WKE

NOVEMBER 2026

PROJECT ID: 2410-10-71

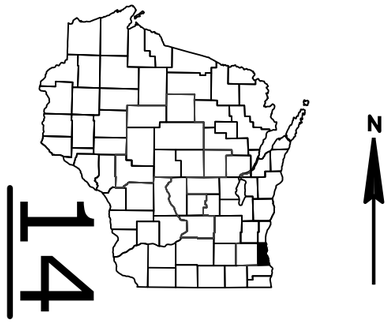
WITH: N/A

COUNTY: MILWAUKEE

ORDER OF SHEETS


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


TOTAL SHEETS = 1272



14

| DESIGN DESIGNATION | | | 27TH TO 16TH | 16TH TO 6TH | 6TH TO 1ST |
|---|---|---|---|---|---|
| A.A.D.T. | 2026 | = | 19,000 | 13,100 | 8,400 |
| A.A.D.T. | 2046 | = | 19,800 | 13,500 | 8,800 |
| D.H.V. | | = | 2,257 (11.4%) | 1,553 (11.5%) | 1,047 (11.9%) |
| D.D. | | = | 50/50 | 50/50 | 50/50 |
| T. | | = | 3.6% | 4.3% | 8.6% |
| DESIGN SPEED | | = | 30 MPH (ALL SEGMENTS) | | |
| ESALS | | = | 1,500,000 | 1,100,000 | 1,300,000 |

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

**PLAN OF PROPOSED IMPROVEMENT**

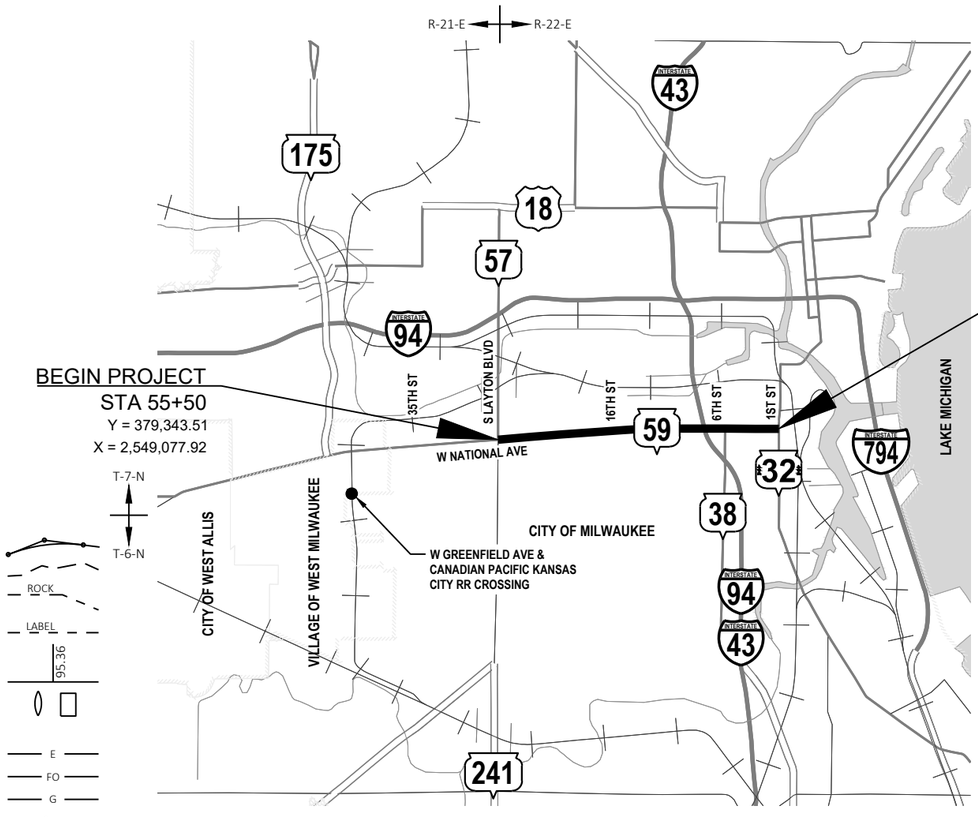
# C MILWAUKEE, W NATIONAL AVE

**27TH ST TO 1ST ST**

## STH 59

## MILWAUKEE COUNTY

| STATE PROJECT NUMBER |
|---|
| 2410-10-71 |




LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.845 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN STATE PLANE COORDINATES, NAD83 (SOUTH ZONE) IN U.S. SURVEY FEET. VALUES ARE GROUND COORDINATES, GROUND BEARINGS, AND GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO CITY OF MILWAUKEE DATUM.

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

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 2410-10-71 | WISC 2027064 | 1 |
| | | |
| | | |
| | | |

ACCEPTED FOR

CITY MILWAUKEE

7/15/2026 (Date)

(Signature)

Commissioner of Public Works (Title of Official)

ORIGINAL PLANS PREPARED BY

raSmith

CREATIVITY BEYOND ENGINEERING

rasmith.com

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

07/14/2026 (Date)

(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | EMCS |
| Designer | raSmith |
| Project Manager | DEBRA TARNOW |
| Regional Examiner | REGIONAL EXAMINER |
| Regional Supervisor | JOSHUA LEVEQUE |

APPROVED FOR THE DEPARTMENT

DATE: 8/1/2026 (Signature)

E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\010101-TI.DWG

PLOT DATE : 7/14/2026 2:49 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

## GENERAL NOTES

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

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

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

NO STAIRCASES OR STEPS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER

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

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

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

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

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

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

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. SEE TRAFFIC CONTROL PLANS FOR LOCATIONS OF CURB GAPS FOR TEMPORARY DRIVEWAY ACCESS.

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

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

| W NATIONAL AVE/STH 59 & W GREENFIELD AVE - 6 1/2" | | |
|---|---|---|
| LAYER | THICKNESS | TYPE |
| UPPER | 2" | 4 MT 58-28 S |
| UPPER LOWER | 2 1/4" | 3 MT 58-28 S |
| LOWER LOWER | 2 1/4" | 3 MT 58-28 S |
| W NATIONAL AVE/STH 59 - 6" | | |
| LAYER | THICKNESS | TYPE |
| UPPER | 2" | 4 MT 58-28 S |
| LOWER | 4" | 3 MT 58-28 S |
| | | |
| MINOR SIDEROADS - 5" | | |
| LAYER | THICKNESS | TYPE |
| UPPER | 2" | 4 MT 58-28 S |
| LOWER | 3" | 3 MT 58-28 S |
| | | |

## ORDER OF SECTION 2 DETAIL SHEETS

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

THE FOLLOWING ENTITIES HAVE PREPARED DESIGNS FOR THIS PROJECT:

GRAEF
- TRAFFIC CONTROL
- DETOUR

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

DAAR ENGINEERING
- CITY UNDERGROUND CONDUIT
- STREET LIGHTING

EMCS
- PLAT

ABBREVIATIONS:

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

# UTILITIES CONTACTS

## AT&T LOCAL NETWORK

COMMUNICATION
BRIAN GRAF
2152 115TH ST
WEST ALLIS, WI 53227
PHONE: (414) 397-2568
EMAIL: BG3124@ATT.COM

## AT&T WISCONSIN

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

## ATC

ELECTRIC
JEFF VANDERWERFF
PO BOX 47
WAUKESHA, WI 53187
PHONE: (262) 206-4966
EMAIL: JVANDERWERFF@ATCLLC.COM

## CITY OF MILWAUKEE

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

## CITY OF MILWAUKEE

CONDUIT
JAIME ORTIZ-ZUASNABER
841 N BROADWAY, ROOM 920
MILWAUKEE, WI 53202
PHONE: (414) 286-8676 (OFFICE)
PHONE: (414) 659-5142 (MOBILE)
EMAIL: JAORTIZ@MILWAUKEE.GOV

## CITY OF MILWAUKEE

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

## CITY OF MILWAUKEE

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

## BLUEBIRD FIBER

COMMUNICATION
ABIGAIL BEATTIE
324 E WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
PHONE: (414) 409-9316 (OFFICE)
PHONE: (262) 442-9427 (MOBILE)
EMAIL: ABBY.BEATTIE@BLUEBIRDFIBER.COM

## LEVEL 3

COMMUNICATION
BRAHIM GADDOUR
3235 INTERTECH DR, SUITE 600
BROOKFIELD, WI 53045
PHONE: (414) 908-6713 (OFFICE)
PHONE: (414) 704-1026 (MOBILE)
EMAIL: BRAHIM.GADDOUR@LUMEN.COM

## MIDWEST FIBER NETWORKS

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

## MILWAUKEE METROPOLITAN SEWERAGE DISTRICT

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

## PAETEC

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

## SPECTRUM

COMMUNICATION
BRANDON HINGA-MAPLE
5114 MANN DR
RINGWOOD, IL 60072
PHONE: (815) 378-1063
EMAIL: WIS.ENGINEERING@CHARTER.COM

## TDS METROCOM

COMMUNICATIONS
KALLIE RAMSDELL
525 JUNCTION RD
MADISON, WI 53717
PHONE: (414) 416-4802
EMAIL: KALLIE.RAMSDELL@TDSTELECOM.COM

## VERIZON BUSINESS

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

## WE ENERGIES

ELECTRIC
TARA BLECHA
5400 N GREEN BAY AVE
GLENDALE, WI 53209
PHONE: (414) 540-5784 (OFFICE)
PHONE: (414) 737-4051 (MOBILE)
PHONE: (800) 662-4797 (DISPATCH)
EMAIL: TARA.BLECHA@WE-ENERGIES.COM

## WE ENERGIES

GAS
JOE DABLE
500 S 116TH ST
WEST ALLIS, WI 53214
PHONE: (414) 303-0310
PHONE: (800) 261-5325 (DISPATCH)
EMAIL: JOE.DABLE@WE-ENERGIES.COM

## WE ENERGIES

STEAM
ALEX DANTINNE
1135 W CANAL ST
MILWAUKEE, WI 53233
PHONE: (414) 221-2087
EMAIL: ALEX.DANTINNE@WE-ENERGIES.COM

## WISCONSIN DNR LIAISON

JESSE BENNETT
1027 W ST PAUL AVE
MILWAUKEE, WI 53233
PHONE: (608) 445-2697
EMAIL: JESSIAH.BENNETT@WISCONSIN.GOV

## REGION SURVEY COORDINATOR (SEWRPC)

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

## CITY OF MILWAUKEE

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

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

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

SIGNALS
SCOTT REINBACHER
841 N BROADWAY, 9TH FLOOR
MILWAUKEE, WI 53202
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EMAIL: SREINB@MILWAUKEE.GOV

## DESIGN PROJECT MANAGER

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

## DESIGN PROJECT LEADER

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

## MILWAUKEE COUNTY TRANSIT

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

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

## WISDOT

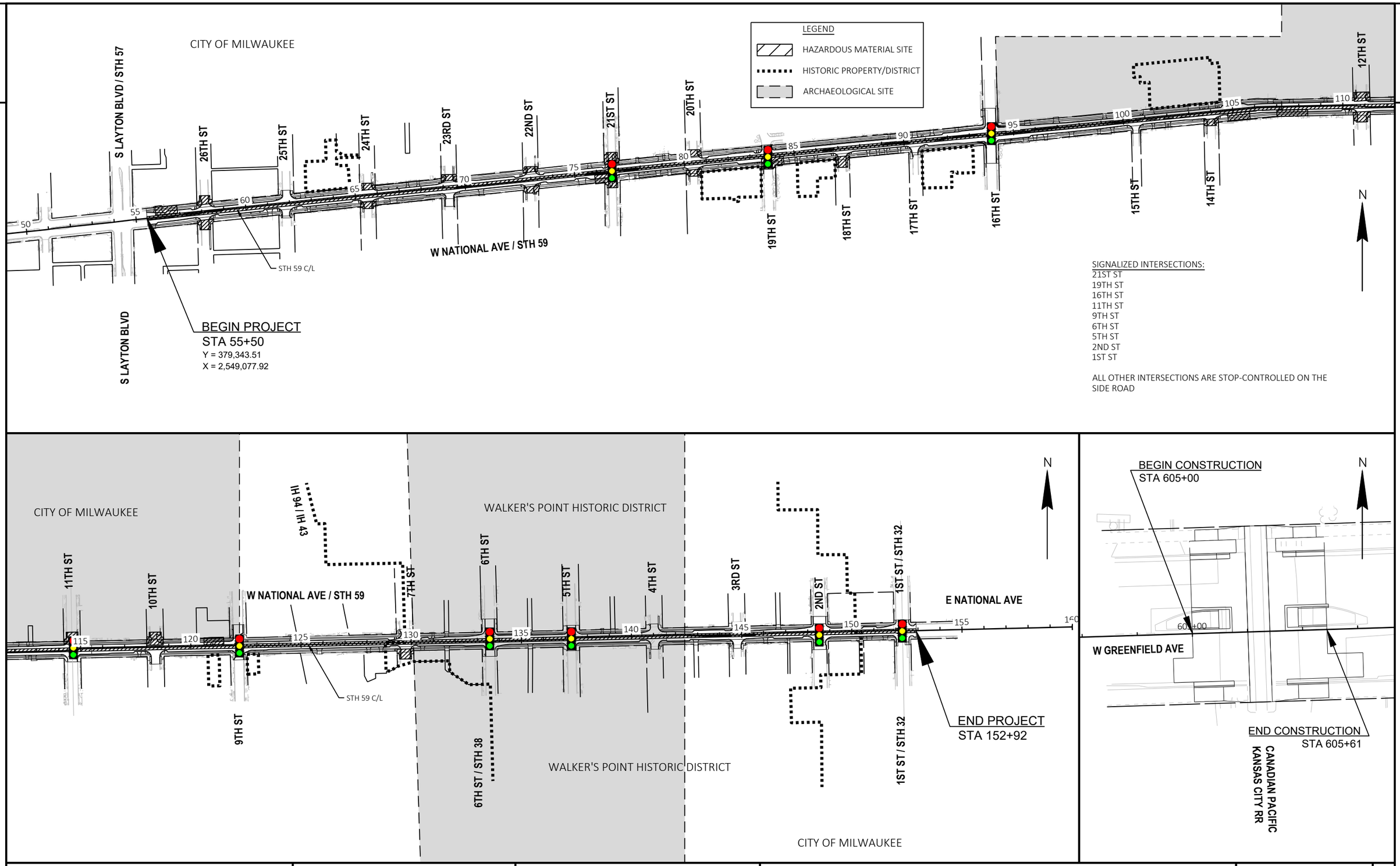
DESIGN PROJECT MANAGER
DEBRA TARNOW
141 NW BARSTOW ST
WAUKESHA, WI 53188
PHONE: (414) 333-9116 (MOBILE)
EMAIL: DEBRA.TARNOW@DOT.WI.GOV

DESIGN SUPERVISOR
JOSHUA LEVEQUE
141 NW BARSTOW ST
WAUKESHA, WI 53188
PHONE: (262) 548-8647
EMAIL: JOSHUA.LEVEQUE@DOT.WI.GOV

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

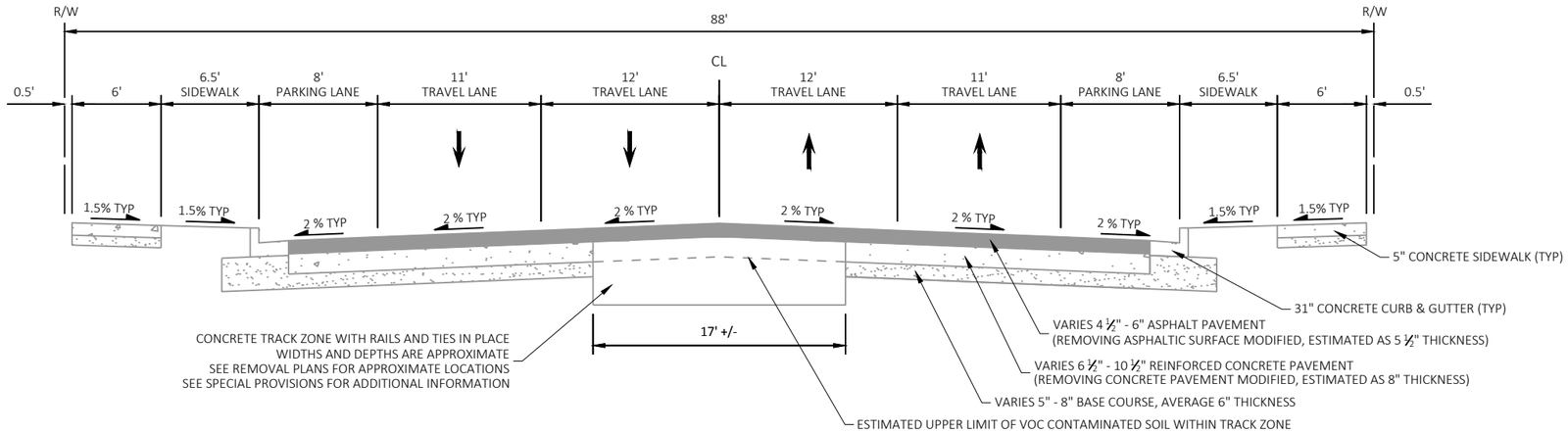
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DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com



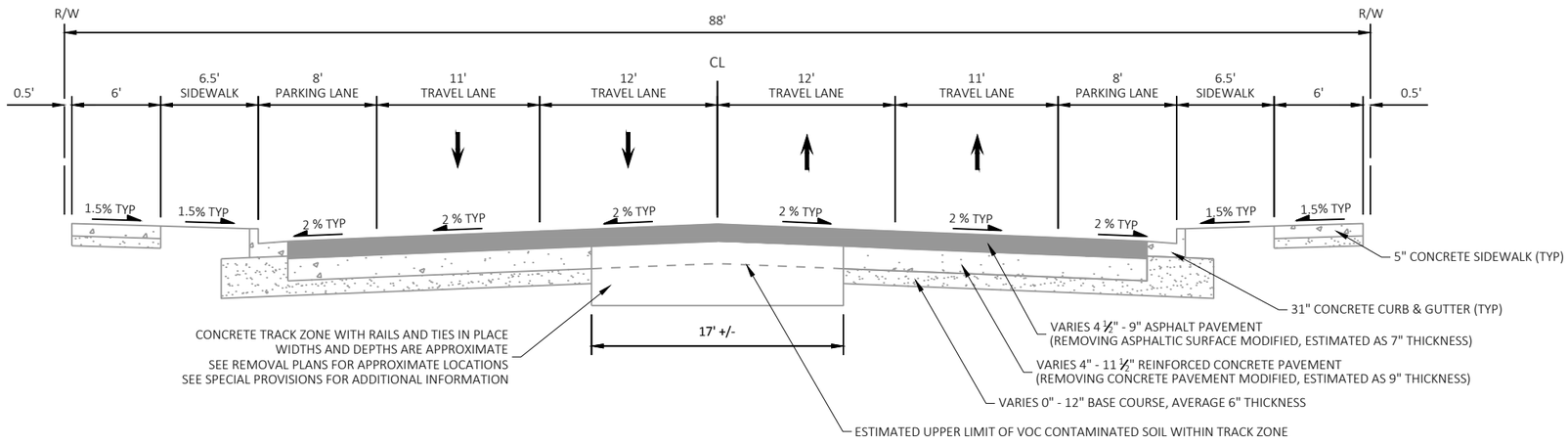

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PROJECT OVERVIEW | SHEET 4 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\020201-PO.DWG
LAYOUT NAME - PO
PLOT DATE : 7/22/2026 11:36 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42




EXISTING TYPICAL SECTION - STH 59 (W NATIONAL AVE)

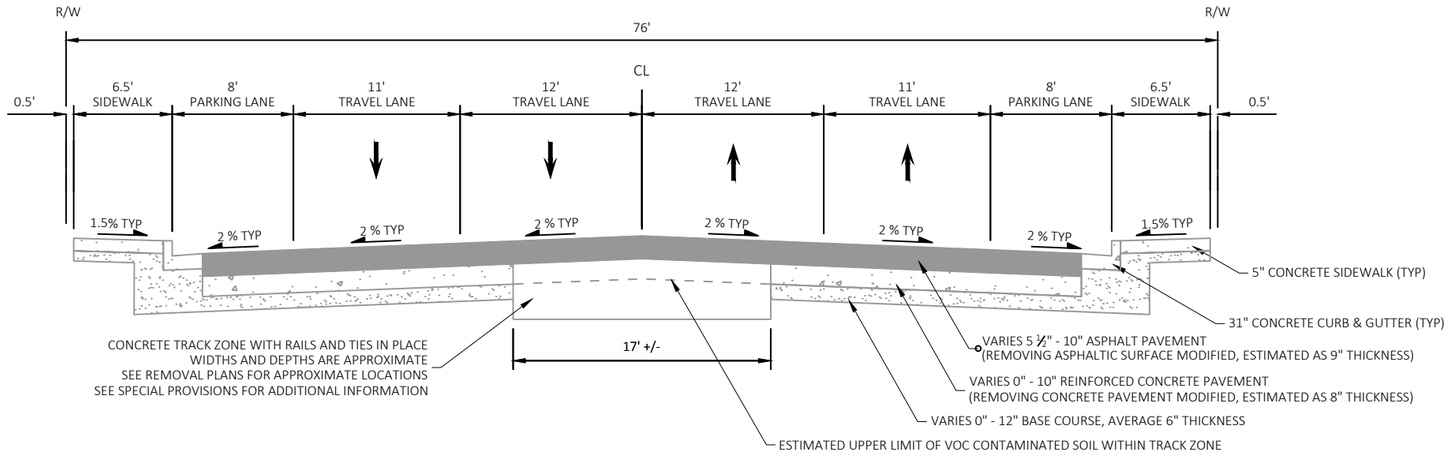
STA 55+50 TO STA 69+00




EXISTING TYPICAL SECTION - STH 59 (W NATIONAL AVE)

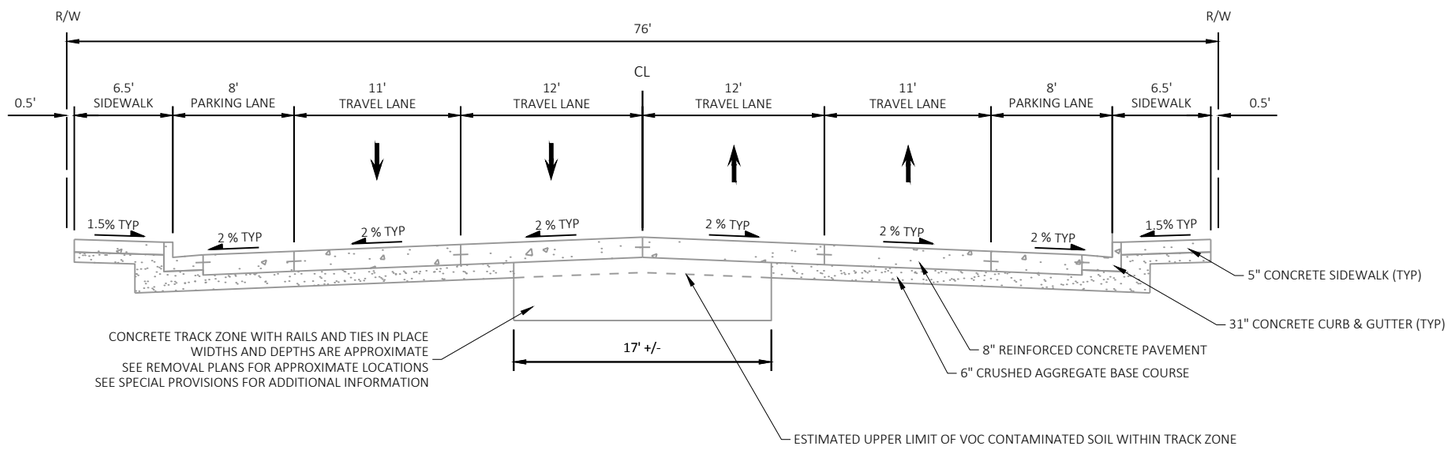
STA 69+00 TO STA 122+50

2



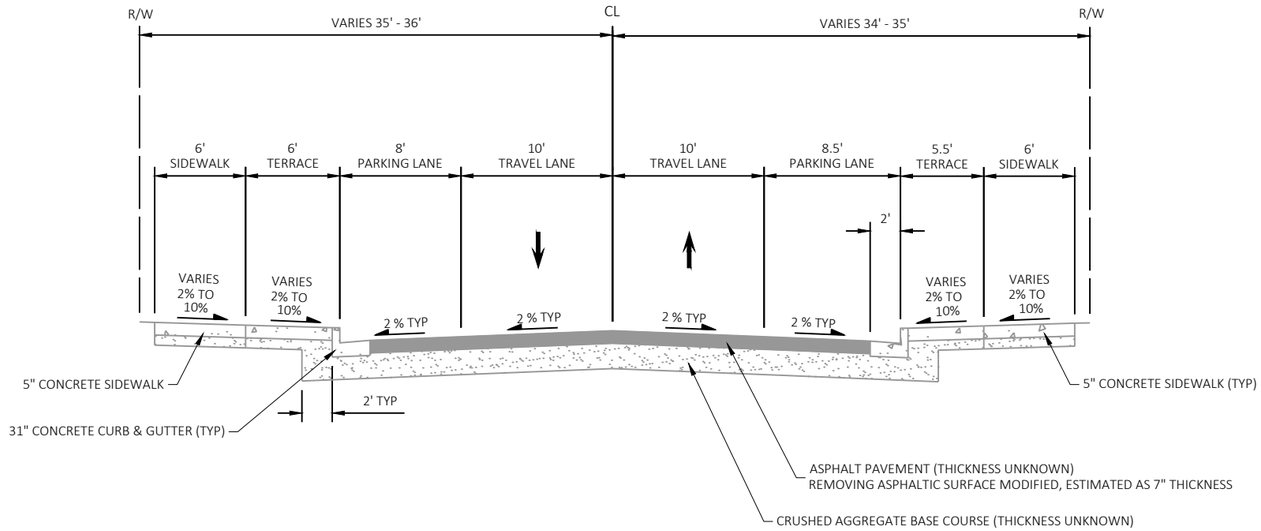

EXISTING TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 122+50 TO STA 151+90



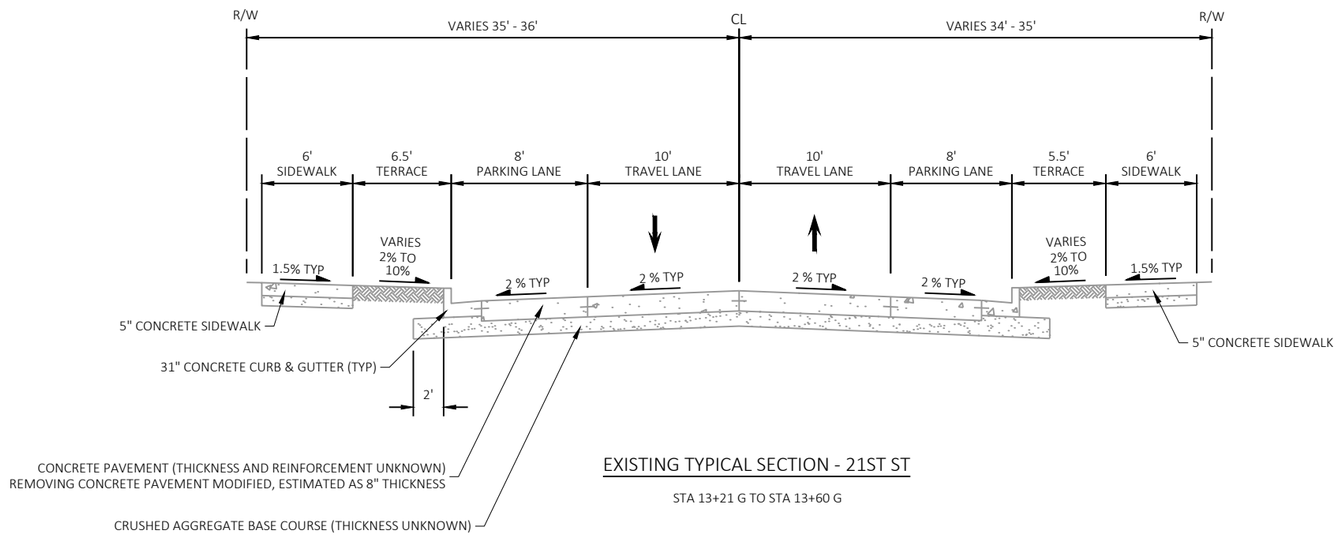

EXISTING TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 151+90 TO STA 152+92




EXISTING TYPICAL SECTION - 21ST ST

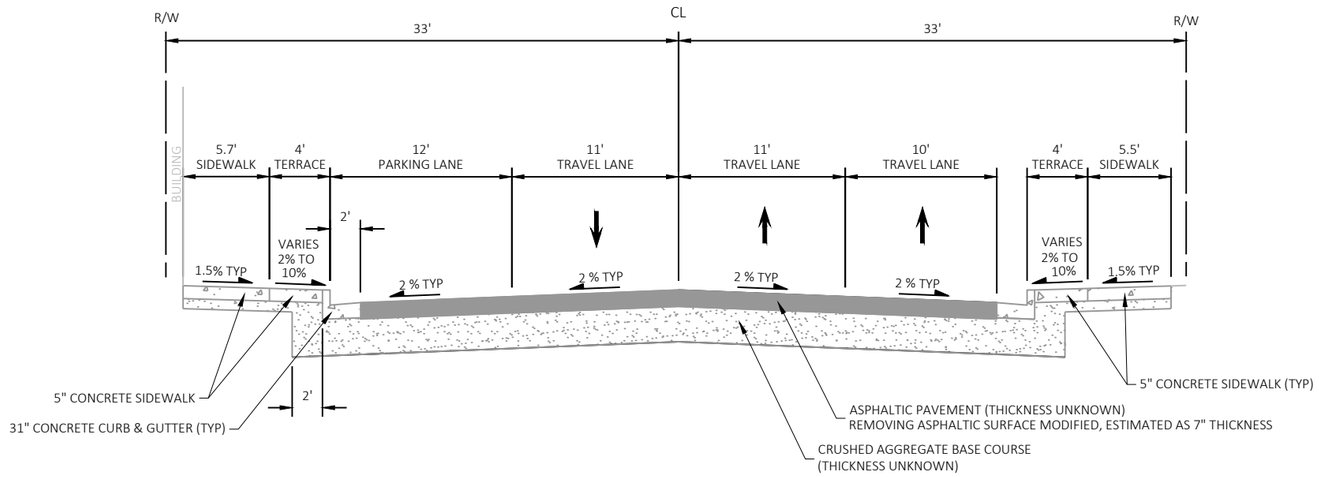
STA 12+00 G TO STA 12+34 G




EXISTING TYPICAL SECTION - 21ST ST

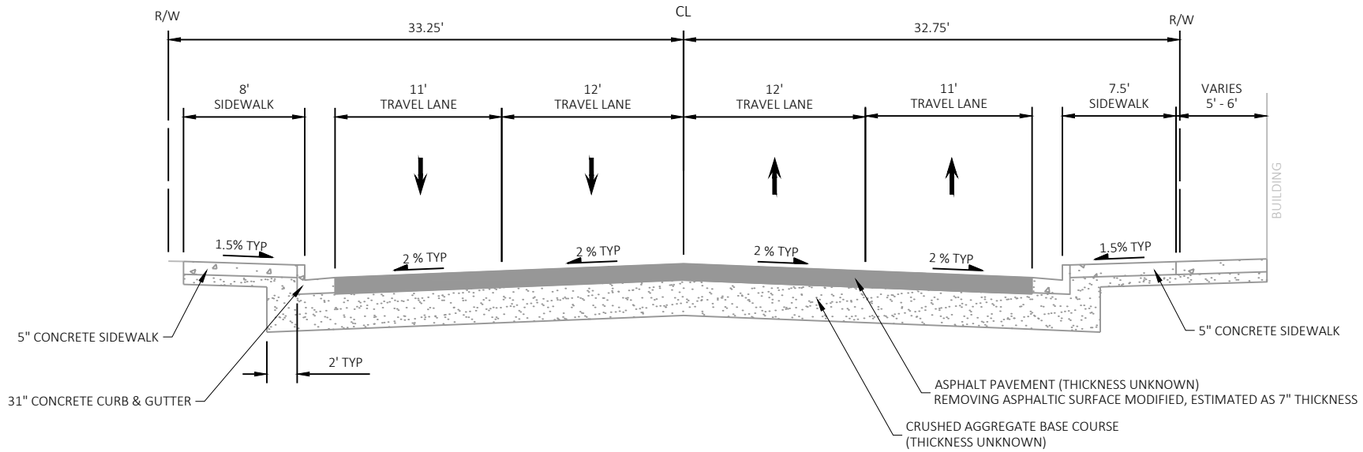
STA 13+21 G TO STA 13+60 G

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION - 16TH ST

STA 13+65 CC TO STA 14+52 CC

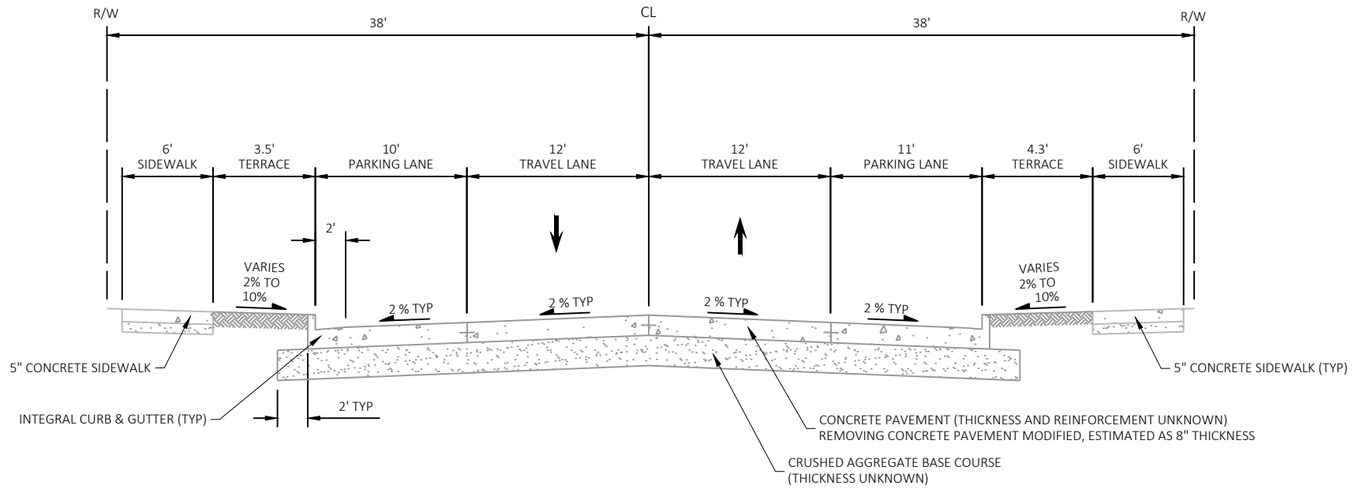



EXISTING TYPICAL SECTION - 16TH ST

STA 15+41 CC TO STA 16+15 CC

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|

2

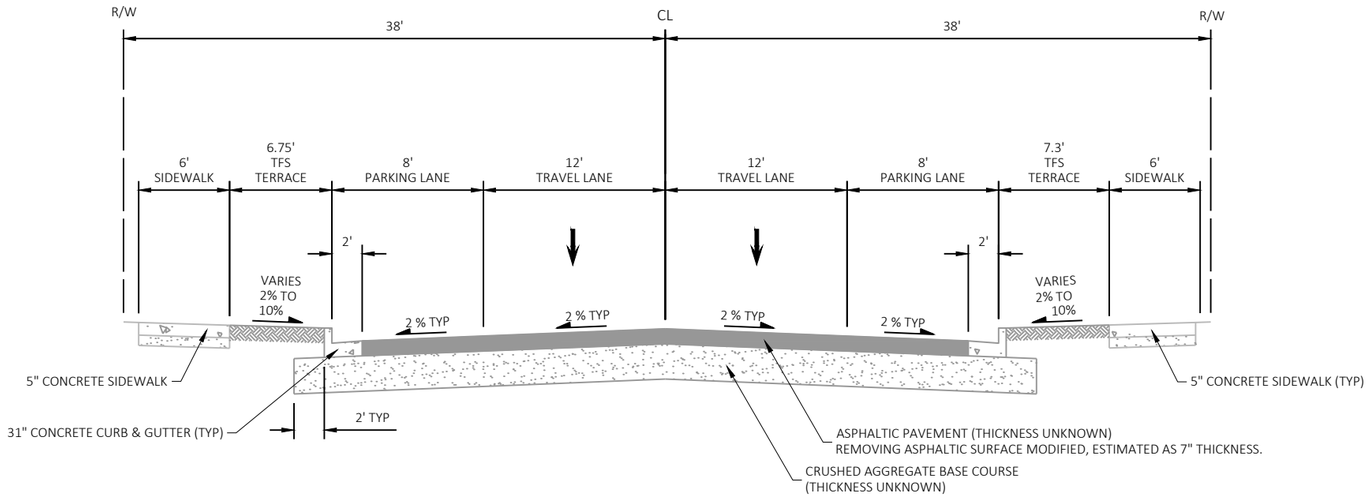



EXISTING TYPICAL SECTION - 11TH ST

STA 13+50 J TO STA 13+80 J

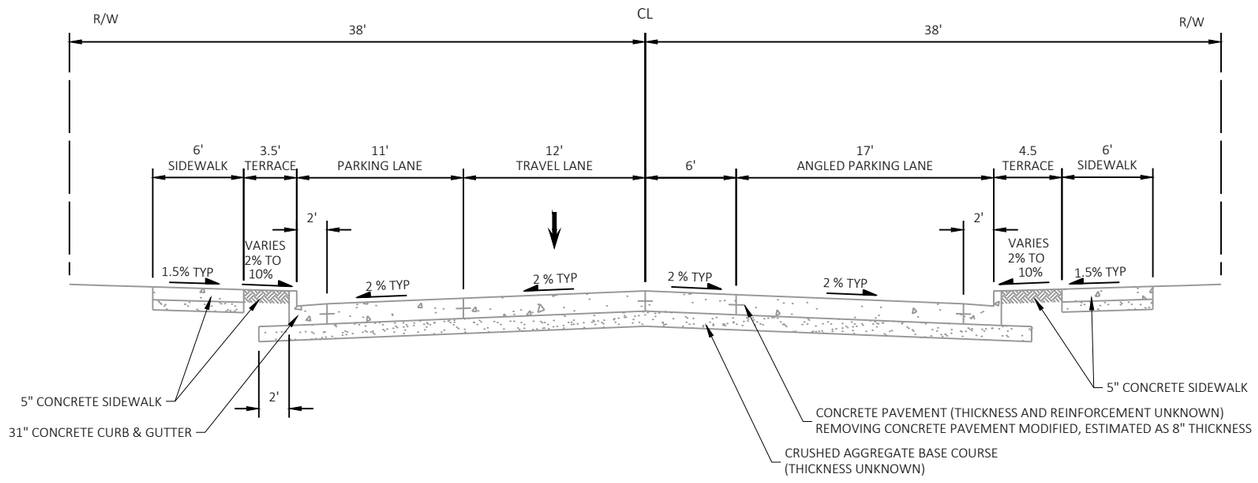
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|

2




EXISTING TYPICAL SECTION - 10TH ST

STA 11+30 K TO STA 11+60 K



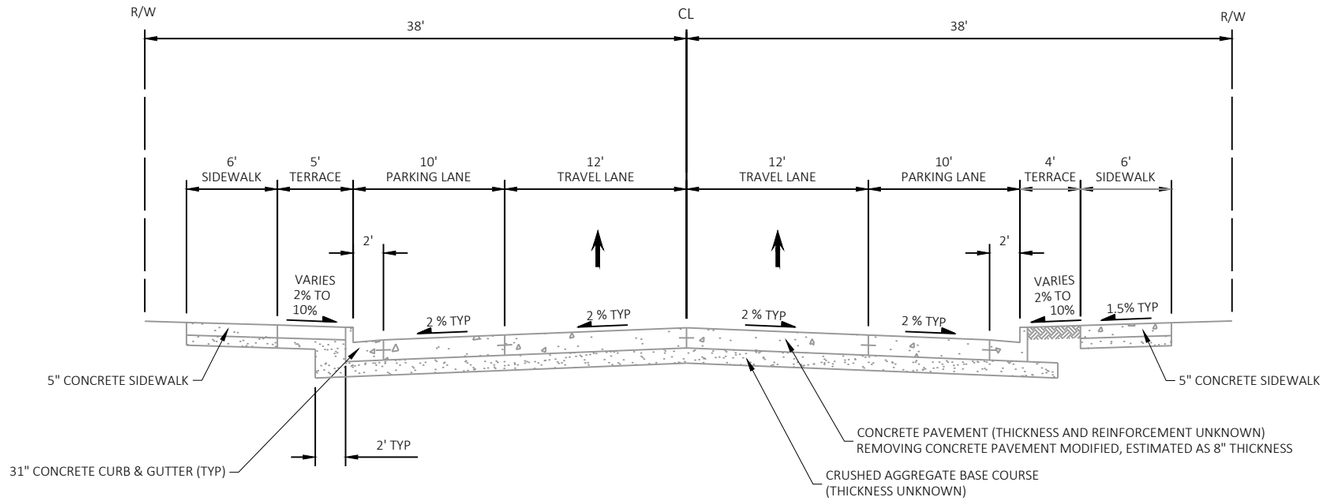

EXISTING TYPICAL SECTION - 10TH ST

STA 12+45 K TO STA 12+75 K

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 10 | E |
|---|---|---|---|---|---|

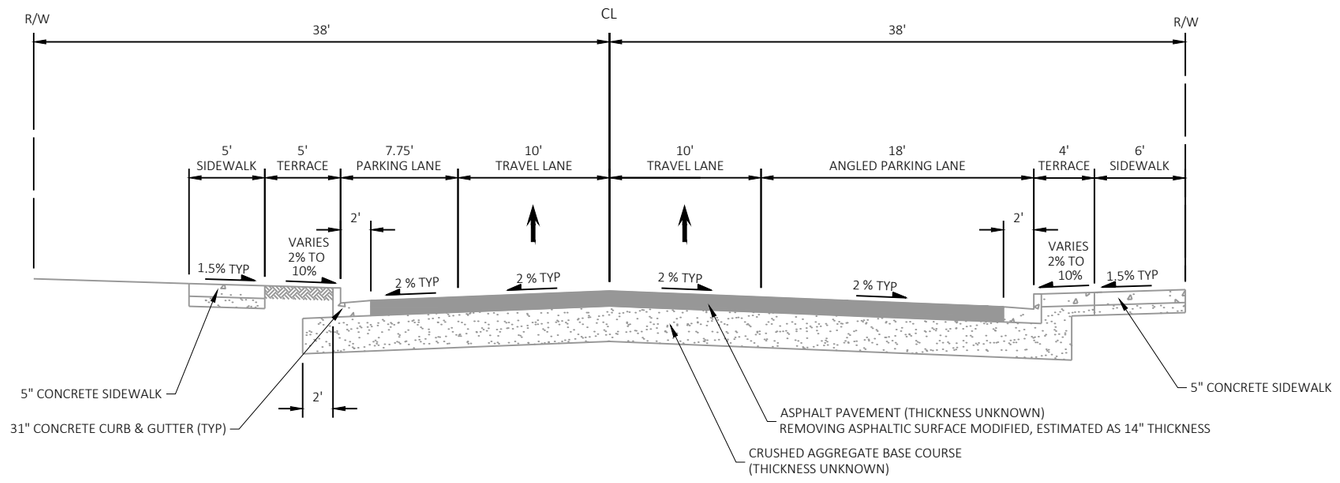
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\020301-TS.DWG
LAYOUT NAME - Ex-06
PLOT DATE : 7/22/2026 11:42 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2




EXISTING TYPICAL SECTION - 9TH ST

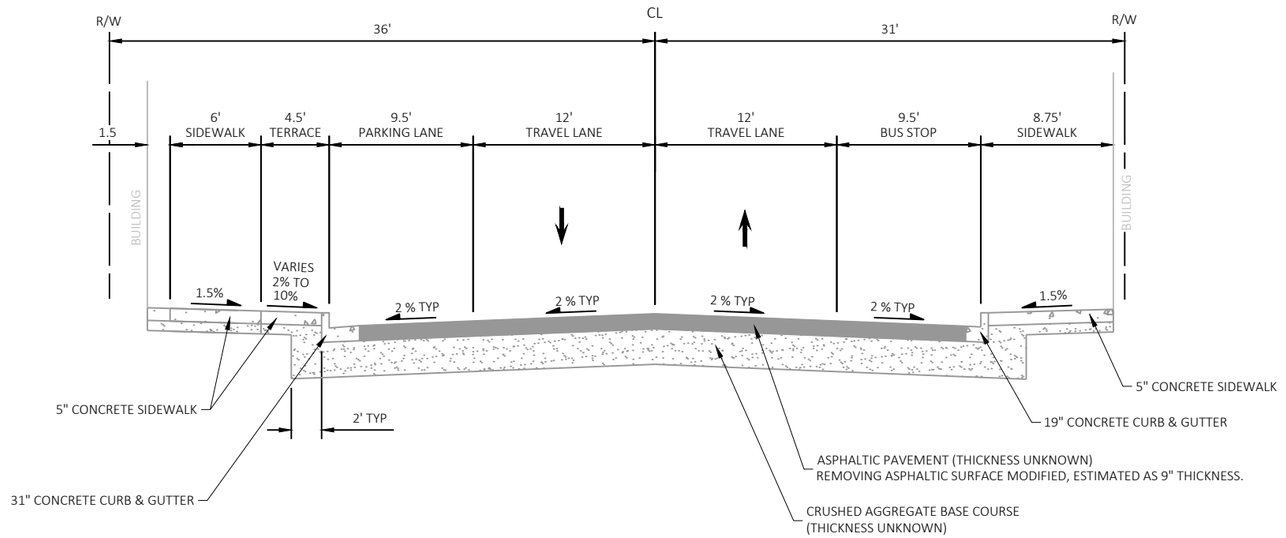
STA 12+40 L TO STA 12+60 L




EXISTING TYPICAL SECTION - 9TH ST

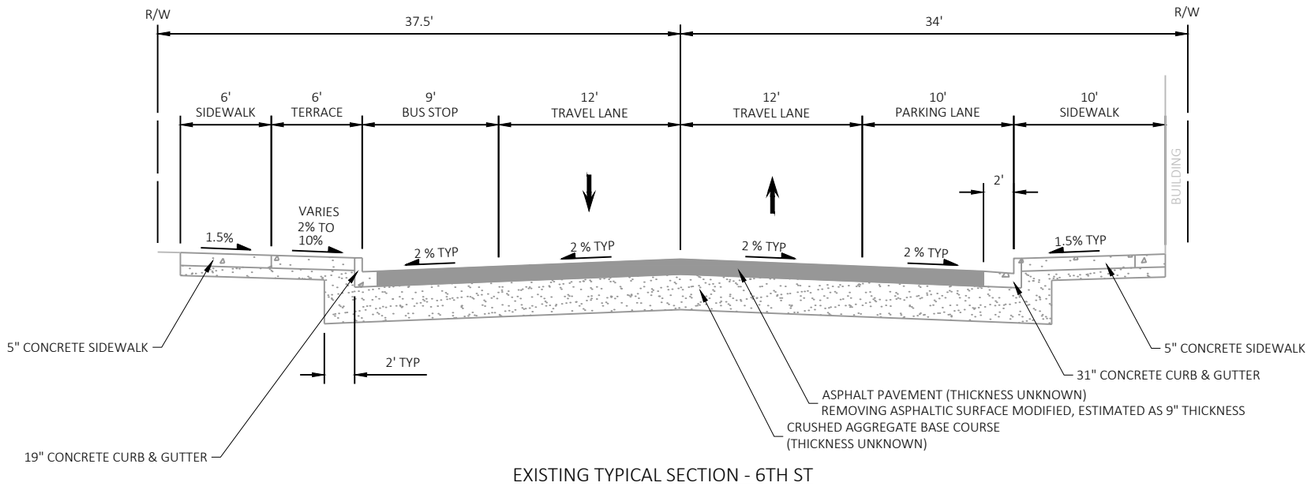
STA 10+39 M TO STA 11+00 M

2




EXISTING TYPICAL SECTION - 6TH ST (STH 38)

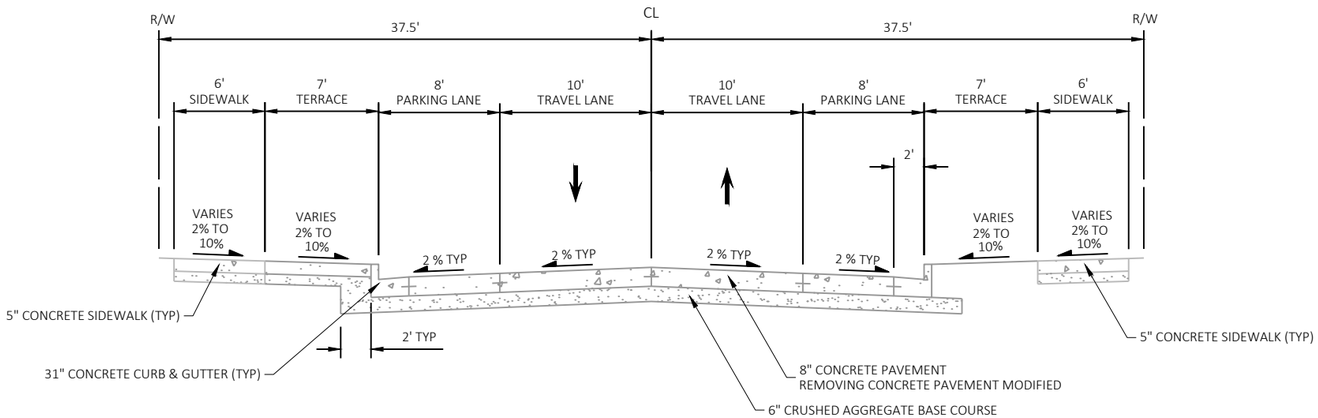
STA 13+80 P TO STA 14+07 P




EXISTING TYPICAL SECTION - 6TH ST

STA 15+04 P TO STA 15+50 P

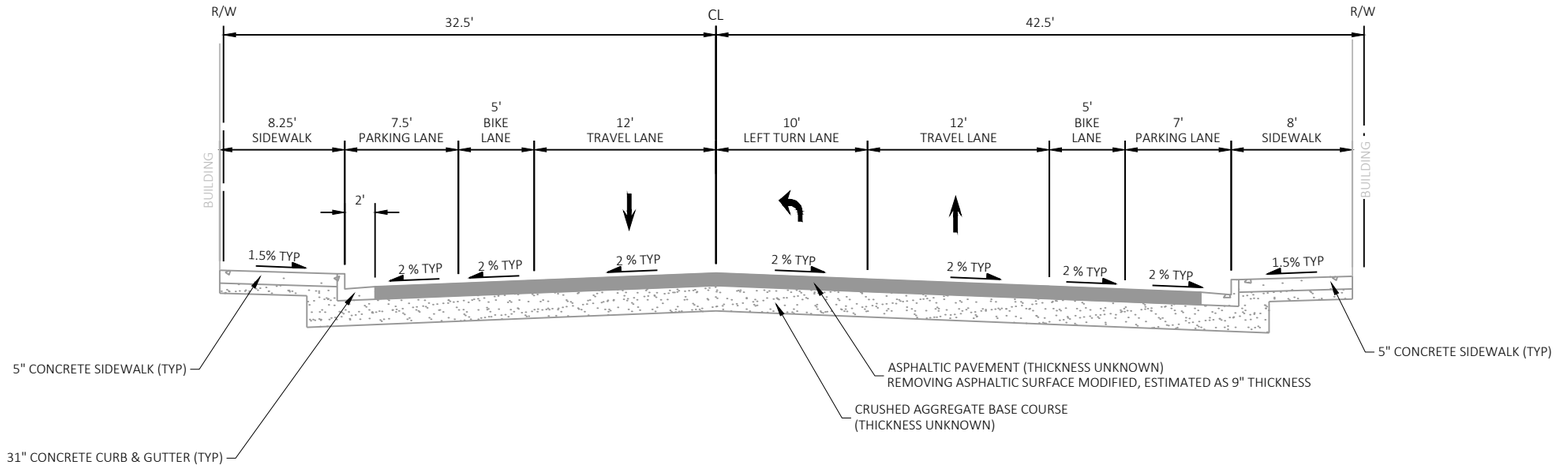
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## EXISTING TYPICAL SECTION - 4TH ST

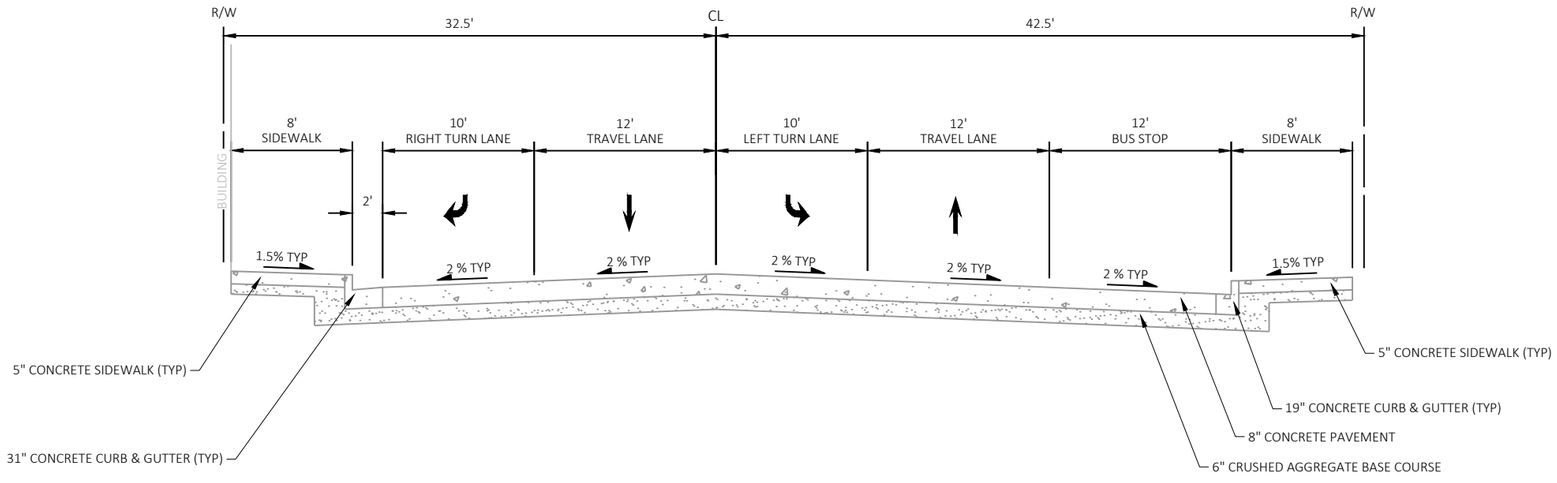
STA 11+40 Q TO STA 11+52 Q
STA 12+42 Q TO STA 12+55 Q

2




EXISTING TYPICAL SECTION - 2ND ST

STA 14+25 R TO STA 14+58 R

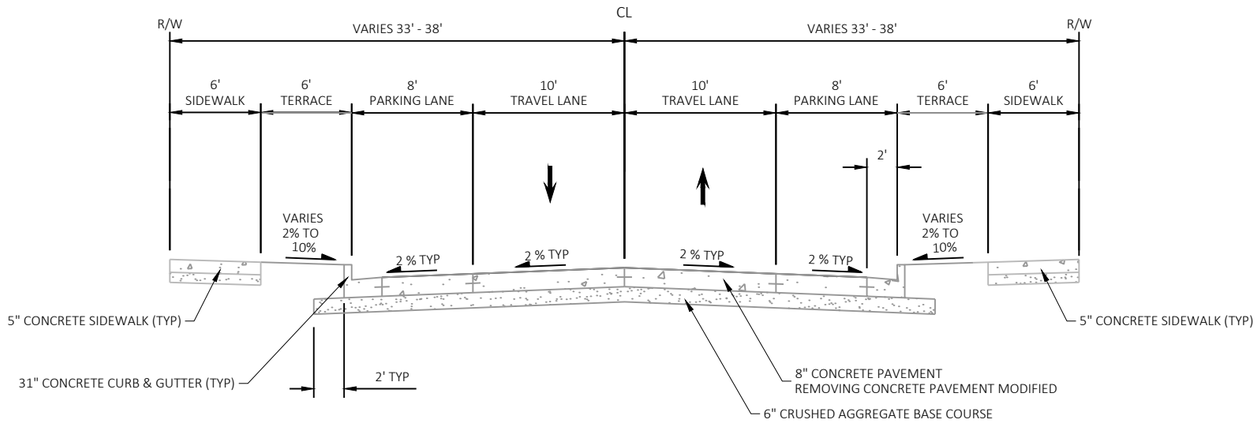



EXISTING TYPICAL SECTION - 2ND ST

STA 15+42 R TO STA 15+75 R

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 14 | E |
|---|---|---|---|---|---|

2



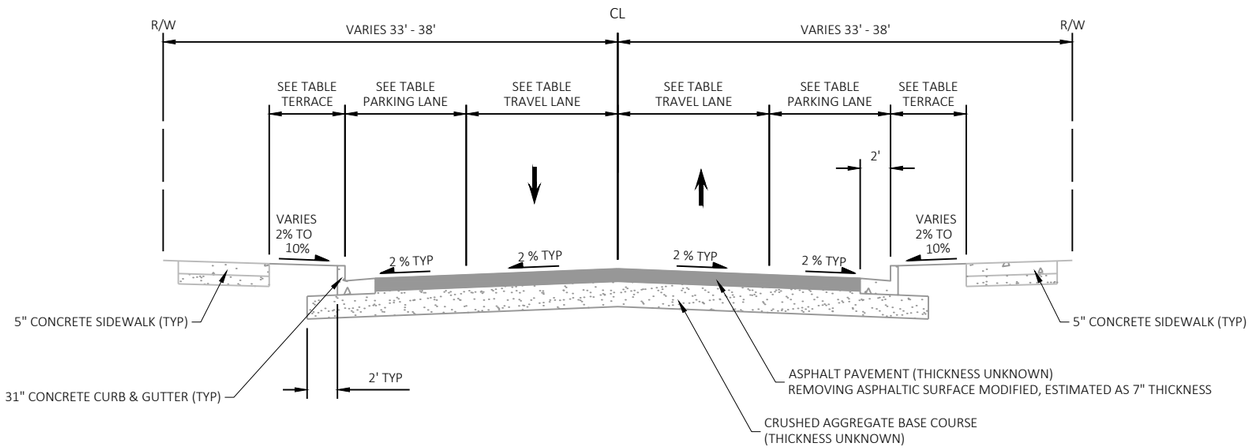

EXISTING TYPICAL SECTION - MINOR SIDEROADS

26TH ST
STA 11+20 E TO STA 11+51 E
STA 12+46 E TO STA 12+75 E

23RD ST
STA 12+50 F TO STA 12+60 F

2

| STREET | TERRACE LT | PARKING LANE LT | TRAVEL LANE LT | TRAVEL LANE RT | PARKING LANE RT | TERRACE RT |
|---|---|---|---|---|---|---|
| 23RD ST | 4' | 8' | 12' | 12' | 8' | 4' |
| 18TH ST | 6' | 8' | 10' | 10' | 8' | 6' |
| 7TH ST | VARIES 5' - 6' | VARIES 10' - 10.5' | 12' | 12' | VARIES 10' - 10.5' | 5' |
| | | | | | | |
| | | | | | | |



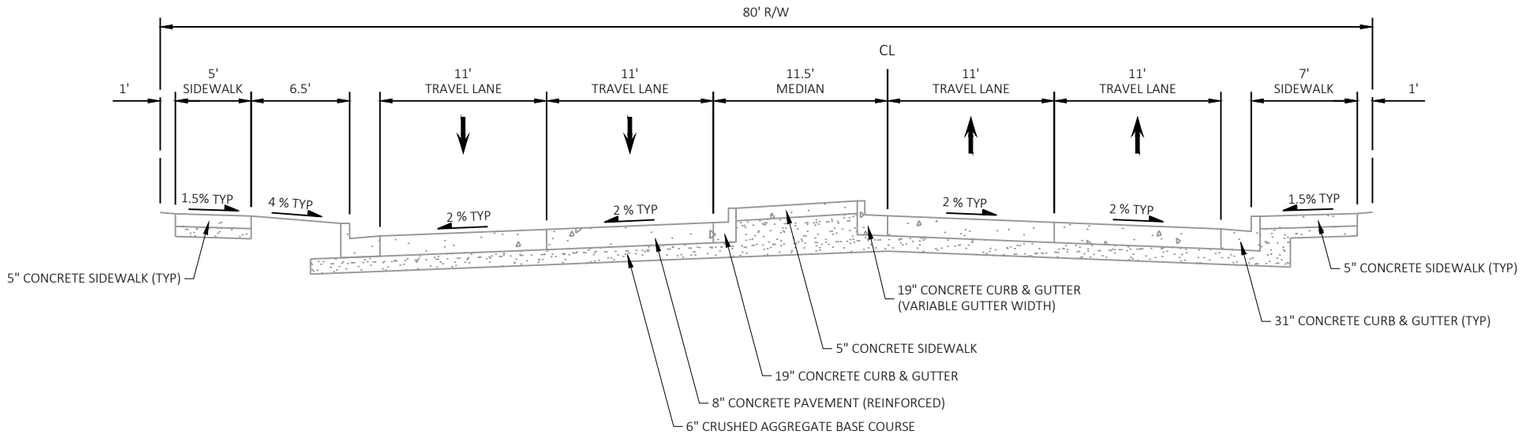

EXISTING TYPICAL SECTION - MINOR SIDEROADS

23RD ST
STA 11+15 F TO STA 11+51 F

18TH ST
STA 11+15 H TO STA 11+50 H

7TH ST
STA 11+25 N TO STA 11+56 N
STA 12+45 N TO STA 12+60 N

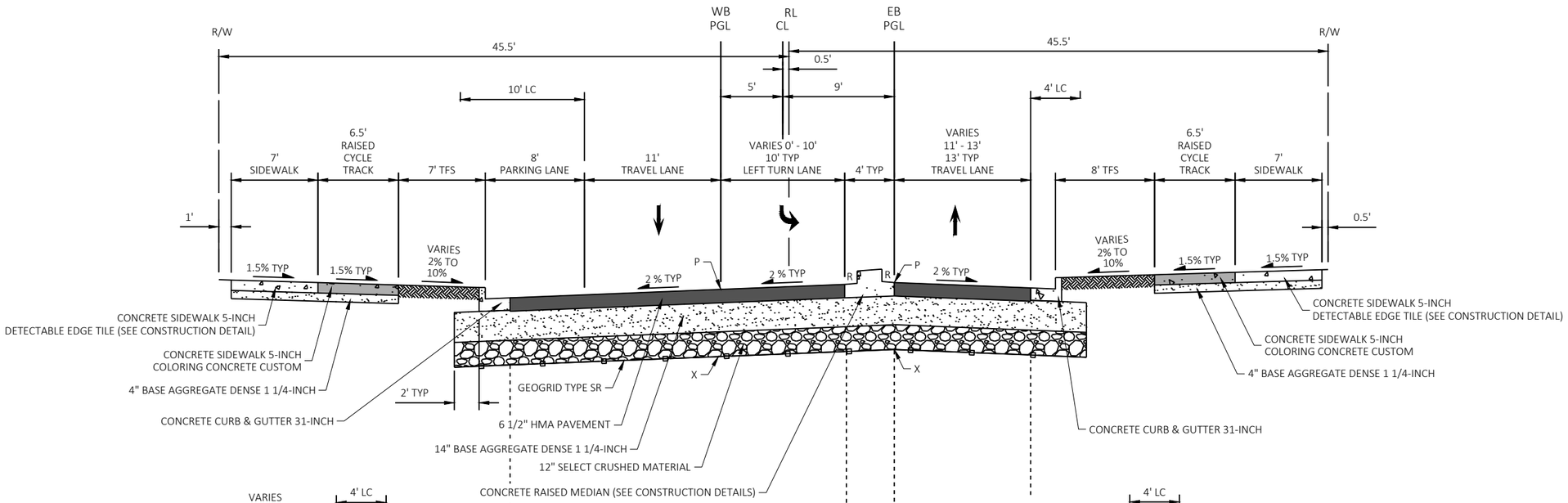
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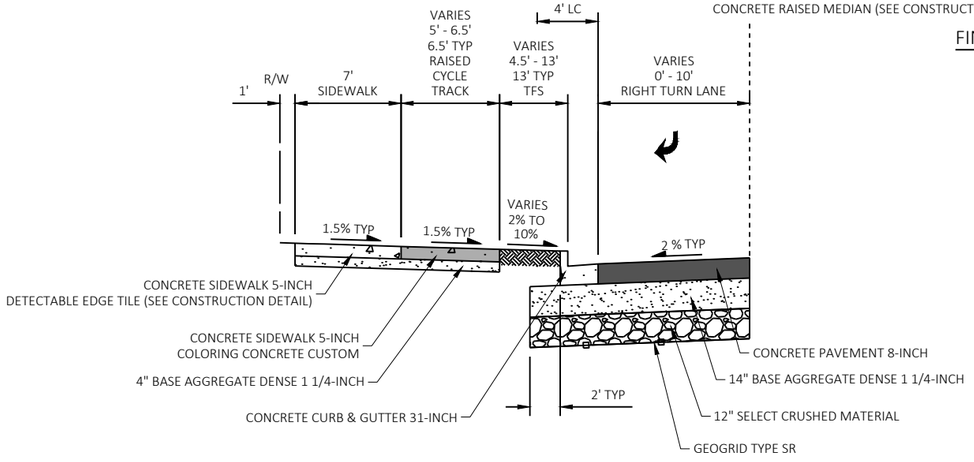

EXISTING TYPICAL SECTION - GREENFIELD AVE

STA 605+00 TO STA 605+61

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 17 | E |
|---|---|---|---|---|---|



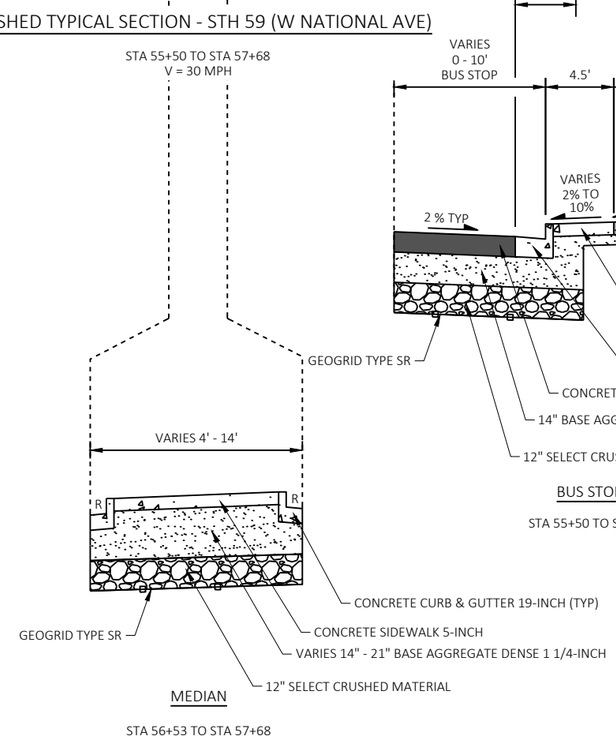

FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)




RIGHT TURN LANE LT

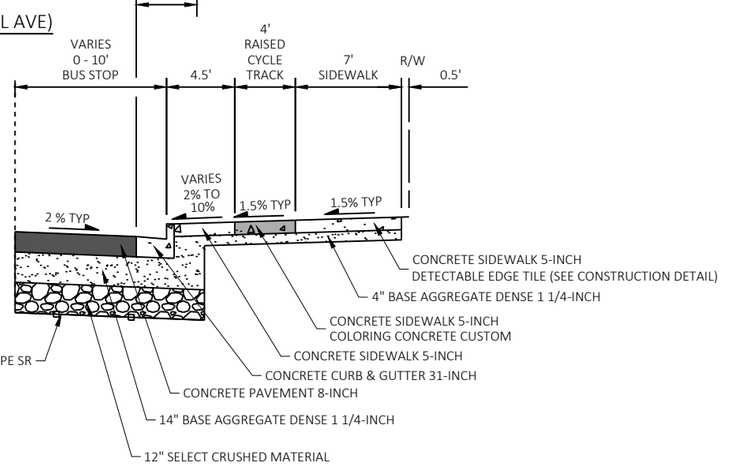
STA 55+50 TO STA 56+32

STA 55+50 TO STA 57+68
V = 30 MPH




MEDIAN

STA 56+53 TO STA 57+68




BUS STOP RT

STA 55+50 TO STA 55+95

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN (SEE PLAN DETAILS FOR NORMAL SLOPE GUTTER PAN LOCATIONS)

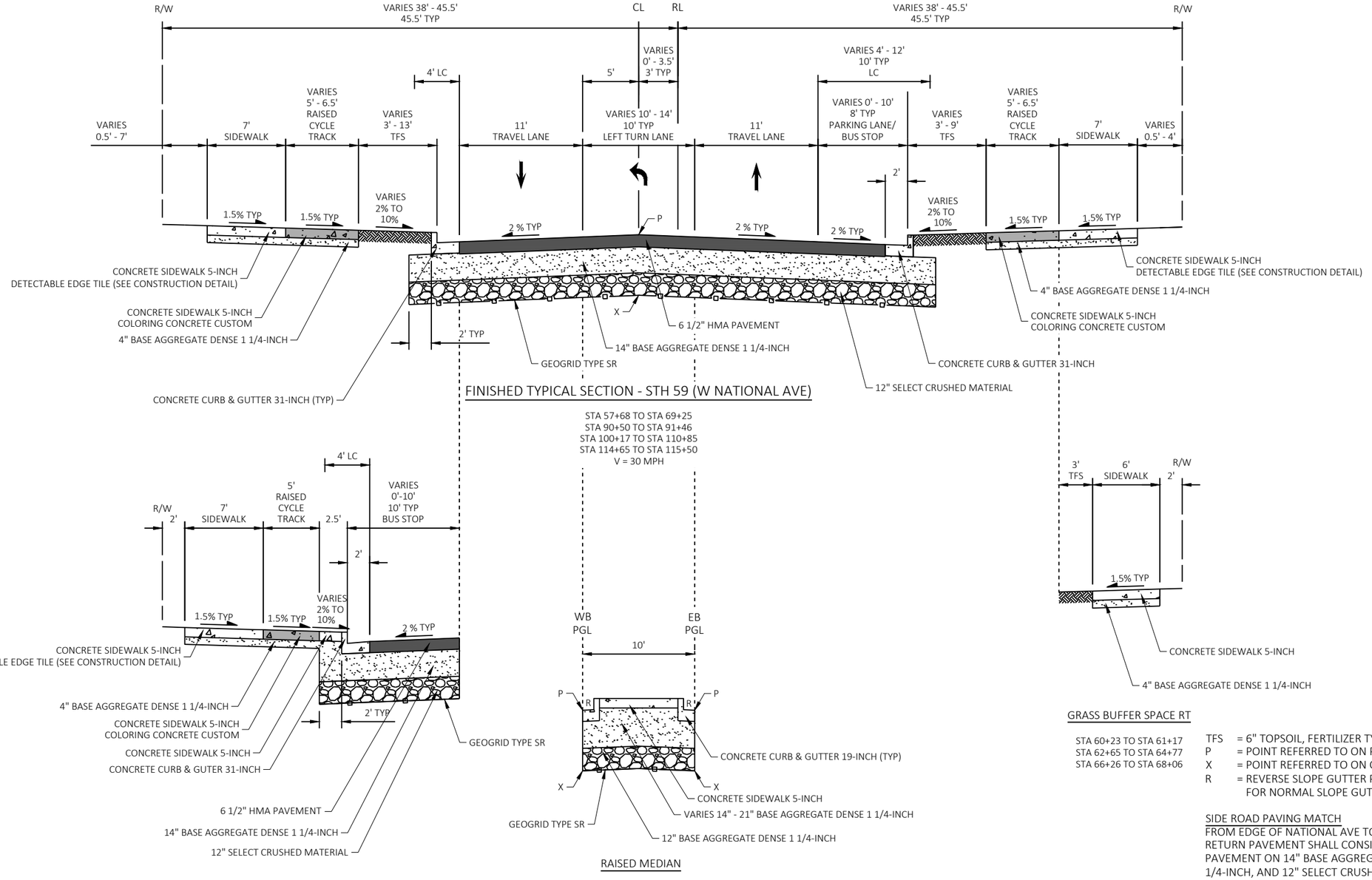
SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6 1/2" PAVEMENT, 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL AND GEOGRID TYPE SR

PAVEMENT SLOPES

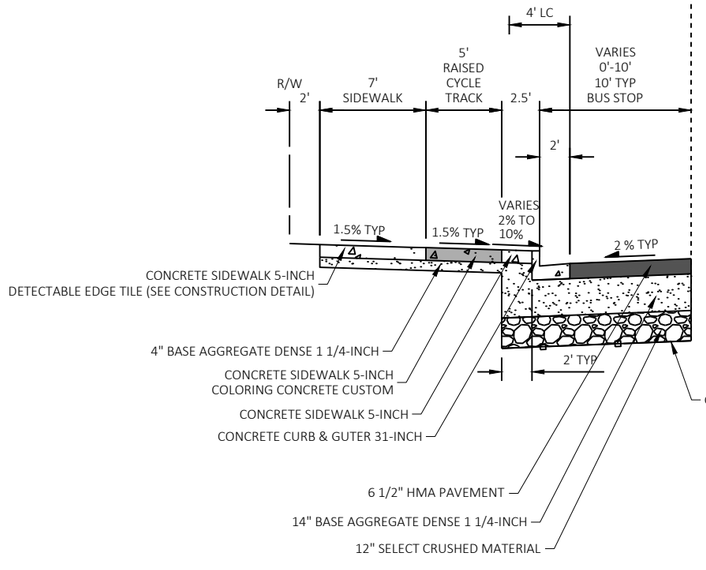
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 18 | E |
|---|---|---|---|---|---|




FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 57+68 TO STA 69+25
STA 90+50 TO STA 91+46
STA 100+17 TO STA 110+85
STA 114+65 TO STA 115+50
V = 30 MPH




BUS STOP LT

STA 104+48 TO STA 105+57




RAISED MEDIAN

STA 57+68 TO STA 58+97
STA 100+17 TO STA 100+37




GRASS BUFFER SPACE RT

STA 60+23 TO STA 61+17
STA 62+65 TO STA 64+77
STA 66+26 TO STA 68+06

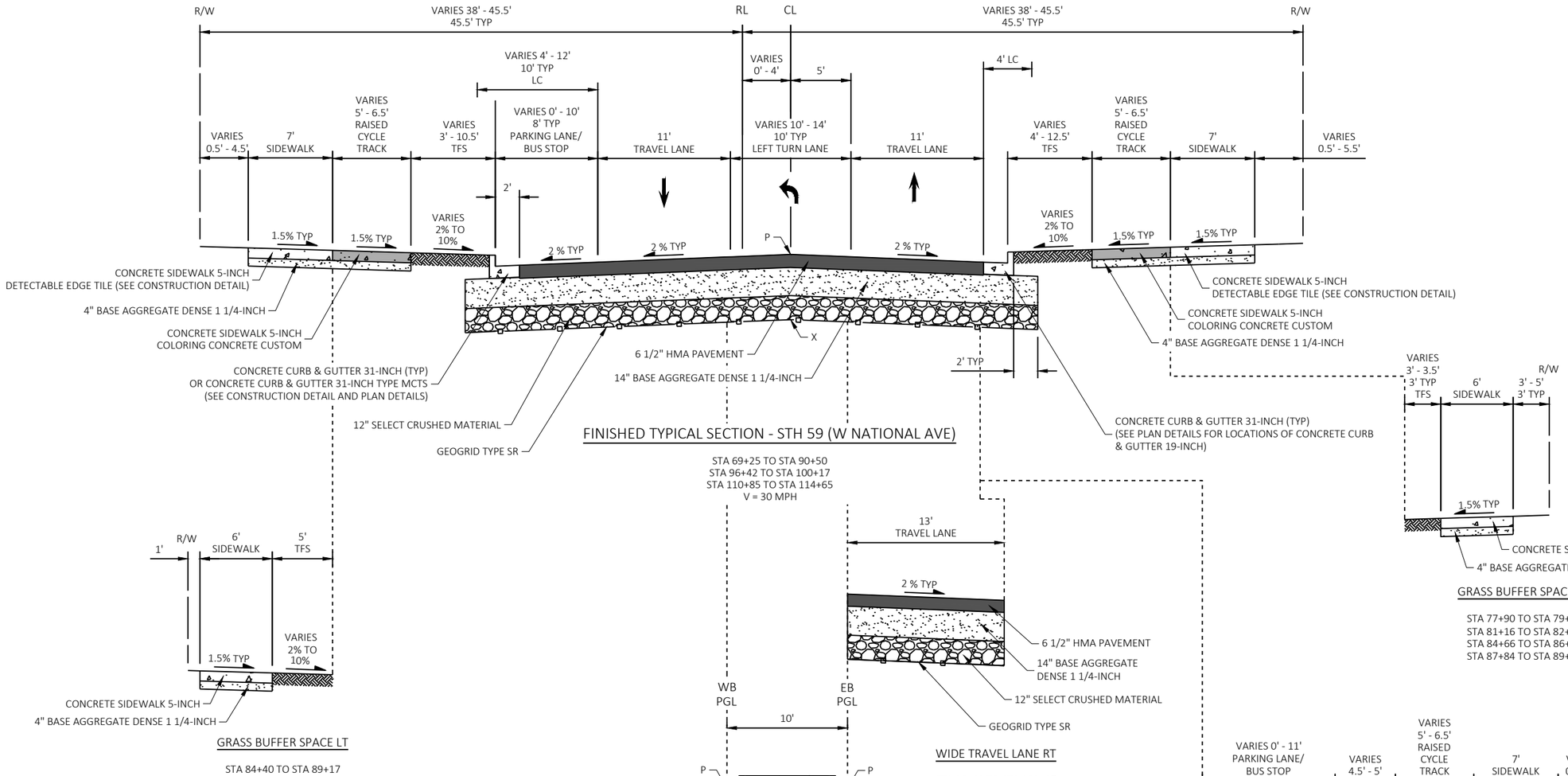
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN (SEE PLAN DETAILS FOR NORMAL SLOPE GUTTER PAN LOCATIONS)

SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL. WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES

SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES




FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

GRASS BUFFER SPACE RT

STA 77+90 TO STA 79+68
STA 81+16 TO STA 82+18
STA 84+66 TO STA 86+43
STA 87+84 TO STA 89+87




GRASS BUFFER SPACE LT

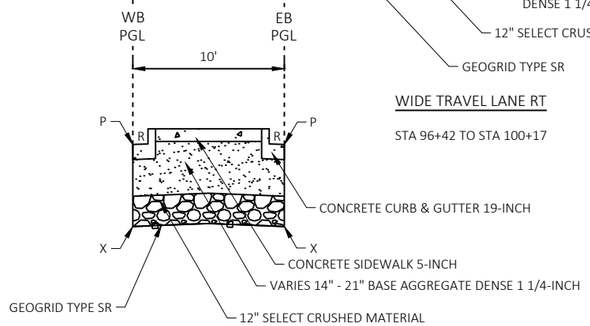
STA 84+40 TO STA 89+17

STA 69+25 TO STA 90+50
STA 96+42 TO STA 100+17
STA 110+85 TO STA 114+65
V = 30 MPH



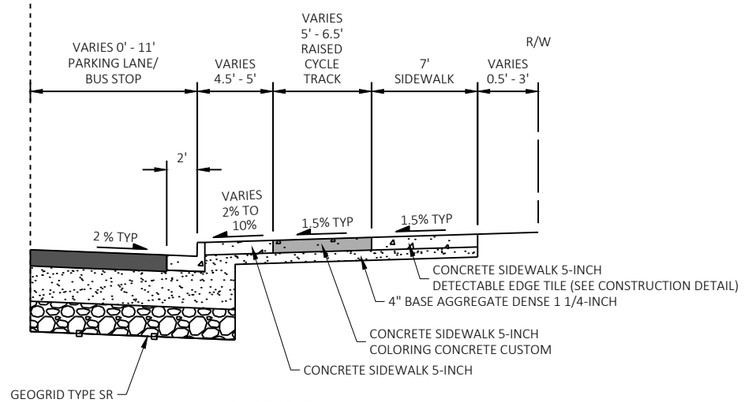

WIDE TRAVEL LANE RT

STA 96+42 TO STA 100+17




RAISED MEDIAN

STA 69+57 TO STA 70+30
STA 75+47 TO STA 76+39
STA 77+03 TO STA 77+92
STA 86+28 TO STA 86+84
STA 88+96 TO STA 90+29
STA 96+41 TO STA 100+17




BUS STOP RT

STA 73+69 TO STA 76+53
STA 82+39 TO STA 83+45

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN (SEE PLAN DETAILS FOR NORMAL SLOPE GUTTER PAN LOCATIONS)

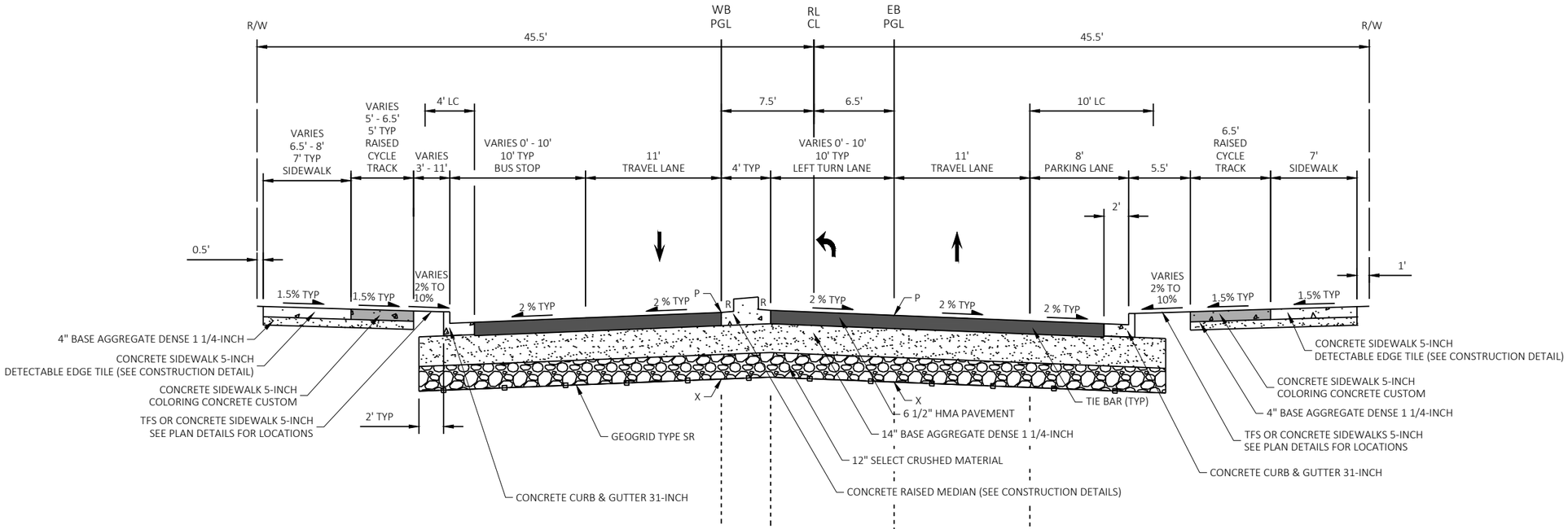
SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL. WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES

SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 20 | E |
|---|---|---|---|---|---|




## FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

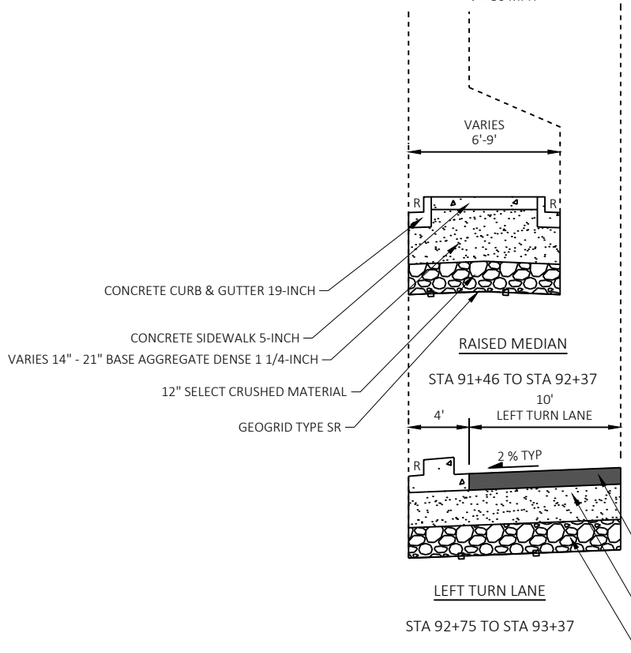
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN (SEE PLAN DETAILS FOR NORMAL SLOPE GUTTER PAN LOCATIONS)

SIDE ROAD PAVING MATCH
FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL. WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

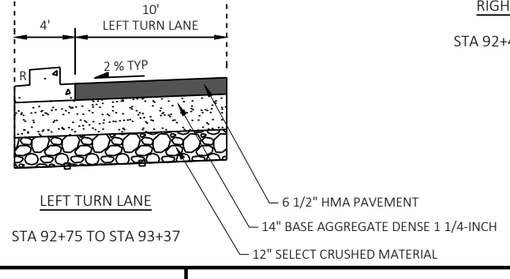
STA 91+46 TO STA 94+00

V = 30 MPH



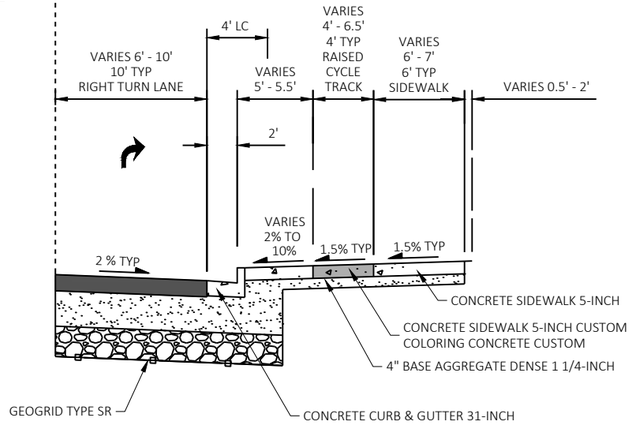

RAISED MEDIAN

STA 91+46 TO STA 92+37




LEFT TURN LANE

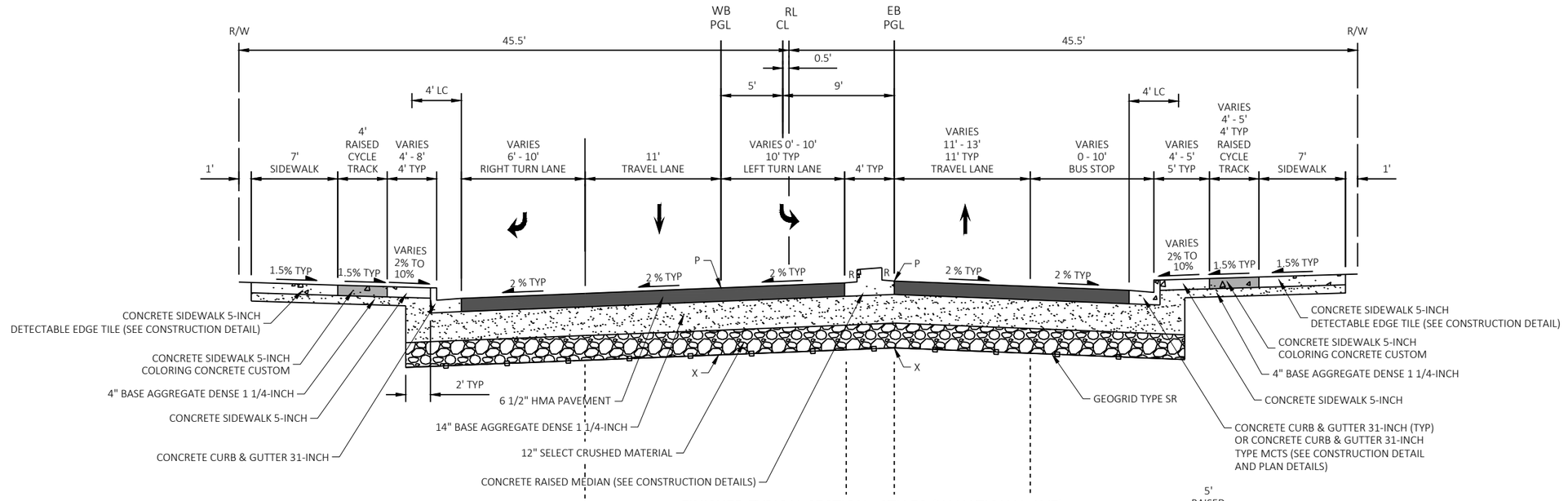
STA 92+75 TO STA 93+37




RIGHT TURN LANE

STA 92+40 TO STA 94+00

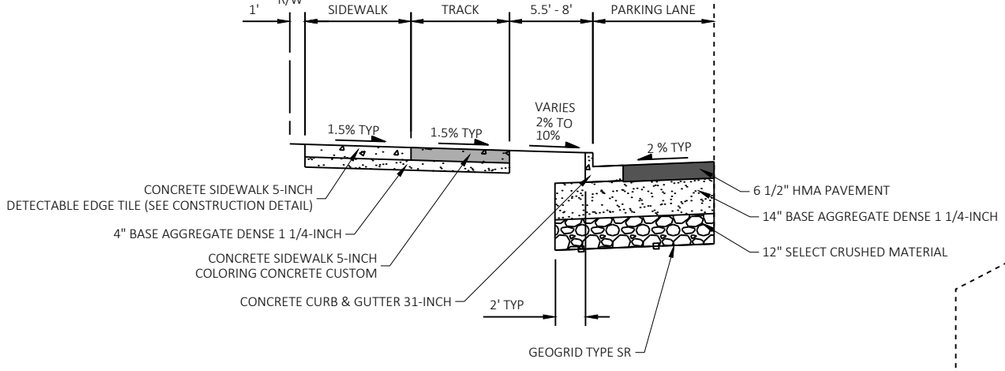
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 21 | E |
|---|---|---|---|---|---|




## FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

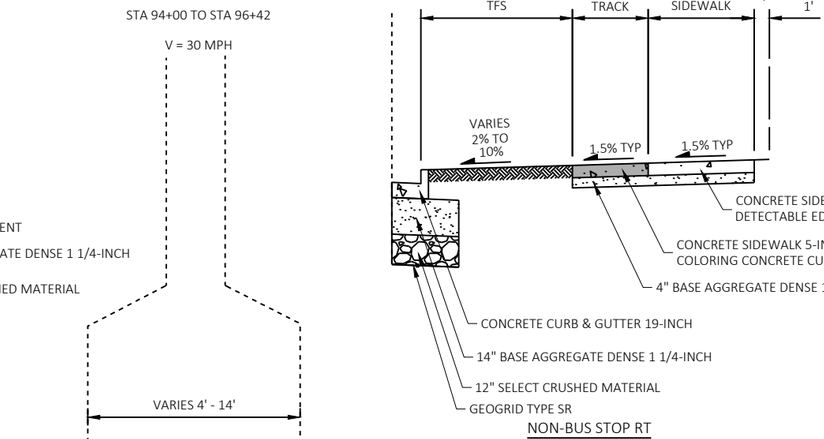
STA 94+00 TO STA 96+42

V = 30 MPH



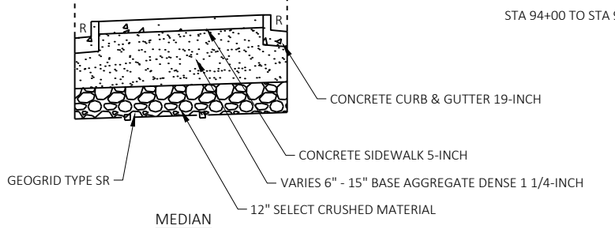

### PARKING LANE - RIGHT TURN LANE LT

STA 95+68 TO STA 96+42




### NON-BUS STOP RT

STA 94+00 TO STA 95+77




### MEDIAN

STA 95+61 TO STA 96+42

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN (SEE PLAN DETAILS FOR NORMAL SLOPE GUTTER PAN LOCATIONS)

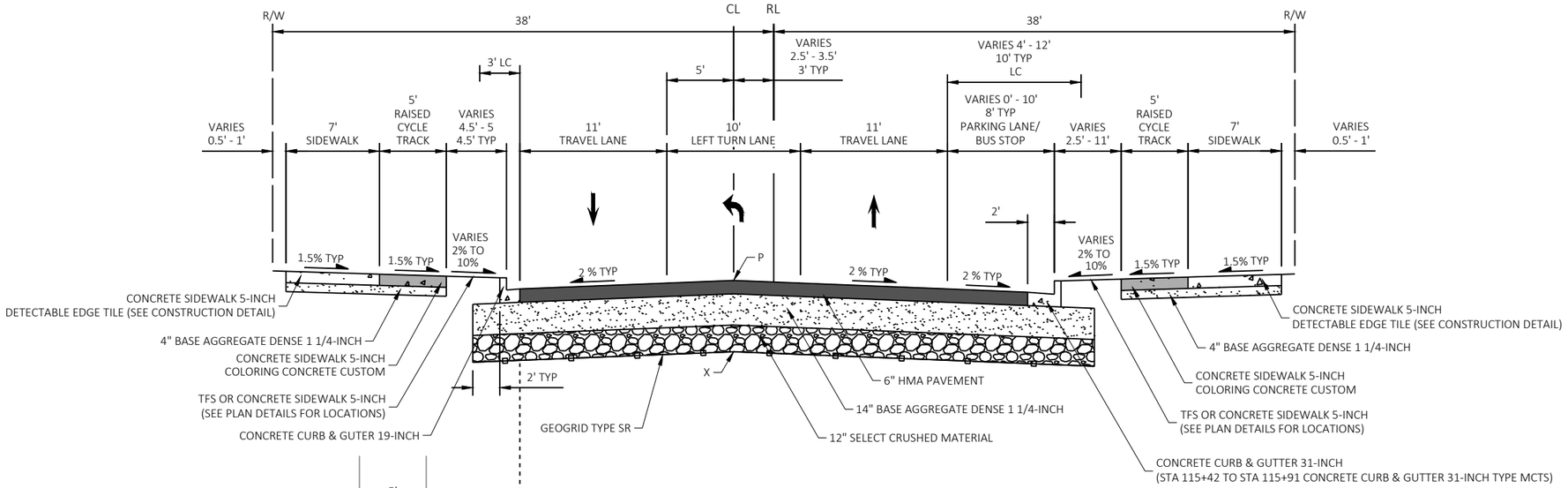
SIDE ROAD PAVING MATCH

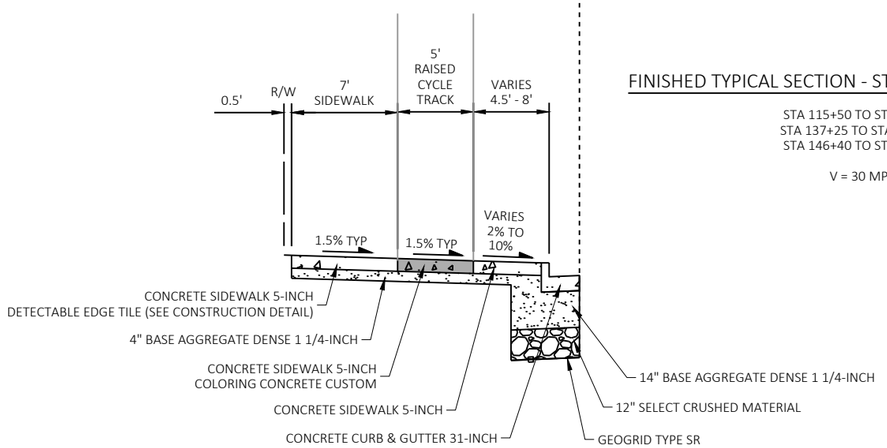
FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL. WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES

SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

2




## FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 115+50 TO STA 121+17
STA 137+25 TO STA 142+68*
STA 146+40 TO STA 150+52

V = 30 MPH

## CONCRETE CURB & GUTTER 31-INCH

STA 141+55 TO STA 142+68

TFS = TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS

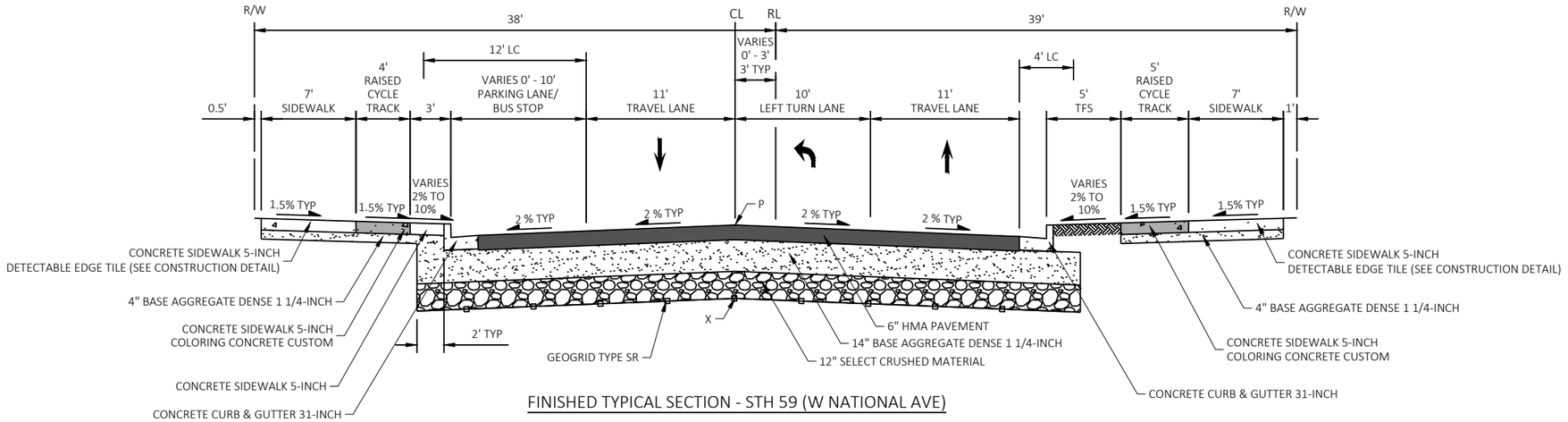
* = STA 140+47 TO STA 141+55 PAVEMENT STRUCTURE IS CONCRETE PAVEMENT 7 1/2"-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH ON 12" SELECT CRUSHED MATERIAL ON GEOGRID TYPE SR. SEE CONSTRUCTION DETAILS AND PLAN DETAILS FOR ADDITIONAL INFORMATION.

SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES

SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES




FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 121+17 TO STA 122+50
STA 150+52 TO STA 152+30

V = 30 MPH

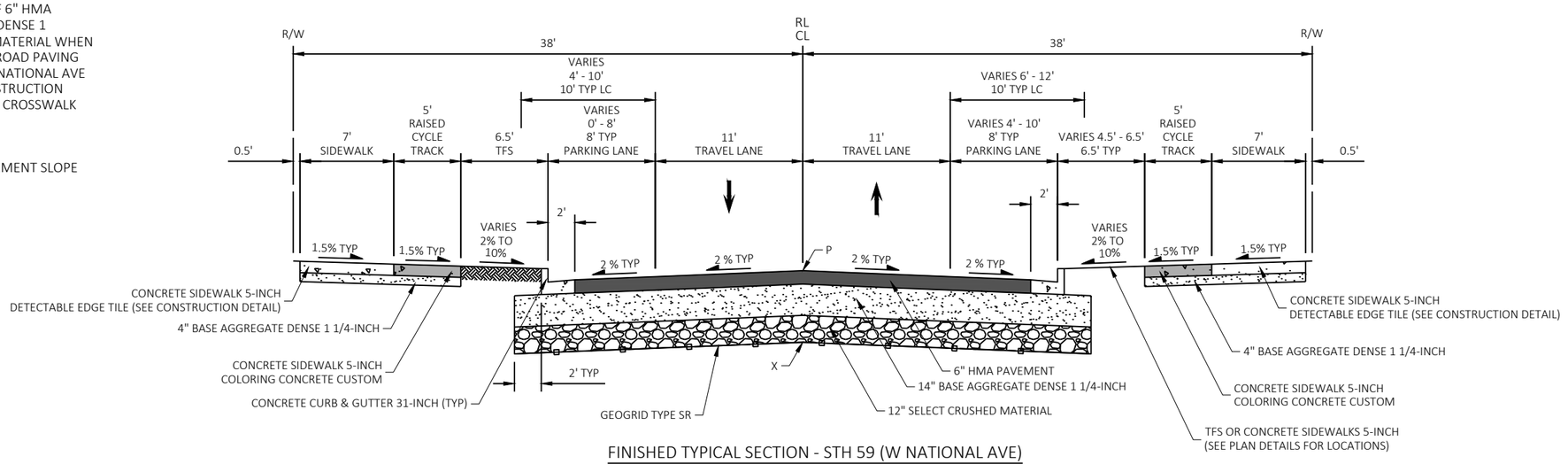
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS

SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES

SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

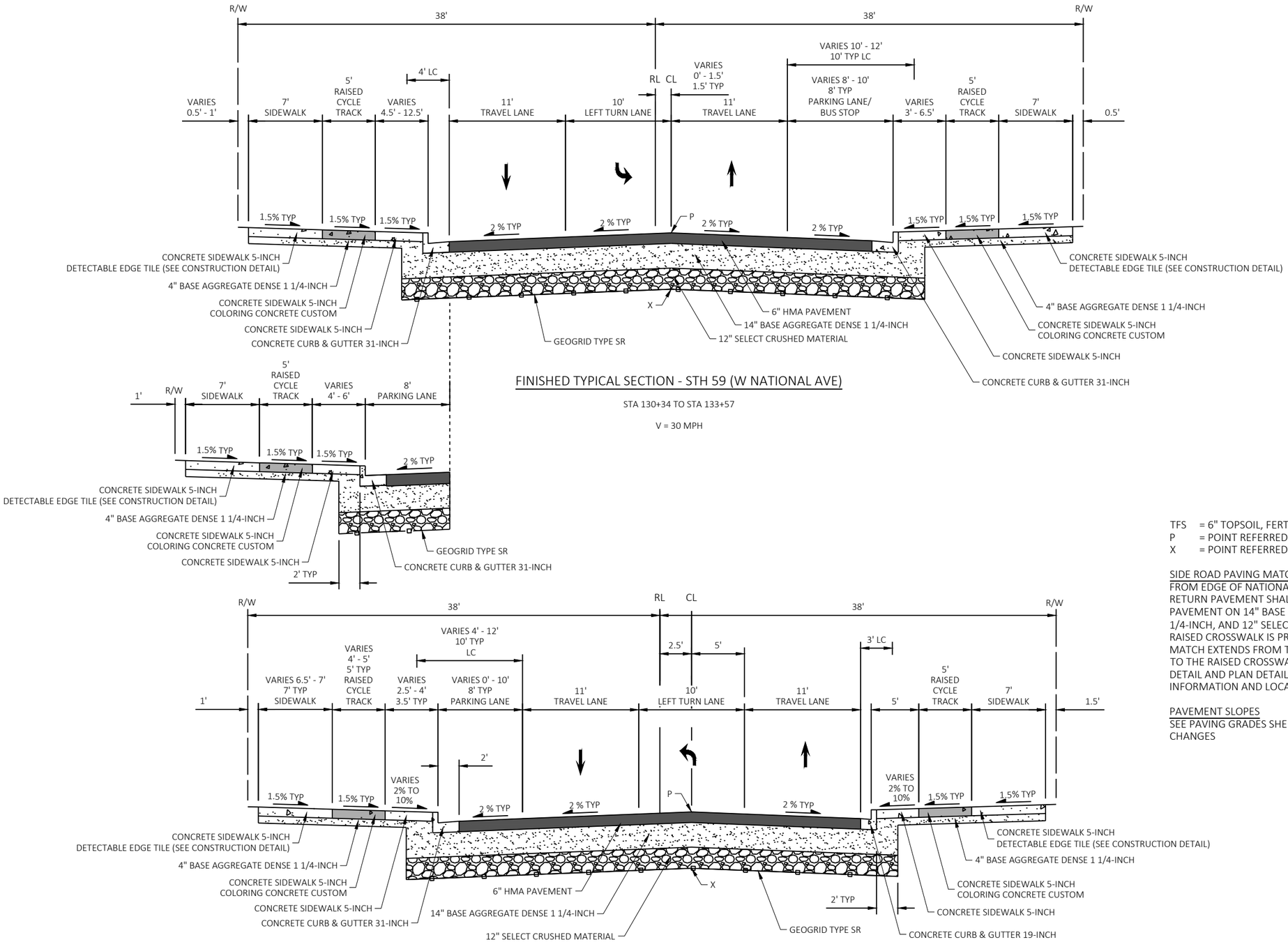



FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 122+50 TO STA 130+34

V = 30 MPH

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 24 | E |
|---|---|---|---|---|---|




FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 130+34 TO STA 133+57

V = 30 MPH







FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 133+57 TO STA 137+25

V = 30 MPH

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

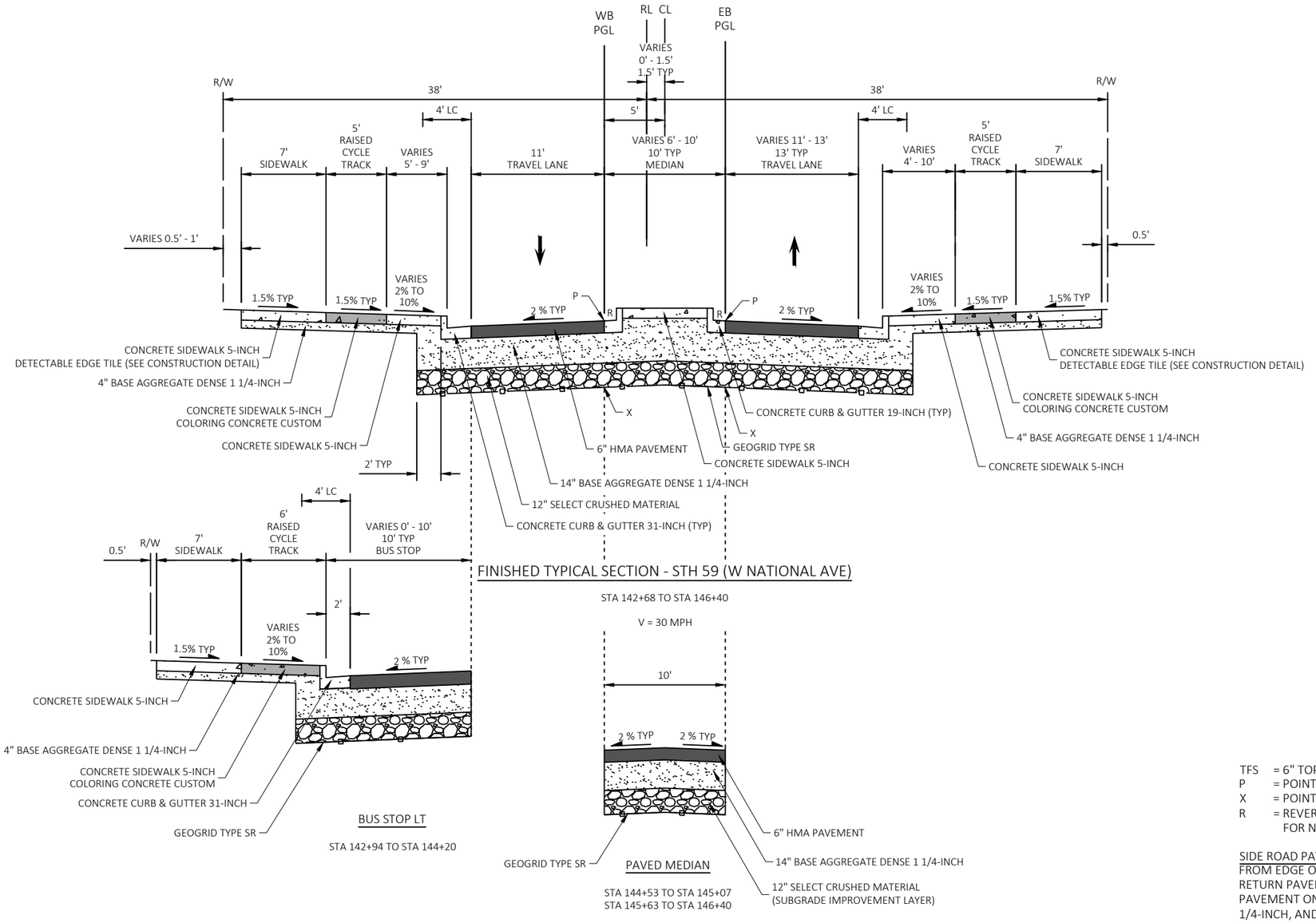
SIDE ROAD PAVING MATCH

FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES

SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 25 | E |
|---|---|---|---|---|---|




## FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
R = REVERSE SLOPE GUTTER PAN (SEE PLAN DETAILS FOR NORMAL SLOPE GUTTER PAN LOCATIONS)

SIDE ROAD PAVING MATCH

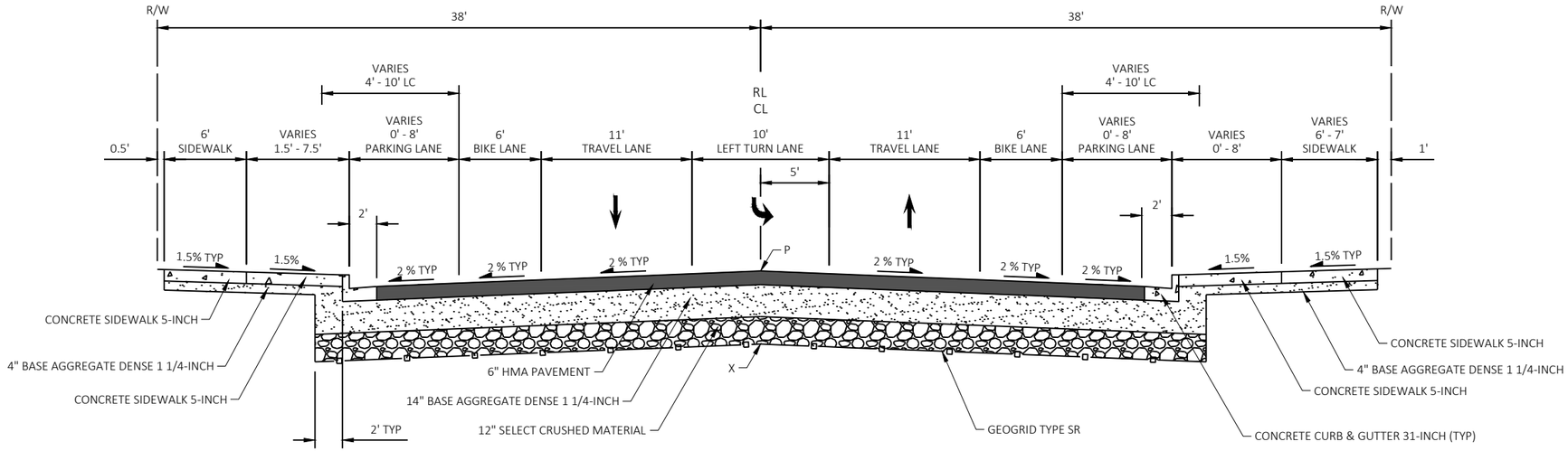
FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL. WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES

SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 26 | E |
|---|---|---|---|---|---|

2




## FINISHED TYPICAL SECTION - STH 59 (W NATIONAL AVE)

STA 152+30 TO STA 152+92

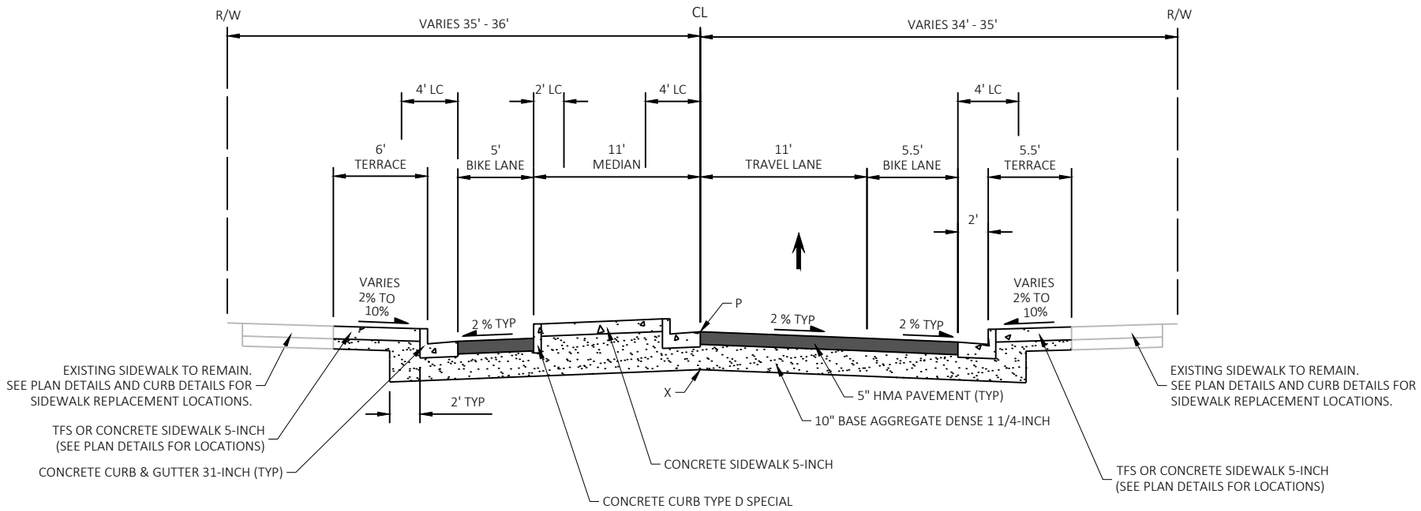
V = 30 MPH

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

SIDE ROAD PAVING MATCH
FROM EDGE OF NATIONAL AVE TO END OF CURB RETURN PAVEMENT SHALL CONSIST OF 6" HMA PAVEMENT ON 14" BASE AGGREGATE DENSE 1 1/4-INCH, AND 12" SELECT CRUSHED MATERIAL WHEN RAISED CROSSWALK IS PRESENT, SIDE ROAD PAVING MATCH EXTENDS FROM THE EDGE OF NATIONAL AVE TO THE RAISED CROSSWALK, SEE CONSTRUCTION DETAIL AND PLAN DETAILS FOR RAISED CROSSWALK INFORMATION AND LOCATIONS.

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

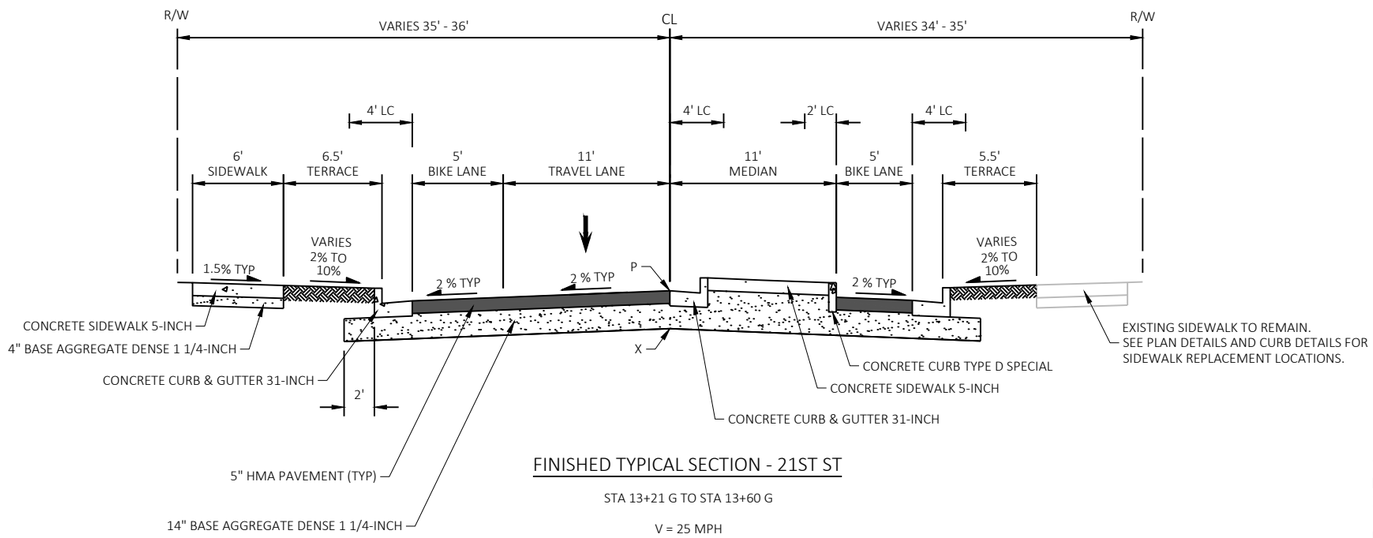
2




FINISHED TYPICAL SECTION - 21ST ST

STA 12+00 G TO STA 12+34 G

V = 25 MPH




FINISHED TYPICAL SECTION - 21ST ST

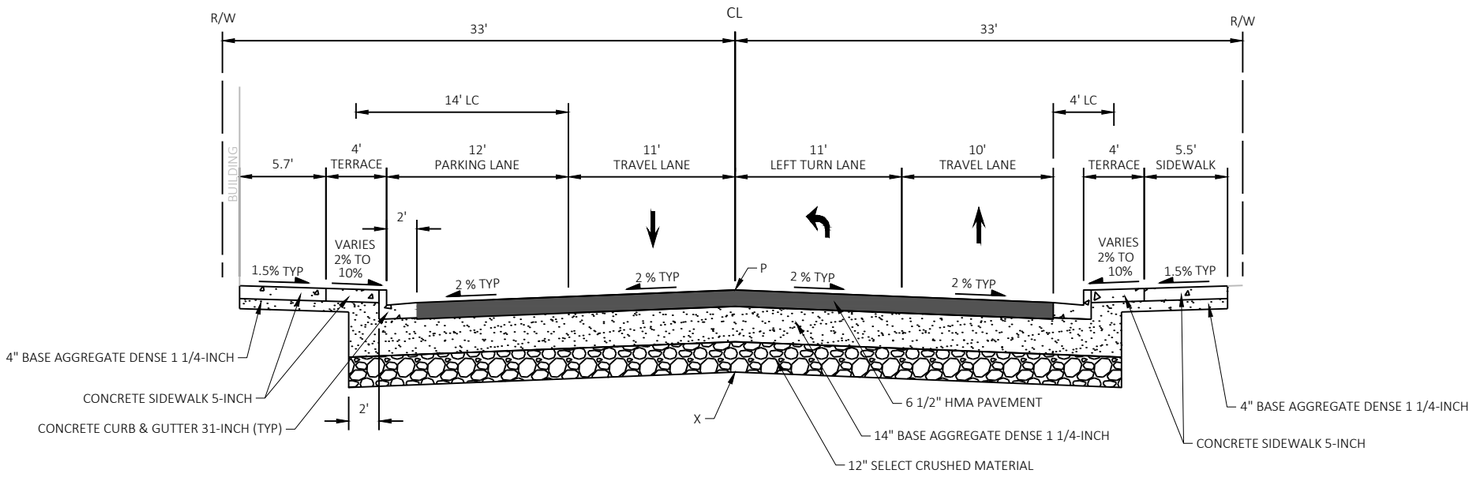
STA 13+21 G TO STA 13+60 G

V = 25 MPH

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

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

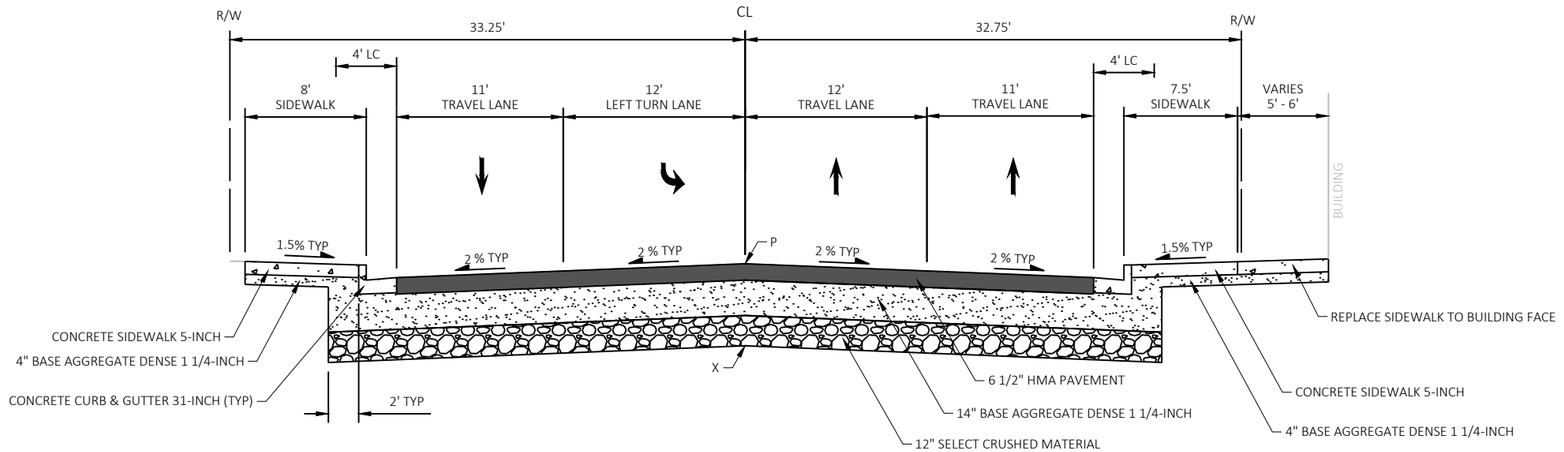
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 28 | E |
|---|---|---|---|---|---|




FINISHED TYPICAL SECTION - 16TH ST

STA 13+65 CC TO STA 14+52 CC

V = 30 MPH




FINISHED TYPICAL SECTION - 16TH ST

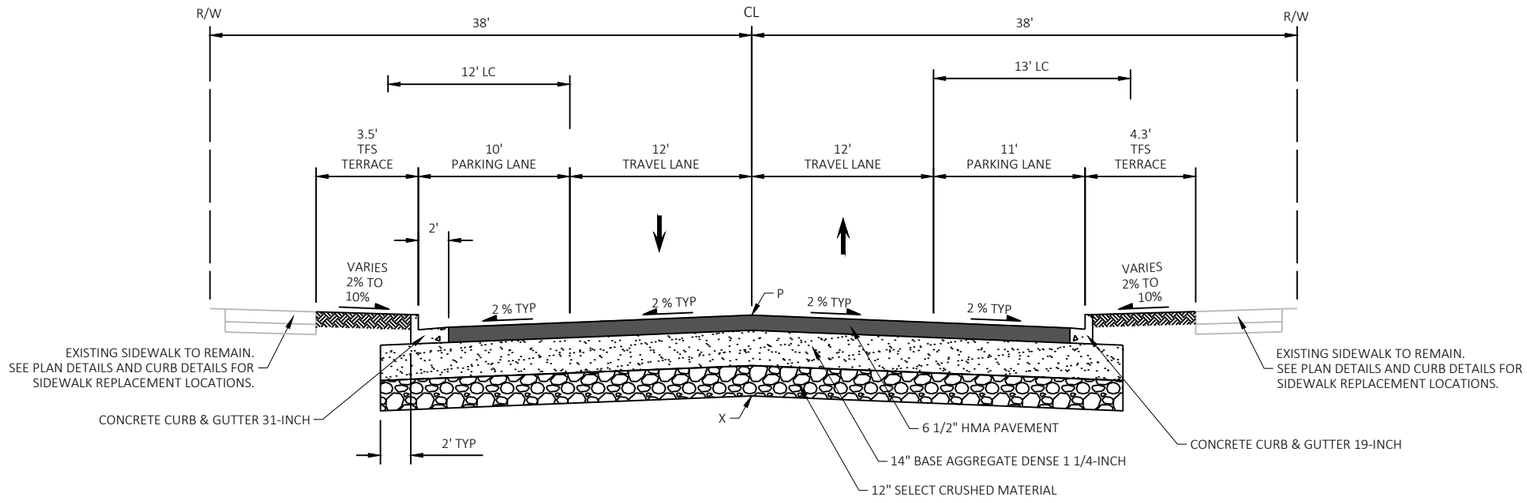
STA 15+41 CC TO STA 16+15 CC

V = 30 MPH

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

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

2




FINISHED TYPICAL SECTION - 11TH ST

STA 13+50 J TO STA 13+80 J

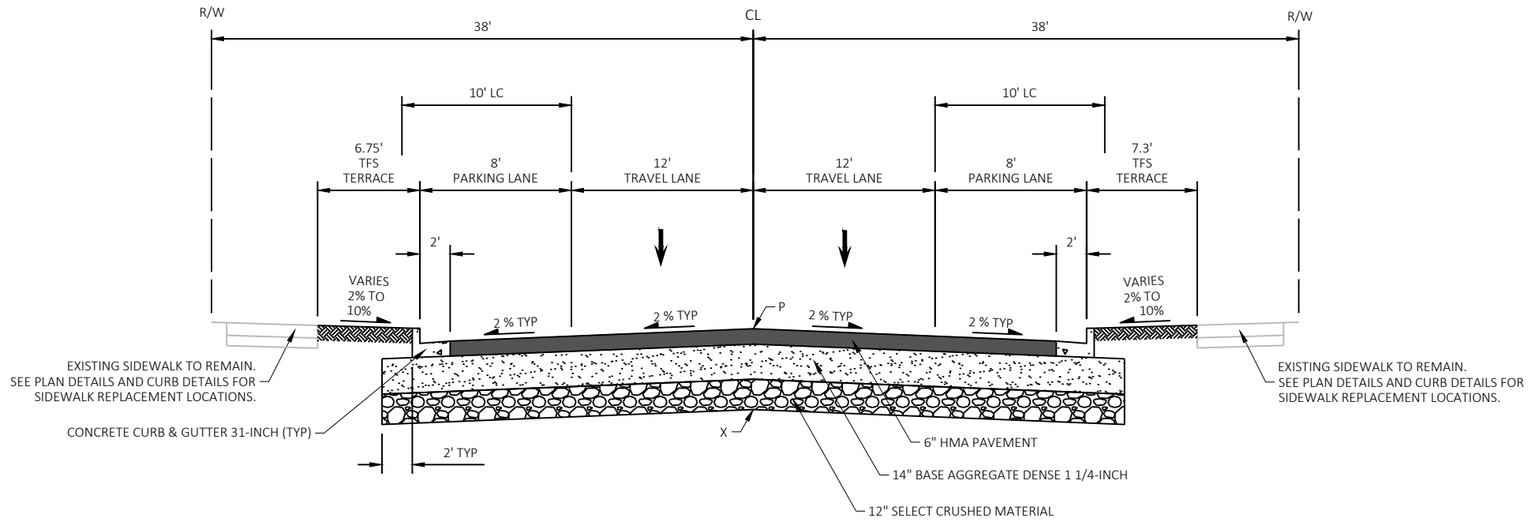
V = 25 MPH

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

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 30 | E |
|---|---|---|---|---|---|

2




FINISHED TYPICAL SECTION - 10TH ST

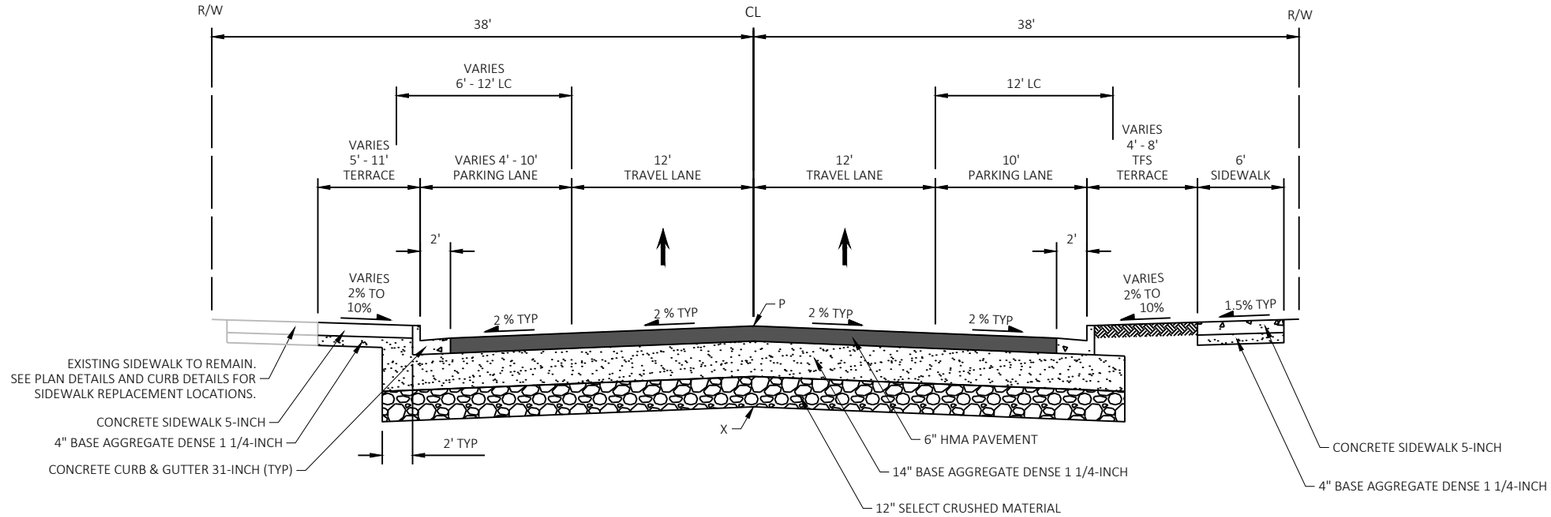
STA 11+30 K TO STA 11+60 K

V = 25 MPH

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

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

2



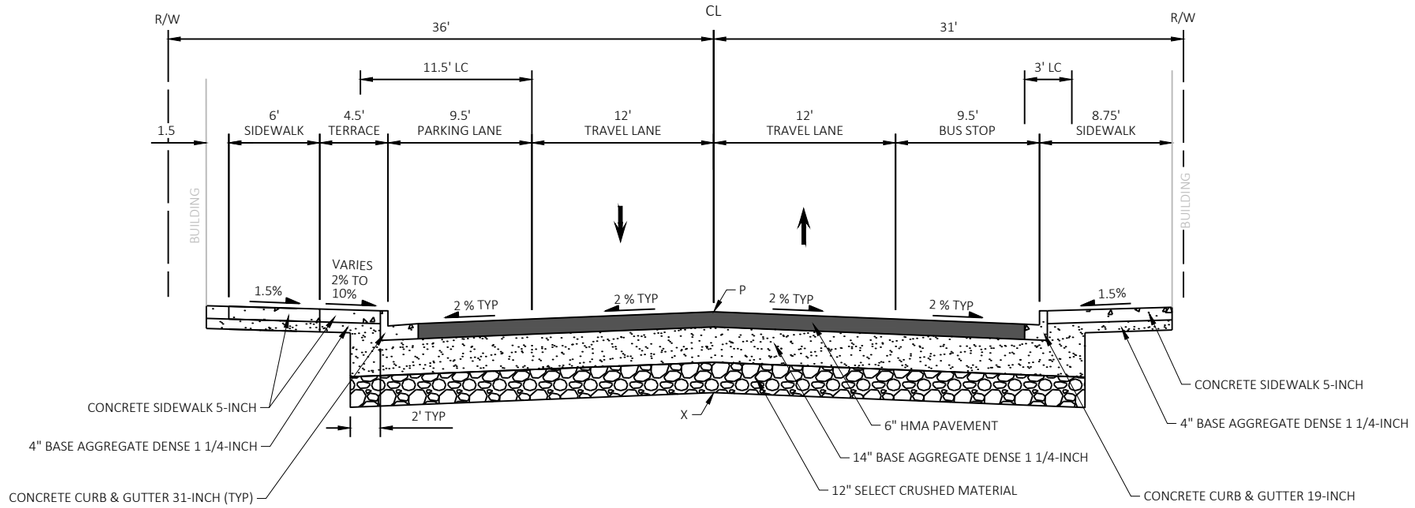

## FINISHED TYPICAL SECTION - 9TH ST

STA 12+40 L TO STA 12+60 L

V = 25 MPH

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

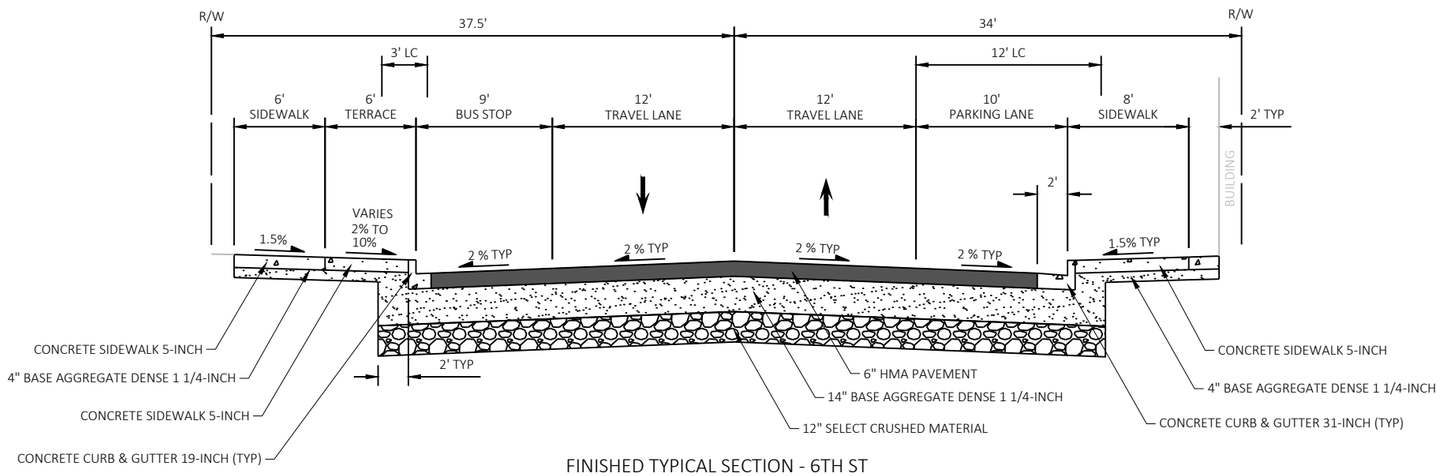
PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES




FINISHED TYPICAL SECTION - 6TH ST (STH 38)

STA 13+80 P TO STA 14+07 P

V = 30 MPH




FINISHED TYPICAL SECTION - 6TH ST

STA 15+04 P TO STA 15+50 P

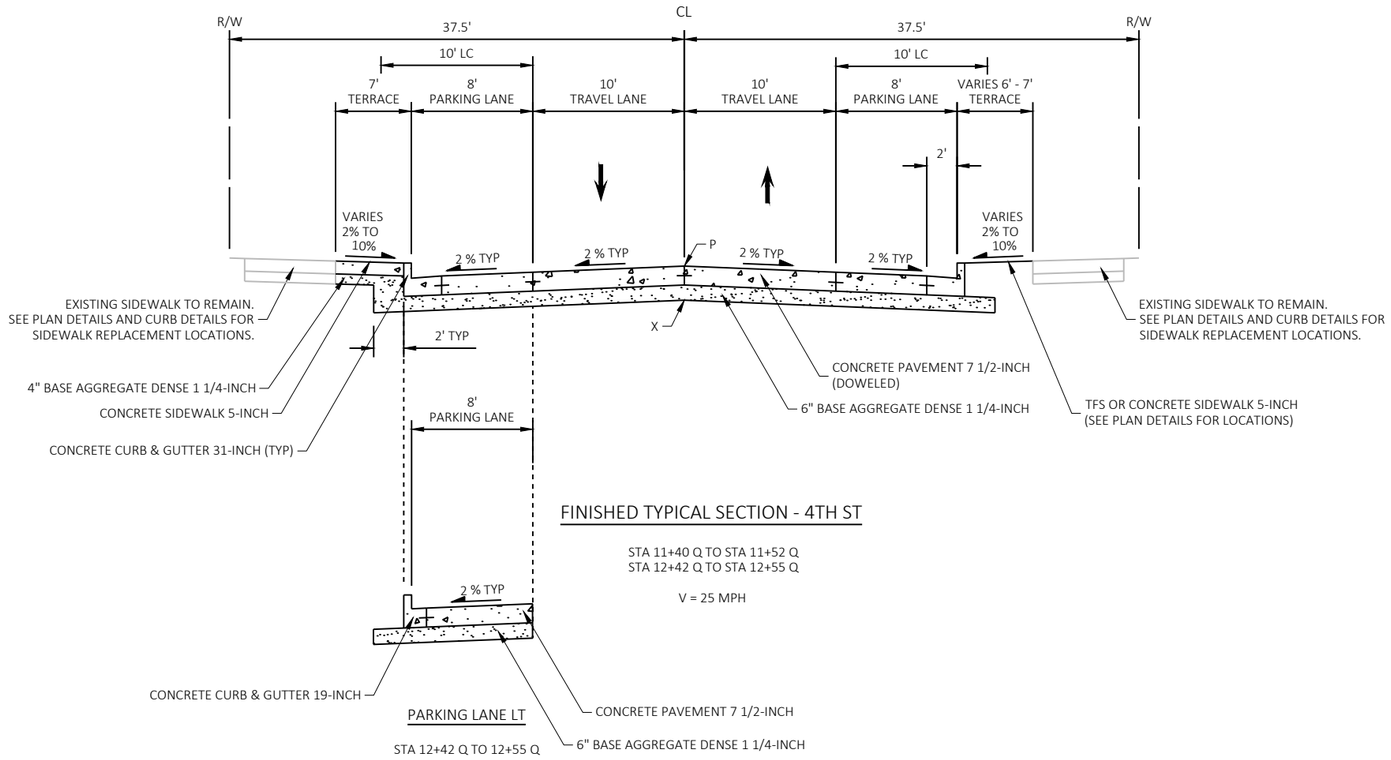
V = 30 MPH

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

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

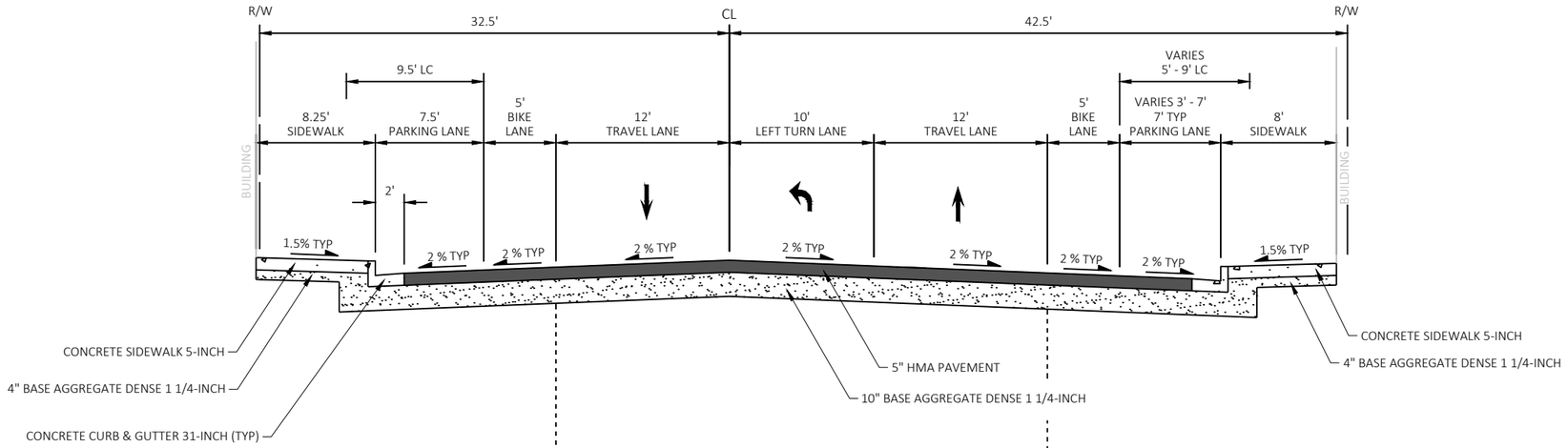
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 33 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 34 | E |
|---|---|---|---|---|---|

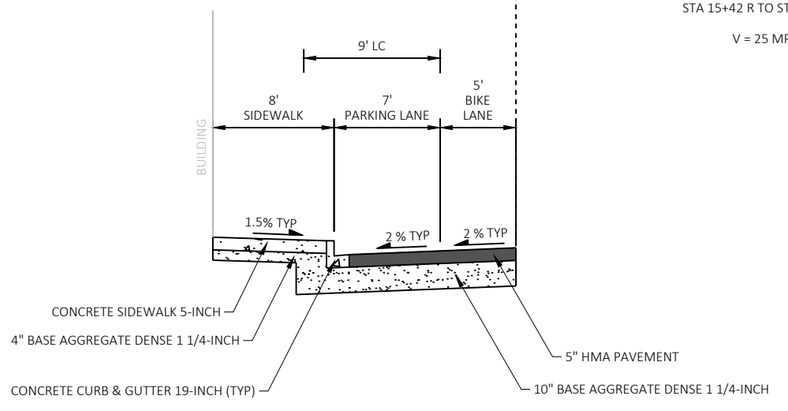
2




FINISHED TYPICAL SECTION - 2ND ST

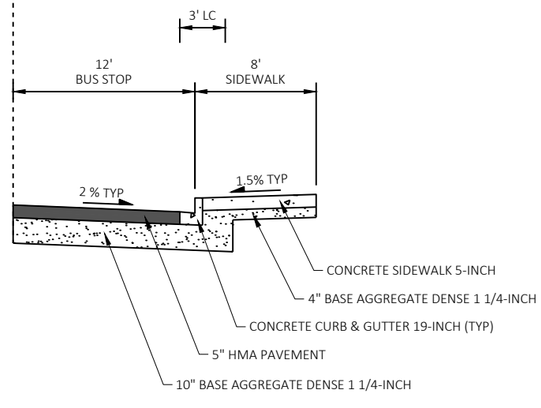
STA 14+25 R TO STA 14+58 R
STA 15+42 R TO STA 15+75 R

V = 25 MPH




CONCRETE CURB & GUTTER 19-INCH LT

STA 15+42 TO STA 15+75 R



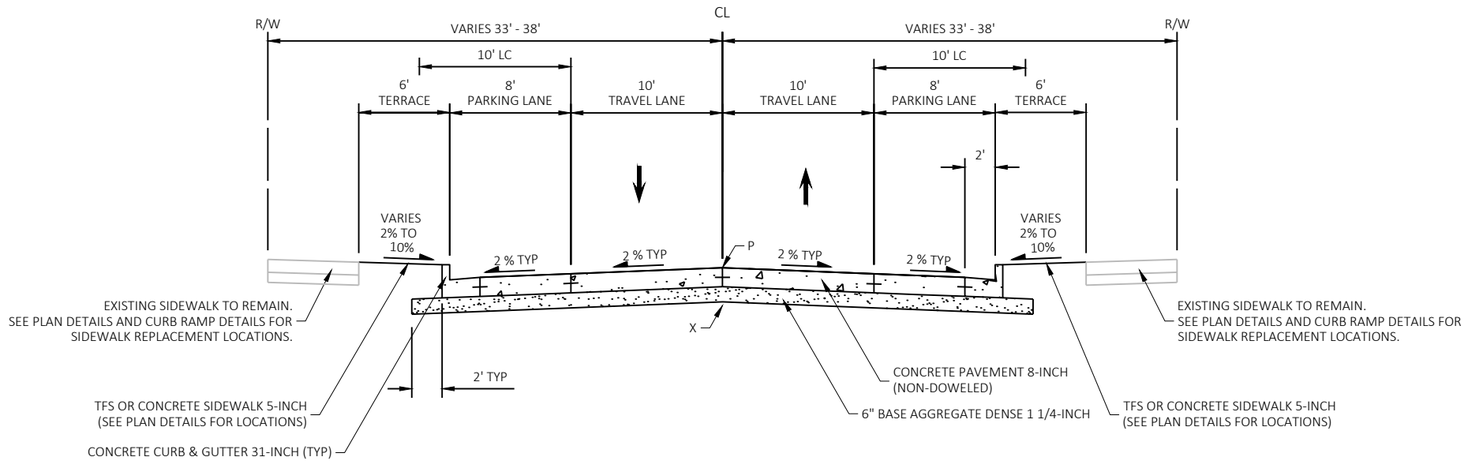

BUS STOP RT

STA 15+42 TO STA 15+75 R

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

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

2




## FINISHED TYPICAL SECTION - MINOR SIDEROADS

26TH ST
STA 11+20 E TO STA 11+49 E
STA 12+51 E TO STA 12+75 E

23RD ST
STA 12+53 F TO STA 12+60 F

V = 25 MPH

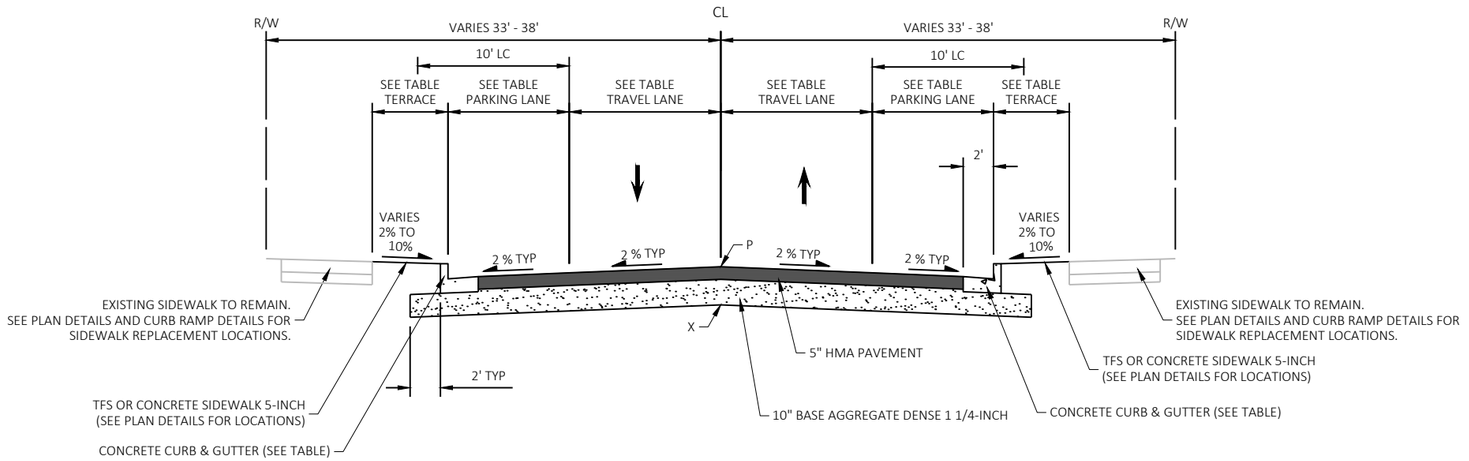
TFS = 6" TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 36 | E |
|---|---|---|---|---|---|

2

| STREET | TERRACE LT | CONCRETE CURB & GUTTER LT | PARKING LANE LT | TRAVEL LANE LT | TRAVEL LANE RT | PARKING LANE RT | CONCRETE CURB & GUTTER RT | TERRACE RT |
|---|---|---|---|---|---|---|---|---|
| 23RD ST | 4' | 31-INCH | 8' | 12' | 12' | 8' | 31-INCH | 4' |
| 18TH ST | 6' | 31-INCH | 8' | 10' | 10' | 8' | 31-INCH | 6' |
| 10TH ST | 4' | 31-INCH | 8' | 10.5' | 10.5' | 17' | 19-INCH | VARIES 4' - 20' |
| 9TH ST | 5' | 31-INCH | 8.5' | 10' | 10' | 17' | 31-INCH | 4' |
| 7TH ST | VARIES 5' - 6' | 31-INCH | VARIES 10' - 10.5' | 12' | 12' | VARIES 10' - 10.5' | 31-INCH | 5' |




## FINISHED TYPICAL SECTION - MINOR SIDEROADS

23RD ST
STA 11+15 F TO STA 11+51 F

18TH ST
STA 11+15 H TO STA 11+50 H

10TH ST
STA 12+45 K TO STA 12+75 K

9TH ST
STA 10+39 M TO STA 11+00 M

7TH ST
STA 11+25 N TO STA 11+56 N
STA 12+45 N TO STA 12+60 N

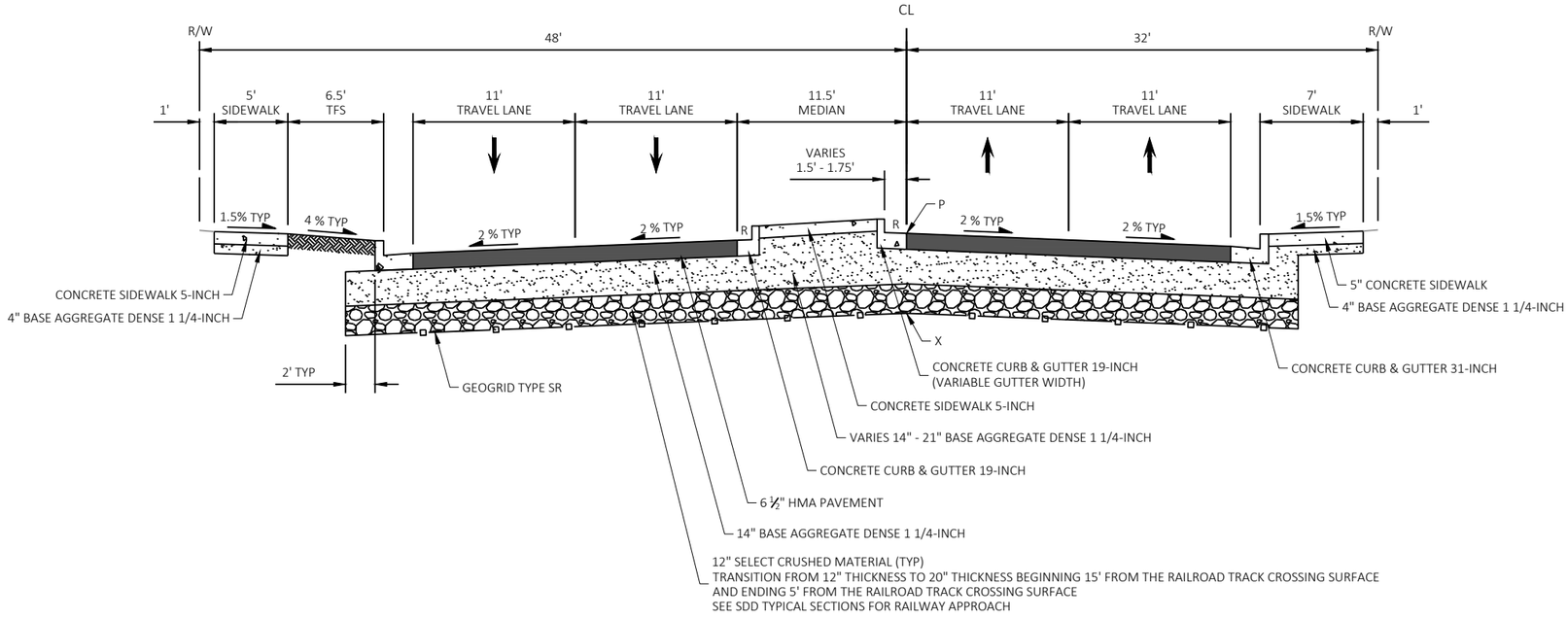
V = 25 MPH

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

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES

NOTE: 10TH ST IS ONE-WAY SOUTHBOUND. 9TH ST IS ONE-WAY NORTHBOUND.

2

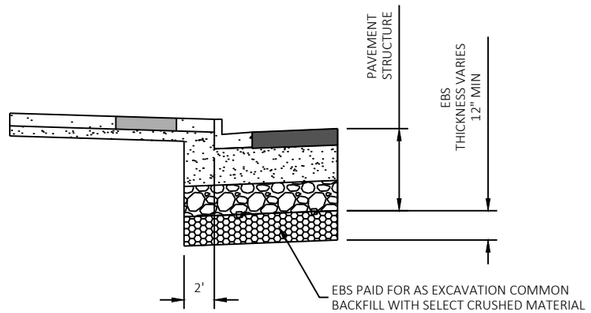



## FINISHED TYPICAL SECTION - GREENFIELD AVE

STA 605+00 TO STA 605+61

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

PAVEMENT SLOPES
SEE PAVING GRADES SHEETS FOR PAVEMENT SLOPE CHANGES



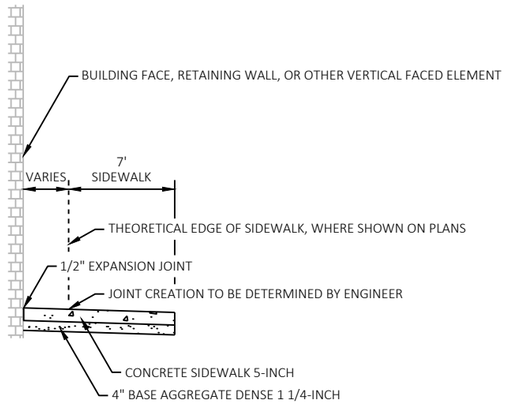

EXCAVATION BELOW SUBGRADE

FINAL LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 27.7 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 25.0 ACRES

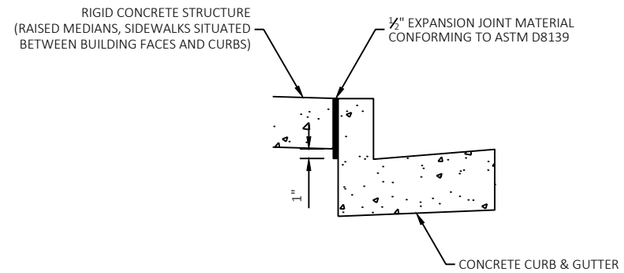



## SIDEWALK REPLACEMENT AT BUILDING OR WALL FACE

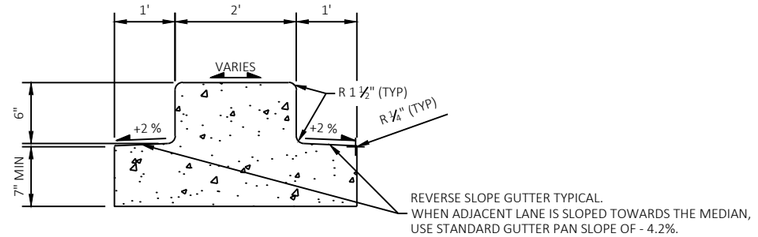
LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.

NOTES:

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



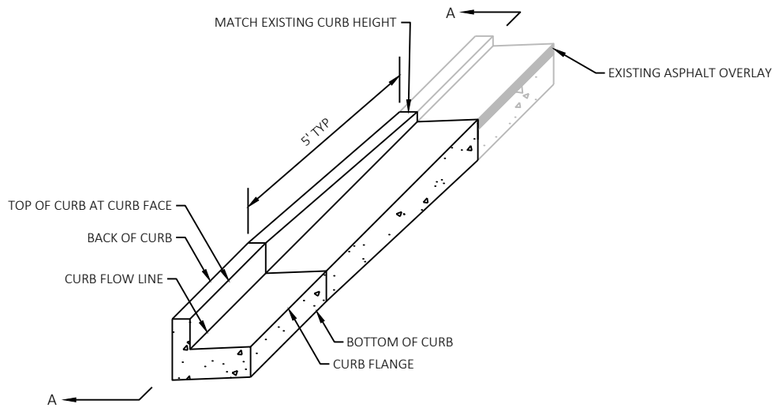

## CONCRETE CURB & GUTTER EXPANSION JOINT

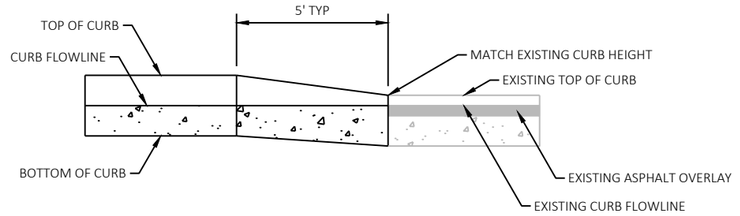



## CONCRETE RAISED MEDIAN

STA 55+50 TO STA 56+53 RT
STA 92+37 TO STA 93+37 LT
STA 94+61 TO STA 95+61 RT

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.

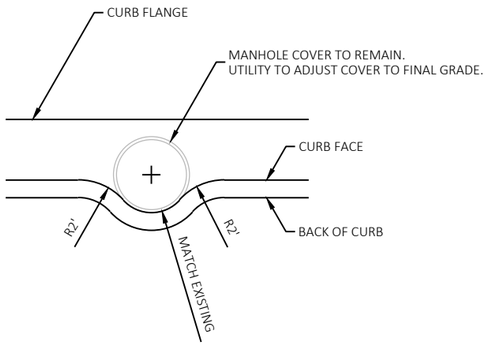



SECTION A-A

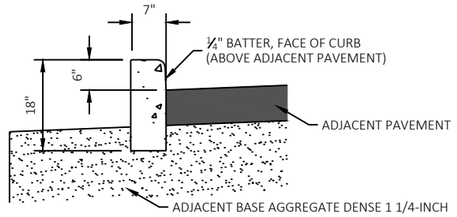
## CONCRETE CURB & GUTTER AT MATCH POINT WITH EXISTING OVERLAID GUTTER PAN

SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION



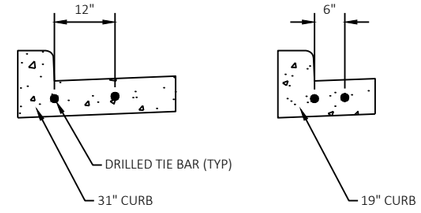

## CONCRETE CURB & GUTTER AT UTILITY MANHOLES

INCIDENTAL TO CONCRETE CURB & GUTTER
LOCATIONS DETERMINED BY THE ENGINEER



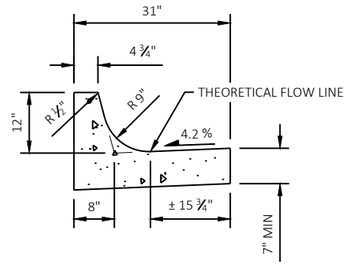

## CONCRETE CURB TYPE D SPECIAL

STA 58+04
STA 58+09
STA 58+19
STA 58+24
STA 12+08 G TO STA 12+46 G
STA 13+01 G TO STA 13+47 G

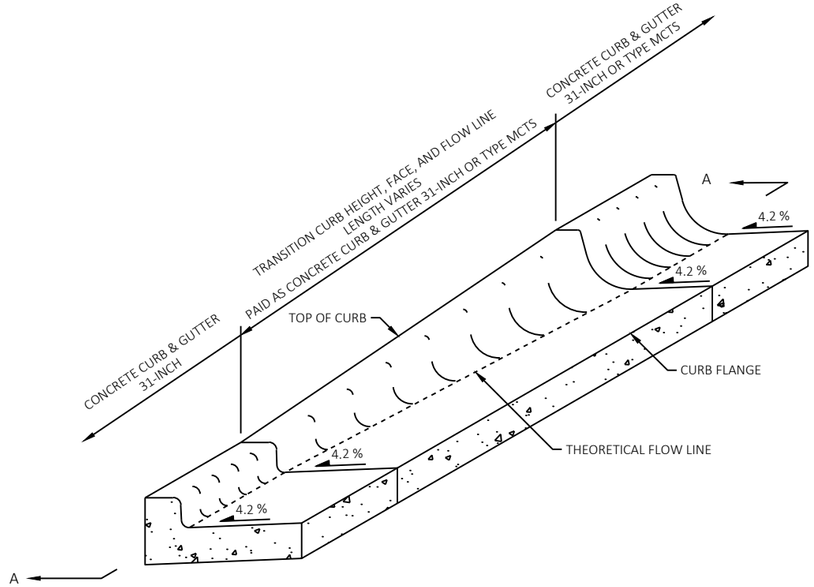



## DRILLED TIE BARS AT CURB & GUTTER MATCH POINTS

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CONSTRUCTION DETAILS | SHEET 41 | E |
|---|---|---|---|---|---|

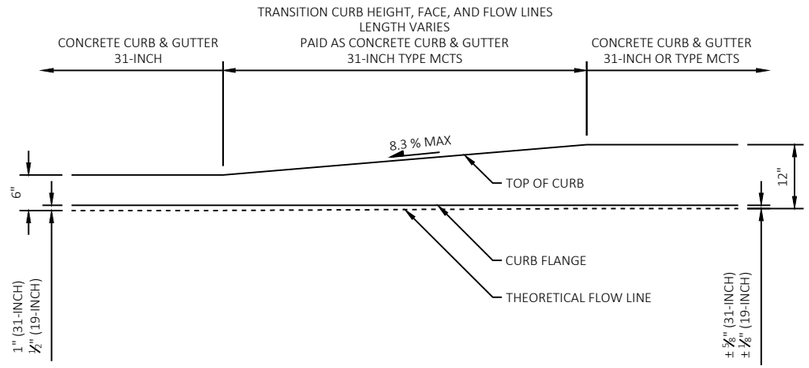



CONCRETE CURB & GUTTER 31-INCH TYPE MCTS




CONCRETE CURB & GUTTER TRANSITION

ISOMETRIC VIEW

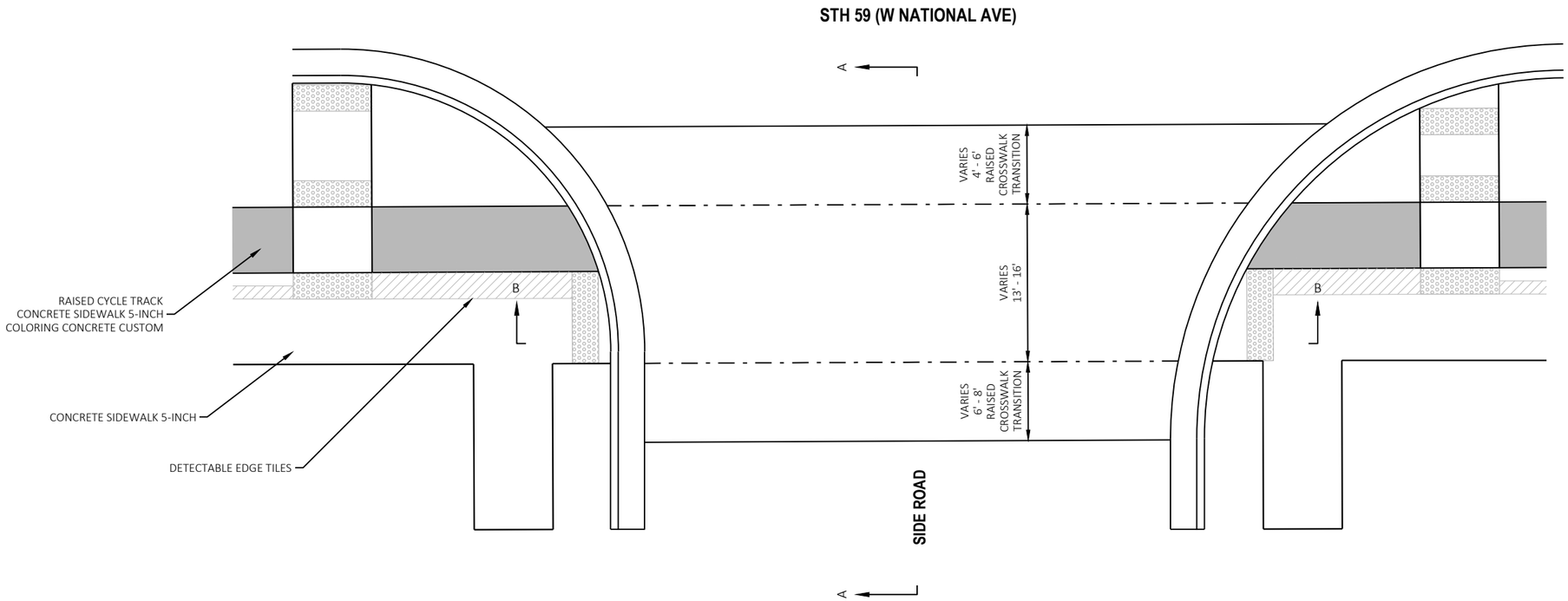



SECTION A-A

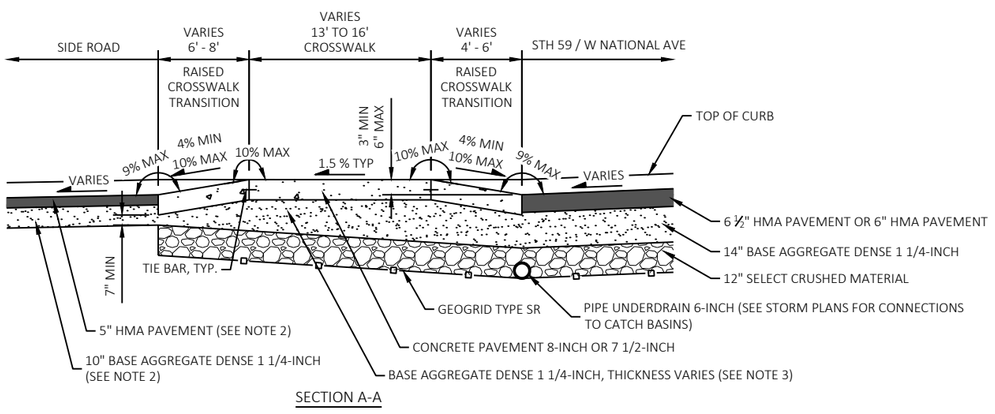
## CONCRETE CURB & GUTTER 31-INCH TYPE MCTS

16TH ST (BUS STOPS AT NW AND SE CORNERS)
11TH ST (BUS STOPS AT NW AND SE CORNERS)

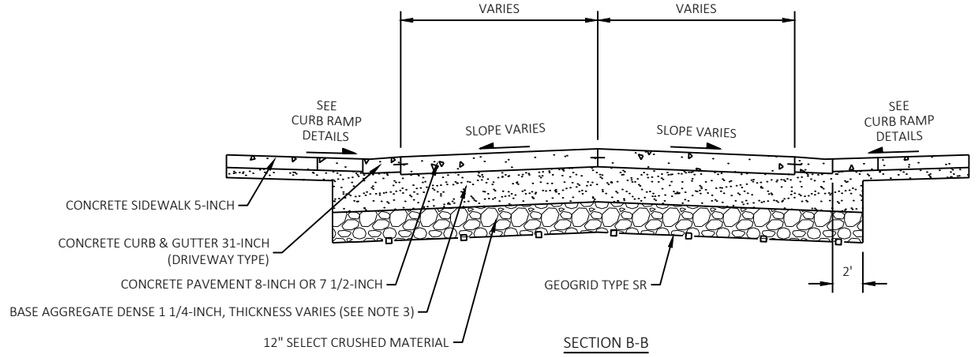
2




PLAN VIEW




SECTION A-A




SECTION B-B

## SHARED RAISED CROSSWALK DETAIL

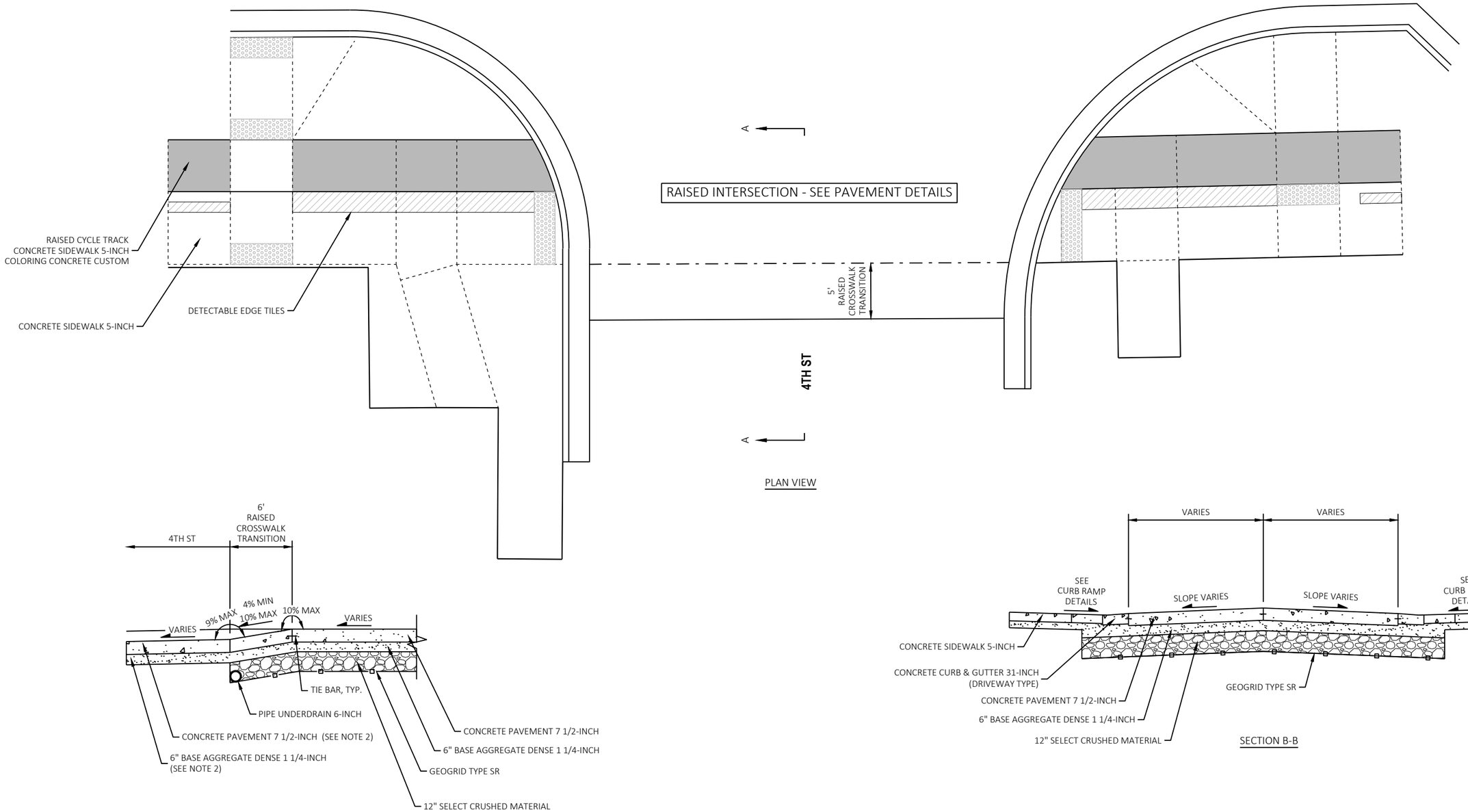
| | |
|---|---|
| 26TH ST | 20TH ST |
| 25TH ST (SOUTH LEG) | 18TH ST |
| 24TH ST (SOUTH LEG) | 17TH ST |
| 23RD ST | 15TH ST |
| 22ND ST | 7TH ST |
| | 3RD ST |

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

NOTES:
1. SEE PLAN DETAILS, PAVING GRADES, AND CURB RAMPS FOR ADDITIONAL LAYOUT, GRADE, AND MATERIAL INFORMATION.
2. SIDEROAD PAVEMENT STRUCTURE AT 26TH ST, 24TH ST (SOUTH LEG), 23RD ST (NORTH LEG), 22ND ST (SOUTH LEG), 20TH ST (NORTH LEG), AND 15TH ST, IS CONCRETE PAVEMENT 8-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH. SIDEROAD PAVEMENT STRUCTURE AT 3RD ST IS CONCRETE PAVEMENT 7 1/2-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
3. ESTIMATED AVERAGE THICKNESS OF BASE AGGREGATE LAYER BELOW THE RAISED CROSSWALK IS 14".

2

STH 59 (W NATIONAL AVE)




PLAN VIEW



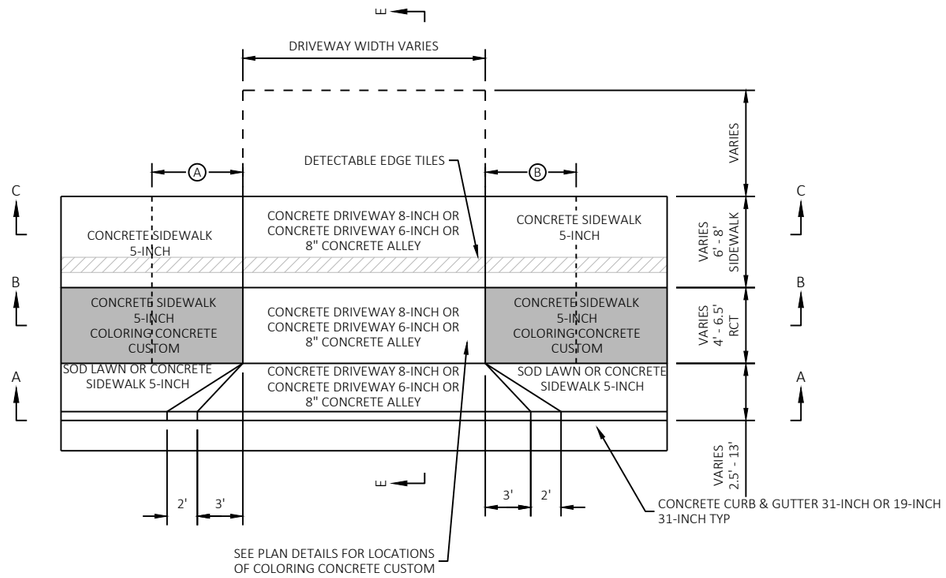

SECTION A-A



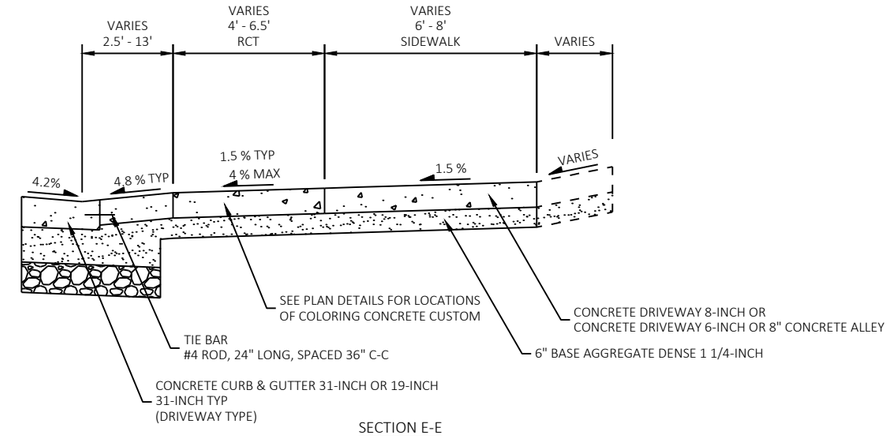

SECTION B-B

SHARED RAISED CROSSWALK DETAIL - 4TH ST

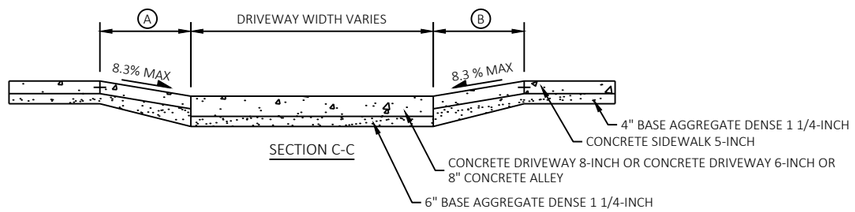
NOTES:
1. SEE PLAN DETAILS, PAVING GRADES, AND CURB RAMPS FOR ADDITIONAL LAYOUT, GRADE, AND MATERIAL INFORMATION.
2. SEE 4TH ST PLAN AND PROFILE SHEETS AND CROSS-SECTION SHEETS FOR ADDITIONAL INFORMATION.



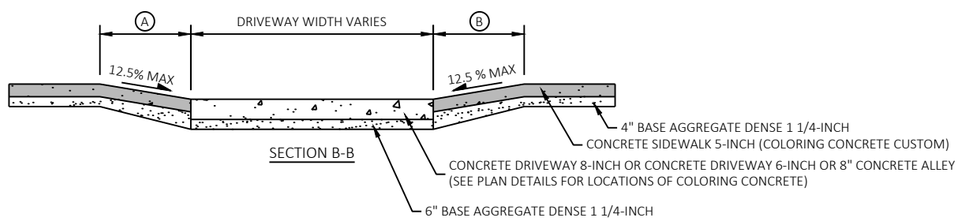

PLAN VIEW



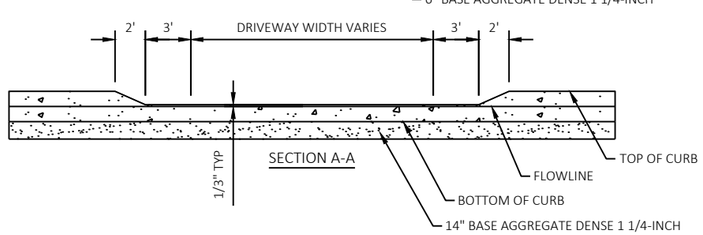

SECTION E-E




SECTION C-C




SECTION B-B




SECTION A-A

| | A | B |
|---|---|---|
| STA 55+73 RT | 5' | 7.8' |
| STA 56+00 LT | 10' | 5' |
| STA 60+23 LT | 10' | 5' |
| STA 61+08 RT | 5' | 10' |
| STA 62+64 LT | 10' | 10' |
| STA 62+84 RT | 10' | 5' |
| STA 66+70 RT | 10' | 10' |
| STA 67+41 LT | NA | NA |
| STA 67+89 LT | NA | NA |
| STA 70+70 RT | 5' | 10' |
| STA 75+30 RT | 5' | 10' |
| STA 75+71 LT | 10' | 5' |
| STA 77+57 RT | NA | 10' |
| STA 77+82 RT | 5' | NA |
| STA 77+89 LT | 10' | 10' |
| STA 78+78 RT | 5' | 5' |
| STA 79+00 LT | 15' | NA |
| STA 79+24 LT | NA | 10' |
| STA 79+29 RT | 5' | 5' |
| STA 84+33 RT | 5' | NA |
| STA 84+89 RT | NA | 5' |
| STA 85+18 RT | 5' | NA |
| STA 86+00 RT | 5' | 5' |
| STA 88+35 RT | 10' | 5' |
| STA 88+80 RT | 5' | 10' |
| STA 89+15 RT | 5' | 5' |
| STA 89+37 LT | 5' | 5' |
| STA 89+77 RT | 5' | 5' |
| STA 90+50 LT | 5' | 5' |

| | A | B |
|---|---|---|
| STA 91+32 LT | 5' | 5' |
| STA 92+50 LT | 5' | 5' |
| STA 94+70 RT | 9.3' | 5' |
| STA 95+50 RT | 10' | 5' |
| STA 95+67 LT | 10' | 10' |
| STA 95+95 RT | 5' | 5' |
| STA 96+50 RT | 5' | 5' |
| STA 97+00 LT | 10' | 5' |
| STA 97+62 RT | 5' | 5' |
| STA 98+87 RT | 5' | 5' |
| STA 99+18 LT | 5' | 5' |
| STA 99+50 RT | 10' | 10' |
| STA 99+70 LT | 10' | 10' |
| STA 101+10 LT | NA | NA |
| STA 101+35 LT | NA | 10' |
| STA 101+35 RT | 5' | 5' |
| STA 101+95 RT | NA | 5' |
| STA 102+08 RT | 5' | NA |
| STA 103+33 LT | 10' | 11.4' |
| STA 104+00 LT | 6.8' | 5' |
| STA 105+33 LT | 10' | 10' |
| STA 106+73 LT | 10' | 10' |
| STA 107+67 LT | 5' | 5' |
| STA 109+22 LT | 10' | 15' |
| STA 110+20 RT | NA | 5' |
| STA 112+38 LT | 10' | NA |
| STA 112+56 RT | 5' | 5' |
| STA 112+75 LT | NA | 10' |
| STA 112+86 RT | 5' | 5' |

| | A | B |
|---|---|---|
| STA 117+66 RT | 5' | 5' |
| STA 119+75 LT | 15' | 5' |
| STA 120+58 LT | 15' | 5' |
| STA 124+64 LT | 10' | 10' |
| STA 125+75 RT | 10' | 15' |
| STA 128+06 RT | 10' | 15' |
| STA 128+63 RT | 5' | 15' |
| STA 130+50 RT | 5' | 5' |
| STA 131+00 LT | 5' | 5' |
| STA 131+61 RT | 5' | 10' |
| STA 131+61 LT | 7.1' | 6' |
| STA 135+39 LT | 10' | 5' |
| STA 135+40 RT | 10' | 10' |
| STA 138+65 LT | 5' | 5' |
| STA 139+16 LT | 5' | 10' |

| | A | B |
|---|---|---|
| STA 142+92 RT | 15' | 5' |
| STA 146+00 RT | 5' | 10' |
| STA 146+67 LT | 15' | 5' |
| STA 147+12 RT | 5' | 5' |
| STA 149+67 LT | 10' | 10' |
| STA 150+42 RT | 5' | 5' |
| STA 150+75 RT | 5' | 5' |
| STA 151+52 RT | 5' | 5' |

## DRIVEWAY DETAIL

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

DRIVEWAY PAVEMENT STRUCTURE BEHIND SIDEWALK VARIES:

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

ASPHALT ALLEY
4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES,
10" BASE AGGREGATE DENSE 1 1/4-INCH

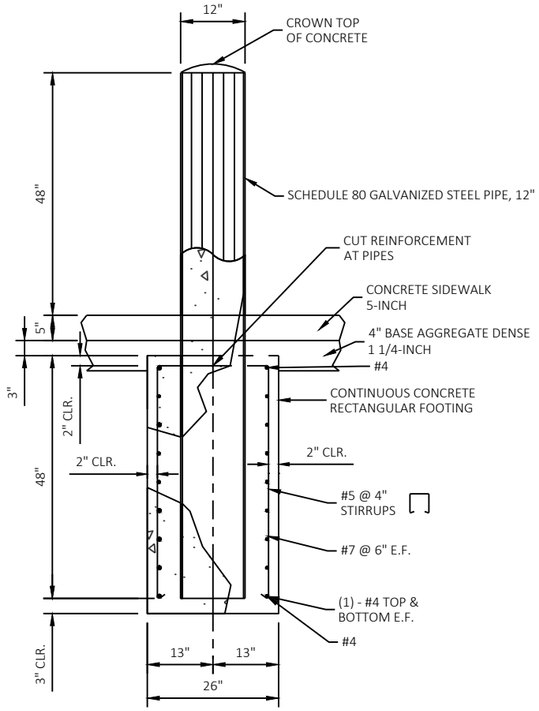
COMMERCIAL CONCRETE DRIVEWAY
CONCRETE DRIVEWAY 8-INCH,
6" BASE AGGREGATE DENSE 1 1/4-INCH

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

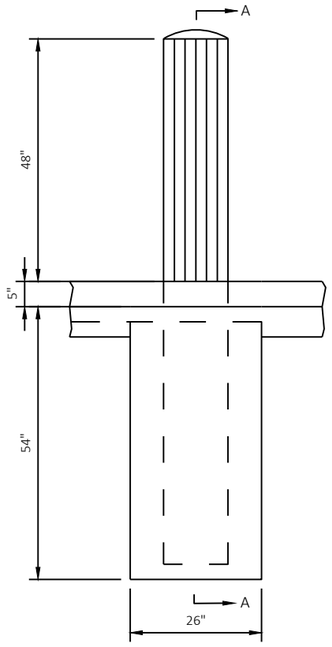
2

NOTES:

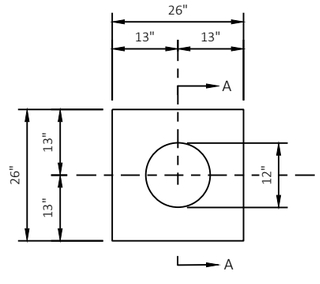
1. PIPES SHALL BE ASTM A53 GRADE B OR ASTM A500 GRADE B.
2. REINFORCEMENT SHALL BE ASTM A615, GRADE B.
3. CONCRETE SHALL HAVE A 4500 PSI MINIMUM 28 DAY COMPRESSIVE STRENGTH.
4. SEE STANDARD SPEC 517 FOR BOLLARD PAINTING REQUIREMENTS.
5. FURNISH PAINT FOLLOWING FEDERAL STANDARD 595C#13591 OSHA SAFETY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




SECTION A-A



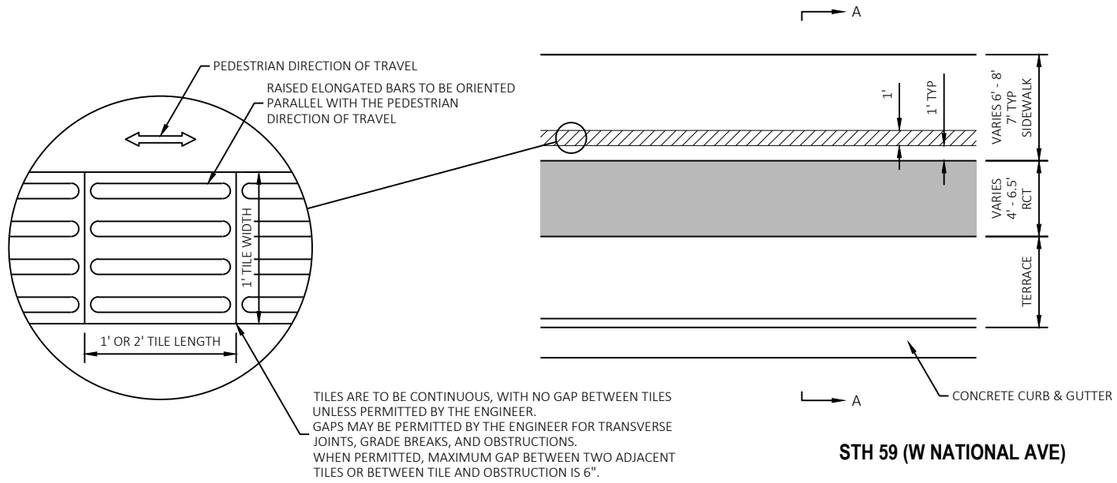

ELEVATION VIEW




PLAN VIEW

## PIPE BOLLARDS

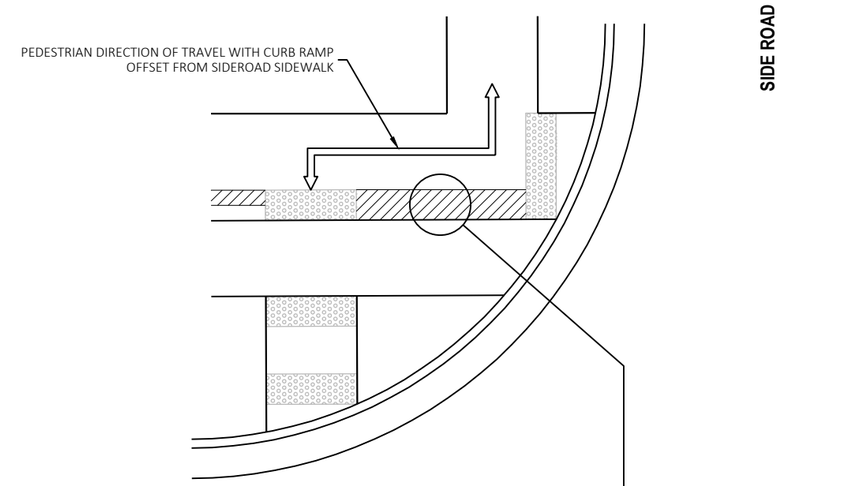
STA 94+88, 31' RT




STH 59 (W NATIONAL AVE)

PLAN VIEW

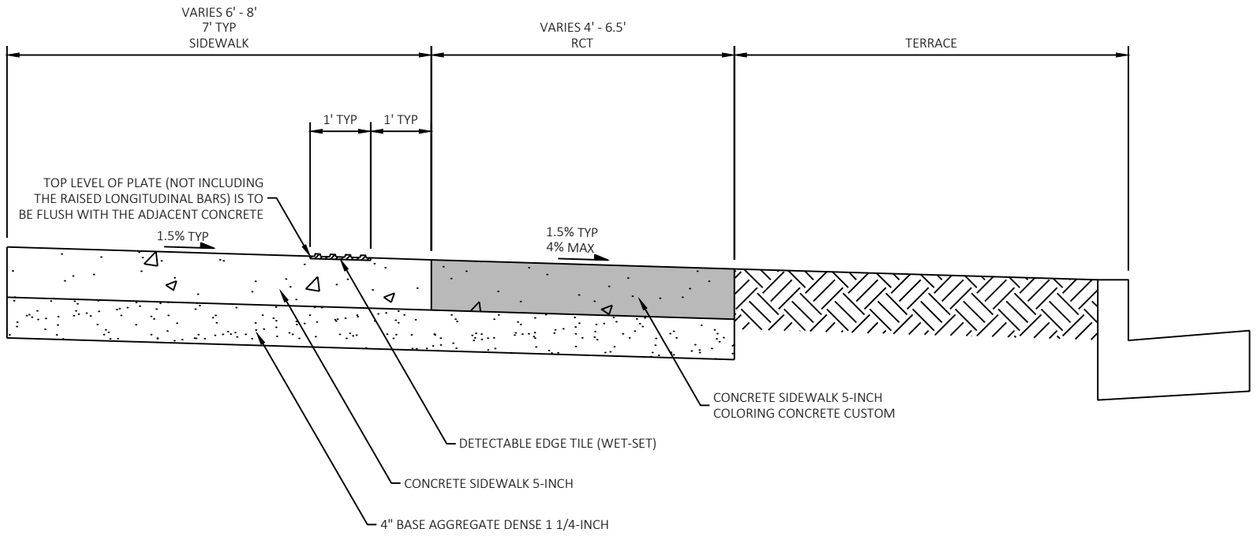
MIDBLOCK



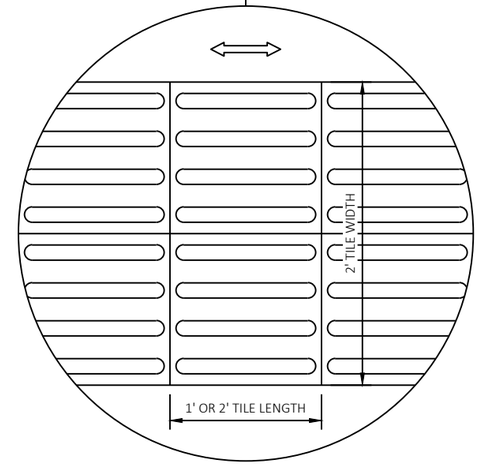

STH 59 (W NATIONAL AVE)

PLAN VIEW

INTERSECTION CORNER WITH OFFSET CURB RAMP

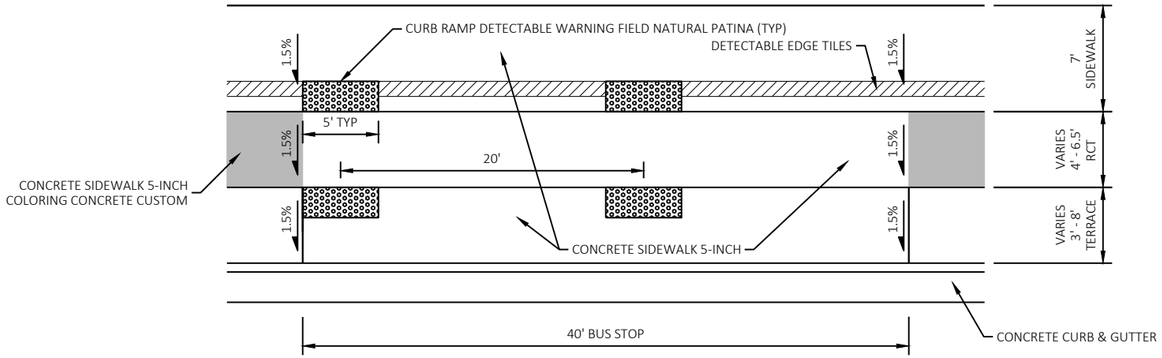



SECTION A-A




DETECTABLE EDGE TILES

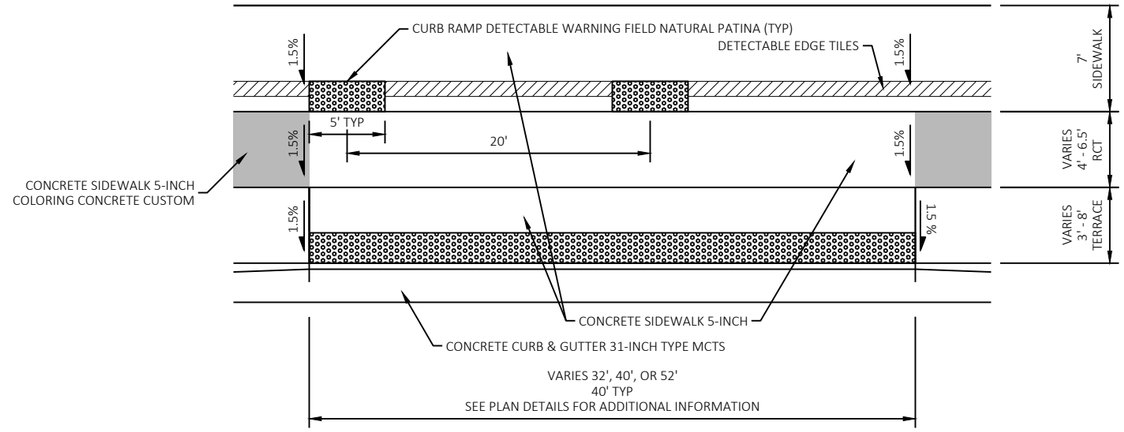
LEFT SIDE SHOWN. RIGHT SIDE IS MIRROR IMAGE.
SEE PLAN DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.




## MCTS STANDARD BUS STOP

23RD ST (SW AND NE CORNERS)
21ST ST (SW AND NE CORNERS)
19TH ST (SW AND NW CORNERS)
14TH ST (SW AND NE CORNERS)
9TH ST (NW AND SE CORNERS)
6TH ST (SW AND NE CORNERS)
4TH ST (SE CORNER)
3RD ST (NW CORNER, TWO CONSECUTIVE STOPS)

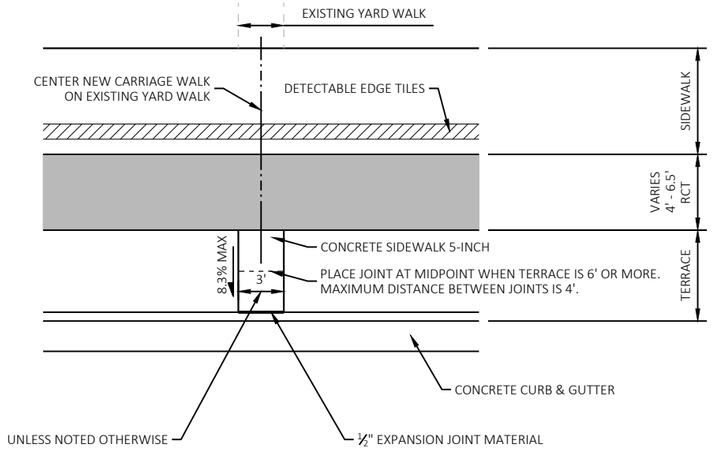
SEE PLAN DETAILS FOR ADDITIONAL INFORMATION




## MCTS BRT BUS STOP

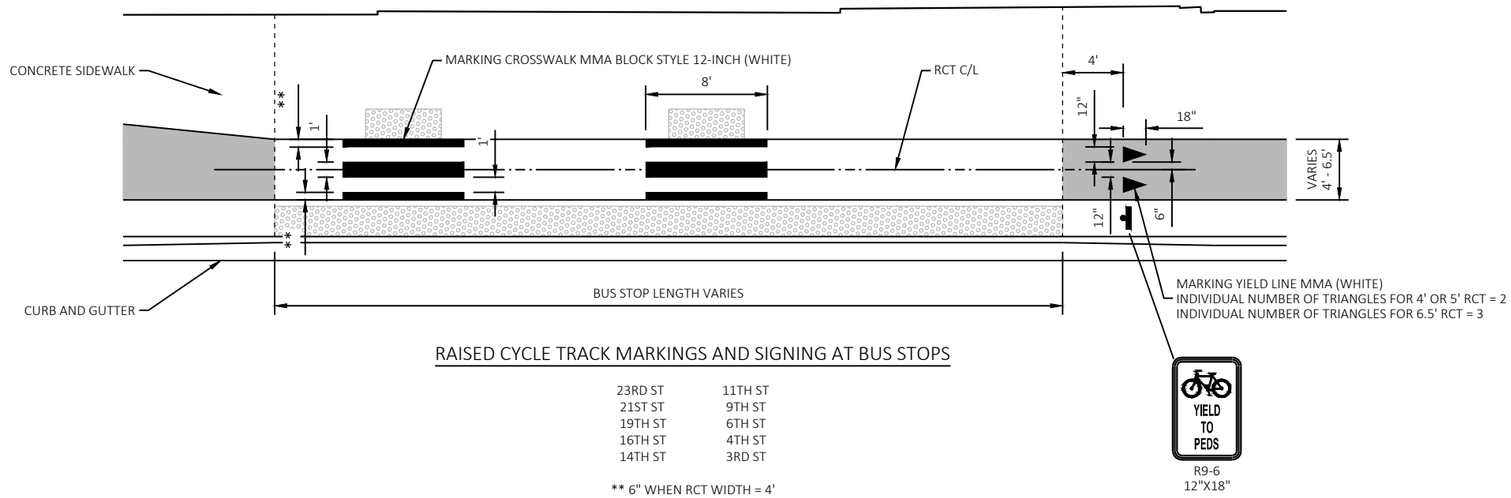
16TH ST (NW AND SE CORNERS)
11TH ST (NW AND SE CORNERS)

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
SEE CONCRETE CURB & GUTTER 31-INCH TYPE MCTS DETAIL FOR CURB & GUTTER




## CARRIAGE WALKS

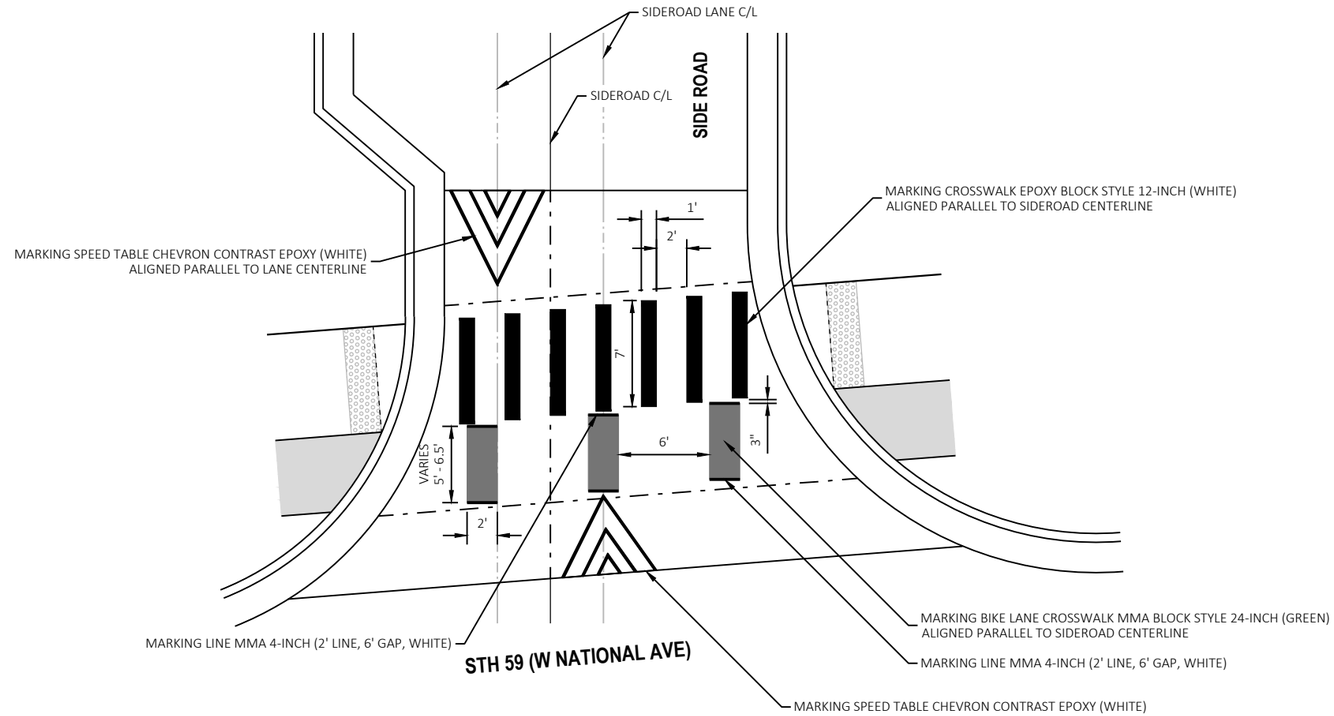
SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.




## RAISED CYCLE TRACK MARKINGS AND SIGNING AT BUS STOPS

| | |
|---|---|
| 23RD ST | 11TH ST |
| 21ST ST | 9TH ST |
| 19TH ST | 6TH ST |
| 16TH ST | 4TH ST |
| 14TH ST | 3RD ST |

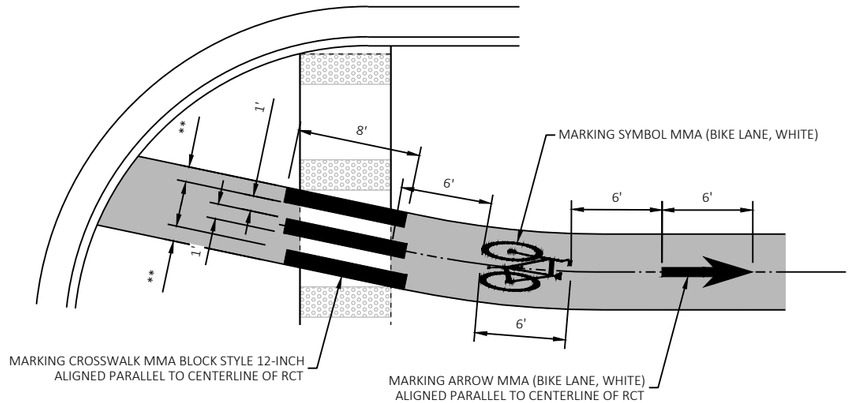
** 6" WHEN RCT WIDTH = 4'
12" WHEN RCT WIDTH > 4'



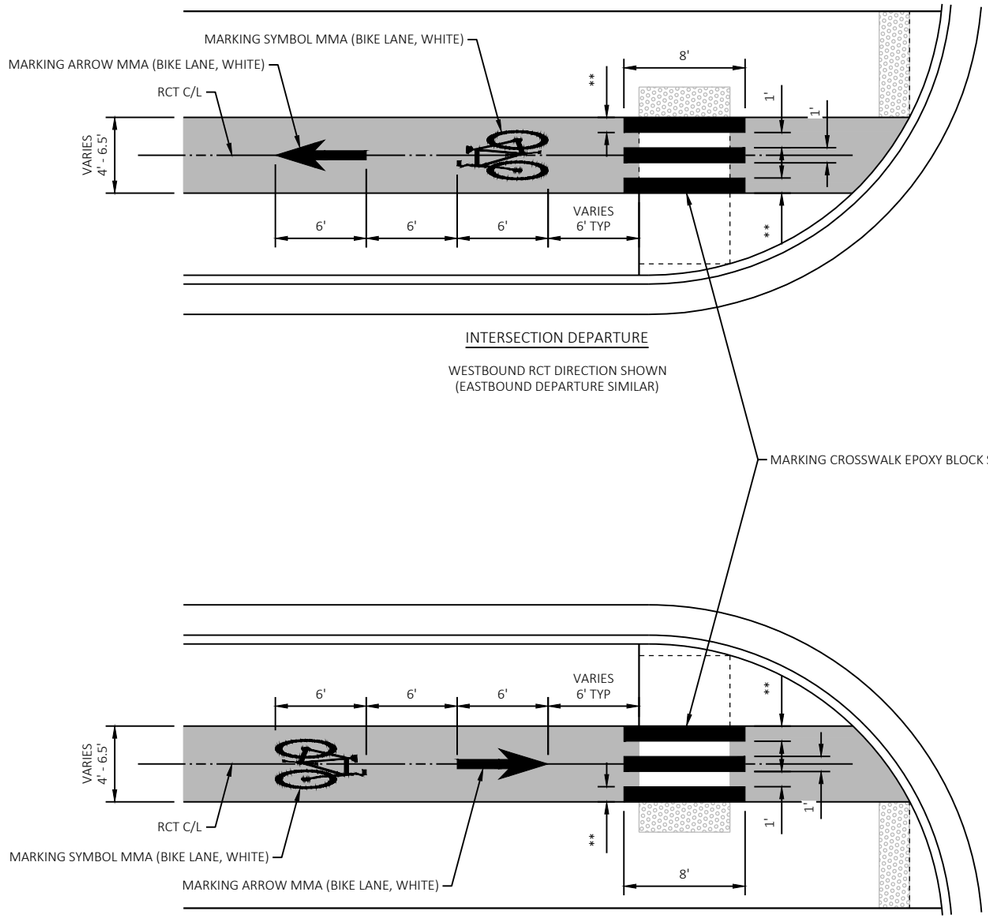

## RAISED CROSSWALK MARKINGS

| | |
|---|---|
| 26TH ST | 18TH ST |
| 25TH ST (SOUTH LEG) | 17TH ST |
| 24TH ST (SOUTH LEG) | 15TH ST |
| 23RD ST | 7TH ST |
| 22ND ST | 4TH ST |
| 20TH ST | 3RD ST |

2




CURVED/SKEWED ALIGNMENT




INTERSECTION DEPARTURE

WESTBOUND RCT DIRECTION SHOWN
(EASTBOUND DEPARTURE SIMILAR)

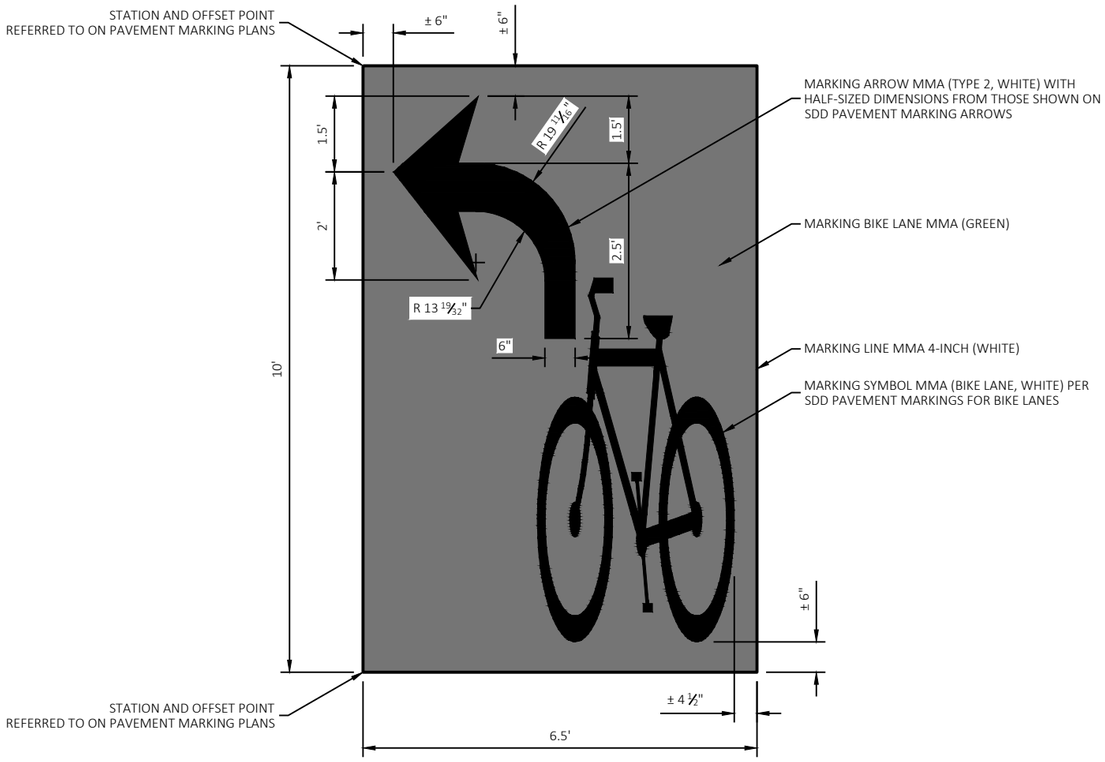
INTERSECTION APPROACH

EASTBOUND RCT DIRECTION SHOWN
(WESTBOUND APPROACH SIMILAR)

## RAISED CYCLE TRACK MARKINGS NEAR CROSSWALKS

SEE PAVEMENT MARKING PLANS FOR LOCATIONS

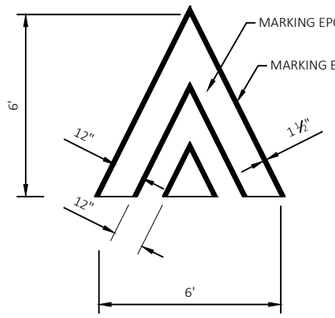
** 6" WHEN RCT WIDTH = 4'
12" WHEN RCT WIDTH > 4'



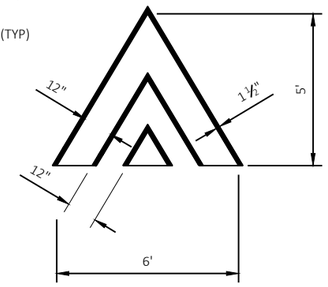

MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX

21ST ST
2ND ST

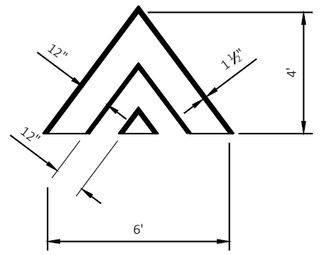
ALL MARKINGS ARE INCIDENTAL




RAISED CROSSWALK TRANSITION = 6' OR GREATER



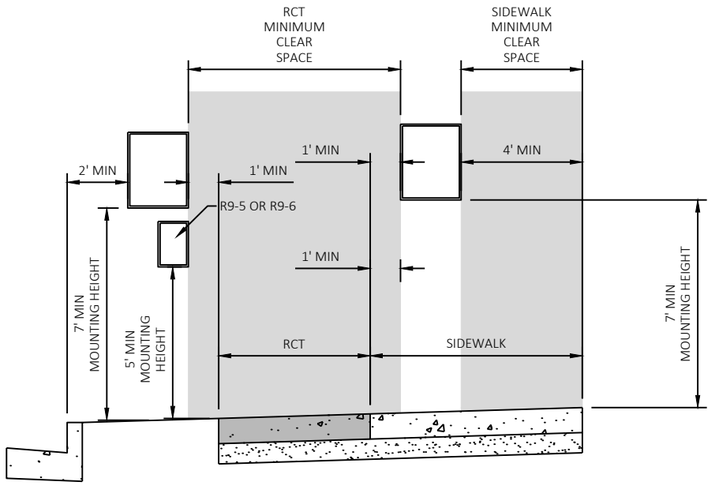

RAISED CROSSWALK TRANSITION = 5'



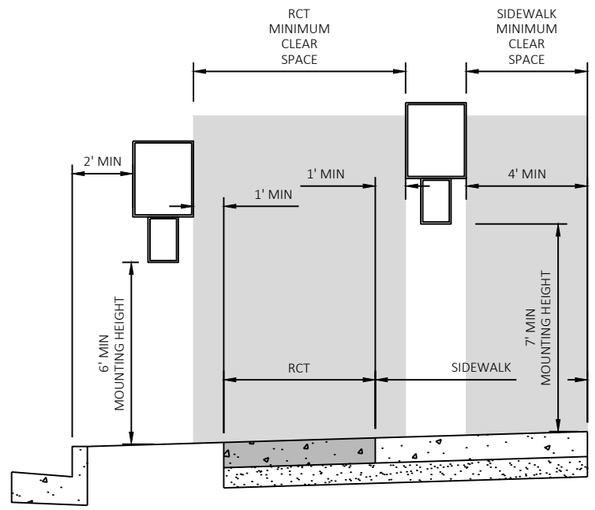

RAISED CROSSWALK TRANSITION = 4'

MARKING SPEED TABLE CHEVRON

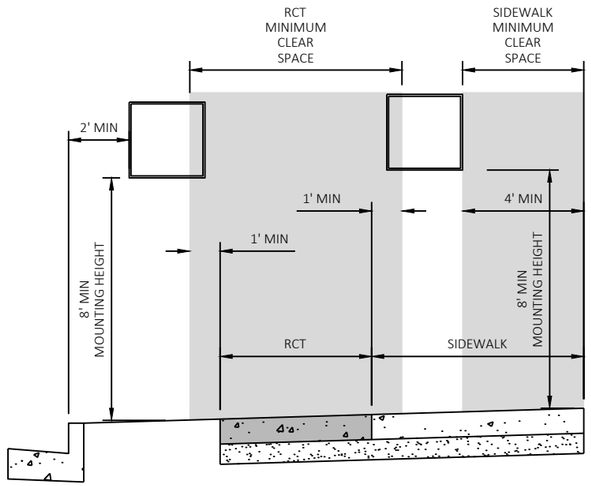
ALL LAYOUTS PAID AS MARKING SPEED TABLE CHEVRON CONTRAST EPOXY
ALL MARKINGS ARE INCIDENTAL




TYPICAL SIGN INSTALLATION - 1 SIGN




TYPICAL SIGN INSTALLATION - 2+ SIGNS



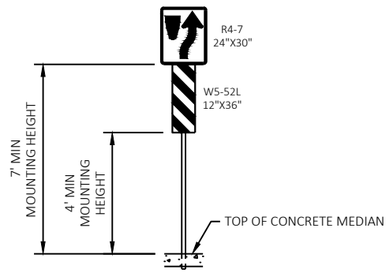

CONSTRAINED SIGN INSTALLATION

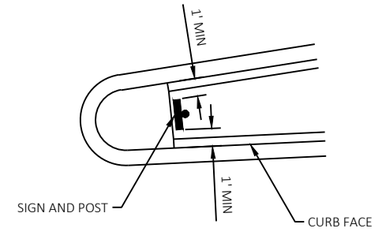
TO BE USED ONLY WHEN TYPICAL SIGN INSTALLATIONS ARE NOT POSSIBLE

## SIGN MOUNTING HEIGHTS

SEE SIGNING PLAN AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

NOTE: FOR TYPICAL SIGN INSTALLATIONS THE LATERAL CLEARANCE MAY BE REDUCED TO 1'
WITH THE APPROVAL OF THE ENGINEER OR AS SHOWN IN THE MISCELLANEOUS QUANTITIES.



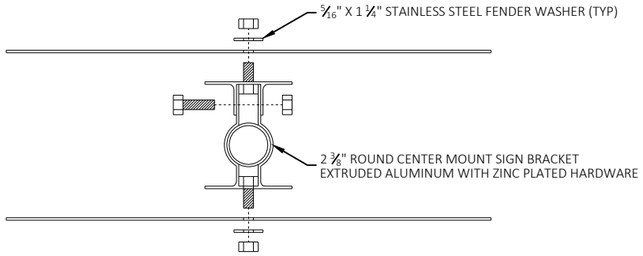




MEDIAN SIGNING FOR TRANSITION TO DIVIDED HIGHWAY

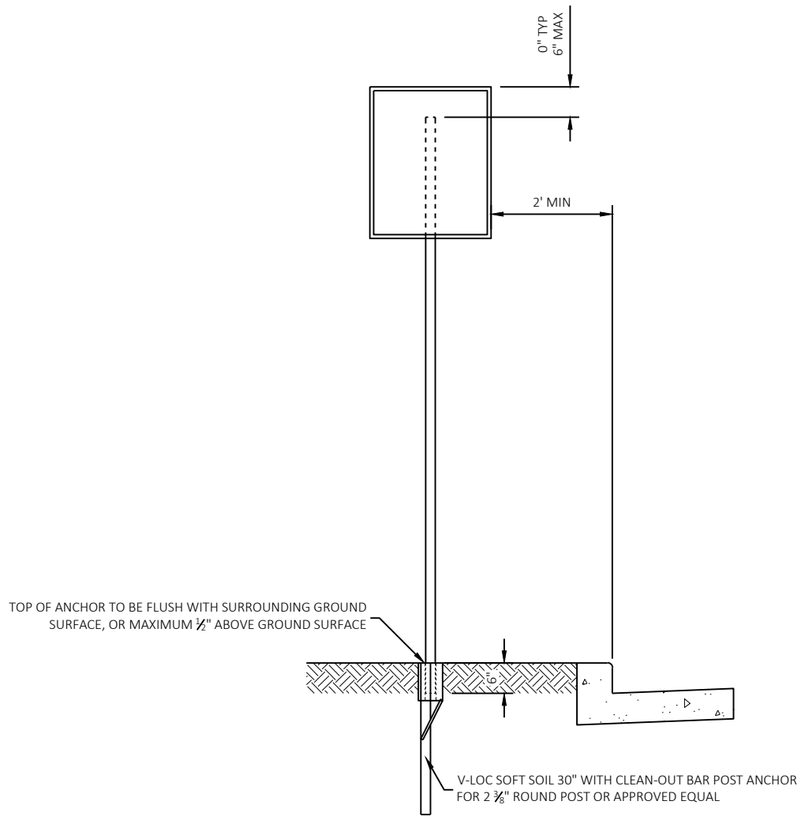
2

NOTES:

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

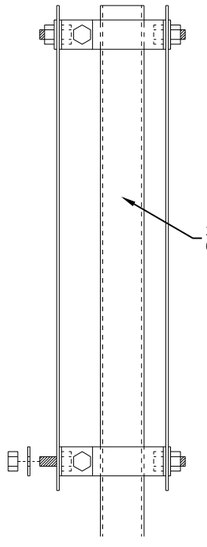



TOP VIEW

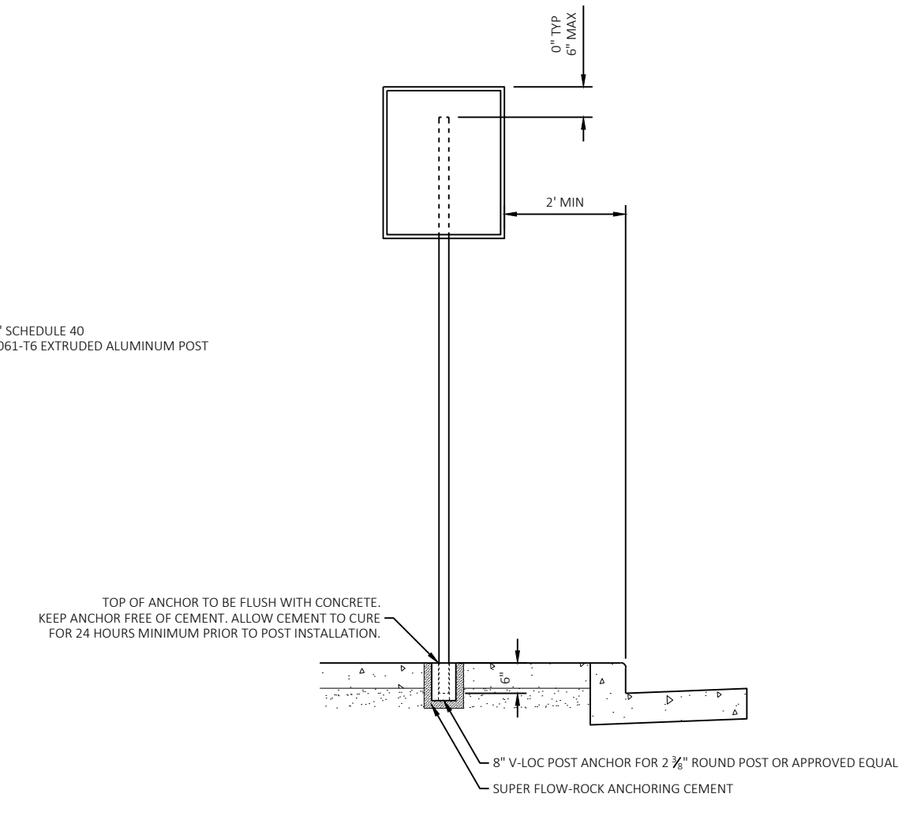



SOFT SURFACE

ANY SURFACE OTHER THAN CONCRETE



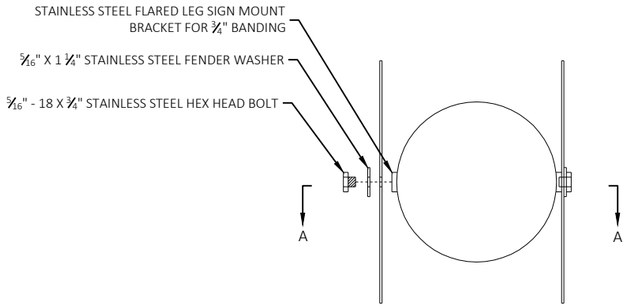

SIDE VIEW



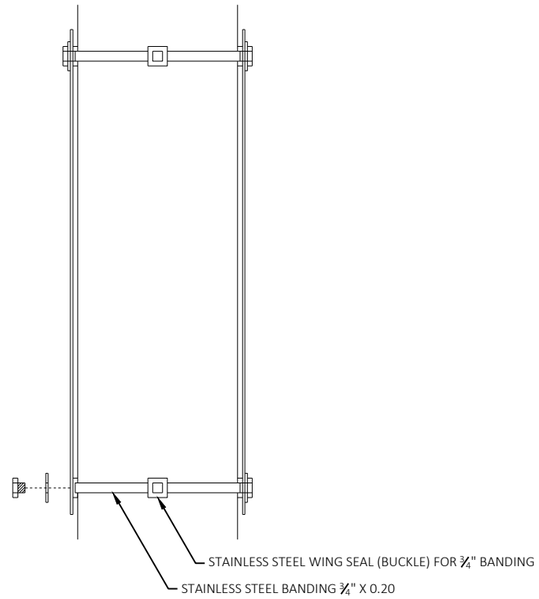

CONCRETE SURFACE

## SIGN INSTALLATION - ROUND ALUMINUM SIGN POST SYSTEM

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



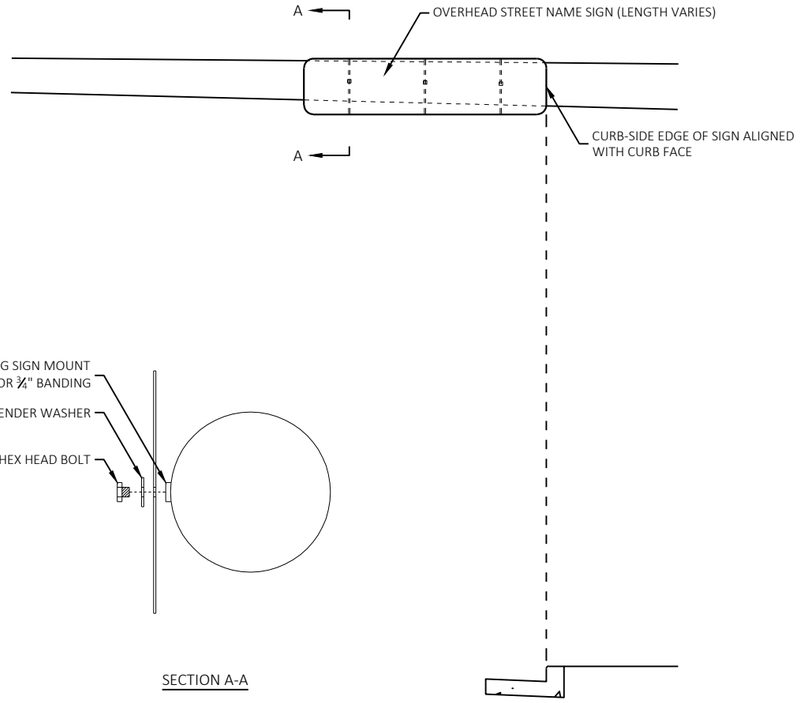

TOP VIEW




SIDE VIEW

## SIGN INSTALLATION - STREET LIGHTING OR TRAFFIC SIGNAL POLE

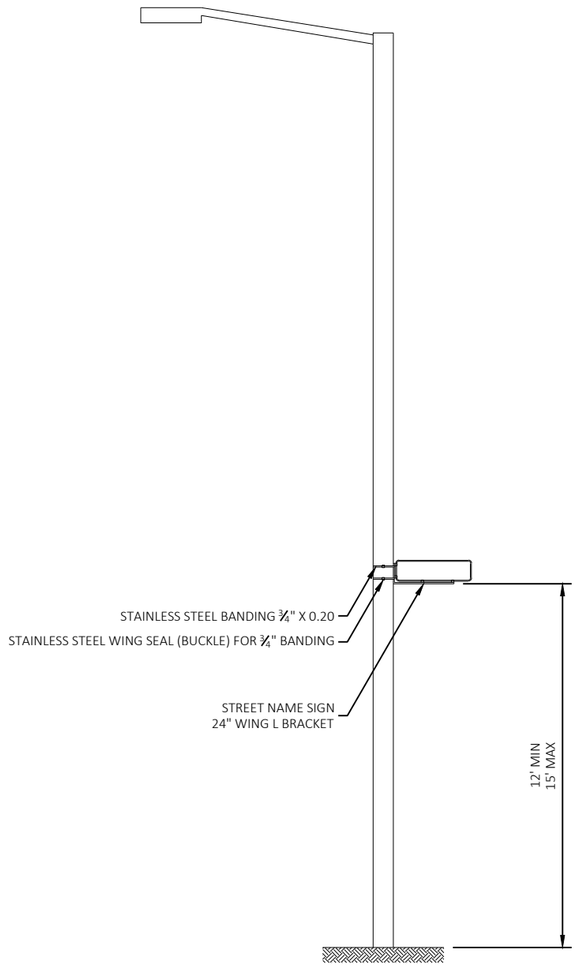
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION




SECTION A-A

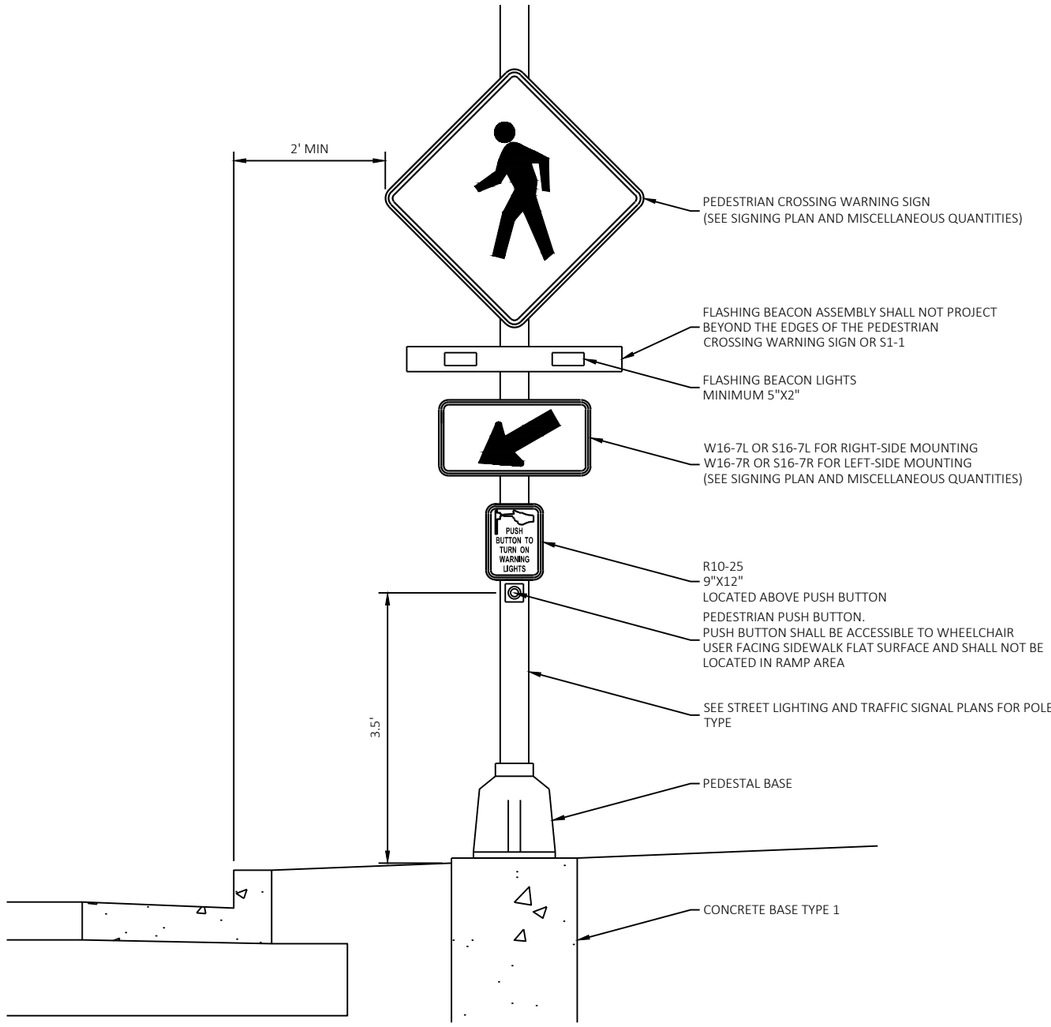
## SIGN INSTALLATION - OVERHEAD STREET NAME SIGN ON MONOTUBE ARM

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION




## SIGN INSTALLATION - STREET NAME SIGN

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




## RECTANGULAR RAPID FLASHING BEACON DETAIL

24TH ST
4TH ST

SEE "SIGN MOUNTING HEIGHTS" DETAIL FOR MOUNTING HEIGHT REQUIREMENTS

2

LEGEND

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

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

N

26TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

BEGIN PROJECT
STA 55+50

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

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 57+80 TO STA 58+50
35' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 57+75 TO STA 58+50
35' RT TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPT

MATCH LINE STA 61+00

SHEET 1 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 56 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 01
PLOT DATE : 7/22/2026 11:43 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

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

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

N

25TH ST

24TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 65+25 TO STA 65+95
25' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

EXISTING TREE TO REMAIN

SLOPE INTERCEPT

STA 65+20 TO STA 65+90
30' RT TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

REMOVE DRIVEWAY

MATCH LINE STA 61+00

MATCH LINE STA 67+00

SHEET 2 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 57 | E |
|---|---|---|---|---|---|

2

2

LEGEND

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

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

N

MATCH LINE STA 67+00

MATCH LINE STA 73+00

23RD ST

STA 68+95 TO STA 69+25
30' LT (STA 68+95) AND 35' LT (STA 69+25) TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

EXISTING TREE TO REMAIN

STA 72+70 TO STA 73+35
35' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

19"

68+00

69+00

70+00

71+00

72+00

W NATIONAL AVE / STH 59

STH 59 C/L

2"

18"

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPT

STA 72+65 TO STA 73+35
30' RT TO CONSTRUCTION LIMITS RT
PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

22ND ST

loc. unknown

SHEET 3 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 58 | E |
|---|---|---|---|---|---|

2

LEGEND

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

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

N

22ND ST

21ST ST

W NATIONAL AVE / STH 59

STH 59 C/L

MATCH LINE STA 73+00

MATCH LINE STA 79+00

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

STA 72+70 TO STA 73+35
35' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 76+40 TO STA 77+05
35' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 72+65 TO STA 73+35
30' RT TO CONSTRUCTION LIMITS RT
PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPT

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 76+00 TO STA 77+10
10' RT TO CONSTRUCTION LIMITS RT
VOC CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SHEET 4 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 59 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 04

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

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

N

MATCH LINE STA 79+00

MATCH LINE STA 85+00

20TH ST

STA 80+10 TO STA 80+80
30' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPT

TLE

R/W

14"

13"

6"

14"

STH 59 C/L

80+00

81+00

82+00

83+00

84+00

W NATIONAL AVE / STH 59

5"

17"

4"

18"

20"

EXISTING TREE TO REMAIN

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 80+05 TO STA 80+75
30' RT TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 83+50 TO STA 84+50
10' RT TO CONSTRUCTION LIMITS RT
VOC CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

19TH ST

SHEET 5 OF 18

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 60 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 05

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

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

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

N

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPT

EXISTING TREE TO REMAIN

EXISTING TREE TO REMAIN

TLE R/W TLE R/W

7" 10" 10" 18" 3"

W NATIONAL AVE / STH 59

MATCH LINE STA 85+00

86+00 87+00 88+00 89+00 90+00 91

STH 59 C/L

MATCH LINE STA 91+00

16" 8" 10" 19" 18" 6" 9" 23"

R/W TLE TLE R/W TLE R/W TLE

EXISTING TREE TO REMAIN

STA 86+85 TO STA 87+50
35' RT TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

EXISTING TREE TO REMAIN

18TH ST

17TH ST

SHEET 6 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 61 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 06

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

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

N

16TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

SLOPE INTERCEPT

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

R/W

TLE

16+00

14+00

92+00

93+00

94+00

95+00

96+00

97

MATCH LINE STA 91+00

MATCH LINE STA 97+00

SHEET 7 OF 18

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 62 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 07

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

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

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

N

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

MATCH LINE STA 97+00

MATCH LINE STA 103+00

TLE
R/W
98+00
99+00
100+00
101+00
102+00
STH 59 C/L
W NATIONAL AVE / STH 59
6"
21"
17"
SLOPE INTERCEPT
15TH ST
SPCT

SHEET 8 OF 18

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 63 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 08

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

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

N

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

MATCH LINE STA 103+00

MATCH LINE STA 109+00

W NATIONAL AVE / STH 59

STH 59 C/L

14TH ST

SLOPE INTERCEPT

STA 103+65 TO STA 104+30
30' RT TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 104+75 TO STA 105+75
10' RT TO CONSTRUCTION LIMITS RT
PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 107+00 TO STA 108+25
10' RT TO CONSTRUCTION LIMITS RT
VOC CONTAMINATED SOIL
1' TO 6' BELOW GROUND SURFACE

SHEET 9 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 64 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

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

N

MATCH LINE STA 109+00

MATCH LINE STA 115+00

12TH ST

11TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

110+00 111+00 112+00 113+00 114+00 115

STA 110+50 TO STA 111+25
20' LT (STA 110+50) AND 30' LT (STA 111+25) TO CONSTRUCTION LIMITS LT
PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 114+25 TO STA 115+00
30' LT (STA 114+25) AND 20' LT (STA 115+00) TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

EXISTING TREE TO REMAIN

SLOPE INTERCEPT

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 110+50 TO STA 111+25
30' RT (STA 110+50) AND 20' RT (STA 111+25) TO CONSTRUCTION LIMITS RT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SHEET 10 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 65 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 10

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

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

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

N

10TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

STA 118+00 TO STA 118+50
10' LT TO CONSTRUCTION LIMITS LT
VOC CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

EXISTING TREE TO REMAIN

STA 120+60 TO STA 121+50
10' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPT

MATCH LINE STA 115+00

MATCH LINE STA 121+00

SHEET 11 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 66 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 11

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

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

N

9TH ST

STA 120+60 TO STA 121+50
10' LT TO CONSTRUCTION LIMITS LT
METALS CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

TLE

R/W

SLOPE INTERCEPT

IH 43 / IH 94

W NATIONAL AVE / STH 59

MATCH LINE STA 121+00

122+00 123+00 124+00 125+00 126+00

STH 59 C/L

MATCH LINE STA 127+00

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

CONCRETE PLANTER TO BE REMOVED BY OTHERS

IH 43 / IH 94

SHEET 12 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 67 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 12

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

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

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

N

MATCH LINE STA 127+00

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

7TH ST

ALLEY

W NATIONAL AVE / STH 59

STH 59 C/L

IH 43 / IH 94

EXISTING TREE TO REMAIN

SLOPE INTERCEPT

EXISTING TREE TO REMAIN

STA 129+25 TO STA 130+10
30' RT TO CONSTRUCTION LIMITS RT
PAH CONTAMINATED SOIL
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

private SERVICE DROP

MATCH LINE STA 133+00

SHEET 13 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 68 | E |
|---|---|---|---|---|---|

2

LEGEND

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

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

N

6TH ST

ALLEY

5TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

6TH ST / STH 38

MATCH LINE STA 133+00

MATCH LINE STA 139+00

133+00

134+00

135+00

136+00

137+00

138+00

R/W

TLE

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

EXISTING TREE TO REMAIN

SLOPE INTERCEPT

SHEET 14 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 69 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 14

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

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

N

MATCH LINE STA 139+00

MATCH LINE STA 145+00

ALLEY

4TH ST

3RD ST

W NATIONAL AVE / STH 59

STH 59 C/L

SLOPE INTERCEPT

TLE

R/W

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

EXISTING TREE TO REMAIN

EXISTING TREE TO REMAIN

ALLEY

SHEET 15 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 70 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 15

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

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

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

MATCH LINE STA 145+00

MATCH LINE STA 151+00

2ND ST

ALLEY

ALLEY

SLOPE INTERCEPT

TLE

R/W

146+00

147+00

148+00

149+00

150+00

W NATIONAL AVE / STH 59

STH 59 C/L

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

N

SHEET 16 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 71 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 16

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

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

N

MATCH LINE STA 151+00

W NATIONAL AVE/STH 59

E NATIONAL AVE

1ST ST / STH 32

REMOVE DRIVEWAY

TLE

R/W

152+00

153+00

154+00

155+00

156+00

STH 59 C/L

SLOPE INTERCEPT

END PROJECT
STA 152+92

STA 56+20 TO STA 152+92
APPROXIMATELY 17' WIDTH OF HISTORIC TRACK ZONE
PAH, METALS, AND VOC CONTAMINATED SOIL
(ESTIMATED AS VOC CONTAMINATED SOIL)
1' TO MAX EXCAVATION DEPTH BELOW GROUND SURFACE

SHEET 17 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS | SHEET 72 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 17

PLOT DATE : 7/22/2026 11:43 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

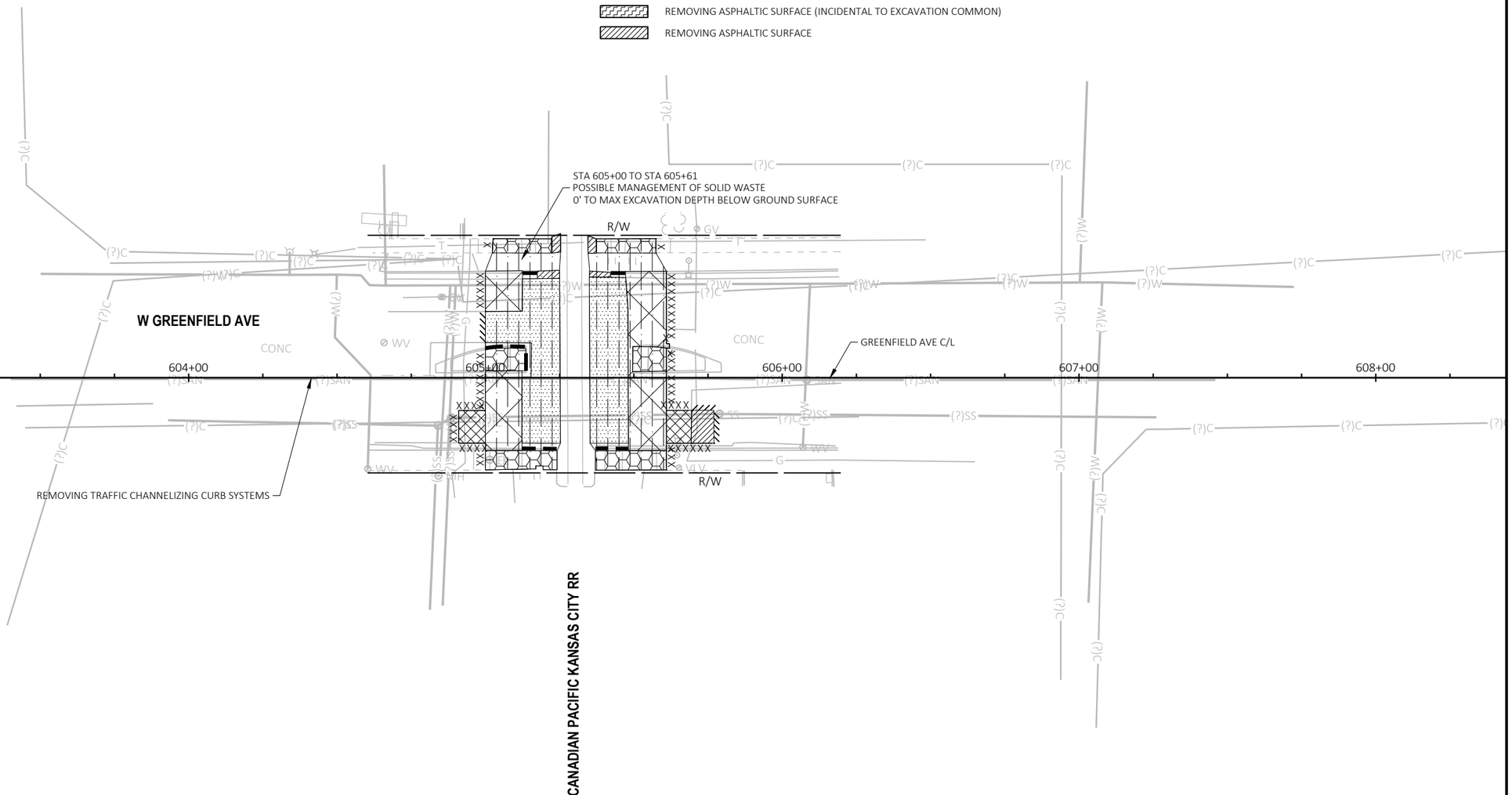
2

LEGEND

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

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

N




SHEET 18 OF 18

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | REMOVALS (W GREENFIELD AVE) | SHEET 73 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021101-RM.DWG
LAYOUT NAME - 18

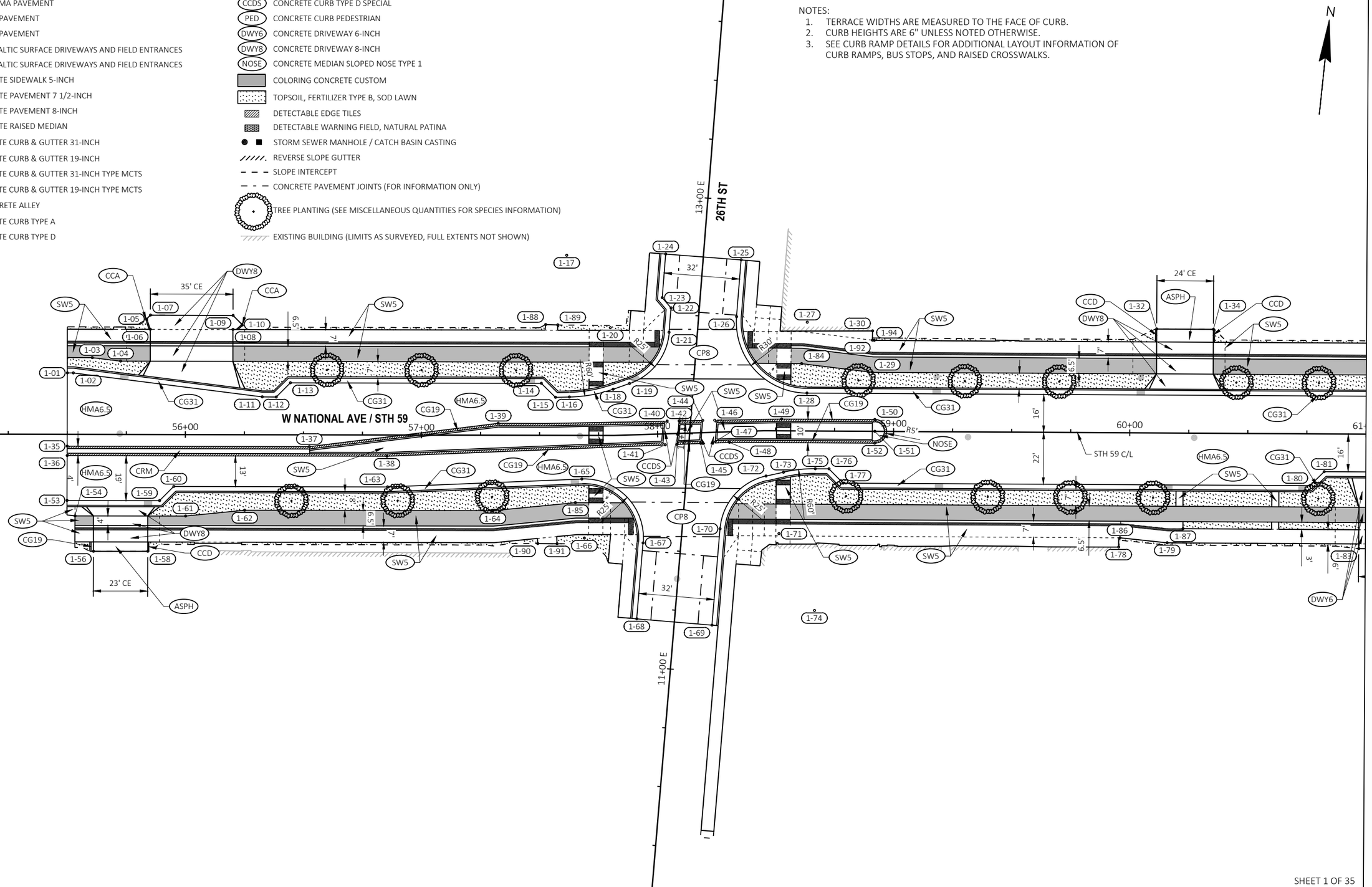
PLOT DATE : 7/22/2026 11:44 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN : 40 FT

WISDOT/CADDS SHEET 42

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 74 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/30/2026 12:55 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

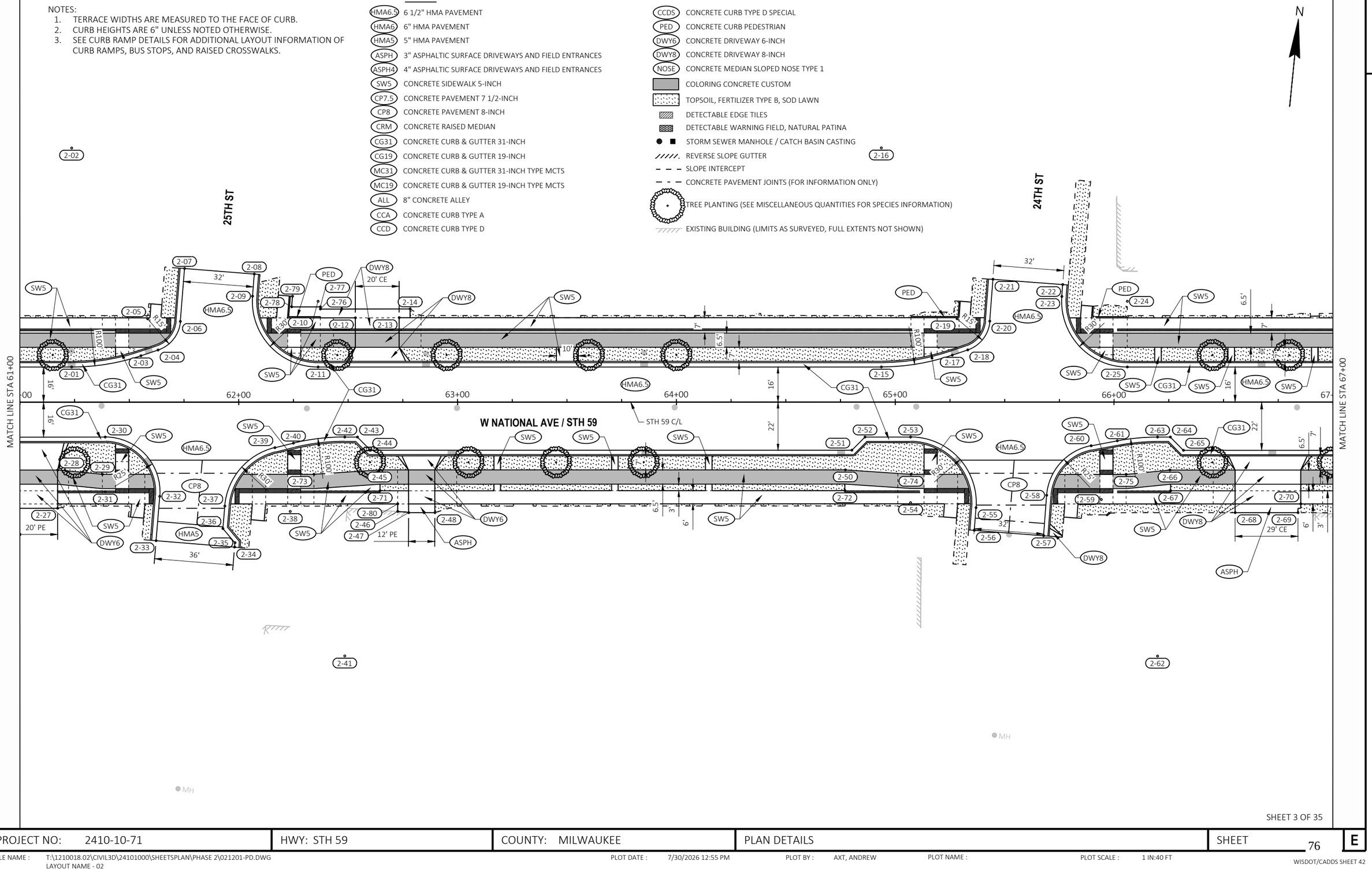
| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 1-01 | 59-CL | 55+50.0 | 26.0' LT | 2,549,075.21 | 379,369.36 | |
| 1-02 | 59-CL | 55+52.5 | 26.0' LT | 2,549,077.72 | 379,369.63 | |
| 1-03 | 59-CL | 55+60.5 | 32.5' LT | 2,549,085.00 | 379,376.93 | |
| 1-04 | 59-CL | 55+72.5 | 31.0' LT | 2,549,097.09 | 379,376.69 | |
| 1-05 | 59-CL | 55+83.4 | 48.8' LT | 2,549,106.12 | 379,395.58 | |
| 1-06 | 59-CL | 55+85.1 | 44.5' LT | 2,549,108.22 | 379,391.43 | |
| 1-07 | 59-CL | 55+85.1 | 50.5' LT | 2,549,107.59 | 379,397.40 | |
| 1-08 | 59-CL | 56+20.1 | 44.5' LT | 2,549,143.03 | 379,395.08 | |
| 1-09 | 59-CL | 56+20.1 | 50.5' LT | 2,549,142.41 | 379,401.04 | |
| 1-10 | 59-CL | 56+23.9 | 46.7' LT | 2,549,146.59 | 379,397.66 | |
| 1-11 | 59-CL | 56+32.5 | 16.0' LT | 2,549,158.33 | 379,368.03 | |
| 1-12 | 59-CL | 56+38.4 | 16.0' LT | 2,549,164.25 | 379,368.65 | |
| 1-13 | 59-CL | 56+44.4 | 22.0' LT | 2,549,169.59 | 379,375.24 | |
| 1-14 | 59-CL | 57+50.7 | 22.0' LT | 2,549,275.30 | 379,386.33 | |
| 1-15 | 59-CL | 57+56.7 | 16.1' LT | 2,549,281.90 | 379,381.08 | |
| 1-16 | 59-CL | 57+62.6 | 16.2' LT | 2,549,287.70 | 379,381.81 | |
| 1-17 | 59-CL | 57+61.3 | 76.2' LT | 2,549,280.18 | 379,441.34 | 60' |
| 1-18 | 59-CL | 57+81.1 | 19.6' LT | 2,549,305.75 | 379,387.06 | |
| 1-19 | 59-CL | 57+88.8 | 21.8' LT | 2,549,312.43 | 379,390.21 | |
| 1-20 | 59-CL | 57+79.8 | 45.6' LT | 2,549,301.78 | 379,412.82 | 25' |
| 1-21 | 26 | 12+42.0 | 12.0' LT | 2,549,326.77 | 379,413.53 | |
| 1-22 | 26 | 12+52.4 | 12.0' LT | 2,549,326.47 | 379,423.93 | |
| 1-23 | 26 | 12+56.4 | 16.0' LT | 2,549,322.36 | 379,427.81 | |
| 1-24 | 26 | 12+75.0 | 16.0' LT | 2,549,321.83 | 379,446.36 | |
| 1-25 | 26 | 12+75.0 | 16.0' RT | 2,549,353.82 | 379,447.27 | |
| 1-26 | 26 | 12+50.9 | 16.0' RT | 2,549,354.51 | 379,423.14 | |
| 1-27 | 59-CL | 58+63.1 | 46.0' LT | 2,549,384.49 | 379,423.99 | 30' |
| 1-28 | 59-CL | 58+63.1 | 16.0' LT | 2,549,387.52 | 379,394.14 | |
| 1-29 | 59-CL | 58+90.8 | 25.0' LT | 2,549,414.14 | 379,405.89 | |
| 1-30 | 59-CL | 58+90.8 | 42.5' LT | 2,549,412.37 | 379,423.29 | |
| 1-32 | 59-CL | 60+11.1 | 44.0' LT | 2,549,531.96 | 379,436.92 | |
| 1-34 | 59-CL | 60+35.1 | 44.0' LT | 2,549,555.84 | 379,439.34 | |
| 1-35 | 59-CL | 55+50.0 | 5.0' RT | 2,549,078.44 | 379,338.53 | |
| 1-36 | 59-CL | 55+50.0 | 9.0' RT | 2,549,078.86 | 379,334.56 | |
| 1-37 | 59-CL | 56+52.5 | 5.0' RT | 2,549,180.41 | 379,349.23 | |
| 1-38 | 59-CL | 56+85.4 | 9.0' RT | 2,549,213.55 | 379,348.68 | |
| 1-39 | 59-CL | 57+32.5 | 5.0' LT | 2,549,258.93 | 379,367.52 | |
| 1-40 | 59-CL | 58+04.2 | 5.3' LT | 2,549,329.97 | 379,376.06 | |
| 1-41 | 59-CL | 58+03.1 | 4.7' RT | 2,549,330.20 | 379,365.96 | |
| 1-42 | 59-CL | 58+09.2 | 5.3' LT | 2,549,334.95 | 379,376.69 | |
| 1-43 | 59-CL | 58+08.1 | 4.7' RT | 2,549,335.18 | 379,366.70 | |
| 1-44 | 59-CL | 58+19.3 | 5.1' LT | 2,549,344.92 | 379,377.95 | |
| 1-45 | 59-CL | 58+18.2 | 4.6' RT | 2,549,345.15 | 379,368.18 | |
| 1-46 | 59-CL | 58+24.3 | 5.1' LT | 2,549,349.91 | 379,378.58 | |
| 1-47 | 59-CL | 58+23.2 | 4.5' RT | 2,549,350.14 | 379,368.92 | |
| 1-48 | 59-CL | 58+30.3 | 4.5' RT | 2,549,357.14 | 379,369.96 | |
| 1-49 | 59-CL | 58+52.5 | 5.0' LT | 2,549,378.02 | 379,382.12 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 1-50 | 59-CL | 58+92.0 | 5.0' LT | 2,549,417.32 | 379,386.11 | |
| 1-51 | 59-CL | 58+92.0 | 0.0' | 2,549,417.82 | 379,381.13 | 5' |
| 1-52 | 59-CL | 58+92.0 | 5.0' RT | 2,549,418.33 | 379,376.16 | |
| 1-53 | 59-CL | 55+50.0 | 28.0' RT | 2,549,080.84 | 379,315.66 | |
| 1-54 | 59-CL | 55+53.3 | 34.5' RT | 2,549,084.87 | 379,309.55 | |
| 1-56 | 59-CL | 55+61.2 | 49.5' RT | 2,549,094.23 | 379,295.45 | |
| 1-58 | 59-CL | 55+84.2 | 49.5' RT | 2,549,117.10 | 379,297.85 | |
| 1-59 | 59-CL | 55+89.2 | 28.0' RT | 2,549,119.83 | 379,319.75 | |
| 1-60 | 59-CL | 55+95.2 | 22.0' RT | 2,549,125.17 | 379,326.34 | |
| 1-61 | 59-CL | 56+00.2 | 34.5' RT | 2,549,131.45 | 379,314.43 | |
| 1-62 | 59-CL | 56+25.2 | 32.0' RT | 2,549,156.05 | 379,319.53 | |
| 1-63 | 59-CL | 56+85.7 | 22.0' RT | 2,549,215.18 | 379,335.78 | |
| 1-64 | 59-CL | 57+30.2 | 32.0' RT | 2,549,260.56 | 379,330.49 | |
| 1-65 | 59-CL | 57+67.9 | 18.5' RT | 2,549,296.65 | 379,347.85 | |
| 1-66 | 59-CL | 57+69.0 | 43.5' RT | 2,549,300.31 | 379,323.12 | 25' |
| 1-67 | 26 | 11+52.2 | 16.0' LT | 2,549,325.31 | 379,323.71 | |
| 1-68 | 26 | 11+20.0 | 16.0' LT | 2,549,326.06 | 379,291.50 | |
| 1-69 | 26 | 11+20.0 | 16.0' RT | 2,549,358.05 | 379,292.24 | |
| 1-70 | 26 | 11+60.9 | 16.0' RT | 2,549,357.10 | 379,333.12 | |
| 1-71 | 59-CL | 58+51.6 | 43.6' RT | 2,549,382.09 | 379,333.70 | 25' |
| 1-72 | 59-CL | 58+46.0 | 19.2' RT | 2,549,374.07 | 379,357.38 | |
| 1-73 | 59-CL | 58+53.4 | 17.5' RT | 2,549,381.24 | 379,359.81 | |
| 1-74 | 59-CL | 58+66.8 | 76.0' RT | 2,549,400.50 | 379,302.99 | 60' |
| 1-75 | 59-CL | 58+66.8 | 16.0' RT | 2,549,394.45 | 379,362.68 | |
| 1-76 | 59-CL | 58+72.7 | 16.0' RT | 2,549,400.25 | 379,363.27 | |
| 1-77 | 59-CL | 58+78.7 | 22.0' RT | 2,549,406.82 | 379,357.90 | |
| 1-78 | 59-CL | 59+95.5 | 48.4' RT | 2,549,525.75 | 379,343.42 | |
| 1-79 | 59-CL | 60+16.1 | 46.5' RT | 2,549,545.98 | 379,347.38 | |
| 1-80 | 59-CL | 60+76.4 | 22.0' RT | 2,549,603.52 | 379,377.84 | |
| 1-81 | 59-CL | 60+82.4 | 16.0' RT | 2,549,608.89 | 379,384.41 | |
| 1-83 | 59-CL | 60+97.2 | 48.5' RT | 2,549,626.92 | 379,353.58 | |
| 1-84 | 59-CL | 58+60.8 | 28.5' LT | 2,549,383.94 | 379,406.34 | |
| 1-85 | 59-CL | 57+65.2 | 28.5' RT | 2,549,295.00 | 379,337.62 | |
| 1-86 | 59-CL | 59+96.1 | 44.5' RT | 2,549,525.88 | 379,347.35 | |
| 1-87 | 59-CL | 60+22.7 | 40.5' RT | 2,549,551.99 | 379,354.02 | |
| 1-88 | 59-CL | 57+52.4 | 46.9' LT | 2,549,274.42 | 379,411.23 | |
| 1-89 | 59-CL | 57+57.6 | 46.7' LT | 2,549,279.54 | 379,411.62 | |
| 1-90 | 59-CL | 57+49.3 | 45.9' RT | 2,549,280.99 | 379,318.69 | |
| 1-91 | 59-CL | 57+57.5 | 45.9' RT | 2,549,289.14 | 379,319.50 | |
| 1-92 | 59-CL | 58+90.8 | 38.6' LT | 2,549,412.76 | 379,419.41 | |
| 1-94 | 59-CL | 58+91.6 | 38.5' LT | 2,549,413.56 | 379,419.40 | |

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)




SHEET 3 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 76 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 02
PLOT DATE : 7/30/2026 12:55 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 2-01 | 59-CL | 61+23.6 | 16.0' LT | 2,549,646.68 | 379,420.41 | |
| 2-02 | 59-CL | 61+23.6 | 116.0' LT | 2,549,636.60 | 379,519.90 | 100' |
| 2-03 | 59-CL | 61+55.3 | 21.2' LT | 2,549,677.70 | 379,428.74 | |
| 2-04 | 59-CL | 61+63.1 | 23.8' LT | 2,549,685.20 | 379,432.12 | |
| 2-05 | 59-CL | 61+58.4 | 38.0' LT | 2,549,679.04 | 379,445.79 | 15' |
| 2-06 | 59-CL | 61+73.3 | 36.8' LT | 2,549,694.03 | 379,446.13 | |
| 2-07 | 59-CL | 61+75.2 | 61.0' LT | 2,549,693.48 | 379,470.37 | |
| 2-08 | 59-CL | 62+07.1 | 58.5' LT | 2,549,725.47 | 379,471.09 | |
| 2-09 | 59-CL | 62+06.3 | 48.3' LT | 2,549,725.71 | 379,460.93 | |
| 2-10 | 59-CL | 62+36.2 | 46.0' LT | 2,549,755.70 | 379,461.61 | 30' |
| 2-11 | 59-CL | 62+36.2 | 16.0' LT | 2,549,758.72 | 379,431.76 | |
| 2-12 | 59-CL | 62+53.3 | 38.5' LT | 2,549,773.45 | 379,455.87 | |
| 2-13 | 59-CL | 62+73.3 | 38.5' LT | 2,549,793.35 | 379,457.89 | |
| 2-14 | 59-CL | 62+78.3 | 42.5' LT | 2,549,797.92 | 379,462.37 | |
| 2-15 | 59-CL | 64+93.7 | 16.0' LT | 2,550,014.84 | 379,457.72 | |
| 2-16 | 59-CL | 64+93.7 | 116.0' LT | 2,550,004.76 | 379,557.21 | 100' |
| 2-17 | 59-CL | 65+26.0 | 21.4' LT | 2,550,046.49 | 379,466.34 | |
| 2-18 | 59-CL | 65+33.1 | 23.8' LT | 2,550,053.27 | 379,469.45 | |
| 2-19 | 59-CL | 65+28.2 | 38.0' LT | 2,550,047.01 | 379,483.08 | 15' |
| 2-20 | 59-CL | 65+43.1 | 36.9' LT | 2,550,062.01 | 379,483.48 | |
| 2-21 | 59-CL | 65+44.5 | 56.0' LT | 2,550,061.49 | 379,502.65 | |
| 2-22 | 59-CL | 65+76.5 | 53.7' LT | 2,550,093.48 | 379,503.51 | |
| 2-23 | 59-CL | 65+76.1 | 48.2' LT | 2,550,093.63 | 379,498.02 | |
| 2-24 | 59-CL | 66+06.0 | 46.0' LT | 2,550,123.62 | 379,498.83 | 30' |
| 2-25 | 59-CL | 66+06.0 | 16.0' LT | 2,550,126.64 | 379,468.98 | |
| 2-27 | 59-CL | 61+17.2 | 48.5' RT | 2,549,646.82 | 379,355.59 | |
| 2-28 | 59-CL | 61+17.2 | 31.0' RT | 2,549,645.05 | 379,373.00 | |
| 2-29 | 59-CL | 61+37.7 | 33.0' RT | 2,549,665.62 | 379,373.08 | |
| 2-30 | 59-CL | 61+39.0 | 16.0' RT | 2,549,665.19 | 379,390.12 | |
| 2-31 | 59-CL | 61+39.0 | 41.0' RT | 2,549,667.71 | 379,365.25 | 25' |
| 2-32 | 59-CL | 61+63.9 | 43.1' RT | 2,549,692.71 | 379,365.70 | |
| 2-33 | 59-CL | 61+62.2 | 63.3' RT | 2,549,693.08 | 379,345.42 | |
| 2-34 | 59-CL | 61+98.1 | 66.3' RT | 2,549,729.07 | 379,346.07 | |
| 2-35 | 59-CL | 61+98.3 | 64.3' RT | 2,549,729.03 | 379,348.08 | |
| 2-36 | 59-CL | 61+92.8 | 57.8' RT | 2,549,722.93 | 379,353.97 | |
| 2-37 | 59-CL | 61+93.6 | 47.5' RT | 2,549,722.74 | 379,364.31 | |
| 2-38 | 59-CL | 62+23.5 | 50.0' RT | 2,549,752.74 | 379,364.82 | 30' |
| 2-39 | 59-CL | 62+16.5 | 20.8' RT | 2,549,742.80 | 379,393.13 | |
| 2-40 | 59-CL | 62+25.0 | 18.8' RT | 2,549,751.02 | 379,396.02 | |
| 2-41 | 59-CL | 62+48.4 | 116.0' RT | 2,549,784.15 | 379,301.67 | 100' |
| 2-42 | 59-CL | 62+48.4 | 16.0' RT | 2,549,774.07 | 379,401.16 | |
| 2-43 | 59-CL | 62+54.2 | 16.0' RT | 2,549,779.87 | 379,401.74 | |
| 2-44 | 59-CL | 62+60.2 | 22.0' RT | 2,549,786.44 | 379,396.38 | |
| 2-45 | 59-CL | 62+64.4 | 31.0' RT | 2,549,791.45 | 379,387.84 | |
| 2-46 | 59-CL | 62+72.6 | 50.0' RT | 2,549,801.55 | 379,369.80 | |
| 2-47 | 59-CL | 62+77.6 | 50.5' RT | 2,549,806.58 | 379,369.78 | |
| 2-48 | 59-CL | 62+89.6 | 50.5' RT | 2,549,818.52 | 379,370.98 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 2-50 | 59-CL | 64+77.2 | 31.0' RT | 2,550,003.17 | 379,409.30 | |
| 2-51 | 59-CL | 64+80.2 | 22.0' RT | 2,550,005.25 | 379,418.56 | |
| 2-52 | 59-CL | 64+86.2 | 16.0' RT | 2,550,010.61 | 379,425.13 | |
| 2-53 | 59-CL | 65+07.0 | 16.0' RT | 2,550,031.32 | 379,427.23 | |
| 2-54 | 59-CL | 65+07.0 | 46.0' RT | 2,550,034.35 | 379,397.38 | 30' |
| 2-55 | 59-CL | 65+36.9 | 48.3' RT | 2,550,064.34 | 379,398.08 | |
| 2-56 | 59-CL | 65+36.2 | 58.6' RT | 2,550,064.58 | 379,387.75 | |
| 2-57 | 59-CL | 65+67.8 | 61.0' RT | 2,550,096.32 | 379,388.49 | |
| 2-58 | 59-CL | 65+69.2 | 42.6' RT | 2,550,095.89 | 379,406.99 | |
| 2-59 | 59-CL | 65+94.1 | 44.5' RT | 2,550,120.88 | 379,407.57 | 25' |
| 2-60 | 59-CL | 65+89.5 | 19.9' RT | 2,550,113.83 | 379,431.56 | |
| 2-61 | 59-CL | 66+01.4 | 17.7' RT | 2,550,125.47 | 379,434.98 | |
| 2-62 | 59-CL | 66+19.8 | 116.0' RT | 2,550,153.68 | 379,339.04 | 100' |
| 2-63 | 59-CL | 66+19.8 | 16.0' RT | 2,550,143.61 | 379,438.53 | |
| 2-64 | 59-CL | 66+25.7 | 16.0' RT | 2,550,149.41 | 379,439.12 | |
| 2-65 | 59-CL | 66+31.7 | 22.0' RT | 2,550,155.98 | 379,433.75 | |
| 2-66 | 59-CL | 66+25.5 | 31.0' RT | 2,550,150.78 | 379,424.18 | |
| 2-67 | 59-CL | 66+25.9 | 40.5' RT | 2,550,152.06 | 379,414.76 | |
| 2-68 | 59-CL | 66+55.3 | 50.5' RT | 2,550,182.34 | 379,407.78 | |
| 2-69 | 59-CL | 66+84.0 | 50.5' RT | 2,550,210.95 | 379,410.67 | |
| 2-70 | 59-CL | 66+85.3 | 46.5' RT | 2,550,211.79 | 379,414.77 | |
| 2-71 | 59-CL | 62+64.6 | 40.5' RT | 2,549,792.62 | 379,378.41 | |
| 2-72 | 59-CL | 64+77.0 | 40.5' RT | 2,550,003.91 | 379,399.83 | |
| 2-73 | 59-CL | 62+34.4 | 33.0' RT | 2,549,761.80 | 379,382.83 | |
| 2-74 | 59-CL | 65+07.2 | 33.0' RT | 2,550,033.22 | 379,410.33 | |
| 2-75 | 59-CL | 66+05.5 | 33.0' RT | 2,550,131.08 | 379,420.18 | |
| 2-76 | 59-CL | 62+37.3 | 42.5' LT | 2,549,757.13 | 379,458.24 | |
| 2-77 | 59-CL | 62+37.3 | 43.5' LT | 2,549,757.03 | 379,459.23 | |
| 2-78 | 59-CL | 62+24.2 | 43.5' LT | 2,549,743.98 | 379,457.91 | |
| 2-79 | 59-CL | 62+24.6 | 48.4' LT | 2,549,743.87 | 379,462.78 | |
| 2-80 | 59-CL | 62+72.6 | 46.5' RT | 2,549,801.20 | 379,373.25 | |

2

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

N

MATCH LINE STA 67+00

MATCH LINE STA 73+00

23RD ST

22ND ST

W NATIONAL AVE / STH 59

STH 59 C/L

4" CURB HEIGHT

10' PE

20' CE

32'

36'

68+00

69+00

70+00

71+00

72+00

13+00 F

12+00 F

11+00 F

SHEET 5 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 78 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 03

PLOT DATE : 7/30/2026 12:55 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 3-01 | 59-CL | 67+36.0 | 38.5' LT | 2,550,253.73 | 379,504.45 | |
| 3-02 | 59-CL | 67+46.0 | 38.5' LT | 2,550,263.68 | 379,505.46 | |
| 3-03 | 59-CL | 67+84.1 | 38.5' LT | 2,550,301.52 | 379,509.29 | |
| 3-04 | 59-CL | 67+94.1 | 38.5' LT | 2,550,311.47 | 379,510.29 | |
| 3-05 | 59-CL | 68+62.4 | 25.0' LT | 2,550,380.85 | 379,503.74 | |
| 3-06 | 59-CL | 68+64.8 | 16.0' LT | 2,550,384.07 | 379,495.02 | |
| 3-07 | 59-CL | 68+64.8 | 116.0' LT | 2,550,374.00 | 379,594.51 | 100' |
| 3-08 | 59-CL | 68+95.8 | 21.2' LT | 2,550,415.24 | 379,503.41 | |
| 3-09 | 59-CL | 68+85.4 | 28.5' LT | 2,550,403.36 | 379,509.54 | |
| 3-10 | 59-CL | 68+99.9 | 23.5' LT | 2,550,420.39 | 379,505.74 | |
| 3-11 | 59-CL | 68+94.0 | 46.7' LT | 2,550,410.08 | 379,528.52 | 25' |
| 3-12 | 23 | 12+46.8 | 12.0' LT | 2,550,435.08 | 379,529.08 | |
| 3-13 | 23 | 12+53.8 | 12.0' LT | 2,550,434.92 | 379,536.07 | |
| 3-14 | 23 | 12+57.8 | 16.0' LT | 2,550,430.83 | 379,539.98 | |
| 3-15 | 23 | 12+60.0 | 16.0' LT | 2,550,430.79 | 379,542.16 | |
| 3-16 | 23 | 12+60.0 | 16.0' RT | 2,550,462.78 | 379,542.87 | |
| 3-17 | 23 | 12+39.7 | 16.0' RT | 2,550,463.23 | 379,522.54 | |
| 3-18 | 59-CL | 69+61.6 | 40.0' LT | 2,550,478.23 | 379,522.87 | 15' |
| 3-19 | 59-CL | 69+61.6 | 25.0' LT | 2,550,479.75 | 379,507.95 | |
| 3-20 | 59-CL | 69+84.5 | 34.5' LT | 2,550,501.65 | 379,519.70 | |
| 3-21 | 59-CL | 70+24.5 | 34.5' LT | 2,550,541.44 | 379,523.80 | |
| 3-22 | 59-CL | 70+34.5 | 25.0' LT | 2,550,552.35 | 379,515.36 | |
| 3-23 | 59-CL | 70+54.5 | 22.0' LT | 2,550,572.55 | 379,514.41 | |
| 3-24 | 59-CL | 70+34.2 | 34.5' LT | 2,550,551.01 | 379,524.77 | |
| 3-25 | 59-CL | 70+74.2 | 30.5' LT | 2,550,591.21 | 379,524.86 | |
| 3-26 | 59-CL | 72+10.9 | 30.5' LT | 2,550,727.28 | 379,538.75 | |
| 3-27 | 59-CL | 72+24.4 | 22.0' LT | 2,550,741.51 | 379,531.66 | |
| 3-28 | 59-CL | 72+30.4 | 16.0' LT | 2,550,748.09 | 379,526.30 | |
| 3-29 | 59-CL | 72+35.9 | 33.0' LT | 2,550,751.89 | 379,543.78 | |
| 3-30 | 59-CL | 72+36.2 | 16.0' LT | 2,550,753.89 | 379,526.89 | |
| 3-31 | 59-CL | 72+36.2 | 116.0' LT | 2,550,743.73 | 379,626.37 | 100' |
| 3-32 | 59-CL | 72+64.2 | 20.0' LT | 2,550,781.30 | 379,533.70 | |
| 3-33 | 59-CL | 72+72.2 | 22.0' LT | 2,550,788.39 | 379,536.57 | |
| 3-34 | 59-CL | 72+64.5 | 46.1' LT | 2,550,778.99 | 379,559.74 | 25' |
| 3-35 | 59-CL | 72+90.8 | 43.5' LT | 2,550,803.98 | 379,560.36 | |
| 3-36 | 59-CL | 72+92.1 | 55.4' LT | 2,550,803.69 | 379,572.30 | |
| 3-37 | 59-CL | 72+88.6 | 59.8' LT | 2,550,799.59 | 379,576.20 | |
| 3-38 | 59-CL | 72+88.8 | 61.5' LT | 2,550,799.55 | 379,577.95 | |
| 3-39 | 59-CL | 68+04.1 | 22.0' RT | 2,550,327.58 | 379,451.11 | |
| 3-40 | 59-CL | 68+24.1 | 25.0' RT | 2,550,347.78 | 379,450.14 | |
| 3-41 | 59-CL | 68+06.2 | 40.5' RT | 2,550,331.53 | 379,432.92 | |
| 3-42 | 59-CL | 68+26.2 | 44.5' RT | 2,550,351.78 | 379,430.95 | |
| 3-43 | 59-CL | 68+24.1 | 31.0' RT | 2,550,348.33 | 379,444.17 | |
| 3-44 | 59-CL | 68+34.1 | 32.5' RT | 2,550,358.49 | 379,443.69 | |
| 3-45 | 59-CL | 68+74.1 | 32.5' RT | 2,550,398.28 | 379,447.71 | |
| 3-46 | 59-CL | 68+79.4 | 32.5' RT | 2,550,403.53 | 379,448.24 | |
| 3-47 | 59-CL | 68+89.5 | 25.0' RT | 2,550,412.81 | 379,456.72 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 3-48 | 59-CL | 68+89.5 | 45.0' RT | 2,550,414.82 | 379,436.82 | 20' |
| 3-49 | 23 | 11+55.0 | 14.0' LT | 2,550,434.81 | 379,437.26 | |
| 3-50 | 23 | 11+49.8 | 14.0' LT | 2,550,434.93 | 379,432.07 | |
| 3-51 | 23 | 11+45.8 | 17.5' LT | 2,550,431.51 | 379,428.00 | |
| 3-52 | 23 | 11+15.0 | 17.5' LT | 2,550,432.18 | 379,397.17 | |
| 3-53 | 23 | 11+15.0 | 18.5' RT | 2,550,468.18 | 379,397.95 | |
| 3-54 | 23 | 11+59.5 | 18.5' RT | 2,550,467.21 | 379,442.45 | |
| 3-55 | 59-CL | 69+62.4 | 40.5' RT | 2,550,487.20 | 379,442.89 | 20' |
| 3-56 | 59-CL | 69+59.1 | 21.0' RT | 2,550,481.03 | 379,461.91 | |
| 3-57 | 59-CL | 69+70.7 | 18.2' RT | 2,550,493.21 | 379,465.86 | |
| 3-58 | 59-CL | 69+91.7 | 116.0' RT | 2,550,524.06 | 379,370.74 | 100' |
| 3-59 | 59-CL | 69+91.7 | 16.0' RT | 2,550,513.90 | 379,470.22 | |
| 3-60 | 59-CL | 69+76.9 | 31.5' RT | 2,550,500.74 | 379,453.30 | |
| 3-61 | 59-CL | 69+96.9 | 33.5' RT | 2,550,520.84 | 379,453.34 | |
| 3-62 | 59-CL | 70+60.4 | 47.5' RT | 2,550,585.50 | 379,445.87 | |
| 3-63 | 59-CL | 70+80.4 | 47.5' RT | 2,550,605.40 | 379,447.90 | |
| 3-64 | 59-CL | 70+85.0 | 47.5' RT | 2,550,609.96 | 379,448.37 | |
| 3-65 | 59-CL | 72+49.6 | 16.0' RT | 2,550,770.45 | 379,496.42 | |
| 3-66 | 59-CL | 72+49.6 | 46.0' RT | 2,550,773.49 | 379,466.57 | 30' |
| 3-67 | 59-CL | 72+77.9 | 48.7' RT | 2,550,803.49 | 379,467.23 | |
| 3-68 | 59-CL | 72+76.9 | 57.8' RT | 2,550,803.69 | 379,458.07 | |
| 3-69 | 59-CL | 69+61.5 | 5.0' LT | 2,550,481.76 | 379,488.05 | |
| 3-70 | 59-CL | 69+61.5 | 0.0' | 2,550,482.27 | 379,483.07 | 5' |
| 3-71 | 59-CL | 69+61.5 | 5.0' RT | 2,550,482.78 | 379,478.10 | |
| 3-72 | 59-CL | 70+25.1 | 5.0' LT | 2,550,545.00 | 379,494.51 | |
| 3-73 | 59-CL | 70+25.1 | 0.0' | 2,550,545.51 | 379,489.53 | 5' |
| 3-74 | 59-CL | 70+25.1 | 5.0' RT | 2,550,546.01 | 379,484.56 | |
| 3-75 | 59-CL | 70+61.9 | 45.3' LT | 2,550,577.50 | 379,538.33 | |
| 3-76 | 59-CL | 72+30.2 | 46.0' LT | 2,550,744.90 | 379,556.13 | |
| 3-77 | 23 | 11+16.5 | 24.5' RT | 2,550,474.14 | 379,399.60 | |
| 3-78 | 23 | 11+39.5 | 24.5' RT | 2,550,473.64 | 379,422.59 | |
| 3-79 | 59-CL | 70+61.9 | 48.2' LT | 2,550,577.21 | 379,541.20 | |
| 3-80 | 59-CL | 70+74.8 | 44.0' LT | 2,550,590.51 | 379,538.36 | |
| 3-81 | 59-CL | 72+10.3 | 44.0' LT | 2,550,725.23 | 379,552.11 | |
| 3-82 | 59-CL | 72+30.2 | 48.3' LT | 2,550,744.67 | 379,558.39 | |

2

LEGEND

| | |
|---|---|
| HMA6.5 | 6 1/2" HMA PAVEMENT |
| HMA6 | 6" HMA PAVEMENT |
| HMA5 | 5" HMA PAVEMENT |
| ASPH | 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| ASPH4 | 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| SW5 | CONCRETE SIDEWALK 5-INCH |
| CP7.5 | CONCRETE PAVEMENT 7 1/2-INCH |
| CP8 | CONCRETE PAVEMENT 8-INCH |
| CRM | CONCRETE RAISED MEDIAN |
| CG31 | CONCRETE CURB & GUTTER 31-INCH |
| CG19 | CONCRETE CURB & GUTTER 19-INCH |
| MC31 | CONCRETE CURB & GUTTER 31-INCH TYPE MCTS |
| MC19 | CONCRETE CURB & GUTTER 19-INCH TYPE MCTS |
| ALL | 8" CONCRETE ALLEY |
| CCA | CONCRETE CURB TYPE A |
| CCD | CONCRETE CURB TYPE D |
| CCDS | CONCRETE CURB TYPE D SPECIAL |
| PED | CONCRETE CURB PEDESTRIAN |
| DWY6 | CONCRETE DRIVEWAY 6-INCH |
| DWY8 | CONCRETE DRIVEWAY 8-INCH |
| NOSE | CONCRETE MEDIAN SLOPED NOSE TYPE 1 |

COLORING CONCRETE CUSTOM

TOPSOIL, FERTILIZER TYPE B, SOD LAWN

DETECTABLE EDGE TILES

DETECTABLE WARNING FIELD, NATURAL PATINA

STORM SEWER MANHOLE / CATCH BASIN CASTING

REVERSE SLOPE GUTTER

SLOPE INTERCEPT

CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)

TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

N

22ND ST

21ST ST

W NATIONAL AVE / STH 59

STH 59 C/L

14+00 G

11+00 G

MATCH LINE STA 73+00

MATCH LINE STA 79+00

74+00

75+00

78+00

SHEET 7 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 80 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 04

PLOT DATE : 9/21/2026 9:41 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 4-01 | 59-CL | 73+22.6 | 57.8' LT | 2,550,833.54 | 379,578.79 | |
| 4-02 | 59-CL | 73+21.6 | 48.6' LT | 2,550,833.77 | 379,569.54 | |
| 4-03 | 59-CL | 73+49.9 | 46.0' LT | 2,550,863.76 | 379,570.28 | 30' |
| 4-04 | 59-CL | 73+49.9 | 16.0' LT | 2,550,866.80 | 379,540.43 | |
| 4-05 | 59-CL | 73+58.6 | 16.0' LT | 2,550,875.39 | 379,541.31 | |
| 4-06 | 59-CL | 73+64.6 | 22.0' LT | 2,550,880.75 | 379,547.89 | |
| 4-07 | 59-CL | 75+63.9 | 47.0' LT | 2,551,076.48 | 379,593.00 | |
| 4-08 | 59-CL | 75+78.9 | 47.0' LT | 2,551,091.41 | 379,594.53 | |
| 4-09 | 59-CL | 76+26.0 | 22.0' LT | 2,551,140.87 | 379,574.45 | |
| 4-10 | 59-CL | 76+32.0 | 16.0' LT | 2,551,147.44 | 379,569.09 | |
| 4-11 | 59-CL | 76+37.9 | 16.0' LT | 2,551,153.24 | 379,569.68 | |
| 4-12 | 59-CL | 76+37.9 | 36.0' LT | 2,551,151.21 | 379,589.58 | 25' |
| 4-13 | 21 | 13+07.6 | 16.0' LT | 2,551,171.20 | 379,590.06 | |
| 4-14 | 21 | 13+60.0 | 16.0' LT | 2,551,169.93 | 379,642.46 | |
| 4-15 | 21 | 13+60.0 | 16.0' RT | 2,551,201.92 | 379,643.23 | |
| 4-16 | 21 | 13+53.8 | 11.0' RT | 2,551,197.07 | 379,636.95 | |
| 4-17 | 21 | 13+47.0 | 0.0' | 2,551,186.24 | 379,629.88 | |
| 4-18 | 21 | 13+53.2 | 6.2' RT | 2,551,192.26 | 379,636.20 | |
| 4-19 | 21 | 13+50.4 | 9.0' RT | 2,551,195.16 | 379,633.44 | 4' |
| 4-20 | 21 | 13+21.2 | 0.0' | 2,551,186.87 | 379,604.06 | |
| 4-21 | 59-CL | 77+24.7 | 43.0' LT | 2,551,236.85 | 379,605.27 | 50' |
| 4-22 | 59-CL | 76+78.4 | 24.0' LT | 2,551,192.80 | 379,581.63 | |
| 4-23 | 59-CL | 76+84.0 | 24.0' LT | 2,551,198.40 | 379,582.21 | |
| 4-24 | 59-CL | 76+93.3 | 28.0' LT | 2,551,207.29 | 379,587.15 | 4' |
| 4-25 | 59-CL | 77+19.7 | 31.0' LT | 2,551,233.10 | 379,592.82 | |
| 4-26 | 59-CL | 77+59.7 | 31.0' LT | 2,551,272.89 | 379,596.92 | |
| 4-27 | 59-CL | 77+83.2 | 51.5' LT | 2,551,294.16 | 379,619.72 | |
| 4-28 | 59-CL | 77+94.7 | 51.5' LT | 2,551,305.58 | 379,620.90 | |
| 4-29 | 59-CL | 78+00.7 | 24.0' LT | 2,551,314.37 | 379,594.16 | |
| 4-30 | 59-CL | 78+20.7 | 22.0' LT | 2,551,334.47 | 379,594.22 | |
| 4-31 | 59-CL | 78+75.3 | 46.9' LT | 2,551,386.25 | 379,624.57 | |
| 4-32 | 59-CL | 78+75.3 | 54.5' LT | 2,551,385.46 | 379,632.14 | |
| 4-33 | 59-CL | 78+85.3 | 46.9' LT | 2,551,396.19 | 379,625.59 | |
| 4-34 | 59-CL | 73+08.7 | 61.4' RT | 2,550,835.68 | 379,458.76 | |
| 4-35 | 59-CL | 73+09.1 | 57.7' RT | 2,550,835.60 | 379,462.51 | |
| 4-36 | 59-CL | 73+03.8 | 51.1' RT | 2,550,829.47 | 379,468.38 | |
| 4-37 | 59-CL | 73+04.3 | 46.8' RT | 2,550,829.37 | 379,472.68 | |
| 4-38 | 59-CL | 73+35.7 | 50.0' RT | 2,550,859.37 | 379,473.34 | 30' |
| 4-39 | 59-CL | 73+28.3 | 20.7' RT | 2,550,849.64 | 379,501.72 | |
| 4-40 | 59-CL | 73+36.0 | 19.1' RT | 2,550,856.55 | 379,504.08 | |
| 4-41 | 59-CL | 73+63.2 | 136.0' RT | 2,550,895.46 | 379,390.57 | 120' |
| 4-42 | 59-CL | 73+63.2 | 16.0' RT | 2,550,883.27 | 379,509.95 | |
| 4-43 | 59-CL | 73+69.0 | 16.0' RT | 2,550,889.07 | 379,510.54 | |
| 4-44 | 59-CL | 73+75.0 | 22.0' RT | 2,550,895.65 | 379,505.18 | |
| 4-45 | 59-CL | 73+45.3 | 29.0' RT | 2,550,866.76 | 379,495.19 | |
| 4-46 | 59-CL | 73+60.3 | 30.5' RT | 2,550,881.83 | 379,495.22 | |
| 4-47 | 59-CL | 74+95.2 | 22.0' RT | 2,551,015.15 | 379,517.38 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 4-48 | 59-CL | 75+05.2 | 16.0' RT | 2,551,024.50 | 379,524.37 | |
| 4-49 | 59-CL | 75+15.7 | 47.1' RT | 2,551,038.14 | 379,494.54 | |
| 4-50 | 59-CL | 75+45.7 | 47.1' RT | 2,551,067.99 | 379,497.59 | |
| 4-51 | 59-CL | 75+51.7 | 16.0' RT | 2,551,070.74 | 379,529.09 | |
| 4-52 | 59-CL | 75+71.7 | 25.0' RT | 2,551,091.56 | 379,522.17 | |
| 4-53 | 59-CL | 75+51.7 | 30.5' RT | 2,551,072.22 | 379,514.66 | |
| 4-54 | 59-CL | 75+71.7 | 32.0' RT | 2,551,092.27 | 379,515.20 | |
| 4-55 | 59-CL | 75+81.7 | 32.0' RT | 2,551,102.21 | 379,516.22 | |
| 4-56 | 59-CL | 76+21.7 | 32.0' RT | 2,551,142.01 | 379,520.28 | |
| 4-57 | 59-CL | 76+48.5 | 29.0' RT | 2,551,168.30 | 379,525.98 | 4' |
| 4-58 | 21 | 12+00.0 | 16.0' LT | 2,551,173.33 | 379,482.50 | |
| 4-59 | 59-CL | 76+57.8 | 25.0' RT | 2,551,177.18 | 379,530.91 | |
| 4-60 | 59-CL | 76+65.9 | 25.0' RT | 2,551,185.27 | 379,531.74 | |
| 4-61 | 59-CL | 76+27.7 | 37.0' RT | 2,551,148.53 | 379,515.92 | 40' |
| 4-62 | 21 | 12+34.0 | 0.0' | 2,551,188.52 | 379,516.87 | |
| 4-63 | 21 | 12+01.4 | 11.0' LT | 2,551,178.30 | 379,483.99 | |
| 4-64 | 21 | 12+04.8 | 9.0' LT | 2,551,180.22 | 379,487.50 | 4' |
| 4-65 | 21 | 12+02.0 | 6.2' LT | 2,551,183.11 | 379,484.74 | |
| 4-66 | 21 | 12+08.2 | 0.0' | 2,551,189.14 | 379,491.05 | |
| 4-67 | 21 | 12+00.0 | 16.4' RT | 2,551,205.72 | 379,483.27 | |
| 4-68 | 59-CL | 76+84.6 | 34.5' RT | 2,551,204.75 | 379,524.13 | |
| 4-69 | 59-CL | 77+04.4 | 36.0' RT | 2,551,224.75 | 379,524.61 | 20' |
| 4-70 | 59-CL | 77+04.4 | 16.0' RT | 2,551,222.70 | 379,544.50 | |
| 4-71 | 59-CL | 77+04.4 | 30.5' RT | 2,551,224.20 | 379,530.08 | |
| 4-72 | 59-CL | 77+04.4 | 28.0' LT | 2,551,218.20 | 379,588.27 | 58.5' |
| 4-73 | 59-CL | 77+23.0 | 27.5' RT | 2,551,242.41 | 379,535.01 | |
| 4-74 | 59-CL | 77+25.1 | 33.6' RT | 2,551,245.10 | 379,529.10 | |
| 4-75 | 59-CL | 77+44.2 | 90.5' RT | 2,551,269.92 | 379,474.47 | 60' |
| 4-76 | 59-CL | 77+44.2 | 30.5' RT | 2,551,263.77 | 379,534.16 | |
| 4-77 | 59-CL | 77+45.2 | 45.0' RT | 2,551,266.25 | 379,519.84 | |
| 4-78 | 59-CL | 77+69.2 | 45.0' RT | 2,551,290.12 | 379,522.29 | |
| 4-79 | 59-CL | 77+75.1 | 45.0' RT | 2,551,295.99 | 379,522.90 | |
| 4-80 | 59-CL | 77+89.1 | 45.0' RT | 2,551,309.92 | 379,524.33 | |
| 4-81 | 59-CL | 78+68.0 | 39.5' RT | 2,551,387.87 | 379,537.89 | |
| 4-82 | 59-CL | 78+88.0 | 39.5' RT | 2,551,407.76 | 379,539.94 | |
| 4-83 | 59-CL | 75+48.8 | 0.6' LT | 2,551,066.19 | 379,545.33 | |
| 4-84 | 59-CL | 75+50.2 | 2.0' RT | 2,551,067.90 | 379,542.87 | 3' |
| 4-85 | 59-CL | 75+50.2 | 5.0' RT | 2,551,068.20 | 379,539.89 | |
| 4-86 | 59-CL | 75+65.7 | 30.0' RT | 2,551,086.15 | 379,516.59 | |
| 4-87 | 59-CL | 75+65.7 | 5.0' LT | 2,551,082.60 | 379,551.41 | |
| 4-88 | 59-CL | 75+97.7 | 5.0' LT | 2,551,114.42 | 379,554.66 | |
| 4-89 | 59-CL | 75+97.7 | 35.0' RT | 2,551,118.49 | 379,514.86 | 40' |
| 4-90 | 59-CL | 76+07.0 | 3.9' LT | 2,551,123.79 | 379,554.51 | |
| 4-91 | 59-CL | 76+32.8 | 80.0' LT | 2,551,141.68 | 379,632.83 | 80' |
| 4-92 | 59-CL | 76+32.8 | 0.0' | 2,551,149.81 | 379,553.25 | |
| 4-93 | 59-CL | 76+39.3 | 0.0' | 2,551,156.32 | 379,553.91 | |
| 4-94 | 59-CL | 76+39.3 | 5.0' RT | 2,551,156.83 | 379,548.94 | |

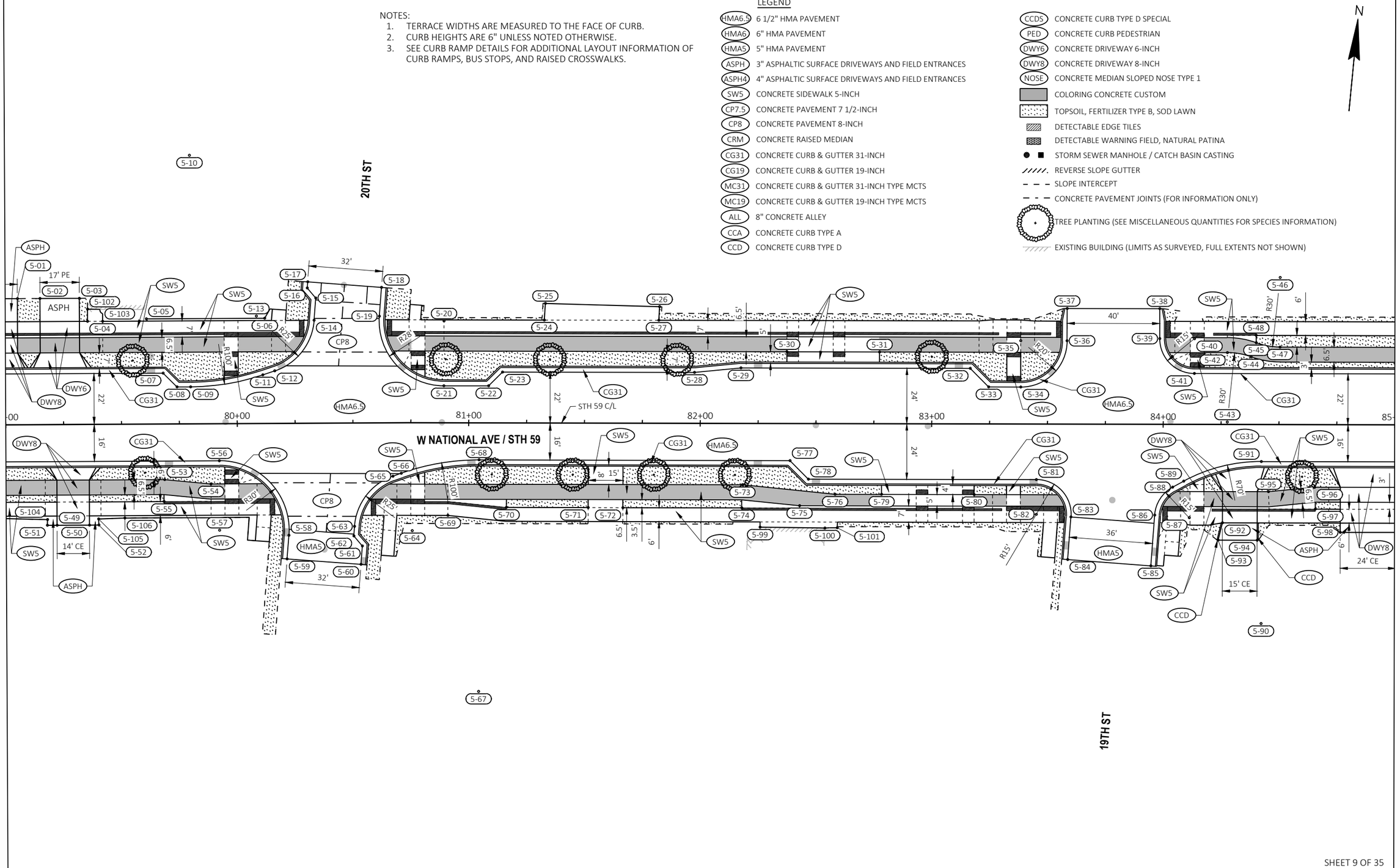
| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 4-95 | 59-CL | 76+33.3 | 5.0' LT | 2,551,149.80 | 379,558.27 | |
| 4-96 | 59-CL | 76+33.3 | 30.0' RT | 2,551,153.35 | 379,523.45 | 35' |
| 4-101 | 59-CL | 76+54.7 | 2.3' RT | 2,551,171.82 | 379,553.19 | |
| 4-102 | 59-CL | 76+54.4 | 5.0' RT | 2,551,171.86 | 379,550.45 | |
| 4-103 | 59-CL | 76+87.6 | 5.0' LT | 2,551,203.83 | 379,563.69 | |
| 4-105 | 59-CL | 76+87.3 | 2.2' LT | 2,551,203.87 | 379,560.92 | |
| 4-106 | 59-CL | 77+08.7 | 30.0' LT | 2,551,222.26 | 379,590.70 | 35' |
| 4-110 | 59-CL | 77+08.7 | 5.0' RT | 2,551,225.85 | 379,555.89 | |
| 4-111 | 59-CL | 77+02.9 | 5.0' LT | 2,551,219.02 | 379,565.24 | |
| 4-112 | 59-CL | 77+02.9 | 0.0' | 2,551,219.54 | 379,560.26 | |
| 4-113 | 59-CL | 77+09.7 | 0.0' | 2,551,226.33 | 379,560.96 | |
| 4-114 | 59-CL | 77+09.7 | 60.0' RT | 2,551,232.47 | 379,501.28 | 60' |
| 4-115 | 59-CL | 77+22.1 | 1.3' RT | 2,551,238.78 | 379,560.94 | |
| 4-116 | 59-CL | 77+35.6 | 4.1' RT | 2,551,252.49 | 379,559.50 | |
| 4-117 | 59-CL | 77+43.8 | 35.0' LT | 2,551,256.69 | 379,599.27 | 40' |
| 4-118 | 59-CL | 77+43.8 | 5.0' RT | 2,551,260.79 | 379,559.48 | |
| 4-119 | 59-CL | 77+87.0 | 5.0' LT | 2,551,302.70 | 379,573.85 | |
| 4-120 | 59-CL | 77+87.0 | 0.0' | 2,551,303.21 | 379,568.88 | 5' |
| 4-121 | 59-CL | 77+87.0 | 5.0' RT | 2,551,303.72 | 379,563.91 | |
| 4-122 | 59-CL | 77+23.1 | 47.0' LT | 2,551,234.88 | 379,609.10 | |
| 4-123 | 59-CL | 77+27.3 | 46.9' LT | 2,551,239.01 | 379,609.39 | |
| 4-124 | 59-CL | 77+41.6 | 46.3' LT | 2,551,253.37 | 379,610.24 | |
| 4-125 | 59-CL | 77+45.7 | 46.3' LT | 2,551,257.39 | 379,610.72 | |
| 4-126 | 59-CL | 77+52.3 | 45.3' LT | 2,551,264.10 | 379,610.34 | |
| 4-127 | 59-CL | 77+73.2 | 45.3' LT | 2,551,284.84 | 379,612.48 | |
| 4-128 | 59-CL | 77+73.2 | 46.4' LT | 2,551,284.72 | 379,613.62 | |

2

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)



| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 5-01 | 59-CL | 79+05.3 | 54.5' LT | 2,551,415.31 | 379,635.21 | |
| 5-02 | 59-CL | 79+15.1 | 54.5' LT | 2,551,425.04 | 379,636.22 | |
| 5-03 | 59-CL | 79+32.1 | 54.5' LT | 2,551,441.95 | 379,637.96 | |
| 5-04 | 59-CL | 79+35.5 | 44.5' LT | 2,551,446.43 | 379,628.37 | |
| 5-05 | 59-CL | 79+60.9 | 45.5' LT | 2,551,471.61 | 379,631.97 | |
| 5-06 | 59-CL | 80+12.1 | 45.5' LT | 2,551,522.48 | 379,637.21 | |
| 5-07 | 59-CL | 79+68.1 | 22.0' LT | 2,551,481.10 | 379,609.32 | |
| 5-08 | 59-CL | 79+74.1 | 16.0' LT | 2,551,487.69 | 379,603.97 | |
| 5-09 | 59-CL | 79+79.9 | 16.0' LT | 2,551,493.48 | 379,604.56 | |
| 5-10 | 59-CL | 79+79.9 | 116.0' LT | 2,551,483.24 | 379,704.04 | 100' |
| 5-11 | 59-CL | 80+11.2 | 21.0' LT | 2,551,524.06 | 379,612.75 | |
| 5-12 | 59-CL | 80+16.3 | 22.7' LT | 2,551,529.00 | 379,614.96 | |
| 5-13 | 59-CL | 80+08.5 | 46.4' LT | 2,551,518.79 | 379,637.78 | 25' |
| 5-14 | 59-CL | 80+33.4 | 44.5' LT | 2,551,543.79 | 379,638.37 | |
| 5-15 | 59-CL | 80+34.2 | 54.1' LT | 2,551,543.56 | 379,648.05 | |
| 5-16 | 59-CL | 80+30.5 | 58.4' LT | 2,551,539.46 | 379,651.95 | |
| 5-17 | 59-CL | 80+30.7 | 61.1' LT | 2,551,539.40 | 379,654.62 | |
| 5-18 | 59-CL | 80+62.6 | 58.5' LT | 2,551,571.39 | 379,655.38 | |
| 5-19 | 59-CL | 80+61.6 | 46.1' LT | 2,551,571.69 | 379,642.90 | |
| 5-20 | 59-CL | 80+89.2 | 44.0' LT | 2,551,599.68 | 379,643.56 | 28' |
| 5-21 | 59-CL | 80+89.2 | 16.0' LT | 2,551,602.35 | 379,615.69 | |
| 5-22 | 59-CL | 81+08.5 | 16.0' LT | 2,551,621.57 | 379,617.53 | |
| 5-23 | 59-CL | 81+14.5 | 22.0' LT | 2,551,626.98 | 379,624.08 | |
| 5-24 | 59-CL | 81+32.5 | 44.5' LT | 2,551,642.75 | 379,648.19 | |
| 5-25 | 59-CL | 81+33.0 | 51.7' LT | 2,551,642.51 | 379,655.37 | |
| 5-26 | 59-CL | 81+82.3 | 50.3' LT | 2,551,691.75 | 379,658.76 | |
| 5-27 | 59-CL | 81+82.0 | 44.5' LT | 2,551,691.98 | 379,652.91 | |
| 5-28 | 59-CL | 81+97.5 | 22.0' LT | 2,551,709.55 | 379,631.99 | |
| 5-29 | 59-CL | 82+17.5 | 24.0' LT | 2,551,729.27 | 379,635.89 | |
| 5-30 | 59-CL | 82+37.4 | 31.0' LT | 2,551,748.41 | 379,644.76 | |
| 5-31 | 59-CL | 82+77.4 | 31.0' LT | 2,551,788.22 | 379,648.58 | |
| 5-32 | 59-CL | 83+16.6 | 24.0' LT | 2,551,827.89 | 379,645.35 | |
| 5-33 | 59-CL | 83+24.6 | 16.0' LT | 2,551,836.61 | 379,638.15 | |
| 5-34 | 59-CL | 83+38.4 | 16.0' LT | 2,551,850.38 | 379,639.47 | |
| 5-35 | 59-CL | 83+38.4 | 36.0' LT | 2,551,848.47 | 379,659.38 | 20' |
| 5-36 | 59-CL | 83+58.4 | 36.0' LT | 2,551,868.38 | 379,661.28 | |
| 5-37 | 59-CL | 83+58.4 | 50.0' LT | 2,551,867.05 | 379,675.18 | |
| 5-38 | 59-CL | 83+98.4 | 50.0' LT | 2,551,906.87 | 379,678.99 | |
| 5-39 | 59-CL | 83+98.4 | 37.0' LT | 2,551,908.11 | 379,666.10 | |
| 5-40 | 59-CL | 84+13.4 | 37.0' LT | 2,551,923.04 | 379,667.53 | 15' |
| 5-41 | 59-CL | 84+13.4 | 22.0' LT | 2,551,924.47 | 379,652.60 | |
| 5-42 | 59-CL | 84+27.6 | 31.0' LT | 2,551,937.80 | 379,662.91 | |
| 5-43 | 59-CL | 84+27.6 | 1.0' LT | 2,551,940.66 | 379,633.05 | 30' |
| 5-44 | 59-CL | 84+37.9 | 29.2' LT | 2,551,948.17 | 379,662.10 | |
| 5-45 | 59-CL | 84+40.1 | 35.3' LT | 2,551,949.80 | 379,668.39 | |
| 5-46 | 59-CL | 84+50.4 | 63.5' LT | 2,551,957.31 | 379,697.43 | 30' |
| 5-47 | 59-CL | 84+50.4 | 33.5' LT | 2,551,960.17 | 379,667.57 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 5-48 | 59-CL | 84+40.1 | 38.5' LT | 2,551,949.49 | 379,671.57 | |
| 5-49 | 59-CL | 79+21.9 | 43.5' RT | 2,551,441.93 | 379,539.44 | |
| 5-50 | 59-CL | 79+35.9 | 43.5' RT | 2,551,455.86 | 379,540.87 | |
| 5-51 | 59-CL | 79+17.8 | 43.5' RT | 2,551,437.76 | 379,539.01 | |
| 5-52 | 59-CL | 79+40.0 | 43.5' RT | 2,551,459.91 | 379,541.29 | |
| 5-53 | 59-CL | 79+68.5 | 24.0' RT | 2,551,486.26 | 379,563.61 | |
| 5-54 | 59-CL | 79+88.5 | 26.0' RT | 2,551,506.36 | 379,563.67 | |
| 5-55 | 59-CL | 79+68.2 | 33.5' RT | 2,551,486.91 | 379,554.12 | |
| 5-56 | 59-CL | 79+92.1 | 16.0' RT | 2,551,508.94 | 379,573.99 | |
| 5-57 | 59-CL | 79+92.1 | 46.0' RT | 2,551,512.01 | 379,544.14 | 30' |
| 5-58 | 59-CL | 80+22.0 | 48.4' RT | 2,551,542.00 | 379,544.85 | |
| 5-59 | 59-CL | 80+21.2 | 58.5' RT | 2,551,542.24 | 379,534.65 | |
| 5-60 | 59-CL | 80+53.1 | 61.1' RT | 2,551,574.23 | 379,535.41 | |
| 5-61 | 59-CL | 80+53.8 | 53.1' RT | 2,551,574.04 | 379,543.41 | |
| 5-62 | 59-CL | 80+50.1 | 48.8' RT | 2,551,569.95 | 379,547.32 | |
| 5-63 | 59-CL | 80+50.4 | 44.7' RT | 2,551,569.85 | 379,551.45 | |
| 5-64 | 59-CL | 80+75.7 | 46.6' RT | 2,551,594.85 | 379,552.04 | 25' |
| 5-65 | 59-CL | 80+67.1 | 23.0' RT | 2,551,584.24 | 379,574.68 | |
| 5-66 | 59-CL | 80+70.7 | 21.8' RT | 2,551,587.70 | 379,576.30 | |
| 5-67 | 59-CL | 81+04.5 | 116.0' RT | 2,551,630.13 | 379,485.75 | |
| 5-68 | 59-CL | 81+04.5 | 16.0' RT | 2,551,620.59 | 379,585.29 | |
| 5-69 | 59-CL | 80+91.0 | 40.0' RT | 2,551,609.50 | 379,560.12 | |
| 5-70 | 59-CL | 81+16.3 | 36.5' RT | 2,551,634.35 | 379,566.02 | |
| 5-71 | 59-CL | 81+51.7 | 36.5' RT | 2,551,669.51 | 379,569.39 | |
| 5-72 | 59-CL | 81+66.7 | 36.5' RT | 2,551,684.45 | 379,570.82 | |
| 5-73 | 59-CL | 82+18.3 | 26.5' RT | 2,551,734.87 | 379,585.70 | |
| 5-74 | 59-CL | 82+17.9 | 36.5' RT | 2,551,735.50 | 379,575.71 | |
| 5-75 | 59-CL | 82+42.9 | 35.5' RT | 2,551,760.29 | 379,579.09 | |
| 5-76 | 59-CL | 82+58.3 | 30.5' RT | 2,551,775.07 | 379,585.53 | |
| 5-77 | 59-CL | 82+38.8 | 16.0' RT | 2,551,754.27 | 379,598.11 | |
| 5-78 | 59-CL | 82+46.8 | 24.0' RT | 2,551,763.00 | 379,590.91 | |
| 5-79 | 59-CL | 82+78.4 | 30.5' RT | 2,551,795.09 | 379,587.45 | |
| 5-80 | 59-CL | 83+18.4 | 30.5' RT | 2,551,834.91 | 379,591.27 | |
| 5-81 | 59-CL | 83+45.2 | 24.0' RT | 2,551,861.01 | 379,600.30 | |
| 5-82 | 59-CL | 83+45.2 | 39.0' RT | 2,551,862.44 | 379,585.37 | 15' |
| 5-83 | 59-CL | 83+60.2 | 40.1' RT | 2,551,877.44 | 379,585.70 | |
| 5-84 | 59-CL | 83+58.8 | 58.5' RT | 2,551,877.85 | 379,567.24 | |
| 5-85 | 59-CL | 83+94.7 | 61.2' RT | 2,551,913.84 | 379,568.04 | |
| 5-86 | 59-CL | 83+96.4 | 39.2' RT | 2,551,913.35 | 379,590.03 | |
| 5-87 | 59-CL | 84+11.3 | 40.3' RT | 2,551,928.35 | 379,590.36 | 15' |
| 5-88 | 59-CL | 84+04.1 | 27.2' RT | 2,551,919.93 | 379,602.78 | |
| 5-89 | 59-CL | 84+08.9 | 24.6' RT | 2,551,924.40 | 379,605.81 | |
| 5-90 | 59-CL | 84+42.4 | 86.0' RT | 2,551,963.67 | 379,547.86 | 70' |
| 5-91 | 59-CL | 84+42.4 | 16.0' RT | 2,551,957.00 | 379,617.54 | |
| 5-92 | 59-CL | 84+25.7 | 42.5' RT | 2,551,942.86 | 379,589.56 | |
| 5-93 | 59-CL | 84+23.8 | 50.0' RT | 2,551,941.73 | 379,581.92 | |
| 5-94 | 59-CL | 84+40.7 | 50.0' RT | 2,551,958.51 | 379,583.53 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 5-95 | 59-CL | 84+45.5 | 29.0' RT | 2,551,961.26 | 379,604.89 | |
| 5-96 | 59-CL | 84+65.5 | 27.0' RT | 2,551,980.98 | 379,608.79 | |
| 5-97 | 59-CL | 84+65.8 | 36.5' RT | 2,551,982.21 | 379,599.36 | |
| 5-98 | 59-CL | 84+76.6 | 46.5' RT | 2,551,993.88 | 379,590.44 | |
| 5-99 | 59-CL | 82+25.9 | 44.8' RT | 2,551,744.23 | 379,568.23 | |
| 5-100 | 59-CL | 82+53.9 | 45.1' RT | 2,551,772.14 | 379,570.58 | |
| 5-101 | 59-CL | 82+59.3 | 45.0' RT | 2,551,777.46 | 379,571.20 | |
| 5-102 | 59-CL | 79+35.5 | 49.8' LT | 2,551,445.89 | 379,633.61 | |
| 5-103 | 59-CL | 79+42.1 | 44.5' LT | 2,551,452.92 | 379,629.04 | |
| 5-104 | 59-CL | 79+17.8 | 41.0' RT | 2,551,437.59 | 379,541.50 | |
| 5-105 | 59-CL | 79+39.9 | 40.9' RT | 2,551,459.51 | 379,543.85 | |
| 5-106 | 59-CL | 79+51.2 | 40.5' RT | 2,551,470.74 | 379,545.40 | |

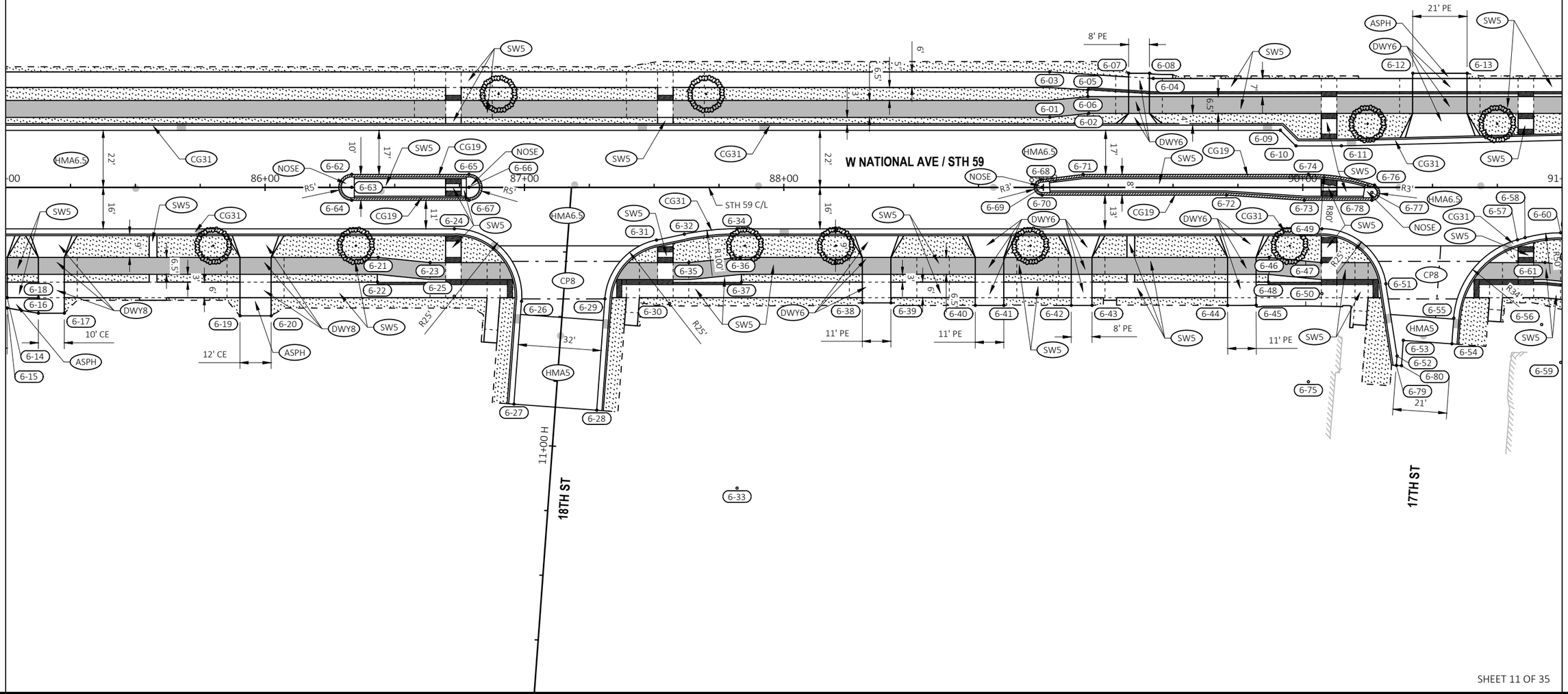
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NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

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SHEET 11 OF 35

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 6-01 | 59-CL | 89+02.5 | 27.0' LT | 2,552,410.86 | 379,704.24 | |
| 6-02 | 59-CL | 89+17.5 | 28.5' LT | 2,552,425.65 | 379,707.17 | |
| 6-03 | 59-CL | 89+02.4 | 44.5' LT | 2,552,409.06 | 379,721.65 | |
| 6-04 | 59-CL | 89+42.4 | 42.0' LT | 2,552,449.11 | 379,722.98 | |
| 6-05 | 59-CL | 89+17.2 | 37.6' LT | 2,552,424.47 | 379,716.16 | |
| 6-06 | 59-CL | 89+17.2 | 35.0' LT | 2,552,424.71 | 379,713.61 | |
| 6-07 | 59-CL | 89+32.9 | 44.0' LT | 2,552,439.53 | 379,724.04 | |
| 6-08 | 59-CL | 89+40.9 | 44.0' LT | 2,552,447.50 | 379,724.80 | |
| 6-09 | 59-CL | 89+91.4 | 22.0' LT | 2,552,499.81 | 379,707.75 | |
| 6-10 | 59-CL | 89+97.4 | 16.0' LT | 2,552,506.35 | 379,702.35 | |
| 6-11 | 59-CL | 90+14.9 | 16.0' LT | 2,552,523.81 | 379,704.02 | |
| 6-12 | 59-CL | 90+42.4 | 44.0' LT | 2,552,548.52 | 379,734.52 | |
| 6-13 | 59-CL | 90+63.3 | 44.0' LT | 2,552,569.35 | 379,736.51 | |
| 6-14 | 59-CL | 85+00.6 | 42.5' RT | 2,552,017.39 | 379,596.71 | |
| 6-15 | 59-CL | 85+00.6 | 46.5' RT | 2,552,017.77 | 379,592.73 | |
| 6-16 | 59-CL | 85+12.6 | 48.5' RT | 2,552,029.91 | 379,591.88 | |
| 6-17 | 59-CL | 85+22.6 | 48.5' RT | 2,552,039.87 | 379,592.83 | |
| 6-18 | 59-CL | 85+12.6 | 42.5' RT | 2,552,029.34 | 379,597.85 | |
| 6-19 | 59-CL | 85+90.3 | 49.5' RT | 2,552,107.38 | 379,598.30 | |
| 6-20 | 59-CL | 86+02.3 | 49.5' RT | 2,552,119.33 | 379,599.45 | |
| 6-21 | 59-CL | 86+43.6 | 27.0' RT | 2,552,158.26 | 379,625.78 | |
| 6-22 | 59-CL | 86+43.2 | 36.5' RT | 2,552,158.84 | 379,616.29 | |
| 6-23 | 59-CL | 86+63.6 | 29.0' RT | 2,552,178.36 | 379,625.70 | |
| 6-24 | 59-CL | 86+72.9 | 16.0' RT | 2,552,186.40 | 379,639.53 | |
| 6-25 | 59-CL | 86+72.9 | 42.0' RT | 2,552,188.89 | 379,613.65 | 25' |
| 6-26 | 18 | 11+54.8 | 16.0' LT | 2,552,214.88 | 379,614.23 | |
| 6-27 | 18 | 11+15.0 | 16.0' LT | 2,552,215.77 | 379,574.43 | |
| 6-28 | 18 | 11+15.0 | 16.0' RT | 2,552,247.76 | 379,575.15 | |
| 6-29 | 18 | 11+58.1 | 16.0' RT | 2,552,246.80 | 379,618.23 | |
| 6-30 | 59-CL | 87+55.9 | 44.8' RT | 2,552,271.79 | 379,618.79 | 25' |
| 6-31 | 59-CL | 87+50.8 | 20.3' RT | 2,552,264.40 | 379,642.67 | |
| 6-32 | 59-CL | 87+61.6 | 18.1' RT | 2,552,274.89 | 379,645.92 | |
| 6-33 | 59-CL | 87+81.9 | 116.0' RT | 2,552,304.46 | 379,550.39 | 100' |
| 6-34 | 59-CL | 87+81.9 | 16.0' RT | 2,552,294.92 | 379,649.93 | |
| 6-35 | 59-CL | 87+63.3 | 29.0' RT | 2,552,277.64 | 379,635.22 | |
| 6-36 | 59-CL | 87+83.3 | 27.0' RT | 2,552,297.36 | 379,639.11 | |
| 6-37 | 59-CL | 87+83.6 | 36.5' RT | 2,552,298.58 | 379,629.69 | |
| 6-38 | 59-CL | 88+30.2 | 44.5' RT | 2,552,345.73 | 379,626.17 | |
| 6-39 | 59-CL | 88+41.2 | 44.5' RT | 2,552,356.68 | 379,627.22 | |
| 6-40 | 59-CL | 88+73.8 | 45.5' RT | 2,552,389.17 | 379,629.33 | |
| 6-41 | 59-CL | 88+84.8 | 45.5' RT | 2,552,400.12 | 379,630.38 | |
| 6-42 | 59-CL | 89+10.8 | 45.5' RT | 2,552,426.01 | 379,632.85 | |
| 6-43 | 59-CL | 89+18.8 | 45.5' RT | 2,552,433.97 | 379,633.63 | |
| 6-44 | 59-CL | 89+71.0 | 45.5' RT | 2,552,486.00 | 379,638.61 | |
| 6-45 | 59-CL | 89+82.0 | 45.5' RT | 2,552,496.95 | 379,639.67 | |
| 6-46 | 59-CL | 89+87.0 | 27.0' RT | 2,552,500.16 | 379,658.55 | |
| 6-47 | 59-CL | 90+07.2 | 29.0' RT | 2,552,520.43 | 379,658.49 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 6-48 | 59-CL | 89+86.7 | 36.5' RT | 2,552,500.74 | 379,649.07 | |
| 6-49 | 59-CL | 90+07.3 | 16.0' RT | 2,552,519.33 | 379,671.44 | |
| 6-50 | 59-CL | 90+07.3 | 41.0' RT | 2,552,521.71 | 379,646.56 | 25' |
| 6-51 | 59-CL | 90+32.0 | 37.2' RT | 2,552,545.95 | 379,652.70 | |
| 6-52 | 59-CL | 90+36.3 | 65.1' RT | 2,552,552.88 | 379,625.36 | |
| 6-53 | 59-CL | 90+38.8 | 59.0' RT | 2,552,554.74 | 379,631.67 | |
| 6-54 | 59-CL | 90+57.5 | 60.4' RT | 2,552,573.49 | 379,632.08 | |
| 6-55 | 59-CL | 90+58.2 | 50.5' RT | 2,552,573.27 | 379,641.99 | |
| 6-56 | 59-CL | 90+92.1 | 52.9' RT | 2,552,607.26 | 379,642.75 | 34' |
| 6-57 | 59-CL | 90+82.8 | 20.3' RT | 2,552,594.85 | 379,674.41 | |
| 6-58 | 59-CL | 90+85.7 | 19.4' RT | 2,552,597.67 | 379,675.51 | |
| 6-59 | 59-CL | 90+99.4 | 67.5' RT | 2,552,615.93 | 379,628.97 | 50' |
| 6-60 | 59-CL | 90+99.4 | 17.5' RT | 2,552,611.16 | 379,678.74 | |
| 6-61 | 59-CL | 90+93.4 | 29.0' RT | 2,552,606.24 | 379,666.71 | |
| 6-62 | 59-CL | 86+33.3 | 5.0' LT | 2,552,145.04 | 379,656.66 | |
| 6-63 | 59-CL | 86+33.3 | 0.0' | 2,552,145.52 | 379,651.68 | 5' |
| 6-64 | 59-CL | 86+33.3 | 5.0' RT | 2,552,145.99 | 379,646.71 | |
| 6-65 | 59-CL | 86+78.6 | 5.0' LT | 2,552,190.04 | 379,660.97 | |
| 6-66 | 59-CL | 86+78.6 | 0.0' | 2,552,190.52 | 379,656.00 | 5' |
| 6-67 | 59-CL | 86+78.6 | 5.0' RT | 2,552,191.00 | 379,651.02 | |
| 6-68 | 59-CL | 88+99.1 | 3.0' LT | 2,552,409.78 | 379,680.01 | |
| 6-69 | 59-CL | 88+99.5 | 0.0' | 2,552,410.44 | 379,677.08 | 3' |
| 6-70 | 59-CL | 88+99.5 | 3.0' RT | 2,552,410.72 | 379,674.09 | |
| 6-71 | 59-CL | 89+15.3 | 5.0' LT | 2,552,425.70 | 379,683.56 | |
| 6-72 | 59-CL | 89+70.6 | 3.0' RT | 2,552,481.48 | 379,680.87 | |
| 6-73 | 59-CL | 90+00.6 | 5.0' RT | 2,552,511.54 | 379,681.75 | |
| 6-74 | 59-CL | 90+02.2 | 5.0' LT | 2,552,512.17 | 379,691.85 | |
| 6-75 | 59-CL | 90+02.2 | 75.0' RT | 2,552,519.80 | 379,612.22 | 80' |
| 6-76 | 59-CL | 90+27.6 | 0.8' LT | 2,552,537.90 | 379,690.14 | |
| 6-77 | 59-CL | 90+26.6 | 2.0' RT | 2,552,537.22 | 379,687.22 | 3' |
| 6-78 | 59-CL | 90+26.6 | 5.0' RT | 2,552,537.50 | 379,684.24 | |
| 6-79 | 59-CL | 90+36.1 | 68.6' RT | 2,552,552.97 | 379,621.78 | |
| 6-80 | 59-CL | 90+38.1 | 68.8' RT | 2,552,554.96 | 379,621.82 | |

2

2

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

N

16TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

16+00 CC

15+00 CC

14+00 CC

MATCH LINE STA 91+00

MATCH LINE STA 97+00

92+00 93+00 94+00 95+00 96+00 97

LEGEND

| | |
|---|---|
| HMA6.5 | 6 1/2" HMA PAVEMENT |
| HMA6 | 6" HMA PAVEMENT |
| HMA5 | 5" HMA PAVEMENT |
| ASPH | 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| ASPH4 | 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| SW5 | CONCRETE SIDEWALK 5-INCH |
| CP7.5 | CONCRETE PAVEMENT 7 1/2-INCH |
| CP8 | CONCRETE PAVEMENT 8-INCH |
| CRM | CONCRETE RAISED MEDIAN |
| CG31 | CONCRETE CURB & GUTTER 31-INCH |
| CG19 | CONCRETE CURB & GUTTER 19-INCH |
| MC31 | CONCRETE CURB & GUTTER 31-INCH TYPE MCTS |
| MC19 | CONCRETE CURB & GUTTER 19-INCH TYPE MCTS |
| ALL | 8" CONCRETE ALLEY |
| CCA | CONCRETE CURB TYPE A |
| CCD | CONCRETE CURB TYPE D |
| CCDS | CONCRETE CURB TYPE D SPECIAL |
| PED | CONCRETE CURB PEDESTRIAN |
| DWY6 | CONCRETE DRIVEWAY 6-INCH |
| DWY8 | CONCRETE DRIVEWAY 8-INCH |
| NOSE | CONCRETE MEDIAN SLOPED NOSE TYPE 1 |

COLORING CONCRETE CUSTOM
TOPSOIL, FERTILIZER TYPE B, SOD LAWN
DETECTABLE EDGE TILES
DETECTABLE WARNING FIELD, NATURAL PATINA
STORM SEWER MANHOLE / CATCH BASIN CASTING
REVERSE SLOPE GUTTER
SLOPE INTERCEPT
CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

PIPE BOLLARD

SHEET 13 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 86 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 07
PLOT DATE : 7/30/2026 12:56 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 7-01 | 59-CL | 91+14.9 | 18.5' LT | 2,552,623.12 | 379,716.05 | |
| 7-02 | 59-CL | 91+24.0 | 43.9' LT | 2,552,629.75 | 379,742.16 | |
| 7-03 | 59-CL | 91+39.0 | 43.9' LT | 2,552,644.69 | 379,743.60 | |
| 7-04 | 59-CL | 91+66.6 | 28.5' LT | 2,552,673.58 | 379,730.93 | |
| 7-05 | 59-CL | 91+81.6 | 31.5' LT | 2,552,688.27 | 379,735.35 | |
| 7-06 | 59-CL | 91+66.6 | 35.0' LT | 2,552,673.01 | 379,737.41 | |
| 7-07 | 59-CL | 91+81.6 | 36.5' LT | 2,552,687.79 | 379,740.33 | |
| 7-08 | 59-CL | 91+76.4 | 18.5' LT | 2,552,684.36 | 379,721.92 | |
| 7-09 | 59-CL | 91+82.4 | 24.5' LT | 2,552,689.76 | 379,728.47 | |
| 7-10 | 59-CL | 92+37.6 | 43.5' LT | 2,552,742.91 | 379,752.65 | |
| 7-11 | 59-CL | 92+52.6 | 43.5' LT | 2,552,757.84 | 379,754.08 | |
| 7-12 | 59-CL | 92+33.9 | 47.5' LT | 2,552,738.82 | 379,756.27 | |
| 7-13 | 59-CL | 92+57.6 | 47.5' LT | 2,552,762.44 | 379,758.54 | |
| 7-14 | 59-CL | 92+51.0 | 24.5' LT | 2,552,758.05 | 379,735.01 | |
| 7-15 | 59-CL | 92+71.0 | 26.5' LT | 2,552,777.77 | 379,738.91 | |
| 7-16 | 59-CL | 92+64.6 | 43.5' LT | 2,552,769.79 | 379,755.22 | |
| 7-17 | 59-CL | 92+74.6 | 44.5' LT | 2,552,779.65 | 379,757.17 | |
| 7-18 | 59-CL | 93+57.2 | 26.5' LT | 2,552,863.51 | 379,747.13 | |
| 7-19 | 59-CL | 93+57.2 | 46.5' LT | 2,552,861.60 | 379,767.04 | 20' |
| 7-20 | 16 | 15+40.3 | 23.0' LT | 2,552,881.60 | 379,767.57 | |
| 7-21 | 16 | 15+76.5 | 43.0' LT | 2,552,860.61 | 379,803.26 | |
| 7-22 | 16 | 15+80.5 | 33.0' LT | 2,552,870.53 | 379,807.50 | |
| 7-23 | 16 | 16+09.9 | 42.9' LT | 2,552,859.81 | 379,836.66 | |
| 7-24 | 16 | 16+14.5 | 36.4' LT | 2,552,866.25 | 379,841.40 | 8' |
| 7-25 | 16 | 16+06.5 | 36.4' LT | 2,552,866.46 | 379,833.41 | |
| 7-26 | 16 | 16+06.5 | 33.0' LT | 2,552,869.84 | 379,833.50 | |
| 7-27 | 16 | 16+15.0 | 23.0' LT | 2,552,879.61 | 379,842.26 | |
| 7-28 | 16 | 16+15.0 | 23.0' RT | 2,552,925.60 | 379,843.48 | |
| 7-29 | 16 | 15+41.0 | 23.0' RT | 2,552,927.56 | 379,769.50 | |
| 7-30 | 59-CL | 94+38.1 | 42.5' LT | 2,552,942.56 | 379,769.90 | 15' |
| 7-31 | 59-CL | 94+38.1 | 27.5' LT | 2,552,944.02 | 379,754.97 | |
| 7-32 | 59-CL | 95+36.3 | 27.5' LT | 2,553,041.69 | 379,764.54 | |
| 7-33 | 59-CL | 95+68.3 | 23.5' LT | 2,553,073.92 | 379,763.69 | |
| 7-34 | 59-CL | 95+55.0 | 49.5' LT | 2,553,058.19 | 379,788.26 | |
| 7-35 | 59-CL | 95+79.0 | 49.5' LT | 2,553,082.08 | 379,790.60 | |
| 7-36 | 59-CL | 95+84.0 | 33.5' LT | 2,553,088.61 | 379,775.18 | |
| 7-37 | 59-CL | 96+09.0 | 31.0' LT | 2,553,113.74 | 379,775.13 | |
| 7-38 | 59-CL | 96+41.1 | 23.5' LT | 2,553,146.37 | 379,770.79 | |
| 7-39 | 59-CL | 96+86.1 | 50.5' LT | 2,553,188.58 | 379,802.06 | |
| 7-40 | 59-CL | 91+05.3 | 17.5' RT | 2,552,616.96 | 379,679.29 | |
| 7-41 | 59-CL | 91+11.3 | 23.5' RT | 2,552,623.50 | 379,673.89 | |
| 7-42 | 59-CL | 91+13.4 | 31.0' RT | 2,552,626.34 | 379,666.63 | |
| 7-43 | 59-CL | 92+09.5 | 31.0' RT | 2,552,722.05 | 379,675.81 | |
| 7-44 | 59-CL | 92+39.9 | 23.5' RT | 2,552,751.58 | 379,686.17 | |
| 7-45 | 59-CL | 92+71.9 | 27.5' RT | 2,552,783.82 | 379,685.24 | |
| 7-46 | 59-CL | 92+46.7 | 31.0' RT | 2,552,758.98 | 379,679.35 | |
| 7-47 | 59-CL | 92+71.7 | 34.5' RT | 2,552,784.20 | 379,678.25 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 7-48 | 59-CL | 92+46.7 | 37.5' RT | 2,552,759.60 | 379,672.88 | |
| 7-49 | 59-CL | 92+71.7 | 38.5' RT | 2,552,784.59 | 379,674.27 | |
| 7-50 | 59-CL | 93+10.6 | 44.5' RT | 2,552,823.93 | 379,672.01 | |
| 7-51 | 59-CL | 93+57.8 | 27.5' RT | 2,552,869.25 | 379,693.43 | |
| 7-52 | 59-CL | 93+57.8 | 42.5' RT | 2,552,870.68 | 379,678.50 | 15' |
| 7-53 | 16 | 14+51.4 | 21.0' LT | 2,552,885.68 | 379,678.85 | |
| 7-54 | 16 | 13+65.0 | 21.0' LT | 2,552,887.71 | 379,592.45 | |
| 7-55 | 16 | 13+65.0 | 21.0' RT | 2,552,929.70 | 379,593.44 | |
| 7-56 | 16 | 13+65.0 | 32.5' RT | 2,552,941.20 | 379,593.71 | |
| 7-57 | 16 | 13+82.8 | 32.5' RT | 2,552,940.78 | 379,611.49 | |
| 7-58 | 16 | 14+52.1 | 21.0' RT | 2,552,927.65 | 379,680.50 | |
| 7-59 | 59-CL | 94+34.5 | 46.5' RT | 2,552,947.64 | 379,680.97 | 20' |
| 7-60 | 59-CL | 94+34.5 | 26.5' RT | 2,552,945.69 | 379,700.87 | |
| 7-61 | 59-CL | 94+50.3 | 49.5' RT | 2,552,963.68 | 379,679.53 | |
| 7-62 | 59-CL | 94+57.7 | 49.5' RT | 2,552,971.04 | 379,680.25 | |
| 7-63 | 59-CL | 94+81.7 | 44.5' RT | 2,552,994.43 | 379,687.57 | |
| 7-64 | 59-CL | 94+83.5 | 49.5' RT | 2,552,996.67 | 379,682.76 | |
| 7-65 | 59-CL | 94+91.1 | 32.5' RT | 2,553,002.56 | 379,700.42 | |
| 7-66 | 59-CL | 95+23.1 | 32.5' RT | 2,553,034.41 | 379,703.54 | |
| 7-67 | 59-CL | 95+23.1 | 36.5' RT | 2,553,034.80 | 379,699.56 | |
| 7-68 | 59-CL | 95+32.4 | 37.5' RT | 2,553,044.20 | 379,699.48 | |
| 7-69 | 59-CL | 95+12.3 | 47.4' RT | 2,553,025.10 | 379,687.69 | |
| 7-70 | 59-CL | 95+18.2 | 47.8' RT | 2,553,031.03 | 379,687.83 | |
| 7-71 | 59-CL | 95+32.1 | 48.9' RT | 2,553,044.97 | 379,688.12 | |
| 7-72 | 59-CL | 95+38.1 | 49.3' RT | 2,553,051.04 | 379,688.25 | |
| 7-73 | 59-CL | 95+42.0 | 51.0' RT | 2,553,055.03 | 379,686.98 | |
| 7-74 | 59-CL | 95+42.0 | 44.5' RT | 2,553,054.40 | 379,693.45 | |
| 7-75 | 59-CL | 95+64.0 | 44.5' RT | 2,553,076.30 | 379,695.59 | |
| 7-76 | 59-CL | 95+68.2 | 51.0' RT | 2,553,081.17 | 379,689.54 | |
| 7-77 | 59-CL | 95+71.0 | 26.5' RT | 2,553,081.55 | 379,714.19 | |
| 7-78 | 59-CL | 95+77.0 | 20.5' RT | 2,553,086.94 | 379,720.75 | |
| 7-79 | 59-CL | 95+87.5 | 46.8' RT | 2,553,099.91 | 379,695.64 | |
| 7-80 | 59-CL | 96+02.5 | 46.8' RT | 2,553,114.84 | 379,697.10 | |
| 7-81 | 59-CL | 96+36.2 | 50.1' RT | 2,553,148.68 | 379,697.07 | |
| 7-82 | 59-CL | 96+51.1 | 50.1' RT | 2,553,163.58 | 379,698.53 | |
| 7-83 | 59-CL | 96+66.2 | 32.5' RT | 2,553,176.89 | 379,717.51 | |
| 7-84 | 59-CL | 96+81.6 | 37.5' RT | 2,553,192.63 | 379,714.03 | |
| 7-85 | 59-CL | 96+72.2 | 44.5' RT | 2,553,183.97 | 379,706.15 | |
| 7-86 | 59-CL | 91+48.8 | 0.5' RT | 2,552,658.65 | 379,700.33 | |
| 7-87 | 59-CL | 91+49.3 | 3.5' RT | 2,552,659.42 | 379,697.43 | 3' |
| 7-88 | 59-CL | 91+49.3 | 6.5' RT | 2,552,659.71 | 379,694.44 | |
| 7-89 | 59-CL | 91+57.0 | 6.5' RT | 2,552,667.45 | 379,695.18 | |
| 7-90 | 59-CL | 91+97.0 | 7.5' LT | 2,552,705.91 | 379,712.93 | |
| 7-91 | 59-CL | 92+37.0 | 3.5' LT | 2,552,746.13 | 379,712.77 | |
| 7-92 | 59-CL | 93+37.0 | 7.5' LT | 2,552,845.30 | 379,726.30 | |
| 7-93 | 59-CL | 93+37.0 | 3.5' LT | 2,552,845.68 | 379,722.31 | |
| 7-94 | 59-CL | 94+60.7 | 3.5' RT | 2,552,969.48 | 379,726.32 | |

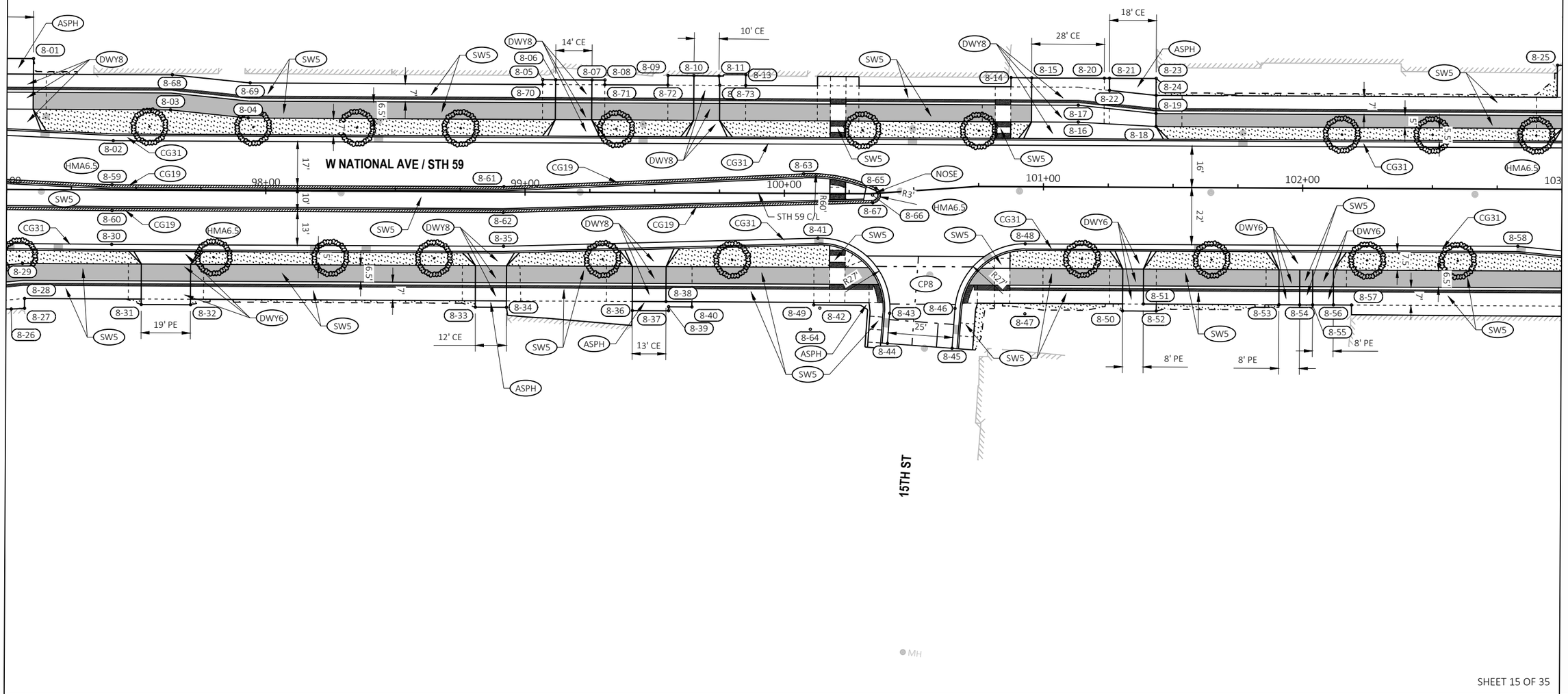
| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 7-95 | 59-CL | 94+60.7 | 7.5' RT | 2,552,969.87 | 379,722.34 | |
| 7-96 | 59-CL | 95+60.7 | 3.5' RT | 2,553,069.01 | 379,736.08 | |
| 7-97 | 59-CL | 96+40.7 | 6.5' LT | 2,553,147.65 | 379,753.83 | |
| 7-98 | 59-CL | 96+40.7 | 7.5' RT | 2,553,149.01 | 379,739.90 | |
| 7-99 | 59-CL | 96+40.7 | 20.5' RT | 2,553,150.28 | 379,726.96 | |
| 7-100 | 59-CL | 92+82.9 | 26.5' LT | 2,552,789.62 | 379,740.05 | |
| 7-101 | 59-CL | 92+90.9 | 26.5' LT | 2,552,797.58 | 379,740.81 | |
| 7-102 | 59-CL | 93+30.9 | 26.5' LT | 2,552,837.40 | 379,744.63 | |
| 7-103 | 59-CL | 93+40.9 | 26.5' LT | 2,552,847.35 | 379,745.58 | |
| 7-104 | 59-CL | 94+86.7 | 26.5' RT | 2,552,997.65 | 379,705.97 | |
| 7-105 | 59-CL | 94+91.1 | 26.5' RT | 2,553,001.98 | 379,706.39 | |
| 7-106 | 59-CL | 95+23.1 | 26.5' RT | 2,553,033.83 | 379,709.52 | |
| 7-107 | 59-CL | 95+37.0 | 26.5' RT | 2,553,047.67 | 379,710.87 | |

2

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 6 1/2" HMA PAVEMENT
- HMA6 6" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- ASPH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 CONCRETE SIDEWALK 5-INCH
- CP7.5 CONCRETE PAVEMENT 7 1/2-INCH
- CP8 CONCRETE PAVEMENT 8-INCH
- CRM CONCRETE RAISED MEDIAN
- CG31 CONCRETE CURB & GUTTER 31-INCH
- CG19 CONCRETE CURB & GUTTER 19-INCH
- MC31 CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL 8" CONCRETE ALLEY
- CCA CONCRETE CURB TYPE A
- CCD CONCRETE CURB TYPE D
- CCDS CONCRETE CURB TYPE D SPECIAL
- PED CONCRETE CURB PEDESTRIAN
- DWY6 CONCRETE DRIVEWAY 6-INCH
- DWY8 CONCRETE DRIVEWAY 8-INCH
- NOSE CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)




SHEET 15 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 88 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 08
PLOT DATE : 7/30/2026 12:56 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 8-01 | 59-CL | 97+10.1 | 50.5' LT | 2,553,212.47 | 379,804.40 | |
| 8-02 | 59-CL | 97+41.1 | 19.0' LT | 2,553,246.33 | 379,776.07 | |
| 8-03 | 59-CL | 97+63.0 | 31.0' LT | 2,553,267.03 | 379,790.16 | |
| 8-04 | 59-CL | 97+93.0 | 28.0' LT | 2,553,297.18 | 379,790.10 | |
| 8-05 | 59-CL | 99+06.5 | 43.3' LT | 2,553,408.65 | 379,816.43 | |
| 8-06 | 59-CL | 99+11.5 | 43.3' LT | 2,553,413.63 | 379,816.92 | |
| 8-07 | 59-CL | 99+25.5 | 43.3' LT | 2,553,427.56 | 379,818.29 | |
| 8-08 | 59-CL | 99+30.5 | 43.3' LT | 2,553,432.54 | 379,818.78 | |
| 8-09 | 59-CL | 99+54.9 | 45.2' LT | 2,553,456.58 | 379,823.04 | |
| 8-10 | 59-CL | 99+64.9 | 45.2' LT | 2,553,466.53 | 379,823.95 | |
| 8-11 | 59-CL | 99+74.5 | 45.1' LT | 2,553,476.16 | 379,824.83 | |
| 8-12 | 59-CL | 99+74.9 | 41.5' LT | 2,553,476.84 | 379,821.28 | |
| 8-13 | 59-CL | 99+84.9 | 45.6' LT | 2,553,486.40 | 379,826.33 | |
| 8-14 | 59-CL | 100+87.3 | 42.0' LT | 2,553,588.23 | 379,835.77 | |
| 8-15 | 59-CL | 100+95.3 | 42.0' LT | 2,553,596.22 | 379,836.49 | |
| 8-16 | 59-CL | 101+13.3 | 25.0' LT | 2,553,615.80 | 379,821.34 | |
| 8-17 | 59-CL | 101+13.3 | 31.5' LT | 2,553,615.16 | 379,827.81 | |
| 8-18 | 59-CL | 101+43.3 | 23.5' LT | 2,553,645.80 | 379,822.78 | |
| 8-19 | 59-CL | 101+43.3 | 28.5' LT | 2,553,645.31 | 379,827.75 | |
| 8-20 | 59-CL | 101+23.3 | 42.0' LT | 2,553,624.09 | 379,839.22 | |
| 8-21 | 59-CL | 101+25.3 | 42.0' LT | 2,553,626.08 | 379,839.42 | |
| 8-22 | 59-CL | 101+25.3 | 37.3' LT | 2,553,626.54 | 379,834.75 | |
| 8-23 | 59-CL | 101+43.3 | 42.0' LT | 2,553,643.99 | 379,841.17 | |
| 8-24 | 59-CL | 101+43.3 | 35.5' LT | 2,553,644.63 | 379,834.72 | |
| 8-25 | 59-CL | 102+98.0 | 47.8' LT | 2,553,797.43 | 379,862.09 | |
| 8-26 | 59-CL | 97+02.0 | 46.1' RT | 2,553,213.85 | 379,707.44 | |
| 8-27 | 59-CL | 97+07.1 | 45.8' RT | 2,553,218.88 | 379,708.23 | |
| 8-28 | 59-CL | 97+07.1 | 42.0' RT | 2,553,218.51 | 379,712.05 | |
| 8-29 | 59-CL | 97+06.2 | 28.5' RT | 2,553,216.31 | 379,725.40 | |
| 8-30 | 59-CL | 97+40.6 | 21.0' RT | 2,553,249.82 | 379,736.22 | |
| 8-31 | 59-CL | 97+52.2 | 44.1' RT | 2,553,263.54 | 379,714.34 | |
| 8-32 | 59-CL | 97+71.2 | 44.1' RT | 2,553,282.44 | 379,716.19 | |
| 8-33 | 59-CL | 98+81.0 | 44.5' RT | 2,553,391.78 | 379,726.53 | |
| 8-34 | 59-CL | 98+93.0 | 44.5' RT | 2,553,403.72 | 379,727.70 | |
| 8-35 | 59-CL | 98+91.7 | 21.0' RT | 2,553,400.20 | 379,750.97 | |
| 8-36 | 59-CL | 99+41.6 | 45.5' RT | 2,553,452.17 | 379,731.45 | |
| 8-37 | 59-CL | 99+55.6 | 45.5' RT | 2,553,466.11 | 379,732.81 | |
| 8-38 | 59-CL | 99+54.6 | 42.0' RT | 2,553,464.77 | 379,736.20 | |
| 8-39 | 59-CL | 99+55.6 | 44.0' RT | 2,553,465.96 | 379,734.30 | |
| 8-40 | 59-CL | 99+64.6 | 44.0' RT | 2,553,474.92 | 379,735.18 | |
| 8-41 | 59-CL | 100+13.0 | 17.2' RT | 2,553,520.53 | 379,766.56 | |
| 8-42 | 59-CL | 100+13.9 | 44.2' RT | 2,553,524.00 | 379,739.79 | 27' |
| 8-43 | 59-CL | 100+37.4 | 46.5' RT | 2,553,550.98 | 379,740.55 | |
| 8-44 | 59-CL | 100+35.8 | 58.0' RT | 2,553,551.31 | 379,728.92 | |
| 8-45 | 59-CL | 100+60.5 | 61.6' RT | 2,553,576.30 | 379,729.62 | |
| 8-46 | 59-CL | 100+62.7 | 46.4' RT | 2,553,575.87 | 379,744.96 | |
| 8-47 | 59-CL | 100+93.0 | 49.0' RT | 2,553,602.86 | 379,745.72 | 27' |

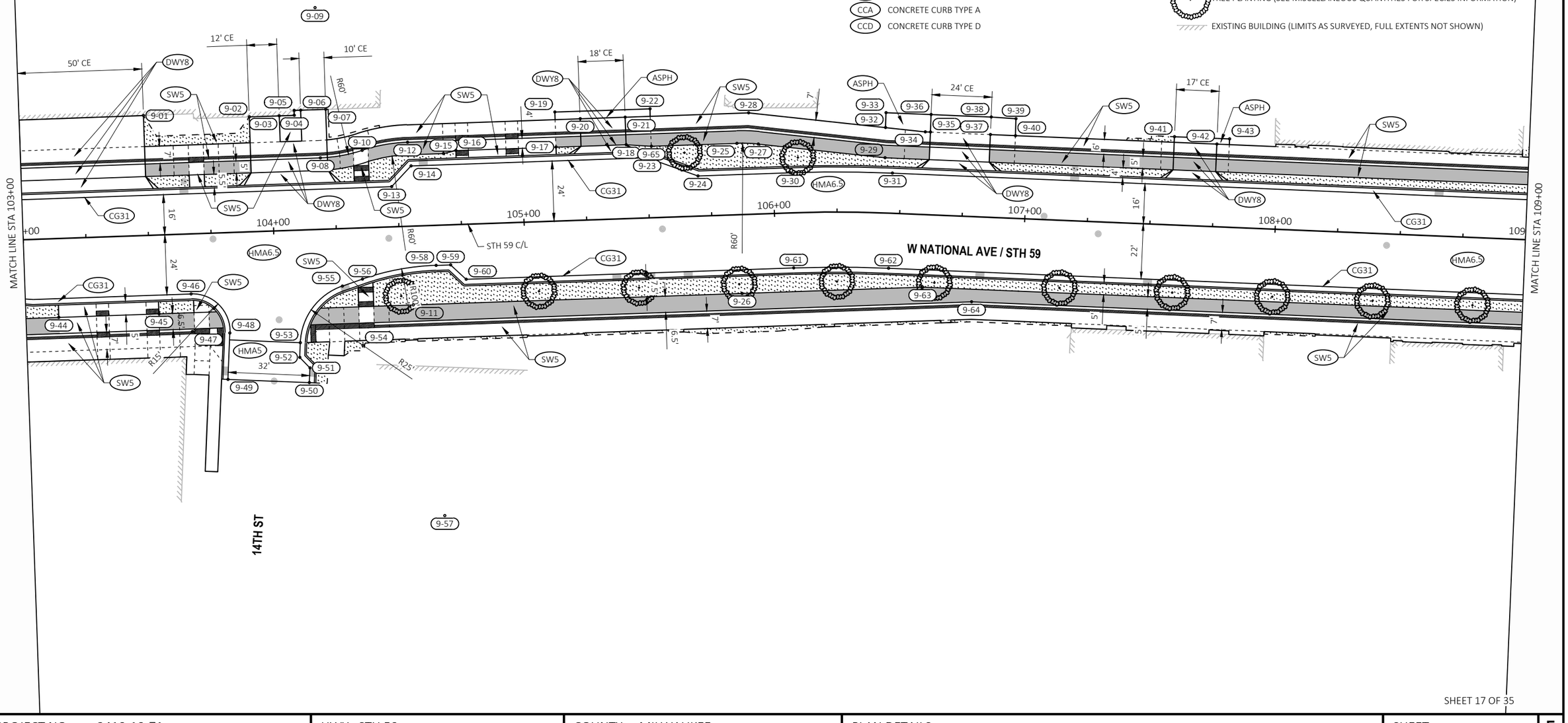
| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 8-48 | 59-CL | 100+93.0 | 22.0' RT | 2,553,600.22 | 379,772.59 | |
| 8-49 | 59-CL | 100+11.6 | 43.0' RT | 2,553,521.59 | 379,740.76 | |
| 8-50 | 59-CL | 101+30.7 | 47.7' RT | 2,553,640.27 | 379,750.68 | |
| 8-51 | 59-CL | 101+38.7 | 45.0' RT | 2,553,647.97 | 379,754.16 | |
| 8-52 | 59-CL | 101+43.7 | 47.7' RT | 2,553,653.21 | 379,751.95 | |
| 8-53 | 59-CL | 101+91.0 | 45.0' RT | 2,553,700.01 | 379,759.26 | |
| 8-54 | 59-CL | 101+99.0 | 45.0' RT | 2,553,707.97 | 379,760.05 | |
| 8-55 | 59-CL | 102+04.0 | 45.0' RT | 2,553,712.95 | 379,760.53 | |
| 8-56 | 59-CL | 102+12.0 | 45.0' RT | 2,553,720.91 | 379,761.31 | |
| 8-57 | 59-CL | 102+19.1 | 45.0' RT | 2,553,727.90 | 379,762.00 | |
| 8-58 | 59-CL | 102+83.1 | 22.0' RT | 2,553,789.38 | 379,791.14 | |
| 8-59 | 59-CL | 97+40.7 | 2.0' LT | 2,553,247.61 | 379,759.11 | |
| 8-60 | 59-CL | 97+40.7 | 8.0' RT | 2,553,248.59 | 379,749.16 | |
| 8-61 | 59-CL | 98+91.8 | 2.0' LT | 2,553,398.02 | 379,773.86 | |
| 8-62 | 59-CL | 98+91.5 | 8.0' RT | 2,553,398.73 | 379,763.89 | |
| 8-63 | 59-CL | 100+07.4 | 7.5' LT | 2,553,512.50 | 379,790.66 | |
| 8-64 | 59-CL | 100+10.3 | 52.4' RT | 2,553,521.21 | 379,731.30 | 60' |
| 8-65 | 59-CL | 100+35.4 | 2.0' LT | 2,553,540.75 | 379,788.03 | |
| 8-66 | 59-CL | 100+33.9 | 0.6' RT | 2,553,539.78 | 379,785.19 | 3' |
| 8-67 | 59-CL | 100+33.8 | 3.6' RT | 2,553,540.16 | 379,782.21 | |
| 8-68 | 59-CL | 97+63.7 | 44.5' LT | 2,553,266.38 | 379,803.66 | |
| 8-69 | 59-CL | 97+93.7 | 41.5' LT | 2,553,296.53 | 379,803.60 | |
| 8-70 | 59-CL | 99+06.5 | 41.5' LT | 2,553,408.83 | 379,814.61 | |
| 8-71 | 59-CL | 99+30.5 | 41.5' LT | 2,553,432.72 | 379,816.96 | |
| 8-72 | 59-CL | 99+54.9 | 41.5' LT | 2,553,456.94 | 379,819.33 | |
| 8-73 | 59-CL | 99+84.9 | 41.5' LT | 2,553,486.80 | 379,822.26 | |

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 6 1/2" HMA PAVEMENT
- HMA6 6" HMA PAVEMENT
- HMA5 5" HMA PAVEMENT
- ASPH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 CONCRETE SIDEWALK 5-INCH
- CP7.5 CONCRETE PAVEMENT 7 1/2-INCH
- CP8 CONCRETE PAVEMENT 8-INCH
- CRM CONCRETE RAISED MEDIAN
- CG31 CONCRETE CURB & GUTTER 31-INCH
- CG19 CONCRETE CURB & GUTTER 19-INCH
- MC31 CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL 8" CONCRETE ALLEY
- CCA CONCRETE CURB TYPE A
- CCD CONCRETE CURB TYPE D
- CCDS CONCRETE CURB TYPE D SPECIAL
- PED CONCRETE CURB PEDESTRIAN
- DWY6 CONCRETE DRIVEWAY 6-INCH
- DWY8 CONCRETE DRIVEWAY 8-INCH
- NOSE CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

N




SHEET 17 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 90 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 09
PLOT DATE : 7/30/2026 12:56 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 9-01 | 59-CL | 103+49.7 | 47.9' LT | 2,553,848.81 | 379,867.16 | |
| 9-02 | 59-CL | 103+91.9 | 45.9' LT | 2,553,891.00 | 379,869.30 | |
| 9-03 | 59-CL | 104+03.9 | 45.8' LT | 2,553,902.95 | 379,870.43 | |
| 9-04 | 59-CL | 104+09.9 | 45.8' LT | 2,553,908.92 | 379,871.00 | |
| 9-05 | 59-CL | 104+09.9 | 47.8' LT | 2,553,908.73 | 379,872.99 | |
| 9-06 | 59-CL | 104+12.4 | 47.8' LT | 2,553,911.31 | 379,873.24 | |
| 9-07 | 59-CL | 104+22.4 | 47.8' LT | 2,553,921.26 | 379,874.19 | |
| 9-08 | 59-CL | 104+19.6 | 28.5' LT | 2,553,920.32 | 379,854.72 | |
| 9-09 | 59-CL | 104+19.6 | 88.5' LT | 2,553,914.47 | 379,914.43 | 60' |
| 9-10 | 59-CL | 104+36.4 | 30.9' LT | 2,553,936.81 | 379,858.75 | |
| 9-11 | 59-CL | 104+54.6 | 31.5' RT | 2,553,961.01 | 379,798.42 | 60' |
| 9-12 | 59-CL | 104+54.6 | 33.5' LT | 2,553,954.67 | 379,863.11 | |
| 9-13 | 59-CL | 104+47.7 | 16.0' LT | 2,553,949.48 | 379,845.02 | |
| 9-14 | 59-CL | 104+55.7 | 24.0' LT | 2,553,956.66 | 379,853.76 | |
| 9-15 | 59-CL | 104+68.8 | 28.5' LT | 2,553,969.29 | 379,859.52 | |
| 9-16 | 59-CL | 104+73.8 | 29.5' LT | 2,553,974.17 | 379,861.00 | |
| 9-17 | 59-CL | 105+13.8 | 29.5' LT | 2,554,013.97 | 379,864.91 | |
| 9-18 | 59-CL | 105+41.8 | 29.5' LT | 2,554,041.84 | 379,867.64 | |
| 9-19 | 59-CL | 105+13.8 | 43.5' LT | 2,554,012.61 | 379,878.84 | |
| 9-20 | 59-CL | 105+23.8 | 40.5' LT | 2,554,022.85 | 379,876.83 | |
| 9-21 | 59-CL | 105+41.8 | 40.5' LT | 2,554,040.77 | 379,878.59 | |
| 9-22 | 59-CL | 105+51.8 | 43.5' LT | 2,554,050.43 | 379,882.55 | |
| 9-23 | 59-CL | 105+50.0 | 24.0' LT | 2,554,050.53 | 379,862.97 | |
| 9-24 | 59-CL | 105+70.0 | 16.0' LT | 2,554,071.21 | 379,856.96 | |
| 9-25 | 59-CL | 105+86.0 | 28.5' LT | 2,554,085.89 | 379,870.95 | |
| 9-26 | 59-CL | 105+86.0 | 31.5' RT | 2,554,091.74 | 379,811.24 | 60' |
| 9-27 | 59-CL | 105+94.5 | 27.9' LT | 2,554,094.42 | 379,871.18 | |
| 9-28 | 59-CL | 105+91.1 | 40.5' LT | 2,554,089.83 | 379,883.40 | |
| 9-29 | 59-CL | 106+43.4 | 22.0' LT | 2,554,145.32 | 379,868.91 | |
| 9-30 | 59-CL | 106+06.9 | 16.0' LT | 2,554,107.94 | 379,860.56 | |
| 9-31 | 59-CL | 106+46.4 | 16.0' LT | 2,554,148.63 | 379,862.97 | |
| 9-32 | 59-CL | 106+43.1 | 34.1' LT | 2,554,144.70 | 379,880.95 | |
| 9-33 | 59-CL | 106+43.2 | 40.0' LT | 2,554,144.58 | 379,886.89 | |
| 9-34 | 59-CL | 106+58.9 | 33.0' LT | 2,554,160.70 | 379,880.23 | |
| 9-35 | 59-CL | 106+60.9 | 33.0' LT | 2,554,162.72 | 379,880.27 | |
| 9-36 | 59-CL | 106+60.9 | 40.0' LT | 2,554,162.57 | 379,887.27 | |
| 9-37 | 59-CL | 106+84.9 | 33.0' LT | 2,554,186.72 | 379,880.78 | |
| 9-38 | 59-CL | 106+84.9 | 40.0' LT | 2,554,186.57 | 379,887.78 | |
| 9-39 | 59-CL | 106+94.8 | 39.8' LT | 2,554,196.49 | 379,887.78 | |
| 9-40 | 59-CL | 106+94.9 | 33.0' LT | 2,554,196.71 | 379,880.99 | |
| 9-41 | 59-CL | 107+58.3 | 35.3' LT | 2,554,260.09 | 379,884.56 | |
| 9-42 | 59-CL | 107+75.3 | 33.0' LT | 2,554,277.13 | 379,882.67 | |
| 9-43 | 59-CL | 107+80.3 | 35.3' LT | 2,554,282.08 | 379,885.03 | |
| 9-44 | 59-CL | 103+13.1 | 31.5' RT | 2,553,820.16 | 379,784.61 | |
| 9-45 | 59-CL | 103+53.1 | 31.5' RT | 2,553,859.97 | 379,788.51 | |
| 9-46 | 59-CL | 103+66.1 | 24.0' RT | 2,553,872.22 | 379,797.25 | |
| 9-47 | 59-CL | 103+66.1 | 39.0' RT | 2,553,873.69 | 379,782.32 | 15' |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 9-48 | 59-CL | 103+81.1 | 40.1' RT | 2,553,888.68 | 379,782.67 | |
| 9-49 | 59-CL | 103+79.7 | 58.6' RT | 2,553,889.11 | 379,764.12 | |
| 9-50 | 59-CL | 104+12.1 | 61.0' RT | 2,553,921.60 | 379,764.87 | |
| 9-51 | 59-CL | 104+12.6 | 55.2' RT | 2,553,921.46 | 379,770.78 | |
| 9-52 | 59-CL | 104+08.6 | 50.8' RT | 2,553,917.12 | 379,774.68 | |
| 9-53 | 59-CL | 104+09.1 | 45.0' RT | 2,553,916.99 | 379,780.54 | |
| 9-54 | 59-CL | 104+34.0 | 46.9' RT | 2,553,941.98 | 379,781.11 | 25' |
| 9-55 | 59-CL | 104+26.6 | 23.0' RT | 2,553,932.30 | 379,804.16 | |
| 9-56 | 59-CL | 104+34.7 | 20.5' RT | 2,553,940.16 | 379,807.46 | |
| 9-57 | 59-CL | 104+64.3 | 116.0' RT | 2,553,978.90 | 379,715.27 | 100' |
| 9-58 | 59-CL | 104+64.3 | 16.0' RT | 2,553,969.14 | 379,814.79 | |
| 9-59 | 59-CL | 104+70.1 | 16.0' RT | 2,553,974.94 | 379,815.36 | |
| 9-60 | 59-CL | 104+76.1 | 22.0' RT | 2,553,981.50 | 379,809.98 | |
| 9-61 | 59-CL | 106+06.9 | 22.0' RT | 2,554,111.65 | 379,822.74 | |
| 9-62 | 59-CL | 106+46.4 | 22.0' RT | 2,554,149.43 | 379,824.98 | |
| 9-63 | 59-CL | 106+60.4 | 29.0' RT | 2,554,163.49 | 379,818.28 | |
| 9-64 | 59-CL | 106+80.1 | 34.0' RT | 2,554,183.34 | 379,813.69 | |
| 9-65 | 59-CL | 105+51.8 | 28.5' LT | 2,554,051.89 | 379,867.62 | |

2

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

12TH ST
11TH ST
W NATIONAL AVE / STH 59
STH 59 C/L
MATCH LINE STA 109+00
MATCH LINE STA 115+00
110+00
111+00
112+00
113+00
114+00
13+00 J
14+00 J
12+00 J
42'
35' CE
16' CE
13' CE
12' CE
20' CE
37'
4.5" CURB HEIGHT
3" CURB HEIGHT
4" CURB HEIGHT
5" CURB HEIGHT
STA 113+80
STA 113+90
SHEET 19 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 92 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 10
PLOT DATE : 7/30/2026 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 10-01 | 59-CL | 109+08.2 | 40.0' LT | 2,554,409.85 | 379,892.45 | |
| 10-02 | 59-CL | 109+15.7 | 33.0' LT | 2,554,417.45 | 379,885.61 | |
| 10-03 | 59-CL | 109+28.7 | 40.0' LT | 2,554,430.30 | 379,892.88 | |
| 10-04 | 59-CL | 109+96.6 | 16.0' LT | 2,554,498.68 | 379,870.31 | |
| 10-05 | 59-CL | 109+96.6 | 216.0' LT | 2,554,494.49 | 380,070.27 | 200' |
| 10-06 | 59-CL | 110+44.8 | 22.7' LT | 2,554,549.10 | 379,877.87 | |
| 10-07 | 59-CL | 110+50.6 | 24.9' LT | 2,554,555.07 | 379,879.56 | |
| 10-08 | 59-CL | 110+45.3 | 38.9' LT | 2,554,550.98 | 379,893.99 | 15' |
| 10-09 | 59-CL | 110+60.2 | 40.5' LT | 2,554,565.97 | 379,894.29 | |
| 10-10 | 59-CL | 110+58.0 | 61.8' LT | 2,554,565.54 | 379,915.74 | |
| 10-11 | 59-CL | 110+99.8 | 66.1' LT | 2,554,607.54 | 379,916.58 | |
| 10-12 | 59-CL | 111+00.7 | 57.1' LT | 2,554,607.72 | 379,907.45 | |
| 10-13 | 59-CL | 110+95.4 | 50.5' LT | 2,554,601.84 | 379,901.33 | |
| 10-14 | 59-CL | 110+96.0 | 44.7' LT | 2,554,601.96 | 379,895.50 | |
| 10-15 | 59-CL | 111+25.8 | 47.0' LT | 2,554,626.95 | 379,896.01 | 25' |
| 10-16 | 59-CL | 111+25.8 | 22.0' LT | 2,554,627.48 | 379,871.01 | |
| 10-17 | 59-CL | 112+08.6 | 45.0' LT | 2,554,709.79 | 379,895.74 | |
| 10-18 | 59-CL | 112+20.1 | 45.0' LT | 2,554,721.27 | 379,895.98 | |
| 10-19 | 59-CL | 112+55.1 | 41.0' LT | 2,554,756.34 | 379,892.72 | |
| 10-20 | 59-CL | 112+66.8 | 41.0' LT | 2,554,768.03 | 379,892.96 | |
| 10-21 | 59-CL | 112+82.8 | 45.0' LT | 2,554,783.94 | 379,897.30 | |
| 10-22 | 59-CL | 113+02.2 | 22.0' LT | 2,554,803.87 | 379,874.71 | |
| 10-23 | 59-CL | 113+22.2 | 24.0' LT | 2,554,823.82 | 379,877.13 | |
| 10-24 | 59-CL | 114+17.1 | 24.0' LT | 2,554,918.70 | 379,879.11 | |
| 10-25 | 59-CL | 114+17.1 | 54.0' LT | 2,554,918.07 | 379,909.11 | 30' |
| 10-26 | 59-CL | 114+52.7 | 51.6' LT | 2,554,948.06 | 379,909.75 | |
| 10-27 | 59-CL | 114+53.4 | 57.4' LT | 2,554,947.94 | 379,915.58 | |
| 10-28 | 59-CL | 114+48.0 | 64.0' LT | 2,554,941.81 | 379,921.45 | |
| 10-29 | 59-CL | 114+49.9 | 82.0' LT | 2,554,941.42 | 379,939.58 | |
| 10-30 | 59-CL | 114+90.9 | 77.6' LT | 2,554,982.61 | 379,940.46 | |
| 10-31 | 59-CL | 114+91.4 | 72.6' LT | 2,554,983.72 | 379,935.48 | |
| 10-32 | 59-CL | 114+88.7 | 47.2' LT | 2,554,984.27 | 379,909.98 | |
| 10-33 | 59-CL | 109+91.4 | 22.0' RT | 2,554,494.34 | 379,832.21 | |
| 10-34 | 59-CL | 109+97.4 | 16.0' RT | 2,554,500.21 | 379,838.34 | |
| 10-35 | 59-CL | 109+98.7 | 42.5' RT | 2,554,502.01 | 379,811.87 | |
| 10-36 | 59-CL | 110+12.3 | 41.0' RT | 2,554,515.56 | 379,813.65 | |
| 10-37 | 59-CL | 110+24.3 | 41.0' RT | 2,554,527.56 | 379,813.90 | |
| 10-38 | 59-CL | 110+39.2 | 16.0' RT | 2,554,541.92 | 379,839.21 | |
| 10-39 | 59-CL | 110+39.2 | 44.0' RT | 2,554,542.51 | 379,811.22 | 28' |
| 10-40 | 59-CL | 110+71.6 | 41.4' RT | 2,554,570.51 | 379,811.77 | |
| 10-41 | 59-CL | 110+74.8 | 72.2' RT | 2,554,571.12 | 379,780.83 | |
| 10-42 | 59-CL | 111+10.8 | 68.4' RT | 2,554,607.31 | 379,781.55 | |
| 10-43 | 59-CL | 111+11.3 | 63.4' RT | 2,554,608.21 | 379,786.57 | |
| 10-44 | 59-CL | 111+08.7 | 38.0' RT | 2,554,607.71 | 379,812.04 | |
| 10-45 | 59-CL | 111+20.8 | 36.6' RT | 2,554,622.70 | 379,812.34 | 15' |
| 10-46 | 59-CL | 111+17.8 | 22.6' RT | 2,554,618.07 | 379,826.60 | |
| 10-47 | 59-CL | 111+20.8 | 20.7' RT | 2,554,623.02 | 379,828.21 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 10-48 | 59-CL | 111+52.2 | 126.0' RT | 2,554,657.02 | 379,723.60 | 110' |
| 10-49 | 59-CL | 111+52.2 | 16.0' RT | 2,554,654.71 | 379,833.57 | |
| 10-50 | 59-CL | 111+36.0 | 21.0' RT | 2,554,638.63 | 379,828.23 | |
| 10-51 | 59-CL | 111+48.0 | 22.0' RT | 2,554,650.65 | 379,827.49 | |
| 10-52 | 59-CL | 112+50.3 | 35.1' RT | 2,554,753.21 | 379,816.52 | |
| 10-53 | 59-CL | 112+62.3 | 34.7' RT | 2,554,765.17 | 379,817.14 | |
| 10-54 | 59-CL | 112+73.9 | 42.0' RT | 2,554,776.93 | 379,810.13 | |
| 10-55 | 59-CL | 113+01.0 | 42.0' RT | 2,554,804.01 | 379,810.70 | |
| 10-56 | 59-CL | 112+76.0 | 33.0' RT | 2,554,778.83 | 379,819.17 | |
| 10-57 | 59-CL | 112+76.0 | 37.5' RT | 2,554,778.92 | 379,814.67 | |
| 10-58 | 59-CL | 112+96.0 | 33.0' RT | 2,554,798.82 | 379,819.59 | |
| 10-59 | 59-CL | 112+96.0 | 37.5' RT | 2,554,798.92 | 379,815.09 | |
| 10-60 | 59-CL | 113+71.2 | 37.5' RT | 2,554,874.07 | 379,816.67 | |
| 10-61 | 59-CL | 113+94.7 | 22.0' RT | 2,554,897.27 | 379,832.66 | |
| 10-62 | 59-CL | 114+06.7 | 21.0' RT | 2,554,909.25 | 379,833.91 | |
| 10-63 | 59-CL | 114+10.5 | 16.0' RT | 2,554,912.97 | 379,838.99 | |
| 10-64 | 59-CL | 114+10.5 | 46.0' RT | 2,554,913.60 | 379,808.99 | 30' |
| 10-65 | 59-CL | 114+30.1 | 26.5' RT | 2,554,935.58 | 379,829.41 | |
| 10-66 | 59-CL | 114+33.1 | 30.7' RT | 2,554,939.09 | 379,825.63 | |
| 10-67 | 59-CL | 114+25.2 | 39.9' RT | 2,554,928.10 | 379,815.42 | 15' |
| 10-68 | 59-CL | 114+35.9 | 41.0' RT | 2,554,943.10 | 379,815.74 | |
| 10-69 | 59-CL | 114+35.2 | 47.1' RT | 2,554,943.23 | 379,809.60 | |
| 10-70 | 59-CL | 114+35.7 | 52.2' RT | 2,554,944.33 | 379,804.62 | |
| 10-71 | 59-CL | 114+76.4 | 56.6' RT | 2,554,985.32 | 379,805.48 | |
| 10-72 | 59-CL | 114+78.0 | 42.2' RT | 2,554,985.02 | 379,819.99 | |
| 10-73 | 59-CL | 113+26.1 | 24.0' LT | 2,554,827.72 | 379,877.21 | |
| 10-74 | 59-CL | 113+36.1 | 24.0' LT | 2,554,837.72 | 379,877.42 | |
| 10-75 | 59-CL | 113+88.1 | 24.0' LT | 2,554,889.71 | 379,878.51 | |
| 10-76 | 59-CL | 113+98.1 | 24.0' LT | 2,554,899.70 | 379,878.72 | |

2

2

LEGEND

| | |
|---|---|
| HMA6.5 | 6 1/2" HMA PAVEMENT |
| HMA6 | 6" HMA PAVEMENT |
| HMA5 | 5" HMA PAVEMENT |
| ASPH | 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| ASPH4 | 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| SW5 | CONCRETE SIDEWALK 5-INCH |
| CP7.5 | CONCRETE PAVEMENT 7 1/2-INCH |
| CP8 | CONCRETE PAVEMENT 8-INCH |
| CRM | CONCRETE RAISED MEDIAN |
| CG31 | CONCRETE CURB & GUTTER 31-INCH |
| CG19 | CONCRETE CURB & GUTTER 19-INCH |
| MC31 | CONCRETE CURB & GUTTER 31-INCH TYPE MCTS |
| MC19 | CONCRETE CURB & GUTTER 19-INCH TYPE MCTS |
| ALL | 8" CONCRETE ALLEY |
| CCA | CONCRETE CURB TYPE A |
| CCD | CONCRETE CURB TYPE D |
| CCDS | CONCRETE CURB TYPE D SPECIAL |
| PED | CONCRETE CURB PEDESTRIAN |
| DWY6 | CONCRETE DRIVEWAY 6-INCH |
| DWY8 | CONCRETE DRIVEWAY 8-INCH |
| NOSE | CONCRETE MEDIAN SLOPED NOSE TYPE 1 |

COLORING CONCRETE CUSTOM

TOPSOIL, FERTILIZER TYPE B, SOD LAWN

DETECTABLE EDGE TILES

DETECTABLE WARNING FIELD, NATURAL PATINA

STORM SEWER MANHOLE / CATCH BASIN CASTING

REVERSE SLOPE GUTTER

SLOPE INTERCEPT

CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)

TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

N

MATCH LINE STA 115+00

MATCH LINE STA 121+00

10TH ST

13+00

12+00

11+00

W NATIONAL AVE / STH 59

115+00 116+00 117+00 118+00 119+00 120+00 121

STA 115+91, 6.5" CURB HEIGHT

STH 59 C/L

R20

R30

R27

43'

36'

32' CE

30' CE

12' CE

SHEET 21 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 94 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 11

PLOT DATE : 7/30/2026 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 11-01 | 59-CL | 115+13.7 | 46.0' LT | 2,555,014.26 | 379,910.62 | 30' |
| 11-02 | 59-CL | 115+13.7 | 16.0' LT | 2,555,014.89 | 379,880.63 | |
| 11-03 | 59-CL | 115+16.8 | 21.5' LT | 2,555,017.91 | 379,886.20 | |
| 11-04 | 59-CL | 115+26.8 | 22.5' LT | 2,555,027.88 | 379,887.40 | |
| 11-05 | 59-CL | 117+69.3 | 22.5' LT | 2,555,270.30 | 379,892.49 | |
| 11-06 | 59-CL | 117+79.3 | 21.5' LT | 2,555,280.32 | 379,891.70 | |
| 11-07 | 59-CL | 118+02.9 | 16.0' LT | 2,555,304.03 | 379,886.69 | |
| 11-08 | 59-CL | 118+02.9 | 36.0' LT | 2,555,303.61 | 379,906.69 | 20' |
| 11-09 | 10 | 12+42.5 | 16.2' LT | 2,555,323.60 | 379,907.10 | |
| 11-10 | 10 | 12+49.9 | 16.2' LT | 2,555,323.45 | 379,914.43 | |
| 11-11 | 10 | 12+54.9 | 21.2' LT | 2,555,318.35 | 379,919.33 | |
| 11-12 | 10 | 12+75.0 | 21.2' LT | 2,555,317.94 | 379,939.45 | |
| 11-13 | 10 | 12+75.0 | 21.0' RT | 2,555,360.13 | 379,940.32 | |
| 11-14 | 10 | 12+70.0 | 22.0' RT | 2,555,361.23 | 379,935.34 | |
| 11-15 | 10 | 12+62.3 | 22.0' RT | 2,555,361.39 | 379,927.62 | |
| 11-16 | 10 | 12+62.3 | 20.0' RT | 2,555,359.39 | 379,927.58 | |
| 11-17 | 10 | 12+60.6 | 19.0' RT | 2,555,358.42 | 379,925.83 | |
| 11-18 | 10 | 12+64.6 | 12.0' RT | 2,555,351.36 | 379,929.76 | |
| 11-19 | 10 | 12+61.2 | 10.0' RT | 2,555,349.42 | 379,926.27 | |
| 11-20 | 10 | 12+61.2 | 6.0' RT | 2,555,345.42 | 379,926.19 | |
| 11-21 | 10 | 12+45.5 | 6.0' RT | 2,555,345.74 | 379,910.48 | |
| 11-22 | 59-CL | 118+67.1 | 39.0' LT | 2,555,367.74 | 379,910.94 | 22' |
| 11-23 | 59-CL | 118+67.1 | 17.0' LT | 2,555,368.17 | 379,888.94 | |
| 11-24 | 59-CL | 118+82.7 | 21.5' LT | 2,555,383.75 | 379,893.75 | |
| 11-25 | 59-CL | 119+11.4 | 23.5' LT | 2,555,412.42 | 379,896.31 | |
| 11-26 | 59-CL | 119+57.7 | 36.0' LT | 2,555,458.42 | 379,909.72 | |
| 11-27 | 59-CL | 119+59.0 | 34.5' LT | 2,555,459.70 | 379,908.24 | |
| 11-28 | 59-CL | 119+91.0 | 34.5' LT | 2,555,491.70 | 379,908.87 | |
| 11-29 | 59-CL | 119+96.0 | 36.0' LT | 2,555,496.66 | 379,910.47 | |
| 11-30 | 59-CL | 120+27.9 | 38.5' LT | 2,555,528.57 | 379,913.60 | |
| 11-31 | 59-CL | 120+42.9 | 34.5' LT | 2,555,543.65 | 379,909.89 | |
| 11-32 | 59-CL | 120+72.9 | 34.5' LT | 2,555,573.64 | 379,910.48 | |
| 11-33 | 59-CL | 120+73.8 | 38.5' LT | 2,555,574.45 | 379,914.50 | |
| 11-34 | 59-CL | 120+76.9 | 36.0' LT | 2,555,577.61 | 379,912.04 | |
| 11-35 | 59-CL | 120+72.9 | 36.0' LT | 2,555,573.61 | 379,911.97 | |
| 11-36 | 59-CL | 120+97.1 | 17.0' LT | 2,555,598.13 | 379,893.46 | |
| 11-37 | 59-CL | 115+02.6 | 44.0' RT | 2,555,005.01 | 379,820.41 | 20' |
| 11-38 | 59-CL | 115+02.6 | 24.0' RT | 2,555,004.59 | 379,840.41 | |
| 11-39 | 59-CL | 115+10.8 | 30.0' RT | 2,555,012.99 | 379,834.58 | |
| 11-40 | 59-CL | 115+20.8 | 29.0' RT | 2,555,022.96 | 379,835.79 | |
| 11-41 | 59-CL | 115+99.8 | 33.0' RT | 2,555,102.03 | 379,833.45 | |
| 11-42 | 59-CL | 116+09.8 | 34.0' RT | 2,555,112.05 | 379,832.66 | |
| 11-43 | 59-CL | 116+19.7 | 24.0' RT | 2,555,121.74 | 379,842.86 | |
| 11-44 | 59-CL | 116+39.7 | 22.0' RT | 2,555,141.69 | 379,845.28 | |
| 11-45 | 59-CL | 117+39.0 | 22.0' RT | 2,555,240.96 | 379,847.36 | |
| 11-46 | 59-CL | 117+45.0 | 16.0' RT | 2,555,246.84 | 379,853.49 | |
| 11-47 | 59-CL | 117+51.4 | 45.0' RT | 2,555,253.86 | 379,824.63 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 11-48 | 59-CL | 117+59.9 | 41.0' RT | 2,555,262.19 | 379,828.80 | |
| 11-49 | 59-CL | 117+71.9 | 41.0' RT | 2,555,274.18 | 379,829.05 | |
| 11-50 | 59-CL | 117+71.9 | 45.0' RT | 2,555,274.27 | 379,825.05 | |
| 11-51 | 59-CL | 117+88.3 | 44.3' RT | 2,555,290.70 | 379,826.06 | |
| 11-52 | 59-CL | 117+91.1 | 16.0' RT | 2,555,292.87 | 379,854.45 | |
| 11-53 | 59-CL | 117+91.1 | 46.0' RT | 2,555,293.50 | 379,824.46 | 30' |
| 11-54 | 10 | 11+60.6 | 18.0' LT | 2,555,323.49 | 379,825.14 | |
| 11-55 | 10 | 11+34.6 | 26.7' LT | 2,555,315.34 | 379,798.87 | |
| 11-56 | 10 | 11+30.0 | 18.0' LT | 2,555,324.19 | 379,794.50 | |
| 11-57 | 10 | 11+30.0 | 18.0' RT | 2,555,360.18 | 379,795.33 | |
| 11-58 | 10 | 11+64.4 | 18.0' RT | 2,555,359.39 | 379,829.67 | |
| 11-59 | 59-CL | 118+84.1 | 42.0' RT | 2,555,386.39 | 379,830.29 | 27' |
| 11-60 | 59-CL | 118+84.1 | 15.0' RT | 2,555,385.86 | 379,857.28 | |
| 11-61 | 59-CL | 118+90.0 | 15.0' RT | 2,555,391.68 | 379,857.40 | |
| 11-62 | 59-CL | 118+96.0 | 21.0' RT | 2,555,397.80 | 379,851.52 | |
| 11-63 | 59-CL | 119+01.7 | 40.0' RT | 2,555,403.88 | 379,832.63 | |
| 11-64 | 59-CL | 117+45.3 | 33.5' LT | 2,555,246.09 | 379,902.98 | |
| 11-65 | 59-CL | 115+41.8 | 24.0' RT | 2,555,043.85 | 379,841.23 | |
| 11-66 | 59-CL | 115+49.8 | 24.0' RT | 2,555,051.85 | 379,841.40 | |
| 11-67 | 59-CL | 115+81.8 | 24.0' RT | 2,555,083.85 | 379,842.07 | |
| 11-68 | 59-CL | 115+90.8 | 24.0' RT | 2,555,092.84 | 379,842.26 | |

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

N

9TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

MATCH LINE STA 121+00

MATCH LINE STA 127+00

11+00

12+00

121+00

122+00

123+00

124+00

125+00

126+00

127

42'

40'

23' CE

20' CE

MH

SHEET 23 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 96 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 12

PLOT DATE : 7/30/2026 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 12-01 | 59-CL | 121+06.8 | 23.5' LT | 2,555,607.73 | 379,900.15 | |
| 12-02 | 59-CL | 121+16.8 | 24.5' LT | 2,555,617.71 | 379,901.34 | |
| 12-03 | 59-CL | 121+17.1 | 19.0' LT | 2,555,618.09 | 379,895.85 | |
| 12-04 | 59-CL | 121+24.0 | 24.5' LT | 2,555,624.88 | 379,901.48 | |
| 12-05 | 59-CL | 121+64.0 | 24.5' LT | 2,555,664.87 | 379,902.27 | |
| 12-06 | 59-CL | 121+79.9 | 19.0' LT | 2,555,680.93 | 379,897.08 | |
| 12-07 | 59-CL | 121+79.9 | 34.0' LT | 2,555,680.64 | 379,912.08 | 15' |
| 12-08 | 9N | 10+38.8 | 15.8' LT | 2,555,695.63 | 379,912.40 | |
| 12-09 | 9N | 10+79.9 | 22.8' LT | 2,555,687.76 | 379,953.40 | |
| 12-10 | 9N | 11+00.0 | 15.8' LT | 2,555,694.34 | 379,973.63 | |
| 12-11 | 9N | 11+00.0 | 26.8' RT | 2,555,736.83 | 379,974.52 | |
| 12-12 | 9N | 10+95.0 | 26.0' RT | 2,555,736.19 | 379,969.51 | |
| 12-13 | 9N | 10+62.1 | 26.0' RT | 2,555,736.88 | 379,936.58 | |
| 12-14 | 9N | 10+53.3 | 10.8' RT | 2,555,721.82 | 379,927.45 | |
| 12-15 | 9N | 10+39.2 | 10.8' RT | 2,555,722.12 | 379,913.37 | |
| 12-16 | 59-CL | 122+40.0 | 36.7' LT | 2,555,742.11 | 379,913.79 | 20' |
| 12-17 | 59-CL | 122+40.9 | 16.7' LT | 2,555,742.57 | 379,893.79 | |
| 12-18 | 59-CL | 124+42.0 | 45.5' LT | 2,555,942.26 | 379,926.82 | |
| 12-19 | 59-CL | 124+52.0 | 45.5' LT | 2,555,952.26 | 379,927.04 | |
| 12-20 | 59-CL | 124+75.4 | 45.5' LT | 2,555,975.70 | 379,927.57 | |
| 12-21 | 59-CL | 124+76.0 | 37.5' LT | 2,555,976.43 | 379,919.59 | |
| 12-22 | 59-CL | 121+80.7 | 21.0' RT | 2,555,682.54 | 379,857.11 | |
| 12-23 | 59-CL | 121+80.7 | 43.0' RT | 2,555,682.97 | 379,835.11 | 22' |
| 12-24 | 9S | 12+61.6 | 14.2' LT | 2,555,704.97 | 379,835.61 | |
| 12-25 | 9S | 12+50.7 | 14.2' LT | 2,555,705.21 | 379,824.78 | |
| 12-26 | 9S | 12+44.7 | 20.2' LT | 2,555,699.35 | 379,818.65 | |
| 12-27 | 9S | 12+40.0 | 20.2' LT | 2,555,699.46 | 379,813.90 | |
| 12-28 | 9S | 12+40.0 | 20.0' RT | 2,555,739.65 | 379,814.82 | |
| 12-29 | 9S | 12+60.1 | 20.0' RT | 2,555,739.19 | 379,834.91 | |
| 12-30 | 59-CL | 122+51.9 | 41.8' RT | 2,555,754.19 | 379,835.26 | 15' |
| 12-31 | 59-CL | 122+47.6 | 27.9' RT | 2,555,748.46 | 379,849.12 | |
| 12-32 | 59-CL | 122+58.7 | 23.0' RT | 2,555,760.63 | 379,854.15 | |
| 12-33 | 59-CL | 122+80.4 | 79.0' RT | 2,555,783.54 | 379,798.70 | 60' |
| 12-34 | 59-CL | 122+80.4 | 19.0' RT | 2,555,782.19 | 379,858.68 | |
| 12-35 | 59-CL | 122+63.8 | 29.5' RT | 2,555,765.83 | 379,847.81 | |
| 12-36 | 59-CL | 122+69.8 | 30.5' RT | 2,555,771.85 | 379,846.94 | |
| 12-37 | 59-CL | 122+90.6 | 25.5' RT | 2,555,792.49 | 379,852.41 | |
| 12-38 | 59-CL | 123+30.6 | 25.5' RT | 2,555,832.48 | 379,853.32 | |
| 12-39 | 59-CL | 123+40.7 | 19.0' RT | 2,555,842.49 | 379,860.04 | |
| 12-40 | 59-CL | 123+60.7 | 17.0' RT | 2,555,862.44 | 379,862.50 | |
| 12-41 | 59-CL | 125+72.5 | 43.5' RT | 2,556,074.77 | 379,840.79 | |
| 12-42 | 59-CL | 125+92.5 | 43.5' RT | 2,556,094.77 | 379,841.24 | |
| 12-43 | 59-CL | 124+42.0 | 37.5' LT | 2,555,942.44 | 379,918.82 | |
| 12-44 | 59-CL | 124+52.0 | 37.5' LT | 2,555,952.44 | 379,919.05 | |

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

N

7TH ST

13+00 N

11+00 N

ALLEY

W NATIONAL AVE / STH 59

STH 59 C/L

4" CURB HEIGHT

5" CURB HEIGHT

MATCH LINE STA 127+00

MATCH LINE STA 133+00

SHEET 25 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 98 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 13

PLOT DATE : 7/30/2026 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 13-01 | 59-CL | 128+93.3 | 17.0' LT | 2,556,394.12 | 379,908.53 | |
| 13-02 | 59-CL | 128+99.3 | 11.0' LT | 2,556,400.25 | 379,902.67 | |
| 13-03 | 59-CL | 129+05.1 | 11.0' LT | 2,556,406.08 | 379,902.80 | |
| 13-04 | 59-CL | 129+05.1 | 111.0' LT | 2,556,403.82 | 380,002.77 | 100' |
| 13-05 | 59-CL | 129+30.2 | 14.2' LT | 2,556,431.07 | 379,906.56 | |
| 13-06 | 59-CL | 129+38.4 | 16.3' LT | 2,556,439.26 | 379,908.88 | |
| 13-07 | 59-CL | 129+32.2 | 40.5' LT | 2,556,432.45 | 379,932.93 | 25' |
| 13-08 | 7 | 12+41.4 | 14.5' LT | 2,556,457.44 | 379,933.70 | |
| 13-09 | 7 | 12+47.2 | 14.5' LT | 2,556,457.26 | 379,939.52 | |
| 13-10 | 7 | 12+53.2 | 20.5' LT | 2,556,451.08 | 379,945.34 | |
| 13-11 | 7 | 12+60.0 | 20.5' LT | 2,556,450.87 | 379,952.13 | |
| 13-12 | 7 | 12+60.0 | 20.5' RT | 2,556,491.85 | 379,953.39 | |
| 13-13 | 7 | 12+37.2 | 20.5' RT | 2,556,492.55 | 379,930.55 | |
| 13-14 | 59-CL | 130+18.2 | 37.0' LT | 2,556,518.54 | 379,931.35 | 26' |
| 13-15 | 59-CL | 130+18.2 | 11.0' LT | 2,556,519.13 | 379,905.35 | |
| 13-16 | 59-CL | 130+33.9 | 11.0' LT | 2,556,534.80 | 379,905.71 | |
| 13-17 | 59-CL | 130+43.5 | 11.6' LT | 2,556,544.45 | 379,906.54 | |
| 13-18 | 59-CL | 130+49.2 | 18.0' LT | 2,556,549.91 | 379,913.03 | |
| 13-19 | 59-CL | 130+74.8 | 19.6' LT | 2,556,575.54 | 379,915.22 | |
| 13-20 | 59-CL | 130+81.2 | 14.0' LT | 2,556,582.03 | 379,909.76 | |
| 13-21 | 59-CL | 130+95.5 | 37.5' LT | 2,556,595.83 | 379,933.60 | |
| 13-22 | 59-CL | 130+96.0 | 42.5' LT | 2,556,596.22 | 379,938.61 | |
| 13-23 | 59-CL | 131+03.6 | 42.6' LT | 2,556,604.72 | 379,938.80 | |
| 13-24 | 59-CL | 131+08.6 | 41.3' LT | 2,556,609.75 | 379,937.46 | |
| 13-25 | 59-CL | 131+40.9 | 26.4' LT | 2,556,641.99 | 379,922.64 | |
| 13-26 | 59-CL | 131+50.9 | 26.1' LT | 2,556,652.00 | 379,922.36 | |
| 13-27 | 59-CL | 131+50.6 | 46.1' LT | 2,556,651.69 | 379,942.36 | |
| 13-28 | 59-CL | 131+53.3 | 38.2' LT | 2,556,654.37 | 379,934.42 | |
| 13-29 | 59-CL | 131+68.3 | 38.5' LT | 2,556,669.37 | 379,934.76 | |
| 13-30 | 59-CL | 131+71.6 | 46.5' LT | 2,556,671.69 | 379,942.81 | |
| 13-31 | 59-CL | 131+68.4 | 21.0' LT | 2,556,669.57 | 379,917.26 | |
| 13-32 | 59-CL | 132+30.9 | 21.0' LT | 2,556,731.52 | 379,918.66 | |
| 13-33 | 59-CL | 132+30.9 | 521.0' LT | 2,556,720.21 | 380,418.53 | 500' |
| 13-34 | 59-CL | 127+98.7 | 43.5' RT | 2,556,300.92 | 379,845.91 | |
| 13-35 | 59-CL | 128+13.7 | 43.5' RT | 2,556,315.92 | 379,846.24 | |
| 13-36 | 59-CL | 128+14.7 | 42.5' RT | 2,556,316.84 | 379,847.27 | |
| 13-37 | 59-CL | 128+16.7 | 40.3' RT | 2,556,318.84 | 379,849.51 | |
| 13-38 | 59-CL | 128+13.7 | 40.3' RT | 2,556,315.84 | 379,849.44 | |
| 13-39 | 59-CL | 128+55.7 | 41.5' RT | 2,556,357.85 | 379,849.19 | |
| 13-40 | 59-CL | 128+70.7 | 41.5' RT | 2,556,372.85 | 379,849.53 | |
| 13-41 | 59-CL | 129+01.1 | 17.0' RT | 2,556,402.65 | 379,874.71 | |
| 13-42 | 59-CL | 129+05.1 | 13.0' RT | 2,556,406.56 | 379,878.80 | |
| 13-43 | 59-CL | 129+32.9 | 13.0' RT | 2,556,434.39 | 379,879.43 | |
| 13-44 | 59-CL | 129+32.9 | 33.0' RT | 2,556,434.84 | 379,859.44 | 20' |
| 13-45 | 7 | 11+67.3 | 20.0' LT | 2,556,454.84 | 379,859.80 | |
| 13-46 | 7 | 11+25.0 | 20.0' LT | 2,556,455.62 | 379,817.48 | |
| 13-47 | 7 | 11+25.0 | 20.0' RT | 2,556,495.61 | 379,818.21 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 13-48 | 7 | 11+59.7 | 20.0' RT | 2,556,494.97 | 379,852.91 | |
| 13-49 | 59-CL | 130+20.9 | 41.0' RT | 2,556,522.97 | 379,853.43 | 28' |
| 13-50 | 59-CL | 130+20.9 | 13.0' RT | 2,556,522.34 | 379,881.42 | |
| 13-51 | 59-CL | 130+26.7 | 13.0' RT | 2,556,528.16 | 379,881.55 | |
| 13-52 | 59-CL | 130+30.7 | 17.0' RT | 2,556,532.25 | 379,877.64 | |
| 13-53 | 59-CL | 130+42.6 | 37.5' RT | 2,556,544.65 | 379,857.42 | |
| 13-54 | 59-CL | 130+58.6 | 37.5' RT | 2,556,560.64 | 379,857.78 | |
| 13-55 | 59-CL | 130+99.4 | 17.0' RT | 2,556,600.58 | 379,879.19 | |
| 13-56 | 59-CL | 131+52.7 | 40.4' RT | 2,556,653.89 | 379,855.89 | |
| 13-57 | 59-CL | 131+71.8 | 40.0' RT | 2,556,673.88 | 379,856.34 | |
| 13-58 | 59-CL | 131+69.2 | 17.0' RT | 2,556,670.59 | 379,879.27 | |
| 13-59 | 59-CL | 132+29.2 | 17.0' RT | 2,556,730.76 | 379,880.63 | |
| 13-60 | 59-CL | 132+49.2 | 19.0' RT | 2,556,750.80 | 379,879.09 | |
| 13-61 | 59-CL | 132+59.2 | 24.0' RT | 2,556,760.91 | 379,874.31 | |
| 13-62 | 59-CL | 132+99.2 | 24.0' RT | 2,556,800.90 | 379,875.22 | |
| 13-63 | 59-CL | 131+46.0 | 44.2' LT | 2,556,647.12 | 379,940.42 | |
| 13-64 | 59-CL | 131+08.7 | 37.7' LT | 2,556,609.83 | 379,933.91 | |
| 13-65 | 59-CL | 131+40.8 | 38.4' LT | 2,556,641.87 | 379,934.64 | |
| 13-66 | 59-CL | 131+46.1 | 38.2' LT | 2,556,647.25 | 379,934.49 | |

LEGEND

| | |
|---|---|
| HMA6.5 | 6 1/2" HMA PAVEMENT |
| HMA6 | 6" HMA PAVEMENT |
| HMA5 | 5" HMA PAVEMENT |
| ASPH | 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| ASPH4 | 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| SW5 | CONCRETE SIDEWALK 5-INCH |
| CP7.5 | CONCRETE PAVEMENT 7 1/2-INCH |
| CP8 | CONCRETE PAVEMENT 8-INCH |
| CRM | CONCRETE RAISED MEDIAN |
| CG31 | CONCRETE CURB & GUTTER 31-INCH |
| CG19 | CONCRETE CURB & GUTTER 19-INCH |
| MC31 | CONCRETE CURB & GUTTER 31-INCH TYPE MCTS |
| MC19 | CONCRETE CURB & GUTTER 19-INCH TYPE MCTS |
| ALL | 8" CONCRETE ALLEY |
| CCA | CONCRETE CURB TYPE A |
| CCD | CONCRETE CURB TYPE D |
| CCDS | CONCRETE CURB TYPE D SPECIAL |
| PED | CONCRETE CURB PEDESTRIAN |
| DWY6 | CONCRETE DRIVEWAY 6-INCH |
| DWY8 | CONCRETE DRIVEWAY 8-INCH |
| NOSE | CONCRETE MEDIAN SLOPED NOSE TYPE 1 |

COLORING CONCRETE CUSTOM
TOPSOIL, FERTILIZER TYPE B, SOD LAWN
DETECTABLE EDGE TILES
DETECTABLE WARNING FIELD, NATURAL PATINA
STORM SEWER MANHOLE / CATCH BASIN CASTING
REVERSE SLOPE GUTTER
SLOPE INTERCEPT
CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

N

MATCH LINE STA 133+00

MATCH LINE STA 139+00

6TH ST

5TH ST

ALLEY

W NATIONAL AVE / STH 59

6TH ST / STH 38

STA 134+09, 4.5" CURB HEIGHT
STA 134+25, 5.5" CURB HEIGHT
STA 134+41.7, 6.5" CURB HEIGHT
STA 134+45, 6" CURB HEIGHT

STA 134+75
STA 134+85

5" CURB HEIGHT
6" CURB HEIGHT
4.5" CURB HEIGHT
8' PE
STH 59 C/L

16+00 P
15+00 P
14+00 P
13+00 P

134+00
135+00
136+00
137+00
138+00
139

SHEET 27 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 100 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 14
PLOT DATE : 7/30/2026 12:57 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 14-01 | 59-CL | 133+00.7 | 25.9' LT | 2,556,801.28 | 379,925.15 | |
| 14-02 | 59-CL | 133+14.0 | 27.8' LT | 2,556,814.54 | 379,927.33 | |
| 14-03 | 59-CL | 133+10.3 | 54.5' LT | 2,556,810.16 | 379,953.97 | 27' |
| 14-04 | 6 | 15+04.7 | 20.0' LT | 2,556,837.16 | 379,954.38 | |
| 14-05 | 6 | 15+45.0 | 20.0' LT | 2,556,836.54 | 379,994.64 | |
| 14-06 | 6 | 15+50.0 | 19.0' LT | 2,556,837.47 | 379,999.66 | |
| 14-07 | 6 | 15+50.0 | 20.0' RT | 2,556,876.46 | 380,000.25 | |
| 14-08 | 6 | 14+95.9 | 20.0' RT | 2,556,877.29 | 379,946.12 | |
| 14-09 | 59-CL | 133+99.2 | 46.0' LT | 2,556,899.28 | 379,946.46 | 22' |
| 14-10 | 59-CL | 133+99.2 | 24.0' LT | 2,556,899.78 | 379,924.47 | |
| 14-11 | 59-CL | 134+16.7 | 29.0' LT | 2,556,917.14 | 379,929.86 | |
| 14-12 | 59-CL | 134+56.7 | 29.0' LT | 2,556,957.13 | 379,930.76 | |
| 14-13 | 59-CL | 134+61.9 | 29.0' LT | 2,556,962.35 | 379,930.88 | |
| 14-14 | 59-CL | 134+61.9 | 33.0' LT | 2,556,962.26 | 379,934.88 | |
| 14-15 | 59-CL | 134+76.9 | 28.5' LT | 2,556,977.36 | 379,930.72 | |
| 14-16 | 59-CL | 134+76.9 | 33.5' LT | 2,556,977.25 | 379,935.72 | |
| 14-17 | 59-CL | 134+66.7 | 24.0' LT | 2,556,967.24 | 379,925.99 | |
| 14-18 | 59-CL | 134+86.7 | 22.0' LT | 2,556,987.28 | 379,924.44 | |
| 14-19 | 59-CL | 135+30.1 | 46.5' LT | 2,557,030.11 | 379,949.92 | |
| 14-20 | 59-CL | 135+31.1 | 39.5' LT | 2,557,031.27 | 379,942.94 | |
| 14-21 | 59-CL | 135+46.1 | 39.5' LT | 2,557,046.26 | 379,943.28 | |
| 14-22 | 59-CL | 135+50.1 | 46.5' LT | 2,557,050.10 | 379,950.37 | |
| 14-23 | 59-CL | 136+61.5 | 28.5' LT | 2,557,161.85 | 379,934.89 | |
| 14-24 | 59-CL | 136+73.5 | 27.5' LT | 2,557,173.87 | 379,934.16 | |
| 14-25 | 59-CL | 136+91.7 | 22.0' LT | 2,557,192.23 | 379,929.08 | |
| 14-26 | 59-CL | 136+91.7 | 40.0' LT | 2,557,191.83 | 379,947.07 | 18' |
| 14-27 | 59-CL | 137+13.3 | 38.7' LT | 2,557,209.82 | 379,947.43 | |
| 14-28 | 59-CL | 137+15.5 | 61.4' LT | 2,557,209.37 | 379,970.24 | |
| 14-29 | 59-CL | 137+51.3 | 58.0' LT | 2,557,245.36 | 379,970.96 | |
| 14-30 | 59-CL | 137+51.9 | 52.9' LT | 2,557,246.46 | 379,965.98 | |
| 14-31 | 59-CL | 137+51.0 | 43.9' LT | 2,557,246.64 | 379,956.93 | |
| 14-32 | 59-CL | 137+74.0 | 43.0' LT | 2,557,273.64 | 379,957.47 | 27' |
| 14-33 | 59-CL | 137+74.0 | 16.0' LT | 2,557,274.25 | 379,930.48 | |
| 14-34 | 59-CL | 138+58.5 | 38.5' LT | 2,557,358.28 | 379,954.88 | |
| 14-35 | 59-CL | 138+62.8 | 40.0' LT | 2,557,362.50 | 379,956.48 | |
| 14-36 | 59-CL | 138+75.6 | 40.0' LT | 2,557,375.30 | 379,956.77 | |
| 14-37 | 59-CL | 133+21.1 | 19.0' RT | 2,556,822.65 | 379,880.71 | |
| 14-38 | 59-CL | 133+21.1 | 36.0' RT | 2,556,823.03 | 379,863.71 | 17' |
| 14-39 | 6 | 14+14.2 | 19.4' LT | 2,556,840.03 | 379,863.92 | |
| 14-40 | 6 | 13+80.0 | 19.4' LT | 2,556,840.44 | 379,829.76 | |
| 14-41 | 6 | 13+80.0 | 20.5' RT | 2,556,880.30 | 379,830.23 | |
| 14-42 | 59-CL | 133+78.5 | 42.5' RT | 2,556,879.86 | 379,857.67 | |
| 14-43 | 59-CL | 133+97.8 | 42.5' RT | 2,556,899.86 | 379,857.99 | 20' |
| 14-44 | 59-CL | 133+94.3 | 22.8' RT | 2,556,895.88 | 379,877.59 | |
| 14-45 | 59-CL | 134+05.8 | 20.7' RT | 2,556,907.36 | 379,879.92 | |
| 14-46 | 59-CL | 134+58.7 | 316.0' RT | 2,556,966.95 | 379,585.90 | 300' |
| 14-47 | 59-CL | 134+58.7 | 16.0' RT | 2,556,960.16 | 379,885.82 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 14-48 | 59-CL | 134+08.7 | 26.0' RT | 2,556,910.39 | 379,874.69 | |
| 14-49 | 59-CL | 134+17.6 | 27.0' RT | 2,556,919.27 | 379,873.89 | |
| 14-50 | 59-CL | 135+30.1 | 39.0' RT | 2,557,032.10 | 379,864.44 | |
| 14-51 | 59-CL | 135+29.9 | 34.0' RT | 2,557,031.78 | 379,869.44 | |
| 14-52 | 59-CL | 135+49.5 | 39.0' RT | 2,557,051.47 | 379,864.88 | |
| 14-53 | 59-CL | 135+49.9 | 34.0' RT | 2,557,051.78 | 379,869.89 | |
| 14-54 | 59-CL | 136+81.4 | 16.0' RT | 2,557,182.85 | 379,890.86 | |
| 14-55 | 59-CL | 136+81.4 | 43.0' RT | 2,557,183.46 | 379,863.86 | 27' |
| 14-56 | 59-CL | 137+04.4 | 43.8' RT | 2,557,210.45 | 379,864.43 | |
| 14-57 | 59-CL | 137+04.0 | 48.0' RT | 2,557,210.54 | 379,860.22 | |
| 14-58 | 59-CL | 137+04.6 | 53.1' RT | 2,557,211.64 | 379,855.25 | |
| 14-59 | 59-CL | 137+40.4 | 56.4' RT | 2,557,247.64 | 379,856.00 | |
| 14-60 | 59-CL | 137+42.1 | 38.6' RT | 2,557,247.26 | 379,873.88 | |
| 14-61 | 59-CL | 137+63.7 | 40.0' RT | 2,557,265.26 | 379,874.26 | 18' |
| 14-62 | 59-CL | 137+63.7 | 22.0' RT | 2,557,264.85 | 379,892.25 | |
| 14-63 | 59-CL | 138+58.5 | 34.5' LT | 2,557,358.37 | 379,950.85 | |

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

N

ALLEY
4TH ST
3RD ST
W NATIONAL AVE / STH 59
STH 59 C/L
ALLEY
MATCH LINE STA 139+00
MATCH LINE STA 145+00
13+00 Q
12+00 Q
11+00 Q
140+00
141+00
142+00
144+00



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 102 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 15
PLOT DATE : 7/30/2026 12:57 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 15-01 | 59-CL | 139+06.2 | 38.0' LT | 2,557,405.96 | 379,955.46 | |
| 15-02 | 59-CL | 139+26.2 | 38.0' LT | 2,557,425.96 | 379,955.91 | |
| 15-03 | 59-CL | 140+38.3 | 16.0' LT | 2,557,538.49 | 379,936.45 | |
| 15-04 | 59-CL | 140+38.3 | 116.0' LT | 2,557,536.23 | 380,036.43 | 100' |
| 15-05 | 59-CL | 140+70.4 | 21.2' LT | 2,557,570.24 | 379,942.39 | |
| 15-06 | 59-CL | 140+77.4 | 23.5' LT | 2,557,577.15 | 379,944.89 | |
| 15-07 | 59-CL | 140+72.7 | 37.7' LT | 2,557,572.05 | 379,958.99 | 15' |
| 15-08 | 4 | 12+37.4 | 17.0' LT | 2,557,587.04 | 379,959.31 | |
| 15-09 | 4 | 12+50.0 | 17.0' LT | 2,557,586.78 | 379,971.90 | |
| 15-10 | 4 | 12+55.0 | 16.0' LT | 2,557,587.67 | 379,976.92 | |
| 15-11 | 4 | 12+55.0 | 16.0' RT | 2,557,619.66 | 379,977.60 | |
| 15-12 | 4 | 12+43.4 | 16.0' RT | 2,557,619.91 | 379,966.05 | |
| 15-13 | 59-CL | 141+47.3 | 43.0' LT | 2,557,646.90 | 379,966.62 | 27' |
| 15-14 | 59-CL | 141+47.3 | 16.0' LT | 2,557,647.51 | 379,939.63 | |
| 15-15 | 59-CL | 141+88.6 | 16.0' LT | 2,557,688.77 | 379,940.55 | |
| 15-16 | 59-CL | 142+63.3 | 24.0' LT | 2,557,764.37 | 379,948.75 | |
| 15-17 | 59-CL | 142+63.1 | 29.0' LT | 2,557,764.26 | 379,953.75 | |
| 15-18 | 59-CL | 142+83.1 | 30.9' LT | 2,557,784.23 | 379,955.20 | |
| 15-19 | 59-CL | 142+83.2 | 26.9' LT | 2,557,784.32 | 379,951.20 | |
| 15-20 | 59-CL | 142+76.8 | 14.1' LT | 2,557,777.58 | 379,938.55 | |
| 15-21 | 59-CL | 142+84.5 | 22.0' LT | 2,557,785.45 | 379,946.22 | |
| 15-22 | 59-CL | 143+05.4 | 27.9' LT | 2,557,806.55 | 379,951.70 | |
| 15-23 | 59-CL | 144+11.7 | 29.0' LT | 2,557,911.52 | 379,954.05 | |
| 15-24 | 59-CL | 144+17.2 | 29.0' LT | 2,557,916.99 | 379,954.17 | |
| 15-25 | 59-CL | 144+37.4 | 27.0' LT | 2,557,937.27 | 379,952.63 | |
| 15-26 | 59-CL | 144+21.4 | 24.0' LT | 2,557,921.27 | 379,949.27 | |
| 15-27 | 59-CL | 144+25.4 | 20.0' LT | 2,557,925.36 | 379,945.36 | |
| 15-28 | 59-CL | 144+43.7 | 20.0' LT | 2,557,943.69 | 379,945.77 | |
| 15-29 | 59-CL | 144+43.7 | 40.0' LT | 2,557,943.24 | 379,965.76 | 20' |
| 15-30 | 59-CL | 144+63.7 | 39.8' LT | 2,557,963.24 | 379,966.01 | |
| 15-31 | 59-CL | 144+63.9 | 60.2' LT | 2,557,962.99 | 379,986.36 | |
| 15-32 | 59-CL | 144+94.9 | 59.8' LT | 2,557,993.98 | 379,986.75 | |
| 15-33 | 59-CL | 144+94.7 | 43.3' LT | 2,557,994.19 | 379,970.18 | |
| 15-34 | 59-CL | 140+33.3 | 22.0' RT | 2,557,534.35 | 379,898.35 | |
| 15-35 | 59-CL | 140+39.3 | 16.0' RT | 2,557,540.21 | 379,904.48 | |
| 15-36 | 59-CL | 140+61.1 | 16.0' RT | 2,557,562.05 | 379,904.98 | |
| 15-37 | 59-CL | 140+61.1 | 43.0' RT | 2,557,562.66 | 379,877.98 | 27' |
| 15-38 | 4 | 11+56.4 | 16.0' LT | 2,557,589.66 | 379,878.42 | |
| 15-39 | 4 | 11+40.0 | 16.0' LT | 2,557,589.92 | 379,862.02 | |
| 15-40 | 4 | 11+40.0 | 16.0' RT | 2,557,621.92 | 379,862.54 | |
| 15-41 | 4 | 11+55.7 | 16.0' RT | 2,557,621.67 | 379,878.19 | |
| 15-42 | 59-CL | 141+45.1 | 45.0' RT | 2,557,646.66 | 379,878.59 | 25' |
| 15-43 | 59-CL | 141+45.1 | 20.0' RT | 2,557,646.10 | 379,903.59 | |
| 15-44 | 59-CL | 141+58.3 | 20.0' RT | 2,557,659.30 | 379,903.88 | |
| 15-45 | 59-CL | 141+62.3 | 24.0' RT | 2,557,663.39 | 379,899.97 | |
| 15-46 | 59-CL | 141+81.5 | 28.5' RT | 2,557,682.64 | 379,895.90 | |
| 15-47 | 59-CL | 141+87.5 | 29.5' RT | 2,557,688.66 | 379,895.04 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 15-48 | 59-CL | 142+27.5 | 29.5' RT | 2,557,728.65 | 379,895.94 | |
| 15-49 | 59-CL | 142+34.8 | 28.3' RT | 2,557,734.62 | 379,897.07 | |
| 15-50 | 59-CL | 142+62.5 | 22.6' RT | 2,557,762.51 | 379,902.20 | |
| 15-51 | 59-CL | 142+68.3 | 16.3' RT | 2,557,768.38 | 379,908.33 | |
| 15-52 | 59-CL | 142+72.9 | 16.1' RT | 2,557,772.97 | 379,908.43 | |
| 15-53 | 59-CL | 142+83.4 | 43.2' RT | 2,557,782.88 | 379,881.15 | |
| 15-54 | 59-CL | 143+03.4 | 42.3' RT | 2,557,802.88 | 379,881.60 | |
| 15-55 | 59-CL | 143+72.2 | 18.0' RT | 2,557,873.05 | 379,906.18 | |
| 15-56 | 59-CL | 144+25.4 | 24.0' RT | 2,557,926.42 | 379,901.37 | |
| 15-57 | 59-CL | 144+31.4 | 25.0' RT | 2,557,932.44 | 379,900.51 | |
| 15-58 | 59-CL | 144+38.2 | 18.0' RT | 2,557,939.05 | 379,907.66 | |
| 15-59 | 59-CL | 144+38.2 | 43.0' RT | 2,557,939.61 | 379,882.66 | 25' |
| 15-60 | 59-CL | 144+63.2 | 43.0' RT | 2,557,964.60 | 379,883.18 | |
| 15-61 | 59-CL | 144+63.2 | 60.0' RT | 2,557,964.95 | 379,866.26 | |
| 15-62 | 59-CL | 144+95.2 | 60.0' RT | 2,557,996.94 | 379,866.91 | |
| 15-63 | 59-CL | 144+95.2 | 46.9' RT | 2,557,996.67 | 379,880.02 | |
| 15-64 | 59-CL | 142+55.0 | 3.1' LT | 2,557,755.52 | 379,928.04 | |
| 15-65 | 59-CL | 142+55.0 | 0.4' RT | 2,557,755.44 | 379,924.54 | 4' |
| 15-66 | 59-CL | 142+55.1 | 3.9' RT | 2,557,755.52 | 379,921.04 | |
| 15-67 | 59-CL | 142+72.6 | 3.1' RT | 2,557,772.97 | 379,921.44 | |
| 15-68 | 59-CL | 142+88.2 | 3.1' LT | 2,557,788.80 | 379,927.29 | |
| 15-69 | 59-CL | 143+72.5 | 5.0' RT | 2,557,873.05 | 379,919.18 | |
| 15-70 | 59-CL | 144+48.4 | 5.0' LT | 2,557,948.76 | 379,930.88 | |
| 15-71 | 59-CL | 144+48.4 | 0.0' | 2,557,948.88 | 379,925.88 | 5' |
| 15-72 | 59-CL | 144+48.4 | 5.0' RT | 2,557,948.99 | 379,920.88 | |
| 15-73 | 59-CL | 142+44.0 | 40.9' RT | 2,557,743.54 | 379,884.32 | |
| 15-74 | 59-CL | 139+38.6 | 34.9' LT | 2,557,438.42 | 379,953.12 | |
| 15-75 | 59-CL | 139+38.6 | 34.0' LT | 2,557,438.44 | 379,952.20 | |
| 15-76 | 59-CL | 139+72.6 | 34.0' LT | 2,557,472.39 | 379,952.96 | |
| 15-77 | 59-CL | 139+72.6 | 34.8' LT | 2,557,472.37 | 379,953.71 | |
| 15-78 | 59-CL | 142+39.9 | 35.0' LT | 2,557,741.19 | 379,960.23 | |
| 15-79 | 59-CL | 142+39.8 | 38.8' LT | 2,557,741.14 | 379,964.11 | |
| 15-80 | 59-CL | 142+44.0 | 39.0' LT | 2,557,745.36 | 379,964.16 | |
| 15-81 | 59-CL | 142+46.9 | 39.1' LT | 2,557,748.30 | 379,964.17 | |
| 15-82 | 59-CL | 142+53.8 | 39.4' LT | 2,557,755.15 | 379,964.35 | |
| 15-83 | 59-CL | 139+64.1 | 40.5' RT | 2,557,465.56 | 379,878.29 | |
| 15-84 | 59-CL | 139+65.1 | 41.1' RT | 2,557,466.64 | 379,877.71 | |
| 15-85 | 59-CL | 139+87.2 | 41.2' RT | 2,557,488.68 | 379,878.11 | |
| 15-86 | 59-CL | 139+87.2 | 40.5' RT | 2,557,488.66 | 379,878.81 | |
| 15-87 | 59-CL | 143+57.2 | 35.7' RT | 2,557,858.42 | 379,888.12 | |
| 15-88 | 59-CL | 143+57.2 | 36.8' RT | 2,557,858.45 | 379,887.09 | |
| 15-89 | 59-CL | 143+61.5 | 36.9' RT | 2,557,862.76 | 379,887.06 | |
| 15-90 | 59-CL | 143+46.7 | 29.0' LT | 2,557,846.54 | 379,952.59 | |
| 15-91 | 59-CL | 143+71.7 | 29.0' LT | 2,557,871.53 | 379,953.15 | |

LEGEND

| | |
|---|---|
| HMA6.5 | 6 1/2" HMA PAVEMENT |
| HMA6 | 6" HMA PAVEMENT |
| HMA5 | 5" HMA PAVEMENT |
| ASPH | 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| ASPH4 | 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| SW5 | CONCRETE SIDEWALK 5-INCH |
| CP7.5 | CONCRETE PAVEMENT 7 1/2-INCH |
| CP8 | CONCRETE PAVEMENT 8-INCH |
| CRM | CONCRETE RAISED MEDIAN |
| CG31 | CONCRETE CURB & GUTTER 31-INCH |
| CG19 | CONCRETE CURB & GUTTER 19-INCH |
| MC31 | CONCRETE CURB & GUTTER 31-INCH TYPE MCTS |
| MC19 | CONCRETE CURB & GUTTER 19-INCH TYPE MCTS |
| ALL | 8" CONCRETE ALLEY |
| CCA | CONCRETE CURB TYPE A |
| CCD | CONCRETE CURB TYPE D |
| CCDS | CONCRETE CURB TYPE D SPECIAL |
| PED | CONCRETE CURB PEDESTRIAN |
| DWY6 | CONCRETE DRIVEWAY 6-INCH |
| DWY8 | CONCRETE DRIVEWAY 8-INCH |
| NOSE | CONCRETE MEDIAN SLOPED NOSE TYPE 1 |

COLORING CONCRETE CUSTOM

TOPSOIL, FERTILIZER TYPE B, SOD LAWN

DETECTABLE EDGE TILES

DETECTABLE WARNING FIELD, NATURAL PATINA

STORM SEWER MANHOLE / CATCH BASIN CASTING

REVERSE SLOPE GUTTER

SLOPE INTERCEPT

CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)

TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)

EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

N

MATCH LINE STA 145+00

MATCH LINE STA 151+00

ALLEY

W NATIONAL AVE / STH 59

STH 59 C/L

2ND ST

16+00 R

15+00 R

14+00 R

6.5" CURB HEIGHT

7.5" CURB HEIGHT

7" CURB HEIGHT

5" CURB HEIGHT

STA 14R+35
22.50' LT

STA 14R+33.56
31.94' RT

146+00

147+00

148+00

149+00

150+00

151

SHEET 31 OF 35

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 104 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 16

PLOT DATE : 7/30/2026 12:58 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 16-01 | 59-CL | 145+21.7 | 43.0' LT | 2,558,021.19 | 379,970.51 | 27' |
| 16-02 | 59-CL | 145+21.7 | 16.0' LT | 2,558,021.79 | 379,943.52 | |
| 16-03 | 59-CL | 145+45.5 | 16.0' LT | 2,558,045.59 | 379,944.05 | |
| 16-04 | 59-CL | 146+46.0 | 16.0' LT | 2,558,145.46 | 379,950.79 | |
| 16-05 | 59-CL | 146+43.7 | 38.1' LT | 2,558,141.35 | 379,972.71 | |
| 16-06 | 59-CL | 146+57.0 | 34.0' LT | 2,558,156.43 | 379,969.04 | |
| 16-07 | 59-CL | 146+77.0 | 38.0' LT | 2,558,176.34 | 379,973.49 | |
| 16-08 | 59-CL | 147+34.7 | 16.0' LT | 2,558,234.51 | 379,952.79 | |
| 16-09 | 59-CL | 147+34.7 | 416.0' LT | 2,558,225.55 | 380,352.69 | 400' |
| 16-10 | 59-CL | 148+02.5 | 21.8' LT | 2,558,302.21 | 379,960.11 | |
| 16-11 | 59-CL | 148+14.1 | 23.8' LT | 2,558,313.70 | 379,962.35 | |
| 16-12 | 59-CL | 148+11.5 | 38.6' LT | 2,558,310.83 | 379,977.07 | 15' |
| 16-13 | 2 | 15+41.7 | 23.0' LT | 2,558,325.82 | 379,977.34 | |
| 16-14 | 2 | 15+70.0 | 23.0' LT | 2,558,325.32 | 380,005.59 | |
| 16-15 | 2 | 15+75.0 | 22.0' LT | 2,558,326.23 | 380,010.60 | |
| 16-16 | 2 | 15+75.0 | 32.0' RT | 2,558,380.23 | 380,011.56 | |
| 16-17 | 2 | 15+70.0 | 33.0' RT | 2,558,381.31 | 380,006.58 | |
| 16-18 | 2 | 15+41.6 | 33.0' RT | 2,558,381.82 | 379,978.15 | |
| 16-19 | 59-CL | 148+97.6 | 38.8' LT | 2,558,396.81 | 379,978.41 | 15' |
| 16-20 | 59-CL | 148+87.9 | 27.0' LT | 2,558,387.76 | 379,966.45 | |
| 16-21 | 59-CL | 148+92.7 | 23.5' LT | 2,558,392.21 | 379,963.08 | |
| 16-22 | 59-CL | 149+11.4 | 47.0' LT | 2,558,410.32 | 379,987.00 | 30' |
| 16-23 | 59-CL | 149+11.4 | 17.0' LT | 2,558,411.07 | 379,957.01 | |
| 16-24 | 59-CL | 149+58.2 | 34.5' LT | 2,558,457.51 | 379,975.67 | |
| 16-25 | 59-CL | 149+58.8 | 41.5' LT | 2,558,457.87 | 379,982.68 | |
| 16-26 | 59-CL | 149+76.2 | 41.5' LT | 2,558,475.33 | 379,983.11 | |
| 16-27 | 59-CL | 149+92.2 | 17.0' LT | 2,558,491.93 | 379,959.02 | |
| 16-28 | 59-CL | 150+37.9 | 22.5' LT | 2,558,537.40 | 379,965.65 | |
| 16-29 | 59-CL | 150+37.9 | 27.5' LT | 2,558,537.27 | 379,970.65 | |
| 16-30 | 59-CL | 150+52.9 | 28.0' LT | 2,558,552.26 | 379,971.52 | |
| 16-31 | 59-CL | 150+52.9 | 24.0' LT | 2,558,552.36 | 379,967.52 | |
| 16-32 | 59-CL | 150+47.2 | 13.4' LT | 2,558,546.93 | 379,956.75 | |
| 16-33 | 59-CL | 150+53.6 | 19.0' LT | 2,558,553.23 | 379,962.54 | |
| 16-34 | 59-CL | 145+25.2 | 47.0' RT | 2,558,026.67 | 379,880.63 | 30' |
| 16-35 | 59-CL | 145+23.8 | 17.0' RT | 2,558,024.65 | 379,910.57 | |
| 16-36 | 59-CL | 145+97.9 | 43.4' RT | 2,558,101.07 | 379,888.28 | |
| 16-37 | 59-CL | 146+13.8 | 44.1' RT | 2,558,117.07 | 379,888.64 | |
| 16-38 | 59-CL | 146+40.4 | 16.0' RT | 2,558,141.67 | 379,918.47 | |
| 16-39 | 59-CL | 146+47.2 | 22.0' RT | 2,558,147.84 | 379,912.84 | |
| 16-40 | 59-CL | 146+96.8 | 44.9' RT | 2,558,197.96 | 379,891.07 | |
| 16-41 | 59-CL | 147+05.5 | 48.5' RT | 2,558,206.75 | 379,887.65 | |
| 16-42 | 59-CL | 147+16.9 | 48.5' RT | 2,558,218.16 | 379,887.91 | |
| 16-43 | 59-CL | 147+74.3 | 22.0' RT | 2,558,274.96 | 379,915.69 | |
| 16-44 | 59-CL | 147+80.3 | 16.0' RT | 2,558,280.83 | 379,921.82 | |
| 16-45 | 59-CL | 147+96.4 | 16.0' RT | 2,558,296.89 | 379,922.18 | |
| 16-46 | 59-CL | 147+96.4 | 51.0' RT | 2,558,297.68 | 379,887.19 | 35' |
| 16-47 | 59-CL | 148+20.4 | 25.3' RT | 2,558,320.83 | 379,913.43 | |

| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 16-48 | 59-CL | 148+22.6 | 27.2' RT | 2,558,323.07 | 379,911.46 | |
| 16-49 | 59-CL | 148+12.1 | 38.3' RT | 2,558,313.14 | 379,900.21 | 15' |
| 16-50 | 2 | 14+65.1 | 22.5' LT | 2,558,328.14 | 379,900.56 | |
| 16-51 | 2 | 14+25.0 | 22.5' LT | 2,558,329.06 | 379,860.52 | |
| 16-52 | 2 | 14+25.0 | 32.0' RT | 2,558,383.54 | 379,861.76 | |
| 16-53 | 2 | 14+42.1 | 32.0' RT | 2,558,383.15 | 379,878.87 | |
| 16-54 | 2 | 14+46.1 | 28.0' RT | 2,558,379.06 | 379,882.78 | |
| 16-55 | 2 | 14+57.9 | 28.0' RT | 2,558,378.79 | 379,894.61 | |
| 16-56 | 59-CL | 148+92.5 | 44.6' RT | 2,558,393.79 | 379,894.95 | 15' |
| 16-57 | 59-CL | 148+83.1 | 33.4' RT | 2,558,383.67 | 379,906.03 | |
| 16-58 | 59-CL | 148+86.0 | 30.9' RT | 2,558,386.47 | 379,908.58 | |
| 16-59 | 59-CL | 149+11.8 | 61.0' RT | 2,558,413.44 | 379,879.04 | 40' |
| 16-60 | 59-CL | 149+11.8 | 21.0' RT | 2,558,412.44 | 379,919.03 | |
| 16-61 | 59-CL | 149+13.6 | 32.0' RT | 2,558,414.57 | 379,908.08 | |
| 16-62 | 59-CL | 149+19.6 | 33.0' RT | 2,558,420.59 | 379,907.23 | |
| 16-63 | 59-CL | 150+24.6 | 46.6' RT | 2,558,525.81 | 379,896.25 | |
| 16-64 | 59-CL | 150+31.0 | 46.6' RT | 2,558,532.23 | 379,896.36 | |
| 16-65 | 59-CL | 150+31.0 | 45.0' RT | 2,558,532.19 | 379,898.00 | |
| 16-66 | 59-CL | 150+34.7 | 40.0' RT | 2,558,535.76 | 379,903.09 | |
| 16-67 | 59-CL | 150+49.7 | 40.0' RT | 2,558,550.75 | 379,903.46 | |
| 16-68 | 59-CL | 150+51.9 | 45.0' RT | 2,558,553.10 | 379,898.52 | |
| 16-69 | 59-CL | 150+67.8 | 40.4' RT | 2,558,568.86 | 379,903.55 | |
| 16-70 | 59-CL | 150+89.8 | 40.3' RT | 2,558,590.85 | 379,904.18 | |
| 16-71 | 59-CL | 145+11.8 | 5.0' LT | 2,558,012.14 | 379,932.30 | |
| 16-72 | 59-CL | 145+11.8 | 0.0' | 2,558,012.26 | 379,927.30 | 5' |
| 16-73 | 59-CL | 145+11.8 | 5.0' RT | 2,558,012.37 | 379,922.30 | |
| 16-74 | 59-CL | 145+45.8 | 5.0' LT | 2,558,046.08 | 379,933.06 | |
| 16-75 | 59-CL | 145+45.5 | 5.0' RT | 2,558,046.02 | 379,923.06 | |
| 16-76 | 59-CL | 145+58.0 | 5.0' LT | 2,558,058.08 | 379,933.87 | |
| 16-77 | 59-CL | 145+58.0 | 0.0' | 2,558,058.42 | 379,928.88 | 5' |
| 16-78 | 59-CL | 145+58.0 | 5.0' RT | 2,558,058.75 | 379,923.89 | |
| 16-79 | 59-CL | 147+05.5 | 44.9' RT | 2,558,206.67 | 379,891.28 | |
| 16-80 | 59-CL | 146+75.2 | 41.0' RT | 2,558,176.32 | 379,894.47 | |
| 16-81 | 59-CL | 146+96.8 | 41.0' RT | 2,558,197.87 | 379,894.96 | |
| 16-82 | 59-CL | 149+94.7 | 41.9' RT | 2,558,495.88 | 379,900.19 | |
| 16-83 | 59-CL | 150+24.6 | 42.3' RT | 2,558,525.75 | 379,900.54 | |
| 16-84 | 59-CL | 149+76.2 | 36.5' LT | 2,558,475.45 | 379,978.11 | |
| 16-85 | 59-CL | 149+93.4 | 36.5' LT | 2,558,492.56 | 379,978.54 | |
| 16-86 | 59-CL | 150+42.4 | 36.9' LT | 2,558,541.53 | 379,980.16 | |

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

N

1ST ST / STH 32

5.5" CURB HEIGHT

56'

E NATIONAL AVE

W NATIONAL AVE/STH 59

MATCH LINE STA 151+00

151+00 152+00 153+00 154+00 155+00 156+00

STH 59 C/L

MH

4" CURB HEIGHT

20' CE

55'

28'

21'

R15'

R16'

R25'

R250'

8'

5'

7'

3'

1ST ST / STH 32

SHEET 33 OF 35

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 106 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021201-PD.DWG
LAYOUT NAME - 17

PLOT DATE : 7/30/2026 12:58 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

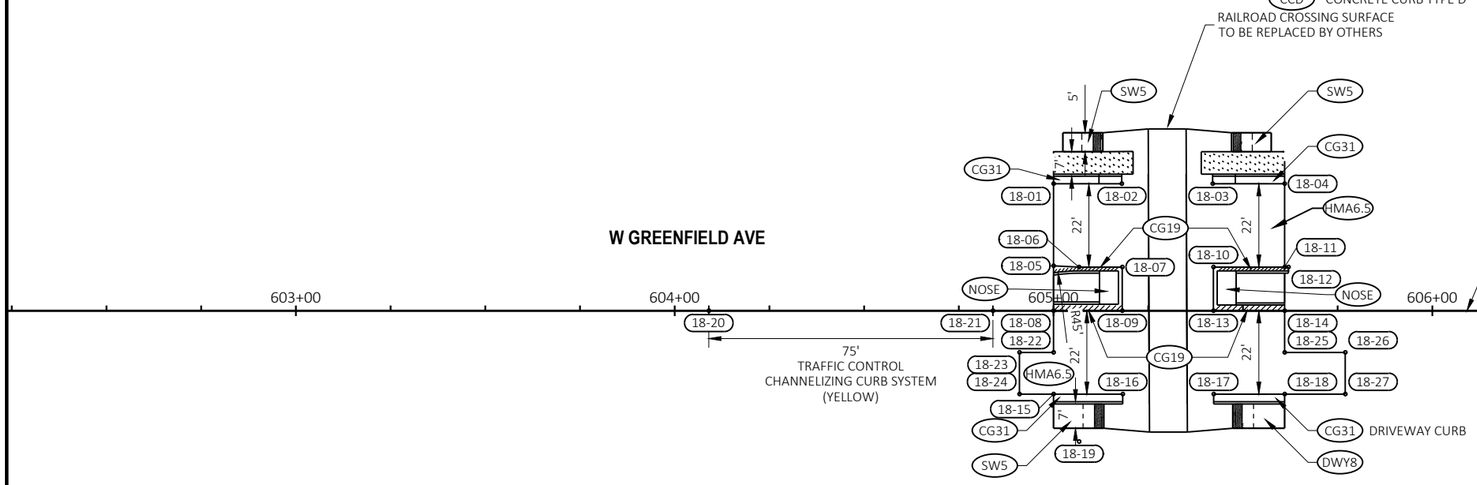
| POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
| 17-01 | 59-CL | 151+09.1 | 19.0' LT | 2,558,608.65 | 379,963.92 | |
| 17-02 | 59-CL | 151+15.1 | 13.1' LT | 2,558,614.83 | 379,958.13 | |
| 17-03 | 59-CL | 151+09.9 | 24.0' LT | 2,558,609.35 | 379,968.94 | |
| 17-04 | 59-CL | 151+09.9 | 28.0' LT | 2,558,609.25 | 379,972.94 | |
| 17-05 | 59-CL | 151+29.9 | 21.5' LT | 2,558,629.41 | 379,966.94 | |
| 17-06 | 59-CL | 151+29.9 | 26.5' LT | 2,558,629.28 | 379,971.94 | |
| 17-07 | 59-CL | 151+09.9 | 263.0' LT | 2,558,603.41 | 380,207.87 | 250' |
| 17-08 | 59-CL | 151+89.1 | 25.9' LT | 2,558,688.48 | 379,972.79 | |
| 17-09 | 59-CL | 151+91.8 | 26.8' LT | 2,558,691.14 | 379,973.75 | |
| 17-10 | 59-CL | 151+87.0 | 41.0' LT | 2,558,686.03 | 379,987.85 | 15' |
| 17-11 | 59-CL | 152+00.5 | 41.2' LT | 2,558,701.03 | 379,988.14 | |
| 17-12 | 59-CL | 152+00.3 | 47.7' LT | 2,558,700.91 | 379,994.60 | |
| 17-13 | 59-CL | 152+42.4 | 51.1' RT | 2,558,741.78 | 379,895.35 | |
| 17-14 | 59-CL | 152+42.8 | 64.0' RT | 2,558,742.03 | 379,882.35 | |
| 17-15 | 59-CL | 152+50.3 | 50.8' RT | 2,558,749.78 | 379,895.50 | |
| 17-16 | 59-CL | 152+56.0 | 49.4' LT | 2,558,756.60 | 379,995.65 | |
| 17-17 | 59-CL | 152+56.4 | 44.4' LT | 2,558,756.99 | 379,990.65 | |
| 17-18 | 59-CL | 152+56.6 | 37.7' LT | 2,558,757.12 | 379,983.95 | |
| 17-19 | 59-CL | 152+74.0 | 38.0' LT | 2,558,773.11 | 379,984.25 | 23' |
| 17-20 | 59-CL | 152+74.0 | 22.0' LT | 2,558,773.49 | 379,968.25 | |
| 17-21 | 59-CL | 152+81.8 | 22.0' LT | 2,558,781.35 | 379,968.44 | |
| 17-22 | 59-CL | 152+87.8 | 28.0' LT | 2,558,787.21 | 379,974.58 | |
| 17-23 | 59-CL | 152+92.0 | 28.0' LT | 2,558,791.38 | 379,974.68 | |
| 17-24 | 59-CL | 151+37.2 | 42.0' RT | 2,558,638.31 | 379,903.64 | |
| 17-25 | 59-CL | 151+42.2 | 40.0' RT | 2,558,643.26 | 379,905.77 | |
| 17-26 | 59-CL | 151+62.2 | 42.0' RT | 2,558,663.30 | 379,904.26 | |
| 17-27 | 59-CL | 151+67.2 | 28.0' RT | 2,558,667.95 | 379,918.38 | |
| 17-28 | 59-CL | 151+76.2 | 27.0' RT | 2,558,676.89 | 379,919.61 | |
| 17-29 | 59-CL | 151+79.5 | 21.0' RT | 2,558,680.06 | 379,925.69 | |
| 17-30 | 59-CL | 151+79.5 | 44.0' RT | 2,558,680.63 | 379,902.69 | 23' |
| 17-31 | 59-CL | 152+04.1 | 43.7' RT | 2,558,703.63 | 379,903.13 | |
| 17-32 | 59-CL | 152+04.8 | 65.2' RT | 2,558,704.03 | 379,881.64 | |
| 17-33 | 59-CL | 152+04.3 | 70.2' RT | 2,558,703.51 | 379,876.62 | |
| 17-34 | 59-CL | 151+94.6 | 70.5' RT | 2,558,693.78 | 379,876.44 | |
| 17-35 | 59-CL | 152+09.9 | 70.1' RT | 2,558,709.13 | 379,876.73 | |
| 17-36 | 59-CL | 152+09.4 | 52.1' RT | 2,558,708.79 | 379,894.73 | |
| 17-37 | 59-CL | 152+59.7 | 63.5' RT | 2,558,759.02 | 379,882.67 | |
| 17-38 | 59-CL | 152+58.9 | 35.3' RT | 2,558,758.49 | 379,910.95 | |
| 17-39 | 59-CL | 152+70.6 | 35.0' RT | 2,558,771.49 | 379,911.19 | 13' |
| 17-40 | 59-CL | 152+70.6 | 22.0' RT | 2,558,771.18 | 379,924.19 | |
| 17-41 | 59-CL | 152+77.0 | 22.0' RT | 2,558,777.60 | 379,924.34 | |
| 17-42 | 59-CL | 152+83.0 | 28.0' RT | 2,558,783.74 | 379,918.48 | |
| 17-43 | 59-CL | 152+92.0 | 28.0' RT | 2,558,792.69 | 379,918.69 | |
| 17-44 | 59-CL | 151+30.2 | 36.4' LT | 2,558,629.37 | 379,981.81 | |
| 17-45 | 59-CL | 151+30.2 | 38.7' LT | 2,558,629.31 | 379,984.11 | |
| 17-46 | 59-CL | 151+39.9 | 38.6' LT | 2,558,639.02 | 379,984.33 | |

NOTES:
1. TERRACE WIDTHS ARE MEASURED TO THE FACE OF CURB.
2. CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
3. SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION OF CURB RAMPS, BUS STOPS, AND RAISED CROSSWALKS.

LEGEND

- HMA6.5 — 6 1/2" HMA PAVEMENT
- HMA6 — 6" HMA PAVEMENT
- HMA5 — 5" HMA PAVEMENT
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASPH4 — 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW5 — CONCRETE SIDEWALK 5-INCH
- CP7.5 — CONCRETE PAVEMENT 7 1/2-INCH
- CP8 — CONCRETE PAVEMENT 8-INCH
- CRM — CONCRETE RAISED MEDIAN
- CG31 — CONCRETE CURB & GUTTER 31-INCH
- CG19 — CONCRETE CURB & GUTTER 19-INCH
- MC31 — CONCRETE CURB & GUTTER 31-INCH TYPE MCTS
- MC19 — CONCRETE CURB & GUTTER 19-INCH TYPE MCTS
- ALL — 8" CONCRETE ALLEY
- CCA — CONCRETE CURB TYPE A
- CCD — CONCRETE CURB TYPE D
- CCDS — CONCRETE CURB TYPE D SPECIAL
- PED — CONCRETE CURB PEDESTRIAN
- DWY6 — CONCRETE DRIVEWAY 6-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH
- NOSE — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- COLORING CONCRETE CUSTOM
- TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- DETECTABLE EDGE TILES
- DETECTABLE WARNING FIELD, NATURAL PATINA
- STORM SEWER MANHOLE / CATCH BASIN CASTING
- REVERSE SLOPE GUTTER
- SLOPE INTERCEPT
- CONCRETE PAVEMENT JOINTS (FOR INFORMATION ONLY)
- TREE PLANTING (SEE MISCELLANEOUS QUANTITIES FOR SPECIES INFORMATION)
- EXISTING BUILDING (LIMITS AS SURVEYED, FULL EXTENTS NOT SHOWN)

N




POINT DATA

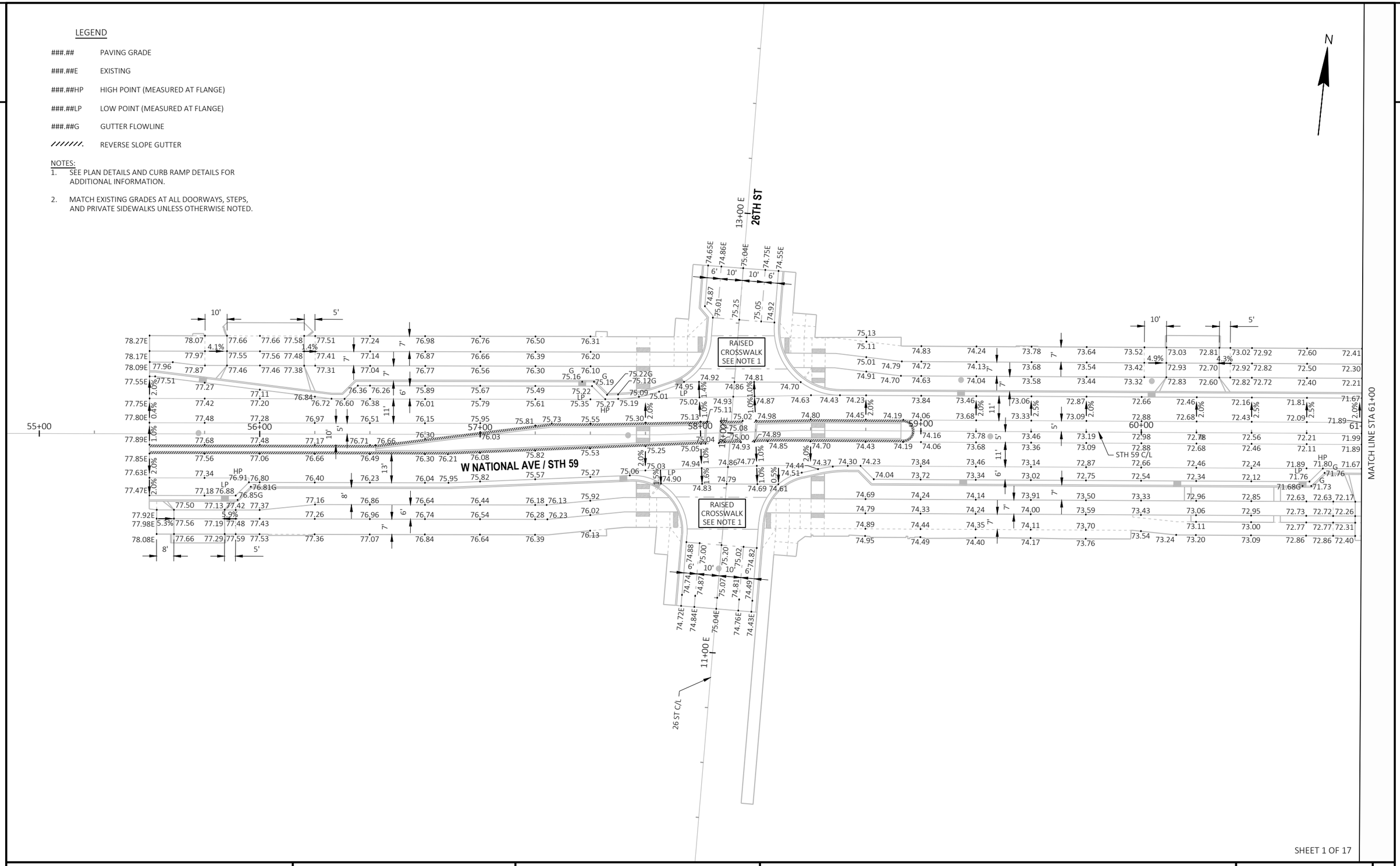
| POINT NUMBER | ALIGNMENT | STATION | OFFSET | X | Y | RADIUS |
|---|---|---|---|---|---|---|
| 18-01 | Greenfield | 605+00.0 | 33.5' LT | 2,543,702.18 | 377,265.72 | |
| 18-02 | Greenfield | 605+18.0 | 33.5' LT | 2,543,720.21 | 377,266.29 | |
| 18-03 | Greenfield | 605+42.0 | 33.5' LT | 2,543,744.20 | 377,267.03 | |
| 18-04 | Greenfield | 605+61.0 | 33.5' LT | 2,543,763.15 | 377,267.63 | |
| 18-05 | Greenfield | 605+00.0 | 11.9' LT | 2,543,702.85 | 377,244.10 | |
| 18-06 | Greenfield | 605+06.7 | 11.5' LT | 2,543,709.61 | 377,243.94 | |
| 18-07 | Greenfield | 605+18.1 | 11.5' LT | 2,543,720.99 | 377,244.30 | |
| 18-08 | Greenfield | 605+00.0 | 0.0' | 2,543,703.22 | 377,232.24 | |
| 18-09 | Greenfield | 605+18.1 | 0.0' | 2,543,721.35 | 377,232.80 | |
| 18-10 | Greenfield | 605+42.2 | 11.5' LT | 2,543,745.02 | 377,245.05 | |
| 18-11 | Greenfield | 605+61.0 | 11.5' LT | 2,543,763.83 | 377,245.64 | |
| 18-12 | Greenfield | 605+62.0 | 11.5' LT | 2,543,764.87 | 377,245.67 | |
| 18-13 | Greenfield | 605+42.2 | 0.0' | 2,543,745.38 | 377,233.55 | |
| 18-14 | Greenfield | 605+61.0 | 0.0' | 2,543,764.19 | 377,234.14 | |
| 18-15 | Greenfield | 605+00.0 | 22.0' RT | 2,543,703.91 | 377,210.25 | |
| 18-16 | Greenfield | 605+18.3 | 22.0' RT | 2,543,722.17 | 377,210.82 | |
| 18-17 | Greenfield | 605+42.3 | 22.0' RT | 2,543,746.16 | 377,211.57 | |
| 18-18 | Greenfield | 605+61.0 | 22.0' RT | 2,543,764.88 | 377,212.15 | |
| 18-19 | Greenfield | 605+06.7 | 34.5' RT | 2,543,711.04 | 377,197.97 | 45' |
| 18-20 | Greenfield | 604+09.0 | 0.0' | 2,543,612.27 | 377,229.40 | BEGIN CHANNELIZING CURB SYSTEM |
| 18-21 | Greenfield | 604+84.0 | 0.0' | 2,543,687.23 | 377,231.74 | END CHANNELIZING CURB SYSTEM |
| 18-22 | Greenfield | 605+00.0 | 11.0' RT | 2,543,703.57 | 377,221.24 | |
| 18-23 | Greenfield | 604+91.0 | 11.0' RT | 2,543,694.57 | 377,220.96 | |
| 18-24 | Greenfield | 604+91.0 | 22.0' RT | 2,543,694.91 | 377,209.97 | |
| 18-25 | Greenfield | 605+61.0 | 11.0' RT | 2,543,764.54 | 377,223.15 | |
| 18-26 | Greenfield | 605+77.0 | 11.0' RT | 2,543,780.53 | 377,223.65 | |
| 18-27 | Greenfield | 605+77.0 | 22.0' RT | 2,543,780.87 | 377,212.65 | |

2

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 1 OF 17

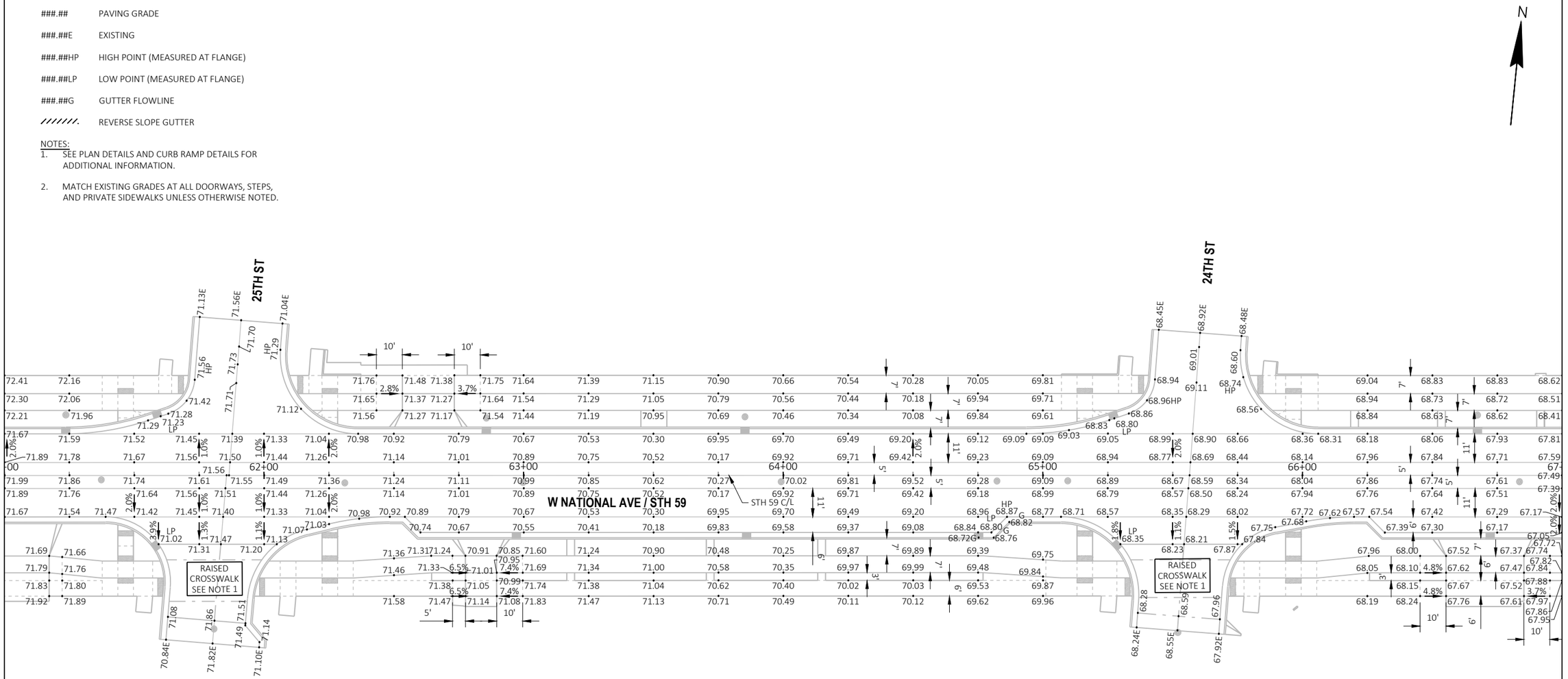
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 109 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 01
PLOT DATE : 7/21/2026 12:56 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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





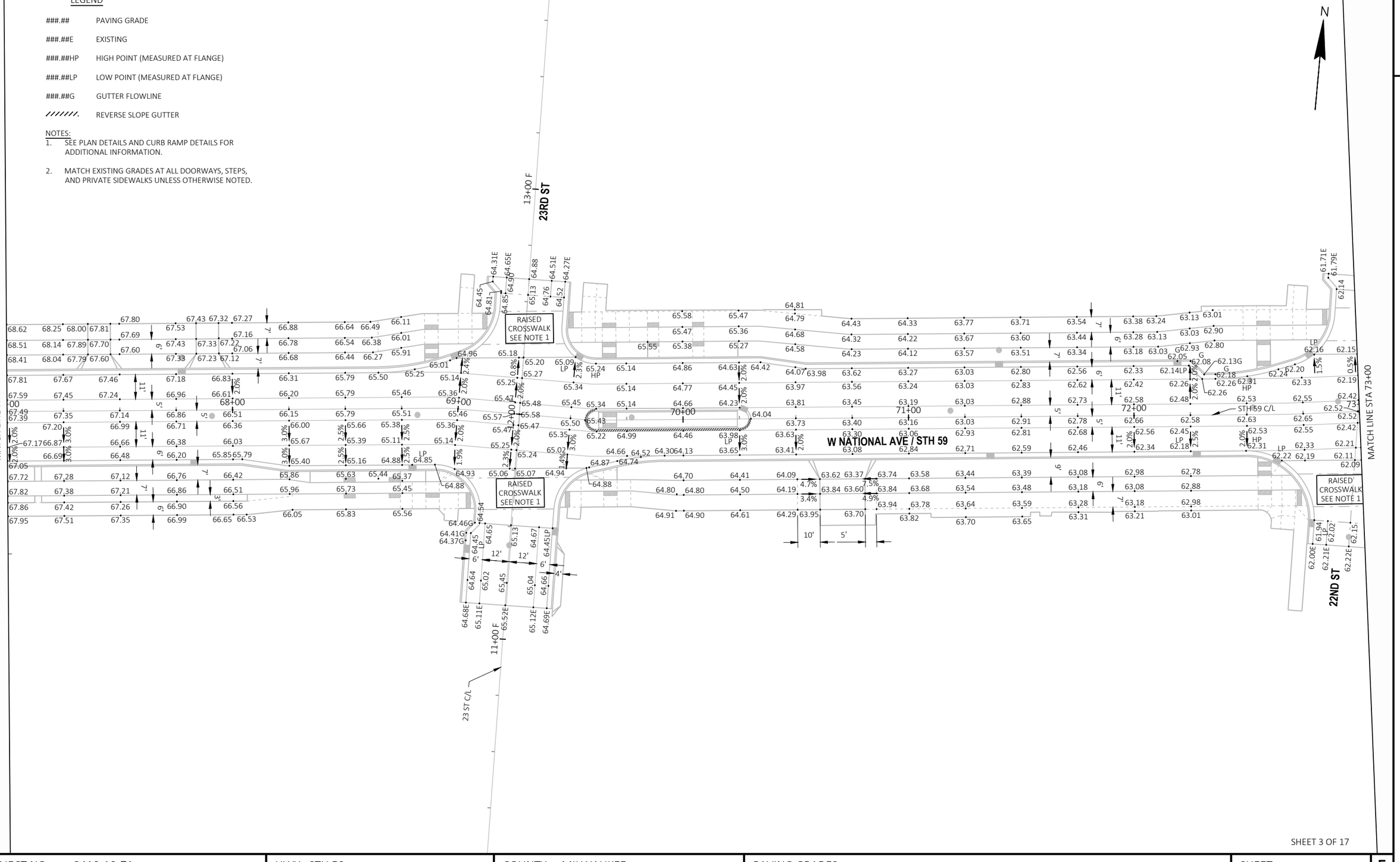

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 110 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 02
PLOT DATE : 7/21/2026 12:56 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ///////. | REVERSE SLOPE GUTTER |

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




SHEET 3 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 111 | E |
|---|---|---|---|---|---|

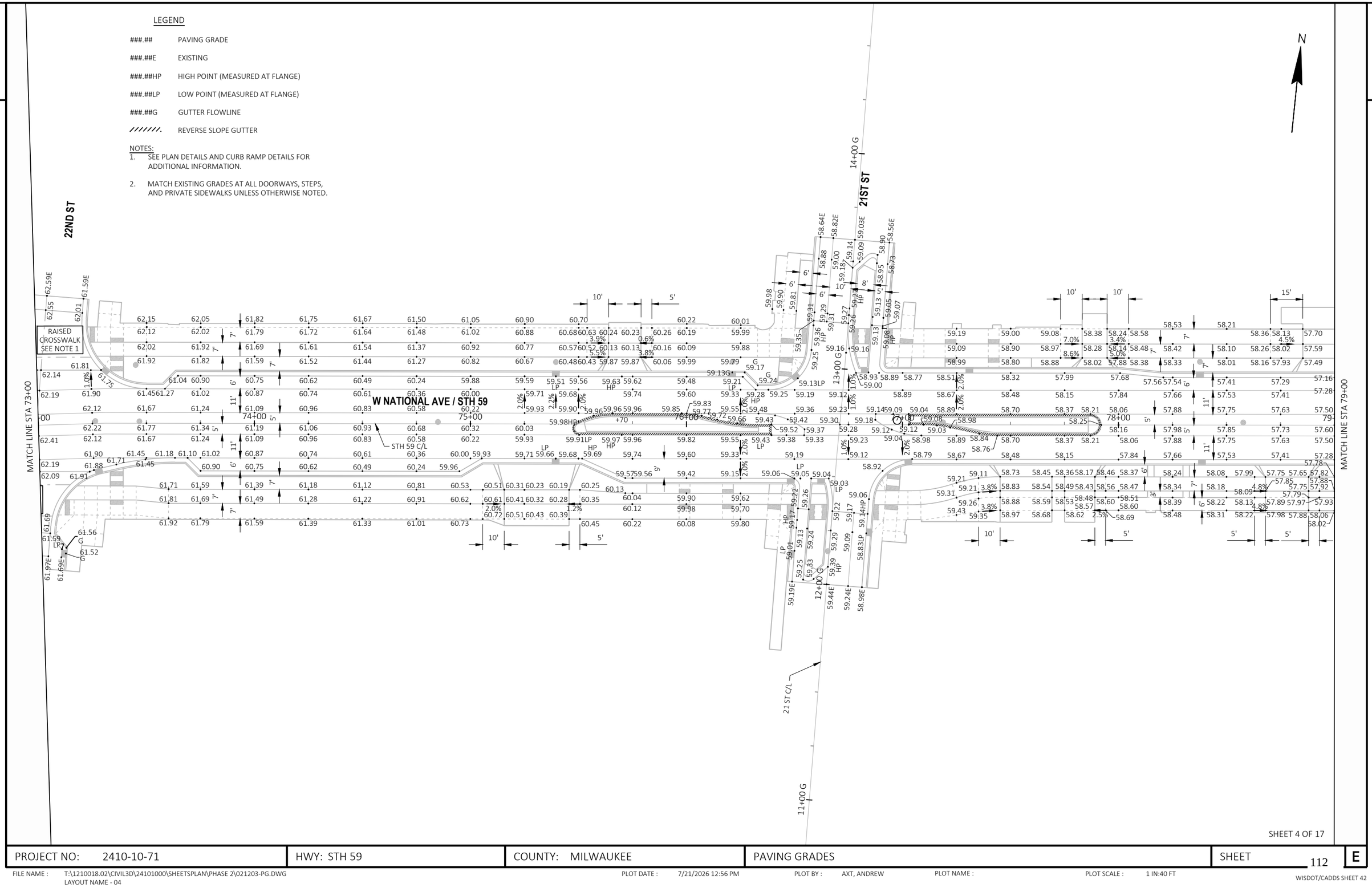
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 03
PLOT DATE : 7/21/2026 12:56 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 4 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 112 | E |
|---|---|---|---|---|---|

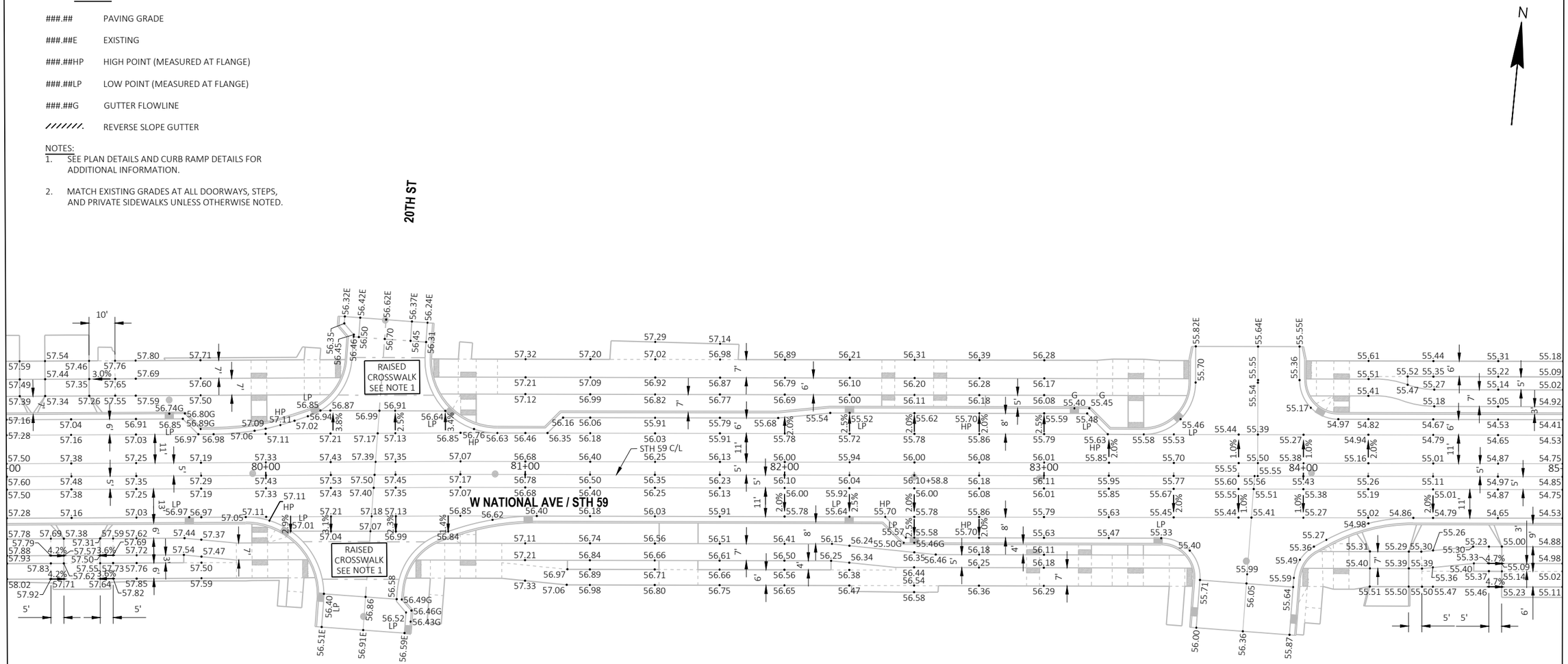
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 04
PLOT DATE : 7/21/2026 12:56 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 5 OF 17

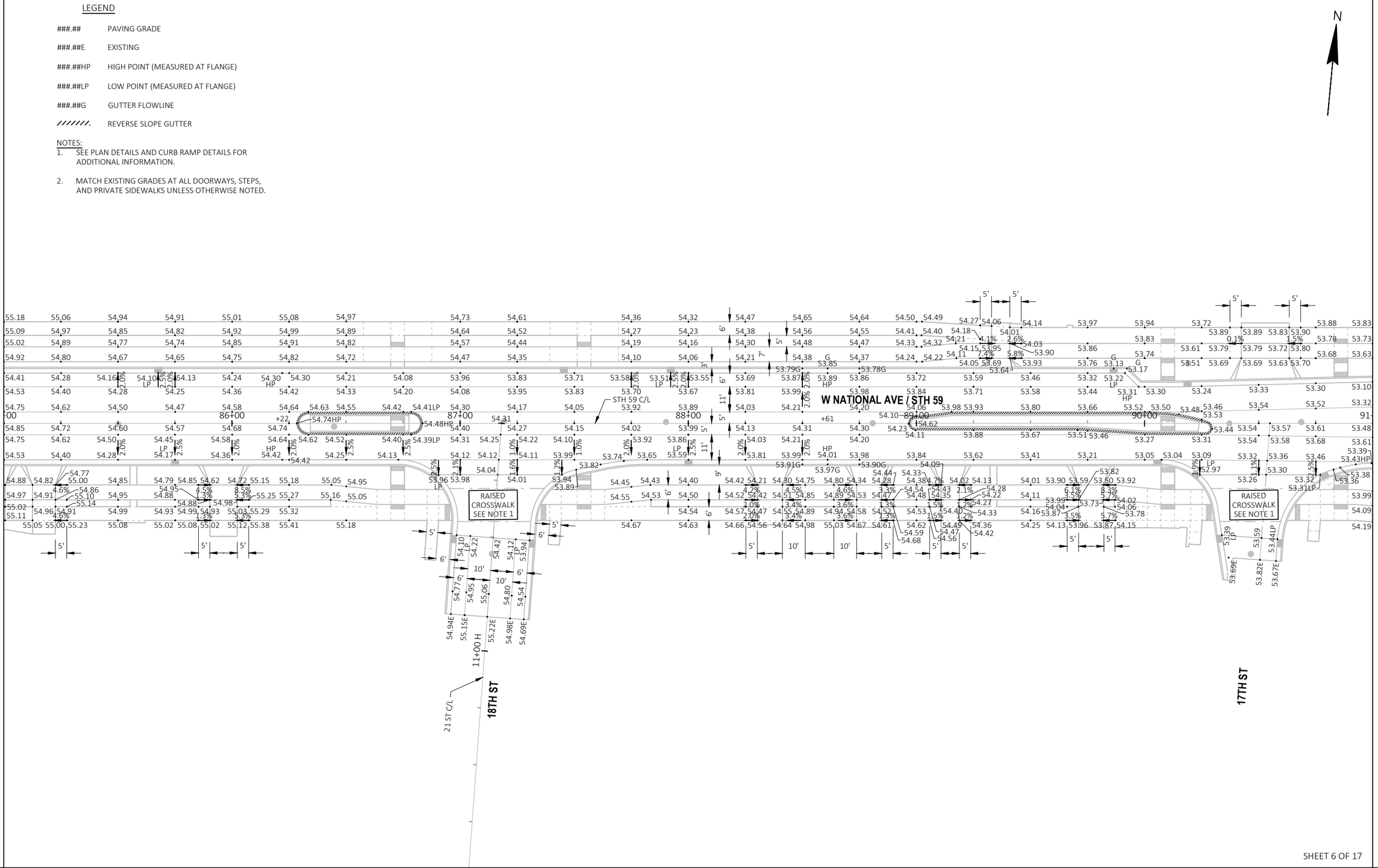
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 113 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 05
PLOT DATE : 7/21/2026 12:56 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ///////. | REVERSE SLOPE GUTTER |

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




SHEET 6 OF 17

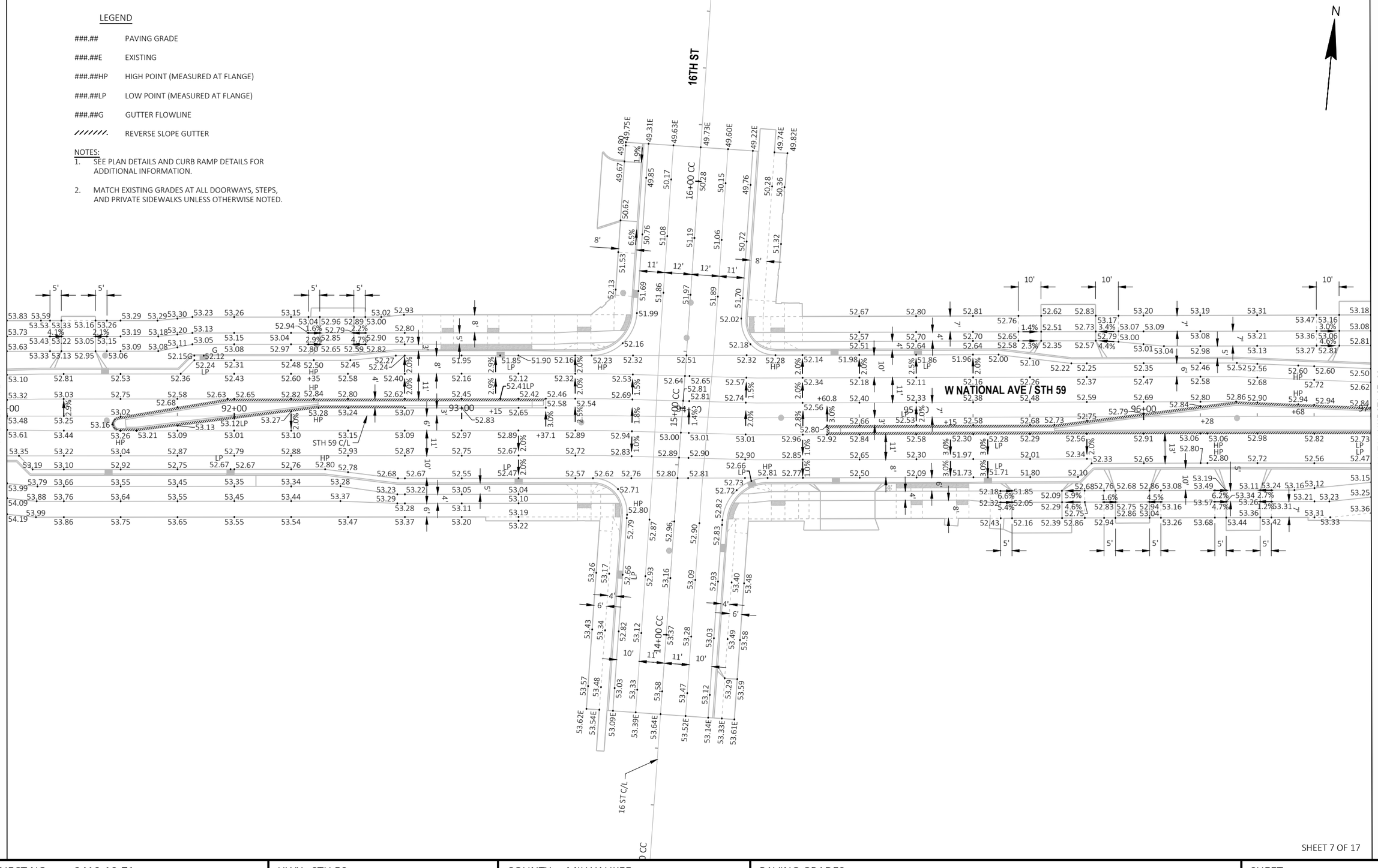
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 114 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 06
PLOT DATE : 7/21/2026 12:57 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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



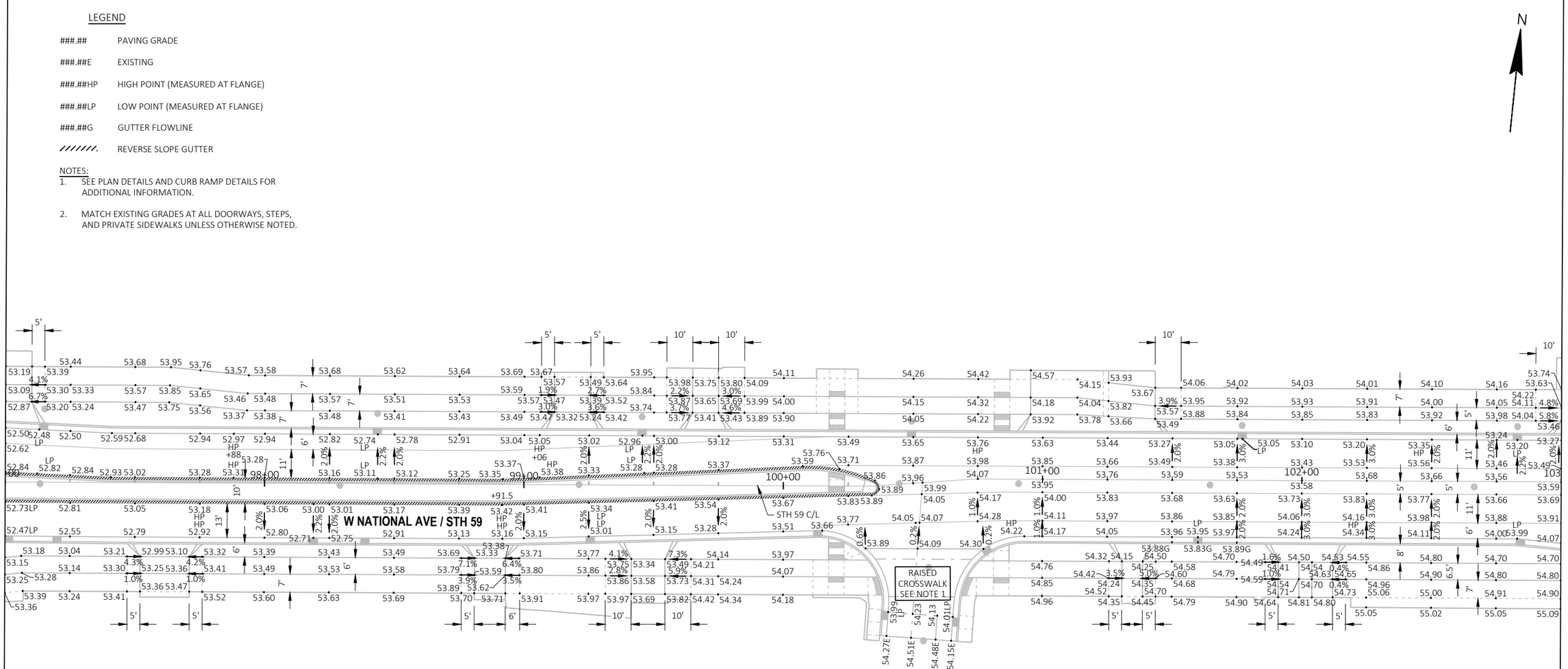

SHEET 7 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 115 | E |
|---|---|---|---|---|---|

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 8 OF 17

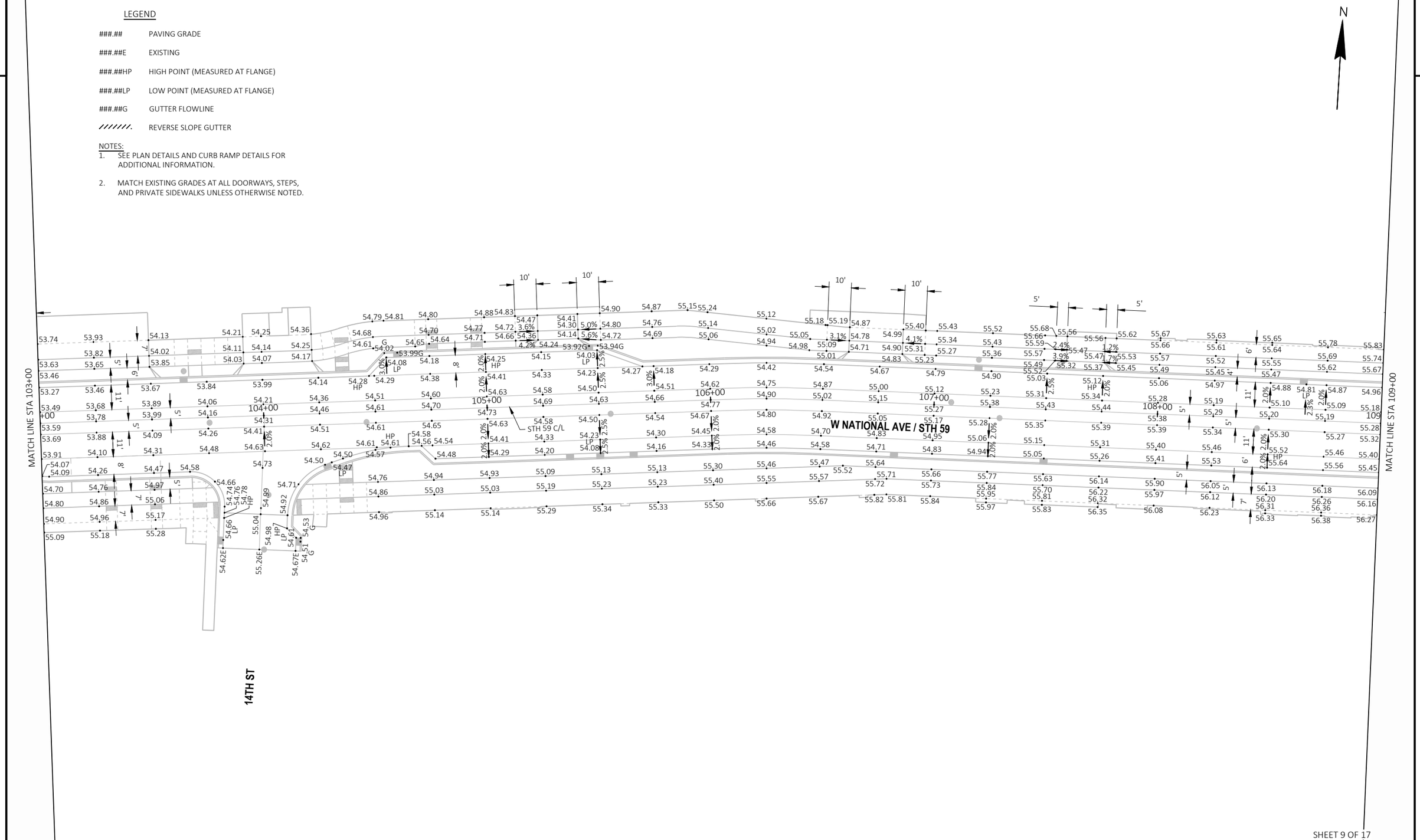
2

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

NOTES:

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




2

SHEET 9 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 117 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 09

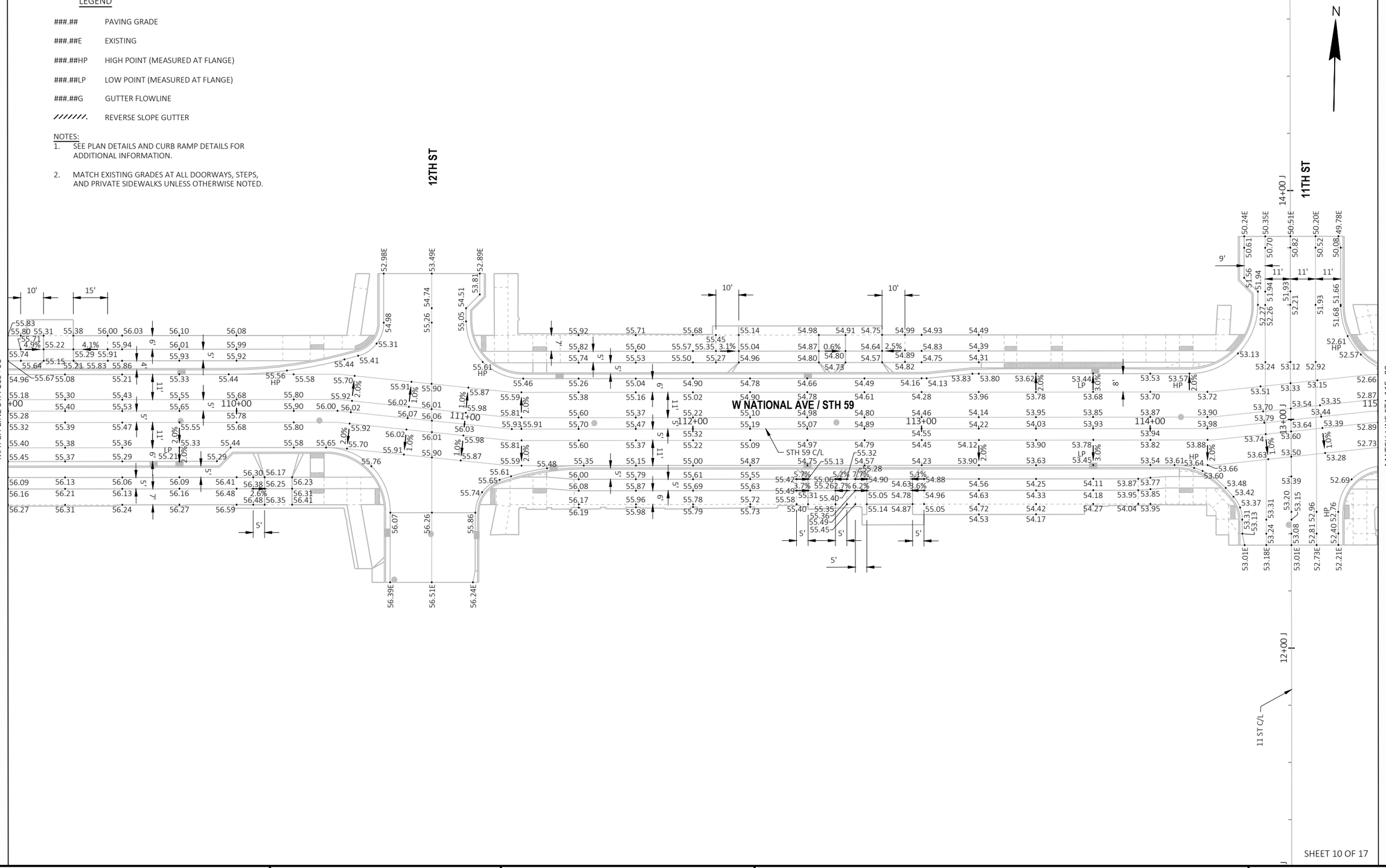
PLOT DATE : 7/21/2026 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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

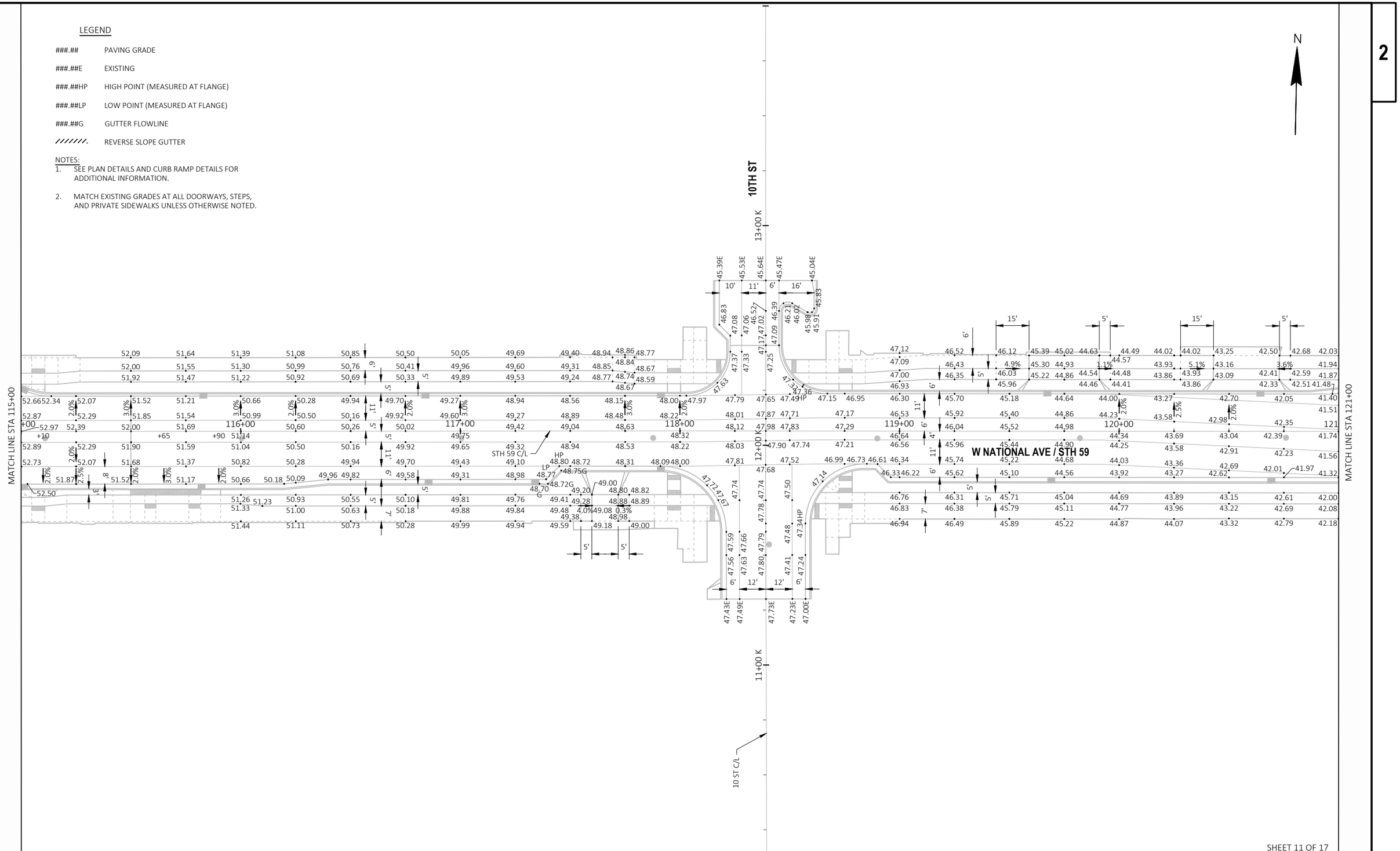



SHEET 10 OF 17

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 11 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 119 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 11
PLOT DATE : 7/21/2026 12:58 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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

N

MATCH LINE STA 121+00

MATCH LINE STA 127+00

9TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

9 ST C/L

12+00 L

SHEET 12 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 120 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 12

PLOT DATE : 7/21/2026 12:58 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

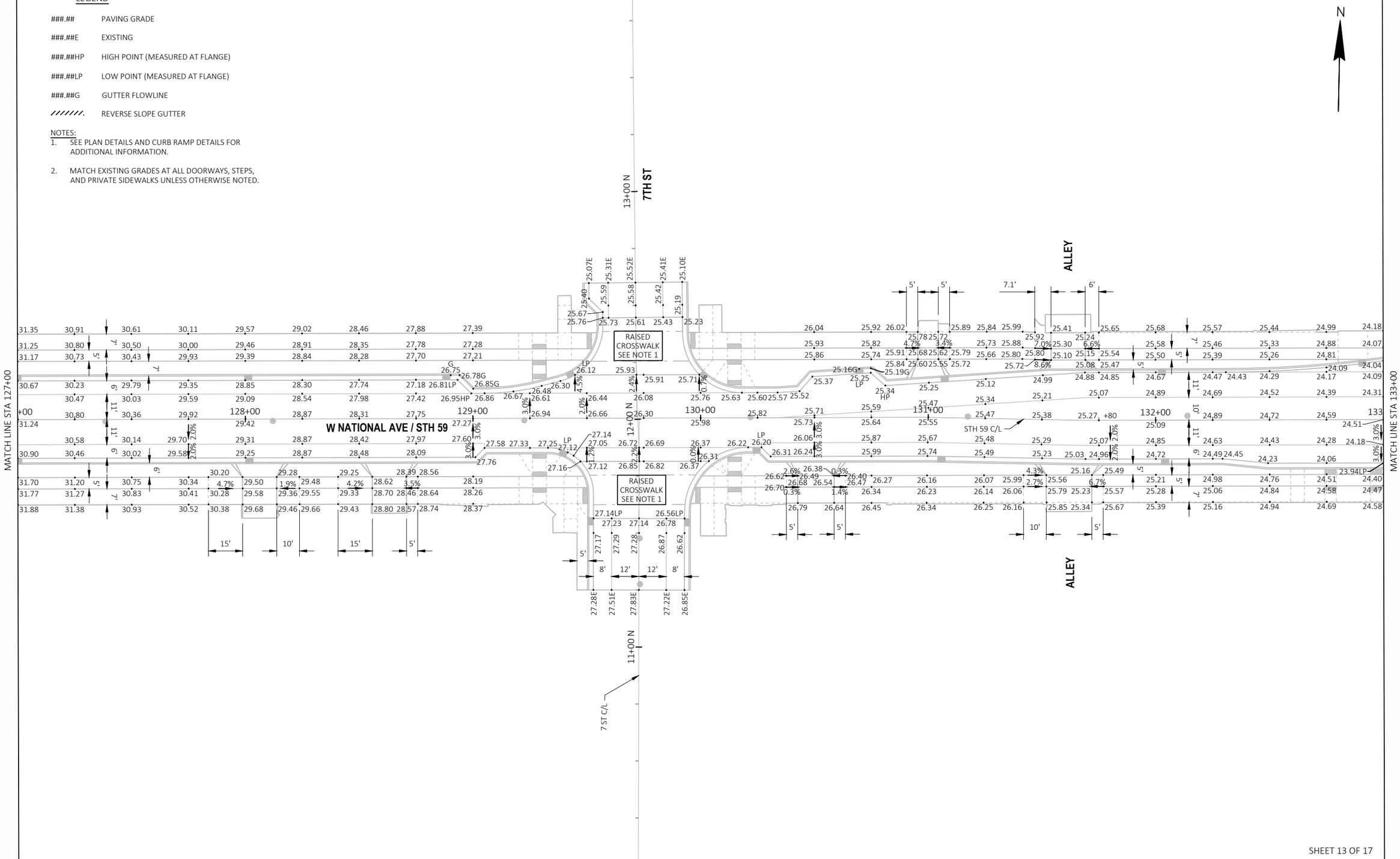
WISDOT/CADDS SHEET 42

2

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 13 OF 17

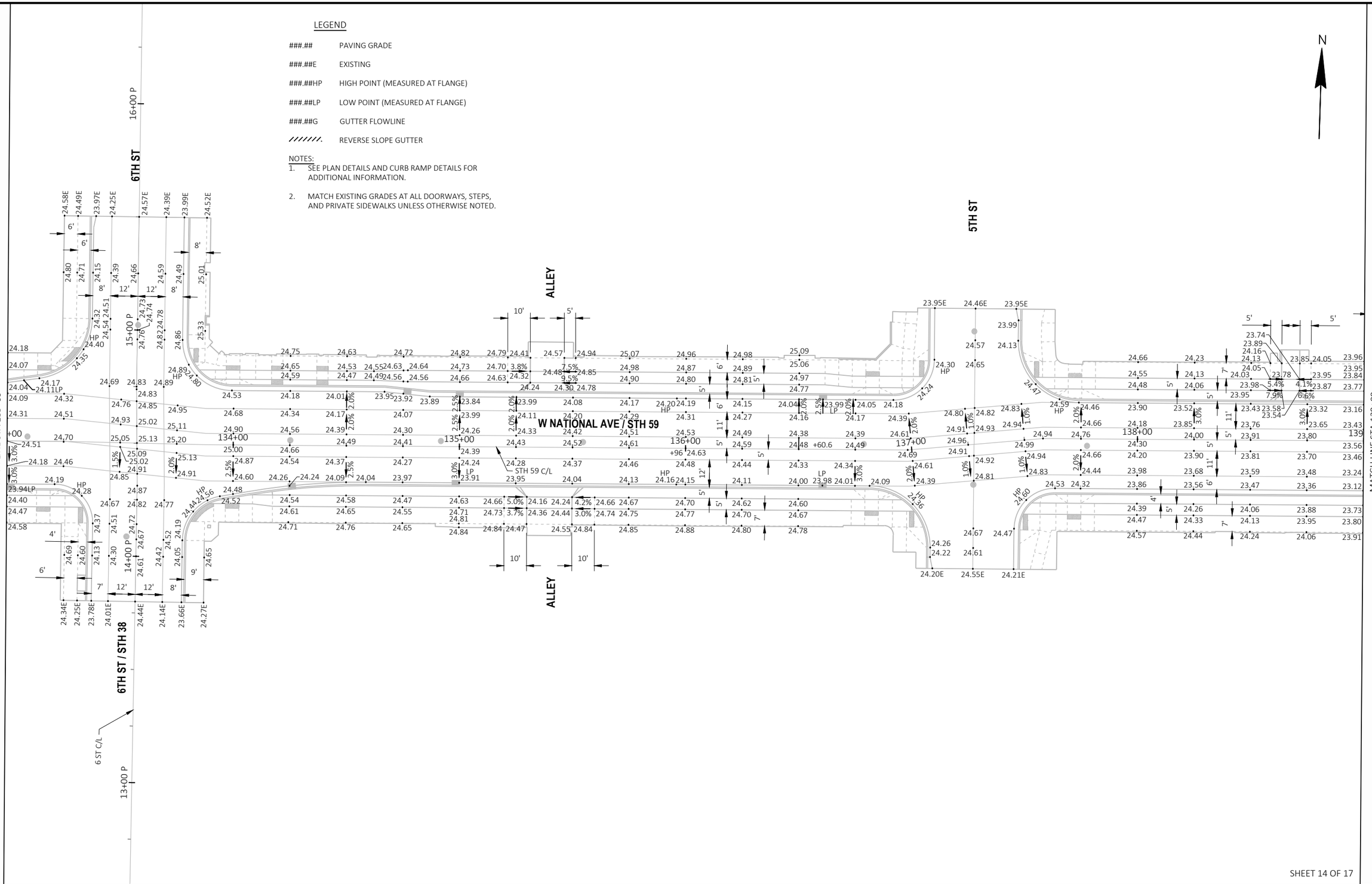
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 121 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 13
PLOT DATE : 7/21/2026 12:58 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 14 OF 17

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 15 OF 17

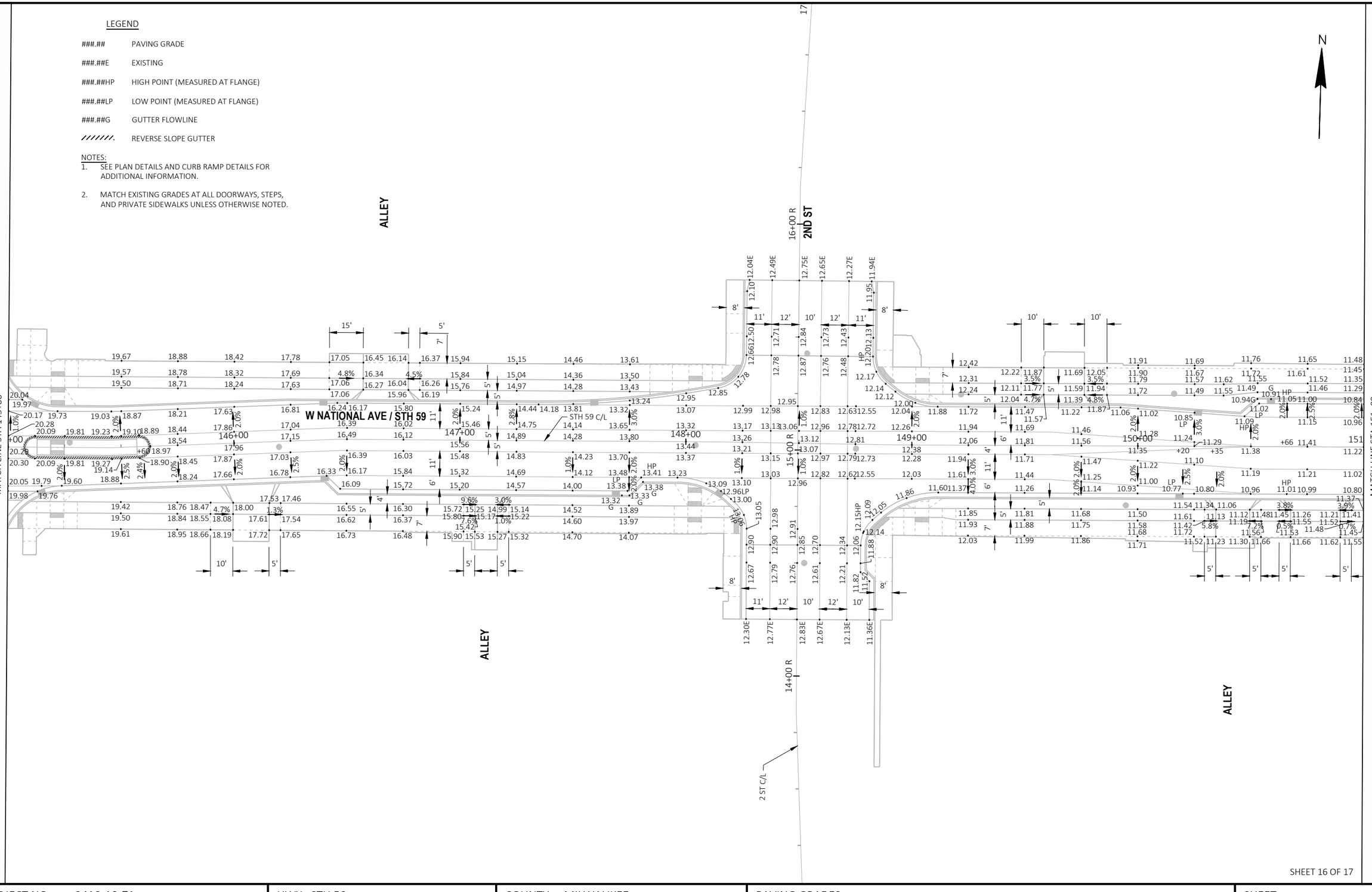
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 123 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 15
PLOT DATE : 7/21/2026 12:58 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 16 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 124 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 16
PLOT DATE : 7/21/2026 12:59 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

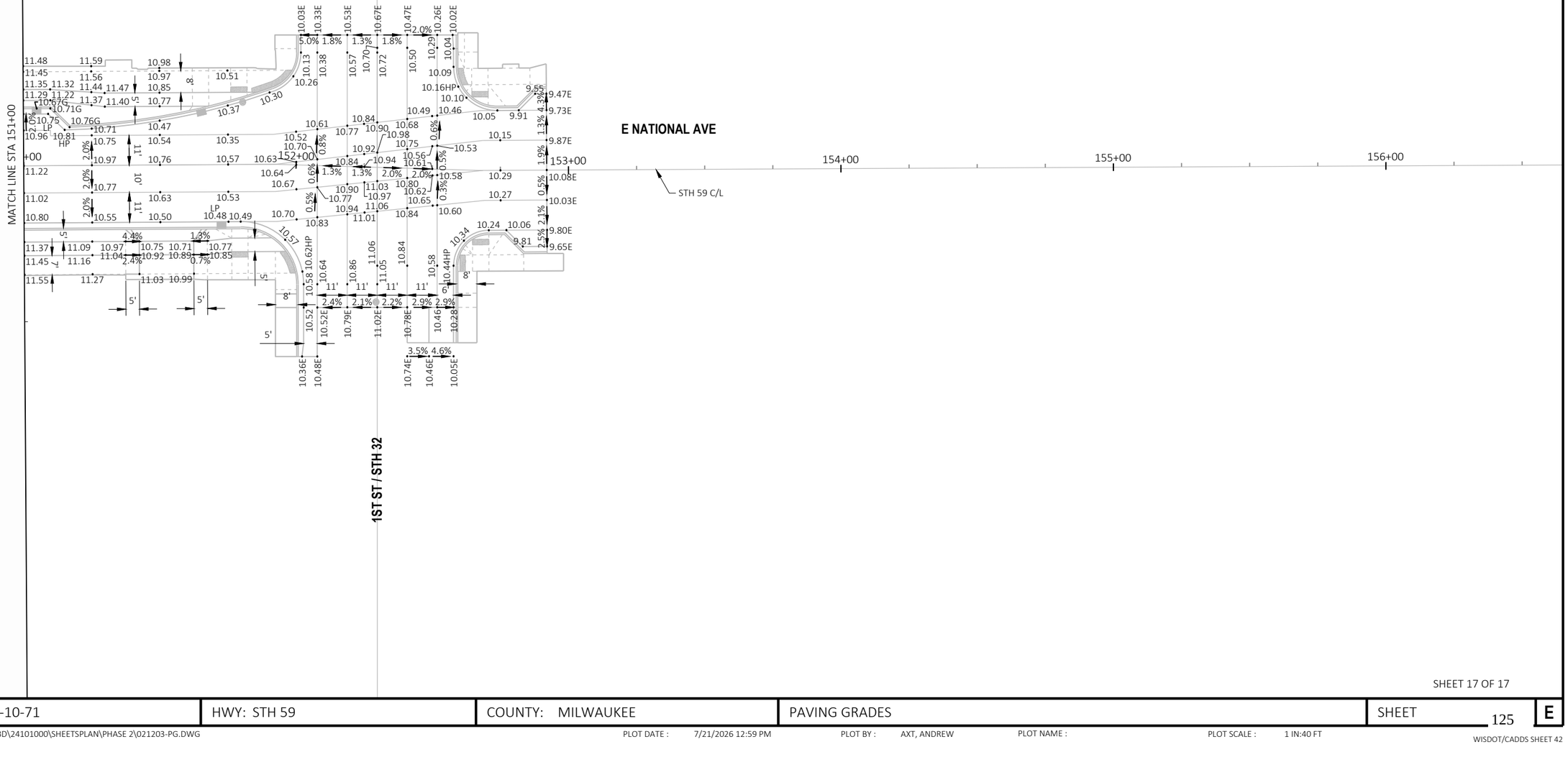
2

2

LEGEND

| | |
|---|---|
| ###.## | PAVING GRADE |
| ###.##E | EXISTING |
| ###.##HP | HIGH POINT (MEASURED AT FLANGE) |
| ###.##LP | LOW POINT (MEASURED AT FLANGE) |
| ###.##G | GUTTER FLOWLINE |
| ////////. | REVERSE SLOPE GUTTER |

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




SHEET 17 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVING GRADES | SHEET 125 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021203-PG.DWG
LAYOUT NAME - 17
PLOT DATE : 7/21/2026 12:59 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

W NATIONAL AVE/STH 59 & 26TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 26TH ST
NORTHEAST QUADRANT

26TH ST

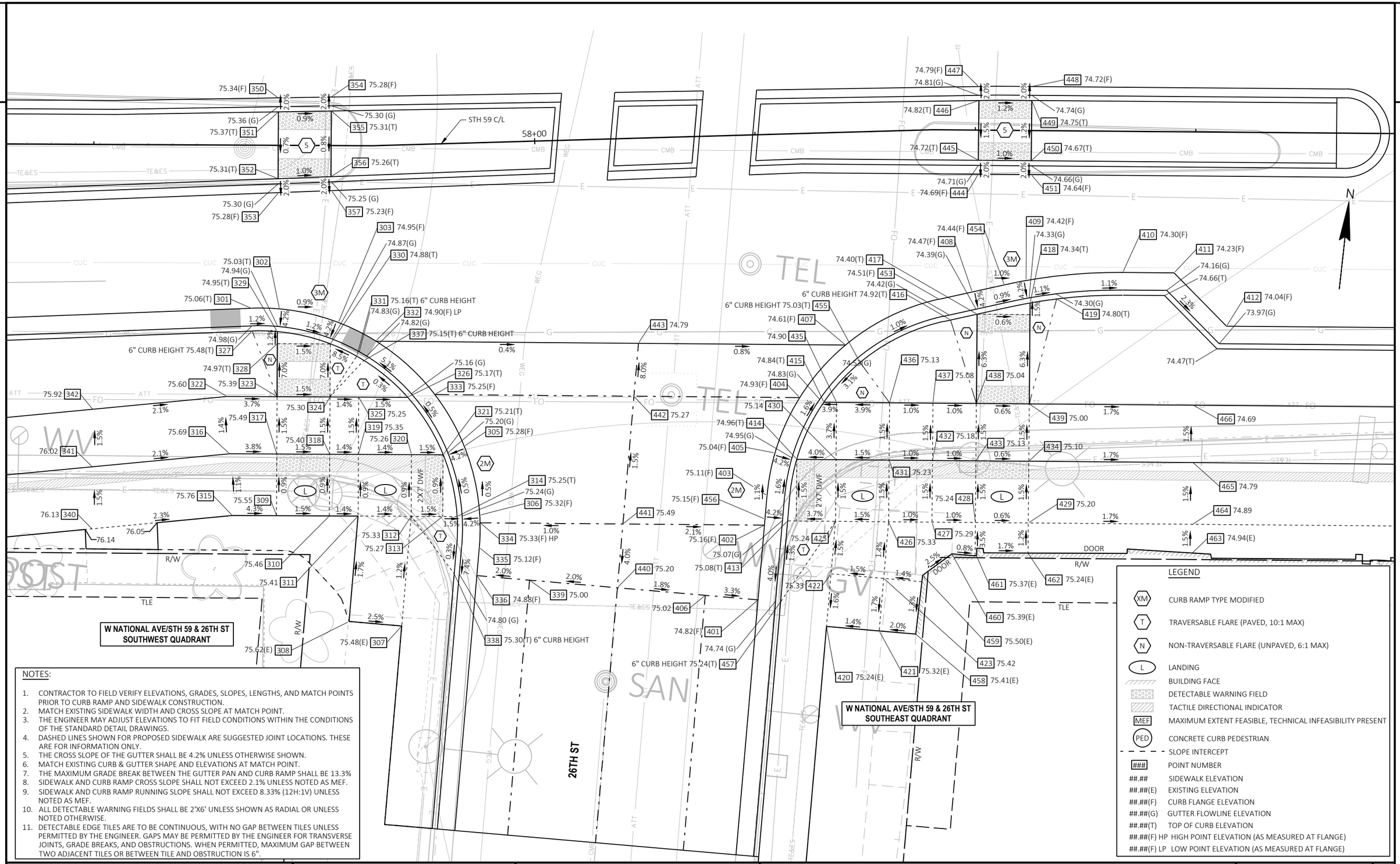
RAISED CROSSWALK

W NATIONAL AVE / STH 59

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (26TH ST) | SHEET 126 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 26N
PLOT DATE : 7/16/2026 2:04 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (26TH ST) | SHEET 127 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 26S

PLOT DATE : 7/16/2026 2:05 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

| 26th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 101 | 58+03.79 | 57.64' LT | 59-CL | 379,427.81 | 2,549,322.36 |
| 102 | 58+07.33 | 53.22' LT | 59-CL | 379,423.93 | 2,549,326.47 |
| 103 | 58+07.23 | 52.32' LT | 59-CL | 379,423.02 | 2,549,326.50 |
| 104 | 58+06.34 | 44.20' LT | 59-CL | 379,414.85 | 2,549,326.73 |
| 105 | 58+04.35 | 35.83' LT | 59-CL | 379,406.29 | 2,549,325.91 |
| 106 | 58+00.36 | 29.39' LT | 59-CL | 379,399.36 | 2,549,322.84 |
| 107 | 57+93.23 | 23.62' LT | 59-CL | 379,392.67 | 2,549,316.57 |
| 108 | 57+77.61 | 18.46' LT | 59-CL | 379,385.61 | 2,549,302.41 |
| 109 | 57+71.34 | 17.05' LT | 59-CL | 379,383.55 | 2,549,296.32 |
| 110 | 57+62.58 | 16.22' LT | 59-CL | 379,381.81 | 2,549,287.70 |
| 111 | 57+56.74 | 16.09' LT | 59-CL | 379,381.08 | 2,549,281.90 |
| 112 | 57+50.73 | 22.00' LT | 59-CL | 379,386.33 | 2,549,275.30 |
| 113 | 58+03.70 | 43.78' LT | 59-CL | 379,414.08 | 2,549,324.17 |
| 114 | 58+01.97 | 36.84' LT | 59-CL | 379,406.96 | 2,549,323.41 |
| 115 | 57+97.87 | 30.47' LT | 59-CL | 379,400.09 | 2,549,320.23 |
| 116 | 57+79.91 | 21.88' LT | 59-CL | 379,389.25 | 2,549,304.34 |
| 117 | 57+76.91 | 20.94' LT | 59-CL | 379,388.01 | 2,549,301.45 |
| 118 | 57+70.91 | 19.59' LT | 59-CL | 379,386.04 | 2,549,295.63 |
| 119 | 57+67.91 | 19.17' LT | 59-CL | 379,385.30 | 2,549,292.69 |
| 120 | 57+96.28 | 52.01' LT | 59-CL | 379,421.21 | 2,549,315.70 |
| 121 | 57+90.32 | 52.67' LT | 59-CL | 379,421.04 | 2,549,309.70 |
| 122 | 57+89.40 | 44.26' LT | 59-CL | 379,412.59 | 2,549,309.94 |
| 123 | 57+95.41 | 44.06' LT | 59-CL | 379,413.21 | 2,549,315.92 |
| 124 | 57+89.16 | 37.27' LT | 59-CL | 379,405.62 | 2,549,310.67 |
| 125 | 57+95.18 | 37.06' LT | 59-CL | 379,406.25 | 2,549,316.65 |
| 126 | 57+94.96 | 30.57' LT | 59-CL | 379,399.79 | 2,549,317.33 |
| 127 | 57+88.95 | 30.77' LT | 59-CL | 379,399.16 | 2,549,311.35 |
| 128 | 57+76.91 | 44.50' LT | 59-CL | 379,411.44 | 2,549,299.00 |
| 129 | 57+70.91 | 44.50' LT | 59-CL | 379,410.81 | 2,549,293.03 |
| 130 | 57+76.91 | 37.50' LT | 59-CL | 379,404.48 | 2,549,299.73 |
| 131 | 57+70.91 | 37.50' LT | 59-CL | 379,403.85 | 2,549,293.76 |
| 132 | 57+76.91 | 31.00' LT | 59-CL | 379,398.01 | 2,549,300.41 |
| 133 | 57+70.91 | 31.00' LT | 59-CL | 379,397.39 | 2,549,294.44 |
| 134 | 58+02.21 | 43.83' LT | 59-CL | 379,413.92 | 2,549,322.68 |
| 135 | 57+70.91 | 20.94' LT | 59-CL | 379,387.38 | 2,549,295.49 |
| 136 | 58+19.16 | 51.01' LT | 59-CL | 379,423.36 | 2,549,338.49 |
| 137 | 58+18.37 | 43.79' LT | 59-CL | 379,416.11 | 2,549,338.70 |
| 138 | 58+16.72 | 28.84' LT | 59-CL | 379,401.07 | 2,549,339.13 |
| 139 | 58+16.07 | 22.86' LT | 59-CL | 379,395.05 | 2,549,339.30 |
| 140 | 57+92.00 | 25.90' LT | 59-CL | 379,394.75 | 2,549,315.04 |
| 141 | 57+88.79 | 21.75' LT | 59-CL | 379,390.21 | 2,549,312.43 |
| 142 | 57+81.09 | 19.55' LT | 59-CL | 379,387.06 | 2,549,305.75 |
| 143 | 58+06.20 | 42.89' LT | 59-CL | 379,413.53 | 2,549,326.77 |
| 144 | 58+09.22 | 52.10' LT | 59-CL | 379,423.08 | 2,549,328.50 |
| 145 | 57+50.00 | 44.50' LT | 59-CL | 379,408.63 | 2,549,272.23 |
| 146 | 57+50.00 | 37.50' LT | 59-CL | 379,401.67 | 2,549,272.96 |
| 147 | 57+50.00 | 31.00' LT | 59-CL | 379,395.20 | 2,549,273.64 |

| 26th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 201 | 58+35.07 | 49.26' LT | 59-CL | 379,423.81 | 2,549,354.49 |
| 202 | 58+34.88 | 43.25' LT | 59-CL | 379,417.83 | 2,549,355.13 |
| 203 | 58+36.91 | 34.29' LT | 59-CL | 379,409.24 | 2,549,358.37 |
| 204 | 58+40.27 | 28.05' LT | 59-CL | 379,403.53 | 2,549,362.56 |
| 205 | 58+45.30 | 21.87' LT | 59-CL | 379,398.19 | 2,549,369.19 |
| 206 | 58+49.17 | 19.44' LT | 59-CL | 379,396.16 | 2,549,373.29 |
| 207 | 58+55.73 | 16.93' LT | 59-CL | 379,394.32 | 2,549,380.07 |
| 208 | 58+63.13 | 16.00' LT | 59-CL | 379,394.14 | 2,549,387.52 |
| 209 | 58+37.56 | 42.31' LT | 59-CL | 379,417.27 | 2,549,357.91 |
| 210 | 58+39.31 | 35.24' LT | 59-CL | 379,410.51 | 2,549,360.62 |
| 211 | 58+43.08 | 28.60' LT | 59-CL | 379,404.45 | 2,549,365.26 |
| 212 | 58+47.37 | 23.56' LT | 59-CL | 379,400.08 | 2,549,371.08 |
| 213 | 58+50.37 | 21.73' LT | 59-CL | 379,398.56 | 2,549,374.25 |
| 214 | 58+56.37 | 19.43' LT | 59-CL | 379,396.87 | 2,549,380.45 |
| 215 | 58+59.37 | 18.84' LT | 59-CL | 379,396.59 | 2,549,383.50 |
| 216 | 58+43.57 | 53.41' LT | 59-CL | 379,429.09 | 2,549,362.34 |
| 217 | 58+47.59 | 52.88' LT | 59-CL | 379,429.26 | 2,549,368.34 |
| 218 | 58+52.38 | 52.53' LT | 59-CL | 379,429.40 | 2,549,373.14 |
| 219 | 58+42.97 | 47.99' LT | 59-CL | 379,423.64 | 2,549,362.50 |
| 220 | 58+47.19 | 47.44' LT | 59-CL | 379,423.81 | 2,549,368.49 |
| 221 | 58+39.57 | 42.24' LT | 59-CL | 379,417.48 | 2,549,359.91 |
| 222 | 58+42.33 | 42.13' LT | 59-CL | 379,417.76 | 2,549,362.66 |
| 223 | 58+46.79 | 42.00' LT | 59-CL | 379,418.36 | 2,549,368.65 |
| 224 | 58+50.37 | 42.00' LT | 59-CL | 379,418.72 | 2,549,372.21 |
| 225 | 58+51.70 | 42.20' LT | 59-CL | 379,419.06 | 2,549,373.51 |
| 226 | 58+56.37 | 42.00' LT | 59-CL | 379,419.33 | 2,549,378.18 |
| 227 | 58+61.58 | 42.00' LT | 59-CL | 379,419.85 | 2,549,383.36 |
| 228 | 58+42.07 | 35.14' LT | 59-CL | 379,410.79 | 2,549,363.37 |
| 229 | 58+46.79 | 35.00' LT | 59-CL | 379,411.40 | 2,549,369.35 |
| 231 | 58+50.37 | 35.00' LT | 59-CL | 379,411.76 | 2,549,372.91 |
| 232 | 58+56.37 | 35.00' LT | 59-CL | 379,412.36 | 2,549,378.88 |
| 233 | 58+61.17 | 35.00' LT | 59-CL | 379,412.85 | 2,549,383.66 |
| 234 | 58+46.79 | 28.50' LT | 59-CL | 379,404.93 | 2,549,370.01 |
| 235 | 58+50.37 | 28.50' LT | 59-CL | 379,405.29 | 2,549,373.57 |
| 236 | 58+56.37 | 28.50' LT | 59-CL | 379,405.90 | 2,549,379.54 |
| 237 | 58+60.79 | 28.50' LT | 59-CL | 379,406.34 | 2,549,383.94 |
| 238 | 58+56.37 | 21.73' LT | 59-CL | 379,399.16 | 2,549,380.22 |
| 239 | 58+29.10 | 49.91' LT | 59-CL | 379,423.64 | 2,549,348.49 |
| 240 | 58+34.99 | 48.59' LT | 59-CL | 379,423.14 | 2,549,354.51 |
| 241 | 58+37.63 | 48.98' LT | 59-CL | 379,423.89 | 2,549,357.07 |
| 242 | 58+46.83 | 23.95' LT | 59-CL | 379,400.41 | 2,549,370.51 |
| 243 | 58+75.00 | 42.38' LT | 59-CL | 379,421.58 | 2,549,396.67 |
| 244 | 58+75.00 | 40.43' LT | 59-CL | 379,419.65 | 2,549,396.87 |
| 245 | 58+75.00 | 33.39' LT | 59-CL | 379,412.64 | 2,549,397.58 |
| 246 | 58+75.00 | 26.84' LT | 59-CL | 379,406.13 | 2,549,398.24 |
| 247 | 58+52.02 | 47.09' LT | 59-CL | 379,423.95 | 2,549,373.34 |

| 26th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 301 | 57+67.95 | 18.49' RT | 59-CL | 379,347.85 | 2,549,296.65 |
| 302 | 57+71.13 | 18.56' RT | 59-CL | 379,348.12 | 2,549,299.83 |
| 303 | 57+77.82 | 20.08' RT | 59-CL | 379,347.31 | 2,549,306.64 |
| 305 | 57+91.01 | 34.36' RT | 59-CL | 379,334.93 | 2,549,322.35 |
| 306 | 57+92.55 | 42.22' RT | 59-CL | 379,327.36 | 2,549,324.95 |
| 307 | 57+83.35 | 54.54' RT | 59-CL | 379,313.89 | 2,549,317.54 |
| 308 | 57+79.19 | 53.96' RT | 59-CL | 379,313.75 | 2,549,311.54 |
| 309 | 57+70.91 | 42.00' RT | 59-CL | 379,324.78 | 2,549,302.05 |
| 310 | 57+76.91 | 42.00' RT | 59-CL | 379,325.41 | 2,549,308.02 |
| 311 | 57+80.17 | 42.00' RT | 59-CL | 379,325.75 | 2,549,311.26 |
| 312 | 57+84.78 | 42.13' RT | 59-CL | 379,326.38 | 2,549,317.24 |
| 313 | 57+88.36 | 42.25' RT | 59-CL | 379,326.75 | 2,549,320.80 |
| 314 | 57+89.97 | 42.31' RT | 59-CL | 379,326.92 | 2,549,322.41 |
| 315 | 57+65.91 | 42.00' RT | 59-CL | 379,324.26 | 2,549,297.08 |
| 316 | 57+65.56 | 35.00' RT | 59-CL | 379,331.19 | 2,549,296.00 |
| 317 | 57+70.91 | 35.00' RT | 59-CL | 379,331.75 | 2,549,301.32 |
| 318 | 57+76.91 | 35.00' RT | 59-CL | 379,332.37 | 2,549,307.29 |
| 319 | 57+80.17 | 35.00' RT | 59-CL | 379,332.71 | 2,549,310.53 |
| 320 | 57+85.01 | 35.14' RT | 59-CL | 379,333.34 | 2,549,316.51 |
| 321 | 57+88.59 | 35.26' RT | 59-CL | 379,333.71 | 2,549,320.07 |
| 322 | 57+65.24 | 28.50' RT | 59-CL | 379,337.62 | 2,549,295.00 |
| 323 | 57+70.91 | 28.50' RT | 59-CL | 379,338.21 | 2,549,300.65 |
| 324 | 57+76.91 | 28.50' RT | 59-CL | 379,338.84 | 2,549,306.61 |
| 325 | 57+80.17 | 28.50' RT | 59-CL | 379,339.18 | 2,549,309.85 |
| 326 | 57+84.74 | 28.62' RT | 59-CL | 379,339.75 | 2,549,315.35 |
| 327 | 57+68.06 | 21.08' RT | 59-CL | 379,345.30 | 2,549,297.03 |
| 328 | 57+70.91 | 22.49' RT | 59-CL | 379,344.18 | 2,549,300.02 |
| 329 | 57+70.91 | 21.14' RT | 59-CL | 379,345.53 | 2,549,299.88 |
| 330 | 57+76.91 | 22.49' RT | 59-CL | 379,344.81 | 2,549,305.99 |
| 331 | 57+79.93 | 23.89' RT | 59-CL | 379,343.73 | 2,549,309.13 |
| 332 | 57+81.52 | 22.16' RT | 59-CL | 379,345.69 | 2,549,311.08 |
| 333 | 57+87.84 | 28.40' RT | 59-CL | 379,340.40 | 2,549,318.39 |
| 334 | 57+92.57 | 43.09' RT | 59-CL | 379,326.50 | 2,549,325.09 |
| 335 | 57+92.40 | 45.89' RT | 59-CL | 379,323.71 | 2,549,325.31 |
| 336 | 57+92.04 | 49.07' RT | 59-CL | 379,320.50 | 2,549,325.38 |
| 337 | 57+80.73 | 24.36' RT | 59-CL | 379,343.35 | 2,549,309.98 |
| 338 | 57+89.47 | 48.78' RT | 59-CL | 379,320.44 | 2,549,322.80 |
| 339 | 57+98.00 | 49.75' RT | 59-CL | 379,320.65 | 2,549,331.38 |
| 340 | 57+50.00 | 43.59' RT | 59-CL | 379,321.02 | 2,549,281.42 |
| 341 | 57+50.00 | 36.56' RT | 59-CL | 379,328.02 | 2,549,280.69 |
| 342 | 57+50.00 | 30.02' RT | 59-CL | 379,334.51 | 2,549,280.01 |

| 26th-Median-West | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 350 | 57+70.88 | 5.39' LT | 59-CL | 379,371.91 | 2,549,297.08 |
| 351 | 57+70.91 | 3.80' LT | 59-CL | 379,370.34 | 2,549,297.28 |
| 352 | 57+70.91 | 3.77' RT | 59-CL | 379,362.80 | 2,549,298.07 |
| 353 | 57+70.98 | 5.35' RT | 59-CL | 379,361.24 | 2,549,298.30 |
| 354 | 57+76.88 | 5.51' LT | 59-CL | 379,372.66 | 2,549,303.03 |
| 355 | 57+76.91 | 3.93' LT | 59-CL | 379,371.09 | 2,549,303.23 |
| 356 | 57+76.91 | 3.52' RT | 59-CL | 379,363.68 | 2,549,304.01 |
| 357 | 57+76.98 | 5.10' RT | 59-CL | 379,362.12 | 2,549,304.24 |

| 26th-Median East | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 444 | 58+50.37 | 5.00' RT | 59-CL | 379,371.96 | 2,549,376.95 |
| 445 | 58+50.37 | 3.42' RT | 59-CL | 379,373.54 | 2,549,376.79 |
| 446 | 58+50.37 | 3.36' LT | 59-CL | 379,380.29 | 2,549,376.10 |
| 447 | 58+50.33 | 4.95' LT | 59-CL | 379,381.86 | 2,549,375.90 |
| 448 | 58+56.37 | 5.00' LT | 59-CL | 379,382.52 | 2,549,381.91 |
| 449 | 58+56.37 | 3.42' LT | 59-CL | 379,380.94 | 2,549,382.07 |
| 450 | 58+56.37 | 3.42' RT | 59-CL | 379,374.14 | 2,549,382.76 |
| 451 | 58+56.37 | 5.00' RT | 59-CL | 379,372.57 | 2,549,382.92 |

| 26th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 401 | 58+23.83 | 52.72' RT | 59-CL | 379,321.25 | 2,549,357.37 |
| 402 | 58+24.80 | 44.28' RT | 59-CL | 379,329.75 | 2,549,357.18 |
| 403 | 58+25.18 | 40.93' RT | 59-CL | 379,333.12 | 2,549,357.10 |
| 404 | 58+29.21 | 29.93' RT | 59-CL | 379,344.57 | 2,549,359.58 |
| 405 | 58+26.22 | 36.12' RT | 59-CL | 379,338.03 | 2,549,357.47 |
| 406 | 58+17.87 | 52.04' RT | 59-CL | 379,321.11 | 2,549,351.38 |
| 407 | 58+34.58 | 24.13' RT | 59-CL | 379,351.06 | 2,549,364.10 |
| 408 | 58+49.79 | 18.35' RT | 59-CL | 379,358.62 | 2,549,377.72 |
| 409 | 58+55.90 | 17.01' RT | 59-CL | 379,360.57 | 2,549,383.66 |
| 410 | 58+66.85 | 16.00' RT | 59-CL | 379,362.68 | 2,549,394.45 |
| 411 | 58+72.68 | 16.00' RT | 59-CL | 379,363.27 | 2,549,400.25 |
| 412 | 58+78.68 | 22.00' RT | 59-CL | 379,357.90 | 2,549,406.82 |
| 413 | 58+27.44 | 43.88' RT | 59-CL | 379,330.52 | 2,549,359.74 |
| 414 | 58+28.68 | 36.92' RT | 59-CL | 379,337.58 | 2,549,360.01 |
| 415 | 58+31.94 | 30.53' RT | 59-CL | 379,344.35 | 2,549,362.36 |
| 416 | 58+47.37 | 21.56' RT | 59-CL | 379,355.18 | 2,549,375.63 |
| 417 | 58+50.37 | 20.87' RT | 59-CL | 379,356.17 | 2,549,378.55 |
| 418 | 58+56.37 | 19.55' RT | 59-CL | 379,358.09 | 2,549,384.38 |
| 419 | 58+59.37 | 19.07' RT | 59-CL | 379,358.87 | 2,549,387.32 |
| 420 | 58+31.51 | 55.96' RT | 59-CL | 379,319.11 | 2,549,365.43 |
| 421 | 58+37.47 | 56.64' RT | 59-CL | 379,319.25 | 2,549,371.42 |
| 422 | 58+32.19 | 50.02' RT | 59-CL | 379,325.09 | 2,549,365.29 |
| 423 | 58+38.15 | 50.70' RT | 59-CL | 379,325.23 | 2,549,371.29 |
| 424 | 58+28.42 | 43.91' RT | 59-CL | 379,330.62 | 2,549,360.72 |
| 425 | 58+32.87 | 44.08' RT | 59-CL | 379,331.06 | 2,549,365.15 |
| 426 | 58+38.89 | 44.30' RT | 59-CL | 379,331.67 | 2,549,371.13 |
| 427 | 58+43.81 | 44.48' RT | 59-CL | 379,332.17 | 2,549,376.03 |
| 428 | 58+50.37 | 44.50' RT | 59-CL | 379,332.66 | 2,549,380.93 |
| 429 | 58+56.37 | 44.50' RT | 59-CL | 379,333.27 | 2,549,386.90 |
| 430 | 58+33.13 | 37.08' RT | 59-CL | 379,338.03 | 2,549,364.44 |
| 431 | 58+39.15 | 37.30' RT | 59-CL | 379,338.64 | 2,549,370.43 |
| 432 | 58+44.07 | 37.48' RT | 59-CL | 379,339.13 | 2,549,375.33 |
| 433 | 58+50.37 | 37.50' RT | 59-CL | 379,339.63 | 2,549,380.22 |
| 434 | 58+56.37 | 37.50' RT | 59-CL | 379,340.23 | 2,549,386.19 |
| 435 | 58+33.37 | 30.58' RT | 59-CL | 379,344.50 | 2,549,363.79 |
| 436 | 58+39.39 | 30.81' RT | 59-CL | 379,345.10 | 2,549,369.77 |
| 437 | 58+44.31 | 30.99' RT | 59-CL | 379,345.60 | 2,549,374.67 |
| 438 | 58+50.37 | 31.00' RT | 59-CL | 379,346.10 | 2,549,379.57 |
| 439 | 58+56.37 | 31.00' RT | 59-CL | 379,346.70 | 2,549,385.54 |
| 440 | 58+07.93 | 50.90' RT | 59-CL | 379,320.88 | 2,549,341.38 |

| 26th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 441 | 58+08.76 | 43.69' RT | 59-CL | 379,328.14 | 2,549,341.21 |
| 442 | 58+10.42 | 29.24' RT | 59-CL | 379,342.68 | 2,549,340.87 |
| 443 | 58+11.11 | 23.26' RT | 59-CL | 379,348.69 | 2,549,340.73 |
| 453 | 58+46.04 | 19.22' RT | 59-CL | 379,357.38 | 2,549,374.07 |
| 454 | 58+53.42 | 17.52' RT | 59-CL | 379,359.81 | 2,549,381.24 |
| 455 | 58+36.18 | 26.16' RT | 59-CL | 379,349.27 | 2,549,365.96 |
| 456 | 58+24.88 | 43.58' RT | 59-CL | 379,330.46 | 2,549,357.16 |
| 457 | 58+26.39 | 53.02' RT | 59-CL | 379,321.31 | 2,549,359.96 |
| 458 | 58+41.59 | 57.12' RT | 59-CL | 379,319.35 | 2,549,375.58 |
| 459 | 58+42.57 | 50.47' RT | 59-CL | 379,326.06 | 2,549,375.64 |
| 460 | 58+47.73 | 48.08' RT | 59-CL | 379,328.84 | 2,549,378.66 |
| 461 | 58+50.54 | 48.29' RT | 59-CL | 379,328.91 | 2,549,381.48 |
| 462 | 58+56.37 | 47.92' RT | 59-CL | 379,329.87 | 2,549,387.24 |
| 463 | 58+75.00 | 47.76' RT | 59-CL | 379,331.91 | 2,549,405.76 |
| 464 | 58+75.00 | 44.50' RT | 59-CL | 379,335.15 | 2,549,405.43 |
| 465 | 58+75.00 | 37.50' RT | 59-CL | 379,342.11 | 2,549,404.73 |
| 466 | 58+75.00 | 31.00' RT | 59-CL | 379,348.58 | 2,549,404.07 |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

W NATIONAL AVE/STH 59 & 25TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 25TH ST
NORTHEAST QUADRANT

25TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

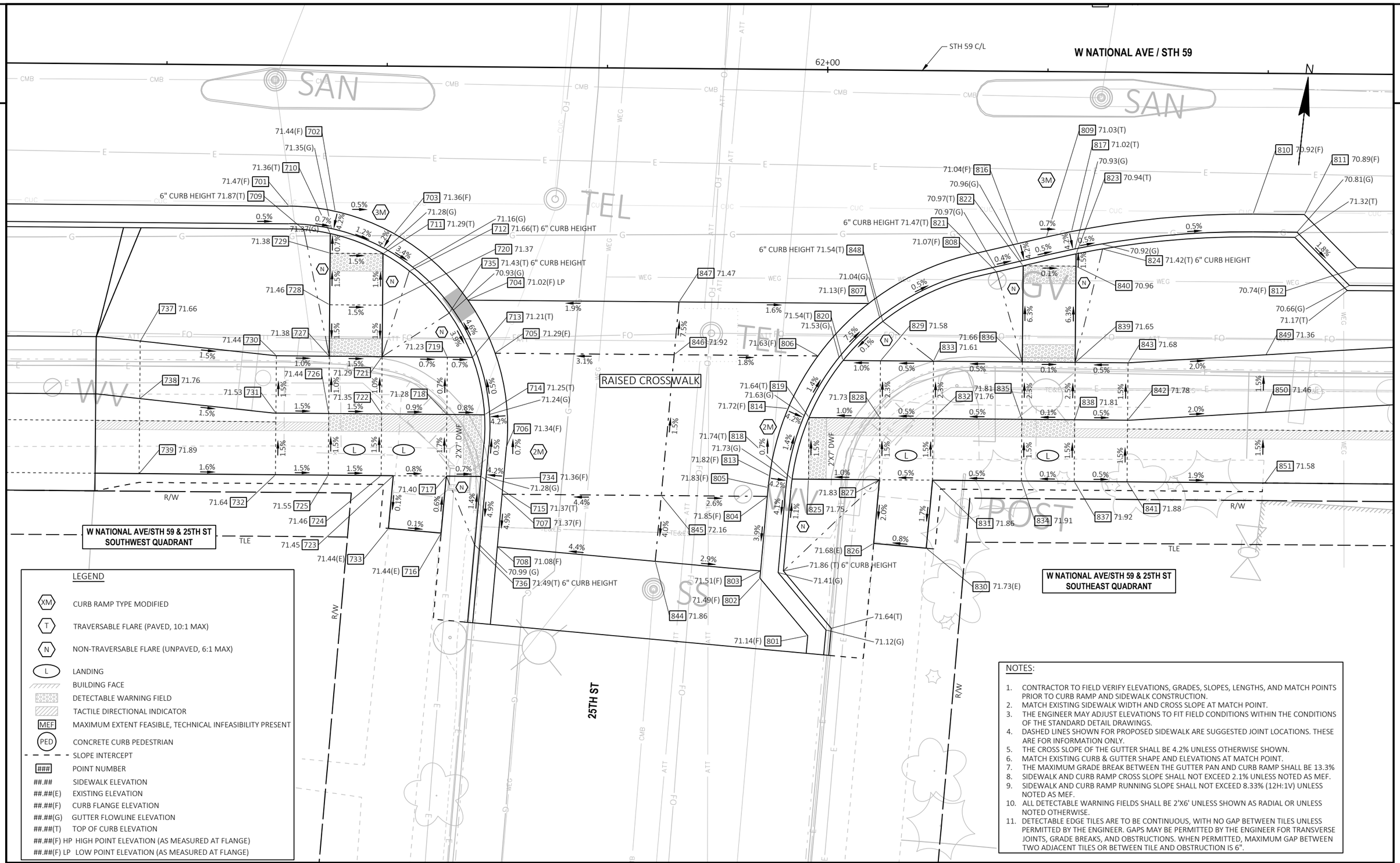
62+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (25TH ST) | SHEET 130 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 25N

PLOT DATE : 7/16/2026 2:07 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (25TH ST) | SHEET 131 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 25S
PLOT DATE : 7/16/2026 2:08 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

| 25th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 501 | 61+73.32 | 36.82' LT | 59-CL | 379,446.13 | 2,549,694.03 |
| 502 | 61+63.12 | 23.77' LT | 59-CL | 379,432.12 | 2,549,685.20 |
| 503 | 61+55.32 | 21.16' LT | 59-CL | 379,428.74 | 2,549,677.70 |
| 504 | 61+23.62 | 16.00' LT | 59-CL | 379,420.41 | 2,549,646.68 |
| 505 | 61+71.10 | 41.50' LT | 59-CL | 379,450.57 | 2,549,691.35 |
| 506 | 61+70.86 | 38.50' LT | 59-CL | 379,447.56 | 2,549,691.42 |
| 507 | 61+68.95 | 31.50' LT | 59-CL | 379,440.40 | 2,549,690.22 |
| 508 | 61+58.67 | 25.00' LT | 59-CL | 379,432.90 | 2,549,680.65 |
| 509 | 61+54.50 | 23.61' LT | 59-CL | 379,431.09 | 2,549,676.64 |
| 510 | 61+52.69 | 23.02' LT | 59-CL | 379,430.32 | 2,549,674.89 |
| 511 | 61+49.69 | 22.14' LT | 59-CL | 379,429.14 | 2,549,672.00 |
| 512 | 61+43.69 | 20.67' LT | 59-CL | 379,427.08 | 2,549,666.18 |
| 513 | 61+40.69 | 20.09' LT | 59-CL | 379,426.20 | 2,549,663.25 |
| 514 | 61+68.95 | 38.50' LT | 59-CL | 379,447.37 | 2,549,689.52 |
| 515 | 61+64.90 | 44.48' LT | 59-CL | 379,452.91 | 2,549,684.88 |
| 516 | 61+64.43 | 38.50' LT | 59-CL | 379,446.91 | 2,549,685.01 |
| 517 | 61+64.43 | 31.50' LT | 59-CL | 379,439.94 | 2,549,685.72 |
| 518 | 61+59.91 | 44.87' LT | 59-CL | 379,452.79 | 2,549,679.88 |
| 519 | 61+59.41 | 38.50' LT | 59-CL | 379,446.40 | 2,549,680.02 |
| 520 | 61+59.41 | 31.50' LT | 59-CL | 379,439.44 | 2,549,680.73 |
| 521 | 61+49.69 | 38.50' LT | 59-CL | 379,445.42 | 2,549,670.35 |
| 522 | 61+49.69 | 31.50' LT | 59-CL | 379,438.46 | 2,549,671.05 |
| 523 | 61+49.69 | 25.00' LT | 59-CL | 379,431.99 | 2,549,671.71 |
| 524 | 61+43.69 | 38.50' LT | 59-CL | 379,444.82 | 2,549,664.38 |
| 525 | 61+43.69 | 31.50' LT | 59-CL | 379,437.85 | 2,549,665.08 |
| 526 | 61+43.69 | 25.00' LT | 59-CL | 379,431.39 | 2,549,665.74 |
| 527 | 61+43.69 | 22.14' LT | 59-CL | 379,428.54 | 2,549,666.03 |
| 528 | 61+37.69 | 38.50' LT | 59-CL | 379,444.21 | 2,549,658.41 |
| 529 | 61+37.69 | 31.50' LT | 59-CL | 379,437.25 | 2,549,659.12 |
| 530 | 61+37.69 | 25.00' LT | 59-CL | 379,430.78 | 2,549,659.77 |
| 531 | 61+73.44 | 38.30' LT | 59-CL | 379,447.62 | 2,549,694.00 |
| 532 | 61+71.16 | 30.15' LT | 59-CL | 379,439.28 | 2,549,692.55 |
| 533 | 61+50.38 | 19.65' LT | 59-CL | 379,426.73 | 2,549,672.94 |
| 534 | 61+44.22 | 18.14' LT | 59-CL | 379,424.62 | 2,549,666.96 |
| 535 | 61+59.49 | 22.55' LT | 59-CL | 379,430.54 | 2,549,681.71 |
| 536 | 61+25.00 | 38.50' LT | 59-CL | 379,442.93 | 2,549,645.79 |
| 537 | 61+25.00 | 31.50' LT | 59-CL | 379,435.97 | 2,549,646.49 |
| 538 | 61+25.00 | 25.00' LT | 59-CL | 379,429.50 | 2,549,647.15 |

| 25th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 601 | 62+06.32 | 48.34' LT | 59-CL | 379,460.93 | 2,549,725.71 |
| 602 | 62+36.23 | 16.00' LT | 59-CL | 379,431.76 | 2,549,758.72 |
| 603 | 62+09.19 | 41.50' LT | 59-CL | 379,454.41 | 2,549,729.24 |
| 604 | 62+09.86 | 38.50' LT | 59-CL | 379,451.49 | 2,549,730.22 |
| 605 | 62+12.96 | 31.50' LT | 59-CL | 379,444.84 | 2,549,734.01 |
| 606 | 62+18.61 | 25.00' LT | 59-CL | 379,438.94 | 2,549,740.28 |
| 607 | 62+22.36 | 22.35' LT | 59-CL | 379,436.69 | 2,549,744.28 |
| 608 | 62+28.36 | 19.74' LT | 59-CL | 379,434.69 | 2,549,750.51 |
| 609 | 62+31.36 | 19.02' LT | 59-CL | 379,434.28 | 2,549,753.57 |
| 610 | 62+12.96 | 38.50' LT | 59-CL | 379,451.80 | 2,549,733.30 |
| 611 | 62+18.10 | 48.86' LT | 59-CL | 379,462.63 | 2,549,737.37 |
| 612 | 62+17.29 | 38.50' LT | 59-CL | 379,452.24 | 2,549,737.61 |
| 613 | 62+17.29 | 31.50' LT | 59-CL | 379,445.28 | 2,549,738.31 |
| 614 | 62+23.09 | 48.47' LT | 59-CL | 379,462.74 | 2,549,742.37 |
| 615 | 62+22.30 | 38.50' LT | 59-CL | 379,452.75 | 2,549,742.60 |
| 616 | 62+22.36 | 31.50' LT | 59-CL | 379,445.79 | 2,549,743.36 |
| 617 | 62+22.36 | 25.00' LT | 59-CL | 379,439.32 | 2,549,744.01 |
| 618 | 62+28.36 | 38.50' LT | 59-CL | 379,453.36 | 2,549,748.62 |
| 619 | 62+28.36 | 31.50' LT | 59-CL | 379,446.39 | 2,549,749.33 |
| 620 | 62+28.36 | 25.00' LT | 59-CL | 379,439.92 | 2,549,749.98 |
| 621 | 62+28.36 | 22.35' LT | 59-CL | 379,437.29 | 2,549,750.25 |
| 622 | 62+37.32 | 38.50' LT | 59-CL | 379,454.26 | 2,549,757.53 |
| 623 | 62+37.32 | 31.50' LT | 59-CL | 379,447.29 | 2,549,758.24 |
| 624 | 62+37.32 | 25.00' LT | 59-CL | 379,440.83 | 2,549,758.90 |
| 625 | 62+07.38 | 37.79' LT | 59-CL | 379,450.54 | 2,549,727.82 |
| 626 | 62+20.43 | 23.60' LT | 59-CL | 379,437.73 | 2,549,742.23 |
| 627 | 62+16.95 | 23.02' LT | 59-CL | 379,436.81 | 2,549,738.83 |
| 628 | 62+21.05 | 20.12' LT | 59-CL | 379,434.34 | 2,549,743.20 |
| 629 | 62+27.62 | 17.26' LT | 59-CL | 379,432.15 | 2,549,750.02 |
| 630 | 62+43.32 | 38.50' LT | 59-CL | 379,454.86 | 2,549,763.50 |
| 631 | 62+43.32 | 31.50' LT | 59-CL | 379,447.90 | 2,549,764.21 |
| 632 | 62+43.32 | 25.00' LT | 59-CL | 379,441.43 | 2,549,764.86 |

2

| 25th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 701 | 61+38.98 | 16.00' RT | 59-CL | 379,390.12 | 2,549,665.19 |
| 702 | 61+44.23 | 16.56' RT | 59-CL | 379,390.10 | 2,549,670.47 |
| 703 | 61+50.92 | 19.04' RT | 59-CL | 379,388.30 | 2,549,677.38 |
| 704 | 61+59.35 | 26.50' RT | 59-CL | 379,381.73 | 2,549,686.51 |
| 705 | 61+62.49 | 32.50' RT | 59-CL | 379,376.08 | 2,549,690.25 |
| 706 | 61+63.89 | 43.07' RT | 59-CL | 379,365.70 | 2,549,692.71 |
| 707 | 61+63.44 | 48.50' RT | 59-CL | 379,360.25 | 2,549,692.81 |
| 708 | 61+62.95 | 54.49' RT | 59-CL | 379,354.25 | 2,549,692.92 |
| 709 | 61+40.69 | 18.65' RT | 59-CL | 379,387.66 | 2,549,667.16 |
| 710 | 61+43.69 | 19.08' RT | 59-CL | 379,387.53 | 2,549,670.19 |
| 711 | 61+49.69 | 21.31' RT | 59-CL | 379,385.92 | 2,549,676.38 |
| 712 | 61+52.69 | 23.26' RT | 59-CL | 379,384.28 | 2,549,679.56 |
| 713 | 61+59.92 | 33.00' RT | 59-CL | 379,375.32 | 2,549,687.74 |
| 714 | 61+61.35 | 39.50' RT | 59-CL | 379,369.00 | 2,549,689.81 |
| 715 | 61+61.02 | 46.50' RT | 59-CL | 379,362.00 | 2,549,690.19 |
| 716 | 61+56.55 | 52.98' RT | 59-CL | 379,355.10 | 2,549,686.40 |
| 717 | 61+57.09 | 46.50' RT | 59-CL | 379,361.60 | 2,549,686.28 |
| 718 | 61+57.09 | 39.50' RT | 59-CL | 379,368.57 | 2,549,685.58 |
| 719 | 61+57.09 | 33.00' RT | 59-CL | 379,375.03 | 2,549,684.92 |
| 720 | 61+49.69 | 27.15' RT | 59-CL | 379,380.10 | 2,549,676.97 |
| 721 | 61+49.69 | 33.00' RT | 59-CL | 379,374.29 | 2,549,677.56 |
| 722 | 61+49.69 | 39.50' RT | 59-CL | 379,367.82 | 2,549,678.21 |
| 723 | 61+51.07 | 46.50' RT | 59-CL | 379,361.00 | 2,549,680.29 |
| 724 | 61+49.69 | 46.50' RT | 59-CL | 379,360.86 | 2,549,678.92 |
| 725 | 61+43.69 | 46.50' RT | 59-CL | 379,360.25 | 2,549,672.95 |
| 726 | 61+43.69 | 39.50' RT | 59-CL | 379,367.22 | 2,549,672.24 |
| 727 | 61+43.69 | 33.00' RT | 59-CL | 379,373.68 | 2,549,671.59 |
| 728 | 61+43.69 | 27.15' RT | 59-CL | 379,379.50 | 2,549,671.00 |
| 729 | 61+43.69 | 21.31' RT | 59-CL | 379,385.32 | 2,549,670.41 |
| 730 | 61+37.69 | 33.00' RT | 59-CL | 379,373.08 | 2,549,665.62 |
| 731 | 61+37.69 | 39.50' RT | 59-CL | 379,366.61 | 2,549,666.27 |
| 732 | 61+37.69 | 46.50' RT | 59-CL | 379,359.65 | 2,549,666.98 |
| 733 | 61+50.57 | 52.48' RT | 59-CL | 379,355.00 | 2,549,680.40 |
| 734 | 61+63.59 | 46.71' RT | 59-CL | 379,362.05 | 2,549,692.78 |
| 735 | 61+57.24 | 28.00' RT | 59-CL | 379,380.03 | 2,549,684.57 |
| 736 | 61+60.37 | 54.27' RT | 59-CL | 379,354.21 | 2,549,690.33 |
| 737 | 61+22.22 | 31.45' RT | 59-CL | 379,373.06 | 2,549,650.07 |
| 738 | 61+22.22 | 37.99' RT | 59-CL | 379,366.56 | 2,549,650.73 |
| 739 | 61+22.22 | 46.50' RT | 59-CL | 379,358.09 | 2,549,651.59 |

| 25th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 801 | 61+98.26 | 64.27' RT | 59-CL | 379,348.08 | 2,549,729.03 |
| 802 | 61+92.77 | 57.79' RT | 59-CL | 379,353.97 | 2,549,722.93 |
| 803 | 61+92.84 | 56.96' RT | 59-CL | 379,354.80 | 2,549,722.91 |
| 804 | 61+93.55 | 48.50' RT | 59-CL | 379,363.29 | 2,549,722.76 |
| 805 | 61+93.63 | 47.48' RT | 59-CL | 379,364.31 | 2,549,722.74 |
| 806 | 61+99.15 | 32.50' RT | 59-CL | 379,379.77 | 2,549,726.72 |
| 807 | 62+04.87 | 26.50' RT | 59-CL | 379,386.32 | 2,549,731.81 |
| 808 | 62+16.49 | 20.83' RT | 59-CL | 379,393.13 | 2,549,742.80 |
| 809 | 62+24.97 | 18.79' RT | 59-CL | 379,396.02 | 2,549,751.02 |
| 810 | 62+48.41 | 16.00' RT | 59-CL | 379,401.16 | 2,549,774.07 |
| 811 | 62+54.24 | 16.00' RT | 59-CL | 379,401.74 | 2,549,779.87 |
| 812 | 62+60.24 | 22.00' RT | 59-CL | 379,396.38 | 2,549,786.44 |
| 813 | 61+93.77 | 46.17' RT | 59-CL | 379,365.63 | 2,549,722.75 |
| 814 | 61+95.81 | 38.51' RT | 59-CL | 379,373.46 | 2,549,724.00 |
| 816 | 62+21.75 | 19.56' RT | 59-CL | 379,394.92 | 2,549,747.90 |
| 817 | 62+27.83 | 18.14' RT | 59-CL | 379,396.95 | 2,549,753.80 |
| 818 | 61+96.33 | 46.50' RT | 59-CL | 379,365.56 | 2,549,725.33 |
| 819 | 61+98.20 | 39.50' RT | 59-CL | 379,372.71 | 2,549,726.48 |
| 820 | 62+02.01 | 33.00' RT | 59-CL | 379,379.56 | 2,549,729.62 |
| 821 | 62+19.36 | 22.80' RT | 59-CL | 379,391.46 | 2,549,745.85 |
| 822 | 62+22.36 | 22.07' RT | 59-CL | 379,392.49 | 2,549,748.76 |
| 823 | 62+28.36 | 20.67' RT | 59-CL | 379,394.49 | 2,549,754.59 |
| 824 | 62+31.36 | 20.09' RT | 59-CL | 379,395.37 | 2,549,757.51 |
| 825 | 61+98.20 | 46.50' RT | 59-CL | 379,365.75 | 2,549,727.18 |
| 826 | 62+05.65 | 53.73' RT | 59-CL | 379,359.30 | 2,549,735.33 |
| 827 | 62+06.26 | 46.50' RT | 59-CL | 379,366.56 | 2,549,735.20 |
| 828 | 62+06.26 | 39.50' RT | 59-CL | 379,373.52 | 2,549,734.50 |
| 829 | 62+06.26 | 33.00' RT | 59-CL | 379,379.99 | 2,549,733.84 |
| 830 | 62+11.63 | 54.23' RT | 59-CL | 379,359.41 | 2,549,741.33 |
| 831 | 62+12.28 | 46.50' RT | 59-CL | 379,367.17 | 2,549,741.19 |
| 832 | 62+12.28 | 39.50' RT | 59-CL | 379,374.13 | 2,549,740.49 |
| 833 | 62+12.28 | 33.00' RT | 59-CL | 379,380.60 | 2,549,739.83 |
| 834 | 62+22.36 | 46.50' RT | 59-CL | 379,368.18 | 2,549,751.22 |
| 835 | 62+22.36 | 39.50' RT | 59-CL | 379,375.15 | 2,549,750.52 |
| 836 | 62+22.36 | 33.00' RT | 59-CL | 379,381.62 | 2,549,749.86 |
| 837 | 62+28.36 | 46.50' RT | 59-CL | 379,368.79 | 2,549,757.19 |
| 838 | 62+28.36 | 39.50' RT | 59-CL | 379,375.75 | 2,549,756.49 |
| 839 | 62+28.36 | 33.00' RT | 59-CL | 379,382.22 | 2,549,755.83 |
| 840 | 62+28.36 | 22.07' RT | 59-CL | 379,393.09 | 2,549,754.73 |
| 841 | 62+34.36 | 46.50' RT | 59-CL | 379,369.39 | 2,549,763.16 |
| 842 | 62+34.36 | 39.50' RT | 59-CL | 379,376.36 | 2,549,762.46 |
| 843 | 62+34.36 | 33.00' RT | 59-CL | 379,382.83 | 2,549,761.80 |
| 844 | 61+80.88 | 55.97' RT | 59-CL | 379,354.58 | 2,549,710.91 |
| 845 | 61+81.50 | 48.50' RT | 59-CL | 379,362.07 | 2,549,710.78 |
| 846 | 61+82.83 | 32.50' RT | 59-CL | 379,378.13 | 2,549,710.49 |
| 847 | 61+83.33 | 26.50' RT | 59-CL | 379,384.15 | 2,549,710.38 |
| 848 | 62+06.48 | 28.52' RT | 59-CL | 379,384.47 | 2,549,733.61 |

| 25th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 849 | 62+50.00 | 31.96' RT | 59-CL | 379,385.44 | 2,549,777.26 |
| 850 | 62+50.00 | 38.47' RT | 59-CL | 379,378.96 | 2,549,777.91 |
| 851 | 62+50.00 | 46.50' RT | 59-CL | 379,370.97 | 2,549,778.72 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

W NATIONAL AVE/STH 59 & 24TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 24TH ST
NORTHEAST QUADRANT

24TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

65+00

66+00

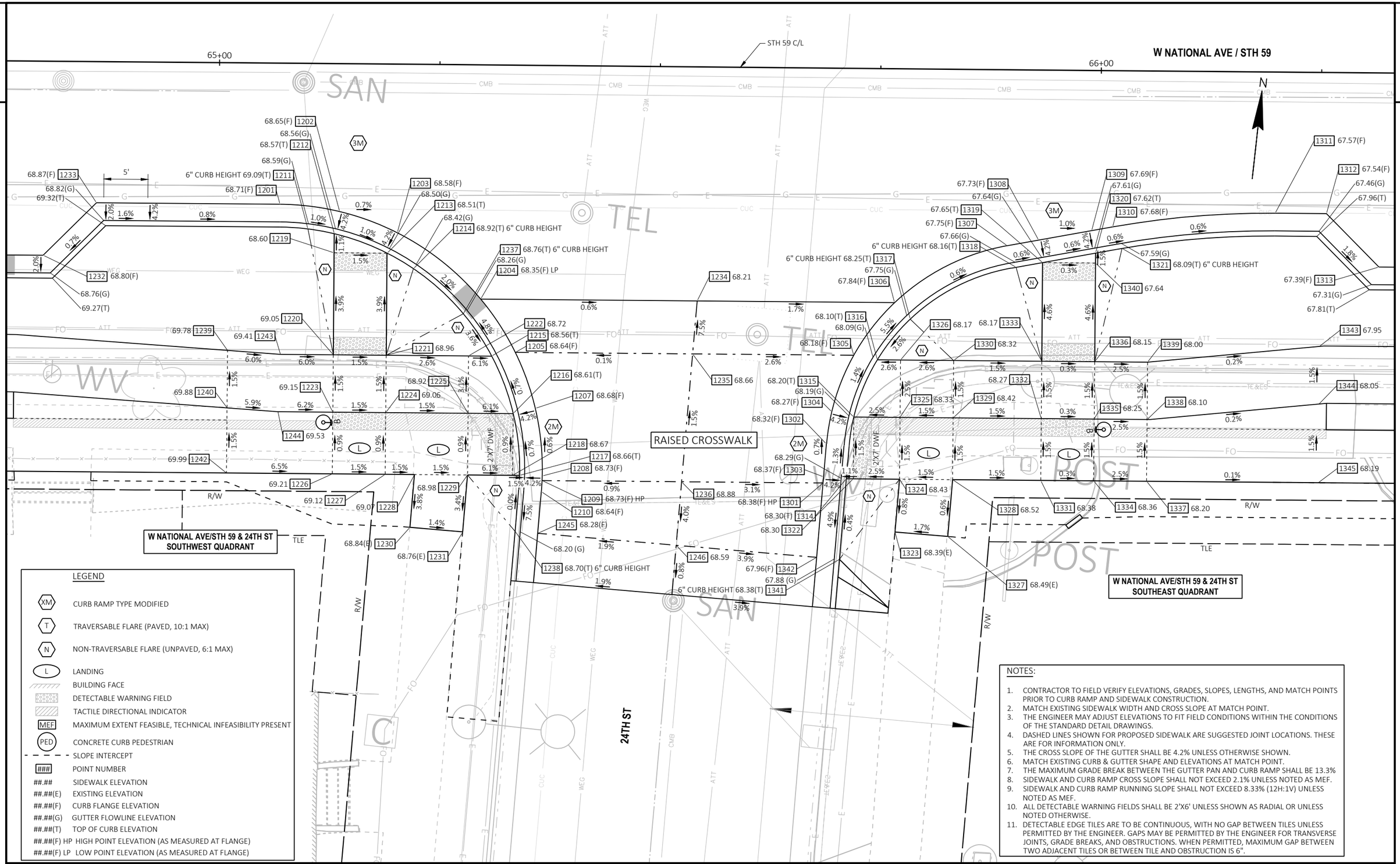
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (24TH ST) | SHEET 134 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 24N

PLOT DATE : 7/16/2026 2:10 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (24TH ST) | SHEET 135 | E |
|---|---|---|---|---|---|

| 24th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 901 | 65+43.15 | 36.90' LT | 59-CL | 379,483.48 | 2,550,062.01 |
| 902 | 65+33.06 | 23.80' LT | 59-CL | 379,469.45 | 2,550,053.27 |
| 903 | 65+26.00 | 21.38' LT | 59-CL | 379,466.34 | 2,550,046.49 |
| 904 | 64+93.67 | 16.00' LT | 59-CL | 379,457.72 | 2,550,014.84 |
| 905 | 65+43.25 | 38.33' LT | 59-CL | 379,484.92 | 2,550,061.97 |
| 906 | 65+40.99 | 30.17' LT | 59-CL | 379,476.58 | 2,550,060.53 |
| 907 | 65+19.85 | 19.49' LT | 59-CL | 379,463.83 | 2,550,040.54 |
| 908 | 65+13.69 | 18.02' LT | 59-CL | 379,461.76 | 2,550,034.56 |
| 909 | 65+40.90 | 41.52' LT | 59-CL | 379,487.86 | 2,550,059.31 |
| 910 | 65+40.68 | 38.52' LT | 59-CL | 379,484.85 | 2,550,059.39 |
| 911 | 65+38.78 | 31.52' LT | 59-CL | 379,477.70 | 2,550,058.20 |
| 912 | 65+28.60 | 25.01' LT | 59-CL | 379,470.20 | 2,550,048.72 |
| 913 | 65+25.16 | 23.82' LT | 59-CL | 379,468.68 | 2,550,045.41 |
| 914 | 65+22.17 | 22.85' LT | 59-CL | 379,467.41 | 2,550,042.51 |
| 915 | 65+19.17 | 21.98' LT | 59-CL | 379,466.25 | 2,550,039.61 |
| 916 | 65+13.17 | 20.56' LT | 59-CL | 379,464.22 | 2,550,033.79 |
| 917 | 65+10.19 | 20.00' LT | 59-CL | 379,463.36 | 2,550,030.88 |
| 918 | 65+34.66 | 45.64' LT | 59-CL | 379,491.34 | 2,550,052.69 |
| 919 | 65+34.14 | 38.51' LT | 59-CL | 379,484.19 | 2,550,052.89 |
| 920 | 65+38.77 | 38.52' LT | 59-CL | 379,484.66 | 2,550,057.50 |
| 921 | 65+34.15 | 31.51' LT | 59-CL | 379,477.23 | 2,550,053.59 |
| 922 | 65+29.68 | 46.01' LT | 59-CL | 379,491.21 | 2,550,047.70 |
| 923 | 65+29.13 | 38.51' LT | 59-CL | 379,483.69 | 2,550,047.90 |
| 924 | 65+29.13 | 31.51' LT | 59-CL | 379,476.72 | 2,550,048.60 |
| 925 | 65+19.17 | 38.50' LT | 59-CL | 379,482.68 | 2,550,037.95 |
| 926 | 65+19.17 | 31.50' LT | 59-CL | 379,475.72 | 2,550,038.65 |
| 927 | 65+19.17 | 25.00' LT | 59-CL | 379,469.25 | 2,550,039.31 |
| 928 | 65+13.17 | 38.50' LT | 59-CL | 379,482.07 | 2,550,031.98 |
| 929 | 65+13.17 | 31.50' LT | 59-CL | 379,475.11 | 2,550,032.69 |
| 930 | 65+13.17 | 25.00' LT | 59-CL | 379,468.64 | 2,550,033.34 |
| 931 | 65+13.17 | 21.98' LT | 59-CL | 379,465.64 | 2,550,033.64 |
| 932 | 65+07.17 | 38.50' LT | 59-CL | 379,481.47 | 2,550,026.01 |
| 933 | 65+07.17 | 31.50' LT | 59-CL | 379,474.51 | 2,550,026.72 |
| 934 | 65+07.17 | 25.00' LT | 59-CL | 379,468.04 | 2,550,027.37 |
| 935 | 65+29.44 | 22.56' LT | 59-CL | 379,467.85 | 2,550,049.80 |

| 24th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1101 | 65+76.06 | 48.21' LT | 59-CL | 379,498.02 | 2,550,093.63 |
| 1102 | 65+77.13 | 37.78' LT | 59-CL | 379,487.76 | 2,550,095.74 |
| 1103 | 65+80.53 | 30.13' LT | 59-CL | 379,480.48 | 2,550,099.88 |
| 1104 | 65+86.72 | 23.02' LT | 59-CL | 379,474.02 | 2,550,106.74 |
| 1105 | 66+06.02 | 16.00' LT | 59-CL | 379,468.98 | 2,550,126.64 |
| 1106 | 65+78.94 | 41.49' LT | 59-CL | 379,491.63 | 2,550,097.16 |
| 1107 | 65+79.62 | 38.49' LT | 59-CL | 379,488.71 | 2,550,098.14 |
| 1108 | 65+82.73 | 31.50' LT | 59-CL | 379,482.06 | 2,550,101.93 |
| 1109 | 65+88.40 | 25.00' LT | 59-CL | 379,476.16 | 2,550,108.20 |
| 1110 | 65+90.53 | 23.38' LT | 59-CL | 379,474.76 | 2,550,110.48 |
| 1111 | 65+93.53 | 21.60' LT | 59-CL | 379,473.29 | 2,550,113.65 |
| 1112 | 65+99.53 | 19.36' LT | 59-CL | 379,471.67 | 2,550,119.84 |
| 1113 | 66+02.53 | 18.81' LT | 59-CL | 379,471.42 | 2,550,122.88 |
| 1114 | 65+85.04 | 44.17' LT | 59-CL | 379,494.90 | 2,550,102.97 |
| 1115 | 65+84.62 | 38.50' LT | 59-CL | 379,489.22 | 2,550,103.12 |
| 1116 | 65+82.72 | 38.50' LT | 59-CL | 379,489.02 | 2,550,101.22 |
| 1117 | 65+90.07 | 43.84' LT | 59-CL | 379,495.07 | 2,550,107.96 |
| 1118 | 65+89.67 | 38.50' LT | 59-CL | 379,489.72 | 2,550,108.11 |
| 1119 | 65+89.67 | 31.50' LT | 59-CL | 379,482.76 | 2,550,108.81 |
| 1120 | 65+93.53 | 38.50' LT | 59-CL | 379,490.11 | 2,550,111.94 |
| 1121 | 65+93.53 | 31.50' LT | 59-CL | 379,483.14 | 2,550,112.65 |
| 1122 | 65+93.53 | 25.00' LT | 59-CL | 379,476.68 | 2,550,113.30 |
| 1123 | 65+99.53 | 38.50' LT | 59-CL | 379,490.71 | 2,550,117.91 |
| 1124 | 65+99.53 | 31.50' LT | 59-CL | 379,483.75 | 2,550,118.62 |
| 1125 | 65+99.53 | 25.00' LT | 59-CL | 379,477.28 | 2,550,119.27 |
| 1126 | 65+99.53 | 21.60' LT | 59-CL | 379,473.89 | 2,550,119.62 |
| 1127 | 65+92.35 | 19.30' LT | 59-CL | 379,470.88 | 2,550,112.71 |
| 1128 | 65+98.92 | 16.85' LT | 59-CL | 379,469.11 | 2,550,119.48 |
| 1129 | 66+06.02 | 38.50' LT | 59-CL | 379,491.37 | 2,550,124.37 |
| 1130 | 66+06.02 | 31.50' LT | 59-CL | 379,484.40 | 2,550,125.08 |
| 1131 | 66+06.02 | 25.00' LT | 59-CL | 379,477.93 | 2,550,125.73 |

| 24th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1201 | 65+06.99 | 16.00' RT | 59-CL | 379,427.23 | 2,550,031.32 |
| 1202 | 65+13.75 | 16.77' RT | 59-CL | 379,427.14 | 2,550,038.13 |
| 1203 | 65+20.32 | 19.13' RT | 59-CL | 379,425.46 | 2,550,044.90 |
| 1204 | 65+29.86 | 26.55' RT | 59-CL | 379,419.03 | 2,550,055.12 |
| 1205 | 65+33.85 | 32.56' RT | 59-CL | 379,413.45 | 2,550,059.68 |
| 1207 | 65+36.17 | 38.87' RT | 59-CL | 379,407.40 | 2,550,062.63 |
| 1208 | 65+37.03 | 46.53' RT | 59-CL | 379,399.86 | 2,550,064.24 |
| 1209 | 65+37.02 | 47.05' RT | 59-CL | 379,399.35 | 2,550,064.28 |
| 1210 | 65+36.95 | 48.31' RT | 59-CL | 379,398.08 | 2,550,064.34 |
| 1211 | 65+10.17 | 18.77' RT | 59-CL | 379,424.80 | 2,550,034.77 |
| 1212 | 65+13.17 | 19.29' RT | 59-CL | 379,424.58 | 2,550,037.81 |
| 1213 | 65+19.17 | 21.44' RT | 59-CL | 379,423.05 | 2,550,043.99 |
| 1214 | 65+22.17 | 23.17' RT | 59-CL | 379,421.62 | 2,550,047.15 |
| 1215 | 65+31.16 | 32.99' RT | 59-CL | 379,412.75 | 2,550,057.05 |
| 1216 | 65+33.66 | 39.49' RT | 59-CL | 379,406.53 | 2,550,060.19 |
| 1217 | 65+34.45 | 46.49' RT | 59-CL | 379,399.65 | 2,550,061.67 |
| 1218 | 65+33.67 | 46.49' RT | 59-CL | 379,399.57 | 2,550,060.90 |
| 1219 | 65+13.17 | 21.44' RT | 59-CL | 379,422.44 | 2,550,038.02 |
| 1220 | 65+13.17 | 33.00' RT | 59-CL | 379,410.94 | 2,550,039.19 |
| 1221 | 65+19.17 | 33.00' RT | 59-CL | 379,411.54 | 2,550,045.16 |
| 1222 | 65+28.55 | 33.00' RT | 59-CL | 379,412.49 | 2,550,054.45 |
| 1223 | 65+13.17 | 39.50' RT | 59-CL | 379,404.47 | 2,550,039.84 |
| 1224 | 65+19.17 | 39.50' RT | 59-CL | 379,405.08 | 2,550,045.81 |
| 1225 | 65+28.55 | 39.50' RT | 59-CL | 379,406.02 | 2,550,055.11 |
| 1226 | 65+13.17 | 46.50' RT | 59-CL | 379,397.51 | 2,550,040.55 |
| 1227 | 65+19.17 | 46.50' RT | 59-CL | 379,398.11 | 2,550,046.52 |
| 1228 | 65+22.49 | 46.50' RT | 59-CL | 379,398.45 | 2,550,049.83 |
| 1229 | 65+28.56 | 46.50' RT | 59-CL | 379,399.06 | 2,550,055.81 |
| 1230 | 65+22.03 | 52.48' RT | 59-CL | 379,392.45 | 2,550,049.97 |
| 1231 | 65+28.06 | 52.99' RT | 59-CL | 379,392.55 | 2,550,055.97 |
| 1232 | 64+80.17 | 22.00' RT | 59-CL | 379,418.56 | 2,550,005.25 |
| 1233 | 64+86.17 | 16.00' RT | 59-CL | 379,425.13 | 2,550,010.61 |
| 1234 | 65+54.41 | 26.53' RT | 59-CL | 379,421.50 | 2,550,079.55 |
| 1235 | 65+53.95 | 32.53' RT | 59-CL | 379,415.48 | 2,550,079.69 |
| 1236 | 65+52.84 | 47.03' RT | 59-CL | 379,400.94 | 2,550,080.03 |
| 1237 | 65+27.90 | 28.23' RT | 59-CL | 379,417.16 | 2,550,053.33 |
| 1238 | 65+34.01 | 52.83' RT | 59-CL | 379,393.29 | 2,550,061.87 |
| 1239 | 65+01.17 | 32.60' RT | 59-CL | 379,410.13 | 2,550,027.21 |
| 1240 | 65+01.17 | 39.11' RT | 59-CL | 379,403.65 | 2,550,027.87 |
| 1242 | 65+01.17 | 46.50' RT | 59-CL | 379,396.30 | 2,550,028.61 |
| 1243 | 65+07.17 | 33.00' RT | 59-CL | 379,410.33 | 2,550,033.22 |
| 1244 | 65+06.95 | 39.50' RT | 59-CL | 379,403.85 | 2,550,033.66 |
| 1245 | 65+36.59 | 53.03' RT | 59-CL | 379,393.35 | 2,550,064.45 |
| 1246 | 65+52.29 | 54.23' RT | 59-CL | 379,393.72 | 2,550,080.20 |

| 24th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1247 | 64+95.49 | 34.66' RT | 59-CL | 379,407.50 | 2,550,021.77 |
| 1301 | 65+68.89 | 47.02' RT | 59-CL | 379,402.56 | 2,550,095.99 |
| 1302 | 65+69.23 | 42.60' RT | 59-CL | 379,406.99 | 2,550,095.89 |
| 1303 | 65+68.94 | 46.32' RT | 59-CL | 379,403.26 | 2,550,095.98 |
| 1304 | 65+69.78 | 38.94' RT | 59-CL | 379,410.69 | 2,550,096.08 |
| 1305 | 65+72.22 | 32.51' RT | 59-CL | 379,417.32 | 2,550,097.86 |
| 1306 | 65+76.81 | 26.51' RT | 59-CL | 379,423.75 | 2,550,101.82 |
| 1307 | 65+89.51 | 19.94' RT | 59-CL | 379,431.56 | 2,550,113.83 |
| 1308 | 65+93.05 | 19.28' RT | 59-CL | 379,432.57 | 2,550,117.29 |
| 1309 | 65+99.05 | 18.16' RT | 59-CL | 379,434.30 | 2,550,123.14 |
| 1310 | 66+01.43 | 17.71' RT | 59-CL | 379,434.98 | 2,550,125.47 |
| 1311 | 66+19.84 | 16.00' RT | 59-CL | 379,438.53 | 2,550,143.61 |
| 1312 | 66+25.67 | 16.00' RT | 59-CL | 379,439.12 | 2,550,149.41 |
| 1313 | 66+31.67 | 22.00' RT | 59-CL | 379,433.75 | 2,550,155.98 |
| 1314 | 65+71.52 | 46.52' RT | 59-CL | 379,403.32 | 2,550,098.56 |
| 1315 | 65+72.30 | 39.51' RT | 59-CL | 379,410.36 | 2,550,098.64 |
| 1316 | 65+74.91 | 33.01' RT | 59-CL | 379,417.09 | 2,550,100.59 |
| 1317 | 65+78.60 | 28.37' RT | 59-CL | 379,422.08 | 2,550,103.79 |
| 1318 | 65+90.53 | 22.38' RT | 59-CL | 379,429.24 | 2,550,115.09 |
| 1319 | 65+93.53 | 21.82' RT | 59-CL | 379,430.10 | 2,550,118.02 |
| 1320 | 65+99.53 | 20.69' RT | 59-CL | 379,431.82 | 2,550,123.87 |
| 1321 | 66+02.53 | 20.13' RT | 59-CL | 379,432.68 | 2,550,126.80 |
| 1322 | 65+72.31 | 46.51' RT | 59-CL | 379,403.40 | 2,550,099.34 |
| 1323 | 65+77.10 | 52.49' RT | 59-CL | 379,397.93 | 2,550,104.70 |
| 1324 | 65+77.55 | 46.51' RT | 59-CL | 379,403.93 | 2,550,104.56 |
| 1325 | 65+77.55 | 39.51' RT | 59-CL | 379,410.89 | 2,550,103.86 |
| 1326 | 65+77.54 | 33.01' RT | 59-CL | 379,417.36 | 2,550,103.20 |
| 1327 | 65+83.08 | 52.95' RT | 59-CL | 379,398.07 | 2,550,110.70 |
| 1328 | 65+83.57 | 46.50' RT | 59-CL | 379,404.53 | 2,550,110.55 |
| 1329 | 65+83.57 | 39.50' RT | 59-CL | 379,411.50 | 2,550,109.85 |
| 1330 | 65+83.56 | 33.00' RT | 59-CL | 379,417.96 | 2,550,109.19 |
| 1331 | 65+93.53 | 46.50' RT | 59-CL | 379,405.54 | 2,550,120.50 |
| 1332 | 65+93.53 | 39.50' RT | 59-CL | 379,412.50 | 2,550,119.80 |
| 1333 | 65+93.53 | 33.00' RT | 59-CL | 379,418.97 | 2,550,119.14 |
| 1334 | 65+99.53 | 46.50' RT | 59-CL | 379,406.14 | 2,550,126.47 |
| 1335 | 65+99.53 | 39.50' RT | 59-CL | 379,413.11 | 2,550,125.77 |
| 1336 | 65+99.53 | 33.00' RT | 59-CL | 379,419.57 | 2,550,125.11 |
| 1337 | 66+05.53 | 46.50' RT | 59-CL | 379,406.75 | 2,550,132.44 |
| 1338 | 66+05.53 | 39.50' RT | 59-CL | 379,413.71 | 2,550,131.73 |
| 1339 | 66+05.53 | 33.00' RT | 59-CL | 379,420.18 | 2,550,131.08 |
| 1340 | 65+99.53 | 21.82' RT | 59-CL | 379,430.70 | 2,550,123.99 |
| 1341 | 65+70.82 | 55.66' RT | 59-CL | 379,394.16 | 2,550,098.77 |
| 1342 | 65+68.24 | 55.46' RT | 59-CL | 379,394.10 | 2,550,096.19 |
| 1343 | 66+25.00 | 31.05' RT | 59-CL | 379,424.08 | 2,550,150.26 |
| 1344 | 66+25.00 | 37.59' RT | 59-CL | 379,417.58 | 2,550,150.91 |
| 1345 | 66+25.00 | 46.50' RT | 59-CL | 379,408.71 | 2,550,151.81 |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

W NATIONAL AVE/STH 59 & 23RD ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 23RD ST
NORTHEAST QUADRANT

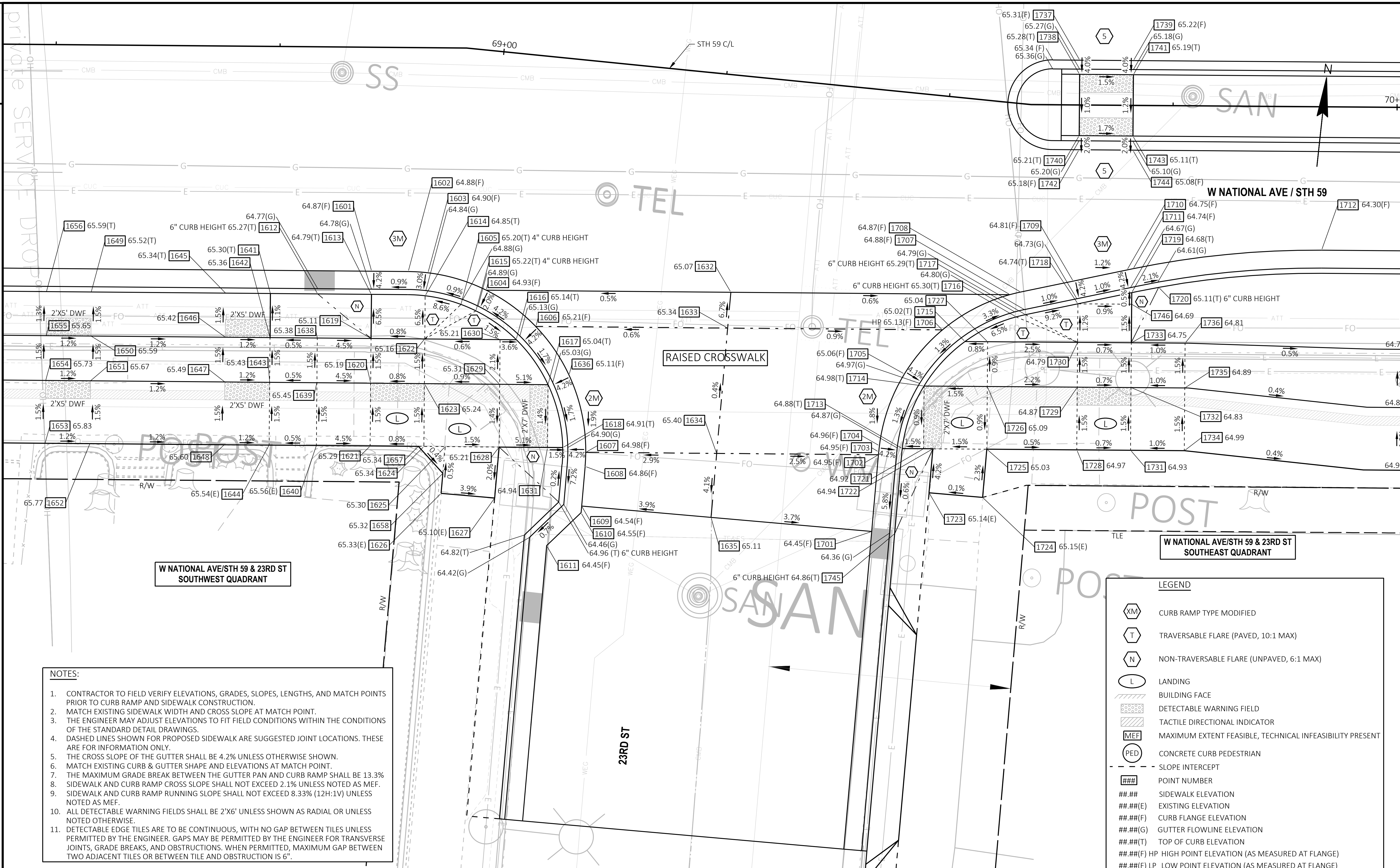
23RD ST

RAISED CROSSWALK

W NATIONAL AVE / STH 59

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (23RD ST) | SHEET 138 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 23N
PLOT DATE : 7/16/2026 2:13 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

| | |
|---|---|
| XM | CURB RAMP TYPE MODIFIED |
| T | TRAVERSABLE FLARE (PAVED, 10:1 MAX) |
| N | NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX) |
| L | LANDING |
| | BUILDING FACE |
| | DETECTABLE WARNING FIELD |
| | TACTILE DIRECTIONAL INDICATOR |
| MEF | MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT |
| PED | CONCRETE CURB PEDESTRIAN |
| - - - - | SLOPE INTERCEPT |
| ### | POINT NUMBER |
| ##.## | SIDEWALK ELEVATION |
| ##.##(E) | EXISTING ELEVATION |
| ##.##(F) | CURB FLANGE ELEVATION |
| ##.##(G) | GUTTER FLOWLINE ELEVATION |
| ##.##(T) | TOP OF CURB ELEVATION |
| ##.##(F) HP | HIGH POINT ELEVATION (AS MEASURED AT FLANGE) |
| ##.##(F) LP | LOW POINT ELEVATION (AS MEASURED AT FLANGE) |

2

| 23rd-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1401 | 69+10.63 | 57.61' LT | 59-CL | 379,539.98 | 2,550,430.83 |
| 1402 | 69+14.68 | 53.66' LT | 59-CL | 379,536.07 | 2,550,434.92 |
| 1403 | 69+14.69 | 52.84' LT | 59-CL | 379,535.24 | 2,550,434.94 |
| 1404 | 69+14.77 | 46.67' LT | 59-CL | 379,529.08 | 2,550,435.08 |
| 1405 | 69+14.71 | 44.60' LT | 59-CL | 379,527.00 | 2,550,435.04 |
| 1406 | 69+08.18 | 29.43' LT | 59-CL | 379,511.78 | 2,550,428.65 |
| 1407 | 68+99.86 | 23.48' LT | 59-CL | 379,505.74 | 2,550,420.39 |
| 1408 | 68+97.45 | 22.41' LT | 59-CL | 379,504.66 | 2,550,417.99 |
| 1409 | 68+95.81 | 21.22' LT | 59-CL | 379,503.41 | 2,550,415.24 |
| 1410 | 68+64.77 | 16.00' LT | 59-CL | 379,495.02 | 2,550,384.07 |
| 1411 | 69+14.59 | 43.35' LT | 59-CL | 379,525.75 | 2,550,434.93 |
| 1412 | 69+12.19 | 35.29' LT | 59-CL | 379,517.67 | 2,550,432.61 |
| 1414 | 68+92.13 | 19.82' LT | 59-CL | 379,501.57 | 2,550,410.91 |
| 1415 | 68+85.97 | 18.27' LT | 59-CL | 379,499.42 | 2,550,404.93 |
| 1416 | 69+12.03 | 43.66' LT | 59-CL | 379,526.04 | 2,550,432.36 |
| 1417 | 69+09.87 | 36.43' LT | 59-CL | 379,518.79 | 2,550,430.28 |
| 1418 | 69+04.45 | 29.41' LT | 59-CL | 379,511.72 | 2,550,424.92 |
| 1419 | 68+96.41 | 24.78' LT | 59-CL | 379,507.01 | 2,550,416.92 |
| 1420 | 68+95.80 | 23.66' LT | 59-CL | 379,505.76 | 2,550,414.17 |
| 1421 | 68+91.42 | 22.30' LT | 59-CL | 379,503.97 | 2,550,409.95 |
| 1422 | 68+85.42 | 20.80' LT | 59-CL | 379,501.88 | 2,550,404.14 |
| 1423 | 68+80.68 | 19.89' LT | 59-CL | 379,500.50 | 2,550,399.51 |
| 1424 | 69+02.35 | 59.91' LT | 59-CL | 379,542.20 | 2,550,422.53 |
| 1425 | 69+02.43 | 53.91' LT | 59-CL | 379,536.20 | 2,550,422.67 |
| 1426 | 69+02.57 | 42.79' LT | 59-CL | 379,525.08 | 2,550,422.91 |
| 1427 | 69+09.24 | 43.40' LT | 59-CL | 379,525.76 | 2,550,429.58 |
| 1428 | 69+03.21 | 35.82' LT | 59-CL | 379,518.12 | 2,550,423.62 |
| 1429 | 69+03.80 | 29.35' LT | 59-CL | 379,511.65 | 2,550,424.27 |
| 1430 | 68+96.35 | 59.84' LT | 59-CL | 379,542.07 | 2,550,416.53 |
| 1431 | 68+96.43 | 53.84' LT | 59-CL | 379,536.07 | 2,550,416.67 |
| 1432 | 68+96.57 | 42.25' LT | 59-CL | 379,524.48 | 2,550,416.93 |
| 1433 | 68+97.21 | 35.27' LT | 59-CL | 379,517.51 | 2,550,417.63 |
| 1434 | 68+97.80 | 28.80' LT | 59-CL | 379,511.05 | 2,550,418.28 |
| 1435 | 68+91.42 | 42.00' LT | 59-CL | 379,523.57 | 2,550,407.97 |
| 1436 | 68+91.42 | 35.00' LT | 59-CL | 379,516.61 | 2,550,408.68 |
| 1437 | 68+91.42 | 28.50' LT | 59-CL | 379,510.14 | 2,550,409.33 |
| 1438 | 68+85.42 | 42.00' LT | 59-CL | 379,522.97 | 2,550,402.00 |
| 1439 | 68+85.42 | 35.00' LT | 59-CL | 379,516.00 | 2,550,402.71 |
| 1440 | 68+85.42 | 28.50' LT | 59-CL | 379,509.54 | 2,550,403.36 |
| 1441 | 68+85.42 | 22.30' LT | 59-CL | 379,503.37 | 2,550,403.98 |
| 1443 | 69+26.69 | 52.99' LT | 59-CL | 379,535.51 | 2,550,446.94 |
| 1444 | 69+26.78 | 45.71' LT | 59-CL | 379,528.24 | 2,550,447.10 |
| 1445 | 69+26.97 | 31.17' LT | 59-CL | 379,513.69 | 2,550,447.42 |
| 1446 | 69+27.04 | 25.15' LT | 59-CL | 379,507.68 | 2,550,447.56 |
| 1447 | 68+64.77 | 39.01' LT | 59-CL | 379,517.92 | 2,550,381.75 |
| 1448 | 68+64.77 | 31.93' LT | 59-CL | 379,510.87 | 2,550,382.46 |
| 1449 | 68+64.77 | 25.35' LT | 59-CL | 379,504.33 | 2,550,383.13 |

| 23rd-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1501 | 69+36.69 | 53.12' LT | 59-CL | 379,535.73 | 2,550,456.94 |
| 1502 | 69+42.69 | 53.20' LT | 59-CL | 379,535.87 | 2,550,462.93 |
| 1503 | 69+42.76 | 47.19' LT | 59-CL | 379,529.86 | 2,550,463.07 |
| 1504 | 69+42.86 | 39.86' LT | 59-CL | 379,522.54 | 2,550,463.23 |
| 1505 | 69+42.77 | 46.90' LT | 59-CL | 379,529.57 | 2,550,463.07 |
| 1506 | 69+44.72 | 32.81' LT | 59-CL | 379,515.50 | 2,550,465.16 |
| 1507 | 69+50.00 | 27.27' LT | 59-CL | 379,510.02 | 2,550,470.49 |
| 1508 | 69+61.55 | 25.00' LT | 59-CL | 379,507.95 | 2,550,479.75 |
| 1509 | 69+64.53 | 25.00' LT | 59-CL | 379,508.25 | 2,550,482.71 |
| 1510 | 69+70.53 | 25.00' LT | 59-CL | 379,508.86 | 2,550,488.68 |
| 1511 | 69+45.35 | 46.93' LT | 59-CL | 379,529.63 | 2,550,465.66 |
| 1512 | 69+45.44 | 39.89' LT | 59-CL | 379,522.59 | 2,550,465.81 |
| 1513 | 69+47.28 | 33.55' LT | 59-CL | 379,516.27 | 2,550,467.71 |
| 1514 | 69+51.35 | 29.47' LT | 59-CL | 379,512.23 | 2,550,471.82 |
| 1515 | 69+54.89 | 27.99' LT | 59-CL | 379,510.78 | 2,550,475.38 |
| 1516 | 69+64.53 | 27.58' LT | 59-CL | 379,510.82 | 2,550,482.45 |
| 1517 | 69+70.53 | 27.58' LT | 59-CL | 379,511.43 | 2,550,488.42 |
| 1518 | 69+76.53 | 27.58' LT | 59-CL | 379,512.04 | 2,550,494.39 |
| 1519 | 69+50.85 | 60.53' LT | 59-CL | 379,543.28 | 2,550,471.02 |
| 1520 | 69+50.92 | 54.53' LT | 59-CL | 379,537.28 | 2,550,471.15 |
| 1521 | 69+51.01 | 47.45' LT | 59-CL | 379,530.21 | 2,550,471.31 |
| 1522 | 69+51.66 | 40.48' LT | 59-CL | 379,523.24 | 2,550,472.02 |
| 1523 | 69+52.26 | 34.01' LT | 59-CL | 379,516.78 | 2,550,472.68 |
| 1524 | 69+62.44 | 60.56' LT | 59-CL | 379,543.41 | 2,550,477.02 |
| 1525 | 69+61.96 | 54.58' LT | 59-CL | 379,537.41 | 2,550,477.15 |
| 1526 | 69+61.44 | 48.00' LT | 59-CL | 379,530.82 | 2,550,477.30 |
| 1527 | 69+61.44 | 41.00' LT | 59-CL | 379,523.85 | 2,550,478.01 |
| 1528 | 69+64.53 | 48.00' LT | 59-CL | 379,531.13 | 2,550,480.38 |
| 1529 | 69+64.53 | 41.00' LT | 59-CL | 379,524.17 | 2,550,481.09 |
| 1530 | 69+61.44 | 34.50' LT | 59-CL | 379,517.39 | 2,550,478.67 |
| 1531 | 69+64.53 | 34.50' LT | 59-CL | 379,517.70 | 2,550,481.75 |
| 1532 | 69+70.53 | 48.00' LT | 59-CL | 379,531.74 | 2,550,486.35 |
| 1533 | 69+70.53 | 41.00' LT | 59-CL | 379,524.78 | 2,550,487.06 |
| 1534 | 69+70.53 | 34.50' LT | 59-CL | 379,518.31 | 2,550,487.72 |
| 1535 | 69+67.03 | 60.19' LT | 59-CL | 379,543.52 | 2,550,481.63 |
| 1536 | 69+66.16 | 48.57' LT | 59-CL | 379,531.86 | 2,550,481.94 |
| 1537 | 69+45.27 | 53.22' LT | 59-CL | 379,535.92 | 2,550,465.52 |
| 1538 | 69+66.54 | 54.21' LT | 59-CL | 379,537.52 | 2,550,481.75 |
| 1539 | 69+76.53 | 41.00' LT | 59-CL | 379,525.39 | 2,550,493.03 |
| 1540 | 69+76.53 | 34.50' LT | 59-CL | 379,518.92 | 2,550,493.69 |
| 1541 | 69+76.53 | 48.00' LT | 59-CL | 379,532.35 | 2,550,492.32 |
| 1542 | 69+84.53 | 48.00' LT | 59-CL | 379,533.16 | 2,550,500.27 |
| 1543 | 69+84.53 | 41.00' LT | 59-CL | 379,526.20 | 2,550,500.99 |
| 1544 | 69+84.53 | 34.50' LT | 59-CL | 379,519.73 | 2,550,501.65 |
| 1545 | 69+84.53 | 27.58' LT | 59-CL | 379,512.85 | 2,550,502.35 |
| 1546 | 69+89.53 | 48.00' LT | 59-CL | 379,533.67 | 2,550,505.25 |
| 1547 | 69+89.53 | 41.00' LT | 59-CL | 379,526.71 | 2,550,505.96 |

| 23rd-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1548 | 69+89.53 | 34.50' LT | 59-CL | 379,520.24 | 2,550,506.62 |
| 1549 | 69+89.53 | 27.58' LT | 59-CL | 379,513.36 | 2,550,507.32 |
| 1550 | 70+04.53 | 48.00' LT | 59-CL | 379,535.19 | 2,550,520.17 |
| 1551 | 70+04.53 | 41.00' LT | 59-CL | 379,528.23 | 2,550,520.88 |
| 1552 | 70+04.53 | 34.50' LT | 59-CL | 379,521.76 | 2,550,521.54 |
| 1553 | 70+04.53 | 27.58' LT | 59-CL | 379,514.88 | 2,550,522.24 |
| 1554 | 70+09.53 | 48.00' LT | 59-CL | 379,535.70 | 2,550,525.14 |
| 1555 | 70+09.53 | 41.00' LT | 59-CL | 379,528.74 | 2,550,525.86 |
| 1556 | 70+09.53 | 34.50' LT | 59-CL | 379,522.27 | 2,550,526.52 |
| 1557 | 70+09.53 | 27.58' LT | 59-CL | 379,515.39 | 2,550,527.22 |

2

| 23rd-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1601 | 68+85.42 | 25.00' RT | 59-CL | 379,456.31 | 2,550,408.75 |
| 1602 | 68+89.50 | 25.00' RT | 59-CL | 379,456.72 | 2,550,412.81 |
| 1603 | 68+91.71 | 25.12' RT | 59-CL | 379,456.82 | 2,550,415.01 |
| 1604 | 69+00.67 | 26.67' RT | 59-CL | 379,455.61 | 2,550,421.68 |
| 1605 | 68+98.03 | 28.54' RT | 59-CL | 379,453.71 | 2,550,419.06 |
| 1606 | 69+06.60 | 30.14' RT | 59-CL | 379,452.19 | 2,550,427.64 |
| 1607 | 69+13.55 | 43.57' RT | 59-CL | 379,438.83 | 2,550,434.72 |
| 1608 | 69+13.63 | 45.14' RT | 59-CL | 379,437.26 | 2,550,434.81 |
| 1609 | 69+13.68 | 49.58' RT | 59-CL | 379,432.82 | 2,550,434.91 |
| 1610 | 69+13.69 | 50.33' RT | 59-CL | 379,432.07 | 2,550,434.93 |
| 1611 | 69+10.24 | 54.37' RT | 59-CL | 379,428.00 | 2,550,431.51 |
| 1612 | 68+79.42 | 27.58' RT | 59-CL | 379,453.14 | 2,550,403.04 |
| 1613 | 68+85.42 | 27.58' RT | 59-CL | 379,453.74 | 2,550,409.01 |
| 1614 | 68+91.42 | 27.69' RT | 59-CL | 379,454.24 | 2,550,414.99 |
| 1615 | 68+99.76 | 29.09' RT | 59-CL | 379,453.18 | 2,550,420.79 |
| 1616 | 69+04.57 | 31.83' RT | 59-CL | 379,450.48 | 2,550,425.63 |
| 1617 | 69+08.60 | 36.49' RT | 59-CL | 379,445.87 | 2,550,429.70 |
| 1618 | 69+10.92 | 43.30' RT | 59-CL | 379,439.07 | 2,550,432.09 |
| 1619 | 68+85.42 | 32.50' RT | 59-CL | 379,448.85 | 2,550,409.50 |
| 1620 | 68+85.42 | 37.50' RT | 59-CL | 379,443.87 | 2,550,410.00 |
| 1621 | 68+85.42 | 44.50' RT | 59-CL | 379,436.91 | 2,550,410.71 |
| 1622 | 68+91.42 | 32.50' RT | 59-CL | 379,449.45 | 2,550,415.47 |
| 1623 | 68+91.42 | 37.50' RT | 59-CL | 379,444.48 | 2,550,415.97 |
| 1624 | 68+91.42 | 44.50' RT | 59-CL | 379,437.51 | 2,550,416.68 |
| 1625 | 68+97.87 | 44.50' RT | 59-CL | 379,437.75 | 2,550,419.05 |
| 1626 | 68+93.39 | 49.72' RT | 59-CL | 379,432.52 | 2,550,419.16 |
| 1627 | 69+03.93 | 49.66' RT | 59-CL | 379,432.65 | 2,550,425.16 |
| 1628 | 69+03.86 | 43.95' RT | 59-CL | 379,438.36 | 2,550,425.04 |
| 1629 | 69+03.23 | 36.98' RT | 59-CL | 379,445.32 | 2,550,424.33 |
| 1630 | 69+02.77 | 32.00' RT | 59-CL | 379,450.30 | 2,550,423.83 |
| 1631 | 69+09.24 | 43.46' RT | 59-CL | 379,438.90 | 2,550,430.41 |
| 1632 | 69+27.87 | 24.18' RT | 59-CL | 379,458.36 | 2,550,448.86 |
| 1633 | 69+27.92 | 28.19' RT | 59-CL | 379,454.35 | 2,550,448.95 |
| 1634 | 69+28.09 | 42.23' RT | 59-CL | 379,440.31 | 2,550,449.25 |
| 1635 | 69+28.18 | 49.40' RT | 59-CL | 379,433.14 | 2,550,449.41 |
| 1636 | 69+10.82 | 35.17' RT | 59-CL | 379,447.21 | 2,550,431.91 |
| 1638 | 68+79.42 | 32.50' RT | 59-CL | 379,448.24 | 2,550,403.53 |
| 1639 | 68+79.42 | 37.50' RT | 59-CL | 379,443.27 | 2,550,404.03 |
| 1640 | 68+79.42 | 44.50' RT | 59-CL | 379,436.30 | 2,550,404.74 |
| 1641 | 68+74.15 | 27.58' RT | 59-CL | 379,452.60 | 2,550,397.79 |
| 1642 | 68+74.15 | 32.50' RT | 59-CL | 379,447.71 | 2,550,398.28 |
| 1643 | 68+74.15 | 37.50' RT | 59-CL | 379,442.74 | 2,550,398.79 |
| 1644 | 68+74.15 | 44.50' RT | 59-CL | 379,435.77 | 2,550,399.49 |
| 1645 | 68+69.15 | 27.58' RT | 59-CL | 379,452.10 | 2,550,392.81 |
| 1646 | 68+69.15 | 32.50' RT | 59-CL | 379,447.21 | 2,550,393.31 |

| 23rd-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1647 | 68+69.15 | 37.50' RT | 59-CL | 379,442.23 | 2,550,393.81 |
| 1648 | 68+69.15 | 44.50' RT | 59-CL | 379,435.27 | 2,550,394.52 |
| 1649 | 68+54.15 | 27.58' RT | 59-CL | 379,450.59 | 2,550,377.89 |
| 1650 | 68+54.15 | 32.50' RT | 59-CL | 379,445.70 | 2,550,378.38 |
| 1651 | 68+54.15 | 37.50' RT | 59-CL | 379,440.73 | 2,550,378.89 |
| 1652 | 68+54.15 | 44.50' RT | 59-CL | 379,433.76 | 2,550,379.59 |
| 1653 | 68+49.15 | 44.50' RT | 59-CL | 379,433.26 | 2,550,374.62 |
| 1654 | 68+49.15 | 37.50' RT | 59-CL | 379,440.22 | 2,550,373.91 |
| 1655 | 68+49.15 | 32.50' RT | 59-CL | 379,445.20 | 2,550,373.41 |
| 1656 | 68+49.15 | 27.58' RT | 59-CL | 379,450.09 | 2,550,372.91 |
| 1657 | 68+90.81 | 44.50' RT | 59-CL | 379,437.45 | 2,550,416.06 |
| 1658 | 68+93.57 | 47.49' RT | 59-CL | 379,434.75 | 2,550,419.11 |

| 23rd-Median-East | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1737 | 69+64.53 | 5.00' LT | 59-CL | 379,488.35 | 2,550,484.75 |
| 1738 | 69+64.53 | 3.42' LT | 59-CL | 379,486.78 | 2,550,484.91 |
| 1739 | 69+70.53 | 5.00' LT | 59-CL | 379,488.96 | 2,550,490.71 |
| 1740 | 69+64.53 | 3.42' RT | 59-CL | 379,479.98 | 2,550,485.60 |
| 1741 | 69+70.53 | 3.42' LT | 59-CL | 379,487.39 | 2,550,490.88 |
| 1742 | 69+64.53 | 5.00' RT | 59-CL | 379,478.41 | 2,550,485.76 |
| 1743 | 69+70.53 | 3.42' RT | 59-CL | 379,480.59 | 2,550,491.57 |
| 1744 | 69+70.53 | 5.00' RT | 59-CL | 379,479.02 | 2,550,491.73 |

| 23rd-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1701 | 69+46.18 | 49.18' RT | 59-CL | 379,433.53 | 2,550,467.40 |
| 1702 | 69+46.08 | 40.59' RT | 59-CL | 379,442.12 | 2,550,467.22 |
| 1703 | 69+46.07 | 40.26' RT | 59-CL | 379,442.45 | 2,550,467.21 |
| 1704 | 69+46.08 | 39.57' RT | 59-CL | 379,443.14 | 2,550,467.20 |
| 1705 | 69+48.06 | 31.32' RT | 59-CL | 379,451.41 | 2,550,469.11 |
| 1706 | 69+51.79 | 26.00' RT | 59-CL | 379,456.76 | 2,550,472.79 |
| 1707 | 69+58.91 | 21.34' RT | 59-CL | 379,461.49 | 2,550,479.87 |
| 1708 | 69+59.14 | 20.95' RT | 59-CL | 379,461.91 | 2,550,481.03 |
| 1709 | 69+63.99 | 19.67' RT | 59-CL | 379,463.75 | 2,550,486.71 |
| 1710 | 69+69.99 | 18.38' RT | 59-CL | 379,465.65 | 2,550,492.55 |
| 1711 | 69+70.67 | 18.23' RT | 59-CL | 379,465.86 | 2,550,493.21 |
| 1712 | 69+91.69 | 16.00' RT | 59-CL | 379,470.22 | 2,550,513.90 |
| 1713 | 69+48.66 | 39.63' RT | 59-CL | 379,443.10 | 2,550,469.79 |
| 1714 | 69+50.38 | 32.44' RT | 59-CL | 379,450.31 | 2,550,471.45 |
| 1715 | 69+54.44 | 27.05' RT | 59-CL | 379,455.74 | 2,550,475.45 |
| 1716 | 69+59.14 | 23.76' RT | 59-CL | 379,459.09 | 2,550,480.81 |
| 1717 | 69+59.14 | 23.46' RT | 59-CL | 379,459.46 | 2,550,481.83 |
| 1718 | 69+64.53 | 22.20' RT | 59-CL | 379,461.30 | 2,550,487.51 |
| 1719 | 69+70.53 | 20.91' RT | 59-CL | 379,463.19 | 2,550,493.35 |
| 1720 | 69+73.53 | 20.29' RT | 59-CL | 379,464.11 | 2,550,496.27 |
| 1721 | 69+51.03 | 39.41' RT | 59-CL | 379,443.34 | 2,550,472.16 |
| 1722 | 69+52.06 | 39.32' RT | 59-CL | 379,443.45 | 2,550,473.19 |
| 1723 | 69+52.12 | 44.24' RT | 59-CL | 379,438.53 | 2,550,473.29 |
| 1724 | 69+58.12 | 44.17' RT | 59-CL | 379,438.66 | 2,550,479.29 |
| 1725 | 69+58.05 | 38.76' RT | 59-CL | 379,444.06 | 2,550,479.18 |
| 1726 | 69+57.41 | 31.79' RT | 59-CL | 379,451.02 | 2,550,478.46 |
| 1727 | 69+56.95 | 26.82' RT | 59-CL | 379,456.00 | 2,550,477.96 |
| 1728 | 69+64.53 | 38.50' RT | 59-CL | 379,445.08 | 2,550,489.16 |
| 1729 | 69+64.53 | 31.50' RT | 59-CL | 379,452.04 | 2,550,488.45 |
| 1730 | 69+64.53 | 26.50' RT | 59-CL | 379,457.02 | 2,550,487.94 |
| 1731 | 69+70.53 | 38.50' RT | 59-CL | 379,445.69 | 2,550,495.13 |
| 1732 | 69+70.53 | 31.50' RT | 59-CL | 379,452.65 | 2,550,494.42 |
| 1733 | 69+70.53 | 26.50' RT | 59-CL | 379,457.63 | 2,550,493.91 |
| 1734 | 69+76.53 | 38.50' RT | 59-CL | 379,446.30 | 2,550,501.10 |
| 1735 | 69+76.53 | 31.50' RT | 59-CL | 379,453.26 | 2,550,500.39 |
| 1736 | 69+76.53 | 26.50' RT | 59-CL | 379,458.24 | 2,550,499.88 |
| 1745 | 69+48.76 | 49.15' RT | 59-CL | 379,433.59 | 2,550,469.98 |
| 1746 | 69+70.53 | 22.20' RT | 59-CL | 379,461.91 | 2,550,493.48 |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

W NATIONAL AVE/STH 59 & 22ND ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 22ND ST
NORTHEAST QUADRANT

22ND ST

W NATIONAL AVE / STH 59

RAISED CROSSWALK

STH 59 C/L

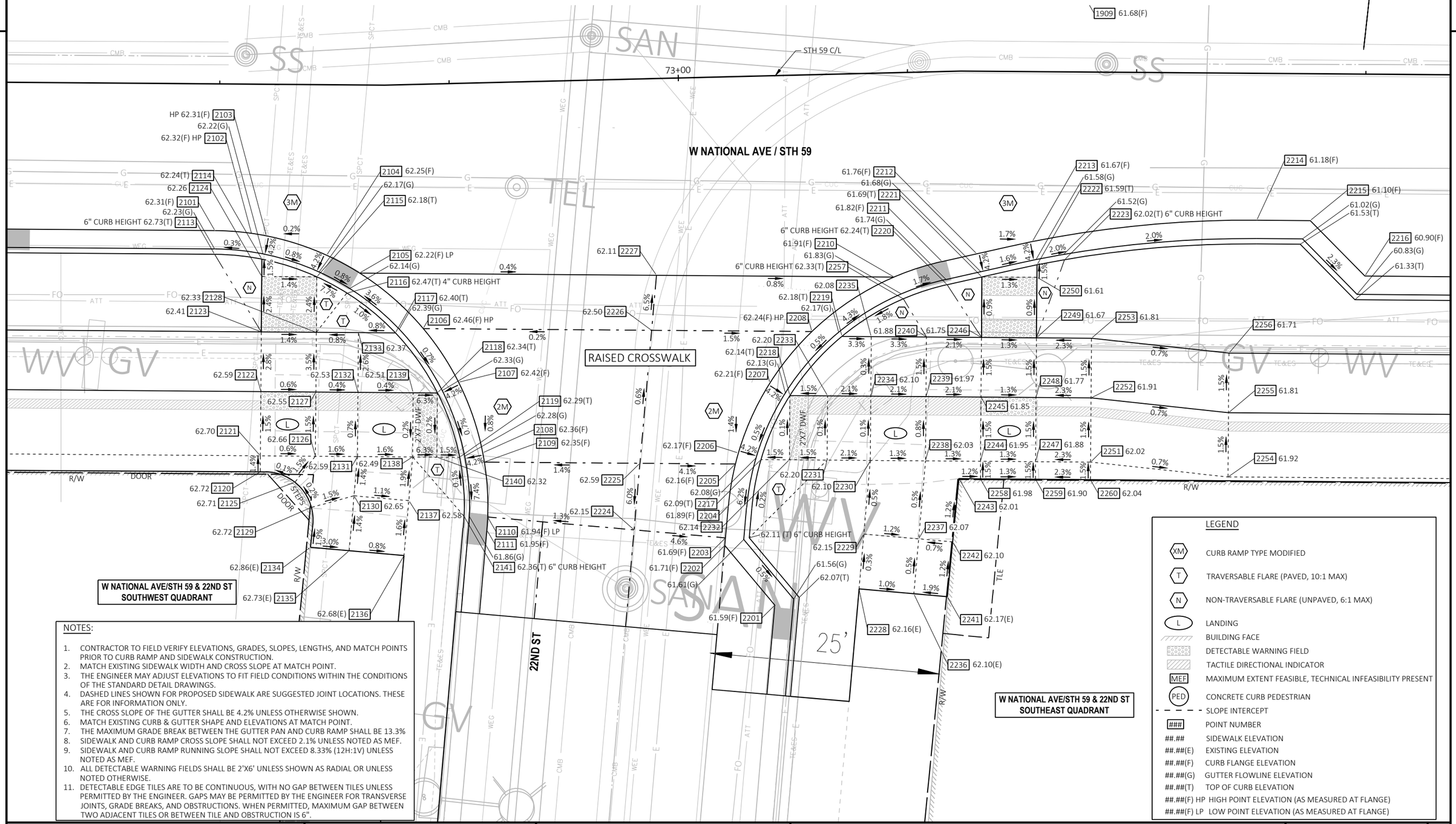
73+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (22ND ST) | SHEET 142 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 22N
PLOT DATE : 7/16/2026 2:15 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (22ND ST) | SHEET 143 | E |
|---|---|---|---|---|---|

| 22nd-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1801 | 72+88.58 | 59.79' LT | 59-CL | 379,576.20 | 2,550,799.59 |
| 1802 | 72+92.12 | 55.38' LT | 59-CL | 379,572.30 | 2,550,803.69 |
| 1803 | 72+92.03 | 54.55' LT | 59-CL | 379,571.47 | 2,550,803.71 |
| 1804 | 72+91.06 | 45.59' LT | 59-CL | 379,562.46 | 2,550,803.93 |
| 1805 | 72+91.13 | 46.29' LT | 59-CL | 379,563.16 | 2,550,803.92 |
| 1806 | 72+90.83 | 43.50' LT | 59-CL | 379,560.36 | 2,550,803.98 |
| 1807 | 72+89.61 | 38.07' LT | 59-CL | 379,554.81 | 2,550,803.50 |
| 1808 | 72+86.49 | 31.93' LT | 59-CL | 379,548.31 | 2,550,801.23 |
| 1810 | 72+80.82 | 26.10' LT | 59-CL | 379,541.79 | 2,550,796.39 |
| 1811 | 72+72.20 | 22.00' LT | 59-CL | 379,536.57 | 2,550,788.39 |
| 1812 | 72+64.16 | 19.99' LT | 59-CL | 379,533.70 | 2,550,781.30 |
| 1813 | 72+61.37 | 19.22' LT | 59-CL | 379,532.66 | 2,550,778.61 |
| 1814 | 72+55.21 | 17.83' LT | 59-CL | 379,530.64 | 2,550,772.62 |
| 1815 | 72+36.19 | 16.00' LT | 59-CL | 379,526.89 | 2,550,753.89 |
| 1816 | 72+30.36 | 16.00' LT | 59-CL | 379,526.30 | 2,550,748.09 |
| 1817 | 72+24.36 | 22.00' LT | 59-CL | 379,531.66 | 2,550,741.51 |
| 1818 | 72+50.32 | 17.00' LT | 59-CL | 379,529.32 | 2,550,767.84 |
| 1819 | 72+54.72 | 20.36' LT | 59-CL | 379,533.11 | 2,550,771.88 |
| 1820 | 72+60.72 | 21.72' LT | 59-CL | 379,535.08 | 2,550,777.71 |
| 1821 | 72+64.22 | 22.70' LT | 59-CL | 379,536.40 | 2,550,781.09 |
| 1822 | 72+83.72 | 32.52' LT | 59-CL | 379,548.53 | 2,550,798.40 |
| 1823 | 72+87.17 | 38.91' LT | 59-CL | 379,555.32 | 2,550,800.97 |
| 1824 | 72+88.49 | 45.87' LT | 59-CL | 379,562.40 | 2,550,801.35 |
| 1825 | 72+54.72 | 46.50' LT | 59-CL | 379,559.12 | 2,550,769.22 |
| 1826 | 72+54.72 | 39.50' LT | 59-CL | 379,552.15 | 2,550,769.93 |
| 1827 | 72+54.72 | 33.00' LT | 59-CL | 379,545.69 | 2,550,770.59 |
| 1828 | 72+54.72 | 21.72' LT | 59-CL | 379,534.47 | 2,550,771.74 |
| 1829 | 72+60.72 | 46.50' LT | 59-CL | 379,559.73 | 2,550,775.19 |
| 1830 | 72+60.72 | 39.50' LT | 59-CL | 379,552.76 | 2,550,775.90 |
| 1831 | 72+60.72 | 33.00' LT | 59-CL | 379,546.30 | 2,550,776.56 |
| 1832 | 72+72.20 | 46.39' LT | 59-CL | 379,560.74 | 2,550,785.14 |
| 1833 | 72+71.98 | 39.39' LT | 59-CL | 379,553.78 | 2,550,785.85 |
| 1834 | 72+71.77 | 32.90' LT | 59-CL | 379,547.31 | 2,550,786.51 |
| 1835 | 72+73.37 | 57.12' LT | 59-CL | 379,571.54 | 2,550,784.87 |
| 1836 | 72+79.34 | 56.47' LT | 59-CL | 379,571.68 | 2,550,790.87 |
| 1837 | 72+78.22 | 46.20' LT | 59-CL | 379,561.35 | 2,550,791.13 |
| 1838 | 72+77.99 | 39.20' LT | 59-CL | 379,554.39 | 2,550,791.84 |
| 1839 | 72+77.79 | 32.70' LT | 59-CL | 379,547.92 | 2,550,792.50 |
| 1840 | 72+87.39 | 45.91' LT | 59-CL | 379,562.29 | 2,550,800.26 |
| 1841 | 72+70.51 | 57.44' LT | 59-CL | 379,571.47 | 2,550,781.99 |
| 1842 | 72+69.49 | 48.10' LT | 59-CL | 379,562.08 | 2,550,782.22 |
| 1843 | 73+01.93 | 25.43' LT | 59-CL | 379,543.93 | 2,550,817.39 |
| 1844 | 73+02.58 | 31.41' LT | 59-CL | 379,549.95 | 2,550,817.25 |
| 1845 | 73+04.16 | 45.87' LT | 59-CL | 379,564.49 | 2,550,816.89 |
| 1846 | 73+04.96 | 53.14' LT | 59-CL | 379,571.80 | 2,550,816.71 |
| 1847 | 72+79.29 | 28.18' LT | 59-CL | 379,543.64 | 2,550,794.59 |

| 22nd-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1849 | 72+54.72 | 48.32' LT | 59-CL | 379,560.93 | 2,550,769.04 |
| 1850 | 72+48.72 | 48.31' LT | 59-CL | 379,560.31 | 2,550,763.07 |
| 1851 | 72+48.72 | 46.50' LT | 59-CL | 379,558.51 | 2,550,763.25 |
| 1852 | 72+48.72 | 39.50' LT | 59-CL | 379,551.54 | 2,550,763.96 |
| 1853 | 72+48.72 | 33.00' LT | 59-CL | 379,545.08 | 2,550,764.62 |

| 22nd-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 1901 | 73+21.86 | 51.30' LT | 59-CL | 379,572.23 | 2,550,833.70 |
| 1902 | 73+21.57 | 48.63' LT | 59-CL | 379,569.54 | 2,550,833.77 |
| 1903 | 73+21.39 | 45.32' LT | 59-CL | 379,566.24 | 2,550,834.03 |
| 1904 | 73+21.40 | 44.68' LT | 59-CL | 379,565.60 | 2,550,834.12 |
| 1905 | 73+22.59 | 36.98' LT | 59-CL | 379,558.13 | 2,550,836.33 |
| 1906 | 73+25.22 | 30.69' LT | 59-CL | 379,552.25 | 2,550,839.78 |
| 1907 | 73+29.79 | 24.55' LT | 59-CL | 379,546.76 | 2,550,845.13 |
| 1908 | 73+31.72 | 22.16' LT | 59-CL | 379,544.71 | 2,550,848.06 |
| 1909 | 73+38.29 | 18.35' LT | 59-CL | 379,541.59 | 2,550,854.98 |
| 1910 | 73+49.93 | 16.00' LT | 59-CL | 379,540.43 | 2,550,866.80 |
| 1911 | 73+58.56 | 16.00' LT | 59-CL | 379,541.31 | 2,550,875.39 |
| 1912 | 73+64.56 | 22.00' LT | 59-CL | 379,547.89 | 2,550,880.75 |
| 1913 | 73+42.29 | 19.67' LT | 59-CL | 379,543.31 | 2,550,858.83 |
| 1914 | 73+39.29 | 20.73' LT | 59-CL | 379,544.06 | 2,550,855.74 |
| 1915 | 73+33.29 | 24.21' LT | 59-CL | 379,546.91 | 2,550,849.41 |
| 1916 | 73+30.84 | 26.35' LT | 59-CL | 379,548.79 | 2,550,846.73 |
| 1917 | 73+27.97 | 31.11' LT | 59-CL | 379,553.02 | 2,550,842.45 |
| 1918 | 73+25.07 | 37.70' LT | 59-CL | 379,559.17 | 2,550,838.69 |
| 1919 | 73+23.98 | 44.74' LT | 59-CL | 379,566.00 | 2,550,836.68 |
| 1920 | 73+29.99 | 56.70' LT | 59-CL | 379,578.65 | 2,550,841.04 |
| 1921 | 73+29.37 | 51.00' LT | 59-CL | 379,572.93 | 2,550,841.19 |
| 1922 | 73+28.67 | 44.59' LT | 59-CL | 379,566.48 | 2,550,841.34 |
| 1923 | 73+25.29 | 44.70' LT | 59-CL | 379,566.14 | 2,550,837.98 |
| 1924 | 73+28.45 | 37.60' LT | 59-CL | 379,559.52 | 2,550,842.06 |
| 1925 | 73+34.17 | 56.18' LT | 59-CL | 379,578.80 | 2,550,847.04 |
| 1926 | 73+33.73 | 50.47' LT | 59-CL | 379,573.08 | 2,550,847.18 |
| 1927 | 73+33.27 | 44.50' LT | 59-CL | 379,567.09 | 2,550,847.33 |
| 1928 | 73+33.28 | 37.50' LT | 59-CL | 379,560.13 | 2,550,848.05 |
| 1929 | 73+33.29 | 31.00' LT | 59-CL | 379,553.66 | 2,550,848.72 |
| 1930 | 73+39.29 | 44.50' LT | 59-CL | 379,567.70 | 2,550,853.32 |
| 1931 | 73+39.29 | 37.50' LT | 59-CL | 379,560.74 | 2,550,854.03 |
| 1932 | 73+39.29 | 31.00' LT | 59-CL | 379,554.27 | 2,550,854.69 |
| 1933 | 73+39.29 | 24.21' LT | 59-CL | 379,547.52 | 2,550,855.38 |
| 1934 | 73+38.44 | 55.85' LT | 59-CL | 379,578.91 | 2,550,851.32 |
| 1935 | 73+37.66 | 46.36' LT | 59-CL | 379,569.39 | 2,550,851.51 |
| 1936 | 73+24.43 | 51.01' LT | 59-CL | 379,572.28 | 2,550,836.28 |
| 1937 | 73+38.01 | 50.14' LT | 59-CL | 379,573.18 | 2,550,851.47 |
| 1938 | 73+39.31 | 46.36' LT | 59-CL | 379,569.55 | 2,550,853.15 |
| 1939 | 73+49.93 | 46.37' LT | 59-CL | 379,570.64 | 2,550,863.72 |
| 1940 | 73+49.93 | 44.50' LT | 59-CL | 379,568.78 | 2,550,863.91 |
| 1941 | 73+49.93 | 37.50' LT | 59-CL | 379,561.82 | 2,550,864.62 |
| 1942 | 73+49.93 | 31.00' LT | 59-CL | 379,555.35 | 2,550,865.28 |

| 22nd-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2101 | 72+49.57 | 16.00' RT | 59-CL | 379,496.42 | 2,550,770.45 |
| 2102 | 72+53.56 | 16.27' RT | 59-CL | 379,496.56 | 2,550,774.44 |
| 2103 | 72+55.20 | 16.53' RT | 59-CL | 379,496.46 | 2,550,776.10 |
| 2104 | 72+61.78 | 18.60' RT | 59-CL | 379,495.07 | 2,550,782.85 |
| 2105 | 72+65.38 | 20.50' RT | 59-CL | 379,493.54 | 2,550,786.63 |
| 2106 | 72+71.53 | 26.63' RT | 59-CL | 379,488.29 | 2,550,794.19 |
| 2107 | 72+75.24 | 32.57' RT | 59-CL | 379,482.89 | 2,550,798.67 |
| 2108 | 72+77.69 | 40.31' RT | 59-CL | 379,475.54 | 2,550,802.12 |
| 2109 | 72+77.84 | 41.34' RT | 59-CL | 379,474.55 | 2,550,802.41 |
| 2110 | 72+78.06 | 47.32' RT | 59-CL | 379,468.64 | 2,550,803.42 |
| 2111 | 72+77.93 | 48.74' RT | 59-CL | 379,467.23 | 2,550,803.49 |
| 2113 | 72+49.57 | 18.58' RT | 59-CL | 379,493.85 | 2,550,770.71 |
| 2114 | 72+54.72 | 19.07' RT | 59-CL | 379,493.88 | 2,550,775.88 |
| 2115 | 72+60.72 | 20.95' RT | 59-CL | 379,492.62 | 2,550,782.04 |
| 2116 | 72+64.01 | 22.69' RT | 59-CL | 379,491.22 | 2,550,785.49 |
| 2117 | 72+68.48 | 27.03' RT | 59-CL | 379,487.48 | 2,550,791.23 |
| 2118 | 72+72.90 | 33.67' RT | 59-CL | 379,481.49 | 2,550,796.50 |
| 2119 | 72+75.14 | 40.75' RT | 59-CL | 379,474.77 | 2,550,799.66 |
| 2120 | 72+54.73 | 42.24' RT | 59-CL | 379,470.83 | 2,550,778.24 |
| 2121 | 72+54.72 | 40.50' RT | 59-CL | 379,472.57 | 2,550,778.06 |
| 2122 | 72+54.72 | 33.50' RT | 59-CL | 379,479.53 | 2,550,777.35 |
| 2123 | 72+54.72 | 27.00' RT | 59-CL | 379,486.00 | 2,550,776.69 |
| 2124 | 72+54.72 | 20.95' RT | 59-CL | 379,492.01 | 2,550,776.07 |
| 2125 | 72+58.50 | 43.35' RT | 59-CL | 379,470.11 | 2,550,782.11 |
| 2126 | 72+60.72 | 40.50' RT | 59-CL | 379,473.18 | 2,550,784.03 |
| 2127 | 72+60.72 | 33.50' RT | 59-CL | 379,480.14 | 2,550,783.32 |
| 2128 | 72+60.72 | 27.00' RT | 59-CL | 379,486.61 | 2,550,782.66 |
| 2129 | 72+60.33 | 46.08' RT | 59-CL | 379,467.59 | 2,550,784.21 |
| 2130 | 72+64.97 | 44.78' RT | 59-CL | 379,469.35 | 2,550,788.69 |
| 2131 | 72+65.31 | 40.50' RT | 59-CL | 379,473.64 | 2,550,788.59 |
| 2132 | 72+65.31 | 33.50' RT | 59-CL | 379,480.61 | 2,550,787.88 |
| 2133 | 72+65.31 | 27.00' RT | 59-CL | 379,487.07 | 2,550,787.22 |
| 2134 | 72+60.25 | 50.42' RT | 59-CL | 379,463.26 | 2,550,784.57 |
| 2135 | 72+64.49 | 50.76' RT | 59-CL | 379,463.35 | 2,550,788.82 |
| 2136 | 72+68.84 | 51.29' RT | 59-CL | 379,463.48 | 2,550,794.82 |
| 2137 | 72+69.51 | 45.33' RT | 59-CL | 379,469.48 | 2,550,794.69 |
| 2138 | 72+70.04 | 40.59' RT | 59-CL | 379,474.25 | 2,550,794.58 |
| 2139 | 72+70.26 | 33.59' RT | 59-CL | 379,481.22 | 2,550,793.87 |
| 2140 | 72+72.68 | 40.67' RT | 59-CL | 379,474.52 | 2,550,797.21 |
| 2141 | 72+75.48 | 47.16' RT | 59-CL | 379,468.46 | 2,550,800.85 |

| 22nd-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2201 | 73+09.13 | 57.68' RT | 59-CL | 379,462.51 | 2,550,835.60 |
| 2202 | 73+03.83 | 51.05' RT | 59-CL | 379,468.38 | 2,550,829.47 |
| 2203 | 73+03.93 | 50.23' RT | 59-CL | 379,469.21 | 2,550,829.45 |
| 2204 | 73+04.31 | 46.78' RT | 59-CL | 379,472.68 | 2,550,829.37 |
| 2205 | 73+05.19 | 42.21' RT | 59-CL | 379,477.33 | 2,550,829.63 |
| 2206 | 73+05.54 | 41.01' RT | 59-CL | 379,478.56 | 2,550,829.83 |
| 2207 | 73+09.18 | 33.46' RT | 59-CL | 379,486.53 | 2,550,832.42 |
| 2208 | 73+13.89 | 27.98' RT | 59-CL | 379,492.59 | 2,550,836.36 |
| 2210 | 73+23.00 | 22.26' RT | 59-CL | 379,499.47 | 2,550,844.63 |
| 2211 | 73+28.27 | 20.70' RT | 59-CL | 379,501.72 | 2,550,849.64 |
| 2212 | 73+32.71 | 19.89' RT | 59-CL | 379,502.97 | 2,550,853.31 |
| 2213 | 73+38.77 | 18.52' RT | 59-CL | 379,504.96 | 2,550,859.20 |
| 2214 | 73+63.22 | 16.00' RT | 59-CL | 379,509.95 | 2,550,883.27 |
| 2215 | 73+69.05 | 16.00' RT | 59-CL | 379,510.54 | 2,550,889.07 |
| 2216 | 73+75.05 | 22.00' RT | 59-CL | 379,505.18 | 2,550,895.65 |
| 2217 | 73+08.01 | 41.79' RT | 59-CL | 379,478.11 | 2,550,832.37 |
| 2218 | 73+11.33 | 34.90' RT | 59-CL | 379,485.39 | 2,550,834.74 |
| 2219 | 73+17.17 | 28.58' RT | 59-CL | 379,492.43 | 2,550,839.69 |
| 2220 | 73+28.77 | 23.23' RT | 59-CL | 379,499.27 | 2,550,850.48 |
| 2221 | 73+33.29 | 22.41' RT | 59-CL | 379,500.53 | 2,550,854.15 |
| 2222 | 73+39.29 | 21.05' RT | 59-CL | 379,502.50 | 2,550,859.98 |
| 2223 | 73+42.29 | 20.46' RT | 59-CL | 379,503.38 | 2,550,862.91 |
| 2224 | 72+93.99 | 49.11' RT | 59-CL | 379,468.99 | 2,550,819.45 |
| 2225 | 72+94.80 | 41.87' RT | 59-CL | 379,476.27 | 2,550,819.29 |
| 2226 | 72+96.42 | 27.42' RT | 59-CL | 379,490.82 | 2,550,818.98 |
| 2227 | 72+97.10 | 21.44' RT | 59-CL | 379,496.83 | 2,550,818.85 |
| 2228 | 73+18.36 | 56.14' RT | 59-CL | 379,465.27 | 2,550,844.54 |
| 2229 | 73+19.03 | 50.18' RT | 59-CL | 379,471.27 | 2,550,844.41 |
| 2230 | 73+19.93 | 42.17' RT | 59-CL | 379,479.32 | 2,550,844.23 |
| 2231 | 73+15.22 | 42.02' RT | 59-CL | 379,478.84 | 2,550,839.55 |
| 2232 | 73+11.10 | 41.89' RT | 59-CL | 379,478.43 | 2,550,835.45 |
| 2233 | 73+15.44 | 35.03' RT | 59-CL | 379,485.81 | 2,550,838.84 |
| 2234 | 73+20.15 | 35.18' RT | 59-CL | 379,486.29 | 2,550,843.52 |
| 2235 | 73+20.35 | 28.68' RT | 59-CL | 379,492.75 | 2,550,842.86 |
| 2236 | 73+24.32 | 56.81' RT | 59-CL | 379,465.40 | 2,550,850.54 |
| 2237 | 73+24.99 | 50.85' RT | 59-CL | 379,471.40 | 2,550,850.41 |
| 2238 | 73+25.94 | 42.37' RT | 59-CL | 379,479.93 | 2,550,850.22 |
| 2239 | 73+26.16 | 35.37' RT | 59-CL | 379,486.90 | 2,550,849.51 |
| 2240 | 73+26.37 | 28.87' RT | 59-CL | 379,493.36 | 2,550,848.85 |
| 2241 | 73+27.95 | 57.22' RT | 59-CL | 379,465.48 | 2,550,854.19 |
| 2242 | 73+28.69 | 51.26' RT | 59-CL | 379,471.48 | 2,550,854.13 |
| 2243 | 73+29.54 | 44.39' RT | 59-CL | 379,478.41 | 2,550,854.06 |
| 2244 | 73+33.29 | 42.50' RT | 59-CL | 379,480.54 | 2,550,856.19 |
| 2245 | 73+33.29 | 35.50' RT | 59-CL | 379,487.51 | 2,550,855.48 |
| 2246 | 73+33.29 | 29.00' RT | 59-CL | 379,493.97 | 2,550,854.82 |
| 2247 | 73+39.29 | 42.50' RT | 59-CL | 379,481.15 | 2,550,862.16 |
| 2248 | 73+39.29 | 35.50' RT | 59-CL | 379,488.12 | 2,550,861.45 |

| 22nd-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2249 | 73+39.29 | 29.00' RT | 59-CL | 379,494.58 | 2,550,860.79 |
| 2250 | 73+39.29 | 22.41' RT | 59-CL | 379,501.14 | 2,550,860.12 |
| 2251 | 73+45.29 | 42.50' RT | 59-CL | 379,481.76 | 2,550,868.13 |
| 2252 | 73+45.29 | 35.50' RT | 59-CL | 379,488.73 | 2,550,867.42 |
| 2253 | 73+45.29 | 29.00' RT | 59-CL | 379,495.19 | 2,550,866.76 |
| 2254 | 73+60.29 | 44.00' RT | 59-CL | 379,481.79 | 2,550,883.20 |
| 2255 | 73+60.29 | 37.00' RT | 59-CL | 379,488.76 | 2,550,882.49 |
| 2256 | 73+60.29 | 30.50' RT | 59-CL | 379,495.22 | 2,550,881.83 |
| 2257 | 73+23.96 | 24.66' RT | 59-CL | 379,497.22 | 2,550,845.90 |
| 2258 | 73+33.29 | 44.42' RT | 59-CL | 379,478.64 | 2,550,856.39 |
| 2259 | 73+39.29 | 44.41' RT | 59-CL | 379,479.25 | 2,550,862.35 |
| 2260 | 73+45.29 | 44.41' RT | 59-CL | 379,479.86 | 2,550,868.32 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

W NATIONAL AVE/STH 59 & 21ST ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 21ST ST
NORTHEAST QUADRANT

21ST ST

W NATIONAL AVE / STH 59

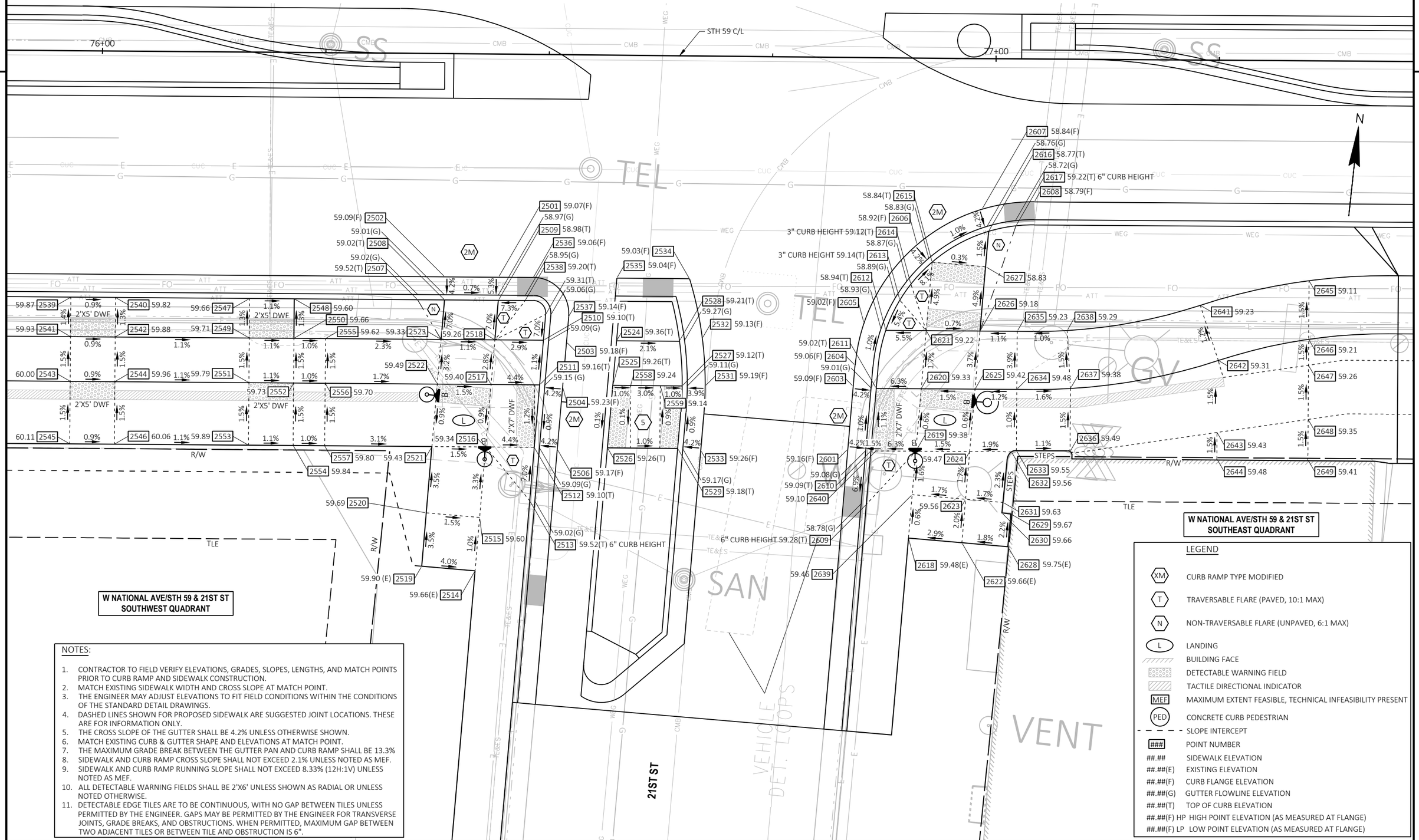
STH 59 C/L

7+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (21ST ST) | SHEET 146 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 21N

PLOT DATE : 7/16/2026 2:18 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (21ST ST) | SHEET 147 | E |
|---|---|---|---|---|---|

| 21st-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2302 | 76+58.47 | 44.33' LT | 59-CL | 379,599.94 | 2,551,170.96 |
| 2303 | 76+57.94 | 37.33' LT | 59-CL | 379,592.92 | 2,551,171.14 |
| 2304 | 76+56.95 | 30.29' LT | 59-CL | 379,585.81 | 2,551,170.85 |
| 2305 | 76+49.94 | 20.11' LT | 59-CL | 379,574.98 | 2,551,164.89 |
| 2306 | 76+42.81 | 16.62' LT | 59-CL | 379,570.80 | 2,551,158.10 |
| 2307 | 76+32.03 | 16.00' LT | 59-CL | 379,569.09 | 2,551,147.44 |
| 2308 | 76+26.03 | 22.00' LT | 59-CL | 379,574.45 | 2,551,140.87 |
| 2309 | 76+57.73 | 34.48' LT | 59-CL | 379,590.06 | 2,551,171.20 |
| 2310 | 76+37.86 | 16.00' LT | 59-CL | 379,569.68 | 2,551,153.24 |
| 2311 | 76+56.12 | 47.53' LT | 59-CL | 379,602.88 | 2,551,168.31 |
| 2312 | 76+55.90 | 44.53' LT | 59-CL | 379,599.87 | 2,551,168.38 |
| 2313 | 76+55.37 | 37.53' LT | 59-CL | 379,592.85 | 2,551,168.55 |
| 2314 | 76+54.48 | 31.02' LT | 59-CL | 379,586.30 | 2,551,168.32 |
| 2315 | 76+53.27 | 28.02' LT | 59-CL | 379,583.19 | 2,551,167.41 |
| 2316 | 76+51.63 | 25.42' LT | 59-CL | 379,580.44 | 2,551,166.04 |
| 2317 | 76+48.37 | 22.16' LT | 59-CL | 379,576.87 | 2,551,163.12 |
| 2318 | 76+42.17 | 19.12' LT | 59-CL | 379,573.22 | 2,551,157.21 |
| 2319 | 76+37.86 | 18.58' LT | 59-CL | 379,572.25 | 2,551,152.98 |
| 2320 | 76+55.35 | 44.53' LT | 59-CL | 379,599.82 | 2,551,167.84 |
| 2321 | 76+50.06 | 44.52' LT | 59-CL | 379,599.28 | 2,551,162.58 |
| 2322 | 76+49.53 | 37.51' LT | 59-CL | 379,592.26 | 2,551,162.75 |
| 2323 | 76+49.04 | 31.01' LT | 59-CL | 379,585.74 | 2,551,162.91 |
| 2324 | 76+44.04 | 44.50' LT | 59-CL | 379,598.67 | 2,551,156.59 |
| 2325 | 76+43.51 | 37.50' LT | 59-CL | 379,591.65 | 2,551,156.76 |
| 2326 | 76+43.02 | 31.00' LT | 59-CL | 379,585.13 | 2,551,156.92 |
| 2327 | 76+42.44 | 22.61' LT | 59-CL | 379,576.72 | 2,551,157.12 |
| 2328 | 76+38.25 | 44.50' LT | 59-CL | 379,598.07 | 2,551,150.74 |
| 2329 | 76+38.25 | 37.50' LT | 59-CL | 379,591.11 | 2,551,151.45 |
| 2330 | 76+38.25 | 31.00' LT | 59-CL | 379,584.64 | 2,551,152.11 |
| 2331 | 76+32.82 | 44.50' LT | 59-CL | 379,597.52 | 2,551,145.33 |
| 2332 | 76+32.82 | 37.50' LT | 59-CL | 379,590.56 | 2,551,146.04 |
| 2333 | 76+32.82 | 31.00' LT | 59-CL | 379,584.09 | 2,551,146.70 |
| 2334 | 76+40.55 | 47.19' LT | 59-CL | 379,600.98 | 2,551,152.75 |
| 2335 | 76+39.47 | 51.70' LT | 59-CL | 379,605.36 | 2,551,151.22 |
| 2336 | 76+44.56 | 51.30' LT | 59-CL | 379,605.49 | 2,551,156.43 |
| 2337 | 76+50.54 | 50.85' LT | 59-CL | 379,605.63 | 2,551,162.42 |
| 2338 | 76+40.79 | 57.30' LT | 59-CL | 379,611.06 | 2,551,151.96 |
| 2339 | 76+44.98 | 56.97' LT | 59-CL | 379,611.17 | 2,551,156.29 |
| 2340 | 76+41.10 | 61.43' LT | 59-CL | 379,615.20 | 2,551,151.85 |
| 2341 | 76+45.30 | 61.10' LT | 59-CL | 379,615.31 | 2,551,156.19 |

| 21st-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2401 | 76+90.66 | 45.65' LT | 59-CL | 379,604.45 | 2,551,202.86 |
| 2402 | 76+90.59 | 44.69' LT | 59-CL | 379,603.49 | 2,551,202.89 |
| 2403 | 76+90.06 | 37.69' LT | 59-CL | 379,596.47 | 2,551,203.06 |
| 2404 | 76+89.57 | 31.19' LT | 59-CL | 379,589.95 | 2,551,203.22 |
| 2405 | 76+97.83 | 24.00' LT | 59-CL | 379,583.62 | 2,551,212.08 |
| 2406 | 77+03.85 | 24.00' LT | 59-CL | 379,584.24 | 2,551,218.06 |
| 2407 | 77+06.86 | 26.58' LT | 59-CL | 379,587.11 | 2,551,220.79 |
| 2408 | 77+03.85 | 26.58' LT | 59-CL | 379,586.81 | 2,551,217.80 |
| 2409 | 76+97.83 | 26.58' LT | 59-CL | 379,586.19 | 2,551,211.81 |
| 2410 | 76+92.64 | 37.49' LT | 59-CL | 379,596.53 | 2,551,205.64 |
| 2411 | 76+93.17 | 44.50' LT | 59-CL | 379,603.55 | 2,551,205.47 |
| 2412 | 76+93.39 | 47.50' LT | 59-CL | 379,606.56 | 2,551,205.40 |
| 2413 | 77+00.58 | 56.90' LT | 59-CL | 379,616.63 | 2,551,211.44 |
| 2414 | 76+99.74 | 50.95' LT | 59-CL | 379,610.63 | 2,551,211.22 |
| 2415 | 76+99.23 | 44.50' LT | 59-CL | 379,604.16 | 2,551,211.37 |
| 2416 | 76+93.19 | 37.50' LT | 59-CL | 379,596.59 | 2,551,206.19 |
| 2417 | 76+98.68 | 37.50' LT | 59-CL | 379,597.14 | 2,551,211.54 |
| 2418 | 76+98.17 | 31.00' LT | 59-CL | 379,590.62 | 2,551,211.70 |
| 2419 | 77+06.19 | 56.46' LT | 59-CL | 379,616.77 | 2,551,217.07 |
| 2420 | 77+05.72 | 50.48' LT | 59-CL | 379,610.77 | 2,551,217.22 |
| 2421 | 77+05.25 | 44.50' LT | 59-CL | 379,604.77 | 2,551,217.36 |
| 2422 | 77+04.70 | 37.50' LT | 59-CL | 379,597.75 | 2,551,217.53 |
| 2423 | 77+04.19 | 31.00' LT | 59-CL | 379,591.24 | 2,551,217.69 |
| 2424 | 76+84.97 | 44.47' LT | 59-CL | 379,602.71 | 2,551,197.32 |
| 2425 | 76+84.44 | 37.47' LT | 59-CL | 379,595.69 | 2,551,197.49 |
| 2426 | 76+83.95 | 30.97' LT | 59-CL | 379,589.17 | 2,551,197.65 |
| 2427 | 76+78.73 | 30.95' LT | 59-CL | 379,588.64 | 2,551,192.45 |
| 2428 | 76+77.49 | 37.45' LT | 59-CL | 379,594.98 | 2,551,190.57 |
| 2429 | 76+77.17 | 44.45' LT | 59-CL | 379,601.91 | 2,551,189.56 |
| 2430 | 76+74.59 | 44.64' LT | 59-CL | 379,601.85 | 2,551,186.97 |
| 2431 | 76+74.92 | 37.14' LT | 59-CL | 379,594.42 | 2,551,188.05 |
| 2432 | 76+76.23 | 30.29' LT | 59-CL | 379,587.73 | 2,551,190.03 |
| 2433 | 76+78.37 | 23.95' LT | 59-CL | 379,581.63 | 2,551,192.80 |
| 2434 | 76+84.01 | 23.97' LT | 59-CL | 379,582.21 | 2,551,198.40 |
| 2435 | 76+92.15 | 30.99' LT | 59-CL | 379,590.01 | 2,551,205.80 |
| 2436 | 77+09.85 | 31.00' LT | 59-CL | 379,591.81 | 2,551,223.31 |
| 2437 | 77+09.85 | 37.50' LT | 59-CL | 379,598.28 | 2,551,222.65 |
| 2438 | 77+09.85 | 44.50' LT | 59-CL | 379,605.24 | 2,551,221.93 |
| 2439 | 77+19.69 | 26.58' LT | 59-CL | 379,588.43 | 2,551,233.56 |
| 2440 | 77+24.69 | 26.58' LT | 59-CL | 379,588.94 | 2,551,238.53 |
| 2441 | 77+19.69 | 31.00' LT | 59-CL | 379,592.82 | 2,551,233.10 |
| 2442 | 77+24.69 | 31.00' LT | 59-CL | 379,593.34 | 2,551,238.08 |
| 2443 | 77+19.69 | 37.50' LT | 59-CL | 379,599.29 | 2,551,232.44 |
| 2444 | 77+24.69 | 37.50' LT | 59-CL | 379,599.80 | 2,551,237.41 |
| 2445 | 77+19.69 | 44.50' LT | 59-CL | 379,606.25 | 2,551,231.72 |
| 2446 | 77+24.69 | 44.50' LT | 59-CL | 379,606.76 | 2,551,236.70 |
| 2447 | 77+22.95 | 44.50' LT | 59-CL | 379,606.59 | 2,551,234.97 |

| 21st-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2448 | 77+27.14 | 44.50' LT | 59-CL | 379,607.02 | 2,551,239.13 |
| 2449 | 77+23.13 | 47.01' LT | 59-CL | 379,609.10 | 2,551,234.88 |
| 2450 | 77+27.26 | 46.87' LT | 59-CL | 379,609.39 | 2,551,239.01 |
| 2451 | 77+39.69 | 26.58' LT | 59-CL | 379,590.48 | 2,551,253.45 |
| 2452 | 77+44.69 | 26.58' LT | 59-CL | 379,590.99 | 2,551,258.43 |
| 2453 | 77+39.69 | 31.00' LT | 59-CL | 379,594.87 | 2,551,253.00 |
| 2454 | 77+44.69 | 31.00' LT | 59-CL | 379,595.38 | 2,551,257.97 |
| 2455 | 77+39.69 | 37.50' LT | 59-CL | 379,601.34 | 2,551,252.33 |
| 2456 | 77+44.69 | 37.50' LT | 59-CL | 379,601.85 | 2,551,257.31 |
| 2457 | 77+39.69 | 44.50' LT | 59-CL | 379,608.30 | 2,551,251.62 |
| 2458 | 77+44.69 | 44.50' LT | 59-CL | 379,608.81 | 2,551,256.59 |
| 2459 | 77+41.64 | 44.50' LT | 59-CL | 379,608.50 | 2,551,253.55 |
| 2460 | 77+45.61 | 44.50' LT | 59-CL | 379,608.91 | 2,551,257.50 |
| 2461 | 77+41.67 | 46.31' LT | 59-CL | 379,610.31 | 2,551,253.40 |
| 2462 | 77+45.68 | 46.31' LT | 59-CL | 379,610.72 | 2,551,257.39 |
| 2463 | 76+89.35 | 28.30' LT | 59-CL | 379,587.05 | 2,551,203.29 |
| 2464 | 76+93.35 | 24.00' LT | 59-CL | 379,583.17 | 2,551,207.70 |
| 2465 | 76+94.82 | 26.58' LT | 59-CL | 379,585.88 | 2,551,208.82 |
| 2466 | 76+79.46 | 44.46' LT | 59-CL | 379,602.14 | 2,551,191.84 |
| 2467 | 76+82.42 | 44.46' LT | 59-CL | 379,602.45 | 2,551,194.79 |
| 2468 | 76+79.49 | 37.46' LT | 59-CL | 379,595.18 | 2,551,192.56 |
| 2469 | 76+82.44 | 37.46' LT | 59-CL | 379,595.48 | 2,551,195.50 |

2

| 21st-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2501 | 76+44.56 | 25.00' RT | 59-CL | 379,529.57 | 2,551,164.02 |
| 2502 | 76+38.48 | 25.00' RT | 59-CL | 379,528.95 | 2,551,158.02 |
| 2503 | 76+52.23 | 32.18' RT | 59-CL | 379,523.18 | 2,551,172.37 |
| 2504 | 76+51.85 | 37.18' RT | 59-CL | 379,518.17 | 2,551,172.48 |
| 2506 | 76+51.32 | 44.18' RT | 59-CL | 379,511.15 | 2,551,172.65 |
| 2507 | 76+35.47 | 27.58' RT | 59-CL | 379,526.08 | 2,551,155.29 |
| 2508 | 76+38.48 | 27.58' RT | 59-CL | 379,526.38 | 2,551,158.29 |
| 2509 | 76+44.56 | 27.58' RT | 59-CL | 379,527.00 | 2,551,164.27 |
| 2510 | 76+49.66 | 31.99' RT | 59-CL | 379,523.12 | 2,551,169.78 |
| 2511 | 76+49.28 | 36.99' RT | 59-CL | 379,518.10 | 2,551,169.90 |
| 2512 | 76+48.74 | 43.99' RT | 59-CL | 379,511.09 | 2,551,170.07 |
| 2513 | 76+48.29 | 49.97' RT | 59-CL | 379,505.09 | 2,551,170.21 |
| 2514 | 76+42.13 | 57.88' RT | 59-CL | 379,496.62 | 2,551,165.00 |
| 2515 | 76+42.60 | 51.90' RT | 59-CL | 379,502.62 | 2,551,164.85 |
| 2516 | 76+43.31 | 44.00' RT | 59-CL | 379,510.53 | 2,551,164.66 |
| 2517 | 76+43.84 | 37.00' RT | 59-CL | 379,517.55 | 2,551,164.50 |
| 2518 | 76+44.22 | 32.00' RT | 59-CL | 379,522.57 | 2,551,164.38 |
| 2519 | 76+36.15 | 57.41' RT | 59-CL | 379,496.48 | 2,551,159.00 |
| 2520 | 76+36.61 | 51.43' RT | 59-CL | 379,502.47 | 2,551,158.85 |
| 2521 | 76+37.20 | 44.00' RT | 59-CL | 379,509.92 | 2,551,158.68 |
| 2522 | 76+37.75 | 37.00' RT | 59-CL | 379,516.94 | 2,551,158.51 |
| 2523 | 76+38.14 | 32.00' RT | 59-CL | 379,521.95 | 2,551,158.39 |
| 2524 | 76+57.85 | 31.97' RT | 59-CL | 379,523.95 | 2,551,177.93 |
| 2525 | 76+57.47 | 36.97' RT | 59-CL | 379,518.94 | 2,551,178.05 |
| 2526 | 76+56.94 | 43.97' RT | 59-CL | 379,511.92 | 2,551,178.22 |
| 2527 | 76+65.21 | 36.95' RT | 59-CL | 379,519.72 | 2,551,185.76 |
| 2528 | 76+64.86 | 31.95' RT | 59-CL | 379,524.66 | 2,551,184.91 |
| 2529 | 76+64.79 | 43.95' RT | 59-CL | 379,512.72 | 2,551,186.04 |
| 2531 | 76+67.79 | 36.94' RT | 59-CL | 379,519.99 | 2,551,188.32 |
| 2532 | 76+67.42 | 31.60' RT | 59-CL | 379,525.27 | 2,551,187.43 |
| 2533 | 76+67.37 | 44.15' RT | 59-CL | 379,512.78 | 2,551,188.62 |
| 2534 | 76+65.93 | 24.95' RT | 59-CL | 379,531.74 | 2,551,185.27 |
| 2535 | 76+57.79 | 24.97' RT | 59-CL | 379,530.91 | 2,551,177.18 |
| 2536 | 76+48.45 | 24.99' RT | 59-CL | 379,529.96 | 2,551,167.89 |
| 2537 | 76+52.45 | 29.29' RT | 59-CL | 379,526.08 | 2,551,172.30 |
| 2538 | 76+47.57 | 27.57' RT | 59-CL | 379,527.30 | 2,551,167.27 |
| 2539 | 75+96.67 | 27.58' RT | 59-CL | 379,522.14 | 2,551,116.69 |
| 2540 | 76+01.67 | 27.58' RT | 59-CL | 379,522.64 | 2,551,121.66 |
| 2541 | 75+96.67 | 32.00' RT | 59-CL | 379,517.74 | 2,551,117.14 |
| 2542 | 76+01.67 | 32.00' RT | 59-CL | 379,518.25 | 2,551,122.11 |
| 2543 | 75+96.67 | 37.00' RT | 59-CL | 379,512.77 | 2,551,117.64 |
| 2544 | 76+01.67 | 37.00' RT | 59-CL | 379,513.28 | 2,551,122.62 |
| 2545 | 75+96.67 | 44.00' RT | 59-CL | 379,505.80 | 2,551,118.36 |
| 2546 | 76+01.67 | 44.00' RT | 59-CL | 379,506.31 | 2,551,123.33 |
| 2547 | 76+16.67 | 27.58' RT | 59-CL | 379,524.17 | 2,551,136.58 |
| 2548 | 76+21.67 | 27.58' RT | 59-CL | 379,524.68 | 2,551,141.56 |

| 21st-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2549 | 76+16.67 | 32.00' RT | 59-CL | 379,519.77 | 2,551,137.03 |
| 2550 | 76+21.67 | 32.00' RT | 59-CL | 379,520.28 | 2,551,142.01 |
| 2551 | 76+16.67 | 37.00' RT | 59-CL | 379,514.80 | 2,551,137.54 |
| 2552 | 76+21.67 | 37.00' RT | 59-CL | 379,515.31 | 2,551,142.52 |
| 2553 | 76+16.67 | 44.00' RT | 59-CL | 379,507.84 | 2,551,138.25 |
| 2554 | 76+21.67 | 44.00' RT | 59-CL | 379,508.34 | 2,551,143.23 |
| 2555 | 76+25.20 | 32.00' RT | 59-CL | 379,520.64 | 2,551,145.52 |
| 2556 | 76+25.20 | 37.00' RT | 59-CL | 379,515.67 | 2,551,146.03 |
| 2557 | 76+25.20 | 44.00' RT | 59-CL | 379,508.70 | 2,551,146.74 |
| 2558 | 76+59.47 | 36.96' RT | 59-CL | 379,519.14 | 2,551,180.04 |
| 2559 | 76+62.78 | 36.96' RT | 59-CL | 379,519.48 | 2,551,183.33 |

| 21st-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2601 | 76+83.84 | 43.83' RT | 59-CL | 379,514.73 | 2,551,204.98 |
| 2603 | 76+84.37 | 36.83' RT | 59-CL | 379,521.75 | 2,551,204.81 |
| 2604 | 76+84.55 | 34.45' RT | 59-CL | 379,524.13 | 2,551,204.75 |
| 2605 | 76+85.50 | 29.71' RT | 59-CL | 379,528.95 | 2,551,205.22 |
| 2606 | 76+91.36 | 20.89' RT | 59-CL | 379,538.31 | 2,551,210.18 |
| 2607 | 76+98.52 | 16.88' RT | 59-CL | 379,543.03 | 2,551,216.96 |
| 2608 | 77+04.39 | 16.00' RT | 59-CL | 379,544.50 | 2,551,222.70 |
| 2609 | 76+85.96 | 50.01' RT | 59-CL | 379,508.80 | 2,551,207.70 |
| 2610 | 76+86.42 | 44.02' RT | 59-CL | 379,514.80 | 2,551,207.56 |
| 2611 | 76+86.95 | 37.02' RT | 59-CL | 379,521.82 | 2,551,207.39 |
| 2612 | 76+87.95 | 30.52' RT | 59-CL | 379,528.39 | 2,551,207.74 |
| 2613 | 76+89.49 | 27.13' RT | 59-CL | 379,531.91 | 2,551,208.94 |
| 2614 | 76+90.71 | 25.33' RT | 59-CL | 379,533.83 | 2,551,209.97 |
| 2615 | 76+93.06 | 22.83' RT | 59-CL | 379,536.54 | 2,551,212.06 |
| 2616 | 76+99.28 | 19.35' RT | 59-CL | 379,540.65 | 2,551,217.96 |
| 2617 | 77+02.34 | 18.70' RT | 59-CL | 379,541.60 | 2,551,220.94 |
| 2618 | 76+90.71 | 53.75' RT | 59-CL | 379,505.55 | 2,551,212.80 |
| 2619 | 76+91.45 | 44.01' RT | 59-CL | 379,515.31 | 2,551,212.56 |
| 2620 | 76+91.98 | 37.01' RT | 59-CL | 379,522.33 | 2,551,212.40 |
| 2621 | 76+92.47 | 30.51' RT | 59-CL | 379,528.85 | 2,551,212.24 |
| 2622 | 76+96.53 | 54.21' RT | 59-CL | 379,505.69 | 2,551,218.80 |
| 2623 | 76+96.91 | 49.34' RT | 59-CL | 379,510.57 | 2,551,218.68 |
| 2624 | 76+97.33 | 44.00' RT | 59-CL | 379,515.93 | 2,551,218.55 |
| 2625 | 76+97.89 | 37.00' RT | 59-CL | 379,522.95 | 2,551,218.38 |
| 2626 | 76+98.40 | 30.50' RT | 59-CL | 379,529.47 | 2,551,218.23 |
| 2627 | 76+98.97 | 23.30' RT | 59-CL | 379,536.68 | 2,551,218.06 |
| 2628 | 77+01.68 | 54.61' RT | 59-CL | 379,505.81 | 2,551,223.96 |
| 2629 | 77+01.98 | 50.95' RT | 59-CL | 379,509.49 | 2,551,223.89 |
| 2630 | 77+00.99 | 50.85' RT | 59-CL | 379,509.49 | 2,551,222.89 |
| 2631 | 77+01.10 | 49.67' RT | 59-CL | 379,510.67 | 2,551,222.88 |
| 2632 | 77+02.01 | 44.00' RT | 59-CL | 379,516.41 | 2,551,223.20 |
| 2633 | 77+02.56 | 43.84' RT | 59-CL | 379,516.62 | 2,551,223.73 |
| 2634 | 77+02.56 | 37.00' RT | 59-CL | 379,523.43 | 2,551,223.03 |
| 2635 | 77+02.56 | 30.50' RT | 59-CL | 379,529.89 | 2,551,222.37 |
| 2636 | 77+08.56 | 43.93' RT | 59-CL | 379,517.14 | 2,551,229.71 |
| 2637 | 77+08.56 | 36.87' RT | 59-CL | 379,524.17 | 2,551,228.99 |
| 2638 | 77+08.14 | 30.38' RT | 59-CL | 379,530.58 | 2,551,227.91 |
| 2639 | 76+91.08 | 48.88' RT | 59-CL | 379,510.43 | 2,551,212.68 |
| 2640 | 76+86.97 | 44.02' RT | 59-CL | 379,514.85 | 2,551,208.11 |
| 2641 | 77+23.02 | 27.46' RT | 59-CL | 379,535.01 | 2,551,242.41 |
| 2642 | 77+25.09 | 33.62' RT | 59-CL | 379,529.10 | 2,551,245.10 |
| 2643 | 77+25.00 | 41.68' RT | 59-CL | 379,521.07 | 2,551,245.83 |
| 2644 | 77+25.00 | 44.64' RT | 59-CL | 379,518.13 | 2,551,246.14 |
| 2645 | 77+35.18 | 24.61' RT | 59-CL | 379,539.09 | 2,551,254.21 |
| 2646 | 77+35.18 | 31.18' RT | 59-CL | 379,532.56 | 2,551,254.88 |
| 2647 | 77+35.18 | 34.08' RT | 59-CL | 379,529.67 | 2,551,255.18 |

| 21st-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2648 | 77+35.18 | 40.15' RT | 59-CL | 379,523.64 | 2,551,255.80 |
| 2649 | 77+35.18 | 44.65' RT | 59-CL | 379,519.16 | 2,551,256.26 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

W NATIONAL AVE/STH 59 & 20TH ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 20TH ST NORTHEAST QUADRANT

20TH ST

RAISED CROSSWALK

W NATIONAL AVE / STH 59

STH 59 C/L

80+00

81+00

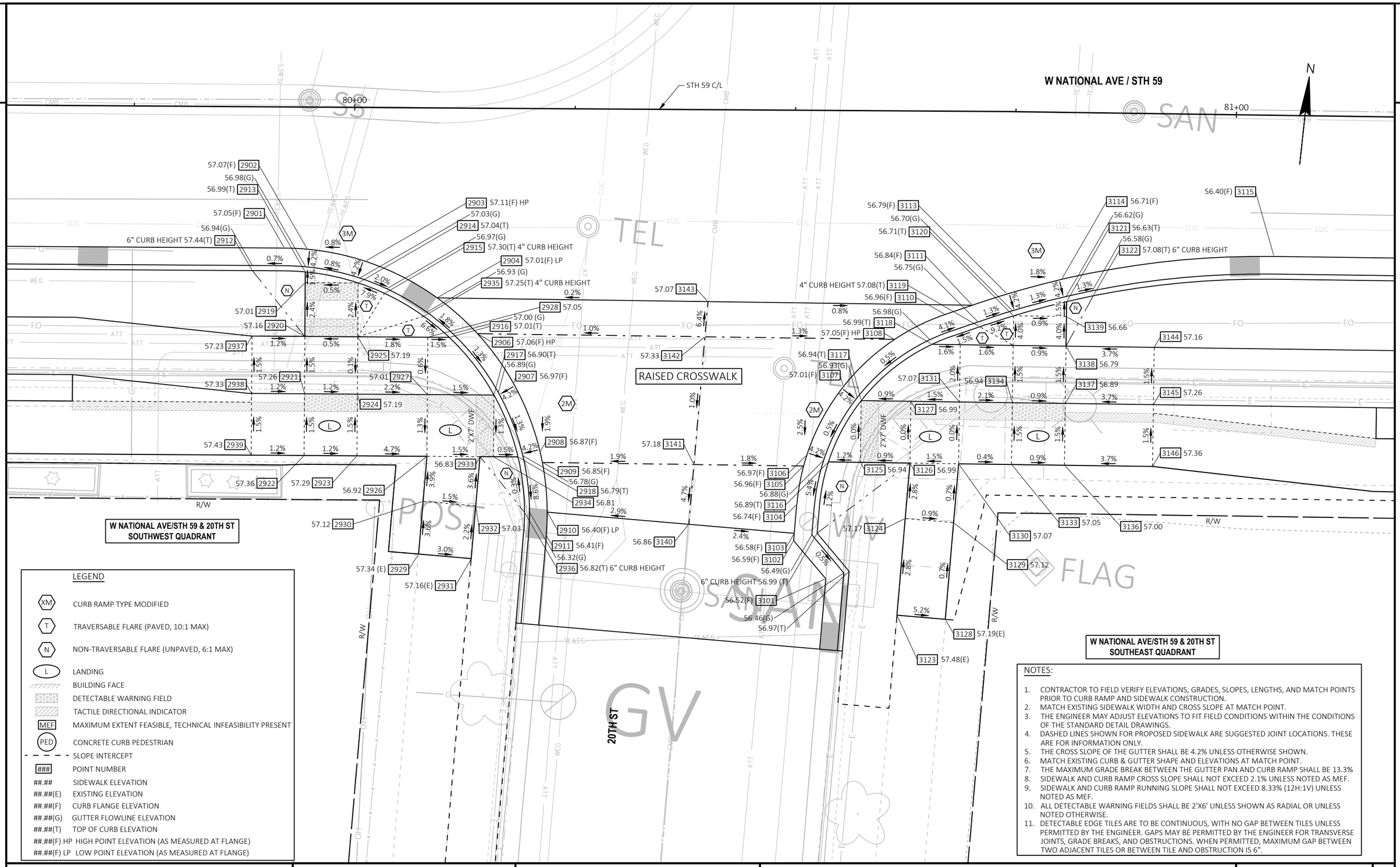
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (20TH ST) | SHEET 150 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 20N

PLOT DATE : 7/16/2026 2:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (20TH ST) | SHEET 151 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 20S
PLOT DATE : 7/16/2026 2:22 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

| 20th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2701 | 80+30.52 | 58.42' LT | 59-CL | 379,651.95 | 2,551,539.46 |
| 2702 | 80+34.19 | 54.12' LT | 59-CL | 379,648.05 | 2,551,543.56 |
| 2703 | 80+34.12 | 53.29' LT | 59-CL | 379,647.22 | 2,551,543.58 |
| 2704 | 80+33.49 | 45.30' LT | 59-CL | 379,639.21 | 2,551,543.77 |
| 2705 | 80+33.42 | 44.47' LT | 59-CL | 379,638.37 | 2,551,543.79 |
| 2706 | 80+33.40 | 44.27' LT | 59-CL | 379,638.17 | 2,551,543.79 |
| 2707 | 80+31.42 | 36.46' LT | 59-CL | 379,630.20 | 2,551,542.62 |
| 2708 | 80+04.14 | 18.98' LT | 59-CL | 379,610.01 | 2,551,517.29 |
| 2709 | 80+21.16 | 24.89' LT | 59-CL | 379,617.64 | 2,551,533.61 |
| 2710 | 80+16.30 | 22.70' LT | 59-CL | 379,614.96 | 2,551,529.00 |
| 2711 | 80+11.17 | 21.01' LT | 59-CL | 379,612.75 | 2,551,524.06 |
| 2712 | 80+01.06 | 18.27' LT | 59-CL | 379,608.98 | 2,551,514.30 |
| 2713 | 79+94.91 | 17.13' LT | 59-CL | 379,607.23 | 2,551,508.29 |
| 2714 | 79+79.90 | 16.00' LT | 59-CL | 379,604.56 | 2,551,493.48 |
| 2715 | 79+74.07 | 16.00' LT | 59-CL | 379,603.97 | 2,551,487.69 |
| 2716 | 79+68.07 | 22.00' LT | 59-CL | 379,609.32 | 2,551,481.10 |
| 2717 | 80+30.83 | 44.49' LT | 59-CL | 379,638.13 | 2,551,541.21 |
| 2718 | 80+29.05 | 37.49' LT | 59-CL | 379,630.98 | 2,551,540.16 |
| 2719 | 80+24.74 | 30.99' LT | 59-CL | 379,624.08 | 2,551,536.54 |
| 2721 | 80+00.52 | 20.79' LT | 59-CL | 379,611.44 | 2,551,513.50 |
| 2722 | 79+94.52 | 19.69' LT | 59-CL | 379,609.73 | 2,551,507.65 |
| 2723 | 79+91.52 | 19.28' LT | 59-CL | 379,609.01 | 2,551,504.70 |
| 2724 | 80+29.05 | 44.49' LT | 59-CL | 379,637.95 | 2,551,539.44 |
| 2725 | 80+21.41 | 48.94' LT | 59-CL | 379,641.59 | 2,551,531.38 |
| 2726 | 80+21.05 | 44.50' LT | 59-CL | 379,637.13 | 2,551,531.48 |
| 2727 | 80+21.05 | 37.50' LT | 59-CL | 379,630.16 | 2,551,532.20 |
| 2728 | 80+21.05 | 31.00' LT | 59-CL | 379,623.70 | 2,551,532.87 |
| 2729 | 80+15.43 | 49.42' LT | 59-CL | 379,641.45 | 2,551,525.38 |
| 2730 | 80+15.04 | 44.50' LT | 59-CL | 379,636.51 | 2,551,525.50 |
| 2731 | 80+15.03 | 37.50' LT | 59-CL | 379,629.55 | 2,551,526.21 |
| 2732 | 80+15.03 | 31.00' LT | 59-CL | 379,623.08 | 2,551,526.88 |
| 2733 | 80+00.52 | 44.50' LT | 59-CL | 379,635.03 | 2,551,511.07 |
| 2734 | 80+00.52 | 37.50' LT | 59-CL | 379,628.06 | 2,551,511.79 |
| 2735 | 80+00.52 | 31.00' LT | 59-CL | 379,621.60 | 2,551,512.46 |
| 2736 | 79+94.52 | 44.50' LT | 59-CL | 379,634.41 | 2,551,505.10 |
| 2737 | 79+94.52 | 37.50' LT | 59-CL | 379,627.45 | 2,551,505.82 |
| 2738 | 79+94.52 | 31.00' LT | 59-CL | 379,620.98 | 2,551,506.49 |
| 2739 | 79+94.52 | 20.79' LT | 59-CL | 379,610.83 | 2,551,507.53 |
| 2740 | 80+28.03 | 30.84' LT | 59-CL | 379,624.26 | 2,551,539.83 |
| 2741 | 80+36.12 | 53.13' LT | 59-CL | 379,647.27 | 2,551,545.58 |
| 2742 | 80+46.09 | 52.34' LT | 59-CL | 379,647.51 | 2,551,555.57 |
| 2743 | 80+45.52 | 45.21' LT | 59-CL | 379,640.36 | 2,551,555.74 |
| 2744 | 80+44.37 | 30.72' LT | 59-CL | 379,625.82 | 2,551,556.09 |
| 2745 | 80+43.89 | 24.72' LT | 59-CL | 379,619.81 | 2,551,556.23 |
| 2746 | 80+19.85 | 27.12' LT | 59-CL | 379,619.72 | 2,551,532.08 |

| 20th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2801 | 80+62.04 | 51.07' LT | 59-CL | 379,647.89 | 2,551,571.57 |
| 2802 | 80+61.64 | 46.10' LT | 59-CL | 379,642.90 | 2,551,571.69 |
| 2803 | 80+61.58 | 45.09' LT | 59-CL | 379,641.89 | 2,551,571.73 |
| 2804 | 80+61.56 | 44.64' LT | 59-CL | 379,641.44 | 2,551,571.76 |
| 2805 | 80+62.43 | 36.92' LT | 59-CL | 379,633.85 | 2,551,573.42 |
| 2806 | 80+64.92 | 30.57' LT | 59-CL | 379,627.78 | 2,551,576.55 |
| 2808 | 80+69.31 | 24.53' LT | 59-CL | 379,622.24 | 2,551,581.54 |
| 2809 | 80+73.60 | 20.77' LT | 59-CL | 379,618.94 | 2,551,586.34 |
| 2810 | 80+80.21 | 17.49' LT | 59-CL | 379,616.32 | 2,551,593.23 |
| 2811 | 80+89.22 | 16.00' LT | 59-CL | 379,615.69 | 2,551,602.35 |
| 2812 | 81+08.53 | 16.00' LT | 59-CL | 379,617.53 | 2,551,621.57 |
| 2813 | 81+14.53 | 22.00' LT | 59-CL | 379,624.08 | 2,551,626.98 |
| 2814 | 80+64.14 | 44.57' LT | 59-CL | 379,641.64 | 2,551,574.34 |
| 2815 | 80+64.93 | 37.57' LT | 59-CL | 379,634.75 | 2,551,575.84 |
| 2816 | 80+67.61 | 31.05' LT | 59-CL | 379,628.54 | 2,551,579.18 |
| 2817 | 80+72.23 | 25.28' LT | 59-CL | 379,623.28 | 2,551,584.36 |
| 2818 | 80+81.04 | 19.94' LT | 59-CL | 379,618.83 | 2,551,593.83 |
| 2819 | 80+84.04 | 19.12' LT | 59-CL | 379,618.30 | 2,551,596.89 |
| 2820 | 80+75.04 | 22.91' LT | 59-CL | 379,621.22 | 2,551,587.57 |
| 2821 | 80+74.60 | 51.12' LT | 59-CL | 379,649.25 | 2,551,584.44 |
| 2822 | 80+64.98 | 44.57' LT | 59-CL | 379,641.72 | 2,551,575.17 |
| 2823 | 80+74.12 | 44.50' LT | 59-CL | 379,642.62 | 2,551,584.60 |
| 2824 | 80+74.12 | 37.50' LT | 59-CL | 379,635.65 | 2,551,585.27 |
| 2825 | 80+74.12 | 31.00' LT | 59-CL | 379,629.18 | 2,551,585.89 |
| 2826 | 80+75.04 | 31.00' LT | 59-CL | 379,629.27 | 2,551,586.80 |
| 2827 | 80+79.58 | 50.76' LT | 59-CL | 379,649.37 | 2,551,589.44 |
| 2828 | 80+79.13 | 44.50' LT | 59-CL | 379,643.10 | 2,551,589.59 |
| 2829 | 80+81.04 | 44.50' LT | 59-CL | 379,643.28 | 2,551,591.48 |
| 2830 | 80+81.04 | 37.50' LT | 59-CL | 379,636.31 | 2,551,592.15 |
| 2831 | 80+81.04 | 31.00' LT | 59-CL | 379,629.84 | 2,551,592.77 |
| 2832 | 80+81.04 | 22.91' LT | 59-CL | 379,621.79 | 2,551,593.54 |
| 2833 | 80+89.22 | 44.50' LT | 59-CL | 379,644.06 | 2,551,599.63 |
| 2834 | 80+89.22 | 37.50' LT | 59-CL | 379,637.09 | 2,551,600.30 |
| 2835 | 80+89.22 | 31.00' LT | 59-CL | 379,630.62 | 2,551,600.92 |
| 2836 | 80+56.05 | 51.55' LT | 59-CL | 379,647.74 | 2,551,565.57 |
| 2837 | 80+64.61 | 50.87' LT | 59-CL | 379,647.95 | 2,551,574.15 |
| 2838 | 80+71.18 | 26.32' LT | 59-CL | 379,624.20 | 2,551,583.21 |

2

| 20th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 2901 | 79+92.14 | 16.00' RT | 59-CL | 379,573.99 | 2,551,508.94 |
| 2902 | 79+94.74 | 16.11' RT | 59-CL | 379,574.14 | 2,551,511.54 |
| 2903 | 80+01.31 | 17.44' RT | 59-CL | 379,573.50 | 2,551,518.20 |
| 2904 | 80+09.48 | 21.52' RT | 59-CL | 379,570.27 | 2,551,526.75 |
| 2906 | 80+14.08 | 25.56' RT | 59-CL | 379,566.73 | 2,551,531.75 |
| 2907 | 80+18.24 | 31.23' RT | 59-CL | 379,561.51 | 2,551,536.47 |
| 2908 | 80+21.27 | 38.89' RT | 59-CL | 379,554.20 | 2,551,540.27 |
| 2909 | 80+21.54 | 40.11' RT | 59-CL | 379,553.02 | 2,551,540.67 |
| 2910 | 80+22.12 | 45.74' RT | 59-CL | 379,547.48 | 2,551,541.82 |
| 2911 | 80+22.03 | 48.37' RT | 59-CL | 379,544.85 | 2,551,542.00 |
| 2912 | 79+88.52 | 18.58' RT | 59-CL | 379,571.04 | 2,551,505.60 |
| 2913 | 79+94.52 | 18.69' RT | 59-CL | 379,571.56 | 2,551,511.58 |
| 2914 | 80+00.52 | 19.90' RT | 59-CL | 379,570.97 | 2,551,517.67 |
| 2915 | 80+03.52 | 21.06' RT | 59-CL | 379,570.12 | 2,551,520.77 |
| 2916 | 80+10.88 | 26.00' RT | 59-CL | 379,565.96 | 2,551,528.61 |
| 2917 | 80+15.99 | 32.50' RT | 59-CL | 379,560.02 | 2,551,534.36 |
| 2918 | 80+18.76 | 39.50' RT | 59-CL | 379,553.34 | 2,551,537.84 |
| 2919 | 79+94.52 | 19.90' RT | 59-CL | 379,570.35 | 2,551,511.70 |
| 2920 | 79+94.52 | 26.00' RT | 59-CL | 379,564.28 | 2,551,512.33 |
| 2921 | 79+94.52 | 32.50' RT | 59-CL | 379,557.82 | 2,551,512.99 |
| 2922 | 79+94.52 | 39.50' RT | 59-CL | 379,550.85 | 2,551,513.71 |
| 2923 | 80+00.52 | 39.50' RT | 59-CL | 379,551.47 | 2,551,519.68 |
| 2924 | 80+00.52 | 32.50' RT | 59-CL | 379,558.43 | 2,551,518.96 |
| 2925 | 80+00.52 | 26.00' RT | 59-CL | 379,564.90 | 2,551,518.30 |
| 2926 | 80+08.45 | 39.50' RT | 59-CL | 379,552.28 | 2,551,527.57 |
| 2927 | 80+08.45 | 32.50' RT | 59-CL | 379,559.24 | 2,551,526.85 |
| 2928 | 80+08.45 | 26.00' RT | 59-CL | 379,565.71 | 2,551,526.19 |
| 2929 | 80+07.57 | 50.59' RT | 59-CL | 379,541.16 | 2,551,527.83 |
| 2930 | 80+08.05 | 44.61' RT | 59-CL | 379,547.16 | 2,551,527.69 |
| 2931 | 80+13.53 | 51.07' RT | 59-CL | 379,541.30 | 2,551,533.83 |
| 2932 | 80+14.01 | 45.08' RT | 59-CL | 379,547.30 | 2,551,533.69 |
| 2933 | 80+14.45 | 39.50' RT | 59-CL | 379,552.90 | 2,551,533.56 |
| 2934 | 80+15.99 | 39.50' RT | 59-CL | 379,553.05 | 2,551,535.08 |
| 2935 | 80+07.99 | 23.63' RT | 59-CL | 379,568.02 | 2,551,525.48 |
| 2936 | 80+19.54 | 45.76' RT | 59-CL | 379,547.19 | 2,551,539.26 |
| 2937 | 79+88.52 | 26.00' RT | 59-CL | 379,563.67 | 2,551,506.36 |
| 2938 | 79+88.52 | 32.50' RT | 59-CL | 379,557.20 | 2,551,507.02 |
| 2939 | 79+88.52 | 39.50' RT | 59-CL | 379,550.24 | 2,551,507.74 |

| 20th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3101 | 80+53.75 | 53.10' RT | 59-CL | 379,543.41 | 2,551,574.04 |
| 3102 | 80+50.08 | 48.80' RT | 59-CL | 379,547.32 | 2,551,569.95 |
| 3103 | 80+50.15 | 47.97' RT | 59-CL | 379,548.14 | 2,551,569.93 |
| 3104 | 80+50.41 | 44.68' RT | 59-CL | 379,551.45 | 2,551,569.85 |
| 3105 | 80+51.14 | 40.33' RT | 59-CL | 379,555.84 | 2,551,570.14 |
| 3106 | 80+51.51 | 39.07' RT | 59-CL | 379,557.14 | 2,551,570.37 |
| 3107 | 80+55.61 | 31.29' RT | 59-CL | 379,565.29 | 2,551,573.65 |
| 3108 | 80+61.38 | 25.91' RT | 59-CL | 379,571.24 | 2,551,578.84 |
| 3110 | 80+67.10 | 23.05' RT | 59-CL | 379,574.68 | 2,551,584.24 |
| 3111 | 80+70.19 | 21.98' RT | 59-CL | 379,576.06 | 2,551,587.19 |
| 3113 | 80+74.26 | 20.68' RT | 59-CL | 379,577.76 | 2,551,590.95 |
| 3114 | 80+80.42 | 18.94' RT | 59-CL | 379,580.07 | 2,551,596.92 |
| 3115 | 81+04.48 | 16.00' RT | 59-CL | 379,585.29 | 2,551,620.59 |
| 3116 | 80+53.97 | 39.85' RT | 59-CL | 379,556.61 | 2,551,572.90 |
| 3117 | 80+57.65 | 32.88' RT | 59-CL | 379,563.93 | 2,551,575.84 |
| 3118 | 80+65.64 | 26.44' RT | 59-CL | 379,571.15 | 2,551,583.13 |
| 3119 | 80+71.04 | 24.41' RT | 59-CL | 379,573.72 | 2,551,588.29 |
| 3120 | 80+75.04 | 23.14' RT | 59-CL | 379,575.38 | 2,551,591.97 |
| 3121 | 80+81.04 | 21.44' RT | 59-CL | 379,577.64 | 2,551,597.78 |
| 3122 | 80+84.04 | 20.75' RT | 59-CL | 379,578.61 | 2,551,600.70 |
| 3123 | 80+61.85 | 57.17' RT | 59-CL | 379,540.20 | 2,551,582.52 |
| 3124 | 80+62.72 | 46.21' RT | 59-CL | 379,551.19 | 2,551,582.26 |
| 3125 | 80+57.59 | 39.88' RT | 59-CL | 379,556.96 | 2,551,576.51 |
| 3126 | 80+63.22 | 39.92' RT | 59-CL | 379,557.49 | 2,551,582.11 |
| 3127 | 80+63.28 | 32.92' RT | 59-CL | 379,564.46 | 2,551,581.45 |
| 3128 | 80+67.34 | 57.61' RT | 59-CL | 379,540.33 | 2,551,588.02 |
| 3129 | 80+68.21 | 46.64' RT | 59-CL | 379,551.32 | 2,551,587.76 |
| 3130 | 80+68.74 | 39.96' RT | 59-CL | 379,558.02 | 2,551,587.60 |
| 3131 | 80+68.79 | 32.97' RT | 59-CL | 379,564.99 | 2,551,586.93 |
| 3132 | 80+68.84 | 26.47' RT | 59-CL | 379,571.46 | 2,551,586.31 |
| 3133 | 80+75.04 | 40.00' RT | 59-CL | 379,558.59 | 2,551,593.57 |
| 3134 | 80+75.04 | 33.00' RT | 59-CL | 379,565.56 | 2,551,592.91 |
| 3135 | 80+75.04 | 26.50' RT | 59-CL | 379,572.03 | 2,551,592.29 |
| 3136 | 80+81.04 | 40.00' RT | 59-CL | 379,559.17 | 2,551,599.55 |
| 3137 | 80+81.04 | 33.00' RT | 59-CL | 379,566.13 | 2,551,598.88 |
| 3138 | 80+81.04 | 26.50' RT | 59-CL | 379,572.60 | 2,551,598.26 |
| 3139 | 80+81.04 | 23.14' RT | 59-CL | 379,575.95 | 2,551,597.94 |
| 3140 | 80+38.18 | 47.02' RT | 59-CL | 379,547.86 | 2,551,557.93 |
| 3141 | 80+38.72 | 40.24' RT | 59-CL | 379,554.66 | 2,551,557.77 |
| 3142 | 80+39.88 | 25.75' RT | 59-CL | 379,569.19 | 2,551,557.43 |
| 3143 | 80+40.19 | 21.75' RT | 59-CL | 379,573.20 | 2,551,557.33 |
| 3144 | 80+91.04 | 26.50' RT | 59-CL | 379,573.56 | 2,551,608.21 |
| 3145 | 80+91.04 | 33.00' RT | 59-CL | 379,567.09 | 2,551,608.83 |
| 3146 | 80+91.04 | 40.00' RT | 59-CL | 379,560.12 | 2,551,609.50 |

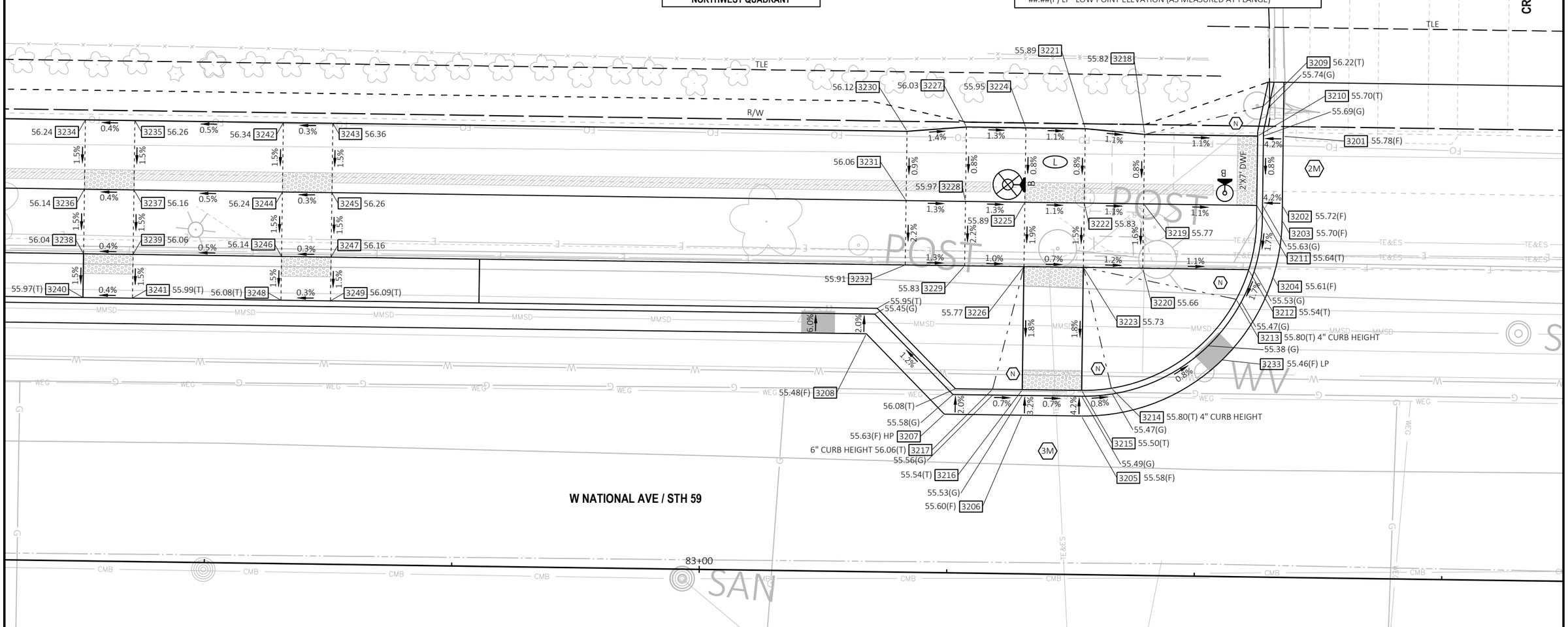
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

**W NATIONAL AVE/STH 59 & 19TH ST**
**NORTHWEST QUADRANT**

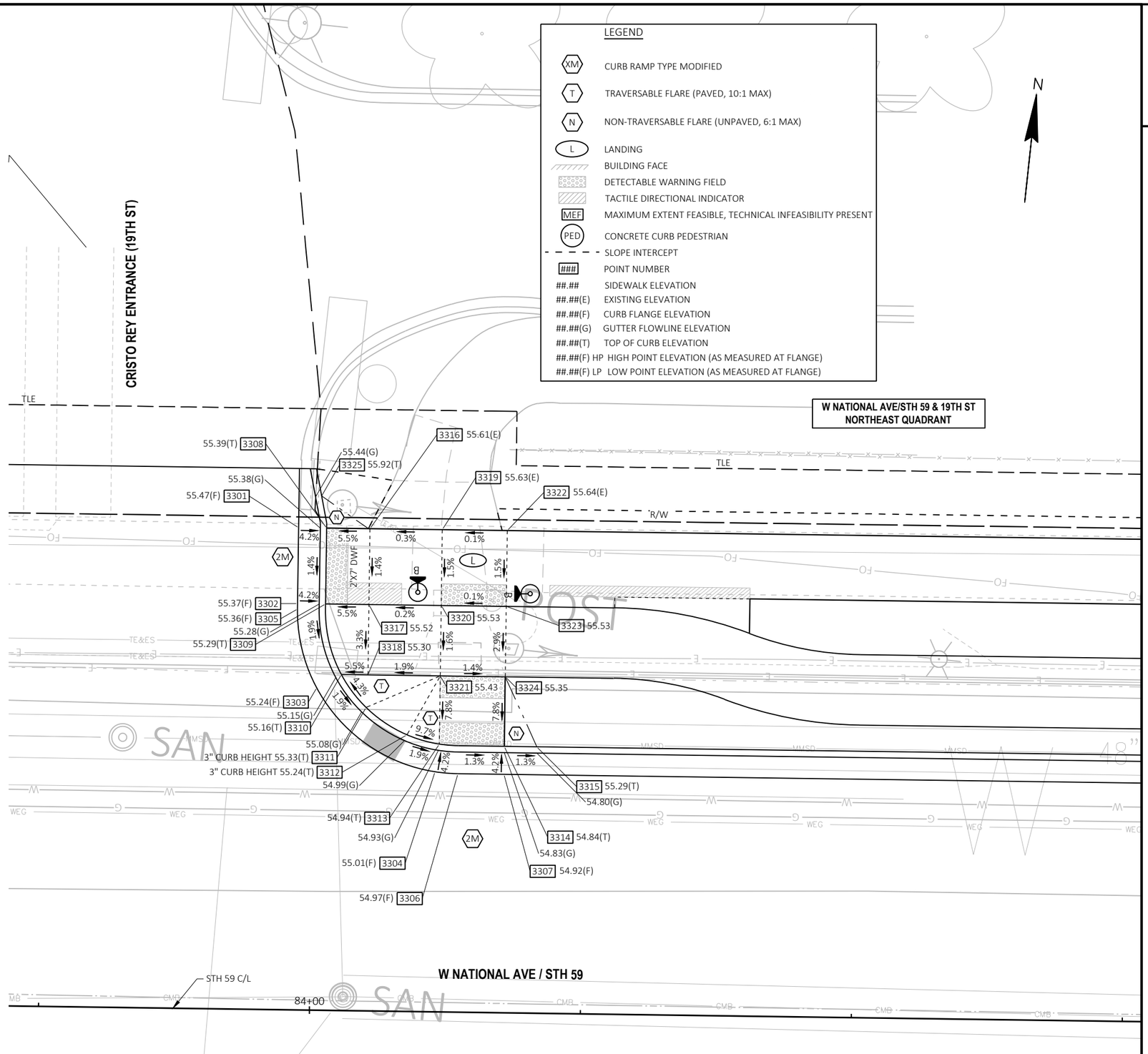



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (19TH ST) | SHEET 154 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 19NW
PLOT DATE : 7/16/2026 2:24 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

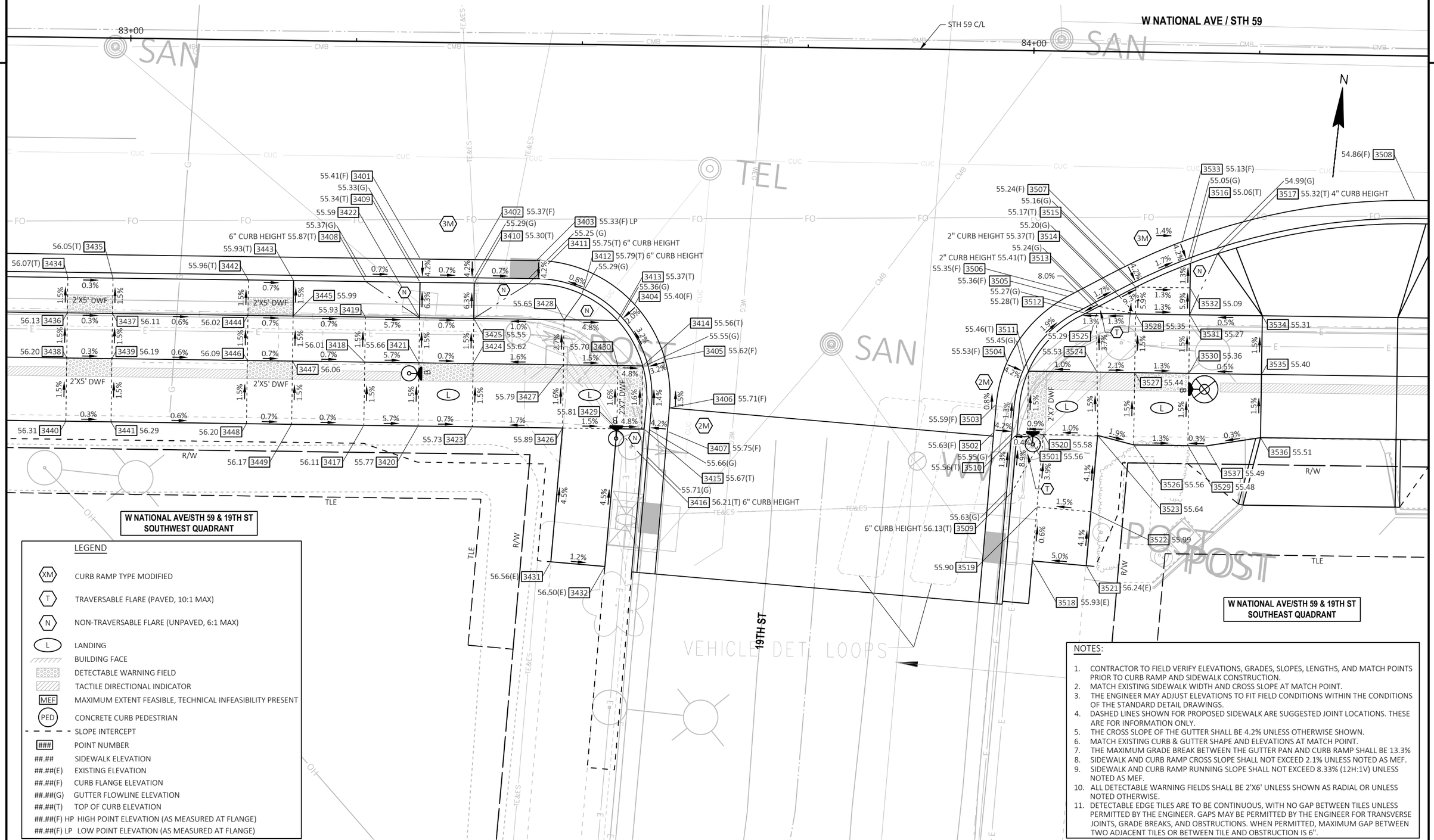



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (19TH ST) | SHEET 155 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 19NE

PLOT DATE : 7/16/2026 2:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (19TH ST) | SHEET 156 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 19S
PLOT DATE : 7/16/2026 2:25 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

| 19th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3201 | 83+58.39 | 44.50' LT | 59-CL | 379,669.74 | 2,551,867.57 |
| 3202 | 83+58.39 | 37.50' LT | 59-CL | 379,662.78 | 2,551,868.24 |
| 3203 | 83+58.39 | 36.00' LT | 59-CL | 379,661.28 | 2,551,868.38 |
| 3204 | 83+57.55 | 30.26' LT | 59-CL | 379,655.49 | 2,551,868.09 |
| 3205 | 83+38.39 | 16.00' LT | 59-CL | 379,639.47 | 2,551,850.38 |
| 3206 | 83+32.39 | 16.00' LT | 59-CL | 379,638.89 | 2,551,844.41 |
| 3207 | 83+24.56 | 16.00' LT | 59-CL | 379,638.15 | 2,551,836.61 |
| 3208 | 83+16.56 | 24.00' LT | 59-CL | 379,645.35 | 2,551,827.89 |
| 3209 | 83+56.32 | 47.50' LT | 59-CL | 379,672.53 | 2,551,865.22 |
| 3210 | 83+55.81 | 44.50' LT | 59-CL | 379,669.50 | 2,551,865.00 |
| 3211 | 83+55.81 | 37.50' LT | 59-CL | 379,662.53 | 2,551,865.67 |
| 3212 | 83+55.07 | 31.00' LT | 59-CL | 379,655.99 | 2,551,865.56 |
| 3213 | 83+53.86 | 28.00' LT | 59-CL | 379,652.89 | 2,551,864.64 |
| 3214 | 83+41.39 | 18.84' LT | 59-CL | 379,642.58 | 2,551,853.09 |
| 3215 | 83+38.39 | 18.58' LT | 59-CL | 379,642.04 | 2,551,850.14 |
| 3216 | 83+32.39 | 18.58' LT | 59-CL | 379,641.46 | 2,551,844.16 |
| 3217 | 83+29.39 | 18.58' LT | 59-CL | 379,641.18 | 2,551,841.17 |
| 3218 | 83+44.39 | 44.50' LT | 59-CL | 379,668.41 | 2,551,853.63 |
| 3219 | 83+44.39 | 37.50' LT | 59-CL | 379,661.44 | 2,551,854.30 |
| 3220 | 83+44.39 | 31.00' LT | 59-CL | 379,654.97 | 2,551,854.92 |
| 3221 | 83+38.39 | 45.00' LT | 59-CL | 379,668.33 | 2,551,847.61 |
| 3222 | 83+38.39 | 37.50' LT | 59-CL | 379,660.87 | 2,551,848.33 |
| 3223 | 83+38.39 | 31.00' LT | 59-CL | 379,654.40 | 2,551,848.95 |
| 3224 | 83+32.39 | 45.00' LT | 59-CL | 379,667.76 | 2,551,841.64 |
| 3225 | 83+32.39 | 37.50' LT | 59-CL | 379,660.30 | 2,551,842.35 |
| 3226 | 83+32.39 | 31.00' LT | 59-CL | 379,653.82 | 2,551,842.97 |
| 3227 | 83+26.39 | 45.00' LT | 59-CL | 379,667.19 | 2,551,835.67 |
| 3228 | 83+26.39 | 37.50' LT | 59-CL | 379,659.72 | 2,551,836.38 |
| 3229 | 83+26.39 | 31.00' LT | 59-CL | 379,653.25 | 2,551,837.00 |
| 3230 | 83+20.39 | 44.50' LT | 59-CL | 379,666.12 | 2,551,829.74 |
| 3231 | 83+20.39 | 37.50' LT | 59-CL | 379,659.15 | 2,551,830.41 |
| 3232 | 83+20.39 | 31.00' LT | 59-CL | 379,652.68 | 2,551,831.03 |
| 3233 | 83+52.53 | 21.86' LT | 59-CL | 379,646.65 | 2,551,863.90 |
| 3234 | 82+37.39 | 44.50' LT | 59-CL | 379,658.20 | 2,551,747.12 |
| 3235 | 82+42.39 | 44.50' LT | 59-CL | 379,658.68 | 2,551,752.10 |
| 3236 | 82+37.39 | 37.50' LT | 59-CL | 379,651.23 | 2,551,747.79 |
| 3237 | 82+42.39 | 37.50' LT | 59-CL | 379,651.71 | 2,551,752.76 |
| 3238 | 82+37.39 | 31.00' LT | 59-CL | 379,644.76 | 2,551,748.41 |
| 3239 | 82+42.39 | 31.00' LT | 59-CL | 379,645.24 | 2,551,753.38 |
| 3240 | 82+37.39 | 26.58' LT | 59-CL | 379,640.36 | 2,551,748.83 |
| 3241 | 82+42.39 | 26.58' LT | 59-CL | 379,640.84 | 2,551,753.81 |
| 3242 | 82+57.39 | 44.50' LT | 59-CL | 379,660.11 | 2,551,767.03 |
| 3243 | 82+62.39 | 44.50' LT | 59-CL | 379,660.58 | 2,551,772.00 |
| 3244 | 82+57.39 | 37.50' LT | 59-CL | 379,653.14 | 2,551,767.70 |
| 3245 | 82+62.39 | 37.50' LT | 59-CL | 379,653.62 | 2,551,772.67 |
| 3246 | 82+57.39 | 31.00' LT | 59-CL | 379,646.67 | 2,551,768.32 |

| 19th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3247 | 82+62.39 | 31.00' LT | 59-CL | 379,647.15 | 2,551,773.29 |
| 3248 | 82+57.39 | 26.58' LT | 59-CL | 379,642.27 | 2,551,768.74 |
| 3249 | 82+62.39 | 26.58' LT | 59-CL | 379,642.75 | 2,551,773.71 |

| 19th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3301 | 83+98.39 | 44.50' LT | 59-CL | 379,673.56 | 2,551,907.39 |
| 3302 | 83+98.39 | 37.50' LT | 59-CL | 379,666.59 | 2,551,908.06 |
| 3303 | 84+00.26 | 29.75' LT | 59-CL | 379,659.06 | 2,551,910.66 |
| 3304 | 84+11.28 | 22.15' LT | 59-CL | 379,652.54 | 2,551,922.35 |
| 3305 | 83+98.39 | 37.00' LT | 59-CL | 379,666.10 | 2,551,908.11 |
| 3306 | 84+13.39 | 22.00' LT | 59-CL | 379,652.60 | 2,551,924.47 |
| 3307 | 84+17.65 | 22.00' LT | 59-CL | 379,653.00 | 2,551,928.70 |
| 3308 | 84+00.97 | 44.50' LT | 59-CL | 379,673.81 | 2,551,909.96 |
| 3309 | 84+00.97 | 37.50' LT | 59-CL | 379,666.84 | 2,551,910.63 |
| 3310 | 84+02.52 | 31.00' LT | 59-CL | 379,660.52 | 2,551,912.79 |
| 3311 | 84+04.84 | 28.00' LT | 59-CL | 379,657.75 | 2,551,915.38 |
| 3312 | 84+08.65 | 25.53' LT | 59-CL | 379,655.65 | 2,551,919.41 |
| 3313 | 84+11.65 | 24.71' LT | 59-CL | 379,655.12 | 2,551,922.47 |
| 3314 | 84+17.65 | 24.58' LT | 59-CL | 379,655.57 | 2,551,928.46 |
| 3315 | 84+20.65 | 24.58' LT | 59-CL | 379,655.86 | 2,551,931.44 |
| 3316 | 84+04.97 | 44.50' LT | 59-CL | 379,674.19 | 2,551,913.94 |
| 3317 | 84+04.97 | 37.50' LT | 59-CL | 379,667.22 | 2,551,914.61 |
| 3318 | 84+04.97 | 31.00' LT | 59-CL | 379,660.75 | 2,551,915.23 |
| 3319 | 84+11.65 | 44.50' LT | 59-CL | 379,674.83 | 2,551,920.58 |
| 3320 | 84+11.65 | 37.50' LT | 59-CL | 379,667.86 | 2,551,921.25 |
| 3321 | 84+11.65 | 31.00' LT | 59-CL | 379,661.39 | 2,551,921.87 |
| 3322 | 84+17.65 | 44.50' LT | 59-CL | 379,675.40 | 2,551,926.56 |
| 3323 | 84+17.65 | 37.50' LT | 59-CL | 379,668.43 | 2,551,927.22 |
| 3324 | 84+17.65 | 31.00' LT | 59-CL | 379,661.96 | 2,551,927.84 |
| 3325 | 84+00.47 | 47.46' LT | 59-CL | 379,676.70 | 2,551,909.18 |

2

| 19th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3401 | 83+32.39 | 24.00' RT | 59-CL | 379,599.08 | 2,551,848.22 |
| 3402 | 83+38.39 | 24.00' RT | 59-CL | 379,599.65 | 2,551,854.20 |
| 3403 | 83+45.23 | 24.00' RT | 59-CL | 379,600.30 | 2,551,861.01 |
| 3404 | 83+56.17 | 28.73' RT | 59-CL | 379,596.64 | 2,551,872.35 |
| 3405 | 83+59.63 | 34.77' RT | 59-CL | 379,590.95 | 2,551,876.37 |
| 3406 | 83+60.19 | 40.10' RT | 59-CL | 379,585.70 | 2,551,877.44 |
| 3407 | 83+60.00 | 42.71' RT | 59-CL | 379,583.09 | 2,551,877.50 |
| 3408 | 83+26.39 | 26.58' RT | 59-CL | 379,595.93 | 2,551,842.50 |
| 3409 | 83+32.39 | 26.58' RT | 59-CL | 379,596.50 | 2,551,848.47 |
| 3410 | 83+38.39 | 26.58' RT | 59-CL | 379,597.08 | 2,551,854.44 |
| 3411 | 83+44.39 | 26.58' RT | 59-CL | 379,597.65 | 2,551,860.41 |
| 3412 | 83+50.34 | 27.68' RT | 59-CL | 379,597.12 | 2,551,866.45 |
| 3413 | 83+54.29 | 30.50' RT | 59-CL | 379,594.70 | 2,551,870.64 |
| 3414 | 83+57.15 | 35.50' RT | 59-CL | 379,589.99 | 2,551,873.97 |
| 3415 | 83+57.43 | 42.50' RT | 59-CL | 379,583.05 | 2,551,874.91 |
| 3416 | 83+57.21 | 45.50' RT | 59-CL | 379,580.04 | 2,551,874.98 |
| 3417 | 83+26.39 | 42.50' RT | 59-CL | 379,580.09 | 2,551,844.01 |
| 3418 | 83+26.39 | 35.50' RT | 59-CL | 379,587.06 | 2,551,843.35 |
| 3419 | 83+26.39 | 30.50' RT | 59-CL | 379,592.03 | 2,551,842.87 |
| 3420 | 83+32.39 | 42.50' RT | 59-CL | 379,580.66 | 2,551,849.99 |
| 3421 | 83+32.39 | 35.50' RT | 59-CL | 379,587.63 | 2,551,849.32 |
| 3422 | 83+32.39 | 30.50' RT | 59-CL | 379,592.61 | 2,551,848.84 |
| 3423 | 83+38.39 | 42.50' RT | 59-CL | 379,581.23 | 2,551,855.96 |
| 3424 | 83+38.39 | 35.50' RT | 59-CL | 379,588.20 | 2,551,855.29 |
| 3425 | 83+38.39 | 30.50' RT | 59-CL | 379,593.18 | 2,551,854.81 |
| 3426 | 83+48.39 | 42.50' RT | 59-CL | 379,582.19 | 2,551,865.91 |
| 3427 | 83+48.39 | 35.50' RT | 59-CL | 379,589.16 | 2,551,865.25 |
| 3428 | 83+48.39 | 30.50' RT | 59-CL | 379,594.13 | 2,551,864.77 |
| 3429 | 83+54.40 | 42.50' RT | 59-CL | 379,582.76 | 2,551,871.90 |
| 3430 | 83+54.40 | 35.50' RT | 59-CL | 379,589.73 | 2,551,871.23 |
| 3431 | 83+47.29 | 57.33' RT | 59-CL | 379,567.32 | 2,551,866.24 |
| 3432 | 83+53.28 | 57.77' RT | 59-CL | 379,567.45 | 2,551,872.24 |
| 3434 | 82+93.39 | 26.58' RT | 59-CL | 379,592.78 | 2,551,809.65 |
| 3435 | 82+98.39 | 26.58' RT | 59-CL | 379,593.26 | 2,551,814.62 |
| 3436 | 82+93.39 | 30.50' RT | 59-CL | 379,588.88 | 2,551,810.02 |
| 3437 | 82+98.39 | 30.50' RT | 59-CL | 379,589.36 | 2,551,815.00 |
| 3438 | 82+93.39 | 35.50' RT | 59-CL | 379,583.91 | 2,551,810.50 |
| 3439 | 82+98.39 | 35.50' RT | 59-CL | 379,584.38 | 2,551,815.47 |
| 3440 | 82+93.39 | 42.50' RT | 59-CL | 379,576.94 | 2,551,811.16 |
| 3441 | 82+98.39 | 42.50' RT | 59-CL | 379,577.42 | 2,551,816.14 |
| 3442 | 83+13.39 | 26.58' RT | 59-CL | 379,594.69 | 2,551,829.55 |
| 3443 | 83+18.39 | 26.58' RT | 59-CL | 379,595.17 | 2,551,834.53 |
| 3444 | 83+13.39 | 30.50' RT | 59-CL | 379,590.79 | 2,551,829.93 |
| 3445 | 83+18.39 | 30.50' RT | 59-CL | 379,591.27 | 2,551,834.91 |
| 3446 | 83+13.39 | 35.50' RT | 59-CL | 379,585.82 | 2,551,830.41 |
| 3447 | 83+18.39 | 35.50' RT | 59-CL | 379,586.29 | 2,551,835.38 |

| 19th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3448 | 83+13.39 | 42.50' RT | 59-CL | 379,578.85 | 2,551,831.07 |
| 3449 | 83+18.39 | 42.50' RT | 59-CL | 379,579.32 | 2,551,836.05 |

| 19th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3501 | 83+99.87 | 42.50' RT | 59-CL | 379,587.10 | 2,551,917.17 |
| 3502 | 83+96.13 | 42.31' RT | 59-CL | 379,586.93 | 2,551,913.42 |
| 3503 | 83+96.36 | 39.22' RT | 59-CL | 379,590.03 | 2,551,913.35 |
| 3504 | 83+97.49 | 34.50' RT | 59-CL | 379,594.84 | 2,551,914.03 |
| 3505 | 84+04.12 | 27.16' RT | 59-CL | 379,602.78 | 2,551,919.93 |
| 3506 | 84+04.90 | 26.73' RT | 59-CL | 379,603.28 | 2,551,920.67 |
| 3507 | 84+10.47 | 23.72' RT | 59-CL | 379,606.80 | 2,551,925.92 |
| 3508 | 84+42.42 | 16.00' RT | 59-CL | 379,617.54 | 2,551,957.00 |
| 3509 | 83+98.23 | 48.90' RT | 59-CL | 379,580.57 | 2,551,916.15 |
| 3510 | 83+98.70 | 42.50' RT | 59-CL | 379,586.99 | 2,551,916.00 |
| 3511 | 83+99.87 | 35.50' RT | 59-CL | 379,594.07 | 2,551,916.50 |
| 3512 | 84+06.14 | 29.00' RT | 59-CL | 379,601.14 | 2,551,922.12 |
| 3513 | 84+07.59 | 28.21' RT | 59-CL | 379,602.06 | 2,551,923.49 |
| 3514 | 84+09.79 | 27.01' RT | 59-CL | 379,603.46 | 2,551,925.56 |
| 3515 | 84+11.65 | 26.02' RT | 59-CL | 379,604.63 | 2,551,927.31 |
| 3516 | 84+17.65 | 23.30' RT | 59-CL | 379,607.91 | 2,551,933.03 |
| 3517 | 84+20.65 | 22.20' RT | 59-CL | 379,609.29 | 2,551,935.91 |
| 3518 | 84+00.60 | 56.50' RT | 59-CL | 379,573.23 | 2,551,919.23 |
| 3519 | 84+01.04 | 50.52' RT | 59-CL | 379,579.23 | 2,551,919.09 |
| 3520 | 84+01.63 | 42.50' RT | 59-CL | 379,587.27 | 2,551,918.91 |
| 3521 | 84+06.58 | 56.94' RT | 59-CL | 379,573.36 | 2,551,925.22 |
| 3522 | 84+07.02 | 50.96' RT | 59-CL | 379,579.36 | 2,551,925.09 |
| 3523 | 84+07.65 | 42.50' RT | 59-CL | 379,587.84 | 2,551,924.90 |
| 3524 | 84+07.48 | 35.50' RT | 59-CL | 379,594.79 | 2,551,924.07 |
| 3525 | 84+07.33 | 29.00' RT | 59-CL | 379,601.25 | 2,551,923.30 |
| 3526 | 84+11.65 | 43.50' RT | 59-CL | 379,587.23 | 2,551,928.98 |
| 3527 | 84+11.65 | 35.50' RT | 59-CL | 379,595.19 | 2,551,928.22 |
| 3528 | 84+11.65 | 29.00' RT | 59-CL | 379,601.66 | 2,551,927.60 |
| 3529 | 84+17.65 | 43.50' RT | 59-CL | 379,587.80 | 2,551,934.95 |
| 3530 | 84+17.65 | 35.50' RT | 59-CL | 379,595.76 | 2,551,934.19 |
| 3531 | 84+17.65 | 29.00' RT | 59-CL | 379,602.23 | 2,551,933.57 |
| 3532 | 84+17.65 | 26.02' RT | 59-CL | 379,605.20 | 2,551,933.29 |
| 3533 | 84+16.70 | 20.90' RT | 59-CL | 379,610.21 | 2,551,931.85 |
| 3534 | 84+25.69 | 29.00' RT | 59-CL | 379,603.00 | 2,551,941.57 |
| 3535 | 84+25.69 | 35.50' RT | 59-CL | 379,596.53 | 2,551,942.19 |
| 3536 | 84+25.69 | 42.50' RT | 59-CL | 379,589.56 | 2,551,942.86 |
| 3537 | 84+19.65 | 43.50' RT | 59-CL | 379,587.99 | 2,551,936.94 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

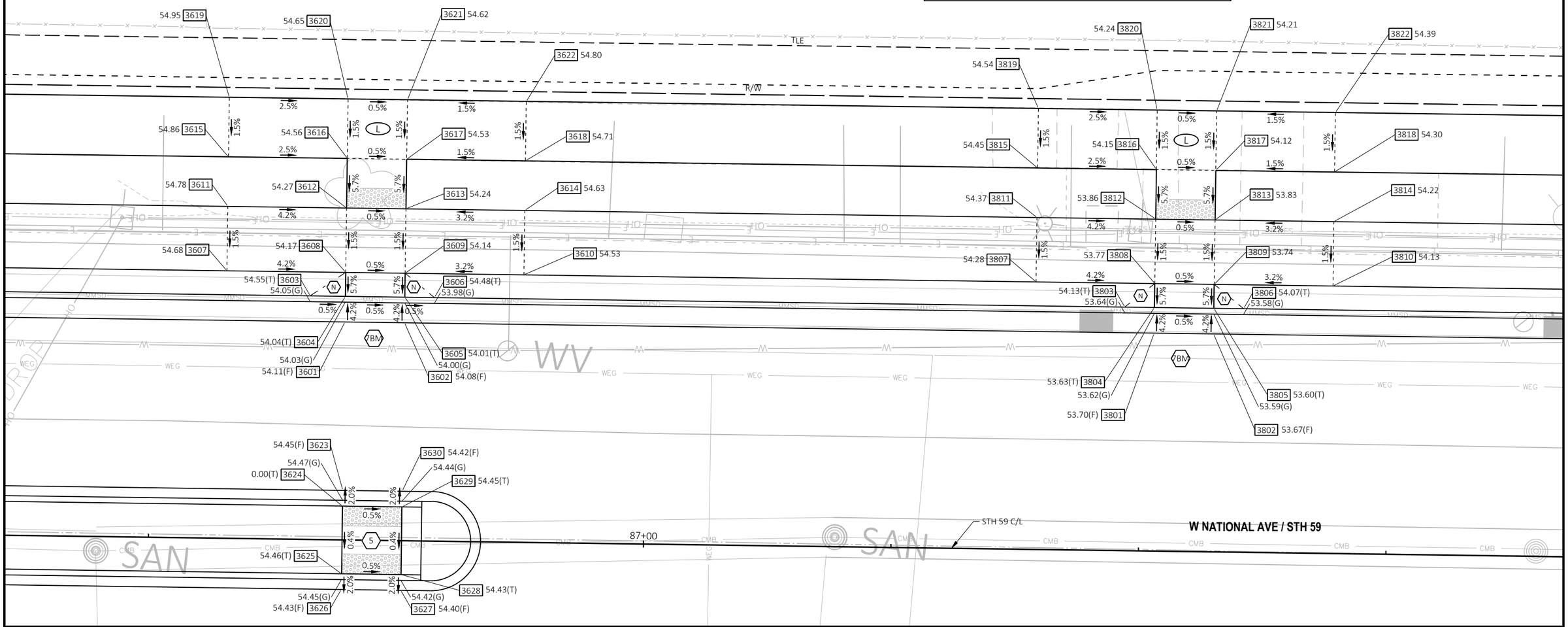
LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

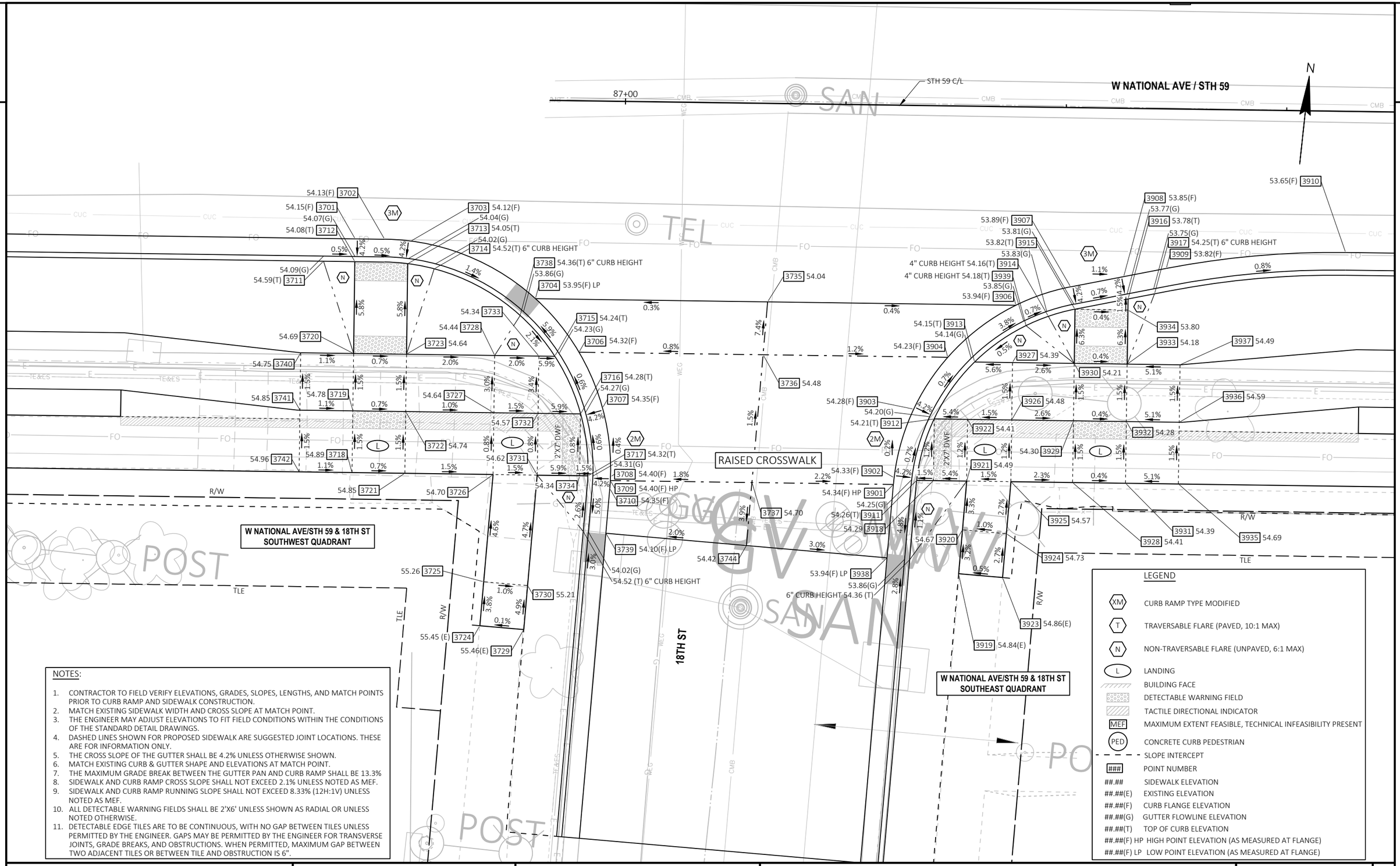
W NATIONAL AVE/STH 59 & 18TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 18TH ST
NORTHEAST QUADRANT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (18TH ST) | SHEET 159 | E |
|---|---|---|---|---|---|

2




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (18TH ST) | SHEET 160 | E |
|---|---|---|---|---|---|

2

| 18th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3601 | 86+69.55 | 22.00' LT | 59-CL | 379,677.04 | 2,552,179.46 |
| 3602 | 86+75.55 | 22.00' LT | 59-CL | 379,677.61 | 2,552,185.43 |
| 3603 | 86+66.00 | 24.58' LT | 59-CL | 379,679.27 | 2,552,175.68 |
| 3604 | 86+69.55 | 24.58' LT | 59-CL | 379,679.61 | 2,552,179.22 |
| 3605 | 86+75.55 | 24.58' LT | 59-CL | 379,680.18 | 2,552,185.19 |
| 3606 | 86+78.55 | 24.58' LT | 59-CL | 379,680.47 | 2,552,188.17 |
| 3607 | 86+57.55 | 27.00' LT | 59-CL | 379,680.87 | 2,552,167.04 |
| 3608 | 86+69.55 | 27.00' LT | 59-CL | 379,682.02 | 2,552,178.98 |
| 3609 | 86+75.55 | 27.00' LT | 59-CL | 379,682.59 | 2,552,184.96 |
| 3610 | 86+87.55 | 27.00' LT | 59-CL | 379,683.73 | 2,552,196.90 |
| 3611 | 86+57.55 | 33.50' LT | 59-CL | 379,687.34 | 2,552,166.42 |
| 3612 | 86+69.55 | 33.50' LT | 59-CL | 379,688.49 | 2,552,178.36 |
| 3613 | 86+75.55 | 33.50' LT | 59-CL | 379,689.06 | 2,552,184.34 |
| 3614 | 86+87.55 | 33.50' LT | 59-CL | 379,690.20 | 2,552,196.28 |
| 3615 | 86+57.55 | 38.50' LT | 59-CL | 379,692.32 | 2,552,165.94 |
| 3616 | 86+69.55 | 38.50' LT | 59-CL | 379,693.46 | 2,552,177.89 |
| 3617 | 86+75.55 | 38.50' LT | 59-CL | 379,694.04 | 2,552,183.86 |
| 3618 | 86+87.55 | 38.50' LT | 59-CL | 379,695.18 | 2,552,195.81 |
| 3619 | 86+57.55 | 44.50' LT | 59-CL | 379,698.29 | 2,552,165.37 |
| 3620 | 86+69.55 | 44.50' LT | 59-CL | 379,699.44 | 2,552,177.31 |
| 3621 | 86+75.55 | 44.50' LT | 59-CL | 379,700.01 | 2,552,183.29 |
| 3622 | 86+87.55 | 44.50' LT | 59-CL | 379,701.15 | 2,552,195.23 |

| 18th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3801 | 87+51.29 | 22.00' LT | 59-CL | 379,684.84 | 2,552,260.83 |
| 3802 | 87+57.29 | 22.00' LT | 59-CL | 379,685.41 | 2,552,266.80 |
| 3803 | 87+48.29 | 24.58' LT | 59-CL | 379,687.12 | 2,552,257.59 |
| 3804 | 87+51.29 | 24.58' LT | 59-CL | 379,687.41 | 2,552,260.58 |
| 3805 | 87+57.29 | 24.58' LT | 59-CL | 379,687.98 | 2,552,266.55 |
| 3806 | 87+60.29 | 24.58' LT | 59-CL | 379,688.27 | 2,552,269.54 |
| 3807 | 87+39.29 | 27.00' LT | 59-CL | 379,688.67 | 2,552,248.40 |
| 3808 | 87+51.29 | 27.00' LT | 59-CL | 379,689.81 | 2,552,260.35 |
| 3809 | 87+57.29 | 27.00' LT | 59-CL | 379,690.39 | 2,552,266.32 |
| 3810 | 87+69.29 | 27.00' LT | 59-CL | 379,691.53 | 2,552,278.27 |
| 3811 | 87+39.29 | 33.50' LT | 59-CL | 379,695.14 | 2,552,247.78 |
| 3812 | 87+51.29 | 33.50' LT | 59-CL | 379,696.28 | 2,552,259.73 |
| 3813 | 87+57.29 | 33.50' LT | 59-CL | 379,696.86 | 2,552,265.70 |
| 3814 | 87+69.29 | 33.50' LT | 59-CL | 379,698.00 | 2,552,277.65 |
| 3815 | 87+39.29 | 38.50' LT | 59-CL | 379,700.12 | 2,552,247.31 |
| 3816 | 87+51.29 | 38.50' LT | 59-CL | 379,701.26 | 2,552,259.25 |
| 3817 | 87+57.29 | 38.50' LT | 59-CL | 379,701.83 | 2,552,265.22 |
| 3818 | 87+69.29 | 38.50' LT | 59-CL | 379,702.98 | 2,552,277.17 |
| 3819 | 87+39.29 | 44.50' LT | 59-CL | 379,706.09 | 2,552,246.73 |
| 3820 | 87+51.29 | 44.50' LT | 59-CL | 379,707.23 | 2,552,258.68 |
| 3821 | 87+57.29 | 44.50' LT | 59-CL | 379,707.81 | 2,552,264.65 |
| 3822 | 87+69.29 | 44.50' LT | 59-CL | 379,708.95 | 2,552,276.60 |

| 18th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3701 | 86+69.55 | 16.00' RT | 59-CL | 379,639.21 | 2,552,183.09 |
| 3702 | 86+72.89 | 16.00' RT | 59-CL | 379,639.53 | 2,552,186.40 |
| 3703 | 86+75.85 | 16.17' RT | 59-CL | 379,639.64 | 2,552,189.37 |
| 3704 | 86+90.08 | 22.50' RT | 59-CL | 379,634.70 | 2,552,204.14 |
| 3706 | 86+95.11 | 28.50' RT | 59-CL | 379,629.21 | 2,552,209.72 |
| 3707 | 86+97.86 | 34.78' RT | 59-CL | 379,623.22 | 2,552,213.06 |
| 3708 | 86+98.88 | 42.56' RT | 59-CL | 379,615.58 | 2,552,214.81 |
| 3709 | 86+98.87 | 43.00' RT | 59-CL | 379,615.13 | 2,552,214.84 |
| 3710 | 86+98.82 | 43.90' RT | 59-CL | 379,614.23 | 2,552,214.88 |
| 3711 | 86+66.00 | 18.58' RT | 59-CL | 379,636.30 | 2,552,179.80 |
| 3712 | 86+69.55 | 18.58' RT | 59-CL | 379,636.64 | 2,552,183.33 |
| 3713 | 86+75.55 | 18.74' RT | 59-CL | 379,637.06 | 2,552,189.32 |
| 3714 | 86+78.55 | 19.28' RT | 59-CL | 379,636.81 | 2,552,192.36 |
| 3715 | 86+92.36 | 29.00' RT | 59-CL | 379,628.45 | 2,552,207.03 |
| 3716 | 86+95.38 | 35.50' RT | 59-CL | 379,622.27 | 2,552,210.66 |
| 3717 | 86+96.30 | 42.50' RT | 59-CL | 379,615.38 | 2,552,212.24 |
| 3718 | 86+69.55 | 42.50' RT | 59-CL | 379,612.83 | 2,552,185.62 |
| 3719 | 86+69.55 | 35.50' RT | 59-CL | 379,619.80 | 2,552,184.95 |
| 3720 | 86+69.55 | 29.00' RT | 59-CL | 379,626.27 | 2,552,184.33 |
| 3721 | 86+75.55 | 42.50' RT | 59-CL | 379,613.40 | 2,552,191.59 |
| 3722 | 86+75.55 | 35.50' RT | 59-CL | 379,620.37 | 2,552,190.92 |
| 3723 | 86+75.55 | 29.00' RT | 59-CL | 379,626.84 | 2,552,190.30 |
| 3724 | 86+84.30 | 59.66' RT | 59-CL | 379,597.16 | 2,552,201.93 |
| 3725 | 86+84.66 | 54.67' RT | 59-CL | 379,602.16 | 2,552,201.82 |
| 3726 | 86+85.55 | 42.50' RT | 59-CL | 379,614.36 | 2,552,201.54 |
| 3727 | 86+85.55 | 35.50' RT | 59-CL | 379,621.33 | 2,552,200.88 |
| 3728 | 86+85.55 | 29.00' RT | 59-CL | 379,627.80 | 2,552,200.25 |
| 3729 | 86+89.28 | 60.02' RT | 59-CL | 379,597.27 | 2,552,206.93 |
| 3730 | 86+89.65 | 55.03' RT | 59-CL | 379,602.27 | 2,552,206.82 |
| 3731 | 86+90.57 | 42.50' RT | 59-CL | 379,614.84 | 2,552,206.53 |
| 3732 | 86+90.57 | 35.50' RT | 59-CL | 379,621.81 | 2,552,205.87 |
| 3733 | 86+90.57 | 29.00' RT | 59-CL | 379,628.28 | 2,552,205.25 |
| 3734 | 86+95.38 | 42.50' RT | 59-CL | 379,615.30 | 2,552,211.33 |
| 3735 | 87+16.43 | 22.50' RT | 59-CL | 379,637.21 | 2,552,230.37 |
| 3736 | 87+15.99 | 28.50' RT | 59-CL | 379,631.20 | 2,552,230.50 |
| 3737 | 87+14.93 | 43.00' RT | 59-CL | 379,616.66 | 2,552,230.83 |
| 3738 | 86+88.37 | 24.44' RT | 59-CL | 379,632.61 | 2,552,202.63 |
| 3739 | 86+98.44 | 48.98' RT | 59-CL | 379,609.13 | 2,552,214.99 |
| 3740 | 86+63.55 | 29.00' RT | 59-CL | 379,625.70 | 2,552,178.36 |
| 3741 | 86+63.55 | 35.50' RT | 59-CL | 379,619.23 | 2,552,178.98 |
| 3742 | 86+63.55 | 42.50' RT | 59-CL | 379,612.26 | 2,552,179.64 |
| 3744 | 87+14.40 | 50.15' RT | 59-CL | 379,609.49 | 2,552,230.99 |

| 18th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3901 | 87+30.97 | 43.00' RT | 59-CL | 379,618.19 | 2,552,246.80 |
| 3902 | 87+31.04 | 42.24' RT | 59-CL | 379,618.96 | 2,552,246.79 |
| 3903 | 87+33.15 | 34.43' RT | 59-CL | 379,626.93 | 2,552,248.16 |
| 3904 | 87+36.94 | 28.50' RT | 59-CL | 379,633.20 | 2,552,251.36 |
| 3906 | 87+44.60 | 22.50' RT | 59-CL | 379,639.90 | 2,552,258.41 |
| 3907 | 87+50.76 | 20.33' RT | 59-CL | 379,642.65 | 2,552,264.34 |
| 3908 | 87+56.77 | 19.08' RT | 59-CL | 379,644.46 | 2,552,270.20 |
| 3909 | 87+61.58 | 18.09' RT | 59-CL | 379,645.92 | 2,552,274.89 |
| 3910 | 87+81.90 | 16.00' RT | 59-CL | 379,649.93 | 2,552,294.92 |
| 3911 | 87+33.60 | 42.50' RT | 59-CL | 379,618.94 | 2,552,249.38 |
| 3912 | 87+35.51 | 35.50' RT | 59-CL | 379,626.09 | 2,552,250.60 |
| 3913 | 87+40.00 | 29.00' RT | 59-CL | 379,632.99 | 2,552,254.45 |
| 3914 | 87+48.29 | 23.71' RT | 59-CL | 379,639.05 | 2,552,262.20 |
| 3915 | 87+51.29 | 22.86' RT | 59-CL | 379,640.18 | 2,552,265.11 |
| 3916 | 87+57.29 | 21.61' RT | 59-CL | 379,641.99 | 2,552,270.96 |
| 3917 | 87+60.29 | 20.99' RT | 59-CL | 379,642.90 | 2,552,273.89 |
| 3918 | 87+35.51 | 42.50' RT | 59-CL | 379,619.13 | 2,552,251.27 |
| 3919 | 87+38.51 | 53.02' RT | 59-CL | 379,608.94 | 2,552,255.26 |
| 3920 | 87+38.87 | 48.04' RT | 59-CL | 379,613.94 | 2,552,255.15 |
| 3921 | 87+39.28 | 42.50' RT | 59-CL | 379,619.49 | 2,552,255.02 |
| 3922 | 87+39.28 | 35.50' RT | 59-CL | 379,626.45 | 2,552,254.35 |
| 3923 | 87+43.49 | 53.39' RT | 59-CL | 379,609.05 | 2,552,260.26 |
| 3924 | 87+43.86 | 48.40' RT | 59-CL | 379,614.05 | 2,552,260.14 |
| 3925 | 87+44.29 | 42.50' RT | 59-CL | 379,619.96 | 2,552,260.01 |
| 3926 | 87+44.29 | 35.50' RT | 59-CL | 379,626.93 | 2,552,259.34 |
| 3927 | 87+44.29 | 29.00' RT | 59-CL | 379,633.40 | 2,552,258.72 |
| 3928 | 87+51.29 | 42.50' RT | 59-CL | 379,620.63 | 2,552,266.98 |
| 3929 | 87+51.29 | 35.50' RT | 59-CL | 379,627.60 | 2,552,266.31 |
| 3930 | 87+51.29 | 29.00' RT | 59-CL | 379,634.07 | 2,552,265.69 |
| 3931 | 87+57.29 | 42.50' RT | 59-CL | 379,621.20 | 2,552,272.95 |
| 3932 | 87+57.29 | 35.50' RT | 59-CL | 379,628.17 | 2,552,272.28 |
| 3933 | 87+57.29 | 29.00' RT | 59-CL | 379,634.64 | 2,552,271.66 |
| 3934 | 87+57.29 | 22.86' RT | 59-CL | 379,640.76 | 2,552,271.08 |
| 3935 | 87+63.29 | 42.50' RT | 59-CL | 379,621.78 | 2,552,278.93 |
| 3936 | 87+63.29 | 35.50' RT | 59-CL | 379,628.74 | 2,552,278.26 |
| 3937 | 87+63.29 | 29.00' RT | 59-CL | 379,635.22 | 2,552,277.64 |
| 3938 | 87+30.36 | 51.32' RT | 59-CL | 379,609.85 | 2,552,246.99 |
| 3939 | 87+45.76 | 24.80' RT | 59-CL | 379,637.72 | 2,552,259.79 |

| 18th-Median-West | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 3623 | 86+69.55 | 5.00' LT | 59-CL | 379,660.12 | 2,552,181.08 |
| 3624 | ??? | ???' ??? | ??? | 379,658.54 | 2,552,181.23 |
| 3625 | 86+69.55 | 3.42' RT | 59-CL | 379,651.74 | 2,552,181.89 |
| 3626 | 86+69.55 | 5.00' RT | 59-CL | 379,650.16 | 2,552,182.04 |
| 3627 | 86+75.55 | 5.00' RT | 59-CL | 379,650.73 | 2,552,188.01 |
| 3628 | 86+75.55 | 3.42' RT | 59-CL | 379,652.31 | 2,552,187.86 |
| 3629 | 86+75.55 | 3.42' LT | 59-CL | 379,659.11 | 2,552,187.21 |
| 3630 | 86+75.55 | 5.00' LT | 59-CL | 379,660.69 | 2,552,187.06 |

2

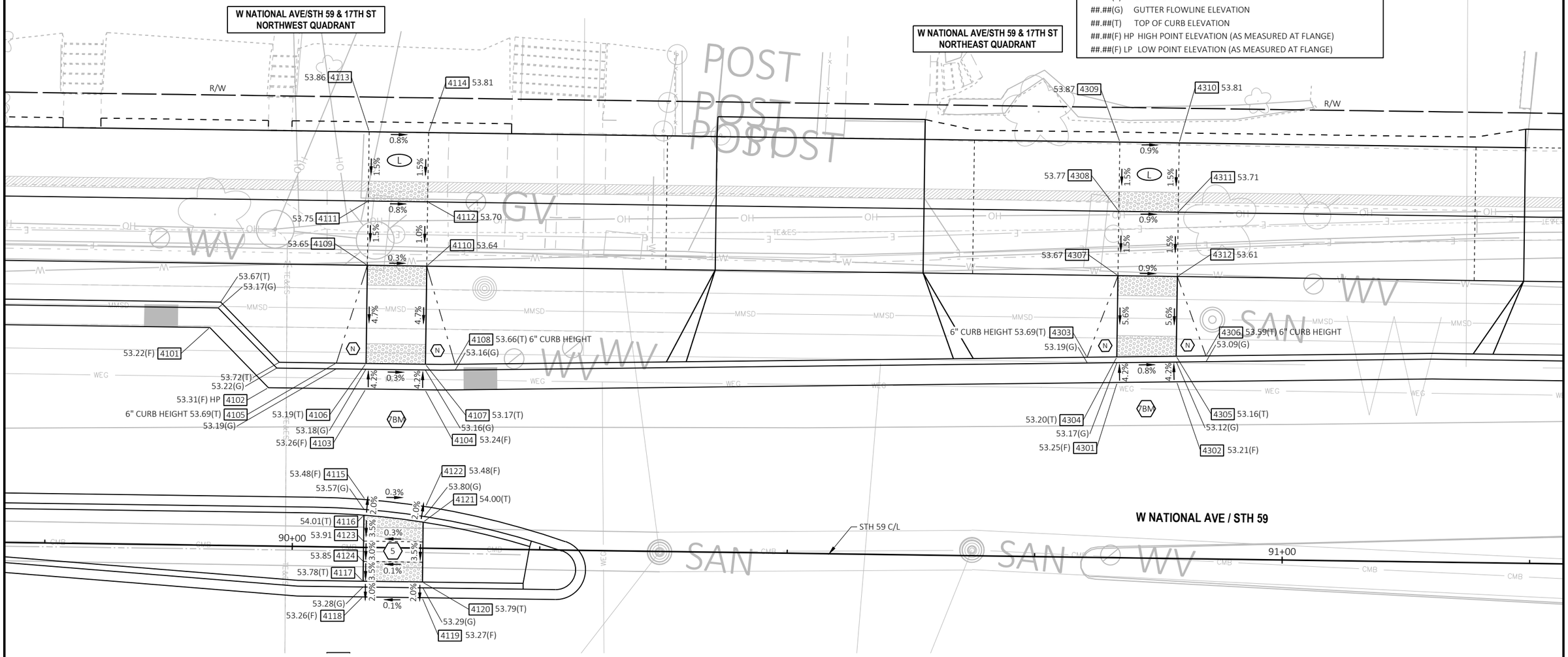
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

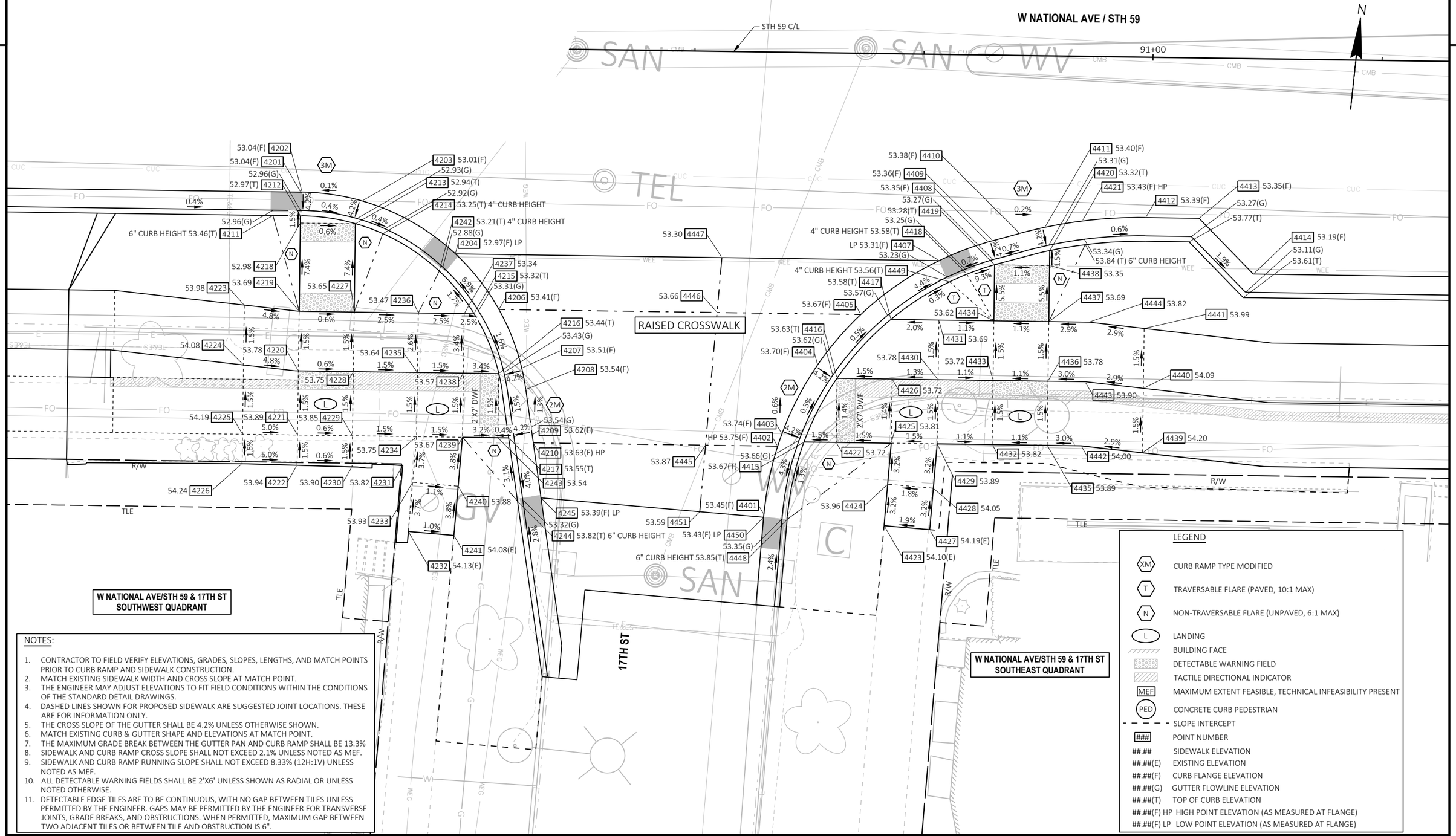



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (17TH ST) | SHEET 162 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 17N

PLOT DATE : 7/16/2026 2:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

2




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (17TH ST) | SHEET 163 | E |
|---|---|---|---|---|---|

| 17th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4101 | 89+91.37 | 22.00' LT | 59-CL | 379,707.75 | 2,552,499.81 |
| 4102 | 89+97.37 | 16.00' LT | 59-CL | 379,702.35 | 2,552,506.35 |
| 4103 | 90+07.20 | 16.00' LT | 59-CL | 379,703.28 | 2,552,516.14 |
| 4104 | 90+13.20 | 16.00' LT | 59-CL | 379,703.86 | 2,552,522.11 |
| 4105 | 90+04.20 | 18.58' LT | 59-CL | 379,705.57 | 2,552,512.90 |
| 4106 | 90+07.20 | 18.58' LT | 59-CL | 379,705.85 | 2,552,515.89 |
| 4107 | 90+13.20 | 18.58' LT | 59-CL | 379,706.43 | 2,552,521.86 |
| 4108 | 90+16.20 | 18.62' LT | 59-CL | 379,706.75 | 2,552,524.85 |
| 4109 | 90+07.20 | 28.50' LT | 59-CL | 379,715.73 | 2,552,514.94 |
| 4110 | 90+13.20 | 28.50' LT | 59-CL | 379,716.30 | 2,552,520.92 |
| 4111 | 90+07.20 | 35.00' LT | 59-CL | 379,722.20 | 2,552,514.32 |
| 4112 | 90+13.20 | 35.00' LT | 59-CL | 379,722.77 | 2,552,520.30 |
| 4113 | 90+07.20 | 42.00' LT | 59-CL | 379,729.16 | 2,552,513.66 |
| 4114 | 90+13.20 | 42.00' LT | 59-CL | 379,729.74 | 2,552,519.63 |

| 17th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4301 | 90+83.09 | 17.70' LT | 59-CL | 379,712.22 | 2,552,591.52 |
| 4302 | 90+89.09 | 17.85' LT | 59-CL | 379,712.94 | 2,552,597.48 |
| 4303 | 90+80.02 | 20.21' LT | 59-CL | 379,714.42 | 2,552,588.23 |
| 4304 | 90+83.02 | 20.29' LT | 59-CL | 379,714.79 | 2,552,591.21 |
| 4305 | 90+89.02 | 20.44' LT | 59-CL | 379,715.51 | 2,552,597.17 |
| 4306 | 90+92.02 | 20.51' LT | 59-CL | 379,715.87 | 2,552,600.15 |
| 4307 | 90+83.02 | 28.50' LT | 59-CL | 379,722.96 | 2,552,590.42 |
| 4308 | 90+83.02 | 35.00' LT | 59-CL | 379,729.43 | 2,552,589.80 |
| 4309 | 90+83.02 | 42.00' LT | 59-CL | 379,736.40 | 2,552,589.14 |
| 4310 | 90+89.02 | 42.00' LT | 59-CL | 379,736.97 | 2,552,595.11 |
| 4311 | 90+89.02 | 35.00' LT | 59-CL | 379,730.00 | 2,552,595.78 |
| 4312 | 90+89.02 | 28.50' LT | 59-CL | 379,723.53 | 2,552,596.40 |

| 17th-Median-West | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4115 | 90+07.30 | 4.83' LT | 59-CL | 379,692.18 | 2,552,517.30 |
| 4116 | 90+07.20 | 3.25' LT | 59-CL | 379,690.60 | 2,552,517.35 |
| 4117 | 90+07.20 | 3.42' RT | 59-CL | 379,683.96 | 2,552,517.99 |
| 4118 | 90+07.20 | 5.00' RT | 59-CL | 379,682.38 | 2,552,518.14 |
| 4119 | 90+13.20 | 5.00' RT | 59-CL | 379,682.95 | 2,552,524.11 |
| 4120 | 90+13.20 | 3.42' RT | 59-CL | 379,684.53 | 2,552,523.96 |
| 4121 | 90+13.20 | 2.64' LT | 59-CL | 379,690.55 | 2,552,523.39 |
| 4122 | 90+13.42 | 4.20' LT | 59-CL | 379,692.13 | 2,552,523.46 |
| 4123 | 90+07.20 | 0.64' LT | 59-CL | 379,687.99 | 2,552,517.60 |
| 4124 | 90+07.20 | 1.42' RT | 59-CL | 379,685.95 | 2,552,517.80 |

| 17th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4201 | 90+07.20 | 16.00' RT | 59-CL | 379,671.43 | 2,552,519.19 |
| 4202 | 90+07.34 | 16.00' RT | 59-CL | 379,671.44 | 2,552,519.33 |
| 4203 | 90+13.87 | 16.87' RT | 59-CL | 379,671.20 | 2,552,525.92 |
| 4204 | 90+24.15 | 22.50' RT | 59-CL | 379,666.58 | 2,552,536.69 |
| 4206 | 90+28.99 | 28.50' RT | 59-CL | 379,661.07 | 2,552,542.07 |
| 4207 | 90+31.57 | 34.87' RT | 59-CL | 379,654.97 | 2,552,545.25 |
| 4208 | 90+32.04 | 37.19' RT | 59-CL | 379,652.70 | 2,552,545.95 |
| 4209 | 90+32.80 | 42.11' RT | 59-CL | 379,647.88 | 2,552,547.17 |
| 4210 | 90+32.94 | 43.00' RT | 59-CL | 379,647.01 | 2,552,547.39 |
| 4211 | 90+04.20 | 18.58' RT | 59-CL | 379,668.57 | 2,552,516.45 |
| 4212 | 90+07.20 | 18.58' RT | 59-CL | 379,668.86 | 2,552,519.44 |
| 4213 | 90+13.20 | 19.36' RT | 59-CL | 379,668.65 | 2,552,525.48 |
| 4214 | 90+16.20 | 20.41' RT | 59-CL | 379,667.90 | 2,552,528.57 |
| 4215 | 90+26.27 | 29.00' RT | 59-CL | 379,660.31 | 2,552,539.42 |
| 4216 | 90+29.07 | 35.50' RT | 59-CL | 379,654.10 | 2,552,542.82 |
| 4217 | 90+30.25 | 42.50' RT | 59-CL | 379,647.25 | 2,552,544.67 |
| 4218 | 90+07.20 | 19.36' RT | 59-CL | 379,668.08 | 2,552,519.51 |
| 4219 | 90+07.20 | 29.00' RT | 59-CL | 379,658.49 | 2,552,520.43 |
| 4220 | 90+07.20 | 35.50' RT | 59-CL | 379,652.02 | 2,552,521.05 |
| 4221 | 90+07.20 | 42.50' RT | 59-CL | 379,645.05 | 2,552,521.72 |
| 4222 | 90+07.20 | 45.80' RT | 59-CL | 379,641.76 | 2,552,522.03 |
| 4223 | 90+01.20 | 28.41' RT | 59-CL | 379,658.51 | 2,552,514.40 |
| 4224 | 90+01.20 | 34.94' RT | 59-CL | 379,652.01 | 2,552,515.03 |
| 4225 | 90+01.20 | 42.50' RT | 59-CL | 379,644.48 | 2,552,515.75 |
| 4226 | 90+01.20 | 45.72' RT | 59-CL | 379,641.28 | 2,552,516.05 |
| 4227 | 90+13.20 | 29.00' RT | 59-CL | 379,659.06 | 2,552,526.40 |
| 4228 | 90+13.20 | 35.50' RT | 59-CL | 379,652.59 | 2,552,527.02 |
| 4229 | 90+13.20 | 42.50' RT | 59-CL | 379,645.62 | 2,552,527.69 |
| 4230 | 90+13.20 | 45.90' RT | 59-CL | 379,642.24 | 2,552,528.02 |
| 4231 | 90+18.73 | 45.69' RT | 59-CL | 379,642.97 | 2,552,533.50 |
| 4232 | 90+19.44 | 52.86' RT | 59-CL | 379,635.90 | 2,552,534.89 |
| 4233 | 90+19.83 | 47.49' RT | 59-CL | 379,641.29 | 2,552,534.77 |
| 4234 | 90+20.20 | 42.50' RT | 59-CL | 379,646.29 | 2,552,534.66 |
| 4235 | 90+20.20 | 35.50' RT | 59-CL | 379,653.26 | 2,552,533.99 |
| 4236 | 90+20.20 | 29.00' RT | 59-CL | 379,659.73 | 2,552,533.37 |
| 4237 | 90+25.21 | 29.00' RT | 59-CL | 379,660.21 | 2,552,538.36 |
| 4238 | 90+25.21 | 35.50' RT | 59-CL | 379,653.74 | 2,552,538.98 |
| 4239 | 90+25.21 | 42.50' RT | 59-CL | 379,646.77 | 2,552,539.65 |
| 4240 | 90+24.82 | 47.85' RT | 59-CL | 379,641.40 | 2,552,539.77 |
| 4241 | 90+24.43 | 53.23' RT | 59-CL | 379,636.02 | 2,552,539.89 |
| 4242 | 90+22.41 | 24.41' RT | 59-CL | 379,664.51 | 2,552,535.14 |
| 4243 | 90+29.07 | 42.50' RT | 59-CL | 379,647.14 | 2,552,543.49 |
| 4244 | 90+31.31 | 49.39' RT | 59-CL | 379,640.49 | 2,552,546.38 |
| 4245 | 90+33.86 | 49.00' RT | 59-CL | 379,641.12 | 2,552,548.88 |

| 17th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4401 | 90+58.22 | 50.47' RT | 59-CL | 379,641.99 | 2,552,573.27 |
| 4402 | 90+59.61 | 43.00' RT | 59-CL | 379,649.55 | 2,552,573.95 |
| 4403 | 90+60.06 | 41.64' RT | 59-CL | 379,650.95 | 2,552,574.26 |
| 4404 | 90+63.85 | 34.07' RT | 59-CL | 379,658.85 | 2,552,577.31 |
| 4405 | 90+68.50 | 28.50' RT | 59-CL | 379,664.84 | 2,552,581.41 |
| 4407 | 90+77.00 | 22.50' RT | 59-CL | 379,671.62 | 2,552,589.29 |
| 4408 | 90+82.27 | 20.41' RT | 59-CL | 379,674.21 | 2,552,594.35 |
| 4409 | 90+82.79 | 20.26' RT | 59-CL | 379,674.41 | 2,552,594.85 |
| 4410 | 90+85.71 | 19.42' RT | 59-CL | 379,675.51 | 2,552,597.67 |
| 4411 | 90+88.46 | 18.72' RT | 59-CL | 379,676.47 | 2,552,600.34 |
| 4412 | 90+99.44 | 17.50' RT | 59-CL | 379,678.74 | 2,552,611.16 |
| 4413 | 91+05.27 | 17.50' RT | 59-CL | 379,679.29 | 2,552,616.96 |
| 4414 | 91+11.27 | 23.50' RT | 59-CL | 379,673.89 | 2,552,623.50 |
| 4415 | 90+62.50 | 42.50' RT | 59-CL | 379,650.33 | 2,552,576.77 |
| 4416 | 90+66.00 | 35.50' RT | 59-CL | 379,657.63 | 2,552,579.59 |
| 4417 | 90+71.79 | 29.00' RT | 59-CL | 379,664.65 | 2,552,584.73 |
| 4418 | 90+80.02 | 23.96' RT | 59-CL | 379,670.46 | 2,552,592.44 |
| 4419 | 90+83.02 | 22.88' RT | 59-CL | 379,671.82 | 2,552,595.33 |
| 4420 | 90+89.02 | 21.24' RT | 59-CL | 379,674.02 | 2,552,601.14 |
| 4421 | 90+92.51 | 17.98' RT | 59-CL | 379,677.60 | 2,552,604.30 |
| 4422 | 90+66.00 | 42.50' RT | 59-CL | 379,650.66 | 2,552,580.25 |
| 4423 | 90+71.35 | 51.51' RT | 59-CL | 379,642.20 | 2,552,586.44 |
| 4424 | 90+71.68 | 46.99' RT | 59-CL | 379,646.74 | 2,552,586.34 |
| 4425 | 90+72.01 | 42.50' RT | 59-CL | 379,651.23 | 2,552,586.24 |
| 4426 | 90+72.01 | 35.50' RT | 59-CL | 379,658.20 | 2,552,585.57 |
| 4427 | 90+76.33 | 51.88' RT | 59-CL | 379,642.31 | 2,552,591.43 |
| 4428 | 90+76.67 | 47.36' RT | 59-CL | 379,646.85 | 2,552,591.33 |
| 4429 | 90+77.02 | 42.50' RT | 59-CL | 379,651.71 | 2,552,591.23 |
| 4430 | 90+77.02 | 35.50' RT | 59-CL | 379,658.68 | 2,552,590.56 |
| 4431 | 90+77.02 | 29.00' RT | 59-CL | 379,665.15 | 2,552,589.94 |
| 4432 | 90+83.02 | 42.50' RT | 59-CL | 379,652.29 | 2,552,597.20 |
| 4433 | 90+83.02 | 35.50' RT | 59-CL | 379,659.25 | 2,552,596.53 |
| 4434 | 90+83.02 | 29.00' RT | 59-CL | 379,665.72 | 2,552,595.91 |
| 4435 | 90+89.02 | 42.50' RT | 59-CL | 379,652.86 | 2,552,603.17 |
| 4436 | 90+89.02 | 35.50' RT | 59-CL | 379,659.83 | 2,552,602.50 |
| 4437 | 90+89.02 | 29.00' RT | 59-CL | 379,666.30 | 2,552,601.88 |
| 4438 | 90+89.02 | 22.88' RT | 59-CL | 379,672.39 | 2,552,601.30 |
| 4439 | 90+99.44 | 43.17' RT | 59-CL | 379,653.18 | 2,552,613.61 |
| 4440 | 90+99.44 | 36.14' RT | 59-CL | 379,660.19 | 2,552,612.94 |
| 4441 | 90+99.44 | 29.60' RT | 59-CL | 379,666.69 | 2,552,612.31 |
| 4442 | 90+92.72 | 42.50' RT | 59-CL | 379,653.21 | 2,552,606.86 |
| 4443 | 90+93.07 | 35.50' RT | 59-CL | 379,660.21 | 2,552,606.54 |
| 4444 | 90+93.40 | 29.00' RT | 59-CL | 379,666.71 | 2,552,606.24 |
| 4445 | 90+51.75 | 43.00' RT | 59-CL | 379,648.80 | 2,552,566.11 |
| 4446 | 90+52.81 | 28.50' RT | 59-CL | 379,663.34 | 2,552,565.79 |
| 4447 | 90+53.25 | 22.50' RT | 59-CL | 379,669.35 | 2,552,565.65 |

| 17th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4448 | 90+60.77 | 50.97' RT | 59-CL | 379,641.73 | 2,552,575.86 |
| 4449 | 90+78.15 | 24.81' RT | 59-CL | 379,669.43 | 2,552,590.66 |
| 4450 | 90+58.19 | 50.78' RT | 59-CL | 379,641.67 | 2,552,573.27 |
| 4451 | 90+51.21 | 50.27' RT | 59-CL | 379,641.51 | 2,552,566.28 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

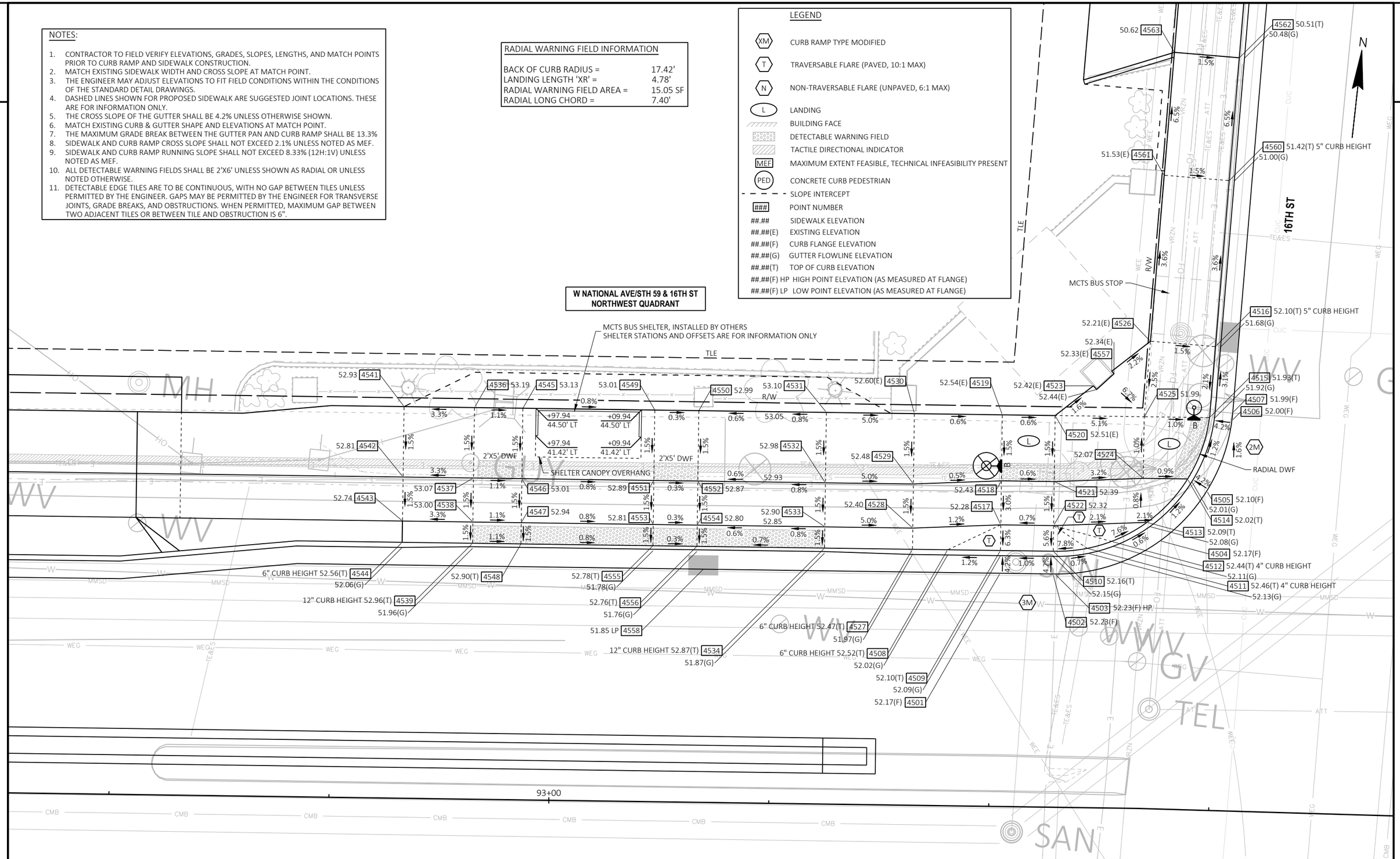
RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 17.42' |
| LANDING LENGTH 'XR' = | 4.78' |
| RADIAL WARNING FIELD AREA = | 15.05 SF |
| RADIAL LONG CHORD = | 7.40' |

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

**W NATIONAL AVE/STH 59 & 16TH ST**
**NORTHWEST QUADRANT**




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (16TH ST) | SHEET 165 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 16NW
PLOT DATE : 7/16/2026 2:32 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

**W NATIONAL AVE/STH 59 & 16TH ST**
**NORTHEAST QUADRANT**

16TH ST

R/W

TLE

6" CURB HEIGHT 52.13(T) 4616
51.63 (G)
51.93 4618
51.91(T) 4615
51.90(G)
51.99(F) 4601
52.02(F) 4602
52.04(T) 4614
52.03(G)
52.11(F) 4603
52.12(T) 4613
52.11 (G)
52.19(F) 4634
3" CURB HEIGHT 52.39(T) 4612
52.14 (G)
3" CURB HEIGHT 52.40(T) 4611
52.15 (G)
52.18(T) 4610
52.17(G)
52.26(F) 4605
52.28(F) HP 4606
4617 52.23
4629 52.31(E)
4628 52.54(E)
4630 52.68(E)
4619 52.03
4624 52.18
4627 52.15
4631 52.55(E)
4623 52.28
4620 52.13
4621 52.19
4622 52.23
4626 52.26
4625 52.20
4632 52.44
4633 52.38
4608 52.58(T) 6" CURB HEIGHT
52.08 (G)
4609 52.16(T)
52.15(G)
4607 52.23(F)

1.5% 4.0% 2.1% 2.3% 2.9% 2.8% 6.4% 4.2% 1.5% 1.6% 4.4% 0.4% 5.0% 2.4% 1.1% 7.7% 9.8% 0.9% 7.0% 0.6%

2M 3M 2X7 DWF

W NATIONAL AVE / STH 59

STH 59 C/L

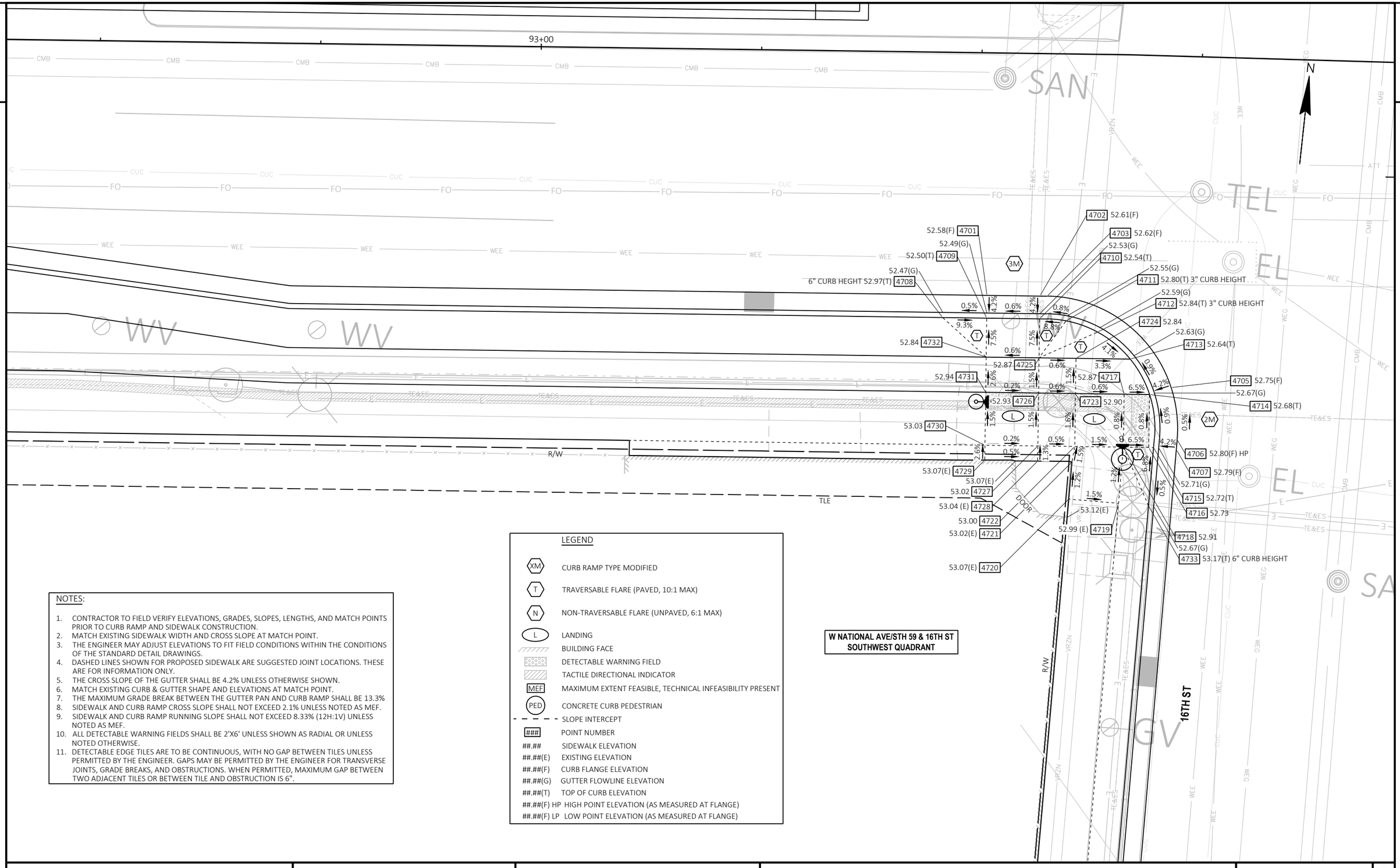
94+00

95+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (16TH ST) | SHEET 166 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 16NE

PLOT DATE : 7/16/2026 2:33 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT




NOTES:

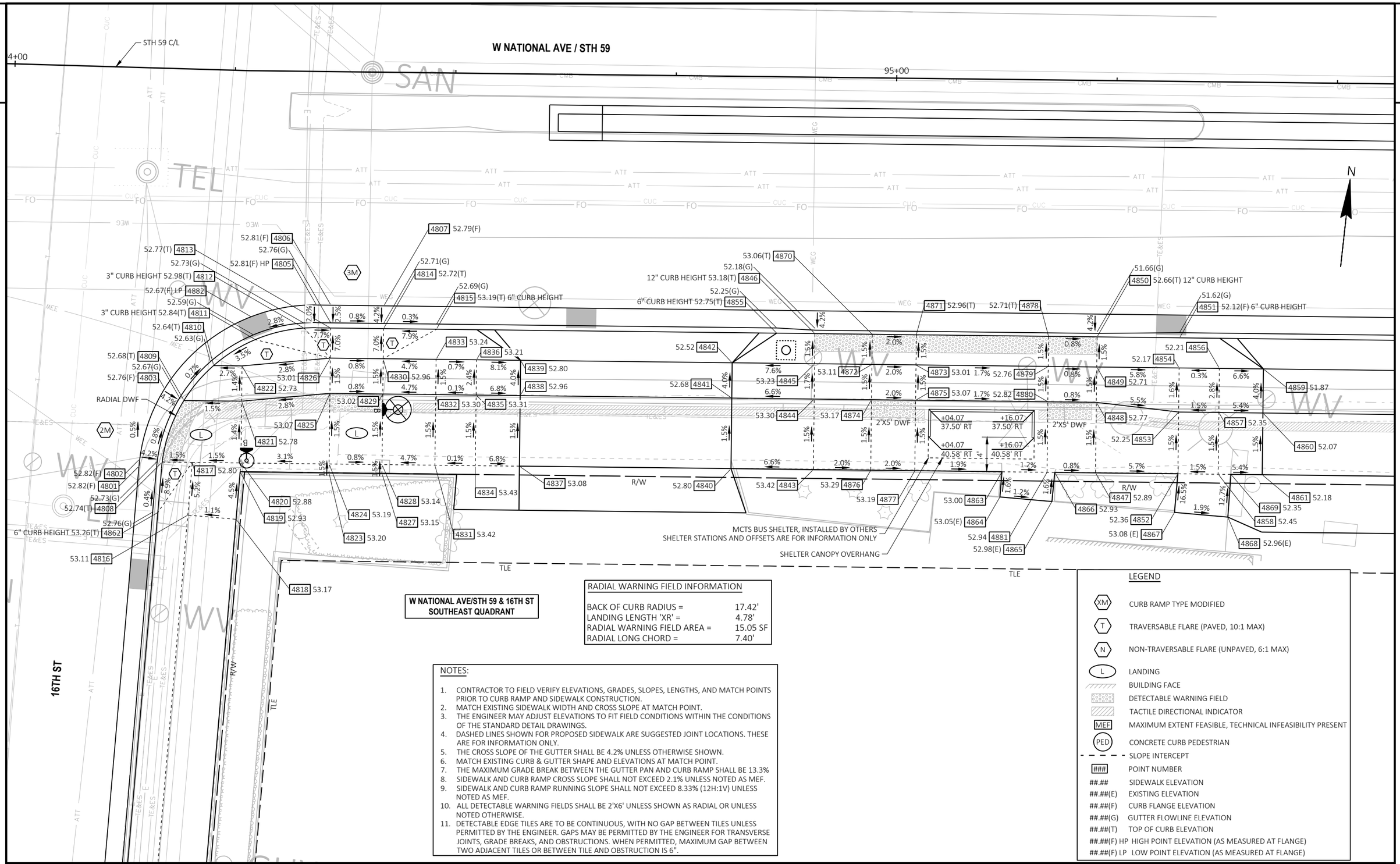
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

**W NATIONAL AVE/STH 59 & 16TH ST**
**SOUTHWEST QUADRANT**

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (16TH ST) | SHEET 167 | E |
|---|---|---|---|---|---|




RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 17.42' |
| LANDING LENGTH 'XR' = | 4.78' |
| RADIAL WARNING FIELD AREA = | 15.05 SF |
| RADIAL LONG CHORD = | 7.40' |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (16TH ST) | SHEET 168 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 16SE
PLOT DATE : 7/16/2026 2:35 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| 16th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4501 | 93+50.94 | 26.50' LT | 59-CL | 379,746.53 | 2,552,857.31 |
| 4502 | 93+56.94 | 26.50' LT | 59-CL | 379,747.11 | 2,552,863.28 |
| 4503 | 93+57.17 | 26.50' LT | 59-CL | 379,747.13 | 2,552,863.51 |
| 4504 | 93+68.61 | 30.45' LT | 59-CL | 379,752.17 | 2,552,874.98 |
| 4505 | 93+73.74 | 36.27' LT | 59-CL | 379,758.38 | 2,552,879.63 |
| 4506 | 93+76.37 | 44.35' LT | 59-CL | 379,766.65 | 2,552,881.60 |
| 4507 | 93+76.44 | 45.27' LT | 59-CL | 379,767.57 | 2,552,881.60 |
| 4508 | 93+44.94 | 29.08' LT | 59-CL | 379,748.53 | 2,552,851.09 |
| 4509 | 93+50.94 | 29.08' LT | 59-CL | 379,749.11 | 2,552,857.06 |
| 4510 | 93+56.94 | 29.08' LT | 59-CL | 379,749.68 | 2,552,863.03 |
| 4511 | 93+60.79 | 29.46' LT | 59-CL | 379,750.42 | 2,552,866.83 |
| 4512 | 93+63.53 | 30.29' LT | 59-CL | 379,751.51 | 2,552,869.48 |
| 4513 | 93+67.04 | 32.51' LT | 59-CL | 379,754.09 | 2,552,873.25 |
| 4514 | 93+71.51 | 37.57' LT | 59-CL | 379,759.50 | 2,552,877.31 |
| 4515 | 93+73.80 | 44.61' LT | 59-CL | 379,766.70 | 2,552,879.02 |
| 4516 | 93+74.25 | 52.70' LT | 59-CL | 379,774.80 | 2,552,878.82 |
| 4517 | 93+50.94 | 32.00' LT | 59-CL | 379,752.01 | 2,552,856.78 |
| 4518 | 93+50.94 | 37.00' LT | 59-CL | 379,756.99 | 2,552,856.30 |
| 4519 | 93+50.94 | 44.50' LT | 59-CL | 379,764.45 | 2,552,855.59 |
| 4520 | 93+56.94 | 44.50' LT | 59-CL | 379,765.02 | 2,552,861.56 |
| 4521 | 93+56.94 | 37.00' LT | 59-CL | 379,757.56 | 2,552,862.28 |
| 4522 | 93+56.94 | 32.00' LT | 59-CL | 379,752.58 | 2,552,862.75 |
| 4523 | 93+61.22 | 47.94' LT | 59-CL | 379,768.86 | 2,552,865.50 |
| 4524 | 93+66.87 | 37.50' LT | 59-CL | 379,759.02 | 2,552,872.30 |
| 4525 | 93+66.87 | 44.50' LT | 59-CL | 379,765.99 | 2,552,871.64 |
| 4526 | 93+66.87 | 53.10' LT | 59-CL | 379,774.60 | 2,552,871.41 |
| 4527 | 93+40.94 | 29.08' LT | 59-CL | 379,748.15 | 2,552,847.11 |
| 4528 | 93+40.94 | 31.50' LT | 59-CL | 379,750.56 | 2,552,846.88 |
| 4529 | 93+40.94 | 36.50' LT | 59-CL | 379,755.53 | 2,552,846.40 |
| 4530 | 93+40.94 | 44.50' LT | 59-CL | 379,763.50 | 2,552,845.63 |
| 4531 | 93+30.94 | 44.50' LT | 59-CL | 379,762.54 | 2,552,835.68 |
| 4532 | 93+30.94 | 36.50' LT | 59-CL | 379,754.58 | 2,552,836.44 |
| 4533 | 93+30.94 | 31.50' LT | 59-CL | 379,749.60 | 2,552,836.92 |
| 4534 | 93+30.94 | 29.08' LT | 59-CL | 379,747.20 | 2,552,837.15 |
| 4536 | 92+90.94 | 44.50' LT | 59-CL | 379,758.73 | 2,552,795.86 |
| 4537 | 92+90.94 | 36.50' LT | 59-CL | 379,750.76 | 2,552,796.63 |
| 4538 | 92+90.94 | 31.50' LT | 59-CL | 379,745.79 | 2,552,797.10 |
| 4539 | 92+90.94 | 29.08' LT | 59-CL | 379,743.38 | 2,552,797.33 |
| 4541 | 92+82.94 | 44.50' LT | 59-CL | 379,757.96 | 2,552,787.90 |
| 4542 | 92+82.94 | 36.50' LT | 59-CL | 379,750.00 | 2,552,788.66 |
| 4543 | 92+82.94 | 31.50' LT | 59-CL | 379,745.02 | 2,552,789.14 |
| 4544 | 92+82.94 | 29.08' LT | 59-CL | 379,742.62 | 2,552,789.37 |
| 4545 | 92+96.44 | 44.50' LT | 59-CL | 379,759.25 | 2,552,801.34 |
| 4546 | 92+96.44 | 36.50' LT | 59-CL | 379,751.29 | 2,552,802.10 |
| 4547 | 92+96.44 | 31.50' LT | 59-CL | 379,746.31 | 2,552,802.58 |
| 4548 | 92+96.44 | 29.08' LT | 59-CL | 379,743.91 | 2,552,802.81 |

| 16th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4549 | 93+11.44 | 44.50' LT | 59-CL | 379,760.68 | 2,552,816.27 |
| 4550 | 93+16.44 | 44.50' LT | 59-CL | 379,761.16 | 2,552,821.25 |
| 4551 | 93+11.44 | 36.50' LT | 59-CL | 379,752.72 | 2,552,817.03 |
| 4552 | 93+16.44 | 36.50' LT | 59-CL | 379,753.20 | 2,552,822.01 |
| 4553 | 93+11.44 | 31.50' LT | 59-CL | 379,747.74 | 2,552,817.51 |
| 4554 | 93+16.44 | 31.50' LT | 59-CL | 379,748.22 | 2,552,822.49 |
| 4555 | 93+11.44 | 29.08' LT | 59-CL | 379,745.34 | 2,552,817.74 |
| 4556 | 93+16.44 | 29.08' LT | 59-CL | 379,745.81 | 2,552,822.72 |
| 4557 | 93+63.31 | 49.61' LT | 59-CL | 379,770.72 | 2,552,867.42 |
| 4558 | 93+17.20 | 26.50' LT | 59-CL | 379,743.32 | 2,552,823.72 |
| 4560 | 93+75.27 | 71.59' LT | 59-CL | 379,793.71 | 2,552,878.32 |
| 4561 | 93+67.86 | 71.99' LT | 59-CL | 379,793.51 | 2,552,870.90 |
| 4562 | 93+76.02 | 85.57' LT | 59-CL | 379,807.70 | 2,552,877.95 |
| 4563 | 93+68.62 | 85.97' LT | 59-CL | 379,807.50 | 2,552,870.53 |

| 16th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4601 | 94+22.47 | 44.62' LT | 59-CL | 379,770.62 | 2,552,927.53 |
| 4602 | 94+22.41 | 43.50' LT | 59-CL | 379,769.50 | 2,552,927.56 |
| 4603 | 94+23.76 | 36.42' LT | 59-CL | 379,762.55 | 2,552,929.48 |
| 4605 | 94+35.72 | 27.69' LT | 59-CL | 379,754.93 | 2,552,941.61 |
| 4606 | 94+38.13 | 27.50' LT | 59-CL | 379,754.97 | 2,552,944.02 |
| 4607 | 94+42.14 | 27.50' LT | 59-CL | 379,755.36 | 2,552,948.01 |
| 4608 | 94+48.14 | 30.08' LT | 59-CL | 379,758.52 | 2,552,953.73 |
| 4609 | 94+42.14 | 30.08' LT | 59-CL | 379,757.93 | 2,552,947.76 |
| 4610 | 94+36.14 | 30.24' LT | 59-CL | 379,757.50 | 2,552,941.77 |
| 4611 | 94+33.97 | 30.80' LT | 59-CL | 379,757.85 | 2,552,939.57 |
| 4612 | 94+32.46 | 31.45' LT | 59-CL | 379,758.35 | 2,552,937.99 |
| 4613 | 94+29.57 | 33.50' LT | 59-CL | 379,760.10 | 2,552,934.92 |
| 4614 | 94+26.11 | 37.50' LT | 59-CL | 379,763.81 | 2,552,931.73 |
| 4615 | 94+25.05 | 44.48' LT | 59-CL | 379,770.69 | 2,552,930.11 |
| 4616 | 94+25.45 | 51.96' LT | 59-CL | 379,778.18 | 2,552,929.92 |
| 4617 | 94+33.25 | 51.48' LT | 59-CL | 379,778.36 | 2,552,936.83 |
| 4618 | 94+25.99 | 44.50' LT | 59-CL | 379,770.78 | 2,552,931.05 |
| 4619 | 94+32.75 | 44.50' LT | 59-CL | 379,771.36 | 2,552,937.02 |
| 4620 | 94+32.75 | 37.50' LT | 59-CL | 379,764.40 | 2,552,937.70 |
| 4621 | 94+32.75 | 33.50' LT | 59-CL | 379,760.42 | 2,552,938.09 |
| 4622 | 94+36.14 | 33.50' LT | 59-CL | 379,760.75 | 2,552,941.45 |
| 4623 | 94+36.14 | 37.50' LT | 59-CL | 379,764.73 | 2,552,941.06 |
| 4624 | 94+36.14 | 44.50' LT | 59-CL | 379,771.69 | 2,552,940.38 |
| 4625 | 94+42.14 | 33.50' LT | 59-CL | 379,761.33 | 2,552,947.43 |
| 4626 | 94+42.14 | 37.50' LT | 59-CL | 379,765.31 | 2,552,947.03 |
| 4627 | 94+42.14 | 44.50' LT | 59-CL | 379,772.28 | 2,552,946.35 |
| 4628 | 94+42.14 | 50.53' LT | 59-CL | 379,778.28 | 2,552,945.76 |
| 4629 | 94+38.43 | 51.11' LT | 59-CL | 379,778.50 | 2,552,942.02 |
| 4630 | 94+50.00 | 50.23' LT | 59-CL | 379,778.75 | 2,552,953.62 |
| 4631 | 94+50.00 | 44.50' LT | 59-CL | 379,773.05 | 2,552,954.18 |
| 4632 | 94+50.00 | 37.50' LT | 59-CL | 379,766.08 | 2,552,954.86 |
| 4633 | 94+50.00 | 33.50' LT | 59-CL | 379,762.10 | 2,552,955.25 |
| 4634 | 94+27.79 | 31.63' LT | 59-CL | 379,758.07 | 2,552,933.33 |

2

| 16th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4701 | 93+50.94 | 27.50' RT | 59-CL | 379,692.78 | 2,552,862.46 |
| 4702 | 93+56.94 | 27.50' RT | 59-CL | 379,693.35 | 2,552,868.43 |
| 4703 | 93+57.76 | 27.50' RT | 59-CL | 379,693.43 | 2,552,869.25 |
| 4705 | 93+72.53 | 37.59' RT | 59-CL | 379,684.67 | 2,552,884.35 |
| 4706 | 93+73.38 | 43.49' RT | 59-CL | 379,678.85 | 2,552,885.68 |
| 4707 | 93+73.32 | 44.59' RT | 59-CL | 379,677.74 | 2,552,885.70 |
| 4708 | 93+45.94 | 30.08' RT | 59-CL | 379,689.73 | 2,552,857.73 |
| 4709 | 93+50.94 | 30.08' RT | 59-CL | 379,690.21 | 2,552,862.71 |
| 4710 | 93+56.94 | 30.08' RT | 59-CL | 379,690.78 | 2,552,868.68 |
| 4711 | 93+59.94 | 30.28' RT | 59-CL | 379,690.88 | 2,552,871.68 |
| 4712 | 93+63.52 | 31.50' RT | 59-CL | 379,690.00 | 2,552,875.36 |
| 4713 | 93+67.78 | 34.49' RT | 59-CL | 379,687.37 | 2,552,879.37 |
| 4714 | 93+70.10 | 38.46' RT | 59-CL | 379,683.60 | 2,552,882.00 |
| 4715 | 93+70.74 | 44.45' RT | 59-CL | 379,677.68 | 2,552,883.12 |
| 4716 | 93+70.19 | 44.45' RT | 59-CL | 379,677.63 | 2,552,882.57 |
| 4717 | 93+67.22 | 38.50' RT | 59-CL | 379,683.33 | 2,552,879.14 |
| 4718 | 93+67.31 | 44.50' RT | 59-CL | 379,677.36 | 2,552,879.71 |
| 4719 | 93+66.18 | 50.88' RT | 59-CL | 379,670.96 | 2,552,879.86 |
| 4720 | 93+60.52 | 50.47' RT | 59-CL | 379,670.83 | 2,552,874.19 |
| 4721 | 93+60.83 | 46.25' RT | 59-CL | 379,675.06 | 2,552,874.09 |
| 4722 | 93+61.12 | 44.50' RT | 59-CL | 379,676.83 | 2,552,874.22 |
| 4723 | 93+61.12 | 38.50' RT | 59-CL | 379,682.80 | 2,552,873.65 |
| 4724 | 93+61.12 | 34.50' RT | 59-CL | 379,686.78 | 2,552,873.27 |
| 4725 | 93+56.94 | 34.50' RT | 59-CL | 379,686.39 | 2,552,869.10 |
| 4726 | 93+56.94 | 38.50' RT | 59-CL | 379,682.40 | 2,552,869.48 |
| 4727 | 93+56.94 | 44.50' RT | 59-CL | 379,676.43 | 2,552,870.05 |
| 4728 | 93+56.94 | 46.22' RT | 59-CL | 379,674.72 | 2,552,870.22 |
| 4729 | 93+50.94 | 46.18' RT | 59-CL | 379,674.19 | 2,552,864.24 |
| 4730 | 93+50.94 | 44.50' RT | 59-CL | 379,675.86 | 2,552,864.08 |
| 4731 | 93+50.94 | 38.50' RT | 59-CL | 379,681.83 | 2,552,863.51 |
| 4732 | 93+50.94 | 34.50' RT | 59-CL | 379,685.81 | 2,552,863.13 |
| 4733 | 93+70.36 | 51.08' RT | 59-CL | 379,671.04 | 2,552,883.28 |

| 16th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4801 | 94+15.35 | 45.22' RT | 59-CL | 379,680.50 | 2,552,927.65 |
| 4802 | 94+15.41 | 44.40' RT | 59-CL | 379,681.32 | 2,552,927.65 |
| 4803 | 94+18.02 | 36.32' RT | 59-CL | 379,689.58 | 2,552,929.59 |
| 4805 | 94+34.51 | 26.50' RT | 59-CL | 379,700.87 | 2,552,945.69 |
| 4806 | 94+36.14 | 26.50' RT | 59-CL | 379,701.03 | 2,552,947.31 |
| 4807 | 94+42.14 | 26.50' RT | 59-CL | 379,701.62 | 2,552,953.28 |
| 4808 | 94+17.98 | 44.66' RT | 59-CL | 379,681.27 | 2,552,930.23 |
| 4809 | 94+20.25 | 37.62' RT | 59-CL | 379,688.47 | 2,552,931.93 |
| 4810 | 94+23.50 | 33.56' RT | 59-CL | 379,692.78 | 2,552,934.84 |
| 4811 | 94+27.63 | 30.50' RT | 59-CL | 379,696.22 | 2,552,939.23 |
| 4812 | 94+33.14 | 29.14' RT | 59-CL | 379,698.11 | 2,552,944.58 |
| 4813 | 94+36.14 | 29.08' RT | 59-CL | 379,698.46 | 2,552,947.56 |
| 4814 | 94+42.14 | 29.08' RT | 59-CL | 379,699.05 | 2,552,953.53 |
| 4815 | 94+48.14 | 29.08' RT | 59-CL | 379,699.63 | 2,552,959.50 |
| 4816 | 94+21.05 | 50.59' RT | 59-CL | 379,675.61 | 2,552,933.77 |
| 4817 | 94+21.39 | 44.60' RT | 59-CL | 379,681.60 | 2,552,933.62 |
| 4818 | 94+26.54 | 50.90' RT | 59-CL | 379,675.73 | 2,552,939.26 |
| 4819 | 94+26.56 | 45.50' RT | 59-CL | 379,681.14 | 2,552,939.14 |
| 4820 | 94+26.56 | 44.50' RT | 59-CL | 379,682.14 | 2,552,939.11 |
| 4821 | 94+26.56 | 37.50' RT | 59-CL | 379,689.11 | 2,552,938.43 |
| 4822 | 94+26.56 | 33.50' RT | 59-CL | 379,693.09 | 2,552,938.04 |
| 4823 | 94+36.14 | 45.50' RT | 59-CL | 379,682.12 | 2,552,949.16 |
| 4824 | 94+36.14 | 44.50' RT | 59-CL | 379,683.12 | 2,552,949.07 |
| 4825 | 94+36.14 | 36.50' RT | 59-CL | 379,691.08 | 2,552,948.29 |
| 4826 | 94+36.14 | 32.50' RT | 59-CL | 379,695.06 | 2,552,947.89 |
| 4827 | 94+42.14 | 45.50' RT | 59-CL | 379,682.71 | 2,552,955.13 |
| 4828 | 94+42.14 | 44.50' RT | 59-CL | 379,683.70 | 2,552,955.04 |
| 4829 | 94+42.14 | 36.50' RT | 59-CL | 379,691.66 | 2,552,954.26 |
| 4830 | 94+42.14 | 32.50' RT | 59-CL | 379,695.65 | 2,552,953.87 |
| 4831 | 94+48.14 | 44.50' RT | 59-CL | 379,684.29 | 2,552,961.01 |
| 4832 | 94+48.14 | 36.50' RT | 59-CL | 379,692.25 | 2,552,960.23 |
| 4833 | 94+48.14 | 32.50' RT | 59-CL | 379,696.23 | 2,552,959.84 |
| 4834 | 94+52.72 | 44.50' RT | 59-CL | 379,684.74 | 2,552,965.57 |
| 4835 | 94+52.72 | 36.50' RT | 59-CL | 379,692.70 | 2,552,964.79 |
| 4836 | 94+52.72 | 32.50' RT | 59-CL | 379,696.68 | 2,552,964.40 |
| 4837 | 94+57.72 | 44.50' RT | 59-CL | 379,685.22 | 2,552,970.55 |
| 4838 | 94+57.72 | 36.50' RT | 59-CL | 379,693.19 | 2,552,969.77 |
| 4839 | 94+57.72 | 32.50' RT | 59-CL | 379,697.17 | 2,552,969.38 |
| 4840 | 94+81.72 | 44.50' RT | 59-CL | 379,687.57 | 2,552,994.43 |
| 4841 | 94+81.72 | 36.50' RT | 59-CL | 379,695.53 | 2,552,993.65 |
| 4842 | 94+81.72 | 32.50' RT | 59-CL | 379,699.51 | 2,552,993.26 |
| 4843 | 94+91.07 | 44.50' RT | 59-CL | 379,688.48 | 2,553,003.73 |
| 4844 | 94+91.07 | 36.50' RT | 59-CL | 379,696.44 | 2,553,002.95 |
| 4845 | 94+91.07 | 32.50' RT | 59-CL | 379,700.42 | 2,553,002.56 |
| 4846 | 94+91.07 | 29.08' RT | 59-CL | 379,703.82 | 2,553,002.23 |
| 4847 | 95+23.07 | 44.50' RT | 59-CL | 379,691.60 | 2,553,035.58 |

| 16th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4848 | 95+23.07 | 36.50' RT | 59-CL | 379,699.56 | 2,553,034.80 |
| 4849 | 95+23.07 | 32.50' RT | 59-CL | 379,703.54 | 2,553,034.41 |
| 4850 | 95+23.07 | 29.08' RT | 59-CL | 379,706.94 | 2,553,034.08 |
| 4851 | 95+32.41 | 29.08' RT | 59-CL | 379,707.86 | 2,553,043.38 |
| 4852 | 95+32.41 | 44.50' RT | 59-CL | 379,692.51 | 2,553,044.88 |
| 4853 | 95+32.41 | 37.50' RT | 59-CL | 379,699.48 | 2,553,044.20 |
| 4854 | 95+32.41 | 32.50' RT | 59-CL | 379,704.46 | 2,553,043.71 |
| 4855 | 94+86.72 | 29.08' RT | 59-CL | 379,703.40 | 2,552,997.91 |
| 4856 | 95+36.98 | 32.50' RT | 59-CL | 379,704.90 | 2,553,048.25 |
| 4857 | 95+36.98 | 37.50' RT | 59-CL | 379,699.92 | 2,553,048.74 |
| 4858 | 95+36.98 | 44.50' RT | 59-CL | 379,692.96 | 2,553,049.42 |
| 4859 | 95+41.98 | 32.50' RT | 59-CL | 379,705.39 | 2,553,053.23 |
| 4860 | 95+41.98 | 37.50' RT | 59-CL | 379,700.41 | 2,553,053.72 |
| 4861 | 95+41.98 | 44.50' RT | 59-CL | 379,693.45 | 2,553,054.40 |
| 4862 | 94+17.64 | 50.39' RT | 59-CL | 379,675.52 | 2,552,930.35 |
| 4863 | 95+12.45 | 44.50' RT | 59-CL | 379,690.57 | 2,553,025.02 |
| 4864 | 95+12.25 | 47.37' RT | 59-CL | 379,687.69 | 2,553,025.10 |
| 4865 | 95+18.17 | 47.81' RT | 59-CL | 379,687.83 | 2,553,031.03 |
| 4866 | 95+18.43 | 44.50' RT | 59-CL | 379,691.15 | 2,553,030.97 |
| 4867 | 95+32.07 | 48.88' RT | 59-CL | 379,688.12 | 2,553,044.97 |
| 4868 | 95+38.13 | 49.35' RT | 59-CL | 379,688.25 | 2,553,051.04 |
| 4869 | 95+38.43 | 44.50' RT | 59-CL | 379,693.10 | 2,553,050.87 |
| 4870 | 94+97.57 | 29.08' RT | 59-CL | 379,704.46 | 2,553,008.70 |
| 4871 | 95+02.57 | 29.08' RT | 59-CL | 379,704.94 | 2,553,013.67 |
| 4872 | 94+97.57 | 32.50' RT | 59-CL | 379,701.06 | 2,553,009.03 |
| 4873 | 95+02.57 | 32.50' RT | 59-CL | 379,701.54 | 2,553,014.01 |
| 4874 | 94+97.57 | 36.50' RT | 59-CL | 379,697.07 | 2,553,009.42 |
| 4875 | 95+02.57 | 36.50' RT | 59-CL | 379,697.56 | 2,553,014.40 |
| 4876 | 94+97.57 | 44.50' RT | 59-CL | 379,689.11 | 2,553,010.20 |
| 4877 | 95+02.57 | 44.50' RT | 59-CL | 379,689.60 | 2,553,015.18 |
| 4878 | 95+17.57 | 29.08' RT | 59-CL | 379,706.41 | 2,553,028.60 |
| 4879 | 95+17.57 | 32.50' RT | 59-CL | 379,703.01 | 2,553,028.94 |
| 4880 | 95+17.57 | 36.50' RT | 59-CL | 379,699.03 | 2,553,029.33 |
| 4881 | 95+17.57 | 44.50' RT | 59-CL | 379,691.06 | 2,553,030.11 |
| 4882 | 94+27.10 | 27.92' RT | 59-CL | 379,698.73 | 2,552,938.46 |

2

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

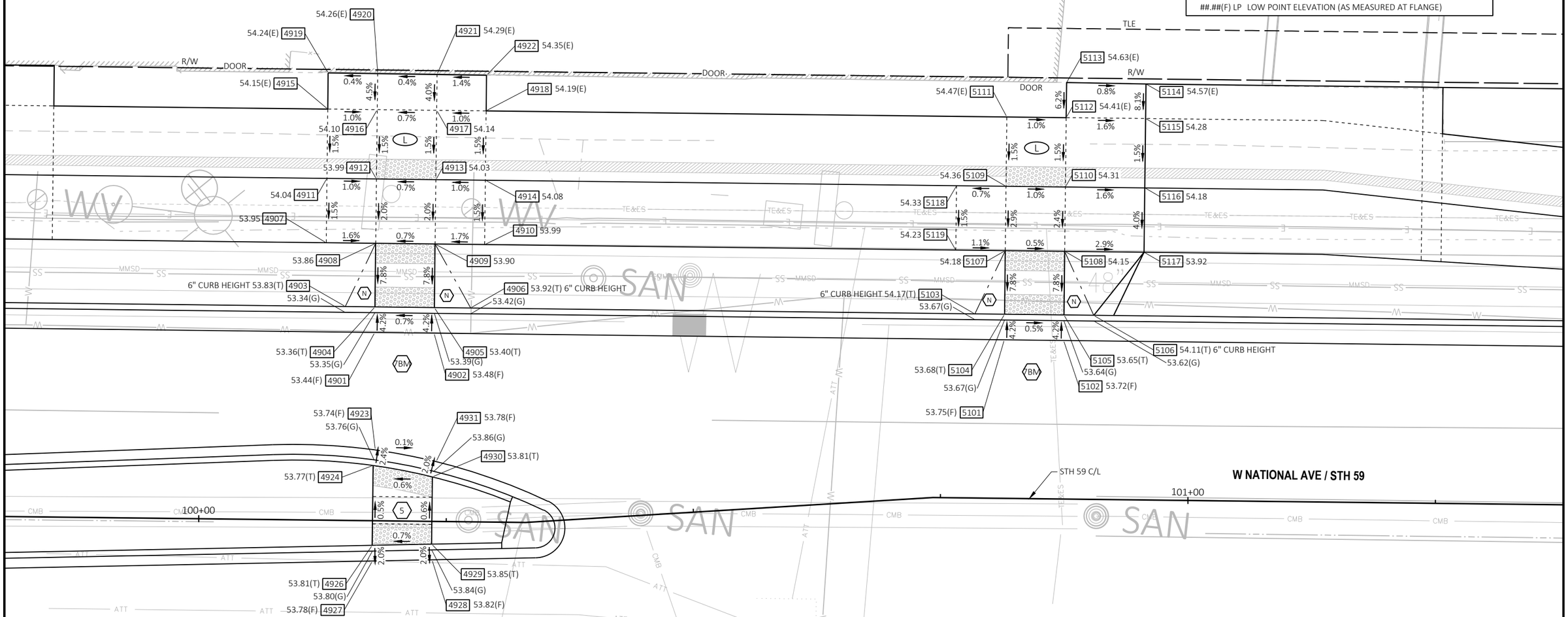
LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

**W NATIONAL AVE/STH 59 & 15TH ST NORTHWEST QUADRANT**

**W NATIONAL AVE/STH 59 & 15TH ST NORTHEAST QUADRANT**



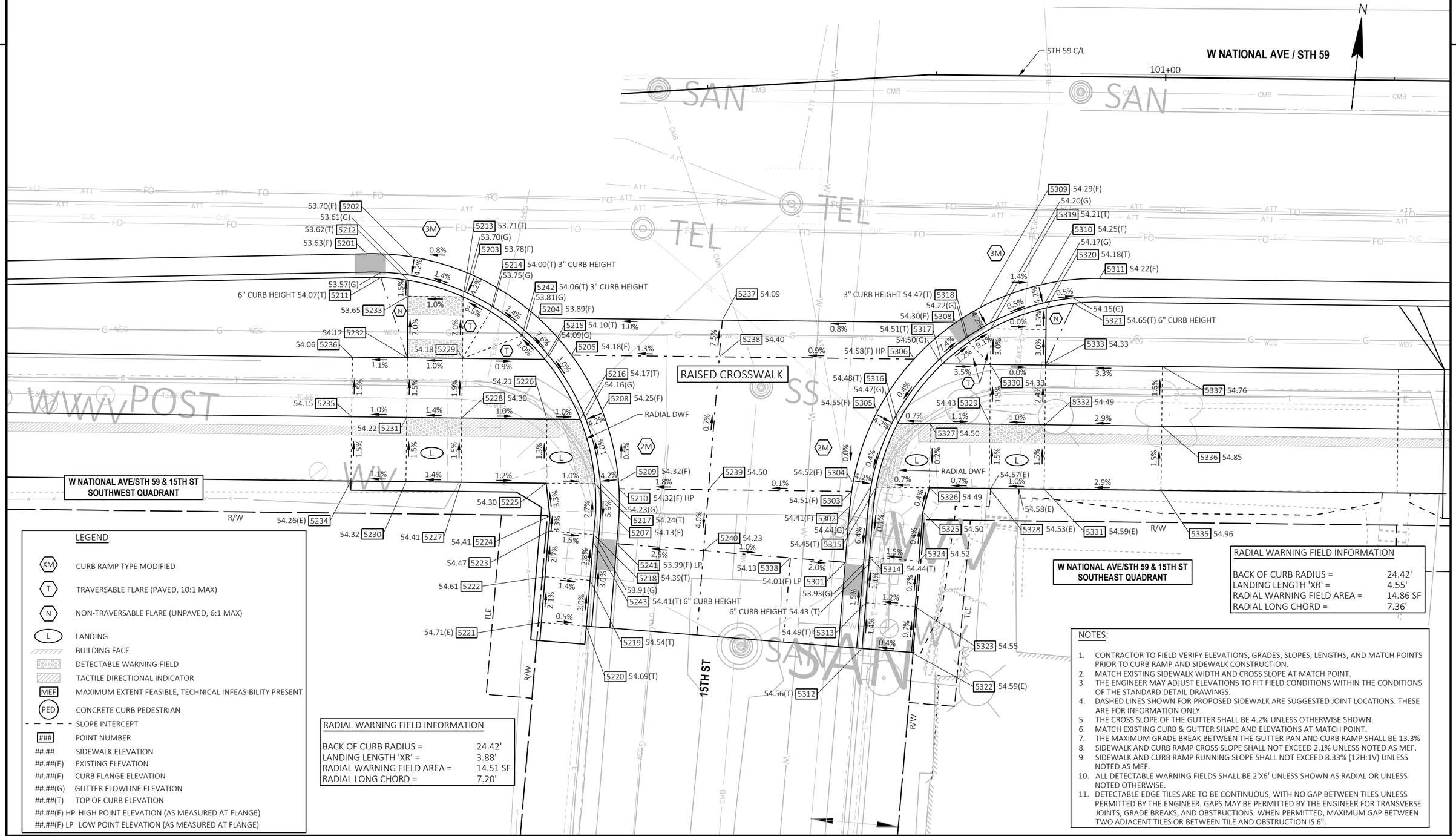

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (15TH ST) | SHEET 171 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 15N

PLOT DATE : 7/16/2026 2:37 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 24.42' |
| LANDING LENGTH 'XR' = | 3.88' |
| RADIAL WARNING FIELD AREA = | 14.51 SF |
| RADIAL LONG CHORD = | 7.20' |

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 24.42' |
| LANDING LENGTH 'XR' = | 4.55' |
| RADIAL WARNING FIELD AREA = | 14.86 SF |
| RADIAL LONG CHORD = | 7.36' |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (15TH ST) | SHEET 172 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 15S
PLOT DATE : 7/16/2026 2:37 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

| 15th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4901 | 100+17.55 | 19.00' LT | 59-CL | 379,803.05 | 2,553,521.51 |
| 4902 | 100+23.55 | 19.00' LT | 59-CL | 379,803.64 | 2,553,527.48 |
| 4903 | 100+14.55 | 21.58' LT | 59-CL | 379,805.33 | 2,553,518.27 |
| 4904 | 100+17.55 | 21.58' LT | 59-CL | 379,805.62 | 2,553,521.26 |
| 4905 | 100+23.55 | 21.58' LT | 59-CL | 379,806.21 | 2,553,527.23 |
| 4906 | 100+27.22 | 21.58' LT | 59-CL | 379,806.57 | 2,553,530.88 |
| 4907 | 100+12.55 | 28.00' LT | 59-CL | 379,811.52 | 2,553,515.66 |
| 4908 | 100+17.55 | 28.00' LT | 59-CL | 379,812.01 | 2,553,520.63 |
| 4909 | 100+23.55 | 28.00' LT | 59-CL | 379,812.60 | 2,553,526.60 |
| 4910 | 100+28.55 | 28.00' LT | 59-CL | 379,813.08 | 2,553,531.58 |
| 4911 | 100+12.55 | 34.50' LT | 59-CL | 379,817.99 | 2,553,515.02 |
| 4912 | 100+17.55 | 34.50' LT | 59-CL | 379,818.48 | 2,553,520.00 |
| 4913 | 100+23.55 | 34.50' LT | 59-CL | 379,819.07 | 2,553,525.97 |
| 4914 | 100+28.55 | 34.50' LT | 59-CL | 379,819.55 | 2,553,530.94 |
| 4915 | 100+12.55 | 41.50' LT | 59-CL | 379,824.96 | 2,553,514.34 |
| 4916 | 100+17.55 | 41.50' LT | 59-CL | 379,825.45 | 2,553,519.31 |
| 4917 | 100+23.55 | 41.50' LT | 59-CL | 379,826.03 | 2,553,525.29 |
| 4918 | 100+28.55 | 41.50' LT | 59-CL | 379,826.52 | 2,553,530.26 |
| 4919 | 100+12.55 | 45.14' LT | 59-CL | 379,828.58 | 2,553,513.98 |
| 4920 | 100+17.55 | 45.14' LT | 59-CL | 379,829.07 | 2,553,518.96 |
| 4921 | 100+23.55 | 45.12' LT | 59-CL | 379,829.63 | 2,553,524.93 |
| 4922 | 100+28.55 | 45.10' LT | 59-CL | 379,830.11 | 2,553,529.91 |

| 15th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5101 | 100+81.26 | 16.00' LT | 59-CL | 379,809.26 | 2,553,584.81 |
| 5102 | 100+87.26 | 16.00' LT | 59-CL | 379,809.85 | 2,553,590.78 |
| 5103 | 100+78.26 | 18.58' LT | 59-CL | 379,811.54 | 2,553,581.57 |
| 5104 | 100+81.26 | 18.58' LT | 59-CL | 379,811.83 | 2,553,584.55 |
| 5105 | 100+87.26 | 18.58' LT | 59-CL | 379,812.42 | 2,553,590.52 |
| 5106 | 100+90.27 | 18.57' LT | 59-CL | 379,812.69 | 2,553,593.52 |
| 5107 | 100+81.26 | 25.00' LT | 59-CL | 379,818.22 | 2,553,583.93 |
| 5108 | 100+87.26 | 25.00' LT | 59-CL | 379,818.80 | 2,553,589.90 |
| 5109 | 100+81.26 | 31.50' LT | 59-CL | 379,824.69 | 2,553,583.29 |
| 5110 | 100+87.26 | 31.50' LT | 59-CL | 379,825.27 | 2,553,589.26 |
| 5111 | 100+81.26 | 38.50' LT | 59-CL | 379,831.65 | 2,553,582.61 |
| 5112 | 100+87.26 | 38.50' LT | 59-CL | 379,832.24 | 2,553,588.58 |
| 5113 | 100+87.26 | 42.05' LT | 59-CL | 379,835.77 | 2,553,588.23 |
| 5114 | 100+95.28 | 41.99' LT | 59-CL | 379,836.49 | 2,553,596.22 |
| 5115 | 100+95.28 | 38.50' LT | 59-CL | 379,833.02 | 2,553,596.56 |
| 5116 | 100+95.28 | 31.50' LT | 59-CL | 379,826.05 | 2,553,597.25 |
| 5117 | 100+95.28 | 25.00' LT | 59-CL | 379,819.59 | 2,553,597.88 |
| 5118 | 100+76.26 | 31.50' LT | 59-CL | 379,824.20 | 2,553,578.32 |
| 5119 | 100+76.26 | 25.00' LT | 59-CL | 379,817.73 | 2,553,578.95 |

| 15th-Median-West | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 4923 | 100+17.75 | 7.15' LT | 59-CL | 379,791.28 | 2,553,522.86 |
| 4924 | 100+17.55 | 5.57' LT | 59-CL | 379,789.69 | 2,553,522.82 |
| 4926 | 100+17.55 | 2.49' RT | 59-CL | 379,781.67 | 2,553,523.61 |
| 4927 | 100+17.60 | 4.07' RT | 59-CL | 379,780.10 | 2,553,523.81 |
| 4928 | 100+23.60 | 3.89' RT | 59-CL | 379,780.87 | 2,553,529.76 |
| 4929 | 100+23.55 | 2.30' RT | 59-CL | 379,782.44 | 2,553,529.56 |
| 4930 | 100+23.55 | 4.50' LT | 59-CL | 379,789.21 | 2,553,528.90 |
| 4931 | 100+23.91 | 6.04' LT | 59-CL | 379,790.78 | 2,553,529.10 |

| 15th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5201 | 100+13.01 | 17.22' RT | 59-CL | 379,766.56 | 2,553,520.53 |
| 5202 | 100+17.94 | 17.52' RT | 59-CL | 379,766.75 | 2,553,525.46 |
| 5203 | 100+24.58 | 19.43' RT | 59-CL | 379,765.49 | 2,553,532.25 |
| 5204 | 100+31.76 | 24.00' RT | 59-CL | 379,761.65 | 2,553,539.84 |
| 5206 | 100+33.40 | 28.10' RT | 59-CL | 379,758.02 | 2,553,543.90 |
| 5207 | 100+37.41 | 46.53' RT | 59-CL | 379,740.55 | 2,553,550.98 |
| 5208 | 100+36.37 | 34.36' RT | 59-CL | 379,752.36 | 2,553,547.89 |
| 5209 | 100+37.68 | 42.22' RT | 59-CL | 379,744.84 | 2,553,550.52 |
| 5210 | 100+37.68 | 42.95' RT | 59-CL | 379,744.12 | 2,553,550.65 |
| 5211 | 100+14.55 | 19.80' RT | 59-CL | 379,764.14 | 2,553,522.31 |
| 5212 | 100+17.55 | 20.07' RT | 59-CL | 379,764.17 | 2,553,525.32 |
| 5213 | 100+23.55 | 21.80' RT | 59-CL | 379,763.03 | 2,553,531.46 |
| 5214 | 100+26.55 | 23.36' RT | 59-CL | 379,761.78 | 2,553,534.60 |
| 5215 | 100+32.54 | 28.50' RT | 59-CL | 379,757.24 | 2,553,541.07 |
| 5216 | 100+33.91 | 35.16' RT | 59-CL | 379,751.16 | 2,553,545.60 |
| 5217 | 100+35.10 | 42.26' RT | 59-CL | 379,744.36 | 2,553,547.98 |
| 5218 | 100+34.62 | 47.78' RT | 59-CL | 379,738.84 | 2,553,548.45 |
| 5219 | 100+33.91 | 52.73' RT | 59-CL | 379,733.84 | 2,553,548.59 |
| 5220 | 100+33.20 | 57.68' RT | 59-CL | 379,728.84 | 2,553,548.73 |
| 5221 | 100+32.50 | 57.17' RT | 59-CL | 379,728.70 | 2,553,543.82 |
| 5222 | 100+32.84 | 52.18' RT | 59-CL | 379,733.70 | 2,553,543.68 |
| 5223 | 100+33.02 | 47.20' RT | 59-CL | 379,738.70 | 2,553,543.53 |
| 5224 | 100+33.02 | 45.56' RT | 59-CL | 379,740.34 | 2,553,543.49 |
| 5225 | 100+32.85 | 42.00' RT | 59-CL | 379,743.84 | 2,553,542.68 |
| 5226 | 100+32.85 | 35.00' RT | 59-CL | 379,750.80 | 2,553,542.00 |
| 5227 | 100+23.55 | 42.00' RT | 59-CL | 379,742.93 | 2,553,533.43 |
| 5228 | 100+23.55 | 35.00' RT | 59-CL | 379,749.90 | 2,553,532.75 |
| 5229 | 100+23.55 | 28.50' RT | 59-CL | 379,756.37 | 2,553,532.12 |
| 5230 | 100+17.55 | 42.00' RT | 59-CL | 379,742.34 | 2,553,527.46 |
| 5231 | 100+17.55 | 35.00' RT | 59-CL | 379,749.31 | 2,553,526.78 |
| 5232 | 100+17.55 | 28.50' RT | 59-CL | 379,755.78 | 2,553,526.15 |
| 5233 | 100+17.55 | 21.80' RT | 59-CL | 379,762.45 | 2,553,525.49 |
| 5234 | 100+11.55 | 42.00' RT | 59-CL | 379,741.76 | 2,553,521.49 |
| 5235 | 100+11.55 | 35.00' RT | 59-CL | 379,748.73 | 2,553,520.81 |
| 5236 | 100+11.55 | 28.50' RT | 59-CL | 379,755.19 | 2,553,520.17 |
| 5237 | 100+50.05 | 25.31' RT | 59-CL | 379,763.61 | 2,553,559.84 |
| 5238 | 100+49.48 | 29.28' RT | 59-CL | 379,759.60 | 2,553,559.95 |
| 5239 | 100+47.42 | 43.66' RT | 59-CL | 379,745.07 | 2,553,560.36 |
| 5240 | 100+46.47 | 50.27' RT | 59-CL | 379,738.39 | 2,553,560.55 |
| 5241 | 100+37.07 | 48.93' RT | 59-CL | 379,738.12 | 2,553,551.05 |
| 5242 | 100+30.04 | 25.93' RT | 59-CL | 379,759.55 | 2,553,538.33 |
| 5243 | 100+34.51 | 48.56' RT | 59-CL | 379,738.05 | 2,553,548.47 |

| 15th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5301 | 100+61.82 | 52.47' RT | 59-CL | 379,738.83 | 2,553,576.04 |
| 5302 | 100+62.68 | 46.41' RT | 59-CL | 379,744.96 | 2,553,575.87 |
| 5303 | 100+62.96 | 44.80' RT | 59-CL | 379,746.59 | 2,553,575.87 |
| 5304 | 100+63.17 | 43.89' RT | 59-CL | 379,747.52 | 2,553,575.92 |
| 5305 | 100+66.26 | 36.35' RT | 59-CL | 379,755.47 | 2,553,577.68 |
| 5306 | 100+70.65 | 30.82' RT | 59-CL | 379,761.67 | 2,553,581.07 |
| 5308 | 100+77.37 | 27.00' RT | 59-CL | 379,766.09 | 2,553,585.13 |
| 5309 | 100+80.01 | 25.34' RT | 59-CL | 379,767.99 | 2,553,587.60 |
| 5310 | 100+86.65 | 22.76' RT | 59-CL | 379,771.21 | 2,553,593.95 |
| 5311 | 100+93.03 | 22.00' RT | 59-CL | 379,772.59 | 2,553,600.22 |
| 5312 | 100+63.07 | 61.96' RT | 59-CL | 379,729.70 | 2,553,578.89 |
| 5313 | 100+63.77 | 57.01' RT | 59-CL | 379,734.69 | 2,553,578.74 |
| 5314 | 100+64.48 | 52.06' RT | 59-CL | 379,739.69 | 2,553,578.60 |
| 5315 | 100+65.68 | 44.49' RT | 59-CL | 379,747.35 | 2,553,578.50 |
| 5316 | 100+68.47 | 37.68' RT | 59-CL | 379,754.54 | 2,553,580.09 |
| 5317 | 100+76.00 | 31.50' RT | 59-CL | 379,761.47 | 2,553,584.21 |
| 5318 | 100+78.87 | 29.10' RT | 59-CL | 379,764.14 | 2,553,586.83 |
| 5319 | 100+81.26 | 27.61' RT | 59-CL | 379,765.86 | 2,553,589.06 |
| 5320 | 100+87.26 | 25.27' RT | 59-CL | 379,768.77 | 2,553,594.80 |
| 5321 | 100+90.26 | 24.74' RT | 59-CL | 379,769.59 | 2,553,597.74 |
| 5322 | 100+68.43 | 62.73' RT | 59-CL | 379,729.85 | 2,553,584.30 |
| 5323 | 100+69.14 | 57.78' RT | 59-CL | 379,734.85 | 2,553,584.16 |
| 5324 | 100+69.85 | 52.83' RT | 59-CL | 379,739.84 | 2,553,584.02 |
| 5325 | 100+70.60 | 47.54' RT | 59-CL | 379,745.18 | 2,553,583.87 |
| 5326 | 100+71.48 | 44.92' RT | 59-CL | 379,747.92 | 2,553,584.28 |
| 5327 | 100+71.99 | 37.94' RT | 59-CL | 379,754.88 | 2,553,583.60 |
| 5328 | 100+81.26 | 45.00' RT | 59-CL | 379,748.55 | 2,553,590.76 |
| 5329 | 100+81.26 | 38.00' RT | 59-CL | 379,755.52 | 2,553,590.07 |
| 5330 | 100+81.26 | 31.50' RT | 59-CL | 379,761.99 | 2,553,589.44 |
| 5331 | 100+87.26 | 45.00' RT | 59-CL | 379,749.14 | 2,553,596.73 |
| 5332 | 100+87.26 | 38.00' RT | 59-CL | 379,756.10 | 2,553,596.05 |
| 5333 | 100+87.26 | 31.50' RT | 59-CL | 379,762.57 | 2,553,595.41 |
| 5334 | 100+87.26 | 27.61' RT | 59-CL | 379,766.45 | 2,553,595.03 |
| 5335 | 101+00.00 | 45.00' RT | 59-CL | 379,750.38 | 2,553,609.41 |
| 5336 | 101+00.00 | 38.00' RT | 59-CL | 379,757.35 | 2,553,608.73 |
| 5337 | 101+00.00 | 31.50' RT | 59-CL | 379,763.82 | 2,553,608.09 |
| 5338 | 100+55.88 | 51.62' RT | 59-CL | 379,738.66 | 2,553,570.05 |

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NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

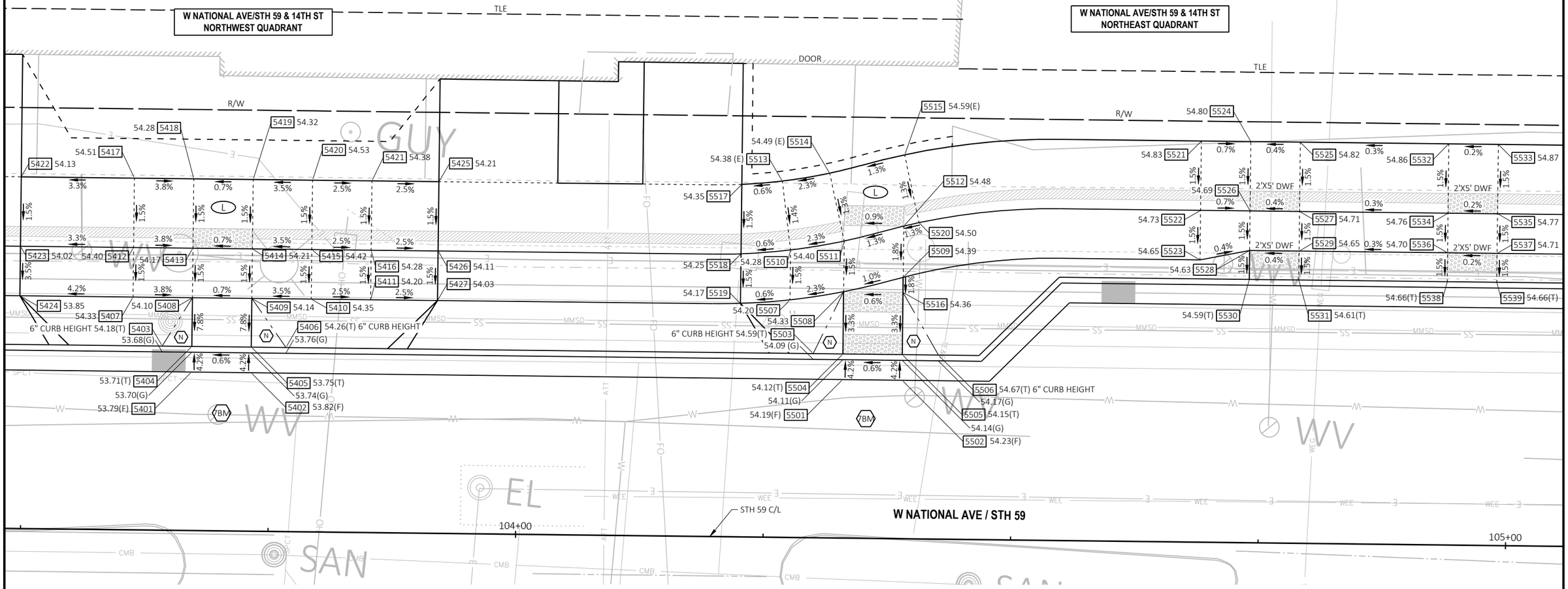
LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

W NATIONAL AVE/STH 59 & 14TH ST
NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 14TH ST
NORTHEAST QUADRANT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (14TH ST) | SHEET 174 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 14N

PLOT DATE : 7/16/2026 2:39 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

W NATIONAL AVE / STH 59

STH 59 C/L

104+00

N

54.59(F) 5602
54.58(F) 5601
54.50(G)
54.51(T) 5610
54.49(G)
6" CURB HEIGHT 54.99(T) 5609
54.72(T) 5632
54.79 5634
54.89 5636
54.99 5638
55.20(E) 5640
5641 55.22(E)
55.28(E) 5650
55.31(E) 5651
55.19 5620
55.47 (E) 5631
55.31 (E) 5621
55.28 (E) 5622
5633 54.76(T)
54.88(T) 5642
5643 54.92(T)
54.55 5616
5635 54.83
54.95 5644
54.99 5645
55.07 5652
54.72 5617
5637 54.93
55.05 5646
55.09 5647
55.17 5653
54.95 5618
54.86 5625
5639 55.03
55.16 5648
55.19 5649
55.27 5654
55.00 5619
54.91 5624
55.33 5655
55.25(E) 5630
55.10 5623
5611 54.56(T)
54.55(G)
5603 54.64(F)
8.6%
5626 54.74
5628 54.74(T) 2" CURB HEIGHT
54.57(G)
7.0%
5612 54.60(T)
54.59(G)
5613 54.65(T)
54.64(G)
5605 54.72(F)
5606 54.74(F)
5607 54.76(F)
5608 54.78(F) HP
54.70(G)
5614 54.71(T)
54.62(G)
5615 55.12(T) 6" CURB HEIGHT
54.50(F) 5709
54.48(F) 5708
54.40(G)
54.41(T) 5719
54.47(T) LP 5718
54.38(G)
6" CURB HEIGHT 54.88 (T)
54.50(F) 5707
6" CURB HEIGHT 55.05(T) 5717
54.56(G)
54.61(T) 5716
54.60(G)
54.73(T) 5715
54.72(G)
54.80(F) 5705
54.92(F) 5704
54.92(F) 5703
54.83(G)
54.84(T) 5714
54.98(F) HP 5702
54.88(G)
6" CURB HEIGHT 55.38 (T)
54.61(F) LP 5701
54.54(G)
55.04(T)
5710 54.52(F)
54.43(G)
5720 54.44(T)
5706 54.61(F) HP
5711 54.58(F)
5712 54.56(F)
54.48(G)
54.98(T)
54.48(F) 5713
54.40(G)
54.90(T)
54.46(G)
5721 54.96(T) 6" CURB HEIGHT
5737 54.47
5736 54.70
5740 54.76
54.74 5730
54.64 5733
54.65 5726
54.79 5725
54.84 5729
54.74 5732
5735 54.80
5739 54.86
5738 54.96
5722 54.84
5724 54.89
5728 54.94
5734 54.90
5731 54.84
5727 55.03(E)
5723 54.92(E)

W NATIONAL AVE/STH 59 & 14TH ST
SOUTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 14TH ST
SOUTHEAST QUADRANT

14TH ST

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

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- TACTILE DIRECTIONAL INDICATOR
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- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (14TH ST) | SHEET 175 | E |
|---|---|---|---|---|---|

| 14th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5401 | 103+67.09 | 16.00' LT | 59-CL | 379,837.15 | 2,553,869.27 |
| 5402 | 103+73.09 | 16.00' LT | 59-CL | 379,837.74 | 2,553,875.24 |
| 5403 | 103+64.09 | 18.58' LT | 59-CL | 379,839.43 | 2,553,866.03 |
| 5404 | 103+67.09 | 18.58' LT | 59-CL | 379,839.72 | 2,553,869.02 |
| 5405 | 103+73.09 | 18.58' LT | 59-CL | 379,840.31 | 2,553,874.99 |
| 5406 | 103+76.59 | 18.58' LT | 59-CL | 379,840.65 | 2,553,878.47 |
| 5407 | 103+61.09 | 23.50' LT | 59-CL | 379,844.03 | 2,553,862.57 |
| 5408 | 103+67.09 | 23.50' LT | 59-CL | 379,844.62 | 2,553,868.54 |
| 5409 | 103+73.09 | 23.50' LT | 59-CL | 379,845.20 | 2,553,874.51 |
| 5410 | 103+79.09 | 23.50' LT | 59-CL | 379,845.79 | 2,553,880.48 |
| 5411 | 103+85.09 | 23.50' LT | 59-CL | 379,846.37 | 2,553,886.45 |
| 5412 | 103+61.09 | 28.50' LT | 59-CL | 379,849.01 | 2,553,862.08 |
| 5413 | 103+67.09 | 28.50' LT | 59-CL | 379,849.59 | 2,553,868.05 |
| 5414 | 103+73.09 | 28.50' LT | 59-CL | 379,850.18 | 2,553,874.02 |
| 5415 | 103+79.09 | 28.50' LT | 59-CL | 379,850.76 | 2,553,879.99 |
| 5416 | 103+85.09 | 28.50' LT | 59-CL | 379,851.35 | 2,553,885.96 |
| 5417 | 103+61.09 | 35.50' LT | 59-CL | 379,855.97 | 2,553,861.39 |
| 5418 | 103+67.09 | 35.50' LT | 59-CL | 379,856.56 | 2,553,867.37 |
| 5419 | 103+73.09 | 35.50' LT | 59-CL | 379,857.15 | 2,553,873.34 |
| 5420 | 103+79.09 | 35.50' LT | 59-CL | 379,857.73 | 2,553,879.31 |
| 5421 | 103+85.09 | 35.50' LT | 59-CL | 379,858.32 | 2,553,885.28 |
| 5422 | 103+49.65 | 35.50' LT | 59-CL | 379,854.86 | 2,553,850.01 |
| 5423 | 103+49.65 | 28.50' LT | 59-CL | 379,847.89 | 2,553,850.70 |
| 5424 | 103+49.65 | 23.50' LT | 59-CL | 379,842.92 | 2,553,851.19 |
| 5425 | 103+91.85 | 35.50' LT | 59-CL | 379,858.98 | 2,553,892.01 |
| 5426 | 103+91.85 | 28.50' LT | 59-CL | 379,852.01 | 2,553,892.70 |
| 5427 | 103+91.85 | 23.50' LT | 59-CL | 379,847.03 | 2,553,893.18 |

| 14th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5501 | 104+32.86 | 16.00' LT | 59-CL | 379,843.57 | 2,553,934.72 |
| 5502 | 104+38.86 | 16.00' LT | 59-CL | 379,844.16 | 2,553,940.69 |
| 5503 | 104+29.86 | 18.58' LT | 59-CL | 379,845.85 | 2,553,931.48 |
| 5504 | 104+32.86 | 18.58' LT | 59-CL | 379,846.14 | 2,553,934.47 |
| 5505 | 104+38.86 | 18.58' LT | 59-CL | 379,846.73 | 2,553,940.44 |
| 5506 | 104+42.50 | 18.58' LT | 59-CL | 379,847.08 | 2,553,944.07 |
| 5507 | 104+27.45 | 23.97' LT | 59-CL | 379,850.98 | 2,553,928.56 |
| 5508 | 104+32.86 | 24.86' LT | 59-CL | 379,852.39 | 2,553,933.86 |
| 5509 | 104+38.86 | 26.39' LT | 59-CL | 379,854.50 | 2,553,939.68 |
| 5510 | 104+27.45 | 29.01' LT | 59-CL | 379,856.00 | 2,553,928.07 |
| 5511 | 104+32.86 | 29.98' LT | 59-CL | 379,857.48 | 2,553,933.36 |
| 5512 | 104+38.86 | 31.56' LT | 59-CL | 379,859.64 | 2,553,939.17 |
| 5513 | 104+26.53 | 35.95' LT | 59-CL | 379,862.81 | 2,553,926.48 |
| 5514 | 104+31.31 | 36.81' LT | 59-CL | 379,864.13 | 2,553,931.15 |
| 5515 | 104+38.86 | 38.75' LT | 59-CL | 379,866.80 | 2,553,938.47 |
| 5516 | 104+38.86 | 24.86' LT | 59-CL | 379,852.98 | 2,553,939.83 |
| 5517 | 104+22.45 | 35.58' LT | 59-CL | 379,862.04 | 2,553,922.45 |
| 5518 | 104+22.45 | 28.57' LT | 59-CL | 379,855.06 | 2,553,923.14 |
| 5519 | 104+22.45 | 23.56' LT | 59-CL | 379,850.08 | 2,553,923.62 |
| 5520 | 104+40.39 | 31.92' LT | 59-CL | 379,860.15 | 2,553,940.66 |
| 5521 | 104+68.81 | 40.50' LT | 59-CL | 379,871.46 | 2,553,968.12 |
| 5522 | 104+68.81 | 33.50' LT | 59-CL | 379,864.50 | 2,553,968.80 |
| 5523 | 104+68.81 | 28.50' LT | 59-CL | 379,859.52 | 2,553,969.29 |
| 5524 | 104+73.81 | 40.50' LT | 59-CL | 379,871.95 | 2,553,973.09 |
| 5525 | 104+78.81 | 40.50' LT | 59-CL | 379,872.44 | 2,553,978.07 |
| 5526 | 104+73.81 | 33.50' LT | 59-CL | 379,864.99 | 2,553,973.78 |
| 5527 | 104+78.81 | 33.50' LT | 59-CL | 379,865.47 | 2,553,978.75 |
| 5528 | 104+73.81 | 29.50' LT | 59-CL | 379,861.00 | 2,553,974.17 |
| 5529 | 104+78.81 | 29.50' LT | 59-CL | 379,861.49 | 2,553,979.14 |
| 5530 | 104+73.81 | 26.58' LT | 59-CL | 379,858.10 | 2,553,974.45 |
| 5531 | 104+78.81 | 26.58' LT | 59-CL | 379,858.59 | 2,553,979.43 |
| 5532 | 104+93.81 | 40.50' LT | 59-CL | 379,873.90 | 2,553,993.00 |
| 5533 | 104+98.81 | 40.50' LT | 59-CL | 379,874.39 | 2,553,997.97 |
| 5534 | 104+93.81 | 33.50' LT | 59-CL | 379,866.94 | 2,553,993.68 |
| 5535 | 104+98.81 | 33.50' LT | 59-CL | 379,867.42 | 2,553,998.66 |
| 5536 | 104+93.81 | 29.50' LT | 59-CL | 379,862.96 | 2,553,994.07 |
| 5537 | 104+98.81 | 29.50' LT | 59-CL | 379,863.44 | 2,553,999.05 |
| 5538 | 104+93.81 | 26.58' LT | 59-CL | 379,860.05 | 2,553,994.35 |
| 5539 | 104+98.81 | 26.58' LT | 59-CL | 379,860.54 | 2,553,999.33 |

2

| 14th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5601 | 103+66.13 | 24.00' RT | 59-CL | 379,797.25 | 2,553,872.22 |
| 5602 | 103+67.29 | 24.04' RT | 59-CL | 379,797.32 | 2,553,873.37 |
| 5603 | 103+74.50 | 26.55' RT | 59-CL | 379,795.53 | 2,553,880.80 |
| 5605 | 103+81.09 | 37.79' RT | 59-CL | 379,784.98 | 2,553,888.45 |
| 5606 | 103+81.09 | 40.12' RT | 59-CL | 379,782.67 | 2,553,888.68 |
| 5607 | 103+80.88 | 42.89' RT | 59-CL | 379,779.89 | 2,553,888.75 |
| 5608 | 103+80.71 | 45.19' RT | 59-CL | 379,777.58 | 2,553,888.80 |
| 5609 | 103+64.09 | 26.58' RT | 59-CL | 379,794.48 | 2,553,870.44 |
| 5610 | 103+67.09 | 26.62' RT | 59-CL | 379,794.74 | 2,553,873.43 |
| 5611 | 103+73.06 | 28.69' RT | 59-CL | 379,793.26 | 2,553,879.57 |
| 5612 | 103+76.03 | 31.50' RT | 59-CL | 379,790.75 | 2,553,882.80 |
| 5613 | 103+78.51 | 38.00' RT | 59-CL | 379,784.53 | 2,553,885.91 |
| 5614 | 103+78.14 | 45.00' RT | 59-CL | 379,777.52 | 2,553,886.22 |
| 5615 | 103+77.66 | 51.40' RT | 59-CL | 379,771.11 | 2,553,886.36 |
| 5616 | 103+67.09 | 28.69' RT | 59-CL | 379,792.67 | 2,553,873.63 |
| 5617 | 103+67.09 | 31.50' RT | 59-CL | 379,789.88 | 2,553,873.90 |
| 5618 | 103+67.09 | 38.00' RT | 59-CL | 379,783.41 | 2,553,874.54 |
| 5619 | 103+67.09 | 45.00' RT | 59-CL | 379,776.44 | 2,553,875.22 |
| 5620 | 103+66.67 | 50.58' RT | 59-CL | 379,770.85 | 2,553,875.35 |
| 5621 | 103+66.25 | 56.15' RT | 59-CL | 379,765.26 | 2,553,875.48 |
| 5622 | 103+72.23 | 56.60' RT | 59-CL | 379,765.40 | 2,553,881.48 |
| 5623 | 103+72.65 | 51.03' RT | 59-CL | 379,770.99 | 2,553,881.35 |
| 5624 | 103+73.10 | 45.00' RT | 59-CL | 379,777.03 | 2,553,881.21 |
| 5625 | 103+73.08 | 38.00' RT | 59-CL | 379,784.00 | 2,553,880.51 |
| 5626 | 103+73.07 | 31.50' RT | 59-CL | 379,790.46 | 2,553,879.85 |
| 5628 | 103+74.66 | 29.97' RT | 59-CL | 379,792.14 | 2,553,881.29 |
| 5630 | 103+63.61 | 48.99' RT | 59-CL | 379,772.13 | 2,553,872.15 |
| 5631 | 103+63.10 | 56.04' RT | 59-CL | 379,765.07 | 2,553,872.33 |
| 5632 | 103+28.09 | 26.58' RT | 59-CL | 379,790.97 | 2,553,834.61 |
| 5633 | 103+33.09 | 26.58' RT | 59-CL | 379,791.46 | 2,553,839.59 |
| 5634 | 103+28.09 | 31.50' RT | 59-CL | 379,786.07 | 2,553,835.09 |
| 5635 | 103+33.09 | 31.50' RT | 59-CL | 379,786.56 | 2,553,840.07 |
| 5636 | 103+28.09 | 38.00' RT | 59-CL | 379,779.61 | 2,553,835.72 |
| 5637 | 103+33.09 | 38.00' RT | 59-CL | 379,780.09 | 2,553,840.70 |
| 5638 | 103+28.09 | 45.00' RT | 59-CL | 379,772.64 | 2,553,836.41 |
| 5639 | 103+33.09 | 45.00' RT | 59-CL | 379,773.13 | 2,553,841.38 |
| 5640 | 103+28.09 | 48.93' RT | 59-CL | 379,768.72 | 2,553,836.79 |
| 5641 | 103+33.09 | 48.94' RT | 59-CL | 379,769.20 | 2,553,841.77 |
| 5642 | 103+48.09 | 26.58' RT | 59-CL | 379,792.92 | 2,553,854.51 |
| 5643 | 103+53.09 | 26.58' RT | 59-CL | 379,793.41 | 2,553,859.49 |
| 5644 | 103+48.09 | 31.50' RT | 59-CL | 379,788.03 | 2,553,854.99 |
| 5645 | 103+53.09 | 31.50' RT | 59-CL | 379,788.51 | 2,553,859.97 |
| 5646 | 103+48.09 | 38.00' RT | 59-CL | 379,781.56 | 2,553,855.63 |
| 5647 | 103+53.09 | 38.00' RT | 59-CL | 379,782.05 | 2,553,860.60 |
| 5648 | 103+48.09 | 45.00' RT | 59-CL | 379,774.59 | 2,553,856.31 |
| 5649 | 103+53.09 | 45.00' RT | 59-CL | 379,775.08 | 2,553,861.29 |

| 14th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5650 | 103+48.09 | 48.96' RT | 59-CL | 379,770.64 | 2,553,856.70 |
| 5651 | 103+53.09 | 48.98' RT | 59-CL | 379,771.12 | 2,553,861.68 |
| 5652 | 103+61.09 | 31.50' RT | 59-CL | 379,789.29 | 2,553,867.93 |
| 5653 | 103+61.09 | 38.00' RT | 59-CL | 379,782.83 | 2,553,868.57 |
| 5654 | 103+61.09 | 45.00' RT | 59-CL | 379,775.86 | 2,553,869.25 |
| 5655 | 103+61.09 | 48.99' RT | 59-CL | 379,771.89 | 2,553,869.64 |

| 14th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5701 | 104+12.56 | 55.15' RT | 59-CL | 379,770.78 | 2,553,921.46 |
| 5702 | 104+08.62 | 50.85' RT | 59-CL | 379,774.68 | 2,553,917.12 |
| 5703 | 104+09.06 | 45.00' RT | 59-CL | 379,780.54 | 2,553,916.99 |
| 5704 | 104+09.07 | 44.78' RT | 59-CL | 379,780.76 | 2,553,916.98 |
| 5705 | 104+11.03 | 36.98' RT | 59-CL | 379,788.72 | 2,553,918.17 |
| 5706 | 104+55.88 | 16.35' RT | 59-CL | 379,813.62 | 2,553,960.79 |
| 5707 | 104+26.60 | 22.99' RT | 59-CL | 379,804.16 | 2,553,932.30 |
| 5708 | 104+32.09 | 21.29' RT | 59-CL | 379,806.39 | 2,553,937.60 |
| 5709 | 104+34.75 | 20.47' RT | 59-CL | 379,807.46 | 2,553,940.16 |
| 5710 | 104+38.18 | 19.47' RT | 59-CL | 379,808.79 | 2,553,943.48 |
| 5711 | 104+64.30 | 16.00' RT | 59-CL | 379,814.79 | 2,553,969.14 |
| 5712 | 104+70.13 | 16.00' RT | 59-CL | 379,815.36 | 2,553,974.94 |
| 5713 | 104+76.13 | 22.00' RT | 59-CL | 379,809.98 | 2,553,981.50 |
| 5714 | 104+11.65 | 45.00' RT | 59-CL | 379,780.79 | 2,553,919.57 |
| 5715 | 104+13.40 | 38.00' RT | 59-CL | 379,787.93 | 2,553,920.63 |
| 5716 | 104+17.67 | 31.50' RT | 59-CL | 379,794.82 | 2,553,924.24 |
| 5717 | 104+19.63 | 29.65' RT | 59-CL | 379,796.84 | 2,553,926.01 |
| 5718 | 104+29.09 | 22.22' RT | 59-CL | 379,805.17 | 2,553,934.71 |
| 5719 | 104+32.86 | 23.76' RT | 59-CL | 379,804.01 | 2,553,938.60 |
| 5720 | 104+38.86 | 21.96' RT | 59-CL | 379,806.37 | 2,553,944.40 |
| 5721 | 104+41.86 | 21.20' RT | 59-CL | 379,807.42 | 2,553,947.31 |
| 5722 | 104+13.40 | 45.00' RT | 59-CL | 379,780.96 | 2,553,921.31 |
| 5723 | 104+20.07 | 50.32' RT | 59-CL | 379,776.32 | 2,553,928.47 |
| 5724 | 104+20.84 | 45.00' RT | 59-CL | 379,781.69 | 2,553,928.72 |
| 5725 | 104+20.84 | 38.00' RT | 59-CL | 379,788.66 | 2,553,928.03 |
| 5726 | 104+20.84 | 31.50' RT | 59-CL | 379,795.13 | 2,553,927.40 |
| 5727 | 104+26.42 | 50.79' RT | 59-CL | 379,776.47 | 2,553,934.84 |
| 5728 | 104+26.86 | 45.00' RT | 59-CL | 379,782.28 | 2,553,934.70 |
| 5729 | 104+26.86 | 38.00' RT | 59-CL | 379,789.24 | 2,553,934.02 |
| 5730 | 104+26.86 | 31.50' RT | 59-CL | 379,795.71 | 2,553,933.39 |
| 5731 | 104+32.86 | 45.00' RT | 59-CL | 379,782.86 | 2,553,940.67 |
| 5732 | 104+32.86 | 38.00' RT | 59-CL | 379,789.83 | 2,553,939.99 |
| 5733 | 104+32.86 | 31.50' RT | 59-CL | 379,796.30 | 2,553,939.36 |
| 5734 | 104+38.86 | 45.00' RT | 59-CL | 379,783.45 | 2,553,946.65 |
| 5735 | 104+38.86 | 38.00' RT | 59-CL | 379,790.41 | 2,553,945.96 |
| 5736 | 104+38.86 | 31.50' RT | 59-CL | 379,796.88 | 2,553,945.33 |
| 5737 | 104+38.86 | 23.76' RT | 59-CL | 379,804.59 | 2,553,944.57 |
| 5738 | 104+44.86 | 45.00' RT | 59-CL | 379,784.03 | 2,553,952.62 |
| 5739 | 104+44.86 | 38.00' RT | 59-CL | 379,791.00 | 2,553,951.93 |
| 5740 | 104+44.86 | 31.50' RT | 59-CL | 379,797.47 | 2,553,951.30 |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 12.42' |
| LANDING LENGTH 'XR' = | 8.61' |
| RADIAL WARNING FIELD AREA = | 18.55 SF |
| RADIAL LONG CHORD = | 8.93' |

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

W NATIONAL AVE/STH 59 & 12TH ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 12TH ST NORTHEAST QUADRANT

12TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

111+00

5817 53.65(E)
5814 53.56(E)
5818 54.04
5815 53.95
5809 55.66(T) 6" CURB HEIGHT
55.16(G)
5801 54.98(F)
5816 55.30
5810 55.21(T)
55.20(G)
5802 55.28(F)
RADIAL DWF
5811 55.32(T)
55.31(G)
5803 55.39(F)
5804 55.41(F)
5805 55.44(F)
5812 55.41(T)
55.41(G)
5806 55.48(F)
5824 55.61
5822 55.56
5819 55.39
5820 55.42
5829 56.18
5828 56.09
5825 55.52
5823 55.47
5821 55.43
5827 56.02
5813 55.44(T)
55.43(G)
5807 55.51(F)
5830 6" CURB HEIGHT
55.98(T)
55.48(G)

5939 53.82(E)
5925 53.52(E)
5919 53.40(E)
5920 53.87
5901 53.81(F)
54.33(T)
53.80(G)
5926 53.95
5902 54.51(F)
55.01(T)
54.51(G)
5942 55.18(E)
5903 55.05(F)
5911 55.30(T)
5904 55.37(F)
55.29(G)
5910 55.73(T)
6" CURB HEIGHT
55.23(G)
5922 55.35
5927 55.58
5921 55.49
5930 55.87
5943 55.87(E)
5940 55.78
55.79 (E)
5933 55.81
5936 55.96
5923 55.60
5928 55.69
5931 55.76
5934 55.71
5937 55.86
55.68 5932
5905 55.53(F)
55.45(G)
5912 55.46(T)
5906 55.61(F) HP
5929 55.61
5935 55.63
5938 55.78
5913 55.51(T)
55.50(G)
5924 55.52
5914 55.47(G)
6" CURB HEIGHT 55.97(T)
5915 6" CURB HEIGHT
55.87(T)
55.37(G)
5907 55.46(F)
5916 55.36(T)
55.35(G)
5908 55.43(F)
5918 55.77(T) 6" CURB HEIGHT
55.27(G)
5917 55.31(T)
55.30(G)
5909 55.39(F)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (12TH ST) | SHEET 178 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 12N
PLOT DATE : 7/16/2026 2:42 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

W NATIONAL AVE / STH 59

STH 59 C/L

111+00

N

55.62(F) 6101
55.53(G)
55.54(T) 6110
55.52(G)
55.81(T) 6109
3M
6102 55.65(F)
6103 55.65(F)
55.56(G)
6111 55.57(T)
55.58(G)
6112 56.08(T) 6" CURB HEIGHT
4.2%
0.5%
6.1%
N
6113 56.17(T) 6" CURB HEIGHT
55.67(G)
6114 55.74(T)
55.73(G)
1.5%
56.14 6126
56.23 6133
56.18 6120
6123 56.21
56.04 6131
6115 55.83(T)
55.82(G)
6105 55.90(F)
0.7%
0.5%
1.7%
5.5%
56.31 6134
56.26 6119
6122 56.29
56.32 6125
56.24 6130
3.5%
4.0%
5.0%
2M
L
2'X7' DWF
0.3%
1.3%
6106 56.01(F)
55.93(G)
55.93 6132
6116 55.94(T)
6129 56.34
6107 56.06(F)
55.98(G)
6117 56.48(T) 6" CURB HEIGHT
R/W
56.41 6135
56.36 6118
56.39 6121
56.42 6124
TLE
1.5%
1.3%
2.2%
56.85 (E) 6127
56.71 (E) 6128
60"
12TH ST
55.54(F) 6207
55.49(G)
55.50(T) 6225
55.55 6220
55.51(G)
2" CURB HEIGHT 55.68(T) 6241
55.53(G)
55.54(T) 6224
55.61(F) 6205
55.58(G)
55.59(T) 6217
55.65(F) 6204
55.67(T) 6223
55.66(G)
55.70(F) 6203
0.8%
0.1%
55.79(F) 6202
55.75(G)
55.76(T) 6222
55.86(F) 6201
55.82(G)
3" CURB HEIGHT 56.07 (T)
55.77 6210
6208 55.49(F)
55.45(G)
6226 55.46(T)
6244 55.47
55.42(G)
6227 55.92(T)
6" CURB HEIGHT
6209 55.35(F)
0.9%
0.8%
4.0%
6233 56.00
6230 55.52
6229 55.72
55.75 6219
6213 55.70
6216 55.73
6232 56.07
3.0%
55.85 6218
6228 55.82
6231 56.16
6212 55.81
6235 55.86
6236 55.88
6237 55.85
6215 55.84
6243 55.85
6238 56.18
3.9%
5.6%
7.5%
2.5%
6211 56.33(E)
6234 56.73(E)
6214 56.58(E)
TLE
R/W

W NATIONAL AVE/STH 59 & 12TH ST
SOUTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 12TH ST
SOUTHEAST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

| | |
|---|---|
| XM | CURB RAMP TYPE MODIFIED |
| T | TRAVERSABLE FLARE (PAVED, 10:1 MAX) |
| N | NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX) |
| L | LANDING |
| | BUILDING FACE |
| | DETECTABLE WARNING FIELD |
| | TACTILE DIRECTIONAL INDICATOR |
| MEF | MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT |
| PED | CONCRETE CURB PEDESTRIAN |
| | SLOPE INTERCEPT |
| ### | POINT NUMBER |
| ##.## | SIDEWALK ELEVATION |
| ##.##(E) | EXISTING ELEVATION |
| ##.##(F) | CURB FLANGE ELEVATION |
| ##.##(G) | GUTTER FLOWLINE ELEVATION |
| ##.##(T) | TOP OF CURB ELEVATION |
| ##.##(F) HP | HIGH POINT ELEVATION (AS MEASURED AT FLANGE) |
| ##.##(F) LP | LOW POINT ELEVATION (AS MEASURED AT FLANGE) |

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (12TH ST) | SHEET 179 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 12S

PLOT DATE : 7/16/2026 2:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

| 12th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5801 | 110+60.22 | 40.46' LT | 59-CL | 379,894.29 | 2,554,565.97 |
| 5802 | 110+59.33 | 33.61' LT | 59-CL | 379,887.53 | 2,554,564.52 |
| 5803 | 110+52.14 | 25.56' LT | 59-CL | 379,880.12 | 2,554,556.68 |
| 5804 | 110+50.59 | 24.88' LT | 59-CL | 379,879.56 | 2,554,555.07 |
| 5805 | 110+44.78 | 22.69' LT | 59-CL | 379,877.87 | 2,554,549.10 |
| 5806 | 110+38.81 | 20.51' LT | 59-CL | 379,875.71 | 2,554,540.81 |
| 5807 | 110+32.73 | 19.30' LT | 59-CL | 379,874.36 | 2,554,534.76 |
| 5808 | 109+96.58 | 16.00' LT | 59-CL | 379,870.31 | 2,554,498.68 |
| 5809 | 110+57.65 | 37.61' LT | 59-CL | 379,891.67 | 2,554,563.17 |
| 5810 | 110+56.91 | 34.52' LT | 59-CL | 379,888.65 | 2,554,562.18 |
| 5811 | 110+50.96 | 27.86' LT | 59-CL | 379,882.51 | 2,554,555.70 |
| 5812 | 110+38.27 | 23.04' LT | 59-CL | 379,878.22 | 2,554,540.22 |
| 5813 | 110+32.27 | 21.84' LT | 59-CL | 379,876.89 | 2,554,534.24 |
| 5814 | 110+51.93 | 61.17' LT | 59-CL | 379,915.62 | 2,554,559.45 |
| 5815 | 110+51.70 | 54.30' LT | 59-CL | 379,908.79 | 2,554,558.64 |
| 5816 | 110+50.83 | 33.88' LT | 59-CL | 379,888.52 | 2,554,556.07 |
| 5817 | 110+45.96 | 60.55' LT | 59-CL | 379,915.50 | 2,554,553.45 |
| 5818 | 110+45.71 | 54.56' LT | 59-CL | 379,909.55 | 2,554,552.69 |
| 5819 | 110+44.80 | 33.25' LT | 59-CL | 379,888.39 | 2,554,550.00 |
| 5820 | 110+44.16 | 33.07' LT | 59-CL | 379,888.35 | 2,554,547.98 |
| 5821 | 110+44.16 | 27.08' LT | 59-CL | 379,882.35 | 2,554,548.11 |
| 5822 | 110+38.27 | 33.00' LT | 59-CL | 379,888.18 | 2,554,540.01 |
| 5823 | 110+38.27 | 27.00' LT | 59-CL | 379,882.18 | 2,554,540.13 |
| 5824 | 110+32.27 | 33.00' LT | 59-CL | 379,888.06 | 2,554,534.01 |
| 5825 | 110+32.27 | 27.00' LT | 59-CL | 379,882.06 | 2,554,534.13 |
| 5827 | 110+20.27 | 22.00' LT | 59-CL | 379,876.81 | 2,554,522.24 |
| 5828 | 110+20.27 | 27.00' LT | 59-CL | 379,881.81 | 2,554,522.14 |
| 5829 | 110+20.27 | 33.00' LT | 59-CL | 379,887.80 | 2,554,522.01 |
| 5830 | 110+21.74 | 20.19' LT | 59-CL | 379,875.03 | 2,554,523.75 |

| 12th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 5901 | 111+00.72 | 57.06' LT | 59-CL | 379,907.45 | 2,554,607.72 |
| 5902 | 110+95.37 | 50.47' LT | 59-CL | 379,901.33 | 2,554,601.84 |
| 5903 | 110+95.98 | 44.68' LT | 59-CL | 379,895.50 | 2,554,601.96 |
| 5904 | 110+97.58 | 38.10' LT | 59-CL | 379,888.81 | 2,554,603.01 |
| 5905 | 111+02.10 | 30.72' LT | 59-CL | 379,881.08 | 2,554,606.89 |
| 5906 | 111+05.10 | 27.85' LT | 59-CL | 379,877.97 | 2,554,609.64 |
| 5907 | 111+25.78 | 22.00' LT | 59-CL | 379,871.01 | 2,554,627.48 |
| 5908 | 111+30.03 | 22.00' LT | 59-CL | 379,871.10 | 2,554,631.73 |
| 5909 | 111+36.03 | 22.00' LT | 59-CL | 379,871.23 | 2,554,637.73 |
| 5910 | 110+99.06 | 41.96' LT | 59-CL | 379,892.54 | 2,554,604.81 |
| 5911 | 110+99.99 | 39.04' LT | 59-CL | 379,889.55 | 2,554,605.48 |
| 5912 | 111+04.04 | 32.43' LT | 59-CL | 379,882.63 | 2,554,608.97 |
| 5913 | 111+09.43 | 27.97' LT | 59-CL | 379,877.73 | 2,554,613.97 |
| 5914 | 111+11.82 | 26.74' LT | 59-CL | 379,876.31 | 2,554,616.25 |
| 5915 | 111+26.53 | 24.58' LT | 59-CL | 379,873.61 | 2,554,628.17 |
| 5916 | 111+30.03 | 24.58' LT | 59-CL | 379,873.68 | 2,554,631.67 |
| 5917 | 111+36.03 | 24.58' LT | 59-CL | 379,873.81 | 2,554,637.67 |
| 5918 | 111+39.53 | 24.58' LT | 59-CL | 379,873.88 | 2,554,641.17 |
| 5919 | 111+06.06 | 66.80' LT | 59-CL | 379,916.71 | 2,554,613.86 |
| 5920 | 111+06.72 | 60.81' LT | 59-CL | 379,910.68 | 2,554,614.01 |
| 5921 | 111+09.00 | 39.99' LT | 59-CL | 379,889.74 | 2,554,614.54 |
| 5922 | 111+03.30 | 39.39' LT | 59-CL | 379,889.62 | 2,554,608.82 |
| 5923 | 111+09.73 | 33.03' LT | 59-CL | 379,882.75 | 2,554,614.69 |
| 5924 | 111+10.25 | 28.05' LT | 59-CL | 379,877.75 | 2,554,614.79 |
| 5925 | 111+12.03 | 67.43' LT | 59-CL | 379,916.83 | 2,554,619.86 |
| 5926 | 111+12.68 | 61.46' LT | 59-CL | 379,910.83 | 2,554,620.01 |
| 5927 | 111+14.96 | 40.62' LT | 59-CL | 379,889.87 | 2,554,620.54 |
| 5928 | 111+15.69 | 33.65' LT | 59-CL | 379,882.87 | 2,554,620.69 |
| 5929 | 111+16.22 | 28.68' LT | 59-CL | 379,877.87 | 2,554,620.79 |
| 5930 | 111+30.03 | 41.00' LT | 59-CL | 379,890.10 | 2,554,631.33 |
| 5931 | 111+30.03 | 34.00' LT | 59-CL | 379,883.10 | 2,554,631.48 |
| 5932 | 111+30.03 | 29.00' LT | 59-CL | 379,878.10 | 2,554,631.58 |
| 5933 | 111+36.03 | 41.00' LT | 59-CL | 379,890.22 | 2,554,637.33 |
| 5934 | 111+36.03 | 34.00' LT | 59-CL | 379,883.22 | 2,554,637.48 |
| 5935 | 111+36.03 | 29.00' LT | 59-CL | 379,878.22 | 2,554,637.58 |
| 5936 | 111+42.03 | 41.00' LT | 59-CL | 379,890.35 | 2,554,643.33 |
| 5937 | 111+42.03 | 34.00' LT | 59-CL | 379,883.35 | 2,554,643.47 |
| 5938 | 111+42.03 | 29.00' LT | 59-CL | 379,878.35 | 2,554,643.58 |
| 5939 | 111+16.49 | 67.89' LT | 59-CL | 379,916.92 | 2,554,624.34 |
| 5940 | 111+23.48 | 41.00' LT | 59-CL | 379,889.96 | 2,554,624.79 |
| 5942 | 111+23.55 | 49.03' LT | 59-CL | 379,897.99 | 2,554,624.68 |
| 5943 | 111+31.07 | 41.68' LT | 59-CL | 379,890.80 | 2,554,632.36 |

| 12th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6101 | 110+32.27 | 16.00' RT | 59-CL | 379,839.07 | 2,554,535.03 |
| 6102 | 110+38.27 | 16.00' RT | 59-CL | 379,839.19 | 2,554,541.03 |
| 6103 | 110+39.16 | 16.00' RT | 59-CL | 379,839.21 | 2,554,541.92 |
| 6105 | 110+68.23 | 30.64' RT | 59-CL | 379,822.77 | 2,554,568.02 |
| 6106 | 110+71.09 | 38.09' RT | 59-CL | 379,815.10 | 2,554,570.24 |
| 6107 | 110+71.63 | 41.39' RT | 59-CL | 379,811.77 | 2,554,570.51 |
| 6109 | 110+29.27 | 18.58' RT | 59-CL | 379,836.42 | 2,554,532.09 |
| 6110 | 110+32.27 | 18.58' RT | 59-CL | 379,836.48 | 2,554,535.09 |
| 6111 | 110+38.27 | 18.58' RT | 59-CL | 379,836.61 | 2,554,541.09 |
| 6112 | 110+41.27 | 18.67' RT | 59-CL | 379,836.58 | 2,554,544.09 |
| 6113 | 110+59.75 | 24.51' RT | 59-CL | 379,829.59 | 2,554,560.07 |
| 6114 | 110+62.62 | 27.22' RT | 59-CL | 379,826.64 | 2,554,562.71 |
| 6115 | 110+65.97 | 31.90' RT | 59-CL | 379,821.70 | 2,554,565.66 |
| 6116 | 110+68.57 | 38.66' RT | 59-CL | 379,814.75 | 2,554,567.68 |
| 6117 | 110+69.11 | 42.13' RT | 59-CL | 379,811.25 | 2,554,567.93 |
| 6118 | 110+32.27 | 41.00' RT | 59-CL | 379,814.07 | 2,554,535.56 |
| 6119 | 110+32.27 | 34.00' RT | 59-CL | 379,821.07 | 2,554,535.41 |
| 6120 | 110+32.27 | 29.00' RT | 59-CL | 379,826.07 | 2,554,535.31 |
| 6121 | 110+38.27 | 41.00' RT | 59-CL | 379,814.20 | 2,554,541.56 |
| 6122 | 110+38.27 | 34.00' RT | 59-CL | 379,821.20 | 2,554,541.41 |
| 6123 | 110+38.27 | 29.00' RT | 59-CL | 379,826.20 | 2,554,541.31 |
| 6124 | 110+52.52 | 40.35' RT | 59-CL | 379,814.41 | 2,554,551.55 |
| 6125 | 110+51.79 | 33.39' RT | 59-CL | 379,821.41 | 2,554,551.41 |
| 6126 | 110+51.27 | 28.41' RT | 59-CL | 379,826.40 | 2,554,551.30 |
| 6127 | 110+60.38 | 67.63' RT | 59-CL | 379,786.56 | 2,554,557.10 |
| 6128 | 110+66.35 | 67.01' RT | 59-CL | 379,786.68 | 2,554,563.10 |
| 6129 | 110+58.59 | 39.71' RT | 59-CL | 379,814.53 | 2,554,557.65 |
| 6130 | 110+57.85 | 32.75' RT | 59-CL | 379,821.53 | 2,554,557.50 |
| 6131 | 110+57.33 | 27.78' RT | 59-CL | 379,826.53 | 2,554,557.40 |
| 6132 | 110+66.71 | 38.86' RT | 59-CL | 379,814.71 | 2,554,565.81 |
| 6133 | 110+24.27 | 29.00' RT | 59-CL | 379,825.90 | 2,554,527.31 |
| 6134 | 110+24.27 | 34.00' RT | 59-CL | 379,820.90 | 2,554,527.41 |
| 6135 | 110+24.27 | 41.00' RT | 59-CL | 379,813.90 | 2,554,527.56 |

| 12th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6201 | 111+08.68 | 38.01' RT | 59-CL | 379,812.04 | 2,554,607.71 |
| 6202 | 111+08.80 | 34.02' RT | 59-CL | 379,816.01 | 2,554,608.16 |
| 6203 | 111+13.16 | 25.69' RT | 59-CL | 379,823.95 | 2,554,613.21 |
| 6204 | 111+17.79 | 22.64' RT | 59-CL | 379,826.60 | 2,554,618.07 |
| 6205 | 111+20.78 | 20.70' RT | 59-CL | 379,828.21 | 2,554,623.02 |
| 6207 | 111+29.70 | 18.33' RT | 59-CL | 379,830.77 | 2,554,632.25 |
| 6208 | 111+35.79 | 17.23' RT | 59-CL | 379,832.00 | 2,554,638.31 |
| 6209 | 111+52.22 | 16.00' RT | 59-CL | 379,833.57 | 2,554,654.71 |
| 6210 | 111+15.00 | 33.79' RT | 59-CL | 379,815.72 | 2,554,614.36 |
| 6211 | 111+16.24 | 46.99' RT | 59-CL | 379,802.46 | 2,554,614.49 |
| 6212 | 111+17.51 | 33.52' RT | 59-CL | 379,815.78 | 2,554,616.88 |
| 6213 | 111+16.78 | 26.56' RT | 59-CL | 379,822.77 | 2,554,616.74 |
| 6214 | 111+20.78 | 46.17' RT | 59-CL | 379,802.77 | 2,554,621.05 |
| 6215 | 111+20.78 | 33.01' RT | 59-CL | 379,815.90 | 2,554,622.88 |
| 6216 | 111+20.78 | 26.01' RT | 59-CL | 379,822.90 | 2,554,622.74 |
| 6217 | 111+20.78 | 22.48' RT | 59-CL | 379,826.43 | 2,554,622.66 |
| 6218 | 111+30.03 | 33.00' RT | 59-CL | 379,816.11 | 2,554,632.88 |
| 6219 | 111+30.03 | 26.00' RT | 59-CL | 379,823.11 | 2,554,632.73 |
| 6220 | 111+30.03 | 21.00' RT | 59-CL | 379,828.11 | 2,554,632.63 |
| 6222 | 111+10.36 | 34.27' RT | 59-CL | 379,815.63 | 2,554,609.70 |
| 6223 | 111+14.27 | 26.83' RT | 59-CL | 379,822.72 | 2,554,614.21 |
| 6224 | 111+25.22 | 21.00' RT | 59-CL | 379,828.01 | 2,554,627.82 |
| 6225 | 111+30.03 | 19.88' RT | 59-CL | 379,829.23 | 2,554,632.61 |
| 6226 | 111+36.03 | 18.80' RT | 59-CL | 379,830.44 | 2,554,638.58 |
| 6227 | 111+39.03 | 18.39' RT | 59-CL | 379,830.91 | 2,554,641.57 |
| 6228 | 111+36.03 | 33.00' RT | 59-CL | 379,816.24 | 2,554,638.88 |
| 6229 | 111+36.03 | 26.00' RT | 59-CL | 379,823.24 | 2,554,638.73 |
| 6230 | 111+36.03 | 21.00' RT | 59-CL | 379,828.23 | 2,554,638.63 |
| 6231 | 111+48.03 | 33.00' RT | 59-CL | 379,816.49 | 2,554,650.88 |
| 6232 | 111+48.03 | 27.00' RT | 59-CL | 379,822.49 | 2,554,650.75 |
| 6233 | 111+48.03 | 22.00' RT | 59-CL | 379,827.49 | 2,554,650.65 |
| 6234 | 111+23.81 | 46.13' RT | 59-CL | 379,802.85 | 2,554,626.94 |
| 6235 | 111+24.15 | 34.37' RT | 59-CL | 379,814.62 | 2,554,627.03 |
| 6236 | 111+30.03 | 35.08' RT | 59-CL | 379,814.03 | 2,554,632.92 |
| 6237 | 111+36.03 | 35.06' RT | 59-CL | 379,814.18 | 2,554,638.92 |
| 6238 | 111+48.03 | 34.35' RT | 59-CL | 379,815.14 | 2,554,650.91 |
| 6241 | 111+27.62 | 20.41' RT | 59-CL | 379,828.65 | 2,554,630.21 |
| 6243 | 111+20.78 | 33.95' RT | 59-CL | 379,814.96 | 2,554,622.75 |
| 6244 | 111+36.03 | 19.88' RT | 59-CL | 379,829.36 | 2,554,638.60 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 27.42' |
| LANDING LENGTH 'XR' = | 8.45' |
| RADIAL WARNING FIELD AREA = | 18.21 SF |
| RADIAL LONG CHORD = | 8.83' |

**W NATIONAL AVE/STH 59 & 11TH ST NORTHWEST QUADRANT**

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

TLE
R/W
54.48 6347 | 54.83 6341 | 54.80 6352 | +43.11 41.00' LT | 54.70 6356 | 54.66 6357 | 54.61 6337 | 54.15 6333 | 54.18 6331 | 53.77 6328 | 53.82 6325 | 53.07 6323 | 52.98 6320
3.5% | 0.7% | 0.6% | 54.75 | 0.8% | 0.6% | 54.57 | 0.3% | 4.6% | 0.4% | 6.9% | 0.8% | 7.5% | 1.5% | B 1.5%
+55.11 41.00' LT
+55.11 35.48' LT
2'X5' DWF | 2'X5' DWF
54.38 6348 | 54.73 6342 | 54.69 6353 | +43.11 35.48' LT | 54.64 54.59 6358 | 6359 54.55 | 54.47 | 54.50 6338 | 54.05(E) 6334 | 54.08 6335 | 53.66 6329 | 53.71 6326 | 53.18 6324
54.30 6349 | 54.65 6343 | 54.62 6354 | 54.52 6360 | 54.57 | 6361 54.48 | 54.39 | 0.3% 54.43 6339 | 53.97 6336 | 54.00 6332 | 53.59 6330 | 6327 53.64
6" CURB HEIGHT 54.21(T) 6350 | 53.71(G) | 4.0% | 0.7% | 0.6% | 0.8% | 0.8% | 0.6% | 4.6% | 0.4% | 6.9% | 0.8% | 3.7%
12" CURB HEIGHT 54.62(T) 6344 | 53.62(G) | 6355 54.58(T) | 54.48(T) 6362 | 6363 54.44(T) | 12" CURB HEIGHT 54.39(T) 6340 | 53.39(G) | 6" CURB HEIGHT 53.93(T) 6345 | 53.43(G) | 6" CURB HEIGHT 53.97(T) 6317 | 53.47(G) | 53.49(T) 6316 | 53.48(G) | 53.57(F) 6309 | 3M | 6308 53.57(F) HP | 6315 53.54(T) | 53.53(G) | 6307 53.57(F)
7.9% | 3.9% | 7.0% | 9.3% | 2.2% | 3.6% | 4.2% | 2.0%

W NATIONAL AVE / STH 59

STH 59 C/L
114+00

VEHICLE LOOPS DE

11TH ST

52.05(T) 51.53(G) 6301 51.56(F)
52.45(T) 51.94(G) 6302 51.94(F)
6303 52.27(F)
52.48(E) 6318
52.69 (E) 6321
6319 52.78
52.87 6322
6310 53.20(T) 6" CURB HEIGHT
52.70(G)
6311 52.88(T)
52.87(G)
6304 52.95(F)
RADIAL DWF
6305 53.15(F)
53.07(G)
6312 53.08(T)
6313 53.28(T)
53.27(G)
6306 53.70(T) 4" CURB HEIGHT
53.37(G)
6314 53.76(T) 4" CURB HEIGHT
53.42(G)

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (11TH ST) | SHEET 181 | E |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 28.42' |
| LANDING LENGTH 'XR' = | 7.70' |
| RADIAL WARNING FIELD AREA = | 17.44 SF |
| RADIAL LONG CHORD = | 8.52' |

**W NATIONAL AVE/STH 59 & 11TH ST**
**NORTHEAST QUADRANT**

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

11TH ST

R/W

TLE

TE&ES

DOOR

RADIAL DWF

6" CURB HEIGHT 52.84(T) 6408

2" CURB HEIGHT 52.66(T) 6437

2" CURB HEIGHT 52.65(T) 6438

6" CURB HEIGHT 52.80(T) 6414

STH 59 C/L

115+00

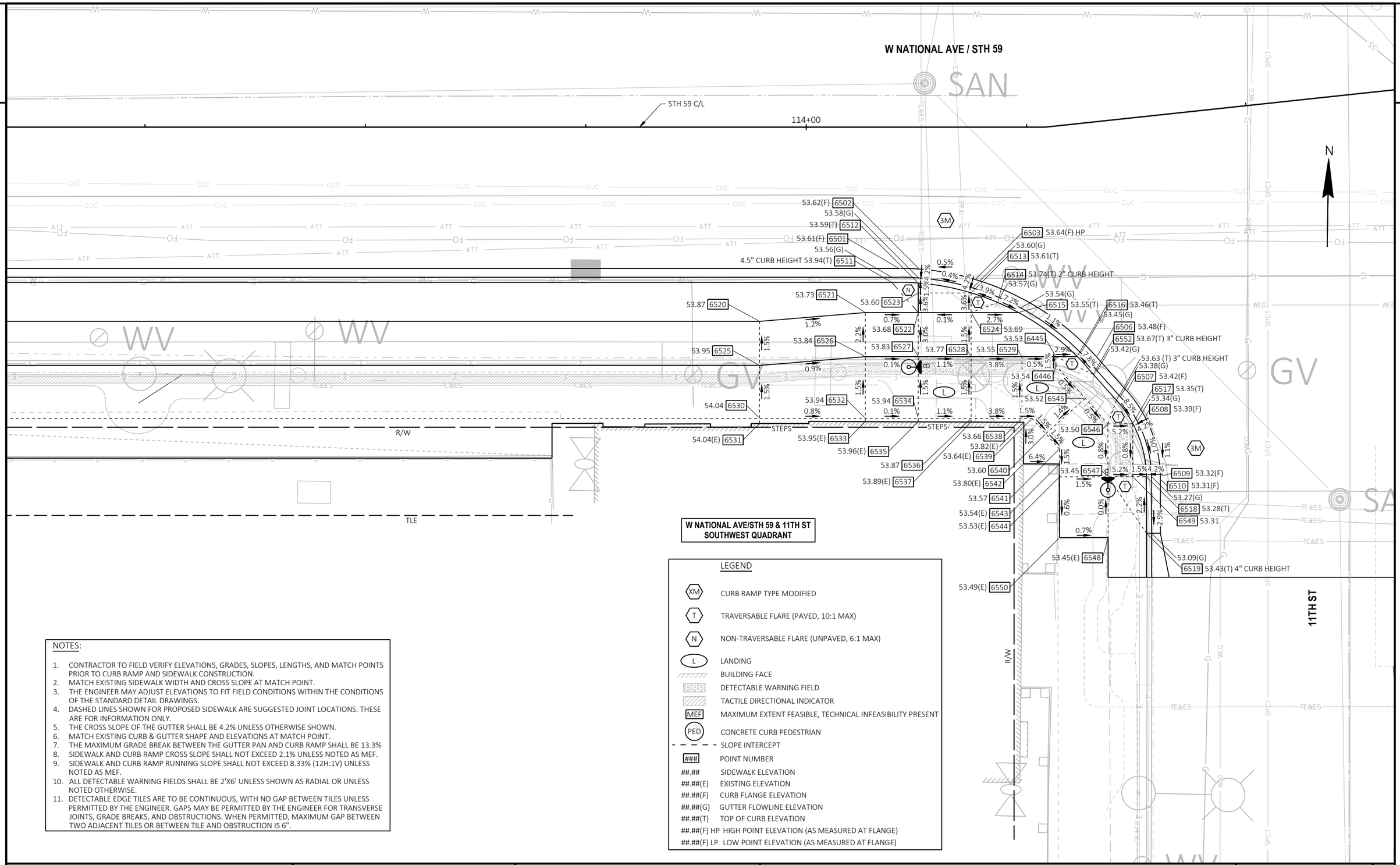
116

| | | | |
|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (11TH ST) |

SHEET 182 E

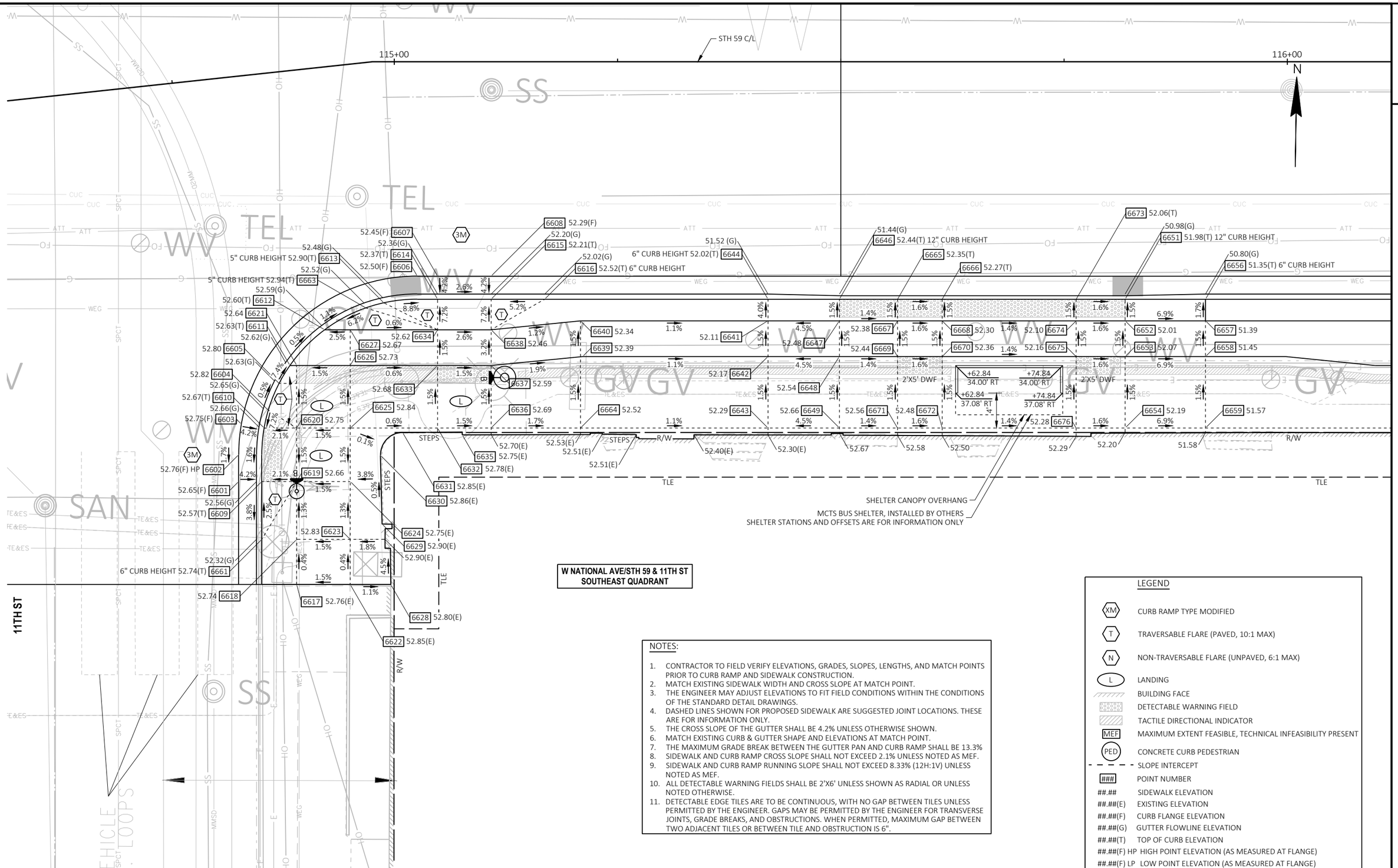
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 11NE

PLOT DATE : 7/16/2026 2:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (11TH ST) | SHEET 183 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 11SW
PLOT DATE : 7/16/2026 2:46 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

| | |
|---|---|
| XM | CURB RAMP TYPE MODIFIED |
| T | TRAVERSABLE FLARE (PAVED, 10:1 MAX) |
| N | NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX) |
| L | LANDING |
| | BUILDING FACE |
| | DETECTABLE WARNING FIELD |
| | TACTILE DIRECTIONAL INDICATOR |
| MEF | MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT |
| PED | CONCRETE CURB PEDESTRIAN |
| | SLOPE INTERCEPT |
| ### | POINT NUMBER |
| ##.## | SIDEWALK ELEVATION |
| ##.##(E) | EXISTING ELEVATION |
| ##.##(F) | CURB FLANGE ELEVATION |
| ##.##(G) | GUTTER FLOWLINE ELEVATION |
| ##.##(T) | TOP OF CURB ELEVATION |
| ##.##(F) HP | HIGH POINT ELEVATION (AS MEASURED AT FLANGE) |
| ##.##(F) LP | LOW POINT ELEVATION (AS MEASURED AT FLANGE) |

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (11TH ST) | SHEET 184 | E |
|---|---|---|---|---|---|

| 11th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6301 | 114+48.03 | 63.98' LT | 59-CL | 379,921.45 | 2,554,941.81 |
| 6302 | 114+53.36 | 57.37' LT | 59-CL | 379,915.58 | 2,554,947.94 |
| 6303 | 114+52.74 | 51.58' LT | 59-CL | 379,909.75 | 2,554,948.06 |
| 6304 | 114+47.66 | 37.80' LT | 59-CL | 379,895.44 | 2,554,944.78 |
| 6305 | 114+40.98 | 30.81' LT | 59-CL | 379,887.66 | 2,554,939.04 |
| 6306 | 114+24.05 | 27.48' LT | 59-CL | 379,882.74 | 2,554,925.57 |
| 6307 | 114+18.86 | 24.05' LT | 59-CL | 379,879.20 | 2,554,920.45 |
| 6308 | 114+17.10 | 24.00' LT | 59-CL | 379,879.11 | 2,554,918.70 |
| 6309 | 114+12.71 | 24.00' LT | 59-CL | 379,879.02 | 2,554,914.30 |
| 6310 | 114+47.23 | 42.10' LT | 59-CL | 379,899.65 | 2,554,943.80 |
| 6311 | 114+45.53 | 39.26' LT | 59-CL | 379,896.62 | 2,554,942.48 |
| 6312 | 114+39.43 | 32.88' LT | 59-CL | 379,889.51 | 2,554,937.24 |
| 6313 | 114+31.44 | 28.70' LT | 59-CL | 379,884.35 | 2,554,929.85 |
| 6314 | 114+21.71 | 26.97' LT | 59-CL | 379,882.18 | 2,554,923.24 |
| 6315 | 114+18.71 | 26.63' LT | 59-CL | 379,881.78 | 2,554,920.25 |
| 6316 | 114+12.71 | 26.58' LT | 59-CL | 379,881.61 | 2,554,914.25 |
| 6317 | 114+06.71 | 26.58' LT | 59-CL | 379,881.48 | 2,554,908.25 |
| 6318 | 114+41.16 | 52.62' LT | 59-CL | 379,909.31 | 2,554,936.44 |
| 6319 | 114+40.11 | 46.34' LT | 59-CL | 379,902.95 | 2,554,936.21 |
| 6320 | 114+39.04 | 39.96' LT | 59-CL | 379,896.48 | 2,554,935.95 |
| 6321 | 114+35.19 | 53.26' LT | 59-CL | 379,909.18 | 2,554,930.44 |
| 6322 | 114+34.20 | 47.34' LT | 59-CL | 379,903.19 | 2,554,930.21 |
| 6323 | 114+33.06 | 40.60' LT | 59-CL | 379,896.35 | 2,554,929.94 |
| 6324 | 114+32.32 | 33.64' LT | 59-CL | 379,889.36 | 2,554,930.09 |
| 6325 | 114+18.71 | 41.00' LT | 59-CL | 379,896.14 | 2,554,919.95 |
| 6326 | 114+18.71 | 34.00' LT | 59-CL | 379,889.15 | 2,554,920.09 |
| 6327 | 114+18.71 | 29.00' LT | 59-CL | 379,884.15 | 2,554,920.20 |
| 6328 | 114+12.71 | 41.00' LT | 59-CL | 379,896.02 | 2,554,913.95 |
| 6329 | 114+12.71 | 34.00' LT | 59-CL | 379,889.02 | 2,554,914.09 |
| 6330 | 114+12.71 | 29.00' LT | 59-CL | 379,884.02 | 2,554,914.20 |
| 6331 | 114+06.71 | 41.00' LT | 59-CL | 379,895.89 | 2,554,907.95 |
| 6332 | 114+06.71 | 29.00' LT | 59-CL | 379,883.90 | 2,554,908.20 |
| 6333 | 113+98.11 | 41.00' LT | 59-CL | 379,895.71 | 2,554,899.35 |
| 6334 | 113+98.11 | 34.00' LT | 59-CL | 379,888.71 | 2,554,899.50 |
| 6335 | 114+06.71 | 34.00' LT | 59-CL | 379,888.89 | 2,554,908.10 |
| 6336 | 113+98.11 | 29.00' LT | 59-CL | 379,883.72 | 2,554,899.60 |
| 6337 | 113+88.11 | 41.00' LT | 59-CL | 379,895.50 | 2,554,889.35 |
| 6338 | 113+88.11 | 34.00' LT | 59-CL | 379,888.51 | 2,554,889.50 |
| 6339 | 113+88.11 | 29.00' LT | 59-CL | 379,883.51 | 2,554,889.60 |
| 6340 | 113+88.11 | 26.58' LT | 59-CL | 379,881.09 | 2,554,889.65 |
| 6341 | 113+36.11 | 41.00' LT | 59-CL | 379,894.41 | 2,554,837.36 |
| 6342 | 113+36.11 | 34.00' LT | 59-CL | 379,887.42 | 2,554,837.51 |
| 6343 | 113+36.11 | 29.00' LT | 59-CL | 379,882.42 | 2,554,837.61 |
| 6344 | 113+36.11 | 26.58' LT | 59-CL | 379,880.00 | 2,554,837.66 |
| 6345 | 113+98.11 | 26.58' LT | 59-CL | 379,881.30 | 2,554,899.65 |
| 6347 | 113+26.11 | 41.00' LT | 59-CL | 379,894.20 | 2,554,827.36 |

| 11th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6348 | 113+26.11 | 34.00' LT | 59-CL | 379,887.21 | 2,554,827.51 |
| 6349 | 113+26.11 | 29.00' LT | 59-CL | 379,882.21 | 2,554,827.62 |
| 6350 | 113+26.11 | 26.58' LT | 59-CL | 379,879.79 | 2,554,827.67 |
| 6352 | 113+41.61 | 41.00' LT | 59-CL | 379,894.53 | 2,554,842.86 |
| 6353 | 113+41.61 | 34.00' LT | 59-CL | 379,887.53 | 2,554,843.01 |
| 6354 | 113+41.61 | 29.00' LT | 59-CL | 379,882.53 | 2,554,843.11 |
| 6355 | 113+41.61 | 26.58' LT | 59-CL | 379,880.12 | 2,554,843.16 |
| 6356 | 113+56.61 | 41.00' LT | 59-CL | 379,894.84 | 2,554,857.86 |
| 6357 | 113+61.61 | 41.00' LT | 59-CL | 379,894.95 | 2,554,862.86 |
| 6358 | 113+56.61 | 34.00' LT | 59-CL | 379,887.85 | 2,554,858.00 |
| 6359 | 113+61.61 | 34.00' LT | 59-CL | 379,887.95 | 2,554,863.00 |
| 6360 | 113+56.61 | 29.00' LT | 59-CL | 379,882.85 | 2,554,858.11 |
| 6361 | 113+61.61 | 29.00' LT | 59-CL | 379,882.95 | 2,554,863.11 |
| 6362 | 113+56.61 | 26.58' LT | 59-CL | 379,880.43 | 2,554,858.16 |
| 6363 | 113+61.61 | 26.58' LT | 59-CL | 379,880.53 | 2,554,863.16 |

| 11th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6401 | 114+88.68 | 47.20' LT | 59-CL | 379,909.98 | 2,554,984.27 |
| 6402 | 114+90.32 | 33.77' LT | 59-CL | 379,896.87 | 2,554,987.60 |
| 6403 | 114+94.62 | 25.87' LT | 59-CL | 379,889.59 | 2,554,992.87 |
| 6405 | 115+04.34 | 17.50' LT | 59-CL | 379,881.93 | 2,555,005.50 |
| 6406 | 115+10.68 | 16.15' LT | 59-CL | 379,880.72 | 2,555,011.86 |
| 6407 | 115+13.70 | 16.00' LT | 59-CL | 379,880.63 | 2,555,014.89 |
| 6408 | 114+90.87 | 37.43' LT | 59-CL | 379,900.57 | 2,554,987.68 |
| 6409 | 114+91.80 | 34.31' LT | 59-CL | 379,897.59 | 2,554,989.01 |
| 6410 | 114+95.88 | 26.83' LT | 59-CL | 379,890.70 | 2,554,994.00 |
| 6411 | 114+99.31 | 21.50' LT | 59-CL | 379,885.83 | 2,555,000.38 |
| 6412 | 115+04.84 | 19.00' LT | 59-CL | 379,883.45 | 2,555,005.96 |
| 6413 | 115+10.84 | 17.73' LT | 59-CL | 379,882.30 | 2,555,011.99 |
| 6414 | 115+13.84 | 17.58' LT | 59-CL | 379,882.22 | 2,555,014.99 |
| 6415 | 114+94.01 | 47.25' LT | 59-CL | 379,910.71 | 2,554,989.55 |
| 6416 | 114+94.79 | 41.17' LT | 59-CL | 379,904.78 | 2,554,991.10 |
| 6417 | 114+95.73 | 33.89' LT | 59-CL | 379,897.68 | 2,554,992.96 |
| 6418 | 114+97.57 | 46.67' LT | 59-CL | 379,910.83 | 2,554,995.55 |
| 6419 | 114+97.57 | 42.03' LT | 59-CL | 379,906.26 | 2,554,996.75 |
| 6420 | 114+99.93 | 46.60' LT | 59-CL | 379,910.94 | 2,555,000.48 |
| 6421 | 114+99.94 | 42.00' LT | 59-CL | 379,906.34 | 2,555,000.58 |
| 6422 | 114+99.92 | 34.66' LT | 59-CL | 379,899.00 | 2,555,000.71 |
| 6423 | 114+98.13 | 33.50' LT | 59-CL | 379,897.80 | 2,554,998.95 |
| 6424 | 114+98.13 | 26.50' LT | 59-CL | 379,890.80 | 2,554,999.10 |
| 6425 | 115+04.84 | 34.65' LT | 59-CL | 379,899.09 | 2,555,005.63 |
| 6426 | 115+04.84 | 33.50' LT | 59-CL | 379,897.94 | 2,555,005.66 |
| 6427 | 115+04.84 | 26.50' LT | 59-CL | 379,890.94 | 2,555,005.80 |
| 6428 | 115+04.84 | 21.50' LT | 59-CL | 379,885.94 | 2,555,005.91 |
| 6429 | 115+10.84 | 34.64' LT | 59-CL | 379,899.20 | 2,555,011.63 |
| 6430 | 115+10.84 | 33.50' LT | 59-CL | 379,898.07 | 2,555,011.66 |
| 6431 | 115+10.84 | 26.50' LT | 59-CL | 379,891.07 | 2,555,011.80 |
| 6432 | 115+10.84 | 21.50' LT | 59-CL | 379,886.07 | 2,555,011.91 |
| 6433 | 115+10.84 | 19.00' LT | 59-CL | 379,883.57 | 2,555,011.96 |
| 6434 | 115+16.84 | 33.50' LT | 59-CL | 379,898.19 | 2,555,017.65 |
| 6435 | 115+16.84 | 26.50' LT | 59-CL | 379,891.19 | 2,555,017.80 |
| 6436 | 115+16.84 | 21.50' LT | 59-CL | 379,886.20 | 2,555,017.91 |
| 6437 | 115+01.40 | 20.39' LT | 59-CL | 379,884.76 | 2,555,002.49 |
| 6438 | 115+02.62 | 19.83' LT | 59-CL | 379,884.23 | 2,555,003.73 |
| 6439 | 114+97.81 | 34.86' LT | 59-CL | 379,899.15 | 2,554,998.60 |
| 6440 | 115+25.00 | 33.50' LT | 59-CL | 379,898.36 | 2,555,025.81 |
| 6441 | 115+26.84 | 33.50' LT | 59-CL | 379,898.40 | 2,555,027.65 |
| 6442 | 115+26.84 | 27.50' LT | 59-CL | 379,892.40 | 2,555,027.78 |
| 6443 | 115+26.84 | 22.50' LT | 59-CL | 379,887.40 | 2,555,027.88 |

| 11th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6444 | 115+39.23 | 20.05' LT | 59-CL | 379,885.21 | 2,555,040.32 |
| 6445 | 114+27.11 | 26.03' RT | 59-CL | 379,829.36 | 2,554,930.95 |
| 6446 | 114+27.11 | 27.03' RT | 59-CL | 379,828.36 | 2,554,930.98 |
| 6501 | 114+10.54 | 16.00' RT | 59-CL | 379,838.99 | 2,554,912.97 |
| 6502 | 114+12.83 | 16.09' RT | 59-CL | 379,838.95 | 2,554,915.27 |
| 6503 | 114+19.16 | 17.27' RT | 59-CL | 379,837.90 | 2,554,921.62 |
| 6506 | 114+30.13 | 26.52' RT | 59-CL | 379,829.41 | 2,554,935.58 |
| 6507 | 114+33.13 | 30.71' RT | 59-CL | 379,825.63 | 2,554,939.09 |
| 6508 | 114+34.87 | 33.89' RT | 59-CL | 379,822.70 | 2,554,941.22 |
| 6509 | 114+35.88 | 40.74' RT | 59-CL | 379,816.04 | 2,554,943.09 |
| 6510 | 114+35.85 | 41.04' RT | 59-CL | 379,815.74 | 2,554,943.10 |
| 6511 | 114+09.71 | 17.58' RT | 59-CL | 379,837.39 | 2,554,912.18 |
| 6512 | 114+12.71 | 17.67' RT | 59-CL | 379,837.37 | 2,554,915.18 |
| 6513 | 114+18.71 | 18.78' RT | 59-CL | 379,836.37 | 2,554,921.20 |
| 6514 | 114+21.71 | 19.87' RT | 59-CL | 379,835.35 | 2,554,924.22 |
| 6515 | 114+24.05 | 21.00' RT | 59-CL | 379,834.27 | 2,554,926.58 |
| 6516 | 114+27.94 | 26.24' RT | 59-CL | 379,829.41 | 2,554,933.36 |
| 6517 | 114+33.40 | 34.48' RT | 59-CL | 379,821.93 | 2,554,939.83 |
| 6518 | 114+34.30 | 40.60' RT | 59-CL | 379,815.97 | 2,554,941.51 |
| 6519 | 114+33.62 | 46.98' RT | 59-CL | 379,809.57 | 2,554,941.64 |
| 6520 | 113+94.71 | 22.00' RT | 59-CL | 379,832.66 | 2,554,897.27 |
| 6521 | 114+06.71 | 21.00' RT | 59-CL | 379,833.91 | 2,554,909.25 |
| 6522 | 114+12.71 | 21.00' RT | 59-CL | 379,834.03 | 2,554,915.25 |
| 6523 | 114+12.71 | 18.78' RT | 59-CL | 379,836.25 | 2,554,915.20 |
| 6524 | 114+18.71 | 21.00' RT | 59-CL | 379,834.16 | 2,554,921.25 |
| 6525 | 113+94.71 | 27.00' RT | 59-CL | 379,827.66 | 2,554,897.38 |
| 6526 | 114+06.71 | 26.00' RT | 59-CL | 379,828.91 | 2,554,909.35 |
| 6527 | 114+12.71 | 26.00' RT | 59-CL | 379,829.03 | 2,554,915.35 |
| 6528 | 114+18.71 | 26.00' RT | 59-CL | 379,829.16 | 2,554,921.35 |
| 6529 | 114+24.47 | 26.00' RT | 59-CL | 379,829.28 | 2,554,927.11 |
| 6530 | 113+94.71 | 33.00' RT | 59-CL | 379,821.66 | 2,554,897.50 |
| 6531 | 113+94.71 | 33.59' RT | 59-CL | 379,821.07 | 2,554,897.51 |
| 6532 | 114+06.71 | 33.00' RT | 59-CL | 379,821.91 | 2,554,909.50 |
| 6533 | 114+06.71 | 33.37' RT | 59-CL | 379,821.54 | 2,554,909.51 |
| 6534 | 114+12.71 | 33.00' RT | 59-CL | 379,822.04 | 2,554,915.50 |
| 6535 | 114+12.71 | 33.39' RT | 59-CL | 379,821.65 | 2,554,915.51 |
| 6536 | 114+18.71 | 33.00' RT | 59-CL | 379,822.16 | 2,554,921.50 |
| 6537 | 114+18.71 | 33.42' RT | 59-CL | 379,821.74 | 2,554,921.51 |
| 6538 | 114+24.47 | 33.00' RT | 59-CL | 379,822.28 | 2,554,927.26 |
| 6539 | 114+25.62 | 33.00' RT | 59-CL | 379,822.31 | 2,554,928.41 |
| 6540 | 114+27.11 | 34.74' RT | 59-CL | 379,820.60 | 2,554,929.99 |
| 6541 | 114+27.11 | 36.51' RT | 59-CL | 379,818.90 | 2,554,931.58 |
| 6542 | 114+24.63 | 38.15' RT | 59-CL | 379,817.14 | 2,554,927.53 |
| 6543 | 114+27.11 | 38.21' RT | 59-CL | 379,817.20 | 2,554,931.61 |
| 6544 | 114+27.11 | 39.66' RT | 59-CL | 379,815.74 | 2,554,931.65 |
| 6545 | 114+28.35 | 31.05' RT | 59-CL | 379,824.69 | 2,554,934.39 |

| 11th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6546 | 114+30.59 | 34.18' RT | 59-CL | 379,821.87 | 2,554,937.01 |
| 6547 | 114+29.97 | 40.15' RT | 59-CL | 379,815.87 | 2,554,937.15 |
| 6548 | 114+29.25 | 47.00' RT | 59-CL | 379,808.99 | 2,554,937.31 |
| 6549 | 114+32.77 | 40.44' RT | 59-CL | 379,815.94 | 2,554,939.97 |
| 6550 | 114+27.11 | 46.54' RT | 59-CL | 379,808.86 | 2,554,931.81 |
| 6552 | 114+29.55 | 28.42' RT | 59-CL | 379,827.45 | 2,554,935.24 |

| 11th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6601 | 114+77.65 | 45.14' RT | 59-CL | 379,816.99 | 2,554,985.08 |
| 6602 | 114+77.97 | 42.15' RT | 59-CL | 379,819.99 | 2,554,985.02 |
| 6603 | 114+78.64 | 38.76' RT | 59-CL | 379,823.44 | 2,554,985.24 |
| 6604 | 114+81.80 | 37.53' RT | 59-CL | 379,825.06 | 2,554,988.23 |
| 6605 | 114+83.33 | 34.68' RT | 59-CL | 379,828.08 | 2,554,989.38 |
| 6606 | 115+02.57 | 24.00' RT | 59-CL | 379,840.41 | 2,555,004.59 |
| 6607 | 115+04.84 | 24.00' RT | 59-CL | 379,840.45 | 2,555,006.86 |
| 6608 | 115+10.84 | 24.00' RT | 59-CL | 379,840.58 | 2,555,012.86 |
| 6609 | 114+80.22 | 45.41' RT | 59-CL | 379,817.05 | 2,554,987.66 |
| 6610 | 114+81.12 | 39.47' RT | 59-CL | 379,823.05 | 2,554,987.80 |
| 6611 | 114+84.74 | 32.82' RT | 59-CL | 379,830.11 | 2,554,990.55 |
| 6612 | 114+89.05 | 29.26' RT | 59-CL | 379,834.19 | 2,554,994.36 |
| 6613 | 114+95.96 | 26.97' RT | 59-CL | 379,837.34 | 2,555,000.93 |
| 6614 | 115+04.84 | 26.58' RT | 59-CL | 379,837.87 | 2,555,006.92 |
| 6615 | 115+10.84 | 26.58' RT | 59-CL | 379,838.00 | 2,555,012.91 |
| 6616 | 115+16.84 | 26.58' RT | 59-CL | 379,838.12 | 2,555,018.91 |
| 6617 | 114+82.89 | 57.28' RT | 59-CL | 379,805.61 | 2,554,991.82 |
| 6618 | 114+83.42 | 52.27' RT | 59-CL | 379,810.65 | 2,554,991.71 |
| 6619 | 114+84.11 | 45.83' RT | 59-CL | 379,817.13 | 2,554,991.58 |
| 6620 | 114+84.75 | 39.86' RT | 59-CL | 379,823.13 | 2,554,991.45 |
| 6621 | 114+85.50 | 32.90' RT | 59-CL | 379,830.13 | 2,554,991.31 |
| 6622 | 114+88.85 | 57.92' RT | 59-CL | 379,805.74 | 2,554,997.82 |
| 6623 | 114+89.39 | 52.91' RT | 59-CL | 379,810.78 | 2,554,997.71 |
| 6624 | 114+90.08 | 46.47' RT | 59-CL | 379,817.25 | 2,554,997.58 |
| 6625 | 114+90.72 | 40.50' RT | 59-CL | 379,823.25 | 2,554,997.45 |
| 6626 | 114+91.47 | 33.54' RT | 59-CL | 379,830.25 | 2,554,997.31 |
| 6627 | 114+91.89 | 29.56' RT | 59-CL | 379,834.25 | 2,554,997.22 |
| 6628 | 114+93.37 | 58.41' RT | 59-CL | 379,805.83 | 2,555,002.35 |
| 6629 | 114+93.12 | 51.58' RT | 59-CL | 379,812.57 | 2,555,001.24 |
| 6630 | 114+93.76 | 43.91' RT | 59-CL | 379,820.26 | 2,555,000.90 |
| 6631 | 115+00.93 | 41.51' RT | 59-CL | 379,822.87 | 2,555,003.33 |
| 6632 | 115+04.84 | 41.00' RT | 59-CL | 379,823.46 | 2,555,007.22 |
| 6633 | 115+04.84 | 34.00' RT | 59-CL | 379,830.46 | 2,555,007.07 |
| 6634 | 115+04.84 | 30.00' RT | 59-CL | 379,834.46 | 2,555,006.99 |
| 6635 | 115+07.61 | 41.78' RT | 59-CL | 379,822.74 | 2,555,010.01 |
| 6636 | 115+10.84 | 41.00' RT | 59-CL | 379,823.58 | 2,555,013.22 |
| 6637 | 115+10.84 | 34.00' RT | 59-CL | 379,830.58 | 2,555,013.07 |
| 6638 | 115+10.84 | 30.00' RT | 59-CL | 379,834.58 | 2,555,012.99 |
| 6639 | 115+21.09 | 33.00' RT | 59-CL | 379,831.80 | 2,555,023.30 |
| 6640 | 115+20.84 | 29.00' RT | 59-CL | 379,835.79 | 2,555,022.96 |
| 6641 | 115+41.84 | 29.00' RT | 59-CL | 379,836.23 | 2,555,043.96 |
| 6642 | 115+41.84 | 33.00' RT | 59-CL | 379,832.23 | 2,555,044.04 |
| 6643 | 115+41.84 | 41.00' RT | 59-CL | 379,824.23 | 2,555,044.21 |
| 6644 | 115+41.84 | 26.58' RT | 59-CL | 379,838.65 | 2,555,043.91 |
| 6646 | 115+49.84 | 26.58' RT | 59-CL | 379,838.81 | 2,555,051.91 |
| 6647 | 115+49.84 | 29.00' RT | 59-CL | 379,836.40 | 2,555,051.96 |

| 11th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6648 | 115+49.84 | 33.00' RT | 59-CL | 379,832.40 | 2,555,052.04 |
| 6649 | 115+49.84 | 41.00' RT | 59-CL | 379,824.40 | 2,555,052.21 |
| 6651 | 115+81.84 | 26.58' RT | 59-CL | 379,839.48 | 2,555,083.90 |
| 6652 | 115+81.84 | 29.00' RT | 59-CL | 379,837.07 | 2,555,083.95 |
| 6653 | 115+81.84 | 33.00' RT | 59-CL | 379,833.07 | 2,555,084.03 |
| 6654 | 115+81.84 | 41.00' RT | 59-CL | 379,825.07 | 2,555,084.20 |
| 6656 | 115+90.84 | 26.58' RT | 59-CL | 379,839.67 | 2,555,092.90 |
| 6657 | 115+90.84 | 29.00' RT | 59-CL | 379,837.26 | 2,555,092.95 |
| 6658 | 115+90.84 | 33.00' RT | 59-CL | 379,833.26 | 2,555,093.03 |
| 6659 | 115+90.84 | 41.00' RT | 59-CL | 379,825.26 | 2,555,093.20 |
| 6661 | 114+79.53 | 51.85' RT | 59-CL | 379,810.57 | 2,554,987.80 |
| 6663 | 114+93.88 | 27.33' RT | 59-CL | 379,836.72 | 2,554,998.91 |
| 6664 | 115+20.84 | 41.00' RT | 59-CL | 379,823.79 | 2,555,023.21 |
| 6665 | 115+56.34 | 26.58' RT | 59-CL | 379,838.95 | 2,555,058.40 |
| 6666 | 115+61.34 | 26.58' RT | 59-CL | 379,839.06 | 2,555,063.40 |
| 6667 | 115+56.34 | 29.00' RT | 59-CL | 379,836.53 | 2,555,058.46 |
| 6668 | 115+61.34 | 29.00' RT | 59-CL | 379,836.64 | 2,555,063.45 |
| 6669 | 115+56.34 | 33.00' RT | 59-CL | 379,832.54 | 2,555,058.54 |
| 6670 | 115+61.34 | 33.00' RT | 59-CL | 379,832.64 | 2,555,063.54 |
| 6671 | 115+56.34 | 41.00' RT | 59-CL | 379,824.54 | 2,555,058.71 |
| 6672 | 115+61.34 | 41.00' RT | 59-CL | 379,824.64 | 2,555,063.71 |
| 6673 | 115+76.34 | 26.58' RT | 59-CL | 379,839.37 | 2,555,078.40 |
| 6674 | 115+76.34 | 29.00' RT | 59-CL | 379,836.95 | 2,555,078.45 |
| 6675 | 115+76.34 | 33.00' RT | 59-CL | 379,832.95 | 2,555,078.53 |
| 6676 | 115+76.34 | 41.00' RT | 59-CL | 379,824.96 | 2,555,078.70 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

W NATIONAL AVE/STH 59 & 10TH ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 10TH ST NORTHEAST QUADRANT

10TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

118+00

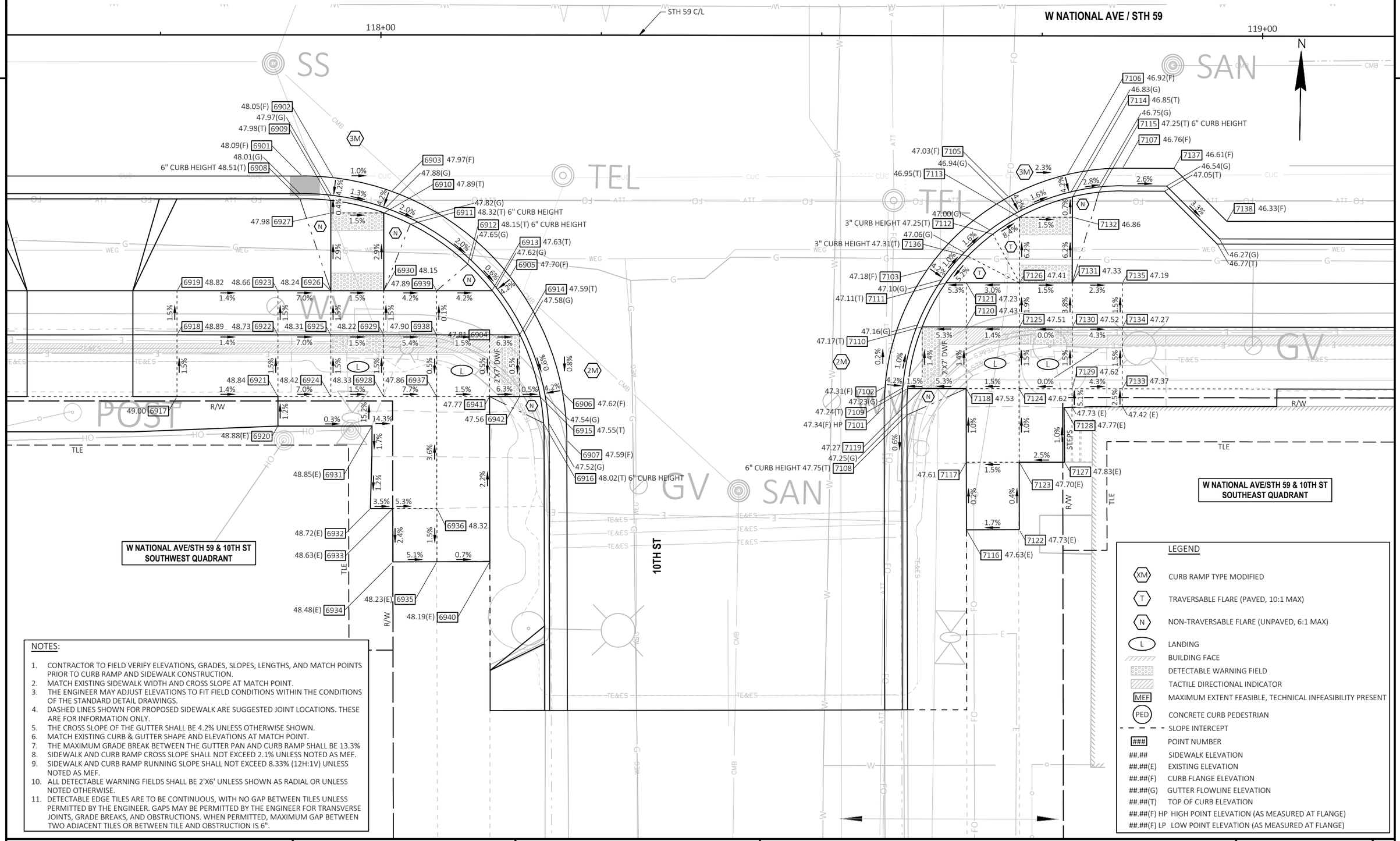
119+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (10TH ST) | SHEET 187 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 10N

PLOT DATE : 7/16/2026 2:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (10TH ST) | SHEET 188 | E |
|---|---|---|---|---|---|

2

| 10th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6701 | 118+17.83 | 48.35' LT | 59-CL | 379,919.33 | 2,555,318.35 |
| 6702 | 118+22.84 | 43.35' LT | 59-CL | 379,914.43 | 2,555,323.45 |
| 6703 | 118+05.58 | 16.18' LT | 59-CL | 379,886.93 | 2,555,306.70 |
| 6704 | 118+22.85 | 36.02' LT | 59-CL | 379,907.10 | 2,555,323.60 |
| 6705 | 118+22.49 | 32.22' LT | 59-CL | 379,903.30 | 2,555,323.32 |
| 6706 | 118+15.21 | 20.27' LT | 59-CL | 379,891.20 | 2,555,316.27 |
| 6708 | 118+02.91 | 16.00' LT | 59-CL | 379,886.69 | 2,555,304.03 |
| 6709 | 118+00.31 | 16.00' LT | 59-CL | 379,886.64 | 2,555,301.43 |
| 6710 | 117+94.31 | 16.00' LT | 59-CL | 379,886.51 | 2,555,295.43 |
| 6711 | 118+18.63 | 32.52' LT | 59-CL | 379,903.52 | 2,555,319.46 |
| 6712 | 118+20.94 | 32.52' LT | 59-CL | 379,903.57 | 2,555,321.76 |
| 6713 | 118+18.64 | 26.52' LT | 59-CL | 379,897.52 | 2,555,319.58 |
| 6714 | 118+14.23 | 21.51' LT | 59-CL | 379,892.43 | 2,555,315.26 |
| 6715 | 118+03.31 | 17.59' LT | 59-CL | 379,888.29 | 2,555,304.40 |
| 6716 | 118+00.31 | 17.58' LT | 59-CL | 379,888.22 | 2,555,301.40 |
| 6717 | 117+94.31 | 17.58' LT | 59-CL | 379,888.09 | 2,555,295.40 |
| 6718 | 117+91.31 | 17.58' LT | 59-CL | 379,888.03 | 2,555,292.40 |
| 6719 | 118+12.14 | 47.31' LT | 59-CL | 379,918.18 | 2,555,312.67 |
| 6720 | 118+12.14 | 41.31' LT | 59-CL | 379,912.18 | 2,555,312.80 |
| 6721 | 118+12.15 | 32.51' LT | 59-CL | 379,903.38 | 2,555,312.98 |
| 6722 | 118+12.16 | 26.51' LT | 59-CL | 379,897.38 | 2,555,313.10 |
| 6723 | 118+12.17 | 21.51' LT | 59-CL | 379,892.38 | 2,555,313.21 |
| 6724 | 118+06.45 | 47.30' LT | 59-CL | 379,918.06 | 2,555,306.91 |
| 6725 | 118+06.21 | 41.30' LT | 59-CL | 379,912.06 | 2,555,306.80 |
| 6726 | 118+06.21 | 32.50' LT | 59-CL | 379,903.26 | 2,555,306.98 |
| 6727 | 118+06.21 | 26.50' LT | 59-CL | 379,897.26 | 2,555,307.11 |
| 6728 | 118+06.21 | 21.50' LT | 59-CL | 379,892.26 | 2,555,307.21 |
| 6729 | 118+01.50 | 47.31' LT | 59-CL | 379,917.96 | 2,555,301.96 |
| 6730 | 118+01.46 | 41.31' LT | 59-CL | 379,911.96 | 2,555,302.05 |
| 6731 | 118+00.31 | 32.50' LT | 59-CL | 379,903.13 | 2,555,301.08 |
| 6732 | 118+00.31 | 26.50' LT | 59-CL | 379,897.13 | 2,555,301.21 |
| 6733 | 118+00.31 | 21.50' LT | 59-CL | 379,892.14 | 2,555,301.31 |
| 6734 | 117+94.31 | 32.50' LT | 59-CL | 379,903.01 | 2,555,295.09 |
| 6735 | 117+94.31 | 26.50' LT | 59-CL | 379,897.01 | 2,555,295.21 |
| 6736 | 117+94.31 | 21.50' LT | 59-CL | 379,892.01 | 2,555,295.32 |
| 6737 | 118+11.12 | 19.54' LT | 59-CL | 379,890.40 | 2,555,312.20 |
| 6738 | 117+69.31 | 33.50' LT | 59-CL | 379,903.48 | 2,555,270.07 |
| 6739 | 117+69.31 | 27.50' LT | 59-CL | 379,897.48 | 2,555,270.20 |
| 6740 | 117+69.31 | 22.50' LT | 59-CL | 379,892.49 | 2,555,270.30 |
| 6741 | 117+79.31 | 21.50' LT | 59-CL | 379,891.70 | 2,555,280.32 |
| 6742 | 117+79.31 | 26.50' LT | 59-CL | 379,896.69 | 2,555,280.21 |
| 6743 | 117+79.31 | 33.50' LT | 59-CL | 379,903.69 | 2,555,280.07 |
| 6744 | 117+88.31 | 32.50' LT | 59-CL | 379,902.88 | 2,555,289.09 |
| 6745 | 117+88.31 | 26.50' LT | 59-CL | 379,896.88 | 2,555,289.21 |
| 6746 | 117+88.31 | 21.50' LT | 59-CL | 379,891.88 | 2,555,289.32 |

| 10th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6801 | 118+45.05 | 38.97' LT | 59-CL | 379,910.48 | 2,555,345.74 |
| 6802 | 118+46.19 | 31.99' LT | 59-CL | 379,903.53 | 2,555,347.02 |
| 6803 | 118+55.72 | 20.14' LT | 59-CL | 379,891.86 | 2,555,356.78 |
| 6805 | 118+67.06 | 17.00' LT | 59-CL | 379,888.94 | 2,555,368.17 |
| 6806 | 118+72.44 | 17.00' LT | 59-CL | 379,889.05 | 2,555,373.55 |
| 6807 | 118+78.44 | 17.00' LT | 59-CL | 379,889.17 | 2,555,379.55 |
| 6808 | 118+46.93 | 35.50' LT | 59-CL | 379,907.04 | 2,555,347.69 |
| 6809 | 118+47.69 | 32.50' LT | 59-CL | 379,904.06 | 2,555,348.51 |
| 6810 | 118+50.91 | 26.50' LT | 59-CL | 379,898.12 | 2,555,351.84 |
| 6811 | 118+56.53 | 21.50' LT | 59-CL | 379,893.24 | 2,555,357.56 |
| 6812 | 118+68.94 | 18.58' LT | 59-CL | 379,890.56 | 2,555,370.02 |
| 6813 | 118+72.44 | 18.58' LT | 59-CL | 379,890.63 | 2,555,373.52 |
| 6814 | 118+78.44 | 18.58' LT | 59-CL | 379,890.75 | 2,555,379.52 |
| 6815 | 118+81.44 | 18.58' LT | 59-CL | 379,890.81 | 2,555,382.52 |
| 6816 | 118+84.44 | 32.63' LT | 59-CL | 379,904.91 | 2,555,385.24 |
| 6817 | 118+84.44 | 26.63' LT | 59-CL | 379,898.91 | 2,555,385.36 |
| 6818 | 118+84.44 | 21.62' LT | 59-CL | 379,893.90 | 2,555,385.46 |
| 6819 | 118+78.44 | 32.50' LT | 59-CL | 379,904.66 | 2,555,379.24 |
| 6820 | 118+78.44 | 26.50' LT | 59-CL | 379,898.66 | 2,555,379.36 |
| 6821 | 118+78.44 | 21.50' LT | 59-CL | 379,893.66 | 2,555,379.46 |
| 6822 | 118+72.37 | 45.73' LT | 59-CL | 379,917.77 | 2,555,372.92 |
| 6823 | 118+72.44 | 32.50' LT | 59-CL | 379,904.54 | 2,555,373.24 |
| 6824 | 118+72.44 | 26.50' LT | 59-CL | 379,898.55 | 2,555,373.36 |
| 6825 | 118+72.44 | 21.50' LT | 59-CL | 379,893.55 | 2,555,373.46 |
| 6826 | 118+76.93 | 45.75' LT | 59-CL | 379,917.88 | 2,555,377.47 |
| 6827 | 118+76.80 | 34.63' LT | 59-CL | 379,906.76 | 2,555,377.56 |
| 6828 | 118+82.14 | 34.53' LT | 59-CL | 379,906.76 | 2,555,382.90 |
| 6829 | 118+66.46 | 45.70' LT | 59-CL | 379,917.62 | 2,555,367.01 |
| 6830 | 118+66.52 | 32.50' LT | 59-CL | 379,904.43 | 2,555,367.33 |
| 6831 | 118+66.52 | 26.50' LT | 59-CL | 379,898.43 | 2,555,367.45 |
| 6832 | 118+66.52 | 21.50' LT | 59-CL | 379,893.43 | 2,555,367.55 |
| 6833 | 118+58.71 | 32.50' LT | 59-CL | 379,904.28 | 2,555,359.53 |
| 6834 | 118+58.71 | 26.50' LT | 59-CL | 379,898.28 | 2,555,359.64 |
| 6835 | 118+58.71 | 21.50' LT | 59-CL | 379,893.28 | 2,555,359.74 |
| 6836 | 118+50.91 | 32.50' LT | 59-CL | 379,904.12 | 2,555,351.72 |
| 6837 | 118+59.44 | 20.05' LT | 59-CL | 379,891.85 | 2,555,360.50 |

| 10th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 6901 | 117+91.07 | 16.00' RT | 59-CL | 379,854.45 | 2,555,292.87 |
| 6902 | 117+94.61 | 16.21' RT | 59-CL | 379,854.31 | 2,555,296.41 |
| 6903 | 118+01.18 | 17.75' RT | 59-CL | 379,852.91 | 2,555,303.01 |
| 6904 | 118+12.37 | 33.99' RT | 59-CL | 379,836.90 | 2,555,314.48 |
| 6905 | 118+14.65 | 27.39' RT | 59-CL | 379,843.55 | 2,555,316.64 |
| 6906 | 118+20.64 | 40.51' RT | 59-CL | 379,830.54 | 2,555,322.87 |
| 6907 | 118+21.15 | 45.92' RT | 59-CL | 379,825.14 | 2,555,323.49 |
| 6908 | 117+90.81 | 18.58' RT | 59-CL | 379,851.86 | 2,555,292.66 |
| 6909 | 117+94.31 | 18.77' RT | 59-CL | 379,851.74 | 2,555,296.16 |
| 6910 | 118+00.31 | 20.19' RT | 59-CL | 379,850.46 | 2,555,302.19 |
| 6911 | 118+03.31 | 21.47' RT | 59-CL | 379,849.24 | 2,555,305.21 |
| 6912 | 118+09.87 | 26.00' RT | 59-CL | 379,844.85 | 2,555,311.83 |
| 6913 | 118+12.63 | 28.99' RT | 59-CL | 379,841.90 | 2,555,314.64 |
| 6914 | 118+15.78 | 33.99' RT | 59-CL | 379,836.97 | 2,555,317.89 |
| 6915 | 118+18.10 | 40.98' RT | 59-CL | 379,830.02 | 2,555,320.34 |
| 6916 | 118+18.49 | 43.98' RT | 59-CL | 379,827.03 | 2,555,320.79 |
| 6917 | 117+76.86 | 41.00' RT | 59-CL | 379,829.16 | 2,555,279.18 |
| 6918 | 117+76.86 | 34.00' RT | 59-CL | 379,836.16 | 2,555,279.04 |
| 6919 | 117+76.86 | 29.00' RT | 59-CL | 379,841.16 | 2,555,278.93 |
| 6920 | 117+88.31 | 44.34' RT | 59-CL | 379,826.06 | 2,555,290.70 |
| 6921 | 117+88.31 | 41.00' RT | 59-CL | 379,829.40 | 2,555,290.63 |
| 6922 | 117+88.31 | 34.00' RT | 59-CL | 379,836.40 | 2,555,290.48 |
| 6923 | 117+88.31 | 29.00' RT | 59-CL | 379,841.40 | 2,555,290.38 |
| 6924 | 117+94.31 | 41.00' RT | 59-CL | 379,829.52 | 2,555,296.63 |
| 6925 | 117+94.31 | 34.00' RT | 59-CL | 379,836.52 | 2,555,296.48 |
| 6926 | 117+94.31 | 29.00' RT | 59-CL | 379,841.52 | 2,555,296.37 |
| 6927 | 117+94.31 | 20.19' RT | 59-CL | 379,850.33 | 2,555,296.19 |
| 6928 | 118+00.31 | 41.00' RT | 59-CL | 379,829.65 | 2,555,302.62 |
| 6929 | 118+00.31 | 34.00' RT | 59-CL | 379,836.65 | 2,555,302.48 |
| 6930 | 118+00.31 | 29.00' RT | 59-CL | 379,841.65 | 2,555,302.37 |
| 6931 | 117+98.98 | 44.33' RT | 59-CL | 379,826.29 | 2,555,301.37 |
| 6932 | 117+98.80 | 53.69' RT | 59-CL | 379,816.93 | 2,555,301.38 |
| 6933 | 118+01.34 | 53.69' RT | 59-CL | 379,816.99 | 2,555,303.92 |
| 6934 | 118+01.35 | 59.74' RT | 59-CL | 379,810.94 | 2,555,304.05 |
| 6935 | 118+06.35 | 59.73' RT | 59-CL | 379,811.05 | 2,555,309.06 |
| 6936 | 118+06.34 | 53.68' RT | 59-CL | 379,817.10 | 2,555,308.92 |
| 6937 | 118+06.31 | 41.00' RT | 59-CL | 379,829.78 | 2,555,308.63 |
| 6938 | 118+06.31 | 34.00' RT | 59-CL | 379,836.77 | 2,555,308.48 |
| 6939 | 118+06.31 | 29.00' RT | 59-CL | 379,841.77 | 2,555,308.38 |
| 6940 | 118+12.45 | 59.71' RT | 59-CL | 379,811.19 | 2,555,315.05 |
| 6941 | 118+12.38 | 40.99' RT | 59-CL | 379,829.90 | 2,555,314.63 |
| 6942 | 118+15.79 | 40.99' RT | 59-CL | 379,829.97 | 2,555,318.04 |

| 10th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7101 | 118+57.13 | 42.09' RT | 59-CL | 379,829.67 | 2,555,359.39 |
| 7102 | 118+57.22 | 39.79' RT | 59-CL | 379,831.97 | 2,555,359.44 |
| 7103 | 118+62.01 | 26.52' RT | 59-CL | 379,845.33 | 2,555,363.97 |
| 7105 | 118+71.20 | 18.29' RT | 59-CL | 379,853.74 | 2,555,373.01 |
| 7106 | 118+77.83 | 15.74' RT | 59-CL | 379,856.42 | 2,555,379.58 |
| 7107 | 118+84.12 | 15.00' RT | 59-CL | 379,857.28 | 2,555,385.86 |
| 7108 | 118+59.72 | 43.00' RT | 59-CL | 379,828.81 | 2,555,362.00 |
| 7109 | 118+59.80 | 40.00' RT | 59-CL | 379,831.81 | 2,555,362.02 |
| 7110 | 118+61.43 | 33.00' RT | 59-CL | 379,838.84 | 2,555,363.52 |
| 7111 | 118+64.12 | 28.00' RT | 59-CL | 379,843.89 | 2,555,366.11 |
| 7112 | 118+69.44 | 22.49' RT | 59-CL | 379,849.51 | 2,555,371.32 |
| 7113 | 118+72.44 | 20.56' RT | 59-CL | 379,851.50 | 2,555,374.29 |
| 7114 | 118+78.44 | 18.29' RT | 59-CL | 379,853.88 | 2,555,380.24 |
| 7115 | 118+81.44 | 17.73' RT | 59-CL | 379,854.50 | 2,555,383.23 |
| 7116 | 118+66.47 | 56.02' RT | 59-CL | 379,815.93 | 2,555,369.01 |
| 7117 | 118+66.44 | 48.36' RT | 59-CL | 379,823.58 | 2,555,368.84 |
| 7118 | 118+66.42 | 40.00' RT | 59-CL | 379,831.94 | 2,555,368.64 |
| 7119 | 118+61.44 | 40.00' RT | 59-CL | 379,831.84 | 2,555,363.65 |
| 7120 | 118+66.42 | 33.00' RT | 59-CL | 379,838.94 | 2,555,368.51 |
| 7121 | 118+66.42 | 28.00' RT | 59-CL | 379,843.94 | 2,555,368.41 |
| 7122 | 118+72.47 | 56.00' RT | 59-CL | 379,816.07 | 2,555,375.01 |
| 7123 | 118+72.45 | 48.34' RT | 59-CL | 379,823.72 | 2,555,374.84 |
| 7124 | 118+72.42 | 40.00' RT | 59-CL | 379,832.06 | 2,555,374.64 |
| 7125 | 118+72.44 | 33.00' RT | 59-CL | 379,839.06 | 2,555,374.53 |
| 7126 | 118+72.46 | 28.00' RT | 59-CL | 379,844.06 | 2,555,374.46 |
| 7127 | 118+77.59 | 48.33' RT | 59-CL | 379,823.83 | 2,555,379.98 |
| 7128 | 118+77.52 | 42.13' RT | 59-CL | 379,830.03 | 2,555,379.79 |
| 7129 | 118+78.44 | 40.00' RT | 59-CL | 379,832.18 | 2,555,380.67 |
| 7130 | 118+78.44 | 33.00' RT | 59-CL | 379,839.18 | 2,555,380.53 |
| 7131 | 118+78.44 | 28.00' RT | 59-CL | 379,844.17 | 2,555,380.43 |
| 7132 | 118+78.44 | 20.56' RT | 59-CL | 379,851.61 | 2,555,380.28 |
| 7133 | 118+84.12 | 40.00' RT | 59-CL | 379,832.29 | 2,555,386.35 |
| 7134 | 118+84.12 | 33.00' RT | 59-CL | 379,839.29 | 2,555,386.21 |
| 7135 | 118+84.12 | 28.00' RT | 59-CL | 379,844.29 | 2,555,386.11 |
| 7136 | 118+66.60 | 25.00' RT | 59-CL | 379,846.94 | 2,555,368.53 |
| 7137 | 118+89.95 | 15.00' RT | 59-CL | 379,857.40 | 2,555,391.68 |
| 7138 | 118+95.95 | 21.00' RT | 59-CL | 379,851.52 | 2,555,397.80 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

**W NATIONAL AVE/STH 59 & 9TH ST**
**NORTHWEST QUADRANT**

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

**W NATIONAL AVE/STH 59 & 9TH ST**
**NORTHEAST QUADRANT**

**9TH ST**

**W NATIONAL AVE / STH 59**

STH 59 C/L

122+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (9TH ST) | SHEET 190 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 9N
PLOT DATE : 7/16/2026 2:51 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

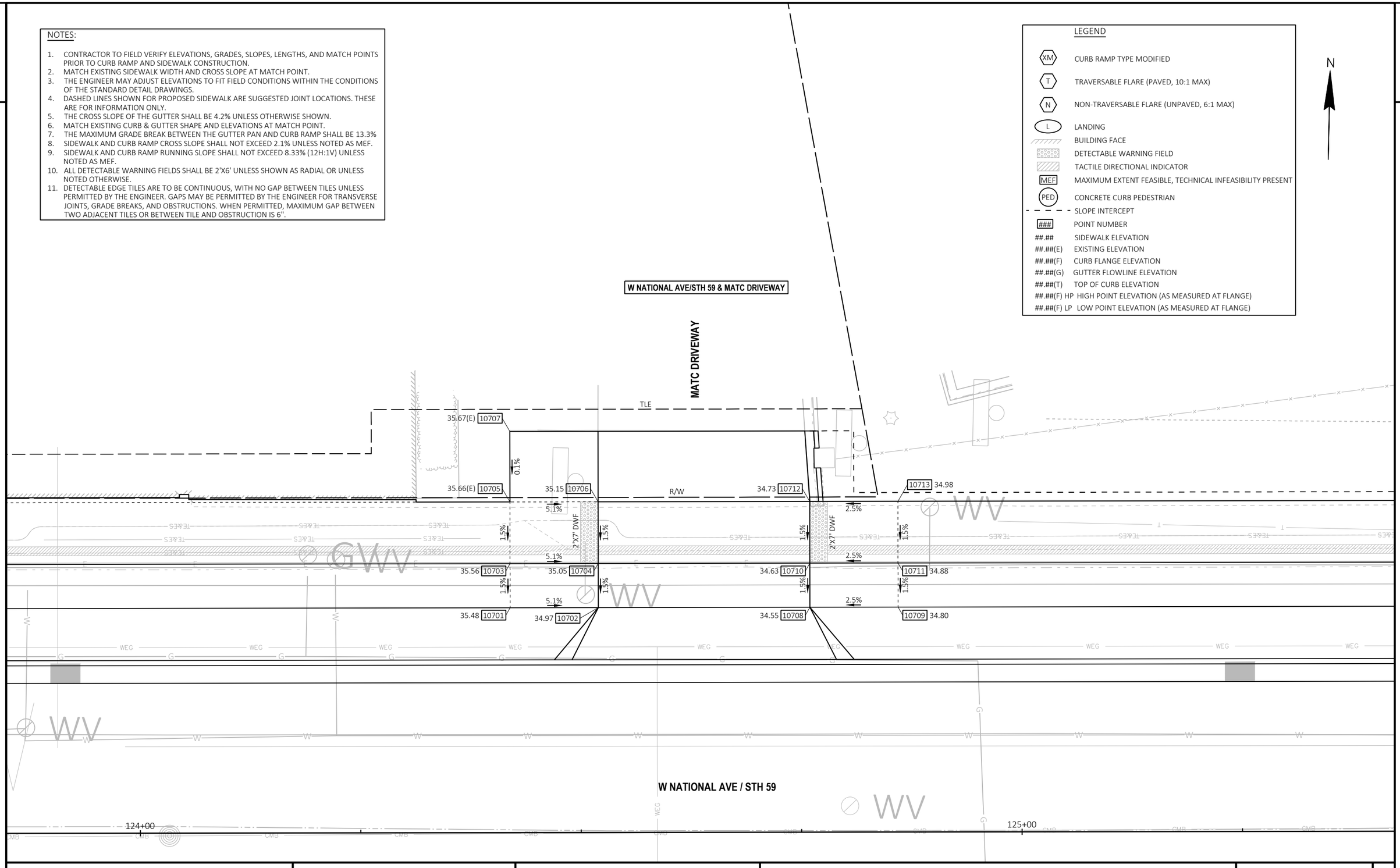
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N



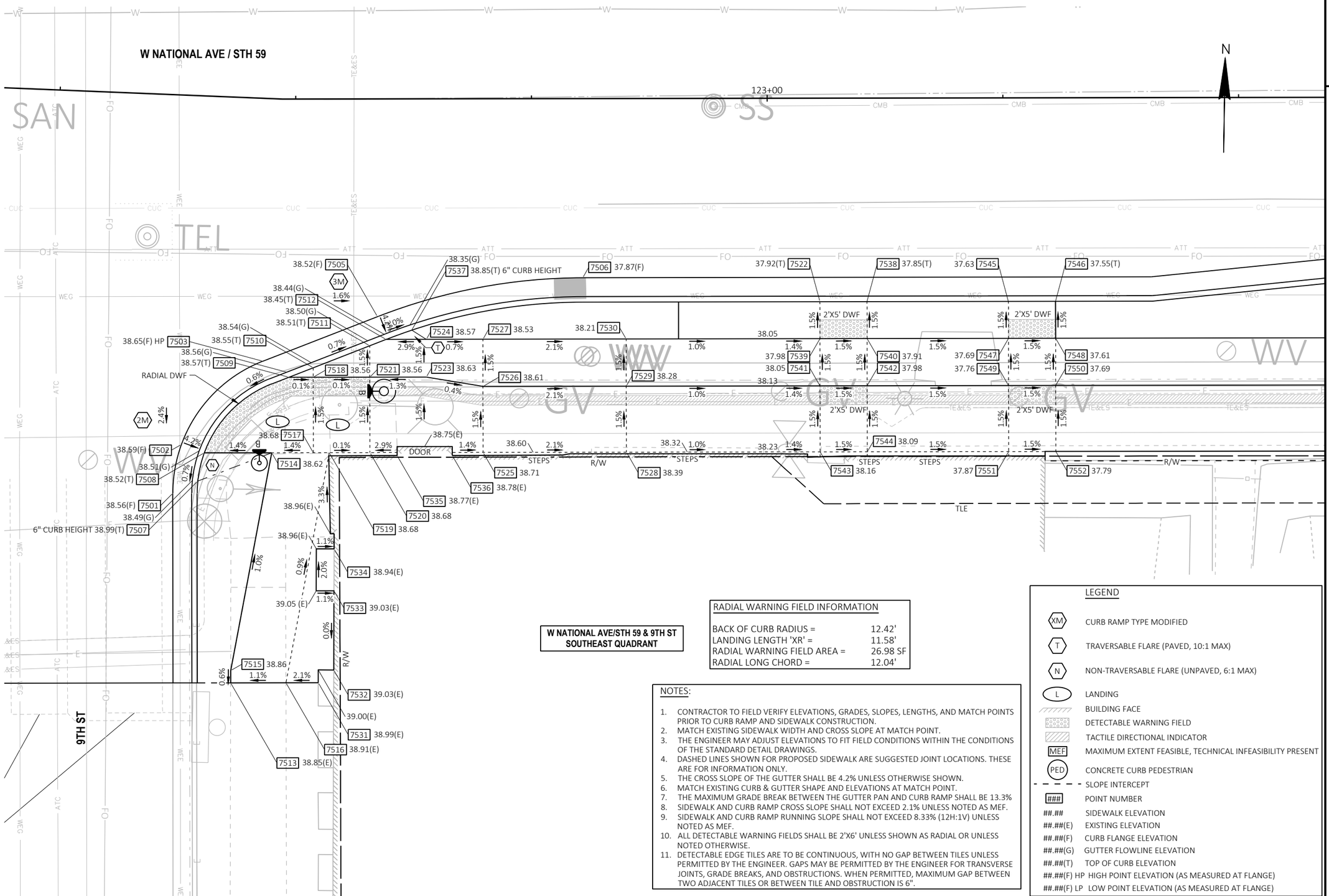

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (MATC DRIVEWAY) | SHEET 191 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 9N-Dwy

PLOT DATE : 7/16/2026 2:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




**W NATIONAL AVE/STH 59 & 9TH ST**
**SOUTHEAST QUADRANT**

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 12.42' |
| LANDING LENGTH 'XR' = | 11.58' |
| RADIAL WARNING FIELD AREA = | 26.98 SF |
| RADIAL LONG CHORD = | 12.04' |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

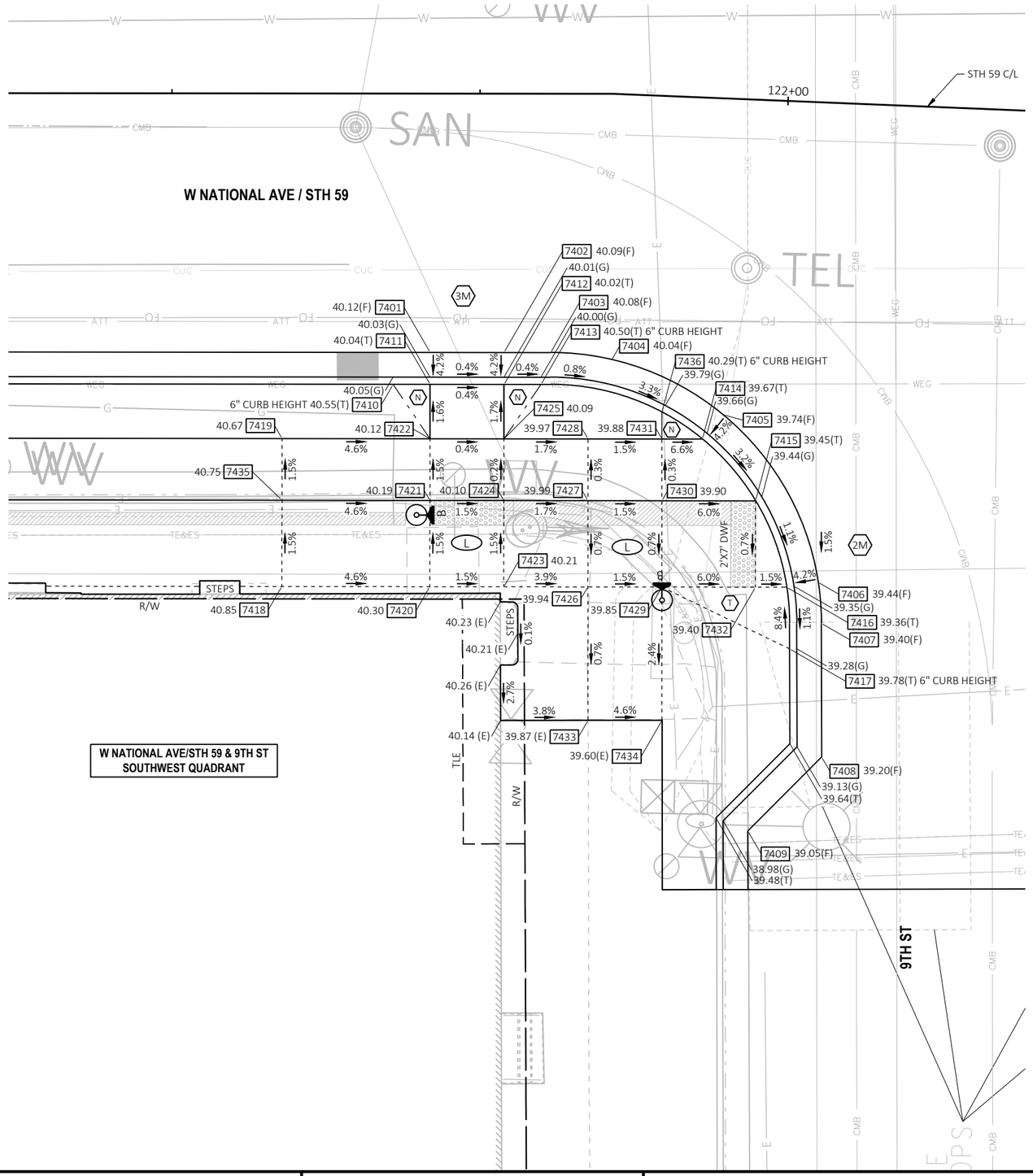
LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (9TH ST) | SHEET 192 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 9SE
PLOT DATE : 7/16/2026 2:52 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

| | |
|---|---|
| XM | CURB RAMP TYPE MODIFIED |
| T | TRAVERSABLE FLARE (PAVED, 10:1 MAX) |
| N | NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX) |
| L | LANDING |
| | BUILDING FACE |
| | DETECTABLE WARNING FIELD |
| | TACTILE DIRECTIONAL INDICATOR |
| MEF | MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT |
| PED | CONCRETE CURB PEDESTRIAN |
| | SLOPE INTERCEPT |
| ### | POINT NUMBER |
| ##.## | SIDEWALK ELEVATION |
| ##.##(E) | EXISTING ELEVATION |
| ##.##(F) | CURB FLANGE ELEVATION |
| ##.##(G) | GUTTER FLOWLINE ELEVATION |
| ##.##(T) | TOP OF CURB ELEVATION |
| ##.##(F) HP | HIGH POINT ELEVATION (AS MEASURED AT FLANGE) |
| ##.##(F) LP | LOW POINT ELEVATION (AS MEASURED AT FLANGE) |

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (9TH ST) | SHEET 193 | E |
|---|---|---|---|---|---|

2

| 9th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7201 | 121+93.55 | 34.77' LT | 59-CL | 379,912.81 | 2,555,695.62 |
| 7202 | 121+93.57 | 34.36' LT | 59-CL | 379,912.40 | 2,555,695.63 |
| 7203 | 121+88.69 | 22.66' LT | 59-CL | 379,900.80 | 2,555,690.52 |
| 7205 | 121+79.92 | 19.00' LT | 59-CL | 379,897.08 | 2,555,680.93 |
| 7206 | 121+76.97 | 19.00' LT | 59-CL | 379,897.03 | 2,555,677.98 |
| 7207 | 121+70.97 | 19.00' LT | 59-CL | 379,896.91 | 2,555,671.98 |
| 7208 | 121+90.85 | 37.73' LT | 59-CL | 379,915.82 | 2,555,692.98 |
| 7209 | 121+90.97 | 34.73' LT | 59-CL | 379,912.82 | 2,555,693.04 |
| 7210 | 121+89.92 | 28.69' LT | 59-CL | 379,906.80 | 2,555,691.87 |
| 7211 | 121+86.95 | 24.57' LT | 59-CL | 379,902.74 | 2,555,688.82 |
| 7212 | 121+80.97 | 21.63' LT | 59-CL | 379,899.73 | 2,555,681.93 |
| 7213 | 121+76.97 | 21.58' LT | 59-CL | 379,899.61 | 2,555,677.93 |
| 7214 | 121+70.97 | 21.58' LT | 59-CL | 379,899.49 | 2,555,671.93 |
| 7215 | 121+64.97 | 21.58' LT | 59-CL | 379,899.37 | 2,555,665.93 |
| 7216 | 121+86.00 | 48.12' LT | 59-CL | 379,926.30 | 2,555,688.33 |
| 7217 | 121+87.35 | 42.17' LT | 59-CL | 379,920.33 | 2,555,689.56 |
| 7218 | 121+87.66 | 34.60' LT | 59-CL | 379,912.76 | 2,555,689.72 |
| 7219 | 121+89.69 | 34.68' LT | 59-CL | 379,912.80 | 2,555,691.76 |
| 7220 | 121+87.93 | 28.61' LT | 59-CL | 379,906.76 | 2,555,689.87 |
| 7221 | 121+83.00 | 48.06' LT | 59-CL | 379,926.20 | 2,555,683.44 |
| 7222 | 121+83.01 | 42.06' LT | 59-CL | 379,920.20 | 2,555,683.56 |
| 7223 | 121+83.02 | 34.50' LT | 59-CL | 379,912.64 | 2,555,683.72 |
| 7224 | 121+83.02 | 28.50' LT | 59-CL | 379,906.64 | 2,555,683.84 |
| 7225 | 121+83.02 | 24.50' LT | 59-CL | 379,902.64 | 2,555,683.92 |
| 7226 | 121+76.97 | 34.50' LT | 59-CL | 379,912.52 | 2,555,677.68 |
| 7227 | 121+76.97 | 28.50' LT | 59-CL | 379,906.52 | 2,555,677.79 |
| 7228 | 121+76.97 | 24.50' LT | 59-CL | 379,902.52 | 2,555,677.87 |
| 7229 | 121+70.97 | 34.50' LT | 59-CL | 379,912.40 | 2,555,671.68 |
| 7230 | 121+70.97 | 28.50' LT | 59-CL | 379,906.41 | 2,555,671.79 |
| 7231 | 121+70.97 | 24.50' LT | 59-CL | 379,902.41 | 2,555,671.87 |
| 7232 | 121+64.97 | 34.50' LT | 59-CL | 379,912.29 | 2,555,665.68 |
| 7233 | 121+64.97 | 28.50' LT | 59-CL | 379,906.29 | 2,555,665.80 |
| 7234 | 121+64.97 | 24.50' LT | 59-CL | 379,902.29 | 2,555,665.87 |
| 7235 | 121+83.77 | 22.20' LT | 59-CL | 379,900.35 | 2,555,684.72 |
| 7236 | 121+23.97 | 34.50' LT | 59-CL | 379,911.48 | 2,555,624.69 |
| 7237 | 121+28.97 | 34.50' LT | 59-CL | 379,911.58 | 2,555,629.69 |
| 7238 | 121+23.97 | 28.50' LT | 59-CL | 379,905.48 | 2,555,624.80 |
| 7239 | 121+28.97 | 28.50' LT | 59-CL | 379,905.58 | 2,555,629.80 |
| 7240 | 121+23.97 | 24.50' LT | 59-CL | 379,901.48 | 2,555,624.88 |
| 7241 | 121+28.97 | 24.50' LT | 59-CL | 379,901.58 | 2,555,629.88 |
| 7242 | 121+23.97 | 21.58' LT | 59-CL | 379,898.57 | 2,555,624.94 |
| 7243 | 121+28.97 | 21.58' LT | 59-CL | 379,898.67 | 2,555,629.94 |
| 7244 | 121+43.97 | 34.50' LT | 59-CL | 379,911.87 | 2,555,644.68 |
| 7245 | 121+48.97 | 34.50' LT | 59-CL | 379,911.97 | 2,555,649.68 |
| 7246 | 121+43.97 | 28.50' LT | 59-CL | 379,905.88 | 2,555,644.80 |
| 7247 | 121+48.97 | 28.50' LT | 59-CL | 379,905.97 | 2,555,649.80 |

| 9th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7248 | 121+43.97 | 24.50' LT | 59-CL | 379,901.88 | 2,555,644.88 |
| 7249 | 121+48.97 | 24.50' LT | 59-CL | 379,901.97 | 2,555,649.88 |
| 7250 | 121+43.97 | 21.58' LT | 59-CL | 379,898.96 | 2,555,644.94 |
| 7251 | 121+48.97 | 21.58' LT | 59-CL | 379,899.06 | 2,555,649.93 |

| 9th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7301 | 122+20.01 | 36.32' LT | 59-CL | 379,913.84 | 2,555,722.11 |
| 7302 | 122+20.03 | 35.85' LT | 59-CL | 379,913.37 | 2,555,722.12 |
| 7303 | 122+25.57 | 22.84' LT | 59-CL | 379,900.25 | 2,555,727.40 |
| 7305 | 122+40.86 | 16.69' LT | 59-CL | 379,893.79 | 2,555,742.57 |
| 7306 | 122+51.80 | 17.00' LT | 59-CL | 379,894.03 | 2,555,752.79 |
| 7307 | 122+57.80 | 17.00' LT | 59-CL | 379,894.16 | 2,555,758.78 |
| 7308 | 122+22.43 | 40.43' LT | 59-CL | 379,917.89 | 2,555,724.61 |
| 7309 | 122+22.59 | 36.43' LT | 59-CL | 379,913.89 | 2,555,724.69 |
| 7310 | 122+24.15 | 29.49' LT | 59-CL | 379,906.93 | 2,555,726.11 |
| 7311 | 122+27.43 | 24.63' LT | 59-CL | 379,902.00 | 2,555,729.30 |
| 7312 | 122+47.97 | 19.57' LT | 59-CL | 379,896.54 | 2,555,749.73 |
| 7313 | 122+51.80 | 19.58' LT | 59-CL | 379,896.61 | 2,555,752.73 |
| 7314 | 122+57.80 | 19.58' LT | 59-CL | 379,896.74 | 2,555,758.73 |
| 7315 | 122+60.80 | 19.58' LT | 59-CL | 379,896.81 | 2,555,761.72 |
| 7316 | 122+23.85 | 36.48' LT | 59-CL | 379,913.92 | 2,555,725.95 |
| 7317 | 122+29.45 | 36.72' LT | 59-CL | 379,914.05 | 2,555,731.55 |
| 7318 | 122+29.75 | 29.73' LT | 59-CL | 379,907.05 | 2,555,731.71 |
| 7319 | 122+29.96 | 24.73' LT | 59-CL | 379,902.05 | 2,555,731.82 |
| 7320 | 122+35.44 | 36.98' LT | 59-CL | 379,914.19 | 2,555,737.55 |
| 7321 | 122+35.74 | 29.98' LT | 59-CL | 379,907.19 | 2,555,737.71 |
| 7322 | 122+35.95 | 24.99' LT | 59-CL | 379,902.19 | 2,555,737.82 |
| 7323 | 122+41.44 | 37.23' LT | 59-CL | 379,914.32 | 2,555,743.55 |
| 7324 | 122+40.95 | 49.50' LT | 59-CL | 379,926.60 | 2,555,743.30 |
| 7325 | 122+41.74 | 30.24' LT | 59-CL | 379,907.32 | 2,555,743.71 |
| 7326 | 122+41.95 | 25.24' LT | 59-CL | 379,902.32 | 2,555,743.82 |
| 7327 | 122+46.95 | 49.74' LT | 59-CL | 379,926.72 | 2,555,749.30 |
| 7328 | 122+47.43 | 37.48' LT | 59-CL | 379,914.46 | 2,555,749.55 |
| 7329 | 122+53.93 | 49.70' LT | 59-CL | 379,926.76 | 2,555,754.17 |
| 7330 | 122+26.47 | 21.95' LT | 59-CL | 379,899.34 | 2,555,728.28 |
| 7331 | 122+51.80 | 37.50' LT | 59-CL | 379,914.52 | 2,555,752.32 |
| 7332 | 122+51.80 | 30.50' LT | 59-CL | 379,907.52 | 2,555,752.48 |
| 7333 | 122+51.80 | 25.50' LT | 59-CL | 379,902.52 | 2,555,752.59 |
| 7334 | 122+57.80 | 37.50' LT | 59-CL | 379,914.66 | 2,555,758.32 |
| 7335 | 122+57.80 | 30.50' LT | 59-CL | 379,907.66 | 2,555,758.48 |
| 7336 | 122+57.80 | 25.50' LT | 59-CL | 379,902.66 | 2,555,758.59 |
| 7337 | 122+63.80 | 37.50' LT | 59-CL | 379,914.79 | 2,555,764.32 |
| 7338 | 122+63.80 | 30.50' LT | 59-CL | 379,907.79 | 2,555,764.48 |
| 7339 | 122+63.80 | 25.50' LT | 59-CL | 379,902.79 | 2,555,764.59 |
| 7340 | 122+30.08 | 22.36' LT | 59-CL | 379,899.68 | 2,555,731.90 |

| 9th-MATC | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10701 | 124+41.97 | 25.50' LT | 59-CL | 379,906.82 | 2,555,942.71 |
| 10702 | 124+51.97 | 25.50' LT | 59-CL | 379,907.05 | 2,555,952.71 |
| 10703 | 124+41.97 | 30.50' LT | 59-CL | 379,911.82 | 2,555,942.60 |
| 10704 | 124+51.97 | 30.50' LT | 59-CL | 379,912.05 | 2,555,952.60 |
| 10705 | 124+41.97 | 37.50' LT | 59-CL | 379,918.82 | 2,555,942.44 |
| 10706 | 124+51.97 | 37.50' LT | 59-CL | 379,919.05 | 2,555,952.44 |
| 10707 | 124+41.97 | 45.50' LT | 59-CL | 379,926.82 | 2,555,942.26 |
| 10708 | 124+75.97 | 25.50' LT | 59-CL | 379,907.59 | 2,555,976.70 |
| 10709 | 124+85.97 | 25.50' LT | 59-CL | 379,907.82 | 2,555,986.70 |
| 10710 | 124+75.97 | 30.50' LT | 59-CL | 379,912.59 | 2,555,976.59 |
| 10711 | 124+85.97 | 30.50' LT | 59-CL | 379,912.82 | 2,555,986.59 |
| 10712 | 124+75.97 | 37.50' LT | 59-CL | 379,919.59 | 2,555,976.43 |
| 10713 | 124+85.97 | 37.50' LT | 59-CL | 379,919.81 | 2,555,986.43 |

2

| 9th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7401 | 121+70.97 | 21.00' RT | 59-CL | 379,856.92 | 2,555,672.77 |
| 7402 | 121+76.97 | 21.00' RT | 59-CL | 379,857.03 | 2,555,678.77 |
| 7403 | 121+80.74 | 21.00' RT | 59-CL | 379,857.11 | 2,555,682.54 |
| 7404 | 121+86.55 | 21.55' RT | 59-CL | 379,856.64 | 2,555,687.51 |
| 7405 | 121+95.73 | 25.63' RT | 59-CL | 379,852.38 | 2,555,696.60 |
| 7406 | 122+04.03 | 38.91' RT | 59-CL | 379,838.94 | 2,555,704.64 |
| 7407 | 122+04.42 | 42.23' RT | 59-CL | 379,835.61 | 2,555,704.97 |
| 7408 | 122+04.89 | 53.05' RT | 59-CL | 379,824.78 | 2,555,705.21 |
| 7409 | 121+99.15 | 59.30' RT | 59-CL | 379,818.65 | 2,555,699.35 |
| 7410 | 121+67.97 | 23.58' RT | 59-CL | 379,854.27 | 2,555,669.82 |
| 7411 | 121+70.97 | 23.58' RT | 59-CL | 379,854.33 | 2,555,672.82 |
| 7412 | 121+76.97 | 23.58' RT | 59-CL | 379,854.45 | 2,555,678.82 |
| 7413 | 121+79.97 | 23.58' RT | 59-CL | 379,854.51 | 2,555,681.82 |
| 7414 | 121+94.17 | 27.69' RT | 59-CL | 379,850.35 | 2,555,695.00 |
| 7415 | 121+98.68 | 32.52' RT | 59-CL | 379,845.44 | 2,555,699.42 |
| 7416 | 122+01.49 | 39.41' RT | 59-CL | 379,838.49 | 2,555,702.09 |
| 7417 | 122+01.93 | 44.40' RT | 59-CL | 379,833.49 | 2,555,702.43 |
| 7418 | 121+58.97 | 40.00' RT | 59-CL | 379,837.68 | 2,555,661.14 |
| 7419 | 121+58.97 | 28.00' RT | 59-CL | 379,849.68 | 2,555,660.91 |
| 7420 | 121+70.97 | 40.00' RT | 59-CL | 379,837.92 | 2,555,673.14 |
| 7421 | 121+70.97 | 33.00' RT | 59-CL | 379,844.92 | 2,555,673.00 |
| 7422 | 121+70.97 | 28.00' RT | 59-CL | 379,849.92 | 2,555,672.90 |
| 7423 | 121+76.97 | 40.00' RT | 59-CL | 379,838.04 | 2,555,679.14 |
| 7424 | 121+76.97 | 33.00' RT | 59-CL | 379,845.04 | 2,555,679.00 |
| 7425 | 121+76.97 | 28.00' RT | 59-CL | 379,850.03 | 2,555,678.90 |
| 7426 | 121+83.79 | 40.00' RT | 59-CL | 379,838.17 | 2,555,685.96 |
| 7427 | 121+83.79 | 33.00' RT | 59-CL | 379,845.17 | 2,555,685.82 |
| 7428 | 121+83.79 | 28.00' RT | 59-CL | 379,850.17 | 2,555,685.72 |
| 7429 | 121+91.36 | 39.81' RT | 59-CL | 379,838.29 | 2,555,691.96 |
| 7430 | 121+91.09 | 32.81' RT | 59-CL | 379,845.29 | 2,555,691.82 |
| 7431 | 121+90.89 | 27.82' RT | 59-CL | 379,850.29 | 2,555,691.72 |
| 7432 | 121+98.96 | 39.51' RT | 59-CL | 379,838.44 | 2,555,699.55 |
| 7433 | 121+83.82 | 50.82' RT | 59-CL | 379,827.35 | 2,555,686.20 |
| 7434 | 121+91.82 | 50.60' RT | 59-CL | 379,827.49 | 2,555,692.20 |
| 7435 | 121+58.97 | 33.00' RT | 59-CL | 379,844.68 | 2,555,661.00 |
| 7436 | 121+90.79 | 25.63' RT | 59-CL | 379,852.48 | 2,555,691.66 |

| 9th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7501 | 122+38.66 | 42.25' RT | 59-CL | 379,834.91 | 2,555,739.19 |
| 7502 | 122+39.36 | 37.03' RT | 59-CL | 379,840.11 | 2,555,740.00 |
| 7503 | 122+47.64 | 27.86' RT | 59-CL | 379,849.12 | 2,555,748.46 |
| 7505 | 122+58.62 | 23.09' RT | 59-CL | 379,854.10 | 2,555,760.51 |
| 7506 | 122+80.40 | 19.00' RT | 59-CL | 379,858.68 | 2,555,782.19 |
| 7507 | 122+41.25 | 40.85' RT | 59-CL | 379,836.26 | 2,555,741.81 |
| 7508 | 122+41.82 | 37.82' RT | 59-CL | 379,839.28 | 2,555,742.44 |
| 7509 | 122+49.22 | 29.50' RT | 59-CL | 379,847.48 | 2,555,751.25 |
| 7510 | 122+51.80 | 28.50' RT | 59-CL | 379,848.54 | 2,555,753.81 |
| 7511 | 122+57.80 | 26.18' RT | 59-CL | 379,850.99 | 2,555,759.76 |
| 7512 | 122+59.55 | 25.50' RT | 59-CL | 379,851.71 | 2,555,761.50 |
| 7513 | 122+45.61 | 62.07' RT | 59-CL | 379,814.96 | 2,555,745.76 |
| 7514 | 122+48.59 | 37.52' RT | 59-CL | 379,839.44 | 2,555,749.60 |
| 7515 | 122+45.56 | 60.78' RT | 59-CL | 379,816.25 | 2,555,745.73 |
| 7516 | 122+48.85 | 61.89' RT | 59-CL | 379,815.09 | 2,555,751.62 |
| 7517 | 122+51.80 | 37.50' RT | 59-CL | 379,839.54 | 2,555,754.02 |
| 7518 | 122+51.80 | 29.50' RT | 59-CL | 379,847.54 | 2,555,753.84 |
| 7519 | 122+53.49 | 37.50' RT | 59-CL | 379,839.58 | 2,555,755.70 |
| 7520 | 122+57.80 | 37.50' RT | 59-CL | 379,839.67 | 2,555,760.02 |
| 7521 | 122+57.80 | 29.50' RT | 59-CL | 379,847.67 | 2,555,759.83 |
| 7522 | 123+05.55 | 21.58' RT | 59-CL | 379,856.67 | 2,555,807.40 |
| 7523 | 122+63.80 | 29.50' RT | 59-CL | 379,847.81 | 2,555,765.83 |
| 7524 | 122+63.80 | 25.50' RT | 59-CL | 379,851.81 | 2,555,765.74 |
| 7525 | 122+69.80 | 37.50' RT | 59-CL | 379,839.95 | 2,555,772.01 |
| 7526 | 122+69.80 | 30.50' RT | 59-CL | 379,846.94 | 2,555,771.85 |
| 7527 | 122+69.80 | 25.50' RT | 59-CL | 379,851.94 | 2,555,771.74 |
| 7528 | 122+85.00 | 37.50' RT | 59-CL | 379,840.29 | 2,555,787.21 |
| 7529 | 122+85.00 | 30.50' RT | 59-CL | 379,847.29 | 2,555,787.05 |
| 7530 | 122+85.00 | 25.50' RT | 59-CL | 379,852.29 | 2,555,786.94 |
| 7531 | 122+52.28 | 61.89' RT | 59-CL | 379,815.17 | 2,555,755.04 |
| 7532 | 122+53.92 | 60.54' RT | 59-CL | 379,816.55 | 2,555,756.66 |
| 7533 | 122+53.96 | 52.15' RT | 59-CL | 379,824.94 | 2,555,756.51 |
| 7534 | 122+53.98 | 47.70' RT | 59-CL | 379,829.39 | 2,555,756.43 |
| 7535 | 122+60.68 | 37.81' RT | 59-CL | 379,839.43 | 2,555,762.90 |
| 7536 | 122+66.53 | 37.82' RT | 59-CL | 379,839.55 | 2,555,768.75 |
| 7537 | 122+62.26 | 24.52' RT | 59-CL | 379,852.75 | 2,555,764.18 |
| 7538 | 123+10.55 | 21.58' RT | 59-CL | 379,856.78 | 2,555,812.40 |
| 7539 | 123+05.55 | 25.50' RT | 59-CL | 379,852.75 | 2,555,807.49 |
| 7540 | 123+10.55 | 25.50' RT | 59-CL | 379,852.86 | 2,555,812.48 |
| 7541 | 123+05.55 | 30.50' RT | 59-CL | 379,847.75 | 2,555,807.60 |
| 7542 | 123+10.55 | 30.50' RT | 59-CL | 379,847.87 | 2,555,812.60 |
| 7543 | 123+05.55 | 37.50' RT | 59-CL | 379,840.75 | 2,555,807.76 |
| 7544 | 123+10.55 | 37.50' RT | 59-CL | 379,840.87 | 2,555,812.76 |
| 7545 | 123+25.55 | 21.58' RT | 59-CL | 379,857.12 | 2,555,827.39 |
| 7546 | 123+30.55 | 21.58' RT | 59-CL | 379,857.23 | 2,555,832.39 |
| 7547 | 123+25.55 | 25.50' RT | 59-CL | 379,853.20 | 2,555,827.48 |

| 9th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7548 | 123+30.55 | 25.50' RT | 59-CL | 379,853.32 | 2,555,832.48 |
| 7549 | 123+25.55 | 30.50' RT | 59-CL | 379,848.20 | 2,555,827.59 |
| 7550 | 123+30.55 | 30.50' RT | 59-CL | 379,848.32 | 2,555,832.59 |
| 7551 | 123+25.55 | 37.50' RT | 59-CL | 379,841.21 | 2,555,827.75 |
| 7552 | 123+30.55 | 37.50' RT | 59-CL | 379,841.32 | 2,555,832.75 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

W NATIONAL AVE/STH 59 & 7TH ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 7TH ST NORTHEAST QUADRANT

7TH ST

RAISED CROSSWALK

W NATIONAL AVE / STH 59

STH 59 C/L

129+00

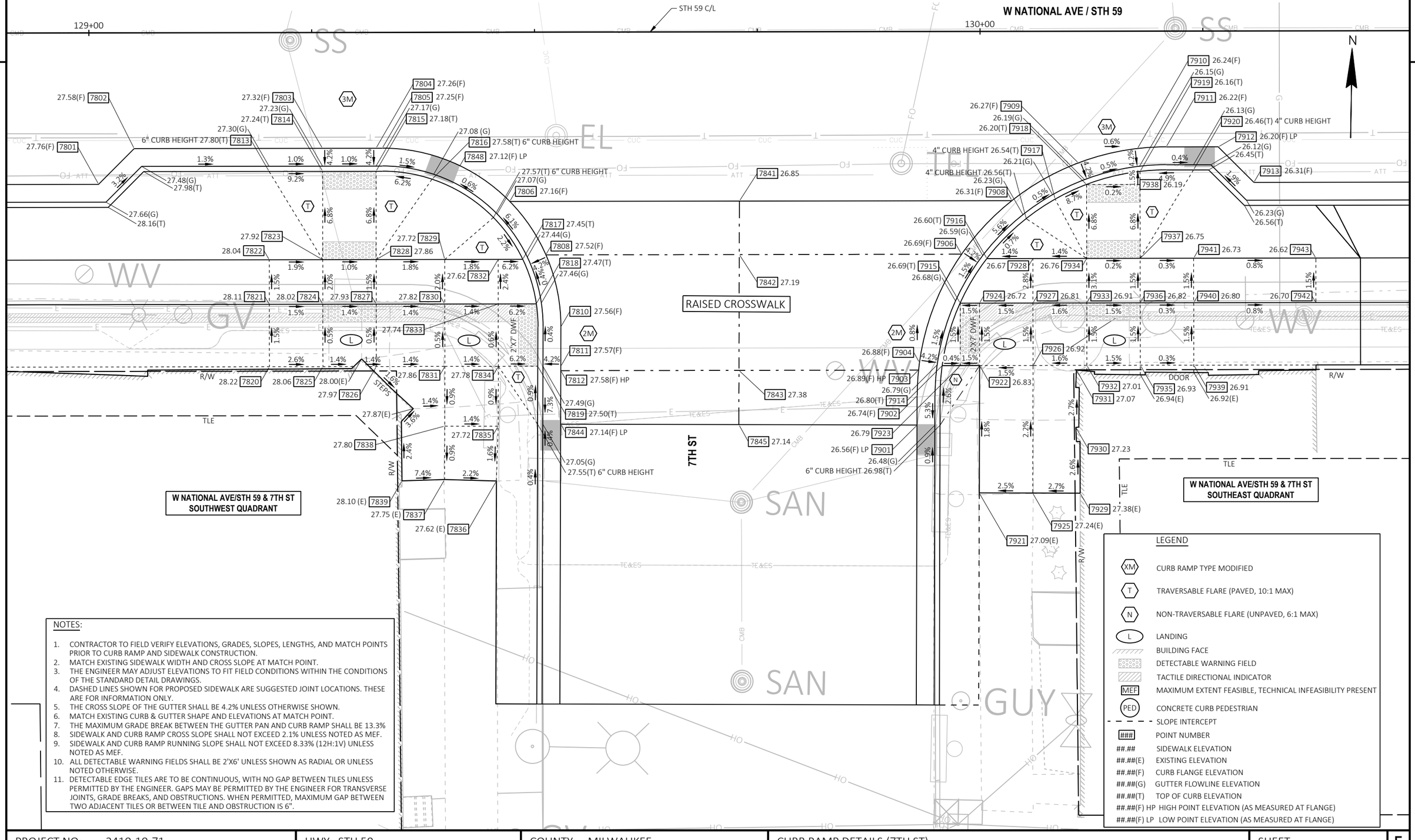
130+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (7TH ST) | SHEET 196 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 7N

PLOT DATE : 7/16/2026 2:55 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (7TH ST) | SHEET 197 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 7S
PLOT DATE : 7/16/2026 2:56 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

| 7th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7601 | 129+51.08 | 52.51' LT | 59-CL | 379,945.34 | 2,556,451.08 |
| 7602 | 129+57.12 | 46.56' LT | 59-CL | 379,939.52 | 2,556,457.26 |
| 7603 | 129+57.15 | 44.00' LT | 59-CL | 379,936.97 | 2,556,457.34 |
| 7604 | 129+57.17 | 40.73' LT | 59-CL | 379,933.70 | 2,556,457.44 |
| 7605 | 129+57.04 | 38.00' LT | 59-CL | 379,930.96 | 2,556,457.37 |
| 7606 | 129+56.94 | 37.15' LT | 59-CL | 379,930.11 | 2,556,457.29 |
| 7608 | 129+51.76 | 25.00' LT | 59-CL | 379,917.85 | 2,556,452.39 |
| 7610 | 129+44.88 | 19.00' LT | 59-CL | 379,911.69 | 2,556,445.64 |
| 7611 | 129+38.44 | 16.33' LT | 59-CL | 379,908.88 | 2,556,439.26 |
| 7612 | 129+32.84 | 14.88' LT | 59-CL | 379,907.30 | 2,556,433.70 |
| 7613 | 129+30.20 | 14.19' LT | 59-CL | 379,906.56 | 2,556,431.07 |
| 7614 | 129+26.76 | 13.37' LT | 59-CL | 379,905.65 | 2,556,427.65 |
| 7615 | 129+05.12 | 11.00' LT | 59-CL | 379,902.80 | 2,556,406.08 |
| 7616 | 128+99.30 | 11.00' LT | 59-CL | 379,902.67 | 2,556,400.25 |
| 7617 | 128+93.30 | 17.00' LT | 59-CL | 379,908.53 | 2,556,394.12 |
| 7618 | 129+54.38 | 37.50' LT | 59-CL | 379,930.40 | 2,556,454.72 |
| 7619 | 129+52.22 | 30.50' LT | 59-CL | 379,923.36 | 2,556,452.72 |
| 7620 | 129+48.80 | 25.50' LT | 59-CL | 379,918.28 | 2,556,449.42 |
| 7621 | 129+35.20 | 18.16' LT | 59-CL | 379,910.63 | 2,556,435.98 |
| 7622 | 129+32.20 | 17.38' LT | 59-CL | 379,909.79 | 2,556,433.00 |
| 7623 | 129+26.20 | 15.89' LT | 59-CL | 379,908.16 | 2,556,427.03 |
| 7624 | 129+22.70 | 15.18' LT | 59-CL | 379,907.37 | 2,556,423.55 |
| 7625 | 129+43.24 | 53.83' LT | 59-CL | 379,946.48 | 2,556,443.22 |
| 7626 | 129+43.41 | 49.50' LT | 59-CL | 379,942.15 | 2,556,443.48 |
| 7627 | 129+43.41 | 43.50' LT | 59-CL | 379,936.15 | 2,556,443.62 |
| 7628 | 129+43.41 | 37.50' LT | 59-CL | 379,930.16 | 2,556,443.75 |
| 7629 | 129+43.41 | 30.50' LT | 59-CL | 379,923.16 | 2,556,443.91 |
| 7630 | 129+43.41 | 25.50' LT | 59-CL | 379,918.16 | 2,556,444.02 |
| 7631 | 129+37.41 | 53.83' LT | 59-CL | 379,946.35 | 2,556,437.38 |
| 7632 | 129+37.41 | 49.50' LT | 59-CL | 379,942.02 | 2,556,437.48 |
| 7633 | 129+37.41 | 43.50' LT | 59-CL | 379,936.02 | 2,556,437.62 |
| 7634 | 129+37.41 | 37.50' LT | 59-CL | 379,930.02 | 2,556,437.75 |
| 7635 | 129+37.41 | 30.50' LT | 59-CL | 379,923.02 | 2,556,437.91 |
| 7636 | 129+37.41 | 25.50' LT | 59-CL | 379,918.02 | 2,556,438.02 |
| 7637 | 129+32.20 | 37.50' LT | 59-CL | 379,929.90 | 2,556,432.54 |
| 7638 | 129+32.20 | 30.50' LT | 59-CL | 379,922.90 | 2,556,432.70 |
| 7639 | 129+32.20 | 25.50' LT | 59-CL | 379,917.91 | 2,556,432.81 |
| 7640 | 129+26.20 | 37.50' LT | 59-CL | 379,929.77 | 2,556,426.54 |
| 7641 | 129+26.20 | 30.50' LT | 59-CL | 379,922.77 | 2,556,426.70 |
| 7642 | 129+26.20 | 25.50' LT | 59-CL | 379,917.77 | 2,556,426.82 |
| 7643 | 129+20.20 | 37.50' LT | 59-CL | 379,929.63 | 2,556,420.55 |
| 7644 | 129+20.20 | 30.50' LT | 59-CL | 379,922.63 | 2,556,420.70 |
| 7645 | 129+20.20 | 25.50' LT | 59-CL | 379,917.63 | 2,556,420.82 |
| 7646 | 129+52.22 | 37.50' LT | 59-CL | 379,930.36 | 2,556,452.56 |
| 7647 | 129+71.64 | 44.12' LT | 59-CL | 379,937.41 | 2,556,471.83 |
| 7648 | 129+71.69 | 38.00' LT | 59-CL | 379,931.29 | 2,556,472.02 |

| 7th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7649 | 129+71.80 | 25.00' LT | 59-CL | 379,918.30 | 2,556,472.42 |
| 7650 | 129+71.85 | 19.00' LT | 59-CL | 379,912.30 | 2,556,472.60 |
| 7652 | 129+26.20 | 17.38' LT | 59-CL | 379,909.65 | 2,556,427.00 |

| 7th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7701 | 129+92.14 | 44.28' LT | 59-CL | 379,938.04 | 2,556,492.32 |
| 7702 | 129+92.19 | 38.00' LT | 59-CL | 379,931.76 | 2,556,492.51 |
| 7703 | 129+92.20 | 36.79' LT | 59-CL | 379,930.55 | 2,556,492.55 |
| 7705 | 129+95.14 | 25.00' LT | 59-CL | 379,918.83 | 2,556,495.75 |
| 7707 | 129+99.44 | 19.00' LT | 59-CL | 379,912.93 | 2,556,500.19 |
| 7708 | 130+11.23 | 11.95' LT | 59-CL | 379,906.15 | 2,556,512.13 |
| 7709 | 130+18.20 | 11.00' LT | 59-CL | 379,905.35 | 2,556,519.13 |
| 7710 | 130+33.88 | 11.00' LT | 59-CL | 379,905.71 | 2,556,534.80 |
| 7711 | 130+43.54 | 11.61' LT | 59-CL | 379,906.54 | 2,556,544.45 |
| 7712 | 130+49.16 | 17.97' LT | 59-CL | 379,913.03 | 2,556,549.91 |
| 7713 | 129+94.78 | 37.50' LT | 59-CL | 379,931.32 | 2,556,495.11 |
| 7714 | 129+95.71 | 30.50' LT | 59-CL | 379,924.34 | 2,556,496.20 |
| 7715 | 129+97.80 | 25.50' LT | 59-CL | 379,919.39 | 2,556,498.41 |
| 7716 | 130+05.92 | 17.06' LT | 59-CL | 379,911.14 | 2,556,506.71 |
| 7717 | 130+11.92 | 14.44' LT | 59-CL | 379,908.65 | 2,556,512.77 |
| 7718 | 130+17.92 | 13.58' LT | 59-CL | 379,907.93 | 2,556,518.79 |
| 7719 | 130+23.92 | 13.58' LT | 59-CL | 379,908.07 | 2,556,524.79 |
| 7720 | 129+92.20 | 37.48' LT | 59-CL | 379,931.24 | 2,556,492.53 |
| 7721 | 129+95.71 | 37.50' LT | 59-CL | 379,931.34 | 2,556,496.04 |
| 7722 | 129+99.40 | 49.59' LT | 59-CL | 379,943.51 | 2,556,499.46 |
| 7723 | 129+99.50 | 37.50' LT | 59-CL | 379,931.42 | 2,556,499.83 |
| 7724 | 129+99.50 | 30.50' LT | 59-CL | 379,924.43 | 2,556,499.99 |
| 7725 | 129+99.50 | 25.50' LT | 59-CL | 379,919.43 | 2,556,500.10 |
| 7726 | 130+05.40 | 49.64' LT | 59-CL | 379,943.69 | 2,556,505.46 |
| 7727 | 130+05.50 | 37.50' LT | 59-CL | 379,931.56 | 2,556,505.83 |
| 7728 | 130+05.50 | 30.50' LT | 59-CL | 379,924.56 | 2,556,505.99 |
| 7729 | 130+05.50 | 25.50' LT | 59-CL | 379,919.56 | 2,556,506.10 |
| 7730 | 130+09.40 | 49.67' LT | 59-CL | 379,943.82 | 2,556,509.45 |
| 7731 | 130+09.50 | 37.50' LT | 59-CL | 379,931.65 | 2,556,509.83 |
| 7732 | 130+11.92 | 37.50' LT | 59-CL | 379,931.71 | 2,556,512.25 |
| 7733 | 130+11.92 | 30.50' LT | 59-CL | 379,924.71 | 2,556,512.41 |
| 7734 | 130+11.92 | 25.50' LT | 59-CL | 379,919.71 | 2,556,512.52 |
| 7735 | 130+17.92 | 37.50' LT | 59-CL | 379,931.84 | 2,556,518.25 |
| 7736 | 130+17.92 | 30.50' LT | 59-CL | 379,924.84 | 2,556,518.41 |
| 7737 | 130+17.92 | 25.50' LT | 59-CL | 379,919.84 | 2,556,518.52 |
| 7738 | 130+23.92 | 37.50' LT | 59-CL | 379,931.98 | 2,556,524.25 |
| 7739 | 130+23.92 | 30.50' LT | 59-CL | 379,924.98 | 2,556,524.40 |
| 7740 | 130+23.92 | 25.50' LT | 59-CL | 379,919.98 | 2,556,524.52 |
| 7742 | 130+17.92 | 14.44' LT | 59-CL | 379,908.79 | 2,556,518.77 |

2

| 7th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7801 | 129+01.06 | 17.00' RT | 59-CL | 379,874.71 | 2,556,402.65 |
| 7802 | 129+05.06 | 13.00' RT | 59-CL | 379,878.80 | 2,556,406.56 |
| 7803 | 129+26.20 | 13.00' RT | 59-CL | 379,879.28 | 2,556,427.69 |
| 7804 | 129+32.20 | 13.00' RT | 59-CL | 379,879.42 | 2,556,433.69 |
| 7805 | 129+32.90 | 13.00' RT | 59-CL | 379,879.43 | 2,556,434.39 |
| 7806 | 129+47.19 | 19.00' RT | 59-CL | 379,873.76 | 2,556,448.81 |
| 7808 | 129+51.23 | 25.00' RT | 59-CL | 379,867.85 | 2,556,452.99 |
| 7810 | 129+52.90 | 33.09' RT | 59-CL | 379,859.80 | 2,556,454.84 |
| 7811 | 129+52.88 | 37.51' RT | 59-CL | 379,855.38 | 2,556,454.92 |
| 7812 | 129+52.88 | 38.00' RT | 59-CL | 379,854.89 | 2,556,454.93 |
| 7813 | 129+20.20 | 15.58' RT | 59-CL | 379,876.56 | 2,556,421.75 |
| 7814 | 129+26.20 | 15.58' RT | 59-CL | 379,876.70 | 2,556,427.75 |
| 7815 | 129+32.20 | 15.58' RT | 59-CL | 379,876.83 | 2,556,433.74 |
| 7816 | 129+38.46 | 16.49' RT | 59-CL | 379,876.06 | 2,556,440.03 |
| 7817 | 129+48.62 | 25.50' RT | 59-CL | 379,867.29 | 2,556,450.39 |
| 7818 | 129+50.14 | 30.50' RT | 59-CL | 379,862.33 | 2,556,452.02 |
| 7819 | 129+50.30 | 37.50' RT | 59-CL | 379,855.33 | 2,556,452.34 |
| 7820 | 129+20.20 | 37.50' RT | 59-CL | 379,854.65 | 2,556,422.24 |
| 7821 | 129+20.20 | 30.50' RT | 59-CL | 379,861.65 | 2,556,422.08 |
| 7822 | 129+20.20 | 25.50' RT | 59-CL | 379,866.65 | 2,556,421.97 |
| 7823 | 129+26.20 | 25.50' RT | 59-CL | 379,866.78 | 2,556,427.97 |
| 7824 | 129+26.20 | 30.50' RT | 59-CL | 379,861.78 | 2,556,428.08 |
| 7825 | 129+26.20 | 37.50' RT | 59-CL | 379,854.79 | 2,556,428.24 |
| 7826 | 129+32.20 | 37.50' RT | 59-CL | 379,854.92 | 2,556,434.24 |
| 7827 | 129+32.20 | 30.50' RT | 59-CL | 379,861.92 | 2,556,434.08 |
| 7828 | 129+32.20 | 25.50' RT | 59-CL | 379,866.92 | 2,556,433.97 |
| 7829 | 129+39.88 | 25.50' RT | 59-CL | 379,867.09 | 2,556,441.65 |
| 7830 | 129+39.88 | 30.50' RT | 59-CL | 379,862.09 | 2,556,441.77 |
| 7831 | 129+39.88 | 37.50' RT | 59-CL | 379,855.10 | 2,556,441.93 |
| 7832 | 129+45.88 | 25.50' RT | 59-CL | 379,867.23 | 2,556,447.65 |
| 7833 | 129+45.88 | 30.50' RT | 59-CL | 379,862.23 | 2,556,447.77 |
| 7834 | 129+45.88 | 37.50' RT | 59-CL | 379,855.23 | 2,556,447.92 |
| 7835 | 129+45.86 | 44.23' RT | 59-CL | 379,848.50 | 2,556,448.05 |
| 7836 | 129+45.64 | 50.38' RT | 59-CL | 379,842.35 | 2,556,447.97 |
| 7837 | 129+39.83 | 50.20' RT | 59-CL | 379,842.39 | 2,556,442.16 |
| 7838 | 129+39.86 | 44.20' RT | 59-CL | 379,848.39 | 2,556,442.05 |
| 7839 | 129+35.05 | 50.33' RT | 59-CL | 379,842.16 | 2,556,437.38 |
| 7841 | 129+72.96 | 19.00' RT | 59-CL | 379,874.34 | 2,556,474.58 |
| 7842 | 129+72.94 | 25.00' RT | 59-CL | 379,868.34 | 2,556,474.69 |
| 7843 | 129+72.88 | 38.00' RT | 59-CL | 379,855.34 | 2,556,474.93 |
| 7844 | 129+52.86 | 44.00' RT | 59-CL | 379,848.89 | 2,556,455.04 |
| 7845 | 129+72.86 | 44.09' RT | 59-CL | 379,849.26 | 2,556,475.04 |
| 7848 | 129+41.60 | 14.99' RT | 59-CL | 379,877.64 | 2,556,443.13 |

| 7th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 7901 | 129+92.86 | 44.17' RT | 59-CL | 379,849.62 | 2,556,495.03 |
| 7902 | 129+92.87 | 40.88' RT | 59-CL | 379,852.91 | 2,556,494.97 |
| 7903 | 129+93.03 | 38.00' RT | 59-CL | 379,855.80 | 2,556,495.07 |
| 7904 | 129+93.14 | 37.14' RT | 59-CL | 379,856.66 | 2,556,495.16 |
| 7906 | 129+97.89 | 25.00' RT | 59-CL | 379,868.90 | 2,556,499.64 |
| 7908 | 130+03.55 | 19.00' RT | 59-CL | 379,875.03 | 2,556,505.16 |
| 7909 | 130+11.01 | 14.79' RT | 59-CL | 379,879.41 | 2,556,512.52 |
| 7910 | 130+17.62 | 13.19' RT | 59-CL | 379,881.16 | 2,556,519.09 |
| 7911 | 130+20.87 | 13.00' RT | 59-CL | 379,881.42 | 2,556,522.34 |
| 7912 | 130+26.70 | 13.00' RT | 59-CL | 379,881.55 | 2,556,528.16 |
| 7913 | 130+30.70 | 17.00' RT | 59-CL | 379,877.64 | 2,556,532.25 |
| 7914 | 129+95.70 | 37.50' RT | 59-CL | 379,856.36 | 2,556,497.72 |
| 7915 | 129+97.72 | 30.50' RT | 59-CL | 379,863.40 | 2,556,499.59 |
| 7916 | 130+00.73 | 25.50' RT | 59-CL | 379,868.47 | 2,556,502.48 |
| 7917 | 130+08.40 | 18.85' RT | 59-CL | 379,875.29 | 2,556,510.00 |
| 7918 | 130+11.92 | 17.21' RT | 59-CL | 379,877.01 | 2,556,513.49 |
| 7919 | 130+17.92 | 15.75' RT | 59-CL | 379,878.60 | 2,556,519.45 |
| 7920 | 130+23.92 | 15.58' RT | 59-CL | 379,878.91 | 2,556,525.45 |
| 7921 | 129+99.82 | 51.80' RT | 59-CL | 379,842.15 | 2,556,502.17 |
| 7922 | 129+99.88 | 37.50' RT | 59-CL | 379,856.45 | 2,556,501.91 |
| 7923 | 129+97.72 | 37.50' RT | 59-CL | 379,856.40 | 2,556,499.75 |
| 7924 | 129+99.88 | 30.50' RT | 59-CL | 379,863.45 | 2,556,501.75 |
| 7925 | 130+05.82 | 51.83' RT | 59-CL | 379,842.26 | 2,556,508.17 |
| 7926 | 130+05.88 | 37.50' RT | 59-CL | 379,856.59 | 2,556,507.91 |
| 7927 | 130+05.88 | 30.50' RT | 59-CL | 379,863.59 | 2,556,507.75 |
| 7928 | 130+05.88 | 25.50' RT | 59-CL | 379,868.58 | 2,556,507.64 |
| 7929 | 130+11.14 | 51.85' RT | 59-CL | 379,842.36 | 2,556,513.49 |
| 7930 | 130+10.67 | 44.46' RT | 59-CL | 379,849.74 | 2,556,512.85 |
| 7931 | 130+10.76 | 38.04' RT | 59-CL | 379,856.16 | 2,556,512.79 |
| 7932 | 130+11.92 | 37.50' RT | 59-CL | 379,856.72 | 2,556,513.94 |
| 7933 | 130+11.92 | 30.50' RT | 59-CL | 379,863.72 | 2,556,513.79 |
| 7934 | 130+11.92 | 25.50' RT | 59-CL | 379,868.72 | 2,556,513.67 |
| 7935 | 130+17.92 | 37.50' RT | 59-CL | 379,856.86 | 2,556,519.94 |
| 7936 | 130+17.92 | 30.50' RT | 59-CL | 379,863.86 | 2,556,519.78 |
| 7937 | 130+17.92 | 25.50' RT | 59-CL | 379,868.86 | 2,556,519.67 |
| 7938 | 130+17.92 | 17.21' RT | 59-CL | 379,877.14 | 2,556,519.48 |
| 7939 | 130+23.92 | 37.50' RT | 59-CL | 379,857.00 | 2,556,525.94 |
| 7940 | 130+23.92 | 30.50' RT | 59-CL | 379,863.99 | 2,556,525.78 |
| 7941 | 130+23.92 | 25.50' RT | 59-CL | 379,868.99 | 2,556,525.67 |
| 7942 | 130+37.63 | 30.50' RT | 59-CL | 379,864.30 | 2,556,539.49 |
| 7943 | 130+37.63 | 25.50' RT | 59-CL | 379,869.30 | 2,556,539.38 |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 25.42' |
| LANDING LENGTH 'XR' = | 8.17' |
| RADIAL WARNING FIELD AREA = | 16.17 SF |
| RADIAL LONG CHORD = | 7.79' |

**W NATIONAL AVE/STH 59 & 6TH ST**
**NORTHWEST QUADRANT**

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

6TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

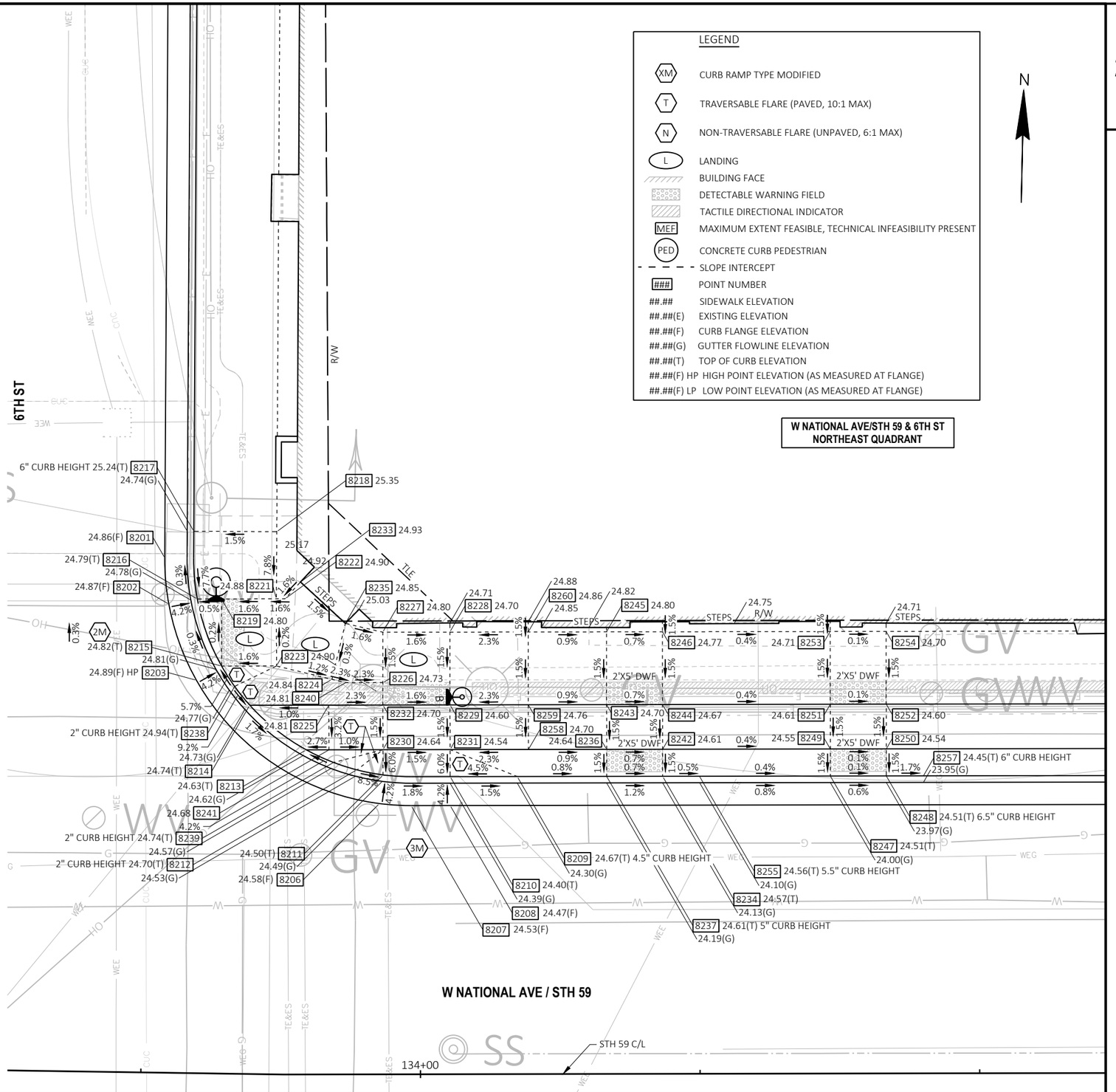
133+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (6TH ST) | SHEET 200 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 6NW
PLOT DATE : 7/16/2026 2:58 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".




LEGEND

| | |
|---|---|
| XM | CURB RAMP TYPE MODIFIED |
| T | TRAVERSABLE FLARE (PAVED, 10:1 MAX) |
| N | NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX) |
| L | LANDING |
| | BUILDING FACE |
| | DETECTABLE WARNING FIELD |
| | TACTILE DIRECTIONAL INDICATOR |
| MEF | MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT |
| PED | CONCRETE CURB PEDESTRIAN |
| | SLOPE INTERCEPT |
| ### | POINT NUMBER |
| ##.## | SIDEWALK ELEVATION |
| ##.##(E) | EXISTING ELEVATION |
| ##.##(F) | CURB FLANGE ELEVATION |
| ##.##(G) | GUTTER FLOWLINE ELEVATION |
| ##.##(T) | TOP OF CURB ELEVATION |
| ##.##(F) HP | HIGH POINT ELEVATION (AS MEASURED AT FLANGE) |
| ##.##(F) LP | LOW POINT ELEVATION (AS MEASURED AT FLANGE) |

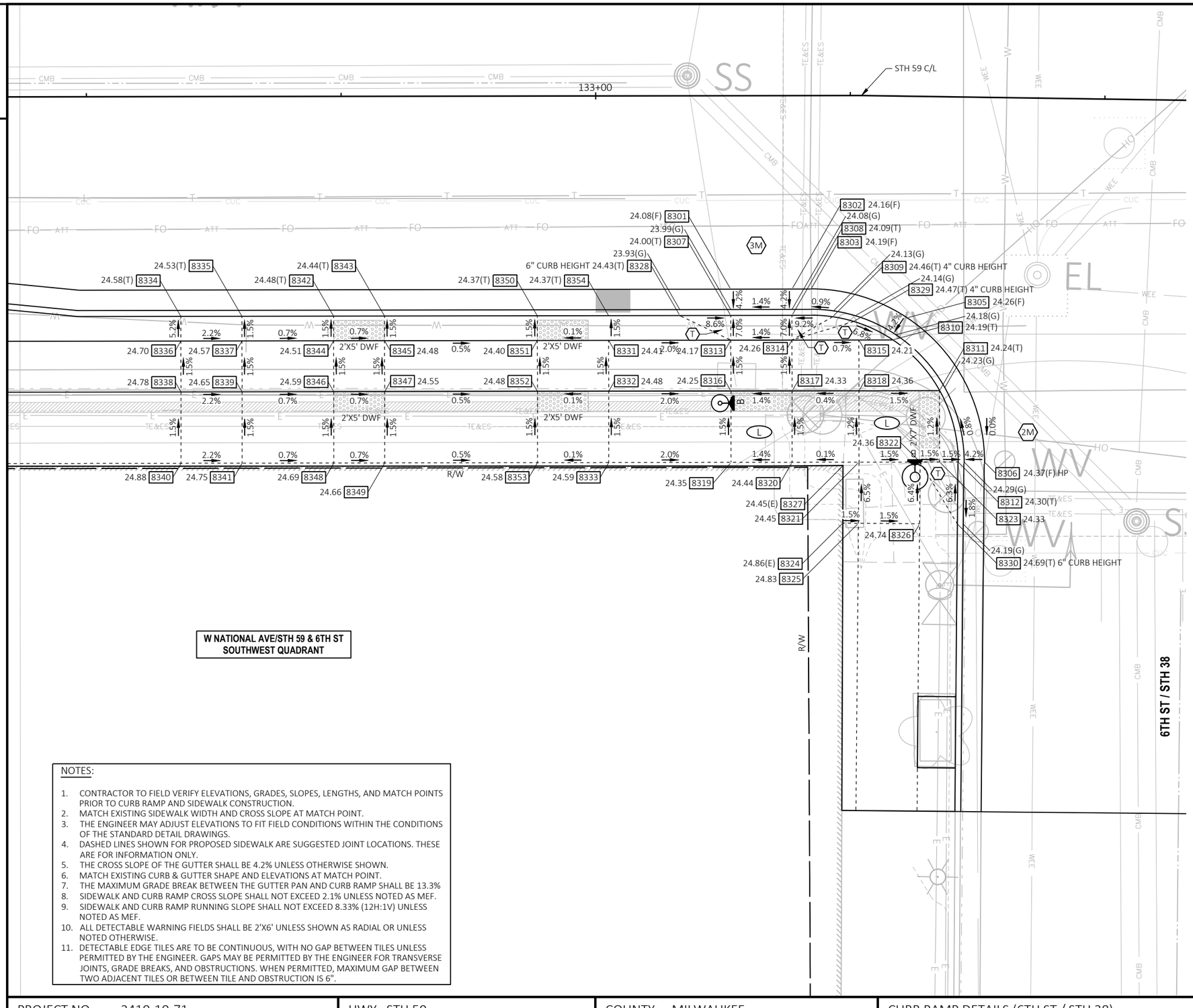
N

**W NATIONAL AVE/STH 59 & 6TH ST**
**NORTHEAST QUADRANT**

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (6TH ST) | SHEET 201 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 6NE
PLOT DATE : 7/16/2026 2:58 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




N

W NATIONAL AVE/STH 59 & 6TH ST
SOUTHWEST QUADRANT

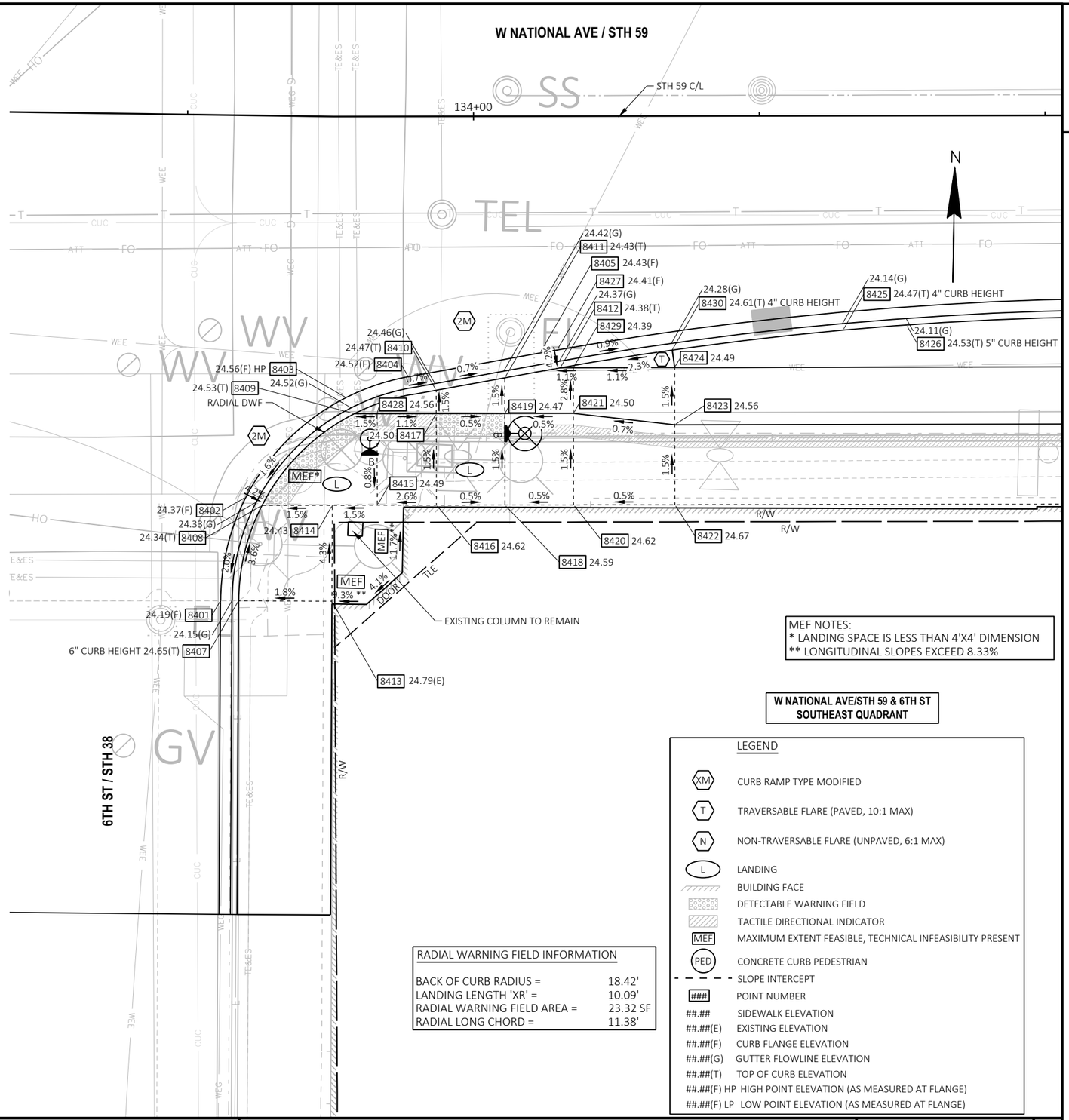
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

| | |
|---|---|
| XM | CURB RAMP TYPE MODIFIED |
| T | TRAVERSABLE FLARE (PAVED, 10:1 MAX) |
| N | NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX) |
| L | LANDING |
| | BUILDING FACE |
| | DETECTABLE WARNING FIELD |
| | TACTILE DIRECTIONAL INDICATOR |
| MEF | MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT |
| PED | CONCRETE CURB PEDESTRIAN |
| | SLOPE INTERCEPT |
| ### | POINT NUMBER |
| ##.## | SIDEWALK ELEVATION |
| ##.##(E) | EXISTING ELEVATION |
| ##.##(F) | CURB FLANGE ELEVATION |
| ##.##(G) | GUTTER FLOWLINE ELEVATION |
| ##.##(T) | TOP OF CURB ELEVATION |
| ##.##(F) HP | HIGH POINT ELEVATION (AS MEASURED AT FLANGE) |
| ##.##(F) LP | LOW POINT ELEVATION (AS MEASURED AT FLANGE) |

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (6TH ST / STH 38) | SHEET 202 | E |
|---|---|---|---|---|---|




MEF NOTES:
* LANDING SPACE IS LESS THAN 4'X4' DIMENSION
** LONGITUDINAL SLOPES EXCEED 8.33%

**W NATIONAL AVE/STH 59 & 6TH ST**
**SOUTHEAST QUADRANT**

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 18.42' |
| LANDING LENGTH 'XR' = | 10.09' |
| RADIAL WARNING FIELD AREA = | 23.32 SF |
| RADIAL LONG CHORD = | 11.38' |

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (6TH ST / STH 38) | SHEET 203 | E |
|---|---|---|---|---|---|

2

| 6th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8101 | 133+36.39 | 54.50' LT | 59-CL | 379,954.38 | 2,556,837.16 |
| 8102 | 133+32.80 | 40.80' LT | 59-CL | 379,940.66 | 2,556,833.65 |
| 8103 | 133+27.63 | 34.34' LT | 59-CL | 379,934.17 | 2,556,828.52 |
| 8104 | 133+22.97 | 32.50' LT | 59-CL | 379,932.24 | 2,556,823.34 |
| 8105 | 133+14.05 | 27.79' LT | 59-CL | 379,927.33 | 2,556,814.54 |
| 8106 | 133+00.74 | 25.91' LT | 59-CL | 379,925.15 | 2,556,801.28 |
| 8107 | 133+21.72 | 30.07' LT | 59-CL | 379,929.78 | 2,556,822.15 |
| 8108 | 133+34.56 | 50.68' LT | 59-CL | 379,950.55 | 2,556,835.35 |
| 8109 | 132+93.41 | 24.93' LT | 59-CL | 379,924.00 | 2,556,793.97 |
| 8110 | 133+31.43 | 41.59' LT | 59-CL | 379,941.44 | 2,556,832.28 |
| 8111 | 133+26.56 | 35.51' LT | 59-CL | 379,935.33 | 2,556,827.44 |
| 8112 | 133+21.05 | 31.50' LT | 59-CL | 379,931.20 | 2,556,821.45 |
| 8113 | 133+19.24 | 30.74' LT | 59-CL | 379,930.39 | 2,556,819.66 |
| 8114 | 133+13.24 | 29.27' LT | 59-CL | 379,928.79 | 2,556,813.69 |
| 8115 | 133+07.24 | 28.42' LT | 59-CL | 379,927.81 | 2,556,807.71 |
| 8116 | 132+93.22 | 26.50' LT | 59-CL | 379,925.57 | 2,556,793.74 |
| 8117 | 133+24.28 | 54.42' LT | 59-CL | 379,954.18 | 2,556,824.16 |
| 8118 | 133+29.39 | 54.44' LT | 59-CL | 379,954.27 | 2,556,830.16 |
| 8119 | 133+24.20 | 44.62' LT | 59-CL | 379,944.39 | 2,556,824.31 |
| 8120 | 133+29.48 | 44.64' LT | 59-CL | 379,944.48 | 2,556,830.31 |
| 8121 | 133+21.45 | 41.50' LT | 59-CL | 379,941.20 | 2,556,821.63 |
| 8122 | 133+27.69 | 41.53' LT | 59-CL | 379,941.36 | 2,556,828.53 |
| 8123 | 133+19.07 | 39.00' LT | 59-CL | 379,938.65 | 2,556,819.30 |
| 8124 | 133+19.24 | 31.50' LT | 59-CL | 379,931.15 | 2,556,819.64 |
| 8125 | 133+22.64 | 35.50' LT | 59-CL | 379,935.23 | 2,556,822.95 |
| 8126 | 133+13.24 | 39.00' LT | 59-CL | 379,938.52 | 2,556,813.47 |
| 8127 | 133+13.24 | 31.50' LT | 59-CL | 379,931.02 | 2,556,813.64 |
| 8128 | 133+07.24 | 39.00' LT | 59-CL | 379,938.38 | 2,556,807.47 |
| 8129 | 133+07.24 | 31.50' LT | 59-CL | 379,930.88 | 2,556,807.64 |
| 8130 | 132+93.22 | 39.00' LT | 59-CL | 379,938.06 | 2,556,793.45 |
| 8131 | 132+93.22 | 31.50' LT | 59-CL | 379,930.57 | 2,556,793.62 |
| 8132 | 132+80.22 | 39.00' LT | 59-CL | 379,937.77 | 2,556,780.46 |
| 8133 | 132+80.22 | 31.50' LT | 59-CL | 379,930.27 | 2,556,780.63 |
| 8134 | 132+80.22 | 26.50' LT | 59-CL | 379,925.27 | 2,556,780.75 |
| 8136 | 133+20.73 | 33.50' LT | 59-CL | 379,933.19 | 2,556,821.09 |
| 8137 | 133+19.24 | 33.50' LT | 59-CL | 379,933.15 | 2,556,819.59 |
| 8138 | 132+80.37 | 25.05' LT | 59-CL | 379,923.83 | 2,556,780.92 |
| 8139 | 133+24.56 | 33.50' LT | 59-CL | 379,933.27 | 2,556,824.92 |
| 8140 | 133+29.49 | 43.49' LT | 59-CL | 379,943.32 | 2,556,830.32 |
| 8141 | 132+90.84 | 24.61' LT | 59-CL | 379,923.63 | 2,556,791.41 |

| 6th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8201 | 133+76.47 | 45.98' LT | 59-CL | 379,946.12 | 2,556,877.29 |
| 8202 | 133+76.90 | 41.86' LT | 59-CL | 379,942.01 | 2,556,877.74 |
| 8203 | 133+79.46 | 35.11' LT | 59-CL | 379,935.26 | 2,556,880.35 |
| 8206 | 133+96.36 | 24.19' LT | 59-CL | 379,924.59 | 2,556,896.92 |
| 8207 | 133+99.22 | 24.00' LT | 59-CL | 379,924.47 | 2,556,899.78 |
| 8208 | 134+02.69 | 24.00' LT | 59-CL | 379,924.54 | 2,556,903.26 |
| 8209 | 134+08.69 | 26.58' LT | 59-CL | 379,927.26 | 2,556,909.20 |
| 8210 | 134+02.69 | 26.58' LT | 59-CL | 379,927.13 | 2,556,903.20 |
| 8211 | 133+96.69 | 26.74' LT | 59-CL | 379,927.15 | 2,556,897.20 |
| 8212 | 133+94.36 | 27.20' LT | 59-CL | 379,927.55 | 2,556,894.86 |
| 8213 | 133+89.83 | 29.00' LT | 59-CL | 379,929.25 | 2,556,890.29 |
| 8214 | 133+84.26 | 32.95' LT | 59-CL | 379,933.14 | 2,556,885.16 |
| 8215 | 133+81.69 | 36.41' LT | 59-CL | 379,936.58 | 2,556,882.57 |
| 8216 | 133+79.43 | 42.37' LT | 59-CL | 379,942.53 | 2,556,880.27 |
| 8217 | 133+79.03 | 48.42' LT | 59-CL | 379,948.57 | 2,556,879.83 |
| 8218 | 133+86.45 | 48.48' LT | 59-CL | 379,948.69 | 2,556,887.25 |
| 8219 | 133+81.59 | 42.41' LT | 59-CL | 379,942.58 | 2,556,882.43 |
| 8221 | 133+86.50 | 42.49' LT | 59-CL | 379,942.69 | 2,556,887.34 |
| 8222 | 133+87.26 | 42.50' LT | 59-CL | 379,942.71 | 2,556,888.10 |
| 8223 | 133+86.60 | 36.49' LT | 59-CL | 379,936.69 | 2,556,887.48 |
| 8224 | 133+92.14 | 35.30' LT | 59-CL | 379,935.60 | 2,556,892.45 |
| 8225 | 133+91.86 | 33.01' LT | 59-CL | 379,933.31 | 2,556,892.22 |
| 8226 | 133+96.69 | 35.00' LT | 59-CL | 379,935.41 | 2,556,897.01 |
| 8227 | 133+96.69 | 39.50' LT | 59-CL | 379,939.90 | 2,556,896.91 |
| 8228 | 134+02.69 | 39.50' LT | 59-CL | 379,940.04 | 2,556,902.91 |
| 8229 | 134+02.69 | 33.00' LT | 59-CL | 379,933.54 | 2,556,903.05 |
| 8230 | 133+96.69 | 29.00' LT | 59-CL | 379,929.41 | 2,556,897.15 |
| 8231 | 134+02.69 | 29.00' LT | 59-CL | 379,929.54 | 2,556,903.15 |
| 8232 | 133+96.69 | 33.00' LT | 59-CL | 379,933.41 | 2,556,897.06 |
| 8233 | 133+89.34 | 43.99' LT | 59-CL | 379,944.23 | 2,556,889.46 |
| 8234 | 134+21.69 | 26.58' LT | 59-CL | 379,927.56 | 2,556,922.20 |
| 8235 | 133+93.35 | 40.29' LT | 59-CL | 379,940.62 | 2,556,893.55 |
| 8236 | 134+16.69 | 29.00' LT | 59-CL | 379,929.86 | 2,556,917.14 |
| 8237 | 134+16.69 | 26.58' LT | 59-CL | 379,927.44 | 2,556,917.20 |
| 8238 | 133+82.88 | 34.61' LT | 59-CL | 379,934.79 | 2,556,883.77 |
| 8239 | 133+92.26 | 27.87' LT | 59-CL | 379,928.18 | 2,556,892.74 |
| 8240 | 133+93.35 | 35.00' LT | 59-CL | 379,935.33 | 2,556,893.67 |
| 8241 | 133+91.86 | 29.00' LT | 59-CL | 379,929.30 | 2,556,892.32 |
| 8242 | 134+21.69 | 29.00' LT | 59-CL | 379,929.97 | 2,556,922.14 |
| 8243 | 134+16.69 | 33.00' LT | 59-CL | 379,933.86 | 2,556,917.05 |
| 8244 | 134+21.69 | 33.00' LT | 59-CL | 379,933.97 | 2,556,922.05 |
| 8245 | 134+16.69 | 39.50' LT | 59-CL | 379,940.36 | 2,556,916.90 |
| 8246 | 134+21.69 | 39.50' LT | 59-CL | 379,940.47 | 2,556,921.90 |
| 8247 | 134+36.69 | 26.58' LT | 59-CL | 379,927.90 | 2,556,937.19 |
| 8248 | 134+41.69 | 26.58' LT | 59-CL | 379,928.01 | 2,556,942.19 |
| 8249 | 134+36.69 | 29.00' LT | 59-CL | 379,930.31 | 2,556,937.14 |

| 6th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8250 | 134+41.69 | 29.00' LT | 59-CL | 379,930.42 | 2,556,942.14 |
| 8251 | 134+36.69 | 33.00' LT | 59-CL | 379,934.31 | 2,556,937.05 |
| 8252 | 134+41.69 | 33.00' LT | 59-CL | 379,934.42 | 2,556,942.04 |
| 8253 | 134+36.69 | 39.50' LT | 59-CL | 379,940.81 | 2,556,936.90 |
| 8254 | 134+41.69 | 39.50' LT | 59-CL | 379,940.92 | 2,556,941.90 |
| 8255 | 134+25.00 | 26.58' LT | 59-CL | 379,927.63 | 2,556,925.50 |
| 8257 | 134+45.00 | 26.58' LT | 59-CL | 379,928.08 | 2,556,945.50 |
| 8258 | 134+09.69 | 29.00' LT | 59-CL | 379,929.70 | 2,556,910.14 |
| 8259 | 134+09.69 | 33.00' LT | 59-CL | 379,933.70 | 2,556,910.05 |
| 8260 | 134+09.69 | 39.50' LT | 59-CL | 379,940.20 | 2,556,909.91 |

2

| 6th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8301 | 133+13.24 | 19.00' RT | 59-CL | 379,880.53 | 2,556,814.78 |
| 8302 | 133+19.24 | 19.00' RT | 59-CL | 379,880.67 | 2,556,820.78 |
| 8303 | 133+21.11 | 19.00' RT | 59-CL | 379,880.71 | 2,556,822.65 |
| 8305 | 133+30.88 | 21.78' RT | 59-CL | 379,878.07 | 2,556,832.13 |
| 8306 | 133+38.69 | 35.80' RT | 59-CL | 379,864.10 | 2,556,840.03 |
| 8307 | 133+13.24 | 21.58' RT | 59-CL | 379,877.95 | 2,556,814.84 |
| 8308 | 133+19.24 | 21.58' RT | 59-CL | 379,878.09 | 2,556,820.84 |
| 8309 | 133+23.22 | 21.74' RT | 59-CL | 379,878.02 | 2,556,824.82 |
| 8310 | 133+29.48 | 23.95' RT | 59-CL | 379,875.89 | 2,556,830.75 |
| 8311 | 133+34.18 | 28.87' RT | 59-CL | 379,871.00 | 2,556,835.47 |
| 8312 | 133+36.10 | 35.84' RT | 59-CL | 379,864.04 | 2,556,837.45 |
| 8313 | 133+13.24 | 24.00' RT | 59-CL | 379,875.53 | 2,556,814.90 |
| 8314 | 133+19.24 | 24.00' RT | 59-CL | 379,875.67 | 2,556,820.89 |
| 8315 | 133+25.81 | 24.00' RT | 59-CL | 379,875.82 | 2,556,827.46 |
| 8316 | 133+13.24 | 29.00' RT | 59-CL | 379,870.53 | 2,556,815.01 |
| 8317 | 133+19.24 | 29.00' RT | 59-CL | 379,870.67 | 2,556,821.01 |
| 8318 | 133+25.81 | 29.00' RT | 59-CL | 379,870.82 | 2,556,827.57 |
| 8319 | 133+13.24 | 36.00' RT | 59-CL | 379,863.54 | 2,556,815.17 |
| 8320 | 133+19.24 | 36.00' RT | 59-CL | 379,863.67 | 2,556,821.17 |
| 8321 | 133+25.81 | 36.00' RT | 59-CL | 379,863.82 | 2,556,827.73 |
| 8322 | 133+32.39 | 35.90' RT | 59-CL | 379,863.96 | 2,556,833.73 |
| 8323 | 133+34.29 | 35.87' RT | 59-CL | 379,864.00 | 2,556,835.63 |
| 8324 | 133+24.20 | 41.98' RT | 59-CL | 379,857.80 | 2,556,826.27 |
| 8325 | 133+25.74 | 42.00' RT | 59-CL | 379,857.82 | 2,556,827.80 |
| 8326 | 133+32.42 | 41.97' RT | 59-CL | 379,857.89 | 2,556,833.80 |
| 8327 | 133+24.24 | 36.34' RT | 59-CL | 379,863.45 | 2,556,826.17 |
| 8328 | 133+08.24 | 21.58' RT | 59-CL | 379,877.84 | 2,556,809.84 |
| 8329 | 133+25.28 | 22.20' RT | 59-CL | 379,877.61 | 2,556,826.89 |
| 8330 | 133+36.14 | 41.95' RT | 59-CL | 379,857.94 | 2,556,837.52 |
| 8331 | 133+01.24 | 24.00' RT | 59-CL | 379,875.26 | 2,556,802.90 |
| 8332 | 133+01.24 | 29.00' RT | 59-CL | 379,870.26 | 2,556,803.01 |
| 8333 | 133+01.24 | 36.00' RT | 59-CL | 379,863.27 | 2,556,803.17 |
| 8334 | 132+59.24 | 21.58' RT | 59-CL | 379,876.73 | 2,556,760.85 |
| 8335 | 132+65.24 | 21.58' RT | 59-CL | 379,876.86 | 2,556,766.85 |
| 8336 | 132+59.24 | 24.00' RT | 59-CL | 379,874.31 | 2,556,760.91 |
| 8337 | 132+65.24 | 24.00' RT | 59-CL | 379,874.45 | 2,556,766.91 |
| 8338 | 132+59.24 | 29.00' RT | 59-CL | 379,869.31 | 2,556,761.02 |
| 8339 | 132+65.24 | 29.00' RT | 59-CL | 379,869.45 | 2,556,767.02 |
| 8340 | 132+59.24 | 36.00' RT | 59-CL | 379,862.32 | 2,556,761.18 |
| 8341 | 132+65.24 | 36.00' RT | 59-CL | 379,862.45 | 2,556,767.18 |
| 8342 | 132+74.24 | 21.58' RT | 59-CL | 379,877.07 | 2,556,775.85 |
| 8343 | 132+79.24 | 21.58' RT | 59-CL | 379,877.18 | 2,556,780.85 |
| 8344 | 132+74.24 | 24.00' RT | 59-CL | 379,874.65 | 2,556,775.91 |
| 8345 | 132+79.24 | 24.00' RT | 59-CL | 379,874.76 | 2,556,780.90 |
| 8346 | 132+74.24 | 29.00' RT | 59-CL | 379,869.65 | 2,556,776.02 |
| 8347 | 132+79.24 | 29.00' RT | 59-CL | 379,869.77 | 2,556,781.02 |

| 6th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8348 | 132+74.24 | 36.00' RT | 59-CL | 379,862.65 | 2,556,776.18 |
| 8349 | 132+79.24 | 36.00' RT | 59-CL | 379,862.77 | 2,556,781.18 |
| 8350 | 132+94.24 | 21.58' RT | 59-CL | 379,877.52 | 2,556,795.85 |
| 8351 | 132+94.24 | 24.00' RT | 59-CL | 379,875.10 | 2,556,795.90 |
| 8352 | 132+94.24 | 29.00' RT | 59-CL | 379,870.11 | 2,556,796.01 |
| 8353 | 132+94.24 | 36.00' RT | 59-CL | 379,863.11 | 2,556,796.17 |
| 8354 | 133+01.24 | 21.58' RT | 59-CL | 379,877.68 | 2,556,802.84 |

| 6th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8401 | 133+78.48 | 42.48' RT | 59-CL | 379,857.67 | 2,556,879.86 |
| 8402 | 133+80.56 | 33.39' RT | 59-CL | 379,866.77 | 2,556,881.89 |
| 8403 | 133+88.81 | 24.59' RT | 59-CL | 379,875.66 | 2,556,890.48 |
| 8404 | 133+94.26 | 22.77' RT | 59-CL | 379,877.59 | 2,556,895.88 |
| 8405 | 134+05.78 | 20.71' RT | 59-CL | 379,879.92 | 2,556,907.36 |
| 8407 | 133+80.06 | 42.47' RT | 59-CL | 379,857.70 | 2,556,881.44 |
| 8408 | 133+81.98 | 34.10' RT | 59-CL | 379,866.08 | 2,556,883.31 |
| 8409 | 133+89.52 | 26.00' RT | 59-CL | 379,874.26 | 2,556,891.22 |
| 8410 | 133+96.69 | 23.94' RT | 59-CL | 379,876.48 | 2,556,898.34 |
| 8411 | 134+02.69 | 22.87' RT | 59-CL | 379,877.69 | 2,556,904.32 |
| 8412 | 134+07.56 | 22.00' RT | 59-CL | 379,878.67 | 2,556,909.16 |
| 8413 | 133+87.76 | 42.39' RT | 59-CL | 379,857.83 | 2,556,889.61 |
| 8414 | 133+87.76 | 34.00' RT | 59-CL | 379,866.22 | 2,556,889.47 |
| 8415 | 133+91.52 | 34.00' RT | 59-CL | 379,866.31 | 2,556,893.40 |
| 8416 | 133+96.69 | 34.00' RT | 59-CL | 379,866.42 | 2,556,898.57 |
| 8417 | 133+96.69 | 26.00' RT | 59-CL | 379,874.42 | 2,556,898.39 |
| 8418 | 134+02.69 | 34.00' RT | 59-CL | 379,866.56 | 2,556,904.57 |
| 8419 | 134+02.69 | 26.00' RT | 59-CL | 379,874.56 | 2,556,904.39 |
| 8420 | 134+08.69 | 34.00' RT | 59-CL | 379,866.69 | 2,556,910.57 |
| 8421 | 134+08.69 | 26.00' RT | 59-CL | 379,874.69 | 2,556,910.39 |
| 8422 | 134+17.56 | 34.00' RT | 59-CL | 379,866.89 | 2,556,919.43 |
| 8423 | 134+17.56 | 27.00' RT | 59-CL | 379,873.89 | 2,556,919.27 |
| 8424 | 134+17.56 | 22.00' RT | 59-CL | 379,878.89 | 2,556,919.16 |
| 8425 | 134+32.28 | 18.76' RT | 59-CL | 379,882.47 | 2,556,933.80 |
| 8426 | 134+37.84 | 18.31' RT | 59-CL | 379,883.04 | 2,556,939.35 |
| 8427 | 134+07.29 | 20.44' RT | 59-CL | 379,880.22 | 2,556,908.85 |
| 8428 | 133+91.52 | 26.00' RT | 59-CL | 379,874.30 | 2,556,893.22 |
| 8429 | 134+08.69 | 22.00' RT | 59-CL | 379,878.69 | 2,556,910.30 |
| 8430 | 134+17.34 | 20.46' RT | 59-CL | 379,880.42 | 2,556,918.91 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

W NATIONAL AVE/STH 59 & 5TH ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 5TH ST NORTHEAST QUADRANT

5TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

137+00

138+00

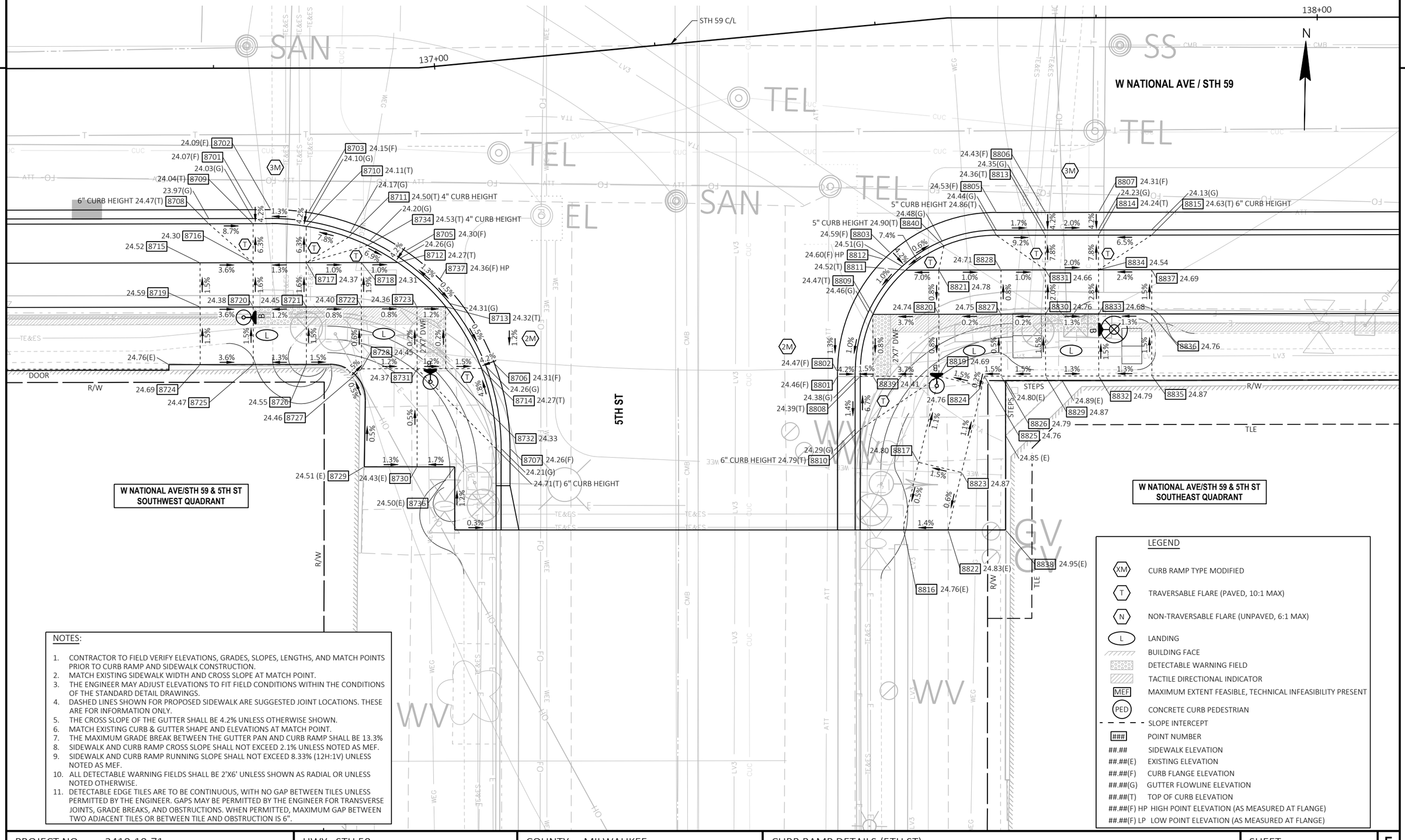
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (5TH ST) | SHEET 206 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 5N

PLOT DATE : 7/16/2026 3:02 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

| | |
|---|---|
| XM | CURB RAMP TYPE MODIFIED |
| T | TRAVERSABLE FLARE (PAVED, 10:1 MAX) |
| N | NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX) |
| L | LANDING |
| | BUILDING FACE |
| | DETECTABLE WARNING FIELD |
| | TACTILE DIRECTIONAL INDICATOR |
| MEF | MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT |
| PED | CONCRETE CURB PEDESTRIAN |
| | SLOPE INTERCEPT |
| ### | POINT NUMBER |
| ##.## | SIDEWALK ELEVATION |
| ##.##(E) | EXISTING ELEVATION |
| ##.##(F) | CURB FLANGE ELEVATION |
| ##.##(G) | GUTTER FLOWLINE ELEVATION |
| ##.##(T) | TOP OF CURB ELEVATION |
| ##.##(F) HP | HIGH POINT ELEVATION (AS MEASURED AT FLANGE) |
| ##.##(F) LP | LOW POINT ELEVATION (AS MEASURED AT FLANGE) |

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (5TH ST) | SHEET 207 | E |
|---|---|---|---|---|---|

| 5th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8501 | 137+13.34 | 38.72' LT | 59-CL | 379,947.43 | 2,557,209.82 |
| 8502 | 137+13.28 | 38.19' LT | 59-CL | 379,946.90 | 2,557,209.83 |
| 8503 | 137+04.56 | 24.92' LT | 59-CL | 379,932.72 | 2,557,202.69 |
| 8505 | 136+91.70 | 22.00' LT | 59-CL | 379,929.08 | 2,557,192.23 |
| 8506 | 136+85.45 | 22.00' LT | 59-CL | 379,928.94 | 2,557,185.99 |
| 8507 | 136+79.45 | 22.00' LT | 59-CL | 379,928.80 | 2,557,179.99 |
| 8508 | 137+11.20 | 43.45' LT | 59-CL | 379,951.89 | 2,557,207.15 |
| 8509 | 137+10.72 | 38.51' LT | 59-CL | 379,946.92 | 2,557,207.24 |
| 8510 | 137+08.14 | 31.72' LT | 59-CL | 379,939.88 | 2,557,205.46 |
| 8511 | 137+03.25 | 27.15' LT | 59-CL | 379,934.78 | 2,557,201.13 |
| 8512 | 136+91.45 | 24.58' LT | 59-CL | 379,931.66 | 2,557,191.93 |
| 8513 | 136+85.45 | 24.58' LT | 59-CL | 379,931.52 | 2,557,185.93 |
| 8514 | 136+79.45 | 24.58' LT | 59-CL | 379,931.38 | 2,557,179.93 |
| 8515 | 136+73.45 | 24.58' LT | 59-CL | 379,931.25 | 2,557,173.93 |
| 8516 | 137+07.78 | 60.41' LT | 59-CL | 379,968.35 | 2,557,201.81 |
| 8517 | 137+06.87 | 55.11' LT | 59-CL | 379,962.97 | 2,557,201.52 |
| 8518 | 137+04.96 | 44.05' LT | 59-CL | 379,951.76 | 2,557,200.89 |
| 8519 | 137+04.11 | 39.12' LT | 59-CL | 379,946.77 | 2,557,200.61 |
| 8520 | 137+03.46 | 32.15' LT | 59-CL | 379,939.77 | 2,557,200.76 |
| 8521 | 137+02.80 | 60.89' LT | 59-CL | 379,968.25 | 2,557,196.81 |
| 8522 | 137+01.95 | 55.96' LT | 59-CL | 379,963.25 | 2,557,196.53 |
| 8523 | 136+95.88 | 44.88' LT | 59-CL | 379,952.05 | 2,557,195.89 |
| 8524 | 136+95.45 | 39.50' LT | 59-CL | 379,946.66 | 2,557,195.59 |
| 8525 | 136+95.45 | 32.50' LT | 59-CL | 379,939.66 | 2,557,195.75 |
| 8526 | 136+95.45 | 27.50' LT | 59-CL | 379,934.66 | 2,557,195.86 |
| 8527 | 136+85.45 | 39.50' LT | 59-CL | 379,946.43 | 2,557,185.59 |
| 8528 | 136+85.45 | 32.50' LT | 59-CL | 379,939.43 | 2,557,185.75 |
| 8529 | 136+85.45 | 27.50' LT | 59-CL | 379,934.44 | 2,557,185.87 |
| 8530 | 136+79.45 | 39.82' LT | 59-CL | 379,946.61 | 2,557,179.59 |
| 8531 | 136+79.45 | 39.50' LT | 59-CL | 379,946.30 | 2,557,179.60 |
| 8532 | 136+79.45 | 32.50' LT | 59-CL | 379,939.30 | 2,557,179.75 |
| 8533 | 136+79.45 | 27.50' LT | 59-CL | 379,934.30 | 2,557,179.87 |
| 8534 | 136+73.45 | 39.87' LT | 59-CL | 379,946.53 | 2,557,173.59 |
| 8535 | 136+73.45 | 39.87' LT | 59-CL | 379,946.53 | 2,557,173.59 |
| 8536 | 136+73.45 | 32.50' LT | 59-CL | 379,939.16 | 2,557,173.76 |
| 8537 | 136+73.45 | 27.50' LT | 59-CL | 379,934.16 | 2,557,173.87 |
| 8538 | 136+67.45 | 39.50' LT | 59-CL | 379,946.03 | 2,557,167.60 |
| 8539 | 136+67.45 | 33.00' LT | 59-CL | 379,939.53 | 2,557,167.75 |
| 8540 | 136+67.45 | 28.00' LT | 59-CL | 379,934.53 | 2,557,167.86 |
| 8541 | 136+61.45 | 39.50' LT | 59-CL | 379,945.89 | 2,557,161.60 |
| 8542 | 136+61.45 | 33.50' LT | 59-CL | 379,939.89 | 2,557,161.74 |
| 8543 | 136+61.45 | 28.50' LT | 59-CL | 379,934.89 | 2,557,161.85 |
| 8544 | 136+67.46 | 39.92' LT | 59-CL | 379,946.44 | 2,557,167.59 |
| 8545 | 136+83.98 | 39.77' LT | 59-CL | 379,946.67 | 2,557,184.12 |
| 8546 | 136+90.69 | 46.68' LT | 59-CL | 379,953.73 | 2,557,190.67 |
| 8547 | 136+90.61 | 56.51' LT | 59-CL | 379,963.55 | 2,557,190.37 |

| 5th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8548 | 136+91.12 | 61.15' LT | 59-CL | 379,968.21 | 2,557,190.77 |
| 8549 | 136+96.52 | 25.36' LT | 59-CL | 379,932.54 | 2,557,196.98 |

| 5th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8601 | 137+51.00 | 43.93' LT | 59-CL | 379,956.93 | 2,557,246.64 |
| 8602 | 137+51.86 | 34.18' LT | 59-CL | 379,947.34 | 2,557,248.61 |
| 8603 | 137+58.77 | 20.69' LT | 59-CL | 379,934.82 | 2,557,258.94 |
| 8605 | 137+68.94 | 16.47' LT | 59-CL | 379,930.84 | 2,557,269.20 |
| 8606 | 137+73.98 | 16.00' LT | 59-CL | 379,930.48 | 2,557,274.25 |
| 8607 | 137+75.24 | 16.00' LT | 59-CL | 379,930.51 | 2,557,275.51 |
| 8608 | 137+85.24 | 17.58' LT | 59-CL | 379,932.31 | 2,557,285.47 |
| 8609 | 137+75.24 | 17.58' LT | 59-CL | 379,932.09 | 2,557,275.47 |
| 8610 | 137+69.24 | 18.03' LT | 59-CL | 379,932.40 | 2,557,269.46 |
| 8611 | 137+64.64 | 17.67' LT | 59-CL | 379,931.93 | 2,557,264.88 |
| 8612 | 137+59.66 | 22.00' LT | 59-CL | 379,936.15 | 2,557,259.80 |
| 8613 | 137+56.74 | 27.26' LT | 59-CL | 379,941.03 | 2,557,254.26 |
| 8614 | 137+53.38 | 34.60' LT | 59-CL | 379,947.94 | 2,557,250.08 |
| 8615 | 137+52.61 | 38.66' LT | 59-CL | 379,951.88 | 2,557,248.84 |
| 8616 | 137+58.57 | 57.09' LT | 59-CL | 379,971.21 | 2,557,257.91 |
| 8617 | 137+58.25 | 51.10' LT | 59-CL | 379,965.18 | 2,557,256.73 |
| 8618 | 137+58.25 | 42.68' LT | 59-CL | 379,956.76 | 2,557,256.90 |
| 8619 | 137+57.39 | 34.23' LT | 59-CL | 379,948.03 | 2,557,254.10 |
| 8620 | 137+58.25 | 34.00' LT | 59-CL | 379,948.11 | 2,557,257.71 |
| 8621 | 137+58.25 | 27.00' LT | 59-CL | 379,941.11 | 2,557,257.87 |
| 8622 | 137+63.27 | 57.08' LT | 59-CL | 379,971.30 | 2,557,262.61 |
| 8623 | 137+63.25 | 51.08' LT | 59-CL | 379,965.30 | 2,557,262.73 |
| 8624 | 137+63.23 | 42.87' LT | 59-CL | 379,957.10 | 2,557,262.89 |
| 8625 | 137+64.40 | 34.84' LT | 59-CL | 379,949.10 | 2,557,264.24 |
| 8626 | 137+63.25 | 34.01' LT | 59-CL | 379,948.24 | 2,557,263.11 |
| 8627 | 137+63.25 | 27.00' LT | 59-CL | 379,941.23 | 2,557,263.27 |
| 8628 | 137+63.25 | 22.00' LT | 59-CL | 379,936.23 | 2,557,263.38 |
| 8629 | 137+69.25 | 33.09' LT | 59-CL | 379,947.45 | 2,557,269.14 |
| 8630 | 137+69.25 | 27.00' LT | 59-CL | 379,941.37 | 2,557,269.27 |
| 8631 | 137+69.24 | 22.00' LT | 59-CL | 379,936.37 | 2,557,269.38 |
| 8632 | 137+75.24 | 18.02' LT | 59-CL | 379,932.53 | 2,557,275.46 |
| 8633 | 137+75.25 | 32.90' LT | 59-CL | 379,947.40 | 2,557,275.14 |
| 8634 | 137+75.25 | 27.00' LT | 59-CL | 379,941.50 | 2,557,275.27 |
| 8635 | 137+75.24 | 22.00' LT | 59-CL | 379,936.50 | 2,557,275.38 |
| 8636 | 137+81.25 | 34.00' LT | 59-CL | 379,948.64 | 2,557,281.11 |
| 8637 | 137+81.25 | 27.00' LT | 59-CL | 379,941.64 | 2,557,281.27 |
| 8638 | 137+81.25 | 22.00' LT | 59-CL | 379,936.64 | 2,557,281.38 |
| 8639 | 137+63.02 | 20.07' LT | 59-CL | 379,934.29 | 2,557,263.20 |

| 5th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8701 | 136+79.45 | 16.00' RT | 59-CL | 379,890.81 | 2,557,180.85 |
| 8702 | 136+81.45 | 16.00' RT | 59-CL | 379,890.86 | 2,557,182.85 |
| 8703 | 136+85.70 | 16.34' RT | 59-CL | 379,890.62 | 2,557,187.11 |
| 8705 | 136+96.66 | 20.69' RT | 59-CL | 379,886.51 | 2,557,198.16 |
| 8706 | 137+03.57 | 34.08' RT | 59-CL | 379,873.99 | 2,557,208.48 |
| 8707 | 137+04.43 | 43.80' RT | 59-CL | 379,864.43 | 2,557,210.45 |
| 8708 | 136+74.45 | 17.58' RT | 59-CL | 379,889.12 | 2,557,175.89 |
| 8709 | 136+79.45 | 17.58' RT | 59-CL | 379,889.23 | 2,557,180.89 |
| 8710 | 136+85.45 | 17.90' RT | 59-CL | 379,889.05 | 2,557,186.89 |
| 8711 | 136+90.22 | 19.15' RT | 59-CL | 379,887.91 | 2,557,191.69 |
| 8712 | 136+95.77 | 22.00' RT | 59-CL | 379,885.18 | 2,557,197.30 |
| 8713 | 136+98.69 | 27.16' RT | 59-CL | 379,880.31 | 2,557,202.84 |
| 8714 | 137+02.05 | 34.50' RT | 59-CL | 379,873.40 | 2,557,207.02 |
| 8715 | 136+73.45 | 22.00' RT | 59-CL | 379,884.68 | 2,557,174.99 |
| 8716 | 136+79.45 | 22.00' RT | 59-CL | 379,884.81 | 2,557,180.99 |
| 8717 | 136+85.45 | 22.00' RT | 59-CL | 379,884.95 | 2,557,186.98 |
| 8718 | 136+91.68 | 22.00' RT | 59-CL | 379,885.09 | 2,557,193.21 |
| 8719 | 136+73.45 | 27.00' RT | 59-CL | 379,879.68 | 2,557,175.10 |
| 8720 | 136+79.45 | 27.00' RT | 59-CL | 379,879.81 | 2,557,181.10 |
| 8721 | 136+85.45 | 27.00' RT | 59-CL | 379,879.95 | 2,557,187.10 |
| 8722 | 136+91.68 | 27.00' RT | 59-CL | 379,880.09 | 2,557,193.33 |
| 8723 | 136+97.96 | 27.00' RT | 59-CL | 379,880.23 | 2,557,199.60 |
| 8724 | 136+73.45 | 33.50' RT | 59-CL | 379,873.18 | 2,557,175.25 |
| 8725 | 136+79.45 | 33.50' RT | 59-CL | 379,873.32 | 2,557,181.25 |
| 8726 | 136+85.45 | 33.50' RT | 59-CL | 379,873.45 | 2,557,187.24 |
| 8727 | 136+90.97 | 34.70' RT | 59-CL | 379,872.38 | 2,557,192.79 |
| 8728 | 136+91.68 | 34.00' RT | 59-CL | 379,873.09 | 2,557,193.48 |
| 8729 | 136+91.99 | 45.08' RT | 59-CL | 379,862.02 | 2,557,194.04 |
| 8730 | 136+97.94 | 45.09' RT | 59-CL | 379,862.15 | 2,557,200.00 |
| 8731 | 136+97.96 | 34.00' RT | 59-CL | 379,873.23 | 2,557,199.76 |
| 8732 | 136+98.20 | 34.13' RT | 59-CL | 379,873.31 | 2,557,203.00 |
| 8734 | 136+92.39 | 20.06' RT | 59-CL | 379,887.04 | 2,557,193.88 |
| 8736 | 136+98.20 | 45.27' RT | 59-CL | 379,862.23 | 2,557,204.24 |
| 8737 | 136+98.34 | 24.04' RT | 59-CL | 379,883.37 | 2,557,202.13 |

| 5th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8801 | 137+42.03 | 39.17' RT | 59-CL | 379,873.36 | 2,557,247.27 |
| 8802 | 137+42.08 | 38.64' RT | 59-CL | 379,873.88 | 2,557,247.26 |
| 8803 | 137+49.30 | 25.86' RT | 59-CL | 379,887.41 | 2,557,252.97 |
| 8805 | 137+63.72 | 22.00' RT | 59-CL | 379,892.25 | 2,557,264.85 |
| 8806 | 137+69.25 | 22.00' RT | 59-CL | 379,892.38 | 2,557,270.38 |
| 8807 | 137+75.25 | 22.00' RT | 59-CL | 379,892.52 | 2,557,276.38 |
| 8808 | 137+44.60 | 39.41' RT | 59-CL | 379,873.41 | 2,557,249.85 |
| 8809 | 137+46.68 | 32.57' RT | 59-CL | 379,880.44 | 2,557,251.13 |
| 8810 | 137+44.04 | 45.38' RT | 59-CL | 379,867.41 | 2,557,249.98 |
| 8811 | 137+50.84 | 27.94' RT | 59-CL | 379,885.52 | 2,557,254.73 |
| 8812 | 137+48.51 | 26.48' RT | 59-CL | 379,886.71 | 2,557,252.25 |
| 8813 | 137+69.25 | 24.58' RT | 59-CL | 379,889.80 | 2,557,270.44 |
| 8814 | 137+75.25 | 24.58' RT | 59-CL | 379,889.93 | 2,557,276.44 |
| 8815 | 137+81.25 | 24.58' RT | 59-CL | 379,890.07 | 2,557,282.43 |
| 8816 | 137+47.87 | 57.15' RT | 59-CL | 379,856.16 | 2,557,255.13 |
| 8817 | 137+50.25 | 49.70' RT | 59-CL | 379,863.83 | 2,557,256.64 |
| 8819 | 137+53.46 | 40.23' RT | 59-CL | 379,873.61 | 2,557,258.74 |
| 8820 | 137+54.10 | 33.26' RT | 59-CL | 379,880.61 | 2,557,258.58 |
| 8821 | 137+54.57 | 28.28' RT | 59-CL | 379,885.61 | 2,557,258.47 |
| 8822 | 137+52.85 | 57.62' RT | 59-CL | 379,856.27 | 2,557,260.13 |
| 8823 | 137+54.99 | 51.30' RT | 59-CL | 379,862.79 | 2,557,261.53 |
| 8824 | 137+62.06 | 41.66' RT | 59-CL | 379,872.56 | 2,557,263.63 |
| 8825 | 137+62.33 | 40.50' RT | 59-CL | 379,873.73 | 2,557,263.88 |
| 8826 | 137+64.22 | 40.50' RT | 59-CL | 379,873.77 | 2,557,265.77 |
| 8827 | 137+64.22 | 33.50' RT | 59-CL | 379,880.77 | 2,557,265.61 |
| 8828 | 137+64.22 | 28.50' RT | 59-CL | 379,885.77 | 2,557,265.49 |
| 8829 | 137+69.25 | 40.50' RT | 59-CL | 379,873.88 | 2,557,270.80 |
| 8830 | 137+69.25 | 33.50' RT | 59-CL | 379,880.88 | 2,557,270.64 |
| 8831 | 137+69.25 | 28.50' RT | 59-CL | 379,885.88 | 2,557,270.53 |
| 8832 | 137+75.25 | 40.50' RT | 59-CL | 379,874.02 | 2,557,276.79 |
| 8833 | 137+75.25 | 33.50' RT | 59-CL | 379,881.02 | 2,557,276.64 |
| 8834 | 137+75.25 | 28.50' RT | 59-CL | 379,886.02 | 2,557,276.52 |
| 8835 | 137+81.25 | 40.50' RT | 59-CL | 379,874.16 | 2,557,282.79 |
| 8836 | 137+81.25 | 33.50' RT | 59-CL | 379,881.15 | 2,557,282.64 |
| 8837 | 137+81.25 | 28.50' RT | 59-CL | 379,886.15 | 2,557,282.52 |
| 8838 | 137+64.69 | 57.88' RT | 59-CL | 379,856.40 | 2,557,266.63 |
| 8839 | 137+46.04 | 39.54' RT | 59-CL | 379,873.44 | 2,557,251.29 |
| 8840 | 137+55.40 | 25.62' RT | 59-CL | 379,888.35 | 2,557,259.00 |

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

W NATIONAL AVE/STH 59 & 4TH ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 4TH ST NORTHEAST QUADRANT

4TH ST

RAISED CROSSWALK

W NATIONAL AVE / STH 59

STH 59 C/L

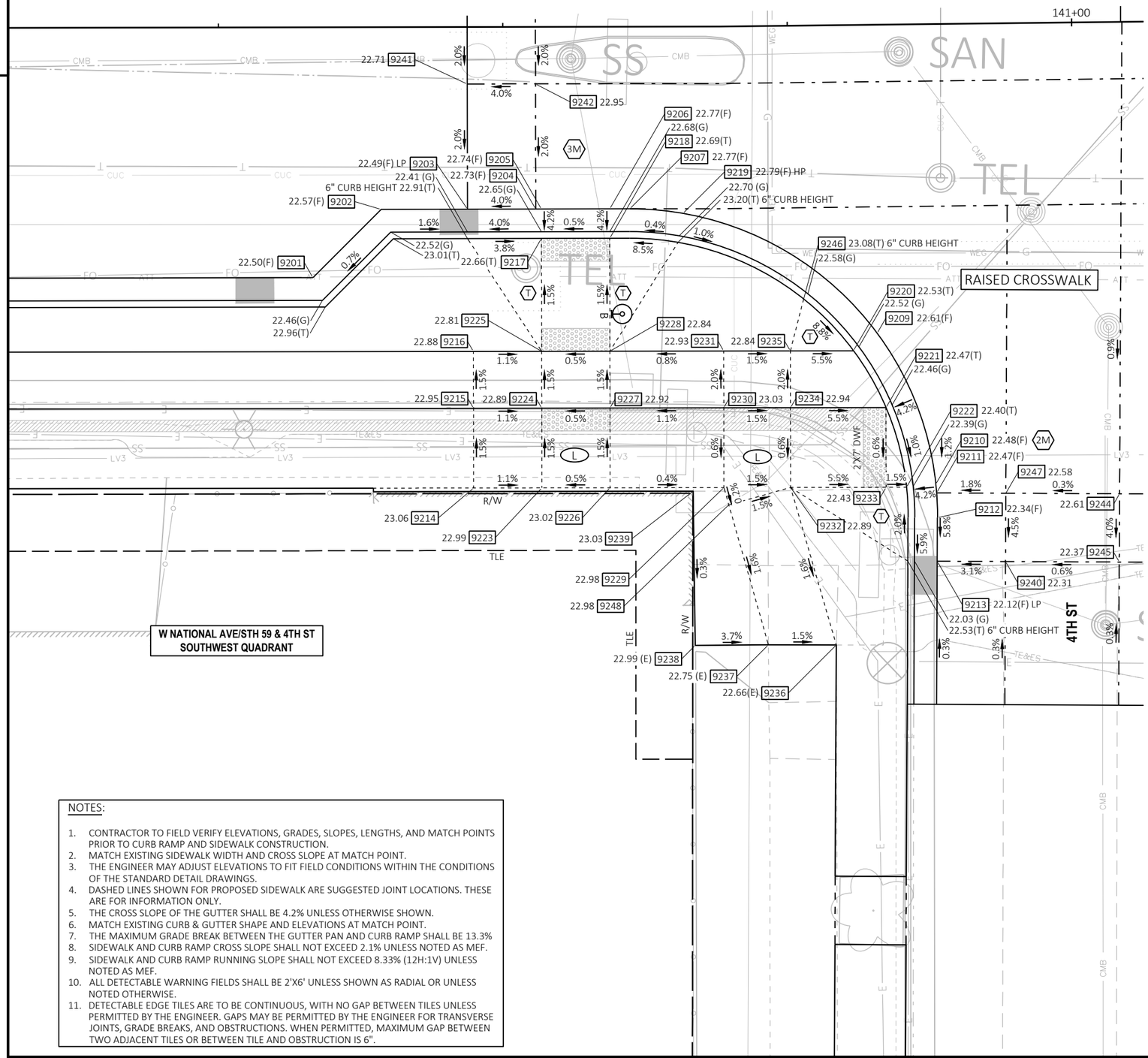
141+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (4TH ST) | SHEET 210 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 4N

PLOT DATE : 7/16/2026 3:04 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



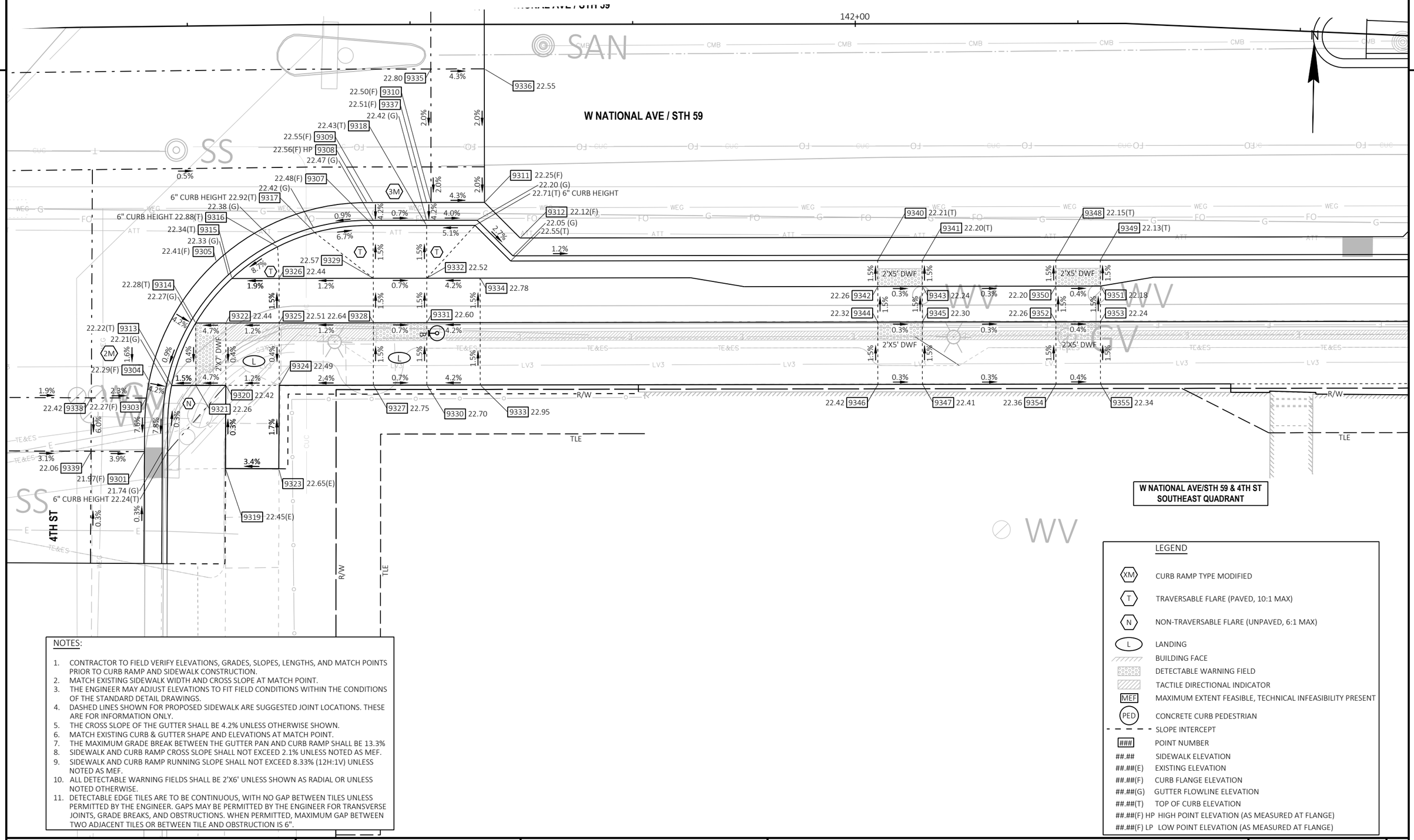

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (4TH ST) | SHEET 211 | E |
|---|---|---|---|---|---|




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
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- L — LANDING
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- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (4TH ST) | SHEET 212 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 4SE
PLOT DATE : 7/16/2026 3:06 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

| 4th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8901 | 140+87.78 | 41.57' LT | 59-CL | 379,963.32 | 2,557,586.96 |
| 8902 | 140+87.73 | 37.56' LT | 59-CL | 379,959.31 | 2,557,587.04 |
| 8903 | 140+87.58 | 35.57' LT | 59-CL | 379,957.31 | 2,557,586.95 |
| 8904 | 140+87.08 | 33.37' LT | 59-CL | 379,955.10 | 2,557,586.53 |
| 8905 | 140+81.55 | 25.60' LT | 59-CL | 379,947.15 | 2,557,581.26 |
| 8906 | 140+77.37 | 23.47' LT | 59-CL | 379,944.89 | 2,557,577.15 |
| 8907 | 140+70.39 | 21.20' LT | 59-CL | 379,942.39 | 2,557,570.24 |
| 8909 | 140+59.71 | 18.32' LT | 59-CL | 379,939.26 | 2,557,559.85 |
| 8910 | 140+53.61 | 17.18' LT | 59-CL | 379,937.98 | 2,557,553.78 |
| 8911 | 140+52.87 | 17.07' LT | 59-CL | 379,937.85 | 2,557,553.04 |
| 8912 | 140+46.87 | 16.37' LT | 59-CL | 379,937.02 | 2,557,547.06 |
| 8913 | 140+38.29 | 16.00' LT | 59-CL | 379,936.45 | 2,557,538.49 |
| 8914 | 140+80.15 | 51.83' LT | 59-CL | 379,973.32 | 2,557,578.99 |
| 8915 | 140+77.54 | 40.64' LT | 59-CL | 379,962.05 | 2,557,576.76 |
| 8916 | 140+75.89 | 33.93' LT | 59-CL | 379,955.29 | 2,557,575.32 |
| 8917 | 140+80.69 | 33.88' LT | 59-CL | 379,955.40 | 2,557,580.12 |
| 8918 | 140+75.81 | 26.93' LT | 59-CL | 379,948.29 | 2,557,575.48 |
| 8919 | 140+74.15 | 51.90' LT | 59-CL | 379,973.19 | 2,557,572.99 |
| 8920 | 140+71.72 | 42.08' LT | 59-CL | 379,963.30 | 2,557,570.89 |
| 8921 | 140+69.72 | 34.00' LT | 59-CL | 379,955.15 | 2,557,569.16 |
| 8922 | 140+69.65 | 27.00' LT | 59-CL | 379,948.15 | 2,557,569.32 |
| 8923 | 140+59.37 | 34.00' LT | 59-CL | 379,954.93 | 2,557,559.16 |
| 8924 | 140+59.37 | 27.00' LT | 59-CL | 379,947.93 | 2,557,559.32 |
| 8925 | 140+59.37 | 22.00' LT | 59-CL | 379,942.93 | 2,557,559.43 |
| 8926 | 140+53.37 | 34.00' LT | 59-CL | 379,954.79 | 2,557,553.16 |
| 8927 | 140+53.37 | 27.00' LT | 59-CL | 379,947.79 | 2,557,553.32 |
| 8928 | 140+53.37 | 22.00' LT | 59-CL | 379,942.79 | 2,557,553.43 |
| 8929 | 140+53.37 | 19.87' LT | 59-CL | 379,940.66 | 2,557,553.48 |
| 8930 | 140+47.37 | 34.00' LT | 59-CL | 379,954.65 | 2,557,547.16 |
| 8931 | 140+47.37 | 27.00' LT | 59-CL | 379,947.66 | 2,557,547.32 |
| 8932 | 140+47.37 | 22.00' LT | 59-CL | 379,942.66 | 2,557,547.43 |
| 8933 | 140+41.37 | 34.00' LT | 59-CL | 379,954.52 | 2,557,541.16 |
| 8934 | 140+41.37 | 27.00' LT | 59-CL | 379,947.52 | 2,557,541.32 |
| 8935 | 140+41.37 | 22.00' LT | 59-CL | 379,942.52 | 2,557,541.44 |
| 8936 | 140+85.57 | 33.83' LT | 59-CL | 379,955.51 | 2,557,585.00 |
| 8937 | 140+80.62 | 26.88' LT | 59-CL | 379,948.40 | 2,557,580.28 |
| 8938 | 140+67.45 | 22.00' LT | 59-CL | 379,943.11 | 2,557,567.50 |
| 8939 | 140+63.20 | 20.79' LT | 59-CL | 379,941.80 | 2,557,563.29 |
| 8940 | 140+59.37 | 19.87' LT | 59-CL | 379,940.80 | 2,557,559.48 |
| 8941 | 140+53.37 | 18.75' LT | 59-CL | 379,939.54 | 2,557,553.51 |
| 8942 | 140+94.78 | 41.49' LT | 59-CL | 379,963.46 | 2,557,593.96 |
| 8943 | 141+04.78 | 41.37' LT | 59-CL | 379,963.68 | 2,557,603.95 |
| 8944 | 141+04.71 | 35.37' LT | 59-CL | 379,957.68 | 2,557,604.08 |
| 8945 | 140+94.71 | 35.49' LT | 59-CL | 379,957.47 | 2,557,594.08 |
| 8946 | 140+46.87 | 5.00' LT | 59-CL | 379,925.65 | 2,557,547.32 |
| 8947 | 140+52.87 | 5.00' LT | 59-CL | 379,925.79 | 2,557,553.32 |

| 4th-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 8948 | 140+66.73 | 51.96' LT | 59-CL | 379,973.05 | 2,557,566.11 |
| 8949 | 140+66.84 | 43.16' LT | 59-CL | 379,964.25 | 2,557,566.42 |
| 8950 | 140+59.39 | 35.16' LT | 59-CL | 379,956.09 | 2,557,559.15 |
| 8951 | 140+58.26 | 34.75' LT | 59-CL | 379,955.65 | 2,557,558.03 |
| 8953 | 140+67.91 | 20.49' LT | 59-CL | 379,941.61 | 2,557,568.01 |

| 4th-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9101 | 141+20.80 | 43.22' LT | 59-CL | 379,966.05 | 2,557,619.91 |
| 9102 | 141+20.85 | 41.19' LT | 59-CL | 379,964.02 | 2,557,620.03 |
| 9103 | 141+21.93 | 35.17' LT | 59-CL | 379,958.04 | 2,557,621.30 |
| 9104 | 141+22.39 | 33.77' LT | 59-CL | 379,956.66 | 2,557,621.81 |
| 9105 | 141+32.90 | 20.39' LT | 59-CL | 379,943.63 | 2,557,632.75 |
| 9107 | 141+45.68 | 16.05' LT | 59-CL | 379,939.64 | 2,557,645.84 |
| 9108 | 141+47.35 | 16.00' LT | 59-CL | 379,939.63 | 2,557,647.51 |
| 9109 | 141+51.84 | 16.00' LT | 59-CL | 379,939.73 | 2,557,652.00 |
| 9110 | 141+52.34 | 16.00' LT | 59-CL | 379,939.74 | 2,557,652.50 |
| 9111 | 141+58.34 | 16.00' LT | 59-CL | 379,939.87 | 2,557,658.49 |
| 9112 | 141+24.82 | 34.64' LT | 59-CL | 379,957.61 | 2,557,624.21 |
| 9113 | 141+28.77 | 27.60' LT | 59-CL | 379,950.70 | 2,557,628.39 |
| 9114 | 141+34.32 | 22.54' LT | 59-CL | 379,945.83 | 2,557,634.10 |
| 9115 | 141+38.08 | 20.50' LT | 59-CL | 379,943.91 | 2,557,637.92 |
| 9116 | 141+40.91 | 16.78' LT | 59-CL | 379,940.26 | 2,557,641.05 |
| 9117 | 141+51.84 | 18.58' LT | 59-CL | 379,942.31 | 2,557,651.94 |
| 9118 | 141+28.87 | 49.05' LT | 59-CL | 379,972.14 | 2,557,627.78 |
| 9119 | 141+28.77 | 40.61' LT | 59-CL | 379,963.70 | 2,557,627.96 |
| 9120 | 141+28.70 | 34.60' LT | 59-CL | 379,957.70 | 2,557,628.09 |
| 9121 | 141+34.87 | 48.98' LT | 59-CL | 379,972.27 | 2,557,633.78 |
| 9122 | 141+34.77 | 40.54' LT | 59-CL | 379,963.83 | 2,557,633.96 |
| 9123 | 141+34.70 | 34.54' LT | 59-CL | 379,957.83 | 2,557,634.08 |
| 9124 | 141+34.63 | 27.54' LT | 59-CL | 379,950.83 | 2,557,634.24 |
| 9125 | 141+45.84 | 34.25' LT | 59-CL | 379,957.84 | 2,557,645.59 |
| 9126 | 141+45.84 | 27.50' LT | 59-CL | 379,951.09 | 2,557,645.74 |
| 9127 | 141+45.84 | 22.50' LT | 59-CL | 379,946.09 | 2,557,645.85 |
| 9128 | 141+51.80 | 34.25' LT | 59-CL | 379,957.97 | 2,557,651.54 |
| 9129 | 141+51.84 | 27.50' LT | 59-CL | 379,951.22 | 2,557,651.74 |
| 9130 | 141+51.84 | 22.50' LT | 59-CL | 379,946.23 | 2,557,651.85 |
| 9132 | 141+57.84 | 34.50' LT | 59-CL | 379,958.36 | 2,557,657.58 |
| 9133 | 141+57.84 | 27.50' LT | 59-CL | 379,951.36 | 2,557,657.74 |
| 9134 | 141+57.84 | 22.50' LT | 59-CL | 379,946.36 | 2,557,657.85 |
| 9135 | 141+40.34 | 34.50' LT | 59-CL | 379,957.97 | 2,557,640.08 |
| 9136 | 141+14.78 | 41.26' LT | 59-CL | 379,963.89 | 2,557,613.95 |
| 9137 | 141+52.34 | 5.00' LT | 59-CL | 379,928.74 | 2,557,652.74 |
| 9138 | 141+58.34 | 5.00' LT | 59-CL | 379,928.88 | 2,557,658.74 |
| 9140 | 141+45.84 | 18.63' LT | 59-CL | 379,942.22 | 2,557,645.94 |

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| 4th-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9201 | 140+33.29 | 22.00' RT | 59-CL | 379,898.35 | 2,557,534.35 |
| 9202 | 140+39.29 | 16.00' RT | 59-CL | 379,904.48 | 2,557,540.21 |
| 9203 | 140+46.87 | 16.00' RT | 59-CL | 379,904.66 | 2,557,547.79 |
| 9204 | 140+52.87 | 16.00' RT | 59-CL | 379,904.79 | 2,557,553.79 |
| 9205 | 140+53.37 | 16.00' RT | 59-CL | 379,904.80 | 2,557,554.29 |
| 9206 | 140+59.37 | 16.00' RT | 59-CL | 379,904.94 | 2,557,560.29 |
| 9207 | 140+61.13 | 16.00' RT | 59-CL | 379,904.98 | 2,557,562.05 |
| 9209 | 140+82.58 | 27.11' RT | 59-CL | 379,894.51 | 2,557,584.02 |
| 9210 | 140+87.58 | 40.43' RT | 59-CL | 379,881.36 | 2,557,589.45 |
| 9211 | 140+87.64 | 41.19' RT | 59-CL | 379,880.59 | 2,557,589.54 |
| 9212 | 140+87.69 | 43.37' RT | 59-CL | 379,878.42 | 2,557,589.66 |
| 9213 | 140+87.62 | 47.19' RT | 59-CL | 379,874.59 | 2,557,589.72 |
| 9214 | 140+47.37 | 40.50' RT | 59-CL | 379,880.17 | 2,557,548.85 |
| 9215 | 140+47.37 | 33.50' RT | 59-CL | 379,887.17 | 2,557,548.69 |
| 9216 | 140+47.37 | 28.50' RT | 59-CL | 379,892.17 | 2,557,548.58 |
| 9217 | 140+53.37 | 18.58' RT | 59-CL | 379,902.22 | 2,557,554.35 |
| 9218 | 140+59.37 | 18.58' RT | 59-CL | 379,902.36 | 2,557,560.35 |
| 9219 | 140+65.82 | 16.41' RT | 59-CL | 379,904.67 | 2,557,566.75 |
| 9220 | 140+80.48 | 28.62' RT | 59-CL | 379,892.92 | 2,557,581.97 |
| 9221 | 140+83.28 | 33.65' RT | 59-CL | 379,887.99 | 2,557,584.93 |
| 9222 | 140+85.00 | 40.67' RT | 59-CL | 379,881.03 | 2,557,586.89 |
| 9223 | 140+53.37 | 40.50' RT | 59-CL | 379,880.31 | 2,557,554.85 |
| 9224 | 140+53.37 | 33.50' RT | 59-CL | 379,887.31 | 2,557,554.69 |
| 9225 | 140+53.37 | 28.50' RT | 59-CL | 379,892.31 | 2,557,554.57 |
| 9226 | 140+59.37 | 40.50' RT | 59-CL | 379,880.44 | 2,557,560.84 |
| 9227 | 140+59.37 | 33.50' RT | 59-CL | 379,887.44 | 2,557,560.69 |
| 9228 | 140+59.37 | 28.50' RT | 59-CL | 379,892.44 | 2,557,560.57 |
| 9229 | 140+69.11 | 40.50' RT | 59-CL | 379,880.67 | 2,557,570.84 |
| 9230 | 140+69.11 | 33.50' RT | 59-CL | 379,887.67 | 2,557,570.68 |
| 9231 | 140+69.11 | 28.50' RT | 59-CL | 379,892.67 | 2,557,570.57 |
| 9232 | 140+74.82 | 40.56' RT | 59-CL | 379,880.80 | 2,557,576.70 |
| 9233 | 140+83.21 | 40.65' RT | 59-CL | 379,880.99 | 2,557,585.09 |
| 9234 | 140+74.89 | 33.56' RT | 59-CL | 379,887.80 | 2,557,576.54 |
| 9235 | 140+74.94 | 28.56' RT | 59-CL | 379,892.80 | 2,557,576.43 |
| 9236 | 140+78.67 | 54.45' RT | 59-CL | 379,867.05 | 2,557,581.01 |
| 9237 | 140+72.70 | 54.36' RT | 59-CL | 379,866.94 | 2,557,575.04 |
| 9238 | 140+66.83 | 54.37' RT | 59-CL | 379,866.75 | 2,557,568.61 |
| 9239 | 140+66.67 | 40.81' RT | 59-CL | 379,880.30 | 2,557,568.15 |
| 9240 | 140+93.62 | 47.29' RT | 59-CL | 379,874.69 | 2,557,595.72 |
| 9241 | 140+46.87 | 5.00' RT | 59-CL | 379,915.65 | 2,557,547.54 |
| 9242 | 140+52.87 | 5.00' RT | 59-CL | 379,915.79 | 2,557,553.54 |
| 9244 | 141+03.72 | 41.46' RT | 59-CL | 379,880.85 | 2,557,605.62 |
| 9245 | 141+03.62 | 47.46' RT | 59-CL | 379,874.85 | 2,557,605.72 |
| 9246 | 140+76.16 | 24.02' RT | 59-CL | 379,897.38 | 2,557,577.50 |
| 9247 | 140+93.72 | 41.29' RT | 59-CL | 379,880.69 | 2,557,595.62 |
| 9248 | 140+69.37 | 42.03' RT | 59-CL | 379,879.15 | 2,557,571.31 |

| 4th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9301 | 141+19.62 | 47.73' RT | 59-CL | 379,875.11 | 2,557,621.72 |
| 9303 | 141+19.89 | 41.73' RT | 59-CL | 379,881.12 | 2,557,621.79 |
| 9304 | 141+20.23 | 39.79' RT | 59-CL | 379,883.06 | 2,557,622.07 |
| 9305 | 141+27.94 | 26.49' RT | 59-CL | 379,896.61 | 2,557,629.33 |
| 9307 | 141+45.84 | 22.58' RT | 59-CL | 379,901.02 | 2,557,646.86 |
| 9308 | 141+45.14 | 20.00' RT | 59-CL | 379,903.59 | 2,557,646.10 |
| 9309 | 141+45.84 | 20.00' RT | 59-CL | 379,903.60 | 2,557,646.80 |
| 9310 | 141+52.34 | 20.00' RT | 59-CL | 379,903.75 | 2,557,653.30 |
| 9311 | 141+58.34 | 20.00' RT | 59-CL | 379,903.88 | 2,557,659.30 |
| 9312 | 141+62.34 | 24.00' RT | 59-CL | 379,899.97 | 2,557,663.39 |
| 9313 | 141+22.76 | 40.34' RT | 59-CL | 379,882.60 | 2,557,624.61 |
| 9314 | 141+25.55 | 33.37' RT | 59-CL | 379,889.66 | 2,557,627.17 |
| 9315 | 141+29.67 | 28.41' RT | 59-CL | 379,894.75 | 2,557,631.12 |
| 9316 | 141+34.84 | 24.92' RT | 59-CL | 379,898.41 | 2,557,636.18 |
| 9317 | 141+39.29 | 23.36' RT | 59-CL | 379,900.10 | 2,557,640.33 |
| 9318 | 141+51.84 | 22.58' RT | 59-CL | 379,901.15 | 2,557,652.86 |
| 9319 | 141+28.69 | 49.74' RT | 59-CL | 379,873.40 | 2,557,630.85 |
| 9320 | 141+28.84 | 40.40' RT | 59-CL | 379,882.74 | 2,557,630.69 |
| 9321 | 141+25.47 | 40.37' RT | 59-CL | 379,882.66 | 2,557,627.33 |
| 9322 | 141+28.92 | 33.40' RT | 59-CL | 379,889.73 | 2,557,630.54 |
| 9323 | 141+34.69 | 49.84' RT | 59-CL | 379,873.49 | 2,557,636.84 |
| 9324 | 141+34.84 | 40.47' RT | 59-CL | 379,882.87 | 2,557,636.69 |
| 9325 | 141+34.92 | 33.47' RT | 59-CL | 379,889.87 | 2,557,636.54 |
| 9326 | 141+34.97 | 28.47' RT | 59-CL | 379,894.87 | 2,557,636.42 |
| 9327 | 141+45.84 | 40.50' RT | 59-CL | 379,883.11 | 2,557,647.26 |
| 9328 | 141+45.84 | 33.47' RT | 59-CL | 379,890.13 | 2,557,647.11 |
| 9329 | 141+45.84 | 28.50' RT | 59-CL | 379,895.10 | 2,557,646.99 |
| 9330 | 141+51.84 | 40.50' RT | 59-CL | 379,883.24 | 2,557,653.26 |
| 9331 | 141+51.84 | 33.49' RT | 59-CL | 379,890.25 | 2,557,653.10 |
| 9332 | 141+51.84 | 28.50' RT | 59-CL | 379,895.24 | 2,557,652.99 |
| 9333 | 141+57.84 | 40.50' RT | 59-CL | 379,883.38 | 2,557,659.26 |
| 9334 | 141+57.84 | 28.50' RT | 59-CL | 379,895.37 | 2,557,658.99 |
| 9335 | 141+52.34 | 5.00' RT | 59-CL | 379,918.74 | 2,557,652.97 |
| 9336 | 141+58.34 | 5.00' RT | 59-CL | 379,918.88 | 2,557,658.96 |
| 9337 | 141+51.84 | 20.00' RT | 59-CL | 379,903.74 | 2,557,652.80 |
| 9338 | 141+13.72 | 41.63' RT | 59-CL | 379,881.02 | 2,557,615.62 |
| 9339 | 141+13.65 | 47.63' RT | 59-CL | 379,875.02 | 2,557,615.74 |
| 9340 | 142+02.49 | 26.58' RT | 59-CL | 379,898.29 | 2,557,703.59 |
| 9341 | 142+07.49 | 26.58' RT | 59-CL | 379,898.40 | 2,557,708.59 |
| 9342 | 142+02.49 | 29.50' RT | 59-CL | 379,895.37 | 2,557,703.65 |
| 9343 | 142+07.49 | 29.50' RT | 59-CL | 379,895.49 | 2,557,708.65 |
| 9344 | 142+02.49 | 33.50' RT | 59-CL | 379,891.38 | 2,557,703.74 |
| 9345 | 142+07.49 | 33.50' RT | 59-CL | 379,891.49 | 2,557,708.74 |
| 9346 | 142+02.49 | 40.50' RT | 59-CL | 379,884.38 | 2,557,703.90 |
| 9347 | 142+07.49 | 40.50' RT | 59-CL | 379,884.49 | 2,557,708.90 |
| 9348 | 142+22.49 | 26.58' RT | 59-CL | 379,898.74 | 2,557,723.58 |

| 4th-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9349 | 142+27.49 | 26.58' RT | 59-CL | 379,898.85 | 2,557,728.58 |
| 9350 | 142+22.49 | 29.50' RT | 59-CL | 379,895.82 | 2,557,723.65 |
| 9351 | 142+27.49 | 29.50' RT | 59-CL | 379,895.94 | 2,557,728.65 |
| 9352 | 142+22.49 | 33.50' RT | 59-CL | 379,891.82 | 2,557,723.74 |
| 9353 | 142+27.49 | 33.50' RT | 59-CL | 379,891.94 | 2,557,728.74 |
| 9354 | 142+22.49 | 40.50' RT | 59-CL | 379,884.83 | 2,557,723.89 |
| 9355 | 142+27.49 | 40.50' RT | 59-CL | 379,884.94 | 2,557,728.89 |

2

NOTES:

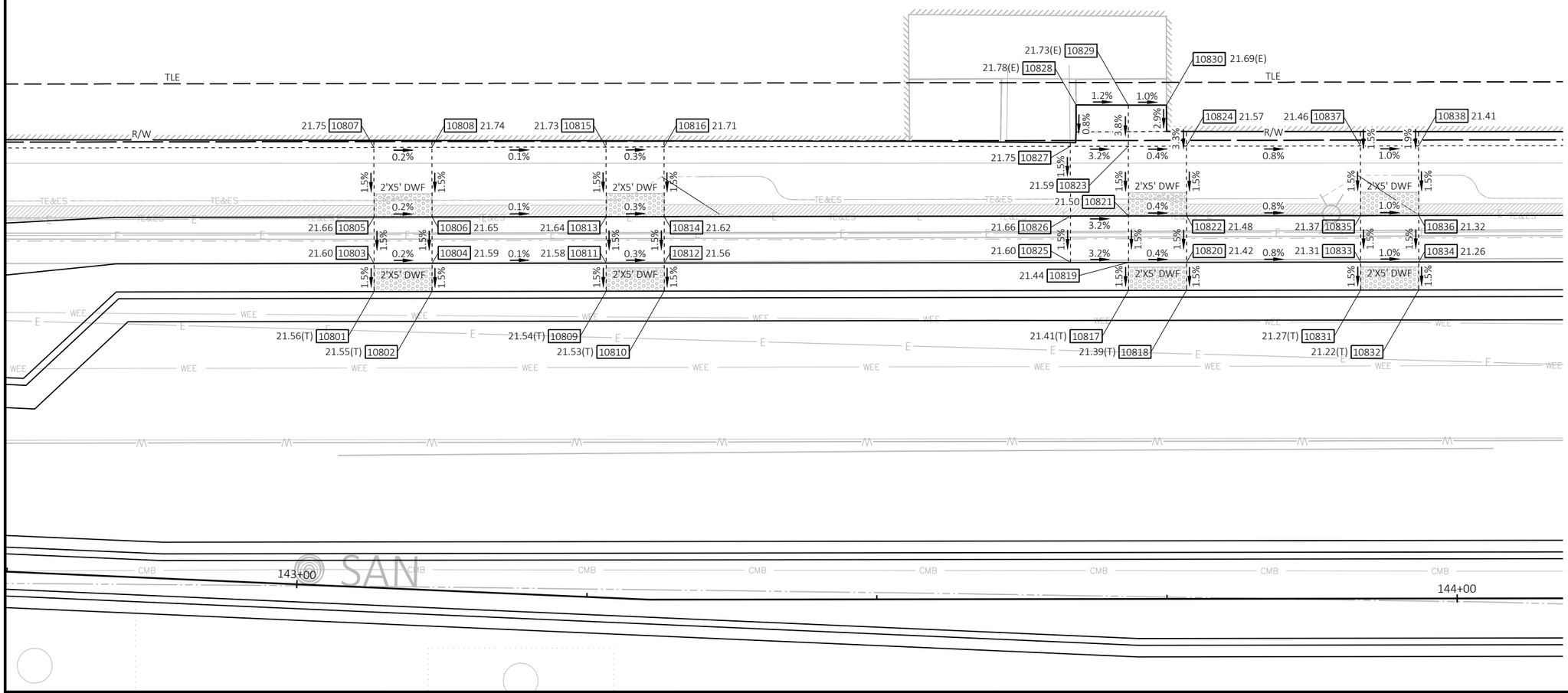
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

N

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

**W NATIONAL AVE/STH 59 & 3RD ST**
**NORTHWEST QUADRANT (BUS STOPS)**




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (3RD ST - BUS STOPS) | SHEET 215 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 3N-Bus

PLOT DATE : 7/16/2026 3:08 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

W NATIONAL AVE/STH 59 & 3RD ST NORTHWEST QUADRANT

W NATIONAL AVE/STH 59 & 3RD ST NORTHEAST QUADRANT

3RD ST

RAISED CROSSWALK

W NATIONAL AVE / STH 59

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (3RD ST) | SHEET 216 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 3N

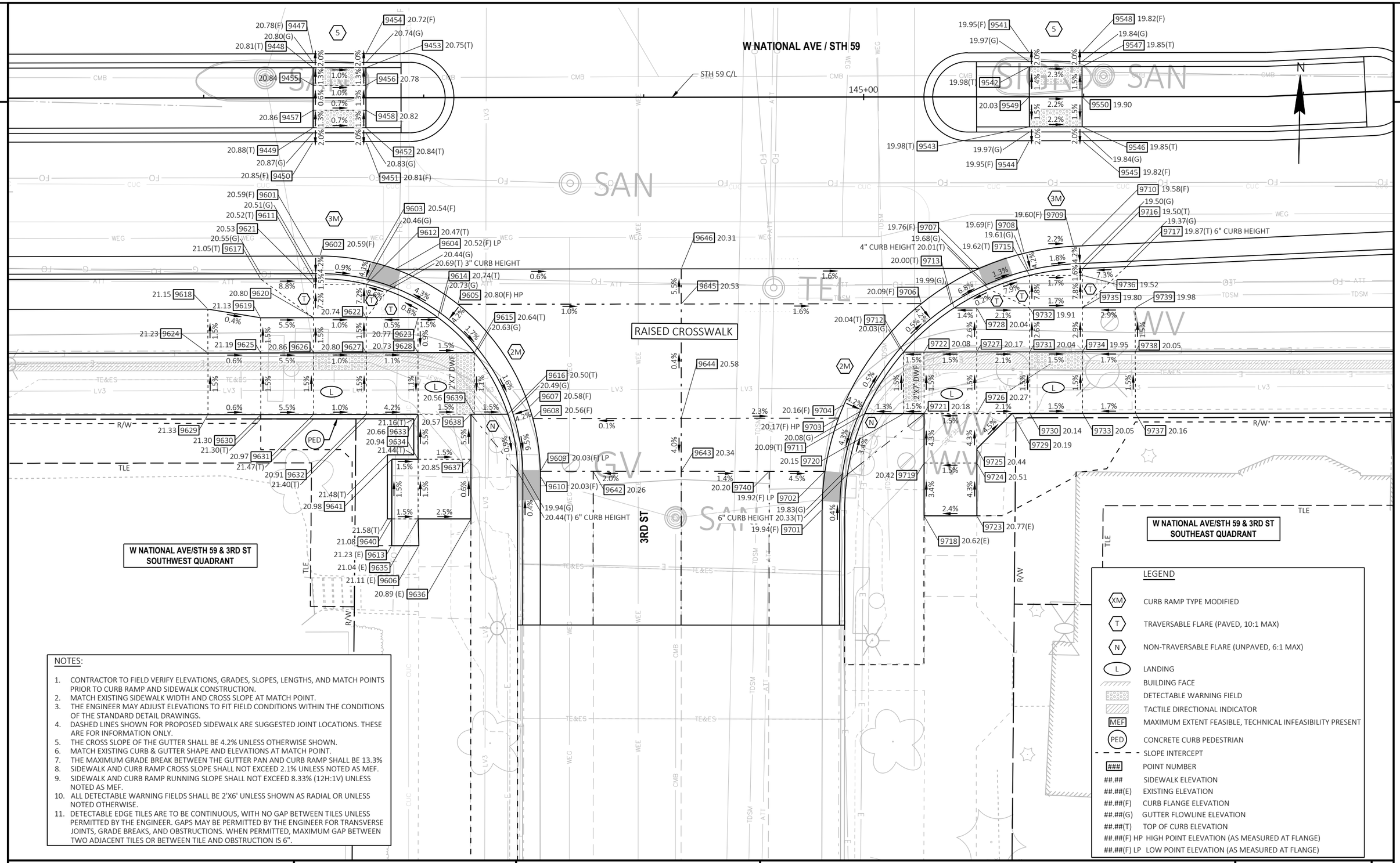
PLOT DATE : 7/16/2026 3:09 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (3RD ST) | SHEET 217 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 3S
PLOT DATE : 7/16/2026 3:09 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

| 3rd-NW-Bus Stops | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10801 | 143+05.55 | 25.49' LT | 59-CL | 379,949.28 | 2,557,806.60 |
| 10802 | 143+10.54 | 25.71' LT | 59-CL | 379,949.39 | 2,557,811.60 |
| 10803 | 143+05.44 | 27.90' LT | 59-CL | 379,951.70 | 2,557,806.55 |
| 10804 | 143+10.44 | 28.13' LT | 59-CL | 379,951.81 | 2,557,811.54 |
| 10805 | 143+05.26 | 31.90' LT | 59-CL | 379,955.69 | 2,557,806.46 |
| 10806 | 143+10.26 | 32.12' LT | 59-CL | 379,955.81 | 2,557,811.45 |
| 10807 | 143+04.99 | 37.89' LT | 59-CL | 379,961.69 | 2,557,806.32 |
| 10808 | 143+09.99 | 38.12' LT | 59-CL | 379,961.81 | 2,557,811.32 |
| 10809 | 143+25.53 | 26.39' LT | 59-CL | 379,949.73 | 2,557,826.59 |
| 10810 | 143+31.72 | 26.58' LT | 59-CL | 379,949.84 | 2,557,831.59 |
| 10811 | 143+25.42 | 28.80' LT | 59-CL | 379,952.14 | 2,557,826.54 |
| 10812 | 143+31.72 | 29.00' LT | 59-CL | 379,952.26 | 2,557,831.54 |
| 10813 | 143+25.24 | 32.80' LT | 59-CL | 379,956.14 | 2,557,826.45 |
| 10814 | 143+31.72 | 33.00' LT | 59-CL | 379,956.26 | 2,557,831.45 |
| 10815 | 143+24.97 | 38.79' LT | 59-CL | 379,962.14 | 2,557,826.32 |
| 10816 | 143+31.72 | 39.00' LT | 59-CL | 379,962.25 | 2,557,831.32 |
| 10817 | 143+71.72 | 26.58' LT | 59-CL | 379,950.74 | 2,557,871.58 |
| 10818 | 143+76.72 | 26.58' LT | 59-CL | 379,950.85 | 2,557,876.58 |
| 10819 | 143+71.72 | 29.00' LT | 59-CL | 379,953.15 | 2,557,871.53 |
| 10820 | 143+76.72 | 29.00' LT | 59-CL | 379,953.27 | 2,557,876.53 |
| 10821 | 143+71.72 | 33.00' LT | 59-CL | 379,957.15 | 2,557,871.44 |
| 10822 | 143+76.72 | 33.00' LT | 59-CL | 379,957.26 | 2,557,876.44 |
| 10823 | 143+71.72 | 39.00' LT | 59-CL | 379,963.15 | 2,557,871.31 |
| 10824 | 143+76.72 | 39.00' LT | 59-CL | 379,963.26 | 2,557,876.30 |
| 10825 | 143+66.72 | 29.00' LT | 59-CL | 379,953.04 | 2,557,866.53 |
| 10826 | 143+66.72 | 33.00' LT | 59-CL | 379,957.04 | 2,557,866.44 |
| 10827 | 143+66.72 | 39.00' LT | 59-CL | 379,963.04 | 2,557,866.31 |
| 10828 | 143+67.22 | 42.57' LT | 59-CL | 379,966.62 | 2,557,866.73 |
| 10829 | 143+71.72 | 42.55' LT | 59-CL | 379,966.70 | 2,557,871.23 |
| 10830 | 143+75.01 | 42.54' LT | 59-CL | 379,966.76 | 2,557,874.52 |
| 10831 | 143+91.72 | 26.58' LT | 59-CL | 379,951.19 | 2,557,891.58 |
| 10832 | 143+96.72 | 26.58' LT | 59-CL | 379,951.30 | 2,557,896.58 |
| 10833 | 143+91.72 | 29.00' LT | 59-CL | 379,953.60 | 2,557,891.52 |
| 10834 | 143+96.72 | 29.00' LT | 59-CL | 379,953.71 | 2,557,896.52 |
| 10835 | 143+91.72 | 33.00' LT | 59-CL | 379,957.60 | 2,557,891.43 |
| 10836 | 143+96.72 | 33.00' LT | 59-CL | 379,957.71 | 2,557,896.43 |
| 10837 | 143+91.72 | 39.00' LT | 59-CL | 379,963.60 | 2,557,891.30 |
| 10838 | 143+96.72 | 39.00' LT | 59-CL | 379,963.71 | 2,557,896.30 |

| 3rd-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9401 | 144+63.75 | 45.77' LT | 59-CL | 379,971.99 | 2,557,963.16 |
| 9402 | 144+63.69 | 39.80' LT | 59-CL | 379,966.01 | 2,557,963.24 |
| 9403 | 144+63.69 | 39.50' LT | 59-CL | 379,965.71 | 2,557,963.24 |
| 9404 | 144+63.66 | 38.85' LT | 59-CL | 379,965.06 | 2,557,963.23 |
| 9406 | 144+57.98 | 26.00' LT | 59-CL | 379,952.09 | 2,557,957.83 |
| 9408 | 144+49.94 | 21.00' LT | 59-CL | 379,946.91 | 2,557,949.91 |
| 9409 | 144+43.69 | 20.00' LT | 59-CL | 379,945.77 | 2,557,943.69 |
| 9410 | 144+43.44 | 20.00' LT | 59-CL | 379,945.76 | 2,557,943.43 |
| 9411 | 144+37.44 | 20.00' LT | 59-CL | 379,945.63 | 2,557,937.43 |
| 9412 | 144+25.37 | 20.00' LT | 59-CL | 379,945.36 | 2,557,925.36 |
| 9413 | 144+21.37 | 24.00' LT | 59-CL | 379,949.27 | 2,557,921.27 |
| 9414 | 144+61.08 | 39.00' LT | 59-CL | 379,965.15 | 2,557,960.64 |
| 9415 | 144+59.17 | 32.00' LT | 59-CL | 379,958.11 | 2,557,958.88 |
| 9416 | 144+55.29 | 27.00' LT | 59-CL | 379,953.03 | 2,557,955.12 |
| 9417 | 144+46.53 | 22.82' LT | 59-CL | 379,948.65 | 2,557,946.46 |
| 9418 | 144+43.44 | 22.58' LT | 59-CL | 379,948.35 | 2,557,943.37 |
| 9419 | 144+37.44 | 22.58' LT | 59-CL | 379,948.21 | 2,557,937.37 |
| 9420 | 144+31.44 | 22.58' LT | 59-CL | 379,948.08 | 2,557,931.37 |
| 9421 | 144+56.55 | 54.13' LT | 59-CL | 379,980.18 | 2,557,955.77 |
| 9422 | 144+56.28 | 48.01' LT | 59-CL | 379,974.06 | 2,557,955.64 |
| 9423 | 144+56.19 | 39.00' LT | 59-CL | 379,965.04 | 2,557,955.75 |
| 9424 | 144+59.17 | 39.00' LT | 59-CL | 379,965.11 | 2,557,958.73 |
| 9425 | 144+56.19 | 32.00' LT | 59-CL | 379,958.05 | 2,557,955.91 |
| 9426 | 144+49.34 | 54.08' LT | 59-CL | 379,979.97 | 2,557,948.56 |
| 9427 | 144+49.28 | 48.08' LT | 59-CL | 379,973.97 | 2,557,948.64 |
| 9428 | 144+49.19 | 39.00' LT | 59-CL | 379,964.89 | 2,557,948.75 |
| 9429 | 144+49.19 | 32.00' LT | 59-CL | 379,957.89 | 2,557,948.91 |
| 9430 | 144+49.19 | 27.00' LT | 59-CL | 379,952.89 | 2,557,949.02 |
| 9431 | 144+43.44 | 39.00' LT | 59-CL | 379,964.76 | 2,557,943.00 |
| 9432 | 144+43.44 | 32.00' LT | 59-CL | 379,957.76 | 2,557,943.16 |
| 9433 | 144+43.44 | 27.00' LT | 59-CL | 379,952.76 | 2,557,943.27 |
| 9434 | 144+37.44 | 39.00' LT | 59-CL | 379,964.62 | 2,557,937.00 |
| 9435 | 144+37.44 | 32.00' LT | 59-CL | 379,957.63 | 2,557,937.16 |
| 9436 | 144+37.44 | 27.00' LT | 59-CL | 379,952.63 | 2,557,937.27 |
| 9437 | 144+31.44 | 39.00' LT | 59-CL | 379,964.49 | 2,557,931.01 |
| 9438 | 144+31.44 | 32.30' LT | 59-CL | 379,957.79 | 2,557,931.16 |
| 9439 | 144+31.44 | 27.59' LT | 59-CL | 379,953.09 | 2,557,931.26 |
| 9440 | 144+42.00 | 54.05' LT | 59-CL | 379,979.77 | 2,557,941.23 |
| 9441 | 144+41.97 | 40.13' LT | 59-CL | 379,965.86 | 2,557,941.51 |
| 9442 | 144+69.75 | 45.71' LT | 59-CL | 379,972.06 | 2,557,969.16 |
| 9443 | 144+79.25 | 45.62' LT | 59-CL | 379,972.18 | 2,557,978.66 |
| 9444 | 144+79.19 | 39.50' LT | 59-CL | 379,966.06 | 2,557,978.74 |
| 9445 | 144+79.06 | 26.00' LT | 59-CL | 379,952.56 | 2,557,978.90 |
| 9446 | 144+79.01 | 21.00' LT | 59-CL | 379,947.56 | 2,557,978.97 |

| 3rd-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9501 | 144+94.75 | 45.46' LT | 59-CL | 379,972.37 | 2,557,994.16 |
| 9502 | 144+94.73 | 43.27' LT | 59-CL | 379,970.18 | 2,557,994.19 |
| 9503 | 144+94.96 | 39.50' LT | 59-CL | 379,966.41 | 2,557,994.50 |
| 9504 | 144+95.19 | 38.02' LT | 59-CL | 379,964.94 | 2,557,994.77 |
| 9505 | 144+88.75 | 45.52' LT | 59-CL | 379,972.29 | 2,557,988.16 |
| 9506 | 145+00.75 | 26.00' LT | 59-CL | 379,953.05 | 2,558,000.60 |
| 9508 | 145+06.08 | 21.00' LT | 59-CL | 379,948.17 | 2,558,006.03 |
| 9509 | 145+18.53 | 16.19' LT | 59-CL | 379,943.64 | 2,558,018.59 |
| 9510 | 145+21.73 | 16.00' LT | 59-CL | 379,943.52 | 2,558,021.79 |
| 9511 | 145+24.83 | 16.00' LT | 59-CL | 379,943.59 | 2,558,024.89 |
| 9512 | 144+97.73 | 38.50' LT | 59-CL | 379,965.48 | 2,557,997.29 |
| 9513 | 145+00.19 | 31.50' LT | 59-CL | 379,958.53 | 2,557,999.91 |
| 9514 | 145+03.73 | 26.50' LT | 59-CL | 379,953.61 | 2,558,003.56 |
| 9515 | 145+12.83 | 20.26' LT | 59-CL | 379,947.58 | 2,558,012.80 |
| 9516 | 145+18.83 | 18.76' LT | 59-CL | 379,946.21 | 2,558,018.83 |
| 9517 | 145+24.83 | 18.58' LT | 59-CL | 379,946.17 | 2,558,024.84 |
| 9518 | 145+29.83 | 18.58' LT | 59-CL | 379,946.28 | 2,558,029.84 |
| 9519 | 145+03.72 | 52.41' LT | 59-CL | 379,979.52 | 2,558,002.97 |
| 9520 | 145+03.65 | 45.19' LT | 59-CL | 379,972.30 | 2,558,003.06 |
| 9521 | 145+03.58 | 38.50' LT | 59-CL | 379,965.61 | 2,558,003.15 |
| 9522 | 145+00.19 | 38.50' LT | 59-CL | 379,965.53 | 2,557,999.75 |
| 9523 | 145+03.58 | 31.50' LT | 59-CL | 379,958.61 | 2,558,003.30 |
| 9524 | 145+09.72 | 52.35' LT | 59-CL | 379,979.59 | 2,558,008.97 |
| 9525 | 145+09.65 | 45.13' LT | 59-CL | 379,972.37 | 2,558,009.06 |
| 9526 | 145+09.58 | 38.50' LT | 59-CL | 379,965.74 | 2,558,009.14 |
| 9527 | 145+09.58 | 31.50' LT | 59-CL | 379,958.74 | 2,558,009.30 |
| 9528 | 145+09.58 | 26.50' LT | 59-CL | 379,953.74 | 2,558,009.41 |
| 9529 | 145+16.84 | 52.28' LT | 59-CL | 379,979.68 | 2,558,016.09 |
| 9530 | 145+16.78 | 45.06' LT | 59-CL | 379,972.46 | 2,558,016.19 |
| 9531 | 145+17.82 | 38.50' LT | 59-CL | 379,965.93 | 2,558,017.38 |
| 9532 | 145+18.83 | 38.19' LT | 59-CL | 379,965.64 | 2,558,018.40 |
| 9533 | 145+18.83 | 31.50' LT | 59-CL | 379,958.95 | 2,558,018.55 |
| 9534 | 145+18.83 | 26.50' LT | 59-CL | 379,953.95 | 2,558,018.66 |
| 9535 | 145+24.83 | 38.50' LT | 59-CL | 379,966.08 | 2,558,024.39 |
| 9536 | 145+24.83 | 31.50' LT | 59-CL | 379,959.09 | 2,558,024.55 |
| 9537 | 145+24.83 | 26.50' LT | 59-CL | 379,954.09 | 2,558,024.66 |
| 9538 | 145+30.83 | 38.50' LT | 59-CL | 379,966.22 | 2,558,030.39 |
| 9539 | 145+30.83 | 31.50' LT | 59-CL | 379,959.22 | 2,558,030.55 |
| 9540 | 145+30.83 | 26.50' LT | 59-CL | 379,954.22 | 2,558,030.66 |

| 3rd-Median-West | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9447 | 144+37.44 | 5.00' LT | 59-CL | 379,930.63 | 2,557,937.77 |
| 9448 | 144+37.44 | 3.42' LT | 59-CL | 379,929.05 | 2,557,937.80 |
| 9449 | 144+37.44 | 3.42' RT | 59-CL | 379,922.22 | 2,557,937.95 |
| 9450 | 144+37.44 | 5.00' RT | 59-CL | 379,920.63 | 2,557,937.99 |
| 9451 | 144+43.44 | 5.00' RT | 59-CL | 379,920.77 | 2,557,943.99 |
| 9452 | 144+43.44 | 3.42' RT | 59-CL | 379,922.35 | 2,557,943.95 |
| 9453 | 144+43.44 | 3.42' LT | 59-CL | 379,929.18 | 2,557,943.80 |
| 9454 | 144+43.44 | 5.00' LT | 59-CL | 379,930.77 | 2,557,943.76 |
| 9455 | 144+37.44 | 1.42' LT | 59-CL | 379,927.05 | 2,557,937.85 |
| 9456 | 144+43.44 | 1.42' LT | 59-CL | 379,927.18 | 2,557,943.84 |
| 9457 | 144+37.44 | 1.42' RT | 59-CL | 379,924.22 | 2,557,937.91 |
| 9458 | 144+43.44 | 1.42' RT | 59-CL | 379,924.35 | 2,557,943.91 |

| 3rd-Median-East | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9541 | 145+18.83 | 5.00' LT | 59-CL | 379,932.46 | 2,558,019.14 |
| 9542 | 145+18.83 | 3.42' LT | 59-CL | 379,930.87 | 2,558,019.18 |
| 9543 | 145+18.83 | 3.42' RT | 59-CL | 379,924.04 | 2,558,019.33 |
| 9544 | 145+18.83 | 5.00' RT | 59-CL | 379,922.46 | 2,558,019.37 |
| 9545 | 145+24.83 | 5.00' RT | 59-CL | 379,922.59 | 2,558,025.37 |
| 9546 | 145+24.83 | 3.42' RT | 59-CL | 379,924.18 | 2,558,025.33 |
| 9547 | 145+24.83 | 3.42' LT | 59-CL | 379,931.01 | 2,558,025.18 |
| 9548 | 145+24.83 | 5.00' LT | 59-CL | 379,932.59 | 2,558,025.14 |
| 9549 | 145+18.83 | 0.00' | 59-CL | 379,927.46 | 2,558,019.25 |
| 9550 | 145+24.83 | 0.00' | 59-CL | 379,927.59 | 2,558,025.25 |

| 3rd-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9601 | 144+37.44 | 18.00' RT | 59-CL | 379,907.64 | 2,557,938.28 |
| 9602 | 144+38.20 | 18.00' RT | 59-CL | 379,907.66 | 2,557,939.05 |
| 9603 | 144+44.22 | 18.71' RT | 59-CL | 379,907.08 | 2,557,945.08 |
| 9604 | 144+46.73 | 19.50' RT | 59-CL | 379,906.35 | 2,557,947.61 |
| 9605 | 144+53.85 | 23.50' RT | 59-CL | 379,902.51 | 2,557,954.81 |
| 9606 | 144+49.38 | 50.94' RT | 59-CL | 379,874.97 | 2,557,950.96 |
| 9607 | 144+61.95 | 35.19' RT | 59-CL | 379,891.00 | 2,557,963.18 |
| 9608 | 144+62.34 | 36.50' RT | 59-CL | 379,889.70 | 2,557,963.60 |
| 9609 | 144+63.20 | 42.49' RT | 59-CL | 379,883.73 | 2,557,964.58 |
| 9610 | 144+63.20 | 43.05' RT | 59-CL | 379,883.18 | 2,557,964.60 |
| 9611 | 144+37.44 | 20.58' RT | 59-CL | 379,905.06 | 2,557,938.34 |
| 9612 | 144+43.44 | 21.20' RT | 59-CL | 379,904.57 | 2,557,944.35 |
| 9613 | 144+46.29 | 50.93' RT | 59-CL | 379,874.92 | 2,557,947.87 |
| 9614 | 144+51.56 | 25.00' RT | 59-CL | 379,900.96 | 2,557,952.56 |
| 9615 | 144+55.71 | 29.00' RT | 59-CL | 379,897.05 | 2,557,956.80 |
| 9616 | 144+59.50 | 36.00' RT | 59-CL | 379,890.14 | 2,557,960.74 |
| 9617 | 144+31.44 | 20.58' RT | 59-CL | 379,904.92 | 2,557,932.34 |
| 9618 | 144+25.44 | 24.00' RT | 59-CL | 379,901.37 | 2,557,926.42 |
| 9619 | 144+31.44 | 25.00' RT | 59-CL | 379,900.51 | 2,557,932.44 |
| 9620 | 144+37.44 | 25.00' RT | 59-CL | 379,900.64 | 2,557,938.44 |
| 9621 | 144+37.44 | 21.20' RT | 59-CL | 379,904.44 | 2,557,938.35 |
| 9622 | 144+43.44 | 25.00' RT | 59-CL | 379,900.77 | 2,557,944.44 |
| 9623 | 144+49.31 | 25.00' RT | 59-CL | 379,900.91 | 2,557,950.31 |
| 9624 | 144+25.44 | 29.00' RT | 59-CL | 379,896.37 | 2,557,926.53 |
| 9625 | 144+31.44 | 29.00' RT | 59-CL | 379,896.51 | 2,557,932.53 |
| 9626 | 144+37.44 | 29.00' RT | 59-CL | 379,896.64 | 2,557,938.53 |
| 9627 | 144+43.44 | 29.00' RT | 59-CL | 379,896.78 | 2,557,944.53 |
| 9628 | 144+49.31 | 29.00' RT | 59-CL | 379,896.91 | 2,557,950.40 |
| 9629 | 144+25.44 | 36.00' RT | 59-CL | 379,889.37 | 2,557,926.69 |
| 9630 | 144+31.44 | 36.00' RT | 59-CL | 379,889.51 | 2,557,932.69 |
| 9631 | 144+37.44 | 36.00' RT | 59-CL | 379,889.64 | 2,557,938.69 |
| 9632 | 144+43.44 | 36.00' RT | 59-CL | 379,889.78 | 2,557,944.68 |
| 9633 | 144+49.31 | 36.00' RT | 59-CL | 379,889.91 | 2,557,950.56 |
| 9634 | 144+49.30 | 41.11' RT | 59-CL | 379,884.80 | 2,557,950.67 |
| 9635 | 144+49.29 | 47.89' RT | 59-CL | 379,878.02 | 2,557,950.81 |
| 9636 | 144+55.29 | 47.90' RT | 59-CL | 379,878.14 | 2,557,956.80 |
| 9637 | 144+55.30 | 41.12' RT | 59-CL | 379,884.92 | 2,557,956.66 |
| 9638 | 144+55.31 | 36.00' RT | 59-CL | 379,890.04 | 2,557,956.56 |
| 9639 | 144+55.71 | 36.00' RT | 59-CL | 379,890.05 | 2,557,956.95 |
| 9640 | 144+46.29 | 47.89' RT | 59-CL | 379,877.96 | 2,557,947.81 |
| 9641 | 144+46.30 | 41.10' RT | 59-CL | 379,884.74 | 2,557,947.67 |
| 9642 | 144+69.20 | 42.50' RT | 59-CL | 379,883.85 | 2,557,970.59 |
| 9643 | 144+79.20 | 42.52' RT | 59-CL | 379,884.06 | 2,557,980.59 |
| 9644 | 144+79.21 | 36.50' RT | 59-CL | 379,890.08 | 2,557,980.46 |
| 9645 | 144+79.24 | 23.50' RT | 59-CL | 379,903.08 | 2,557,980.20 |
| 9646 | 144+79.24 | 19.50' RT | 59-CL | 379,907.08 | 2,557,980.11 |

| 3rd-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9701 | 144+95.19 | 46.92' RT | 59-CL | 379,880.02 | 2,557,996.67 |
| 9702 | 144+95.52 | 42.55' RT | 59-CL | 379,884.40 | 2,557,996.90 |
| 9703 | 144+97.08 | 36.50' RT | 59-CL | 379,890.48 | 2,557,998.33 |
| 9704 | 144+97.70 | 34.97' RT | 59-CL | 379,892.03 | 2,557,998.91 |
| 9706 | 145+06.52 | 23.50' RT | 59-CL | 379,903.69 | 2,558,007.47 |
| 9707 | 145+13.15 | 19.50' RT | 59-CL | 379,907.84 | 2,558,014.01 |
| 9708 | 145+18.23 | 17.80' RT | 59-CL | 379,909.65 | 2,558,019.05 |
| 9709 | 145+23.85 | 17.01' RT | 59-CL | 379,910.57 | 2,558,024.65 |
| 9710 | 145+24.72 | 16.97' RT | 59-CL | 379,910.63 | 2,558,025.52 |
| 9711 | 145+00.07 | 36.00' RT | 59-CL | 379,891.05 | 2,558,001.30 |
| 9712 | 145+04.49 | 29.00' RT | 59-CL | 379,898.14 | 2,558,005.57 |
| 9713 | 145+10.24 | 24.00' RT | 59-CL | 379,903.27 | 2,558,011.20 |
| 9715 | 145+18.83 | 20.31' RT | 59-CL | 379,907.15 | 2,558,019.71 |
| 9716 | 145+24.83 | 19.55' RT | 59-CL | 379,908.05 | 2,558,025.69 |
| 9717 | 145+29.83 | 19.32' RT | 59-CL | 379,908.39 | 2,558,030.69 |
| 9718 | 145+06.79 | 47.61' RT | 59-CL | 379,879.59 | 2,558,008.29 |
| 9719 | 145+06.80 | 41.61' RT | 59-CL | 379,885.59 | 2,558,008.16 |
| 9720 | 145+04.49 | 36.00' RT | 59-CL | 379,891.15 | 2,558,005.73 |
| 9721 | 145+06.81 | 36.00' RT | 59-CL | 379,891.20 | 2,558,008.05 |
| 9722 | 145+06.81 | 29.00' RT | 59-CL | 379,898.20 | 2,558,007.89 |
| 9723 | 145+12.79 | 47.63' RT | 59-CL | 379,879.71 | 2,558,014.28 |
| 9724 | 145+12.80 | 41.63' RT | 59-CL | 379,885.71 | 2,558,014.16 |
| 9725 | 145+12.81 | 40.00' RT | 59-CL | 379,887.33 | 2,558,014.13 |
| 9726 | 145+12.81 | 36.00' RT | 59-CL | 379,891.33 | 2,558,014.04 |
| 9727 | 145+12.81 | 29.00' RT | 59-CL | 379,898.33 | 2,558,013.89 |
| 9728 | 145+12.81 | 24.00' RT | 59-CL | 379,903.33 | 2,558,013.78 |
| 9729 | 145+16.81 | 36.00' RT | 59-CL | 379,891.42 | 2,558,018.04 |
| 9730 | 145+18.83 | 36.00' RT | 59-CL | 379,891.47 | 2,558,020.06 |
| 9731 | 145+18.83 | 29.00' RT | 59-CL | 379,898.47 | 2,558,019.91 |
| 9732 | 145+18.83 | 24.00' RT | 59-CL | 379,903.46 | 2,558,019.79 |
| 9733 | 145+24.83 | 36.00' RT | 59-CL | 379,891.60 | 2,558,026.06 |
| 9734 | 145+24.83 | 29.00' RT | 59-CL | 379,898.60 | 2,558,025.90 |
| 9735 | 145+24.83 | 24.00' RT | 59-CL | 379,903.60 | 2,558,025.79 |
| 9736 | 145+24.83 | 20.31' RT | 59-CL | 379,907.29 | 2,558,025.71 |
| 9737 | 145+30.83 | 36.00' RT | 59-CL | 379,891.74 | 2,558,032.06 |
| 9738 | 145+30.83 | 29.00' RT | 59-CL | 379,898.73 | 2,558,031.90 |
| 9739 | 145+30.83 | 24.00' RT | 59-CL | 379,903.73 | 2,558,031.79 |
| 9740 | 144+89.20 | 42.54' RT | 59-CL | 379,884.27 | 2,557,990.59 |

2

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 13.42' |
| LANDING LENGTH 'XR' = | 8.29' |
| RADIAL WARNING FIELD AREA = | 19.28 SF |
| RADIAL LONG CHORD = | 9.10' |

**W NATIONAL AVE/STH 59 & 2ND ST NORTHWEST QUADRANT**

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

N

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 13.42' |
| LANDING LENGTH 'XR' = | 7.32' |
| RADIAL WARNING FIELD AREA = | 17.98 SF |
| RADIAL LONG CHORD = | 8.79' |

**W NATIONAL AVE/STH 59 & 2ND ST NORTHEAST QUADRANT**

**W NATIONAL AVE / STH 59**

2ND ST

R/W

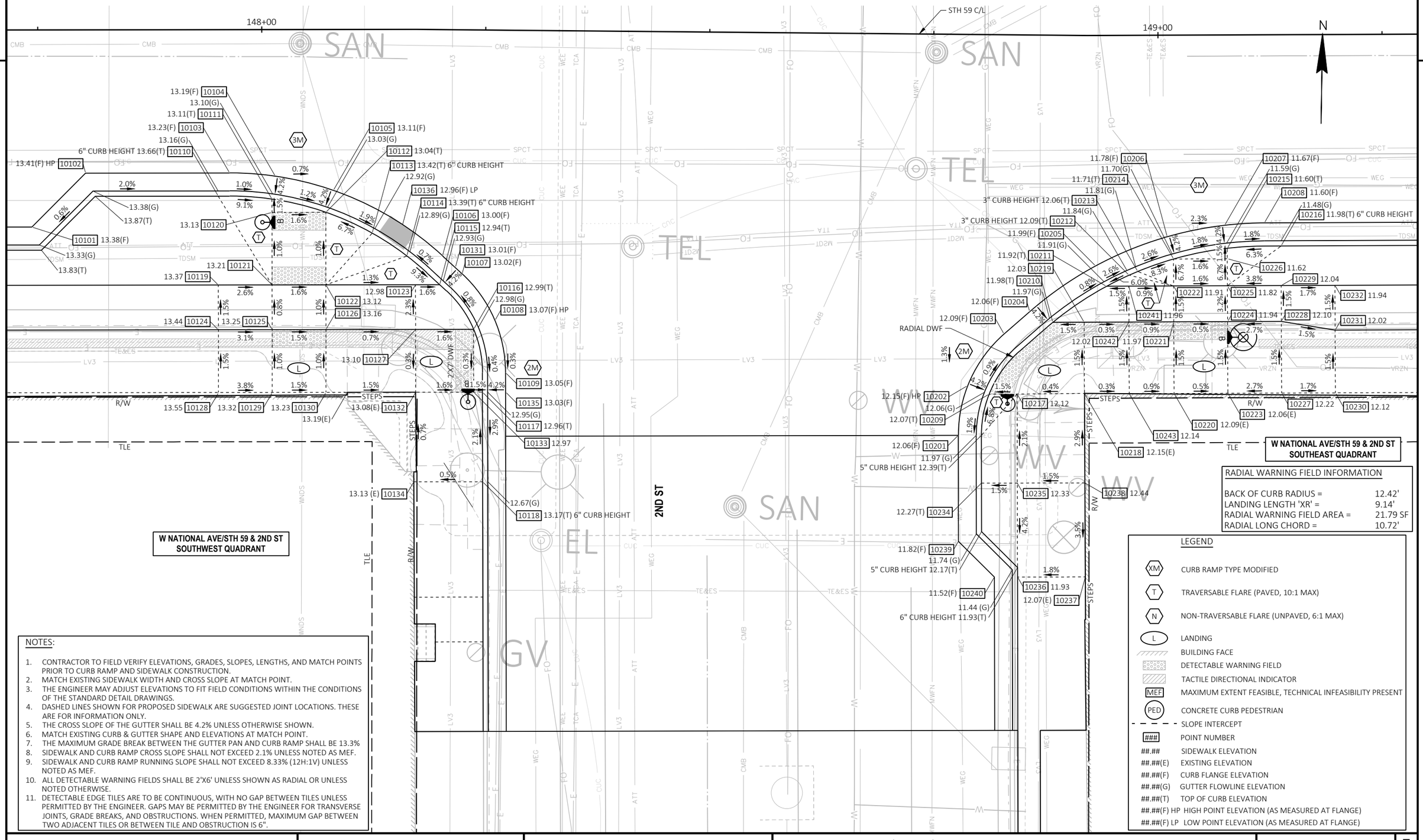
STH 59 C/L

148+00

149+00

| | | | |
|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (2ND ST) |

SHEET 220 E




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (2ND ST) | SHEET 221 | E |
|---|---|---|---|---|---|

2

| 2nd-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9801 | 148+26.14 | 38.59' LT | 59-CL | 379,977.34 | 2,558,325.82 |
| 9802 | 148+25.30 | 33.55' LT | 59-CL | 379,972.29 | 2,558,325.04 |
| 9803 | 147+94.10 | 20.43' LT | 59-CL | 379,958.56 | 2,558,293.79 |
| 9804 | 148+14.09 | 23.78' LT | 59-CL | 379,962.35 | 2,558,313.70 |
| 9805 | 147+93.87 | 34.00' LT | 59-CL | 379,972.11 | 2,558,293.26 |
| 9806 | 147+93.87 | 27.00' LT | 59-CL | 379,965.11 | 2,558,293.41 |
| 9808 | 148+23.80 | 34.07' LT | 59-CL | 379,972.79 | 2,558,323.54 |
| 9809 | 148+18.06 | 27.01' LT | 59-CL | 379,965.66 | 2,558,317.89 |
| 9810 | 148+07.11 | 24.19' LT | 59-CL | 379,962.60 | 2,558,306.71 |
| 9811 | 148+01.11 | 23.16' LT | 59-CL | 379,961.43 | 2,558,300.74 |
| 9812 | 147+93.87 | 22.00' LT | 59-CL | 379,960.12 | 2,558,293.52 |
| 9813 | 148+24.50 | 48.20' LT | 59-CL | 379,986.93 | 2,558,324.07 |
| 9814 | 148+17.26 | 48.16' LT | 59-CL | 379,986.79 | 2,558,316.52 |
| 9815 | 148+17.26 | 34.00' LT | 59-CL | 379,972.64 | 2,558,316.84 |
| 9816 | 147+84.04 | 20.65' LT | 59-CL | 379,958.54 | 2,558,283.73 |
| 9817 | 148+15.87 | 34.00' LT | 59-CL | 379,972.61 | 2,558,315.26 |
| 9818 | 148+15.87 | 27.00' LT | 59-CL | 379,965.61 | 2,558,315.41 |
| 9819 | 148+11.49 | 34.00' LT | 59-CL | 379,972.51 | 2,558,310.87 |
| 9820 | 148+11.49 | 27.00' LT | 59-CL | 379,965.51 | 2,558,311.03 |
| 9821 | 148+07.11 | 34.00' LT | 59-CL | 379,972.41 | 2,558,306.49 |
| 9822 | 148+07.11 | 27.00' LT | 59-CL | 379,965.41 | 2,558,306.65 |
| 9823 | 148+01.11 | 34.00' LT | 59-CL | 379,972.28 | 2,558,300.49 |
| 9824 | 148+01.11 | 27.00' LT | 59-CL | 379,965.28 | 2,558,300.65 |
| 9825 | 147+83.87 | 22.00' LT | 59-CL | 379,959.89 | 2,558,283.53 |
| 9826 | 147+83.87 | 27.00' LT | 59-CL | 379,964.89 | 2,558,283.41 |
| 9827 | 147+83.87 | 34.00' LT | 59-CL | 379,971.89 | 2,558,283.26 |

| 2nd-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 9902 | 148+82.14 | 38.73' LT | 59-CL | 379,978.15 | 2,558,381.82 |
| 9903 | 148+82.97 | 33.88' LT | 59-CL | 379,973.30 | 2,558,382.71 |
| 9904 | 148+87.94 | 26.97' LT | 59-CL | 379,966.45 | 2,558,387.76 |
| 9905 | 148+96.16 | 21.13' LT | 59-CL | 379,960.76 | 2,558,395.77 |
| 9906 | 148+92.66 | 23.54' LT | 59-CL | 379,963.08 | 2,558,392.21 |
| 9908 | 149+01.10 | 18.81' LT | 59-CL | 379,958.56 | 2,558,400.76 |
| 9909 | 149+07.43 | 17.26' LT | 59-CL | 379,957.17 | 2,558,407.14 |
| 9910 | 149+11.36 | 17.00' LT | 59-CL | 379,957.01 | 2,558,411.07 |
| 9911 | 149+13.64 | 18.58' LT | 59-CL | 379,958.65 | 2,558,413.31 |
| 9912 | 149+07.64 | 18.81' LT | 59-CL | 379,958.72 | 2,558,407.30 |
| 9913 | 149+01.64 | 20.30' LT | 59-CL | 379,960.06 | 2,558,401.27 |
| 9914 | 148+99.64 | 21.11' LT | 59-CL | 379,960.83 | 2,558,399.25 |
| 9915 | 148+99.05 | 21.39' LT | 59-CL | 379,961.08 | 2,558,398.66 |
| 9916 | 148+96.96 | 22.50' LT | 59-CL | 379,962.15 | 2,558,396.54 |
| 9917 | 148+89.88 | 27.47' LT | 59-CL | 379,966.98 | 2,558,389.69 |
| 9918 | 148+84.47 | 34.40' LT | 59-CL | 379,973.84 | 2,558,384.20 |
| 9919 | 149+13.64 | 34.50' LT | 59-CL | 379,974.56 | 2,558,412.91 |
| 9920 | 149+13.64 | 27.50' LT | 59-CL | 379,967.56 | 2,558,413.09 |
| 9921 | 149+13.64 | 22.50' LT | 59-CL | 379,962.56 | 2,558,413.21 |
| 9922 | 149+07.64 | 34.50' LT | 59-CL | 379,974.41 | 2,558,406.91 |
| 9923 | 149+07.64 | 27.50' LT | 59-CL | 379,967.41 | 2,558,407.09 |
| 9924 | 149+07.64 | 22.50' LT | 59-CL | 379,962.41 | 2,558,407.21 |
| 9925 | 149+07.64 | 20.30' LT | 59-CL | 379,960.21 | 2,558,407.27 |
| 9926 | 148+90.96 | 34.49' LT | 59-CL | 379,974.00 | 2,558,390.69 |
| 9927 | 148+91.05 | 27.49' LT | 59-CL | 379,967.01 | 2,558,390.87 |
| 9928 | 149+01.64 | 34.50' LT | 59-CL | 379,974.26 | 2,558,400.92 |
| 9929 | 149+01.64 | 27.50' LT | 59-CL | 379,967.26 | 2,558,401.09 |
| 9930 | 149+01.64 | 22.50' LT | 59-CL | 379,962.26 | 2,558,401.21 |
| 9931 | 148+90.87 | 48.60' LT | 59-CL | 379,988.11 | 2,558,390.43 |
| 9932 | 148+99.69 | 48.36' LT | 59-CL | 379,988.07 | 2,558,398.63 |
| 9933 | 149+03.46 | 42.00' LT | 59-CL | 379,981.80 | 2,558,402.55 |
| 9934 | 149+04.00 | 34.50' LT | 59-CL | 379,974.32 | 2,558,403.28 |
| 9935 | 148+90.92 | 41.84' LT | 59-CL | 379,981.36 | 2,558,390.56 |
| 9936 | 148+83.70 | 41.80' LT | 59-CL | 379,981.23 | 2,558,383.35 |

| 2nd-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10101 | 147+74.31 | 22.00' RT | 59-CL | 379,915.69 | 2,558,274.96 |
| 10102 | 147+80.31 | 16.00' RT | 59-CL | 379,921.82 | 2,558,280.83 |
| 10103 | 147+96.38 | 16.00' RT | 59-CL | 379,922.18 | 2,558,296.89 |
| 10104 | 148+01.48 | 16.37' RT | 59-CL | 379,921.92 | 2,558,302.00 |
| 10105 | 148+07.96 | 17.97' RT | 59-CL | 379,920.47 | 2,558,308.51 |
| 10106 | 148+20.39 | 25.25' RT | 59-CL | 379,913.43 | 2,558,320.83 |
| 10107 | 148+22.60 | 27.25' RT | 59-CL | 379,911.46 | 2,558,323.07 |
| 10108 | 148+26.30 | 32.40' RT | 59-CL | 379,906.35 | 2,558,326.83 |
| 10109 | 148+27.54 | 38.21' RT | 59-CL | 379,900.56 | 2,558,328.14 |
| 10110 | 147+95.11 | 18.58' RT | 59-CL | 379,919.57 | 2,558,295.67 |
| 10111 | 148+01.11 | 18.93' RT | 59-CL | 379,919.36 | 2,558,301.68 |
| 10112 | 148+07.11 | 20.41' RT | 59-CL | 379,918.01 | 2,558,307.71 |
| 10113 | 148+12.28 | 22.75' RT | 59-CL | 379,915.79 | 2,558,312.94 |
| 10114 | 148+16.14 | 25.30' RT | 59-CL | 379,913.32 | 2,558,316.86 |
| 10115 | 148+20.10 | 28.47' RT | 59-CL | 379,910.21 | 2,558,320.58 |
| 10116 | 148+23.93 | 33.43' RT | 59-CL | 379,905.30 | 2,558,324.47 |
| 10117 | 148+24.99 | 40.42' RT | 59-CL | 379,898.32 | 2,558,325.61 |
| 10118 | 148+25.10 | 50.42' RT | 59-CL | 379,888.32 | 2,558,325.84 |
| 10119 | 147+95.11 | 28.50' RT | 59-CL | 379,909.66 | 2,558,295.90 |
| 10120 | 148+01.11 | 20.41' RT | 59-CL | 379,917.88 | 2,558,301.71 |
| 10121 | 148+01.11 | 28.50' RT | 59-CL | 379,909.79 | 2,558,301.89 |
| 10122 | 148+07.11 | 28.50' RT | 59-CL | 379,909.93 | 2,558,307.89 |
| 10123 | 148+17.11 | 28.50' RT | 59-CL | 379,910.15 | 2,558,317.89 |
| 10124 | 147+95.11 | 33.50' RT | 59-CL | 379,904.66 | 2,558,296.01 |
| 10125 | 148+01.11 | 33.50' RT | 59-CL | 379,904.79 | 2,558,302.01 |
| 10126 | 148+07.11 | 33.50' RT | 59-CL | 379,904.93 | 2,558,308.01 |
| 10127 | 148+17.46 | 33.50' RT | 59-CL | 379,905.15 | 2,558,318.00 |
| 10128 | 147+95.11 | 40.50' RT | 59-CL | 379,897.66 | 2,558,296.17 |
| 10129 | 148+01.11 | 40.50' RT | 59-CL | 379,897.79 | 2,558,302.16 |
| 10130 | 148+07.11 | 40.50' RT | 59-CL | 379,897.93 | 2,558,308.16 |
| 10131 | 148+21.83 | 26.55' RT | 59-CL | 379,912.15 | 2,558,322.29 |
| 10132 | 148+17.54 | 40.50' RT | 59-CL | 379,898.15 | 2,558,318.16 |
| 10133 | 148+24.01 | 40.43' RT | 59-CL | 379,898.30 | 2,558,324.63 |
| 10134 | 148+16.89 | 50.50' RT | 59-CL | 379,888.15 | 2,558,318.16 |
| 10135 | 148+27.57 | 40.39' RT | 59-CL | 379,898.38 | 2,558,328.19 |
| 10136 | 148+15.68 | 21.80' RT | 59-CL | 379,916.81 | 2,558,316.32 |

| 2nd-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10201 | 148+78.12 | 44.76' RT | 59-CL | 379,894.61 | 2,558,378.79 |
| 10202 | 148+79.12 | 39.21' RT | 59-CL | 379,900.17 | 2,558,379.72 |
| 10203 | 148+83.14 | 33.40' RT | 59-CL | 379,906.03 | 2,558,383.67 |
| 10204 | 148+85.96 | 30.88' RT | 59-CL | 379,908.58 | 2,558,386.47 |
| 10205 | 148+92.94 | 25.72' RT | 59-CL | 379,913.84 | 2,558,393.71 |
| 10206 | 149+00.94 | 22.50' RT | 59-CL | 379,917.26 | 2,558,401.63 |
| 10207 | 149+07.35 | 21.25' RT | 59-CL | 379,918.67 | 2,558,408.01 |
| 10208 | 149+11.79 | 21.00' RT | 59-CL | 379,919.03 | 2,558,412.44 |
| 10209 | 148+81.53 | 40.14' RT | 59-CL | 379,899.27 | 2,558,382.15 |
| 10210 | 148+88.56 | 32.05' RT | 59-CL | 379,907.44 | 2,558,389.08 |
| 10211 | 148+94.15 | 28.00' RT | 59-CL | 379,911.59 | 2,558,394.99 |
| 10212 | 148+96.67 | 26.77' RT | 59-CL | 379,912.88 | 2,558,397.48 |
| 10213 | 148+97.64 | 26.36' RT | 59-CL | 379,913.32 | 2,558,398.43 |
| 10214 | 149+01.64 | 24.99' RT | 59-CL | 379,914.79 | 2,558,402.40 |
| 10215 | 149+07.64 | 23.81' RT | 59-CL | 379,916.11 | 2,558,408.36 |
| 10216 | 149+13.64 | 23.58' RT | 59-CL | 379,916.49 | 2,558,414.36 |
| 10217 | 148+84.65 | 40.09' RT | 59-CL | 379,899.35 | 2,558,385.27 |
| 10218 | 148+92.10 | 39.95' RT | 59-CL | 379,899.59 | 2,558,392.77 |
| 10219 | 148+92.05 | 32.00' RT | 59-CL | 379,907.53 | 2,558,392.57 |
| 10220 | 149+01.64 | 40.00' RT | 59-CL | 379,899.78 | 2,558,402.77 |
| 10221 | 149+01.64 | 32.00' RT | 59-CL | 379,907.78 | 2,558,402.57 |
| 10222 | 149+01.64 | 28.00' RT | 59-CL | 379,911.78 | 2,558,402.47 |
| 10223 | 149+07.64 | 40.00' RT | 59-CL | 379,899.93 | 2,558,408.77 |
| 10224 | 149+07.64 | 32.00' RT | 59-CL | 379,907.93 | 2,558,408.57 |
| 10225 | 149+07.64 | 28.00' RT | 59-CL | 379,911.93 | 2,558,408.47 |
| 10226 | 149+07.64 | 24.99' RT | 59-CL | 379,914.94 | 2,558,408.39 |
| 10227 | 149+13.64 | 40.00' RT | 59-CL | 379,900.08 | 2,558,414.77 |
| 10228 | 149+13.64 | 32.00' RT | 59-CL | 379,908.08 | 2,558,414.57 |
| 10229 | 149+13.64 | 28.00' RT | 59-CL | 379,912.08 | 2,558,414.47 |
| 10230 | 149+19.64 | 40.00' RT | 59-CL | 379,900.23 | 2,558,420.76 |
| 10231 | 149+19.64 | 33.00' RT | 59-CL | 379,907.23 | 2,558,420.59 |
| 10232 | 149+19.64 | 28.00' RT | 59-CL | 379,912.23 | 2,558,420.47 |
| 10234 | 148+80.76 | 50.07' RT | 59-CL | 379,889.33 | 2,558,381.50 |
| 10235 | 148+84.76 | 50.03' RT | 59-CL | 379,889.42 | 2,558,385.49 |
| 10236 | 148+84.88 | 60.52' RT | 59-CL | 379,878.93 | 2,558,385.73 |
| 10237 | 148+92.10 | 60.43' RT | 59-CL | 379,879.11 | 2,558,393.30 |
| 10238 | 148+92.10 | 49.95' RT | 59-CL | 379,889.59 | 2,558,393.03 |
| 10239 | 148+78.25 | 56.59' RT | 59-CL | 379,882.78 | 2,558,379.06 |
| 10240 | 148+82.29 | 60.55' RT | 59-CL | 379,878.87 | 2,558,383.15 |
| 10241 | 148+96.64 | 28.00' RT | 59-CL | 379,911.65 | 2,558,397.47 |
| 10242 | 148+96.64 | 32.00' RT | 59-CL | 379,907.65 | 2,558,397.57 |
| 10243 | 148+96.64 | 40.00' RT | 59-CL | 379,899.66 | 2,558,397.77 |

2

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 13.42' |
| LANDING LENGTH 'XR' = | 14.85' |
| RADIAL WARNING FIELD AREA = | 31.51 SF |
| RADIAL LONG CHORD = | 15.13' |

**W NATIONAL AVE/STH 59 & 1ST ST NORTHWEST QUADRANT**

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## — SIDEWALK ELEVATION
- ##.##(E) — EXISTING ELEVATION
- ##.##(F) — CURB FLANGE ELEVATION
- ##.##(G) — GUTTER FLOWLINE ELEVATION
- ##.##(T) — TOP OF CURB ELEVATION
- ##.##(F) HP — HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP — LOW POINT ELEVATION (AS MEASURED AT FLANGE)

RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 14.42' |
| LANDING LENGTH 'XR' = | 3.83' |
| RADIAL WARNING FIELD AREA = | 12.58 SF |
| RADIAL LONG CHORD = | 6.19' |

**W NATIONAL AVE/STH 59 & 1ST ST NORTHEAST QUADRANT**

N

1ST ST / STH 32

W NATIONAL AVE / STH 59

E NATIONAL AVE

STH 59 C/L

152+00

153+00

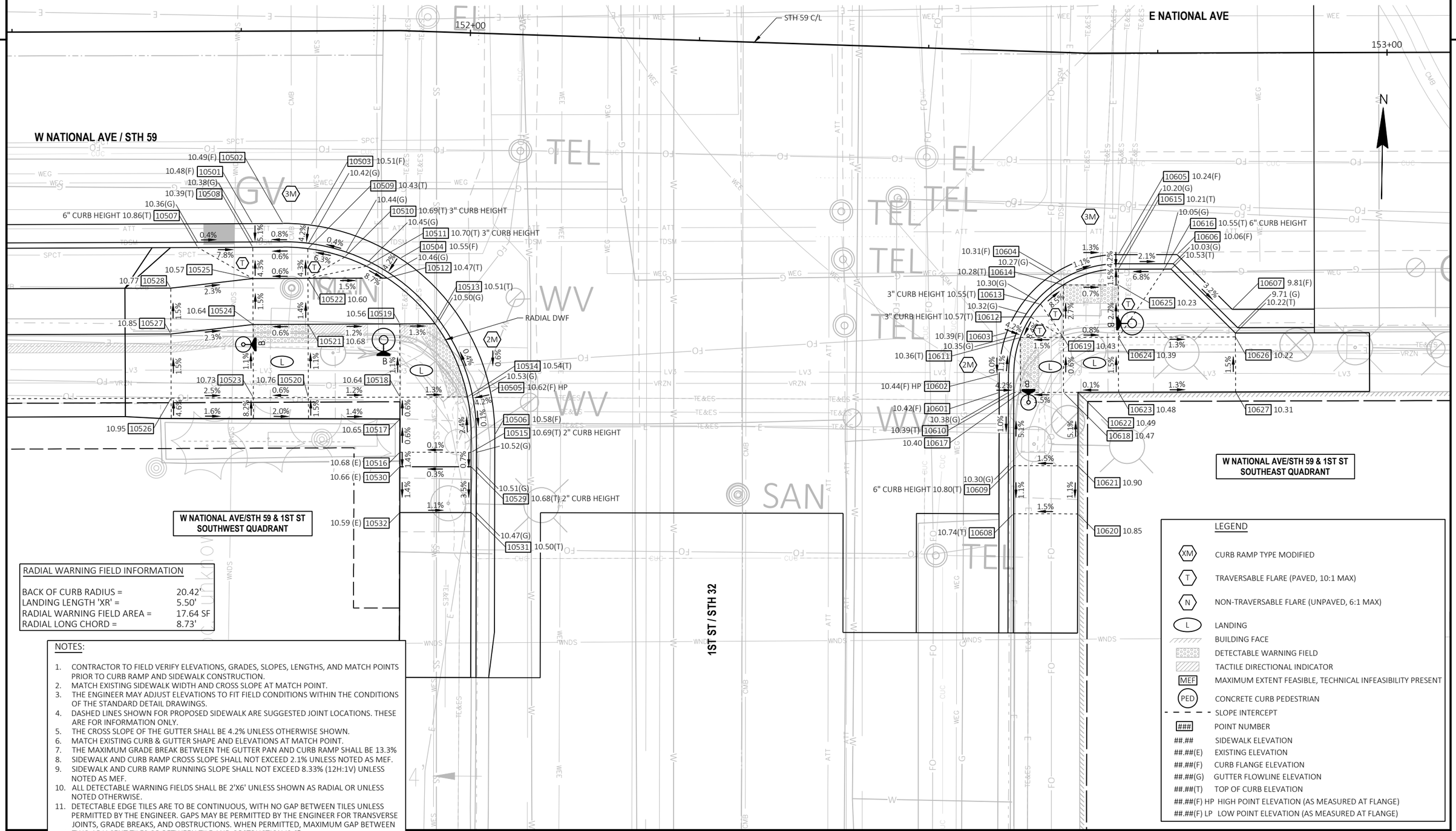
10442 10.88(T) 6" CURB HEIGHT
10.38(G)
10306 10.40(F)
10314 10.36(T)
10.35(G)
10313 10.33(T)
10.32(G)
10312 10.30(T)
10.29(G)
10311 10.28(G)
10305 10.31(F)
10304 10.30(F)
10303 10.25(F)
10310 10.22(T)
10.21(G)
10302 10.13(F)
10309 10.52(T) 5.5" CURB HEIGHT
10.06(G)
10301 10.03(F)
10308 10.42(E)
9.96(G)
10315 10.54(E)
10316 10.58
10326 10.85
10325 10.60
10320 10.49
10318 10.44
10319 10.32
10324 10.73
10323 10.48
10321 10.37
10322 10.65
10317 10.33
10.21 10439
10419 4" CURB HEIGHT 10.34(T)
10.01(G)
10418 10.07(T)
10404 10.06(G)
10.09(F)
10405 10.10(F)
10406 10.16(F) HP
10.12(G)
10417 10.13(T)
10.08(G)
10415 2" CURB HEIGHT 10.25(T)
10407 10.09(F)
10.05(G)
10414 10.06(T)
10438 10.32(E)
10433 10.57(E)
10432 10.28
10440 10.10
10441 10.14
10431 10.18
10430 10.24
10423 10.18
10422 10.15
10434 10.03
10.00 10421
10420 9.91(E)
9.95(T)
9.45 (G)
10411 9.55(F)
10410 9.91(F)
10412 10.46(T) 6" CURB HEIGHT
9.96(G)
10409 10.05(F)
10413 9.98(T)
9.97(G)
10408 10.01(F)
10428 10.30(E)
10429 10.19
10427 10.23(E)
10426 10.13
10424 10.10(E)
10425 10.10

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (1ST ST/STH 32) | SHEET 223 | E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 1N
PLOT DATE : 7/16/2026 3:13 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




RADIAL WARNING FIELD INFORMATION

| | |
|---|---|
| BACK OF CURB RADIUS = | 20.42' |
| LANDING LENGTH 'XR' = | 5.50' |
| RADIAL WARNING FIELD AREA = | 17.64 SF |
| RADIAL LONG CHORD = | 8.73' |

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

| | |
|---|---|
| XM | CURB RAMP TYPE MODIFIED |
| T | TRAVERSABLE FLARE (PAVED, 10:1 MAX) |
| N | NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX) |
| L | LANDING |
| | BUILDING FACE |
| | DETECTABLE WARNING FIELD |
| | TACTILE DIRECTIONAL INDICATOR |
| MEF | MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT |
| PED | CONCRETE CURB PEDESTRIAN |
| - - - | SLOPE INTERCEPT |
| ### | POINT NUMBER |
| ##.## | SIDEWALK ELEVATION |
| ##.##(E) | EXISTING ELEVATION |
| ##.##(F) | CURB FLANGE ELEVATION |
| ##.##(G) | GUTTER FLOWLINE ELEVATION |
| ##.##(T) | TOP OF CURB ELEVATION |
| ##.##(F) HP | HIGH POINT ELEVATION (AS MEASURED AT FLANGE) |
| ##.##(F) LP | LOW POINT ELEVATION (AS MEASURED AT FLANGE) |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (1ST ST) | SHEET 224 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\021301-CR.DWG
LAYOUT NAME - 1S
PLOT DATE : 7/16/2026 3:14 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

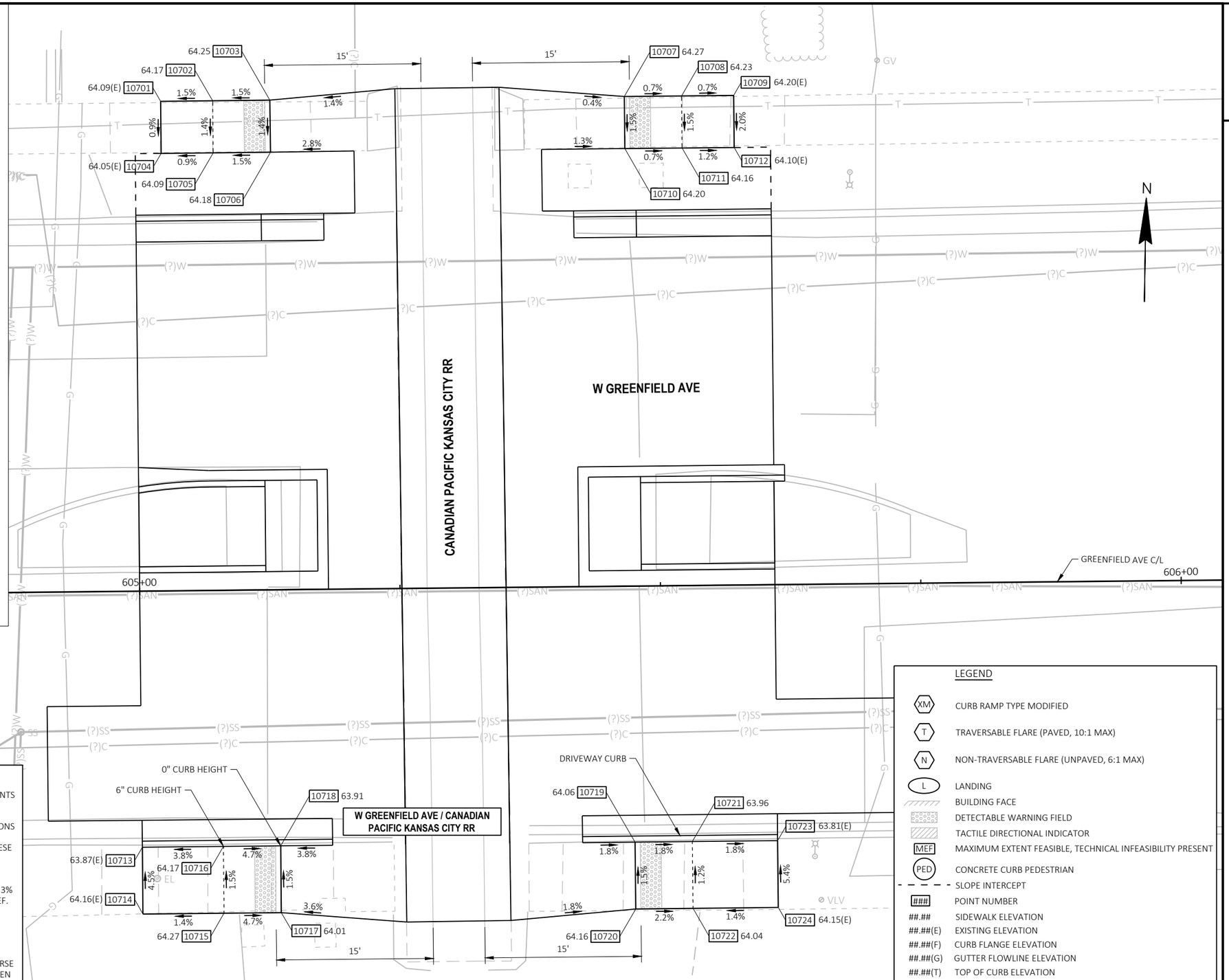
| 1st-NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10301 | 152+00.29 | 47.69' LT | 59-CL | 379,994.60 | 2,558,700.91 |
| 10302 | 152+00.49 | 41.24' LT | 59-CL | 379,988.14 | 2,558,701.03 |
| 10303 | 151+98.88 | 34.00' LT | 59-CL | 379,980.92 | 2,558,699.33 |
| 10304 | 151+91.76 | 26.77' LT | 59-CL | 379,973.75 | 2,558,691.14 |
| 10305 | 151+89.08 | 25.88' LT | 59-CL | 379,972.79 | 2,558,688.48 |
| 10306 | 151+68.46 | 19.96' LT | 59-CL | 379,966.36 | 2,558,668.02 |
| 10308 | 151+98.71 | 47.64' LT | 59-CL | 379,994.57 | 2,558,699.32 |
| 10309 | 151+98.86 | 42.65' LT | 59-CL | 379,989.57 | 2,558,699.42 |
| 10310 | 151+97.46 | 34.71' LT | 59-CL | 379,981.65 | 2,558,697.93 |
| 10311 | 151+85.89 | 26.50' LT | 59-CL | 379,973.33 | 2,558,685.28 |
| 10312 | 151+82.17 | 25.34' LT | 59-CL | 379,972.08 | 2,558,681.59 |
| 10313 | 151+76.17 | 23.59' LT | 59-CL | 379,970.18 | 2,558,675.63 |
| 10314 | 151+68.09 | 21.50' LT | 59-CL | 379,967.89 | 2,558,667.61 |
| 10315 | 151+92.38 | 47.43' LT | 59-CL | 379,994.42 | 2,558,691.38 |
| 10316 | 151+92.38 | 42.43' LT | 59-CL | 379,989.42 | 2,558,691.47 |
| 10317 | 151+92.38 | 34.98' LT | 59-CL | 379,981.98 | 2,558,692.00 |
| 10318 | 151+82.17 | 34.50' LT | 59-CL | 379,981.24 | 2,558,681.36 |
| 10319 | 151+82.17 | 26.50' LT | 59-CL | 379,973.24 | 2,558,681.56 |
| 10320 | 151+76.17 | 34.50' LT | 59-CL | 379,981.09 | 2,558,675.36 |
| 10321 | 151+76.17 | 26.50' LT | 59-CL | 379,973.09 | 2,558,675.56 |

| 1st-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10404 | 152+56.62 | 37.72' LT | 59-CL | 379,983.95 | 2,558,757.12 |
| 10405 | 152+56.65 | 37.09' LT | 59-CL | 379,983.32 | 2,558,757.14 |
| 10406 | 152+58.60 | 30.50' LT | 59-CL | 379,976.70 | 2,558,759.01 |
| 10407 | 152+62.71 | 25.65' LT | 59-CL | 379,971.81 | 2,558,763.05 |
| 10408 | 152+70.28 | 22.43' LT | 59-CL | 379,968.60 | 2,558,769.79 |
| 10409 | 152+73.97 | 22.00' LT | 59-CL | 379,968.25 | 2,558,773.49 |
| 10410 | 152+81.83 | 22.00' LT | 59-CL | 379,968.44 | 2,558,781.35 |
| 10411 | 152+87.83 | 28.00' LT | 59-CL | 379,974.58 | 2,558,787.21 |
| 10412 | 152+77.04 | 23.58' LT | 59-CL | 379,969.91 | 2,558,776.52 |
| 10413 | 152+70.64 | 23.97' LT | 59-CL | 379,970.15 | 2,558,770.12 |
| 10414 | 152+63.69 | 26.90' LT | 59-CL | 379,973.04 | 2,558,764.05 |
| 10415 | 152+61.62 | 28.89' LT | 59-CL | 379,975.06 | 2,558,762.01 |
| 10417 | 152+59.99 | 31.26' LT | 59-CL | 379,977.45 | 2,558,760.40 |
| 10418 | 152+58.23 | 37.20' LT | 59-CL | 379,983.41 | 2,558,758.72 |
| 10419 | 152+58.04 | 43.23' LT | 59-CL | 379,989.44 | 2,558,758.60 |
| 10420 | 152+92.00 | 31.50' LT | 59-CL | 379,978.18 | 2,558,791.29 |
| 10421 | 152+86.00 | 31.50' LT | 59-CL | 379,978.03 | 2,558,785.29 |
| 10422 | 152+70.65 | 31.50' LT | 59-CL | 379,977.67 | 2,558,769.94 |
| 10423 | 152+63.53 | 31.39' LT | 59-CL | 379,977.53 | 2,558,763.95 |
| 10424 | 152+92.00 | 39.00' LT | 59-CL | 379,985.67 | 2,558,791.12 |
| 10425 | 152+86.00 | 37.50' LT | 59-CL | 379,984.03 | 2,558,785.15 |
| 10426 | 152+82.00 | 37.50' LT | 59-CL | 379,983.94 | 2,558,781.16 |
| 10427 | 152+82.04 | 38.98' LT | 59-CL | 379,985.41 | 2,558,781.16 |
| 10428 | 152+76.00 | 38.96' LT | 59-CL | 379,985.26 | 2,558,775.13 |
| 10429 | 152+76.00 | 37.50' LT | 59-CL | 379,983.80 | 2,558,775.16 |
| 10430 | 152+70.65 | 37.50' LT | 59-CL | 379,983.67 | 2,558,769.80 |
| 10431 | 152+65.63 | 37.47' LT | 59-CL | 379,983.58 | 2,558,766.13 |
| 10432 | 152+65.45 | 43.46' LT | 59-CL | 379,989.58 | 2,558,766.01 |
| 10433 | 152+65.23 | 50.52' LT | 59-CL | 379,996.64 | 2,558,765.88 |
| 10434 | 152+70.64 | 27.00' LT | 59-CL | 379,973.18 | 2,558,770.05 |
| 10438 | 152+60.23 | 50.37' LT | 59-CL | 379,996.55 | 2,558,760.88 |
| 10439 | 152+60.45 | 43.31' LT | 59-CL | 379,989.49 | 2,558,761.01 |
| 10440 | 152+60.64 | 37.28' LT | 59-CL | 379,983.46 | 2,558,761.13 |
| 10441 | 152+63.32 | 37.38' LT | 59-CL | 379,983.53 | 2,558,763.81 |

| 1st-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10501 | 151+76.17 | 21.00' RT | 59-CL | 379,925.61 | 2,558,676.74 |
| 10502 | 151+79.49 | 21.00' RT | 59-CL | 379,925.69 | 2,558,680.06 |
| 10503 | 151+82.51 | 21.20' RT | 59-CL | 379,925.56 | 2,558,683.08 |
| 10504 | 151+93.14 | 24.84' RT | 59-CL | 379,922.16 | 2,558,692.89 |
| 10505 | 152+03.49 | 39.11' RT | 59-CL | 379,907.76 | 2,558,703.07 |
| 10506 | 152+04.11 | 43.74' RT | 59-CL | 379,903.13 | 2,558,703.63 |
| 10507 | 151+70.17 | 23.58' RT | 59-CL | 379,922.87 | 2,558,670.81 |
| 10508 | 151+76.17 | 23.58' RT | 59-CL | 379,923.02 | 2,558,676.81 |
| 10509 | 151+82.17 | 23.76' RT | 59-CL | 379,923.00 | 2,558,682.81 |
| 10510 | 151+86.17 | 24.71' RT | 59-CL | 379,922.15 | 2,558,686.83 |
| 10511 | 151+88.53 | 25.69' RT | 59-CL | 379,921.22 | 2,558,689.21 |
| 10512 | 151+90.80 | 27.00' RT | 59-CL | 379,919.97 | 2,558,691.51 |
| 10513 | 151+97.18 | 31.84' RT | 59-CL | 379,915.10 | 2,558,696.85 |
| 10514 | 152+00.98 | 39.71' RT | 59-CL | 379,907.19 | 2,558,700.55 |
| 10515 | 152+01.59 | 45.74' RT | 59-CL | 379,901.16 | 2,558,701.08 |
| 10516 | 151+93.83 | 45.98' RT | 59-CL | 379,901.01 | 2,558,693.32 |
| 10517 | 151+93.72 | 42.36' RT | 59-CL | 379,904.63 | 2,558,693.25 |
| 10518 | 151+93.64 | 39.98' RT | 59-CL | 379,907.01 | 2,558,693.21 |
| 10519 | 151+93.35 | 31.99' RT | 59-CL | 379,915.01 | 2,558,693.01 |
| 10520 | 151+82.17 | 40.00' RT | 59-CL | 379,906.76 | 2,558,683.21 |
| 10521 | 151+82.17 | 32.00' RT | 59-CL | 379,914.76 | 2,558,683.01 |
| 10522 | 151+82.17 | 27.00' RT | 59-CL | 379,919.76 | 2,558,682.89 |
| 10523 | 151+76.17 | 40.00' RT | 59-CL | 379,906.61 | 2,558,677.21 |
| 10524 | 151+76.17 | 32.00' RT | 59-CL | 379,914.61 | 2,558,677.02 |
| 10525 | 151+76.17 | 27.00' RT | 59-CL | 379,919.61 | 2,558,676.89 |
| 10526 | 151+67.20 | 40.00' RT | 59-CL | 379,906.39 | 2,558,668.25 |
| 10527 | 151+67.20 | 33.00' RT | 59-CL | 379,913.39 | 2,558,668.08 |
| 10528 | 151+67.20 | 28.00' RT | 59-CL | 379,918.38 | 2,558,667.95 |

| 1st-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10601 | 152+58.94 | 37.31' RT | 59-CL | 379,908.89 | 2,558,758.53 |
| 10602 | 152+58.87 | 35.26' RT | 59-CL | 379,910.95 | 2,558,758.49 |
| 10603 | 152+59.54 | 30.74' RT | 59-CL | 379,915.46 | 2,558,759.21 |
| 10604 | 152+64.65 | 24.05' RT | 59-CL | 379,922.09 | 2,558,764.40 |
| 10605 | 152+70.63 | 22.00' RT | 59-CL | 379,924.19 | 2,558,771.18 |
| 10606 | 152+77.04 | 22.00' RT | 59-CL | 379,924.34 | 2,558,777.60 |
| 10607 | 152+83.04 | 28.00' RT | 59-CL | 379,918.48 | 2,558,783.74 |
| 10608 | 152+60.93 | 50.48' RT | 59-CL | 379,895.70 | 2,558,760.36 |
| 10609 | 152+60.77 | 45.24' RT | 59-CL | 379,900.94 | 2,558,760.26 |
| 10610 | 152+60.52 | 37.26' RT | 59-CL | 379,908.92 | 2,558,760.11 |
| 10611 | 152+61.04 | 31.24' RT | 59-CL | 379,914.94 | 2,558,760.71 |
| 10612 | 152+62.10 | 28.95' RT | 59-CL | 379,917.21 | 2,558,761.79 |
| 10613 | 152+63.10 | 27.54' RT | 59-CL | 379,918.61 | 2,558,762.81 |
| 10614 | 152+65.53 | 25.36' RT | 59-CL | 379,920.76 | 2,558,765.27 |
| 10615 | 152+70.63 | 23.58' RT | 59-CL | 379,922.60 | 2,558,771.22 |
| 10616 | 152+75.63 | 23.58' RT | 59-CL | 379,922.72 | 2,558,776.22 |
| 10617 | 152+61.25 | 37.24' RT | 59-CL | 379,908.94 | 2,558,760.85 |
| 10618 | 152+65.94 | 37.07' RT | 59-CL | 379,909.05 | 2,558,765.54 |
| 10619 | 152+65.73 | 31.07' RT | 59-CL | 379,915.05 | 2,558,765.40 |
| 10620 | 152+67.26 | 50.27' RT | 59-CL | 379,895.83 | 2,558,767.36 |
| 10621 | 152+67.26 | 45.03' RT | 59-CL | 379,901.08 | 2,558,767.26 |
| 10622 | 152+67.26 | 37.02' RT | 59-CL | 379,909.09 | 2,558,767.11 |
| 10623 | 152+70.63 | 37.00' RT | 59-CL | 379,909.19 | 2,558,771.54 |
| 10624 | 152+70.63 | 31.00' RT | 59-CL | 379,915.19 | 2,558,771.40 |
| 10625 | 152+70.63 | 25.29' RT | 59-CL | 379,920.90 | 2,558,771.26 |

| Greenfield Ave | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | Y | X |
| 10701 | 605+02.48 | 47.00' LT | Greenfield | 377,279.29 | 2,543,704.24 |
| 10702 | 605+07.48 | 47.00' LT | Greenfield | 377,279.45 | 2,543,709.24 |
| 10703 | 605+12.98 | 47.00' LT | Greenfield | 377,279.62 | 2,543,714.73 |
| 10704 | 605+02.48 | 42.00' LT | Greenfield | 377,274.30 | 2,543,704.39 |
| 10705 | 605+07.48 | 42.00' LT | Greenfield | 377,274.45 | 2,543,709.39 |
| 10706 | 605+12.98 | 42.00' LT | Greenfield | 377,274.62 | 2,543,714.89 |
| 10707 | 605+47.01 | 47.00' LT | Greenfield | 377,280.68 | 2,543,748.74 |
| 10708 | 605+52.51 | 47.00' LT | Greenfield | 377,280.85 | 2,543,754.24 |
| 10709 | 605+57.51 | 47.00' LT | Greenfield | 377,281.01 | 2,543,759.23 |
| 10710 | 605+47.01 | 42.00' LT | Greenfield | 377,275.68 | 2,543,748.89 |
| 10711 | 605+52.51 | 42.00' LT | Greenfield | 377,275.86 | 2,543,754.39 |
| 10712 | 605+57.51 | 42.00' LT | Greenfield | 377,276.01 | 2,543,759.39 |
| 10713 | 605+00.00 | 24.58' RT | Greenfield | 377,207.67 | 2,543,703.99 |
| 10714 | 605+00.00 | 31.00' RT | Greenfield | 377,201.25 | 2,543,704.19 |
| 10715 | 605+07.78 | 31.00' RT | Greenfield | 377,201.50 | 2,543,711.97 |
| 10716 | 605+07.78 | 24.58' RT | Greenfield | 377,207.91 | 2,543,711.77 |
| 10717 | 605+13.28 | 31.00' RT | Greenfield | 377,201.67 | 2,543,717.47 |
| 10718 | 605+13.28 | 24.58' RT | Greenfield | 377,208.08 | 2,543,717.27 |
| 10719 | 605+47.31 | 24.58' RT | Greenfield | 377,209.14 | 2,543,751.28 |
| 10720 | 605+47.31 | 31.00' RT | Greenfield | 377,202.73 | 2,543,751.48 |
| 10721 | 605+52.81 | 24.58' RT | Greenfield | 377,209.31 | 2,543,756.77 |
| 10722 | 605+52.81 | 31.00' RT | Greenfield | 377,202.90 | 2,543,756.97 |
| 10723 | 605+61.00 | 24.58' RT | Greenfield | 377,209.57 | 2,543,764.96 |
| 10724 | 605+61.00 | 31.00' RT | Greenfield | 377,203.16 | 2,543,765.16 |




NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.2% UNLESS OTHERWISE SHOWN.
6. MATCH EXISTING CURB & GUTTER SHAPE AND ELEVATIONS AT MATCH POINT.
7. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%
8. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2.1% UNLESS NOTED AS MEF.
9. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS NOTED AS MEF.
10. ALL DETECTABLE WARNING FIELDS SHALL BE 2'X6' UNLESS SHOWN AS RADIAL OR UNLESS NOTED OTHERWISE.
11. DETECTABLE EDGE TILES ARE TO BE CONTINUOUS, WITH NO GAP BETWEEN TILES UNLESS PERMITTED BY THE ENGINEER. GAPS MAY BE PERMITTED BY THE ENGINEER FOR TRANSVERSE JOINTS, GRADE BREAKS, AND OBSTRUCTIONS. WHEN PERMITTED, MAXIMUM GAP BETWEEN TWO ADJACENT TILES OR BETWEEN TILE AND OBSTRUCTION IS 6".

LEGEND

- XM — CURB RAMP TYPE MODIFIED
- T — TRAVERSABLE FLARE (PAVED, 10:1 MAX)
- N — NON-TRAVERSABLE FLARE (UNPAVED, 6:1 MAX)
- L — LANDING
- BUILDING FACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- MEF — MAXIMUM EXTENT FEASIBLE, TECHNICAL INFEASIBILITY PRESENT
- PED — CONCRETE CURB PEDESTRIAN
- SLOPE INTERCEPT
- ### — POINT NUMBER
- ##.## SIDEWALK ELEVATION
- ##.##(E) EXISTING ELEVATION
- ##.##(F) CURB FLANGE ELEVATION
- ##.##(G) GUTTER FLOWLINE ELEVATION
- ##.##(T) TOP OF CURB ELEVATION
- ##.##(F) HP HIGH POINT ELEVATION (AS MEASURED AT FLANGE)
- ##.##(F) LP LOW POINT ELEVATION (AS MEASURED AT FLANGE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CURB RAMP DETAILS (W GREENFIELD AVE) | SHEET 226 | E |
|---|---|---|---|---|---|

## LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (D) INLET PROTECTION TYPE D

WISCONSIN
ROBERT G. SELEEN
E-41437
MILWAUKEE, WI
PROFESSIONAL ENGINEER
7/18/26

N

26TH ST

W NATIONAL AVE / STH 59

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

MATCHLINE 61+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET E |
|---|---|---|---|---|



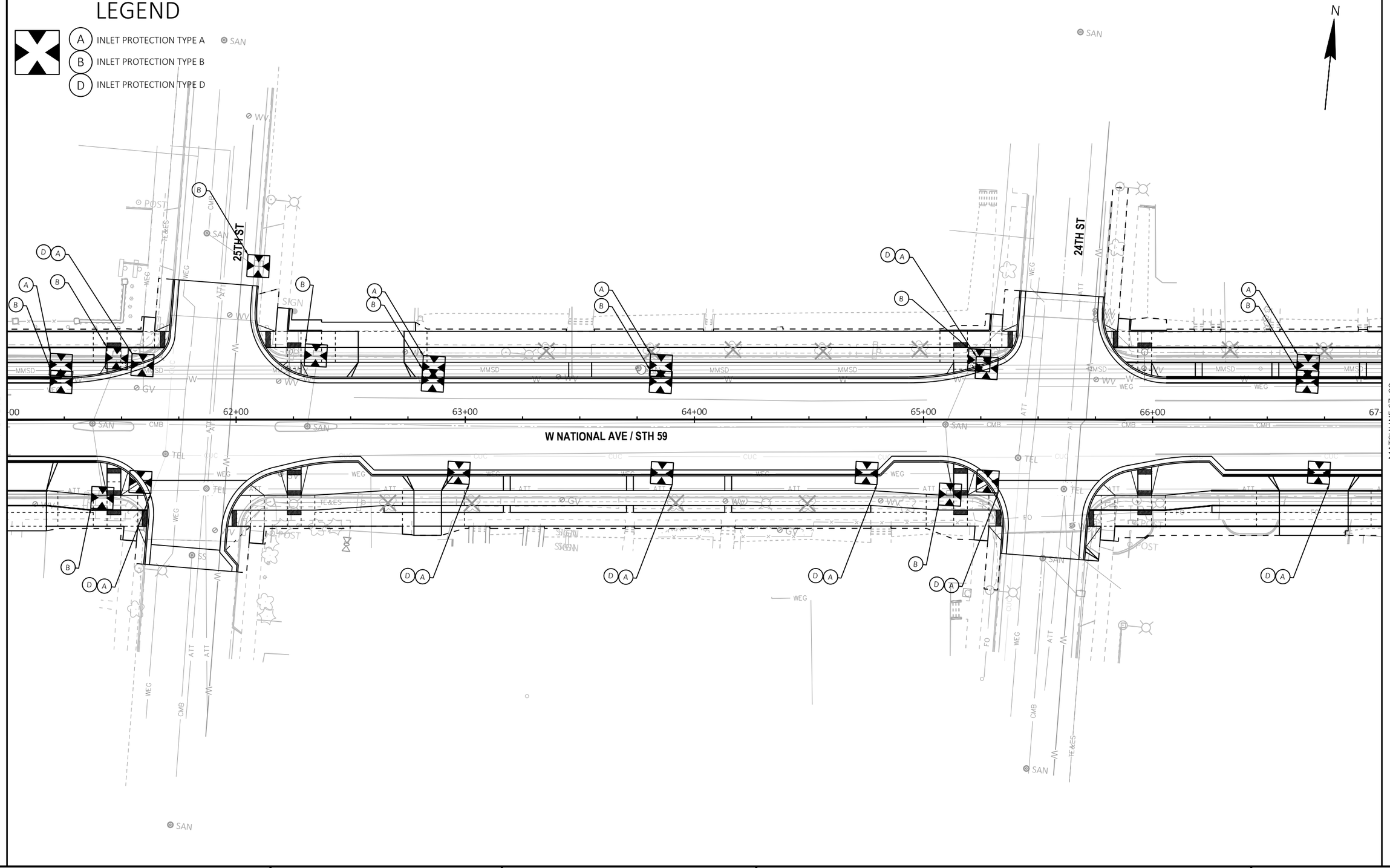
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/21/2026 2:03 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

# LEGEND

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

N




2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 228 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/21/2026 2:03 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

# LEGEND

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

N

MATCHLINE 67+00

MATCHLINE 73+00

68+00

69+00

70+00

71+00

72+00

73+00

23RD ST

W NATIONAL AVE / STH 59

22ND ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 229 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/21/2026 2:05 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# LEGEND

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

N

22ND ST

21ST ST

W NATIONAL AVE / STH 59

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

MATCHLINE 73+00

MATCHLINE 79+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 230 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 04

PLOT DATE : 7/21/2026 2:04 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

20TH ST

W NATIONAL AVE / STH 59

19TH ST

MATCHLINE 79+00

MATCHLINE 85+00

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

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 231 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/21/2026 2:04 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

MATCHLINE 85+00

MATCHLINE 91+00

85+00 86+00 87+00 88+00 89+00 90+00 91+00

W NATIONAL AVE / STH 59

18TH ST

17TH ST

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 232 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 06

PLOT DATE : 7/21/2026 2:04 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# LEGEND

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

N

MATCHLINE 91+00

92+00

93+00

94+00

95+00

96+00

MATCHLINE 97+00

W NATIONAL AVE / STH 59

16TH ST

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 233 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 07

PLOT DATE : 7/21/2026 2:04 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

# LEGEND

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

N

MATCHLINE 97+00

MATCHLINE 103+00

98+00 99+00 100+00 101+00 102+00

W NATIONAL AVE / STH 59

15TH ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 234 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 08

PLOT DATE : 7/21/2026 2:05 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

MATCHLINE 103+00

MATCHLINE 109+00

W NATIONAL AVE / STH 59

14TH ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 235 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 09

PLOT DATE : 7/21/2026 2:04 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# LEGEND

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

MATCHLINE 109+00

MATCHLINE 115+00

W NATIONAL AVE / STH 59

12TH ST

11TH ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 236 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 10

PLOT DATE : 7/21/2026 2:05 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# LEGEND

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

N

MATCHLINE 115+00

MATCHLINE 121+00

116+00 117+00 118+00 119+00 120+00 121

W NATIONAL AVE / STH 59

10TH ST

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 237 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 11

PLOT DATE : 7/21/2026 2:05 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

# LEGEND

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

N

MATCHLINE 121+00

MATCHLINE 127+00

W NATIONAL AVE / STH 59

9TH ST

121+00 122+00 123+00 124+00 125+00 126+00 127

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 238 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 12

PLOT DATE : 7/21/2026 2:04 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

# LEGEND

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

N

7TH ST

W NATIONAL AVE / STH 59

MATCHLINE 127+00

MATCHLINE 133+00

127+00 128+00 129+00 130+00 131+00 132+00 133

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 239 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 13

PLOT DATE : 7/21/2026 2:05 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

# LEGEND

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

N

MATCHLINE 133+00

MATCHLINE 139+00

6TH ST

5TH ST

W NATIONAL AVE / STH 59

134+00 135+00 136+00 137+00 138+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 240 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 14

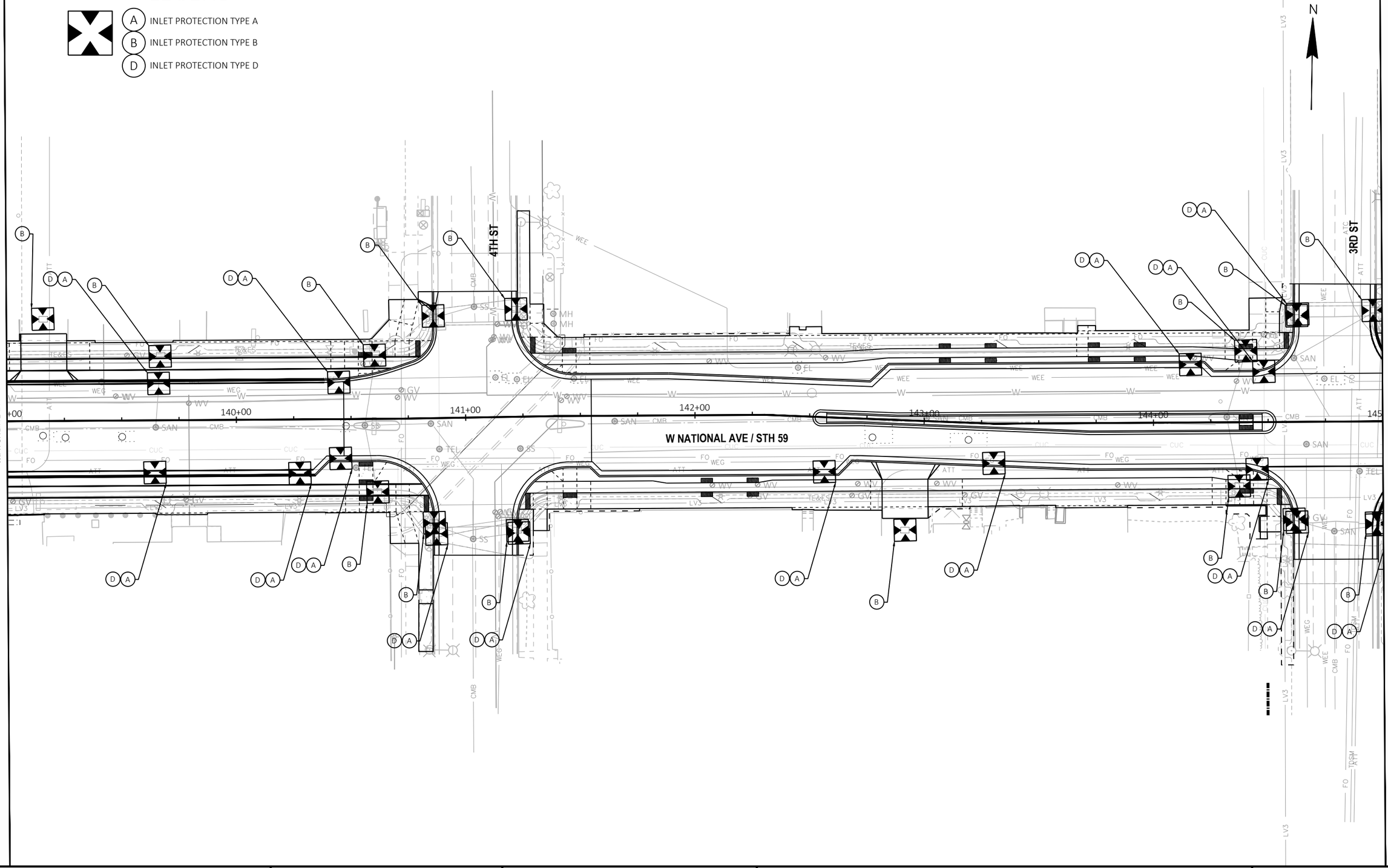
PLOT DATE : 7/21/2026 2:05 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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




2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 241 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 15

PLOT DATE : 7/21/2026 2:03 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# LEGEND

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

N

MATCHLINE 145+00

MATCHLINE 151+00

145+00

146+00

147+00

148+00

149+00

150+00

151

W NATIONAL AVE / STH 59

2ND ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 242 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022001_27TH_TO_1ST_EC.DWG
LAYOUT NAME - 16

PLOT DATE : 7/21/2026 2:05 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# LEGEND

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

N

MATCHLINE 151+00

MATCHLINE 157+00

1ST ST

W NATIONAL AVE

151+00 152+00 153+00 154+00 155+00 156+00 157

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 243 | E |
|---|---|---|---|---|---|

2

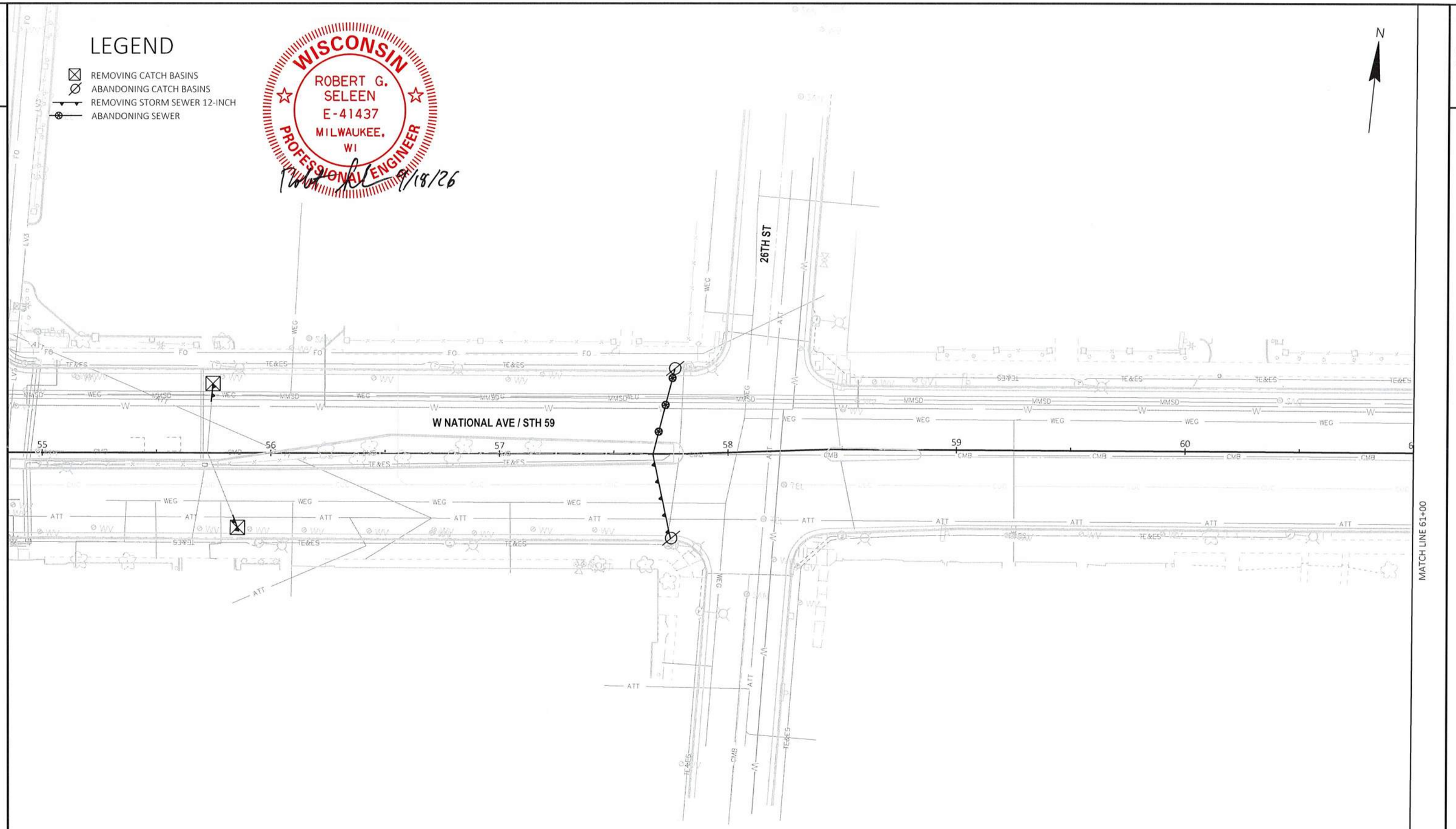
## LEGEND

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

WISCONSIN
ROBERT G. SELEEN
E-41437
MILWAUKEE, WI
PROFESSIONAL ENGINEER
8/18/26

N

2




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 244 E |
|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 1
PLOT DATE : 7/21/2026 3:06 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

# LEGEND

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

N

MATCH LINE 61+00

MATCH LINE 67+00

25TH ST

24TH ST

W NATIONAL AVE / STH 59

61 62 63 64 65 66 6

SAN CMB ATT TEL CUC WEG GV WV MMSD W POST TE&ES SIGN FO SS

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 245 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 2

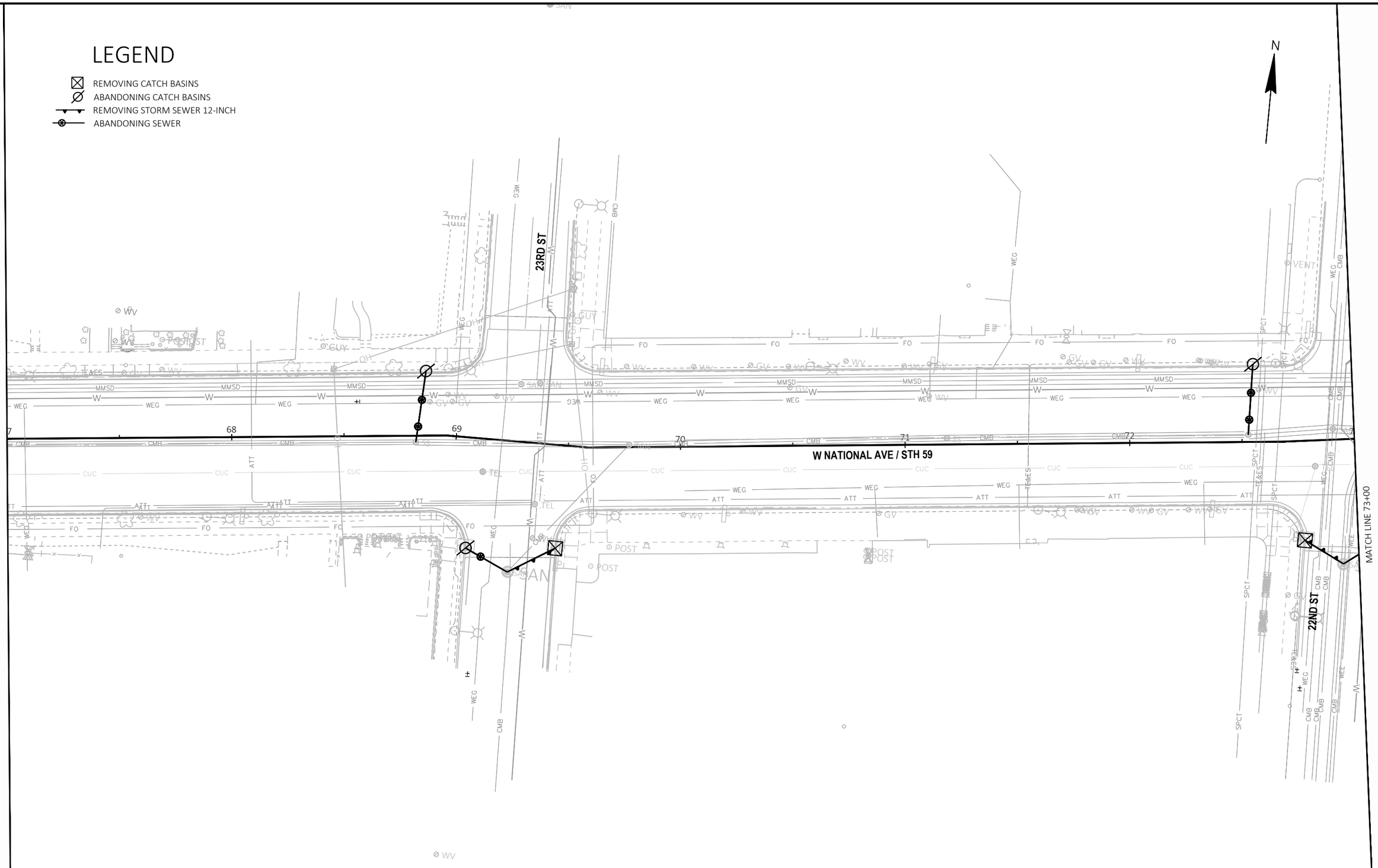
PLOT DATE : 7/21/2026 3:08 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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




2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 246 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 3

PLOT DATE : 7/21/2026 3:08 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# LEGEND

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

N

MATCH LINE 73+00

MATCH LINE 79+00

22ND ST

21ST ST

W NATIONAL AVE / STH 59

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 247 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 4

PLOT DATE : 7/21/2026 3:08 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

# LEGEND

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

N

MATCH LINE 79+00

20TH ST

W NATIONAL AVE / STH 59

19TH ST

MATCH LINE 85+00

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 248 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 5

PLOT DATE : 7/21/2026 3:08 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

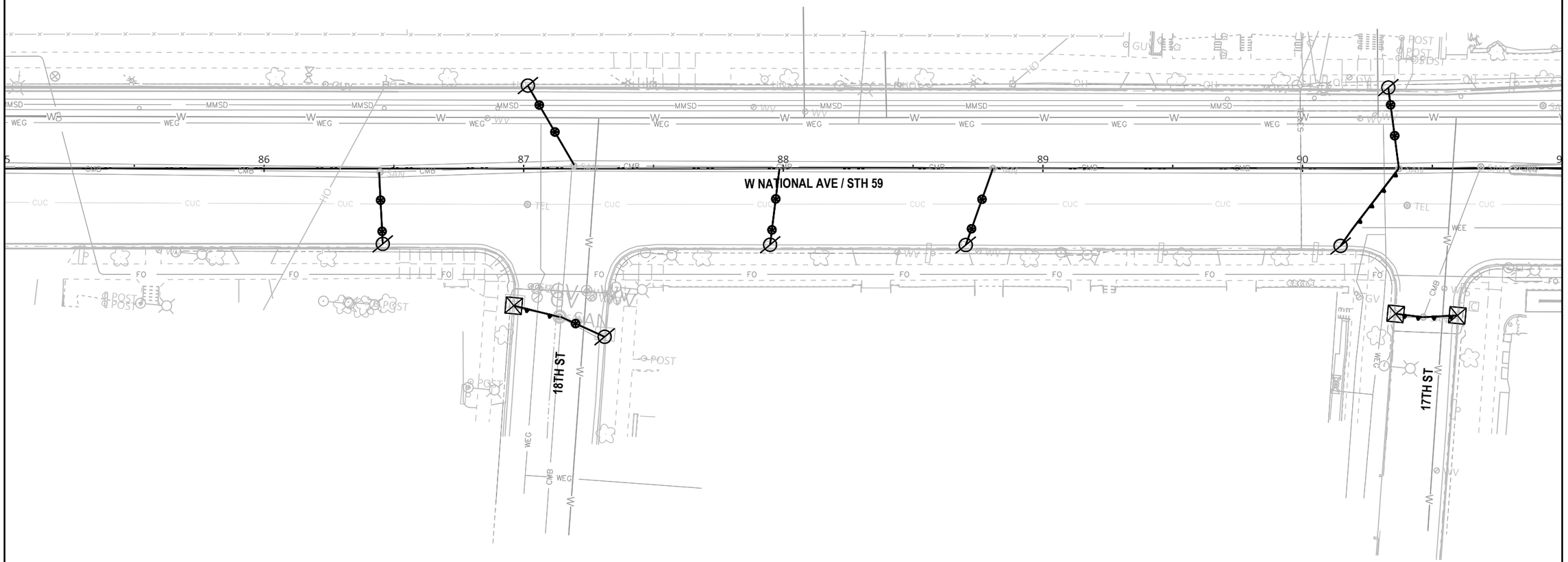
2

# LEGEND

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

N

MATCH LINE 85+00




MATCH LINE 91+00

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 249 | E |
|---|---|---|---|---|---|

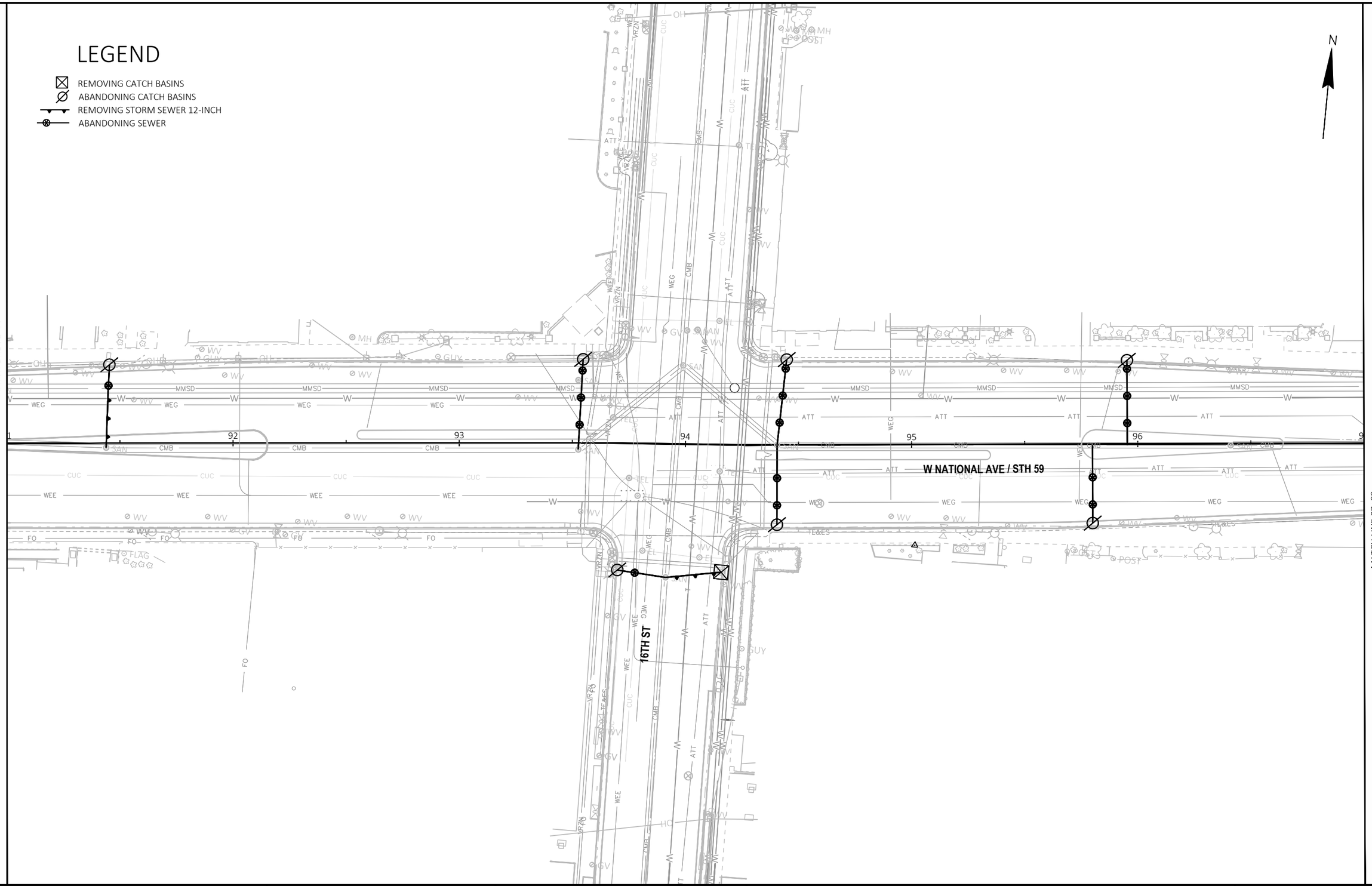
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 6

PLOT DATE : 7/21/2026 3:08 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# LEGEND

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




2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 250 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 7

PLOT DATE : 7/21/2026 3:07 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

# LEGEND

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

N

MATCH LINE 97+00

W NATIONAL AVE / STH 59

15TH ST

MATCH LINE 103+00

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 251 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 8

PLOT DATE : 7/21/2026 3:09 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

MATCH LINE 103+00

MATCH LINE 109+00

W NATIONAL AVE / STH 59

14TH ST

104 105 106 107 108

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 252 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 9

PLOT DATE : 7/21/2026 3:07 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

MATCH LINE 109+00

W NATIONAL AVE / STH 59

12TH ST

11TH ST

MATCH LINE 115+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 253 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/21/2026 3:06 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

MATCH LINE 115+00

MATCH LINE 121+00

W NATIONAL AVE / STH 59

10TH ST

115 116 117 118 119 120

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 254 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/21/2026 3:07 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

MATCH LINE 121+00

W NATIONAL AVE / STH 59

9TH ST

MATCH LINE 127+00

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 255 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/21/2026 3:08 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

MATCH LINE 127+00

7TH ST

W NATIONAL AVE / STH 59

127 128 129 130 131 132

MATCH LINE 133+00

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 256 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/21/2026 3:07 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

6TH ST

5TH ST

W NATIONAL AVE / STH 59

MATCH LINE 133+00

MATCH LINE 139+00

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 257 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 14

PLOT DATE : 7/21/2026 3:07 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

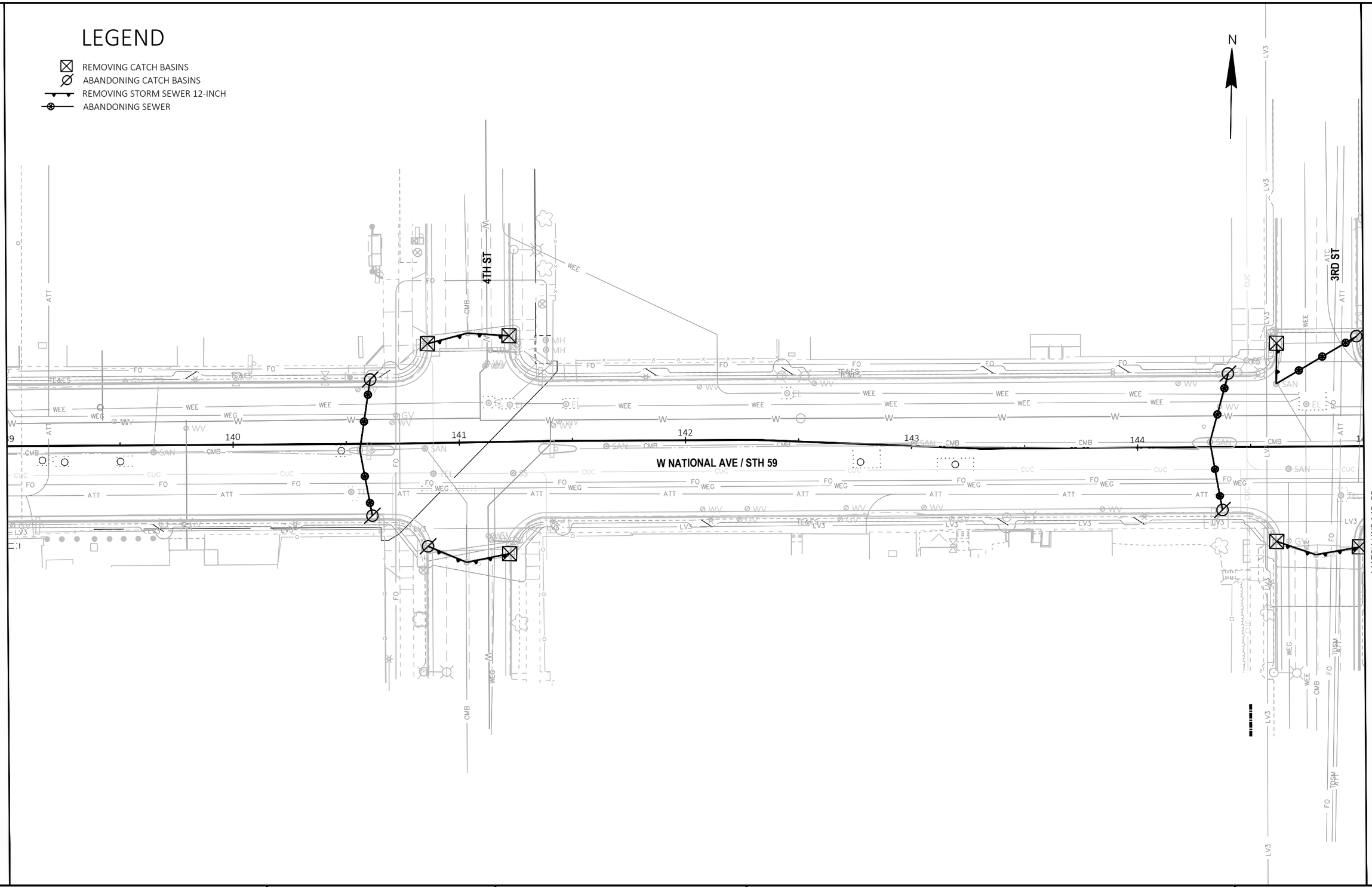
WISDOT/CADDS SHEET 42

2

2

# LEGEND

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




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 258 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/21/2026 3:09 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

MATCH LINE 145+00

MATCH LINE 151+00

2ND ST

W NATIONAL AVE / STH 59

146 147 148 149 150

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 259 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/21/2026 3:07 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

# LEGEND

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

N

MATCH LINE 151+00

1ST ST

W NATIONAL AVE

151 152 153 154 155 156

MATCH LINE 157+00

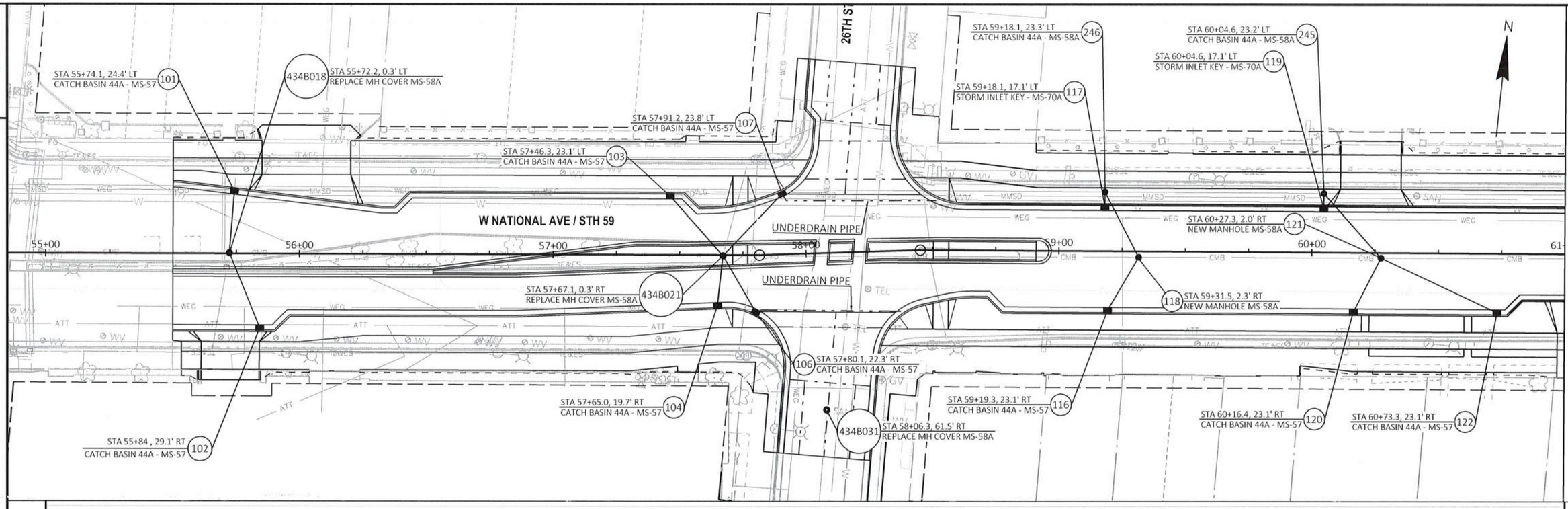
2

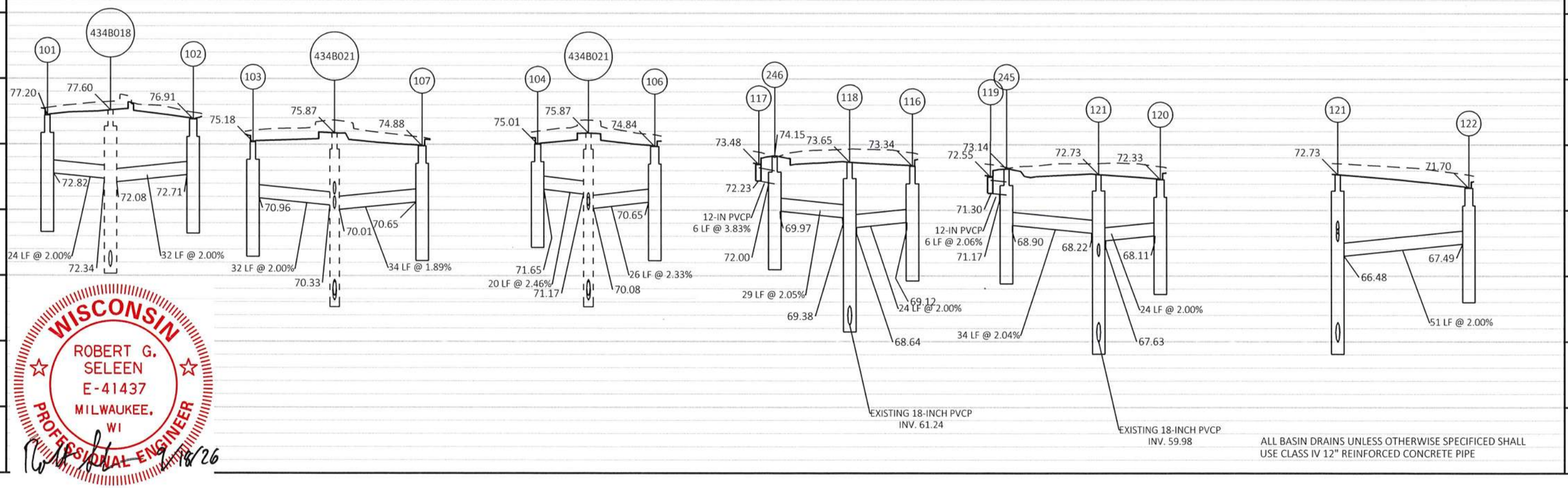
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER ABANDON AND REMOVAL | SHEET 260 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\021101_27TH_TO_1ST_RM_SS.DWG
LAYOUT NAME - 17

PLOT DATE : 7/21/2026 3:09 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

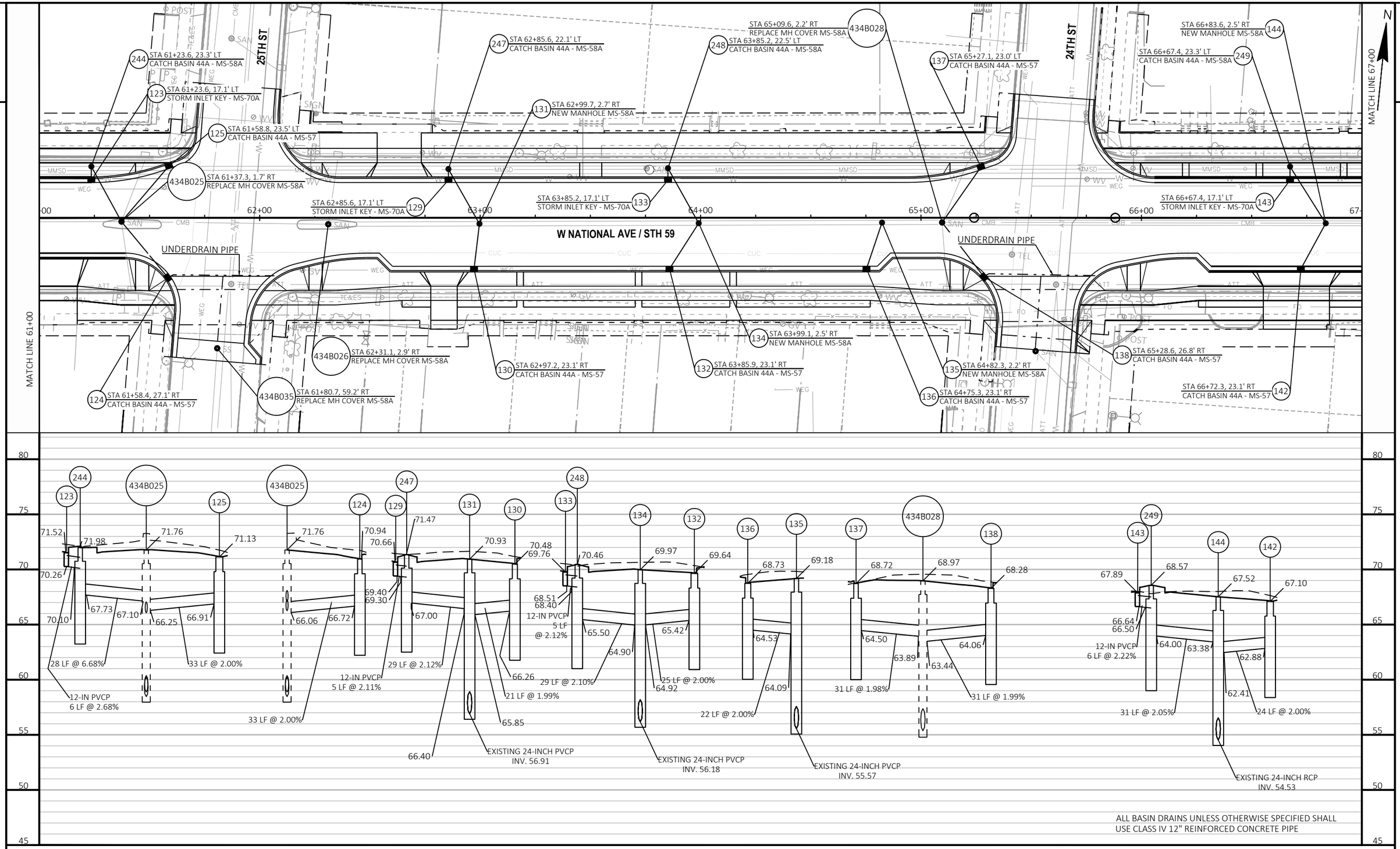



WISCONSIN
ROBERT G. SELEEN
E-41437
MILWAUKEE, WI
PROFESSIONAL ENGINEER
9/18/26

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 261 E |
|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 01
PLOT DATE : 7/22/2026 1:35 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

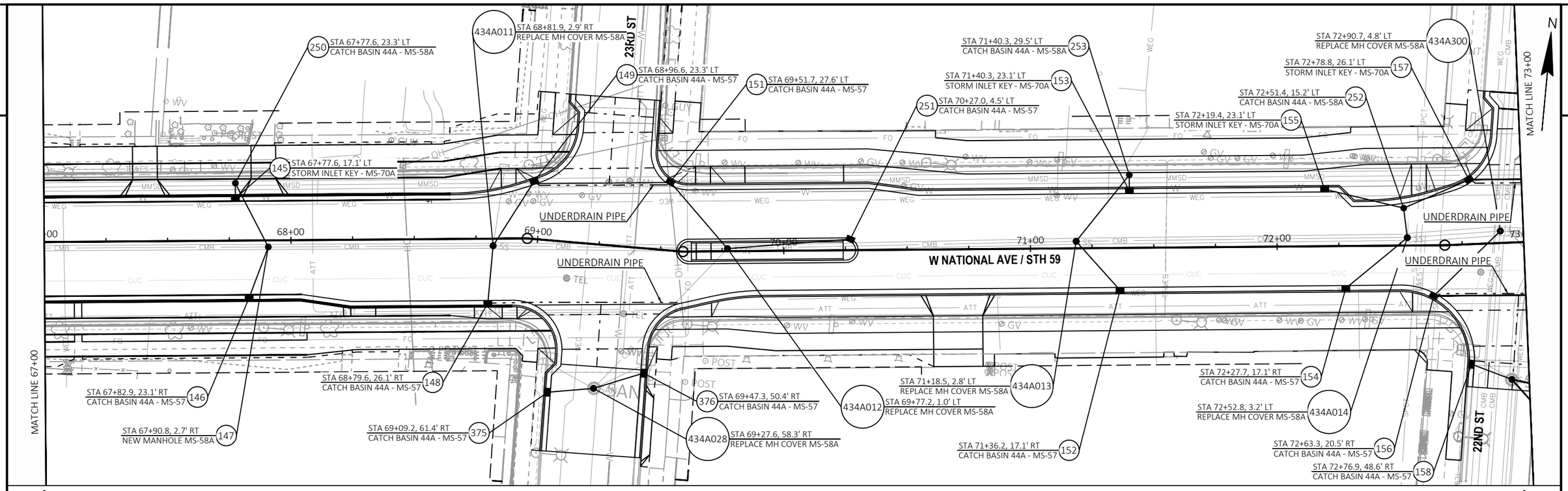


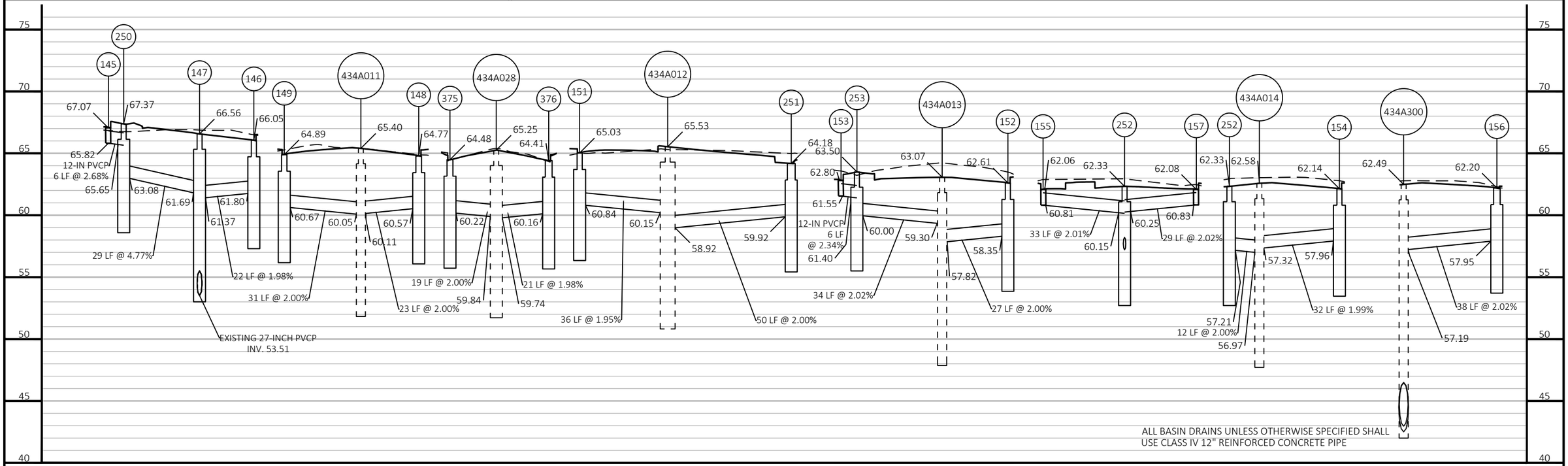




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 262 | E |
|---|---|---|---|---|---|

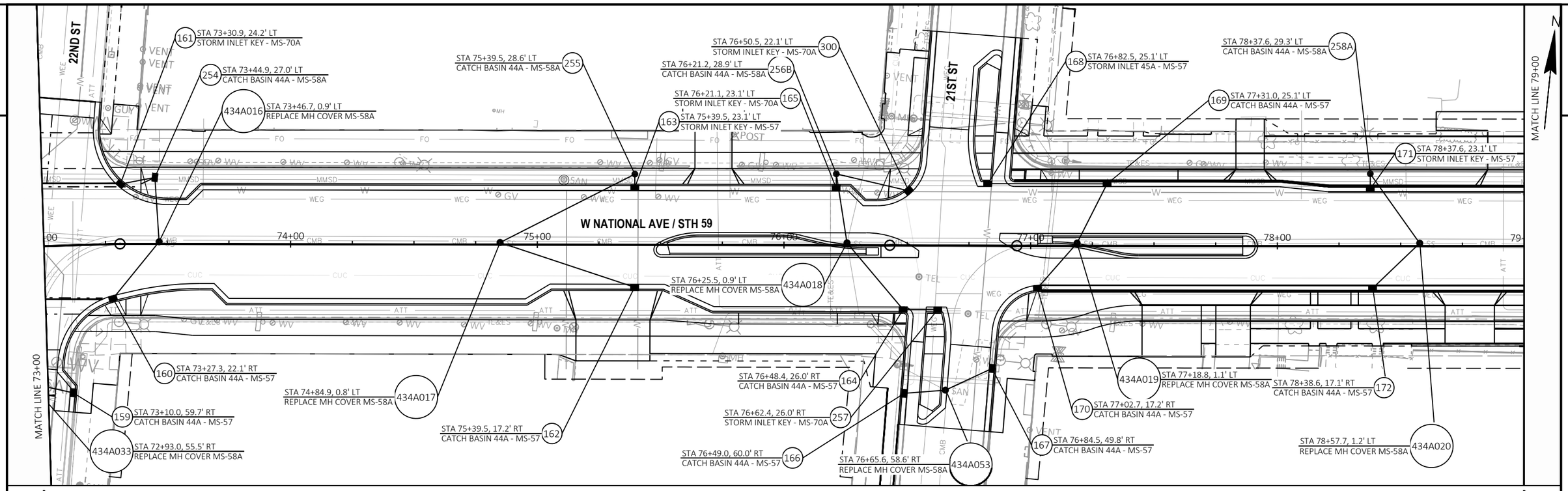
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 02
PLOT DATE : 7/22/2026 1:36 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

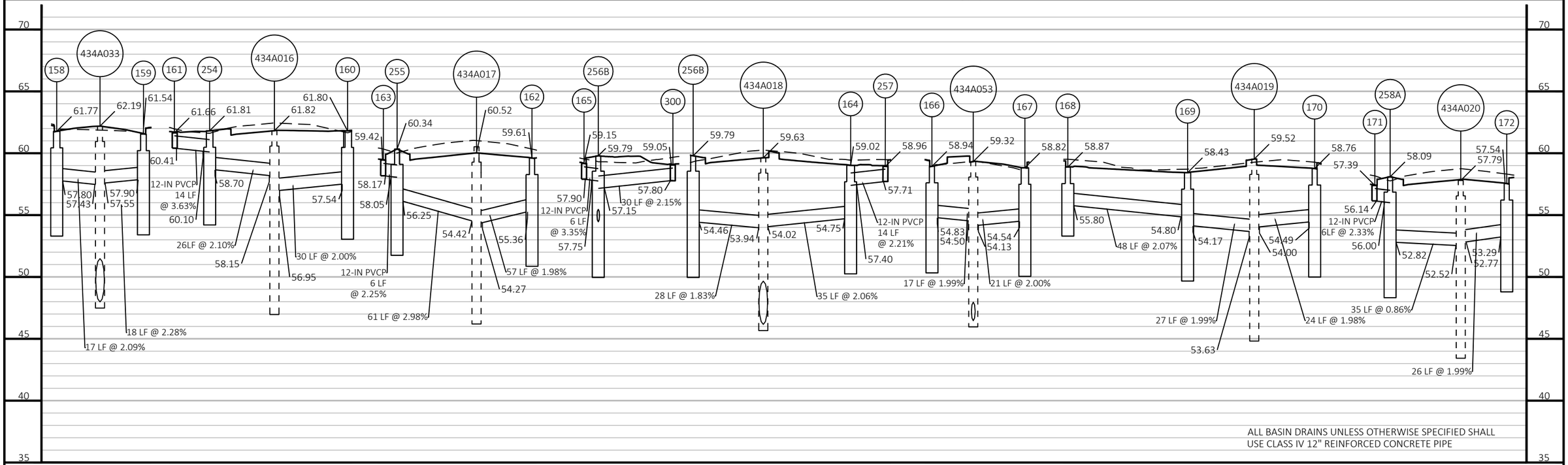



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 263 E |

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 03
PLOT DATE : 7/22/2026 1:40 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



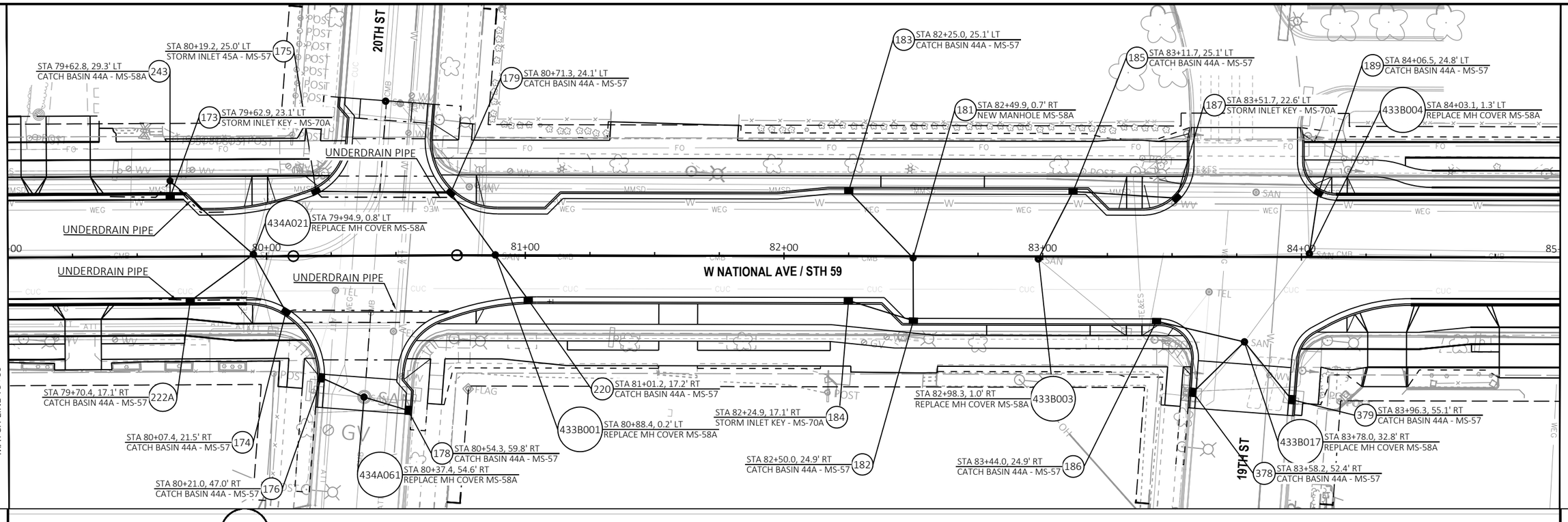

ALL BASIN DRAINS UNLESS OTHERWISE SPECIFIED SHALL USE CLASS IV 12" REINFORCED CONCRETE PIPE

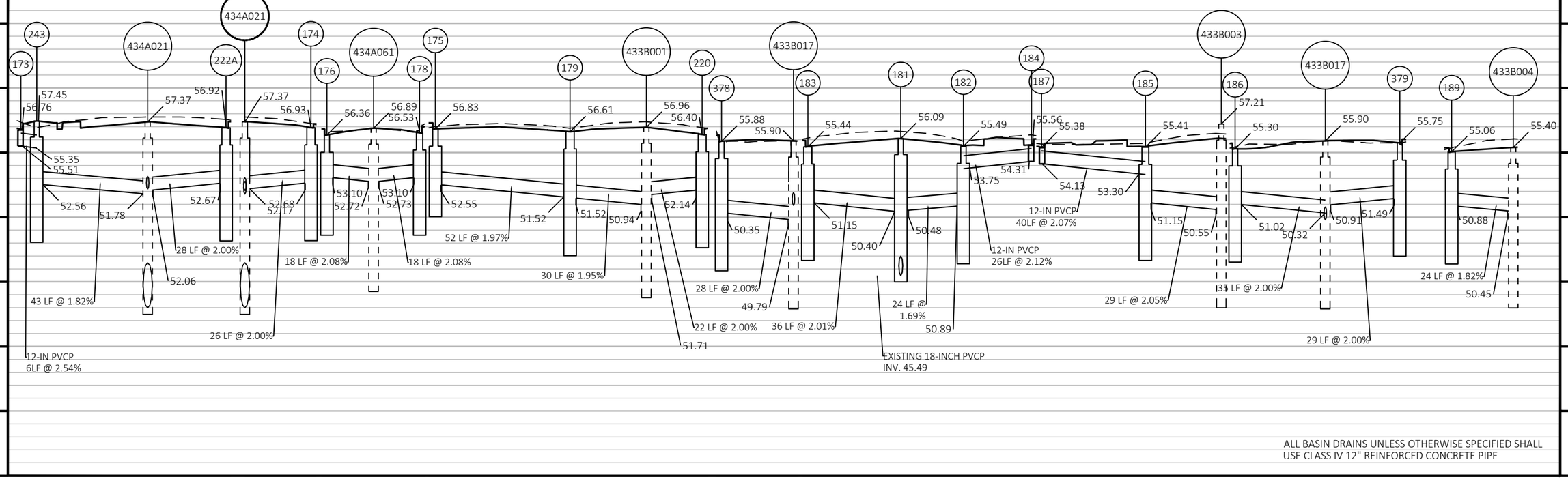
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 264 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/22/2026 1:37 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

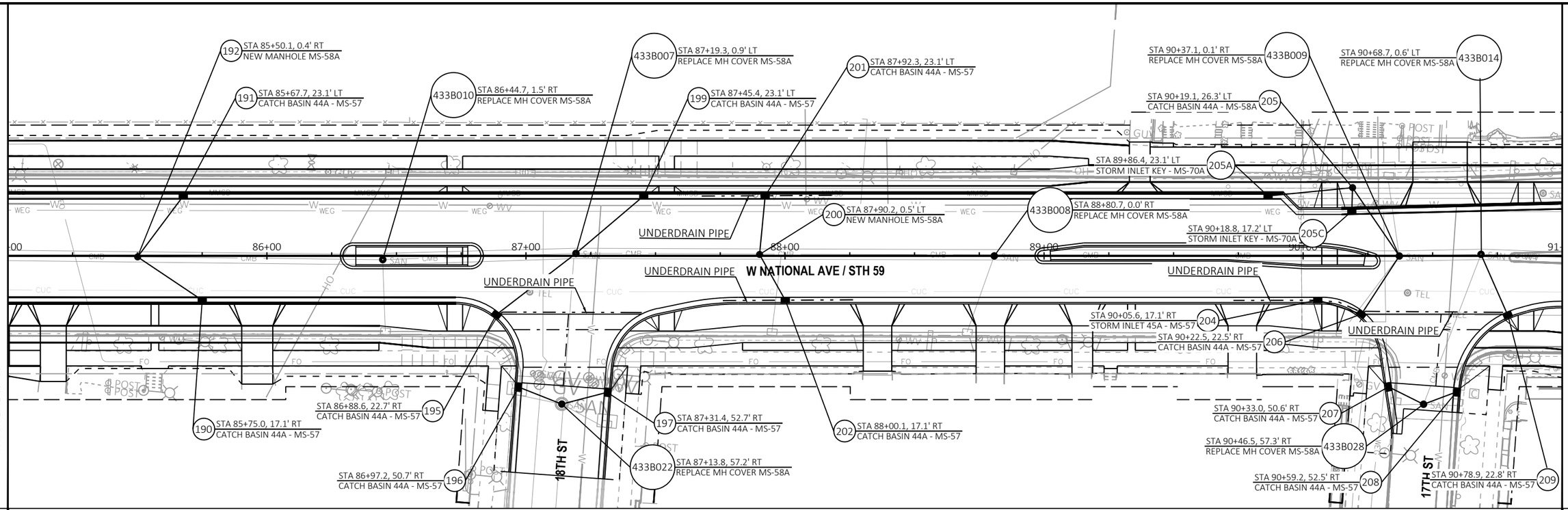
WISDOT/CADDS SHEET 41

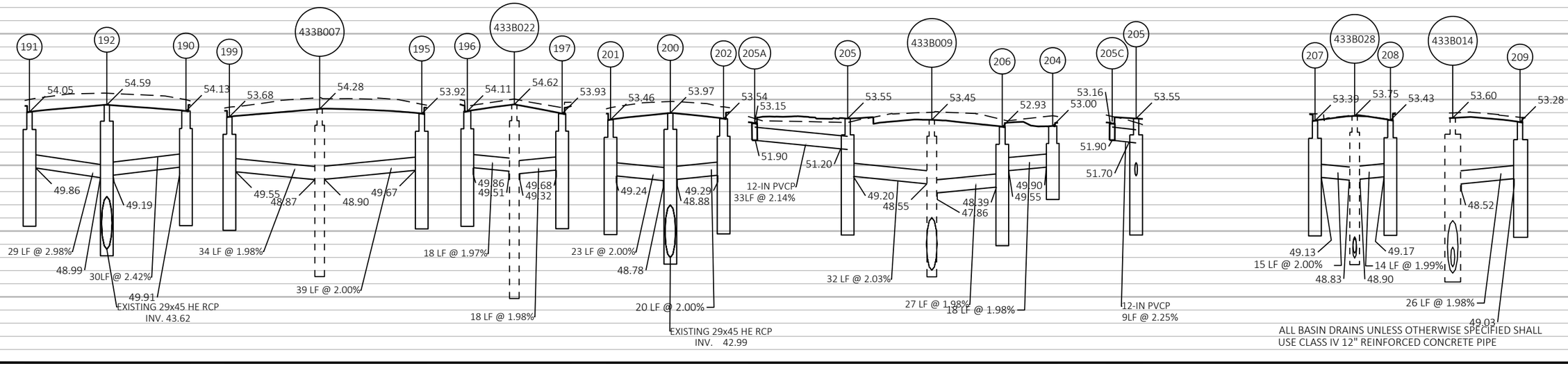



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 265 | E |
|---|---|---|---|---|---|

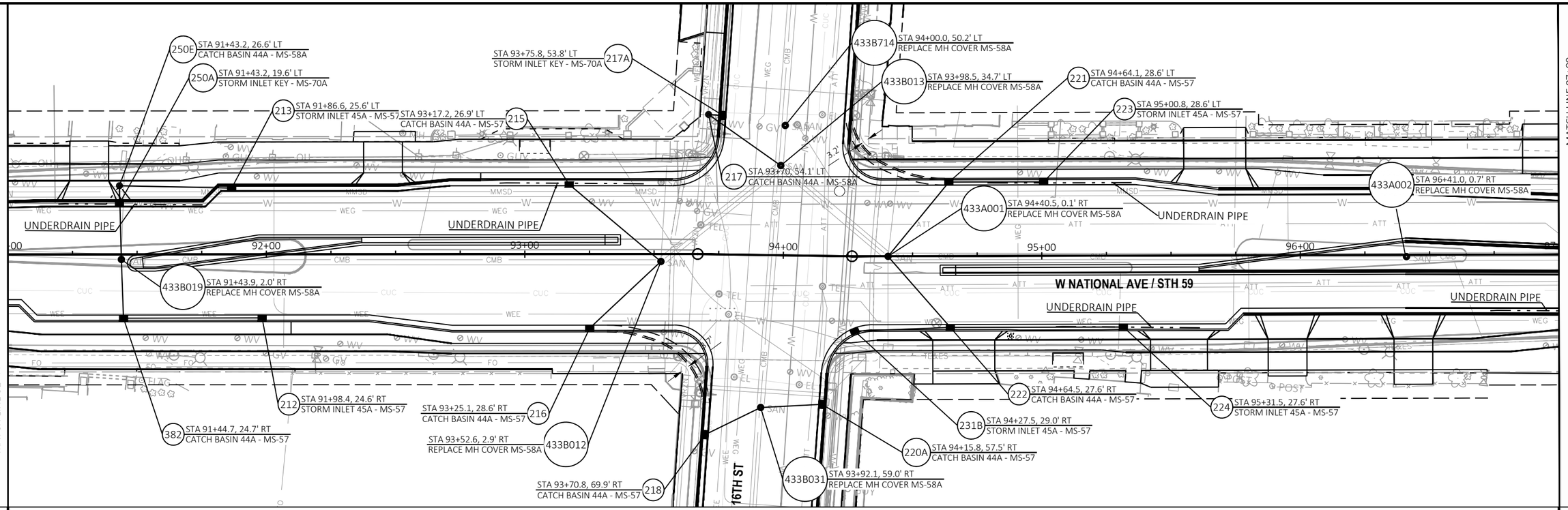
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2026 1:38 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

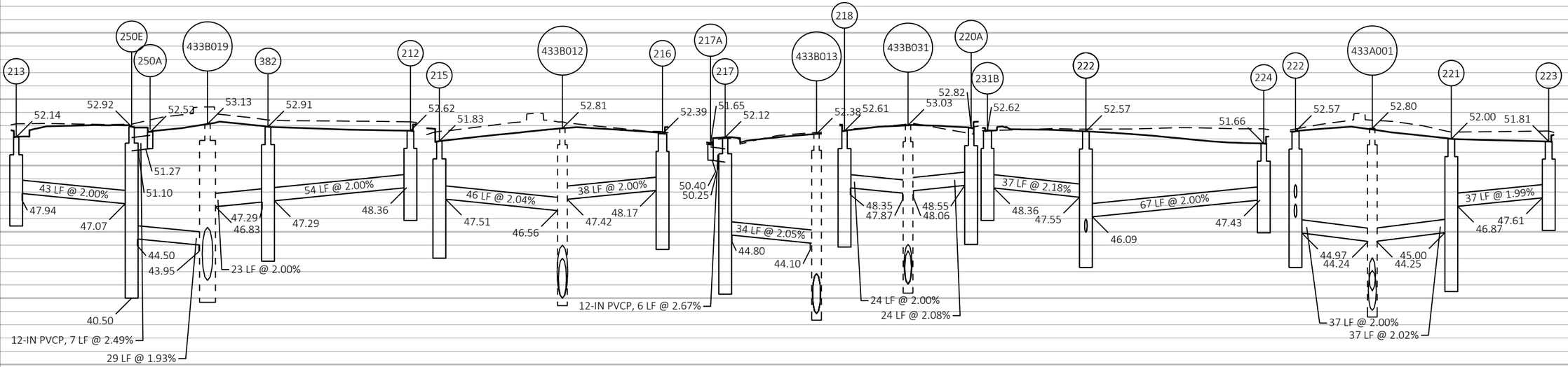



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 266 E |

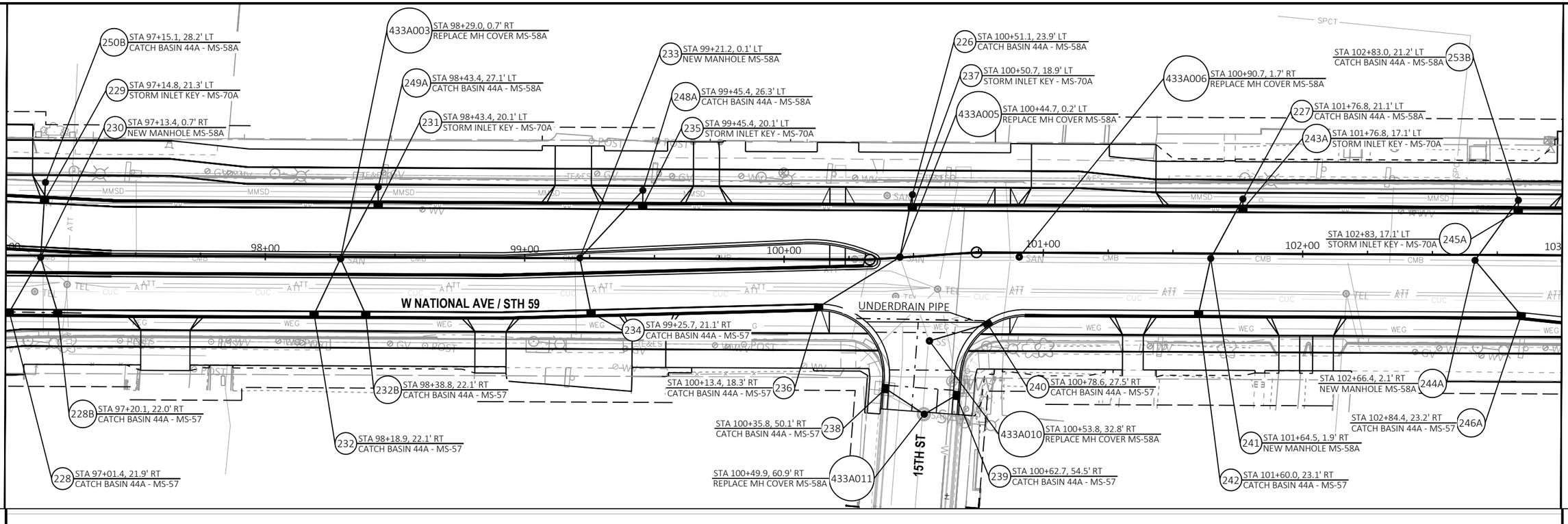
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 06
PLOT DATE : 7/22/2026 1:39 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

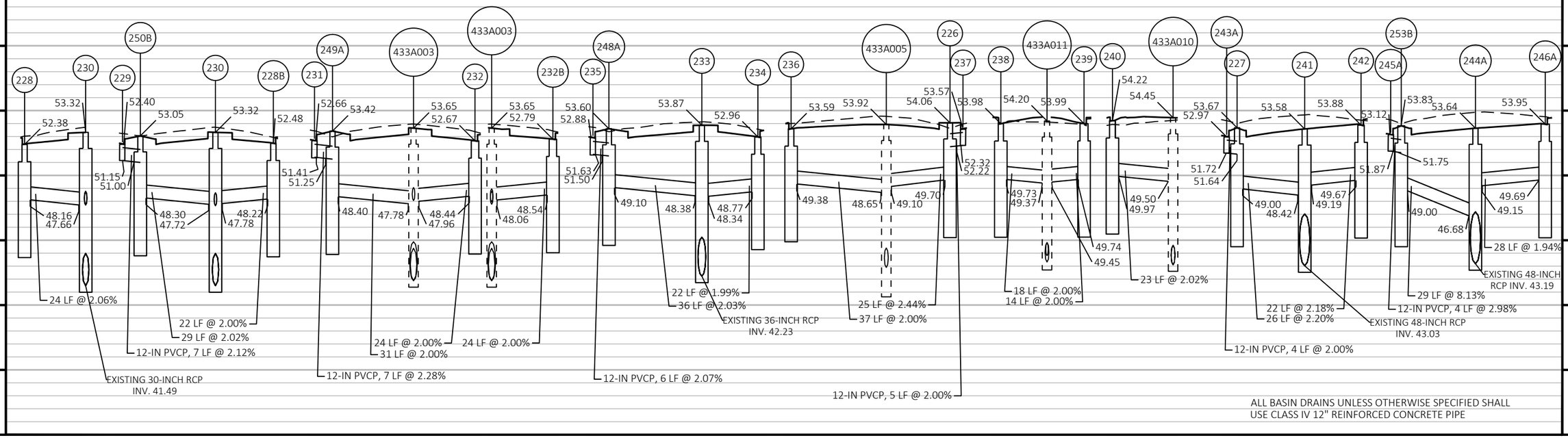


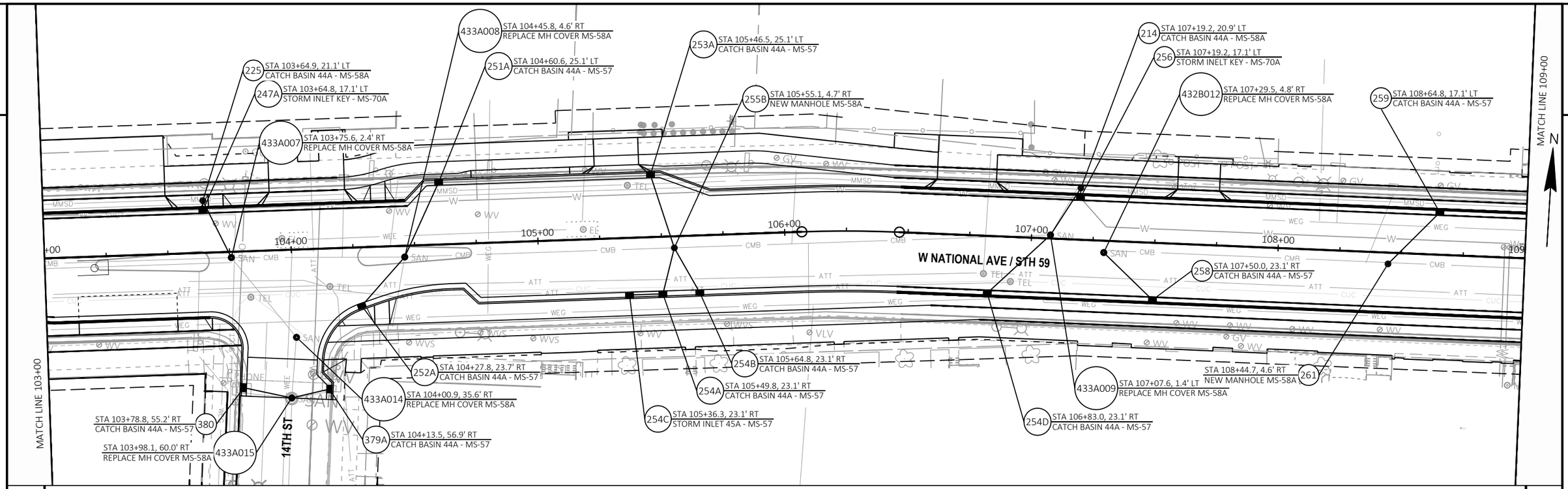

ALL BASIN DRAINS UNLESS OTHERWISE SPECIFIED SHALL USE CLASS IV 12" REINFORCED CONCRETE PIPE

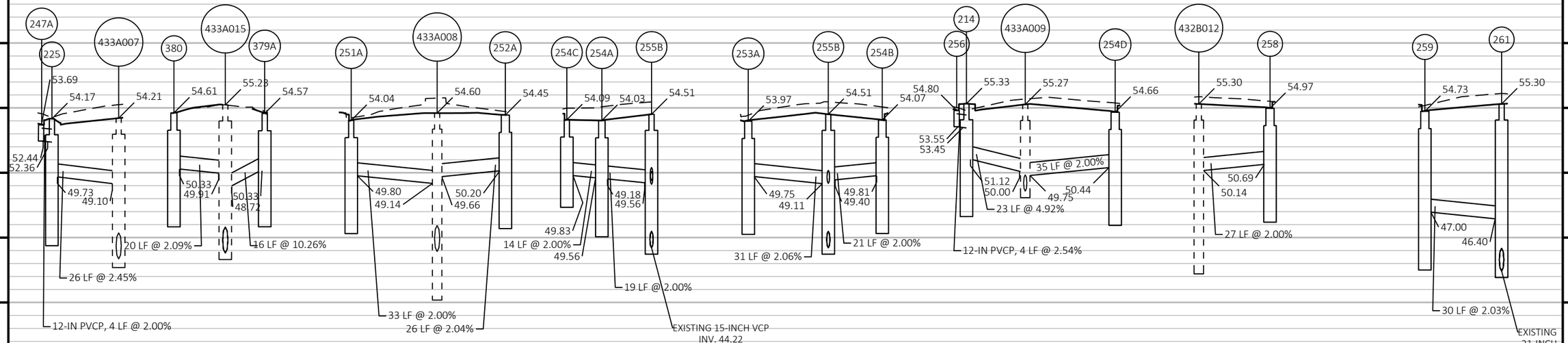
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 267 | E |
|---|---|---|---|---|---|



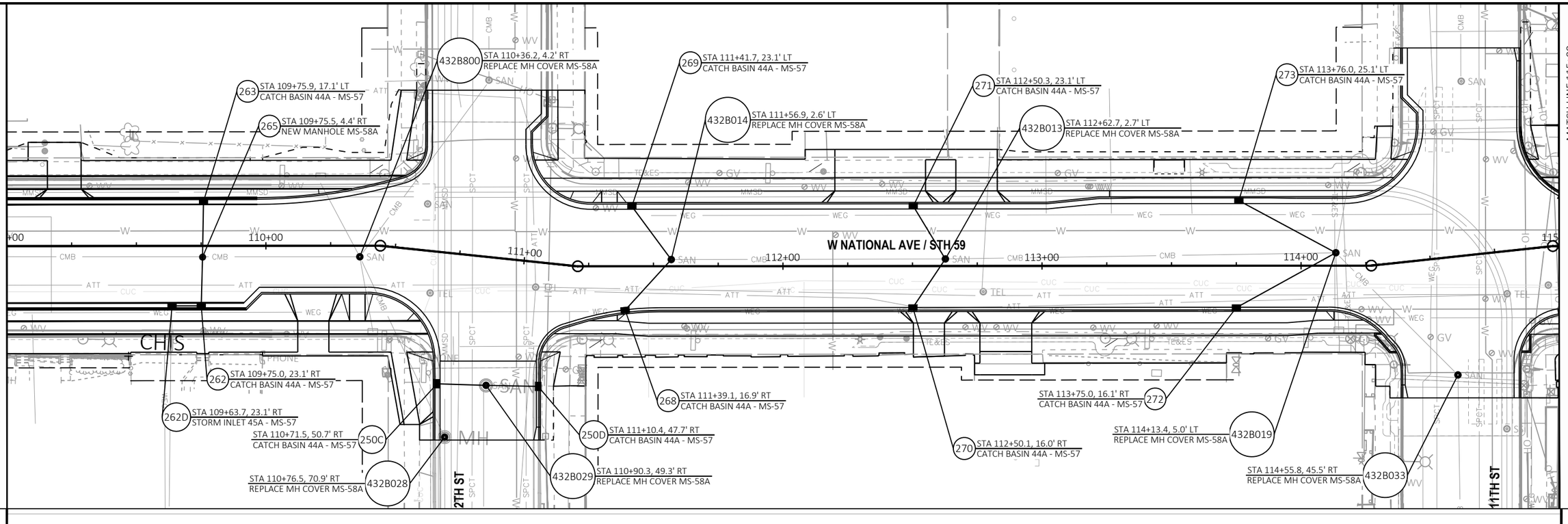

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 268 | E |
|---|---|---|---|---|---|

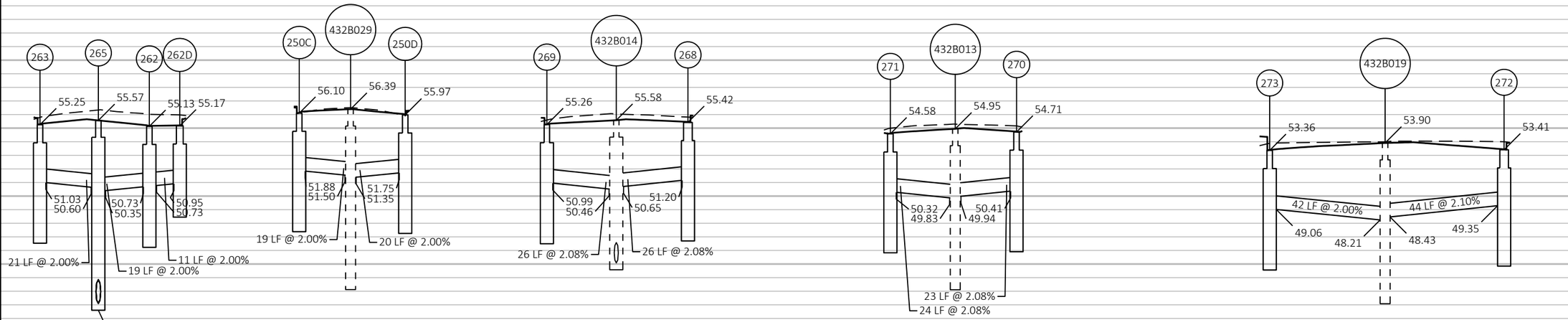



ALL BASIN DRAINS UNLESS OTHERWISE SPECIFIED SHALL USE CLASS IV 12" REINFORCED CONCRETE PIPE

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 269 | E |
|---|---|---|---|---|---|

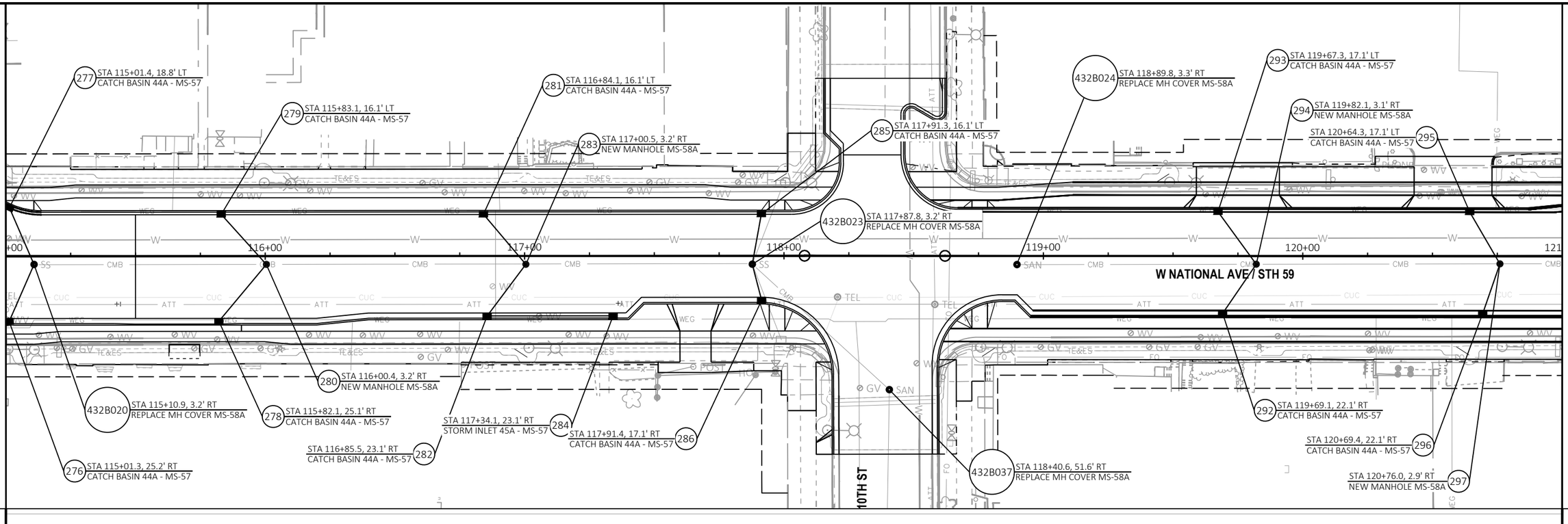



ALL BASIN DRAINS UNLESS OTHERWISE SPECIFIED SHALL USE CLASS IV 12" REINFORCED CONCRETE PIPE

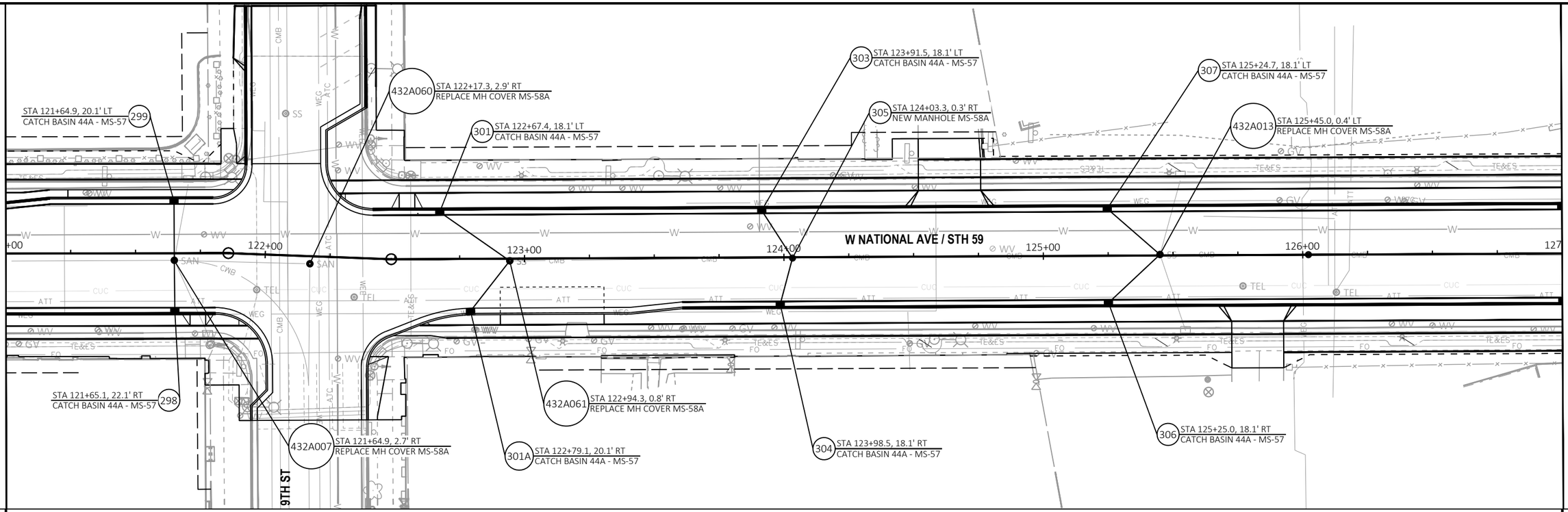
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 270 | E |
|---|---|---|---|---|---|

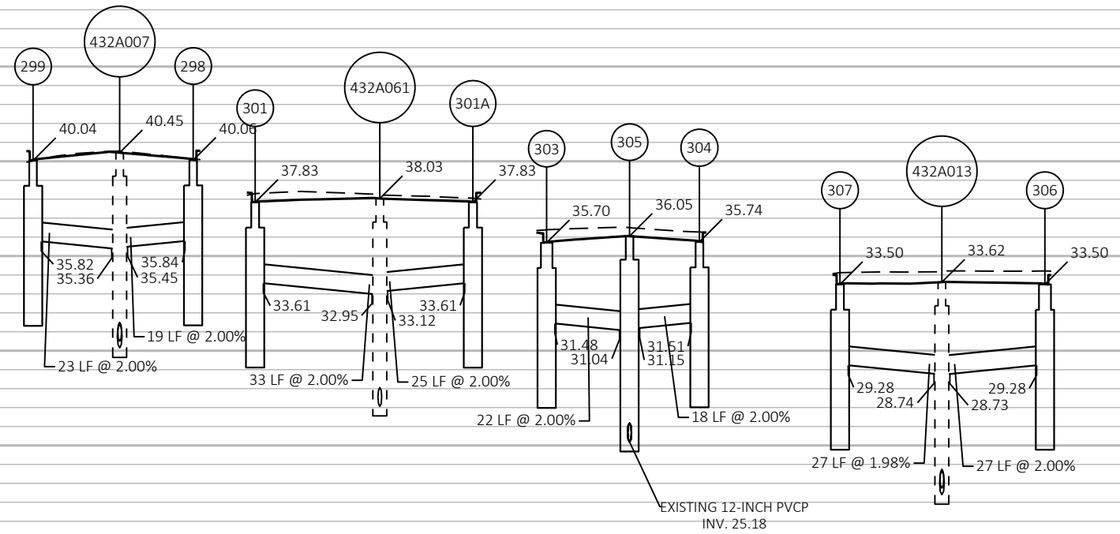
FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 10
PLOT DATE : 7/22/2026 1:40 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 271 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 11
PLOT DATE : 7/22/2026 1:37 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

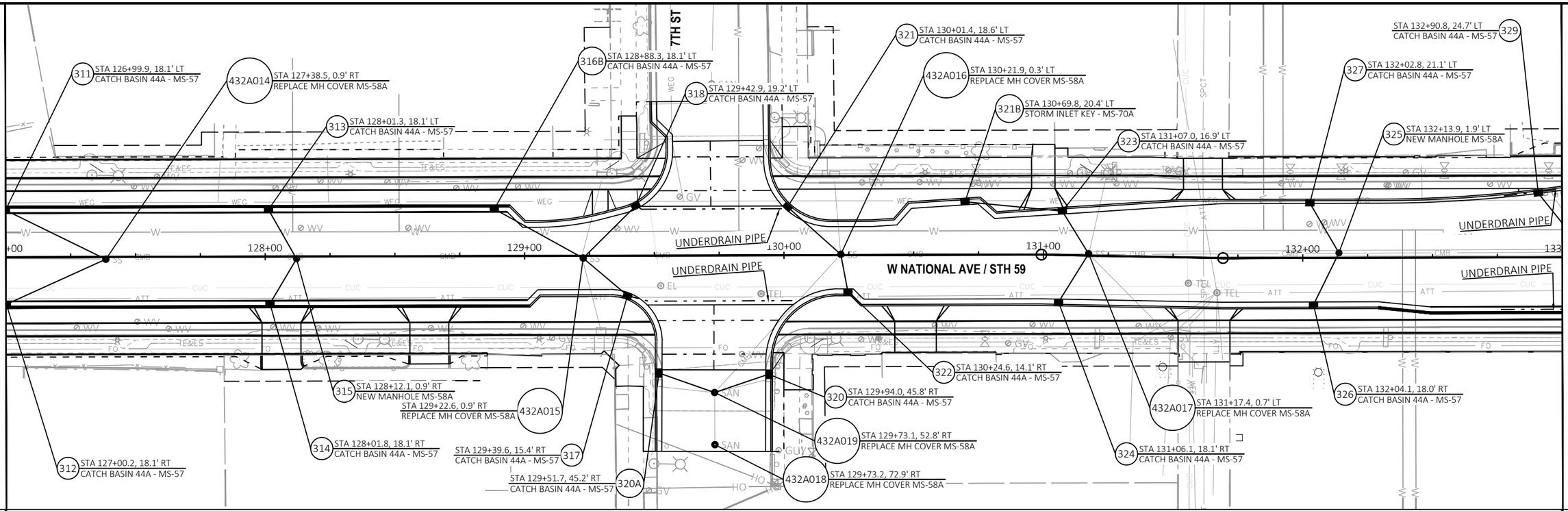


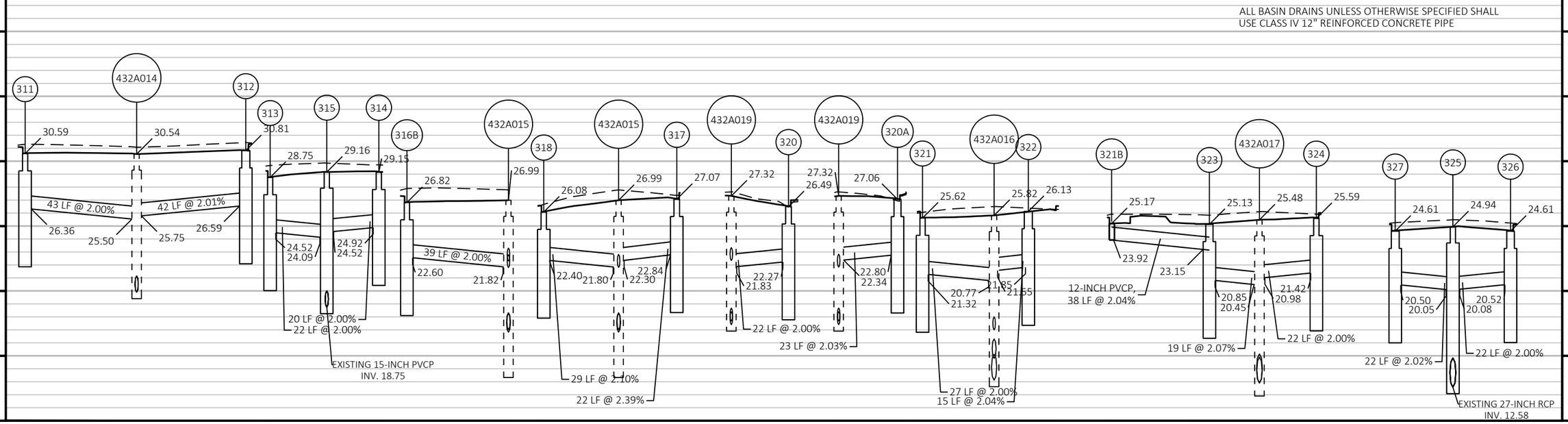




ALL BASIN DRAINS UNLESS OTHERWISE SPECIFIED SHALL USE CLASS IV 12" REINFORCED CONCRETE PIPE

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 272 | E |
|---|---|---|---|---|---|

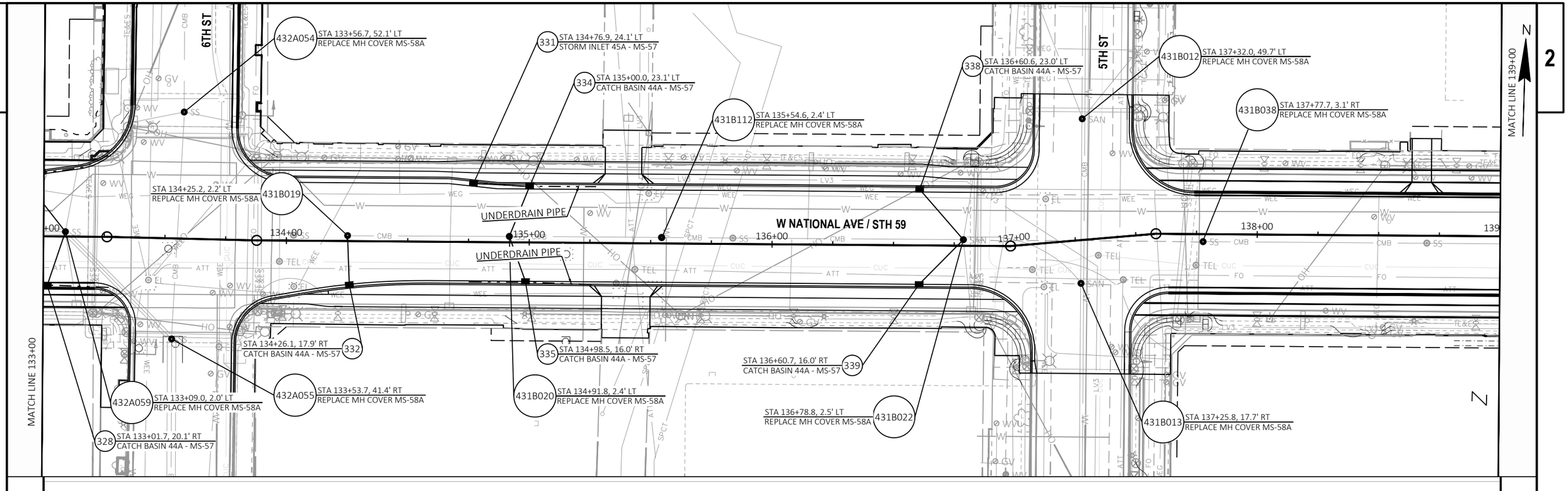
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LAYOUT NAME - 12
PLOT DATE : 7/22/2026 1:36 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT

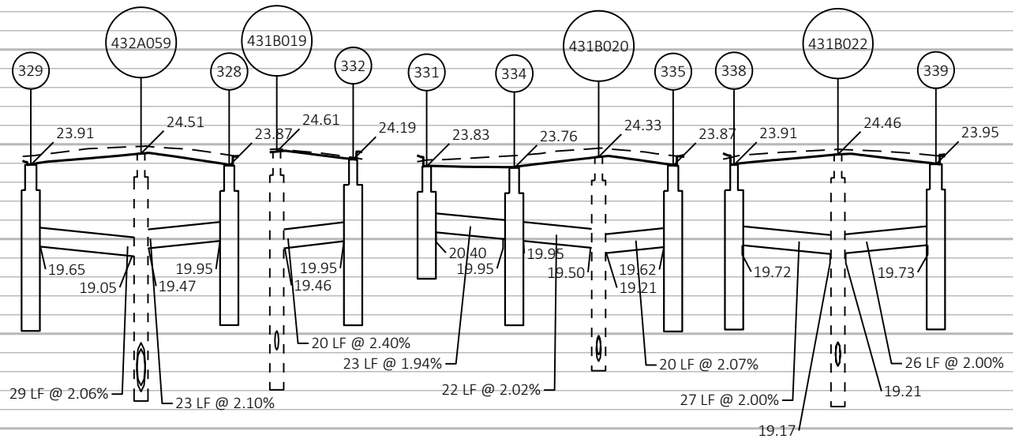



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 273 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 13
PLOT DATE : 7/22/2026 1:36 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

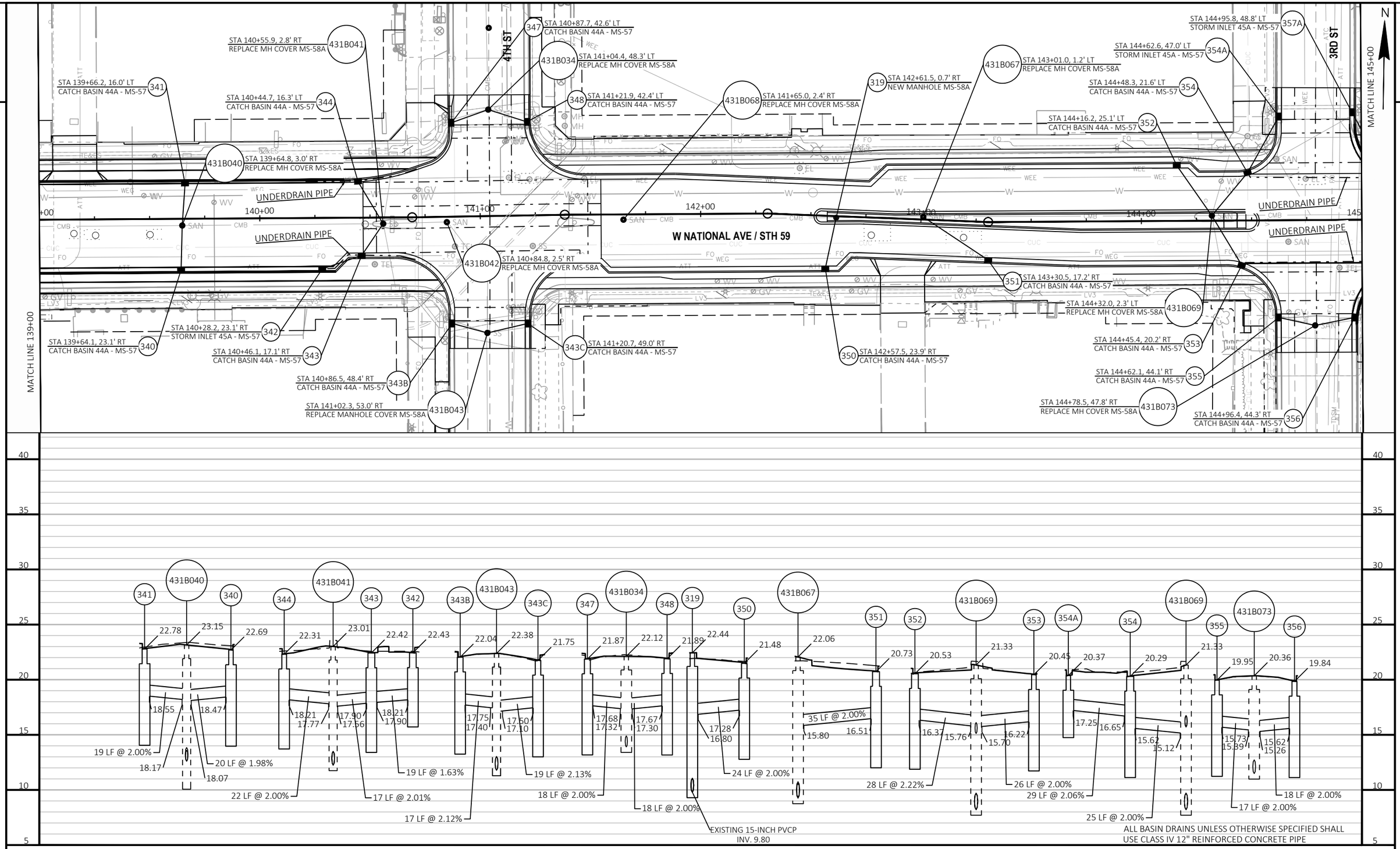



ALL BASIN DRAINS UNLESS OTHERWISE SPECIFIED SHALL
USE CLASS IV 12" REINFORCED CONCRETE PIPE

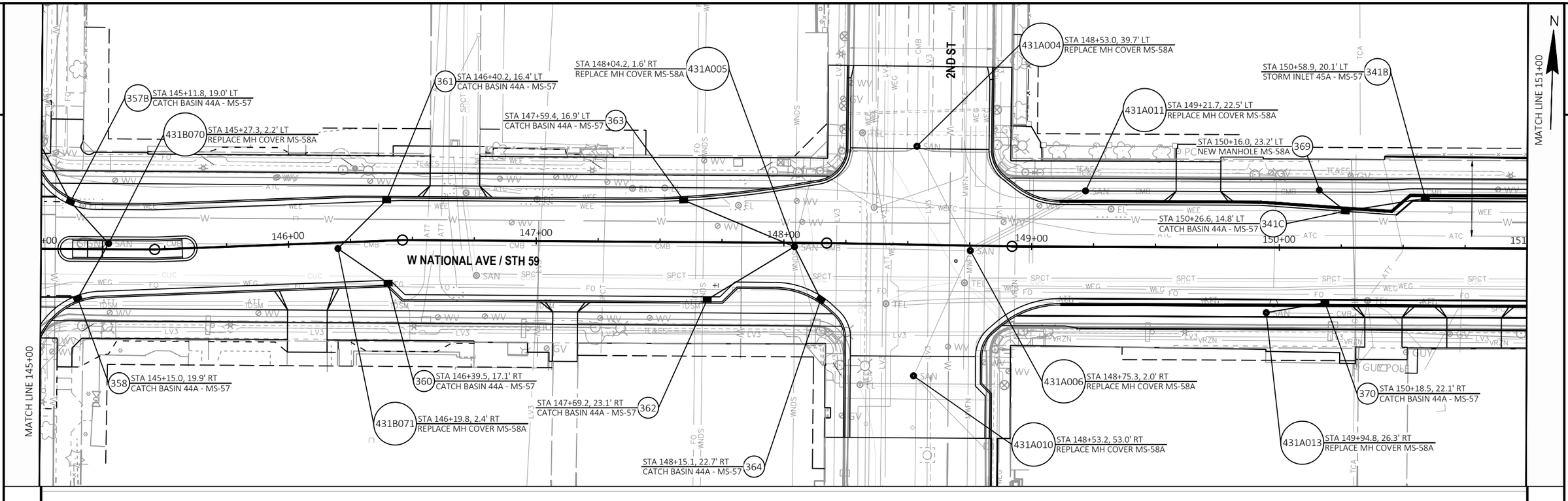
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 274 | E |
|---|---|---|---|---|---|


FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 14
PLOT DATE : 7/22/2026 1:38 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

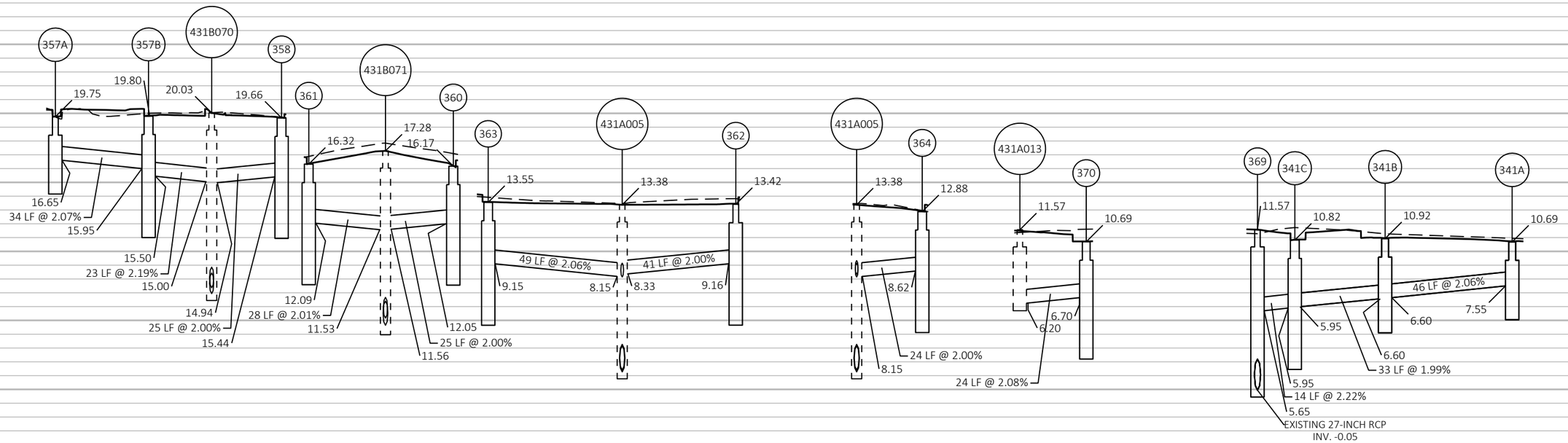



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 275 | E |
|---|---|---|---|---|---|


FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 15
PLOT DATE : 7/22/2026 1:37 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

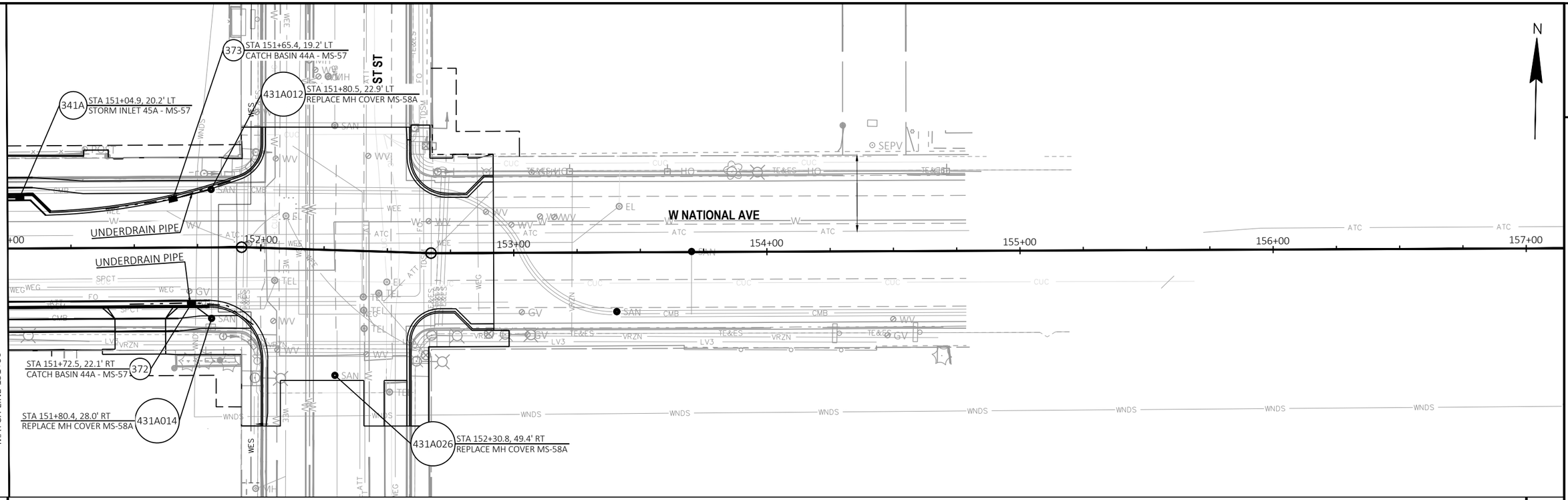


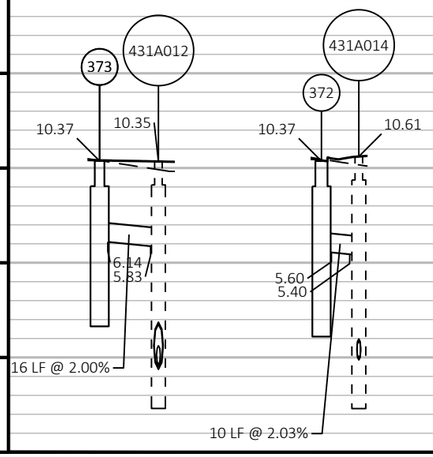

ALL BASIN DRAINS UNLESS OTHERWISE SPECIFIED SHALL USE CLASS IV 12" REINFORCED CONCRETE PIPE




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 276 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 16
PLOT DATE : 7/22/2026 1:39 PM PLOT BY : ZIRBEL, CONNOR PLOT NAME : PLOT SCALE : 1 IN:40 FT



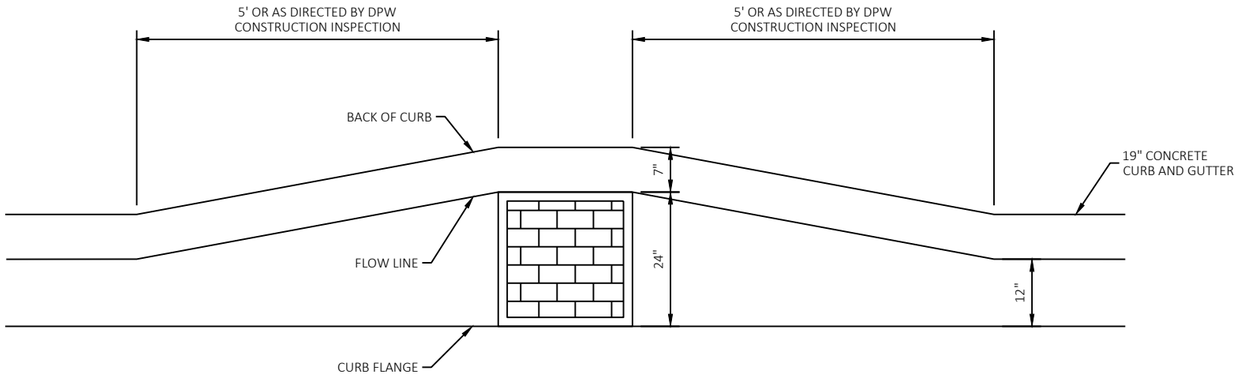




ALL BASIN DRAINS UNLESS OTHERWISE SPECIFIED SHALL
USE CLASS IV 12" REINFORCED CONCRETE PIPE

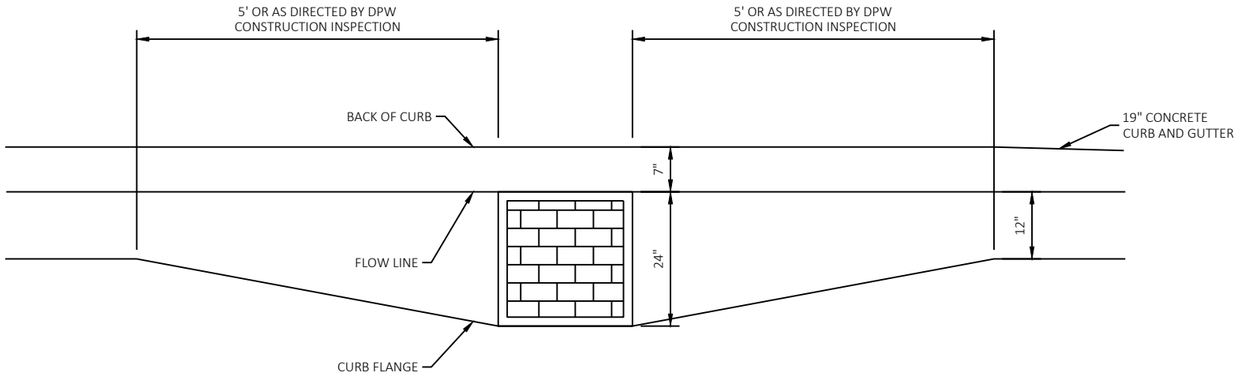
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STORM SEWER PLAN AND PROFILES | SHEET 277 | E |
|---|---|---|---|---|---|

FILE NAME : W:\SPR\NATIONAL 39TH - 1ST, 2410-10-00\C3D\SHEETS\022501_27TH_TO_1ST_SS.DWG
LAYOUT NAME - 17
PLOT DATE : 7/22/2026 1:37 PM
PLOT BY : ZIRBEL, CONNOR
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



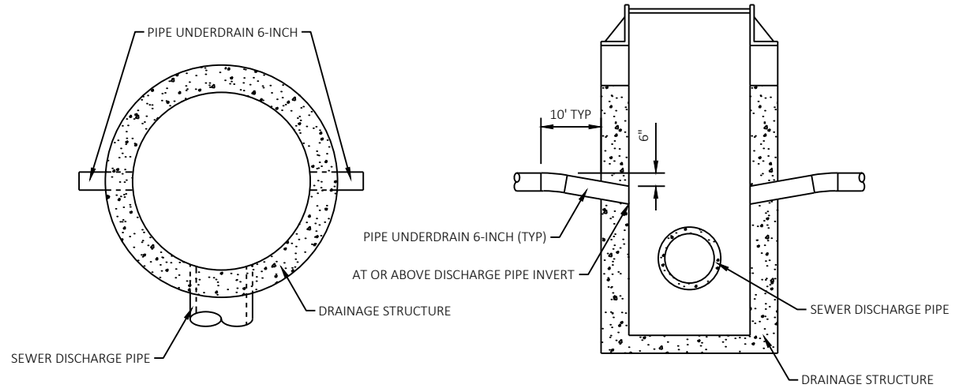

CURB TRANSITION AT INLETS IN TRAVEL LANES

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

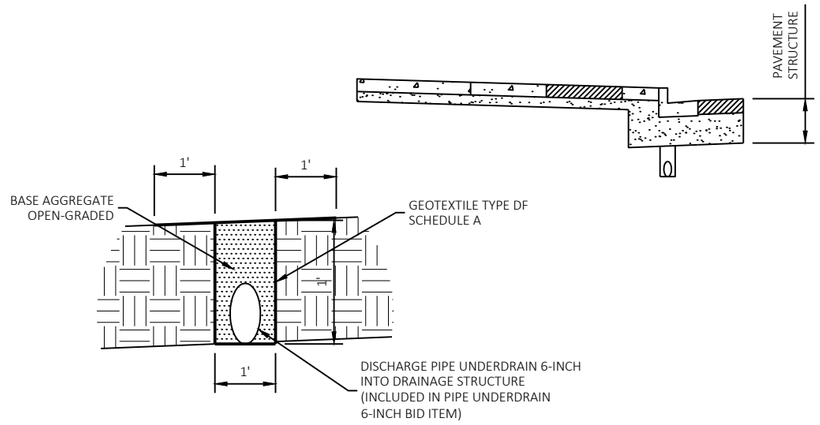



CURB TRANSITION AT INLETS IN PARKING LANES

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



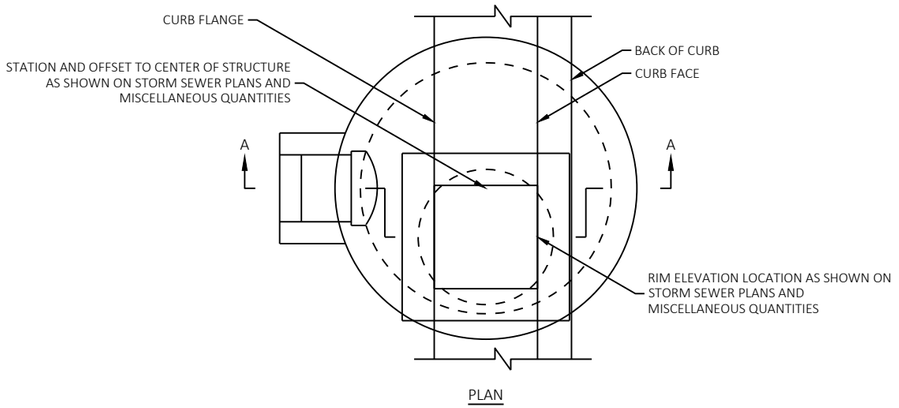

UNDERDRAIN OUTFALL



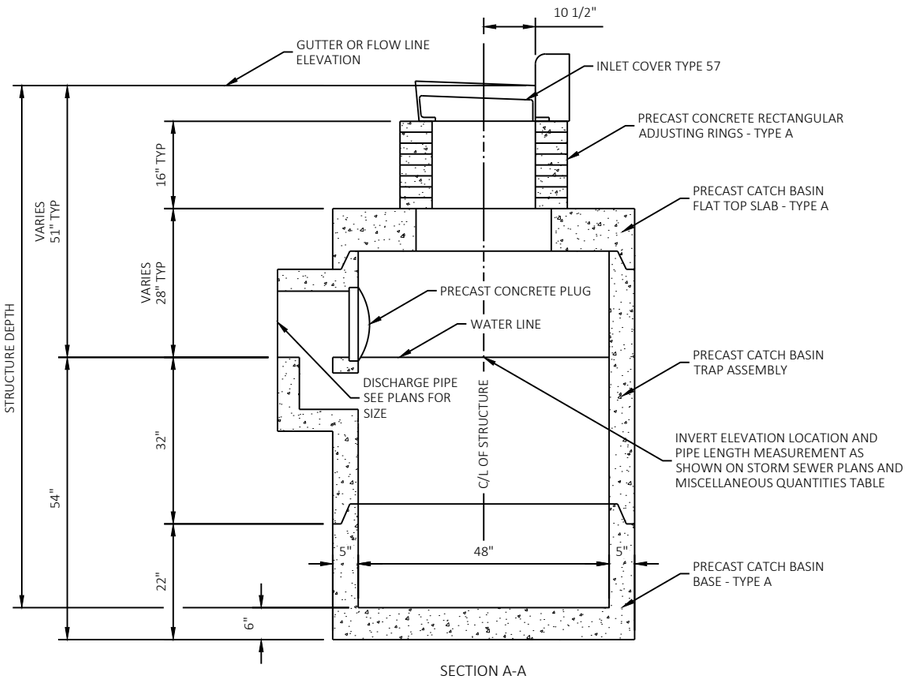

UNDERDRAIN DETAIL

NOTES:

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




PLAN

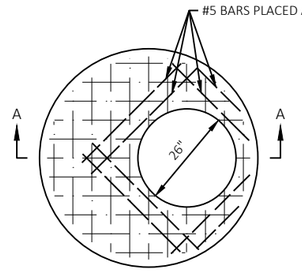



SECTION A-A

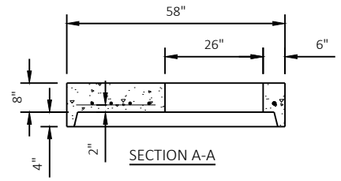
## CATCH BASIN TYPE 44A

NOTES:

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




PLAN



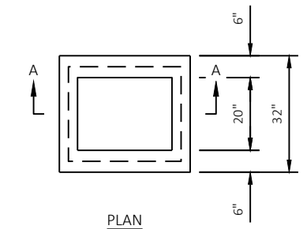

SECTION A-A

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

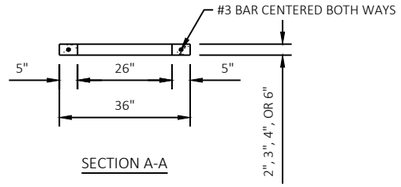
REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

## TOP SLAB - TYPE A




PLAN

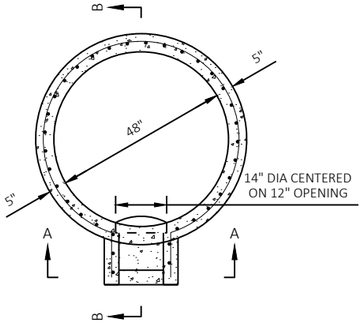



SECTION A-A

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

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

## RECTANGULAR ADJUSTING RING - TYPE A




PLAN

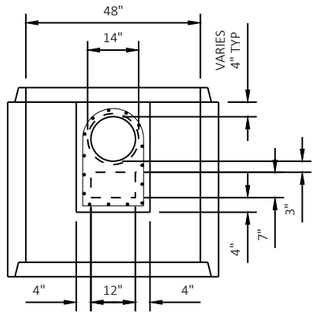
CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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

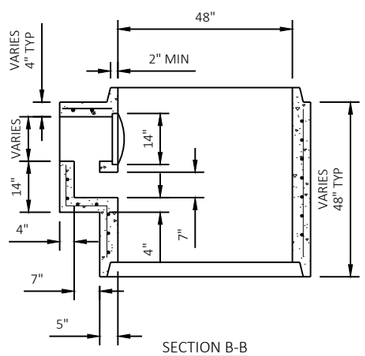
CIRCUMFERENTIAL AND TRAP ASSEMBLY REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

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

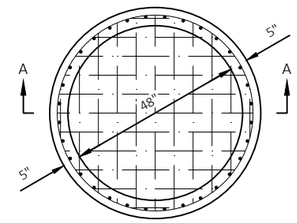



SECTION A-A

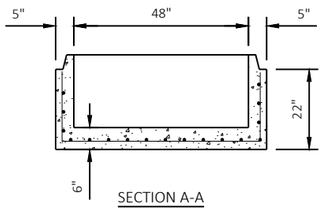



SECTION B-B

## TRAP ASSEMBLY




PLAN




SECTION A-A

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

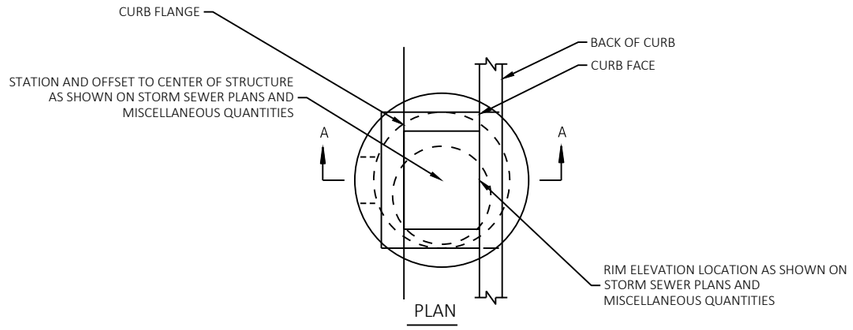
BOTTOM SLAB SHALL BE REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.12 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED IN THE CENTER THIRD OF THE SLAB.

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

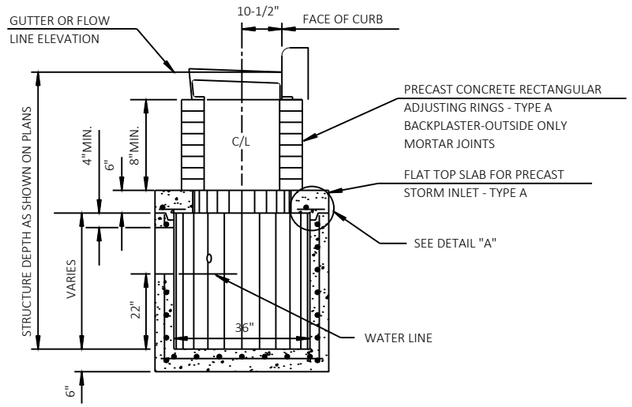
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.

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

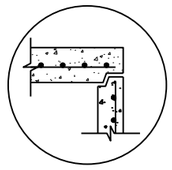
## BASE - TYPE A




PLAN




SECTION A-A

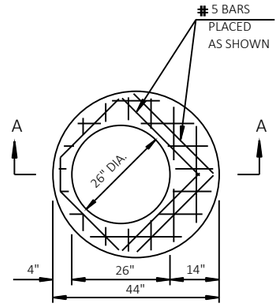


DETAIL "A"
TOP WITH TONGUE AND GROOVE JOINT

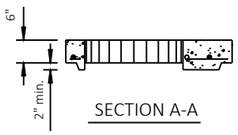
## STORM INLET - TYPE 45A

## GENERAL NOTES

1. PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199 AND ASTM DESIGNATION C-478 AND THESE DETAILED REQUIREMENTS WHICH SHALL GOVERN WHERE THEY ALTER THE AASHTO AND ASTM STANDARDS.
2. ALL REINFORCEMENT STEEL SHALL BE GRADE 60 OR GREATER AND EMBEDDED AT LEAST 1" CLEAR.
3. PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 4 IN DEPTH WHICH MEETS REQUIREMENTS FOR GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.
4. SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED ON PLAN.




PLAN




SECTION A-A

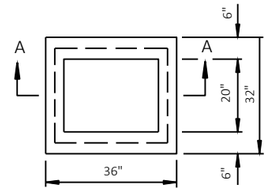
TOP SLAB - TYPE A

FLAT TOP SLAB SHALL BE 6" THICK REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.32 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED NEAR THE BOTTOM OF THE SLAB WITH 1" CLEAR COVER.

ADDITIONALLY, NO. 5 BARS SHALL BE PLACED AROUND TOP SLAB OPENING AS SHOWN.

REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

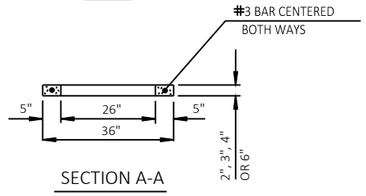
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 4000 P.S.I.




PLAN

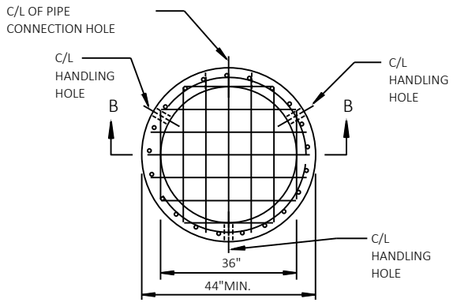
THE ADJUSTING RINGS SHALL BE 2", 3", 4" OR 6" IN HEIGHT.

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

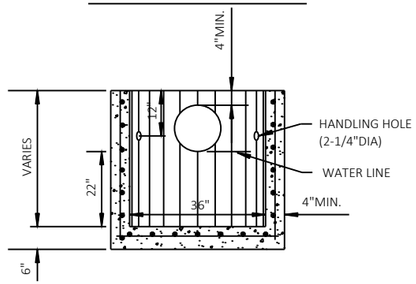



SECTION A-A

## RECTANGULAR ADJUSTING RING - TYPE A




RISER SECTION WITH INTEGRAL BASE PLAN




SECTION B-B

CIRCUMFERENTIAL AND LONGITUDINAL REINFORCEMENT IN THE RISER SECTON SHALL EACH CONSIST OF ONE LAYER OF STEEL NOT LESS THAN 0.12 SQ. IN. PER FOOT AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

THE BASE SLAB SHALL BE REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.32 SQ. IN. PER FOOT IN BOTH DIRECTIONS, PLACED ABOVE THE MIDPOINT OF THE SLAB.

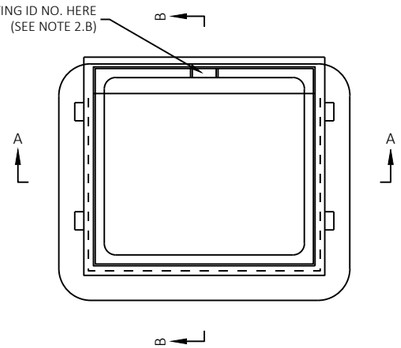
RISER SECTION AND BASE SLAB REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

TWO TO THREE HANDLING HOLES 2-1/4" IN DIAMETER AND A PIPE CONNECTION HOLE SHALL BE CAST OR CORED IN THE RISER SECTION AT THE LOCATIONS SHOWN. LIFTING DEVICES MAY BE SUBSTITUTED FOR HANDLING HOLES.

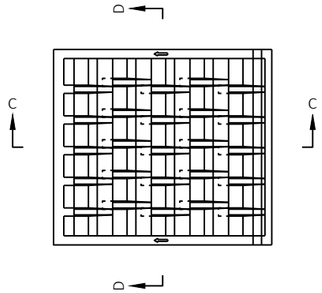
NO JOINTS OR HOLES SHALL BE BELOW THE WATERLINE.

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

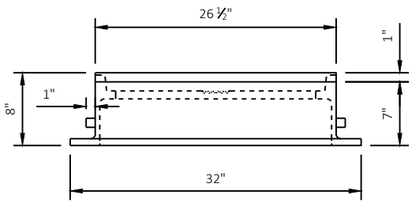
RISER SECTION MAY TAPER TO A 33" INTERNAL DIAMETER AT IT'S BOTTOM PROVIDED A 44" MINIMUM OUTSIDE DIAMETER IS MAINTAINED.

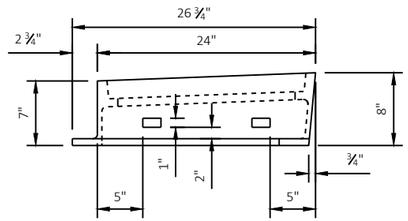


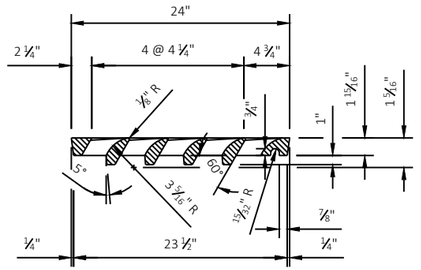

FRAME



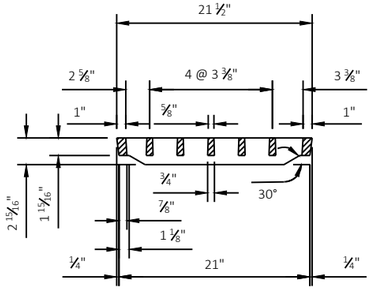

GRATE



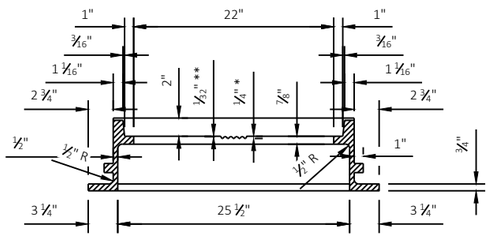



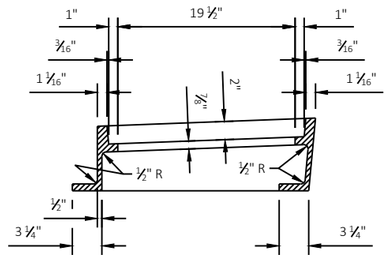

SECTION C-C




SECTION D-D




SECTION A-A




SECTION B-B

INLET COVER - TYPE MS 57

LID - 145 LBS, FRAME - 204 LBS

NOTES:

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

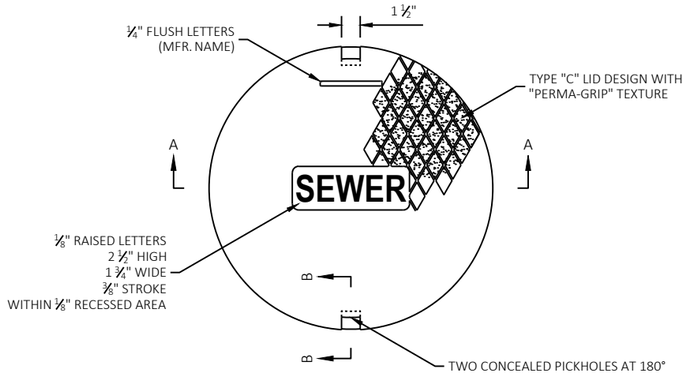
1. ALL EDGES ARE TO BE GROUND.
2. ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8" ON THE FRAME.

FRAME

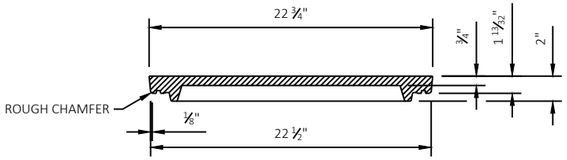
A. ON THE UPPER FACE OF THE FLANGE IN 1" HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
B. ON THE SEAT OF THE FRAME IN 1" HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER.

GRATE

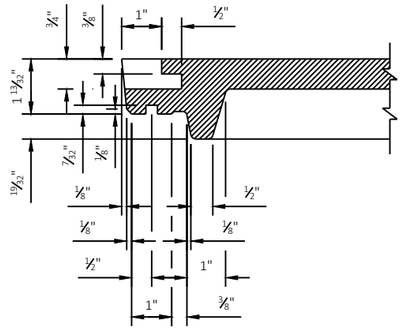
C. ON THE UPPER SIDE OF THE GRATE IN 1" HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (57) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.



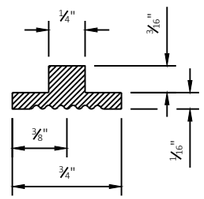

TOP VIEW

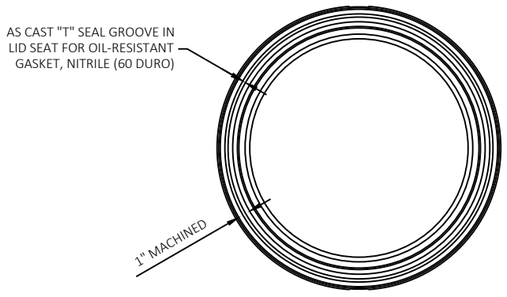



SECTION A-A

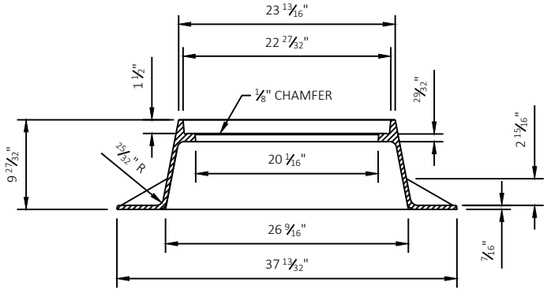



SECTION B-B




BOTTOM VIEW




MANHOLE FRAME TYPE MS 21

## MANHOLE COVER - TYPE MS 58A

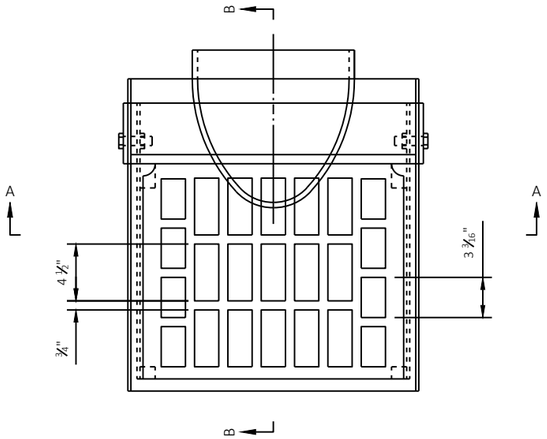
LID - 107 LBS, FRAME - 182 LBS

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

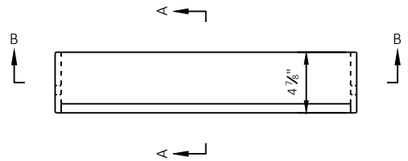
NOTES:

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

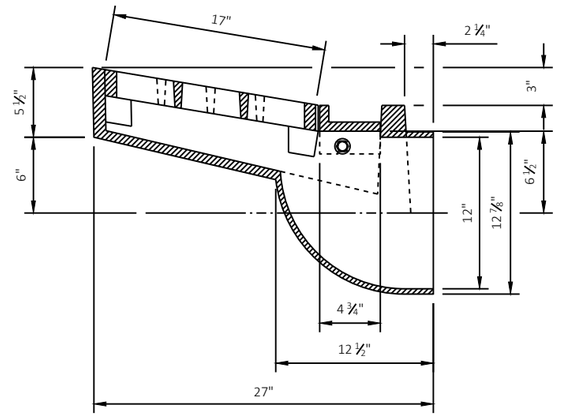
1. THE INITIALS OR MONOGRAM OF THE FOUNDRY.
2. THE CONTRACT NUMBER AND YEAR MADE.
3. THE CASTING IDENTIFICATION NUMBER.
4. THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
   NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.



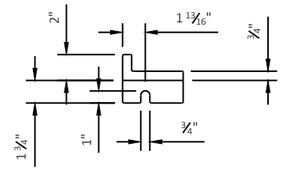

PLAN



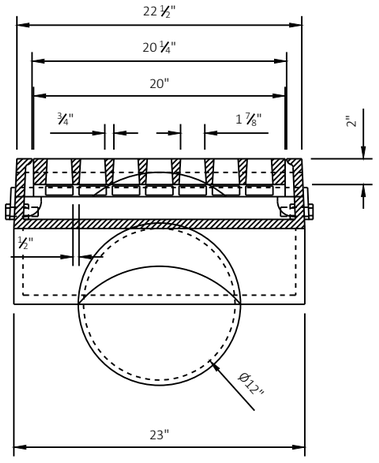

CURB PLATE - PLAN



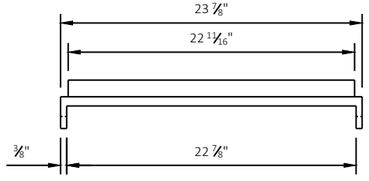

SECTION B-B




CURB PLATE - SECTION A-A




SECTION A-A




CURB PLATE - SECTION B-B

NOTES:

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

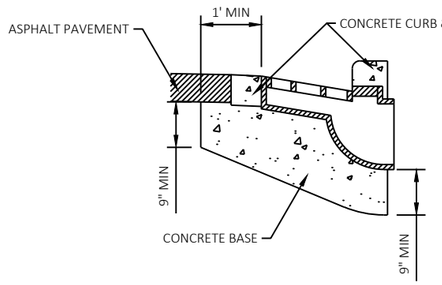
FRAME

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

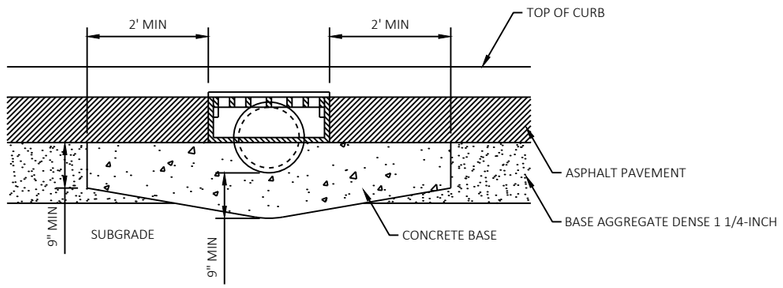
GRATE

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

INLET TYPE 70A




SECTION VIEW



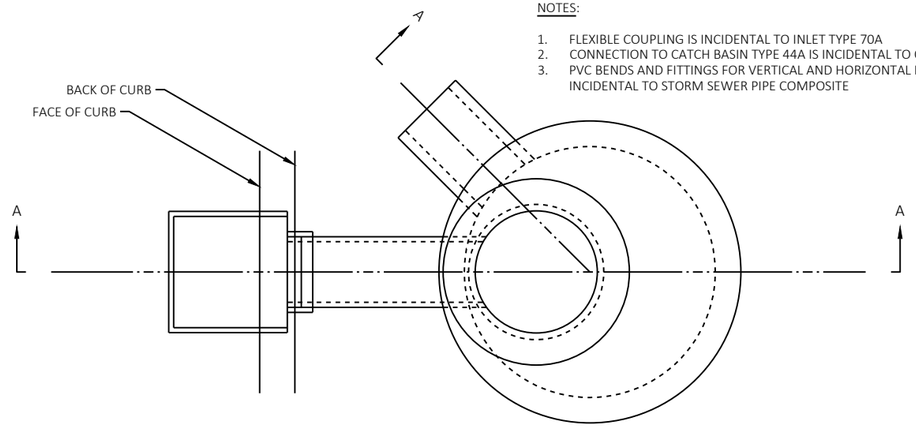

PROFILE VIEW

## INLET TYPE 70A CONCRETE BASE

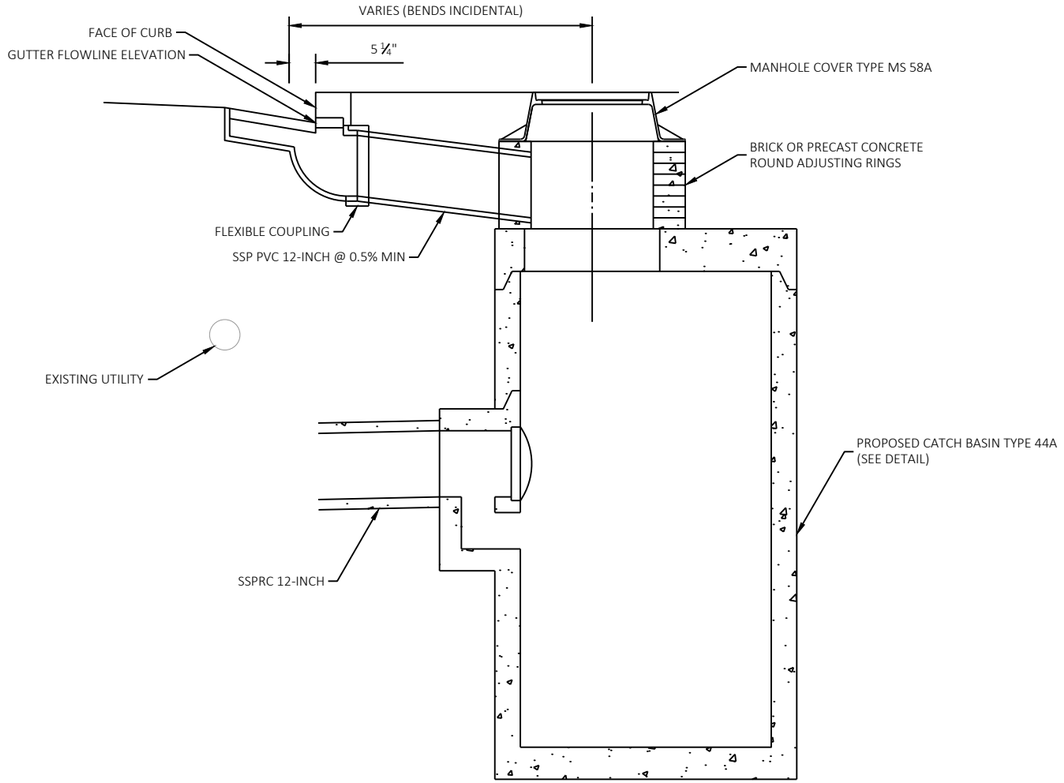
CONCRETE BASE IS INCIDENTAL TO INLET TYPE 70A

NOTES:

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




PLAN




SECTION A-A

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

SEE STORM SEWER PLANS FOR LOCATIONS

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

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

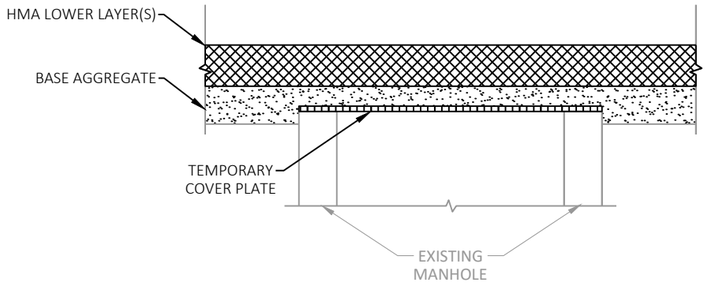
MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE CONCRETE PAVEMENT BID ITEMS.

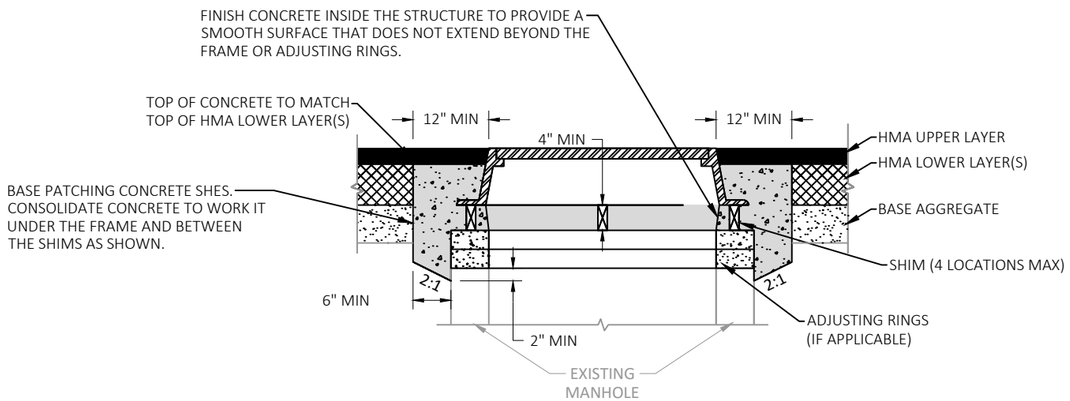
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.



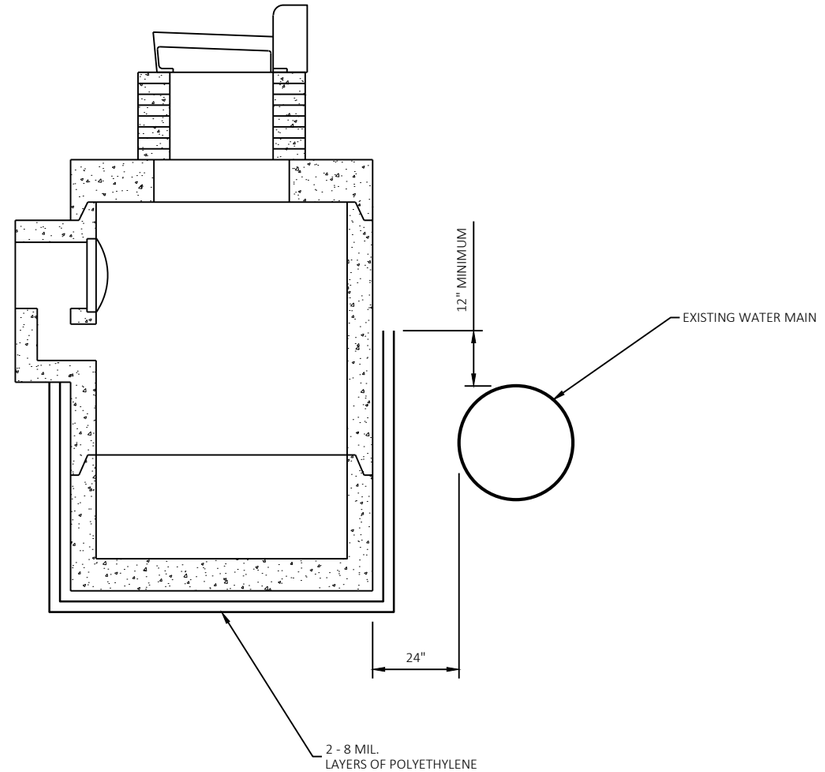
MONOLITHIC CONCRETE




## MANHOLE - MONOLITHIC SHIM

SER (202201101)




## WATER MAIN PROTECTION

CATCH BASINS
168, 169, 175, 179,
191, 199, 201,
OR AS DIRECTED BY
CONSTRUCTION SUPERVISOR

## WATER MAIN PROTECTION NOTES

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

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

THE DEPARTMENT WILL PAY SEPARATELY FOR CONCRETE CURB & GUTTER.

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

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

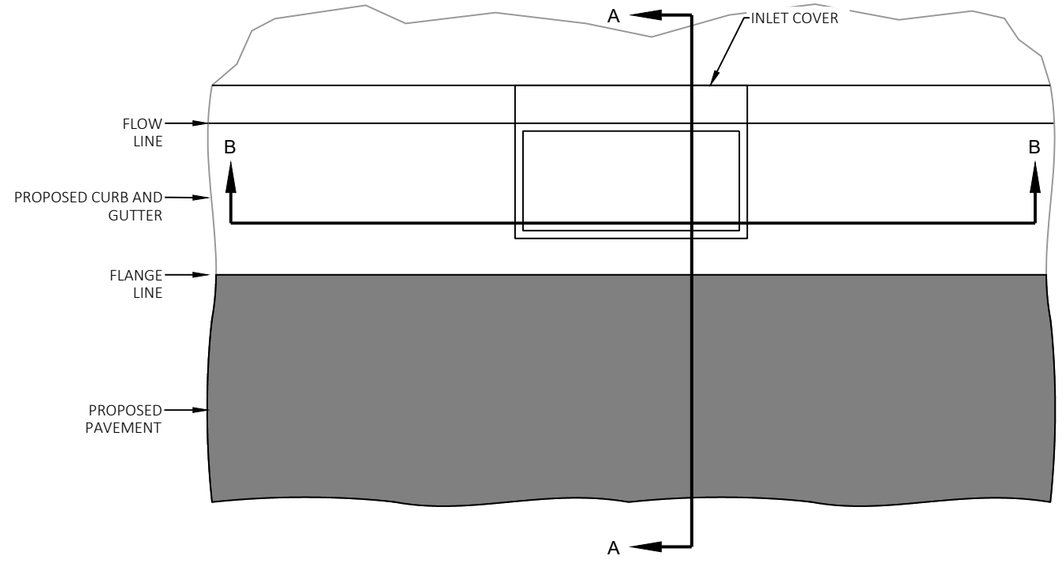
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

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

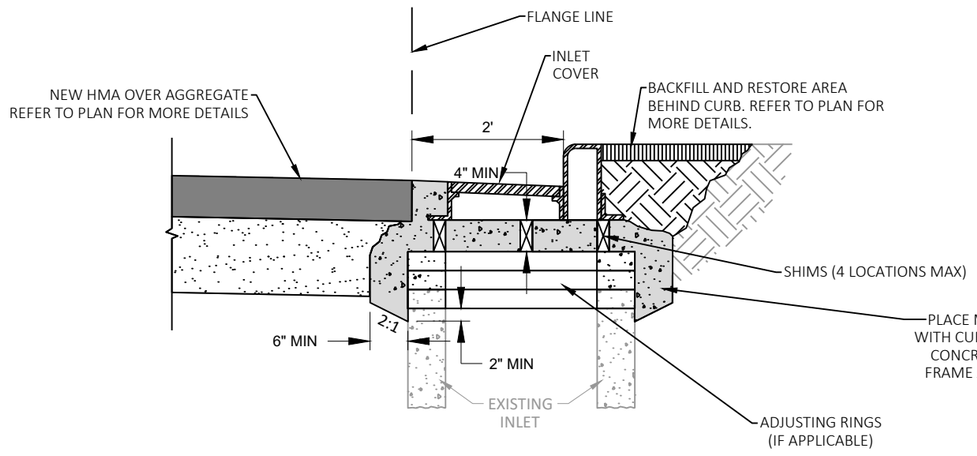
REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.



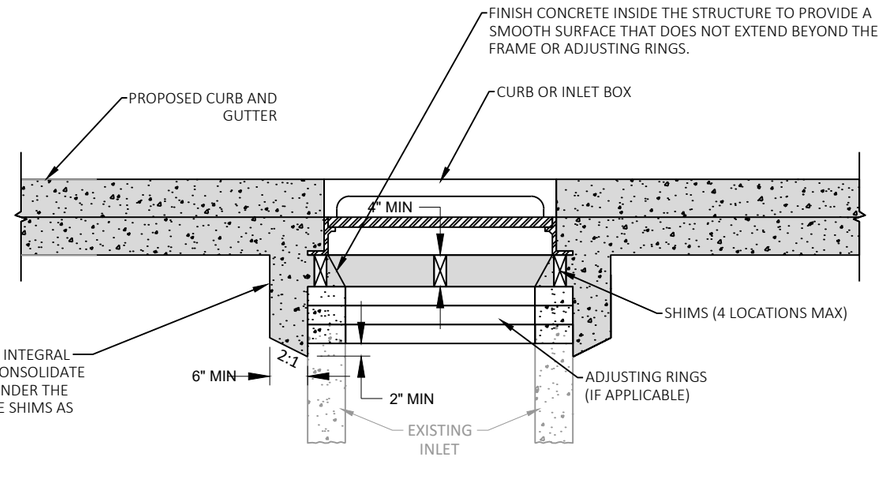
CONCRETE CURB AND GUTTER WITH MONOLITHIC SHIM




PLAN VIEW




SECTION A-A

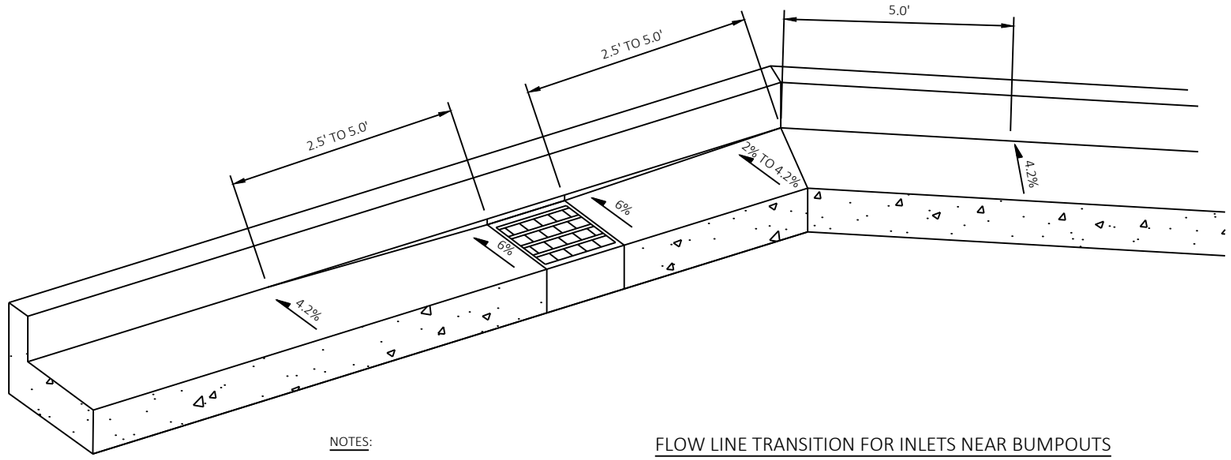



SECTION B-B

# CATCH BASINS & INLETS - MONOLITHIC SHIM

SER (20221101)

2




NOTES:

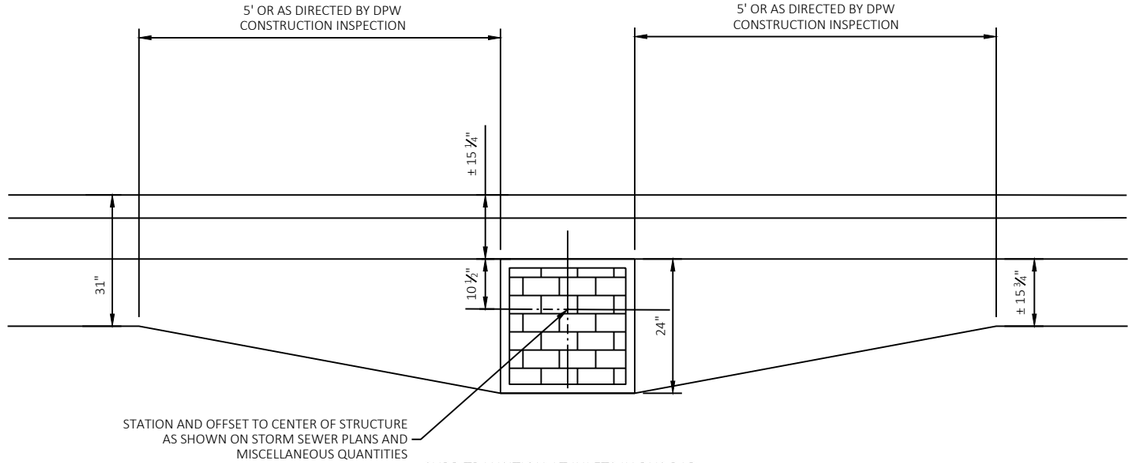
## FLOW LINE TRANSITION FOR INLETS NEAR BUMPOUTS

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

NOTES:

## INLET POSITIONING WITHIN TYPE MCTS CURBS

1. THIS DETAIL APPLIES TO LOCATIONS WHERE STORM SEWER INLETS ARE PLANNED AGAINST THE CURVED CURB FACE OF A 31-INCH TYPE MCTS
2. THE FRAME AND GRATE LOW POINT SHALL BE AT THE SAME ELEVATION AS THE CURB AND GUTTER LOW POINT, AS PER PLAN GRADES.
3. THE FLOW LINE WILL NEED TO BE ADJUSTED TO DIRECT WATER TO THE DRAINAGE STRUCTURE.
4. THE GUTTER PAN SLOPE SHOULD NOT EXCEED 6% CROSS SLOPE OR BE FLATTER THAN 2% CROSS SLOPE.
5. THE GUTTER PAN SHALL TRANSITION TO A WIDTH NECESSARY TO MEET THE OUTER CORNERS OF THE INLET FRAME.
6. NO PART OF THE INLET FRAME SHALL INTERRUPT THE CURVE OF THE CURB FACE. THE INLET FRAME SHALL BE IN-LINE WITH THE STRAIGHT PORTION OF THE GUTTER, ONLY.




## CURB TRANSITION AT INLETS IN BUS PAD

CURB TRANSITION PAID FOR AS [MCTS CONCRETE CURB & GUTTER 31-INCH]

2

N

LEGEND

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

NOTES:

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

STA:56+55.35
OFF:45.00'L
CAP CUC DUCT

STA:56+65.35
OFF:43.61'L
93°, 10' RADIUS HUB

85'
2-4" HDPE
CONDUIT
SCHEDULE 80

21'
1-4" HDPE
CONDUIT
SCHEDULE 80

142'
3-4" HDPE CONDUIT
SCHEDULE 80

STA:55+83.06
OFF:34.99'L
UNCAP & COUPLE DUCTS
AT PAVING LIMITS

STA:58+09.17
OFF:30.33'L
4' DIAMETER MANHOLE
TYPE CUC 616

STA:58+61.94
OFF:28.96'L

368'
2-4" HDPE CONDUIT
SCHEDULE 80

STA:58+23.85
OFF:14.62'R
ABANDON MH 619A

S. LAYTON BLVD.

S. 26TH ST.

W. NATIONAL AVE.

S.T.H.59

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

CUC

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-1 | SHEET 288 | E |
|---|---|---|---|---|---|

FILE NAME : 59-CUC_LABELS-POINTS_5-2.DWG PLOT DATE : 7/30/2026 11:37 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

NOTES:

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

N

EXISTING CUC
2 - CLAY TILE
DUCT PACKAGE

STA:61+76.21
OFF:28.43'L

STA:61+72.12
OFF:26.44'L
4' DIAMETER
DOGHOUSE MANHOLE
TYPE CUC 617

STA:61+66.48
OFF:28.59'L

S. 25TH ST.

378'
CUC 2-4"
DUCT PACKAGE

STA:65+51.43
OFF:28.25'L
4' DIAMETER MANHOLE
TYPE CUC 618

S. 24TH ST.

366'
CUC 2-4"
DUCT PACKAGE

61+00
62+00
63+00
64+00
65+00
66+00
67+00

W. NATIONAL AVE. / STH 59

S.T.H.59

STA:61+69.02
OFF:14.94'R
ABANDON MH 620A

STA:65+41.46
OFF:16.65'R
ABANDON MH 621A

LEGEND

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-2 | SHEET 289 | E |
|---|---|---|---|---|---|

FILE NAME : 59-CUC_LABELS-POINTS_5-2.DWG PLOT DATE : 7/30/2026 11:38 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

LEGEND

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

S. 23RD ST.

S. 22ND ST.

S.T.H.59

W. NATIONAL AVE. / STH 59

CUC 2-4" DUCT PACKAGE

STA:69+13.70
OFF:29.97'L
4' DIAMETER MANHOLE
TYPE CUC 619

401'
CUC 2-4"
DUCT PACKAGE

STA:73+17.84
OFF:33.24'L
4' DIAMETER MANHOLE
TYPE CUC 620

STA:69+12.51
OFF:14.82'R
ABANDON MH 622A

STA:72+81.60
OFF:10.65'R
ABANDON MH 623A

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

NOTES:

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-3 | SHEET 290 | E |
|---|---|---|---|---|---|

FILE NAME : 59-CUC_LABELS-POINTS_5-2.DWG PLOT DATE : 7/30/2026 11:38 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

S. 21ST ST.

STA:76+82.01
OFF:45.69'L
92°, 10' RADIUS HUB

C-55"
STA:76+71.72
OFF:42.30'L

STA:76+71.11
OFF:34.26'L
4' DIAMETER MANHOLE TYPE CUC 621

STA:76+43.14
OFF:52.29'L
REMOVE MH 625R

44'
2-4" HDPE CONDUIT SCHEDULE 80
FROM NEW CUC MH TO NEW TS CABINET

STA:76+98.76
OFF:53.23'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNALS)

365'
CUC 2-4"
DUCT PACKAGE

355'
CUC 2-4"
DUCT PACKAGE

W. NATIONAL AVE. / STH 59

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

S.T.H.59

STA:76+54.81
OFF:12.53'R
ABANDON MH 624A

S. 21ST ST.

NOTES:

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-4 | SHEET 291 | E |
|---|---|---|---|---|---|

FILE NAME : 59-CUC_LABELS-POINTS_5-2.DWG PLOT DATE : 7/30/2026 11:38 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

W. NATIONAL AVE. / STH 59

S.T.H.59

S. 20TH ST.

S. 19TH ST.

80+00

81+00

82+00

83+00

84+00

85+00

86+00

STA:80+24.52
OFF:34.30'L

STA:80+36.14
OFF:36.64'L
4' DIAMETER MANHOLE
TYPE CUC 622

STA:80+67.43
OFF:34.30'L

305'
CUC 2-4" HDPE
DUCT PACKAGE

STA:83+29.62
OFF:29.29'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNALS)

13'
CUC 2-4" HDPE
DUCT PACKAGE

STA:83+41.83
OFF:34.46'L

32'
CUC 4-4"
DUCT PACKAGE

STA:83+74.01
OFF:34.45'L
4' DIAMETER MANHOLE
TYPE CUC 623

STA:84+29.37
OFF:34.11'L

STA:84+48.18
OFF:29.85'L

STA:80+26.69
OFF:13.22'R
ABANDON MH 626A

STA:83+64.07
OFF:13.56'R
ABANDON MH 627A

NOTES:

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

LEGEND

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-5 | SHEET 292 | E |
|---|---|---|---|---|---|

2

N

553'
CUC 2-4"
DUCT PACKAGE

STA:89+02.16
OFF:28.95'L

STA:89+25.30
OFF:32.24'L
4' DIAMETER MANHOLE
TYPE CUC 624

455'
CUC 2-4"
DUCT PACKAGE

CUC

87+00

88+00

89+00

90+00

91+00

92+00

W. NATIONAL AVE. / STH 59

S.T.H.59

S. 18TH ST.

S. 17TH ST.

STA:87+01.23
OFF:13.89'R
ABANDON MH 628A

STA:90+40.08
OFF:14.27'R
ABANDON MH 629A

NOTES:

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

LEGEND

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-6 | SHEET 293 | E |
|---|---|---|---|---|---|

2

2

N

EXISTING CUC
2 - CLAY TILE
DUCT PACKAGE

EXISTING CUC
4-4" PVC DUCT PACKAGE

47'
2-4" HDPE CONDUIT
SCHEDULE 80

STA:94+17.01
OFF:115.42'L
4' DIAMETER DOGHOUSE MANHOLE TYPE CUC 626

STA:94+32.77
OFF:114.44'L
STREET LIGHTING PULL BOX
(SEE STREET LIGHTING PLAN)

STA:93+83.99
OFF:119.67'L
SAW CUT EXISTING CONCRETE CONDUIT AND
CONNECT TO NEW CONDUIT USING
APPROPRIATE 4-INCH HDPE TO 4-INCH CLAY TILE
ADAPTORS AT PAVING LIMITS

223'
CUC 2-4"
DUCT PACKAGE
TO S/L PULL BOX

C-39"
STA:94+08.63
OFF:58.88'L

70'
CUC 2-4" DUCT PACKAGE

58'
CUC 2-4"
DUCT PACKAGE

C-39"
STA:93+97.83
OFF:39.70'L

STA:93+89.71
OFF:49.95'L
90°, 10' RADIUS HUB

STA:94+32.70
OFF:57.46'L
TRAFFIC CONTROL CABINET (SEE TRAFFIC SIGNAL PLAN)

14'
2-4" HDPE CONDUIT SCHEDULE 80
FROM NEW CUC MH TO NEW TS CABINET

STA:94+14.03
OFF:54.78'L
REMOVE MH 632R

STA:93+78.91
OFF:37.34'L
4' DIAMETER MANHOLE
TYPE CUC 625

30'

580'
CUC 2-4"
DUCT PACKAGE

STA:96+94.13
OFF:33.38'L

W. NATIONAL AVE. / STH 59

S.T.H.59

C-39"
STA:94+30.15
OFF:35.49'L

C-39"
STA:93+65.36
OFF:34.70'L

C-55"
STA:94+12.01
OFF:19.99'L

STA:97+03.96
OFF:14.38'R
ABANDON MH 634A

155'
CUC 2-4" DUCT PACKAGE

STA:93+75.12
OFF:15.33'R
ABANDON MH 630A

STA:93+81.45
OFF:47.39'R
REMOVE MH 631R

STA:94+05.26
OFF:96.12'R

STA:94+06.09
OFF:49.47'R
REMOVE MH 633R

STA:94+06.15
OFF:102.22'R
4' DIAMETER MANHOLE
TYPE CUC 628

165'
CUC 2-4" DUCT PACKAGE

STA:94+15.74
OFF:104.43'R
STREET LIGHTING PULL BOX
(SEE STREET LIGHTING PLAN)

STA:93+75.59
OFF:127.69'R
4' DIAMETER DOGHOUSE MANHOLE TYPE CUC
627

10'
CUC 2-4" DUCT PACKAGE

EXISTING CUC
2 - CLAY TILE
DUCT PACKAGE

S. 16TH ST.

NOTES:

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

LEGEND

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-7 | SHEET 294 | E |
|---|---|---|---|---|---|

FILE NAME : 59-CUC_LABELS-POINTS_5-2.DWG PLOT DATE : 7/30/2026 11:38 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

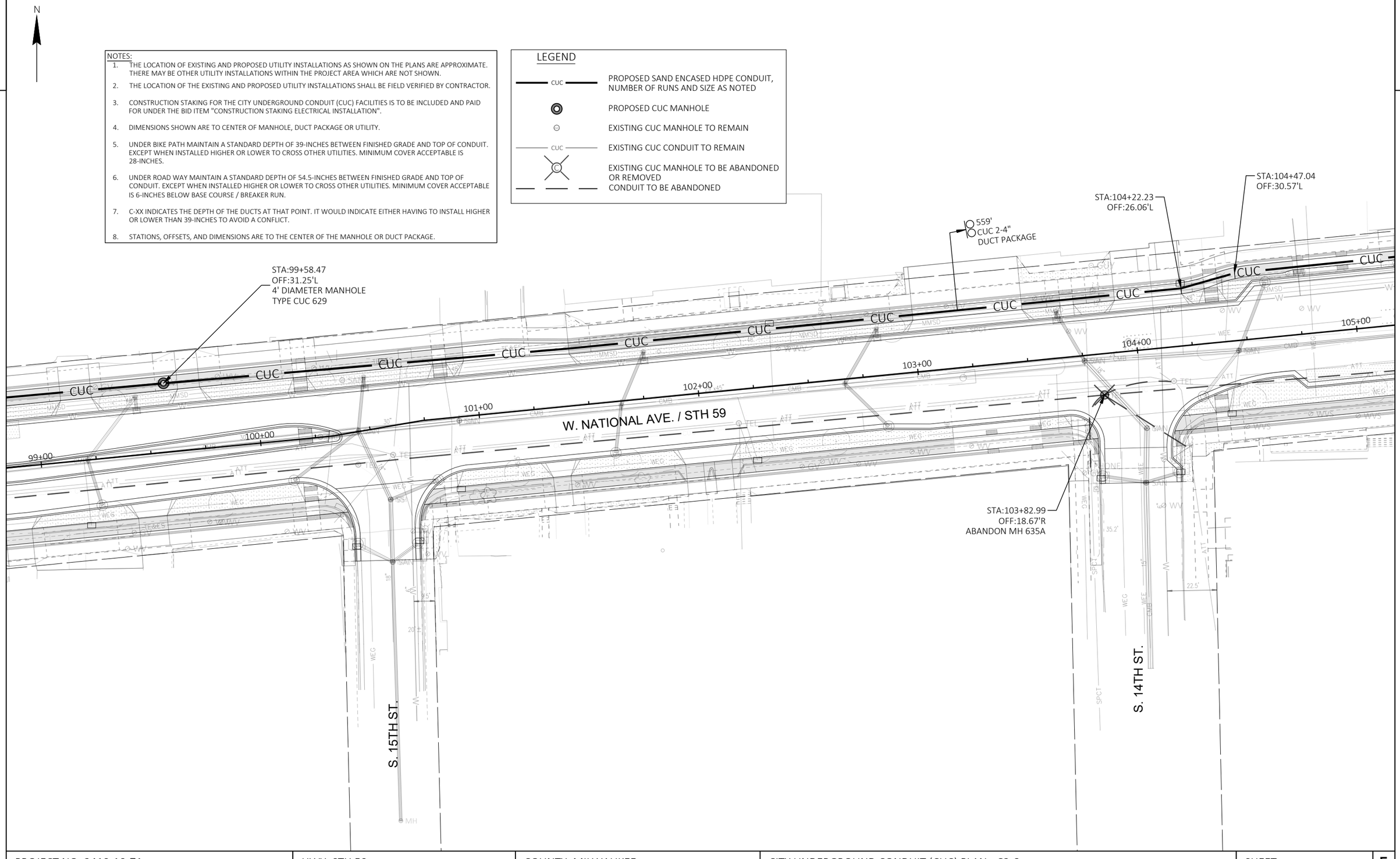
N

NOTES:

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LEGEND

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




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-8 | SHEET 295 | E |
|---|---|---|---|---|---|

FILE NAME : 59-CUC_LABELS-POINTS_5-2.DWG PLOT DATE : 7/30/2026 11:38 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STA:105+56.15
OFF:30.92'L
4' DIAMETER MANHOLE
TYPE CUC 630

536'
CUC 2-4"
DUCT PACKAGE

STA:110+43.13
OFF:24.76'L

STA:110+84.58
OFF:36.07'L
4' DIAMETER MANHOLE
TYPE CUC 631

STA:111+07.67
OFF:30.32'L

STA:110+65.36
OFF:15.56'R
ABANDON MH 636A

CUC

106+00
107+00
108+00
109+00
110+00
111+00

W. NATIONAL AVE. / STH 59

S. 12TH ST.

## LEGEND

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

NOTES:

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-9 | SHEET 296 | E |
|---|---|---|---|---|---|

2

2

N

S. 11TH ST.

W. NATIONAL AVE. / STH 59

350'
CUC 2-4"
DUCT PACKAGE

STA:114+30.32
OFF:31.08'L

STA:114+31.23
OFF:45.97'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNAL PLAN)

21'
CUC 2-4" DUCT PACKAGE

STA:114+42.24
OFF:40.73'L
92°, 10' RADIUS HUB

STA:114+51.16
OFF:30.33'L
4' DIAMETER MANHOLE
TYPE CUC 632

379'
CUC 2-4"
DUCT PACKAGE

9'
CUC 4-4" DUCT PACKAGE

STA:114+94.51
OFF:14.66'R
ABANDON MH 637A

112+00
113+00
114+00
115+00
116+00
117+00

NOTES:

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

LEGEND

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-10 | SHEET 297 | E |
|---|---|---|---|---|---|

FILE NAME : 59-CUC_LABELS-POINTS_5-2.DWG PLOT DATE : 7/30/2026 11:39 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

S. 10TH ST.

S. 9TH ST.

W. NATIONAL AVE. / STH 59

STA:118+26.02
OFF:23.78'L
4' DIAMETER MANHOLE
TYPE CUC 633

390'
CUC 2-4"
DUCT PACKAGE

STA:122+15.06
OFF:26.72'L
4' DIAMETER MANHOLE
TYPE CUC 634

30'
CUC 2-4"
DUCT PACKAGE

STA:122+38.64
OFF:45.40'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNAL PLAN)

229'
CUC 2-4"
DUCT PACKAGE

STA:118+20.36
OFF:15.93'R
ABANDON MH 638A

STA:121+96.91
OFF:13.69'R
ABANDON MH 639A

NOTES:

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-11 | SHEET 298 | E |
|---|---|---|---|---|---|

2

N

LEGEND

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

NOTES:

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7. C-XX INDICATES THE DEPTH OF THE DUCTS AT THAT POINT. IT WOULD INDICATE EITHER HAVING TO INSTALL HIGHER OR LOWER THAN 39-INCHES TO AVOID A CONFLICT.
8. STATIONS, OFFSETS, AND DIMENSIONS ARE TO THE CENTER OF THE MANHOLE OR DUCT PACKAGE.

STA:124+45.10
OFF:27.91'L
4' DIAMETER MANHOLE
TYPE CUC 635

523'
CUC 2-4"
DUCT PACKAGE

STA:129+67.03
OFF:28.23'L
4' DIAMETER MANHOLE
TYPE CUC 636

STA:129+52.04
OFF:11.54'R
ABANDON MH 640A

S. 7TH ST.

W. NATIONAL AVE. / STH 59

125+00 126+00 127+00 128+00 129+00 130+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-12 | SHEET 299 | E |
|---|---|---|---|---|---|

FILE NAME : 59-CUC_LABELS-POINTS_5-2.DWG PLOT DATE : 7/30/2026 11:39 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

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

N

W. NATIONAL AVE. / STH 59

S. 6TH ST.

131+00 132+00 133+00 134+00 135+00 136+00

STA:133+67.33
OFF:100.04'L
CAP CUC DUCT AT PAVING LIMITS

37'
CUC 2-4"
DUCT PACKAGE TO PAVING LIMITS

35'
CUC 2-4" DUCT PACKAGE

STA:133+32.44
OFF:62.21'L
STREET LIGHTING PULL BOX
(SEE STREET LIGHTING PLAN)

PROPOSED TRAFFI

STA:133+67.60
OFF:62.38'L
4' DIAMETER TYPE CUC
639

13'
CUC 2-4" DUCT PACKAGE

20'
CUC 2-4" DUCT PACKAGE

STA:133+20.71
OFF:49.54'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNAL PLAN)

STA:133+80.70
OFF:61.83'L
STREET LIGHTING PULL BOX
(SEE STREET LIGHTING PLAN)

364'
CUC 2-4"
DUCT PACKAGE

STA:133+29.23
OFF:31.25'L
4' DIAMETER MANHOLE TYPE CUC 637

STA:133+74.14
OFF:59.94'L
REMOVE MH 643R

C-55"
STA:133+01.92
OFF:29.32'L

C-55"
STA:134+09.90
OFF:30.94'L

405'
CUC 2-4"
DUCT PACKAGE

STA:131+55.82
OFF:9.58'R
ABANDON MH 641A

REMOVE EXISTING CUC DUCT PACKAGE
INSTALL NEW CUC 2-4"
DUCT PACKAGE TO S/L PULL BOX

34'
CUC 2-4" DUCT PACKAGE

STA:133+66.61
OFF:51.40'R
4' DIAMETER TYPE CUC
638

20'
CUC 2-4" DUCT PACKAGE

116'
CUC 2-4"
ES DUCT PACKAGE

STA:133+96.91
OFF:8.59'R
ABANDON MH 644A

STA:133+74.52
OFF:44.15'R
ABANDON MH 642A

STA:133+75.40
OFF:69.94'R
SAW CUT EXISTING CONCRETE CONDUIT
AND CONNECT TO NEW CONDUIT USING APPROPRIATE
4-INCH HDPE TO 4-INCH PVC ADAPTORS AT PAVING LIMITS

EXISTING CUC
6-4" PVC DUCT PACKAGE

LEGEND

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-13 | SHEET 300 | E |
|---|---|---|---|---|---|

2

2

N

S. 5TH ST.

S. 4TH ST.

W. NATIONAL AVE. / STH 59

137+00

138+00

139+00

140+00

141+00

142+00

143

LEGEND

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

EXISTING CUC
6-4" PVC DUCT PACKAGE

33'
CUC 2-4"
DUCT PACKAGE

STA:137+57.23
OFF:43.47'L
TRAFFIC CONTROL CABINET (SEE TRAFFIC SIGNAL PLAN)

STA:137+48.64
OFF:34.01'L
95°, 10' RADIUS HUB

354'
CUC 2-4"
DUCT PACKAGE

STA:140+88.40
OFF:22.27'L
4' DIAMETER MANHOLE
TYPE CUC 641

STA:140+67.12
OFF:24.49'L

STA:141+34.59
OFF:25.04'L

395'
CUC 2-4"
DUCT PACKAGE

STA:137+74.57
OFF:13.20'R
ABANDON MH 646A

STA:137+37.46
OFF:26.08'L
4' DIAMETER DOGHOUSE MANHOLE
TYPE CUC INSTALLED OVER EXISTING CONDUIT
640

STA:140+87.94
OFF:13.56'R
ABANDON MH 647A

EXISTING CUC DUCT TO BE ABANDONED

STA:141+23.31
OFF:13.96'R
ABANDON MH 648A

STA:137+33.93
OFF:6.84'R
EXISTING 5' DIAMETER MANHOLE TYPE CUC 2073A
ADJUST COVER

STA:137+05.71
OFF:10.30'R
ABANDON MH 645A

EXISTING CUC
6-4" PVC DUCT PACKAGE

NOTES:

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-14 | SHEET 301 | E |
|---|---|---|---|---|---|

2

N

LEGEND

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

S. 3RD ST.

S. 2ND ST.

W. NATIONAL AVE. / STH 59

EXISTING CUC DUCT TO BE ABANDONED

STA:144+48.05
OFF:38.23'L
REMOVE MH 649R

STA:144+27.37
OFF:30.23'L

STA:144+81.90
OFF:33.09'L
4' DIAMETER MANHOLE
TYPE CUC 642

STA:145+09.99
OFF:29.00'L

363'
CUC 2-4"
DUCT PACKAGE

STA:147+94.18
OFF:33.29'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNAL PLAN)

EXISTING CUC
6-4" PVC DUCT PACKAGE

STA:148+40.64
OFF:71.93'L
SAW CUT EXISTING CONCRETE CONDUIT
AND CONNECT TO NEW CONDUIT USING APPROPRIATE
4-INCH HDPE TO 4-INCH PVC ADAPTORS AT PAVING LIMITS

39" CUC
6-4" DUCT PACKAGE

STA:148+30.58
OFF:44.45'L
ABANDON MH 653A

STA:148+27.03
OFF:35.35'L
36°, 10' RADIUS HUB

47'
CUC 2-4"
DUCT PACKAGE

STA:148+40.83
OFF:32.64'L
4' DIAMETER
MANHOLE
TYPE CUC 643

STA:144+65.92
OFF:9.77'R
ABANDON MH 650A

STA:144+47.91
OFF:39.60'R
SAWCUT EXISTING CUC E.S. DUCT PACKAGE
INSTALL STREET LIGHTING PULL BOX
(SEE STREET LIGHTING PLAN)

EXISTING CUC
4-4" PVC DUCT PACKAGE

STA:146+75.63
OFF:14.48'R
ABANDON MH 652A

STA:146+71.21
OFF:19.22'L
REMOVE MH 651A

STA:148+73.18
OFF:15.38'R
ABANDON MH 654A

STA:148+31.85
OFF:57.18'R
ABANDON MH 655A

NOTES:

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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-15 | SHEET 302 | E |
|---|---|---|---|---|---|

2

N

W. NATIONAL AVE. / STH 59

S. 1ST ST.

406'
CUC 2-4"
DUCT PACKAGE

STA:152+46.07
OFF:46.68'L
REMOVE MH 657R

STA:152+45.09
OFF:33.45'L
4' DIAMETER MANHOLE
TYPE CUC 644

40'
CUC 2-4"
DUCT PACKAGE

STA:152+72.14
OFF:25.32'L
40°, 10' RADIUS HUB

STA:152+82.45
OFF:29.31'L
TRAFFIC CONTROL CABINET
(SEE TRAFFIC SIGNAL PLAN)

46'
CUC 2-4"
DUCT PACKAGE

EXISTING CUC DUCT TO BE ABANDONED

STA:152+05.57
OFF:12.29'R
ABANDON MH 656A

STA:152+52.32
OFF:55.17'R
REMOVE MH 658R

STA:152+52.23
OFF:58.60'R
4' DIAMETER DOGHOUSE MANHOLE
TYPE CUC 645

STA:152+49.72
OFF:12.69'R
REMOVE MH 2038R
INSTALL 4' DIAMETER MANHOLE
TYPE CUC 2038

43'
CUC 4-4"
DUCT PACKAGE

STA:152+91.93
OFF:12.72'R
SAW CUT EXISTING CONCRETE CONDUIT
AND CONNECT TO NEW CONDUIT USING APPROPRIATE
4-INCH HDPE TO 4-INCH CLAYTILE ADAPTORS AT PAVING LIMITS

46'
CUC 2-4"
DUCT PACKAGE

CONNECT EXISTING CUC 2-4"
CLAY TILE PACKAGE
TO NEW CUC MANHOLE

EXISTING CUC
2 - CLAY TILE
DUCT PACKAGE

NOTES:

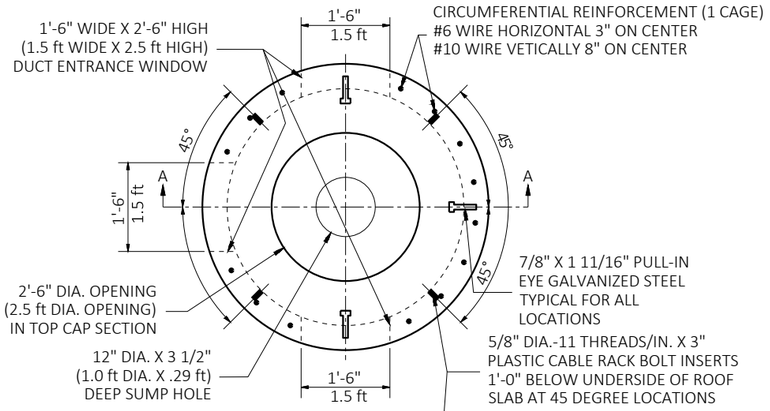
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8. STATIONS, OFFSETS, AND DIMENSIONS ARE TO THE CENTER OF THE MANHOLE OR DUCT PACKAGE.

LEGEND

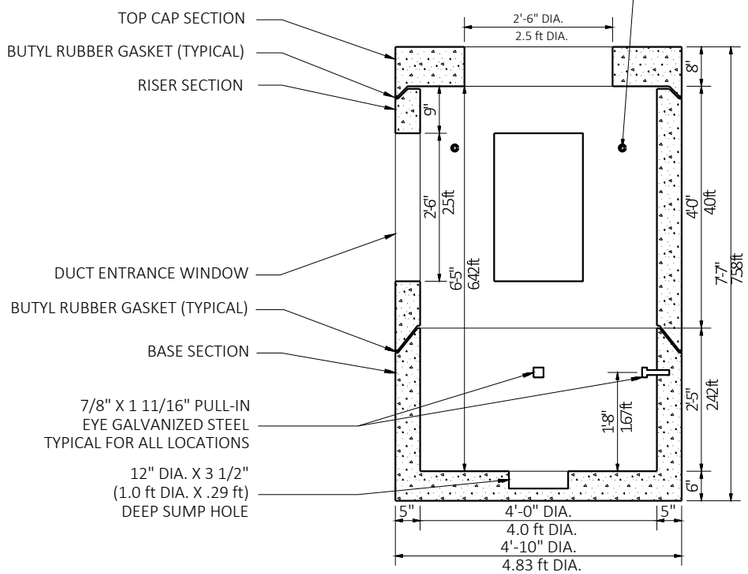
- CUC — PROPOSED SAND ENCASED HDPE CONDUIT, NUMBER OF RUNS AND SIZE AS NOTED
- PROPOSED CUC MANHOLE
- EXISTING CUC MANHOLE TO REMAIN
- CUC — EXISTING CUC CONDUIT TO REMAIN
- EXISTING CUC MANHOLE TO BE ABANDONED OR REMOVED
- CONDUIT TO BE ABANDONED

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) PLAN - C2-16 | SHEET 303 | E |
|---|---|---|---|---|---|

# 4' DIAMETER STANDARD TYPE CUC MANHOLE




TOP VIEW




SECTION VIEW "A-A"

N.T.S.

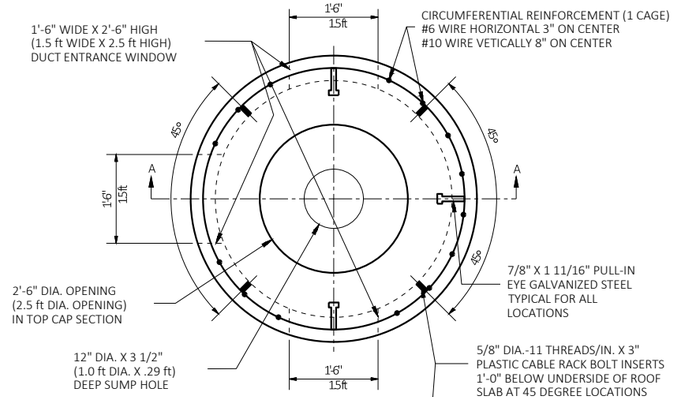
NOTES:
THE JOINTS MAY BE EITHER "BELL UP" OR "SPIGOT UP". THE NUMBER OF PULL-IN IRONS AND CABLE RACK BOLT INSERTS MAY VARY BY ORDER.
REINFORCING IN THE FLOOR & TOP CAP SECTION SHALL CONFORM TO ASTM SPECIFICATION C-478.
SIZE, LOCATION, SHAPE AND NUMBER OF KNOCK-OUT AREA AND THE SIZE, LOCATION, SHAPE AND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

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

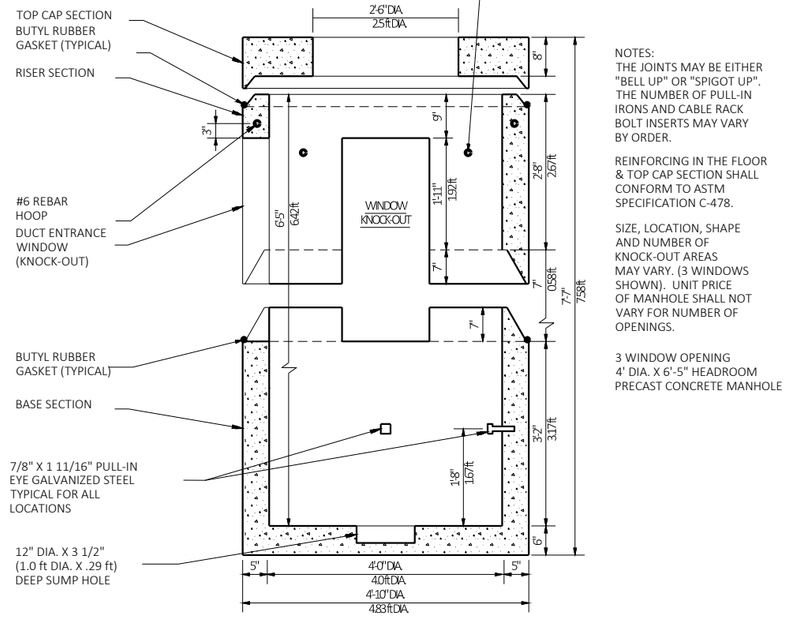
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

CITY UNDERGROUND
MANHOLE DETAILS

# 4' DIAMETER DOGHOUSE TYPE CUC MANHOLE




TOPVIEW




SECTIONVIEW"A-A"

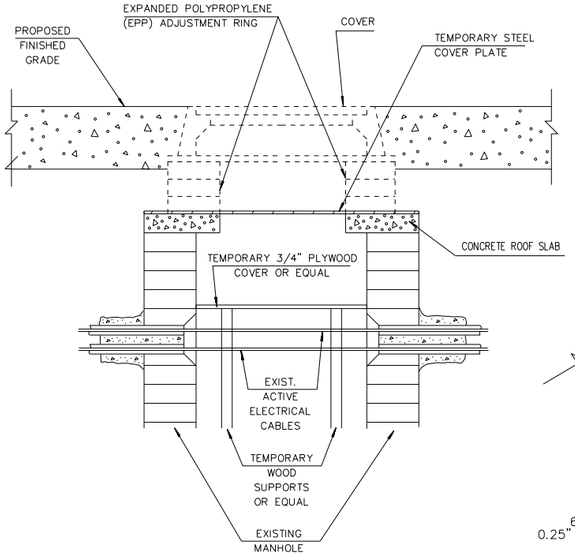
N.T.S.

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

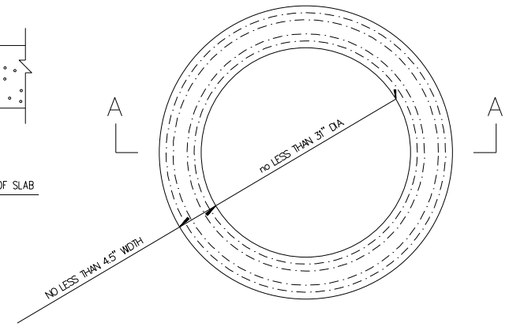
3 WINDOW OPENING
4' DIA. X 6'-5" HEADROOM
PRECAST CONCRETE MANHOLE

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

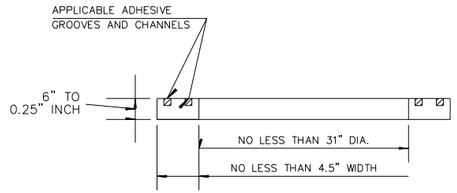
CITY UNDERGROUND
MANHOLE DETAILS



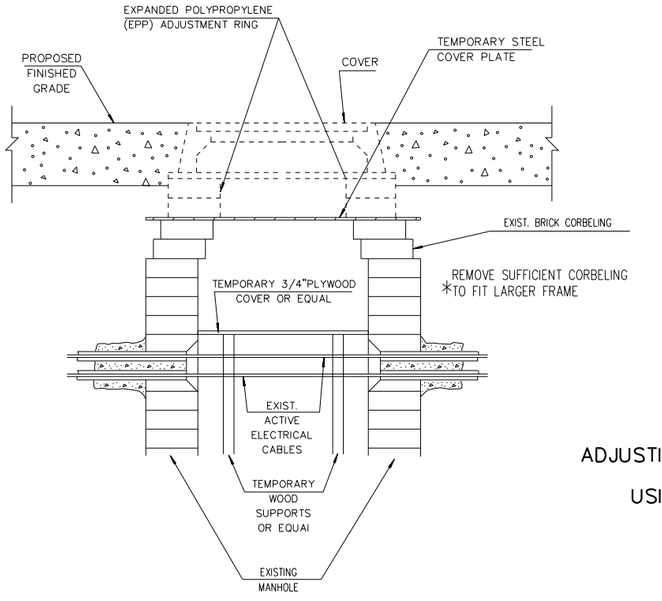

BLOCK OR PRECAST MANHOLE




PLAN




SECTION A–A




BRICK ROUND MANHOLE

THE ADJUSTING RINGS SHALL BE 6" TO 0.25" IN HEIGHT AND SHALL BE IN UNIFORM SIZE.

RINGS SHALL HAVE AN INSIDE DIAMETER OF NO LESS THAN 31" AND A WIDTH NO LESS THAN 4.5"

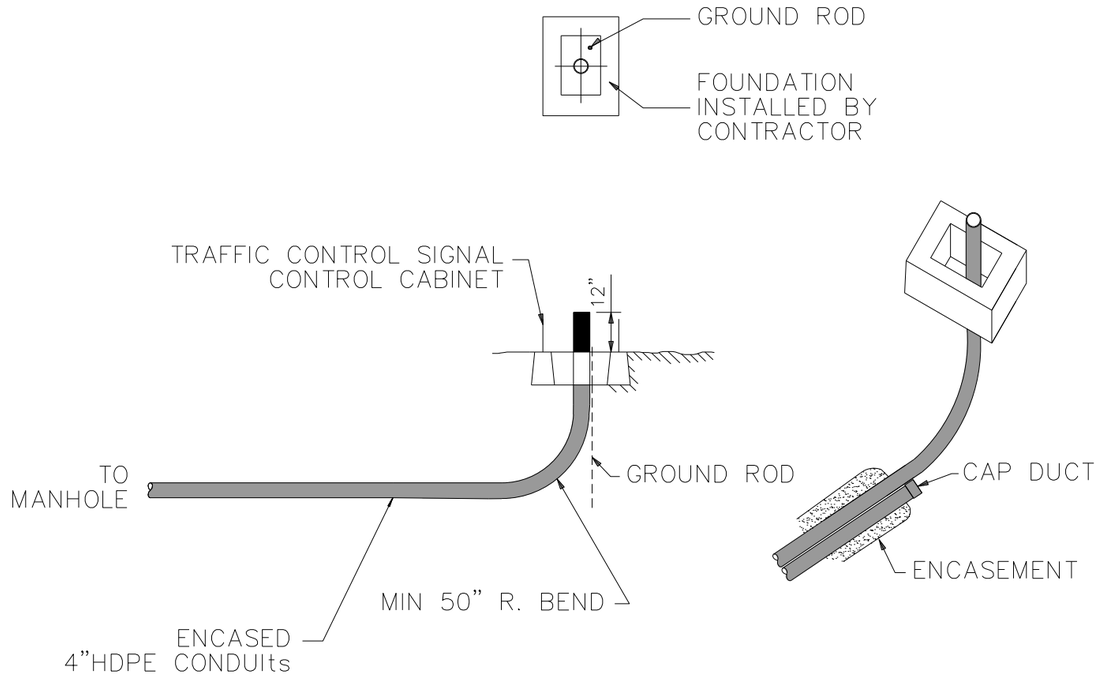
ADHESIVE OR SEALANT TO GROOVES AND CHANNELS MUST BE APPLIED TO PROPER SIDES OF ALL ADJUSTMENT RINGS FOLLOWING MANUFACTURER'S INSTRUCTIONS

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

# ADJUSTING COMMUNICATION UNDERGROUND CONDUIT (CUC) MANHOLES USING EPOXY POLY. (EPP) RINGS

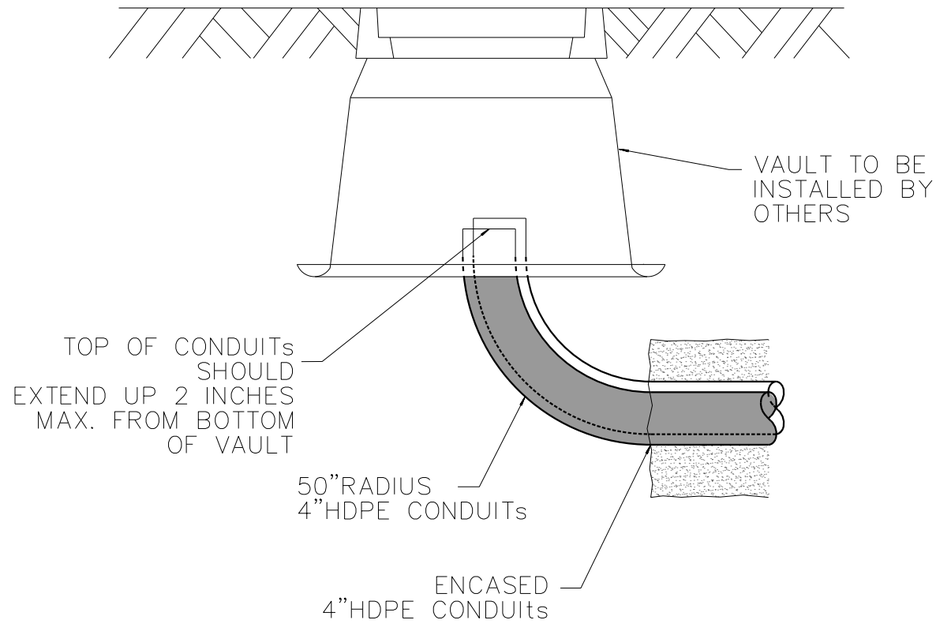
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

CITY UNDERGROUND
manhole DETAILS




## TRAFFIC CONTROL CABINET DETAIL

SCALE: N.T.S.




## TYPICAL CUC CONDUIT - VAULT ENTRY

SCALE: N.T.S.

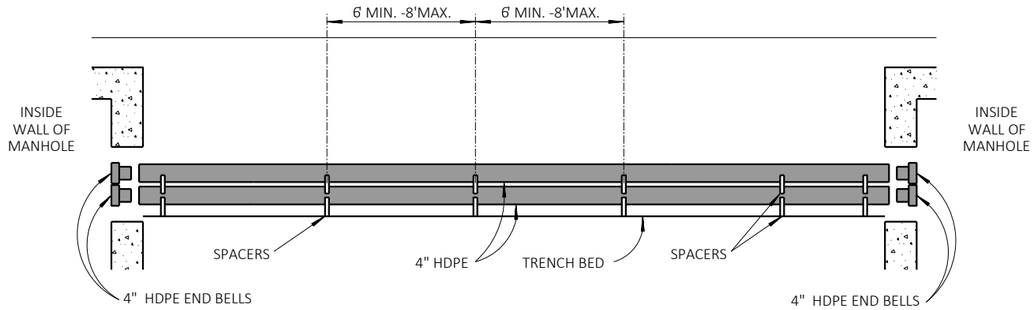
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

CITY UNDERGROUND CONDUIT DETAILS

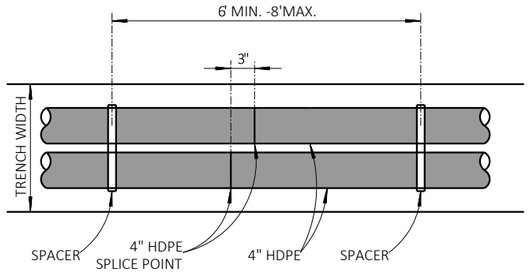
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

CITY UNDERGROUND CONDUIT DETAILS

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) DETAILS - 3 | SHEET 306 | E |
|---|---|---|---|---|---|

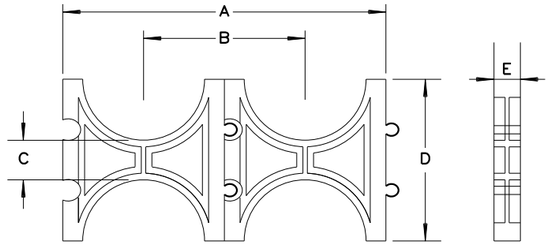



INSTALLATION VIEW



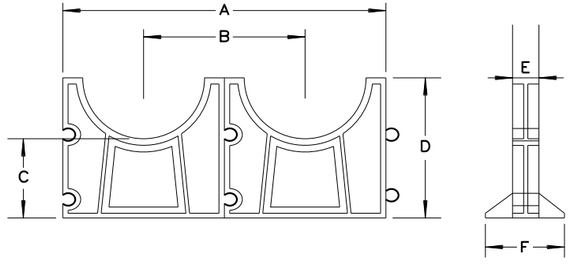

PLAN VIEW

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




INTERMEDIATE SPACER

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




BASE SPACER

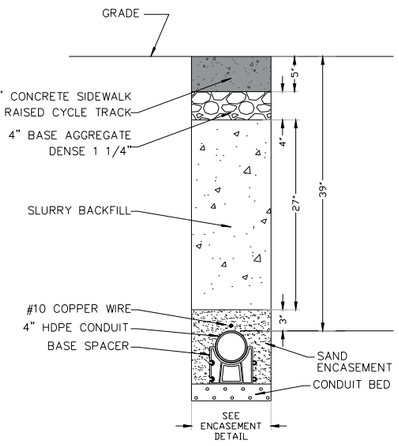
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

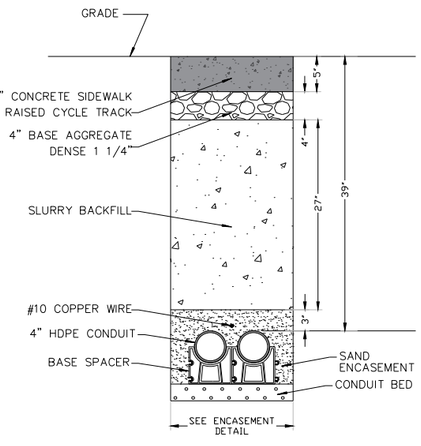
CITY UNDERGROUND CONDUIT DETAILS

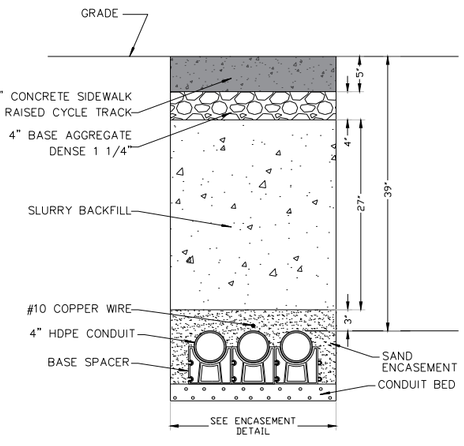
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

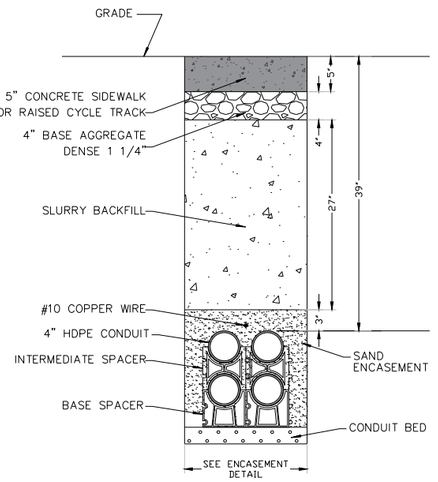
CITY UNDERGROUND CONDUIT DETAILS

2



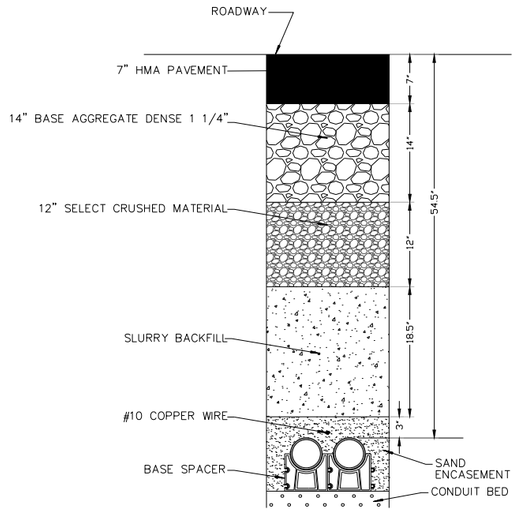

## CONDUIT TRENCH CROSS SECTION

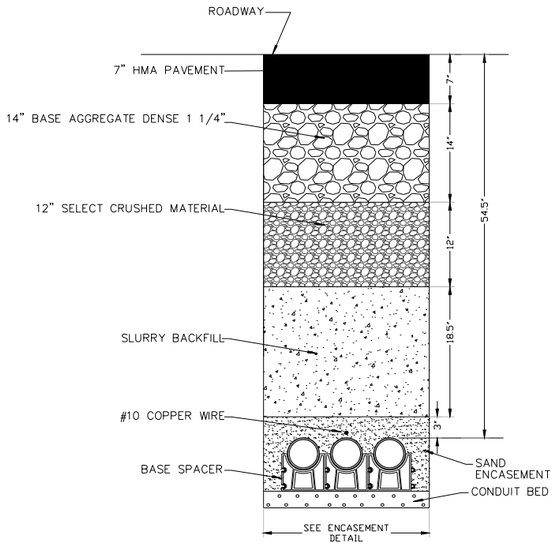
## SIDEWALK OR RAISED CYCLE TRACK

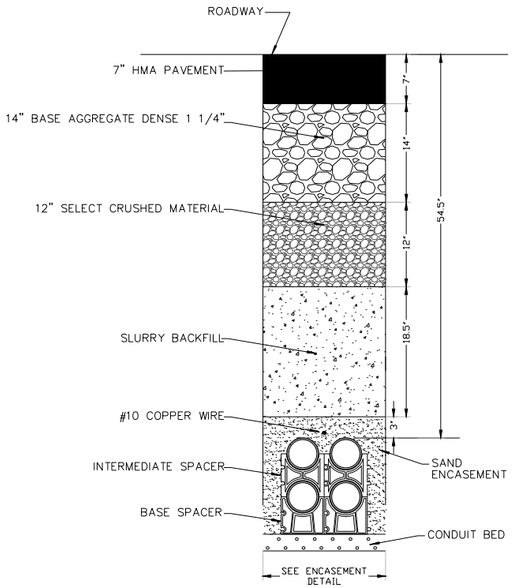
TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION
DEPARTMENT OF PUBLIC WORKS
MILWAUKEE, WISCONSIN

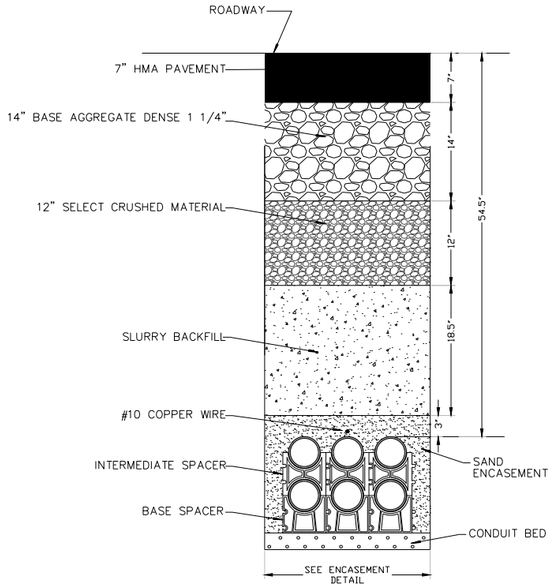
CITY UNDERGROUND
CONDUIT DETAILS

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) DETAILS - 5 | SHEET 308 | E |
|---|---|---|---|---|---|




# CONDUIT TRENCH CROSS SECTION

## ROADWAY

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

CITY UNDERGROUND CONDUIT DETAILS

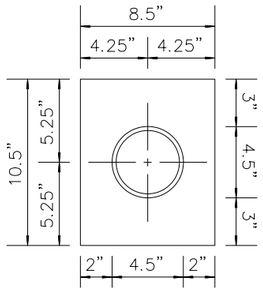
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) DETAILS - 6 | SHEET 309 | E |
|---|---|---|---|---|---|

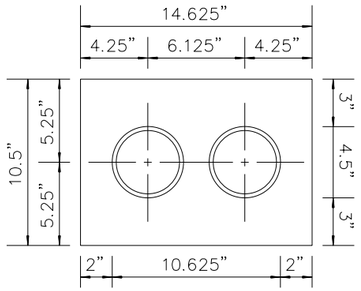
FILE NAME : CUC-SDDS-REVISED.DWG PLOT DATE : 7/23/2026 4:07 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = .0833'

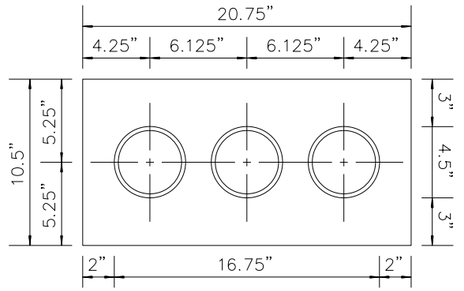
WISDOT/CADDS SHEET 42

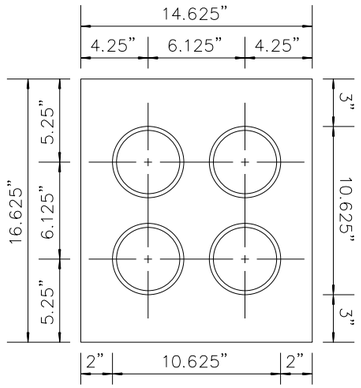
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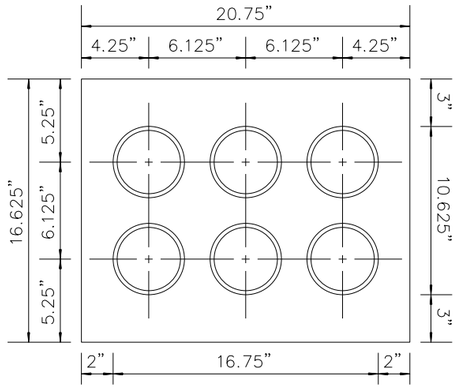
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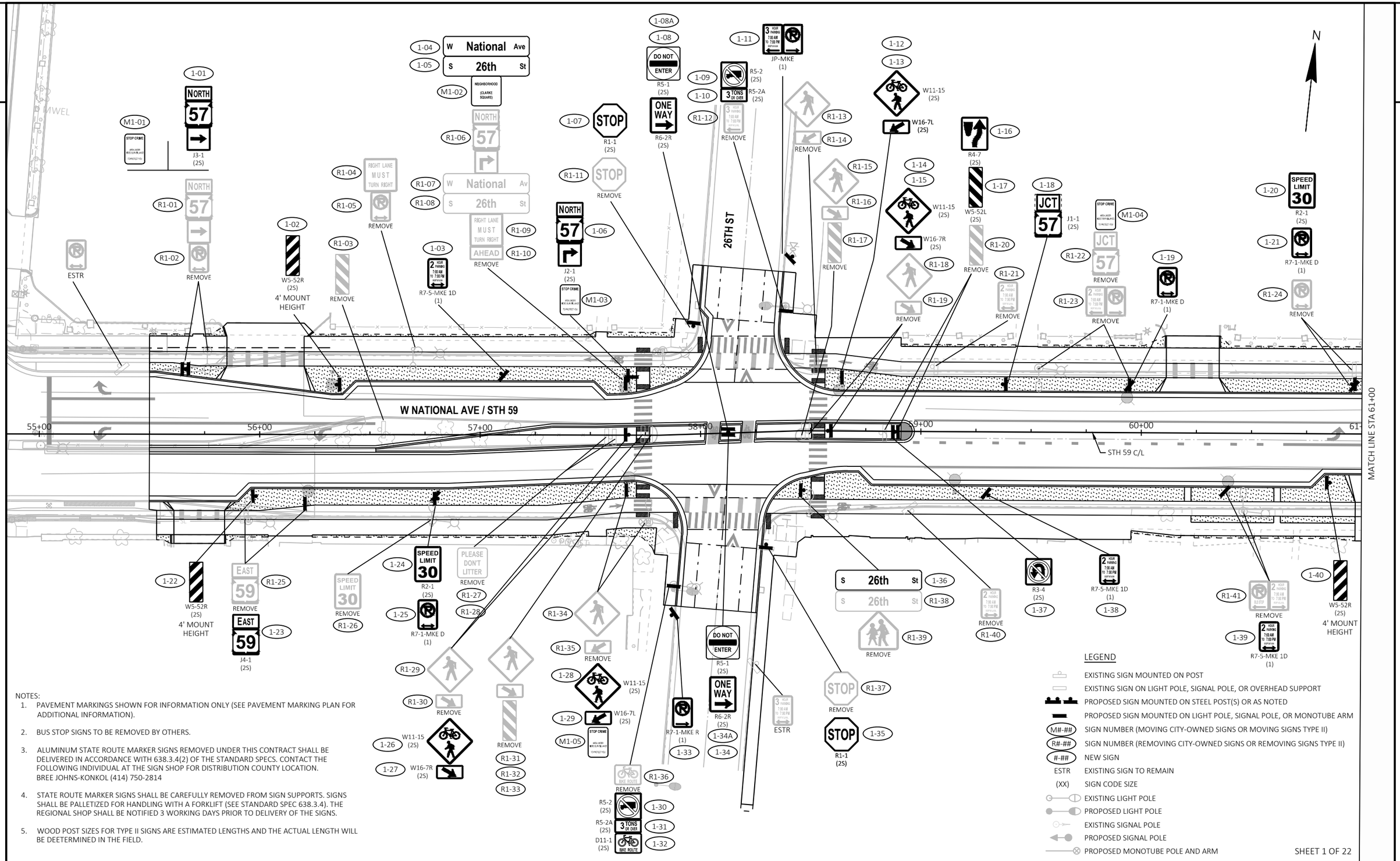

## CONDUIT ENCASEMENT CROSS SECTION VIEW

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

CITY UNDERGROUND
CONDUIT DETAILS

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CITY UNDERGROUND CONDUIT (CUC) DETAILS - 7 | SHEET 310 | E |
|---|---|---|---|---|---|

FILE NAME : CUC-SDDS-REVISED.DWG PLOT DATE : 7/23/2026 4:07 PM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = .0833'




NOTES:

1. PAVEMENT MARKINGS SHOWN FOR INFORMATION ONLY (SEE PAVEMENT MARKING PLAN FOR ADDITIONAL INFORMATION).
2. BUS STOP SIGNS TO BE REMOVED BY OTHERS.
3. ALUMINUM STATE ROUTE MARKER SIGNS REMOVED UNDER THIS CONTRACT SHALL BE DELIVERED IN ACCORDANCE WITH 638.3.4(2) OF THE STANDARD SPECS. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION. BREE JOHNS-KONKOL (414) 750-2814
4. STATE ROUTE MARKER SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SHOP SHALL BE NOTIFIED 3 WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.
5. WOOD POST SIZES FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DEETERMINED IN THE FIELD.

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

SHEET 1 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 311 | E |
|---|---|---|---|---|---|

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 61+00

MATCH LINE STA 67+00

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

W NATIONAL AVE / STH 59

STH 59 C/L

25TH ST

24TH ST

2-01 W National Ave
2-02 S 25th St
R2-05 W National Av
R2-06 S 25th St
R2-07 SPEED LIMIT 30 REMOVE
R2-08 REMOVE
R2-01
R2-02
R2-03
R2-04
REMOVE
POST
2-03 STOP R1-1 (2S)
R2-09 STOP REMOVE
SPEED LIMIT 25 ESTR
ESTR
2-04
2-05
R5-2 (2S)
3 TONS OR OVER R5-2A (2S)
R2-10
R2-11
REMOVE
2-06 SPEED LIMIT 30 R2-1 (2S)
2-07A END SCHOOL ZONE S5-2 (2S)
M2-04 STOP CRIME
2-07 R7-1-MKE D (1)
R2-12 REMOVE
2-08 R7-1-MKE D (1)
R2-13 3 HOUR PARKING 7:00 AM TO 7:00 PM REMOVE
S1-1 (2S)
S16-7R (2S)
INCIDENTAL TO RRFB
2-09 W National Ave
2-10 S 24th St
R2-14 W National Av
R2-15 S 24th St
REMOVE
2-11 STOP R1-1 (2S)
R2-16 STOP REMOVE
2-12 R7-1-MKE R (1)
2-13
2-14
R5-2 (2S)
3 TONS OR OVER R5-2A (2S)
S1-1 (2S)
S16-7L (2S)
INCIDENTAL TO RRFB
2-17 R7-1-MKE D (1)

R2-01
R2-02
R2-03
R2-04
REMOVE
R5-2 (2S)
3 TONS OR OVER R5-2A (2S)
2-18
2-19
R2-17 STOP REMOVE
2-20 STOP R1-1 (2S)
S 25th St 2-21
2-23 S1-1 (2S)
AHEAD 2-24 S16-9P (2S)
FINES HIGHER 2-24A R2-6P (2S)
STOP CRIME M2-01
S 25th St R2-18
R2-19
R2-20
R2-21
R2-22
REMOVE
REMOVE R2-23
JP-MKE (1) 2-22
SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT S4-51 (2S)
R7-5-MKE 1D (1) 2-25 2-26
NEIGHBORHOOD (CLARKE SQUARE) M2-02
REMOVE R2-24
W5-52R (2S) 2-27 4' MOUNT HEIGHT
S1-1 (2S)
S16-7L (2S)
INCIDENTAL TO RRFB
R5-2 (2S)
3 TONS OR OVER R5-2A (2S)
2-30
2-31
R7-1-MKE R (1) 2-32
AHEAD SPEED LIMIT 25 ESTR
R2-25 STOP REMOVE
2-33 STOP R1-1 (2S)
S 24th St 2-34
S 24th St R2-26
STOP CRIME M2-03
S1-1 (2S)
S16-7R (2S)
INCIDENTAL TO RRFB
R7-1-MKE D (1) 2-35

SHEET 2 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 312 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/22/2026 11:54 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 67+00

MATCH LINE STA 73+00

68+00 69+00 70+00 71+00 72+00

23RD ST

22ND ST

W NATIONAL AVE / STH 59

STH 59 C/L

3-01 R7-1-MKE D (1)

3-02 3-03 W National Ave / S 23rd St

3-04 R1-1 (2S)

3-05 R7-1-MKE R (1)

3-06 3-07 R5-2 (2S)

3-08 3-09 W16-7R (2S)

3-10 3-11 W11-2 (2S)

3-12 R3-4 (2S)

3-13 3-14 R4-7 (2S)

3-15 R9-6 (1) 5' MOUNT HEIGHT

3-16 S4-51 (2S)

3-18 JP-MKE (1)

3-19 R7-5-MKE 1D (1)

3-20 W National Ave

3-21 S 22nd St

3-22 R1-1 (2S)

R3-01 REMOVE

M3-01 STOP CRIME

R3-02 REMOVE

R3-03 REMOVE

R3-04 R3-05 REMOVE

M3-02 STOP CRIME

R3-06 SPEED LIMIT 30

R3-07 END SCHOOL ZONE REMOVE

R3-08 REMOVE

R3-09 W NATIONAL AV / R3-10 S 22nd ST REMOVE

R3-11 REMOVE

3-23 JP-MKE (1)

3-24 R3-12 REMOVE JP-MKE (1)

3-25 R9-6 (1) 5' MOUNT HEIGHT

3-26 3-27 W11-2 (2S) W16-7L (2S)

3-28 3-29 R5-2 (2S) R5-2A (2S)

3-26A 3-27A W11-2 (2S) W16-7R (2S)

ESTR AHEAD SPEED LIMIT 25

R3-13 STOP REMOVE

3-30 R1-1 (2S)

R3-14 S 23rd ST REMOVE

3-31 S 23rd St

M3-03 PRIVATE SIGN (CHURCH)

R3-15 SPEED LIMIT 30 REMOVE

3-32 3-33 R4-7 (2S) W5-52L (2S) 4' MOUNT HEIGHT

3-34 R3-18 (2S)

3-35 3-36 W11-2 (2S) W16-7R (2S)

R3-16 REMOVE R7-1-MKE D (1)

3-38

3-39 SCHOOL SPEED LIMIT 20 S4-51 (2S)

R3-17 REMOVE

3-41 R7-1-MKE D (1)

M3-04 STOP CRIME

3-42 3-43 R5-2 (2S) R5-2A (2S)

3-44 R7-1-MKE R (1)

SHEET 3 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 313 | E |
|---|---|---|---|---|---|

2

MATCH LINE STA 73+00

MATCH LINE STA 79+00

N

22ND ST

21ST ST

W NATIONAL AVE / STH 59

STH 59 C/L

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

4-01 R7-1-MKE R (1)
4-02 4-03 R5-2 (2S) / R5-2A (2S) 3 TONS OR OVER
4-04 W5-52R (2S) 4' MOUNT HEIGHT
ESTR
4-05 R7-5-MKE 1D (1) R4-01 REMOVE
4-06 R3-4 (2S)
4-07 JP-MKE (1) REMOVE R4-02
4-09 R3-3 (2S) NO TURNS
4-10 JP-MKE (1) REMOVE R4-03
4-11 W5-52R (2S) 4' MOUNT HEIGHT
4-12 W National Ave / 4-13 S 21st St / R4-04 S 21ST ST REMOVE
4-14 R5-1 (2S) DO NOT ENTER
4-15 R10-11B (2S) NO TURN ON RED
4-16 R7-1-MKE L (1)
4-17 4-18 R4-7 (2S) W5-52L (2S) 4' MOUNT HEIGHT
ESTR
4-26 R7-1-MKE R (1)
4-20 4-21 R6-1R / R6-1L (2S) ONE WAY
4-27 R9-5 (1) 5' MOUNT HEIGHT
4-28A 4-29A 4-28 4-29 S1-1 (2S) / S16-7R / S16-7L (2S)
4-31 R9-6 (1) 5' MOUNT HEIGHT
4-32 4-33 4-34 4-35 R4-7 (2S) W5-52L (2S) 4' MOUNT HEIGHT
4-36A 4-36 S4-51 (2S) SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT
JP-MKE (1)
M4-01 STOP CRANE
4-37 JP-MKE (1)
R4-05 R4-06 SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT REMOVE

4-22 4-23 4-24 4-25 R5-1 (2S) DO NOT ENTER / R3-7bP (2S) EXCEPT BICYCLES

4-39 S 22nd St / S 22ND ST REMOVE R4-08
R4-09 REMOVE
R7-5-MKE 1D (1) 4-41
R4-10 SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT
R4-11 FINES HIGHER REMOVE
W5-52R (2S) 4-42 4' MOUNT HEIGHT
R4-07 (2S) W5-52L (2S) 4' MOUNT HEIGHT 4-43 4-44 4-45 4-46
R4-12 REMOVE
R7-1-MKE D (1)
R9-6 (1) 4-47 4-48 5' MOUNT HEIGHT
S1-1 (2S) S16-7L (2S) 4-49 4-50 4-51
S1-1 (2S) S16-7R (2S) 4-49A 4-50A
R9-5 (1) 4-52 5' MOUNT HEIGHT
R3-3 (2S) NO TURNS
R4-13 R4-14 3 TONS OR OVER REMOVE
R4-15 R4-16 AHEAD REMOVE R7-1-MKE R (1) 4-55
4-56 4-57 R4-7 (2S) W5-52L (2S) 4' MOUNT HEIGHT
R10-11B (2S) NO TURN ON RED 4-61
R6-1L / R6-1R (2S) ONE WAY 4-59 4-60
R7-1-MKE L (1) 4-58
R4-17 S 21ST ST REMOVE / S 21st St 4-63
R4-7 (2S) W5-52R (2S) 4-64 4' MOUNT HEIGHT
R4-18 2 HOUR PARKING 7:00 AM TO 7:00 PM REMOVE
R5-1 (2S) DO NOT ENTER 4-62
R3-3 (2S) NO TURNS 4-66
R7-1-MKE D (1) 4-67
R3-4 (2S) 4-68
S4-51 (2S) SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT 4-69

R4-07 STOP REMOVE / R1-1 (2S) STOP 4-38

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

SHEET 4 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 314 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/22/2026 11:54 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE STA 79+00

MATCH LINE STA 85+00

5-02 JP-MKE (1) — REMOVE R5-01

5-03 W National Ave / 5-04 S 20th St / R5-03 S 20th ST — REMOVE

R5-02 — REMOVE

5-05 STOP R1-1 (2S) / R5-04 STOP — REMOVE

5-06 R7-1-MKE R (1)

20TH ST

5-08 W5-52R (2S) 4' MOUNT HEIGHT

R5-05 — REMOVE

M5-01 STOP CRIME / 5-11 — JP-MKE (1)

5-12 / 5-13 R7-1-MKE D (1) / R9-6 (1) 5' MOUNT HEIGHT

R5-06 — REMOVE

5-15 W National Ave / 5-16 S 19th St / R5-07 S 19TH ST — REMOVE

5-17 W5-52R (2S) 4' MOUNT HEIGHT

5-18 R9-5 (1) 5' MOUNT HEIGHT

5-19 RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S)

5-20 JP-MKE (1)

R5-08 W NATIONAL AV — REMOVE

R5-09 — REMOVE

80+00 | 81+00 | 82+00 | 83+00 | 84+00

STH 59 C/L

W NATIONAL AVE / STH 59

5-21 / M5-02 R7-1-MKE D (1) — R5-10 REMOVE

R5-11 / R5-12 — REMOVE

5-22 R5-2 (2S)

5-23 3 TONS OR OVER R5-2A (2S)

R5-13 SPEED LIMIT 25 — REMOVE

R5-14 — REMOVE

5-24 R7-1-MKE R (1)

R5-15 STOP — REMOVE

5-25 STOP R1-1 (2S)

R5-16 W National Av / R5-17 S 20th St — REMOVE

S 20th St 5-26

R7-1-MKE D (1) 5-27

R5-18 — REMOVE

R5-19 SPEED LIMIT 30 / R5-20 END SCHOOL ZONE — REMOVE

R5-21 — REMOVE

5-30 R7-1-MKE D (1)

5-31 R9-6 (1) 5' MOUNT HEIGHT

5-31A RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S) 8' MOUNT HEIGHT

5-32 R9-5 (1) 5' MOUNT HEIGHT

R5-2 (2S) / R5-2A (2S) 3 TONS OR OVER

5-33 / 5-34

19TH ST

R5-22 — REMOVE

5-35 S 19th St / S 19TH ST — REMOVE

5-36 R7-1-MKE D (1)

R5-24 — REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

SHEET 5 OF 22

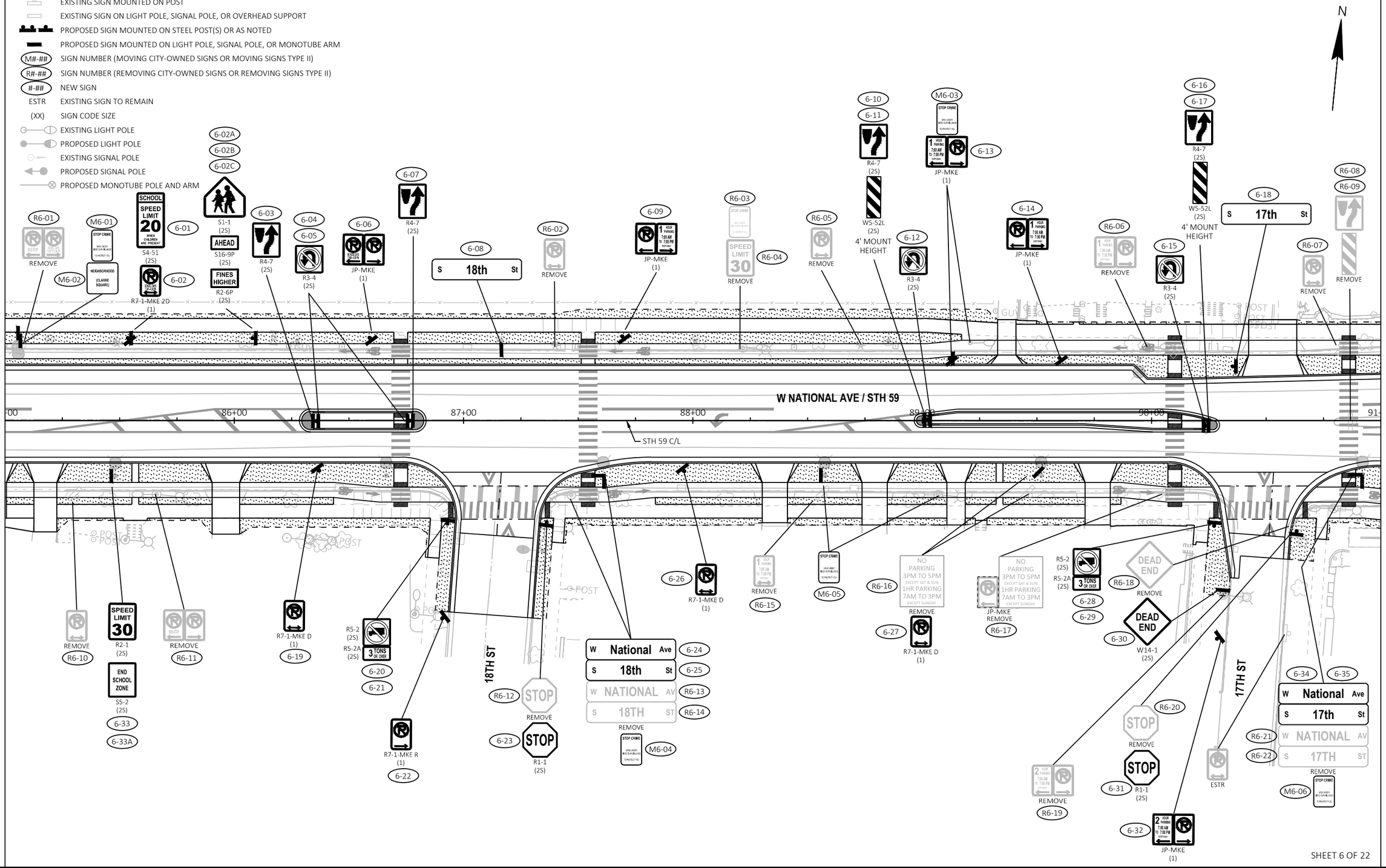
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 315 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2026 11:54 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM




SHEET 6 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 316 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 06

PLOT DATE : 7/22/2026 11:55 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 91+00

MATCH LINE STA 97+00

16TH ST

W NATIONAL AVE / STH 59

STH 59 C/L

SEE SIDEROAD SIGNING SHEETS FOR ADDITIONAL SIGNS ON 16TH ST

92+00 93+00 94+00 95+00 96+00

7-01 R7-01-MKE D (1)
R7-01 REMOVE
7-02 7-03 J4-1 (2S) WEST 59
R7-02 REMOVE WEST 59
R2-1 (2S) SPEED LIMIT 30
M7-01 7-04 JP-MKE (1)
R7-03 REMOVE
7-05 W5-52R (2S) 4' MOUNT HEIGHT
R7-04 REMOVE
R7-05 REMOVE TO
M7-02 7-06 R7-1-MKE D (1)
7-07 W5-52L (2S) 4' MOUNT HEIGHT
7-08 R9-6 (1) 5' MOUNT HEIGHT
7-09 W5-52L (2S) 4' MOUNT HEIGHT
7-09A R7-1-MKE D (1)
7-10 JP-MKE (1)
R7-06 REMOVE
7-11 JP-MKE (1)

R4-7 (2S) W5-52L (2S) 7-12 7-13 4' MOUNT HEIGHT
R3-4 (2S) 7-14 7-15 SPEED LIMIT 30 R2-1 (2S) 7-16 JP-MKE (1)
R7-07 R7-08 REMOVE
REMOVE R7-09
M7-03 NEIGHBORHOOD (CLARKE SQUARE) REMOVE
R7-1-MKE D (1) R9-6 (1) 7-17 7-18 5' MOUNT HEIGHT
REMOVE R7-10
REMOVE R7-11
W5-52R (2S) 7-19 4' MOUNT HEIGHT
EAST 59 J4-1 (2S) R7-1-MKE D (1) 7-20 7-21
REMOVE R7-12
SPEED LIMIT 30 R2-1 (2S) 7-22

SHEET 7 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 317 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 07

PLOT DATE : 7/22/2026 11:55 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 97+00

MATCH LINE STA 103+00

98+00 99+00 100+00 101+00 102+00

W NATIONAL AVE / STH 59

STH 59 C/L

15TH ST

8-01 JP-MKE (1) R8-01 REMOVE

8-03 JP-MKE (1)

8-04 JP-MKE (1) R8-02 REMOVE

8-05 8-06 SPEED LIMIT 30 R2-1 (2S) JP-MKE (1)

R8-03 REMOVE

R8-04 R8-05 S 15th ST SIDEWALK CLOSED REMOVE

8-07 R3-4 (2S)

8-08 8-09 R4-7 (2S) W5-52L (2S) 4' MOUNT HEIGHT

8-10 8-11 S 15th St R7-1-MKE D (1)

R8-06 REMOVE

8-12 R7-1-MKE D (1) R8-07 REMOVE

R8-08 SPEED LIMIT 30 REMOVE

R8-09 REMOVE

R8-10 REMOVE 8-13 R7-1-MKE D (1)

R8-11

R8-12 REMOVE 8-14 R7-1-MKE D (1)

8-15 8-16 R5-2 (2S) R5-2A (2S) 3 TONS OR OVER 8' MOUNT HEIGHT

R8-13 STOP REMOVE

8-17 STOP R1-1 (2S) 8' MOUNT HEIGHT

8-18 R7-1-MKE L (1)

W National Ave S 15th St W NATIONAL AV S 15TH ST REMOVE 8-19 8-20 R8-15 R8-16

R8-14

R8-17 REMOVE 8-21 R7-1-MKE D (1)

R8-18 REMOVE

R8-19 REMOVE 8-22 R7-1-MKE D (1)

SHEET 8 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 318 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/22/2026 11:55 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 103+00

MATCH LINE STA 109+00

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

STH 59 C/L

W NATIONAL AVE / STH 59

14TH ST

R9-01 R9-02 REMOVE

R9-03 R9-04 REMOVE

9-01 S 14th St / W National AV / S 14th St REMOVE

R9-05 R9-06

9-02 R7-1-MKE D (1)

9-03 9-04 W11-2 (2S) W16-7L (2S)

R9-07 R9-08 REMOVE

9-05 W5-52R (2S) 4' MOUNT HEIGHT

R9-09 REMOVE

9-06 9-07 R7-1-MKE D (1) R9-6 (1) 5' MOUNT HEIGHT

R9-10 REMOVE

R9-11 REMOVE

9-08 1 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY JP-MKE (1)

9-09 1 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY JP-MKE (1)

9-10 2 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY JP-MKE (1)

9-11 2 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY JP-MKE (1)

9-12 2 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY JP-MKE (1)

R9-12 R9-13 END SCHOOL ZONE / SPEED LIMIT 30 REMOVE

9-13 2 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY JP-MKE (1)

9-14 9-15 SPEED LIMIT 30 R2-1 (2S) / END SCHOOL ZONE S5-2 (2S)

9-16 R9-16 R9-17 REMOVE

9-17A 9-18A W11-2 (2S) W16-7R (2S)

9-03A 9-04A

R9-14 R9-15 REMOVE

9-17 9-18 W11-2 (2S) W16-7L (2S)

R9-18 R9-19 AHEAD ESTR

9-19 9-20 R5-2 (2S) R5-2A (2S) 3 TONS OR OVER

9-21 R7-1-MKE R (1)

R9-20 14th ST REMOVE

9-22 9-23 W National Ave / S 14th St

R9-21 STOP REMOVE

9-24 STOP R1-1 (2S)

R9-22 R9-23 REMOVE

R9-24 R9-25 REMOVE

R9-26 REMOVE

9-25 W5-52R (2S) 4' MOUNT HEIGHT

R9-27 R9-28 REMOVE

9-26 SPEED LIMIT 30 R2-1 (2S)

9-27 1 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY R7-5-MKE 1D (1)

9-31 9-32 9-33 S1-1 (2S) AHEAD S16-9P (2S) FINES HIGHER R2-6P (2S)

R9-29 R9-30 R9-31 AHEAD REMOVE

9-29 2 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY / 1 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY JP-MKE (1)

9-30 SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT S4-51 (2S)

R9-32 REMOVE

9-34 2 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY R7-5-MKE 1D (1)

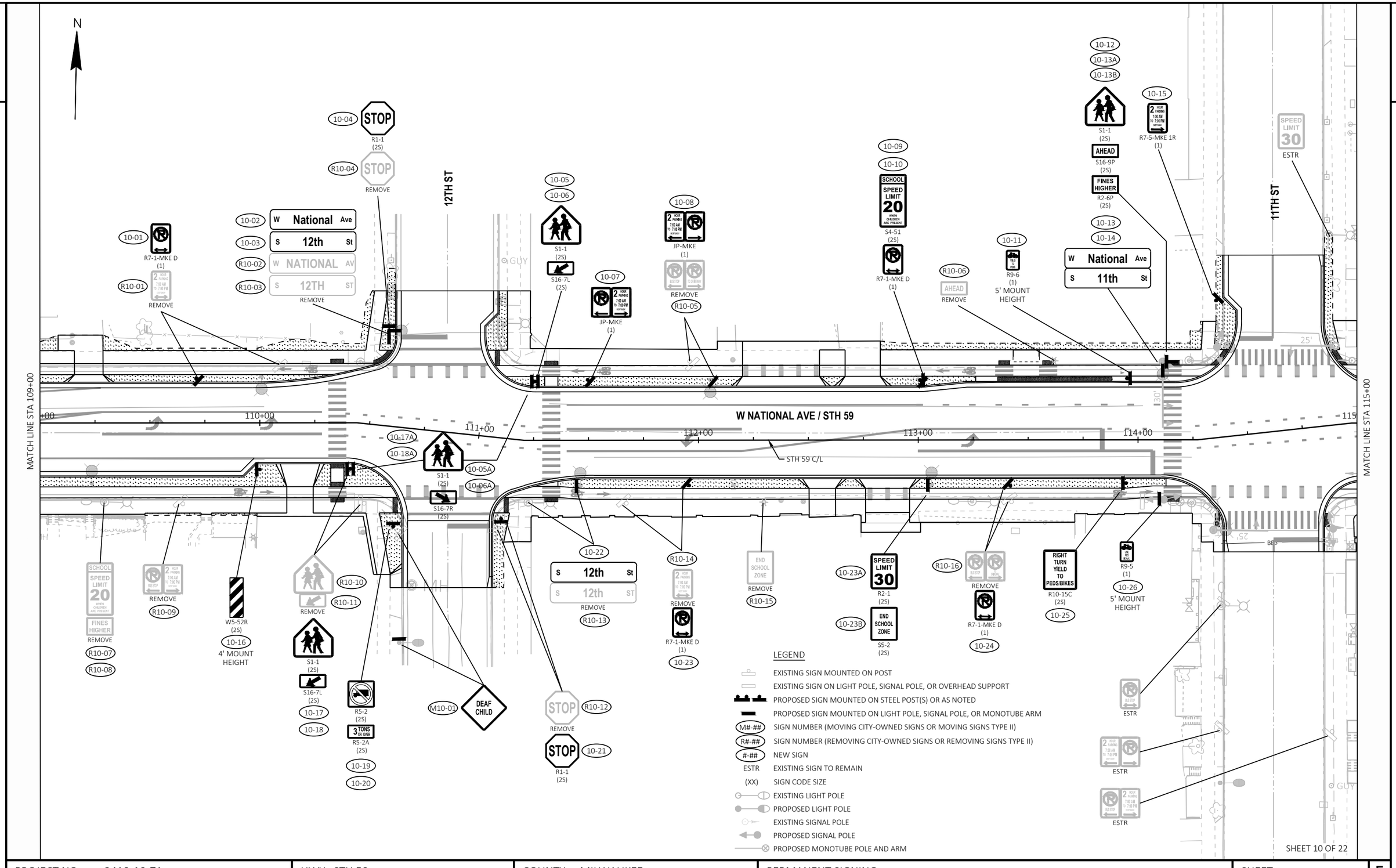
SHEET 9 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 319 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2026 11:55 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

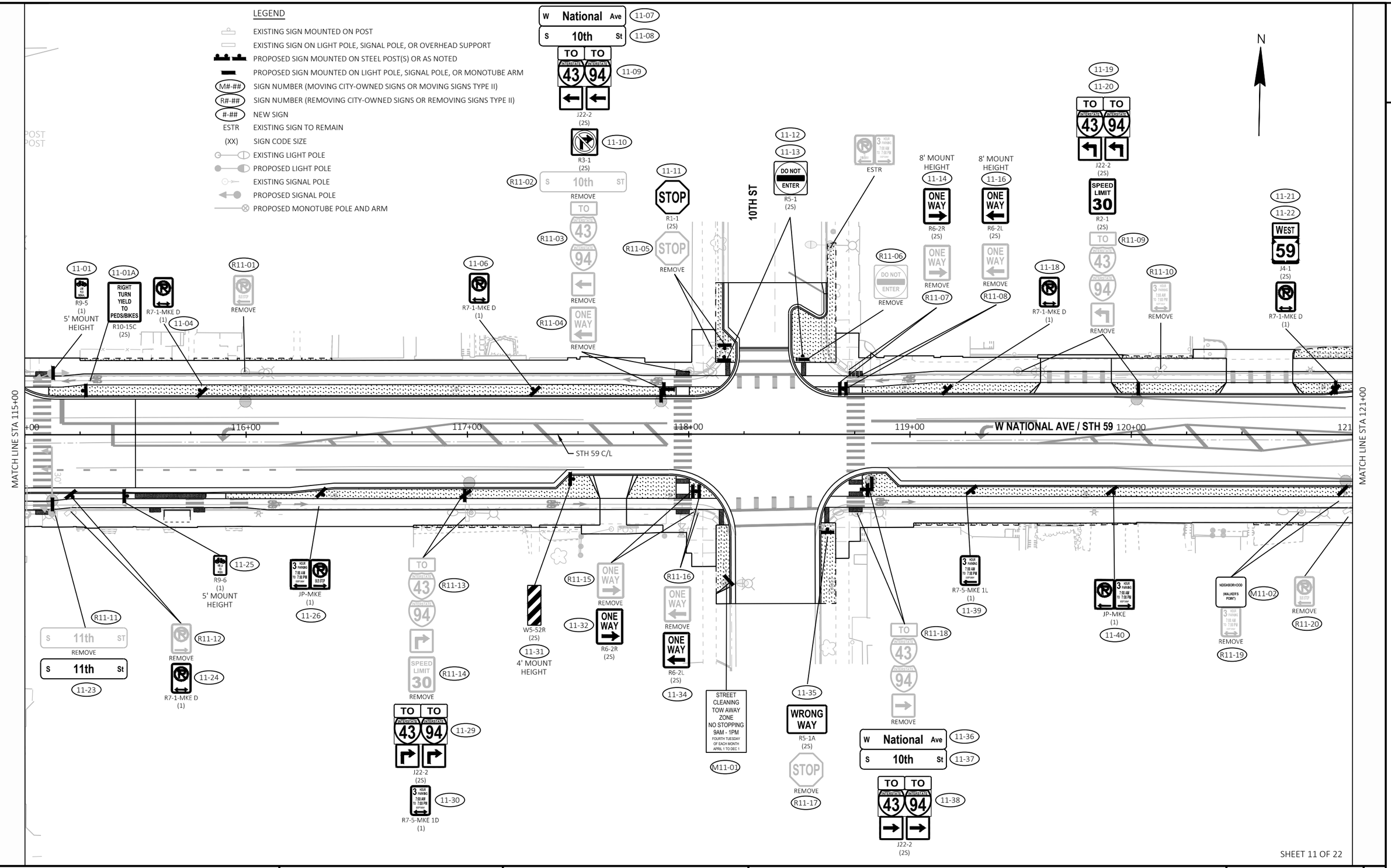



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 320 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 10
PLOT DATE : 7/22/2026 11:55 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM




SHEET 11 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 321 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/22/2026 11:55 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

12-03 W National Ave
12-04 S 9th St
R12-02 S 9th ST — REMOVE

R12-03 LEFT TURN YIELD TO PEDESTRIANS — REMOVE

SPEED LIMIT 30 — ESTR

12-05 ONE WAY R6-2L (2S)

R12-04 ONE WAY — REMOVE

R12-05 W National AV — REMOVE

9TH ST

5' MOUNT HEIGHT
12-09 R9-5 (1)
ONE WAY — REMOVE
R12-06
R12-07

12-10A RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S)

12-10 R7-1-MKE L (1)

R12-08 — REMOVE

12-11 R7-1-MKE R (1)

12-12 STOP R1-1 (2S)

R12-09 STOP — REMOVE

Walker's Point Park & Ride Lot
AND PARKING FOR
MILWAUKEE ENTERPRISE CENTER SOUTH
&
ESPERANZA UNIDA INTERNATIONAL BUILDING
ESTR

12-13 R7-1-MKE L (1)

R12-10 — REMOVE

12-01 R7-1-MKE D (1)

12-02 R9-6 (1) 5' MOUNT HEIGHT

R12-01 — REMOVE

12-06 ONE WAY R6-2R (2S)

12-08 ONE WAY R6-2L (2S)

MATCH LINE STA 121+00

121+00 122+00 123+00 124+00 125+00 126+00 127

W NATIONAL AVE / STH 59

STH 59 C/L

12-20 DO NOT ENTER R5-1 (2S)

12-14 R7-1-MKE D (1)

R12-11
R12-12
ONE WAY — REMOVE
R9-5 (1)
12-15 5' MOUNT HEIGHT

12-16 ONE WAY R6-2L (2S)

12-18 ONE WAY R6-2R (2S)

W National AV — REMOVE
59 — REMOVE
R12-13
R12-14

PARK & RIDE — REMOVE R12-15

PARK & RIDE D4-2R (2S) 12-22

2 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY — ESTR

R12-16 DO NOT ENTER — REMOVE
DO NOT ENTER R5-1 (2S) 12-23

W National Ave 12-24
S 9th St 12-25
S 9th ST R12-17 — REMOVE

R12-18 — REMOVE
R12-19 — REMOVE

ONE WAY R6-2L (2S) 12-26

R3-1 (2S) 12-27

12-28 R9-6 (1) 5' MOUNT HEIGHT

R12-20 — REMOVE

12-29 EAST 59 J4-1 (2S)

12-30 3 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY BUS STOP — JP-MKE (1)

12-31 3 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY R7-5-MKE 1D (1)

R12-21 — REMOVE

SPEED LIMIT 30 R2-1 (2S)

3 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY — JP-MKE (1)

12-32
12-33

3 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY — JP-MKE (1) 12-34

3 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY 12-35

12-21 WEST 59 EAST 59 J3-2 (2S)

NO ENGINE BRAKING EXCEPT IN EMERGENCY — ESTR

2 HOUR PARKING 7:00 AM TO 7:00 PM EXCEPT SUNDAY — ESTR

MATCH LINE STA 127+00

SHEET 12 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 322 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/22/2026 11:55 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 127+00

MATCH LINE STA 133+00

128+00 129+00 130+00 131+00 132+00

W NATIONAL AVE / STH 59

STH 59 C/L

7TH ST

ALLEY

13-01 R13-01 W National Ave / S 7th ST REMOVE

M13-01 NEIGHBORHOOD (WALKER'S POINT)

13-02 R1-1 STOP (2S)

R13-02 STOP REMOVE

13-03 13-04 R5-2 (2S); R5-2A 3 TONS OR OVER (2S)

13-05 W5-52R (2S)

13-06 R13-03 JP-MKE (1) REMOVE

13-07 JP-MKE (1)

13-08 13-09 WEST 59 J4-1 (2S); SPEED LIMIT 30 R2-1 (2S)

R13-04 WEST 59 R13-05 SPEED LIMIT 30 REMOVE

R13-06 REMOVE

13-10 R7-1-MKE D (1)

R13-07 REMOVE

R13-08 13-11 JP-MKE (1) REMOVE

R13-09 SPEED LIMIT 30 REMOVE

R13-10 JCT 38 REMOVE

13-12 JCT 38 J1-1 (2S)

13-13 R7-1-MKE D (1)

13-14 W5-52R (2S) 4' MOUNT HEIGHT

R13-11 DEAD END REMOVE

13-15 R5-2 (2S)

13-16 3 TONS OR OVER R5-2A (2S)

13-17 DEAD END W14-1 (2S)

R13-12 REMOVE; 13-18 R7-1-MKE 2R (1)

ESTR

R13-13 STOP R1-1 (2S) REMOVE; 13-19

R13-14 SOUTH 38 REMOVE

S 7th St 13-20; W National AV R13-15 REMOVE

DEAD END M13-02

SOUTH 38 13-21 J2-1 (2S)

R13-16 REMOVE; 13-22 JP-MKE (1)

13-23 JP-MKE (1)

13-24 JP-MKE (1)

13-25 JP-MKE (1)

SOUTH 38 13-26 J2-1 (2S)

M13-03 NEIGHBORHOOD (WALKER'S POINT)

EAST 59 R13-17 REMOVE

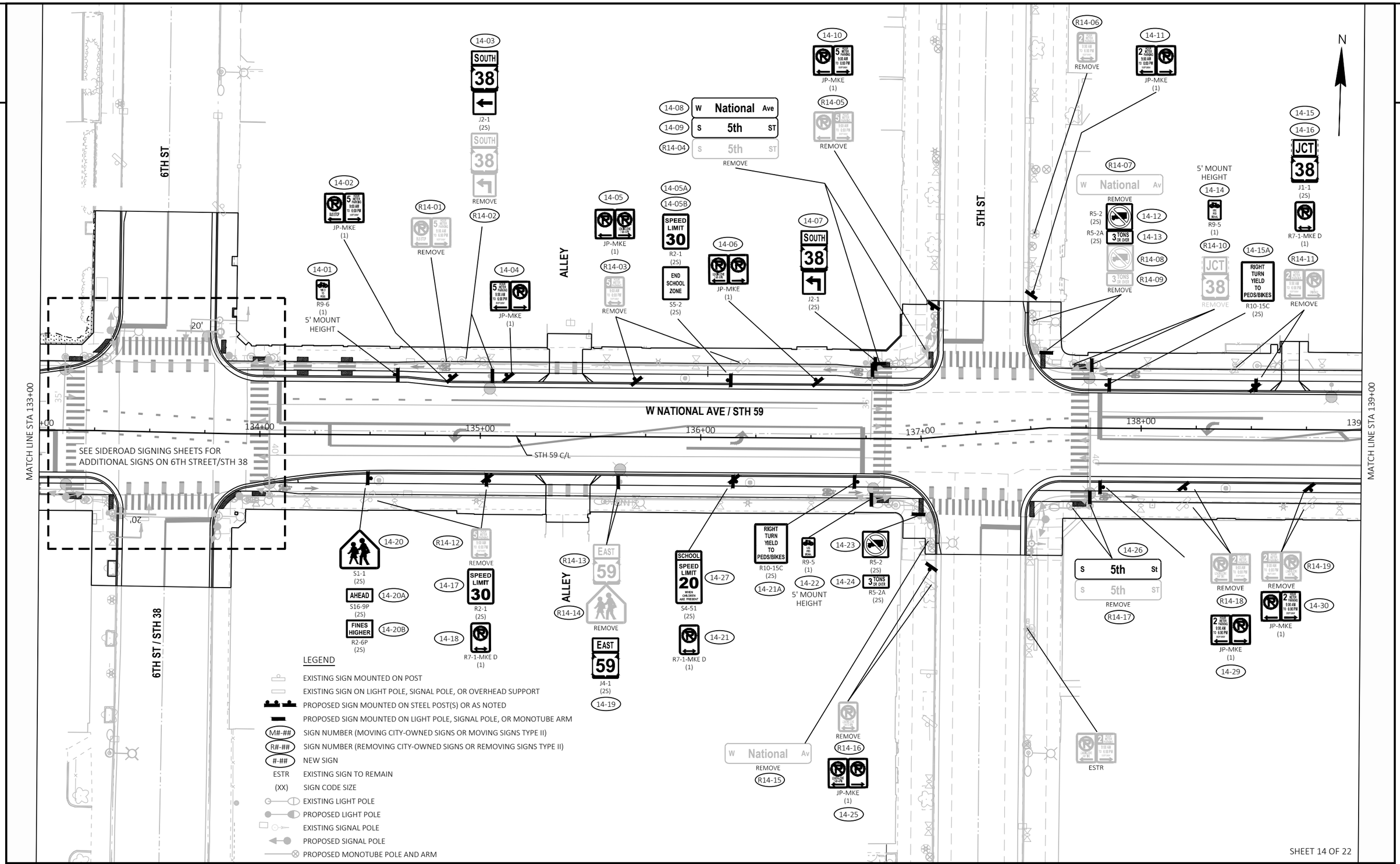
13-27 JP-MKE (1)

R9-6 (1) 13-28 5' MOUNT HEIGHT

R13-18 REMOVE

SHEET 13 OF 22

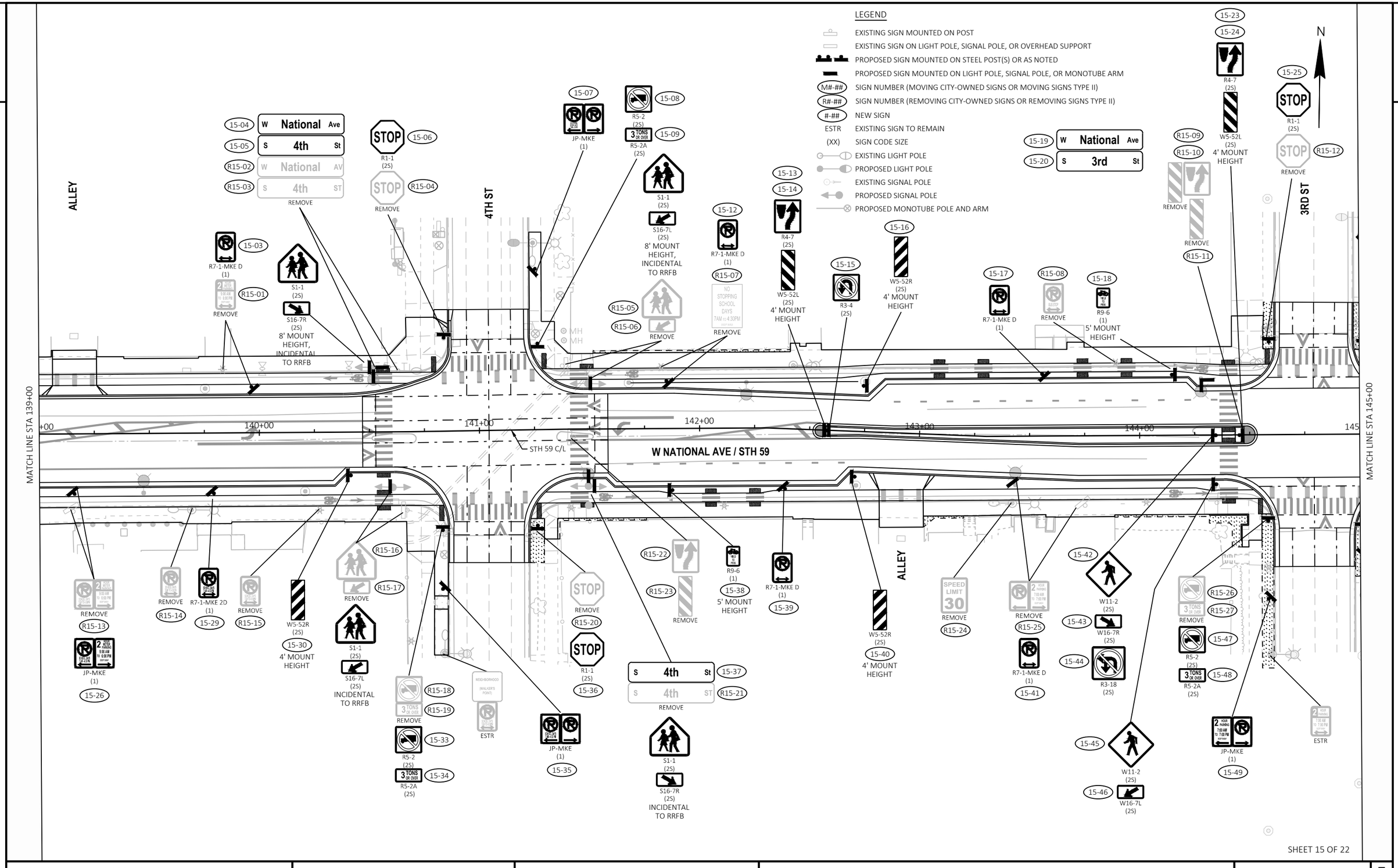
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 323 | E |
|---|---|---|---|---|---|




SHEET 14 OF 22

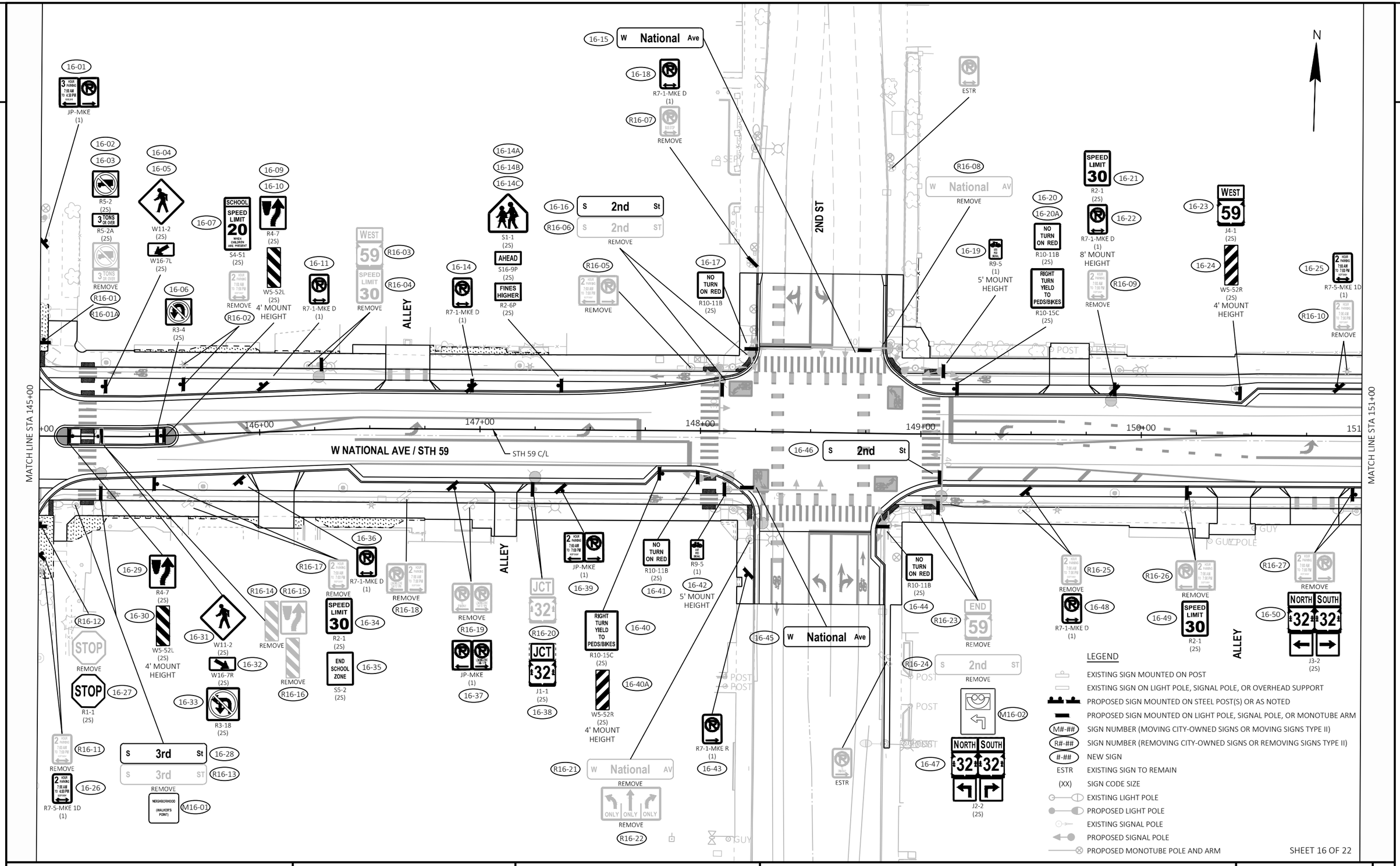
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 324 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 14
PLOT DATE : 7/22/2026 11:55 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 325 | E |
|---|---|---|---|---|---|

2




SHEET 16 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 326 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 16
PLOT DATE : 7/22/2026 11:55 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

MATCH LINE STA 151+00

W NATIONAL AVE / STH 59

1ST ST / STH 32

17-01A
W5-52R
(2S)
4' MOUNT HEIGHT

SEE SIDEROAD SIGNING SHEETS FOR ADDITIONAL SIGNS ON 1ST STREET/STH 32

152+00

153+00

E NATIONAL AVE

154+00

155+00

156+00

157

STH 59 C/L

MATCH LINE STA 157+00

ESTR

17-01
W1-7
(2S)

R17-01
REMOVE

17-02
R7-1-MKE D
(1)

R17-02
REMOVE

R7-1-MKE D
(1)
17-03

M17-01

M17-02

1ST ST / STH 32

R17-03
12'-4"
REMOVE

17-05
12'-4"
W12-2
(2S)

R7-1-MKE L
(1)
17-06

SPEED LIMIT
30
R2-1
(2S)
17-07

ESTR

ESTR

BARCLAY ST

S Barclay ST

STOP

ESTR

SHEET 17 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 327 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 17

PLOT DATE : 7/22/2026 11:55 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

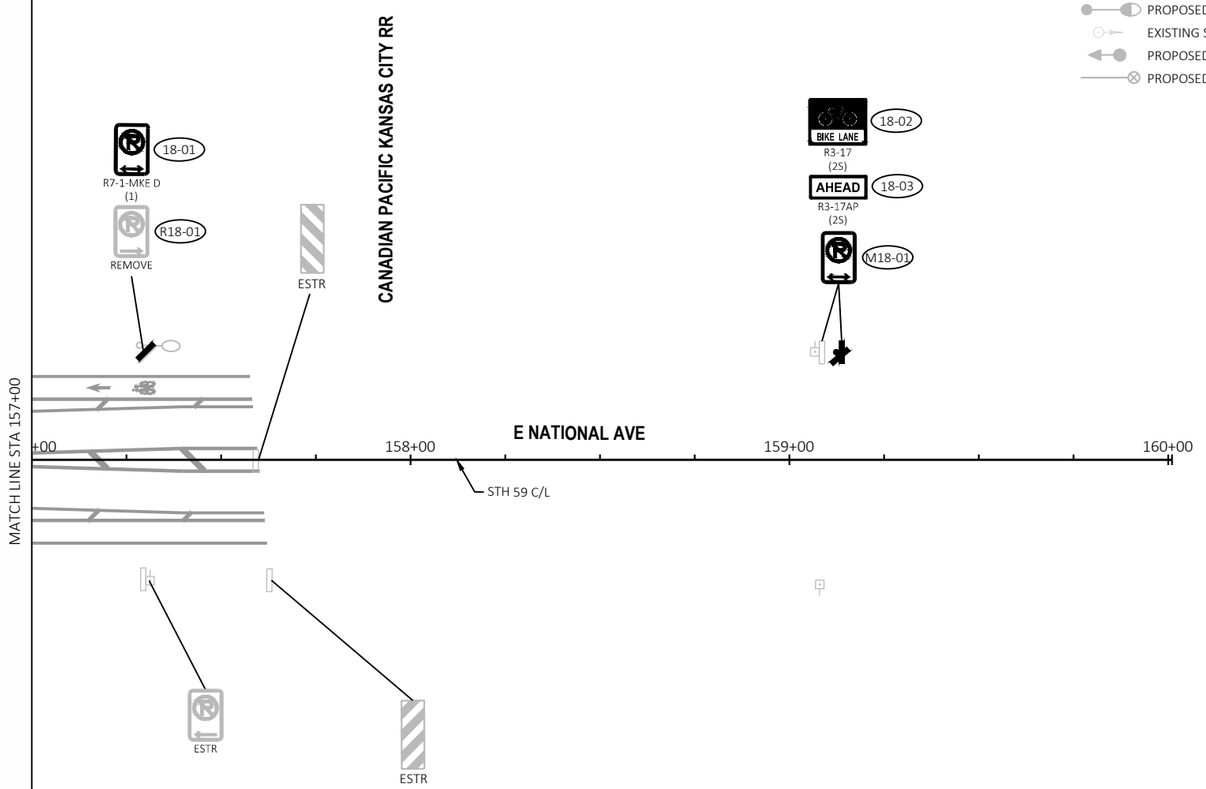
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N




SHEET 18 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING | SHEET 328 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS.DWG
LAYOUT NAME - 18

PLOT DATE : 7/22/2026 11:56 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

R19-02 REMOVE

19-03A RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S)

19-01 SPEED LIMIT 30 R2-1 (2S)

ESTR

19-03 W National Ave / W National Av REMOVE

R19-01

19-02 R9-5 (1)

S 16th St

S Cesar E. Chavez DR

19-04

R19-03

REMOVE

19-05 LEFT LANE MUST TURN LEFT R3-7L (2S)

19-06 R7-1-MKE D (1)

R19-04 REMOVE

ESTR

19-07 ONLY R3-8LF (2S)

MOUNT ON LIGHT POLE AT PIERCE ST

19-08 LEFT LANE MUST TURN LEFT R3-7L (2S)

19-09 AHEAD R3-17AP (2S)

12+00 13+00 14+00 15+00 16+00 17+00 18+00

16TH ST

16TH ST C/L

95+00

STH 59 C/L

W NATIONAL AVE / STH 59

19-10 ONLY R3-8LF (2S)

ESTR

R19-05 REMOVE

19-11 LEFT LANE MUST TURN LEFT R3-7L (2S)

19-12 R7-1-MKE D (1)

S 16th St

19-13

19-15 W National Ave

R19-06 W National Av REMOVE

R19-07 REMOVE

ESTR

SPEED LIMIT 30 R2-1 (2S)

19-16

R9-5 (1)

19-14

19-14A RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S) 8' MOUNT HEIGHT

SHEET 19 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING (16TH ST) | SHEET 329 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS-SIDEROADS.DWG
LAYOUT NAME - 16th

PLOT DATE : 7/22/2026 11:56 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

20-04A RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S)

R20-02 W National AV REMOVE

20-03 BEGIN 38 J4-1 (2S)

20-04 R9-5 (1)

20-01 SOUTH 38 J4-1 (2S)

SPEED LIMIT 30 ESTR

2 HOUR PARKING 7:00 AM TO 7:00 PM ESTR

20-02 W National Ave

R20-01 National AV REMOVE

R20-03 SOUTH 38 REMOVE

S 6th St 20-05

S 6th ST R20-04 REMOVE

W NATIONAL AV R20-05

R20-06

3PM TO 6PM MONDAY - FRIDAY R20-07 REMOVE

R20-08

AHEAD R20-09 REMOVE

1 HOUR PARKING 7:00 AM TO 7:00 PM ESTR

ESTR

132+00

133+00

134+00

135+00

35'

40'

STH 59 C/L

6TH ST C/L

12+00 13+00 6TH ST / STH 38 14+00 15+00 6TH ST 16+00 17+00

JCT 59 ESTR

ESTR

R20-10 END 38 REMOVE

JP-MKE (1) 20-07

R20-13

3PM TO 6PM MONDAY - FRIDAY R20-14 REMOVE

S 6th St 20-09

S 6th ST R20-15 REMOVE

R20-11

R20-12 AHEAD REMOVE

NEIGHBORHOOD (WALKER'S POINT) ESTR

WEST EAST 59 59 20-06 J2-2 (2S)

WEST EAST 59 59 J3-2 (2S) 20-08

20-10A RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S) 8' MOUNT HEIGHT

SOUTH 38 REMOVE R20-16

R9-5 (1) 20-10

END 38 J4-1 (2S) 20-11

W National Ave 20-12

20-13 R7-1-MKE R (1)

END 38 R20-17 REMOVE

SPEED LIMIT 30 20-14 R2-1 (2S)

NEIGHBORHOOD (WALKER'S POINT) ESTR

ESTR

SHEET 20 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING (6TH ST) | SHEET 330 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS-SIDEROADS.DWG
LAYOUT NAME - 6th

PLOT DATE : 7/22/2026 11:56 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

N

12+00 13+00 1ST ST / STH 32 14+00 15+00 16+00 1ST ST / STH 32 17+00 18+

151+00 W NATIONAL AVE / STH 59 152+00 153+00 E NATIONAL AVE 154+00

SOUTH 32 SPEED LIMIT 30 ESTR

TO INTERSTATE 94 ESTR

21-01 W National Ave
R21-01 W National AV
REMOVE

21-02 R9-5 (1) 5' MOUNT HEIGHT

21-02A RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S)

21-03 S 1st St
R21-02 S 1st ST
REMOVE

WEST 59 21-04 J3-1 (2S) ESTR

21-05 WEST 59 J2-1 (2S)
R21-03 WEST 59 REMOVE ESTR

21-06 JCT 59 J1-1 (2S) 145'

180' 200'

21-07 JCT 59 J1-1 (2S)
R21-04 59 REMOVE ESTR

21-08 WEST 59 J2-1 (2S) @ WALKER ST ESTR

ESTR

M21-01 WEST 59 R21-05 REMOVE

21-09 WEST 59 J3-1 (2S)

J4-1 (2S) END 59 21-10

S 1st St 21-11
S 1st ST R21-06
REMOVE

TO INTERSTATE 94 REMOVE R21-07

W National Ave 21-13
E National AV R21-08
REMOVE

SPEED LIMIT 30 R2-1 (2M) 21-14

STH 59 C/L

21-12A RIGHT TURN YIELD TO PEDS/BIKES R10-15C (2S)

21-12 W5-52R (2S) 4' MOUNT HEIGHT

SHEET 21 OF 22

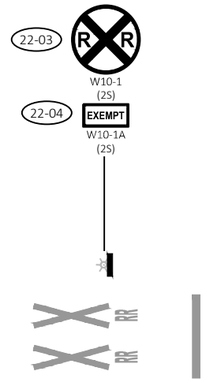
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING (1ST ST) | SHEET 331 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\023201-PS-SIDEROADS.DWG
LAYOUT NAME - 1st
PLOT DATE : 7/22/2026 11:56 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR MONOTUBE ARM
- M#-## SIGN NUMBER (MOVING CITY-OWNED SIGNS OR MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING CITY-OWNED SIGNS OR REMOVING SIGNS TYPE II)
- #-## NEW SIGN
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE SIZE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- PROPOSED MONOTUBE POLE AND ARM

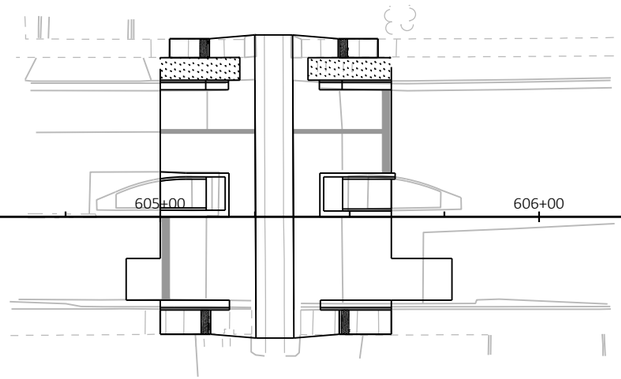
N



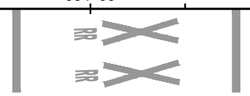




**W GREENFIELD AVE**



604+00 605+00 606+00 607+00 608+00 609+00

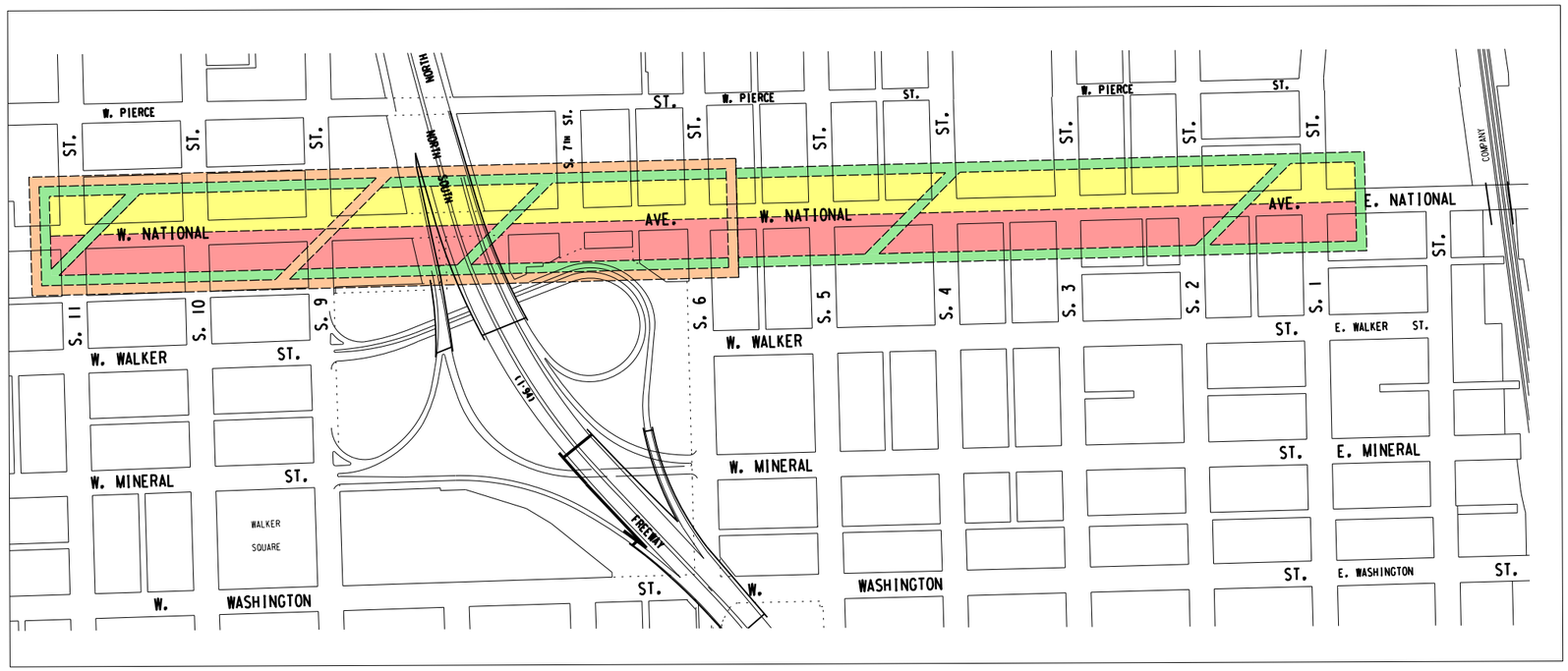





**CANADIAN PACIFIC KANSAS CITY RR**

SHEET 22 OF 22

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PERMANENT SIGNING (W GREENFIELD AVE) | SHEET 332 | E |
|---|---|---|---|---|---|




**LIGHTING STAGE 1**
TEMPORARY

**LIGHTING STAGE 2**
TEMPORARY & PERMANENT

**LIGHTING STAGE 3**
COVERS AREA OF BOTH STAGES 1 & 2
REMOVAL OF TEMP. & PERMANENT

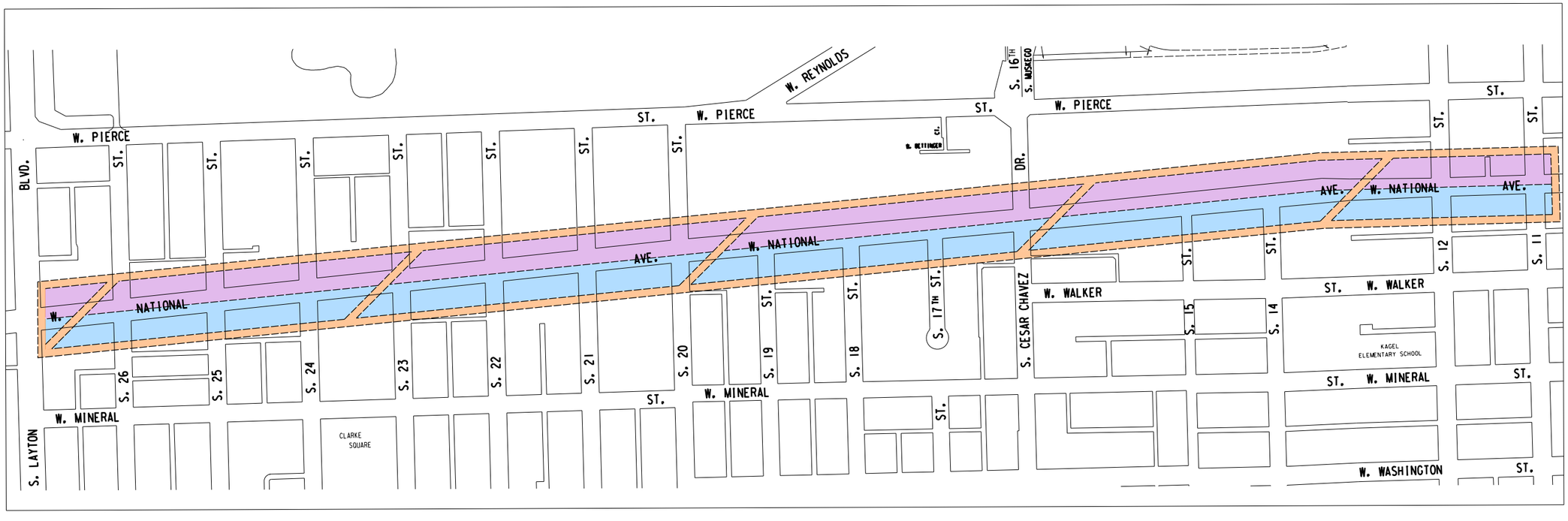
**LIGHTING STAGE 4**
TEMPORARY

**LIGHTING STAGE 5**
TEMPORARY & PERMANENT

**LIGHTING STAGE 6**
COVERS AREA OF BOTH STAGES 4 & 5 AND STAGE 3 FROM 11th TO 6th
REMOVAL OF TEMP. & PERMANENT

N

2




| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGING SEQUENCE INDEX | SHEET NO. 333 | E |
|---|---|---|---|---|---|

2

CITY INSTALLED 3" HDPE CONDUIT
CITY INSTALLED 1#8 CONCENTRIC, CIR.T45C 2-1
SERIES CABLE CIR.T45C 2-1
#717
CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2
103'N. OF NCLX
13"X24"X24" PULL BOX WITH 60W. OV20 BALLAST
SERIES CABLE
OLD CIR.SA-1
NEW CIR.T45C 2-1
PRIMARY SPLICE
#732
CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2S2,
ABANDON UNDERGROUND BALLAST 2HSE-3-6
CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO
#1036
40 FT. WOOD POLE STA.115+38.7'.33.9'LT.
6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3
110W OV20 BALLAST
2#12UF
OLD CIR.SA-1
NEW CIR.SA 8-7
40 FT. WOOD POLE SECONDARY RISER STA.118+13.6';70.5'LT.
PIPE LOCATION UNKNOWN
#739
STEEL POLE - SMALL CELL TYPE, 6'ARM, LUMINAIRE, 2LED2
#741
CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2S2
ABANDON 2#8LTP CABLE
ABANDON UNDERGROUND BALLAST 2HSE-LOC. UNKNOWN
3#12UF, CIR.SA 8-7
1#6 PRIM. LINE, CIR.SA 8-7
ABANDON IN PLACE 1#8,CIR.SA-1
ABANDON UNDERGROUND BALLAST 3HSE-3-6
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1108 CONCRETE POLE H15 TYPE
ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN
ABANDON IN PLACE 1#8,CIR.T45C 2-1
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1100 CONCRETE POLE A731 TYPE, - ML
#1100
40 FT. WOOD POLE, 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W OV20 BALLAST
STA.114+25.4';44.2'LT.
#1040
WEP.CO., W.P.#44-0912
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR - ML
ABANDON IN PLACE 2#12UF CABLE
ABANDON UNDERGROUND BALLAST 3HSE-31-3 E. OF UNIT #1040
ABANDON IN PLACE 1#8,CIR.SA-1
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1028 CONCRETE POLE A731 TYPE, - ML
ABANDON UNDERGROUND BALLAST 3HSE-4-0
ABANDON IN PLACE 1#8,CIR.SA-1
ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1012 CONCRETE POLE H15 TYPE
ABANDON IN PLACE 1#8,CIR.SA-1
ABANDON UNDERGROUND BALLAST 3HSE-3-6
REMOVE LUMINAIRES -BY CITY REMOVING POLES - BY CONTRACTOR #1002 CONCRETE POLE A731 TYPE, - ML
ABANDON UNDERGROUND BALLAST 2HSE-LOC. UNKNOWN
40 FT. WOOD POLE 2-60W OV20 BALLASTS STA.118+3.8';35.1'LT.
ABANDON IN PLACE 1#8,CIR.SA-1
1#6PRIM. CIR.SA 8-7
ABANDON UNDERGROUND BALLAST 3HSE-3-6
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #928 CONCRETE POLE A731 TYPE - ML
3#12UF, CIR.SA 8-7
ABANDON IN PLACE 1#8,CIR.SA-1
1#6 PRIM. LINE, CIR.SA 8-7
REMOVE PULL BOX
ABANDON UNDERGROUND BALLAST 2HSE-24-0 S. OF CURB
ABANDON UNDERGROUND BALLAST 22HSE-27-0 S. OF CURB
4#12UF, CIR.SA 8-7
ABANDON IN PLACE 3#12UF CABLE
#805
CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2S2, 2LED2
SECONDARY RISER
2-2#12UF, OLD CIR.SA-8 NEW CIR.SA 8-7
13"X24"X24" PULL BOX
CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO
#815
26'ALUMINUM POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE, 2LED2, STA.114+25.6';146'RT. 69'S. OF UNIT#805
2#12UF, OLD CIR.SA-8 NEW CIR.SA 8-7
WEP.CO W.P. 250W. OV20 BALLAST
ABANDON IN PLACE PIPE LOCATION UNKNOWN
#818
WEP.CO. W.P.#27-1041
BY CITY- REMOVE LUMINAIRES 6-0 U.B. 2S2
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1039 CONCRETE POLE A731 TYPE, - ML
ABANDON UNDERGROUND BALLAST 3HSE-4-0
ABANDON IN PLACE 1#8,CIR.SA-8
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1027 CONCRETE POLE H15 TYPE
ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN
9#14LTP INTER.
ABANDON IN PLACE 1#8,CIR.SA-8
#1013
35 FT. WOOD POLE, STA.116+89.2';41.1'RT.
6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W OV20 BALLAST
ABANDON UNDERGROUND BALLAST 3HSE-3-6
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1011 CONCRETE POLE A731 TYPE, - ML
ABANDON IN PLACE 1#8,CIR.SA-8
ABANDON UNDERGROUND BALLAST 0HSE-LOC UNKNOWN
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1001 CONCRETE POLE H15 TYPE
#1001
35 FT. WOOD POLE, STA.118+3.9';43.7'RT.
6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3 250W. OV20 BALLAST, 60W. OV20 BALLAST
#801
ALUMINUM POLE - 26'AL. TYPE, 6'ARM, LUMINAIRE, 2S2, 2LED2
ABANDON UNDERGROUND BALLAST 2HSE-15-0 N. OF UNIT #801
ABANDON IN PLACE 1#8,CIR.SA-8
ABANDON IN PLACE PIPE LOCATION UNKNOWN
REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #929 CONCRETE POLE A731 TYPE - ML
ABANDON UNDERGROUND BALLAST 3HSE-3-6
ABANDON IN PLACE 1#8,CIR.SA-8
#828
A26-6

WISCONSIN
KEVIN J. MUHS
46391-6
MILWAUKEE, WI
PROFESSIONAL ENGINEER
4/27/2026

W. NATIONAL AV.
S. 11th
S. 10th
ST.
114+00
115+00
116+00
117+00
118+00
119+00
N

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

HAZMAT AREA

SHEET 1 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 334 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 27-APR-2026 13:33
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

2

N

2#12UF,
OLD CIR.SA-1
NEW CIR.SA 8-7

WOOD POLE FOR ANCHORING
UPEND ARM, SECONDARY RISER

ABANDON 3#12UF, CIR.SA-1

ABANDON
UNDERGROUND
BALLAST
2HSE-34-0
N. OF CURB

3#12UF, CIR.SA 8-7

#900
40-FT. WOOD POLE
STA.121+80.7',42.7'LT.
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W OV20 BALLAST
ON CIR.SA-8
60W, OV20 BALLAST

ST.

ABANDON 1#8 CONC.,
CIR.SA-1

#738
ALUMINUM POLE
- 26'AL. TYPE,
6'ARM, LUMINAIRE,
2S2, 2LED2

ABANDON
UNDERGROUND
BALLAST 2HSE-3-6

3#12UF,
CIR.SA 8-7

CONTRACTOR INSTALLED WP
FOR TRAFFIC SIGNALS
SEE TEMP.TRAFFIC PLAN FOR INFO

1#6PRIM., CIR.SA 8-7

#918
35 FT. WOOD POLE
STA.120+9.1',34.6'LT.
6' BRACKET ARM, 250W, EQUIVALENT LED, LUMINAIRE, 3LED3,
110W, OV20 BALLAST, 110W, OV20 BALLAST

3#12UF, CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.SA-1

1#6PRIM., CIR.SA 8-7

ABANDON UNDERGROUND BALLAST 0HSE-3-0

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL
- BY CONTRACTOR
#912
CONCRETE POLE H15 TYPE

ABANDON IN PLACE 1#8,CIR.SA-1

ABANDON UNDERGROUND
BALLAST 3HSE-3-0

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL
- BY CONTRACTOR
#902
CONCRETE POLE AT31 TYPE, - ML

CONTRACTOR INSTALLED WP
FOR TRAFFIC SIGNALS
SEE TEMP.TRAFFIC PLAN FOR INFO

CONTRACTOR INSTALLED WP
FOR TRAFFIC SIGNALS
SEE TEMP.TRAFFIC PLAN FOR INFO

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL
- BY CONTRACTOR
#834
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND
BALLAST 0HSE-LOC. UNKNOWN

ABANDON IN PLACE 1#8,CIR.SA-1

1#6PRIM., CIR.SA 8-7

ABANDON UNDERGROUND
BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#828
CONCRETE POLE AT31 TYPE, - ML

ABANDON IN PLACE 1#8,CIR.SA-1

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#814
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND
BALLAST 0HSE-LOC. UNKNOWN

#808
35 FT. WOOD POLE
STA.124+85.6',38.2'LT.
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

1#6PRIM., CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.SA-1

W. NATIONAL AV.

120+00 121+00 122+00 123+00 124+00 125+00

3#12UF, CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.SA-8

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL
- BY CONTRACTOR
#921
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

9#14LTP
INTER.

ABANDON IN PLACE 1#8,CIR.SA-8

ABANDONUNDERGROUND BALLAST 3HSE-3-6

#913
35 FT. WOOD POLE, 6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3
STA.120+68',39.6'RT.

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL
- BY CONTRACTOR
#911
CONCRETE POLE AT31 TYPE, - ML

ABANDON IN PLACE 1#8,CIR.SA-8

ABANDON
UNDERGROUND
BALLAST 2HSE-6-6

PROTECT WE ENERGIES
METER PEDESTAL
FOR OUTLET CABINET

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#803
CONCRETE POLE A26 TYPE 6'BRACKET ARM,2S3
CITY TO REMOVE POLE MOUNTED OUTLET CIR. PANEL

CONTRACTOR INSTALLED WP
FOR TRAFFIC SIGNALS
SEE TEMP.TRAFFIC PLAN
FOR INFO

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL
- BY CONTRACTOR
#839
CONCRETE POLE AT31 TYPE, - ML

ABANDON UNDERGROUND BALLAST 3HSE-6-0

ABANDON IN PLACE 1#8,CIR.SA-8

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#831
CONCRETE POLE H15 TYPE

#804
40-FT. WOOD POLE
6' BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE
2LED2,
STA.122.44.2',66.4'RT.

9#14LTP INTER.

#825
40 FT. WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST
STA.123+42.7',37.3'RT.

ABANDON IN PLACE 1#8,CIR.SA-8

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#821
CONCRETE POLE H15 TYPE

ABANDON IN PLACE 1#8,CIR.SA-8

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#811
CONCRETE POLE AT31 TYPE - ML

ABANDON IN PLACE 1#8,CIR.SA-8

S. 9th

S. ROW OF ALLEY

#818
A26-6

2#8LTP

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS**

HAZMAT AREA

SHEET 2 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 335 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 20:47
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

N

#804
35 FT WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST
STA.125+48.7',98.6'LT.

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#802
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND
BALLAST 1HSE-3-6

1#6PRIM, CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.SA-1

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#742
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND
BALLAST 1HSE-3-6

ABANDON IN PLACE 1#8,CIR.SA-1

#724
35 FT. WOOD POLE
STA.127+10.8',37.9'LT.
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#722
CONCRETE POLE AT31 TYPE, - ML

ABANDON UNDERGROUND
BALLAST 3HSE-4-0

ABANDON IN PLACE 1#8,CIR.SA-1

1#6PRIM, CIR.SA 8-7

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#712
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND
BALLAST 0HSE-LOC. UNKNOWN

ABANDON IN PLACE 1#8,CIR.SA-1

#729
35 FT. WOOD POLE
6' BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE, 2LED2,
STA.129+44.7',57.9'LT.

ABANDON UNDERGROUND
BALLAST 1HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#702
CONCRETE POLE AT31 TYPE, - ML

#700
35 FT. WOOD POLE
STA.129+33.9',42.5'LT.
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 250W, OV20 BALLAST
60W OV20 BALLAST

#725
CONCRETE POLE
- A21 TYPE,
6'ARM, LUMINAIRE,
1S2V, 1LED2

STEEL POLE
- SMALL CELL TYPE,

3#12UF,
OLD CIR.SA-1
NEW CIR.SA 8-7

11HSE-18-0
N. OF CURB

PIPE LOCATION
UNKNOWN

4#12UF, CIR.SA 8-7

ABANDON
UNDERGROUND
BALLAST
2HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#730
CONCRETE POLE A26 TYPE, 6'BRACKET ARM,2S2

#638
35 FT. WOOD POLE, STA.130+28.9',36.5'LT.
6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

1#6PRIM, CIR.SA 8-7

ABANDON UNDERGROUND
BALLAST HSE-LOC UNKNOWN

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#636
CONCRETE POLE H15 TYPE

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#628
CONCRETE POLE AT31 TYPE, - ML

ABANDON UNDERGROUND BALLAST 3HSE-3-6

#626
35 FT. WOOD POLE, STA.131+23.5',36.6'LT.
6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST, PRIMARY RISER, LIGHTNING ARRESTOR

#8 CONCENTRIC, CIR.SA 8-7

3" HDPE CONDUIT APPROX. 24" DEEP FROM EX. WALK, STA.131+23.5',36.6'LT.

1#6PRIM, CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.SA-1

W. NATIONAL AV.

126+00 127+00 128+00 129+00 130+00 131+00

ST.

S. 7th

ABANDON UNDERGROUND BALLAST 1HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#803
CONCRETE POLE H15 TYPE

ABANDON IN PLACE 1#8,CIR.SA-8

ABANDON UNDERGROUND BALLAST 1HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#737
CONCRETE POLE H15 TYPE

ABANDON IN PLACE 1#8,CIR.SA-8

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#719
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

#715
35 FT. WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST
STA.127+78.5',38.7'RT.

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#711
CONCRETE POLE AT31 TYPE - ML

ABANDON IN PLACE 1#8,CIR.SA-8

9#14LTP INTER.

3#12UF, CIR.SA 8-7

ABANDON
UNDERGROUND
BALLAST 1HSE-16-4
S. OF CURB

ABANDON
2#8/1#12LTP
CABLE

#803
WEP.CO.,
W.P.#104422
6-0 U.B.
1S2V
1LED2

PRIVATE SERVICE PROP.

PIPE LOCATION
UNKNOWN

ABANDON
IN PLACE 1#8,
CIR.SA-8

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#705
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND
BALLAST 1HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#641
CONCRETE POLE AT31 TYPE - ML

ABANDON UNDERGROUND
BALLAST 3HSE-3-6

ABANDON IN
PLACE 1#8,CIR.SA-8

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#629
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND BALLAST
0HSE-LOC. UNKNOWN

ABANDON IN
PLACE 1#8,CIR.SA-8

HAZMAT AREA

SHEET 3 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 336 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 20:48
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

CONTINUED ON SHEET 15 OF 19

W. NATIONAL AV.

S. 6th ST.

W. PIERCE ST.

W. ROW OF ALLEY

ABANDON IN PLACE 1#8,CIR.SA-8

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #617 CONCRETE POLE AT31 TYPE, - ML

ABANDON IN PLACE 1#8,CIR.SA-8

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #601 CONCRETE POLE A31 TYPE, - ML PED

ABANDON IN PLACE 1#8,CIR.SA-7

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

PROTECT WE ENERGIES METER PEDESTAL FOR OUTLET CABINET

#807 H15,S1LED5,B TRAFFIC SIGNAL POLE

3#2/1#8LTP, CIR.SA-A
3#8/1#8LTP, CIR.SA-A

1#6PRIM. CIR.SA 2-1

1#6PRIM. CIR.SA 8-7

1#6PRIM. CIR.SA 2-3

132+00

133+00

134+00

135+00

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #620 CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

1#8 CONCENTRIC., CIR.SA 8-7

3" HDPE CONDUIT, APPROX. 24" DEEP FROM EX. WALK STA.132+74.8';37.3'LT.

#608
35 FT. WOOD POLE
STA.132+74.8';37.3'LT.
6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3, 110W. OV20 BALLAST, PRIMARY RISER, LIGHTNING ARRESTOR

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #602 CONCRETE POLE AT31 TYPE, - ML

#731
45 FT. WOOD POLE
6' BRACKET ARM, 3LED3
250W EQUIVALENT LED LUMINARE
110W OV20 BALLAST
STA.133+22.2;51.4'LT.

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #733 CONCRETE POLE A31 TYPE, ML

ABANDON 2#12UF, CIR.SA-1, OUT OF SERVICE
ABANDON UNDERGROUND BALLAST 0HSE-9-0 N. OF C.B.
ABANDON UNDERGROUND BALLAST 2HSE-4-0

#721
CONCRETE POLE - H15 TYPE, HARP, LUMINAIRE, S1LED5

CITY TO REMOVE FROM CUC DUCT 1#8HS, CIR.SA-1

3#4/1#8LTP SIGNAL SERV.
2#8HL SIGNAL SERV.

3#12UF, CIR.SA 2-1

#713
LID-ADAPT.
ML S2LED5
110W OV20 BALLAST

1#6PRIM. NEW CIR.SA 2-1, OLD CIR.SA-5

1#6PRIM. NEW CIR.SA 2-1, OLD CIR.SA-1

ABANDON 2#12UF, CIR.SA-2, OUT OF SERVICE.

ABANDON UNDERGROUND BALLAST 2HSE-18-2 S. OF CURB

2#12UF, CIR.SA-2

#615
CONCRETE POLE
- A21 TYPE,
6' BRACKET ARM, 1S2V

1HSE-17-0
W. OF UNIT #615

1#8, NEW CIR.SA 2-1, / OLD CIR.SA-2

3#4/1#8LTP SIGNAL SERV.
2#8HL SIGNAL SERV.

#602
CONCRETE POLE
- A21 TYPE,
BRACKET ARM, 1S2V
PRIMARY RISER
LIGHTNING ARRESTOR

1HSE-3-6

0HSE-3-0 E. OF UNIT #602 NOT IN SERVICE

#806
45 FT. WOOD POLE, 6' BRACKET ARM, 3LED3
250W EQUIVALENT LED LUMINAIRE
110W OV20 BALLAST
STA.133+81.5;68.1'RT.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #802 CONCRETE POLE A26 TYPE

REMOVE PULL BOX

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #539 CONCRETE POLE - AT31 TYPE, - ML

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #523 CONCRETE POLE - H15 TYPE

CITY TO REMOVE FROM CUC DUCT 1#8FS OUT OF SERVICE CIR.SA-14

2#12UF, CIR.SA-5, REMOVE BY CITY

ABANDON IN PLACE 1#8,CIR.SA-14

1#6PRIM. CIR.SA-5, REMOVE BY CITY

#540
CONCRETE POLE
- A31 TYPE,
MILW. LANTERN,
3S5, PED.
SURGE PROTECTOR S3LED WITH SCREW LED LAMP ON BLACK WIRE

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

ABANDON UNDERGROUND BALLAST 2HSE-23-0 N. OF CURB

1#6PRIM. CIR.SA-5 REMOVE BY CITY

1#6PRIM. CIR.SA 2-1

1#6PRIM. CIR.SA-2 REMOVE BY CITY

#720
CONCRETE POLE
- A26 TYPE,
MILW.LANTERN, S2LED5
60W OV20 BALLAST

1#6PRIM. NEW CIR.SA 2-1, / OLD CIR.SA-5

1#6PRIM. NEW CIR.SA 2-1, / OLD CIR.SA-1

3#8/1#LTP, O.O.S.

9#14LTP INTER.

3#8/1#LTP, O.O.S.

#714
CONCRETE POLE - H15 TYPE, HARP, LUMINAIRE, S1LED5

2#8HL SIGNAL SERV.

CITY TO REMOVE FROM CUC DUCT 1#8HS, CIR.SA-2

ABANDON IN PLACE 1#8,CIR.SA-5

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR. SA MULT.-E

#526
CONCRETE POLE
- AT31 TYPE, MILW.LANTERN,
3S5, PED.
SURGE PROTECTOR S3LED WITH SCREW LED LAMP ON RED WIRE

ABANDON IN PLACE 1#8,CIR.SA-5

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR. SA MULT.-E

2#8HL SIGNAL SERV.

CITY TO REMOVE FROM CUC DUCT 2#8HL, CIR.SA-1&2

WEP. CO.
W.P. #60-1744
66W. OV20 BALLAST

PULL BOX

13X24 VAULT

#644
A26-ML,S2LED5
PED

#538
A26-6, BOLT DOWN
BLK. MILW. LANT. SLED,R
CONC.BASE TYPE2

#531
H15, BLK HARP SOLED,B

#525
H15, BLK HARP SOLED,R

4#2/1#8 XLP, CIR,SA-E

1#6PRIM. NEW CIR.SA 2-1, / OLD CIR.SA-1

3#8/1#8LTP, O.O.S.

WEP. CO.
W.P. #51-0030

#516
A26-6, BOLT DOWN
BLK. MILW. LANT. SLED,B
CONC.BASE TYPE2

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS**

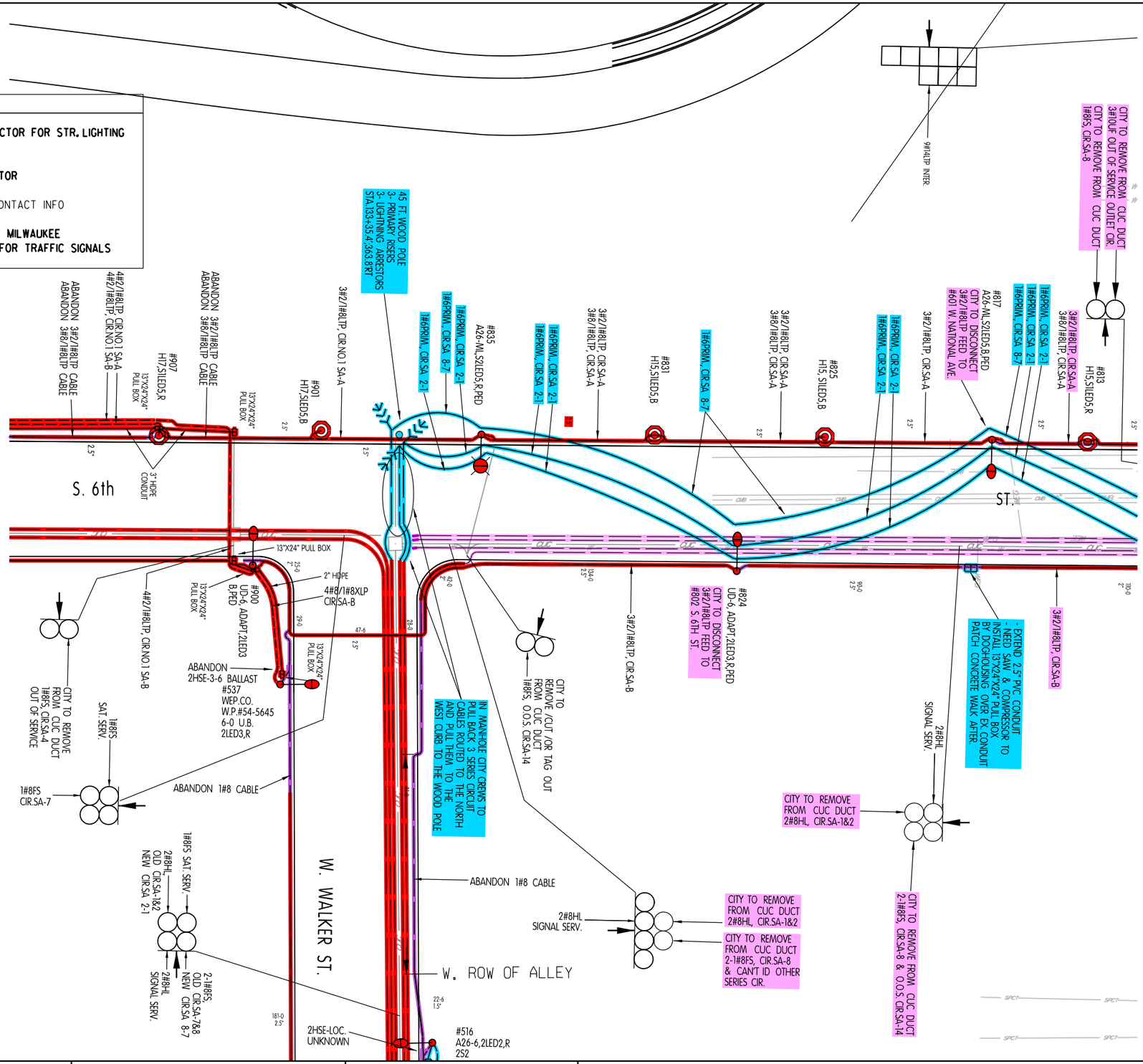
HAZMAT AREA

SHEET 4 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 337 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS**




CONTINUED FROM SHEET 14 OF 19

SHEET 5 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 338 | E |
|---|---|---|---|---|---|

2

2

N

W. NATIONAL AVE.

S. 5th ST.

136+00

137+00

138+00

139+00

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#517
CONCRETE POLE - AT31 TYPE, - ML

ABANDON IN PLACE 1#8,CIR.SA-14

2#12UF. CIR.SA-5, REMOVE BY CITY

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#801
CONCRETE POLE - A26 TYPE, - ML

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#511
CONCRETE POLE - H15 TYPE

ABANDON IN PLACE 1#8,CIR.SA-14

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#505
CONCRETE POLE - AT31 TYPE, - ML

#803
45-FT WOOD POLE 6'BRACKET ARM
250W EQUIVALENT LED LUMINAIRE
STA.136+98.2'.66.1RT.

3#2/1#8LTP, CIR.SA MULTI-E

#827
CONCRETE POLE
- A26 TYPE,
MILW.LANTERN, 2S4
ON RED WIRE, PED
CITY TO DISCONNECT 3#2/1#8LTP
CABLE FEED TO THE NORTH

3#2/1#8LTP, CIR.SA MULTI-E

3#2/1#8LTP, CIR.SA MULTI-E
REMOVED FROM CONDUIT BY CITY

#808
CONCRETE POLE - H15 TYPE,
HARP LUMINAIRE, SOLED5
ON BLACK WIRE

3#2/1#8LTP, CIR.SA MULTI-E
REMOVED FROM CONDUIT BY CITY

1#6PRIM. CIR.SA-14,
REMOVE BY CITY

OUTLET CIR.
CABINET

ELECTRICAL CABLE
TYPE 2#2/1#4AL
CIR. SA MULT.-E

REMOVE
PULL BOX

1#6PRIM. CIR.SA-5,
REMOVE BY CITY

ELECTRICAL CABLE
TYPE 2#2/1#4AL
CIR. SA MULT.-E

2#12UF. CIR.SA-5,
REMOVE BY CITY

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#516
CONCRETE POLE H15 TYPE

#514
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT
- LUMINAIRES UTILITY LED C
BLACK WIRE IS HOT FOR LUMINAIRE
STA.135+86.8',34.8'LT.

2#4/1#8LTP
SIGNAL SERVICE

9#14LTP INTER.

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR. SA MULT.-E

ABANDON IN PLACE 1#8,CIR.SA-5

ABANDON IN PLACE
3#2/1#8LTP, CIR.SA-E

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION
#500
CONCRETE POLE
- AT31 TYPE,
MILW.LANTERN, 3S4, PED.
SURGE PROTECTOR S3LED
WITH SCREW LED LAMP
ON RED WIRE

3#2/1#8LTP, CIR.SA MULTI-E
REMOVED FROM CONDUIT BY CITY

ELECTRICAL CABLE TYPE 2#2/1#4AL
CIR. SA MULT.-E

#723
CONCRETE POLE
- A26 TYPE,
MILW.LANTERN, S2LED5, PED.
ON RED WIRE
SECONDARY RISER

3#2/1#8LTP, CIR.SA MULTI-E

#719
CONCRETE POLE - H15 TYPE,
HARP LUMINAIRE, SOLED5
ON BLACK WIRE

3#2/1#8LTP, CIR.SA MULTI-E

#703
CONCRETE POLE - A26 TYPE,
MILW.LANTERN, S2LED5, PED.
ON BLACK WIRE

WEP.CO.
W.P.#74-54

#814
CONCRETE POLE
- A31 TYPE
MILW.LANTERN, 2S4
ON RED WIRE, PED
CITY TO DISCONNECT 3#4/1#8LTP
CABLE FEED TO THE NORTH

3#2/1#8LTP, CIR.SA MULTIU-F

3#2/1#8LTP, CIR.SA MULTI-E

3#2/1#8LTP, CIR.SA MULTI-F
REMOVED FROM CONDUIT BY CITY

3#8/1#8LTP, CIR.SA MULTI-F

#808
CONCRETE POLE - H15 TYPE,
HARP LUMINAIRE, SOLED5
ON RED WIRE

ELECTRICAL CABLE
TYPE 2#2/1#4AL
CIR. SA MULT.-F

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#439
CONCRETE POLE - AT31 TYPE, - ML

ABANDON IN PLACE 1#8, CIR.SA-14

REMOVE
PULL BOX

ABANDON IN PLACE
3#2/1#8LTP, CIR.SA-F

ELECTRICAL CABLE
TYPE 2#2/1#4AL
CIR. SA MULT.-F

1#6PRIM. CIR.SA-14,
REMOVE BY CITY

1#6PRIM. CIR.SA-5,
REMOVE BY CITY

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#425
CONCRETE POLE - H15 TYPE

#732
CONCRETE POLE
- A26 TYPE, - ML

LAMP BALLAST, LED,
- SWITCH DISPOSAL
- BY CONTRACTOR

#440
CONCRETE POLE
- A31 TYPE,
MILW.LANTERN, 3S4, PED.
SURGE PROTECTOR
S3LED WITH SCREW
LED LAMP ON
BLACK WIRE
CONTRACTOR TO
CONTACT CITY OF
MILWAUKEE TO MAKE
FINAL TERMINATION

3#12UF
CIR.SA-F

#730
45-FT WOOD POLE, 6' ARM, 2LED2
ON BLACK WIRE
STA.137+56.9',72.7'LT.

3#4/1#8LTP, CIR.SA MULTI-F
3#8/1#8LTP, CIR.SA MULTI-F
REMOVED FROM CONDUIT BY CITY

#728
CONCRETE POLE - H15 TYPE,
HARP LUMINAIRE, SOLED5
ON RED WIRE

ELECTRICAL CABLE TYPE 2#2/1#4AL

3#4/1#8LTP, CIR.SA MULTI-F - REMOVED BY CITY

#714
CONCRETE POLE - A26 TYPE,
MILW.LANTERN, S2LED5, PED.
ON RED WIRE
SECONDARY RISER

3#4/1#8LTP, CIR.SA MULTI-F
3#8/1#8LTP, CIR.SA MULTI-F

#708
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, SOLED5
ON BLACK WIRE

3#4/1#8LTP, CIR.SA MULTI-F

ELECTRICAL CABLE TYPE 2#2/1#4AL.
CIR. SA MULT.-F

ABANDON IN PLACE
1#8, CIR.SA-5

#424
CONCRETE POLE - A31 TYPE,
MILW.LANTERN, 3S4, PED.
SURGE PROTECTOR S3LED
WITH SCREW LED LAMP
ON RED WIRE

ELECTRICAL CABLE TYPE 2#2/1#4AL.
CIR. SA MULT.-F

ABANDON IN PLACE 1#8, CIR.SA-5

ABANDON IN PLACE 1#8, CIR.SA-14

30-6
3"F.DU

131-0
2.5"

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS**

HAZMAT AREA

SHEET 6 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 339 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

3#4/1#8LTP CIR.T44C-C

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

#717
CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRE, 1S2V
ON BLACK WIRE

ELECTRICAL CABLE TYPE 2#2/1#4 AL. CIR.T44C-C

ST.

#732
CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRE, 1S2V
ON RED WIRE

REMOVE LUMINAIRES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
LUMINAIRES UTILITY LED B - BY CONTRACTOR

ELECTRICAL CABLE TYPE 3#12 AWG WITH GROUND CIR.T44C-C

40 FT. WOOD POLE STA.141+36.6';82.8'LT.

ABANDON IN PLACE 1#8, CIR.SA-5

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.SA MULT.-F

#414
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT
- LUMINAIRES UTILITY LED C
BLACK WIRE IS HOT FOR LUMINAIRE STA.139+74.6';29.5'LT.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#412
CONCRETE POLE - H15 TYPE

ABANDON IN PLACE 1#8, CIR.SA-5

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.SA - MULT.-F

#402
CONCRETE POLE - AT31 TYPE, MILWLANTERN, 3S4, PED.
SURGE PROTECTOR S3LED WITH SCREW LED LAMP ON RED WIRE

#339
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT
- LUMINAIRES UTILITY LED C
RED WIRE IS HOT FOR LUMINAIRE STA.141+57.3';29'LT.

ABANDON IN PLACE 1#8, CIR.SA-5

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#334
CONCRETE POLE - H15 TYPE

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T44C-C

#326
CONCRETE POLE - AT31 TYPE, MILWLANTERN, 3S4
SURGE PROTECTOR S3LED WITH SCREW LED LAMP ON BLACK WIRE

ABANDON IN PLACE 1#8, CIR.SA-5

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T44C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#312
CONCRETE POLE - H15 TYPE

#310
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT
- LUMINAIRES UTILITY LED C
RED WIRE IS HOT FOR LUMINAIRE STA.143+40'-32.9'LT.

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T44C-C

ABANDON IN PLACE 1#8, CIR.SA-5

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#306
CONCRETE POLE - H15 TYPE

2#8HL

3#8/1#8LTP, CIR.T44C-C

#723
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
ON RED WIRE

#729
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
ON RED WIRE

ELECTRICAL CABLE TYPE 2#2/1#4 AL. CIR.T44C-C

40 FT. WOOD POLE STA.144+57.9';63.4'LT.

ELECTRICAL CABLE TYPE UF 3#12 AWG WITH GROUND, CIR.T44C-C

#741
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
ON BLACK WIRE

ABANDON IN PLACE 1#8, CIR.SA-5

#302
CONCRETE POLE - A31 TYPE, MILWLANTERN, 3S4
SURGE PROTECTOR S3LED WITH SCREW LED LAMP ON BLACK WIRE

ST.

3#4/1#8LTP, CIR.T44C-C
3#8/1#8LTP, CIR.T44C-C

#724
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
ON BLACK WIRE

3#4/1#8LTP, CIR.T44C-C
3#8/1#8LTP, CIR.T44C-C

#730
STEEL POLE SMALL CELL TYPE, 6'ARM, LUMINAIRE, 2S2
ON RED WIRE

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

#248
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT
- LUMINAIRES UTILITY LED C
RED WIRE IS HOT FOR LUMINAIRE STA.145+21.4';35.3'LT.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#249
CONCRETE POLE - H15 TYPE

1#8HS, 1#8FS CIR.SA-5&6

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T44C-C

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON UNDERGROUND BALLAST 00HSE

W. NATIONAL

AV.

140+00 141+00 142+00 143+00 144+00 145+00

TUNNEL

PEDESTRIAN

ELECTRICAL CABLE TYPE 2#2/1#4 AL. CIR.T44C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#413
CONCRETE POLE - A31 TYPE, - ML

ABANDON IN PLACE 1#8, CIR.SA-14

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#405
CONCRETE POLE - H15 TYPE

ABANDON IN PLACE 2#12UF,CIR.SA-14

#807
CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRE, 2S2
ON BLACK WIRE
REMOVE LUMINAIRES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
LUMINAIRES UTILITY LED B - BY CONTRACTOR

S. 4th

REMOVE LUMINAIRES - BY CITY
REMOVING POLES - BY CONTRACTOR
#339
CONCRETE POLE - AT31 TYPE, - ML

ABANDON UNDERGROUND BALLAST 3HSE-4-0

ABANDON UNDERGROUND BALLAST 0HSE-3-6

40 FT. WOOD POLE STA.141+23.9';62.9'RT.

ELECTRICAL CABLE TYPE 2#2/1#4 AL. CIR.T44C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#329
CONCRETE POLE - H15 TYPE

ABANDON IN PLACE 1#8, CIR.SA-14

ABANDON IN PLACE 1#8, CIR.SA-14

HAZMAT AREA

ABANDON UNDERGROUND BALLAST 3HSE-4-0

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#311
CONCRETE POLE - AT31 TYPE, - ML

ABANDON IN PLACE 1#8, CIR.SA-14

ABANDON UNDERGROUND BALLAST 0HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#305
CONCRETE POLE - H15 TYPE

ABANDON UNDERGROUND BALLAST 2HSE

ABANDON UNDERGROUND BALLAST 00HSE

40 FT. WOOD POLE STA.144+45';63'RT.

#803
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON RED WIRE

#811
CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRE, 2S2
ON BLACK WIRE
REMOVE LUMINAIRES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
LUMINAIRES UTILITY LED B - BY CONTRACTOR

2#8HL CIR.SA-5&6

#815
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON BLACK WIRE

S. 3rd

ELECTRICAL CABLE TYPE UF 3#12 AWG WITH GROUND, CIR.T44C-C

#814
H17

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#235
CONCRETE POLE - H15 TYPE

ABANDON IN PLACE 1#8, CIR.SA-14

ABANDON UNDERGROUND BALLAST 3HSE-4-0

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#249
CONCRETE POLE - AT31 TYPE, ML

#802
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON RED WIRE

ABANDON IN PLACE 2#12UF,CIR.SA-14

40 FT. WOOD POLE STA.145+3.2';91.8'RT.

#806
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON BLACK WIRE

SHEET 7 OF 9

| PROJECT NO. 2410-10-71 | STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 340 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 20:51
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

N

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

9#14LTP INTER.

#729
CONCRETE POLE - A31 TYPE, MILW. LANTERN, LUMINAIRE, 2S4
ON BLACK WIRE

3#8/1#8LTP, CIR.T44C-C

#731
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4
ON RED WIRE

#714
CONCRETE POLE - A31 TYPE, MILW. LANTERN, LUMINAIRE, 2S4
ON RED WIRE
CITY TO DISCONNECT 3#4/1#8LTP CABLE FEED TO UNIT #734

3#4/1#8LTP, CIR.T44C-C - CITY TO REMOVE
3#8/1#8LTP, CIR.T44C-C

#730
CONCRETE POLE - H17 TYPE, HARP, 0S4
ON RED WIRE

ELECTRICAL CABLE TYPE 2#2/1#4AL CIR.T44C-C

CITY TO REMOVE 3#4/1#8LTP, CIR.T44C-C

#734
CONCRETE POLE - A31 TYPE, MILW. LANTERN, 2S4
ON RED WIRE

ABANDON IN PLACE 3#4/1#8LTP, CIR.T44C-C

#130
CONCRETE POLE - A31 TYPE, MILW. LANTERN, LUMINAIRE, S3LED5, PED.
ON RED WIRE

ELECTRICAL CABLE TYPE 2#2/1#4AL CIR.T5IC-B

ABANDON IN PLACE 3#6/1#8LTP, CIR.T44C-C

#118 - BY CONTRACTOR
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP. MOUNT
- LUMINAIRES UTILITY LED C
ON BLACK WIRE
STA.150+88.3';30.9'LT.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #118 CONCRETE POLE - H15 TYPE

ABANDON IN PLACE 1#8, CIR.SA-6

ELECTRICAL CABLE TYPE 2#2/1#4AL CIR.T44C-C

#232
A31-6 TYPE, MILW.LANTERN, 3S5,PED.
SURGE PROTECTOR S3LED WITH SCREW LED LAMP
ON BLACK WIRE

STEEL POLE SMALL CELL TYPE,

ABONDON IN PLACE 1#8, CIR.SA-6

#218
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP. MOUNT
- LUMINAIRES UTILITY LED C
RED WIRE IS HOT FOR LUMINAIRE
STA.147+12.9';29.81'LT.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #216 CONCRETE POLE - H15 TYPE

ABANDON IN PLACE 1#8, CIR.SA-6

#202
CONCRETE POLE - AT31 TYPE, MILW.LANTERN, 3S5, PED.
SURGE PROTECTOR S3LED WITH SCREW LED LAMP
ON BLACK WIRE

REMOVE PULL BOX

REMOVE PULL BOX

ELECTRICAL CABLE TYPE 2#2/1#4AL CIR.T44C-C

W. NATIONAL AV.

146+00 147+00 148+00 149+00 150+00

ABANDON IN PLACE 1#8, CIR.SA-14

ABANDON UNDERGROUND BALLAST 0HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #223 CONCRETE POLE - H15 TYPE

ABANDON IN PLACE 1#8, CIR.SA-14

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #215 CONCRETE POLE - AT31 TYPE,

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8, CIR.SA-14

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #201 CONCRETE POLE - A31 TYPE,

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #801 CONCRETE POLE A31 TYPE, 6'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8, CIR.SA-14

ABANDON IN PLACE 2#12UF, CIR.SA-14

#814
CONCRETE POLE - P-6 TYPE, ADAPT. 6 ARM, LUMINAIRE, 2S3
ON RED WIRE

1#8FS

1#8FS

S. 2nd

4#14LTP INTER.

HAZMAT AREA

SHEET 8 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 341 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 20:51
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

N

3#8/1#8LTP, CIR.T44C-C

3#8/1#8LTP, OLD CIR.T51C-B NEW CIR.T44C-C

#724 CONCRETE A31 POLE TYPE 6'ARM, 3LED3,PED ON BLACK WIRE

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

#727 CONCRETE A31-POLE TYPE 6'ARM, 3LED3,PED ON RED WIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T44C-C

REMOVE CABLE - IN CONDUIT 3#8/1#8LTP CABLE CIR.T44C-C

REMOVE CABLE - IN CONDUIT 3#8/1#8LTP CABLE, CIR.T51C-B

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T51C-B

#102 CONCRETE POLE - AT31 TYPE, MILW. LANTERN, LUMINAIRE, S3LED5, PED. ON RED WIRE

#734 CONCRETE POLE AT31-R TYPE 6'ARM,3LED3, PED ON RED WIRE

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T51C-B

REMOVE CABLE - IN CONDUIT 3#2/1#8LTP CABLE, CIR.T51C-B

#122 CONCRETE P-POLE ADAPTER SLEEVE, 6' ARM, 2LED2,PED ON RED WIRE

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

1#8FS, CIR.SA-14 TO BE REROUTED. DOWN W. WALKER ST. THIS CABLE TO BE REMOVED BY CITY

CITY TO REMOVE FROM CUC DUCT 1#8FS, OUT OF SERVICE CIR. SA-14

3#2/1#8LTP, CIR.T51C-B

1#8FS, CIR.SA-14 TO BE REROUTED. DOWN W. WALKER ST. THIS CABLE TO BE REMOVED BY CITY

3#2/1#8LTP, CIR.T51C-B

#210 WEP.CO. W.P.#62-2529 6-0 U.B.,2LED2 PED, ON BLACK WIRE

3#2/1#8LTP, CIR.T51C-B

#220 P-6, ADAPT.,2LED2 PED, ON RED WIRE

W. NATIONAL AV.

E. NATIONAL AV.

51+00 152+00 153+00 154+00 155+00 156+00 157+00

ABANDON 3#2/1#8LTP CABLE CIR.T51C-B

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T51C-B

CITY TO REMOVE FROM CUC DUCT 1#8FS, OUT OF SERVICE CIR. SA-14

ELECTRICAL CABLE TYPE 2#2/1#4AL., CIR.T51C-A

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #117 CONCRETE POLE - A31 TYPE,

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8, CIR.SA-14

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #801 CONCRETE POLE AT31R TYPE, 6'BRACKET ARM,3LED3

CITY TO REMOVE FROM CUC DUCT 1#8FS, OUT OF SERVICE CIR. SA-14

1#8FS, CIR.SA-14 TO BE REROUTED. DOWN W. WALKER ST. THIS CABLE TO BE REMOVED BY CITY

REMOVE CABLE - IN CONDUIT 3#2/1#8LTP CABLE, CIR.T51C-B

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T51C-B

#819 CONCRETE POLE - AT31 TYPE, 6' ARM, LUMINAIRE, 3LED3, PED ON BLACK WIRE

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

3#2/1#8LTP, CIR.T51C-B

3#2/1#8LTP, CIR.T51C-A

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #800 CONCRETE POLE A31 TYPE, 6'BRACKET ARM,3LED3

#802 - BY CONTRACTOR - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT - LUMINAIRES UTILITY LED C ON BLACK WIRE STA.152+61.9';54.8'RT.

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

#109 CONCRETE P-POLE ADAPTER SLEEVE, 6'ARM,2SQ,PED, ON RED WIRE

REMOVE CABLE - IN CONDUIT 3#2/1#8LTP, CIR.T51C-A

ELECTRICAL CABLE TYPE 2#2/1#4AL. CIR.T51C-A

CONTRACTOR TO LEAVE 3FT. COIL AT TOP OF LIGHT POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY.

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

#139 CONCRETE A26 POLE 6'ARM, 2LED3,PED ON BLACK WIRE

- EXTEND 2.5" PVC CONDUIT - NEED SAW & COMPRESSOR TO INSTALL 13"X24"X24" PULL BOX BY DOGHOUSING OVER EX.CONDUIT PATCH CONCRETE WALK AFTER. - REMOVE PEDESTAL

3#2/1#8LTP, CIR.T51C-A

3#4/1#8LTP, CIR.T51C-A

1#8FS, CIR.SA-14 TO BE REROUTED. DOWN W. WALKER ST. THIS CABLE TO BE REMOVED BY CITY

#811 26'S6'AL,2LED3 PED, ON BLACK WIRE

S. 1st ST.

S. BARCLAY ST.

#804 WEP.CO. W.P.#62-2535 6-0 U.B.,2LED3 PED, ON RED WIRE

3#2/1#8LTP, CIR.T51C-A

2-3#2/1#8LTP CIR.T51C-A & CIR.T51C-B

CITY TO REMOVE FROM CUC DUCT 1#8FS, OUT OF SERVICE CIR. SA-14

HAZMAT AREA

SHEET 9 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 1 | SHEET NO. 342 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 20:52
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 11th ST.

S. 10th ST.

114+00 115+00 116+00 117+00 118+00 119+00

3" HDPE CONDUIT
1#8 CONCENTRIC, CIR.T45C 2-1
SERIES CABLE CIR.T45C 2-1
#717 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2 103'N. OF NCLX
13"X24"X24" PULL BOX WITH 60W. OV20 BALLAST
SERIES CABLE CIR.T45C 2-1
PRIMARY SPLICE
CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO
ABANDON UNDERGROUND BALLAST 2HSE-3-6
ABANDON IN PLACE 1#8,CIR.T45C 2-1
1#6 PRIM. LINE, CIR.SA 8-7
ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN
ABANDON IN PLACE 1#8,CIR.T45C 2-1
ABANDON UNDERGROUND BALLAST 3HSE-3-6
CITY #1100 40 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST
WEP.CO. W.P.#44-0912
ABANDON IN PLACE 2#12UF CABLE
ABANDON UNDERGROUND BALLAST 3HSE-31-3 E. OF UNIT #1040
CITY #1036 40 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3 110W. OV20 BALLAST
ABANDON IN PLACE 1#8,CIR.SA-1
ABANDON UNDERGROUND BALLAST 3HSE-4-0
ABANDON IN PLACE 1#8,CIR.SA-1
ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN
ABANDON IN PLACE 1#8,CIR.SA-1
ABANDON UNDERGROUND BALLAST 3HSE-3-6
CITY 40 FT. WOOD POLE SECONDARY RISER
2#12UF
ABANDON UNDERGROUND BALLAST 2HSE-LOC. UNKNOWN
CITY 40 FT. WOOD POLE 2-60W. OV20 BALLASTS
3#12UF, CIR.SA 8-7
3#12UF, CIR.SA 8-7
PIPE LOCATION UNKNOWN
#739 STEEL POLE - SMALL CELL TYPE, 6'ARM, LUMINAIRE, 2LED2
ABANDON 2#8LTP CABLE
ABANDON UNDERGROUND BALLAST 2HSE-LOC. UNKNOWN
ABANDON IN PLACE 1#8,CIR.SA-1
1#6PRIM, CIR.SA 8-7
ABANDON UNDERGROUND BALLAST 3HSE-3-6
ABANDON IN PLACE 1#8,CIR.SA-1

4#2/1#8 XLP, CIR. T56C-B
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC, CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 6
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY
#801 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
4#12UF, CIR.SA 8-7
CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
#805 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2 SECONDARY RISER
2-2#12UF, CIR.SA 8-7
13"X24"X24" PULL BOX
#815 26'ALUMINUM POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE, 2LED2, B 69'S. OF UNIT#805
2#12UF, CIR.SA 8-7
CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO
WEP.CO. W.P. 250W. OV20 BALLAST
WEP.CO. W.P.#27-1041
#1041 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
4#2/1#8 XLP, CIR.SA MULTI-E
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC, CIR. SA 8-7
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY
1#8 CONCENTRIC, CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 6
CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
#1021 15'-6 FT BLACK AL HARP, S1LED5, 60W. OV20 BALLAST
CITY #1013 35 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST
#1013 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE
1#6PRIM., CIR.SA 8-7
4#2/1#8 XLP, CIR.SA MULTI-E
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC, CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY
#1001 15'-6' FT BLACK AL HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE
CITY #1001 35 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3, 250W. OV20 BALLAST, 60W. OV20 BALLAST
3#12UF, CIR.SA-8
#801 ALUMINUM POLE - 26'AL. TYPE, 6'ARM, LUMINAIRE, 2LED2
CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION
#939 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
4#2/1#8 XLP, CIR.SA MULTI-E
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC, CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3
BLACK - 3"HDPE CONDUITCONDUIT FOR SERIES CIRCUITRY
#828 A26-6

MULTIPLE PULL BOX
SERIES PULL BOX

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 1 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 343 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 07:05
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

ST.

S. 9th

S. ROW OF ALLEY

120+00 121+00 122+00 123+00 124+00 125+00

2#12UF, CIR.SA 8-7

WOOD POLE FOR ANCHORING UPEND ARM, SECONDARY RISER

ABANDON 3#12UF, CIR.SA-1

3#12UF, CIR.SA 8-7

ABANDON UNDERGROUND BALLAST 2HSE-34-0 N. OF CURB

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

ABANDON 1#8 CONC., CIR.SA-1

CITY #900 40-FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST ON CIR.SA-8 60W. OV20 BALLAST

#738 ALUMINUM POLE - 26'AL. TYPE, 6'ARM, LUMINAIRE, 2LED2

ABANDON UNDERGROUND BALLAST 2HSE-3-6

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

3#12UF, CIR.SA 8-7

1#6PRIM., CIR.SA 8-7

CITY #918 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3, 110W. OV20 BALLAST

ABANDON IN PLACE 1#8,CIR.SA-1

1#6PRIM., CIR.SA 8-7

ABANDON UNDERGROUND BALLAST 0HSE-3-0

ABANDON IN PLACE 1#8,CIR.SA-1

ABANDON UNDERGROUND BALLAST 3HSE-3-0

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

ABANDON IN PLACE 1#8,CIR.SA-1

1#6PRIM., CIR.SA 8-7

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.SA-1

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

CITY #808 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

1#6PRIM., CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.SA-1

SERIES PULL BOX

MULTIPLE PULL BOX

3#12UF, CIR.SA 8-7

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#927 15'-6" FT BLACK. AL. HARP, S1LED5, 60W. OV20 BALLAST

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY #913 35 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3

#913 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#801 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

PROTECT WE ENERGIES METER PEDESTAL FOR OUTLET CABINET

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

#839 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

CITY #804 40-FT. WOOD POLE 6' BRACKET ARM, 2LED2 150W EQUIVALENT LED LUMINAIRE

CITY #825 40 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

#818 A26-6

2#8LTP

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#827 15'-6" FT BLACK. AL. HARP, S1LED5, 60W. OV20 BALLAST

#813 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 2 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 344 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn PLOT DATE : 17-JUL-2026 07:06 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 7th ST.

126+00 127+00 128+00 129+00 130+00 131+00

CITY #804 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

ABANDON UNDERGROUND BALLAST 1HSE-3-6

1#6PRIM., CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.SA-1

ABANDON UNDERGROUND BALLAST 1HSE-3-6

ABANDON IN PLACE 1#8,CIR.SA-1

CITY #724 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

ABANDON UNDERGROUND BALLAST 3HSE-4-0

ABANDON IN PLACE 1#8,CIR.SA-1

1#6PRIM., CIR.SA 8-7

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

ABANDON IN PLACE 1#8,CIR.SA-1

ABANDON UNDERGROUND BALLAST 1HSE-3-6

CITY #700 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 250W, OV20 BALLAST 60W. OV20 BALLAST

#725 CONCRETE POLE - A21 TYPE, 6'ARM, LUMINAIRE, 1LED2

STEEL POLE - SMALL CELL TYPE,

3#12UF, CIR.SA 8-7

CITY #729 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2,

PIPE LOCATION UNKNOWN

11HSE-18-0 N. OF CURB

ABANDON UNDERGROUND BALLAST 2HSE-3-6

CITY #638 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

1#6PRIM., CIR.SA 8-7

ABANDON UNDERGROUND BALLAST HSE-LOC UNKNOWN

ABANDON UNDERGROUND BALLAST 3HSE-3-6

CITY #626 35 FT. WOOD POLE, STA.131+23.5',36.61'T. 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

1#8 CONCENTRIC., CIR.SA 8-7

3" HDPE CONDUIT APPROX. 24" DEEP FROM EX. WALK, STA.131+23.5',36.61'T.

1#6PRIM., CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.SA-1

MULTIPLE PULL BOX

SERIES PULL BOX

#803 15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#737 15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#723 15'-6" FT BLACK AL HARP, SILED5, 60W, OV20 BALLAST

CITY #715 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

#713 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#701 15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

3#12UF, CIR.SA 8-7

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

MULTIPLE PULL BOX

#803 WEP.CO. W.P.#104422 6-0 U.B. 1LED2

PRIVATE SERVICE DROP

#802 WISDOT TYPE 5 BOLT DOWN POLE LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT, LUMINAIRE UTILITY LED A (1LED2), RED WIRE IS HOT FOR LUMINAIRE

#639 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#627 15'-6" FT BLACK AL HARP, SILED5, 60W, OV20 BALLAST

1#8 CONCENTRIC CIR SA 8-7 CITY TO INSTALL ON STAGE 6

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 3 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 345 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn PLOT DATE : 17-JUL-2026 07:08 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

CONTINUED ON SHEET 15 OF 19

#613
30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR SA 8-7 CITY TO INSTALL ON STAGE 6

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#601
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

PROTECT WE ENERGIES METER PEDSTAL FOR OUTLET CABINET

1#8 CONCENTRIC, CIR SA 8-7 CITY TO INSTALL ON STAGE 6

#801
TRAFFIC MONTUBE MILW. LANTERN ARM S3LED4 RED WIRE IS HOT FOR LUMINAIRE FIXTURE,

3#8/1#8LTP, CIR.SA-A

#807
H15,S1LED5,B

#539
TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT

#535
15'-6" FT BLACK AL. HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

CITY #606
45 FT. WOOD POLE, 6' BRACKET ARM, 3LED3
250W EQUIVALENT LED LUMINAIRE
110W. OV20 BALLAST

110-0 2"

MULTIPLE PULL BOX

SERIES PULL BOX

W. NATIONAL AV.

S. 6th ST.

132+00

133+00

134+00

135+00

ABANDON IN PLACE 1#8,CIR.SA-1

ABANDON UNDERGROUND BALLAST 0HSE-LOC. UNKNOWN

1#8 CONCENTRIC., CIR.SA 8-7

3" HDPE CONDUIT, APPROX. 24" DEEP FROM EX. WALK

CITY #608
35 FT. WOOD POLE, 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

ABANDON UNDERGROUND BALLAST 3HSE-3-6

1#6PRIM, CIR.SA 8-7

CITY #731
45 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST

1#6PRIM, CIR.SA 2-1

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #540
CONCRETE POLE - A31 TYPE, MILW. LANTERN, SURGE PROTECTOR S3LED WITH SCREW LED LAMP

ABANDON IN PLACE 1#8,CIR.SA-5

REMOVE AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #526
CONCRETE POLE - AT31 TYPE, PED MILW.LANTERN, SURGE PROTECTOR S3LED

ABANDON IN PLACE 1#8,CIR.SA-5

REMOVE AERIAL CABLE

ABANDON UNDERGROUND BALLAST 2HSE-23-0 N. OF CURB

ABANDON UNDERGROUND BALLAST 0HSE-9-0 N. OF C.B.

ABANDON UNDERGROUND BALLAST 2HSE-4-0

ABANDON 2#12UF, CIR.SA-1, OUT OF SERVICE

#721
CONCRETE POLE - H15 TYPE, HARP, LUMINAIRE, S1LED5

2#12UF, CIR.SA 2-1

#720
CONCRETE POLE - A26 TYPE MILW.LANTERN, S2LED5 60W. OV20 BALLAST

3#8/1#LTP. O.O.S.

9#14LTP INTER.

#714
CONCRETE POLE - H15 TYPE, HARP, LUMINAIRE, S1LED5

3#8/1#LTP, CIR.SA-2, O.O.S.

2#12UF, CIR.SA 2-1

ABANDON 2#12UF, CIR.SA-2, OUT OF SERVICE.

#713
LID-ADAPT. MLS21ED5 110W. OV20 BALLAST

ABANDON UNDERGROUND BALLAST 2HSE-18-2 S. OF CURB

3#4/1#8LTP SIGNAL SERV. 2#8HL SIGNAL SERV.

2#12UF, CIR.SA-2

#615
CONCRETE POLE - A21 TYPE, 6' BRACKET ARM, 1S2V

1HSE-17-0
W. OF UNIT #615

W. ROW OF ALLEY

W. PIERCE ST.

1#8, CIR.SA 2-1

#602
CONCRETE POLE - A21 TYPE, BRACKET ARM, 1S2V PRIMARY RISER LIGHTNING ARRESTOR

1HSE-3-6

0HSE-3-0 E. OF UNIT #602 NOT IN SERVICE

WEP. CO.
W.P. #60-1744
66W. OV20 BALLAST

WEP. CO.
W.P. #51-0030

#644
A26-ML,S2LED5 PED

#538
A26-6, BOLT DOWN BLK. MILW. LANT. SLED,R CONC.BASE TYPE2

#531
H15, BLK HARP SOLED,B

#525
H15, BLK HARP SOLED,R

4#2/1#8 XLP, CIR,SA-E

#516
A26-6, BOLT DOWN BLK. MILW. LANT. SLED,B CONC.BASE TYPE2

2#8HL SIGNAL SERV.

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

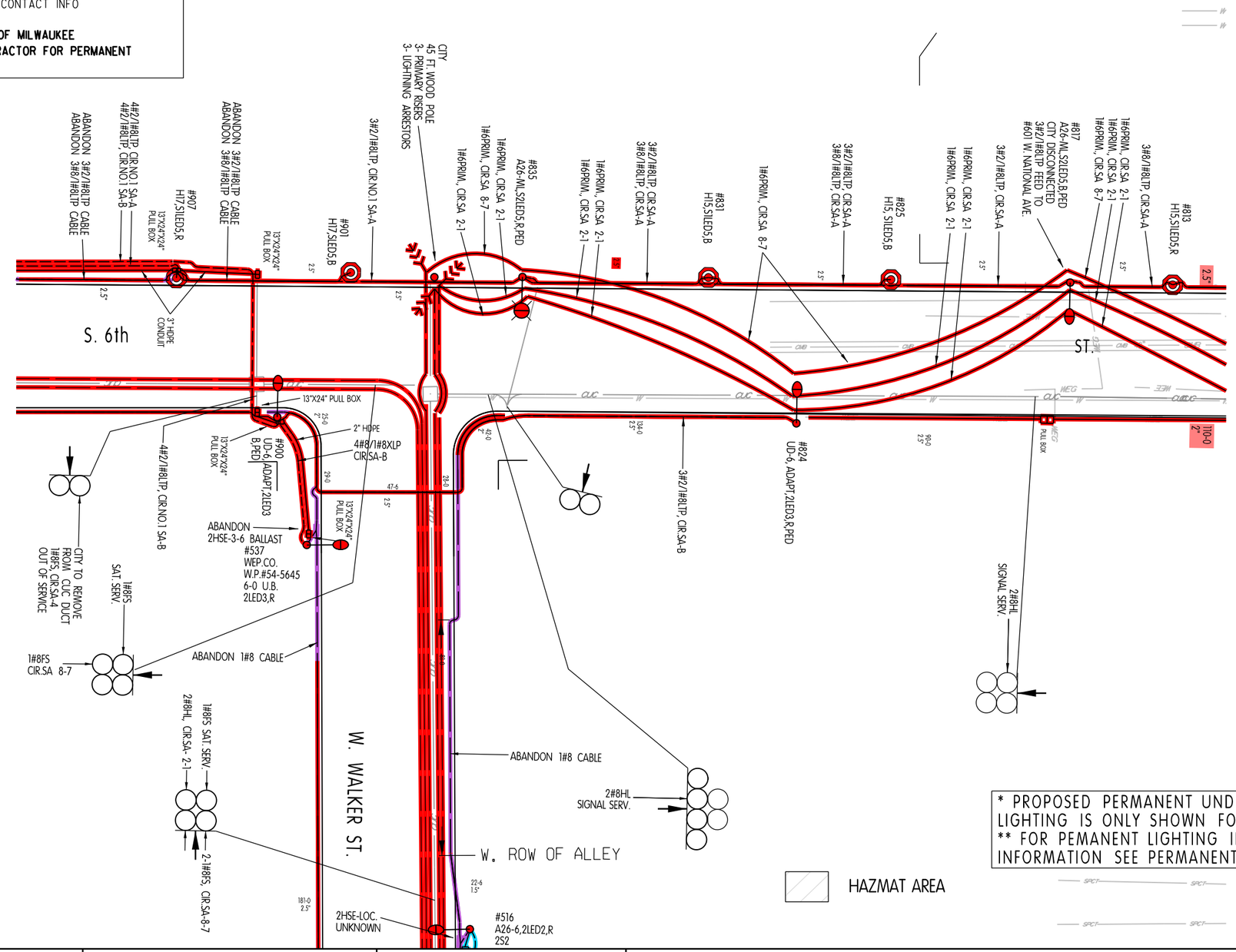
SHEET 4 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 346 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 07:09
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY




* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

CONTINUED FROM SHEET 14 OF 19

SHEET 5 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 347 | E |
|---|---|---|---|---|---|

2

N

W. NATIONAL

S. 5th

ST.

AV.

136+00

137+00

138+00

139+00

#515
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT

#507
15'-6" FT BLACK AL. HARP
S1LED5, RED WIRE IS
HOT FOR LUMINAIRE

CITY
#803
45-FT. WOOD POLE, 6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

4#2/1#8 XLP, CIR.SA MULTI-E
-BY CITY

#808
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON BLACK WIRE

#827
CONCRETE POLE
- A26 TYPE,
MILW. LANTERN, 254
ON RED WIRE, PED

3#2/1#8LTP, CIR.SA MULTI-E

#801
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE,
S3LED4, BLACK WIRE
IS HOT FOR LUMINAIRE

#501
30 FT AL. BLK. BOLT
DOWN POLE
MILW. LANTERN
ARM FIXTURE,
S3LED4, RED WIRE
IS HOT FOR
LUMINAIRE

OUTLET
CIR.
CABINET

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

REMOVE AERIAL CABLE

REMOVE PULL BOX

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#514
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT
- LUMINAIRES UTILITY LED C

REMOVE AERIAL CABLE

ABANDON IN PLACE 1#8,CIR.SA-5

REMOVING POLES
- BY CONTRACTOR
LAMP, BALLAST, LED,
SWITCH DISPOSAL
- BY CONTRACTOR
#500
CONCRETE POLE
- AT31 TYPE,PED
MILW.LANTERN, SURGE
PROTECTOR S3LED
WITH SCREW LED LAMP

CITY
ELECTRICAL CABLE TYPE 2#2/1#4AL
CIR SA MULT-E

#723
CONCRETE POLE
- A26 TYPE
MILW.LANTERN, S2LED5, PED.
ON RED WIRE
SECONDARY RISER

3#2/1#8LTP, CIR.SA MULTI-E
3#8/1#8LTP, CIR.SA MULTI-E

#719
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON BLACK WIRE

3#2/1#8LTP, CIR.SA MULTI-E

#703
CONCRETE POLE - A26 TYPE,
MILW.LANTERN, S2LED5, PED.
ON BLACK WIRE

WEP.CO.
W.P.#74-54

3#4/1#8LTP, CIR.SA MULTI-E

#814
CONCRETE POLE
- A31 TYPE,
MILW. LANTERN, 254
ON RED WIRE, PED

CITY TO DISCONNECT 3#4/1#8LTP
CABLE FEED TO THE NORTH

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

3#2/1#8LTP, CIR.SA MULTI-E

4#2/1#8 XLP, CIR.SA MULTI-F
- BY CITY

3#8/1#8LTP, CIR.SA MULTI-F
FEED TO HARP POLE

#808
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON RED WIRE

#439
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

MULTIPLE PULL BOX

CITY
ELECTRICAL CABLE TYPE
2#2/1#4AL CIR.SA MULT-F

REMOVE PULL BOX

REMOVING POLES
- BY CONTRACTOR
#732
CONCRETE POLE
- A26 TYPE,

REMOVING POLES
- BY CONTRACTOR
LAMP, BALLAST, LED,
SWITCH DISPOSAL
- BY CONTRACTOR
#440
CONCRETE POLE
- A31 TYPE,PED
MILW.LANTERN,
SURGE PROTECTOR
S3LED WITH SCREW
LED LAMP

CITY
2#12UF
CIR.SA-F

CITY
#730
45-FT WOOD POLE, 6' ARM, 2LED2
ON BLACK WIRE

#728
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON RED WIRE

CITY
ELECTRICAL CABLE TYPE 2#2/1#4AL
CIR SA MULT-F

#714
CONCRETE POLE - A26 TYPE,
MILW.LANTERN, S2LED5, PED.
ON RED WIRE
SECONDARY RISER

3#4/1#8LTP, CIR.SA MULTI-F
3#8/1#8LTP, CIR.SA MULTI-F

#708
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON BLACK WIRE

3#4/1#8LTP, CIR.SA MULTI-F

#425
15'-6" FT BLACK AL. HARP
S1LED5, BLACK WIRE IS
HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.T44C-C

RED - 3"HDPE CONDUIT

REMOVE AERIAL CABLE

ABANDON IN PLACE
1#8, CIR.SA-5

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#424
CONCRETE POLE - A31 TYPE,PED MILW.LANTERN,
SURGE PROTECTOR S3LED WITH SCREW LED LAMP

#413
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

REMOVE AERIAL CABLE

ABANDON IN PLACE 1#8, CIR.SA-5

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 6 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 348 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 07:10
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

3#4/1#8LTP CIR.T44C-C

#717 CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRE, 1S2V ON BLACK WIRE

ELECTRICAL CABLE TYPE 2#2/1#4 AL. CIR.T44C-C

ST.

#732 CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRE, 1ILED2 ON RED WIRE

ELECTRICAL CABLE TYPE 3#12 AWG WITH GROUND CIR.T44C-C

40 FT. WOOD POLE

2#8HL

3#8/1#8LTP, CIR.T44C-C

3#4/1#8LTP, CIR.T44C-C
3#8/1#8LTP, CIR.T44C-C

#724 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON BLACK WIRE

#723 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON RED WIRE

3#4/1#8LTP, CIR.T44C-C
3#8/1#8LTP, CIR.T44C-C

#730 STEEL POLE SMALL CELL TYPE, 6'ARM, LUMINAIRE, 2S2 ON RED WIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO REMOVE SECONDARY RISER

#729 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON RED WIRE

REMOVE AERIAL CABLE

REMOVING POLES - BY CONTRACTOR

#741 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON BLACK WIRE

ABANDON IN PLACE 1#8, CIR.SA-5

REMOVE AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #414 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT - LUMINAIRES UTILITY LED C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #402 CONCRETE POLE - A31 TYPE,PED MILWLANTERN, SURGE PROTECTOR S3LED WITH SCREW LED LAMP

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, WITCH DISPOSAL - BY CONTRACTOR #338 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT - LUMINAIRES UTILITY LED C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #326 CONCRETE POLE - A31 TYPE, MILWLANTERN, SURGE PROTECTOR S3LED

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #310 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT - LUMINAIRES UTILITY LED C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #248 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT - LUMINAIRES UTILITY LED C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #302 CONCRETE POLE - A31 TYPE, MILWLANTERN, SURGE PROTECTOR S3LED WITH SCREW LED LAMP

REMOVE PULL BOX

REMOVE AERIAL CABLE

1#8HS, 1#8FS CIR.SA S&6

W. NATIONAL

AV.

140+00 141+00 142+00 143+00 144+00 145+00

TUNNEL

PEDESTRIAN

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T44C-C

#405 15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T44C-C

ABANDON IN PLACE 2#12UF,CIR.SA-14

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#807 CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRES UTILITY LED B ON BLACK WIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

S. 4th

#338 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.T44C-C

RED - 3"HDPE CONDUIT

REMOVING POLES - BY CONTRACTOR

REMOVE AERIAL CABLE

ABANDON IN PLACE 1#8, CIR.SA-14

#313 15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

#307 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T44C-C

#301 15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

REMOVING POLES - BY CONTRACTOR

#803 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON RED WIRE

2.5" UNKNOWN LOCATION

REMOVE AERIAL CABLE

#249 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T51C-B

#802 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON RED WIRE

ABANDON IN PLACE 2#12UF,CIR.SA-14

REMOVING POLES - BY CONTRACTOR

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T51C-B

#241 15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

#811 CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRES UTILITY LED B ON BLACK WIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T44C-C

#815 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON BLACK WIRE

#806 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON BLACK WIRE

#814 H17

S. 3rd

REMOVE AERIAL CABLE

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HAZMAT AREA

SHEET 7 OF 9

| PROJECT NO. 2410-10-71 | STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 349 | E |
|---|---|---|---|---|---|

2

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 2nd ST.

146+00 147+00 148+00 149+00 150+00

ABANDON IN PLACE 1#8, CIR.SA-6

REMOVE AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #232 CONCRETE POLE A31 TYPE, PED, MILW.LANTERN, SURGE PROTECTOR S3LED WITH SCREW LED LAMP

STEEL POLE SMALL CEIL TYPE

ABNDON IN PLACE 1#8, CIR.SA-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #218 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT - LUMINAIRES UTILITY LED C

ABNDON IN PLACE 1#8, CIR.SA-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #202 CONCRETE POLE - AT31 TYPE,PED, MILW.LANTERN, SURGE PROTECTOR S3LED LED LAMP

REMOVE AERIAL CABLE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO REMOVE SECONDARY RISER

#729 CONCRETE POLE - A31 TYPE, MILW. LANTERN, LUMINAIRE, 2S4 ON BLACK WIRE

3#8/1#8LTP, CIR.T44C-C

#731 CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON RED WIRE

9#14LTP INTER.

PULL BOX

#714 CONCRETE POLE - A31 TYPE, MILW. LANTERN, LUMINAIRE, 2S4 ON RED WIRE

CITY TO DISCONNECT 3#4/1#8LTP CABLE FEED TO UNIT #734

3#8/1#8LTP, CIR.T44C-C

#730 CONCRETE POLE - H17 TYPE, HARP, 0S4 ON RED WIRE

REMOVE AERIAL CABLE

REMOVE PULL BOX

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #734 CONCRETE POLE - A31 TYPE, MILW. LANTERN, 2S4

ABANDON IN PLACE 3#4/1#8LTP, CIR.T44C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #130 CONCRETE POLE - A31 TYPE, MILW. LANTERN, LUMINAIRE, S3LED5, PED.

REMOVE AERIAL CABLE

ABANDON IN PLACE 3#8/1#8LTP, CIR.T44C-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #118 - BY CONTRACTOR - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 6-FT. WP MOUNT - LUMINAIRES UTILITY LED C

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT 4#2/1#8 XLP, CIR.T51C-B

#229 15'-6" FT BLACK AL HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

#217 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#201 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#801 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#141 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4 RED WIRE IS HOT FOR LUMINAIRE

#129 15'-6" FT BLACK AL HARP S1LED5, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.T51C-B

RED - 3"HDPE CONDUIT

34-0 2"

ABANDON IN PLACE 2#12UF, CIR.SA-14

#814 CONCRETE POLE - P-6 TYPE, ADAPT. 6 ARM, LUMINAIRE, 2S3 ON RED WIRE

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 8 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 350 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn PLOT DATE : 17-JUL-2026 07:13 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

3#8/1#8LTP, CIR.T44C-C

#724
CONCRETE A31 POLE TYPE
6'ARM, 3LED3,PED
ON BLACK WIRE

#727
CONCRETE
A31-POLE TYPE
6'ARM, 3LED3,PED
ON RED WIRE

ELECTRICAL CABLE TYPE 2#2/1#4AL.
CIR.T44C-C

REMOVE AERIAL CABLE

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#102
CONCRETE POLE - AT31 TYPE, MILW. LANTERN, LUMINAIRE, S3LED5, PED.

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#734
CONCRETE POLE
AT31-R TYPE
6'ARM,3LED3, PED

REMOVE AERIAL CABLE

ELECTRICAL CABLE TYPE 2#2/1#4AL.
CIR.T51C-B

#122
CONCRETE P-POLE
ADAPTER SLEEVE, 6' ARM,
2LED2,PED,
ON RED WIRE

3#2/1#8LTP, CIR.T51C-B

3#2/1#8LTP, CIR.T51C-B

#210
WEP.CO.
W.P.#62-2529
6-0 U.B.,2LED2
PED, ON BLACK WIRE

3#2/1#8LTP, CIR.T51C-B

#220
P-6, ADAPT.,2LED2
PED, ON RED WIRE

W. NATIONAL AV.

E. NATIONAL AV.

51+00 152+00 153+00 154+00 155+00 156+00 157+00

REMOVE AERIAL CABLE

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T51C-B

#101
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

ELECTRICAL CABLE TYPE 2#2/1#4AL
CIR.T51C-B

#802
30 FT AL. BLK. BOLT
DOWN POLE MILW.
LANTERN ARM
FIXTURE, S3LED4,
BLACK WIRE IS
HOT FOR LUMINAIRE

4#2/1#8XLP, CIR.T51C-A

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#802
40-FT. WOOD POLE
6'BRACKET ARM,
250W EQUIVALENT
LED LUMINAIRE

#103
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T51C-A

#109
CONCRETE P-POLE
LAMP, BALLAST, LED,
SWITCH DISPOSAL
- BY CONTRACTOR
ADAPTER SLEEVE,
6'ARM,PED

#802
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

REMOVE AERIAL CABLE

4#2/1#8XLP, CIR.T51C-A

#139
CONCRETE A26 POLE
6'ARM, 2LED3,PED
ON BLACK WIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

3#2/1#8LTP, CIR.T51C-A

#804
WEP.CO.
W.P.#62-2535
6-0 U.B.,2LED3
PED, ON RED WIRE

3#2/1#8LTP, CIR.T51C-A

3#2/1#8LTP, CIR.T51C-B
2-3#2/1#8LTP
CIR.T51C-A & CIR.T51C-B

1#8FS, CIR.SA-14
TO BE REROUTED.
DOWN W. WALKER ST.
THIS CABLE TO BE
REMOVED BY CITY

REMOVE AERIAL CABLE

4#2/1#8XLP, CIR.T51C-B

#819
CONCRETE POLE - AT31 TYPE,
6' ARM, LUMINAIRE, 3LED3, PED
ON BLACK WIRE

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

3#2/1#8LTP, CIR.T51C-B

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

3#2/1#8LTP, CIR.T51C-A

3#4/1#8LTP, CIR.T51C-A

#811
26'S6'AL.2LED3
PED, ON BLACK WIRE

S. 1st ST.

S. BARCLAY ST.

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 9 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 2 | SHEET NO. 351 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 07:13
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

3" HDPE CONDUIT
1#8 CONCENTRIC, CIR.T45C 2-1
SERIES CABLE CIR.T45C 2-1
#717
CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2
148-0 3"
13"X24"X24" PULL BOX WITH 60W. OV20 BALLAST
SERIES CABLE CIR.T45C 2-1
PRIMARY SPLICE
#739
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. T56C-B
1#6 PRIM. LINE, CIR.SA 8-7
#1102
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE
CITY #1100
40 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST
MULTIPLE PULL BOX
MULTIPLE PULL BOX
MULTIPLE PULL BOX
WEP.CO. W.P.#44-0912
CITY #1036
40 FT. WOOD POLE 6'BRACKET ARM 250W EQUIVALENT LED LUMINAIRE, 3LED3
110W. OV20 BALLAST
MULTIPLE PULL BOX
#1028
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. SA MULTI-F
#1014
15'-6" FT BLACK. AL HARP S1LED5, RED WIRE IS HOT FOR LUMINAIRE
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. SA MULTI-F
#1002
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE
CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND
CITY 40 FT. WOOD POLE SECONDARY RISER
CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
CITY 40 FT. WOOD POLE 2-60W. OV20 BALLASTS
3#12UF, CIR.SA 8-7
2#12UF
50-0 2.5"
3#12UF, CIR.SA 8-7
PIPE LOCATION UNKNOWN
#739
STEEL POLE - SMALL CELL TYPE, 6'ARM, LUMINAIRE, 2LED2
RED WIRE IS HOT FOR LUMINAIRE
MULTIPLE PULL BOX
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. SA MULTI-F
MULTIPLE PULL BOX
MULTIPLE PULL BOX
#938
15'-6 FT BLACK. AL HARP S1LED5, RED WIRE IS HOT FOR LUMINAIRE
1#6PRIM., CIR.SA 8-7
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. SA MULTI-F
1#6 PRIM. LINE, CIR.SA 8-7
W. NATIONAL AV.
114+00
115+00
116+00
117+00
118+00
119+00
WV
1#6PRIM., CIR.SA 8-7
MULTIPLE PULL BOX
SERIES PULL BOX
#801
TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
4#12UF, CIR.SA 8-7
CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
#805
CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2 SECONDARY RISER
77-0 3"
2-2#12UF, CIR.SA 8-7
13"X24"X24" PULL BOX
#815
26' ALUMINUM POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE, 2LED2, B 69'S. OF UNIT#805
129-0
240'
48-0 3"
2#12UF, CIR.SA 8-7
WEP.CO. W.P.#27-1041
92-0 3"
S. 11th
#1041
TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
SERIES PULL BOX
WEP.CO. W.P. 250W. OV20 BALLAST
4#2/1#8 XLP, CIR.SA MULTI-E
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 6
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY
4#2/1#8 XLP, CIR. T56C-B
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 6
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY
CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
#1021
15-6 FT BLACK. AL HARP, S1LED5, 60W. OV20 BALLAST
CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND
CITY #1013
35 FT. WOOD POLE.
#1013
30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE
4#2/1#8 XLP, CIR.SA MULTI-E
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY
#1001
15'-6" FT BLACK. AL HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE
CITY #1001
35 FT. WOOD POLE.
#801
ALUMINUM POLE - 26'AL. TYPE, 6'ARM, LUMINAIRE, 2LED2
#939
30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
4#2/1#8 XLP, CIR.SA MULTI-E
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3
BLACK - 3"HDPE CONDUIT/CONDUIT FOR SERIES CIRCUITRY
S. 10th
#828
A26-6

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

SHEET 1 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 352 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 3 & 6 Overhead Removals.dgn
PLOT DATE : 17-JUL-2026 09:02
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

N

2#12UF, CIR.SA 8-7
WOOD POLE FOR ANCHORING UPEND ARM, SECONDARY RISER
CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND
CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
DOG HOUSE PULL BOX OVER EX. CABLE
3#12UF, CIR.SA 8-7
ABANDON 3#12UF, CIR.SA-1
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. MULTI-F
#738 ALUMINUM POLE - 26'AL TYPE, 6'ARM, LUMINAIRE, 2LED2 RED WIRE IS HOT FOR LUMINAIRE
3#12UF, CIR.SA 8-7
MULTIPLE PULL BOX
#839 15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE
#826 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE S3LED4, RED WIRE IS HOT FOR LUMINAIRE
#812 15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE
CITY #808 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST
CITY #918 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3, 110W, OV20 BALLAST, 110W, OV20 BALLAST
CITY #900 40-FT. WOOD POLE 6 BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST ON CIR.SA-8 60W, OV20 BALLAST
#914 15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE
#901 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE
1#6PRIM, CIR.SA 8-7
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. SA MULTI-F

W. NATIONAL AV.
120+00 121+00 122+00 123+00 124+00 125+00
35'

SERIES PULL BOX
MULTIPLE PULL BOX

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX
#927 15'-6" FT BLACK AL HARP, SILED5, 60W, OV20 BALLAST
4#2/1#8 XLP, CIR.SA MULTI-E
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC, CIR. SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY
CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND
CITY #913 35 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3
#913 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE
#801 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
PROTECT WE ENERGIES METER PEDESTAL FOR OUTLET CABINET
#839 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE
CITY #825 40 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST
#827 15'-6" FT BLACK AL HARP, SILED5, 60W, OV20 BALLAST
#813 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

S. 9th
S. ROW OF ALLEY
#818 A26-6
2#8LTP

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 2 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 353 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 3 & 6 Overhead Removals.dgn
PLOT DATE : 17-JUL-2026 09:03
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

N

W. NATIONAL AV.

S. 7th ST.

126+00 127+00 128+00 129+00 130+00 131+00

CITY #804 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST

#800 15'-6 FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR.SA MULTI-F

1#6PRIM., CIR.SA 8-7

#734 15'-6 FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

CITY #724 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. SA MULTI-F

#720 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

1#6PRIM., CIR.SA 8-7

#712 15'-6 FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. SA MULTI-F

#700 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

CITY #700 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 250W, OV20 BALLAST 60W. OV20 BALLAST

#725 CONCRETE POLE - A21 TYPE, 6'ARM, LUMINAIRE, 1LED2 RED WIRE IS HOT FOR LUMINAIRE

STEEL POLE - SMALL CELL TYPE,

3#12UF, CIR.SA 8-7

CITY #729 35 FT. WOOD POLE, 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE, 2LED2,

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

26-0 2.5"

21-0 2"

22-6 2"

19-4 2.5"

21-2 2.5"

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR.SA MULTI-F

MULTIPLE PULL BOX

#802 WISDOT-TYPE 5 BOLT DOWN POLE LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT, LUMINIAIRE UTILITY LED A (1LED2), BLACK WIRE IS HOT FOR LUMINAIRE

#638 15'-6 FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

CITY #638 35 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST

1#6PRIM., CIR.SA 8-7

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. SA MULTI-F

#626 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CITY #626 35 FT. WOOD POLE, STA.131+23.5',36.61'T, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST

1#8 CONCENTRIC, CIR.SA 8-7

ABANDON IN PLACE 3" HDPE CONDUIT

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. SA MULTI-F

1#6PRIM., CIR.SA 8-7

#803 15'-6 FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR.SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#737 15'-6 FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#723 15'-6 FT BLACK AL HARP, SILED5, 60W. OV20 BALLAST

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR.SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY #715 35 FT. WOOD POLE

#713 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR.SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#701 15'-6 FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

WEP.CO. W.P.#104422

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

MULTIPLE PULL BOX

#639 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

#802 WISDOT TYPE 5 BOLT DOWN POLE LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT, LUMINIAIRE UTILITY LED A (1LED2), RED WIRE IS HOT FOR LUMINAIRE

PRIVATE SERVICE DROP

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR.SA 8-7 CONTRACTOR TO INSTALL ON STAGE 3

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#627 15'-6 FT BLACK AL HARP, SILED5, 60W. OV20 BALLAST

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR.SA 8-7 INSTALLED ON STAGE 6

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

SHEET 3 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 354 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 3 & 6 Overhead Removals.dgn
PLOT DATE : 17-JUL-2026 09:04
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

CONTINUED ON SHEET 15 OF 19

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT**
- UNDERGROUND ••• REFERENCE ONLY

W. NATIONAL

#613
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7 INSTALLED ON STAGE 6

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

MULTIPLE PULL BOX

#601
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

PROTECT WE ENERGIES METER PEDSTAL FOR OUTLET CABINET

1#8 CONCENTRIC, CIR SA 8-7 CITY TO INSTALL ON STAGE 6

#801
TRAFFIC MONTUBE MILW. LANTERN ARM S3LED4 RED WIRE IS HOT FOR LUMINAIRE FIXTURE,

3#8/1#8LTP, CIR.SA-A

#807
H15,S1LED5,B

MULTIPLE PULL BOX

SERIES PULL BOX

S. 6th

#539
TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

CITY #806
45 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W OV20 BALLAST

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT

#535
15'-6" FT BLACK AL. HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT

132+00

133+00

134+00

135+00

AV.

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. SA MULTI-F

#610
15'-6" FT BLACK AL. HARP S1LED5, RED WIRE IS HOT FOR LUMINAIRE

1#8 CONCENTRIC., CIR.SA 8-7

ABANDON IN PLACE 3" HDPE CONDUIT

CITY #608
35 FT. WOOD POLE, 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

CITY #731
45 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST

REMOVE IN STAGE 6 1#6PRIM, CIR.SA 8-7

#602
TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#602
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#540
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#723
TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#8 CONCENTRIC, CIR SA 2-1 CITY TO INSTALL ON STAGE 3

REMOVE IN STAGE 6 1#6PRIM, CIR.SA 2-1

#526
30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. SA MULTI-F

#721
CONCRETE POLE - H15 TYPE, HARP, LUMINAIRE, S1LED5

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

SERIES PULL BOX

2#12UF, CIR.SA-2

#713
LID-ADAPT MILS2LED5 110W. OV20 BALLAST

1#6PRIM., CIR.SA-1

ABANDON 2#12UF, CIR.SA-2 OUT OF SERVICE.

1#6PRIM., CIR.SA-2

ABANDON UNDERGROUND BALLAST 2HSE-18-2 S. OF CURB

#720
CONCRETE POLE - A26 TYPE MILW.LANTERN, S2LED5 60W. OV20 BALLAST

REMOVE IN STAGE 6 - 1#6PRIM., CIR.SA 2-1

1#8 CONCENTRIC, CIR SA 2-1 CITY TO INSTALL ON STAGE 3

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

SERIES PULL BOX

#714
CONCRETE POLE - H15 TYPE, HARP, LUMINAIRE, S1LED5

1#6PRIM., CIR.SA-1

3#8/1#8LTP, O.O.S.

2#12UF, CIR.SA-2

3#8/1#8LTP, CIR.SA-2, O.O.S.

2#12UF, CIR.SA-1

WEP. CO.
W.P. #60-1744
66W. OV20 BALLAST

WEP. CO.
W.P. #51-0030

2#12UF, CIR.SA-2

#615
CONCRETE POLE - A21 TYPE, 6' BRACKET ARM, 1S2V

1HSE-17-0
W. OF UNIT #615

W. ROW OF ALLEY

W. PIERCE

1#8, CIR.SA 2-1

#602
CONCRETE POLE - A21 TYPE, BRACKET ARM, 1S2V PRIMARY RISER LIGHTNING ARRESTOR

1HSE-3-6

0HSE-3-0 E. OF UNIT #602 NOT IN SERVICE

ST.

#644
A24-ML,S2LED5 PED

#538
A26-6, BOLT DOWN BLK. MILW. LANT. SLED,R CONC.BASE TYPE2

#531
H15, BLK HARP SOLED,B

#525
H15, BLK HARP SOLED,R

4#2/1#8 XLP, CIR,SA-E

#516
A26-6, BOLT DOWN BLK. MILW. LANT. SLED,B CONC.BASE TYPE2

1#6PRIM., CIR.SA 2-1

3#8/1#8LTP, O.O.S.

4#2/1#8 XLP, CIR,SA-E

ST.

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

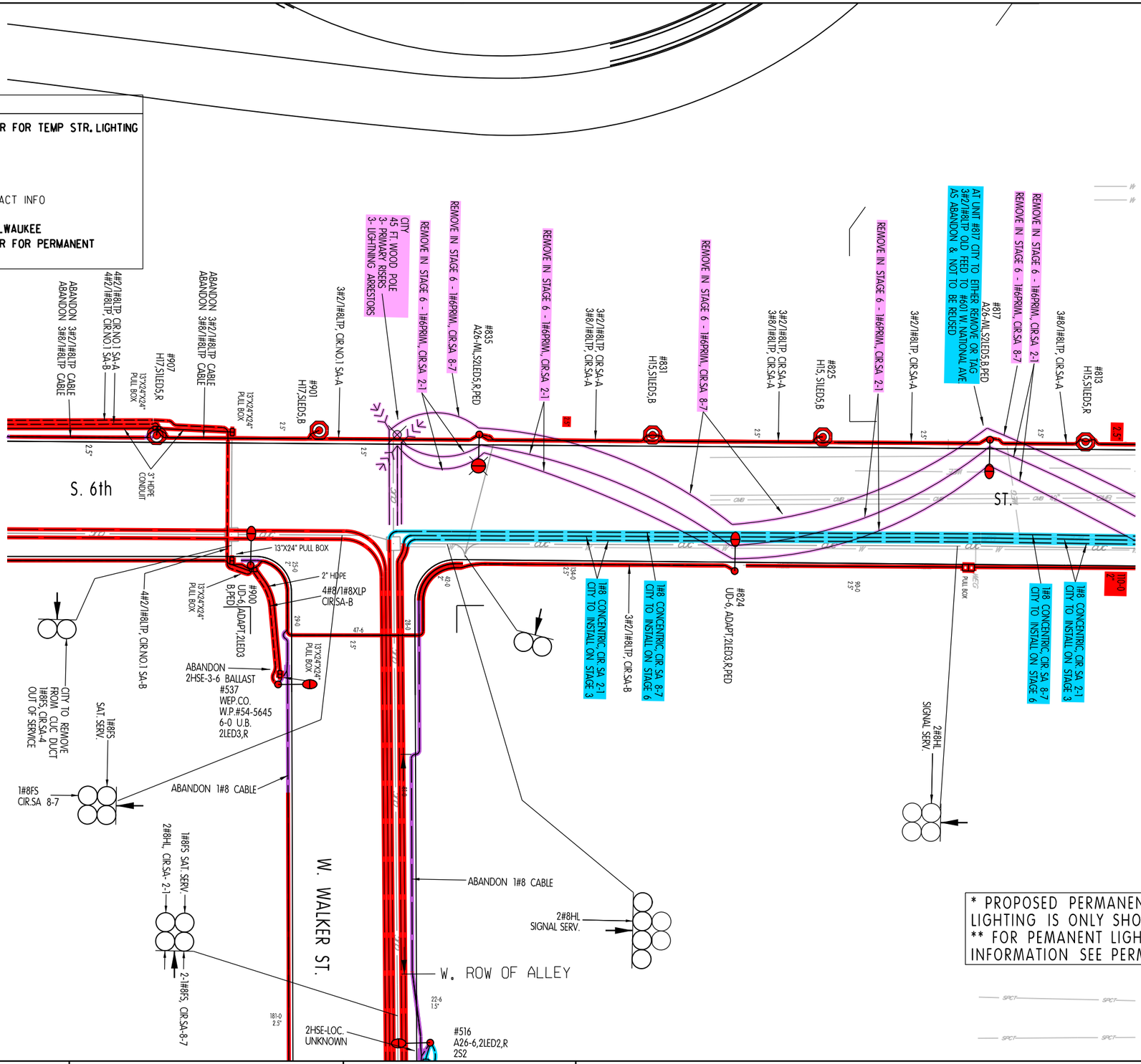
SHEET 4 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 355 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 3 & 6 Overhead Removals.dgn
PLOT DATE : 17-JUL-2026 09:05
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY




CONTINUED FROM SHEET 14 OF 19

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 5 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 356 | E |
|---|---|---|---|---|---|

2

N

W. NATIONAL AV.

S. 5th ST.

#515
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT

#507
15'-6" FT BLACK AL. HARP
S1LED5, RED WIRE IS
HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.SA MULTI-E

RED - 3"HDPE CONDUIT

#501
30 FT AL. BLK. BOLT
DOWN POLE
MILW. LANTERN
ARM FIXTURE,
S3LED4, RED WIRE
IS HOT FOR
LUMINAIRE

#801
TRAFFIC MONTUBE
MILW. LANTERN ARM
FIXTURE, S3LED4, BLACK WIRE
IS HOT FOR LUMINAIRE

REMOVING POLES - BY CONTRACTOR

REMOVE AERIAL CABLE

OUTLET CIR. CABINET

136+00

137+00

138+00

139+00

40'

35

#512
15'-6" FT BLACK AL. HARP
S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. SA MULTI-F

#502
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#723
CONCRETE POLE
- A26 TYPE,
MILW.LANTERN, S2LED5, PED.
ON RED WIRE
SECONDARY RISER

3#2/1#8LTP, CIR.SA MULTI-E
3#8/1#8LTP, CIR.SA MULTI-E

#719
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON BLACK WIRE

3#2/1#8LTP, CIR.SA MULTI-E

#703
CONCRETE POLE - A26 TYPE,
MILW.LANTERN, S2LED5, PED.
ON BLACK WIRE

WEP.CO.
W.P.#74-54

PULL BOX

2-2.5"

#827
CONCRETE POLE
- A26 TYPE,
MILW. LANTERN, 25A
ON RED WIRE, PED

3#2/1#8LTP, CIR.SA MULTI-E

4#2/1#8 XLP, CIR.SA MULTI-E
3#8/1#8LTP, CIR.SA MULTI-E

#808
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON BLACK WIRE

4#2/1#8 XLP, CIR.SA MULTI-E

#814
CONCRETE POLE
- A31 TYPE
MILW. LANTERN, 25A
ON RED WIRE, PED
CITY TO DISCONNECT 3#4/1#8LTP
CABLE FEED TO THE NORTH

3#2/1#8LTP, CIR.SA MULTI-F

4#2/1#8 XLP, CIR.SA MULTI-F
- BY CITY

3#8/1#8LTP, CIR.SA MULTI-F
FEED TO HARP POLE

#808
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON RED WIRE

#439
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

#732
TRAFFIC MONTUBE
MILW. LANTERN ARM
FIXTURE, S3LED4,
BLACK WIRE IS HOT
FOR LUMINAIRE

#730
45-FT. WOOD POLE, 6' ARM, 2LED2
ON BLACK WIRE

REMOVING POLES - BY CONTRACTOR
LAMP BALLAST, LED, SWITCH DISPOSAL
- BY CONTRACTOR

#440
30 FT AL. BLK. BOLT
DOWN POLE MILW.
LANTERN ARM
FIXTURE, S3LED4,
RED WIRE IS HOT
FOR LUMINAIRE

#728
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON RED WIRE

#425
15'-6" FT BLACK AL. HARP
S1LED5, BLACK WIRE IS
HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. SA MULTI-F

4#2/1#8 XLP, CIR.T44C-C

RED - 3"HDPE CONDUIT

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

#424
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

#413
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T44C-C

#714
CONCRETE POLE - A26 TYPE,
MILW.LANTERN, S2LED5, PED.
ON RED WIRE
SECONDARY RISER

CONTRACTOR TO LEAVE
5 FT COILS IN PULL BOX

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

3#4/1#8LTP, CIR.SA MULTI-F
3#8/1#8LTP, CIR.SA MULTI-F

#708
CONCRETE POLE - H15 TYPE,
HARP, LUMINAIRE, S0LED5
ON BLACK WIRE

3#4/1#8LTP, CIR.SA MULTI-F

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.



| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 357 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 3 & 6 Overhead Removals.dgn
PLOT DATE : 17-JUL-2026 09:07
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

#717
CONCRETE POLE - A26 TYPE,
6' ARM, LUMINAIRE, 1S2V
ON BLACK WIRE

3#4/1#8LTP
CIR.T44C-C

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO REMOVE SECONDARY RISER

REMOVE AERIAL CABLE

#732
CONCRETE POLE - A26 TYPE,
6' ARM, LUMINAIRE, 7ILED2
ON RED WIRE

REMOVE AERIAL CABLE

REMOVING POLES - BY CONTRACTOR

ST.

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T44C-C

#410
15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T44C-C

#402
35 FT SMALL CELL POLE BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#336
15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T44C-C

#326
30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#312
15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T44C-C

#741
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON BLACK WIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T44C-C

#302
30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

3#4/1#8LTP, CIR.T44C-C

3#4/1#8LTP, CIR.T44C-C
3#8/1#8LTP, CIR.T44C-C

#723
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON RED WIRE

#724
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON BLACK WIRE

3#4/1#8LTP, CIR.T44C-C
3#8/1#8LTP, CIR.T44C-C

#729
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, 0S4 ON RED WIRE

#730
STEEL POLE SMALL CELL TYPE, 6'ARM, LUMINAIRE, 2S2 ON RED WIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO REMOVE SECONDARY RISER

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

EXISTING PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T44C-C

#248
15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

W. NATIONAL AV.

140+00 141+00 142+00 143+00 144+00 145+00

TUNNEL

PEDESTRIAN

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T44C-C

#405
15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T44C-C

ABANDON IN PLACE
2#12UF,CIR.SA-14

#807
CONCRETE POLE - A26 TYPE,
6' ARM, LUMINAIRES UTILITY LED B
ON BLACK WIRE

#338
30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.T44C-C

RED - 3"HDPE CONDUIT

#313
15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

#307
30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T44C-C

#301
15'-6" FT BLACK AL HARP SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

#803
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON RED WIRE

#811
CONCRETE POLE - A26 TYPE,
6' ARM, LUMINAIRES UTILITY LED B
ON BLACK WIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T44C-C

#815
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON BLACK WIRE

#249
30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T51C-B

#802
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON RED WIRE

#806
CONCRETE POLE - H17 TYPE, HARP, LUMINAIRE, SURGE PROTECTOR S1LED WITH SCREW LED LAMP ON BLACK WIRE

#814
H17

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T44C-C

RED - 3"HDPE CONDUIT 4#2/1#8 XLP, CIR.T51C-B

#241
15'-6" FT BLACK AL HARP SILED5, RED WIRE IS HOT FOR LUMINAIRE

S. 4th

S. 3rd

ABANDON IN PLACE 1#8, CIR.SA-14

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 7 OF 9

| PROJECT NO. 2410-10-71 | STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 358 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

#714
CONCRETE POLE - A31 TYPE,
MILW. LANTERN, LUMINAIRE, 2S4
ON RED WIRE

9#14LTP INTER.

3#8/1#8LTP, CIR.T44C-C

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO REMOVE SECONDARY RISER

#729
CONCRETE POLE - A31 TYPE,
MILW. LANTERN, LUMINAIRE, 2S4
ON BLACK WIRE

3#8/1#8LTP, CIR.T44C-C

#731
CONCRETE POLE - H17 TYPE,
HARP, LUMINAIRE, 0S4 ON RED WIRE

#730
CONCRETE POLE - H17 TYPE,
HARP, 0S4
ON RED WIRE

ST.

PULL BOX

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#234
35'STEEL POLE BLK. BOLT DOWN, SMALL CELL, MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. T51C-B

#218
15'-6" FT BLACK AL. HARP
S1LED5, RED WIRE IS HOT FOR LUMINAIRE

#200
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

#734
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#132
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

#124
15'-6" FT BLACK AL. HARP
S1LED5, RED WIRE IS HOT FOR LUMINAIRE

W. NATIONAL AV.

146+00 147+00 148+00 149+00 150+00

#229
15'-6" FT BLACK AL. HARP
S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

#217
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

#201
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE,
S3LED4, BLACK WIRE
IS HOT FOR LUMINAIRE

#801
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE,
S3LED4, RED WIRE
IS HOT FOR LUMINAIRE

#141
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

#129
15'-6" FT BLACK AL. HARP
S1LED5, RED WIRE IS
HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR.T51C-B

RED - 3"HDPE CONDUIT

ABANDON IN PLACE 2#12UF, CIR.SA-14

#814
CONCRETE POLE - P-6 TYPE,
ADAPT. 6 ARM, LUMINAIRE, 2S3
ON RED WIRE

S. 2nd

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 8 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 359 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

N

3#8/1#8LTP, CIR.T44C-C

#724
CONCRETE A31 POLE TYPE
6'ARM, 3LED3,PED
ON BLACK WIRE

#727
CONCRETE
A31-POLE TYPE
6'ARM, 3LED3,PED
ON RED WIRE

REMOVE AERIAL CABLE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. T51C-B

#116
15'-6" FT BLACK AL HARP
SILED5, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. T51C-B

#102
30 FT AL BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

#734
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T51C-B

REMOVE AERIAL CABLE

#122
CONCRETE P-POLE
ADAPTER SLEEVE, 6' ARM,
2LED2,PED,
ON RED WIRE

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO REMOVE SECONDARY RISER

3#2/1#8LTP, CIR.T51C-B

#210
WEP.CO.
W.P.#62-2529
6-0 U.B.,2LED2
PED, ON BLACK WIRE

#220
P-6, ADAPT.,2LED2
PED, ON RED WIRE

W. NATIONAL AV.

E. NATIONAL AV.

51+00 152+00 153+00 154+00 155+00 156+00 157+00

REMOVE AERIAL CABLE

#802
30 FT AL BLK. BOLT
DOWN POLE MILW.
LANTERN ARM
FIXTURE, S3LED4,
BLACK WIRE IS
HOT FOR LUMINAIRE

4#2/1#8XLP,
CIR.T51C-A

#103
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T51C-A

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL
- BY CONTRACTOR
#109
CONCRETE P-POLE, ADAPTER SLEEVE,
6'ARM, PED

#101
30 FT AL BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

REMOVE AERIAL CABLE

RED - 3"HDPE CONDUIT
4#2/1#8 XLP, CIR.T51C-B

4#2/1#8XLP, CIR.T51C-A

#139
CONCRETE A26 POLE
6'ARM, 2LED3,PED
ON BLACK WIRE

3#2/1#8LTP, CIR.T51C-A

#804
WEP.CO.
W.P.#62-2535
6-0 U.B.,2LED3
PED, ON RED WIRE

3#2/1#8LTP, CIR.T51C-A

2-3#2/1#8LTP,
CIR.T51C-A & CIR.T51C-B

3#4/1#8LTP, CIR.T51C-A

#811
26'S6'AL,2LED3
PED, ON BLACK WIRE

4#2/1#8XLP, CIR.T51C-B

#819
CONCRETE POLE - AT31 TYPE,
6' ARM, LUMINAIRE, 3LED3, PED
ON BLACK WIRE

3#2/1#8LTP, CIR.T51C-A

3#2/1#8LTP, CIR.T51C-B

S. 1ST ST.

S. BARCLAY ST.

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 9 OF 9

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 3 | SHEET NO. 360 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

#826 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2628 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#2628 A31-6 PED

WISDOT TYPE 5-AL POLE (30') WISDOT TYPE 5 CONC. BASE BREAKAWAY ANCHORING SYSTEM WITH METAL SKIRTING

ABANDON IN PLACE, 3#8/1#8LTP 2-6 BOC, CIR.T45S-C

#2612 CONCRETE LIGHT POLE - A131 TYPE, 8' BRACKET ARM, 3S3, BLACK WIRE IS HOT FOR LUMINAIRE, PED.

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

ABANDON IN PLACE, 3#8/1#8LTP 2-6 BOC, CIR.T45S-C

#2600 CONCRETE LIGHT POLE - A131 TYPE, 8' BRACKET ARM, 3S3, RED WIRE IS HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#2/1#8LTP, CIR.T45S-C, NOT IN SERVICE

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

CONTRACTOR TO LEAVE A 3 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T45S-C

EX. STREET LIGHTING WOOD POLE

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

#779 - BY CONTRACTOR - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 12-FT. WP MOUNT - LUMINAIRES UTILITY LED B BLACK WIRE IS HOT FOR LUMINAIRE STA.57+85.6';52'LT.

CIR.T45S-C

2#8LTP, CIR.T45S-C NOT IN SERVICE

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #778 CONCRETE POLE A26 TYPE, 6' BRACKET ARM, 2S2 LUMINAIRE, PED

#2528 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 12-FT. WP MOUNT - LUMINAIRES UTILITY LED C RED WIRE IS HOT FOR LUMINAIRE STA.59+10.9';40.7'LT.

ABANDON IN PLACE 3#2/1#8LTP, CIR.T45S-C, NOT IN SERVICE AT WALK

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2526 CONCRETE POLE - A131 TYPE, 8' BRACKET ARM, 3S3 LUMINAIRE, PED

ABANDON IN PLACE 3#2/1#8LTP, CIR.T45S-C, AT WALK

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

REMOVING AERIAL CABLE

REMOVE PULL BOX

REMOVE PULL BOX

ABANDON IN PLACE 3#2/1#8LTP CIR.T45S-C

ABANDON 3#2/1#8LTP 2-0 BOC, CIR.T45S-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2627 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3S3, LUMINAIRE, PED.

ABANDON 3#2/1#8LTP 2-0 BOC, CIR.T45S-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2613 CONCRETE POLE - A31 TYPE, 6' BRACKET ARM, 3S3, LUMINAIRE, PED.

3#2/1#8LTP, CIR.T45S-C NOT IN SERVICE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #801 CONCRETE POLE - A26 TYPE, 6' BRACKET ARM, 2S2 LUMINAIRE, PED.

#803 - BY CONTRACTOR - 40-FT. WOOD POLES - LUMINAIRE ARMS TRUSS MEMBER 12-FT. WP MOUNT - LUMINAIRES UTILITY LED B RED WIRE IS HOT FOR LUMINAIRE STA.57+75.6';80.7'RT.

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

CIR.T45S-C

3#2/1#8LTP, CIR.T45S-C NOT IN SERVICE

ABANDON IN PLACE 3#2/1#8LTP, CIR.T45S-C

REMOVING AERIAL CABLE

REMOVING AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2539 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3, LUMINAIRE, PED

ABANDON CABLE 2-6 BOC 3#2/1#8LTP, CIR.T45S-C

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2513 CONCRETE POLE - A131 TYPE, 8' BRACKET ARM, 3S3 LUMINAIRE, PED

3#8/1#8LTP, CIR.T45S-C, NOT IN SERVICE 4-6 BOC

#828 WEP.CO., W.P.#66-1932 6-0 U.B., 1LED2, B, PED

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED TO POLE BY BRACKET ARM FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T45S-C

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION

3#8/1#8LTP, CIR.T45S-C AT WALK NOT IN SERVICE

#918 H17

WISDOT TYPE 4-AL POLE (30') WISDOT TYPE 2 CONC. BASE WISDOT TRANSFORMER BASE 11 1/2" BOLT CIR.

CO-LOCATED WITH TRAFFIC SIGNALS

TRAFFIC MONOTUBE

HAZMAT AREA

W. NATIONAL AV.

S. Layton

U.S.H. 241

S. 26 ST.

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

N

SHEET 1 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 361 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 15:31
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

N

W. NATIONAL AV.

S. 25th ST.

S. 24th ST.

61+00 62+00 63+00 64+00 65+00 66+00

#2512 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 12-FT. WP MOUNT - LUMINAIRES UTILITY LED C BLACK. WIRE IS HOT FOR LUMINAIRE STA.60+57;40.4T.

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

REMOVING POLES - BY CONTRACTOR LAMP BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2500 CONCRETE POLE AT31 TYPE 8' BRACKET ARM, 3S3 LUMINAIRE, PED

3#2/1#8LTP, CIR.T45S-C AT WALK

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO INSTALL SECONDARY RISER AND MAKE FINAL TERMINATION.

CONTRACTOR TO LEAVE A 5 FT. CABLE COIL ATTACHED AT TOP OF POLE FOR CITY TO TERMINATE TEMPORARY WITH CITY CIRCUITRY., CIR.T45S-C

40-FT. WOOD POLES STA.61+68.8';63.3T.

OLD CIR.SK-6
NEW CIR.SK 6-5

#766 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2S2, 250W. OV20 BALLAST 2LED2

2H5E-4-0

#2440 35-FT WOOD POLE 12FT. UPSWEEP BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST UPEND. ARM PRIMARY RISER LIGHTNING ARRESTOR

1#6 PRIM., CIR.SK 6-5

#2428 35 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST STA.62+85.1';40.6T.

ABANDON IN PLACE CIR.SK-6

REMOVING POLES - BY CONTRACTOR LAMP BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2424 CONCRETE POLE AT31 TYPE 8'BRACKET ARM 3S3 LUMINAIRE

ABANDON UNDERGROUND BALLAST 3H5E-3-6

1#6 PRIM., CIR.SK 6-5

#2414 35 FT. WOOD POLE 6'BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST STA.64+14.5';40.5T.

ABANDON IN PLACE CIR.SK-6

1#6 PRIM., CIR.SK 6-5

ABANDON UNDERGROUND BALLAST 3H5E-3-6

REMOVING POLES - BY CONTRACTOR LAMP BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2400 CONCRETEET POLE A31 TYPE 8' BRACKET ARM,3S3 LUMINAIRE

#2400 35 FT. WOOD POLE 6'BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 250W. OV20 BALLAST FOR UNITS #2400, #766 250W. OV20 BALLAST FOR UNITS #803, #818, #909 STA.65+26.9';40.5T.

4#12 UF, CIR.SK 6-5

3#12UF, CIR.SK 6-5

#766 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2S2, 2LED2

CITY TO REMOVE TEMP.

ABANDON IN PLACE 2#12UF, CIR.SK-6

ABANDON UNDERGROUND BALLAST 2HSE-20-0 N. OF CURB

CITY TO REMOVE TEMP.

ABANDON IN PLACE CIR.SK-6

#2330 35 FT. WOOD POLE 6'BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST STA.66+70.1';40.5T.

1#6 PRIM., CIR.SK 6-5

#803 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2S2, 2LED2

3#12UF, CIR.SK 6-5

CITY REMOVE, BALLAST 2HSE-4-0

35 FT. WOOD POLE 60W. OV20 BALLAST PRIMARY RISER, LIGHTNING ARRESTOR STA.61+56.8';69.7'RT.

1HSE-4-0 #821 WEP.CO. W.P.#NO TAG 6-0 U.B.,1S2V

ABANDON UNDERGROUND BALLAST 3HSE-16-6 S. OF CURB

REMOVING POLES - BY CONTRACTOR LAMP BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2439 CONCRETE POLE - A31 TYPE, 8' BRACKET ARM, 3S3 LUMINAIRE, PED

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2412 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3 LUMINAIRE, PED

ABANDON UNDERGROUND BALLAST 1THSE-13-0 S. OF CURB

ABANDON CABLE T#8 CONC., CIR.SK-6

35 FT. WOOD POLE SECONDARY RISER STA.65+68.7';93.4RT.

ABANDON UNDERGROUND BALLAST 3HSE-2-0

REMOVING POLES - BY CONTRACTOR LAMP BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2339 CONCRETE POLE - AT31 TYPE, 8' BRACKET ARM, 3S3 LUMINAIRE, PED

3#12 UF, OLD CIR.SK-6 NEW CIR.SK 6-5

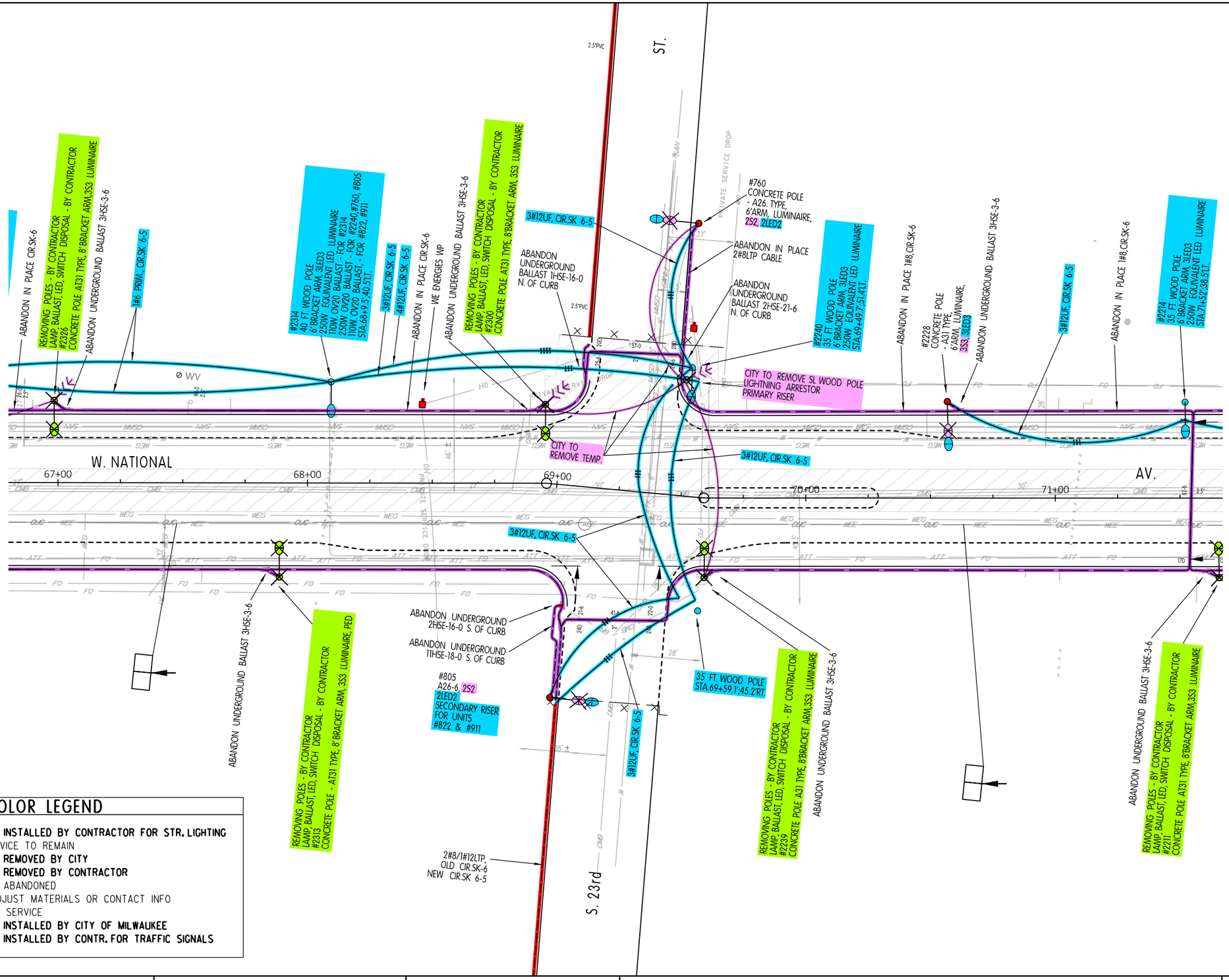
## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

HAZMAT AREA

SHEET 2 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 362 | E |
|---|---|---|---|---|---|



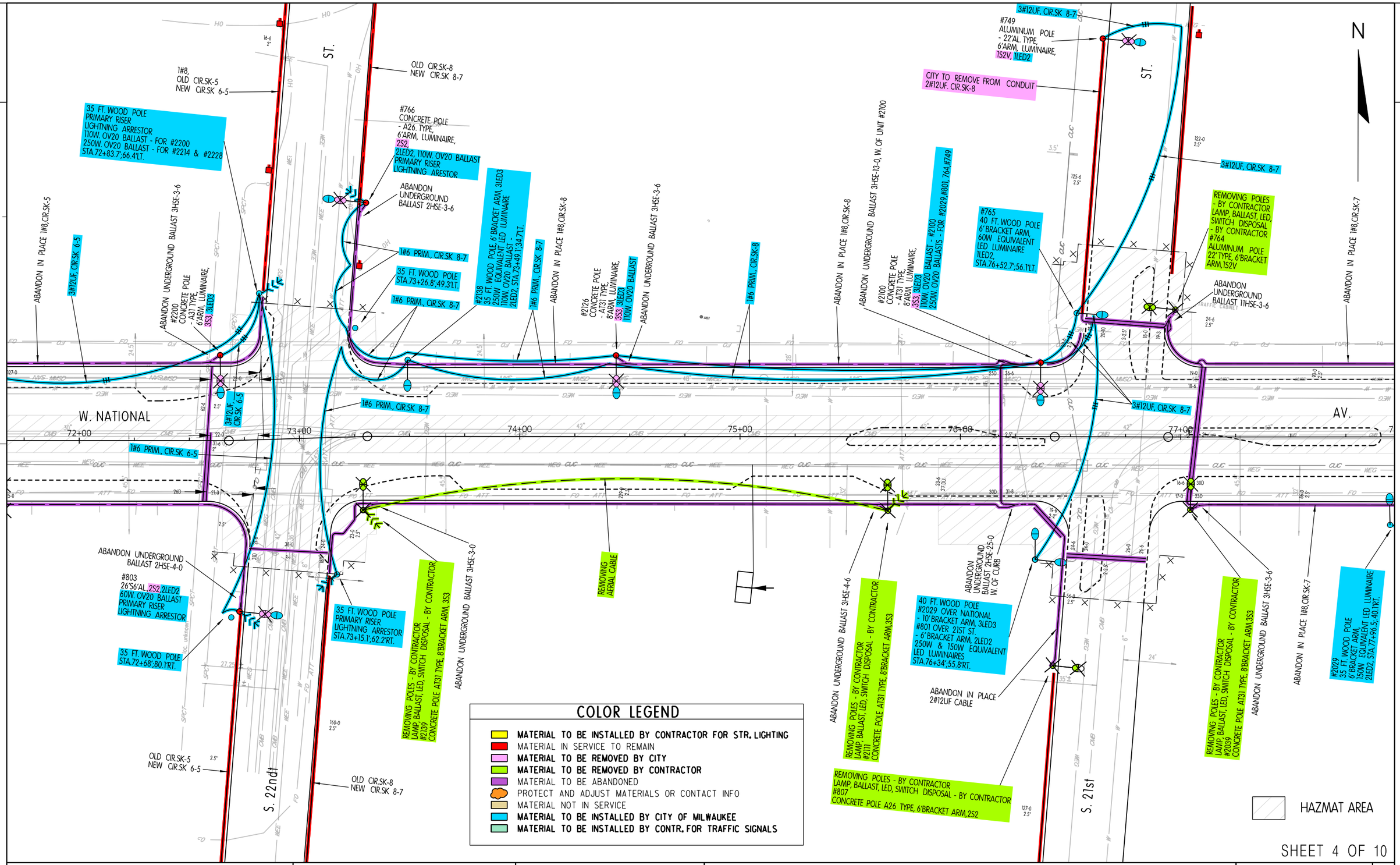

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS**

SHEET 3 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 363 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 15:32
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42




SHEET 4 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 364 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 15:32
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

N

W. NATIONAL AV.

S. 20th ST.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2026 CONCRETE POLE A31 TYPE, 6'BRACKET ARM,353

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.SK-7

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2000 ALUMINUM POLE 31'TYPE, 6'BRACKET ARM,353

ABANDON UNDERGROUND BALLAST 3HSE-3-6

1#8, CIR.SK-7

35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR STA.80+24.8',65.2'LT.

#752 CONCRETE POLE - H17 TYPE, HARP, OS4

0HSE-3-6

1#8, CIR.T45C-4

#762 35 FT. WOOD POLE 6'BRACKET ARM, 60W EQUIVALENT LED LUMINAIRE, 2LED2, PRIMARY RISER LIGHTNING ARRESTOR 110W. OV20 BALLAST STA.80+69.5',62.7'LT.

ABANDON UNDERGROUND BALLAST 2HSE-4-0

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #764 CONCRETE POLE A26 TYPE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1934 CONCRETE POLE H17 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1928 CONCRETE POLE A31 TYPE

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1914 CONCRETE POLE H17 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

1#6 PRIM., CIR.SK 8-7

1#6 PRIM., CIR.T45C-4

3#12UF, CIR.SK 8-7

4#12UF, CIR.SK 8-7

ABANDON IN PLACE 1#8,CIR.SK-7

#2011 35 FT. WOOD POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, STA.78+98.2',41.5'RT.

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #2009 CONCRETE POLE A31 TYPE, 8'BRACKET ARM,353

9#14LTP INTER.

ABANDON IN PLACE 1#8,CIR.SK-7

#2001 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, STA.79+97.3',41.6'RT.

ABANDON UNDERGROUND BALLAST 2HSE-22-6 S. OF CURB

ABANDON IN PLACE 4#8LTP CIR.SK-7

#801 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2S2, 2LED2

ABANDON UNDERGROUND BALLAST 11HSE-26-6 S. OF CURB

35 FT. WOOD POLE 250W. OV20 BALLAST 110W. OV20 BALLAST SECONDARY RISER STA.80+59.9',60.6'RT.

#1935 35 FT. WOOD POLE 6' BRACKET ARM,3LED3 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W OV20 BALLAST STA.81+78.5',43.6'RT.

3#12UF, OLD CIR.SK-7 NEW CIR.SK 8-7

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTORS #1939 CONCRETE POLE A31 TYPE, 8'BRACKET ARM,353

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.SK-7

1#6 PRIM., CIR.SK 8-7

1#6 PRIM., CIR.T45C-4

9#14LTP INTER.

#1925 35 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W OV20 BALLAST STA.81+96.4',43.5'RT.

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTORS #1919 CONCRETE POLE A31 TYPE, 6'BRACKET ARM, 353

ABANDON IN PLACE 1#8,CIR.SK-7

1#6 PRIM., CIR.SK 8-7

1#6 PRIM., CIR.T45C-4

HAZMAT AREA

SHEET 5 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 365 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 15:33
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

2

N

W. NATIONAL AV.

S. 19th ST.

S. 18th ST.

ABANDON IN PLACE 1#8,CIR.T45C 4

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1904 CONCRETE POLE A31 TYPE

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1830 CONCRETE POLE H17 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1828 CONCRETE POLE A31 TYPE

ABANDON IN PLACE 1#8,CIR.T45C 4

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1820 CONCRETE POLE H17 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

#1804 W/P. CO. W/P. #88-00981 REMOVE LUMINAIRES -BY CITY M/L

ABANDON UNDERGROUND BALLAST 3HSE-10-0 E. OF UNIT #1804

ABANDON IN PLACE 1#8,CIR.T45C 4

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1736 CONCRETE POLE H17 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1728 CONCRETE POLE A31 TYPE

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1722 CONCRETE POLE H17 TYPE

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

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

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

#6 PRIM., CIR.T45C-4

ABANDON UNDERGROUND BALLAST 3HSE-28-6 S. OF CURB

ABANDON 2#12UF CIR.SK-7

3#12UF, CIR.SK 8-7

#1915 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, 110W, OV20 BALLAST STA.83+37.1';43.9'RT.

35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR 110W. OV20 BALLAST STA.83+51.5';81.4'RT.

1#8, OLD CIR.SK-7 NEW CIR.SK 8-7

#807 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2S2, 2LED2

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1829 REMOVE POLES CONCRETE POLE A31 TYPE, 6'BRACKET ARM, 3S3

#1825 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, 110W, OV20 BALLAST STA.84+44.4';43.9'RT.

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

#6 PRIM., CIR.T45C-4

9#14LTP INTER.

#1821 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, 110W, OV20 BALLAST STA.85+27.7';43.9'RT.

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1817 CONCRETET POLE A131 TYPE, 6'BRACKET ARM,3S3

ABANDON IN PLACE 2#12UF CABLE

#6 PRIM., CIR.T45C-4

40 FT. WOOD POLE #1803 OVER NATIONAL - 10' BRACKET ARM, 2LED2 #801 OVER 18TH ST. - 6' BRACKET ARM, 1LED2 150W & 100W EQUIVALENT LED LUMINAIRES 250W OV20 BALLAST STA.86+79.1';47.3'RT.

ABANDON UNDERGROUND BALLAST 3HSE-20-6 S. OF CURB

#1#6 PRIM., CIR.T45C-4

ABANDON UNDERGROUND BALLAST 1HSE-1-0

35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR STA.86+88.7';84.6'RT.

1#8, CIR.T45C-4

1HSE-3-6

#819 ALUMINUM POLE - 22'AL. TYPE, 6'ARM, LUMINAIRE, 1S2V

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1727 CONCRETE POLE A31 TYPE 6'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

3#12UF, CIR.T45C-4

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #800 ALUMINUM POLE 22' TYPE 6'BRACKET ARM,1S2V

#1731 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2 STA.88+5.1';43.3'RT.

ABANDON IN PLACE 1#8,CIR.T45C 4

9#14LTP INTER.

3#12UF, CIR.T45C-4

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR #1717 CONCRETE POLE A31 TYPE 6'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 2HSE-18-0 E. OF UNIT #1717

ABANDON IN PLACE 1#8,CIR.T45C 4

#822

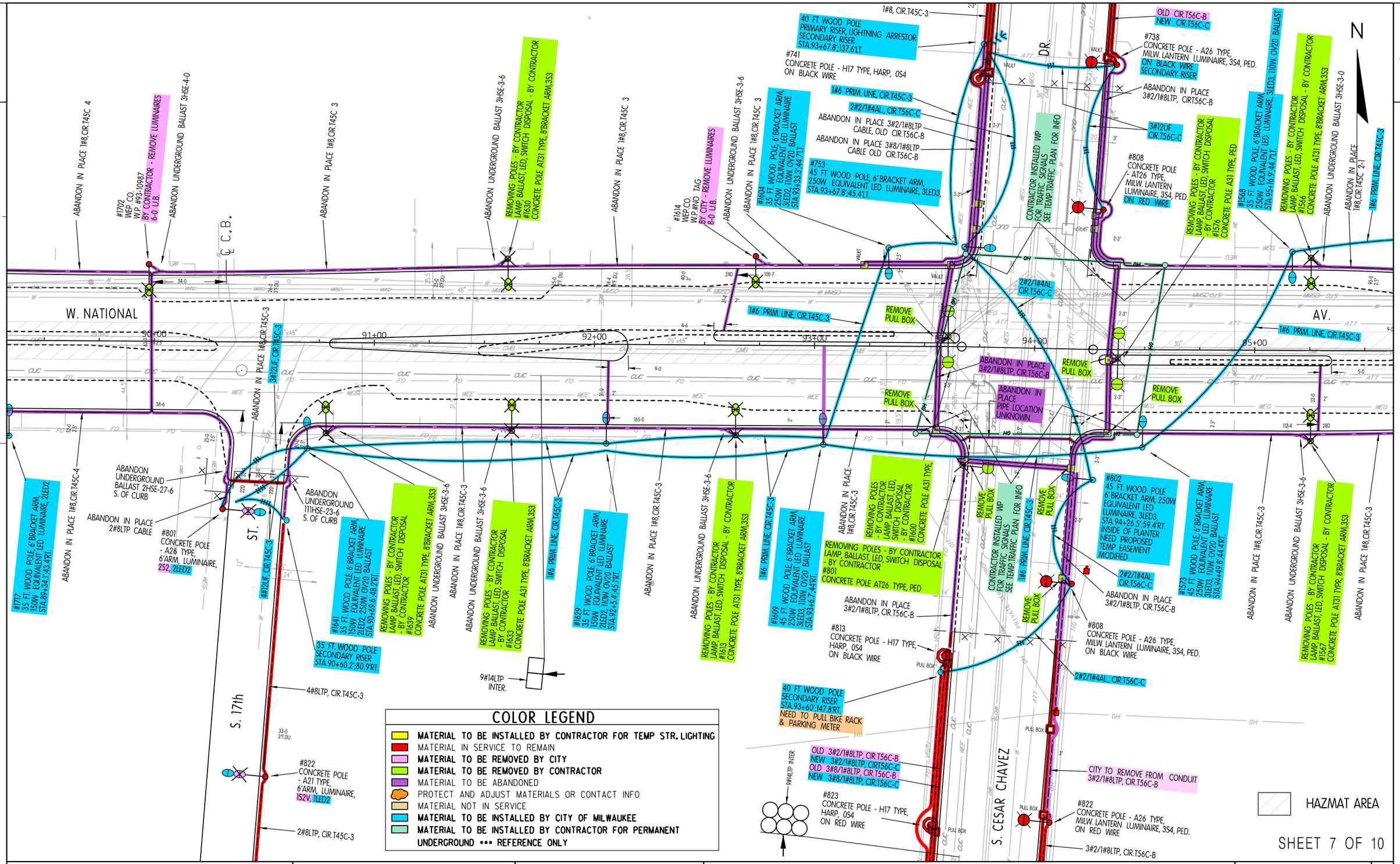
## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS**

HAZMAT AREA

SHEET 6 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 366 | E |
|---|---|---|---|---|---|




| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 367 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 15:34
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

N

1#6 PRIM. LINE, CIR.T45C-3

ABANDON IN PLACE 1#8,CIR.T45C 2-1

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1554
CONCRETE POLE AT31 TYPE, 8'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

#1546
35 FT. WOOD POLE, 6' BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE
2LED3, 110W, OV20 BALLAST
STA.96+67.7;46.1'LT.

ABANDON IN PLACE 1#8,CIR.T45C 2-1

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1538
CONCRETE POLE AT31 TYPE, 8'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 2-1

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1532
CONCRETE POLE AT31 TYPE, 8'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 2-1

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1506
CONCRETE POLE AT31 TYPE, 8'BRACKET ARM,3S3

ABANDON IN PLACE 1#8,CIR.T45C 2-1

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1426
CONCRETE POLE AT31 TYPE, 8'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-LOC. UNKNOWN

W. NATIONAL AV.

96+00 97+00 98+00 99+00 100+00 101+00

ABANDON IN PLACE 1#8,CIR.T45C-3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTORS
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTORS
#1537
CONCRETE POLE AT31 TYPE, 8'BRACKET ARM,3S3

ABANDON IN PLACE 1#8,CIR.T45C-3

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1539
CONCRETE1 POLE AT31 TYPE, 8'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C-3

1#6 PRIM. LINE, CIR.T45C-3

9#14LTP INTER.

#1531
35 FT. WOOD POLE
6' BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE
2LED3, 110W, OV20 BALLAST
STA.98+6.2';43.5'RT.

1#6 PRIM. LINE, CIR.T45C-3

#1517
35 FT. WOOD POLE
6'BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE
2LED3, 110W, OV20 BALLAST
STA.98+99.3';43.8'RT.

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1515
CONCRETE POLE AT31 TYPE, 8'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C-3

1#6 PRIM. LINE, CIR.T45C-3

#1501
35 FT. WOOD POLE, 6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST
STA.100+25.9';43.7'RT.

1#6 PRIM. LINE, CIR.T45C-3

35 FT. WOOD POLE
PRIMARY RISER
LIGHTNING ARRESTOR
STA.100+32';95..3'RT.

WV WV

ST.

1#6 PRIM. LINE, CIR.SA. 8-7

#802
CONCRETE POE
A21 TYPE, 6'BRACKET
ARM,1S2V
100W EQUIVALENT
LED LUMINAIRE
1LED2, 60W,
OV20 BALLAST
PRIMARY RISER
LIGHTNING ARRESTOR

ABANDON
UNDERGROUND
BALLAST 1HSE-18-0
S. OF CURB

REMOVING POLES - BY CONTRACTOR
LAMP BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1437
CONCRETE POE AT31 TYPE, 8'BRACKET ARM,3S3

#1435
35 FT. WOOD POLE, 6'BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W OV20 BALLAST
STA.100+87.9';46.9'RT.

#732
CONCRETE POLE
- A26 TYPE,
6'ARM, LUMINAIRE,
2S2, 2LED2

ABANDON UNDERGROUND BALLAST 3HSE-8-3 E. OF UNIT #1437

1#6 PRIM. LINE, CIR.SA. 8-7

ABANDON IN PLACE 1#8,CIR.SA-8

#1425
35 FT. WOOD POLE, 6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W OV20 BALLAST
STA.101+87.3';46.6'RT.

S. 15th

1#8, CIR.T45C-3

1HSE-2-0
#823
A21-6

1#8,
OLD CIR.SA-8
NEW CIR.SA 8-7

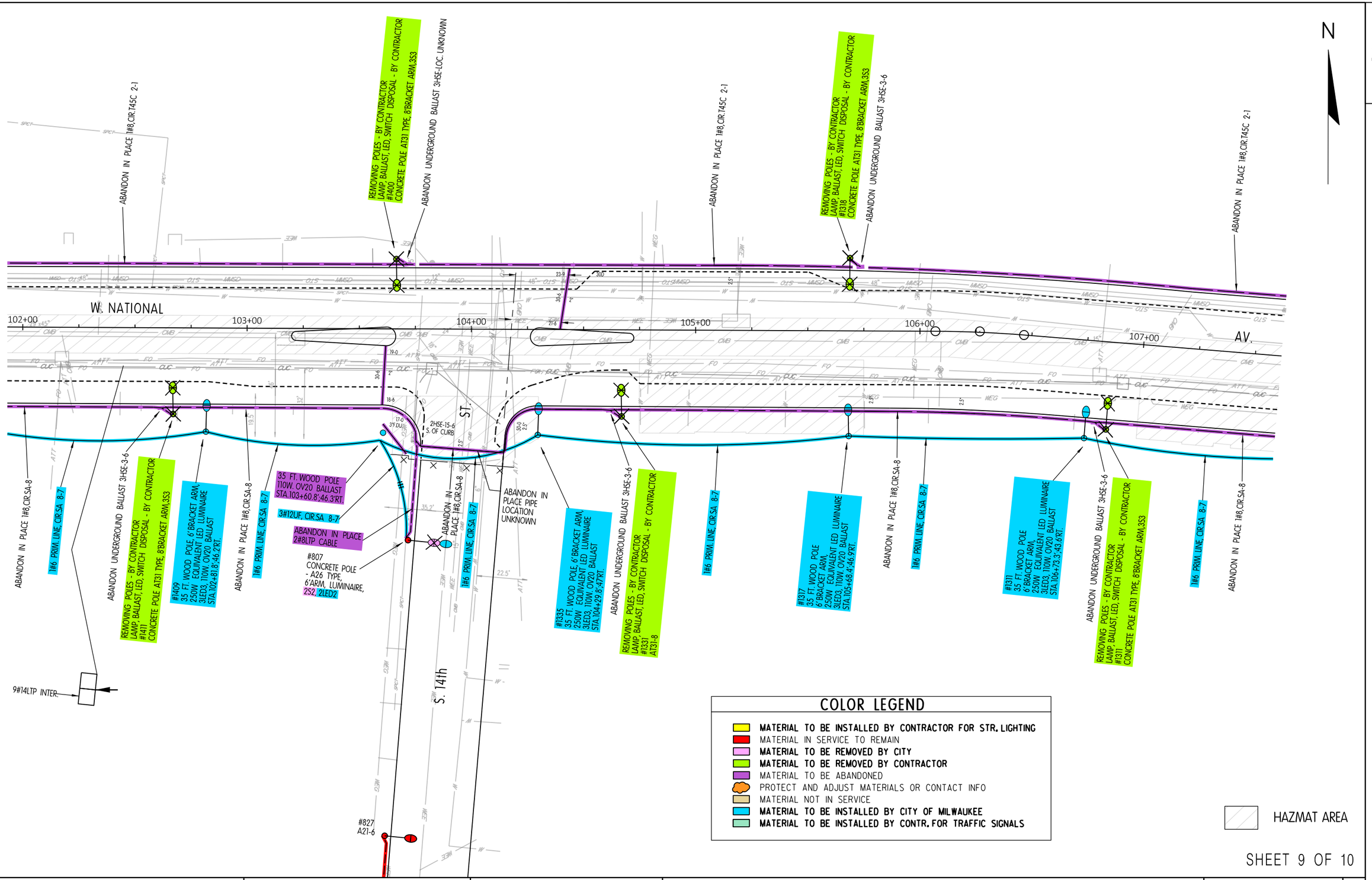
HAZMAT AREA

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS**

SHEET 8 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 368 | E |
|---|---|---|---|---|---|




SHEET 9 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 369 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn PLOT DATE : 16-JUL-2026 15:35 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

N

ST.

#718
WEP.CO.
W.P.#76-0321
6-0 U.B.

ABANDON IN PLACE 1#8,CIR.T45C 2-1

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1230
CONCRETE POLE A131 TYPE, 8'BRACKET ARM,3S3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 2-1

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1202
CONCRETE POLE A131 TYPE, 8'BRACKET ARM,3S3

#737
35 FT. WOOD POLE
6' BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE
2LED2
STA.110+44.5',56.6'LT.

ABANDON IN PLACE 1#8,CIR.T45C 2-1

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#738
CONCRETE POLE A26 TYPE 6'BRACKET ARM,2S2

ABANDON IN PLACE 1#8,CIR.T45C 2-1

1#6 PRIM. LINE, CIR.SA 8-7

ABANDON UNDERGROUND BALLAST 3HSE-4-0

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1130
CONCRETE POLE A31 TYPE, - ML

1#6 PRIM. LINE, CIR.SA 8-7

ABANDON IN PLACE 1#8,CIR.T45C 2-1

#11122
45 FT. WOOD POLE, 6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST
STA.112+93.1',41.7'LT.

ABANDON IN PLACE 1#8,CIR.T45C 2-1

1#6 PRIM. LINE, CIR.SA 8-7

ABANDON
UNDERGROUND
BALLAST 2HSE-2-0

3#12UF
CIR.SA 8-7

W. NATIONAL AV.

108+00 109+00 110+00 111+00 112+00 113+00

#1229
35 FT. WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST
STA.108+67.7',40.6'RT.

ABANDON IN PLACE 1#8,CIR.SA-8

9#14LTP INTER.

1#6 PRIM. LINE, CIR.SA 8-7

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1213
CONCRETE POLE A131 TYPE 8'BRACKET ARM,3S3

#1211
35 FT. WOOD POLE
6'BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST
STA.109+50.3',41.4'RT.

ABANDON IN PLACE 1#8,CIR.SA-8

1#6 PRIM. LINE, CIR.SA 8-7

#1201
45 FT. WOOD POLE
6'BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 250W OV20 BALLAST
STA.110+51.4',42.1'RT.

ABANDON
UNDERGROUND
BALLAST 1HSE-
17-0 S. OF CURB

3#12UF, CIR.SA 8-7

#809
26'ALUMINUM POLE
6'BRACKET ARM, 1LED2
100W EQUIVALENT LED LUMINAIRE
SECONDARY RISER
STA.110+71.8',97.8'RT.

3#12UF,
OLD CIR.SA-8
NEW CIR.SA 8-7

S. 12th

ABANDON
UNDERGROUND
BALLAST

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1139
CONCRETE POLE A131 TYPE, - ML

ABANDON UNDERGROUND
BALLAST 3HSE-3-6

ABANDON IN PLACE
3#12UF CABLE

#804
WEP.CO.
W.P.#NO TAG
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
6-0 U.B.

ABANDON IN PLACE 1#8,CIR.SA-8

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1129
CONCRETE POLE H15 TYPE

ABANDON UNDERGROUND
BALLAST 0HSE-LOC. UNKNOWN

ABANDON IN PLACE 1#8,CIR.SA-8

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#1111
CONCRETE POLE A131 TYPE, - ML

ABANDON UNDERGROUND BALLAST 3HSE-3-0

HAZMAT AREA

SHEET 10 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 4 | SHEET NO. 370 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 & 4 Overhead.dgn
PLOT DATE : 16-JUL-2026 15:35
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

2

N

Blvd.

ST.

AV.

W. NATIONAL

S. Layton

U.S.H. 241

S. 26

#826
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

#2628
30 FT. AL BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

WISDOT TYPE 5 AL. POLE (30')
WISDOT TYPE 5 CONC. BASE
BREAKAWAY ANCHORING SYSTEM
WITH METAL SKIRTING

ABANDON IN PLACE
3#6/1#8LTP 2-6 BOC, CIR.T45S-C

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#2612
CONCRETE LIGHT POLE - A131 TYPE, 8' BRACKET ARM, 3S3, BLACK WIRE IS
HOT FOR LUMINAIRE, PED.

REMOVING AERIAL CABLE

ABANDON IN PLACE, 3#8/1#8LTP 2-6 BOC, CIR.T45S-C

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR
#2600
CONCRETE LIGHT POLE - A131 TYPE, 8' BRACKET ARM, 3S3, RED WIRE IS
HOT FOR LUMINAIRE, PED.

ABANDON IN PLACE, 3#2/1#8LTP,CIR.T45S-C,
NOT IN SERVICE

EX. STREET LIGHTING
WOOD POLE

ELECTRICAL CABLE
TYPE 2#2/1#4 AL.,
CIR.T45S-C

#779 - BY CONTRACTOR
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE
MEMBER 12-FT. WP MOUNT
- LUMINAIRES UTILITY LED B
BLACK WIRE IS HOT FOR
LUMINAIRE

CIR.T45S-C

2#8LTP,CIR.T45S-C
NOT IN SERVICE

CONTRACTOR
#2528
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 12-FT. WP MOUNT
- LUMINAIRES UTILITY LED C
RED WIRE IS HOT FOR LUMINAIRE
STA.59+10.9',40.7'LT.

ABANDON IN PLACE 3#2/1#8LTP,CIR.T45S-C, NOT IN SERVICE AT WALK

ABANDON IN PLACE 3#2/1#8LTP,CIR.T45S-C, AT WALK

ELECTRICAL CABLE TYPE 2#2/1#4 AL, CIR.T45S-C

ELECTRICAL CABLE
TYPE 2#2/1#4 AL.,
CIR.T45S-C

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

MULTIPLE
PULL BOX

#900
30 FT AL. BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3,
RED WIRE IS HOT FOR LUMINAIRE

#2635
TRAFFIC MONTUBE
CITY 6 FT. BRACKET ARM, 3LED3,
BLACK WIRE IS HOT FOR
LUMINAIRE

CONTRACTOR TO LEAVE
5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

4#2/1#8 XLP, CIR. T45S-B

#2617
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-B

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

#803 - BY CONTRACTOR
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 12-FT. WP MOUNT
- LUMINAIRES UTILITY LED B,
RED WIRE IS HOT FOR LUMINAIRE
TAKEN OUT OF SERVICE

CITY TO DISCONNECT FEED TO
LUMINAIRE ON UNIT #803
IN STAGE 5

#2601
30 FT AL BLK. BOLT
DOWN POLE MILW.
LANTERN ARM
FIXTURE, S3LED4,
BLACK WIRE IS
HOT FOR LUMINAIRE

POST

MULTIPLE
PULL BOX

#801
WISDOT TYPE 5 BOLT DOWN POLE
LUMINAIRE ARMS SINGLE MEMBER
4 1/2-INCH CLAMP 6-FT,
LUMINIAIRE UTILITY LED B (2LED2)
RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

#2525
30 FT AL BLK BOLT DOWN POLE
MILW LANTERN ARM FIXTURE,S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

#2509
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

REMOVING AERIAL CABLE

ABANDON IN PLACE
3#8/1#8LTP,CIR.T45S-C, NOT IN SERVICE
4-6 BOC

#828
WEP.CO., W.P.#66-1932
6-0 U.B., 1LED2,B, PED

ABANDON IN PLACE
3#8/1#8LTP,CIR.T45S-C AT WALK
NOT IN SERVICE

CIR.T45S-C

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

CONTRACTOR TO LEAVE
5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

#831
35' WOOD POLE
6'UB ARM, 1LED2,B
SECONDARY CONDUIT RISER
3#2/1#8LTP,CIR.T45S-C NOT IN SERVICE

#918
H17

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

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 1 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 371 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 06:57
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 25th ST.

S. 24th ST.

61+00 62+00 63+00 64+00 65+00 66+00

CONTRACTOR #2572 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 12-FT. WP MOUNT - LUMINAIRES UTILITY LED C BLACK WIRE IS HOT FOR LUMINAIRE STA.60+57'-40.41'LT.

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

CONTRACTOR 40-FT. WOOD POLES

3#2/1#8LTP, CIR.T45S-C AT WALK

ELECTRICAL CABLE TYPE 2#2/1#4 AL., CIR.T45S-C

CIR.SK 6-5

#766 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 250W. OV20 BALLAST 2LED2

2H5E-4-0

#2440 35-FT WOOD POLE 12FT.UPSWEEP BRACKET ARM 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST UPEND. ARM

CITY TO DISCONNECT AND MAKE RE-CONNECTION WITH 1#6 PRIM, CIR.SK 6-5

1#6 PRIM, CIR.SK 6-5

#2428 35 FT. WOOD POLE 6' BRACKET ARM 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST

ABANDON IN PLACE CIR.SK-6

ABANDON UNDERGROUND BALLAST 3HSE-3-6

1#6 PRIM, CIR.SK 6-5

#2414 35 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST

ABANDON IN PLACE CIR.SK-6

1#6 PRIM., CIR.SK 6-5

ABANDON UNDERGROUND BALLAST 3HSE-3-6

#2400 35 FT. WOOD POLE 6' BRACKET ARM 3LED3 250W EQUIVALENT LED LUMINAIRE 250W. OV20 BALLAST

CITY TO DISCONNECT 4#12UF AND MAKE RE-CONNECTION WITH 3#12UF, CIR.T45S-C

3#12UF, OLD CIR.SK 6-5 NEW CIR.T45S-C

3#12 UF, OLD CIR.SK 6-5 NEW CIR.T45S-C

#766 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2LED2, BLACK WIRE

ABANDON IN PLACE 2#12UF, CIR.SK-6

ABANDON UNDERGROUND BALLAST 2HSE-20-0 N. OF CURB

1#6 PRIM., CIR.SK 6-5

ABANDON IN PLACE CIR.SK-6

CITY #2330 35 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST

4#12UF OLD CIR.SK 6-5 NEW CIR.T45S-C

1#6 PRIM., CIR.SK 6-5

MULTIPLE PULL BOX

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T45S-C

SERIES PULL BOX

#803 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2LED2

SERIES PULL BOX DOG HOUSE PULL BOX OVER EX. CABLE

1#8 CONCENTRIC, CIR. SK 6-5

#2435 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2413 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#803 CONCRETE POLE - A26. TYPE, 4'ARM, LUMINAIRE, 2LED2

3#12UF, OLD CIR.SK 6-5 NEW CIR.T45S-C

3#12UF, CIR.SK-6

CITY 35 FT. WOOD POLE 60W. OV20 BALLAST PRIMARY RISER, LIGHTNING ARRESTOR

CIR.SK-6

1HSE-4-0 #821 WEP.CO. W.P.#NO TAG 6-0 U.B.,1S2V

#2335 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CITY 35 FT. WOOD POLE SECONDARY RISER

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

2.5"

3#12 UF, OLD CIR.SK 6-5 NEW CIR.T45S-C

HAZMAT AREA

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 2 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 372 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 06:58
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

ABANDON IN PLACE CIR.SK-6

ABANDON UNDERGROUND BALLAST 3HSE-3-6

1#6 PRIM., CIR.SK 6-5

CITY #2314 40 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W, OV20 BALLAST - FOR #2314 250W, OV20 BALLAST - FOR #2240,#760, #805 110W, OV20 BALLAST, - FOR #822, #911

3#12UF, CIR.SK 6-5

4#12UF, CIR.SK 6-5

ABANDON IN PLACE CIR.SK-6

WE ENERGIES WP

ABANDON UNDERGROUND BALLAST 3HSE-3-6

3#12UF, OLD CIR.SK 6-5 NEW CIR.T45S-C

ABANDON UNDERGROUND BALLAST 1HSE-16-0 N. OF CURB

2.5"PVC

ST.

PRIVATE SERVICE DROP

#760 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2LED2

ABANDON IN PLACE 2#8LTP CABLE

ABANDON UNDERGROUND BALLAST 2HSE-21-6 N. OF CURB

CITY #2240 35 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE

CITY TO DISCONNECT 3#12UF AND MAKE CONNECTION WITH NEW 3#12UF., CIR.T45S-C

ABANDON IN PLACE 1#8,CIR.SK-6

REMOVE LUMINAIRES - BY CITY REMOVING POLES - BY CONTRACTOR #2228 CONCRETE POLE - A31 TYPE, 6'ARM, LUMINAIRE. 3LED3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

3#12UF, CIR.SK 6-5

ABANDON IN PLACE 1#8,CIR.SK-6

#2214 35 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE

W. NATIONAL AV.

67+00 68+00 69+00 70+00 71+00

3#12UF, OLD CIR.SK-6 NEW CIR.T45S-C

3#12UF, CIR.SK 6-5

MULTIPLE PULL BOX

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#2311 30 FT AL BLK BOLT DOWN POLE MILW LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

#805 CONCRETE POLE A26 TYPE, 6' ARM, 2LED2 SECONDARY RISER FOR UNITS #2240 & #760

CITY TO DISCONNECT 3#12UF AND MAKE CONNECTION WITH NEW 3#12UF., CIR.T45S-C

MULTIPLE PULL BOX DOG HOUSE PULL BOX OVER EX. CABLE

3#12UF, OLD CIR.SK 6-5 NEW CIR.T45S-C

2#8/1#12LTP, OLD CIR.SK 6-5 NEW CIR.T45S-C

S. 23rd

CITY 35 FT. WOOD POLE

#2237 30 FT AL BLK BOLT DOWN POLE MILW LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#2213 30 FT AL BLK BOLT DOWN POLE MILW LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 3 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 373 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn PLOT DATE : 17-JUL-2026 06:58 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 22ndt

S. 21st

35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR 110W. OV20 BALLAST - FOR #2200 250W. OV20 BALLAST - FOR #2214 & #2228 STA.72+83.7';66.4'LT.

#766 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2LED2, 110W. OV20 BALLAST PRIMARY RISER LIGHTNING ARRESTOR

CITY 35 FT. WOOD POLE STA.73+26.8';49.3'LT.

CITY TO DISCONNECT 1#6 PRIM. AND MAKE RE-CONNECTION WITH 1#6 PRIM., CIR.SK 8-7

#2138 35 FT. WOOD POLE 6'BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST - 2LED2,

#2126 CONCRETE POLE - AT31 TYPE, 8'ARM, 3LED3 110W. OV20 BALLAST

#749 ALUMINUM POLE - 22'AL. TYPE, 6'ARM, LUMINAIRE, 1LED2

CITY #765 40 FT. WOOD POLE 6'BRACKET ARM, 60W EQUIVALENT LED LUMINAIRE 1LED2,

CITY TO DISCONNECT 3#12UF AND MAKE CONNECTION WITH NEW 3#12UF., CIR.T56C-C

#2100 CONCRETE POLE - AT31 TYPE, 8'ARM, 3LED3 110W. OV20 BALLAST - 2LED2, 250W. OV20 BALLASTS - FOR #2029,#801, 764,#749

#2029 OVER NATIONAL - 10'BRACKET ARM, 3LED3 #801 OVER 21ST ST. - 6'BRACKET ARM, 2LED2 250W & 150W EQUIVALENT LED LUMINAIRES

#811 30 FT. AL. BLK. BOLT DOWN POLE 6 FT. BRACKET ARM, 2LED2, BLACK WIRE IS HOT FOR LUMINAIRE

#2101 30 FT. AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#2117 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2139 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#2037 TRAFFIC MONITUBE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CITY #2029 35 FT. WOOD POLE 6'BRACKET ARM 150W EQUIVALENT LED LUMINAIRE 2LED2

#803 26'S6'AL., 2LED2 60W. OV20 BALLAST PRIMARY RISER LIGHTNING ARRESTOR

CITY 40 FT. WOOD POLE #2029 OVER NATIONAL - 10'BRACKET ARM, 3LED3 #801 OVER 21ST ST. - 6'BRACKET ARM, 2LED2 250W & 150W EQUIVALENT LED LUMINAIRES

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CITY TO INSTALL AND CONNECT RISER CABLE TO NEW PERMANENT UNDERGROUND CIRCUITRY AND MAKE FINAL TERMINATION

ABANDON IN PLACE 1#8,CIR.SK-5

3#12UF, CIR.SK 6-5

ABANDON UNDERGROUND BALLAST 3HSE-3-6

REMOVE LUMINAIRES - BY CITY REMOVING POLES - BY CONTRACTOR #2200 CONCRETE POLE - A31 TYPE, 6'ARM, LUMINAIRE, 3LED3

1#8,CIR.SK 6-5

1#8,CIR.SK 8-7

1#6 PRIM., CIR.SK 8-7

1#6 PRIM., CIR.SK 6-5

2#12UF, CIR.SK 6-5

ABANDON IN PLACE 1#8,CIR.SK-8

ABANDON UNDERGROUND BALLAST 3HSE-13-0, W. OF UNIT #2100

ABANDON UNDERGROUND BALLAST 1THSE-3-6

ABANDON IN PLACE 1#8,CIR.SK-7

3#12UF, CIR.SK 8-7

3#12UF, OLD CIR.SK 8-7 NEW CIR.T56C-C

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T455-C

4#2/1#8 XLP, CIR. T56C-C

SERIES PULL BOX

MULTIPLE PULL BOX

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR

SERIES PULL BOX DOG HOUSE PULL BOX OVER EX. CABLE

1#8,CIR.SK 8-7

1#8,CIR.SK 6-5

160-0 2.5"

127-0 2.5"

2.5"

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 4 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 374 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 07:00
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

N

W. NATIONAL AV.

ST.

S. 20th

8+00 79+00 80+00 81+00 82+00 83+0

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.SK-7

ABANDON UNDERGROUND BALLAST 3HSE-3-6

1#8, CIR.SK 8-7

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR

#752 CONCRETE POLE - H17 TYPE, HARP, 0S4 0HSE-3-6

1#8, CIR.T45C-4

CITY #762 35 FT. WOOD POLE 6' BRACKET ARM, 60W EQUIVALENT LED LUMINAIRE, 2LED2, PRIMARY RISER LIGHTNING ARRESTOR 110W. OV20 BALLAST

ABANDON UNDERGROUND BALLAST 2HSE-4-0

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

ABANDON UNDERGROUND BALLAST 0HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 4

1#6 PRIM., CIR.SK 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM., CIR.T45C-4

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

3#12UF, CIR.SK 8-7

CITY #2011 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2

#2013 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

3#12UF, CIR.SK 8-7

CITY #2001 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2

#801 CONCRETE POLE - A26 TYPE, 6' ARM, LUMINAIRE, 2LED2

38-0 1.5"

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

MULTIPLE PULL BOX

4#12UF, CIR.SK 8-7

3#12UF, CIR.SK 8-7

MULTIPLE PULL BOX DOG HOUSE PULL BOX OVER EX. CABLE

CITY 35 FT. WOOD POLE 250W. OV20 BALLAST 110W. OV20 BALLAST SECONDARY RISER

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

3#12UF, OLD CIR.SK 8-7 NEW CIR.T56C-C

26-0 2.5"

CITY #1935 35 FT. WOOD POLE 6' BRACKET ARM,3LED3 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

#1935 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM., CIR.SK 8-7

1#6 PRIM., CIR.T45C-4

CITY #1925 35 FT. WOOD POLE 6' BRACKET ARM, 3LED3 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

#1913 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, 110W. OV20 BALLAST

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM., CIR.SK 8-7

1#6 PRIM., CIR.T45C-4

MULTIPLE PULL BOX

SERIES PULL BOX

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 5 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 375 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn PLOT DATE : 17-JUL-2026 07:01 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 19th ST.

S. 18th ST.

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

ABANDON IN PLACE 1#8,CIR.T45C 4

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON UNDERGROUND BALLAST 0HSE-3-6

#1804 W.P. CO. W.P. #88-00981 REMOVE LUMINAIRES BY CITY MIL

ABANDON UNDERGROUND BALLAST 3HSE-10-0 E.OF UNIT #1804

CONTRACTOR INSTALLED WP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

#801 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S2LED4, RED WIRE IS HOT FOR LUMINAIRE

1#6 PRIM., CIR.T45C-4

SERIES PULL BOX

MULTIPLE PULL BOX

CITY #1915 35 FT WOOD POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, 110W OV20 BALLAST

#807 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2

#1829 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

3#12UF, CIR.SK 8-7

SERIES PULL BOX DOG HOUSE PULL BOX OVER EX. CABLE

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR 110W. OV20 BALLAST

1#8, CIR.SK 8-7

#822

#1825 35 FT. WOOD POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, 110W. OV20 BALLAST

#1821 35 FT WOOD POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, 110W. OV20 BALLAST

#1809 30 FT AL BLK BOLT DOWN POLE MILW LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#1803 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CITY 40 FT WOOD POLE #1803 OVER NATIONAL - 10'BRACKET ARM 2LED2 #801 OVER 18TH ST. - 6'BRACKET ARM, 1LED2 150W & 100W EQUIVALENT LED LUMINAIRES 250W OV20 BALLAST

1#6 PRIM., CIR.T45C-4

SERIES PULL BOX DOG HOUSE PULL BOX OVER EX. CABLE

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR

1#8, CIR.T45C-4

1HSE-3-6

#819 ALUMINUM POLE - 22'AL. TYPE, 6'ARM, LUMINAIRE, 1S2V

#802 WISDOT TYPE 5 BOLT DOWN POLE LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT, LUMINIAIRE UTILITY LED B (2LED2), BLACK WIRE IS HOT FOR LUMINAIRE

#1731 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#1721 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

3#12UF, CIR.T45C-4

CITY #1731 35 FT. WOOD POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 6 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 376 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 17th ST.

S. CESAR CHAVEZ DR.

ABANDON IN PLACE 1#8,CIR.T45C 4

#1702 WEP.CO. W.P. #93-10987

ABANDON UNDERGROUND BALLAST 3HSE-4-0

℄ C. B.

ABANDON IN PLACE #6,CIR.T45C 3

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 3

#1614 WEP.CO. W.P.#NO TAG

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 3

CITY #1604 35 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED2, 110W OV20 BALLAST ON CIR.T45C-3

40 FT. WOOD POLE PRIMARY RISER, LIGHTNING ARRESTOR SECONDARY RISER STA.93+67.8';137.6'LT.

1#8, CIR.T45C-3

#741 CONCRETE POLE - H17 TYPE, HARP, OS4 ON BLACK WIRE

1#6 PRIM. LINE, CIR.T45C-3

2#2/1#4AL., CIR.T56C-C

ABANDON IN PLACE 3#2/1#8LTP CABLE, OLD CIR.T56C-B

ABANDON IN PLACE 3#8/1#8LTP CABLE OLD CIR.T56C-B

CITY #753 45 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3, ON CIR.T56C-C

REMOVE PULL BOX

3#12UF. CIR.T56C-C

CIR.T56C-C

#738 CONCRETE POLE - A26 TYPE, MILW. LANTERN LUMINAIRE, 3S4, PED. ON BLACK WIRE SECONDARY RISER

ABANDON IN PLACE 3#2/1#8LTP, CIRT56C-B

REMOVE AERIAL CABLE

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR

#750 CONCRETE POLE - AT26 TYPE,PED. MILW. LANTERN LUMINAIRE, 3S4

REMOVE PULL BOX

CONTRACTOR INSTALLED WIP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

2#2/1#4AL CIR.T56C-C

CITY #1568 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3, 110W. OV20 BALLAST

ABANDON UNDERGROUND BALLAST 3HSE-3-0

ABANDON IN PLACE 1#6,CIR.T45C 2-1

1#6 PRIM. LINE, CIR.T45C-3

1#6 PRIM. LINE, CIR.T45C-3

MULTIPLE PULL BOX

CITY #1771 35 FT. WOOD POLE, 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE, 2LED2

#1711 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#801 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2

MULTIPLE PULL BOX DOG HOUSE PULL BOX OVER EX. CABLE

CITY 35 FT. WOOD POLE SECONDARY RISER

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

4#12UF. CIR.T45C-3

CITY #1641 35 FT. WOOD POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, 250W. OV20 BALLAST

#1639 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#6 PRIM. LINE, CIR.T45C-3

CITY #1629 35 FT. WOOD POLE 6'BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED2, 110W. OV20 BALLAST

#1613 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

1#6 PRIM. LINE, CIR.T45C-3

CITY #1609 45 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

CITY TO DISCONNECT 1#6 PRIM. AND MAKE RE-CONNECTION WITH 1#6 PRIM., CIR.T45C-3

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#6 PRIM. LINE, CIR.T45C-3

#1601 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#801 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

CONTRACTOR INSTALLED WIP FOR TRAFFIC SIGNALS SEE TEMP.TRAFFIC PLAN FOR INFO

1#6 PRIM. LINE, CIR.T45C-3

#1573 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

CITY #1573 45 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

CITY #802 45 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3,

2#2/1#4AL, CIR.T56C-C

#808 CONCRETE POLE - A26 TYPE, MILW. LANTERN LUMINAIRE, 3S4, PED. ON BLACK WIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

2#12UF, CIR.T45C-3

4#8LTP, CIR.T45C-3

33-0 3"F.DU.

#822 CONCRETE POLE - A21 TYPE, 6'ARM, LUMINAIRE, 1LED2

2#8LTP, CIR.T45C-3

9#4LTP INTER.

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION FOR #2 CONDUCTORS IN PULL BOX AT UNIT #813

#813 CONCRETE POLE - H17 TYPE, HARP, OS4 ON BLACK WIRE

CITY 40 FT. WOOD POLE SECONDARY RISER

3#2/1#8LTP, CIRT56C-C

3#8/1#8LTP, CIR.T56C-C

#823 CONCRETE POLE - H17 TYPE, HARP, OS4 ON RED WIRE

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

#822 CONCRETE POLE - A26 TYPE, MILW. LANTERN LUMINAIRE, 3S4, PED. ON RED WIRE

3#2/1#8LTP, CIR.T56C-B

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 7 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 377 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn PLOT DATE : 17-JUL-2026 07:02 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

N

1#6 PRIM. LINE, CIR.T45C-3

ABANDON IN PLACE 1#8,CIR.T45C 2-1

ABANDON UNDERGROUND BALLAST 3HSE-3-6

CITY #1546 35 FT. WOOD POLE, 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED3, 110W. OV20 BALLAST

W. NATIONAL AV.

96+00 97+00 98+00 99+00 100+00 101+00

MULTIPLE PULL BOX

SERIES PULL BOX

#1557 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM, FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#1539 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM, FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

1#6 PRIM. LINE, CIR.T45C-3

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

CITY #1531 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED3, 110W. OV20 BALLAST

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#6 PRIM. LINE, CIR.T45C-3

CITY #1517 35 FT. WOOD POLE 6' BRACKET ARM, 150W EQUIVALENT LED LUMINAIRE 2LED3, 110W. OV20 BALLAST

#1521 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM, FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#6 PRIM. LINE, CIR.T45C-3

CITY #1501 35 FT. WOOD POLE, 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

1#6 PRIM. LINE, CIR.T45C-3

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR

DOG HOUSE PULL BOX OVER EX. CABLE

SERIES PULL BOX

1#6 PRIM. LINE CIR.SA 8-7

ST.

SERIES PULL BOX

DOG HOUSE PULL BOX OVER EX. CABLE

#802 CONCRETE POLE A21 TYPE, 6'BRACKET ARM,1LED2, 60W. OV20 BALLAST PRIMARY RISER LIGHTNING ARRESTOR

#1437 30 FT AL BLK. BOLT DOWN POLE, MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY 1#6 PRIM. LINE, CIR.SA 8-7

CITY #1425 35 FT. WOOD POLE, 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

ABANDON UNDERGROUND BALLAST 3HSE-LOC. UNKNOWN

CITY #1435 35 FT. WOOD POLE, 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

1#8, CIR.T45C-3

S. 15th

1HSE-2-0 #823 A21-6

1#8, CIR.SA 8-7

HAZMAT AREA

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 8 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 378 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 07:03
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL

S. 14th ST.

AV.

102+00 103+00 104+00 105+00 106+00 107+00

ABANDON IN PLACE 1#8,CIR.T45C 2-1

ABANDON UNDERGROUND BALLAST 3HSE-LOC. UNKNOWN

ABANDON IN PLACE 1#8,CIR.T45C 2-1

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 2-1

MULTIPLE PULL BOX

SERIES PULL BOX

MULTIPLE PULL BOX

SERIES PULL BOX

SERIES PULL BOX

1#6 PRIM. LINE, CIR.SA 8-7

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY #1409 35 FT. WOOD POLE, 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

#1411 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

1#6 PRIM. LINE, CIR.SA 8-7

CITY 35 FT. WOOD POLE 110W. OV20 BALLAST

3#12UF, CIR.SA 8-7

MULTIPLE PULL BOX

#807 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2

#827 A21-6

1#6 PRIM. LINE, CIR.SA 8-7

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

CITY #1335 35 FT. WOOD POLE, 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

#1331 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM. LINE, CIR.SA 8-7

CITY #1317 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

1#6 PRIM. LINE, CIR.SA 8-7

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CITY #1311 35 FT. WOOD POLE 6' BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W. OV20 BALLAST

#1311 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, 110W. OV20 BALLAST

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM. LINE, CIR.SA 8-7

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 9 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 379 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 07:04
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
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- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

ST.

CIR.T45C 2-1

#718
WEP.CO.
W.P.#76-0321
6-0 U.B.

ABANDON IN PLACE 1#8,CIR.T45C 2-1

ABANDON UNDERGROUND BALLAST 3HSE-3-6

ABANDON IN PLACE 1#8,CIR.T45C 2-1

ABANDON UNDERGROUND BALLAST 3HSE-3-6

CITY
#737
35 FT. WOOD POLE
6' BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE
2LED2,

ABANDON IN PLACE 1#8,CIR.T45C 2-1

ABANDON
UNDERGROUND
BALLAST 2HSE-2-0

ABANDON IN PLACE 1#8,CIR.T45C 2-1

1#6 PRIM. LINE, CIR.SA 8-7

ABANDON UNDERGROUND BALLAST 3HSE-4-0

ABANDON IN PLACE 1#8,CIR.T45C 2-1

CITY
#1122
45 FT. WOOD POLE, 6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

ABANDON IN PLACE 1#8,CIR.T45C 2-1

1#6 PRIM. LINE, CIR.SA 8-7

3#12UF
CIR.SA 8-7

W. NATIONAL AV.

108+00 109+00 110+00 111+00 AV. 112+00 113+00

MULTIPLE PULL BOX

24" SERIES PULL BOX

MULTIPLE PULL BOX

SERIES PULL BOX

MULTIPLE PULL BOX

SERIES PULL BOX

MULTIPLE PULL BOX

CITY
#1229
35 FT. WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT
FOR SERIES CIRCUITRY

1#6 PRIM. LINE, CIR.SA 8-7

#1216
30 FT AL BLK BOLT DOWN POLE
MILW LANTERN ARM, FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

CITY
#1211
35 FT. WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

1#6 PRIM. LINE, CIR.SA 8-7

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT
FOR SERIES CIRCUITRY

CITY
#1201
45 FT. WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 250W, OV20 BALLAST

3#12UF, CIR.SA 8-7

MULTIPLE PULL BOX

155-0
2.5"

CONTRACTOR TO LEAVE
5 FT. COIL IN PULL BOX

#809
26'ALUMINUM POLE
6' BRACKET ARM, 1LED2
100W EQUIVALENT LED LUMINAIRE
SECONDARY RISER

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

3#12UF,
OLD CIR. SA 8-7
NEW CIR.T56C-B

S. 12th

WEP.CO.
W.P.#NO TAG

#1139
30 FT AL BLK BOLT DOWN POLE
MILW LANTERN ARM, FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT
FOR SERIES CIRCUITRY

CONTRACTOR TO LEAVE
5 FT. COIL IN PULL BOX

#1123
15'-6 FT BLACK AL HARP, S1LED5,
60W, OV20 BALLAST

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT
FOR SERIES CIRCUITRY

#1115
30 FT AL BLK BOLT DOWN POLE
MILW LANTERN ARM, FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTR. FOR TRAFFIC SIGNALS

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

HAZMAT AREA

SHEET 10 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 5 | SHEET NO. 380 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 2 & 5 Overhead.dgn
PLOT DATE : 17-JUL-2026 07:05
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

#826
TRAFFIC MONTUBE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

#2628
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO LEAVE
5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

#2616
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

MULTIPLE
PULL BOX

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH
DISPOSAL - BY CONTRACTOR
#779 - BY CONTRACTOR
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE
MEMBER 12-FT. WP MOUNT
- LUMINAIRES UTILITY LED B
BLACK WIRE IS HOT FOR LUMINAIRE

REMOVE AERIAL CABLE

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH
DISPOSAL - BY CONTRACTOR
#803 - BY CONTRACTOR
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE
MEMBER 12-FT. WP MOUNT
- LUMINAIRES UTILITY LED B
RED WIRE IS HOT FOR LUMINAIRE

#2602
30 FT AL BLK. BOLT
DOWN POLE MILW.
LANTERN ARM
FIXTURE, S3LED4,
RED WIRE IS HOT
FOR LUMINAIRE

MULTIPLE
PULL BOX

REMOVE AERIAL CABLE

2#8LTP,CIR.T45S-C
NOT IN SERVICE

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE
5 FT. COIL IN PULL BOX

#778
WISDOT TYPE 5 BOLT DOWN POLE
LUMINAIRE ARMS SINGLE MEMBER
4 1/2-INCH CLAMP 6-FT,
LUMINAIRE UTILITY LED B (2LED2),
BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE
CONDUIT FOR
MULTIPLE
CIRCUITRY
4#2/1#8 XLP,
CIR. T37C-C

#2536
30 FT AL BLK. BOLT
DOWN POLE MILW.
LANTERN ARM
FIXTURE, S3LED4,
BLACK WIRE IS
HOT FOR LUMINAIRE

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH
DISPOSAL - BY CONTRACTOR
#2528
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE MEMBER 12-FT. WP MOUNT
- LUMINAIRES UTILITY LED C RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

#2516
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

REMOVE AERIAL CABLE

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

REMOVE AERIAL CABLE

#2635
TRAFFIC MONTUBE
CITY 6 FT. BRACKET ARM, 3LED3,
BLACK WIRE IS HOT FOR
LUMINAIRE

#900
30 FT AL. BOLT DOWN POLE
6 FT. BRACKET ARM, 3LED3,
RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-B

#2617
30 FT AL BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-B

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

#2601
30 FT AL BLK BOLT
DOWN POLE MILW.
LANTERN ARM
FIXTURE, S3LED4,
BLACK WIRE IS
HOT FOR LUMINAIRE

REMOVE AERIAL
CABLE

REMOVING POLES - BY CONTRACTOR
LAMP, BALLAST, LED, SWITCH
DISPOSAL - BY CONTRACTOR
#803 - BY CONTRACTOR
- 40-FT. WOOD POLES
- LUMINAIRE ARMS SINGLE
MEMBER 12-FT. WP MOUNT
- LUMINAIRES UTILITY LED B
RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

CONTRACTOR TO LEAVE
5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

#831
35'WOOD POLE
6'UB ARM, 1LED2,B
SECONDARY CONDUIT RISER
3#2/1#8LTP,CIR.T45S-C NOT IN SERVICE

#801
WISDOT TYPE 5 BOLT DOWN POLE
LUMINAIRE ARMS SINGLE MEMBER
4 1/2-INCH CLAMP 6-FT,
LUMINAIRE UTILITY LED B (2LED2),
RED WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT
CITY OF MILWAUKEE TO
MAKE FINAL TERMINATION

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

#2525
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT
FOR MULTIPLE CIRCUITRY

#2509
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

118-0
2"

317-0
2.5"

ABANDON IN PLACE
3#8/1#8LTP,CIR.T45S-C, NOT IN SERVICE
4-6 BOC

#828
WEP.CO., W.P.#66-1932

ABANDON IN PLACE
3#8/1#8LTP,CIR.T45S-C AT WALK
NOT IN SERVICE

#918
H17

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 1 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 381 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 3 & 6 Overhead Removals.dgn
PLOT DATE : 17-JUL-2026 08:54
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 25th ST.

S. 24th ST.

61+00 62+00 63+00 64+00 65+00 66+00

REMOVING POLES - BY CONTRACTOR LAMP, BALLAST, LED, SWITCH DISPOSAL - BY CONTRACTOR CONTRACTOR #2512 - 40-FT. WOOD POLES - LUMINAIRE ARMS SINGLE MEMBER 12-FT MP MOUNT - LUMINAIRES UTILITY LED C BLACK WIRE IS HOT FOR LUMINAIRE

REMOVE AERIAL CABLE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

#2502 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

CONTRACTOR 40-FT. WOOD POLES

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

REMOVE AERIAL CABLE

3#2/1#8LTP, CIR.T45S-C AT WALK

195-0 2"

CIR.SK 6-5

#766 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 250W. OV20 BALLAST 2LED2

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

SERIES PULL BOX

2HSE-4-0

36-0 3"

SERIES PULL BOX

#2440 35-FT WOOD POLE 12FT. UPSWEEP BRACKET ARM 250W. EQUIVALENT LED LUMINAIRE 110W. OV20 BALLAST UPEND ARM

SERIES PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

#2424 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

1#8 CONCENTRIC, CIR. SK 6-5

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM. CIR.SK 6-5

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

#2402 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2400 35 FT. WOOD POLE

MULTIPLE PULL BOX

3#12UF, CIR.T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

3#12 UF, CIR.T45S-C

#766 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2LED2, BLACK WIRE

MULTIPLE PULL BOX

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

ABANDON IN PLACE 2#12UF, CIR.SK-6

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

MULTIPLE PULL BOX

MULTIPLE PULL BOX

4#12UF, CIR.T45S-C

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

MULTIPLE PULL BOX

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#803 CONCRETE POLE - A26. TYPE, 4'ARM, LUMINAIRE, 2LED2

3#12UF, CIR.T45S-C

MULTIPLE PULL BOX

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

CITY 35 FT. WOOD POLE SECONDARY RISER

#2335 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#2413 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#2335 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#8 CONCENTRIC, CIR. SK 6-5

SERIES PULL BOX

SERIES PULL BOX

#803 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2LED2

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

3#12UF, CIR.SK-6

CITY 35 FT. WOOD POLE 60W. OV20 BALLAST PRIMARY RISER, LIGHTNING ARRESTOR

CIR.SK-6

1HSE-4-0 #821 WEP.CO. W.P.#NO TAG 6-0 U.B.,1S2V

4#2/1#8 XLP, CIR. T45S-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

2.5"

3#12 UF, OLD CIR.SK 6-5 NEW CIR.T45S-C

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 2 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 382 | E |
|---|---|---|---|---|---|

2

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

N

W. NATIONAL AV.

67+00 68+00 69+00 70+00 71+00

2.5"PVC

#760 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2LED2

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO TO REMOVE SECONDARY RISER

3#12UF, CIR.T45S-C

MULTIPLE PULL BOX

ABANDON IN PLACE 2#8LTP CABLE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

CITY #2240 35 FT. WOOD POLE

#2324 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#2302 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2226 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

WE ENERGIES WP

#2311 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#2237 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2213 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

#805 CONCRETE POLE A26 TYPE, 6'ARM, 2LED2 SECONDARY RISER FOR UNITS #2240 & #760

2#8/1#12LTP, CIR.T45S-C

S. 23rd

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 3 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 383 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 3 & 6 Overhead Removals.dgn PLOT DATE : 17-JUL-2026 08:56 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 22nd ST.

S. 21st ST.

16-6 2"

1#8,CIR.SK 8-7

1#8,CIR.SK 6-5

#766 CONCRETE POLE - A26. TYPE, 6'ARM, LUMINAIRE, 2LED2, 110W. OV20 BALLAST PRIMARY RISER LIGHTNING ARESTOR

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR 110W. OV20 BALLAST - FOR #2200 250W. OV20 BALLAST - FOR #2214 & #2228

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

SERIES PULL BOX

ABANDON UNDERGROUND BALLAST 2HSE-3-6

1#8 CONCENTRIC, CIR. SK 8-7

1#6 PRIM., CIR.SK 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY 35 FT. WOOD POLE

#2138 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T37C-C

#2202 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

#2120 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2100 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

3#12UF, CIR.T56C-C

#749 ALUMINUM POLE - 22'AL TYPE, 6'ARM, LUMINAIRE, 1LED2

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO REMOVE SECONDARY RISER

CONTRACTOR TO CONNECT EXISTING 2.5" PVC

2.5" RIGID NONMETALLIC SCHEDULE 40

CITY #765 40 FT. WOOD POLE 6'BRACKET ARM, 60W EQUIVALENT LED LUMINAIRE, 1LED2,

#762 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

TRAFFIC CABINET

122-0 2.5"

125-6 2.5"

#2201 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2139 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#2117 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#2101 30 FT. AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#2037 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CITY 40 FT. WOOD POLE

#811 WISDOT TYPE 5 BOLT DOWN POLE LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT, LUMINAIRE UTILITY LED B (2LED2), BLACK WIRE IS HOT FOR LUMINAIRE

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR

#803 26'S6'AL, 2LED2 60W. OV20 BALLAST PRIMARY RISER LIGHTNING ARRESTOR

160-0 2.5"

127-0 2.5"

72+00 73+00 74+00 75+00 76+00 77+00

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 4 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 384 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 20th ST.

8+00 79+00 80+00 81+00 82+00 83+0

#752 CONCRETE POLE - H17 TYPE, HARP, 0S4

OHSE-3-6

1#8, CIR.SK 8-7

1#8, CIR.T45C-4

2.5

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CITY #762 35 FT. WOOD POLE 6' BRACKET ARM, 60W EQUIVALENT LED LUMINAIRE, 2LED2, PRIMARY RISER LIGHTNING ARRESTOR 110W. OV20 BALLAST

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR

#762 30 FT. AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S2LED4, RED WIRE IS HOT FOR LUMINAIRE

#2024 30 FT. AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T56C-C

#2002 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#1932 15'-6" FT BLACK, AL HARP S1LED5, RED WIRE IS HOT FOR LUMINAIRE

#1924 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

1#8 CONCENTRIC, CIR. T45C-4

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#1918 15'-6" FT BLACK, AL HARP, S1LED5, 60W. OV20 BALLAST

SERIES PULL BOX

MULTIPLE PULL BOX

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM., CIR.SK 8-7

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T56C-C

1#8 CONCENTRIC, CIR.SK 8-7

1#6 PRIM., CIR.T45C-4

#2013 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#801 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2

38-0 1.5"

26-0 2.5"

3#12UF, CIR.T56C-C

#1935 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CITY #1935 35 FT. WOOD POLE

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION

CITY #1925 35 FT. WOOD POLE

#1913 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, 110W. OV20 BALLAST

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL AV.

S. 19th ST.

S. 18th ST.

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

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T56C-C

1#8 CONCENTRIC, CIR. T45C-4

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

MULTIPLE PULL BOX

SERIES PULL BOX

#1902 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#1824 15'-6 FT BLACK AL HARP, S1LED5, 60W, OV20 BALLAST

#1816 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#1810 15'-6" FT BLACK AL HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

#1806 15'-6" FT BLACK AL HARP S1LED5, RED WIRE IS HOT FOR LUMINAIRE

WEP CO. W.P. #88-00981

#1800 15'-6" FT BLACK AL HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

#1728 15'-6" FT BLACK AL HARP S1LED5, RED WIRE IS HOT FOR LUMINAIRE

#1718 15'-6" FT BLACK AL HARP S1LED5, BLACK WIRE IS HOT FOR LUMINAIRE

#801 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S2LED4, RED WIRE IS HOT FOR LUMINAIRE

CITY #1915 35 FT. WOOD POLE

1#6 PRIM., CIR.T45C-4

#807 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2

3#12UF, CIR.SK 8-7

#1829 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

90-0 2.5"

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR 110W. OV20 BALLAST

1#8, CIR.SK 8-7

20-0 1.5"

CITY #1825 35 FT. WOOD POLE

CITY #1821 35 FT. WOOD POLE

#1809 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#1803 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CITY 40 FT. WOOD POLE

1#6 PRIM., CIR.T45C-4

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

40-0 2.5"

1#8, CIR.T45C-4

20-0 2.5"

1HSE-3-6

#819 ALUMINUM POLE - 22'AL TYPE, 6'ARM, LUMINAIRE, 1S2V

#802 WISDOT TYPE 5 BOLT DOWN POLE LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT, LUMINAIRE UTILITY LED B (2LED2), BLACK WIRE IS HOT FOR LUMINAIRE

1#8 CONCENTRIC, CIR. SA 8-7

#1731 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#1721 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

CITY 35 FT. WOOD POLE PRIMARY RISER LIGHTNING ARRESTOR

#822

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 6 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 386 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 3 & 6 Overhead Removals.dgn
PLOT DATE : 17-JUL-2026 08:58
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

## COLOR LEGEND

- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING**
- MATERIAL IN SERVICE TO REMAIN
- **MATERIAL TO BE REMOVED BY CITY**
- **MATERIAL TO BE REMOVED BY CONTRACTOR**
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- **MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE**
- **MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY**

W. NATIONAL AV.

S. 17th ST.

S. CESAR CHAVEZ DR.

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

4#2/1#8 XLP, CIR. T56C-C

#1702 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE S3LED4, RED WIRE IS HOT FOR LUMINAIRE

WEP CO. W.P. #93-10987

MULTIPLE PULL BOX

#1626 30 FT AL BLK BOLT DOWN POLE MILW LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

WEP.CO. W.P.#NO TAG

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

#1771 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#801 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2

#1639 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#1613 30 FT AL BLK BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#8LTP, CIR.T45C-3

33-0 3"F.DU.

#822 CONCRETE POLE - A21 TYPE, 6'ARM, LUMINAIRE, 1LED2

2#8LTP, CIR.T45C-3

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

40 FT. WOOD POLE PRIMARY RISER, LIGHTNING ARRESTOR SECONDARY RISER

1#8, CIR.T45C-3

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#741 CONCRETE POLE - H17 TYPE, HARP, OS4 ON BLACK WIRE

1#6 PRIM. LINE, CIR.T45C-3

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-C

2#2/1#4AL., CIR.T56C-C

#749 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

CITY #1604 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED2, 210W, OV20 BALLAST ON CIR.T45C-3

CITY #753 45 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3, ON CIR.T56C-C

CIR.T56C-C

3#12UF. CIR.T56C-C

#738 CONCRETE POLE - A26 TYPE, MILW. LANTERN LUMINAIRE, 3S4, PED. ON BLACK WIRE, SECONDARY RISER

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CONTRACTOR TO LEAVE 5 FT. COIL IN EX. PULL BOX 4#2/1#8 XLP

CONTRACTOR TO LEAVE 25 FT. COIL IN PULL BOX OF 1#8 CONCENTRIC

EXISTING PULL BOX

SERIES PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

1#8 CONCENTRIC, CIR. T45C-4

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#1574 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B 1#8 CONCENTRIC, CIR. T45C-4 BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY #1568 35 FT. WOOD POLE, 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3, 210W, OV20 BALLAST

1#6 PRIM. LINE, CIR.T45C-3

2#2/1#4AL CIR.T56C-C

1#6 PRIM. LINE, CIR.T45C-3

1#6 PRIM. LINE, CIR.T45C-3

#1601 30 FT AL BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

#801 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

#1573 TRAFFIC MONTUBE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

CITY #1573 40 FT. WOOD POLE,

CITY #1699 35 FT. WOOD POLE

4#2/1#8 XLP, CIR. T56C-C

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

CITY #802 45 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE, 3LED3,

2#2/1#4AL CIR.T56C-C

#808 CONCRETE POLE - A26 TYPE, MILW. LANTERN LUMINAIRE, 3S4, PED. ON BLACK WIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

CONTRACTOR TO CONTACT CITY OF MILWAUKEE TO MAKE FINAL TERMINATION FOR #2 CONDUCTORS IN PULL BOX AT UNIT #813

#813 CONCRETE POLE - H17 TYPE, HARP, OS4 ON BLACK WIRE

CITY 40 FT. WOOD POLE SECONDARY RISER

2#2/1#4AL., CIR.T56C-C

9#4LTP INTER.

3#2/1#8LTP, CIRT56C-C

3#8/1#8LTP, CIR.T56C-C

#823 CONCRETE POLE - H17 TYPE, HARP, OS4 ON RED WIRE

#822 CONCRETE POLE - A26 TYPE, MILW. LANTERN LUMINAIRE, 3S4, PED. ON RED WIRE

3#2/1#8LTP, CIR.T56C-B

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 7 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 387 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
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- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

1#6 PRIM. LINE, CIR.T45C-3

#1556
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. T56C-B
1#8 CONCENTRIC, CIR. T45C-4
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY
#1546
35 FT WOOD POLE, 6'BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE
2LED3, 110W, OV20 BALLAST

#1540
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
110W, OV20 BALLAST

#1522
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. T56C-B
1#8 CONCENTRIC, CIR. T45C-4
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#1504
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
4#2/1#8 XLP, CIR. T56C-B

#1424
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX
SERIES PULL BOX

W. NATIONAL AV.

96+00 97+00 98+00 99+00 100+00 101+00

1#8 CONCENTRIC, CIR. T45C-4
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#1557
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

#1539
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

1#6 PRIM. LINE, CIR.T45C-3

4#2/1#8 XLP, CIR. T56C-B
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

CITY
#1531
35 FT. WOOD POLE

4#2/1#8 XLP, CIR. T56C-B
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#6 PRIM. LINE, CIR.T45C-3

CITY
#1517
35 FT. WOOD POLE

#1521
30 FT AL BLK BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#6 PRIM. LINE, CIR.T45C-3

CITY
#1501
35 FT. WOOD POLE

1#8 CONCENTRIC, CIR. T45C-4
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY
35 FT. WOOD POLE
PRIMARY RISER
LIGHTNING ARRESTOR

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

S. 15th ST.

1#8, CIR.T45C-3

1HSE-2-0
#823
A21-6

1#6 PRIM. LINE, CIR.SA 8-7

CITY
#1435
35 FT. WOOD POLE

#802
CONCRETE POLE
A21 TYPE, 6'BRACKET
ARM, 1LED2, 60W,
OV20 BALLAST
PRIMARY RISER
LIGHTNING ARRESTOR

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

#1437
30 FT AL BLK BOLT DOWN POLE MILW.
LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B
RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY
1#8 CONCENTRIC, CIR. SA 8-7
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM. LINE, CIR.SA 8-7

CITY
#1425
35 FT. WOOD POLE, 6'BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

1#8, CIR.SA 8-7

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 8 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 388 | E |
|---|---|---|---|---|---|

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

W. NATIONAL

102+00 103+00 104+00 105+00 106+00 107+00

AV.

S. 14th ST.

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

#1400 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, BLACK WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

#1322 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

MULTIPLE PULL BOX

SERIES PULL BOX

SERIES PULL BOX

MULTIPLE PULL BOX

SERIES PULL BOX

1#6 PRIM. LINE, CIR.SA 8-7

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY #1409 35 FT. WOOD POLE

#1411 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

1#6 PRIM. LINE, CIR.SA 8-7

CITY 35 FT. WOOD POLE

MULTIPLE PULL BOX

#807 CONCRETE POLE - A26 TYPE, 6'ARM, LUMINAIRE, 2LED2

#827 A21-6

1#6 PRIM. LINE, CIR.SA 8-7

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

CITY #1335 35 FT. WOOD POLE

#133] 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, RED WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM. LINE, CIR.SA 8-7

CITY #1317 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST

1#6 PRIM. LINE, CIR.SA 8-7

CITY #1311 35 FT. WOOD POLE 6'BRACKET ARM, 250W EQUIVALENT LED LUMINAIRE 3LED3, 110W, OV20 BALLAST

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#1311 30 FT AL. BLK. BOLT DOWN POLE MILW. LANTERN ARM FIXTURE, S3LED4, 110W, OV20 BALLAST

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM. LINE, CIR.SA 8-7

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 9 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 389 | E |
|---|---|---|---|---|---|

2

## COLOR LEGEND

- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR TEMP STR. LIGHTING
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED BY CITY
- MATERIAL TO BE REMOVED BY CONTRACTOR
- MATERIAL TO BE ABANDONED
- PROTECT AND ADJUST MATERIALS OR CONTACT INFO
- MATERIAL NOT IN SERVICE
- MATERIAL TO BE INSTALLED BY CITY OF MILWAUKEE
- MATERIAL TO BE INSTALLED BY CONTRACTOR FOR PERMANENT UNDERGROUND ••• REFERENCE ONLY

N

CIR.T45C 2-1

ST.

#718
WEP.CO.
W.P.#76-0321
6-0 U.B.

MULTIPLE PULL BOX

CITY
#737
35 FT. WOOD POLE
6' BRACKET ARM,
150W EQUIVALENT LED LUMINAIRE
2LED2,

#739
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

#1230
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

#1204
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

3#12UF
CIR.SA 8-7

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

1#6 PRIM. LINE, CIR.SA 8-7

#1126
30 FT AL. BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

MULTIPLE PULL BOX

CITY
#1122
45 FT. WOOD POLE 6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

#1116
15'-6" FT BLACK AL. HARP
S1LED5 RED WIRE IS
HOT FOR LUMINAIRE

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY 4#2/1#8 XLP, CIR. T56C-B

1#6 PRIM. LINE, CIR.SA 8-7

MULTIPLE PULL BOX

W. NATIONAL

108+00

109+00

W. NATIONAL

110+00

111+00

AV.

112+00

113+00

AV.

MULTIPLE PULL BOX

MULTIPLE PULL BOX

2" SERIES PULL BOX

MULTIPLE PULL BOX

SERIES PULL BOX

MULTIPLE PULL BOX

MULTIPLE PULL BOX

CITY
#1229
35 FT. WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 110W, OV20 BALLAST

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

1#6 PRIM. LINE, CIR.SA 8-7

#1216
30 FT AL BLK BOLT DOWN POLE
MILW LANTERN ARM, FIXTURE, S3LED4,
RED WIRE IS HOT FOR LUMINAIRE

CITY
#1211
35 FT. WOOD POLE

1#6 PRIM. LINE, CIR.SA 8-7

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CITY
#1201
45 FT. WOOD POLE
6' BRACKET ARM,
250W EQUIVALENT LED LUMINAIRE
3LED3, 250W, OV20 BALLAST

#809
26'ALUMINUM POLE
6' BRACKET ARM, 1LED2
100W EQUIVALENT LED LUMINAIRE

155-0
2.5"

S. 12th

3#12UF,
OLD CIR. SA 8-7
NEW CIR.T56C-B

WEP.CO.
W.P.#NO TAG

#1139
30 FT AL BLK. BOLT DOWN POLE
MILW. LANTERN ARM FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

CONTRACTOR TO LEAVE 5 FT. COIL IN PULL BOX

#1123
15'-6" FT BLACK AL. HARP, S1LED5,
60W, OV20 BALLAST

CONTRACTOR TO CONTACT AND COORDINATE WITH CITY OF MILWAUKEE TO MAKE FINAL TERMINATION WITH NEW UNDERGROUND

4#2/1#8 XLP, CIR. T56C-B

RED - 3"HDPE CONDUIT FOR MULTIPLE CIRCUITRY

1#8 CONCENTRIC, CIR. SA 8-7

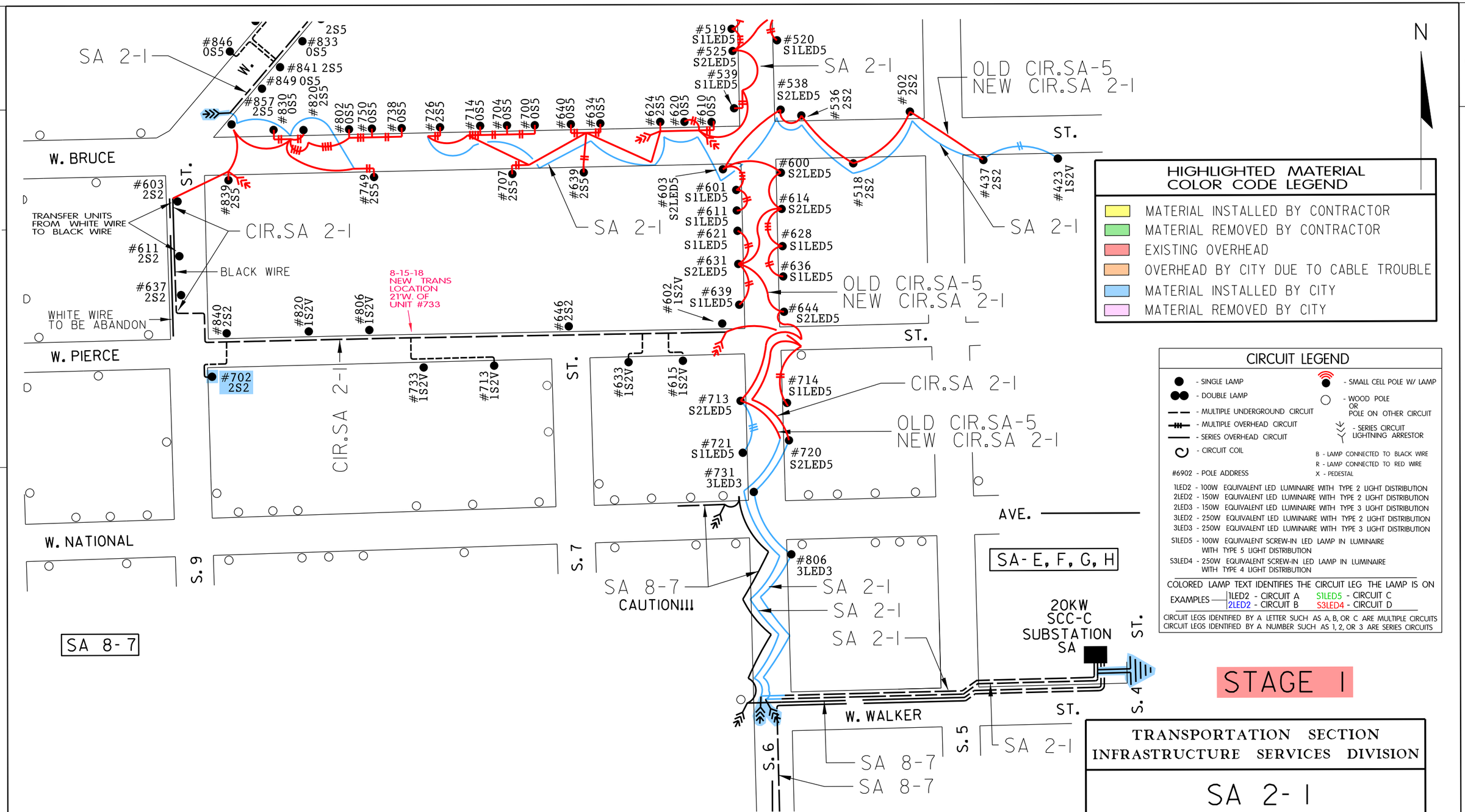
BLACK - 3"HDPE CONDUIT FOR SERIES CIRCUITRY

#1115
30 FT AL BLK. BOLT DOWN POLE
MILW. LANTERN ARM, FIXTURE, S3LED4,
BLACK WIRE IS HOT FOR LUMINAIRE

* PROPOSED PERMANENT UNDERGROUND STREET LIGHTING IS ONLY SHOWN FOR REFERENCE.
** FOR PEMANENT LIGHTING INSTALLATION AND INFORMATION SEE PERMANENT UNDERGOUND PLANS.

SHEET 10 OF 10

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - PHASE 2 TEMPORARY OVERHEAD - STAGE 6 | SHEET NO. 390 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ⊂ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A; S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

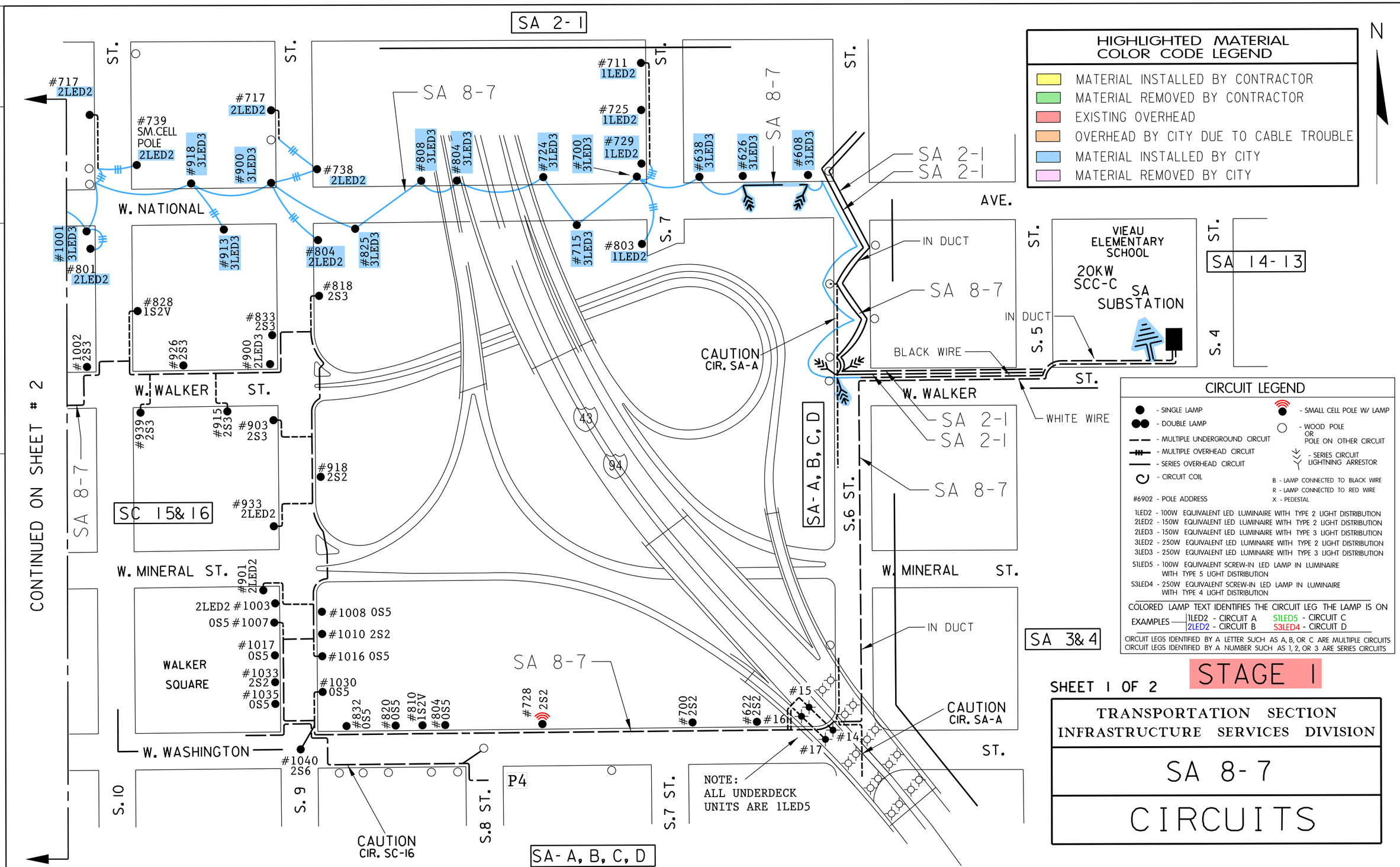
STAGE 1

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA 2-1

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 1 CIRCUIT MAP: SA 2-1 | SHEET NO. 391 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- - SINGLE LAMP
- - DOUBLE LAMP
- - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- - SERIES OVERHEAD CIRCUIT
- - CIRCUIT COIL
- #6902 - POLE ADDRESS
- - SMALL CELL POLE W/ LAMP
- - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

STAGE 1

SHEET 1 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

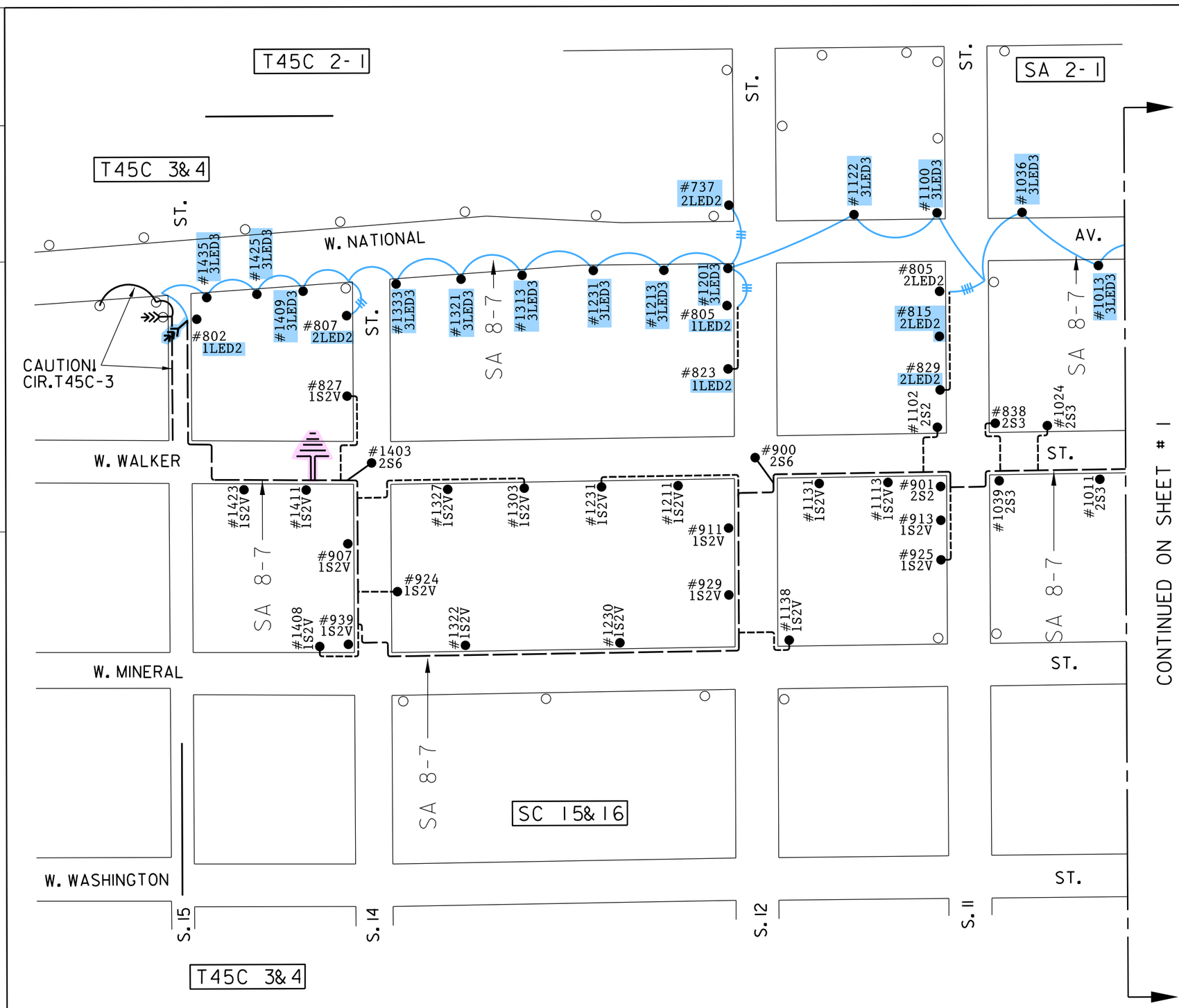
# SA 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 1 CIRCUIT MAP: SA 8-7 SHT. 1 | SHEET NO. 392 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — | — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- —|— - SERIES OVERHEAD CIRCUIT
- ᘓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

**STAGE 1**

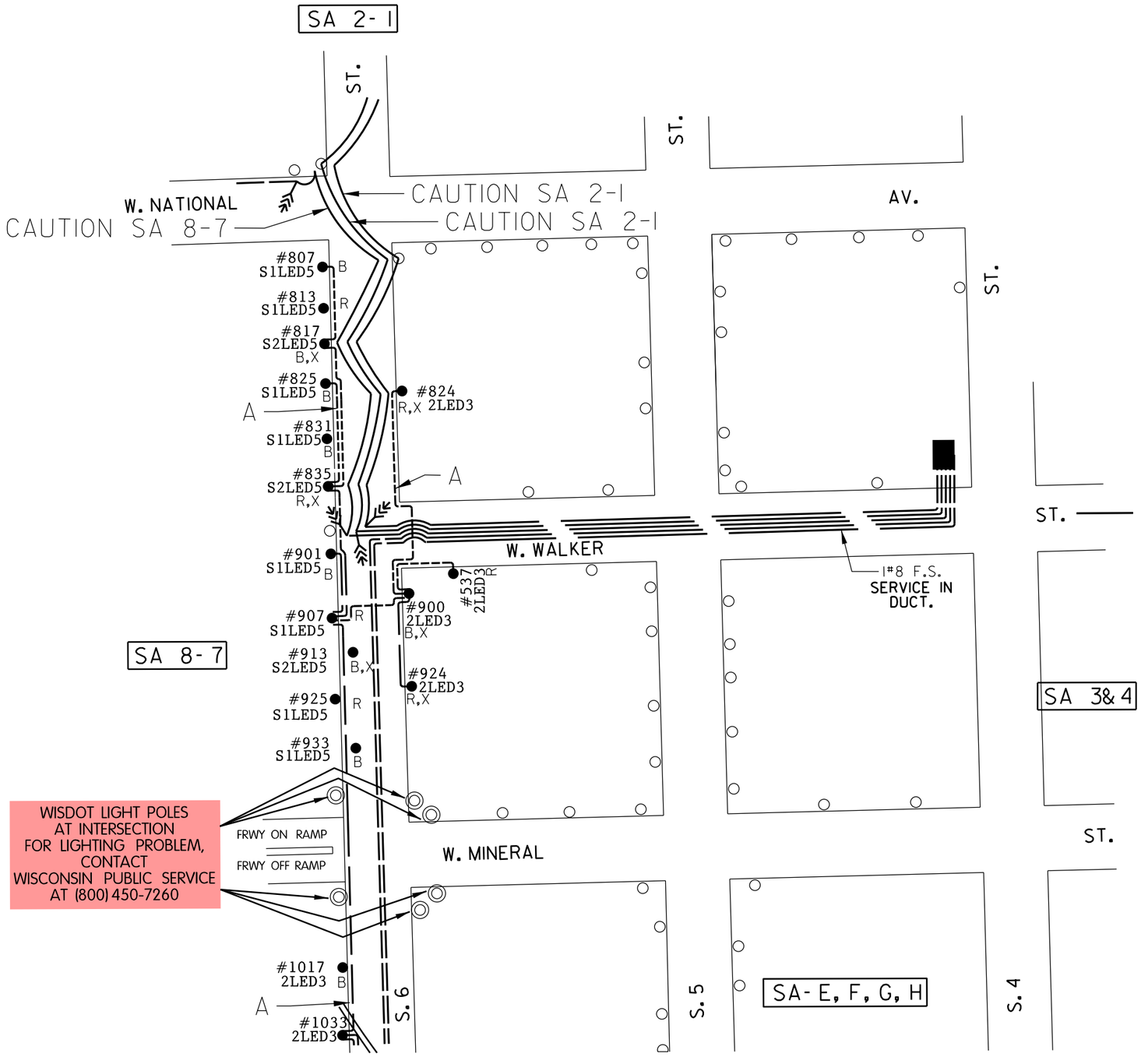
SHEET 2 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 1 CIRCUIT MAP: SA 8-7 SHT. 2 | SHEET NO. 393 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

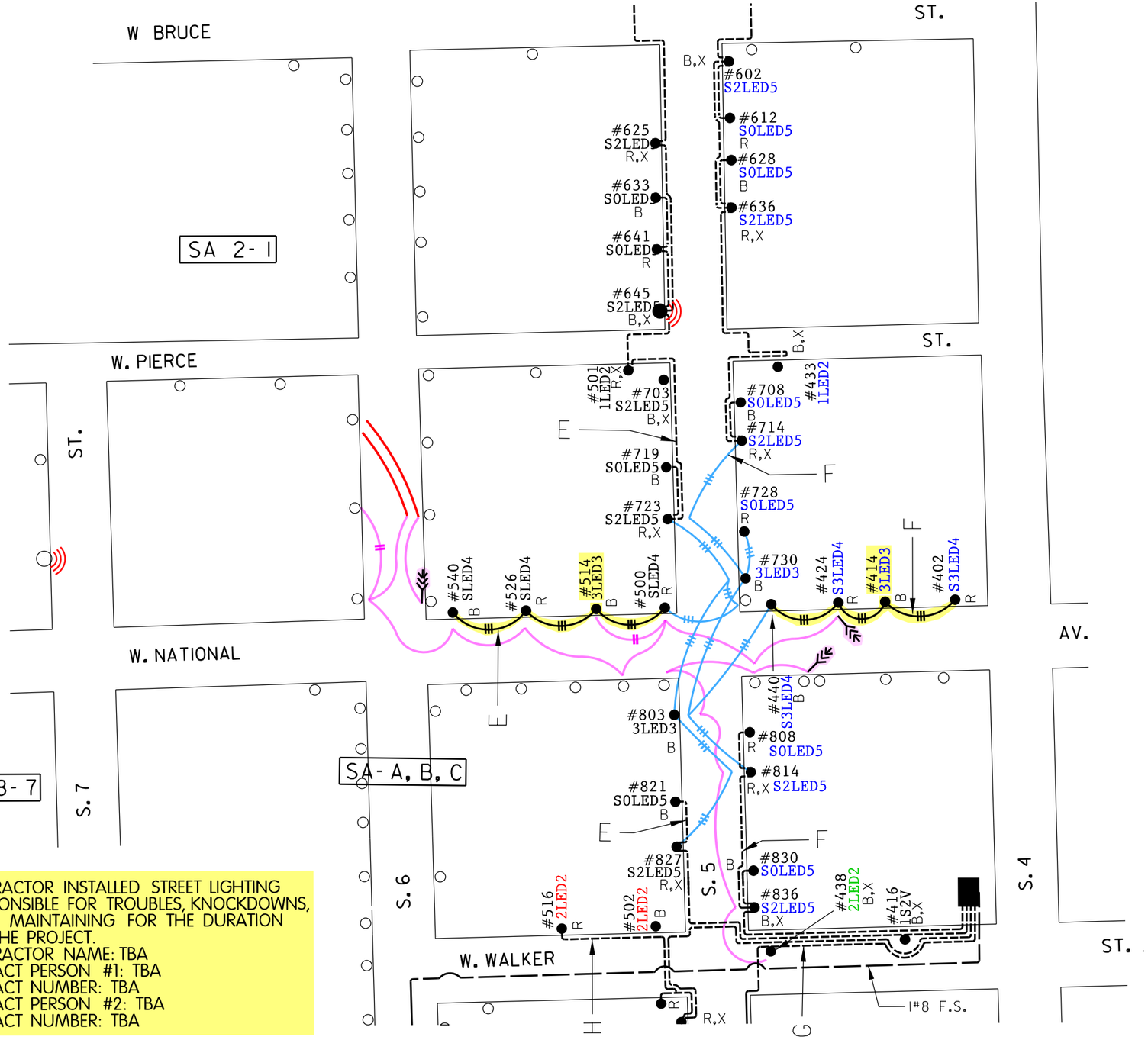
STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# NO. 1 SA-A, B, C, D

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 1 CIRCUIT MAP: NO. 1 SA-A, B, C, D | SHEET NO. 394 | E |
|---|---|---|---|---|---|




CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

## CIRCUIT LEGEND

- - SINGLE LAMP
- - DOUBLE LAMP
- - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- - SERIES OVERHEAD CIRCUIT
- - CIRCUIT COIL
- #6902 - POLE ADDRESS
- - SMALL CELL POLE W/ LAMP
- - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## STAGE 1

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA MULT. -E, F, G, H

# CIRCUITS

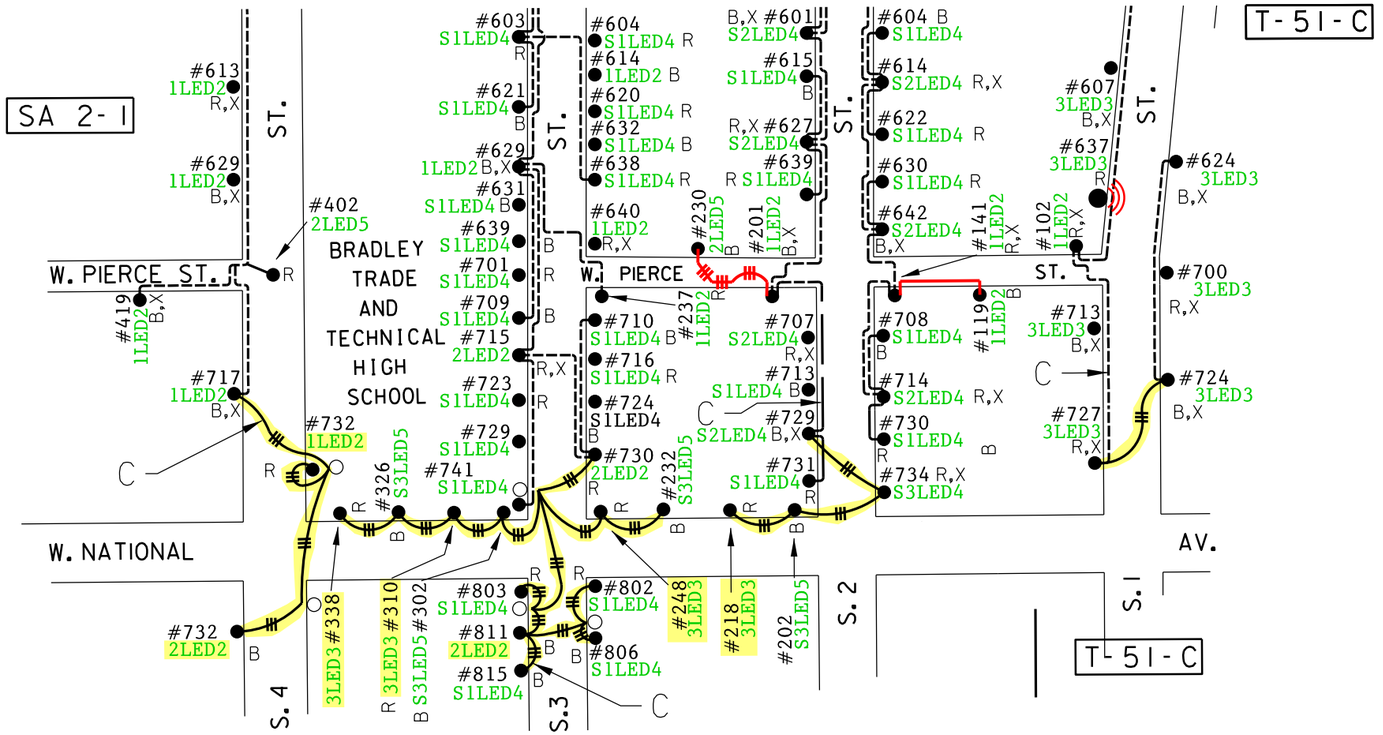
| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 1 CIRCUIT MAP: SA MULT.-E,F,G,H | SHEET NO. 395 | E |
|---|---|---|---|---|---|

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

2




## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — - MULTIPLE UNDERGROUND CIRCUIT
- ═ - MULTIPLE OVERHEAD CIRCUIT
- — - SERIES OVERHEAD CIRCUIT
- ⊂ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- Y - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

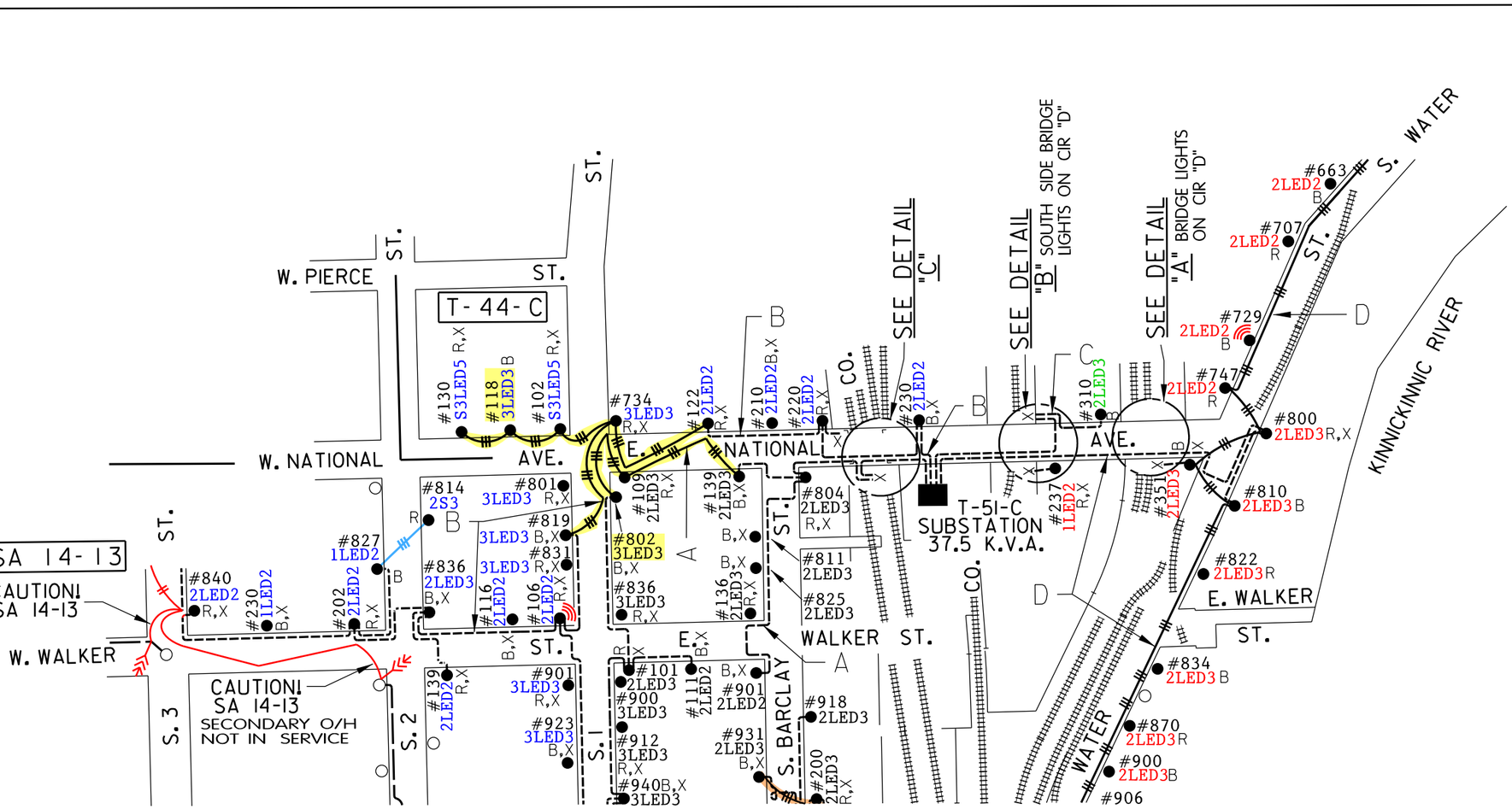
STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T44C - B & C

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE I CIRCUIT MAP: T44C - B & C | SHEET NO. 396 | E |
|---|---|---|---|---|---|




## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

STAGE I

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T51C - A-D

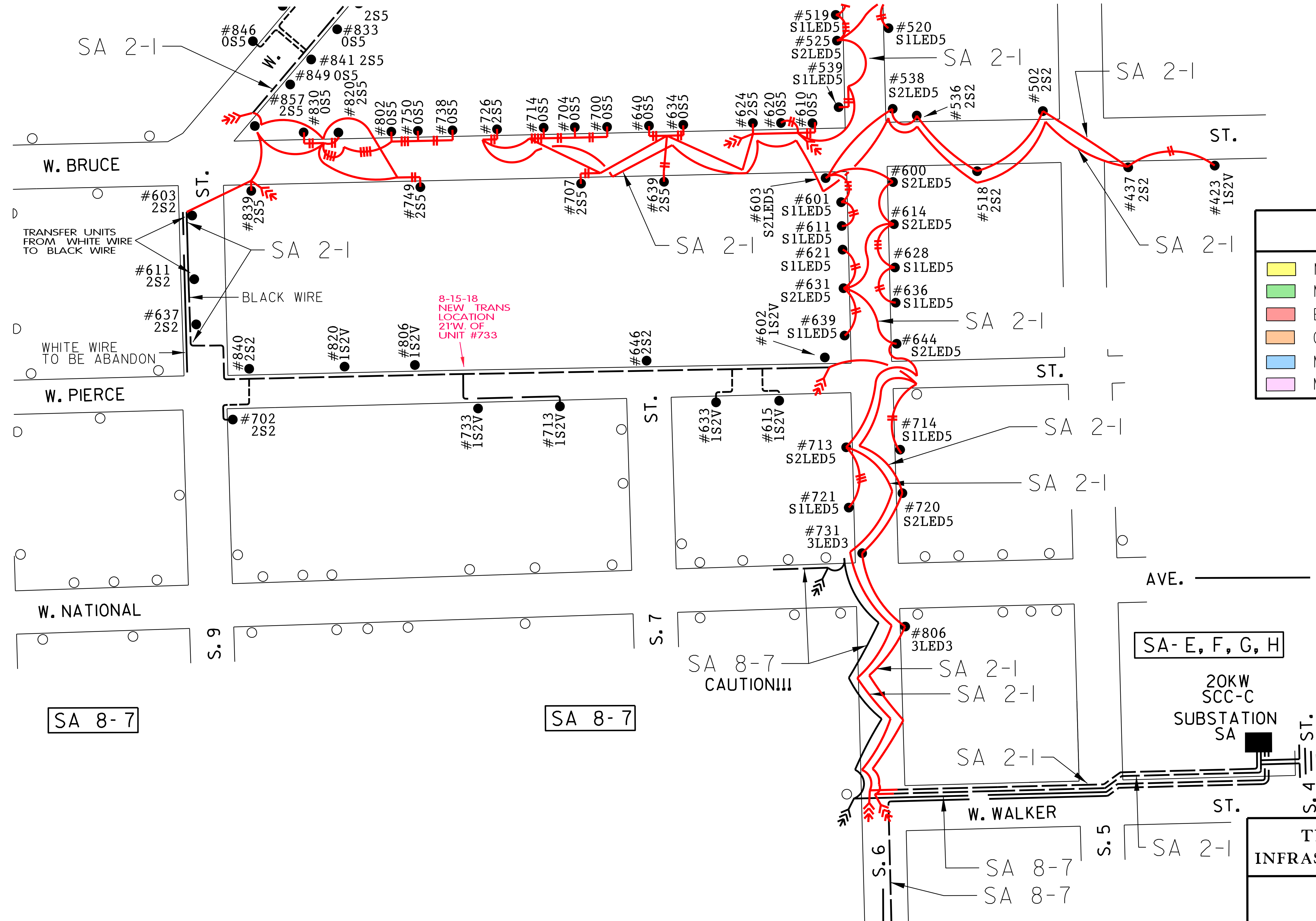
# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE I CIRCUIT MAP: T51C - A-D | SHEET NO. 397 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2




2

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

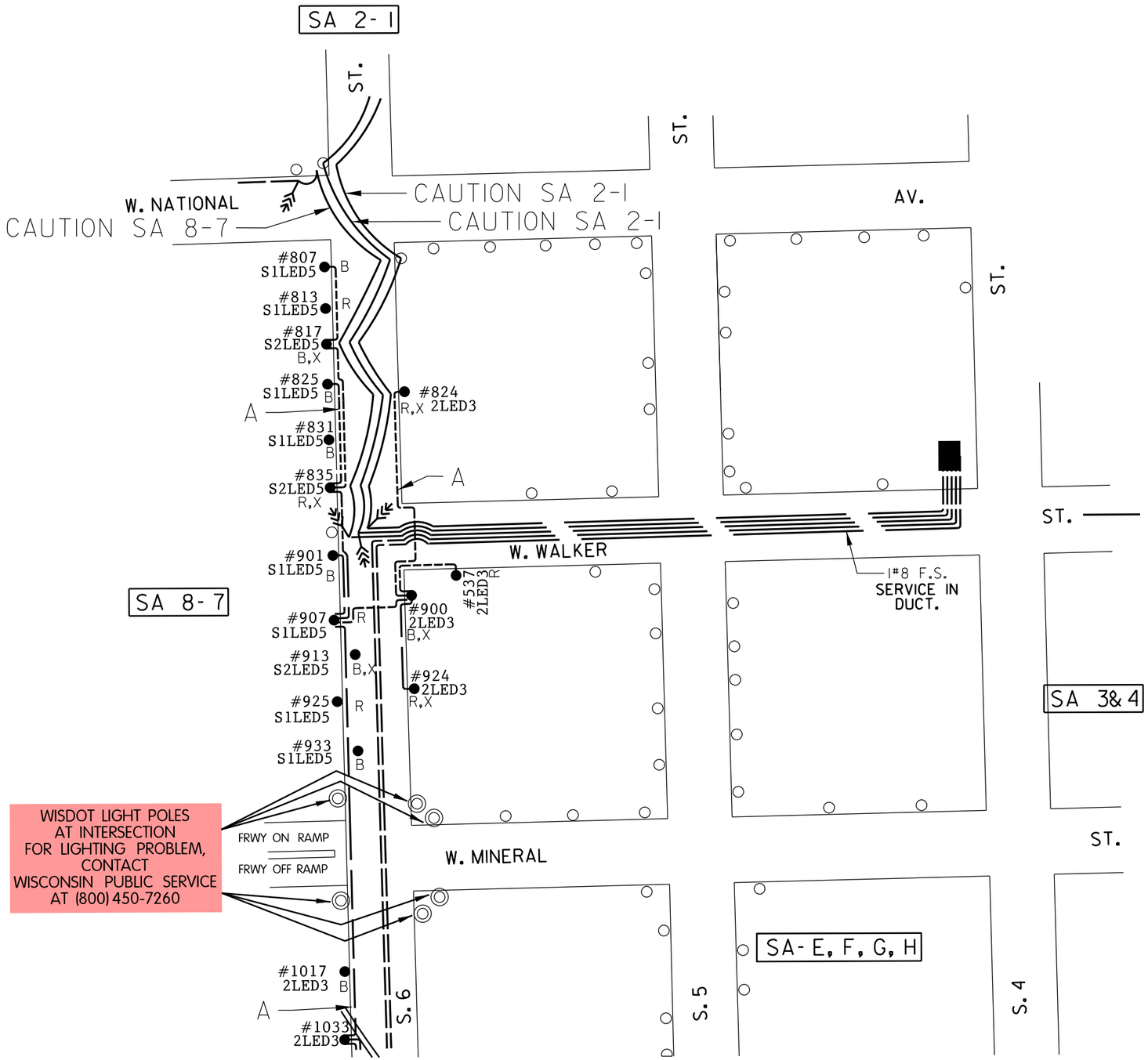
STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA 2-1

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 2 CIRCUIT MAP: SA 2-1 | SHEET NO. 398 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

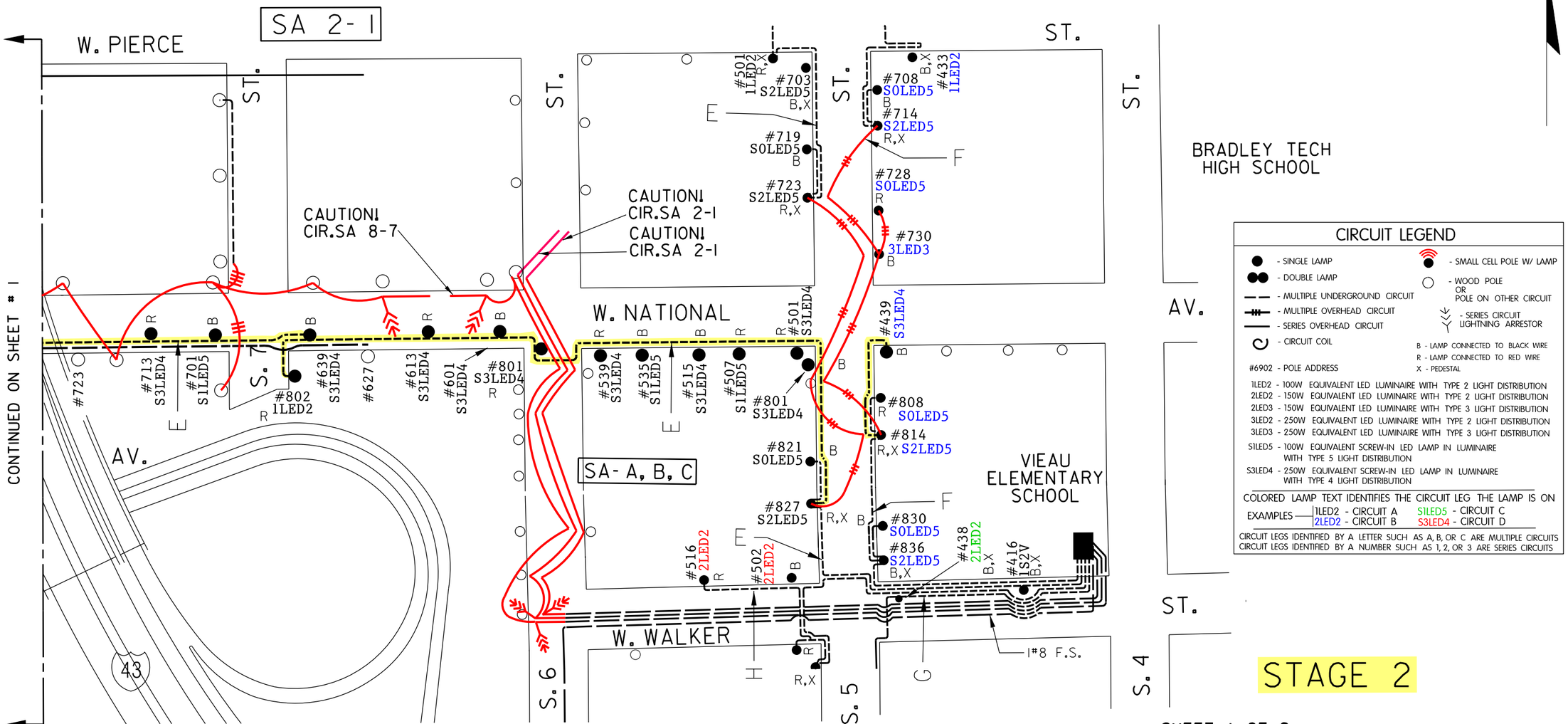
# STAGES 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# NO. 1 SA-A, B, C, D

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 2 CIRCUIT MAP: NO. 1 SA-A, B, C, D | SHEET NO. 399 | E |
|---|---|---|---|---|---|




N

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

# STAGE 2

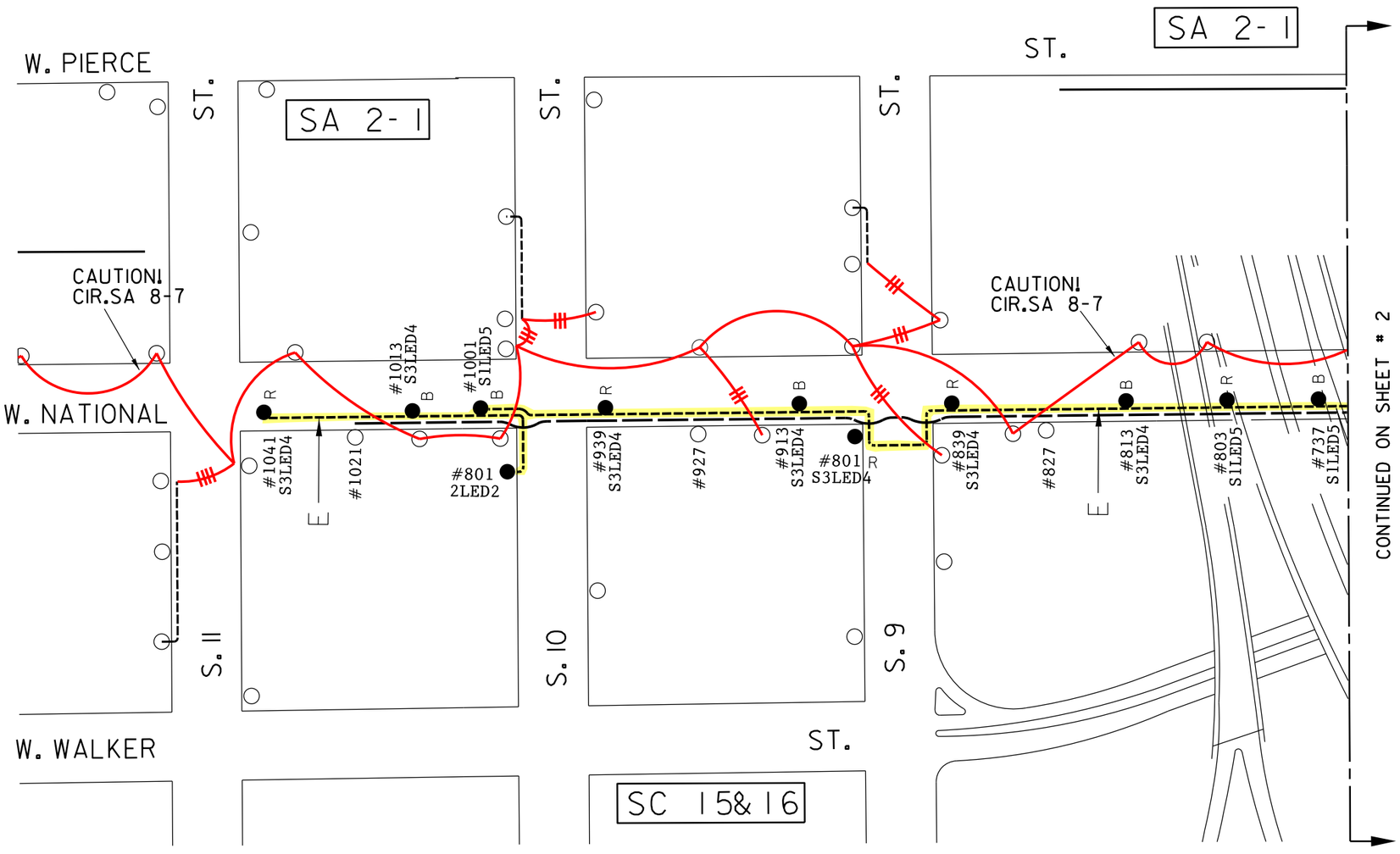
SHEET 1 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA MULT. -E, F, G, H CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 2 CIRCUIT MAP: SA MULT-E,F,G,H SHT. 1 | SHEET NO. 400 | E |
|---|---|---|---|---|---|

2




## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ⊂⊃ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## STAGE 2

SHEET 2 OF 2

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA MULT. -E, F, G, H CIRCUITS

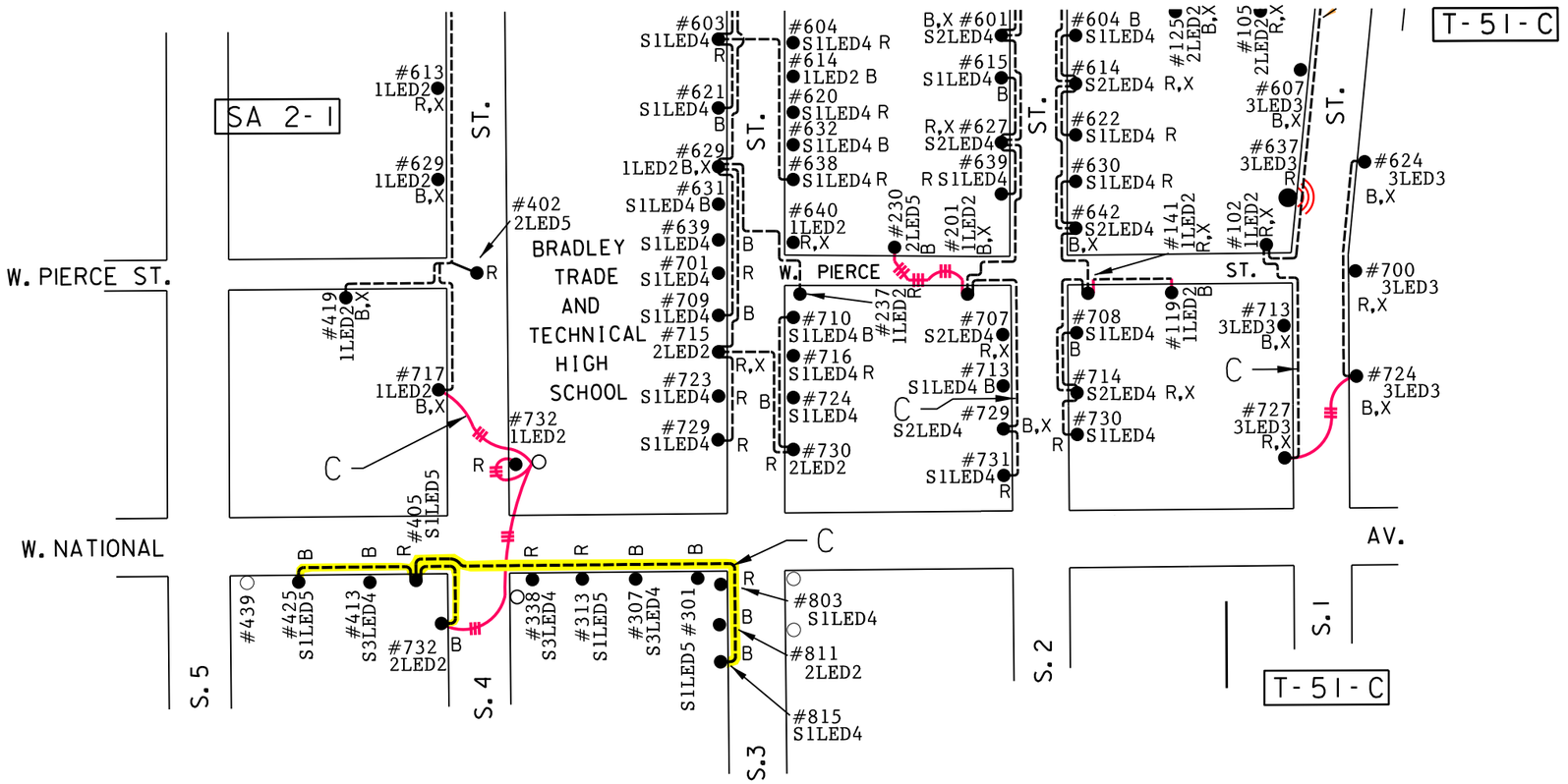
| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 2 CIRCUIT MAP: SA MULT-E,F,G,H SHT. 2 | SHEET NO. 401 | E |
|---|---|---|---|---|---|

2

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N




## CIRCUIT LEGEND

- - SINGLE LAMP
- - DOUBLE LAMP
- - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- - SERIES OVERHEAD CIRCUIT
- - CIRCUIT COIL
- - SMALL CELL POLE W/ LAMP
- - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

STAGE 2

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

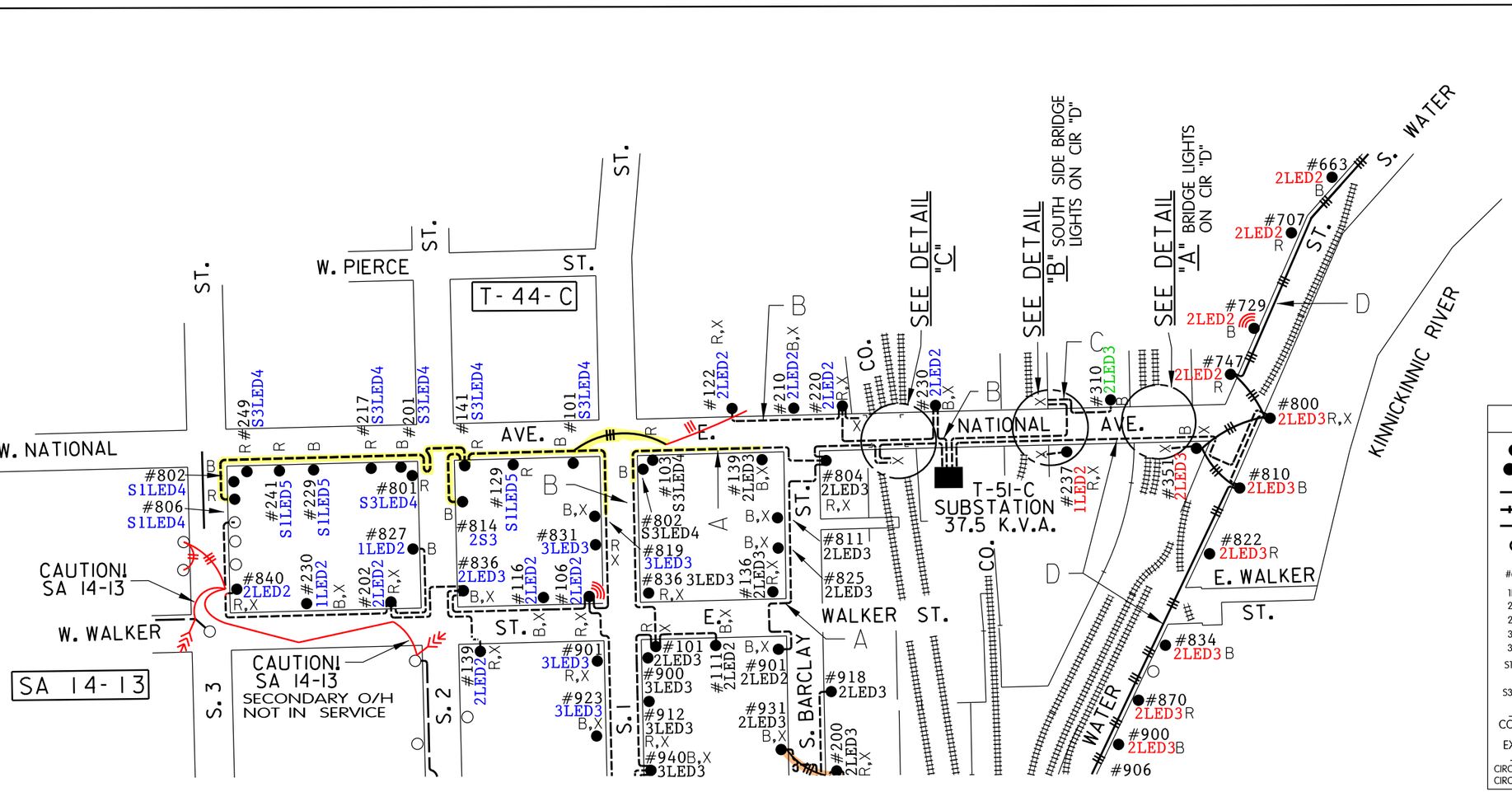
**TRANSPORTATION SECTION**
**INFRASTRUCTURE SERVICES DIVISION**

# T44C - B & C

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 2 CIRCUIT MAP: T44C - B & C | SHEET NO. 402 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Stages 1 thru 6 Cir Maps.dgn
PLOT DATE : 28-AUG-2026 13:08
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:30.0474
WISDOT/CADDS SHEET 42




## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

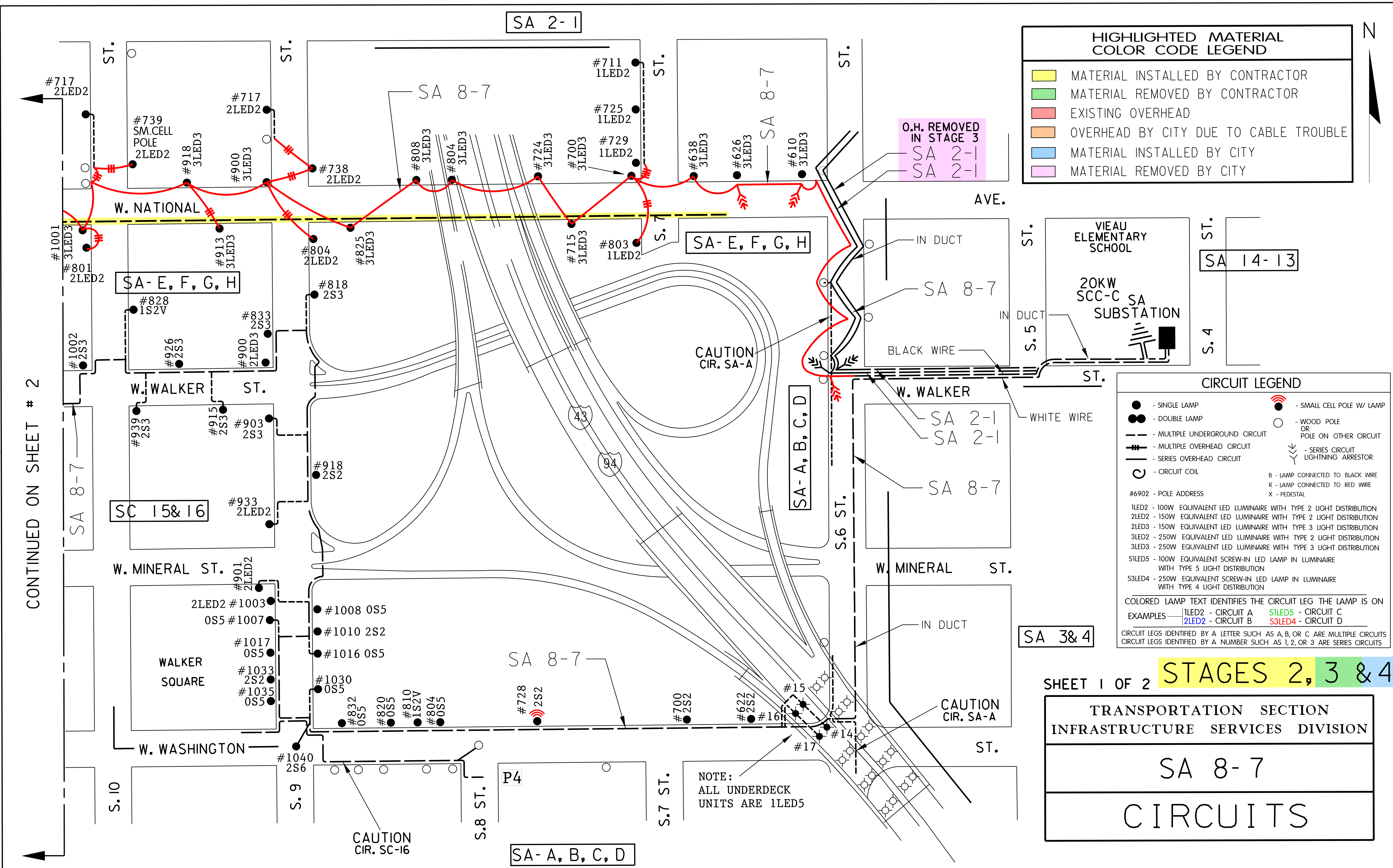
# STAGE 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

## T51C - A-D

## CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 2 CIRCUIT MAP: T51C - A-D | SHEET NO. 403 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR (yellow)
- MATERIAL REMOVED BY CONTRACTOR (green)
- EXISTING OVERHEAD (red)
- OVERHEAD BY CITY DUE TO CABLE TROUBLE (orange)
- MATERIAL INSTALLED BY CITY (blue)
- MATERIAL REMOVED BY CITY (pink)

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

SA 3&4

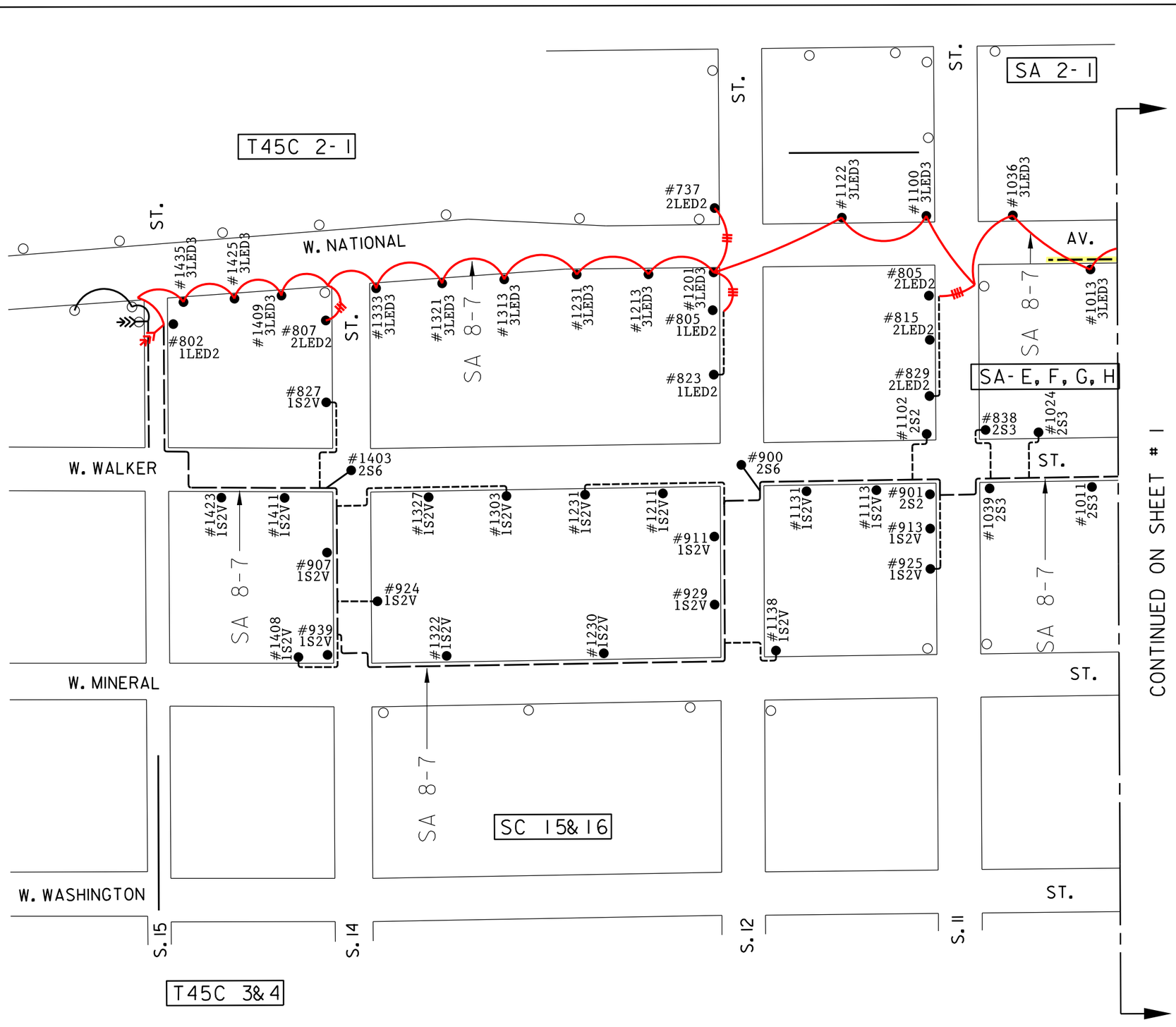
SHEET 1 OF 2 STAGES 2, 3 & 4

**TRANSPORTATION SECTION**
**INFRASTRUCTURE SERVICES DIVISION**

# SA 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGES 2,3,4 CIRCUIT MAP: SA 8-7 SHT. 1 | SHEET NO. 404 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C
2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## STAGES 2, 3 & 4

SHEET 2 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

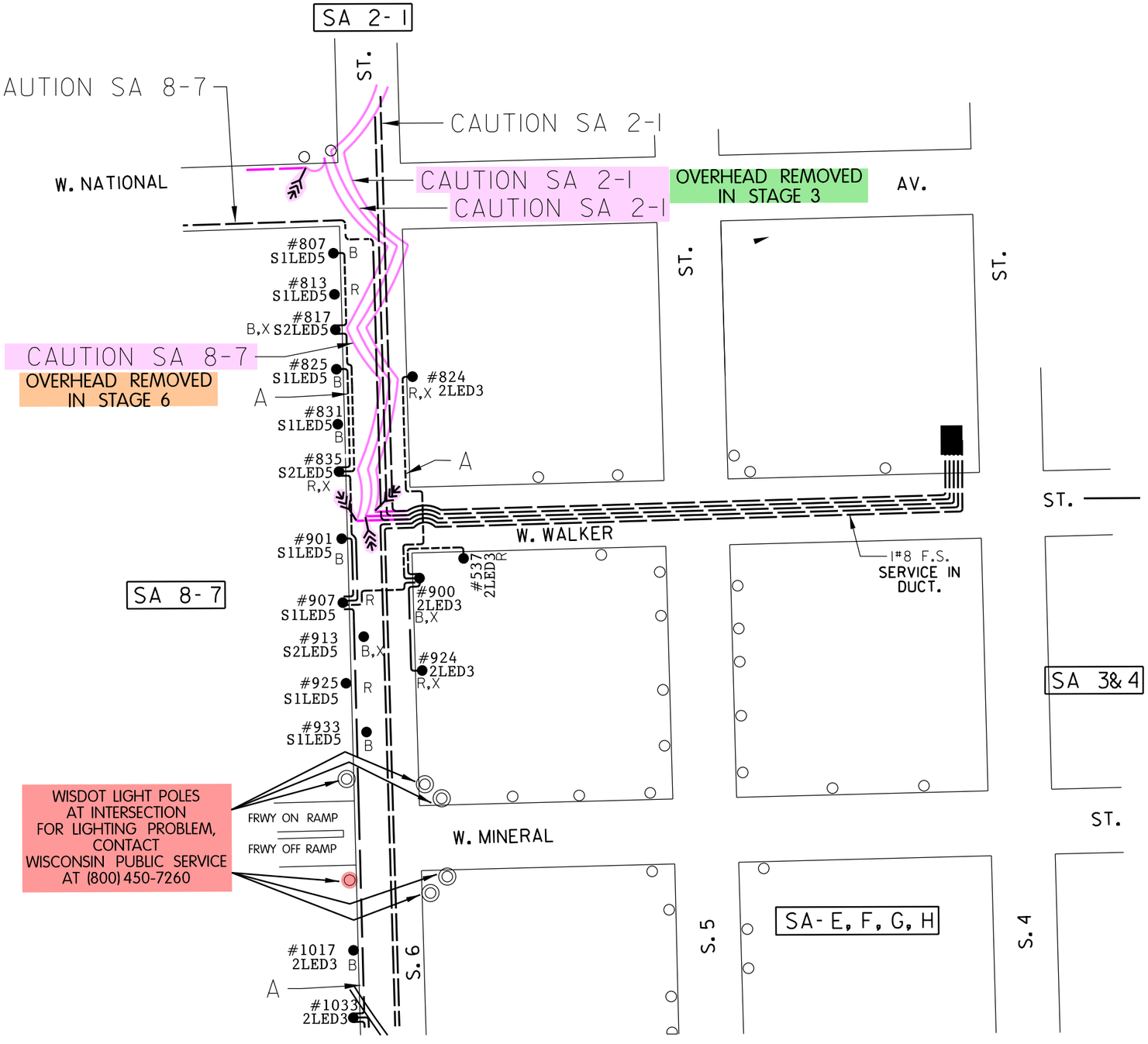
# SA 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGES 2,3,4 CIRCUIT MAP: SA 8-7 SHT. 2 | SHEET NO. 405 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42




N

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

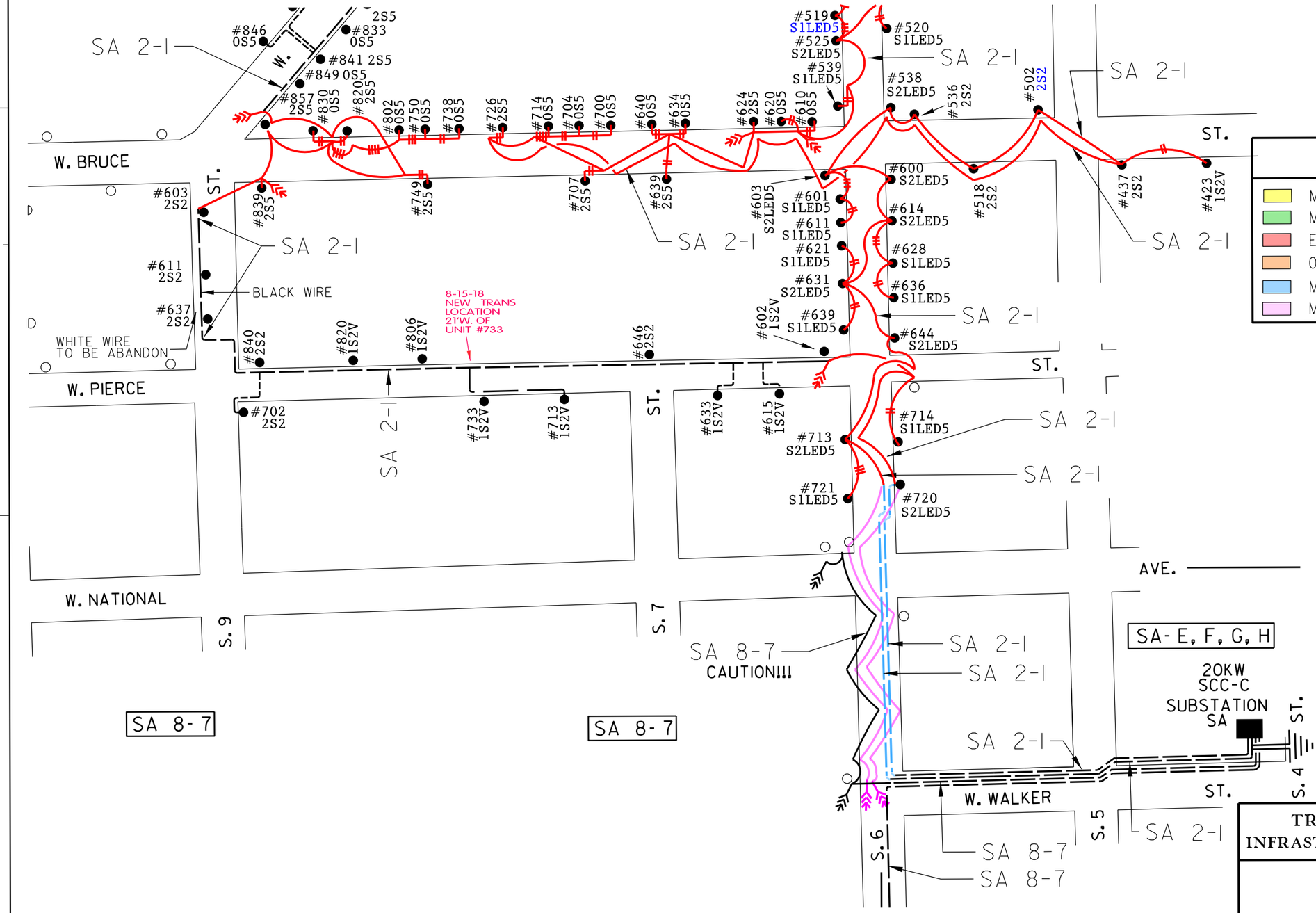
STAGE 3 & 6

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# NO. 1 SA-A, B, C, D

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 3 & 6 CIRCUIT MAP: NO. 1 SA-A, B, C, D | SHEET NO. 406 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

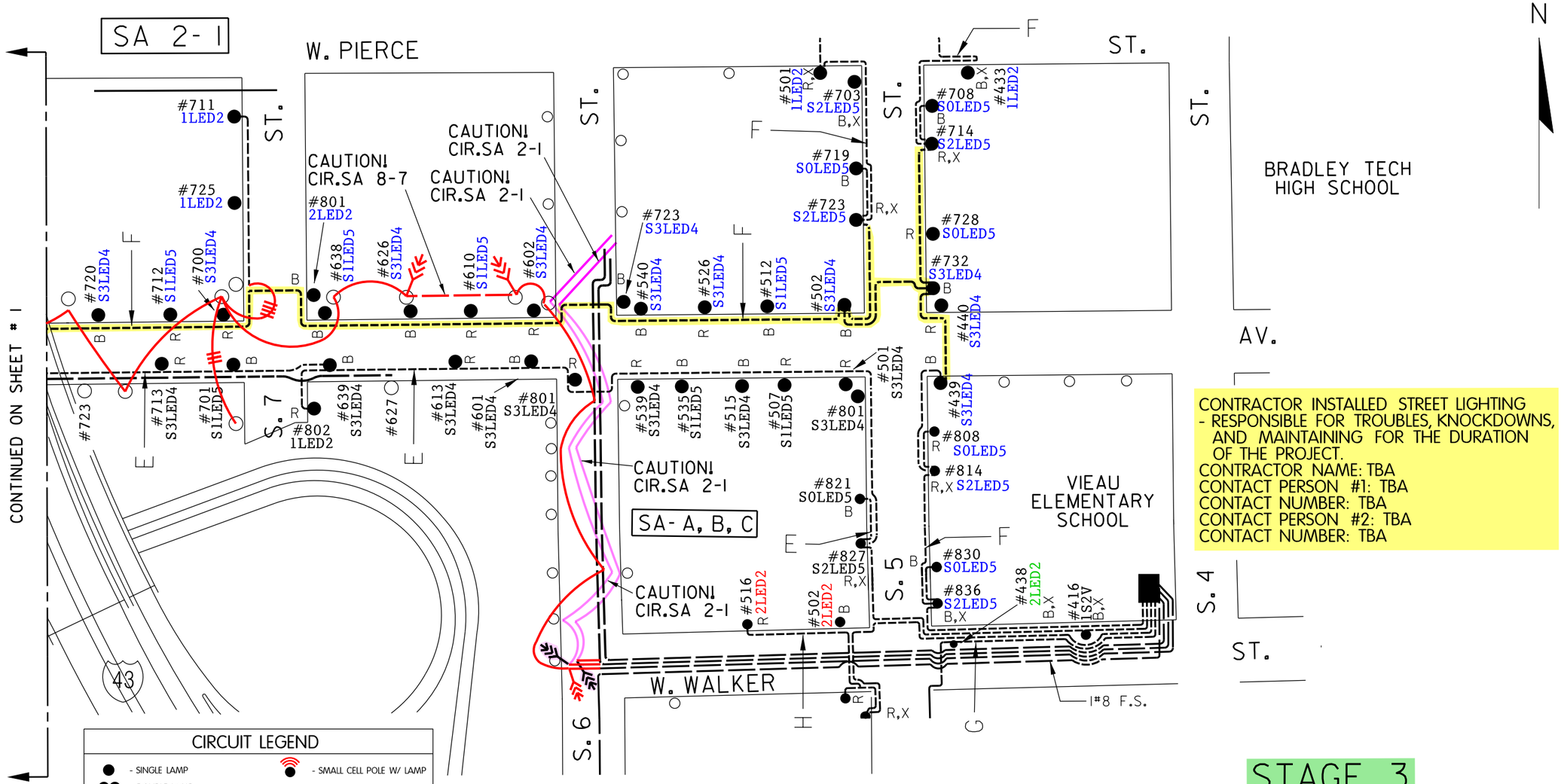
STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA 2-1

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 3 CIRCUIT MAP: SA 2-1 | SHEET NO. 407 | E |
|---|---|---|---|---|---|




## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING - RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

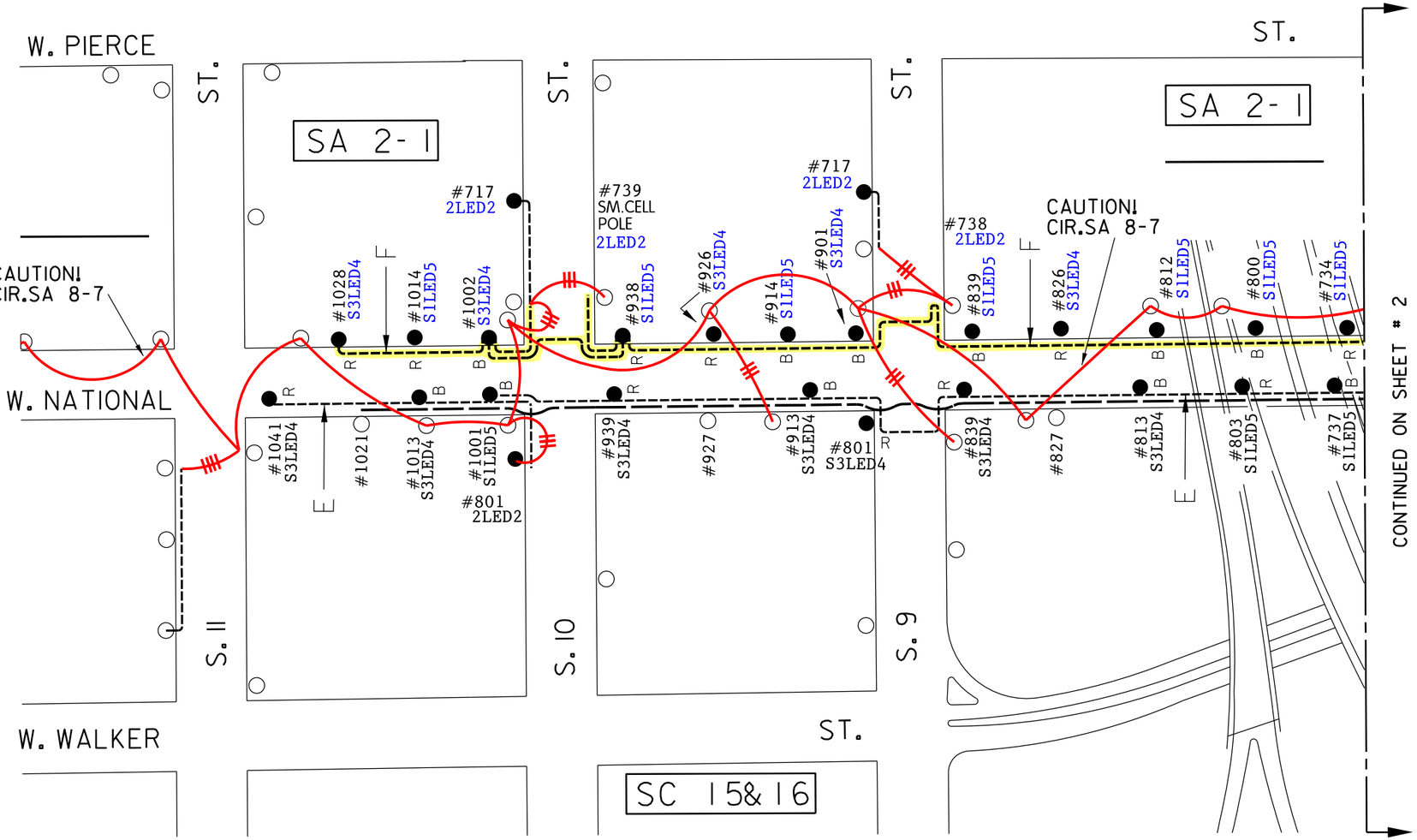
STAGE 3

SHEET 1 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA MULT. -E, F, G, H CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 3 CIRCUIT MAP: SA MULT-E,F,G,H SHT. 1 | SHEET NO. 408 | E |
|---|---|---|---|---|---|




N

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES
1LED2 - CIRCUIT A
2LED2 - CIRCUIT B
S1LED5 - CIRCUIT C
S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

STAGE 3

SHEET 2 OF 2

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA MULT. - E, F, G, H CIRCUITS

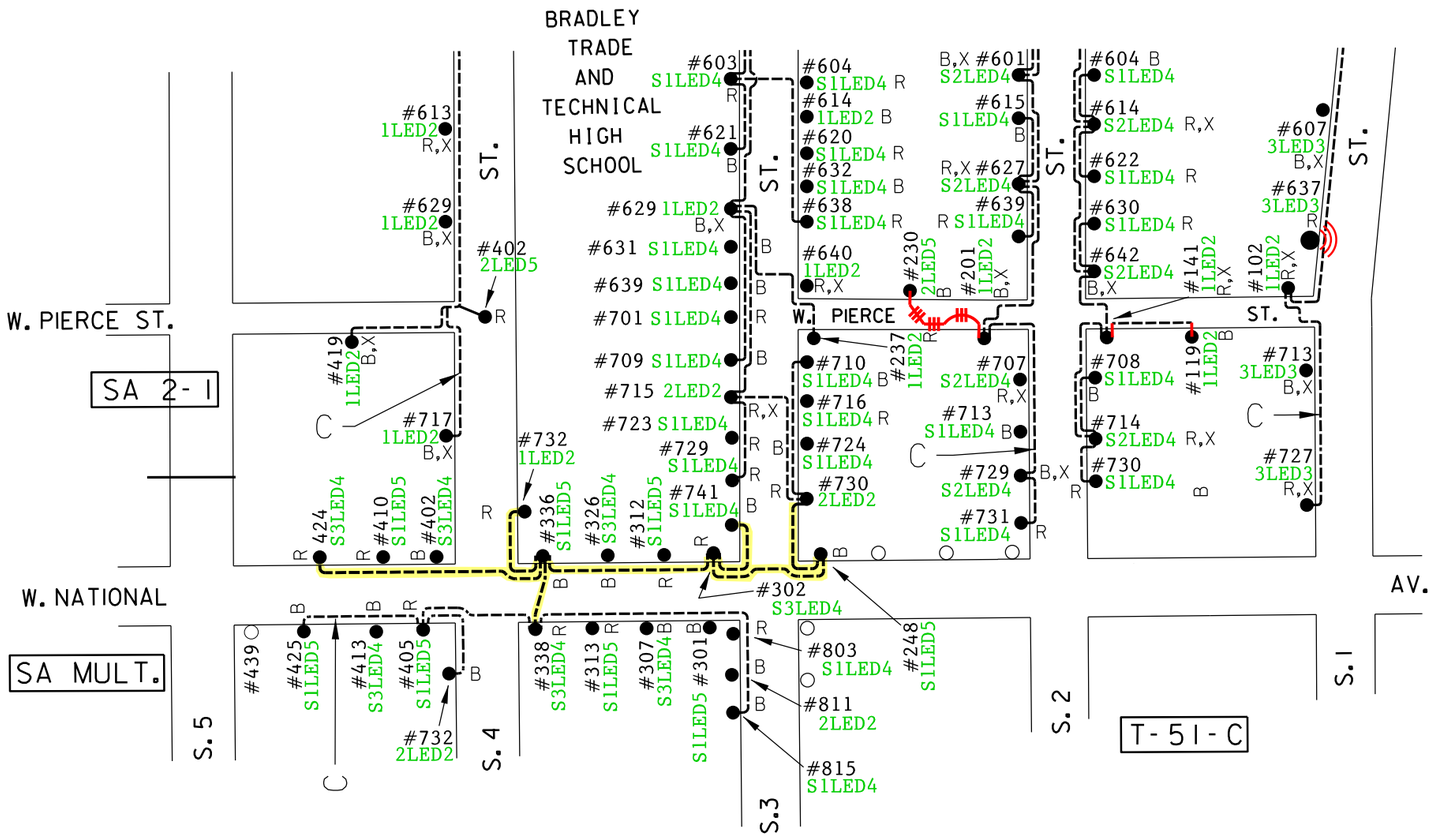
| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 3 CIRCUIT MAP: SA MULT-E,F,G,H SHT. 2 | SHEET NO. 409 | E |
|---|---|---|---|---|---|

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

2




## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## STAGE 3

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

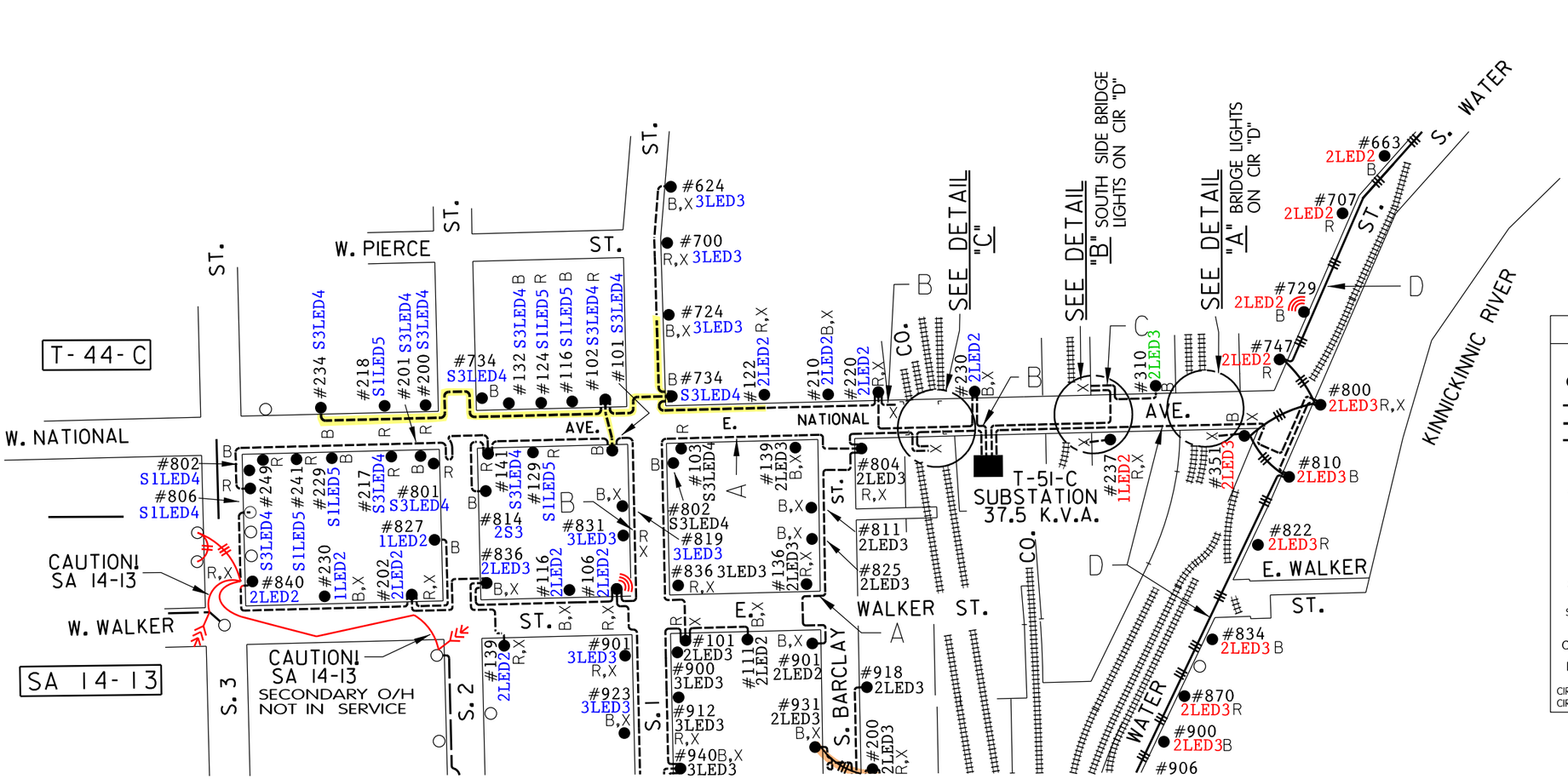
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T44C - B & C

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 3 CIRCUIT MAP: T44C - B & C | SHEET NO. 410 | E |
|---|---|---|---|---|---|




## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- — — - MULTIPLE OVERHEAD CIRCUIT
- — - SERIES OVERHEAD CIRCUIT
- C - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

STAGE 3

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

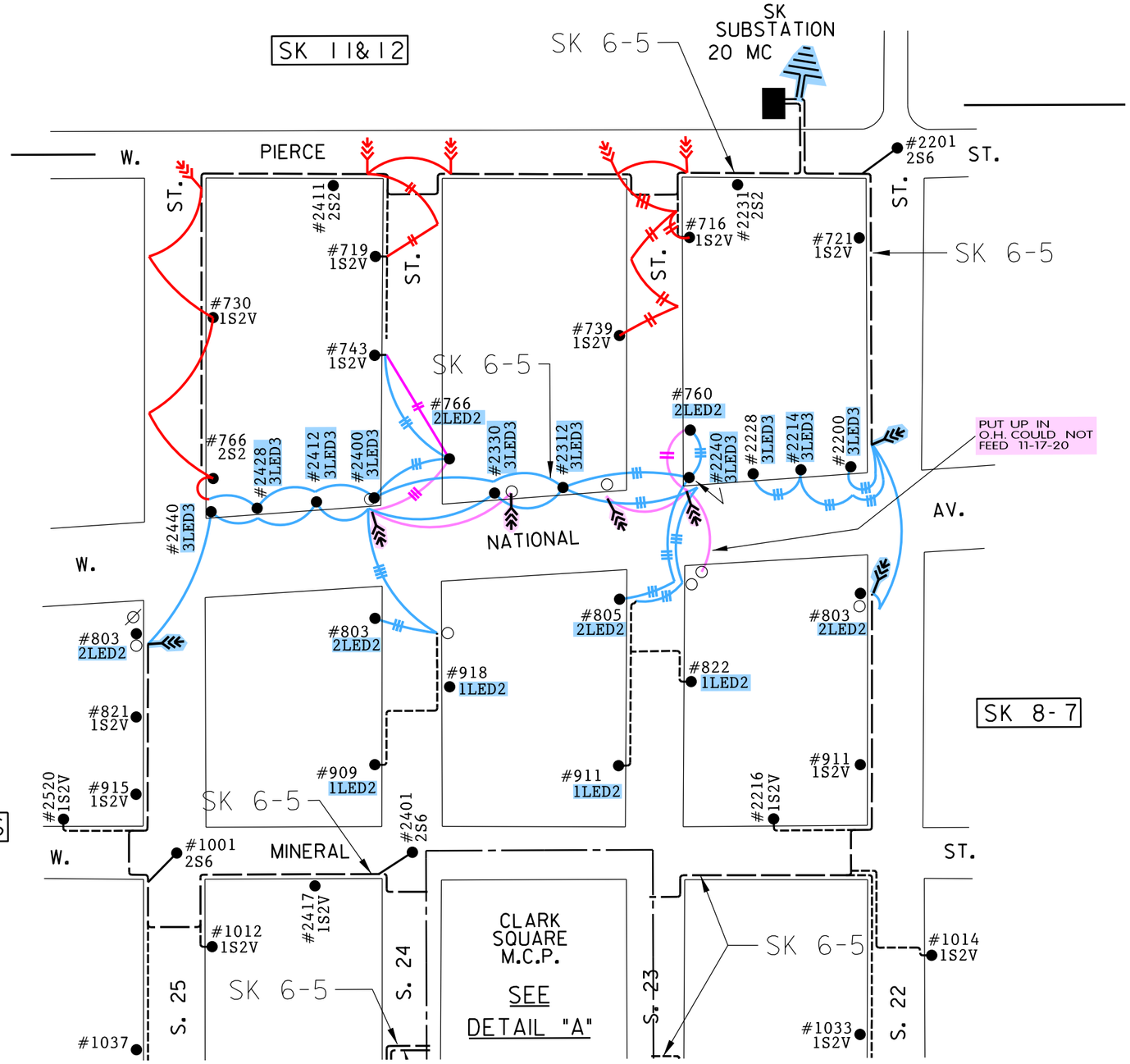
# T51C - A-D

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 3 CIRCUIT MAP: T51C - A-D | SHEET NO. 411 | E |
|---|---|---|---|---|---|

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WISDOT/CADDS SHEET 42




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

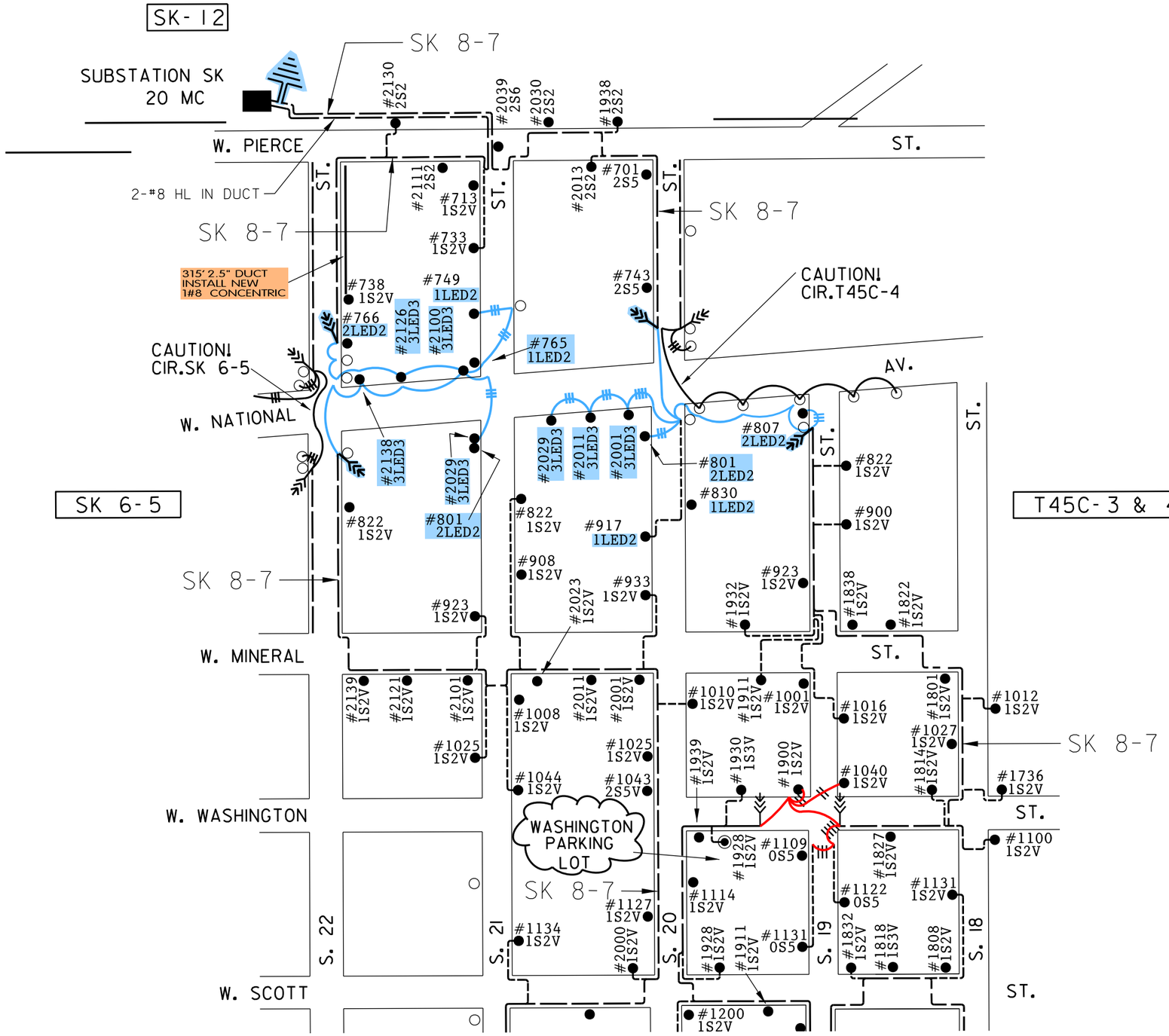
## STAGE 4

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SK 6-5

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 4 CIRCUIT MAP: SK 6-5 | SHEET NO. 412 | E |
|---|---|---|---|---|---|




T45C-3 & 4

N

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

## CIRCUIT LEGEND

- - SINGLE LAMP
- - DOUBLE LAMP
- - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- - SERIES OVERHEAD CIRCUIT
- - CIRCUIT COIL
- #6902 - POLE ADDRESS
- - SMALL CELL POLE W/ LAMP
- - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, 2LED2 - CIRCUIT B, S1LED5 - CIRCUIT C, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

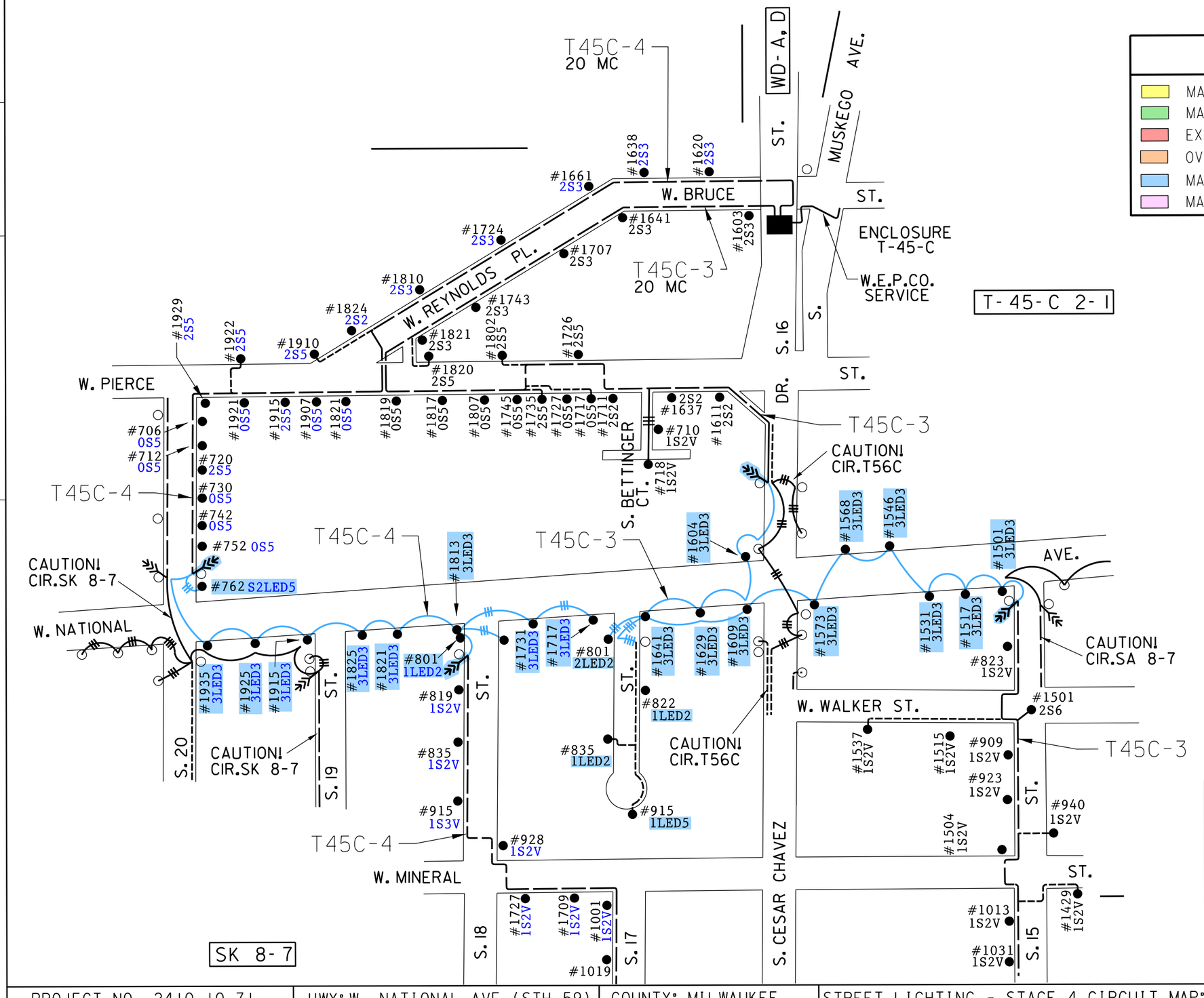
# STAGE 4

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SK 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 4 CIRCUIT MAP: SK 8-7 | SHEET NO. 413 | E |
|---|---|---|---|---|---|




SK 8-7

T-45-C 2-1

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

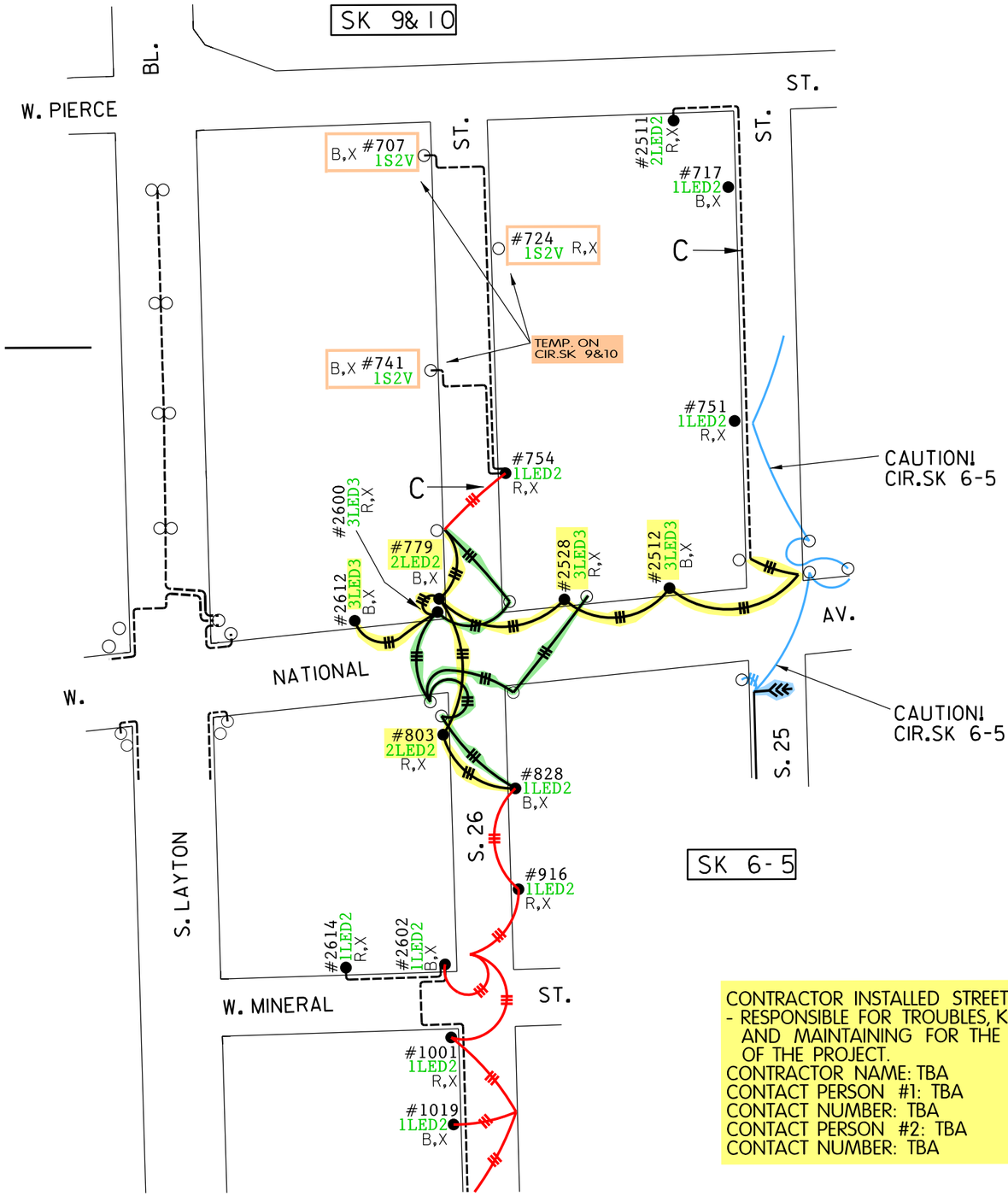
STAGE 4

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T45C 3 & 4

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 4 CIRCUIT MAP: T45C 3 & 4 | SHEET NO. 414 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A, 2LED2 - CIRCUIT B, S1LED5 - CIRCUIT C, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

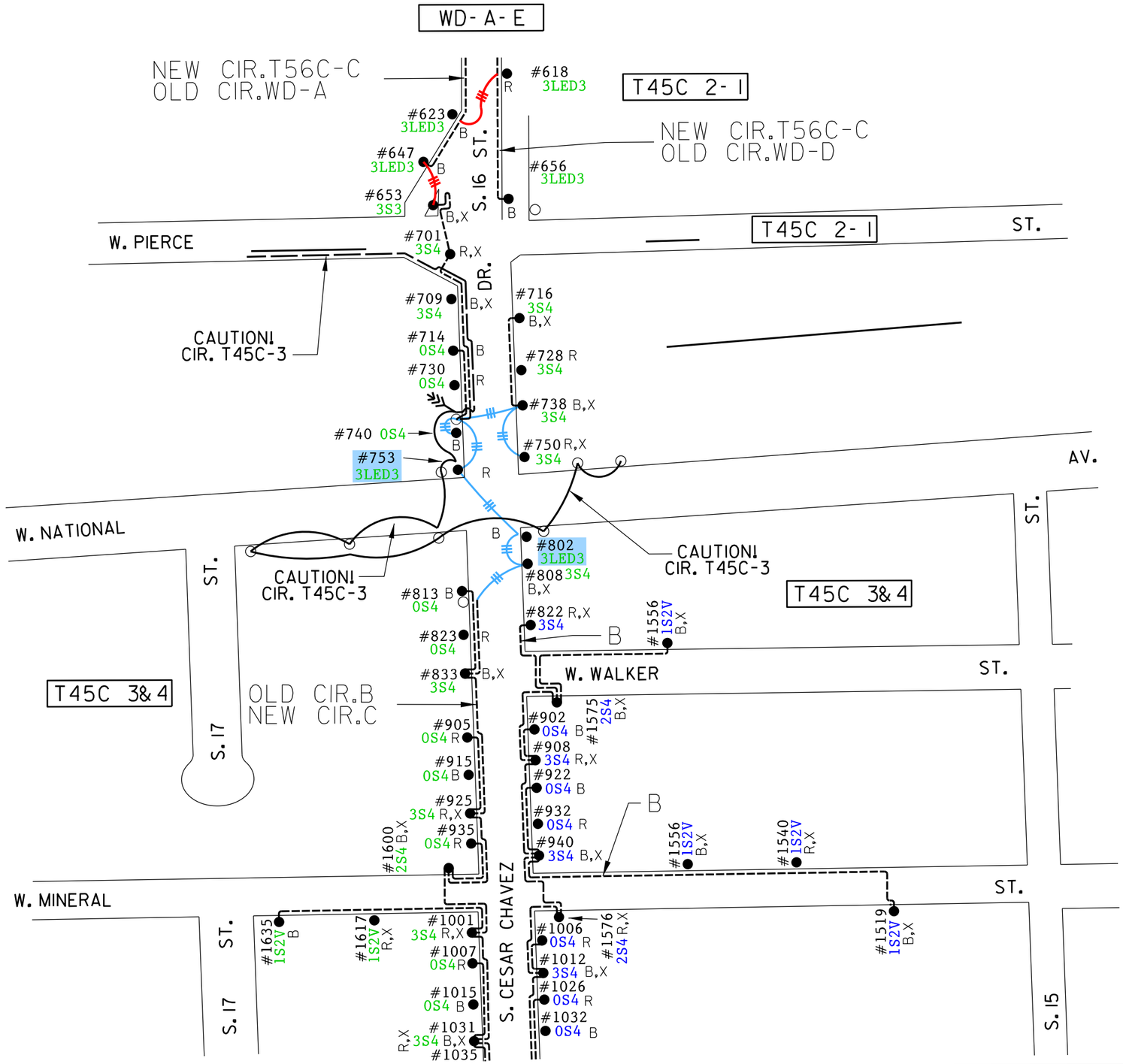
STAGE 4

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T45S-C

CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 4 CIRCUIT MAP: T45S-C | SHEET NO. 415 | E |
|---|---|---|---|---|---|




N

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ᔓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- ⋎ - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

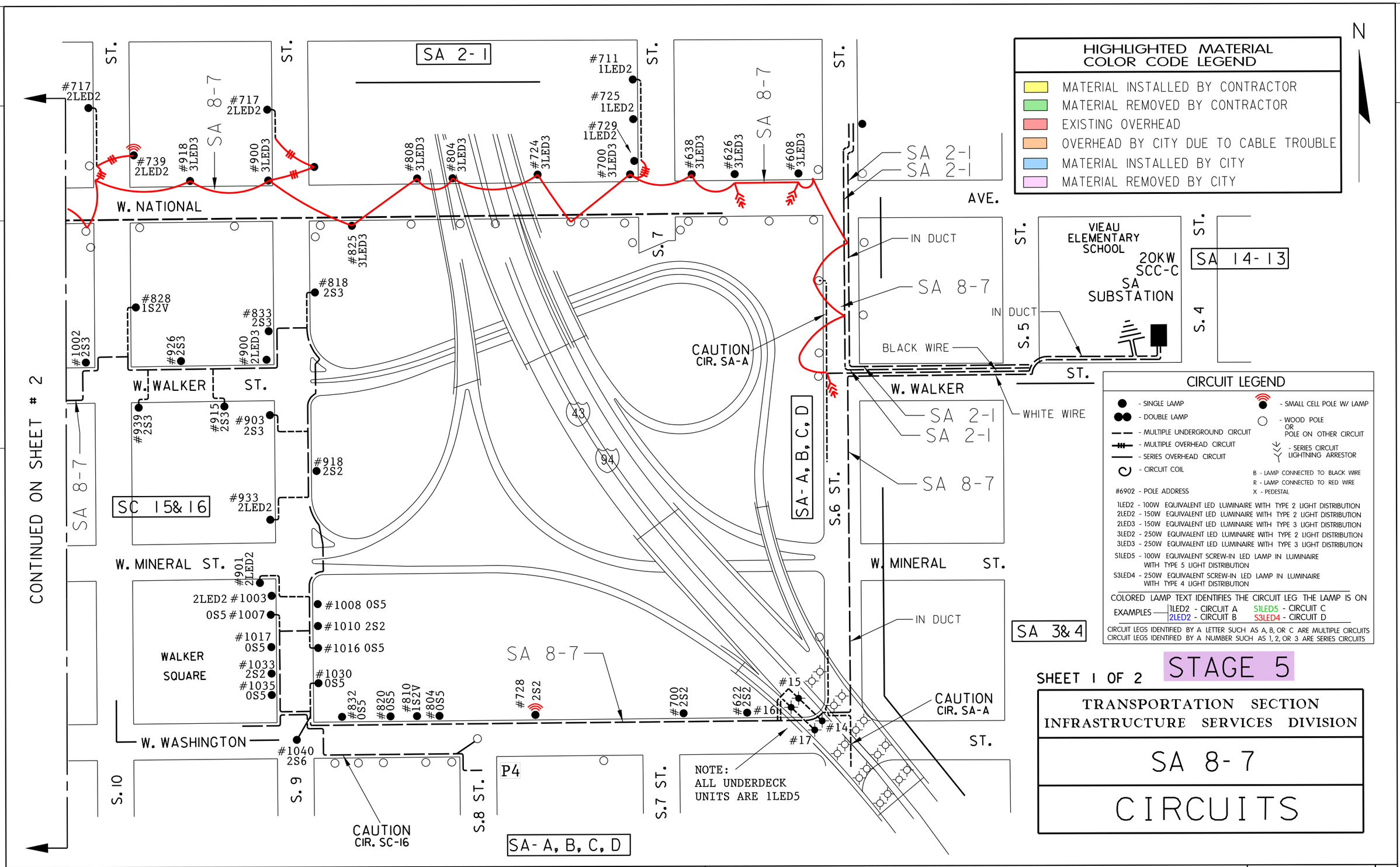
## STAGE 4

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

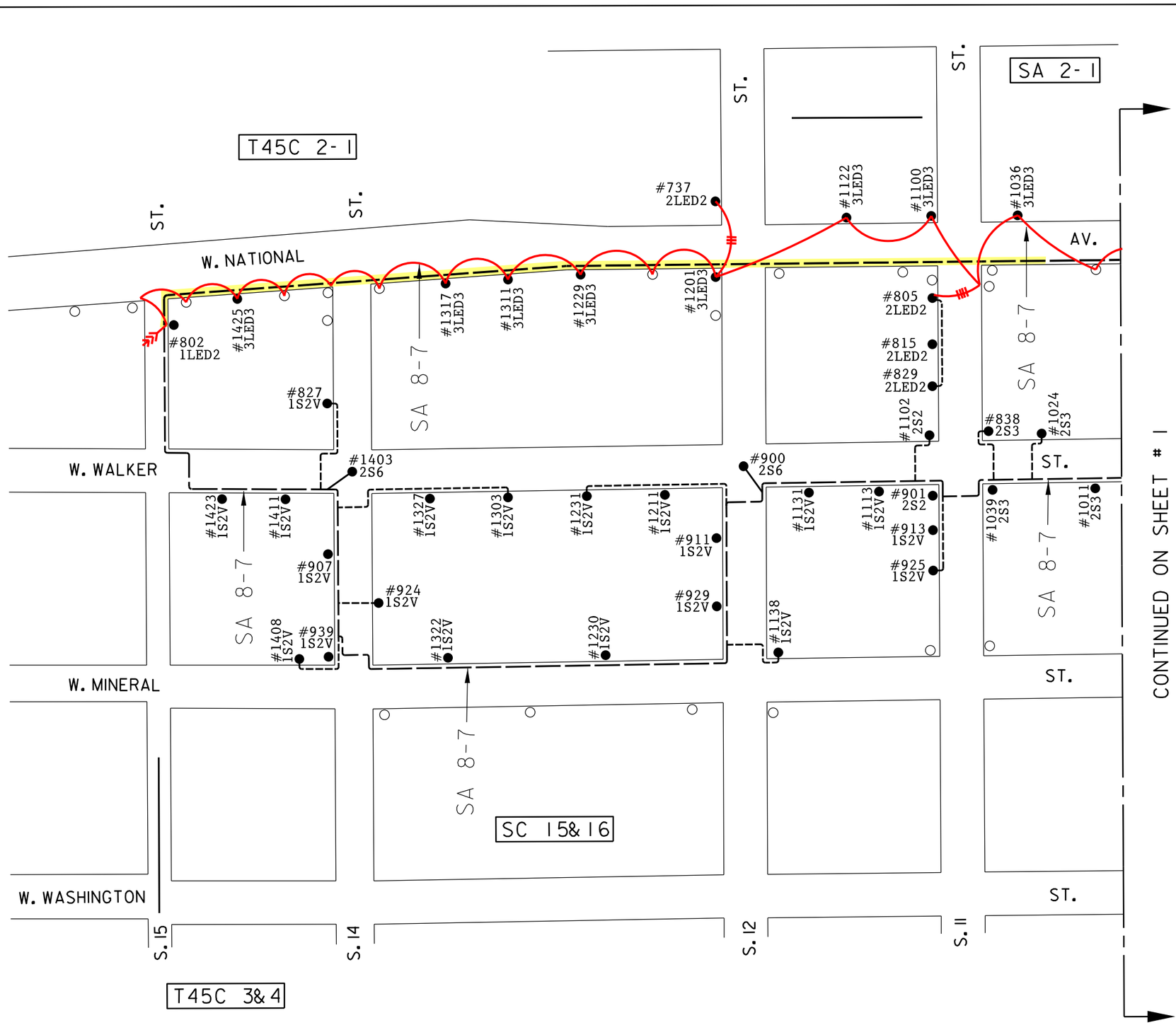
# T56C - A, B, C, D

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 4 CIRCUIT MAP: T56C-A,B,C | SHEET NO. 416 | E |
|---|---|---|---|---|---|




| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: SA 8-7 SHT. 1 | SHEET NO. 417 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

# STAGE 5

SHEET 2 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

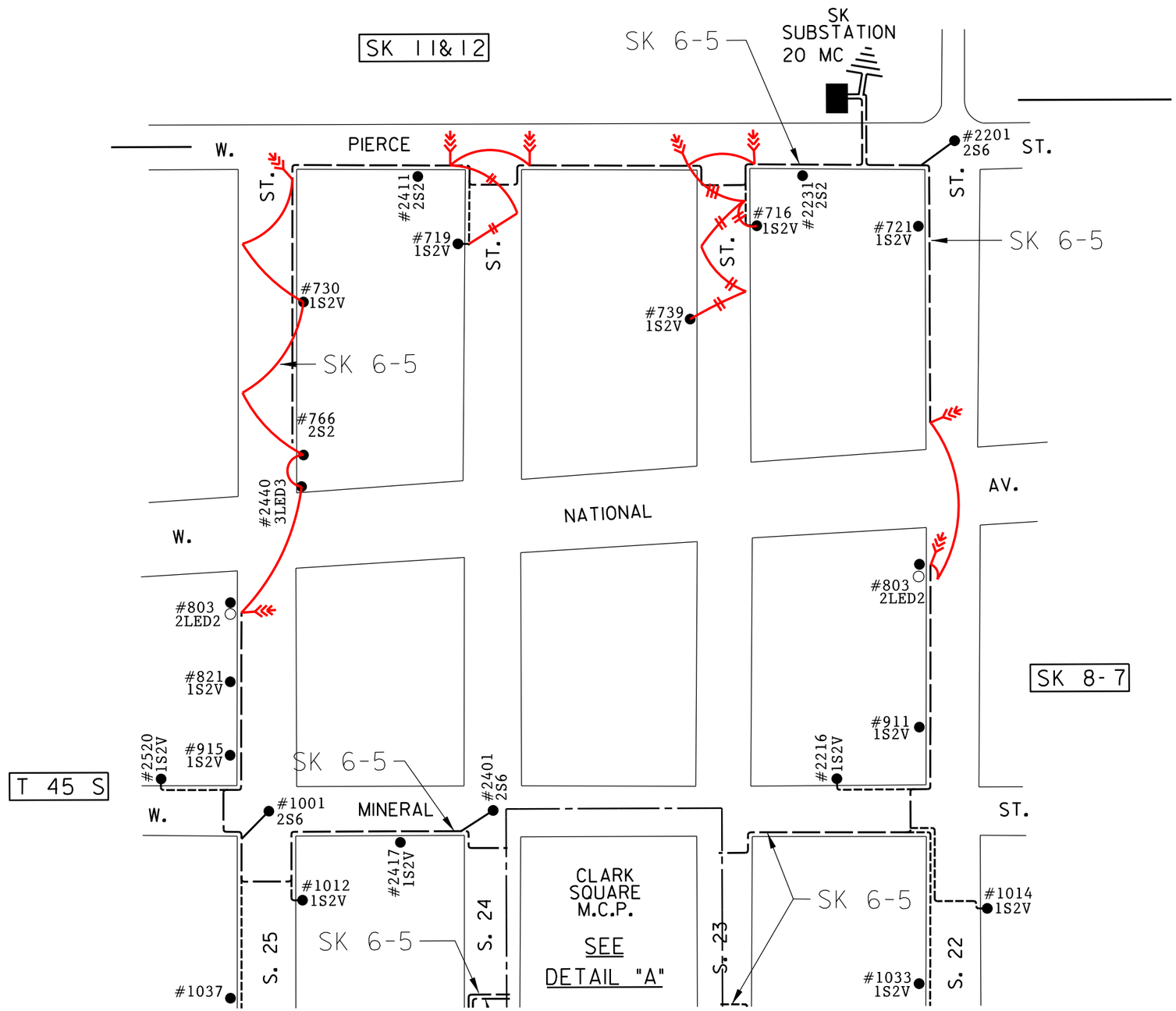
# SA 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: SA 8-7 SHT. 2 | SHEET NO. 418 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, 2LED2 - CIRCUIT B, S1LED5 - CIRCUIT C, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

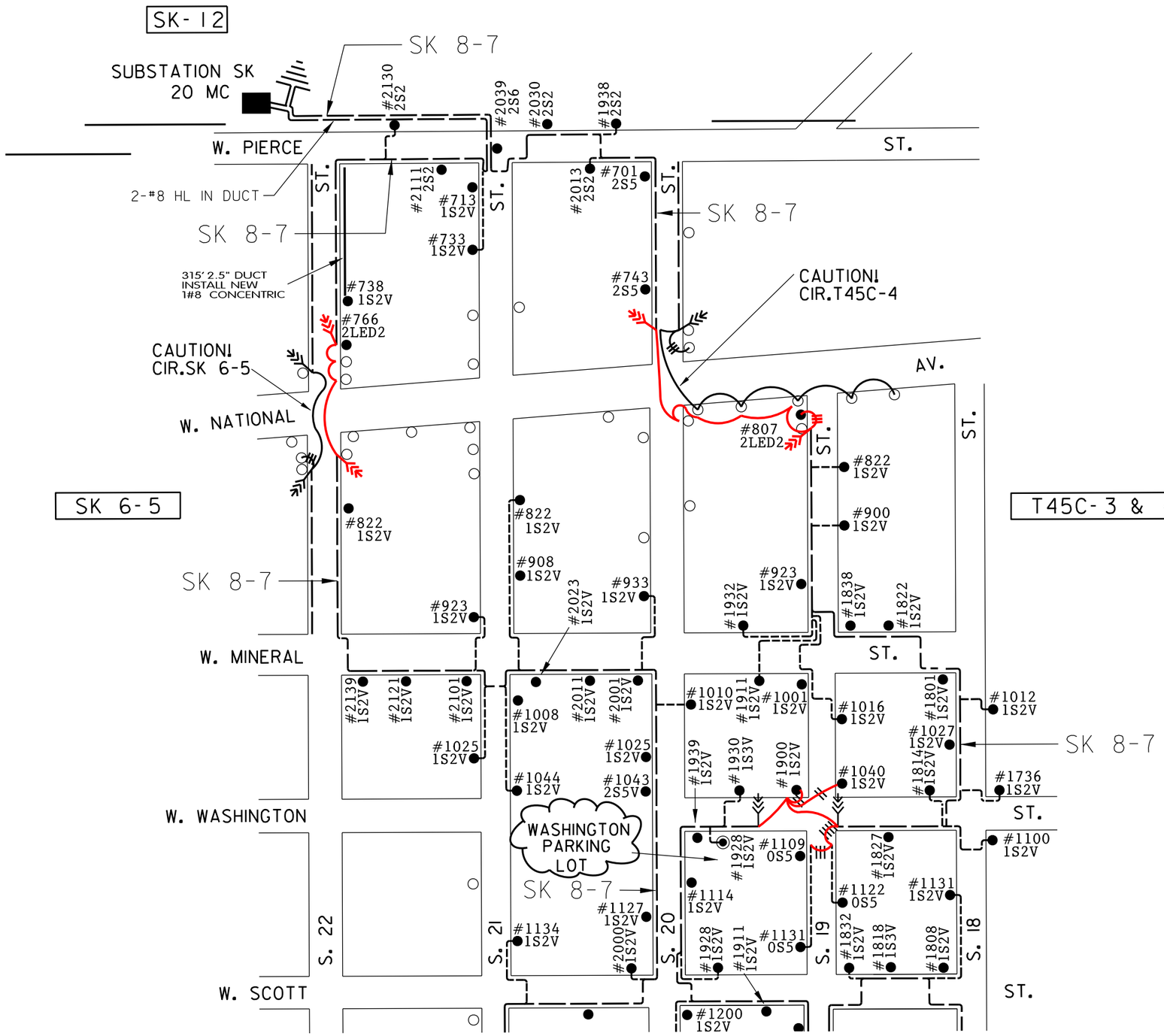
STAGE 5

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SK 6-5

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: SK 6-5 | SHEET NO. 419 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ⊂ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- Y - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

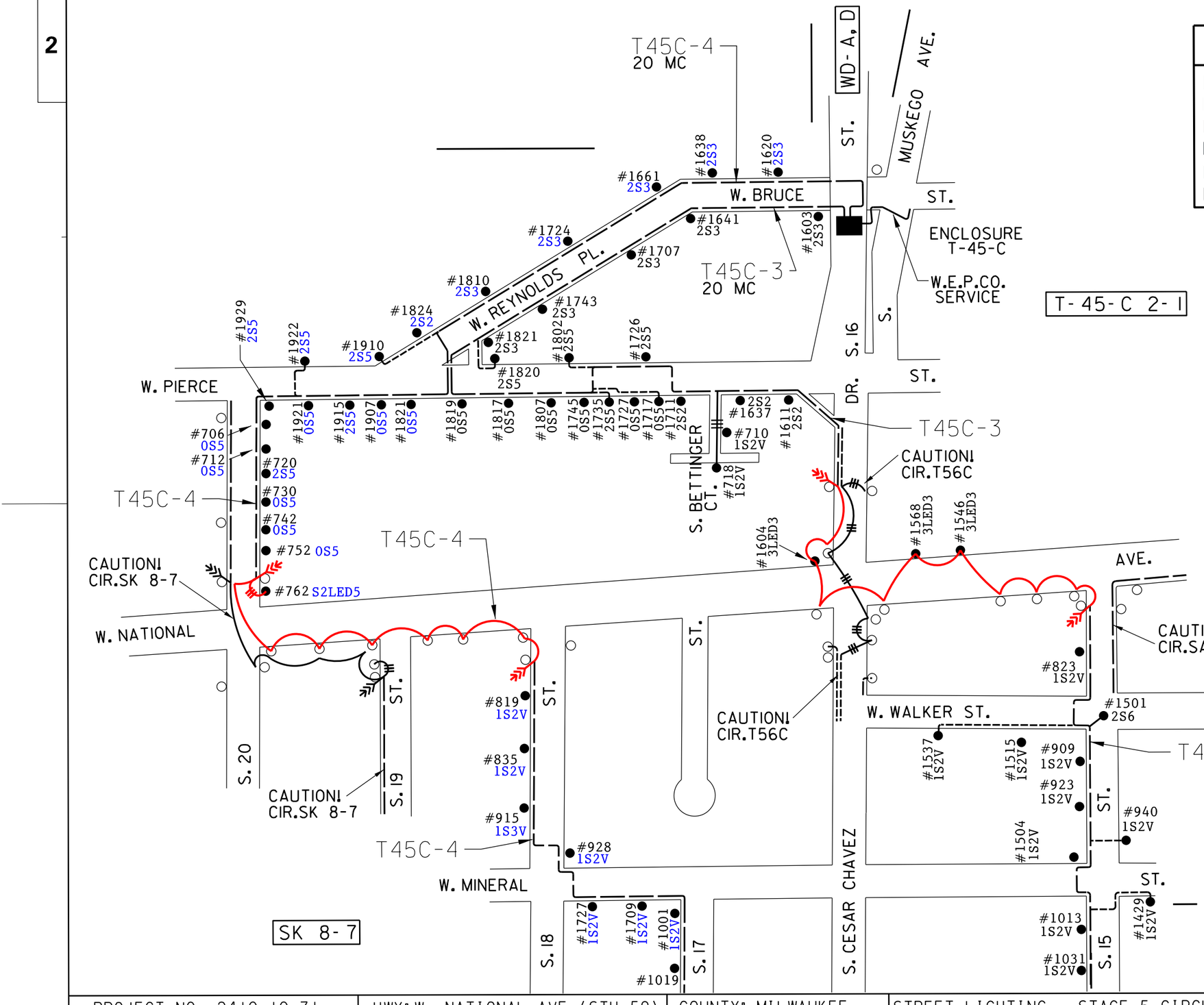
STAGE 5

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SK 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: SK 8-7 | SHEET NO. 420 | E |
|---|---|---|---|---|---|




| HIGHLIGHTED MATERIAL COLOR CODE LEGEND |
|---|
| MATERIAL INSTALLED BY CONTRACTOR |
| MATERIAL REMOVED BY CONTRACTOR |
| EXISTING OVERHEAD |
| OVERHEAD BY CITY DUE TO CABLE TROUBLE |
| MATERIAL INSTALLED BY CITY |
| MATERIAL REMOVED BY CITY |

T- 45- C 2- I

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

## CIRCUIT LEGEND

- - SINGLE LAMP
- - DOUBLE LAMP
- - MULTIPLE UNDERGROUND CIRCUIT
- - MULTIPLE OVERHEAD CIRCUIT
- - SERIES OVERHEAD CIRCUIT
- - CIRCUIT COIL
- - SMALL CELL POLE W/ LAMP
- - WOOD POLE OR POLE ON OTHER CIRCUIT
- - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, 2LED2 - CIRCUIT B, S1LED5 - CIRCUIT C, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

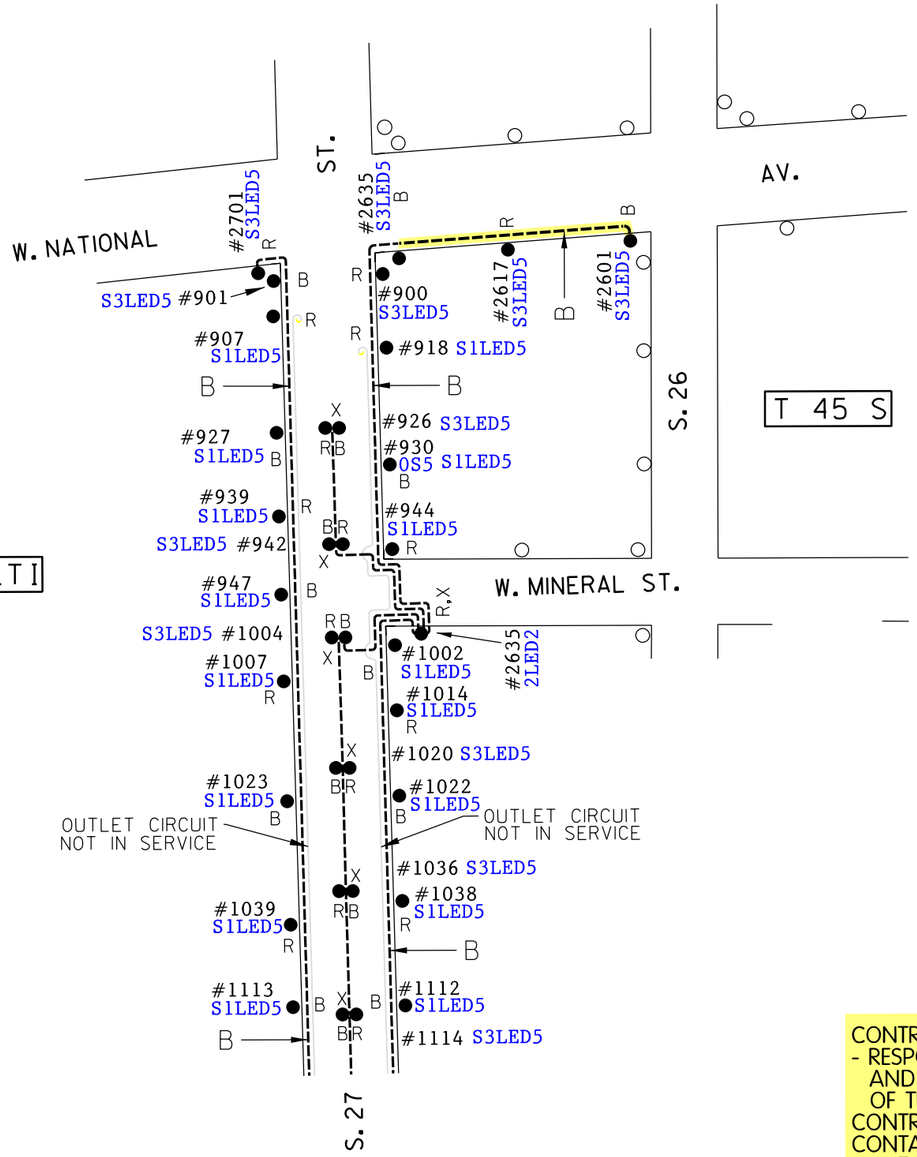
## STAGE 5

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T45C 3 & 4

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: T45C 3 & 4 | SHEET NO. 421 | E |
|---|---|---|---|---|---|




T-37-C MULTI

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

T 45 S

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, 2LED2 - CIRCUIT B, S1LED5 - CIRCUIT C, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

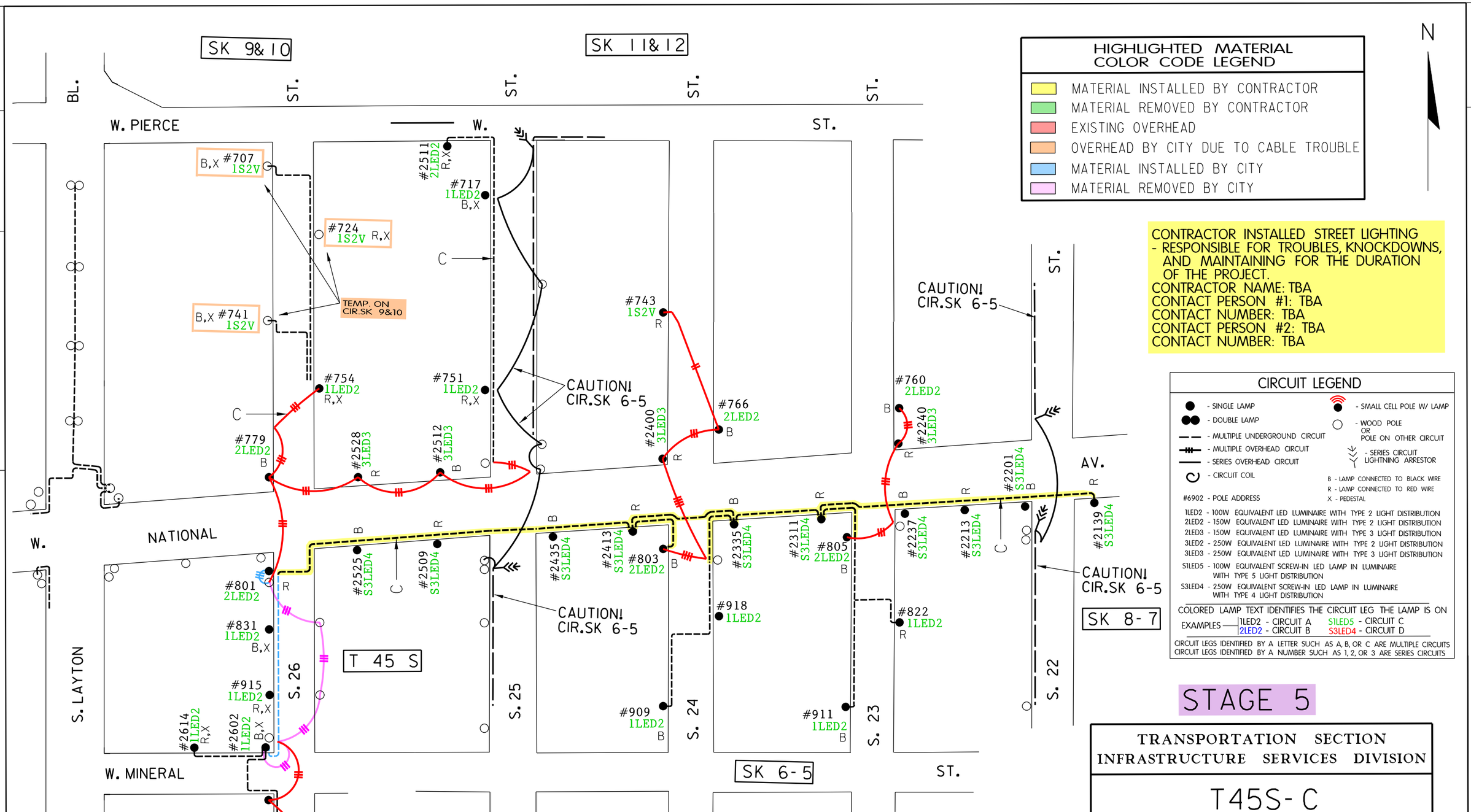
STAGE 5

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

T45S-B

CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: T45S-B | SHEET NO. 422 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- C - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ((●)) - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- ⋎ - SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

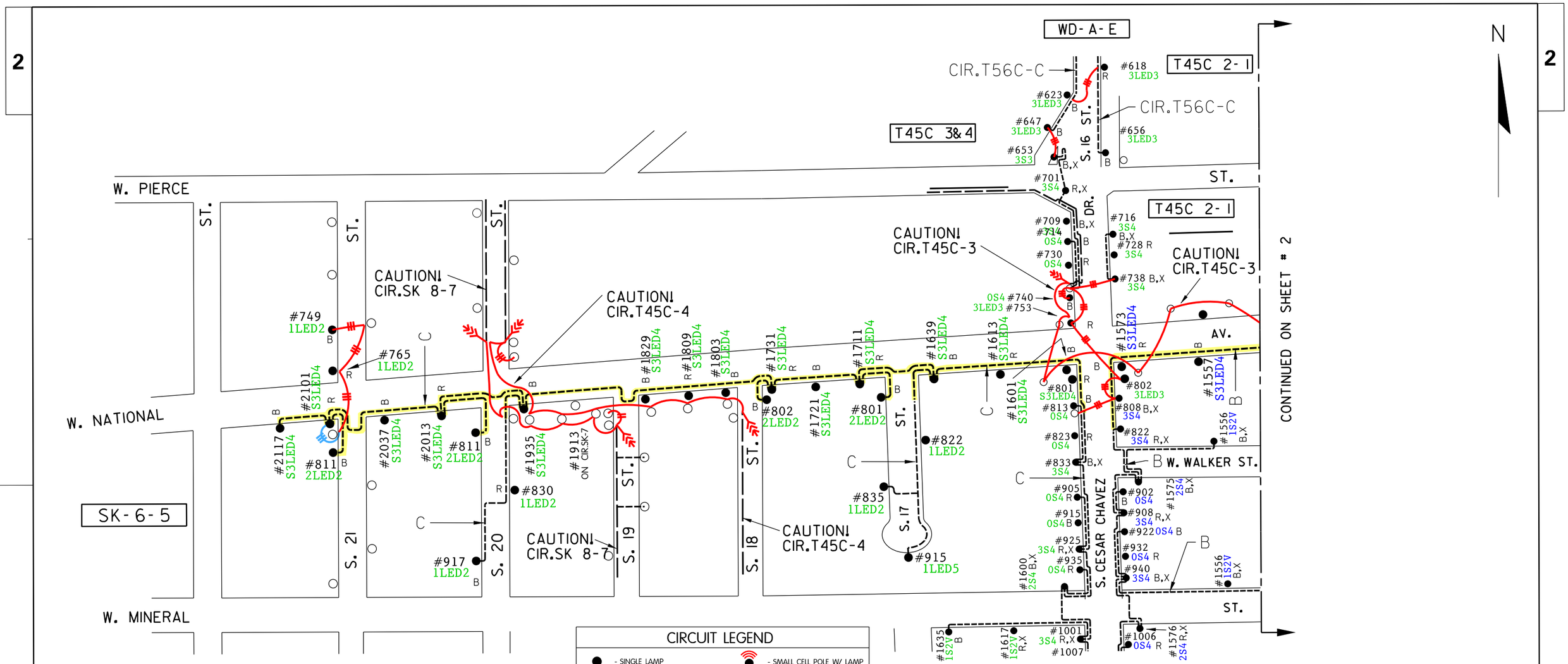
## STAGE 5

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T45S-C

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: T45S-C | SHEET NO. 423 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, 2LED2 - CIRCUIT B, S1LED5 - CIRCUIT C, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

# STAGE 5

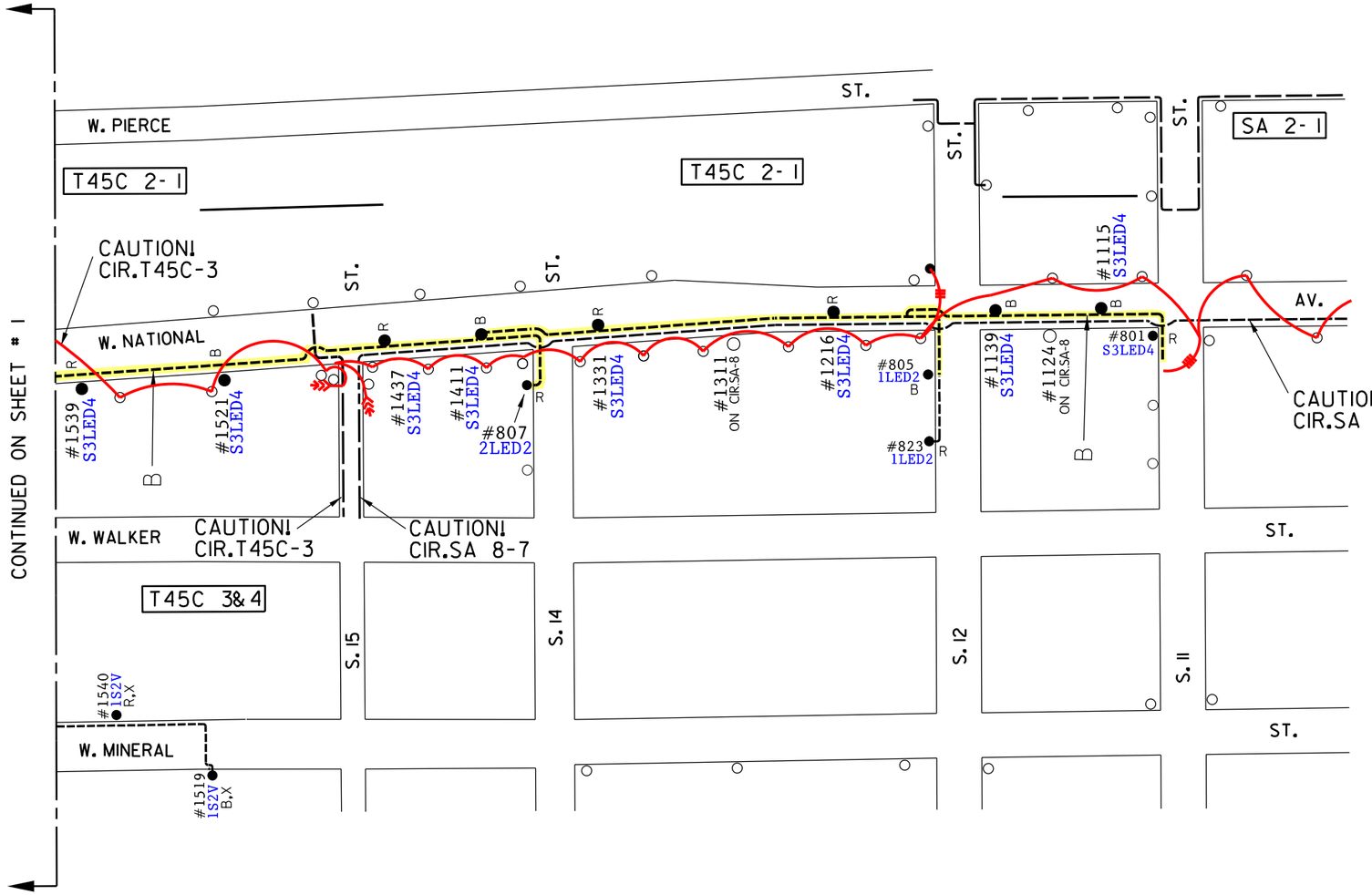
SHEET 1 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T56C - A, B, C, D

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: T56C-A,B,C,D SHT. 1 | SHEET NO. 424 | E |
|---|---|---|---|---|---|




N

## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ᘓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ))● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- ⋎ - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

STAGE 5

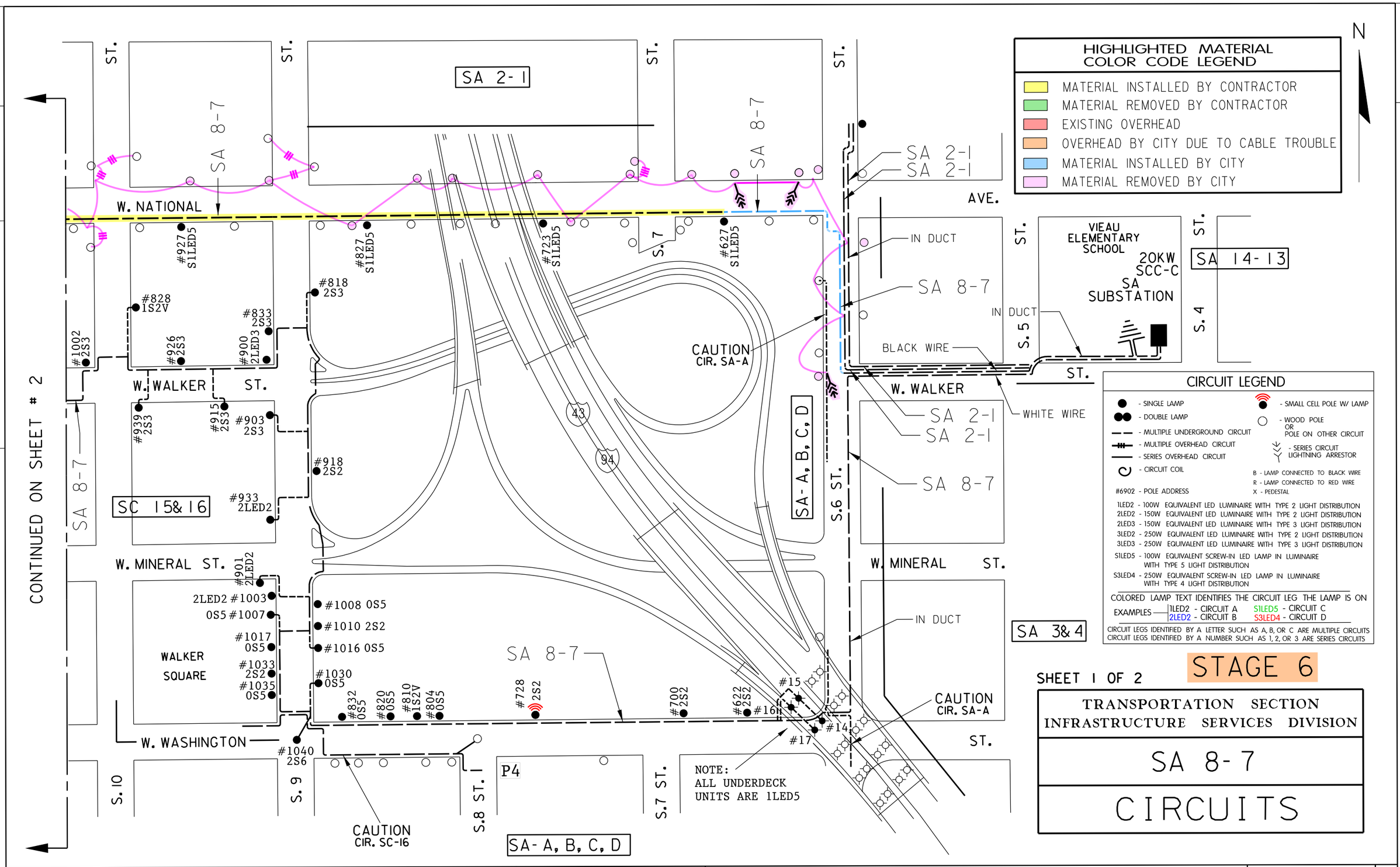
SHEET 2 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T56C - A, B, C, D

# CIRCUITS

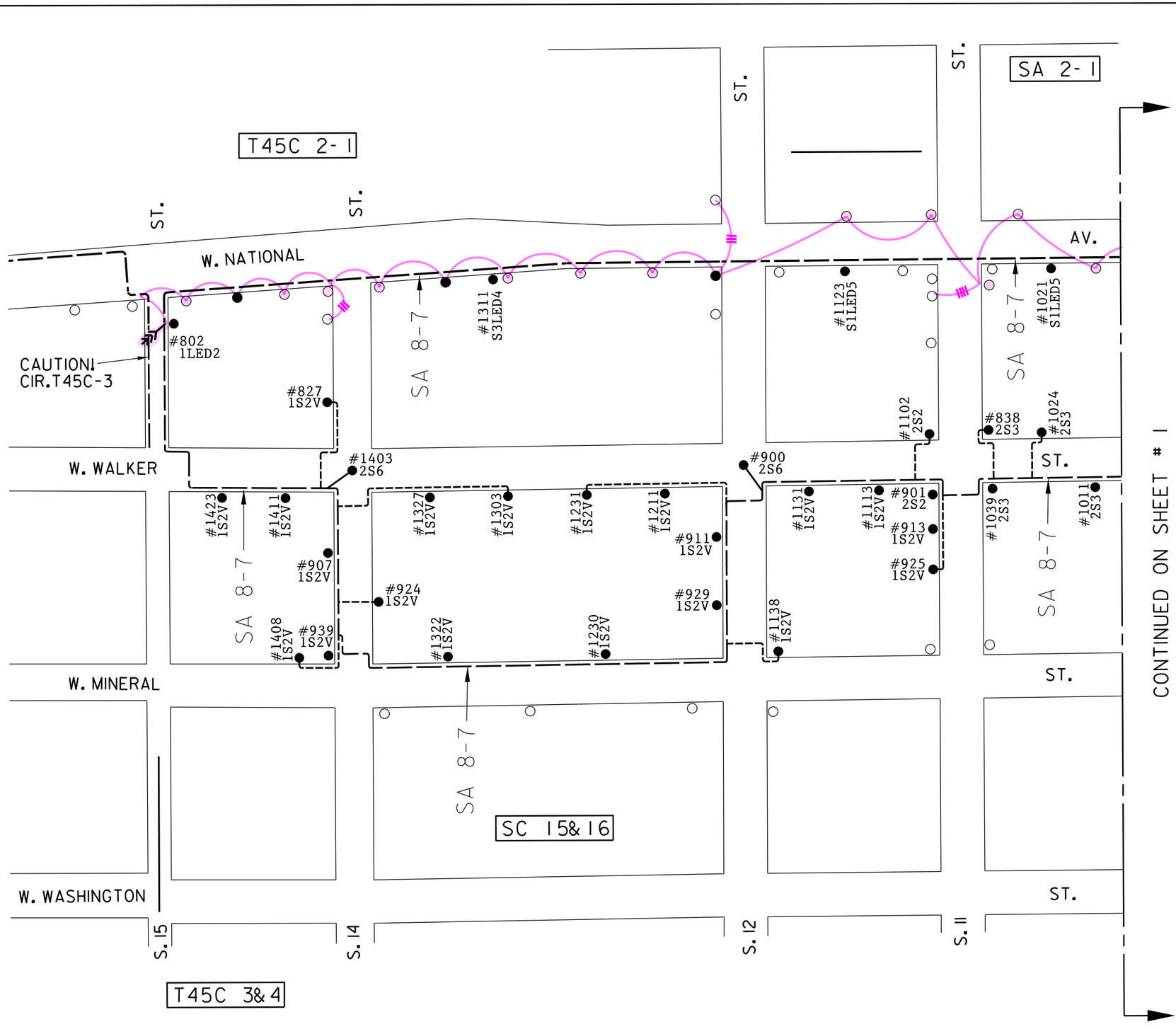
| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 5 CIRCUIT MAP: T56C-A,B,C,D SHT.2 | SHEET NO. 425 | E |
|---|---|---|---|---|---|




| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: SA 8-7 SHT. 1 | SHEET NO. 426 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

# STAGE 6

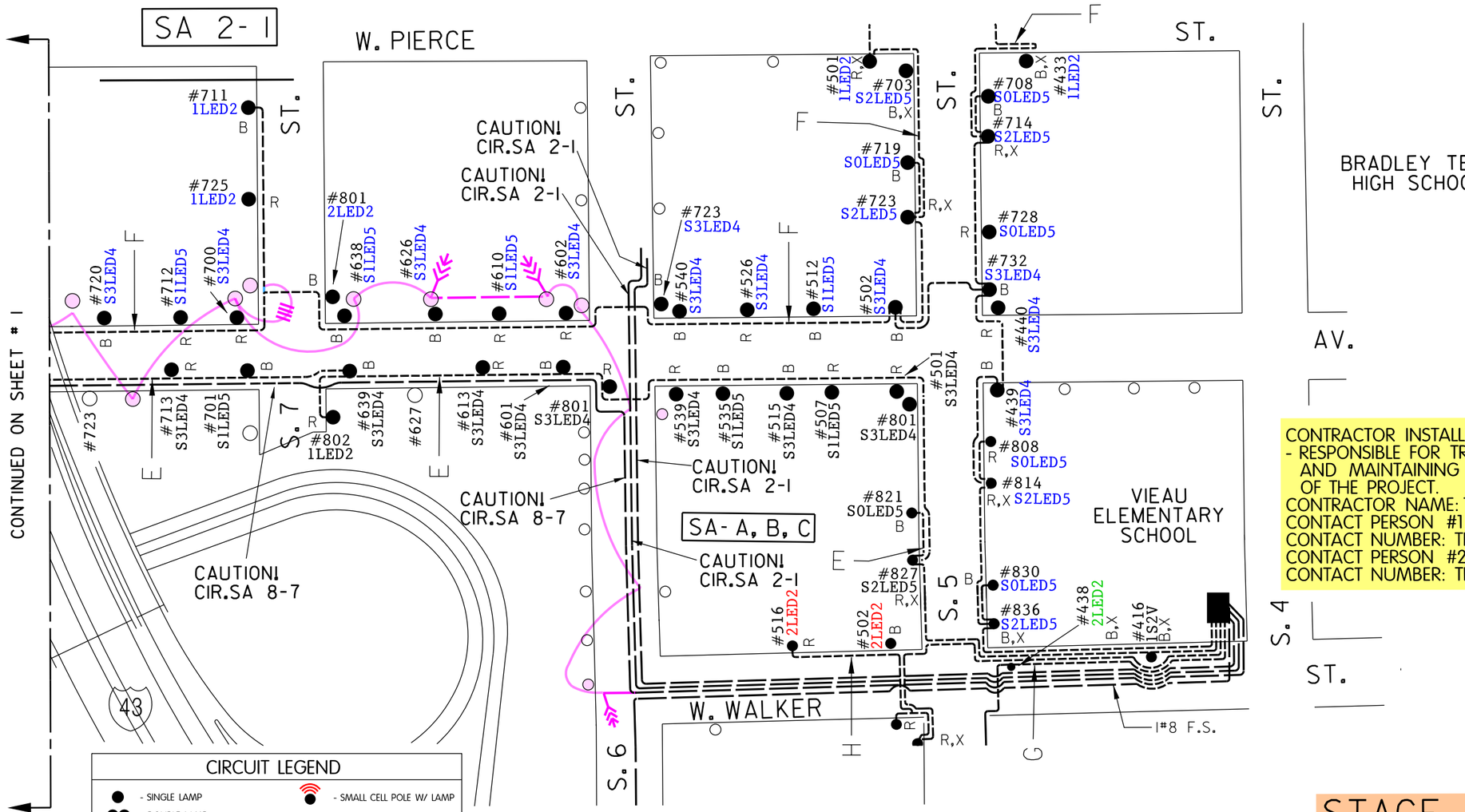
SHEET 2 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: SA 8-7 SHT. 2 | SHEET NO. 427 | E |
|---|---|---|---|---|---|




CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

STAGE 6

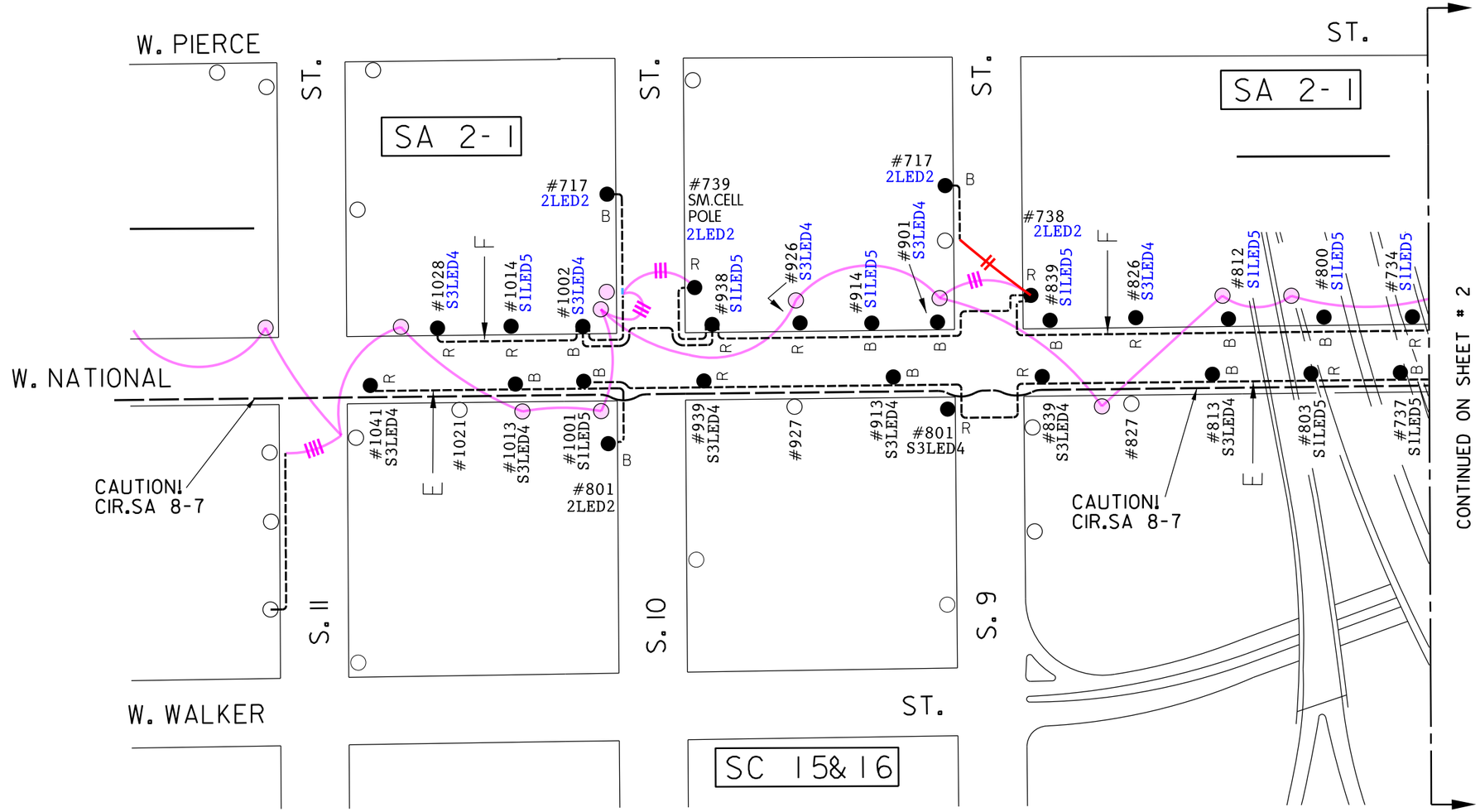
SHEET 1 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA MULT. -E, F, G, H CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: SA MULT-E,F,G,H SHT. 1 | SHEET NO. 428 | E |
|---|---|---|---|---|---|

2




## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

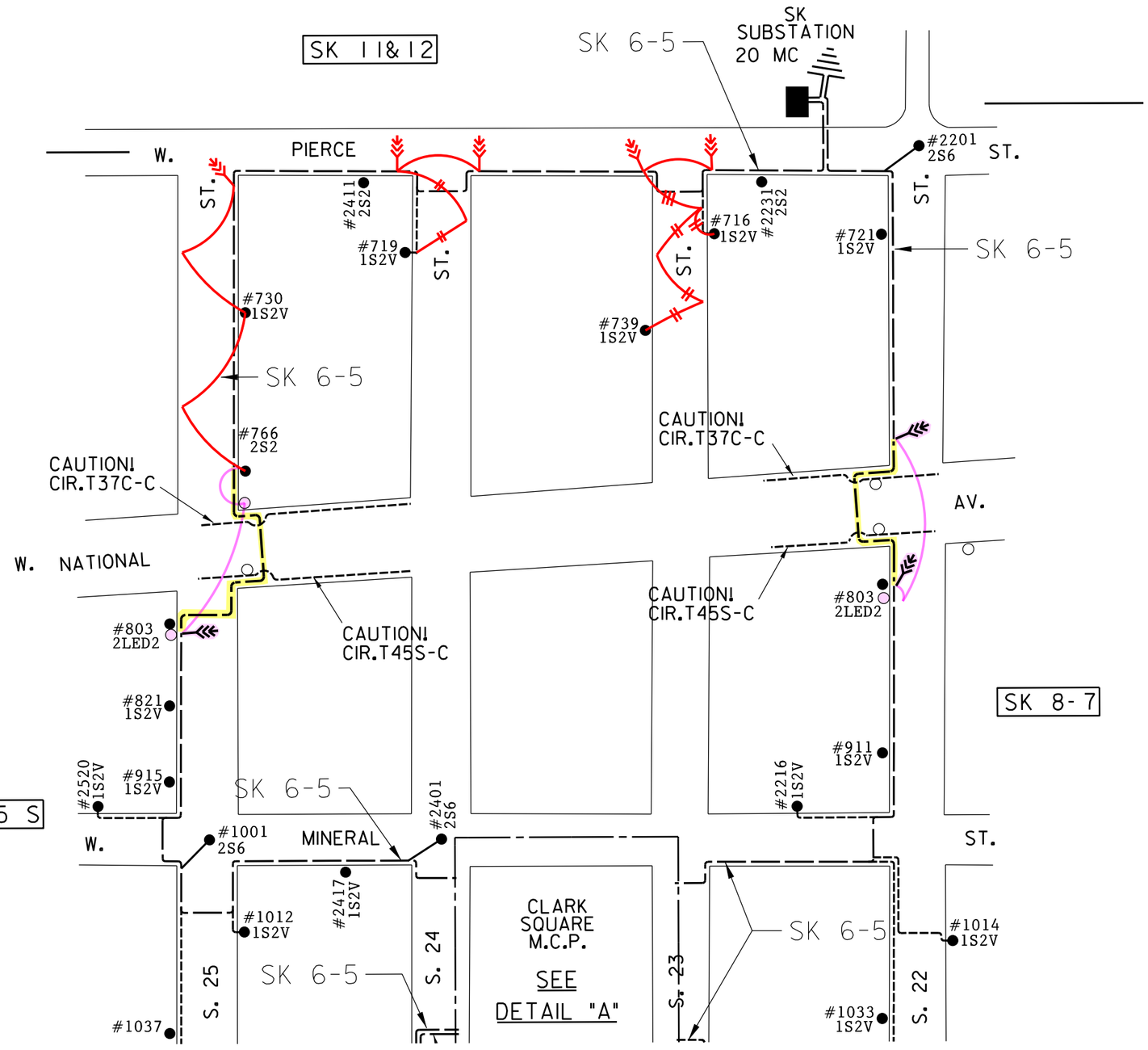
STAGE 6

SHEET 2 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SA MULT. -E, F, G, H CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: SA MULT-E,F,G,H SHT.2 | SHEET NO. 429 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

#6902 - POLE ADDRESS

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

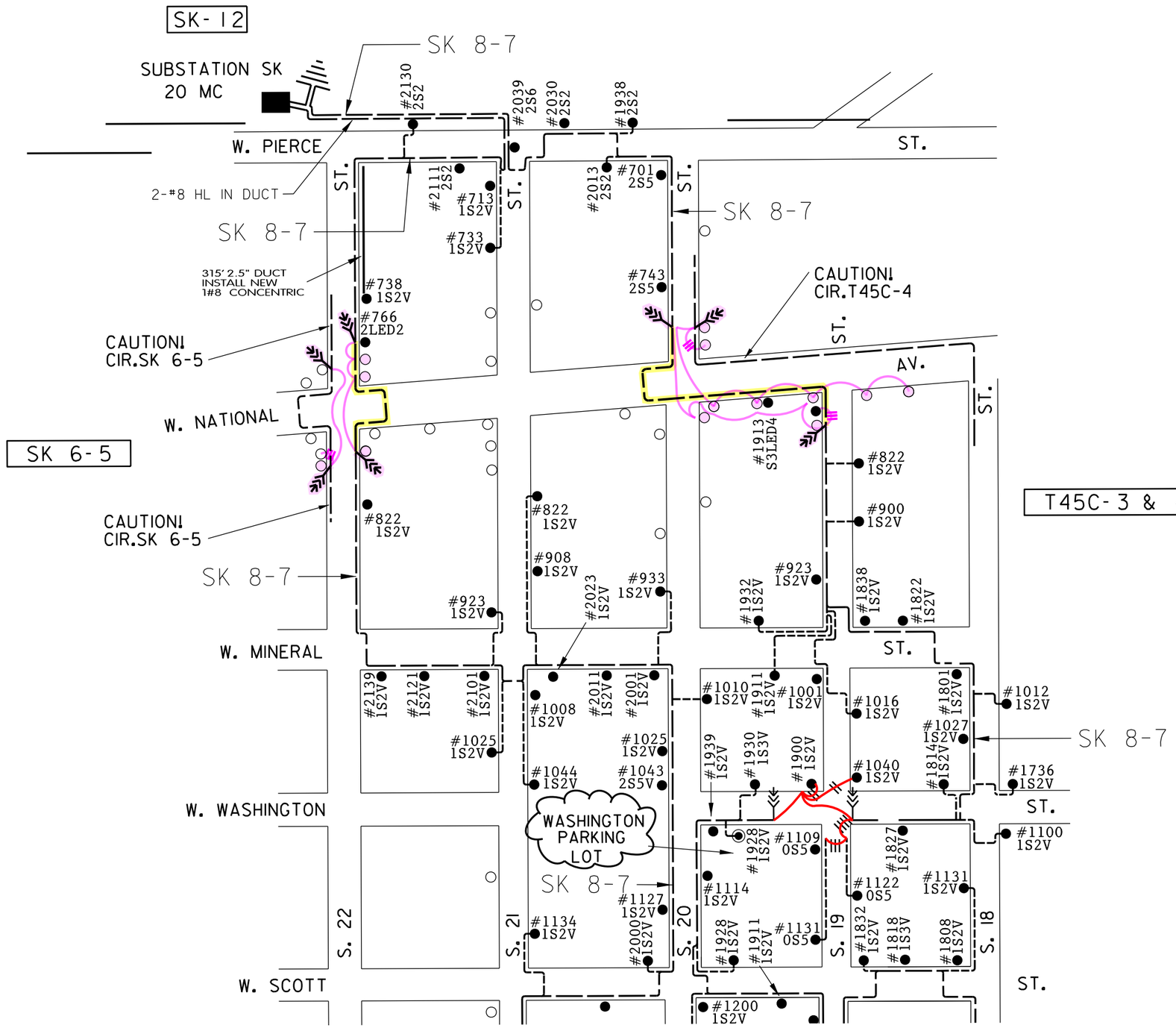
## STAGE 6

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SK 6-5

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: SK 6-5 | SHEET NO. 430 | E |
|---|---|---|---|---|---|




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

T45C-3 & 4

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

#6902 - POLE ADDRESS

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C
2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## STAGE 6

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# SK 8-7

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: SK 8-7 | SHEET NO. 431 | E |
|---|---|---|---|---|---|

SK 9&10

SK 11&12

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR

B - LAMP CONNECTED TO BLACK WIRE
R - LAMP CONNECTED TO RED WIRE
X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, 2LED2 - CIRCUIT B, S1LED5 - CIRCUIT C, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

W. PIERCE ST.
W. NATIONAL AV.
W. MINERAL ST.
S. LAYTON BL.

B,X #707 1S2V
#724 1S2V R,X
B,X #741 1S2V
TEMP. ON CIR.SK 9&10
#743 1S2V
#766 2LED2
#760 2LED2
#717 1LED2 B,X
#2511 2LED2 R,X
#754 1LED2 R,X
#751 1LED2 R,X
#778 2LED2
#827 S3LED4
#808 S3LED4
#746 S3LED4
#724 S3LED4
#826 S3LED4
#2704 S3LED4
#2636 S3LED4
#2616 S3LED4
#2602 S3LED4
#2536 S3LED4
#2516 S3LED4
#2502 S3LED4
#2424 S3LED4
#2402 S3LED4
#2324 S3LED4
#2302 S3LED4
#2226 S3LED4
#2202 S3LED4
#2138 S3LED4
#2120 S3LED4

CAUTION! CIR.SK 6-5
CAUTION! CIR.SK 8-7

T 45 S
S. 26
S. 25
S. 24
S. 23
S. 22

SK 6-5
SK 8-7

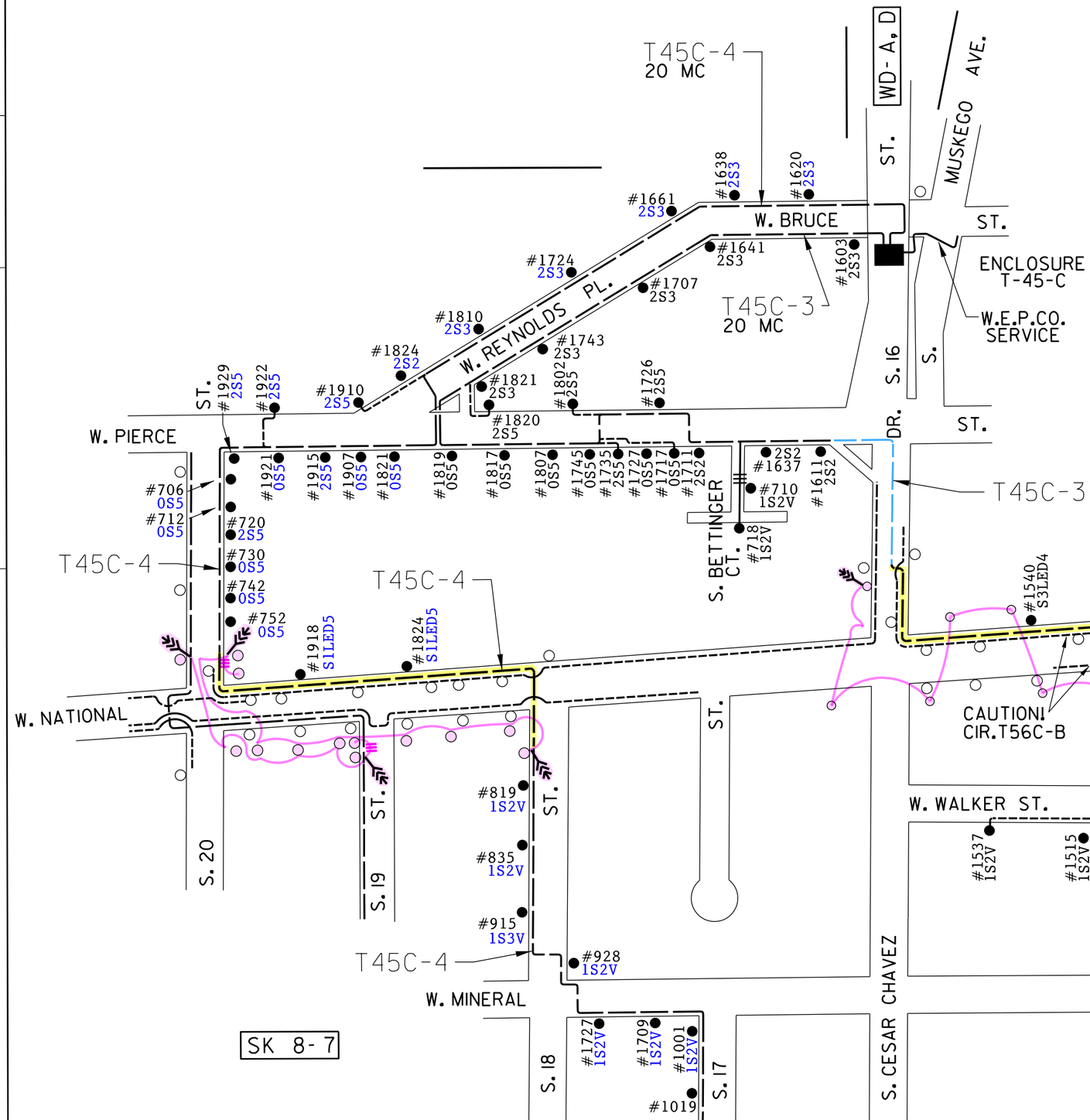
CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

# STAGE 6

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T37C-C

# CIRCUITS




## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

T- 45- C 2- 1

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ᘓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- ⋘ - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

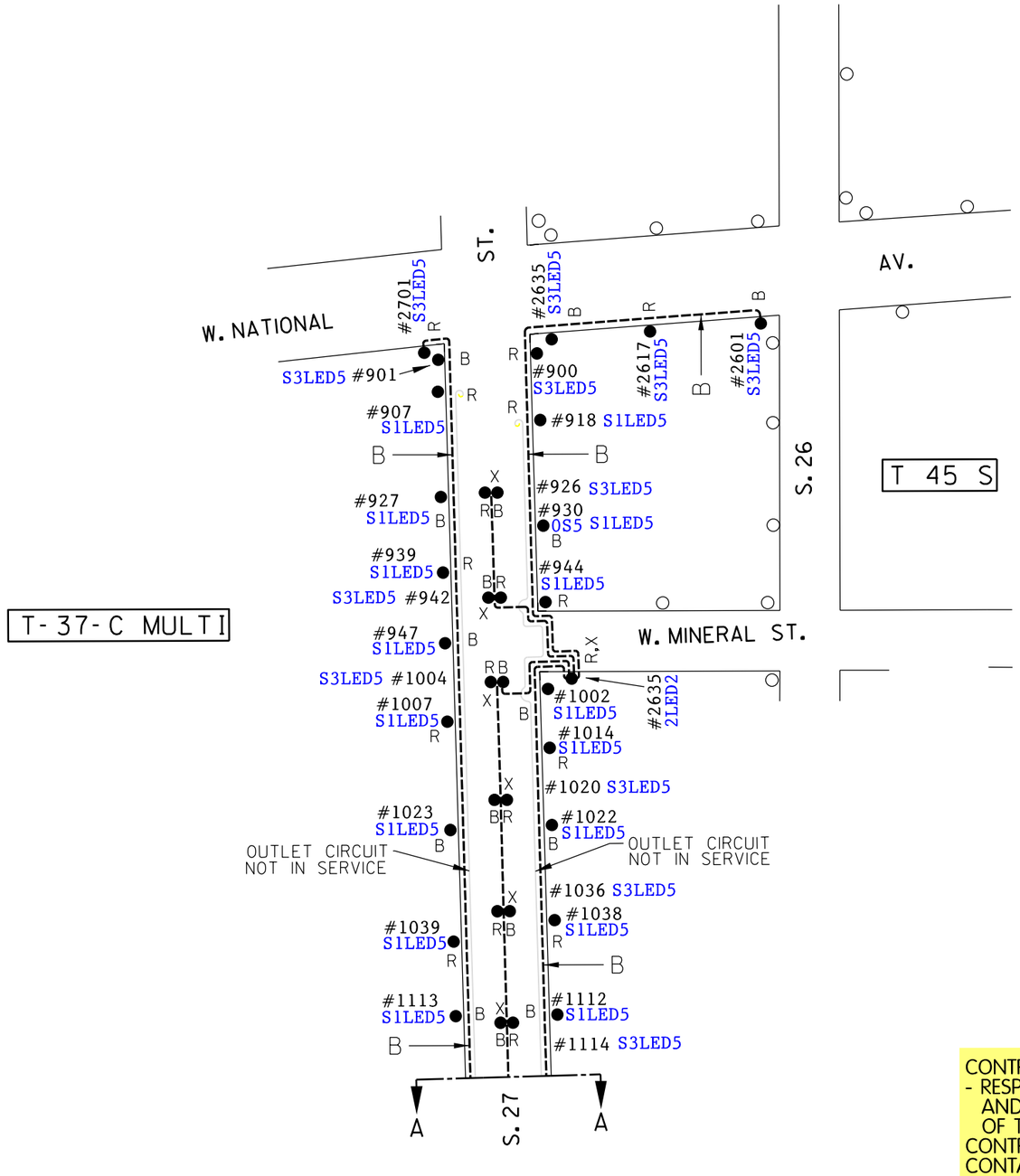
## STAGE 6

**TRANSPORTATION SECTION**
**INFRASTRUCTURE SERVICES DIVISION**

# T45C 3 & 4

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: T45C 3 & 4 | SHEET NO. 433 | E |
|---|---|---|---|---|---|




T-37-C MULTI

N

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; S1LED5 - CIRCUIT C; 2LED2 - CIRCUIT B; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

CONTRACTOR INSTALLED STREET LIGHTING
- RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.

CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

STAGE 6

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T45S-B

# CIRCUITS

SK 9&10

SK 11&12

BL.

ST.

ST.

ST.

ST.

ST.

W. PIERCE

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

N

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; S1LED5 - CIRCUIT C
2LED2 - CIRCUIT B; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

T-37-C MULTI

CAUTION! CIR.SK 6-5

T-37-C MULTI

CAUTION! CIR.SK 6-5

CAUTION! CIR.SK 8-7

AV.

NATIONAL

W.

S. LAYTON

W. MINERAL

#801 2LED2 R
#831 1LED2 B,X
#915 1LED2 R,X
#2614 1LED2 R,X
#2602 1LED2 B,X
CAUTION! CIR.T45S-B

S. 26

T 45 S

#2525 S3LED4 B
#2509 S3LED4 R C

CAUTION! CIR.SK 6-5

S. 25

#2435 S3LED4 B
#2413 S3LED4 R
#803 2LED2 B
#909 1LED2 B

S. 24

#2335 S3LED4 B
#2311 S3LED4 R
#805 2LED2 B
#918 1LED2
#911 1LED2 B

SK 6-5

S. 23

#2237 S3LED4 B
#2213 S3LED4 R C
#2201 S3LED4 B
#822 1LED2 R

CAUTION! CIR.SK 6-5

S. 22

#2139 S3LED4 R

CAUTION! CIR.SK 8-7

SK 8-7

CONTRACTOR INSTALLED STREET LIGHTING - RESPONSIBLE FOR TROUBLES, KNOCKDOWNS, AND MAINTAINING FOR THE DURATION OF THE PROJECT.
CONTRACTOR NAME: TBA
CONTACT PERSON #1: TBA
CONTACT NUMBER: TBA
CONTACT PERSON #2: TBA
CONTACT NUMBER: TBA

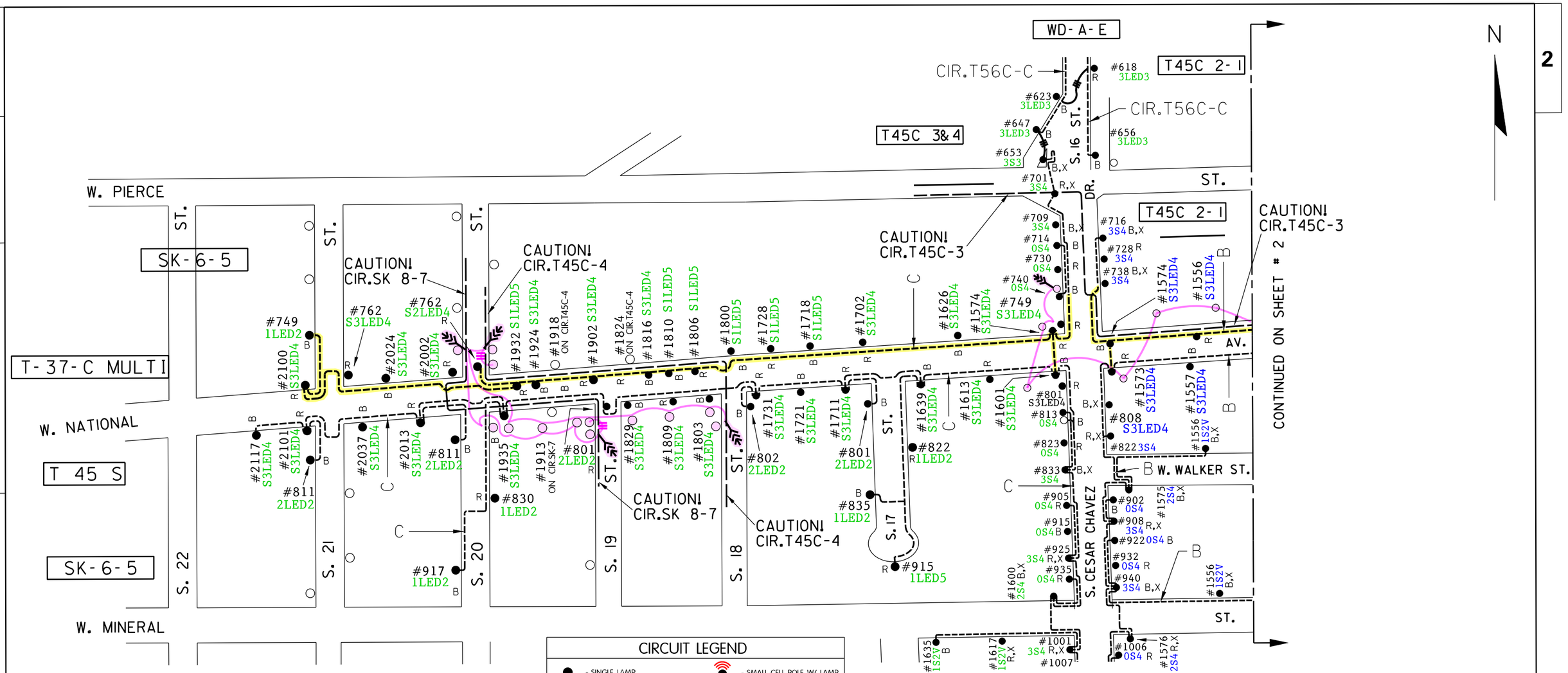
STAGE 6

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T45S-C

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: T45S-C | SHEET NO. 435 | E |
|---|---|---|---|---|---|




STAGE 6

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

## CIRCUIT LEGEND

- SINGLE LAMP
- DOUBLE LAMP
- MULTIPLE UNDERGROUND CIRCUIT
- MULTIPLE OVERHEAD CIRCUIT
- SERIES OVERHEAD CIRCUIT
- CIRCUIT COIL
- #6902 - POLE ADDRESS
- SMALL CELL POLE W/ LAMP
- WOOD POLE OR POLE ON OTHER CIRCUIT
- SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON

EXAMPLES — 1LED2 - CIRCUIT A; 2LED2 - CIRCUIT B; S1LED5 - CIRCUIT C; S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

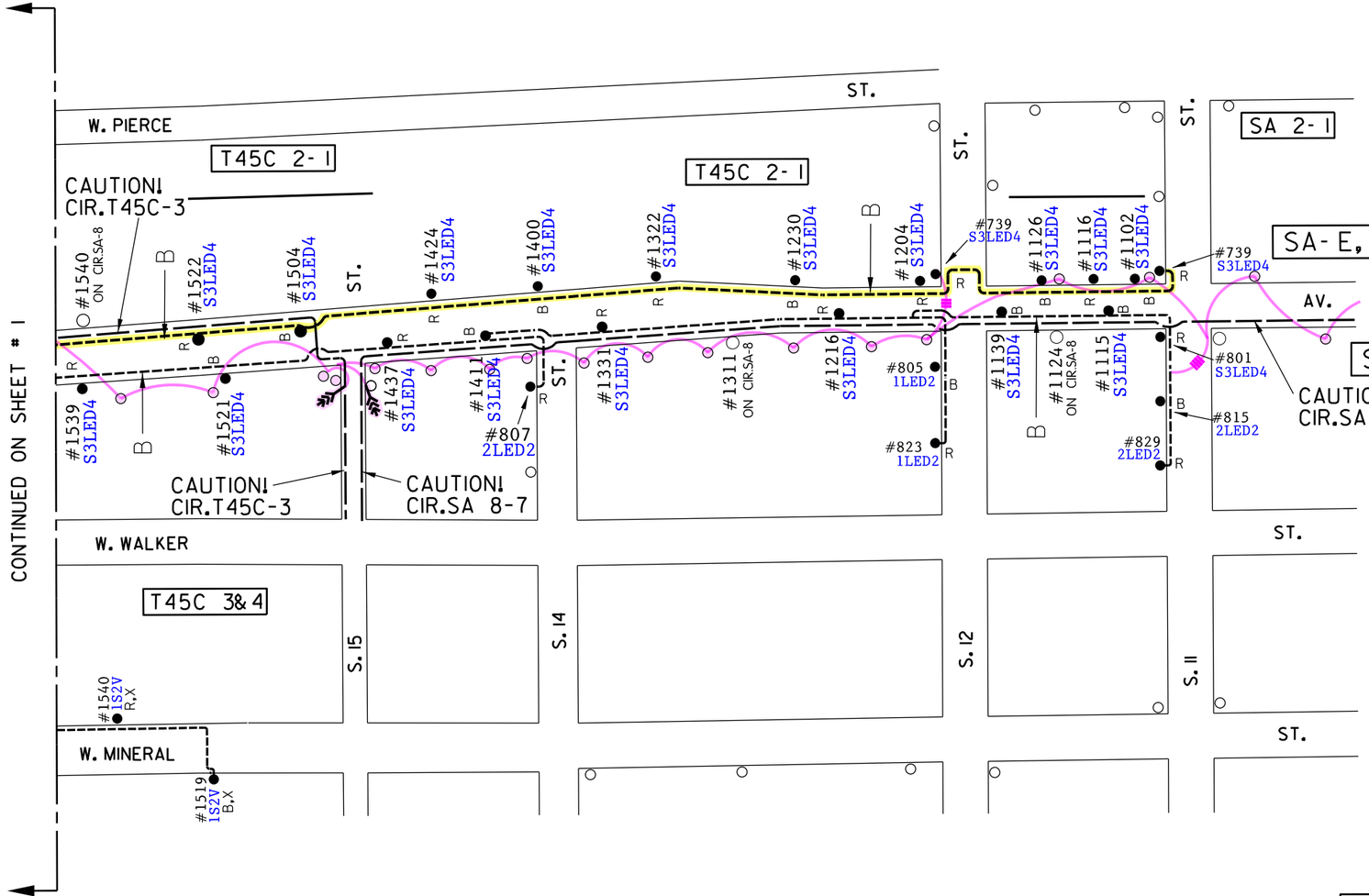
SHEET 1 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T56C - A, B, C, D

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: T56C-A,B,C,D SHT. 1 | SHEET NO. 436 | E |
|---|---|---|---|---|---|




N

## CIRCUIT LEGEND

- ● - SINGLE LAMP
- ●● - DOUBLE LAMP
- — — - MULTIPLE UNDERGROUND CIRCUIT
- ═══ - MULTIPLE OVERHEAD CIRCUIT
- ——— - SERIES OVERHEAD CIRCUIT
- ᔓ - CIRCUIT COIL
- #6902 - POLE ADDRESS
- ((● - SMALL CELL POLE W/ LAMP
- ○ - WOOD POLE OR POLE ON OTHER CIRCUIT
- ⋎ - SERIES CIRCUIT LIGHTNING ARRESTOR
- B - LAMP CONNECTED TO BLACK WIRE
- R - LAMP CONNECTED TO RED WIRE
- X - PEDESTAL

1LED2 - 100W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED2 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
2LED3 - 150W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
3LED2 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 2 LIGHT DISTRIBUTION
3LED3 - 250W EQUIVALENT LED LUMINAIRE WITH TYPE 3 LIGHT DISTRIBUTION
S1LED5 - 100W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 5 LIGHT DISTRIBUTION
S3LED4 - 250W EQUIVALENT SCREW-IN LED LAMP IN LUMINAIRE WITH TYPE 4 LIGHT DISTRIBUTION

COLORED LAMP TEXT IDENTIFIES THE CIRCUIT LEG THE LAMP IS ON
EXAMPLES — 1LED2 - CIRCUIT A, 2LED2 - CIRCUIT B, S1LED5 - CIRCUIT C, S3LED4 - CIRCUIT D

CIRCUIT LEGS IDENTIFIED BY A LETTER SUCH AS A, B, OR C ARE MULTIPLE CIRCUITS
CIRCUIT LEGS IDENTIFIED BY A NUMBER SUCH AS 1, 2, OR 3 ARE SERIES CIRCUITS

## HIGHLIGHTED MATERIAL COLOR CODE LEGEND

- MATERIAL INSTALLED BY CONTRACTOR
- MATERIAL REMOVED BY CONTRACTOR
- EXISTING OVERHEAD
- OVERHEAD BY CITY DUE TO CABLE TROUBLE
- MATERIAL INSTALLED BY CITY
- MATERIAL REMOVED BY CITY

T45C- A, B, C, D

STAGE 6

SHEET 2 OF 2

TRANSPORTATION SECTION
INFRASTRUCTURE SERVICES DIVISION

# T56C - A, B, C, D

# CIRCUITS

| PROJECT NO. 2410-10-71 | HWY: W. NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE | STREET LIGHTING - STAGE 6 CIRCUIT MAP: T56C-A,B,C,D SHT. 2 | SHEET NO. 437 | E |
|---|---|---|---|---|---|

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

N

S. LAYTON BLVD.

S. 26TH ST.

W. NATIONAL AVE.

S.T.H.59

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

4#2/1#8XLP, CIR.T37C-C IN TS CONDUIT

4#2/1#8XLP, CIR.T37C-C

(E) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE CONDUIT (RED)

(1) 3-INCH HDPE CONDUIT

4#2/1#8XLP, CIR.T45S-B

4#2/1#8XLP, CIR.T45S-C

(E)4#2/1#8XLP, CIR.T45S-B

(E) 3-INCH HDPE CONDUIT

(1) 3-INCH HDPE CONDUIT (RED)

PB1 PB2 PB3 PB4 PB12

#826 ML30-S-ML

#2636 ML30-S-ML

#900 ML30-S-ML

#2635 TS-S-ML

#918 H17

#801 A26-6 PED

#831 35-WOOD POLE 6'UB ARM

STA:55+10.00
OFF:38.50'L
EXISTING PULL BOX TRAFFIC SIGNAL

STA:55+56.98
OFF:38.00'L
PULL BOX 13"X24"X24"

STA:56+32.88
OFF:38.20'L
PULL BOX 13"X24"X24"

STA:56+32.88
OFF:28.29'L
#2616
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:57+65.73
OFF:27.08'L
#2602
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:57+65.75
OFF:38.22'L
PULL BOX 13"X24"X24"

STA:57+99.78
OFF:63.07'L
PULL BOX 13"X24"X24"

STA:58+45.28
OFF:115.27'L
PULL BOX 13"X24"X24"

STA:58+39.69
OFF:56.00'L
#778
30-AL-BD (TYPE 5 POLE)
(T)-S6-2LED2, B
TYPE 2 MKE BASE

STA:58+41.94
OFF:58.92'L
PULL BOX 17"X30"X24"

STA:58+65.93
OFF:34.99'L
PULL BOX 13"X24"X24"

STA:58+62.80
OFF:24.13'L
#2536
NEW BLUEBIRD FIBER VALMONT POLE & BASE
S-ML, S3LED4, B

STA:59+93.46
OFF:32.20'L
PULL BOX 13"X24"X24"

STA:59+93.42
OFF:21.51'L
#2516
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:55+08.59
OFF:39.58'R
EXISTING PULL BOX TRAFFIC SIGNAL

STA:56+21.80
OFF:30.70'R
#2617
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED5, R
TYPE 2 MKE BASE

STA:56+23.30
OFF:39.04'R
EXISTING PULL BOX
13"X24"X24"

STA:57+67.41
OFF:24.83'R
#2601
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED5, B
TYPE 2 MKE BASE

STA:57+67.42
OFF:35.91'R
PULL BOX
17"X30"X24"

STA:57+85.23
OFF:70.21'R
#801
30-AL-BD (TYPE 5 POLE)
(T)-S6-2LED2, R
TYPE 2 MKE BASE

STA:57+83.72
OFF:73.87'R
PULL BOX 17"X30"X24"

STA:57+78.20
OFF:160.71'R
EXISTING PULL BOX
5 FT. COIL / TAGGED

PROTECT EXISTING LIGHTING CABLE

STA:58+67.14
OFF:38.20'R
PULL BOX 13"X24"X24"

STA:58+25.89
OFF:79.07'R
PULL BOX 13"X24"X24"

STA:59+15.31
OFF:27.49'R
#2525
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:59+15.31
OFF:38.20'R
PULL BOX 13"X24"X24"

STA:60+39.24
OFF:27.48'R
#2509
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:60+38.15
OFF:38.20'R
PULL BOX 13"X24"X24"

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

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-1 | SHEET 438 | E |
|---|---|---|---|---|---|---|

FILE NAME : 59-SL_SHEET_SET_5-2.DWG PLOT DATE : 8/3/2026 11:18 AM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

2

2

N

W. NATIONAL AVE. / STH 59

S. 25TH ST.

S. 24TH ST.

S.T.H.59

61+00 62+00 63+00 64+00 65+00 66+00 67+00

PROTECT EXISTING LIGHTING CABLE

STA:61+67.72
OFF:63.91'L
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

STA:61+37.25
OFF:22.52'L
#2502
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:61+38.50
OFF:32.22'L
PULL BOX 17"X30"X24"

1#8 CONCENTRIC, CIR. SK 6-5

(1) 3-INCH HDPE CONDUIT (BLACK,SERIES)

(1) 3-INCH HDPE CONDUIT (RED)

STA:62+14.73
OFF:92.34'L
PULL BOX 13"X24"X24"
(SERIES)
5FT.COIL/TAGGED

#766
A26-6
HSE-4-0

STA:62+11.79
OFF:50.20'L
PULL BOX 13"X24"X24"
(SERIES)

STA:62+35.89
OFF:32.20'L
PULL BOX
13"X24"X24"

STA:62+43.27
OFF:32.16'L
PULL BOX 13"X24"X24"
(SERIES)

STA:63+31.92
OFF:32.20'L
PULL BOX 13"X24"X24"

STA:63+31.92
OFF:21.48'L
#2424
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-C

STA:65+38.99
OFF:48.25'L
PULL BOX 13"X24"X24"

STA:65+05.64
OFF:32.77'L
PULL BOX TRAFFIC SIGNAL

STA:65+11.90
OFF:32.71'L
#2402
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T37C-C
(1) 3-INCH HDPE
CONDUIT (RED)

STA:65+87.41
OFF:96.43'L
PULL BOX 13"X24"X24"
5FT. COIL/TAGGED

#766
A26-6

STA:65+81.06
OFF:45.02'L
PULL BOX 13"X24"X24"

STA:66+05.46
OFF:32.74'L
PULL BOX
TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T37C-C

STA:67+03.55
OFF:21.48'L
#2324
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:67+03.45
OFF:32.20'L
PULL BOX 13"X24"X24"

(1) 3-INCH HDPE
CONDUIT (RED)

4#2/1#8XLP, CIR.T45S-C

STA:61+42.08
OFF:40.48'R
PULL BOX
13"X24"X24"

#803
A26-6

STA:61+56.65
OFF:61.61'R
PULL BOX 13"X24"X24"
(SERIES)

STA:61+57.63
OFF:71.60'R
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
(SERIES)

PROTECT EXISTING
LIGHTING CABLE

1#8 CONCENTRIC, CIR. SK 6-5
(1) 3-INCH HDPE CONDUIT (BLACK,SERIES)

PROTECT EXISTING LIGHTING CABLE

STA:62+02.93
OFF:65.68'R
PULL BOX 13"X24"X24"
(SERIES)

STA:62+30.97
OFF:40.20'R
PULL BOX 13"X24"X24"

STA:62+41.85
OFF:39.61'R
PULL BOX 13"X24"X24"
(SERIES)

STA:62+32.30
OFF:27.48'R
#2435
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T45S-C

STA:64+09.99
OFF:27.48'R
#2413
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:64+09.99
OFF:38.20'R
PULL BOX 17"X30"X24"

4#2/1#8XLP, CIR.T45S-C

STA:65+04.75
OFF:31.78'R
PULL BOX TRAFFIC SIGNAL

STA:65+06.14
OFF:40.16'R
PULL BOX TRAFFIC SIGNAL

#803
A26-4

STA:65+30.33
OFF:69.20'R
PULL BOX 13"X24"X24"
5' CABLE COILED/TAGGED

(1) 3-INCH HDPE
CONDUIT (RED)

STA:66+02.36
OFF:31.64'R
PULL BOX TRAFFIC SIGNAL

STA:66+07.02
OFF:40.21'R
PULL BOX TRAFFIC SIGNAL

STA:66+00.42
OFF:23.77'R
#2335
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T45S-C

STA:65+69.39
OFF:99.97'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

PROTECT EXISTING
LIGHTING CABLE

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING L2-2 | SHEET 439 | E |
|---|---|---|---|---|---|

FILE NAME : 59-SL_SHEET_SET_5-2.DWG PLOT DATE : 8/3/2026 11:18 AM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = 40'

2

N

W. NATIONAL AVE. / STH 59

S. 23RD ST.

S.T.H.59

S. 22ND ST.

68+00

69+00

70+00

71+00

72+00

73+00

STA:68+75.44
OFF:22.13'L
#2302
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:68+76.51
OFF:34.45'L
PULL BOX 17"X30"X24"

4#2/1#8XLP, CIR.T37C-C

PROTECT EXISTING
LIGHTING CABLE

STA:69+06.84
OFF:47.41'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
(SERIES)

(1) 3-INCH HDPE
CONDUIT (RED)

4#2/1#8XLP,
CIR.T37C-C

STA:69+48.74
OFF:102.75'L
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

#760
A26-6

STA:69+49.71
OFF:49.21'L
PULL BOX 13"X24"X24"

STA:70+54.94
OFF:28.47'L
#2226
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:70+55.22
OFF:39.61'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T37C-C

STA:72+47.06
OFF:28.97'L
#2202
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:72+44.33
OFF:40.20'L
PULL BOX 13"X24"X24"
(SERIES)

STA:72+47.90
OFF:40.21'L
PULL BOX 13"X24"X24"

1#8 CONCENTRIC, CIR. SK 8-7

STA:73+48.48
OFF:38.21'L
PULL BOX 13"X24"X24"

STA:73+50.23
OFF:27.24'L
#2138
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

PROTECT EXISTING
LIGHTING CABLE

STA:72+84.66
OFF:60.69'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD, 5' CABLE COILED/TAGGED (SERIES)

(1) 3-INCH HDPE CONDUIT (BLACK,
SERIES)

PROTECT EXISTING
LIGHTING CABLE

STA:73+31.12
OFF:109.16'L
PULL BOX
13"X24"X24"
(SERIES)
5 FT. COIL/TAGGED

#766
A26-6
2HSE-3-6

1#8 CONCENTRIC, CIR. SK 6-5

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

4#2/1#8XLP, CIR.T45S-C

STA:67+97.50
OFF:38.20'R
PULL BOX 17"X30"X24"

STA:67+98.52
OFF:27.48'R
#2311
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T45S-C

(1) 3-INCH HDPE CONDUIT (RED)

STA:68+82.24
OFF:38.19'R
PULL BOX 13"X24"X24"

#805
A26-6

(1) 3-INCH HDPE
CONDUIT (RED)

4#2/1#8XLP,
CIR.T37C-C

STA:69+72.52
OFF:32.19'R
PULL BOX 13"X24"X24"

STA:69+72.31
OFF:24.96'R
#2237
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T45S-C

STA:71+20.42
OFF:34.20'R
PULL BOX 13"X24"X24"

STA:71+20.44
OFF:24.06'R
#2213
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:72+39.32
OFF:34.50'R
PULL BOX 13"X24"X24"
(SERIES)

STA:72+48.99
OFF:34.20'R
PULL BOX 17"X30"X24"

STA:72+51.41
OFF:23.29'R
#2201
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

1#8 CONCENTRIC, CIR. SK 6-5

#803
A26-6

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:72+69.63
OFF:82.41'R
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
(SERIES)

PROTECT EXISTING
LIGHTING CABLE

STA:69+06.40
OFF:90.27'R
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

PROTECT EXISTING
LIGHTING CABLE

4#2/1#8XLP, CIR.T37C-C

STA:73+41.71
OFF:24.75'R
#2139
MKE 30-BLACK AL-BD, (T)-S-ML
S3LED4, B, TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T45S-C

STA:73+47.24
OFF:36.20'R
PULL BOX 13"X24"X24"

STA:73+12.29
OFF:65.77'R
PULL BOX
13"X24"X24"
DOG HOUSING
OVER EXISTING
CONDUIT
8 FT. GROUND
ROD
5' CABLE
COILED/TAGGED
(SERIES)

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-3 | SHEET 440 | E |
|---|---|---|---|---|---|---|

FILE NAME : 59-SL_SHEET_SET_5-2.DWG PLOT DATE : 8/3/2026 11:18 AM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

2

2

N

#749
22'S6'AL

STA:76+64.96
OFF:183.52'L
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

PROTECT EXISTING
LIGHTING CABLE

STA:76+95.63
OFF:51.26'L
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T65C-C

STA:76+55.06
OFF:55.08'L
PULL BOX TRAFFIC SIGNAL

S. 21ST ST.

(1) 3-INCH HDPE
CONDUIT (RED)

STA:73+58.16
OFF:38.18'L
PULL BOX 13"X24"X24"
(SERIES)

4#2/1#8XLP, CIR.T37C-C

(1) 3-INCH HDPE
CONDUIT (RED)

STA:74+95.09
OFF:27.48'L
#2120
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:74+95.09
OFF:38.22'L
PULL BOX 13"X24"X24"

STA:76+32.13
OFF:29.85'L
PULL BOX TRAFFIC SIGNAL

STA:76+42.00
OFF:39.00'L
#2100
TRAFFIC SIGNAL
S-ML, S3LED4, R

STA:76+99.13
OFF:45.88'L
#762
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:77+16.52
OFF:38.19'L
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T65C-C

STA:78+03.45
OFF:38.21'L
PULL BOX 13"X24"X24"

STA:78+04.44
OFF:29.49'L
#2024
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-C

STA:79+88.69
OFF:38.20'L
PULL BOX 13"X24"X24"
(SERIES)

1#8 CONCENTRIC, CIR. SK 8-7

W. NATIONAL AVE. / STH 59

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

75+00

74+00

76+00

77+00

78+00

79+00

S.T.H.59

(1) 3-INCH HDPE
CONDUIT (RED)

(1) 3-INCH HDPE
CONDUIT (RED)

(1) 3-INCH HDPE
CONDUIT (RED)

STA:73+56.91
OFF:36.22'R
PULL BOX 13"X24"X24"
(SERIES)

(1) 3-INCH HDPE
CONDUIT (RED)

STA:75+03.64
OFF:37.11'R
PULL BOX 13"X24"X24"

STA:75+04.02
OFF:23.78'R
#2117
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-C

STA:76+31.19
OFF:37.70'R
PULL BOX TRAFFIC SIGNAL

STA:76+36.36
OFF:38.19'R
#2101
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:76+45.09
OFF:53.62'R
PULL BOX
TRAFFIC SIGNAL

(1) 3-INCH HDPE
CONDUIT (RED)

STA:76+42.75
OFF:99.83'R
PULL BOX 13"X24"X24"

STA:76+42.08
OFF:104.03'R
#807
30-AL-BD (TYPE 5 POLE)
(T)-S6-2LED2, B
TYPE 2 MKE BASE

S. 21ST ST.

4#2/1#8XLP, CIR.T56C-C

STA:76+87.89
OFF:57.40'R
PULL BOX
TRAFFIC SIGNAL

STA:76+99.06
OFF:38.50'R
#2037
TRAFFIC SIGNAL
S-ML, S3LED4, R

STA:77+03.66
OFF:37.73'R
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T56C-C

STA:78+99.35
OFF:31.20'R
PULL BOX 13"X24"X24"

STA:79+00.26
OFF:22.30'R
#2013
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-C

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

L2-4

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING L2-4 | SHEET 441 | E |
|---|---|---|---|---|---|

FILE NAME : 59-SL_SHEET_SET_5-2.DWG PLOT DATE : 8/3/2026 11:18 AM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

2

2

W. NATIONAL AVE. / STH 59

S.T.H.59

S. 20TH ST.

S. 19TH ST.

N

80+00

81+00

82+00

83+00

84+00

85+00

86+00

#743
A26-ML

#801
A26-6

#752
H17
OHSE-3-6

#762

STA:80+27.00
OFF:63.60'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
(SERIES)

STA:80+27.52
OFF:50.65'L
PULL BOX 13"X24"X24"

STA:80+66.61
OFF:61.77'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
(SERIES)

STA:80+66.51
OFF:52.41'L
#762
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:80+67.09
OFF:47.99'L
PULL BOX 13"X24"X24"

PROTECT EXISTING LIGHTING CABLE

STA:79+92.68
OFF:38.20'L
PULL BOX 13"X24"X24"

STA:79+91.77
OFF:29.03'L
#2002
MKE 30-BLACK AL-BD, (T)-S-ML
S3LED4, B, TYPE 2 MKE BASE

(1) 3-INCH HDPE CONDUIT (RED)

1#8 CONCENTRIC, CIR. T45C-4
4#2/1#8XLP , CIR.T56C-C

STA:81+13.10
OFF:38.20'L
PULL BOX 13"X24"X24"

STA:81+13.11
OFF:29.00'L
#1932
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

STA:81+65.16
OFF:38.20'L
PULL BOX 13"X24"X24"

STA:81+65.16
OFF:29.24'L
#1924
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B, TYPE 2 MKE BASE

STA:82+17.00
OFF:38.20'L
PULL BOX 13"X24"X24" (SERIES)

STA:82+17.00
OFF:29.48'L
#1918
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

4#2/1#8XLP, CIR.T45C-C

1#8 CONCENTRIC, CIR. T45C-4

STA:83+22.58
OFF:26.91'L
PULL BOX TRAFFIC SIGNAL

STA:83+15.30
OFF:38.37'L
PULL BOX 13"X24"X24"

STA:83+30.43
OFF:39.27'L
#1902
TRAFFIC SIGNAL, S-ML, S3LED4, B

STA:83+48.19
OFF:27.82'L
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T56C-C

1#8 CONCENTRIC, CIR. T45C-4

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:84+22.35
OFF:29.92'L
PULL BOX TRAFFIC SIGNAL

STA:84+48.68
OFF:36.67'L
PULL BOX 17"X30"X24"

STA:84+54.45
OFF:39.19'L
PULL BOX 13"X24"X24"
(SERIES)

STA:84+63.38
OFF:34.70'L
#1824
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

STA:85+05.54
OFF:39.20'L
PULL BOX 13"X24"X24"

STA:85+05.54
OFF:34.72'L
#1816
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:85+47.69
OFF:39.20'L
PULL BOX 13"X24"X24"

STA:85+47.69
OFF:34.70'L
#1810
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

1#8 CONCENTRIC, CIR. T45C-4

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

4#2/1#8XLP , CIR.T56C-C

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

1#8 CONCENTRIC, CIR. SK 8-7

STA:79+87.11
OFF:33.30'R
PULL BOX 13"X24"X24" (SERIES)

STA:79+91.12
OFF:33.20'R
PULL BOX 13"X24"X24"

1#8 CONCENTRIC, CIR. SK 8-7

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:80+82.26
OFF:33.70'R
PULL BOX 17"X30"X24"

STA:80+86.93
OFF:33.69'R
PULL BOX 13"X24"X24"
(SERIES)

STA:80+83.16
OFF:24.74'R
#1935
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

1#8 CONCENTRIC, CIR. SK 8-7

4#2/1#8XLP, CIR.T56C-C

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:82+40.52
OFF:24.56'R
#1913
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:82+40.52
OFF:36.12'R
PULL BOX 13"X24"X24"
(SERIES)

1#8 CONCENTRIC, CIR. SK 8-7

4#2/1#8XLP, CIR.T56C-C

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:83+18.05
OFF:36.35'R
PULL BOX 13"X24"X24"
(SERIES)

STA:83+24.06
OFF:36.20'R
PULL BOX TRAFFIC SIGNAL

STA:83+54.11
OFF:43.59'R
#801
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

(1) 3-INCH HDPE CONDUIT (RED)

STA:84+19.18
OFF:37.25'R
#1829
TRAFFIC SIGNAL
S-ML, S3LED4, B

STA:84+23.03
OFF:36.77'R
PULL BOX TRAFFIC SIGNAL

STA:84+48.68
OFF:35.89'R
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T56C-C

STA:85+47.85
OFF:34.20'R
PULL BOX 13"X24"X24"

STA:85+47.85
OFF:24.18'R
#1809
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-C

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:80+56.57
OFF:65.60'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

(1) 3-INCH HDPE CONDUIT (RED)

4#2/1#8XLP, CIR.T56C-C

4#2/1#8XLP, CIR.T56C-C

STA:80+12.01
OFF:86.44'R
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

PROTECT EXISTING LIGHTING CABLE

STA:83+46.98
OFF:46.63'R
PULL BOX 13"X24"X24"
(SERIES)

STA:83+53.26
OFF:82.30'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

PROTECT EXISTING LIGHTING CABLE

STA:84+00.04
OFF:48.87'R
PULL BOX TRAFFIC SIGNAL

STA:83+95.37
OFF:109.02'R
PULL BOX 13"X24"X24"

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

L2-5

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-5 | SHEET 442 | E |
|---|---|---|---|---|---|---|

2

N

STA:86+27.02
OFF:39.23'L
PULL BOX 13"X24"X24"

STA:86+27.05
OFF:34.70'L
#1806
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

1#8 CONCENTRIC, CIR. T45C-4

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

4#2/1#8XLP, CIR.T56C-C

STA:87+01.05
OFF:39.20'L
PULL BOX 13"X24"X24"
(SERIES)

STA:87+16.32
OFF:39.18'L
PULL BOX 13"X24"X24"

STA:87+16.32
OFF:34.70'L
#1800
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

4#2/1#8XLP, CIR.T56C-C

STA:88+00.68
OFF:39.20'L
PULL BOX 13"X24"X24"

STA:88+00.68
OFF:34.70'L
#1728
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

STA:88+84.93
OFF:34.70'L
#1718
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

STA:88+84.93
OFF:39.20'L
PULL BOX 13"X24"X24"

STA:89+18.28
OFF:27.80'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T56C-C

STA:89+94.28
OFF:26.63'L
#1702
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:90+00.03
OFF:27.80'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T56C-C

STA:91+67.71
OFF:28.06'L
PULL BOX 13"X24"X24"

STA:91+79.95
OFF:29.98'L
#1626
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-C

GUY

87+00

88+00

89+00

90+00

91+00

92+00

S.T.H.59

W. NATIONAL AVE. / STH 59

(1) 3-INCH HDPE CONDUIT (RED)

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

(1) 3-INCH HDPE CONDUIT (RED)

(1) 3-INCH HDPE CONDUIT (RED)

S. 18TH ST.

S. 17TH ST.

#801
A26-6

STA:86+66.17
OFF:36.20'R
PULL BOX 17"X30"X24"

STA:86+66.17
OFF:36.20'R
#1803
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:86+91.57
OFF:46.32'R
PULL BOX 13"X24"X24"
(SERIES)

STA:86+92.13
OFF:78.94'R
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

PROTECT EXISTING
LIGHTING CABLE

STA:87+34.34
OFF:56.89'R
#802
30-AL-BD (TYPE 5 POLE) (T)-S6-2LED2, B
TYPE 2 MKE BASE

STA:87+34.09
OFF:59.76'R
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

STA:87+60.26
OFF:36.18'R
PULL BOX 17"X30"X24"

STA:87+60.72
OFF:23.99'R
#1731
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-C

STA:88+57.27
OFF:34.20'R
PULL BOX 13"X24"X24"

STA:88+57.27
OFF:23.89'R
#1721
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-C

STA:89+51.66
OFF:34.20'R
PULL BOX 13"X24"X24"

STA:89+51.66
OFF:23.76'R
#1711
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:90+03.49
OFF:35.99'R
PULL BOX 13"X24"X24"

STA:90+31.75
OFF:65.43'R
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

STA:90+91.68
OFF:36.20'R
PULL BOX 17"X30"X24"

STA:90+91.68
OFF:23.61'R
#1639
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:90+61.23
OFF:66.62'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

4#2/1#8XLP, CIR.T56C-C

STA:92+38.24
OFF:28.87'R
#1613
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:92+38.58
OFF:38.20'R
PULL BOX 13"X24"X24"

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-6 | SHEET 443 | E |
|---|---|---|---|---|---|---|

2

N

S. 16TH ST.

PROTECT EXISTING LIGHTING CABLE

STA:93+77.23
OFF:125.48'L
EXISTING PULL BOX
5 FT. COINL/TAGGED

4#2/1#8XLP, CIR.T56C-C

STA:93+73.49
OFF:65.38'L
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T56C-C

STA:93+44.38
OFF:30.73'L
PULL BOX TRAFFIC SIGNAL

STA:93+48.98
OFF:38.66'L
#1574
TRAFFIC SIGNAL, S-ML, S3LED4, B

STA:93+72.06
OFF:45.67'L
#749
TRAFFIC SIGNAL, S-ML, S3LED4, R

(1) 3-INCH HDPE CONDUIT (RED)

STA:94+33.46
OFF:122.28'L
EXISTING PULL BOX, 5 FT. COIL/TAGGED

STA:94+33.05
OFF:114.41'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
(SERIES)

#738
A26-ML
PED

STA:94+28.18
OFF:62.46'L
PULL BOX TRAFFIC SIGNAL

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

1#8 CONCENTRIC, CIR. T45C-4

STA:94+28.09
OFF:50.93'L
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T56C-B

STA:94+42.99
OFF:38.91'L
#1574
TRAFFIC SIGNAL, S-ML, S3LED4, B

STA:94+48.75
OFF:38.20'L
PULL BOX 13"X24"X24"
(SERIES)

STA:94+45.03
OFF:32.28'L
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T56C-B

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

1#8 CONCENTRIC, CIR. T45C-4

STA:95+96.10
OFF:38.20'L
PULL BOX 13"X24"X24"

STA:95+96.10
OFF:28.98'L
#1556
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-B

STA:97+31.78
OFF:38.20'L
PULL BOX 13"X24"X24"
(SERIES)

STA:97+31.78
OFF:28.35'L
#1540
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

W. NATIONAL AVE. / STH 59

S.T.H.59

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

(1) 3-INCH HDPE CONDUIT (RED)

4#2/1#8XLP, CIR.T56C-C

STA:93+44.88
OFF:39.21'R
PULL BOX TRAFFIC SIGNAL

STA:93+49.64
OFF:39.58'R
#1601
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:93+66.68
OFF:45.89'R
#801
TRAFFIC SIGNAL
S-ML, S3LED4, R

4#2/1#8XLP, CIR.T56C-C

(1) 3-INCH HDPE CONDUIT (RED)

STA:93+68.63
OFF:50.71'R
PULL BOX TRAFFIC SIGNAL

S. 16TH ST.

#813
H17

STA:93+61.61
OFF:144.49'R
EXISTING PULL BOX
5 FT. COIL/TAGGED

#808
A26-ML
PED

STA:94+15.74
OFF:104.43'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

STA:94+43.63
OFF:38.29'R
#1573
TRAFFIC SIGNAL
S-ML, S3LED4, B

STA:94+44.64
OFF:31.08'R
PULL BOX TRAFFIC SIGNAL

STA:94+19.59
OFF:47.58'R
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR.T56C-B

STA:95+78.60
OFF:38.20'R
PULL BOX 13"X24"X24"

STA:95+78.60
OFF:28.12'R
#1557
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-B

STA:97+29.84
OFF:35.67'R
PULL BOX 13"X24"X24"

STA:97+30.21
OFF:26.43'R
#1539
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-B

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-7 | SHEET 444 | E |
|---|---|---|---|---|---|---|

FILE NAME : 59-SL_SHEET_SET_5-2.DWG PLOT DATE : 8/3/2026 11:19 AM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = 40'

2

2

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

N

STA:98+96.28
OFF:35.20'L
PULL BOX 13"X24"X24"

STA:98+96.28
OFF:25.32'L
#1522
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

1#8 CONCENTRIC, CIR. T45C-4

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

4#2/1#8XLP, CIR.T56C-B

STA:100+02.90
OFF:35.22'L
PULL BOX 13"X24"X24"

STA:100+02.90
OFF:25.34'L
#1504
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:100+08.19
OFF:35.20'L
PULL BOX 13"X24"X24" (SERIES)

4#2/1#8XLP, CIR.T56C-B

STA:101+92.05
OFF:29.20'L
PULL BOX 13"X24"X24"

STA:101+91.79
OFF:21.48'L
#1424
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-B

STA:103+58.40
OFF:29.20'L
PULL BOX 13"X24"X24"

STA:103+58.60
OFF:21.49'L
#1400
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-B

99+00
100+00
101+00
102+00
103+00
104+00
105+00

W. NATIONAL AVE. / STH 59

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

(1) 3-INCH HDPE CONDUIT (RED)

1#8 CONCENTRIC, CIR. T45C-4

(1) 3-INCH HDPE CONDUIT (RED)

4#2/1#8XLP, CIR.T56C-B

(1) 3-INCH HDPE CONDUIT (RED)

STA:104+71.59
OFF:38.70'R
PULL BOX 17"X30"X24"
(SERIES)

STA:104+72.70
OFF:27.48'R
#1331
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

1#8 CONCENTRIC, CIR. SA 8-7

STA:99+02.80
OFF:35.70'R
PULL BOX 13"X24"X24"

STA:99+03.74
OFF:26.38'R
#1521
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR.T56C-B

STA:100+08.18
OFF:35.68'R
PULL BOX 13"X24"X24"
(SERIES)

#802
A21-6

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)
1#8 CONCENTRIC, CIR. T45C-4
STA:100+30.60
OFF:98.50'R
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
(SERIES)

PROTECT EXISTING
LIGHTING CABLE

S. 15TH ST.

STA:100+63.43
OFF:66.89'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
(SERIES)

STA:100+92.65
OFF:27.48'R
PULL BOX 13"X24"X24"

STA:100+92.65
OFF:27.48'R
#1437
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

1#8 CONCENTRIC, CIR. SA 8-7

4#2/1#8XLP, CIR.T56C-B

STA:102+83.22
OFF:28.26'R
#1411
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:102+83.25
OFF:38.70'R
PULL BOX 17"X30"X24"
(SERIES)

4#2/1#8XLP, CIR.T56C-B

#807
A26-6

STA:103+73.06
OFF:90.01'R
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

S. 14TH ST.

STA:104+16.18
OFF:57.23'R
PULL BOX 13"X24"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING L2-8 | SHEET 445 | E |
|---|---|---|---|---|---|

FILE NAME : 59-SL_SHEET_SET_5-2.DWG PLOT DATE : 8/3/2026 11:19 AM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

2

N

W. NATIONAL AVE. / STH 59

S. 12TH ST.

106+00 107+00 108+00 109+00 110+00 111+00

STA:105+87.85
OFF:21.48'L
#1322
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:105+88.36
OFF:34.15'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T56C-B

STA:108+34.78
OFF:21.08'L
#1230
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:108+34.78
OFF:27.70'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR.T56C-B

STA:110+00.55
OFF:21.13'L
#1204
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:110+01.03
OFF:27.70'L
PULL BOX 13"X24"X24"

STA:110+48.81
OFF:137.15'L
PULL BOX 13"X24"X24"

STA:110+53.14
OFF:47.20'L
PULL BOX 17"X30"X24"
5 FT. COIL/TAGGED

STA:110+54.16
OFF:43.35'L
#XXX
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R/B
TYPE 2 MKE BASE

(1) 3-INCH HDPE CONDUIT (RED)

STA:111+05.57
OFF:51.45'L
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

4#2/1#8XLP, CIR.T56C-B

(1) 3-INCH HDPE CONDUIT (RED)

1#8 CONCENTRIC, CIR. SA 8-7

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

4#2/1#8XLP, CIR.T56C-B

4#2/1#8XLP, CIR.T56C-B

STA:106+87.68
OFF:34.70'R
PULL BOX 13"X24"X24"
(SERIES)

STA:106+87.83
OFF:27.48'R
#1311
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

1#8 CONCENTRIC, CIR. SA 8-7

4#2/1#8XLP, CIR.T56C-B

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:109+23.14
OFF:34.70'R
PULL BOX 13"X24"X24"

STA:109+23.29
OFF:27.48'R
#1216
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

1#8 CONCENTRIC, CIR. SA 8-7

4#2/1#8XLP, CIR.T56C-B

STA:110+42.15
OFF:34.52'R
PULL BOX 13"X24"X24"
(SERIES)

STA:110+46.63
OFF:34.35'R
PULL BOX 13"X24"X24"

(1) 3-INCH HDPE CONDUIT (RED)

#809
AL26-S6

STA:110+73.63
OFF:97.45'R
#809
EXISTING
AL 26-S6

STA:110+73.38
OFF:100.74'R
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

PROTECT EXISTING
LIGHTING CABLE

STA:111+45.95
OFF:20.65'R
#1139
- MKE 30-BLACK AL-BD, (T)-S-ML
S3LED4, R, TYPE 2 MKE BASE

STA:111+45.95
OFF:27.65'R
PULL BOX 13"X24"X24",(SERIES)

4#2/1#8XLP, CIR.T56C-B

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-9 | SHEET 446 | E |
|---|---|---|---|---|---|---|

FILE NAME : 59-SL_SHEET_SET_5-2.DWG PLOT DATE : 8/3/2026 11:19 AM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = 40'

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N

PROTECT EXISTING LIGHTING CABLE

STA:114+45.69
OFF:80.48'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD

STA:114+43.41
OFF:55.72'L
PULL BOX
TRAFFIC SIGNAL

(1) 3-INCH HDPE CONDUIT (RED)

STA:114+91.37
OFF:44.59'L
PULL BOX TRAFFIC SIGNAL

S. 11TH ST.

W. NATIONAL AVE. / STH 59

4#2/1#8XLP, CIR.T56C-B

STA:112+05.12
OFF:27.48'L
#1126
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:112+05.27
OFF:34.70'L
PULL BOX 13"X24"X24"

STA:112+99.79
OFF:34.70'L
PULL BOX 13"X24"X24"

STA:112+99.64
OFF:27.48'L
#1116
H16 BLACK AL-BD (W/SHROUD), S3LED4, B
TYPE 5 MKE BASE

4#2/1#8XLP, CIR.T56C-B

STA:114+07.82
OFF:28.29'L
PULL BOX TRAFFIC SIGNAL

STA:114+10.95
OFF:35.48'L
#1102
TRAFFIC SIGNAL, S-ML, S3LED4, R

STA:114+40.06
OFF:40.96'L
#1028
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:115+15.59
OFF:20.29'L
PULL BOX
TRAFFIC SIGNAL

STA:115+99.36
OFF:20.48'L
#1028
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:115+99.49
OFF:27.20'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. SA MULT. - F

STA:116+94.75
OFF:20.48'L
#1014
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

STA:116+94.89
OFF:27.20'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. SA MULT. - F

(1) 3-INCH HDPE CONDUIT (RED)

(1) 3-INCH HDPE CONDUIT (RED)

(1) 3-INCH HDPE CONDUIT (RED)

4#2/1#8XLP, CIR.T56C-B

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)
1#8 CONCENTRIC, CIR. SA 8-7

STA:112+15.53
OFF:27.70'R
PULL BOX 13"X24"X24" (SERIES), LEAVE 5 FT.COIL

STA:112+15.65
OFF:20.48'R
#1124
H16 BLACK AL-BD (W/SHROUD)
S1LED4, B
TYPE 5 MKE BASE

4#2/1#8XLP, CIR.T56C-B

1#8 CONCENTRIC, CIR. SA 8-7

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:113+05.75
OFF:27.63'R
PULL BOX 13"X24"X24"

STA:113+05.75
OFF:20.48'R
#1115
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:114+08.65
OFF:19.49'R
PULL BOX TRAFFIC SIGNAL

STA:113+99.15
OFF:27.40'R
PULL BOX 13"X24"X24" (SERIES)

(1) 3-INCH HDPE CONDUIT (RED)

#805
A26-6

STA:114+30.89
OFF:41.77'R
#801
TRAFFIC SIGNAL
S-ML, S3LED4, B

STA:114+32.74
OFF:48.11'R
PULL BOX TRAFFIC SIGNAL

STA:114+30.61
OFF:80.86'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

STA:114+80.44
OFF:52.25'R
PULL BOX TRAFFIC SIGNAL

STA:115+12.04
OFF:35.36'R
#1041
TRAFFIC SIGNAL
S-ML, S3LED4, R

STA:115+15.61
OFF:28.23'R
PULL BOX TRAFFIC SIGNAL

STA:115+24.18
OFF:34.44'R
PULL BOX 13"X24"X24"
(SERIES)

4#2/1#8XLP, CIR. SA MULT.-E

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

1#8 CONCENTRIC, CIR. SA 8-7

STA:116+39.72
OFF:34.70'R
PULL BOX 13"X24"X24"
(SERIES)

STA:116+39.86
OFF:27.47'R
#1021
H16 BLACK AL-BD (W/SHROUD)
S1LED4, B
TYPE 5 MKE BASE

4#2/1#8XLP, CIR. SA MULT.-E

STA:117+00.38
OFF:34.70'R
PULL BOX 13"X24"X24"

STA:117+00.54
OFF:27.48'R
#1013
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

1#8 CONCENTRIC, CIR. SA 8-7

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-10 | SHEET 447 | E |
|---|---|---|---|---|---|---|

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PROTECT EXISTING LIGHTING CABLE

S. 10TH ST.

STA:118+12.92
OFF:67.46'L
PULL BOX 13"X24"X24" DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD, 5' CABLE COILED/TAGGED

STA:118+12.88
OFF:41.92'L
PULL BOX 13"X24"X24"

#739
STEEL POLE - SMALL CELL TYPE,
A26-6, 2LED2, R

STA:118+63.99
OFF:82.22'L
PULL BOX 13"X24"X24"
5' CABLE COILED/TAGGEI

STA:118+64.55
OFF:41.28'L
PULL BOX 13"X24"X24"

(1) 3-INCH HDPE CONDUIT (RED)

STA:117+87.19
OFF:20.48'L
#1002
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:117+87.34
OFF:27.20'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. SA MULT. - F

STA:118+97.51
OFF:28.20'L
PULL BOX 13"X24"X24"

STA:118+97.24
OFF:21.47'L
#938
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

STA:120+02.16
OFF:28.20'L
PULL BOX 13"X24"X24"

STA:120+02.04
OFF:21.49'L
#926
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

4#2/1#8XLP, CIR. SA MULT. - F

STA:120+86.50
OFF:21.48'L
#914
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

STA:120+86.63
OFF:28.20'L
PULL BOX 13"X24"X24"

STA:121+59.40
OFF:29.26'L
PULL BOX TRAFFIC SIGNAL

STA:121+69.58
OFF:29.19'L
#901
TRAFFIC SIGNAL
S-ML, S3LED4, R

STA:121+87.10
OFF:133.59'L
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

(1) 3-INCH HDPE CONDUIT (RED)

4#2/1#8XLP, CIR. SA MULT. - F

STA:121+88.62
OFF:44.50'L
PULL BOX
TRAFFIC SIGNAL

S. 9TH ST.

STA:122+38.93
OFF:73.78'L
PULL BOX TRAFFIC SIGNAL
5 FT. COIL/TAGGED

4#2/1#8XLP, CIR. SA MULT. - F

STA:122+32.29
OFF:46.54'L
PULL BOX TRAFFIC SIGNAL

STA:122+62.33
OFF:22.50'L
PULL BOX TRAFFIC SIGNAL

STA:122+73.93
OFF:22.53'L
#839
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

4#2/1#8XLP, CIR. SA MULT. - F

STA:123+78.46
OFF:31.20'L
PULL BOX 13"X24"X24"

STA:123+78.26
OFF:22.69'L
#826
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

N

118+00 119+00 120+00 121+00 122+00 123+00 124+00

W. NATIONAL AVE. / STH 59

(1) 3-INCH HDPE CONDUIT (RED)

(1) 3-INCH HDPE CONDUIT (RED)

4#2/1#8XLP, CIR. SA MULT.-E

STA:117+86.77
OFF:35.00'R
PULL BOX 13"X24"X24" (SERIES)

STA:117+91.17
OFF:34.70'R
PULL BOX 17"X30"X24"

STA:117+91.33
OFF:27.48'R
#1001
H16 BLACK AL-BD (W/SHROUD)
S1LED5, B
TYPE 5 MKE BASE

#801
AL26-S6

S. 10TH ST.

STA:118+61.69
OFF:74.19'R
PULL BOX 13"X24"X24"

STA:118+15.42
OFF:62.05'R
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

STA:118+81.77
OFF:33.70'R
PULL BOX 17"X30"X24"

STA:118+86.30
OFF:34.00'R
PULL BOX 13"X24"X24",(SERIES)

STA:118+81.91
OFF:26.48'R
#939
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:119+79.01
OFF:33.70'R
PULL BOX 13"X24"X24",(SERIES)

STA:119+79.15
OFF:26.48'R
#927
H16 BLACK AL-BD (W/SHROUD)
S1LED4, B
TYPE 5 MKE BASE

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

1#8 CONCENTRIC, CIR. SA 8-7

4#2/1#8XLP, CIR. SA MULT.-E

STA:120+96.45
OFF:26.48'R
#913
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:120+96.32
OFF:33.70'R
PULL BOX 13"X24"X24"

STA:121+54.24
OFF:34.21'R
PULL BOX 13"X24"X24", (SERIES)

STA:121+59.98
OFF:33.70'R
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR. SA MULT.-E

STA:121+91.11
OFF:40.89'R
#801
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:121+94.39
OFF:49.32'R
PULL BOX TRAFFIC SIGNAL

STA:121+94.65
OFF:62.83'R
PULL BOX 13"X24"X24"

(1) 3-INCH HDPE CONDUIT (RED)

S. 9TH ST.

STA:122+59.00
OFF:31.00'R
#839
TRAFFIC SIGNAL
S-ML, S3LED4, R

STA:122+64.74
OFF:31.23'R
PULL BOX TRAFFIC SIGNAL

STA:122+68.86
OFF:31.71'R
PULL BOX 13"X24"X24",(SERIES)

4#2/1#8XLP, CIR. SA MULT.-E

1#8 CONCENTRIC, CIR. SA 8-7

(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)

STA:123+60.48
OFF:31.20'R
PULL BOX 13"X24"X24",(SERIES)

STA:123+60.68
OFF:22.48'R
#827
H16 BLACK AL-BD (W/SHROUD)
S1LED4, B
TYPE 5 MKE BASE

STA:122+43.52
OFF:45.73'R
PULL BOX TRAFFIC SIGNAL

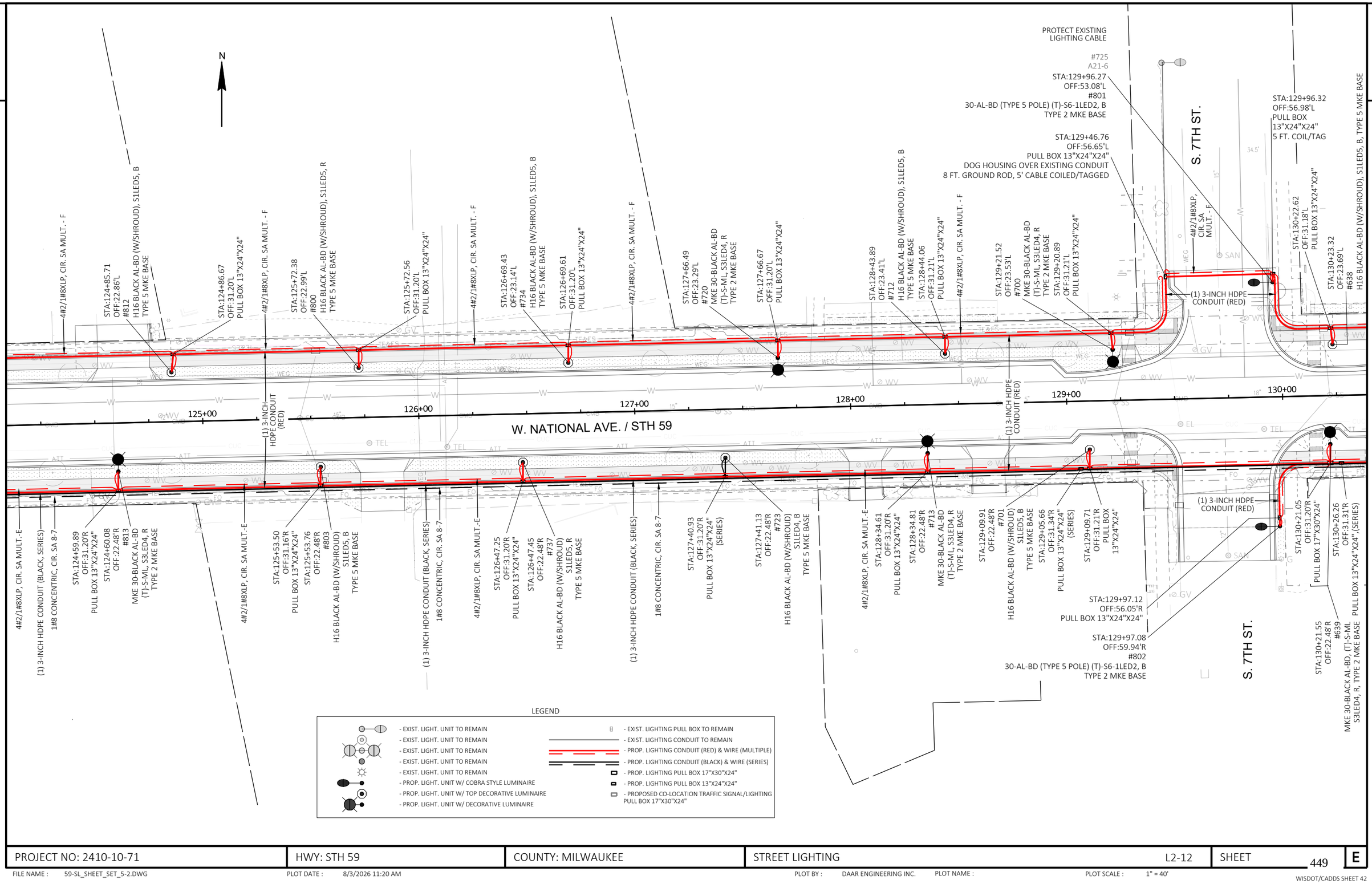
STA:122+43.81
OFF:59.92'R
PULL BOX 13"X24"X24"

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

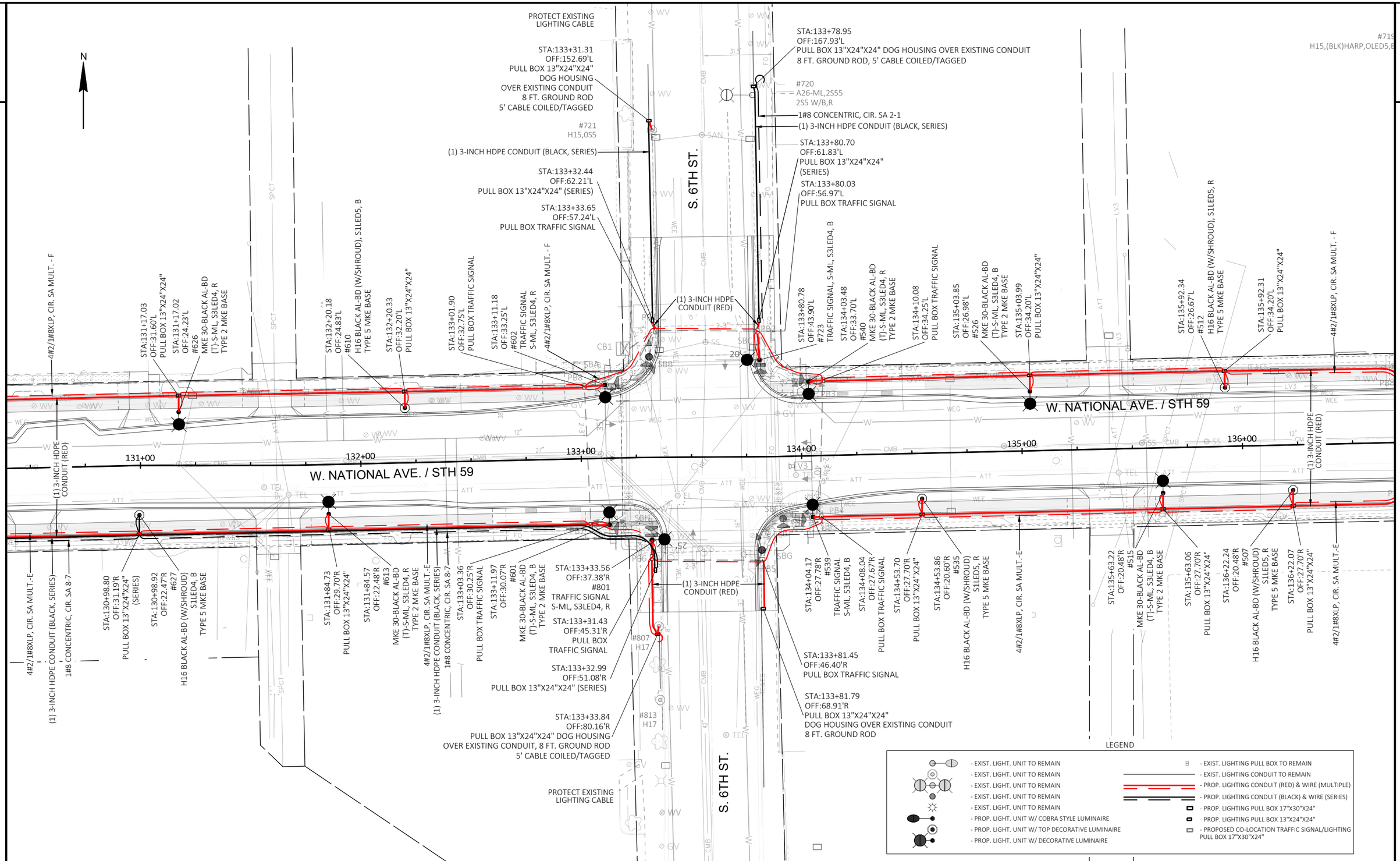
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-11 | SHEET 448 | E |
|---|---|---|---|---|---|---|




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-12 | SHEET 449 | E |
|---|---|---|---|---|---|---|

FILE NAME : 59-SL_SHEET_SET_5-2.DWG PLOT DATE : 8/3/2026 11:20 AM PLOT BY : DAAR ENGINEERING INC. PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42


N
PROTECT EXISTING LIGHTING CABLE
STA:133+31.31
OFF:152.69'L
PULL BOX 13"X24"X24"
DOG HOUSING
OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED
#721
H15,0S5
(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)
STA:133+32.44
OFF:62.21'L
PULL BOX 13"X24"X24" (SERIES)
STA:133+33.65
OFF:57.24'L
PULL BOX TRAFFIC SIGNAL
S. 6TH ST.
STA:133+78.95
OFF:167.93'L
PULL BOX 13"X24"X24" DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD, 5' CABLE COILED/TAGGED
#720
A26-ML,2S55
2S5 W/B,R
1#8 CONCENTRIC, CIR. SA 2-1
(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)
STA:133+80.70
OFF:61.83'L
PULL BOX 13"X24"X24"
(SERIES)
STA:133+80.03
OFF:56.97'L
PULL BOX TRAFFIC SIGNAL
(1) 3-INCH HDPE CONDUIT (RED)
#719
H15,(BLK)HARP,OLED5,B
4#2/1#8XLP, CIR. SA MULT. - F
STA:131+17.03
OFF:31.60'L
PULL BOX 13"X24"X24"
STA:131+17.02
OFF:24.23'L
#626
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE
STA:132+20.18
OFF:24.83'L
#610
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE
STA:132+20.33
OFF:32.20'L
PULL BOX 13"X24"X24"
STA:133+01.90
OFF:32.75'L
PULL BOX TRAFFIC SIGNAL
STA:133+11.18
OFF:33.25'L
#602
TRAFFIC SIGNAL
S-ML, S3LED4, R
4#2/1#8XLP, CIR. SA MULT. - F
STA:133+80.78
OFF:43.90'L
#723
TRAFFIC SIGNAL, S-ML, S3LED4, B
STA:134+03.48
OFF:33.70'L
#540
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE
STA:134+10.08
OFF:34.25'L
PULL BOX TRAFFIC SIGNAL
STA:135+03.85
OFF:26.98'L
#526
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE
STA:135+03.99
OFF:34.20'L
PULL BOX 13"X24"X24"
STA:135+92.34
OFF:26.67'L
#512
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE
STA:135+92.31
OFF:34.20'L
PULL BOX 13"X24"X24"
4#2/1#8XLP, CIR. SA MULT. - F
W. NATIONAL AVE. / STH 59
131+00
132+00
133+00
134+00
135+00
136+00
(1) 3-INCH HDPE CONDUIT (RED)
4#2/1#8XLP, CIR. SA MULT.-E
STA:130+98.80
OFF:31.19'R
PULL BOX 13"X24"X24"
(SERIES)
STA:130+98.92
OFF:22.47'R
#627
H16 BLACK AL-BD (W/SHROUD)
S1LED4, B
TYPE 5 MKE BASE
(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)
1#8 CONCENTRIC, CIR. SA 8-7
STA:131+84.73
OFF:29.70'R
PULL BOX 13"X24"X24"
STA:131+84.57
OFF:22.48'R
#613
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE
4#2/1#8XLP, CIR. SA MULT.-E
(1) 3-INCH HDPE CONDUIT (BLACK, SERIES)
1#8 CONCENTRIC, CIR. SA 8-7
STA:133+03.36
OFF:30.25'R
PULL BOX TRAFFIC SIGNAL
STA:133+11.97
OFF:30.07'R
#601
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE
STA:133+33.56
OFF:37.38'R
#801
TRAFFIC SIGNAL
S-ML, S3LED4, R
STA:133+31.43
OFF:45.31'R
PULL BOX
TRAFFIC SIGNAL
#807
H17
STA:133+32.99
OFF:51.08'R
PULL BOX 13"X24"X24" (SERIES)
STA:133+33.84
OFF:80.16'R
PULL BOX 13"X24"X24" DOG HOUSING
OVER EXISTING CONDUIT, 8 FT. GROUND ROD
5' CABLE COILED/TAGGED
#813
H17
PROTECT EXISTING LIGHTING CABLE
(1) 3-INCH HDPE CONDUIT (RED)
STA:133+81.45
OFF:46.40'R
PULL BOX TRAFFIC SIGNAL
STA:133+81.79
OFF:68.91'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
S. 6TH ST.
STA:134+04.17
OFF:27.78'R
#539
TRAFFIC SIGNAL
S-ML, S3LED4, B
STA:134+08.04
OFF:27.67'R
PULL BOX TRAFFIC SIGNAL
STA:134+53.70
OFF:27.70'R
PULL BOX 13"X24"X24"
STA:134+53.86
OFF:20.60'R
#535
H16 BLACK AL-BD (W/SHROUD)
S1LED5, R
TYPE 5 MKE BASE
4#2/1#8XLP, CIR. SA MULT.-E
STA:135+63.22
OFF:20.48'R
#515
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE
STA:135+63.06
OFF:27.70'R
PULL BOX 13"X24"X24"
STA:136+22.24
OFF:20.48'R
#507
H16 BLACK AL-BD (W/SHROUD)
S1LED5, R
TYPE 5 MKE BASE
STA:136+22.07
OFF:27.70'R
PULL BOX 13"X24"X24"
4#2/1#8XLP, CIR. SA MULT.-E
LEGEND
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

2

2

PROTECT EXISTING LIGHTING CABLE

#723
P-ML
3HSE-3-6

S. 5TH ST.

STA:137+17.53
OFF:123.89'L
EXISTING PULL BOX, 5 FT. COIL / TAGGED

4#2/1#8XLP, CIR. SA MULT. - F

#728
CONCRETE POLE - H15 TYPE, HARP,LUMINARE,SOLED5, R

STA:136+73.29
OFF:25.92'L
PULL BOX TRAFFIC SIGNAL

STA:137+10.41
OFF:55.10'L
PULL BOX
TRAFFIC SIGNAL

STA:137+53.87
OFF:52.90'L
PULL BOX TRAFFIC SIGNAL

STA:137+53.97
OFF:38.25'L
PULL BOX TRAFFIC SIGNAL

STA:137+57.61
OFF:35.76'L
#732
TRAFFIC SIGNAL
S-ML, S3LED4, R/B

STA:136+77.40
OFF:34.26'L
#502
TRAFFIC SIGNAL, S-ML, S3LED4, B

(1) 3-INCH HDPE CONDUIT (RED)

4#2/1#8XLP, CIR. SA MULT.-F

STA:137+76.01
OFF:28.19'L
#440
MKE 30-BLACK AL-BD, (T)-S-ML
S3LED4, R, TYPE 2 MKE BASE

STA:137+83.45
OFF:20.34'L
PULL BOX TRAFFIC SIGNAL

STA:138+85.89
OFF:20.48'L
#424
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:138+86.09
OFF:27.70'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. T44C - C

STA:139+75.09
OFF:20.17'L
#410
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

STA:139+75.26
OFF:27.70'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. T44C - C

STA:140+51.52
OFF:29.39'L
#402
EXISTING SMALL CELL POLE TO REMAIN
S-ML, S3LED4, B

STA:140+61.13
OFF:27.70'L
PULL BOX TRAFFIC SIGNAL

(1) 3-INCH HDPE CONDUIT (RED)

S. 4TH ST.

STA:141+25.90
OFF:79.93'L
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

#732
A26-6

STA:141+56.48
OFF:28.21'L
PULL BOX
TRAFFIC SIGNAL

STA:141+67.66
OFF:20.83'L
#336
H16 BLACK AL-BD (W/SHROUD,
S1LED5, R, TYPE 5 MKE BASE

STA:142+21.01
OFF:20.80'L
#326
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:142+20.99
OFF:28.20'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. T44C - C

STA:142+74.09
OFF:22.77'L
#312
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

STA:142+73.85
OFF:30.76'L
PULL BOX 13"X24"X24"

W. NATIONAL AVE. / STH 59

137+00 138+00 139+00 140+00 141+00 142+00

4#2/1#8XLP, CIR. SA MULT. - F

(1) 3-INCH HDPE CONDUIT (RED)

4#2/1#8XLP, CIR. SA MULT.-E

STA:136+73.44
OFF:19.87'R
PULL BOX TRAFFIC SIGNAL

STA:136+78.07
OFF:28.12'R
#501
MKE 30-BLACK AL-BD, (T)-S-ML
S3LED4, B, TYPE 2 MKE BASE

(1) 3-INCH HDPE CONDUIT (RED)

STA:137+45.03
OFF:55.08'R
PULL BOX
TRAFFIC SIGNAL

STA:136+97.56
OFF:35.72'R
#801
MKE 30-BLACK AL-BD, (T)-S-ML
S3LED4, R/B, TYPE 2 MKE BASE

#808
H15,(BLK)HARP,OLED5,R

STA:137+01.71
OFF:50.63'R
PULL BOX TRAFFIC SIGNAL

PROTECT EXISTING LIGHTING CABLE

#814
A26-ML.2LED5
PED,R

S. 5TH ST.

STA:137+76.67
OFF:35.25'R
#439
TRAFFIC SIGNAL
S-ML, S3LED4, R

STA:137+82.34
OFF:26.49'R
PULL BOX TRAFFIC SIGNAL

STA:138+38.08
OFF:34.20'R
PULL BOX 13"X24"X24"

STA:138+38.23
OFF:26.90'R
#425
H16 BLACK AL-BD (W/SHROUD)
S1LED5, B
TYPE 5 MKE BASE

4#2/1#8XLP, CIR. T44C - C

STA:139+46.76
OFF:34.20'R
PULL BOX 13"X24"X24"

STA:139+46.92
OFF:27.15'R
#413
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:140+20.29
OFF:26.83'R
#405
H16 BLACK AL-BD (W/SHROUD)
S1LED5, B
TYPE 5 MKE BASE

STA:140+20.14
OFF:34.20'R
PULL BOX 13"X24"X24"

STA:140+67.79
OFF:34.40'R
PULL BOX
TRAFFIC SIGNAL

#807
A26-6,2S2
2W2
W/B,PED,B

STA:140+82.10
OFF:94.31'R
PULL BOX 13"X24"X24"
5 FT. COIL/TAGGED

(1) 3-INCH HDPE CONDUIT (RED)

S. 4TH ST.

STA:141+49.07
OFF:25.92'R
#338
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, R
TYPE 2 MKE BASE

STA:141+57.23
OFF:27.65'R
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR. T44C - C

STA:142+67.76
OFF:32.54'R
PULL BOX 13"X24"X24"

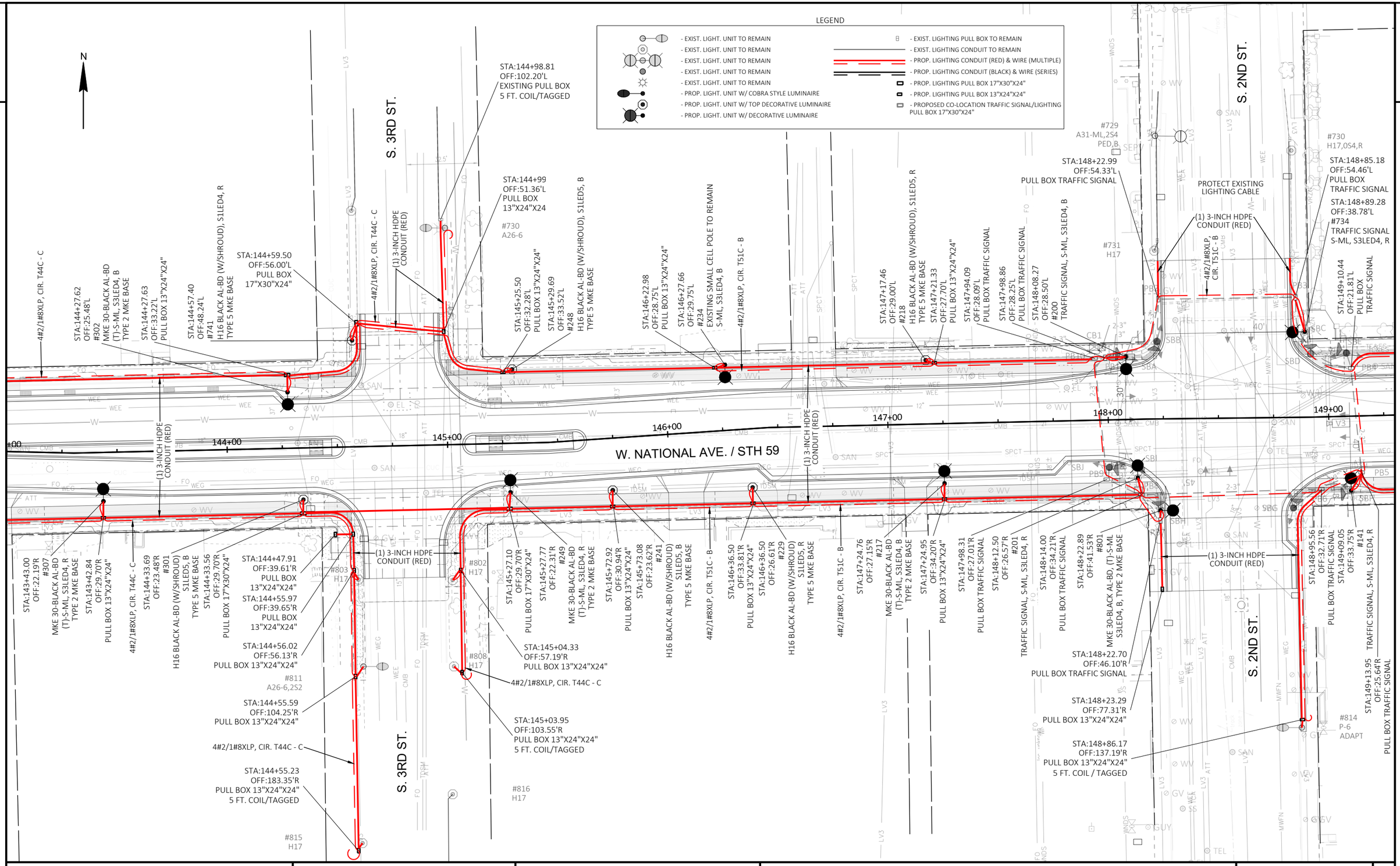
STA:142+71.64
OFF:24.64'R
#313
H16 BLACK AL-BD (W/SHROUD)
S1LED5, B
TYPE 5 MKE BASE

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-14 | SHEET 451 | E |
|---|---|---|---|---|---|---|




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-15 | SHEET 452 | E |
|---|---|---|---|---|---|---|

2

2

N

W. NATIONAL AVE. / STH 59

S. 1ST ST.

150+00 151+00 152+00 153+00 154+00 155+00

STA:149+85.02
OFF:29.50'L
#132
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:149+88.39
OFF:28.21'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. T51C - B

STA:150+39.53
OFF:29.57'L
#124
H16 BLACK AL-BD (W/SHROUD), S1LED5, B
TYPE 5 MKE BASE

STA:150+42.80
OFF:28.38'L
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. T51C - B

STA:151+16.57
OFF:28.17'L
PULL BOX 13"X24"X24"

STA:151+19.62
OFF:29.25'L
#116
H16 BLACK AL-BD (W/SHROUD), S1LED5, R
TYPE 5 MKE BASE

STA:151+55.22
OFF:20.84'L
PULL BOX TRAFFIC SIGNAL

STA:151+74.04
OFF:28.21'L
#102
TRAFFIC SIGNAL
S-ML, S3LED4, B

PROTECT EXISTING
LIGHTING CABLE

#727
A31-6
PED

STA:151+96.23
OFF:46.07'L
PULL BOX TRAFFIC SIGNAL

STA:152+58.71
OFF:59.64'L
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

STA:152+59.34
OFF:44.95'L
PULL BOX TRAFFIC SIGNAL

STA:152+59.74
OFF:38.76'L
#734
TRAFFIC SIGNAL
S-ML, S3LED4, R

(1) 3-INCH HDPE
CONDUIT (RED)

STA:152+76.42
OFF:29.62'L
PULL BOX TRAFFIC SIGNAL

PROTECT EXISTING LIGHTING CONDUIT

4#2/1#8XLP, CIR. T51C - B

#122
A26-S6
ADAPT

STA:153+89.11
OFF:31.83'L
EXISTING PULL BOX
5 FT. COIL / TAGGED

(1) 3-INCH HDPE
CONDUIT (RED)

4#2/1#8XLP, CIR. T51C - B

STA:149+87.73
OFF:26.48'R
#129
H16 BLACK AL-BD (W/SHROUD)
S1LED5, B
TYPE 5 MKE BASE

STA:149+87.73
OFF:33.71'R
PULL BOX 13"X24"X24"

STA:151+01.93
OFF:33.70'R
PULL BOX 13"X24"X24"

4#2/1#8XLP, CIR. T51C - B

STA:151+69.46
OFF:34.26'R
PULL BOX TRAFFIC SIGNAL

STA:151+90.38
OFF:33.74'R
#101
TRAFFIC SIGNAL
S-ML, S3LED4, R

(1) 3-INCH HDPE
CONDUIT (RED)

STA:152+00.19
OFF:50.63'R
PULL BOX TRAFFIC SIGNAL

4#2/1#8XLP, CIR. T51C - B

STA:152+02.60
OFF:149.50'R
EXISTING #819
AT31-6, PED

STA:152+71.78
OFF:29.54'R
#109
TRAFFIC SIGNAL
S-ML, S3LED4, R

STA:152+76.26
OFF:29.23'R
PULL BOX TRAFFIC SIGNAL

STA:153+05.78
OFF:32.37'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

4#2/1#8XLP, CIR. T51C - A

#122
A26-S6
ADAPT

STA:155+14.15
OFF:32.85'R
EXISTING PULL BOX
5 FT. COIL / TAGGED

STA:152+61.82
OFF:38.28'R
#802
MKE 30-BLACK AL-BD
(T)-S-ML, S3LED4, B
TYPE 2 MKE BASE

STA:152+61.35
OFF:43.58'R
PULL BOX TRAFFIC SIGNAL

STA:152+62.14
OFF:58.84'R
PULL BOX 13"X24"X24"
DOG HOUSING OVER EXISTING CONDUIT
8 FT. GROUND ROD
5' CABLE COILED/TAGGED

PROTECT EXISTING
LIGHTING CABLE

LEGEND

- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- EXIST. LIGHT. UNIT TO REMAIN
- PROP. LIGHT. UNIT W/ COBRA STYLE LUMINAIRE
- PROP. LIGHT. UNIT W/ TOP DECORATIVE LUMINAIRE
- PROP. LIGHT. UNIT W/ DECORATIVE LUMINAIRE

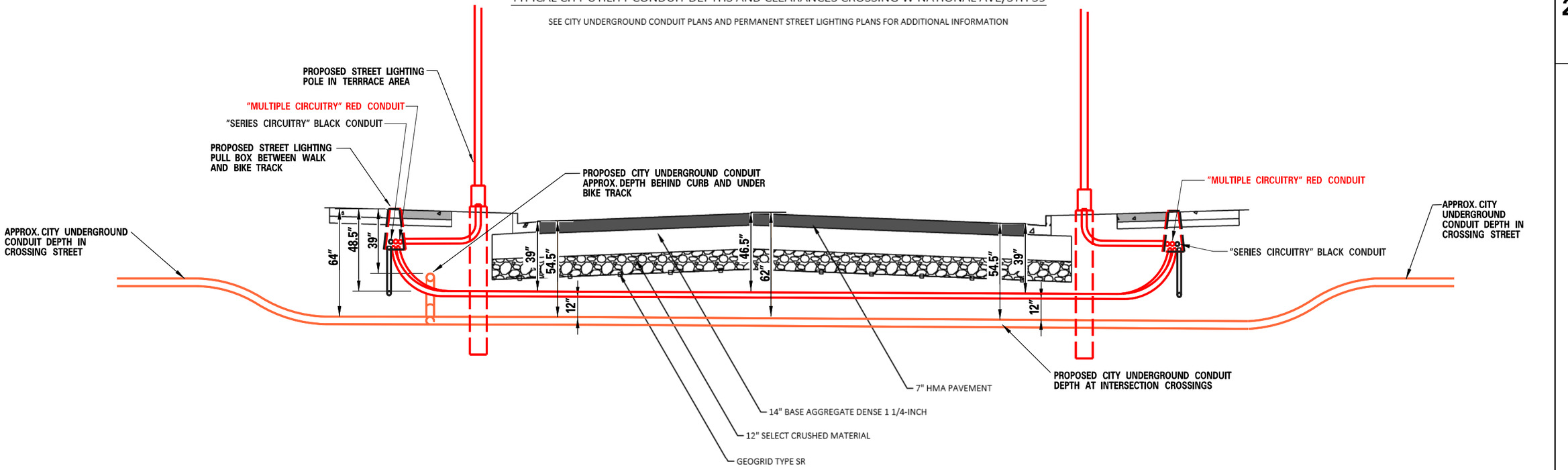
- EXIST. LIGHTING PULL BOX TO REMAIN
- EXIST. LIGHTING CONDUIT TO REMAIN
- PROP. LIGHTING CONDUIT (RED) & WIRE (MULTIPLE)
- PROP. LIGHTING CONDUIT (BLACK) & WIRE (SERIES)
- PROP. LIGHTING PULL BOX 17"X30"X24"
- PROP. LIGHTING PULL BOX 13"X24"X24"
- PROPOSED CO-LOCATION TRAFFIC SIGNAL/LIGHTING PULL BOX 17"X30"X24"

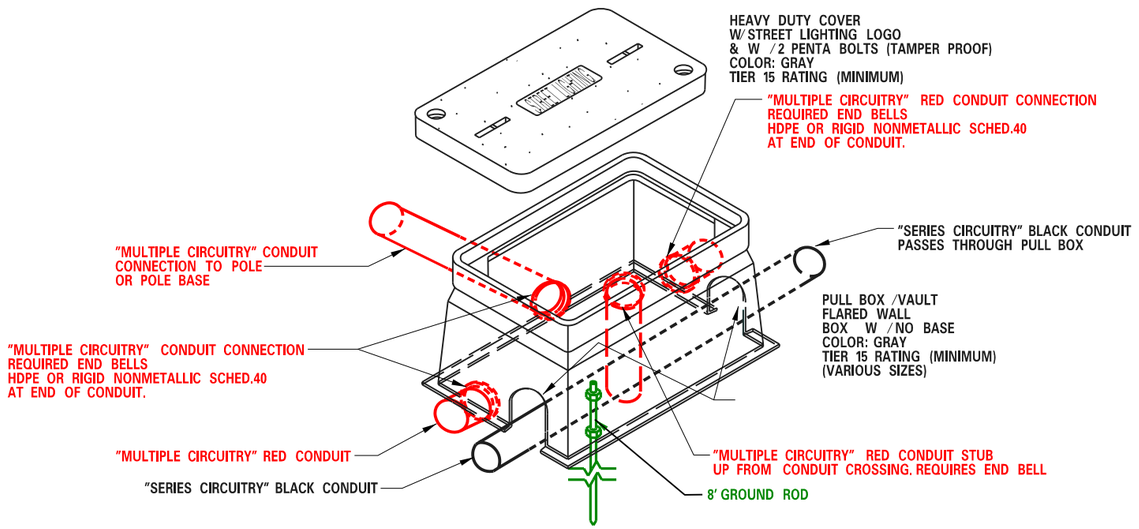
L2-16

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING | L2-16 | SHEET 453 | E |
|---|---|---|---|---|---|---|

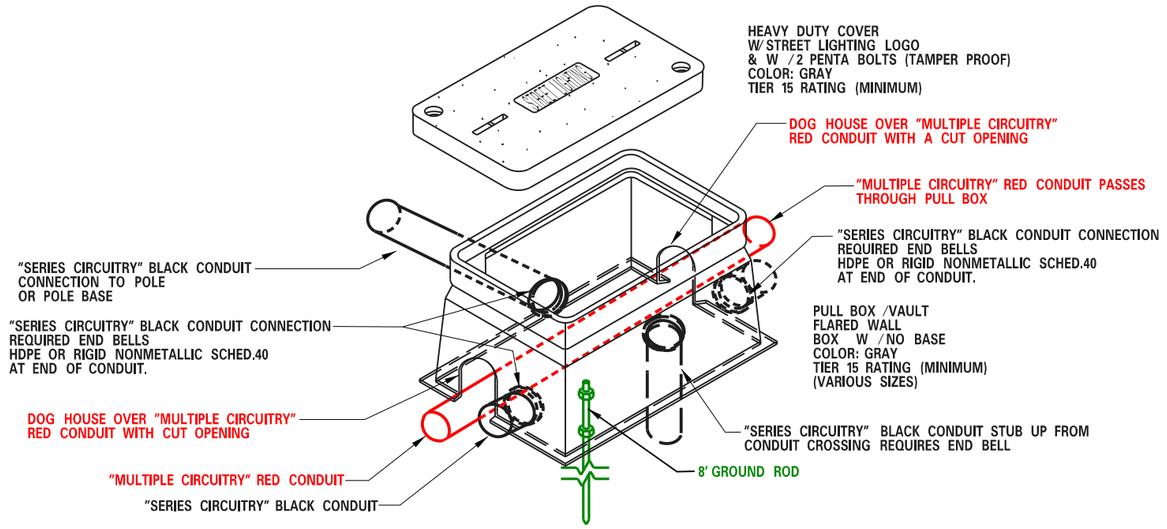
## TYPICAL CITY UTILITY CONDUIT DEPTHS AND CLEARANCES CROSSING W NATIONAL AVE/STH 59

SEE CITY UNDERGROUND CONDUIT PLANS AND PERMANENT STREET LIGHTING PLANS FOR ADDITIONAL INFORMATION



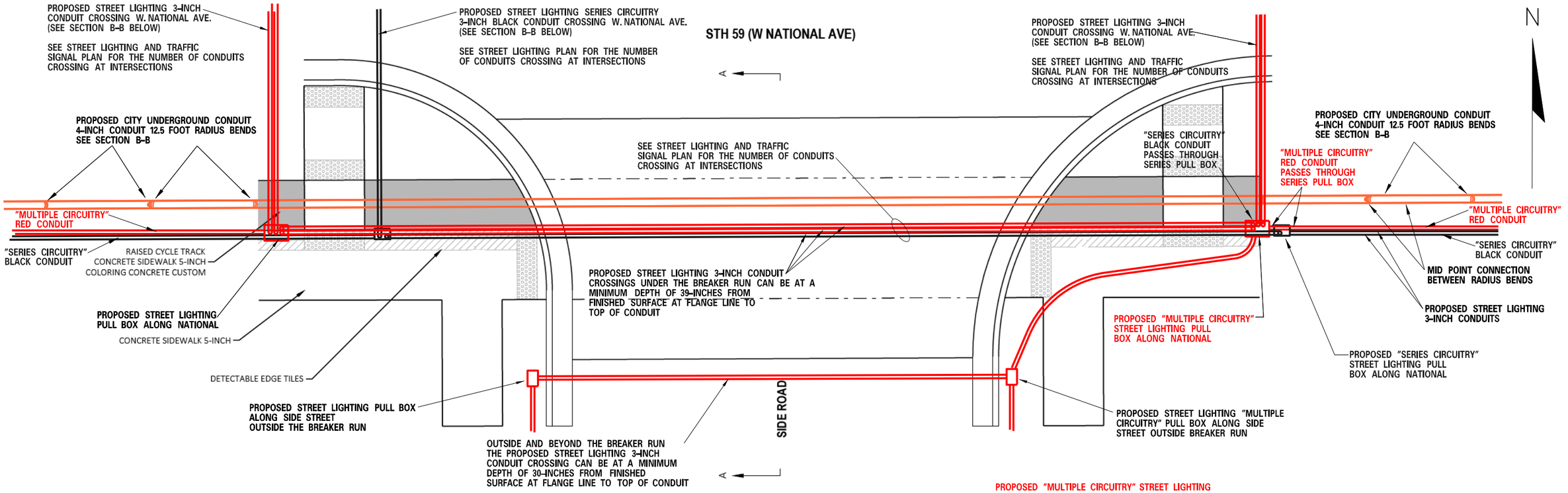

**TYPICAL "MULTIPLE CIRCUITRY" PULL BOX INSTALLATION WITH SERIES CIRCUITRY BLACK CONDUIT PASSING THROUGH**




**TYPICAL "SERIES CIRCUITRY" PULL BOX INSTALLATION WITH MULTPLE CIRCUITRY RED CONDUIT PASSING THROUGH**

SHEET 1 OF 2

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - CONDUIT & PULL BOX INSTALATION DETAIL | SHEET NO. 454 | E |
|---|---|---|---|---|---|




## TYPICAL CITY UTILITY CONDUIT DEPTHS AND CLEARANCES CROSSING SIDEROADS

SEE CITY UNDERGROUND CONDUIT PLANS AND PERMANENT STREET LIGHTING PLANS FOR ADDITIONAL INFORMATION

SHEET 2 OF 2

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - CONDUIT & PULL BOX INSTALLATION DETAIL | SHEET NO. 455 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Typical Section.dgn
PLOT DATE : 8-APR-2026 11:48
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

## STREET LIGHTING GENERAL NOTES:

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

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

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

ALL CHANGES OR ANY DEVIATIONS FROM PLANS MUST BE APPROVED BY STREET LIGHTING ENGINEERING.

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

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

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

4 CONDUIT INSTALLED BEHIND CURB AND UNDER DRIVEWAYS SHALL BE INSTALLED AT A DISTANCE OF MINIMUM OF 12 INCHES AWAY FROM THE BACK OF CURB TO THE CENTER LINE OF CONDUIT, AND MINIMUM 24 INCHES DOWN MEASURED FROM THE TOP OF CURB OR FINISHED GRADE TO THE TOP OF CONDUIT.

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

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

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

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

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

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

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

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

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

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

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

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

## STREET LIGHTING GENERAL NOTES:

17 MINIMUM CONDUIT CLEARANCES FOR CONDUIT CROSSINGS AND PULL BOXES FROM THE FOLLOWING:
FIRE HYDRANTS: 6-FT TREE TRUNKS: 10-FT END OF DRIVEWAY FLARES: 6-FT CATCH BASINS: 4-FT
UNLESS NOTED OTHERWISE, OR APPROVED BY THE STREET LIGHTING ENGINEER.

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

19 TYPICAL RECTANGULAR PULL BOXES / VAULTS SHOULD BE INSTALLED AS SHOWN ON PLANS, BUT WHEN IT IS NOT POSSIBLE, A 3 FT. TO 4 FT. OFFSET FROM STREET LIGHT POLES, SIGNAL STANDARDS AND FIRE HYDRANTS SHOULD BE USED, OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

20 TYPICAL CONDUIT INSTALLATION FROM THE PULL BOX TO A DIRECT BURIED STREET LIGHT POLE IS AS FOLLOWS:
USE A NYLON LIQUIDTIGHT CONNECTOR (UL APPROVED) TO CONNECT THE 1 1/2-INCH LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT LFNC-B (UL APPROVED) TO THE PULL BOX AND CONNECT TO STREET LIGHT POLE BY STUBBING UP A MINIMUM OF 6 INCHES OF THE LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT (LFNC-B) INTO THE CABLE SLOT.

21 ALL CONDUITS AND JUNCTION BOXES EMBEDDED IN STRUCTURE SHALL BE PAID UNDER STRUCTURE PAY ITEMS. CONTRACTOR SHALL COORDINATE THE EXACT LOCATION OF EMBEDDED CONDUITS.

22 AT EVERY BRIDGE JOINT, EXPANSION/DEFLECTION FITTINGS MUST BE USED TO PREVENT DAMAGE TO CONDUIT AND LIGHTING CIRCUITS. THIS ITEM IS INCIDENTAL TO THE CONDUIT BID ITEM, AND SHALL BE PAID UNDER STRUCTURE PAY ITEMS.

23 THE SUPPORT CHANNELS FOR INSTALLATION OF CONDUITS, LUMINAIRES, JUNCTION BOXES AND ENCLOSURES SHALL BE STAINLESS STEEL UNISTRUT P1000 SERIES OR APPROVED EQUAL, CHANNELS SHALL BE SLOTTED OR PERFORATED.

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

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

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

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

28 CONDUCTOR COLORS: 240/480, 1 PHASE - BLACK (HOT) /WHITE (NEUTRAL) // RED (HOT) /GRAY (NEUTRAL) / GREEN (GROUND)

29 INSTALL COMMON GROUND CONDUCTOR IN CONDUIT WHERE MULTIPLE BRANCH CIRCUITS CONDUCTORS ARE INSTALLED IN SAME CONDUIT AND SPLICE THE GROUND CONDUCTOR WITH TAP CONNECTOR IN PULLBOX.

30 PROVIDE MINIMUM WIRES / CONDUCTOR(S) SLACK AS NOTED BELOW:
PULL BOXES: SEE DETAIL 142
- CONNECTED WIRES TO LIGHT POLE IN PULL BOX MUST BE EXTENDED MINIMUM 3 FT. BEYOND TOP OF PULL BOX
- UNCONNECTED WIRES THAT BY PASS THROUGH PULL BOX MUST HAVE A MINIMUM OF 6 FT. SLACK COIL LEFT INSIDE PULL BOX

EMBEDDED JUNCTION BOXES IN PARAPIT WALL :
- CONNECTED WIRES IN JUNCTION BOX EXTEND MINIMUM 2 FT. BEYOND TOP OF JUNCTION BOX
- UNCONNECTED WIRES IN JUNCTION BOX LEAVE MINIMUM OF 4 FT. SLACK COIL IN JUNCTION BOX

DISTRIBUTION CENTER/LOAD CENTER: EXTEND 10-FT.
BREAK AWAY TRANSFORMER BASE: EXTEND 2-FT.

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

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

33 ON ALL NEW STREET LIGHT POLES AND MONOTUBES WITH ATTACHED STREET LIGHTING, A PLAQUE WITH THE POLE NUMBER AS SHOWN ON THE PLANS SHALL BE AFFIXED ONTO THE POLE SHAFT AS PART OF POLE INSTALLATION.

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:15
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAY.1-2025

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 456 | E |
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## STREET LIGHTING GENERAL NOTES:

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

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

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

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

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

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

40 MUST VERIFY WITH STREET LIGHTING SPECIFICATIONS IF CONTRACTOR IS TO DELIVER OR NOT THE
FOLLOWING REMOVED STREET LIGHTING MATERIALS:
-ALUMINUM AND WOOD POLES -LUMINAIRE BRACKET ARMS
-LUMINAIRES -BREAKAWAY TRANSFORMER PEDESTALS
-WIRING PEDESTALS (GREEN IN COLOR )
TO CITY OF MILWAUKEE STREET LIGHTING YARD AT 1540 W. CANAL ST.
CALL RICO LOPEZ AT 414-286-5983 (CANAL OFFICE ) OR 414-286-6123 (DPW FIELD OFFICE ) OR
DISPATCHER AT 414-286-5944 - THREE (3) WORKING DAYS BEFORE TO COORDINATE DELIVERY OF MATERIALS

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

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

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

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

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

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

## STREET LIGHTING GENERAL NOTES:

### AS-BUILT GUIDELINES:

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

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

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

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

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

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

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

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

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

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:16
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: AUG.17-2025

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 457 | E |
|---|---|---|---|---|---|

## NON-LED LUMINAIRE DESCRIPTION BREAKDOWN

1 S 2 V

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

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

S 2 LED 3

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

## LED LUMINAIRE DESCRIPTION BREAKDOWN (COBRA STYLE FIXTURE)

2 LED 3

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

## LIGHTING CABLE & CIRCUIT IDENTIFICATION

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

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

## LIGHTING UNIT IDENTIFICATION

STATION - OFFSET

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

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION

REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:12
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: JAN.19-2024

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 458 | E |
|---|---|---|---|---|---|

# LEGEND

- UTILITY POLE
- EXISTING S.L. WOOD POLE
- EX. POLE WITH COBRA STYLE LUMINAIRE
- EX. POLE WITH POST TOP DECORATIVE STYLE LUMINAIRE
- EX. POLE WITH DECORATIVE STYLE LUMINAIRE
- PROPOSED S.L. WOOD POLE
- PR. POLE WITH COBRA STYLE LUMINAIRE
- PR. POLE WITH POST TOP DECORATIVE STYLE LUMINAIRE
- PR. POLE WITH DECORATIVE STYLE LUMINAIRE
- PR. BRACKET ARM AND COBRA STYLE LUMINAIRE
- EX. POLE WITH LUMINAIRE REPLACEMENT
- REPLACE POLE AND BRACKET ARM, EX. LUMINAIRE IS TO BE TRANSFERED FROM OLD POLE
- REMOVE POLE
- REMOVE POLE COMPLETE
- EXISTING WALL PACK LUMINAIRE
- PROPOSED WALL PACK LUMINAIRE
- PROPOSED TRANSFORMER BREAKAWAY BASE ON CONCRETE BASE OR BRIDGE BLISTER
- EXISTING OVERHEAD PRIMARY CABLE
- EXISTING OVERHEAD SECONDARY CABLE
- PROPOSED TEMPORARY OVERHEAD PRIMARY CABLE
- PROPOSED TEMPORARY OVERHEAD SECONDARY CABLE
- REMOVAL OF TEMPORARY OVERHEAD CABLE
- PR. UNDERGROUND 240/480V SECONDARY CABLE - INSTALLED IN CONDUIT
- PR. UNDERGROUND 120V/20A OUTLET CIRCUIT - INSTALLED IN CONDUIT
- PR. UNDERGROUND CONDUIT
- EX. UNDERGROUND PRIMARY CABLE
- EX. UNDERGROUND SECONDARY CABLE
- EX. CONDUIT
- EX. OV20 SERIES LED BALLAST
- PR. OV20 SERIES LED BALLAST
- EX. MULTI-PORT CONDUCTOR WATERPROOF SUBMERSIBLE SPLICE
- PR. MULTI-PORT CONDUCTOR WATERPROOF SUBMERSIBLE SPLICE

- EXISTING PULL BOX
- PROPOSED PULL BOX
- EXISTING JUNCTION BOX
- PROPOSED JUNCTION BOX
- REMOVE PULL BOX
- EXISTING LIGHTNING ARRESTOR
- PROPOSED LIGHTNING ARRESTOR
- EX. GROUND & TEST
- PROPOSED GROUND & TEST
- EX. GROUND ROD
- PROPOSED GROUND ROD
- EXISTING PAD MOUNT STREET LIGHTING ENCLOSURE 240/480V 200A METERED
- PROPOSED PAD MOUNT STREET LIGHTING ENCLOSURE 240/480V 200A METERED
- EXISTING 120V 100A 1PH METERED OUTLET SERVICE CABINET
- PROPOSED 120V 100A 1PH METERED OUTLET SERVICE CABINET
- (R) (B) EX. RED WIRE / BLACK WIRE - STREET LIGHT TERMINATION
- (R) (B) PROPOSED RED WIRE / BLACK WIRE - STREET LIGHT TERMINATION
- R B EX. RED WIRE / BLACK WIRE - OUTLET CIRCUIT TERMINATION
- R B PROPOSED RED WIRE / BLACK WIRE - OUTLET CIRCUIT TERMINATION
- 112 SEE DETAIL NUMBER FOR ADDITIONAL INFORMATION

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:01
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR.17-2023

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 459 | E |
|---|---|---|---|---|---|

# GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 2 INCHES.

ALL NON-METALLIC CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT. ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 OR 6 AWG STRANDED MINIMUM COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE MECHANICALLY CONNECTED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD ) FOR TYPE 2, AND TYPE 5 CITY OF MILWAUKEE BASES. GROUND ROD IS TO BE INSTALLED IN THE PULL BOX THAT IS DIRECTLY CONNECTED TO THE CONCRETE BASE.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER EITHER BASE TYPE THROUGH A 3-INCH CONDUIT INSTALLED FOR ALL WIRING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12-INCHES IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

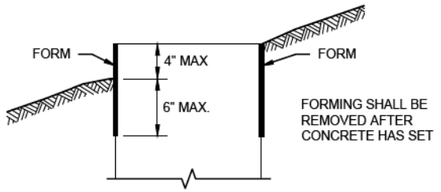
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4-INCH "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

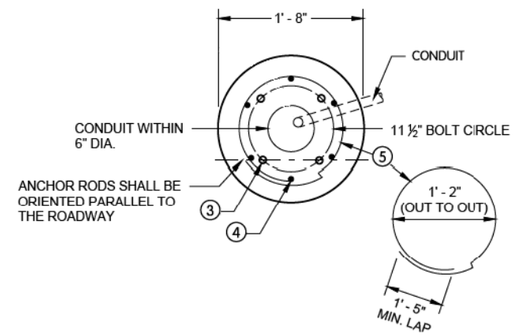
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION ).

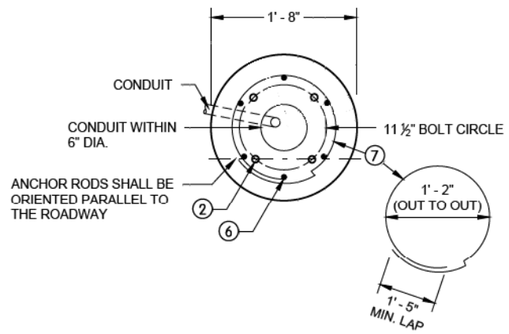
FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE

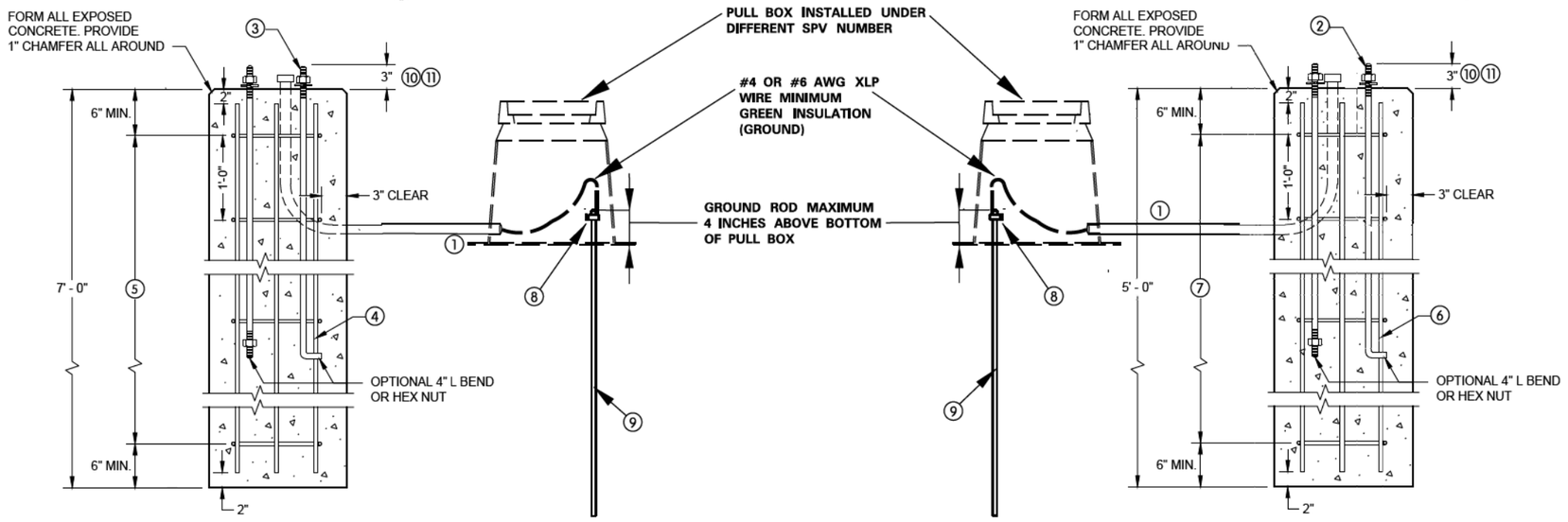



**FORMING DETAIL**

| QUANTITY REQUIREMENTS | CITY OF MILWAUKEE CONCRETE BASE TYPE | | |
|---|---|---|---|
| | | TYPE 2 | TYPE 5 |
| APPROX. CUBIC YARDS OF CONCRETE | | 0.57 | 0.40 |
| LBS. OF HOOP BAR STEEL | | 23 | 16 |
| LBS. OF VERTICAL BAR STEEL | | 60 | 18 |




TYPE 2
CITY OF MILWAUKEE

TYPE 5
CITY OF MILWAUKEE

① THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

② (4 ) 1" DIA. X 3'-6" ANCHOR RODS

③ (4 ) 1" DIA. X 5'-0" ANCHOR RODS.

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

⑤ (7 ) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT 1' - 0" C - C.

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

⑦ **( 5 ) NO. 4 X 5'-" BAR STEEL REINFORCEMENT @ 1'– 0" C – C.**

⑧ BOLTED TYPE COPPER CLAMP CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR

⑨ 5 / 8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

⑩ ANY ANCHOR ROD PROJECTION SHORTER THAN 2 - 3 / 4" OR LONGER THAN 3 - 1 / 4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

⑪ FOR NON-BREAKAWAY INSTALLATIONS, 4 1/2" +/- ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

# CONCRETE BASES

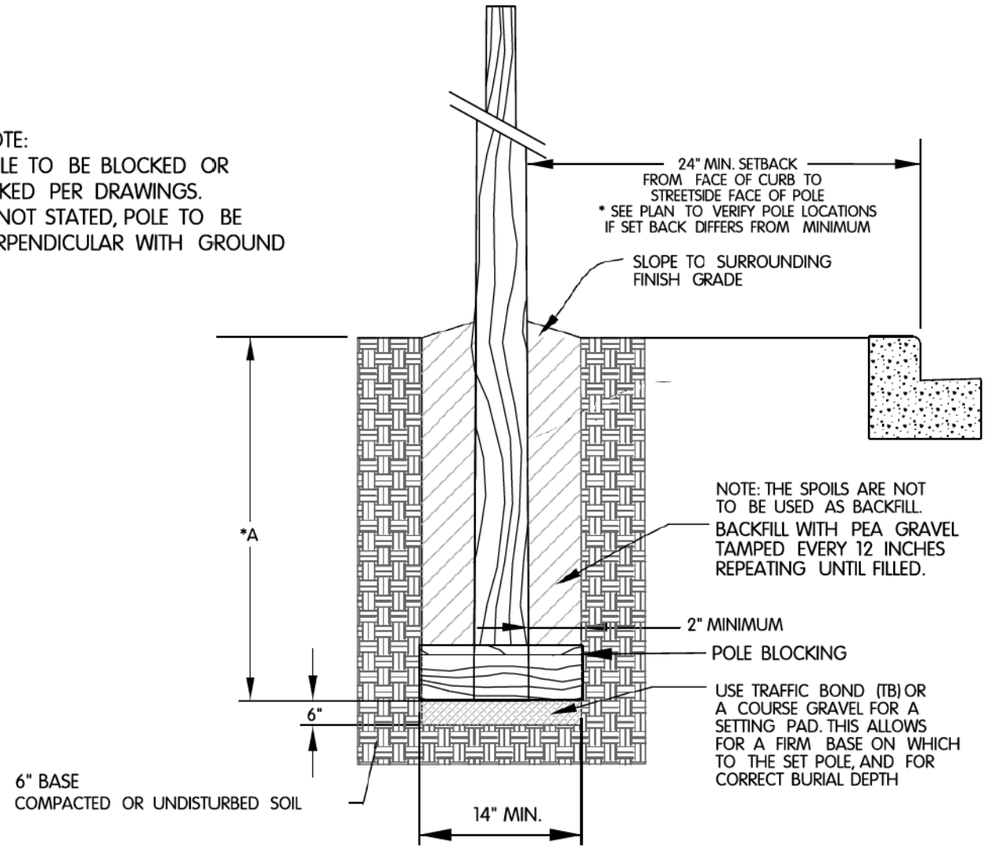
## TYPE 2 CITY OF MILWAUKEE
## TYPE 5 CITY OF MILWAUKEE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION

REVISION BY: dkozel REVISION DATE: 29-SEP-2025 13:43
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: JUNE 3–2025

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 460 | E |
|---|---|---|---|---|---|

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




| *A Pole Type Burial Depth Chart |
|---|
| FOR DIMENSION *A USE THE FOLLOWING BURIAL DEPTHS DEPENDING ON THE LENGTH OF THE POLE. |
| 35 FT. = EMBEDMENT DEPTH = 6 FT. |
| 40 FT. = EMBEDMENT DEPTH = 6 FT. - 6 INCHES |
| 45 FT. = EMBEDMENT DEPTH = 7 FT. |

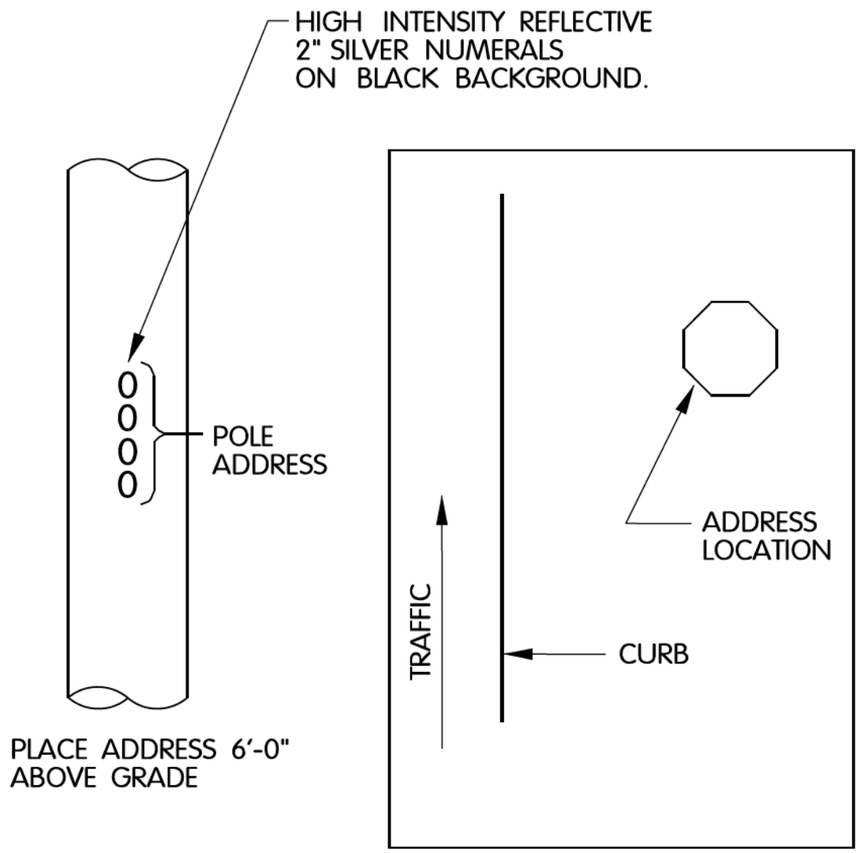
130A DETAIL
TYPICAL POLE INSTALLATION

NOT TO SCALE

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 12:19
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: JULY 16-2025

2

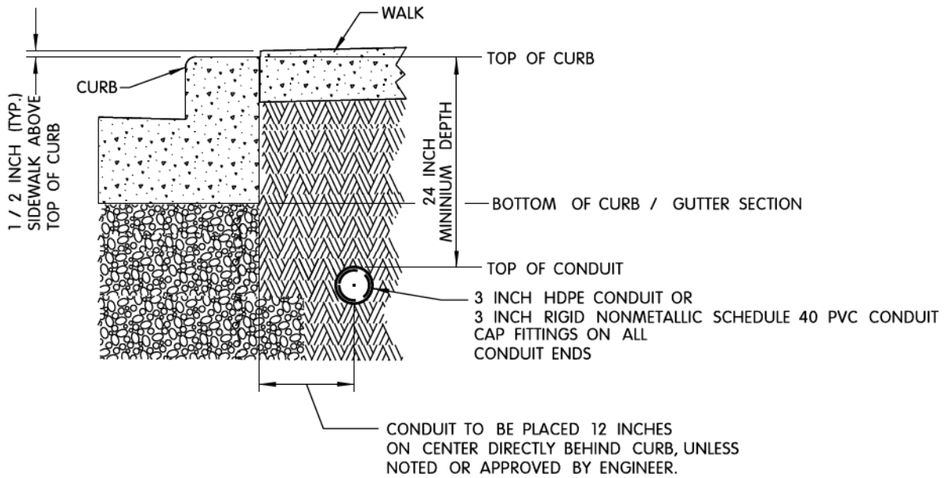



PLACE ADDRESS 6'-0"
ABOVE GRADE

CONTRACTOR FURNISHED AND INSTALLED

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:09
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: SEPT.09-2024

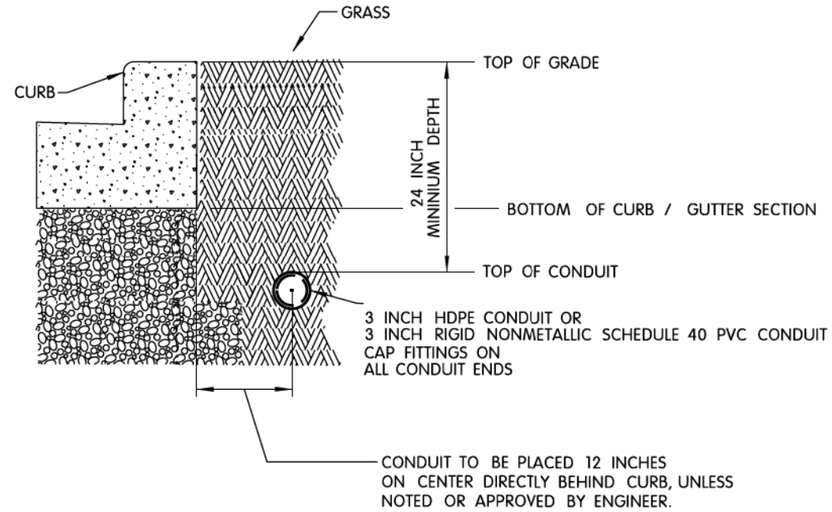
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.




100 DETAIL "A" NOT TO SCALE

TYPICAL CONDUIT INSTALLATION
BEHIND CURB UNDER WALK

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




100 DETAIL "B" NOT TO SCALE

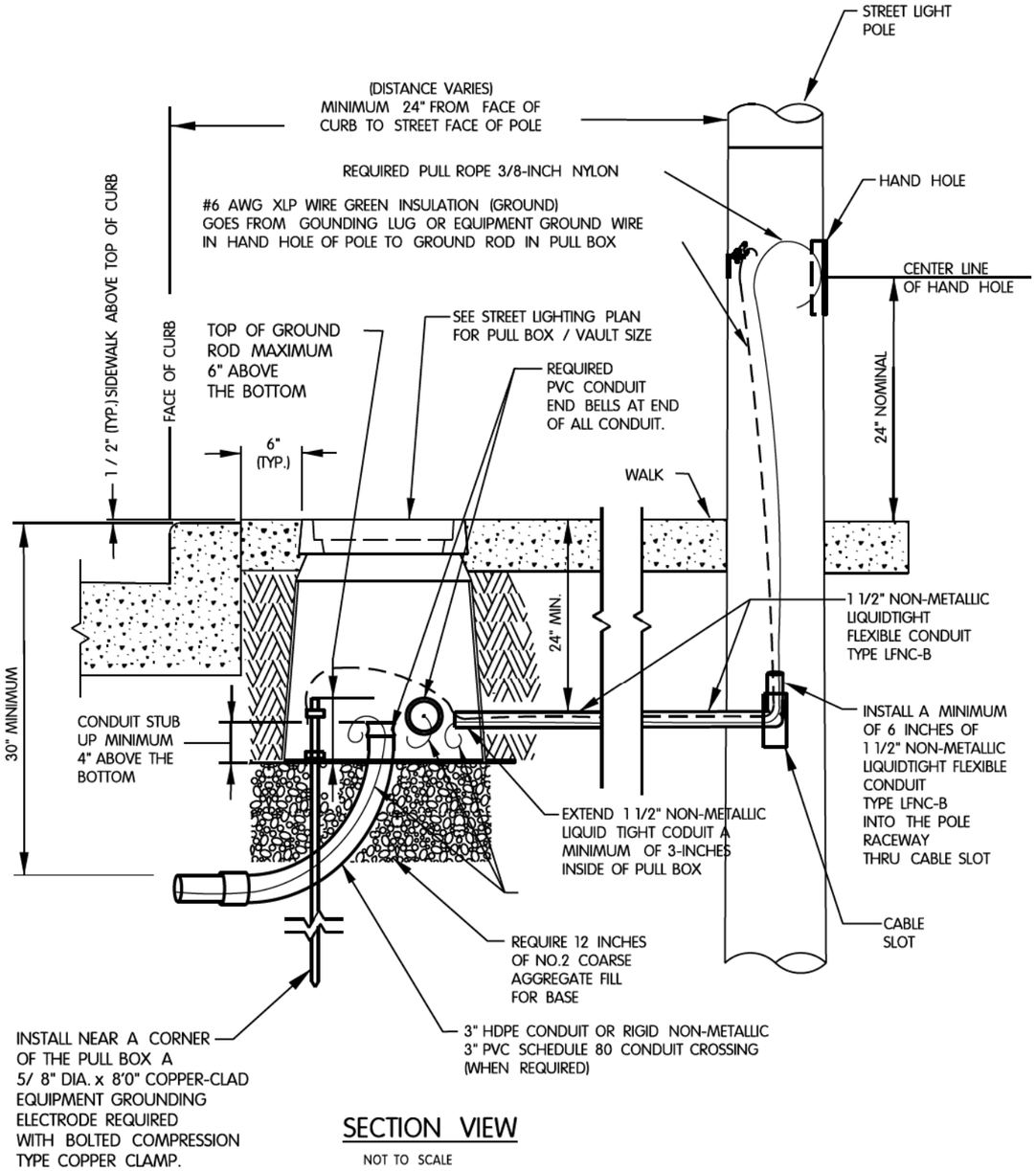
TYPICAL CONDUIT INSTALLATION
BEHIND CURB IN GRASS AREA

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:31
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.14-2023

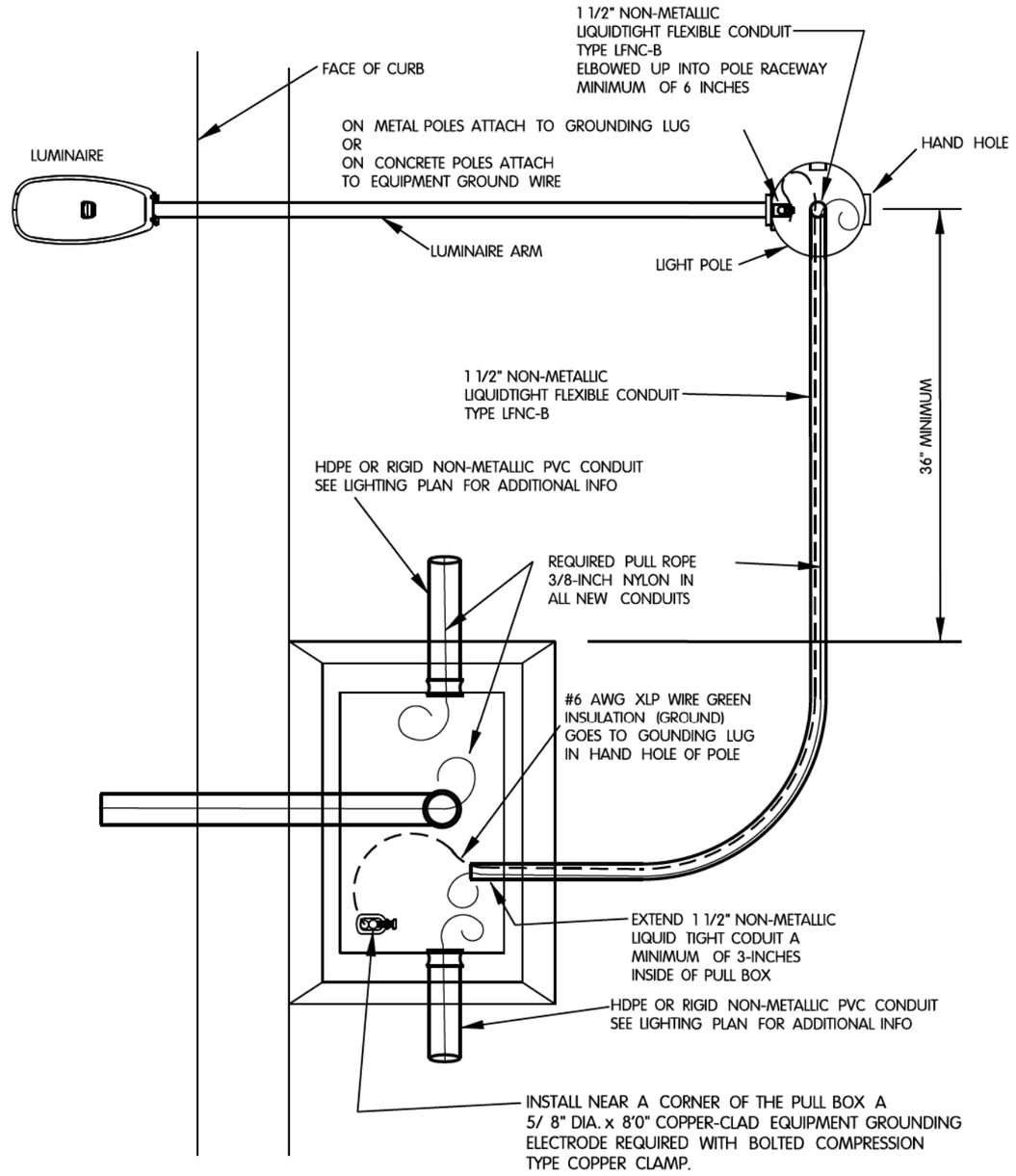
| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 462 | E |
|---|---|---|---|---|---|

FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Gnotes & Details.dgn PLOT DATE : 14-MAR-2026 08:11 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40




SECTION VIEW

NOT TO SCALE




PLAN VIEW

NOT TO SCALE

108

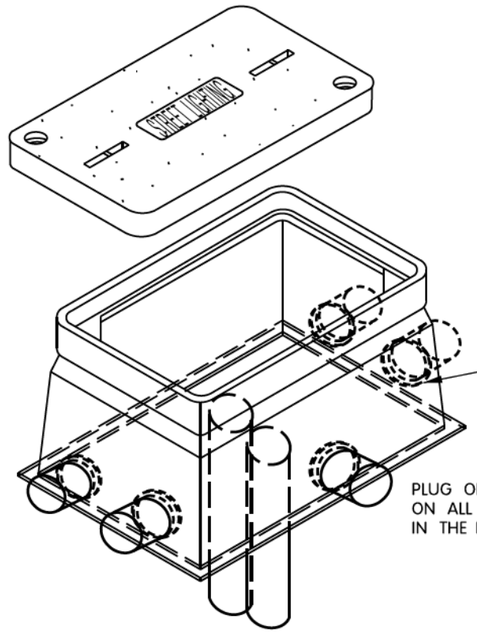
DETAIL VERSION

# TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO DIRECT BURIED POLE

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 09:55
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.25-2024

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 463 | E |
|---|---|---|---|---|---|

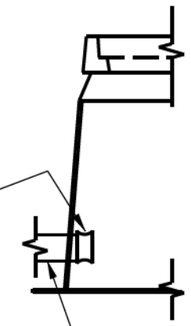



HEAVY DUTY COVER
W/ STREETLIGHTING LOGO
& W / 2 PENTA BOLTS
COLOR: GRAY
TIER 15 RATING (MINIMUM)

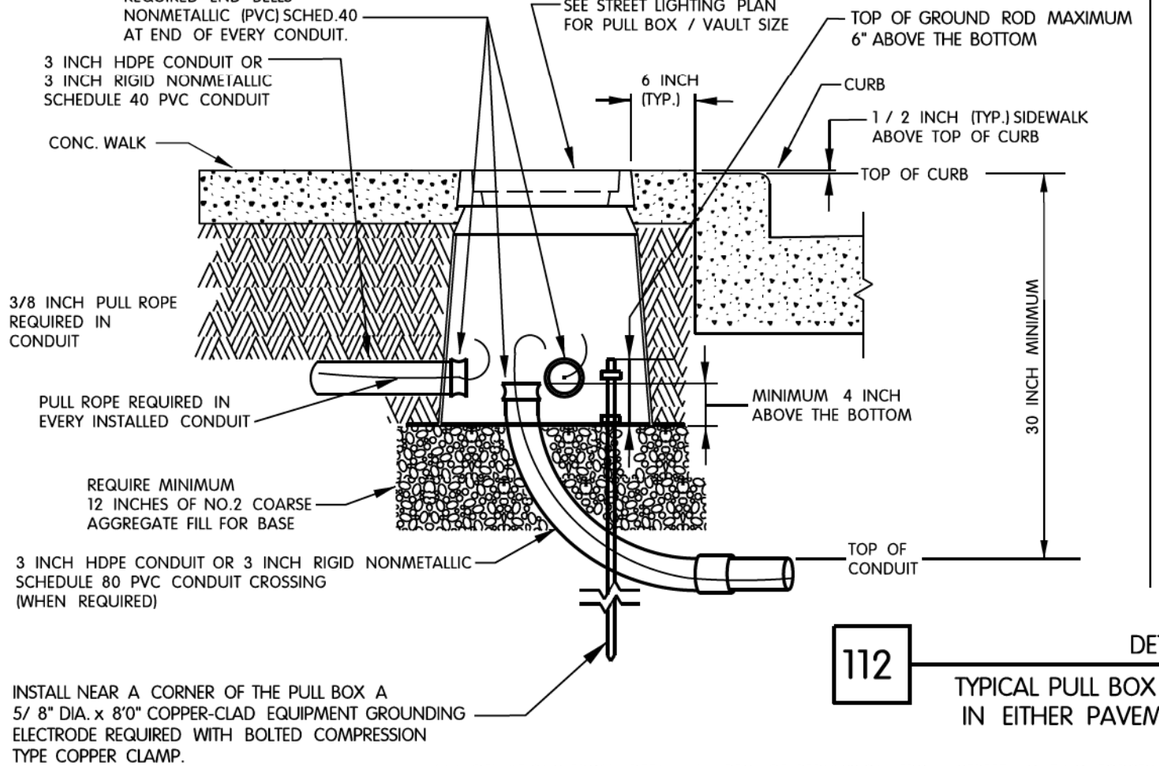
PULL BOX / VAULT
FLARED WALL
BOX W / NO BASE
COLOR: GRAY
TIER 15 RATING (MINIMUM)
(VARIOUS SIZES)

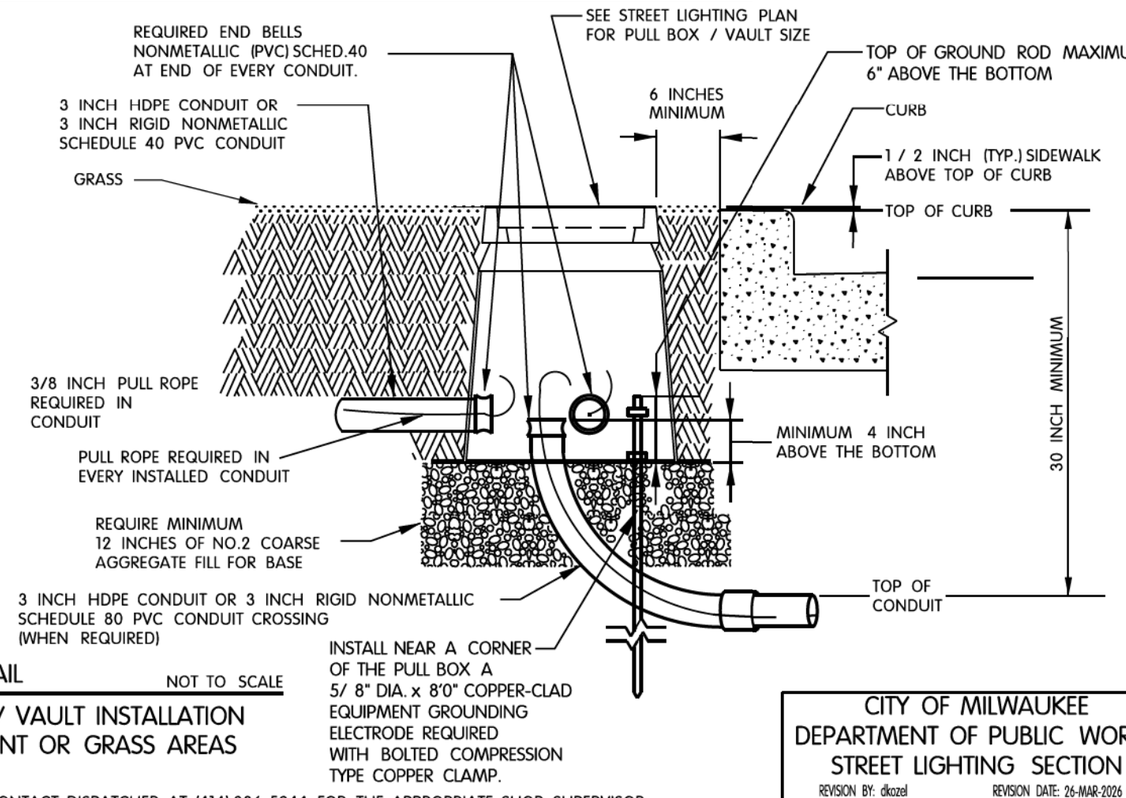
REQUIRED END BELLS
NONMETALLIC (PVC) SCHED.40
AT END OF EVERY CONDUIT.

PLUG OR CAP FITTINGS
ON ALL UNUSED CONDUITS
IN THE ENCLOSURE



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



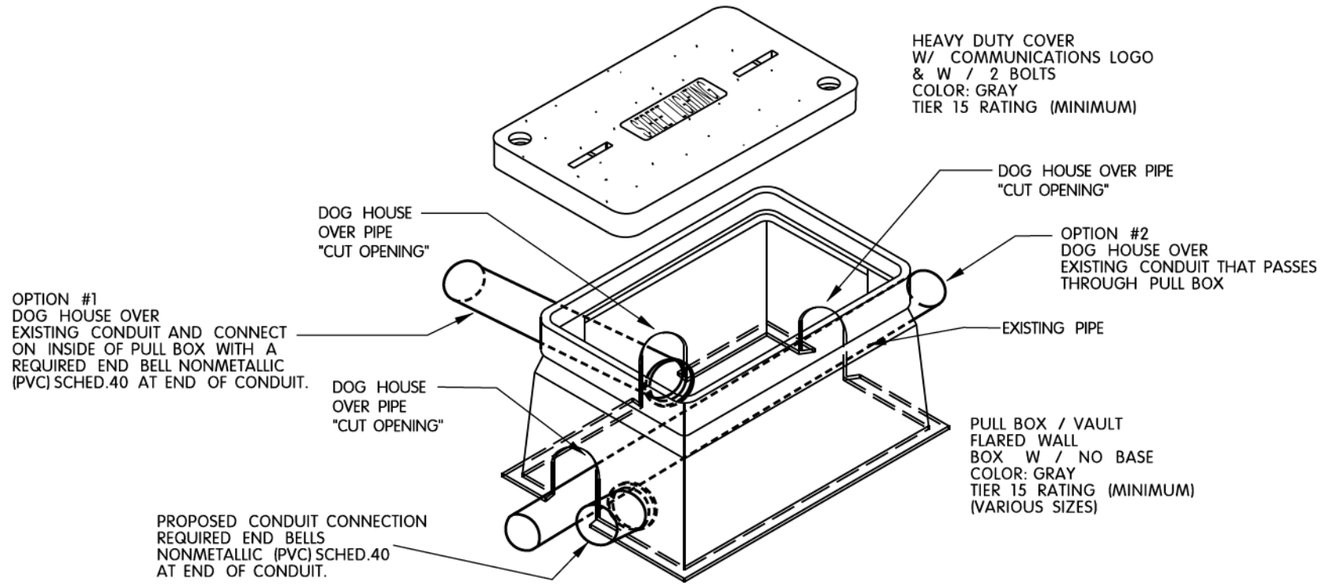

112 DETAIL NOT TO SCALE

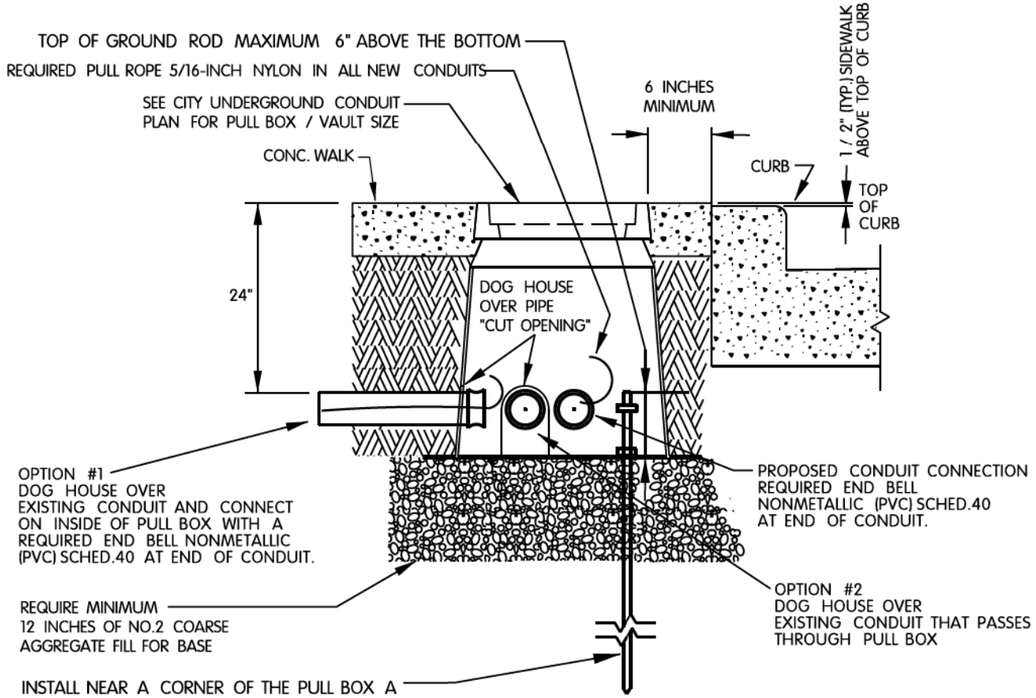
TYPICAL PULL BOX / VAULT INSTALLATION
IN EITHER PAVEMENT OR GRASS AREAS

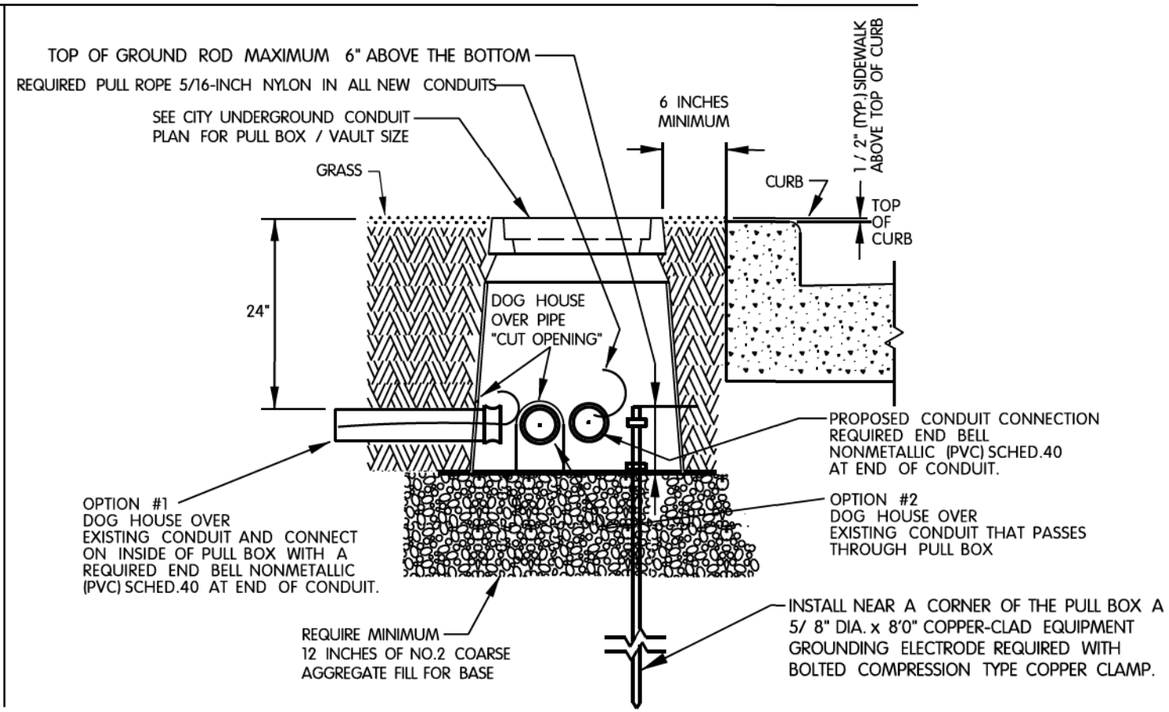
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 26-MAR-2026 07:20
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR.19-2026

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 464 | E |
|---|---|---|---|---|---|




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## DETAIL FOR TYPES OF DOG HOUSING OVER EXISTING CONDUIT

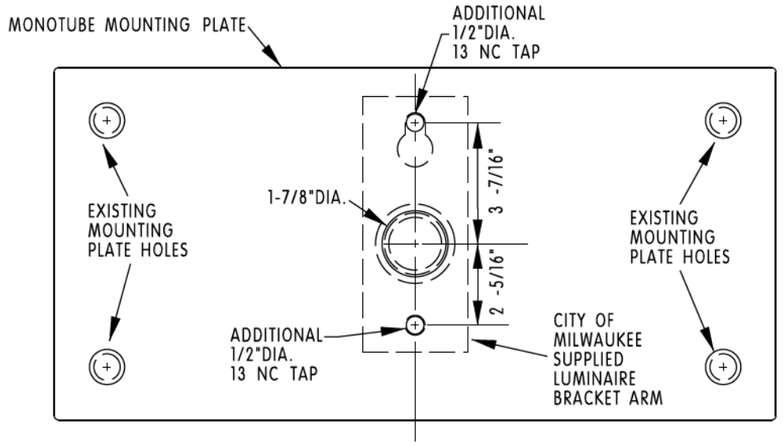
NOT TO SCALE

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

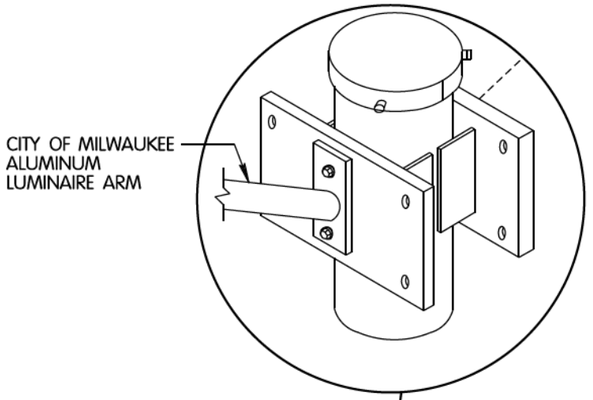
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 26-MAR-2026 10:11
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR-26-2026

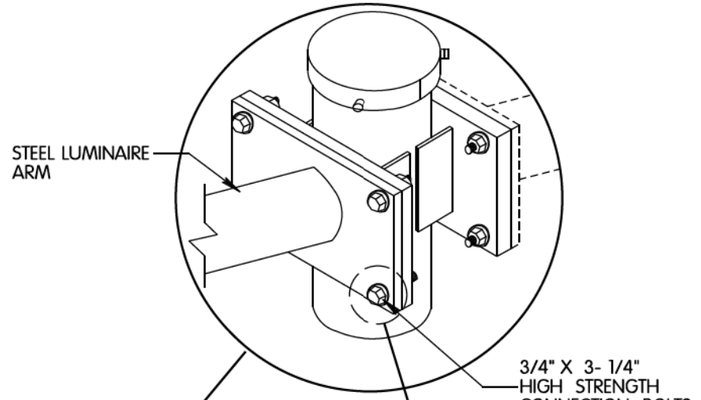
| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 465 | E |
|---|---|---|---|---|---|



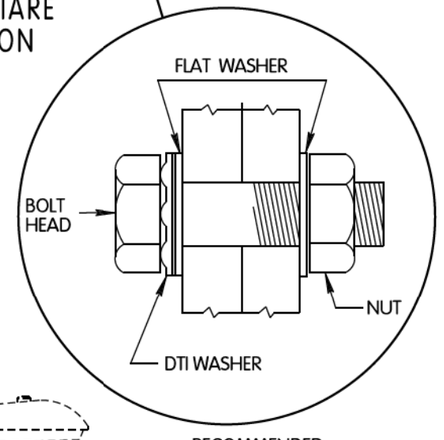

ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE
NOT TO SCALE




ALUMINUM LUMINIARE
ARM OPTION




STEEL LUMINIARE
ARM OPTION




RECOMMENDED
BOLT ASSEMBLY
DETAIL

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

15' MAXIMUM

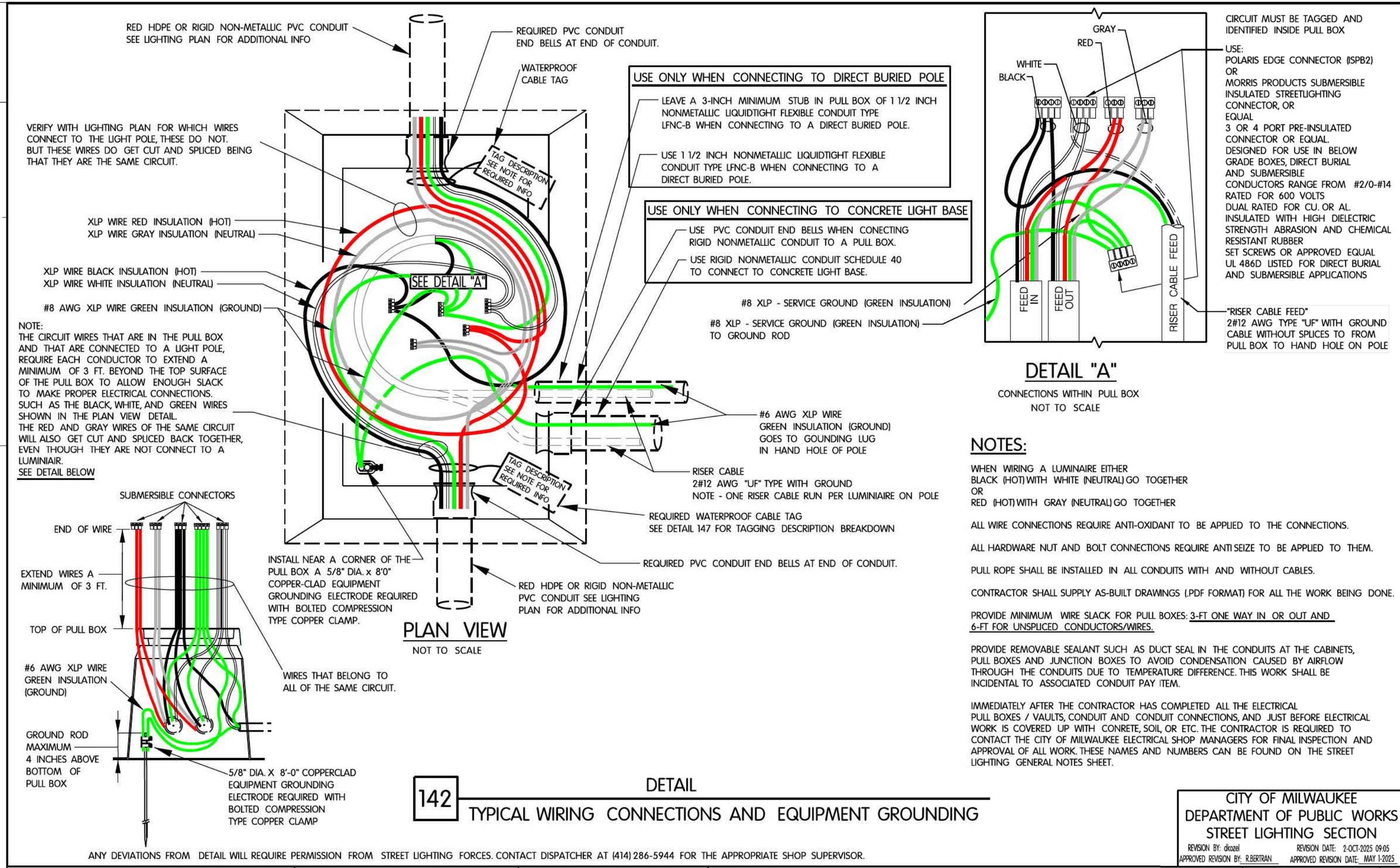
EITHER AN ALUMINUM SINGLE
OR STEEL SINGLE
MEMBER LUMINAIRE ARM

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

140 DETAIL
NOT TO SCALE

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

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:29
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAR.03-2023




## NOTES:

WHEN WIRING A LUMINAIRE EITHER
BLACK (HOT) WITH WHITE (NEUTRAL) GO TOGETHER
OR
RED (HOT) WITH GRAY (NEUTRAL) GO TOGETHER

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

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

PULL ROPE SHALL BE INSTALLED IN ALL CONDUITS WITH AND WITHOUT CABLES.

CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS (.PDF FORMAT) FOR ALL THE WORK BEING DONE.

PROVIDE MINIMUM WIRE SLACK FOR PULL BOXES: 3-FT ONE WAY IN OR OUT AND
6-FT FOR UNSPLICED CONDUCTORS/WIRES.

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

IMMEDIATELY AFTER THE CONTRACTOR HAS COMPLETED ALL THE ELECTRICAL PULL BOXES / VAULTS, CONDUIT AND CONDUIT CONNECTIONS, AND JUST BEFORE ELECTRICAL WORK IS COVERED UP WITH CONRETE, SOIL, OR ETC. THE CONTRACTOR IS REQUIRED TO CONTACT THE CITY OF MILWAUKEE ELECTRICAL SHOP MANAGERS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK. THESE NAMES AND NUMBERS CAN BE FOUND ON THE STREET LIGHTING GENERAL NOTES SHEET.

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

142 DETAIL

# TYPICAL WIRING CONNECTIONS AND EQUIPMENT GROUNDING

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 2-OCT-2025 09:05
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: MAY 1-2025

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 467 | E |
|---|---|---|---|---|---|

## GENERAL NOTES

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

USE THIS DETAIL 142 IN CONJUNCTION WITH THIS DETAIL FOR ELECTRICAL WIRING.

USE EITHER THE POLARIS EDGE (ISPB2) OR MORRIS PRODUCT SUBMERSIBLE INSULATED CONNECTOR OR ELSE AN EQUAL CONNECTOR THAT IS 3 or 4 PORT PRE-INSULATED, THAT IS DESIGNED FOR USE IN BELOW GRADE BOXES, DIRECT BURIAL, AND SUBMERSIBLE. THE CONDUCTORS RANGE FROM #2/0 - #14 RATED FOR 600 VOLTS DUAL RATED FOR CU. or AL.

USE A IN-LINE FUSE HOLDER ASSEMBLY THAT NEEDS TO BE 600 VOLT RATED, AND UP TO 30 AMPS, 1-POLE BREAKAWAY, WITH COPPER CRIMP TERMINALS FOR LOAD, AND WIRE SIZE RANGE #12 TO #8 AWG.
PROVIDE A FAST ACTING 5 AMP 250 VOLT FUSES, FROM THE RECOMMENDED FUSE LIST FROM THE IN-LINE FUSE HOLDER MANUFACTURER.

USE WATERPROOF AND TEAR RESISTANT CABLE TAGS/LABELS AT EACH PULL BOX, TO IDENTIFY THE LINE SIDE OF EACH CIRCUIT USING A FADE-RESISANT WATERPROOF BLACK MARKER PEN AND PROVIDE THE FOLLOWING INFO:

CIRCUIT ID: (CIR.WD-E)
LINE SIDE COMING FROM UNTIL STREET LIGHT UNIT IS ON: (STREET NAME )
SIDE OF STREET LIGHT UNIT IS ON: (N,S,E,or W )
NUMBER OF STREET LIGHTING UNITS FROM NEAREST CROSSING STREET: (1,2,3,4,5 )
DIRECTION FROM THE NEAREST CROSSING STREET: (N,S,E,or W )
NAME OF THE NEAREST CROSSING STREET: (STREET NAME )

EXAMPLE OF TAG INFO:

CIR.WD-E,
LINE SIDE FROM: W. CANAL ST. / N. / 1 / W. /OF POTAWATOMI CIR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

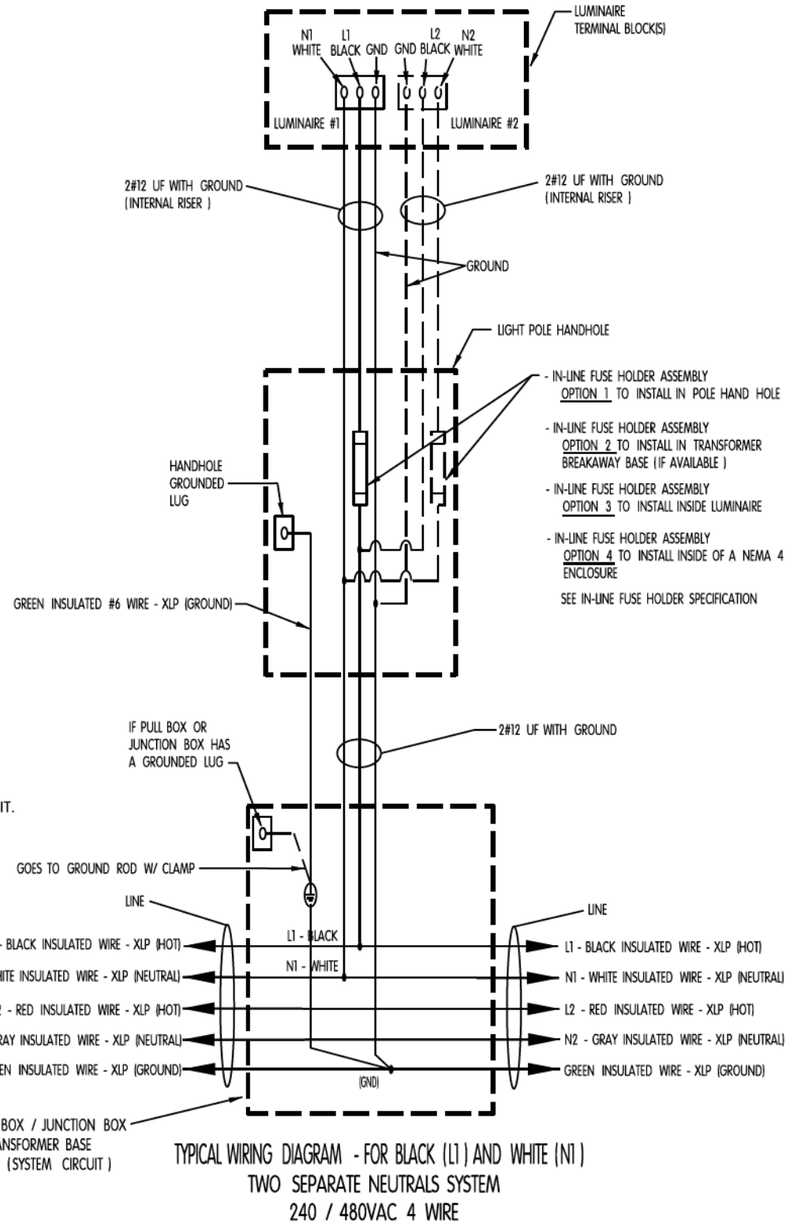
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

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

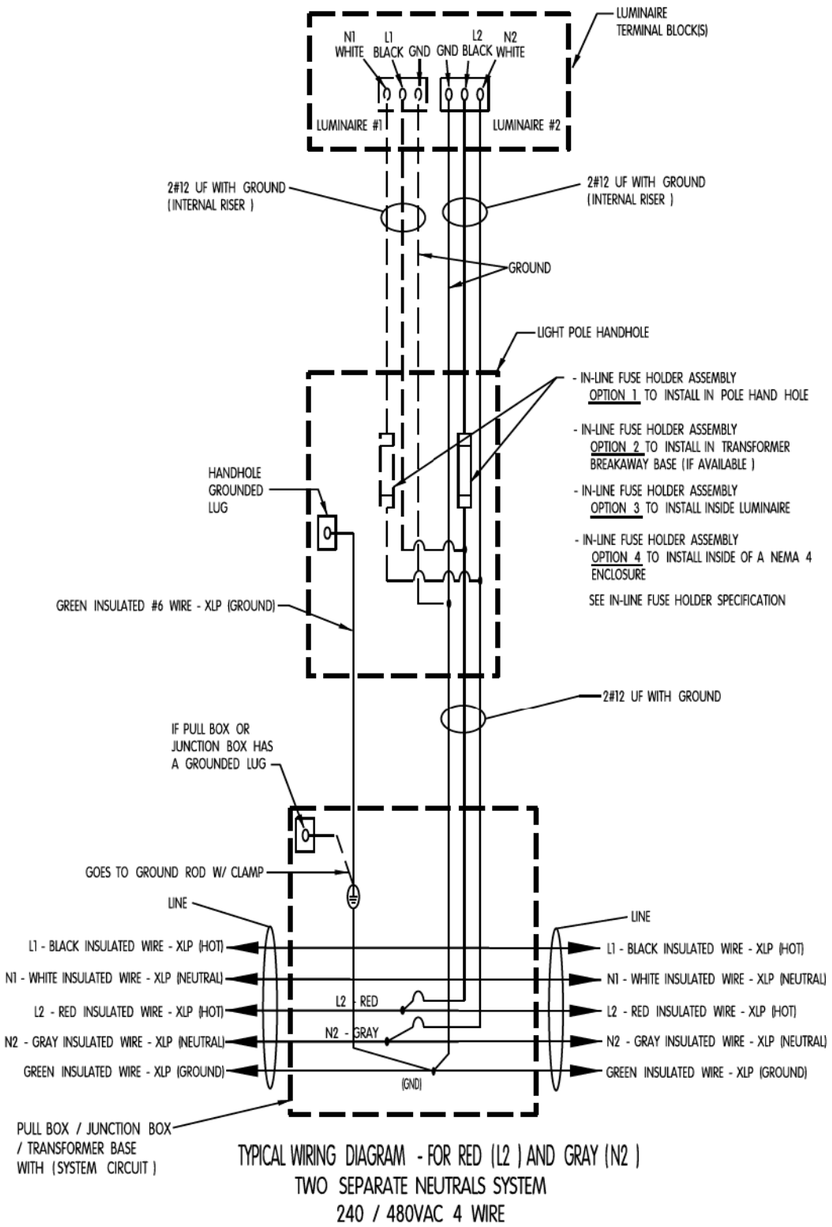
THE INTENT OF THE PULL BOX / JUNCTION BOX/ TRANSFORMER BASE SPLICES AS SHOWN IN THIS DETAIL IS FOR LIGHTING SYSTEMS WITH HEAVY LINE WIRE TOO LARGE TO PULL THROUGH THE CONDUIT INTO THE POLE HANDHOLE, DUE TO CONDUIT FILL REQUIREMENTS OF N.E.C. AND / OR THE STIFFNESS OF THE WIRE COMPARED TO THE NUMBER OF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

### LEGEND

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




TYPICAL WIRING DIAGRAM - FOR BLACK (L1) AND WHITE (N1)
TWO SEPARATE NEUTRALS SYSTEM
240 / 480VAC 4 WIRE



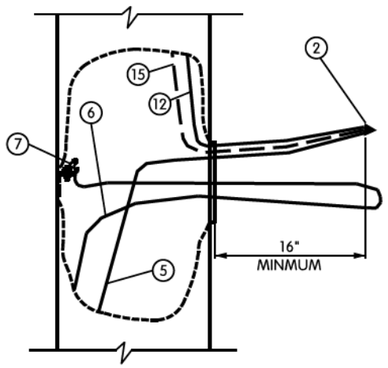

TYPICAL WIRING DIAGRAM - FOR RED (L2) AND GRAY (N2)
TWO SEPARATE NEUTRALS SYSTEM
240 / 480VAC 4 WIRE

145 ELECTRICAL DETAILS STRUCTURE MOUNT
LIGHT POLES SEPARATED NEUTRALS SYSTEM

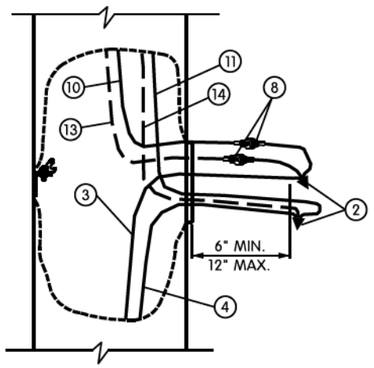
NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:04
APPROVED REVISION BY: E.K. LEE APPROVED REVISION DATE: DEC.09-2024

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 468 | E |
|---|---|---|---|---|---|

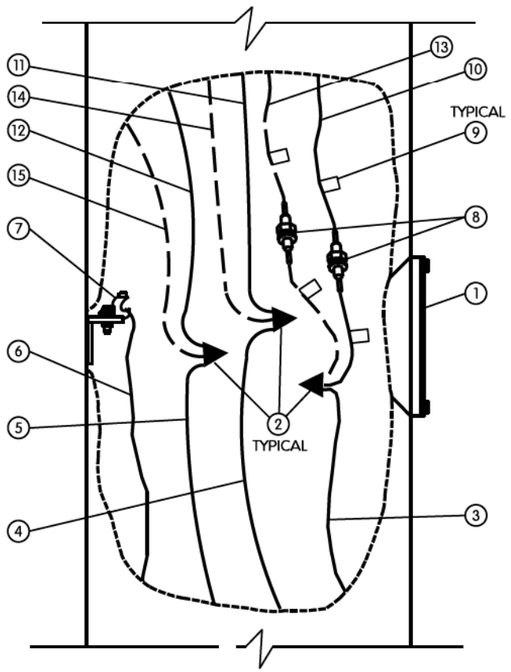



EQUIPMENT GROUNDING
CONDUCTOR SLACK




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

## TYPICAL CONDUCTOR SLACK AT HANDHOLES

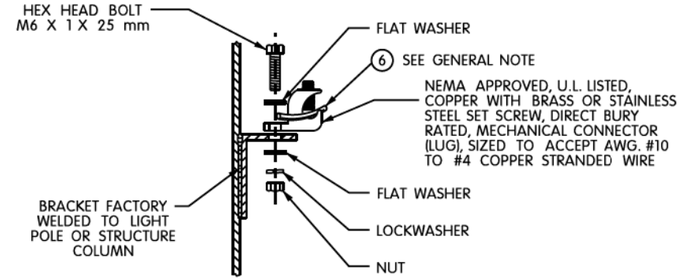



## CUTAWAY HANDHOLE DETAIL

SEPARATED NEUTRAL SYSTEMS
SINGLE PHASE

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

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. SYSTEM UNGROUNDED LINE WIRE
4. SYSTEM GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. EQUIPMENT GROUNDING CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. RISER UNGROUNDED POLE WIRE - LUMINAIRE #1
11. RISER GROUNDED POLE WIRE - LUMINAIRE #1
12. RISER SYSTEM GROUNDING WIRE - LUMINAIRE #1
13. RISER UNGROUNDED POLE WIRE - LUMINAIRE #2
14. RISER GROUNDED POLE WIRE - LUMINAIRE #2
15. RISER SYSTEM GROUNDING WIRE - LUMINAIRE #2




## HANDHOLE GROUNDING LUG

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

VARIOUS INSTALLATION OPTIONS

- IN-LINE FUSE HOLDER ASSEMBLY
  OPTION 1 TO INSTALL IN POLE HAND HOLE
- IN-LINE FUSE HOLDER ASSEMBLY
  OPTION 2 TO INSTALL IN TRANSFORMER BREAKAWAY BASE (IF AVAILABLE)
- IN-LINE FUSE HOLDER ASSEMBLY
  OPTION 3 TO INSTALL INSIDE LUMINAIRE
- IN-LINE FUSE HOLDER ASSEMBLY
  OPTION 4 TO INSTALL INSIDE OF A NEMA 4 ENCLOSURE



- 600 VOLT RATED, UP TO 30 AMPS, 1-POLE BREAKAWAY, SET SCREW TERMINALS FOR LOAD, WIRE SIZE RANGE #12 TO #8 AWG
- FAST ACTING 5 AMP 250 VOLT FUSE RECOMMENDED FROM FUSE LIST FROM IN-LINE FUSE HOLDER MANUFACTURER

SEE IN-LINE FUSE HOLDER SPECIFICATION

## IN-LINE FUSE HOLDER ASSEMBLY

CONDUCTOR COLOR CODES

| KEY | CONDUCTOR | COLOR |
|---|---|---|
| 3 | UNGROUNDED LINE WIRE | BLACK OR RED |
| 4 | GROUNDED LINE WIRE | WHITE OR GRAY |
| 5 | SYSTEM GROUNDING LINE WIRE | GREEN |
| 6 | GROUNDING ELECTRODE CONDUCTOR | GREEN |
| 10 | UNGROUNDED POLE WIRE | * |
| 11 | GROUNDED POLE WIRE | WHITE |
| 12 | SYSTEM GROUNDING POLE WIRE | GREEN |

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

## GENERAL NOTES

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

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

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

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

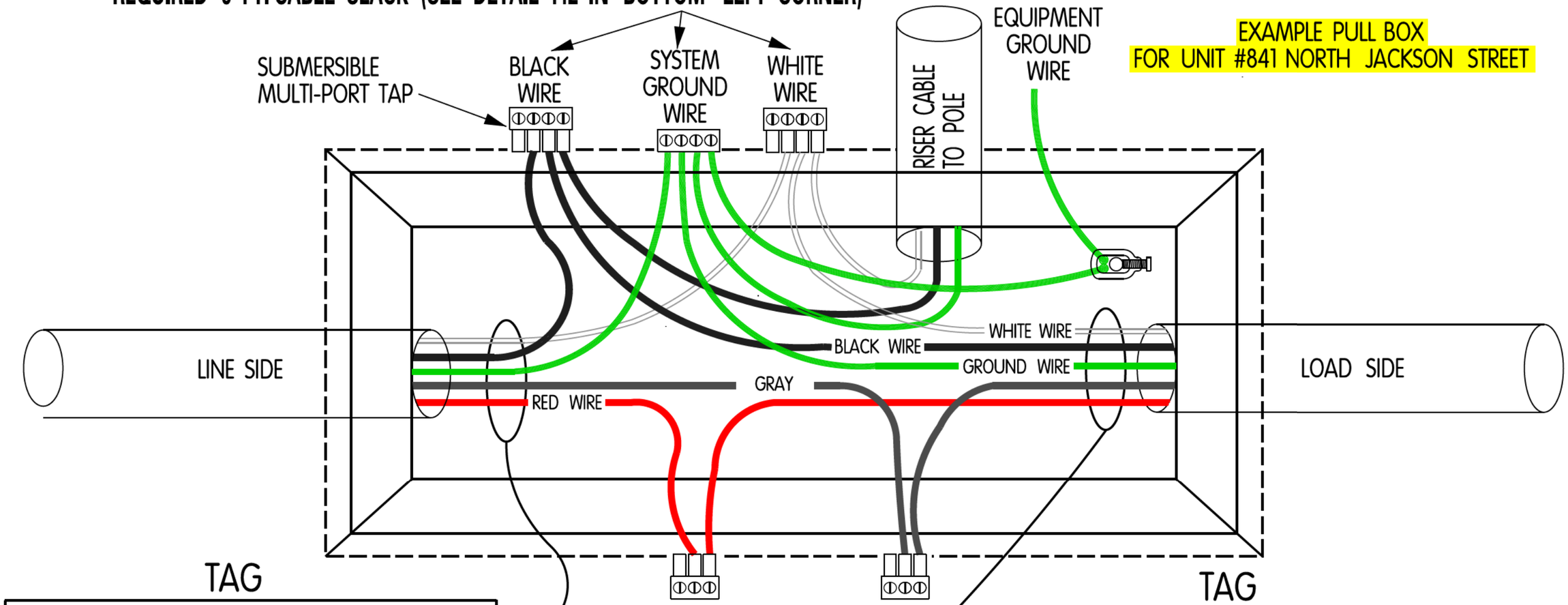
CIRCUIT TAGS SHALL BE INSTALLED IN ALL THE PULL BOXES AND WHERE INDICATED ON THE PLANS AND SPECIAL PROVISIONS.

146 ELECTRICAL HANDHOLE WIRING DETAIL — NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:07
APPROVED REVISION BY: E.K.LEE APPROVED REVISION DATE: DEC.09-2024

## REQUIRED 3 FT. CABLE SLACK (SEE DETAIL 142 IN BOTTOM LEFT CORNER)

EXAMPLE PULL BOX
FOR UNIT #841 NORTH JACKSON STREET




TAG

**CIR. ENCL.#3 EB-R**
**N. JACKSON ST./W /4 /S / E.WELLS ST..**

### TAG DESCRIPTION BREAKDOWN - LINE SIDE

CIRCUIT ID: (CIR. ENCL.#3 EB-R)
LINE SIDE COMING FROM UNIT STREET LIGHT UNIT IS ON: (N. JACKSON ST.)
SIDE OF STREET LIGHT UNIT IS ON: (WEST SIDE)
NUMBER OF STREET LIGHTING UNITS FROM NEAREST CROSSING STREET: (COMING FROM UNIT 4)
DIRECTION FROM THE NEAREST CROSSING STREET: (TO THE SOUTH)
NAME OF THE NEAREST CROSSING STREET: (E. WELLS ST.)

TAG

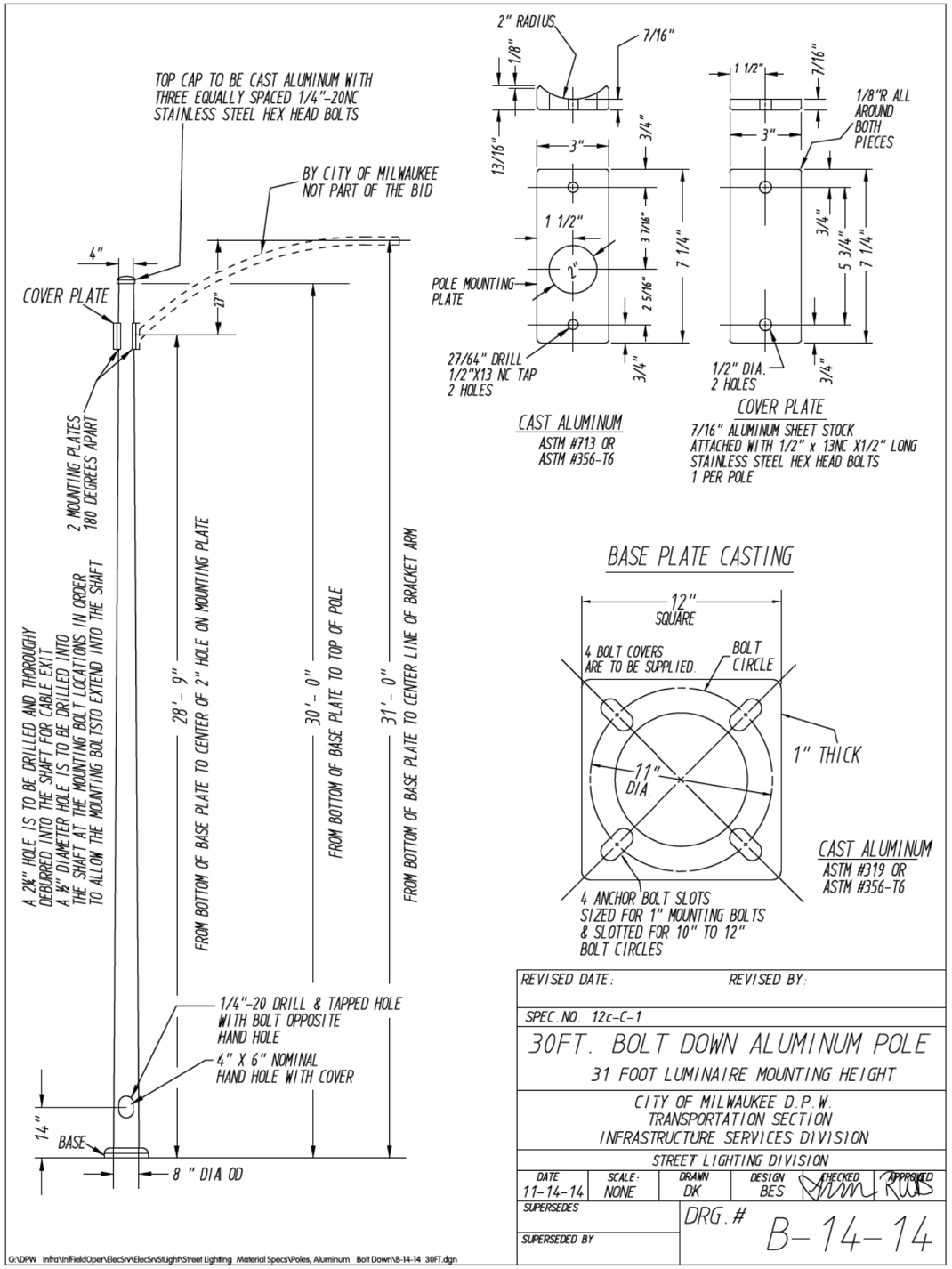
**CIR. ENCL.#3 EB-R**
**N. JACKSON ST./W /6 /N /E.KILBOURN AVE.**

### TAG DESCRIPTION BREAKDOWN - LOAD SIDE

CIRCUIT ID: (CIR. ENCL.#3 EB-R)
LINE SIDE COMING FROM UNIT STREET LIGHT UNIT IS ON: (N. JACKSON ST.)
SIDE OF STREET LIGHT UNIT IS ON: (WEST SIDE)
NUMBER OF STREET LIGHTING UNITS FROM NEAREST CROSSING STREET: (GOING TO UNIT 6)
DIRECTION FROM THE NEAREST CROSSING STREET: (TO THE NORTH)
NAME OF THE NEAREST CROSSING STREET: (E. KILBOURN AVE.)

147 DETAIL
TYPICAL SCHEMATIC AND TAGGING

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 9-DEC-2024 10:41
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.9-2024

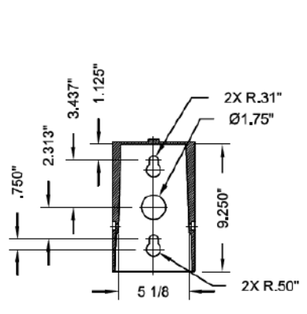


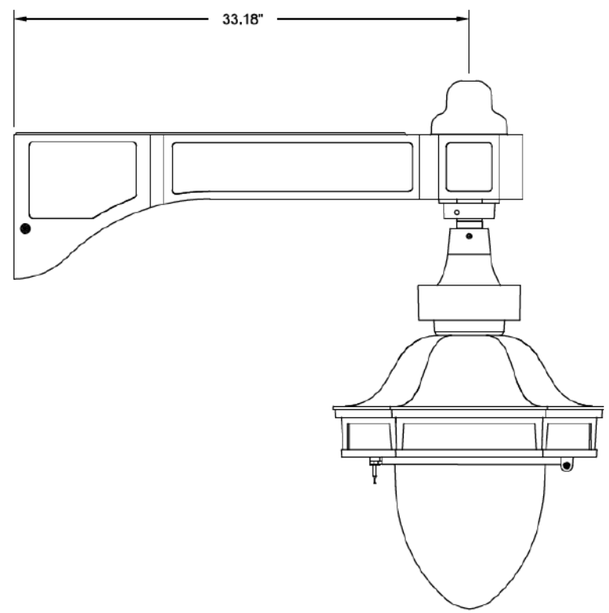

| | |
|---|---|
| REVISED DATE: | REVISED BY: |
| SPEC. NO. 12c-C-1 | |
| 30FT. BOLT DOWN ALUMINUM POLE<br>31 FOOT LUMINAIRE MOUNTING HEIGHT | |
| CITY OF MILWAUKEE D.P.W.<br>TRANSPORTATION SECTION<br>INFRASTRUCTURE SERVICES DIVISION | |
| STREET LIGHTING DIVISION | |
| DATE: 11-14-14 / SCALE: NONE / DRAWN DK / DESIGN BES / CHECKED / APPROVED | |
| SUPERSEDES | DRG. # B-14-14 |
| SUPERSEDED BY | |

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

# Milwaukee Lantern

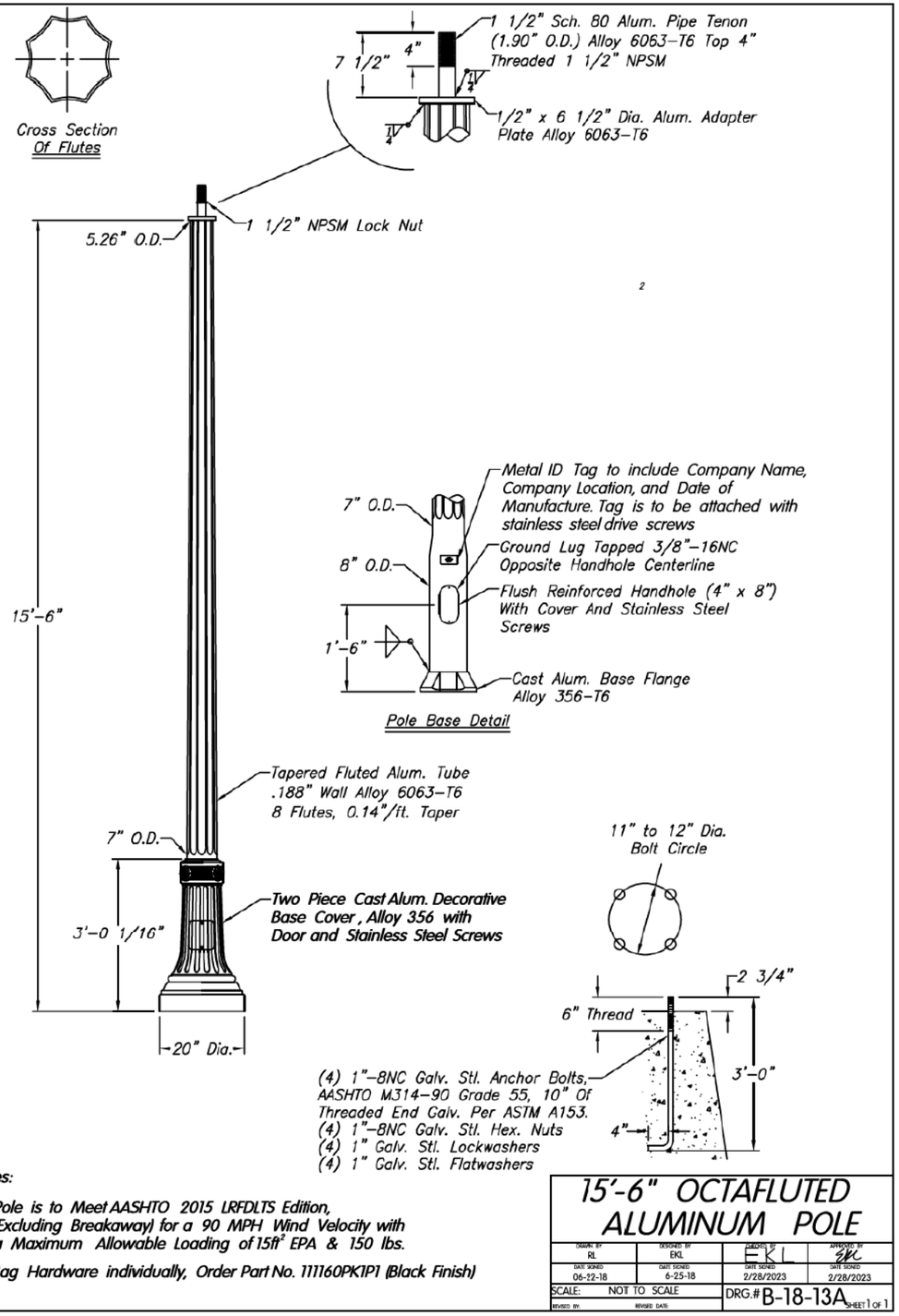
**LUMINAIRE**
- Non-Ballasted
- Mogul Base Socket
- 20kV surge protector
- Black
- Asymmetric Teardrop Type IV Distribution
- Decorative Gold Windows Decals




**Catalog #'s:**
MLNB20KvB4G **RFD302404**

| MILWAUKEE LANTERN | | | |
|---|---|---|---|
| DRAWN BY | DESIGNED BY | CHECKED BY | APPROVED BY |
| DATE DRAWN | DATE DESIGNED | DATE CHECKED: 5/23/25 | DATE APPROVED: 5/23/25 |
| SCALE: | | DRG.# | |
| REVISED BY | REVISED DATE | | |




**Notes:**

1.) Pole is to Meet AASHTO 2015 LRFDLTS Edition, (Excluding Breakaway) for a 90 MPH Wind Velocity with a Maximum Allowable Loading of 15ft² EPA & 150 lbs.

2.) Bag Hardware individually, Order Part No. 111160PK1P1 (Black Finish)

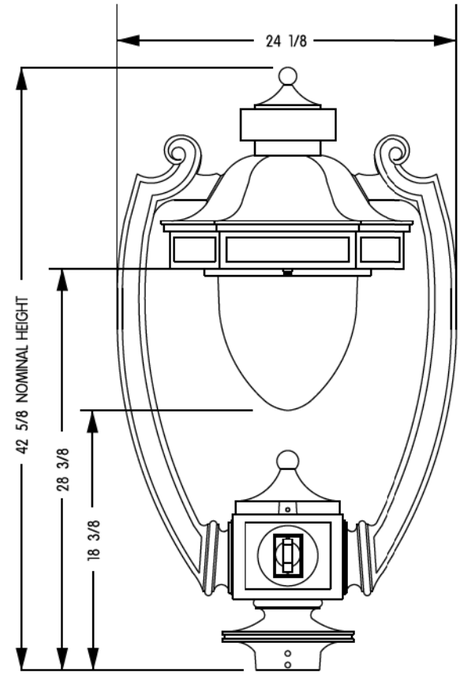
# 15'-6" OCTAFLUTED ALUMINUM POLE

| DRAWN BY | DESIGNED BY | CHECKED BY | APPROVED BY |
|---|---|---|---|
| RL | EKL | EKL | |
| DATE SIGNED 06-12-18 | DATE SIGNED 6-25-18 | DATE SIGNED 2/28/2023 | DATE SIGNED 2/28/2023 |

SCALE: NOT TO SCALE

DRG.# B-18-13A SHEET 1 OF 1

REVISED BY: REVISED DATE:




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

TRAFFIC
DATE SIGNED
COMMUNICATIONS
DATE SIGNED
REVISION

J.O.# W.O.

MILWAUKEE HARP

| DRAWN BY | DESIGNED BY | CHECKED BY | APPROVED BY |
|---|---|---|---|
| GL | GL | | |
| DATE SIGNED 04-28-20 | DATE SIGNED 04-28-20 | DATE SIGNED 4/28/2020 | DATE SIGNED 4/28/2020 |

SCALE: 1" = NA " - 0" DRG.# B-19-26 SHEET 1 OF 1

REVISED BY: REVISED DATE:

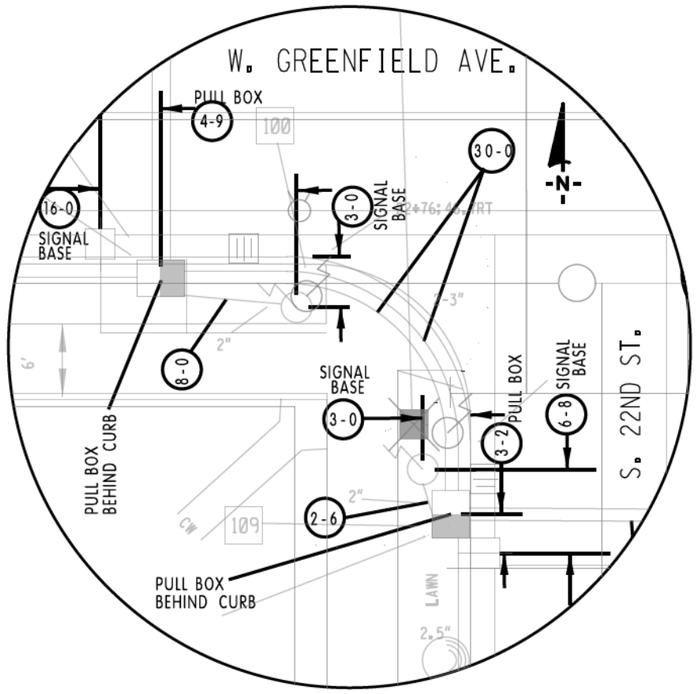
| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 472 | E |
|---|---|---|---|---|---|

# USE RED INK TO DO AS-BUILTS

## RECORD RETENTION GUIDELINES:

- CONTRACTOR TO LOCATE AND CLEARLY DIMENSION ALL OF THERE NEWLY INSTALLED CONDUIT RUNS, FITTINGS, SPLICE VAULTS, PULL BOXES, METER PEDESTALS, CONCRETE BASES, TRANSFORMERS, POLES AND OTHER APPURTENANCES IN TWO (2) DIRECTIONS. SWING TIES SHOULD BE MADE FROM OBJECTS THAT ARE PERMANENT IN NATURE AND VISIBLE ON THE FINISHED SURFACE.
- STREET NAMES SHALL BE ON ALL SHEETS.
- SHOW ALL SIZES AND MATERIAL TYPES OF PIPES AND CONDUITS, IF CHANGED OR MODIFIED FROM ORGINAL DESIGN.
- ALL HORIZONTAL DISTANCES SHALL BE SHOWN TO THE NEAREST TENTH OF A FOOT (I.E., 205.3'). ALL VERTICAL DISTANCES SHALL BE SHOWN TO THE NEAREST INCH (I.E. 24").
- SHOW LOCATION AND ELEVATIONS OF PIPES AND FITTINGS WHERE CHANGES OR DEFLECTIONS IN DIRECTION OCCUR.
- SPECIAL DETAIL DRAWINGS WILL BE SUPPLIED WHERE REQUIRED FOR CLARITY.
- DEVIATIONS FROM ORIGINAL PLANS OR STANDARD DETAILS SHALL BE NOTED ON AS-BUILT DRAWINGS.
- IF THERE ARE NO CORRECTIONS OR ADDITIONS TO THE AS-LET PLAN(S) PUT "NO CHANGE" ON THE SHEET.

SUPERVISOR: _____
PROJECT MANAGER: _____
CONTRACTOR LEADER: _____
CONTRACTOR COMPANY: _____
WORK STARTED: _____
WORK COMPLETED: _____




FIELD RECORD EXAMPLE DETAIL NOT TO SCALE

TYPICAL DIMENSIONING OF CONDUIT, PULL BOXES, AND CONCRETE BASES

## MEASURING GUIDE LINES

IF CONDUIT IS NOT PLACED DIRECTLY BEHIND THE CURB IN THE ISLANDS & SIDE TERRACE AREAS, A MEASURED DISTANCE FROM THE FACE OF CURB TO THE CONDUIT WILL NEED TO BE PROVIDED.

PROVIDE A MEASURED DISTANCE OF UNINTERRUPTED CONDUIT RUNS

USE PERMANENT OBJECTS LIKE HYDRANTS, CATCH BASINS, OR EVEN CURB FACE LINES EXTENED TO MEASURE OFF WHEN LOCATING CONDUIT, PULL BOXES AND CONCRETE BASES.

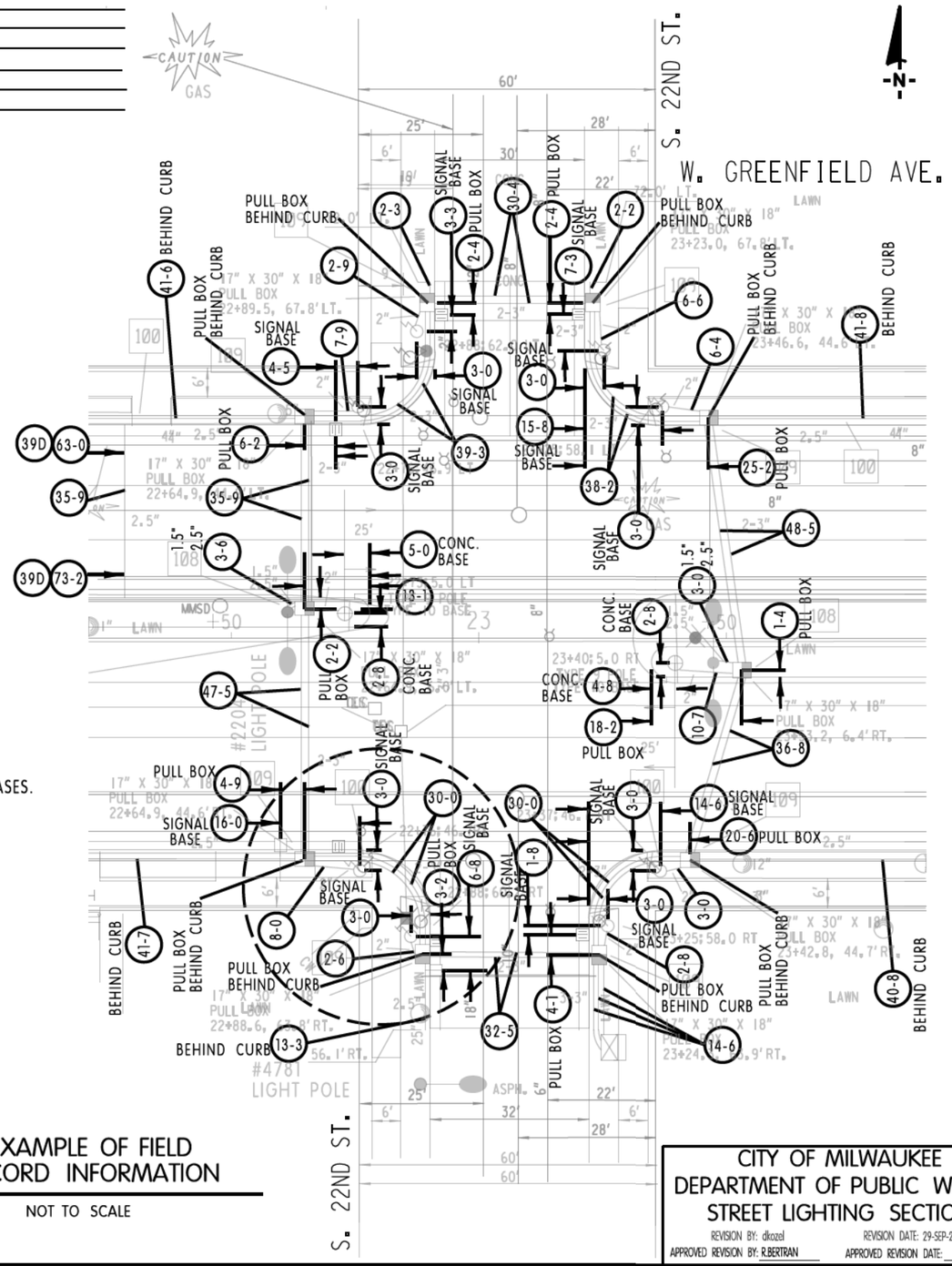
MEASURE TO OR FROM THE CENTERS OF OBJECTS FOR DISTANCE TAKING.

(39D) MEANS = CONDUIT IS 39" DEEP

(48-5) MEANS = LENGTH OF CONDUIT IS 48.5 FT. LONG (MEASURED TO NEAREST TENTH OF A FOOT)

OR

(25-6) MEANS = DISTANCE OF 25.6 FT. BETWEEN PERMANENT OBJECT OR CURB FACE TO CONDUIT, PULL BOX, AND CONCRETE BASE (MEASURED TO NEAREST TENTH OF A FOOT)




EXAMPLE OF FIELD RECORD INFORMATION

NOT TO SCALE

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
STREET LIGHTING SECTION
REVISION BY: dkozel REVISION DATE: 29-SEP-2025 10:18
APPROVED REVISION BY: R.BERTRAN APPROVED REVISION DATE: DEC.12-2022

| PROJECT NO. 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | STREET LIGHTING - DETAILS | SHEET NO. 473 | E |
|---|---|---|---|---|---|

2

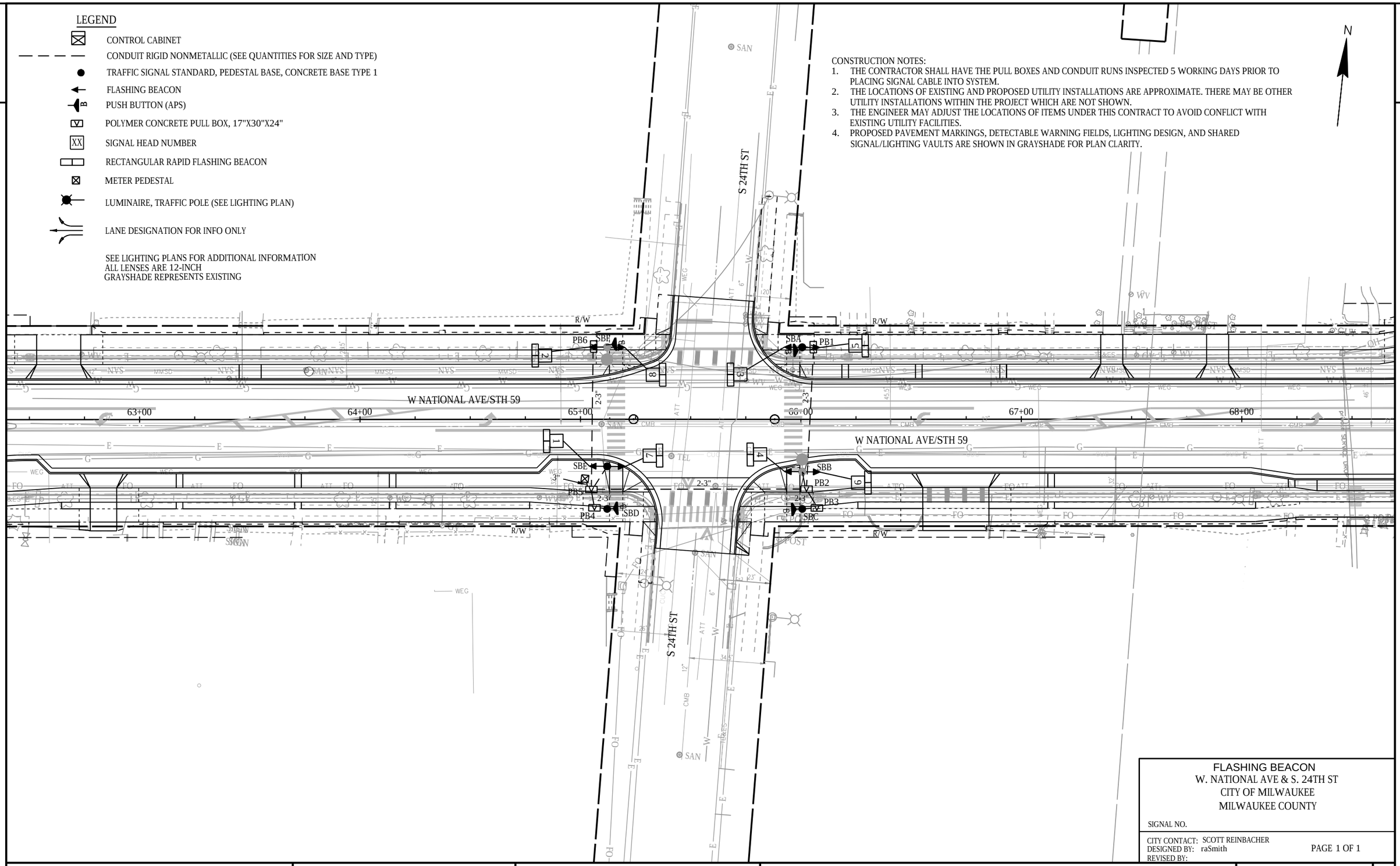
## LEGEND

- CONTROL CABINET
- CONDUIT RIGID NONMETALLIC (SEE QUANTITIES FOR SIZE AND TYPE)
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE TYPE 1
- FLASHING BEACON
- PUSH BUTTON (APS)
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- SIGNAL HEAD NUMBER
- RECTANGULAR RAPID FLASHING BEACON
- METER PEDESTAL
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N




FLASHING BEACON
W. NATIONAL AVE & S. 24TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FLASHING BEACON PLAN | SHEET 474 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 24th
PLOT DATE : 9/22/2026 10:42 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

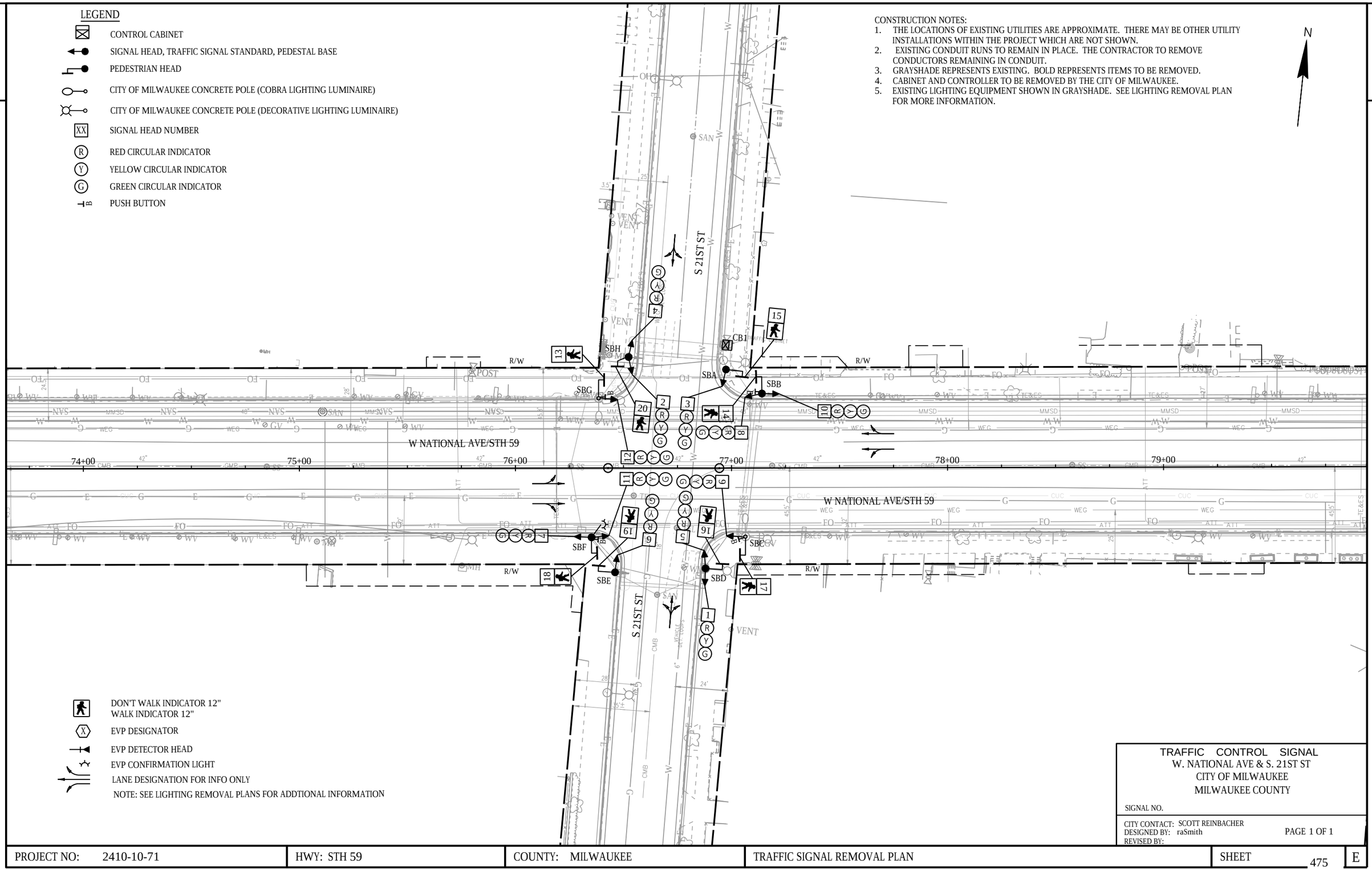
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- B PUSH BUTTON

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.




- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 21ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 475 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 21st
PLOT DATE : 9/22/2026 10:44 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

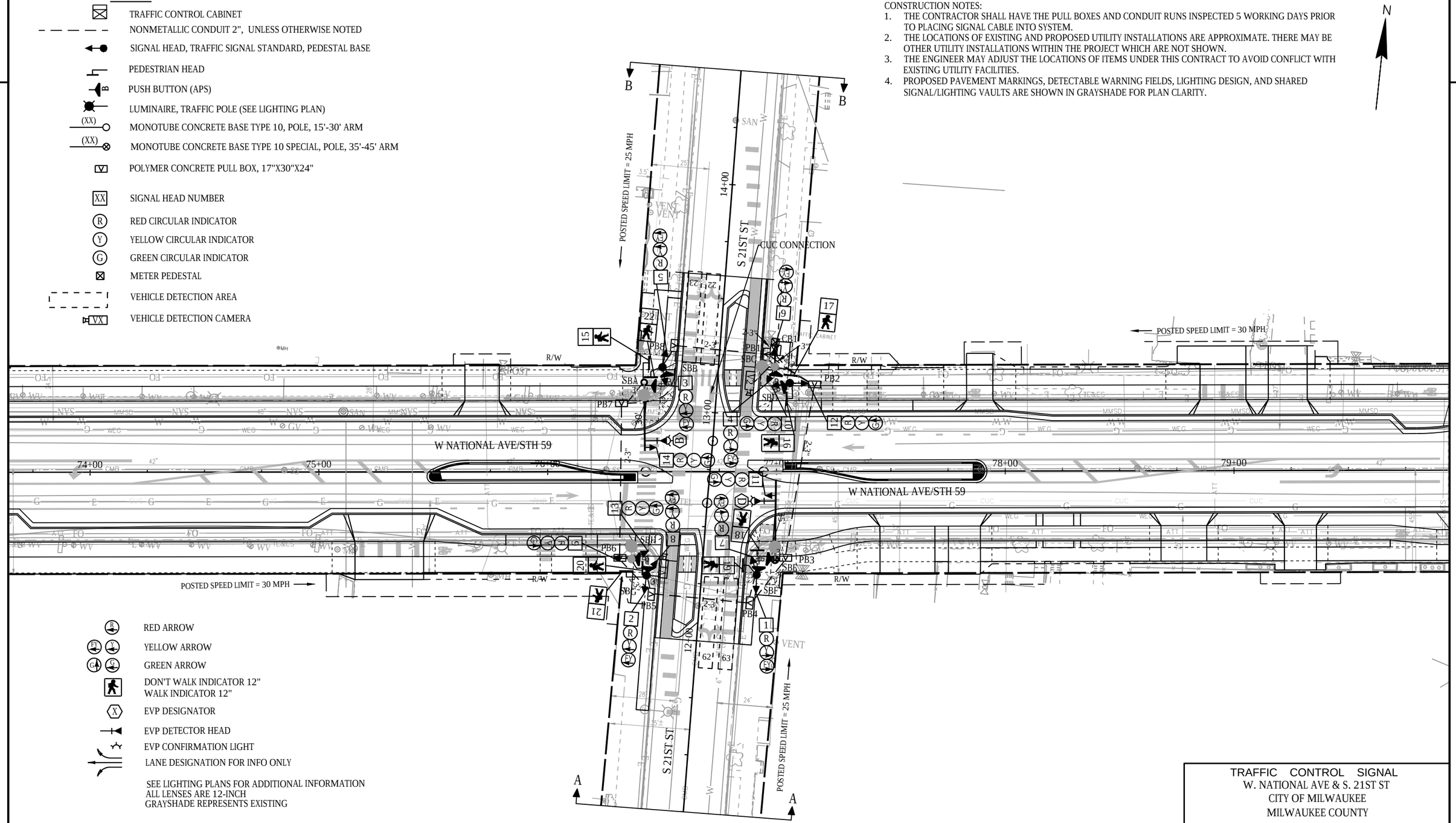
WISDOT/CADDS SHEET 42

LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL
- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.




- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 21ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

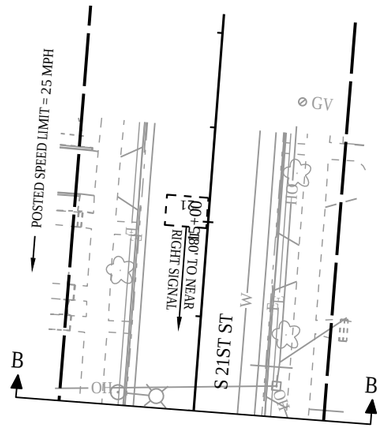
PAGE 1 OF 3

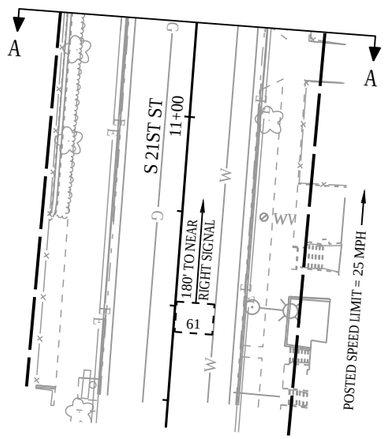
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 476 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 21st
PLOT DATE : 9/22/2026 10:44 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 21ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

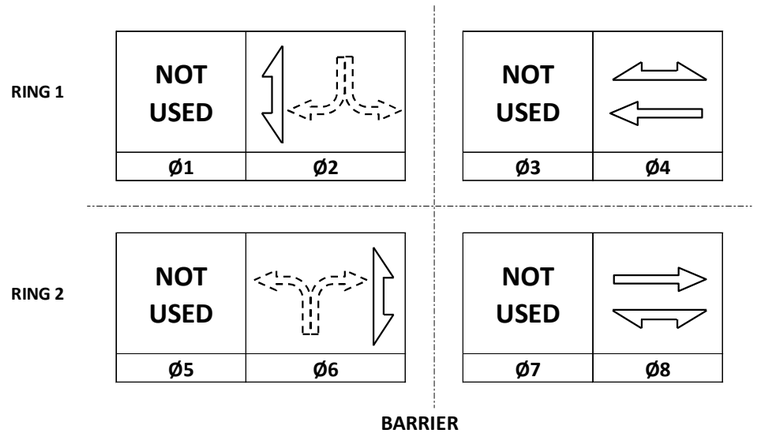


| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 477 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 21st (2)

PLOT DATE : 9/22/2026 10:45 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 5,6,7,8 | R |
| Ø3 | | |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3,4 | R |
| Ø7 | | |
| Ø8 | 9,10,11 | R |
| Ø2P | 21,22 | |
| Ø4P | 15,16 | |
| Ø6P | 17,18 | |
| Ø8P | 19,20 | |
| OLE | | |
| OLF | | |
| OLG | | |
| OLH | | |







**CONTROLLER LOGIC**

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | | X |
| 3 | | | | |
| 4 | X | 8 | MIN | X |
| 5 | | | | |
| 6 | | 2 | | X |
| 7 | | | | |
| 8 | X | 4 | MIN | X |

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**

| EMERGENCY VEHICLE PREEMPTOR | B | D |
|---|---|---|
| MOVEMENT | ← → | ← → |
| PHASE | 4+8 | 8+4 |

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4,
CONTROLLER SHALL RETURN TO PHASES 4+8.

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 21 | 23 | 61 | 63 | | | | |
| CALLED PHASE | 2 | 2 | 6 | 6 | | | | |
| CALL OPTION | | X | | X | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | X | X | X | | | | |
| EXTEND TIME | X | | X | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 22 | | 62 | | | | | |
| CALLED PHASE | 2 | | 6 | | | | | |
| CALL OPTION | X | | X | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | | X | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

W. NATIONAL AVE & S. 21ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

| PROJECT ID: | 2410-10-71 |
|---|---|
| INTERSECTION: | W NATIONAL AVE & S 21ST ST |

| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
|---|---|---|---|
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SBA | 12 | 14 | RED | ORG | | | | GRN | | | | | |
| | | 15 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBB | 15 | 3 | RED | | | | ORG | | GRN | | | | |
| | | 5 | RED/BLK | | | | ORG/BLK | | BLK/WHT | | | | |
| | | 22 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBC | 15 | 4 | RED | | | | ORG | | BLK/WHT | | | | |
| | | 6 | RED/BLK | | | | ORG/BLK | | GRN | | | | |
| | | 17 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBD | 15 | 10 | RED | ORG | | | | GRN | | | | | |
| | | 12 | RED/BLK | ORG/BLK | | | | GRN/BLK | | | | | |
| | | 16 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBE | 12 | 11 | RED | ORG | | | | GRN | | | | | |
| | | 18 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBF | 15 | 1 | RED | | | | ORG | | BLK/WHT | | | | |
| | | 7 | RED/BLK | | | | ORG/BLK | | GRN | | | | |
| | | 19 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBG | 15 | 2 | RED | | | | ORG | | BLK/WHT | | | | |
| | | 8 | RED/BLK | | | | ORG/BLK | | GRN | | | | |
| | | 21 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBH | 15 | 9 | RED | ORG | | | | GRN | | | | | |
| | | 13 | RED/BLK | ORG/BLK | | | | GRN/BLK | | | | | |
| | | 20 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SBD |
| SBD | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBA |
| SBA | SBB |
| SBB | SBC |
| SBC | CB1 |

| Video Detection Cable | |
|---|---|
| From | To |
| CB1 | V1 (SBG) |
| CB1 | V2 (SBC) |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD B (SBA) |
| CB1 | HEAD D (SBE) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

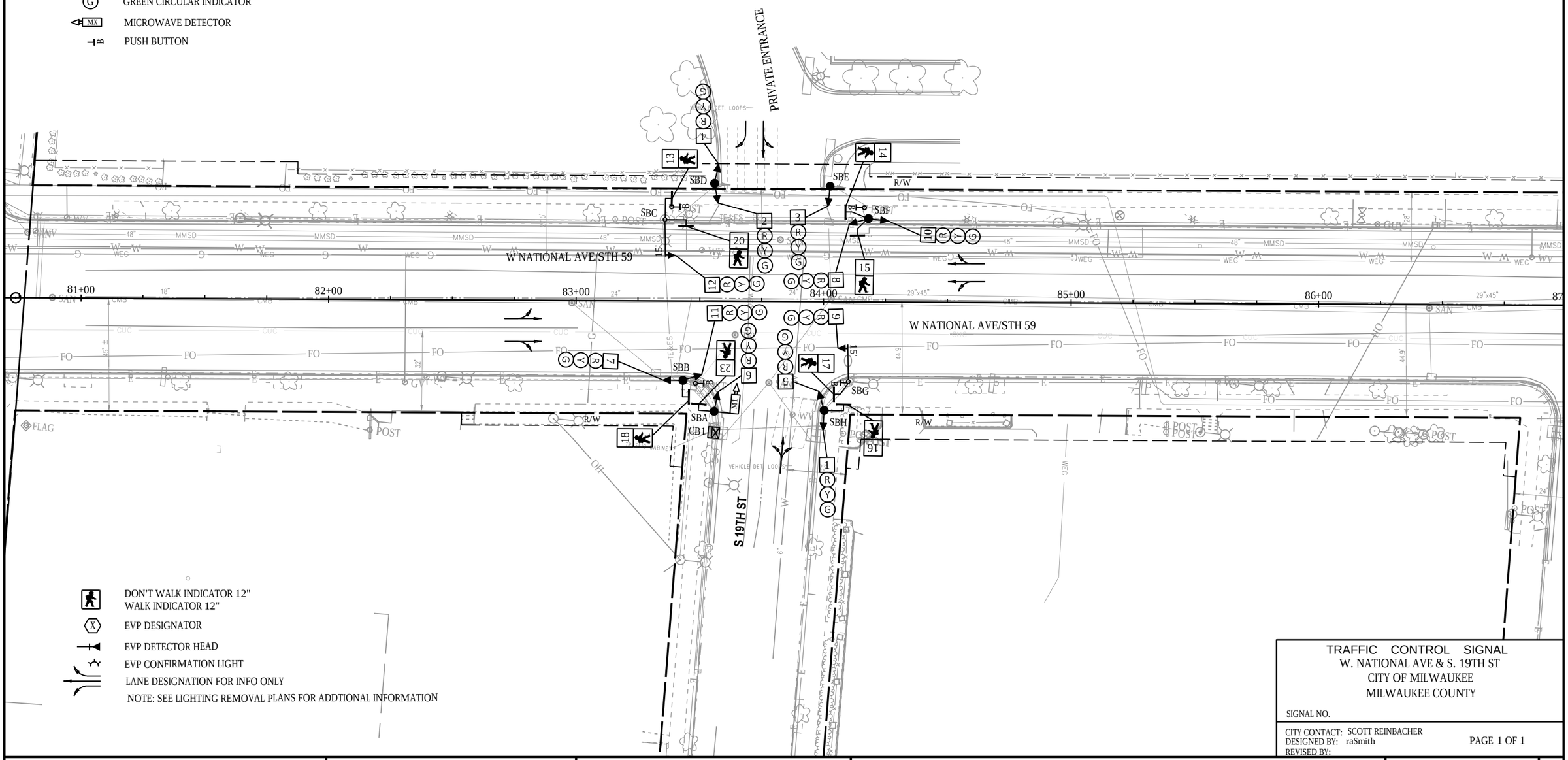
LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- MX MICROWAVE DETECTOR
- B PUSH BUTTON

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N




- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 480 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 19th
PLOT DATE : 9/22/2026 10:46 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD

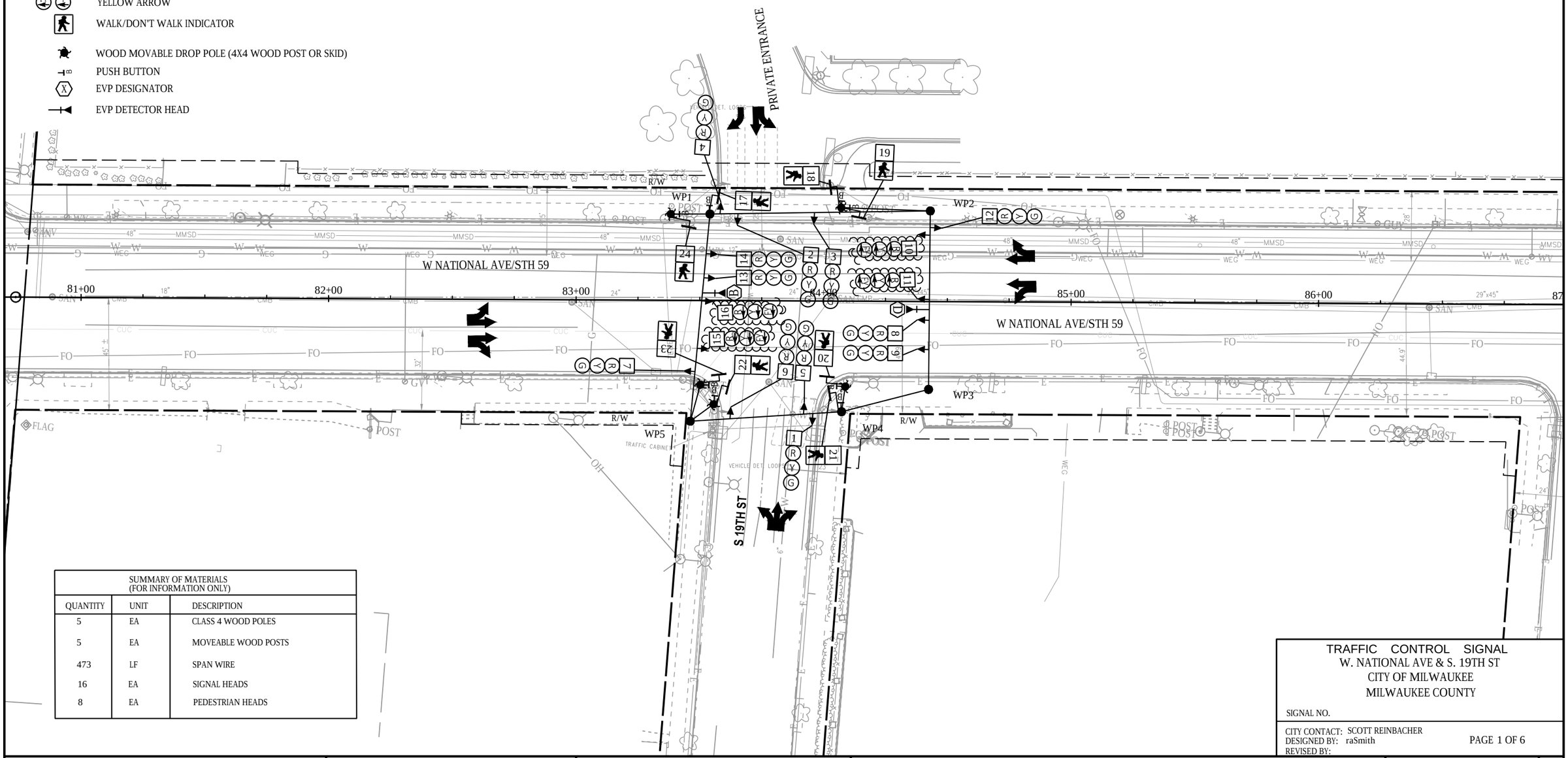
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

N




| SUMMARY OF MATERIALS (FOR INFORMATION ONLY) | | |
|---|---|---|
| QUANTITY | UNIT | DESCRIPTION |
| 5 | EA | CLASS 4 WOOD POLES |
| 5 | EA | MOVEABLE WOOD POSTS |
| 473 | LF | SPAN WIRE |
| 16 | EA | SIGNAL HEADS |
| 8 | EA | PEDESTRIAN HEADS |

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE | SHEET 481 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST.DWG
LAYOUT NAME - 19th
PLOT DATE : 9/22/2026 10:49 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2

PRIVATE ENTRANCE

W NATIONAL AVE/STH 59

W NATIONAL AVE/STH 59

S 19TH ST

WP1 WP2 WP3 WP4 WP5

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGES 3A & 3B | SHEET 482 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG3.DWG
LAYOUT NAME - 19th

PLOT DATE : 9/22/2026 10:56 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

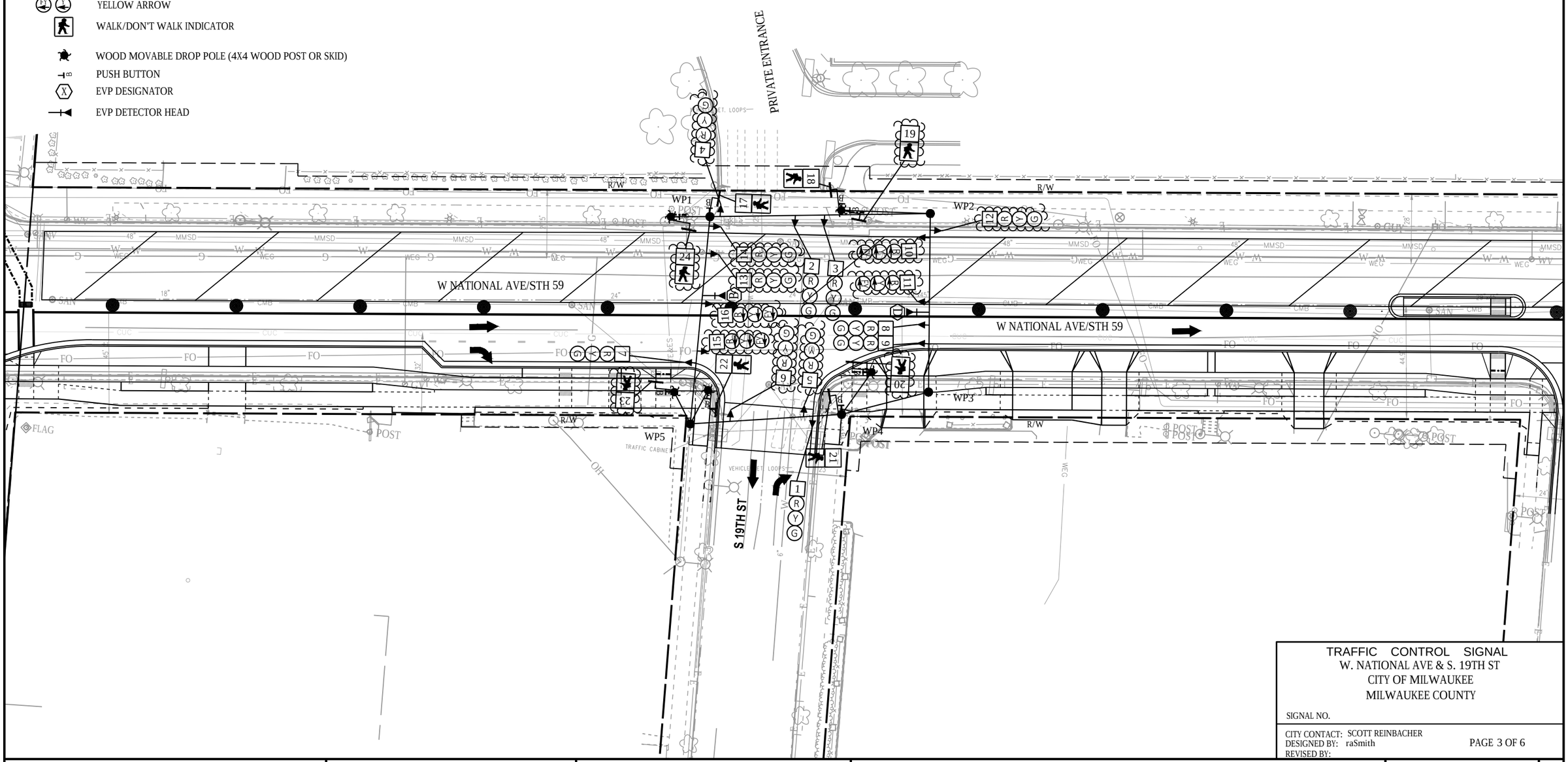
## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4A | SHEET 483 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4.DWG
LAYOUT NAME - 19th

PLOT DATE : 9/22/2026 10:59 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2

PRIVATE ENTRANCE

W NATIONAL AVE/STH 59

W NATIONAL AVE/STH 59

S 19TH ST

WP1 WP2 WP3 WP4 WP5

R/W

TRAFFIC CABINET

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4B | SHEET 484 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4B.DWG
LAYOUT NAME - 19th

PLOT DATE : 9/22/2026 11:02 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2

PRIVATE ENTRANCE

W NATIONAL AVE/STH 59

W NATIONAL AVE/STH 59

S.19TH ST

WP1 WP2 WP3 WP4 WP5

R/W

TRAFFIC CABINET LOOPS

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 6

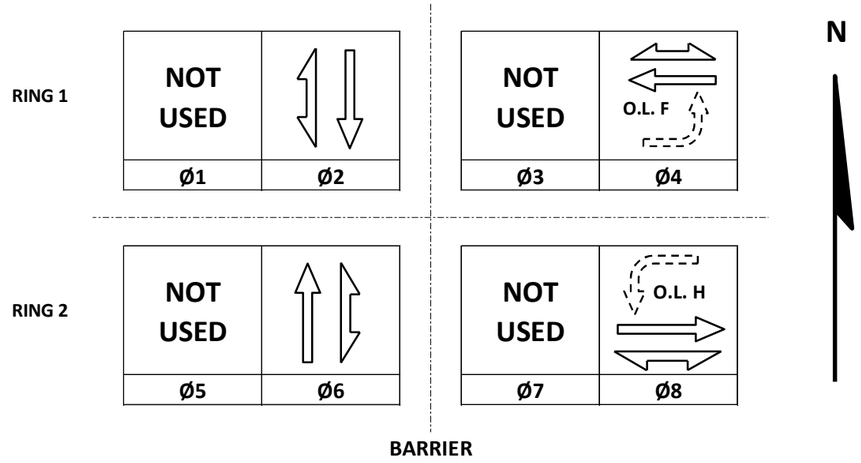
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4C | SHEET 485 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4C.DWG
LAYOUT NAME - 19th

PLOT DATE : 9/22/2026 11:04 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | | |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 7,8,9 | R |
| Ø2P | 23,24 | |
| Ø4P | 17,18 | |
| Ø6P | 19,20 | |
| Ø8P | 21,22 | |
| OLE | | |
| OLF | 10,11 | - |
| OLG | | |
| OLH | 15,16 | - |




| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | X |
| TBC | |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: | S- |
| SIGNAL SYSTEM NO: | SS- |

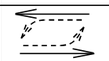
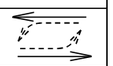
| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | MAX | X |
| 3 | | | | |
| 4 | X | 8 | MAX | X |
| 5 | | | | |
| 6 | | 2 | MAX | X |
| 7 | | | | |
| 8 | X | 4 | MAX | X |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | B | D |
|---|---|---|
| MOVEMENT |  |  |
| PHASE | 4+8 | 8+4 |

**AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.**

W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: AUGUST 2026 PAGE NUMBER: 6 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | SEQUENCE OF OPERATIONS | SHEET NO: 486 | E |
|---|---|---|---|---|---|

LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N

PRIVATE ENTRANCE

CUC CONNECTION

POSTED SPEED LIMIT = 30 MPH

W NATIONAL AVE/STH 59

S 19TH ST

POSTED SPEED LIMIT = 25 MPH

81+00 82+00 83+00 84+00 85+00 86+00

- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 487 | E |
|---|---|---|---|---|---|

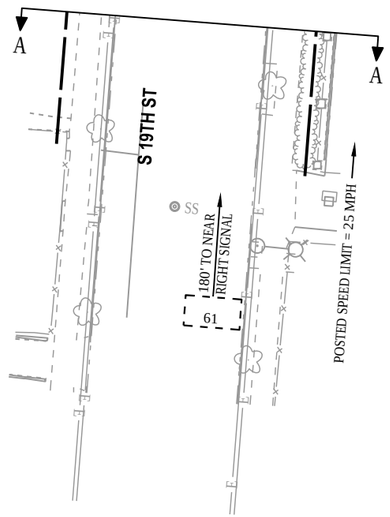
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 19th

PLOT DATE : 9/22/2026 11:05 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

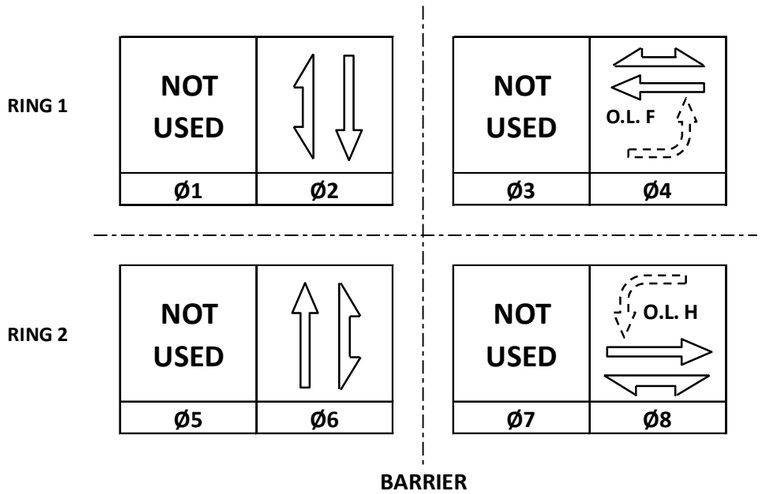
PAGE 2 OF 3

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 488 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 19th (2)

PLOT DATE : 9/22/2026 11:05 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | | |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 7,8,9 | R |
| Ø2P | 23,24 | |
| Ø4P | 17,18 | |
| Ø6P | 19,20 | |
| Ø8P | 21,22 | |
| OLE | | |
| OLF | 10,11 | - |
| OLG | | |
| OLH | 15,16 | - |







## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | | X |
| 3 | | | | |
| 4 | X | 8 | MIN | X |
| 5 | | | | |
| 6 | | 2 | | X |
| 7 | | | | |
| 8 | X | 4 | MIN | X |

### EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | B | D |
|---|---|---|
| MOVEMENT | | |
| PHASE | 4+8 | 8+4 |

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4,
CONTROLLER SHALL RETURN TO PHASES 4+8.

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 21 | 61 | 63 | | | | | |
| CALLED PHASE | 2 | 6 | 6 | | | | | |
| CALL OPTION | X | | X | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | X | X | | | | | |
| EXTEND TIME | | X | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 22 | 62 | | | | | | |
| CALLED PHASE | 2 | 6 | | | | | | |
| CALL OPTION | X | X | | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | X | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

W. NATIONAL AVE & S. 19TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/12/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

| | |
|---|---|
| PROJECT ID: | 2410-10-71 |
| INTERSECTION: | W NATIONAL AVE & S. 19TH ST |

| | | | |
|---|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SBA | 19 | 13 | RED | ORG | GRN | | | | | | | | |
| | | 14 | RED/WHT | ORG/RED | GRN/BLK | | | | | | | | |
| | | 16 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 24 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBB | 15 | 2 | RED | ORG | GRN | | | | | | | | |
| | | 4 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 17 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBC | 12 | 3 | RED | ORG | GRN | | | | | | | | |
| | | 18 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBD | 15 | 10 | | | | RED | ORG | | BLK/WHT | | | | |
| | | 12 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 19 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBE | 19 | 8 | RED | ORG | GRN | | | | | | | | |
| | | 9 | RED/WHT | ORG/RED | GRN/BLK | | | | | | | | |
| | | 11 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 20 | | | | | | | | BLU | BLK | | |
| | | 21 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBF | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 5 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBG | 12 | 6 | RED | ORG | GRN | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBH | 19 | 7 | RED | ORG | GRN | | | | | | | | |
| | | 15 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 22 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 23 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SBB |
| SBB | SBC |
| SBC | SBD |
| SBD | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBA |
| SBA | CB1 |

| Video Detection Cable | |
|---|---|
| From | To |
| CB1 | V1 (SBG) |
| CB1 | V2 (SBB) |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD B (SBA) |
| CB1 | HEAD D (SBE) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

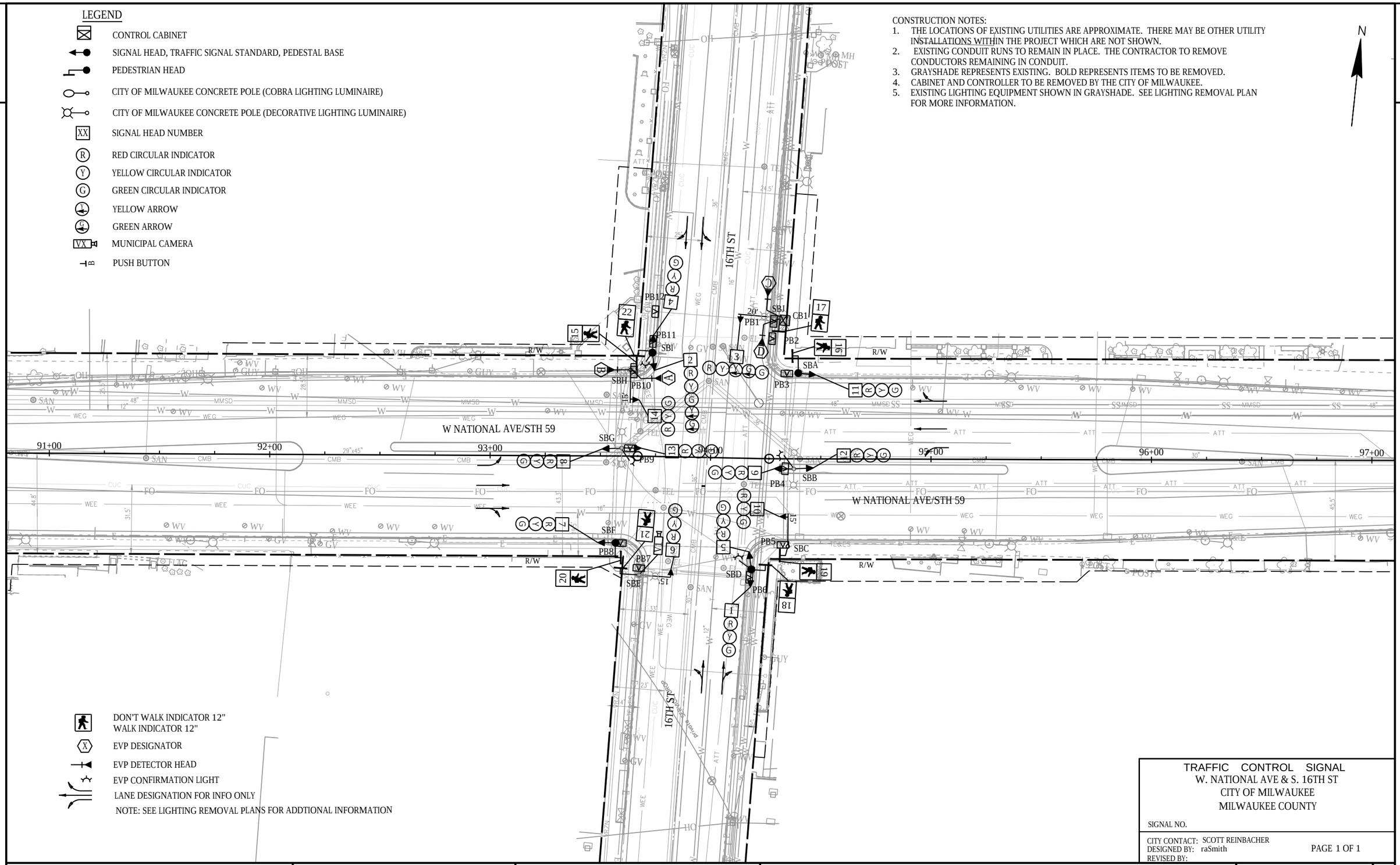
## LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- VX MUNICIPAL CAMERA
- B PUSH BUTTON

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N




- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 491 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 16th

PLOT DATE : 9/22/2026 11:06 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

## LEGEND

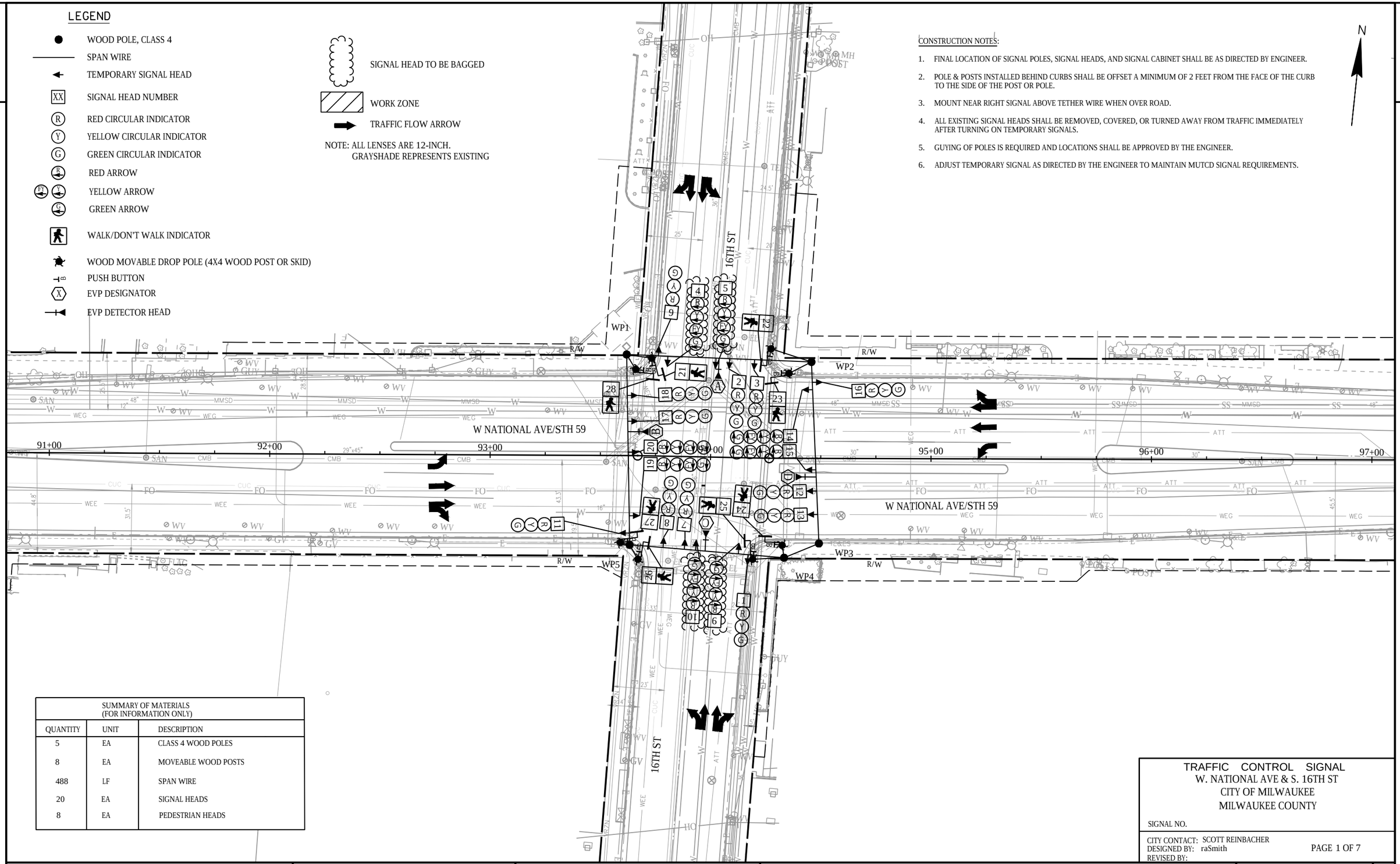
- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- G — GREEN ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
2. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
3. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
4. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
5. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
6. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

N




SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

| QUANTITY | UNIT | DESCRIPTION |
|---|---|---|
| 5 | EA | CLASS 4 WOOD POLES |
| 8 | EA | MOVEABLE WOOD POSTS |
| 488 | LF | SPAN WIRE |
| 20 | EA | SIGNAL HEADS |
| 8 | EA | PEDESTRIAN HEADS |

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 7

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE | SHEET 492 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST.DWG
LAYOUT NAME - 16th
PLOT DATE : 9/22/2026 11:08 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- 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
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

W NATIONAL AVE/STH 59

S 16TH ST

WP1 WP2 WP3 WP4 WP5

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 7

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3A | SHEET 493 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG3.DWG
LAYOUT NAME - 16th

PLOT DATE : 9/22/2026 11:10 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- 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
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

W NATIONAL AVE/STH 59

S 16TH ST

WP1 WP2 WP3 WP4 WP5

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 7

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3B | SHEET 494 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG3B.DWG
LAYOUT NAME - 16th

PLOT DATE : 9/22/2026 11:12 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- GA — GREEN ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

W NATIONAL AVE/STH 59

S 16TH ST

WP1 WP2 WP3 WP4 WP5

R/W

14+00

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 7

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4A | SHEET 495 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4.DWG
LAYOUT NAME - 16th

PLOT DATE : 9/22/2026 11:14 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- 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
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

W NATIONAL AVE/STH 59

S 16TH ST

WP1 WP2 WP3 WP4 WP5

R/W

14+00

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 7

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4B | SHEET 496 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4B.DWG
LAYOUT NAME - 16th

PLOT DATE : 9/22/2026 11:17 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

W NATIONAL AVE/STH 59

S 16TH ST

16+00

14+00

WP1 WP2 WP3 WP4 WP5

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 6 OF 7

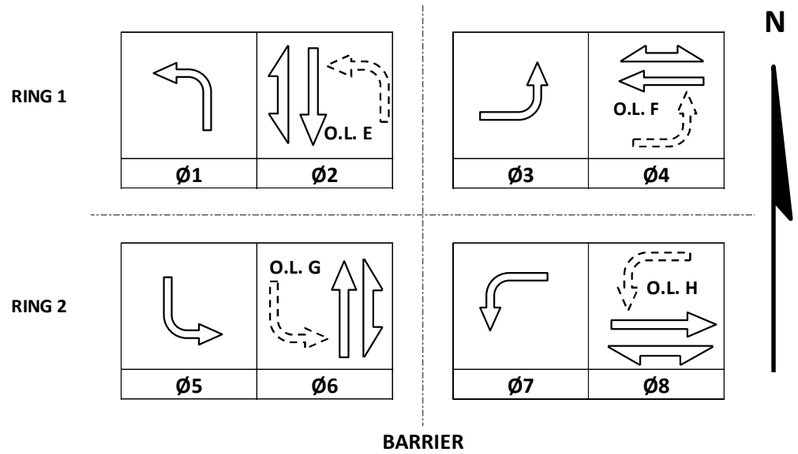
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4C | SHEET 497 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4C.DWG
LAYOUT NAME - 16th

PLOT DATE : 9/22/2026 11:19 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | 4,5 | R ← |
| Ø2 | 6,7,8 | R |
| Ø3 | 14,15 | R ← |
| Ø4 | 16,17,18 | R |
| Ø5 | 9,10 | R ← |
| Ø6 | 1,2,3 | R |
| Ø7 | 19,20 | R ← |
| Ø8 | 11,12,13 | R |
| Ø2P | 27,28 | |
| Ø4P | 21,22 | |
| Ø6P | 23,24 | |
| Ø8P | 25,26 | |
| OLE | 4,5 | - |
| OLF | 14,15 | - |
| OLG | 9,10 | - |
| OLH | 19,20 | - |




| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | X |
| TBC | |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | 6 | MAX | X |
| 2 | | 6 | MAX | X |
| 3 | | 8 | MAX | X |
| 4 | X | 8 | MAX | X |
| 5 | | 2 | MAX | X |
| 6 | | 2 | MAX | X |
| 7 | | 4 | MAX | X |
| 8 | X | 4 | MAX | X |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 6+1 | 4+7 | 2+5 | 8+3 |

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: AUGUST 2026 PAGE NUMBER: 7 OF 7

2

2

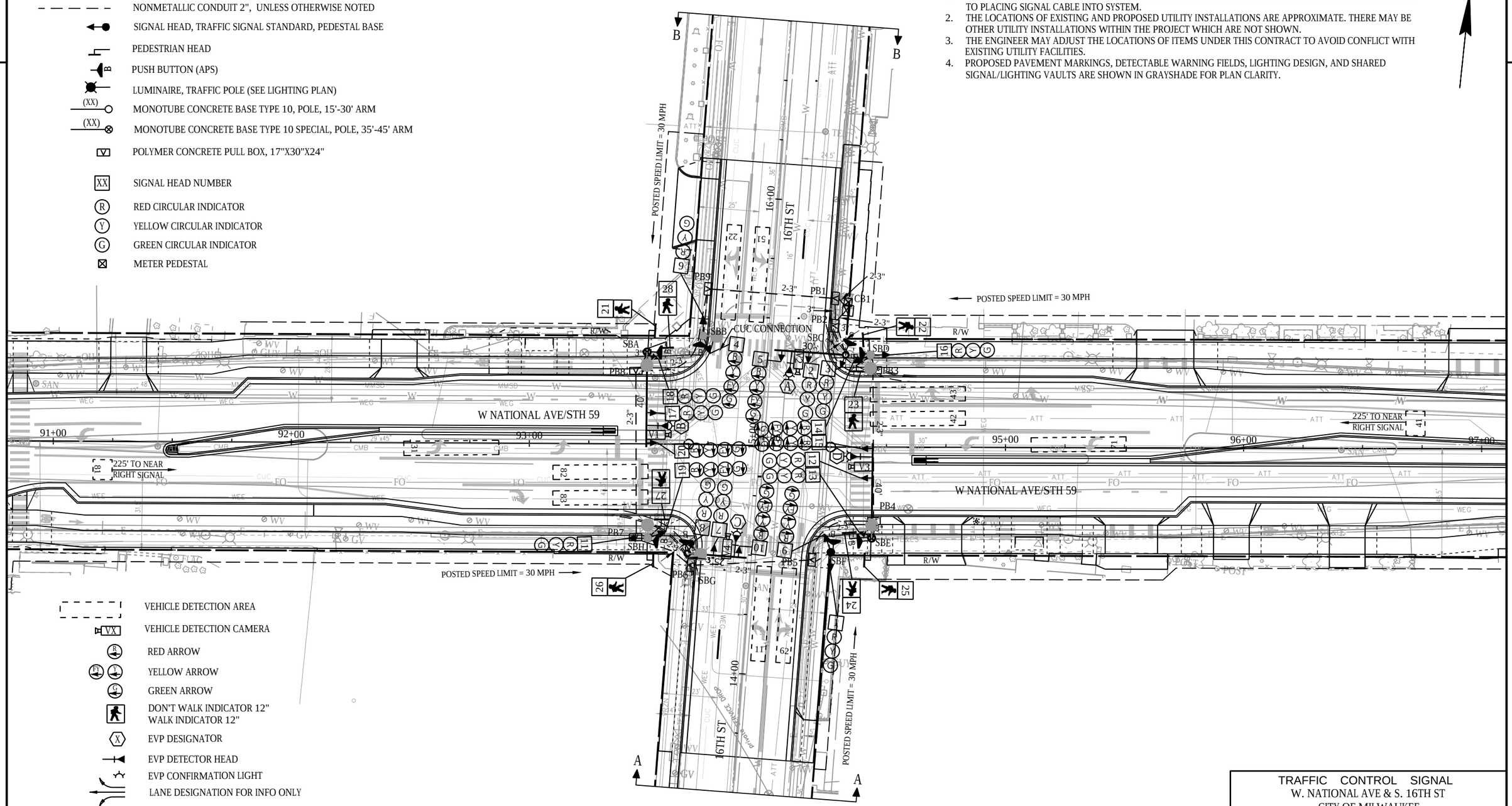
## LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N




- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

# TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 499 | E |
|---|---|---|---|---|---|

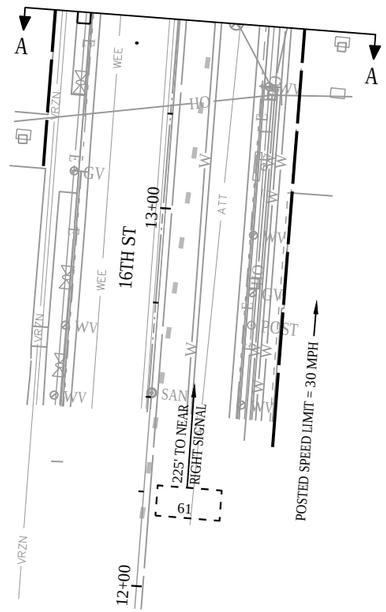
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 16th
PLOT DATE : 9/22/2026 11:20 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 3

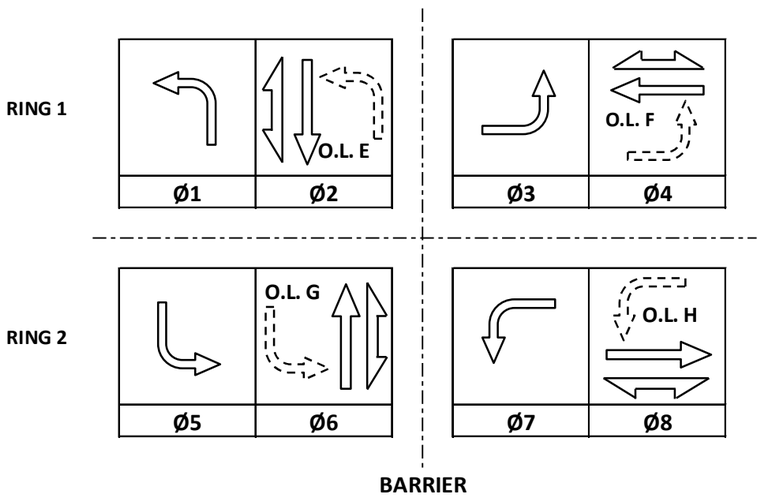
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 500 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 16th (2)

PLOT DATE : 9/22/2026 11:20 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | 4,5 | R |
| Ø2 | 6,7,8 | R |
| Ø3 | 14,15 | R |
| Ø4 | 16,17,18 | R |
| Ø5 | 9,10 | R |
| Ø6 | 1,2,3 | R |
| Ø7 | 19,20 | R |
| Ø8 | 11,12,13 | R |
| Ø2P | 27,28 | |
| Ø4P | 21,22 | |
| Ø6P | 23,24 | |
| Ø8P | 25,26 | |
| OLE | 4,5 | - |
| OLF | 14,15 | - |
| OLG | 9,10 | - |
| OLH | 19,20 | - |




## CONTROLLER LOGIC

N

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | 6 | | X |
| 2 | | 6 | | X |
| 3 | | 8 | | X |
| 4 | X | 8 | MIN | X |
| 5 | | 2 | | X |
| 6 | | 2 | | X |
| 7 | | 4 | | X |
| 8 | X | 4 | MIN | X |

EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 6+1 | 4+7 | 2+5 | 8+3 |

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: | S- |
| SIGNAL SYSTEM NO: | SS- |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 11 | 21 | 31 | 41 | 43 | 51 | 61 | 71 |
| CALLED PHASE | 1 | 2 | 3 | 4 | 4 | 5 | 6 | 7 |
| CALL OPTION | X | | X | X | X | X | | X |
| DELAY TIME | | | | | X | | | |
| EXTENTION OPTION | X | X | X | X | X | X | X | X |
| EXTEND TIME | | X | | | | | X | |
| USE ADDED INITIAL | | | | X | | | | |
| CROSS SWITCH PHASE | 2 | | 4 | | | 6 | | 8 |

| DETECTOR INPUT | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 81 | 83 | | | | | | |
| CALLED PHASE | 8 | 8 | | | | | | |
| CALL OPTION | X | X | | | | | | |
| DELAY TIME | | X | | | | | | |
| EXTENTION OPTION | X | X | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | X | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | | 22 | | 42 | | | 62 | |
| CALLED PHASE | | 2 | | 4 | | | 6 | |
| CALL OPTION | | X | | X | | | X | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | | X | | X | | | X | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| DETECTOR INPUT | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 82 | | | | | | | |
| CALLED PHASE | 8 | | | | | | | |
| CALL OPTION | X | | | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

W. NATIONAL AVE & S. 16TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

| | |
|---|---|
| PROJECT ID: | 2410-10-71 |
| INTERSECTION: | W NATIONAL AVE & S 16TH ST |

| | | | | |
|---|---|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SBA | 19 | 17 | RED | ORG | GRN | | | | | | | | |
| | | 18 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 20 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 21 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 28 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBB | 15 | 4 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 6 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBC | 19 | 2 | RED | ORG | GRN | | | | | | | | |
| | | 3 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 5 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBD | 19 | 14 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 16 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 22 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 23 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBE | 19 | 12 | RED | ORG | GRN | | | | | | | | |
| | | 13 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 15 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 24 | | | | | | | | BLU | BLK | | |
| | | 25 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBF | 15 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 9 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBG | 19 | 7 | RED | ORG | GRN | | | | | | | | |
| | | 8 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 10 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBH | 19 | 11 | RED | ORG | GRN | | | | | | | | |
| | | 19 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 26 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 27 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SBC |
| SBC | SBD |
| SBD | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBA |
| SBA | SBB |
| SBB | CB1 |

| Video Detection Cable | |
|---|---|
| From | To |
| CB1 | V1 (SBA) |
| CB1 | V2 (SBC) |
| CB1 | V3 (SBE) |
| CB1 | V4 (SBG) |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD A (SBC) |
| CB1 | HEAD B (SBA) |
| CB1 | HEAD C (SBG) |
| CB1 | HEAD D (SBE) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- B PUSH BUTTON

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N

W NATIONAL AVE/STH 59

S 11TH ST

SBE SBF SBG SBD SBC SBH SBB SBA PB2 PB1 CB1 R/W

112+00 113+00 114+00 115+00 116+00 117+00

- DON'T WALK INDICATOR 12"
- WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 503 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 11th

PLOT DATE : 9/22/2026 11:22 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

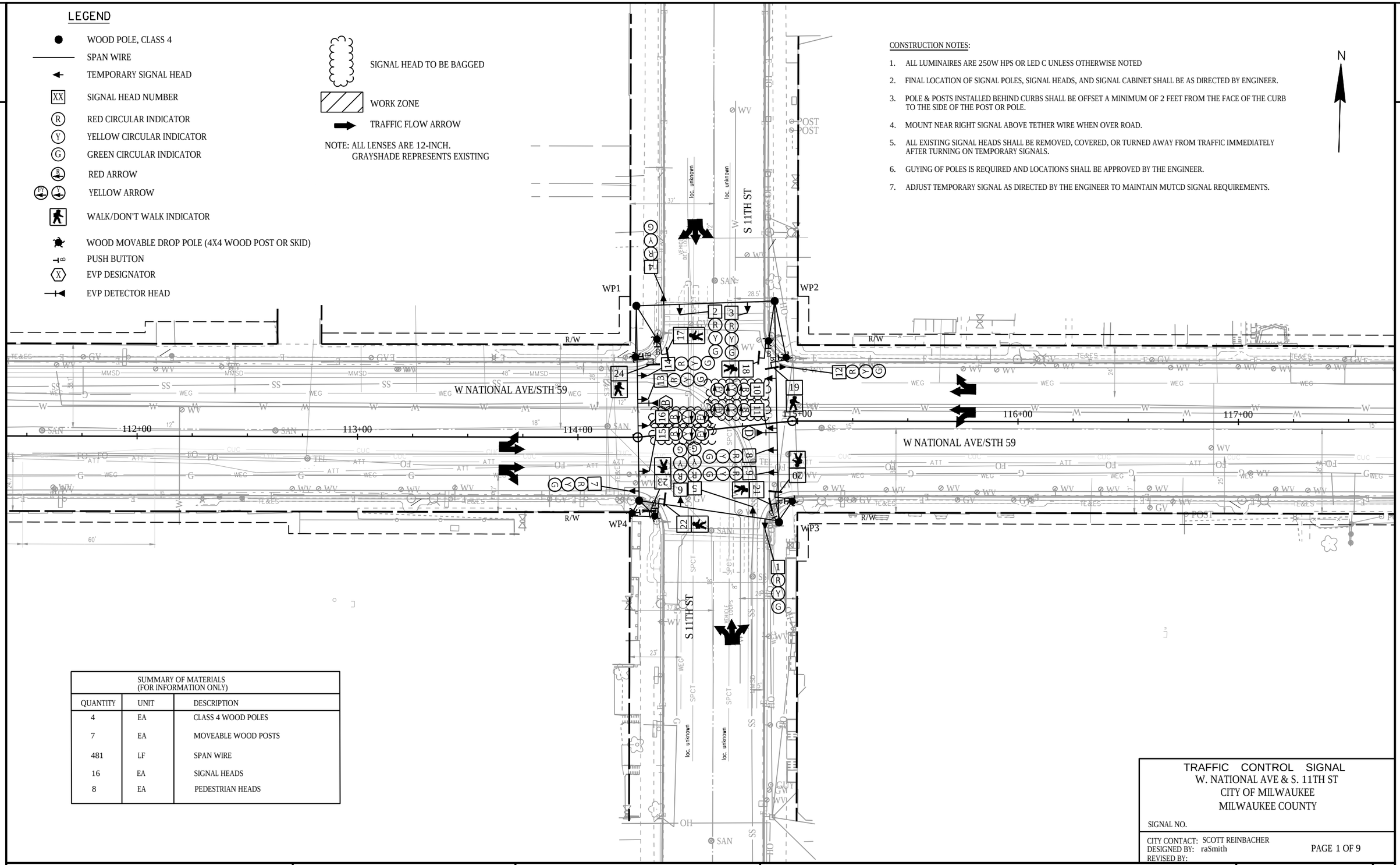
- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

N




SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

| QUANTITY | UNIT | DESCRIPTION |
|---|---|---|
| 4 | EA | CLASS 4 WOOD POLES |
| 7 | EA | MOVEABLE WOOD POSTS |
| 481 | LF | SPAN WIRE |
| 16 | EA | SIGNAL HEADS |
| 8 | EA | PEDESTRIAN HEADS |

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE | SHEET 504 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST.DWG
LAYOUT NAME - 11th
PLOT DATE : 9/22/2026 11:24 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2

WP1 WP2 WP3 WP4

W NATIONAL AVE/STH 59

S 11TH ST

R/W

112+00 113+00 114+00 115 116 117

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGES 1A & 1B | SHEET 505 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG1.DWG
LAYOUT NAME - 11th

PLOT DATE : 9/22/2026 11:31 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- FY Y — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

WP1 WP2 WP3 WP4

W NATIONAL AVE/STH 59

S 11TH ST

R/W

loc. unknown

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGES 2A, 2B, & 2C | SHEET 506 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG2.DWG
LAYOUT NAME - 11th

PLOT DATE : 9/22/2026 11:34 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

WP1 WP2 WP3 WP4

S 11TH ST

W NATIONAL AVE/STH 59

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3A | SHEET 507 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG3.DWG
LAYOUT NAME - 11th

PLOT DATE : 9/22/2026 11:36 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2

WP1 WP2 WP3 WP4

R/W

W NATIONAL AVE/STH 59

S 11TH ST

loc. unknown

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3B | SHEET 508 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG3B.DWG
LAYOUT NAME - 11th

PLOT DATE : 9/22/2026 11:38 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

WP1 WP2 WP3 WP4

S 11TH ST

W NATIONAL AVE/STH 59

R/W

loc. unknown

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4A | SHEET 509 E |

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 6 OF 9

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4.DWG
LAYOUT NAME - 11th
PLOT DATE : 9/22/2026 11:40 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2

WP1 WP2 WP3 WP4

S 11TH ST

W NATIONAL AVE/STH 59

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 7 OF 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4B | SHEET 510 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4B.DWG
LAYOUT NAME - 11th

PLOT DATE : 9/22/2026 11:43 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

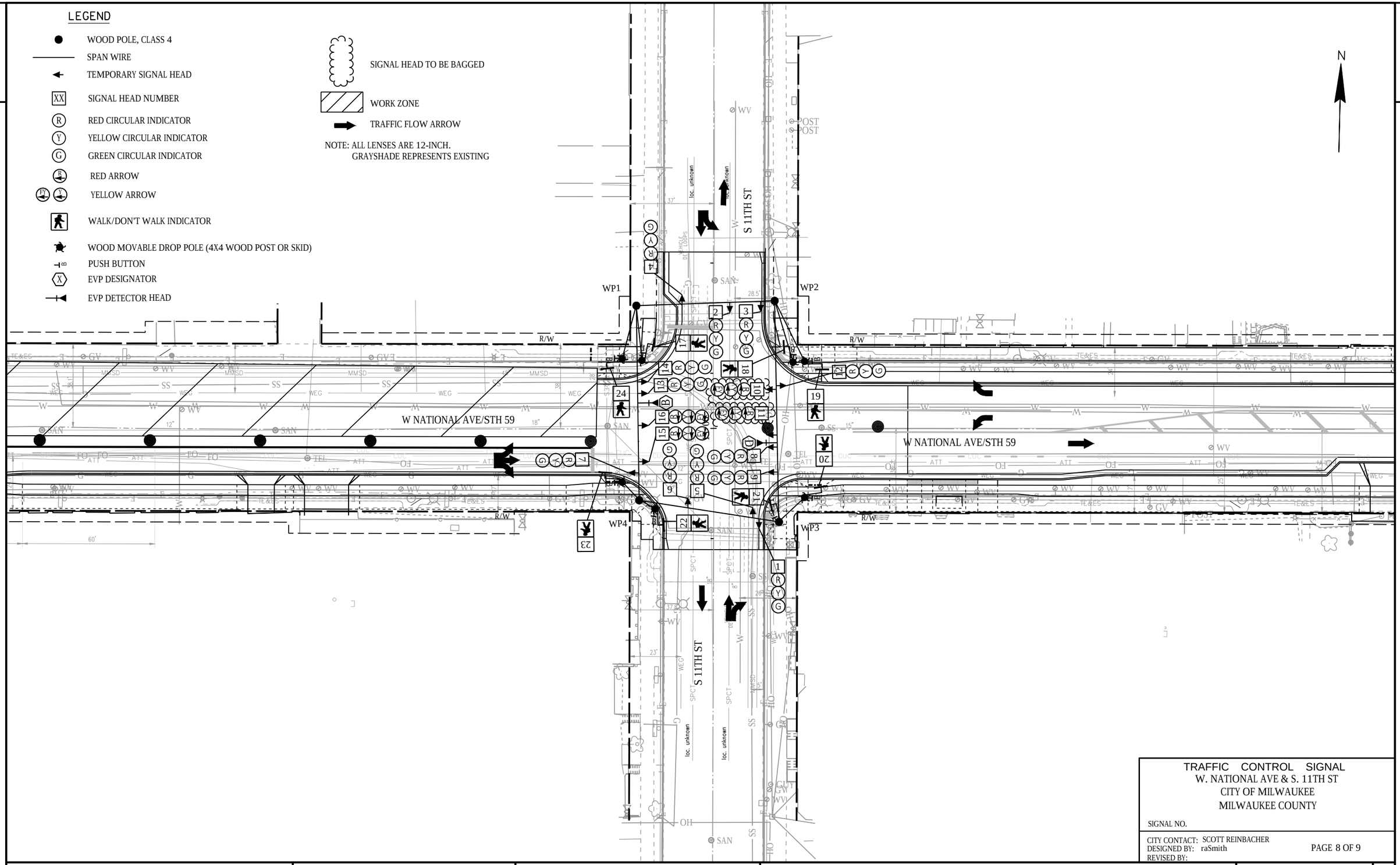
WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PB — PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING




2

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 8 OF 9

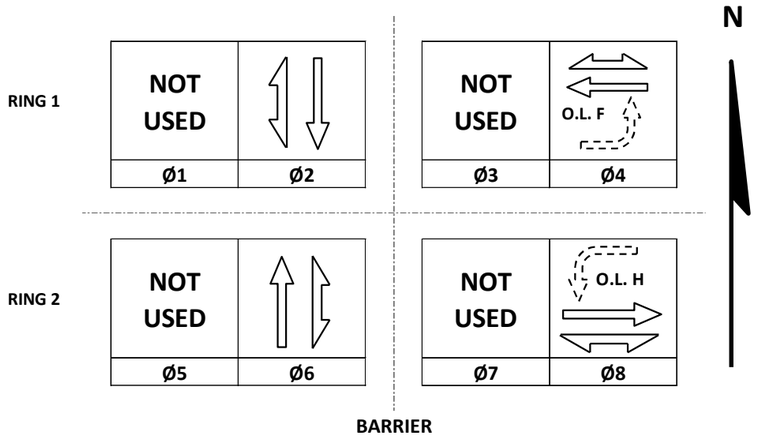
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4C | SHEET 511 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG4C.DWG
LAYOUT NAME - 11th

PLOT DATE : 9/22/2026 11:46 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | | |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 7,8,9 | R |
| Ø2P | 23,24 | |
| Ø4P | 17,18 | |
| Ø6P | 19,20 | |
| Ø8P | 21,22 | |
| OLE | | |
| OLF | 10,11 | - |
| OLG | | |
| OLH | 15,16 | - |




| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | X |
| TBC | |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | MAX | X |
| 3 | | | | |
| 4 | X | 8 | MAX | X |
| 5 | | | | |
| 6 | | 2 | MAX | X |
| 7 | | | | |
| 8 | X | 4 | MAX | X |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | B | D |
|---|---|---|
| MOVEMENT | | |
| PHASE | 4+8 | 8+4 |

**AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.**

W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: AUGUST 2026 PAGE NUMBER: 9 OF 9

2

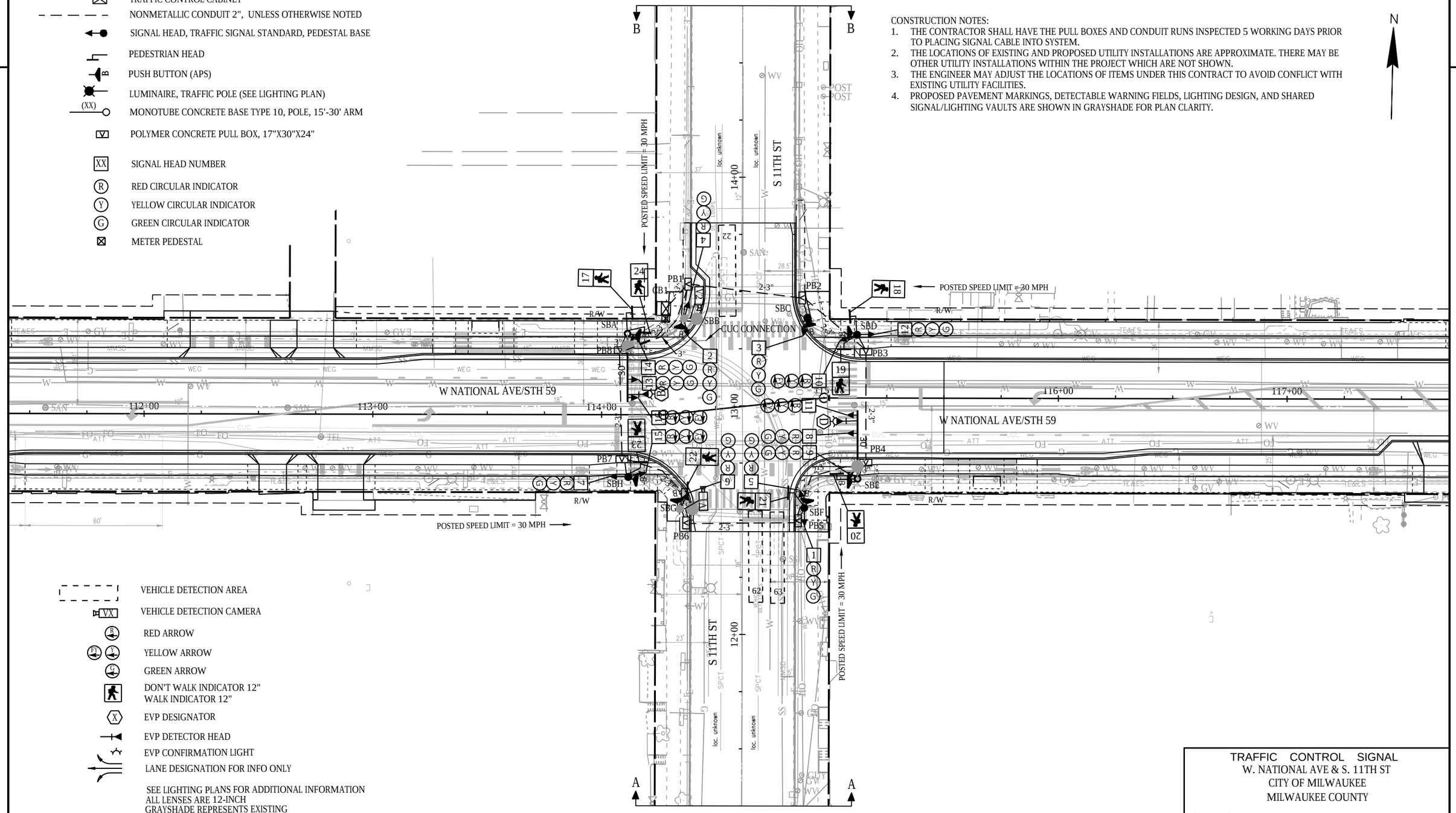
## LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N




- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

# TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

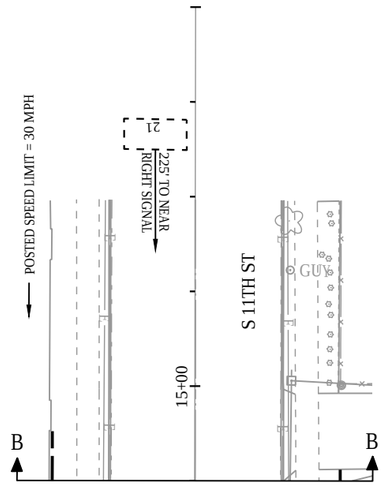
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 513 | E |
|---|---|---|---|---|---|

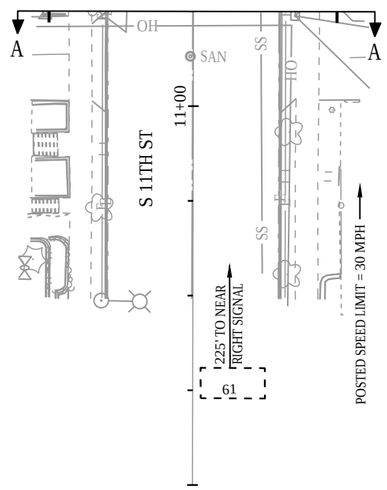
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 11th
PLOT DATE : 9/22/2026 11:46 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

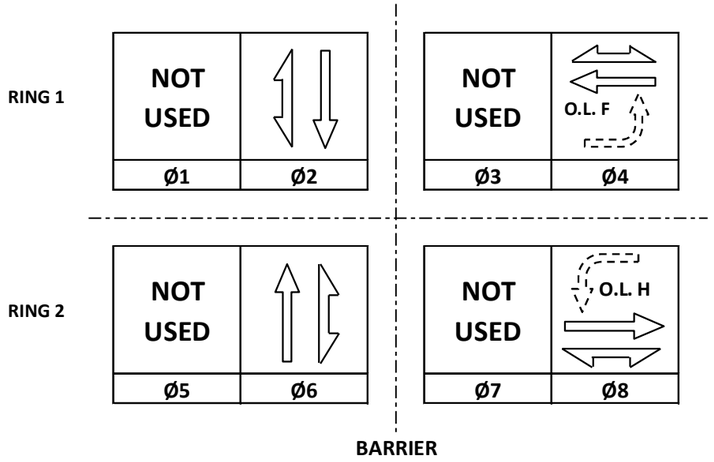
PAGE 2 OF 3

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 514 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 11th (2)

PLOT DATE : 9/22/2026 11:46 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | | |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 7,8,9 | R |
| Ø2P | 23,24 | |
| Ø4P | 17,18 | |
| Ø6P | 19,20 | |
| Ø8P | 21,22 | |
| OLE | | |
| OLF | 10,11 | - |
| OLG | | |
| OLH | 15,16 | - |







**CONTROLLER LOGIC**

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | | X |
| 3 | | | | |
| 4 | X | 8 | MIN | X |
| 5 | | | | |
| 6 | | 2 | | X |
| 7 | | | | |
| 8 | X | 4 | MIN | X |

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**

| EMERGENCY VEHICLE PREEMPTOR | B | D |
|---|---|---|
| MOVEMENT | | |
| PHASE | 4+8 | 8+4 |

**AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.**

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: | S- |
| SIGNAL SYSTEM NO: | SS- |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 21 | 61 | 63 | | | | | | | | | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 2 | 6 | 6 | | | | | | | | | | | | | | CALLED PHASE |
| CALL OPTION | | | X | | | | | | | | | | | | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | X | | | | | | | | | | | | | | EXTENTION OPTION |
| EXTEND TIME | X | X | | | | | | | | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | | | | | | | | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | | | | | | | | | | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 22 | 62 | | | | | | | | | | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 2 | 6 | | | | | | | | | | | | | | | CALLED PHASE |
| CALL OPTION | X | X | | | | | | | | | | | | | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | | | | | | | | | | | | | | | EXTENTION OPTION |
| EXTEND TIME | | | | | | | | | | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | | | | | | | | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | | | | | | | | | | | | | | | | | CROSS SWITCH PHASE |

W. NATIONAL AVE & S. 11TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

| PROJECT ID: | 2410-10-71 |
|---|---|
| INTERSECTION: | W NATIONAL AVE & S 11TH ST |

| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
|---|---|---|---|
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SBA | 19 | 13 | RED | ORG | GRN | | | | | | | | |
| | | 14 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 16 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 17 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 24 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBB | 12 | 2 | RED | ORG | GRN | | | | | | | | |
| | | 4 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBC | 12 | 3 | RED | ORG | GRN | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBD | 19 | 10 | | | | RED | ORG | | BLK/WHT | | | | |
| | | 12 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 18 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 19 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBE | 19 | 8 | RED | ORG | GRN | | | | | | | | |
| | | 9 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 11 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 20 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBF | 15 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 5 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 21 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBG | 12 | 6 | RED | ORG | GRN | | | | | | | | |
| | | 22 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBH | 15 | 7 | RED | ORG | GRN | | | | | | | | |
| | | 15 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 23 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SBB |
| SBB | SBC |
| SBC | SBD |
| SBD | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBA |
| SBA | CB1 |

| Video Detection Cable | |
|---|---|
| From | To |
| CB1 | V1 (SBG) |
| CB1 | V2 (SBB) |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD B (SBA) |
| CB1 | HEAD D (SBE) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- B PUSH BUTTON

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N

W NATIONAL AVE/STH 59

S 9TH ST

120+00 121+00 122+00 123+00 124+00 125+00

PB1 SBC SBB PB2 SBD PB3 SBE PB4 SBG SBA SBF CB1

R/W

- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 517 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 9th

PLOT DATE : 9/22/2026 11:48 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PB — PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

N

WP1 WP2 WP3 WP4

S 9TH ST

W NATIONAL AVE/STH 59

120+00 121+00 122+00 123+00 124+00 125+00

R/W

| SUMMARY OF MATERIALS (FOR INFORMATION ONLY) | | |
|---|---|---|
| QUANTITY | UNIT | DESCRIPTION |
| 4 | EA | CLASS 4 WOOD POLES |
| 8 | EA | MOVEABLE WOOD POSTS |
| 536 | LF | SPAN WIRE |
| 9 | EA | SIGNAL HEADS |
| 8 | EA | PEDESTRIAN HEADS |

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE | SHEET 518 | E |
|---|---|---|---|---|---|

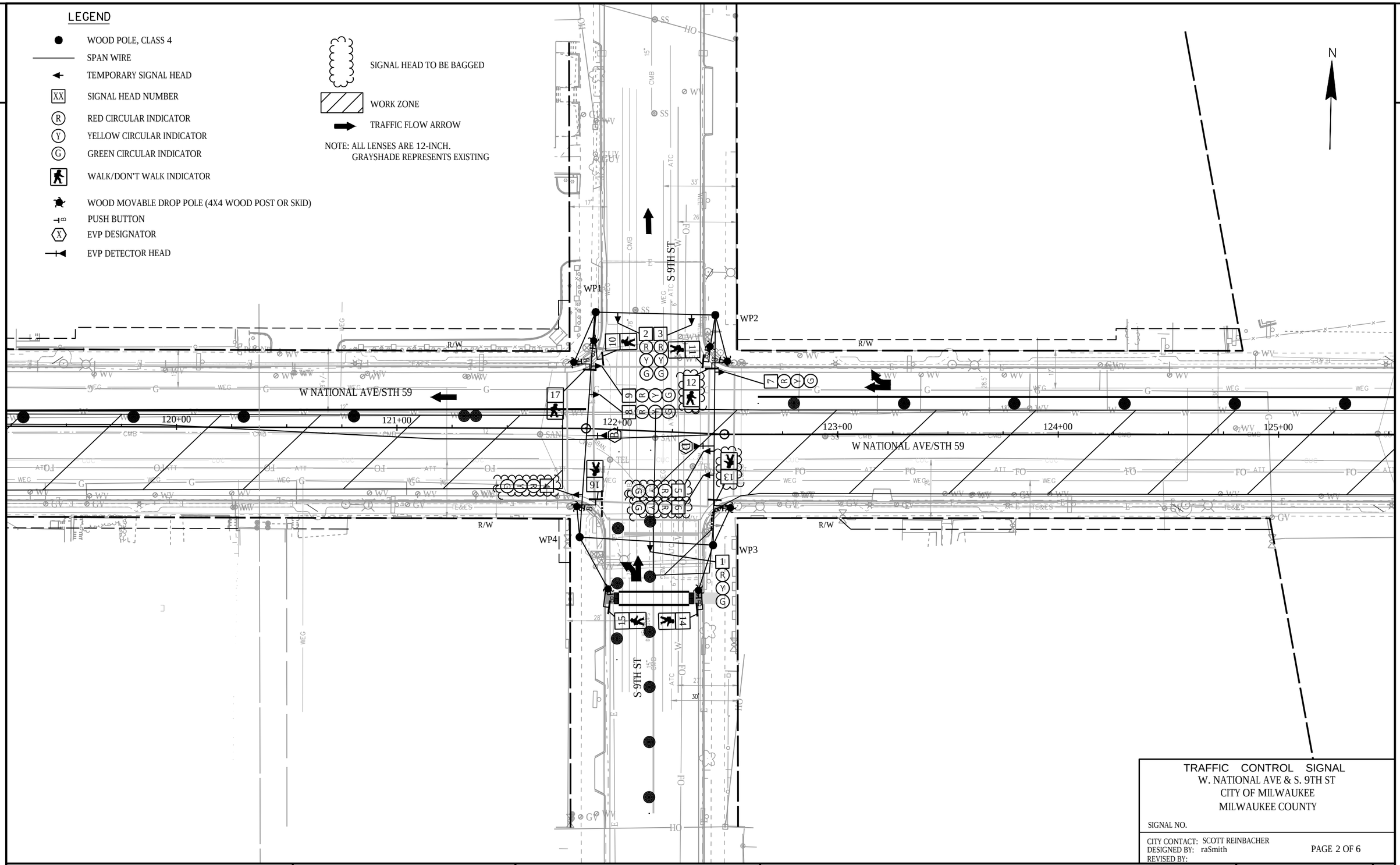
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST.DWG
LAYOUT NAME - 9th
PLOT DATE : 9/22/2026 11:50 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1A | SHEET 519 | E |
|---|---|---|---|---|---|

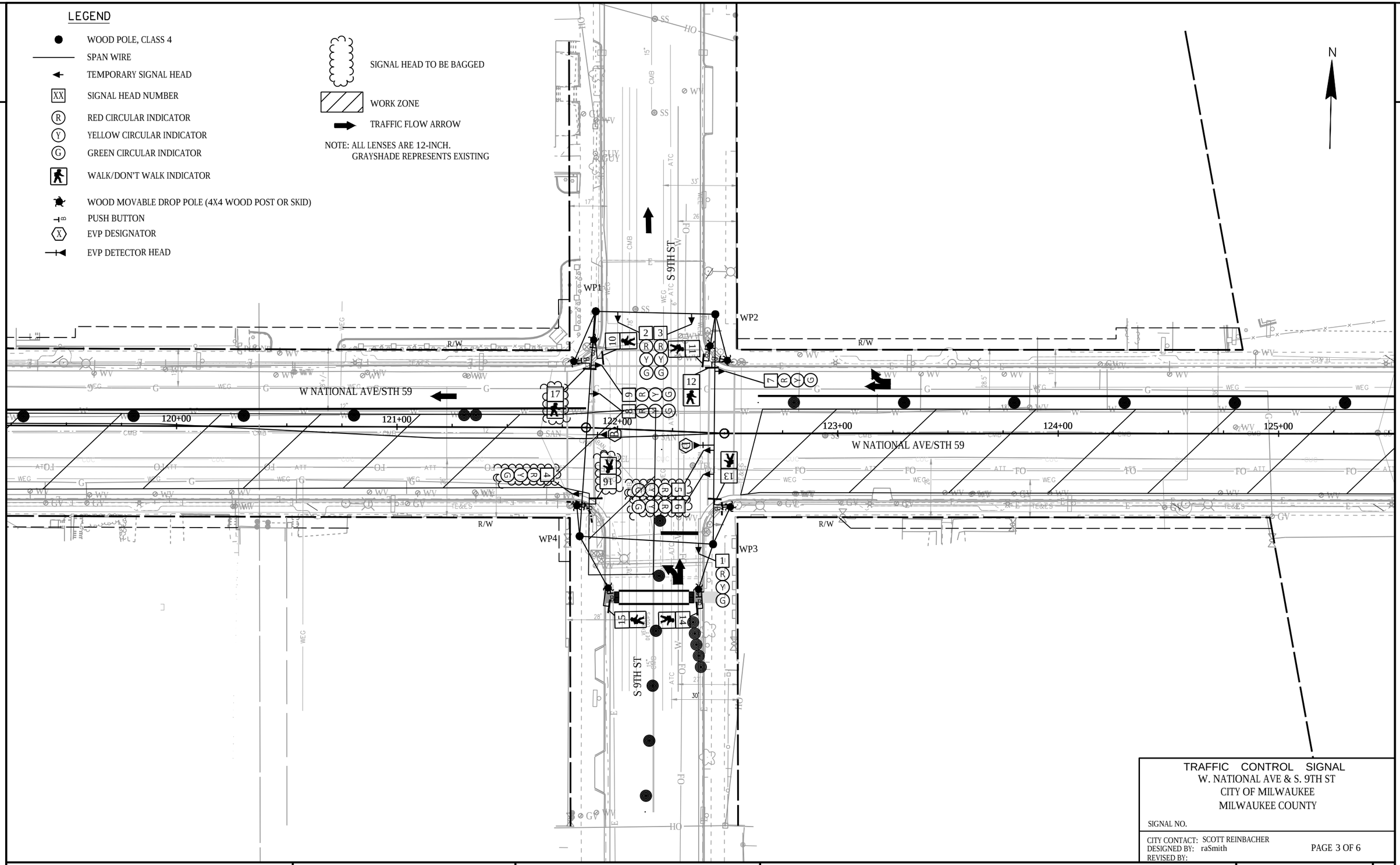
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG1.DWG
LAYOUT NAME - 9th
PLOT DATE : 9/22/2026 11:53 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING




2

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1B | SHEET 520 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG1B.DWG
LAYOUT NAME - 9th
PLOT DATE : 9/22/2026 11:54 AM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

S 9TH ST

WP1

WP2

WP3

WP4

R/W

W NATIONAL AVE/STH 59

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A | SHEET 521 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG2.DWG
LAYOUT NAME - 9th

PLOT DATE : 9/22/2026 11:56 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2

S 9TH ST

WP1

WP2

WP3

WP4

R/W

W NATIONAL AVE/STH 59

S 9TH ST

W NATIONAL AVE/STH 59

R/W

R/W

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 6

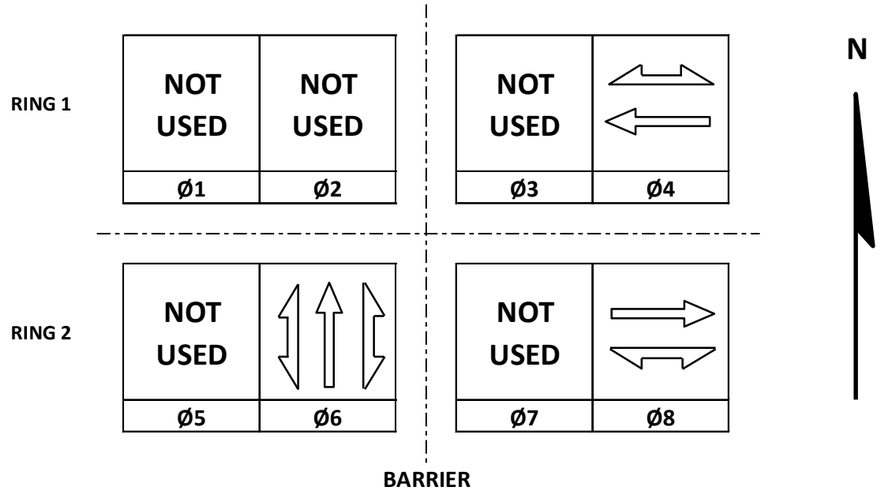
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGES 2B & 2C | SHEET 522 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG2B.DWG
LAYOUT NAME - 9th

PLOT DATE : 9/22/2026 11:58 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | | |
| Ø3 | | |
| Ø4 | 7,8,9 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 4,5,6 | R |
| Ø2P | | |
| Ø4P | 10,11 | |
| Ø6P | 12,13,16,17 | |
| Ø8P | 14,15 | |
| OLE | | |
| OLF | | |
| OLG | | |
| OLH | | |




| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | X |
| TBC | |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: | S- |
| SIGNAL SYSTEM NO: | SS- |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | X | 8 | MAX | X |
| 5 | | | | |
| 6 | | 2 | MAX | X |
| 7 | | | | |
| 8 | X | 4 | MAX | X |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | B | D |
|---|---|---|
| MOVEMENT | ← → | ← → |
| PHASE | 4+8 | 8+4 |

**AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.**

W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: AUGUST 2026 PAGE NUMBER: 6 OF 6



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

2

## LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N

2

W NATIONAL AVE/STH 59

S 9TH ST

CUC CONNECTION

POSTED SPEED LIMIT = 30 MPH

R/W

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9

SBA SBB SBC SBD SBE SBF SBG SBH SBJ

CB1

120+00 121+00 122+00 123+00 124+00 125+00

- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

A A

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 524 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 9th

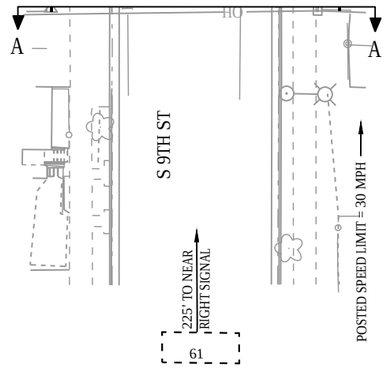
PLOT DATE : 9/22/2026 11:59 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

2




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 3

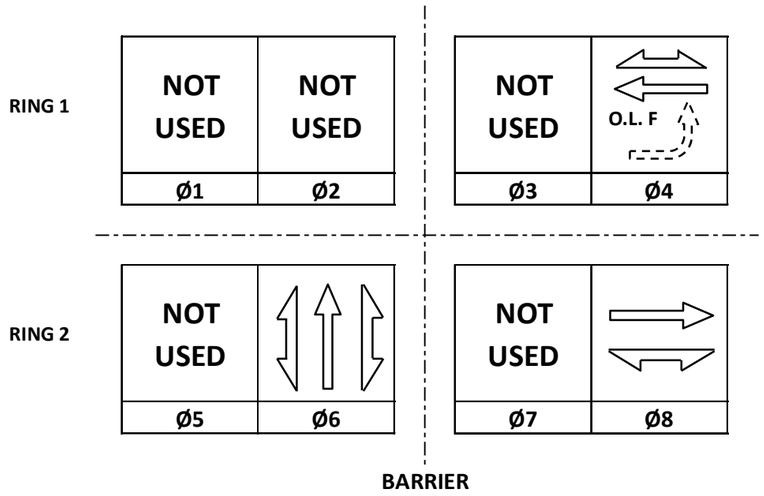
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 525 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 9th (2)

PLOT DATE : 9/22/2026 11:59 AM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | | |
| Ø3 | | |
| Ø4 | 9,10,11 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 4,5,6 | R |
| Ø2P | | |
| Ø4P | 12,13 | |
| Ø6P | 14,15,18,19 | |
| Ø8P | 16,17 | |
| OLE | | |
| OLF | 7,8 | - |
| OLG | | |
| OLH | | |




**CONTROLLER LOGIC**

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | X | 8 | MIN | X |
| 5 | | | | |
| 6 | | 2 | | X |
| 7 | | | | |
| 8 | X | 4 | MIN | X |

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**

| EMERGENCY VEHICLE PREEMPTOR | B | D |
|---|---|---|
| MOVEMENT | | |
| PHASE | 4+8 | 8+4 |

**AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.**

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: | S- |
| SIGNAL SYSTEM NO: | SS- |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 61 | 63 | | | | | | |
| CALLED PHASE | 6 | 6 | | | | | | |
| CALL OPTION | | X | | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | X | | | | | | |
| EXTEND TIME | X | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | | 62 | | | | | | |
| CALLED PHASE | | 6 | | | | | | |
| CALL OPTION | | X | | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | | X | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

W. NATIONAL AVE & S. 9TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

| PROJECT ID: | 2410-10-71 |
|---|---|
| INTERSECTION: | W NATIONAL AVE & S 9TH ST |

| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
|---|---|---|---|
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SBA | 12 | 12 | | | | | | | | BLU | BLK | | |
| | | 19 | | | | | | | | RED | GRN | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBB | 12 | 10 | RED | ORG | GRN | | | | | | | | |
| | | 11 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| SBC | 12 | 2 | RED | ORG | GRN | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBD | 12 | 3 | RED | ORG | GRN | | | | | | | | |
| | | 13 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBE | 15 | 7 | | | | RED | ORG | | BLK/WHT | | | | |
| | | 9 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 14 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBF | 19 | 5 | RED | ORG | GRN | | | | | | | | |
| | | 6 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 8 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 15 | | | | | | | | BLU | BLK | | |
| | | 16 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBG | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBH | 12 | 17 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBI | 12 | 4 | RED | ORG | GRN | | | | | | | | |
| | | 18 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBI |
| SBI | SBA |
| SBA | SBB |
| SBB | SBC |
| SBC | SBD |
| SBD | SBJ |
| SBJ | CB1 |

| Video Detection Cable | |
|---|---|
| From | To |
| CB1 | V1 (SBJ) |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD B (SBB) |
| CB1 | HEAD D (SBF) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

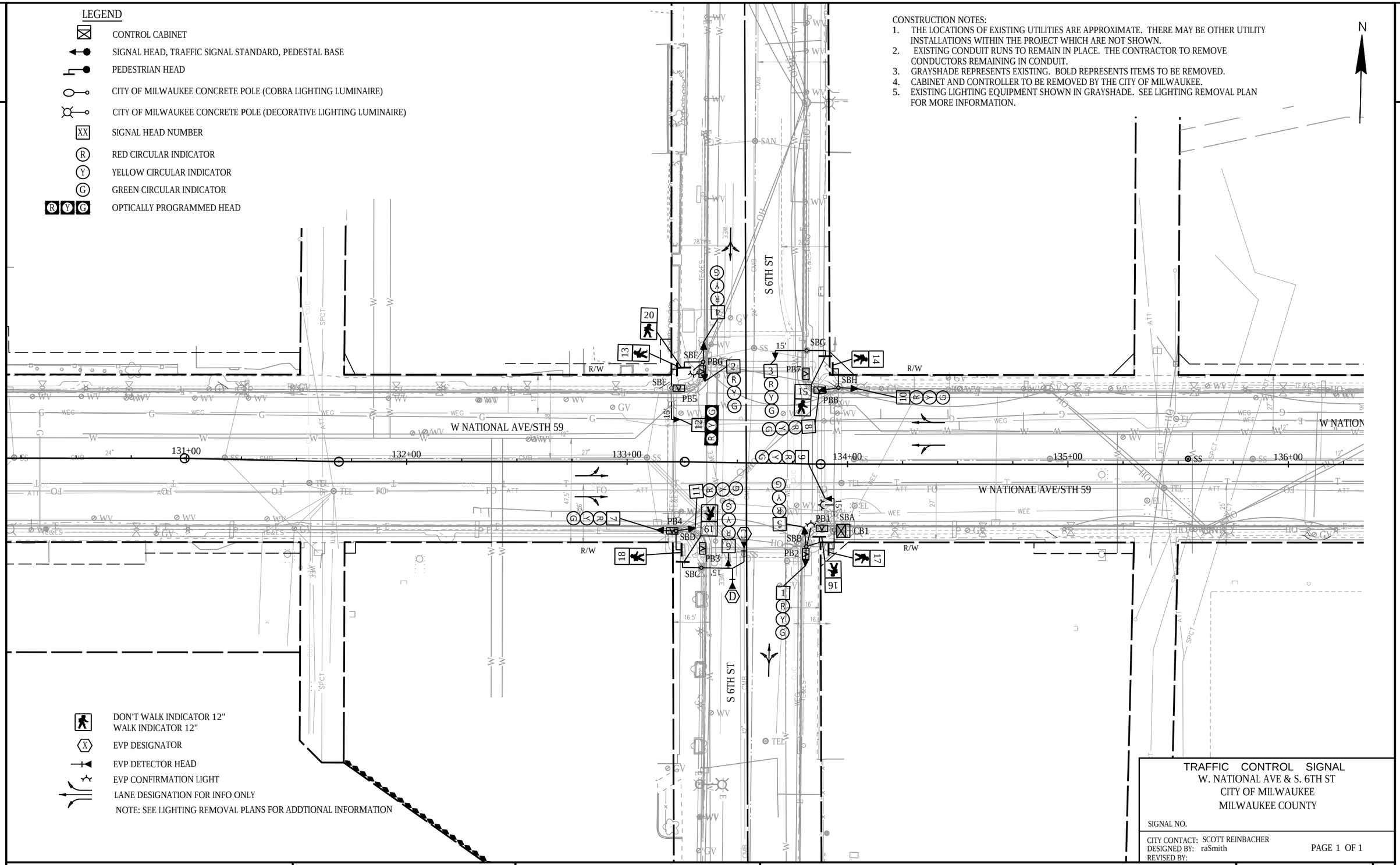
## LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R Y G OPTICALLY PROGRAMMED HEAD

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N




DON'T WALK INDICATOR 12"
WALK INDICATOR 12"

X EVP DESIGNATOR

EVP DETECTOR HEAD

EVP CONFIRMATION LIGHT

LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 528 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 6th

PLOT DATE : 9/22/2026 12:00 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

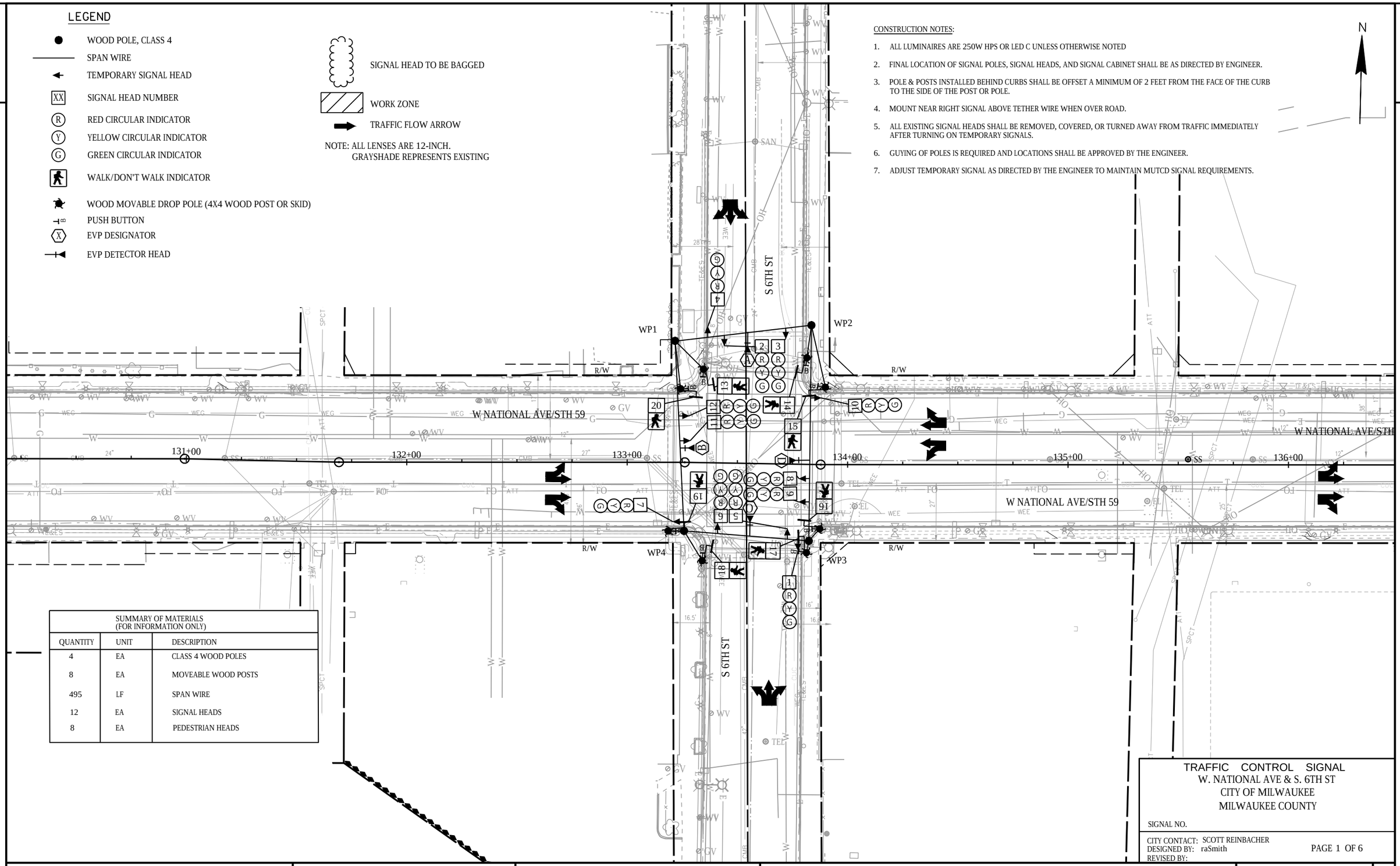
- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

N




SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

| QUANTITY | UNIT | DESCRIPTION |
|---|---|---|
| 4 | EA | CLASS 4 WOOD POLES |
| 8 | EA | MOVEABLE WOOD POSTS |
| 495 | LF | SPAN WIRE |
| 12 | EA | SIGNAL HEADS |
| 8 | EA | PEDESTRIAN HEADS |

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE | SHEET 529 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST.DWG
LAYOUT NAME - 6th
PLOT DATE : 9/22/2026 12:02 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

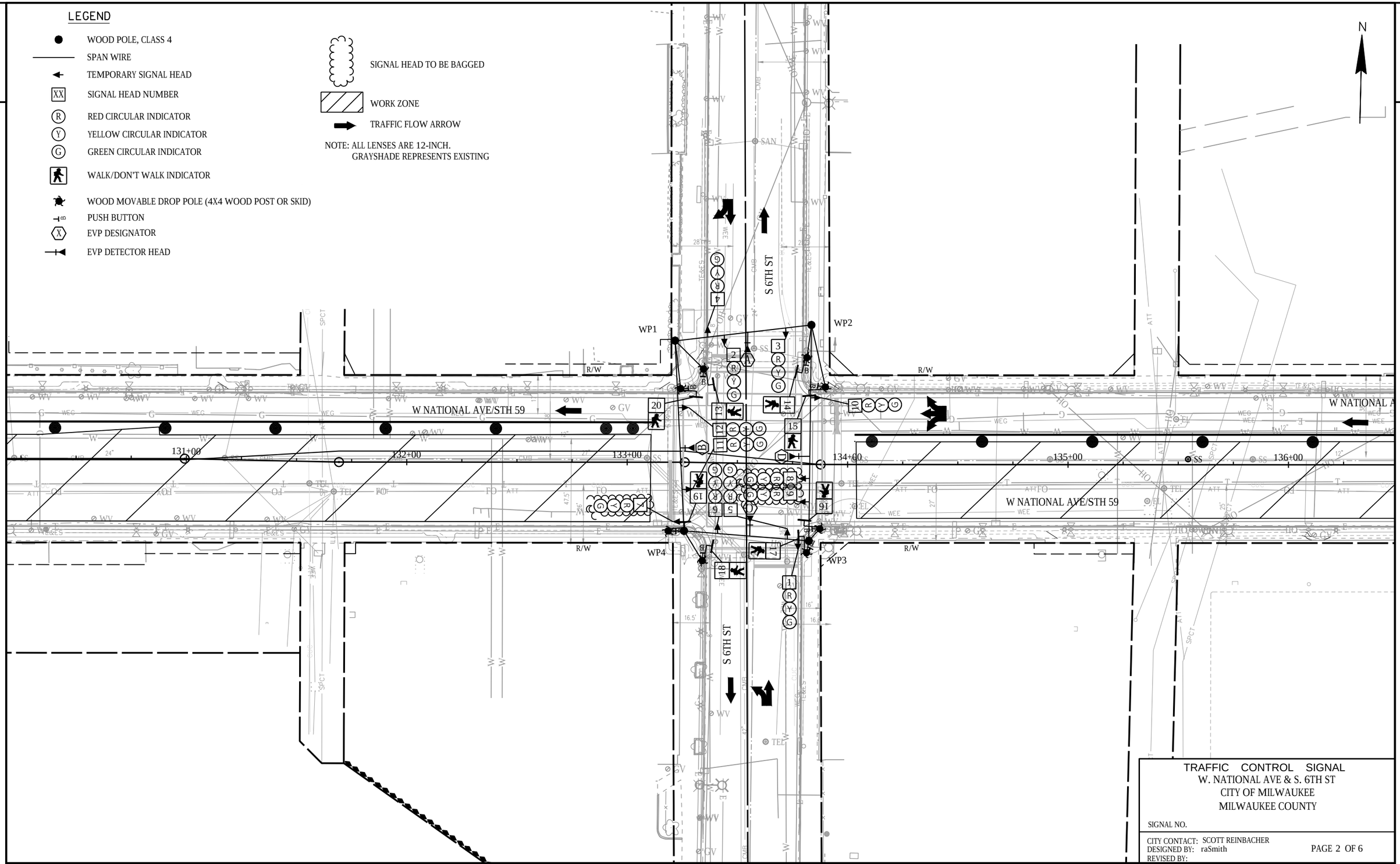
WISDOT/CADDS SHEET 42

2

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PB — PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1A | SHEET 530 | E |
|---|---|---|---|---|---|

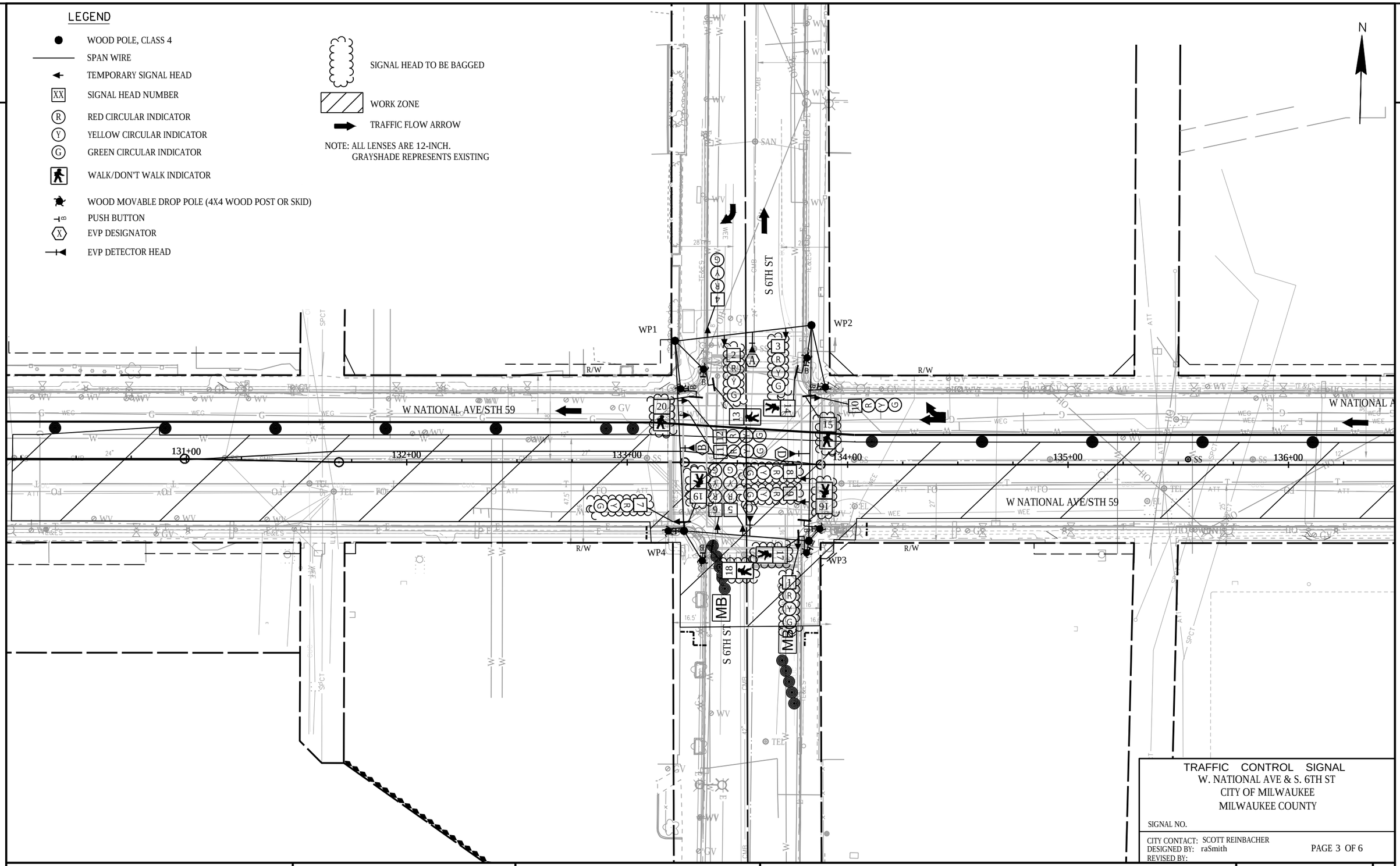
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG1.DWG
LAYOUT NAME - 6th
PLOT DATE : 9/22/2026 12:04 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PB — PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1B | SHEET 531 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG1B.DWG
LAYOUT NAME - 6th
PLOT DATE : 9/22/2026 12:06 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

WP1 WP2 WP3 WP4

S 6TH ST

W NATIONAL AVE/STH 59

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A | SHEET 532 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG2.DWG
LAYOUT NAME - 6th

PLOT DATE : 9/22/2026 12:08 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

S 6TH ST

WP1

WP2

WP3

WP4

R/W

W NATIONAL AVE/STH 59

S 6TH ST

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 6

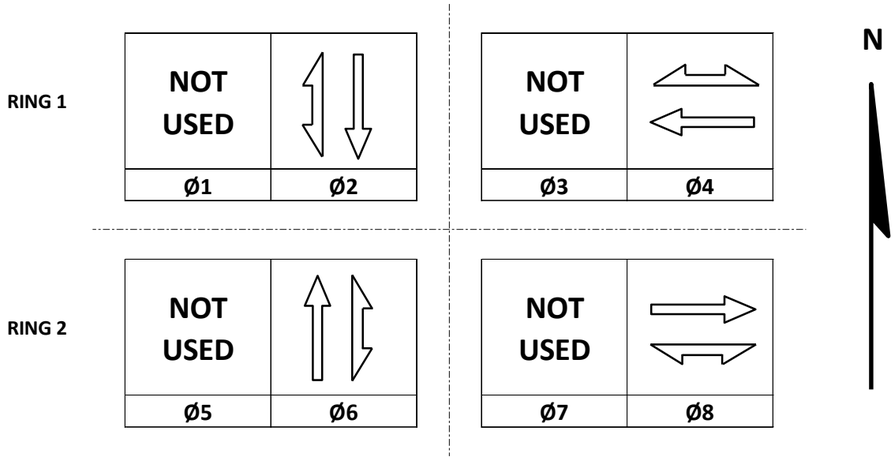
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGES 2B & 2C | SHEET 533 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG2B.DWG
LAYOUT NAME - 6th

PLOT DATE : 9/22/2026 12:10 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | | |
| Ø4 | 10,11,12 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 7,8,9 | R |
| Ø2P | 19,20 | |
| Ø4P | 13,14 | |
| Ø6P | 15,16 | |
| Ø8P | 17,18 | |
| OLE | | |
| OLF | | |
| OLG | | |
| OLH | | |




| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | X |
| TBC | |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | MAX | X |
| 3 | | | | |
| 4 | X | 8 | MAX | X |
| 5 | | | | |
| 6 | | 2 | MAX | X |
| 7 | | | | |
| 8 | X | 4 | MAX | X |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 6+2 | 4+8 | 2+6 | 8+4 |

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: AUGUST 2026 PAGE NUMBER: 6 OF 6



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

2

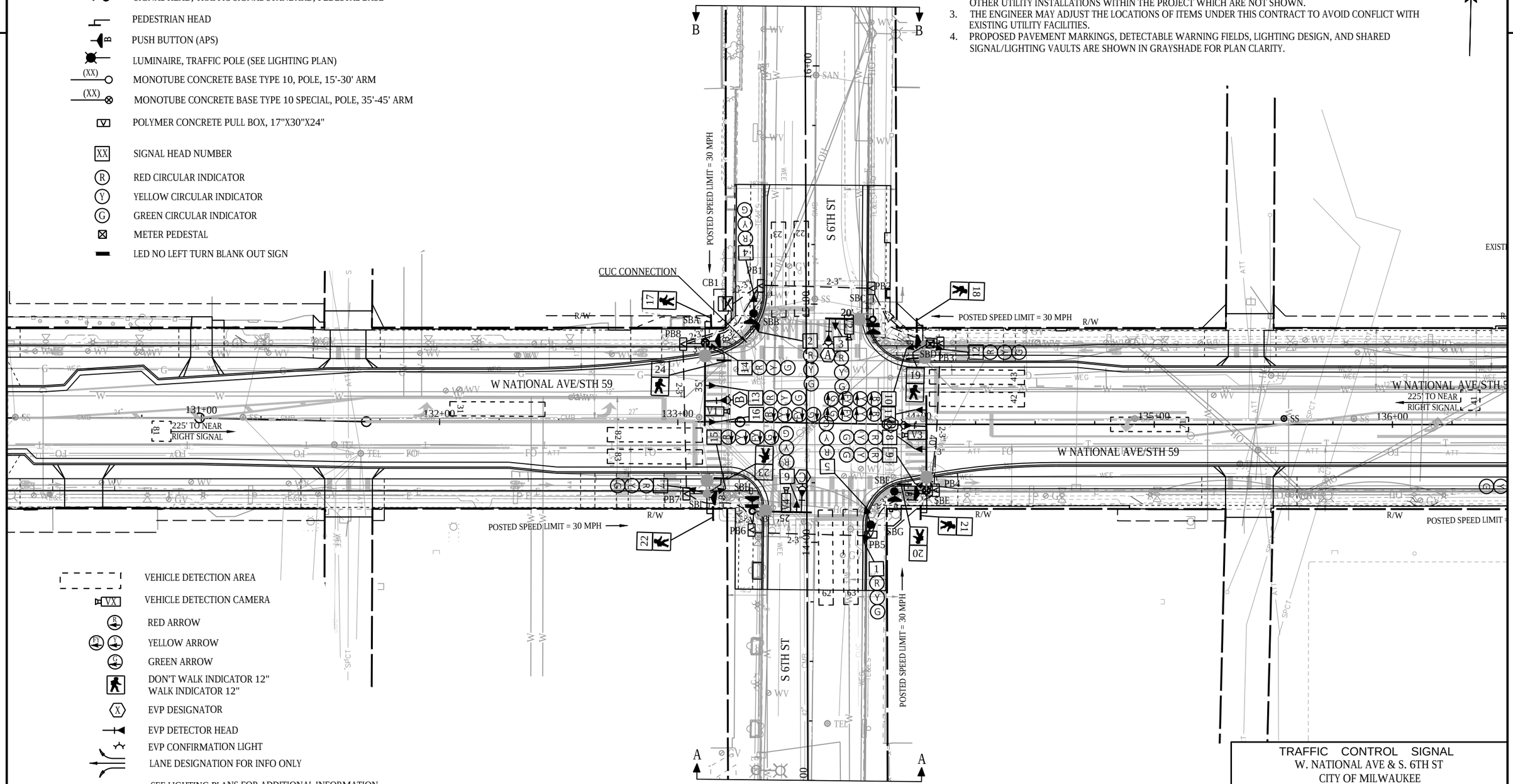
## LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL
- LED NO LEFT TURN BLANK OUT SIGN

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N




- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

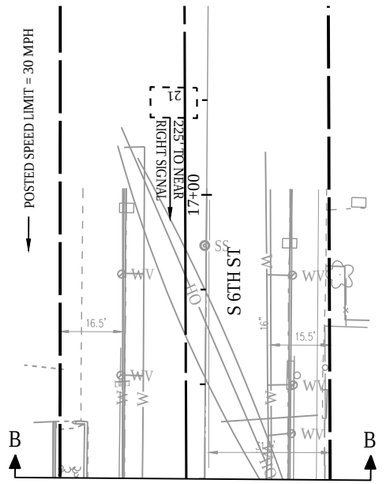
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 535 | E |
|---|---|---|---|---|---|

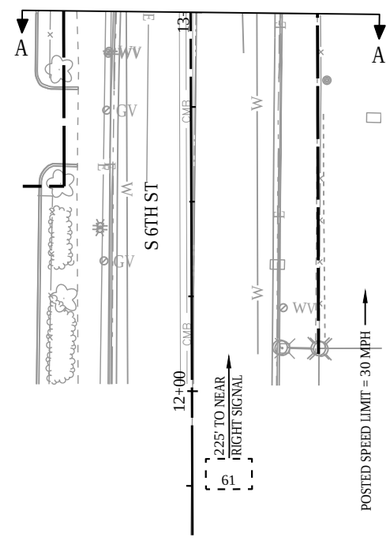
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 6th
PLOT DATE : 9/22/2026 12:11 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 3

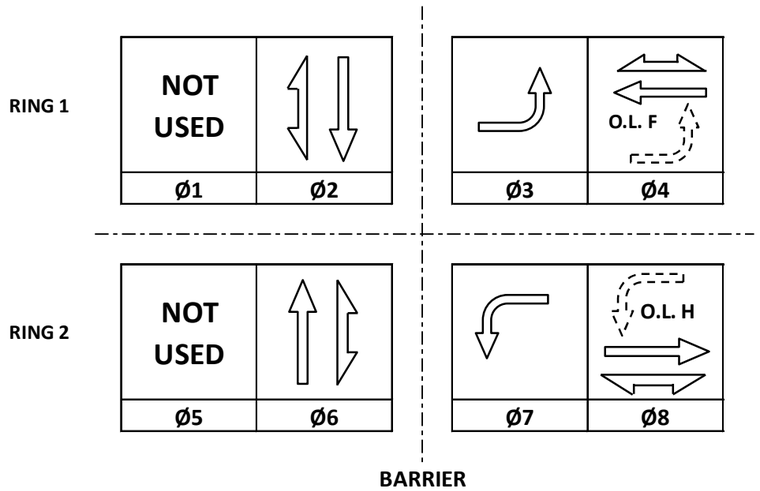
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 536 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 6th (2)

PLOT DATE : 9/22/2026 12:11 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | 10,11 | R ← |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | 15,16 | R ← |
| Ø8 | 7,8,9 | R |
| Ø2P | 23,24 | |
| Ø4P | 17,18 | |
| Ø6P | 19,20 | |
| Ø8P | 21,22 | |
| OLE | | |
| OLF | 10,11 | - |
| OLG | | |
| OLH | 15,16 | - |




## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | | X |
| 3 | | 8 | | X |
| 4 | X | 8 | MIN | X |
| 5 | | | | |
| 6 | | 2 | | X |
| 7 | | 4 | | X |
| 8 | X | 4 | MIN | X |

EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 6+2 | 4+7 | 2+6 | 8+3 |

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 21 | 23 | 31 | 41 | 43 | 61 | 63 | 71 |
| CALLED PHASE | 2 | 2 | 3 | 4 | 4 | 6 | 6 | 7 |
| CALL OPTION | | X | X | X | X | | X | X |
| DELAY TIME | | X | | | X | | X | |
| EXTENTION OPTION | X | X | X | X | X | X | X | X |
| EXTEND TIME | X | | | | | X | | |
| USE ADDED INITIAL | | | | X | | | | |
| CROSS SWITCH PHASE | | | 2 | | | | | 8 |

| DETECTOR INPUT | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 81 | 83 | | | | | | |
| CALLED PHASE | 8 | 8 | | | | | | |
| CALL OPTION | X | X | | | | | | |
| DELAY TIME | | X | | | | | | |
| EXTENTION OPTION | X | X | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | X | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 22 | | | 42 | | 62 | | |
| CALLED PHASE | 2 | | | 4 | | 6 | | |
| CALL OPTION | X | | | X | | X | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | | | X | | X | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| DETECTOR INPUT | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 82 | | | | | | | |
| CALLED PHASE | 8 | | | | | | | |
| CALL OPTION | X | | | | | | | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | | | | | | | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

W. NATIONAL AVE & S. 6TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

| PROJECT ID: | 2410-10-71 |
|---|---|
| INTERSECTION: | W NATIONAL AVE & S 6TH ST |

| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
|---|---|---|---|
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SBA | 19 | 13 | RED | ORG | GRN | | | | | | | | |
| | | 14 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 16 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 17 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 24 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBB | 12 | 2 | RED | ORG | GRN | | | | | | | | |
| | | 4 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBC | 12 | 3 | RED | ORG | GRN | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBD | 19 | 10 | | | | RED | ORG | GRN | BLK/WHT | | | | |
| | | 12 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 18 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 19 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBE | 19 | 8 | RED | ORG | GRN | | | | | | | | |
| | | 9 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 11 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 20 | | | | | | | | BLU | BLK | | |
| | | 21 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBF | 12 | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBG | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 5 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| SBH | 12 | 6 | RED | ORG | GRN | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBI | 19 | 7 | RED | ORG | GRN | | | | | | | | |
| | | 15 | | | | RED/BLK | ORG/BLK | GRN/BLK | BLK/WHT | | | | |
| | | 22 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 23 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SBB |
| SBB | SBC |
| SBC | SBD |
| SBD | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBI |
| SBI | SBA |
| SBA | CB1 |

| Video Detection Cable | |
|---|---|
| From | To |
| CB1 | V1 (SBA) |
| CB1 | V2 (SBC) |
| CB1 | V3 (SBE) |
| CB1 | V4 (SBH) |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD A (SBC) |
| CB1 | HEAD B (SBA) |
| CB1 | HEAD C (SBH) |
| CB1 | HEAD D (SBE) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

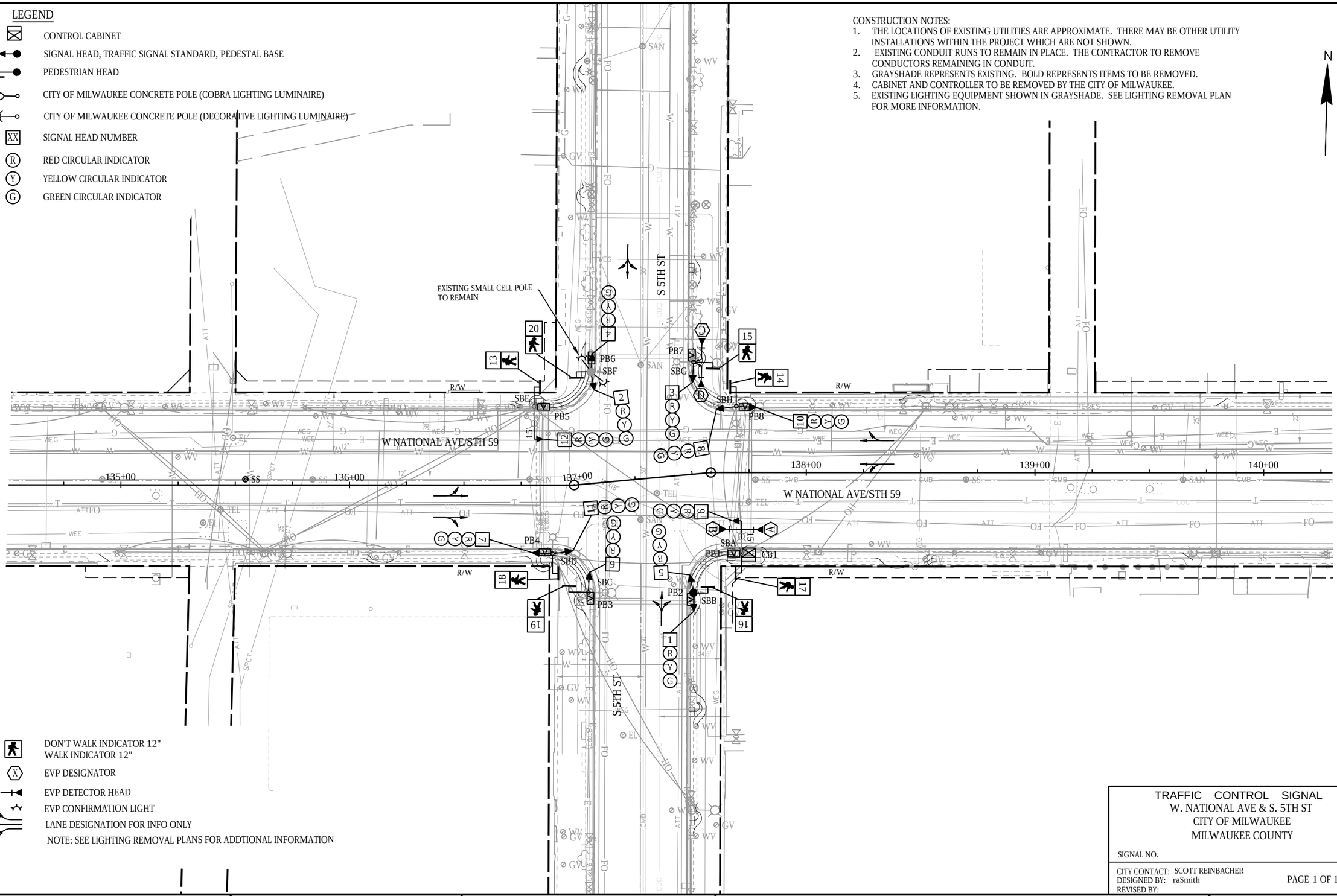
## LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N




- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 5TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 539 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 5th
PLOT DATE : 9/22/2026 12:12 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

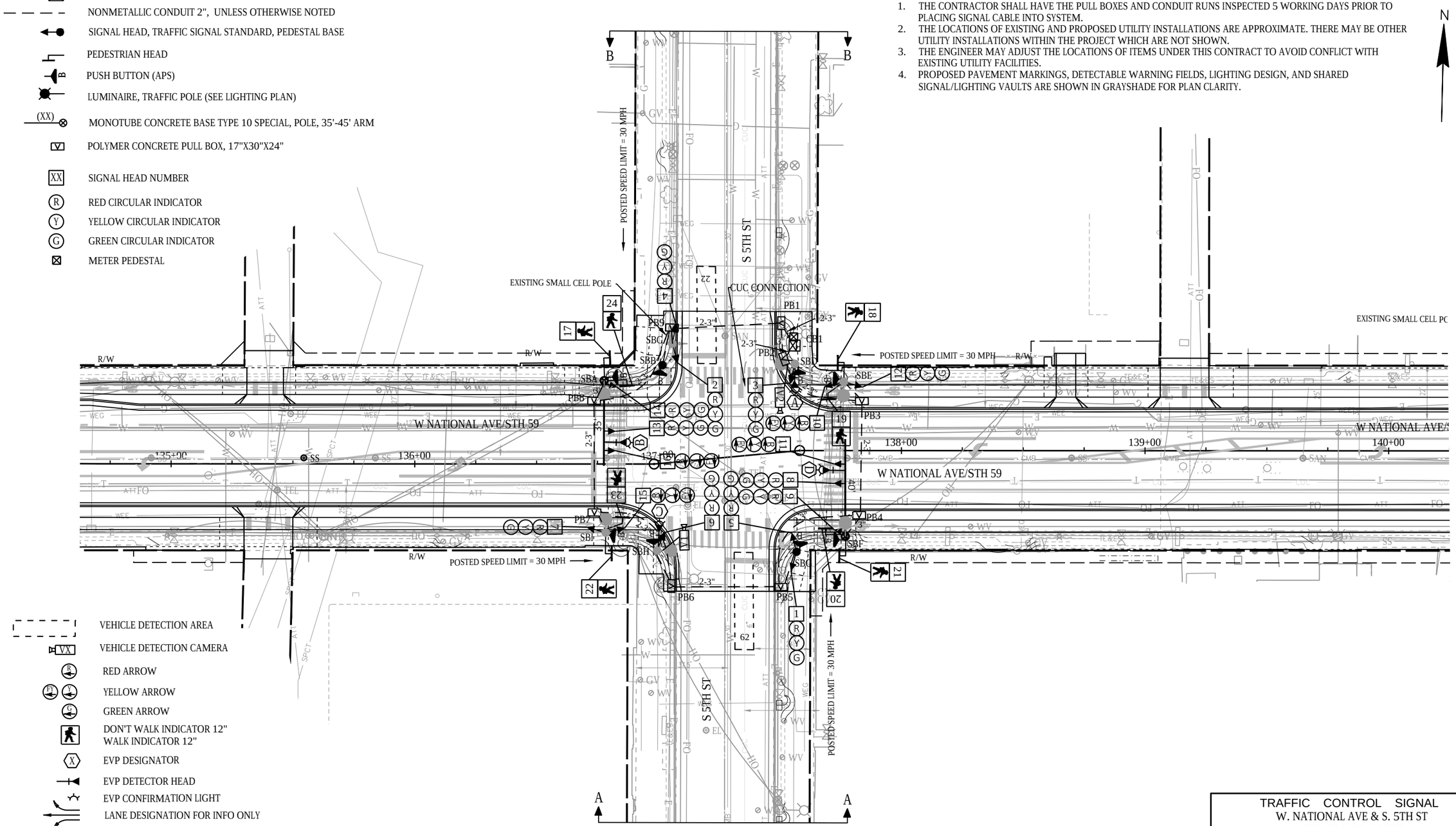
WISDOT/CADDS SHEET 42

## LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.




- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

# TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 5TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

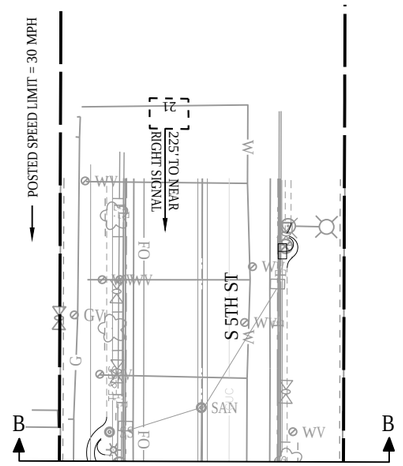
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 540 | E |
|---|---|---|---|---|---|

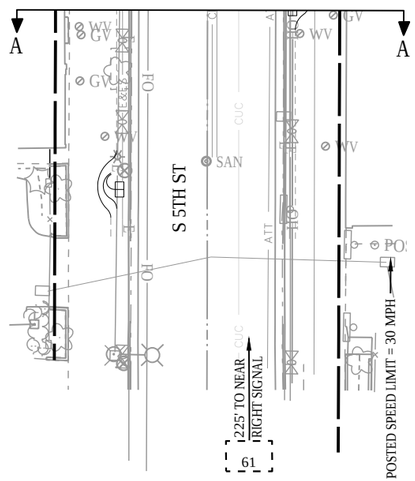
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 5th
PLOT DATE : 9/22/2026 12:12 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 5TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 3

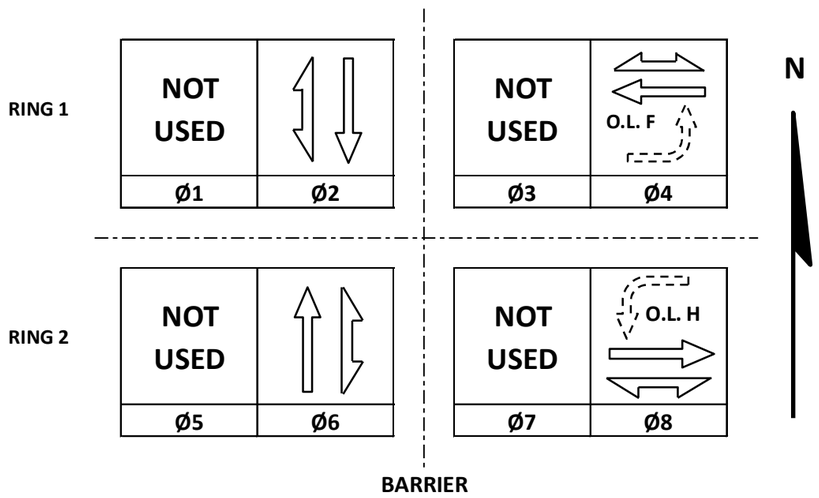
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 541 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 5th (2)

PLOT DATE : 9/22/2026 12:13 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | | |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 7,8,9 | R |
| Ø2P | 23,24 | |
| Ø4P | 17,18 | |
| Ø6P | 19,20 | |
| Ø8P | 21,22 | |
| OLE | | |
| OLF | 10,11 | - |
| OLG | | |
| OLH | 15,16 | - |




## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | | X |
| 3 | | | | |
| 4 | X | 8 | MIN | X |
| 5 | | | | |
| 6 | | 2 | | X |
| 7 | | | | |
| 8 | X | 4 | MIN | X |

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 6+2 | 4+8 | 2+6 | 8+4 |

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 21 | 61 | | | | | | | | | | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 2 | 6 | | | | | | | | | | | | | | | CALLED PHASE |
| CALL OPTION | | | | | | | | | | | | | | | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | | | | | | | | | | | | | | | EXTENTION OPTION |
| EXTEND TIME | X | X | | | | | | | | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | | | | | | | | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | | | | | | | | | | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 22 | 62 | | | | | | | | | | | | | | | PLAN LOOP DETECTOR*(S) |
| CALLED PHASE | 2 | 6 | | | | | | | | | | | | | | | CALLED PHASE |
| CALL OPTION | X | X | | | | | | | | | | | | | | | CALL OPTION |
| DELAY TIME | | | | | | | | | | | | | | | | | DELAY TIME |
| EXTENTION OPTION | X | X | | | | | | | | | | | | | | | EXTENTION OPTION |
| EXTEND TIME | | | | | | | | | | | | | | | | | EXTEND TIME |
| USE ADDED INITIAL | | | | | | | | | | | | | | | | | USE ADDED INITIAL |
| CROSS SWITCH PHASE | | | | | | | | | | | | | | | | | CROSS SWITCH PHASE |

W. NATIONAL AVE & S. 5TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

| PROJECT ID: | 2410-10-71 |
|---|---|
| INTERSECTION: | W NATIONAL AVE & S 5TH ST |

| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
|---|---|---|---|
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SBA | 19 | 13 | RED | ORG | GRN | | | | | | | | |
| | | 14 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 16 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 17 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 24 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBB | 12 | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBC | 12 | 2 | RED | ORG | GRN | | | | | | | | |
| | | 4 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| SBD | 12 | 3 | RED | ORG | GRN | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBE | 19 | 10 | | | | RED | ORG | | BLK/WHT | | | | |
| | | 12 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 18 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 19 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBF | 19 | 8 | RED | ORG | GRN | | | | | | | | |
| | | 9 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 11 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 20 | | | | | | | | BLU | BLK | | |
| | | 21 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBG | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 5 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBH | 12 | 6 | RED | ORG | GRN | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBI | 19 | 7 | RED | ORG | GRN | | | | | | | | |
| | | 15 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 22 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 23 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SBD |
| SBD | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBI |
| SBI | SBA |
| SBA | SBB |
| SBB | SBC |
| SBC | CB1 |

| Video Detection Cable | |
|---|---|
| From | To |
| CB1 | V1 (SBH) |
| CB1 | V2 (SBD) |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD A (SBD) |
| CB1 | HEAD B (SBA) |
| CB1 | HEAD C (SBH) |
| CB1 | HEAD D (SBF) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

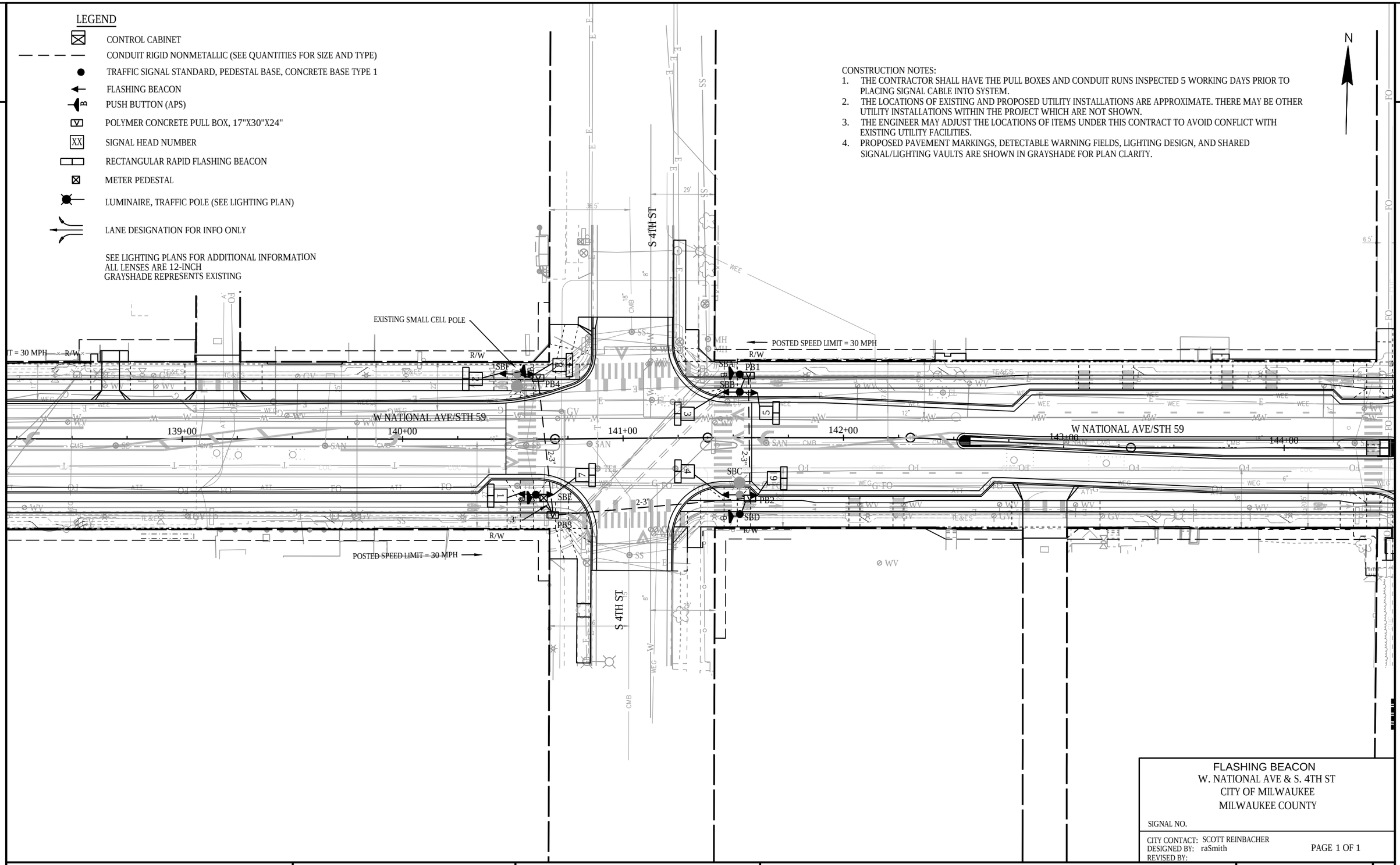
2

## LEGEND

- CONTROL CABINET
- CONDUIT RIGID NONMETALLIC (SEE QUANTITIES FOR SIZE AND TYPE)
- TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE TYPE 1
- FLASHING BEACON
- PUSH BUTTON (APS)
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- SIGNAL HEAD NUMBER
- RECTANGULAR RAPID FLASHING BEACON
- METER PEDESTAL
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.




FLASHING BEACON
W. NATIONAL AVE & S. 4TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FLASHING BEACON PLAN | SHEET 544 | E |
|---|---|---|---|---|---|

2

## LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R Y G OPTICALLY PROGRAMMED HEAD

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N

2

W NATIONAL AVE/STH 59

S 2ND ST

PB1 PB2 PB3 PB4

SBA SBB SBC SBD SBE SBF SBG SBH SBJ

CB1

R/W

146+00 147+00 148+00 149+00 150+00 151+00

W NATIONAL AVE/STH 59

S 2ND ST

- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 2ND ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 545 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 2nd

PLOT DATE : 9/22/2026 12:14 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL

- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N

W NATIONAL AVE/STH 59

S 2ND ST

POSTED SPEED LIMIT = 30 MPH

CUC CONNECTION

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10

SBA SBB SBC SBD SBE SBG SBH SBI SBJ

CB1

146+00 147+00 148+00 150+00 151+00

225' TO NEAR RIGHT SIGNAL

R/W

40'

2-3"

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 2ND ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 546 | E |
|---|---|---|---|---|---|

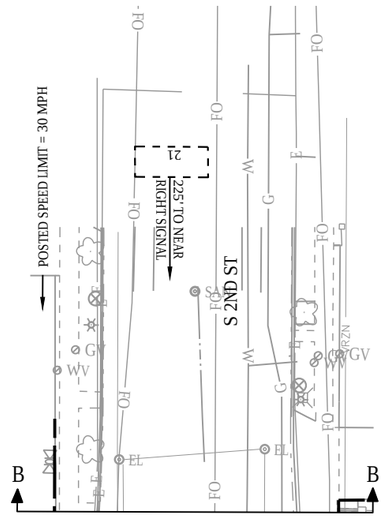
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 2nd

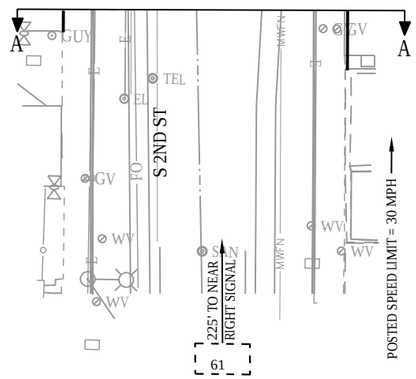
PLOT DATE : 9/22/2026 12:15 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 2ND ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 3

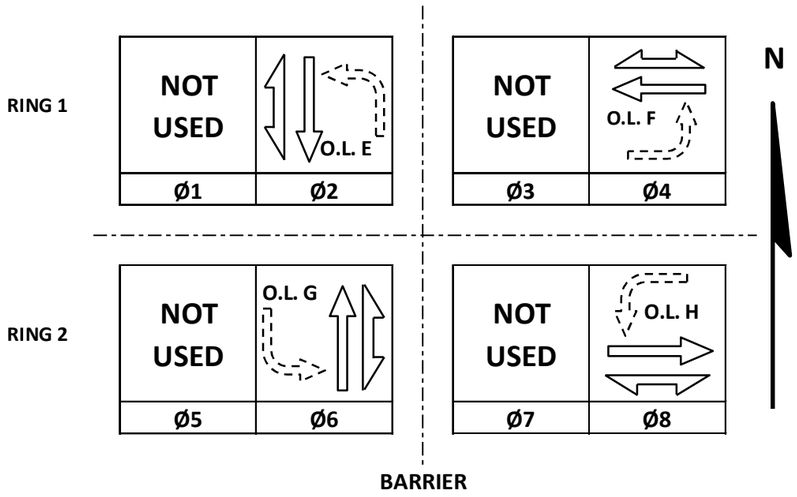
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 547 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 2nd (2)

PLOT DATE : 9/22/2026 12:15 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 6,7,8 | R |
| Ø3 | | |
| Ø4 | 16,17,18 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 11,12,13 | R |
| Ø2P | 27,28 | |
| Ø4P | 21,22 | |
| Ø6P | 23,24 | |
| Ø8P | 25,26 | |
| OLE | 4,5 | - |
| OLF | 14,15 | - |
| OLG | 9,10 | - |
| OLH | 19,20 | - |




## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | | X |
| 3 | | | | |
| 4 | X | 8 | MIN | X |
| 5 | | | | |
| 6 | | 2 | | X |
| 7 | | | | |
| 8 | X | 4 | MIN | X |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 6+2 | 4+8 | 2+6 | 8+4 |

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 | 19 | 17 | 23 | 21 | 27 | 25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 21 | 23 | 41 | 43 | 61 | 63 | 81 | 83 | | | | | | |
| CALLED PHASE | 2 | 2 | 4 | 4 | 6 | 6 | 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 | | | | X | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | | | | | | | |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 | 20 | 18 | 24 | 22 | 28 | 26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 22 | | 42 | | 62 | | 82 | | | | | | | |
| CALLED PHASE | 2 | | 4 | | 6 | | 8 | | | | | | | |
| CALL OPTION | X | | X | | X | | X | | | | | | | |
| DELAY TIME | | | | | | | | | | | | | | |
| EXTENTION OPTION | X | | X | | X | | X | | | | | | | |
| EXTEND TIME | | | | | | | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | | | | | | | |

W. NATIONAL AVE & S. 2ND ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3

| | |
|---|---|
| PROJECT ID: | 2410-10-71 |
| INTERSECTION: | W NATIONAL AVE & S 2ND ST |

| | | | | |
|---|---|---|---|---|
| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| | | | | | | | | | | | | | |
| SBA | 19 | 17 | RED | ORG | GRN | | | | | | | | |
| | | 18 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 20 | | | | RED/BLK | ORG/BLK | | BLKWHT | | | | |
| | | 21 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 28 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SBB | 12 | 4 | | | | RED | ORG | | BLK/WHT | | | | |
| | | 6 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SBC | 15 | 2 | RED | ORG | GRN | | | | | | | | |
| | | 3 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 5 | | | | RED/WHT | GRN/WHT | | BLK/WHT | | | | |
| | | | | | | | | | | | | | |
| SBD | 12 | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SBE | 19 | 14 | | | | RED | ORG | | BLK/WHT | | | | |
| | | 16 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 22 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 23 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SBF | 19 | 12 | RED | ORG | GRN | | | | | | | | |
| | | 13 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 15 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 24 | | | | | | | | BLU | BLK | | |
| | | 25 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SBG | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 9 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SBH | 12 | 26 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |
| SBI | 15 | 7 | RED | ORG | GRN | | | | | | | | |
| | | 8 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 10 | | | | RED/WHT | GRN/WHT | | BLK/WHT | | | | |
| | | | | | | | | | | | | | |
| SBJ | 15 | 11 | RED | ORG | GRN | | | | | | | | |
| | | 19 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 27 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| | | | | | | | | | | | | | |

| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| | |
| CB1 | SBA |
| SBA | SBB |
| SBB | SBC |
| SBC | SBD |
| SBD | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBI |
| SBI | SBJ |
| SBJ | CB1 |
| | |

| Video Detection Cable | |
|---|---|
| From | To |
| | |
| CB1 | V1 (SBA) |
| CB1 | V2 (SBC) |
| CB1 | V3 (SBF) |
| CB1 | V4 (SBI) |
| | |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| | |
| CB1 | HEAD A (SBC) |
| CB1 | HEAD B (SBA) |
| CB1 | HEAD C (SBI) |
| CB1 | HEAD D (SBF) |
| | |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- CITY OF MILWAUKEE CONCRETE POLE (COBRA LIGHTING LUMINAIRE)
- CITY OF MILWAUKEE CONCRETE POLE (DECORATIVE LIGHTING LUMINAIRE)
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. CABINET AND CONTROLLER TO BE REMOVED BY THE CITY OF MILWAUKEE.
5. EXISTING LIGHTING EQUIPMENT SHOWN IN GRAYSHADE. SEE LIGHTING REMOVAL PLAN FOR MORE INFORMATION.

N

W NATIONAL AVE/STH 59

S 1ST ST

SBF SBG SBH SBA SBE SBD SBC CB1

150+00 151+00 152+00 153+00 154+00 155+00

- DON'T WALK INDICATOR 12"
- WALK INDICATOR 12"
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY
- NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDTIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL REMOVAL PLAN | SHEET 550 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SR.DWG
LAYOUT NAME - 1st

PLOT DATE : 9/22/2026 12:16 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## LEGEND

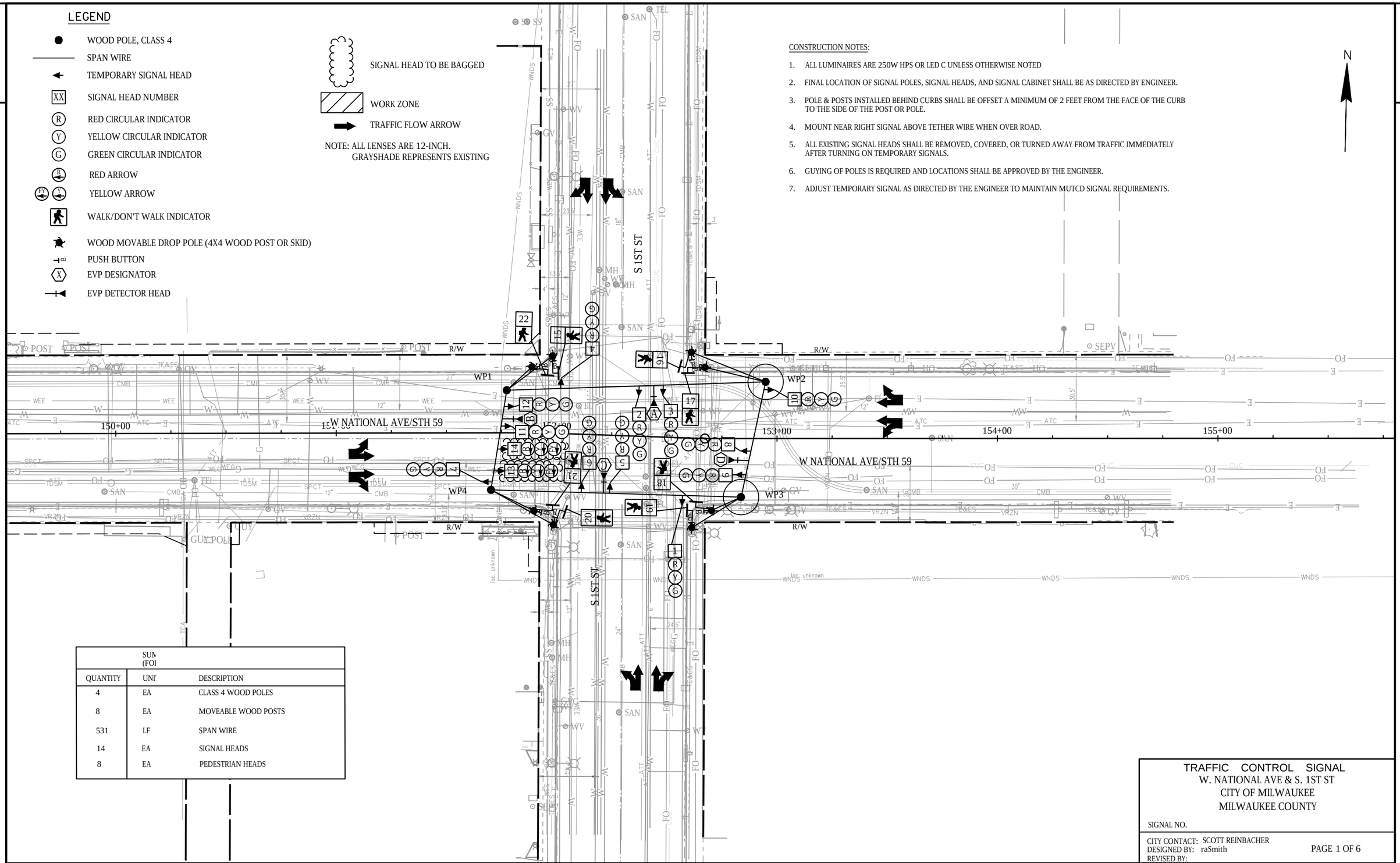
- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD

- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.




| SUM (FOI | | |
|---|---|---|
| QUANTITY | UNI | DESCRIPTION |
| 4 | EA | CLASS 4 WOOD POLES |
| 8 | EA | MOVEABLE WOOD POSTS |
| 531 | LF | SPAN WIRE |
| 14 | EA | SIGNAL HEADS |
| 8 | EA | PEDESTRIAN HEADS |

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION STAGE | SHEET 551 | E |
|---|---|---|---|---|---|

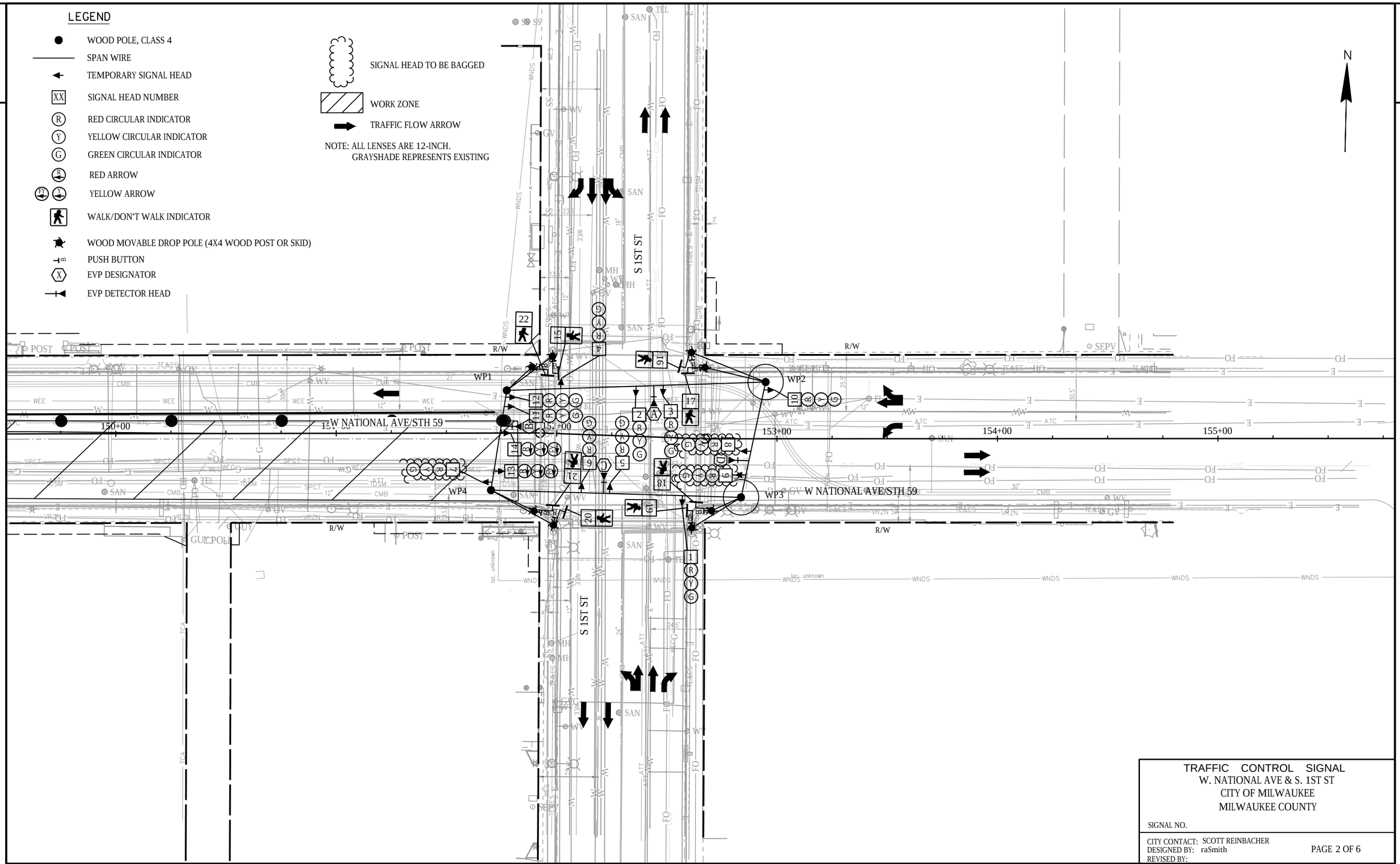
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST.DWG
LAYOUT NAME - 1st
PLOT DATE : 9/22/2026 12:18 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD

- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING




TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGES 1A & 1B | SHEET 552 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG1.DWG
LAYOUT NAME - 1st
PLOT DATE : 9/22/2026 12:20 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN: 40 FT

WISDOT/CADDS SHEET 42

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- FY Y — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

2

2

WP1 WP2 WP3 WP4

W NATIONAL AVE/STH 59

S 1ST ST

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A | SHEET 553 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG2.DWG
LAYOUT NAME - 1st

PLOT DATE : 9/22/2026 12:22 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- FY Y — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

W NATIONAL AVE/STH 59

S 1ST ST

WP1 WP2 WP3 WP4

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B | SHEET 554 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG2B.DWG
LAYOUT NAME - 1st

PLOT DATE : 9/22/2026 12:24 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## LEGEND

- WOOD POLE, CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- LT Y — YELLOW ARROW
- WALK/DON'T WALK INDICATOR
- WOOD MOVABLE DROP POLE (4X4 WOOD POST OR SKID)
- PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH.
GRAYSHADE REPRESENTS EXISTING

N

W NATIONAL AVE/STH 59

S 1ST ST

WP1 WP2 WP3 WP4

R/W

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

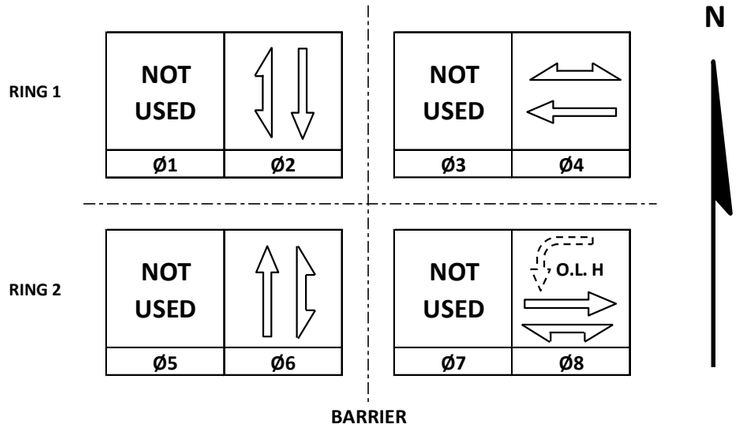
PAGE 5 OF 6

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2C | SHEET 555 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-ST - STG2C.DWG
LAYOUT NAME - 1st
PLOT DATE : 9/22/2026 12:27 PM
PLOT BY : BEINE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | | |
| Ø4 | 10,11,12 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 7,8,9 | R |
| Ø2P | 21,22 | |
| Ø4P | 15,16 | |
| Ø6P | 17,18 | |
| Ø8P | 19,20 | |
| OLE | | |
| OLF | | |
| OLG | | |
| OLH | 13,14 | - |




| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | X |
| TBC | |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: | S- |
| SIGNAL SYSTEM NO: | SS- |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | MAX | X |
| 3 | | | | |
| 4 | X | 8 | MAX | X |
| 5 | | | | |
| 6 | | 2 | MAX | X |
| 7 | | | | |
| 8 | X | 4 | MAX | X |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 6+2 | 4+8 | 2+6 | 8+4 |

AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.

W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: AUGUST 2026 PAGE NUMBER: 6 OF 6



FILE NAME: \\rasmith.com\Brookfield\Transportation\1210018.02\Traffic\Signal Design\Sequence Sheets\Perm\TS2-S_E_FYA_EFGH_Econolite_SEQ_27th.xlsx PLOT DATE: 3/13/2026 PLOT NAME: TS2-S_E_FYA_EFGH_Ecor PLOT BY: _____ PLOT SCALE: 1:1

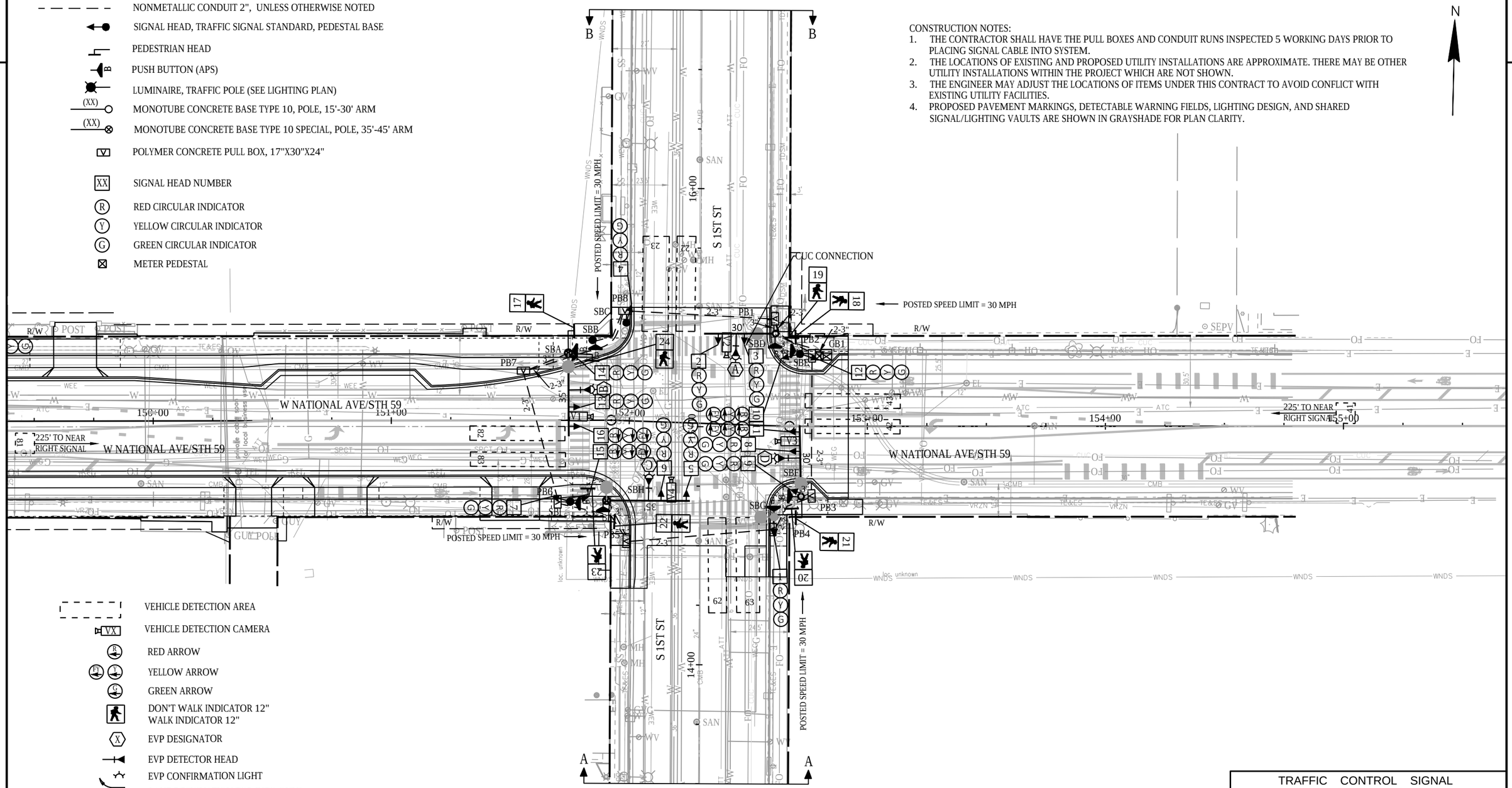
2

## LEGEND

- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE (SEE LIGHTING PLAN)
- (XX) MONOTUBE CONCRETE BASE TYPE 10, POLE, 15'-30' ARM
- (XX) MONOTUBE CONCRETE BASE TYPE 10 SPECIAL, POLE, 35'-45' ARM
- POLYMER CONCRETE PULL BOX, 17"X30"X24"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- METER PEDESTAL

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS, DETECTABLE WARNING FIELDS, LIGHTING DESIGN, AND SHARED SIGNAL/LIGHTING VAULTS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.




- VEHICLE DETECTION AREA
- VX VEHICLE DETECTION CAMERA
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION
ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

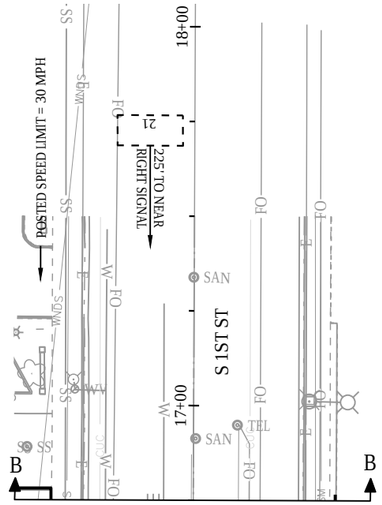
CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

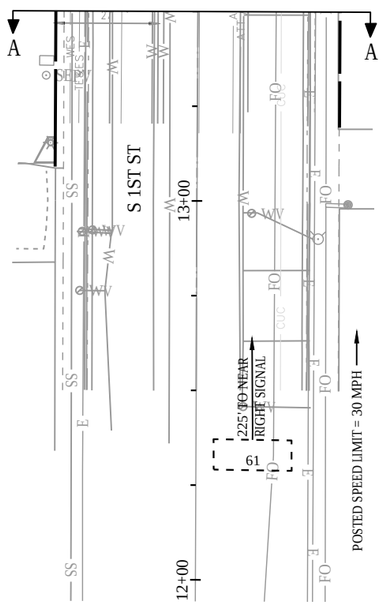
PAGE 1 OF 3

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 557 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 1st
PLOT DATE : 9/22/2026 12:27 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




N

2

TRAFFIC CONTROL SIGNAL
W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: SCOTT REINBACHER
DESIGNED BY: raSmith
REVISED BY:

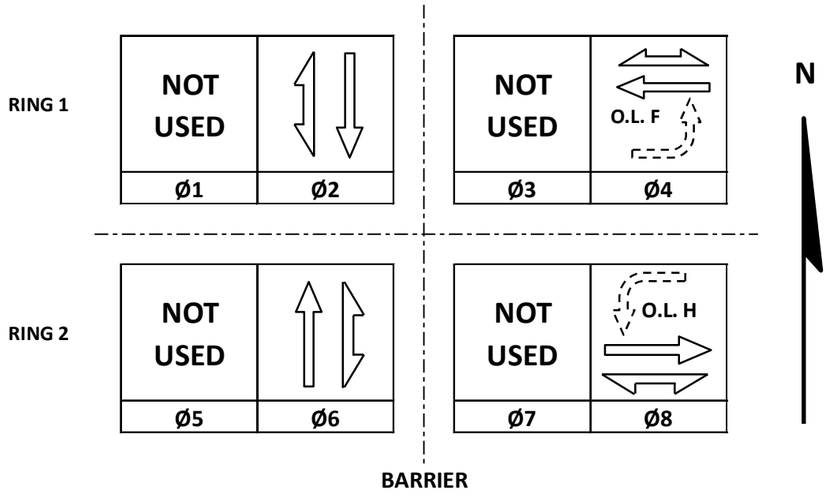
PAGE 2 OF 3

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC SIGNAL PLAN | SHEET 558 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024002-SP.DWG
LAYOUT NAME - 1st (2)

PLOT DATE : 9/22/2026 12:28 PM PLOT BY : BEINE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4,5,6 | R |
| Ø3 | | |
| Ø4 | 12,13,14 | R |
| Ø5 | | |
| Ø6 | 1,2,3 | R |
| Ø7 | | |
| Ø8 | 7,8,9 | R |
| Ø2P | 23,24 | |
| Ø4P | 17,18 | |
| Ø6P | 19,20 | |
| Ø8P | 21,22 | |
| OLE | | |
| OLF | 10,11 | - |
| OLG | | |
| OLH | 15,16 | - |




## CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / Ø | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | 6 | | X |
| 3 | | | | |
| 4 | X | 8 | MIN | X |
| 5 | | | | |
| 6 | | 2 | | X |
| 7 | | | | |
| 8 | X | 4 | MIN | X |

## EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE PREEMPTOR | A | B | C | D |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 6+2 | 4+8 | 2+6 | 8+4 |

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | X |
| CLOSED LOOP | |
| TWISTED PAIR | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| RADIO | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | |
| TBC | X |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: S- | |
| SIGNAL SYSTEM NO: SS- | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC CABINET | |
| IN SEPARATE LIGHTING CABINET | X |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | |
| RAILROAD | |
| EMERGENCY VEHICLE | X |
| GTT | X |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| CONFIRMATION LIGHTS | X |
| LIFT BRIDGE | |
| QUEUE DETECTION | |

## DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 21 | 23 | 41 | 43 | 61 | 63 | 81 | 83 |
| CALLED PHASE | 2 | 2 | 4 | 4 | 6 | 6 | 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 | | | | X | |
| CROSS SWITCH PHASE | | | | | | | | |

| 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| PLAN LOOP DETECTOR*(S) | 22 | | 42 | | 62 | | 82 | |
| CALLED PHASE | 2 | | 4 | | 6 | | 8 | |
| CALL OPTION | X | | X | | X | | X | |
| DELAY TIME | | | | | | | | |
| EXTENTION OPTION | X | | X | | X | | X | |
| EXTEND TIME | | | | | | | | |
| USE ADDED INITIAL | | | | | | | | |
| CROSS SWITCH PHASE | | | | | | | | |

| 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PLAN LOOP DETECTOR*(S) |
| | | | | | | | | CALLED PHASE |
| | | | | | | | | CALL OPTION |
| | | | | | | | | DELAY TIME |
| | | | | | | | | EXTENTION OPTION |
| | | | | | | | | EXTEND TIME |
| | | | | | | | | USE ADDED INITIAL |
| | | | | | | | | CROSS SWITCH PHASE |

W. NATIONAL AVE & S. 1ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2-
CONTROLLER TYPE: ECONOLITE
DATE: AUGUST 2026 PAGE NUMBER: 3 OF 3

| PROJECT ID: | 2410-10-71 |
|---|---|
| INTERSECTION: | W NATIONAL AVE & S 1ST ST |

| Signal Wire Color Coding | BLK - black | RED - red | GRN - green |
|---|---|---|---|
| | WHT - white | BLU - blue | ORG - orange |

| CB1 TO | AWG14 # OF CONDUCTORS | HEAD NO. | SIGNAL INDICATION WIRE COLOR | | | | | | | | | PED BUTTON | APS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | RED | YELLOW | GREEN | <RED> | <YELLOW> | <GREEN> | <FLASHING YELLOW> | D/WALK | WALK | | |
| SBA | 19 | 13 | RED | ORG | GRN | | | | | | | | |
| | | 14 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 16 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 17 | | | | | | | | BLU/WHT | BLK/RED | | |
| | | 24 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBB | 12 | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBC | 12 | 4 | RED | ORG | GRN | | | | | | | | |
| SBD | 15 | 2 | RED | ORG | GRN | | | | | | | | |
| | | 3 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 19 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBE | 15 | 10 | | | | RED | ORG | | BLK/WHT | | | | |
| | | 12 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 18 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBF | 19 | 8 | RED | ORG | GRN | | | | | | | | |
| | | 9 | RED/WHT | ORG/RED | GRN/WHT | | | | | | | | |
| | | 11 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 21 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBG | 12 | 1 | RED | ORG | GRN | | | | | | | | |
| | | 20 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBH | 15 | 5 | RED | ORG | GRN | | | | | | | | |
| | | 6 | RED/BLK | ORG/BLK | GRN/BLK | | | | | | | | |
| | | 22 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |
| SBI | 15 | 7 | RED | ORG | GRN | | | | | | | | |
| | | 15 | | | | RED/BLK | ORG/BLK | | BLK/WHT | | | | |
| | | 23 | | | | | | | | BLU | BLK | | |
| | | PUSH BUTTON | | | | | | | | | | BLU/BLK | WHT/BLK |

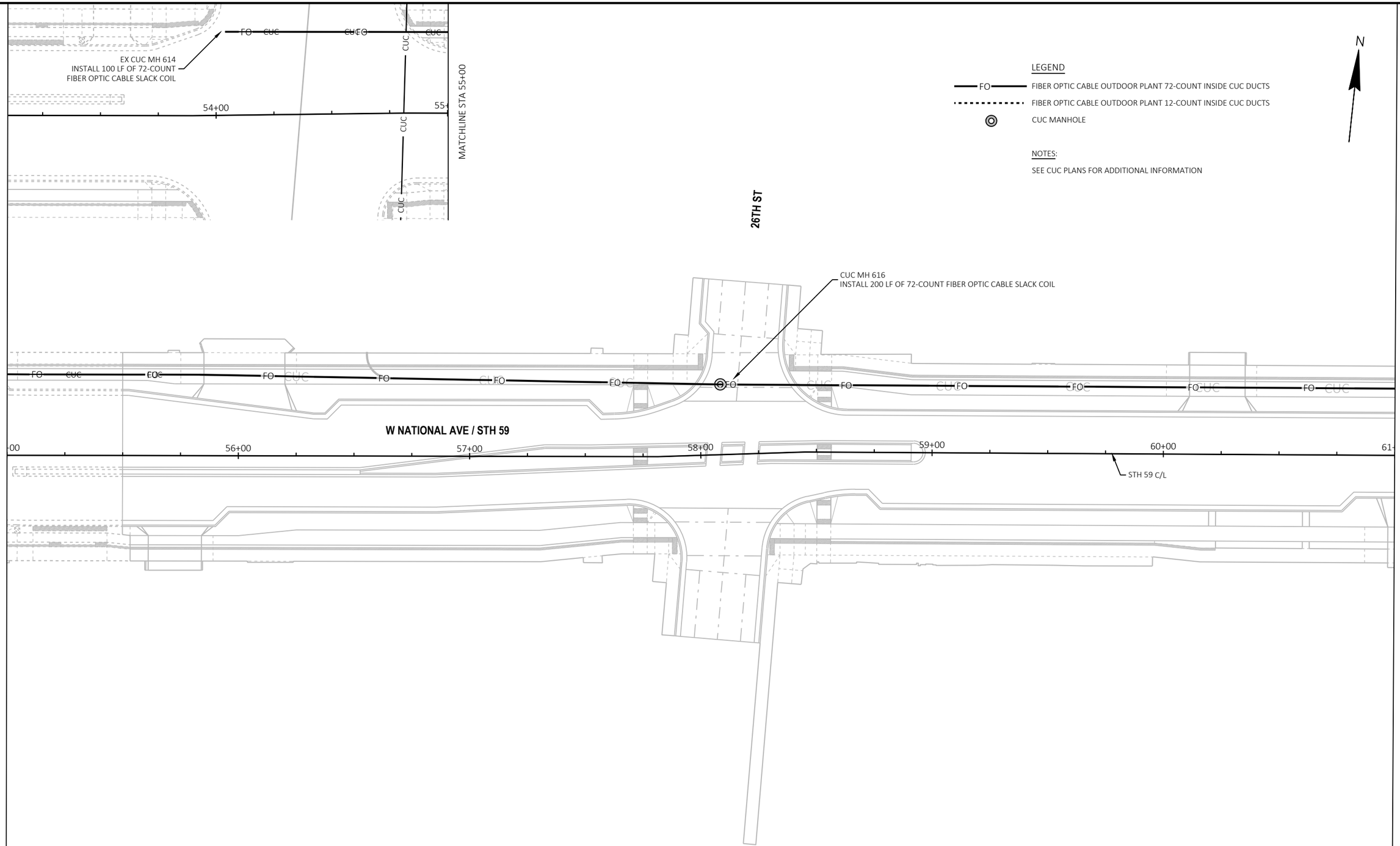
| Equipment Grounding Conductor 10 AWG Green XLP | |
|---|---|
| From | To |
| CB1 | SBE |
| SBE | SBF |
| SBF | SBG |
| SBG | SBH |
| SBH | SBI |
| SBI | SBA |
| SBA | SBB |
| SBB | SBC |
| SBC | SBD |
| SBD | CB1 |

| Video Detection Cable | |
|---|---|
| From | To |
| CB1 | V1 (SBA) |
| CB1 | V2 (SBD) |
| CB1 | V3 (SBF) |
| CB1 | V4 (SBH) |

| Emergency Vehicle Preemption | |
|---|---|
| From | To |
| CB1 | HEAD A (SBD) |
| CB1 | HEAD B (SBA) |
| CB1 | HEAD C (SBH) |
| CB1 | HEAD D (SBF) |

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2




2

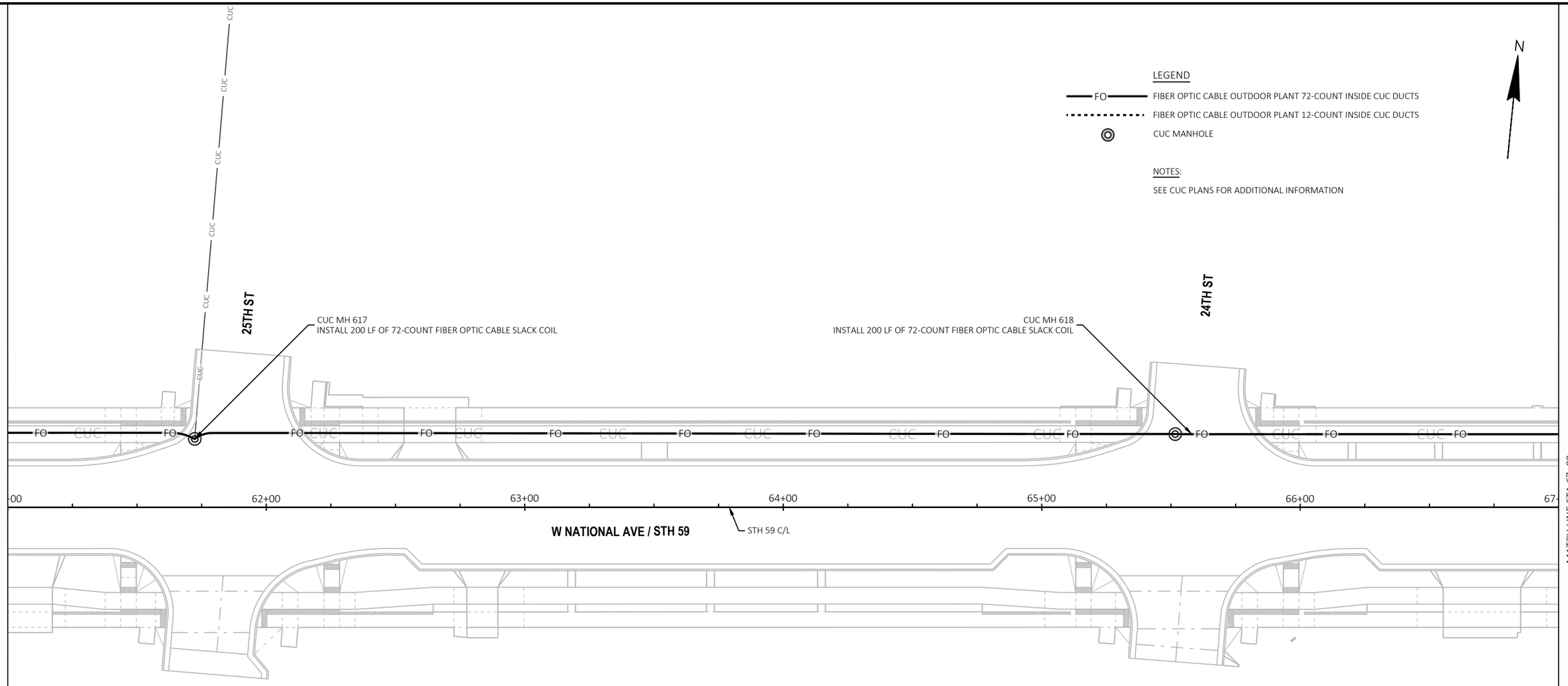
SHEET 1 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 561 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 01

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




SHEET 2 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 562 | E |
|---|---|---|---|---|---|

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

23RD ST

CUC MH 619
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

MATCH LINE STA 67+00

68+00

69+00

70+00

71+00

72+00

MATCH LINE STA 73+00

W NATIONAL AVE / STH 59

STH 59 C/L

22ND ST

SHEET 3 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 563 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 03

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

22ND ST

21ST ST

CUC MH 620
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

CUC MH 621
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO

W NATIONAL AVE / STH 59

MATCH LINE STA 73+00

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

STH 59 C/L

MATCH LINE STA 79+00

SHEET 4 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 564 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 04

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

20TH ST

CUC MH 622
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

CUC MH 623
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO

MATCH LINE STA 79+00

80+00 81+00 STH 59 C/L 82+00 83+00 84+00 85+

MATCH LINE STA 85+0

W NATIONAL AVE / STH 59

19TH ST

SHEET 5 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 565 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 05

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

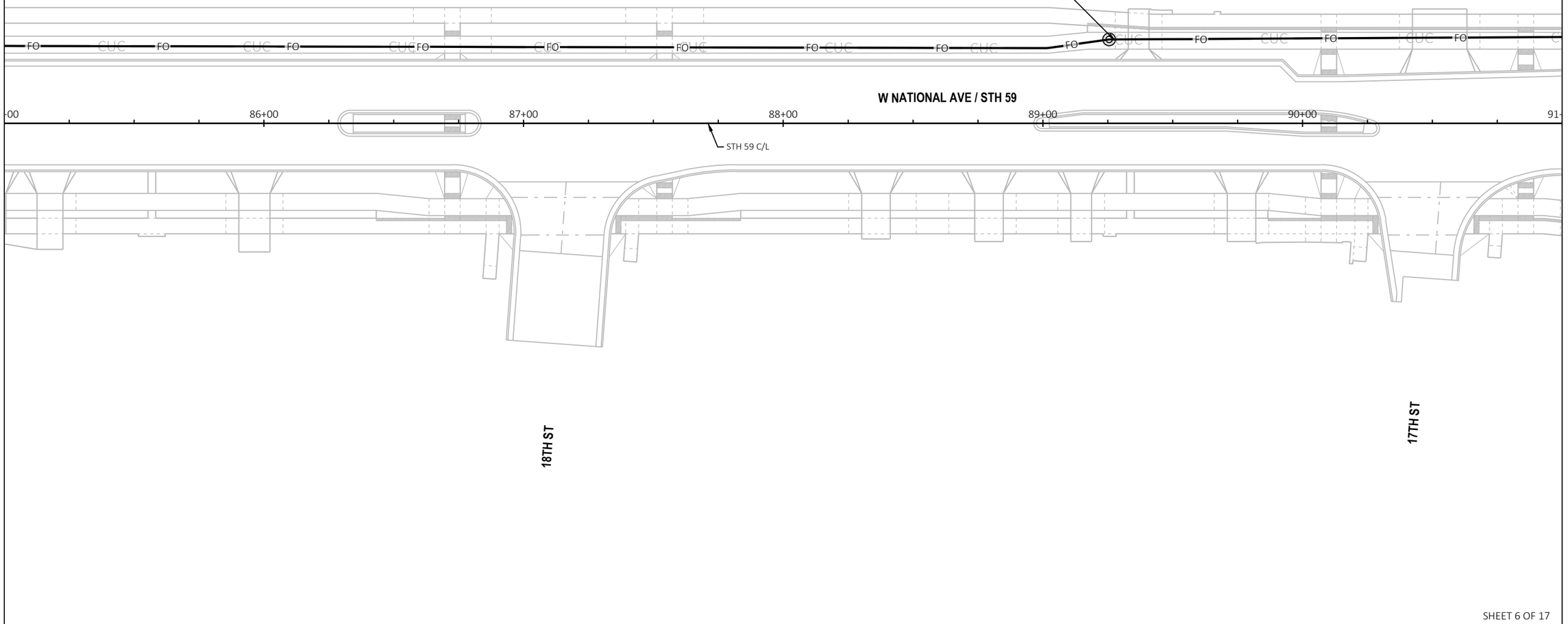
CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

CUC MH 624
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL




SHEET 6 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 566 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 06

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

16TH ST

CUC MH 625
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 100 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

MATCH LINE STA 91+00

92+00

93+00

94+00

95+00

96+00

MATCH LINE STA 97+00

STH 59 C/L

W NATIONAL AVE / STH 59

CUC

FO

SHEET 7 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 567 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 07

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

CUC MH 629
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC

MATCH LINE STA 97+00

98+00 99+00 100+00 101+00 102+00 103

STH 59 C/L

W NATIONAL AVE / STH 59

MATCH LINE STA 103+00

15TH ST

SHEET 8 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 568 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 08

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

CUC MH 630
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

MATCH LINE STA 103+00

104+00

105+00

106+00

107+00

108+00

MATCH LINE STA 109+00

STH 59 C/L

W NATIONAL AVE / STH 59

14TH ST

SHEET 9 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 569 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 09

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

12TH ST

11TH ST

CUC MH 631
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

CUC MH 632
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

MATCH LINE STA 109+00

+00

110+00

W NATIONAL AVE / STH 59

111+00

112+00

113+00

114+00

115

STH 59 C/L

MATCH LINE STA 115+00

SHEET 10 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 570 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 10

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

10TH ST

CUC MH 633
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

FO

MATCH LINE STA 115+00

+00

116+00

117+00

118+00

119+00

120+00

121

STH 59 C/L

W NATIONAL AVE / STH 59

MATCH LINE STA 121+00

SHEET 11 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 571 | E |
|---|---|---|---|---|---|

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

9TH ST

CUC MH 634
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

CUC MH 635
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO

MATCH LINE STA 121+00

121+00 122+00 123+00 124+00 125+00 126+00 127

W NATIONAL AVE / STH 59

STH 59 C/L

MATCH LINE STA 127+00

SHEET 12 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 572 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 12

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

7TH ST

ALLEY

CUC MH 636
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC FO CUC

MATCH LINE STA 127+00

+00 128+00 129+00 130+00 131+00 132+00 133

W NATIONAL AVE / STH 59

STH 59 C/L

MATCH LINE STA 133+00

ALLEY

SHEET 13 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 573 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 13

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

6TH ST

5TH ST

ALLEY

CUC MH 637
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

CUC MH 640
INSTALL 300 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

W NATIONAL AVE / STH 59

MATCH LINE STA 133+00

134+00

135+00

136+00

137+00

138+00

MATCH LINE STA 139+00

STH 59 C/L

EX CUC MH 2073A
INSTALL 100 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

6TH ST / STH 38

SHEET 14 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 574 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 14

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

N

ALLEY

4TH ST

3RD ST

CUC MH 641
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

CUC MH 642
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL

MATCH LINE STA 139+00

MATCH LINE STA 145+00

139+00 140+00 141+00 142+00 143+00 144+00 145

STH 59 C/L

W NATIONAL AVE / STH 59

ALLEY

SHEET 15 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 575 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 15

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

ALLEY

2ND ST

CUC

CUC MH 643
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

FO

CUC

MATCH LINE STA 145+00

+00

146+00

147+00

148+00

149+00

150+00

151

MATCH LINE STA 151+00

W NATIONAL AVE / STH 59

STH 59 C/L

ALLEY

ALLEY

SHEET 16 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 576 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 16

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

LEGEND

FO — FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT INSIDE CUC DUCTS

FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT INSIDE CUC DUCTS

CUC MANHOLE

NOTES:

SEE CUC PLANS FOR ADDITIONAL INFORMATION

1ST ST / STH 32

CUC MH 644
INSTALL 200 LF OF 72-COUNT FIBER OPTIC CABLE SLACK COIL
INSTALL 200 LF OF 12-COUNT FIBER OPTIC CABLE SLACK COIL

FO FO FO

W NATIONAL AVE

MATCH LINE STA 151+00

+00 152+00 153+00 154+00 155+00 156+00

STH 59 C/L

CUC CUC CUC CUC CUC CUC CUC CUC CUC

1ST ST / STH 32

CUC CUC CUC CUC

SHEET 17 OF 17

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | FIBER OPTIC | SHEET 577 | E |
|---|---|---|---|---|---|

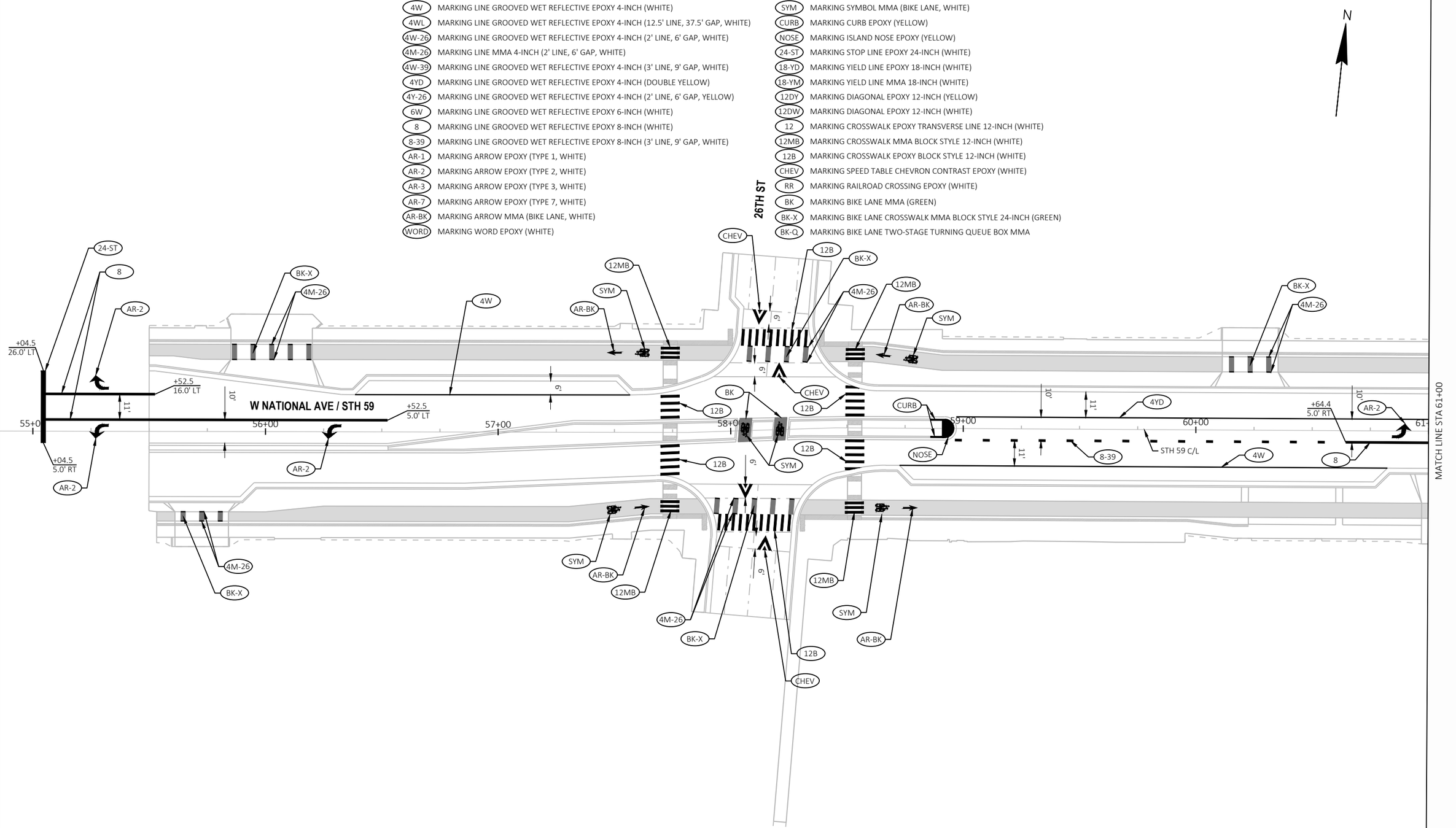
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024401-FO.DWG
LAYOUT NAME - 17

PLOT DATE : 7/23/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |




SHEET 1 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 578 | E |
|---|---|---|---|---|---|

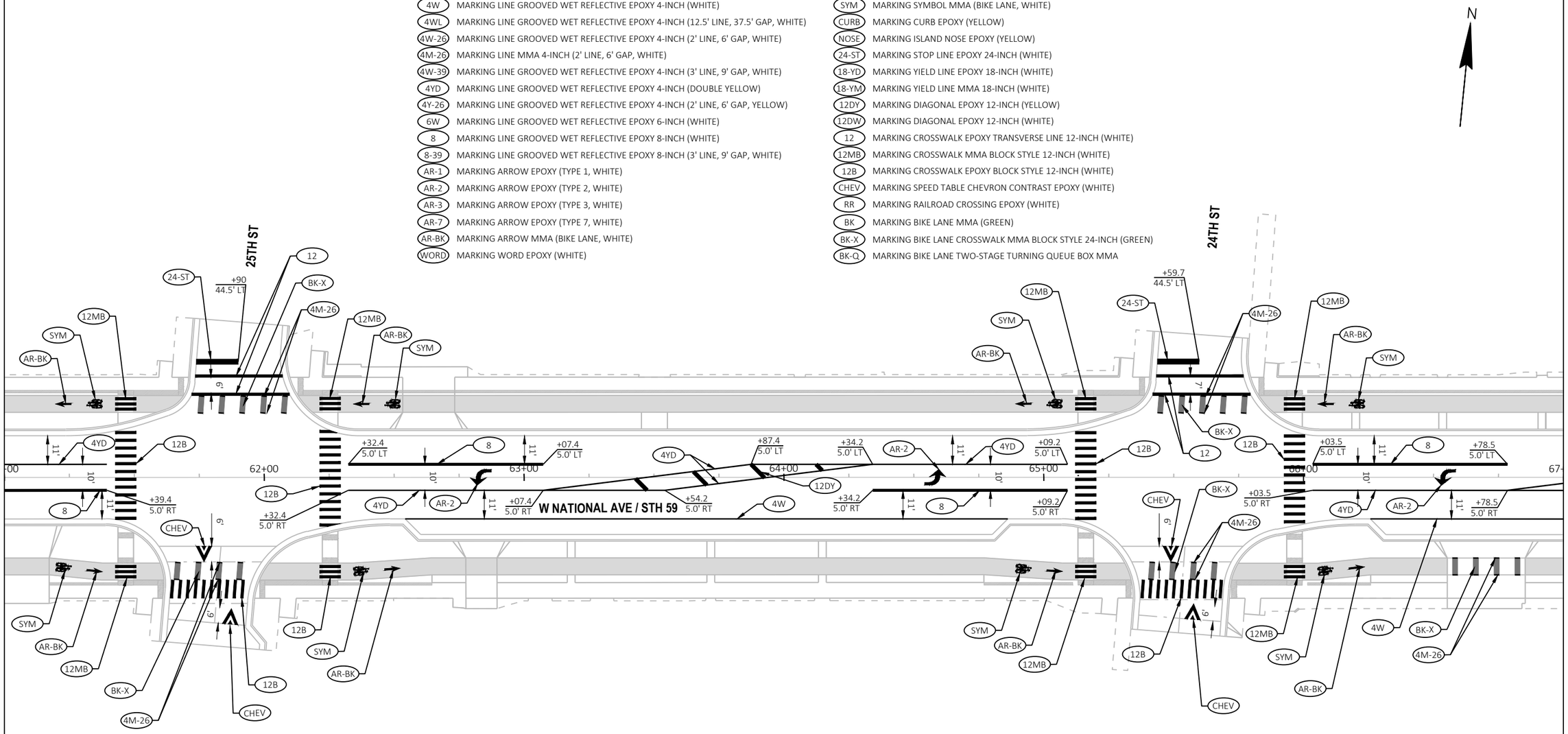
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 01

PLOT DATE : 7/22/2026 4:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |




SHEET 2 OF 21

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 579 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 02

PLOT DATE : 7/22/2026 4:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

N

MATCH LINE STA 67+00

MATCH LINE STA 73+00

23RD ST

W NATIONAL AVE / STH 59

22ND ST

SHEET 3 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 580 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 03

PLOT DATE : 7/22/2026 4:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

22ND ST

21ST ST

W NATIONAL AVE / STH 59

MATCH LINE STA 73+00

MATCH LINE STA 79+00

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

SHEET 4 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 581 | E |
|---|---|---|---|---|---|

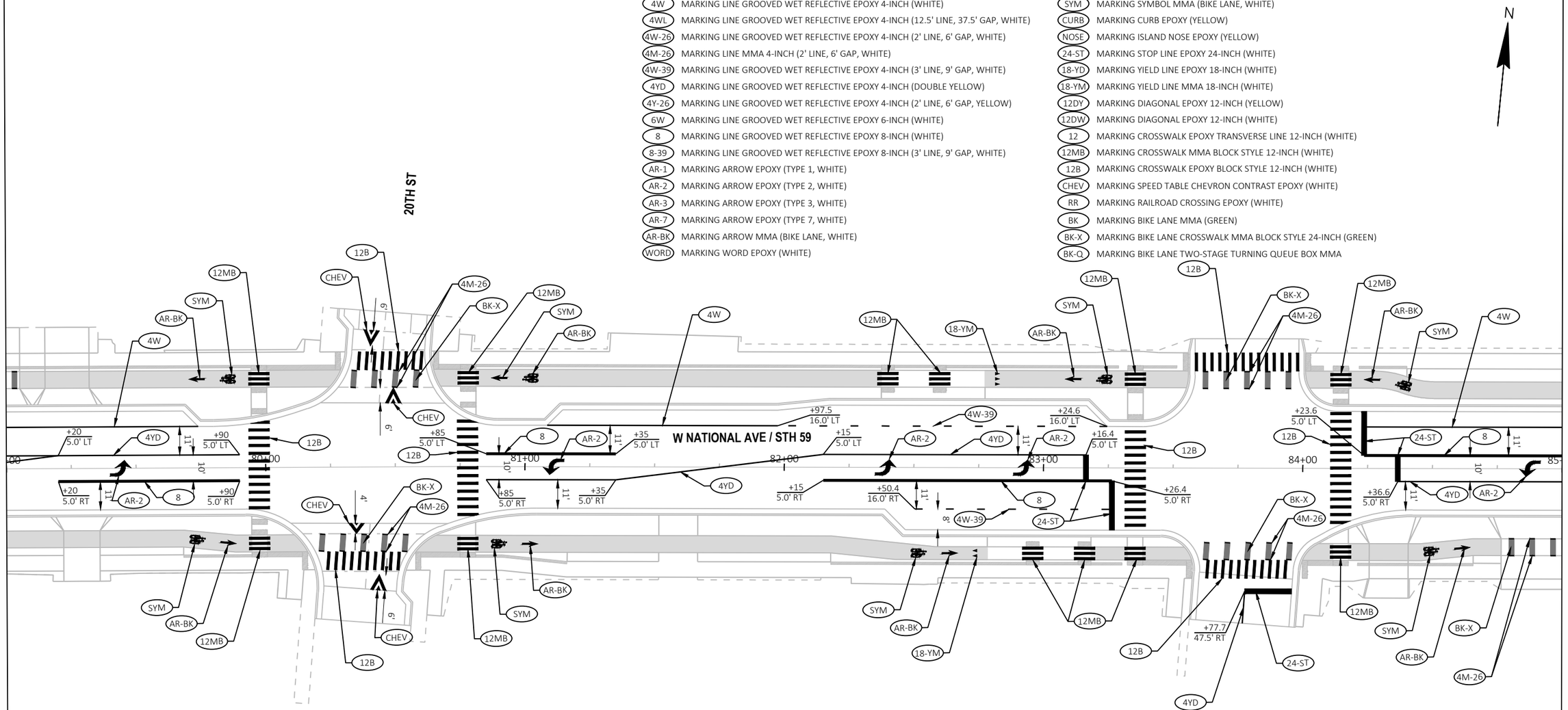
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 04

PLOT DATE : 7/22/2026 4:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |



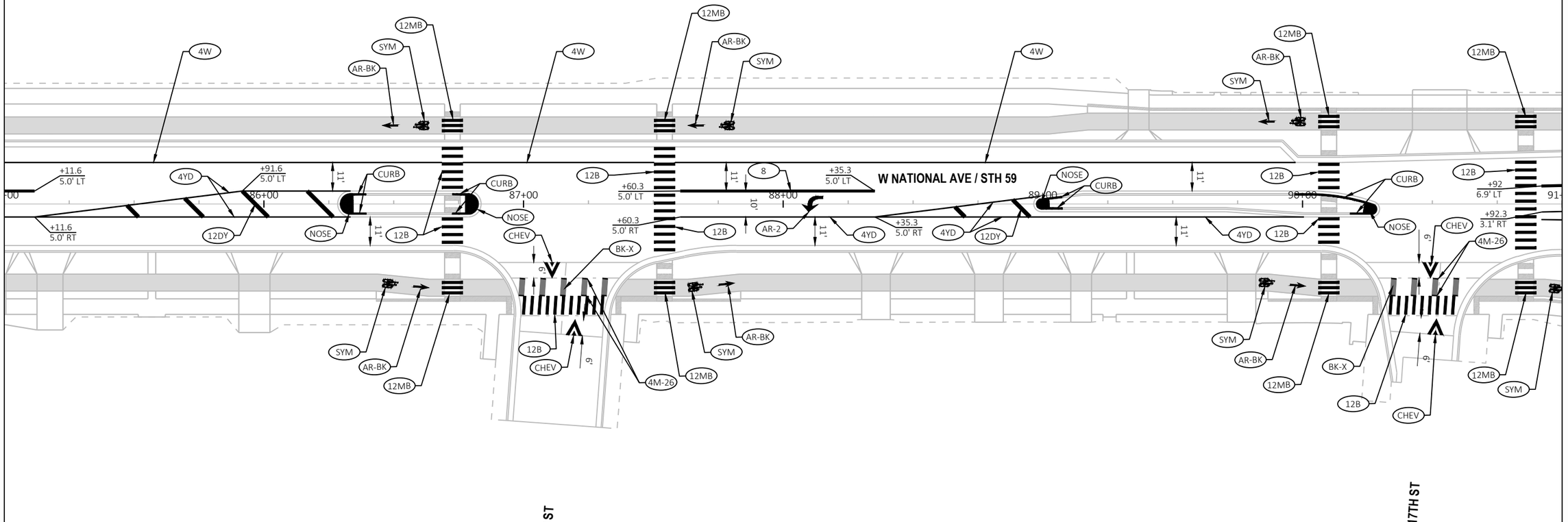

SHEET 5 OF 21

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 582 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2026 4:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

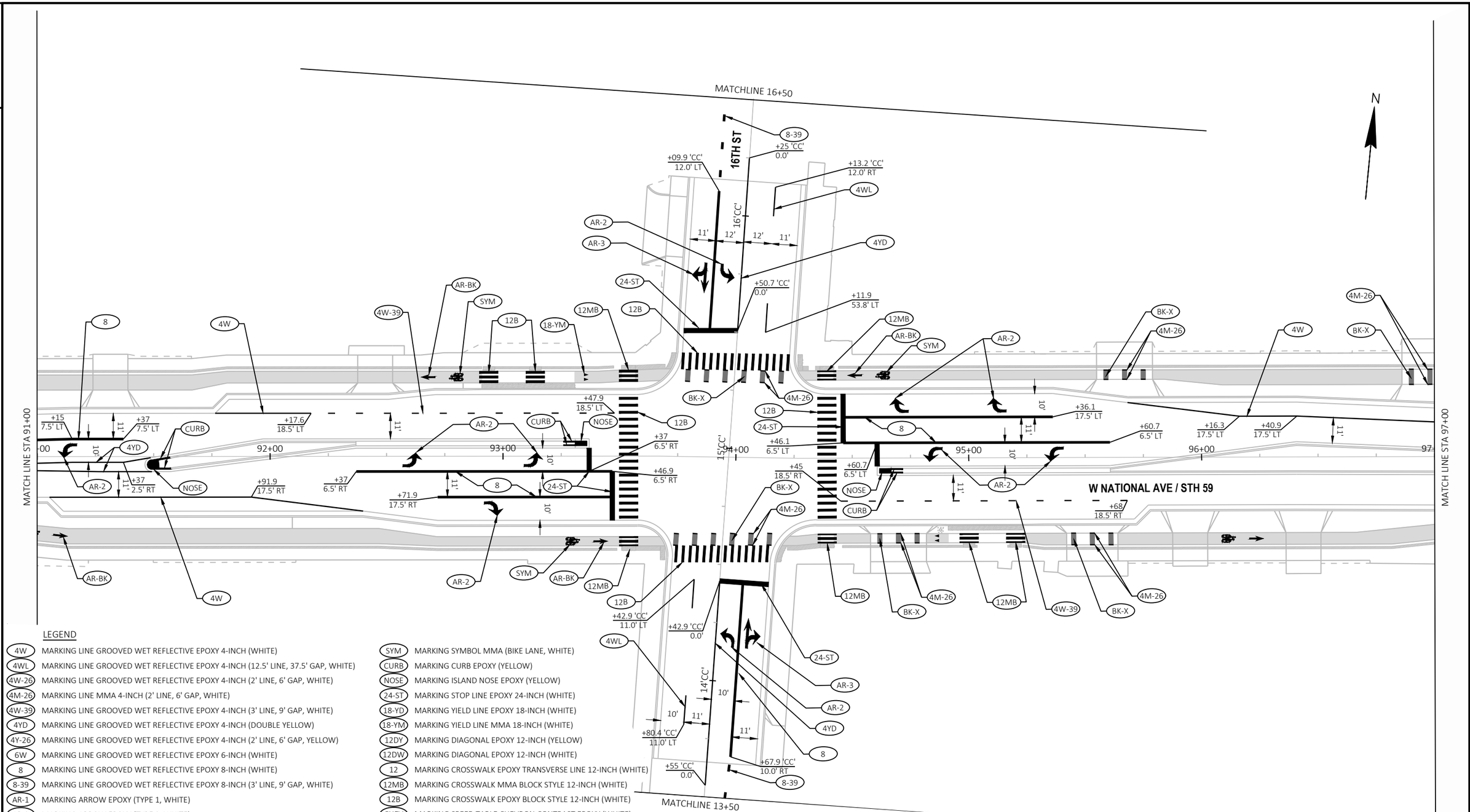





| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 583 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 06
PLOT DATE : 7/22/2026 4:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

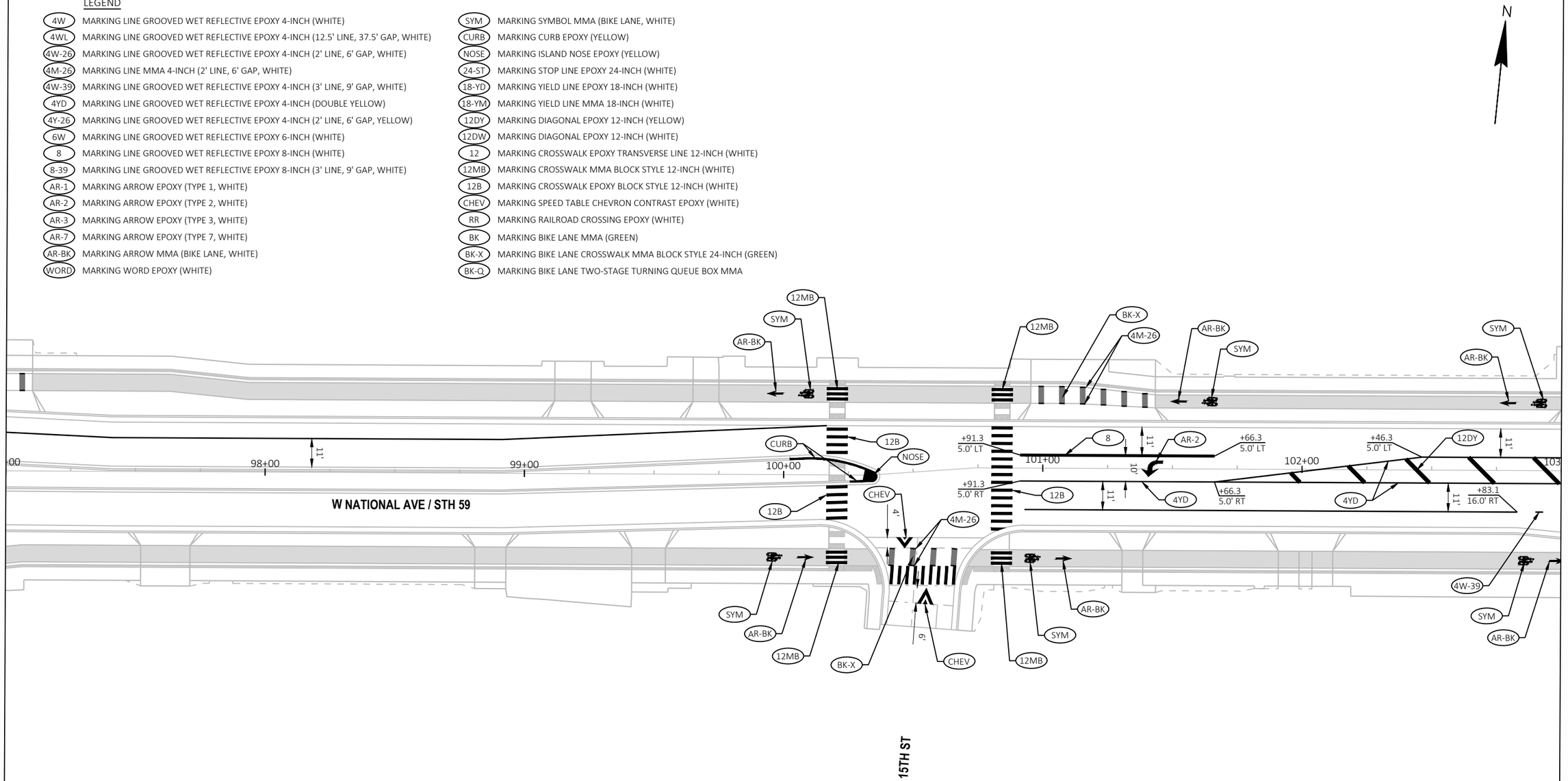


| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 584 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 07
PLOT DATE : 7/22/2026 4:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |




SHEET 8 OF 21

2

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

N

MATCH LINE STA 103+00

MATCH LINE STA 109+00

W NATIONAL AVE / STH 59

14TH ST

SHEET 9 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 586 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2026 4:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

N

12TH ST

11TH ST

W NATIONAL AVE / STH 59

MATCH LINE STA 109+00

MATCH LINE STA 115+00

SHEET 10 OF 21

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 587 E |

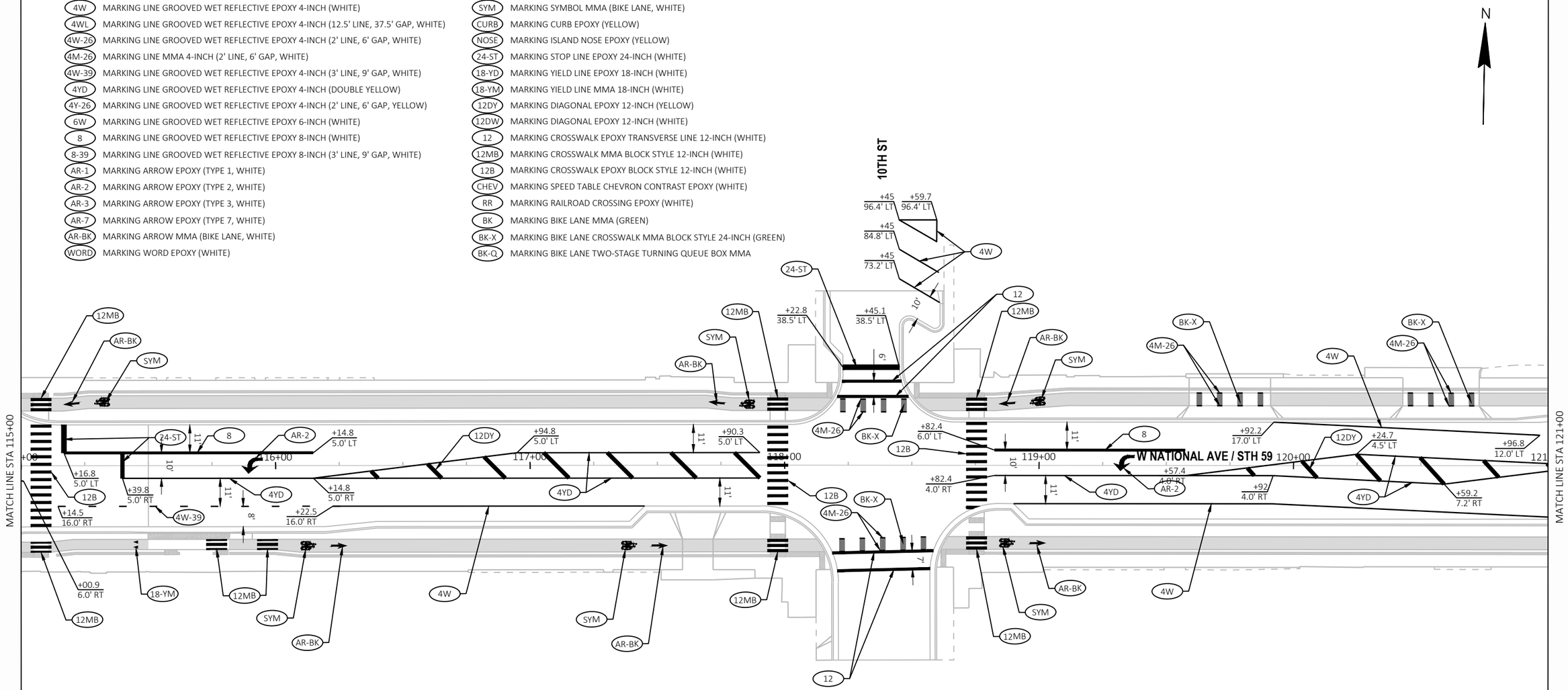
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 10

PLOT DATE : 7/22/2026 4:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- 4W MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
- 4WL MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 4W-26 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE)
- 4M-26 MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE)
- 4W-39 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- 4YD MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW)
- 4Y-26 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
- 6W MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
- 8 MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE)
- 8-39 MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- AR-1 MARKING ARROW EPOXY (TYPE 1, WHITE)
- AR-2 MARKING ARROW EPOXY (TYPE 2, WHITE)
- AR-3 MARKING ARROW EPOXY (TYPE 3, WHITE)
- AR-7 MARKING ARROW EPOXY (TYPE 7, WHITE)
- AR-BK MARKING ARROW MMA (BIKE LANE, WHITE)
- WORD MARKING WORD EPOXY (WHITE)
- SYM MARKING SYMBOL MMA (BIKE LANE, WHITE)
- CURB MARKING CURB EPOXY (YELLOW)
- NOSE MARKING ISLAND NOSE EPOXY (YELLOW)
- 24-ST MARKING STOP LINE EPOXY 24-INCH (WHITE)
- 18-YD MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18-YM MARKING YIELD LINE MMA 18-INCH (WHITE)
- 12DY MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- 12DW MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 12 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE)
- 12MB MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE)
- 12B MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- CHEV MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE)
- RR MARKING RAILROAD CROSSING EPOXY (WHITE)
- BK MARKING BIKE LANE MMA (GREEN)
- BK-X MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN)
- BK-Q MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA




SHEET 11 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 588 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 11

PLOT DATE : 9/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

N

9TH ST

W NATIONAL AVE / STH 59

MATCH LINE STA 121+00

MATCH LINE STA 127+00

+00 122+00 123+00 124+00 125+00 126+00 127

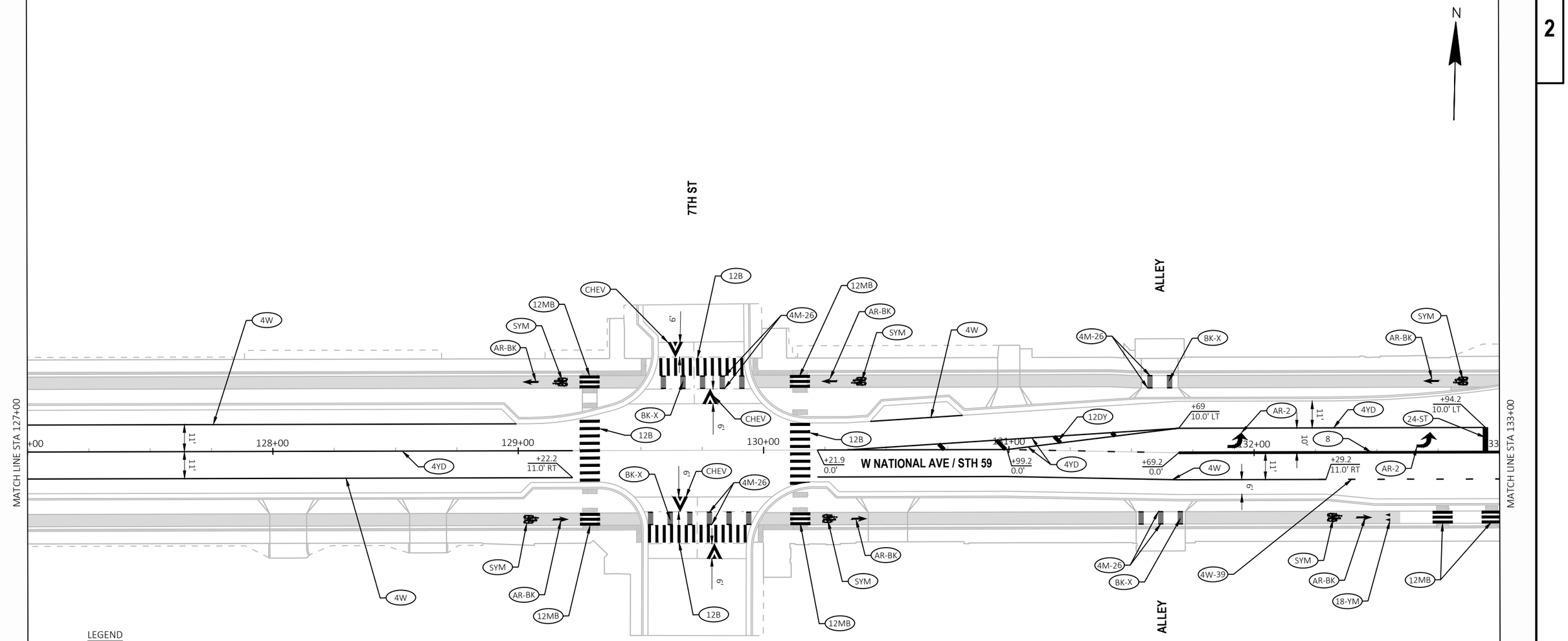
+16.2 128.4' LT
+16.6 119.2' LT
+17.1 107.6' LT
+17.6 96.1' LT
+18 84.5' LT
+18.5 73.0' LT
+19 61.5' LT
+17 0.0'
+68.8 11.0' LT
+17 10.0' RT
+65 0.0'
+65.9 0.0'
+60.7 11.0' RT
+64.7 11.0' RT
+04.5 44.3' RT
+18.7 43.7' RT
+38.7 42.9' RT



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 589 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 12
PLOT DATE : 9/22/2026 12:29 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

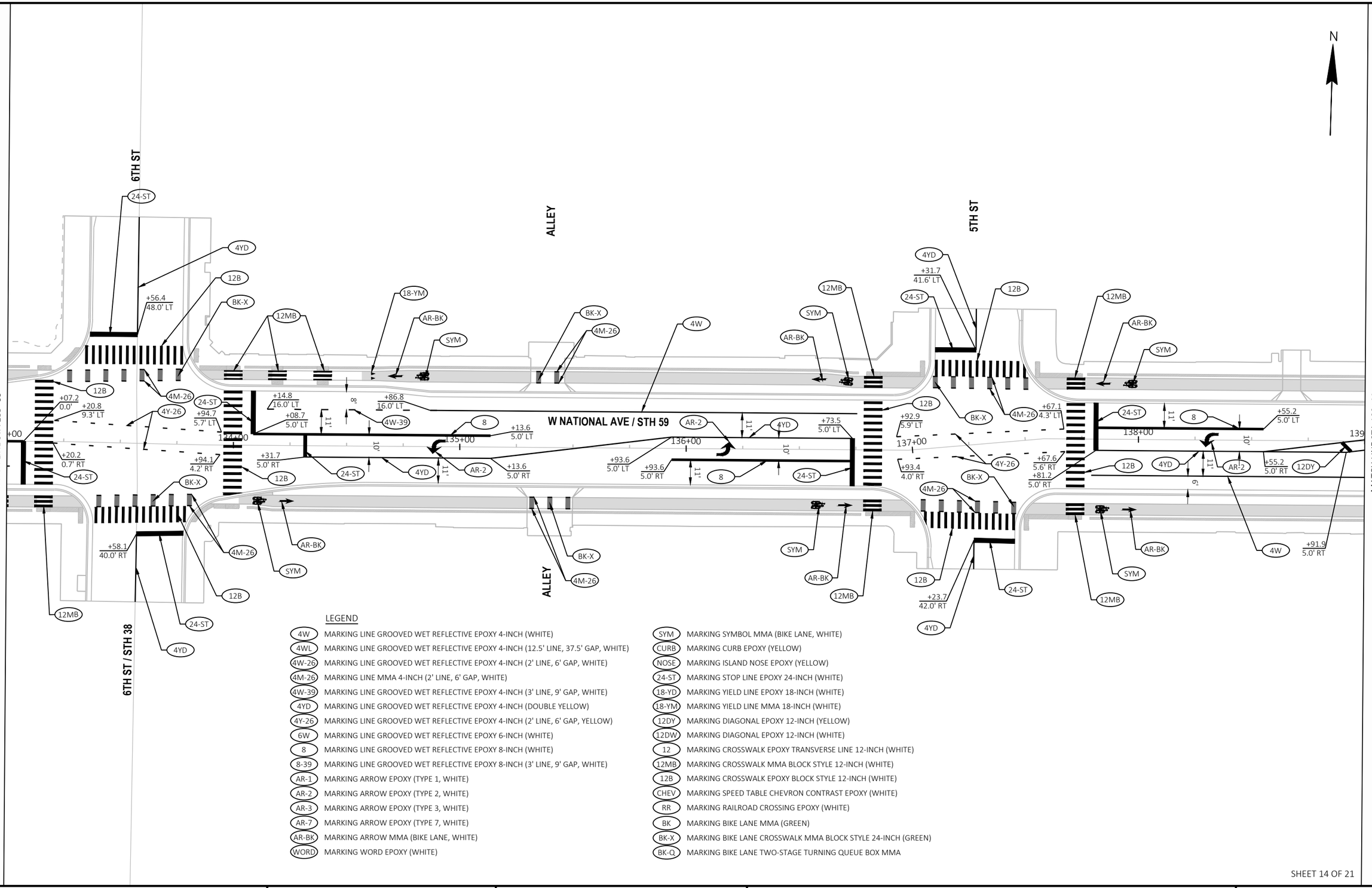



LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

SHEET 13 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 590 | E |
|---|---|---|---|---|---|




LEGEND

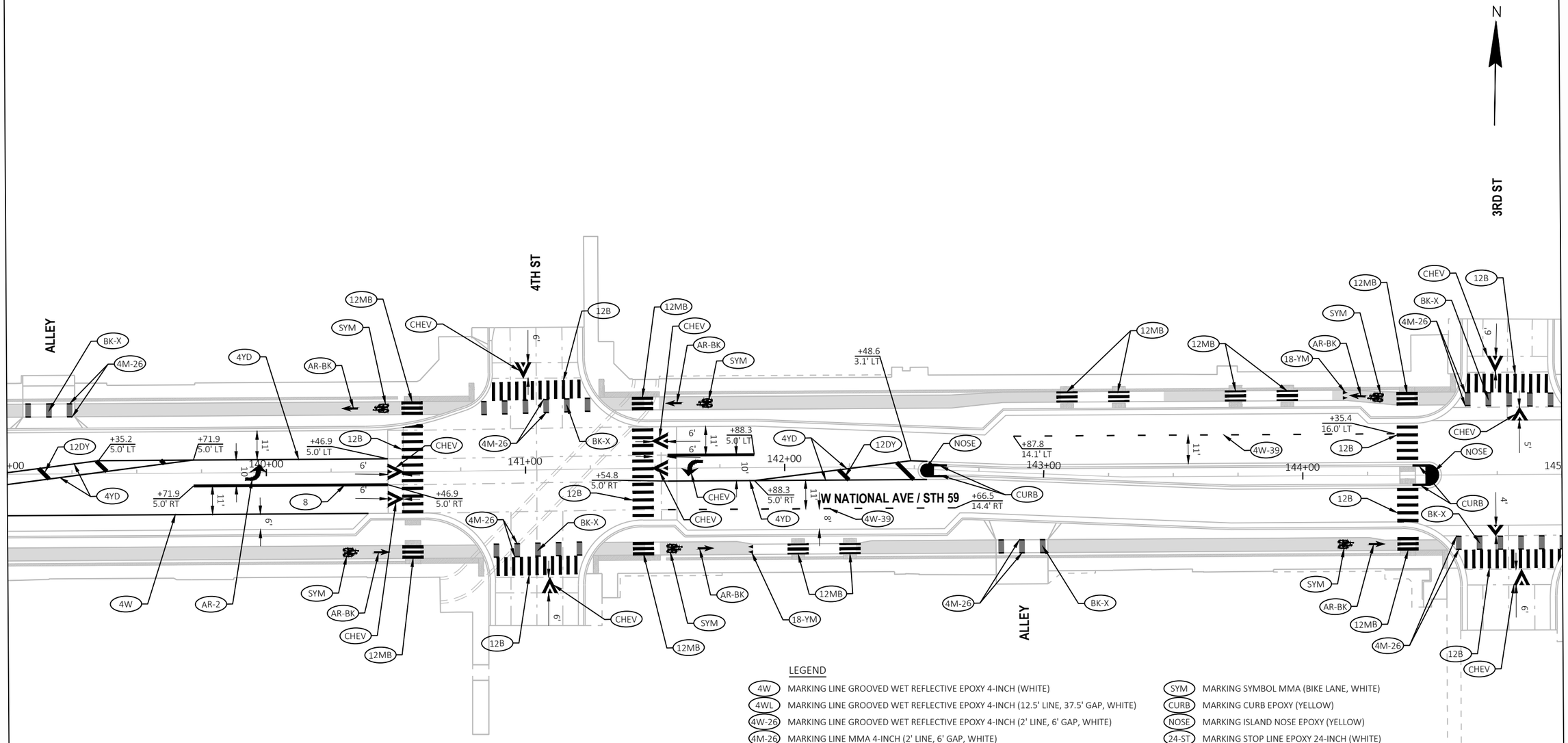
| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 591 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 14
PLOT DATE : 7/22/2026 4:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



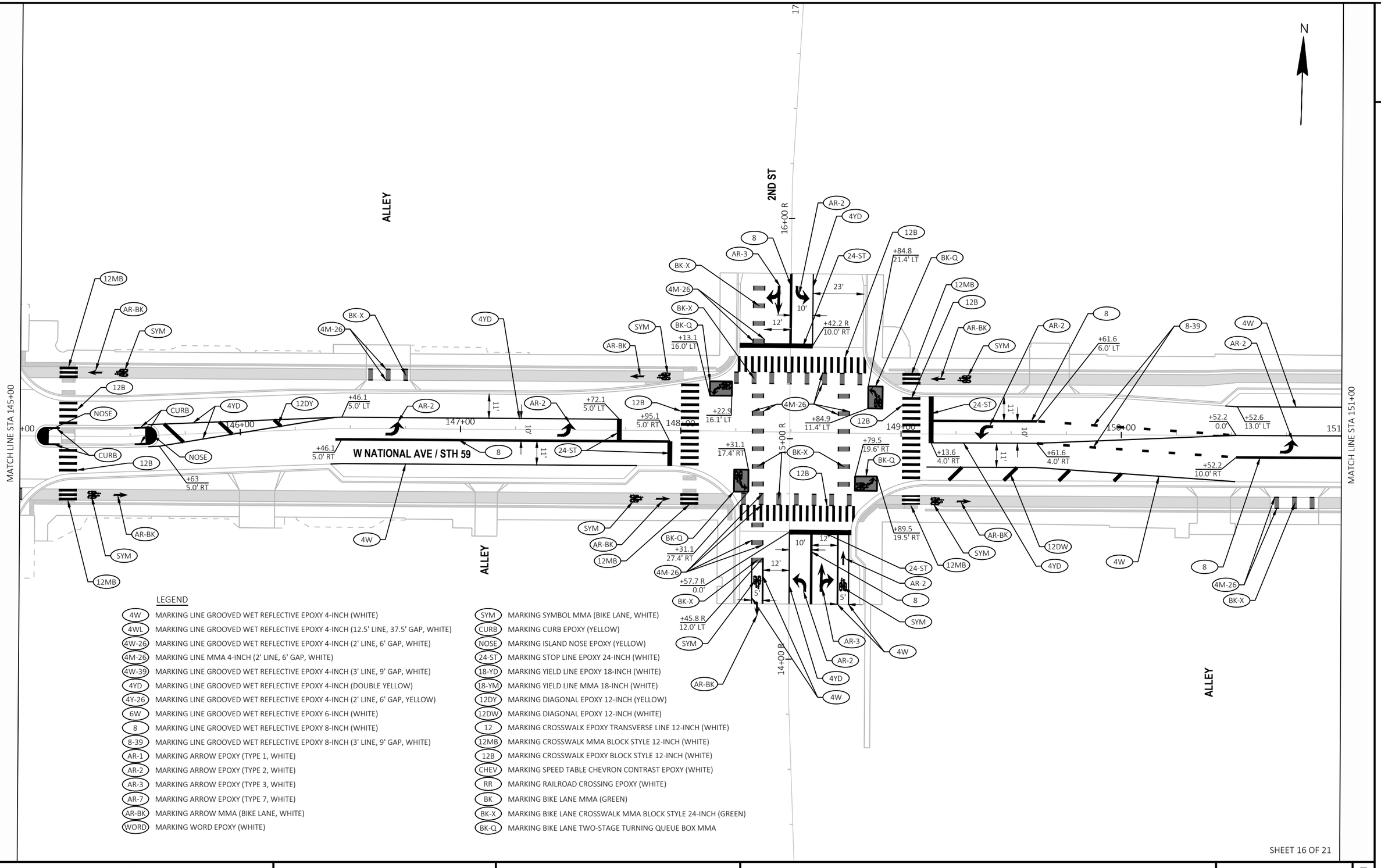

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

SHEET 15 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 592 | E |
|---|---|---|---|---|---|

2




LEGEND

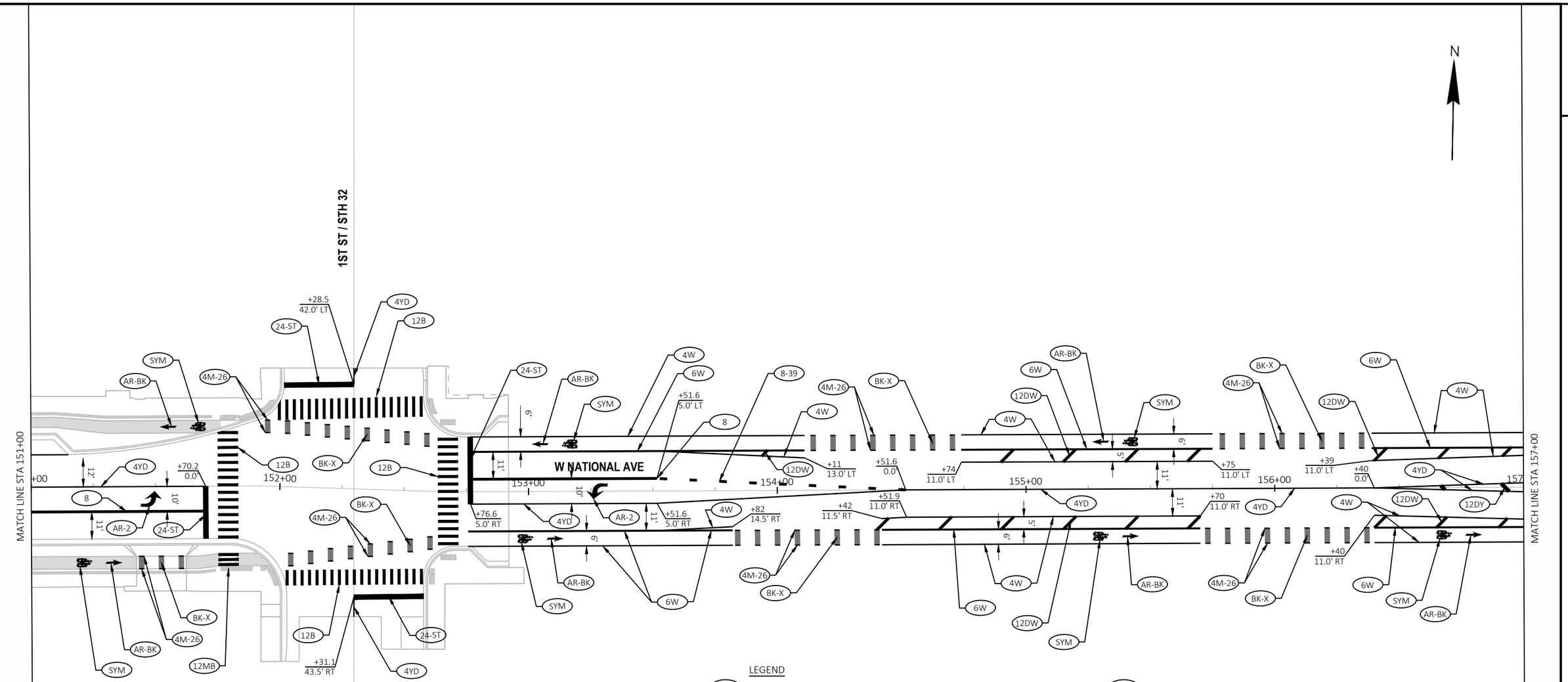
| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 593 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 16
PLOT DATE : 7/22/2026 4:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

SHEET 17 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 594 | E |
|---|---|---|---|---|---|

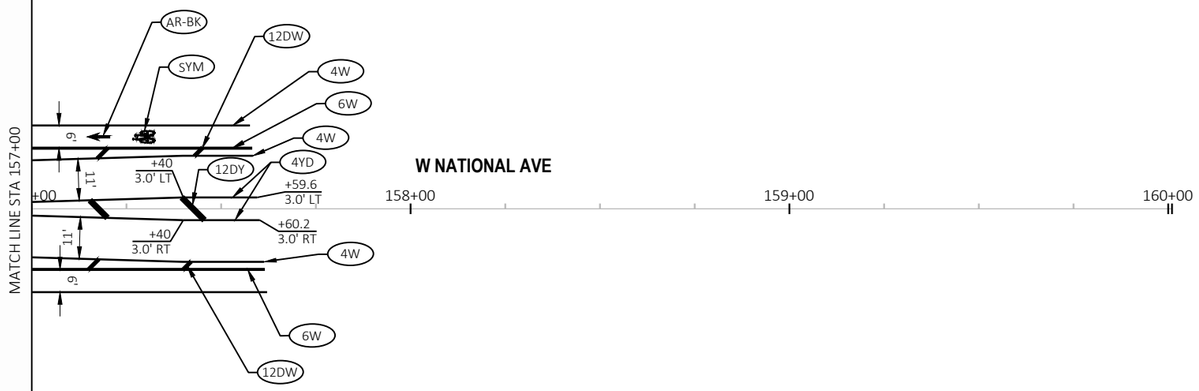
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - 17

PLOT DATE : 7/22/2026 4:55 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

N




SHEET 18 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING | SHEET 595 | E |
|---|---|---|---|---|---|

2

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

N

**16TH ST**




MATCH LINE STA 13+50 CC

SHEET 19 OF 21

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING (16TH ST) | SHEET 596 | E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - CC-01

PLOT DATE : 7/22/2026 4:55 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

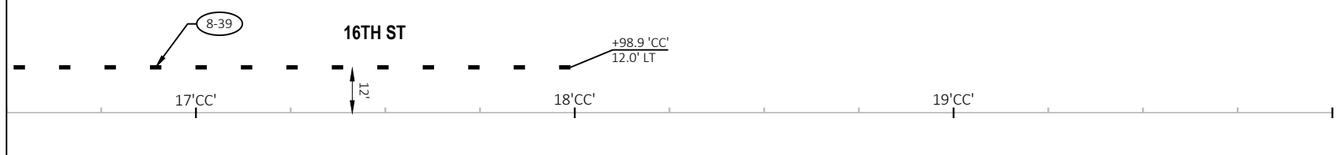
LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

N

2

MATCH LINE STA 16+50 CC




SHEET 20 OF 21

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING (16TH ST) | SHEET 597 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - CC-02

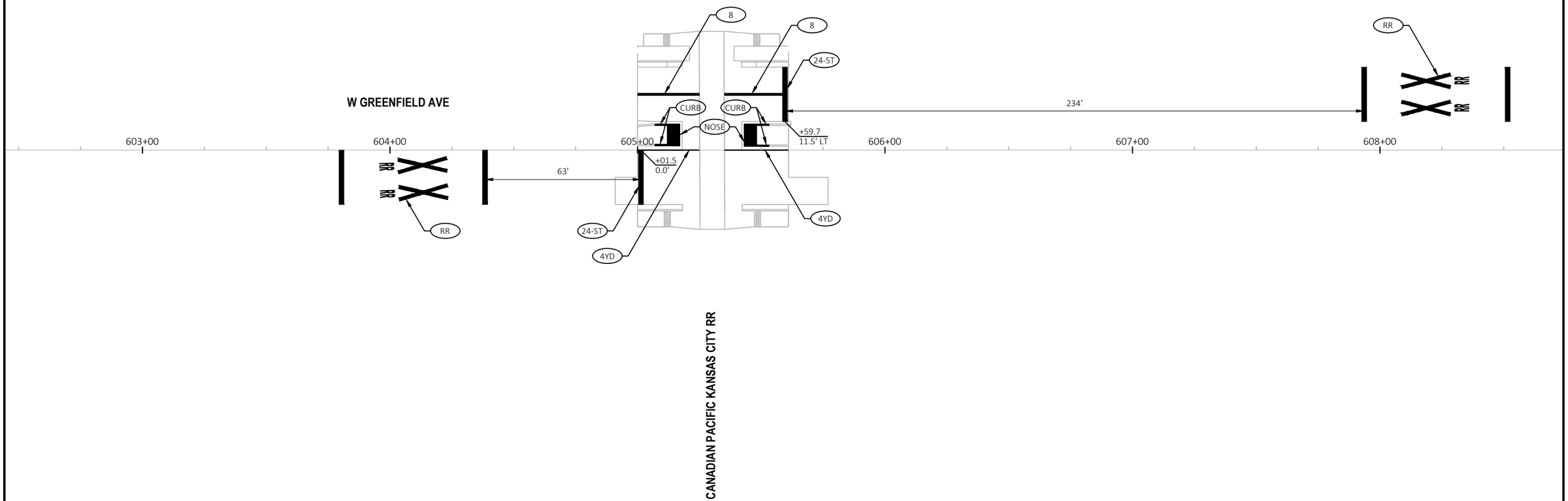
PLOT DATE : 7/22/2026 4:55 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

| | |
|---|---|
| 4W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) |
| 4WL | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE) |
| 4W-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4M-26 | MARKING LINE MMA 4-INCH (2' LINE, 6' GAP, WHITE) |
| 4W-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE) |
| 4YD | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (DOUBLE YELLOW) |
| 4Y-26 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW) |
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 8 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) |
| 8-39 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE) |
| AR-1 | MARKING ARROW EPOXY (TYPE 1, WHITE) |
| AR-2 | MARKING ARROW EPOXY (TYPE 2, WHITE) |
| AR-3 | MARKING ARROW EPOXY (TYPE 3, WHITE) |
| AR-7 | MARKING ARROW EPOXY (TYPE 7, WHITE) |
| AR-BK | MARKING ARROW MMA (BIKE LANE, WHITE) |
| WORD | MARKING WORD EPOXY (WHITE) |
| SYM | MARKING SYMBOL MMA (BIKE LANE, WHITE) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| NOSE | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 24-ST | MARKING STOP LINE EPOXY 24-INCH (WHITE) |
| 18-YD | MARKING YIELD LINE EPOXY 18-INCH (WHITE) |
| 18-YM | MARKING YIELD LINE MMA 18-INCH (WHITE) |
| 12DY | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 12DW | MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 12 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) |
| 12MB | MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) |
| 12B | MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) |
| CHEV | MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) |
| RR | MARKING RAILROAD CROSSING EPOXY (WHITE) |
| BK | MARKING BIKE LANE MMA (GREEN) |
| BK-X | MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) |
| BK-Q | MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA |

N




2

SHEET 21 OF 21

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PAVEMENT MARKING (W GREENFIELD AVE) | SHEET 598 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\024501-PM.DWG
LAYOUT NAME - GF-01

PLOT DATE : 7/22/2026 4:55 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

GENERAL NOTES

1. TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS ARE SPACED AT 25' ON CENTER. TRAFFIC CONTROL DRUMS ARE SPACED AT 50' ON CENTER. TRAFFIC CONTROL DRUMS IN LANE CLOSURE TAPERS ARE SPACED AT 25'
2. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE TRAFFIC CONTROL.
3. TEMPORARY MARKINGS SHALL BE TEMPORARY TAPE WHEN PLACED ON NEW OR EXISTING PAVEMENT SURFACES THAT ARE TO REMAIN IN PLACE FOLLOWING CONSTRUCTION. PAINT MAY BE USED ON EXISTING PAVEMENT OR BINDER HMA PLAYERS THAT ARE TO BE REMOVED OR OVERLAID IN SUBSEQUENT STAGES.
4. THE CONTRACTOR SHALL COVER ANY SIGN CONFLICTING WITH THE TRAFFIC CONTROL IN OPERATION AS NEEDED OR AS DIRECTED BY THE ENGINEER. COVERING SIGNS TO BE PAID FOR AS "TRAFFIC CONTROL COVERING SIGNS TYPE II" PAY ITEM
5. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, FLAGMEN, AND SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHOD OR SEQUENCES OF OPERATION. THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD LOCATIONS AS APPROVED BY THE ENGINEER IN THE FIELD.
7. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE
8. ALL SIGNS ARE 36" X 36" EXCEPT OTHERWISE NOTED
9. ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.
10. BOTH STEADY BURN LIGHTS AND FLASHING LIGHTS SHALL BE ONE WAY WITH THE LIGHT SOURCE SHOWING TOWARDS ADJACENT APPROACHING TRAFFIC.
11. CHANNELIZING DEVICES SHALL BE DRUMS WITH ATTACHED TYPE "C" STEADY BURN LIGHT (APPROACH TAPERS ONLY).
12. ARROW BOARDS SHALL BE LOCATED AS SHOWN ON THE PLAN, OR AS DIRECTED BY THE ENGINEER.
13. MAINTAIN ACCESS TO DRIVEWAYS AND ALLEYS DURING CONSTRUCTION.
14. WEDGE OR RAMP ELEVATION DIFFERENCES BETWEEN PROPOSED HMA PAVEMENT AND ADJACENT EXISTING HMA PAVEMENT SECTIONS WITH ASPHALTIC SURFACE TEMPORARY. REMOVAL OF WEDGE OR RAMP IS INCIDENTAL TO EXCAVATION BID ITEM.
15. FINAL PAVEMENT MARKING MAY BE USED IN STAGE 2 IN PLACE OF TEMPORARY PAVEMENT MARKING IF IT DOES NOT CONFLICT WITH LAYOUT AS SHOWN IN THE PLANS.
16. MAINTAIN ACCESS THROUGH PROPOSED MEDIANS FOR PROPERTIES WITH DRIVEWAYS THAT NEED TO CROSS THROUGH THE WORK ZONE TO THE OPEN LANE BY GAPPING PROPOSED CURB OR BY OTHER MEANS APPROVED BY THE ENGINEER.
17. FOLLOW SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" OR SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" TO INSTALL TEMPORARY SIGNALS AND TEMPORARY LIGHTING.
18. ADD ADDITIONAL TEMPORARY PEDESTRIAN BARRICADES IN AREAS THAT HAVE A DROP OFF ADJACENT TO THE SIDEWALK OR AS DIRECTED BY THE ENGINEER.

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN AND TWO TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED ARROW BOARD
- (S) WORK ZONE START LOCATION MARKER
- (E) WORK ZONE END LOCATION MARKER
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK ZONE
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- REMOVING PAVEMENT MARKING
- TEMPORARY AUDIBLE MESSAGE DEVICE

TEMPORARY PAVEMENT MARKING LEGEND

| | |
|---|---|
| P | PERMANENT PAVEMENT MARKING (SEE PAVEMENT MARKING PLAN) |
| PW6 | TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) |
| PY6 | TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) |
| PW10 | TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) |
| PSB | TEMPORARY MARKING STOP LINE PAINT 18-INCH |
| TW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |
| TY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TYS6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH, 2' LINE 6' GAP (YELLOW) |
| TW10 | TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) |
| TSB | TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH |

WISCONSIN
DOUGLAS J. ROGAHN
E-32446
OTTAWA, WI
PROFESSIONAL ENGINEER

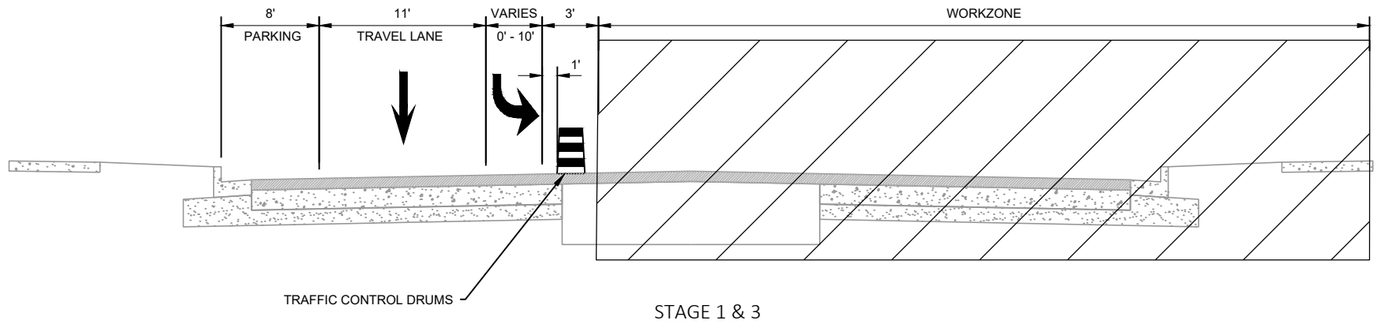
7-20-26

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL TYPICAL SECTIONS | SHEET E |
|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\025001-TC.DWG
LAYOUT NAME - 025001-tc

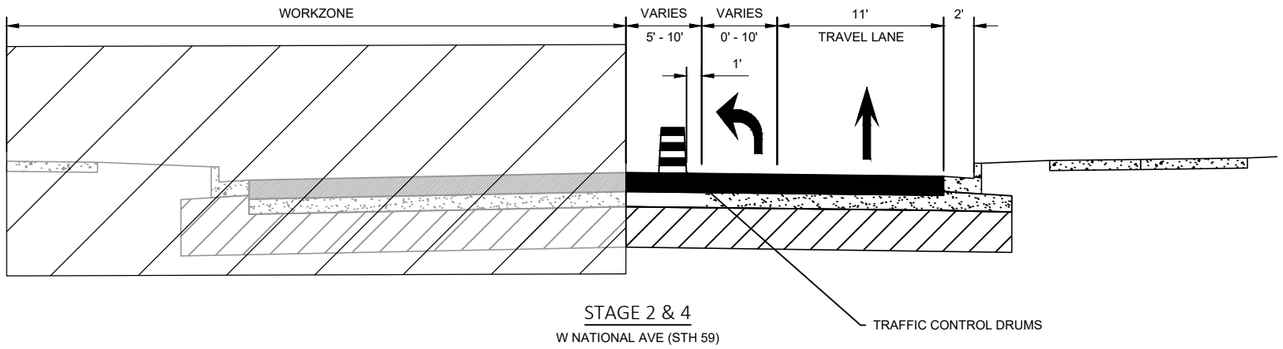
PLOT DATE : 7/20/2026 3:30 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:10 FT

2




STAGE 1 & 3

W NATIONAL AVE (STH 59)




STAGE 2 & 4

W NATIONAL AVE (STH 59)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL TYPICAL SECTIONS | SHEET 600 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\025001-TC.DWG
LAYOUT NAME - 025002-tc

PLOT DATE : 9/21/2026 1:05 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

2

N

N 6TH ST

WEST
59
M3-4
24"X12"
M1-6
24"X24"
MAX.
11'
WIDTH
W12-52
48"X48"

W CLYBOURN ST

WEST
59
M3-4
24"X12"
M1-6
24"X24"
MAX.
11'
WIDTH
W12-52
48"X48"

6TH STREET

WEST
59
M3-4
24"X12"
M1-6
24"X24"
MAX.
11'
WIDTH
W12-52
48"X48"

N

5TH STREET

131+00
132+00
133+00
134+00
135+00
136+00
137+00

W NATIONAL AVE / STH 59

WEST
59
M3-4
24"X12"
M1-6
24"X24"
MAX.
11'
WIDTH
W12-52
48"X48"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - ADVANCED WIDTH RESTRICTION SIGNING - STAGE 1 & 3 | SHEET 601 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\025101-TC.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 9/21/2026 1:06 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

EAST
59
M3-2
24"X12"
M1-6
24"X24"
MAX.
11'
WIDTH
W12-52
48"X48"

W NATIONAL AVE / STH 59

51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00

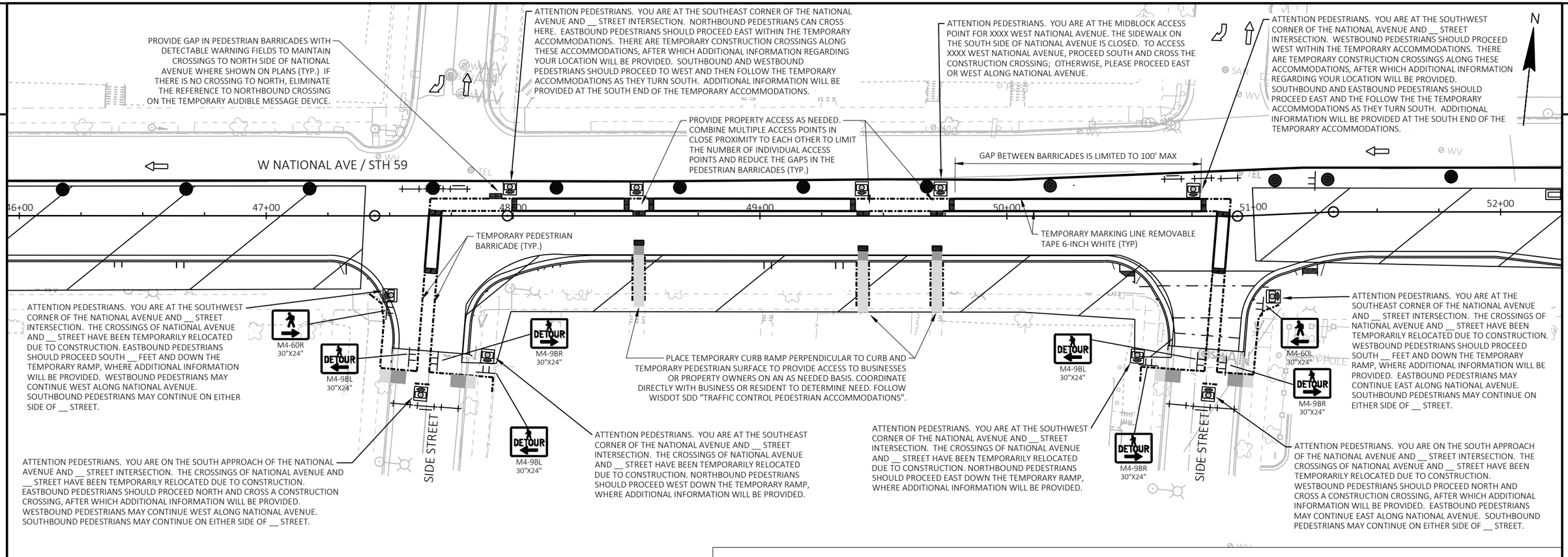
27TH ST / S LAYTON BLVD

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - ADVANCED WIDTH RESTRICTION SIGNING - STAGE 2 & 4 | SHEET 602 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\025101-TC.DWG
LAYOUT NAME - 025102-tc

PLOT DATE : 9/21/2026 1:06 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

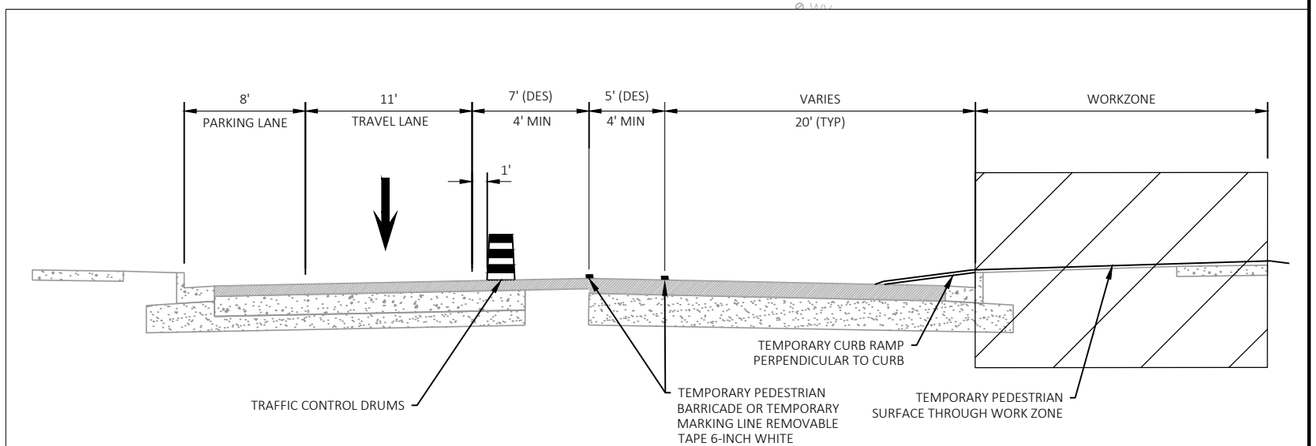



LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TRAFFIC FLOW
- TEMPORARY PEDESTRIAN BARRICADE
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMP SUPPORT
- TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TEMPORARY AUDIBLE MESSAGE DEVICE

## PEDESTRIAN ACCOMMODATION NOTES

1. STAGE 1 & 3 TRAFFIC CONTROL IS SHOWN. SAME LAYOUT APPLIES TO STAGE 2 & 4 EXCEPT IT IS MIRRORED TO WHAT IS SHOWN.
2. SIDEWALK CONSTRUCTION - COORDINATE WITH PROPERTY OWNERS ON SCHEDULE: MAINTAIN SIDEWALK ACCESS ALONG NATIONAL AVENUE WHILE ROADWAY IS BEING RECONSTRUCTED. ONCE ROADWAY IS COMPLETED, RECONSTRUCT THE SIDEWALKS BY DETOURING PEDESTRIANS TO THE FINISHED DRIVING LANE. PROVIDE TEMPORARY CURB RAMPS AND TEMPORARY PEDESTRIAN SURFACE PAST THE WORK ZONE.
3. SIDEWALK TO BE CONSTRUCTED WHILE ROAD REMAINS CLOSED TO TRAFFIC. EACH PEDESTRIAN DETOUR INTO THE ROADWAY IS LIMITED TO A MAXIMUM OF 14 CALENDAR DAYS.
4. MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES.
5. SEE WISDOT SDD "TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS.




## STAGING TYPICAL SECTION - SIDEWALKS

W NATIONAL AVE (STH 59)
(MAINTAIN PEDESTRIAN ACCESS IN CLOSED DRIVING LANE)

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - SIDEWALK CLOSURE CONSTRUCTION DETAIL | SHEET 603 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\025201-TC.DWG
LAYOUT NAME - 025201-tc
PLOT DATE : 9/21/2026 1:06 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

12TH ST

END
ROAD WORK
G20-2A
48"X24"

R/W

R/W

R/W

W NATIONAL AVE / STH 59

108+00

109+00

110+00

111+00

112+00

113+00

114

TY6

TW10

MATCH LINE STA 114+00

CHIS

((S))

R/W

R/W

R/W

200'

200'

200'

180' LANE DROP

50'

ROAD
CLOSED
AHEAD
W20-3A

LEFT LANE
CLOSED
AHEAD
W20-5SA

W04-2L

ONLY ONLY
R3-8LR
36"X30"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1A | SHEET 604 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026201-S1.DWG
LAYOUT NAME - 026201-s1

PLOT DATE : 9/21/2026 1:06 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1A | SHEET 605 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026201-S1.DWG
LAYOUT NAME - 026202-s1
PLOT DATE : 9/21/2026 1:06 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 120+00

MATCH LINE STA 126+00

9TH ST

END ROAD WORK
G20-2A
48"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

M4-60D
30"X24"

R3-1
24"X24"

PY6

PY6

R/W

R/W

R/W

R/W

R/W

R/W

17'

50' (TYP.)

W NATIONAL AVE / STH 59

11'

+00

121+00

122+00

123+00

124+00

125+00

126

6

7

8

9

M4-60D
30"X24"

16'

REMOVE EXISTING
CROSSWALK MARKING

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO PARKING LOT

LANE CLOSED
R11-2L
48"X30"

WO11-2
48"X48"

WO16-7L
24"X12"

25' (TYP.)

MATCH LINE A-A

MATCH LINE A-A

9TH ST

ROAD WORK AHEAD
W20-1A

W WALKER ST

IH 43/94 OFF RAMP

IH 43/94 ON RAMP

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1A | SHEET 606 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026201-S1.DWG
LAYOUT NAME - 026203-s1

PLOT DATE : 9/21/2026 1:06 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

7TH ST

ALLEY

STOP
R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2L
24"X30"

PY6

R/W

10

11

50' (TYP.)

STOP
R1-1
30"X30"

R3-1
24"X24"

ONE WAY
R6-2R
24"X30"

W NATIONAL AVE / STH 59

MATCH LINE STA 126+00

MATCH LINE STA 132+00

127+00

128+00

129+00

130+00

131+00

LANE CLOSED
R11-2L
48"X30"

M4-60R
30"X24"

12

13

MAINTAIN ACCESS TO ONE OF THESE DRIVEWAYS

MAINTAIN ACCESS TO DRIVEWAY

M4-60L
30"X24"

7TH STREET IS A DEAD END STREET. MAINTAIN ACCESS THROUGH NATIONAL AVENUE AT ALL TIMES DURING CONSTRUCTION.

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1A | SHEET 607 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026201-S1.DWG
LAYOUT NAME - 026204-s1

PLOT DATE : 9/21/2026 1:06 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

6TH ST

SOUTH 38

DO NOT ENTER
R5-1
30"X30"

WRONG WAY
R5-1A
36"X24"

ALLEY

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

R/W

PY6

WO1-6
48"X24"

R3-2
24"X24"

11'

50' (TYP.)

W NATIONAL AVE / STH 59

17'

STOP
R1-1
30"X30"

M4-60D
30"X24"

5TH ST

ONE WAY
R6-2R
24"X30"

N

MATCH LINE STA 132+00

MATCH LINE STA 138+00

132+00

133+00

134+00

135+00

136+00

137+00

138

14

15

16

17

MAINTAIN ACCESS TO ALLEY

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

6TH ST / STH 38

LANE CLOSED
R11-2L
48"X30"

M4-60R
30"X24"

M4-60L
30"X24"

FMS
SEE DETAIL
NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1A | SHEET 608 | E |
|---|---|---|---|---|---|

2

2

N

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

4TH ST

ALLEY

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

WO1-6
48"X24"

STOP
R3-2
24"X24"

DO NOT ENTER
R5-1
30"X30"

WRONG WAY
R5-1A
36"X24"

ONE WAY
R6-2L
24"X30"

PY6

R/W

17'

50' (TYP.)

W NATIONAL AVE / STH 59

MATCH LINE STA 138+00

MATCH LINE STA 144+00

139+00

140+00

141+00

142+00

143+00

144

ROAD CLOSED
R11-2
48"X30"

STOP
R1-1
30"X30"

R3-1
24"X24"

MAINTAIN ACCESS TO ALLEY

LANE CLOSED
R11-2L
48"X30"

ALLEY

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1A | SHEET 609 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026201-S1.DWG
LAYOUT NAME - 026206-s1

PLOT DATE : 9/21/2026 1:06 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

3RD ST

STOP
R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

ALLEY

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

R/W

PY6

50' (TYP.)

M4-60D
30"X24"

R/W

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

2ND ST

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

R/W

ONE WAY
R6-2R
24"X30"

17'

W NATIONAL AVE / STH 59

MATCH LINE STA 144+00

144+00 145+00 146+00 147+00 148+00 149+00 150

MATCH LINE STA 150+00

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO ALLEY

ALLEY

M4-60R
30"X24"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

MB

MB

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W WALKER ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1A | SHEET 610 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026201-S1.DWG
LAYOUT NAME - 026207-s1
PLOT DATE : 9/21/2026 1:07 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

N

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

1ST ST / STH 32

WO1-6
48"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONLY
R3-8LF
36"X30"

ROAD WORK AHEAD
W20-1A

MATCH LINE STA 150+00

PY6

R/W

17'

50' (TYP.)

W NATIONAL AVE

150+00
151+00
152+00
153+00
154+00
155+00
156+00

26

MAINTAIN ACCESS TO ALLEY

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

ROAD CLOSED
R11-2
48"X30"

END ROAD WORK
G20-2A
48"X24"

S BARCALY STREET

ALLEY

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 1A | SHEET 611 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026201-S1.DWG
LAYOUT NAME - 026208-s1

PLOT DATE : 9/21/2026 1:07 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 1A

(1) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 11TH STREET INTERSECTION. EASTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 1ST STREET AND WILL HAVE LIMITED OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(2) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE NORTHEAST CORNER OF 10TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 11TH STREET.

(3) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE EAST AND 11TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(4) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 10TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 70 FEET, CROSS 10TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(5) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE EAST AND 11TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 70 FEET, CROSS 10TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(6) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 6TH STREET TO THE EAST AND 10TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(7) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 6TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE NORTHWEST CORNER OF 9TH STREET.

(8) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 6TH STREET TO THE EAST AND 10TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 9TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(9) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 9TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 9TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(10) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 6TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 9TH STREET.

(11) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 6TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 9TH STREET.

(12) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 7TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 7TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(13) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 7TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 7TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(14) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 4TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 6TH STREET.

(15) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 4TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 6TH STREET.

(16) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 5TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 70 FEET, CROSS 5TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(17) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 5TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 70 FEET, CROSS 5TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(18) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 1ST STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 4TH STREET.

(19) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 1ST STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 4TH STREET.

(20) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 3RD STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 3RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(21) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 3RD STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 3RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(22) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 1ST STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 4TH STREET.

(23) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 1ST STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 4TH STREET.

(24) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 2ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 2ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(25) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 2ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 2ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(26) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 11TH STREET AND WILL HAVE LIMITED OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

2

2

2

N

12TH ST

END
ROAD WORK
G20-2A
48"X24"

R/W

R/W

R/W

W NATIONAL AVE / STH 59

108+00

109+00

110+00

111+00

112+00

113+00

114

MATCH LINE STA 114+00

CHIS

((S))

R/W

R/W

R/W

200'

200'

200'

180' LANE DROP

50'

ROAD
CLOSED
AHEAD
W20-3A

LEFT LANE
CLOSED
AHEAD
W20-5SA

W04-2L

ONLY ONLY
R3-8LR
36"X30"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE1B | SHEET 613 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026202-S1B.DWG
LAYOUT NAME - 026201-s1b

PLOT DATE : 9/21/2026 1:07 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

11TH ST

R3-2
24"X24"

DO NOT ENTER
R5-1
30"X30"

WRONG WAY
R5-1A
36"X24"

W01-6
48"X24"

W NATIONAL AVE / STH 59

17'

50' (TYP.)

R/W

MATCH LINE STA 114+00

115+00

116+00

117+00

118+00

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

STOP
R3-2
24"X24"

WO1-7
48"X24"

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

3'

11'

30' SHIFT

TY6

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

R1-6
12"X36"

WO1-6
48"X24"

WO11-2
48"X48"

WO16-7R
24"X12"

END ROAD WORK
G20-2A
48"X24"
PLACE SIGN AT ALLEY

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

((E))

1 2 3 4 5

TEL SAN WV GV SS OH POST

N

10TH ST

119+00

120+00

MATCH LINE STA 120+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE1B | SHEET 614 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026202-S1B.DWG
LAYOUT NAME - 026202-s1b

PLOT DATE : 9/21/2026 1:07 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 120+00

MATCH LINE STA 126+00

9TH ST

W NATIONAL AVE / STH 59

N

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

PY6

R/W

17'

11'

50' (TYP.)

R5-2
24"X24"

M6-1
21"X21"

R3-1
24"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

+00

121+00

122+00

123+00

124+00

125+00

126

TSB

6

7

8

9

WO1-6
48"X24"

M4-60R
30"X24"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

MAINTAIN ACCESS TO PARKING LOT

LANE CLOSED
R11-2L
48"X30"

R1-6
12"X36"

1 HOUR PARKING 7AM-7PM

11'

5'

25' (TYP.)

LANE CLOSED
R11-2L
48"X30"

WO11-2
48"X48"

WO16-7L
24"X12"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

MATCH LINE A-A

MATCH LINE A-A

9TH ST

ROAD WORK AHEAD
W20-1A

W WALKER ST

IH 43/94 OFF RAMP

IH 43/94 ON RAMP

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE1B | SHEET 615 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026202-S1B.DWG
LAYOUT NAME - 026203-s1b

PLOT DATE : 9/21/2026 1:07 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

7TH ST

ALLEY

STOP
R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

M4-60D
30"X24"

R/W

50' (TYP.)

11'

W NATIONAL AVE / STH 59

STOP
R1-1
30"X30"

R3-1
24"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

MATCH LINE STA 126+00

126+00
127+00
128+00
129+00
130+00
131+00
132

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

M4-60R
30"X24"

MAINTAIN ACCESS TO ONE OF THESE DRIVEWAYS

7TH STREET IS A DEAD END STREET. MAINTAIN ACCESS THROUGH NATIONAL AVENUE AT ALL TIMES DURING CONSTRUCTION.

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60L
30"X24"

M4-60D
30"X24"

MAINTAIN ACCESS TO DRIVEWAY

MATCH LINE STA 132+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE1B | SHEET 616 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026202-S1B.DWG
LAYOUT NAME - 026204-s1b

PLOT DATE : 9/21/2026 1:07 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA 132+00

MATCH LINE STA 138+00

W NATIONAL AVE / STH 59

6TH ST

5TH ST

ALLEY

R/W

50' (TYP.)

11'

17'

TY6

133+00

134+00

135+00

136+00

137+00

138

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

DETOUR
M4-9BL
30"X24"

SOUTH 38 1
COVER

ONE WAY
R6-2L
24"X30"

DETOUR
M4-9BR
30"X24"

R1-1
30"X30"
STOP

WO1-6
48"X24"

DO NOT ENTER
R5-1
30"X30"

WRONG WAY
R5-1A
36"X24"

SIDEWALK CLOSED
R9-9
24"X12"

FRAME 1 ROAD TO CLOSE | FRAME 2 XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

MB

MAINTAIN ACCESS TO ALLEY

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60D
30"X24"

R3-1
24"X24"

6TH ST / STH 38

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

W WALKER ST

ROAD WORK AHEAD
W20-1A

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE1B | SHEET 617 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026202-S1B.DWG
LAYOUT NAME - 026205-s1b

PLOT DATE : 9/21/2026 1:07 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 138+00

MATCH LINE STA 144+00

ALLEY

4TH ST

W NATIONAL AVE / STH 59

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

STOP
R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

WO1-6
48"X24"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BR
30"X24"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

R/W

17'

50' (TYP.)

139+00

140+00

141+00

142+00

143+00

144

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

MAINTAIN ACCESS TO ALLEY

LANE CLOSED
R11-2L
48"X30"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

MB

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BL
30"X24"

W WALKER ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE1B | SHEET 618 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026202-S1B.DWG
LAYOUT NAME - 026206-s1b

PLOT DATE : 9/21/2026 1:07 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

3RD ST

STOP
R3-2
24"X24"

M4-60D
30"X24"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ALLEY

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

R/W

17'

W NATIONAL AVE / STH 59

50' (TYP.)

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

LANE CLOSED
R11-2L
48"X30"

2ND ST

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

M4-60D
30"X24"

M4-60D
30"X24"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

R/W

17'

MATCH LINE STA 144+00

144+00

145+00

146+00

147+00

148+00

149+00

150

MATCH LINE STA 150+00

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60R
30"X24"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO ALLEY

ALLEY

R/W

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

FMS
SEE DETAIL
NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W WALKER ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL
NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W WALKER ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE1B | SHEET 619 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026202-S1B.DWG
LAYOUT NAME - 026207-s1b

PLOT DATE : 9/21/2026 1:07 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE STA 150+00

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

1ST ST / STH 32

W01-6
48"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONLY
R3-8LF
36"X30"

ROAD WORK AHEAD
W20-1A

R/W

17'

50' (TYP.)

W NATIONAL AVE

150+00 151+00 152+00 153+00 154+00 155+00 156+00

MAINTAIN ACCESS TO ALLEY

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

ROAD CLOSED
R11-2
48"X30"

END ROAD WORK
G20-2A
48"X24"

S BARCALY STREET

ALLEY

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE1B | SHEET 620 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026202-S1B.DWG
LAYOUT NAME - 026208-s1b

PLOT DATE : 9/21/2026 1:08 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

## TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 1B

(1) SAME MESSAGE AS STAGE 1A

(2) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE EAST AND 11TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(3) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 9TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE NORTHWEST CORNER OF 10TH STREET.

(4) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE EAST AND 11TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 70 FEET, CROSS 10TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(5) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 10TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 70 FEET, CROSS 10TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(6) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE NORTHEAST CORNER OF 9TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 10TH STREET.

(7) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 7TH STREET TO THE EAST AND 10TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(8) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 9TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 9TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(9) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 7TH STREET TO THE EAST AND 10TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 9TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(10) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE NORTHEAST CORNER OF 7TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 9TH STREET.

(11) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 5TH STREET TO THE EAST AND 9TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(12) SAME MESSAGE AS STAGE 1A

(13) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 6TH STREET. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE, CONTINUE EAST ON NATIONAL AVENUE OR CONTINUE SOUTH ON 6TH STREET SHOULD CROSS HERE. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 7TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH.

(14) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO PROCEED SOUTH ON 6TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 3RD STREET TO THE EAST AND 7TH STREET TO THE WEST.

(15) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO PROCEED SOUTH ON 4TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 3RD STREET TO THE EAST AND 7TH STREET TO THE WEST.

(16) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 6TH STREET. WESTBOUND PEDESTRIANS SHOULD CROSS NATIONAL AVENUE HERE. SOUTHBOUND PEDESTRIANS TO 6TH STREET SHOULD CONTINUE SOUTH HERE TO WALKER STREET.

(17) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 4TH STREET. EASTBOUND PEDESTRIANS SHOULD CROSS NATIONAL AVENUE HERE. SOUTHBOUND PEDESTRIANS TO 4TH STREET SHOULD CONTINUE SOUTH HERE TO WALKER STREET.

(18) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 1ST STREET TO THE EAST AND 5TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(19) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 1ST STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE NORTHWEST CORNER OF 3RD STREET.

(20) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE SIDEWALK IS CLOSED AT AT 4TH STREET. WESTBOUND PEDESTRIANS SHOULD CROSS NATIONAL AVENUE HERE. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 3RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH.

(21) SAME MESSAGE AS STAGE 1A.

(22) SAME MESSAGE AS STAGE 1A.

(23) SAME MESSAGE AS STAGE 1A.

(24) SAME MESSAGE AS STAGE 1A.

(25) SAME MESSAGE AS STAGE 1A.

(26) SAME MESSAGE AS STAGE 1A.

(50) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 6TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 5TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 7TH STREET. SOUTHBOUND PEDESTRIANS SHOULD CROSS 6TH STREET AND CONTINUE TO 5TH STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

(51) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 6TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 5TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 7TH STREET. SOUTHBOUND PEDESTRIANS ON 6TH STREET SHOULD PROCEED EAST TO 5TH STREET.

(52) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE WALKER STREET AND 6TH STREET INTERSECTION. THE SIDEWALK AT NATIONAL AVENUE IS CLOSED. PEDESTRIANS GOING TO NATIONAL AVENUE OR NORTH ON 6TH STREET SHOULD CROSS 6TH STREET AND CONTINUE TO 5TH STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

(53) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE WALKER STREET AND 6TH STREET INTERSECTION. THE SIDEWALK AT NATIONAL AVENUE IS CLOSED. PEDESTRIANS GOING TO NATIONAL AVENUE OR NORTH ON 6TH STREET SHOULD PROCEED EAST TO 5TH STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

(54) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE WALKER STREET AND 5TH STREET INTERSECTION. PEDESTRIANS GOING TO NATIONAL AVENUE OR NORTH ON 6TH STREET SHOULD PROCEED NORTH HERE. PEDESTRIANS GOING SOUTH TO 6TH STREET SHOULD PROCEED WEST HERE.

(55) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE WALKER STREET AND 5TH STREET INTERSECTION. PEDESTRIANS GOING TO NATIONAL AVENUE OR NORTH ON 4TH STREET SHOULD PROCEED NORTH HERE. PEDESTRIANS GOING SOUTH TO 4TH STREET SHOULD PROCEED EAST HERE.

(56) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 4TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 3RD STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 5TH STREET. SOUTHBOUND PEDESTRIANS ON 4TH STREET SHOULD PROCEED WEST TO 5TH STREET.

(57) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 4TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 3RD STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 5TH STREET. SOUTHBOUND PEDESTRIANS SHOULD CROSS 4TH STREET AND PROCEED TO 5TH STREET.

(58) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE WALKER STREET AND 4TH STREET INTERSECTION. THE SIDEWALK AT NATIONAL AVENUE IS CLOSED. PEDESTRIANS GOING TO NATIONAL AVENUE OR NORTH ON 4TH STREET SHOULD PROCEED WEST TO 5TH STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

(59) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE WALKER STREET AND 4TH STREET INTERSECTION. THE SIDEWALK AT NATIONAL AVENUE IS CLOSED. PEDESTRIANS GOING TO NATIONAL AVENUE OR NORTH ON 4TH STREET SHOULD CROSS 4TH STREET AND PROCEED TO 5TH STREET.

2

2

2

N

12TH ST

END
ROAD WORK
G20-2A
48"X24"

R/W

W NATIONAL AVE / STH 59

108+00

109+00

110+00

111+00

112+00

113+00

114

MATCH LINE STA 114+00

CHIS

200'

200'

200'

180' TAPER

50'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5SA

W04-2L

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 622 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026301-S2.DWG
LAYOUT NAME - 026301-s2

PLOT DATE : 9/21/2026 1:08 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK G20-2A 48"X24"

11TH ST

ROAD CLOSED R11-2 48"X30"

R/W

ROAD WORK AHEAD W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

WO11-2 48"X48"
WO16-7L 24"X12"
WO1-3L
WO1-6 48"X24"

10TH ST

WO11-2 48"X48"
AHEAD WO16-9P 24"X12"

TW6
R1-6 12"X36"
M4-60L 30"X24"
M4-60D 30"X24"
ROAD CLOSED R11-2 48"X30"
LANE CLOSED R11-2L 48"X30"
MAINTAIN ACCESS TO DRIVEWAY

N

MATCH LINE STA 114+00

115+00 116+00 117+00 118+00 119+00 120+00

11' 50' (TYP.) 11'

W NATIONAL AVE / STH 59

TYS6 P TY6 TW6

R/W

WRONG WAY R5-1A 36"X24"
R3-2 24"X24"
M4-60R 30"X24"
DO NOT ENTER R5-1 30"X30"

STOP R1-1 30"X30"
R3-1 24"X24"
R1-6 12"X36"
ONE WAY R6-2L 24"X30"

MATCH LINE STA 120+00

ROAD WORK AHEAD W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK G20-2A 48"X24"

END ROAD WORK G20-2A 48"X24"
PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 623 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026301-S2.DWG
LAYOUT NAME - 026302-s2

PLOT DATE : 9/21/2026 1:08 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

END ROAD WORK
G20-2A
48"X24"
PLACE SIGN AT W PIERCE ST INTERSECTION

WO11-2
48"X48"
WO16-7R
24"X12"

9TH ST
TW6
30' SHIFT
25'

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

M4-60L
30"X24"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

R/W

N

MATCH LINE STA 120+00

121+00

122+00

123+00

W NATIONAL AVE / STH 59

124+00

125+00

126

50' (TYP.)

11'

TW6

R1-6
12"X36"

R/W

P

TY6

WRONG WAY
R5-1A
36"X24"

ONE WAY
R6-2L
24"X30"

M4-60R
30"X24"

DO NOT ENTER
R5-1
30"X30"

WO1-6
48"X24"

STOP
FINAL SIGN
R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

MATCH LINE STA 126+00

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 624 | E |
|---|---|---|---|---|---|

2

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

N

7TH ST

TW6

MAINTAIN ACCESS TO ALLEY

ALLEY

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

R6-2R
24"X30"
ONE WAY

M4-60L
30"X24"

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

R/W

W NATIONAL AVE / STH 59

MATCH LINE STA 126+00

MATCH LINE STA 132+00

+00
127+00
128+00
129+00
130+00
131+00
132

11'

50' (TYP.)

TY6

P

R3-2
24"X24"

M4-60D
30"X24"

STOP
FINAL SIGN

R6-2L
24"X30"

R6-2R
24"X30"

R6-2L
24"X30"

END
ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 625 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026301-S2.DWG
LAYOUT NAME - 026304-s2

PLOT DATE : 9/21/2026 1:08 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

W PIERCE ST

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

6TH ST

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

5TH ST

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

18

DETOUR
M4-9BL
30"X24"

N

2

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

6TH ST

ALLEY

MAINTAIN ACCESS TO ALLEY

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

M4-60L
30"X24"

5TH ST

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

14

15

DO NOT ENTER
R5-1
30"X30"

R/W

R/W

MATCH LINE STA 132+00

+00

133+

134+00

135+00

136+00

137+00

138

MATCH LINE STA 138+00

11'

TW6

W NATIONAL AVE / STH 59

11'

50' (TYP.)

16

17

R1-6
12"X36"

TW6

TW6

TW6

R/W

R/W

R/W

WRONG WAY
R5-1A
36"X24"

TY6

P

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

TY6

R3-2
24"X24"

M4-60D
30"X24"

STOP
FINAL SIGN

R3-2
24"X24"

R1-6
12"X36"

6TH ST / STH 38

ALLEY

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W
WALKER ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 626 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026301-S2.DWG
LAYOUT NAME - 026305-s2

PLOT DATE : 9/21/2026 1:08 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

W PIERCE ST

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A 30"X18"
M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A 30"X18"
M4-9BR 30"X24"

19

20

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED TO THRU TRAFFIC
R11-4 60"X30"

4TH ST

ALLEY

SIDEWALK CLOSED
R9-9 24"X12"

ONE WAY
R6-2R 24"X30"

SIDEWALK CLOSED
R9-9 24"X12"

SIDEWALK CLOSED
R9-9 24"X12"

LANE CLOSED
R11-2L 48"X30"

MAINTAIN ACCESS TO DRIVEWAY

MAINTAIN ACCESS TO ALLEY

ROAD CLOSED
R11-2 48"X30"

R/W

R/W

R/W

R/W

MATCH LINE STA 138+00

MATCH LINE STA 144+00

+00

139+00

140+00

141+00

142+00

143+00

144

11'

50' (TYP.)

W NATIONAL AVE / STH 59

21

22

ONE WAY
R6-2L 24"X30"

P

TY6

M4-60D 30"X24"

R3-2 24"X24"

M4-60D 30"X24"

P

STOP
FINAL SIGN

R3-2 24"X24"

ONE WAY
R6-2R 24"X30"

ALLEY

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A 48"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 627 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026301-S2.DWG
LAYOUT NAME - 026306-s2

PLOT DATE : 9/21/2026 1:08 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

3RD ST

ALLEY

MAINTAIN ACCESS TO ALLEY

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

M4-60L
30"X24"

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

R/W

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

2ND ST

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

N

MB

M4-60D
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

MATCH LINE STA 144+00

MATCH LINE STA 150+00

145+00
146+00
147+00
148+00
149+00

W NATIONAL AVE / STH 59

11'

50' (TYP.)

TW6

R1-6
12"X36"

TY6

R3-2
24"X24"

M4-60D
30"X24"

STOP
FINAL SIGN

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ALLEY

WO1-6
48"X24"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED
R11-2
48"X30"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 628 | E |
|---|---|---|---|---|---|

2

2

MATCH LINE B-B

N

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

WO11-2
48"X48"
AHEAD
WO16-9P
24"X12"

1ST ST / STH 32

120' LANE SHIFT

50'

COVER LANE LINES WITH
TEMPORARY MARKING REMOVABLE
MASK OUT TAPE 6-INCH

R3-1
24"X24"

TW6

TY6

TSB

11'

11'

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX

PLACE SIGN 7 CALENDAR
DAYS PRIOR TO CLOSURE

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

R/W

REMOVE CROSSWALK MARKINGS

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED AHEAD
W20-3A

MATCH LINE STA 150+00

150+00

151+00

MB

50' (TYP.)

152+00

153+00

W NATIONAL AVE

154+00

155+00

156+00

WO1-7
48"X24"

USE DRUMS TO CLOSE OFF LANE AND
PROTECT TEMPORARY SIGNAL POLE

R/W

ONE WAY
R6-2L
24"X30"

REMOVE STOP BAR FOR
SOUTHBOUND TRAFFIC AND
CROSSWALK MARKINGS

M4-60D
30"X24"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

END ROAD WORK
G20-2A
48"X24"

S BARCLAY STREET

COVER LANE LINES WITH
TEMPORARY MARKING REMOVABLE
MASK OUT TAPE 6-INCH

TW6

TY6

11'

11'

50'

120' LANE SHIFT

WO4-3L
36"X36"

ALLEY

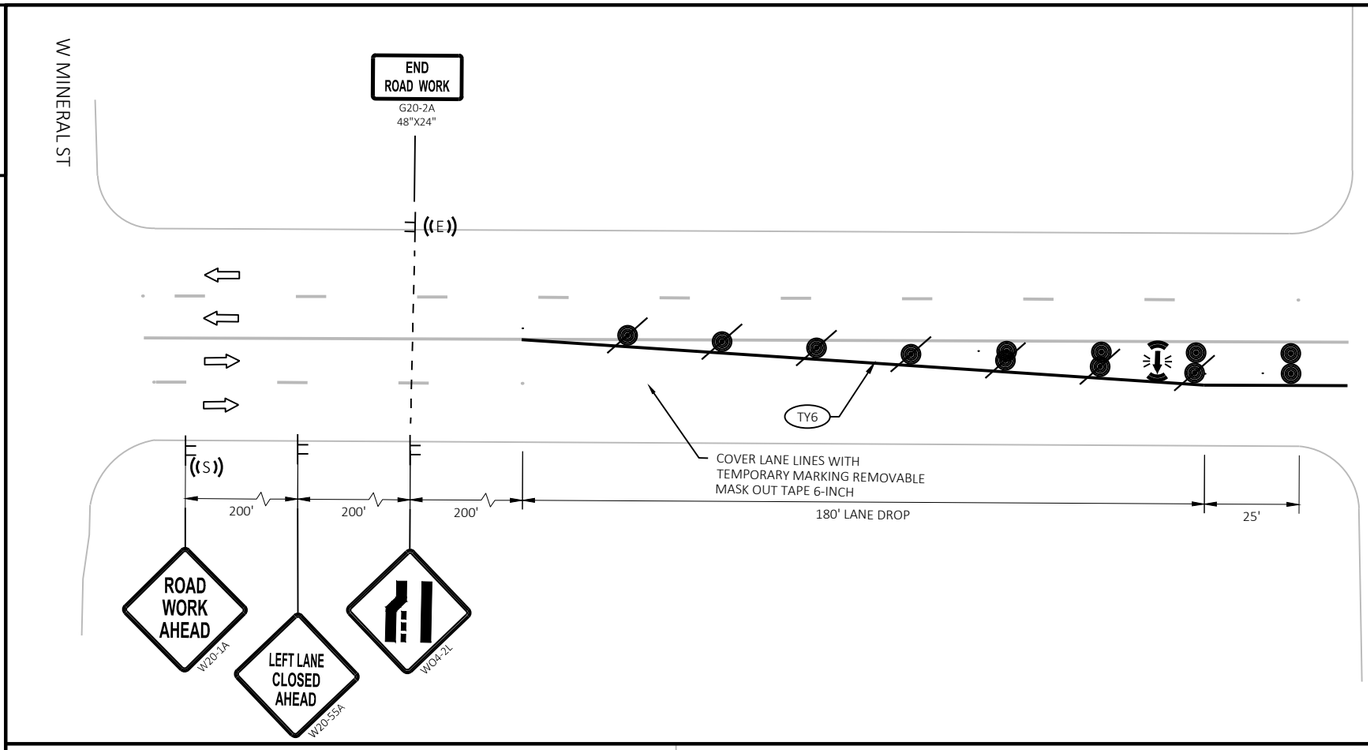
MATCH LINE A-A

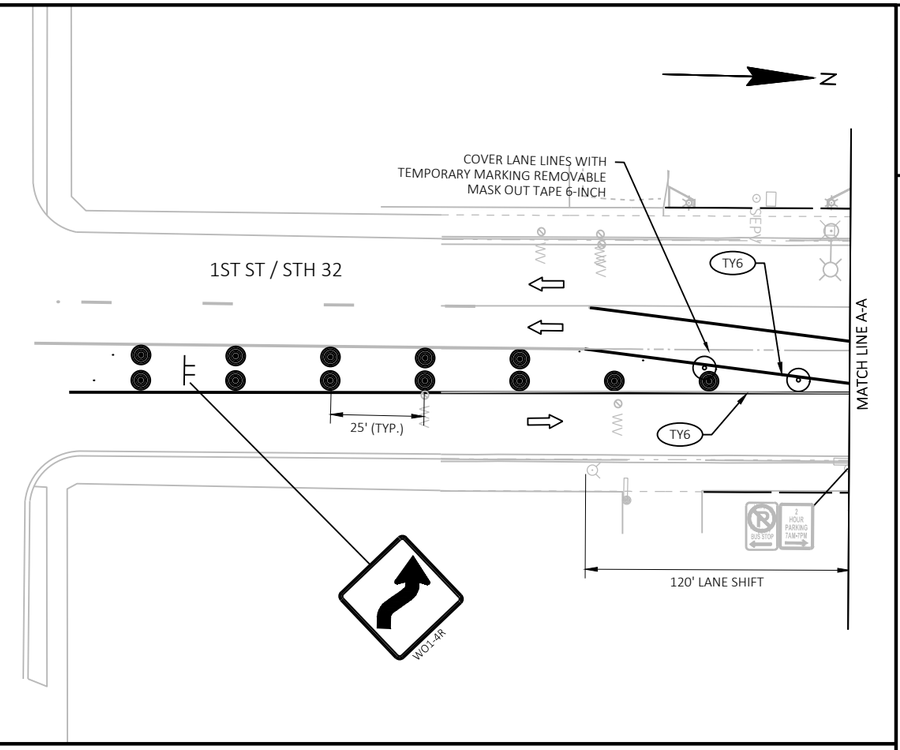
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 629 | E |
|---|---|---|---|---|---|

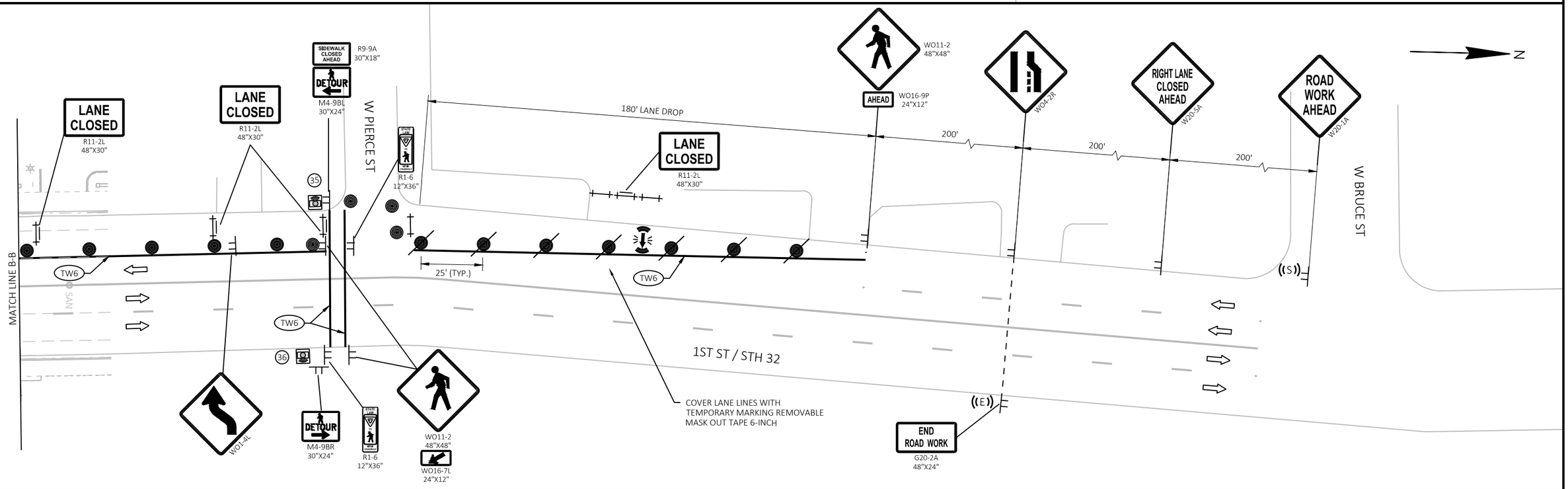
FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026301-S2.DWG
LAYOUT NAME - 026308-s2

PLOT DATE : 9/21/2026 1:09 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2A | SHEET 630 | E |
|---|---|---|---|---|---|

## TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 2A

1. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 11TH STREET INTERSECTION. EASTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 1ST STREET AND WILL HAVE LIMITED OPPORTUNITIES TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

2. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 10TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 80 FEET, CROSS 10TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

3. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE EAST AND 11TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 80 FEET, CROSS 10TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

4. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE SOUTHEAST CORNER OF 10TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 11TH STREET.

5. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE EAST AND 11TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

6. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 9TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 130 FEET, CROSS 9TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

7. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 6TH STREET TO THE EAST AND 10TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 130 FEET, CROSS 9TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

8. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE SOUTHEAST CORNER OF 9TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 10TH STREET.

9. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 6TH STREET TO THE EAST AND 10TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

10. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 7TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 60 FEET, CROSS 7TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

11. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 7TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 60 FEET, CROSS 7TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

12. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 6TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 9TH STREET.

13. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 6TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 9TH STREET.

14. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 5TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 5TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

15. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 4TH STREET. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE, CONTINUE EAST ON NATIONAL OR CONTINUE SOUTH ON 4TH STREET SHOULD DO SO HERE. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 5TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. PEDESTRIANS WANTING TO GO NORTH ON 4TH STREET SHOULD PROCEED NORTH TO PIERCE STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

16. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE SOUTHEAST CORNER OF 5TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 6TH STREET.

17. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE OR GO NORTH ON 4TH STREET SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 2ND STREET TO THE EAST AND 6TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

18. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHEAST CORNER OF THE PIERCE STREET AND 5TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO SOUTH ON 4TH STREET SHOULD PROCEED SOUTH HERE. PEDESTRIANS WANTING TO GO NORTH ON 4TH STREET SHOULD PROCEED EAST HERE TO 4TH STREET.

19. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHWEST CORNER OF THE PIERCE STREET AND 4TH STREET INTERSECTION. THE INTERSECTION AT NATIONAL AVENUE IS CLOSED. PEDESTRIANS WANTING TO GO SOUTH ON 4TH STREET SHOULD PROCEED WEST TO 5TH STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

20. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHEAST CORNER OF THE PIERCE STREET AND 4TH STREET INTERSECTION. THE INTERSECTION AT NATIONAL AVENUE IS CLOSED. PEDESTRIANS WANTING TO GO SOUTH ON 4TH STREET SHOULD CROSS CROSS 4TH STREET HERE AND PROCEED TO 5TH STREET.

21. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 4TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 2ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 5TH STREET.

22. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 4TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 2ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 5TH STREET.

23. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 4TH STREET. PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 3RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 1ST STREET TO THE EAST. NORTHBOUND PEDESTRIANS CAN PROCEED ON EITHER SIDE OF 3RD STREET.

24. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 4TH STREET. THE CROSSINGS OF NATIONAL AVENUE AND 3RD STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS WANTING TO UP TO 4TH STREET SHOULD PROCEED NORTH 40 FEET, CROSS 3RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. PEDESTRIANS WANTING TO WEST PAST 4TH STREET SHOULD CONTINUE EAST ALONG NATIONAL AVENUE TO 2ND STREET.

25. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 2ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 5TH STREET

26. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 3RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 2ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 5TH STREET.

27. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 4TH STREET. THE CROSSINGS OF NATIONAL AVENUE AND 2ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS WANTING TO GO WEST PAST 4TH STREET AND EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 2ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

28. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 4TH STREET. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SHOULD DO SO HERE. PEDESTRIANS WANTING TO GO WEST PAST 4TH STREET SHOULD CROSS HERE AND CONTINUE TO 5TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 1ST STREET TO THE EAST. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 2ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

29. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE SOUTHEAST CORNER OF 2ND STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 5TH STREET.

30. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 1ST STREET TO THE EAST AND 5TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

31. ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION. THE CROSSING OF 1ST STREET IS CLOSED. EASTBOUND PEDESTRIANS SHOULD CONTINUE NORTH TO PIERCE STREET AND CROSS 1ST STREET THERE. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

32. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 11TH STREET. THE CROSSING OF 1ST STREET IS CLOSED. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH TO PIERCE STREET AND CROSS 1ST STREET THERE. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

33. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION. THE CROSSING OF 1ST STREET IS CLOSED. EASTBOUND PEDESTRIANS SHOULD CONTINUE NORTH TO PIERCE STREET AND CROSS 1ST STREET THERE. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

34. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 11TH STREET. THE CROSSING OF 1ST STREET IS CLOSED. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH TO PIERCE STREET AND CROSS 1ST STREET THERE. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

35. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHWEST CORNER OF THE PIERCE STREET AND 1ST STREET INTERSECTION. THE CROSSING OF 1ST STREET IS CLOSED AT NATIONAL AVENUE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO EAST ON NATIONAL AVENUE SHOULD CROSS 1ST STREET HERE. ALL OTHER PEDESTRIANS MAY CONTINUE NORTH OR SOUTH ON 1ST STREET.

36. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHEAST CORNER OF THE PIERCE STREET AND 1ST STREET INTERSECTION. THE CROSSING OF 1ST STREET IS CLOSED AT NATIONAL AVENUE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE SHOULD CROSS 1ST STREET HERE. ALL OTHER PEDESTRIANS MAY CONTINUE NORTH OR SOUTH ON 1ST STREET.

2

2

2

N

12TH ST

END
ROAD WORK
G20-2A
48"X24"

R/W

W NATIONAL AVE / STH 59

108+00

109+00

110+00

111+00

112+00

113+00

114

MATCH LINE STA 114+00

CHIS

200'

200'

200'

180' TAPER

50'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5SA

W04-2L

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 632 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026302-S2B.DWG
LAYOUT NAME - 026301-s2b

PLOT DATE : 9/21/2026 1:09 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

11TH ST

ROAD CLOSED
R11-2
48"X30"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

WO11-2
48"X48"
WO16-7L
24"X12"

STOP
R1-1
30"X30"
R3-1
24"X24"

M4-60D
30"X24"

10TH ST

WO11-2
48"X48"
AHEAD
WO16-9P
24"X12"

R1-6
12"X36"

TW6

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

M4-60R
30"X24"

LANE CLOSED
R11-2L
48"X30"

N

MATCH LINE STA 114+00

115+00
116+00
117+00
118+00
119+00
120

R/W

50' (TYP.)

W NATIONAL AVE / STH 59

TW6

DO NOT ENTER
R5-1
30"X30"

WRONG WAY
R5-1A
36"X24"

R3-2
24"X24"

R1-6
12"X36"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2L
24"X30"

MATCH LINE STA 120+00

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"
PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 633 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026302-S2B.DWG
LAYOUT NAME - 026302-s2b

PLOT DATE : 9/21/2026 1:37 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

END ROAD WORK
G20-2A
48"X24"
PLACE SIGN AT W PIERCE ST INTERSECTION

9TH ST

TW6

WO11-2
48"X48"
WO16-7R
24"X12"

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

M4-60D
30"X24"

M4-60R
30"X24"

ONE WAY
R6-2R
24"X30"

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

R/W

MATCH LINE STA 120+00

121+00

122+00

123+00

W NATIONAL AVE / STH 59

124+00

125+00

126

50' (TYP.)

11'

TW6

8

TYS6

9

R/W

WRONG WAY
R5-1A
36"X24"

ONE WAY
R6-2L
24"X30"

R1-6
12"X36"

DO NOT ENTER
R5-1
30"X30"

STOP
FINAL SIGN
R3-2
24"X24"

M4-60D
30"X24"

9TH ST

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W WALKER ST INTERSECTION

MATCH LINE STA 126+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 634 | E |
|---|---|---|---|---|---|

2

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

N

7TH ST

ALLEY

MAINTAIN ACCESS TO ALLEY

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60D
30"X24"

M4-60R
30"X24"

R6-2R
24"X30"
ONE WAY

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

R/W

MATCH LINE STA 126+00

127+00

128+00

129+00

130+00

131+00

MATCH LINE STA 132+00

11'

50' (TYP.)

W NATIONAL AVE / STH 59

TW6

R3-2
24"X24"

M4-60D
30"X24"

STOP
FINAL SIGN
R3-2
24"X24"

R1-6
12"X36"

R6-2R
24"X30"
ONE WAY

R6-2L
24"X30"
ONE WAY

R6-2R
24"X30"
ONE WAY

R6-2L
24"X30"
ONE WAY

END
ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 635 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026302-S2B.DWG
LAYOUT NAME - 026304-s2b
PLOT DATE : 9/21/2026 1:09 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

W PIERCE ST

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A

50

51

54

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

6TH ST

5TH ST

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

MB

MB

ONE WAY
R6-2R
24"X30"

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

ALLEY

MAINTAIN ACCESS TO ALLEY

LANE CLOSED
R11-2L
48"X30"

R/W

R/W

R/W

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60L
30"X24"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

R/W

14

15

ROAD CLOSED
R11-2
48"X30"

M4-60R
30"X24"

MATCH LINE STA 132+00

MATCH LINE STA 138+00

132+00

133+00

134+00

135+00

136+00

137+00

138

11'

TY6

W NATIONAL AVE / STH 59

11'

50' (TYP.)

TW6

52

53

16

17

R/W

R/W

R/W

M4-60D
30"X24"

R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

TY6

R3-2
24"X24"

R1-6
12"X36"

STOP
FINAL SIGN

M4-60D
30"X24"

R3-2
24"X24"

6TH ST / STH 38

ALLEY

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 636 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026302-S2B.DWG
LAYOUT NAME - 026305-s2b

PLOT DATE : 9/21/2026 1:10 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ALLEY

4TH ST

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

MAINTAIN ACCESS TO ALLEY

ROAD CLOSED
R11-2
48"X30"

STOP
R1-1

R3-1
24"X24"

R/W

MATCH LINE STA 138+00

138+00

139+00

140+00

141+00

142+00

143+00

144+00

MATCH LINE STA 144+00

11'

50' (TYP.)

TW6

W NATIONAL AVE / STH 59

ONE WAY
R6-2L
24"X30"

WRONG WAY
R5-1A
36"X24"

R1-6
12"X36"

DO NOT ENTER
R5-1
30"X30"

STOP
FINAL SIGN

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 637 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026302-S2B.DWG
LAYOUT NAME - 026306-s2b

PLOT DATE : 9/21/2026 1:10 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 144+00

MATCH LINE STA 150+00

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

3RD ST

ALLEY

MAINTAIN ACCESS TO ALLEY

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

N

2ND ST

ONE WAY
R6-2R
24"X30"

M4-60L
30"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60R
30"X24"

R/W

POST

TW6

145+00

146+00

147+00

148+00

149+00

150

W NATIONAL AVE / STH 59

11'

50' (TYP.)

STOP
R1-1

R3-1
24"X24"

R1-6
12"X36"

STOP
FINAL SIGN

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

M4-60D
30"X24"

R3-2
24"X24"

M4-60D
30"X24"

LANE CLOSED
R11-2L
48"X30"

ALLEY

SAN

GV

WV

EL

TEL

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 638 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026302-S2B.DWG
LAYOUT NAME - 026307-s2b

PLOT DATE : 9/21/2026 1:10 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE B-B

N

WO11-2
48"X48"
AHEAD
WO16-9P
24"X12"

1ST ST / STH 32

120' LANE SHIFT

45' LANE SHIFT

20'

30'

TY6

TSB

M4-60D
30"X24"

R3-1
24"X24"

11'

11'

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

100'

ROAD CLOSED AHEAD
W20-3A

R/W

POST

31

WO1-7
48"X24"

MB

EL

GV

WV

MATCH LINE STA 150+00

150+00

151+00

50' (TYP.)

152+00

153+00

W NATIONAL AVE

154+00

156+00

157+00

TY6

P

32

GUY

GUY POLE

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

WRONG WAY
R5-1A
36"X24"

ONE WAY
R6-2R
24"X30"

DO NOT ENTER
R5-1
30"X30"

M4-60D
30"X24"

R5-2
24"X24"

R3-1
24"X24"

50'

120' LANE SHIFT

TY6

TW6

MH

SAN

SIDEWALK CLOSED
R9-9
24"X12"

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

ALLEY

MATCH LINE A-A

S BARCLAY STREET

S BARCLAY STREET

55

56

57

58

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

END ROAD WORK
G20-2A
48"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

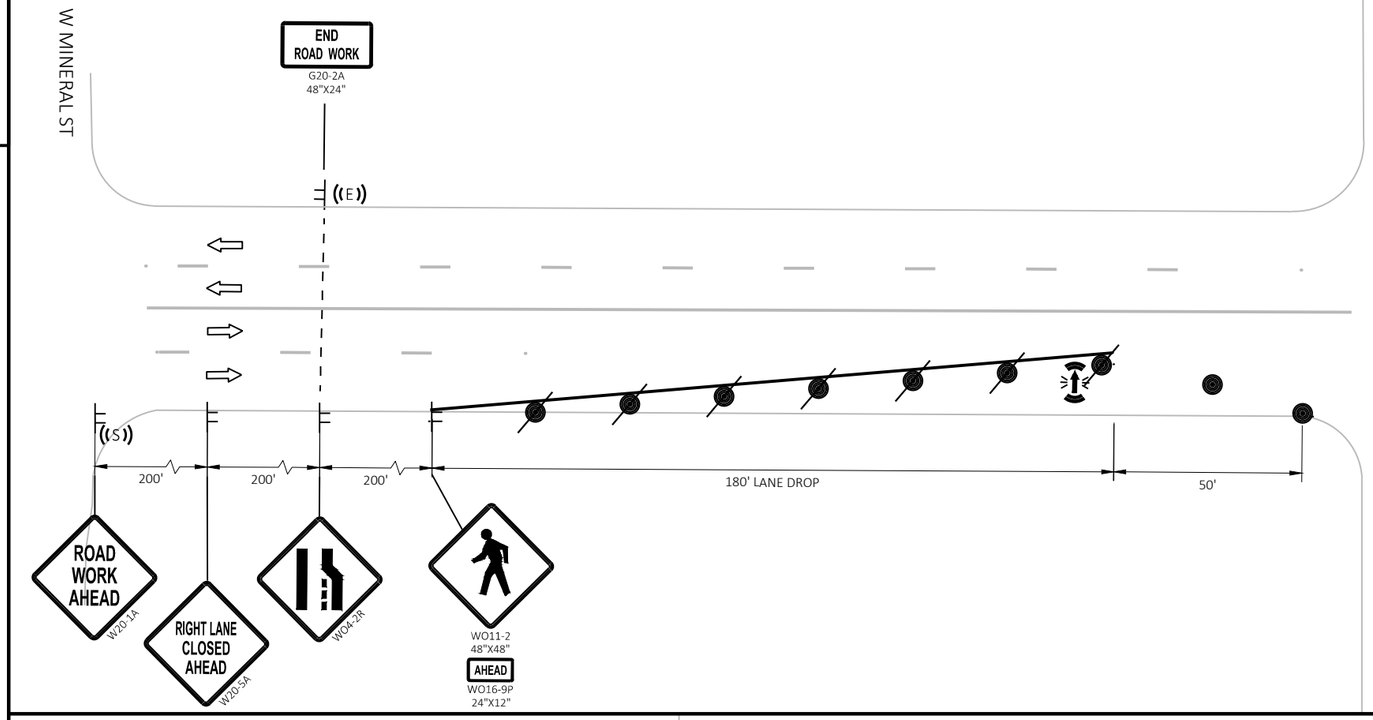
DETOUR
M4-9BL
30"X24"

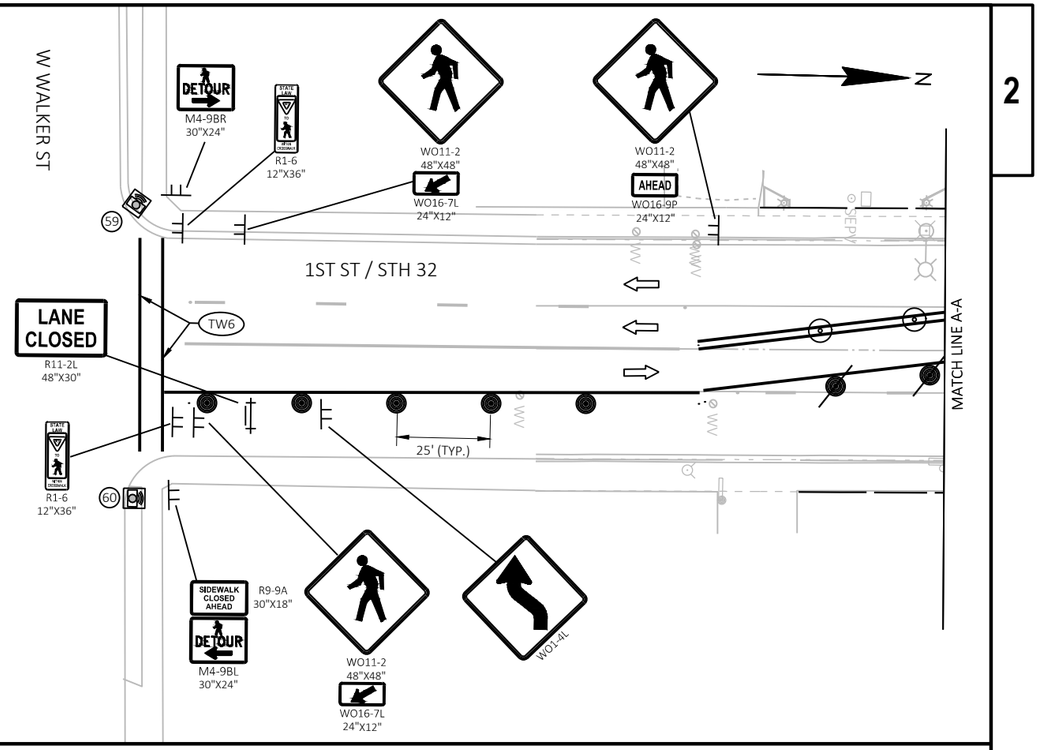
DETOUR
M4-9BR
30"X24"

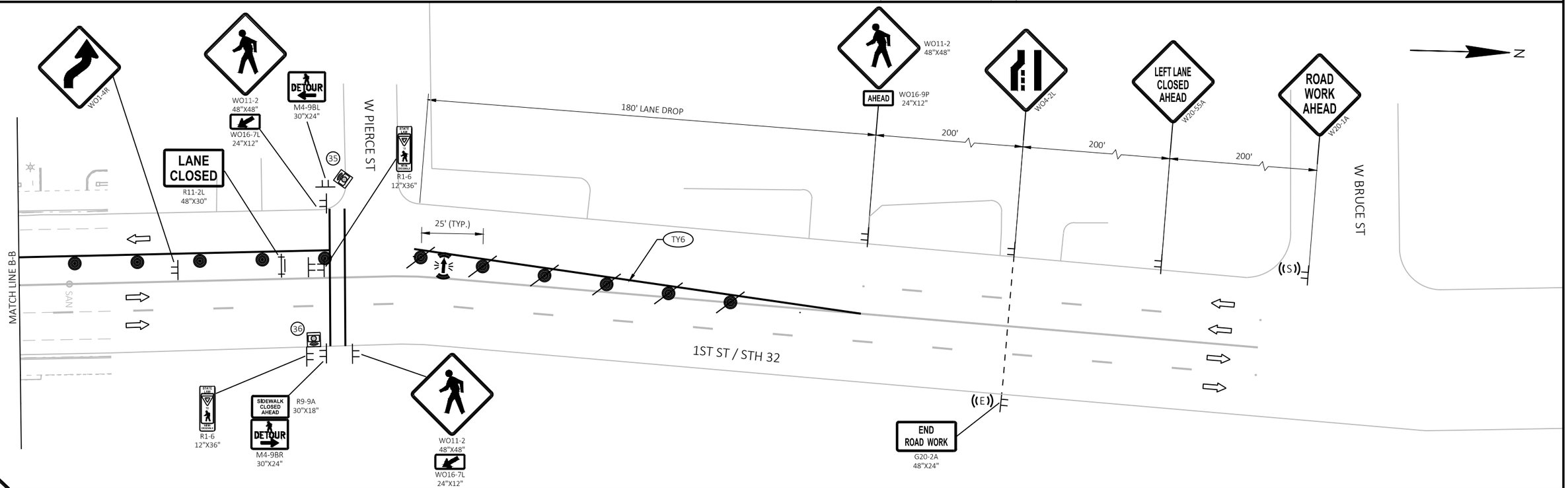
E WALKER ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 639 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026302-S2B.DWG
LAYOUT NAME - 026308-s2b
PLOT DATE : 9/21/2026 1:10 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2B | SHEET 640 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026302-S2B.DWG
LAYOUT NAME - 026309-s2b
PLOT DATE : 9/21/2026 1:10 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

## TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 2B

1. SAME MESSAGE AS STAGE 2A.
2. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE EAST AND 11TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 10TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
3. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 10TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 10TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
4. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE EAST AND 11TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
5. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 9TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE SOUTHWEST CORNER OF 10TH STREET.
6. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 7TH STREET TO THE EAST AND 10TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 100 FEET, CROSS 9TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
7. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 9TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 100 FEET, CROSS 9TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
8. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 7TH STREET TO THE EAST AND 10TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
9. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 9TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 7TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE SOUTHWEST CORNER 9TH STREET.
10. SAME MESSAGE AS STAGE 2A
11. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 6TH STREET. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE, CONTINUE EAST ON NATIONAL AVENUE OR GO NORTH ON 6TH STREET SHOULD CROSS NATIONAL AVENUE HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 9TH STREET TO THE WEST. THE CROSSINGS OF NATIONAL AVENUE AND 7TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 60 FEET, CROSS 7TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH.
12. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS THE SOUTHEAST CORNER OF 7TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 9TH STREET.
13. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 7TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 5TH STREET TO THE EAST AND 9TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
14. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 6TH STREET. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE OR CONTINUE WEST ON NATIONAL SHOULD CROSS HERE. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 5TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. PEDESTRIANS WANTING TO GO NORTH ON 6TH STREET SHOULD PROCEED NORTH TO PIERCE STREET. PEDESTRIANS WANTING TO GO SOUTH ON 6TH STREET SHOULD CROSS NATIONAL AVENUE HERE AND PROCEED WEST TO 6TH STREET.
15. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 5TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 40 FEET, CROSS 5TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
16. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE OR GO NORTH ON 6TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 4TH STREET TO THE EAST AND 7TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
17. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 5TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 4TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS THE SOUTHWEST CORNER OF 5TH STREET.
27. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 2ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 2ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
28. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 2ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 2ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
29. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 1ST STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 3RD STREET.
30. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 2ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE EAST IS 1ST STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 3RD STREET.
31. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION. THE CROSSING OF 1ST STREET IS CLOSED. EASTBOUND PEDESTRIANS SHOULD CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE HERE AND CONTINUE TO WALKER STREET. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
33. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION. THE CROSSING OF 1ST STREET IS CLOSED. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH TO WALKER STREET. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
35. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHWEST CORNER OF THE PIERCE STREET AND 1ST STREET INTERSECTION. THE CROSSING OF 1ST STREET IS CLOSED AT NATIONAL AVENUE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO EAST ON NATIONAL AVENUE SHOULD PROCEED SOUTH TO WALKER STREET. ALL OTHER PEDESTRIANS MAY CONTINUE NORTH OR SOUTH ON 1ST STREET.
36. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHEAST CORNER OF THE PIERCE STREET AND 1ST STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO EAST ON NATIONAL AVENUE OR SOUTH ON 1ST STREET SHOULD CROSS 1ST STREET HERE. NORTHBOUND PEDESTRIANS MAY CONTINUE NORTH ON 1ST STREET.
50. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHWEST CORNER OF THE PIERCE STREET AND 6TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS SHOULD CROSS 6TH STREET HERE AND PROCEED EAST TO 5TH STREET.
51. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHEAST CORNER OF THE PIERCE STREET AND 6TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. SOUTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO 5TH STREET.
52. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 6TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. PEDESTRIANS WANTING TO GO NORTH ON 6TH STREET SHOULD CONTINUE EAST TO 5TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 7TH STREET.
53. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 6TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. PEDESTRIANS WANTING TO GO NORTH ON 6TH STREET SHOULD CONTINUE EAST TO 5TH STREET. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE TO THE WEST IS 7TH STREET.
54. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHWEST CORNER OF THE PIERCE STREET AND 5TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO NORTH ON 6TH STREET SHOULD PROCEED WEST TO 6TH STREET. PEDESTRIANS GOING TO NATIONAL AVENUE OR GOING SOUTH ON 6TH STREET SHOULD PROCEED SOUTH.
55. ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND BARCLAY STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 1ST STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE OR NORTH ON 1ST STREET SHOULD CROSS NATIONAL AVENUE HERE AND PROCEED SOUTH TO WALKER STREET.
56. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND BARCLAY STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 1ST STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE OR NORTH ON 1ST STREET SHOULD PROCEED SOUTH TO WALKER STREET.
57. ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHWEST CORNER OF THE WALKER STREET AND BARCLAY STREET INTERSECTION. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE OR NORTH ON 1ST STREET SHOULD PROCEED WEST TO 1ST STREET. PEDESTRIANS WANTING TO GO EAST ON NATIONAL AVENUE SHOULD PROCEED NORTH.
58. ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHEAST CORNER OF THE WALKER STREET AND BARCLAY STREET INTERSECTION. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE OR NORTH ON 1ST STREET SHOULD CROSS BARCLAY STREET HERE AND PROCEED TO 1ST STREET. PEDESTRIANS WANTING TO GO EAST ON NATIONAL AVENUE SHOULD PROCEED NORTH.
59. ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHWEST CORNER OF THE WALKER STREET AND 1ST STREET INTERSECTION. THE EAST SIDE OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION IS CLOSED. PEDESTRIANS WANTING TO GO EAST ON NATIONAL AVENUE SHOULD CROSS 1ST STREET HERE AND PROCEED EAST TO BARCLAY STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE SHOULD PROCEED NORTH.
60. ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHEAST CORNER OF THE WALKER STREET AND 1ST STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO EAST ON NATIONAL AVENUE SHOULD PROCEED EAST TO BARCLAY STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE OR NORTH ON 1ST STREET SHOULD CROSS 1ST STREET HERE AND PROCEED NORTH TO NATIONAL AVENUE.

2

2

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 2C

(31) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 1ST STREET INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 11TH STREET AND WILL HAVE LIMITED OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

N

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

1ST ST / STH 32

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

R/W

W NATIONAL AVE

MATCH LINE STA 150+00

150+00
151+00
152+00
153+00
154+00
155+00
156+00

50' (TYP.)

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

WRONG WAY
R5-1A
36"X24"

ONE WAY
R6-2R
24"X30"

DO NOT ENTER
R5-1
30"X30"

ALLEY

R3-2
24"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 2C | SHEET 642 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026303-S2C.DWG
LAYOUT NAME - 026308-s2c

PLOT DATE : 9/21/2026 1:11 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

W NATIONAL AVE / STH 59

28TH ST

S LAYTON BLVD / STH 57

S LAYTON BLVD

50+00 51+00 52+00 53+00 54+00 55+00 56+

MATCH LINE STA 56+00

N

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

WO12-1D
24"X24"

R3-2
24"X24"

WRONG WAY
R5-1A
36"X24"

TW10

25' (TYP.)

1100'

500'

ONLY ONLY
R3-8LR
36"X30"

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED 500 FT
W20-3D

ROAD CLOSED
R11-2
48"X30"

DO NOT ENTER
R5-1
30"X30"

R3-1
24"X24"

MAINTAIN ACCESS TO DRIVEWAY BY GAPPING MEDIAN, ROUTING ACCESS TO 26TH STREET OR BY OTHER MEANS APPROVED BY ENGINEER.

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W MINERAL ST INTERSECTION

R/W

MH SAN GV WV OHP UGP FO GAS CATV TEL BOST FLAG MWEL

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 643 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026401-s3

PLOT DATE : 9/21/2026 1:11 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

STOP
R3-2
24"X24"

M4-60D
30"X24"

26TH ST

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

ONE WAY
R6-2R
24"X30"

ONLY ONLY ONLY
R3-8LAR
54"X30"

ONE WAY
R6-2R
24"X30"

DETOUR
M4-9BL
30"X24"

STOP
R3-2
24"X24"

25TH ST

ONE WAY
R6-2R
24"X30"

R11-2
48"X30"
ROAD CLOSED

R/W

W NATIONAL AVE / STH 59

PY6

50' (TYP.)

MATCH LINE STA 56+00

MATCH LINE STA 62+00

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

MB

PW6

PY6

FRAME 1 ROAD TO CLOSE | FRAME 2 XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

M4-60R
30"X24"

M4-60L
30"X24"

R3-2
24"X24"

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD W20-3A
PLACE SIGN AT W MINERAL ST INTERSECTION

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD W20-3A
PLACE SIGN AT W MINERAL ST INTERSECTION

ROAD CLOSED
R11-2
48"X30"

25TH ST

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 644 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026402-s3
PLOT DATE : 9/21/2026 1:11 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

END ROAD WORK
G20-2A
48"X24"
PLACE SIGN AT
W PIERCE ST
INTERSECTION

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT
W PIERCE ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

25TH ST

24TH ST

STOP
R3-2
24"X24"

M4-60D
30"X24"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

ONE WAY
R6-2L
24"X30"

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

R/W

17'

50' (TYP.)

PY6

MATCH LINE STA 62+00

MATCH LINE STA 68+00

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

M4-60D
30"X24"

MAINTAIN PEDESTRIAN
ACCESS THROUGH WORK ZONE
USING EXISTING/PROPOSED
PAVEMENT OR BY PROVIDING
PEDESTRIAN SURFACE.

MAINTAIN ACCESS TO DRIVEWAY

M4-60R
30"X24"

M4-60L
30"X24"

R3-2
24"X24"

MAINTAIN ACCESS TO DRIVEWAY

ROAD CLOSED
R11-2
48"X30"

TW6

24TH ST

ROAD CLOSED TO
THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W MINERAL ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 645 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026403-s3
PLOT DATE : 9/21/2026 1:11 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

ROAD WORK AHEAD W20-1A

PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK G20-2A 48"X24"

STOP R1-1

R3-2 24"X24"

23RD ST

ROAD CLOSED R11-2 48"X30"

ONE WAY R6-2R 24"X30"

M4-60D 30"X24"

ONE WAY R6-2L 24"X30"

LANE CLOSED R11-2L 48"X30"

R/W

17'

50' (TYP.)

W NATIONAL AVE / STH 59

PY6

68+00

69+00

70+00

71+00

72+00

73+00

74+00

MATCH LINE STA 68+00

MATCH LINE STA 74+00

22ND ST

M4-60D 30"X24"

R3-2 24"X24"

ROAD CLOSED R11-2 48"X30"

M4-60D 30"X24"

ONE WAY R6-2R 24"X30"

16 17 18 19 20 21

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

M4-60D 30"X24"

M4-60L 30"X24"

R3-2 24"X24"

MAINTAIN ACCESS TO DRIVEWAY

M4-60R 30"X24"

M4-60L 30"X24"

R3-2 24"X24"

ROAD CLOSED R11-2 48"X30"

TW6

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD W20-3A

PLACE SIGN AT W MINERAL ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD W20-3A

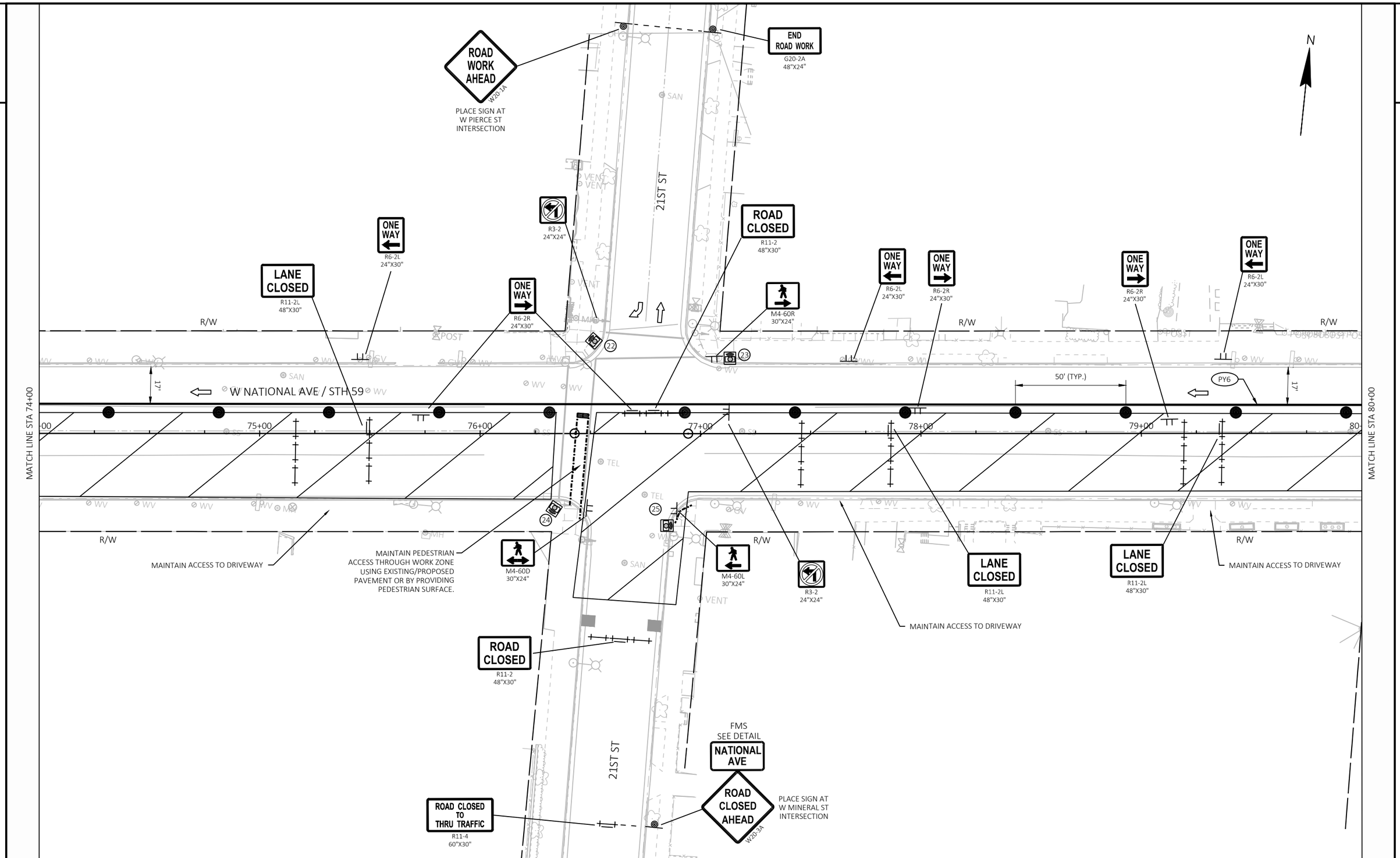
PLACE SIGN AT W MINERAL ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 646 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026404-s3

PLOT DATE : 9/21/2026 1:11 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 647 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026405-s3

PLOT DATE : 9/21/2026 1:11 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

N

M4-60D
30"X24"

20TH ST

STOP
R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60R
30"X24"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

LANE CLOSED
R11-2L
48"X30"

R/W

17'

50' (TYP.)

W NATIONAL AVE / STH 59

PY6

MATCH LINE STA 80+00

81+00 82+00 83+00 84+00 85+00

MATCH LINE STA 86+00

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

M4-60R
30"X24"

M4-60L
30"X24"

R3-2
24"X24"

R/W

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

M4-60D
30"X24"

M4-60L
30"X24"

MAINTAIN ACCESS TO DRIVEWAY

ROAD CLOSED
R11-2
48"X30"

TW6

ROAD CLOSED
R11-2
48"X30"

20TH ST

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W MINERAL ST INTERSECTION

19TH ST

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W MINERAL ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 648 | E |
|---|---|---|---|---|---|

FILE NAME : X:\MIL\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026406-s3
PLOT DATE : 9/21/2026 1:11 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA 86+00

MATCH LINE STA 92+00

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

M4-60D
30"X24"

ONE WAY
R6-2L
24"X30"

LANE CLOSED
R11-2L
48"X30"

R/W

17'

50' (TYP.)

PY6

W NATIONAL AVE / STH 59

87+00

88+00

89+00

90+00

91+00

92+

34

35

36

37

38

39

M4-60R
30"X24"

M4-60D
30"X24"

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

MAINTAIN ACCESS TO DRIVEWAY

MAINTAIN ACCESS TO DRIVEWAY. ONCE MEDIAN IS INSTALLED ROUTE ACCESS TO 17TH STREET OR BY OTHER MEANS APPROVED BY ENGINEER.

17TH STREET IS A DEAD END STREET. MAINTAIN ACCESS THROUGH NATIONAL AVENUE FOR VEHICLES AT ALL TIMES DURING CONSTRUCTION.

PROVIDE TEMPORARY PEDESTRIAN SURFACE THROUGH WORK ZONE TO MAINTAIN PEDESTRIAN ACCESS ALONG NATIONAL AVENUE AND 17TH STREET

ROAD CLOSED
R11-2
48"X30"

18TH ST

17TH ST

50'

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W MINERAL ST INTERSECTION

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W MINERAL ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

END ROAD WORK
G20-2A
48"X24"

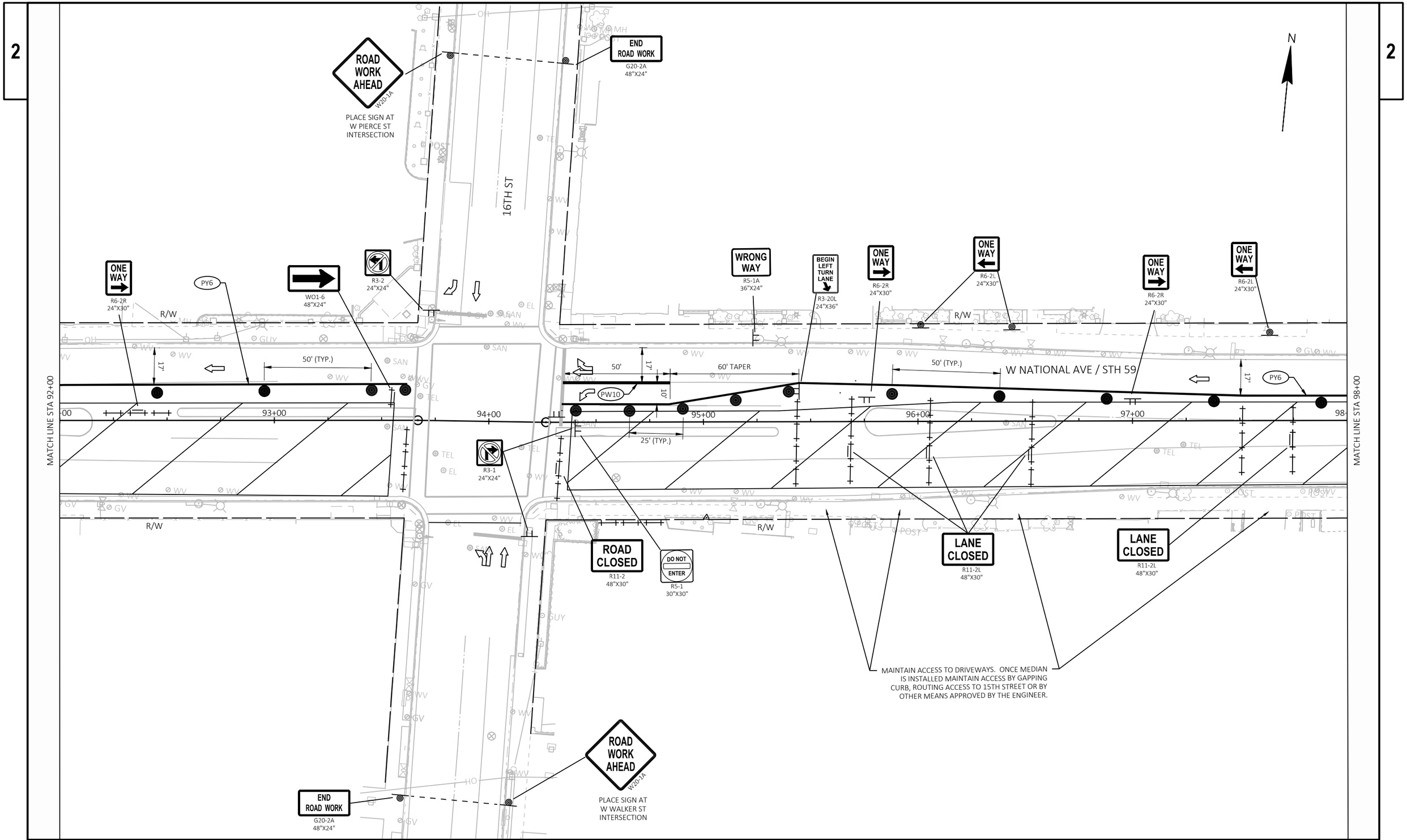
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 649 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026407-s3

PLOT DATE : 9/21/2026 1:11 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 650 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026408-s3

PLOT DATE : 9/21/2026 1:11 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA 98+00

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

R/W

17'

PY6

50' (TYP.)

W NATIONAL AVE / STH 59

99+00

100+00

101+00

102+00

103+00

104

MATCH LINE STA 104+00

LANE CLOSED
R11-2L
48"X30"

M4-60R
30"X24"

M4-60L
30"X24"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

MAINTAIN ACCESS TO DRIVEWAYS. ONCE MEDIAN IS INSTALLED MAINTAIN ACCESS BY GAPPING CURB, ROUTING ACCESS TO 15TH STREET OR BY OTHER MEANS APPROVED BY THE ENGINEER.

ROAD CLOSED
R11-2
48"X30"

TW6

15TH ST

MAINTAIN ACCESS TO DRIVEWAY

MAINTAIN ACCESS TO DRIVEWAY

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W WALKER ST
INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"
PLACE SIGN AT
W WALKER ST
INTERSECTION

14TH ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 651 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026409-s3

PLOT DATE : 9/21/2026 1:11 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA 104+00

MATCH LINE STA 110+00

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

R/W

R/W

R/W

W NATIONAL AVE / STH 59

50' (TYP.)

17"

17"

PY6

105+00

106+00

107+00

108+00

109+00

110

45

M4-60L
30"X24"

R/W

R/W

R/W

CHIS

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W WALKER ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 652 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026410-s3

PLOT DATE : 9/21/2026 1:12 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

12TH ST

11TH ST

STOP

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

WO1-6
48"X24"

R/W

W NATIONAL AVE / STH 59

17'

17'

50' (TYP.)

PY6

MATCH LINE STA 110+00

MATCH LINE STA 116+00

111+00

112+00

113+00

114+00

115+00

116

46

47

48

49

50

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

M4-60L
30"X24"

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

NTAIN ACCESS TO DRIVEWAY

TW6

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W WALKER ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

P

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 653 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026411-s3

PLOT DATE : 9/21/2026 1:12 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

TEL

SAN

10TH ST

9TH ST

ROAD WORK AHEAD
W20-1A

R/W

R/W

R/W

MATCH LINE STA 116+00

W NATIONAL AVE / STH 59

116+00

117+00

118+00

119+00

120+00

121+00

122+00

R/W

R/W

R/W

POST

POST

END ROAD WORK
G20-2A
48"X24"

10TH ST

9TH ST

TEL

SAN

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3 | SHEET 654 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026401-S3.DWG
LAYOUT NAME - 026412-s3

PLOT DATE : 9/21/2026 1:12 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 3A

1. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND LAYTON BOULEVARD INTERSECTION. EASTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 11TH STREET AND WILL HAVE LIMITED OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
2. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 25TH STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST.
3. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 25TH STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST.
4. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 26TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 26TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
5. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 26TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 26TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
6. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 25TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE NORTHEAST SIDE OF 25TH STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST.
7. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 25TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 23RD STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
8. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 25TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 25TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 26TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
9. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 25TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 23RD STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 25TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
10. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 24TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 23RD STREET TO THE EAST AND 25TH STREET TO THE WEST.
11. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 24TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 23RD STREET TO THE EAST AND 25TH STREET TO THE WEST.
12. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 24TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 24TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 24TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
13. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 24TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 24TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 40 FEET, CROSS 24TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
14. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 23RD STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND 25TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
15. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 23RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND THE NORTHWEST SIDE OF 23TH STREET TO THE WEST.
16. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 23RD STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND 25TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 60 FEET, CROSS 23RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
17. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 23RD STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 23RD STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 60 FEET, CROSS 23RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
18. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 22ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND 23RD STREET TO THE WEST.
19. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 22ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND 23RD STREET TO THE WEST.
20. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 22ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 22ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 22ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
21. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 22ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 22ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 22ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
22. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 21ST STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 19TH STREET TO THE EAST AND 23RD STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
23. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 21ST STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 19TH STREET TO THE EAST AND THE NORTHWEST SIDE OF 21ST STREET TO THE WEST.
24. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 21ST STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 19TH STREET TO THE EAST AND 23RD STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 21ST STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
25. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 21ST STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 21ST STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 21ST STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
26. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 20TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 19TH STREET TO THE EAST AND 21ST STREET TO THE WEST.
27. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 20TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 19TH STREET TO THE EAST AND 21ST STREET TO THE WEST.
28. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 20TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 20TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 20TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
29. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 20TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 20TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 20TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.C
30. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 19TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND 21ST STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
31. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 19TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND THE NORTHWEST SIDE OF 19TH STREET TO THE WEST.
32. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 19TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND 21ST STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 19TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
33. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 19TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 19TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 19TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
34. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 16TH STREET TO THE EAST AND 19TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
35. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 18TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 19TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
36. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 16TH STREET TO THE EAST AND 19TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 18TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
37. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 16TH STREET TO THE EAST AND 18TH STREET TO THE WEST.
38. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. EASTBOUND PEDESTRIANS SHOULD PROCEED EAST TO CROSS 17TH STREET. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
39. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. WESTBOUND PEDESTRIANS SHOULD PROCEED WEST TO CROSS 17TH STREET. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
40. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 16TH STREET TO THE WEST.
41. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 15TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 15TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
42. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 15TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 15TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
43. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND 16TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
44. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND 16TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 14TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
45. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 14TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 14TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
46. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND 14TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
47. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND 14TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
48. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 12TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 12TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
49. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 12TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 12TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
50. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 11TH STREET INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO LAYTON BOULEVARD AND WILL HAVE LIMITED OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

2

2

N

MATCH LINE STA 86+00

MATCH LINE STA 92+00

W NATIONAL AVE / STH 59

R/W

R/W

17'

17'

50' (TYP.)

87+00

88+00

89+00

90+00

91+00

92+

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

LANE CLOSED
R11-2L
48"X30"

M4-60R
30"X24"

M4-60D
30"X24"

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY. ONCE MEDIAN IS INSTALLED ROUTE ACCESS TO 17TH STREET OR BY OTHER MEANS APPROVED BY ENGINEER.

R9-9A
30"X18"
SIDEWALK CLOSED AHEAD
M4-60L
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

17TH STREET IS A DEAD END STREET. MAINTAIN ACCESS THROUGH NATIONAL AVENUE FOR VEHICLES AT ALL TIMES DURING CONSTRUCTION.

PROVIDE TEMPORARY PEDESTRIAN SURFACE THROUGH WORK ZONE TO MAINTAIN PEDESTRIAN ACCESS ALONG NATIONAL AVENUE AND 17TH STREET

18TH ST

17TH ST

50'

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT W MINERAL ST INTERSECTION

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W MINERAL ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3B | SHEET 656 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026402-S3B.DWG
LAYOUT NAME - 026407-s3b

PLOT DATE : 9/21/2026 1:12 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 92+00

MATCH LINE STA 98+00

N

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5SA

W04-2L

200'

200'

200'

180' LANE SHIFT

END ROAD WORK
G20-2A
48"X24"

16TH ST

ONE WAY
R6-2R
24"X30"

DETOUR
M4-9BL
30"X24"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

WRONG WAY
R5-1A
36"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

R/W

17'

50' (TYP.)

25' (TYP.)

50' (TYP.)

W NATIONAL AVE / STH 59

TY6

70

71

93+00

94+00

95+00

96+00

97+00

98+00

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

MAINTAIN ACCESS TO DOORS

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX

MB

DO NOT ENTER
R5-1
30"X30"

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

MAINTAIN ACCESS TO DRIVEWAY

MAINTAIN ACCESS TO DRIVEWAYS. ONCE MEDIAN IS INSTALLED MAINTAIN ACCESS BY GAPPING CURB, ROUTING ACCESS TO 15TH STREET OR BY OTHER MEANS APPROVED BY THE ENGINEER.

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

72

73

R9-9A
30"X18"

SIDEWALK CLOSED AHEAD

DETOUR
M4-9BR
30"X24"

ROAD CLOSED AHEAD
W20-3A

W WALKER ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3B | SHEET 657 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026402-S3B.DWG
LAYOUT NAME - 026408-s3b
PLOT DATE : 9/21/2026 1:12 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA 98+00

MATCH LINE STA 104+00

W NATIONAL AVE / STH 59

R/W

17'

50' (TYP.)

99+00

100+00

101+00

102+00

103+00

104+00

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAYS. ONCE MEDIAN IS INSTALLED MAINTAIN ACCESS BY GAPPING CURB, ROUTING ACCESS TO 15TH STREET OR BY OTHER MEANS APPROVED BY THE ENGINEER.

R9-9A
30"X18"

SIDEWALK CLOSED AHEAD

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

R3-2
24"X24"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE USING EXISTING/PROPOSED PAVEMENT OR BY PROVIDING PEDESTRIAN SURFACE.

MAINTAIN ACCESS TO DRIVEWAY

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"
PLACE SIGN AT W WALKER ST INTERSECTION

15TH ST

14TH ST

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

W WALKER ST

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3B | SHEET 658 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026402-S3B.DWG
LAYOUT NAME - 026409-s3b

PLOT DATE : 9/21/2026 1:12 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD W20-1A

PLACE SIGN AT W PIERCE ST INTERSECTION

END ROAD WORK G20-2A 48"X24"

STOP

12TH ST

ONE WAY R6-2R 24"X30"

R3-2 24"X24"

M4-60D 30"X24"

ROAD CLOSED R11-2 48"X30"

ONE WAY R6-2R 24"X30"

ONE WAY R6-2L 24"X30"

R/W

50' (TYP.)

W NATIONAL AVE / STH 59

17'

MATCH LINE STA 110+00

111+00

112+00

113+00

114+00

115+00

116

25' (TYP.)

MATCH LINE STA 116+00

ROAD WORK AHEAD W20-1A

PLACE SIGN AT W PIERCE ST INTERSECTION

11TH ST

R3-2 24"X24"

ONE WAY R6-2R 24"X30"

DETOUR M4-9BL 30"X24"

END ROAD WORK G20-2A 48"X24"

DETOUR M4-9BL 30"X24"

ROAD CLOSED R11-2 48"X30"

LANE CLOSED R11-2L 48"X30"

TY6

N

M4-60R 30"X24"

ROAD CLOSED R11-2 48"X30"

R3-2 24"X24"

M4-60D 30"X24"

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED R11-2L 48"X30"

SIDEWALK CLOSED R9-9 24"X12"

ROAD CLOSED R11-2 48"X30"

SIDEWALK CLOSED R9-9 24"X12"

R3-2 24"X24"

MAINTAIN ACCESS TO DOORS

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD W20-3A

12TH ST

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

W WALKER ST

FMS SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD W20-3A

11TH ST

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3B | SHEET 659 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026402-S3B.DWG
LAYOUT NAME - 026411-s3b

PLOT DATE : 9/21/2026 1:12 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA 116+00

10TH ST

9TH ST

ROAD WORK AHEAD
W20-1A

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

R/W

W NATIONAL AVE / STH 59

117+00

118+00

119+00

120+00

121+00

122+00

79

80

81

END ROAD WORK
G20-2A
48"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60D
30"X24"

10TH ST

10TH ST

W WALKER ST

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 3B | SHEET 660 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026402-S3B.DWG
LAYOUT NAME - 026412-s3b

PLOT DATE : 9/21/2026 1:13 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 3B

(34) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 17TH STREET TO THE EAST AND 19TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(35) SAME MESSAGE AS STAGE 3A.

(36) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 17TH STREET TO THE EAST AND 19TH STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 18TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

(37) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 15TH STREET TO THE EAST AND 18TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(38) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 16TH STREET. EASTBOUND PEDESTRIANS AND PEDESTRIANS WANTING TO GO SOUTH ON 16TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE WEST. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(39) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 16TH STREET. EASTBOUND PEDESTRIANS AND PEDESTRIANS WANTING TO GO SOUTH ON 16TH STREET SHOULD PROCEED WEST TO THE WEST SIDE OF THE INTERSECTION AND CROSS TO THE NORTH SIDE OF NATIONAL AVENUE.

(40) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE OR PROCEED SOUTH ON 16TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 17TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(41) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 16TH STREET. PEDESTRIANS WANTING TO GO SOUTH ON 16TH STREET SHOULD PROCEED SOUTH TO WALKER STREET. WESTBOUND PEDESTRIANS SHOULD CROSS TO THE NORTH SIDE OF NATIONAL AVENUE HERE. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 15TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH.

(42) SAME MESSAGE AS STAGE 3A.

(43) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 12TH STREET TO THE EAST AND 15TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(44) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 12TH STREET TO THE EAST AND 15TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 30 FEET, CROSS 14TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(46) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE NORTHEAST SIDE OF 12TH STREET TO THE EAST AND 14TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(47) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 10TH STREET TO THE EAST AND 14TH STREET TO THE WEST. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET SHOULD PROCEED EAST TO 10TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(48) SAME MESSAGE AS STAGE 3A.

(49) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 11TH STREET. EASTBOUND PEDESTRIANS AND PEDESTRIANS WANTING TO GO NORTH ON 11TH STREET SHOULD CROSS NATIONAL AVENUE HERE. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET SHOULD PROCEED SOUTH TO WALKER STREET. WESTBOUND PEDESTRIANS SHOULD PROCEED SOUTH 50 FEET, CROSS 12TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK NORTH.

(70) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 16TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. PEDESTRIANS WANTING TO GO SOUTH ON 16TH STREET SHOULD PROCEED EAST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(71) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 16TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. PEDESTRIANS WANTING TO GO SOUTH ON 16TH STREET SHOULD PROCEED EAST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(72) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE WALKER STREET AND 16TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO NORTH ON 16TH STREET OR GO TO NATIONAL AVENUE SHOULD CROSS 16TH STREET HERE AND PROCEED EAST TO 15TH STREET.

(73) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE WALKER STREET AND 16TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO NORTH ON 16TH STREET OR GO TO NATIONAL AVENUE SHOULD PROCEED EAST TO 15TH STREET.

(74) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE WALKER STREET AND 15TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO NORTH ON 16TH STREET OR GO TO NATIONAL AVENUE SHOULD PROCEED NORTH. PEDESTRIANS WANTING TO GO SOUTH ON 16TH STREET SHOULD PROCEED WEST TO 16TH STREET.

(75) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE WALKER STREET AND 12TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET SHOULD PROCEED EAST TO 11TH STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE SHOULD PROCEED NORTH TO NATIONAL AVENUE.

(76) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 11TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET SHOULD PROCEED EAST TO 10TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(77) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 11TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET SHOULD PROCEED EAST TO 10TH STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(78) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE WALKER STREET AND 11TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO NORTH ON 11TH STREET OR EAST ON NATIONAL AVENUE SHOULD CROSS 11TH STREET HERE AND PROCEED TO 10TH STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE SHOULD PROCEED WEST TO 12TH STREET.

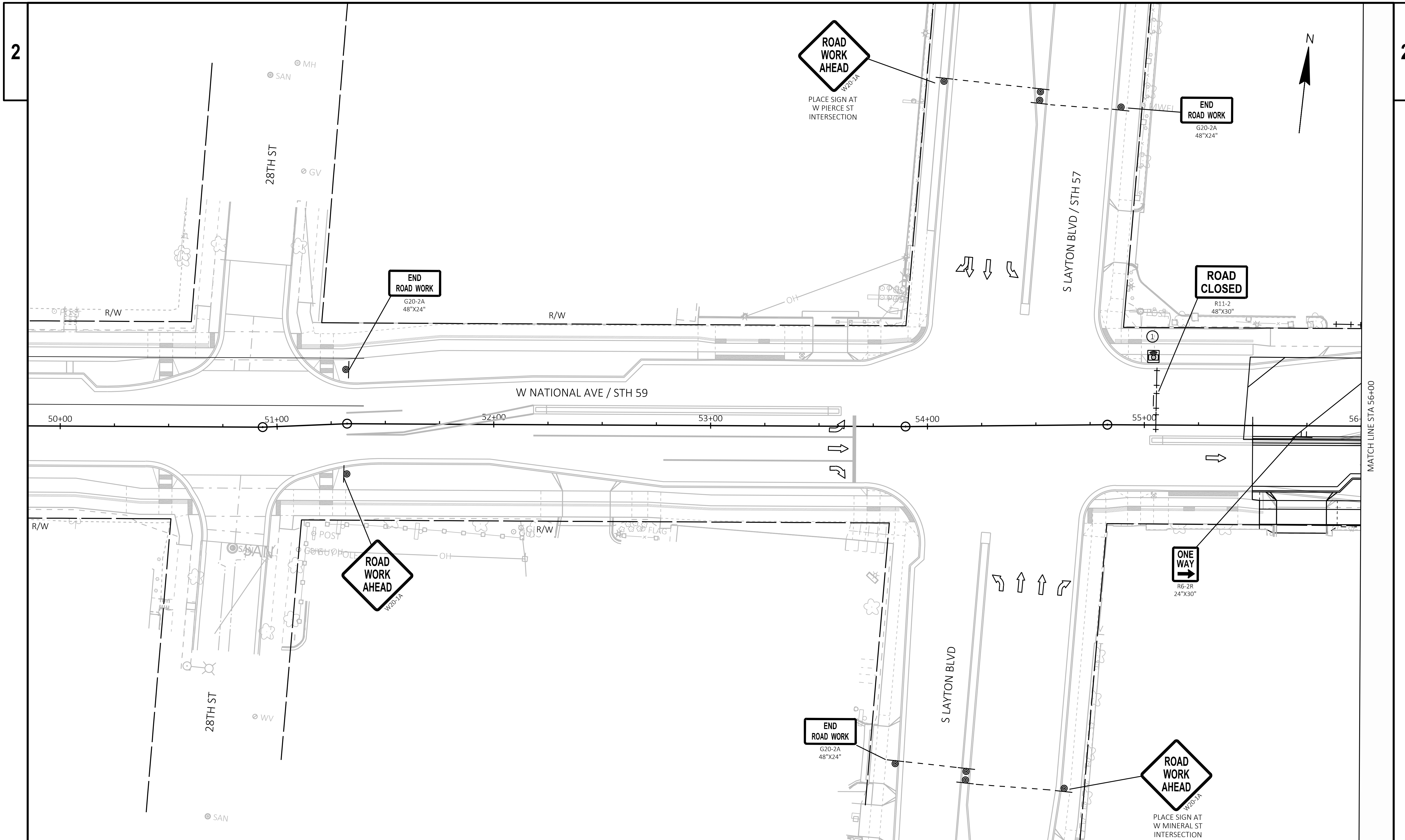
(79) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE WALKER STREET AND 11TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. PEDESTRIANS WANTING TO GO NORTH ON 11TH STREET OR EAST ON NATIONAL AVENUE SHOULD PROCEED EAST TO 10TH STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE SHOULD CROSS 11TH STREET AND PROCEED WEST TO 12TH STREET.

(80) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET SHOULD CROSS NATIONAL AVENUE HERE AND PROCEED TO WALKER STREET. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(81) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 11TH STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE OR NORTH ON 11TH STREET SHOULD CROSS NATIONAL AVENUE HERE. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET SHOULD PROCEED SOUTH TO WALKER STREET. EASTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(82) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE WALKER STREET AND 10TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO NORTH ON 11TH STREET OR TO NATIONAL AVENUE SHOULD PROCEED NORTH. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET SHOULD PROCEED WEST.

2




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 662 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026501-s4

PLOT DATE : 9/21/2026 1:13 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

26TH ST

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

N

ROAD CLOSED
R11-2
48"X30"

25TH ST

M4-60L
30"X24"

R/W

SAN
WV
GV
POST
TW6
P
TY6

MATCH LINE STA 56+00

57+00
58+00
59+00
60+00
61+00
62+

50' (TYP.)

W NATIONAL AVE / STH 59

11'

MATCH LINE STA 62+00

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN
R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W MINERAL ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W MINERAL ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 663 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026502-s4
PLOT DATE : 9/21/2026 1:13 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"
PLACE SIGN AT W PIERCE ST INTERSECTION

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

N

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

R/W

24TH ST

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

MAINTAIN ACCESS TO DRIVEWAY

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

MATCH LINE STA 62+00

63+00 64+00 65+00 66+00 67+00 68+

50' (TYP.)

P TY6

W NATIONAL AVE / STH 59

11'

11'

MATCH LINE STA 68+00

STOP
FINAL SIGN
R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

STOP
FINAL SIGN
R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W MINERAL ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 664 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026503-s4
PLOT DATE : 9/21/2026 1:13 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

23RD ST

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

M4-60R
30"X24"

R/W

MATCH LINE STA 68+00

69+00

70+00

71+00

72+00

73+00

74+00

MATCH LINE STA 74+00

11'

50' (TYP.)

W NATIONAL AVE / STH 59

TY6

P

16

17

15

14

18

19

20

21

R/W

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

22ND ST

FMS
SEE DETAIL
NATIONAL AVE
ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W MINERAL ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W MINERAL ST INTERSECTION

N

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 665 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026504-s4
PLOT DATE : 9/21/2026 1:14 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

21ST ST

ROAD CLOSED
R11-2
48"X30"

N

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

M4-60D
30"X24"

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAY

R/W

R/W

R/W

MATCH LINE STA 74+00

MATCH LINE STA 80+00

75+00

76+00

77+00

78+00

79+00

11'

11'

TY6

P

W NATIONAL AVE / STH 59

50' (TYP.)

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

M4-60D
30"X24"

STOP
FINAL SIGN

R3-2
24"X24"

21ST ST

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W MINERAL ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 666 | E |
|---|---|---|---|---|---|

2

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

20TH ST

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

M4-60D
30"X24"

R/W

M4-60L
30"X24"

MATCH LINE STA 80+00

81+00 82+00 83+00 84+00 85+00 86+

MATCH LINE STA 86+00

11'

50' (TYP.)

TY6

P

W NATIONAL AVE / STH 59

11'

ROAD CLOSED
R11-2
48"X30"

R/W

R3-2
24"X24"

M4-60D
30"X24"

R6-2R
24"X30"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN

R3-2
24"X24"

STOP
R1-1
30"X30"

R3-2
24"X24"

19TH ST

END
ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W MINERAL ST
INTERSECTION

END
ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W MINERAL ST
INTERSECTION

N

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 667 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026506-s4

PLOT DATE : 9/21/2026 1:14 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MAINTAIN ACCESS TO DRIVEWAY BY ROUTING ACCESS AROUND MEDIAN OR BY OTHER MEANS APPROVED BY THE ENGINEER.

MAINTAIN ACCESS TO DRIVEWAY

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

R/W

R/W

MATCH LINE STA 86+00

MATCH LINE STA 92+00

86+00

87+00

88+00

89+00

90+00

91+00

92+00

11'

11'

TY6

50' (TYP.)

W NATIONAL AVE / STH 59

P

35

36

37

38

39

R/W

R/W

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

STOP
FINAL SIGN

R3-2
24"X24"

18TH ST

17TH ST

50'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W MINERAL ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 668 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026507-s4

PLOT DATE : 9/21/2026 1:14 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

16TH ST

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

WO1-6
48"X24"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

MAINTAIN ACCESS TO DRIVEWAY BY ROUTING
ACCESS TO 15TH STREET OR BY OTHER MEANS
APPROVED BY THE ENGINEER.

N

MATCH LINE STA 92+00

93+00

94+00

95+00

96+00

97+00

98

MATCH LINE STA 98+00

W NATIONAL AVE / STH 59

R/W

WRONG WAY
R5-1A
36"X24"

DO NOT ENTER
R5-1
30"X30"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 669 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026508-s4

PLOT DATE : 9/21/2026 1:14 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MAINTAIN ACCESS TO DRIVEWAYS BY ROUTING ACCESS TO 15TH STREET OR BY OTHER MEANS APPROVED BY THE ENGINEER.

MAINTAIN ACCESS TO DRIVEWAYS.

MAINTAIN ACCESS TO DRIVEWAYS.

M4-60D 30"X24"

ROAD CLOSED R11-2 48"X30"

LANE CLOSED R11-2L 48"X30"

LANE CLOSED R11-2L 48"X30"

LANE CLOSED R11-2L 48"X30"

R/W

R/W

R/W

R/W

R/W

MATCH LINE STA 98+00

99+00

100+00

101+00

102+00

103+00

104

MATCH LINE STA 104+00

W NATIONAL AVE / STH 59

50' (TYP.)

11'

P

TY6

40

41

42

43

44

ONE WAY R6-2R 24"X30"

ONE WAY R6-2R 24"X30"

M4-60D 30"X24"

ONE WAY R6-2R 24"X30"

M4-60D 30"X24"

ONE WAY R6-2L 24"X30"

ONE WAY R6-2R 24"X30"

ONE WAY R6-2R 24"X30"

ONE WAY R6-2R 24"X30"

STOP FINAL SIGN R3-2 24"X24"

15TH ST

14TH ST

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK G20-2A 48"X24"

PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 670 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026509-s4

PLOT DATE : 9/21/2026 1:14 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MAINTAIN ACCESS TO DRIVEWAYS.

MAINTAIN ACCESS TO DRIVEWAYS.

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

R/W

R/W

R/W

R/W

MATCH LINE STA 104+00

MATCH LINE STA 110+00

104+00

105+00

106+00

107+00

108+00

109+00

110

TY6

P

W NATIONAL AVE / STH 59

50' (TYP.)

11'

11'

45

R/W

R/W

R/W

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

14TH ST

STOP
FINAL SIGN

R3-2
24"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 671 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026510-s4

PLOT DATE : 9/21/2026 1:15 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

12TH ST

ROAD CLOSED
R11-2
48"X30"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

N

11TH ST

MAINTAIN ACCESS TO DRIVEWAYS.

| FRAME 1 | FRAME 2 |
|---|---|
| ROAD TO CLOSE | XXXDAY XX/XX |

PLACE SIGN 7 CALENDAR
DAYS PRIOR TO CLOSURE

R3-1
24"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

M4-60R
30"X24"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

R/W

MATCH LINE STA 110+00

MATCH LINE STA 116+00

111+00

112+00

113+00

114+00

MB

W NATIONAL AVE / STH 59

50' (TYP.)

TY6

11'

11'

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN

R3-2
24"X24"

M4-60D
30"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

WRONG WAY
R5-1A
36"X24"

DO NOT ENTER
R5-1
30"X30"

R3-2
24"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 672 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026511-s4

PLOT DATE : 9/21/2026 1:15 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

TEL

SAN

10TH ST

9TH ST

ROAD CLOSED AHEAD
W20-5A

R/W

R/W

R/W

MATCH LINE STA 116+00

+00

117+00

118+00

119+00

120+00

121+00

122+00

W NATIONAL AVE / STH 59

P

R/W

R/W

R/W

POST

POST

END ROAD WORK
G20-2A
48"X24"

TEL

SAN

G

W

P

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4 | SHEET 673 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026501-S4.DWG
LAYOUT NAME - 026512-s4

PLOT DATE : 9/21/2026 1:15 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

## TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 4A

1. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND LAYTON BOULEVARD INTERSECTION. EASTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO 11TH STREET AND WILL HAVE LIMITED OPPORTUNITIES TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
2. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 26TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 26TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
3. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 26TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 26TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
4. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 25TH STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST.
5. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 26TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 25TH STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST.
6. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 25TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 25TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 70 FEET, CROSS 26TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
7. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 25TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 23RD STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 70 FEET, CROSS 25TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
8. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 25TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE SOUTHEAST SIDE OF 25TH STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST.
9. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 25TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 23RD STREET TO THE EAST AND LAYTON BOULEVARD TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
10. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 24TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 24TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 24TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
11. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 24TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 24TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 24TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
12. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 24TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 23RD STREET TO THE EAST AND 25TH STREET TO THE WEST.
13. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 24TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 23RD STREET TO THE EAST AND 25TH STREET TO THE WEST.
14. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 23RD STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND 25TH STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 23RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
15. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 23RD STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 23RD STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 23RD STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
16. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 23RD STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND 25TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
17. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 23RD STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND THE SOUTHWEST SIDE OF 23TH STREET TO THE WEST.
18. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 22ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 22ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 22ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
19. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 22ND STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 22ND STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 22ND STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
20. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 22ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND 23RD STREET TO THE WEST.
21. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 22ND STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 21ST STREET TO THE EAST AND 23RD STREET TO THE WEST.
22. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 21ST STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 20TH STREET TO THE EAST AND 23RD STREET TO THE WEST. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 60 FEET, CROSS 21ST STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
23. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 21ST STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 21ST STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 60 FEET, CROSS 21ST STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
24. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 21ST STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 20TH STREET TO THE EAST AND 23RD STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
25. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 21ST STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 20TH STREET TO THE EAST AND THE SOUTHWEST SIDE OF 21ST STREET TO THE WEST.
26. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 20TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 20TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 20TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
27. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 20TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND 21ST STREET TO THE WEST. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 30 FEET, CROSS 20TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
28. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 20TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE SOUTHEAST CORNER OF 20TH STREET TO THE EAST AND 21ST STREET TO THE WEST.
29. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 20TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND 21ST STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
30. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 19TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND 20TH STREET TO THE WEST.
31. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 19TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND 20TH STREET TO THE WEST.
32. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 19TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND 20TH STREET TO THE WEST.
33. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 19TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 18TH STREET TO THE EAST AND 20TH STREET TO THE WEST.
34. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 16TH STREET TO THE EAST AND 20TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
35. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE SOUTHEAST CORNER OF 18TH STREET TO THE EAST AND 20TH STREET TO THE WEST.
36. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 16TH STREET TO THE EAST AND 20TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
37. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 16TH STREET TO THE EAST AND 18TH STREET TO THE WEST.
38. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 16TH STREET TO THE EAST AND 18TH STREET TO THE WEST.
39. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 16TH STREET TO THE EAST AND 18TH STREET TO THE WEST.
40. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 16TH STREET TO THE WEST.
41. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 16TH STREET TO THE WEST.
42. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 16TH STREET TO THE WEST.
43. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND 16TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
44. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND 16TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
45. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND THE SOUTHWEST CORNER OF 14TH STREET TO THE WEST.
46. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 12TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 12TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.
47. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 12TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 12TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.
48. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND 14TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
49. ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 11TH STREET TO THE EAST AND 14TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.
50. ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 11TH STREET INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO LAYTON BOULEVARD AND WILL HAVE LIMITED OPPORTUNITIES TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE. ADDITIONAL INFORMATION WILL BE GIVEN AT EACH INTERSECTION. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE.

2

2

N

MAINTAIN ACCESS TO DRIVEWAY BY ROUTING ACCESS AROUND MEDIAN OR BY OTHER MEANS APPROVED BY THE ENGINEER.

MAINTAIN ACCESS TO DRIVEWAY

IF FINAL PAVEMENT AND CURB RAMP ARE NOT INSTALLED, PROVIDE TEMPORARY PEDESTRIAN CURB RAMP AND TEMPORARY PEDESTRIAN SURFACE.

MAINTAIN ACCESS TO DRIVEWAY

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

LANE CLOSED
R11-2L
48"X30"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

LANE CLOSED
R11-2L
48"X30"

R/W

MATCH LINE STA 86+00

87+00

88+00

89+00

90+00

91+00

MATCH LINE STA 92+00

11'

TY6

50' (TYP.)

W NATIONAL AVE / STH 59

34

35

36

37

38

39

70

P

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN
R3-2
24"X24"

18TH ST

17TH ST

50'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W MINERAL ST INTERSECTION

M4-9BR
30"X24"

ROAD CLOSED
R11-2
48"X30"

M4-9BL
30"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4B | SHEET 675 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026502-S4B.DWG
LAYOUT NAME - 026507-s4b

PLOT DATE : 9/21/2026 1:15 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

ROAD CLOSED AHEAD
W20-3A
PLACE SIGN AT W PIERCE ST INTERSECTION

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED
R11-2
48"X30"

FRAME 1: ROAD TO CLOSE | FRAME 2: XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

MB

16TH ST

MAINTAIN ACCESS TO DRIVEWAY BY ROUTING ACCESS TO 15TH STREET OR BY OTHER MEANS APPROVED BY THE ENGINEER.

ROAD CLOSED
R11-2
48"X30"

FRAME 1: ROAD TO CLOSE | FRAME 2: XXXDAY XX/XX
PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

WO1-6
48"X24"

R3-2
24"X24"

DO NOT ENTER
R5-1
30"X30"

R/W

MATCH LINE STA 92+00

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

MATCH LINE STA 98+00

W NATIONAL AVE / STH 59

13'

ROAD CLOSED
R11-2
48"X30"

WRONG WAY
R5-1A
36"X24"

LANE CLOSED
R11-2L
48"X30"

DETOUR
M4-9BL
30"X24"

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

30'

90' LANE SHIFT

R3-2
24"X24"

DETOUR
M4-9BR
30"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ROAD WORK AHEAD
W20-1A
PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4B | SHEET 676 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026502-S4B.DWG
LAYOUT NAME - 026508-s4b
PLOT DATE : 9/21/2026 1:16 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MAINTAIN ACCESS TO DRIVEWAYS BY ROUTING ACCESS TO 15TH STREET OR BY OTHER MEANS APPROVED BY THE ENGINEER.

IF FINAL PAVEMENT AND CURB RAMP ARE NOT INSTALLED, PROVIDE TEMPORARY PEDESTRIAN CURB RAMP AND TEMPORARY PEDESTRIAN SURFACE.

MAINTAIN ACCESS TO DRIVEWAYS.

MAINTAIN ACCESS TO DRIVEWAYS.

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

R/W

R/W

R/W

MATCH LINE STA 98+00

MATCH LINE STA 104+00

99+00

100+00

101+00

102+00

103+00

W NATIONAL AVE / STH 59

50' (TYP.)

P

TY6

11'

40

75

41

42

43

44

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN
R3-2
24"X24"

15TH ST

14TH ST

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

PLACE SIGN AT W WALKER ST INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4B | SHEET 677 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026502-S4B.DWG
LAYOUT NAME - 026509-s4b

PLOT DATE : 9/21/2026 1:16 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MAINTAIN ACCESS TO DRIVEWAYS.

MAINTAIN ACCESS TO DRIVEWAYS.

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

R/W

R/W

R/W

R/W

MATCH LINE STA 104+00

104+00

105+00

106+00

107+00

108+00

109+00

110

MATCH LINE STA 110+00

TY6

P

W NATIONAL AVE / STH 59

50' (TYP.)

11'

11'

45

R/W

R/W

R/W

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2L
24"X30"

14TH ST

STOP
FINAL SIGN

R3-2
24"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4B | SHEET 678 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026502-S4B.DWG
LAYOUT NAME - 026510-s4b
PLOT DATE : 9/21/2026 1:16 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

W PIERCE ST

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

76

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

12TH ST

ROAD CLOSED
R11-2
48"X30"

M4-60L
30"X24"

ONE WAY
R6-2R
24"X30"

R3-2
24"X24"

M4-60D
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60R
30"X24"

LANE CLOSED
R11-2L
48"X30"

MAINTAIN ACCESS TO DRIVEWAYS.

R/W

MATCH LINE STA 110+00

111+00

112+00

113+00

114+00

W NATIONAL AVE / STH 59

11'

50' (TYP.)

TY6

11'

46

47

48

49

79

ROAD CLOSED
R11-2
48"X30"

STOP
FINAL SIGN
R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

WRONG WAY
R5-1A
36"X24"

DO NOT ENTER
R5-1
30"X30"

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

DETOUR
M4-9BR
30"X24"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

FMS
SEE DETAIL

NATIONAL AVE

ROAD CLOSED AHEAD
W20-3A

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
M4-60D
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
DETOUR
M4-9BL
30"X24"

77

78

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

11TH ST

N

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

MB

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

FRAME 1 | FRAME 2
ROAD TO CLOSE | XXXDAY XX/XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

MAINTAIN ACCESS TO DOORS

MATCH LINE STA 116+00

115+00

116

ROAD CLOSED
R11-2
48"X30"

P

80

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4B | SHEET 679 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026502-S4B.DWG
LAYOUT NAME - 026511-s4b

PLOT DATE : 9/21/2026 1:16 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

W PIERCE ST

DETOUR
M4-9BL
30"X24"

81

DETOUR
M4-9BR
30"X24"

10TH ST

10TH ST

9TH ST

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

M4-60D
30"X24"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED AHEAD
W20-3A

R/W

R/W

R/W

82

MATCH LINE STA 116+00

+00

117+00

118+00

119+00

120+00

121+00

122+00

P

W NATIONAL AVE / STH 59

83

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

END ROAD WORK
G20-2A
48"X24"

R/W

R/W

R/W

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4B | SHEET 680 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026502-S4B.DWG
LAYOUT NAME - 026512-s4b

PLOT DATE : 9/21/2026 1:16 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 4B

(34) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 17TH STREET TO THE EAST AND 20TH STREET TO THE WEST.

(35) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 17TH STREET TO THE EAST AND 19TH STREET TO THE WEST.

(36) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 18TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 17TH STREET TO THE EAST AND 19TH STREET TO THE WEST.

(37) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE NORTHEAST CORNER OF 17TH STREET TO THE EAST AND 19TH STREET TO THE WEST.

(38) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE SOUTHWEST CORNER OF 17TH STREET TO THE EAST AND 19TH STREET TO THE WEST.

(39) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE OR GO NORTH ON 16TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 15TH STREET TO THE EAST AND 19TH STREET TO THE WEST.

(40) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE NORTHEAST CORNER OF 15TH STREET TO THE EAST AND 17TH STREET TO THE WEST.

(41) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE SOUTHEAST CORNER OF 15TH STREET TO THE EAST AND 17TH STREET TO THE WEST.

(42) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE OR GO NORTH ON 16TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 17TH STREET TO THE WEST.

(43) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 12TH STREET TO THE EAST AND 15TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(44) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 12TH STREET TO THE EAST AND 15TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(45) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 12TH STREET TO THE EAST AND THE SOUTHWEST CORNER OF 14TH STREET TO THE WEST.

(46) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 12TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 12TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE.

(47) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT 11TH STREET. EASTBOUND PEDESTRIANS SHOULD CROSS NATIONAL AVENUE HERE. PEDESTRIANS WANTING TO GO NORTH ON 11TH STREET SHOULD PROCEED NORTH TO PIERCE STREET THEN EAST TO 11TH STREET. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 50 FEET, CROSS 12TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH.

(48) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS THE SOUTHEAST CORNER OF 11TH STREET TO THE EAST AND 14TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(49) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 12TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE OR GO NORTH ON 11ST STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 10TH STREET TO THE EAST AND 14TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(70) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 17TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE, GO EAST ON NATIONAL AVENUE OR GO SOUTH ON 16TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 15TH STREET TO THE EAST AND 20TH STREET TO THE WEST. WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(71) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 16TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 16TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED NORTH 100 FEET, CROSS 16TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. WESTBOUND PEDESTRIANS MAY CONTINUE WEST ALONG NATIONAL AVENUE. PEDESTRIANS WANTING TO GO SOUTH ON 16TH STREET SHOULD PROCEED WEST TO 17TH STREET AND CROSS NATIONAL AVENUE THERE.

(72) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 16TH STREET INTERSECTION. THE CROSSINGS OF NATIONAL AVENUE AND 16TH STREET HAVE BEEN TEMPORARILY RELOCATED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS SHOULD PROCEED NORTH 100 FEET, CROSS 16TH STREET AT THE TEMPORARY RAMP, AND HEAD BACK SOUTH. EASTBOUND PEDESTRIANS MAY CONTINUE EAST ALONG NATIONAL AVENUE. PEDESTRIANS WANTING TO GO SOUTH ON 16TH STREET SHOULD PROCEED EAST TO 15TH STREET AND CROSS NATIONAL AVENUE THERE.

(73) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 16TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 15TH STREET TO THE EAST AND 17TH STREET TO THE WEST. PEDESTRIANS WANTING TO GO NORTH ON 16TH STREET SHOULD PROCEED WEST TO 17TH STREET AND CROSS NATIONAL AVENUE THERE.

(74) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 16TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 15TH STREET TO THE EAST AND 17TH STREET TO THE WEST. PEDESTRIANS WANTING TO GO NORTH ON 16TH STREET SHOULD PROCEED EAST TO 15TH STREET AND CROSS NATIONAL AVENUE THERE.

(75) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE, GO WEST ON NATIONAL AVENUE OR GO SOUTH ON 16TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 17TH STREET TO THE WEST. EASTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(76) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE PIERCE STREET AND 12TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO NORTH ON 11TH STREET SHOULD PROCEED EAST TO 11TH STREET. PEDESTRIANS WANTING TO GO WEST ON NATIONAL AVENUE OR SOUTH ON 11ST STREET SHOULD PROCEED SOUTH TO NATIONAL AVENUE.

(77) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE PIERCE STREET AND 11TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. SOUTHBOUND AND WESTBOUND PEDESTRIANS SHOULD PROCEED WEST TO 12TH STREET. EASTBOUND PEDESTRIANS SHOULD PROCEED EAST TO 10TH STREET.

(78) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE PIERCE STREET AND 11TH STREET INTERSECTION. THE SIDEWALK IS CLOSED AT NATIONAL AVENUE. SOUTHBOUND AND EASTBOUND PEDESTRIANS SHOULD PROCEED EAST TO 10TH STREET. WESTBOUND PEDESTRIANS SHOULD PROCEED WEST TO 12TH STREET.

(79) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 11TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 10TH STREET TO THE EAST AND 12TH STREET TO THE WEST. NORTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO 10TH STREET.

(80) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 11TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 10TH STREET TO THE EAST AND 12TH STREET TO THE WEST. NORTHBOUND PEDESTRIANS SHOULD PROCEED EAST TO 10TH STREET.

(81) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE PIERCE STREET AND 10TH STREET INTERSECTION. PEDESTRIANS WANTING TO GO NORTH ON 11TH STREET SHOULD PROCEED WEST TO 11TH STREET. PEDESTRIANS WANTING TO GO SOUTH ON 11TH STREET AND EAST ON NATIONAL AVENUE SHOULD PROCEED SOUTH TO NATIONAL AVENUE.

(82) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO LAYTON BOULEVARD. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE OR GO SOUTH ON 11TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 15TH STREET TO THE WEST. EASTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(83) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 10TH STREET INTERSECTION. WESTBOUND PEDESTRIANS ARE ENTERING A CONSTRUCTION ZONE THAT CONTINUES TO LAYTON BOULEVARD. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE OR GO NORTH ON 11TH STREET SHOULD CROSS HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 15TH STREET TO THE WEST. EASTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

2

2

2

END
ROAD WORK
G20-2A
48"X24"

ROAD
WORK
AHEAD
W20-1A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

STOP
FINAL SIGN
R3-1
24"X24"

20TH ST

ROAD
CLOSED
R11-2
48"X30"

WO1-7
48"X24"

N

P (TYP)

R/W

W NATIONAL AVE / STH 59

MATCH LINE STA 80+00

81+00 82+00 83+00 84+00 85+00 86+

MATCH LINE STA 86+00

R/W

FLAG

POST

OHL

STOP
FINAL SIGN
R3-2
24"X24"

END
ROAD WORK
G20-2A
48"X24"

ROAD
WORK
AHEAD
W20-1A

PLACE SIGN AT
W MINERAL ST
INTERSECTION

19TH ST

STOP
FINAL SIGN
R3-2
24"X24"

END
ROAD WORK
G20-2A
48"X24"

ROAD
WORK
AHEAD
W20-1A

PLACE SIGN AT
W MINERAL ST
INTERSECTION

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4C | SHEET 682 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026503-S4C.DWG
LAYOUT NAME - 026506-s4c

PLOT DATE : 9/21/2026 1:17 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

P (TYP)

R/W

W NATIONAL AVE / STH 59

MATCH LINE STA 86+00

87+00

88+00

89+00

90+00

91+00

92+00

MATCH LINE STA 92+00

R/W

POST

POST

18TH ST

STOP

FINAL SIGN

R3-2
24"X24"

END
ROAD WORK

G20-2A
48"X24"

ROAD
WORK
AHEAD

W20-1A

PLACE SIGN AT
W MINERAL ST
INTERSECTION

17TH ST

50'

STOP

FINAL SIGN

R3-2
24"X24"

END
ROAD WORK

G20-2A
48"X24"

ROAD
WORK
AHEAD

W20-1A

FLAG

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4C | SHEET 683 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026503-S4C.DWG
LAYOUT NAME - 026507-s4c

PLOT DATE : 9/21/2026 1:17 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W PIERCE ST
INTERSECTION

END ROAD WORK
G20-2A
48"X24"

16TH ST

ROAD CLOSED TO THRU TRAFFIC 1/4 MILES AHEAD
R11-3
60"X30"

P (TYP)

ROAD CLOSED
R11-2
48"X30"

R/W

MATCH LINE STA 92+00

93+00

94+00

95+00

96+00

97+00

98+

MATCH LINE STA 98+00

W NATIONAL AVE / STH 59

13'

R/W

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT
W WALKER ST
INTERSECTION

N

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4C | SHEET 684 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026503-S4C.DWG
LAYOUT NAME - 026508-s4c

PLOT DATE : 9/21/2026 1:17 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MAINTAIN ACCESS TO DRIVEWAYS BY ROUTING ACCESS TO 15TH STREET OR BY OTHER MEANS APPROVED BY THE ENGINEER.

IF FINAL PAVEMENT AND CURB RAMP ARE NOT INSTALLED, PROVIDE TEMPORARY PEDESTRIAN CURB RAMP AND TEMPORARY PEDESTRIAN SURFACE.

MAINTAIN ACCESS TO DRIVEWAYS.

MAINTAIN ACCESS TO DRIVEWAYS.

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

R/W

MATCH LINE STA 98+00

99+00

100+00

101+00

102+00

103+00

104

W NATIONAL AVE / STH 59

50' (TYP.)

P

TY6

11'

40

41

42

43

44

75

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

M4-60D
30"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

STOP
FINAL SIGN
R3-2
24"X24"

15TH ST

14TH ST

ROAD WORK AHEAD
W20-1A

PLACE SIGN AT W WALKER ST INTERSECTION

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

PLACE SIGN AT W WALKER ST INTERSECTION

MATCH LINE STA 104+00

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4C | SHEET 685 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026503-S4C.DWG
LAYOUT NAME - 026509-s4c

PLOT DATE : 9/21/2026 1:17 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## TEMPORARY AUDIBLE MESSAGE DEVICES - STAGE 4C

(40) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 16TH STREET TO THE WEST.

(41) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 16TH STREET TO THE WEST.

(42) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 16TH STREET TO THE WEST.

(43) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE SOUTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 12TH STREET TO THE EAST AND 16TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

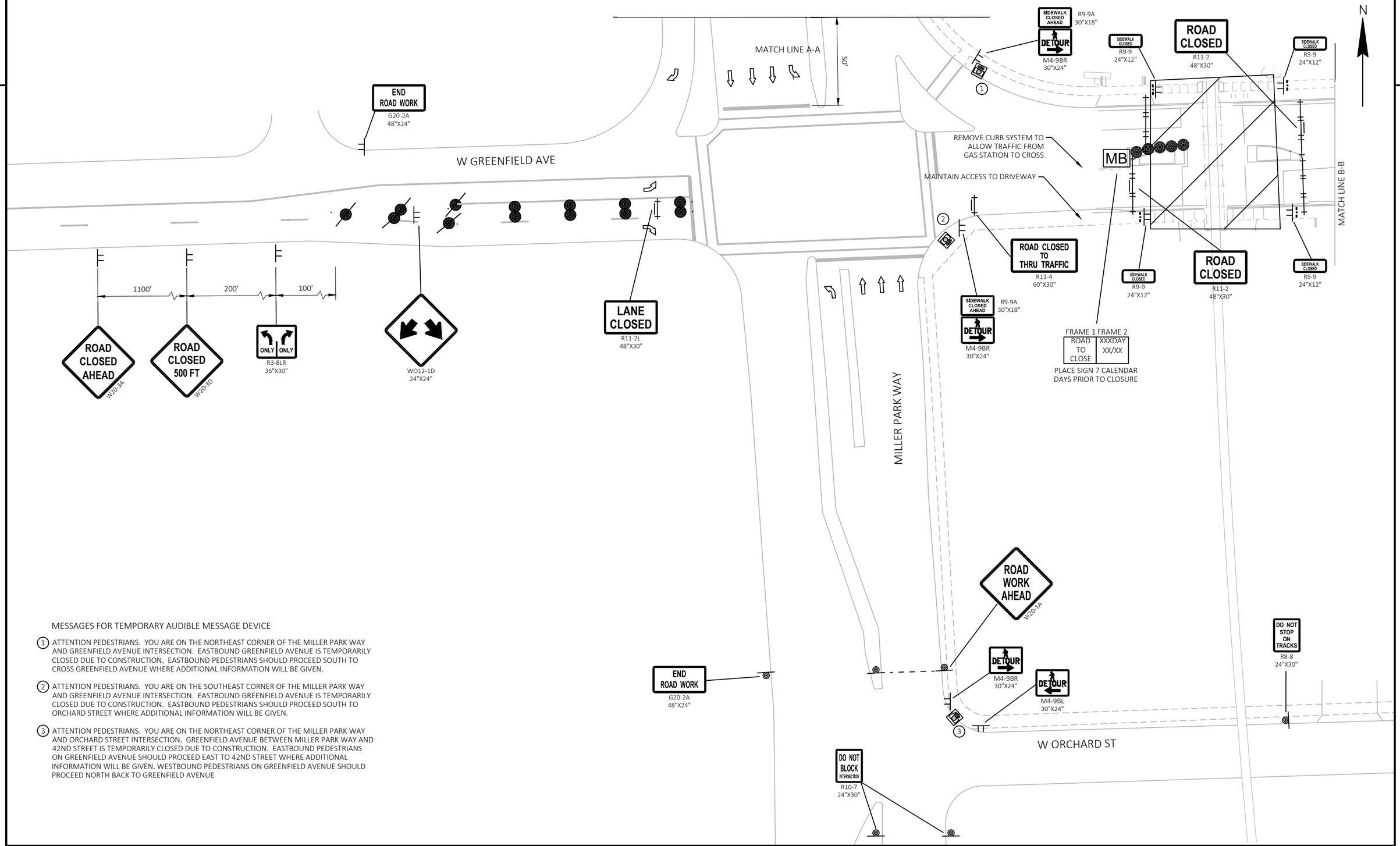
(44) ATTENTION PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF THE NATIONAL AVENUE AND 14TH STREET INTERSECTION. THE ABILITY TO CROSS NATIONAL AVENUE IS LIMITED DUE TO CONSTRUCTION. PEDESTRIANS WANTING TO CROSS TO THE NORTH SIDE OF NATIONAL AVENUE SHOULD DO SO HERE. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 12TH STREET TO THE EAST AND 16TH STREET TO THE WEST. EASTBOUND AND WESTBOUND PEDESTRIANS CAN PROCEED ALONG NATIONAL AVENUE.

(75) ATTENTION PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF THE NATIONAL AVENUE AND 15TH STREET INTERSECTION. THE CROSSING OF NATIONAL AVENUE IS CLOSED. THE NEXT AVAILABLE CROSSING OF NATIONAL AVENUE IS 14TH STREET TO THE EAST AND 16TH STREET TO THE WEST.

2

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - STAGE 4C | SHEET 686 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026503-S4C.DWG
LAYOUT NAME - 026513-s4c
PLOT DATE : 9/21/2026 1:17 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




MESSAGES FOR TEMPORARY AUDIBLE MESSAGE DEVICE

1. ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHEAST CORNER OF THE MILLER PARK WAY AND GREENFIELD AVENUE INTERSECTION. EASTBOUND GREENFIELD AVENUE IS TEMPORARILY CLOSED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH TO CROSS GREENFIELD AVENUE WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

2. ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHEAST CORNER OF THE MILLER PARK WAY AND GREENFIELD AVENUE INTERSECTION. EASTBOUND GREENFIELD AVENUE IS TEMPORARILY CLOSED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS SHOULD PROCEED SOUTH TO ORCHARD STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

3. ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHEAST CORNER OF THE MILLER PARK WAY AND ORCHARD STREET INTERSECTION. GREENFIELD AVENUE BETWEEN MILLER PARK WAY AND 42ND STREET IS TEMPORARILY CLOSED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS ON GREENFIELD AVENUE SHOULD PROCEED EAST TO 42ND STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN. WESTBOUND PEDESTRIANS ON GREENFIELD AVENUE SHOULD PROCEED NORTH BACK TO GREENFIELD AVENUE

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - GREENFIELD AVE | SHEET 687 | E |
|---|---|---|---|---|---|

2

N

WESTCHESTER ST

ROAD WORK AHEAD
W20-1A

BEGIN LEFT TURN LANE
R3-20L
24"X36"

ACCESS TO LOCAL BUSINESSES
R10-71
66"X36"

200'

END ROAD WORK
G20-2A
48"X24"

MATCH LINE A-A

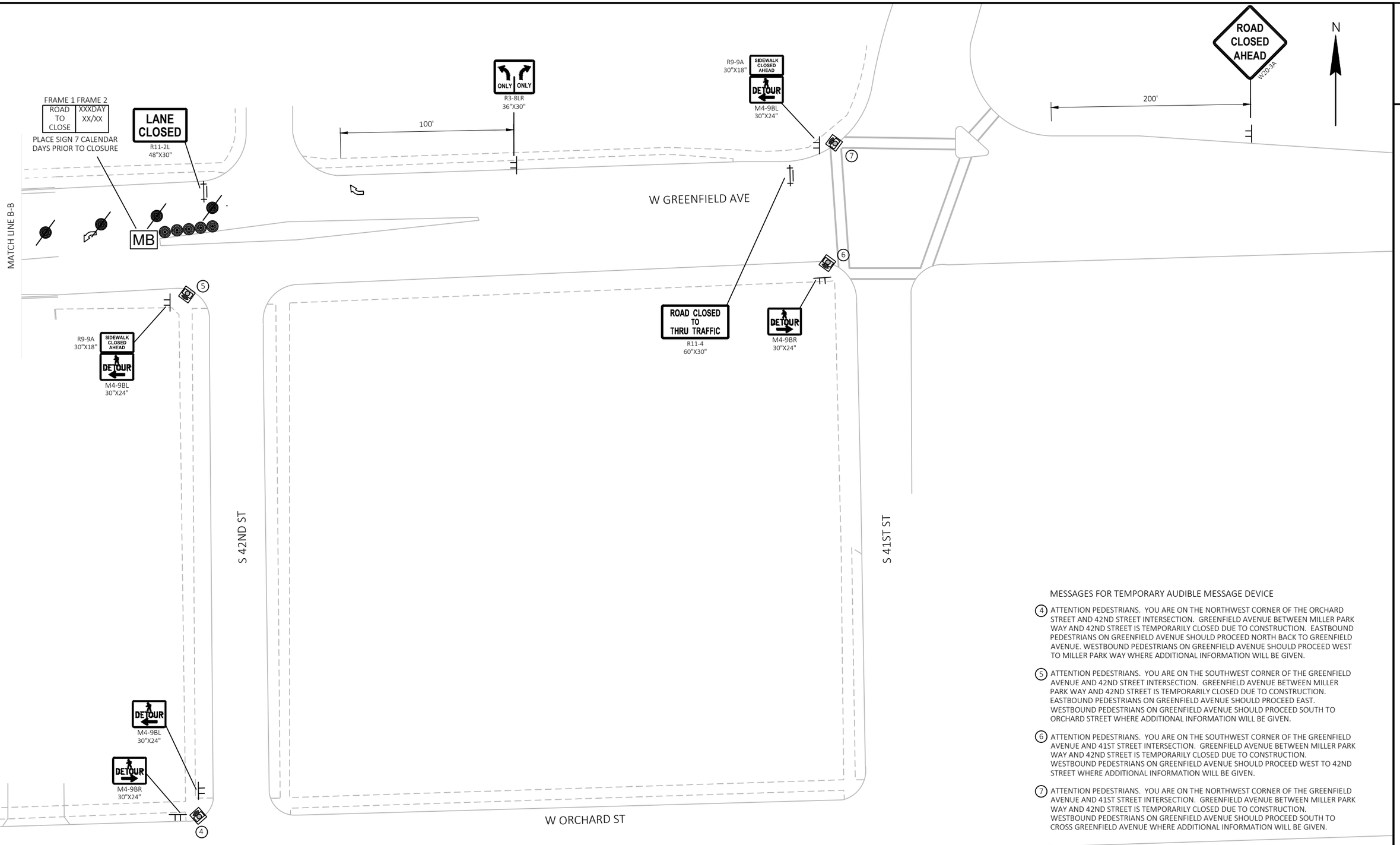
MILLER PARK WAY

66'

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - GREENFIELD AVE | SHEET 688 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026601-S1.DWG
LAYOUT NAME - 026602-s1

PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:50 FT




MESSAGES FOR TEMPORARY AUDIBLE MESSAGE DEVICE

(4) ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHWEST CORNER OF THE ORCHARD STREET AND 42ND STREET INTERSECTION. GREENFIELD AVENUE BETWEEN MILLER PARK WAY AND 42ND STREET IS TEMPORARILY CLOSED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS ON GREENFIELD AVENUE SHOULD PROCEED NORTH BACK TO GREENFIELD AVENUE. WESTBOUND PEDESTRIANS ON GREENFIELD AVENUE SHOULD PROCEED WEST TO MILLER PARK WAY WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

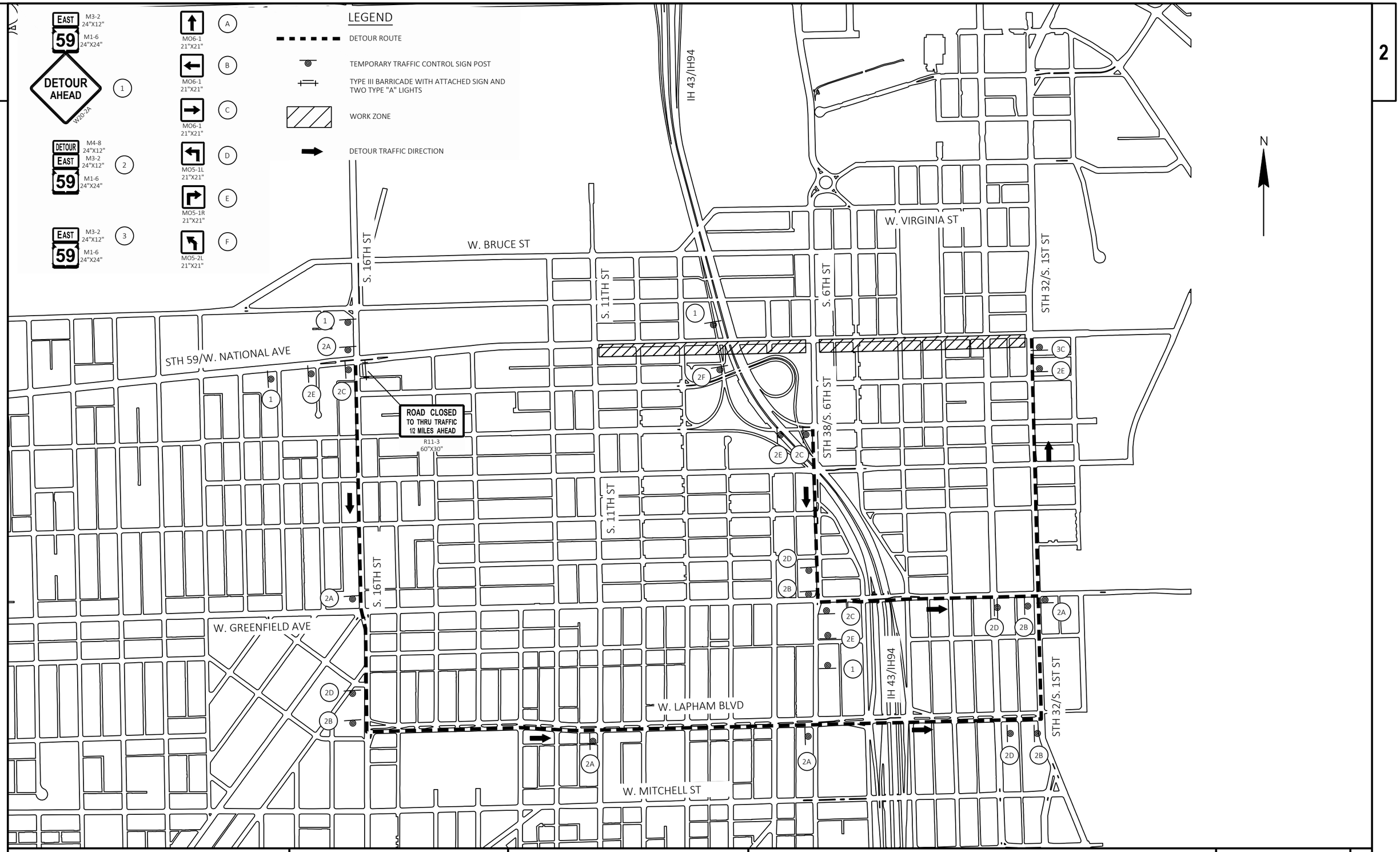
(5) ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHWEST CORNER OF THE GREENFIELD AVENUE AND 42ND STREET INTERSECTION. GREENFIELD AVENUE BETWEEN MILLER PARK WAY AND 42ND STREET IS TEMPORARILY CLOSED DUE TO CONSTRUCTION. EASTBOUND PEDESTRIANS ON GREENFIELD AVENUE SHOULD PROCEED EAST. WESTBOUND PEDESTRIANS ON GREENFIELD AVENUE SHOULD PROCEED SOUTH TO ORCHARD STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

(6) ATTENTION PEDESTRIANS. YOU ARE ON THE SOUTHWEST CORNER OF THE GREENFIELD AVENUE AND 41ST STREET INTERSECTION. GREENFIELD AVENUE BETWEEN MILLER PARK WAY AND 42ND STREET IS TEMPORARILY CLOSED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS ON GREENFIELD AVENUE SHOULD PROCEED WEST TO 42ND STREET WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

(7) ATTENTION PEDESTRIANS. YOU ARE ON THE NORTHWEST CORNER OF THE GREENFIELD AVENUE AND 41ST STREET INTERSECTION. GREENFIELD AVENUE BETWEEN MILLER PARK WAY AND 42ND STREET IS TEMPORARILY CLOSED DUE TO CONSTRUCTION. WESTBOUND PEDESTRIANS ON GREENFIELD AVENUE SHOULD PROCEED SOUTH TO CROSS GREENFIELD AVENUE WHERE ADDITIONAL INFORMATION WILL BE GIVEN.

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - GREENFIELD AVE | SHEET 689 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\026601-S1.DWG
LAYOUT NAME - 026603-s1
PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN STAGE 1 | SHEET 690 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027001-dt

PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT

WISDOT/CADDS SHEET 42

2

2

EAST 59 M3-2 24"X12" M1-6 24"X24"

DETOUR AHEAD W20-2A — 1

DETOUR AHEAD W20-2A — 4

DETOUR M4-8 24"X12" EAST M3-2 24"X12" 59 M1-6 24"X24" — 2

DETOUR M4-8 24"X12" WEST M3-4 24"X12" 59 M1-6 24"X24" — 5

EAST M3-2 24"X12" 59 M1-6 24"X24" — 3

WEST M3-4 24"X12" 59 M1-6 24"X24" — 6

DETOUR M4-8 24"X12" NORTH M3-1 24"X12" 6TH ST — 7
FMS SEE DETAIL

DETOUR M4-8 24"X12" SOUTH M3-3 24"X12" 6TH ST — 8
FMS SEE DETAIL

6TH ST — 9
FMS SEE DETAIL

MO6-1 21"X21" — A

MO6-1 21"X21" — B

MO6-1 21"X21" — C

MO5-1L 21"X21" — D

MO5-1R 21"X21" — E

MO5-2R 21"X21" — F

## LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION

N

IH 43/IH94

W. BRUCE ST

S. 11TH ST

S. 6TH ST

W. VIRGINIA ST

STH 32/S. 1ST ST

STH 59/W. NATIONAL AVE

S. 16TH ST

ROAD CLOSED TO THRU TRAFFIC 1/4 MILES AHEAD R11-3 60"X30"

ROAD CLOSED TO THRU TRAFFIC 1/2 MILES AHEAD R11-3 60"X30"

STH 38/S. 6TH ST

W. GREENFIELD AVE

W. LAPHAM BLVD

W. MITCHELL ST

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN STAGE 1B - 6TH STREET CLOSURE | SHEET 691 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027002-dt

PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT

WISDOT/CADDS SHEET 42

2

WEST 59 M3-4 24"X12" M1-6 24"X24"
DETOUR AHEAD W20-2A — 1

DETOUR AHEAD W20-2A — 4

DETOUR M4-8 24"X12"
WEST 59 M3-4 24"X12" M1-6 24"X24" — 2

WEST 59 M3-4 24"X12" M1-6 24"X24" — 3

TO 32 M4-5 24"X12" M1-6B 24"X24" — 5

NORTH 32 M3-1 24"X12" M1-6B 24"X24" — 6

SOUTH 32 M3-3 24"X12" M1-6B 24"X24" — 7

MO6-1 21"X21" — A

MO6-1 21"X21" — B

MO6-1 21"X21" — C

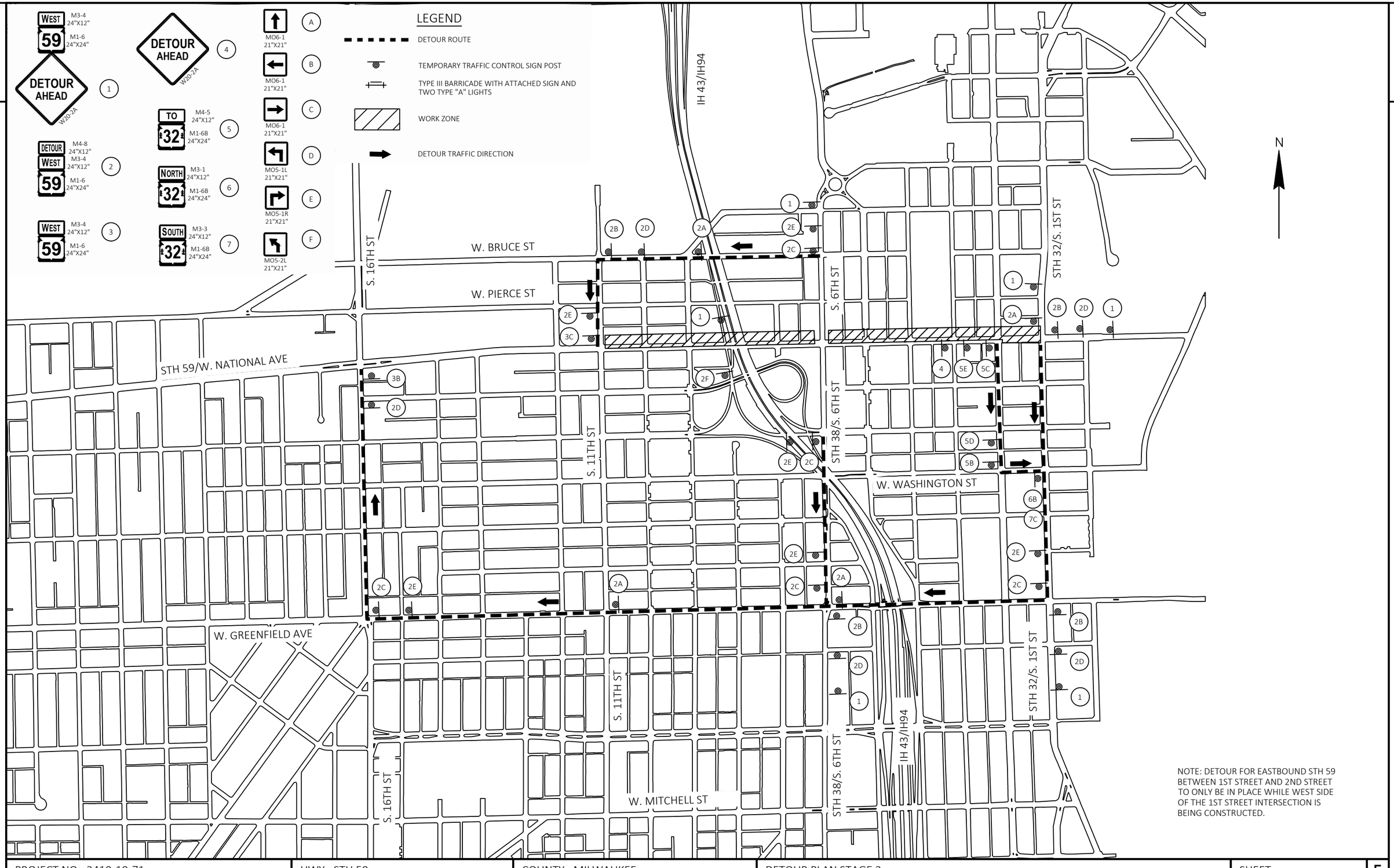
MO5-1L 21"X21" — D

MO5-1R 21"X21" — E

MO5-2L 21"X21" — F

## LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION




NOTE: DETOUR FOR EASTBOUND STH 59 BETWEEN 1ST STREET AND 2ND STREET TO ONLY BE IN PLACE WHILE WEST SIDE OF THE 1ST STREET INTERSECTION IS BEING CONSTRUCTED.

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN STAGE 2 | SHEET 692 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027003-dt
PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT
WISDOT/CADDS SHEET 42

2

WEST M3-4 24"X12"
59 M1-6 24"X24"
DETOUR AHEAD W20-2A
1

DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
59 M1-6 24"X24"
2

WEST M3-4 24"X12"
59 M1-6 24"X24"
3

DETOUR AHEAD W20-2A
4

DETOUR M4-8 24"X12"
59 M1-6 24"X24"
5

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
59 M1-6 24"X24"
6

EAST M3-2 24"X12"
59 M1-6 24"X24"
7

DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
6TH ST
FMS SEE DETAIL
8

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
6TH ST
FMS SEE DETAIL
9

6TH ST
FMS SEE DETAIL
10

A MO6-1 21"X21"
B MO6-1 21"X21"
C MO6-1 21"X21"
D MO5-1L 21"X21"
E MO5-1R 21"X21"

## LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION

IH 43/IH94
STH 32/S. 1ST ST
W. VIRGINIA ST
W. BRUCE ST
W. PIERCE ST
S. 6TH ST
STH 38/S. 6TH ST
STH 59/W. NATIONAL AVE
S. 11TH ST
W. GREENFIELD AVE
S. 16TH ST
W. MITCHELL ST
N

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN STAGE 2B - 6TH STREET CLOSURE | SHEET 693 | E |
|---|---|---|---|---|---|

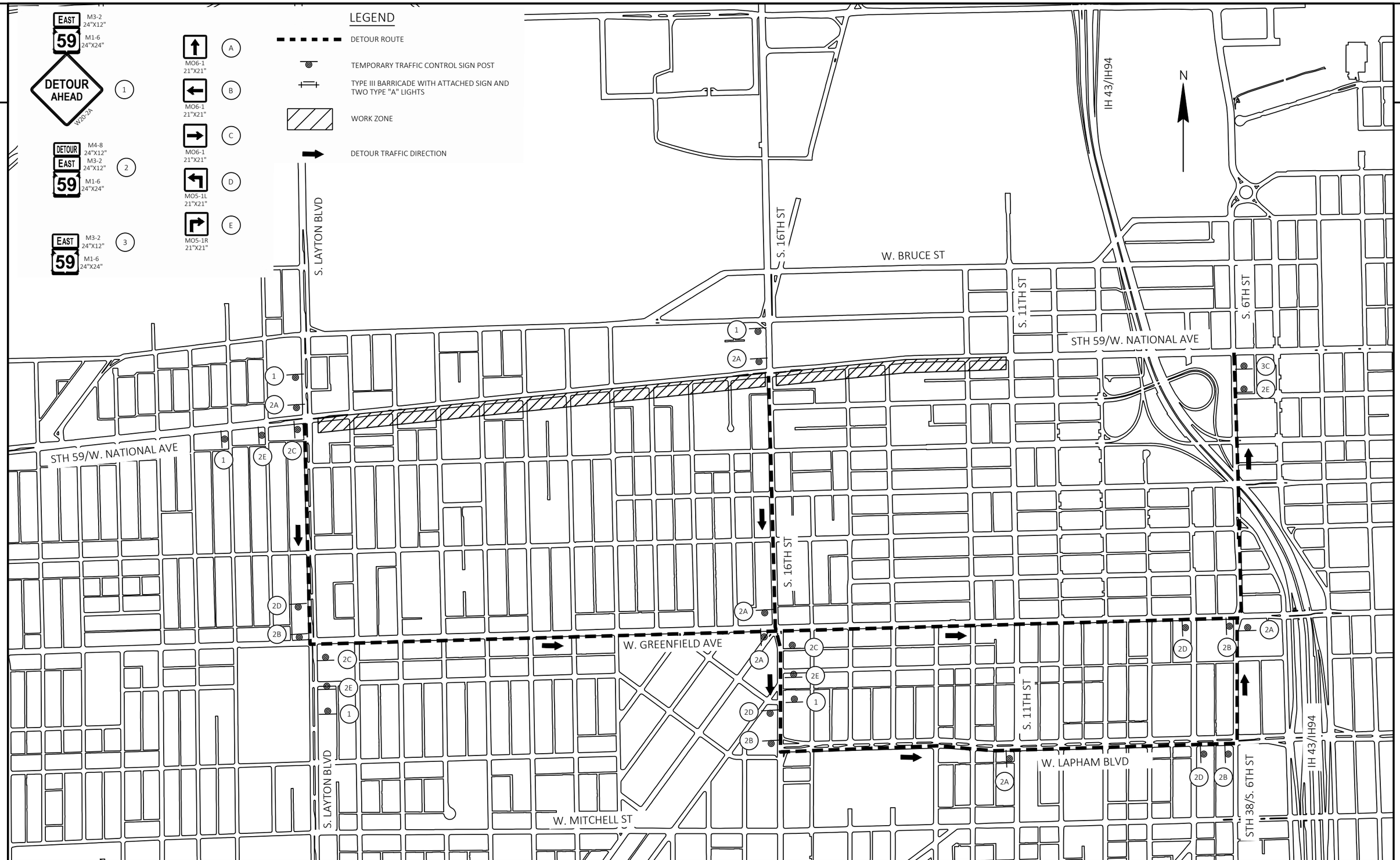
FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027004-dt
PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT
WISDOT/CADDS SHEET 42

2

EAST 59 M3-2 24"X12" M1-6 24"X24"
DETOUR AHEAD W20-2A
1
M6-1 21"X21" A
M6-1 21"X21" B
M6-1 21"X21" C
DETOUR M4-8 24"X12" EAST M3-2 24"X12" 59 M1-6 24"X24"
2
M5-1L 21"X21" D
M5-1R 21"X21" E
EAST 59 M3-2 24"X12" M1-6 24"X24"
3

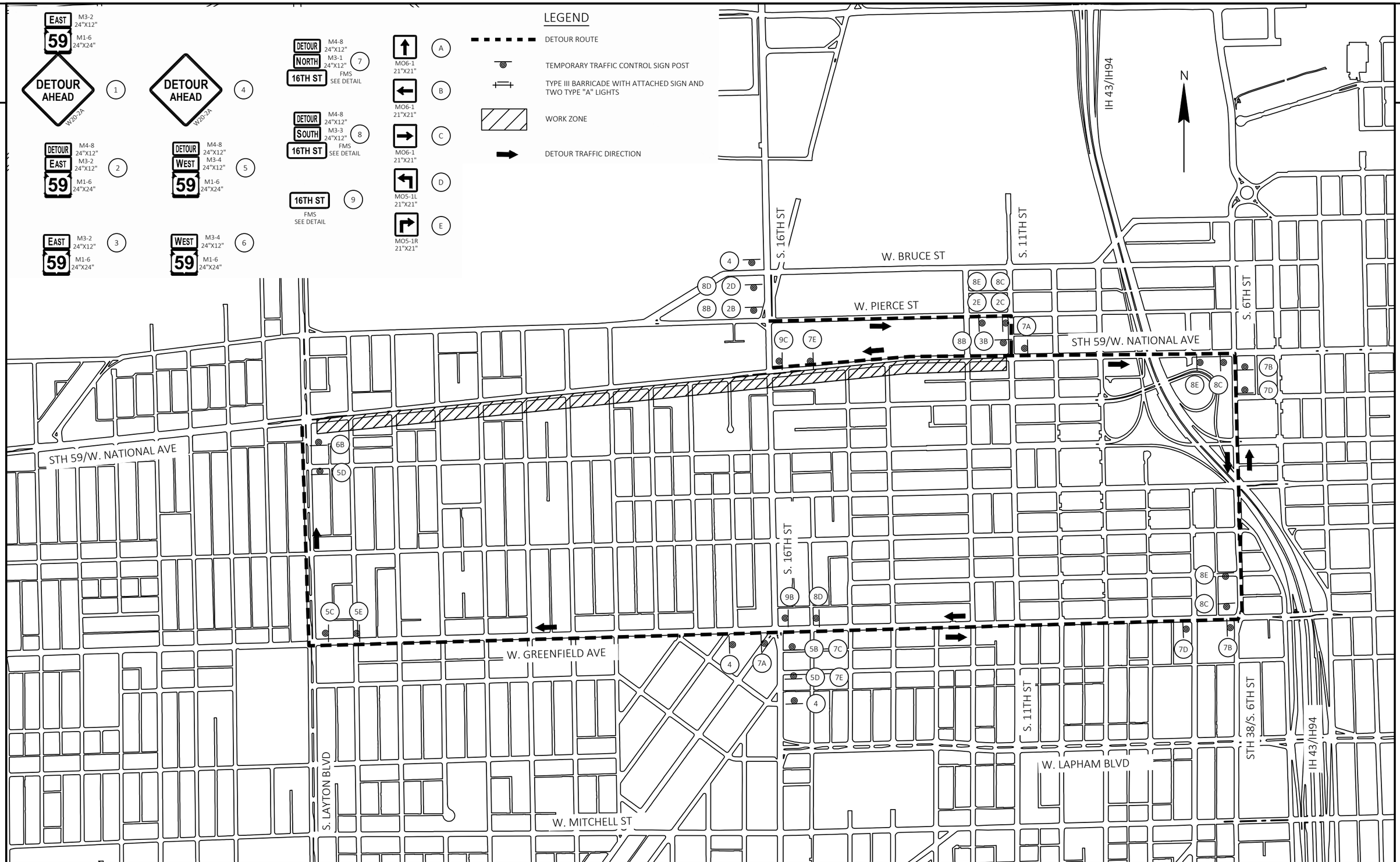
LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN STAGE 3 | SHEET 694 E |
|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027005-dt
PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN STAGE 3B - 16TH STREET CLOSURE | SHEET 695 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027006-dt

PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT

WISDOT/CADDS SHEET 42

2

WEST 59 M3-4 24"X12" M1-6 24"X24"

DETOUR AHEAD W20-2A — 1

DETOUR M4-8 24"X12" / WEST 59 M3-4 24"X12" M1-6 24"X24" — 2

WEST 59 M3-4 24"X12" M1-6 24"X24" — 3

MO6-1 21"X21" — A

MO6-1 21"X21" — B

MO6-1 21"X21" — C

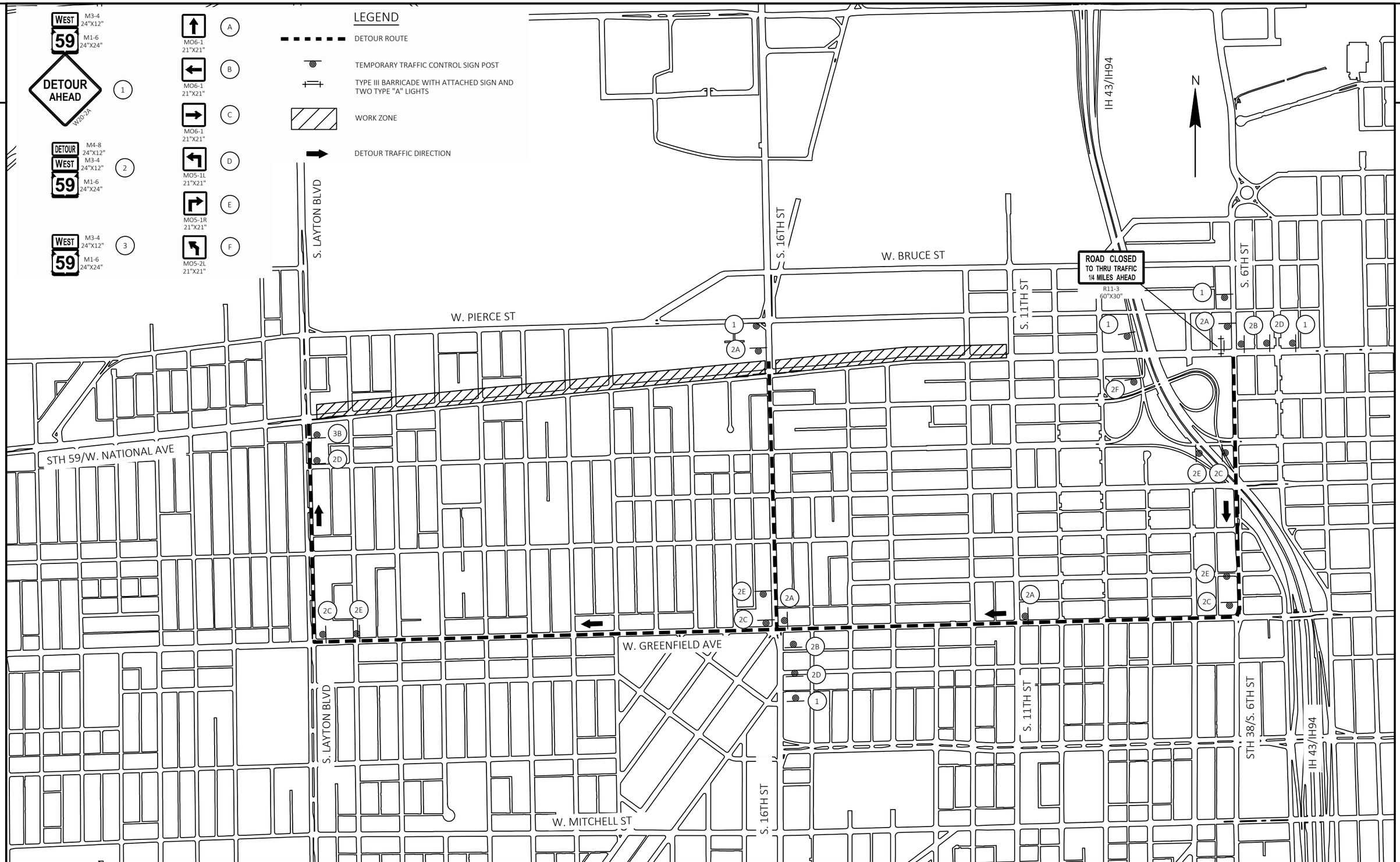
MO5-1L 21"X21" — D

MO5-1R 21"X21" — E

MO5-2L 21"X21" — F

## LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN STAGE 4 | SHEET 696 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027007-dt

PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT

WISDOT/CADDS SHEET 42

2

WEST M3-4 24"X12"
59 M1-6 24"X24"
DETOUR AHEAD W20-2A
1

DETOUR AHEAD W20-2A
4

DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
59 M1-6 24"X24"
2

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
59 M1-6 24"X24"
5

WEST M3-4 24"X12"
59 M1-6 24"X24"
3

EAST M3-2 24"X12"
59 M1-6 24"X24"
6

DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" FMS SEE DETAIL
16TH ST
7

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" FMS SEE DETAIL
16TH ST
8

16TH ST FMS SEE DETAIL
9

MO6-1 21"X21"
A

MO6-1 21"X21"
B

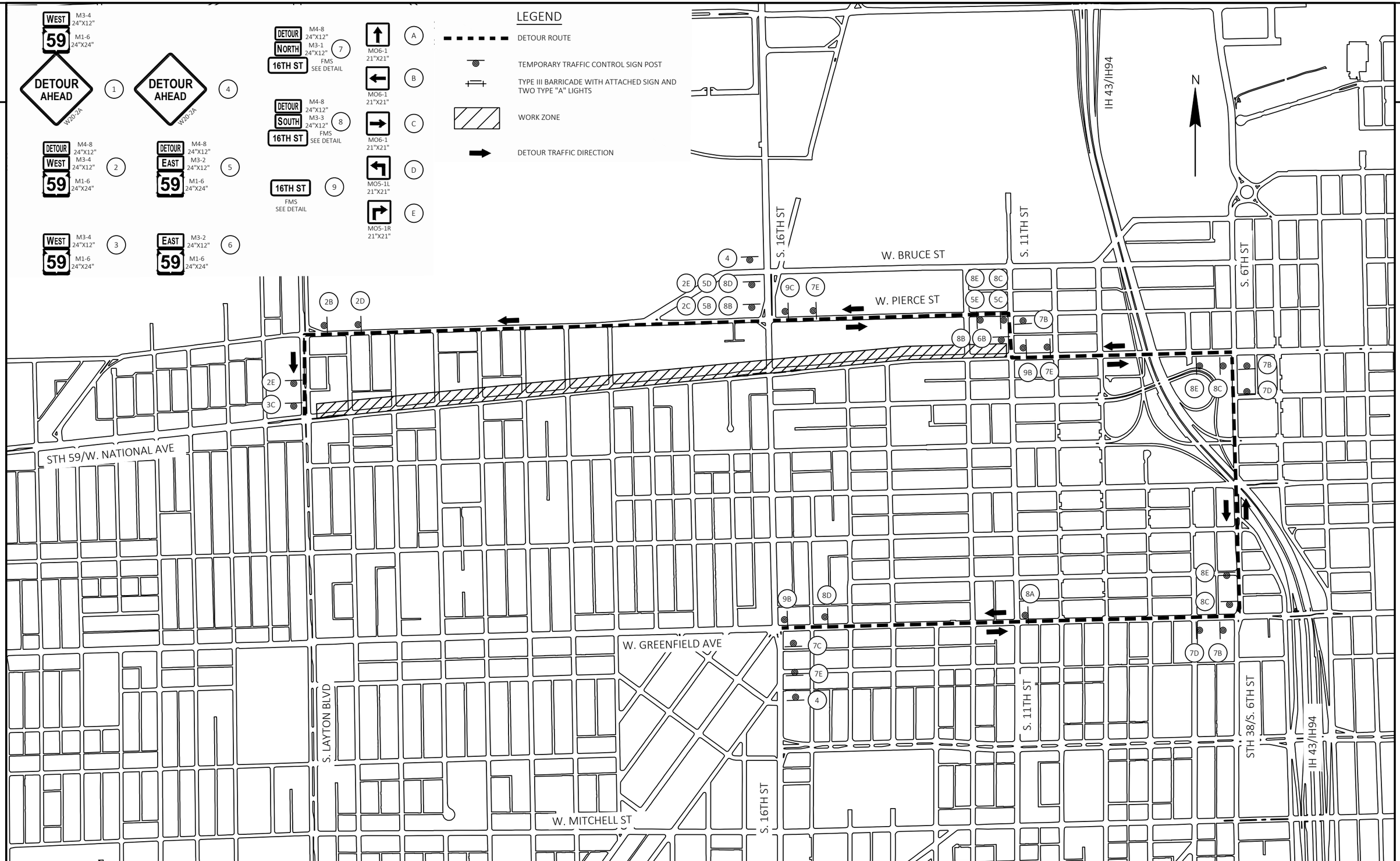
MO6-1 21"X21"
C

MO5-1L 21"X21"
D

MO5-1R 21"X21"
E

## LEGEND

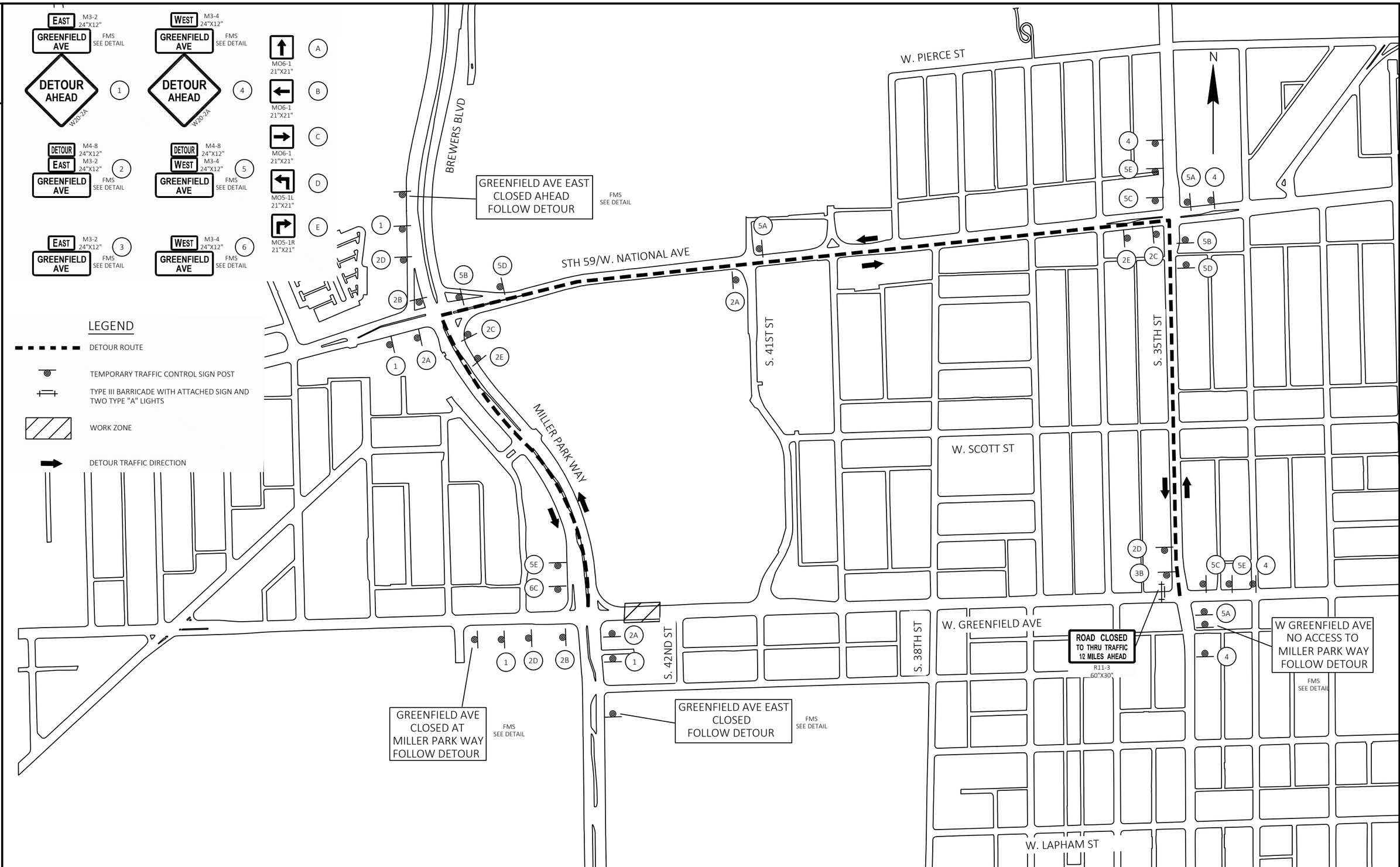
- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" LIGHTS
- WORK ZONE
- DETOUR TRAFFIC DIRECTION




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN STAGE 4 - 16TH STREET CLOSURE | SHEET 697 | E |
|---|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027008-dt

PLOT DATE : 9/21/2026 1:18 PM PLOT BY : ROGAHN, DOUG PLOT NAME : PLOT SCALE : 1 IN:750 FT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | DETOUR PLAN - GREENFIELD AVENUE | SHEET 698 E |
|---|---|---|---|---|

FILE NAME : X:\ML\2020\20200120\DESIGN\TRANSPORTATION\SHEETSPLAN\2410-10-71\027002-DT.DWG
LAYOUT NAME - 027009-dt
PLOT DATE : 9/21/2026 1:18 PM
PLOT BY : ROGAHN, DOUG
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

2

N

T 7 N R 21 E
T 7 N R 22 E
T 6 N R 21 E
T 6 N R 22 E
36
31
1
6

Y = 380049.00
X = 2548947.00

Y = 377418.00
X = 2549013.00

EP: 14+00.00 E

BP: 10+00.00 E

PI: 50+93.37

PI: 51+32.29

PI: 53+89.84

PI: 54+82.94

PI: 57+81.52

PI: 58+45.19

PI: 340+59.35

PI: 341+10.64

PI: 343+88.95

PI: 344+82.04

PI: 347+80.62

PI: 348+44.25

PI: 12+20.35 E

PI: 11+77.49 E

STA 12+00.23 E

STA 58+13.61

STA 54+36.14
X = 2,574,841.86
Y = 106,315.45

STH 59 C/L

STH 59 R/L

L19 L20 L21 L22 L23 L79 L80 L81

0.5'

3'

52 54 56 58 60 62 64

342 344 346 348 350 352 354

610

S LAYTON BLVD / STH 57

W NATIONAL AVE / STH 59

28TH ST

26TH ST

25TH ST

MATCH LINE STA 65+00

| BENCHMARKS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 610 | HYDRANT SSW UPPER FLANGE BOLT | 62+22.60, 29.00 LT | 379,443.32 | 2,549,743.85 | 74.10 |

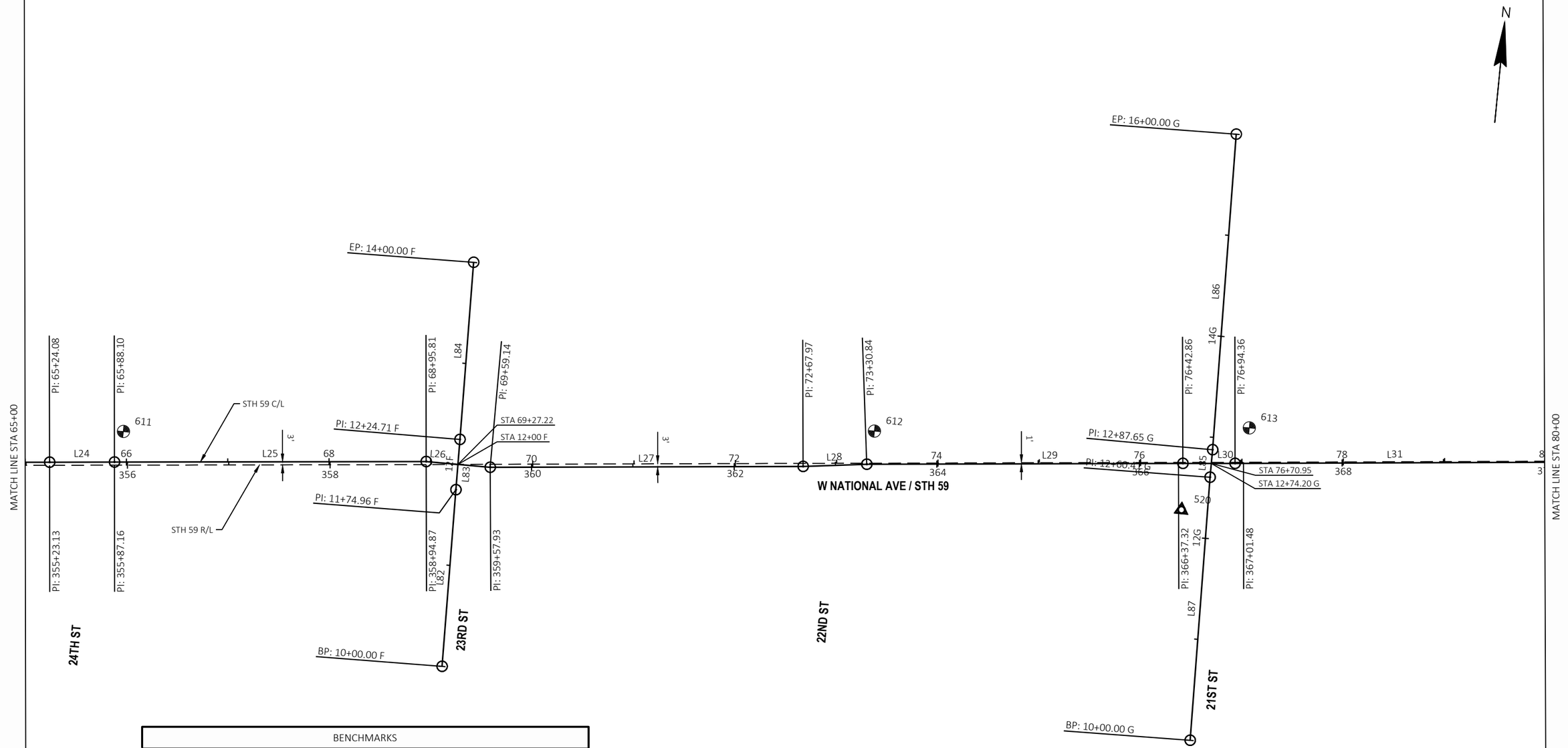
SHEET 1 OF 12

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | ALIGNMENT | SHEET 699 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\027201-AD.DWG
LAYOUT NAME - 04

PLOT DATE : 7/22/2026 12:03 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



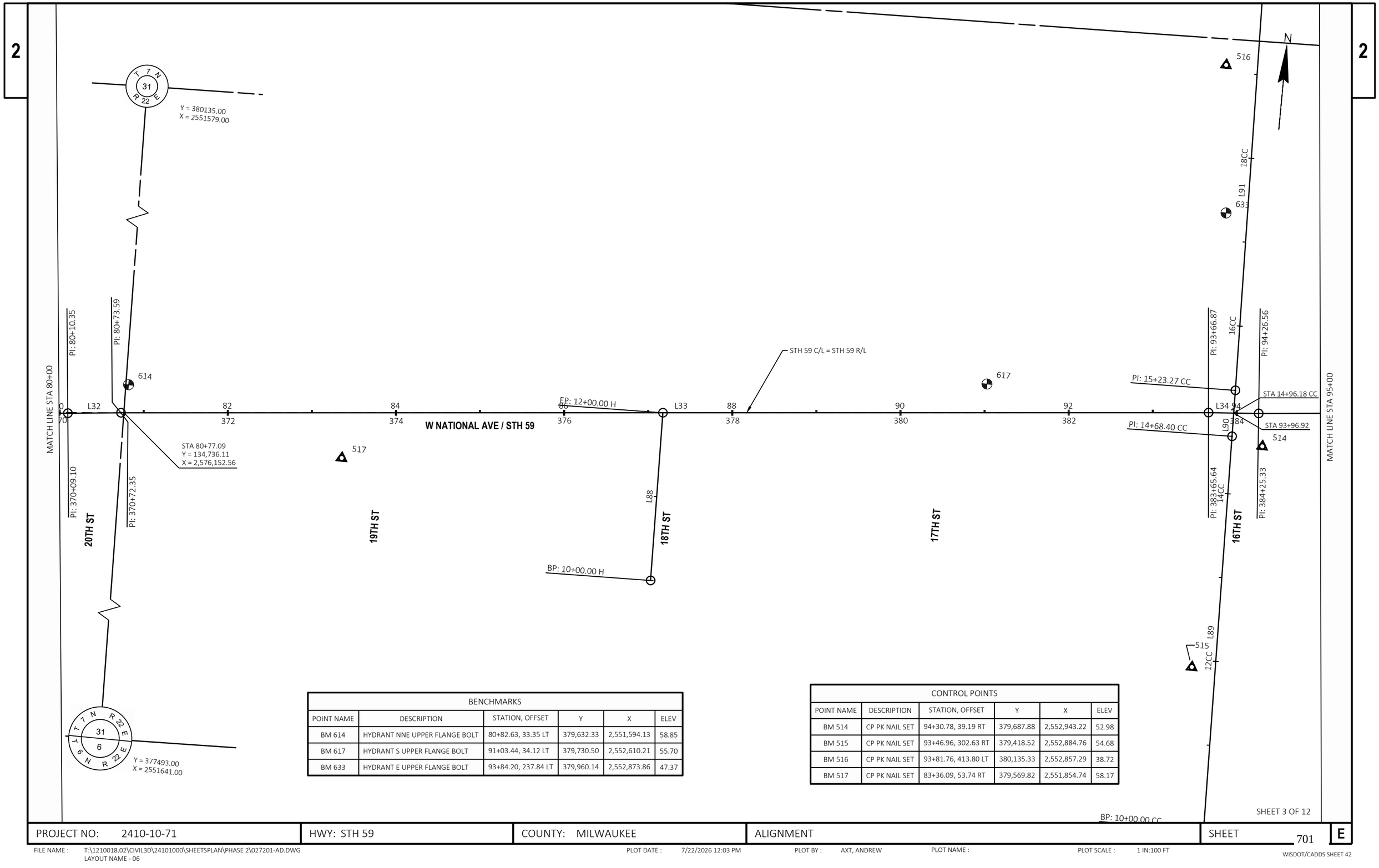

| BENCHMARKS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 611 | HYDRANT NNE UPPER FLANGE BOLT | 65+96.92, 30.16 LT | 379,482.15 | 2,550,116.16 | 70.87 |
| BM 612 | HYDRANT S COLLAR | 73+38.56, 32.65 LT | 379,555.84 | 2,550,853.80 | 63.92 |
| BM 613 | HYDRANT NNE UPPER FLANGE BOLT | 77+08.55, 34.93 LT | 379,595.59 | 2,551,221.63 | 61.60 |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 520 | CP PK NAIL SET | 76+41.23, 45.81 RT | 379,508.53 | 2,551,162.87 | 59.72 |



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | ALIGNMENT | SHEET 700 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\027201-AD.DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2026 12:03 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42




| BENCHMARKS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 614 | HYDRANT NNE UPPER FLANGE BOLT | 80+82.63, 33.35 LT | 379,632.33 | 2,551,594.13 | 58.85 |
| BM 617 | HYDRANT S UPPER FLANGE BOLT | 91+03.44, 34.12 LT | 379,730.50 | 2,552,610.21 | 55.70 |
| BM 633 | HYDRANT E UPPER FLANGE BOLT | 93+84.20, 237.84 LT | 379,960.14 | 2,552,873.86 | 47.37 |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 514 | CP PK NAIL SET | 94+30.78, 39.19 RT | 379,687.88 | 2,552,943.22 | 52.98 |
| BM 515 | CP PK NAIL SET | 93+46.96, 302.63 RT | 379,418.52 | 2,552,884.76 | 54.68 |
| BM 516 | CP PK NAIL SET | 93+81.76, 413.80 LT | 380,135.33 | 2,552,857.29 | 38.72 |
| BM 517 | CP PK NAIL SET | 83+36.09, 53.74 RT | 379,569.82 | 2,551,854.74 | 58.17 |



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | ALIGNMENT | SHEET 701 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\027201-AD.DWG
LAYOUT NAME - 06
PLOT DATE : 7/22/2026 12:03 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

T 7 N R 22 E
31 32

Y = 380200.00
X = 2554214.00

MATCH LINE STA 95+00

96
386

L35

98
388

100
390

L36

102
392

PI: 100+33.02

PI: 100+74.24

3'

STH 59 C/L

619

L37

104
394

106
396

C = 1

PC: 106+06.90

PT: 106+46.45

620

108
398

L38

4'

MATCH LINE STA 110+00

W NATIONAL AVE / STH 59

STH 59 C/L = STH 59 R/L

STH 59 R/L

STA 107+20.21
Y = 172,867.40
X = 2,576,520.03

PI: 396+12.19

15TH ST

14TH ST

T 7 N R 22 E
31 32

T 6 N R 22 E
6 5

Y = 377562.00
X = 2554278.00

Y = 377563.00
X = 2554326.00

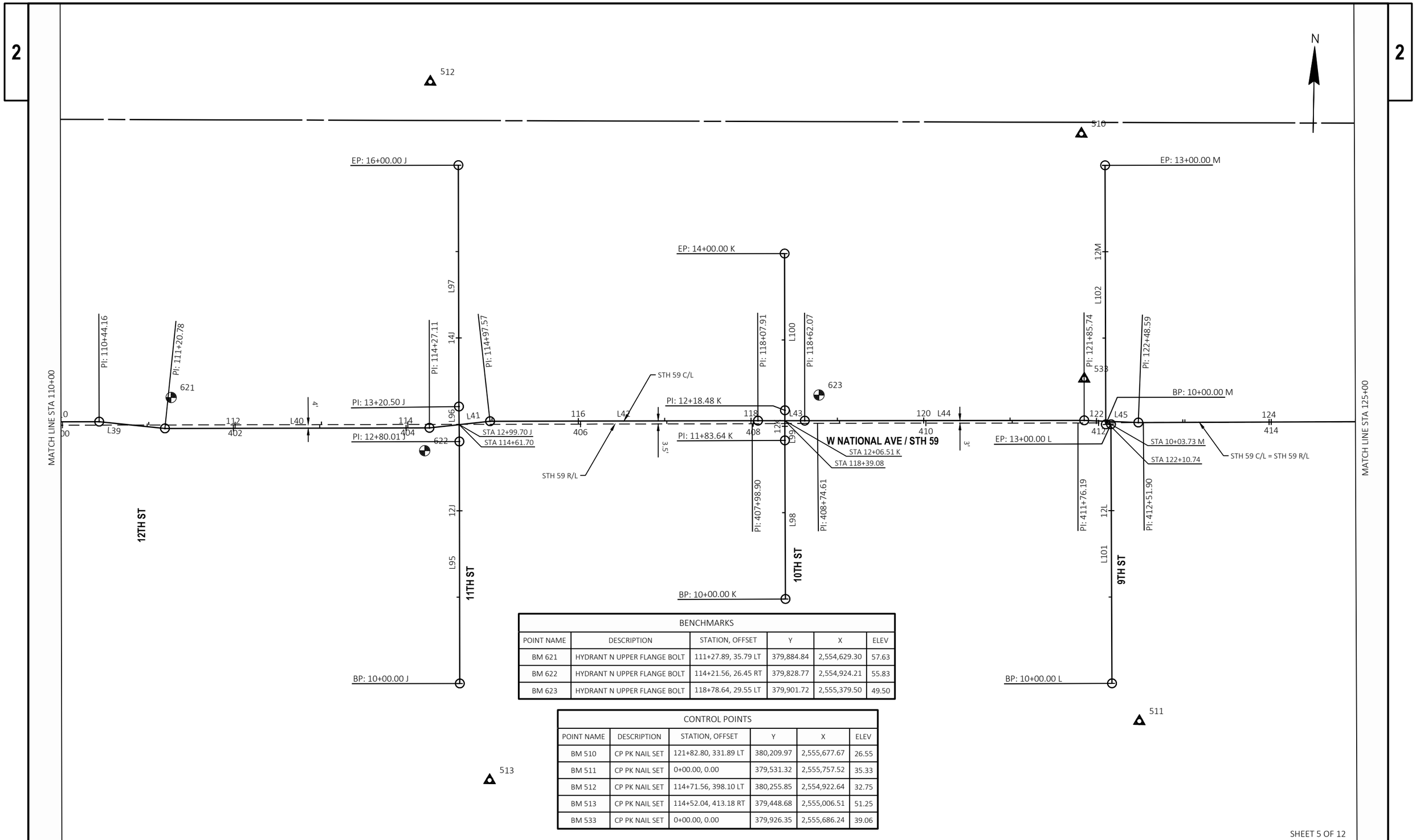
| BENCHMARKS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 619 | HYDRANT SW UPPER FLANGE BOLT | 104+40.23, 28.88 LT | 379,857.11 | 2,553,940.80 | 56.72 |
| BM 620 | HYDRANT NNE UPPER FLANGE BOLT | 107+96.44, 28.13 LT | 379,878.25 | 2,554,298.33 | 57.41 |

SHEET 4 OF 12

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | ALIGNMENT | SHEET 702 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\027201-AD.DWG
LAYOUT NAME - 07

PLOT DATE : 7/22/2026 12:03 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT




| BENCHMARKS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 621 | HYDRANT N UPPER FLANGE BOLT | 111+27.89, 35.79 LT | 379,884.84 | 2,554,629.30 | 57.63 |
| BM 622 | HYDRANT N UPPER FLANGE BOLT | 114+21.56, 26.45 RT | 379,828.77 | 2,554,924.21 | 55.83 |
| BM 623 | HYDRANT N UPPER FLANGE BOLT | 118+78.64, 29.55 LT | 379,901.72 | 2,555,379.50 | 49.50 |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 510 | CP PK NAIL SET | 121+82.80, 331.89 LT | 380,209.97 | 2,555,677.67 | 26.55 |
| BM 511 | CP PK NAIL SET | 0+00.00, 0.00 | 379,531.32 | 2,555,757.52 | 35.33 |
| BM 512 | CP PK NAIL SET | 114+71.56, 398.10 LT | 380,255.85 | 2,554,922.64 | 32.75 |
| BM 513 | CP PK NAIL SET | 114+52.04, 413.18 RT | 379,448.68 | 2,555,006.51 | 51.25 |
| BM 533 | CP PK NAIL SET | 0+00.00, 0.00 | 379,926.35 | 2,555,686.24 | 39.06 |



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | ALIGNMENT | SHEET 703 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\027201-AD.DWG
LAYOUT NAME - 08
PLOT DATE : 7/22/2026 12:04 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

506

Y = 380242.00
X = 2556846.00

T 7 N R 22 E
32

L108

EP: 14+00.00 N

L105

STH 59 C/L = STH 59 R/L

625

PI: 130+99.22

PI: 131+69.24

PI: 133+26.11

534

PI: 133+87.76

16P

6TH ST

STH 59 R/L

PI: 136+98.20

626

PI: 137+58.25

MATCH LINE STA 125+00

126
416

L46

128
418

PI: 12+10.65 N

PI: 11+86.83 N

12N

L104

130
420

L47

132
422

1.5'

PI: 14+73.81 P

L48

L49

L107

134
424

L50

2.5'

136
426

L51

138
428

3'

L52

MATCH LINE STA 140+00

W NATIONAL AVE / STH 59

STA 12+00.51 N

STA 129+72.37

STA 133+54.06

STA 14+31.16 P

STA 14+50.05 P

STA 133+57.41

14P

STH 59 C/L

PI: 426+87.68

PI: 427+59.98

5TH ST

L103

7TH ST

BP: 10+00.00 N

6TH ST / STH 38

12P

L106

507

T 7 N R 22 E
32

T 6 N R 22 E
5

Y = 377633.00
X = 2556916.00

Y = 377632.00
X = 2556878.00

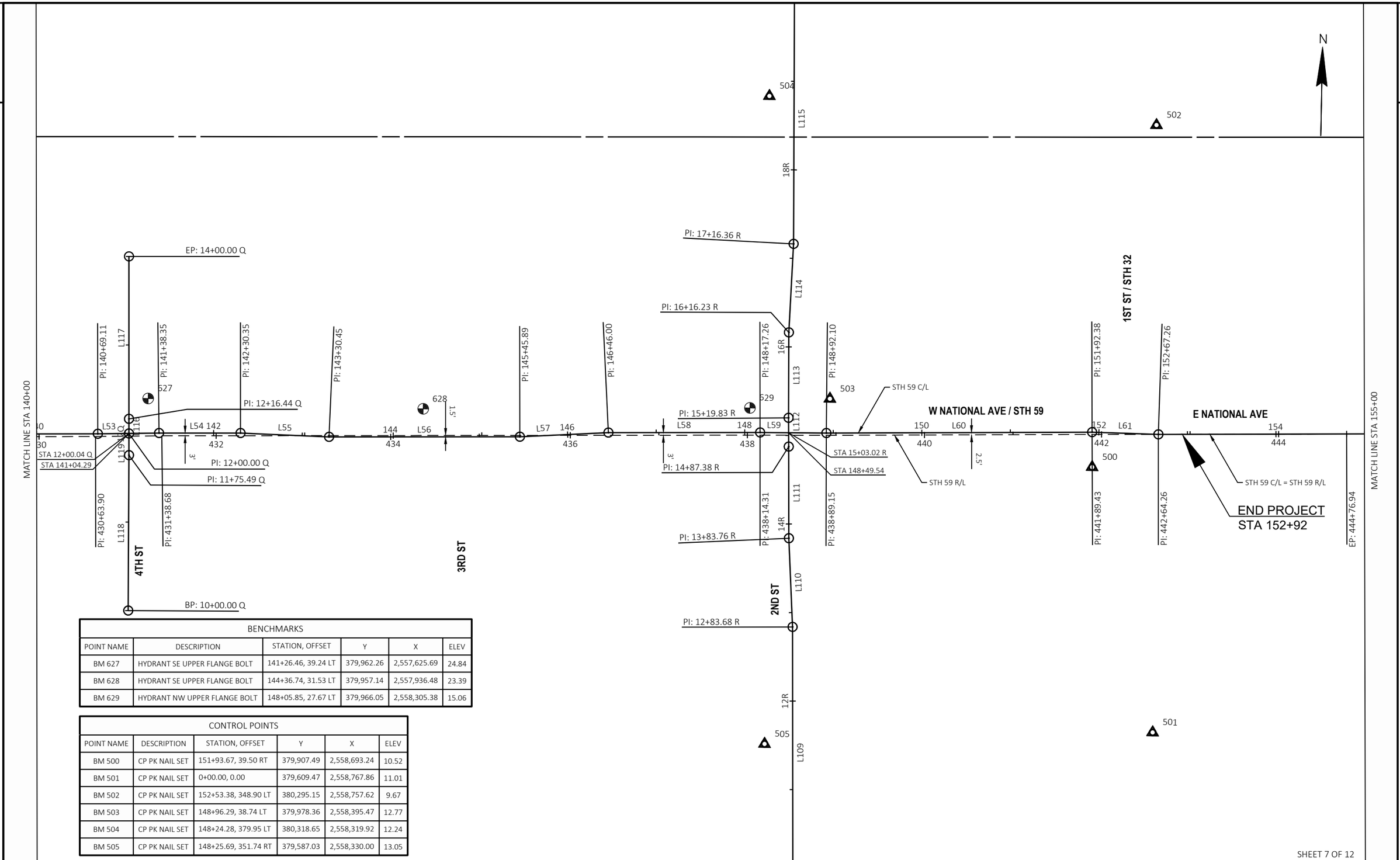
| BENCHMARKS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 625 | HYDRANT S UPPER FLANGE BOLT | 129+99.35, 40.81 LT | 379,934.73 | 2,556,499.60 | 27.31 |
| BM 626 | HYDRANT SE UPPER FLANGE BOLT O/S 10 FT N | 136+87.37, 23.34 LT | 379,930.32 | 2,557,187.88 | 26.76 |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 506 | CP PK NAIL SET | 137+39.46, 388.49 LT | 380,297.89 | 2,557,195.62 | 24.72 |
| BM 507 | CP PK NAIL SET | 137+22.34, 328.46 RT | 379,583.71 | 2,557,260.92 | 23.09 |
| BM 508 | CP PK NAIL SET | 0+00.00, 0.00 | 380,228.74 | 2,556,820.06 | 24.48 |
| BM 534 | CP PK NAIL SET | 133+27.21, 51.21 LT | 379,951.04 | 2,556,828.00 | 24.52 |



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | ALIGNMENT | SHEET 704 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\027201-AD.DWG
LAYOUT NAME - 09
PLOT DATE : 7/22/2026 12:04 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42




| BENCHMARKS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 627 | HYDRANT SE UPPER FLANGE BOLT | 141+26.46, 39.24 LT | 379,962.26 | 2,557,625.69 | 24.84 |
| BM 628 | HYDRANT SE UPPER FLANGE BOLT | 144+36.74, 31.53 LT | 379,957.14 | 2,557,936.48 | 23.39 |
| BM 629 | HYDRANT NW UPPER FLANGE BOLT | 148+05.85, 27.67 LT | 379,966.05 | 2,558,305.38 | 15.06 |

| CONTROL POINTS | | | | | |
|---|---|---|---|---|---|
| POINT NAME | DESCRIPTION | STATION, OFFSET | Y | X | ELEV |
| BM 500 | CP PK NAIL SET | 151+93.67, 39.50 RT | 379,907.49 | 2,558,693.24 | 10.52 |
| BM 501 | CP PK NAIL SET | 0+00.00, 0.00 | 379,609.47 | 2,558,767.86 | 11.01 |
| BM 502 | CP PK NAIL SET | 152+53.38, 348.90 LT | 380,295.15 | 2,558,757.62 | 9.67 |
| BM 503 | CP PK NAIL SET | 148+96.29, 38.74 LT | 379,978.36 | 2,558,395.47 | 12.77 |
| BM 504 | CP PK NAIL SET | 148+24.28, 379.95 LT | 380,318.65 | 2,558,319.92 | 12.24 |
| BM 505 | CP PK NAIL SET | 148+25.69, 351.74 RT | 379,587.03 | 2,558,330.00 | 13.05 |



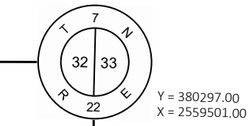
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | ALIGNMENT | SHEET 705 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\027201-AD.DWG
LAYOUT NAME - 10
PLOT DATE : 7/22/2026 12:04 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N



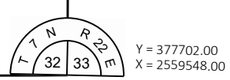

EP: 160+01.00

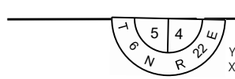
STH 59 C/L

156 L62 158 160

MATCH LINE STA 155+00

**E NATIONAL AVE**




SHEET 8 OF 12

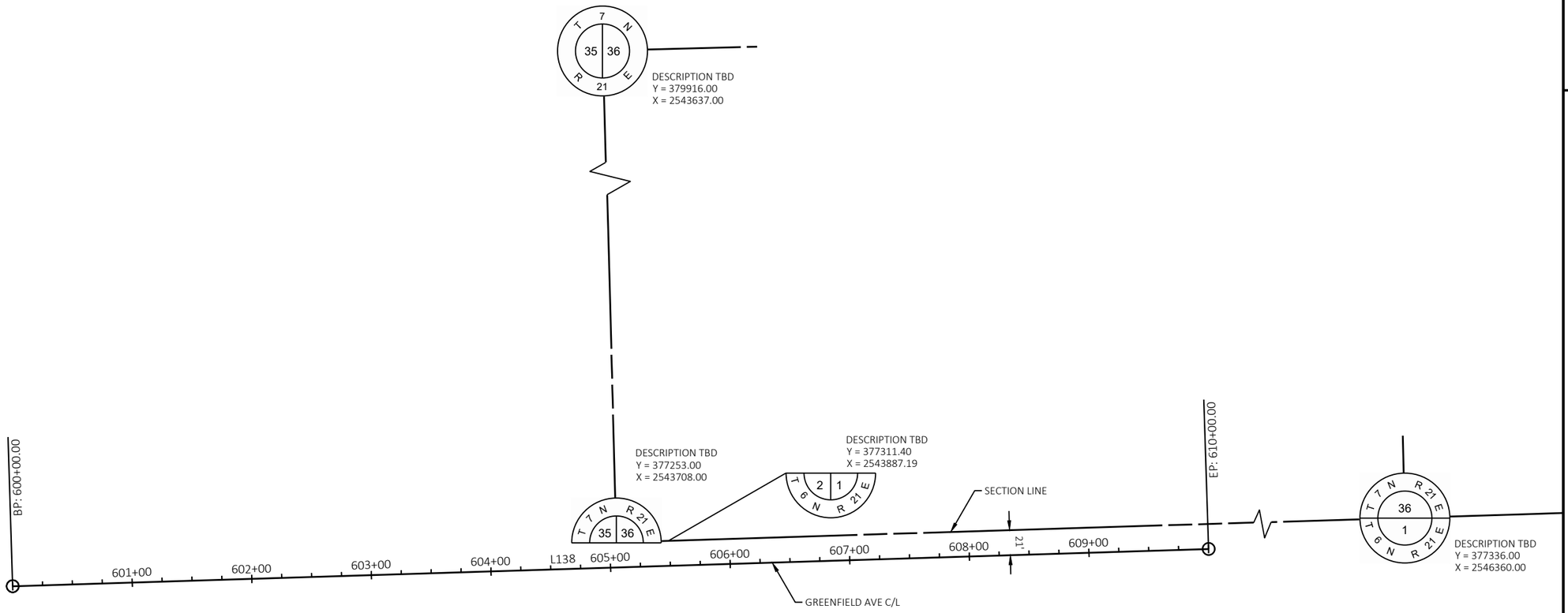
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | ALIGNMENT | SHEET 706 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\027201-AD.DWG
LAYOUT NAME - 11

PLOT DATE : 7/22/2026 12:04 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2


T 7 N R 21 E
35 36
DESCRIPTION TBD
Y = 379916.00
X = 2543637.00
DESCRIPTION TBD
Y = 377253.00
X = 2543708.00
DESCRIPTION TBD
Y = 377311.40
X = 2543887.19
T 6 N R 21 E
2 1
SECTION LINE
BP: 600+00.00
EP: 610+00.00
601+00
602+00
603+00
604+00
L138
605+00
606+00
607+00
608+00
609+00
21'
T 7 N R 21 E
36 1
T 6 N R 21 E
DESCRIPTION TBD
Y = 377336.00
X = 2546360.00
GREENFIELD AVE C/L

| 59-CL | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L19 | 51+32.29 | 53+89.84 | 379298.63 2548662.68 | 379325.50 2548918.82 | | | | | | 257.55' | | | | | | N84°00'44.8"E |
| L20 | 53+89.84 | 54+82.94 | 379325.50 2548918.82 | 379336.52 2549011.27 | | | | | | 93.10' | | | | | | N83°12'12.6"E |
| L21 | 54+82.94 | 57+81.52 | 379336.52 2549011.27 | 379367.66 2549308.22 | | | | | | 298.58' | | | | | | N84°00'44.8"E |
| L22 | 57+81.52 | 58+45.19 | 379367.66 2549308.22 | 379376.41 2549371.29 | | | | | | 63.67' | | | | | | N82°05'53.4"E |
| L23 | 58+45.19 | 65+24.08 | 379376.41 2549371.29 | 379444.87 2550046.71 | | | | | | 678.89' | | | | | | N84°12'45.7"E |
| L24 | 65+24.08 | 65+88.10 | 379444.87 2550046.71 | 379451.26 2550110.42 | | | | | | 64.02' | | | | | | N84°16'31.8"E |
| L25 | 65+88.10 | 68+95.81 | 379451.26 2550110.42 | 379482.23 2550416.57 | | | | | | 307.71' | | | | | | N84°13'24.0"E |
| L26 | 68+95.81 | 69+59.14 | 379482.23 2550416.57 | 379482.83 2550479.89 | | | | | | 63.33' | | | | | | N89°27'13.6"E |
| L27 | 69+59.14 | 72+67.97 | 379482.83 2550479.89 | 379514.20 2550787.12 | | | | | | 308.83' | | | | | | N84°10'11.9"E |
| L28 | 72+67.97 | 73+30.84 | 379514.20 2550787.12 | 379522.57 2550849.43 | | | | | | 62.87' | | | | | | N82°20'49.1"E |
| L29 | 73+30.84 | 76+42.86 | 379522.57 2550849.43 | 379554.27 2551159.84 | | | | | | 312.02' | | | | | | N84°10'11.9"E |
| L30 | 76+42.86 | 76+94.36 | 379554.27 2551159.84 | 379559.39 2551211.09 | | | | | | 51.50' | | | | | | N84°17'31.9"E |
| L31 | 76+94.36 | 80+10.35 | 379559.39 2551211.09 | 379591.77 2551525.41 | | | | | | 315.98' | | | | | | N84°07'09.1"E |
| L32 | 80+10.35 | 80+73.59 | 379591.77 2551525.41 | 379598.27 2551588.32 | | | | | | 63.24' | | | | | | N84°05'45.5"E |
| L33 | 80+73.59 | 93+66.87 | 379598.27 2551588.32 | 379721.68 2552875.70 | | | | | | 1293.28' | | | | | | N84°31'28.5"E |
| L34 | 93+66.87 | 94+26.56 | 379721.68 2552875.70 | 379726.47 2552935.20 | | | | | | 59.69' | | | | | | N85°23'32.5"E |
| L35 | 94+26.56 | 100+33.02 | 379726.47 2552935.20 | 379785.65 2553538.76 | | | | | | 606.46' | | | | | | N84°23'58.9"E |
| L36 | 100+33.02 | 100+74.24 | 379785.65 2553538.76 | 379792.65 2553579.38 | | | | | | 41.22' | | | | | | N80°13'33.4"E |
| L37 | 100+74.24 | 106+06.90 | 379792.65 2553579.38 | 379844.63 2554109.50 | | | | | | 532.66' | | | | | | N84°23'58.9"E |
| C = 1 | 106+06.90 | 106+46.45 | 106+06.90 | 106+46.45 | 106+26.69 | 379846.56 2554129.19 | 4°23'58" | 11°07'31" | 19.78' | 39.55' | 0.38' | 515.00' | 106+06.90 | 106+46.45 | N84°23'58.9"E | N88°47'57.4"E |
| L38 | 106+46.45 | 110+44.16 | 379846.98 2554148.97 | 379855.31 2554546.59 | | | | | | 397.71' | | | | | | N88°47'57.4"E |
| L39 | 110+44.16 | 111+20.78 | 379855.31 2554546.59 | 379848.91 2554622.94 | | | | | | 76.62' | | | | | | S85°12'26.3"E |
| L40 | 111+20.78 | 114+27.11 | 379848.91 2554622.94 | 379855.33 2554929.20 | | | | | | 306.33' | | | | | | N88°47'57.4"E |
| L41 | 114+27.11 | 114+97.57 | 379855.33 2554929.20 | 379864.30 2554999.09 | | | | | | 70.46' | | | | | | N82°41'21.4"E |
| L42 | 114+97.57 | 118+07.91 | 379864.30 2554999.09 | 379870.80 2555309.36 | | | | | | 310.34' | | | | | | N88°47'57.4"E |
| L43 | 118+07.91 | 118+62.07 | 379870.80 2555309.36 | 379871.85 2555363.51 | | | | | | 54.16' | | | | | | N88°53'27.9"E |
| L44 | 118+62.07 | 121+85.74 | 379871.85 2555363.51 | 379878.20 2555687.13 | | | | | | 323.68' | | | | | | N88°52'30.9"E |
| L45 | 121+85.74 | 122+48.59 | 379878.20 2555687.13 | 379876.96 2555749.96 | | | | | | 62.85' | | | | | | S88°51'55.6"E |
| L46 | 122+48.59 | 130+99.22 | 379876.96 2555749.96 | 379896.19 2556600.37 | | | | | | 850.63' | | | | | | N88°42'16.2"E |
| L47 | 130+99.22 | 131+69.24 | 379896.19 2556600.37 | 379896.27 2556670.39 | | | | | | 70.02' | | | | | | N89°55'55.5"E |
| L48 | 131+69.24 | 133+26.11 | 379896.27 2556670.39 | 379899.82 2556827.22 | | | | | | 156.87' | | | | | | N88°42'16.2"E |
| L49 | 133+26.11 | 133+87.76 | 379899.82 2556827.22 | 379900.21 2556888.87 | | | | | | 61.66' | | | | | | N89°38'01.6"E |
| L50 | 133+87.76 | 136+98.20 | 379900.21 2556888.87 | 379907.23 2557199.23 | | | | | | 310.44' | | | | | | N88°42'16.2"E |
| L51 | 136+98.20 | 137+58.25 | 379907.23 2557199.23 | 379914.13 2557258.88 | | | | | | 60.05' | | | | | | N83°24'24.2"E |
| L52 | 137+58.25 | 140+69.11 | 379914.13 2557258.88 | 379921.15 2557569.67 | | | | | | 310.86' | | | | | | N88°42'16.2"E |
| L53 | 140+69.11 | 141+38.35 | 379921.15 2557569.67 | 379923.43 2557638.86 | | | | | | 69.23' | | | | | | N88°06'59.8"E |
| L54 | 141+38.35 | 142+30.35 | 379923.43 2557638.86 | 379925.49 2557730.85 | | | | | | 92.01' | | | | | | N88°42'55.2"E |
| L55 | 142+30.35 | 143+30.45 | 379925.49 2557730.85 | 379923.24 2557830.92 | | | | | | 100.10' | | | | | | S88°42'29.1"E |
| L56 | 143+30.45 | 145+45.89 | 379923.24 2557830.92 | 379928.07 2558046.31 | | | | | | 215.44' | | | | | | N88°42'55.2"E |
| L57 | 145+45.89 | 146+46.00 | 379928.07 2558046.31 | 379934.81 2558146.18 | | | | | | 100.10' | | | | | | N86°08'19.5"E |
| L58 | 146+46.00 | 148+17.26 | 379934.81 2558146.18 | 379938.65 2558317.41 | | | | | | 171.27' | | | | | | N88°42'55.2"E |
| L59 | 148+17.26 | 148+92.10 | 379938.65 2558317.41 | 379939.53 2558392.24 | | | | | | 74.84' | | | | | | N89°19'17.4"E |
| L60 | 148+92.10 | 151+92.38 | 379939.53 2558392.24 | 379947.00 2558692.42 | | | | | | 300.28' | | | | | | N88°34'28.4"E |
| L61 | 151+92.38 | 152+67.26 | 379947.00 2558692.42 | 379946.10 2558767.30 | | | | | | 74.88' | | | | | | S89°18'40.7"E |
| L62 | 152+67.26 | 160+01.00 | 379946.10 2558767.30 | 379963.36 2559500.84 | | | | | | 733.74' | | | | | | N88°39'07.5"E |

2

| 26 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L79 | 10+00.00 | 11+77.49 | 379171.90 2549344.86 | 379349.35 2549340.71 | | | | | | 177.49' | | | | | | N1°20'16.6"W |
| L80 | 11+77.49 | 12+20.35 | 379349.35 2549340.71 | 379392.18 2549339.38 | | | | | | 42.86' | | | | | | N1°47'07.2"W |
| L81 | 12+20.35 | 14+00.00 | 379392.18 2549339.38 | 379571.76 2549334.28 | | | | | | 179.65' | | | | | | N1°37'33.4"W |

| 23 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L82 | 10+00.00 | 11+74.96 | 379282.57 2550452.18 | 379457.49 2550448.38 | | | | | | 174.96' | | | | | | N1°14'44.7"W |
| L83 | 11+74.96 | 12+24.71 | 379457.49 2550448.38 | 379507.23 2550447.57 | | | | | | 49.75' | | | | | | N0°55'58.8"W |
| L84 | 12+24.71 | 14+00.00 | 379507.23 2550447.57 | 379682.48 2550443.67 | | | | | | 175.29' | | | | | | N1°16'24.9"W |

| 21 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L87 | 10+00.00 | 12+60.41 | 379282.94 2551194.09 | 379543.28 2551187.89 | | | | | | 260.41' | | | | | | N1°21'47.0"W |
| L85 | 12+60.41 | 12+87.65 | 379543.28 2551187.89 | 379570.52 2551187.68 | | | | | | 27.24' | | | | | | N0°26'14.8"W |
| L86 | 12+87.65 | 16+00.00 | 379570.52 2551187.68 | 379882.77 2551180.10 | | | | | | 312.35' | | | | | | N1°23'30.8"W |

| 18 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L88 | 10+00.00 | 12+00.00 | 379459.82 2552234.35 | 379659.77 2552229.86 | | | | | | 200.00' | | | | | | N1°17'03.6"W |

| 16 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L89 | 10+00.00 | 14+68.40 | 379228.04 2552917.31 | 379696.31 2552906.27 | | | | | | 468.40' | | | | | | N1°20'59.9"W |
| L90 | 14+68.40 | 15+23.27 | 379696.31 2552906.27 | 379751.17 2552905.04 | | | | | | 54.87' | | | | | | N1°17'04.8"W |
| L91 | 15+23.27 | 20+00.00 | 379751.17 2552905.04 | 380227.73 2552892.38 | | | | | | 476.73' | | | | | | N1°31'17.1"W |

| 11 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L95 | 10+00.00 | 12+80.01 | 379560.10 2554969.94 | 379840.05 2554964.09 | | | | | | 280.01' | | | | | | N1°11'43.0"W |
| L96 | 12+80.01 | 13+20.50 | 379840.05 2554964.09 | 379880.53 2554962.89 | | | | | | 40.49' | | | | | | N1°42'11.2"W |
| L97 | 13+20.50 | 16+00.00 | 379880.53 2554962.89 | 380159.96 2554956.92 | | | | | | 279.50' | | | | | | N1°13'29.9"W |

| 10 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L98 | 10+00.00 | 11+83.64 | 379664.95 2555345.16 | 379848.54 2555340.96 | | | | | | 183.64' | | | | | | N1°18'35.4"W |
| L99 | 11+83.64 | 12+18.48 | 379848.54 2555340.96 | 379883.37 2555340.30 | | | | | | 34.84' | | | | | | N1°05'08.3"W |
| L100 | 12+18.48 | 14+00.00 | 379883.37 2555340.30 | 380064.86 2555336.56 | | | | | | 181.52' | | | | | | N1°10'52.2"W |

| 9S | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L101 | 10+00.00 | 13+00.00 | 379574.42 2555725.13 | 379874.35 2555718.29 | | | | | | 300.00' | | | | | | N1°18'28.0"W |

| 9N | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L102 | 10+00.00 | 13+00.00 | 379873.98 2555712.20 | 380173.92 2555705.86 | | | | | | 300.00' | | | | | | N1°12'36.1"W |

| 7 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L103 | 10+00.00 | 11+86.83 | 379692.87 2556477.90 | 379879.67 2556474.48 | | | | | | 186.83' | | | | | | N1°02'58.4"W |
| L104 | 11+86.83 | 12+10.65 | 379879.67 2556474.48 | 379903.44 2556472.87 | | | | | | 23.83' | | | | | | N3°52'15.2"W |
| L105 | 12+10.65 | 14+00.00 | 379903.44 2556472.87 | 380092.70 2556467.08 | | | | | | 189.35' | | | | | | N1°45'12.4"W |

| 6 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L106 | 10+00.00 | 14+31.16 | 379450.02 2556864.40 | 379881.15 2556859.23 | | | | | | 431.16' | | | | | | N0°41'13.9"W |
| L107 | 14+31.16 | 14+73.81 | 379881.15 2556859.23 | 379923.76 2556857.63 | | | | | | 42.64' | | | | | | N2°09'03.9"W |
| L108 | 14+73.81 | 20+00.00 | 379923.76 2556857.63 | 380449.89 2556849.60 | | | | | | 526.19' | | | | | | N0°52'27.0"W |

| 4 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L118 | 10+00.00 | 11+75.49 | 379722.30 2557608.19 | 379897.76 2557605.35 | | | | | | 175.49' | | | | | | N0°55'39.8"W |
| L119 | 11+75.49 | 12+00.00 | 379897.76 2557605.35 | 379922.27 2557604.83 | | | | | | 24.51' | | | | | | N1°12'27.8"W |
| L116 | 12+00.00 | 12+16.44 | 379922.27 2557604.83 | 379938.71 2557604.48 | | | | | | 16.45' | | | | | | N1°12'27.8"W |
| L117 | 12+16.44 | 14+00.00 | 379938.71 2557604.48 | 380122.22 2557600.59 | | | | | | 183.56' | | | | | | N1°13'01.0"W |

| 2 | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L109 | 10+00.00 | 12+83.68 | 379436.31 2558365.28 | 379719.92 2558358.78 | | | | | | 283.68' | | | | | | N1°18'41.3"W |
| L110 | 12+83.68 | 13+83.76 | 379719.92 2558358.78 | 379819.81 2558352.50 | | | | | | 100.08' | | | | | | N3°36'07.5"W |
| L111 | 13+83.76 | 14+87.38 | 379819.81 2558352.50 | 379923.40 2558350.12 | | | | | | 103.62' | | | | | | N1°18'41.3"W |
| L112 | 14+87.38 | 15+19.83 | 379923.40 2558350.12 | 379955.83 2558349.21 | | | | | | 32.45' | | | | | | N1°37'11.1"W |
| L113 | 15+19.83 | 16+16.23 | 379955.83 2558349.21 | 380052.22 2558347.50 | | | | | | 96.40' | | | | | | N1°00'46.1"W |
| L114 | 16+16.23 | 17+16.36 | 380052.22 2558347.50 | 380152.29 2558350.73 | | | | | | 100.13' | | | | | | N1°50'58.4"E |
| L115 | 17+16.36 | 20+00.00 | 380152.29 2558350.73 | 380435.89 2558345.72 | | | | | | 283.64' | | | | | | N1°00'46.1"W |

| Greenfield | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | BEGIN LINE (STA) | END LINE (STA) | BEGIN LINE (Y,X) | END LINE (Y,X) | PI (STA) | PI (Y,X) | DELTA | DEGREE | TANGENT | LENGTH | EXTERNAL | RADIUS | PC (STA) | PT (STA) | BEARING BACK | BEARING AHEAD |
| L138 | 600+00.00 | 610+00.00 | 377216.64 2543203.47 | 377247.84 2544202.98 | | | | | | 1000.00' | | | | | | N88°12'44.0"E |

## Estimate Of Quantities

2410-10-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 108.4400 | CPM Progress Schedule | EACH | 1.000 | 1.000 |
| 0004 | 201.0105 | Clearing | STA | 20.000 | 20.000 |
| 0006 | 201.0120 | Clearing | ID | 25.000 | 25.000 |
| 0008 | 201.0205 | Grubbing | STA | 21.000 | 21.000 |
| 0010 | 201.0220 | Grubbing | ID | 27.000 | 27.000 |
| 0012 | 204.0100 | Removing Concrete Pavement | SY | 2,550.000 | 2,550.000 |
| 0014 | 204.0110 | Removing Asphaltic Surface | SY | 79.000 | 79.000 |
| 0016 | 204.0130 | Removing Curb | LF | 116.000 | 116.000 |
| 0018 | 204.0150 | Removing Curb & Gutter | LF | 19,825.000 | 19,825.000 |
| 0020 | 204.0155 | Removing Concrete Sidewalk | SY | 16,291.000 | 16,291.000 |
| 0022 | 204.0170 | Removing Fence | LF | 320.000 | 320.000 |
| 0024 | 204.0180 | Removing Delineators and Markers | EACH | 2.000 | 2.000 |
| 0026 | 204.0195 | Removing Concrete Bases | EACH | 51.000 | 51.000 |
| 0028 | 204.0210 | Removing Manholes | EACH | 8.000 | 8.000 |
| 0030 | 204.0215 | Removing Catch Basins | EACH | 27.000 | 27.000 |
| 0032 | 204.0245 | Removing Storm Sewer (size) 012. 12-Inch | LF | 819.000 | 819.000 |
| 0034 | 204.0250 | Abandoning Manholes | EACH | 32.000 | 32.000 |
| 0036 | 204.0255 | Abandoning Catch Basins | EACH | 73.000 | 73.000 |
| 0038 | 204.0291.S | Abandoning Sewer | CY | 82.000 | 82.000 |
| 0040 | 204.9060.S | Removing (item description) 201. Traffic Signals W National Ave & S 21st St | EACH | 1.000 | 1.000 |
| 0042 | 204.9060.S | Removing (item description) 202. Traffic Signals W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0044 | 204.9060.S | Removing (item description) 203. Traffic Signals W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0046 | 204.9060.S | Removing (item description) 204. Traffic Signals W National Ave & S 11th St | EACH | 1.000 | 1.000 |
| 0048 | 204.9060.S | Removing (item description) 205. Traffic Signals W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0050 | 204.9060.S | Removing (item description) 206. Traffic Signals W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0052 | 204.9060.S | Removing (item description) 207. Traffic Signals W National Ave & S 5th St | EACH | 1.000 | 1.000 |
| 0054 | 204.9060.S | Removing (item description) 208. Traffic Signals W National Ave & S 2nd St | EACH | 1.000 | 1.000 |
| 0056 | 204.9060.S | Removing (item description) 209. Traffic Signals W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0058 | 204.9060.S | Removing (item description) 310. Poles | EACH | 193.000 | 193.000 |
| 0060 | 204.9090.S | Removing (item description) 314. Aerial Cable | LF | 6,980.000 | 6,980.000 |
| 0062 | 204.9090.S | Removing (item description) Traffic Channelizing Curb Systems | LF | 75.000 | 75.000 |
| 0064 | 205.0100 | Excavation Common | CY | 44,570.000 | 44,570.000 |
| 0066 | 213.0100 | Finishing Roadway (project) 001. 2410-10-71 | EACH | 1.000 | 1.000 |
| 0068 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 63,725.000 | 63,725.000 |
| 0070 | 310.0115 | Base Aggregate Open-Graded | CY | 96.000 | 96.000 |
| 0072 | 312.0110 | Select Crushed Material | TON | 40,351.000 | 40,351.000 |
| 0074 | 371.2000.S | QMP Base Aggregate Dense 1 1/4-Inch Compaction | EACH | 70.000 | 70.000 |
| 0076 | 405.0100 | Coloring Concrete WisDOT Red | CY | 3.000 | 3.000 |
| 0078 | 405.0200 | Coloring Concrete Custom | CY | 1,362.000 | 1,362.000 |
| 0080 | 415.0075 | Concrete Pavement 7 1/2-Inch | SY | 1,326.000 | 1,326.000 |
| 0082 | 415.0080 | Concrete Pavement 8-Inch | SY | 1,653.000 | 1,653.000 |
| 0084 | 415.0310 | Concrete Alley | SY | 420.000 | 420.000 |
| 0086 | 415.4100 | Concrete Pavement Joint Filling | SY | 3,692.000 | 3,692.000 |
| 0088 | 416.0610 | Drilled Tie Bars | EACH | 184.000 | 184.000 |
| 0090 | 416.0620 | Drilled Dowel Bars | EACH | 156.000 | 156.000 |
| 0092 | 450.4000 | HMA Cold Weather Paving | TON | 273.000 | 273.000 |
| 0094 | 455.0605 | Tack Coat | GAL | 5,805.000 | 5,805.000 |
| 0096 | 460.2000 | Incentive Density HMA Pavement | DOL | 10,850.000 | 10,850.000 |
| 0098 | 460.6223 | HMA Pavement 3 MT 58-28 S | TON | 11,535.000 | 11,535.000 |

## Estimate Of Quantities

2410-10-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0100 | 460.6224 | HMA Pavement 4 MT 58-28 S | TON | 5,418.000 | 5,418.000 |
| 0102 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 91.000 | 91.000 |
| 0104 | 465.0125 | Asphaltic Surface Temporary | TON | 200.000 | 200.000 |
| 0106 | 601.0105 | Concrete Curb Type A | LF | 10.000 | 10.000 |
| 0108 | 601.0110 | Concrete Curb Type D | LF | 70.000 | 70.000 |
| 0110 | 601.0319 | Concrete Curb & Gutter 19-Inch | LF | 6,462.000 | 6,462.000 |
| 0112 | 601.0331 | Concrete Curb & Gutter 31-Inch | LF | 18,100.000 | 18,100.000 |
| 0114 | 601.0600 | Concrete Curb Pedestrian | LF | 141.000 | 141.000 |
| 0116 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 254,236.000 | 254,236.000 |
| 0118 | 602.0515 | Curb Ramp Detectable Warning Field Natural Patina | SF | 4,402.000 | 4,402.000 |
| 0120 | 602.0615 | Curb Ramp Detectable Warning Field Radial Natural Patina | SF | 351.000 | 351.000 |
| 0122 | 602.0810 | Concrete Driveway 6-Inch | SY | 887.000 | 887.000 |
| 0124 | 602.0820 | Concrete Driveway 8-Inch | SY | 1,365.000 | 1,365.000 |
| 0126 | 602.0870 | Concrete Driveway HES 8-Inch | SY | 1,287.000 | 1,287.000 |
| 0128 | 608.0412 | Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch | LF | 5,686.000 | 5,686.000 |
| 0130 | 608.6012 | Storm Sewer Pipe Composite 12-Inch | LF | 390.000 | 390.000 |
| 0132 | 611.0420 | Reconstructing Manholes | EACH | 6.000 | 6.000 |
| 0134 | 611.2004 | Manholes 4-FT Diameter | EACH | 20.000 | 20.000 |
| 0136 | 611.2005 | Manholes 5-FT Diameter | EACH | 2.000 | 2.000 |
| 0138 | 611.2006 | Manholes 6-FT Diameter | EACH | 4.000 | 4.000 |
| 0140 | 611.8110 | Adjusting Manhole Covers | EACH | 12.000 | 12.000 |
| 0142 | 612.0106 | Pipe Underdrain 6-Inch | LF | 1,903.000 | 1,903.000 |
| 0144 | 612.0406 | Pipe Underdrain Wrapped 6-Inch | LF | 177.000 | 177.000 |
| 0146 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0148 | 620.0300 | Concrete Median Sloped Nose | SF | 945.000 | 945.000 |
| 0150 | 624.0100 | Water | MGAL | 2,003.500 | 2,003.500 |
| 0152 | 625.0100 | Topsoil | SY | 10,033.000 | 10,033.000 |
| 0154 | 627.0200 | Mulching | SY | 2,390.000 | 2,390.000 |
| 0156 | 628.1905 | Mobilizations Erosion Control | EACH | 40.000 | 40.000 |
| 0158 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 20.000 | 20.000 |
| 0160 | 628.7005 | Inlet Protection Type A | EACH | 210.000 | 210.000 |
| 0162 | 628.7010 | Inlet Protection Type B | EACH | 143.000 | 143.000 |
| 0164 | 628.7020 | Inlet Protection Type D | EACH | 185.000 | 185.000 |
| 0166 | 628.7560 | Tracking Pads | EACH | 16.000 | 16.000 |
| 0168 | 629.0210 | Fertilizer Type B | CWT | 6.470 | 6.470 |
| 0170 | 630.0200 | Seeding Temporary | LB | 905.000 | 905.000 |
| 0172 | 630.0500 | Seed Water | MGAL | 755.000 | 755.000 |
| 0174 | 631.0300 | Sod Water | MGAL | 241.000 | 241.000 |
| 0176 | 631.1000 | Sod Lawn | SY | 10,033.000 | 10,033.000 |
| 0178 | 632.0101 | Trees (species, root, size) 001. Autumn Blaze Maple, B&B, 3" Cal. | EACH | 15.000 | 15.000 |
| 0180 | 632.0101 | Trees (species, root, size) 002. Pacific Sunset Maple, B&B, 2.5" Cal. | EACH | 8.000 | 8.000 |
| 0182 | 632.0101 | Trees (species, root, size) 003. Red Pointe Maple, B&B, 3" Cal. | EACH | 5.000 | 5.000 |
| 0184 | 632.0101 | Trees (species, root, size) 004. Tulip Tree, B&B, 3" Cal. | EACH | 8.000 | 8.000 |
| 0186 | 632.0101 | Trees (species, root, size) 005. Sunburst Honeylocust, B&B, 3" Cal. | EACH | 20.000 | 20.000 |
| 0188 | 632.0101 | Trees (species, root, size) 006. Kentucky Coffee Tree, B&B, 3" Cal. | EACH | 9.000 | 9.000 |
| 0190 | 632.0101 | Trees (species, root, size) 007. Frontier Elm, B&B, 3" Cal. | EACH | 13.000 | 13.000 |
| 0192 | 632.0101 | Trees (species, root, size) 008. Upright English Oak, B&B, 3" Cal. | EACH | 3.000 | 3.000 |
| 0194 | 632.0101 | Trees (species, root, size) 009. Japanese Tree Lilac, B&B, 2.5" Cal. | EACH | 13.000 | 13.000 |
| 0196 | 632.0101 | Trees (species, root, size) 010. Fort McNair Red Horse Chestnut, B&B, 3" Cal. | EACH | 9.000 | 9.000 |

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| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0198 | 632.0101 | Trees (species, root, size) 011. Dawn Redwood, B&B, 3" Cal. | EACH | 8.000 | 8.000 |
| 0200 | 632.0101 | Trees (species, root, size) 012. Hot Wing Tatarian Maple, B&B, 2.5" Cal. | EACH | 11.000 | 11.000 |
| 0202 | 632.0101 | Trees (species, root, size) 013. American Sycamore, B&B, 3" Cal. | EACH | 8.000 | 8.000 |
| 0204 | 632.0101 | Trees (species, root, size) 014. Columnar Armstrong Maple, B&B, 3" Cal. | EACH | 3.000 | 3.000 |
| 0206 | 632.0101 | Trees (species, root, size) 015. Crimson King Maple, B&B, 3" Cal. | EACH | 3.000 | 3.000 |
| 0208 | 632.0101 | Trees (species, root, size) 016. Pink Spire Crabapple, B&B, 2.5" Cal. | EACH | 7.000 | 7.000 |
| 0210 | 632.0101 | Trees (species, root, size) 017. Purple Prince Crabapple, B&B, 2.5" Cal. | EACH | 2.000 | 2.000 |
| 0212 | 632.0101 | Trees (species, root, size) 018. Adams Crabapple, B&B, 2.5" Cal. | EACH | 2.000 | 2.000 |
| 0214 | 632.0101 | Trees (species, root, size) 019. Eastern Redbud, B&B, 2.5" Cal. | EACH | 2.000 | 2.000 |
| 0216 | 632.0101 | Trees (species, root, size) 020. Autumn Brilliance Serviceberry, B&B, 2.5" Cal. | EACH | 10.000 | 10.000 |
| 0218 | 632.9101 | Landscape Planting Surveillance and Care Cycles | EACH | 10.000 | 10.000 |
| 0220 | 634.0616 | Posts Wood 4x6-Inch x 16-FT | EACH | 3.000 | 3.000 |
| 0222 | 634.0618 | Posts Wood 4x6-Inch x 18-FT | EACH | 2.000 | 2.000 |
| 0224 | 637.2210 | Signs Type II Reflective H | SF | 1,386.430 | 1,386.430 |
| 0226 | 637.2220 | Signs Type II Reflective SH | SF | 658.120 | 658.120 |
| 0228 | 637.2230 | Signs Type II Reflective F | SF | 545.140 | 545.140 |
| 0230 | 638.2602 | Removing Signs Type II | EACH | 20.000 | 20.000 |
| 0232 | 638.3000 | Removing Small Sign Supports | EACH | 1.000 | 1.000 |
| 0234 | 643.0300 | Traffic Control Drums | DAY | 54,787.000 | 54,787.000 |
| 0236 | 643.0420 | Traffic Control Barricades Type III | DAY | 69,031.000 | 69,031.000 |
| 0238 | 643.0500 | Traffic Control Flexible Tubular Marker Posts | EACH | 24.000 | 24.000 |
| 0240 | 643.0600 | Traffic Control Flexible Tubular Marker Bases | EACH | 24.000 | 24.000 |
| 0242 | 643.0650 | Traffic Control Channelizing Curb System | LF | 75.000 | 75.000 |
| 0244 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 138,062.000 | 138,062.000 |
| 0246 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 4,590.000 | 4,590.000 |
| 0248 | 643.0810 | Traffic Control Connected Arrow Boards | DAY | 288.000 | 288.000 |
| 0250 | 643.0900 | Traffic Control Signs | DAY | 156,741.000 | 156,741.000 |
| 0252 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 7.000 | 7.000 |
| 0254 | 643.1000 | Traffic Control Signs Fixed Message | SF | 428.000 | 428.000 |
| 0256 | 643.1050 | Traffic Control Signs PCMS | DAY | 259.000 | 259.000 |
| 0258 | 643.1222 | Traffic Control Connected Work Zone End Location Marker | DAY | 288.000 | 288.000 |
| 0260 | 643.1500 | Traffic Control Speed Feedback Trailer | DAY | 832.000 | 832.000 |
| 0262 | 643.3165 | Temporary Marking Line Paint 6-Inch | LF | 9,026.000 | 9,026.000 |
| 0264 | 643.3180 | Temporary Marking Line Removable Tape 6-Inch | LF | 44,655.000 | 44,655.000 |
| 0266 | 643.3265 | Temporary Marking Line Paint 10-Inch | LF | 90.000 | 90.000 |
| 0268 | 643.3280 | Temporary Marking Line Removable Tape 10-Inch | LF | 70.000 | 70.000 |
| 0270 | 643.3850 | Temporary Marking Stop Line Removable Tape 18-Inch | LF | 50.000 | 50.000 |
| 0272 | 643.3960 | Temporary Marking Removable Mask Out Tape 6-Inch | LF | 526.000 | 526.000 |
| 0274 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0276 | 644.1430 | Temporary Pedestrian Surface Plate | SF | 2,110.000 | 2,110.000 |
| 0278 | 644.1440 | Temporary Pedestrian Surface Matting | SF | 18,999.000 | 18,999.000 |
| 0280 | 644.1601 | Temporary Pedestrian Curb Ramp | DAY | 9,500.000 | 9,500.000 |
| 0282 | 644.1605 | Temporary Pedestrian Detectable Warning Field | SF | 9,930.000 | 9,930.000 |
| 0284 | 644.1810 | Temporary Pedestrian Barricade | LF | 39,919.000 | 39,919.000 |
| 0286 | 644.1900.S | Temporary Audible Message Devices | DAY | 25,179.000 | 25,179.000 |
| 0288 | 645.0111 | Geotextile Type DF Schedule A | SY | 987.000 | 987.000 |
| 0290 | 645.0140 | Geotextile Type SAS | SY | 178.000 | 178.000 |
| 0292 | 645.0220 | Geogrid Type SR | SY | 57,598.000 | 57,598.000 |
| 0294 | 646.1040 | Marking Line Grooved Wet Ref Epoxy 4-Inch | LF | 25,991.000 | 25,991.000 |

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| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0296 | 646.1060.S | Marking Line MMA 4-Inch | LF | 2,416.000 | 2,416.000 |
| 0298 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 764.000 | 764.000 |
| 0300 | 646.3040 | Marking Line Grooved Wet Ref Epoxy 8-Inch | LF | 3,743.000 | 3,743.000 |
| 0302 | 646.5020 | Marking Arrow Epoxy | EACH | 58.000 | 58.000 |
| 0304 | 646.5060.S | Marking Arrow MMA | EACH | 107.000 | 107.000 |
| 0306 | 646.5260.S | Marking Symbol MMA | EACH | 109.000 | 109.000 |
| 0308 | 646.5320 | Marking Railroad Crossing Epoxy | EACH | 2.000 | 2.000 |
| 0310 | 646.7120 | Marking Diagonal Epoxy 12-Inch | LF | 781.000 | 781.000 |
| 0312 | 646.7760.S | Marking Bike Lane MMA | SF | 644.000 | 644.000 |
| 0314 | 646.8120 | Marking Curb Epoxy | LF | 333.000 | 333.000 |
| 0316 | 646.8220 | Marking Island Nose Epoxy | EACH | 21.000 | 21.000 |
| 0318 | 646.9000 | Marking Removal Line 4-Inch | LF | 40.000 | 40.000 |
| 0320 | 646.9002 | Marking Removal Line 6-Inch | LF | 202.000 | 202.000 |
| 0322 | 646.9200 | Marking Removal Line Wide | LF | 12.000 | 12.000 |
| 0324 | 650.4000 | Construction Staking Storm Sewer | EACH | 267.000 | 267.000 |
| 0326 | 650.4500 | Construction Staking Subgrade | LF | 10,360.000 | 10,360.000 |
| 0328 | 650.5000 | Construction Staking Base | LF | 10,307.000 | 10,307.000 |
| 0330 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 25,884.000 | 25,884.000 |
| 0332 | 650.7000 | Construction Staking Concrete Pavement | LF | 1,079.000 | 1,079.000 |
| 0334 | 650.8501 | Construction Staking Electrical Installations (project) 001. 2410-10-71 | EACH | 1.000 | 1.000 |
| 0336 | 650.9000 | Construction Staking Curb Ramps | EACH | 198.000 | 198.000 |
| 0338 | 650.9500 | Construction Staking Sidewalk (project) 001. 2410-10-71 | EACH | 1.000 | 1.000 |
| 0340 | 650.9911 | Construction Staking Supplemental Control (project) 001. 2410-10-71 | EACH | 1.000 | 1.000 |
| 0342 | 650.9920 | Construction Staking Slope Stakes | LF | 10,407.000 | 10,407.000 |
| 0344 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 642.000 | 642.000 |
| 0346 | 652.0235 | Conduit Rigid Nonmetallic Schedule 40 3-Inch | LF | 3,204.000 | 3,204.000 |
| 0348 | 652.0335 | Conduit Rigid Nonmetallic Schedule 80 3-Inch | LF | 4,898.000 | 4,898.000 |
| 0350 | 653.0905 | Removing Pull Boxes | EACH | 65.000 | 65.000 |
| 0352 | 654.0101 | Concrete Bases Type 1 | EACH | 39.000 | 39.000 |
| 0354 | 654.0102 | Concrete Bases Type 2 | EACH | 2.000 | 2.000 |
| 0356 | 654.0110 | Concrete Bases Type 10 | EACH | 11.000 | 11.000 |
| 0358 | 654.0120 | Concrete Bases Type 10-Special | EACH | 15.000 | 15.000 |
| 0360 | 655.0230 | Cable Traffic Signal 5-14 AWG | LF | 5,337.000 | 5,337.000 |
| 0362 | 655.0240 | Cable Traffic Signal 7-14 AWG | LF | 498.000 | 498.000 |
| 0364 | 655.0260 | Cable Traffic Signal 12-14 AWG | LF | 5,528.000 | 5,528.000 |
| 0366 | 655.0270 | Cable Traffic Signal 15-14 AWG | LF | 3,110.000 | 3,110.000 |
| 0368 | 655.0280 | Cable Traffic Signal 19-14 AWG | LF | 4,467.000 | 4,467.000 |
| 0370 | 655.0305 | Cable Type UF 2-12 AWG Grounded | LF | 5,351.000 | 5,351.000 |
| 0372 | 655.0515 | Electrical Wire Traffic Signals 10 AWG | LF | 8,866.000 | 8,866.000 |
| 0374 | 655.0900 | Traffic Signal EVP Detector Cable | LF | 4,961.000 | 4,961.000 |
| 0376 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 001. W National Ave & S 24th St | EACH | 1.000 | 1.000 |
| 0378 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 002. W National Ave & S 21st St | EACH | 1.000 | 1.000 |
| 0380 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 003. W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0382 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 004. W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0384 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 005. W National Ave & S 11th St | EACH | 1.000 | 1.000 |
| 0386 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 006. W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0388 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 007. W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0390 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 008. W National Ave & S 5th St | EACH | 1.000 | 1.000 |
| 0392 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 009. W National Ave & S 4th St | EACH | 1.000 | 1.000 |

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| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0394 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 010. W National Ave & S 2nd St | EACH | 1.000 | 1.000 |
| 0396 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 011. W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0398 | 657.0100 | Pedestal Bases | EACH | 31.000 | 31.000 |
| 0400 | 657.0255 | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | EACH | 6.000 | 6.000 |
| 0402 | 657.0310 | Poles Type 3 | EACH | 2.000 | 2.000 |
| 0404 | 657.0322 | Poles Type 5-Aluminum | EACH | 6.000 | 6.000 |
| 0406 | 657.0345 | Poles Type 9 | EACH | 1.000 | 1.000 |
| 0408 | 657.0347 | Poles Type 9-Special | EACH | 1.000 | 1.000 |
| 0410 | 657.0350 | Poles Type 10 | EACH | 10.000 | 10.000 |
| 0412 | 657.0352 | Poles Type 10-Special | EACH | 14.000 | 14.000 |
| 0414 | 657.0405 | Traffic Signal Standards Aluminum 3.5-FT | EACH | 4.000 | 4.000 |
| 0416 | 657.0420 | Traffic Signal Standards Aluminum 13-FT | EACH | 26.000 | 26.000 |
| 0418 | 657.0425 | Traffic Signal Standards Aluminum 15-FT | EACH | 1.000 | 1.000 |
| 0420 | 657.0520 | Monotube Arms 20-FT | EACH | 1.000 | 1.000 |
| 0422 | 657.0525 | Monotube Arms 25-FT | EACH | 2.000 | 2.000 |
| 0424 | 657.0530 | Monotube Arms 30-FT | EACH | 8.000 | 8.000 |
| 0426 | 657.0536 | Monotube Arms 35-FT-Special | EACH | 6.000 | 6.000 |
| 0428 | 657.0541 | Monotube Arms 40-FT-Special | EACH | 7.000 | 7.000 |
| 0430 | 657.0546 | Monotube Arms 45-FT-Special | EACH | 2.000 | 2.000 |
| 0432 | 657.0609 | Luminaire Arms Single Member 4-Inch Clamp 6-FT | EACH | 2.000 | 2.000 |
| 0434 | 657.0610 | Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT | EACH | 6.000 | 6.000 |
| 0436 | 658.0173 | Traffic Signal Face 3S 12-Inch | EACH | 133.000 | 133.000 |
| 0438 | 658.0174 | Traffic Signal Face 4S 12-Inch | EACH | 12.000 | 12.000 |
| 0440 | 658.0412 | Pedestrian Signal Face 12-Inch | EACH | 144.000 | 144.000 |
| 0442 | 658.5070 | Signal Mounting Hardware (location) 001. W National Ave & S 21st St | EACH | 1.000 | 1.000 |
| 0444 | 658.5070 | Signal Mounting Hardware (location) 002. W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0446 | 658.5070 | Signal Mounting Hardware (location) 003. W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0448 | 658.5070 | Signal Mounting Hardware (location) 004. W National Ave & S 11th St | EACH | 1.000 | 1.000 |
| 0450 | 658.5070 | Signal Mounting Hardware (location) 005. W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0452 | 658.5070 | Signal Mounting Hardware (location) 006. W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0454 | 658.5070 | Signal Mounting Hardware (location) 007. W National Ave & S 5th St | EACH | 1.000 | 1.000 |
| 0456 | 658.5070 | Signal Mounting Hardware (location) 008. W National Ave & S 2nd St | EACH | 1.000 | 1.000 |
| 0458 | 658.5070 | Signal Mounting Hardware (location) 009. W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0460 | 659.1120 | Luminaires Utility LED B | EACH | 5.000 | 5.000 |
| 0462 | 659.1125 | Luminaires Utility LED C | EACH | 9.000 | 9.000 |
| 0464 | 659.5000.S | Lamp, Ballast, LED, Switch Disposal by Contractor | EACH | 369.000 | 369.000 |
| 0466 | 661.0201 | Temporary Traffic Signals for Intersections (location) 001. W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0468 | 661.0201 | Temporary Traffic Signals for Intersections (location) 002. W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0470 | 661.0201 | Temporary Traffic Signals for Intersections (location) 003. W National Ave & S 11th St | EACH | 1.000 | 1.000 |
| 0472 | 661.0201 | Temporary Traffic Signals for Intersections (location) 004. W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0474 | 661.0201 | Temporary Traffic Signals for Intersections (location) 005. W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0476 | 661.0201 | Temporary Traffic Signals for Intersections (location) 006. W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0478 | 661.0300 | Generators | DAY | 6.000 | 6.000 |
| 0480 | 674.0300 | Remove Cable | LF | 650.000 | 650.000 |
| 0482 | 690.0150 | Sawing Asphalt | LF | 2,719.000 | 2,719.000 |
| 0484 | 690.0250 | Sawing Concrete | LF | 7,393.000 | 7,393.000 |
| 0486 | 715.0720 | Incentive Compressive Strength Concrete Pavement | DOL | 1,020.000 | 1,020.000 |
| 0488 | 740.0440 | Incentive IRI Ride | DOL | 4,430.000 | 4,430.000 |
| 0490 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 12,000.000 | 12,000.000 |

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| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0492 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 15,000.000 | 15,000.000 |
| 0494 | SPV.0035 | Special 001. Removing Concrete Pavement Modified | CY | 16,760.000 | 16,760.000 |
| 0496 | SPV.0035 | Special 002. Removing Asphaltic Surface Modified | CY | 13,580.000 | 13,580.000 |
| 0498 | SPV.0060 | Special 001. Utility Line Opening (ULO) | EACH | 200.000 | 200.000 |
| 0500 | SPV.0060 | Special 002. Salvaging and Reinstalling Brick Pavers | EACH | 3.000 | 3.000 |
| 0502 | SPV.0060 | Special 003. Adjusting Water Valve Boxes | EACH | 430.000 | 430.000 |
| 0504 | SPV.0060 | Special 004. Water Main Protection | EACH | 7.000 | 7.000 |
| 0506 | SPV.0060 | Special 005. Removing City-Owned Signs and Posts | EACH | 273.000 | 273.000 |
| 0508 | SPV.0060 | Special 006. Moving City-Owned Signs | EACH | 36.000 | 36.000 |
| 0510 | SPV.0060 | Special 007. Round Aluminum Sign Post System in Soft Surface 7-FT | EACH | 22.000 | 22.000 |
| 0512 | SPV.0060 | Special 008. Round Aluminum Sign Post System in Soft Surface 10-FT | EACH | 135.000 | 135.000 |
| 0514 | SPV.0060 | Special 009. Round Aluminum Sign Post System in Soft Surface 11-FT | EACH | 18.000 | 18.000 |
| 0516 | SPV.0060 | Special 010. Round Aluminum Sign Post System in Soft Surface 12-FT | EACH | 8.000 | 8.000 |
| 0518 | SPV.0060 | Special 011. Round Aluminum Sign Post System in Concrete Surface 7-FT | EACH | 16.000 | 16.000 |
| 0520 | SPV.0060 | Special 012. Round Aluminum Sign Post System in Concrete Surface 10-FT | EACH | 76.000 | 76.000 |
| 0522 | SPV.0060 | Special 013. Round Aluminum Sign Post System in Concrete Surface 11-FT | EACH | 11.000 | 11.000 |
| 0524 | SPV.0060 | Special 014. Round Aluminum Sign Post System in Concrete Surface 12-FT | EACH | 20.000 | 20.000 |
| 0526 | SPV.0060 | Special 015. Pipe Bollards | EACH | 1.000 | 1.000 |
| 0528 | SPV.0060 | Special 016. Marking Speed Table Chevron Contrast Epoxy | EACH | 40.000 | 40.000 |
| 0530 | SPV.0060 | Special 017. Marking Bike Lane Two-Stage Turning Queue Box MMA | EACH | 6.000 | 6.000 |
| 0532 | SPV.0060 | Special 018. Marking Yield Line MMA 18-Inch | EACH | 41.000 | 41.000 |
| 0534 | SPV.0060 | Special 102. Inlet Covers Type MS 57 | EACH | 184.000 | 184.000 |
| 0536 | SPV.0060 | Special 103. Manhole Covers Type MS 58-A | EACH | 153.000 | 153.000 |
| 0538 | SPV.0060 | Special 110. Catch Basins Type 44A | EACH | 192.000 | 192.000 |
| 0540 | SPV.0060 | Special 112. Storm Inlet Type 45A | EACH | 17.000 | 17.000 |
| 0542 | SPV.0060 | Special 115. Pipe Connection to Existing Structure | EACH | 138.000 | 138.000 |
| 0544 | SPV.0060 | Special 120. Curb Inlet Type 70A | EACH | 32.000 | 32.000 |
| 0546 | SPV.0060 | Special 201. Traffic Signal Cabinet & Controller W National Ave & S 21st St | EACH | 1.000 | 1.000 |
| 0548 | SPV.0060 | Special 202. Traffic Signal Cabinet & Controller W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0550 | SPV.0060 | Special 203. Traffic Signal Cabinet & Controller W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0552 | SPV.0060 | Special 204. Traffic Signal Cabinet & Controller W National Ave & S 11th St | EACH | 1.000 | 1.000 |
| 0554 | SPV.0060 | Special 205. Traffic Signal Cabinet & Controller W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0556 | SPV.0060 | Special 206. Traffic Signal Cabinet & Controller W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0558 | SPV.0060 | Special 207. Traffic Signal Cabinet & Controller W National Ave & S 5th St | EACH | 1.000 | 1.000 |
| 0560 | SPV.0060 | Special 208. Traffic Signal Cabinet & Controller W National Ave & S 2nd St | EACH | 1.000 | 1.000 |
| 0562 | SPV.0060 | Special 209. Traffic Signal Cabinet & Controller W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0564 | SPV.0060 | Special 210. Emergency Vehicle Preemption System W National Ave & S 21st St | EACH | 1.000 | 1.000 |
| 0566 | SPV.0060 | Special 211. Emergency Vehicle Preemption System W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0568 | SPV.0060 | Special 212. Emergency Vehicle Preemption System W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0570 | SPV.0060 | Special 213. Emergency Vehicle Preemption System W National Ave & S 11th St | EACH | 1.000 | 1.000 |
| 0572 | SPV.0060 | Special 214. Emergency Vehicle Preemption System W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0574 | SPV.0060 | Special 215. Emergency Vehicle Preemption System W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0576 | SPV.0060 | Special 216. Emergency Vehicle Preemption System W National Ave & S 5th St | EACH | 1.000 | 1.000 |
| 0578 | SPV.0060 | Special 217. Emergency Vehicle Preemption System W National Ave & S 2nd St | EACH | 1.000 | 1.000 |
| 0580 | SPV.0060 | Special 218. Emergency Vehicle Preemption System W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0582 | SPV.0060 | Special 219. Video Detection System W National Ave & S 21st St | EACH | 1.000 | 1.000 |
| 0584 | SPV.0060 | Special 220. Video Detection System W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0586 | SPV.0060 | Special 221. Video Detection System W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0588 | SPV.0060 | Special 222. Video Detection System W National Ave & S 11th St | EACH | 1.000 | 1.000 |

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| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0590 | SPV.0060 | Special 223. Video Detection System W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0592 | SPV.0060 | Special 224. Video Detection System W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0594 | SPV.0060 | Special 225. Video Detection System W National Ave & S 5th St | EACH | 1.000 | 1.000 |
| 0596 | SPV.0060 | Special 226. Video Detection System W National Ave & S 2nd St | EACH | 1.000 | 1.000 |
| 0598 | SPV.0060 | Special 227. Video Detection System W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0600 | SPV.0060 | Special 228. Accessible Pedestrian Push Button System W National Ave & S 21st St | EACH | 1.000 | 1.000 |
| 0602 | SPV.0060 | Special 229. Accessible Pedestrian Push Button System W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0604 | SPV.0060 | Special 230.Accessible Pedestrian Push Button System W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0606 | SPV.0060 | Special 231. Accessible Pedestrian Push Button System W National Ave & S 11th St | EACH | 1.000 | 1.000 |
| 0608 | SPV.0060 | Special 232. Accessible Pedestrian Push Button System W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0610 | SPV.0060 | Special 233. Accessible Pedestrian Push Button System W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0612 | SPV.0060 | Special 234. Accessible Pedestrian Push Button System W National Ave & S 5th St | EACH | 1.000 | 1.000 |
| 0614 | SPV.0060 | Special 235. Accessible Pedestrian Push Button System W National Ave & S 2nd St | EACH | 1.000 | 1.000 |
| 0616 | SPV.0060 | Special 236. Accessible Pedestrian Push Button System W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0618 | SPV.0060 | Special 237. Rectangular Rapid Flashing Beacon System W National Ave & S 24th St | EACH | 1.000 | 1.000 |
| 0620 | SPV.0060 | Special 238. Rectangular Rapid Flashing Beacon System W National Ave & S 4th St | EACH | 1.000 | 1.000 |
| 0622 | SPV.0060 | Special 239. Installing Precast Controller Base | EACH | 9.000 | 9.000 |
| 0624 | SPV.0060 | Special 240. Traffic Signal LED No Left Turn Blank Out Signs | EACH | 2.000 | 2.000 |
| 0626 | SPV.0060 | Special 241. Temporary Infrared EVP System W National Ave & S 19th St | EACH | 1.000 | 1.000 |
| 0628 | SPV.0060 | Special 242. Temporary Infrared EVP System W National Ave & S 16th St | EACH | 1.000 | 1.000 |
| 0630 | SPV.0060 | Special 243. Temporary Infrared EVP System W National Ave & S 11th St | EACH | 1.000 | 1.000 |
| 0632 | SPV.0060 | Special 244. Temporary Infrared EVP System W National Ave & S 9th St | EACH | 1.000 | 1.000 |
| 0634 | SPV.0060 | Special 245. Temporary Infrared EVP System W National Ave & S 6th St | EACH | 1.000 | 1.000 |
| 0636 | SPV.0060 | Special 246. Temporary Infrared EVP System W National Ave & S 1st St | EACH | 1.000 | 1.000 |
| 0638 | SPV.0060 | Special 302. Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | EACH | 208.000 | 208.000 |
| 0640 | SPV.0060 | Special 303. Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | EACH | 122.000 | 122.000 |
| 0642 | SPV.0060 | Special 321. Poles MKE 30 Black (30-FT Aluminum, Black, Bolt-Down) | EACH | 71.000 | 71.000 |
| 0644 | SPV.0060 | Special 324. 40-FT Wood Pole | EACH | 16.000 | 16.000 |
| 0646 | SPV.0060 | Special 342. Submersible Multitap 3-Port Pre-Insulated Connector | EACH | 593.000 | 593.000 |
| 0648 | SPV.0060 | Special 343. Submersible Multitap 4-Port Pre-Insulated Connector | EACH | 165.000 | 165.000 |
| 0650 | SPV.0060 | Special 346. Luminaire Arms Single Member 6-FT WP Mount | EACH | 8.000 | 8.000 |
| 0652 | SPV.0060 | Special 348. Luminaire Arms Truss Member 12-FT WP Mount | EACH | 3.000 | 3.000 |
| 0654 | SPV.0060 | Special 353. Installing Equipment Grounding Electrode | EACH | 29.000 | 29.000 |
| 0656 | SPV.0060 | Special 374. Luminaire Utility 1LED2 | EACH | 2.000 | 2.000 |
| 0658 | SPV.0060 | Special 375. Luminaire Utility 2LED2 | EACH | 4.000 | 4.000 |
| 0660 | SPV.0060 | Special 388. Concrete Base Type 2 (Milwaukee) | EACH | 77.000 | 77.000 |
| 0662 | SPV.0060 | Special 389. Concrete Base Type 5 (Milwaukee) | EACH | 47.000 | 47.000 |
| 0664 | SPV.0060 | Special 399. Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black | EACH | 75.000 | 75.000 |
| 0666 | SPV.0060 | Special 401. 4' Diameter Manhole Type CUC | EACH | 26.000 | 26.000 |
| 0668 | SPV.0060 | Special 410. 4' Diameter Doghouse Manhole Type CUC | EACH | 4.000 | 4.000 |
| 0670 | SPV.0060 | Special 411. 4' Diameter Doghouse Manhole Type CUC Installed Over Conduit | EACH | 1.000 | 1.000 |
| 0672 | SPV.0060 | Special 420. Removing CUC Manhole | EACH | 1.000 | 1.000 |
| 0674 | SPV.0060 | Special 426. Sawing Concrete-Encased Duct Package | EACH | 4.000 | 4.000 |
| 0676 | SPV.0060 | Special 430. Adjusting CUC Manhole Cover Using EPP System | EACH | 1.000 | 1.000 |
| 0678 | SPV.0060 | Special 821. Poles Type 15'-6" Black Aluminum Harp Pole and Shroud | EACH | 47.000 | 47.000 |
| 0680 | SPV.0060 | Special 865. Luminaire Historic Black Milwaukee Harp LED Screw-In Lamp | EACH | 47.000 | 47.000 |
| 0682 | SPV.0060 | Special 867. Luminaire Historic Black Milwaukee Lantern LED 3 Screw-In Lamp | EACH | 93.000 | 93.000 |
| 0684 | SPV.0060 | Special 881. Fuse System On the Lighting Riser Cable In the Pole | EACH | 146.000 | 146.000 |
| 0686 | SPV.0090 | Special 001. Concrete Curb & Gutter HES 19-Inch | LF | 105.000 | 105.000 |

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| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0688 | SPV.0090 | Special 002. Concrete Curb & Gutter HES 31-Inch | LF | 740.000 | 740.000 |
| 0690 | SPV.0090 | Special 004. Concrete Curb & Gutter 31-Inch Type MCTS | LF | 225.000 | 225.000 |
| 0692 | SPV.0090 | Special 005. Concrete Curb Type D Special | LF | 111.000 | 111.000 |
| 0694 | SPV.0090 | Special 006. Marking Stop Line Epoxy 24-Inch | LF | 906.000 | 906.000 |
| 0696 | SPV.0090 | Special 007. Marking Crosswalk MMA Block Style 12-Inch | LF | 3,056.000 | 3,056.000 |
| 0698 | SPV.0090 | Special 008. Marking Bike Lane Crosswalk MMA Block Style 24-Inch | LF | 2,325.000 | 2,325.000 |
| 0700 | SPV.0090 | Special 009. Marking Crosswalk Epoxy Transverse Line 12-Inch | LF | 490.000 | 490.000 |
| 0702 | SPV.0090 | Special 010. Marking Crosswalk Epoxy Block Style 12-Inch | LF | 8,017.000 | 8,017.000 |
| 0704 | SPV.0090 | Special 300. City Furnished Electrical Cable 1#8 AWG 5kV Concentric | LF | 4,810.000 | 4,810.000 |
| 0706 | SPV.0090 | Special 304. Electrical Cable Type 2#2/1#4 AL | LF | 4,550.000 | 4,550.000 |
| 0708 | SPV.0090 | Special 309. Cable Type UF 3-12 AWG Grounded | LF | 275.000 | 275.000 |
| 0710 | SPV.0090 | Special 319. Liquidtight Flexible Nonmetallic Conduit 1 1/2-Inch | LF | 205.000 | 205.000 |
| 0712 | SPV.0090 | Special 324. Electrical Cable Type 4#2/1#8 XLP | LF | 27,418.000 | 27,418.000 |
| 0714 | SPV.0090 | Special 325. Conduit 3-Inch HDPE Schedule 40 | LF | 24,897.000 | 24,897.000 |
| 0716 | SPV.0090 | Special 326. Conduit 3-Inch HDPE Schedule 80 | LF | 3,575.000 | 3,575.000 |
| 0718 | SPV.0090 | Special 451. 1-Duct Sand Encased Conduit, HDPE, 4-Inch | LF | 21.000 | 21.000 |
| 0720 | SPV.0090 | Special 452. 2-Duct Sand Encased Conduit, HDPE, 4-Inch | LF | 8,763.000 | 8,763.000 |
| 0722 | SPV.0090 | Special 453. 3-Duct Sand Encased Conduit, HDPE, 4-Inch | LF | 142.000 | 142.000 |
| 0724 | SPV.0090 | Special 454. 4-Duct Sand Encased Conduit, HDPE, 4-Inch | LF | 1,585.000 | 1,585.000 |
| 0726 | SPV.0090 | Special 456. 6-Duct Sand Encased Conduit, HDPE, 4-Inch | LF | 39.000 | 39.000 |
| 0728 | SPV.0090 | Special 601. Fiber Optic Cable Outdoor Plant 72-Count | LF | 14,897.000 | 14,897.000 |
| 0730 | SPV.0090 | Special 602. Fiber Optic Cable Outdoor Plant 12-Count | LF | 4,746.000 | 4,746.000 |
| 0732 | SPV.0165 | Special 001. Detectable Edge Tiles | SF | 15,720.000 | 15,720.000 |
| 0734 | SPV.0165 | Special 002. Concrete Raised Median | SF | 1,164.000 | 1,164.000 |
| 0736 | SPV.0180 | Special 001. Track Zone Removal | SY | 18,622.000 | 18,622.000 |
| 0738 | SPV.0195 | Special 001. Excavation, Hauling, and Disposal of Metals Contaminated Soil | TON | 2,535.000 | 2,535.000 |
| 0740 | SPV.0195 | Special 002. Excavation, Hauling, and Disposal of PAH Contaminated Soil | TON | 915.000 | 915.000 |
| 0742 | SPV.0195 | Special 003. Excavation, Hauling, and Disposal of VOC Contaminated Soil | TON | 27,676.000 | 27,676.000 |
| 0744 | SPV.0195 | Special 004. Possible Management of Solid Waste | TON | 426.000 | 426.000 |

3

## TREE CLEARING & GRUBBING

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 201.0105 CLEARING STA | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0220 GRUBBING ID |
|---|---|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 56+00 | - | 58+00 | MEDIAN | 2 | - | 2 | - |
| | | 60+00 | - | 61+00 | RT | 1 | - | 1 | - |
| | | | | 62+65 | RT | - | - | - | 9 |
| | | 63+00 | - | 65+00 | LT & RT | 2 | - | 2 | - |
| | | 66+00 | - | 67+00 | | 1 | - | 1 | - |
| | | | | 67+52 | RT | - | 2 | - | 2 |
| | | 68+00 | - | 69+00 | LT & RT | 1 | - | 1 | - |
| | | 76+00 | - | 77+00 | LT | 1 | - | 1 | - |
| | | 78+00 | - | 79+00 | LT & RT | 1 | - | 1 | - |
| | | 81+00 | - | 82+00 | LT & RT | 1 | - | 1 | - |
| | | | | 82+28 | LT | - | 6 | - | 6 |
| | | | | 82+75 | RT | - | 4 | - | 4 |
| | | 83+00 | - | 86+00 | LT & RT | 3 | - | 3 | - |
| | | 86+00 | - | 87+00 | LT & RT | - | - | 1 | - |
| | | | | 86+71 | LT | - | 7 | - | - |
| | | 87+00 | - | 91+00 | LT & RT | 4 | - | 4 | - |
| | | | | 97+23 | RT | - | 6 | - | 6 |
| | | 101+00 | - | 102+00 | RT | 1 | - | 1 | - |
| | | 107+00 | - | 108+00 | LT | 1 | - | 1 | - |
| | | 110+00 | - | 111+00 | LT | 1 | - | 1 | - |
| | | | | **TOTAL 1000** | | **20** | **25** | **21** | **27** |



FILE NAME : T:\1210018.02\Civil3D\24101000\dsgn\qty\Phase 2\030201-mq.pptx PLOT DATE : 9/21/2026 12:58 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

**REMOVALS** (1 OF 3)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0130 REMOVING CURB LF | 204.0150 REMOVING CURB & GUTTER LF | 204.0155 REMOVING CONCRETE SIDEWALK SY | 204.0170 REMOVING FENCE LF | 204.0180 REMOVING DELINEATORS AND MARKERS EACH | # 204.0195 REMOVING CONCRETE BASES EACH | 204.9090.S.001 REMOVING TRAFFIC CHANNELIZING CURB SYSTEMS LF | SPV.0060.002 SALVAGING AND REINSTALLING BRICK PAVERS EACH | SPV.0180.001 TRACK ZONE REMOVAL SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 132 | - | 21 | 1,541 | - | 130 | - | - | - | - | - |
| | | 61+00 | - | 67+00 | | 177 | - | 41 | 1,188 | - | 75 | - | 1 | - | 1 | - |
| | | 67+00 | - | 73+00 | | 62 | 20 | - | 1,166 | - | - | - | - | - | - | - |
| | | 73+00 | - | 79+00 | | 241 | 4 | - | 1,153 | - | 100 | - | - | - | - | - |
| | | 79+00 | - | 85+00 | | 195 | - | 10 | 1,203 | - | - | - | - | - | - | - |
| | | 85+00 | - | 91+00 | | 156 | - | - | 1,214 | - | - | - | - | - | - | - |
| | | 91+00 | - | 97+00 | | 176 | - | - | 1,135 | - | - | - | 1 | - | - | - |
| | | 97+00 | - | 103+00 | | 249 | - | - | 1,180 | - | - | - | - | - | 1 | - |
| | | 103+00 | - | 109+00 | | 299 | 21 | - | 1,201 | - | - | - | - | - | 1 | - |
| | | 109+00 | - | 115+00 | | 179 | - | - | 1,141 | - | - | - | - | - | - | - |
| | | 115+00 | - | 121+00 | | 123 | - | 4 | 1,168 | - | 15 | - | 1 | - | - | - |
| | | 121+00 | - | 127+00 | | 59 | - | - | 1,127 | - | - | - | - | - | - | - |
| | | 127+00 | - | 133+00 | | 101 | - | 20 | 1,147 | - | - | - | - | - | - | - |
| | | 133+00 | - | 139+00 | | 80 | - | - | 993 | - | - | - | - | - | - | - |
| | | 139+00 | - | 145+00 | | 58 | 25 | - | 1,121 | - | - | - | - | - | - | - |
| | | 145+00 | - | 151+00 | | 146 | - | - | 1,116 | - | - | - | - | - | - | - |
| | | 151+00 | - | 152+92 | | 34 | - | - | 201 | - | - | - | - | - | - | - |
| | 23RD ST | 11+15 F | - | 11+50 F | | 12 | - | - | 71 | - | - | - | - | - | - | - |
| | 21ST ST | 12+00 G | - | 12+34 G | | - | - | - | 68 | - | - | - | - | - | - | - |
| | | 13+21 G | - | 13+60 G | | - | - | - | - | - | - | - | - | - | - | - |
| | 18TH ST | 11+15 H | - | 11+50 H | | - | - | - | 69 | - | - | - | - | - | - | - |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | 18 | - | - | 103 | - | - | - | - | - | - | - |
| | | 15+50 CC | - | 16+15 CC | | 22 | - | 20 | 74 | - | - | - | - | - | - | - |
| | 10TH ST | 11+30 K | - | 11+45 K | | - | - | - | 30 | - | - | - | - | - | - | - |
| | | 12+45 K | - | 12+75 K | | - | - | - | - | - | - | - | - | - | - | - |
| | 9TH ST | 12+40 L | - | 12+50 L | | - | - | - | - | - | - | - | - | - | - | - |
| | | 10+39 M | - | 11+00 M | | 10 | - | - | 123 | - | - | 2 | - | - | - | - |
| | 7TH ST | 11+25 N | - | 11+56 N | | - | - | - | - | - | - | - | - | - | - | - |
| | | 12+44 N | - | 12+60 N | | - | - | - | 31 | - | - | - | - | - | - | - |
| | 6TH ST | 13+80 P | - | 14+00 P | | - | - | - | 40 | - | - | - | - | - | - | - |
| | | 15+00 P | - | 15+50 P | | - | - | - | 100 | - | - | - | - | - | - | - |
| | 2ND ST | 14+25 R | - | 14+58 R | | - | - | - | 66 | - | - | - | - | - | - | - |
| | | 15+42 R | - | 15+75 R | | - | - | - | - | - | - | - | - | - | - | - |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | 21 | 9 | - | 55 | - | - | - | - | 75 | - | - |
| | | | | | TOTAL 1000 | 2,550 | 79 | 116 | 19,825 | 0 | 320 | 2 | 3 | 75 | 3 | 0 |

# ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE TRAFFIC SIGNAL TABLES.

## APPROXIMATELY STA 65+80 TO STA 66+00 RT, STA 101+75 LT, AND STA 104+35 LT

**REMOVALS** (2 OF 3)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0130 REMOVING CURB LF | 204.0150 REMOVING CURB & GUTTER LF | 204.0155 REMOVING CONCRETE SIDEWALK SY | 204.0170 REMOVING FENCE LF | 204.0180 REMOVING DELINEATORS AND MARKERS EACH | 204.0195 # REMOVING CONCRETE BASES EACH | 204.9090.S.001 REMOVING TRAFFIC CHANNELIZING CURB SYSTEMS LF | SPV.0060.002 SALVAGING AND REINSTALLING BRICK PAVERS EACH | SPV.0180.001 TRACK ZONE REMOVAL SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | - | - | - | 922 | - | - | - | - | - | - |
| | | 61+00 | - | 67+00 | | - | - | - | - | 724 | - | - | - | - | - | - |
| | | 67+00 | - | 73+00 | | - | - | - | - | 1,268 | - | - | - | - | - | - |
| | | 73+00 | - | 79+00 | | - | - | - | - | 1,346 | - | - | - | - | - | - |
| | | 79+00 | - | 85+00 | | - | - | - | - | 962 | - | - | - | - | - | - |
| | | 85+00 | - | 91+00 | | - | - | - | - | 789 | - | - | - | - | - | - |
| | | 91+00 | - | 97+00 | | - | - | - | - | 823 | - | - | - | - | - | - |
| | | 97+00 | - | 103+00 | | - | - | - | - | 1,073 | - | - | - | - | - | - |
| | | 103+00 | - | 109+00 | | - | - | - | - | 1,064 | - | - | - | - | - | - |
| | | 109+00 | - | 115+00 | | - | - | - | - | 851 | - | - | - | - | - | - |
| | | 115+00 | - | 121+00 | | - | - | - | - | 857 | - | - | - | - | - | - |
| | | 121+00 | - | 127+00 | | - | - | - | - | 858 | - | - | - | - | - | - |
| | | 127+00 | - | 133+00 | | - | - | - | - | 866 | - | - | - | - | - | - |
| | | 133+00 | - | 139+00 | | - | - | - | - | 918 | - | - | - | - | - | - |
| | | 139+00 | - | 145+00 | | - | - | - | - | 943 | - | - | - | - | - | - |
| | | 145+00 | - | 151+00 | | - | - | - | - | 823 | - | - | - | - | - | - |
| | | 151+00 | - | 152+92 | | - | - | - | - | 259 | - | - | - | - | - | - |
| | 26TH ST | 11+20 E | - | 11+49 E | | - | - | - | - | 95 | - | - | - | - | - | - |
| | | 12+51 E | - | 12+75 E | | - | - | - | - | 31 | - | - | - | - | - | - |
| | 21ST ST | 12+00 G | - | 12+34 G | | - | - | - | - | 74 | - | - | - | - | - | - |
| | | 13+21 G | - | 13+60 G | | - | - | - | - | 28 | - | - | - | - | - | - |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | - | - | - | - | 147 | - | - | - | - | - | - |
| | | 15+50 CC | - | 16+15 CC | | - | - | - | - | 129 | - | - | - | - | - | - |
| | 9TH ST | 12+40 L | - | 12+50 L | | - | - | - | - | - | - | - | - | - | - | - |
| | | 10+39 M | - | 11+00 M | | - | - | - | - | 52 | - | - | - | - | - | - |
| | 7TH ST | 11+25 N | - | 11+56 N | | - | - | - | - | 37 | - | - | - | - | - | - |
| | | 12+44 N | - | 12+60 N | | - | - | - | - | - | - | - | - | - | - | - |
| | 6TH ST | 13+80 P | - | 14+00 P | | - | - | - | - | 41 | - | - | - | - | - | - |
| | | 15+00 P | - | 15+50 P | | - | - | - | - | 112 | - | - | - | - | - | - |
| | 2ND ST | 14+25 R | - | 14+58 R | | - | - | - | - | 56 | - | - | - | - | - | - |
| | | 15+42 R | - | 15+75 R | | - | - | - | - | 66 | - | - | - | - | - | - |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | - | - | - | - | 77 | - | - | - | - | - | - |
| | | | | | TOTAL 1200 | 0 | 0 | 0 | 0 | 16,291 | 0 | 0 | 0 | 0 | 0 | 0 |

# ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE TRAFFIC SIGNAL TABLES.

3

**REMOVALS** (3 OF 3)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0130 REMOVING CURB LF | 204.0150 REMOVING CURB & GUTTER LF | 204.0155 REMOVING CONCRETE SIDEWALK SY | 204.0170 REMOVING FENCE LF | 204.0180 REMOVING DELINEATORS AND MARKERS EACH | # 204.0195 REMOVING CONCRETE BASES EACH | 204.9090.S.001 REMOVING TRAFFIC CHANNELIZING CURB SYSTEMS LF | SPV.0060.002 SALVAGING AND REINSTALLING BRICK PAVERS EACH | SPV.0180.001 TRACK ZONE REMOVAL SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | - | - | - | - | - | - | - | - | - | 1040 |
| | | 61+00 | - | 67+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 67+00 | - | 73+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 73+00 | - | 79+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 79+00 | - | 85+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 85+00 | - | 91+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 91+00 | - | 97+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 97+00 | - | 103+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 103+00 | - | 109+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 109+00 | - | 115+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 115+00 | - | 121+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 121+00 | - | 127+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 127+00 | - | 133+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 133+00 | - | 139+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 139+00 | - | 145+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 145+00 | - | 151+00 | | - | - | - | - | - | - | - | - | - | - | 1135 |
| | | 151+00 | - | 152+92 | | - | - | - | - | - | - | - | - | - | - | 557 |
| | | | | | TOTAL 4000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,622 |
| | | | | | **PROJECT TOTAL** | **2,550** | **79** | **116** | **19,825** | **16,291** | **320** | **2** | **3** | **75** | **3** | **18,622** |

# ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE TRAFFIC SIGNAL TABLES.

## EARTHWORK

| DIVISION | FROM STATION | TO STATION | 205.0100 EXCAVATION COMMON (1) CY CUT (2) | 205.0100 EXCAVATION COMMON (1) CY CONTAMINATED SOIL | 205.0100 EXCAVATION COMMON (1) CY EBS EXCAVATION (3) | CY SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | SPV.0035.001 REMOVING CONCRETE PAVEMENT MODIFIED CY | SPV.0035.002 REMOVING ASPHALTIC SURFACE MODIFIED CY | CY AVAILABLE MATERIAL (5) | CY UNEXPANDED FILL | CY EXPANDED FILL FACTOR 1.15 | CY MASS ORDINATE +/- (6) | CY WASTE (7) | # 312.0110 SELECT CRUSHED MATERIAL TON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **STAGE 1** | | | | | | | | | | | | | | |
| STH 59 / W NATIONAL AVE | 115+50 | 152+75 | 8,488 | 6,812 | 500 | 949 | 3,921 | 3,550 | 7,540 | 29 | 33 | 7,507 | 8,007 | 950 |
| 10TH ST | 11+25 | 13+00 | 57 | - | - | 2 | 0 | 12 | 55 | 0 | 0 | 55 | 55 | - |
| 9TH ST | 12+00 | 12+50 | 51 | - | - | 3 | 11 | 0 | 48 | 0 | 0 | 48 | 48 | - |
| 7TH ST | 11+00 | 13+00 | 43 | - | - | 6 | 0 | 28 | 38 | 0 | 0 | 38 | 38 | - |
| 6TH ST | 13+50 | 16+00 | 79 | - | - | 14 | 0 | 22 | 66 | 0 | 0 | 66 | 66 | - |
| 4TH ST | 11+25 | 12+75 | 15 | - | - | 0 | 11 | 4 | 15 | 0 | 0 | 15 | 15 | - |
| 2ND ST | 14+00 | 16+00 | 46 | - | - | 12 | 0 | 39 | 35 | 0 | 0 | 35 | 35 | - |
| STAGE 1 SUBTOTAL | | | 8,779 | 6,812 | 500 | 984 | | | | | | | | |
| STAGE 1 TOTAL | | | | 9,279 | | | 3,943 | 3,655 | 7,795 | 29 | 33 | 7,762 | 8,262 | 950 |
| **STAGE 2** | | | | | | | | | | | | | | |
| STH 59 / W NATIONAL AVE | 115+50 | 152+75 | 4,294 | 6,812 | 500 | 949 | 2,057 | 1,899 | 3,346 | 33 | 38 | 3,308 | 3,808 | 950 |
| 10TH ST | 11+25 | 13+00 | 48 | - | - | 2 | 23 | 0 | 46 | 0 | 0 | 46 | 46 | - |
| 9TH ST | 10+50 | 11+00 | 75 | - | - | 16 | 0 | 47 | 59 | 1 | 1 | 58 | 58 | - |
| 7TH ST | 11+00 | 13+00 | 15 | - | - | 6 | 0 | 11 | 10 | 0 | 0 | 10 | 10 | - |
| 6TH ST | 13+50 | 16+00 | 220 | - | - | 14 | 0 | 54 | 207 | 1 | 1 | 206 | 206 | - |
| 4TH ST | 11+25 | 12+75 | 30 | - | - | 0 | 12 | 5 | 30 | 0 | 0 | 30 | 30 | - |
| 2ND ST | 14+00 | 16+00 | 48 | - | - | 12 | 36 | 0 | 37 | 0 | 0 | 37 | 37 | - |
| W GREENFIELD AVE | 605+00 | 605+61 | 385 | - | - | 0 | 54 | 0 | 385 | 0 | 0 | 385 | 385 | - |
| STAGE 1 SUBTOTAL | | | 5,115 | 6,812 | 500 | 997 | | | | | | | | |
| STAGE 1 TOTAL | | | | 5,615 | | | 2,182 | 2,016 | 4,118 | 35 | 40 | 4,078 | 4,578 | 950 |
| **STAGE 3** | | | | | | | | | | | | | | |
| STH 59 / W NATIONAL AVE | 55+50 | 115+50 | 17,127 | 6,812 | 500 | 1,516 | 6,785 | 4,942 | 15,611 | 185 | 213 | 15,398 | 15,898 | 950 |
| 26TH ST | 11+00 | 13+00 | 25 | - | - | 9 | 18 | 0 | 17 | 0 | 0 | 17 | 17 | - |
| 23RD ST | 11+00 | 13+00 | 63 | - | - | 3 | 0 | 27 | 60 | 0 | 0 | 60 | 60 | - |
| 21ST ST | 11+75 | 13+75 | 15 | - | - | 14 | 0 | 7 | 2 | 0 | 0 | 2 | 2 | - |
| 18TH ST | 11+00 | 11+35 | 28 | - | - | 4 | 0 | 14 | 24 | 0 | 0 | 24 | 24 | - |
| 16TH ST | 13+50 | 16+50 | 423 | - | - | 26 | 31 | 79 | 398 | 0 | 0 | 398 | 398 | - |
| STAGE 1 SUBTOTAL | | | 17,681 | 6,812 | 500 | 1,571 | | | | | | | | |
| STAGE 1 TOTAL | | | | 18,181 | | | 6,834 | 5,069 | 16,111 | 185 | 213 | 15,898 | 16,398 | 950 |
| **STAGE 4** | | | | | | | | | | | | | | |
| STH 59 / W NATIONAL AVE | 55+50 | 115+50 | 10,451 | 6,812 | 500 | 1,516 | 3,729 | 2,787 | 8,935 | 145 | 167 | 8,768 | 9,268 | 950 |
| 26TH ST | 11+00 | 13+00 | 17 | - | - | 9 | 13 | 0 | 9 | 0 | 0 | 9 | 9 | - |
| 23RD ST | 11+00 | 13+00 | 38 | - | - | 3 | 9 | 1 | 35 | 0 | 0 | 35 | 35 | - |
| 21ST ST | 11+75 | 13+75 | 32 | - | - | 14 | 22 | 0 | 19 | 0 | 0 | 19 | 19 | - |
| 16TH ST | 13+50 | 16+50 | 368 | - | - | 26 | 0 | 52 | 343 | 0 | 0 | 343 | 343 | - |
| 11TH ST | 13+55 | 14+00 | 89 | - | - | 2 | 28 | 0 | 87 | 1 | 1 | 86 | 86 | - |
| STAGE 2 SUBTOTAL | | | 10,995 | 6,812 | 500 | 1,569 | | | | | | | | |
| STAGE 2 TOTAL | | | | 11,495 | | | 3,801 | 2,840 | 9,427 | 146 | 168 | 9,259 | 9,759 | 950 |
| GRAND TOTAL | | | 42,570 | | 2,000 | 5,120 | | | 37,450 | 395 | 454 | 36,996 | 38,996 | |
| **TOTAL 1100** | | | **44,570** | | | | **16,760** | **13,580** | | | | | | **3,800** |

NOTES:

(1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100. CONTAMINATED SOIL IS FOR INFORMATION ONLY.

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT. REMOVING CONCRETE PAVEMENT MODIFIED AND REMOVING ASPHALTIC SURFACE MODIFIED IS NOT INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES CURB & GUTTER AND CONCRETE SIDEWALK.

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.

(6) THE MASS ORDINATE IS EITHER + OR - QUANTITY. POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL. NEGATIVE QUANTITY INDICATES A SHORTAGE OF MATERIAL.

(7) WASTE = EBS EXCAVATION + MASS ORDINATE. FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

# ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "AGGREGATES" TABLE.

## AGGREGATES

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | # 310.0115 BASE AGGREGATE OPEN-GRADED CY | ## 312.0110 SELECT CRUSHED MATERIAL TON | 371.2000.S QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION EACH | 624.0100 WATER MGAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1100 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 3,487 | - | 2,074 | - | 111 |
| | | 61+00 | - | 67+00 | | 3,863 | - | 2,367 | - | 125 |
| | | 67+00 | - | 73+00 | | 3,776 | - | 2,295 | - | 121 |
| | | 73+00 | - | 79+00 | | 3,907 | - | 2,311 | - | 124 |
| | | 79+00 | - | 85+00 | | 3,953 | - | 2,373 | - | 127 |
| | | 85+00 | - | 91+00 | | 3,639 | - | 2,160 | - | 116 |
| | | 91+00 | - | 97+00 | | 4,280 | - | 2,573 | - | 137 |
| | | 97+00 | - | 103+00 | | 3,677 | - | 2,097 | - | 115 |
| | | 103+00 | - | 109+00 | | 3,565 | - | 2,105 | - | 113 |
| | | 109+00 | - | 115+00 | | 4,112 | - | 2,515 | - | 133 |
| | | 115+00 | - | 121+00 | | 3,358 | - | 2,056 | - | 108 |
| | | 121+00 | - | 127+00 | | 3,347 | - | 2,064 | - | 108 |
| | | 127+00 | - | 133+00 | | 3,326 | - | 1,992 | - | 106 |
| | | 133+00 | - | 139+00 | | 3,946 | - | 2,456 | - | 128 |
| | | 139+00 | - | 145+00 | | 3,409 | - | 1,774 | - | 104 |
| | | 145+00 | - | 151+00 | | 3,513 | - | 2,113 | - | 113 |
| | | 151+00 | - | 152+92 | | 1,461 | - | 946 | - | 48 |
| | 26TH ST | 11+20 E | - | 11+49 E | | 59 | - | - | - | 1 |
| | | 12+51 E | - | 12+75 E | | 47 | - | - | - | 1 |
| | 23RD ST | 11+15 F | - | 11+50 F | | 118 | - | - | - | 2 |
| | | 12+53 F | - | 12+60 F | | 16 | - | - | - | 0.5 |
| | 21ST ST | 12+00 G | - | 12+34 G | | 112 | - | - | - | 2 |
| | | 13+21 G | - | 13+60 G | | 125 | - | - | - | 3 |
| | 18TH ST | 11+15 H | - | 11+50 H | | 104 | - | - | - | 2 |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | 449 | - | - | - | 9 |
| | | 15+50 CC | - | 16+15 CC | | 429 | - | - | - | 9 |
| | 10TH ST | 11+30 K | - | 11+45 K | | 140 | - | - | - | 3 |
| | | 12+45 K | - | 12+75 K | | 96 | - | - | - | 2 |
| | 9TH ST | 10+39 M | - | 11+00 M | | 223 | - | - | - | 4 |
| | 7TH ST | 11+25 N | - | 11+56 N | | 117 | - | - | - | 2 |
| | | 12+44 N | - | 12+60 N | | 55 | - | - | - | 1 |
| | 6TH ST | 13+80 P | - | 14+00 P | | 96 | - | - | - | 2 |
| | | 15+00 P | - | 15+50 P | | 217 | - | - | - | 4 |
| | 2ND ST | 14+25 R | - | 14+58 R | | 158 | - | - | - | 3 |
| | | 15+42 R | - | 15+75 R | | 160 | - | - | - | 3 |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | 385 | 14 | 280 | - | 13 |
| | | | | | PROJECT-WIDE | - | - | - | 70 | - |
| | | | | | **TOTAL 1100** | **63,725** | **14** | **36,551** | **70** | **2,003.5** |

#ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "PIPE UNDERDRAIN" TABLE.

##ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "EARTHWORK" TABLE.

3

## CONCRETE PAVEMENT

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 415.0075 CONCRETE PAVEMENT 7 1/2-INCH SY | 415.0080 CONCRETE PAVEMENT 8-INCH SY | 415.0310 CONCRETE ALLEY SY | 415.4100 CONCRETE PAVEMENT JOINT FILLING SY | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1100 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | 221 | - | 256 | 4 | - |
| | | 61+00 | - | 67+00 | | - | 216 | - | 250 | 16 | - |
| | | 67+00 | - | 73+00 | | - | 369 | - | 400 | 12 | 32 |
| | | 73+00 | - | 79+00 | | - | 108 | - | 119 | 12 | - |
| | | 79+00 | - | 85+00 | | - | 228 | - | 267 | 16 | 16 |
| | | 85+00 | - | 91+00 | | - | 215 | - | 250 | 8 | - |
| | | 91+00 | - | 97+00 | | - | - | - | - | 8 | - |
| | | 97+00 | - | 103+00 | | - | 111 | - | 132 | 4 | 12 |
| | | 103+00 | - | 109+00 | | - | - | - | - | 4 | - |
| | | 109+00 | - | 115+00 | | - | - | - | - | 16 | - |
| | | 115+00 | - | 121+00 | | - | - | - | - | 8 | - |
| | | 121+00 | - | 127+00 | | - | - | - | - | 8 | - |
| | | 127+00 | - | 133+00 | | 233 | - | 95 | 373 | 8 | - |
| | | 133+00 | - | 139+00 | | - | - | 95 | 105 | 16 | - |
| | | 139+00 | - | 145+00 | | 1,093 | - | 105 | 1,248 | 16 | 64 |
| | | 145+00 | - | 151+00 | | - | - | 125 | 76 | 8 | - |
| | | 151+00 | - | 152+92 | | - | - | - | - | 12 | - |
| | 26TH ST | 11+20 E | - | 11+49 E | | - | 103 | - | 120 | 4 | 16 |
| | | 12+51 E | - | 12+75 E | | - | 82 | - | 96 | 4 | 16 |
| | | | | | **TOTAL 1100** | **1,326** | **1,653** | **420** | **3,692** | **184** | **156** |

3

**ASPHALT** (1 OF 2)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 450.4000 HMA COLD WEATHER PAVING TON | 455.0605 TACK COAT GAL | 460.6223 HMA PAVEMENT 3 MT 58-28 S TON | 460.6224 HMA PAVEMENT 4 MT 58-28 S TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 465.0125 ASPHALTIC SURFACE TEMPORARY TON |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | - | - | - | 5 | - |
| | | 61+00 | - | 67+00 | | - | - | - | - | 4 | - |
| | | 67+00 | - | 73+00 | | - | - | - | - | 3 | - |
| | | 73+00 | - | 79+00 | | - | - | - | - | 7 | - |
| | | 79+00 | - | 85+00 | | - | - | - | - | 12 | - |
| | | 85+00 | - | 91+00 | | - | - | - | - | 4 | - |
| | | 91+00 | - | 97+00 | | - | - | - | - | 14 | - |
| | | 97+00 | - | 103+00 | | - | - | - | - | 6 | - |
| | | 103+00 | - | 109+00 | | - | - | - | - | 4 | - |
| | | 109+00 | - | 115+00 | | - | - | - | - | 5 | - |
| | | 115+00 | - | 121+00 | | - | - | - | - | 2 | - |
| | | 121+00 | - | 127+00 | | - | - | - | - | 4 | - |
| | | 127+00 | - | 133+00 | | - | - | - | - | 7 | - |
| | | 133+00 | - | 139+00 | | - | - | - | - | - | - |
| | | 139+00 | - | 145+00 | | - | - | - | - | 2 | - |
| | | 145+00 | - | 151+00 | | - | - | - | - | 6 | - |
| | | 151+00 | - | 152+92 | | - | - | - | - | - | - |
| | | | | | | | | | | | |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | - | - | - | - | - | - |
| | | 15+50 CC | - | 16+15 CC | | - | - | - | - | 6 | - |
| | | | | | | | | | | | |
| | | | | | UNDISTRIBUTED | - | - | - | - | - | 200 |
| | | | | | TOTAL 1000 | 0 | 0 | 0 | 0 | 91 | 200 |



FILE NAME : T:\1210018.02\Civil3D\24101000\dsgn\qty\Phase 2\030201-mq.pptx PLOT DATE : 9/21/2026 12:58 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

**ASPHALT** (2 OF 2)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 450.4000 HMA COLD WEATHER PAVING TON | 455.0605 TACK COAT GAL | 460.6223 HMA PAVEMENT 3 MT 58-28 S TON | 460.6224 HMA PAVEMENT 4 MT 58-28 S TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 465.0125 ASPHALTIC SURFACE TEMPORARY TON |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1100 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 12 | 263 | 551 | 245 | - | - |
| | | 61+00 | - | 67+00 | | 16 | 352 | 734 | 328 | - | - |
| | | 67+00 | - | 73+00 | | 15 | 324 | 679 | 302 | - | - |
| | | 73+00 | - | 79+00 | | 16 | 349 | 731 | 326 | - | - |
| | | 79+00 | - | 85+00 | | 17 | 366 | 758 | 342 | - | - |
| | | 85+00 | - | 91+00 | | 15 | 313 | 655 | 292 | - | - |
| | | 91+00 | - | 97+00 | | 23 | 487 | 1,022 | 454 | - | - |
| | | 97+00 | - | 103+00 | | 12 | 267 | 560 | 249 | - | - |
| | | 103+00 | - | 109+00 | | 16 | 332 | 693 | 310 | - | - |
| | | 109+00 | - | 115+00 | | 20 | 420 | 872 | 392 | - | - |
| | | 115+00 | - | 121+00 | | 16 | 339 | 636 | 317 | - | - |
| | | 121+00 | - | 127+00 | | 15 | 317 | 592 | 296 | - | - |
| | | 127+00 | - | 133+00 | | 13 | 278 | 519 | 260 | - | - |
| | | 133+00 | - | 139+00 | | 19 | 399 | 745 | 373 | - | - |
| | | 139+00 | - | 145+00 | | 12 | 255 | 476 | 238 | - | - |
| | | 145+00 | - | 151+00 | | 16 | 334 | 624 | 312 | - | - |
| | | 151+00 | - | 152+92 | | 7 | 157 | 292 | 146 | - | - |
| | 23RD ST | 11+15 F | - | 11+50 F | | 1 | 18 | 25 | 17 | - | - |
| | | 12+50 F | - | 12+65 F | | - | - | - | - | - | - |
| | 21ST ST | 12+00 G | - | 12+34 G | | 1 | 11 | 15 | 10 | - | - |
| | | 13+21 G | - | 13+60 G | | 1 | 13 | 17 | 12 | - | - |
| | 18TH ST | 11+15 H | - | 11+50 H | | 1 | 15 | 21 | 14 | - | - |
| | 10TH ST | 12+45 K | - | 12+75 K | | 1 | 13 | 18 | 12 | - | - |
| | 9TH ST | 10+39 M | - | 11+00 M | | 1 | 31 | 43 | 29 | - | - |
| | 7TH ST | 11+25 N | - | 11+56 N | | 1 | 17 | 24 | 16 | - | - |
| | | 12+44 N | - | 12+60 N | | 0 | 8 | 12 | 8 | - | - |
| | 6TH ST | 13+80 P | - | 14+00 P | | 1 | 11 | 20 | 10 | - | - |
| | | 15+00 P | - | 15+50 P | | 1 | 25 | 45 | 23 | - | - |
| | 2ND ST | 14+25 R | - | 14+58 R | | 1 | 24 | 33 | 22 | - | - |
| | | 15+42 R | - | 15+75 R | | 1 | 25 | 35 | 24 | - | - |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | 2 | 42 | 88 | 39 | - | - |
| | | | | TOTAL 1100 | | 273 | 5,805 | 11,535 | 5,418 | 0 | 0 |
| | | | | **PROJECT TOTAL** | | **273** | **5,805** | **11,535** | **5,418** | **91** | **200** |

**CONCRETE ANCILLARY** (1 OF 3)

| # CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 405.0100 COLORING CONCRETE WISDOT RED CY | 405.0200 COLORING CONCRETE CUSTOM CY | 601.0105 CONCRETE CURB TYPE A LF | 601.0110 CONCRETE CURB TYPE D LF | 601.0319 CONCRETE CURB & GUTTER 19-INCH LF | 601.0331 CONCRETE CURB & GUTTER 31-INCH LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | 602.0410 CONCRETE SIDEWALK 5-INCH SF | 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | 602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF | 602.0810 CONCRETE DRIVEWAY 6-INCH SY | 602.0820 CONCRETE DRIVEWAY 8-INCH SY | 602.0870 CONCRETE DRIVEWAY HES 8-INCH SY | 620.0300 CONCRETE MEDIAN SLOPED NOSE (TYPE 1) SF | SPV.0060.015 PIPE BOLLARDS EACH | SPV.0090.001 CONCRETE CURB & GUTTER HES 19-INCH LF | SPV.0090.002 CONCRETE CURB & GUTTER HES 31-INCH LF | SPV.0090.004 CONCRETE CURB & GUTTER 31-INCH TYPE MCTS LF | SPV.0090.005 CONCRETE CURB TYPE D SPECIAL LF | SPV.0165.001 DETECTABLE EDGE TILES SF | SPV.0165.002 CONCRETE RAISED MEDIAN SF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | - | 10 | 15 | 705 | 1,130 | - | 5,761 | 248 | - | 13 | 213 | - | 50 | - | - | - | - | 30 | - | 411 |
| | | 61+00 | - | 67+00 | | - | - | - | - | - | 1,305 | 73 | 5,808 | 304 | - | 93 | 152 | - | - | - | - | - | - | - | - | - |
| | | 67+00 | - | 73+00 | | - | - | - | - | 155 | 1,220 | - | 5,875 | 356 | - | 51 | - | 64 | 100 | - | - | 30 | - | - | - | - |
| | | 73+00 | - | 79+00 | | - | - | - | - | 370 | 1,190 | - | 5,475 | 360 | 28 | 202 | 41 | 139 | 144 | - | - | 95 | - | 31 | - | - |
| | | 79+00 | - | 85+00 | | - | - | - | 15 | - | 1,250 | - | 5,320 | 408 | - | 41 | 154 | 13 | - | - | - | 40 | - | - | - | - |
| | | 85+00 | - | 91+00 | | - | - | - | - | 385 | 1,245 | - | 6,337 | 332 | 12 | 258 | 42 | - | 132 | - | - | - | - | - | - | - |
| | | 91+00 | - | 97+00 | | - | - | - | - | 865 | 1,065 | - | 4,464 | 246 | 30 | 42 | 155 | 125 | 81 | 1 | - | 85 | 104 | - | - | 753 |
| | | 97+00 | - | 103+00 | | - | - | - | - | 675 | 1,120 | - | 6,183 | 132 | 42 | 116 | 86 | 184 | 34 | - | - | 110 | - | - | - | - |
| | | 103+00 | - | 109+00 | | - | - | - | - | - | 1,075 | - | 4,996 | 204 | - | - | 29 | 343 | - | - | - | 160 | - | - | - | - |
| | | 109+00 | - | 115+00 | | - | - | - | - | 370 | 770 | - | 3,745 | 286 | 54 | - | 95 | 183 | - | - | 60 | 70 | 72 | - | - | - |
| | | 115+00 | - | 121+00 | | - | - | - | - | 550 | 645 | - | 4,799 | 256 | - | - | 132 | 59 | - | - | 45 | - | 49 | - | - | - |
| | | 121+00 | - | 127+00 | | - | - | - | - | - | 1,165 | - | 4,749 | 196 | 25 | - | 51 | 56 | - | - | - | 30 | - | - | - | - |
| | | 127+00 | - | 133+00 | | - | - | - | 19 | 150 | 1,010 | - | 4,758 | 240 | - | - | 62 | 68 | - | - | - | 55 | - | - | - | - |
| | | 133+00 | - | 139+00 | | - | - | - | - | 605 | 610 | 36 | 4,086 | 218 | 39 | 22 | - | - | - | - | - | - | - | - | - | - |
| | | 139+00 | - | 145+00 | | - | - | - | - | 620 | 1,080 | 32 | 3,969 | 324 | - | - | 5 | - | 86 | - | - | - | - | - | - | - |
| | | 145+00 | - | 151+00 | | - | - | - | - | 570 | 740 | - | 4,422 | 186 | 59 | 49 | 34 | 43 | 100 | - | - | 35 | - | - | - | - |
| | | 151+00 | - | 152+92 | | - | - | - | - | 221 | 171 | - | 691 | 60 | 62 | - | 64 | - | - | - | - | - | - | - | - | - |
| | 26TH ST | 11+20 E | - | 11+49 E | | - | - | - | - | - | 60 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 12+51 E | - | 12+75 E | | - | - | - | - | - | 50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 23RD ST | 11+15 F | - | 11+50 F | | - | - | - | - | - | 45 | - | - | - | - | - | - | - | - | - | - | 30 | - | - | - | - |
| | 21ST ST | 12+00 G | - | 12+34 G | | - | - | - | - | - | 110 | - | - | - | - | - | - | - | 40 | - | - | - | - | 25 | - | - |
| | | 13+21 G | - | 13+60 G | | - | - | - | - | - | 115 | - | - | - | - | - | - | - | 40 | - | - | - | - | 25 | - | - |
| | 18TH ST | 11+15 H | - | 11+50 H | | - | - | - | - | - | 70 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | - | - | - | - | - | 160 | - | - | - | - | - | 19 | - | - | - | - | - | - | - | - | - |
| | | 15+50 CC | - | 16+15 CC | | - | - | - | 21 | - | 130 | - | - | - | - | - | 21 | - | - | - | - | - | - | - | - | - |
| | 11TH ST | 13+55 J | - | 13+80 J | | - | - | - | - | - | 35 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 10TH ST | 11+30 K | - | 11+45 K | | - | - | - | - | - | 30 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 12+45 K | - | 12+75 K | | - | - | - | - | 30 | 30 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 9TH ST | 12+40 L | - | 12+50 L | | - | - | - | - | - | 25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 10+39 M | - | 11+00 M | | - | - | - | - | - | 135 | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - |
| | 7TH ST | 11+25 N | - | 11+56 N | | - | - | - | - | - | 65 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 12+44 N | - | 12+60 N | | - | - | - | - | - | 35 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 6TH ST | 13+80 P | - | 14+00 P | | - | - | - | - | 20 | 20 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 15+00 P | - | 15+50 P | | - | - | - | - | 50 | 50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 2ND ST | 14+25 R | - | 14+58 R | | - | - | - | - | - | 70 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 15+42 R | - | 15+75 R | | - | - | - | - | 70 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | 3 | - | - | - | 51 | 74 | - | - | 46 | - | - | 10 | - | 138 | - | - | - | - | - | - | - |
| | | | | | TOTAL 1000 | 3 | 0 | 10 | 70 | 6,462 | 18,100 | 141 | 81,438 | 4,402 | 351 | 887 | 1,365 | 1,287 | 945 | 1 | 105 | 740 | 225 | 111 | 0 | 1,164 |

# CATEGORY 1000 INCLUDES CONCRETE SIDEWALK FOR BIKE LANES.

**CONCRETE ANCILLARY** (2 OF 3)

| # CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 405.0100 COLORING CONCRETE WISDOT RED CY | 405.0200 COLORING CONCRETE CUSTOM CY | 601.0105 CONCRETE CURB TYPE A LF | 601.0110 CONCRETE CURB TYPE D LF | 601.0319 CONCRETE CURB & GUTTER 19-INCH LF | 601.0331 CONCRETE CURB & GUTTER 31-INCH LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | 602.0410 CONCRETE SIDEWALK 5-INCH SF | 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | 602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF | 602.0810 CONCRETE DRIVEWAY 6-INCH SY | 602.0820 CONCRETE DRIVEWAY 8-INCH SY | 602.0870 CONCRETE DRIVEWAY HES 8-INCH SY | 620.0300 CONCRETE MEDIAN SLOPED NOSE (TYPE 1) SF | SPV.0060.015 PIPE BOLLARDS EACH | SPV.0090.001 CONCRETE CURB & GUTTER HES 19-INCH LF | SPV.0090.002 CONCRETE CURB & GUTTER HES 31-INCH LF | SPV.0090.004 CONCRETE CURB & GUTTER 31-INCH TYPE MCTS LF | SPV.0090.005 CONCRETE CURB TYPE D SPECIAL LF | SPV.0165.001 DETECTABLE EDGE TILES SF | SPV.0165.002 CONCRETE RAISED MEDIAN SF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | - | - | - | - | - | - | 9,687 | - | - | - | - | - | - | - | - | - | - | 915 | - |
| | | 61+00 | - | 67+00 | | - | - | - | - | - | - | - | 8,150 | - | - | - | - | - | - | - | - | - | - | 780 | - |
| | | 67+00 | - | 73+00 | | - | - | - | - | - | - | - | 9,586 | - | - | - | - | - | - | - | - | - | - | 1,005 | - |
| | | 73+00 | - | 79+00 | | - | - | - | - | - | - | - | 10,133 | - | - | - | - | - | - | - | - | - | - | 850 | - |
| | | 79+00 | - | 85+00 | | - | - | - | - | - | - | - | 8,857 | - | - | - | - | - | - | - | - | - | - | 770 | - |
| | | 85+00 | - | 91+00 | | - | - | - | - | - | - | - | 8,814 | - | - | - | - | - | - | - | - | - | - | 380 | - |
| | | 91+00 | - | 97+00 | | - | - | - | - | - | - | - | 10,906 | - | - | - | - | - | - | - | - | - | - | 1,080 | - |
| | | 97+00 | - | 103+00 | | - | - | - | - | - | - | - | 11,004 | - | - | - | - | - | - | - | - | - | - | 1,160 | - |
| | | 103+00 | - | 109+00 | | - | - | - | - | - | - | - | 8,454 | - | - | - | - | - | - | - | - | - | - | 1,135 | - |
| | | 109+00 | - | 115+00 | | - | - | - | - | - | - | - | 8,585 | - | - | - | - | - | - | - | - | - | - | 1,025 | - |
| | | 115+00 | - | 121+00 | | - | - | - | - | - | - | - | 8,618 | - | - | - | - | - | - | - | - | - | - | 1,135 | - |
| | | 121+00 | - | 127+00 | | - | - | - | - | - | - | - | 8,488 | - | - | - | - | - | - | - | - | - | - | 1,110 | - |
| | | 127+00 | - | 133+00 | | - | - | - | - | - | - | - | 11,236 | - | - | - | - | - | - | - | - | - | - | 1,130 | - |
| | | 133+00 | - | 139+00 | | - | - | - | - | - | - | - | 12,193 | - | - | - | - | - | - | - | - | - | - | 965 | - |
| | | 139+00 | - | 145+00 | | - | - | - | - | - | - | - | 13,691 | - | - | - | - | - | - | - | - | - | - | 1,040 | - |
| | | 145+00 | - | 151+00 | | - | - | - | - | - | - | - | 12,517 | - | - | - | - | - | - | - | - | - | - | 1,060 | - |
| | | 151+00 | - | 152+92 | | - | - | - | - | - | - | - | 3,303 | - | - | - | - | - | - | - | - | - | - | 180 | - |
| | 26TH ST | 11+20 E | - | 11+49 E | | - | - | - | - | - | - | - | 374 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 12+51 E | - | 12+75 E | | - | - | - | - | - | - | - | 289 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 23RD ST | 11+15 F | - | 11+50 F | | - | - | - | - | - | - | - | 120 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 21ST ST | 12+00 G | - | 12+34 G | | - | - | - | - | - | - | - | 691 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 13+21 G | - | 13+60 G | | - | - | - | - | - | - | - | 636 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 18TH ST | 11+15 H | - | 11+50 H | | - | - | - | - | - | - | - | 58 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | - | - | - | - | - | - | - | 1,335 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 15+50 CC | - | 16+15 CC | | - | - | - | - | - | - | - | 1,170 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 9TH ST | 12+40 L | - | 12+50 L | | - | - | - | - | - | - | - | 152 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 10+39 M | - | 11+00 M | | - | - | - | - | - | - | - | 663 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 7TH ST | 11+25 N | - | 11+56 N | | - | - | - | - | - | - | - | 297 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 12+44 N | - | 12+60 N | | - | - | - | - | - | - | - | 112 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 6TH ST | 13+80 P | - | 14+00 P | | - | - | - | - | - | - | - | 360 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 15+00 P | - | 15+50 P | | - | - | - | - | - | - | - | 1,016 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 2ND ST | 14+25 R | - | 14+58 R | | - | - | - | - | - | - | - | 542 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 15+42 R | - | 15+75 R | | - | - | - | - | - | - | - | 493 | - | - | - | - | - | - | - | - | - | - | - | - |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | - | - | - | - | - | - | - | 268 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | TOTAL 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172,798 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,720 | 0 |

# CATEGORY 1200 INCLUDES CONCRETE SIDEWALK FOR PEDESTRIAN CIRCULATION AREAS, INCLUDING MEDIAN CUT-THROUGHS.

3

**CONCRETE ANCILLARY** (3 OF 3)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 405.0100 COLORING CONCRETE WISDOT RED CY | 405.0200 COLORING CONCRETE CUSTOM CY | 601.0105 CONCRETE CURB TYPE A LF | 601.0110 CONCRETE CURB TYPE D LF | 601.0319 CONCRETE CURB & GUTTER 19-INCH LF | 601.0331 CONCRETE CURB & GUTTER 31-INCH LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | 602.0410 CONCRETE SIDEWALK 5-INCH SF | 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | 602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF | 602.0810 CONCRETE DRIVEWAY 6-INCH SY | 602.0820 CONCRETE DRIVEWAY 8-INCH SY | 602.0870 CONCRETE DRIVEWAY HES 8-INCH SY | 620.0300 CONCRETE MEDIAN SLOPED NOSE (TYPE 1) SF | SPV.0060.015 PIPE BOLLARDS EACH | SPV.0090.001 CONCRETE CURB & GUTTER HES 19-INCH LF | SPV.0090.002 CONCRETE CURB & GUTTER HES 31-INCH LF | SPV.0090.004 CONCRETE CURB & GUTTER 31-INCH TYPE MCTS LF | SPV.0090.005 CONCRETE CURB TYPE D SPECIAL LF | SPV.0165.001 DETECTABLE EDGE TILES SF | SPV.0165.002 CONCRETE RAISED MEDIAN SF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | 90 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 61+00 | - | 67+00 | | - | 98 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 67+00 | - | 73+00 | | - | 94 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 73+00 | - | 79+00 | | - | 99 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 79+00 | - | 85+00 | | - | 88 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 85+00 | - | 91+00 | | - | 113 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 91+00 | - | 97+00 | | - | 77 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 97+00 | - | 103+00 | | - | 111 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 103+00 | - | 109+00 | | - | 82 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 109+00 | - | 115+00 | | - | 65 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 115+00 | - | 121+00 | | - | 76 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 121+00 | - | 127+00 | | - | 74 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 127+00 | - | 133+00 | | - | 81 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 133+00 | - | 139+00 | | - | 65 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 139+00 | - | 145+00 | | - | 62 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 145+00 | - | 151+00 | | - | 76 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 151+00 | - | 152+92 | | - | 11 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | TOTAL | | 3000 | | 0 | 1,362 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **PROJECT TOTAL** | | | | **3** | **1,362** | **10** | **6,462** | **6,462** | **18,100** | **141** | **254,236** | **4,402** | **351** | **887** | **1,365** | **1,287** | **945** | **1** | **105** | **740** | **225** | **111** | **15,720** | **1,164** |



FILE NAME : T:\1210018.02\Civil3D\24101000\dsgn\qty\Phase 2\030201-mq.pptx PLOT DATE : 9/21/2026 12:58 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

## ADJUSTING MANHOLE COVERS (MMSD)

| CATEGORY | ROADWAY | STATION | LOCATION | 611.8110 ADJUSTING MANHOLE COVERS EACH |
|---|---|---|---|---|
| 4000 | STH 59 / W NATIONAL AVE | 63+75 | LT | 1 |
| | | 69+25 | LT | 1 |
| | | 69+35 | LT | 1 |
| | | 75+10 | LT | 1 |
| | | 80+75 | LT | 1 |
| | | 83+80 | LT | 1 |
| | | 90+95 | LT | 1 |
| | | 94+00 | LT | 1 |
| | | 94+25 | LT | 1 |
| | | 100+45 | LT | 1 |
| | | 105+35 | LT | 1 |
| | | 110+30 | LT | 1 |
| | **TOTAL 4000** | | | **12** |

## PIPE UNDERDRAIN WRAPPED

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF |
|---|---|---|---|---|---|---|
| 1000 | W GREENFIELD AVE | 604+91 | - | 605+20 | | 85 |
| | | 605+40 | - | 605+77 | | 92 |
| | **TOTAL 1000** | | | | | **177** |

## RESTORATION

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 625.0100 TOPSOIL SY | 627.0200 MULCHING SY | 629.0210 FERTILIZER TYPE B CWT | 630.0200 # SEEDING TEMPORARY LB | 630.0500 # SEED WATER MGAL | 631.0300 SOD WATER MGAL | 631.1000 SOD LAWN SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 798 | - | 0.51 | - | - | 18 | 798 |
| | | 61+00 | - | 67+00 | | 941 | - | 0.60 | - | - | 22 | 941 |
| | | 67+00 | - | 73+00 | | 860 | - | 0.55 | - | - | 20 | 860 |
| | | 73+00 | - | 79+00 | | 642 | - | 0.41 | - | - | 15 | 642 |
| | | 79+00 | - | 85+00 | | 858 | - | 0.55 | - | - | 20 | 858 |
| | | 85+00 | - | 91+00 | | 1,200 | - | 0.76 | - | - | 27 | 1,200 |
| | | 91+00 | - | 97+00 | | 373 | - | 0.24 | - | - | 9 | 373 |
| | | 97+00 | - | 103+00 | | 704 | - | 0.45 | - | - | 16 | 704 |
| | | 103+00 | - | 109+00 | | 606 | - | 0.39 | - | - | 14 | 606 |
| | | 109+00 | - | 115+00 | | 478 | - | 0.31 | - | - | 11 | 478 |
| | | 115+00 | - | 121+00 | | 518 | - | 0.33 | - | - | 12 | 518 |
| | | 121+00 | - | 127+00 | | 682 | - | 0.43 | - | - | 16 | 682 |
| | | 127+00 | - | 133+00 | | 379 | - | 0.24 | - | - | 9 | 379 |
| | | 133+00 | - | 139+00 | | 10 | - | 0.01 | - | - | 1 | 10 |
| | | 139+00 | - | 145+00 | | 73 | - | 0.05 | - | - | 2 | 73 |
| | | 145+00 | - | 151+00 | | 101 | - | 0.07 | - | - | 3 | 101 |
| | | 151+00 | - | 152+92 | | 4 | - | 0.01 | - | - | 1 | 4 |
| | 23RD ST | 11+15 F | - | 11+50 F | | 20 | - | 0.02 | - | - | 1 | 20 |
| | | 12+53 F | - | 12+60 F | | - | - | - | - | - | - | - |
| | 21ST ST | 13+21 G | - | 13+60 G | | 53 | - | 0.04 | - | - | 2 | 53 |
| | 18TH ST | 11+15 H | - | 11+50 H | | 46 | - | 0.03 | - | - | 2 | 46 |
| | 11TH ST | 13+55 J | - | 13+80 J | | 21 | - | 0.02 | - | - | 1 | 21 |
| | 10TH ST | 11+30 K | - | 11+45 K | | 47 | - | 0.03 | - | - | 2 | 47 |
| | | 12+45 K | - | 12+75 K | | 54 | - | 0.04 | - | - | 2 | 54 |
| | 9TH ST | 10+39 M | - | 11+00 M | | 18 | - | 0.02 | - | - | 1 | 18 |
| | 7TH ST | 11+25 N | - | 11+56 N | | 16 | - | 0.01 | - | - | 1 | 16 |
| | | 12+44 N | - | 12+60 N | | 22 | - | 0.02 | - | - | 1 | 22 |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | 29 | - | 0.02 | - | - | 1 | 29 |
| | UNDISTRIBUTED | | | | | 480 | 2,390 | 0.31 | 905 | 755 | 11 | 480 |
| | | | | | **TOTAL 1000** | **10,033** | **2,390** | **6.47** | **905** | **755** | **241** | **10,033** |

# QUANTITY INCLUDES AN ASSUMPTION FOR WASTE PITS FROM EARTHWORK

**TREE PLANTINGS** (1 OF 5)

| CATEGORY | STATION | LOCATION | 632.0101.001 TREES AUTUMN BLAZE MAPLE, B&B, 3" CAL EACH | 632.0101.002 TREES PACIFIC SUNSET MAPLE, B&B, 2.5" CAL EACH | 632.0101.003 TREES RED POINTE MAPLE, B&B, 3" CAL EACH | 632.0101.004 TREES TULIP TREE, B&B, 3" CAL EACH | 632.0101.005 TREES SUNBURST HONEYLOCUST, B&B, 3" CAL EACH | 632.0101.006 TREES KENTUCKY COFFEE TREE, B&B, 3" CAL EACH | 632.0101.007 TREES FRONTIER ELM, B&B, 3" CAL EACH | 632.0101.008 TREES UPRIGHT ENGLISH OAK, B&B, 3" CAL EACH | 632.0101.009 TREES JAPANESE TREE LILAC, B&B, 2.5" CAL EACH | 632.0101.010 TREES FORT MCNAIR RED HORSE CHESTNUT, B&B, 3" CAL EACH | 632.0101.011 TREES DAWN REDWOOD, B&B, 3" CAL EACH | 632.0101.012 TREES HOT WING TATARIAN MAPLE, B&B, 2.5" CAL EACH | 632.0101.013 TREES AMERICAN SYCAMORE, B&B, 3" CAL EACH | 632.0101.014 TREES COLUMNAR ARMSTRONG MAPLE, B&B, 3" CAL EACH | 632.0101.015 TREES CRIMSON KING MAPLE, B&B, 3.5" CAL EACH | 632.0101.016 TREES PINK SPIRE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.017 TREES PURPLE PRINCE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.018 TREES ADAMS CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.019 TREES EASTERN REDBUD, B&B, 2.5" CAL EACH | 632.0101.020 TREES AUTUMN BRILLIANCE SERVICEBERRY, B&B, 2.5" CAL EACH | 632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5000 | 56+45 | 28' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| | 56+60 | 27.5' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - |
| | 56+90 | 28' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| | 57+00 | 27.5' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - |
| | 57+30 | 26.1' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| | 57+40 | 27.5' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - |
| | 58+80 | 27.5' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 58+85 | 21.5' LT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 59+30 | 21.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 59+40 | 27.5' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 59+70 | 21.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 59+75 | 27.5' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 60+10 | 27.5' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 60+45 | 21.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 60+75 | 21.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 60+80 | 27.5' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 61+10 | 21.5' LT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 61+25 | 27.5' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 62+45 | 21.5' LT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 62+60 | 27.5' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| | 62+95 | 21.5' LT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 63+05 | 27.5' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| | 63+45 | 27.5' RT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 63+60 | 21.5' LT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 63+85 | 27.5' RT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 64+00 | 21.5' LT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 66+45 | 21.5' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 66+45 | 27.5' RT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 66+80 | 21.5' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 67+00 | 27.5' RT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 67+25 | 21.5' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 67+40 | 27.5' RT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 67+65 | 21.5' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 67+75 | 27.5' RT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 68+10 | 21.5' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SUBTOTAL 5000 | | | 4 | 0 | 0 | 0 | 8 | 0 | 9 | 0 | 4 | 2 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |

**TREE PLANTINGS** (2 OF 5)

| CATEGORY | STATION | LOCATION | 632.0101.001 TREES AUTUMN BLAZE MAPLE, B&B, 3" CAL EACH | 632.0101.002 TREES PACIFIC SUNSET MAPLE, B&B, 2.5" CAL EACH | 632.0101.003 TREES RED POINTE MAPLE, B&B, 3" CAL EACH | 632.0101.004 TREES TULIP TREE, B&B, 3" CAL EACH | 632.0101.005 TREES SUNBURST HONEYLOCUST, B&B, 3" CAL EACH | 632.0101.006 TREES KENTUCKY COFFEE TREE, B&B, 3" CAL EACH | 632.0101.007 TREES FRONTIER ELM, B&B, 3" CAL EACH | 632.0101.008 TREES UPRIGHT ENGLISH OAK, B&B, 3" CAL EACH | 632.0101.009 TREES JAPANESE TREE LILAC, B&B, 2.5" CAL EACH | 632.0101.010 TREES FORT MCNAIR RED HORSE CHESTNUT, B&B, 3" CAL EACH | 632.0101.011 TREES DAWN REDWOOD, B&B, 3" CAL EACH | 632.0101.012 TREES HOT WING TATARIAN MAPLE, B&B, 2.5" CAL EACH | 632.0101.013 TREES AMERICAN SYCAMORE, B&B, 3" CAL EACH | 632.0101.014 TREES COLUMNAR ARMSTRONG MAPLE, B&B, 3" CAL EACH | 632.0101.015 TREES CRIMSON KING MAPLE, B&B, 3.5" CAL EACH | 632.0101.016 TREES PINK SPIRE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.017 TREES PURPLE PRINCE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.018 TREES ADAMS CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.019 TREES EASTERN REDBUD, B&B, 2.5" CAL EACH | 632.0101.020 TREES AUTUMN BRILLIANCE SERVICEBERRY, B&B, 2.5" CAL EACH | 632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5000 | 68+50 | 21.5' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 70+00 | 22.5' RT | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 70+40 | 22.5' RT | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 70+80 | 27.25' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - |
| | 70+90 | 22.5' RT | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 71+15 | 27.25' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 71+45 | 22.5' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 71+50 | 27.25' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 71+80 | 22.5' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 71+85 | 27.25' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 72+15 | 22.5' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 72+25 | 27.25' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - |
| | 73+65 | 27.25' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| | 73+75 | 27.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 74+00 | 27.25' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| | 74+15 | 27.5' LT | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 74+35 | 27.25' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| | 74+65 | 27.5' LT | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 74+70 | 27.25' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| | 75+17.5 | 27.5' LT | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 75+52.5 | 27.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 76+10 | 27.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 77+25 | 21' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 78+05 | 21' RT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| | 78+30 | 27.5' LT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 78+55 | 21' RT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| | 78+70 | 27.5' LT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 79+55 | 27.5' LT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 79+60 | 21' RT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| | 80+90 | 27.5' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 81+10 | 22.25' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 81+35 | 27.5' LT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 81+45 | 22.25' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 81+80 | 22.25' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 81+90 | 27.5' LT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SUBTOTAL 5000 | | | 3 | 3 | 3 | 0 | 3 | 2 | 1 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 4 | 2 | 1 | 1 | 3 | 0 | |

**TREE PLANTINGS** (3 OF 5)

| CATEGORY | STATION | LOCATION | 632.0101.001 TREES AUTUMN BLAZE MAPLE, B&B, 3" CAL EACH | 632.0101.002 TREES PACIFIC SUNSET MAPLE, B&B, 2.5" CAL EACH | 632.0101.003 TREES RED POINTE MAPLE, B&B, 3" CAL EACH | 632.0101.004 TREES TULIP TREE, B&B, 3" CAL EACH | 632.0101.005 TREES SUNBURST HONEYLOCUST, B&B, 3" CAL EACH | 632.0101.006 TREES KENTUCKY COFFEE TREE, B&B, 3" CAL EACH | 632.0101.007 TREES FRONTIER ELM, B&B, 3" CAL EACH | 632.0101.008 TREES UPRIGHT ENGLISH OAK, B&B, 3" CAL EACH | 632.0101.009 TREES JAPANESE TREE LILAC, B&B, 2.5" CAL EACH | 632.0101.010 TREES FORT MCNAIR RED HORSE CHESTNUT, B&B, 3" CAL EACH | 632.0101.011 TREES DAWN REDWOOD, B&B, 3" CAL EACH | 632.0101.012 TREES HOT WING TATARIAN MAPLE, B&B, 2.5" CAL EACH | 632.0101.013 TREES AMERICAN SYCAMORE, B&B, 3" CAL EACH | 632.0101.014 TREES COLUMNAR ARMSTRONG MAPLE, B&B, 3" CAL EACH | 632.0101.015 TREES CRIMSON KING MAPLE, B&B, 3.5" CAL EACH | 632.0101.016 TREES PINK SPIRE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.017 TREES PURPLE PRINCE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.018 TREES ADAMS CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.019 TREES EASTERN REDBUD, B&B, 2.5" CAL EACH | 632.0101.020 TREES AUTUMN BRILLIANCE SERVICEBERRY, B&B, 2.5" CAL EACH | 632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5000 | 82+15 | 22.25' RT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 83+00 | 29' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - |
| | 84+60 | 22.5' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 85+80 | 22.5' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 86+35 | 22.5' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 86+90 | 36' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 87+70 | 36' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 87+85 | 22.5' RT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 88+20 | 22.5' RT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 88+95 | 22.5' RT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 89+95 | 22.5' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 90+25 | 24.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 90+75 | 24.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 91+10 | 24.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 92+05 | 29.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 96+20 | 27.5' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 96+30 | 28.25' LT | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 96+65 | 27.5' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 96+70 | 28.25' LT | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 97+05 | 25.75' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 97+55 | 24.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 97+80 | 25.75' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 97+95 | 24.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 98+25 | 25.75' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 98+35 | 24.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 98+65 | 25.75' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 98+75 | 24.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 99+30 | 25.75' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 99+35 | 24.5' LT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 99+80 | 25.75' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 100+30 | 24.5' LT | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 100+75 | 21.5' LT | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 101+15 | 27.75' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 101+65 | 27.75' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 102+15 | 20.75' LT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| SUBTOTAL | 5000 | | 5 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 4 | 3 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 |

**TREE PLANTINGS** (4 OF 5)

| CATEGORY | STATION | LOCATION | 632.0101.001 TREES AUTUMN BLAZE MAPLE, B&B, 3" CAL EACH | 632.0101.002 TREES PACIFIC SUNSET MAPLE, B&B, 2.5" CAL EACH | 632.0101.003 TREES RED POINTE MAPLE, B&B, 3" CAL EACH | 632.0101.004 TREES TULIP TREE, B&B, 3" CAL EACH | 632.0101.005 TREES SUNBURST HONEYLOCUST, B&B, 3" CAL EACH | 632.0101.006 TREES KENTUCKY COFFEE TREE, B&B, 3" CAL EACH | 632.0101.007 TREES FRONTIER ELM, B&B, 3" CAL EACH | 632.0101.008 TREES UPRIGHT ENGLISH OAK, B&B, 3" CAL EACH | 632.0101.009 TREES JAPANESE TREE LILAC, B&B, 2.5" CAL EACH | 632.0101.010 TREES FORT MCNAIR RED HORSE CHESTNUT, B&B, 3" CAL EACH | 632.0101.011 TREES DAWN REDWOOD, B&B, 3" CAL EACH | 632.0101.012 TREES HOT WING TATARIAN MAPLE, B&B, 2.5" CAL EACH | 632.0101.013 TREES AMERICAN SYCAMORE, B&B, 3" CAL EACH | 632.0101.014 TREES COLUMNAR ARMSTRONG MAPLE, B&B, 3" CAL EACH | 632.0101.015 TREES CRIMSON KING MAPLE, B&B, 3.5" CAL EACH | 632.0101.016 TREES PINK SPIRE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.017 TREES PURPLE PRINCE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.018 TREES ADAMS CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.019 TREES EASTERN REDBUD, B&B, 2.5" CAL EACH | 632.0101.020 TREES AUTUMN BRILLIANCE SERVICEBERRY, B&B, 2.5" CAL EACH | 632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5000 | 102+25 | 27.75' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 102+50 | 20.75' LT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 102+60 | 27.75' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 102+90 | 20.75' LT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 104+50 | 27.75' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 105+05 | 27.75' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 105+45 | 27.75' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 105+65 | 25.5' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - |
| | 105+85 | 27.75' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 106+10 | 22' LT | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 106+25 | 27.75' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 106+65 | 27' RT | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 107+15 | 27' RT | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 107+60 | 27' RT | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | 108+00 | 27' RT | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 108+40 | 27' RT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 108+80 | 27' RT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 109+50 | 27' RT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 110+05 | 27' RT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 111+45 | 27' LT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 111+80 | 27' LT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 111+80 | 20' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 112+40 | 20' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| | 113+30 | 20' RT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| | 113+65 | 20' RT | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| | 115+70 | 20' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - |
| | 116+25 | 20' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 116+65 | 20' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 116+70 | 27' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 117+20 | 20' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 117+35 | 27' RT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 117+60 | 20' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 119+15 | 26' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 119+40 | 21' LT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 119+55 | 26' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SUBTOTAL | 5000 | | 2 | 5 | 0 | 1 | 8 | 5 | 0 | 0 | 2 | 2 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | |

3

**TREE PLANTINGS** (5 OF 5)

| CATEGORY | STATION | LOCATION | 632.0101.001 TREES AUTUMN BLAZE MAPLE, B&B, 3" CAL EACH | 632.0101.002 TREES PACIFIC SUNSET MAPLE, B&B, 2.5" CAL EACH | 632.0101.003 TREES RED POINTE MAPLE, B&B, 3" CAL EACH | 632.0101.004 TREES TULIP TREE, B&B, 3" CAL EACH | 632.0101.005 TREES SUNBURST HONEYLOCUST, B&B, 3" CAL EACH | 632.0101.006 TREES KENTUCKY COFFEE TREE, B&B, 3" CAL EACH | 632.0101.007 TREES FRONTIER ELM, B&B, 3" CAL EACH | 632.0101.008 TREES UPRIGHT ENGLISH OAK, B&B, 3" CAL EACH | 632.0101.009 TREES JAPANESE TREE LILAC, B&B, 2.5" CAL EACH | 632.0101.010 TREES FORT MCNAIR RED HORSE CHESTNUT, B&B, 3" CAL EACH | 632.0101.011 TREES DAWN REDWOOD, B&B, 3" CAL EACH | 632.0101.012 TREES HOT WING TATARIAN MAPLE, B&B, 2.5" CAL EACH | 632.0101.013 TREES AMERICAN SYCAMORE, B&B, 3" CAL EACH | 632.0101.014 TREES COLUMNAR ARMSTRONG MAPLE, B&B, 3" CAL EACH | 632.0101.015 TREES CRIMSON KING MAPLE, B&B, 3.5" CAL EACH | 632.0101.016 TREES PINK SPIRE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.017 TREES PURPLE PRINCE CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.018 TREES ADAMS CRABAPPLE, B&B, 2.5" CAL EACH | 632.0101.019 TREES EASTERN REDBUD, B&B, 2.5" CAL EACH | 632.0101.020 TREES AUTUMN BRILLIANCE SERVICEBERRY, B&B, 2.5" CAL EACH | 632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0080 | 120+05 | 26' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 120+25 | 21' LT | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 120+40 | 26' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 120+75 | 26' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 121+20 | 26' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 123+15 | 22.25' LT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | 123+55 | 22.25' LT | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 123+90 | 22.25' RT | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 124+00 | 22.25' LT | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 124+30 | 22.25' RT | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 124+40 | 22.25' LT | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 124+85 | 22.25' RT | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 127+10 | 22.25' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 127+20 | 22.25' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 127+45 | 22.25' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 127+80 | 22.25' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 128+00 | 22.25' LT | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 128+65 | 22.25' LT | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| | 129+00 | 22.25' LT | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | UNDISTRIBUTED | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 |
| SUBTOTAL | 5000 | | 1 | 0 | 2 | 3 | 0 | 1 | 3 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | | **PROJECT TOTAL** | **15** | **8** | **5** | **8** | **20** | **9** | **13** | **3** | **13** | **9** | **8** | **11** | **8** | **3** | **3** | **7** | **2** | **2** | **2** | **10** | **10** |

3

## PLANT DATA CHART

| COMMON NAME | SCIENTIFIC NAME | PLANTING SIZE | ROOT ZONE MODE | ROOT SPREAD | MINIMUM SIZE BALL/POT DIAMETER | MINIMUM SIZE PLANT HOLE DIAMETER | BRACE OR GUY | FERTILIZER UNITS REQUIRED | RODENT PROTECTION REQUIRED | MULCH RING DIMENSIONS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTUMN BLAZE MAPLE | ACER FREEMANII | 3.5" CAL. | B&B | - | 36" | 72" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| PACIFIC SUNSET MAPLE | ACER TRUNCATUM | 2.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| RED POINTE MAPLE | ACER FREEMANII | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| TULIP TREE | LIRIODENDRON TULIPIFERA | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| SUNBURST HONEYLOCUST | GLEDITSIA TRIACANTHOS 'INERMIS' | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| KENTUCKY COFFEE TREE | GYMNOCLADUS DIOICUS | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| FRONTIER ELM | ULMUS CARPINIFOLIA 'FRONTIER' | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| UPRIGHT ENGLISH OAK | QUERCUS ROBUR 'CRIMSON SPIRE' | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| JAPANESE TREE LILAC | SYRINGA RETICULATA 'IVORY SILK' | 2.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| FORT MCNAIR RED HORSE CHESTNUT | AESCULUS CARNEA | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| DAWN REDWOOD | MEASEQUOIA GLYPTOSTROBOIDES | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| HOT WING TATARIAN MAPLE | ACER TATARICUM | 2.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| AMERICAN SYCAMORE | PLATANUS OCCIDENTALIS | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| COLUMNAR ARMSTRONG MAPLE | ACER FREEMANII | 3" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| CRIMSON KING MAPLE | ACER PLATANOIDES | 3.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| PINK SPIRE CRABAPPLE | MALUS SPECIES | 2.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| PURPLE PRINCE CRABAPPLE | MALUS SPECIES | 2.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| ADAMS CRABAPPLE | MALUS SPECIES | 2.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| EASTERN REDBUD | CERCIS CANADENSIS | 2.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |
| AUTUMN BRILLIANCE SERVICEBERRY | AMELANCHIER LAEVIS | 2.5" CAL. | B&B | - | 32" | 64" | GUY | 4 TABLETS/PACKETS | N/A | 48" | SPECIMEN QUALITY |

**REMOVING SIGNS** (1 OF 8)

| CATEGORY | SIGN # | SIGN CODE | SIGN MOUNTED ON SAME POST AS # | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | SPV.0060.005 REMOVING CITY-OWNED SIGNS AND POSTS EACH | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|
| - | R1-01 | J3-1 | LIGHT POLE | 1 | - | - | DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| 4000 | R1-02 | R7-1-MKE D | R1-01 | - | - | 1 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | R1-03 | W5-52L | - | - | - | 1 | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R1-04 | R3-7R | LIGHT POLE | - | - | 1 | RIGHT LANE MUST TURN RIGHT | - |
| 4000 | R1-05 | R7-1-MKE D | R1-04 | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | R1-06 | J2-1 | LIGHT POLE | 1 | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| 4000 | R1-07 | D3-1 | R1-06 | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R1-08 | D3-1 | R1-07 | - | - | - | STREET NAME SIGN | - |
| - | R1-09 | R3-7R | R1-07 | - | - | - | RIGHT LANE MUST TURN RIGHT | - |
| - | R1-10 | R3-17AP | R1-07 | - | - | - | BIKE LANE AHEAD PLAQUE | - |
| - | R1-11 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R1-12 | R7-5-MKE 1L | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - LEFT ARROW | - |
| - | R1-13 | W11-2 | LIGHT POLE | - | - | 1 | PEDESTRIAN CROSSING SYMBOL | - |
| - | R1-14 | W16-7L | R1-13 | - | - | - | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | R1-15 | W11-2 | - | - | - | 1 | PEDESTRIAN CROSSING SYMBOL | - |
| - | R1-16 | W16-7R | R1-15 | - | - | - | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | R1-17 | W5-52L | R1-15 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R1-18 | W11-2 | R1-15 | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | R1-19 | W16-7R | R1-15 | - | - | - | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | R1-20 | W5-52L | - | - | - | 1 | CLEARANCE STRIPER DOWN RIGHT | - |
| 4000 | R1-21 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R1-22 | J1-1 | LIGHT POLE | 1 | - | - | JUNCTION OR END ASSEMBLY | - |
| 4000 | R1-23 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R1-24 | R7-1-MKE D | - | - | - | 1 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | R1-25 | J4-1 | - | 1 | 1 | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | R1-26 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| - | R1-27 | - | - | - | - | 1 | PLEASE DON'T LITTER | - |
| - | R1-28 | - | R1-27 | - | - | - | PLEASE DON'T LITTER | - |
| - | R1-29 | W11-2 | - | - | - | 1 | PEDESTRIAN CROSSING SYMBOL | - |
| - | R1-30 | W16-7R | R1-29 | - | - | - | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | R1-31 | W11-2 | R1-29 | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | R1-32 | W16-7R | R1-29 | - | - | - | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | R1-33 | W5-52L | R1-29 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R1-34 | W11-2 | LIGHT POLE | - | - | 1 | PEDESTRIAN CROSSING SYMBOL | - |
| - | R1-35 | W16-7L | R1-34 | - | - | - | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | R1-36 | D11-1 | LIGHT POLE | - | - | 1 | BIKE ROUTE (SYMBOL & WORDS) | - |
| - | R1-37 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R1-38 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R1-39 | S1-1 | R1-38 | - | - | - | SCHOOL ADVANCE | - |
| 4000 | R1-40 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R1-41 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R2-01 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R2-02 | W5-52L | R2-01 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R2-03 | R4-7 | R2-01 | - | - | - | KEEP RIGHT | - |
| - | R2-04 | W5-52L | R2-01 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| 4000 | R2-05 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R2-06 | D3-1 | R2-05 | - | - | - | STREET NAME SIGN | - |
| - | R2-07 | R2-1 | R2-05 | - | - | - | SPEED LIMIT ___ MPH | - |
| 4000 | R2-08 | R7-1-MKE L | R2-05 | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | R2-09 | R1-1 | - | - | - | 1 | STOP | - |
| | **SUBTOTAL** | **1000** | | **4** | **1** | **14** | | |
| | **SUBTOTAL** | **4000** | | **0** | **0** | **10** | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**REMOVING SIGNS** (2 OF 8)

| CATEGORY | SIGN # | SIGN CODE | SIGN MOUNTED ON SAME POST AS # | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | SPV.0060.005 REMOVING CITY-OWNED SIGNS AND POSTS EACH | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|
| - | R2-10 | R5-2 | - | - | - | 1 | NO TRUCKS SYMBOL | - |
| - | R2-11 | R5-2A | R2-10 | - | - | - | ___ TONS OR OVER | - |
| 4000 | R2-12 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R2-13 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R2-14 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R2-15 | D3-1 | R2-14 | - | - | - | STREET NAME SIGN | - |
| - | R2-16 | R1-1 | - | - | - | 1 | STOP | - |
| - | R2-17 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R2-18 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R2-19 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R2-20 | W5-52L | R2-19 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R2-21 | R4-7 | R2-19 | - | - | - | KEEP RIGHT | - |
| - | R2-22 | W5-52L | R2-19 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| 4000 | R2-23 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R2-24 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R2-25 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R2-26 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R3-01 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R3-02 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R3-03 | R1-1 | - | - | - | 1 | STOP | - |
| - | R3-04 | R5-2 | - | - | - | 1 | NO TRUCKS SYMBOL | - |
| - | R3-05 | R5-2A | R3-04 | - | - | - | ___ TONS OR OVER | - |
| - | R3-06 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| - | R3-07 | S5-2 | R3-06 | - | - | - | END SCHOOL ZONE | - |
| 4000 | R3-08 | JP-MKE | R3-06 | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R3-09 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R3-10 | D3-1 | R3-09 | - | - | - | STREET NAME SIGN | - |
| - | R3-11 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R3-12 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R3-13 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R3-14 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R3-15 | R2-1 | R3-14 | - | - | - | SPEED LIMIT ___ MPH | - |
| 4000 | R3-16 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R3-17 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R4-01 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R4-02 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R4-03 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R4-04 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R4-05 | S4-51 | - | - | - | 1 | SCHOOL SPEED LIMIT | - |
| 4000 | R4-06 | JP-MKE | R4-05 | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R4-07 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R4-08 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R4-09 | S1-1 | - | - | - | 1 | SCHOOL ADVANCE | - |
| - | R4-10 | S4-51 | - | - | - | 1 | SCHOOL SPEED LIMIT | - |
| - | R4-11 | R2-6P | R4-10 | - | - | - | FINES HIGHER PLAQUE | - |
| 4000 | R4-12 | R7-1-MKE 1L | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | - |
| - | R4-13 | R5-2 | LIGHT POLE | - | - | 1 | NO TRUCKS SYMBOL | - |
| - | R4-14 | R5-2A | R4-13 | - | - | - | ___ TONS OR OVER | - |
| - | R4-15 | S1-1 | LIGHT POLE | - | - | 1 | SCHOOL ADVANCE | - |
| - | R4-16 | S16-9P | R4-15 | - | - | - | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| | **SUBTOTAL** | **1000** | | **0** | **0** | **16** | | |
| | **SUBTOTAL** | **4000** | | **0** | **0** | **20** | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**REMOVING SIGNS** (3 OF 8)

| CATEGORY | SIGN # | SIGN CODE | SIGN MOUNTED ON SAME POST AS # | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | SPV.0060.005 REMOVING CITY-OWNED SIGNS AND POSTS EACH | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|
| 4000 | R4-17 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R4-18 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R5-01 | S1-1 | - | - | - | 1 | SCHOOL ADVANCE | - |
| 4000 | R5-02 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R5-03 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R5-04 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R5-05 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R5-06 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R5-07 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R5-08 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R5-09 | R7-1-MKE 1D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL (ONE TEXT LINE) - DOUBLE ARROW | - |
| 4000 | R5-10 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R5-11 | R5-2 | - | - | - | 1 | NO TRUCKS SYMBOL | - |
| - | R5-12 | R5-2A | R5-11 | - | - | - | ___ TONS OR OVER | - |
| - | R5-13 | R2-1 | - | - | - | 1 | SPEED LIMIT ___ MPH | - |
| 4000 | R5-14 | R7-5-MKE 1D | R5-13 | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R5-15 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R5-16 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R5-17 | D3-1 | R5-16 | - | - | - | STREET NAME SIGN | - |
| 4000 | R5-18 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R5-19 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| - | R5-20 | S5-2 | R5-19 | - | - | - | END SCHOOL ZONE | - |
| 4000 | R5-21 | JP-MKE | R5-19 | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R5-22 | R10-4 | LIGHT POLE | - | - | 1 | PUSH BUTTON FOR WALK SIGNAL | - |
| 4000 | R5-23 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R5-24 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R6-01 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R6-02 | R7-1-MKE D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | R6-03 | MKE-SC | LIGHT POLE | - | - | 1 | CITY OF MILWAUKEE - STOP CRIME | - |
| - | R6-04 | R2-1 | R6-03 | - | - | - | SPEED LIMIT ___MPH | - |
| 4000 | R6-05 | R7-1-MKE D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | R6-06 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R6-07 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R6-08 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R6-09 | W5-52L | R6-08 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| 4000 | R6-10 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R6-11 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R6-12 | R1-1 | LIGHT POLE | - | - | 1 | STOP | - |
| 4000 | R6-13 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R6-14 | D3-1 | R6-13 | - | - | - | STREET NAME SIGN | - |
| 4000 | R6-15 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R6-16 | - | - | - | - | 1 | NO PARKING/PARKING ALLOWANCE COMBINED SIGN | - |
| 4000 | R6-17 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R6-18 | W14-1 | - | - | - | 1 | DEAD END | - |
| 4000 | R6-19 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R6-20 | R1-1 | R6-18 | - | - | - | STOP | - |
| 4000 | R6-21 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R6-22 | D3-1 | R6-21 | - | - | - | STREET NAME SIGN | - |
| 4000 | R7-01 | R7-1-MKE L | - | - | - | 1 | NO PARKING SYMBOL - LEFT ARROW | - |
| - | R7-02 | J4-1 | LIGHT POLE | 1 | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| | **SUBTOTAL** | **1000** | | **1** | **0** | **12** | | |
| | **SUBTOTAL** | **4000** | | **0** | **0** | **27** | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**REMOVING SIGNS** (4 OF 8)

| CATEGORY | SIGN # | SIGN CODE | SIGN MOUNTED ON SAME POST AS # | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | SPV.0060.005 REMOVING CITY-OWNED SIGNS AND POSTS EACH | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|
| 4000 | R7-03 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R7-04 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R7-05 | M4-5 | LIGHT POLE | - | - | 1 | TO | - |
| 4000 | R7-06 | R7-5-MKE 1R | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - RIGHT ARROW | - |
| - | R7-07 | R3-4 | - | - | - | 1 | NO U-TURN SYMBOL | - |
| - | R7-08 | W5-52L | R7-07 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| 4000 | R7-09 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R7-10 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R7-11 | R6-2L | - | - | - | 1 | ONE WAY LEFT ARROW | - |
| 4000 | R7-12 | R7-1-MKE D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | R8-01 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R8-02 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R8-03 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R8-04 | D3-1 | - | - | - | 1 | STREET NAME SIGN | - |
| - | R8-05 | R9-9 | R8-04 | - | - | - | SIDEWALK CLOSED | - |
| 4000 | R8-06 | R7-1-MKE 2R | - | - | - | 1 | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | - |
| 4000 | R8-07 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R8-08 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| 4000 | R8-09 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R8-10 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R8-11 | R7-1-MKE 2R | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | - |
| 4000 | R8-12 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R8-13 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R8-14 | R7-5-MKE 1L | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - LEFT ARROW | - |
| 4000 | R8-15 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R8-16 | D3-1 | R8-15 | - | - | - | STREET NAME SIGN | - |
| 4000 | R8-17 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R8-18 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R8-19 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R9-01 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R9-02 | W5-52L | R9-01 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R9-03 | W11-2 | R9-01 | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | R9-04 | S16-7R | R9-01 | - | - | - | RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESC | - |
| 4000 | R9-05 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R9-06 | D3-1 | R9-05 | - | - | - | STREET NAME SIGN | - |
| - | R9-07 | W11-2 | - | - | - | 1 | PEDESTRIAN CROSSING SYMBOL | - |
| - | R9-08 | S16-7L | R9-07 | - | - | - | LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE | - |
| 4000 | R9-09 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R9-10 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R9-11 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R9-12 | S5-2 | LIGHT POLE | - | - | 1 | END SCHOOL ZONE | - |
| - | R9-13 | R2-1 | R9-12 | - | - | - | SPEED LIMIT ___ MPH | - |
| - | R9-14 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R9-15 | W5-52L | R9-14 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R9-16 | W11-2 | - | - | - | 1 | PEDESTRIAN CROSSING SYMBOL | - |
| - | R9-17 | W16-7L | R9-16 | - | - | - | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | R9-18 | S1-1 | LIGHT POLE | - | - | 1 | SCHOOL ADVANCE | - |
| - | R9-19 | S16-9P | R9-18 | - | - | - | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| 4000 | R9-20 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R9-21 | R1-1 | R9-20 | - | - | - | STOP | - |
| | **SUBTOTAL** | **1000** | | **0** | **0** | **11** | | |
| | **SUBTOTAL** | **4000** | | **0** | **0** | **26** | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**REMOVING SIGNS** (5 OF 8)

| CATEGORY | SIGN # | SIGN CODE | SIGN MOUNTED ON SAME POST AS # | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | SPV.0060.005 REMOVING CITY-OWNED SIGNS AND POSTS EACH | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|
| - | R9-22 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R9-23 | W5-52L | R9-22 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R9-24 | W11-2 | R9-22 | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | R9-25 | W16-7R | R9-22 | - | - | - | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| 4000 | R9-26 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R9-27 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R9-28 | W5-52L | R9-27 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R9-29 | S1-1 | LIGHT POLE | - | - | 1 | SCHOOL ADVANCE | - |
| - | R9-30 | S16-9P | R9-29 | - | - | - | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| 4000 | R9-31 | JP-MKE | R9-29 | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R9-32 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R10-01 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R10-02 | D3-1 | - | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R10-03 | D3-1 | R10-02 | - | - | - | STREET NAME SIGN | - |
| - | R10-04 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R10-05 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R10-06 | S16-9P | LIGHT POLE | - | - | 1 | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | R10-07 | S4-51 | - | - | - | 1 | SCHOOL SPEED LIMIT | - |
| - | R10-08 | R2-6P | R10-07 | - | - | - | FINES HIGHER PLAQUE | - |
| 4000 | R10-09 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R10-10 | S1-1 | - | - | - | 1 | SCHOOL ADVANCE | - |
| - | R10-11 | W16-7L | R10-10 | - | - | - | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | R10-12 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R10-13 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R10-14 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R10-15 | S5-2 | - | - | - | 1 | END SCHOOL ZONE | - |
| 4000 | R10-16 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R11-01 | R7-1-MKE 1L | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | - |
| 4000 | R11-02 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R11-03 | J32-1 | R11-02 | 1 | - | - | TRAILBLAZER ADVANCE TURN WITH CARDINAL | - |
| - | R11-04 | R6-2L | R11-02 | - | - | - | ONE WAY LEFT ARROW | - |
| - | R11-05 | R1-1 | - | - | - | 1 | STOP | - |
| - | R11-06 | R5-1 | - | - | - | 1 | DO NOT ENTER | - |
| - | R11-07 | R6-2R | - | - | - | 1 | ONE WAY RIGHT ARROW | - |
| - | R11-08 | R6-2L | R11-07 | - | - | - | ONE WAY LEFT ARROW | - |
| - | R11-09 | J32-1 | LIGHT POLE | 1 | - | - | TRAILBLAZER ADVANCE TURN WITH CARDINAL | - |
| 4000 | R11-10 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R11-11 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R11-12 | R7-1-MKE R | - | - | - | 1 | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | R11-13 | J32-1 | LIGHT POLE | 1 | - | - | TRAILBLAZER ADVANCE TURN WITH CARDINAL | - |
| - | R11-14 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| - | R11-15 | R6-2R | - | - | - | 1 | ONE WAY RIGHT ARROW | - |
| - | R11-16 | R6-2L | R11-15 | - | - | - | ONE WAY LEFT ARROW | - |
| - | R11-17 | R1-1 | - | - | - | 1 | STOP | - |
| - | R11-18 | J32-1 | LIGHT POLE | 1 | - | - | TRAILBLAZER ADVANCE TURN WITH CARDINAL | - |
| 4000 | R11-19 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R11-20 | R7-1-MKE 1L | - | - | - | 1 | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | - |
| 4000 | R12-01 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R12-02 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R12-03 | - | R12-02 | - | - | - | LEFT TURN YIELD TO PEDESTRIAN | - |
| | **SUBTOTAL** | **1000** | | **4** | **0** | **15** | | |
| | **SUBTOTAL** | **4000** | | **0** | **0** | **18** | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**REMOVING SIGNS** (6 OF 8)

| CATEGORY | SIGN # | SIGN CODE | SIGN MOUNTED ON SAME POST AS # | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | SPV.0060.005 REMOVING CITY-OWNED SIGNS AND POSTS EACH | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|
| - | R12-04 | R6-2L | LIGHT POLE | - | - | 1 | ONE WAY LEFT ARROW | - |
| 4000 | R12-05 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R12-06 | R6-1R | LIGHT POLE | - | - | 1 | ONE WAY RIGHT ARROW | - |
| - | R12-07 | R3-2 | R12-06 | - | - | - | NO LEFT TURN SYMBOL | - |
| 4000 | R12-08 | R7-1-MKE 1L | - | - | - | 1 | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | - |
| - | R12-09 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R12-10 | R7-1-MKE 2L | - | - | - | 1 | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | - |
| - | R12-11 | R6-1L | LIGHT POLE | - | - | 1 | ONE WAY LEFT ARROW | - |
| - | R12-12 | R3-1 | R12-11 | - | - | - | NO RIGHT TURN SYMBOL | - |
| 4000 | R12-13 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R12-14 | J12-1 | LIGHT POLE | 1 | - | - | ROUTE TURN WITHOUT CARDINAL (1 HEADED ROUTE PANEL) | - |
| - | R12-15 | D4-2R | - | - | - | 1 | PARK AND RIDE SYMBOLS RIGHT ARROW | - |
| - | R12-16 | R5-1 | LIGHT POLE | - | - | 1 | DO NOT ENTER | - |
| 4000 | R12-17 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R12-18 | R3-1 | R12-17 | - | - | - | NO RIGHT TURN SYMBOL | - |
| - | R12-19 | R3-2 | R12-17 | - | - | - | NO LEFT TURN SYMBOL | - |
| 4000 | R12-20 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R12-21 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R13-01 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R13-02 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R13-03 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R13-04 | J4-1 | LIGHT POLE | 1 | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | R13-05 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| 4000 | R13-06 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R13-07 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R13-08 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R13-09 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| - | R13-10 | J1-1 | LIGHT POLE | 1 | - | - | JUNCTION OR END ASSEMBLY | - |
| - | R13-11 | W14-1 | - | - | - | 1 | DEAD END | - |
| 4000 | R13-12 | R7-1-MKE 2R | - | - | - | 1 | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | - |
| - | R13-13 | R1-1 | - | - | - | 1 | STOP | - |
| - | R13-14 | J2-1 | LIGHT POLE | 1 | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| 4000 | R13-15 | D3-1 | LIGHT POLE | - | - | - | STREET NAME SIGN | - |
| 4000 | R13-16 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R13-17 | J2-1 | LIGHT POLE | 1 | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| 4000 | R13-18 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R14-01 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R14-02 | J2-1 | LIGHT POLE | 1 | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| 4000 | R14-03 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R14-04 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R14-05 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R14-06 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R14-07 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R14-08 | R5-2 | R14-07 | - | - | - | NO TRUCKS SYMBOL | - |
| - | R14-09 | R5-2A | R14-07 | - | - | - | ___ TONS OR OVER | - |
| - | R14-10 | J1-1 | - | 1 | - | - | JUNCTION OR END ASSEMBLY | - |
| 4000 | R14-11 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R14-12 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R14-13 | J4-1 | LIGHT POLE | 1 | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | R14-14 | S1-1 | - | - | - | 1 | SCHOOL ADVANCE | - |
| | **SUBTOTAL** | **1000** | | **8** | **0** | **12** | | |
| | **SUBTOTAL** | **4000** | | **0** | **0** | **23** | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**REMOVING SIGNS** (7 OF 8)

| CATEGORY | SIGN # | SIGN CODE | SIGN MOUNTED ON SAME POST AS # | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | SPV.0060.005 REMOVING CITY-OWNED SIGNS AND POSTS EACH | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|
| 4000 | R14-15 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R14-16 | R7-1-MKE 2D | - | - | - | 1 | NO PARKING SYMBOL (TWO TEXT LINES) - DOUBLE ARROW | - |
| 4000 | R14-17 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R14-18 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R14-19 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R15-01 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R15-02 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R15-03 | D3-1 | R15-02 | - | - | - | STREET NAME SIGN | - |
| - | R15-04 | R1-1 | - | - | - | 1 | STOP | - |
| - | R15-05 | S1-1 | - | - | - | 1 | SCHOOL ADVANCE | - |
| - | R15-06 | S16-7L | R15-05 | - | - | - | LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE | - |
| - | R15-07 | - | LIGHT POLE | - | - | 1 | NO STOPPING SCHOOL DAYS | - |
| 4000 | R15-08 | R7-1-MKE 1D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL (ONE TEXT LINE) - DOUBLE ARROW | - |
| - | R15-09 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R15-10 | W5-52L | R15-09 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R15-11 | W5-52L | R15-09 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R15-12 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R15-13 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R15-14 | R7-1-MKE 2D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL (TWO TEXT LINES) - DOUBLE ARROW | - |
| 4000 | R15-15 | R7-1-MKE 2D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL (TWO TEXT LINES) - DOUBLE ARROW | - |
| - | R15-16 | S1-1 | - | - | - | 1 | SCHOOL ADVANCE | - |
| - | R15-17 | S16-7L | R15-16 | - | - | - | LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCE | - |
| - | R15-18 | R5-2 | - | - | - | 1 | NO TRUCKS SYMBOL | - |
| - | R15-19 | R5-2A | R15-18 | - | - | - | ___ TONS OR OVER | - |
| - | R15-20 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R15-21 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R15-22 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R15-23 | W5-52L | R15-22 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R15-24 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| 4000 | R15-25 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R15-26 | R5-2 | - | - | - | 1 | NO TRUCKS SYMBOL | - |
| - | R15-27 | R5-2A | R15-26 | - | - | - | ___ TONS OR OVER | - |
| - | R16-01 | R5-2 | - | - | - | 1 | NO TRUCKS SYMBOL | - |
| - | R16-01A | R5-2A | R16-01 | - | - | - | ___ TONS OR OVER | - |
| 4000 | R16-02 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R16-03 | J4-1 | LIGHT POLE | 1 | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | R16-04 | R2-1 | LIGHT POLE | - | - | 1 | SPEED LIMIT ___ MPH | - |
| 4000 | R16-05 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R16-06 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R16-07 | R7-1-MKE 1D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL (ONE TEXT LINE) - DOUBLE ARROW | - |
| 4000 | R16-08 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R16-09 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R16-10 | R7-5-MKE 1D | LIGHT POLE | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R16-11 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| - | R16-12 | R1-1 | - | - | - | 1 | STOP | - |
| 4000 | R16-13 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R16-14 | R4-7 | - | - | - | 1 | KEEP RIGHT | - |
| - | R16-15 | W5-52L | R16-14 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| - | R16-16 | W5-52L | R16-14 | - | - | - | CLEARANCE STRIPER DOWN RIGHT | - |
| 4000 | R16-17 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| | **SUBTOTAL** | **1000** | | **1** | **0** | **15** | | |
| | **SUBTOTAL** | **4000** | | **0** | **0** | **23** | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**REMOVING SIGNS** (8 OF 8)

| CATEGORY | SIGN # | SIGN CODE | SIGN MOUNTED ON SAME POST AS # | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | SPV.0060.005 REMOVING CITY-OWNED SIGNS AND POSTS EACH | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|
| 4000 | R16-18 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R16-19 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R16-20 | J1-1 | LIGHT POLE | 1 | - | - | JUNCTION OR END ASSEMBLY | - |
| 4000 | R16-21 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R16-22 | R3-8LAR | R16-21 | - | - | - | LEFT ONLY, AHEAD ONLY, RIGHT ONLY | - |
| - | R16-23 | J4-1 | LIGHT POLE | 1 | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| 4000 | R16-24 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R16-25 | R7-5-MKE 1D | - | - | - | 1 | PARKING ALLOWANCE - DOUBLE ARROW | - |
| 4000 | R16-26 | JP-MKE | - | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R16-27 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | R17-01 | W5-56 | LIGHT POLE | - | - | 1 | END OF ROAD MARKER WITH RED TYPE SH SHEETING | - |
| 4000 | R17-02 | R7-1-MKE 2L | - | - | - | 1 | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | - |
| - | R17-03 | W12-2 | LIGHT POLE | - | - | 1 | LOW CLEARANCE SYMBOL | - |
| 4000 | R18-01 | R7-1-MKE R | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | R19-01 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R19-02 | W5-52L | - | - | - | 1 | CLEARANCE STRIPER DOWN RIGHT | - |
| 4000 | R19-03 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R19-04 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R19-05 | R7-1-MKE D | LIGHT POLE | - | - | 1 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | R19-06 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R19-07 | JP-MKE | LIGHT POLE | - | - | 1 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | R20-01 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R20-02 | D3-1 | R20-01 | - | - | - | STREET NAME SIGN | - |
| - | R20-03 | J2-1 | LIGHT POLE | - | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| 4000 | R20-04 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R20-05 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R20-06 | R3-2 | R20-05 | - | - | - | NO LEFT TURN SYMBOL | - |
| - | R20-07 | - | R20-05 | - | - | - | ### NO DESCRIPTION ### | - |
| - | R20-08 | S1-1 | LIGHT POLE | - | - | 1 | SCHOOL ADVANCE | - |
| - | R20-09 | S16-9P | R20-08 | - | - | - | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | R20-10 | J4-1 | LIGHT POLE | - | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | R20-11 | S1-1 | LIGHT POLE | - | - | 1 | SCHOOL ADVANCE | - |
| - | R20-12 | S16-9P | R20-11 | - | - | - | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | R20-13 | R3-1 | LIGHT POLE | - | - | 1 | NO RIGHT TURN SYMBOL | - |
| - | R20-14 | - | R20-13 | - | - | - | ### NO DESCRIPTION ### | - |
| 4000 | R20-15 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R20-16 | J2-1 | LIGHT POLE | - | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| - | R20-17 | J4-1 | LIGHT POLE | - | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| 4000 | R21-01 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| 4000 | R21-02 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R21-03 | J2-1 | LIGHT POLE | - | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| - | R21-04 | M1-6 | LIGHT POLE | - | - | - | STATE ROUTE MARKER | - |
| - | R21-05 | J2-1 | LIGHT POLE | - | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| 4000 | R21-06 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R21-07 | J2-1 | LIGHT POLE | - | - | - | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| 4000 | R21-08 | D3-1 | LIGHT POLE | - | - | 1 | STREET NAME SIGN | - |
| - | R22-01 | W10-1 | LIGHT POLE | - | - | 1 | RAILROAD CROSSING | - |
| - | R22-02 | W10-1A | R22-01 | - | - | - | EXEMPT (YELLOW) | - |
| - | R22-03 | W10-1 | LIGHT POLE | - | - | 1 | RAILROAD CROSSING | - |
| - | R22-04 | W10-1A | R22-03 | - | - | - | EXEMPT (YELLOW) | - |
| | **SUBTOTAL** | **1000** | | **2** | **0** | **8** | | |
| | **SUBTOTAL** | **4000** | | **0** | **0** | **23** | | |
| | **PROJECT TOTAL** | **1000** | | **20** | **1** | **103** | | |
| | **PROJECT TOTAL** | **4000** | | **0** | **0** | **170** | | |
| | **PROJECT TOTAL** | | | **20** | **1** | **273** | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (1 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 1-01 | J3-1 | 2S | 24 | X | 57 | 9.5 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-1 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 57 |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | 1-02 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 1-03 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| 4000 | 1-04 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 1-05 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 1-04 | STREET NAME SIGN | S 26TH ST |
| - | 1-06 | J2-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | MOUNT ABOVE STREET NAME SIGNS |
| - | | M3-1 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 57 |
| - | | M5-1R | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW RIGHT TURN | - |
| - | 1-07 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | STOP | - |
| - | 1-08A | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | 1 | - | 0 | - | DO NOT ENTER | - |
| - | 1-08 | R6-2R | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1-08A | ONE WAY RIGHT ARROW | - |
| - | 1-09 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO TRUCKS SYMBOL | - |
| - | 1-10 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1-09 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 1-11 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 1-12 | W11-15 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | TRAIL CROSSING (BIKE AND PED SYMBOL) | - |
| - | 1-13 | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 1-12 | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 1-14 | W11-15 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | 1 | - | - | - | TRAIL CROSSING (BIKE AND PED SYMBOL) | - |
| - | 1-15 | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 1-14 | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 1-16 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 1-17 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 1-16 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 1-18 | J1-1 | 2S | 24 | X | 39 | 6.5 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | JUNCTION OR END ASSEMBLY | - |
| - | | M2-1 | 2S | 21 | X | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | JCT | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 57 |
| 4000 | 1-19 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 1-20 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 1-21 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 1-20 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 1-22 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 1-23 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-2 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | EAST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | 1-24 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 1-25 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 1-24 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 1-26 | W11-15 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | 1 | - | - | - | TRAIL CROSSING (BIKE AND PED SYMBOL) | - |
| - | 1-27 | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 1-26 | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 1-28 | W11-15 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | TRAIL CROSSING (BIKE AND PED SYMBOL) | - |
| - | 1-29 | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 1-28 | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 1-30 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO TRUCKS SYMBOL | - |
| - | 1-31 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1-30 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 1-32 | D11-1 | 2S | 24 | X | 18 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1-30 | BIKE ROUTE (SYMBOL & WORDS) | - |
| 4000 | 1-33 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 1-34A | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1-08A (BACK) | DO NOT ENTER | - |
| - | 1-34 | R6-2R | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1-34A | ONE WAY RIGHT ARROW | - |
| - | 1-35 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | STOP | - |
| 4000 | 1-36 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STREET NAME SIGN | S 26TH ST |
| | **SUBTOTAL** | **1000** | | | | | **94.36** | **0.00** | **42.00** | **2** | **0** | **2** | **2** | **0** | **0** | **0** | **2** | **3** | **1** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **0.00** | **17.16** | **0.00** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (2 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 1-37 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1-16 (BACK) | NO U-TURN SYMBOL | - |
| 4000 | 1-38 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| 4000 | 1-39 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | PARKING ALLOWANCE - DOUBLE ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| - | 1-40 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | M1-01 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1-01 (BACK) | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M1-02 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1-04 | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| 4000 | M1-03 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1-06 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M1-04 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1-19 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M1-05 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1-28 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | 2-01 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 2-02 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 2-01 | STREET NAME SIGN | S 25TH ST |
| - | 2-03 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| - | 2-04 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 2-05 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2-04 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 2-06 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SPEED LIMIT ___ MPH | 30 MPH |
| - | 2-07A | S5-2 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2-06 | END SCHOOL ZONE | - |
| 4000 | 2-07 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 2-06 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 2-08 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 2-09 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 2-10 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 2-09 | STREET NAME SIGN | S 24TH ST |
| - | 2-11 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 2-12 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 2-13 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 2-14 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2-13 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 2-17 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 2-18 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 2-19 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2-18 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 2-20 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 2-21 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 25TH ST |
| 4000 | 2-22 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| 4000 | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| 4000 | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 2-23 | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | 2-21 | SCHOOL ADVANCE | - |
| - | 2-24 | S16-9P | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 2-21 | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | 2-24A | R2-6P | 2S | 24 | X | 18 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2-21 | FINES HIGHER PLAQUE | - |
| - | 2-25 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | - | 1 | - | - | - | - | - | - | SCHOOL SPEED LIMIT | 20 MPH |
| 4000 | 2-26 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 2-25 | PARKING ALLOWANCE - DOUBLE ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| - | 2-27 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 2-30 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 2-31 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2-30 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 2-32 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 2-33 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 2-34 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 24TH ST |
| 4000 | 2-35 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | M2-01 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 2-21 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M2-02 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | LIGHT POLE | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| 4000 | M2-03 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 2-34 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M2-04 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 2-06 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | 3-01 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 3-02 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | STREET NAME SIGN | W NATIONAL AVE |
| **SUBTOTAL** | **1000** | | | | | | **61.72** | **0.00** | **24.50** | **0** | **0** | **2** | **8** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | | | |
| **SUBTOTAL** | **4000** | | | | | | **0.00** | **33.82** | **0.00** | **0** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (3 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4000 | 3-03 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 3-02 | STREET NAME SIGN | S 23RD ST |
| - | 3-04 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 3-05 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 3-06 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 3-07 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3-06 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 3-08 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | 1 | - | - | - | - | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | 3-09 | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 3-08 | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 3-10 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | - | - | 3-08 (BACK) | PEDESTRIAN CROSSING SYMBOL | - |
| - | 3-11 | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 3-09 (BACK) | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 3-12 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3-13 (BACK) | NO U-TURN SYMBOL | - |
| - | 3-13 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 3-14 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 3-13 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| 4000 | 3-15 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| - | 3-16 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SCHOOL SPEED LIMIT | 30 MPH |
| 4000 | 3-18 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| 4000 | 3-19 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| 4000 | 3-20 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 3-21 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 3-20 | STREET NAME SIGN | S 22ND ST |
| - | 3-22 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 3-23 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 3-24 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SAT & SUN |
| 4000 | 3-25 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| - | 3-26 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | 1 | - | - | - | - | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | 3-27 | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 3-26 | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 3-26A | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | - | - | 3-26 (BACK) | PEDESTRIAN CROSSING SYMBOL | - |
| - | 3-27A | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 3-27 (BACK) | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 3-28 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 3-29 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3-28 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 3-30 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 3-31 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 23RD ST |
| - | 3-32 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 3-33 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 3-32 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 3-34 | R3-18 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3-32 (BACK) | NO LEFT / U-TURN SYMBOL | - |
| - | 3-35 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | 1 | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | 3-36 | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 3-35 | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| 4000 | 3-38 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 3-39 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SCHOOL SPEED LIMIT | 20 MPH |
| 4000 | 3-41 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 3-42 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 3-43 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3-42 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 3-44 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | M3-01 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | LIGHT POLE | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M3-02 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 3-16 (BACK) | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M3-03 | - | 2S | 24 | X | 30 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 3-31 | PRIVATE SIGN (CHURCH) | - |
| | **SUBTOTAL** | **1000** | | | | | **51.54** | **0.00** | **63.25** | **0** | **0** | **0** | **5** | **2** | **0** | **0** | **1** | **1** | **2** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **3.00** | **25.24** | **0.00** | **0** | **0** | **2** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (4 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4000 | M3-04 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 3-41 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | 4-01 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 4-02 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 4-03 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-02 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 4-04 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 4-05 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 4-06 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-43 (BACK) | NO U-TURN SYMBOL | - |
| 4000 | 4-07 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 4-09 | R3-3 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-45 (BACK) | NO TURNS | - |
| 4000 | 4-10 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 4-11 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 4-12 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 4-13 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 4-12 | STREET NAME SIGN | S 21ST ST |
| - | 4-14 | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | DO NOT ENTER | - |
| - | 4-15 | R10-11B | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-15 | NO TURN ON RED | - |
| 4000 | 4-16 | R7-1-MKE L | 2S | 18 | X | 24 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | 4-17 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | KEEP RIGHT | - |
| - | 4-18 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 4-19 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 4-20 | R6-1R | 2S | 36 | X | 12 | 3 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | ONE WAY RIGHT ARROW | - |
| - | 4-21 | R6-1L | 2S | 36 | X | 12 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-20 (BACK) | ONE WAY LEFT ARROW | - |
| - | 4-22 | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-20 | DO NOT ENTER | - |
| - | 4-23 | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-20 | DO NOT ENTER | - |
| - | 4-24 | R3-7BP | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-59 | EXCEPT BICYCLES (PLAQUE) | - |
| - | 4-25 | R3-7BP | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-59 | EXCEPT BICYCLES (PLAQUE) | - |
| 4000 | 4-26 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 4-27 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 4-28 | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | 1 | - | - | - | - | - | - | - | SCHOOL ADVANCE | 1' LATERAL CLEARANCE |
| - | 4-29 | S16-7L | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 4-28 | LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT) | - |
| - | 4-28A | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | 4-28 (BACK) | SCHOOL ADVANCE | 1' LATERAL CLEARANCE |
| - | 4-29A | S16-7R | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 4-29 (BACK) | RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT) | - |
| - | 4-31 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| - | 4-32 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 4-33 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 4-32 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 4-34 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 4-35 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 4-34 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 4-36A | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | - | 1 | - | - | - | - | - | - | SCHOOL SPEED LIMIT | - |
| 4000 | 4-36 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 4-36A | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 4-37 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 4-38 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | STOP | - |
| 4000 | 4-39 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 22ND ST |
| 4000 | 4-41 | R7-5-MKE 1D | 2S | 18 | X | 24 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 4-42 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| | **SUBTOTAL** | **1000** | | | | | **68.43** | **4.50** | **47.00** | **0** | **0** | **4** | **2** | **1** | **1** | **0** | **3** | **0** | **3** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **1.50** | **27.66** | **0.00** | **0** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (5 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 4-43 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 4-44 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 4-43 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 4-45 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 4-46 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 4-45 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| 4000 | 4-47 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 4-48 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-47 | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| - | 4-49 | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | - | SCHOOL ADVANCE | 1' LATERAL CLEARANCE |
| - | 4-50 | S16-7L | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 4-49 | LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT) | - |
| - | 4-51 | R3-3 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-49 | NO TURNS | - |
| - | 4-49A | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | 4-49 (BACK) | SCHOOL ADVANCE | 1' LATERAL CLEARANCE |
| - | 4-50A | S16-7R | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 4-50 (BACK) | RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT) | - |
| 4000 | 4-52 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| 4000 | 4-55 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 4-56 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 4-57 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 4-56 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| 4000 | 4-58 | R7-1-MKE L | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | 4-59 | R6-1L | 2S | 36 | X | 12 | 3 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | ONE WAY LEFT ARROW | - |
| - | 4-60 | R6-1R | 2S | 36 | X | 12 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-59 (BACK) | ONE WAY RIGHT ARROW | - |
| - | 4-61 | R10-11B | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-60 | NO TURN ON RED | - |
| - | 4-62 | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | DO NOT ENTER | - |
| 4000 | 4-63 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | STREET NAME SIGN | S 21ST ST |
| - | 4-64 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 4-66 | R3-3 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-32 (BACK) | NO TURNS | - |
| 4000 | 4-67 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 4-68 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-34 (BACK) | NO U-TURN SYMBOL | - |
| - | 4-69 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | 1 | - | - | - | - | - | - | - | SCHOOL SPEED LIMIT | - |
| - | M4-01 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4-37 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | 5-02 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 5-03 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 5-04 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 5-03 | STREET NAME SIGN | S 20TH ST |
| - | 5-05 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| - | 5-06 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 5-08 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 5-11 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (ONE TEXT LINE) - RIGHT ARROW | - |
| 4000 | 5-12 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 5-13 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 5-13 | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| 4000 | 5-15 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 5-16 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 5-16 | STREET NAME SIGN | S 19TH ST |
| - | 5-17 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 5-18 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 5-19 | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | - |
| 4000 | 5-20 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-1-MKE 2R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | - |
| 4000 | 5-21 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 5-22 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| | **SUBTOTAL** | **1000** | | | | | **64.43** | **1.50** | **47.00** | **0** | **0** | **3** | **4** | **1** | **0** | **0** | **2** | **0** | **3** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **1.50** | **29.24** | **0.00** | **0** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (6 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 5-23 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 5-22 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 5-24 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 5-25 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 5-26 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 20TH ST |
| 4000 | 5-27 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 5-30 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 5-28 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 5-31 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| - | 5-31A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | 8' MOUNTING HEIGHT |
| 4000 | 5-32 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 5-33 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO TRUCKS SYMBOL | - |
| - | 5-34 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 5-33 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 5-35 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | STREET NAME SIGN | S 19TH ST |
| 4000 | 5-36 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | M5-01 | MKE-SC | 2S | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 5-12 (BACK) | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M5-02 | MKE-SC | 2S | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 5-21 (BACK) | CITY OF MILWAUKEE - STOP CRIME | - |
| - | 6-01 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | - | 1 | - | - | - | - | - | - | SCHOOL SPEED LIMIT | 20 MPH |
| 4000 | 6-02 | R7-1-MKE 2D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 6-01 | NO PARKING SYMBOL (TWO TEXT LINES) - DOUBLE ARROW | SCHOOL DAYS \| 7 AM - 4:30 PM |
| - | 6-02A | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | 1 | - | - | - | - | - | - | SCHOOL ADVANCE | - |
| - | 6-02B | S16-9P | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 6-02A | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | 6-02C | R2-6P | 2S | 24 | X | 18 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6-02A | FINES HIGHER PLAQUE | - |
| - | 6-03 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | KEEP RIGHT | - |
| - | 6-04 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6-03 (BACK) | NO U-TURN SYMBOL | - |
| - | 6-05 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6-07 (BACK) | NO U-TURN SYMBOL | - |
| 4000 | 6-06 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 2L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | SCHOOL DAYS \| 7 AM - 4:30 PM |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 6-07 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | KEEP RIGHT | - |
| 4000 | 6-08 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 18TH ST |
| 4000 | 6-09 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 6-10 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 6-11 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 6-10 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 6-12 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6-10 (BACK) | NO U-TURN SYMBOL | - |
| 4000 | 6-13 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 6-14 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 6-15 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6-16 (BACK) | NO U-TURN SYMBOL | - |
| - | 6-16 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 6-17 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 6-16 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| 4000 | 6-18 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STREET NAME SIGN | S 17TH ST |
| 4000 | 6-19 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 6-20 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 6-21 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6-20 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 6-22 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 6-23 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 6-24 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| | **SUBTOTAL** | **1000** | | | | | **70.86** | **0.00** | **24.50** | **0** | **0** | **0** | **4** | **0** | **2** | **0** | **2** | **0** | **2** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **6.00** | **33.32** | **0.00** | **0** | **0** | **1** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (7 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4000 | 6-25 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 6-24 | STREET NAME SIGN | S 18TH ST |
| 4000 | 6-26 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 6-27 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 6-28 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 6-29 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6-28 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 6-30 | W14-1 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | DEAD END | - |
| - | 6-31 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 6-32 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 6-33 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | - |
| 4000 | 6-33A | S5-2 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6-33 | END SCHOOL ZONE | - |
| 4000 | 6-34 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 6-35 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 6-34 | STREET NAME SIGN | S 17TH ST |
| 4000 | M6-01 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | LIGHT POLE | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M6-02 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | M6-02 | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| 4000 | M6-03 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 6-13 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M6-04 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 6-24 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M6-05 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | LIGHT POLE | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M6-06 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 6-34 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | 7-01 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 7-02 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | 7-03 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 7-02 | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 7-04 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 7-05 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 7-06 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 7-07 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN RIGHT | 1.5' LATERAL CLEARANCE, 4' MOUNTING HEIGHT |
| 4000 | 7-08 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | BICYCLE YIELD TO PEDS | 1' LATERAL CLEARANCE, 5' MOUNTING HEIGHT |
| - | 7-09 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN RIGHT | 1.5' LATERAL CLEARANCE |
| 4000 | 7-09A | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 7-10 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5M-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - RIGHT ARROW | 2 HOUR METER PARKING \| 9:00 AM TO 9:00 PM \| EXCEPT SUNDAY |
| 4000 | 7-11 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5M-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - LEFT ARROW | 2 HOUR METER PARKING \| 9:00 AM TO 9:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 7-12 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 7-13 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 7-12 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 7-14 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 7-12 (BACK) | NO U-TURN SYMBOL | - |
| - | 7-15 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 7-16 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 7-15 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 7-17 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 7-18 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 7-17 | BICYCLE YIELD TO PEDS | 5' MOUNTING |
| - | 7-19 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| | **SUBTOTAL** | **1000** | | | | | **42.68** | **0.00** | **21.25** | **0** | **0** | **2** | **3** | **1** | **1** | **2** | **0** | **0** | **1** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **6.50** | **30.66** | **0.00** | **0** | **0** | **0** | **7** | **0** | **0** | **1** | **2** | **0** | **0** | **6** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (8 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 7-20 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-2 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | EAST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| 4000 | 7-21 | R7-1-MKE D | 2S | 18 | X | 24 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 7-20 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 7-22 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | M7-01 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 7-04 | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M7-02 | MKE-SC | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 7-06 (BACK) | CITY OF MILWAUKEE - STOP CRIME | - |
| 4000 | M7-03 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | LIGHT POLE | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| 4000 | 8-01 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-1-MKE 2R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | LOADING ZONE \| 7 AM - 6 PM |
| 4000 | 8-03 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 2L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | LOADING ZONE \| 7 AM - 6 PM |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 40000 | 8-04 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE 2R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | LOADING ZONE \| 7 AM - 6 PM |
| - | 8-05 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 8-06 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 8-05 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 2L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | LOADING ZONE \| 7 AM - 6 PM |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 8-07 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 8-08 (BACK) | NO U-TURN SYMBOL | - |
| - | 8-08 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 8-09 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 8-08 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| 4000 | 8-10 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STREET NAME SIGN | S 15TH ST |
| 4000 | 8-11 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 8-10 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 8-12 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 8-13 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 8-14 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 8-15 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO TRUCKS SYMBOL | 8' MOUNTING HEIGHT |
| - | 8-16 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 8-15 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 8-17 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | STOP | 8' MOUNTING HEIGHT |
| 4000 | 8-18 | R7-1-MKE L | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | 1 | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| 4000 | 8-19 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 8-20 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 8-19 | STREET NAME SIGN | S 15TH ST |
| 4000 | 8-21 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 8-22 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 9-01 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 14TH ST |
| 4000 | 9-02 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 9-01 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 9-03 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | 1 | - | - | - | - | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | 9-04 | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 9-03 | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 9-03A | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | - | - | 9-03 (BACK) | PEDESTRIAN CROSSING SYMBOL | - |
| - | 9-04A | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 9-04 (BACK) | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 9-05 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 9-06 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | 1.5' LATERAL CLEARANCE |
| 4000 | 9-07 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9-06 | BICYCLE YIELD TO PEDS | 1.5' LATERAL CLEARANCE, 5' MOUNTING HEIGHT |
| 4000 | 9-08 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 9-09 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| | **SUBTOTAL** | **1000** | | | | | **36.18** | **3.00** | **22.50** | **0** | **0** | **1** | **2** | **2** | **0** | **0** | **2** | **0** | **1** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **1.50** | **40.24** | **0.00** | **0** | **0** | **0** | **9** | **0** | **0** | **0** | **1** | **0** | **0** | **3** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (9 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 9-10 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 9-11 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 9-12 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 9-13 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 9-14 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH, 1' LATERAL CLEARANCE |
| - | 9-15 | S5-2 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9-14 | END SCHOOL ZONE | 1' LATERAL CLEARANCE |
| 4000 | 9-16 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| - | 9-17 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | 1 | - | - | - | - | - | - | - | PEDESTRIAN CROSSING SYMBOL | 1.5' LATERAL CLEARANCE |
| - | 9-18 | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 9-17 | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 9-17A | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | - | - | 9-17 (BACK) | PEDESTRIAN CROSSING SYMBOL | 1.5' LATERAL CLEARANCE |
| - | 9-18A | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 9-18 (BACK) | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 9-19 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 9-20 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9-19 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 9-21 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 9-22 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 9-23 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 9-22 | STREET NAME SIGN | S 14TH ST |
| - | 9-24 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9-22 | STOP | - |
| - | 9-25 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 9-26 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 9-27 | R7-5-MKE 1D | 2S | 18 | X | 24 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 9-29 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 1 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 9-30 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | 1 | - | - | - | - | - | - | - | SCHOOL SPEED LIMIT | 20 MPH |
| - | 9-31 | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | 1 | - | - | - | - | - | - | SCHOOL ADVANCE | - |
| - | 9-32 | S16-9P | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 9-31 | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | 9-33 | R2-6P | 2S | 24 | X | 18 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 9-31 | FINES HIGHER PLAQUE | - |
| 4000 | 9-34 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 10-01 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 10-02 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 10-03 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 10-02 | STREET NAME SIGN | S 12TH ST |
| - | 10-04 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 10-02 | STOP | - |
| - | 10-05 | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | 1 | - | - | - | - | - | - | - | SCHOOL ADVANCE | 1' LATERAL CLEARANCE |
| - | 10-06 | S16-7L | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 10-05 | LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT) | - |
| - | 10-05A | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | 10-05 (BACK) | SCHOOL ADVANCE | 1' LATERAL CLEARANCE |
| - | 10-06A | S16-7R | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 10-06 (BACK) | RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT) | - |
| 4000 | 10-07 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 10-08 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| | **SUBTOTAL** | **1000** | | | | | **34.36** | **9.00** | **59.00** | **0** | **0** | **1** | **4** | **4** | **1** | **0** | **1** | **0** | **0** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **1.50** | **28.66** | **0.00** | **0** | **0** | **1** | **4** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (10 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 10-09 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | - | 1 | - | - | - | - | - | - | SCHOOL SPEED LIMIT | 20 MPH |
| 4000 | 10-10 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 10-09 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 10-11 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | BICYCLE YIELD TO PEDS | 1' LATERAL CLEARANCE, 5' MOUNTING HEIGHT |
| - | 10-12 | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | SCHOOL ADVANCE | - |
| - | 10-13A | S16-9P | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 10-12 | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | 10-13B | R2-6P | 2S | 24 | X | 18 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 10-12 | FINES HIGHER PLAQUE | - |
| 4000 | 10-13 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 10-14 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 10-13 | STREET NAME SIGN | S 11TH ST |
| 4000 | 10-15 | R7-5-MKE 1R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 10-16 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 10-17 | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | 1 | - | - | - | - | - | - | - | SCHOOL ADVANCE | - |
| - | 10-18 | S16-7L | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 10-17 | LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT) | - |
| - | 10-17A | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | 10-17 (BACK) | SCHOOL ADVANCE | - |
| - | 10-18A | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 10-18 (BACK) | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 10-19 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 10-20 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 10-19 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 10-21 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 10-22 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 12TH ST |
| 4000 | 10-23 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 10-23A | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| - | 10-23B | S5-2 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 10-23A | END SCHOOL ZONE | - |
| 4000 | 10-24 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 10-25 | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | 1.5' LATERAL CLEARANCE |
| 4000 | 10-26 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | M10-01 | - | 2S | 30 | X | 30 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | DEAF SHILD | - |
| 4000 | 11-01 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | BICYCLE USE PED SIGNAL | - |
| - | 11-01A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | - |
| 4000 | 11-04 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 11-06 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 11-07 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 11-08 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 11-07 | STREET NAME SIGN | S 10TH ST |
| - | 11-09 | J23-2 | 2S | 48 | X | 57 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | 11-07 | TRAILBLAZER (DIRECTIONAL) | MOUNT ABOVE STREET NAME SIGNS |
| - | | MB4-5 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TO | - |
| - | | M1-1 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INTERSTATE SHIELD | 43 |
| - | | MB6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | | MB4-5 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TO | - |
| - | | M1-1 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INTERSTATE SHIELD | 94 |
| - | | MB6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | 11-10 | R3-1 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 11-07 | NO RIGHT TURN SYMBOL | - |
| - | 11-11 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| - | 11-12 | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | DO NOT ENTER | - |
| - | 11-13 | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | DO NOT ENTER | - |
| - | 11-14 | R6-2R | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | ONE WAY RIGHT ARROW | 8' MOUNTING HEIGHT |
| - | 11-16 | R6-2L | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 11-14 (BACK) | ONE WAY LEFT ARROW | 8' MOUNTING HEIGHT |
| 4000 | 11-18 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 11-19 | J22-2 | 2S | 48 | X | 57 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | TRAILBLAZER (ADVANCE TURN) | - |
| - | | MB4-5 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TO | - |
| - | | M1-1 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INTERSTATE SHIELD | 43 |
| | **SUBTOTAL** | **1000** | | | | | **108.86** | **0.00** | **40.75** | **0** | **0** | **1** | **8** | **2** | **1** | **0** | **0** | **0** | **0** | **1** | | | |
| | **SUBTOTAL** | **4000** | | | | | **4.50** | **21.74** | **0.00** | **0** | **0** | **0** | **6** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (11 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | | MB5-1L | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCED LEFT TURN ARROW - BLUE | - |
| - | | MB4-5 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TO | - |
| - | | M1-1 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INTERSTATE SHIELD | 94 |
| - | | MB5-1L | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCED LEFT TURN ARROW - BLUE | - |
| - | 11-20 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 11-19 | SPEED LIMIT ___ MPH | 30 MPH |
| - | 11-21 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| 4000 | 11-22 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 11-21 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 11-23 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 11TH ST |
| 4000 | 11-24 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 11-25 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | BICYCLE YIELD TO PEDS | 1' LATERAL CLEARANCE, 5' MOUNTING HEIGHT |
| 4000 | 11-26 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (ONE TEXT LINE) - RIGHT ARROW | BUS STOP |
| - | 11-29 | J22-2 | 2S | 48 | X | 57 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | TRAILBLAZER (ADVANCE TURN) | - |
| - | | MB4-5 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TO | - |
| - | | M1-1 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INTERSTATE SHIELD | 43 |
| - | | MB5-1R | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCED RIGHT TURN ARROW - BLUE | - |
| - | | MB4-5 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TO | - |
| - | | M1-1 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INTERSTATE SHIELD | 94 |
| - | | MB5-1R | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCED RIGHT TURN ARROW - BLUE | - |
| 4000 | 11-30 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 11-29 | PARKING ALLOWANCE - DOUBLE ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 11-31 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | 1 | - | - | - | - | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 11-32 | R6-2R | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | ONE WAY RIGHT ARROW | - |
| - | 11-34 | R6-2L | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 11-32 (BACK) | ONE WAY LEFT ARROW | - |
| - | 11-35 | R5-1A | 2S | 36 | X | 24 | 6 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | WRONG WAY | - |
| 4000 | 11-36 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 11-37 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 11-36 | STREET NAME SIGN | S 10TH ST |
| - | 11-38 | J23-2 | 2S | 48 | X | 57 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | 11-36 | TRAILBLAZER (DIRECTIONAL) | MOUNT ABOVE STREET NAME SIGNS |
| - | | MB4-5 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TO | - |
| - | | M1-1 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INTERSTATE SHIELD | 43 |
| - | | MB6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | | MB4-5 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | TO | - |
| - | | M1-1 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | INTERSTATE SHIELD | 94 |
| - | | MB6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| 4000 | 11-39 | R7-5-MKE 1L | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 11-40 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | M11-01 | - | 2S | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | LIGHT POLE | STREET CLEANING TOW ZONE | - |
| - | M11-02 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | LIGHT POLE | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| 4000 | 12-01 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 12-02 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| 4000 | 12-03 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 12-04 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 12-03 | STREET NAME SIGN | S 9TH ST |
| - | 12-05 | R6-2L | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ONE WAY LEFT ARROW | - |
| - | 12-06 | R6-2R | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | ONE WAY RIGHT ARROW | - |
| - | 12-08 | R6-2L | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | ONE WAY LEFT ARROW | - |
| 4000 | 12-09 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 12-08 (BACK) | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| | **SUBTOTAL** | **1000** | | | | | **81.50** | **0.00** | **3.00** | **0** | **0** | **1** | **3** | **1** | **0** | **1** | **0** | **0** | **0** | **2** | | | |
| | **SUBTOTAL** | **4000** | | | | | **3.00** | **24.74** | **0.00** | **0** | **0** | **0** | **4** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (12 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4000 | 12-10 | R7-1-MKE L | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | 12-10A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 12-10 | RIGHT TURN YIELD TO PEDS/BIKES | - |
| 4000 | 12-11 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 12-12 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | STOP | - |
| 4000 | 12-13 | R7-1-MKE L | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| 4000 | 12-14 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 12-15 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 12-16 | R6-2L | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | ONE WAY LEFT ARROW | - |
| - | 12-18 | R6-2R | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 12-16 (BACK) | ONE WAY RIGHT ARROW | - |
| - | 12-20 | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | DO NOT ENTER | - |
| - | 12-21 | J3-2 | 2S | 48 | X | 57 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | 12-20 (BACK) | DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL) | - |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | | M3-2 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | EAST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | 12-22 | D4-2R | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARK AND RIDE SYMBOLS RIGHT ARROW | - |
| - | 12-23 | R5-1 | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | DO NOT ENTER | - |
| 4000 | 12-24 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 12-25 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 12-24 | STREET NAME SIGN | S 9TH ST |
| 4000 | 12-28 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| - | 12-29 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-2 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | EAST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| 4000 | 12-30 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 12-29 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (ONE TEXT LINE) - RIGHT ARROW | BUS STOP |
| 4000 | 12-31 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | PARKING ALLOWANCE - DOUBLE ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 12-32 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 12-33 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 12-32 | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 12-34 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 12-35 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 13-01 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| - | 13-02 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| - | 13-03 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 13-04 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 13-03 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 13-05 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 13-06 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5M-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - RIGHT ARROW | 3 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| 4000 | 13-07 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5M-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - LEFT ARROW | 3 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 13-08 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| | **SUBTOTAL** | **1000** | | | | | **89.86** | **0.00** | **3.00** | **0** | **0** | **0** | **5** | **1** | **0** | **1** | **1** | **0** | **0** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **3.00** | **31.08** | **0.00** | **0** | **0** | **1** | **5** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (13 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | 13-09 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 13-08 | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 13-10 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 13-11 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 3 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 13-12 | J1-1 | 2S | 24 | X | 39 | 6.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | JUNCTION OR END ASSEMBLY | - |
| - | | M2-1 | 2S | 21 | X | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | JCT | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| 4000 | 13-13 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 13-14 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 13-15 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 13-16 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 13-15 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 13-17 | W14-1 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | DEAD END | - |
| 4000 | 13-18 | R7-1-MKE 2R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | LOADING ZONE \| 7 AM - 6 PM |
| - | 13-19 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 13-20 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 7TH ST |
| - | 13-21 | J2-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 13-20 | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | MOUNT ABOVE STREET NAME SIGNS |
| - | | M3-3 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| - | | M5-1R | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW RIGHT TURN | - |
| 4000 | 13-22 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5M-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - LEFT ARROW | 3 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 13-23 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 2L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | LOADING ZONE \| ANYTIME |
| - | | R7-5M-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - RIGHT ARROW | 3 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| 4000 | 13-24 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-1-MKE 2R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | LOADING ZONE \| ANYTIME |
| 4000 | 13-25 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5M-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - LEFT ARROW | 3 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 13-26 | J2-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| - | | M3-3 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| 4000 | 13-27 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | - |
| - | | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | - |
| 4000 | 13-28 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | BICYCLE YIELD TO PEDS | 5' MOUNTING HEIGHT |
| 4000 | M13-01 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 13-01 | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| 4000 | M13-02 | - | 2S | 30 | X | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 13-20 | DEAD END | - |
| 4000 | M13-03 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 13-26 | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| 4000 | 14-01 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | BICYCLE YIELD TO PEDS | 1' LATERAL CLEARANCE, 5' MOUNTING HEIGHT |
| 4000 | 14-02 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | - |
| - | | R7-5M-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - RIGHT ARROW | 5 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| - | 14-03 | J2-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| - | | M3-3 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CARDINAL ROUTE MARKER | - |
| | **SUBTOTAL** | **1000** | | | | | **51.18** | **0.00** | **9.25** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **3.00** | **27.58** | **0.00** | **0** | **0** | **0** | **2** | **0** | **0** | **2** | **8** | **0** | **0** | **3** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (14 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| 4000 | 14-04 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5M-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - LEFT ARROW | 5 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 14-05 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-1-MKE 2R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | LOADING ZONE \| 7 AM - 6 PM |
| - | 14-05A | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | SPEED LIMIT ___ MPH | 30 MPH, 1.5' LATERAL CLEARANCE |
| - | 14-05B | S5-2 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 14-05A | END SCHOOL ZONE | - |
| 4000 | 14-06 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 2L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | LOADING ZONE \| 7 AM - 6 PM |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 14-07 | J2-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| - | | M3-3 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| - | | M5-1L | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW LEFT TURN | - |
| 4000 | 14-08 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | 14-07 | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 14-09 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 14-07 | STREET NAME SIGN | S 5TH ST |
| 4000 | 14-10 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5M-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - RIGHT ARROW | 5 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| 4000 | 14-11 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5M-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - LEFT ARROW | 2 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 14-12 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | NO TRUCKS SYMBOL | - |
| - | 14-13 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 14-12 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 14-14 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| | 14-15A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | - |
| - | 14-15 | J1-1 | 2S | 24 | X | 39 | 6.5 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | JUNCTION OR END ASSEMBLY | - |
| - | | M2-1 | 2S | 21 | X | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | JCT | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| 4000 | 14-16 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 14-15 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 14-17 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 14-18 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 14-17 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 14-19 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-2 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | EAST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | 14-20 | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | - | - | - | - | 1 | - | - | SCHOOL ADVANCE | 1' LATERAL CLEARANCE |
| - | 14-20A | S16-9P | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 14-20 | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | 14-20B | R2-6P | 2S | 24 | X | 18 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 14-20 | FINES HIGHER PLAQUE | - |
| 4000 | 14-21 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 14-27 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 14-21A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | - |
| 4000 | 14-22 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 14-23 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | NO TRUCKS SYMBOL | - |
| - | 14-24 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 14-23 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 14-25 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 2L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | LOADING ZONE \| 7 AM - 4 PM |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 14-26 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | STREET NAME SIGN | S 5TH ST |
| | **SUBTOTAL** | **1000** | | | | | **67.00** | **0.00** | **10.50** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **2** | **1** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **3.00** | **29.16** | **0.00** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (15 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 14-27 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | - | - | - | - | - | 1 | - | - | SCHOOL SPEED LIMIT | 20 MPH |
| 4000 | 14-29 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5M-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - LEFT ARROW | 2 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 14-30 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-5M-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - RIGHT ARROW | 2 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| 4000 | 15-03 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 15-04 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 15-05 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 15-04 | STREET NAME SIGN | S 4TH ST |
| - | 15-06 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | STOP | - |
| 4000 | 15-07 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 3L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (THREE TEXT LINES) - LEFT ARROW | NO STOPPING \| SCHOOL DAYS \| 7 AM - 4:30 PM |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 15-08 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 15-09 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15-08 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 15-12 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 15-13 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 15-14 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 15-13 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 15-15 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15-13 (BACK) | NO U-TURN SYMBOL | - |
| - | 15-16 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 15-17 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 15-18 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | BICYCLE YIELD TO PEDS | 1' LATERAL CLEARANCE, 5' MOUNTING HEIGHT |
| 4000 | 15-19 | D3-1 | 2M | 36 | X | 10 | - | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 15-20 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | 15-19 | STREET NAME SIGN | S 3RD ST |
| - | 15-23 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 15-24 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 15-23 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 15-25 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 15-26 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 2L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | SCHOOL DAYS \| 7 AM - 4:30 PM |
| - | | R7-5M-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE METER - RIGHT ARROW | 2 HOUR METER PARKING \| 9:00 AM TO 6:00 PM \| EXCEPT SUNDAY |
| 4000 | 15-29 | R7-1-MKE 2D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - DOUBLE ARROW | - |
| - | 15-30 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 15-33 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 15-34 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15-33 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 15-35 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE 2L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - LEFT ARROW | SCHOOL DAYS \| 7 AM - 4:30 PM |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 15-36 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 15-37 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 4TH ST |
| 4000 | 15-38 | R9-6 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | BICYCLE YIELD TO PEDS | 1.5' LATERAL CLEARANCE, 5' MOUNTING HEIGHT |
| 4000 | 15-39 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 15-40 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 15-41 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 15-42 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | 1 | - | - | - | - | - | - | - | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | 15-43 | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 15-42 | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 15-44 | R3-18 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15-42 | NO LEFT / U-TURN SYMBOL | - |
| - | 15-45 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | - | 1 | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | 15-46 | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 15-45 | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 15-47 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| **SUBTOTAL** | | **1000** | | | | | **49.54** | **0.00** | **39.50** | **0** | **1** | **0** | **3** | **0** | **0** | **3** | **3** | **1** | **3** | **0** | | | |
| **SUBTOTAL** | | **4000** | | | | | **3.00** | **35.24** | **0.00** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **10** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (16 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 15-48 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15-47 | ___ TONS OR OVER | 3 TONS OR OVER |
| 4000 | 15-49 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| 4000 | 16-01 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 3 HOUR PARKING \| 7:00 AM TO 4:30 PM \| SCHOOL DAYS |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 16-02 | R5-2 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | NO TRUCKS SYMBOL | - |
| - | 16-03 | R5-2A | 2S | 24 | X | 12 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 16-02 | ___ TONS OR OVER | 3 TONS OR OVER |
| - | 16-04 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | - | - | - | - | - | - | - | 1 | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | 16-05 | W16-7L | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 16-04 | LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 16-06 | R3-4 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 16-09 (BACK) | NO U-TURN SYMBOL | - |
| - | 16-07 | S4-51 | 2S | 24 | X | 48 | - | - | 8 | - | - | - | - | - | - | - | - | 1 | - | - | - | SCHOOL SPEED LIMIT | 20 MPH |
| - | 16-09 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 16-10 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 16-09 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| 4000 | 16-11 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 16-14 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 16-14A | S1-1 | 2S | 36 | X | 36 | - | - | 6.75 | - | - | - | - | - | 1 | - | - | - | - | - | - | SCHOOL ADVANCE | 1' LATERAL CLEARANCE |
| - | 16-14B | S16-9P | 2S | 30 | X | 18 | - | - | 3.75 | - | - | - | - | - | - | - | - | - | - | - | 16-14A | AHEAD PLAQUE (FLUORESCENT YELLOW GREEN) | - |
| - | 16-14C | R2-6P | 2S | 24 | X | 18 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 16-14A | FINES HIGHER PLAQUE | - |
| 4000 | 16-15 | M1-94H | 2S | 102 | X | 18 | - | 12.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 16-16 | M1-94H | 2S | 60 | X | 18 | - | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | S 2ND ST |
| - | 16-17 | R10-11B | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | NO TURN ON RED | - |
| 4000 | 16-18 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 16-19 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 16-20 | R10-11B | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | NO TURN ON RED | - |
| - | 16-20A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 16-20 | RIGHT TURN YIELD TO PEDS/BIKES | - |
| - | 16-21 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 16-22 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 16-21 | NO PARKING SYMBOL - DOUBLE ARROW | 8' MOUNTING HEIGHT |
| - | 16-23 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | 16-24 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 16-23 | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| 4000 | 16-25 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| 4000 | 16-26 | R7-5-MKE 1D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - DOUBLE ARROW | 2 HOUR PARKING \| 7:00 AM TO 4:00 PM \| EXCEPT SUNDAY |
| - | 16-27 | R1-1 | 2S | 30 | X | 30 | 5.18 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | STOP | - |
| 4000 | 16-28 | D3-1 | 2S | 30 | X | 10 | - | 2.08 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | STREET NAME SIGN | S 3RD ST |
| - | 16-29 | R4-7 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | KEEP RIGHT | - |
| - | 16-30 | W5-52L | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 16-29 | CLEARANCE STRIPER DOWN RIGHT | 4' MOUNTING HEIGHT |
| - | 16-31 | W11-2 | 2S | 30 | X | 30 | - | - | 6.25 | - | 1 | - | - | - | - | - | - | - | - | - | - | PEDESTRIAN CROSSING SYMBOL | - |
| - | 16-32 | W16-7R | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 16-31 | RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW) | - |
| - | 16-33 | R3-18 | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | 16-31 | NO LEFT / U-TURN SYMBOL | - |
| - | 16-34 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| - | 16-35 | S5-2 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 16-34 | END SCHOOL ZONE | - |
| 4000 | 16-36 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 16-37 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-1-MKE L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | | R7-1-MKE 2R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (TWO TEXT LINES) - RIGHT ARROW | LOADING ZONE \| 7 AM - 1 PM |
| - | 16-38 | J1-1 | 2S | 24 | X | 39 | 6.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | JUNCTION OR END ASSEMBLY | - |
| - | | M2-1 | 2S | 21 | X | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | JCT | - |
| | **SUBTOTAL** | **1000** | | | | | **77.18** | **0.00** | **44.00** | **0** | **1** | **0** | **2** | **0** | **1** | **0** | **0** | **4** | **3** | **0** | | | |
| | **SUBTOTAL** | **4000** | | | | | **1.50** | **41.83** | **0.00** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **5** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (17 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | | M1-6B | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE 32 MARKER | - |
| 4000 | 16-39 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - | | R7-5-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - LEFT ARROW | 2 HOUR PARKING \| 7:00 AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | | R7-1-MKE R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 16-40 | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 16-40A | RIGHT TURN YIELD TO PEDS/BIKES | - |
| - | 16-40A | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | - | 1 | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 16-41 | R10-11B | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | NO TURN ON RED | - |
| 4000 | 16-42 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| 4000 | 16-43 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 16-44 | R10-11B | 2S | 24 | X | 24 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | NO TURN ON RED | - |
| 4000 | 16-45 | M1-94H | 2S | 102 | X | 18 | - | 12.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 16-46 | M1-94H | 2S | 60 | X | 18 | - | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | S 2ND ST |
| - | 16-47 | J2-2 | 2S | 48 | X | 57 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL) | MOUNT ABOVE MONOTUBE ARM |
| - | | M3-1 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH CARDINAL ROUTE MARKER | - |
| - | | M1-6B | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE 32 MARKER | - |
| - | | M5-1L | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW LEFT TURN | - |
| - | | M3-3 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CARDINAL ROUTE MARKER | - |
| - | | M1-6B | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE 32 MARKER | - |
| - | | M5-1R | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW RIGHT TURN | - |
| 4000 | 16-48 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 16-49 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| - | 16-50 | J3-2 | 2S | 48 | X | 57 | 19 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL) | - |
| - | | M3-1 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NORTH CARDINAL ROUTE MARKER | - |
| - | | M1-6B | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE 32 MARKER | - |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | | M3-3 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CARDINAL ROUTE MARKER | - |
| - | | M1-6B | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE 32 MARKER | - |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | M16-01 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 16-28 | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| - | M16-02 | - | 2S | 30 | X | 36 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 16-45 | SUMMERFEST SIGN | MOUNT ABOVE SIGN #16-47 |
| - | 17-01A | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 17-01 | W1-7 | 2S | 48 | X | 24 | - | - | 8 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NIGHT ARROW (DOUBLE) | - |
| 4000 | 17-02 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 17-03 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 17-05 | W12-2 | 2S | 36 | X | 36 | - | - | 9 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | LOW CLEARANCE SYMBOL | - |
| 4000 | 17-06 | R7-1-MKE L | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - LEFT ARROW | - |
| - | 17-07 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | SPEED LIMIT ___ MPH | 30 MPH |
| - | M17-01 | - | 2S | 30 | X | 36 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | LIGHT POLE | SUMMERFEST SIGN | - |
| - | M17-02 | MKE-NBRHD | 2S | 18 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | M17-01 | CITY OF MILWAUKEE - NEIGHBORHOOD SIGNS | - |
| 4000 | 18-01 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 18-02 | R3-17 | 2S | 30 | X | 24 | 5 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | BIKE LANE (BIKE SYMBOL) | - |
| - | 18-03 | R3-17AP | 2S | 30 | X | 12 | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 18-02 | BIKE LANE AHEAD PLAQUE | - |
| - | M18-01 | R7-1-MKE D | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 18-02 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| - | 19-01 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 19-02 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| 4000 | 19-03 | M1-94H | 2S | 102 | X | 18 | - | 12.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | W NATIONAL AVE |
| | 19-03A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | 1.5' LATERAL CLEARANCE |
| 4000 | 19-04 | M1-94H | 2S | 66 | X | 18 | - | 8.25 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | S 16TH ST |
| - | 19-05 | R3-7L | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | LEFT LANE MUST TURN LEFT | - |
| 4000 | 19-06 | R7-1-MKE D | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | 19-05 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| | **SUBTOTAL** | **1000** | | | | | **89.75** | **0.00** | **23.00** | **1** | **0** | **0** | **1** | **1** | **0** | **1** | **3** | **0** | **0** | **5** | | | |
| | **SUBTOTAL** | **4000** | | | | | **3.00** | **54.75** | **0.00** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (18 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | 19-07 | R3-8LF | 2S | 36 | X | 30 | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | LEFT ONLY, AHEAD-RIGHT | - |
| - | 19-08 | R3-7L | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | LEFT LANE MUST TURN LEFT | - |
| - | 19-09 | R3-17AP | 2S | 30 | X | 12 | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 19-08 | BIKE LANE AHEAD PLAQUE | - |
| - | 19-10 | R3-8LF | 2S | 36 | X | 30 | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | LEFT ONLY, AHEAD-RIGHT | - |
| - | 19-11 | R3-7L | 2S | 30 | X | 30 | 6.25 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | LEFT LANE MUST TURN LEFT | - |
| 4000 | 19-12 | R7-1-MKE D | 2S | 18 | X | 24 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 19-11 | NO PARKING SYMBOL - DOUBLE ARROW | - |
| 4000 | 19-13 | M1-94H | 2S | 66 | X | 18 | - | 8.25 | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | OVERHEAD STREET NAME SIGN | S 16TH ST |
| 4000 | 19-14 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
|  | 19-14A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | 8' MOUNTING HEIGHT |
| 4000 | 19-15 | M1-94H | 2S | 102 | X | 18 | - | 12.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | W NATIONAL AVE |
| - | 19-16 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SPEED LIMIT ___ MPH | 30 MPH |
| - | 20-01 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - |  | M3-3 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SOUTH CARDINAL ROUTE MARKER | - |
| - |  | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| 4000 | 20-02 | M1-94H | 2S | 102 | X | 18 | - | 12.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | W NATIONAL AVE |
| - | 20-03 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | MOUNT ABOVE MONOTUBE ARM |
| - |  | MK4-14 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | BEGIN | - |
| - |  | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| 4000 | 20-04 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 20-04A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | 1' LATERAL CLEARANCE |
| 4000 | 20-05 | M1-94H | 2S | 60 | X | 18 | - | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | S 6TH ST |
| - | 20-06 | J2-2 | 2S | 48 | X | 57 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL) | - |
| - |  | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - |  | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - |  | M5-1L | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW LEFT TURN | - |
| - |  | M3-2 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | EAST CARDINAL ROUTE MARKER | - |
| - |  | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - |  | M5-1R | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW RIGHT TURN | - |
| 4000 | 20-07 | JP-MKE | 1 | 24 | X | 18 | - | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | PARKING ASSEMBLY (CITY OF MILWAUKEE) | - |
| - |  | R7-1-MKE 1L | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | NO PARKING SYMBOL (ONE TEXT LINE) - LEFT ARROW | BUS STOP |
| - |  | R7-5-MKE 1R | 1 | 12 | X | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | PARKING ALLOWANCE - RIGHT ARROW | 2 HOUR PARKING \| 7:00AM TO 7:00 PM \| EXCEPT SUNDAY |
| - | 20-08 | J3-2 | 2S | 48 | X | 57 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL) | MOUNT ABOVE MONOTUBE ARM |
| - |  | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - |  | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - |  | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - |  | M3-2 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | EAST CARDINAL ROUTE MARKER | - |
| - |  | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - |  | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| 4000 | 20-09 | M1-94H | 2S | 60 | X | 18 | - | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | S 6TH ST |
| 4000 | 20-10 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 20-10A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | 8' MOUNTING HEIGHT |
| - | 20-11 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | MOUNT ABOVE MONOTUBE ARM |
| - |  | M4-6 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | END | - |
| - |  | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 38 |
| 4000 | 20-12 | M1-94H | 2S | 102 | X | 18 | - | 12.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 20-13 | R7-1-MKE R | 1 | 12 | X | 18 | - | 1.5 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | NO PARKING SYMBOL - RIGHT ARROW | - |
| - | 20-14 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SPEED LIMIT ___ MPH | 30 MPH |
| 4000 | 21-01 | M1-94H | 2S | 102 | X | 18 | - | 12.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | W NATIONAL AVE |
| 4000 | 21-02 | R9-5 | 1 | 12 | X | 18 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | SIGNAL POLE | BICYCLE USE PED SIGNAL | 5' MOUNTING HEIGHT |
| - | 21-02A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | RIGHT TURN YIELD TO PEDS/BIKES | 1.5' LATERAL CLEARANCE |
|  | **SUBTOTAL** | **1000** |  |  |  |  | **126.00** | **0.00** | **0.00** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** |  |  |  |
|  | **SUBTOTAL** | **4000** |  |  |  |  | **6.00** | **81.75** | **0.00** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** |  |  |  |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

**PERMANENT SIGNING** (19 OF 19)

| # CATEGORY | SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE W IN. | X | SIGN SIZE H IN. | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2220 SIGNS TYPE II REFLECTIVE SH SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | SPV.0060.007 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FT EACH | SPV.0060.008 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FT EACH | SPV.0060.009 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 11-FT EACH | SPV.0060.010 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 12-FT EACH | SPV.0060.011 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 7-FT EACH | SPV.0060.012 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FT EACH | SPV.0060.013 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FT EACH | SPV.0060.014 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 12-FT EACH | SPV.0060.006 MOVING CITY-OWNED SIGNS EACH | SIGN MOUNTED ON SAME POST AS # | DESCRIPTION | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4000 | 21-03 | M1-94H | 2S | 54 | X | 18 | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | S 1ST ST |
| - | 21-04 | J3-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | 21-05 | J2-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | | M5-1R | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW RIGHT TURN | - |
| - | 21-06 | J1-1 | 2S | 24 | X | 39 | 6.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | JUNCTION OR END ASSEMBLY | - |
| - | | M2-1 | 2S | 21 | X | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | JCT | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | 21-07 | J1-1 | 2S | 24 | X | 39 | 6.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | JUNCTION OR END ASSEMBLY | - |
| - | | M2-1 | 2S | 21 | X | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | JCT | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | 21-08 | J2-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | ROUTE TURN ASSEMBLY (1 HEAD PANEL) | - |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | | M5-1L | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADVANCE ARROW LEFT TURN | - |
| - | 21-09 | J3-1 | 2S | 24 | X | 57 | 9.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL) | MOUNT ABOVE SIGNALS |
| - | | M3-4 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | WEST CARDINAL ROUTE MARKER | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| - | | M6-1 | 2S | 21 | X | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ARROW - RIGHT, LEFT, OR AHEAD | - |
| - | 21-10 | J4-1 | 2S | 24 | X | 36 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL) | - |
| - | | M4-6 | 2S | 24 | X | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | END | - |
| - | | M1-6 | 2S | 24 | X | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STATE ROUTE MARKER | 59 |
| 4000 | 21-11 | M1-94H | 2S | 54 | X | 18 | - | 6.75 | - | - | - | - | - | - | - | - | - | - | - | - | 21-10 | OVERHEAD STREET NAME SIGN | S 1ST ST |
| - | 21-12 | W5-52R | 2S | 12 | X | 36 | - | - | 3 | - | - | - | - | - | - | 1 | - | - | - | - | - | CLEARANCE STRIPER DOWN LEFT | 4' MOUNTING HEIGHT |
| - | 21-12A | R10-15C | 2S | 30 | X | 36 | 7.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 21-12 | RIGHT TURN YIELD TO PEDS/BIKES | - |
| 4000 | 21-13 | M1-94H | 2S | 102 | X | 18 | - | 12.75 | - | - | - | - | - | - | - | - | - | - | - | - | MONOTUBE ARM | OVERHEAD STREET NAME SIGN | W NATIONAL AVE |
| - | 21-14 | R2-1 | 2S | 24 | X | 30 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | SPEED LIMIT ___ MPH | 30 MPH |
| - | M21-01 | - | 2S | 30 | X | 36 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 21-09 | SUMMERFEST SIGN | MOUNT ABOVE SIGN #21-09 |
| - | 22-01 | W10-1 | 2S | 36 | X | 36 | - | - | 7.07 | - | - | - | - | - | - | 1 | - | - | - | - | - | RAILROAD CROSSING | - |
| - | 22-02 | W10-1A | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 22-01 | EXEMPT (YELLOW) | - |
| - | 22-03 | W10-1 | 2S | 36 | X | 36 | - | - | 7.07 | - | - | - | - | - | - | - | - | - | - | - | LIGHT POLE | RAILROAD CROSSING | - |
| - | 22-04 | W10-1A | 2S | 24 | X | 12 | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | 22-03 | EXEMPT (YELLOW) | - |
| | **SUBTOTAL** | **1000** | | | | | **69.50** | **0.00** | **21.14** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | | | |
| | **SUBTOTAL** | **4000** | | | | | **0.00** | **26.25** | **0.00** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | | | |
| | **PROJECT TOTAL** | **1000** | | | | | **1,334.93** | **18.00** | **545.14** | **3** | **2** | **17** | **57** | **16** | **8** | **9** | **30** | **11** | **20** | **9** | | | |
| | **PROJECT TOTAL** | **4000** | | | | | **51.50** | **640.12** | **0.00** | **0** | **0** | **5** | **78** | **2** | **0** | **7** | **46** | **0** | **0** | **27** | | | |
| | **PROJECT TOTAL** | | | | | | **1,386.43** | **658.12** | **545.14** | **3** | **2** | **22** | **135** | **18** | **8** | **16** | **76** | **11** | **20** | **36** | | | |

# ALL SIGNS ARE CATEGORY 1000 UNLESS NOTED OTHERWISE. CATEGORY 1000 IS A PARTICIPATING FUNDING CATEGORY (I.E. FEDERALLY FUNDED)

## TRAFFIC CONTROL CHANNELIZING CURB SYSTEM

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 643.0650 TRAFFIC CONTROL CHANNELIZING CURB SYSTEM LF |
|---|---|---|---|---|---|---|
| 1000 | W GREENFIELD AVE | 604+09 | - | 604+84 | C/L | 75 |
| | | | | **TOTAL 1000** | | **75** |

3

## GEOTEXTILES

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | # 645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY | 645.0140 GEOTEXTILE TYPE SAS SY | 645.0220 GEOGRID TYPE SR SY |
|---|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | - | 3,274 |
| | | 61+00 | - | 67+00 | | - | - | 3,737 |
| | | 67+00 | - | 73+00 | | - | - | 3,623 |
| | | 73+00 | - | 79+00 | | - | - | 3,648 |
| | | 79+00 | - | 85+00 | | - | - | 3,741 |
| | | 85+00 | - | 91+00 | | - | - | 3,410 |
| | | 91+00 | - | 97+00 | | - | - | 4,157 |
| | | 97+00 | - | 103+00 | | - | - | 3,310 |
| | | 103+00 | - | 109+00 | | - | - | 3,324 |
| | | 109+00 | - | 115+00 | | - | - | 3,832 |
| | | 115+00 | - | 121+00 | | - | - | 3,323 |
| | | 121+00 | - | 127+00 | | - | - | 3,204 |
| | | 127+00 | - | 133+00 | | - | - | 3,144 |
| | | 133+00 | - | 139+00 | | - | - | 3,852 |
| | | 139+00 | - | 145+00 | | - | - | 2,810 |
| | | 145+00 | - | 151+00 | | - | - | 3,335 |
| | | 151+00 | - | 152+92 | | - | - | 1,436 |
| | W GREENFIELD AVE | 60+05 | - | 60+61 | | 118 | 178 | 438 |
| | | | | | **TOTAL 1000** | **118** | **178** | **57,598** |

# ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "PIPE UNDERDRAIN" TABLE.

**PAVEMENT MARKING** (1 OF 2)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 646.1040 # MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW & WHITE) LF | 646.1060.S MARKING LINE MMA 4-INCH (WHITE) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF | 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE) LF | 646.5020 ## MARKING ARROW EPOXY (WHITE) EACH | 646.5060.S MARKING ARROW MMA (WHITE) EACH | 646.5260.S MARKING SYMBOL MMA (WHITE) EACH | 646.5320 MARKING RAILROAD CROSSING EPOXY EACH | 646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF | 646.7760.S MARKING BIKE LANE MMA (GREEN) SF | 646.8120 MARKING CURB EPOXY (YELLOW) LF | 646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH | SPV.0060.016 MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) EACH | SPV.0060.017 MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA (GREEN & WHITE) EACH | SPV.0060.018 MARKING YIELD LINE MMA 18-INCH (WHITE) EACH | SPV.0090.006 MARKING STOP LINE EPOXY 24-INCH (WHITE) LF | SPV.0090.007 MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) LF | SPV.0090.008 MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) LF | SPV.0090.009 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) LF | SPV.0090.010 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 734 | 80 | - | 274 | 4 | 4 | 6 | - | - | - | 10 | 1 | 4 | - | - | 31 | 96 | - | - | 291 |
| | | 61+00 | - | 67+00 | | 1,430 | 88 | - | 264 | 3 | 8 | 8 | - | 24 | - | - | - | 4 | - | - | - | 192 | - | 142 | 533 |
| | | 67+00 | - | 73+00 | | 1,710 | 64 | - | 150 | 2 | 6 | 6 | - | 85 | - | 20 | 2 | 7 | - | 6 | - | 240 | - | - | 529 |
| | | 73+00 | - | 79+00 | | 1,694 | 96 | - | 75 | 1 | 6 | 6 | - | 87 | - | 116 | 4 | 1 | - | 5 | 72 | 272 | - | - | 480 |
| | | 79+00 | - | 85+00 | | 1,129 | 92 | - | 308 | 5 | 8 | 8 | - | - | - | - | - | 4 | - | 5 | 68 | 288 | - | - | 724 |
| | | 85+00 | - | 91+00 | | 1,633 | 36 | - | 95 | 1 | 6 | 7 | - | 45 | - | 62 | 4 | 4 | - | - | - | 192 | - | - | 492 |
| | | 91+00 | - | 97+00 | | 570 | 92 | - | 426 | 8 | 5 | 4 | - | - | - | 30 | 3 | - | - | 4 | 106 | 192 | - | - | 498 |
| | | 97+00 | - | 103+00 | | 1,193 | 44 | - | 75 | 1 | 6 | 6 | - | 56 | - | 35 | 1 | 2 | - | - | - | 96 | - | - | 243 |
| | | 103+00 | - | 109+00 | | 2,799 | 68 | - | 74 | 1 | 4 | 4 | - | 107 | - | - | - | - | - | 5 | 12 | 192 | - | 58 | 210 |
| | | 109+00 | - | 115+00 | | 1,210 | 136 | - | 451 | 4 | 6 | 6 | - | - | - | - | - | - | - | 2 | 118 | 168 | - | 163 | 532 |
| | | 115+00 | - | 121+00 | | 2,100 | 68 | - | 173 | 2 | 6 | 6 | - | 131 | - | - | - | - | - | 2 | 43 | 192 | - | 127 | 292 |
| | | 121+00 | - | 127+00 | | 1,980 | 64 | - | 48 | 3 | 6 | 6 | - | 3 | - | - | - | - | - | 4 | 72 | 168 | - | - | 363 |
| | | 127+00 | - | 133+00 | | 1,945 | 64 | - | 131 | 2 | 6 | 6 | - | 14 | - | - | - | 4 | - | 2 | 10 | 144 | - | - | 322 |
| | | 133+00 | - | 139+00 | | 1,219 | 120 | - | 266 | 3 | 6 | 6 | - | 6 | - | - | - | - | - | 2 | 167 | 192 | - | - | 870 |
| | | 139+00 | - | 145+00 | | 979 | 110 | - | 109 | 2 | 6 | 6 | - | 29 | - | 20 | 2 | 10 | - | 4 | - | 288 | - | - | 594 |
| | | 145+00 | - | 151+00 | | 1,306 | 138 | - | 314 | 4 | 6 | 6 | - | 54 | - | 20 | 2 | - | - | - | 103 | 120 | - | - | 538 |
| | | 151+00 | - | 157+00 | | 1,564 | 803 | 591 | 168 | 2 | 7 | 7 | - | 112 | - | - | - | - | - | - | 104 | 24 | - | - | 506 |
| | | 157+00 | - | 158+00 | | 360 | 120 | 120 | - | - | 1 | 1 | - | 28 | - | - | - | - | - | - | - | - | - | - | - |
| | 21ST ST | 12+00 G | - | 12+34 G | | - | 22 | - | - | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 13+21 G | - | 13+60 G | | - | 38 | - | - | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | 88 | - | - | 117 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 15+50 CC | - | 16+15 CC | | 74 | - | - | 108 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 11TH ST | 13+55 J | - | 13+80 J | | 38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 6TH ST | 13+80 P | - | 14+00 P | | 20 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 15+00 P | - | 15+50 P | | 50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 2ND ST | 14+25 R | - | 14+58 R | | 33 | 57 | 53 | 33 | 2 | 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 15+42 R | - | 15+75 R | | 33 | 16 | - | 34 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | 100 | - | - | 50 | - | - | - | 2 | - | - | 20 | 2 | - | - | - | - | - | - | - | - |
| | | | | | TOTAL 1000 | 25,991 | 2,416 | 764 | 3,743 | 58 | 107 | 109 | 2 | 781 | 0 | 333 | 21 | 40 | 0 | 41 | 906 | 3,056 | 0 | 490 | 8,017 |

# YELLOW QUANTITY = 18,163 LF. WHITE QUANTITY = 7,829 LF.

## TYPE 1 ARROWS QUANTITY = 2 EACH. TYPE 2 ARROWS QUANTITY = 46 EACH. TYPE 3 ARROWS QUANTITY = 5 EACH. TYPE 7 ARROWS QUANTITY = 2 EACH.

3

**PAVEMENT MARKING** (2 OF 2)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW & WHITE) LF | 646.1060.S MARKING LINE MMA 4-INCH (WHITE) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF | 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE) LF | 646.5020 MARKING ARROW EPOXY (WHITE) EACH | 646.5060.S MARKING ARROW MMA (WHITE) EACH | 646.5260.S MARKING SYMBOL MMA (WHITE) EACH | 646.5320 MARKING RAILROAD CROSSING EPOXY EACH | 646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF | 646.7760.S MARKING BIKE LANE MMA (GREEN) SF | 646.8120 MARKING CURB EPOXY (YELLOW) LF | 646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH | SPV.0060.016 MARKING SPEED TABLE CHEVRON CONTRAST EPOXY (WHITE) EACH | SPV.0060.017 MARKING BIKE LANE TWO-STAGE TURNING QUEUE BOX MMA (GREEN & WHITE) EACH | SPV.0060.018 MARKING YIELD LINE MMA 18-INCH (WHITE) EACH | SPV.0090.006 MARKING STOP LINE EPOXY 24-INCH (WHITE) LF | SPV.0090.007 MARKING CROSSWALK MMA BLOCK STYLE 12-INCH (WHITE) LF | SPV.0090.008 MARKING BIKE LANE CROSSWALK MMA BLOCK STYLE 24-INCH (GREEN) LF | SPV.0090.009 MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) LF | SPV.0090.010 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE) LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | - | - | - | - | - | - | - | - | 99 | - | - | - | - | - | - | - | 123 | - | - |
| | | 61+00 | - | 67+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 143 | - | - |
| | | 67+00 | - | 73+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 103 | - | - |
| | | 73+00 | - | 79+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | - | - | - | 141 | - | - |
| | | 79+00 | - | 85+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 149 | - | - |
| | | 85+00 | - | 91+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 59 | - | - |
| | | 91+00 | - | 97+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 112 | - | - |
| | | 97+00 | - | 103+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 104 | - | - |
| | | 103+00 | - | 109+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 91 | - | - |
| | | 109+00 | - | 115+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 170 | - | - |
| | | 115+00 | - | 121+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 85 | - | - |
| | | 121+00 | - | 127+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 80 | - | - |
| | | 127+00 | - | 133+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 80 | - | - |
| | | 133+00 | - | 139+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 150 | - | - |
| | | 139+00 | - | 145+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 140 | - | - |
| | | 145+00 | - | 151+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 | - | - | - | 200 | - | - |
| | | 151+00 | - | 157+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 298 | - | - |
| | | 157+00 | - | 158+00 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 21ST ST | | 12+00 G | - | 12+34 G | | - | - | - | - | - | - | - | - | - | 241 | - | - | - | - | - | - | - | 37 | - | - |
| | | 13+21 G | - | 13+60 G | | - | - | - | - | - | - | - | - | - | 304 | - | - | - | - | - | - | - | 60 | - | - |
| | | | | TOTAL 3000 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 644 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2,325 | 0 | 0 |
| | | | | **PROJECT TOTAL** | | **25,851** | **2,416** | **764** | **3,743** | **58** | **107** | **109** | **2** | **781** | **644** | **333** | **21** | **40** | **6** | **41** | **906** | **3,056** | **2,325** | **490** | **8,017** |

**CONSTRUCTION STAKING** (1 OF 2)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF | 650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF | 650.8501.001 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 2410-10-71 EACH | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH | 650.9500.001 CONSTRUCTION STAKING SIDEWALK 2410-10-71 EACH | 650.9911.001 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 2410-10-71 EACH | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 550 | 550 | 1,865 | 106 | - | - | - | - | 550 |
| | | 61+00 | - | 67+00 | | 600 | 600 | 1,378 | 93 | - | - | - | - | 600 |
| | | 67+00 | - | 73+00 | | 600 | 600 | 1,405 | 112 | - | - | - | - | 600 |
| | | 73+00 | - | 79+00 | | 600 | 600 | 1,686 | 108 | - | - | - | - | 600 |
| | | 79+00 | - | 85+00 | | 600 | 600 | 1,290 | 110 | - | - | - | - | 600 |
| | | 85+00 | - | 91+00 | | 600 | 600 | 1,630 | 108 | - | - | - | - | 600 |
| | | 91+00 | - | 97+00 | | 600 | 600 | 2,119 | - | - | - | - | - | 600 |
| | | 97+00 | - | 103+00 | | 600 | 600 | 1,905 | 46 | - | - | - | - | 600 |
| | | 103+00 | - | 109+00 | | 600 | 600 | 1,235 | - | - | - | - | - | 600 |
| | | 109+00 | - | 115+00 | | 600 | 600 | 1,342 | - | - | - | - | - | 600 |
| | | 115+00 | - | 121+00 | | 600 | 600 | 1,289 | - | - | - | - | - | 600 |
| | | 121+00 | - | 127+00 | | 600 | 600 | 1,195 | - | - | - | - | - | 600 |
| | | 127+00 | - | 133+00 | | 600 | 600 | 1,215 | 112 | - | - | - | - | 600 |
| | | 133+00 | - | 139+00 | | 600 | 600 | 1,251 | - | - | - | - | - | 600 |
| | | 139+00 | - | 145+00 | | 492 | 492 | 1,732 | 108 | - | - | - | - | 600 |
| | | 145+00 | - | 151+00 | | 600 | 600 | 1,345 | 123 | - | - | - | - | 600 |
| | | 151+00 | - | 152+92 | | 192 | 192 | 392 | - | - | - | - | - | 192 |
| | 26TH ST | 11+20 E | - | 11+49 E | | 29 | - | 60 | 29 | - | - | - | - | 29 |
| | | 12+51 E | - | 12+75 E | | 24 | - | 50 | 24 | - | - | - | - | 24 |
| | 23RD ST | 11+15 F | - | 11+50 F | | 35 | 35 | 75 | - | - | - | - | - | 35 |
| | 21ST ST | 12+00 G | - | 12+34 G | | 34 | 34 | 135 | - | - | - | - | - | 34 |
| | | 13+21 G | - | 13+60 G | | 39 | 39 | 140 | - | - | - | - | - | 39 |
| | 18TH ST | 11+15 H | - | 11+50 H | | 35 | 35 | 70 | - | - | - | - | - | 35 |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | 80 | 80 | 160 | - | - | - | - | - | 80 |
| | | 15+50 CC | - | 16+15 CC | | 65 | 65 | 130 | - | - | - | - | - | 65 |
| | 11TH ST | 13+55 J | - | 13+80 J | | 25 | 25 | 35 | - | - | - | - | - | 25 |
| | 10TH ST | 11+30 K | - | 11+45 K | | 15 | 15 | 30 | - | - | - | - | - | 15 |
| | | 12+45 K | - | 12+75 K | | 30 | 30 | 60 | - | - | - | - | - | 30 |
| | 9TH ST | 12+40 L | - | 12+50 L | | 10 | 10 | 25 | - | - | - | - | - | 10 |
| | | 10+39 M | - | 11+00 M | | 61 | 61 | 135 | - | - | - | - | - | 61 |
| | 7TH ST | 11+25 N | - | 11+56 N | | 31 | 31 | 65 | - | - | - | - | - | 31 |
| | | 12+44 N | - | 12+60 N | | 16 | 16 | 35 | - | - | - | - | - | 16 |
| | 6TH ST | 13+80 P | - | 14+00 P | | 20 | 20 | 40 | - | - | - | - | - | 20 |
| | | 15+00 P | - | 15+50 P | | 50 | 50 | 100 | - | - | - | - | - | 50 |
| | 2ND ST | 14+25 R | - | 14+58 R | | 33 | 33 | 70 | - | - | - | - | - | 33 |
| | | 15+42 R | - | 15+75 R | | 33 | 33 | 70 | - | - | - | - | - | 33 |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | 61 | 61 | 125 | - | - | - | - | - | - |
| | | | | | TOTAL 1000 | 10,360 | 10,307 | 25,884 | 1,079 | 1 | 0 | 0 | 1 | 10,407 |

3

## CONSTRUCTION STAKING (2 OF 2)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF | 650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF | 650.8501.001 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 2410-10-71 EACH | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH | 650.9500.001 CONSTRUCTION STAKING SIDEWALK 2410-10-71 EACH | 650.9911.001 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 2410-10-71 EACH | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | - | - | - | - | 10 | - | - | - |
| | | 61+00 | - | 67+00 | | - | - | - | - | - | 16 | - | - | - |
| | | 67+00 | - | 73+00 | | - | - | - | - | - | 13 | - | - | - |
| | | 73+00 | - | 79+00 | | - | - | - | - | - | 14 | - | - | - |
| | | 79+00 | - | 85+00 | | - | - | - | - | - | 16 | - | - | - |
| | | 85+00 | - | 91+00 | | - | - | - | - | - | 14 | - | - | - |
| | | 91+00 | - | 97+00 | | - | - | - | - | - | 8 | - | - | - |
| | | 97+00 | - | 103+00 | | - | - | - | - | - | 7 | - | - | - |
| | | 103+00 | - | 109+00 | | - | - | - | - | - | 6 | - | - | - |
| | | 109+00 | - | 115+00 | | - | - | - | - | - | 14 | - | - | - |
| | | 115+00 | - | 121+00 | | - | - | - | - | - | 10 | - | - | - |
| | | 121+00 | - | 127+00 | | - | - | - | - | - | 8 | - | - | - |
| | | 127+00 | - | 133+00 | | - | - | - | - | - | 8 | - | - | - |
| | | 133+00 | - | 139+00 | | - | - | - | - | - | 16 | - | - | - |
| | | 139+00 | - | 145+00 | | - | - | - | - | - | 13 | - | - | - |
| | | 145+00 | - | 151+00 | | - | - | - | - | - | 13 | - | - | - |
| | | 151+00 | - | 152+92 | | - | - | - | - | - | 8 | - | - | - |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | - | - | - | - | - | 4 | - | - | - |
| | | | | | TOTAL 1200 | 0 | 0 | 0 | 0 | 0 | 198 | 1 | 0 | 0 |
| | | | | | **PROJECT TOTAL** | **10,360** | **10,307** | **25,884** | **1,079** | **1** | **198** | **1** | **1** | **10,407** |



FILE NAME : T:\1210018.02\Civil3D\24101000\dsgn\qty\Phase 2\030201-mq.pptx PLOT DATE : 9/21/2026 12:58 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

**SAWING** (1 OF 3)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF |
|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 47 | 9 |
| | | 61+00 | - | 67+00 | | 41 | 21 |
| | | 67+00 | - | 73+00 | | 40 | 5 |
| | | 73+00 | - | 79+00 | | 52 | 5 |
| | | 79+00 | - | 85+00 | | 63 | 19 |
| | | 85+00 | - | 91+00 | | 38 | 4 |
| | | 91+00 | - | 97+00 | | 154 | 0 |
| | | 97+00 | - | 103+00 | | 70 | 5 |
| | | 103+00 | - | 109+00 | | 71 | 5 |
| | | 109+00 | - | 115+00 | | 76 | 15 |
| | | 115+00 | - | 121+00 | | 75 | 0 |
| | | 121+00 | - | 127+00 | | 23 | 0 |
| | | 127+00 | - | 133+00 | | 104 | 0 |
| | | 133+00 | - | 139+00 | | - | 10 |
| | | 139+00 | - | 145+00 | | 20 | 21 |
| | | 145+00 | - | 151+00 | | 68 | 0 |
| | | 151+00 | - | 152+92 | | - | 12 |
| | 26TH ST | 11+20 E | - | 11+49 E | | - | 5 |
| | | 12+51 E | - | 12+75 E | | - | 5 |
| | 23RD ST | 11+15 F | - | 11+50 F | | - | 5 |
| | | 12+53 F | - | 12+60 F | | - | 5 |
| | 21ST ST | 12+00 G | - | 12+34 G | | - | 5 |
| | | 13+21 G | - | 13+60 G | | - | 5 |
| | 18TH ST | 11+15 H | - | 11+50 H | | - | 5 |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | 18 | 5 |
| | | 15+50 CC | - | 16+15 CC | | 55 | 5 |
| | 11TH ST | 13+55 J | - | 13+80 J | | - | 5 |
| | 10TH ST | 11+30 K | - | 11+45 K | | - | 5 |
| | | 12+45 K | - | 12+75 K | | - | 5 |
| | 9TH ST | 12+40 L | - | 12+50 L | | - | 5 |
| | | 10+39 M | - | 11+00 M | | - | 4 |
| | 7TH ST | 11+25 N | - | 11+56 N | | - | 5 |
| | | 12+44 N | - | 12+60 N | | - | 5 |
| | 6TH ST | 13+80 P | - | 14+00 P | | - | 4 |
| | | 15+00 P | - | 15+50 P | | - | 5 |
| | 2ND ST | 14+25 R | - | 14+58 R | | - | 5 |
| | | 15+42 R | - | 15+75 R | | - | 5 |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | - | 19 |
| | | | | | TOTAL 1000 | 1,015 | 248 |

**SAWING** (2 OF 3)

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF |
|---|---|---|---|---|---|---|---|
| 1100 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 50 | - |
| | | 61+00 | - | 67+00 | | 68 | 64 |
| | | 67+00 | - | 73+00 | | 11 | 23 |
| | | 73+00 | - | 79+00 | | 23 | 9 |
| | | 79+00 | - | 85+00 | | 108 | 100 |
| | | 85+00 | - | 91+00 | | - | 31 |
| | | 91+00 | - | 97+00 | | - | - |
| | | 97+00 | - | 103+00 | | - | 25 |
| | | 103+00 | - | 109+00 | | 32 | - |
| | | 109+00 | - | 115+00 | | 36 | 83 |
| | | 115+00 | - | 121+00 | | - | - |
| | | 121+00 | - | 127+00 | | - | - |
| | | 127+00 | - | 133+00 | | - | - |
| | | 133+00 | - | 139+00 | | - | 72 |
| | | 139+00 | - | 145+00 | | - | 127 |
| | | 145+00 | - | 151+00 | | - | - |
| | | 151+00 | - | 152+92 | | - | 179 |
| | 26TH ST | 11+20 E | - | 11+49 E | | - | 32 |
| | | 12+51 E | - | 12+75 E | | - | 32 |
| | 23RD ST | 11+15 F | - | 11+50 F | | 36 | - |
| | | 12+53 F | - | 12+60 F | | - | 32 |
| | 21ST ST | 12+00 G | - | 12+34 G | | 32 | - |
| | | 13+21 G | - | 13+60 G | | - | 32 |
| | 18TH ST | 11+15 H | - | 11+50 H | | 32 | - |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | 42 | - |
| | | 15+50 CC | - | 16+15 CC | | 46 | - |
| | 11TH ST | 13+55 J | - | 13+80 J | | - | 41 |
| | 10TH ST | 11+30 K | - | 11+45 K | | 36 | - |
| | | 12+45 K | - | 12+75 K | | - | 42 |
| | 9TH ST | 12+40 L | - | 12+50 L | | - | 40 |
| | | 10+39 M | - | 11+00 M | | 44 | - |
| | 7TH ST | 11+25 N | - | 11+56 N | | 40 | - |
| | | 12+44 N | - | 12+60 N | | 43 | - |
| | 6TH ST | 13+80 P | - | 14+00 P | | 40 | - |
| | | 15+00 P | - | 15+50 P | | 43 | - |
| | 2ND ST | 14+25 R | - | 14+58 R | | 55 | - |
| | | 15+42 R | - | 15+75 R | | - | 54 |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | 30 | 111 |
| | | | | | TOTAL 1100 | 847 | 1,129 |

**SAWING** (3 OF 3)

| # CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF |
|---|---|---|---|---|---|---|---|
| 1200 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | - | 229 |
| | | 61+00 | - | 67+00 | | - | 190 |
| | | 67+00 | - | 73+00 | | - | 385 |
| | | 73+00 | - | 79+00 | | 46 | 411 |
| | | 79+00 | - | 85+00 | | 273 | 163 |
| | | 85+00 | - | 91+00 | | - | 107 |
| | | 91+00 | - | 97+00 | | 91 | 289 |
| | | 97+00 | - | 103+00 | | 131 | 475 |
| | | 103+00 | - | 109+00 | | 61 | 430 |
| | | 109+00 | - | 115+00 | | 109 | 294 |
| | | 115+00 | - | 121+00 | | - | 421 |
| | | 121+00 | - | 127+00 | | - | 224 |
| | | 127+00 | - | 133+00 | | - | 301 |
| | | 133+00 | - | 139+00 | | - | 418 |
| | | 139+00 | - | 145+00 | | 118 | 402 |
| | | 145+00 | - | 151+00 | | - | 325 |
| | | 151+00 | - | 152+92 | | - | 209 |
| | 26TH ST | 11+20 E | - | 11+49 E | | - | 76 |
| | | 12+51 E | - | 12+75 E | | - | 68 |
| | 23RD ST | 11+15 F | - | 11+50 F | | - | 23 |
| | | 12+53 F | - | 12+60 F | | - | 17 |
| | 21ST ST | 12+00 G | - | 12+34 G | | - | 77 |
| | | 13+21 G | - | 13+60 G | | 28 | 12 |
| | 18TH ST | 11+15 H | - | 11+50 H | | - | 10 |
| | 16TH ST | 13+65 CC | - | 14+45 CC | | - | 38 |
| | | 15+50 CC | - | 16+15 CC | | - | 54 |
| | 10TH ST | 11+30 K | - | 11+45 K | | - | 11 |
| | | 12+45 K | - | 12+75 K | | - | 21 |
| | 9TH ST | 12+40 L | - | 12+50 L | | - | 24 |
| | | 10+39 M | - | 11+00 M | | - | 91 |
| | 7TH ST | 11+25 N | - | 11+56 N | | - | 46 |
| | | 12+44 N | - | 12+60 N | | - | 16 |
| | 6TH ST | 13+80 P | - | 14+00 P | | - | 29 |
| | | 15+00 P | - | 15+50 P | | - | 36 |
| | 2ND ST | 14+25 R | - | 14+58 R | | - | 33 |
| | | 15+42 R | - | 15+75 R | | - | 24 |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | - | 37 |
| | | | | | TOTAL 1200 | 857 | 6,016 |
| | | | | | **PROJECT TOTAL** | **2,719** | **7,393** |

# CATEGORY 1200 ESTIMATED QUANTITY ASSUMES THAT 25% OF REMOVALS IN FRONT OF BUILDING FACES WILL REQUIRE SAWCUT

3

## UTILITY LINE OPENING (ULO)

| CATEGORY | ROADWAY | LOCATION | SPV.0060.001 UTILITY LINE OPENING (ULO) EACH |
|---|---|---|---|
| 1000 | PROJECT WIDE | UNDISTRIBUTED | 200 |
| | **TOTAL 1000** | | **200** |

## ADJUSTING WATER VALVES BOXES

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | SPV.0060.003 ADJUSTING WATER VALVE BOXES EACH |
|---|---|---|---|---|---|---|
| 4000 | STH 59 / W NATIONAL AVE | 55+50 | - | 61+00 | | 24 |
| | | 61+00 | - | 67+00 | | 15 |
| | | 67+00 | - | 73+00 | | 20 |
| | | 73+00 | - | 79+00 | | 26 |
| | | 79+00 | - | 85+00 | | 14 |
| | | 85+00 | - | 91+00 | | 13 |
| | | 91+00 | - | 97+00 | | 41 |
| | | 97+00 | - | 103+00 | | 17 |
| | | 103+00 | - | 109+00 | | 26 |
| | | 109+00 | - | 115+00 | | 31 |
| | | 115+00 | - | 121+00 | | 43 |
| | | 121+00 | - | 127+00 | | 32 |
| | | 127+00 | - | 133+00 | | 38 |
| | | 133+00 | - | 139+00 | | 35 |
| | | 139+00 | - | 145+00 | | 20 |
| | | 145+00 | - | 151+00 | | 28 |
| | | 151+00 | - | 152+92 | | 7 |
| | **TOTAL 4000** | | | | | **430** |

## WATER MAIN PROTECTION

| CATEGORY | ROADWAY | STATION | LOCATION | SPV.0060.004 WATER MAIN PROTECTION EACH | REMARKS |
|---|---|---|---|---|---|
| 4000 | STH 59 / W NATIONAL AVE | 76+82 | 25' LT | 1 | CB 168 |
| | | 77+31 | 25' LT | 1 | CB 169 |
| | | 80+19 | 25' LT | 1 | CB 175 |
| | | 80+71 | 24' LT | 1 | CB 179 |
| | | 85+68 | 23' LT | 1 | CB 191 |
| | | 87+45 | 23' LT | 1 | CB 199 |
| | | 87+92 | 23' LT | 1 | CB 201 |
| | **TOTAL 4000** | | | **7** | |

3

## FIBER OPTIC

| CATEGORY | ROADWAY | FROM | | TO | LOCATION | SPV.0090.601 FIBER OPTIC CABLE OUTDOOR PLANT 72-COUNT LF | SPV.0090.602 FIBER OPTIC CABLE OUTDOOR PLANT 12-COUNT LF |
|---|---|---|---|---|---|---|---|
| 1000 | STH 59 / W NATIONAL AVE | S LAYTON BLVD | - | CUC MH 616 | | 611 | - |
| | | CUC MH 616 | - | CUC MH 617 | | 559 | - |
| | | CUC MH 617 | - | CUC MH 618 | | 586 | - |
| | | CUC MH 618 | - | CUC MH 619 | | 558 | - |
| | | CUC MH 619 | - | CUC MH 620 | | 602 | - |
| | | CUC MH 620 | - | CUC MH 621 | | 555 | - |
| | | SIGNAL CABINET | - | CUC MH 621 | | - | 141 |
| | | CUC MH 621 | - | CUC MH 622 | | 569 | 569 |
| | | CUC MH 622 | - | CUC MH 623 | | 535 | 535 |
| | | CUC MH 623 | - | SIGNAL CABINET | | - | 156 |
| | | CUC MH 623 | - | CUC MH 624 | | 755 | - |
| | | CUC MH 624 | - | CUC MH 625 | | 652 | - |
| | | CUC MH 625 | - | SIGNAL CABINET | | - | 173 |
| | | CUC MH 625 | - | CUC MH 629 | | 782 | - |
| | | CUC MH 629 | - | CUC MH 630 | | 798 | - |
| | | CUC MH 630 | - | CUC MH 631 | | 735 | - |
| | | CUC MH 631 | - | CUC MH 632 | | 559 | - |
| | | SIGNAL CABINET | - | CUC MH 632 | | - | 130 |
| | | CUC MH 632 | - | CUC MH 633 | | 579 | 579 |
| | | CUC MH 633 | - | CUC MH 634 | | 572 | 572 |
| | | CUC MH 634 | - | SIGNAL CABINET | | - | 142 |
| | | CUC MH 634 | - | CUC MH 635 | | 448 | - |
| | | CUC MH 635 | - | CUC MH 636 | | 722 | - |
| | | CUC MH 636 | - | CUC MH 637 | | 563 | - |
| | | SIGNAL CABINET | - | CUC MH 637 | | - | 123 |
| | | CUC MH 637 | - | CUC MH 640 | | 606 | 606 |
| | | CUC MH 640 | - | SIGNAL CABINET | | - | 128 |
| | | CUC MH 640 | - | EX CUC MH 2073A | | 234 | - |
| | | CUC MH 640 | - | CUC MH 641 | | 554 | - |
| | | CUC MH 641 | - | CUC MH 642 | | 605 | - |
| | | CUC MH 642 | - | CUC MH 643 | | 552 | - |
| | | SIGNAL CABINET | - | CUC MH 643 | | - | 148 |
| | | CUC MH 643 | - | CUC MH 644 | | 606 | 606 |
| | | CUC MH 644 | - | SIGNAL CABINET | | - | 138 |
| | | | | **TOTAL 1000** | | **14,897** | **4,746** |

## HAZARDOUS MATERIALS

| CATEGORY | ROADWAY | STATION | TO | STATION | LOCATION | SPV.0195.001 EXCAVATION, HAULING, AND DISPOSAL OF METALS CONTAMINATED SOIL TON | SPV.0195.002 EXCAVATION, HAULING, AND DISPOSAL OF PAH CONTAMINATED SOIL TON | SPV.0195.003 EXCAVATION, HAULING, AND DISPOSAL OF VOC CONTAMINATED SOIL TON | SPV.0195.004 POSSIBLE MANAGEMENT OF SOLID WASTE TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4000 | STH 59 / W NATIONAL AVE | 56+20 | - | 56+90 | LT | 214 | - | - | - | 1' TO MAX BGS |
| | | 57+75 | - | 58+50 | RT | 97 | - | - | - | 1' TO MAX BGS |
| | | 57+80 | - | 58+50 | LT | 99 | - | - | - | 1' TO MAX BGS |
| | | 65+20 | - | 65+90 | RT | 108 | - | - | - | 1' TO MAX BGS |
| | | 65+25 | - | 65+95 | LT | 165 | - | - | - | 1' TO MAX BGS |
| | | 68+95 | - | 69+65 | LT | 99 | - | - | - | 1' TO MAX BGS |
| | | 72+65 | - | 73+35 | RT | - | 198 | - | - | 1' TO MAX BGS |
| | | 72+70 | - | 73+35 | LT | 92 | - | - | - | 1' TO MAX BGS |
| | | 76+00 | - | 77+10 | RT | - | - | 512 | - | 1' TO MAX BGS |
| | | 76+40 | - | 77+05 | LT | 107 | - | - | - | 1' TO MAX BGS |
| | | 80+05 | - | 80+75 | RT | 193 | - | - | - | 1' TO MAX BGS |
| | | 80+10 | - | 80+80 | LT | 100 | - | - | - | 1' TO MAX BGS |
| | | 83+50 | - | 84+50 | RT | - | - | 488 | - | 1' TO MAX BGS |
| | | 86+85 | - | 87+50 | RT | 217 | - | - | - | 1' TO MAX BGS |
| | | 103+65 | - | 104+30 | RT | 228 | - | - | - | 1' TO MAX BGS |
| | | 104+75 | - | 105+75 | RT | - | 317 | - | - | 1' TO MAX BGS |
| | | 107+00 | - | 108+25 | RT | - | - | 305 | - | 1 TO 6' BGS |
| | | 110+50 | - | 111+25 | LT | - | 282 | - | - | 1' TO MAX BGS |
| | | 110+50 | - | 111+25 | RT | 284 | - | - | - | 1' TO MAX BGS |
| | | 114+25 | - | 115+00 | LT | 309 | - | - | - | 1' TO MAX BGS |
| | | 118+00 | - | 118+75 | LT | - | - | 294 | - | 1' TO MAX BGS |
| | | 120+60 | - | 121+50 | LT | 223 | - | - | - | 1' TO MAX BGS |
| | | 129+25 | - | 130+10 | RT | - | 118 | - | - | 1' TO MAX BGS |
| | | 55+00 | - | 152+92 | C/L | - | - | 26,077 | - | 1' TO MAX BGS |
| | W GREENFIELD AVE | 605+00 | - | 605+61 | | - | - | - | 426 | 0' TO MAX BGS |
| | | | | | **TOTAL 4000** | **2,535** | **915** | **27,676** | **426** | |

3

## RECTANGULAR RAPID FLASHING BEACON SYSTEM

| LOCATION ^ | SPV.0060.237 RECTANGULAR RAPID FLASHING BEACON SYSTEM W NATIONAL AVE & S 24TH ST EACH |
|---|---|
| W NATIONAL AVE & S 24TH ST | 1 |
| TOTAL | 1 |

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 24TH ST EACH |
|---|---|
| W NATIONAL AVE & S 24TH ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| PB1 | SBA | 5 | -- | -- |
| PB1 | PB2 | -- | -- | 128 |
| PB2 | SBB | 8 | -- | -- |
| PB2 | PB3 | -- | 20 | -- |
| PB3 | SBC | 7 | -- | -- |
| PB2 | PB5 | -- | -- | 196 |
| PB5 | SBE | 13 | -- | -- |
| PB5 | PB4 | -- | 16 | -- |
| PB4 | SBD | 6 | -- | -- |
| PB5 | METER | -- | 6 | -- |
| PB5 | PB6 | -- | -- | 130 |
| PB6 | SBF | 6 | -- | -- |
| TOTAL | | 45 | 42 | 454 |

## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH |
|---|---|---|---|---|
| SBA | NATIONAL AVE | 66+00.6 | 32.7' LT | 1 |
| SBC | NATIONAL AVE | 66+00.6 | 40.7' RT | 1 |
| SBD | NATIONAL AVE | 65+12.1 | 40.7' RT | 1 |
| SBE | NATIONAL AVE | 65+12.1 | 21.4' RT | 1 |
| TOTAL | | | | 4 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 66+05.7 | 32.6' LT | 1 |
| PB2 | NATIONAL AVE | 66+02.6 | 31.7' RT | 1 |
| PB3 | NATIONAL AVE | 66+07.2 | 40.2' RT | 1 |
| PB4 | NATIONAL AVE | 65+06.3 | 40.2' RT | 1 |
| PB5 | NATIONAL AVE | 65+04.9 | 31.8' RT | 1 |
| PB6 | NATIONAL AVE | 65+06.0 | 33.0' LT | 1 |
| TOTAL | | | | 6 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

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CATEGORY 1000





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3

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.201 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 21ST ST EACH |
|---|---|
| W NATIONAL AVE & S 21ST ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 12 |
| MERCURY SWITCHES | 1 |
| TOTAL | 21 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

3

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|
| SBA | 1 | 1 | -- |
| SBB | 1 | 2 | -- |
| SBC | 1 | 1 | -- |
| SBD | 1 | 2 | -- |
| SBE | 1 | 1 | -- |
| SBF | 1 | 2 | -- |
| SBG | 1 | 1 | -- |
| SBH | 1 | 2 | -- |
| CB1 | -- | -- | 1 |
| TOTAL | 8 | 12 | 1 |

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBA | 1 |
| SBB | 1 |
| SBD | 1 |
| SBE | 1 |
| SBF | 1 |
| SBH | 1 |
| CB1 | 1 |
| TOTAL | 7 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

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3

## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0102 CONCRETE BASES TYPE 2 EACH | 654.0110 CONCRETE BASES TYPE 10 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|---|---|
| SBA | NATIONAL AVE | 76+42.2 | 39.1' LT | -- | -- | 1 | -- | -- |
| SBB | NATIONAL AVE | 76+50.1 | 45.6' LT | 1 | -- | -- | -- | -- |
| SBD | NATIONAL AVE | 77+05.9 | 38.7' LT | 1 | -- | -- | -- | -- |
| SBE | NATIONAL AVE | 76+99.3 | 38.5' RT | -- | -- | -- | 1 | -- |
| SBF | NATIONAL AVE | 76+91.4 | 45.2' RT | 1 | -- | -- | -- | -- |
| SBG | NATIONAL AVE | 76+43.2 | 45.4' RT | -- | 1 | -- | -- | -- |
| CB1 | NATIONAL AVE | 76+99.0 | 53.2' LT | -- | -- | -- | -- | 1 |
| | | | TOTAL | 3 | 1 | 1 | 1 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 76+95.8 | 51.3' LT | 1 |
| PB2 | NATIONAL AVE | 77+16.7 | 38.1' LT | 1 |
| PB3 | NATIONAL AVE | 77+04.0 | 37.7' RT | 1 |
| PB4 | NATIONAL AVE | 76+88.3 | 57.4' RT | 1 |
| PB5 | NATIONAL AVE | 76+45.4 | 53.6' RT | 1 |
| PB6 | NATIONAL AVE | 76+31.5 | 37.7' RT | 1 |
| PB7 | NATIONAL AVE | 76+32.3 | 29.8' LT | 1 |
| PB8 | NATIONAL AVE | 76+55.3 | 55.1' LT | 1 |
| | | | TOTAL | 8 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

3

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB2 | -- | 48 | -- |
| PB2 | SBD | 11 | -- | -- |
| PB2 | PB3 | -- | -- | 154 |
| PB3 | SBE | -- | 5 | -- |
| PB3 | PB4 | -- | 50 | -- |
| PB4 | SBF | 13 | -- | -- |
| PB4 | PB5 | -- | -- | 86 |
| PB5 | SBG | -- | 9 | -- |
| PB5 | PB6 | -- | 42 | -- |
| PB6 | SBH | 5 | -- | -- |
| PB6 | PB7 | -- | -- | 136 |
| PB7 | SBA | -- | 13 | -- |
| PB7 | PB8 | -- | 84 | -- |
| PB8 | SBB | 11 | -- | -- |
| PB8 | PB1 | -- | -- | 82 |
| PB1 | SBC | 6 | -- | -- |
| PB1 | CB1 | -- | 8 | -- |
| PB1 | PB2 | -- | 25 | -- |
| | TOTAL | 46 | 284 | 458 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBA (HEAD B) | 172 |
| CB1 | SBE (HEAD D) | 180 |
| | TOTAL | 352 |

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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | MISCELLANEOUS QUANTITIES | SHEET 775 | E |
|---|---|---|---|---|---|

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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SBA | HEAD 14 | 55 |
| SBA | HEAD 15 | 15 |
| SBB | HEAD 3 | 19 |
| SBB | HEAD 5 | 19 |
| SBB | HEAD 22 | 15 |
| SBC | HEAD 4 | 19 |
| SBC | HEAD 6 | 19 |
| SBC | HEAD 17 | 15 |
| SBD | HEAD 10 | 19 |
| SBD | HEAD 12 | 19 |
| SBD | HEAD 16 | 15 |
| SBE | HEAD 11 | 60 |
| SBE | HEAD 18 | 15 |
| SBF | HEAD 1 | 19 |
| SBF | HEAD 7 | 19 |
| SBF | HEAD 19 | 15 |
| SBG | HEAD 2 | 19 |
| SBG | HEAD 8 | 19 |
| SBG | HEAD 21 | 15 |
| SBH | HEAD 9 | 19 |
| SBH | HEAD 13 | 19 |
| SBH | HEAD 20 | 15 |
| | TOTAL | 463 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBD | 73 |
| SBD | SBE | 138 |
| SBE | SBF | 89 |
| SBF | SBG | 110 |
| SBG | SBH | 81 |
| SBH | SBA | 132 |
| SBA | SBB | 113 |
| SBB | SBC | 104 |
| SBC | CB1 | 48 |
| | TOTAL | 888 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F. |
|---|---|---|---|
| CB1 | SBA | 168 | -- |
| CB1 | SBB | -- | 108 |
| CB1 | SBC | -- | 48 |
| CB1 | SBD | -- | 73 |
| CB1 | SBE | 158 | -- |
| CB1 | SBF | -- | 207 |
| CB1 | SBG | -- | 261 |
| CB1 | SBH | -- | 242 |
| | TOTAL | 326 | 939 |

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## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100 PEDESTAL BASES EACH | * SPV.0060.399 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH | 657.0310 POLES TYPE 3 EACH | 657.0350 POLES TYPE 10 EACH | 657.0352 POLES TYPE 10 SPECIAL EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0530 MONOTUBE ARMS 30-FT EACH | 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH | 657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|---|---|---|---|---|
| SBA | -- | -- | -- | 1 | -- | -- | 1 | -- | -- | 1 |
| SBB | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBC | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| SBD | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBE | -- | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 |
| SBF | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBG | -- | 1 | 1 | -- | -- | -- | -- | -- | 1 | 1 |
| SBH | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| TOTAL | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 8 |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 21ST ST EACH |
|---|---|
| W NATIONAL AVE & S 21ST ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBG) | 248 |
| CB1 | V2 (SBC) | 80 |
| TOTAL | | 328 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|
| 14 | SBA | 1 | -- |
| 15 | SBA | -- | 2 |
| 3 | SBB | 1 | -- |
| 5 | SBB | 1 | -- |
| 22 | SBB | -- | 2 |
| 4 | SBC | 1 | -- |
| 6 | SBC | 1 | -- |
| 17 | SBC | -- | 2 |
| 10 | SBD | 1 | -- |
| 12 | SBD | 1 | -- |
| 16 | SBD | -- | 2 |
| 11 | SBE | 1 | -- |
| 18 | SBE | -- | 2 |
| 1 | SBF | 1 | -- |
| 7 | SBF | 1 | -- |
| 19 | SBF | -- | 2 |
| 2 | SBG | 1 | -- |
| 8 | SBG | 1 | -- |
| 21 | SBG | -- | 2 |
| 9 | SBH | 1 | -- |
| 13 | SBH | 1 | -- |
| 20 | SBH | -- | 2 |
| | TOTAL | 14 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH YELLOW ARROW EACH | LED MODULES 12-INCH GREEN ARROW EACH |
|---|---|---|---|---|---|---|---|
| 14 | SBA | -- | -- | 1 | 1 | -- | 1 |
| 15 | SBA | 1 | 1 | -- | -- | -- | -- |
| 3 | SBB | -- | -- | 1 | -- | 2 | -- |
| 5 | SBB | -- | -- | 1 | -- | 2 | -- |
| 22 | SBB | 1 | 1 | -- | -- | -- | -- |
| 4 | SBC | -- | -- | 1 | -- | 2 | -- |
| 6 | SBC | -- | -- | 1 | -- | 2 | -- |
| 17 | SBC | 1 | 1 | -- | -- | -- | -- |
| 10 | SBD | -- | -- | 1 | 1 | -- | 1 |
| 12 | SBD | -- | -- | 1 | 1 | -- | 1 |
| 16 | SBD | 1 | 1 | -- | -- | -- | -- |
| 11 | SBE | -- | -- | 1 | 1 | -- | 1 |
| 18 | SBE | 1 | 1 | -- | -- | -- | -- |
| 1 | SBF | -- | -- | 1 | -- | 2 | -- |
| 7 | SBF | -- | -- | 1 | -- | 2 | -- |
| 19 | SBF | 1 | 1 | -- | -- | -- | -- |
| 2 | SBG | -- | -- | 1 | -- | 2 | -- |
| 8 | SBG | -- | -- | 1 | -- | 2 | -- |
| 21 | SBG | 1 | 1 | -- | -- | -- | -- |
| 9 | SBH | -- | -- | 1 | 1 | -- | 1 |
| 13 | SBH | -- | -- | 1 | 1 | -- | 1 |
| 20 | SBH | 1 | 1 | -- | -- | -- | -- |
| | TOTAL | 8 | 8 | 14 | 6 | 16 | 6 |

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W. NATIONAL AVE & S. 21ST ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

CATEGORY 1000





FILE NAME : T:\1210018.02\Traffic\Signal Design\Phase 2\Quantities & Estimate\National & 21st MQ.ppt
PLOT DATE : 9/21/2026 5:19 PM
PLOT BY : JESSICA BEINE
PLOT NAME :
PLOT SCALE : 1:1

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**VIDEO DETECTION SYSTEM**

| LOCATION | SPV.0060.219 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 21ST ST EACH |
|---|---|
| W NATIONAL AVE & S 21ST ST | 1 |
| TOTAL | 1 |

**SIGNAL MOUNTING HARDWARE**

| LOCATION | 658.5070.001 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 21ST ST EACH |
|---|---|
| W NATIONAL AVE & S 21ST ST | 1 |
| TOTAL | 1 |

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**EVP DETECTORS**

| LOCATION | SPV.0060.210 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 21ST ST EACH |
|---|---|
| W NATIONAL AVE & S 21ST ST | 1 |
| TOTAL | 1 |

**TRAFFIC SIGNAL CABINET & CONTROLLER**

| LOCATION | SPV.0060.201 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 21ST ST EACH |
|---|---|
| W NATIONAL AVE & S 21ST ST | 1 |
| TOTAL | 1 |

**APS PEDESTRIAN PUSH BUTTONS**

| LOCATION | SPV.0060.228 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM W NATIONAL AVE & S 21ST ST EACH |
|---|---|
| W NATIONAL AVE & S 21ST ST | 1 |
| TOTAL | 1 |

W. NATIONAL AVE & S. 21ST ST
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## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.202 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 19TH ST EACH |
|---|---|
| W NATIONAL AVE & S 19TH ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 12 |
| MERCURY SWITCHES | 1 |
| TOTAL | 21 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

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## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|
| SBA | 1 | 1 | -- |
| SBB | 1 | 2 | -- |
| SBC | 2 | 1 | -- |
| SBD | -- | 2 | -- |
| SBE | -- | 1 | -- |
| SBF | 2 | 2 | -- |
| SBG | 1 | 1 | -- |
| SBH | 1 | 2 | -- |
| CB1 | -- | -- | 1 |
| TOTAL | 8 | 12 | 1 |

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBA | 1 |
| SBB | 1 |
| SBD | 1 |
| SBE | 1 |
| SBF | 1 |
| SBH | 1 |
| CB1 | 1 |
| TOTAL | 7 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

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FILE NAME : T:\1210018.02\Traffic\Signal Design\Phase 2\Quantities & Estimate\National & 19th MQ.ppt PLOT DATE : 9/22/2026 8:25 AM PLOT BY : JESSICA BEINE PLOT NAME : PLOT SCALE : 1:1

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## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0102 CONCRETE BASES TYPE 2 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|---|
| SBA | NATIONAL AVE | 83+30.7 | 39.3' LT | -- | -- | 1 | -- |
| SBB | NATIONAL AVE | 83+52.6 | 38.7' LT | -- | 1 | -- | -- |
| SBC | NATIONAL AVE | 84+09.6 | 38.7' LT | 1 | -- | -- | -- |
| SBD | NATIONAL AVE | 84+19.9 | 38.6' LT | 1 | -- | -- | -- |
| SBE | NATIONAL AVE | 84+19.4 | 37.3' RT | -- | -- | 1 | -- |
| SBF | NATIONAL AVE | 84+00.4 | 43.5' RT | 1 | -- | -- | -- |
| SBH | NATIONAL AVE | 83+31.3 | 36.7' RT | 1 | -- | -- | -- |
| CB1 | NATIONAL AVE | 83+29.8 | 29.3' LT | -- | -- | -- | 1 |
| | | | TOTAL | 4 | 1 | 2 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 83+22.8 | 26.9' LT | 1 |
| PB2 | NATIONAL AVE | 83+48.4 | 27.8' LT | 1 |
| PB3 | NATIONAL AVE | 84+22.6 | 30.0' LT | 1 |
| PB4 | NATIONAL AVE | 84+23.3 | 36.8' RT | 1 |
| PB5 | NATIONAL AVE | 84+00.5 | 48.9' RT | 1 |
| PB6 | NATIONAL AVE | 83+55.1 | 47.6' RT | 1 |
| PB7 | NATIONAL AVE | 83+24.3 | 36.2' RT | 1 |
| | | | TOTAL | 7 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

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## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB2 | -- | 38 | -- |
| PB2 | SBB | 12 | -- | -- |
| PB2 | PB3 | -- | -- | 148 |
| PB3 | SBC | 16 | -- | -- |
| PB3 | SBD | 9 | -- | -- |
| PB3 | PB4 | -- | -- | 134 |
| PB4 | SBE | -- | 4 | -- |
| PB4 | PB5 | -- | 52 | -- |
| PB5 | SBF | 5 | -- | -- |
| PB5 | PB6 | -- | -- | 90 |
| PB6 | SBG | 4 | -- | -- |
| PB6 | PB7 | -- | 66 | -- |
| PB7 | SBH | 7 | -- | -- |
| PB7 | PB1 | -- | -- | 126 |
| PB1 | SBA | -- | 15 | -- |
| PB1 | CB1 | -- | 14 | -- |
| PB1 | PB2 | -- | 26 | -- |
| | TOTAL | 53 | 215 | 498 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBA (HEAD B) | 102 |
| CB1 | SBE (HEAD D) | 241 |
| | TOTAL | 343 |

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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SBA | HEAD 13 | 70 |
| SBA | HEAD 14 | 19 |
| SBA | HEAD 16 | 70 |
| SBA | HEAD 24 | 15 |
| SBB | HEAD 2 | 19 |
| SBB | HEAD 4 | 19 |
| SBB | HEAD 17 | 15 |
| SBC | HEAD 3 | 19 |
| SBC | HEAD 18 | 15 |
| SBD | HEAD 10 | 19 |
| SBD | HEAD 12 | 19 |
| SBD | HEAD 19 | 15 |
| SBE | HEAD 8 | 65 |
| SBE | HEAD 9 | 19 |
| SBE | HEAD 11 | 65 |
| SBE | HEAD 20 | 15 |
| SBE | HEAD 21 | 15 |
| SBF | HEAD 1 | 19 |
| SBF | HEAD 5 | 19 |
| SBG | HEAD 6 | 19 |
| SBH | HEAD 7 | 19 |
| SBH | HEAD 15 | 19 |
| SBH | HEAD 22 | 15 |
| SBH | HEAD 23 | 15 |
| | TOTAL | 618 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBB | 68 |
| SBB | SBC | 148 |
| SBC | SBD | 56 |
| SBD | SBE | 126 |
| SBE | SBF | 81 |
| SBF | SBG | 101 |
| SBG | SBH | 90 |
| SBH | SBA | 131 |
| SBA | CB1 | 60 |
| | TOTAL | 861 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F. | 655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F. |
|---|---|---|---|---|
| CB1 | SBA | -- | -- | 60 |
| CB1 | SBB | -- | 68 | -- |
| CB1 | SBC | 162 | -- | -- |
| CB1 | SBD | -- | 155 | -- |
| CB1 | SBE | -- | -- | 232 |
| CB1 | SBF | 274 | -- | -- |
| CB1 | SBG | 175 | -- | -- |
| CB1 | SBH | -- | -- | 131 |
| | | | -- | |
| | TOTAL | 611 | 223 | 423 |

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## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100 PEDESTAL BASES EACH | * SPV.0060.399 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK EACH | 657.0310 POLES TYPE 3 EACH | 657.0352 POLES TYPE 10 SPECIAL EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH | 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH | 657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|---|---|---|---|
| SBA | -- | -- | -- | 1 | -- | -- | 1 | -- | 1 |
| SBB | -- | 1 | 1 | -- | -- | -- | -- | 1 | 1 |
| SBC | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBD | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBE | -- | -- | -- | 1 | -- | 1 | -- | -- | 1 |
| SBF | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBG | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| SBH | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| TOTAL | 4 | 1 | 1 | 2 | 4 | 1 | 1 | 1 | 8 |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBG) | 177 |
| CB1 | V2 (SBB) | 100 |
| TOTAL | | 277 |

3

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.003 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 19TH ST EACH |
|---|---|
| W NATIONAL AVE & S 19TH ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## TEMPORARY INFRARED EVP SYSTEM

| LOCATION | SPV.0060.241 TEMPORARY INFRARED EVP SYSTEM W NATIONAL AVE & S 19TH ST EACH |
|---|---|
| W NATIONAL AVE & S 19TH ST | 1 |
| TOTAL | 1 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|
| 13 | SBA | 1 | -- |
| 14 | SBA | 1 | -- |
| 16 | SBA | 1 | -- |
| 24 | SBA | -- | 2 |
| 2 | SBB | 1 | -- |
| 4 | SBB | 1 | -- |
| 17 | SBB | -- | 2 |
| 3 | SBC | 1 | -- |
| 18 | SBC | -- | 2 |
| 10 | SBD | 1 | -- |
| 12 | SBD | 1 | -- |
| 19 | SBD | -- | 2 |
| 8 | SBE | 1 | -- |
| 9 | SBE | 1 | -- |
| 11 | SBE | 1 | -- |
| 20 | SBE | -- | 2 |
| 21 | SBE | -- | 2 |
| 1 | SBF | 1 | -- |
| 5 | SBF | 1 | -- |
| 6 | SBG | 1 | -- |
| 7 | SBH | 1 | -- |
| 15 | SBH | 1 | -- |
| 22 | SBH | -- | 2 |
| 23 | SBH | -- | 2 |
| TOTAL | | 16 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH |
|---|---|---|---|---|---|---|---|---|
| 13 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 14 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 16 | SBA | -- | -- | -- | -- | -- | 1 | 2 |
| 24 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 2 | SBB | -- | -- | 1 | 1 | 1 | -- | -- |
| 4 | SBB | -- | -- | 1 | 1 | 1 | -- | -- |
| 17 | SBB | 1 | 1 | -- | -- | -- | -- | -- |
| 3 | SBC | -- | -- | 1 | 1 | 1 | -- | -- |
| 18 | SBC | 1 | 1 | -- | -- | -- | -- | -- |
| 10 | SBD | -- | -- | -- | -- | -- | 1 | 2 |
| 12 | SBD | -- | -- | 1 | 1 | 1 | -- | -- |
| 19 | SBD | 1 | 1 | -- | -- | -- | -- | -- |
| 8 | SBE | -- | -- | 1 | 1 | 1 | -- | -- |
| 9 | SBE | -- | -- | 1 | 1 | 1 | -- | -- |
| 11 | SBE | -- | -- | -- | -- | -- | 1 | 2 |
| 20 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 21 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 1 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 5 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 6 | SBG | -- | -- | 1 | 1 | 1 | -- | -- |
| 7 | SBH | -- | -- | 1 | 1 | 1 | -- | -- |
| 15 | SBH | -- | -- | -- | -- | -- | 1 | 2 |
| 22 | SBH | 1 | 1 | -- | -- | -- | -- | -- |
| 23 | SBH | 1 | 1 | -- | -- | -- | -- | -- |
| TOTAL | | 8 | 8 | 12 | 12 | 12 | 4 | 8 |

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## VIDEO DETECTION SYSTEM

| LOCATION | SPV.0060.220 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 19TH ST EACH |
|---|---|
| W NATIONAL AVE & S 19TH ST | 1 |
| TOTAL | 1 |

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.002 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 19TH ST EACH |
|---|---|
| W NATIONAL AVE & S 19TH ST | 1 |
| TOTAL | 1 |

3

## APS PEDESTRIAN PUSH BUTTONS

| LOCATION | SPV.0060.229 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM W NATIONAL AVE & S 19TH ST EACH |
|---|---|
| W NATIONAL AVE & S 19TH ST | 1 |
| TOTAL | 1 |

## TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

| LOCATION | 661.0201.001 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS W NATIONAL AVE & S 19TH ST EACH | 661.0300 GENERATORS DAY |
|---|---|---|
| W NATIONAL AVE & S 19TH ST | 1 | 1 |
| TOTAL | 1 | 1 |

## EVP DETECTORS

| LOCATION | SPV.0060.211 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 19TH ST EACH |
|---|---|
| W NATIONAL AVE & S 19TH ST | 1 |
| TOTAL | 1 |

## TRAFFIC SIGNAL CABINET & CONTROLLER

| LOCATION | SPV.0060.202 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 19TH ST EACH |
|---|---|
| W NATIONAL AVE & S 19TH ST | 1 |
| TOTAL | 1 |

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## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.203 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 16TH ST EACH |
|---|---|
| W NATIONAL AVE & S 16TH ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 12 |
| TRAFFIC SIGNAL, FIVE SECTION | 2 |
| MERCURY SWITCHES | 1 |
| TOTAL | 23 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

3

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | TRAFFIC SIGNAL, FIVE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|---|
| SBA | 1 | 1 | -- | -- |
| SBB | -- | 2 | -- | -- |
| SBC | 1 | 1 | -- | -- |
| SBD | 1 | 2 | -- | -- |
| SBE | 1 | 1 | -- | -- |
| SBF | 1 | 1 | -- | -- |
| SBG | -- | 2 | -- | -- |
| SBH | 1 | 1 | -- | -- |
| SBI | 1 | 1 | 1 | -- |
| SBJ | 1 | -- | 1 | -- |
| CB1 | -- | -- | -- | 1 |
| TOTAL | 8 | 12 | 2 | 1 |

## REMOVING PULL BOXES

| PULL BOX NO. | * 653.0905 REMOVING PULL BOXES EACH |
|---|---|
| PB1 | 1 |
| PB2 | 1 |
| PB3 | 1 |
| PB4 | 1 |
| PB5 | 1 |
| PB6 | 1 |
| PB7 | 1 |
| PB8 | 1 |
| PB9 | 1 |
| PB10 | 1 |
| PB11 | 1 |
| PB12 | 1 |
| TOTAL | 12 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN. SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBA | 1 |
| SBC | 1 |
| SBD | 1 |
| SBF | 1 |
| SBH | 1 |
| SBI | 1 |
| CB1 | 1 |
| TOTAL | 7 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

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## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0110 CONCRETE BASES TYPE 10 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|---|
| SBA | NATIONAL AVE | 93+49.3 | 38.7' LT | -- | -- | 1 | -- |
| SBC | NATIONAL AVE | 94+32.8 | 38.7' LT | -- | 1 | -- | -- |
| SBE | NATIONAL AVE | 94+43.9 | 38.3' RT | -- | -- | 1 | -- |
| SBF | NATIONAL AVE | 94+26.8 | 44.2' RT | 1 | -- | -- | -- |
| SBG | NATIONAL AVE | 93+67.2 | 45.9' RT | -- | 1 | -- | -- |
| CB1 | NATIONAL AVE | 94+32.9 | 57.5' LT | -- | -- | -- | 1 |
| | | | TOTAL | 1 | 2 | 2 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 94+28.4 | 62.5' LT | 1 |
| PB2 | NATIONAL AVE | 94+28.3 | 50.9' LT | 1 |
| PB3 | NATIONAL AVE | 94+45.2 | 32.3' LT | 1 |
| PB4 | NATIONAL AVE | 94+44.9 | 31.1' RT | 1 |
| PB5 | NATIONAL AVE | 94+19.7 | 47.6' RT | 1 |
| PB6 | NATIONAL AVE | 93+68.9 | 50.8' RT | 1 |
| PB7 | NATIONAL AVE | 93+44.8 | 39.2' RT | 1 |
| PB8 | NATIONAL AVE | 93+44.6 | 30.7' LT | 1 |
| PB9 | NATIONAL AVE | 93+73.7 | 65.4' LT | 1 |
| | | | TOTAL | 9 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

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## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB2 | -- | 16 | -- |
| PB2 | SBC | -- | 13 | -- |
| PB2 | PB3 | -- | 66 | -- |
| PB3 | SBD | 7 | -- | -- |
| PB3 | PB4 | -- | -- | 126 |
| PB4 | SBE | -- | 7 | -- |
| PB4 | PB5 | -- | 72 | -- |
| PB5 | SBF | 8 | -- | -- |
| PB5 | PB6 | -- | -- | 102 |
| PB6 | SBG | -- | 5 | -- |
| PB6 | PB7 | -- | 52 | -- |
| PB7 | SBH | 5 | -- | -- |
| PB7 | PB8 | -- | -- | 140 |
| PB8 | SBA | -- | 9 | -- |
| PB8 | PB9 | -- | 108 | -- |
| PB9 | SBB | 20 | -- | -- |
| PB9 | PB1 | -- | -- | 108 |
| PB1 | CB1 | -- | 14 | -- |
| PB1 | PB2 | -- | 12 | -- |
| | TOTAL | 40 | 374 | 476 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBC (HEAD A) | 93 |
| CB1 | SBA (HEAD B) | 201 |
| CB1 | SBG (HEAD C) | 266 |
| CB1 | SBE (HEAD D) | 188 |
| | TOTAL | 748 |

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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SBA | HEAD 17 | 65 | -- |
| SBA | HEAD 18 | 19 | -- |
| SBA | HEAD 20 | -- | 66 |
| SBA | HEAD 21 | 15 | -- |
| SBA | HEAD 28 | 15 | -- |
| SBB | HEAD 4 | -- | 22 |
| SBB | HEAD 6 | 22 | -- |
| SBC | HEAD 2 | 55 | -- |
| SBC | HEAD 3 | 19 | -- |
| SBC | HEAD 5 | -- | 56 |
| SBD | HEAD 14 | -- | 22 |
| SBD | HEAD 16 | 22 | -- |
| SBD | HEAD 22 | 15 | -- |
| SBD | HEAD 23 | 15 | -- |
| SBE | HEAD 12 | 65 | -- |
| SBE | HEAD 13 | 19 | -- |
| SBE | HEAD 15 | -- | 66 |
| SBE | HEAD 24 | 15 | -- |
| SBE | HEAD 25 | 15 | -- |
| SBF | HEAD 1 | 22 | -- |
| SBF | HEAD 9 | -- | 22 |
| SBG | HEAD 7 | 50 | -- |
| SBG | HEAD 8 | 19 | -- |
| SBG | HEAD 10 | -- | 51 |
| SBH | HEAD 11 | 22 | -- |
| SBH | HEAD 19 | -- | 22 |
| SBH | HEAD 26 | 15 | -- |
| SBH | HEAD 27 | 15 | -- |
| | TOTAL | 519 | 327 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBC | 59 |
| SBC | SBD | 98 |
| SBD | SBE | 123 |
| SBE | SBF | 97 |
| SBF | SBG | 111 |
| SBG | SBH | 82 |
| SBH | SBA | 130 |
| SBA | SBB | 129 |
| SBB | CB1 | 133 |
| | TOTAL | 962 |

3

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F. | 655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F. |
|---|---|---|---|
| CB1 | SBA | -- | 192 |
| CB1 | SBB | 133 | -- |
| CB1 | SBC | -- | 59 |
| CB1 | SBD | -- | 100 |
| CB1 | SBE | -- | 179 |
| CB1 | SBF | 231 | -- |
| CB1 | SBG | -- | 294 |
| CB1 | SBH | -- | 273 |
| | TOTAL | 364 | 1097 |

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## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100 PEDESTAL BASES EACH | 657.0345 POLES TYPE 9 EACH | 657.0350 POLES TYPE 10 EACH | 657.0352 POLES TYPE 10 SPECIAL EACH | 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH | 657.0525 MONOTUBE ARMS 25-FT EACH | 657.0530 MONOTUBE ARMS 30-FT EACH | 657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|---|---|---|---|
| SBA | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| SBB | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| SBC | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 |
| SBD | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| SBE | -- | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| SBF | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBG | -- | -- | 1 | -- | -- | 1 | -- | -- | 1 |
| SBH | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| TOTAL | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 8 |

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBA) | 201 |
| CB1 | V2 (SBC) | 93 |
| CB1 | V3 (SBE) | 188 |
| CB1 | V4 (SBG) | 266 |
| | TOTAL | 748 |

3

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.004 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 16TH ST EACH |
|---|---|
| W NATIONAL AVE & S 16TH ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## TEMPORARY INFRARED EVP SYSTEM

| LOCATION | SPV.0060.242 TEMPORARY INFRARED EVP SYSTEM W NATIONAL AVE & S 16TH ST EACH |
|---|---|
| W NATIONAL AVE & S 16TH ST | 1 |
| TOTAL | 1 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|---|
| 17 | SBA | 1 | -- | -- |
| 18 | SBA | 1 | -- | -- |
| 20 | SBA | -- | 1 | -- |
| 21 | SBA | -- | -- | 2 |
| 28 | SBA | -- | -- | 2 |
| 4 | SBB | -- | 1 | -- |
| 6 | SBB | 1 | -- | -- |
| 2 | SBC | 1 | -- | -- |
| 3 | SBC | 1 | -- | -- |
| 5 | SBC | -- | 1 | -- |
| 14 | SBD | -- | 1 | -- |
| 16 | SBD | 1 | -- | -- |
| 22 | SBD | -- | -- | 2 |
| 23 | SBD | -- | -- | 2 |
| 12 | SBE | 1 | -- | -- |
| 13 | SBE | 1 | -- | -- |
| 15 | SBE | -- | 1 | -- |
| 24 | SBE | -- | -- | 2 |
| 25 | SBE | -- | -- | 2 |
| 1 | SBF | 1 | -- | -- |
| 9 | SBF | -- | 1 | -- |
| 7 | SBG | 1 | -- | -- |
| 8 | SBG | 1 | -- | -- |
| 10 | SBG | -- | 1 | -- |
| 11 | SBH | 1 | -- | -- |
| 19 | SBH | -- | 1 | -- |
| 26 | SBH | -- | -- | 2 |
| 27 | SBH | -- | -- | 2 |
| | TOTAL | 12 | 8 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH | LED MODULES 12-INCH GREEN ARROW EACH |
|---|---|---|---|---|---|---|---|---|---|
| 17 | SBA | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 18 | SBA | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 20 | SBA | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 21 | SBA | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 28 | SBA | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 4 | SBB | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 6 | SBB | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 2 | SBC | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 3 | SBC | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 5 | SBC | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 14 | SBD | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 16 | SBD | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 22 | SBD | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 23 | SBD | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 12 | SBE | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 13 | SBE | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 15 | SBE | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 24 | SBE | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 25 | SBE | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 1 | SBF | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 9 | SBF | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 7 | SBG | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 8 | SBG | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 10 | SBG | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 11 | SBH | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 19 | SBH | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 26 | SBH | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 27 | SBH | 1 | 1 | -- | -- | -- | -- | -- | -- |
| | TOTAL | 8 | 8 | 12 | 12 | 12 | 8 | 16 | 8 |

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## VIDEO DETECTION SYSTEM

| LOCATION | SPV.0060.221 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 16TH ST EACH |
|---|---|
| W NATIONAL AVE & S 16TH ST | 1 |
| TOTAL | 1 |

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.003 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 16TH ST EACH |
|---|---|
| W NATIONAL AVE & S 16TH ST | 1 |
| TOTAL | 1 |

3

## APS PEDESTRIAN PUSH BUTTONS

| LOCATION | SPV.0060.230 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM W NATIONAL AVE & S 16TH ST EACH |
|---|---|
| W NATIONAL AVE & S 16TH ST | 1 |
| TOTAL | 1 |

## TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

| LOCATION | 661.0201.002 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS W NATIONAL AVE & S 16TH ST EACH | 661.0300 GENERATORS DAY |
|---|---|---|
| W NATIONAL AVE & S 16TH ST | 1 | 1 |
| TOTAL | 1 | 1 |

## EVP DETECTORS

| LOCATION | SPV.0060.212 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 16TH ST EACH |
|---|---|
| W NATIONAL AVE & S 16TH ST | 1 |
| TOTAL | 1 |

## TRAFFIC SIGNAL CABINET & CONTROLLER

| LOCATION | SPV.0060.203 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 16TH ST EACH |
|---|---|
| W NATIONAL AVE & S 16TH ST | 1 |
| TOTAL | 1 |

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## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.204 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 11TH ST EACH |
|---|---|
| W NATIONAL AVE & S 11TH ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 12 |
| MERCURY SWITCHES | 1 |
| TOTAL | 21 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

3

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|
| SBA | 1 | 2 | -- |
| SBB | 1 | 1 | -- |
| SBC | 1 | 2 | -- |
| SBD | 1 | 1 | -- |
| SBE | 1 | 2 | -- |
| SBF | 1 | 1 | -- |
| SBG | 1 | 2 | -- |
| SBH | 1 | 1 | -- |
| CB1 | -- | -- | 1 |
| TOTAL | 8 | 12 | 1 |

## REMOVING PULL BOXES

| PULL BOX NO. | * 653.0905 REMOVING PULL BOXES EACH |
|---|---|
| PB1 | 1 |
| PB2 | 1 |
| TOTAL | 2 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN. SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBA | 1 |
| SBB | 1 |
| SBE | 1 |
| SBF | 1 |
| SBH | 1 |
| CB1 | 1 |
| TOTAL | 6 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

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## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0110 CONCRETE BASES TYPE 10 EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|
| SBA | NATIONAL AVE | 114+11.2 | 35.5' LT | -- | 1 | -- |
| SBC | NATIONAL AVE | 114+94.0 | 35.5' LT | 1 | -- | -- |
| SBD | NATIONAL AVE | 115+11.9 | 27.7' LT | 1 | -- | -- |
| SBE | NATIONAL AVE | 115+12.3 | 35.4' RT | -- | 1 | -- |
| SBF | NATIONAL AVE | 114+84.0 | 46.9' RT | 1 | -- | -- |
| SBH | NATIONAL AVE | 114+11.7 | 27.3' RT | 1 | -- | -- |
| CB1 | NATIONAL AVE | 114+32.9 | 46.0' LT | -- | -- | 1 |
| | | | TOTAL | 4 | 2 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 114+43.7 | 55.7' LT | 1 |
| PB2 | NATIONAL AVE | 114+92.7 | 44.5' LT | 1 |
| PB3 | NATIONAL AVE | 115+15.9 | 20.3' LT | 1 |
| PB4 | NATIONAL AVE | 115+15.9 | 28.2' RT | 1 |
| PB5 | NATIONAL AVE | 114+80.7 | 52.2' RT | 1 |
| PB6 | NATIONAL AVE | 114+31.9 | 48.1' RT | 1 |
| PB7 | NATIONAL AVE | 114+08.9 | 19.5' RT | 1 |
| PB8 | NATIONAL AVE | 114+08.1 | 28.3' LT | 1 |
| | | | TOTAL | 8 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

3

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB1 | -- | 28 | -- |
| PB1 | SBB | 15 | -- | -- |
| PB1 | PB2 | -- | -- | 100 |
| PB2 | SBC | 9 | -- | -- |
| PB2 | PB3 | -- | 72 | -- |
| PB3 | SBD | 8 | -- | -- |
| PB3 | PB4 | -- | -- | 98 |
| PB4 | SBE | -- | 8 | -- |
| PB4 | PB5 | -- | 90 | -- |
| PB5 | SBF | 6 | -- | -- |
| PB5 | PB6 | -- | -- | 98 |
| PB6 | SBG | 7 | -- | -- |
| PB6 | PB7 | -- | 88 | -- |
| PB7 | SBH | 8 | -- | -- |
| PB7 | PB8 | -- | -- | 96 |
| PB8 | SBA | -- | 8 | -- |
| PB8 | CB1 | -- | 60 | -- |
| PB8 | PB1 | -- | 45 | -- |
| | TOTAL | 53 | 399 | 392 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBA (HEAD B) | 110 |
| CB1 | SBE (HEAD D) | 230 |
| | TOTAL | 340 |

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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SBA | HEAD 13 | 55 |
| SBA | HEAD 14 | 19 |
| SBA | HEAD 16 | 55 |
| SBA | HEAD 17 | 15 |
| SBA | HEAD 24 | 15 |
| SBB | HEAD 2 | 19 |
| SBB | HEAD 4 | 19 |
| SBC | HEAD 3 | 19 |
| SBD | HEAD 10 | 19 |
| SBD | HEAD 12 | 19 |
| SBD | HEAD 18 | 15 |
| SBD | HEAD 19 | 15 |
| SBE | HEAD 8 | 55 |
| SBE | HEAD 9 | 19 |
| SBE | HEAD 11 | 55 |
| SBE | HEAD 20 | 15 |
| SBF | HEAD 1 | 19 |
| SBF | HEAD 5 | 19 |
| SBF | HEAD 21 | 15 |
| SBG | HEAD 6 | 19 |
| SBG | HEAD 22 | 15 |
| SBH | HEAD 7 | 19 |
| SBH | HEAD 15 | 19 |
| SBH | HEAD 23 | 15 |
| | TOTAL | 568 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBB | 68 |
| SBB | SBC | 120 |
| SBC | SBD | 100 |
| SBD | SBE | 111 |
| SBE | SBF | 105 |
| SBF | SBG | 108 |
| SBG | SBH | 105 |
| SBH | SBA | 110 |
| SBA | CB1 | 76 |
| | TOTAL | 903 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F. | 655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F. |
|---|---|---|---|---|
| CB1 | SBA | -- | -- | 76 |
| CB1 | SBB | 68 | -- | -- |
| CB1 | SBC | 127 | -- | -- |
| CB1 | SBD | -- | -- | 178 |
| CB1 | SBE | -- | -- | 241 |
| CB1 | SBF | -- | 261 | -- |
| CB1 | SBG | 197 | -- | -- |
| CB1 | SBH | -- | 139 | -- |
| | TOTAL | 392 | 400 | 495 |

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## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100 PEDESTAL BASES EACH | 657.0350 POLES TYPE 10 EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0530 MONOTUBE ARMS 30-FT EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|
| SBA | -- | 1 | -- | 1 | 1 |
| SBB | -- | -- | -- | -- | 1 |
| SBC | 1 | -- | 1 | -- | 1 |
| SBD | 1 | -- | 1 | -- | 1 |
| SBE | -- | 1 | -- | 1 | 1 |
| SBF | 1 | -- | 1 | -- | 1 |
| SBG | -- | -- | -- | -- | 1 |
| SBH | 1 | -- | 1 | -- | 1 |
| TOTAL | 4 | 2 | 4 | 2 | 8 |

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBG) | 199 |
| CB1 | V2 (SBB) | 100 |
| | TOTAL | 299 |

3

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.005 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 11TH ST EACH |
|---|---|
| W NATIONAL AVE & S 11TH ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## TEMPORARY INFRARED EVP SYSTEM

| LOCATION | SPV.0060.243 TEMPORARY INFRARED EVP SYSTEM W NATIONAL AVE & S 11TH ST EACH |
|---|---|
| W NATIONAL AVE & S 11TH ST | 1 |
| TOTAL | 1 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|
| 13 | SBA | 1 | -- |
| 14 | SBA | 1 | -- |
| 16 | SBA | 1 | -- |
| 17 | SBA | -- | 2 |
| 24 | SBA | -- | 2 |
| 2 | SBB | 1 | -- |
| 4 | SBB | 1 | -- |
| 3 | SBC | 1 | -- |
| 10 | SBD | 1 | -- |
| 12 | SBD | 1 | -- |
| 18 | SBD | -- | 2 |
| 19 | SBD | -- | 2 |
| 8 | SBE | 1 | -- |
| 9 | SBE | 1 | -- |
| 11 | SBE | 1 | -- |
| 20 | SBE | -- | 2 |
| 1 | SBF | 1 | -- |
| 5 | SBF | 1 | -- |
| 21 | SBF | -- | 2 |
| 6 | SBG | 1 | -- |
| 22 | SBG | -- | 2 |
| 7 | SBH | 1 | -- |
| 15 | SBH | 1 | -- |
| 23 | SBH | -- | 2 |
| | TOTAL | 16 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH |
|---|---|---|---|---|---|---|---|---|
| 13 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 14 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 16 | SBA | -- | -- | -- | -- | -- | 1 | 2 |
| 17 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 24 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 2 | SBB | -- | -- | 1 | 1 | 1 | -- | -- |
| 4 | SBB | -- | -- | 1 | 1 | 1 | -- | -- |
| 3 | SBC | -- | -- | 1 | 1 | 1 | -- | -- |
| 10 | SBD | -- | -- | -- | -- | -- | 1 | 2 |
| 12 | SBD | -- | -- | 1 | 1 | 1 | -- | -- |
| 18 | SBD | 1 | 1 | -- | -- | -- | -- | -- |
| 19 | SBD | 1 | 1 | -- | -- | -- | -- | -- |
| 8 | SBE | -- | -- | 1 | 1 | 1 | -- | -- |
| 9 | SBE | -- | -- | 1 | 1 | 1 | -- | -- |
| 11 | SBE | -- | -- | -- | -- | -- | 1 | 2 |
| 20 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 1 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 5 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 21 | SBF | 1 | 1 | -- | -- | -- | -- | -- |
| 6 | SBG | -- | -- | 1 | 1 | 1 | -- | -- |
| 22 | SBG | 1 | 1 | -- | -- | -- | -- | -- |
| 7 | SBH | -- | -- | 1 | 1 | 1 | -- | -- |
| 15 | SBH | -- | -- | -- | -- | -- | 1 | 2 |
| 23 | SBH | 1 | 1 | -- | -- | -- | -- | -- |
| | TOTAL | 8 | 8 | 12 | 12 | 12 | 4 | 8 |

3

W. NATIONAL AVE & S. 11TH ST
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3

## VIDEO DETECTION SYSTEM

| LOCATION | SPV.0060.222 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 11TH ST EACH |
|---|---|
| W NATIONAL AVE & S 11TH ST | 1 |
| TOTAL | 1 |

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.004 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 11TH ST EACH |
|---|---|
| W NATIONAL AVE & S 11TH ST | 1 |
| TOTAL | 1 |

3

## APS PEDESTRIAN PUSH BUTTONS

| LOCATION | SPV.0060.231 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM W NATIONAL AVE & S 11TH ST EACH |
|---|---|
| W NATIONAL AVE & S 11TH ST | 1 |
| TOTAL | 1 |

## TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

| LOCATION | 661.0201.003 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS W NATIONAL AVE & S 11TH ST EACH | 661.0300 GENERATORS DAY |
|---|---|---|
| W NATIONAL AVE & S 11TH ST | 1 | 1 |
| TOTAL | 1 | 1 |

## EVP DETECTORS

| LOCATION | SPV.0060.213 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 11TH ST EACH |
|---|---|
| W NATIONAL AVE & S 11TH ST | 1 |
| TOTAL | 1 |

## TRAFFIC SIGNAL CABINET & CONTROLLER

| LOCATION | SPV.0060.204 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 11TH ST EACH |
|---|---|
| W NATIONAL AVE & S 11TH ST | 1 |
| TOTAL | 1 |

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## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.205 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 9TH ST EACH |
|---|---|
| W NATIONAL AVE & S 9TH ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 9 |
| MERCURY SWITCHES | 1 |
| TOTAL | 18 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

3

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|
| SBA | 2 | 2 | -- |
| SBB | 1 | 1 | -- |
| SBC | 1 | 1 | -- |
| SBD | 1 | 1 | -- |
| SBE | 1 | 2 | -- |
| SBF | 1 | 1 | -- |
| SBG | 1 | 1 | -- |
| CB1 | -- | -- | 1 |
| TOTAL | 8 | 9 | 1 |

## REMOVING PULL BOXES

| PULL BOX NO. | * 653.0905 REMOVING PULL BOXES EACH |
|---|---|
| PB1 | 1 |
| PB2 | 1 |
| PB3 | 1 |
| PB4 | 1 |
| TOTAL | 4 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN. SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBA | 1 |
| SBC | 1 |
| SBD | 1 |
| SBE | 1 |
| SBG | 1 |
| CB1 | 1 |
| TOTAL | 6 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

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## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0110 CONCRETE BASES TYPE 10 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|---|
| SBB | NATIONAL AVE | 121+81.0 | 36.5' LT | -- | -- | 1 | -- |
| SBC | NATIONAL AVE | 121+88.7 | 35.7' LT | 1 | -- | -- | -- |
| SBD | NATIONAL AVE | 122+41.4 | 38.3' LT | 1 | -- | -- | -- |
| SBE | NATIONAL AVE | 122+58.9 | 31.7' LT | 1 | -- | -- | -- |
| SBF | NATIONAL AVE | 122+59.3 | 31.0' RT | -- | 1 | -- | -- |
| SBG | NATIONAL AVE | 122+47.7 | 38.7' RT | 1 | -- | -- | -- |
| SBI | NATIONAL AVE | 121+69.9 | 34.2' RT | 1 | -- | -- | -- |
| CB1 | NATIONAL AVE | 122+38.9 | 45.4' LT | -- | -- | -- | 1 |
| | | | TOTAL | 5 | 1 | 1 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 122+32.6 | 46.6' LT | 1 |
| PB2 | NATIONAL AVE | 122+62.6 | 22.5' LT | 1 |
| PB3 | NATIONAL AVE | 122+65.1 | 31.3' RT | 1 |
| PB4 | NATIONAL AVE | 122+43.8 | 45.6' RT | 1 |
| PB5 | NATIONAL AVE | 121+94.7 | 49.3' RT | 1 |
| PB6 | NATIONAL AVE | 121+60.3 | 33.7' RT | 1 |
| PB7 | NATIONAL AVE | 121+59.7 | 29.3' LT | 1 |
| PB8 | NATIONAL AVE | 121+88.8 | 44.5' LT | 1 |
| PB9 | NATIONAL AVE | 122+39.3 | 73.8' LT | 1 |
| | | | TOTAL | 9 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

3

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB2 | -- | 64 | -- |
| PB2 | SBE | 10 | -- | -- |
| PB2 | PB3 | -- | -- | 108 |
| PB3 | SBF | -- | 6 | -- |
| PB3 | PB4 | -- | 54 | -- |
| PB4 | SBG | 8 | -- | -- |
| PB4 | PB5 | -- | -- | 98 |
| PB5 | SBH | 9 | -- | -- |
| PB5 | PB6 | -- | 72 | -- |
| PB6 | SBI | 10 | -- | -- |
| PB6 | PB7 | -- | -- | 126 |
| PB7 | SBA | 10 | -- | -- |
| PB7 | PB8 | -- | 74 | -- |
| PB8 | SBB | -- | 12 | -- |
| PB8 | SBC | 9 | -- | -- |
| PB8 | PB1 | -- | -- | 88 |
| PB1 | SBD | 12 | -- | -- |
| PB1 | PB9 | 30 | -- | -- |
| PB9 | SBJ | 4 | -- | -- |
| PB1 | CB1 | -- | 14 | -- |
| PB1 | PB2 | -- | 45 | -- |
| | TOTAL | 102 | 341 | 420 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBB (HEAD B) | 138 |
| CB1 | SBF (HEAD D) | 163 |
| | TOTAL | 301 |

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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SBA | HEAD 12 | 15 |
| SBA | HEAD 19 | 15 |
| SBB | HEAD 10 | 60 |
| SBB | HEAD 11 | 60 |
| SBC | HEAD 2 | 19 |
| SBD | HEAD 3 | 19 |
| SBD | HEAD 13 | 15 |
| SBE | HEAD 7 | 19 |
| SBE | HEAD 9 | 19 |
| SBE | HEAD 14 | 15 |
| SBF | HEAD 5 | 55 |
| SBF | HEAD 6 | 19 |
| SBF | HEAD 8 | 55 |
| SBF | HEAD 15 | 15 |
| SBF | HEAD 16 | 15 |
| SBG | HEAD 1 | 19 |
| SBH | HEAD 17 | 15 |
| SBI | HEAD 4 | 19 |
| SBI | HEAD 18 | 15 |
| | TOTAL | 483 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBE | 80 |
| SBE | SBF | 116 |
| SBF | SBG | 87 |
| SBG | SBH | 112 |
| SBH | SBI | 101 |
| SBI | SBA | 129 |
| SBA | SBB | 105 |
| SBB | SBC | 52 |
| SBC | SBD | 111 |
| SBD | SBJ | 92 |
| SBJ | CB1 | 94 |
| | TOTAL | 1079 |

3

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F. | 655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F. |
|---|---|---|---|---|
| CB1 | SBA | 165 | -- | -- |
| CB1 | SBB | 116 | -- | -- |
| CB1 | SBC | 112 | -- | -- |
| CB1 | SBD | 57 | -- | -- |
| CB1 | SBE | -- | 80 | -- |
| CB1 | SBF | -- | -- | 144 |
| CB1 | SBG | 189 | -- | -- |
| CB1 | SBH | 254 | -- | -- |
| CB1 | SBI | 243 | -- | -- |
| | TOTAL | 1136 | 80 | 144 |

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## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100 PEDESTAL BASES EACH | 657.0347 POLES TYPE 9 SPECIAL EACH | 657.0350 POLES TYPE 10 EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0530 MONOTUBE ARMS 30-FT EACH | 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|---|---|
| SBA | -- | -- | -- | -- | -- | -- | 1 |
| SBB | -- | 1 | -- | -- | -- | 1 | -- |
| SBC | 1 | -- | -- | 1 | -- | -- | 1 |
| SBD | 1 | -- | -- | 1 | -- | -- | 1 |
| SBE | 1 | -- | -- | 1 | -- | -- | 1 |
| SBF | -- | -- | 1 | -- | 1 | -- | 1 |
| SBG | 1 | -- | -- | 1 | -- | -- | 1 |
| SBH | -- | -- | -- | -- | -- | -- | 1 |
| SBI | 1 | -- | -- | 1 | -- | -- | 1 |
| TOTAL | 5 | 1 | 1 | 5 | 1 | 1 | 8 |

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBJ) | 111 |
| | TOTAL | 111 |

3

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.006 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 9TH ST EACH |
|---|---|
| W NATIONAL AVE & S 9TH ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## TEMPORARY INFRARED EVP SYSTEM

| LOCATION | SPV.0060.244 TEMPORARY INFRARED EVP SYSTEM W NATIONAL AVE & S 9TH ST EACH |
|---|---|
| W NATIONAL AVE & S 9TH ST | 1 |
| TOTAL | 1 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|
| 12 | SBA | -- | 2 |
| 19 | SBA | -- | 2 |
| 10 | SBB | 1 | -- |
| 11 | SBB | 1 | -- |
| 2 | SBC | 1 | -- |
| 3 | SBD | 1 | -- |
| 13 | SBD | -- | 2 |
| 7 | SBE | 1 | -- |
| 9 | SBE | 1 | -- |
| 14 | SBE | -- | 2 |
| 5 | SBF | 1 | -- |
| 6 | SBF | 1 | -- |
| 8 | SBF | 1 | -- |
| 15 | SBF | -- | 2 |
| 16 | SBF | -- | 2 |
| 1 | SBG | 1 | -- |
| 17 | SBH | -- | 2 |
| 4 | SBI | 1 | -- |
| 18 | SBI | -- | 2 |
| TOTAL | | 11 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH |
|---|---|---|---|---|---|---|---|---|
| 12 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 19 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 10 | SBB | -- | -- | 1 | 1 | 1 | -- | -- |
| 11 | SBB | -- | -- | 1 | 1 | 1 | -- | -- |
| 2 | SBC | -- | -- | 1 | 1 | 1 | -- | -- |
| 3 | SBD | -- | -- | 1 | 1 | 1 | -- | -- |
| 13 | SBD | 1 | 1 | -- | -- | -- | -- | -- |
| 7 | SBE | -- | -- | -- | -- | -- | 1 | 2 |
| 9 | SBE | -- | -- | 1 | 1 | 1 | -- | -- |
| 14 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 5 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 6 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 8 | SBF | -- | -- | -- | -- | -- | 1 | 2 |
| 15 | SBF | 1 | 1 | -- | -- | -- | -- | -- |
| 16 | SBF | 1 | 1 | -- | -- | -- | -- | -- |
| 1 | SBG | -- | -- | 1 | 1 | 1 | -- | -- |
| 17 | SBH | 1 | 1 | -- | -- | -- | -- | -- |
| 4 | SBI | -- | -- | 1 | 1 | 1 | -- | -- |
| 18 | SBI | 1 | 1 | -- | -- | -- | -- | -- |
| TOTAL | | 8 | 8 | 9 | 9 | 9 | 2 | 4 |

3

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## VIDEO DETECTION SYSTEM

| LOCATION | SPV.0060.223 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 9TH ST EACH |
|---|---|
| W NATIONAL AVE & S 9TH ST | 1 |
| TOTAL | 1 |

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.005 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 9TH ST EACH |
|---|---|
| W NATIONAL AVE & S 9TH ST | 1 |
| TOTAL | 1 |

3

## APS PEDESTRIAN PUSH BUTTONS

| LOCATION | SPV.0060.232 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM W NATIONAL AVE & S 9TH ST EACH |
|---|---|
| W NATIONAL AVE & S 9TH ST | 1 |
| TOTAL | 1 |

## TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

| LOCATION | 661.0201.004 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS W NATIONAL AVE & S 9TH ST EACH | 661.0300 GENERATORS DAY |
|---|---|---|
| W NATIONAL AVE & S 9TH ST | 1 | 1 |
| TOTAL | 1 | 1 |

## EVP DETECTORS

| LOCATION | SPV.0060.214 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 9TH ST EACH |
|---|---|
| W NATIONAL AVE & S 9TH ST | 1 |
| TOTAL | 1 |

## TRAFFIC SIGNAL CABINET & CONTROLLER

| LOCATION | SPV.0060.205 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 9TH ST EACH |
|---|---|
| W NATIONAL AVE & S 9TH ST | 1 |
| TOTAL | 1 |

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## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.206 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 6TH ST EACH |
|---|---|
| W NATIONAL AVE & S 6TH ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 12 |
| MERCURY SWITCHES | 1 |
| TOTAL | 21 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

3

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|
| SBA | 1 | 1 | -- |
| SBB | 1 | 2 | -- |
| SBC | 1 | 1 | -- |
| SBD | 1 | 2 | -- |
| SBE | 1 | 1 | -- |
| SBF | 1 | 2 | -- |
| SBG | 1 | 1 | -- |
| SBH | 1 | 2 | -- |
| CB1 | -- | -- | 1 |
| TOTAL | 8 | 12 | 1 |

## REMOVING PULL BOXES

| PULL BOX NO. | * 653.0905 REMOVING PULL BOXES EACH |
|---|---|
| PB1 | 1 |
| PB2 | 1 |
| PB3 | 1 |
| PB4 | 1 |
| PB5 | 1 |
| PB6 | 1 |
| PB7 | 1 |
| PB8 | 1 |
| TOTAL | 8 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN. SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBC | 1 |
| SBG | 1 |
| CB1 | 1 |
| TOTAL | 3 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

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3

## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0110 CONCRETE BASES TYPE 10 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|---|
| SBA | NATIONAL AVE | 133+11.5 | 33.3' LT | -- | -- | 1 | -- |
| SBB | NATIONAL AVE | 133+31.1 | 45.6' LT | 1 | -- | -- | -- |
| SBC | NATIONAL AVE | 133+81.1 | 43.9' LT | -- | 1 | -- | -- |
| SBE | NATIONAL AVE | 134+04.4 | 27.8' RT | -- | -- | 1 | -- |
| SBF | NATIONAL AVE | 133+90.9 | 28.2' RT | 1 | -- | -- | -- |
| SBG | NATIONAL AVE | 133+81.7 | 42.3' RT | 1 | -- | -- | -- |
| SBH | NATIONAL AVE | 133+31.9 | 37.4' RT | -- | 1 | -- | -- |
| CB1 | NATIONAL AVE | 133+21.0 | 49.5' LT | -- | -- | -- | 1 |
| | | | TOTAL | 3 | 2 | 2 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 133+34.0 | 57.2' LT | 1 |
| PB2 | NATIONAL AVE | 133+80.4 | 57.0' LT | 1 |
| PB3 | NATIONAL AVE | 134+10.2 | 34.0' LT | 1 |
| PB4 | NATIONAL AVE | 134+08.3 | 27.7' RT | 1 |
| PB5 | NATIONAL AVE | 133+81.8 | 46.4' RT | 1 |
| PB6 | NATIONAL AVE | 133+31.7 | 45.3' RT | 1 |
| PB7 | NATIONAL AVE | 133+03.6 | 30.2' RT | 1 |
| PB8 | NATIONAL AVE | 133+02.3 | 32.6' LT | 1 |
| | | | TOTAL | 8 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB1 | -- | 32 | -- |
| PB1 | SBB | 12 | -- | -- |
| PB1 | PB2 | -- | -- | 92 |
| PB2 | SBC | -- | 13 | -- |
| PB2 | PB3 | -- | 80 | -- |
| PB3 | SBD | 6 | -- | -- |
| PB3 | PB4 | -- | -- | 124 |
| PB4 | SBE | -- | 4 | -- |
| PB4 | SBF | 19 | -- | -- |
| PB4 | PB5 | -- | 74 | -- |
| PB5 | SBG | 4 | -- | -- |
| PB5 | PB6 | -- | -- | 100 |
| PB6 | SBH | -- | 8 | -- |
| PB6 | PB7 | -- | 70 | -- |
| PB7 | SBI | 8 | -- | -- |
| PB7 | PB8 | -- | -- | 126 |
| PB8 | SBA | -- | 9 | -- |
| PB8 | CB1 | -- | 60 | -- |
| PB8 | PB1 | -- | 43 | -- |
| | TOTAL | 49 | 393 | 442 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBC (HEAD A) | 142 |
| CB1 | SBA (HEAD B) | 115 |
| CB1 | SBH (HEAD C) | 206 |
| CB1 | SBE (HEAD D) | 245 |
| | TOTAL | 707 |

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MILWAUKEE COUNTY

CATEGORY 1000





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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. | 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F. |
|---|---|---|---|
| SBA | HEAD 13 | 60 | -- |
| SBA | HEAD 14 | 19 | -- |
| SBA | HEAD 16 | -- | 61 |
| SBA | HEAD 17 | 15 | -- |
| SBA | HEAD 24 | 15 | -- |
| SBB | HEAD 2 | 19 | -- |
| SBB | HEAD 4 | 19 | -- |
| SBC | HEAD 3 | 45 | -- |
| SBD | HEAD 10 | -- | 22 |
| SBD | HEAD 12 | 22 | -- |
| SBD | HEAD 18 | 15 | -- |
| SBD | HEAD 19 | 15 | -- |
| SBE | HEAD 8 | 65 | -- |
| SBE | HEAD 9 | 19 | -- |
| SBE | HEAD 11 | -- | 66 |
| SBE | HEAD 20 | 15 | -- |
| SBE | HEAD 21 | 15 | -- |
| SBG | HEAD 1 | 19 | -- |
| SBG | HEAD 5 | 19 | -- |
| SBH | HEAD 6 | 50 | -- |
| SBI | HEAD 7 | 22 | -- |
| SBI | HEAD 15 | -- | 22 |
| SBI | HEAD 22 | 15 | -- |
| SBI | HEAD 23 | 15 | -- |
| TOTAL | | 498 | 171 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBB | 66 |
| SBB | SBC | 118 |
| SBC | SBD | 105 |
| SBD | SBE | 118 |
| SBE | SBF | 54 |
| SBF | SBG | 105 |
| SBG | SBH | 108 |
| SBH | SBI | 98 |
| SBI | SBA | 127 |
| SBA | CB1 | 78 |
| TOTAL | | 977 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F. |
|---|---|---|---|
| CB1 | SBA | -- | 78 |
| CB1 | SBB | 66 | -- |
| CB1 | SBC | 128 | -- |
| CB1 | SBD | -- | 177 |
| CB1 | SBE | -- | 251 |
| CB1 | SBF | 266 | -- |
| CB1 | SBG | 265 | -- |
| CB1 | SBH | 204 | -- |
| CB1 | SBI | -- | 155 |
| TOTAL | | 929 | 661 |

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## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | | 657.0100 PEDESTAL BASES EACH | 657.0350 POLES TYPE 10 EACH | 657.0352 POLES TYPE 10 SPECIAL EACH | 657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0520 MONOTUBE ARMS 20-FT EACH | 657.0525 MONOTUBE ARMS 25-FT EACH | 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH | 657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SBA | | -- | -- | 1 | -- | -- | -- | -- | 1 | -- | 1 |
| SBB | | 1 | -- | -- | -- | 1 | -- | -- | -- | -- | 1 |
| SBC | | -- | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBD | | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| SBE | | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | 1 |
| SBF | | 1 | -- | -- | 1 | -- | -- | -- | -- | -- | 1 |
| SBG | | 1 | -- | -- | -- | 1 | -- | -- | -- | -- | -- |
| SBH | | -- | 1 | -- | -- | -- | -- | 1 | -- | -- | 1 |
| SBI | | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| | TOTAL | 3 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 8 |

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBA) | 115 |
| CB1 | V2 (SBC) | 142 |
| CB1 | V3 (SBE) | 245 |
| CB1 | V4 (SBH) | 206 |
| | TOTAL | 707 |

3

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.007 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 6TH ST EACH |
|---|---|
| W NATIONAL AVE & S 6TH | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## TEMPORARY INFRARED EVP SYSTEM

| LOCATION | SPV.0060.245 TEMPORARY INFRARED EVP SYSTEM W NATIONAL AVE & S 6TH ST EACH |
|---|---|
| W NATIONAL AVE & S 6TH ST | 1 |
| TOTAL | 1 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|---|
| 13 | SBA | 1 | -- | -- |
| 14 | SBA | 1 | -- | -- |
| 16 | SBA | -- | 1 | -- |
| 17 | SBA | -- | -- | 2 |
| 24 | SBA | -- | -- | 2 |
| 2 | SBB | 1 | -- | -- |
| 4 | SBB | 1 | -- | -- |
| 3 | SBC | 1 | -- | -- |
| 10 | SBD | -- | 1 | -- |
| 12 | SBD | 1 | -- | -- |
| 18 | SBD | -- | -- | 2 |
| 19 | SBD | -- | -- | 2 |
| 8 | SBE | 1 | -- | -- |
| 9 | SBE | 1 | -- | -- |
| 11 | SBE | -- | 1 | -- |
| 20 | SBE | -- | -- | 2 |
| 21 | SBE | -- | -- | 2 |
| 1 | SBG | 1 | -- | -- |
| 5 | SBG | 1 | -- | -- |
| 6 | SBH | 1 | -- | -- |
| 7 | SBI | 1 | -- | -- |
| 15 | SBI | -- | 1 | -- |
| 22 | SBI | -- | -- | 2 |
| 23 | SBI | -- | -- | 2 |
| TOTAL | | 12 | 4 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH | LED MODULES 12-INCH GREEN ARROW EACH |
|---|---|---|---|---|---|---|---|---|---|
| 13 | SBA | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 14 | SBA | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 16 | SBA | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 17 | SBA | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 24 | SBA | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 2 | SBB | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 4 | SBB | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 3 | SBC | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 10 | SBD | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 12 | SBD | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 18 | SBD | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 19 | SBD | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 8 | SBE | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 9 | SBE | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 11 | SBE | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 20 | SBE | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 21 | SBE | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 1 | SBG | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 5 | SBG | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 6 | SBH | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 7 | SBI | -- | -- | 1 | 1 | 1 | -- | -- | -- |
| 15 | SBI | -- | -- | -- | -- | -- | 1 | 2 | 1 |
| 22 | SBI | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 23 | SBI | 1 | 1 | -- | -- | -- | -- | -- | -- |
| TOTAL | | 8 | 8 | 12 | 12 | 12 | 4 | 8 | 4 |

3

## LED BLANK OUT SIGN

SPV.0060.240
TRAFFIC SIGNAL LED NO LEFT TURN
BLANK OUT SIGNS

| LOCATION | EACH |
|---|---|
| W NATIONAL AVE & S 6TH ST | 2 |
| TOTAL | 2 |

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## VIDEO DETECTION SYSTEM

| LOCATION | SPV.0060.224 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 6TH ST EACH |
|---|---|
| W NATIONAL AVE & S 6TH ST | 1 |
| TOTAL | 1 |

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.006 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 6TH ST EACH |
|---|---|
| W NATIONAL AVE & S 6TH ST | 1 |
| TOTAL | 1 |

3

## APS PEDESTRIAN PUSH BUTTONS

| LOCATION | SPV.0060.233 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM W NATIONAL AVE & S 6TH ST EACH |
|---|---|
| W NATIONAL AVE & S 6TH ST | 1 |
| TOTAL | 1 |

## TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

| LOCATION | 661.0201.005 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS W NATIONAL AVE & S 6TH ST EACH | 661.0300 GENERATORS DAY |
|---|---|---|
| W NATIONAL AVE & S 6TH ST | 1 | 1 |
| TOTAL | 1 | 1 |

## EVP DETECTORS

| LOCATION | SPV.0060.215 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 6TH ST EACH |
|---|---|
| W NATIONAL AVE & S 6TH ST | 1 |
| TOTAL | 1 |

## TRAFFIC SIGNAL CABINET & CONTROLLER

| LOCATION | SPV.0060.206 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 6TH ST EACH |
|---|---|
| W NATIONAL AVE & S 6TH ST | 1 |
| TOTAL | 1 |

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## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.207 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 5TH ST EACH |
|---|---|
| W NATIONAL AVE & S 5TH ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 12 |
| MERCURY SWITCHES | 1 |
| TOTAL | 21 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

3

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|
| SBA | 1 | 1 | -- |
| SBB | 1 | 2 | -- |
| SBC | 1 | 1 | -- |
| SBD | 1 | 2 | -- |
| SBE | 1 | 1 | -- |
| SBF | 1 | 2 | -- |
| SBG | 1 | 1 | -- |
| SBH | 1 | 2 | -- |
| CB1 | -- | -- | 1 |
| TOTAL | 8 | 12 | 1 |

## REMOVING PULL BOXES

| PULL BOX NO. | * 653.0905 REMOVING PULL BOXES EACH |
|---|---|
| PB1 | 1 |
| PB2 | 1 |
| PB3 | 1 |
| PB4 | 1 |
| PB5 | 1 |
| PB6 | 1 |
| PB7 | 1 |
| PB8 | 1 |
| TOTAL | 8 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN. SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBB | 1 |
| CB1 | 1 |
| TOTAL | 2 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

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## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|
| SBA | NATIONAL AVE | 136+77.7 | 34.2' LT | -- | 1 | -- |
| SBB | NATIONAL AVE | 137+05.4 | 40.1' LT | 1 | -- | -- |
| SBF | NATIONAL AVE | 137+77.0 | 35.2' RT | -- | 1 | -- |
| SBG | NATIONAL AVE | 137+53.1 | 41.3' RT | 1 | -- | -- |
| CB1 | NATIONAL AVE | 137+58.2 | 43.3' LT | -- | -- | 1 |
| | | | TOTAL | 2 | 2 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 137+55.5 | 52.8' LT | 1 |
| PB2 | NATIONAL AVE | 137+55.3 | 38.1' LT | 1 |
| PB3 | NATIONAL AVE | 137+83.8 | 20.3' LT | 1 |
| PB4 | NATIONAL AVE | 137+82.7 | 26.5' RT | 1 |
| PB5 | NATIONAL AVE | 137+45.4 | 55.1' RT | 1 |
| PB6 | NATIONAL AVE | 137+00.7 | 50.5' RT | 1 |
| PB7 | NATIONAL AVE | 136+73.7 | 19.9' RT | 1 |
| PB8 | NATIONAL AVE | 136+73.6 | 25.9' LT | 1 |
| PB9 | NATIONAL AVE | 137+10.7 | 55.1' LT | 1 |
| | | | TOTAL | 9 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB2 | -- | 14 | -- |
| PB2 | SBD | 5 | -- | -- |
| PB2 | PB3 | -- | 80 | -- |
| PB3 | SBE | 11 | -- | -- |
| PB3 | PB4 | -- | -- | 94 |
| PB4 | SBF | -- | 10 | -- |
| PB4 | PB5 | -- | 108 | -- |
| PB5 | SBG | 16 | -- | -- |
| PB5 | PB6 | -- | -- | 90 |
| PB6 | SBH | 16 | -- | -- |
| PB6 | PB7 | -- | 104 | -- |
| PB7 | SBI | 10 | -- | -- |
| PB7 | PB8 | -- | -- | 92 |
| PB8 | SBA | -- | 9 | -- |
| PB8 | PB9 | -- | 96 | -- |
| PB9 | SBB | 16 | -- | -- |
| PB9 | SBC | 7 | -- | -- |
| PB9 | PB1 | -- | -- | 90 |
| PB1 | CB1 | -- | 20 | -- |
| PB1 | PB2 | -- | 15 | -- |
| | TOTAL | 81 | 456 | 366 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBD (HEAD A) | 81 |
| CB1 | SBA (HEAD B) | 188 |
| CB1 | SBH (HEAD C) | 279 |
| CB1 | SBF (HEAD D) | 181 |
| | TOTAL | 729 |

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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SBA | HEAD 13 | 60 |
| SBA | HEAD 14 | 19 |
| SBA | HEAD 16 | 60 |
| SBA | HEAD 17 | 15 |
| SBA | HEAD 24 | 15 |
| SBC | HEAD 2 | 19 |
| SBC | HEAD 4 | 19 |
| SBD | HEAD 3 | 19 |
| SBE | HEAD 10 | 19 |
| SBE | HEAD 12 | 19 |
| SBE | HEAD 18 | 15 |
| SBE | HEAD 19 | 15 |
| SBF | HEAD 8 | 65 |
| SBF | HEAD 9 | 19 |
| SBF | HEAD 11 | 65 |
| SBF | HEAD 20 | 15 |
| SBF | HEAD 21 | 15 |
| SBG | HEAD 1 | 19 |
| SBG | HEAD 5 | 19 |
| SBH | HEAD 6 | 19 |
| SBI | HEAD 7 | 19 |
| SBI | HEAD 15 | 19 |
| SBI | HEAD 22 | 15 |
| SBI | HEAD 23 | 15 |
| | TOTAL | 598 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBD | 49 |
| SBD | SBE | 102 |
| SBE | SBF | 114 |
| SBF | SBG | 127 |
| SBG | SBH | 122 |
| SBH | SBI | 123 |
| SBI | SBA | 111 |
| SBA | SBB | 119 |
| SBB | SBC | 53 |
| SBC | CB1 | 115 |
| | TOTAL | 1035 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F. |
|---|---|---|---|
| CB1 | SBA | -- | 181 |
| CB1 | SBB | 124 | -- |
| CB1 | SBC | 115 | -- |
| CB1 | SBD | 49 | -- |
| CB1 | SBE | -- | 111 |
| CB1 | SBF | -- | 172 |
| CB1 | SBG | 246 | -- |
| CB1 | SBH | 307 | -- |
| CB1 | SBI | -- | 242 |
| | TOTAL | 841 | 706 |

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## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100 PEDESTAL BASES EACH | 657.0352 POLES TYPE 10 SPECIAL EACH | 657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH | 657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|---|---|
| SBA | -- | 1 | -- | -- | 1 | -- | 1 |
| SBB | 1 | -- | 1 | -- | -- | -- | 1 |
| SBD | -- | -- | -- | -- | -- | -- | 1 |
| SBE | -- | -- | -- | -- | -- | -- | 1 |
| SBF | -- | 1 | -- | -- | -- | 1 | 1 |
| SBG | 1 | -- | -- | 1 | -- | -- | 1 |
| SBH | -- | -- | -- | -- | -- | -- | 1 |
| SBI | -- | -- | -- | -- | -- | -- | 1 |
| TOTAL | 2 | 2 | 1 | 1 | 1 | 1 | 8 |

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.008 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 5TH ST EACH |
|---|---|
| W NATIONAL AVE & S 5TH ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBH) | 279 |
| CB1 | V2 (SBD) | 81 |
| TOTAL | | 360 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|
| 13 | SBA | 1 | -- |
| 14 | SBA | 1 | -- |
| 16 | SBA | 1 | -- |
| 17 | SBA | -- | 2 |
| 24 | SBA | -- | 2 |
| 2 | SBC | 1 | -- |
| 4 | SBC | 1 | -- |
| 3 | SBD | 1 | -- |
| 10 | SBE | 1 | -- |
| 12 | SBE | 1 | -- |
| 18 | SBE | -- | 2 |
| 19 | SBE | -- | 2 |
| 8 | SBF | 1 | -- |
| 9 | SBF | 1 | -- |
| 11 | SBF | 1 | -- |
| 20 | SBF | -- | 2 |
| 21 | SBF | -- | 2 |
| 1 | SBG | 1 | -- |
| 5 | SBG | 1 | -- |
| 6 | SBH | 1 | -- |
| 7 | SBI | 1 | -- |
| 15 | SBI | 1 | -- |
| 22 | SBI | -- | 2 |
| 23 | SBI | -- | 2 |
| TOTAL | | 16 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH |
|---|---|---|---|---|---|---|---|---|
| 13 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 14 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 16 | SBA | -- | -- | -- | -- | -- | 1 | 2 |
| 17 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 24 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 2 | SBC | -- | -- | 1 | 1 | 1 | -- | -- |
| 4 | SBC | -- | -- | 1 | 1 | 1 | -- | -- |
| 3 | SBD | -- | -- | 1 | 1 | 1 | -- | -- |
| 10 | SBE | -- | -- | -- | -- | -- | 1 | 2 |
| 12 | SBE | -- | -- | 1 | 1 | 1 | -- | -- |
| 18 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 19 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 8 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 9 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 11 | SBF | -- | -- | -- | -- | -- | 1 | 2 |
| 20 | SBF | 1 | 1 | -- | -- | -- | -- | -- |
| 21 | SBF | 1 | 1 | -- | -- | -- | -- | -- |
| 1 | SBG | -- | -- | 1 | 1 | 1 | -- | -- |
| 5 | SBG | -- | -- | 1 | 1 | 1 | -- | -- |
| 6 | SBH | -- | -- | 1 | 1 | 1 | -- | -- |
| 7 | SBI | -- | -- | 1 | 1 | 1 | -- | -- |
| 15 | SBI | -- | -- | -- | -- | -- | 1 | 2 |
| 22 | SBI | 1 | 1 | -- | -- | -- | -- | -- |
| 23 | SBI | 1 | 1 | -- | -- | -- | -- | -- |
| TOTAL | | 8 | 8 | 12 | 12 | 12 | 4 | 8 |

3

W. NATIONAL AVE & S. 5TH ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

CATEGORY 1000





FILE NAME : T:\1210018.02\Traffic\Signal Design\Phase 2\Quantities & Estimate\National & 5th MQ.ppt PLOT DATE : 9/22/2026 9:59 AM PLOT BY : JESSICA BEINE PLOT NAME : PLOT SCALE : 1:1

3

**VIDEO DETECTION SYSTEM**

| LOCATION | SPV.0060.225 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 5TH ST EACH |
|---|---|
| W NATIONAL AVE & S 5TH ST | 1 |
| TOTAL | 1 |

**SIGNAL MOUNTING HARDWARE**

| LOCATION | 658.5070.007 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 5TH ST EACH |
|---|---|
| W NATIONAL AVE & S 5TH ST | 1 |
| TOTAL | 1 |

3

**EVP DETECTORS**

| LOCATION | SPV.0060.216 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 5TH ST EACH |
|---|---|
| W NATIONAL AVE & S 5TH ST | 1 |
| TOTAL | 1 |

**TRAFFIC SIGNAL CABINET & CONTROLLER**

| LOCATION | SPV.0060.207 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 5TH ST EACH |
|---|---|
| W NATIONAL AVE & S 5TH ST | 1 |
| TOTAL | 1 |

**APS PEDESTRIAN PUSH BUTTONS**

| LOCATION | SPV.0060.234 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM W NATIONAL AVE & S 5TH ST EACH |
|---|---|
| W NATIONAL AVE & S 5TH ST | 1 |
| TOTAL | 1 |

W. NATIONAL AVE & S. 5TH ST
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## RECTANGULAR RAPID FLASHING BEACON SYSTEM

| LOCATION ^ | SPV.0060.238 RECTANGULAR RAPID FLASHING BEACON SYSTEM W NATIONAL AVE & S 4TH ST EACH |
|---|---|
| W NATIONAL AVE & S 4TH ST | 1 |
| TOTAL | 1 |

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.009 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 4TH ST EACH |
|---|---|
| W NATIONAL AVE & S 4TH ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| PB1 | SBA | 4 | -- | -- |
| PB1 | SBB | 8 | -- | -- |
| PB1 | PB2 | -- | -- | 112 |
| PB2 | SBC | 5 | -- | -- |
| PB2 | SBD | 8 | -- | -- |
| PB2 | PB3 | -- | -- | 180 |
| PB3 | SBE | 12 | -- | -- |
| PB3 | METER | -- | 9 | -- |
| PB3 | PB4 | -- | -- | 124 |
| PB4 | SBF | 10 | -- | -- |
| TOTAL | | 47 | 9 | 416 |

## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH |
|---|---|---|---|---|
| SBA | NATIONAL AVE | 141+52.9 | 28.7' LT | 1 |
| SBB | NATIONAL AVE | 141+52.9 | 20.7' LT | 1 |
| SBD | NATIONAL AVE | 141+53.0 | 34.7' RT | 1 |
| SBE | NATIONAL AVE | 140+60.4 | 25.3' RT | 1 |
| TOTAL | | | | 4 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 141+56.9 | 28.2' LT | 1 |
| PB2 | NATIONAL AVE | 141+57.6 | 27.6' RT | 1 |
| PB3 | NATIONAL AVE | 140+68.1 | 34.4' RT | 1 |
| PB4 | NATIONAL AVE | 140+61.5 | 27.7' LT | 1 |
| TOTAL | | | | 4 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

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FILE NAME : T:\1210018.02\Traffic\Signal Design\Phase 2\Quantities & Estimate\National & 4th MQ.ppt PLOT DATE : 9/22/2026 10:02 AM PLOT BY : JESSICA BEINE PLOT NAME : PLOT SCALE : 1:1

3

## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.208 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 2ND ST EACH |
|---|---|
| W NATIONAL AVE & S 2ND ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 12 |
| MERCURY SWITCHES | 1 |
| TOTAL | 21 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

3

## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|
| SBA | 1 | -- | -- |
| SBB | 1 | 2 | -- |
| SBC | 1 | 1 | -- |
| SBD | 1 | 2 | -- |
| SBE | 1 | 1 | -- |
| SBF | 1 | 2 | -- |
| SBG | 1 | 1 | -- |
| SBH | 1 | 2 | -- |
| SBI | -- | 1 | -- |
| CB1 | | | 1 |
| TOTAL | 8 | 12 | 1 |

## REMOVING PULL BOXES

| PULL BOX NO. | * 653.0905 REMOVING PULL BOXES EACH |
|---|---|
| PB1 | 1 |
| PB2 | 1 |
| PB3 | 1 |
| PB4 | 1 |
| TOTAL | 4 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN. SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBA | 1 |
| SBB | 1 |
| SBD | 1 |
| SBF | 1 |
| CB1 | 1 |
| TOTAL | 5 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

W. NATIONAL AVE & S. 2ND ST
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3

## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0110 CONCRETE BASES TYPE 10 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|---|
| SBA | NATIONAL AVE | 148+08.6 | 28.5' LT | -- | 1 | -- | -- |
| SBB | NATIONAL AVE | 148+22.5 | 35.1' LT | 1 | -- | -- | -- |
| SBC | NATIONAL AVE | 148+89.6 | 38.8' LT | -- | -- | 1 | -- |
| SBD | NATIONAL AVE | 148+93.5 | 28.7' LT | 1 | -- | -- | -- |
| SBE | NATIONAL AVE | 149+08.8 | 28.7' LT | 1 | -- | -- | -- |
| SBF | NATIONAL AVE | 149+09.4 | 33.8' RT | -- | -- | 1 | -- |
| SBG | NATIONAL AVE | 148+83.6 | 41.2' RT | 1 | -- | -- | -- |
| SBI | NATIONAL AVE | 148+12.8 | 26.6' RT | -- | -- | 1 | -- |
| SBJ | NATIONAL AVE | 148+00.0 | 21.5' RT | 1 | -- | -- | -- |
| CB1 | NATIONAL AVE | 147+94.5 | 33.3' LT | -- | -- | -- | 1 |
| | | | TOTAL | 5 | 1 | 3 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 147+99.2 | 28.5' LT | 1 |
| PB2 | NATIONAL AVE | 148+23.3 | 54.3' LT | 1 |
| PB3 | NATIONAL AVE | 148+85.5 | 54.5' LT | 1 |
| PB4 | NATIONAL AVE | 149+10.8 | 21.7' LT | 1 |
| PB5 | NATIONAL AVE | 149+14.3 | 25.6' RT | 1 |
| PB6 | NATIONAL AVE | 148+96.0 | 32.7' RT | 1 |
| PB7 | NATIONAL AVE | 148+23.1 | 46.1' RT | 1 |
| PB8 | NATIONAL AVE | 148+14.4 | 34.2' RT | 1 |
| PB9 | NATIONAL AVE | 147+98.7 | 27.0' RT | 1 |
| PB10 | NATIONAL AVE | 147+94.4 | 28.1' LT | 1 |
| | | | TOTAL | 10 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB1 | -- | 14 | -- |
| PB1 | SBA | -- | 9 | -- |
| PB1 | PB2 | -- | 82 | -- |
| PB2 | SBB | 19 | -- | -- |
| PB2 | PB3 | -- | -- | 124 |
| PB3 | SBC | -- | 16 | -- |
| PB3 | PB4 | -- | 92 | -- |
| PB4 | SBD | 19 | -- | -- |
| PB4 | SBE | 7 | -- | -- |
| PB4 | PB5 | -- | -- | 96 |
| PB5 | SBF | -- | 9 | -- |
| PB5 | PB6 | -- | 40 | -- |
| PB6 | SBG | 15 | -- | -- |
| PB6 | PB8 | -- | -- | 164 |
| PB8 | PB7 | 15 | -- | -- |
| PB7 | SBH | 5 | -- | -- |
| PB8 | PB9 | -- | 34 | -- |
| PB9 | SBI | -- | 14 | -- |
| PB9 | SBJ | 6 | -- | -- |
| PB9 | PB10 | -- | -- | 110 |
| PB10 | CB1 | -- | 10 | -- |
| PB10 | PB1 | -- | 5 | -- |
| | TOTAL | 86 | 325 | 494 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBC (HEAD A) | 203 |
| CB1 | SBA (HEAD B) | 88 |
| CB1 | SBI (HEAD C) | 155 |
| CB1 | SBF (HEAD D) | 265 |
| | TOTAL | 711 |

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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SBA | HEAD 17 | 55 |
| SBA | HEAD 18 | 19 |
| SBA | HEAD 20 | 55 |
| SBA | HEAD 21 | 15 |
| SBA | HEAD 28 | 15 |
| SBB | HEAD 4 | 19 |
| SBB | HEAD 6 | 19 |
| SBC | HEAD 2 | 65 |
| SBC | HEAD 3 | 19 |
| SBC | HEAD 5 | 65 |
| SBE | HEAD 14 | 19 |
| SBE | HEAD 16 | 19 |
| SBE | HEAD 22 | 15 |
| SBE | HEAD 23 | 15 |
| SBF | HEAD 12 | 65 |
| SBF | HEAD 13 | 19 |
| SBF | HEAD 15 | 65 |
| SBF | HEAD 24 | 15 |
| SBF | HEAD 25 | 15 |
| SBG | HEAD 1 | 19 |
| SBG | HEAD 9 | 19 |
| SBH | HEAD 26 | 15 |
| SBI | HEAD 7 | 70 |
| SBI | HEAD 8 | 19 |
| SBI | HEAD 10 | 70 |
| SBJ | HEAD 11 | 19 |
| SBJ | HEAD 19 | 19 |
| SBJ | HEAD 27 | 15 |
| | TOTAL | 858 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBA | 54 |
| SBA | SBB | 116 |
| SBB | SBC | 144 |
| SBC | SBD | 128 |
| SBD | SBE | 58 |
| SBE | SBF | 110 |
| SBF | SBG | 90 |
| SBG | SBH | 177 |
| SBH | SBI | 111 |
| SBI | SBJ | 58 |
| SBJ | CB1 | 119 |
| | TOTAL | 1165 |

3

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F. | 655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F. |
|---|---|---|---|---|
| CB1 | SBA | -- | -- | 54 |
| CB1 | SBB | 120 | -- | -- |
| CB1 | SBC | -- | 194 | -- |
| CB1 | SBD | 259 | -- | -- |
| CB1 | SBE | -- | -- | 246 |
| CB1 | SBF | -- | -- | 286 |
| CB1 | SBG | 258 | -- | -- |
| CB1 | SBH | 180 | -- | -- |
| CB1 | SBI | -- | 128 | -- |
| CB1 | SBJ | -- | 119 | -- |
| | TOTAL | 817 | 441 | 586 |

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MILWAUKEE COUNTY

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3

## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100 PEDESTAL BASES EACH | 657.0350 POLES TYPE 10 EACH | 657.0352 POLES TYPE 10 SPECIAL EACH | 657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0530 MONOTUBE ARMS 30-FT EACH | 657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH | 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|---|---|---|---|
| SBA | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 |
| SBB | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBC | -- | -- | 1 | -- | -- | -- | 1 | -- | -- |
| SBD | 1 | -- | -- | 1 | -- | -- | -- | -- | 1 |
| SBE | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBF | -- | -- | 1 | -- | -- | -- | 1 | -- | 1 |
| SBG | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| SBH | -- | -- | -- | -- | -- | -- | -- | -- | 1 |
| SBI | -- | -- | 1 | -- | -- | -- | -- | 1 | -- |
| SBJ | 1 | -- | -- | -- | 1 | -- | -- | -- | 1 |
| TOTAL | 5 | 1 | 3 | 1 | 4 | 1 | 2 | 1 | 8 |

## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.010 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 2ND ST EACH |
|---|---|
| W NATIONAL AVE & S 2ND ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBA) | 88 |
| CB1 | V2 (SBC) | 203 |
| CB1 | V3 (SBF) | 265 |
| CB1 | V4 (SBI) | 155 |
| TOTAL | | 711 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|
| 17 | SBA | 1 | -- |
| 18 | SBA | 1 | -- |
| 20 | SBA | 1 | -- |
| 21 | SBA | -- | 2 |
| 28 | SBA | -- | 2 |
| 4 | SBB | 1 | -- |
| 6 | SBB | 1 | -- |
| 2 | SBC | 1 | -- |
| 3 | SBC | 1 | -- |
| 5 | SBC | 1 | -- |
| 14 | SBE | 1 | -- |
| 16 | SBE | 1 | -- |
| 22 | SBE | -- | 2 |
| 23 | SBE | -- | 2 |
| 12 | SBF | 1 | -- |
| 13 | SBF | 1 | -- |
| 15 | SBF | 1 | -- |
| 24 | SBF | -- | 2 |
| 25 | SBF | -- | 2 |
| 1 | SBG | 1 | -- |
| 9 | SBG | 1 | -- |
| 26 | SBH | -- | 2 |
| 7 | SBI | 1 | -- |
| 8 | SBI | 1 | -- |
| 10 | SBI | 1 | -- |
| 11 | SBJ | 1 | -- |
| 19 | SBJ | 1 | -- |
| 27 | SBJ | -- | 2 |
| | TOTAL | 20 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH |
|---|---|---|---|---|---|---|---|---|
| 17 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 18 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 20 | SBA | -- | -- | -- | -- | -- | 1 | 2 |
| 21 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 28 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 4 | SBB | -- | -- | -- | -- | -- | 1 | 2 |
| 6 | SBB | -- | -- | 1 | 1 | 1 | -- | -- |
| 2 | SBC | -- | -- | 1 | 1 | 1 | -- | -- |
| 3 | SBC | -- | -- | 1 | 1 | 1 | -- | -- |
| 5 | SBC | -- | -- | -- | -- | -- | 1 | 2 |
| 14 | SBE | -- | -- | -- | -- | -- | 1 | 2 |
| 16 | SBE | -- | -- | 1 | 1 | 1 | -- | -- |
| 22 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 23 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 12 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 13 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 15 | SBF | -- | -- | -- | -- | -- | 1 | 2 |
| 24 | SBF | 1 | 1 | -- | -- | -- | -- | -- |
| 25 | SBF | 1 | 1 | -- | -- | -- | -- | -- |
| 1 | SBG | -- | -- | 1 | 1 | 1 | -- | -- |
| 9 | SBG | -- | -- | -- | -- | -- | 1 | 2 |
| 26 | SBH | 1 | 1 | -- | -- | -- | -- | -- |
| 7 | SBI | -- | -- | 1 | 1 | 1 | -- | -- |
| 8 | SBI | -- | -- | 1 | 1 | 1 | -- | -- |
| 10 | SBI | -- | -- | -- | -- | -- | 1 | 2 |
| 11 | SBJ | -- | -- | 1 | 1 | 1 | -- | -- |
| 19 | SBJ | -- | -- | -- | -- | -- | 1 | 2 |
| 27 | SBJ | 1 | 1 | -- | -- | -- | -- | -- |
| | TOTAL | 8 | 8 | 12 | 12 | 12 | 8 | 16 |

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**VIDEO DETECTION SYSTEM**

| LOCATION | SPV.0060.226<br>VIDEO DETECTION SYSTEM<br>W NATIONAL AVE & S 2ND ST<br>EACH |
|---|---|
| W NATIONAL AVE & S 2ND ST | 1 |
| TOTAL | 1 |

**SIGNAL MOUNTING HARDWARE**

| LOCATION | 658.5070.008<br>SIGNAL MOUNTING<br>HARDWARE<br>W NATIONAL AVE & S 2ND ST<br>EACH |
|---|---|
| W NATIONAL AVE & S 2ND ST | 1 |
| TOTAL | 1 |

3

**EVP DETECTORS**

| LOCATION | SPV.0060.217<br>EMERGENCY VEHICLE<br>PREEMPTION SYSTEM<br>W NATIONAL AVE & S 2ND ST<br>EACH |
|---|---|
| W NATIONAL AVE & S 2ND ST | 1 |
| TOTAL | 1 |

**TRAFFIC SIGNAL CABINET & CONTROLLER**

| LOCATION | SPV.0060.208<br>TRAFFIC SIGNAL<br>CABINET & CONTROLLER<br>W NATIONAL AVE & S 2ND ST<br>EACH |
|---|---|
| W NATIONAL AVE & S 2ND ST | 1 |
| TOTAL | 1 |

**APS PEDESTRIAN PUSH BUTTONS**

| LOCATION | SPV.0060.235<br>ACCESSIBLE PEDESTRIAN<br>PUSH BUTTON SYSTEM<br>W NATIONAL AVE & S 2ND ST<br>EACH |
|---|---|
| W NATIONAL AVE & S 2ND ST | 1 |
| TOTAL | 1 |

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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | MISCELLANEOUS QUANTITIES | SHEET 822 | E |
|---|---|---|---|---|---|

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## TRAFFIC SIGNAL REMOVALS

| LOCATION | 204.9060.S.209 REMOVING TRAFFIC SIGNALS W NATIONAL AVE & S 1ST ST EACH |
|---|---|
| W NATIONAL AVE & S 1ST ST | 1 |
| TOTAL | 1 |

## LAMP, BALLAST, LED, SWITCH DISPOSAL

| FIXTURE TYPE | * 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH |
|---|---|
| PEDESTRIAN SIGNAL - 12 INCH | 8 |
| TRAFFIC SIGNAL, THREE SECTION | 12 |
| MERCURY SWITCHES | 1 |
| TOTAL | 21 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING" TABLE.

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## LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

| SIGNAL BASE NO. | PEDESTRIAN SIGNAL, 12 INCH EACH | TRAFFIC SIGNAL, THREE SECTION EACH | MERCURY SWITCHES EACH |
|---|---|---|---|
| SBA | 1 | 2 | -- |
| SBB | 1 | 1 | -- |
| SBC | 1 | 2 | -- |
| SBD | 1 | 1 | -- |
| SBE | 1 | 2 | -- |
| SBF | 1 | 1 | -- |
| SBG | 1 | 2 | -- |
| SBH | 1 | 1 | -- |
| CB1 | -- | -- | 1 |
| TOTAL | 8 | 12 | 1 |

## REMOVING CONCRETE BASES

| SIGNAL BASE NO. | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|
| SBA | 1 |
| SBB | 1 |
| SBE | 1 |
| SBG | 1 |
| CB1 | 1 |
| TOTAL | 5 |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN.
SEE "REMOVALS" TABLE.

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## CONCRETE BASES

| SIGNAL BASE NO. | ALIGNMENT | STATION^ | OFFSET^ | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0110 CONCRETE BASES TYPE 10 EACH | 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH | SPV.0060.239 INSTALLING PRECAST CONTROLLER BASE EACH |
|---|---|---|---|---|---|---|---|
| SBA | NATIONAL AVE | 151+74.4 | 28.3' LT | -- | -- | 1 | -- |
| SBB | NATIONAL AVE | 151+84.6 | 33.6' LT | 1 | -- | -- | -- |
| SBC | NATIONAL AVE | 151+97.3 | 41.1' LT | 1 | -- | -- | -- |
| SBD | NATIONAL AVE | 152+60.1 | 38.8' LT | -- | 1 | -- | -- |
| SBE | NATIONAL AVE | 152+71.7 | 30.4' LT | 1 | -- | -- | -- |
| SBF | NATIONAL AVE | 152+72.1 | 29.5' RT | -- | 1 | -- | -- |
| SBH | NATIONAL AVE | 151+90.4 | 33.8' RT | -- | -- | 1 | -- |
| SBI | NATIONAL AVE | 151+75.1 | 34.2' RT | 1 | -- | -- | -- |
| CB1 | NATIONAL AVE | 152+82.8 | 29.3' LT | -- | -- | -- | 1 |
| | | | TOTAL | 4 | 2 | 2 | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

## PULL BOXES

| PULL BOX NO. | ALIGNMENT | STATION^ | OFFSET^ | * SPV.0060.303 PULL BOXES 17-INCH x 30-INCH x 24-INCH (FIBERGLASS POLYMER CONCRETE) EACH |
|---|---|---|---|---|
| PB1 | NATIONAL AVE | 152+59.7 | 44.9' LT | 1 |
| PB2 | NATIONAL AVE | 152+76.8 | 29.6' LT | 1 |
| PB3 | NATIONAL AVE | 152+76.6 | 29.2' RT | 1 |
| PB4 | NATIONAL AVE | 152+61.8 | 43.5' RT | 1 |
| PB5 | NATIONAL AVE | 152+00.5 | 50.6' RT | 1 |
| PB6 | NATIONAL AVE | 151+69.8 | 34.3' RT | 1 |
| PB7 | NATIONAL AVE | 151+55.6 | 20.9' LT | 1 |
| PB8 | NATIONAL AVE | 151+96.6 | 46.1' LT | 1 |
| | | | TOTAL | 8 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLAN. SEE "PERMANENT STREET LIGHTING" TABLES.

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## CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F. | 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH L.F. |
|---|---|---|---|---|
| CB1 | PB2 | -- | 12 | -- |
| PB2 | SBE | 5 | -- | -- |
| PB2 | PB3 | -- | -- | 118 |
| PB3 | SBF | -- | 4 | -- |
| PB3 | PB4 | -- | 46 | -- |
| PB4 | SBG | 5 | -- | -- |
| PB4 | PB5 | -- | -- | 124 |
| PB5 | SBH | -- | 19 | -- |
| PB5 | PB6 | -- | 72 | -- |
| PB6 | SBI | 5 | -- | -- |
| PB6 | PB7 | -- | -- | 114 |
| PB7 | SBA | -- | 20 | -- |
| PB7 | PB8 | -- | 106 | -- |
| PB8 | SBB | 20 | -- | -- |
| PB8 | SBC | 5 | -- | -- |
| PB8 | PB1 | -- | -- | 126 |
| PB1 | SBD | -- | 6 | -- |
| PB1 | CB1 | -- | 58 | -- |
| PB1 | PB2 | -- | 23 | -- |
| | TOTAL | 40 | 366 | 482 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| FROM | TO | 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F. |
|---|---|---|
| CB1 | SBD (HEAD A) | 107 |
| CB1 | SBA (HEAD B) | 240 |
| CB1 | SBH (HEAD C) | 243 |
| CB1 | SBF (HEAD D) | 141 |
| | TOTAL | 730 |

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## TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

| FROM | TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F. |
|---|---|---|
| SBA | HEAD 13 | 60 |
| SBA | HEAD 14 | 19 |
| SBA | HEAD 16 | 60 |
| SBA | HEAD 17 | 15 |
| SBA | HEAD 24 | 15 |
| SBC | HEAD 4 | 19 |
| SBD | HEAD 2 | 55 |
| SBD | HEAD 3 | 55 |
| SBD | HEAD 19 | 15 |
| SBE | HEAD 10 | 19 |
| SBE | HEAD 12 | 19 |
| SBE | HEAD 18 | 15 |
| SBF | HEAD 8 | 55 |
| SBF | HEAD 9 | 19 |
| SBF | HEAD 11 | 55 |
| SBF | HEAD 21 | 15 |
| SBG | HEAD 1 | 19 |
| SBG | HEAD 20 | 15 |
| SBH | HEAD 5 | 60 |
| SBH | HEAD 6 | 60 |
| SBH | HEAD 22 | 15 |
| SBI | HEAD 7 | 19 |
| SBI | HEAD 15 | 19 |
| SBI | HEAD 23 | 15 |
| TOTAL | | 732 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F. |
|---|---|---|
| CB1 | SBE | 49 |
| SBE | SBF | 114 |
| SBF | SBG | 78 |
| SBG | SBH | 132 |
| SBH | SBI | 106 |
| SBI | SBA | 128 |
| SBA | SBB | 140 |
| SBB | SBC | 56 |
| SBC | SBD | 120 |
| SBD | CB1 | 73 |
| TOTAL | | 996 |

## TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

| FROM | TO | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F. | 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F. | 655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG L.F. |
|---|---|---|---|---|
| CB1 | SBA | -- | -- | 233 |
| CB1 | SBB | 165 | -- | -- |
| CB1 | SBC | 150 | -- | -- |
| CB1 | SBD | -- | 73 | -- |
| CB1 | SBE | -- | 49 | -- |
| CB1 | SBF | -- | -- | 122 |
| CB1 | SBG | 161 | -- | -- |
| CB1 | SBH | -- | 251 | -- |
| CB1 | SBI | -- | 290 | -- |
| TOTAL | | 476 | 663 | 355 |

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## POLES (CONTRACTOR FURNISHED)

| SIGNAL BASE NO. | 657.0100 PEDESTAL BASES EACH | 657.0350 POLES TYPE 10 EACH | 657.0352 POLES TYPE 10 SPECIAL EACH | 657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0530 MONOTUBE ARMS 30-FT EACH | 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH | (INCIDENTAL) APS PEDESTRIAN PUSH BUTTONS EACH |
|---|---|---|---|---|---|---|---|---|
| SBA | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| SBB | 1 | -- | -- | 1 | -- | -- | -- | 1 |
| SBC | 1 | -- | -- | -- | 1 | -- | -- | -- |
| SBD | -- | 1 | -- | -- | -- | 1 | -- | 1 |
| SBE | 1 | -- | -- | -- | 1 | -- | -- | 1 |
| SBF | -- | 1 | -- | -- | -- | 1 | -- | 1 |
| SBG | -- | -- | -- | -- | -- | -- | -- | 1 |
| SBH | -- | -- | 1 | -- | -- | -- | 1 | 1 |
| SBI | 1 | -- | -- | -- | 1 | -- | -- | 1 |
| TOTAL | 4 | 2 | 2 | 1 | 3 | 2 | 2 | 8 |

## VIDEO DETECTION CABLE

| FROM | TO | (INCIDENTAL) VIDEO DETECTION CABLE L.F. |
|---|---|---|
| CB1 | V1 (SBA) | 240 |
| CB1 | V2 (SBD) | 107 |
| CB1 | V3 (SBF) | 141 |
| CB1 | V4 (SBH) | 243 |
| TOTAL | | 730 |

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## ELECTRICAL SERVICE METER BREAKER PEDESTAL

| LOCATION ^ | 656.0201.011 ELECTRICAL SERVICE METER BREAKER PEDESTAL W NATIONAL AVE & S 1ST ST EACH |
|---|---|
| W NATIONAL AVE & S 1ST ST | 1 |
| TOTAL | 1 |

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

## TEMPORARY INFRARED EVP SYSTEM

| LOCATION | SPV.0060.246 TEMPORARY INFRARED EVP SYSTEM W NATIONAL AVE & S 1ST ST EACH |
|---|---|
| W NATIONAL AVE & S 1ST ST | 1 |
| TOTAL | 1 |

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## FACES

| SIGNAL HEAD NO. | SIGNAL BASE NO. | 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH | 658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH |
|---|---|---|---|
| 13 | SBA | 1 | -- |
| 14 | SBA | 1 | -- |
| 16 | SBA | 1 | -- |
| 17 | SBA | -- | 2 |
| 24 | SBA | -- | 2 |
| 4 | SBC | 1 | -- |
| 2 | SBD | 1 | -- |
| 3 | SBD | 1 | -- |
| 19 | SBD | -- | 2 |
| 10 | SBE | 1 | -- |
| 12 | SBE | 1 | -- |
| 18 | SBE | -- | 2 |
| 8 | SBF | 1 | -- |
| 9 | SBF | 1 | -- |
| 11 | SBF | 1 | -- |
| 21 | SBF | -- | 2 |
| 1 | SBG | 1 | -- |
| 20 | SBG | -- | 2 |
| 5 | SBH | 1 | -- |
| 6 | SBH | 1 | -- |
| 22 | SBH | -- | 2 |
| 7 | SBI | 1 | -- |
| 15 | SBI | 1 | -- |
| 23 | SBI | -- | 2 |
| | TOTAL | 16 | 16 |

## LED MODULES SUMMARY (FOR INFORMATION ONLY)

| SIGNAL HEAD NO. | SIGNAL BASE NO. | PEDESTRIAN SIGNAL FACE 12-INCH EACH | PEDESTRIAN COUNTDOWN SIGNAL FACE 12-INCH EACH | LED MODULES 12-INCH RED BALL EACH | LED MODULES 12-INCH YELLOW BALL EACH | LED MODULES 12-INCH GREEN BALL EACH | LED MODULES 12-INCH RED ARROW EACH | LED MODULES 12-INCH YELLOW ARROW EACH |
|---|---|---|---|---|---|---|---|---|
| 13 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 14 | SBA | -- | -- | 1 | 1 | 1 | -- | -- |
| 16 | SBA | -- | -- | -- | -- | -- | 1 | 2 |
| 17 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 24 | SBA | 1 | 1 | -- | -- | -- | -- | -- |
| 4 | SBC | -- | -- | 1 | 1 | 1 | -- | -- |
| 2 | SBD | -- | -- | 1 | 1 | 1 | -- | -- |
| 3 | SBD | -- | -- | 1 | 1 | 1 | -- | -- |
| 19 | SBD | 1 | 1 | -- | -- | -- | -- | -- |
| 10 | SBE | -- | -- | -- | -- | -- | 1 | 2 |
| 12 | SBE | -- | -- | 1 | 1 | 1 | -- | -- |
| 18 | SBE | 1 | 1 | -- | -- | -- | -- | -- |
| 8 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 9 | SBF | -- | -- | 1 | 1 | 1 | -- | -- |
| 11 | SBF | -- | -- | -- | -- | -- | 1 | 2 |
| 21 | SBF | 1 | 1 | -- | -- | -- | -- | -- |
| 1 | SBG | -- | -- | 1 | 1 | 1 | -- | -- |
| 20 | SBG | 1 | 1 | -- | -- | -- | -- | -- |
| 5 | SBH | -- | -- | 1 | 1 | 1 | -- | -- |
| 6 | SBH | -- | -- | 1 | 1 | 1 | -- | -- |
| 22 | SBH | 1 | 1 | -- | -- | -- | -- | -- |
| 7 | SBI | -- | -- | 1 | 1 | 1 | -- | -- |
| 15 | SBI | -- | -- | -- | -- | -- | 1 | 2 |
| 23 | SBI | 1 | 1 | -- | -- | -- | -- | -- |
| | TOTAL | 8 | 8 | 12 | 12 | 12 | 4 | 8 |

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PLOT BY : JESSICA BEINE
PLOT NAME :
PLOT SCALE : 1:1

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## VIDEO DETECTION SYSTEM

| LOCATION | SPV.0060.227 VIDEO DETECTION SYSTEM W NATIONAL AVE & S 1ST ST EACH |
|---|---|
| W NATIONAL AVE & S 1ST ST | 1 |
| TOTAL | 1 |

## SIGNAL MOUNTING HARDWARE

| LOCATION | 658.5070.009 SIGNAL MOUNTING HARDWARE W NATIONAL AVE & S 1ST ST EACH |
|---|---|
| W NATIONAL AVE & S 1ST ST | 1 |
| TOTAL | 1 |

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## APS PEDESTRIAN PUSH BUTTONS

| LOCATION | SPV.0060.236 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM W NATIONAL AVE & S 1ST ST EACH |
|---|---|
| W NATIONAL AVE & S 1ST ST | 1 |
| TOTAL | 1 |

## TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

| LOCATION | 661.0201.006 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS W NATIONAL AVE & S 1ST ST EACH | 661.0300 GENERATORS DAY |
|---|---|---|
| W NATIONAL AVE & S 1ST ST | 1 | 1 |
| TOTAL | 1 | 1 |

## EVP DETECTORS

| LOCATION | SPV.0060.218 EMERGENCY VEHICLE PREEMPTION SYSTEM W NATIONAL AVE & S 1ST ST EACH |
|---|---|
| W NATIONAL AVE & S 1ST ST | 1 |
| TOTAL | 1 |

## TRAFFIC SIGNAL CABINET & CONTROLLER

| LOCATION | SPV.0060.209 TRAFFIC SIGNAL CABINET & CONTROLLER W NATIONAL AVE & S 1ST ST EACH |
|---|---|
| W NATIONAL AVE & S 1ST ST | 1 |
| TOTAL | 1 |

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| STORM SEWER STRUCTURES | | | | | | | | | | | | | | | STORM SEWER PIPES | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE | STRUCTURE TYPE | STATION* | OFFSET* | COVER ELEV.** | SUMP ELEVATION | DEPTH*** (FT) | FRAME & LID | SPV 0060.102 INLET COVERS TYPE MS 57 EACH | SPV 0060.103 MANHOLE COVERS MS 58-A EACH | SPV 0060.110 CATCH BASINS TYPE 44A EACH | SPV 0060.112 STORM INLET TYPE 45A EACH | SPV.0060.120 STORM INLET 70A EACH | MANHOLES (VARIOUS) (SEE TABLE) | STRUCTURE REMARKS | FROM STRUCTURE | TO STRUCTURE | SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH | 608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | INLET ELEV | DISC ELEV | SLOPE FT/FT |
| 434B018 | REPLACE MH COVER MS-58A | 55+72.19 | 0.30' LT | 77.60 | 65.08 | 12.52 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434B018 | - | - | - | - | - | - |
| 101 | CATCH BASIN 44A - MS-57 | 55+74.15 | 24.43' LT | 77.05 | 68.82 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 101 | 434B018 | 1 | - | 24 | 72.82 | 72.34 | 0.0200 |
| 102 | CATCH BASIN 44A - MS-57 | 55+84.28 | 29.13' RT | 76.93 | 68.71 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 102 | 434B018 | 1 | - | 32 | 72.71 | 72.08 | 0.0197 |
| 103 | CATCH BASIN 44A - MS-57 | 57+46.26 | 23.07' LT | 75.17 | 66.96 | 8.21 | MS-57 | 1 | - | 1 | - | - | - | - | 103 | 434B021 | 1 | - | 31 | 70.96 | 70.33 | 0.0203 |
| 104 | CATCH BASIN 44A - MS-57 | 57+65.02 | 19.75' RT | 75.01 | 67.65 | 7.36 | MS-57 | 1 | - | 1 | - | - | - | - | 104 | 434B021 | 1 | - | 20 | 71.65 | 71.17 | 0.0240 |
| 434B021 | REPLACE MH COVER MS-58A | 57+67.07 | 0.29' RT | 75.87 | 62.37 | 13.50 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434B021 | - | - | - | - | - | - |
| 106 | CATCH BASIN 44A - MS-57 | 57+80.13 | 22.34' RT | 74.84 | 66.65 | 8.19 | MS-57 | 1 | - | 1 | - | - | - | - | 106 | 434B021 | 1 | - | 26 | 70.65 | 70.08 | 0.0219 |
| 107 | CATCH BASIN 44A - MS-57 | 57+91.21 | 23.79' LT | 74.88 | 66.65 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 107 | 434B021 | 1 | - | 34 | 70.65 | 70.01 | 0.0188 |
| 434B031 | REPLACE MH COVER MS-58A | 58+06.28 | 61.50' RT | 75.13 | 63.21 | 11.92 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434B031 | - | - | - | - | - | - |
| 117 | STORM INLET KEY 70A | 59+18.07 | 17.13' LT | 73.48 | 72.23 | 1.25 | 70A | - | - | - | - | 1 | - | - | 117 | 246 | - | 6 | - | 72.23 | 72.00 | 0.0476 |
| 246 | CATCH BASIN 44A - MS-58A | 59+18.07 | 23.30' LT | 74.25 | 65.97 | 8.28 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 246 | 118 | - | - | 29 | 69.97 | 69.38 | 0.0203 |
| 116 | CATCH BASIN 44A - MS-57 | 59+19.32 | 23.12' RT | 73.34 | 65.12 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 116 | 118 | - | - | 24 | 69.12 | 68.64 | 0.0200 |
| 118 | NEW MANHOLE MS-58A | 59+31.47 | 2.27' RT | 73.65 | 61.24 | 12.41 | MS-58A | - | 1 | - | - | - | 4-FT | - | 118 | - | - | - | - | - | - | - |
| 119 | STORM INLET KEY 70A | 60+04.56 | 17.13' LT | 72.54 | 71.30 | 1.24 | 70A | - | - | - | - | 1 | - | - | 119 | 245 | - | 6 | - | 71.30 | 71.17 | 0.0206 |
| 245 | CATCH BASIN 44A - MS-58A | 60+04.59 | 23.21' LT | 73.31 | 64.91 | 8.40 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 245 | 121 | - | - | 34 | 68.90 | 68.22 | 0.0200 |
| 120 | CATCH BASIN 44A - MS-57 | 60+16.42 | 23.12' RT | 72.33 | 64.11 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 120 | 121 | - | - | 24 | 68.11 | 67.63 | 0.0200 |
| 121 | NEW MANHOLE MS-58A | 60+27.28 | 1.97' RT | 72.73 | 59.56 | 13.17 | MS-58A | - | 1 | - | - | - | 4-FT | - | 121 | - | - | - | - | - | - | - |
| 122 | CATCH BASIN 44A - MS-57 | 60+73.26 | 23.12' RT | 71.72 | 63.49 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 122 | 121 | - | - | 51 | 67.49 | 66.48 | 0.0198 |
| 123 | STORM INLET KEY 70A | 61+23.62 | 17.13' LT | 71.52 | 70.26 | 1.26 | 70A | - | - | - | - | 1 | - | - | 123 | 244 | - | 6 | - | 70.26 | 70.10 | 0.0268 |
| 244 | CATCH BASIN 44A - MS-58A | 61+23.62 | 23.28' LT | 71.98 | 63.72 | 8.26 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 244 | 434B025 | 1 | - | 28 | 69.62 | 67.75 | 0.0668 |
| 434B025 | REPLACE MH COVER MS-58A | 61+37.27 | 1.70' RT | 71.76 | 58.46 | 13.30 | MS-58A | - | 1 | - | - | - | - | RECONSTRUCT FRAME & LID | 434B025 | - | - | - | - | - | - | - |
| 124 | CATCH BASIN 44A - MS-57 | 61+58.37 | 27.07' RT | 70.97 | 62.72 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 124 | 434B025 | 1 | - | 33 | 66.72 | 66.06 | 0.0200 |
| 125 | CATCH BASIN 44A - MS-57 | 61+58.82 | 23.51' LT | 71.17 | 62.91 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | ROTATE TO AVOID CUC | 125 | 434B025 | 1 | - | 33 | 66.91 | 66.25 | 0.0200 |
| 434B035 | REPLACE MH COVER MS-58A | 61+80.70 | 59.17' RT | 71.84 | 60.03 | 11.81 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434B035 | - | - | - | - | - | - |
| 434B026 | REPLACE MH COVER MS-58A | 62+31.07 | 2.93' RT | 71.27 | 57.46 | 13.81 | MS-58A | - | 1 | - | - | - | - | RECONSTRUCT FRAME & LID | 434B026 | - | - | - | - | - | - |
| 129 | STORM INLET KEY 70A | 62+85.61 | 17.13' LT | 70.66 | 69.40 | 1.26 | 70A | - | - | - | - | 1 | - | - | 129 | 247 | - | 5 | - | 69.40 | 69.30 | 0.0211 |
| 247 | CATCH BASIN 44A - MS-58A | 62+85.61 | 22.09' LT | 71.47 | 63.00 | 8.47 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 247 | 131 | - | - | 29 | 67.00 | 66.40 | 0.0207 |
| 130 | CATCH BASIN 44A - MS-57 | 62+97.23 | 23.12' RT | 70.51 | 62.26 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 130 | 131 | - | - | 21 | 66.26 | 65.85 | 0.0195 |
| 131 | NEW MANHOLE MS-58A | 62+99.67 | 2.74' RT | 70.93 | 56.91 | 14.02 | MS-58A | - | 1 | - | - | - | 4-FT | - | 131 | - | - | - | - | - | - | - |
| 133 | STORM INLET KEY 70A | 63+85.22 | 17.13' LT | 69.76 | 68.51 | 1.25 | 70A | - | - | - | - | 1 | - | - | 133 | 248 | - | 5 | - | 68.51 | 68.40 | 0.0212 |
| 248 | CATCH BASIN 44A - MS-58A | 63+85.22 | 22.49' LT | 70.46 | 61.50 | 8.96 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 248 | 134 | - | - | 29 | 65.50 | 64.90 | 0.0207 |
| 132 | CATCH BASIN 44A - MS-57 | 63+85.88 | 23.12' RT | 69.67 | 61.42 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 132 | 134 | - | - | 25 | 65.42 | 64.92 | 0.0200 |
| 134 | NEW MANHOLE MS-58A | 63+99.14 | 2.46' RT | 69.97 | 56.18 | 13.79 | MS-58A | - | 1 | - | - | - | 4-FT | - | 134 | - | - | - | - | - | - | - |
| 136 | CATCH BASIN 44A - MS-57 | 64+75.25 | 23.12' RT | 68.79 | 60.53 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 136 | 135 | - | - | 22 | 64.53 | 64.09 | 0.0200 |
| 135 | NEW MANHOLE MS-58A | 64+82.30 | 2.23' RT | 69.18 | 55.57 | 13.61 | MS-58A | - | 1 | - | - | - | 4-FT | - | 135 | - | - | - | - | - | - | - |
| 434B028 | REPLACE MH COVER MS-58A | 65+09.57 | 2.16' RT | 68.97 | 55.37 | 13.60 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434B028 | - | - | - | - | - | - | - |
| 137 | CATCH BASIN 44A - MS-57 | 65+27.14 | 22.96' LT | 68.75 | 60.50 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 137 | 434B028 | 1 | - | 31 | 64.50 | 63.89 | 0.0197 |
| 138 | CATCH BASIN 44A - MS-57 | 65+28.60 | 26.81' RT | 68.31 | 60.06 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 138 | 434B028 | 1 | - | 31 | 64.06 | 63.44 | 0.0200 |
| 143 | STORM INLET KEY 70A | 66+67.39 | 17.12' LT | 67.89 | 66.64 | 1.25 | 70A | - | - | - | - | 1 | - | - | 143 | 249 | - | 6 | - | 66.64 | 66.50 | 0.0222 |
| 249 | CATCH BASIN 44A - MS-58A | 66+67.39 | 23.25' LT | 68.65 | 59.50 | 9.15 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 249 | 144 | - | - | 30 | 64.00 | 63.38 | 0.0207 |
| 142 | CATCH BASIN 44A - MS-57 | 66+72.31 | 23.12' RT | 67.14 | 58.88 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 142 | 144 | - | - | 24 | 62.88 | 62.41 | 0.0196 |
| 144 | NEW MANHOLE MS-58A | 66+83.60 | 2.46' RT | 67.52 | 54.53 | 12.99 | MS-58A | - | 1 | - | - | - | 4-FT | - | 144 | - | - | - | - | - | - | - |
| 250 | CATCH BASIN 44A - MS-58A | 67+77.61 | 23.28' LT | 67.37 | 59.08 | 8.29 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 250 | 147 | - | - | 29 | 63.08 | 61.69 | 0.0479 |
| 145 | STORM INLET KEY 70A | 67+77.62 | 17.00' LT | 67.07 | 65.82 | 1.25 | 70A | - | - | - | - | 1 | - | - | 145 | 250 | - | 6 | - | 65.82 | 65.65 | 0.0268 |
| 146 | CATCH BASIN 44A - MS-57 | 67+82.89 | 23.12' RT | 66.05 | 57.80 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 146 | 147 | - | - | 22 | 61.80 | 61.37 | 0.0195 |
| 147 | NEW MANHOLE MS-58A | 67+90.80 | 2.68' RT | 66.56 | 53.51 | 13.05 | MS-58A | - | 1 | - | - | - | 4-FT | - | 147 | - | - | - | - | - | - | - |
| 148 | CATCH BASIN 44A - MS-57 | 68+79.62 | 26.12' RT | 64.83 | 56.57 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 148 | 434A011 | 1 | - | 23 | 60.57 | 60.11 | 0.0200 |
| 434A011 | REPLACE MH COVER MS-58A | 68+81.93 | 2.86' RT | 65.40 | 52.32 | 13.08 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A011 | - | - | - | - | - | - | - |
| 149 | CATCH BASIN 44A - MS-57 | 68+96.64 | 23.29' LT | 64.92 | 56.67 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | ROTATE TO AVOID CUC | 149 | 434A011 | 1 | - | 31 | 60.67 | 60.05 | 0.0200 |
| 375 | CATCH BASIN 44A - MS-57 | 69+09.20 | 61.40' RT | 64.48 | 56.22 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 375 | 434A028 | 1 | - | 19 | 60.22 | 59.84 | 0.0200 |

| STORM SEWER STRUCTURES | | | | | | | | | | | | | | | | STORM SEWER PIPES | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE | STRUCTURE TYPE | STATION* | OFFSET* | COVER ELEV.** | SUMP ELEVATION | DEPTH*** (FT) | FRAME & LID | SPV 0060.102 INLET COVERS TYPE MS 57 EACH | SPV 0060.103 MANHOLE COVERS MS 58-A EACH | SPV 0060.110 CATCH BASINS TYPE 44A EACH | SPV 0060.112 STORM INLET TYPE 45A EACH | SPV.0060.120 STORM INLET 70A EACH | MANHOLES (VARIOUS) (SEE TABLE) | STRUCTURE REMARKS | FROM STRUCTURE | TO STRUCTURE | SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH | 608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | INLET ELEV | DISC ELEV | SLOPE FT/FT |
| 434A028 | REPLACE MH COVER MS-58A | 69+27.64 | 58.30' RT | 65.25 | 52.22 | 13.03 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A028 | - | - | - | - | - | - | - |
| 376 | CATCH BASIN 44A - MS-57 | 69+47.32 | 50.44' RT | 64.41 | 56.16 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 376 | 434A028 | 1 | - | 21 | 60.16 | 59.74 | 0.0200 |
| 151 | CATCH BASIN 44A - MS-57 | 69+51.65 | 27.64' LT | 65.06 | 56.84 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | ROTATE TO AVOID CUC | 151 | 434A012 | 1 | - | 36 | 60.84 | 60.15 | 0.0192 |
| 434A012 | REPLACE MH COVER MS-58A | 69+77.19 | 1.02' LT | 65.53 | 51.48 | 14.05 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A012 | - | - | - | - | - | - | - |
| 251 | CATCH BASIN 44A - MS-57 | 70+27.02 | 4.48' LT | 64.18 | 55.92 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 251 | 434A012 | 1 | - | 50 | 59.92 | 58.92 | 0.0200 |
| 434A013 | REPLACE MH COVER MS-58A | 71+18.55 | 2.83' LT | 63.07 | 48.36 | 14.71 | MS-58A | - | 1 | - | - | - | - | RECONSTRUCT FRAME & LID | 434A013 | - | - | - | - | - | - | - |
| 152 | CATCH BASIN 44A - MS-57 | 71+36.18 | 17.12' RT | 62.61 | 54.35 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 152 | 434A013 | 1 | - | 27 | 58.35 | 57.82 | 0.0196 |
| 153 | STORM INLET KEY 70A | 71+40.30 | 23.13' LT | 62.80 | 61.55 | 1.25 | 70A | - | - | - | - | 1 | - | - | 153 | 253 | - | 6 | - | 61.55 | 61.40 | 0.0234 |
| 253 | CATCH BASIN 44A - MS-58A | 71+40.30 | 29.53' LT | 63.50 | 56.00 | 7.50 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 253 | 434A013 | 1 | - | 34 | 60.00 | 59.30 | 0.0206 |
| 155 | STORM INLET KEY 70A | 72+19.43 | 23.13' LT | 62.08 | 60.81 | 1.27 | 70A | - | - | - | - | 1 | - | - | 155 | 252 | - | 33 | - | 60.81 | 60.15 | 0.0201 |
| 154 | CATCH BASIN 44A - MS-57 | 72+27.70 | 17.12' RT | 62.21 | 53.96 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 154 | 434A014 | 1 | - | 32 | 57.96 | 57.32 | 0.0200 |
| 252 | CATCH BASIN 44A - MS-58A | 72+51.41 | 15.19' LT | 62.33 | 57.21 | 5.12 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 252 | 434A014 | 1 | - | 12 | 57.21 | 56.97 | 0.0200 |
| 434A014 | REPLACE MH COVER MS-58A | 72+52.79 | 3.16' LT | 62.58 | 48.21 | 14.37 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A014 | - | - | - | - | - | - | - |
| 156 | CATCH BASIN 44A - MS-57 | 72+63.31 | 20.51' RT | 62.20 | 54.21 | 7.99 | MS-57 | 1 | - | 1 | - | - | - | - | 156 | 434A300 | 1 | - | 38 | 57.95 | 57.19 | 0.0200 |
| 158 | CATCH BASIN 44A - MS-57 | 72+76.90 | 48.62' RT | 61.77 | 53.8 | 7.97 | MS-57 | 1 | - | 1 | - | - | - | - | 158 | 434A033 | 1 | - | 17 | 57.80 | 57.43 | 0.0218 |
| 157 | STORM INLET KEY 70A | 72+78.84 | 26.10' LT | 62.06 | 60.83 | 1.23 | 70A | - | - | - | - | 1 | - | - | 157 | 252 | - | 29 | - | 60.83 | 60.25 | 0.0202 |
| 434A300 | REPLACE MH COVER MS-58A | 72+90.65 | 4.84' LT | 62.59 | 42.50 | 20.09 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A300 | - | - | - | - | - | - | - |
| 434A033 | REPLACE MH COVER MS-58A | 72+93.00 | 55.46' RT | 62.19 | 47.98 | 14.21 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A033 | - | - | - | - | - | - | - |
| 159 | CATCH BASIN 44A - MS-57 | 73+10.03 | 59.75' RT | 61.54 | 53.90 | 7.64 | MS-57 | 1 | - | 1 | - | - | - | - | 159 | 434A033 | 1 | - | 18 | 57.90 | 57.55 | 0.0199 |
| 160 | CATCH BASIN 44A - MS-57 | 73+27.33 | 22.06' RT | 61.80 | 53.54 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 160 | 434A016 | 1 | - | 30 | 57.54 | 56.95 | 0.0197 |
| 161 | STORM INLET KEY 70A | 73+30.93 | 24.23' LT | 61.66 | 60.41 | 1.25 | 70A | - | - | - | - | 1 | - | - | 161 | 254 | - | 14 | - | 60.41 | 60.10 | 0.0215 |
| 254 | CATCH BASIN 44A - MS-58A | 73+44.92 | 26.97' LT | 61.81 | 54.70 | 7.11 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 254 | 434A016 | 1 | - | 26 | 58.70 | 58.15 | 0.0212 |
| 434A016 | REPLACE MH COVER MS-58A | 73+46.69 | 0.85' LT | 61.82 | 47.46 | 14.36 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A016 | - | - | - | - | - | - | - |
| 434A017 | REPLACE MH COVER MS-58A | 74+84.89 | 0.81' LT | 60.52 | 46.69 | 13.83 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A017 | - | - | - | - | - | - | - |
| 162 | CATCH BASIN 44A - MS-57 | 75+39.48 | 17.19' RT | 59.61 | 51.36 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 162 | 434A017 | 1 | - | 57 | 55.36 | 54.27 | 0.0191 |
| 163 | STORM INLET KEY 70A | 75+39.48 | 23.12' LT | 59.42 | 58.17 | 1.25 | 70A | - | - | - | - | 1 | - | - | 163 | 255 | - | 6 | - | 58.17 | 58.05 | 0.0225 |
| 255 | CATCH BASIN 44A - MS-58A | 75+39.48 | 28.64' LT | 60.35 | 52.25 | 8.10 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 255 | 434A017 | 1 | - | 61 | 56.25 | 54.42 | 0.0300 |
| 165 | STORM INLET KEY 70A | 76+21.10 | 23.13' LT | 59.17 | 57.53 | 1.64 | 70A | - | - | - | - | 1 | - | - | 165 | 256B | - | 6 | - | 57.53 | 57.34 | 0.0317 |
| 256B | CATCH BASIN 44A - MS-58A | 76+21.17 | 28.89' LT | 59.80 | 50.46 | 9.34 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 256B | 434A018 | 1 | - | 28 | 54.46 | 53.94 | 0.0186 |
| 434A018 | REPLACE MH COVER MS-58A | 76+25.54 | 0.91' LT | 59.63 | 46.16 | 13.47 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A018 | - | - | - | - | - | - | - |
| 164 | CATCH BASIN 44A - MS-57 | 76+48.38 | 26.03' RT | 59.02 | 50.75 | 8.27 | MS-57 | 1 | - | 1 | - | - | - | - | 164 | 434A018 | 1 | - | 35 | 54.75 | 54.02 | 0.0209 |
| 166 | CATCH BASIN 44A - MS-57 | 76+48.99 | 59.98' RT | 59.08 | 50.83 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 166 | 434A053 | 1 | - | 17 | 54.83 | 54.50 | 0.0194 |
| 300 | STORM INLET KEY 70A | 76+50.48 | 22.07' LT | 59.05 | 57.80 | 1.25 | 70A | - | - | - | - | 1 | - | - | 300 | 256B | - | 30 | - | 57.80 | 57.15 | 0.0215 |
| 257 | STORM INLET KEY 70A | 76+62.43 | 26.00' RT | 58.96 | 57.71 | 1.25 | 70A | - | - | - | - | 1 | - | - | 257 | 164 | - | 14 | - | 57.71 | 57.40 | 0.0221 |
| 434A053 | REPLACE MH COVER MS-58A | 76+65.63 | 58.64' RT | 59.32 | 45.21 | 14.11 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A053 | - | - | - | - | - | - | - |
| 168 | STORM INLET 45A - MS-57 | 76+82.49 | 25.09' LT | 58.91 | 53.80 | 5.11 | MS-57 | 1 | - | - | 1 | - | - | ROTATE TO AVOID WATER | 168 | 169 | - | - | 48 | 55.80 | 54.80 | 0.0207 |
| 167 | CATCH BASIN 44A - MS-57 | 76+84.52 | 49.78' RT | 58.82 | 50.54 | 8.28 | MS-57 | 1 | - | 1 | - | - | - | - | 167 | 434A053 | 1 | - | 21 | 54.54 | 54.13 | 0.0195 |
| 170 | CATCH BASIN 44A - MS-57 | 77+02.73 | 17.20' RT | 58.73 | 50.49 | 8.24 | MS-57 | 1 | - | 1 | - | - | - | - | 170 | 434A019 | 1 | - | 24 | 54.49 | 54.00 | 0.0204 |
| 434A019 | REPLACE MH COVER MS-58A | 77+18.80 | 1.10' LT | 59.52 | 45.31 | 14.21 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A019 | - | - | - | - | - | - | - |
| 169 | CATCH BASIN 44A - MS-57 | 77+30.95 | 25.13' LT | 58.43 | 50.17 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | ROTATE TO AVOID WATER | 169 | 434A019 | 1 | - | 27 | 54.17 | 53.63 | 0.0200 |
| 171 | STORM INLET KEY 70A | 78+37.64 | 23.13' LT | 57.39 | 56.14 | 1.25 | 70A | - | - | - | - | 1 | - | - | 171 | 258A | - | 6 | - | 56.14 | 56.00 | 0.0233 |
| 172 | CATCH BASIN 44A - MS-57 | 78+38.62 | 17.12' RT | 57.54 | 49.29 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 172 | 434A020 | 1 | - | 26 | 53.29 | 52.77 | 0.0200 |
| 434A020 | REPLACE MH COVER MS-58A | 78+57.69 | 1.16' LT | 57.79 | 43.93 | 13.86 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A020 | - | - | - | - | - | - | - |
| 173 | STORM INLET KEY 70A | 79+62.83 | 23.13' LT | 56.76 | 55.51 | 1.25 | 70A | - | - | - | - | 1 | - | - | 173 | 243 | - | 6 | - | 55.51 | 55.35 | 0.0254 |
| 243 | CATCH BASIN 44A - MS-58A | 79+62.83 | 29.26' LT | 57.55 | 48.56 | 8.99 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 243 | 434A021 | 1 | - | 43 | 52.56 | 51.78 | 0.0181 |
| 222A | CATCH BASIN 44A - MS-57 | 79+70.43 | 17.12' RT | 56.92 | 48.67 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 222A | 434A021 | 1 | - | 30 | 52.67 | 52.06 | 0.0203 |
| 434A021 | REPLACE MH COVER MS-58A | 79+94.88 | 0.76' LT | 57.37 | 42.98 | 14.39 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A021 | - | - | - | - | - | - | - |
| 174 | CATCH BASIN 44A - MS-57 | 80+07.40 | 21.48' RT | 56.93 | 48.68 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 174 | 434A021 | 1 | - | 26 | 52.68 | 52.17 | 0.0196 |
| 175 | STORM INLET 45A - MS-57 | 80+19.22 | 25.02' LT | 56.83 | 52.55 | 4.28 | MS-57 | 1 | - | - | 1 | - | - | - | 175 | 179 | - | - | 52 | 52.55 | 51.52 | 0.0198 |
| 176 | CATCH BASIN 44A - MS-57 | 80+20.98 | 47.05' RT | 56.36 | 49.10 | 7.26 | MS-57 | 1 | - | 1 | - | - | - | - | 176 | 434A061 | 1 | - | 18 | 53.10 | 52.72 | 0.0211 |

## STORM SEWER STRUCTURES

## STORM SEWER PIPES

| STRUCTURE | STRUCTURE TYPE | STATION* | OFFSET* | COVER ELEV.** | SUMP ELEVATION | DEPTH*** (FT) | FRAME & LID | SPV 0060.102 INLET COVERS TYPE MS 57 EACH | SPV 0060.103 MANHOLE COVERS MS 58-A EACH | SPV 0060.110 CATCH BASINS TYPE 44A EACH | SPV 0060.112 STORM INLET TYPE 45A EACH | SPV.0060.120 STORM INLET 70A EACH | MANHOLES (VARIOUS) (SEE TABLE) | STRUCTURE REMARKS | FROM STRUCTURE | TO STRUCTURE | SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH | 608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | INLET ELEV | DISC ELEV | SLOPE FT/FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 434A061 | REPLACE MH COVER MS-58A | 80+37.36 | 54.60' RT | 56.89 | 44.75 | 12.14 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 434A061 | - | - | - | - | - | - | - |
| 178 | CATCH BASIN 44A - MS-57 | 80+54.35 | 59.78' RT | 56.53 | 49.1 | 7.43 | MS-57 | 1 | - | 1 | - | - | - | - | 178 | 434A061 | 1 | - | 18 | 53.10 | 52.73 | 0.0206 |
| 179 | CATCH BASIN 44A - MS-57 | 80+71.28 | 24.08' LT | 56.61 | 47.52 | 9.09 | MS-57 | 1 | - | 1 | - | - | - | ROTATE TO AVOID WATER | 179 | 433B001 | 1 | - | 30 | 51.52 | 50.94 | 0.0193 |
| 433B001 | REPLACE MH COVER MS-58A | 80+88.39 | 0.16' LT | 56.96 | 44.27 | 12.69 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B001 | - | - | - | - | - | - | - |
| 220 | CATCH BASIN 44A - MS-57 | 81+01.20 | 17.18' RT | 56.40 | 48.14 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 220 | 433B001 | 1 | - | 22 | 52.14 | 51.71 | 0.0195 |
| 184 | STORM INLET KEY 70A | 82+24.92 | 17.13' RT | 55.56 | 54.31 | 1.25 | 70A | - | - | - | - | 1 | - | - | 184 | 182 | - | 26 | - | 54.31 | 53.75 | 0.0212 |
| 183 | CATCH BASIN 44A - MS-57 | 82+24.95 | 25.13' LT | 55.44 | 47.15 | 8.29 | MS-57 | 1 | - | 1 | - | - | - | - | 183 | 181 | - | - | 36 | 51.15 | 50.40 | 0.0209 |
| 181 | NEW MANHOLE MS-58A | 82+49.91 | 0.71' RT | 56.09 | 45.49 | 10.60 | MS-58A | - | 1 | - | - | - | 4-FT | - | 181 | - | - | - | - | - | - | - |
| 182 | CATCH BASIN 44A - MS-57 | 82+50.05 | 24.92' RT | 55.57 | 46.89 | 8.68 | MS-57 | 1 | - | 1 | - | - | - | - | 182 | 181 | - | - | 24 | 50.89 | 50.48 | 0.0171 |
| 433B003 | REPLACE MH COVER MS-58A | 82+98.30 | 0.97' RT | 56.10 | 43.49 | 12.61 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B003 | - | - | - | - | - | - | - |
| 185 | CATCH BASIN 44A - MS-57 | 83+11.67 | 25.12' LT | 55.41 | 47.15 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 185 | 433B003 | 1 | - | 29 | 51.15 | 50.55 | 0.0205 |
| 186 | CATCH BASIN 44A - MS-57 | 83+44.03 | 24.90' RT | 55.30 | 47.02 | 8.28 | MS-57 | 1 | - | 1 | - | - | - | - | 186 | 19038 (259) | - | - | 35 | 51.02 | 50.32 | 0.0200 |
| 187 | STORM INLET KEY 70A | 83+51.73 | 22.65' LT | 55.38 | 54.13 | 1.25 | 70A | - | - | - | - | 1 | - | - | 187 | 185 | - | 40 | - | 54.13 | 53.30 | 0.0207 |
| 378 | CATCH BASIN 44A - MS-57 | 83+58.16 | 52.35' RT | 55.88 | 46.35 | 9.53 | MS-57 | 1 | - | 1 | - | - | - | - | 378 | 433B017 | 1 | - | 28 | 50.35 | 49.79 | 0.0200 |
| 433B017 | REPLACE MH COVER MS-58A | 83+78.02 | 32.83' RT | 55.90 | 43.40 | 12.50 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B017 | - | - | - | - | - | - | - |
| 379 | CATCH BASIN 44A - MS-57 | 83+96.32 | 55.09' RT | 55.75 | 47.49 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 379 | 433B017 | 1 | - | 29 | 51.49 | 50.91 | 0.0200 |
| 433B004 | REPLACE MH COVER MS-58A | 84+03.07 | 1.27' LT | 55.40 | 43.48 | 11.92 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B004 | - | - | - | - | - | - | - |
| 189 | CATCH BASIN 44A - MS-57 | 84+06.53 | 24.84' LT | 55.06 | 46.88 | 8.18 | MS-57 | 1 | - | 1 | - | - | - | - | 189 | 433B004 | 1 | - | 24 | 50.88 | 50.45 | 0.0179 |
| 192 | NEW MANHOLE MS-58A | 85+50.07 | 0.39' RT | 54.59 | 43.62 | 10.97 | MS-58A | - | 1 | - | - | - | 6-FT | - | 192 | - | - | - | - | - | - | - |
| 191 | CATCH BASIN 44A - MS-57 | 85+67.71 | 23.13' LT | 54.08 | 45.86 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 191 | 192 | - | - | 29 | 49.86 | 48.99 | 0.0300 |
| 190 | CATCH BASIN 44A - MS-57 | 85+75.03 | 17.13' RT | 54.13 | 45.91 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 190 | 192 | - | - | 30 | 49.91 | 49.19 | 0.0240 |
| 433B010 | REPLACE MH COVER MS-58A | 86+44.69 | 1.45' RT | 55.08 | 43.35 | 11.73 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B010 | - | - | - | - | - | - | - |
| 195 | CATCH BASIN 44A - MS-57 | 86+88.58 | 22.70' RT | 53.92 | 45.67 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 195 | 433B007 | 1 | - | 39 | 49.67 | 48.90 | 0.0197 |
| 196 | CATCH BASIN 44A - MS-57 | 86+97.19 | 50.67' RT | 54.11 | 45.86 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 196 | 433B022 | 1 | - | 18 | 49.86 | 49.51 | 0.0194 |
| 433B022 | REPLACE MH COVER MS-58A | 87+13.82 | 57.23' RT | 54.62 | 40.37 | 14.25 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B022 | - | - | - | - | - | - | - |
| 433B007 | REPLACE MH COVER MS-58A | 87+19.28 | 0.95' LT | 54.28 | 42.04 | 12.24 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B007 | - | - | - | - | - | - | - |
| 197 | CATCH BASIN 44A - MS-57 | 87+31.39 | 52.66' RT | 53.93 | 45.68 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 197 | 433B022 | 1 | - | 18 | 49.68 | 49.32 | 0.0200 |
| 199 | CATCH BASIN 44A - MS-57 | 87+45.44 | 23.13' LT | 53.68 | 45.55 | 8.13 | MS-57 | 1 | - | 1 | - | - | - | - | 199 | 433B007 | 1 | - | 34 | 49.55 | 48.87 | 0.0200 |
| 200 | NEW MANHOLE MS-58A | 87+90.16 | 0.52' LT | 53.97 | 42.99 | 10.98 | MS-58A | - | 1 | - | - | - | 6-FT | - | 200 | - | - | - | - | - | - | - |
| 201 | CATCH BASIN 44A - MS-57 | 87+92.32 | 23.13' LT | 53.49 | 45.24 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 201 | 200 | - | - | 23 | 49.24 | 48.78 | 0.0200 |
| 202 | CATCH BASIN 44A - MS-57 | 88+00.12 | 17.13' RT | 53.54 | 45.29 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 202 | 200 | - | - | 20 | 49.29 | 48.88 | 0.0205 |
| 433B008 | REPLACE MH COVER MS-58A | 88+80.75 | 0.03' RT | 54.27 | 42.60 | 11.67 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B008 | - | - | - | - | - | - | - |
| 205A | STORM INLET KEY 70A | 89+86.44 | 23.13' LT | 53.15 | 51.90 | 1.25 | 70A | - | - | - | - | 1 | - | - | 205A | 205 | - | 33 | - | 51.90 | 51.20 | 0.0214 |
| 204 | STORM INLET 45A - MS-57 | 90+05.62 | 17.06' RT | 53.00 | 47.90 | 5.10 | MS-57 | 1 | - | - | 1 | - | - | - | 204 | 206 | - | - | 18 | 49.90 | 49.55 | 0.0200 |
| 205 | CATCH BASIN 44A - MS-58A | 90+19.07 | 26.31' LT | 53.55 | 45.20 | 8.35 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 205 | 433B009 | 1 | - | 32 | 49.20 | 48.55 | 0.0203 |
| 205C | STORM INLET KEY 70A | 90+19.23 | 17.23' LT | 53.16 | 51.90 | 1.26 | 70A | - | - | - | - | 1 | - | - | 205C | 205 | - | 9 | - | 51.90 | 51.70 | 0.0225 |
| 206 | CATCH BASIN 44A - MS-57 | 90+22.48 | 22.49' RT | 52.93 | 44.39 | 8.54 | MS-57 | 1 | - | 1 | - | - | - | - | 206 | 433B009 | 1 | - | 27 | 48.39 | 47.86 | 0.0196 |
| 207 | CATCH BASIN 44A - MS-57 | 90+32.97 | 50.56' RT | 53.39 | 45.13 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 207 | 433B028 | 1 | - | 15 | 49.13 | 48.83 | 0.0200 |
| 433B009 | REPLACE MH COVER MS-58A | 90+37.11 | 0.07' RT | 53.45 | 41.08 | 12.37 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B009 | - | - | - | - | - | - | - |
| 433B028 | REPLACE MH COVER MS-58A | 90+46.47 | 57.29' RT | 53.75 | 42.95 | 10.80 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B028 | - | - | - | - | - | - | - |
| 208 | CATCH BASIN 44A - MS-57 | 90+59.19 | 52.52' RT | 53.43 | 45.17 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 208 | 433B028 | 1 | - | 14 | 49.17 | 48.90 | 0.0193 |
| 433B014 | REPLACE MH COVER MS-58A | 90+68.66 | 0.55' LT | 53.60 | 41.37 | 12.23 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B014 | - | - | - | - | - | - | - |
| 209 | CATCH BASIN 44A - MS-57 | 90+78.95 | 22.83' RT | 53.28 | 45.03 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 209 | 433B014 | 1 | - | 26 | 49.03 | 48.52 | 0.0196 |
| 250A | STORM INLET KEY 70A | 91+43.18 | 19.62' LT | 52.52 | 51.27 | 1.25 | 70A | - | - | - | - | 1 | - | - | 250A | 250E | - | 7 | - | 51.27 | 51.10 | 0.0249 |
| 250E | CATCH BASIN 44A - MS-58A | 91+43.18 | 26.58' LT | 52.92 | 40.50 | 12.42 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 250E | 433B019 | 1 | - | 29 | 44.50 | 43.95 | 0.0190 |
| 433B019 | REPLACE MH COVER MS-58A | 91+43.90 | 1.97' RT | 53.13 | 40.36 | 12.77 | MS-58A | - | 1 | - | - | - | - | RECONSTRUCT FRAME & LID | 433B019 | - | - | - | - | - | - | - |
| 382 | CATCH BASIN 44A - MS-57 | 91+44.75 | 24.72' RT | 52.91 | 43.29 | 9.62 | MS-57 | 1 | - | 1 | - | - | - | - | 382 | 433B019 | 1 | - | 23 | 47.29 | 46.83 | 0.0200 |
| 213 | STORM INLET 45A - MS-57 | 91+86.61 | 25.62' LT | 52.16 | 43.94 | 8.22 | MS-57 | 1 | - | - | 1 | - | - | - | 213 | 250E | - | - | 43 | 47.94 | 47.07 | 0.0202 |
| 212 | STORM INLET 45A - MS-57 | 91+98.36 | 24.63' RT | 52.62 | 44.36 | 8.26 | MS-57 | 1 | - | - | 1 | - | - | - | 212 | 382 | - | - | 54 | 48.36 | 47.29 | 0.0198 |
| 215 | CATCH BASIN 44A - MS-57 | 93+17.19 | 26.94' LT | 51.83 | 43.51 | 8.32 | MS-57 | 1 | - | 1 | - | - | - | BUS STOP | 215 | 433B012 | 1 | - | 46 | 47.51 | 46.56 | 0.0207 |

| STORM SEWER STRUCTURES | | | | | | | | | | | | | | | | STORM SEWER PIPES | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE | STRUCTURE TYPE | STATION* | OFFSET* | COVER ELEV.** | SUMP ELEVATION | DEPTH*** (FT) | FRAME & LID | SPV 0060.102 INLET COVERS TYPE MS 57 EACH | SPV 0060.103 MANHOLE COVERS MS 58-A EACH | SPV 0060.110 CATCH BASINS TYPE 44A EACH | SPV 0060.112 STORM INLET TYPE 45A EACH | SPV.0060.120 STORM INLET 70A EACH | MANHOLES (VARIOUS) (SEE TABLE) | STRUCTURE REMARKS | FROM STRUCTURE | TO STRUCTURE | SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH | 608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | INLET ELEV | DISC ELEV | SLOPE FT/FT |
| 216 | CATCH BASIN 44A - MS-57 | 93+25.11 | 28.63' RT | 52.39 | 44.17 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 216 | 433B012 | 1 | - | 38 | 48.17 | 47.42 | 0.0197 |
| 433B012 | REPLACE MH COVER MS-58A | 93+52.63 | 2.87' RT | 52.81 | 40.00 | 12.81 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B012 | - | - | - | - | - | - | - |
| 217 | CATCH BASIN 44A - MS-58A | 93+70.27 | 54.08' LT | 52.12 | 43.80 | 8.32 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 217 | 433B013 | 1 | - | 34 | 47.80 | 47.10 | 0.0206 |
| 218 | CATCH BASIN 44A - MS-57 | 93+70.75 | 69.86' RT | 52.61 | 44.35 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 218 | 433B031 | 1 | - | 24 | 48.35 | 47.87 | 0.0200 |
| 217A | STORM INLET KEY 70A | 93+75.76 | 53.79' LT | 51.65 | 50.40 | 1.25 | 70A | - | - | - | - | 1 | - | - | 217A | 217 | - | 6 | - | 50.40 | 50.25 | 0.0267 |
| 433B031 | REPLACE MH COVER MS-58A | 93+92.08 | 59.03' RT | 53.03 | 41.05 | 11.98 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B031 | - | - | - | - | - | - | - |
| 433B013 | REPLACE MH COVER MS-58A | 93+98.49 | 34.73' LT | 52.38 | 38.84 | 13.54 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B013 | - | - | - | - | - | - | - |
| 433B714 | REPLACE MH COVER MS-58A | 94+00.00 | 50.24' LT | 52.05 | 38.38 | 13.67 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433B714 | - | - | - | - | - | - | - |
| 220A | CATCH BASIN 44A - MS-57 | 94+15.78 | 57.45' RT | 52.82 | 44.55 | 8.27 | MS-57 | 1 | - | 1 | - | - | - | - | 220A | 433B031 | 1 | - | 24 | 48.55 | 48.06 | 0.0204 |
| 231B | STORM INLET 45A - MS-57 | 94+27.52 | 28.97' RT | 52.62 | 44.36 | 8.26 | MS-57 | 1 | - | - | 1 | - | - | - | 231B | 222 | - | - | 37 | 48.36 | 47.55 | 0.0219 |
| 433A001 | REPLACE MH COVER MS-58A | 94+40.51 | 0.06' RT | 52.80 | 39.08 | 13.72 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A001 | - | - | - | - | - | - | - |
| 221 | CATCH BASIN 44A - MS-57 | 94+64.13 | 28.62' LT | 52.00 | 41.00 | 11.00 | MS-57 | 1 | - | 1 | - | - | - | - | 221 | 433A001 | 1 | - | 37 | 45.00 | 44.25 | 0.0203 |
| 222 | CATCH BASIN 44A - MS-57 | 94+64.55 | 27.62' RT | 52.57 | 42.82 | 9.75 | MS-57 | 1 | - | 1 | - | - | - | - | 222 | 433A001 | 1 | - | 37 | 44.97 | 44.24 | 0.0197 |
| 223 | STORM INLET 45A - MS-57 | 95+00.79 | 28.62' LT | 51.86 | 43.61 | 8.25 | MS-57 | 1 | - | - | 1 | - | - | - | 223 | 221 | - | - | 37 | 47.61 | 46.87 | 0.0200 |
| 224 | STORM INLET 45A - MS-57 | 95+31.46 | 27.64' RT | 51.68 | 43.43 | 8.25 | MS-57 | 1 | - | - | 1 | - | - | - | 224 | 222 | - | - | 67 | 47.43 | 46.09 | 0.0200 |
| 433A002 | REPLACE MH COVER MS-58A | 96+41.04 | 0.72' RT | 53.47 | 40.58 | 12.89 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A002 | - | - | - | - | - | - | - |
| 228 | CATCH BASIN 44A - MS-57 | 97+01.42 | 21.93' RT | 52.39 | 44.16 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 228 | 230 | - | - | 24 | 48.16 | 47.66 | 0.0208 |
| 230 | NEW MANHOLE MS-58A | 97+13.39 | 0.70' RT | 53.32 | 41.49 | 11.83 | MS-58A | - | 1 | - | - | - | 5-FT | - | 230 | - | - | - | - | - | - | - |
| 229 | STORM INLET KEY 70A | 97+14.77 | 21.31' LT | 52.40 | 51.15 | 1.25 | 70A | - | - | - | - | 1 | - | - | 229 | 250B | - | 7 | - | 51.15 | 51.00 | 0.0212 |
| 250B | CATCH BASIN 44A - MS-58A | 97+15.08 | 28.20' LT | 53.05 | 44.30 | 8.75 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 250B | 230 | - | - | 29 | 48.30 | 47.72 | 0.0200 |
| 228B | CATCH BASIN 44A - MS-57 | 97+20.05 | 22.02' RT | 52.48 | 44.22 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 228B | 230 | - | - | 22 | 48.22 | 47.78 | 0.0200 |
| 232 | CATCH BASIN 44A - MS-57 | 98+18.92 | 22.12' RT | 52.69 | 44.44 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 232 | 433A003 | 1 | - | 24 | 48.44 | 47.96 | 0.0200 |
| 433A003 | REPLACE MH COVER MS-58A | 98+28.98 | 0.67' RT | 53.65 | 41.88 | 11.77 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A003 | - | - | - | - | - | - | - |
| 232B | CATCH BASIN 44A - MS-57 | 98+38.81 | 22.12' RT | 52.79 | 44.54 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 232B | 433A003 | 1 | - | 24 | 48.54 | 48.06 | 0.0200 |
| 231 | STORM INLET KEY 70A | 98+43.38 | 20.12' LT | 52.66 | 51.41 | 1.25 | 70A | - | - | - | - | 1 | - | - | 231 | 249A | - | 7 | - | 51.41 | 51.25 | 0.0228 |
| 249A | CATCH BASIN 44A - MS-58A | 98+43.38 | 27.06' LT | 53.43 | 44.40 | 9.03 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 249A | 433A003 | 1 | - | 31 | 48.40 | 47.78 | 0.0200 |
| 233 | NEW MANHOLE MS-58A | 99+21.21 | 0.07' LT | 53.87 | 42.23 | 11.64 | MS-58A | - | 1 | - | - | - | 5-FT | - | 233 | - | - | - | - | - | - | - |
| 234 | CATCH BASIN 44A - MS-57 | 99+25.68 | 21.07' RT | 53.03 | 44.77 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 234 | 233 | - | - | 22 | 48.77 | 48.34 | 0.0195 |
| 235 | STORM INLET KEY 70A | 99+45.40 | 20.12' LT | 52.88 | 51.63 | 1.25 | 70A | - | - | - | - | 1 | - | - | 235 | 248A | - | 6 | - | 51.63 | 51.50 | 0.0207 |
| 248A | CATCH BASIN 44A - MS-58A | 99+45.40 | 26.30' LT | 53.60 | 45.10 | 8.50 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 248A | 233 | - | - | 36 | 49.10 | 48.38 | 0.0200 |
| 236 | CATCH BASIN 44A - MS-57 | 100+13.39 | 18.34' RT | 53.59 | 45.38 | 8.21 | MS-57 | 1 | - | 1 | - | - | - | - | 236 | 433A005 | 1 | - | 37 | 49.38 | 48.65 | 0.0197 |
| 238 | CATCH BASIN 44A - MS-57 | 100+35.77 | 50.05' RT | 53.98 | 45.73 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 238 | 433A011 | 1 | - | 18 | 49.73 | 49.37 | 0.0200 |
| 433A005 | REPLACE MH COVER MS-58A | 100+44.66 | 0.18' LT | 53.92 | 41.13 | 12.79 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A005 | - | - | - | - | - | - | - |
| 433A011 | REPLACE MH COVER MS-58A | 100+49.92 | 60.91' RT | 54.20 | 43.81 | 10.39 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A011 | - | - | - | - | - | - | - |
| 237 | STORM INLET KEY 70A | 100+50.75 | 18.88' LT | 53.57 | 52.32 | 1.25 | 70A | - | - | - | - | 1 | - | - | 237 | 226 | - | 5 | - | 52.32 | 52.22 | 0.0200 |
| 226 | CATCH BASIN 44A - MS-58A | 100+51.11 | 23.87' LT | 54.06 | 45.70 | 8.36 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 226 | 433A005 | 1 | - | 25 | 49.70 | 49.10 | 0.0240 |
| 433A010 | REPLACE MH COVER MS-58A | 100+53.84 | 32.85' RT | 54.45 | 43.10 | 11.35 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A010 | - | - | - | - | - | - | - |
| 239 | CATCH BASIN 44A - MS-57 | 100+62.66 | 54.47' RT | 53.99 | 45.74 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 239 | 433A011 | 1 | - | 14 | 49.74 | 49.45 | 0.0207 |
| 240 | CATCH BASIN 44A - MS-57 | 100+78.65 | 27.49' RT | 54.22 | 50.67 | 3.55 | MS-57 | 1 | - | 1 | - | - | - | - | 240 | 433A010 | 1 | - | 23 | 54.67 | 54.18 | 0.0213 |
| 433A006 | REPLACE MH COVER MS-58A | 100+90.73 | 1.70' RT | 54.01 | 42.93 | 11.08 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A006 | - | - | - | - | - | - | - |
| 242 | CATCH BASIN 44A - MS-57 | 101+60.00 | 23.13' RT | 53.90 | 45.67 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 242 | 241 | - | - | 22 | 49.67 | 49.19 | 0.0218 |
| 241 | NEW MANHOLE MS-58A | 101+64.53 | 1.87' RT | 53.58 | 43.03 | 10.55 | MS-58A | - | 1 | - | - | - | 6-FT | - | 241 | - | - | - | - | - | - | - |
| 227 | CATCH BASIN 44A - MS-58A | 101+76.85 | 21.13' LT | 53.67 | 45.00 | 8.67 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 227 | 241 | - | - | 26 | 49.00 | 48.42 | 0.0223 |
| 243A | STORM INLET KEY 70A | 101+76.85 | 17.12' LT | 52.97 | 51.72 | 1.25 | 70A | - | - | - | - | 1 | - | - | 243A | 227 | - | 4 | - | 51.72 | 51.64 | 0.0200 |
| 244A | NEW MANHOLE MS-58A | 102+66.45 | 2.11' RT | 53.64 | 43.19 | 10.45 | MS-58A | - | 1 | - | - | - | 6-FT | - | 244A | - | - | - | - | - | - | - |
| 245A | STORM INLET KEY 70A | 102+83.02 | 17.12' LT | 53.12 | 51.87 | 1.25 | 70A | - | - | - | - | 1 | - | - | 245A | 253B | - | 4 | - | 51.87 | 51.75 | 0.0298 |
| 253B | CATCH BASIN 44A - MS-58A | 102+83.02 | 21.18' LT | 53.85 | 44.64 | 9.21 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 253B | 244A | - | - | 29 | 48.64 | 48.02 | 0.0214 |
| 246A | CATCH BASIN 44A - MS-57 | 102+84.35 | 23.25' RT | 53.95 | 45.69 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 246A | 244A | - | - | 28 | 49.69 | 49.15 | 0.0193 |
| 225 | CATCH BASIN 44A - MS-58A | 103+64.88 | 21.07' LT | 54.17 | 44.88 | 9.29 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 225 | 433A007 | 1 | - | 26 | 49.73 | 49.10 | 0.0242 |
| 247A | STORM INLET KEY 70A | 103+64.88 | 17.12' LT | 53.69 | 52.44 | 1.25 | 70A | - | - | - | - | 1 | - | - | 247A | 225 | - | 4 | - | 52.44 | 52.36 | 0.0200 |

| STORM SEWER STRUCTURES | | | | | | | | | | | | | | | STORM SEWER PIPES | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE | STRUCTURE TYPE | STATION* | OFFSET* | COVER ELEV.** | SUMP ELEVATION | DEPTH*** (FT) | FRAME & LID | SPV 0060.102 INLET COVERS TYPE MS 57 EACH | SPV 0060.103 MANHOLE COVERS MS 58-A EACH | SPV 0060.110 CATCH BASINS TYPE 44A EACH | SPV 0060.112 STORM INLET TYPE 45A EACH | SPV.0060.120 STORM INLET 70A EACH | MANHOLES (VARIOUS) (SEE TABLE) | STRUCTURE REMARKS | FROM STRUCTURE | TO STRUCTURE | SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH | 608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | INLET ELEV | DISC ELEV | SLOPE FT/FT |
| 433A007 | REPLACE MH COVER MS-58A | 103+75.63 | 2.36' RT | 54.21 | 43.36 | 10.85 | MS-58A | - | 1 | - | - | - | - | RECONSTRUCT FRAME & LID | 433A007 | - | - | - | - | - | - |
| 380 | CATCH BASIN 44A - MS-57 | 103+78.83 | 55.17' RT | 54.61 | 46.33 | 8.28 | MS-57 | 1 | - | 1 | - | - | - | - | 380 | 433A015 | - | - | 20 | 50.33 | 49.91 | 0.0210 |
| 433A015 | REPLACE MH COVER MS-58A | 103+98.08 | 59.96' RT | 55.23 | 43.81 | 11.42 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A015 | - | - | - | - | - | - | - |
| 433A014 | REPLACE MH COVER MS-58A | 104+00.93 | 35.56' RT | 54.89 | 43.05 | 11.84 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A014 | - | - | - | - | - | - | - |
| 379A | CATCH BASIN 44A - MS-57 | 104+13.47 | 56.93' RT | 54.57 | 46.33 | 8.24 | MS-57 | 1 | - | 1 | - | - | - | - | 379A | 433A015 | - | - | 16 | 50.33 | 48.72 | 0.1026 |
| 252A | CATCH BASIN 44A - MS-57 | 104+27.76 | 23.72' RT | 54.45 | 46.20 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 252A | 433A008 | 1 | - | 26 | 50.20 | 49.66 | 0.0208 |
| 433A008 | REPLACE MH COVER MS-58A | 104+45.84 | 4.57' RT | 54.60 | 40.68 | 13.92 | MS-58A | - | 1 | - | - | - | - | RECONSTRUCT FRAME & LID | 433A008 | - | - | - | - | - | - | - |
| 251A | CATCH BASIN 44A - MS-57 | 104+60.61 | 25.12' LT | 54.06 | 45.80 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 251A | 433A008 | 1 | - | 33 | 49.80 | 49.14 | 0.0200 |
| 254C | STORM INLET 45A - MS-57 | 105+36.31 | 23.13' RT | 54.09 | 45.83 | 8.26 | MS-57 | 1 | - | - | 1 | - | - | - | 254C | 254A | - | - | 14 | 49.83 | 49.56 | 0.0193 |
| 253A | CATCH BASIN 44A - MS-57 | 105+46.47 | 25.12' LT | 53.99 | 45.75 | 8.24 | MS-57 | 1 | - | 1 | - | - | - | - | 253A | 255B | - | - | 31 | 49.75 | 49.11 | 0.0206 |
| 254A | CATCH BASIN 44A - MS-57 | 105+49.82 | 23.13' RT | 54.03 | 45.56 | 8.47 | MS-57 | 1 | - | 1 | - | - | - | - | 254A | 255B | - | - | 19 | 49.56 | 49.18 | 0.0200 |
| 255B | NEW MANHOLE MS-58A | 105+55.08 | 4.68' RT | 54.51 | 44.22 | 10.29 | MS-58A | - | 1 | - | - | - | 4-FT | - | 255B | - | - | - | - | - | - | - |
| 254B | CATCH BASIN 44A - MS-57 | 105+64.76 | 23.13' RT | 54.07 | 45.81 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 254B | 255B | - | - | 21 | 49.81 | 49.40 | 0.0195 |
| 254D | CATCH BASIN 44A - MS-57 | 106+83.04 | 23.13' RT | 54.66 | 46.44 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 254D | 433A009 | 1 | - | 35 | 50.44 | 49.75 | 0.0197 |
| 433A009 | REPLACE MH COVER MS-58A | 107+07.65 | 1.37' LT | 55.27 | 48.58 | 6.69 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 433A009 | - | - | - | - | - | - | - |
| 214 | CATCH BASIN 44A - MS-58A | 107+19.19 | 20.90' LT | 55.33 | 47.12 | 8.21 | MS-58A | - | 1 | 1 | - | - | - | USE MS-58A OVER 44A | 214 | 433A009 | 1 | - | 23 | 51.12 | 50.00 | 0.0487 |
| 256 | STORM INLET KEY 70A | 107+19.19 | 17.12' LT | 54.80 | 53.55 | 1.25 | 70A | - | - | - | - | 1 | - | - | 256 | 214 | - | 4 | - | 53.55 | 53.45 | 0.0254 |
| 432B012 | REPLACE MH COVER MS-58A | 107+29.49 | 4.81' RT | 55.31 | 42.70 | 12.61 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B012 | - | - | - | - | - | - | - |
| 258 | CATCH BASIN 44A - MS-58A | 107+50.00 | 23.13' RT | 54.91 | 46.69 | 8.22 | MS-58A | - | 1 | 1 | - | - | - | - | 258 | 432B012 | 1 | - | 28 | 50.69 | 50.14 | 0.0196 |
| 261 | NEW MANHOLE MS-58A | 108+44.70 | 4.60' RT | 55.16 | 42.42 | 12.74 | MS-58A | - | 1 | - | - | - | 4-FT | - | 261 | - | - | - | - | - | - | - |
| 259 | CATCH BASIN 44A - MS-57 | 108+64.84 | 17.12' LT | 54.73 | 43.00 | 11.73 | MS-57 | 1 | - | 1 | - | - | - | - | 259 | 261 | - | - | 30 | 47.00 | 46.40 | 0.0200 |
| 262D | STORM INLET 45A - MS-57 | 109+63.73 | 23.12' RT | 55.17 | 50.95 | 4.22 | MS-57 | 1 | - | - | 1 | - | - | - | 262D | 262 | - | - | 11 | 50.95 | 50.73 | 0.0200 |
| 262 | CATCH BASIN 44A - MS-57 | 109+75.02 | 23.13' RT | 55.13 | 46.73 | 8.40 | MS-57 | 1 | - | 1 | - | - | - | - | 262 | 265 | - | - | 19 | 50.73 | 50.35 | 0.0200 |
| 265 | NEW MANHOLE MS-58A | 109+75.54 | 4.36' RT | 55.57 | 42.10 | 13.47 | MS-58A | - | 1 | - | - | - | 4-FT | - | 265 | - | - | - | - | - | - | - |
| 263 | CATCH BASIN 44A - MS-57 | 109+75.93 | 17.12' LT | 55.25 | 47.03 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 263 | 265 | - | - | 21 | 51.03 | 50.60 | 0.020 |
| 432B800 | REPLACE MH COVER MS-58A | 110+36.21 | 4.25' RT | 55.87 | 40.44 | 15.43 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B800 | - | - | - | - | - | - | - |
| 250C | CATCH BASIN 44A - MS-57 | 110+71.47 | 50.70' RT | 56.10 | 47.88 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 250C | 432B029 | 1 | - | 19 | 51.88 | 51.50 | 0.0200 |
| 432B028 | REPLACE MH COVER MS-58A | 110+76.47 | 70.89' RT | 56.41 | 35.57 | 20.84 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B028 | - | - | - | - | - | - | - |
| 432B029 | REPLACE MH COVER MS-58A | 110+90.31 | 49.34' RT | 56.39 | 43.62 | 12.77 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B029 | - | - | - | - | - | - | - |
| 250D | CATCH BASIN 44A - MS-57 | 111+10.36 | 47.67' RT | 55.97 | 47.75 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 250D | 432B029 | 1 | - | 20 | 51.75 | 51.35 | 0.0200 |
| 268 | CATCH BASIN 44A - MS-57 | 111+39.06 | 16.92' RT | 55.42 | 47.20 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 268 | 432B014 | 1 | - | 26 | 51.20 | 50.65 | 0.0208 |
| 269 | CATCH BASIN 44A - MS-57 | 111+41.68 | 23.13' LT | 55.25 | 46.99 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 269 | 432B014 | 1 | - | 26 | 50.99 | 50.46 | 0.0208 |
| 432B014 | REPLACE MH COVER MS-58A | 111+56.86 | 2.56' LT | 56.12 | 45.08 | 11.04 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B014 | - | - | - | - | - | - | - |
| 270 | CATCH BASIN 44A - MS-57 | 112+50.13 | 16.04' RT | 54.71 | 46.41 | 8.30 | MS-57 | 1 | - | 1 | - | - | - | - | 270 | 432B013 | 1 | - | 23 | 50.41 | 49.94 | 0.0208 |
| 271 | CATCH BASIN 44A - MS-57 | 112+50.31 | 23.13' LT | 54.54 | 46.32 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 271 | 432B013 | 1 | - | 24 | 50.32 | 49.83 | 0.0208 |
| 432B013 | REPLACE MH COVER MS-58A | 112+62.67 | 2.70' LT | 54.94 | 43.61 | 11.33 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B013 | - | - | - | - | - | - | - |
| 272 | CATCH BASIN 44A - MS-57 | 113+75.00 | 16.13' RT | 53.41 | 45.35 | 8.06 | MS-57 | 1 | - | 1 | - | - | - | - | 272 | 432B019 | 1 | - | 44 | 49.35 | 48.43 | 0.0209 |
| 273 | CATCH BASIN 44A - MS-57 | 113+76.00 | 25.12' LT | 53.28 | 45.06 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 273 | 432B019 | 1 | - | 42 | 49.06 | 48.21 | 0.0202 |
| 432B019 | REPLACE MH COVER MS-58A | 114+13.40 | 4.98' LT | 53.88 | 42.58 | 11.30 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B019 | - | - | - | - | - | - | - |
| 432B033 | REPLACE MH COVER MS-58A | 114+55.82 | 45.52' RT | 53.14 | 32.31 | 20.83 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B033 | - | - | - | - | - | - | - |
| 276 | CATCH BASIN 44A - MS-57 | 115+01.28 | 25.17' RT | 52.44 | 44.14 | 8.30 | MS-57 | 1 | - | 1 | - | - | - | - | 276 | 432B020 | 1 | - | 24 | 48.14 | 47.64 | 0.0208 |
| 277 | CATCH BASIN 44A - MS-57 | 115+01.40 | 18.78' LT | 52.49 | 44.26 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 277 | 432B020 | 1 | - | 24 | 48.26 | 47.77 | 0.0208 |
| 432B020 | REPLACE MH COVER MS-58A | 115+10.87 | 3.16' RT | 52.67 | 41.29 | 11.38 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B020 | - | - | - | - | - | - | - |
| 278 | CATCH BASIN 44A - MS-57 | 115+82.13 | 25.12' RT | 50.97 | 42.73 | 8.24 | MS-57 | 1 | - | 1 | - | - | - | - | 278 | 280 | - | - | 29 | 46.73 | 46.16 | 0.0200 |
| 279 | CATCH BASIN 44A - MS-57 | 115+83.06 | 16.13' LT | 51.02 | 42.80 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 279 | 280 | - | - | 26 | 46.80 | 46.28 | 0.0200 |
| 280 | NEW MANHOLE MS-58A | 116+00.44 | 3.19' RT | 51.06 | 40.07 | 10.99 | MS-58A | - | 1 | - | - | - | 4-FT | - | 280 | - | - | - | - | - | - | - |
| 281 | CATCH BASIN 44A - MS-57 | 116+84.15 | 16.13' LT | 49.50 | 41.28 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 281 | 283 | - | - | 25 | 45.28 | 44.77 | 0.0200 |
| 282 | CATCH BASIN 44A - MS-57 | 116+85.55 | 23.12' RT | 49.38 | 39.57 | 9.81 | MS-57 | 1 | - | 1 | - | - | - | - | 282 | 283 | - | - | 25 | 43.57 | 43.07 | 0.0200 |
| 283 | NEW MANHOLE MS-58A | 117+00.49 | 3.22' RT | 49.68 | 38.72 | 10.96 | MS-58A | - | 1 | - | - | - | 4-FT | - | 283 | - | - | - | - | - | - | - |
| 284 | STORM INLET 45A - MS-57 | 117+34.10 | 23.12' RT | 48.76 | 40.54 | 8.22 | MS-57 | 1 | - | - | 1 | - | - | - | 284 | 282 | - | - | 49 | 44.54 | 43.57 | 0.0200 |

| STORM SEWER STRUCTURES | | | | | | | | | | | | | | | STORM SEWER PIPES | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE | STRUCTURE TYPE | STATION* | OFFSET* | COVER ELEV.** | SUMP ELEVATION | DEPTH*** (FT) | FRAME & LID | SPV 0060.102 INLET COVERS TYPE MS 57 EACH | SPV 0060.103 MANHOLE COVERS MS 58-A EACH | SPV 0060.110 CATCH BASINS TYPE 44A EACH | SPV 0060.112 STORM INLET TYPE 45A EACH | SPV.0060.120 STORM INLET 70A EACH | MANHOLES (VARIOUS) (SEE TABLE) | STRUCTURE REMARKS | FROM STRUCTURE | TO STRUCTURE | SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH | 608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | INLET ELEV | DISC ELEV | SLOPE FT/FT |
| 432B023 | REPLACE MH COVER MS-58A | 117+87.78 | 3.25' RT | 48.39 | 37.53 | 10.86 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B023 | - | - | - | - | - | - |
| 285 | CATCH BASIN 44A - MS-57 | 117+91.29 | 16.13' LT | 48.00 | 39.77 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 285 | 432B023 | 1 | - | 20 | 43.77 | 43.38 | 0.0200 |
| 286 | CATCH BASIN 44A - MS-57 | 117+91.36 | 17.13' RT | 48.01 | 39.79 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 286 | 432B023 | 1 | - | 14 | 43.79 | 43.50 | 0.0200 |
| 432B037 | REPLACE MH COVER MS-58A | 118+40.63 | 51.64' RT | 47.75 | 35.85 | 11.90 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B037 | - | - | - | - | - | - | - |
| 432B024 | REPLACE MH COVER MS-58A | 118+89.81 | 3.34' RT | 46.84 | 36.50 | 10.34 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432B024 | - | - | - | - | - | - | - |
| 293 | CATCH BASIN 44A - MS-57 | 119+67.29 | 17.13' LT | 44.77 | 36.29 | 8.48 | MS-57 | 1 | - | 1 | - | - | - | - | 293 | 294 | - | - | 25 | 40.29 | 39.79 | 0.0200 |
| 292 | CATCH BASIN 44A - MS-57 | 119+69.10 | 22.12' RT | 44.61 | 36.12 | 8.49 | MS-57 | 1 | - | 1 | - | - | - | - | 292 | 294 | - | - | 23 | 40.12 | 39.66 | 0.0200 |
| 294 | NEW MANHOLE MS-58A | 119+82.07 | 3.14' RT | 44.74 | 34.49 | 10.25 | MS-58A | - | 1 | - | - | - | 4-FT | - | 294 | - | - | - | - | - | - | - |
| 295 | CATCH BASIN 44A - MS-57 | 120+64.32 | 17.13' LT | 42.29 | 34.05 | 8.24 | MS-57 | 1 | - | 1 | - | - | - | - | 295 | 297 | - | - | 23 | 38.05 | 37.58 | 0.0200 |
| 296 | CATCH BASIN 44A - MS-57 | 120+69.35 | 22.12' RT | 42.04 | 33.80 | 8.24 | MS-57 | 1 | - | 1 | - | - | - | - | 296 | 297 | - | - | 20 | 37.80 | 37.40 | 0.0200 |
| 297 | NEW MANHOLE MS-58A | 120+76.00 | 2.93' RT | 42.31 | 32.44 | 9.87 | MS-58A | - | 1 | - | - | - | 4-FT | - | 297 | - | - | - | - | - | - | - |
| 299 | CATCH BASIN 44A - MS-57 | 121+64.85 | 20.13' LT | 40.04 | 31.82 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 299 | 432A007 | 1 | - | 23 | 35.82 | 35.36 | 0.0200 |
| 432A007 | REPLACE MH COVER MS-58A | 121+64.90 | 2.74' RT | 40.45 | 30.15 | 10.30 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A007 | - | - | - | - | - | - | - |
| 298 | CATCH BASIN 44A - MS-57 | 121+65.10 | 22.12' RT | 40.06 | 31.84 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 298 | 432A007 | 1 | - | 19 | 35.84 | 35.45 | 0.0200 |
| 432A060 | REPLACE MH COVER MS-58A | 122+17.31 | 2.94' RT | 39.74 | 28.94 | 10.80 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A060 | - | - | - | - | - | - | - |
| 301 | CATCH BASIN 44A - MS-57 | 122+67.39 | 18.12' LT | 37.83 | 29.61 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 301 | 432A061 | 1 | - | 33 | 33.61 | 32.95 | 0.0200 |
| 301A | CATCH BASIN 44A - MS-57 | 122+79.06 | 20.14' RT | 37.83 | 29.61 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 301A | 432A061 | 1 | - | 25 | 33.61 | 33.12 | 0.0200 |
| 432A061 | REPLACE MH COVER MS-58A | 122+94.29 | 0.84' RT | 38.03 | 27.06 | 10.97 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A061 | - | - | - | - | - | - | - |
| 303 | CATCH BASIN 44A - MS-57 | 123+91.52 | 18.13' LT | 35.70 | 27.48 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 303 | 305 | - | - | 22 | 31.48 | 31.04 | 0.0200 |
| 304 | CATCH BASIN 44A - MS-57 | 123+98.48 | 18.13' RT | 35.74 | 27.51 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 304 | 305 | - | - | 18 | 31.51 | 31.15 | 0.0200 |
| 305 | NEW MANHOLE MS-58A | 124+03.30 | 0.31' RT | 36.05 | 25.18 | 10.87 | MS-58A | - | 1 | - | - | - | 4-FT | - | 305 | - | - | - | - | - | - | - |
| 307 | CATCH BASIN 44A - MS-57 | 125+24.73 | 18.13' LT | 33.50 | 25.28 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 307 | 432A013 | 1 | - | 27 | 29.28 | 28.74 | 0.0198 |
| 306 | CATCH BASIN 44A - MS-57 | 125+25.02 | 18.13' RT | 33.50 | 25.28 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 306 | 432A013 | 1 | - | 27 | 29.28 | 28.73 | 0.0200 |
| 432A013 | REPLACE MH COVER MS-58A | 125+44.95 | 0.38' LT | 33.62 | 22.4 | 11.22 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A013 | - | - | - | - | - | - | - |
| 311 | CATCH BASIN 44A - MS-57 | 126+99.91 | 18.13' LT | 30.59 | 22.36 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 311 | 432A014 | 1 | - | 43 | 26.36 | 25.50 | 0.0200 |
| 312 | CATCH BASIN 44A - MS-57 | 127+00.16 | 18.12' RT | 30.81 | 22.59 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 312 | 432A014 | 1 | - | 42 | 26.59 | 25.75 | 0.0201 |
| 432A014 | REPLACE MH COVER MS-58A | 127+38.54 | 0.87' RT | 30.54 | 19.90 | 10.64 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A014 | - | - | - | - | - | - | - |
| 313 | CATCH BASIN 44A - MS-57 | 128+01.29 | 18.13' LT | 28.75 | 20.52 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 313 | 315 | - | - | 22 | 24.52 | 24.09 | 0.0200 |
| 314 | CATCH BASIN 44A - MS-57 | 128+01.78 | 18.12' RT | 29.15 | 20.92 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 314 | 315 | - | - | 20 | 24.92 | 24.52 | 0.0200 |
| 315 | NEW MANHOLE MS-58A | 128+12.06 | 0.87' RT | 29.16 | 18.75 | 10.41 | MS-58A | - | 1 | - | - | - | 4-FT | - | 315 | - | - | - | - | - | - | - |
| 316B | CATCH BASIN 44A - MS-57 | 128+88.34 | 18.13' LT | 26.82 | 18.60 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 316B | 432A015 | 1 | - | 39 | 22.60 | 21.82 | 0.0200 |
| 432A015 | REPLACE MH COVER MS-58A | 129+22.57 | 0.88' RT | 26.99 | 13.83 | 13.16 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A015 | - | - | - | - | - | - | - |
| 317 | CATCH BASIN 44A - MS-57 | 129+39.63 | 15.37' RT | 27.07 | 18.80 | 8.27 | MS-57 | 1 | - | 1 | - | - | - | - | 317 | 432A015 | 1 | - | 22 | 22.84 | 22.30 | 0.0239 |
| 318 | CATCH BASIN 44A - MS-57 | 129+42.89 | 19.20' LT | 26.08 | 18.40 | 7.68 | MS-57 | 1 | - | 1 | - | - | - | - | 318 | 432A015 | 1 | - | 29 | 22.40 | 21.80 | 0.0210 |
| 320A | CATCH BASIN 44A - MS-57 | 129+51.73 | 45.25' RT | 27.06 | 18.80 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - | 320A | 432A019 | 1 | - | 23 | 22.80 | 22.34 | 0.0203 |
| 432A019 | REPLACE MH COVER MS-58A | 129+73.11 | 52.79' RT | 27.32 | 17.40 | 9.92 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A019 | - | - | - | - | - | - | - |
| 432A018 | REPLACE MH COVER MS-58A | 129+73.18 | 72.91' RT | 27.76 | 17.88 | 9.88 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A018 | - | - | - | - | - | - | - |
| 320 | CATCH BASIN 44A - MS-57 | 129+93.97 | 45.78' RT | 26.49 | 18.27 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 320 | 432A019 | 1 | - | 22 | 22.27 | 21.83 | 0.0200 |
| 321 | CATCH BASIN 44A - MS-57 | 130+01.41 | 18.65' LT | 25.62 | 17.32 | 8.30 | MS-57 | 1 | - | 1 | - | - | - | - | 321 | 432A016 | 1 | - | 28 | 21.32 | 20.77 | 0.0200 |
| 432A016 | REPLACE MH COVER MS-58A | 130+21.89 | 0.29' LT | 25.82 | 13.12 | 12.70 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A016 | - | - | - | - | - | - | - |
| 322 | CATCH BASIN 44A - MS-57 | 130+24.61 | 14.13 | 26.13 | 17.85 | 8.28 | MS-57 | 1 | - | 1 | - | - | - | - | 322 | 432A016 | 1 | - | 15 | 21.85 | 21.55 | 0.0204 |
| 321B | STORM INLET KEY 70A | 130+69.83 | 20.44' LT | 25.17 | 23.92 | 1.25 | 70A | - | - | - | - | 1 | - | - | 321B | 323 | - | 38 | - | 23.92 | 23.15 | 0.0204 |
| 324 | CATCH BASIN 44A - MS-57 | 131+06.15 | 18.13' RT | 25.59 | 17.42 | 8.17 | MS-57 | 1 | - | 1 | - | - | - | - | 324 | 432A017 | 1 | - | 22 | 21.42 | 20.98 | 0.0200 |
| 323 | CATCH BASIN 44A - MS-57 | 131+06.98 | 16.92' LT | 25.13 | 16.85 | 8.28 | MS-57 | 1 | - | 1 | - | - | - | - | 323 | 432A017 | 1 | - | 19 | 20.85 | 20.45 | 0.0207 |
| 432A017 | REPLACE MH COVER MS-58A | 131+17.42 | 0.69' LT | 25.48 | 12.4 | 13.08 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A017 | - | - | - | - | - | - | - |
| 327 | CATCH BASIN 44A - MS-57 | 132+02.78 | 21.13' LT | 24.61 | 16.50 | 8.11 | MS-57 | 1 | - | 1 | - | - | - | - | 327 | 325 | - | - | 22 | 20.50 | 20.05 | 0.0202 |
| 326 | CATCH BASIN 44A - MS-57 | 132+04.09 | 18.04' RT | 24.61 | 16.52 | 8.09 | MS-57 | 1 | - | 1 | - | - | - | - | 326 | 325 | - | - | 22 | 20.52 | 20.08 | 0.0200 |
| 325 | NEW MANHOLE MS-58A | 132+13.93 | 1.89' LT | 25.09 | 12.58 | 12.51 | MS-58A | - | 1 | - | - | - | 4-FT | - | 325 | - | - | - | - | - | - | - |
| 328 | CATCH BASIN 44A - MS-57 | 133+01.68 | 20.12' RT | 23.87 | 15.95 | 7.92 | MS-57 | 1 | - | 1 | - | - | - | - | 328 | 432A059 | 1 | - | 23 | 19.95 | 19.47 | 0.0210 |
| 329 | CATCH BASIN 44A - MS-57 | 132+90.83 | 24.74' LT | 23.91 | 15.65 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | CAUTION - CUC AND STL | 329 | 432A059 | 1 | - | 29 | 19.65 | 19.05 | 0.0206 |

## STORM SEWER STRUCTURES

## STORM SEWER PIPES

| STRUCTURE | STRUCTURE TYPE | STATION* | OFFSET* | COVER ELEV.** | SUMP ELEVATION | DEPTH*** (FT) | FRAME & LID | SPV 0060.102 INLET COVERS TYPE MS 57 EACH | SPV 0060.103 MANHOLE COVERS MS 58-A EACH | SPV 0060.110 CATCH BASINS TYPE 44A EACH | SPV 0060.112 STORM INLET TYPE 45A EACH | SPV.0060.120 STORM INLET 70A EACH | MANHOLES (VARIOUS) (SEE TABLE) | STRUCTURE REMARKS | FROM STRUCTURE | TO STRUCTURE | SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH | 608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | INLET ELEV | DISC ELEV | SLOPE FT/FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 432A059 | REPLACE MH COVER MS-58A | 133+08.97 | 1.97'LT | 24.80 | 11.95 | 12.85 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A059 | - | - | - | - | - | - | - |
| 432A055 | REPLACE MH COVER MS-58A | 133+53.71 | 41.41'RT | 24.60 | 10.39 | 14.21 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A055 | - | - | - | - | - | - | - |
| 432A054 | REPLACE MH COVER MS-58A | 133+56.67 | 52.09'LT | 24.72 | 10.73 | 13.99 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 432A054 | - | - | - | - | - | - | - |
| 431B019 | REPLACE MH COVER MS-58A | 134+25.20 | 2.23'LT | 24.61 | 12.54 | 12.07 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B019 | - | - | - | - | - | - | - |
| 332 | CATCH BASIN 44A - MS-57 | 134+26.05 | 17.91'RT | 24.19 | 15.95 | 8.24 | MS-57 | 1 | - | 1 | - | - | - | - | 332 | 431B019 | 1 | - | 20 | 19.95 | 19.46 | 0.0240 |
| 331 | STORM INLET 45A - MS-57 | 134+76.87 | 24.11'LT | 23.83 | 18.40 | 5.43 | MS-57 | 1 | - | - | 1 | - | - | - | 331 | 334 | - | - | 23 | 20.40 | 19.95 | 0.0194 |
| 431B020 | REPLACE MH COVER MS-58A | 134+91.80 | 2.41'LT | 24.34 | 13.55 | 10.79 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B020 | - | - | - | - | - | - | - |
| 334 | CATCH BASIN 44A - MS-57 | 135+00.00 | 23.12'LT | 23.76 | 15.95 | 7.81 | MS-57 | 1 | - | 1 | - | - | - | - | 334 | 431B020 | 1 | - | 22 | 19.95 | 19.50 | 0.0202 |
| 335 | CATCH BASIN 44A - MS-57 | 134+98.55 | 16.04'RT | 23.87 | 15.62 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 335 | 431B020 | 1 | - | 20 | 19.62 | 19.21 | 0.0207 |
| 431B112 | REPLACE MH COVER MS-58A | 135+54.59 | 2.40'LT | 24.49 | 13.45 | 11.04 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B112 | - | - | - | - | - | - | - |
| 338 | CATCH BASIN 44A - MS-57 | 136+60.62 | 23.04'LT | 23.91 | 15.72 | 8.19 | MS-57 | 1 | - | 1 | - | - | - | - | 338 | 431B022 | 1 | - | 27 | 19.72 | 19.17 | 0.0200 |
| 339 | CATCH BASIN 44A - MS-57 | 136+60.68 | 16.00'RT | 23.95 | 15.73 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 339 | 431B022 | 1 | - | 26 | 19.73 | 19.21 | 0.0200 |
| 431B022 | REPLACE MH COVER MS-58A | 136+78.75 | 2.49'LT | 24.46 | 11.66 | 12.80 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B022 | - | - | - | - | - | - | - |
| 431B013 | REPLACE MH COVER MS-58A | 137+25.79 | 17.74'RT | 24.79 | 12.3 | 12.49 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B013 | - | - | - | - | - | - | - |
| 431B012 | REPLACE MH COVER MS-58A | 137+32.03 | 49.71'LT | 24.53 | 12.46 | 12.07 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B012 | - | - | - | - | - | - | - |
| 431B038 | REPLACE MH COVER MS-58A | 137+77.69 | 3.13'RT | 24.65 | 11.62 | 13.03 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B038 | - | - | - | - | - | - | - |
| 340 | CATCH BASIN 44A - MS-57 | 139+64.14 | 23.12'RT | 22.69 | 14.47 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 340 | 431B040 | 1 | - | 20 | 18.47 | 18.07 | 0.0198 |
| 431B040 | REPLACE MH COVER MS-58A | 139+64.78 | 3.03'RT | 23.15 | 10.56 | 12.59 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B040 | - | - | - | - | - | - | - |
| 341 | CATCH BASIN 44A - MS-57 | 139+66.19 | 15.99'LT | 22.78 | 14.55 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 341 | 431B040 | 1 | - | 19 | 18.55 | 18.17 | 0.0200 |
| 342 | STORM INLET 45A - MS-57 | 140+28.18 | 23.12'RT | 22.43 | 14.21 | 8.22 | MS-57 | 1 | - | - | 1 | - | - | - | 342 | 343 | - | - | 19 | 18.21 | 17.90 | 0.0163 |
| 344 | CATCH BASIN 44A - MS-57 | 140+44.67 | 16.33'LT | 22.31 | 14.21 | 8.10 | MS-57 | 1 | - | 1 | - | - | - | - | 344 | 431B041 | 1 | - | 22 | 18.21 | 17.77 | 0.0200 |
| 343 | CATCH BASIN 44A - MS-57 | 140+46.13 | 17.13'RT | 22.42 | 13.90 | 8.52 | MS-57 | 1 | - | 1 | - | - | - | - | 343 | 431B041 | 1 | - | 17 | 17.90 | 17.56 | 0.0201 |
| 431B041 | REPLACE MH COVER MS-58A | 140+55.94 | 2.84'RT | 23.01 | 12.25 | 10.76 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B041 | - | - | - | - | - | - | - |
| 431B042 | REPLACE MH COVER MS-58A | 140+84.83 | 2.50'RT | 23.10 | 12.12 | 10.98 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B042 | - | - | - | - | - | - | - |
| 343B | CATCH BASIN 44A - MS-57 | 140+86.48 | 48.43'RT | 22.04 | 13.75 | 8.29 | MS-57 | 1 | - | 1 | - | - | - | - | 343B | 431B043 | 1 | - | 17 | 17.75 | 17.40 | 0.0212 |
| 347 | CATCH BASIN 44A - MS-57 | 140+87.67 | 42.61'LT | 21.87 | 13.68 | 8.19 | MS-57 | 1 | - | 1 | - | - | - | - | 347 | 431B034 | 1 | - | 18 | 17.68 | 17.32 | 0.0200 |
| 431B043 | REPLACE MH COVER MS-58A | 141+02.35 | 52.98'RT | 22.38 | 11.78 | 10.60 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B043 | - | - | - | - | - | - | - |
| 431B034 | REPLACE MH COVER MS-58A | 141+04.39 | 48.28'LT | 22.12 | 13.90 | 8.22 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B034 | - | - | - | - | - | - | - |
| 343C | CATCH BASIN 44A - MS-57 | 141+20.72 | 48.99'RT | 21.75 | 13.50 | 8.25 | MS-57 | 1 | - | 1 | - | - | - | - | 343C | 431B043 | 1 | - | 19 | 17.50 | 17.10 | 0.0213 |
| 348 | CATCH BASIN 44A - MS-57 | 141+21.93 | 42.41'LT | 21.89 | 13.67 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 348 | 431B034 | 1 | - | 18 | 17.67 | 17.30 | 0.0200 |
| 431B068 | REPLACE MH COVER MS-58A | 141+64.97 | 2.38'RT | 22.52 | 9.60 | 12.92 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B068 | - | - | - | - | - | - | - |
| 350 | CATCH BASIN 44A - MS-57 | 142+57.49 | 23.93'RT | 21.48 | 13.28 | 8.20 | MS-57 | 1 | - | 1 | - | - | - | - | 350 | 319 | - | - | 24 | 17.28 | 16.80 | 0.0200 |
| 319 | NEW MANHOLE MS-58A | 142+61.53 | 0.71'RT | 22.44 | 9.80 | 12.64 | MS-58A | - | 1 | - | - | - | 4-FT | - | 319 | - | - | - | - | - | - | - |
| 431B067 | REPLACE MH COVER MS-58A | 143+00.99 | 1.17'LT | 22.06 | 9.25 | 12.81 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B067 | - | - | - | - | - | - | - |
| 351 | CATCH BASIN 44A - MS-57 | 143+30.45 | 17.25'RT | 20.73 | 12.51 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 351 | 431B067 | 1 | - | 35 | 16.51 | 15.80 | 0.0200 |
| 352 | CATCH BASIN 44A - MS-57 | 144+16.19 | 25.13'LT | 20.53 | 12.37 | 8.16 | MS-57 | 1 | - | 1 | - | - | - | ROTATE TO AVOID CUC | 352 | 431B069 | 1 | - | 28 | 16.37 | 15.76 | 0.0222 |
| 431B069 | REPLACE MH COVER MS-58A | 144+31.97 | 2.28'LT | 21.33 | 8.21 | 13.12 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B069 | - | - | - | - | - | - | - |
| 353 | CATCH BASIN 44A - MS-57 | 144+45.40 | 20.24'RT | 20.45 | 12.22 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 353 | 431B069 | 1 | - | 26 | 16.22 | 15.70 | 0.0200 |
| 354B | CATCH BASIN 44A - MS-57 | 144+48.31 | 21.64'LT | 20.29 | 11.62 | 8.67 | MS-57 | 1 | - | 1 | - | - | - | - | 354B | 431B069 | 1 | - | 25 | 15.62 | 15.12 | 0.0200 |
| 355 | CATCH BASIN 44A - MS-57 | 144+62.07 | 44.07'RT | 19.95 | 11.73 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 355 | 431B073 | 1 | - | 17 | 15.73 | 15.39 | 0.0200 |
| 354A | STORM INLET 45A - MS-57 | 144+62.64 | 47.02'LT | 20.37 | 15.25 | 5.12 | MS-57 | 1 | - | - | 1 | - | - | - | 354A | 354B | - | - | 29 | 17.25 | 16.65 | 0.0206 |
| 431B073 | REPLACE MH COVER MS-58A | 144+78.52 | 47.81'RT | 20.36 | 11.48 | 8.88 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B073 | - | - | - | - | - | - | - |
| 357A | STORM INLET 45A - MS-57 | 144+95.82 | 48.78'LT | 19.75 | 14.65 | 5.10 | MS-57 | 1 | - | | 1 | - | - | | 357A | 357B | - | - | 34 | 16.65 | 15.95 | 0.0207 |
| 356 | CATCH BASIN 44A - MS-57 | 144+96.44 | 44.31'RT | 19.84 | 11.62 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 356 | 431B073 | 1 | - | 18 | 15.62 | 15.26 | 0.0200 |
| 357B | CATCH BASIN 44A - MS-57 | 145+11.76 | 19.02'LT | 19.80 | 11.50 | 8.30 | MS-57 | 1 | - | 1 | - | - | - | - | 357B | 431B070 | 1 | - | 23 | 15.50 | 15.00 | 0.0207 |
| 358 | CATCH BASIN 44A - MS-57 | 145+14.95 | 19.89'RT | 19.66 | 11.44 | 8.22 | MS-57 | 1 | - | 1 | - | - | - | - | 358 | 431B070 | 1 | - | 25 | 15.44 | 14.94 | 0.0200 |
| 431B070 | REPLACE MH COVER MS-58A | 145+27.27 | 2.23'LT | 20.03 | 6.94 | 13.09 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B070 | - | - | - | - | - | - | - |
| 431B071 | REPLACE MH COVER MS-58A | 146+19.84 | 2.45'RT | 17.28 | 4.65 | 12.63 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY | 431B071 | - | - | - | - | - | - | - |
| 360 | CATCH BASIN 44A - MS-57 | 146+39.54 | 17.12'RT | 16.17 | 8.05 | 8.12 | MS-57 | 1 | - | 1 | - | - | - | - | 360 | 431B071 | 1 | - | 25 | 12.05 | 11.56 | 0.0200 |
| 361 | CATCH BASIN 44A - MS-57 | 146+40.23 | 16.40'LT | 16.32 | 8.09 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - | 361 | 431B071 | 1 | - | 28 | 12.09 | 11.53 | 0.0201 |

## STORM SEWER STRUCTURES

| STRUCTURE | STRUCTURE TYPE | STATION* | OFFSET* | COVER ELEV.** | SUMP ELEVATION | DEPTH*** (FT) | FRAME & LID | SPV 0060.102 INLET COVERS TYPE MS 57 EACH | SPV 0060.103 MANHOLE COVERS MS 58-A EACH | SPV 0060.110 CATCH BASINS TYPE 44A EACH | SPV 0060.112 STORM INLET TYPE 45A EACH | SPV.0060.120 STORM INLET 70A EACH | MANHOLES (VARIOUS) (SEE TABLE) | STRUCTURE REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 363 | CATCH BASIN 44A - MS-57 | 147+59.38 | 16.89' LT | 13.55 | 5.15 | 8.40 | MS-57 | 1 | - | 1 | - | - | - | - |
| 362 | CATCH BASIN 44A - MS-57 | 147+69.21 | 23.13' RT | 13.42 | 5.16 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - |
| 431A005 | REPLACE MH COVER MS-58A | 148+04.25 | 1.56' RT | 13.38 | 1.27 | 12.11 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| 364 | CATCH BASIN 44A - MS-57 | 148+15.06 | 22.69' RT | 12.88 | 4.62 | 8.26 | MS-57 | 1 | - | 1 | - | - | - | - |
| 431A004 | REPLACE MH COVER MS-58A | 148+52.99 | 39.70' LT | 12.82 | 1.10 | 11.72 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| 431A010 | REPLACE MH COVER MS-58A | 148+53.24 | 52.97' RT | 12.72 | 1.93 | 10.79 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| 431A006 | REPLACE MH COVER MS-58A | 148+75.28 | 2.01' RT | 12.77 | 0.79 | 11.98 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| 431A011 | REPLACE MH COVER MS-58A | 149+21.65 | 22.49' LT | 12.27 | 0.13 | 12.14 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| 431A013 | REPLACE MH COVER MS-58A | 149+94.83 | 26.32' RT | 11.57 | 0.74 | 10.83 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| 369 | NEW MANHOLE MS-58A | 150+15.98 | 23.22' LT | 11.57 | -0.05 | 11.62 | MS-58A | - | 1 | - | - | - | 4-FT | - |
| 370 | CATCH BASIN 44A - MS-57 | 150+18.51 | 22.12' RT | 10.69 | 2.70 | 7.99 | MS-57 | 1 | - | 1 | - | - | - | - |
| 341C | CATCH BASIN 44A - MS-57 | 150+26.60 | 14.85' LT | 10.82 | 2.55 | 8.27 | MS-57 | 1 | - | 1 | - | - | - | - |
| 341B | STORM INLET 45A - MS-57 | 150+58.86 | 20.13' LT | 10.92 | 4.60 | 6.32 | MS-57 | 1 | - | - | 1 | - | - | - |
| 341A | STORM INLET 45A - MS-57 | 151+04.88 | 20.17' LT | 10.69 | 5.55 | 5.14 | MS-57 | 1 | - | - | 1 | - | - | - |
| 373 | CATCH BASIN 44A - MS-57 | 151+65.37 | 19.14' LT | 10.37 | 2.14 | 8.23 | MS-57 | 1 | - | 1 | - | - | - | - |
| 372 | CATCH BASIN 44A - MS-57 | 151+72.50 | 22.13' RT | 10.37 | 1.60 | 8.77 | MS-57 | 1 | - | 1 | - | - | - | - |
| 431A014 | REPLACE MH COVER MS-58A | 151+80.38 | 28.05' RT | 10.56 | -2.20 | 12.76 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| 431A012 | REPLACE MH COVER MS-58A | 151+80.47 | 22.87' LT | 10.34 | -2.19 | 12.53 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| 431A026 | REPLACE MH COVER MS-58A | 152+30.84 | 49.43' RT | 11.00 | 0.80 | 10.20 | MS-58A | - | 1 | - | - | - | - | NEW FRAME & LID ONLY |
| | | | | | | | **TOTALS** | **184** | **153** | **192** | **17** | **32** | | |

## STORM SEWER PIPES

| FROM STRUCTURE | TO STRUCTURE | SPV 0060.115 PIPE CONNECTION TO EXISTING STRUCTURE EACH | 608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | INLET ELEV | DISC ELEV | SLOPE FT/FT |
|---|---|---|---|---|---|---|---|
| 363 | 431A005 | 1 | - | 49 | 9.15 | 8.15 | 0.0206 |
| 362 | 431A005 | 1 | - | 41 | 9.16 | 8.33 | 0.0200 |
| 431A005 | - | - | - | - | - | - | - |
| 364 | 431A005 | 1 | - | 24 | 8.62 | 8.15 | 0.0200 |
| 431A004 | - | - | - | - | - | - | - |
| 431A010 | - | - | - | - | - | - | - |
| 431A006 | - | - | - | - | - | - | - |
| 431A011 | - | - | - | - | - | - | - |
| 431A013 | - | - | - | - | - | - | - |
| 369 | - | - | - | - | - | - | - |
| 370 | 431A013 | 1 | - | 24 | 6.70 | 6.20 | 0.0208 |
| 341C | 369 | - | - | 14 | 5.95 | 5.65 | 0.0222 |
| 341B | 341C | - | - | 33 | 6.60 | 5.95 | 0.0199 |
| 341A | 341B | - | - | 46 | 7.55 | 6.60 | 0.0206 |
| 373 | 431A012 | 1 | - | 16 | 6.14 | 5.83 | 0.0200 |
| 372 | 431A014 | 1 | - | 10 | 5.60 | 5.40 | 0.0203 |
| 431A014 | - | - | - | - | - | - | - |
| 431A012 | - | - | - | - | - | - | - |
| 431A026 | - | - | - | - | - | - | - |
| | | **138** | **390** | **5686** | | | |

REMARKS:

ALL ITEMS CATEGORY 1000

*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

**COVER ELEV IS AT THE CENTER OF STRUCTURE FOR ALL STRUCTURES WITH MS 58-A COVERS. FOR CATCH BASINS AND CURB INLETS FLOW LINE ELEVATIONS ARE GIVEN.

*** DEPTH = COVER ELEVATION - LOWEST PIPE INVERT ELEVATION + SUMP

## CONSTRUCTION STAKING

650.4000 CONSTRUCTION STAKING STORM SEWER

| CATEGORY | EACH |
|---|---|
| 1000 | 267 |
| **TOTAL** | **267** |

## MANHOLE RECONSTRUCTION

611.0420 RECONSTRUCTING MANHOLES

| CATEGORY | Structure ID | STATION | Offset | EACH |
|---|---|---|---|---|
| 1000 | 434B025 | 61+37.27 | 1.70' RT | 1 |
| | 434B026 | 62+31.07 | 2.93' RT | 1 |
| | 434A013 | 71+18.55 | 2.83' LT | 1 |
| | 433B019 | 91+43.90 | 1.97' RT | 1 |
| | 433A007 | 103+75.63 | 2.36' RT | 1 |
| | 433A008 | 104+45.84 | 4.57' RT | 1 |
| | | | **Total** | **6** |

## PIPE UNDERDRAIN

| CATEGORY | Structure ID | STATION - STATION | 612.0106 PIPE UNDERDRAIN 6-INCH LF | 645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY | 310.0115 BASE AGGREGATE OPEN-GRADED CY |
|---|---|---|---|---|---|
| 1000 | 107 | 57+91 - 58+52 | 61 | 28 | 3 |
| | 106 | 57+80 - 58+37 | 43 | 20 | 2 |
| | 124 | 61+58 - 62+07 | 49 | 22 | 2 |
| | 138 | 65+29 - 65+79 | 50 | 23 | 2 |
| | 148 | 68+80 - 69+58 | 78 | 35 | 3 |
| | 151 | 68+97 - 69+52 | 55 | 25 | 3 |
| | 160 | 72+63 - 73+27 | 64 | 29 | 3 |
| | 254 | 72+79 - 73+45 | 66 | 30 | 3 |
| | 243 | 79+38 - 79+88 | 50 | 23 | 2 |
| | 222A | 79+45 - 79+95 | 50 | 23 | 2 |
| | 174 | 80+07 - 80+71 | 64 | 29 | 3 |
| | 175 | 80+19 - 80+71 | 52 | 24 | 2 |
| | 195 | 86+89 - 87+47 | 58 | 26 | 3 |
| | 201 | 87+67 - 88+17 | 50 | 23 | 2 |
| | 202 | 87+75 - 88+25 | 50 | 23 | 2 |
| | 204 | 89+81 - 90+23 | 42 | 19 | 2 |
| | 206 | 90+23 - 90+79 | 56 | 25 | 3 |
| | 250E | 91+18 - 91+68 | 50 | 23 | 2 |
| | 215 | 92+92 - 93+42 | 50 | 23 | 2 |
| | 223 | 94+76 - 95+26 | 50 | 23 | 2 |
| | 224 | 95+07 - 95+57 | 50 | 23 | 2 |
| | 228 | 96+78 - 97+28 | 50 | 23 | 2 |
| | 240 | 100+27 - 100+79 | 52 | 24 | 2 |
| | 317 | 129+40 - 130+08 | 68 | 31 | 3 |
| | 318 | 129+43 - 130+00 | 57 | 26 | 3 |
| | 328 | 132+77 - 133+27 | 50 | 23 | 2 |
| | 329 | 132+82 - 133+32 | 50 | 23 | 2 |
| | 334 | 134+72 - 135+22 | 50 | 23 | 2 |
| | 335 | 134+74 - 135+25 | 51 | 23 | 2 |
| | 344 | 140+20 - 140+70 | 50 | 23 | 2 |
| | 343 | 140+28 - 140+71 | 53 | 24 | 2 |
| | 357 | 144+48 - 145+12 | 64 | 29 | 3 |
| | 358 | 144+45 - 145+15 | 70 | 32 | 3 |
| | 373 | 151+40 - 151+90 | 50 | 23 | 2 |
| | 372 | 151+50 - 152+00 | 50 | 23 | 2 |
| | | **Total** | **1903** | **869** | **82** |

## MANHOLE CATEGORIZATION

| CATEGORY | STRUCTURE | STATION | OFFSET | 611.2004 MANHOLES 4-FT DIAMETER EACH | 611.2005 MANHOLES 5-FT DIAMETER EACH | 611.2006 MANHOLES 6-FT DIAMETER EACH |
|---|---|---|---|---|---|---|
| 1000 | 118 | 59+31.47 | 2.27' RT | 1 | - | - |
| | 121 | 60+27.28 | 1.97' RT | 1 | - | - |
| | 131 | 62+99.67 | 2.74' RT | 1 | - | - |
| | 134 | 63+99.14 | 2.46' RT | 1 | - | - |
| | 135 | 64+82.30 | 2.23' RT | 1 | - | - |
| | 144 | 66+83.60 | 2.46' RT | 1 | - | - |
| | 147 | 67+90.80 | 2.68' RT | 1 | - | - |
| | 181 | 82+49.91 | 0.71' RT | 1 | - | - |
| | 192 | 85+50.07 | 0.39' RT | - | - | 1 |
| | 200 | 87+90.16 | 0.52' LT | - | - | 1 |
| | 230 | 97+13.39 | 0.70' RT | - | 1 | - |
| | 233 | 99+21.21 | 0.07' LT | - | 1 | - |
| | 241 | 101+64.53 | 1.87' RT | - | - | 1 |
| | 244A | 102+66.45 | 2.11' RT | - | - | 1 |
| | 255B | 105+55.08 | 4.68' RT | 1 | - | - |
| | 261 | 108+44.70 | 4.60' RT | 1 | - | - |
| | 265 | 109+75.54 | 4.36' RT | 1 | - | - |
| | 280 | 116+00.44 | 3.19' RT | 1 | - | - |
| | 283 | 117+00.49 | 3.22' RT | 1 | - | - |
| | 294 | 119+82.07 | 3.14' RT | 1 | - | - |
| | 297 | 120+76.00 | 2.93' RT | 1 | - | - |
| | 305 | 124+03.30 | 0.31' RT | 1 | - | - |
| | 315 | 128+12.06 | 0.87' RT | 1 | - | - |
| | 325 | 132+13.93 | 1.89' LT | 1 | - | - |
| | 319 | 142+61.53 | 0.71' RT | 1 | - | - |
| | 369 | 150+15.98 | 23.22' LT | 1 | - | - |
| | | | **Total** | **20** | **2** | **4** |

## DRAINAGE REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0215 REMOVING CATCH BASINS EACH | 204.0255 ABANDONING CATCH BASINS EACH | 204.0245.012 REMOVING STORM SEWER 12-INCH LF | 204.0291.S ABANDONING SEWER CY |
|---|---|---|---|---|---|---|---|---|
| 1000 | 55+74, 24.6'LT | - | 55+75,33.7'LT | - | - | - | 9 | - |
| | | | 55+75 | 33.7'LT | 1 | - | - | - |
| | 55+84, 28.9'RT | - | 55+85, 36.2'RT | - | - | - | 9 | - |
| | | | 55+85 | 36.2'RT | 1 | - | - | - |
| | 57+67, 0.3'RT | - | 57+74, 36.2'RT | - | - | - | 38 | - |
| | | | 57+74 | 36.2'RT | - | 1 | - | - |
| | 57+67, 0.3'RT | - | 57+77,36.9'LT | - | - | - | - | 2 |
| | | | 57+67 | 36.9'LT | - | 1 | - | - |
| | 61+37, 1.7'RT | - | 61+42, 32.4'RT | - | - | - | - | 1 |
| | | | 61+42 | 32.4'RT | - | 1 | - | - |
| | 61+37, 1.7'RT | - | 61+48, 28.5'LT | - | - | - | - | 1 |
| | | | 61+48 | 28.5'LT | - | 1 | - | - |
| | 62+31, 2.9'RT | - | 62+36, 28.8'LT | - | - | - | - | 1 |
| | | | 62+36 | 28.8'LT | - | 1 | - | - |
| | 65+09, 2.2'RT | - | 65+12, 32.3'RT | - | - | - | - | 1 |
| | | | 65+12 | 32.3'RT | - | 1 | - | - |
| | 65+09, 2.2'RT | - | 65+21, 28.5'LT | - | - | - | 31 | - |
| | | | 65+21 | 28.5'LT | 1 | - | - | - |
| | 68+82, 2.9'RT | - | 68+87, 28.8'LT | - | - | - | - | 1 |
| | | | 68+87 | 28.8'LT | - | 1 | - | - |
| | 69+08, 49.0'RT | - | 69+28, 58.3'RT | - | - | - | - | 1 |
| | | | 69+28 | 58.3'RT | - | 1 | - | - |
| | 69+28, 58.3'RT | - | 69+48, 45.9'RT | - | - | - | - | 1 |
| | | | 69+48 | 45.9'RT | - | 1 | - | - |
| | 72+53, 3.2'LT | - | 72+55, 34.6'LT | - | - | - | - | 1 |
| | | | 72+55 | 34.6'LT | - | 1 | - | - |
| | 72+76, 44.3'RT | - | 72+93, 55.45'RT | - | - | - | 20 | - |
| | | | 72+76 | 44.3'RT | 1 | - | - | - |
| | 72+93, 55.45'RT | - | 73+12, 44.5'RT | - | - | - | - | 1 |
| | | | 73+12 | 44.5'RT | - | 1 | - | - |
| | 76+26, 1.0'LT | - | 76+31, 28.4'RT | - | - | - | - | 2 |
| | | | 76+31 | 28.4'RT | - | 1 | - | - |
| | 76+26, 1.0'LT | - | 76+32, 32.7'LT | - | - | - | - | 1 |
| | | | 76+32 | 32.7'LT | - | 1 | - | - |
| | 76+49, 49.1'RT | - | 76+66, 58.6'RT | - | - | - | - | 1 |
| | | | 76+66 | 58.6'RT | - | 1 | - | - |
| | 76+66, 58.6'RT | - | 76+86, 49.8'RT | - | - | - | 20 | - |
| | | | 76+86 | 49.8'RT | 1 | - | - | - |
| | 79+95, 1.0'LT | - | 80+02, 28.9'RT | - | - | - | - | 1 |
| | | | 80+02 | 28.9'RT | - | 1 | - | - |

## DRAINAGE REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0215 REMOVING CATCH BASINS EACH | 204.0255 ABANDONING CATCH BASINS EACH | 204.0245.012 REMOVING STORM SEWER 12-INCH LF | 204.0291.S ABANDONING SEWER CY |
|---|---|---|---|---|---|---|---|---|
| 1000 | 76+26, 1.0'LT | - | 76+31, 28.4'RT | - | - | - | - | 2 |
| | 79+95, 1.0'LT | - | 80+03, 32.4'LT | - | - | - | - | 2 |
| | | | 80+03 | 32.4'LT | - | 1 | - | - |
| | 80+20, 51.7'RT | - | 80+37, 54.6'RT | - | - | - | 18 | - |
| | | | 80+20 | 51.7'LT | 1 | - | - | - |
| | 80+37, 54.6'RT | - | 80+56, 54.4'RT | - | - | - | 17 | - |
| | | | 80+56 | 54.4'RT | 1 | - | - | - |
| | 82+98, 1.0'RT | - | 83+32, 28.9'RT | - | - | - | - | 2 |
| | | | 83+32 | 28.9'RT | - | 1 | - | - |
| | 83+58, 52.3'RT | - | 83+76, 32.8'RT | - | - | - | 28 | - |
| | | | 83+58 | 52.3'RT | 1 | - | - | - |
| | 83+76, 32.8'RT | - | 83+97, 55.6'RT | - | - | - | 29 | - |
| | | | 83+97 | 55.6'RT | 1 | - | - | - |
| | 84+02, 32.0'LT | - | 84+03, 1.3'LT | - | - | - | 31 | - |
| | | | 84+02 | 32.0'LT | - | 1 | - | - |
| | 86+45, 1.4'RT | - | 86+46, 29.1'RT | - | - | - | - | 1 |
| | | | 86+46 | 29.1'RT | - | 1 | - | - |
| | 86+96, 52.9'RT | - | 87+14, 57.2'RT | - | - | - | 16 | - |
| | | | 86+96 | 52.9'RT | 1 | - | - | - |
| | | | 87+01 | 31.9'LT | - | 1 | - | - |
| | 87+01, 31.9'LT | - | 87+19, 1.0'RT | - | - | - | - | 2 |
| | 87+14, 57.2'RT | - | 87+31, 64.8'RT | - | - | - | - | 1 |
| | | | 87+31 | 64.8'RT | - | 1 | - | - |
| | 87+95, 29.4'RT | - | 87+99, 1.0'LT | - | - | - | - | 1 |
| | | | 87+95 | 29.4'RT | - | 1 | - | - |
| | 88+70, 30'RT | - | 88+81, 0.1'RT | - | - | - | - | 1 |
| | | | 88+70 | 30'RT | - | 1 | - | - |
| | 90+15, 30'RT | - | 90+23, 23'RT | - | - | - | - | 1 |
| | | | 90+15 | 30'RT | - | 1 | - | - |
| | 90+23, 23'RT | - | 90+37, 1.0'RT | - | - | - | 29 | - |
| | 90+33, 30'LT | - | 90+37, 1.0'RT | - | - | - | - | 1 |
| | | | 90+33 | 30'LT | - | 1 | - | - |
| | 90+36, 56'RT | - | 90+47, 57.2'RT | - | - | - | 10 | - |
| | | | 90+36 | 56'RT | 1 | - | - | - |
| | 90+47, 57'RT | - | 90+60, 57.8'RT | - | - | - | 12 | - |
| | | | 90+60 | 57.8'RT | 1 | - | - | - |
| | 91+44, 1.9'RT | - | 91+44, 20.7'LT | - | - | - | 24 | - |
| | 91+44, 20.7'LT | - | 91+45, 34.8'LT | - | - | - | - | 1 |
| | | | 91+45 | 34.8'LT | - | 1 | - | - |
| | 93+53, 2.9'RT | - | 93+55, 36.9'LT | - | - | - | - | 2 |

## DRAINAGE REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0215 REMOVING CATCH BASINS EACH | 204.0255 ABANDONING CATCH BASINS EACH | 204.0245.012 REMOVING STORM SEWER 12-INCH LF | 204.0291.S ABANDONING SEWER CY |
|---|---|---|---|---|---|---|---|---|
| 1000 | | | 93+55 | 36.9'LT | - | 1 | - | - |
| | 93+71, 56.1'RT | - | 93+92, 59.0'RT | - | - | - | - | 1 |
| | | | 93+71 | 56.1'RT | - | 1 | - | - |
| | 93+92, 59.0'RT | - | 94+17, 55.8'RT | - | - | - | 25 | - |
| | | | 94+17 | 55.8'RT | 1 | - | - | - |
| | 94+40, 35.3'RT | - | 94+41, 0.0'RT | - | - | - | - | 2 |
| | | | 94+40 | 35.3'RT | - | 1 | - | - |
| | 94+41, 0.0'RT | - | 94+45, 38.2'LT | - | - | - | - | 2 |
| | | | 94+45 | 38.2'LT | - | 1 | - | - |
| | 95+80, 35.0'RT | - | 95+80, 0.5'RT | - | - | - | - | 1 |
| | | | 95+80 | 35.0'RT | - | 1 | - | - |
| | 95+95, 36.9'LT | - | 95+95, 0.5'RT | - | - | - | - | 2 |
| | | | 95+95 | 36.9'LT | - | 1 | - | - |
| | 97+13, 0.7'RT | - | 97+14, 29.6'RT | - | - | - | - | - |
| | | | 97+14 | 29.6'RT | - | 1 | - | - |
| | 97+50, 31.7'LT | - | 97+50, 0.7'RT | - | - | - | - | 1 |
| | | | 97+50 | 31.7'LT | - | 1 | - | - |
| | 99+20, 29.6'RT | - | 99+21, 0.1'LT | - | - | - | 30 | - |
| | | | 99+20 | 29.6'RT | - | 1 | - | - |
| | 100+35, 51.0'RT | - | 100+50, 60.90'RT | - | - | - | 16 | - |
| | | | 100+35 | 51.0'RT | 1 | - | - | - |
| | 100+44, 0.3'LT | - | 100+61, 29.3'LT | - | - | - | 33 | - |
| | | | 100+61 | 29.3'LT | - | 1 | - | - |
| | 100+50, 60.9'RT | | 100+64, 53.2'RT | - | - | - | 16 | - |
| | | | 100+64 | 53.2'RT | 1 | - | - | - |
| | 100+88, 32.7'RT | - | 100+91, 1.7'RT | - | - | - | - | 1 |
| | | | 100+88 | 32.7'RT | - | 1 | - | - |
| | 102+17, 2.0'RT | - | 102+24, 32.8'RT | - | - | - | - | 1 |
| | | | 102+24 | 32.8'RT | - | 1 | - | - |
| | 102+34, 3.3'RT | - | 102+35, 28.4'LT | - | - | - | - | 1 |
| | | | 102+35 | 28.4'LT | - | 1 | - | - |
| | 103+78, 56.5'RT | - | 103+98, 59.9'RT | - | - | - | 20 | - |
| | | | 103+78 | 56.5'RT | 1 | - | - | - |
| | 103+98, 59.9'RT | - | 104+14, 56.7'RT | - | - | - | 17 | - |
| | | | 104+14 | 56.7'RT | 1 | - | - | - |
| | 104+22, 28.3'LT | | 104+46, 4.6'RT | - | - | - | - | 2 |
| | | | 104+22 | 28.3'LT | - | 1 | - | - |
| | 104+40, 32.6'RT | - | 104+46, 4.6'RT | - | - | - | - | 1 |
| | | | 104+40 | 32.6'RT | - | 1 | - | - |
| | 106+03, 4.7'RT | - | 106+06, 27.3'LT | - | - | - | - | 1 |

## DRAINAGE REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0215 REMOVING CATCH BASINS EACH | 204.0255 ABANDONING CATCH BASINS EACH | 204.0245.012 REMOVING STORM SEWER 12-INCH LF | 204.0291.S ABANDONING SEWER CY |
|---|---|---|---|---|---|---|---|---|
| 1000 | | | 106+06 | 27.3'LT | - | 1 | - | - |
| | 107+08, 1.5'LT | - | 107+19, 26.4'LT | - | - | - | 21 | - |
| | | | 107+19 | 26.4'LT | 1 | - | - | - |
| | 108+36, 4.6'RT | - | 108+46, 26.6'LT | - | - | - | 33 | - |
| | | | 108+46 | 26.6'LT | - | 1 | - | - |
| | 110+21, 26.6'LT | - | 110+36, 4.3'RT | - | - | - | - | 2 |
| | | | 110+21 | 26.6'LT | - | 1 | - | - |
| | 110+36, 4.3'RT | | 110+42, 33.5'RT | - | - | - | - | 1 |
| | | | 110+42 | 33.5'RT | - | 1 | - | - |
| | 114+13, 4.9'LT | | 114+14, 24.9'RT | - | - | - | - | 1 |
| | | | 114+14 | 24.9'RT | - | 1 | - | - |
| | 114+13, 4.9'LT | | 114+18, 34.9'LT | - | - | - | - | 1 |
| | | | 114+18 | 34.9'LT | - | 1 | - | - |
| | 117+88, 3.2'RT | - | 117+96, 18.7'LT | - | - | - | 21 | - |
| | 117+96, 18.7'LT | | 117+99, 27.9'LT | - | - | - | - | 1 |
| | | | 117+99 | 27.9'LT | - | 1 | - | - |
| | 117+88, 3.2'RT | - | 117+95, 19.6'RT | - | - | - | 18 | - |
| | 117+95, 19.6'RT | | 117+99, 33.2'RT | - | - | - | - | 1 |
| | | | 117+99 | 32.2'RT | - | 1 | - | - |
| | 121+65, 2.7'RT | | 121+71, 28.4'LT | - | - | - | - | 2 |
| | | | 121+71 | 28.4'LT | - | 1 | - | - |
| | 121+65, 2.7'RT | - | 121+78, 31.03'RT | - | - | - | - | 2 |
| | | | 121+78 | 31.03'RT | - | 1 | - | - |
| | 125+45, 0.4'LT | - | 125+53, 31.2'LT | - | - | - | - | 1 |
| | | | 125+53 | 31.2'LT | - | 1 | - | - |
| | 125+45, 0.4'LT | - | 125+55, 28.7'RT | - | - | - | - | 1 |
| | | | 125+55 | 28.7'RT | - | 1 | - | - |
| | 129+23, 0.9'RT | | 129+29, 29.0'RT | - | - | - | - | 1 |
| | | | 129+29 | 29.0'RT | - | 1 | - | - |
| | 129+23, 0.9'RT | - | 129+30, 31.1'LT | - | - | - | - | 1 |
| | | | 129+30 | 31.1'LT | - | 1 | - | - |
| | 129+51, 49.2'RT | - | 129+73, 52.8'RT | - | - | - | - | 1 |
| | | | 129+51 | 49.2'RT | - | 1 | - | - |
| | 129+73, 52.8'RT | - | 129+95, 46.4'RT | - | - | - | 22 | - |
| | | | 129+95 | 46.4'RT | 1 | - | - | - |
| | 130+20, 31.1'LT | - | 130+22, 0.3'LT | - | - | - | - | 2 |
| | | | 130+20 | 31.1'LT | - | 1 | - | - |
| | 131+17, 0.7'LT | | 131+24, 31.5'LT | - | - | - | - | 1 |
| | | | 131+24 | 31.5'LT | - | 1 | - | - |
| | 133+09, 1.9'LT | | 133+14, 27.6'RT | - | - | - | 29 | - |

## DRAINAGE REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0215 REMOVING CATCH BASINS EACH | 204.0255 ABANDONING CATCH BASINS EACH | 204.0245.012 REMOVING STORM SEWER 12-INCH LF | 204.0291.S ABANDONING SEWER CY |
|---|---|---|---|---|---|---|---|---|
| 1000 | | | 133+14 | 27.6'RT | - | 1 | - | - |
| | 133+09, 1.9'LT | - | 133+14, 32.5'LT | - | - | - | - | 2 |
| | | | 133+14 | 32.5'LT | - | 1 | - | - |
| | 134+67, 26.5'RT | - | 134+67, 2.3'LT | - | - | - | - | 1 |
| | | | 134+67 | 26.5'RT | - | 1 | - | - |
| | 134+67, 2.3'LT | - | 134+68, 33.4'LT | - | - | - | - | 1 |
| | | | 134+68 | 33.4'LT | - | 1 | - | - |
| | 136+79, 2.5'LT | | 136+82, 26.3'RT | - | - | - | - | 1 |
| | | | 136+82 | 26.3'RT | - | 1 | - | - |
| | 136+79, 2.5'LT | - | 136+83, 33.7'LT | - | - | - | - | 1 |
| | | | 136+83 | 33.7'LT | - | 1 | - | - |
| | 140+56, 2.8'RT | - | 140+61, 28.4'LT | - | - | - | - | 1 |
| | | | 140+61 | 28.4'LT | - | 1 | - | - |
| | 140+56, 2.8'RT | - | 140+61, 31.7'RT | - | - | - | - | 1 |
| | | | 140+61 | 31.7'RT | - | 1 | - | - |
| | 140+85, 45.1'RT | - | 141+02, 52.9'RT | - | - | - | 26 | - |
| | | | 140+85 | 45.1'RT | - | 1 | - | - |
| | 141+02, 52.9'RT | | 141+22, 49.2'RT | - | - | - | 18 | - |
| | | | 141+22 | 49.2'RT | 1 | - | - | - |
| | 140+87, 43.9'LT | | 141+05, 48.7'LT | - | - | - | 18 | - |
| | | | 140+87 | 43.9'LT | 1 | - | - | - |
| | 141+05, 48.7'LT | - | 141+23, 46.4'LT | - | - | - | 17 | - |
| | | | 141+23 | 46.4'LT | 1 | - | - | - |
| | 144+32, 2.3'LT | - | 144+37, 27.8'RT | - | - | - | - | 1 |
| | | | 144+37 | 27.8'RT | - | 1 | - | - |
| | 144+32, 2.3'LT | - | 144+40, 32.4'LT | - | - | - | - | 1 |
| | | | 144+40 | 32.4'LT | - | 1 | - | - |
| | 144+61, 27.8'LT | | 144+62, 45.4'LT | - | - | - | 18 | - |
| | | | 144+62 | 45.4'LT | 1 | - | - | - |
| | 144+61, 27.8'LT | - | 144+97, 48.5'LT | - | - | - | - | 2 |
| | | | 144+97 | 48.5'LT | - | 1 | - | - |
| | 144+61, 41.8'RT | - | 144+79, 44.8'RT | - | - | - | 17 | - |
| | | | 144+61 | 41.8'RT | 1 | - | - | - |
| | 144+79, 44.8'RT | - | 144+98, 44.5'RT | - | - | - | 18 | - |
| | | | 144+98 | 44.5'RT | 1 | - | - | - |
| | 146+56, 31.9'RT | - | 146+59, 4.1'RT | - | - | - | - | 1 |
| | | | 146+56 | 31.9'RT | - | 1 | - | - |
| | 148+04, 1.6'RT | - | 148+11, 28.4'LT | - | - | - | - | 1 |
| | | | 148+11 | 28.4'LT | - | 1 | - | - |
| | 148+04, 1.6'RT | | 148+13, 32.0'RT | - | - | - | 32 | - |
| | | | 148+13 | 32.0'LT | - | 1 | - | - |
| | 151+80, 31.6'RT | | 151+80, 28.0'RT | - | - | - | 4 | - |
| | | | 151+80 | 31.6'RT | 1 | - | - | - |
| | 151+80, 22.8'LT | | 151+88, 28.6'LT | - | - | - | 9 | - |
| | | | 151+80 | 31.6'RT | 1 | - | - | - |
| | | | | TOTAL | 27 | 73 | 819 | 82 |

## EROSION CONTROL

| CATEGORY | STATION | TO | STATION | 628.7005 INLET PROTECTION TYPE A EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7020 INLET PROTECTION TYPE D EACH |
|---|---|---|---|---|---|---|
| 1000 | 55+00 | - | 61+00 | 11 | 4 | 9 |
| | 61+00 | - | 67+00 | 12 | 10 | 8 |
| | 67+00 | - | 73+00 | 14 | 9 | 11 |
| | 73+00 | - | 79+00 | 15 | 10 | 11 |
| | 79+00 | - | 85+00 | 17 | 9 | 16 |
| | 85+00 | - | 91+00 | 15 | 12 | 13 |
| | 91+00 | - | 97+00 | 13 | 10 | 12 |
| | 97+00 | - | 103+00 | 17 | 16 | 11 |
| | 103+00 | - | 109+00 | 13 | 9 | 11 |
| | 109+00 | - | 115+00 | 13 | 4 | 13 |
| | 115+00 | - | 121+00 | 11 | 2 | 11 |
| | 121+00 | - | 127+00 | 8 | 4 | 8 |
| | 127+00 | - | 133+00 | 15 | 7 | 15 |
| | 133+00 | - | 139+00 | 8 | 11 | 8 |
| | 139+00 | - | 145+00 | 15 | 15 | 15 |
| | 145+00 | - | 151+00 | 10 | 9 | 10 |
| | 151+00 | - | 157+00 | 3 | 2 | 3 |
| | | | **TOTAL** | **210** | **143** | **185** |

## TRACKING PADS

| CATEGORY | STATION | 628.7560 TRACKING PADS EACH |
|---|---|---|
| 1000 | UNDISTRIBUTED | 16 |
| | **TOTAL** | **16** |

**CUC DUCT**

| Category | From Location | From Station | To Location | To Station | SPV.0060.426 Sawing Concrete-Encased Duct Package | SPV.0090.451 1-Duct Sand Encased Conduit, HDPE, 4-Inch | SPV.0090.452 2-Duct Sand Encased Conduit, HDPE, 4-Inch | SPV.0090.453 3-Duct Sand Encased Conduit, HDPE, 4-Inch | SPV.0090.454 4-Duct Sand Encased Conduit, HDPE, 4-Inch | SPV.0090.456 6-Duct Sand Encased Conduit, HDPE, 4-Inch |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LF | LF | LF | LF | LF |
| 2200 | UN-CAP | 55+83.06, 34.99'L | SPLIT DUCT | 56+65.93, 33.61'L | | | 85 | | | |
| | SPLIT DUCT | 56+65.93, 33.61'L | CAP DUCT | 56+55.35, 45.00'L | | 21 | | | | |
| | SPLIT DUCT | 56+65.93, 33.61'L | CUC MH 616 | 58+09.17, 30.33'L | | | | 142 | | |
| | CUC MH 616 | 58+09.17, 30.33'L | CUC MH 617 | 61+72.12, 26.44'L | | | 368 | | | |
| | CUC MH 617 | 61+72.12, 26.44'L | CUC MH 618 | 65+51.43, 28.25'L | | | 378 | | | |
| | CUC MH 618 | 65+51.43, 28.25'L | CUC MH 619 | 69+13.70, 29.96'L | | | | | 366 | |
| | CUC MH 619 | 69+13.70, 29.96'L | CUC MH 620 | 73+17.84, 33.24'L | | | 401 | | | |
| | CUC MH 620 | 73+17.84, 33.24'L | CUC MH 621 | 76+71.11, 34.26'L | | | | | 355 | |
| | CUC MH 621 | 76+71.11, 34.26'L | TSC | 76+98.76, 53.23'L | | | 44 | | | |
| | CUC MH 621 | 76+71.11, 34.26'L | CUC MH 622 | 80+36.14, 36.64'L | | | 365 | | | |
| | CUC MH 622 | 80+36.14, 36.64'L | SPLIT DUCT | 83+41.83, 34.46'L | | | 305 | | | |
| | SPLIT DUCT | 83+41.83, 34.46'L | TSC | 83+29.62, 29.29'L | | | 13 | | | |
| | SPLIT DUCT | 83+41.83, 34.46'L | CUC MH 623 | 83+74.01, 34.45'L | | | | | 31 | |
| | CUC MH 623 | 83+74.01, 34.45'L | CUC MH 624 | 89+25.30, 32.24'L | | | 553 | | | |
| | CUC MH 624 | 89+25.30, 32.24'L | CUC MH 625 | 93+78.91, 37.34'L | | | 455 | | | |
| | SPLIT DUCT | 93+79.73, 50.57'L | SAW CUT | 93+83.99, 119.67'L | 1 | | 70 | | | |
| | SPLIT DUCT | 93+79.73, 50.57'L | TSC | 94+32.70, 57.46'L | | | 58 | | | |
| | CUC MH 625 | 93+78.91, 37.34'L | SPLIT DUCT | 93+79.73, 50.57'L | | | | | 14 | |
| | CUC MH 625 | 93+78.91, 37.34'L | CUC MH 627 | 93+75.59, 127.69'R | | | 165 | | | |
| | CUC MH 625 | 93+78.91, 37.34'L | CUC MH 629 | 99+58.47, 31.25'L | | | 580 | | | |
| | CUC MH 626 | 94+17.01, 115.42'L | CUC MH 628 | 94+06.15, 102.22'R | | | 5 | | | |
| | CUC MH 626 | 94+17.01, 115.42'L | SL PB | 94+32.77, 114.44'L | | | 15 | | | |
| | CUC MH 628 | 94+06.15, 102.22'R | SL PB | 94+15.74, 104.43'R | | | 10 | | | |
| | CUC MH 629 | 99+58.47, 31.25'L | CUC MH 630 | 105+56.15, 30.92'L | | | 559 | | | |
| | CUC MH 630 | 105+56.15, 30.92'L | CUC MH 631 | 110+84.58, 36.07'L | | | 536 | | | |
| | CUC MH 631 | 110+84.58, 36.07'L | SPLIT DUCT | 114+41.81, 30.74'L | | | 350 | | | |
| | SPLIT DUCT | 114+41.81, 30.74'L | CUC MH 632 | 114+51.16, 30.33'L | | | | | 9 | |
| | SPLIT DUCT | 114+41.81, 30.74'L | TSC | 114+31.23, 45.97'L | | | 21 | | | |
| | CUC MH 632 | 114+51.16, 30.33'L | CUC MH 633 | 118+26.02, 23.78'L | | | 379 | | | |
| | CUC MH 633 | 118+26.02, 23.78'L | CUC MH 634 | 122+15.06, 26.72'L | | | 390 | | | |
| | CUC MH 634 | 122+15.06, 26.72'L | TSC | 122+38.64, 45.40'L | | | 30 | | | |
| | CUC MH 634 | 122+15.06, 26.72'L | CUC MH 635 | 124+45.10, 27.91'L | | | 229 | | | |
| | CUC MH 635 | 124+45.10, 27.91'L | CUC MH 636 | 129+67.03, 28.23'L | | | 523 | | | |
| | CUC MH 636 | 129+67.03, 28.23'L | CUC MH 637 | 133+29.23, 31.25'L | | | | | 364 | |
| | CUC MH 637 | 133+29.23, 31.25'L | TSC | 133+20.71, 49.54'L | | | 20 | | | |
| | CUC MH 637 | 133+29.23, 31.25'L | CUC MH 640 | 137+37.46, 26.08'L | | | | | | |
| | CUC MH 638 | 133+66.61, 51.40'R | SAW CUT | 133+75.40, 69.94'R | 1 | | | | 403 | |
| | CUC MH 638 | 133+66.61, 51.40'R | SL PB | 133+32.99, 51.08'R | | | 20 | | | |
| | CUC MH 639 | 133+67.60, 62.38'L | CUC MH 638 | 133+66.61, 51.40'R | | | 116 | | | |
| | CUC MH 639 | 133+67.60, 62.38'L | SL PB | 133+80.70, 61.83'L | | | 12 | | | |
| | CUC MH 639 | 133+67.60, 62.38'L | SL PB | 133+32.44, 62.21'L | | | 34 | | | |
| | CUC MH 639 | 133+67.60, 62.38'L | CAP DUCT | 133+67.33, 100.04'L | | | 37 | | | |
| | CUC MH 640 | 137+37.46, 26.08'L | TSC | 137+57.23, 43.47'L | | | 33 | | | |
| | CUC MH 640 | 137+37.46, 26.08'L | CUC MH 641 | 140+88.40, 22.27'L | | | 354 | | | |
| | CUC MH 641 | 140+88.40, 22.27'L | CUC MH 642 | 144+81.90, 33.09'L | | | 395 | | | |
| | CUC MH 642 | 144+81.90, 33.09'L | CUC MH 643 | 148+40.83, 32.64'L | | | 363 | | | |
| | CUC MH 643 | 148+40.83, 32.64'L | TSC | 147+94.18, 33.29'L | | | | | | |
| | CUC MH 643 | 148+40.83, 32.64'L | SAW CUT | 148+40.64, 71.93'L | 1 | | | | | 39 |
| | CUC MH 643 | 148+40.83, 32.64'L | CUC MH 644 | 152+45.09, 33.45'L | | | 406 | | | |
| | CUC MH 644 | 152+45.09, 33.45'L | TSC | 152+82.45, 29.31'L | | | 40 | | | |
| | CUC MH 644 | 152+45.09, 33.45'L | CUC MH 2038R/I | 152+49.70, 12.71'R | | | 46 | | | |
| | CUC MH 2038R/I | 152+49.70, 12.71'R | SAW CUT | 152+91.93, 12.72'R | 1 | | | | 43 | |
| | CUC MH 2038R/I | 152+49.70, 12.71'R | CUC MH 645 | 152+52.23, 58.60'R | | | | | | |
| | | | **TOTAL** | | **4** | **21** | **8763** | **142** | **1585** | **39** |

**MANHOLES**

| Category | Location | Station | 204.0250 Abandoning Manholes EACH |
|---|---|---|---|
| 2200 | ABND CUC MH 619A | 58+23.85, 14.62'R | 1 |
| | ABND CUC MH 620A | 61+69.02, 14.94'R | 1 |
| | ABND CUC MH 621A | 65+41.46, 16.65'R | 1 |
| | ABND CUC MH 622A | 69+12.51, 14.82'R | 1 |
| | ABND CUC MH 623A | 72+81.60, 10.65'R | 1 |
| | ABND CUC MH 624A | 76+54.81, 12.53'R | 1 |
| | ABND CUC MH 626A | 80+26.69, 13.22'R | 1 |
| | ABND CUC MH 627A | 83+64.07, 13.56'R | 1 |
| | ABND CUC MH 628A | 87+01.23, 13.89'R | 1 |
| | ABND CUC MH 629A | 90+40.08, 14.27'R | 1 |
| | ABND CUC MH 630A | 93+75.12, 15.33'R | 1 |
| | ABND CUC MH 634A | 97+03.96, 14.38'R | 1 |
| | ABND CUC MH 635A | 103+82.99, 18.67'R | 1 |
| | ABND CUC MH 636A | 110+65.36, 15.56'R | 1 |
| | ABND CUC MH 637A | 114+94.51, 14.66'R | 1 |
| | ABND CUC MH 638A | 118+20.36, 15.93'R | 1 |
| | ABND CUC MH 639A | 121+96.91, 13.69'R | 1 |
| | ABND CUC MH 640A | 129+52.04, 11.54'R | 1 |
| | ABND CUC MH 641A | 131+55.82, 9.58'R | 1 |
| | ABND CUC MH 644A | 133+96.91, 8.59'R | 1 |
| | ABND CUC MH 642A | 133+74.52, 44.15'R | 1 |
| | ABND CUC MH 645A | 137+05.71, 10.30'R | 1 |
| | ABND CUC MH 646A | 137+74.57, 13.20'R | 1 |
| | ABND CUC MH 647A | 140+87.94, 13.56'R | 1 |
| | ABND CUC MH 648A | 141+23.31, 13.96'R | 1 |
| | ABND CUC MH 649R | 144+48.05, 38.23'L | 1 |
| | ABND CUC MH 650A | 144+65.92, 9.77'R | 1 |
| | ABND CUC MH 652A | 146+75.63, 14.48'R | 1 |
| | ABND CUC MH 653A | 148+30.58, 44.45'L | 1 |
| | ABND CUC MH 654A | 148+73.18, 15.38'R | 1 |
| | ABND CUC MH 655A | 148+31.85, 57.18'R | 1 |
| | ABND CUC MH 656A | 152+05.57, 12.29'R | 1 |
| | **TOTAL** | **2200** | **32** |

**MANHOLES**

| Category | Location | Station | 204.0210 Removing Manholes EACH | SPV.0060.420 Removing CUC Manhole EACH |
|---|---|---|---|---|
| 2200 | RMV CUC MH 2038R | 152+49.72, 12.69'R | 1 | |
| | RMV CUC MH 625R | 76+43.14, 52.29'L | 1 | |
| | RMV CUC MH 631R | 93+81.45, 47.39'R | 1 | |
| | RMV CUC MH 632R | 94+14.03, 54.78'L | 1 | |
| | RMV CUC MH 633R | 94+06.09, 49.47'R | 1 | |
| | RMV CUC MH 643R | 133+74.14, 59.94'L | 1 | |
| | RMV CUC MH 651R | 146+71.21 , 19.22'L | 1 | |
| | RMV CUC MH 657R | 152+46.07, 46.68'L | | 1 |
| | RMV CUC MH 658R | 152+52.32, 55.17'R | 1 | |
| | **TOTAL** | **2200** | **8** | **1** |

**MANHOLES**

| Category | Location | Station | SPV.0060.401 4' Diameter Manhole Type CUC EACH | SPV.0060.410 4' Diameter Doghouse Manhole Type CUC EACH | SPV.0060.411 4' Diameter Doghouse Manhole Type CUC Installed over Conduit EACH | SPV.0060.430 Adjusting CUC Manhole Cover using EPP System EACH |
|---|---|---|---|---|---|---|
| 2200 | CUC MH 616 | 58+09.17, 30.33'L | 1 | | | |
| | CUC MH 617 | 61+72.12, 26.44'L | | 1 | | |
| | CUC MH 618 | 65+51.43, 28.25'L | 1 | | | |
| | CUC MH 619 | 69+13.70, 29.96'L | 1 | | | |
| | CUC MH 620 | 73+17.84, 33.24'L | 1 | | | |
| | CUC MH 621 | 76+71.11, 34.26'L | 1 | | | |
| | CUC MH 622 | 80+36.14, 36.64'L | 1 | | | |
| | CUC MH 623 | 83+74.01, 34.45'L | 1 | | | |
| | CUC MH 624 | 89+25.30, 32.24'L | 1 | | | |
| | CUC MH 625 | 93+78.91, 37.34'L | 1 | | | |
| | CUC MH 627 | 93+75.59, 127.69'R | | 1 | | |
| | CUC MH 626 | 94+17.01, 115.42'L | | 1 | | |
| | CUC MH 628 | 94+06.15, 102.22'R | 1 | | | |
| | CUC MH 629 | 99+58.47, 31.25'L | 1 | | | |
| | CUC MH 630 | 105+56.15, 30.92'L | 1 | | | |
| | CUC MH 631 | 110+84.58, 36.07'L | 1 | | | |
| | CUC MH 632 | 114+51.16, 30.33'L | 1 | | | |
| | CUC MH 633 | 118+26.02, 23.78'L | 1 | | | |
| | CUC MH 634 | 122+15.06, 26.72'L | 1 | | | |
| | CUC MH 635 | 124+45.10, 27.91'L | 1 | | | |
| | CUC MH 636 | 129+67.03, 28.23'L | 1 | | | |
| | CUC MH 637 | 133+29.23, 31.25'L | 1 | | | |
| | CUC MH 638 | 133+66.61, 51.40'R | 1 | | | |
| | CUC MH 639 | 133+67.60, 62.38'L | 1 | | | |
| | CUC MH 640 | 137+37.46, 26.08'L | | | 1 | |
| | CUC MH 2073AC | 137+33.93, 6.84'R | | | | 1 |
| | CUC MH 641 | 140+88.40, 22.27'L | 1 | | | |
| | CUC MH 642 | 144+81.90, 33.09'L | 1 | | | |
| | CUC MH 643 | 148+40.83 , 32.64'L | 1 | | | |
| | CUC MH 644 | 152+45.09 , 33.45'L | 1 | | | |
| | CUC MH 2038 | 152+49.70 , 12.71'R | 1 | | | |
| | CUC MH 645 | 152+52.23 , 58.60'R | | 1 | | |
| | **TOTAL** | **2200** | **26** | **4** | **1** | **1** |

## TEMPORARY AND REMOVAL OF TEMPORARY STREET LIGHTING ITEMS

| | Std.Bid Item No. | Description | Unit | Quantity |
|---|---|---|---|---|
| - | | | | |
| - | | | | |
| - | 204.9060.S.310. | REMOVING POLES | EACH | 193 |
| - | 204.9090.S.314. | REMOVING AERIAL CABLE | LF | 6,980 |
| - | 653.0905 | REMOVING PULL BOXES | EACH | 27 |
| - | 659.1120 | LUMINAIRES UTILITY LED B | EACH | 5 |
| - | 659.1125 | LUMINAIRES UTILITY LED C | EACH | 9 |
| - | 659.5000.S | LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR | EACH | 181 |
| - | 674.0300 | REMOVE CABLE | LF | 650 |
| - | SPV.0060.324 | 40-FT WOOD POLE | EACH | 16 |
| - | SPV.0060.346 | LUMINAIRE ARMS SINGLE MEMBER 6-FT WP MOUNT | EACH | 8 |
| - | SPV.0060.348 | LUMINAIRE ARMS TRUSS MEMBER 12-FT WP MOUNT | EACH | 3 |
| - | SPV.0090.304 | ELECTRICAL CABLE TYPE 2#2/1#4 AL | LF | 4,550 |
| - | SPV.0090.309 | CABLE TYPE UF 3-12 AWG GROUNDED | LF | 275 |
| - | | | | |
| - | | | | |



FILE NAME : W:\bes_WisDot\2026\(2410-10-70) wNational Ave STH59 – 39th to 1st_2410-10-71 wNational Ave – 26th to 1st\Phase 2 Temporary Quantities.dgn PLOT DATE : 1-MAY-2026 10:01 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

**PERMANENT STREET LIGHTING**
**Pole Type 15'-6" Black Aluminum Harp Pole and Shroud**

| | | | | Category | 4000 | 3000 | 3000 | 3000 | 4000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|
| Line | Location | Station | Offset | | 655.0305 Cable Type UF 2-12 AWG Grounded | SPV.0060.389 Concrete Base Type 5 (Milwaukee) | SPV.0060.821 Poles Type 15'-6" Black Aluminum Harp Pole and Shroud | SPV.0060.865 Luminaire Historic Black Milwaukee Harp LED Screw-In Lamp | SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole | SPV.0090.325 Conduit 3-Inch HDPE Schedule 40 |
| | | | | | LF | EACH | EACH | EACH | EACH | LF |
| 002 | W National Ave | 116+39.86, | 27.47'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 004 | W National Ave | 116+94.75, | 20.48'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 006 | W National Ave | 117+91.33, | 27.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 008 | W National Ave | 118+97.24, | 21.47'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 010 | W National Ave | 119+79.15, | 26.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 012 | W National Ave | 120+86.50, | 21.48'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 014 | W National Ave | 122+73.93, | 22.53'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 016 | W National Ave | 123+60.68, | 22.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 018 | W National Ave | 124+85.71, | 22.86'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 020 | W National Ave | 125+53.76, | 22.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 022 | W National Ave | 125+72.38, | 22.99'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 024 | W National Ave | 126+47.45, | 22.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 026 | W National Ave | 126+69.43, | 23.14'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 028 | W National Ave | 127+41.13, | 22.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 030 | W National Ave | 128+43.89, | 23.41'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 032 | W National Ave | 129+09.91, | 22.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 034 | W National Ave | 130+23.32, | 23.69'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 036 | W National Ave | 130+98.92, | 22.47'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 038 | W National Ave | 132+20.18, | 24.83'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 040 | W National Ave | 134+53.86, | 20.60'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 042 | W National Ave | 135+92.34, | 26.67'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 044 | W National Ave | 136+22.24, | 20.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 046 | W National Ave | 138+38.23, | 26.90'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 048 | W National Ave | 139+75.09, | 20.17'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 050 | W National Ave | 140+20.29, | 26.83'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 052 | W National Ave | 141+67.66, | 20.83'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 054 | W National Ave | 142+71.64, | 24.64'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 056 | W National Ave | 142+74.09, | 22.77'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 058 | W National Ave | 144+33.69, | 23.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 060 | W National Ave | 144+57.40, | 48.24'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 062 | W National Ave | 145+29.69, | 33.52'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 064 | W National Ave | 145+73.08, | 23.62'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 066 | W National Ave | 146+36.50, | 26.61'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 068 | W National Ave | 147+17.46, | 29.00'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 070 | W National Ave | 149+87.73, | 26.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 072 | W National Ave | 150+39.53, | 29.57'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 074 | W National Ave | 151+19.62, | 29.25'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 076 | W National Ave | 81+13.11, | 29.00'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 078 | W National Ave | 82+17.00, | 29.48'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 080 | W National Ave | 84+63.38, | 34.70'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 082 | W National Ave | 85+47.69, | 34.70'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 084 | W National Ave | 86+27.05, | 34.70'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 086 | W National Ave | 87+16.32, | 34.70'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 088 | W National Ave | 88+00.68, | 34.70'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 090 | W National Ave | 88+84.93, | 34.70'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| 092 | W National Ave | 112+15.65, | 20.48'R | | 25 | 1 | 1 | 1 | 1 | 5 |
| 094 | W National Ave | 112+99.64, | 27.48'L | | 25 | 1 | 1 | 1 | 1 | 5 |
| | | | | **Total** | **1175** | **47** | **47** | **47** | **47** | **235** |

## PERMANENT STREET LIGHTING

### Pole Type 5-Aluminum with Luminaire Arms Single Member 4-1/2-Inch Clamp 6-Ft.

| | | | Category | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 655.0305 | 657.0255 | 657.0322 | 657.0610 | SPV.0060.374 | SPV.0060.375 | SPV.0060.388 | SPV.0060.881 | SPV.0090.325 |
| Line | Location | Station, | Offset | Cable Type UF 2-12 AWG Grounded | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | Poles Type 5-Aluminum | Luminaire Arms Single Member 4-1/2-Inch Clamp 6-Ft. | Luminaire Utility 1LED2 | Luminaire Utility 2LED2 | Concrete Base Type 2 (Milwaukee) | Fuse System on the Lighting Riser Cable in the Pole | Conduit 3-Inch HDPE Schedule 40 |
| | | | | LF | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LF |
| 002 | S 26th St | 57+85.23, | 70.21'R | 45 | 1 | 1 | 1 | | 1 | 1 | 1 | 5 |
| 004 | S 26th St | 58+39.52, | 55.99'L | 45 | 1 | 1 | 1 | | 1 | 1 | 1 | 5 |
| 006 | S 21st St | 76+42.08, | 104.03'R | 45 | 1 | 1 | 1 | | 1 | 1 | 1 | 5 |
| 008 | S 18th St | 87+34.34, | 56.89'R | 45 | 1 | 1 | 1 | | 1 | 1 | 1 | 5 |
| 010 | S 7th St | 129+96.27, | 53.08'L | 45 | 1 | 1 | 1 | 1 | | 1 | 1 | 5 |
| 012 | S 7th St | 129+97.08, | 59.94'R | 45 | 1 | 1 | 1 | 1 | | 1 | 1 | 5 |
| | | | **Total** | **270** | **6** | **6** | **6** | **2** | **4** | **6** | **6** | **30** |

3

**PERMANENT STREET LIGHTING STAGE 1**

**Milwaukee Lantern Lighting Units**

| | | | | | Category | 1000 | 1000 | 1000 | 1000 | 3000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Line Number | Description | Location | Station, | Offset | | 655.0305 Cable Type UF 2-12 AWG Grounded | SPV.0060.321 Poles MKE 30 Black (30 Ft. Aluminum, Black, Bolt Down) | SPV.0060.388 Concrete Base Type 2 (Milwaukee) | SPV.0060.399 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black | SPV.0060.867 Luminaire Historic Black Milwaukee Lantern LED 3 Screw-in Lamp | SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole | SPV.0090.325 Conduit 3-Inch HDPE Schedule 40 |
| | | | | | | LF | EACH | EACH | EACH | EACH | EACH | LF |
| 002 | 30 Ft. Aluminum Black MKE | W National Ave | 114+30.89 , | 41.77'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 004 | TS Signals Monotube, Lighting Colocation | W National Ave | 115+12.04 , | 35.36'R | | 42 | | | | 1 | 1 | 5 |
| 006 | 30 Ft. Aluminum Black MKE | W National Ave | 117+00.54 , | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 008 | 30 Ft. Aluminum Black MKE | W National Ave | 118+81.91 , | 26.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 010 | 30 Ft. Aluminum Black MKE | W National Ave | 120+96.45 , | 26.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 012 | 30 Ft. Aluminum Black MKE | W National Ave | 121+91.11 , | 40.89'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 014 | TS Signals Monotube, Lighting Colocation | W National Ave | 122+59.00 , | 31.00'R | | 42 | | | | 1 | 1 | 5 |
| 016 | 30 Ft. Aluminum Black MKE | W National Ave | 124+60.08 , | 22.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 018 | 30 Ft. Aluminum Black MKE | W National Ave | 128+34.81 , | 22.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 020 | 30 Ft. Aluminum Black MKE | W National Ave | 130+21.25 , | 22.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 022 | 30 Ft. Aluminum Black MKE | W National Ave | 131+84.57 , | 22.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 024 | 30 Ft. Aluminum Black MKE | W National Ave | 133+11.97 , | 30.07'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 026 | TS Signals Monotube, Lighting Colocation | W National Ave | 133+33.56 , | 37.38'R | | 42 | | | | 1 | 1 | 5 |
| 028 | TS Signals Monotube, Lighting Colocation | W National Ave | 134+04.17 , | 27.78'R | | 42 | | | | 1 | 1 | 5 |
| 030 | 30 Ft. Aluminum Black MKE | W National Ave | 135+63.22 , | 20.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 032 | 30 Ft. Aluminum Black MKE | W National Ave | 136+78.07 , | 28.12'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 034 | 30 Ft. Aluminum Black MKE | W National Ave | 136+97.56 , | 35.73'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 036 | TS Signals Monotube, Lighting Colocation | W National Ave | 137+76.67 , | 35.25'R | | 42 | | | | 1 | 1 | 5 |
| 038 | 30 Ft. Aluminum Black MKE | W National Ave | 139+46.92 , | 27.15'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 040 | 30 Ft. Aluminum Black MKE | W National Ave | 141+49.07 , | 25.92'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 042 | 30 Ft. Aluminum Black MKE | W National Ave | 143+43.00 , | 22.19'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 044 | 30 Ft. Aluminum Black MKE | W National Ave | 145+27.77 , | 22.31'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 046 | 30 Ft. Aluminum Black MKE | W National Ave | 147+24.76 , | 27.15'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 048 | TS Signals Monotube, Lighting Colocation | W National Ave | 148+12.50 , | 26.57'R | | 42 | | | | 1 | 1 | 5 |
| 050 | 30 Ft. Aluminum Black MKE | W National Ave | 148+22.89 , | 41.53'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 052 | TS Signals Monotube, Lighting Colocation | W National Ave | 149+09.05 , | 33.75'R | | 42 | | | | 1 | 1 | 5 |
| 054 | TS Signals Monotube, Lighting Colocation | W National Ave | 151+90.38 , | 33.74'R | | 42 | | | | 1 | 1 | 5 |
| 056 | 30 Ft. Aluminum Black MKE | W National Ave | 152+61.82 , | 38.28'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 058 | TS Signals Monotube, Lighting Colocation | W National Ave | 152+71.78 , | 29.54'R | | 42 | | | | 1 | 1 | 5 |
| | Total Stage 1 | | | | | 1218 | 20 | 20 | 20 | 29 | 29 | 145 |

## PERMANENT STREET LIGHTING STAGE 2

### Milwaukee Lantern Lighting Units

| | | | | | Category | 1000 | 1000 | 1000 | 1000 | 3000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Line Number | Description | Location | Station, | Offset | | 655.0305 Cable Type UF 2-12 AWG Grounded | SPV.0060.321 Poles MKE 30 Black (30 Ft. Aluminum, Black, Bolt Down) | SPV.0060.388 Concrete Base Type 2 (Milwaukee) | SPV.0060.399 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black | SPV.0060.867 Luminaire Historic Black Milwaukee Lantern LED 3 Screw-in Lamp | SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole | SPV.0090.325 Conduit 3-Inch HDPE Schedule 40 |
| | | | | | | LF | EACH | EACH | EACH | EACH | EACH | LF |
| 060 | TS Signals Monotube, Lighting Colocation | W National Ave | 114+10.95, | 35.48'L | | 42 | | | | 1 | 1 | 5 |
| 062 | 30 Ft. Aluminum Black MKE | W National Ave | 114+40.06, | 40.96'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 064 | 30 Ft. Aluminum Black MKE | W National Ave | 115+99.36, | 20.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 066 | 30 Ft. Aluminum Black MKE | W National Ave | 117+87.19, | 20.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 068 | 30 Ft. Aluminum Black MKE | W National Ave | 120+02.04, | 21.49'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 070 | 30 Ft. Aluminum Black MKE | W National Ave | 121+69.58, | 29.19'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 072 | 30 Ft. Aluminum Black MKE | W National Ave | 123+78.26, | 22.69'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 074 | 30 Ft. Aluminum Black MKE | W National Ave | 127+66.49, | 23.29'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 076 | 30 Ft. Aluminum Black MKE | W National Ave | 129+21.52, | 23.53'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 078 | 30 Ft. Aluminum Black MKE | W National Ave | 131+17.02, | 24.23'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 080 | TS Signals Monotube, Lighting Colocation | W National Ave | 133+11.18, | 33.25'L | | 42 | | | | 1 | 1 | 5 |
| 082 | TS Signals Monotube, Lighting Colocation | W National Ave | 133+80.78, | 43.90'L | | 42 | | | | 1 | 1 | 5 |
| 084 | 30 Ft. Aluminum Black MKE | W National Ave | 134+03.48, | 33.70'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 086 | 30 Ft. Aluminum Black MKE | W National Ave | 135+03.85, | 26.98'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 088 | TS Signals Monotube, Lighting Colocation | W National Ave | 136+77.40, | 34.25'L | | 42 | | | | 1 | 1 | 5 |
| 090 | 30 Ft. Aluminum Black MKE | W National Ave | 137+57.61, | 35.76'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 092 | 30 Ft. Aluminum Black MKE | W National Ave | 137+76.01, | 28.19'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 094 | 30 Ft. Aluminum Black MKE | W National Ave | 138+85.89, | 20.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 096 | Existing Small Cell, Lighting Colocation | W National Ave | 140+51.52, | 29.39'L | | 42 | | | 1 | 1 | 1 | 5 |
| 098 | 30 Ft. Aluminum Black MKE | W National Ave | 142+21.01, | 20.80'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 100 | 30 Ft. Aluminum Black MKE | W National Ave | 144+27.62, | 25.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 102 | Existing Small Cell, Lighting Colocation | W National Ave | 146+27.66, | 29.75'L | | 42 | | | 1 | 1 | 1 | 5 |
| 104 | TS Signals Monotube, Lighting Colocation | W National Ave | 148+08.27, | 28.50'L | | 42 | | | | 1 | 1 | 5 |
| 106 | TS Signals Monotube, Lighting Colocation | W National Ave | 148+89.28, | 38.79'L | | 42 | | | | 1 | 1 | 5 |
| 108 | 30 Ft. Aluminum Black MKE | W National Ave | 149+85.02, | 29.50'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 110 | TS Signals Monotube, Lighting Colocation | W National Ave | 151+74.04, | 28.21'L | | 42 | | | | 1 | 1 | 5 |
| 112 | TS Signals Monotube, Lighting Colocation | W National Ave | 152+59.74, | 38.76'L | | 42 | | | | 1 | 1 | 5 |
| | Total Stage 2 | | | | | 1134 | 17 | 17 | 19 | 27 | 27 | 135 |

**PERMANENT STREET LIGHTING STAGE 3**
**Milwaukee Lantern Lighting Units**

| | | | | | Category | 1000 | 1000 | 1000 | 1000 | 3000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Line Number | Description | Location | Station, | Offset | | 655.0305 Cable Type UF 2-12 AWG Grounded | SPV.0060.321 Poles MKE 30 Black (30-FT Aluminum, Black, Bolt-Down) | SPV.0060.388 Concrete Base Type 2 (Milwaukee) | SPV.0060.399 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black | SPV.0060.867 Luminaire Historic Black Milwaukee Lantern LED 3 Screw-in Lamp | SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole | SPV.0090.325 Conduit 3-Inch HDPE Schedule 40 |
| | | | | | | LF | EACH | EACH | EACH | EACH | EACH | LF |
| 114 | 30 Ft. Aluminum Black MKE | W National Ave | 56+21.80, | 30.70'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 116 | 30 Ft. Aluminum Black MKE | W National Ave | 57+67.41, | 24.83'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 118 | 30 Ft. Aluminum Black MKE | W National Ave | 59+15.31, | 27.49'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 120 | 30 Ft. Aluminum Black MKE | W National Ave | 60+39.24, | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 122 | 30 Ft. Aluminum Black MKE | W National Ave | 62+32.30, | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 124 | 30 Ft. Aluminum Black MKE | W National Ave | 64+09.99, | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 126 | 30 Ft. Aluminum Black MKE | W National Ave | 66+00.42, | 23.77'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 128 | 30 Ft. Aluminum Black MKE | W National Ave | 67+98.52, | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 130 | 30 Ft. Aluminum Black MKE | W National Ave | 69+72.31, | 24.96'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 132 | 30 Ft. Aluminum Black MKE | W National Ave | 71+20.44, | 24.08'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 134 | 30 Ft. Aluminum Black MKE | W National Ave | 72+51.41, | 23.29'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 136 | 30 Ft. Aluminum Black MKE | W National Ave | 73+41.71, | 24.75'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 138 | 30 Ft. Aluminum Black MKE | W National Ave | 75+04.02, | 23.78'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 140 | 30 Ft. Aluminum Black MKE | W National Ave | 76+36.36, | 38.19'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 142 | TS Signals Monotube, Lighting Colocation | W National Ave | 76+99.06, | 38.50'R | | 42 | | | | 1 | 1 | 5 |
| 144 | 30 Ft. Aluminum Black MKE | W National Ave | 79+00.26, | 22.32'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 146 | 30 Ft. Aluminum Black MKE | W National Ave | 80+83.16, | 24.74'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 148 | 30 Ft. Aluminum Black MKE | W National Ave | 82+40.52, | 24.56'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 150 | 30 Ft. Aluminum Black MKE | W National Ave | 83+54.11, | 43.59'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 152 | TS Signals Monotube, Lighting Colocation | W National Ave | 84+19.18, | 37.25'R | | 42 | | | | 1 | 1 | 5 |
| 154 | 30 Ft. Aluminum Black MKE | W National Ave | 85+47.85, | 24.18'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 156 | 30 Ft. Aluminum Black MKE | W National Ave | 86+66.04, | 24.10'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 158 | 30 Ft. Aluminum Black MKE | W National Ave | 87+60.72, | 23.99'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 160 | 30 Ft. Aluminum Black MKE | W National Ave | 88+57.27, | 23.89'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 162 | 30 Ft. Aluminum Black MKE | W National Ave | 89+51.66, | 23.78'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 164 | 30 Ft. Aluminum Black MKE | W National Ave | 90+91.68, | 23.63'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 166 | 30 Ft. Aluminum Black MKE | W National Ave | 92+38.24, | 28.87'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 168 | 30 Ft. Aluminum Black MKE | W National Ave | 93+49.64, | 39.58'R | | 42 | | | | 1 | 1 | 5 |
| 170 | TS Signals Monotube, Lighting Colocation | W National Ave | 93+66.68, | 45.89'R | | 42 | | | | 1 | 1 | 5 |
| 172 | TS Signals Monotube, Lighting Colocation | W National Ave | 94+43.63, | 38.29'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 174 | 30 Ft. Aluminum Black MKE | W National Ave | 95+78.60, | 28.12'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 176 | 30 Ft. Aluminum Black MKE | W National Ave | 97+30.21, | 26.43'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 178 | 30 Ft. Aluminum Black MKE | W National Ave | 99+03.74, | 26.38'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 180 | 30 Ft. Aluminum Black MKE | W National Ave | 100+92.65, | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 182 | 30 Ft. Aluminum Black MKE | W National Ave | 102+83.22, | 28.26'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 184 | 30 Ft. Aluminum Black MKE | W National Ave | 104+72.70, | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 186 | 30 Ft. Aluminum Black MKE | W National Ave | 106+87.83, | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 188 | 30 Ft. Aluminum Black MKE | W National Ave | 109+23.29, | 27.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 190 | 30 Ft. Aluminum Black MKE | W National Ave | 111+45.95, | 20.65'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 192 | 30 Ft. Aluminum Black MKE | W National Ave | 113+05.75, | 20.48'R | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| | Total Stage 3 | | | | | 1680 | 36 | 36 | 36 | 40 | 40 | 200 |

**PERMANENT STREET LIGHTING STAGE 4**

**Milwaukee Lantern Lighting Units**

| | | | | | **Category** | **1000** | **1000** | **1000** | **1000** | **3000** | **1000** | **1000** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Line Number | Description | Location | Station, | Offset | | 655.0305 Cable Type UF 2-12 AWG Grounded | SPV.0060.321 Poles MKE 30 Black (30 Ft. Aluminum, Black, Bolt Down) | SPV.0060.388 Concrete Base Type 2 (Milwaukee) | SPV.0060.399 Transformer Bases Breakaway 11 1/2-Inch Bolt Circle Black | SPV.0060.867 Luminaire Historic Black Milwaukee Lantern LED 3 Screw-in Lamp | SPV.0060.881 Fuse System on the Lighting Riser Cable in the Pole | SPV.0090.325 Conduit 3-Inch HDPE Schedule 40 |
| | | | | | | LF | EACH | EACH | EACH | EACH | EACH | LF |
| 194 | 30 Ft. Aluminum Black MKE | W National Ave | 56+32.70 | , 28.29'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 196 | 30 Ft. Aluminum Black MKE | W National Ave | 57+65.54 | , 27.08'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 198 | 30 Ft. Aluminum Black MKE | W National Ave | 59+93.24 | , 21.51'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 200 | 30 Ft. Aluminum Black MKE | W National Ave | 61+37.25 | , 22.50'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 202 | 30 Ft. Aluminum Black MKE | W National Ave | 63+31.92 | , 21.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 204 | 30 Ft. Aluminum Black MKE | W National Ave | 65+11.90 | , 32.69'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 206 | 30 Ft. Aluminum Black MKE | W National Ave | 67+03.55 | , 21.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 208 | 30 Ft. Aluminum Black MKE | W National Ave | 68+75.44 | , 22.11'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 210 | 30 Ft. Aluminum Black MKE | W National Ave | 70+54.94 | , 28.45'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 212 | 30 Ft. Aluminum Black MKE | W National Ave | 72+47.06 | , 28.97'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 214 | 30 Ft. Aluminum Black MKE | W National Ave | 73+50.23 | , 27.24'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 216 | 30 Ft. Aluminum Black MKE | W National Ave | 74+95.09 | , 27.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 218 | TS Signals Monotube, Lighting Colocation | W National Ave | 76+42.00 | , 39.00'L | | 42 | | | | 1 | 1 | 5 |
| 220 | 30 Ft. Aluminum Black MKE | W National Ave | 76+99.13 | , 45.88'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 222 | 30 Ft. Aluminum Black MKE | W National Ave | 78+04.44 | , 29.49'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 224 | 30 Ft. Aluminum Black MKE | W National Ave | 79+91.77 | , 29.03'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 226 | 30 Ft. Aluminum Black MKE | S 20th St | 80+66.51 | , 52.41'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 228 | 30 Ft. Aluminum Black MKE | W National Ave | 81+65.16 | , 29.24'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 230 | TS Signals Monotube, Lighting Colocation | W National Ave | 83+30.42 | , 39.25'L | | 42 | | | | 1 | 1 | 5 |
| 232 | 30 Ft. Aluminum Black MKE | W National Ave | 85+05.54 | , 34.70'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 234 | 30 Ft. Aluminum Black MKE | W National Ave | 89+94.28 | , 26.63'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 236 | 30 Ft. Aluminum Black MKE | W National Ave | 91+79.95 | , 29.98'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 238 | TS Signals Monotube, Lighting Colocation | W National Ave | 93+48.98 | , 38.66'L | | 42 | | | | 1 | 1 | 5 |
| 240 | 30 Ft. Aluminum Black MKE | W National Ave | 93+72.06 | , 45.67'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 242 | 30 Ft. Aluminum Black MKE | W National Ave | 94+42.99 | , 38.91'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 244 | 30 Ft. Aluminum Black MKE | W National Ave | 95+96.10 | , 28.98'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 246 | 30 Ft. Aluminum Black MKE | W National Ave | 97+31.78 | , 28.35'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 248 | 30 Ft. Aluminum Black MKE | W National Ave | 98+96.28 | , 25.32'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 250 | 30 Ft. Aluminum Black MKE | W National Ave | 100+02.90 | , 25.34'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 252 | 30 Ft. Aluminum Black MKE | W National Ave | 101+91.79 | , 21.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 254 | 30 Ft. Aluminum Black MKE | W National Ave | 103+58.60 | , 21.49'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 256 | 30 Ft. Aluminum Black MKE | W National Ave | 105+87.85 | , 21.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 258 | 30 Ft. Aluminum Black MKE | W National Ave | 108+34.78 | , 21.08'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 260 | 30 Ft. Aluminum Black MKE | W National Ave | 110+00.55 | , 21.13'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 262 | 30 Ft. Aluminum Black MKE | W National Ave | 110+54.16 | , 43.35'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| 264 | 30 Ft. Aluminum Black MKE | W National Ave | 112+05.12 | , 27.48'L | | 42 | 1 | 1 | 1 | 1 | 1 | 5 |
| | Total Stage 4 | | | | | 1512 | 33 | 33 | 33 | 36 | 36 | 180 |
| | | | | | **Total** | **3906** | **71** | **71** | **73** | **93** | **93** | **465** |

## PERMANENT STREET LIGHTING

| Category | | | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | | | TO | | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 002 | Existing Traffic Signals Pull Box | 55+08.59, 39.58'R | Existing Lighting Pull Box | 56+23.30, 39.04'R | | | | | | | | | 115 | | |
| 004 | Existing Lighting Pull Box | 56+23.30, 39.04'R | Large Pull Box | 57+67.42, 35.91'R | | | | 3 | | | | | 145 | 145 | |
| 006 | Large Pull Box | 57+67.42, 35.91'R | Small Pull Box | 58+67.14, 38.20'R | | | 1 | | 5 | | | | 100 | 100 | |
| 008 | Large Pull Box | 57+67.42, 35.91'R | Large Pull Box | 57+83.72, 73.87'R | | | 1 | | | | | | 50 | | 50 |
| 010 | Large Pull Box | 57+83.72, 73.87'R | Small Pull Box | 58+25.89, 79.07'R | | | 1 | | 5 | | | | 45 | | 45 |
| 012 | Large Pull Box | 57+83.72, 73.87'R | Existing Lighting Pull Box | 57+78.20, 160.71'R | | | 1 | 3 | | | | | 90 | 90 | |
| 014 | Small Pull Box | 58+25.89, 79.07'R | Small Pull Box | 58+67.14, 38.20'R | | 1 | | | | | | | 75 | 75 | |
| 016 | Small Pull Box | 58+67.14, 38.20'R | Small Pull Box | 59+15.31, 38.20'R | | 1 | | | | | | | 50 | 50 | |
| 018 | Small Pull Box | 58+67.14, 38.20'R | Small Pull Box | 58+65.75, 34.99'L | | 1 | | | | | | | 75 | | 75 |
| 020 | Small Pull Box | 59+15.31, 38.20'R | Small Pull Box | 60+38.15, 38.20'R | | 1 | | 3 | | | | | 125 | 125 | |
| 022 | Small Pull Box | 60+38.15, 38.20'R | Small Pull Box | 61+42.08, 40.50'R | | 1 | | 3 | | | | | 105 | 105 | |
| 024 | Small Pull Box | 61+42.08, 40.50'R | Small Pull Box | 62+30.97, 40.20'R | | 1 | | | | | | | 90 | 90 | |
| 026 | Small Pull Box | 61+56.65, 61.61'R | Dog Housing Pull Box | 61+57.63, 71.60'R | | 1 | | 3 | | 1 | 10 | 5 | | 10 | |
| 028 | Small Pull Box | 62+02.93, 65.68'R | Small Pull Box | 61+56.65, 61.61'R | | 1 | | | | | 50 | | | 50 | |
| 030 | Small Pull Box | 62+30.97, 40.20'R | Large Pull Box | 64+09.99, 38.20'R | | 1 | | 3 | | | | | 360 | 180 | |
| 032 | Small Pull Box | 62+41.85, 39.61'R | Small Pull Box | 62+43.27, 32.16'L | | 1 | | | | | 75 | | | | 75 |
| 034 | Small Pull Box | 62+41.85, 39.61'R | Small Pull Box | 62+02.93, 65.68'R | | 1 | | | | | 60 | | | 60 | |
| 036 | Large Pull Box | 64+09.99, 38.20'R | Traffic Signals Pull Box | 65+06.14, 40.16'R | | 1 | | | 5 | | | | 100 | 100 | |
| 038 | Traffic Signals Pull Box | 65+04.75, 31.78'R | Traffic Signals Pull Box | 66+02.36, 31.64'R | | | | | | | | | 100 | | |
| 040 | Traffic Signals Pull Box | 65+04.75, 31.78'R | Small Pull Box | 65+30.33, 69.20'R | | | | 3 | | | | 5 | 60 | 60 | |
| 042 | Traffic Signals Pull Box | 65+06.14, 40.16'R | Traffic Signals Pull Box | 65+04.75, 31.78'R | | | | | | | | | 10 | | |
| 044 | Traffic Signals Pull Box | 66+02.36, 31.64'R | Traffic Signals Pull Box | 66+07.02, 40.21'R | | | | 3 | | | | | 10 | | |
| 046 | Traffic Signals Pull Box | 66+02.36, 31.64'R | Dog Housing Pull Box | 65+69.39, 99.97'R | | 1 | | 3 | | 1 | | | 90 | 90 | |
| 048 | Traffic Signals Pull Box | 66+07.02, 40.21'R | Large Pull Box | 67+97.50, 38.20'R | | | | | | | | | 200 | 200 | |
| 050 | Large Pull Box | 67+97.50, 38.20'R | Small Pull Box | 68+82.24, 38.19'R | | | 1 | | 5 | | | | 180 | 90 | |
| 052 | Small Pull Box | 68+82.24, 38.19'R | Small Pull Box | 69+72.31, 32.20'R | | 1 | | | | | | | 95 | | 95 |
| 054 | Small Pull Box | 68+82.24, 38.19'R | Dog Housing Pull Box | 69+06.40, 90.27'R | | 1 | | 3 | | 1 | | 5 | 70 | 70 | |
| 056 | Small Pull Box | 69+72.31, 32.20'R | Small Pull Box | 71+20.42, 34.20'R | | 1 | | 3 | | | | | 150 | 150 | |
| 058 | Small Pull Box | 71+20.42, 34.20'R | Small Pull Box | 72+48.99, 34.20'R | | 1 | | 3 | | | | | 130 | 130 | |
| 060 | Small Pull Box | 72+39.32, 34.50'R | Dog Housing Pull Box | 72+69.63, 82.41'R | | 1 | | 3 | | 1 | 75 | 5 | | 75 | |

## PERMANENT STREET LIGHTING

| Category | | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | | TO | | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 062 | Small Pull Box | 72+39.32, 34.50'R | Small Pull Box | 72+44.33, 40.20'L | 1 | | | | | 75 | | | 75 | |
| 064 | Small Pull Box | 72+48.99, 34.20'R | Small Pull Box | 73+47.24, 36.20'R | 1 | | 3 | | | | | 100 | | 100 |
| 066 | Small Pull Box | 73+47.24, 36.20'R | Small Pull Box | 75+03.64, 37.11'R | 1 | | 3 | | | | | 160 | 160 | |
| 068 | Small Pull Box | 73+56.91, 36.22'R | Small Pull Box | 73+58.16, 38.18'L | 1 | | | | | 75 | | | 75 | |
| 070 | Small Pull Box | 73+56.91, 36.22'R | Dog Housing Pull Box | 73+12.08, 65.77'R | 1 | | | | 1 | 10 | | | 70 | |
| 072 | Small Pull Box | 75+03.64, 37.11'R | Traffic Signals Pull Box | 76+31.19, 37.70'R | 1 | | 3 | | | | | 130 | 130 | |
| 074 | Traffic Signals Pull Box | 76+31.19, 37.70'R | Traffic Signals Pull Box | 76+45.09, 53.62'R | | | 3 | | | | | 50 | | |
| 076 | Traffic Signals Pull Box | 76+45.09, 53.62'R | Traffic Signals Pull Box | 76+87.89, 57.40'R | | | | | | | | 45 | | |
| 078 | Traffic Signals Pull Box | 76+45.09, 53.62'R | Small Pull Box | 76+42.75, 99.83'R | 1 | | 3 | | | | | 50 | 50 | |
| 080 | Traffic Signals Pull Box | 76+87.89, 57.40'R | Traffic Signals Pull Box | 77+03.66, 37.73'R | | | | | | | | 30 | | |
| 082 | Traffic Signals Pull Box | 77+03.66, 37.73'R | Large Pull Box | 78+99.35, 31.20'R | | | 3 | | | | | 200 | 200 | |
| 084 | Large Pull Box | 78+99.35, 31.20'R | Small Pull Box | 79+91.12, 33.20'R | | 1 | | 5 | | | | 95 | 95 | |
| 086 | Small Pull Box | 79+87.11, 33.30'R | Small Pull Box | 80+86.93, 33.69'R | 1 | | | | | 100 | | | 100 | |
| 088 | Small Pull Box | 79+87.11, 33.30'R | Small Pull Box | 79+88.69, 38.20'L | 1 | | | | | 75 | | | 75 | |
| 090 | Small Pull Box | 79+91.12, 33.20'R | Large Pull Box | 80+82.26, 33.70'R | 1 | | | | | | | 95 | | 95 |
| 092 | Small Pull Box | 79+91.12, 33.20'R | Small Pull Box | 80+12.01, 86.44'R | 1 | | 3 | | | | 5 | 75 | | 75 |
| 094 | Large Pull Box | 80+82.26, 33.70'R | Traffic Signals Pull Box | 83+24.06, 36.20'R | | 1 | | 5 | | | | 245 | 245 | |
| 096 | Large Pull Box | 80+82.26, 33.70'R | Dog Housing Pull Box | 80+56.57, 65.60'R | | | 3 | 5 | | | | | | |
| 098 | Small Pull Box | 80+86.93, 33.69'R | Small Pull Box | 82+40.52, 36.12'R | 1 | | | | | 155 | | | 155 | |
| 100 | Small Pull Box | 82+40.52, 36.12'R | Small Pull Box | 83+18.05, 36.35'R | 1 | | 3 | | | 80 | | | 80 | |
| 102 | Small Pull Box | 83+18.05, 36.35'R | Dog Housing Pull Box | 83+53.26, 82.30'R | 1 | | 3 | | 1 | 75 | | | 75 | |
| 104 | Traffic Signals Pull Box | 83+24.06, 36.20'R | Traffic Signals Pull Box | 83+54.83, 47.62'R | | | | | | | | 35 | | |
| 106 | Traffic Signals Pull Box | 83+54.83, 47.62'R | Traffic Signals Pull Box | 84+00.04, 48.87'R | | | 3 | | | | | 50 | | |
| 108 | Traffic Signals Pull Box | 84+00.04, 48.87'R | Traffic Signals Pull Box | 84+23.03, 36.77'R | | | | | | | | 30 | | |
| 110 | Traffic Signals Pull Box | 84+00.04, 48.87'R | Small Pull Box | 83+95.37, 109.02'R | | | | | | | | 65 | 65 | |
| 112 | Traffic Signals Pull Box | 84+23.03, 36.77'R | Small Pull Box | 84+48.68, 35.89'R | | | 3 | | | | | 30 | 30 | |
| 114 | Small Pull Box | 84+48.68, 35.89'R | Small Pull Box | 85+47.85, 34.20'R | 1 | | | | | | | 100 | 100 | |
| 116 | Small Pull Box | 84+48.68, 35.89'R | Large Pull Box | 84+48.68, 36.67'L | 1 | | | | | | | 75 | 75 | |
| 118 | Small Pull Box | 85+47.85, 34.20'R | Large Pull Box | 86+66.17, 36.20'R | 1 | | 3 | | | | | 120 | 120 | |
| 120 | Large Pull Box | 86+66.17, 36.20'R | Small Pull Box | 86+91.57, 46.32'R | | 1 | 3 | | | | | 30 | 30 | |

## PERMANENT STREET LIGHTING

| Category | | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 122 | Large Pull Box | 86+66.17, 36.20'R | Large Pull Box | 87+60.26, 36.18'R | | 1 | | | | | | 95 | | 95 |
| 124 | Small Pull Box | 86+91.57, 46.32'R | Dog Housing Pull Box | 86+92.13, 78.94'R | 1 | | 3 | | 1 | 35 | | | 35 | |
| 126 | Small Pull Box | 86+91.57, 46.32'R | Small Pull Box | 87+01.05, 39.20'L | 1 | | | | | 90 | | | 90 | |
| 128 | Large Pull Box | 87+60.26, 36.18'R | Small Pull Box | 88+57.27, 34.20'R | | 1 | | | | | | 100 | 100 | |
| 130 | Large Pull Box | 87+60.26, 36.18'R | Small Pull Box | 87+34.09, 59.76'R | | 1 | 3 | 5 | | | | 35 | 35 | |
| 132 | Small Pull Box | 88+57.27, 34.20'R | Large Pull Box | 89+51.66, 34.20'R | 1 | | 3 | | | | | 95 | 95 | |
| 134 | Large Pull Box | 89+51.66, 34.20'R | Small Pull Box | 90+03.49, 35.99'R | | 1 | | 5 | | | | 55 | 55 | |
| 136 | Small Pull Box | 90+03.49, 35.99'R | Large Pull Box | 90+91.68, 36.20'R | 1 | | | | | | | 90 | | 90 |
| 138 | Small Pull Box | 90+03.49, 35.99'R | Small Pull Box | 90+31.75, 65.43'R | 1 | | 3 | | | | 5 | 45 | 45 | |
| 140 | Large Pull Box | 90+91.68, 36.20'R | Small Pull Box | 92+38.58, 38.20'R | | 1 | | | | | | 150 | 150 | |
| 142 | Large Pull Box | 90+91.68, 36.20'R | Dog Housing Pull Box | 90+61.23, 66.62'R | 1 | 1 | 3 | 5 | 1 | | | 60 | 60 | |
| 144 | Small Pull Box | 92+38.58, 38.20'R | Traffic Signals Pull Box | 93+44.88, 39.21'R | 1 | | 3 | | | | | 110 | 110 | |
| 146 | Traffic Signals Pull Box | 93+44.88, 39.21'R | Traffic Signals Pull Box | 93+68.63, 50.71'R | | | | | | | | 30 | | |
| 148 | Traffic Signals Pull Box | 93+44.88, 39.21'R | Traffic Signals Pull Box | 93+44.38, 30.73'L | | | | 5 | | | | 70 | | |
| 150 | Traffic Signals Pull Box | 93+68.63, 50.71'R | Existing Lighting Pull Box | 93+61.61, 144.49'R | | | 3 | | | | 5 | 110 | 110 | |
| 152 | Traffic Signals Pull Box | 93+68.63, 50.71'R | Traffic Signals Pull Box | 94+19.59, 47.58'R | | | 3 | | | | | 55 | | |
| 154 | Traffic Signals Pull Box | 94+19.59, 47.58'R | Traffic Signals Pull Box | 94+44.64, 31.08'R | | | | | | | | 35 | | |
| 156 | Traffic Signals Pull Box | 94+19.59, 47.58'R | Dog Housing Pull Box | 94+15.74, 104.43'R | 1 | | 3 | | 1 | | | 60 | 60 | |
| 158 | Traffic Signals Pull Box | 94+44.64, 31.08'R | Small Pull Box | 95+78.60, 38.20'R | | | | 5 | | | | 135 | 135 | |
| 160 | Traffic Signals Pull Box | 94+44.64, 31.08'R | Traffic Signals Pull Box | 94+45.03, 32.28'L | | | | | | | | 65 | | |
| 162 | Small Pull Box | 95+78.60, 38.20'R | Small Pull Box | 97+29.84, 35.67'R | 1 | | 3 | | | | | 155 | 155 | |
| 164 | Small Pull Box | 97+29.84, 35.67'R | Small Pull Box | 99+02.80, 35.70'R | 1 | | 3 | | | | | 175 | 175 | |
| 166 | Small Pull Box | 99+02.80, 35.70'R | Small Pull Box | 100+08.19, 35.68'R | 1 | | 3 | | | | | 110 | 110 | |
| 168 | Small Pull Box | 100+08.19, 35.68'R | Small Pull Box | 100+92.80, 38.70'R | 1 | | | | | | | 85 | | 85 |
| 170 | Small Pull Box | 100+08.19, 35.68'R | Dog Housing Pull Box | 100+30.60, 98.50'R | 2 | | | | 1 | 85 | | | 85 | |
| 172 | Small Pull Box | 100+08.19, 35.68'R | Small Pull Box | 100+08.19, 35.20'L | 1 | | | | | 75 | | | 75 | |
| 174 | Small Pull Box | 100+92.80, 38.70'R | Dog Housing Pull Box | 100+63.43, 66.89'R | 2 | | 3 | | 1 | | 5 | 40 | 40 | |
| 176 | Small Pull Box | 100+92.80, 38.70'R | Large Pull Box | 102+83.25, 38.70'R | 1 | | | | | | | 200 | 200 | |
| 178 | Large Pull Box | 102+83.25, 38.70'R | Large Pull Box | 104+71.59, 38.70'R | | 1 | 3 | | | | | 190 | | 190 |
| 180 | Large Pull Box | 102+83.25, 38.70'R | Small Pull Box | 103+73.06, 90.01'R | | 1 | 3 | | | | 5 | 120 | 120 | |

## PERMANENT STREET LIGHTING

| Category | | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 182 | Large Pull Box | 104+71.59, 38.70'R | Large Pull Box | 109+23.14, 34.70'R | | 1 | | | | | | 450 | 450 | |
| 184 | Large Pull Box | 104+71.59, 38.70'R | Small Pull Box | 104+16.18, 57.23'R | | 1 | 3 | 5 | | | | 60 | 60 | |
| 186 | Small Pull Box | 106+87.68, 34.70'R | Small Pull Box | 112+15.53, 27.70'R | 1 | | 3 | | | 530 | | | | 530 |
| 188 | Large Pull Box | 109+23.14, 34.70'R | Small Pull Box | 110+42.15, 34.52'R | 1 | | | 5 | | | | 120 | 120 | |
| 190 | Small Pull Box | 110+42.15, 34.52'R | Small Pull Box | 111+45.95, 27.65'R | 1 | | | | | | | 110 | | 110 |
| 192 | Small Pull Box | 110+42.15, 34.52'R | Dog Housing Pull Box | 110+73.14, 100.73'R | 2 | | 3 | | 1 | | 5 | 90 | 90 | |
| 194 | Small Pull Box | 111+45.95, 27.65'R | Small Pull Box | 113+05.75, 27.63'R | 1 | | 3 | | | | | 160 | 160 | |
| 196 | Small Pull Box | 112+15.53, 27.70'R | Small Pull Box | 113+99.15, 27.40'R | 1 | | 3 | | | 185 | | | 185 | |
| 198 | Small Pull Box | 113+05.75, 27.63'R | Traffic Signals Pull Box | 114+08.65, 19.49'R | 1 | | 3 | | | | | 105 | 105 | |
| 200 | Small Pull Box | 113+99.15, 27.40'R | Small Pull Box | 115+24.18, 34.44'R | 1 | | | | | 130 | | | | 130 |
| 202 | Traffic Signals Pull Box | 114+32.74, 48.11'R | Dog Housing Pull Box | 114+30.61, 80.86'R | 1 | | 6 | | 1 | | 5 | 35 | 35 | |
| 204 | Traffic Signals Pull Box | 115+15.61, 28.23'R | Small Pull Box | 117+00.38, 34.70'R | | | 3 | | | | | 185 | 185 | |
| 206 | Small Pull Box | 115+24.18, 34.44'R | Small Pull Box | 116+39.72, 34.70'R | 1 | | | | | 120 | | | 120 | |
| 208 | Small Pull Box | 116+39.72, 34.70'R | Small Pull Box | 118+86.30, 34.00'R | 1 | | 3 | | | 250 | | | | 250 |
| 210 | Small Pull Box | 117+00.38, 34.70'R | Large Pull Box | 117+86.77, 35.00'R | 1 | | 3 | | | | | 90 | 90 | |
| 212 | Large Pull Box | 117+86.77, 35.00'R | Large Pull Box | 118+81.77, 33.70'R | 1 | | | 5 | | | | 100 | | 100 |
| 214 | Large Pull Box | 117+86.77, 35.00'R | Small Pull Box | 118+15.42, 62.05'R | 1 | | 3 | | | | 5 | 55 | 55 | |
| 216 | Large Pull Box | 118+81.77, 33.70'R | Small Pull Box | 120+96.32, 33.70'R | | 1 | | | | | | 215 | 215 | |
| 218 | Large Pull Box | 118+81.77, 33.70'R | Small Pull Box | 118+61.39, 74.19'R | | 1 | 6 | | | | | 45 | 45 | |
| 220 | Small Pull Box | 118+86.30, 34.00'R | Small Pull Box | 119+79.01, 33.70'R | 1 | | | | | 5 | | | 95 | |
| 222 | Small Pull Box | 119+79.01, 33.70'R | Small Pull Box | 121+54.24, 34.21'R | 1 | | 3 | | | 180 | | | 180 | |
| 224 | Small Pull Box | 120+96.32, 33.70'R | Traffic Signals Pull Box | 121+59.98, 33.70'R | 1 | | 3 | | | | | 65 | 65 | |
| 226 | Small Pull Box | 121+54.24, 34.21'R | Small Pull Box | 122+68.86, 31.71'R | 1 | | | | | 120 | | | | 120 |
| 228 | Traffic Signals Pull Box | 121+59.98, 33.70'R | Traffic Signals Pull Box | 121+94.39, 49.32'R | | | | | | | | 40 | | |
| 230 | Traffic Signals Pull Box | 121+94.39, 49.32'R | Traffic Signals Pull Box | 122+43.52, 45.72'R | | | 3 | | | | | 49 | | |
| 232 | Traffic Signals Pull Box | 121+94.39, 49.32'R | Small Pull Box | 121+94.65, 62.83'R | | | | | | | | 15 | 15 | |
| 234 | Traffic Signals Pull Box | 122+43.52, 45.72'R | Traffic Signals Pull Box | 122+64.74, 31.23'R | | | | | | | | 30 | | |
| 236 | Traffic Signals Pull Box | 122+43.52, 45.72'R | Small Pull Box | 122+43.81, 59.92'R | | | | | | | | 15 | 15 | |
| 238 | Traffic Signals Pull Box | 122+64.74, 31.23'R | Small Pull Box | 124+59.89, 31.20'R | | | 3 | | | | | 200 | 200 | |
| 240 | Small Pull Box | 122+68.86, 31.71'R | Small Pull Box | 123+60.48, 31.20'R | 1 | | | | | 95 | | | 95 | |

## PERMANENT STREET LIGHTING

| | Category | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 242 | Small Pull Box | 123+60.48, 31.20'R | Small Pull Box | 127+40.93, 31.20'R | 1 | | 3 | | | 380 | | | 380 | |
| 244 | Small Pull Box | 124+59.89, 31.20'R | Small Pull Box | 125+53.50, 31.16'R | 1 | | 3 | | | | | 95 | 95 | |
| 246 | Small Pull Box | 125+53.50, 31.16'R | Small Pull Box | 126+47.25, 31.20'R | 1 | | 3 | | | | | 95 | 95 | |
| 248 | Small Pull Box | 126+47.25, 31.20'R | Small Pull Box | 128+34.61, 31.20'R | 1 | | 3 | | | | | 190 | 190 | |
| 250 | Small Pull Box | 127+40.93, 31.20'R | Small Pull Box | 129+05.66, 31.34'R | 1 | | 3 | | | 120 | | | 120 | |
| 252 | Small Pull Box | 129+05.66, 31.34'R | Small Pull Box | 130+26.26, 31.31'R | | | 3 | | | 120 | | | | 120 |
| 254 | Small Pull Box | 130+26.26, 31.31'R | Small Pull Box | 130+98.80, 31.19'R | | | | | | 70 | | | 70 | |
| 256 | Small Pull Box | 128+34.61, 31.20'R | Small Pull Box | 129+09.71, 31.21'R | 1 | | | | | | | 80 | 80 | |
| 258 | Small Pull Box | 129+09.71, 31.21'R | Large Pull Box | 130+21.05, 31.20'R | 1 | | | | | | | 120 | | 120 |
| 260 | Large Pull Box | 130+21.05, 31.20'R | Small Pull Box | 131+84.42, 29.70'R | | 1 | | | | | | 165 | 165 | |
| 262 | Large Pull Box | 130+21.05, 31.20'R | Small Pull Box | 129+97.12, 56.05'R | | 1 | 3 | 5 | | | | 50 | 50 | |
| 264 | Small Pull Box | 130+98.80, 31.19'R | Small Pull Box | 133+32.99, 51.08'R | 1 | | 3 | | | 250 | | | 250 | |
| 266 | Small Pull Box | 131+84.42, 29.70'R | Traffic Signals Pull Box | 133+03.36, 30.25'R | 1 | | 3 | | | | | 120 | 120 | |
| 268 | Traffic Signals Pull Box | 133+03.36, 30.25'R | Traffic Signals Pull Box | 133+31.43, 45.31'R | | | 3 | | | | | 35 | | |
| 270 | Traffic Signals Pull Box | 133+31.43, 45.31'R | Traffic Signals Pull Box | 133+81.45, 46.40'R | | | | | | | | 50 | | |
| 272 | Traffic Signals Pull Box | 133+31.43, 45.31'R | Dog Housing Pull Box | 133+33.84, 80.16'R | 1 | | 3 | | 1 | | 5 | 35 | 35 | |
| 274 | Traffic Signals Pull Box | 133+81.45, 46.40'R | Dog Housing Pull Box | 133+81.79, 68.91'R | 1 | | | | 1 | | | 25 | 25 | |
| 276 | Traffic Signals Pull Box | 133+81.45, 46.40'R | Traffic Signals Pull Box | 134+08.04, 27.67'R | | | | | | | | 35 | | |
| 278 | Traffic Signals Pull Box | 134+08.04, 27.67'R | Small Pull Box | 134+53.70, 27.70'R | | | 3 | | | | | 50 | 50 | |
| 280 | Small Pull Box | 134+53.70, 27.70'R | Small Pull Box | 135+63.06, 27.70'R | 1 | | 3 | | | | | 110 | 110 | |
| 282 | Small Pull Box | 135+63.06, 27.70'R | Small Pull Box | 136+22.07, 27.70'R | 1 | | 3 | | | | | 60 | 60 | |
| 284 | Small Pull Box | 136+22.07, 27.70'R | Traffic Signals Pull Box | 136+73.44, 19.87'R | 1 | | 3 | | | | | 55 | 55 | |
| 286 | Traffic Signals Pull Box | 136+73.44, 19.87'R | Traffic Signals Pull Box | 137+01.71, 50.63'R | | | 6 | | | | | 45 | | |
| 288 | Traffic Signals Pull Box | 137+82.34, 26.49'R | Small Pull Box | 138+38.08, 34.20'R | | | 3 | | | | | 60 | 60 | |
| 290 | Small Pull Box | 138+38.08, 34.20'R | Small Pull Box | 139+46.76, 34.20'R | 1 | | 3 | | | | | 110 | 110 | |
| 292 | Small Pull Box | 139+46.76, 34.20'R | Large Pull Box | 140+20.14, 34.20'R | 1 | | 3 | | | | | 75 | 75 | |
| 294 | Large Pull Box | 140+20.14, 34.20'R | Traffic Signals Pull Box | 140+67.79, 34.39'R | 1 | | | 5 | | | | 100 | 50 | |
| 296 | Traffic Signals Pull Box | 140+67.79, 34.39'R | Traffic Signals Pull Box | 141+57.23, 27.65'R | | | | | | | | 90 | | |
| 298 | Traffic Signals Pull Box | 140+67.79, 34.39'R | Small Pull Box | 140+82.10, 94.31'R | | | 3 | | | | 5 | 65 | 65 | |
| 300 | Traffic Signals Pull Box | 141+57.23, 27.65'R | Small Pull Box | 142+67.76, 32.54'R | | | 3 | | | | | 110 | 110 | |

## PERMANENT STREET LIGHTING

| Category | | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 302 | Small Pull Box | 142+67.76, 32.54'R | Small Pull Box | 143+42.84, 29.70'R | 1 | | 3 | | | | | 80 | 80 | |
| 304 | Small Pull Box | 143+42.84, 29.70'R | Large Pull Box | 144+33.56, 29.70'R | 1 | | 3 | | | | | 95 | 95 | |
| 306 | Large Pull Box | 144+33.56, 29.70'R | Large Pull Box | 145+27.10, 29.70'R | | 1 | 3 | | | | | | | 95 |
| 308 | Large Pull Box | 144+33.56, 29.70'R | Small Pull Box | 144+55.97, 39.65'R | | 1 | | | | | | 40 | 40 | |
| 310 | Small Pull Box | 144+55.97, 39.65'R | Small Pull Box | 144+56.02 , 56.13'R | | | | | | | 5 | 20 | 20 | |
| 312 | Small Pull Box | 144+56.02 , 56.13'R | Small Pull Box | 144+55.59, 104.25'R | 1 | | 3 | | | | 5 | 50 | 50 | |
| 314 | Small Pull Box | 144+55.97, 39.65'R | Small Pull Box | 144+47.91, 39.61'R | 1 | | | | | | | 10 | 10 | |
| 316 | Small Pull Box | 144+55.59, 104.25'R | Small Pull Box | 144+55.23, 183.35'R | 1 | | 3 | | | | 5 | 80 | 80 | |
| 318 | Small Pull Box | 145+04.33, 57.19'R | Small Pull Box | 145+03.95, 103.55'R | 1 | | 3 | | | | 5 | 50 | 50 | |
| 320 | Large Pull Box | 145+27.10, 29.70'R | Small Pull Box | 145+72.58, 30.95'R | | 1 | 5 | | | | | 50 | 50 | |
| 322 | Large Pull Box | 145+27.10, 29.70'R | Small Pull Box | 145+04.33, 57.19'R | | 1 | 3 | | | | 5 | 40 | 40 | |
| 324 | Small Pull Box | 145+72.58, 30.95'R | Small Pull Box | 146+36.16, 33.81'R | 1 | | 3 | | | | | 65 | 65 | |
| 326 | Small Pull Box | 146+36.16, 33.81'R | Small Pull Box | 147+24.61, 34.20'R | 1 | | 3 | | | | | 90 | 90 | |
| 328 | Small Pull Box | 147+24.61, 34.20'R | Traffic Signals Pull Box | 148+14.00, 34.21'R | 1 | | 3 | | | | | 90 | | |
| 330 | Traffic Signals Pull Box | 147+98.31, 27.01'R | Traffic Signals Pull Box | 147+94.09, 28.09'L | | | | 5 | | | | 60 | | |
| 332 | Traffic Signals Pull Box | 148+14.00, 34.21'R | Traffic Signals Pull Box | 148+95.56, 32.71'R | | | | 5 | | | | 85 | | |
| 334 | Traffic Signals Pull Box | 148+14.00, 34.21'R | Traffic Signals Pull Box | 148+22.70, 46.10'R | | | | | | | | 20 | | |
| 336 | Traffic Signals Pull Box | 148+14.00, 34.21'R | Traffic Signals Pull Box | 147+98.31, 27.01'R | | | | | | | | 20 | | |
| 338 | Traffic Signals Pull Box | 148+22.70, 46.10'R | Small Pull Box | 148+23.29, 77.31'R | | | 3 | | | | | 35 | 35 | |
| 340 | Traffic Signals Pull Box | 148+95.56, 32.71'R | Traffic Signals Pull Box | 149+13.95, 25.64'R | | | | | | | | 30 | | |
| 342 | Traffic Signals Pull Box | 148+95.56, 32.71'R | Small Pull Box | 148+86.17, 137.19'R | | | 3 | | | | 5 | 120 | 120 | |
| 344 | Traffic Signals Pull Box | 149+13.95, 25.64'R | Small Pull Box | 149+87.73, 33.71'R | | | | 5 | | | | 75 | 75 | |
| 346 | Traffic Signals Pull Box | 149+13.95, 25.64'R | Traffic Signals Pull Box | 149+10.44, 21.80'L | | | | | | | | 50 | | |
| 348 | Small Pull Box | 149+87.73, 33.71'R | Small Pull Box | 151+01.93, 33.70'R | 1 | | 3 | | | | | 115 | 115 | |
| 350 | Small Pull Box | 151+01.93, 33.70'R | Traffic Signals Pull Box | 151+69.46, 34.26'R | 1 | | | | | | | 70 | 70 | |
| 352 | Traffic Signals Pull Box | 151+69.46, 34.26'R | Traffic Signals Pull Box | 152+00.19, 50.63'R | | | | | | | | 35 | | |
| 354 | Traffic Signals Pull Box | 152+00.19 , 50.63'R | Existing Lighting Pull Box | 152+02.81 , 146.78'R | | | 3 | 5 | | | 5 | 96 | | |
| 356 | Traffic Signals Pull Box | 151+69.46, 34.26'R | Traffic Signals Pull Box | 151+55.22, 20.84'L | | | | | | | | 60 | | |
| 358 | Traffic Signals Pull Box | 152+61.35, 43.58'R | Traffic Signals Pull Box | 152+76.26, 29.23'R | | | 3 | | | | | 25 | | |
| 360 | Traffic Signals Pull Box | 152+61.35, 43.58'R | Dog Housing Pull Box | 152+62.14, 58.84'R | 1 | | 6 | | 1 | | | 20 | 20 | |

## PERMANENT STREET LIGHTING

| | Category | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 362 | Traffic Signals Pull Box | 152+76.26, 29.23'R | Dog Housing Pull Box | 153+05.78, 32.37'R | 1 | | | | 1 | | | 35 | 35 | |
| 364 | Dog Housing Pull Box | 153+05.78, 32.37'R | Existing Lighting Pull Box | 155+14.15, 32.85'R | | | 3 | | | | | 210 | 210 | |
| 366 | Existing Traffic Signals Pull Box | 55+10.00, 38.50'L | Existing Lighting Pull Box | 55+56.80, 38.00'L | | | | | | | | 50 | 50 | |
| 368 | Existing Lighting Pull Box | 55+56.80, 38.00'L | Small Pull Box | 56+32.70, 38.20'L | | | | | | | | 80 | 80 | |
| 370 | Small Pull Box | 56+32.70, 38.20'L | Small Pull Box | 57+65.56, 38.22'L | 1 | | 3 | | | | | 135 | 135 | |
| 372 | Small Pull Box | 57+65.56, 38.22'L | Small Pull Box | 57+99.60, 63.07'L | 1 | | 3 | | | | | 45 | 45 | |
| 374 | Small Pull Box | 57+99.60, 63.07'L | Large Pull Box | 58+41.67, 58.92'L | 1 | | | | | | | 45 | | 45 |
| 376 | Large Pull Box | 58+41.67, 58.92'L | Small Pull Box | 58+65.75, 34.99'L | | 1 | | | | | | 40 | 40 | |
| 378 | Large Pull Box | 58+41.67, 58.92'L | Small Pull Box | 58+46.11, 115.37'L | | 1 | 3 | | | | | 60 | 60 | |
| 380 | Small Pull Box | 58+65.75, 34.99'L | Small Pull Box | 59+93.27, 32.20'L | 1 | | 3 | | | | | 130 | 130 | |
| 382 | Small Pull Box | 59+93.27, 32.20'L | Large Pull Box | 61+38.50, 32.22'L | 1 | | 3 | | | | | 145 | 145 | |
| 384 | Large Pull Box | 61+38.50, 32.22'L | Small Pull Box | 62+35.89, 32.20'L | | 1 | 3 | | | | | 100 | | 100 |
| 386 | Large Pull Box | 61+38.50, 32.22'L | Dog Housing Pull Box | 61+67.72, 63.91'L | 1 | 1 | | | 1 | | | 60 | 60 | |
| 388 | Small Pull Box | 62+11.78, 50.18'L | Small Pull Box | 62+14.73, 92.34'L | 1 | | 3 | | | 45 | 5 | | 45 | |
| 390 | Small Pull Box | 62+35.89, 32.20'L | Small Pull Box | 63+31.92, 32.20'L | 1 | | | | | | | 100 | 100 | |
| 392 | Small Pull Box | 62+43.27, 32.16'L | Small Pull Box | 63+31.92, 32.20'L | 1 | | | | | | | 90 | 90 | |
| 394 | Small Pull Box | 62+43.27, 32.16'L | Small Pull Box | 62+11.78, 50.18'L | 1 | | | | | 45 | | | 45 | |
| 396 | Small Pull Box | 63+31.92, 32.20'L | Traffic Signals Pull Box | 65+05.64, 32.75'L | 1 | | 3 | | | | | 175 | 175 | |
| 398 | Traffic Signals Pull Box | 65+05.64, 32.75'L | Small Pull Box | 65+38.99, 48.25'L | | | | 5 | | | | 80 | 40 | |
| 400 | Small Pull Box | 65+38.99, 48.25'L | Small Pull Box | 65+81.06, 45.02'L | 1 | | | | | | | 90 | | 45 |
| 402 | Small Pull Box | 65+81.06, 45.02'L | Traffic Signals Pull Box | 66+05.46, 32.74'L | 1 | | | | | | | 30 | 30 | |
| 404 | Small Pull Box | 65+81.06, 45.02'L | Small Pull Box | 65+87.24, 96.42'L | 1 | | 3 | | | | 5 | 55 | 55 | |
| 406 | Traffic Signals Pull Box | 66+05.46, 32.74'L | Small Pull Box | 67+03.45, 32.20'L | | | | | | | | 100 | 100 | |
| 408 | Small Pull Box | 67+03.45, 32.20'L | Large Pull Box | 68+76.51, 34.45'L | 1 | | 3 | | | | | 175 | 175 | |
| 410 | Large Pull Box | 68+76.51, 34.45'L | Dog Housing Pull Box | 69+06.84, 47.41'L | | 1 | | 5 | 1 | | | 80 | 40 | |
| 412 | Dog Housing Pull Box | 69+06.84, 47.41'L | Small Pull Box | 69+49.71, 49.21'L | 1 | | | | | | | 90 | | 45 |
| 414 | Small Pull Box | 69+49.71, 49.21'L | Small Pull Box | 70+55.22, 39.61'L | 1 | | | | | | | 105 | 105 | |
| 416 | Small Pull Box | 69+49.71, 49.21'L | Small Pull Box | 69+48.55, 102.74'L | 1 | | 3 | | | | 5 | 55 | 55 | |
| 418 | Small Pull Box | 70+55.22, 39.61'L | Small Pull Box | 72+47.90, 40.21'L | 1 | | 3 | | | | | 195 | 195 | |
| 420 | Small Pull Box | 72+44.33, 40.20'L | Dog Housing Pull Box | 72+84.66, 60.69'L | 2 | | | | 1 | 60 | | | 60 | |

## PERMANENT STREET LIGHTING

| Category | | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) EACH | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) EACH | Submersible Multitap 3-Port Pre-Insulated Connector EACH | Submersible Multitap 4-Port Pre-Insulated Connector EACH | Installing Equipment Grounding Electrode EACH | City Furnished Electrical Cable 1#8 AWG 5kV Concentric LF | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch LF | Electrical Cable Type 4#2/1#8 XLP LF | Conduit 3-Inch HDPE Schedule 40 LF | Conduit 3-Inch HDPE Schedule 80 LF |
| 422 | Small Pull Box | 72+47.90, 40.21'L | Small Pull Box | 73+48.48, 38.21'L | 1 | | 3 | | | | | 105 | | 105 |
| 424 | Small Pull Box | 73+48.48, 38.21'L | Small Pull Box | 74+95.09, 38.20'L | 1 | | 3 | | | | | 150 | 150 | |
| 426 | Small Pull Box | 73+58.16, 38.18'L | Dog Housing Pull Box | 73+30.36, 108.82'L | 2 | | | | 1 | 95 | 5 | | 95 | |
| 428 | Small Pull Box | 74+95.09, 38.20'L | Traffic Signals Pull Box | 76+32.13, 29.85'L | 1 | | 3 | | | | | 140 | 140 | |
| 430 | Traffic Signals Pull Box | 76+32.13, 29.85'L | Traffic Signals Pull Box | 76+55.06, 55.08'L | | | | 5 | | | | 100 | | |
| 432 | Traffic Signals Pull Box | 76+55.06, 55.08'L | Traffic Signals Pull Box | 76+95.63, 51.26'L | | | | | | | | 45 | | |
| 434 | Traffic Signals Pull Box | 76+55.06, 55.08'L | Small Pull Box | 76+64.96, 183.52'L | | | 3 | | | | 5 | 130 | 130 | |
| 436 | Traffic Signals Pull Box | 76+95.63, 51.26'L | Traffic Signals Pull Box | 77+16.52, 38.19'L | | | 3 | | | | | 30 | | |
| 438 | Traffic Signals Pull Box | 77+16.52, 38.19'L | Small Pull Box | 78+03.45, 38.21'L | | | | | | | | 90 | 90 | |
| 440 | Small Pull Box | 78+03.45, 38.21'L | Small Pull Box | 79+92.68, 38.20'L | 1 | | 3 | | | | | 190 | 190 | |
| 442 | Small Pull Box | 79+88.69, 38.20'L | Dog Housing Pull Box | 80+27.00, 63.60'L | 2 | | | | 1 | 50 | | | 50 | |
| 444 | Small Pull Box | 79+92.68, 38.20'L | Small Pull Box | 80+27.52, 50.65'L | 1 | | 3 | | | | | 40 | 40 | |
| 446 | Small Pull Box | 80+27.52, 50.65'L | Small Pull Box | 80+67.09, 47.99'L | 1 | | | | | | | 45 | | 45 |
| 448 | Small Pull Box | 80+67.09, 47.99'L | Small Pull Box | 81+13.10, 38.20'L | 1 | | 3 | | | | | 50 | 50 | |
| 450 | Small Pull Box | 81+13.10, 38.20'L | Small Pull Box | 81+65.16, 38.20'L | 1 | | 3 | | | | | 55 | 55 | |
| 452 | Small Pull Box | 81+65.16, 38.20'L | Small Pull Box | 82+17.00, 38.20'L | 1 | | 3 | | | | | 55 | 55 | |
| 454 | Small Pull Box | 82+17.00, 38.20'L | Dog Housing Pull Box | 80+66.61, 61.77'L | 2 | | 3 | | 1 | 155 | | | 155 | |
| 456 | Small Pull Box | 83+15.30, 38.37'L | Small Pull Box | 82+17.00, 38.20'L | 1 | | | | | 100 | | | 100 | |
| 458 | Traffic Signals Pull Box | 83+22.58, 26.91'L | Traffic Signals Pull Box | 83+48.19, 27.82'L | | | | | | | | 30 | | |
| 460 | Traffic Signals Pull Box | 83+48.19, 27.82'L | Traffic Signals Pull Box | 84+22.35, 29.92'L | | | | | | | | 75 | | |
| 462 | Traffic Signals Pull Box | 84+22.35, 29.92'L | Large Pull Box | 84+48.68, 36.67'L | | | | | | | | 30 | 30 | |
| 464 | Large Pull Box | 84+48.68, 36.67'L | Small Pull Box | 85+05.54, 39.20'L | | 1 | | | | | | 60 | 60 | |
| 466 | Small Pull Box | 84+54.45, 39.19'L | Small Pull Box | 83+15.30, 38.37'L | 1 | | 3 | | | | | 140 | | 140 |
| 468 | Small Pull Box | 85+05.54, 39.20'L | Small Pull Box | 85+47.69, 39.20'L | 1 | | 3 | | | | | 45 | 45 | |
| 470 | Small Pull Box | 85+47.69, 39.20'L | Small Pull Box | 86+27.02, 39.21'L | 1 | | 3 | | | | | 80 | 80 | |
| 472 | Small Pull Box | 86+27.02, 39.21'L | Small Pull Box | 87+16.32, 39.18'L | 1 | | 3 | | | | | 90 | 90 | |
| 474 | Small Pull Box | 87+01.05, 39.20'L | Small Pull Box | 84+54.45, 39.19'L | 1 | | | | | | | 250 | 250 | |
| 476 | Small Pull Box | 87+16.32, 39.18'L | Small Pull Box | 88+00.68, 39.20'L | 1 | | 3 | | | | | 85 | 85 | |
| 478 | Small Pull Box | 88+00.68, 39.20'L | Small Pull Box | 88+84.93, 39.20'L | 1 | | 3 | | | | | 85 | 85 | |
| 480 | Small Pull Box | 88+84.93, 39.20'L | Small Pull Box | 89+18.28, 27.80'L | 1 | | 3 | | | | | 40 | 40 | |

## PERMANENT STREET LIGHTING

| Category | | | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | | | TO | | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 482 | Small Pull Box | 89+18.28, 27.80'L | Small Pull Box | 90+00.03, 27.80'L | | 1 | | | | | | | 85 | 85 | |
| 484 | Small Pull Box | 90+00.03, 27.80'L | Small Pull Box | 91+67.71, 28.06'L | | 1 | | 3 | | | | | 170 | 170 | |
| 486 | Small Pull Box | 91+67.71, 28.06'L | Traffic Signals Pull Box | 93+44.38, 30.73'L | | 1 | | 3 | | | | | 180 | 180 | |
| 488 | Traffic Signals Pull Box | 93+44.38, 30.73'L | Traffic Signals Pull Box | 93+73.49, 65.38'L | | | | | 5 | | | | 50 | | |
| 490 | Traffic Signals Pull Box | 93+73.49, 65.38'L | Existing Lighting Pull Box | 93+77.23, 125.48'L | | | | 6 | | | | 5 | 60 | 60 | |
| 492 | Traffic Signals Pull Box | 93+73.49, 65.38'L | Traffic Signals Pull Box | 94+28.18, 62.46'L | | | | | | | | | 55 | | |
| 494 | Traffic Signals Pull Box | 94+28.18, 62.46'L | Existing Lighting Pull Box | 94+33.46, 122.28'L | | | | 3 | | | | 5 | 60 | 60 | |
| 496 | Traffic Signals Pull Box | 94+28.18, 62.46'L | Traffic Signals Pull Box | 94+28.09, 50.93'L | | | | | | | | | 15 | | |
| 498 | Traffic Signals Pull Box | 94+28.09, 50.93'L | Traffic Signals Pull Box | 94+45.03, 32.28'L | | | | | | | | | 30 | | |
| 500 | Traffic Signals Pull Box | 94+45.03, 32.28'L | Small Pull Box | 95+96.10, 38.20'L | | | | 3 | | | | | 155 | 155 | |
| 502 | Small Pull Box | 94+48.54, 38.20'L | Dog Housing Pull Box | 94+33.05, 114.41'L | | 2 | | | | 1 | 95 | | | 95 | |
| 504 | Small Pull Box | 95+96.10, 38.20'L | Small Pull Box | 97+31.78, 38.20'L | | 1 | | 3 | | | | | 140 | 140 | |
| 506 | Small Pull Box | 97+31.78, 38.20'L | Small Pull Box | 98+96.28, 35.20'L | | 1 | | 3 | | | | | 170 | 170 | |
| 508 | Small Pull Box | 97+31.78, 38.20'L | Small Pull Box | 94+48.54, 38.20'L | | 1 | | | | | | | 285 | 285 | |
| 510 | Small Pull Box | 98+96.28, 35.20'L | Small Pull Box | 100+02.90, 35.20'L | | 1 | | | | | | | 110 | 110 | |
| 512 | Small Pull Box | 100+02.90, 35.20'L | Small Pull Box | 101+92.05, 29.20'L | | 1 | | 3 | | | | | 190 | 190 | |
| 514 | Small Pull Box | 100+08.19, 35.20'L | Small Pull Box | 97+31.78, 38.20'L | | 1 | | | | | | | 280 | 280 | |
| 516 | Small Pull Box | 101+92.05, 29.20'L | Small Pull Box | 103+58.40, 29.20'L | | 1 | | 3 | | | | | 170 | 170 | |
| 518 | Small Pull Box | 103+58.40, 29.20'L | Small Pull Box | 105+88.36, 34.15'L | | 1 | | 3 | | | | | 230 | 230 | |
| 520 | Small Pull Box | 105+88.36, 34.15'L | Small Pull Box | 108+34.78, 27.70'L | | 1 | | 3 | | | | | 250 | 250 | |
| 522 | Small Pull Box | 108+34.78, 27.70'L | Small Pull Box | 110+01.03, 27.70'L | | 1 | | 3 | | | | | 170 | 170 | |
| 524 | Small Pull Box | 110+01.03, 27.70'L | Large Pull Box | 110+53.14, 47.20'L | | 1 | | 3 | | | | | 60 | 60 | |
| 526 | Large Pull Box | 110+53.14, 47.20'L | Small Pull Box | 111+05.57, 51.45'L | | | 1 | 3 | | | | | 55 | | 55 |
| 528 | Large Pull Box | 110+53.14, 47.20'L | Small Pull Box | 110+48.81, 137.15'L | | | 1 | | | | | | 90 | 90 | |
| 530 | Small Pull Box | 111+05.57, 51.45'L | Small Pull Box | 112+05.27, 34.70'L | | 1 | | | | | | | 100 | 100 | |
| 532 | Small Pull Box | 112+05.27, 34.70'L | Small Pull Box | 112+99.79, 34.70'L | | 1 | | 3 | | | | | 100 | 100 | |
| 534 | Small Pull Box | 112+99.79, 34.70'L | Traffic Signals Pull Box | 114+07.82, 28.29'L | | 1 | | 3 | | | | | 110 | 110 | |
| 536 | Traffic Signals Pull Box | 114+07.82, 28.29'L | Traffic Signals Pull Box | 114+43.41, 55.72'L | | | | 3 | | | | | 45 | | |
| 538 | Traffic Signals Pull Box | 114+43.41, 55.72'L | Traffic Signals Pull Box | 114+91.37, 44.59'L | | | | 3 | | | | | 50 | | |
| 540 | Traffic Signals Pull Box | 114+43.41, 55.72'L | Dog Housing Pull Box | 114+45.69, 80.48'L | | | | | | 1 | | | 25 | | |

## PERMANENT STREET LIGHTING

| Category | | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 542 | Traffic Signals Pull Box | 114+91.37, 44.59'L | Traffic Signals Pull Box | 115+15.59, 20.29'L | | | | | | | | 40 | | |
| 544 | Traffic Signals Pull Box | 115+15.59, 20.29'L | Small Pull Box | 115+99.49, 27.20'L | | | | | | | | 85 | 85 | |
| 546 | Small Pull Box | 115+99.49, 27.20'L | Small Pull Box | 116+94.89, 27.20'L | 1 | | 3 | | | | | 100 | 100 | |
| 548 | Small Pull Box | 116+94.89, 27.20'L | Small Pull Box | 117+87.34, 27.20'L | 1 | | 3 | | | | | 95 | 95 | |
| 550 | Small Pull Box | 117+87.34, 27.20'L | Small Pull Box | 118+12.88, 41.92'L | 1 | | | 5 | | | | 60 | 30 | |
| 552 | Small Pull Box | 118+12.88, 41.92'L | Small Pull Box | 118+64.55, 41.28'L | 1 | | | | | | | 55 | | 55 |
| 554 | Small Pull Box | 118+12.88, 41.92'L | Dog Housing Pull Box | 118+12.92, 67.46'L | 2 | | 3 | | 1 | | | 30 | 30 | |
| 556 | Small Pull Box | 118+64.55, 41.28'L | Large Pull Box | 118+97.51, 28.20'L | 1 | | | | | | | 80 | 40 | |
| 558 | Small Pull Box | 118+64.55, 41.28'L | Small Pull Box | 118+63.69, 82.22'L | 1 | | 3 | | | | 5 | 45 | 45 | |
| 560 | Large Pull Box | 118+97.51, 28.20'L | Small Pull Box | 120+02.16, 28.20'L | | 1 | | 5 | | | | 110 | 110 | |
| 562 | Small Pull Box | 120+02.16, 28.20'L | Small Pull Box | 120+86.63, 28.20'L | 1 | | 3 | | | | | 85 | 85 | |
| 564 | Small Pull Box | 120+86.63, 28.20'L | Traffic Signals Pull Box | 121+59.40, 29.26'L | 1 | | 3 | | | | | 75 | 75 | |
| 566 | Traffic Signals Pull Box | 121+59.40, 29.26'L | Traffic Signals Pull Box | 121+88.62, 44.50'L | | | | 5 | | | | 70 | | |
| 568 | Traffic Signals Pull Box | 121+88.62, 44.50'L | Traffic Signals Pull Box | 122+32.29, 46.54'L | | | | | | | | 45 | | |
| 570 | Traffic Signals Pull Box | 121+88.62, 44.50'L | Dog Housing Pull Box | 121+87.10, 133.59'L | 1 | | 3 | | 1 | | | 90 | 90 | |
| 572 | Traffic Signals Pull Box | 122+32.29, 46.54'L | Traffic Signals Pull Box | 122+62.33, 22.50'L | | | | | | | | 40 | | |
| 574 | Traffic Signals Pull Box | 122+32.29, 46.54'L | Traffic Signals Pull Box | 122+38.93, 73.78'L | | | | 5 | | | 5 | 30 | | |
| 576 | Traffic Signals Pull Box | 122+62.33, 22.50'L | Small Pull Box | 123+78.46, 31.20'L | | | 3 | | | | | 120 | 120 | |
| 578 | Small Pull Box | 123+78.46, 31.20'L | Small Pull Box | 124+86.67, 31.20'L | 1 | | 3 | | | | | 110 | 110 | |
| 580 | Small Pull Box | 124+86.67, 31.20'L | Small Pull Box | 125+72.56, 31.20'L | 1 | | 3 | | | | | 90 | 90 | |
| 582 | Small Pull Box | 125+72.56, 31.20'L | Small Pull Box | 126+69.61, 31.20'L | 1 | | 3 | | | | | 100 | 100 | |
| 584 | Small Pull Box | 126+69.61, 31.20'L | Small Pull Box | 127+66.67, 31.20'L | 1 | | 3 | | | | | 100 | 100 | |
| 586 | Small Pull Box | 127+66.67, 31.20'L | Small Pull Box | 128+44.06, 31.20'L | 1 | | 3 | | | | | 90 | 90 | |
| 588 | Small Pull Box | 128+44.06, 31.20'L | Small Pull Box | 129+20.89, 31.20'L | 1 | | 3 | | | | | 80 | 80 | |
| 590 | Small Pull Box | 129+20.89, 31.20'L | Dog Housing Pull Box | 129+46.76, 56.65'L | 2 | | 3 | | 1 | | | 40 | 40 | |
| 592 | Dog Housing Pull Box | 129+46.76, 56.65'L | Small Pull Box | 129+96.32, 56.98'L | | | | | | | | 50 | | 50 |
| 594 | Small Pull Box | 129+96.32, 56.98'L | Small Pull Box | 130+22.62, 31.20'L | 1 | | 3 | | | | | 40 | 40 | |
| 596 | Small Pull Box | 130+22.62, 31.20'L | Small Pull Box | 131+17.03, 31.60'L | 1 | | 3 | | | | | 100 | 100 | |
| 598 | Small Pull Box | 131+17.03, 31.60'L | Small Pull Box | 132+20.33, 32.20'L | 1 | | 3 | | | | | 105 | 105 | |
| 600 | Small Pull Box | 132+20.33, 32.20'L | Traffic Signals Pull Box | 133+01.90, 32.75'L | 1 | | 3 | | | | | 82 | 82 | |

## PERMANENT STREET LIGHTING

| | Category | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 602 | Traffic Signals Pull Box | 133+01.90, 32.75'L | Traffic Signals Pull Box | 133+33.65, 57.24'L | | | 3 | | | | | 45 | | |
| 604 | Traffic Signals Pull Box | 133+33.65, 57.24'L | Traffic Signals Pull Box | 133+80.03, 56.97'L | | | | | | | | 50 | | |
| 606 | Traffic Signals Pull Box | 133+33.65, 57.24'L | Small Pull Box | 133+32.44, 62.21'L | 1 | | | | | | | 5 | 5 | |
| 608 | Small Pull Box | 133+32.44, 62.21'L | Dog Housing Pull Box | 133+31.31, 152.69'L | 1 | | | | | | 5 | | 90 | |
| 610 | Traffic Signals Pull Box | 133+80.03, 56.97'L | Traffic Signals Pull Box | 134+10.08, 34.25'L | | | 3 | | | | | 40 | | |
| 612 | Traffic Signals Pull Box | 133+80.03, 56.97'L | Small Pull Box | 133+80.70, 61.83'L | | | 3 | | | | | 5 | 5 | |
| 614 | Small Pull Box | 133+80.70, 61.83'L | Dog Housing Pull Box | 133+78.95, 167.93'L | | | | | | 110 | 5 | | | |
| 616 | Traffic Signals Pull Box | 134+10.08, 34.25'L | Small Pull Box | 135+03.99, 34.20'L | | | 3 | | | | | 95 | 95 | |
| 618 | Small Pull Box | 135+03.99, 34.20'L | Small Pull Box | 135+92.31, 34.20'L | 1 | | 3 | | | | | 90 | 90 | |
| 620 | Small Pull Box | 135+92.31, 34.20'L | Traffic Signals Pull Box | 136+73.29, 25.92'L | 1 | | 3 | | | | | 85 | 85 | |
| 622 | Traffic Signals Pull Box | 136+73.29, 25.92'L | Traffic Signals Pull Box | 137+10.41, 55.10'L | | | 3 | | | | | 90 | | |
| 624 | Traffic Signals Pull Box | 137+10.41, 55.10'L | Existing Lighting Pull Box | 137+17.53, 123.89'L | | | 3 | | | | 5 | 70 | 70 | |
| 626 | Traffic Signals Pull Box | 137+10.41, 55.10'L | Traffic Signals Pull Box | 137+53.87, 52.90'L | | | | | | | | 50 | | |
| 628 | Existing Lighting Pull Box | 137+54.49, 83.69'L | Existing Lighting Pull Box | 137+58.84, 228.06'L | | | 3 | 5 | | | 5 | 150 | 150 | |
| 630 | Traffic Signals Pull Box | 137+53.87, 52.90'L | Traffic Signals Pull Box | 137+53.97, 38.25'L | | | | | | | | 20 | | |
| 632 | Traffic Signals Pull Box | 137+53.87, 52.90'L | Existing Lighting Pull Box | 137+54.49, 83.69'L | | | | | | | 5 | 35 | 35 | |
| 634 | Traffic Signals Pull Box | 137+53.97, 38.25'L | Traffic Signals Pull Box | 137+83.45, 20.34'L | | | | 5 | | | | 40 | | |
| 636 | Traffic Signals Pull Box | 137+83.45, 20.34'L | Small Pull Box | 138+86.09, 27.70'L | | | 3 | | | | | 105 | 105 | |
| 638 | Small Pull Box | 138+86.09, 27.70'L | Small Pull Box | 139+75.26, 27.70'L | 1 | | 3 | | | | | 90 | 90 | |
| 640 | Small Pull Box | 139+75.26, 27.70'L | Traffic Signals Pull Box | 140+61.13, 27.70'L | 1 | | 3 | | | | | 90 | 90 | |
| 642 | Traffic Signals Pull Box | 140+61.13, 27.70'L | Traffic Signals Pull Box | 141+56.48, 28.21'L | | | 3 | | | | | 100 | | 100 |
| 644 | Traffic Signals Pull Box | 141+56.48, 28.21'L | Small Pull Box | 142+20.99, 28.20'L | | | | | | | | 65 | 65 | |
| 646 | Traffic Signals Pull Box | 141+56.48, 28.21'L | Small Pull Box | 141+25.90, 79.93'L | | | 3 | 5 | | | 5 | 65 | 65 | |
| 648 | Small Pull Box | 142+20.99, 28.20'L | Small Pull Box | 142+73.85, 30.76'L | 1 | | 3 | | | | | 55 | 55 | |
| 650 | Small Pull Box | 142+73.85, 30.76'L | Small Pull Box | 144+27.63, 33.22'L | 1 | | 3 | | | | | 155 | 155 | |
| 652 | Small Pull Box | 144+27.63, 33.22'L | Large Pull Box | 144+59.50, 56.00'L | 1 | | 3 | | | | | 40 | 40 | |
| 654 | Large Pull Box | 144+59.50, 56.00'L | Small Pull Box | 144+99.06, 51.36'L | | 1 | | | | | | 90 | | 45 |
| 656 | Small Pull Box | 144+99.06, 51.36'L | Small Pull Box | 145+25.50, 32.28'L | 1 | | | | | | | 35 | 35 | |
| 658 | Small Pull Box | 144+99.06, 51.36'L | Existing Lighting Pull Box | 144+98.81, 102.20'L | 1 | | 3 | | | | 5 | 55 | 55 | |
| 660 | Small Pull Box | 145+25.50, 32.28'L | Small Pull Box | 146+22.98, 28.75'L | 1 | | 3 | | | | | 100 | 100 | |

## PERMANENT STREET LIGHTING

| | Category | | | | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From | | TO | | SPV.0060.302 | SPV.0060.303 | SPV.0060.342 | SPV.0060.343 | SPV.0060.353 | SPV.0090.300 | SPV.0090.319 | SPV.0090.324 | SPV.0090.325 | SPV.0090.326 |
| | Location | Station, Offset | Location | Station, Offset | Pull Boxes 13-Inch x 24-Inch x 24-Inch (Fiberglass Polymer Concrete) | Pull Boxes 17-Inch x 30-Inch x 24-Inch (Fiberglass Polymer Concrete) | Submersible Multitap 3-Port Pre-Insulated Connector | Submersible Multitap 4-Port Pre-Insulated Connector | Installing Equipment Grounding Electrode | City Furnished Electrical Cable 1#8 AWG 5kV Concentric | Liquidtight Flexible Nonmetallic Conduit 1 ½ - Inch | Electrical Cable Type 4#2/1#8 XLP | Conduit 3-Inch HDPE Schedule 40 | Conduit 3-Inch HDPE Schedule 80 |
| | | | | | EACH | EACH | EACH | EACH | EACH | LF | LF | LF | LF | LF |
| 662 | Small Pull Box | 146+22.98, 28.75'L | Small Pull Box | 147+21.33, 27.70'L | 1 | | 3 | | | | | 100 | 100 | |
| 664 | Small Pull Box | 147+21.33, 27.70'L | Traffic Signals Pull Box | 147+94.09, 28.09'L | 1 | | 3 | | | | | 75 | 75 | |
| 666 | Traffic Signals Pull Box | 147+94.09, 28.09'L | Traffic Signals Pull Box | 147+98.86, 28.25'L | | | | | | | | 5 | | |
| 668 | Traffic Signals Pull Box | 147+98.86, 28.25'L | Traffic Signals Pull Box | 148+22.99, 54.33'L | | | | 5 | | | | 36 | | |
| 670 | Traffic Signals Pull Box | 148+22.99, 54.33'L | Traffic Signals Pull Box | 148+85.18, 54.46'L | | | | | | | | 65 | | |
| 672 | Traffic Signals Pull Box | 148+85.18, 54.46'L | Traffic Signals Pull Box | 149+10.44, 21.80'L | | | 3 | | | | | 45 | | |
| 674 | Traffic Signals Pull Box | 149+10.44, 21.80'L | Small Pull Box | 149+88.39, 28.20'L | | | | | | | | 80 | 80 | |
| 676 | Small Pull Box | 149+88.39, 28.20'L | Small Pull Box | 150+42.80, 28.38'L | 1 | | 3 | | | | | 55 | 55 | |
| 678 | Small Pull Box | 150+42.80, 28.38'L | Small Pull Box | 151+16.57, 28.17'L | 1 | | 3 | | | | | 75 | 75 | |
| 680 | Small Pull Box | 151+16.57, 28.17'L | Traffic Signals Pull Box | 151+55.22, 20.84'L | 1 | | 3 | | | | | 40 | 40 | |
| 682 | Traffic Signals Pull Box | 151+55.22, 20.84'L | Traffic Signals Pull Box | 151+96.23, 46.07'L | | | 3 | | | | | 50 | | |
| 684 | Traffic Signals Pull Box | 151+96.23, 46.07'L | Traffic Signals Pull Box | 152+59.34, 44.95'L | | | | | | | | 65 | | |
| 686 | Traffic Signals Pull Box | 152+59.34, 44.95'L | Traffic Signals Pull Box | 152+76.42, 29.62'L | | | 3 | | | | | 25 | | |
| 688 | Traffic Signals Pull Box | 152+59.34, 44.95'L | Dog Housing Pull Box | 152+58.71, 59.64'L | 1 | | | | 1 | | | 15 | | |
| 690 | Traffic Signals Pull Box | 152+76.42, 29.62'L | Existing Lighting Pull Box | 153+89.11, 31.83'L | | | 3 | | | | | 115 | | |
| 692 | Undistributed | | | | | | | | | 300 | 20 | 1300 | 600 | 100 |
| | | | | **Total** | **208** | **36** | **593** | **165** | **29** | **4,810** | **205** | **27,418** | **24,167** | **3,575** |

3

3

TRAFFIC CONTROL

| STAGE | 643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH | 643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II | | | 643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF | 643.1500 TRAFFIC CONTROL SPEED FEEDBACK TRAILER | | | 643.5000 TRAFFIC CONTROL EACH |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | SIGNS | CYCLES | EACH | | TRAILERS | CYCLES | DAY | |
| W NATIONAL AVE / STH 59 | | | | | | | | | | |
| STAGE 1 | - | - | - | - | - | 11 | - | - | - | - |
| STAGE 1B | 13 | 13 | 2 | 1 | 2 | - | - | - | - | - |
| STAGE 2 | - | - | - | - | - | 15 | - | - | - | - |
| STAGE 2B | 11 | 11 | - | - | - | - | - | - | - | - |
| STAGE 3 | - | - | - | - | - | 45 | - | - | - | - |
| STAGE 4 | - | - | - | - | - | 30 | - | - | - | - |
| GREENFIELD AVE | - | - | - | - | - | - | - | - | - | - |
| DETOUR PLAN STAGE 1B | - | - | - | - | - | 32 | - | - | - | - |
| DETOUR PLAN STAGE 2B | - | - | - | - | - | 42 | - | - | - | - |
| DETOUR PLAN STAGE 3B | - | - | - | - | - | 40 | - | - | - | - |
| DETOUR PLAN STAGE 4B | - | - | - | - | - | 44 | - | - | - | - |
| DETOUR PLAN GREENFIELD | - | - | - | - | - | 169 | - | - | - | - |
| UNDISTRIBUTED | - | - | 5 | 1 | 5 | - | 1 | 416 | 416 | 1 |
| TOTALS | 24 | 24 | 7 | 2 | 7 | 428.00 | 1 | 416 | 416 | 1 |

TRAFFIC CONTROL

| STAGE | 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 CONNECTED ARROW BOARD | | 643.0900 TRAFFIC CONTROL SIGNS | | 643.1050 TRAFFIC CONTROL PCMS | | 643.1222 CONNECTED WORK ZONE END LOCATION MARKER | | 644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY | EACH | DAY |
| W NATIONAL AVE/STH 59 | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | 86 | 123 | 10,578 | 126 | 10,836 | 252 | 21,672 | 15 | 1,290 | 1 | 86 | 164 | 14,104 | 3 | 21 | 1 | 86 | 26 | 2,236 |
| STAGE 1B | 21 | 132 | 2,772 | 134 | 2,814 | 268 | 5,628 | 7 | 147 | 1 | 21 | 197 | 4,137 | 4 | 28 | 1 | 21 | 36 | 756 |
| STAGE 2 | 21 | 184 | 3,864 | 119 | 2,499 | 238 | 4,998 | 30 | 630 | 3 | 63 | 211 | 4,431 | 3 | 21 | 3 | 63 | 32 | 672 |
| STAGE 2B | 21 | 159 | 3,339 | 116 | 2,436 | 232 | 4,872 | 20 | 420 | 3 | 63 | 230 | 4,830 | 4 | 28 | 3 | 63 | 33 | 693 |
| STAGE 2C | 55 | 106 | 5,830 | 107 | 5,885 | 214 | 11,770 | 7 | 385 | 1 | 55 | 163 | 8,965 | - | - | 1 | 55 | 26 | 1,430 |
| STAGE 3 | 89 | 144 | 12,816 | 225 | 20,025 | 450 | 40,050 | 2 | 178 | - | - | 260 | 23,140 | 1 | 7 | - | - | 50 | 4,450 |
| STAGE 3B | 21 | 167 | 3,507 | 219 | 4,599 | 438 | 9,198 | - | - | - | - | 288 | 6,048 | 3 | 21 | - | - | 61 | 1,281 |
| STAGE 4 | 40 | 95 | 3,800 | 187 | 7,480 | 374 | 14,960 | - | - | - | - | 258 | 10,320 | 1 | 7 | - | - | 50 | 2,000 |
| STAGE 4B | 21 | 120 | 2,520 | 204 | 4,284 | 408 | 8,568 | - | - | - | - | 290 | 6,090 | 4 | 28 | - | - | 60 | 1,260 |
| STAGE 4C | 41 | 81 | 3,321 | 162 | 6,642 | 324 | 13,284 | - | - | - | - | 238 | 9,758 | 2 | 14 | - | - | 41 | 1,681 |
| GREENFIELD AVE | 60 | 24 | 1,440 | 17 | 1,020 | 34 | 2,040 | 9 | 540 | - | - | 36 | 2,160 | 2 | 14 | - | - | 7 | 420 |
| STAGE 1 SIDEWALK CLOSURES | 14 | - | - | - | - | - | - | - | - | - | - | 44 | 616 | - | - | - | - | 84 | 1,176 |
| STAGE 2 SIDEWALK CLOSURES | 14 | - | - | - | - | - | - | - | - | - | - | 44 | 616 | - | - | - | - | 87 | 1,218 |
| STAGE 3 SIDEWALK CLOSURES | 14 | - | - | - | - | - | - | - | - | - | - | 176 | 2,464 | - | - | - | - | 145 | 2,030 |
| STAGE 4 SIDEWALK CLOSURES | 14 | - | - | - | - | - | - | - | - | - | - | 176 | 2,464 | - | - | - | - | 134 | 1,876 |
| DETOUR PLAN STAGE 1 | 86 | - | - | 1 | 86 | 2 | 172 | - | - | - | - | 100 | 8,600 | - | - | - | - | - | - |
| DETOUR PLAN STAGE 1B | 21 | - | - | 3 | 63 | 6 | 126 | - | - | - | - | 173 | 3,633 | - | - | - | - | - | - |
| DETOUR PLAN STAGE 2 | 76 | - | - | - | - | - | - | - | - | - | - | 114 | 8,664 | - | - | - | - | - | - |
| DETOUR PLAN STAGE 2B | 21 | - | - | - | - | - | - | - | - | - | - | 169 | 3,549 | - | - | - | - | - | - |
| DETOUR PLAN STAGE 3 | 89 | - | - | - | - | - | - | - | - | - | - | 102 | 9,078 | - | - | - | - | - | - |
| DETOUR PLAN STAGE 3B | 21 | - | - | - | - | - | - | - | - | - | - | 165 | 3,465 | - | - | - | - | - | - |
| DETOUR PLAN STAGE 4 | 81 | - | - | 1 | 81 | 2 | 162 | - | - | - | - | 93 | 7,533 | - | - | - | - | - | - |
| DETOUR PLAN STAGE 4B | 21 | - | - | 1 | 21 | 2 | 42 | - | - | - | - | 156 | 3,276 | - | - | - | - | - | - |
| DETOUR PLAN - GREENFIELD AVE | 60 | - | - | 1 | 60 | 2 | 120 | - | - | - | - | 87 | 5,220 | - | - | - | - | - | - |
| UNDISTRIBUTED | - | 100 | 1,000 | 20 | 200 | 40 | 400 | 100 | 1,000 | - | - | 50 | 500 | 10 | 70 | - | - | 10 | 2,000 |
| SUBTOTAL | | 1,435 | 54,787 | 1,643 | 69,031 | 3,286 | 138,062 | 190 | 4,590 | 9 | 288 | 3,984 | 153,661 | 37 | 259 | 9 | 288 | 882 | 25,179 |
| CATEGORY 1000 TOTAL | | 1,435 | 54,787 | 1,643 | 69,031 | 3,286 | 138,062 | 190 | 4,590 | 9 | 288 | 4,204 | 156,741 | 37 | 259 | 9 | 288 | 882 | 25,179 |

ALL ITEMS CATEGORY 1000

TEMPORARY PEDESTRIAN FACILITIES

| STAGE | DURATION DAYS | 643.0900 TRAFFIC CONTROL SIGNS EACH | 643.0900 TRAFFIC CONTROL SIGNS DAY | 643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF | 644.1430 SURFACE PLATE SF | 644.1440 SURFACE MATTING SF | 644.1601 CURB RAMP EACH | 644.1601 CURB RAMP DAY | 644.1605 DETECTABLE WARNING FIELD SF | 644.1810 BARRICADE LF |
|---|---|---|---|---|---|---|---|---|---|---|
| W NATIONAL AVE / STH 59 | | | | | | | | | | |
| STAGE 1 | 86 | - | - | - | 10 | 90 | 12 | 1,032 | 40 | 306 |
| STAGE 1B | 21 | - | - | - | - | - | 10 | 210 | 50 | 540 |
| STAGE 2 | 21 | - | - | - | 18 | 162 | 14 | 294 | 120 | 798 |
| STAGE 2B | 21 | - | - | - | - | - | 10 | 210 | 60 | 444 |
| STAGE 2C | 55 | - | - | - | - | - | 10 | 550 | - | - |
| STAGE 3 | 89 | - | - | - | 28 | 252 | 24 | 2,136 | 120 | 804 |
| STAGE 3B | 21 | - | - | - | 37 | 336 | 24 | 504 | 30 | 390 |
| STAGE 4 | 40 | - | - | - | 26 | 234 | 16 | 336 | 110 | 972 |
| STAGE 4B | 21 | - | - | - | 26 | 234 | 18 | 378 | 40 | 432 |
| STAGE 4C | 41 | - | - | - | - | - | 14 | 574 | - | - |
| GREENFIELD AVE | 60 | - | - | - | - | - | - | - | - | 24 |
| STAGE 1 SIDEWALK CLOSURES | 14 | 44 | 616 | 6,094 | 336 | 3,024 | 40 | 560 | 1,600 | 6,797 |
| STAGE 2 SIDEWALK CLOSURE | 14 | 48 | 672 | 6,648 | 361 | 3,251 | 43 | 602 | 1,720 | 7,392 |
| STAGE 3 SIDEWALK CLOSURE | 14 | 64 | 896 | 8,864 | 680 | 6,124 | 81 | 1,134 | 3,240 | 10,708 |
| STAGE 4 SIDEWALK CLOSURE | 14 | 64 | 896 | 8,864 | 588 | 5,292 | 70 | 980 | 2,800 | 10,312 |
| SUBTOTAL | | 220 | 3,080 | 30,470 | 2,110 | 18,999 | | 9,500 | 9,930 | 39,919 |
| CATEGORY 1000 TOTAL | | 4,204 | 156,741 | 44,655 | 2,110 | 18,999 | | 9,500 | 9,930 | 39,919 |

TEMPORARY MARKING LINE

| STAGE | 643.3165 PAINT 6-INCH (YELLOW) LF | 643.3180 REMOVABLE TAPE 6-INCH (WHITE) LF | 643.3180 REMOVABLE TAPE 6-INCH (YELLOW) LF | 643.3265 PAINT 10-INCH (WHITE) LF | 643.3280 REMOVABLE TAPE 10-INCH (WHITE) LF | 643.3850 STOP LINE REMOVABLE TAPE 18-(WHITE) LF | 643.3960 REMOVABLE MASK OUT TAPE 6- LF |
|---|---|---|---|---|---|---|---|
| NATIONAL AVENUE | | | | | | | |
| STAGE 1 | 3,369 | 120 | 261 | - | 70 | - | - |
| STAGE 1B | - | 61 | 92 | - | - | 15 | - |
| STAGE 2 | - | 1,364 | 3,827 | - | - | 13 | 490 |
| STAGE 2B | - | 1,174 | 1,680 | - | - | 22 | 36 |
| STAGE 3 | 5,657 | 240 | - | 90 | - | - | - |
| STAGE 3B | - | - | 151 | - | - | - | - |
| STAGE 4 | - | 524 | 4,583 | - | - | - | - |
| STAGE 4B | - | 108 | - | - | - | - | - |
| SUBTOTAL | 9,026 | 3,591 | 10,594 | 90 | 70 | 50 | 526 |
| CATEGORY 1000 TOTAL | 9,026 | 44,655 | | 90 | 70 | 50 | 526 |

MARKING REMOVAL

| STATION TO STATION | 646.9000 LINE 4-INCH LF | 646.9002 LINE 6-INCH LF | 646.9200 LINE WIDE LF |
|---|---|---|---|
| NATIONAL AVE | | | |
| STAGE 1 | - | 90 | - |
| STAGE 2 | - | 112 | 12 |
| STAGE 3 | 40 | - | - |
| TOTALS | 40 | 202 | 12 |

ALL ITEMS CATEGORY 1000

## CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
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

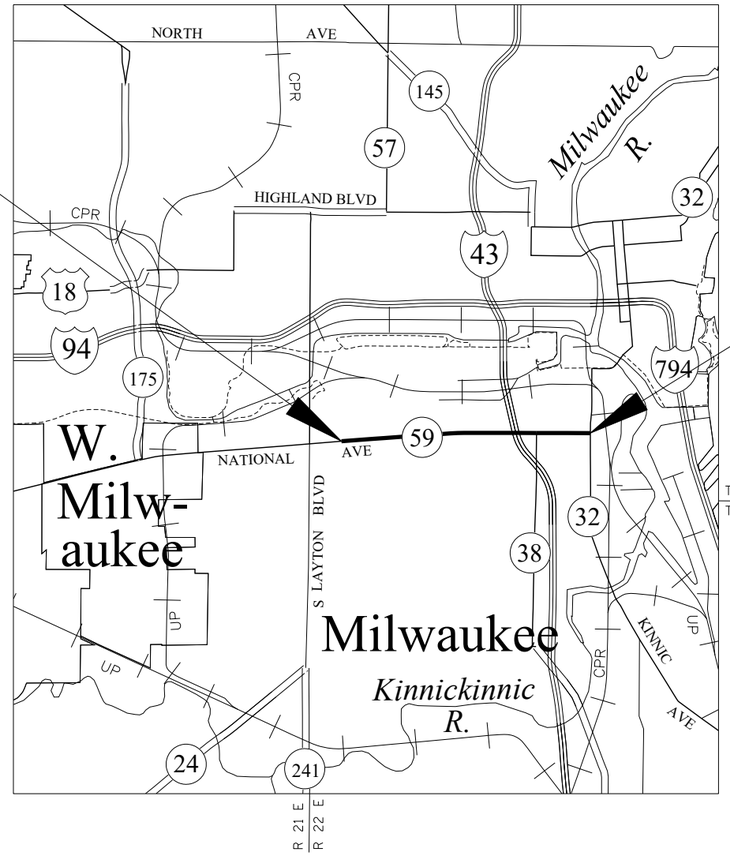
| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| ELECTRIC POLE | | |
| TELEPHONE POLE | | |
| PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.) | | |

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

| | |
|---|---|
| WATER | W |
| GAS | G |
| TELEPHONE | T |
| OVERHEAD TRANSMISSION LINES | OH |
| ELECTRIC | E |
| CABLE TELEVISION | TV |
| FIBER OPTIC | FO |
| SANITARY SEWER | SAN |
| STORM SEWER | SS |
| ELECTRIC TOWER | |

BEGIN RELOCATION ORDER
PROJECT I.D. 2410-10-21
STA 348+42.07
Y= 379,373.215
X= 2,549,369.420
675.92' SOUTH AND 422.66' EAST OF THE W1/4 CORNER OF SEC. 31, T-7-N, R-22-E.




END RELOCATION ORDER
PROJECT I.D. 2410-10-21
STA 442+99.38
Y= 379,946.928
X= 2,558,802.407
350.07' WEST AND 698.15' SOUTH OF THE E1/4 CORNER OF SEC. 32, T-7-N, R-22-E.

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 9457 FEET

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS RIGHTS | AR | POINT OF COMPOUND CURVE | PCC |
| ACRES | AC | POINT OF INTERSECTION | PI |
| AHEAD | AH | PROPERTY LINE | PL |
| ALUMINUM | ALUM | RECORDED AS | (100') |
| AND OTHERS | ET AL | REEL / IMAGE | R/I |
| BACK | BK | REFERENCE LINE | R/L |
| BLOCK | BLK | REMAINING | REM |
| CENTERLINE | C/L | RESTRICTIVE DEVELOPMENT EASEMENT | RDE |
| CERTIFIED SURVEY MAP | CSM | RIGHT | RT |
| CONCRETE | CONC | RIGHT OF WAY | R/W |
| COUNTY | CO | SECTION | SEC |
| COUNTY TRUNK HIGHWAY | CTH | SEPTIC VENT | SEPV |
| DISTANCE | DIST | SQUARE FEET | SF |
| CORNER | COR | STATE TRUNK HIGHWAY | STH |
| DOCUMENT NUMBER | DOC | STATION | STA |
| EASEMENT | EASE | TELEPHONE PEDESTAL | TP |
| EXISTING | EX | TEMPORARY LIMITED EASEMENT | TLE |
| GAS VALVE | GV | TRANSPORTATION PROJECT PLAT | TPP |
| GRID NORTH | GN | UNITED STATES HIGHWAY | USH |
| HIGHWAY EASEMENT | HE | VOLUME | V |
| IDENTIFICATION | ID | | |
| LAND CONTRACT | LC | | |
| LEFT | LT | | |
| MONUMENT | MON | | |
| NATIONAL GEODETIC SURVEY | NGS | | |
| NUMBER | NO | | |
| OUTLOT | OL | | |
| PAGE | P | | |
| POINT OF TANGENCY | PT | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| POINT OF BEGINNING | POB | | |
| POINT OF CURVATURE | PC | | |

## CURVE DATA ABBREVIATIONS

| | |
|---|---|
| LONG CHORD | LCH |
| LONG CHORD BEARING | LCB |
| RADIUS | R |
| DEGREE OF CURVE | D |
| CENTRAL ANGLE | Δ /DELTA |
| LENGTH OF CURVE | L |
| TANGENT | T |
| DIRECTION AHEAD | DA |
| DIRECTION BACK | DB |

| R/W PROJECT NUMBER | SHEET NUMBER | TOTAL SHEETS |
|---|---|---|
| 2410-10-21 | | |
| FEDERAL PROJECT NUMBER | 4.1 | |

PLAT OF RIGHT OF WAY REQUIRED FOR

# NATIONAL AVE. (STH59)
# SOUTH 26TH STREET - SOUTH 1ST STREET (STH32)

| | |
|---|---|
| NATIONAL AVE. (USH59) | MILWAUKEE COUNTY |

CONSTRUCTION PROJECT NUMBER
2410-10-71

## NOTES:

POSITIONS SHOWN ON THIS PLAT ARE STATE PLANE COORDINATES (SOUTH ZONE), NAD83, IN U.S. SURVEY FEET. VALUES ARE GROUND COORDINATES, GROUND BEARINGS, AND GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MILWAUKEE

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL PAGES.

REVISION DATE
3/14/2025 - NC
7/7/2025 - NC
9/16/2026 - NC

emcs

WISCONSIN
KEVIN C. BOYER
S-2675
HEWITT WI
LAND SURVEYOR

DATE: 12/5/2024 Kevin C. Boyer
KEVIN C. BOYER, PLS-2675

APPROVED FOR
CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS

DATE: 1/8/25
COMMISSIONER

SCHEDULE OF LANDS &INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF MILWAUKEE.

| PARCEL NUMBER | SHEET NUMBER | OWNERS | INTERESTS REQUIRED | TLE SF |
|---|---|---|---|---|
| 1 | 4.3 | XTREME HOLDINGS LLC | TLE | 301 |
| 2 | 4.3 | MCDONALD'S USA, LLC | TLE | 244 |
| 3 | 4.3 | NATIONAL OF MILWAUKEE, LLC | TLE | 217 |
| 4 | 4.3 | 2334-2336 W. NATIONAL AVE. LLC | TLE | 86 |
| 6 | 4.3 | JOHN F. KOWALKOWSKI AND JUANITA KOWALKOWSKI, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY | TLE | 503 |
| 7 | 4.3 | G AND SONS LLC | TLE | 91 |
| 8 | 4.3 | CARMEN AIELLO MADRID LIVING TRUST, VENDOR AND 2537 W NATIONAL AVENUE LLC, VENDEE (PURCHASER) | TLE | 379 |
| 9 | 4.3 | EL TORO PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 150 |
| 11 | 4.3 | BREEZE PROPERTY HOLDINGS, LLC | TLE | 201 |
| 12 | 4.3 | HOMEME, LLC | TLE | 151 |
| 13 | 4.3 | NATIONAL AVENUE CONDOMINIUMS ASSOCIATION | TLE | 251 |
| 14 | 4.3 | HUSSEIN P. GOVANI | TLE | 166 |
| 16 | 4.3 | PCT 2 LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 136 |
| 17 | 4.3 | IGLESIA APOSTOLICA NUEVA VIDA, INC | TLE | 351 |
| 18 | 4.3 | XYZ PROPERTIES LLC | TLE | 197 |
| 19 | 4.3 | FELICIANO MARTINEZ A/K/A FELICIANO C. MARTINEZ | TLE | 752 |
| 21 | 4.3 | NCI HOLDINGS LLC, AN INDIANA LIMITED LIABILITY COMPANY | TLE | 770 |
| 22 | 4.3 | NBA LLC CORRECTLY KNOWN AS NBAS LLC | TLE | 138 |
| 23 | 4.3 | STOWELL NATIONAL, LLC | TLE | 502 |
| 24 | 4.3 | LDJ NATIONAL, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 12 |
| 26 | 4.4 | NATIONAL 22 LLC, A WISCONSIN LIMTED LIABILITY COMPANY | TLE | 50 |
| 27 | 4.4 | DAVID HERRERA | TLE | 75 |
| 28 | 4.4 | BRUCE CHARLES ZEPNICK | TLE | 273 |
| 29 | 4.4 | LAN THI NGUYEN | TLE | 391 |
| | | | | |
| 31 | 4.4 | LOS ENRIQUES PROPERTIES LLC | TLE | 349 |
| 32 | 4.4 | NDC LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 1895 |
| 33 | 4.4, 4.5 | CRISTO REY MILWAUKEE NMTC SPE, INC., A WISCONSIN NON-STOCK CORPORATION | TLE | 3243 |
| 34 | 4.4 | NATIONAL 21, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 1435 |
| 35 | 4.4 | COURAGE INTIATIVE LIMITED, A NON-STOCK CORPORATION | TLE | 133 |
| 36 | 4.4 | JUAN C. CURIEL AND DELIA CURIEL, HUSBAND AND WIFE | TLE | 336 |
| 37 | 4.4 | FRANCISCO J. ESPARZA | TLE | 237 |
| 38 | 4.4 | JOSE M. LOPEZ | TLE | 175 |
| 39 | 4.4 | WAT PATHOUMMAPHOUTHARAM LAO BUDDHIST TEMPLE, CORPORATION | TLE | 536 |
| 40 | 4.4 | MR DESTRUCTION 2 BUILD LLC | TLE | 129 |
| 41 | 4.5, 4.7 | NATIONAL REAL ESTATE INVESTORS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 4011 |
| 42 | 4.5 | NOOR PROPERTY, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 1062 |
| 43 | 4.5 | ALICE J. LEDESMA | TLE | 1773 |
| 44 | 4.5 | MARY G. ORTEGA | TLE | 501 |
| 46 | 4.5 | EVELYN RIVERA | TLE | 181 |
| 47 | 4.5 | SANDRA LUZ ORTEGA ORTIZ | TLE | 175 |
| 48 | 4.5 | OFELIA RAMOS F/K/A OFELIA CORREA | TLE | 165 |
| 49 | 4.5 | STEVEN DUNLAP | TLE | 165 |
| 51 | 4.5 | PAUL NAJERA AND PATRICIA NAJERA, HUSBAND AND WIFE | TLE | 226 |
| 52 | 4.5, 4.6 | SSCHC REAL ESTATE, INC., A WISCONSIN CORPORATION | TLE | 1756 |
| 53 | 4.5 | CFSC PROPERTIES LLC, A DELAWARE LIMITED LIABILITY COMPANY | TLE | 275 |
| 54 | 4.6 | VINE PROPERTY LLC | TLE | 3696 |
| 56 | 4.6 | BM WHOLESALE PROPERTY LLC | TLE | 395 |
| 57 | 4.6 | 1400 NATIONAL, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 1589 |
| 58 | 4.6 | KEVIN MARQUEZ VENEGAS | TLE | 396 |
| 59 | 4.6 | REDEVELOPMENT AUTHORITY OF THE CITY OF MILWAUKEE | TLE | 291 |
| 61 | 4.6 | VALONA LIMITED PARTNERSHIP | TLE | 211 |
| 62 | 4.6 | FREDRICK L. DAVIS | TLE | 1022 |
| 63 | 4.6 | BRODERSEN PROPERTIES OF MILWAUKEE, LLC, A LIMITED LIABILITY COMPANY | TLE | 1805 |
| 66 | 4.6 | 1545 HOLDING LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 376 |
| 67 | 4.6 | NATIONAL HOTEL MILWAUKEE LLC, A WISCONSIN LIABILITY COMPANY | TLE | 743 |
| 69 | 4.6 | ALFREDO HUERTA AND ROSA M. DE HUERTA, HUSBAND AND WIFE | TLE | 101 |
| 71 | 4.6 | ABEL VILLALOBOS | TLE | 31 |
| 72 | 4.6 | DEBRA ANN HER | TLE | 84 |
| 73 | 4.6 | HAND IN GLOVE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 803 |
| 74 | 4.6 | THIRTEEN31 PLACE APARTMENTS, LLC | TLE | 551 |
| 76 | 4.7 | DONALD W. LORENZ | TLE | 125 |
| 77 | 4.7 | RUBEN ALBANIL COYOLT | TLE | 125 |
| 78 | 4.7 | 1222 LLC | TLE | 550 |
| 79 | 4.7 | GARDEN-FRESH REAL ESTATE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 671 |
| 81 | 4.7 | GARDEN-FRESH FOODS, INC. | TLE | 1957 |
| 82 | 4.7 | PALKO ENERGIES, LLC | TLE | 336 |
| 83 | 4.7 | JAMES E. REEVE | TLE | 125 |

SCHEDULE OF LANDS &INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE CITY OF MILWAUKEE.

| PARCEL NUMBER | SHEET NUMBER | OWNERS | INTERESTS REQUIRED | TLE SF |
|---|---|---|---|---|
| 84 | 4.7 | ADOLFO NAVARRO | TLE | 125 |
| 86 | 4.7 | RISTIC JOINT REVOCABLE TRUST DATED JULY 19, 2018 | TLE | 188 |
| 87 | 4.7 | ADDISON - BALLERING, LLC | TLE | 188 |
| 88 | 4.7 | JUDITH SALVA | TLE | 133 |
| 89 | 4.7 | JOSE ANTONIO BORGES | TLE | 118 |
| 91 | 4.7 | JFT DEVELOPMENT LLC | TLE | 125 |
| 92 | 4.7 | GREGORIO MONTOTO & CAROL E. REVOCABLE LIVING TRUST DATED JULY 13, 2017 | TLE | 251 |
| 93 | 4.7 | VCA PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 1200 |
| 94 | 4.7,4.8 | FM OIL COMPANY LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 1571 |
| 96 | 4.7 | S2 REAL ESTATE GROUP 7, LLC | TLE | 453 |
| 97 | 4.7 | MATTANNA MIDWEST PROPERTIES, LLC | TLE | 188 |
| 98 | 4.7 | 1223 W. NATIONAL AVE. LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 250 |
| 99 | 4.7 | TERESA DE JESUS ARTEGA AND RAUL ARTEGA, AS JOINT TENANTS HUSBAND AND WIFE | TLE | 250 |
| 101 | 4.7 | CITY OF MILWAUKEE | TLE | 100 |
| 102 | 4.7 | MORPHO PROPERTIES MKE LLC | TLE | 150 |
| 103 | 4.7 | RAJWINDER PROPERTY LLC | TLE | 404 |
| 106 | 4.7 | 1035 NATIONAL LLC | TLE | 336 |
| 107 | 4.7 | RECORD LAB LLC | TLE | 130 |
| 108 | 4.7 | LAS HOLDING, LLC | TLE | 121 |
| 109 | 4.7 | SJ MASON PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 377 |
| 111 | 4.7 | POZAC RENTALS LLC, VENDER AND THRITYONE18 HOLDING LLC, VENDEE | TLE | 251 |
| 112 | 4.7 | REYNALDO BERUMEN AND SANDRA MARISSA CAMARENA, HUSBAND AND WIFE | TLE | 126 |
| 113 | 4.7 | JOSE G. PEREZ | TLE | 367 |
| 114 | 4.7 | MIGUEL A. ARVELO | TLE | 313 |
| 116 | 4.7 | MICHAEL PIACENTINE & LUKE SOBA | TLE | 126 |
| 117 | 4.7 | MANUEL BARRAZA PALACIOS | TLE | 126 |
| 118 | 4.7 | MOHAMMAD DAGHIGHFEKER A/K/A MICHAEL M. FEKER AND MARICEL DAGHIGHFEKER A/K/A MARCIAL FEKER, HUSBAND AND WIFE | TLE | 251 |
| 119 | 4.8 | MILWAUKEE AREA VOCATIONAL, TECHNICAL AND ADULT EDUCATION DISTRICT | TLE | 1425 |
| 121 | 4.8 | SEVEN04 PLACE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 1146 |
| 122 | 4.8 | WALDEMAR RIVERA | TLE | 973 |
| 123 | 4.8 | CHALO SANCHEZ LLC | TLE | 312 |
| 124 | 4.8 | FRANCISCO SALAZAR | TLE | 254 |
| 126 | 4.8 | NATIONAL AVENUE DEVELOPMENT, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 25 |
| 127 | 4.8 | DIVERSE VENTURES 1, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 433 |
| 128 | 4.8 | RODRIGUEZ REALTY LLC | TLE | 126 |
| 129 | 4.8 | WALKER'S POINT INVESTMENT LLC | TLE | 99 |
| 131 | 4.8 | GOLDEN BEAR HOLDING LLC | TLE | 14 |
| 132 | 4.8 | MICHAEL DIEDRICK | TLE | 125 |
| 133 | 4.8 | CHRISTOPHER JAMES ORTIZ, NICOLAUS ROSENDO ORTIZ, ANGELITA RAFAELA ORTIZ, AND TERESA MICHELLE ORTIZ, AS TENANTS IN COMMON | TLE | 250 |
| 134 | 4.8 | SJKM LLC | TLE | 125 |
| 136 | 4.8 | FLIP N STYLES LLC | TLE | 260 |
| 137 | 4.8 | WEIN REALTY, LLC | TLE | 192 |
| 138 | 4.8 | EL REY ENTERPRISES, LLP A WISCONSIN LIMITED LIABILITY PARTNERSHIP | TLE | 1001 |
| 139 | 4.8 | MARIO MELENDEZ AND MARIA G. MELENDEZ, HUSBAND AND WIFE | TLE | 262 |
| 141 | 4.8 | LN PROPERTIES, LLC | TLE | 906 |
| 142 | 4.8 | DELFINA IGNACIO JOSEFA AND TORIBIO PEREZ MARTINEZ, JOINT TENANTS | TLE | 353 |
| 143 | 4.8 | MOPS LOFTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 25 |
| 144 | 4.9 | WALKER'S POINT CREATIVE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 58 |
| 146 | 4.9 | THE MAENATE COMPANY, A WISCONSIN CORPORATION | TLE | 50 |
| 147 | 4.9 | JOHN D. FULLER TRUST D11-17-6 JILL CHARLOTTE SEBASTIAN TRUST D5-23-14 | TLE | 138 |
| 148 | 4.9 | 504 NATIONAL, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 703 |
| 149 | 4.9 | THOMAS R. BAMBERGER | TLE | 430 |
| 150 | 4.9 | G5 AND ASSOCIATES LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 100 |
| 151 | 4.9 | 414 W. NATIONAL 53207 LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 811 |
| 152 | 4.9 | CITY OF MILWAUKEE | TLE | 2354 |
| 153 | 4.9 | BRITTAIN BROTHERS, LLC | TLE | 700 |
| 154 | 4.9, 4.10 | RODRIGO LOPEZ & LORENZO LOPEZ, AS EQUAL TENANTS IN COMMON | TLE | 395 |
| 156 | 4.9 | APP PROPERTY MANAGEMENT, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 294 |
| 157 | 4.9 | NATIONAL BLOCK, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 765 |

SCHEDULE OF LANDS &INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERSTS TO THE CITY OF MILWAUKEE.

| PARCEL NUMBER | SHEET NUMBER | OWNERS | INTERESTS REQUIRED | TLE SF |
|---|---|---|---|---|
| 158 | 4.9 | NATIONAL BLOCK HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 108 |
| 161 | 4.9 | JOHN L. CHAPLOCK | TLE | 398 |
| 162 | 4.9 | HUMBLED HANDS LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 199 |
| 163 | 4.9 | CONCORDE INVESTMENTS LLC | TLE | 200 |
| 164 | 4.9 | ADAM BRISSMAN | TLE | 585 |
| 166 | 4.9 | V & N NASH REAL ESTATE GROUP, LLC | TLE | 1112 |
| 167 | 4.9, 4.10 | 217 NATIONAL, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 900 |
| 168 | 4.10 | JEROME STENSTRUP AND CHERYL STENSTRUP TRUST | TLE | 1066 |
| 169 | 4.10 | PATTERWISE HOLDING 2, LLC | TLE | 163 |
| 171 | 4.10 | 120 ESTATES, LLC | TLE | 568 |
| 172 | 4.10 | DOUBLE BELT LLC | TLE | 325 |
| 173 | 4.10 | EAST NATIONAL, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 325 |
| 174 | 4.10 | 4J, LLC | TLE | 725 |
| 176 | 4.10 | JEROME STENSTRUP AND CHERYL STENSTRUP, HUSBAND AND WIFE | TLE | 735 |
| 177 | 4.10 | RAINBOW TROUT RENTALS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY | TLE | 500 |

SCHEDULE OF LANDS &INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF MILWAUKEE.

| UTILITY NUMBER | SHEET NUMBER | OWNERS | INTERESTS REQUIRED |
|---|---|---|---|
| 202 | 4.4, 4.5, 4.6, 4.7, 4.9 | WE ENERGIES (ELECTRIC) | RELEASE OF RIGHTS |
| 203 | 4.5, 4.7, 4.9 | AT & T (COMMUNICATION) | RELEASE OF RIGHTS |
| 205 | 4.6, 4.8 | SPECTRUM MID-AMERICA LLC (COMMUNICATION) | RELEASE OF RIGHTS |

4

4

REVISION DATE
3/14/2025
7/7/2025
9/16/2026

DATE 12/05/2024
GRID FACTOR 1.0000000

HWY: NATIONAL AVE. (STH 59)
COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 2410-10-21
CONSTRUCTION PROJECT NUMBER 2410-10-71

PLAT SHEET 4.2
PS&E SHEET 865

E

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 02

PLOT DATE : 9/16/2026 12:44 PM
PLOT BY : TODD COPISKEY
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP2037 | 379352.375 | 2549625.778 | 2" OD FND PINCH |
| IP2042 | 379371.562 | 2549745.572 | CHISELED X |
| IP2043 | 379365.006 | 2549739.777 | CHISELED X |
| IP2044 | 379378.800 | 2549875.432 | 1.25" OD PIPE |
| IP2045 | 379382.282 | 2549910.449 | 1.25" OD PIPE |
| IP2048 | 379275.625 | 2550118.230 | 1.25" OD PIPE |
| IP2049 | 379413.500 | 2550214.596 | 1.25" OD PIPE |
| IP2050 | 379418.360 | 2550264.799 | 1.25" OD PINCHED PIPE |
| IP2051 | 379437.640 | 2550412.650 | 1.25" OD PIPE |
| IP2052 | 379433.454 | 2550372.979 | 1.25" OD PIPE |
| IP2184 | 379649.325 | 2550409.621 | CHISELED X |
| IP2185 | 379517.297 | 2550420.446 | CHISELED X |
| IP2186 | 379506.380 | 2550312.533 | CHISELED X |
| IP2187 | 379592.496 | 2550110.306 | RR SPIKE |
| IP2188 | 379631.537 | 2550039.501 | 1.5" OD PIPE |
| IP2189 | 379462.046 | 2549798.131 | 1/2" REBAR |
| IP2190 | 379568.961 | 2549670.849 | 1.25" OD PIPE |

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE7000 | 348+52.65 | -71.94 |
| TLE7001 | 348+57.64 | -71.57' |
| TLE7002 | 348+56.05 | -50.50' |
| TLE7003 | 348+94.51 | -50.50' |
| TLE7004 | 348+94.51 | -45.50' |
| TLE7005 | 352+24.11 | -67.22' |
| TLE7006 | 352+29.09 | -66.82' |
| TLE7007 | 352+27.78 | -50.50' |
| TLE7008 | 352+49.42 | -50.50' |
| TLE7009 | 352+49.42 | -45.50' |
| TLE7011 | 355+99.59 | -60.70' |
| TLE7012 | 356+15.02 | -49.50' |
| TLE7013 | 356+15.02 | -45.50' |
| TLE7014 | 358+44.62 | -45.50' |
| TLE7015 | 358+45.41 | -55.50' |
| TLE7016 | 358+95.86 | -55.50' |
| TLE7017 | 359+65.55 | -50.50' |
| TLE7018 | 359+83.55 | -50.50' |
| TLE7019 | 359+83.55 | -45.50' |
| TLE7020 | 362+54.31 | 45.50' |
| TLE7021 | 362+58.87 | 50.48' |
| TLE7022 | 362+09.08 | 45.50' |
| TLE7023 | 362+08.64 | 50.50' |
| TLE7024 | 360+88.02 | 50.50' |
| TLE7025 | 360+82.61 | 55.50' |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE7026 | 360+54.24 | 55.50' |
| TLE7027 | 360+54.24 | 50.50' |
| TLE7028 | 359+57.40 | 50.50' |
| TLE7029 | 357+37.48 | 45.50' |
| TLE7030 | 357+37.09 | 50.50' |
| TLE7031 | 355+86.81 | 50.50' |
| TLE7032 | 355+15.14 | 68.58' |
| TLE7033 | 355+10.15 | 68.19' |
| TLE7034 | 355+11.53 | 50.50' |
| TLE7035 | 354+95.23 | 50.50' |
| TLE7036 | 354+95.23 | 45.50' |
| TLE7037 | 353+46.14 | 45.50' |
| TLE7038 | 353+45.74 | 50.50' |
| TLE7039 | 352+15.20 | 50.50' |
| TLE7040 | 351+44.98 | 50.50' |
| TLE7041 | 350+94.79 | 50.50' |
| TLE7042 | 350+95.18 | 45.50' |
| TLE7043 | 349+94.82 | 45.50' |
| TLE7044 | 349+94.42 | 50.50' |
| TLE7045 | 348+48.87 | 50.50' |
| TLE7046 | 348+46.87 | 76.32' |
| TLE7047 | 348+42.07 | 75.94' |
| TLE7048 | 350+00.20 | -45.50' |
| TLE7049 | 350+00.20 | -50.50' |
| TLE7050 | 350+44.20 | -50.50' |
| TLE7051 | 350+44.20 | -45.50' |

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

LOCATION SKETCH NOT TO SCALE




BEGIN RELOCATION ORDER
PROJECT I.D. 2410-10-21
STA 348+42.07
Y= 379,373.215
X= 2,549,369.420
675.92' SOUTH AND 422.66' EAST OF THE W1/4 CORNER OF SEC. 31, T-7-N, R-22-E.

CITY OF MILWAUKEE

FOUND BRASS CAP
Y = 380049.138
X = 2548946.760

N88°07'58"E
1316.99'
MON TO SIXTEENTH LINE

S88°07'58"W
1316.99'
MON TO SIXTEENTH LINE

QUARTER LINE

FOUND BRASS CAP
Y = 380134.958
X = 2551579.334

2334-2336 W. NATIONAL AVE LLC

XTREME HOLDINGS LLC
TAX KEY 4341630000

BLOCK 9
MAP OF THE SUBDIVISION OF BLOCK 4 AND THAT PART OF BLOCKS 8 AND 11 IN CLARKES ADDITION LYING NORTH OF ELIZABETH STREET IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE

LOT 1
CSM 9400
DOC. 11234601
MCDONALD'S USA, LLC
TAX KEY 4342431000

NATIONAL OF MILWAUKEE, LLC

BLOCK 10
CLARK'S ADDITION

BLOCK 11
MAP OF THE SUBDIVISION OF BLOCK 4 AND THAT PART OF BLOCK 9 AND 11 IN CLARK'S ADDITION LYING NORTH OF ELIZABETH STREET IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE

JOHN F. KOWALKOWSKI
JUANITA KOWALKOWSKI, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY

BLOCK 12
SUBDIVISION OF BLOCK 3 IN CLARK'S ADDITION AND OF THAT PART OF THE SUBDIVISION OF FRACT. BLOCK 12 IN CLARK'S ADDITION LYING NORTH OF NATIONAL AVENUE IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE

G AND SONS LLC
TAX KEY 4341519100

BLOCK 20
R.B. MCELROY'S SUBDIVISION

BLOCK 19
HATHAWAY'S SUBDIVISION

BLOCK 11
CLARK'S ADDITION

BLOCK 12
SUBDIVISION OF FRACT. BLOCK 12 IN CLARK'S ADDITION IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE

VACATED STREET

HOMEME, LLC
TAX KEY 4340704000

BREEZE PROPERTY HOLDINGS, LLC
TAX KEY 4340705000

NATIONAL AVENUE CONDOMINIUMS ASSOCIATION
TAX KEY 4340605000

HUSSEIN P. GOVANI
TAX KEY 4340606000

IGLESIA APOSTOLICA NUEVA VIDA, INC
TAX KEY 4340604000

XYZ PROPERTIES LLC
TAX KEY 4340601000

PCT 2 LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4340605000

FELICIANO MARTINEZ A/K/A FELICIANO C. MARTINEZ
TAX KEY 4340036000 4340035000

NCI HOLDINGS LLC, AN INDIANA LIMITED LIABILITY COMPANY
TAX KEY 4341806100

NBA LLC CORRECTLY KNOWN AS NBAS LLC
TAX KEY 4341804000

STOWELL NATIONAL, LLC
TAX KEY 4341802100

LDJ NATIONAL, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4341801000

CARMEN AIELLO MADRID LIVING TRUST, VENDOR AND 2537 W NATIONAL AVENUE LLC, VENDEE (PURCHASER)
TAX KEY 4340707000

EL TORO PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4340706000

FOUND BRASS CAP
Y = 377417.740
X = 2549012.867

N88°21'20"E
1314.48'
MON TO SIXTEENTH LINE

SECTION LINE
S88°21'20"W
1314.48'
MON TO SIXTEENTH LINE

FOUND BRASS CAP
Y = 377493.177
X = 2551640.740

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| NATIONAL AVENUE | R.B. MCELROY'S SUBDIVISION | 91 | 1884 |
| | CSM 9400 | 91 | 2022 |
| | SUBDIVISION OF BLOCK 3 IN CLARK'S ADDITION AND OF THAT PART OF THE SUBDIVISION OF FRACT. BLOCK 12 IN CLARKE'S ADDITION LYING NORTH OF NATIONAL AVENUE IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE | 91 | 1887 |
| | HATHAWAY'S SUBDIVISION | 91 | 1891 |
| 26TH STREET | R.B. MCELROY'S SUBDIVISION | 70 | 1884 |
| | SUBDIVISION OF BLOCK 4 AND THAT PART OF BLOCKS 9 AND 11 IN CLARKES ADDITION LYING NORTH OF ELIZABETH STREET IN THE EIGHT WARD OF THE CITY OF MILWAUKEE | 70 | 1874 |
| | CSM 9400 | 70 | 2022 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| 25TH STREET | R.B. MCELROY'S SUBDIVISION | 70 | 1884 |
| | SUBDIVISION OF BLOCK 4 AND THAT PART OF BLOCKS 9 AND 11 IN CLARKES ADDITIONAL LYING NORTH OF ELIZABETH STREET IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE | 70 | 1874 |
| | CLARK'S ADDITION | 70 | 1837 |
| | CSM 9400 | 70 | 2022 |
| | HATHAWAY'S SUBDIVISION | 70 | 1891 |
| 24TH STREET | SUBDIVISION OF BLOCK 4 AND THAT PART OF BLOCKS 9 AND 11 IN CLARKES ADDITION LYING NORTH OF ELIZABETH STREET IN THE EIGHTH WARD OF THE CITY MILWAUKEE | 70 | 1874 |
| | CLARK'S ADDITION | 70 | 1837 |
| | HATHAWAY'S SUBDIVISION | 70 | 1891 |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| 23RD STREET | SUBDIVISION OF BLOCK 4 AND THAT PART OF BLOCKS 9 AND 11 IN CLARKES ADDITION LYING NORTH OF ELIZABETH STREET IN THE EIGHTH WARD OF THE CITY MILWAUKEE | 70 | 1874 |
| | CLARK'S ADDITION | 70 | 1837 |
| | SUBDIVISION OF BLOCK 3 IN CLARK'S ADDITION AND OF THAT PART OF THE SUBDIVISION OF FRACT. BLOCK 12 IN CLARK'S ADDITION LYING NORTH OF NATIONAL AVENUE IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE | 70 | 1887 |
| | SUBDIVISION OF FRACT. BLOCK 12 IN CLARK'S ADDITION IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE | 70 | 1873 |
| 22ND STREET | SUBDIVISION OF BLOCK 3 IN CLARK'S ADDITION AND OF THAT PART OF THE SUBDIVISION OF FRACT. BLOCK 12 IN CLARK'S ADDITION LYING NORTH OF NATIONAL AVENUE IN THE EIGHTH WARD OF THE CITY OF MILWAUKEE | 70 | 1887 |
| | SUBDIVISION OF FRACT. BLOCK 12 IN CLARK'S ADDITION IN THE EIGHT WARD OF THE CITY OF MILWAUKEE | 70 | 1873 |

| REVISION DATE | | | |
|---|---|---|---|
| 3/14/2025 - NC | | | |
| 7/7/2025 - NC | | | |
| 9/16/2026 - NC | | | |

DATE 12/05/2024
GRID FACTOR 1.0000000

SCALE, FEET 0 50 100

HWY: NATIONAL AVE. (STH 59)
COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 2410-10-21
CONSTRUCTION PROJECT NUMBER 2410-10-71

PLAT SHEET 4.3
PS&E SHEET 866 E

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 03

PLOT DATE : 9/16/2026 12:44 PM PLOT BY : TODD COPISKEY PLOT NAME :

WISDOT/CADDS SHEET 75

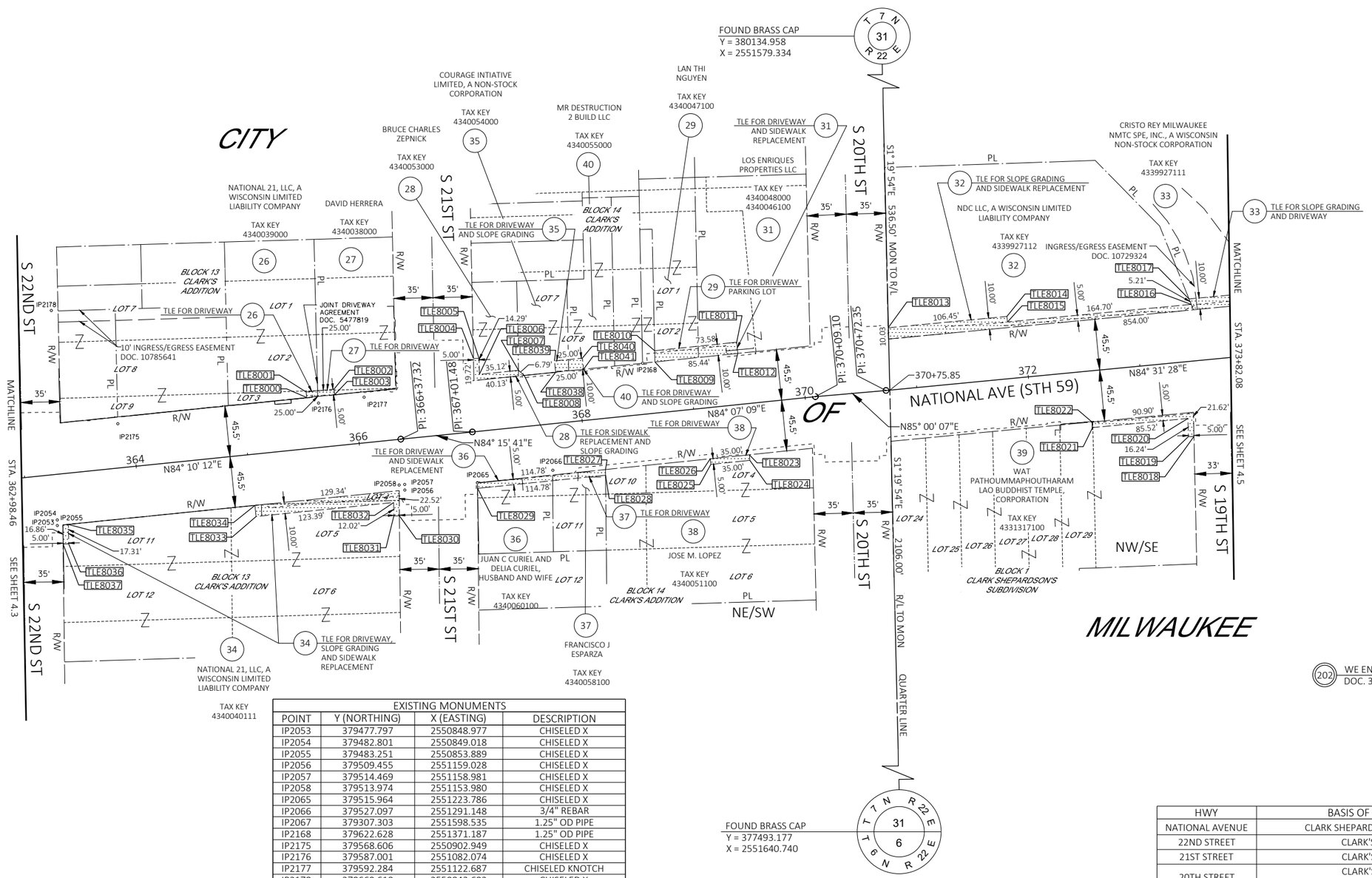
ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

GN

LOCATION SKETCH NOT TO SCALE




| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE8000 | 365+57.63 | -45.50' |
| TLE8001 | 365+57.63 | -50.50' |
| TLE8002 | 365+82.63 | -50.50' |
| TLE8003 | 365+82.63 | -45.50' |
| TLE8004 | 367+09.20 | -65.15' |
| TLE8005 | 367+14.19 | -64.74' |
| TLE8006 | 367+13.02 | -50.50' |
| TLE8007 | 367+48.13 | -50.50' |
| TLE8008 | 367+52.72 | -45.50' |
| TLE8009 | 368+58.86 | -45.50' |
| TLE8010 | 368+59.68 | -55.50' |
| TLE8011 | 369+44.29 | -55.50' |
| TLE8012 | 369+44.29 | -45.50' |
| TLE8013 | 370+79.65 | -55.50' |
| TLE8014 | 370+86.09 | -55.50' |
| TLE8015 | 370+86.09 | -50.50' |
| TLE8016 | 373+50.80 | -50.50' |
| TLE8017 | 373+49.32 | -55.50' |
| TLE8018 | 373+42.01 | 67.06' |
| TLE8019 | 373+37.02 | 66.70' |
| TLE8020 | 373+38.22 | 50.50' |
| TLE8021 | 372+52.70 | 50.50' |
| TLE8022 | 372+52.70 | 45.50' |
| TLE8023 | 369+45.20 | 45.50' |
| TLE8024 | 369+45.20 | 50.50' |
| TLE8025 | 369+10.20 | 50.50' |
| TLE8026 | 369+10.20 | 45.50' |
| TLE8027 | 368+16.26 | 45.50' |
| TLE8028 | 368+15.80 | 50.50' |
| TLE8029 | 367+01.14 | 50.50' |
| TLE8030 | 366+29.17 | 67.92' |
| TLE8031 | 366+24.19 | 67.46' |
| TLE8032 | 366+25.29 | 55.50' |
| TLE8033 | 365+01.90 | 55.50' |
| TLE8034 | 365+01.90 | 45.50' |
| TLE8035 | 363+34.61 | 45.50' |
| TLE8036 | 363+33.07 | 62.74' |
| TLE8037 | 363+28.09 | 62.29' |
| TLE8038 | 367+80.92 | -45.50' |
| TLE8039 | 367+80.92 | -55.50' |
| TLE8040 | 368+05.92 | -55.50' |
| TLE8041 | 368+05.92 | -45.50' |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP2053 | 379477.797 | 2550848.977 | CHISELED X |
| IP2054 | 379482.801 | 2550849.018 | CHISELED X |
| IP2055 | 379483.251 | 2550853.889 | CHISELED X |
| IP2056 | 379509.455 | 2551159.028 | CHISELED X |
| IP2057 | 379514.469 | 2551158.981 | CHISELED X |
| IP2058 | 379513.974 | 2551153.980 | CHISELED X |
| IP2065 | 379515.964 | 2551223.786 | CHISELED X |
| IP2066 | 379527.097 | 2551291.148 | 3/4" REBAR |
| IP2067 | 379307.303 | 2551598.535 | 1.25" OD PIPE |
| IP2168 | 379622.628 | 2551371.187 | 1.25" OD PIPE |
| IP2175 | 379568.606 | 2550902.949 | CHISELED X |
| IP2176 | 379587.001 | 2551082.074 | CHISELED X |
| IP2177 | 379592.284 | 2551122.687 | CHISELED KNOTCH |
| IP2178 | 379669.610 | 2550843.682 | CHISELED X |

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| NATIONAL AVENUE | CLARK SHEPARDSON'S SUBDIVISION | 91 | 1890 |
| 22ND STREET | CLARK'S ADDITION | 70 | 1837 |
| 21ST STREET | CLARK'S ADDITION | 70 | 1837 |
| 20TH STREET | CLARK'S ADDITION<br>CLARK SHEPARDSON'S SUBDIVISION | 70<br>70 | 1837<br>1890 |
| 19TH STREET | CLARK SHEPARDSON'S SUBDIVISION | 66 | 1890 |

REVISION DATE
3/14/2025
7/7/2025 - NC
9/16/2026

DATE 12/05/2024

GRID FACTOR 1.0000000

SCALE, FEET 0 50 100

HWY: NATIONAL AVE. (STH 59)

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 2410-10-21

CONSTRUCTION PROJECT NUMBER 2410-10-71

PLAT SHEET 4.4

PS&E SHEET 867

E

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 04

PLOT DATE : 9/16/2026 12:44 PM PLOT BY : TODD COPISKEY PLOT NAME :

WISDOT/CADDS SHEET 75

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE9000 | 374+17.16 | -55.50' |
| TLE9001 | 374+17.16 | -50.50' |
| TLE9002 | 379+33.29 | -50.50' |
| TLE9003 | 379+32.92 | -45.50' |
| TLE9004 | 381+76.75 | -45.50' |
| TLE9005 | 381+77.12 | -50.50' |
| TLE9006 | 383+50.95 | -50.50' |
| TLE9007 | 383+56.54 | -131.33' |
| TLE9008 | 383+69.53 | -130.37' |
| TLE9009 | 383+58.59 | 55.47' |
| TLE9010 | 383+49.31 | 50.50' |
| TLE9011 | 380+82.18 | 50.50' |
| TLE9012 | 380+81.34 | 62.35' |
| TLE9013 | 380+76.35 | 61.99' |
| TLE9014 | 380+16.15 | 62.74' |
| TLE9015 | 380+11.16 | 62.38' |
| TLE9016 | 380+12.00 | 50.50' |
| TLE9017 | 377+46.24 | 50.50' |
| TLE9018 | 376+78.73 | 69.37' |
| TLE9019 | 376+73.74 | 69.02' |
| TLE9020 | 376+74.71 | 55.50' |
| TLE9021 | 374+14.05 | 55.50' |
| TLE9022 | 374+13.16 | 67.55' |
| TLE9023 | 374+08.18 | 67.18' |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| NATIONAL AVENUE | CLARK SHEPARDSON'S SUBDIVISION<br>LEIDERSDORF PARK SUBDIVISION<br>WECHSELBERG'S SUBDIVISION<br>CSM 7471 | 91<br>91<br>91<br>91 | 1890<br>1916<br>1885<br>2004 |
| SOUTH 19TH STREET | CLARK SHEPARDSON'S SUBDIVISION | 66 | 1890 |
| SOUTH 18TH STREET | CLARK SHEPARDSON'S SUBDIVISION<br>LEIDERSDORF PARK SUBDIVISION | 66 | 1890<br>1916 |
| SOUTH 17TH STREET | LEIDERSDORF PARK SUBDIVISION | 60 | 1916 |
| SOUTH CESAR E CHAVEZ DRIVE | WECHSELBERG'S SUBDIVISION | 66 | 1885 |

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

LOCATION SKETCH NOT TO SCALE




GN

FOUND BRASS CAP
Y = 380134.958
X = 2551579.334

T 7 N R 22 E 31

N88°35'18"E
1317.86'
MON TO SIXTEENTH LINE

S88°35'18"W
1317.86'
MON TO SIXTEENTH LINE

QUARTER LINE

T 7 N R 22 E 31 32

FOUND BRASS CAP
Y = 380199.886
X = 2554214.244

CITY OF MILWAUKEE

NW/SE

S21°21'23"E 443.32' QUARTER LINE TO R/L

S 1°21'23"E 2197.23' R/L TO SECTION LINE

MATCHLINE N1°21'00"W

STA. 383+97.89

NATIONAL REAL ESTATE INVESTORS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4332261000
41
TLE FOR DRIVEWAY, SIDEWALK REPLACEMENT AND SLOPE GRADING
PARCEL 1 CSM 7471 DOC. 8861424
TLE9008 TLE9007 TLE9006 TLE9005 TLE9004
35.3' 15.00' 173.83' 188.89' 5.00' 45.58' 20.18'

S CESAR E CHAVEZ DR R/W

CRISTO REY MILWAUKEE NMTC SPE, INC., A WISCONSIN NON-STOCK CORPORATION
TAX KEY 4339927111
33
TLE FOR DRIVEWAY AND SLOPE GRADING
INGRESS/EGRESS EASEMENT DOC. 10729324
TLE9000 TLE9001 TLE9002 TLE9003
10.00' 67.84' 516.13' 854.00' 5.00'

NATIONAL AVE (STH 59)
IP2164 IP2163 R/W 45.5'
N84° 31' 28"E 376 378 380 382
TLE FOR DRIVEWAY AND SLOPE GRADING 44 47 49
TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING 52 53
N85° 23' 32"E
NATIONAL AVE 383+95.65= S 10TH ST 2+50.34

383+97.89

42 TLE FOR DRIVEWAY, SLOPE GRADING AND PARKING LOT
43 TLE FOR DRIVEWAY AND SLOPE GRADING
46 TLE FOR DRIVEWAY AND SLOPE GRADING
TLE9020 TLE9019 TLE9018 TLE9017 TLE9016 TLE9015 TLE9014 TLE9013 TLE9012 TLE9011 TLE9010 TLE9009
IP2071 IP2072 IP2073 IP2074
270.77' 265.76' 260.65' 270.66' 281.79' 267.14' 23.93' 13.55' 21.74' 12.08' 16.54' 17.28' 11.91' 11.88' 10.53' 34.7'
5.00' 33' 30' 10.00' 45.5'

S 19TH ST R/W
S 18TH ST R/W
S 17TH ST R/W
S CESAR E CHAVEZ DR R/W

42 NOOR PROPERTY, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4331334000
LOT 24 LOT 25 LOT 26 LOT 27 LOT 28 LOT 29
BLOCK 2 CLARK SHEPARDSON'S SUBDIVISION

43 ALICE J. LEDESMA
TAX KEY 4331335100

44 MARY G. ORTEGA
TAX KEY 4331015000
LOT 8 LOT 9

46 EVELYN RIVERA
TAX KEY 4331014000
LOT 7 LOT 6 LOT 5

47 SANDRA LUZ ORTEGA ORTIZ
TAX KEY 4331013000
LOT 4

48 OFELIA RAMOS F/K/A OFELIA CORREA
TAX KEY 4331012000
LOT 3 LOT 2 LOT 1
BLOCK 2 LEIDSERDORF PARK SUBDIVISION

49 STEVEN DUNLAP
TAX KEY 4331011000
LOT 27 LOT 26

51 PAUL NAJERA AND PATRICIA NAJERA, HUSBAND AND WIFE
TAX KEY 4331010000
LOT 1 LOT 2 LOT 3

52 SSCHC REAL ESTATE, INC., A WISCONSIN CORPORATION
TAX KEY 4331001100
LOT 4 LOT 3 LOT 2 LOT 1
BLOCK 1 LEIDSERDORF PARK SUBDIVISION
LOT 5 LOT 6

53 CFSC PROPERTIES LLC, A DELAWARE LIMITED LIABILITY COMPANY
TAX KEY 4331602000
LOT 3 LOT 2 LOT 1
WECHSELBERG'S SUBDIVISION

SEE SHEET 4.4
SEE SHEET 4.6
SIXTEENTH LINE

(202) WE ENERGIES (ELECTRIC) DOC. 7205080 - PAR. 33 DOC. 3907525 - PAR. 33

(203) AT & T (COMMUNICATIONS) DOC. 3907525 - PAR. 33

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP2071 | 379619.193 | 2552257.027 | MAG NAIL |
| IP2072 | 379626.856 | 2552363.354 | 3/4" OD PIPE |
| IP2073 | 379639.986 | 2552500.330 | 1.25" OD PIPE |
| IP2074 | 379548.714 | 2552535.700 | 1" OD PIPE |
| IP2159 | 379772.096 | 2552934.245 | CHISELED X |
| IP2160 | 379767.429 | 2552937.370 | CHISELED X |
| IP2163 | 379731.528 | 2552508.773 | 1.25" OD PIPE |
| IP2164 | 379726.534 | 2552440.599 | CHISELED X |

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

FOUND BRASS CAP
Y = 377493.177
X = 2551640.740

T 6 N R 22 E 31 6

N88°30'16"E
1319.00'
MON TO SIXTEENTH LINE

SECTION LINE
S88°30'16"W
1319.00'
MON TO SIXTEENTH LINE

T 6 N R 22 E 31 32 6 5

FOUND BRASS CAP
Y = 377562.031
X = 2554277.846

| REVISION DATE | | | |
|---|---|---|---|
| 3/14/2025 - NC | | | |
| 7/7/2025 - NC | | | |
| 9/16/2026 - NC | | | |

| | | | | | |
|---|---|---|---|---|---|
| DATE 12/05/2024 | SCALE, FEET 0 50 100 | HWY: NATIONAL AVE. (STH 59) | STATE R/W PROJECT NUMBER 2410-10-21 | PLAT SHEET 4.5 | |
| GRID FACTOR 1.0000000 | | COUNTY: MILWAUKEE | CONSTRUCTION PROJECT NUMBER 2410-10-71 | PS&E SHEET 868 | E |

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 05

PLOT DATE : 9/16/2026 12:45 PM PLOT BY : TODD COPISKEY PLOT NAME :

WISDOT/CADDS SHEET 75

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE10000 | 384+37.18 | -120.31' |
| TLE10001 | 384+47.15 | -119.60' |
| TLE10002 | 384+42.58 | -55.50' |
| TLE10005 | 387+37.16 | -55.50' |
| TLE10006 | 387+37.16 | -45.50' |
| TLE10007 | 390+79.97 | -45.50' |
| TLE10008 | 390+79.97 | -50.50' |
| TLE10009 | 391+46.94 | -50.50' |
| TLE10010 | 391+46.94 | -45.50' |
| TLE10011 | 392+95.31 | -45.50' |
| TLE10012 | 392+95.31 | -55.50' |
| TLE10013 | 394+43.24 | -55.50' |
| TLE10014 | 394+42.88 | -50.50' |
| TLE10017 | 396+11.40 | -50.50' |
| TLE10018 | 396+93.82 | -44.62' |
| TLE10019 | 396+93.49 | -39.63' |
| TLE10020 | 395+28.73 | 45.69' |
| TLE10021 | 395+28.35 | 50.69' |
| TLE10022 | 394+33.36 | 50.51' |
| TLE10023 | 394+32.58 | 60.83' |
| TLE10024 | 394+27.60 | 60.46' |
| TLE10025 | 393+61.41 | 60.46' |
| TLE10026 | 393+56.42 | 60.08' |
| TLE10027 | 393+57.15 | 50.50' |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE10028 | 392+11.33 | 50.50' |
| TLE10029 | 392+11.70 | 45.50' |
| TLE10030 | 391+47.40 | 45.50' |
| TLE10031 | 391+47.40 | 50.50' |
| TLE10032 | 391+24.40 | 50.50' |
| TLE10033 | 391+24.40 | 45.50' |
| TLE10034 | 390+77.91 | 45.50' |
| TLE10035 | 390+76.42 | 65.81' |
| TLE10036 | 390+71.43 | 65.45' |
| TLE10037 | 390+30.32 | 65.45' |
| TLE10038 | 390+25.34 | 65.08' |
| TLE10039 | 390+26.77 | 45.50' |
| TLE10040 | 389+68.94 | 45.50' |
| TLE10041 | 389+53.19 | 55.50' |
| TLE10042 | 388+78.90 | 55.50' |
| TLE10043 | 388+79.60 | 45.50' |
| TLE10044 | 387+46.38 | 45.50' |
| TLE10045 | 387+46.03 | 50.50' |
| TLE10046 | 385+70.51 | 50.50' |
| TLE10047 | 385+65.05 | 55.50' |
| TLE10048 | 384+29.60 | 55.50' |
| TLE10049 | 1+16.66 | 38.00' |
| TLE10050 | 384+21.00 | 135.35' |

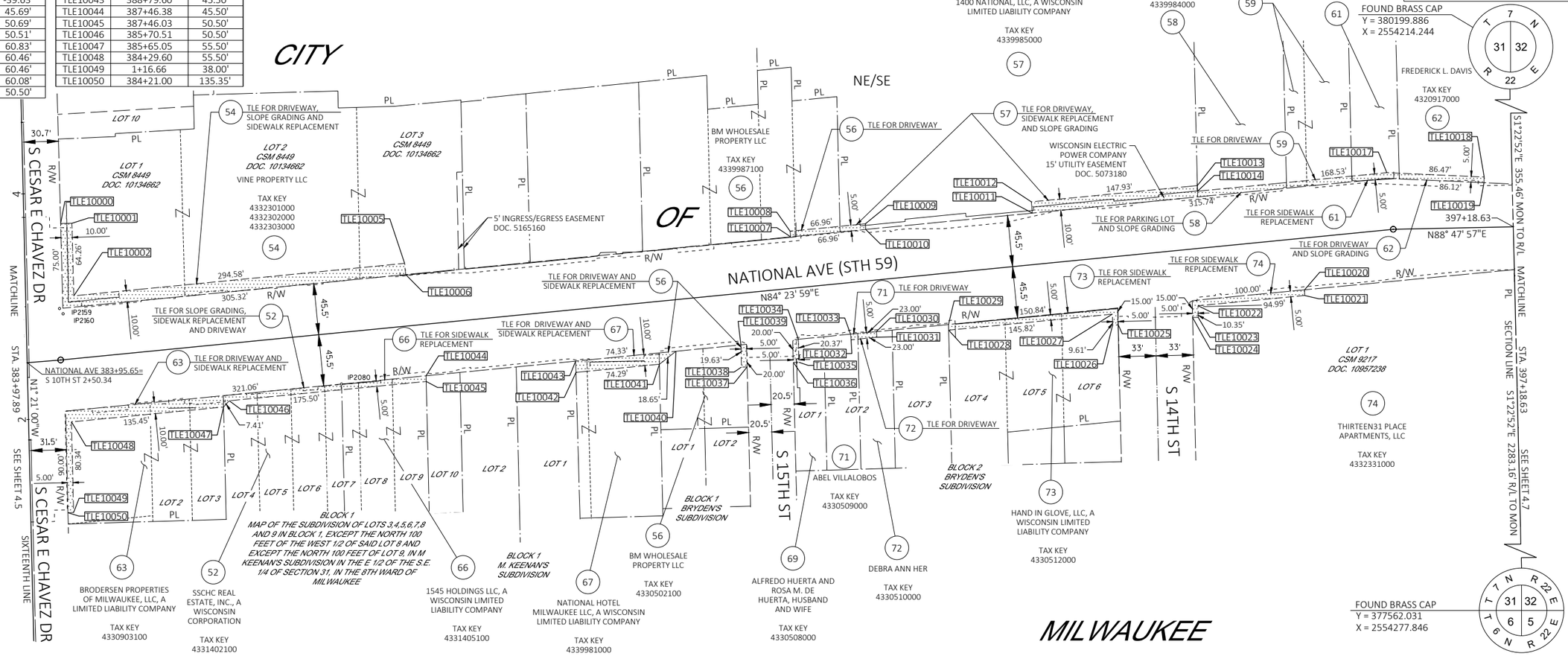
| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| NATIONAL AVENUE | SUBDIVISION OF LOTS 3,4,5,6,7,8, AND 9 IN BLOCK 1, EXCEPT THE NORTH 100 FEET OF THE WEST 1/2 OF SAID LOT 8, AND EXCEPT NORTH 100 FEET OF LOT 9, IN M. KEENAN'S SUBDIVISION OF BLOCK 1 | 91 | 1878 |
| | M. KEENAN'S SUBDIVISION OF BLOCK 1 | 91 | 1873 |
| | BRYDEN'S SUBDIVISION OF BLOCK 1 AND BLOCK 2 | 91 | 1880 |
| | CSM 9217 | 91 | 2020 |
| | CSM 8449 | 91 | 2010 |
| SOUTH CESAR E CHAVEZ DRIVE | M. KEENAN'S SUBDIVISION | 66 | 1873 |
| | CSM 8449 | 66 | 2010 |
| SOUTH 15TH STREET | BRYDEN'S SUBDIVISION OF BLOCK 1 AND BLOCK 2 | 66 | 1880 |
| SOUTH 14TH STREET | BRYDEN'S SUBDIVISION OF BLOCK 2 | 66 | 1880 |
| | CSM 9217 | 66 | 2020 |

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

LOCATION SKETCH NOT TO SCALE




| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP2080 | 379705.163 | 2553184.135 | CHISELED X |
| IP2159 | 379772.096 | 2552934.245 | CHISELED X |
| IP2160 | 379767.429 | 2552937.370 | CHISELED X |
| FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER. | | | |

(202) WE ENERGIES (ELECTRIC)
DOC. 5073180 - PAR. 57
DOC. 4825468 - PAR. 58
DOC. 4825469 - PAR. 61
DOC. 5466902 - PAR. 63

(205) SPECTRUM MID-AMERICA LLC(COMMUNICATIONS)
DOC. 11123922 - PAR. 74

REVISION DATE
3/14/2025 - NC
7/7/2025 - NC
9/16/2026 - NC

DATE 12/05/2024
GRID FACTOR 1.0000000

SCALE, FEET 0 50 100

HWY: NATIONAL AVE. (STH 59)
COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 2410-10-21
CONSTRUCTION PROJECT NUMBER 2410-10-71

PLAT SHEET 4.6
PS&E SHEET 869

E

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 06

PLOT DATE : 9/16/2026 12:45 PM PLOT BY : TODD COPISKEY PLOT NAME :

WISDOT/CADDS SHEET 75

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

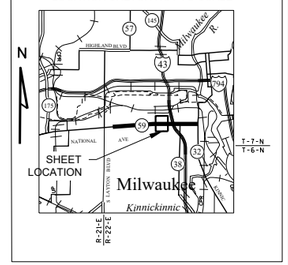
ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE11000 | 397+31.74 | -38.00' |
| TLE11001 | 397+31.74 | -48.00' |
| TLE11002 | 397+96.24 | -48.00' |
| TLE11003 | 397+96.25 | -43.00' |
| TLE11004 | 398+46.09 | -43.00' |
| TLE11005 | 398+46.10 | -38.00' |
| TLE11006 | 398+90.82 | -38.00' |
| TLE11007 | 398+90.82 | -48.00' |
| TLE11008 | 399+45.77 | -48.00' |
| TLE11009 | 399+45.78 | -43.00' |
| TLE11010 | 400+40.46 | -43.00' |
| TLE11011 | 400+40.48 | -77.45' |
| TLE11012 | 400+45.48 | -77.45' |
| TLE11013 | 401+21.48 | -77.45' |
| TLE11014 | 401+26.48 | -77.45' |
| TLE11015 | 401+26.46 | -43.00' |
| TLE11016 | 402+01.56 | -43.00' |
| TLE11017 | 402+01.56 | -48.00' |
| TLE11018 | 402+61.58 | -48.00' |
| TLE11019 | 402+81.53 | -43.00' |
| TLE11020 | 404+16.58 | -43.00' |
| TLE11021 | 404+16.59 | -59.82' |
| TLE11022 | 404+21.59 | -59.82' |
| TLE11023 | 404+97.59 | -60.10' |
| TLE11024 | 405+02.59 | -60.10' |
| TLE11025 | 405+02.58 | -43.00' |
| TLE11026 | 407+98.65 | -43.00' |
| TLE11027 | 3+09.52 | 38.00' |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE11028 | 408+79.55 | -58.76' |
| TLE11029 | 408+79.60 | -43.00' |
| TLE11030 | 409+51.54 | -43.00' |
| TLE11031 | 409+51.54 | -48.00' |
| TLE11032 | 410+25.57 | 38.00' |
| TLE11033 | 410+25.60 | 43.00' |
| TLE11034 | 408+79.97 | 43.00' |
| TLE11035 | 408+80.01 | 55.31' |
| TLE11036 | 408+75.01 | 55.33' |
| TLE11037 | 1+84.26 | -37.88' |
| TLE11038 | 407+93.95 | 66.24' |
| TLE11039 | 407+93.91 | 43.00' |
| TLE11040 | 405+02.56 | 43.00' |
| TLE11041 | 405+02.56 | 59.98' |
| TLE11042 | 404+97.56 | 59.98' |
| TLE11043 | 403+71.56 | 38.00' |
| TLE11044 | 403+71.56 | 48.00' |
| TLE11045 | 402+66.84 | 48.00' |
| TLE11046 | 402+66.84 | 43.00' |
| TLE11047 | 401+26.57 | 43.00' |
| TLE11048 | 401+26.56 | 60.09' |
| TLE11049 | 400+21.56 | 60.09' |
| TLE11050 | 400+45.55 | 74.95' |
| TLE11051 | 400+40.55 | 74.95' |
| TLE11052 | 400+40.57 | 43.00' |
| TLE11053 | 397+18.77 | 43.00' |
| TLE11054 | 397+18.75 | 38.00' |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| NATIONAL AVENUE | WALKER'S POINT ADDITION | 76 | 1854 |
| | CSM 7321 | 76 | 2003 |
| SOUTH 12TH STREET | WALKER'S POINT ADDITION | 76 | 1854 |
| | CSM 7321 | 76 | 2003 |
| SOUTH 11TH STREET | WALKER'S POINT ADDITION | 76 | 1854 |
| | CSM 7321 | 76 | 2003 |
| SOUTH 10TH STREET | WALKER'S POINT ADDITION | 76 | 1854 |

LOCATION SKETCH NOT TO SCALE




GN

FOUND BRASS CAP
Y = 380199.886
X = 2554214.244

T 7 N, R 22 E, 31, 32

CITY

S1°22'52"E 355.46' MON TO R/L

MATCHLINE

STA. 397+18.63

397+18.63

N88° 47' 57"E

NATIONAL AVE (STH 59)

N88° 30' 06"E

NATIONAL AVE 408+36.72=
S 10TH ST 2+50.63

N88° 52' 31"E

410+35.11

STA. 410+35.11

N1° 17' 25"W

OF

MILWAUKEE

NW/SW

SEE SHEET 4.6

SEE SHEET 4.8

S1°22'52"E 2283.16' R/L TO MON

SECTION LINE

S 12TH ST

S 11TH ST

S 10TH ST

ALLEY

R/W

PL

38'

5.00'

10.00'

20'

TLE FOR SIDEWALK REPLACEMENT 77 — RUBEN ALBANIL COYOLT — TAX KEY 4320920000

TLE FOR SIDEWALK REPLACEMENT 76 — DONALD W. LORENZ — TAX KEY 4320919000

78 TLE FOR DRIVEWAY AND SLOPE GRADING — GARDEN-FRESH REAL ESTATE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY — TAX KEY 4320923100

BLOCK 42 WALKER'S POINT ADDITION SUBDIVISION

LOT 1 LOT 3 LOT 5 LOT 7 LOT 9 LOT 11 LOT 13

FREDERICK L. DAVIS — TAX KEY 4320917000 — 62

1222 LLC — TAX KEY 4320921100 — 78

TLE11001 64.50' 49.84' 127.59'

TLE11002 TLE11003 TLE11004 TLE11007 54.95' TLE11009 94.68' TLE11010 TLE11008 34.45' TLE11011 154.64'

TLE11005 TLE11006

TLE FOR DRIVEWAY AND SLOPE GRADING 62

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING 96

TLE11053 TLE11054

S2 REAL ESTATE GROUP 7, LLC — TAX KEY 4320900100 — 96

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING 97

MATTANNA MIDWEST PROPERTIES, LLC — TAX KEY 4320905100 — 97

TLE FOR SIDEWALK REPLACEMENT 98 — 1223 W. NATIONAL AVE. LLC, A WISCONSIN LIMITED LIABILITY COMPANY — TAX KEY 4320907000 — 98

TLE FOR SIDEWALK REPLACEMENT 99 — TERESA DE JESUS ARTEGA AND RAUL ARTEGA, AS JOINT TENANTS HUSBAND AND WIFE — TAX KEY 4320909000 — 99

TLE11052 TLE11051 TLE11050 326.82' 321.80'

TLE FOR PARKING LOT 103 — CITY OF MILWAUKEE — TAX KEY 4320912000 — 101

RAJWINDER PROPERTY LLC — TAX KEY 4320916100 — 103

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING 102 — MORPHO PROPERTIES MKE LLC — TAX KEY 4320913000 — 102

TLE FOR DRIVEWAY, SIDEWALK REPLACEMENT AND SLOPE GRADING 81 — TAX KEY 4320941100 4320942000 4320943000 4321081000

TLE11014 TLE11012 TLE11013 TLE11017 TLE11016 TLE11015 75.10' 140.13' TLE11018 60.02' TLE11019 135.06' TLE11020 140.06' 16.82' TLE11021 21.82'

LOT 1 CSM 7321 DOC. 8674473

LOT 10 LOT 12

41 NATIONAL REAL ESTATE INVESTORS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY — TAX KEY 4320884100

TLE11043 TLE11044 TLE11047 TLE11048 TLE11049 TLE11046 TLE11045 250.00' 140.28' 104.72' 17.09' 22.60'

BLOCK 40 WALKER'S POINT ADDITION SUBDIVISION

LOT 2 LOT 4 LOT 6 LOT 8 LOT 10 LOT 12

IP2083

TLE FOR SLOPE GRADING AND SIDEWALK REPLACEMENT 82 — PALKO ENERGIES, LLC — TAX KEY 4320944100

TLE FOR SLOPE GRADING AND SIDEWALK REPLACEMENT 84 — JAMES E. REEVE — TAX KEY 4320948000 — 83

ADOLFO NAVARRO — TAX KEY 4320949000 — 84

RISTIC JOINT REVOCABLE TRUST DATED JULY 19, 2018 — TAX KEY 4320955110 — 86

TLE FOR SLOPE GRADING AND SIDEWALK REPLACEMENT 86

ADDISON - BALLERING LLC — TAX KEY 4320956000 — 87

JUDITH SALVA — TAX KEY 4320961000 — 88

JOSE ANTONIO BORGES — TAX KEY 4320961000 — 89

TLE FOR SIDEWALK REPLACEMENT 89

TLE FOR SIDEWALK REPLACEMENT 91 — GREGORIO MONTOTO & CAROL E. REVOCABLE LIVING TRUST DATED JULY 13, 2017 — TAX KEY 4320965000 — 92

JFT DEVELOPMENT LLC — TAX KEY 4320962000 — 91

BLOCK 44 WALKER'S POINT ADDITION SUBDIVISION

LOT 1 LOT 3 LOT 5 LOT 7 LOT 9 LOT 11

TLE11023 TLE11022 TLE11024 TLE11025 TLE11026 17.10' 296.07' 301.08' 22.10'

TLE FOR SLOPE GRADING AND SIDEWALK REPLACEMENT 83

TLE FOR SIDEWALK REPLACEMENT 87

TLE FOR SIDEWALK REPLACEMENT 88

TLE FOR SIDEWALK REPLACEMENT 92 — TAX KEY 4320975100 — 94

TLE FOR DRIVEWAY, SIDEWALK REPLACEMENT AND SLOPE GRADING 93 — FM OIL COMPANY LLC, A WISCONSIN LIMITED LIABILITY COMPANY

BLOCK 45 WALKER'S POINT ADDITION SUBDIVISION

LOT 1 LOT 3 LOT 5

VCA PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY — TAX KEY 4320967100 — 93

TLE11027 TLE11028 TLE11031 TLE11029 TLE11030 20.75' 15.76' 71.94' 219.20' 301.17'

TLE FOR DRIVEWAY AND SLOPE GRADING 94

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING 118

TLE11039 TLE11038 TLE11036 TLE11037 TLE11034 TLE11035 TLE11033 23.24' 28.24' 17.32' 12.31' 150.62' 145.63'

IP2084 IP2085 IP2086 IP2087 IP2089 IP2090

TLE FOR SIDEWALK REPLACEMENT 107 — TLE FOR SIDEWALK REPLACEMENT 108 — TLE11040 TLE11041 TLE11042 21.98' 16.98' 301.34' 291.35'

JOINT DRIVEWAY EASEMENT DOC. 2634224

SJ MASON PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY — TAX KEY 4320867100 — 109

TLE FOR SIDEWALK REPLACEMENT 109

BLOCK 39 WALKER'S POINT ADDITION SUBDIVISION

LOT 2 LOT 4 LOT 6 LOT 8 LOT 10 LOT 12

1035 NATIONAL LLC — TAX KEY 4320858100 — 106

RECORD LAB LLC — TAX KEY 4320863000 — 107

LAS HOLDINGS, LLC — TAX KEY 4320864000 — 108

POZAC RENTALS LLC, VENDER AND THIRTYONE18 HOLDINGS LLC, VENDEE — TAX KEY 4320871100 — 111

REYNALDO BERUMEN AND SANDRA MARISSA CAMARENA, HUSBAND AND WIFE — TAX KEY 4320875000 — 112

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING 112

JOSE G. PEREZ — TAX KEY 4320880000 — 113

TLE FOR DRIVEWAY, SIDEWALK REPLACEMENT AND PARKING LOT 113

MIGUEL A. ARVELO — TAX KEY 4320834000 — 114

MICHAEL PIACENTINE & LUKE SOBA — TAX KEY 4320837000 — 116

MANUEL BARRAZA PALACIOS — TAX KEY 4320838000 — 117

MOHAMMAD DAGHIGHFEKR A/K/A MICHAEL M FEKER & MARICEL DAGHIGHFEKR A/K/A FEKER — TAX KEY 4320842100 — 118

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING 114

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP2083 | 379669.709 | 2554629.416 | CHISELED X |
| IP2084 | 379828.904 | 2555052.645 | CHISELED X |
| IP2085 | 379824.498 | 2555080.462 | CHISELED X |
| IP2086 | 379832.571 | 2555228.086 | CHISELED X |
| IP2087 | 379831.562 | 2555178.006 | CHISELED X |
| IP2089 | 379836.117 | 2555479.473 | CHISELED X |
| IP2090 | 379835.132 | 2555429.303 | CHISELED X |

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

FOUND BRASS CAP
Y = 377562.031
X = 2554277.846

T 6 N, R 22 E, 6, 5

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

(202) WE ENERGIES (ELECTRIC)
DOC. 3443793 - PAR. 81
DOC. 3781765 - PAR. 109
DOC. 4411473 - PAR. 112

(203) AT & T (COMMUNICATIONS)
DOC. 3443793 - PAR. 81
DOC. 3781765 - PAR. 109
DOC. 4411473 - PAR. 112

| REVISION DATE | | | |
|---|---|---|---|
| 3/14/2025 - NC | | | |
| 7/7/2025 - NC | | | |
| 9/16/2026 - NC | | | |

DATE 12/05/2024 | GRID FACTOR 1.0000000 | SCALE, FEET 0 50 100

HWY: NATIONAL AVE. (STH 59) | COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 2410-10-21 | CONSTRUCTION PROJECT NUMBER 2410-10-71

PLAT SHEET 4.7 | PS&E SHEET 870 | E

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 07

PLOT DATE : 9/16/2026 12:45 PM PLOT BY : TODD COPISKEY PLOT NAME :

WISDOT/CADDS SHEET 75

4

4

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE12000 | 411+70.73 | -48.00' |
| TLE12001 | 411+70.66 | -61.01' |
| TLE12002 | 411+75.66 | -61.04' |
| TLE12003 | 2+93.28 | 38.00' |
| TLE12004 | 414+23.78 | -43.00' |
| TLE12005 | 414+23.78 | -48.00' |
| TLE12006 | 414+79.45 | -48.00' |
| TLE12007 | 417+16.11 | -43.00' |
| TLE12008 | 419+26.06 | -43.00' |
| TLE12009 | 419+25.94 | -57.74' |
| TLE12010 | 419+30.94 | -57.78' |
| TLE12011 | 420+06.86 | -59.67' |
| TLE12012 | 420+16.93 | -57.75' |
| TLE12013 | 420+17.02 | -48.00' |
| TLE12014 | 421+49.21 | -48.00' |
| TLE12015 | 421+69.21 | -48.00' |
| TLE12016 | 421+74.11 | -38.00' |
| TLE12017 | 422+42.11 | -38.00' |
| TLE12018 | 422+42.16 | -43.00' |
| TLE12019 | 423+12.57 | -43.00' |
| TLE12020 | 423+12.57 | -54.17' |
| TLE12021 | 423+17.57 | -54.17 |
| TLE12022 | 421+74.35 | 38.00' |

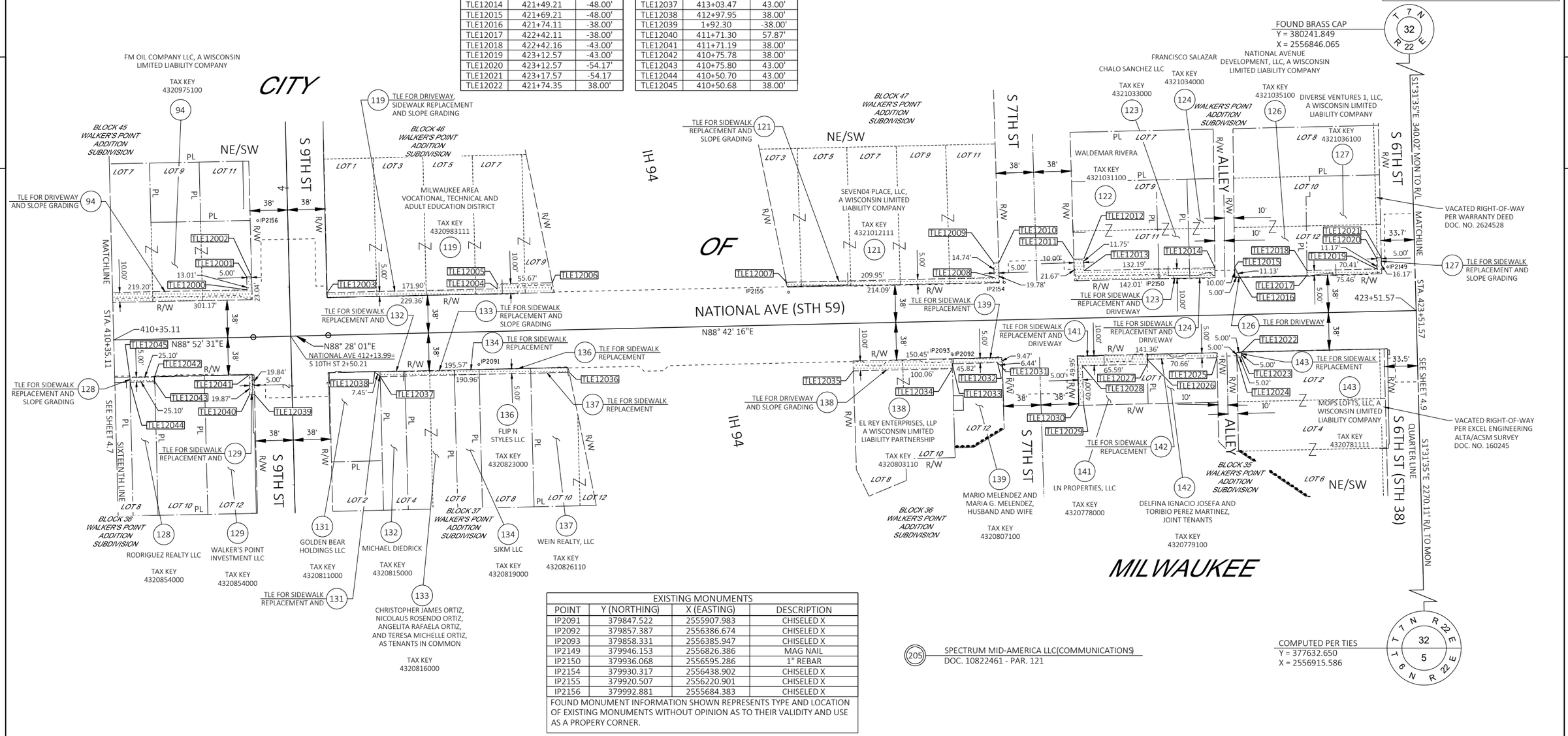
| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE12023 | 421+74.35 | 43.00' |
| TLE12024 | 421+69.33 | 43.00' |
| TLE12025 | 421+49.33 | 43.00' |
| TLE12026 | 420+78.67 | 43.00' |
| TLE12027 | 420+78.67 | 48.00' |
| TLE12028 | 420+13.08 | 48.00' |
| TLE12029 | 420+13.45 | 87.95' |
| TLE12030 | 420+08.45 | 87.95' |
| TLE12031 | 419+32.07 | 47.47' |
| TLE12032 | 419+27.44 | 43.00' |
| TLE12033 | 418+81.62 | 43.00' |
| TLE12034 | 418+81.67 | 48.00' |
| TLE12035 | 417+81.61 | 48.00' |
| TLE12036 | 414+94.43 | 43.00' |
| TLE12037 | 413+03.47 | 43.00' |
| TLE12038 | 412+97.95 | 38.00' |
| TLE12039 | 1+92.30 | -38.00' |
| TLE12040 | 411+71.30 | 57.87' |
| TLE12041 | 411+71.19 | 38.00' |
| TLE12042 | 410+75.78 | 38.00' |
| TLE12043 | 410+75.80 | 43.00' |
| TLE12044 | 410+50.70 | 43.00' |
| TLE12045 | 410+50.68 | 38.00' |

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| NATIONAL AVENUE | WALKER'S POINT ADDITION | 76 | 1854 |
| SOUTH 9TH STREET | WALKER'S POINT ADDITION | 76 | 1854 |
| SOUTH 7TH STREET | WALKER'S POINT ADDITION | 76 | 1854 |
| SOUTH 6TH STREET | WALKER'S POINT ADDITION | VARIES | 1854 |

GN

LOCATION SKETCH NOT TO SCALE




| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP2091 | 379847.522 | 2555907.983 | CHISELED X |
| IP2092 | 379857.387 | 2556386.674 | CHISELED X |
| IP2093 | 379858.331 | 2556385.947 | CHISELED X |
| IP2149 | 379946.153 | 2556826.386 | MAG NAIL |
| IP2150 | 379936.068 | 2556595.286 | 1" REBAR |
| IP2154 | 379930.317 | 2556438.902 | CHISELED X |
| IP2155 | 379920.507 | 2556220.901 | CHISELED X |
| IP2156 | 379992.881 | 2555684.383 | CHISELED X |

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

REVISION DATE
3/14/2025 - NC
7/7/2025 - NC
9/16/2026 - NC

DATE 12/05/2024
GRID FACTOR 1.0000000

SCALE, FEET
0 50 100

HWY: NATIONAL AVE. (STH 59)
COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 2410-10-21
CONSTRUCTION PROJECT NUMBER 2410-10-71

PLAT SHEET 4.8
PS&E SHEET 871

E

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 08

PLOT DATE : 9/16/2026 12:45 PM
PLOT BY : TODD COPISKEY
PLOT NAME :

WISDOT/CADDS SHEET 75

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE13000 | 423+89.37 | -48.52' |
| TLE13001 | 424+00.49 | -38.00' |
| TLE13002 | 425+17.60 | -38.00' |
| TLE13003 | 425+27.65 | -48.00' |
| TLE13004 | 425+47.65 | -48.00' |
| TLE13005 | 426+82.69 | -43.00' |
| TLE13006 | 426+82.77 | -68.67' |
| TLE13007 | 426+87.81 | -68.66' |
| TLE13008 | 428+50.48 | -38.00' |
| TLE13009 | 428+50.48 | -48.00' |
| TLE13010 | 429+03.49 | -48.00' |
| TLE13011 | 429+23.48 | -43.00' |
| TLE13012 | 430+58.69 | -43.00' |
| TLE13013 | 430+58.77 | -64.98' |
| TLE13014 | 430+64.39 | -64.96' |
| TLE13015 | 431+38.69 | -43.00' |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE13016 | 434+39.03 | -43.00' |
| TLE13017 | 435+14.03 | -43.00' |
| TLE13018 | 436+54.06 | -43.00' |
| TLE13019 | 436+74.06 | -43.00' |
| TLE13020 | 435+24.30 | 48.00' |
| TLE13021 | 435+24.19 | 59.27' |
| TLE13022 | 435+14.19 | 59.17' |
| TLE13023 | 434+39.18 | 59.36' |
| TLE13024 | 434+34.18 | 59.31' |
| TLE13025 | 434+34.35 | 43.00' |
| TLE13026 | 432+98.63 | 43.00' |
| TLE13027 | 432+78.63 | 43.00' |
| TLE13028 | 432+43.63 | 43.00' |
| TLE13029 | 432+33.87 | 38.00' |
| TLE13030 | 431+73.58 | 38.00' |
| TLE13031 | 431+73.58 | 43.00' |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE13032 | 431+43.90 | 43.00' |
| TLE13033 | 431+43.80 | 88.01' |
| TLE13034 | 431+37.95 | 88.00' |
| TLE13035 | 430+63.84 | 61.37' |
| TLE13036 | 430+58.84 | 61.35' |
| TLE13037 | 430+58.88 | 43.00' |
| TLE13038 | 427+67.65 | 43.00' |
| TLE13039 | 427+64.96 | 45.64' |
| TLE13040 | 427+64.90 | 64.90' |
| TLE13041 | 427+59.86 | 64.88' |
| TLE13042 | 425+27.33 | 43.00' |
| TLE13043 | 424+82.13 | 43.00' |
| TLE13044 | 424+82.13 | 38.00' |
| TLE13045 | 423+97.76 | 38.00' |
| TLE13046 | 423+85.31 | 48.93' |
| TLE13047 | 425+52.60 | -43.00' |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP2096 | 379697.058 | 2557262.743 | CHISELED X |
| IP2101 | 379728.974 | 2557638.194 | CHISELED X |
| IP2103 | 379728.464 | 2557649.962 | 2" OD PIPE |
| IP2106 | 379887.073 | 2557943.534 | 1.25" OD PIPE |
| IP2107 | 379812.248 | 2557944.450 | 1.25" OD PIPE |
| IP2110 | 379896.171 | 2558118.053 | CHISELED X |
| IP2112 | 379897.273 | 2558167.950 | CHISELED X |
| IP2135 | 379967.243 | 2558176.478 | CHISELED X |
| IP2136 | 379991.488 | 2558005.877 | CHISELED X |
| IP2137 | 380016.449 | 2558005.335 | CHISELED X |
| IP2141 | 379948.482 | 2557362.716 | CHISELED X |
| IP2142 | 380070.093 | 2557190.684 | CHISELED X |
| IP2148 | 380137.633 | 2556822.301 | CHISELED X |
| IP2149 | 379946.153 | 2556826.386 | MAG NAIL |

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

GN

LOCATION SKETCH NOT TO SCALE




FOUND BRASS CAP
Y = 380241.849
X = 2556846.065

T 7 N R 22 E 32

S1°31'35"E 340.02' MON TO R/L

JOHN D. FULLER AND SAWMILL TRUST COMPANY AND THEIR SUCCESSOR(S) IN TRUST, AS TRUSTEES OF THE JOHN D. FULLER TRUST DATED NOVEMBER 17, 1966 AND JILL CHARLOTTE SEBASTIAN AND HER SUCCESSOR(S) IN TRUST, AS TRUSTEE OF THE JILL CHARLOTTE SEBASTIAN TRUST DATED MAY 23, 2014

THE MAENATE COMPANY, A WISCONSIN CORPORATION

TAX KEY 4311077000

WALKER'S POINT CREATIVE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY

TAX KEY 4311078100

TAX KEY 4311080000

504 NATIONAL, LLC, A WISCONSIN LIMITED LIABILITY COMPANY

TAX KEY 4311076100

G5 AND ASSOCIATES LLC, A WISCONSIN LIMITED LIABILITY COMPANY

TAX KEY 4311099110

THOMAS R. BAMBERGER

TAX KEY 4311098000

414 W. NATIONAL 53207 LLC, A WISCONSIN LIMITED LIABILITY COMPANY

TAX KEY 4311096100

BRITTAIN BROTHERS, LLC

TAX KEY 4310709000

BLOCK 104 PLOT OF LOTS 3 & 6 SUBDIVISION

BLOCK 105 PLOT OF LOTS 3 & 6 SUBDIVISION

BLOCK 106 PLOT OF LOTS 3 & 6 SUBDIVISION

BLOCK 107 MAP OF BLOCK 107 IN THE FIFTH WARD OF THE CITY OF MILWAUKEE

CITY OF MILWAUKEE

S 6TH ST

S 5TH ST

S 4TH ST

S 3RD ST

ALLEY

VACATED ALLEY

MATCHLINE

NATIONAL AVE (STH 59)

N88° 42' 55"E

N88° 09' 38"E

N88° 42' 16"E

N88° 40' 10"E

423+51.57

436+77.71

STA. 423+51.57

STA. 436+77.71

SEE SHEET 4.9

SEE SHEET 4.10

SIXTEENTH LINE

QUARTER LINE

S1°31'35"E 2270.11' R/L TO MON

TLE FOR SIDEWALK REPLACEMENT (144)

TLE FOR DRIVEWAY AND SIDEWALK REPLACEMENT (150)

TLE FOR DRIVEWAY AND SIDEWALK REPLACEMENT (149)

TLE FOR DRIVEWAY AND SIDEWALK REPLACEMENT (151)

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING (152)

TLE FOR DRIVEWAY, SIDEWALK REPLACEMENT AND SLOPE GRADING (153)

TLE FOR SIDEWALK REPLACEMENT, DRIVEWAY AND SLOPE GRADING (154)

TLE FOR SIDEWALK REPLACEMENT (156)

TLE FOR DRIVEWAY (146)

TLE FOR SIDEWALK REPLACEMENT (148)

TLE FOR SIDEWALK REPLACEMENT AND DRIVEWAY (147)

TLE FOR SIDEWALK REPLACEMENT (157)

TLE FOR SIDEWALK REPLACEMENT (158)

TLE FOR SIDEWALK REPLACEMENT (152)

TLE FOR SIDEWALK REPLACEMENT AND DRIVEWAY (162)

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING (164)

TLE FOR DRIVEWAY AND SLOPE GRADING (166)

TLE FOR DRIVEWAY, SLOPE GRADING AND SIDEWALK REPLACEMENT (167)

TLE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING (163)

TLE FOR SIDEWALK REPLACEMENT (161)

RODRIGO LOPEZ & LORENZO LOPEZ
TAX KEY 4310708100

APP PROPERTY MANAGEMENT, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
LOT 11
TAX KEY 4311067110

NATIONAL BLOCK HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4311050000

MILWAUKEE METROPOLITAN SEWERAGE DISTRICT CONSERVATION EASEMENT DOC. 10952570

CITY OF MILWAUKEE
TAX KEY 4311040000

NATIONAL BLOCK, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4311049000

CITY OF MILWAUKEE
TAX KEY 4311108000

JOHN L. CHAPLOCK
TAX KEY 4311036100

CONCORDE INVESTMENTS LLC
TAX KEY 4311020000

ADAM BRISSMAN
TAX KEY 4311021000

V & N NASH REAL ESTATE GROUP, LLC
TAX KEY 4311006000

217 NATIONAL, LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4311004100

HUMBLED HANDS LLC, A WISCONSIN LIMITED LIABILITY COMPANY
TAX KEY 4311039000
4311039000

BLOCK 100 PLOT OF LOTS 3 & 6 SUBDIVISION

BLOCK 101 PLOT OF LOTS 3 & 6 SUBDIVISION

BLOCK 102 PLOT OF LOTS 3 & 6 SUBDIVISION

BLOCK 103 PLOT OF LOTS 3 & 6 SUBDIVISION

MILWAUKEE

COMPUTED PER TIES
Y = 377632.650
X = 2556915.586

T 6 N R 22 E 5

(202) WE ENERGIES (ELECTRIC)
DOC. 3466682 - PAR. 156

(203) AT & T (COMMUNICATIONS)
DOC. 3466682 - PAR. 156

| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| NATIONAL AVENUE | PLOT OF LOTS 3 & 6 | 76 | 1845 |
| SOUTH 6TH STREET | PLOT OF LOTS 3 & 6 | VARIES | 1845 |
| SOUTH 5TH STREET | PLOT OF LOTS 3 & 6 | 75 | 1845 |
| SOUTH 4TH STREET | PLOT OF LOTS 3 & 6 | 75 | 1845 |
| SOUTH 3RD STREET | PLOT OF LOTS 3 & 6 | 75 | 1845 |

REVISION DATE
3/14/2025 - NC
7/7/2025 - NC
9/16/2026 - NC

DATE 12/05/2024

GRID FACTOR 1.0000000

SCALE, FEET 0 50 100

HWY: NATIONAL AVE. (STH 59)

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 2410-10-21

CONSTRUCTION PROJECT NUMBER 2410-10-71

PLAT SHEET 4.9

PS&E SHEET 872

E

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 09

PLOT DATE : 9/16/2026 12:45 PM

PLOT BY : TODD COPISKEY

PLOT NAME :

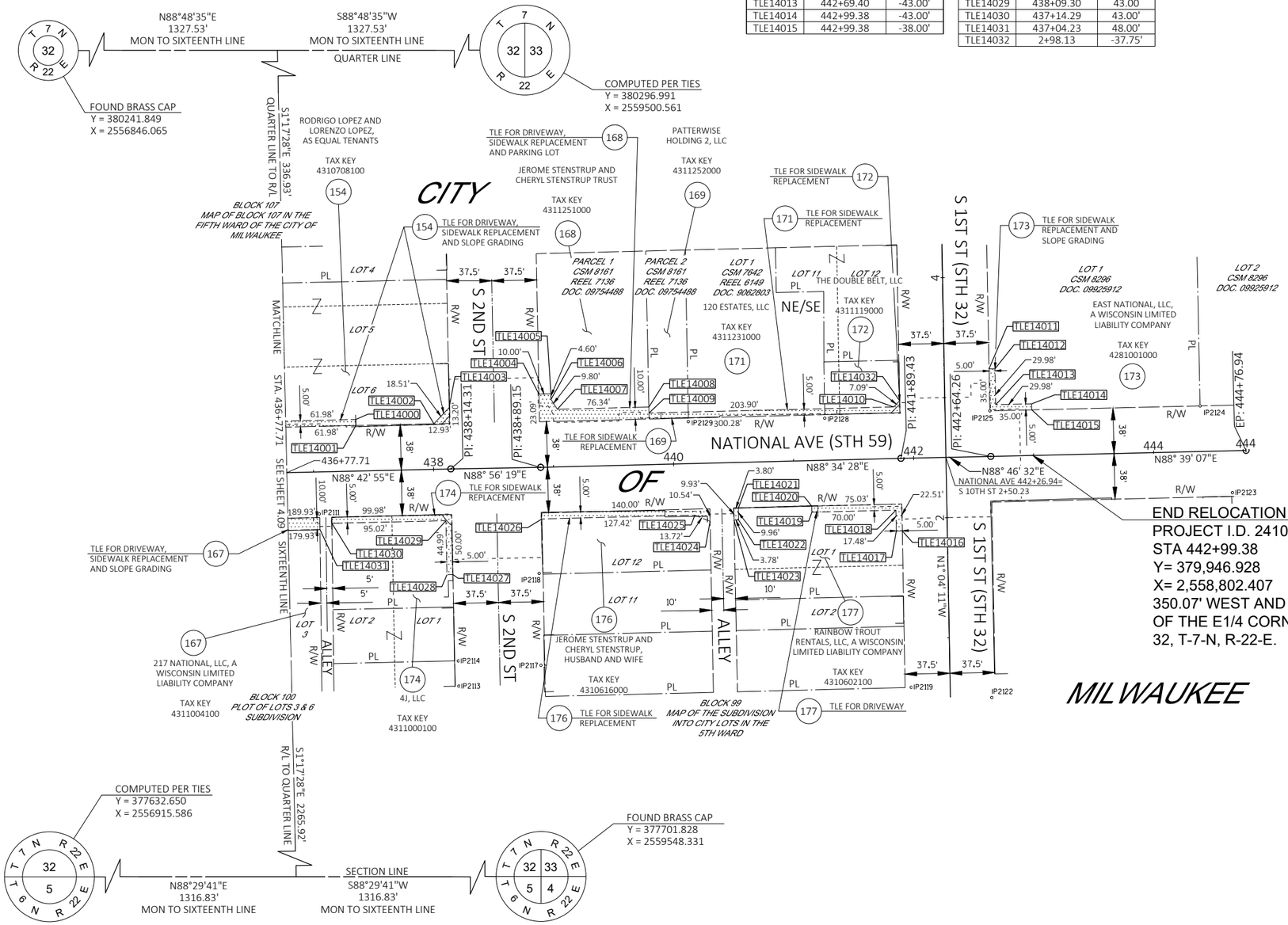
WISDOT/CADDS SHEET 75

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

ALL TLES INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE14000 | 437+36.05 | -43.00' |
| TLE14001 | 437+36.05 | -38.00' |
| TLE14002 | 438+01.13 | -38.00' |
| TLE14003 | 438+14.10 | -51.20' |
| TLE14004 | 438+88.90 | -61.09' |
| TLE14005 | 438+99.28 | -61.04' |
| TLE14006 | 438+99.26 | -56.44' |
| TLE14007 | 439+04.25 | -48.00' |
| TLE14008 | 439+80.59 | -48.00' |
| TLE14009 | 439+80.57 | -43.00' |
| TLE14010 | 2+93.13 | -37.75' |
| TLE14011 | 442+64.55 | -73.00' |
| TLE14012 | 442+69.55 | -72.98' |
| TLE14013 | 442+69.40 | -43.00' |
| TLE14014 | 442+99.38 | -43.00' |
| TLE14015 | 442+99.38 | -38.00' |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT NO. | STATION | OFFSET |
| TLE14016 | 441+89.06 | 60.51' |
| TLE14017 | 441+84.06 | 60.48' |
| TLE14018 | 441+84.18 | 43.00' |
| TLE14019 | 441+14.18 | 43.00' |
| TLE14020 | 441+14.18 | 38.00' |
| TLE14021 | 440+53.03 | 38.00' |
| TLE14022 | 440+52.95 | 47.96' |
| TLE14023 | 440+49.17 | 47.93' |
| TLE14024 | 440+29.17 | 48.54' |
| TLE14025 | 440+16.62 | 43.00' |
| TLE14026 | 438+89.20 | 43.00' |
| TLE14027 | 438+14.52 | 88.00' |
| TLE14028 | 438+09.18 | 87.99' |
| TLE14029 | 438+09.30 | 43.00 |
| TLE14030 | 437+14.29 | 43.00' |
| TLE14031 | 437+04.23 | 48.00' |
| TLE14032 | 2+98.13 | -37.75' |




END RELOCATION ORDER
PROJECT I.D. 2410-10-21
STA 442+99.38
Y= 379,946.928
X= 2,558,802.407
350.07' WEST AND 698.15' SOUTH
OF THE E1/4 CORNER OF SEC.
32, T-7-N, R-22-E.




| HWY | BASIS OF EXISTING R/W | R/W WIDTH | YEAR |
|---|---|---|---|
| NATIONAL AVENUE | PLOT OF LOTS 3 & 6 | 76 | 1845 |
| | MAP OF THE SUBDIVISION INTO CITY LOTS OF BLOCK 99 IN THE 5TH WARD | 76 | 1865 |
| | MAP OF SUBDIVISION OF BLOCK 107 IN THE FIFTH WARD OF THE CITY OF MILWAUKEE | 76 | 1870 |
| | CSM 8161 | 76 | 2009 |
| | CSM 7642 | 76 | 2005 |
| | CSM 8296 | 76 | 2010 |
| SOUTH 2ND STREET | PLOT OF LOTS 3 & 6 | 75 | 1845 |
| | MAP OF THE SUBDIVISION INTO CITY LOTS OF BLOCK 99 IN THE 5TH WARD | 75 | 1865 |
| | MAP OF SUBDIVISION OF BLOCK 107 IN THE FIFTH WARD OF THE CITY OF MILWAUKEE | 75 | 1870 |
| | CSM 8161 | 75 | 2009 |
| SOUTH 1ST STREET | PLOT OF LOTS 3 & 6 | 75 | 1845 |
| | MAP OF THE SUBDIVISION INTO CITY LOTS OF BLOCK 99 IN THE 5TH WARD | 75 | 1865 |
| | MAP OF SUBDIVISION OF BLOCK 107 IN THE FIFTH WARD OF THE CITY OF MILWAUKEE | 75 | 1870 |
| | CSM 7642 | 75 | 2005 |
| | CSM 8296 | 75 | 2010 |

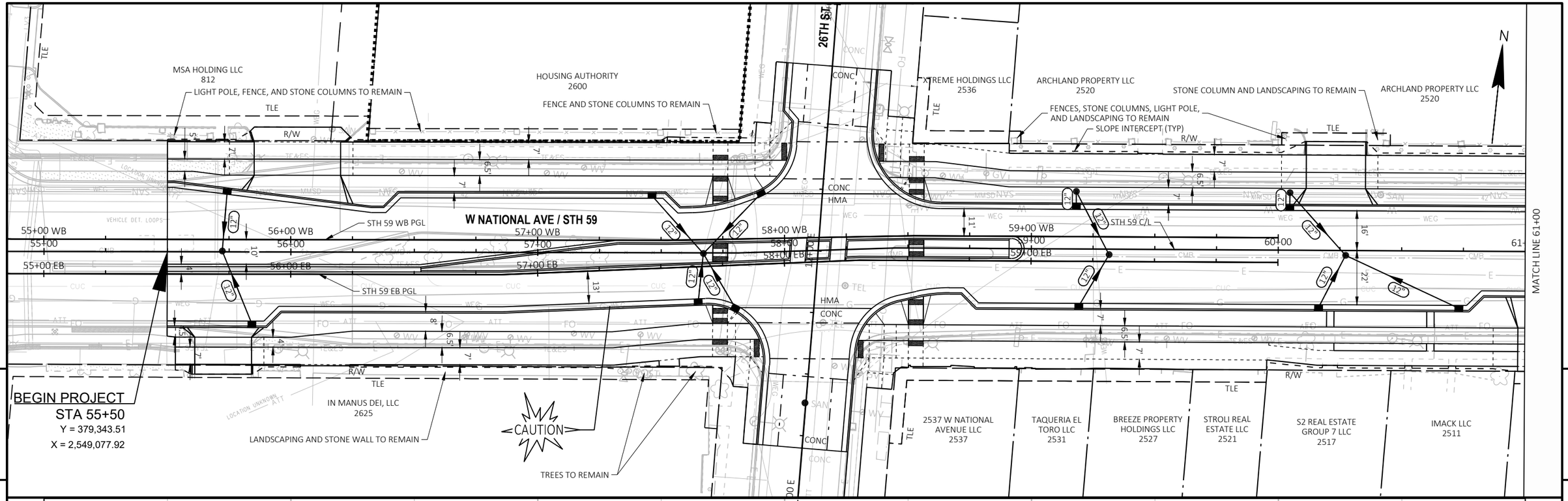
| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y (NORTHING) | X (EASTING) | DESCRIPTION |
| IP2111 | 379898.188 | 2558207.938 | CHISELED X |
| IP2113 | 379754.775 | 2558324.146 | CHISELED X |
| IP2114 | 379775.706 | 2558323.733 | CHISELED X |
| IP2117 | 379772.090 | 2558392.572 | CHISELED X |
| IP2118 | 379848.620 | 2558391.079 | CHISELED X |
| IP2122 | 379745.161 | 2558768.137 | CHISELED X |
| IP2123 | 379915.962 | 2558968.627 | CHISELED X |
| IP2124 | 379988.215 | 2558941.660 | CHISELED X |
| IP2125 | 379984.094 | 2558766.523 | CHISELED X |
| IP2128 | 379977.932 | 2558628.933 | CHISELED X |
| IP2129 | 379975.104 | 2558515.284 | CHISELED X |

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERY CORNER.

REVISION DATE
3/14/2025 - NC
7/7/2025
9/16/2026 - NC

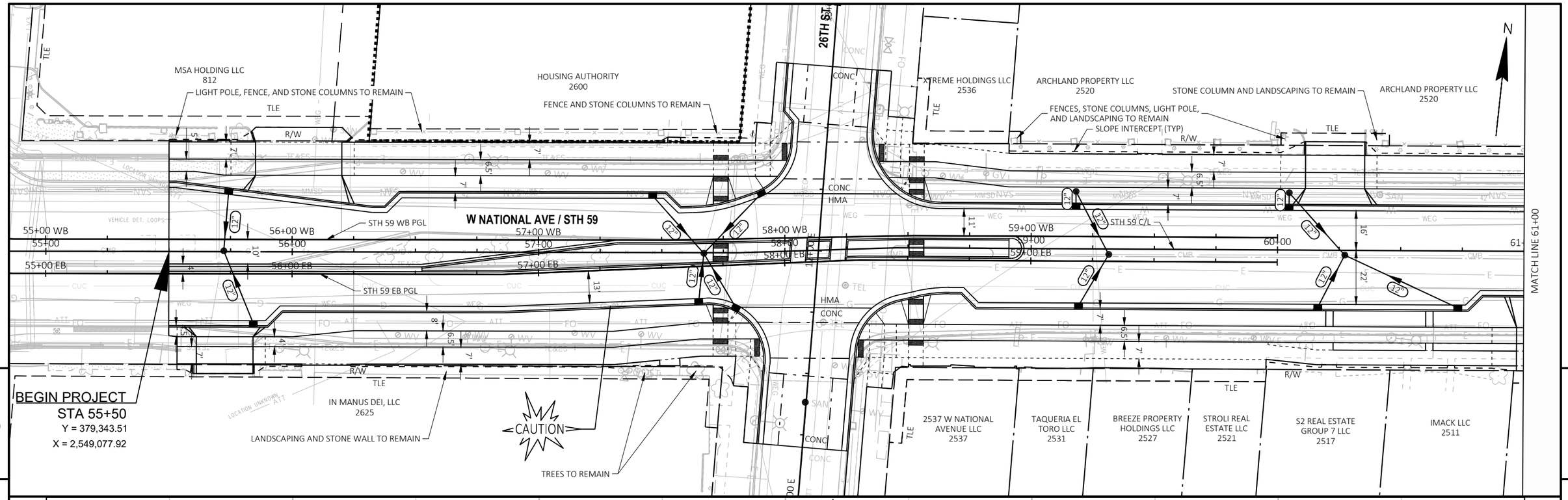
DATE 12/05/2024
GRID FACTOR 1.0000000
SCALE, FEET 0 50 100
HWY: NATIONAL AVE. (STH 59)
COUNTY: MILWAUKEE
STATE R/W PROJECT NUMBER 2410-10-21
CONSTRUCTION PROJECT NUMBER 2410-10-71
PLAT SHEET 4.10
PS&E SHEET 873
E

FILE NAME : 040101-RP-2410-10-21.DWG
LAYOUT NAME - 10
PLOT DATE : 9/16/2026 12:45 PM
PLOT BY : TODD COPISKEY
PLOT NAME :



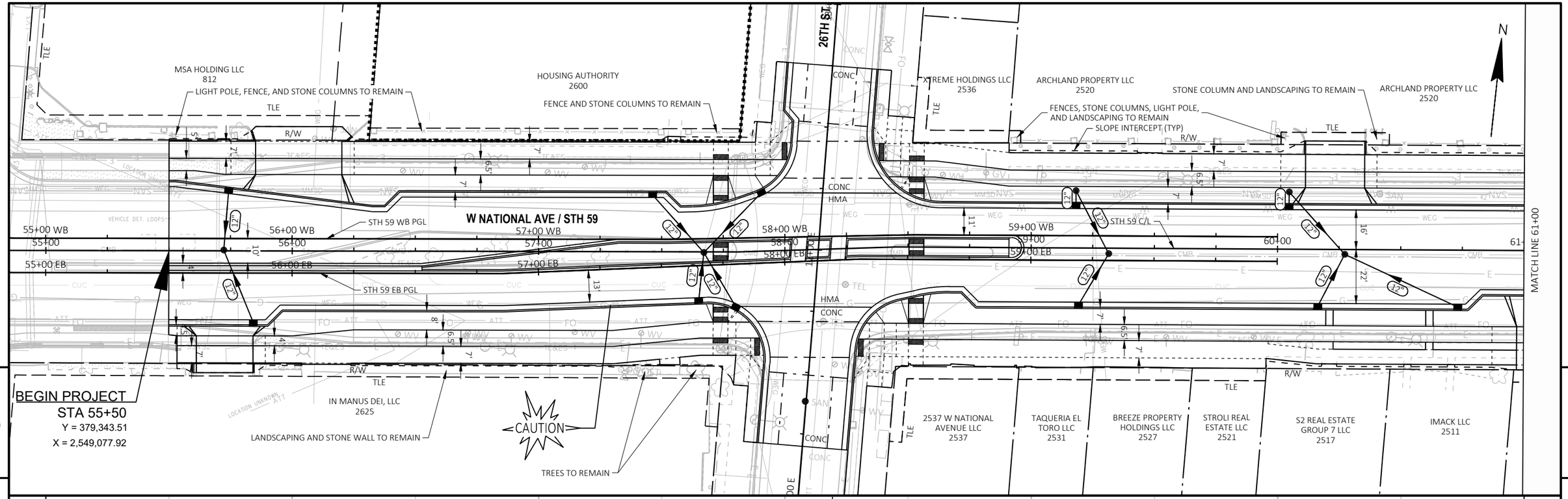

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (EB PGL) | SHEET 874 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 01-eb
PLOT DATE : 7/21/2026 9:45 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

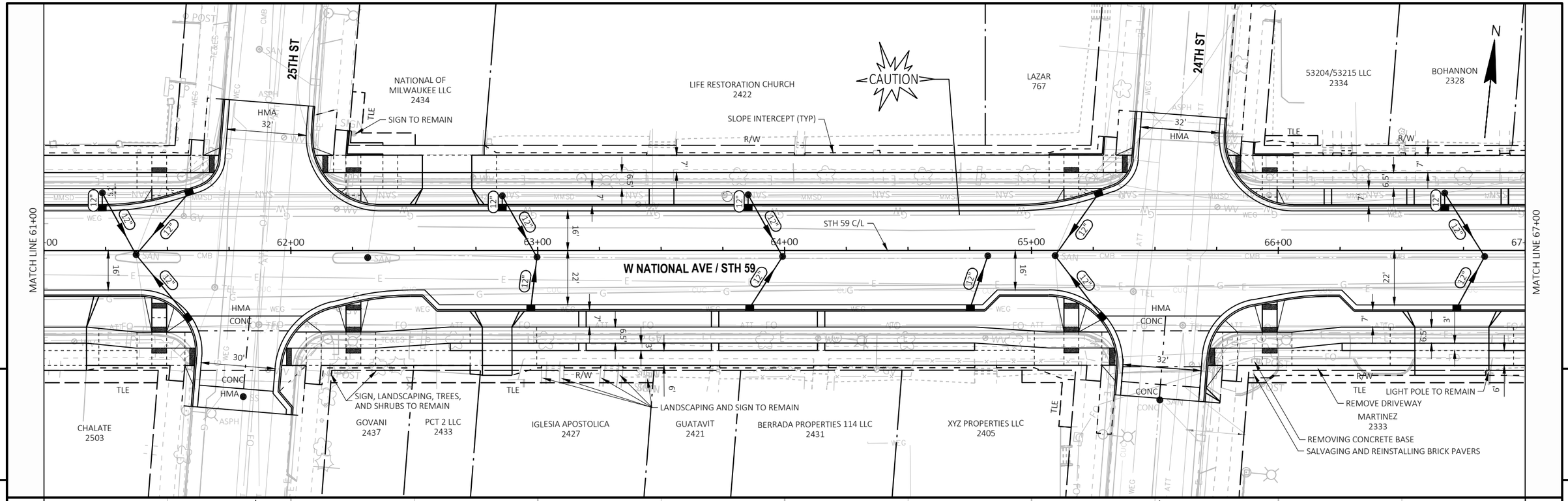



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (WB PGL) | SHEET 875 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 01-wb
PLOT DATE : 7/21/2026 9:46 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 876 | E |
|---|---|---|---|---|---|

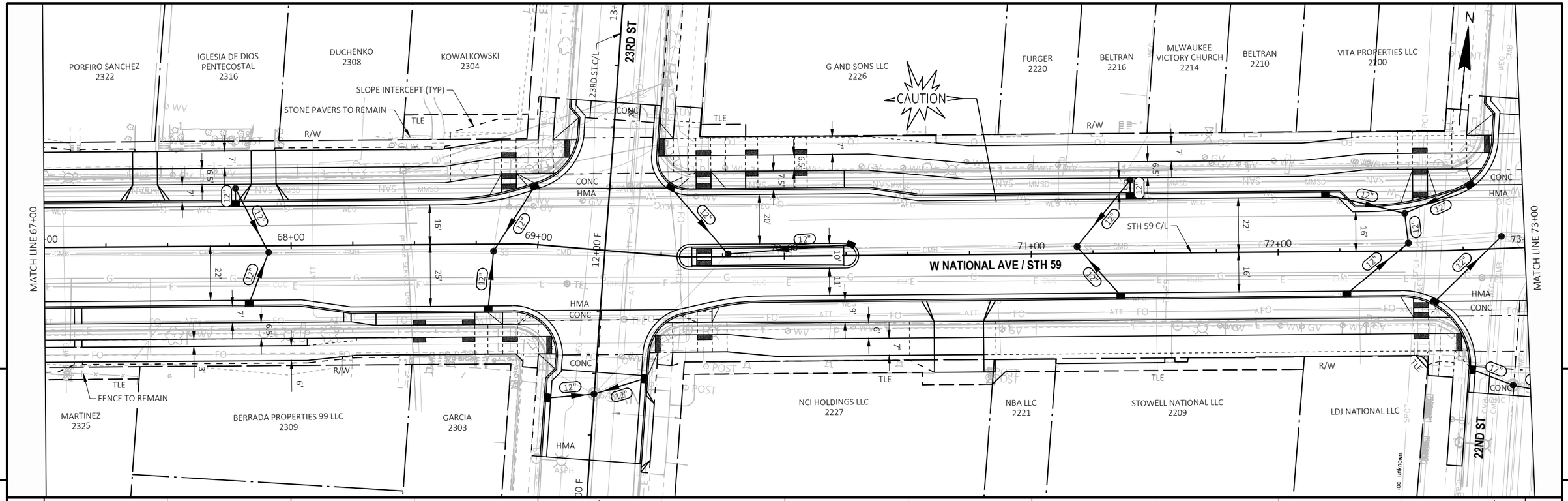


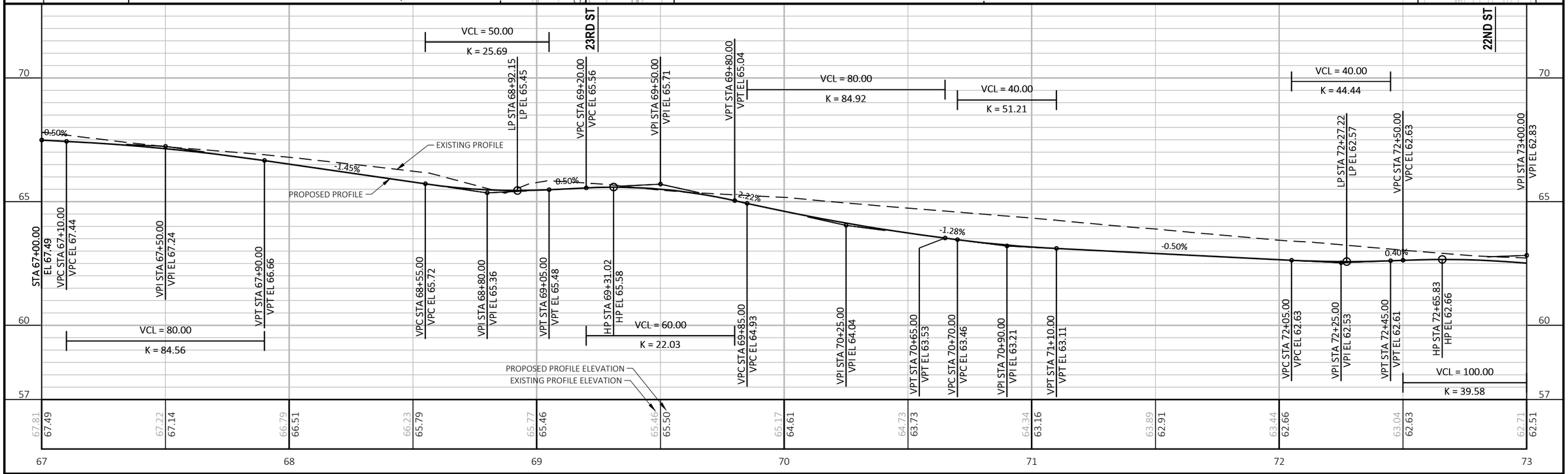

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 877 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 02

PLOT DATE : 7/21/2026 9:48 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

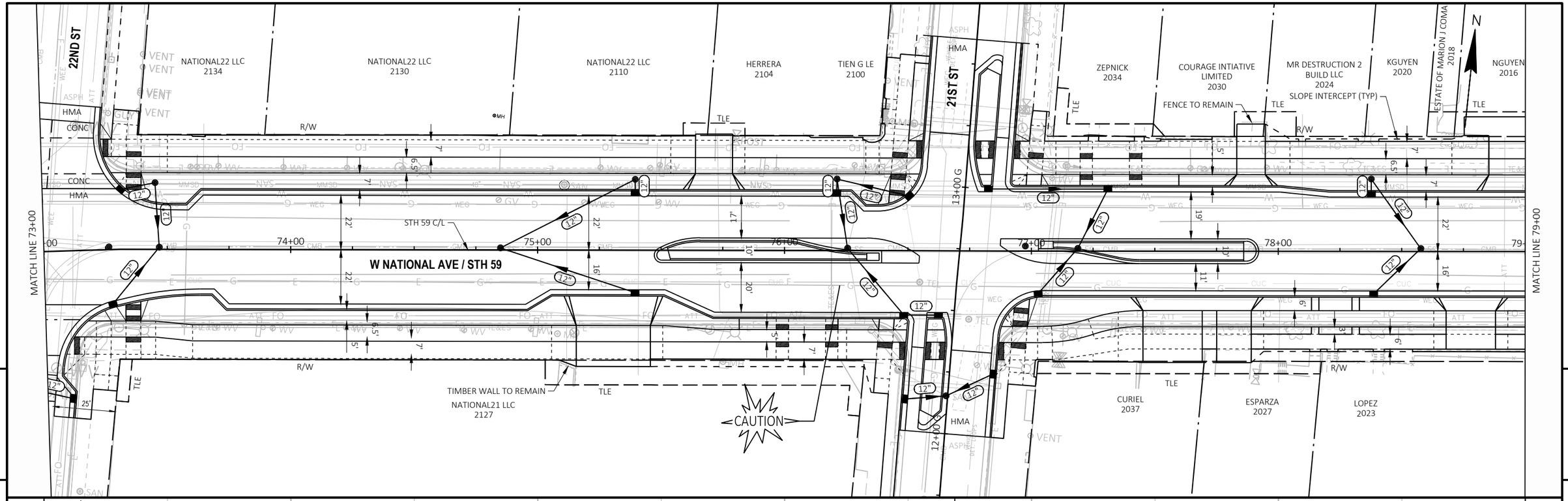
WISDOT/CADDS SHEET 44

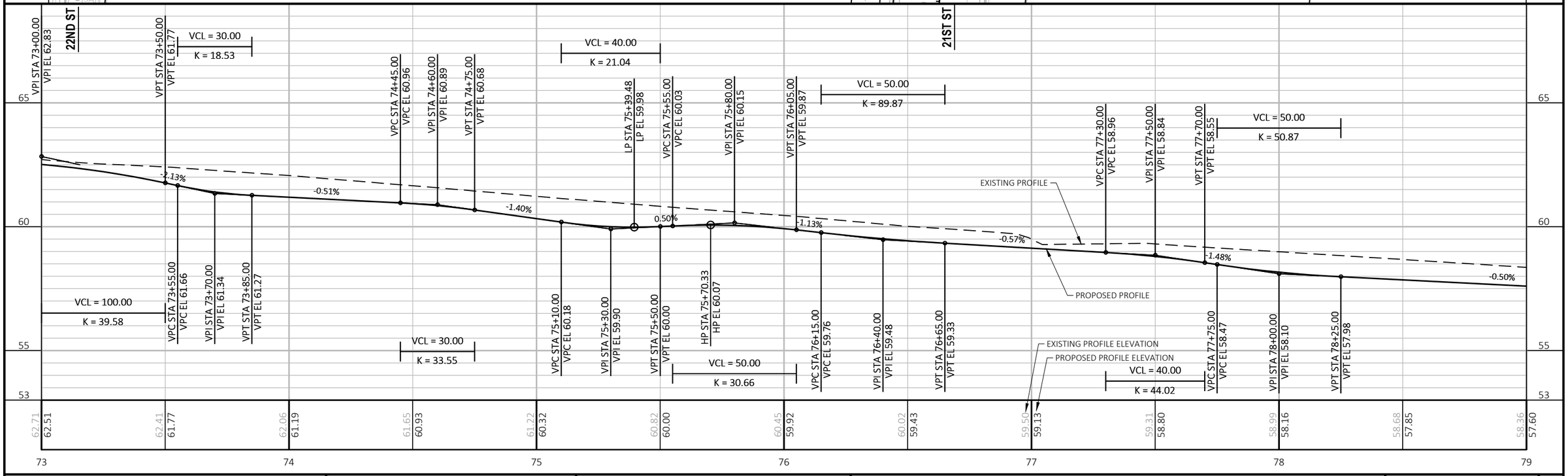



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 878 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 03
PLOT DATE : 7/21/2026 9:49 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 879 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 04
PLOT DATE : 7/21/2026 9:49 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

MATCH LINE 79+00

MATCH LINE 85+00

5

5

LOS ENRIQUES PROPERTIES LLC 2006

LOS ENRIQUES PROPERTIES LLC 2000

20TH ST

NDC LLC 1920

CAUTION

N

POLE TO REMAIN

BOLLARDS AND SIGN TO REMAIN

LANDSCAPING, SHRUBS, AND FENCE TO REMAIN

SLOPE INTERCEPT (TYP)

TLE

R/W

CONC

HMA

32'

40'

STH 59 C/L

W NATIONAL AVE / STH 59

80+00

81+00

82+00

83+00

84+00

RAISED PLANTERS TO REMAIN

LOPEZ 2007

LAO 1925

SHRUBS, FENCE, AND COLUMNS TO REMAIN

NOOR PROPERTY LLC 1831

SIGN TO REMAIN

19TH ST

HMA 36'

VCL = 40.00
K = 30.77

VCL = 50.00
K = 44.38

VCL = 50.00
K = 50.00

VCL = 50.00
K = 271.29

VCL = 80.00
K = 32.97

VCL = 50.00
K = 42.22

LP STA 79+70.38
LP EL 57.29

VPC STA 79+55.00
VPC EL 57.33

VPI STA 79+75.00
VPI EL 57.23

VPT STA 79+95.00
VPT EL 57.39

VPC STA 80+00.00
VPC EL 57.43

HP STA 80+26.37
HP EL 57.53

VPI STA 80+40.00
VPI EL 57.75

VPT STA 80+80.00
VPT EL 57.10

VPC STA 80+90.00
VPC EL 56.93

VPI STA 81+15.00
VPI EL 56.53

VPT STA 81+40.00
VPT EL 56.40

VPC STA 82+00.00
VPC EL 56.10

LP STA 82+25.00
LP EL 56.04

VPI STA 82+25.00
VPI EL 55.98

VPC STA 82+55.00
VPC EL 56.13

VPT STA 82+50.00
VPT EL 56.10

VPI STA 82+80.00
VPI EL 56.25

HP STA 82+76.11
HP EL 56.18

VPT STA 83+05.00
VPT EL 56.08

VPC STA 84+20.00
VPC EL 55.29

VPI STA 84+45.00
VPI EL 55.12

VPT STA 84+70.00
VPT EL 55.00

0.80%

1.63%

-0.50%

0.50%

-0.68%

EXISTING PROFILE

PROPOSED PROFILE

PROPOSED PROFILE ELEVATION

EXISTING PROFILE ELEVATION

60

55

50

49

58.36 57.60 | 58.03 57.35 | 57.71 57.43 | 57.55 57.45 | 57.31 56.78 | 57.10 56.35 | 56.84 56.10 | 56.65 56.10 | 56.46 56.11 | 56.23 55.77 | 56.07 55.43 | 55.90 55.11 | 55.71 54.85

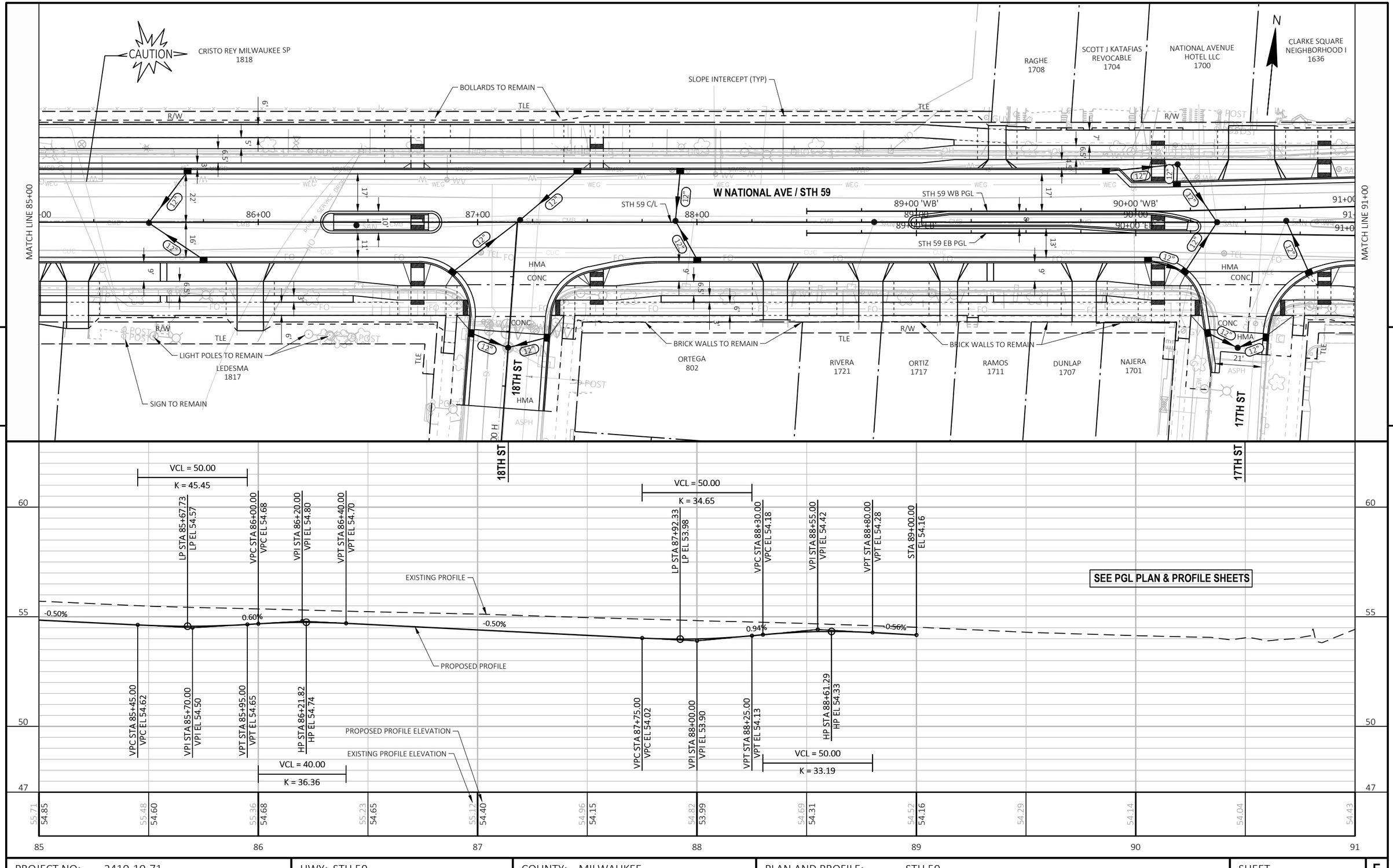
79 80 81 82 83 84 85

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 880 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 05

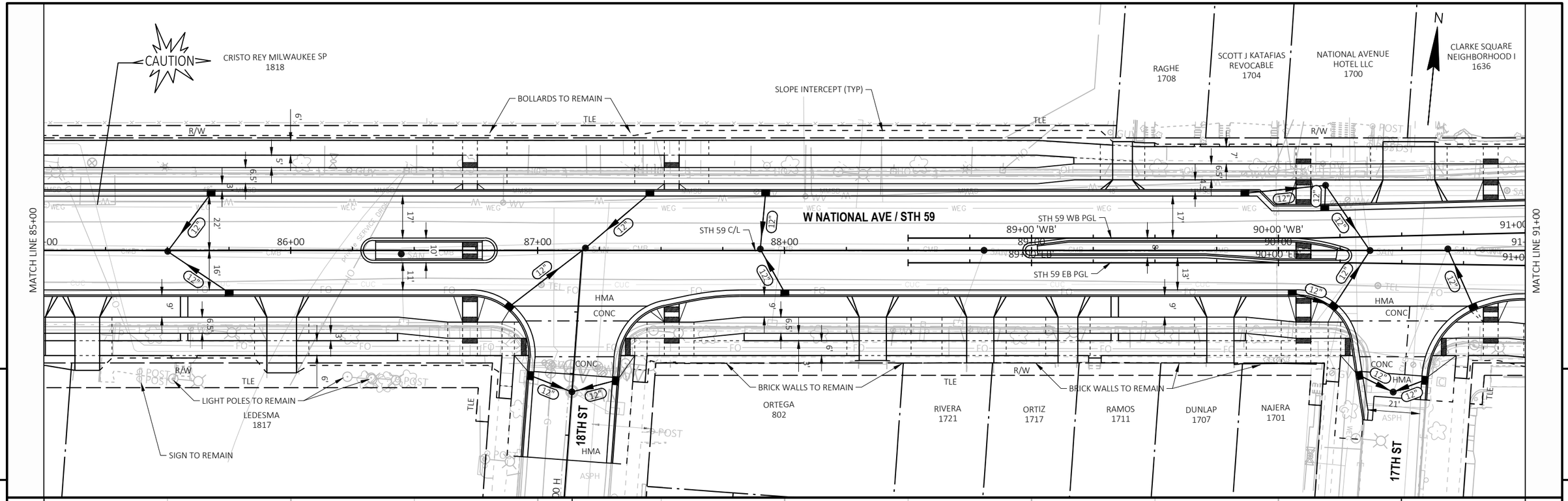
PLOT DATE : 7/21/2026 9:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



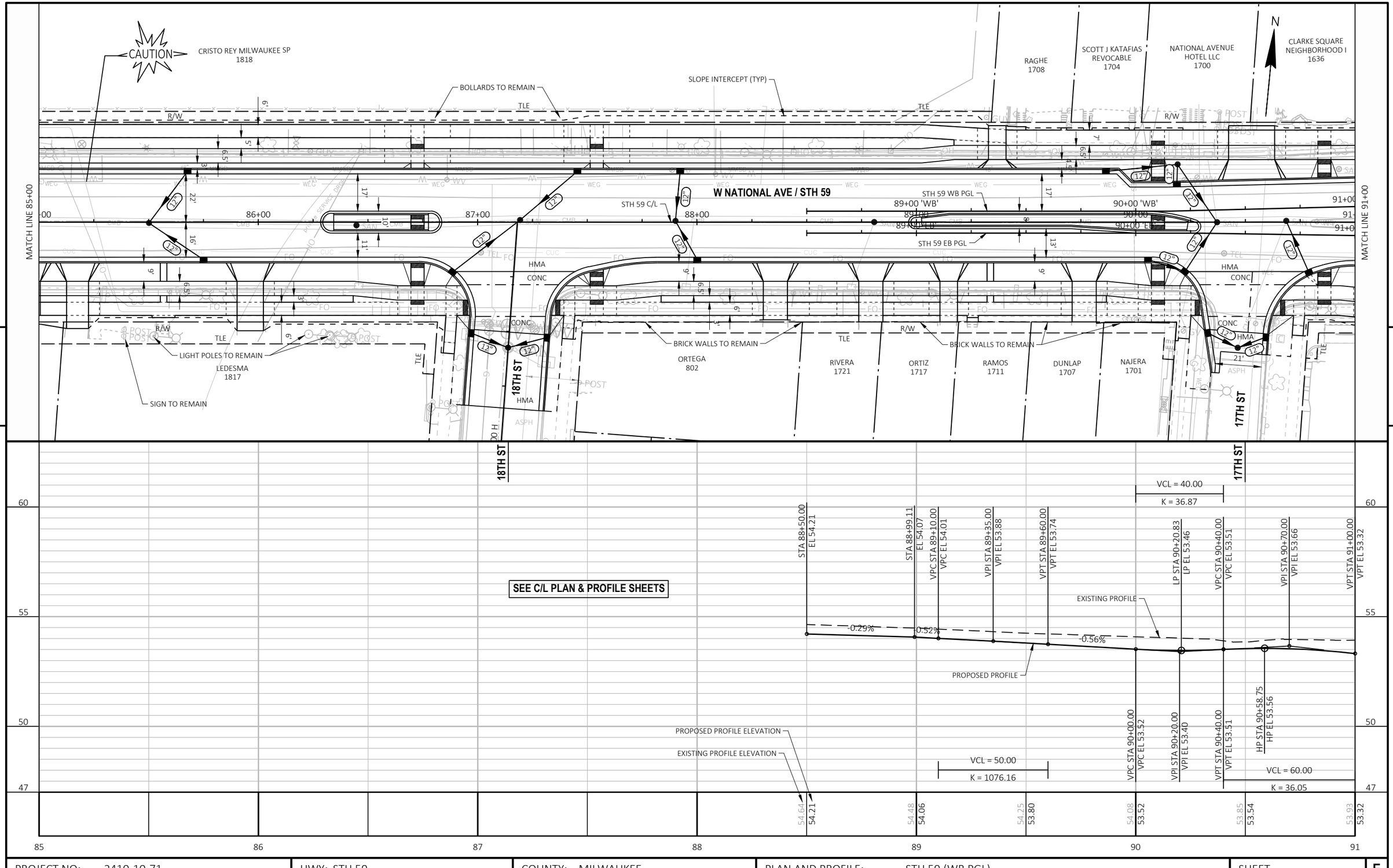

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 881 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 06
PLOT DATE : 7/21/2026 9:51 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

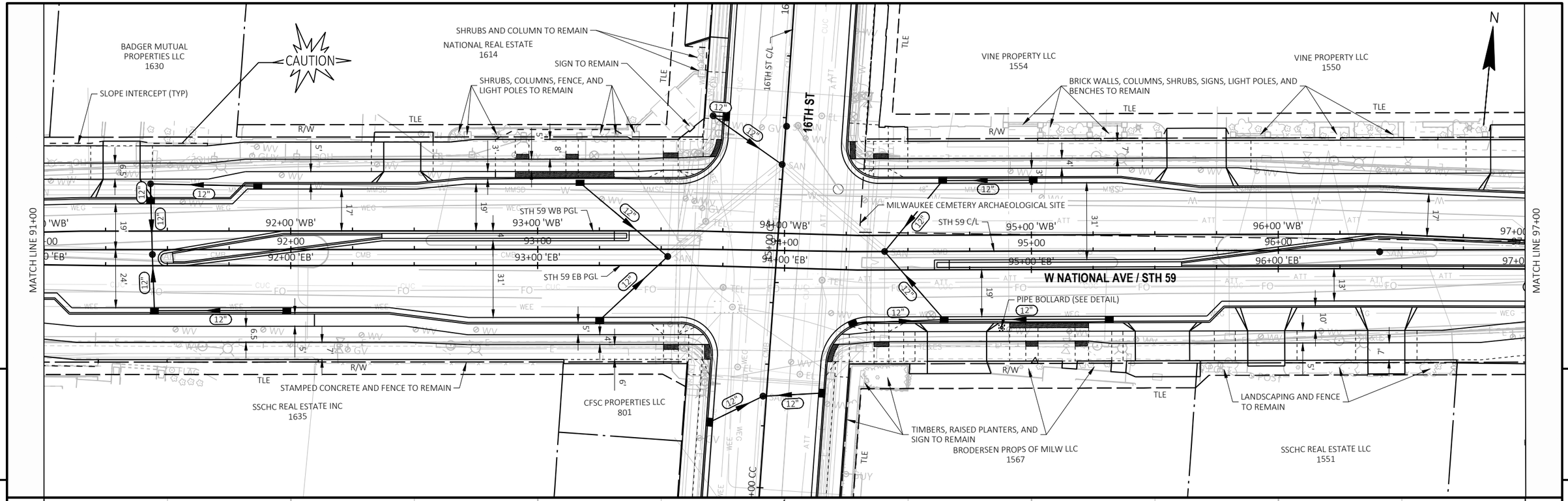


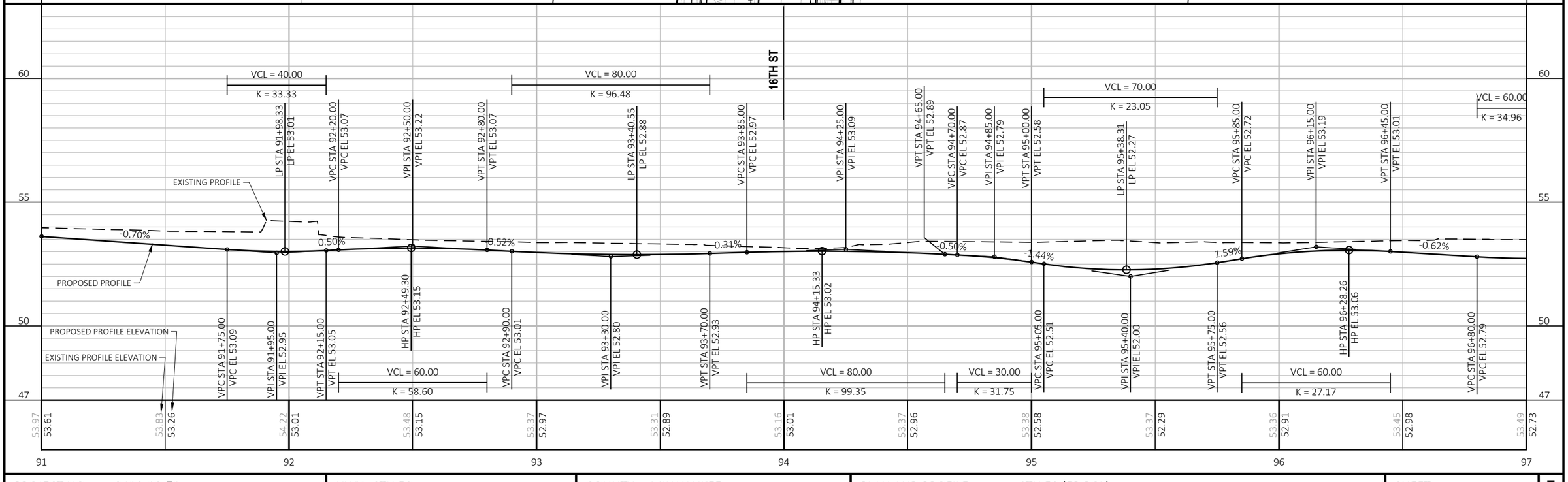

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (EB PGL) | SHEET 882 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 06-eb
PLOT DATE : 7/21/2026 9:51 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



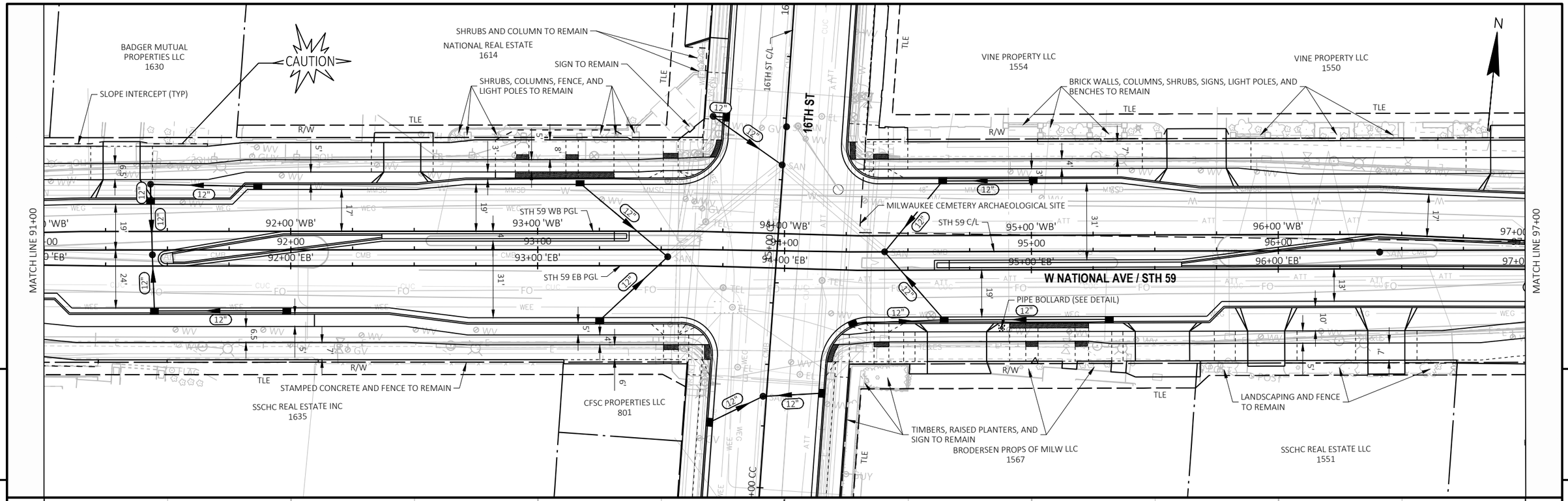

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (WB PGL) | SHEET 883 | E |
|---|---|---|---|---|---|




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PLOT: STH 59 (EB PGL) | SHEET 884 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 07-eb
PLOT DATE : 7/21/2026 9:53 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (WB PGL) | SHEET 885 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 07-wb

PLOT DATE : 7/21/2026 9:53 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE 97+00

MATCH LINE 103+00

5

5

VINE PROPERTY LLC
1538

HOLDINGS LLC
1530

CDM WISCONSIN PROPERTIES
1516

BM WHOLESALE PROPERTY LLC
1500

ASTRONAUTICS CORPORATION
1412

N

COLUMNS, FENCE, AND LANDSCAPING TO REMAIN

TLE

R/W

EXISTING LANDSCAPING TO REMAIN

EXISTING STONE PAVERS TO REMAIN

EXISTING IRRIGATION SYSTEM TO REMAIN

STH 59 WB PGL

STH 59 EB PGL

STH 59 C/L

MILWAUKEE CEMETERY ARCHAEOLOGICAL SITE

W NATIONAL AVE / STH 59

HMA

CONC

FENCE TO REMAIN

SLOPE INTERCEPT (TYP)

SIGN TO REMAIN

CAUTION

15TH ST

HOLDINGS LLC
1545

EV NATIONAL LLC
1527

NATIONAL HOTEL
MILWAUKEE
1515

BM WHOLESALE
PROPERTY LLC
1507

HUERTA
1437

VILLALOBOS
1433

ANN HER
1429

MUSKEGO VENTURES LLC
1425

HAND IN GLOVE LLC
807

SEE C/L PLAN & PROFILE SHEETS

EXISTING PROFILE

PROPOSED PROFILE

EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

VCL = 60.00
K = 34.96

VCL = 50.00
K = 27.75

VCL = 40.00
K = 39.30

VCL = 50.00
K = 144.17

VCL = 40.00
K = 22.45

VCL = 50.00
K = 30.86

VCL = 30.00
K = 15.89

1.10%

0.68%

1.12%

0.52%

0.86%

-1.02%

-0.03%

LP STA 97+01.54
LP EL 52.73

VPC STA 97+50.00
VPC EL 53.05

VPI STA 97+70.00
VPI EL 53.27

VPT STA 97+90.00
VPT EL 53.13

LP STA 98+18.92
LP EL 53.00

VPC STA 98+55.00
VPC EL 53.23

VPI STA 98+80.00
VPI EL 53.51

VPT STA 99+05.00
VPT EL 53.38

LP STA 99+24.65
LP EL 53.34

VPC STA 100+60.00
VPC EL 54.11

VPI STA 100+75.00
VPI EL 54.23

VPT STA 100+90.00
VPT EL 54.08

STA 101+00.00
EL 54.05

VPI STA 97+10.00
VPI EL 52.61

VPT STA 97+40.00
VPT EL 52.94

HP STA 97+74.69
HP EL 53.18

VPC STA 98+00.00
VPC EL 53.06

VPI STA 98+25.00
VPI EL 52.89

VPT STA 98+50.00
VPT EL 53.17

HP STA 98+89.57
HP EL 53.42

VPC STA 99+05.00
VPC EL 53.38

VPI STA 99+25.00
VPI EL 53.28

VPT STA 99+45.00
VPT EL 53.39

VPC STA 100+00.00
VPC EL 53.67

VPI STA 100+25.00
VPI EL 53.80

VPT STA 100+50.00
VPT EL 54.02

HP STA 100+73.74
HP EL 54.16

STA 100+93.07
EL 54.05

53.49 52.73 | 53.57 53.05 | 53.73 53.06 | 53.86 53.17 | 53.94 53.41 | 54.11 53.41 | 54.31 53.67 | 54.58 54.02 | 54.61 54.05

60 55 50 47

97 98 99 100 101 102 103

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (EB PGL) | SHEET 886 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 08-eb

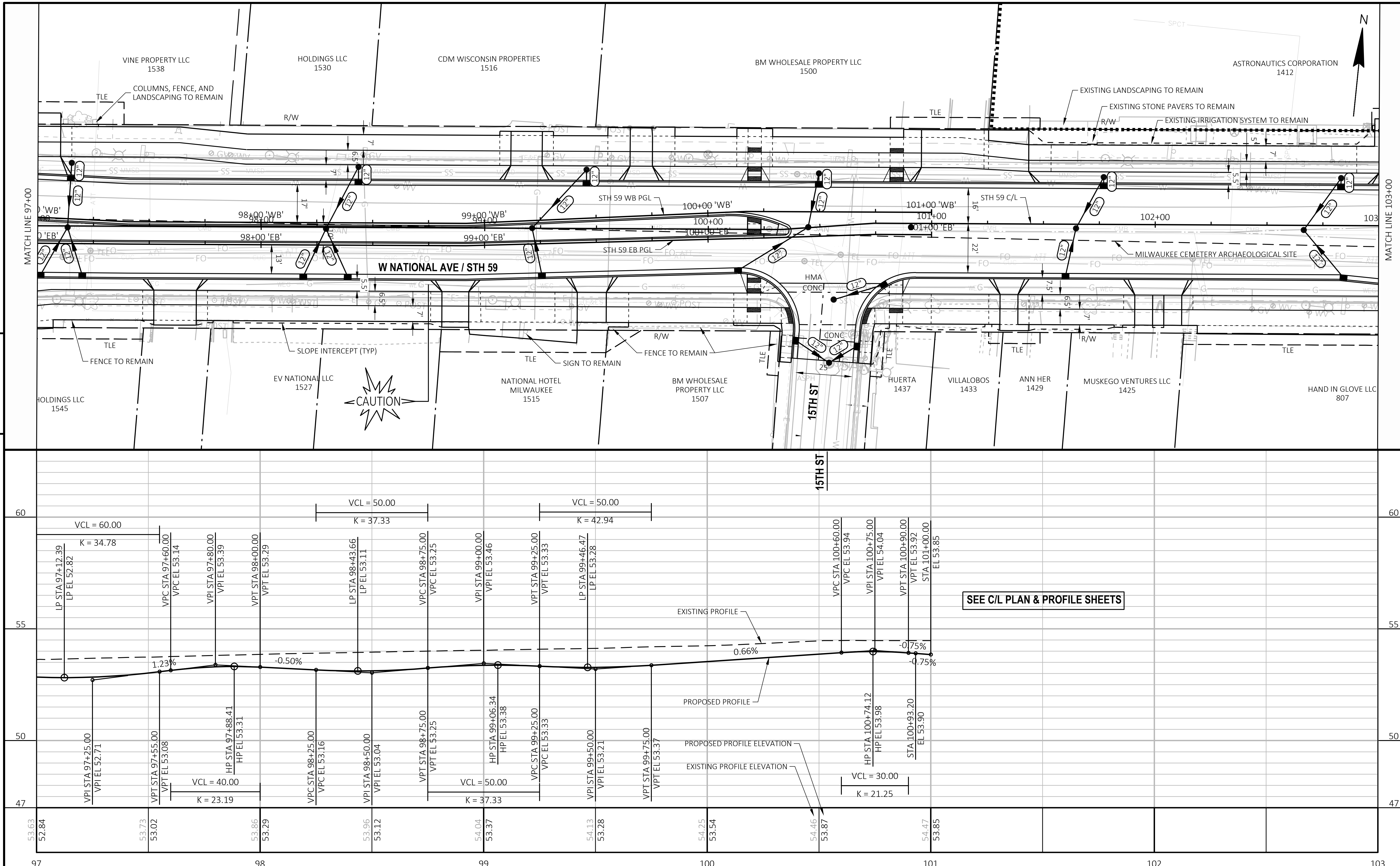
PLOT DATE : 7/21/2026 9:54 AM

PLOT BY : AXT, ANDREW

PLOT NAME :

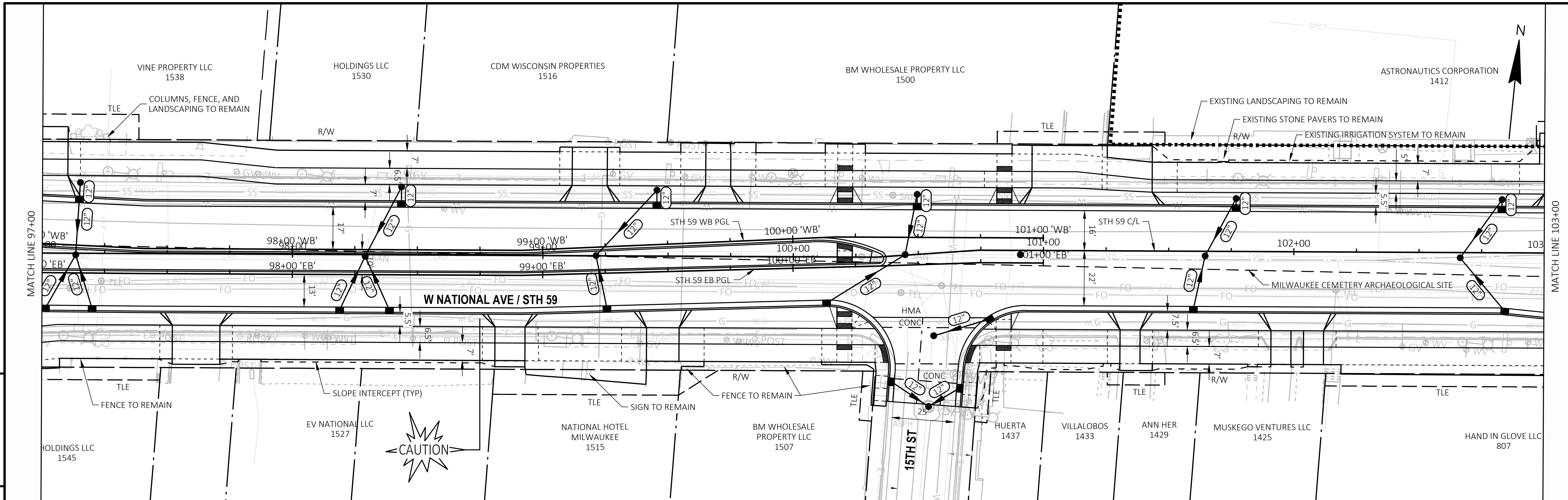
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (WB PGL) | SHEET 887 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 08-wb
PLOT DATE : 7/21/2026 9:55 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44







PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 888 | E

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 08
PLOT DATE : 7/21/2026 9:56 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

PI STA = 106+26.69
Y = 379846.564
X = 2554129.189
DELTA = 4°23'58" RT
D = 11°07'31"
T = 19.78'
L = 39.55'
R = 515.00'
PC STA = 106+06.90
PT STA = 106+46.45

ASTRONAUTICS CORPORATION 1412
VENEGAS 1334
CITY OF MILW REDEV AUTH 1333
CITY OF MILW REDEV AUTH 1320
VALONA LTD PARTNERSHIP 1314
DAVIS 1306
DAVIS 1306
LORENZ 1230
COYOLT 1226
1222 LLC 1222

IRRIGATION SYSTEM TO REMAIN
SALVAGING AND REINSTALLING STONE PAVERS
FENCE AND BOLLARDS TO REMAIN
FENCE TO REMAIN
LIGHT POLE TO REMAIN
BUCK MOUNDS ARCHAEOLOGICAL SITE
MILWAUKEE CEMETERY ARCHAEOLOGICAL SITE
W NATIONAL AVE / STH 59
STH 59 C/L
SLOPE INTERCEPT (TYP)
SHRUBS TO REMAIN
STONE WALLS TO REMAIN
CAUTION
14TH ST
MATCH LINE 103+00
MATCH LINE 109+00

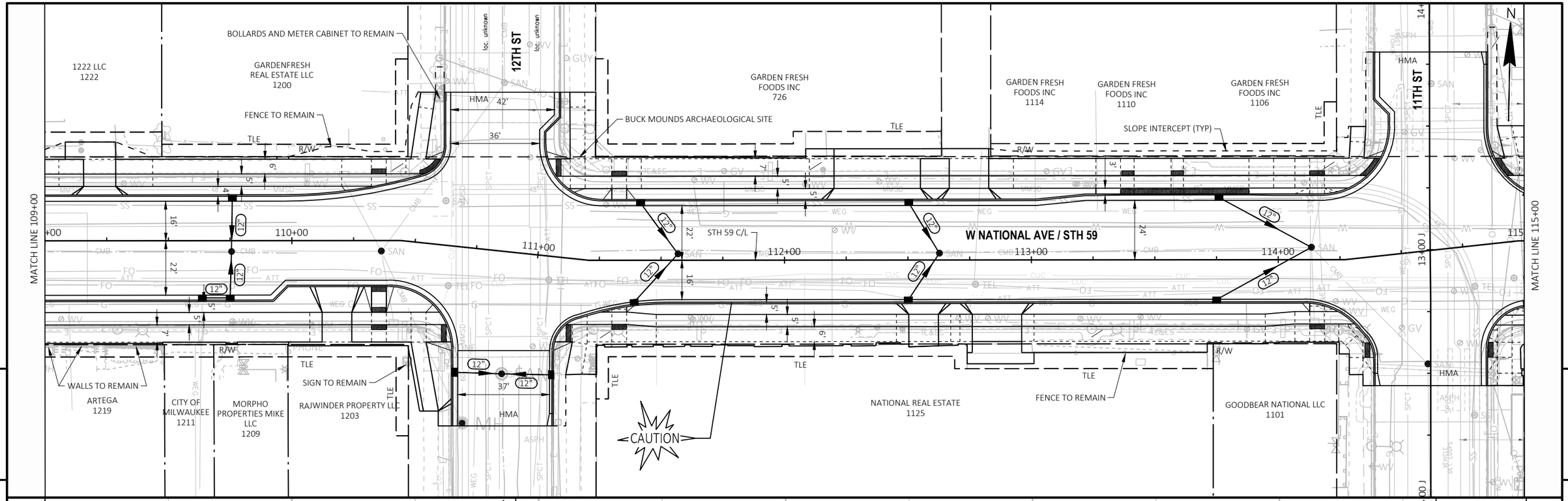
THIRTEEN31 PLACE APARTMENTS 1331
THIRTEEN31 PLACE APARTMENTS 1331
S2 REAL ESTATE GROUP 7 LLC 1235
MATTANNA MIDWEST PROPERTIES 1227
1223 W NATIONAL AVE LLC 1223

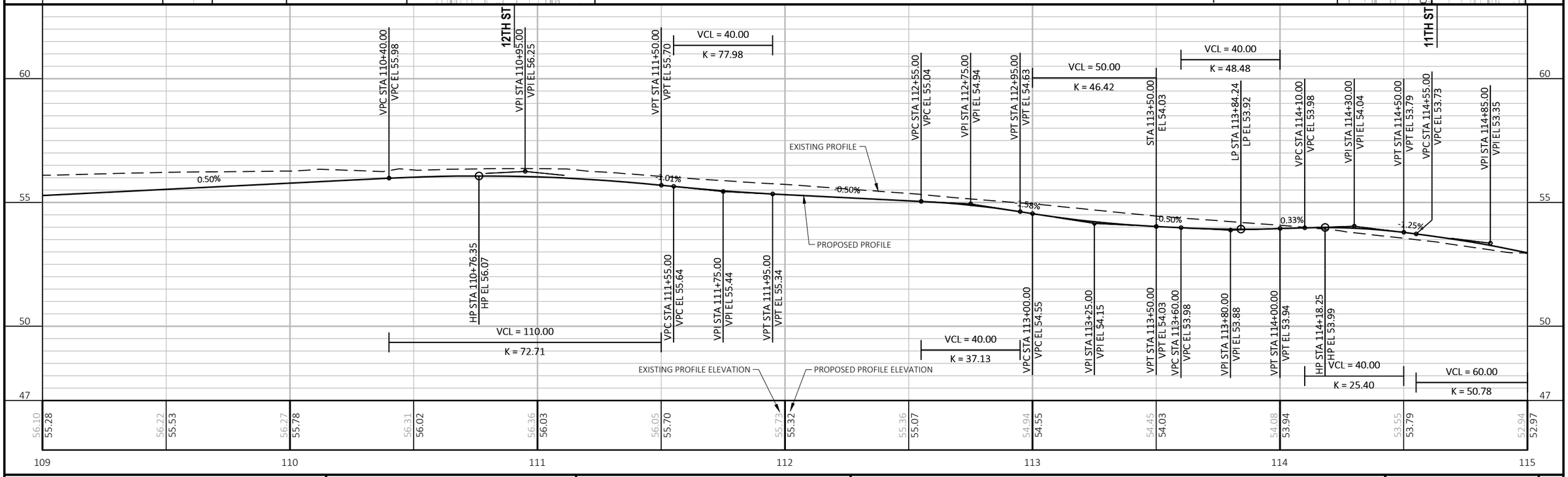
VCL = 50.00
K = 36.20
VPC STA 103+25.00
VPC EL 53.78
VPI STA 103+50.00
VPI EL 54.00
VPT STA 103+75.00
VPT EL 54.16
VPT STA 103+15.00
VPT EL 53.70
VCL = 50.00
K = 186.07
VPC STA 104+40.00
VPC EL 54.55
VPI STA 104+85.00
VPI EL 54.83
HP STA 104+97.61
HP EL 54.73
VCL = 90.00
K = 94.08
VPC STA 105+35.00
VPC EL 54.66
VPI STA 105+30.00
VPT EL 54.68
VPI STA 105+60.00
VPI EL 54.57
LP STA 105+55.39
LP EL 54.62
VPT STA 105+85.00
VPT EL 54.70
VCL = 50.00
K = 59.22
EXISTING PROFILE ELEVATION
PROPOSED PROFILE ELEVATION
EXISTING PROFILE
PROPOSED PROFILE
0.88%
0.61%
-0.34%
0.50%
0.50%
-0.37%
STA 107+00.00
VPC STA 107+05.00
VPC EL 55.30
VPI STA 107+55.00
VPI EL 55.55
HP STA 107+62.80
HP EL 55.44
VCL = 100.00
K = 115.59
VPT STA 108+05.00
VPT EL 55.36
VPC STA 108+45.00
VPC EL 55.22
LP STA 108+66.10
LP EL 55.18
VPI STA 108+70.00
VPI EL 55.13
VCL = 50.00
K = 57.80
VPT STA 108+95.00
VPT EL 55.25

| 103 | 104 | 105 | 106 | 107 | 108 | 109 |
|---|---|---|---|---|---|---|
| 54.90 / 53.59 | 55.14 / 53.99 | 55.10 / 54.31 | 55.26 / 54.61 | 55.24 / 54.73 | 55.39 / 54.63 | 55.45 / 54.77 | 55.53 / 55.02 | 55.69 / 55.27 | 55.78 / 55.43 | 55.90 / 55.38 | 56.01 / 55.20 | 56.10 / 55.28 |

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 889 | E |
|---|---|---|---|---|---|

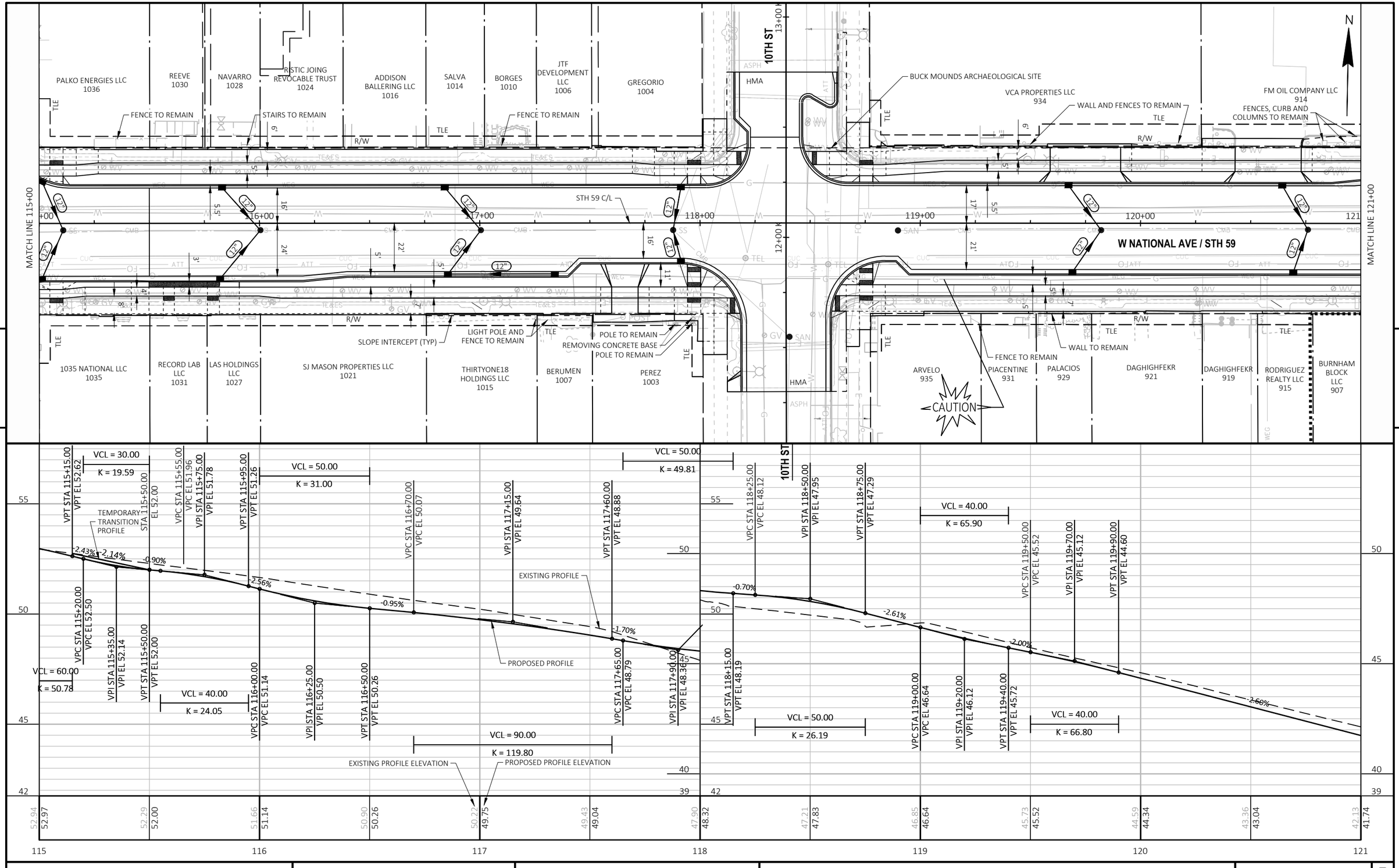
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 09
PLOT DATE : 7/21/2026 9:57 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 890 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 10
PLOT DATE : 7/21/2026 9:57 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

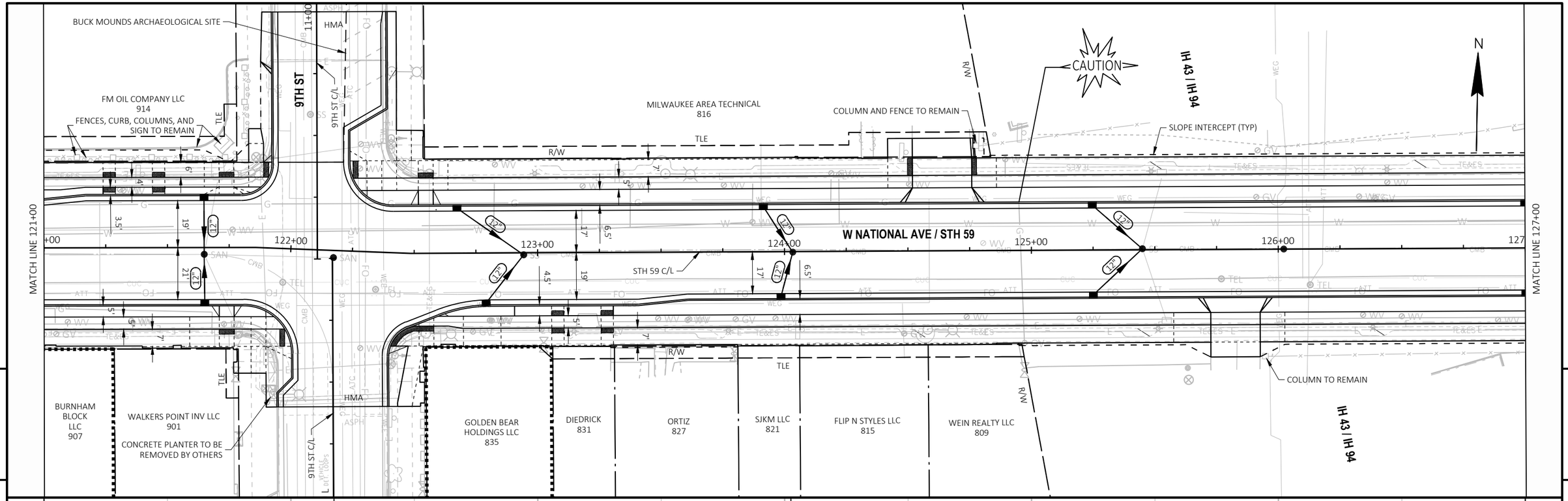


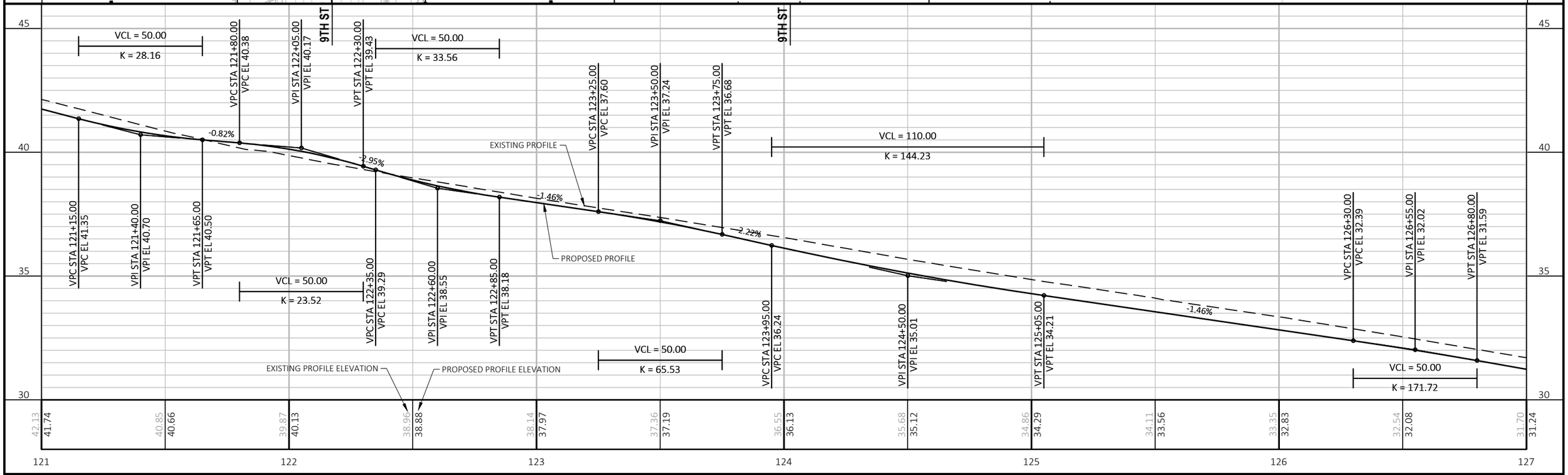

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 891 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 11

PLOT DATE : 7/21/2026 9:58 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

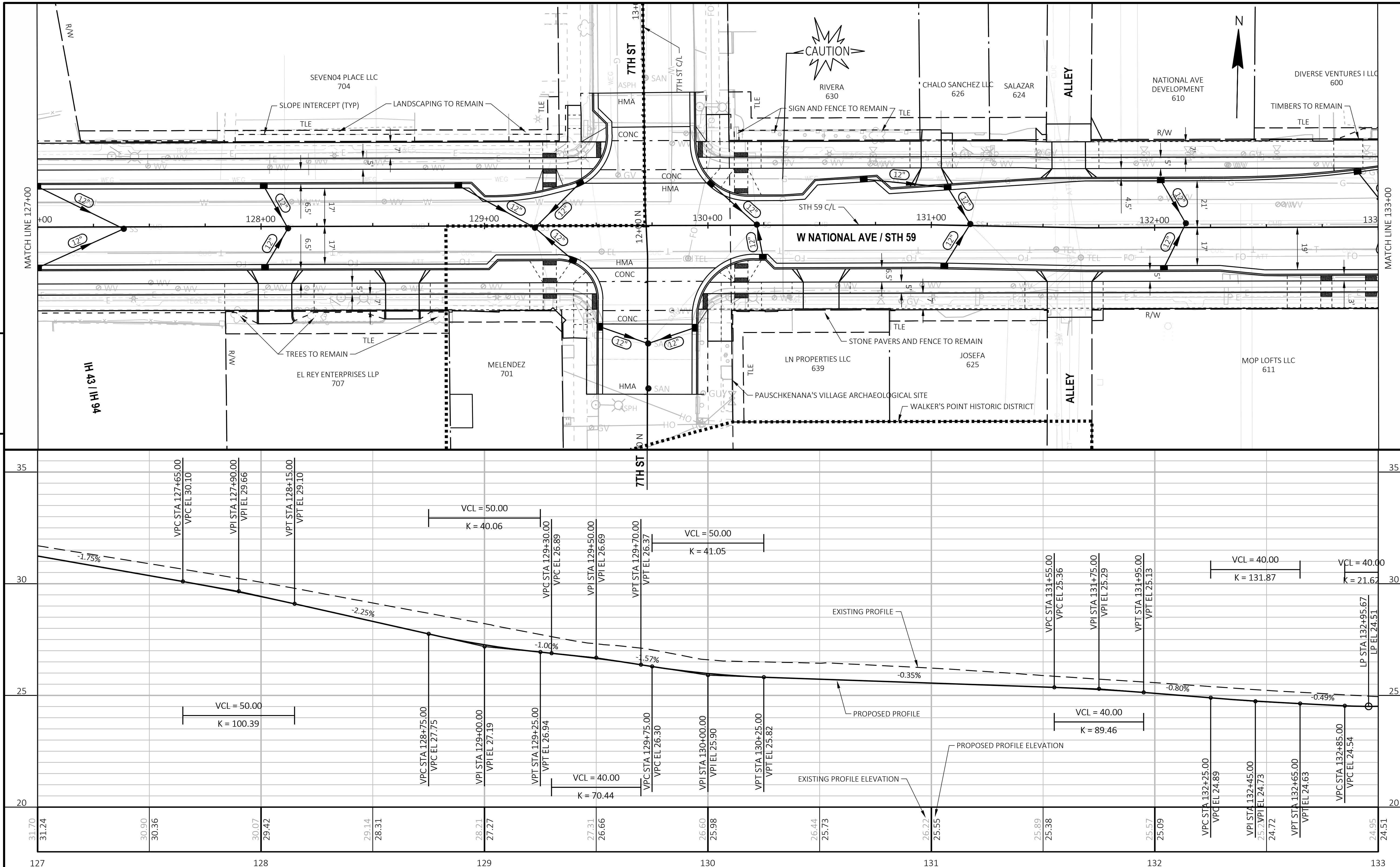
WISDOT/CADDS SHEET 44



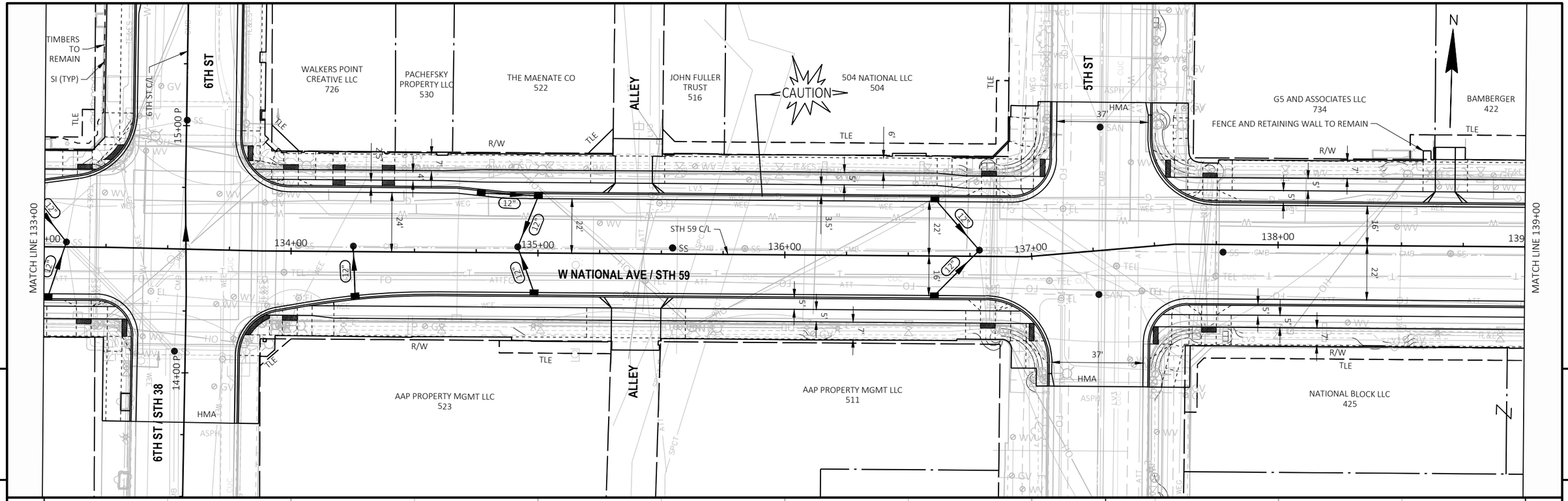



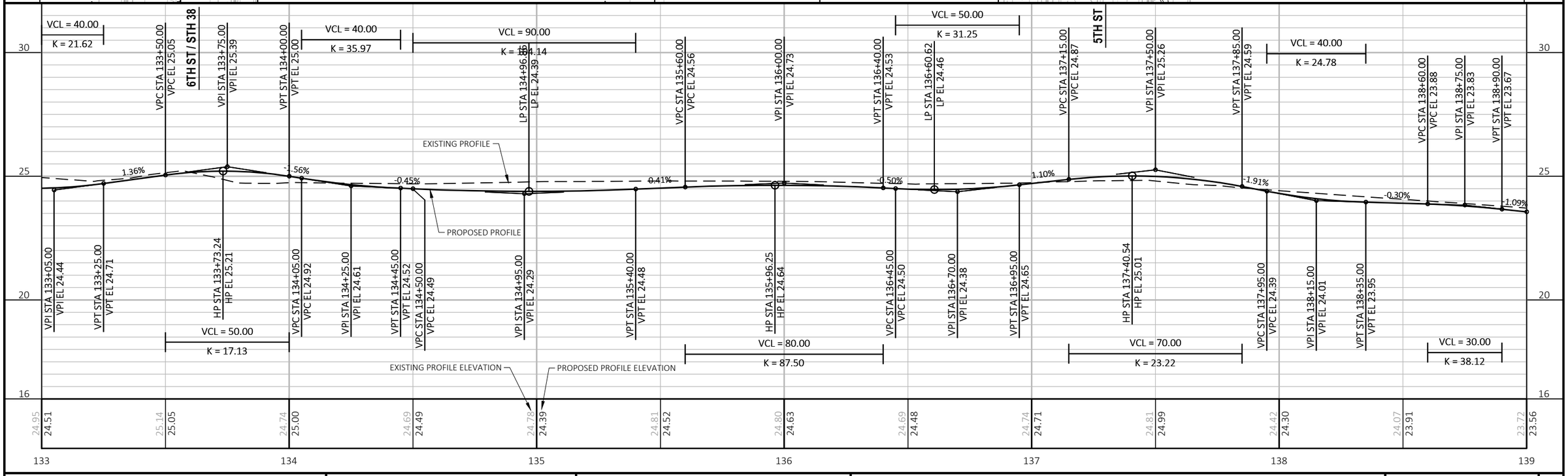

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 892 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 12
PLOT DATE : 7/21/2026 9:59 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 893 | E |
|---|---|---|---|---|---|



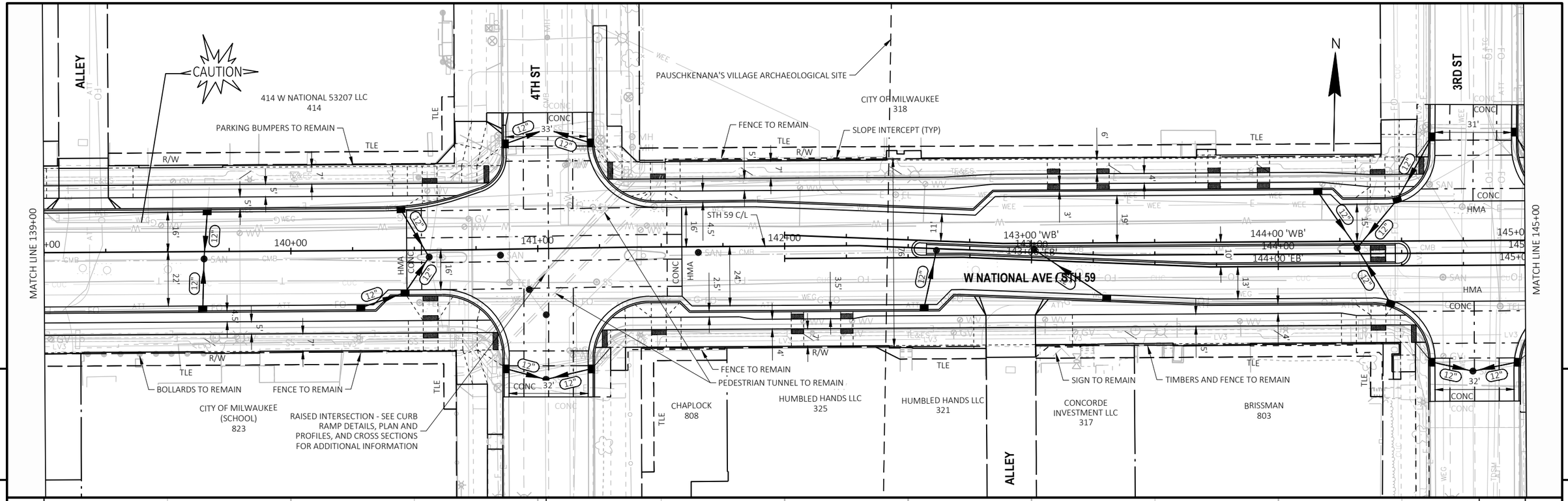



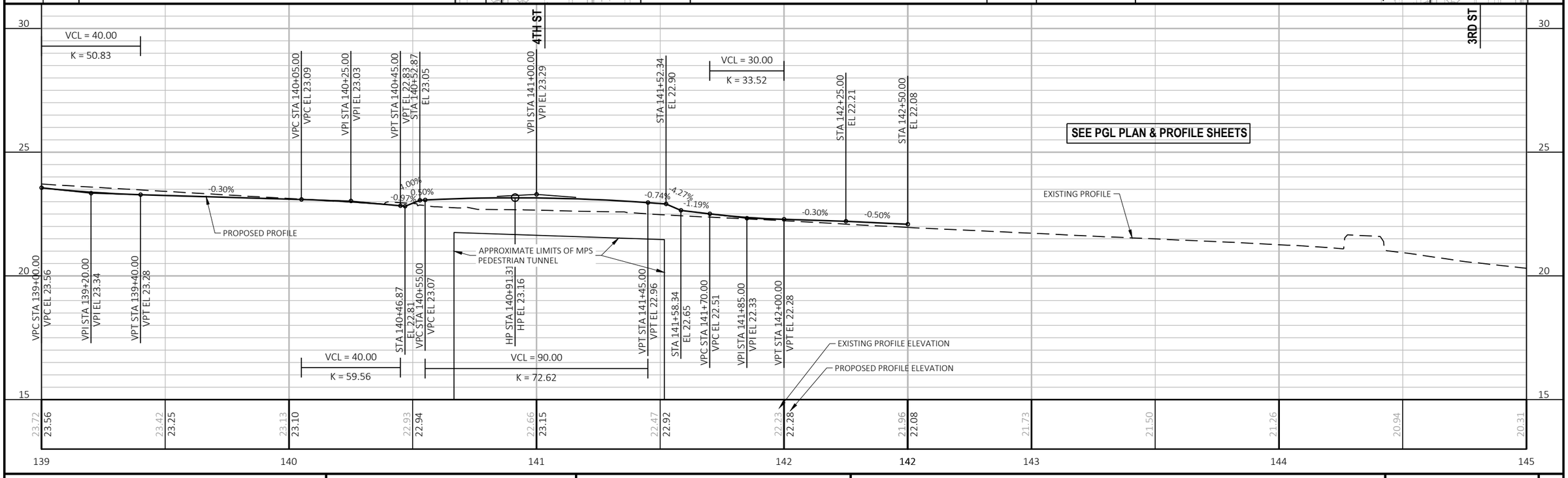

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 894 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 14

PLOT DATE : 7/21/2026 10:00 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

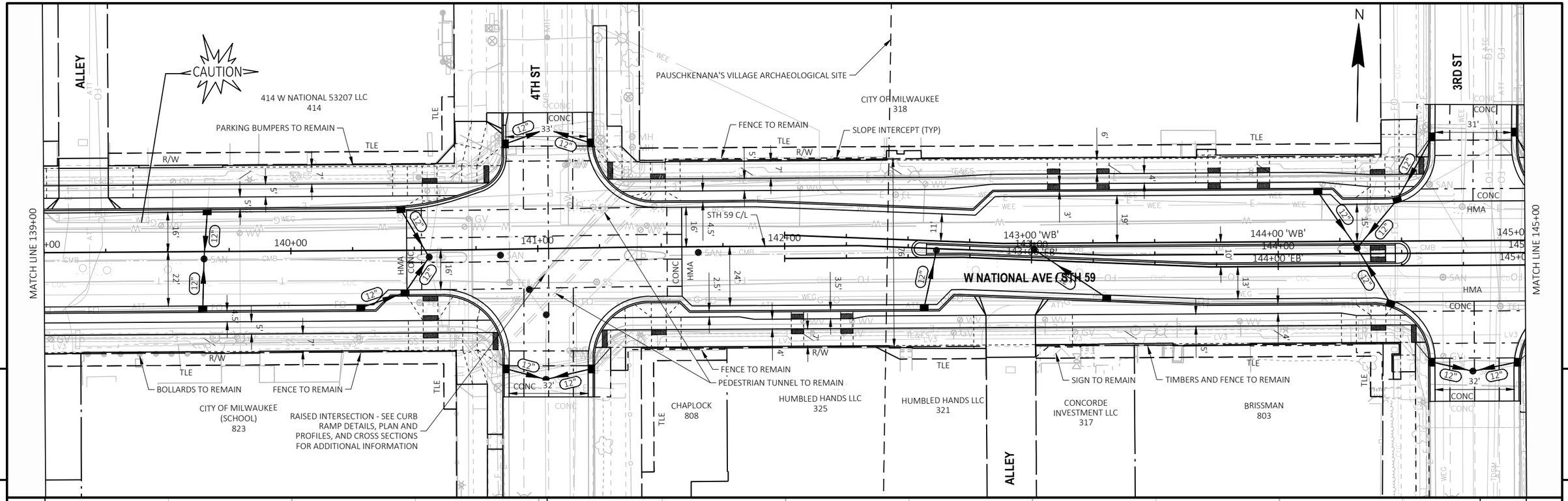
WISDOT/CADDS SHEET 44

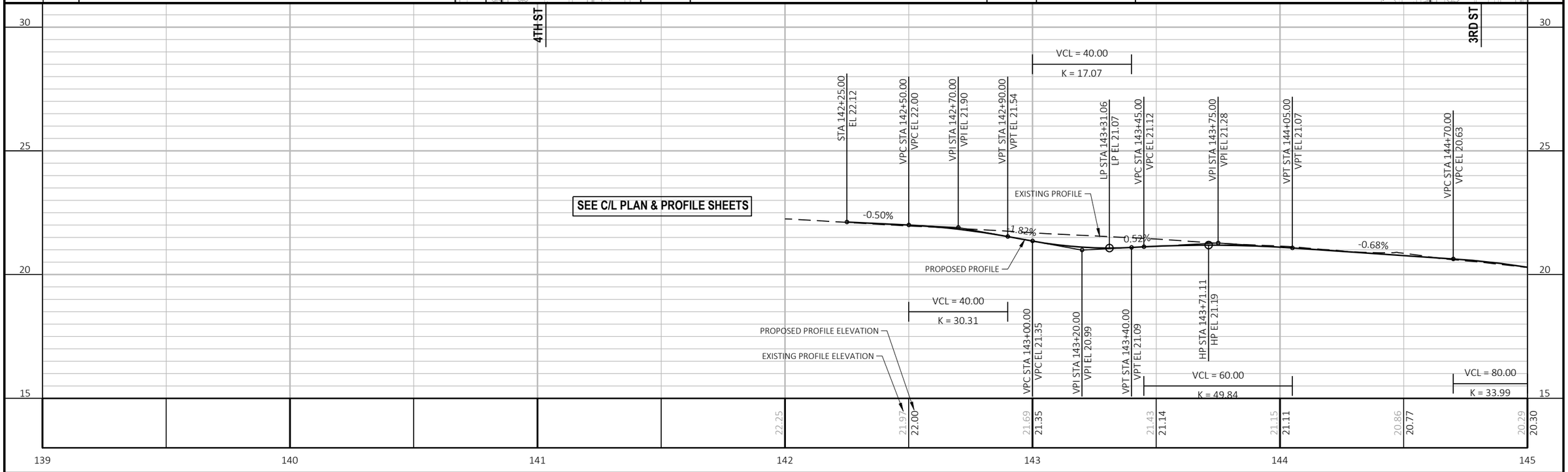



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 895 | E |
|---|---|---|---|---|---|

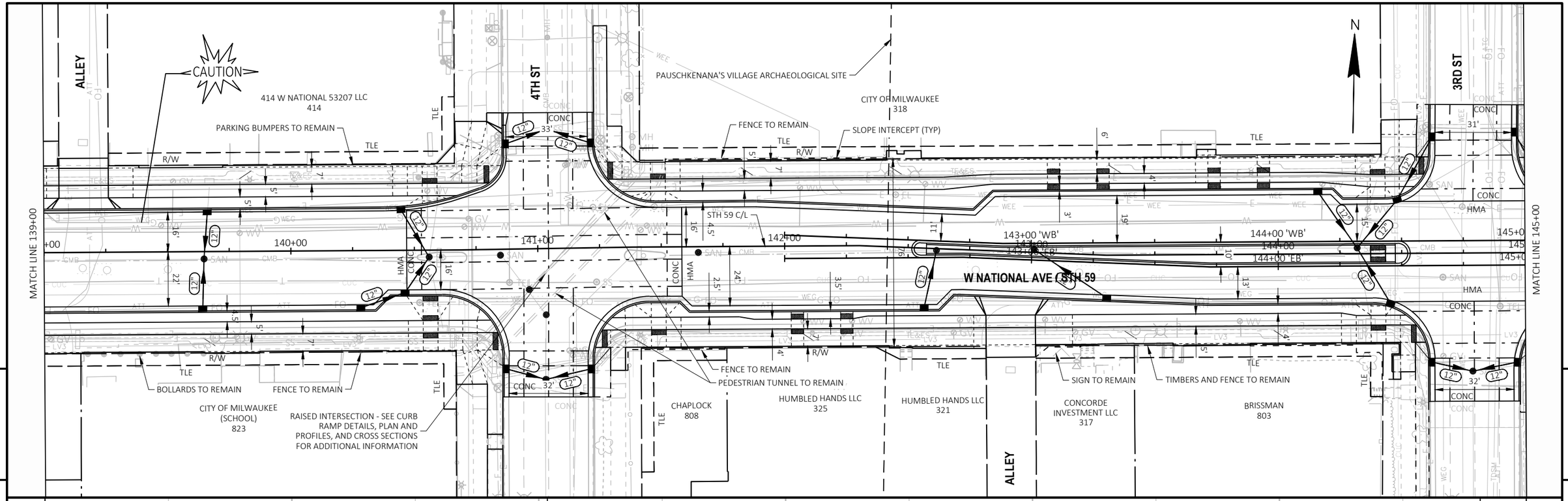

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 15
PLOT DATE : 7/21/2026 10:01 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (EB PGL) | SHEET 896 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 15-eb
PLOT DATE : 7/21/2026 10:02 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (WB PGL) | SHEET 897 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 15-wb
PLOT DATE : 7/21/2026 10:02 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

MATCH LINE 145+00

MATCH LINE 151+00

BRITTAIN BROTHERS LLC
736

SLOPE INTERCEPT (TYP)

WALL TO REMAIN

TLE

R/W

ALLEY

COLUMNS, FENCE, AND TREES TO REMAIN

LOPEZ
729

16+00

2ND ST C/L

2ND ST

HMA

TIMBERS, LANDSCAPING, COLUMNS, FENCES, AND TREES TO REMAIN

STENSTRUP
722

PATTERWISE HOLDINGS 2 LLC
124

CAUTION

N

120ESTATES LLC
114

TIMBERS AND FENCE TO REMAIN

POST

STH 59 C/L

146+00

147+00

148+00

149+00

150+00

151

W NATIONAL AVE / STH 59

15+00 R

HMA CONC

V&N NASH REAL ESTATE GROUP
802

217 NATIONAL LLC
217

4J LLC
801

STENSTRUP
800

RAINBOW TROUT RENTALS LLC
117

WALLS TO REMAIN

FENCE AND LANDSCAPING TO REMAIN

WALKER'S POINT HISTORIC DISTRICT

5

5

30

25

20

15

VPI STA 145+10.00
VPI EL 20.36

VPT STA 145+50.00
VPT EL 19.15

STA 145+70.00
EL 18.54

EXISTING PROFILE

PROPOSED PROFILE

3.03%

VCL = 80.00

K = 33.99

EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

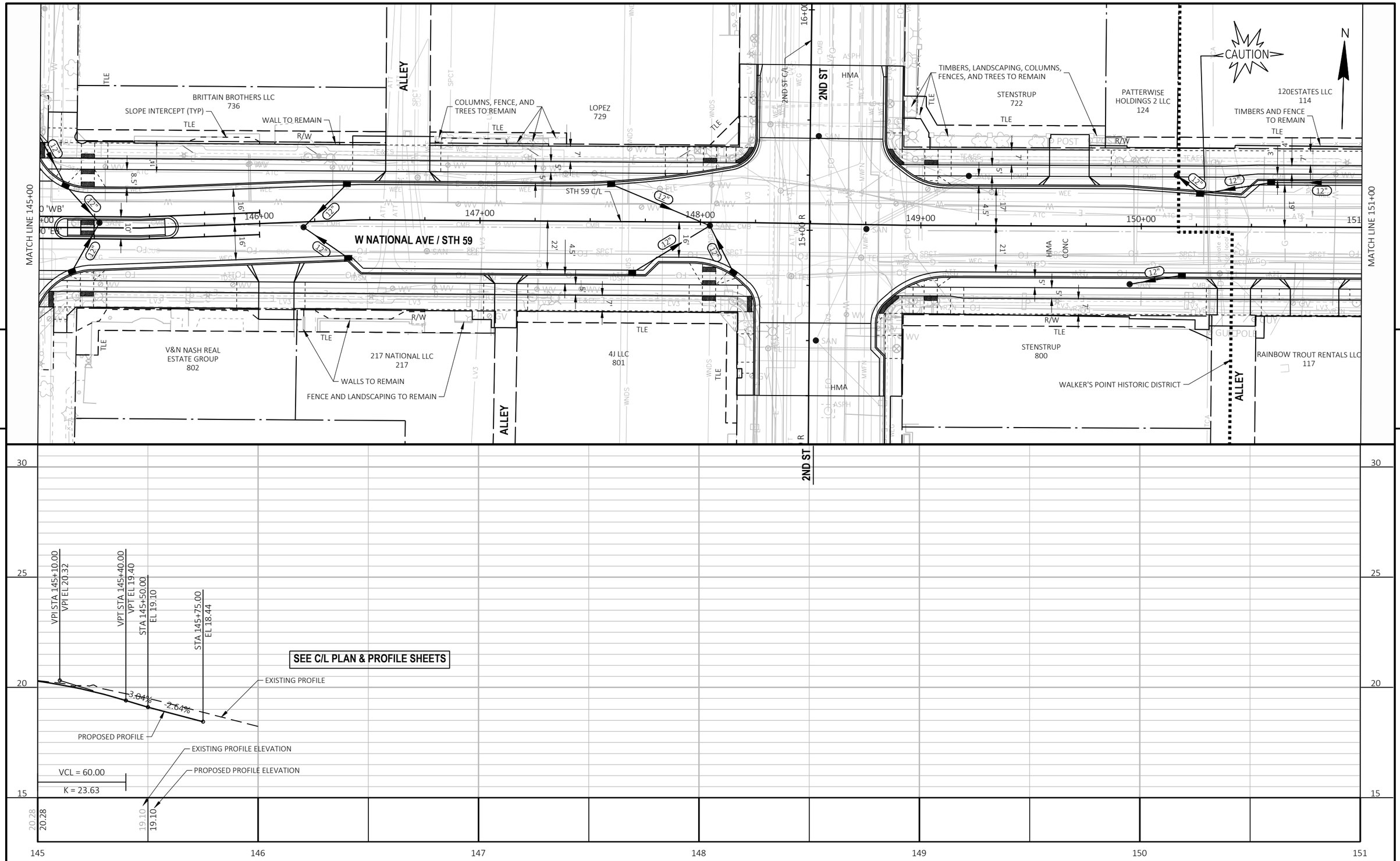
20.30

19.15

**SEE C/L PLAN & PROFILE SHEETS**

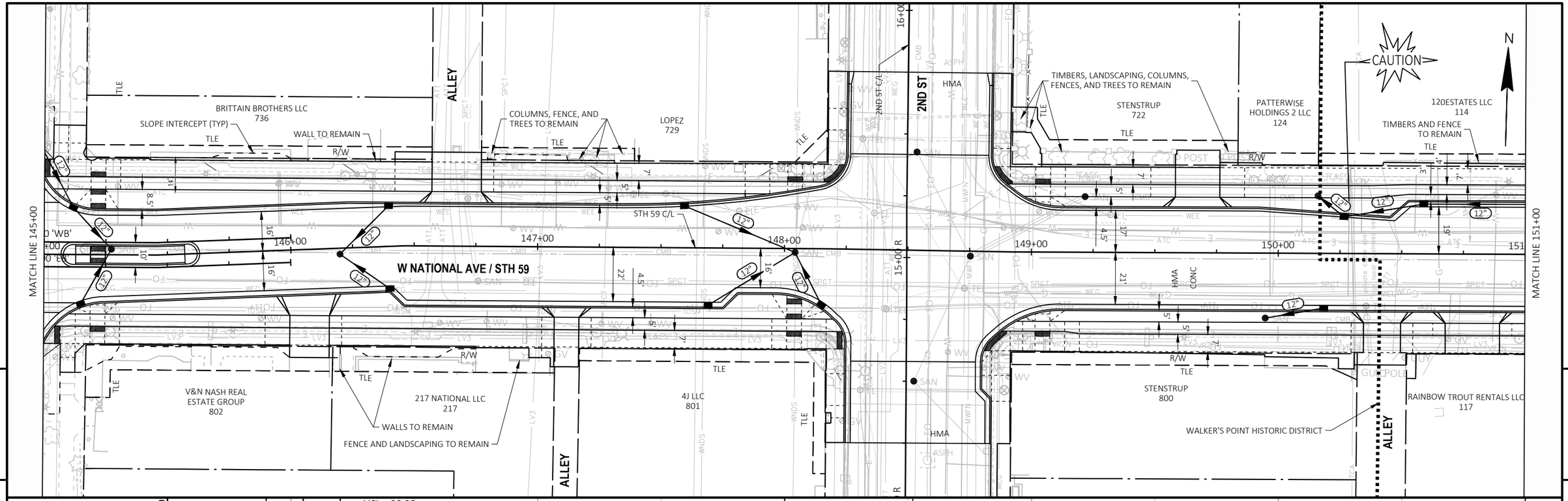
145 146 147 148 149 150 151

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (EB PGL) | SHEET 898 | E |
|---|---|---|---|---|---|



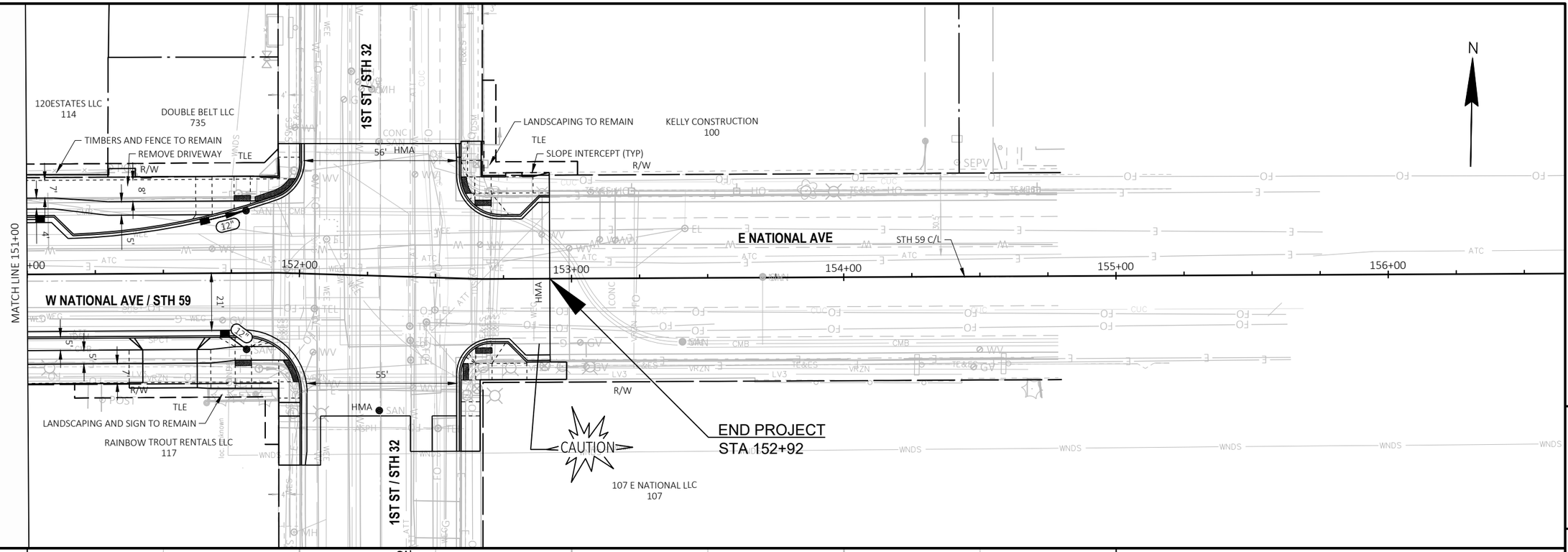

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 (WB PGL) | SHEET 899 | E |
|---|---|---|---|---|---|

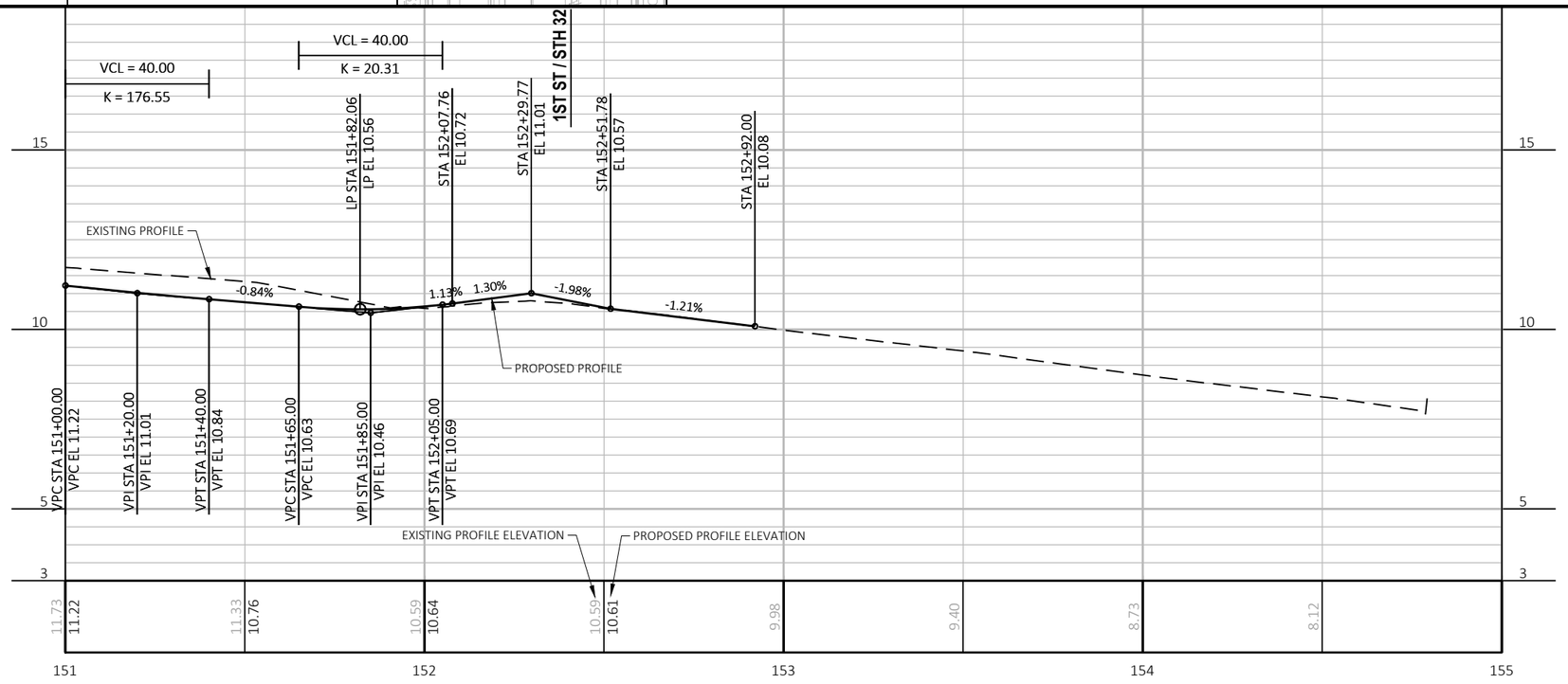

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 16-wb
PLOT DATE : 7/21/2026 10:04 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



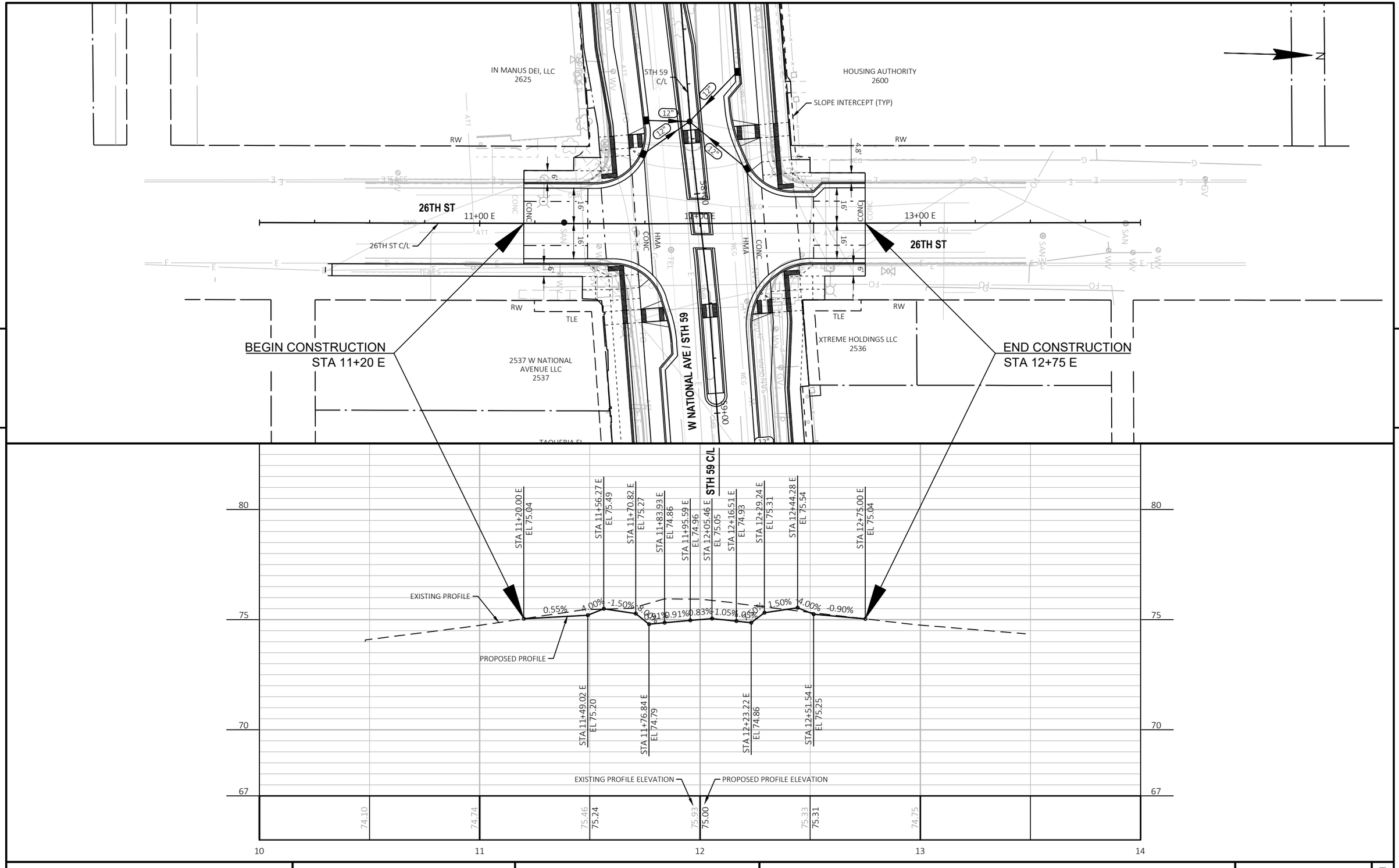

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 900 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP.DWG
LAYOUT NAME - 16
PLOT DATE : 7/21/2026 10:05 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



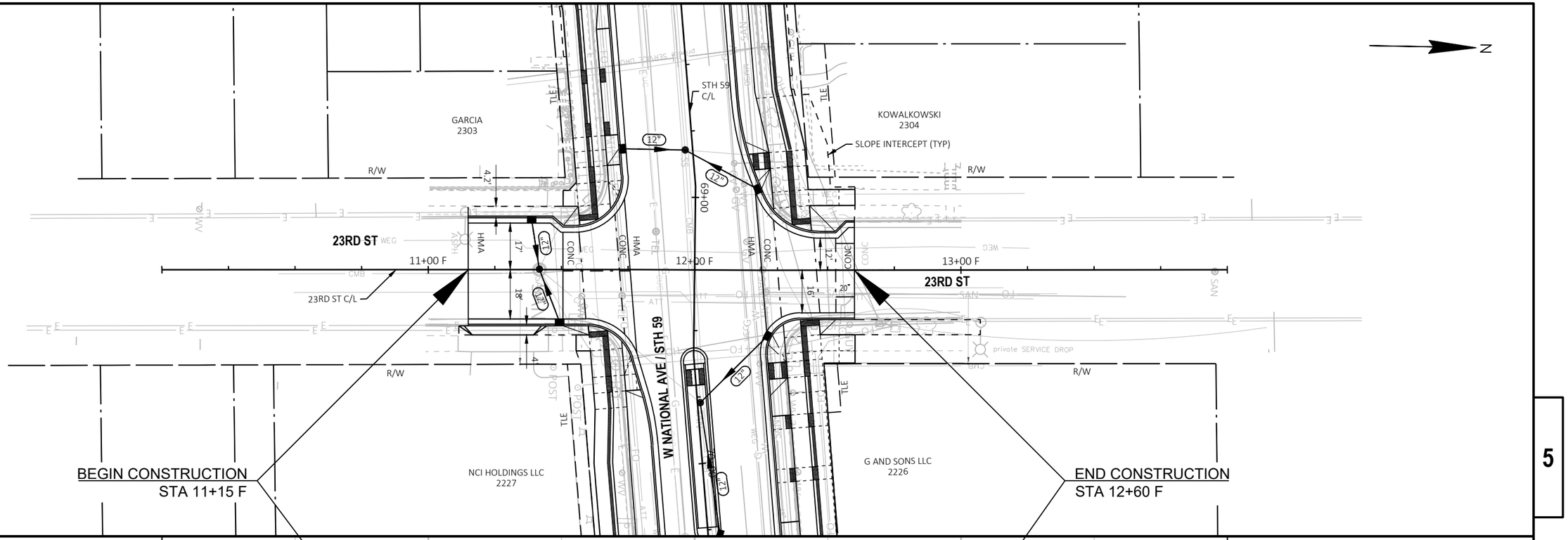




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: STH 59 | SHEET 901 | E |
|---|---|---|---|---|---|



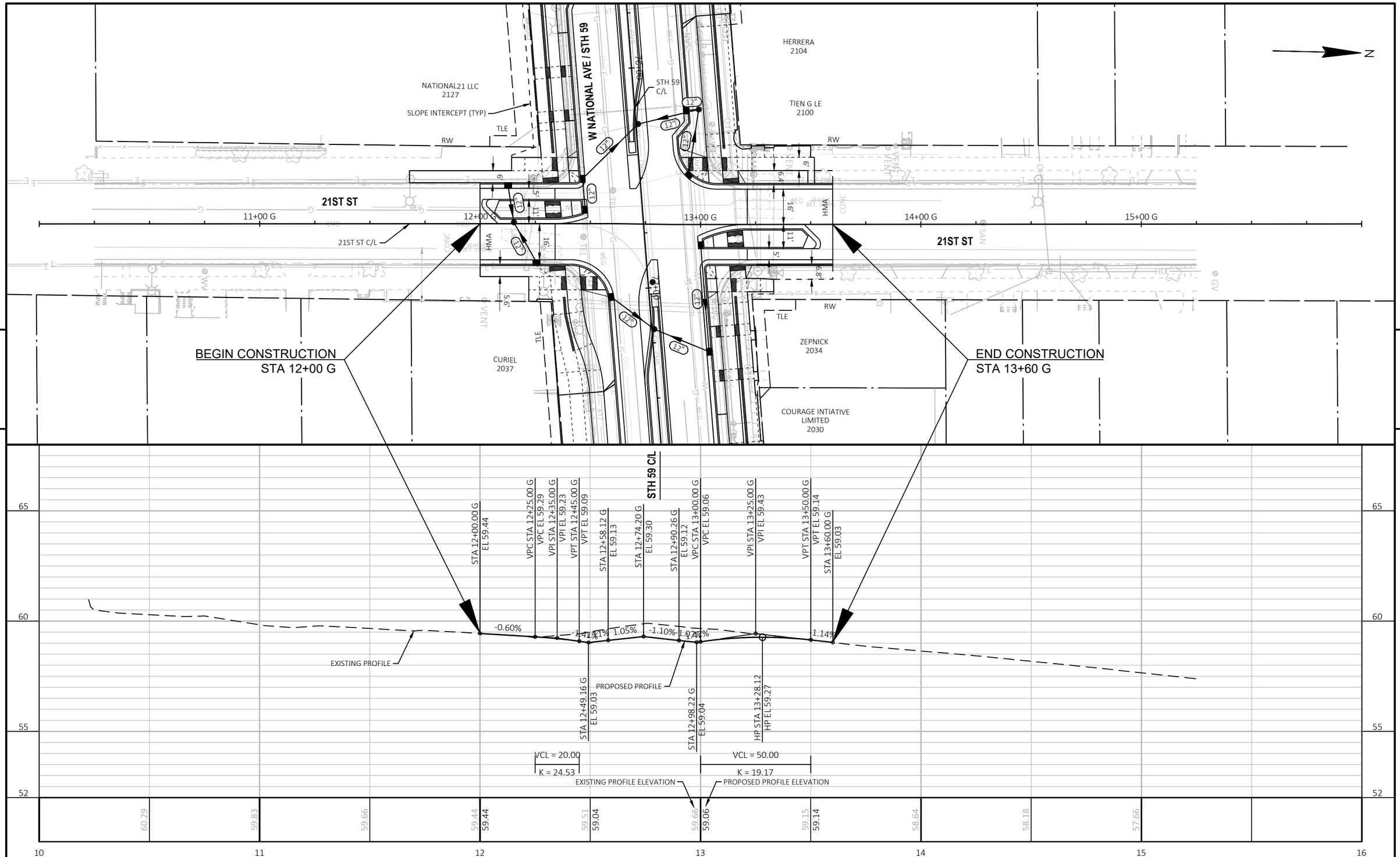

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 26TH ST | SHEET 902 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 26th
PLOT DATE : 7/21/2026 10:17 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



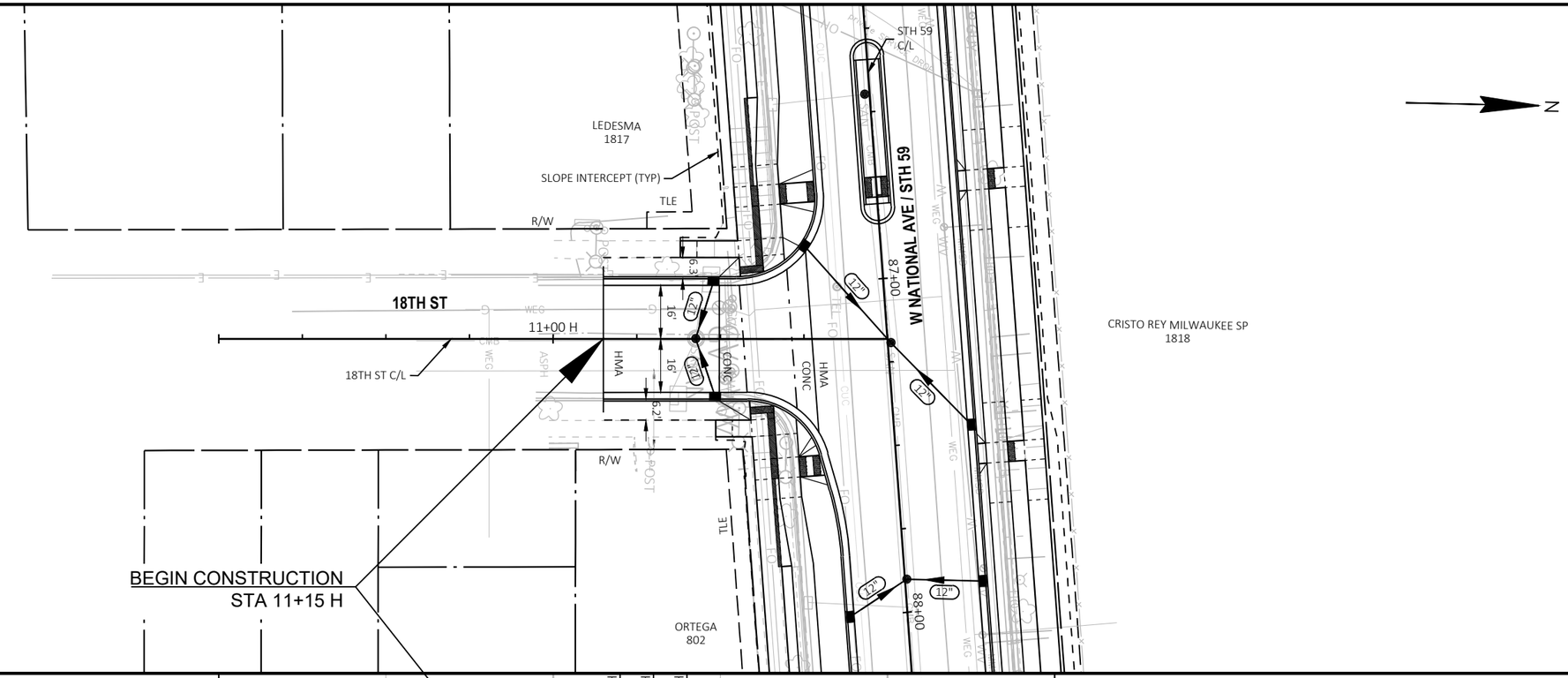

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 23RD ST | SHEET 903 | E |
|---|---|---|---|---|---|

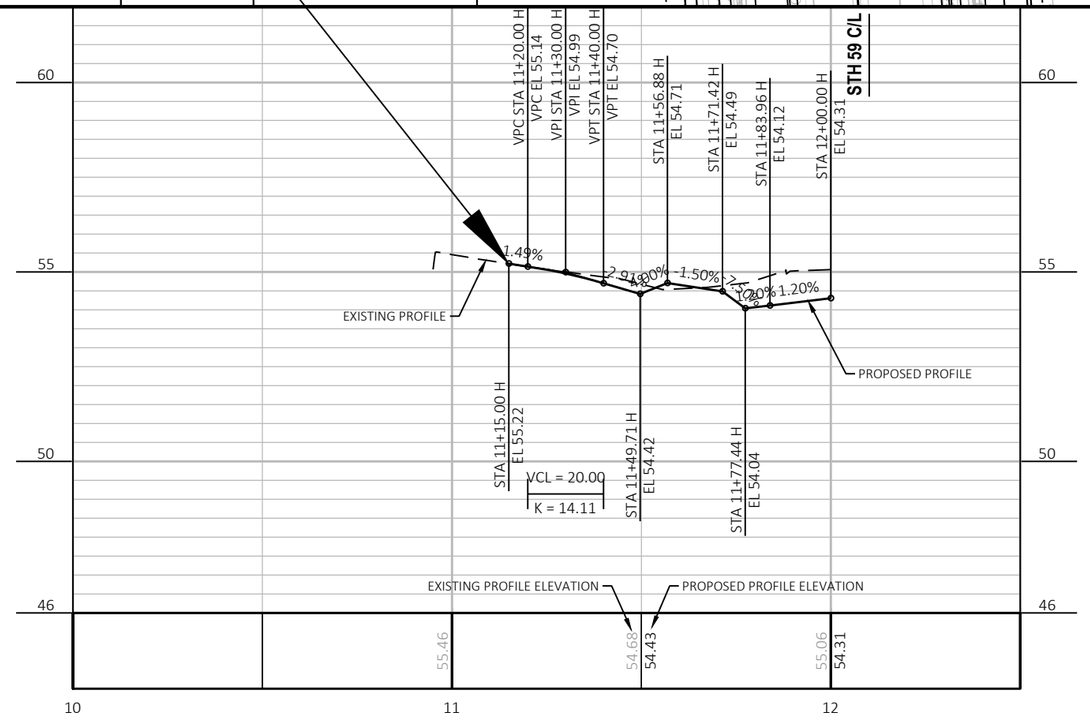
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 23rd
PLOT DATE : 7/21/2026 10:17 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 21ST ST | SHEET 904 | E |
|---|---|---|---|---|---|

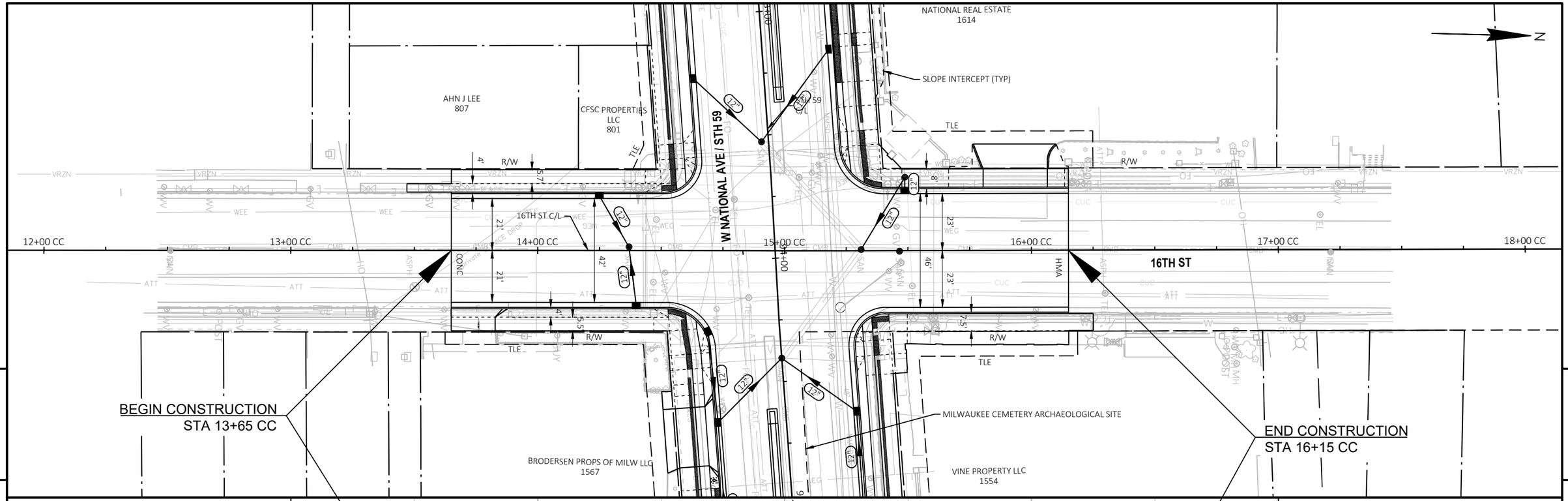
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 21st
PLOT DATE : 7/21/2026 10:18 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

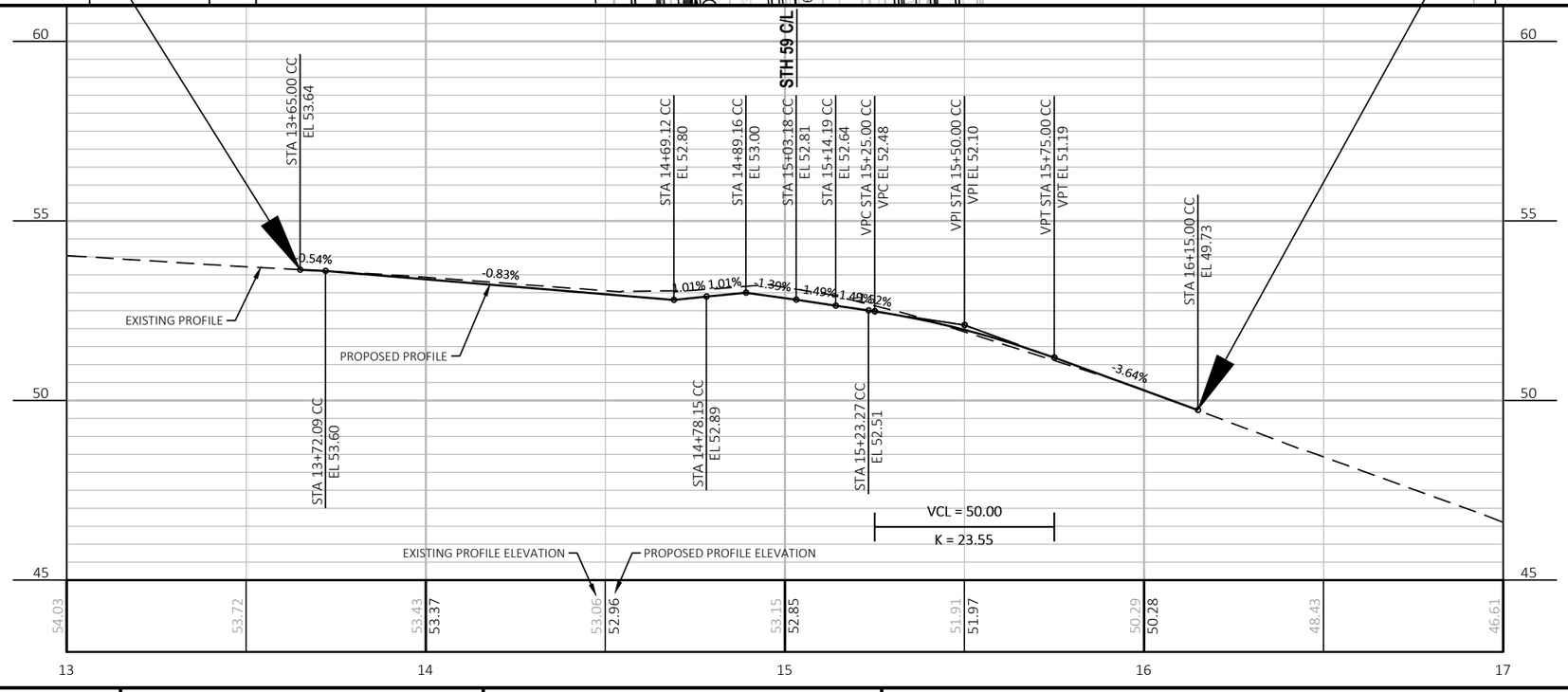



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 18TH ST | SHEET 905 | E |
|---|---|---|---|---|---|

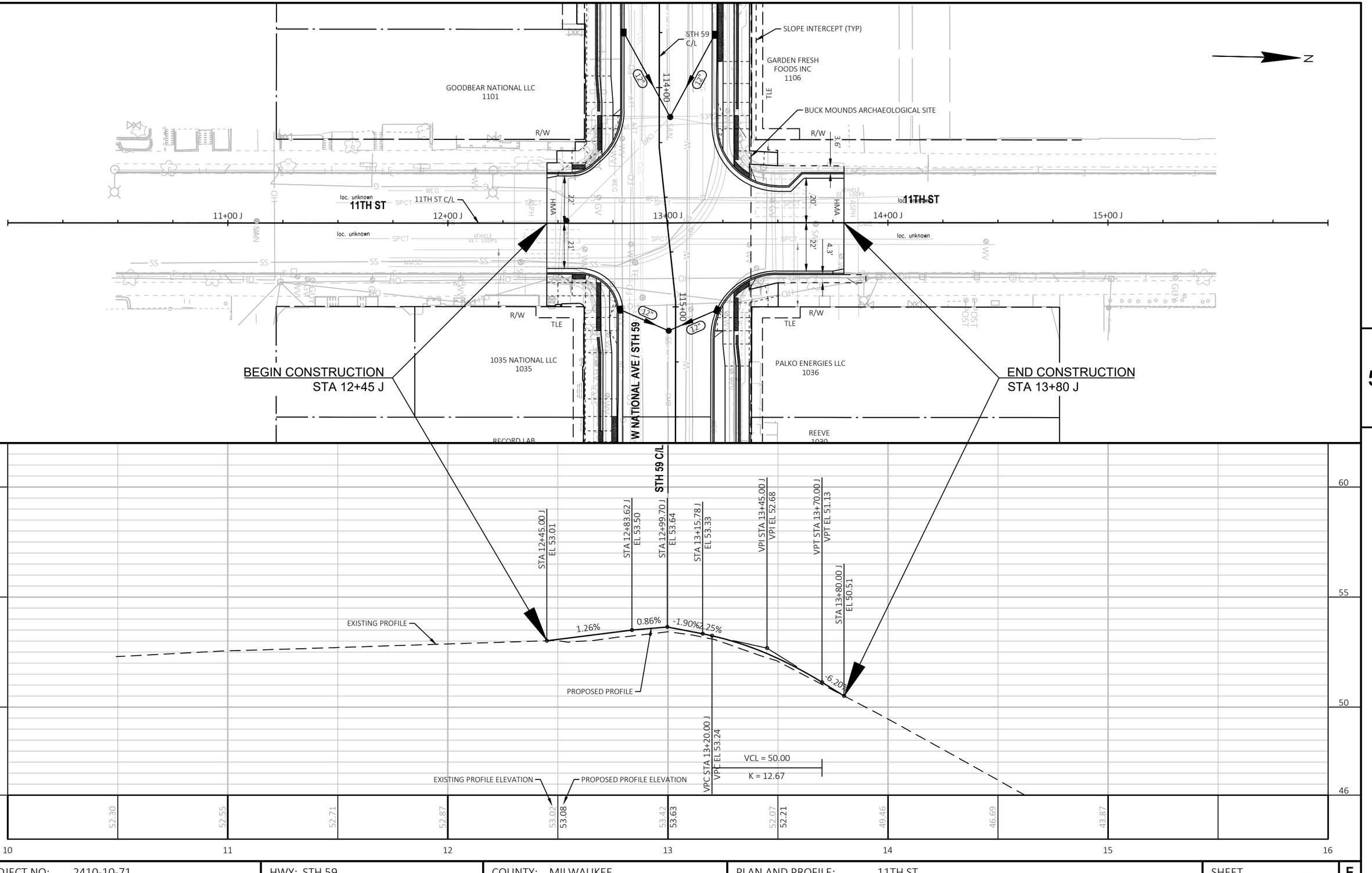

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 18th
PLOT DATE : 7/21/2026 10:18 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



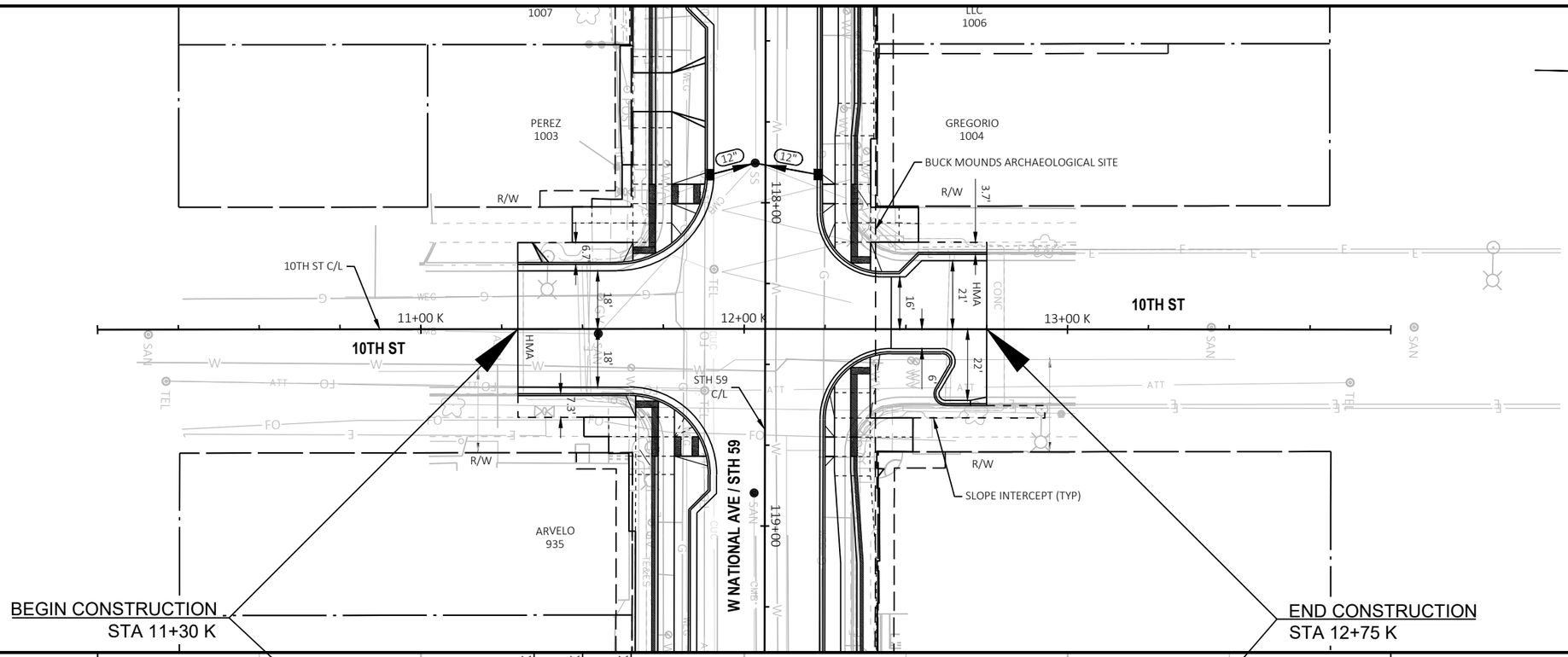

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 16TH ST | SHEET 906 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 16th
PLOT DATE : 7/21/2026 10:19 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



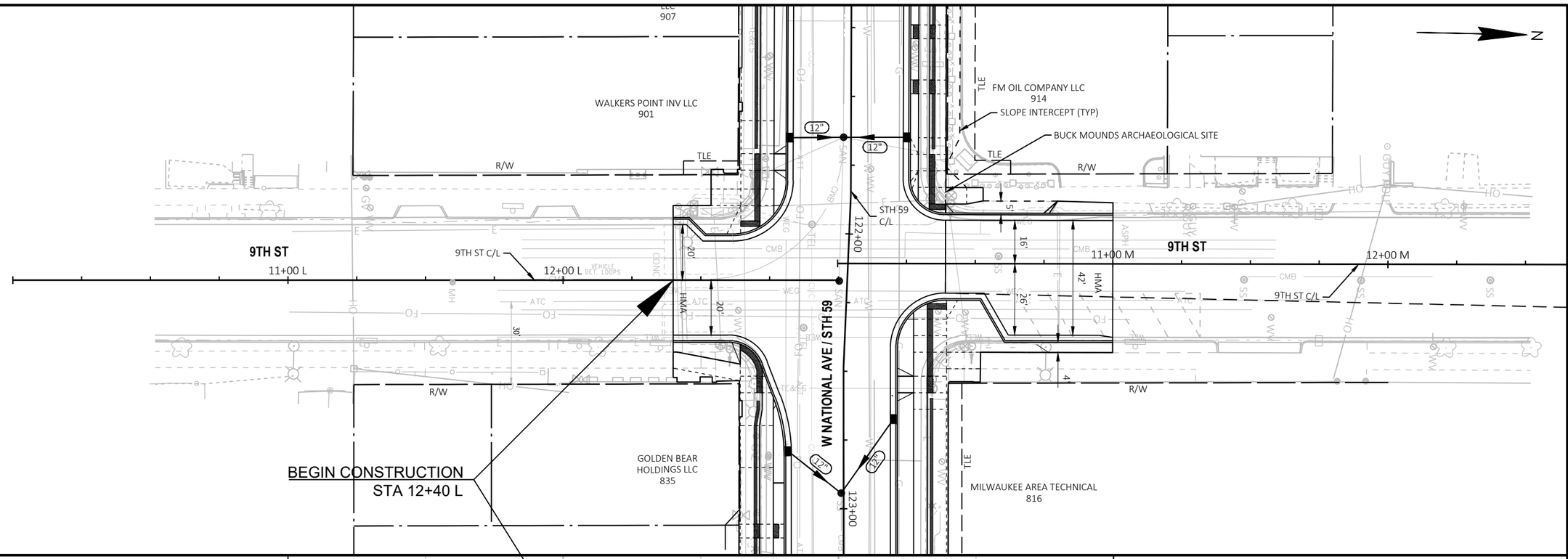

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 11TH ST | SHEET 907 | E |
|---|---|---|---|---|---|

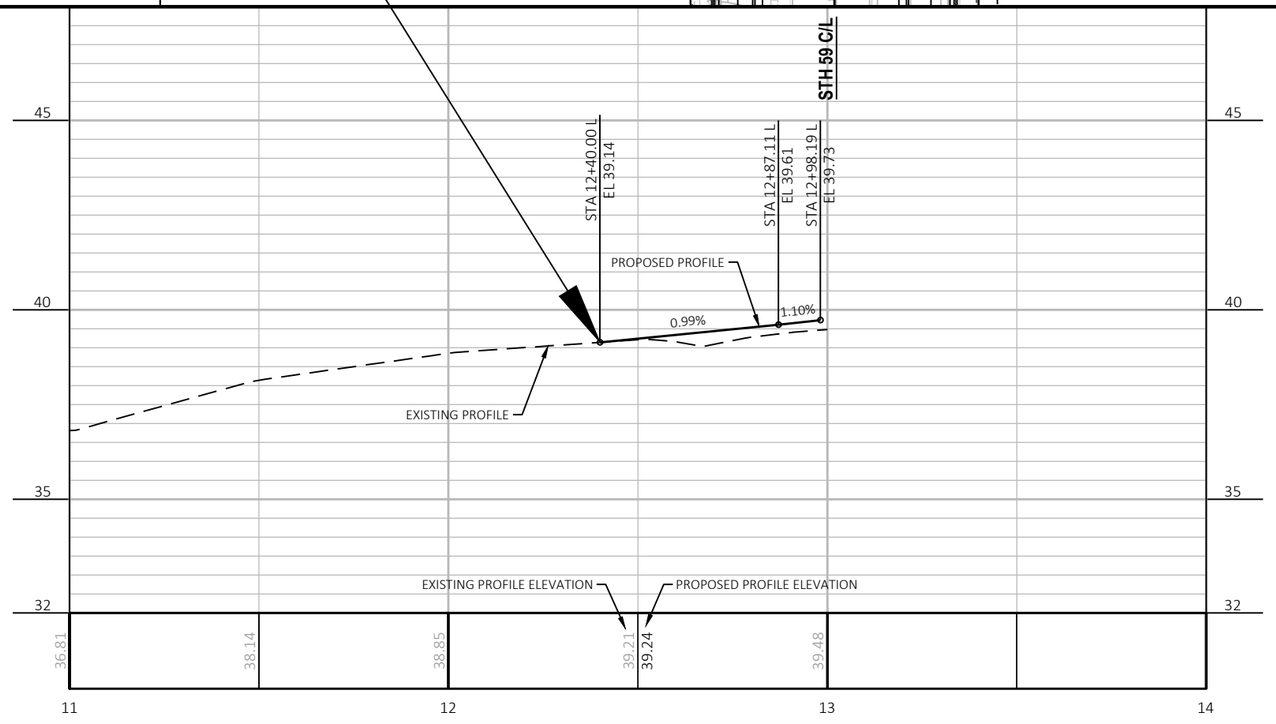

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 11th
PLOT DATE : 7/21/2026 10:19 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 10TH ST | SHEET 908 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 10th
PLOT DATE : 7/21/2026 10:19 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

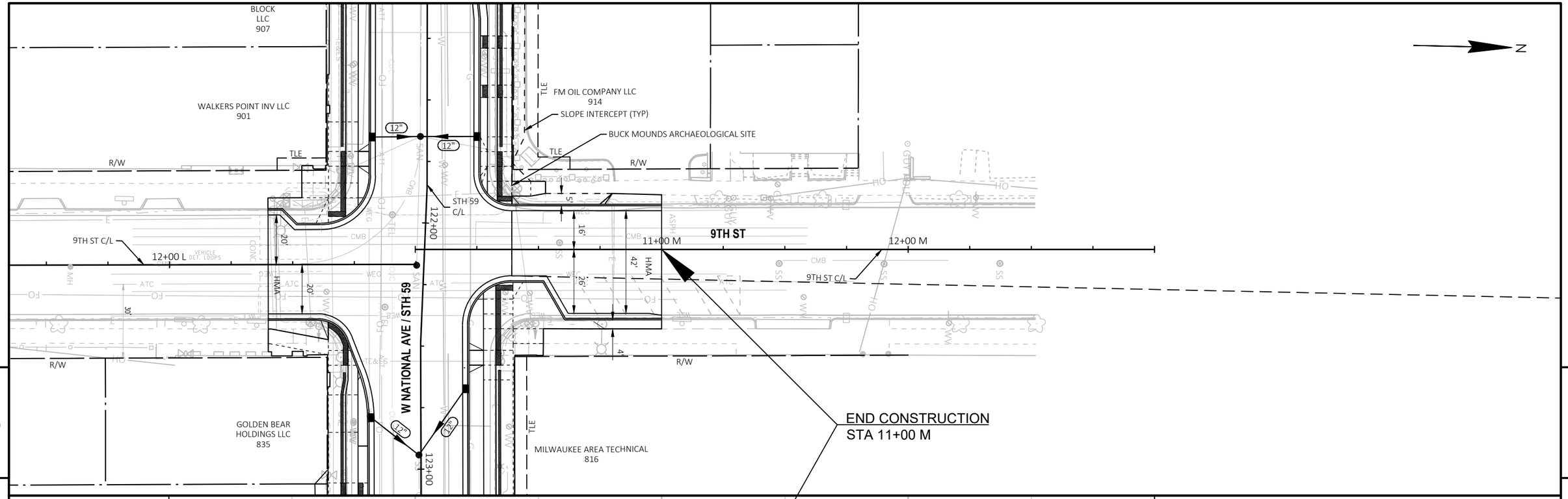


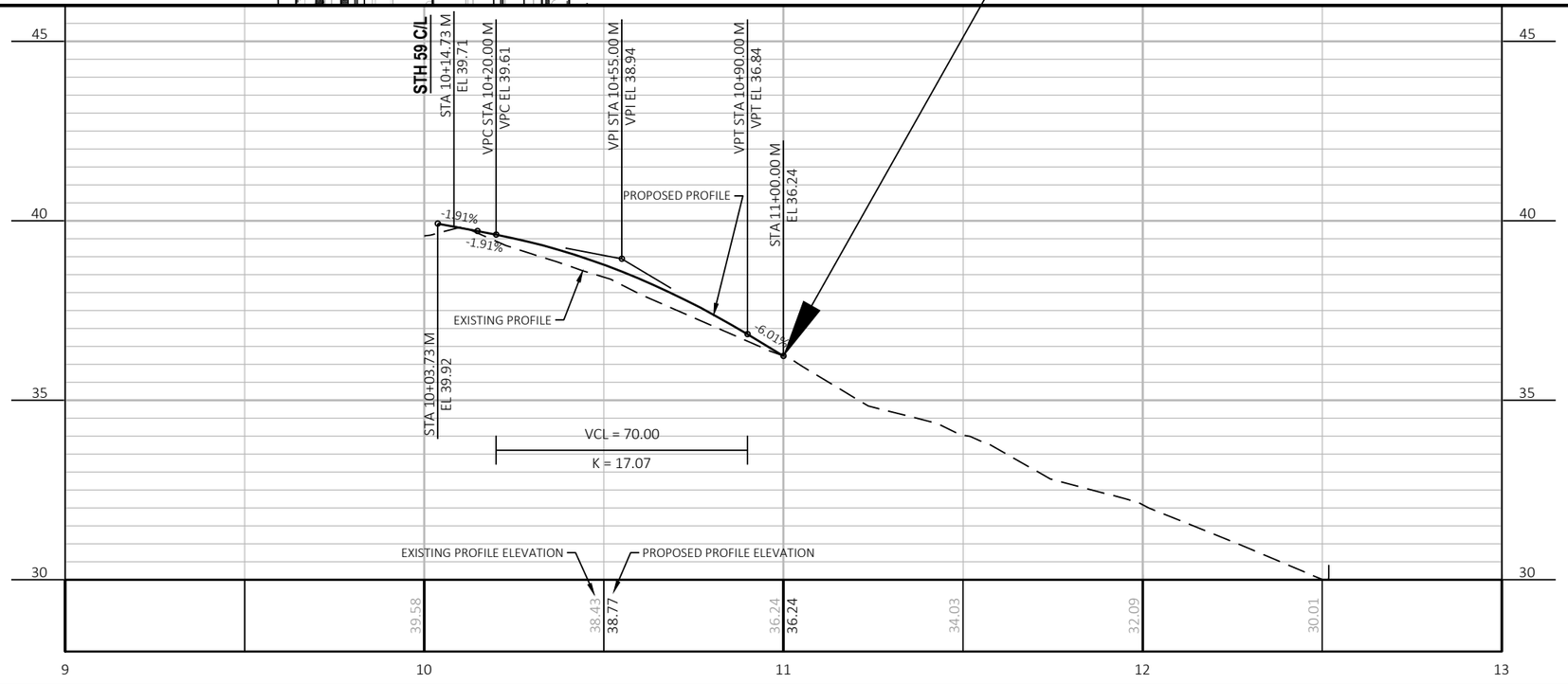




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 9TH ST | SHEET 909 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 9th S

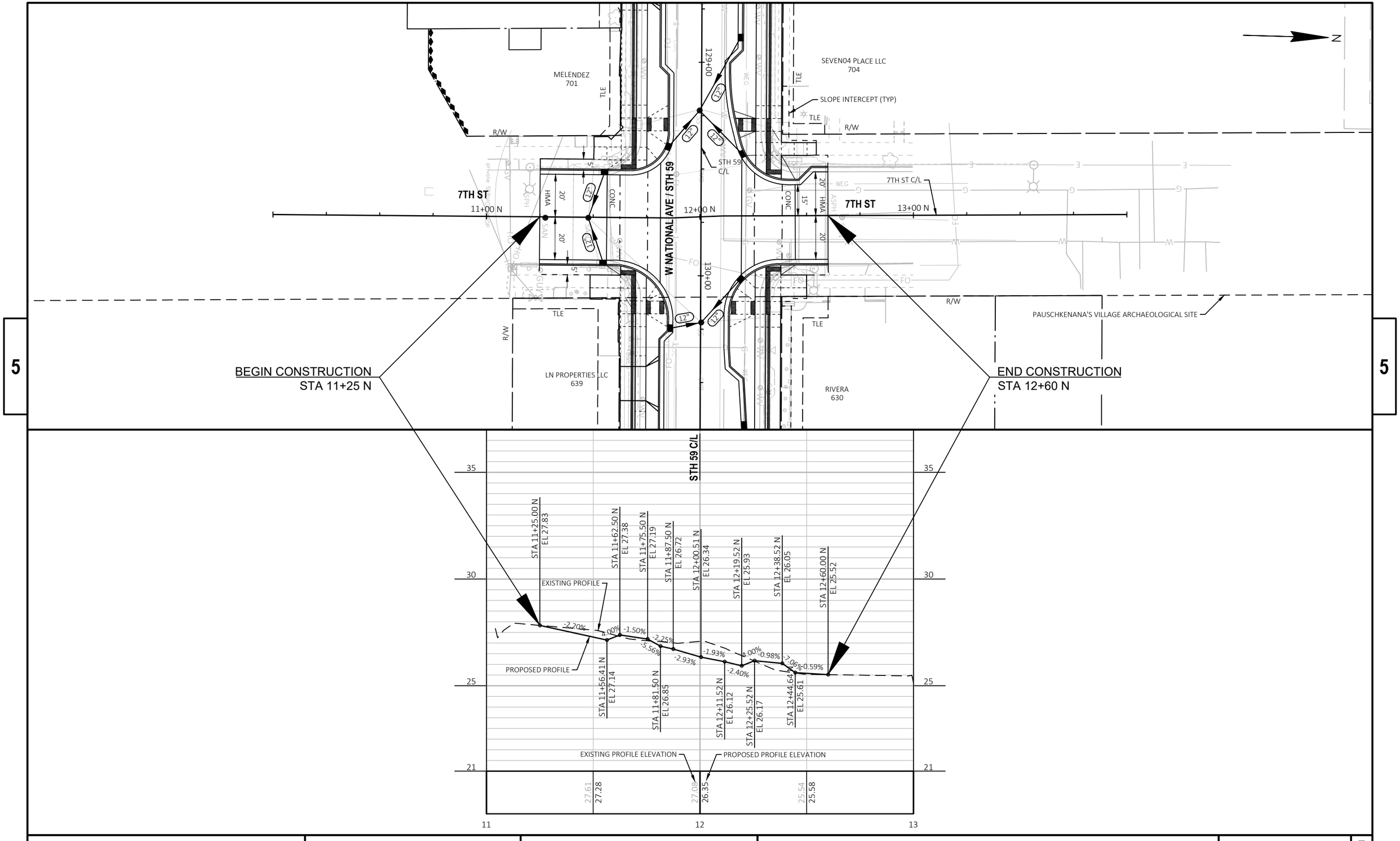
PLOT DATE : 7/21/2026 10:20 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



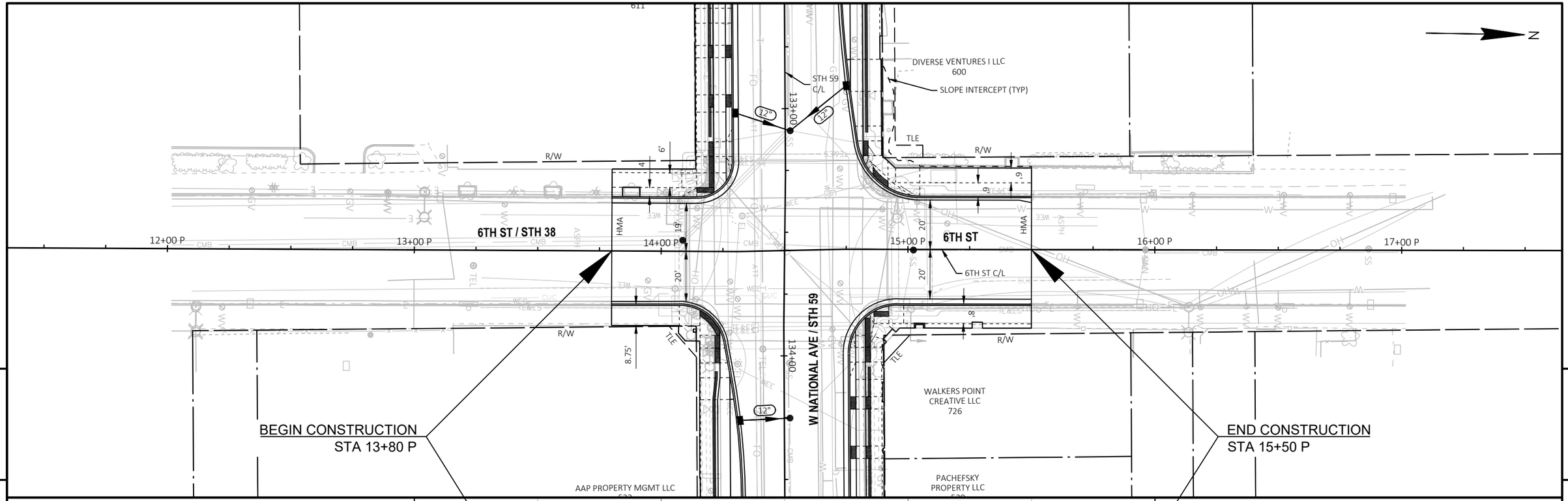

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 9TH ST | SHEET 910 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 9th N
PLOT DATE : 7/21/2026 10:20 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

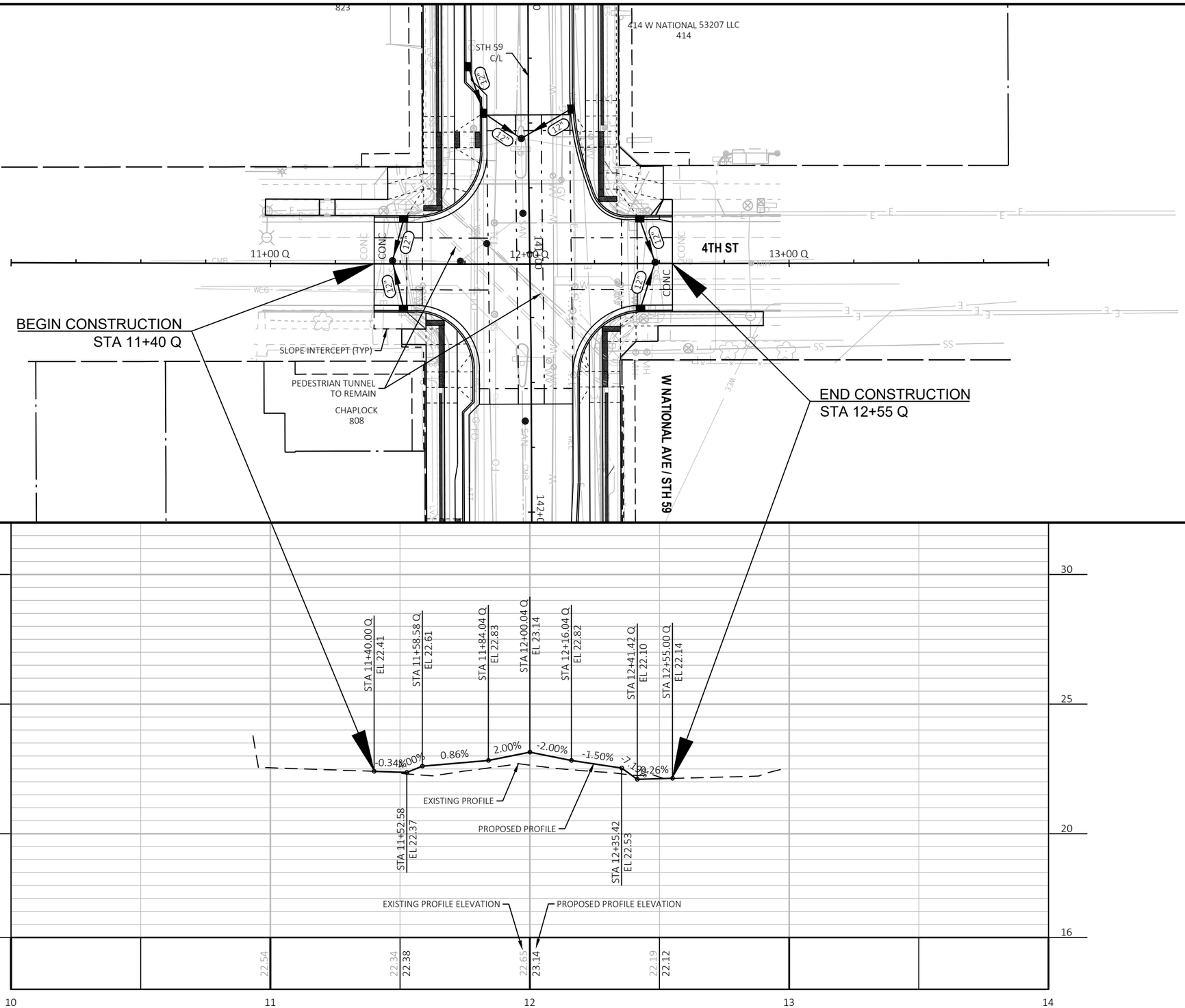



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 7TH ST | SHEET 911 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 7th
PLOT DATE : 7/21/2026 10:21 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

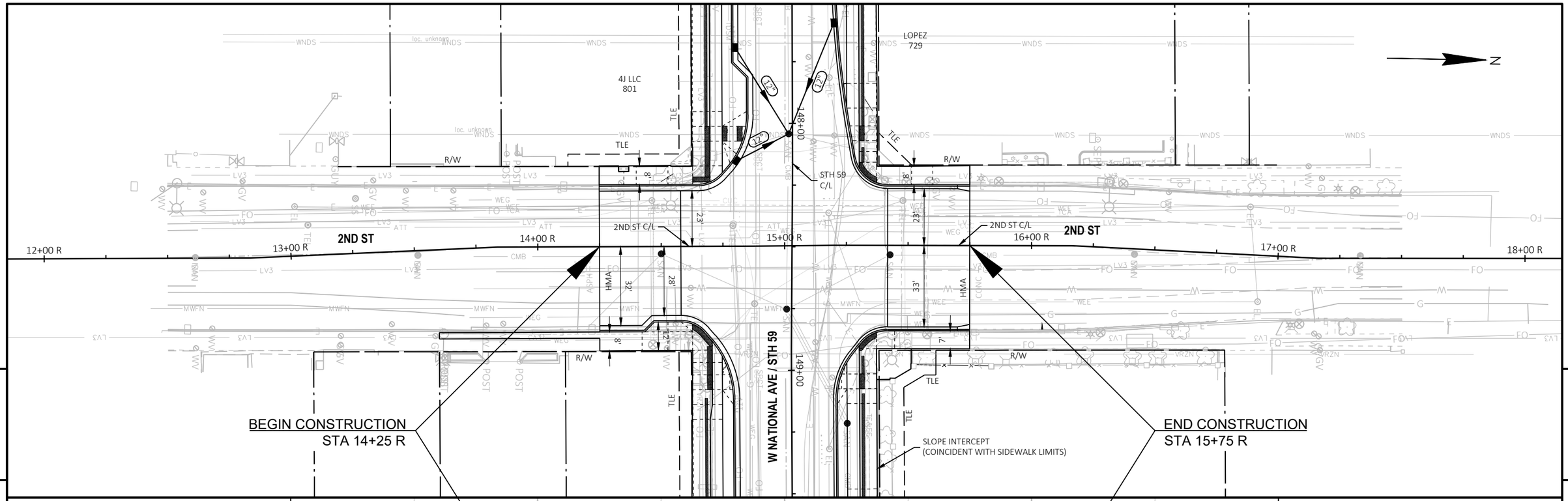


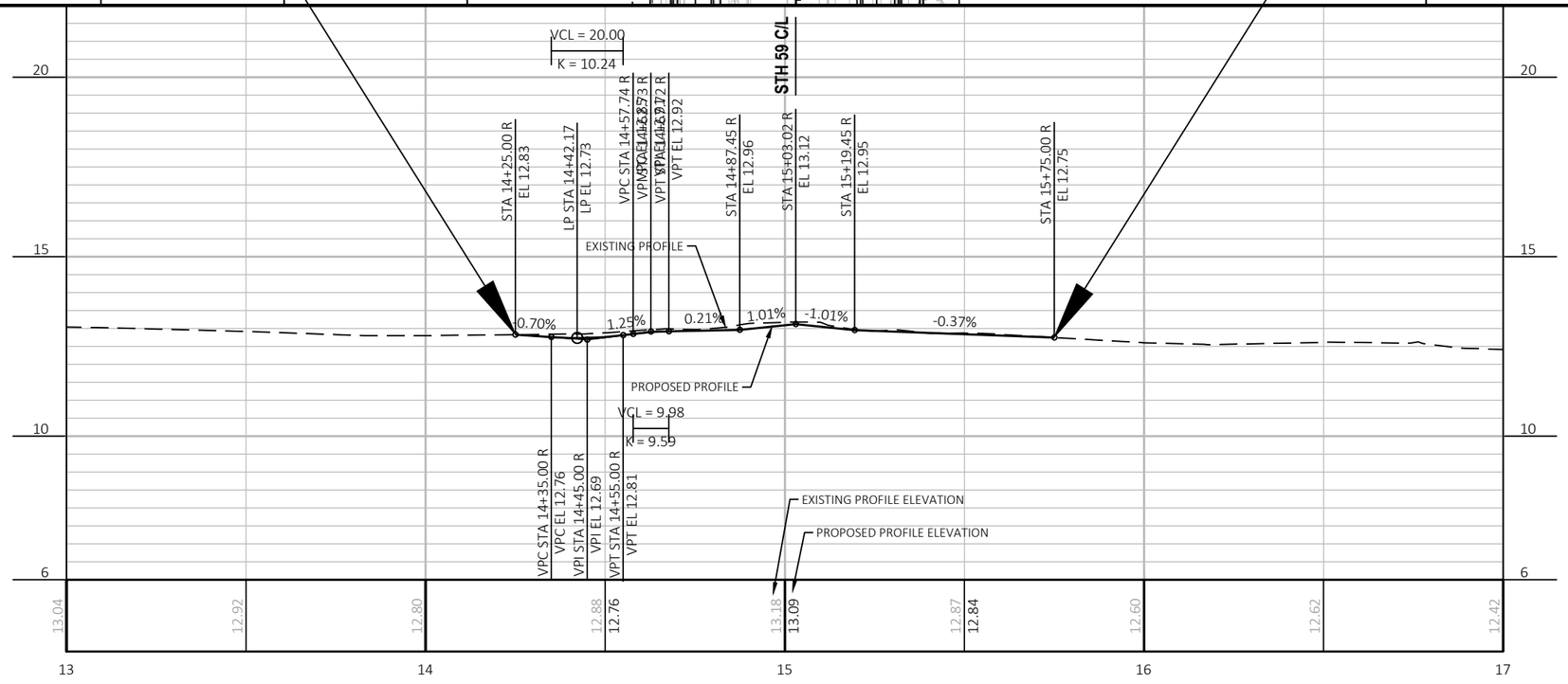

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 6TH ST | SHEET 912 | E |
|---|---|---|---|---|---|



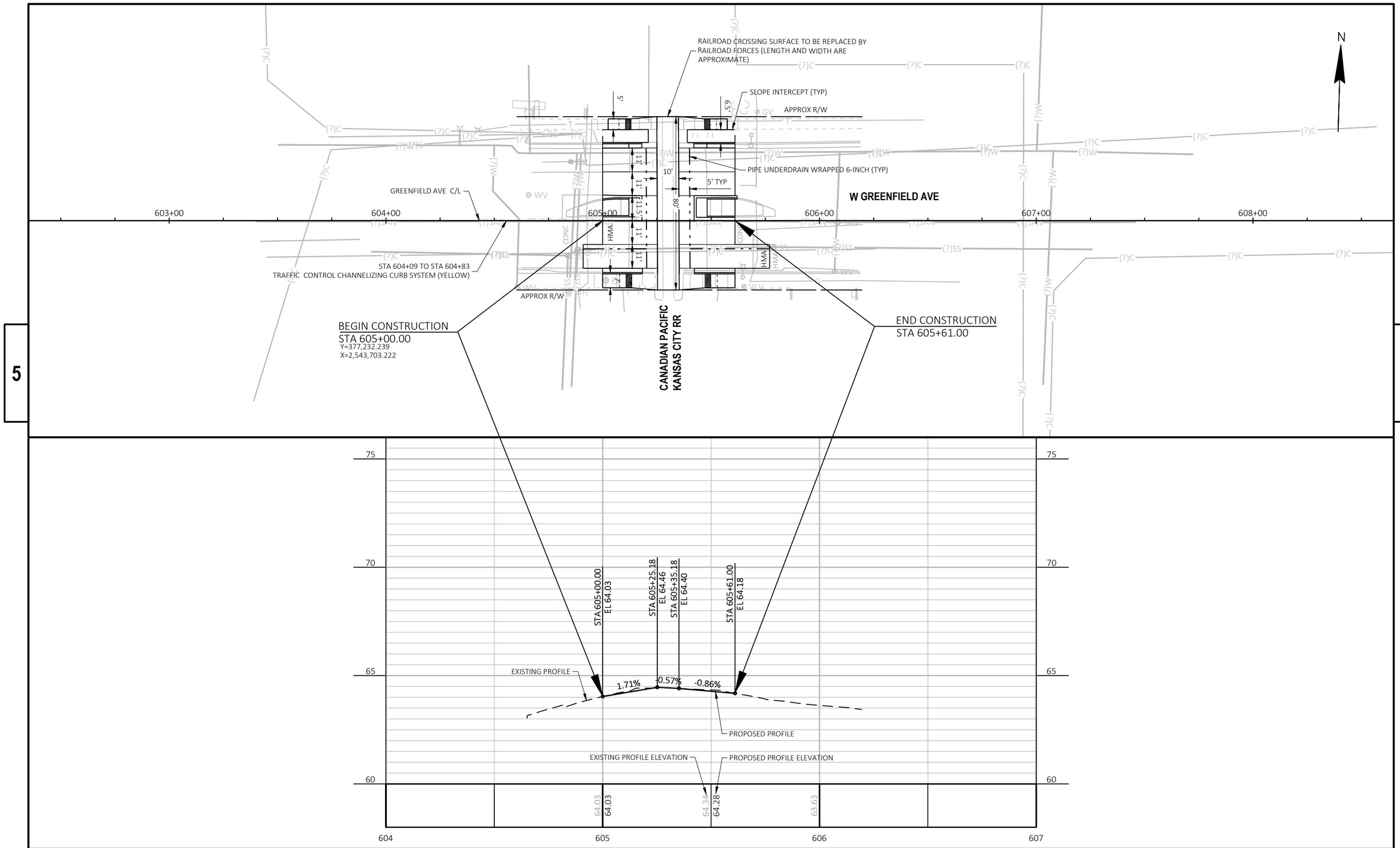

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 4TH ST | SHEET 913 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-SIDEROADS.DWG
LAYOUT NAME - 4th
PLOT DATE : 7/21/2026 10:21 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: 2ND ST | SHEET 914 | E |
|---|---|---|---|---|---|




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | PLAN AND PROFILE: GREENFIELD AVE | SHEET 915 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\050101-PP-GREENFIELD AVE.DWG
LAYOUT NAME - 050101-01-pp

PLOT DATE : 7/22/2026 12:06 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

# Standard Detail Drawing ListStandard Detail Drawing List

| | |
|---|---|
| 08B09-04 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER |
| 08D05-23A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-23B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-23C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-23D | CURB RAMPS TYPES 4B AND 4B1 |
| 08D05-23E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08D05-23F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD |
| 08D05-23G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES |
| 08D16-11 | CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES |
| 08E10-02 | INLET PROTECTION TYPES A, B, C AND D |
| 08E14-01 | TRACKING PAD |
| 09A11-01 | DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y |
| 09A12-01 | DRIVEWAY AND SIDEWALK RAMPS TYPE Z |
| 09B02-10 | CONDUIT |
| 09C02-09 | CONCRETE BASES, TYPES 1, 2,  5, & 6 |
| 09C03-04 | TRANSFORMER/PEDESTAL BASES |
| 09C11-11 | CONCRETE BASE TYPE 10 |
| 09C15-03 | CONCRETE BASE TYPE 10 SPECIAL |
| 09C16-01 | CONCRETE BASE TYPE 10 SPECIAL EXTENSION |
| 09D01-05 | CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) |
| 09D02-03 | SIGNAL CONTROL CABINET |
| 09E01-17B | POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY) |
| 09E01-17G | HARDWARE DETAILS FOR POLE MOUNTING |
| 09E06-06 | TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT. |
| 09E07-06 | TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS |
| 09E08-11A | TYPE 9 POLE 15'-30' MONOTUBE ARM |
| 09E08-11B | TYPE 9 SPECIAL POLE 35' MONOTUBE ARM |
| 09E08-11E | TYPE 10 POLE 15'-30' MONOTUBE ARM |
| 09E08-11F | TYPE 10 SPECIAL POLE 35' MONOTUBE ARM |
| 09E08-11G | TYPE 10 SPECIAL POLE 40' MONOTUBE ARM |
| 09E08-11H | TYPE 10 SPECIAL POLE 45' MONOTUBE ARM |
| 09E08-11K | GENERAL NOTES AND HARDWARE FOR TYPES 9, 10, 9/10 SPECIAL,12 AND13 POLES WITH MONOTUBE ARMS |
| 09G01-04A | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04B | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04C | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04D | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04E | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04F | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04G | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 13B01-11A | PAVEMENT DETAILS FOR RAILROAD APPROACH |
| 13B01-11B | TYPICAL SECTIONS FOR RAILWAY APPROACH |
| 13C01-19 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C13-11 | URBAN DOWELED CONCRETE PAVEMENT |
| 13C18-08A | CONCRETE PAVEMENT JOINTING |
| 13C18-08B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-08C | CONCRETE PAVEMENT JOINT TYPES |
| 13C18-08D | CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES |
| 13C18-08F | CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 14A01-03 | TREE PRESERVATION DETAILS |
| 14A02-01 | TREE PLANTING DETAIL |
| 15C02-10A | 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 |
| 15C07-16A | PAVEMENT MARKING SYMBOLS |
| 15C07-16B | PAVEMENT MARKING WORDS |
| 15C07-16C | PAVEMENT MARKING ARROWS |
| 15C07-16E | PAVEMENT MARKING FOR BIKE LANES |
| 15C08-24A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C08-24B | TEMPORARY LONGITUDINAL PAVEMENT MARKING |
| 15C08-24D | PAVEMENT MARKING (TURN LANES) |
| 15C09-14A | SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS |
| 15C11-11A | CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST |

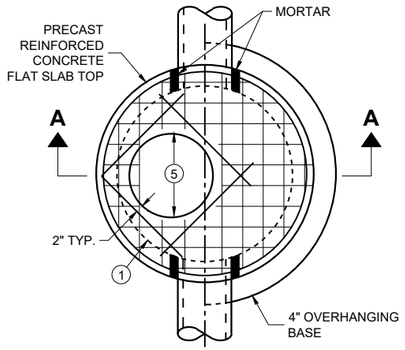
6

# Standard Detail Drawing ListStandard Detail Drawing List

| | |
|---|---|
| 15C11-11B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C18-09A | MEDIAN ISLAND PAVEMENT MARKINGS |
| 15C18-09B | PAVEMENT MARKINGS, MEDIAN ISLAND NOSE |
| 15C20-02 | YIELD MARKINGS |
| 15C29-08A | BICYCLE LANE MARKING |
| 15C33-05 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15C36-01 | PARKING STALL MARKING |
| 15D20-12A | TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D20-12B | TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D20-12C | TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D28-06 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |
| 15D30-12A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12D | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12E | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12F | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12G | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12H | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12I | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12J | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12K | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12L | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D40-08A | TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER |
| 15D40-08C | TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER |

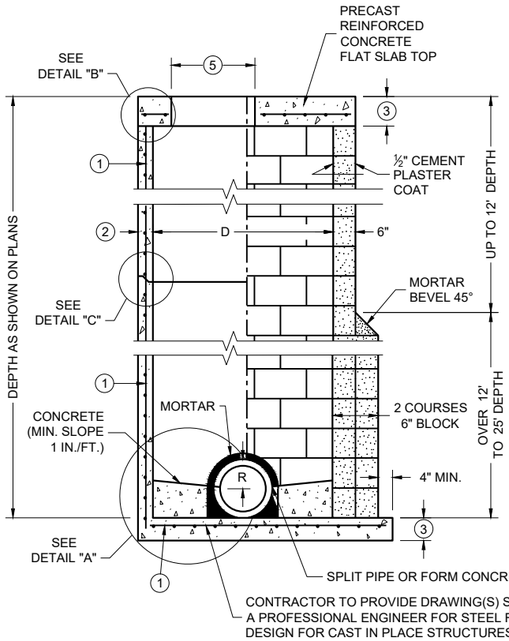


6




**PLAN VIEW**

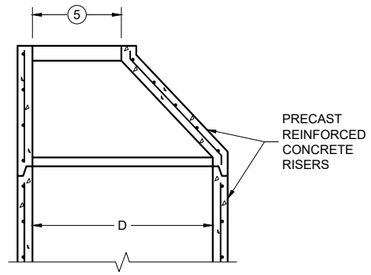
## CIRCULAR OPENING



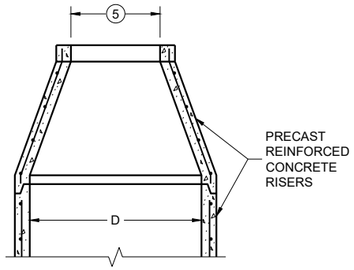

**SECTION A - A**

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

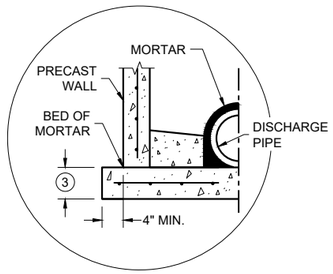
**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE** (1)



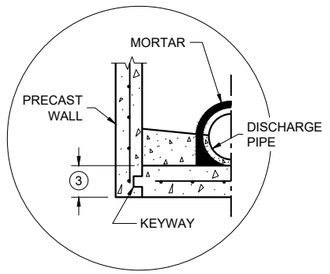

**OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP**




**OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP**

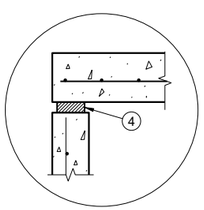



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

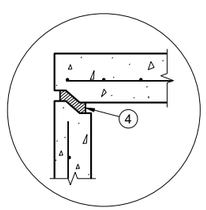



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

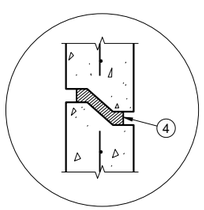
## DETAIL "A"




**TOP WITH PLAIN END JOINT**




**TOP WITH TONGUE AND GROOVE JOINT**




**RISER WITH TONGUE AND GROOVE JOINT**

## DETAIL "B"

## DETAIL "C"

### MANHOLE COVER OPENING MATRIX

| OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

### PIPE MATRIX

| MANHOLE SIZE (DIA.) | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | | MINIMUM WALL THICKNESS (IN) | MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS |
|---|---|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) | | |
| 3-FT | 15 | 12 | 4 | 6 |
| 4-FT | 24 | 18 | 4 | 6 |
| 5-FT | 36 | 24 | 5 | 8 |
| 6-FT | 42 | 36 | 6 | 8 |
| 7-FT | 48 | 36/42 * | 7 | 8 |
| 8-FT | 60 | 42 | 8 | 8 |
| 9-FT | 66 | 54 | 9 | 10 |
| 10-FT | 72 | 60 | 10 | 10 |

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

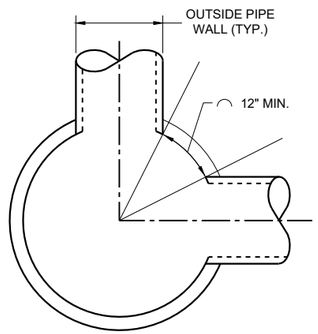
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.




**MINIMUM HORIZONTAL PIPE SEPARATION**

## DETAIL "D"

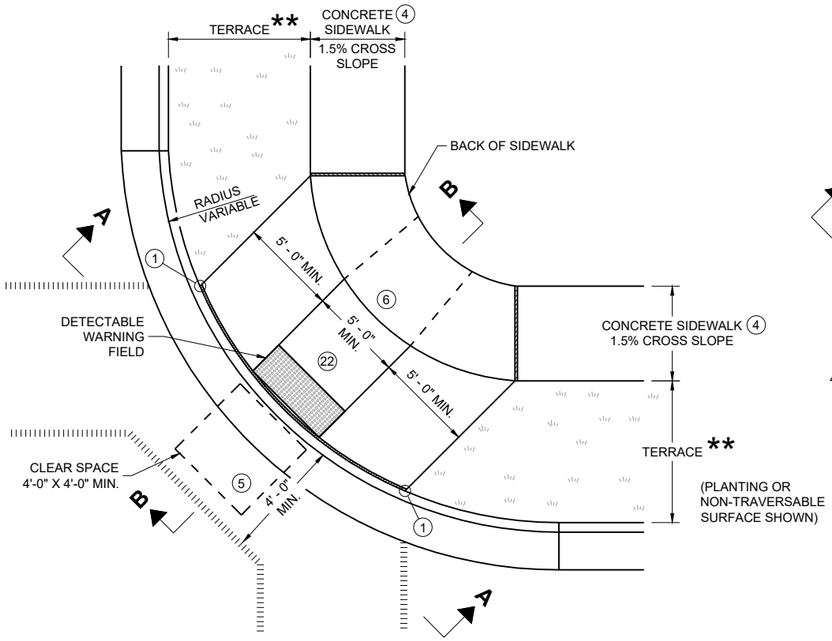
**MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

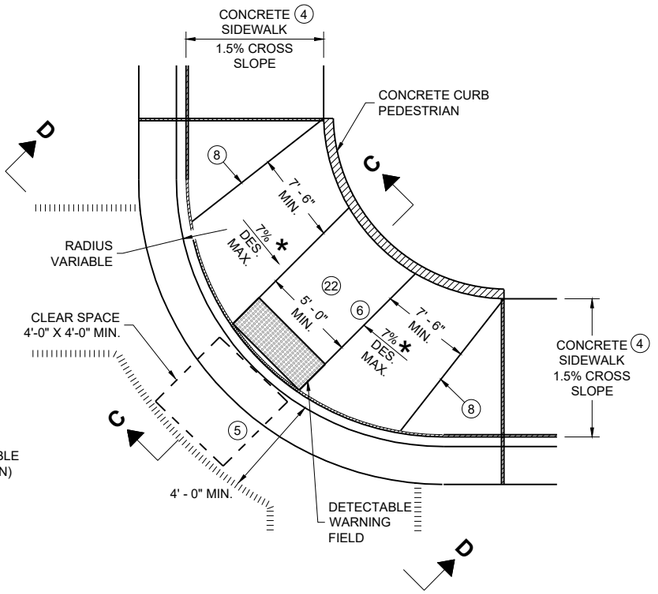
**MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER**




**PLAN VIEW**

## CURB RAMP TYPE 1

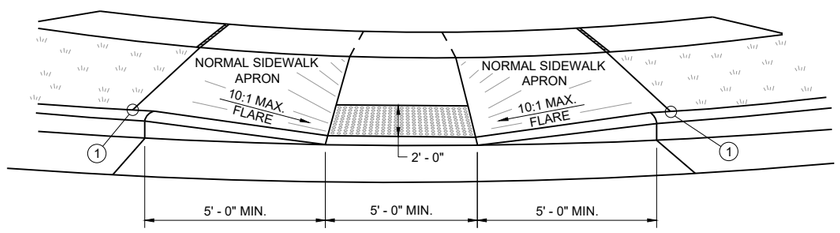
**(CENTER OF CORNER RADIUS)**



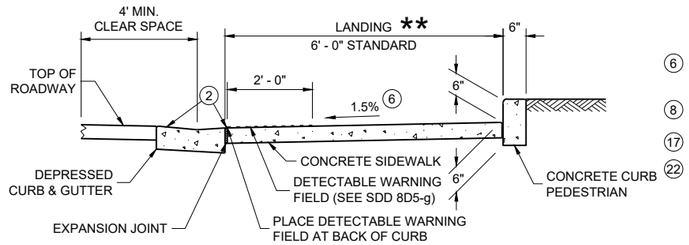

**PLAN VIEW**

## CURB RAMP TYPE 1 - A

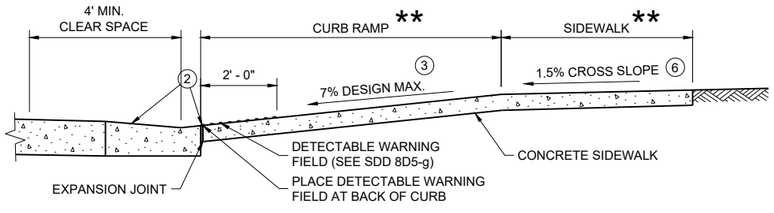
**(NO TERRACE)**



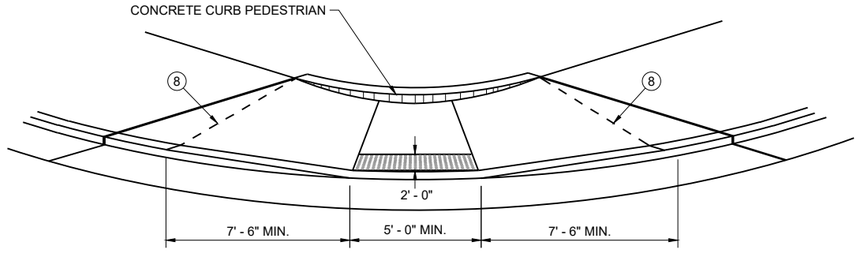

**VIEW A - A FOR TYPE 1**




**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.

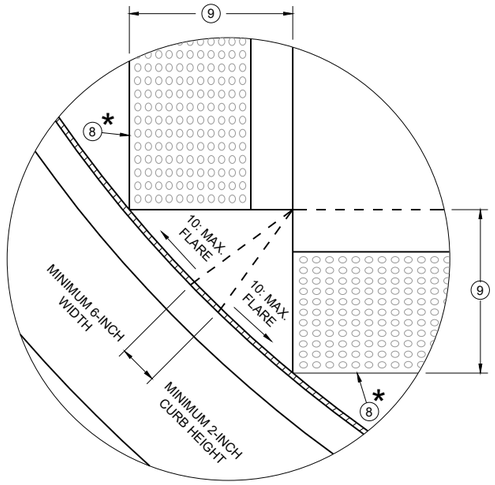
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

## LEGEND

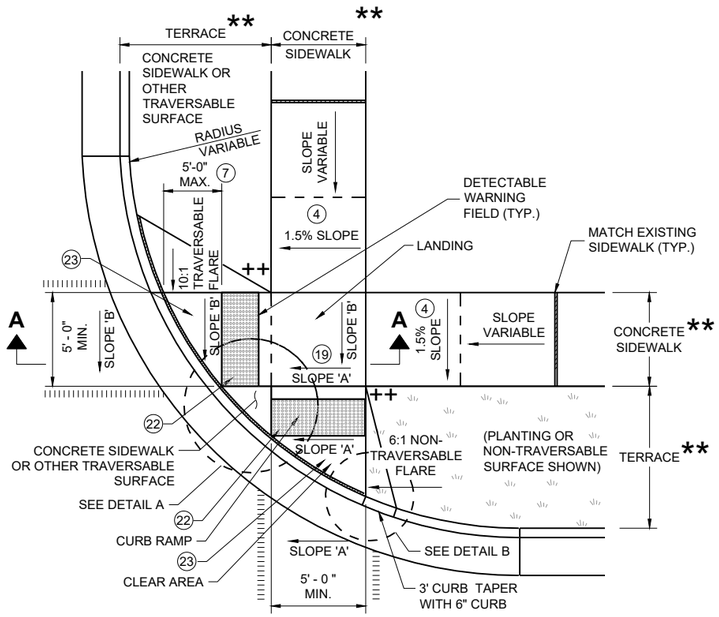
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

**CURB RAMPS TYPE 1 AND 1-A**

STATE OF WISCONSIN
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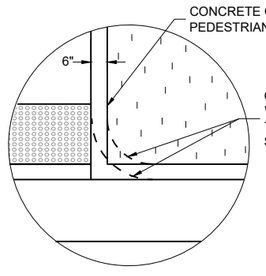

**DETAIL A**



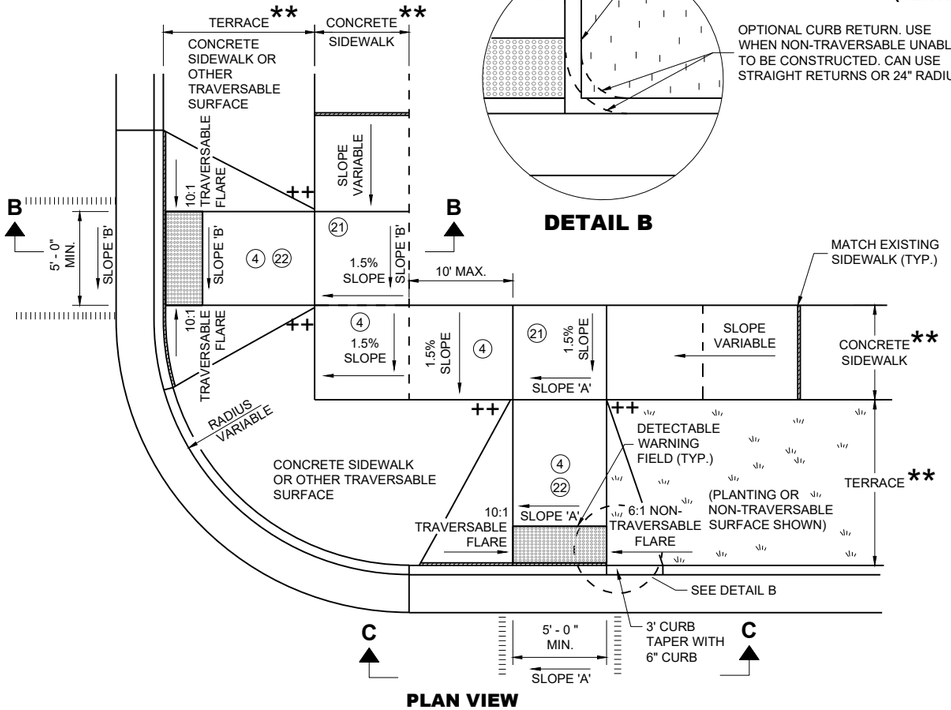

**PLAN VIEW**

## CURB RAMP TYPE 2

**(CENTER OF CORNER RADIUS)**



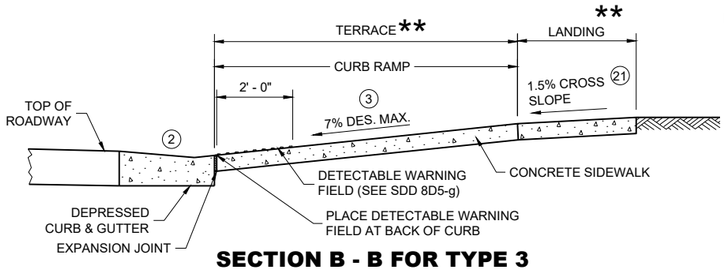

**DETAIL B**



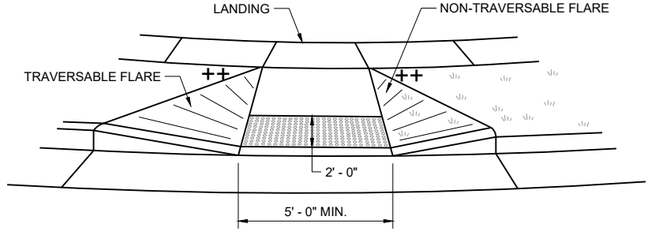

**PLAN VIEW**

## CURB RAMP TYPE 3

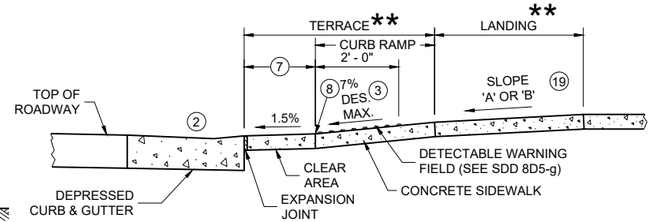
**(OUTSIDE OF CROSSWALK AREA)**




**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.

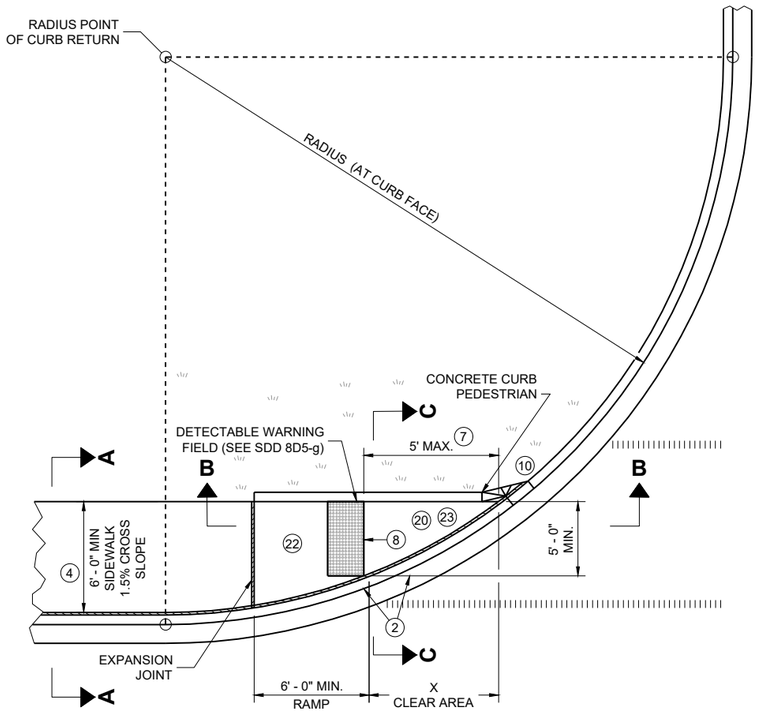
## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS TYPE 2 AND 3**

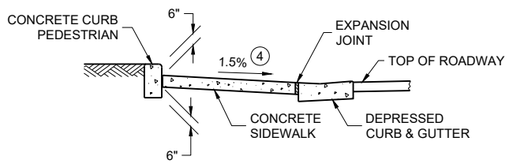
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION


6
SDD 08D05-23b

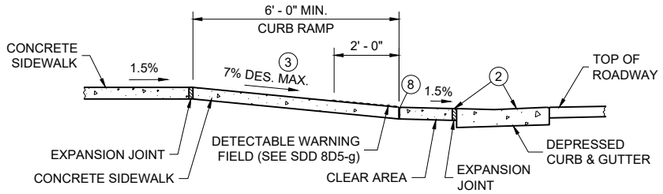



**PLAN VIEW**

**CURB RAMP TYPE 4A**




**SECTION C - C FOR TYPE 4A**



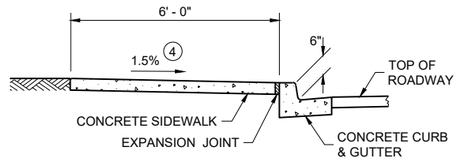

**SECTION B - B FOR TYPE 4A AND TYPE 4A1**

## LEGEND

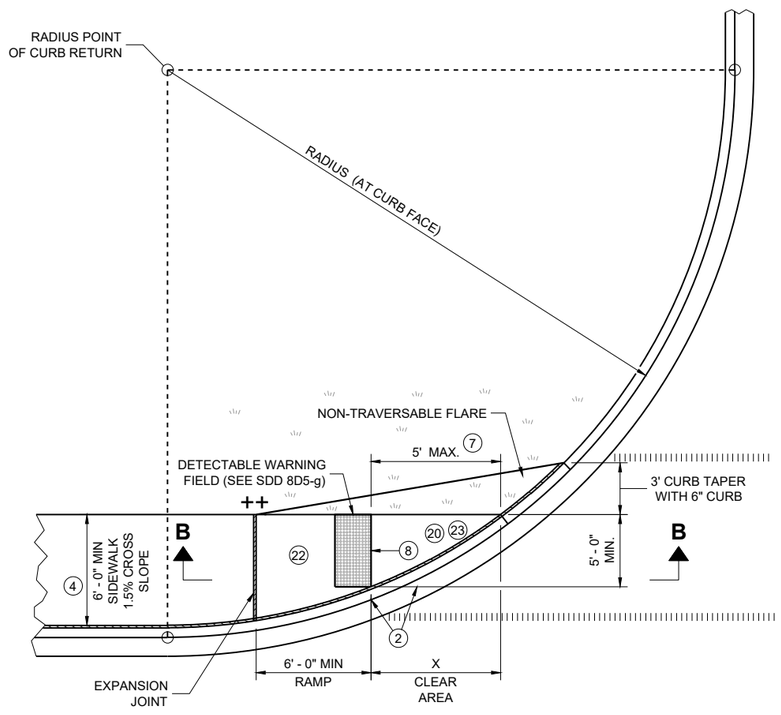
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

| 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.

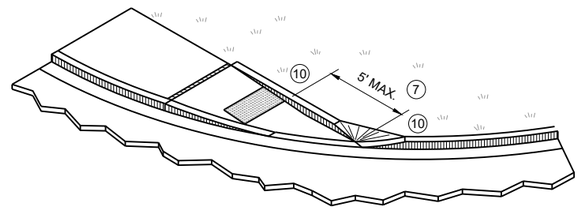
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

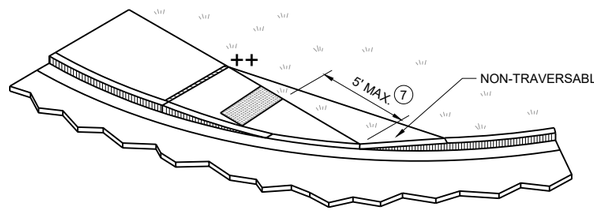
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.



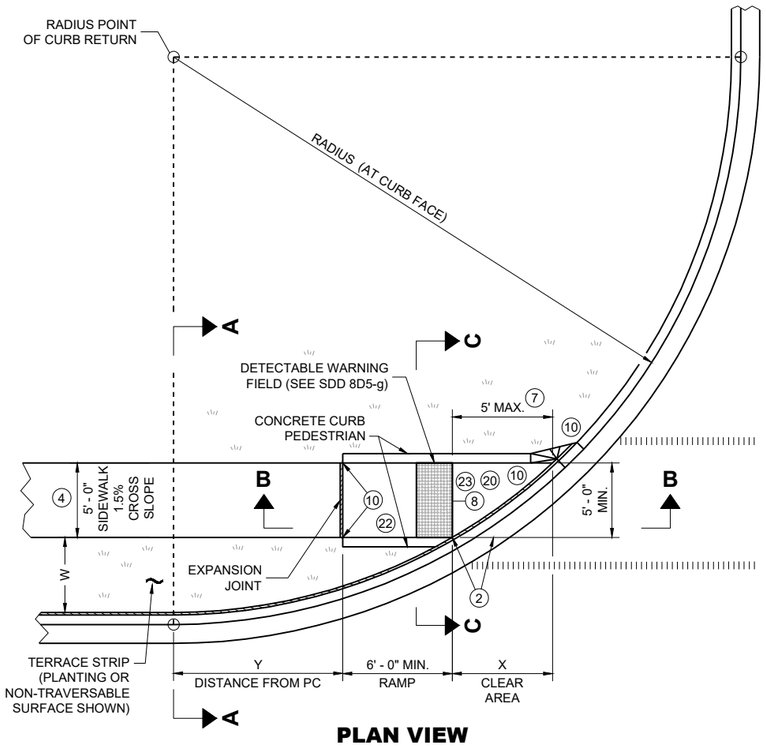

**ISOMETRIC VIEW FOR TYPE 4A**



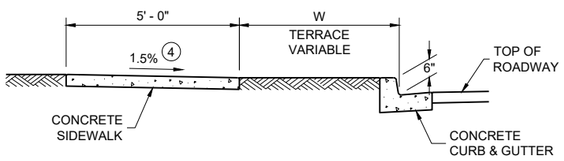

**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS**
**TYPE 4A AND 4A1**

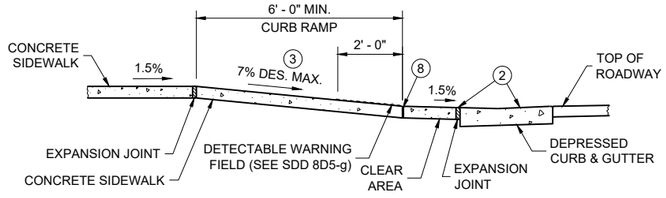
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**PLAN VIEW**
**CURB RAMP TYPE 4B**



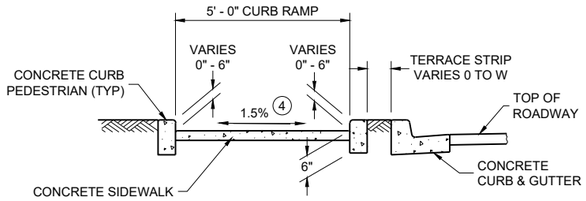

**SECTION A - A FOR TYPE 4B**




**SECTION B - B FOR TYPE 4B AND TYPE 4B1**

| 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.

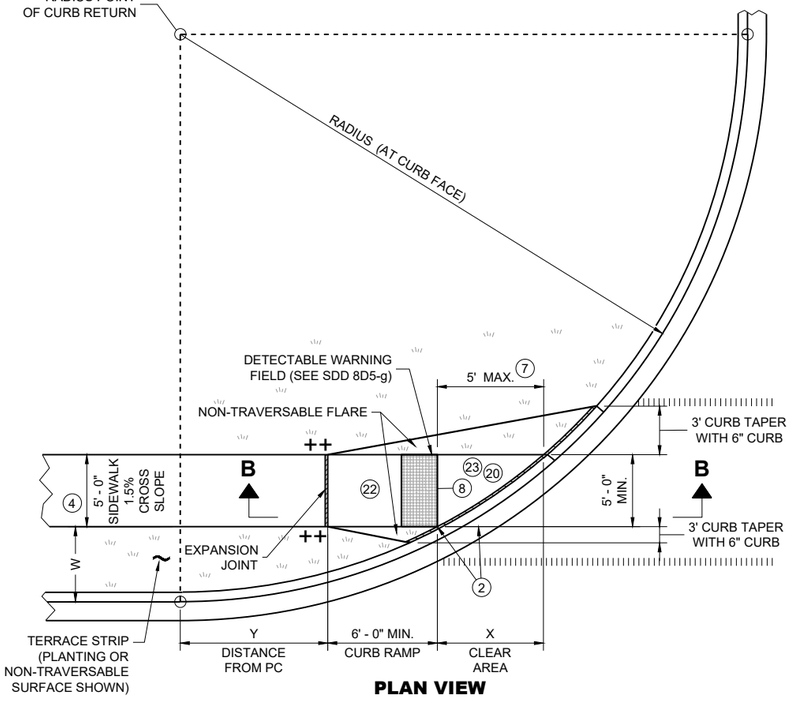
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

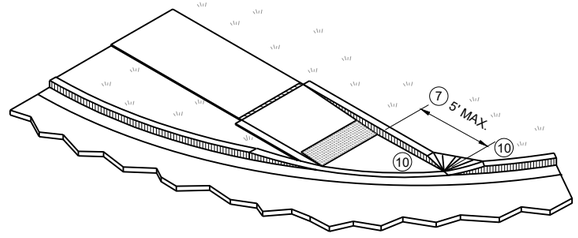
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.

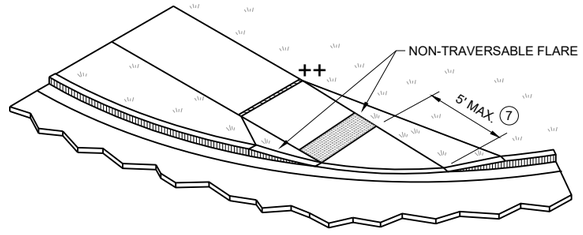
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.




**PLAN VIEW**
**CURB RAMP TYPE 4B1**




**ISOMETRIC VIEW FOR TYPE 4B**



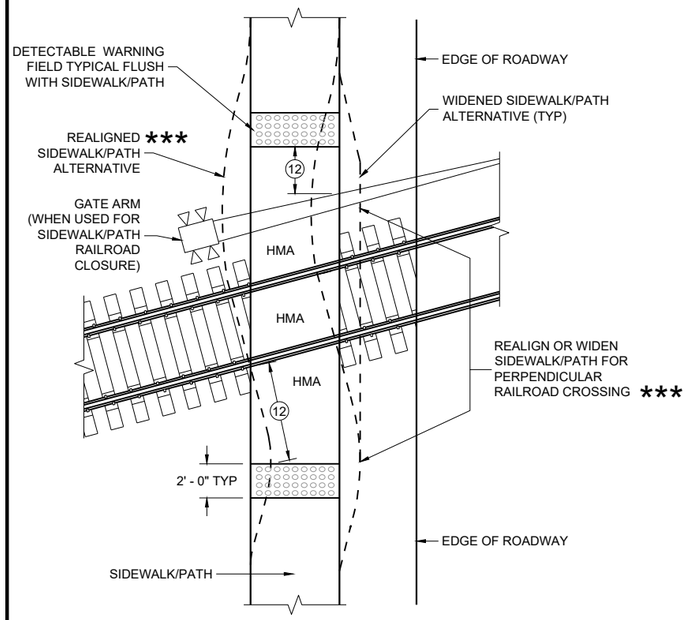

**ISOMETRIC VIEW FOR TYPE 4B1**

**CURB RAMPS**
**TYPE 4B AND 4B1**

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DEPARTMENT OF TRANSPORTATION

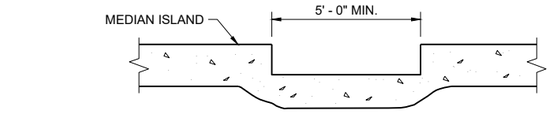
6

SDD 08D05-23d

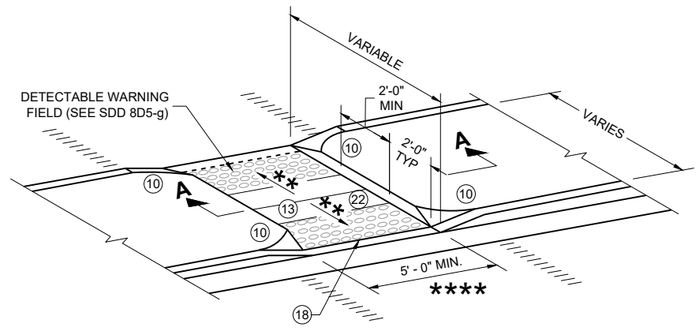



## CURB RAMP TYPE 8

### 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.

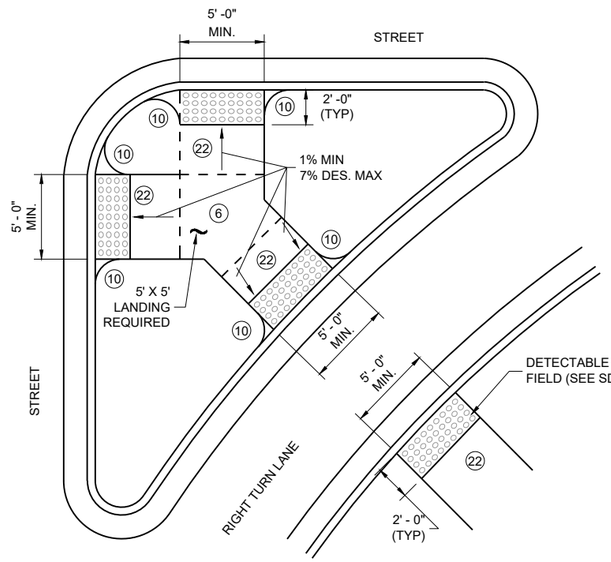
(12) THE DOWNSTREAM EDGE OF THE DETECTABLE WARNING SHOULD BE LOCATED AT LEAST 2 FEET UPSTREAM FROM THE AUTOMATIC GATE, COUNTERWEIGHT, FLASHING-LIGHT SIGNALS, OR CROSSBUCK ASSEMBLY SPECIFIC TO THE PATHWAY OR SIDEWALK (IF ANY ARE PRESENT) AND AT LEAST 12 FEET FROM THE NEAREST RAIL.

(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.

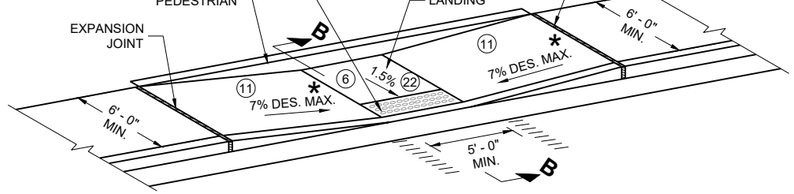
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.




## CURB RAMP TYPE 6

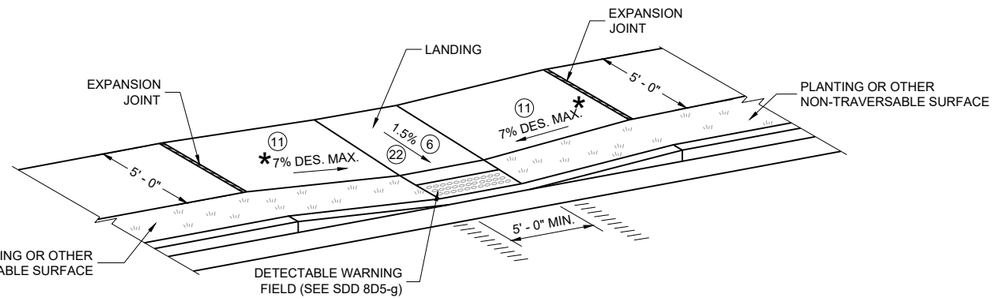
### DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS




## CURB RAMP TYPE 7A

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS

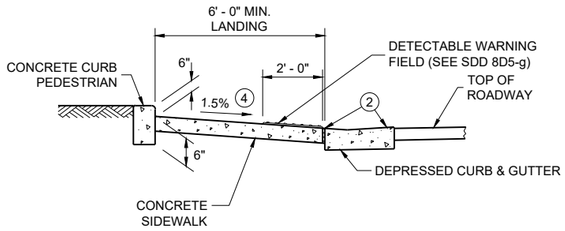



## CURB RAMP TYPE 7B

### 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 |

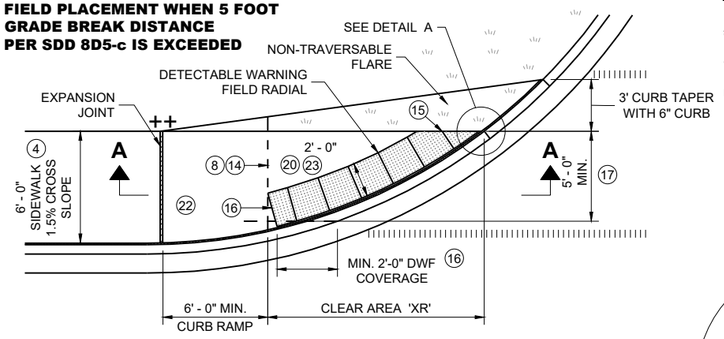



### SECTION B - B FOR TYPE 7A

**CURB RAMPS**
**TYPE 5, 6, 7A, 7B & 8**

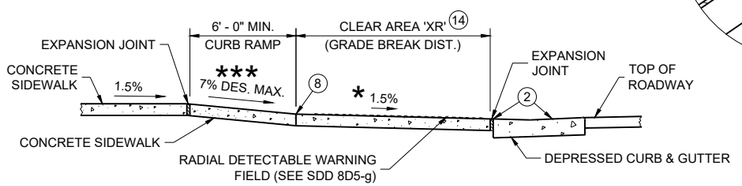
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**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED**




**PLAN VIEW**

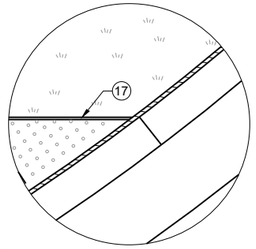
## CURB RAMP TYPE 4A1
## (GRADE BREAK DISTANCE GREATER THAN 5 FEET)




**SECTION A - A FOR TYPE 4A1**

## LEGEND

| | |
|---|---|
| ═══ | ½" EXPANSION JOINT SIDEWALK |
| – – – – | CONTRACTION JOINT SIDEWALK |
| ıı ıı ıı ıı | PAVEMENT MARKING CROSSWALK (WHITE) |
| ** | WIDTH SHOWN ELSEWHERE IN THE PLANS |
| *** | MAXIMUM 8.3% |
| ++ | CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE |




**DETAIL A**

## 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.

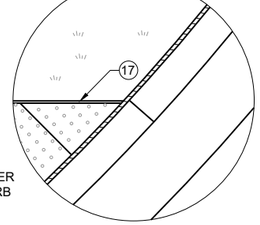
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(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.

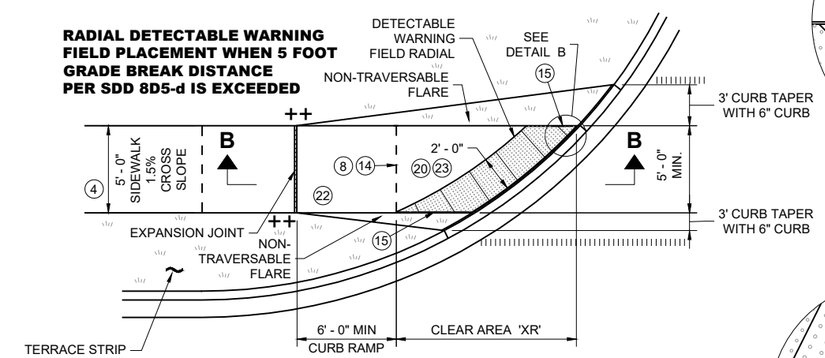
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(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.



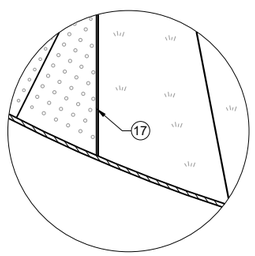

**DETAIL B**

**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED**

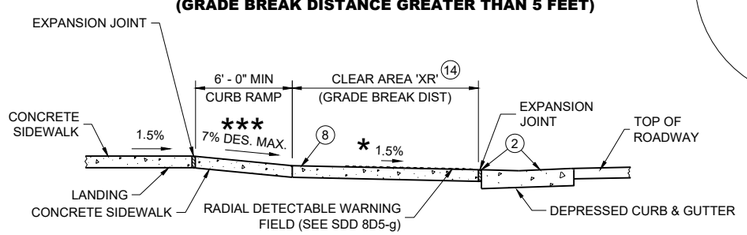



**PLAN VIEW**

## CURB RAMP TYPE 4B1
**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

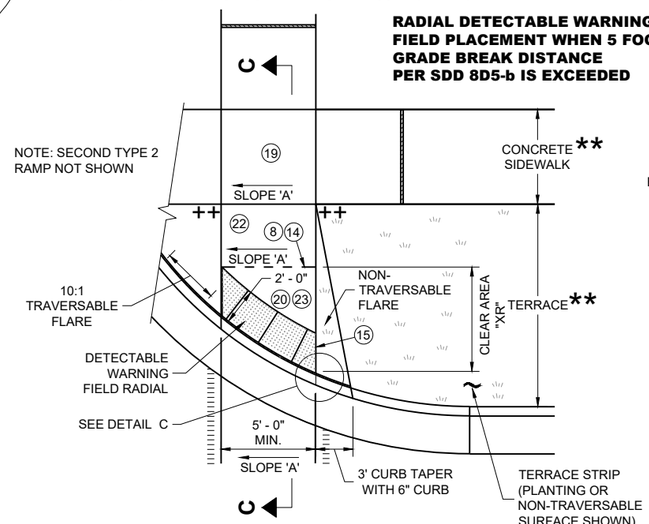



**DETAIL C**



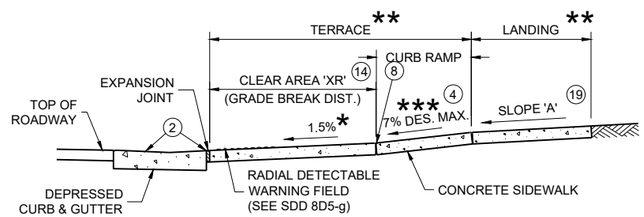

**SECTION B - B FOR TYPE 4B1**

**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED**




**PLAN VIEW**

## CURB RAMP TYPE 2
**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**
**(ON LINE WITH SIDEWALK)**



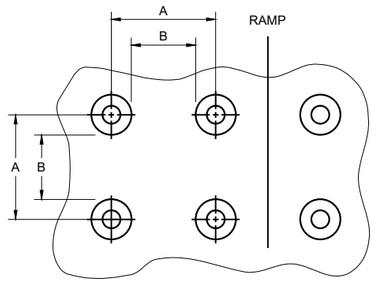

**SECTION C - C FOR TYPE 2**

**CURB RAMPS**
**RADIAL DETECTABLE WARNING**

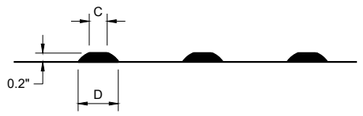
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

| | MIN. | MAX. |
|---|---|---|
| **A** | 1.6" | 2.4" |
| **B** | 0.65" | 1.5" |
| **C** | * | * |
| **D** | 0.9" | 1.4" |

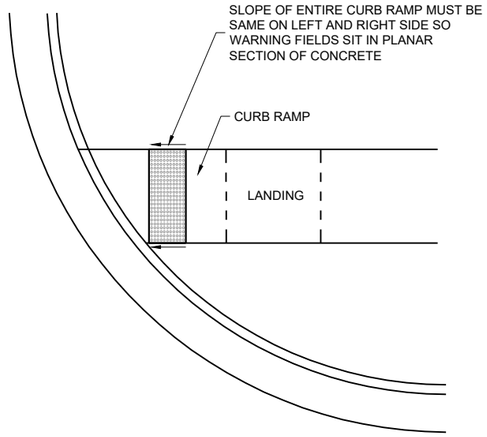
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**PLAN VIEW**




**ELEVATION VIEW**




**DETECTABLE WARNING FIELD**
**PLANAR INSTALLATION**

## GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

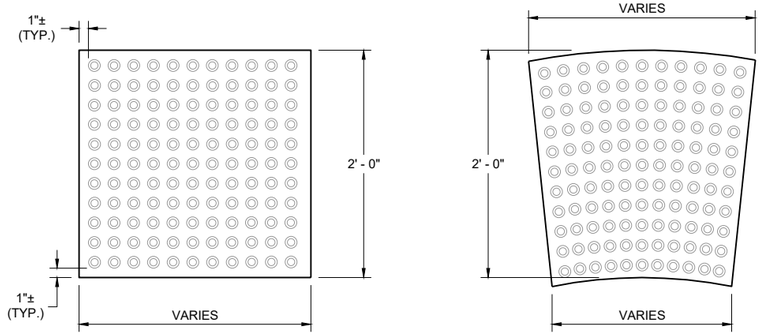
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

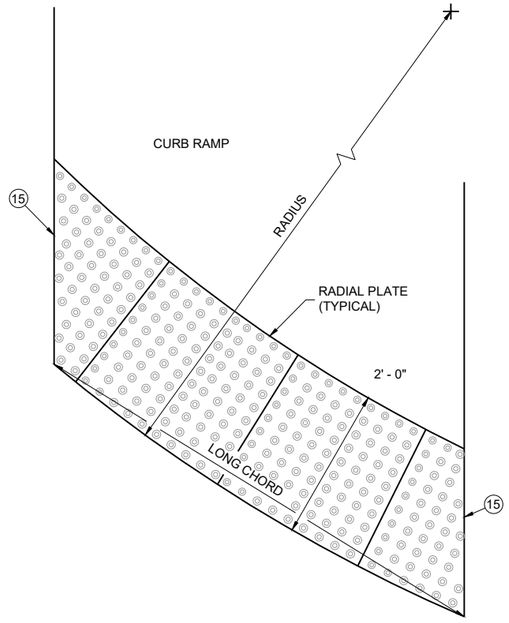
## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL



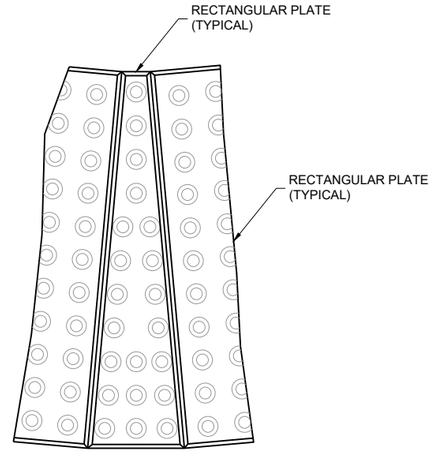

**RECTANGULAR PLATES**

**RADIAL PLATES**

**PLAN VIEW**
**DETECTABLE WARNING FIELDS (TYPICAL)**




**PLAN VIEW**
**RADIAL DETECTABLE WARNING FIELD ATTRIBUTES**




**PLAN VIEW**
**RADIAL WEDGE PLATE CONNECTION DETAIL**

**CURB RAMPS**
**RECTANGULAR AND RADIAL**
**DETECTABLE WARNING PLATES**

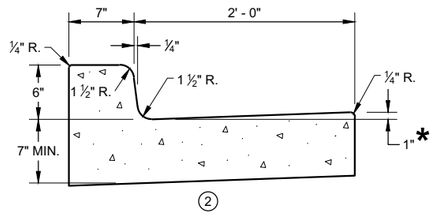
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DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

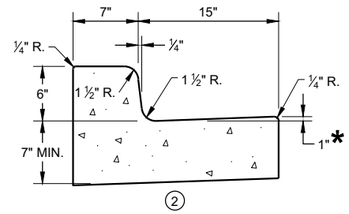


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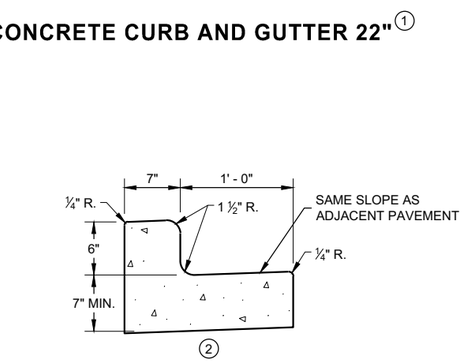



## CONCRETE CURB AND GUTTER 31" ①

*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



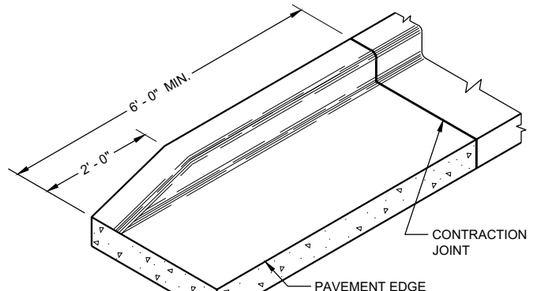

## CONCRETE CURB AND GUTTER 22" ①



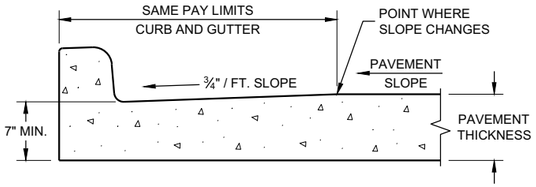

## CONCRETE CURB AND GUTTER 19" ①



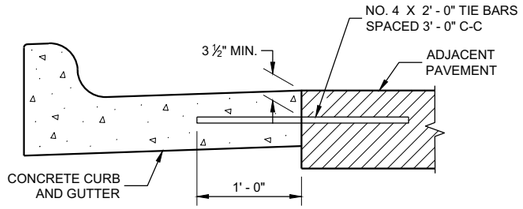

## CONCRETE GUTTER 24" ①



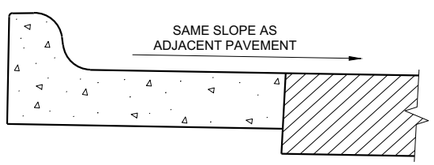

## END SECTIONCURB AND GUTTER




## PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER




## TYPICAL TIE BAR LOCATION ①




## HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

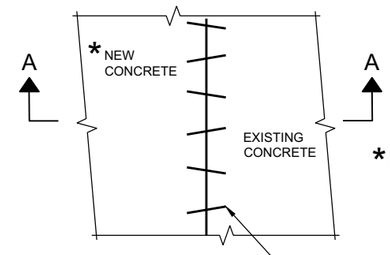
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

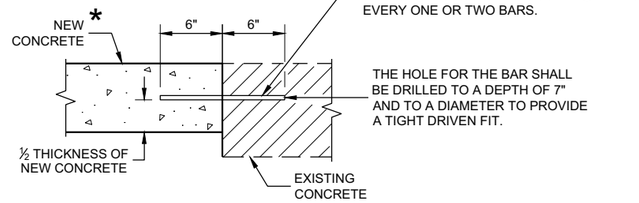
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS




## PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.




## SECTION A - A

## PAVEMENT TIES

**CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES**

**(For Optional use in Milwaukee Co. Only)**

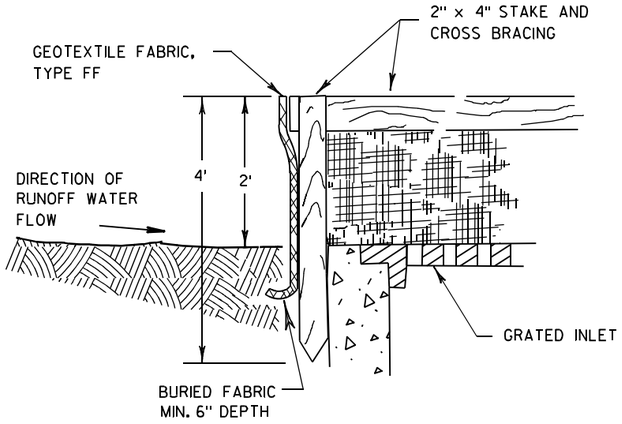
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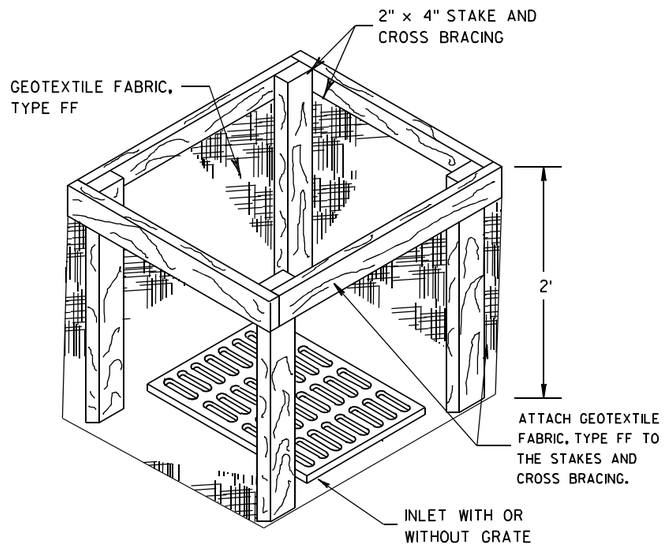
APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA



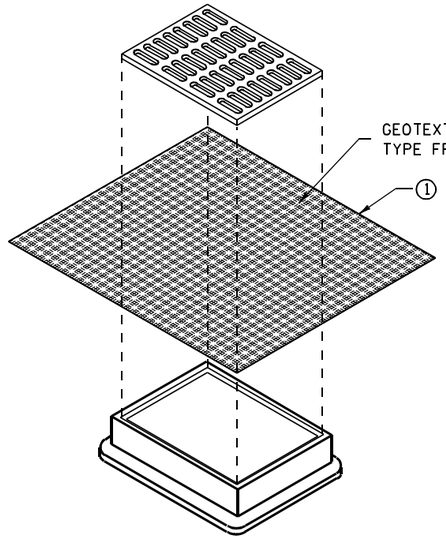

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SDD 08D16 - 11



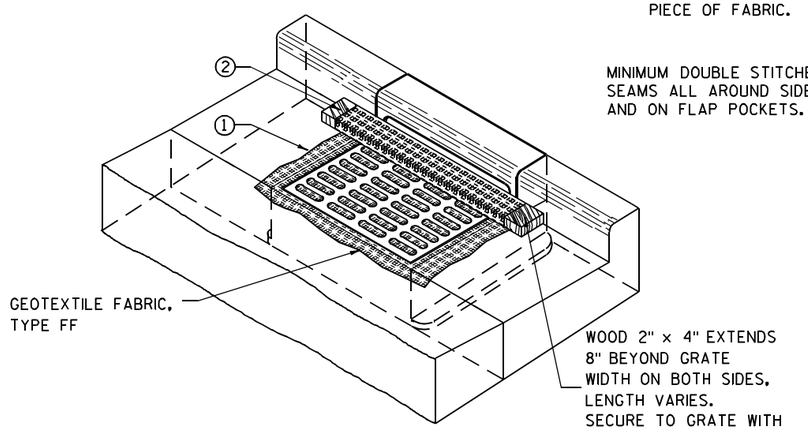




## INLET PROTECTION, TYPE A

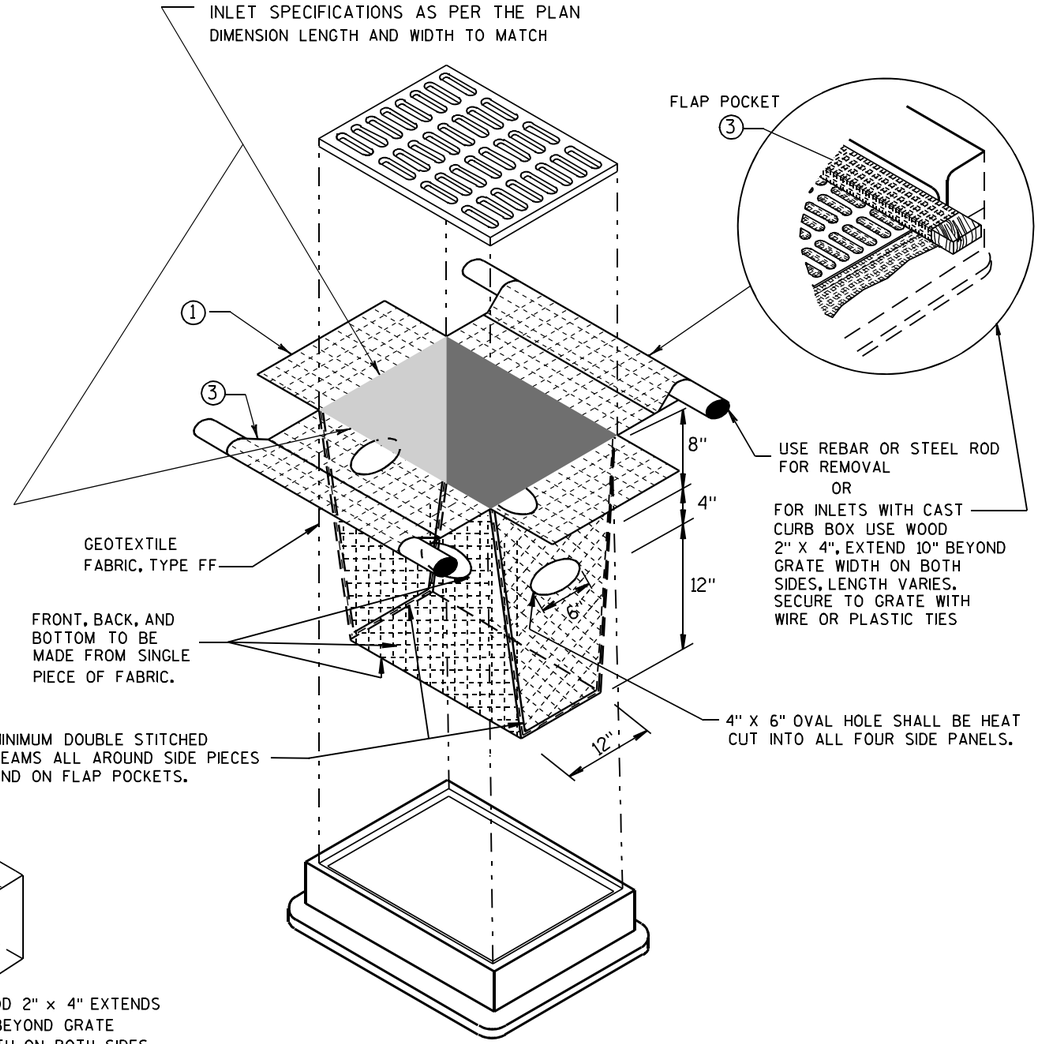



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
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10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

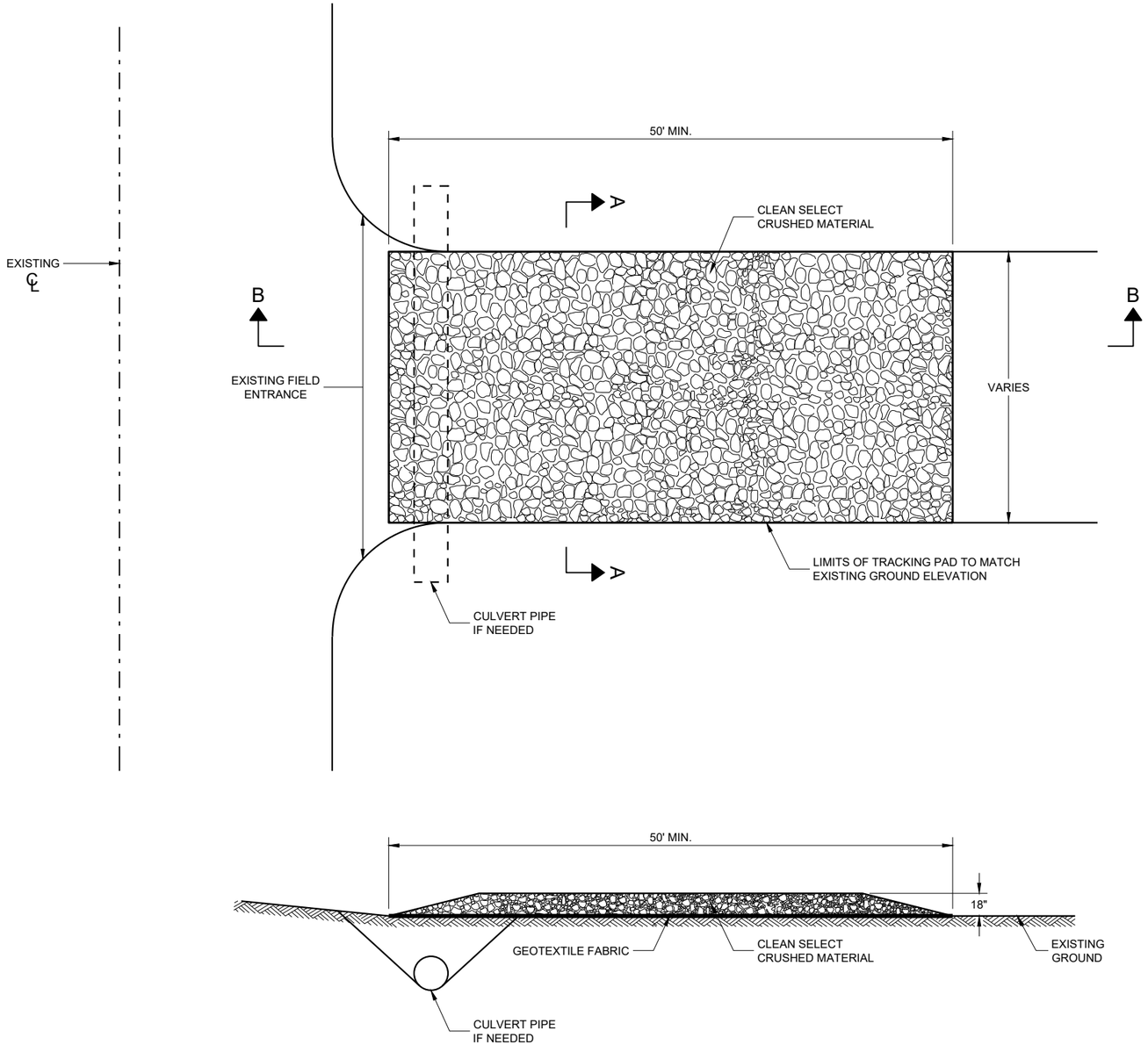


6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2







**SECTION B - B**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

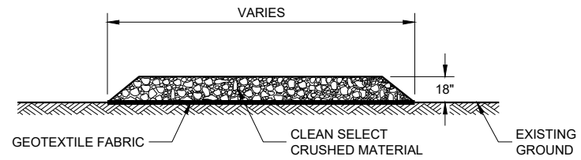
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.




**SECTION A - A**

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SDD 08E14 - 01

# TRACKING PAD

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3/24/2011
DATE

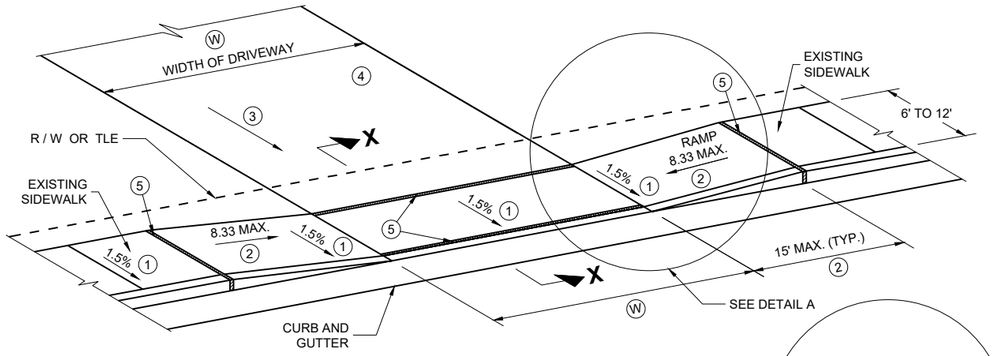
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

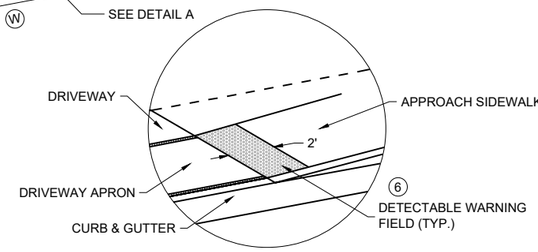


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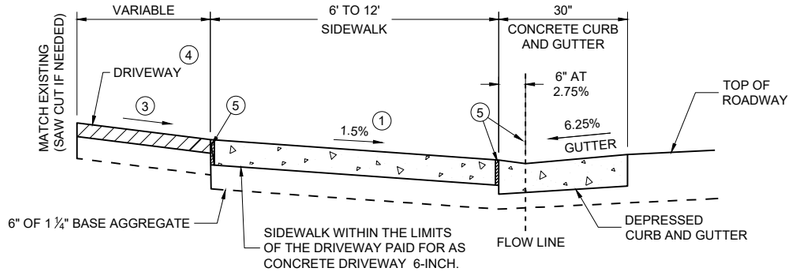
SDD 08E14 - 01



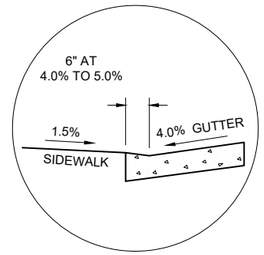

**TYPE X**
**SIDEWALK ABUTS CURB AND GUTTER**
**TERRACE VARIES 0 TO 3 FEET**




**DETAIL A**




**SECTION X - X**

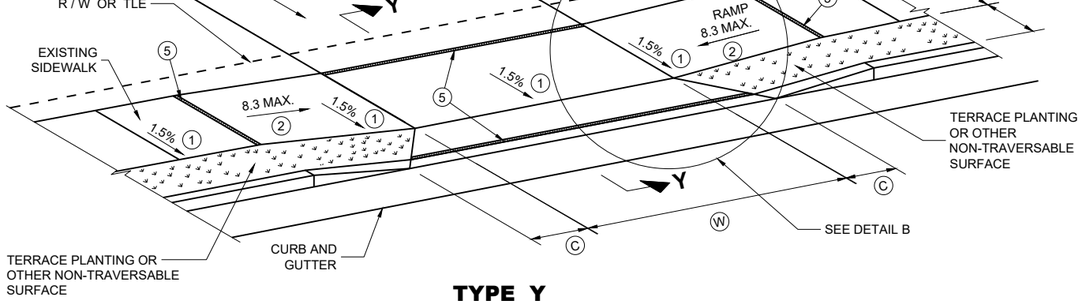



**SECTION X - X**
**4% GUTTER SLOPE**

Ⓦ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
- ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
- ~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.

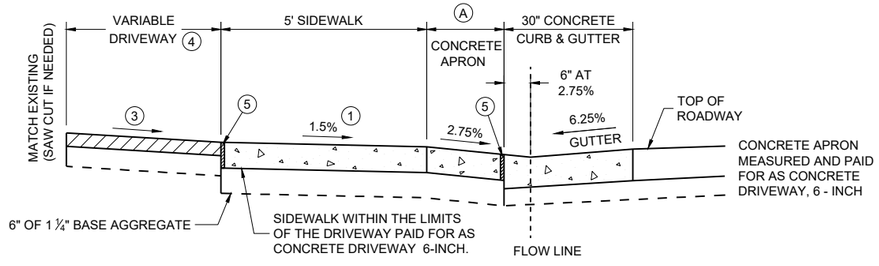
**TABLE Y**

| Ⓐ FEET | Ⓒ FEET |
|---|---|
| 3.5' | 2.0' |
| 4.5' | 3.0' |
| 5.5' | 3.5' |



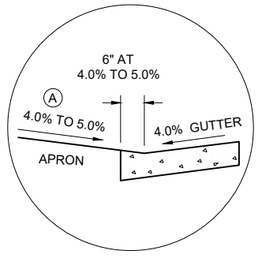

**TYPE Y**
**SIDEWALK WITH NARROWER TERRACE**
**TERRACE VARIES 4 TO 6 FEET**

Ⓐ: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%.

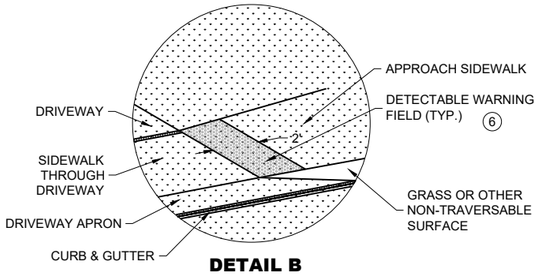
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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**

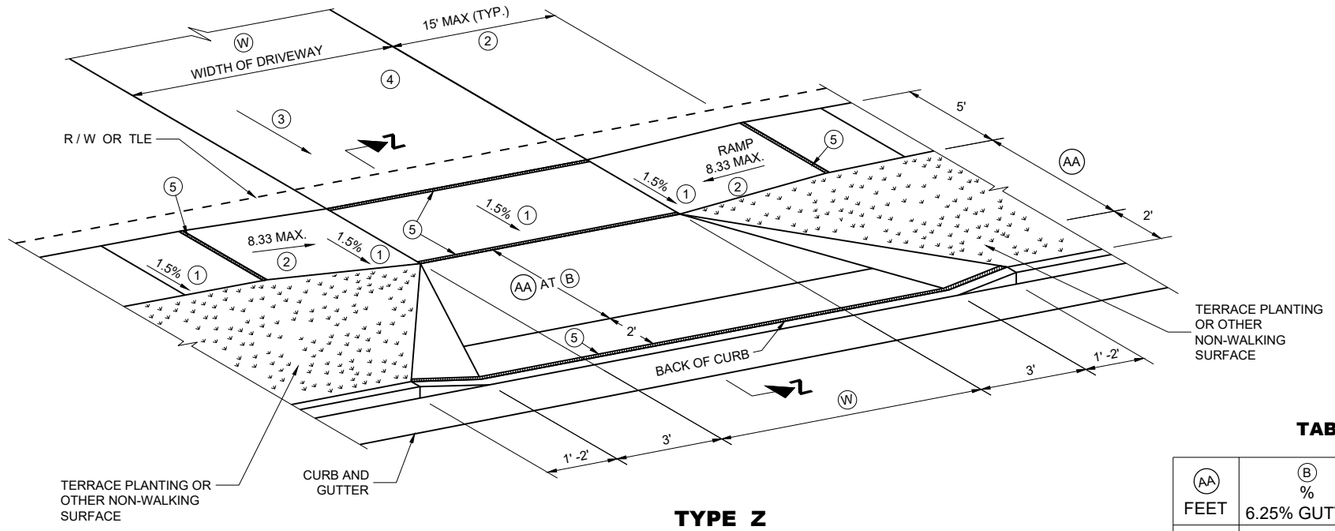
**DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



6
SDD 09A11-01




## TYPE Z

### SIDEWALK WITH WIDER TERRACE
### TERRACE VARIES 7 TO 12 FEET

## GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

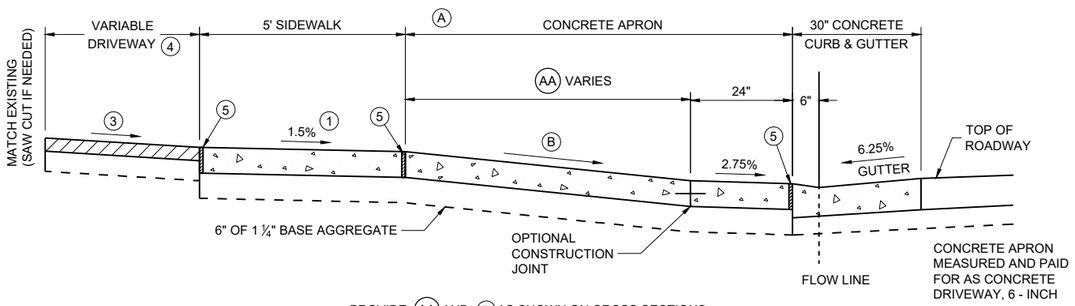
(4) DRIVEWAY TYPES
* 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE 2-INCH
* TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE 6-INCH BASE
* AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

(5) 1/2" EXPANSION JOINT FILLER.

## TABLE Z

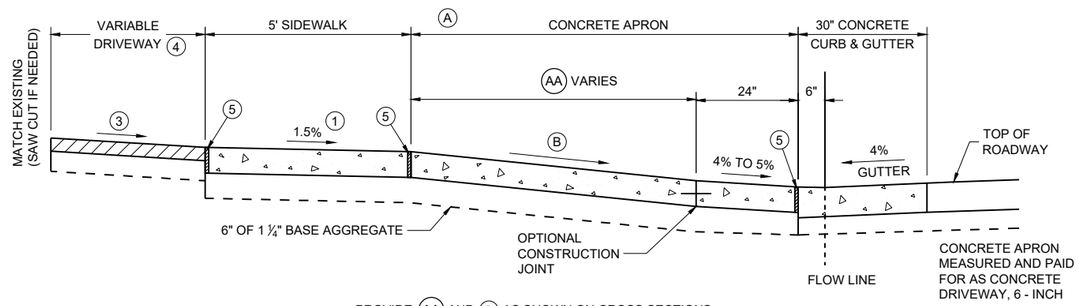
| (AA) FEET | (B) % 6.25% GUTTER | (B) % 4% GUTTER |
|---|---|---|
| 4.5' | 11.5% | 9% TO 11.5% |
| 5.5' | 9% TO 11.5% | 8% TO 11.5% |
| 6.5' | 8% TO 11.5% | 6% TO 11.5% |
| 7.5' | 7% TO 11.5% | 6% TO 11.5% |
| 8.5' | 6% TO 11.5% | 5% TO 11.5% |
| 9.5' | 5% TO 11.5% | 4% TO 11.5% |

(W) : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.




PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

**6.25% GUTTER SLOPE**




PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

**4% GUTTER SLOPE**

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

**SECTION Z - Z**

## DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

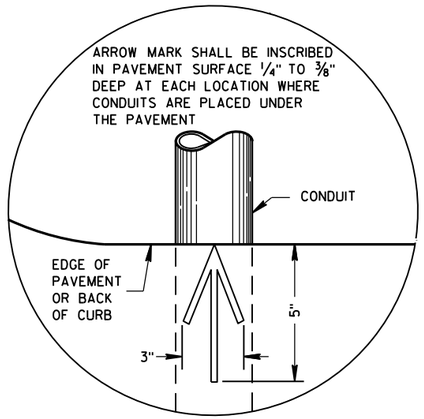
**(URBAN AND SUBURBAN)**

**DRIVEWAY AND SIDEWALK RAMPS TYPE Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

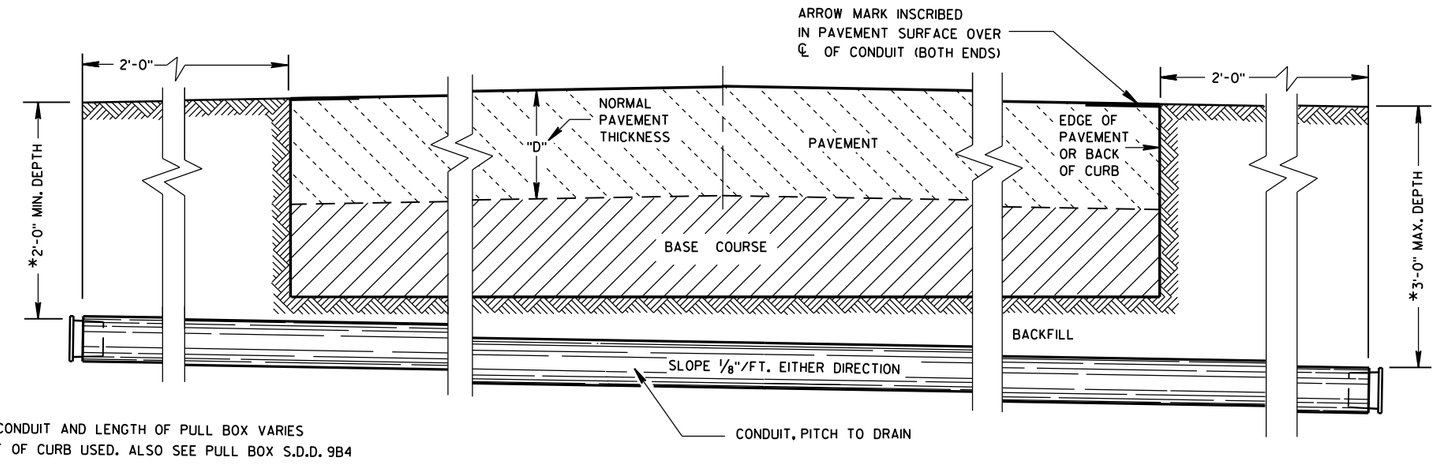
APPROVED
November 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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**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

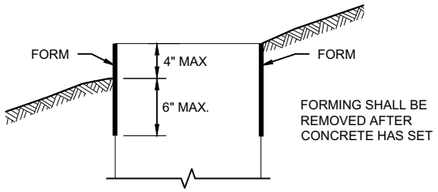
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 931
FHWA

6

S.D.D. 9 B 2-10

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE




## FORMING DETAIL

| QUANTITY REQUIREMENTS | CONCRETE BASE TYPE | | |
|---|---|---|---|
| | 1 | 2 | 5 & 6 |
| APPROX. CUBIC YARDS OF CONCRETE | 0.40 | 0.57 | 0.40 |
| LBS. OF HOOP BAR STEEL | NONE | 23 | 16 |
| LBS. OF VERTICAL BAR STEEL | NONE | 60 | 18 |

## GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

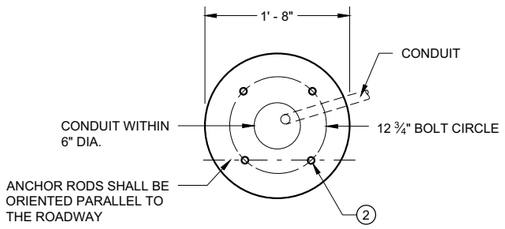
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

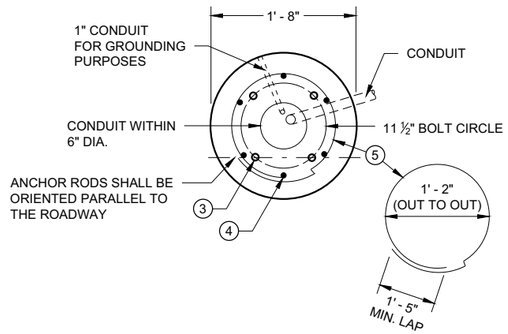
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

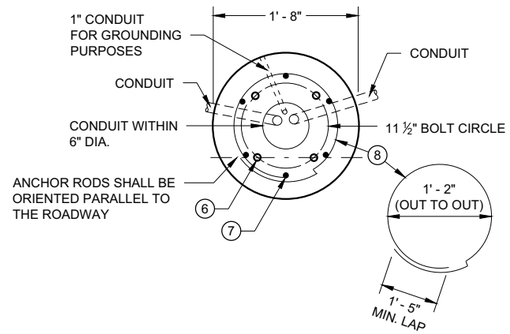
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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




1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

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

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

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

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

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

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

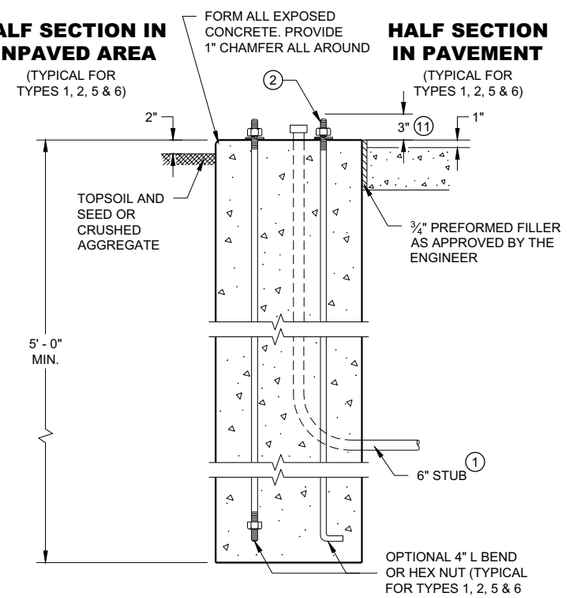
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

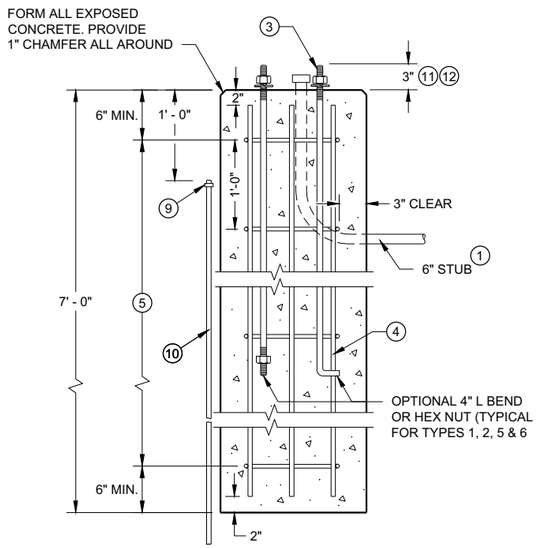
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

**HALF SECTION IN UNPAVED AREA**
(TYPICAL FOR TYPES 1, 2, 5 & 6)

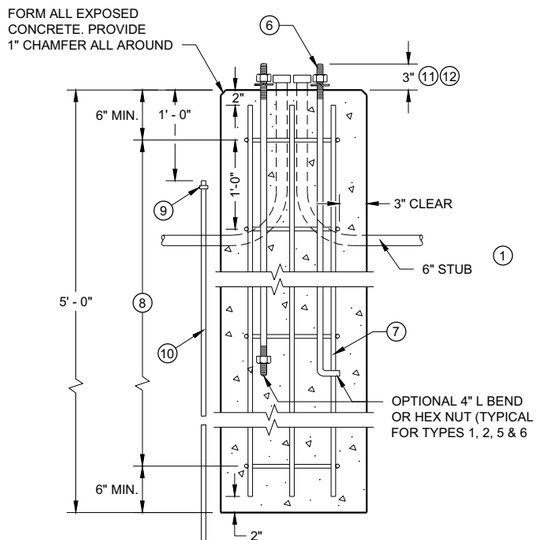
**HALF SECTION IN PAVEMENT**
(TYPICAL FOR TYPES 1, 2, 5 & 6)




**TYPE 1**




**TYPE 2**




**TYPE 5 & 6**

**CONCRETE BASES**

**CONCRETE BASES TYPES 1, 2, 5, & 6**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 932

FHWA

## GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

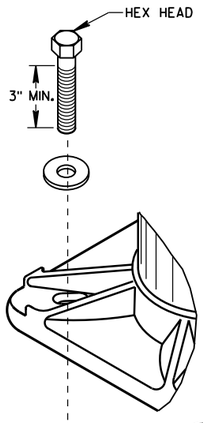
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

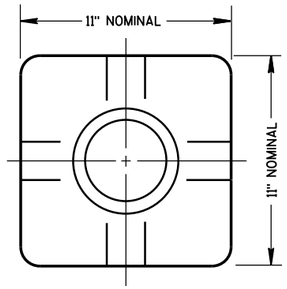
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

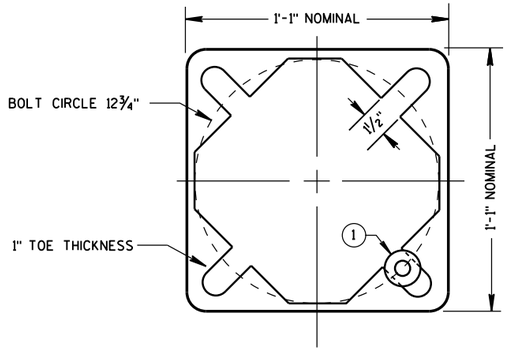
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

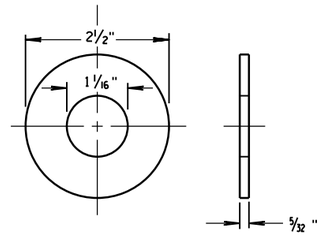



TOP VIEW
(PEDESTAL BASE)

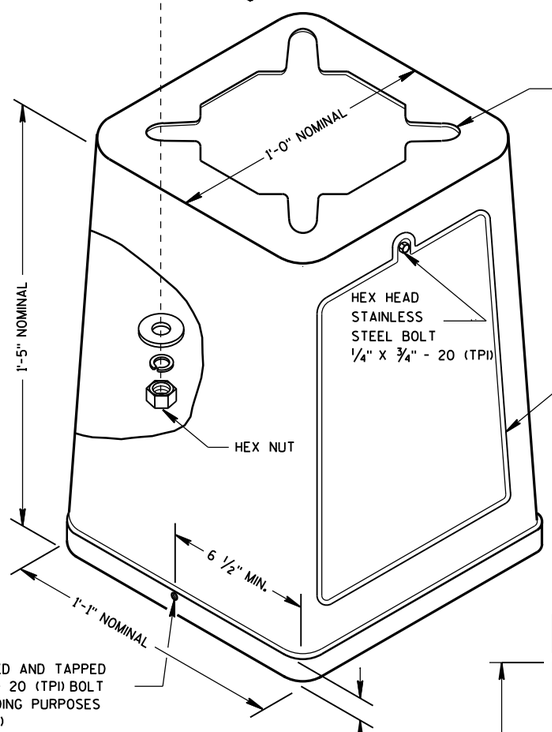



BOTTOM VIEW
(PEDESTAL BASE)

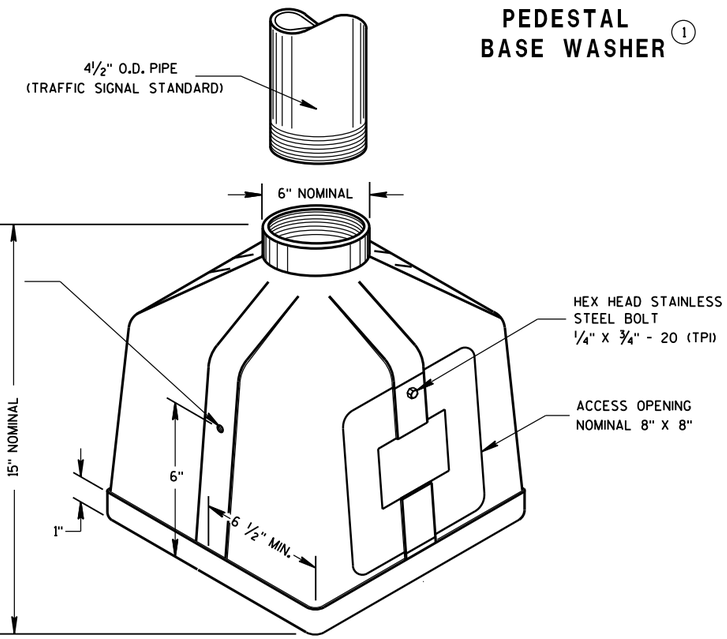



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)

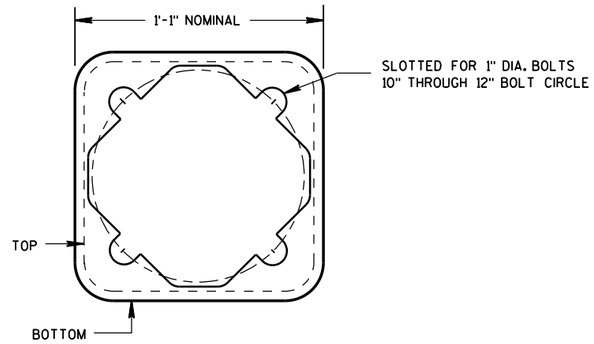



ISOMETRIC VIEW

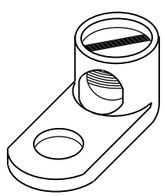



ISOMETRIC VIEW

**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

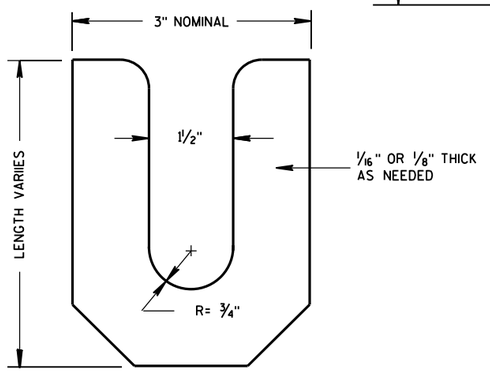


**TYPICAL MECHANICAL CONNECTOR LUG**

TO BE FURNISHED WITH EACH BASE

**TRANSFORMER BASE**

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES




**LEVELING SHIM**

**TRANSFORMER/PEDESTAL BASES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 933
FHWA

6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4

## GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

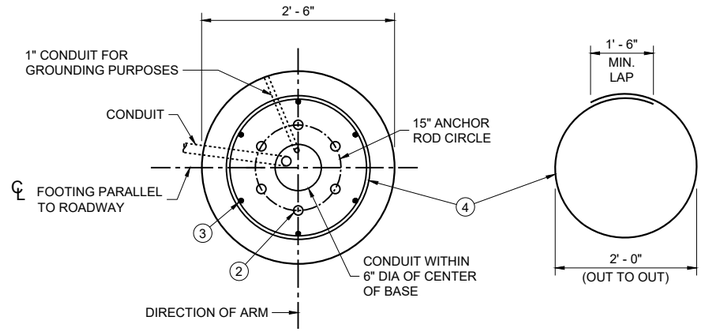
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

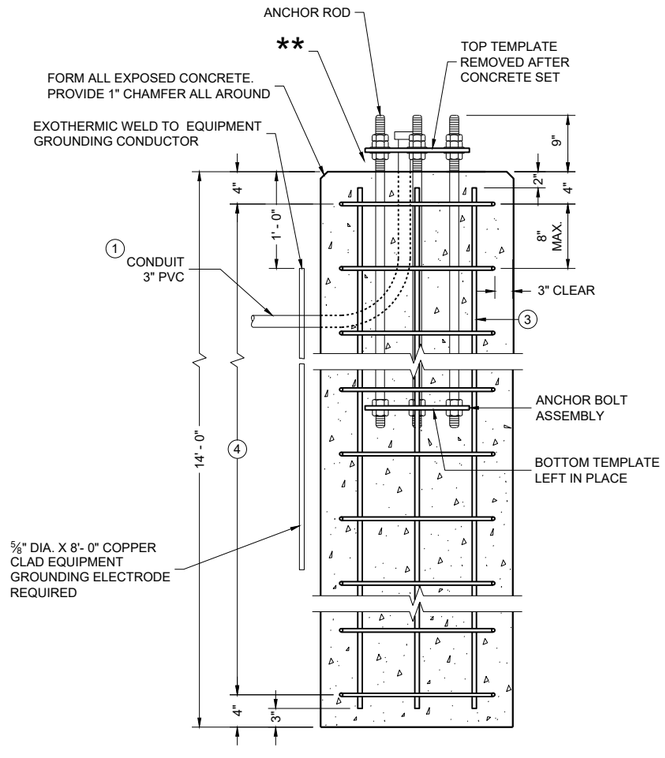
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(4) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 ( IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.

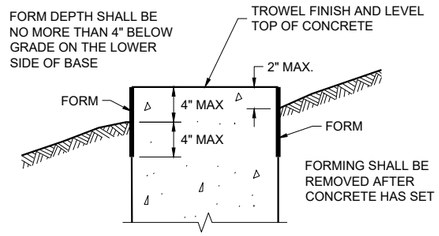
| QUANTITY REQUIREMENTS | |
|---|---|
| APPROX. CUBIC YARDS OF CONCRETE | 2.5 |
| LBS. OF HOOP BAR STEEL | 172 |
| LBS. OF VERTICAL BAR STEEL | 122 |



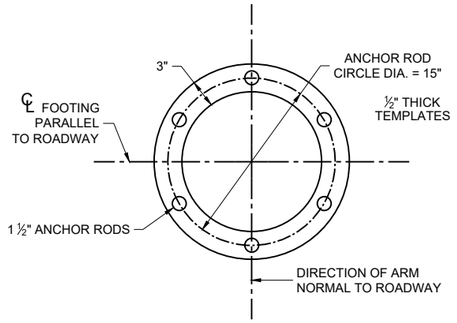




## CONCRETE BASE, TYPE 10 SPECIAL OVER HEIGHT (FOR OVER HEIGHT TYPE 9 & OVER HEIGHT TYPE 10 SPECIAL POLES ONLY)

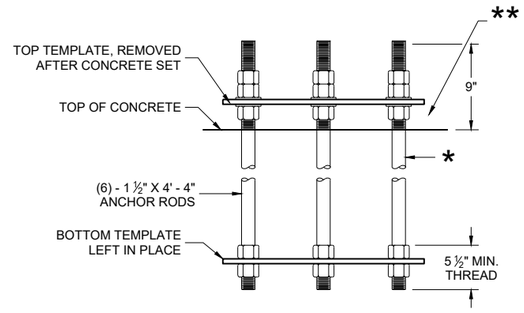
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.




## FORMING DETAIL




## TOP AND BOTTOM TEMPLATE




## ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

** RODENT PROTECTION REQUIRED

**CONCRETE BASE TYPE 10**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTURES PROGRAM LEADER
FHWA



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SDD 09C11-11

## GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

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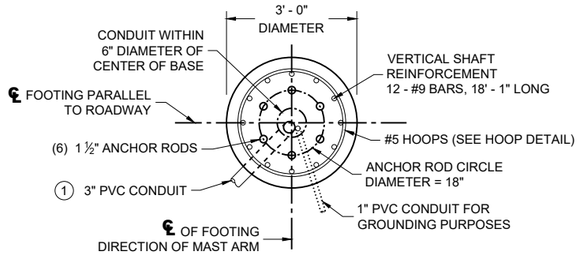
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THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

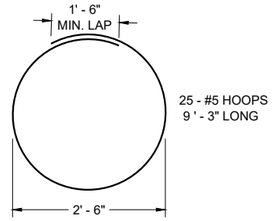
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(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

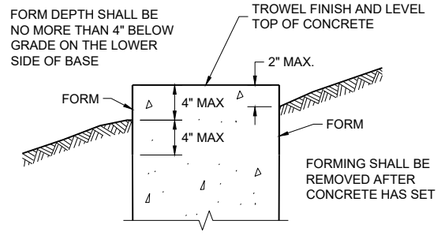
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



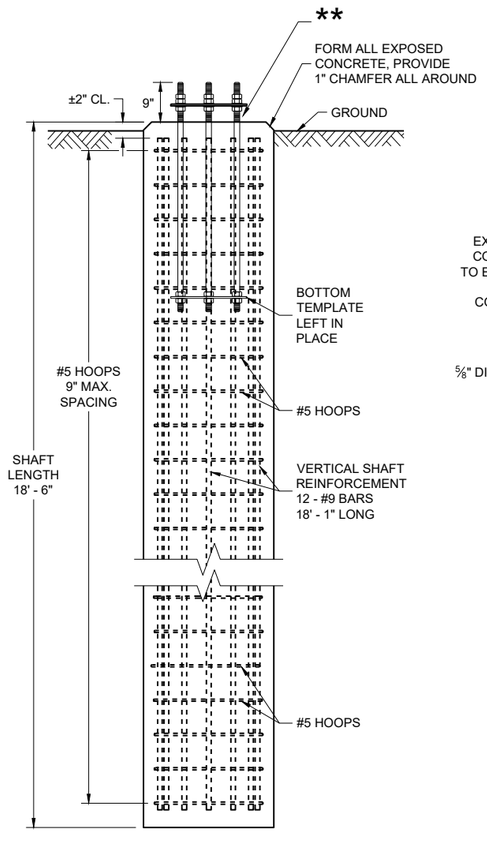

**PLAN VIEW**



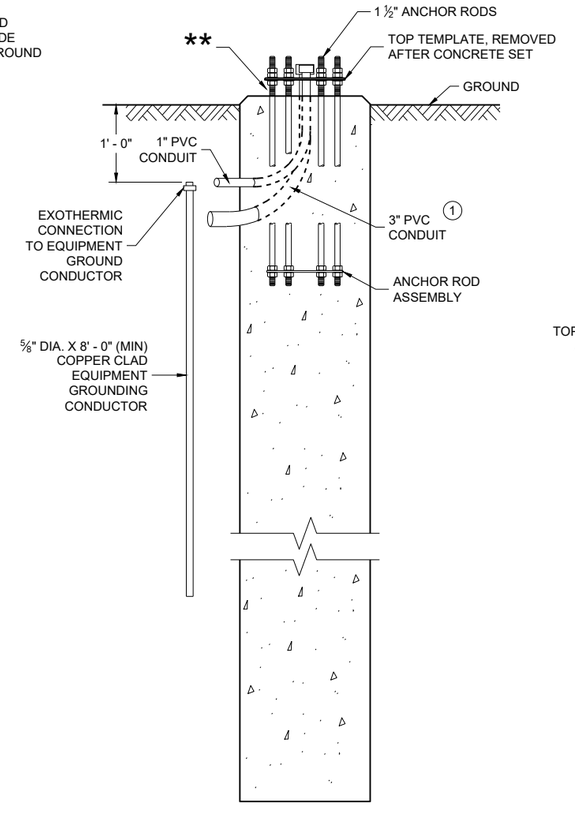

**HOOP DETAIL**



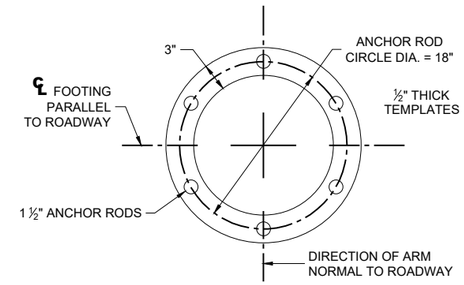

**FORMING DETAIL**



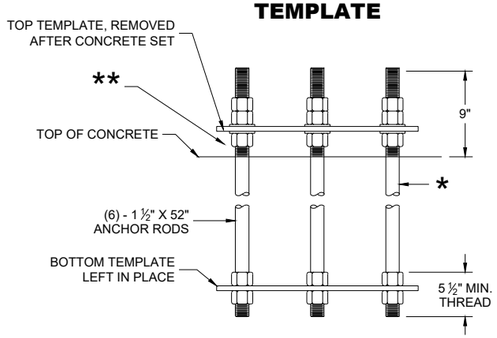

**ELEVATION VIEW**
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)




**SIDE VIEW**
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)




**TOP AND BOTTOM TEMPLATE**




**ANCHOR ROD ASSEMBLY DETAILS**

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

** RODENT PROTECTION REQUIRED

## CONCRETE BASE, TYPE 10 SPECIAL
## (FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES AND OVER HEIGHT (OH) POLES)

CONCRETE = 4.8 CUBIC YARD
H.S. REINFORCEMENT = 979 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

**CONCRETE BASE TYPE 10 SPECIAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTURES PROGRAM LEADER

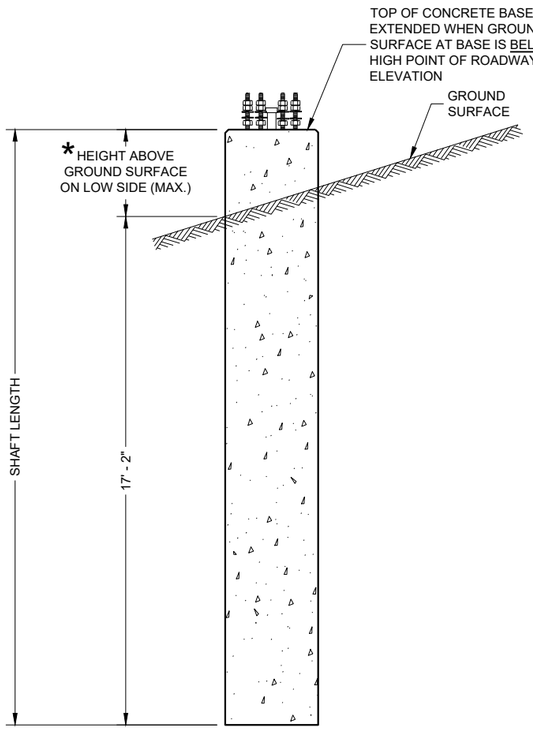
FHWA




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SDD 09C15-03

## REINFORCEMENT AND CONCRETE QUANTITIES
## ADJUSTED FOR EXTENDED TYPE 10 SPECIAL CONCRETE BASE

| HEIGHT INCREASE REQUIRED | *HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.) | SHAFT LENGTH | LENGTH OF #8 VERTICAL REINF. | NO. OF #5 HOOPS | CU. YD. OF CONCRETE | LBS. OF HOOP BAR STEEL | LBS. OF VERTICAL STEEL |
|---|---|---|---|---|---|---|---|
| >0" TO 6" | 10" | 18' - 0" | 17' - 7" | 25 | 4.7 | 241 | 563 |
| >6" TO 1' - 0" | 1' - 4" | 18' - 6" | 18' - 1" | 25 | 4.8 | 241 | 579 |
| >1' - 0" TO 1' - 6" | 1' - 10" | 19' - 0" | 18' - 7" | 26 | 5.0 | 251 | 595 |
| >1' - 6" TO 2 - 0" | 2' - 4" | 19' - 6" | 19' - 1" | 27 | 5.1 | 260 | 611 |




**CONCRETE BASE TYPE 10 SPECIAL (EXTENDED)**

**CONCRETE BASE TYPE 10 SPECIAL EXTENSION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 936

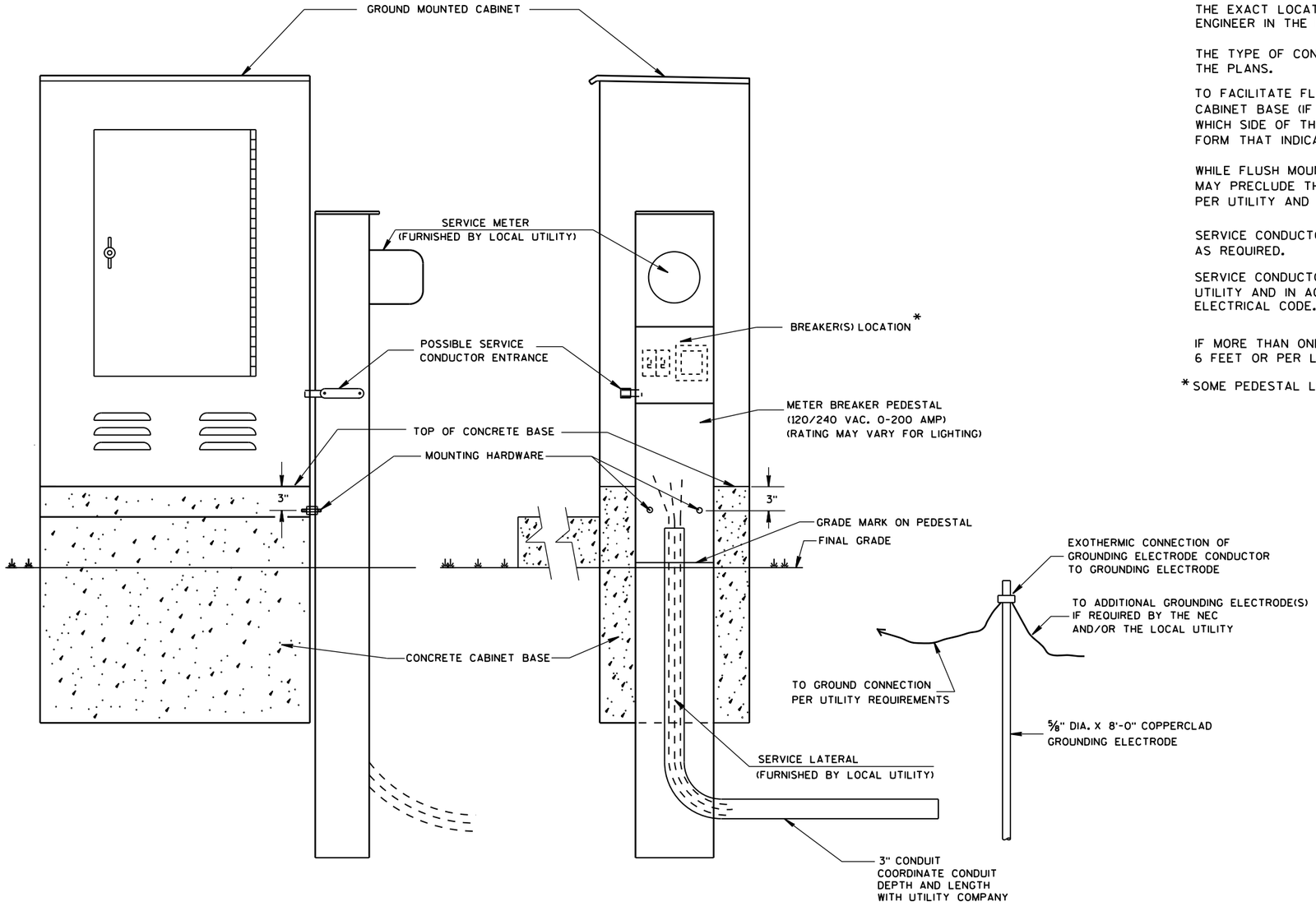
FHWA

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SDD 09C16-01

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SDD 09C16-01




## TYPICAL CABINET SERVICE INSTALLATION

## GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

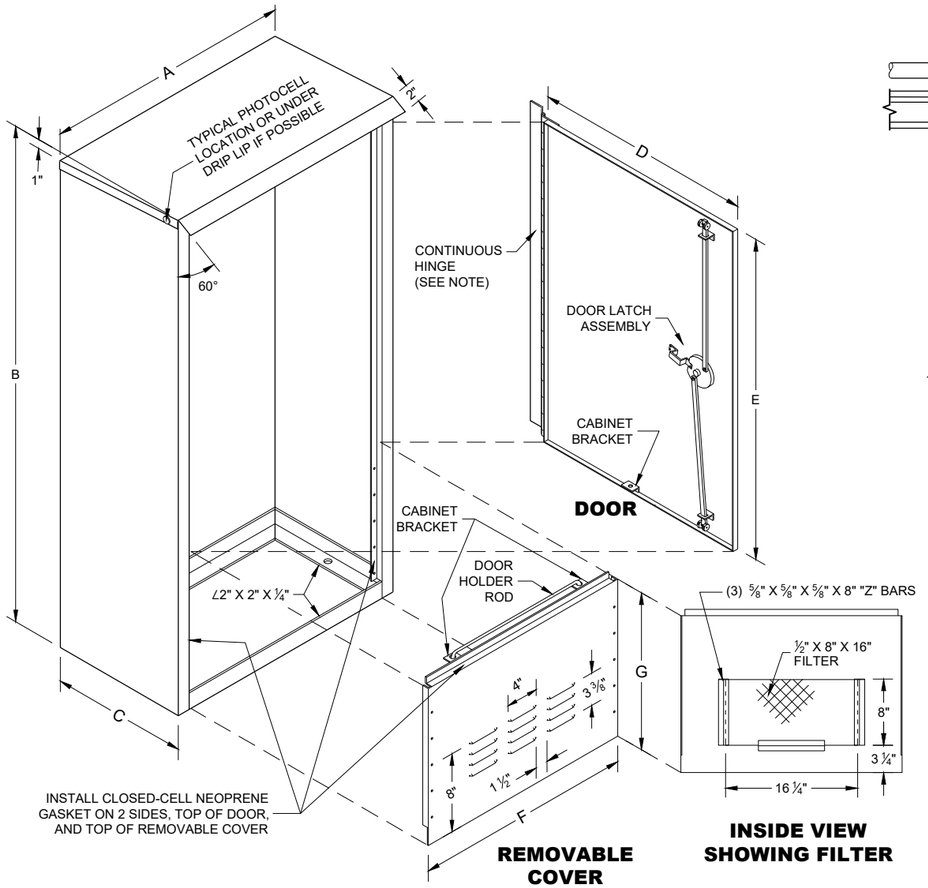
**CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 937

FHWA

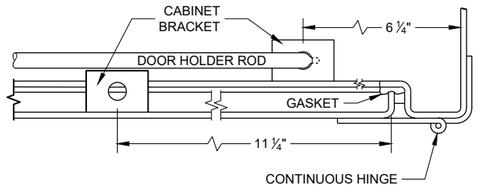



**DOOR**

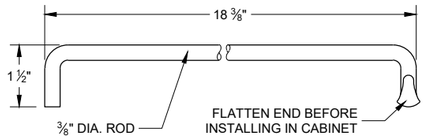
**REMOVABLE COVER**



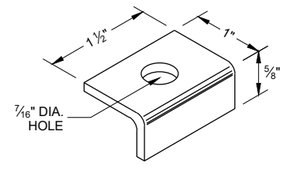

**INSIDE VIEW SHOWING FILTER**



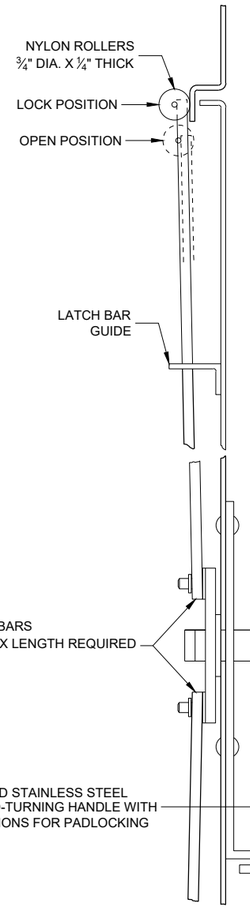

**HINGE AND DOOR HOLDER**



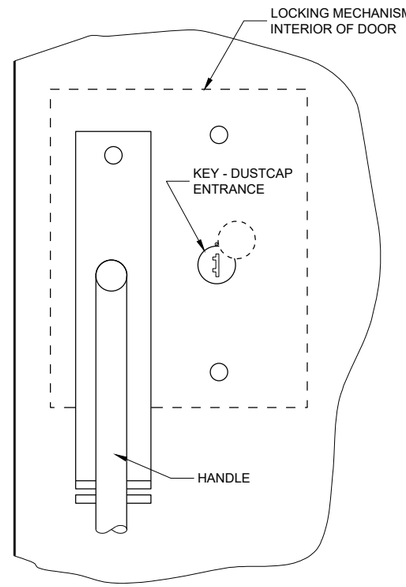

**HOLDER ROD**




**CABINET BRACKET**




**SIDE VIEW**




**FRONT VIEW**

**LATCH ASSEMBLY**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

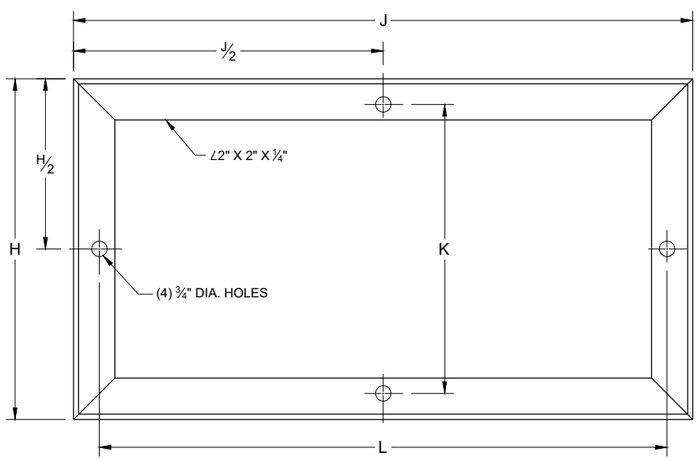
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

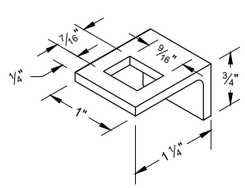
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.




**MOUNTING BASE**

TABLE OF DIMENSIONS (INCHES)

| MARK | CABINET TYPE | | |
|---|---|---|---|
| | 3060 | 3860 | 3866 |
| A | 30 | 38 | 38 |
| B | 60 | 60 | 66 |
| C | 16 ½ | 16 ½ | 24 |
| D | 26 ½ | 34 ¾ | 33 ¾ |
| E | 38 ¾ | 38 ¾ | 38 ¾ |
| F | 26 ½ | 34 ¾ | 33 ¾ |
| G | 19 | 19 | 25 |
| H | 16 ½ | 16 ½ | 24 |
| H/2 | 8 ¼ | 8 ¼ | 12 |
| J | 30 | 38 | 38 |
| J/2 | 15 | 19 | 19 |
| K | 13 ¾ | 13 ¾ | 21 ¼ |
| L | 27 ½ | 35 ½ | 35 ½ |




**LATCH BAR GUIDE**

**SIGNAL CONTROL CABINET**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 938

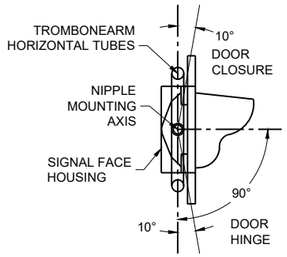
FHWA

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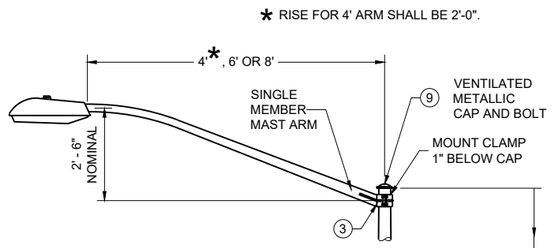
SDD 09D02 - 03

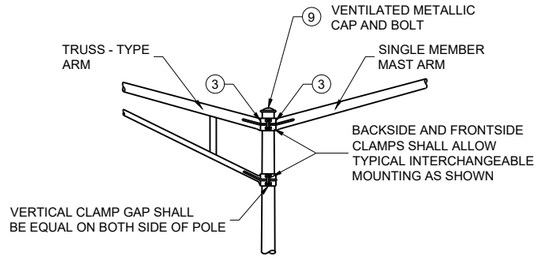
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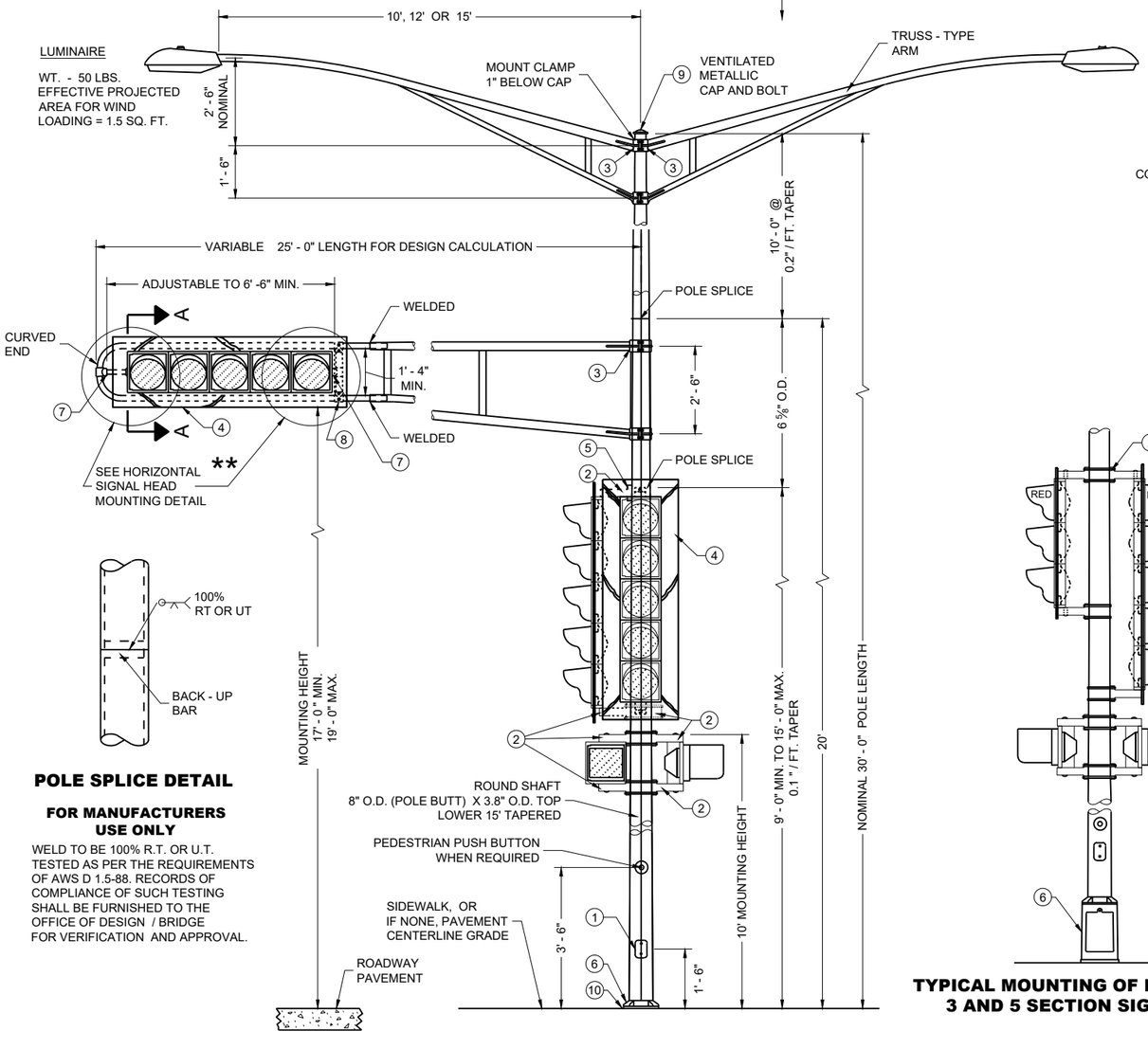



**SECTION A-A**



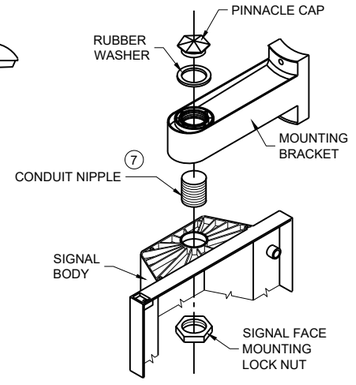

**INTERCHANGEABLE MOUNTING DETAIL**



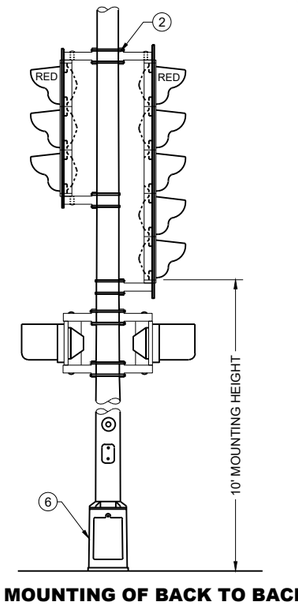

**POLE SPLICE DETAIL**

**FOR MANUFACTURERS USE ONLY**

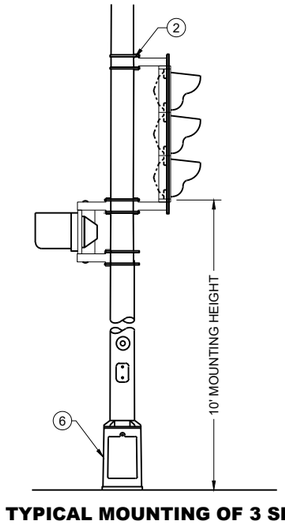
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



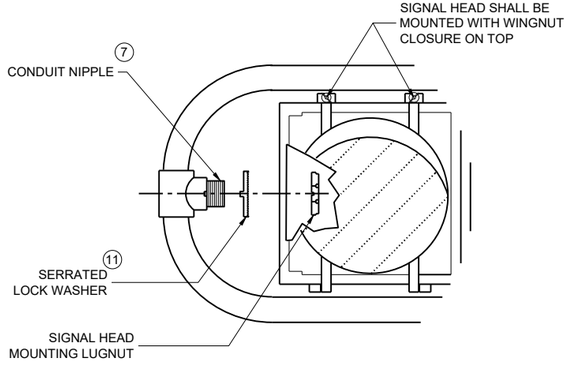

**SIGNAL FACE MOUNTING DETAIL**
**(BANDED)**




**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.

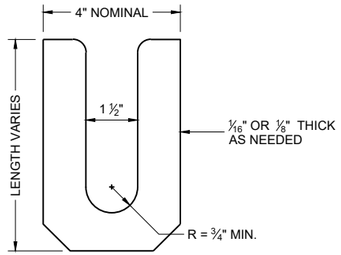
(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

**TYPE 3 POLE MOUNTING CONFIGURATION**

**POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)**

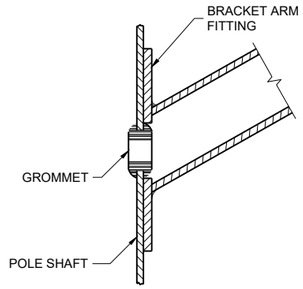
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION


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SDD 09E01-17b

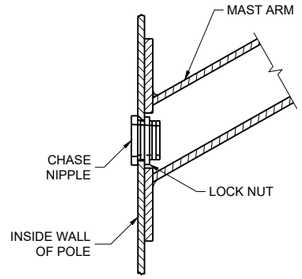



①

**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.

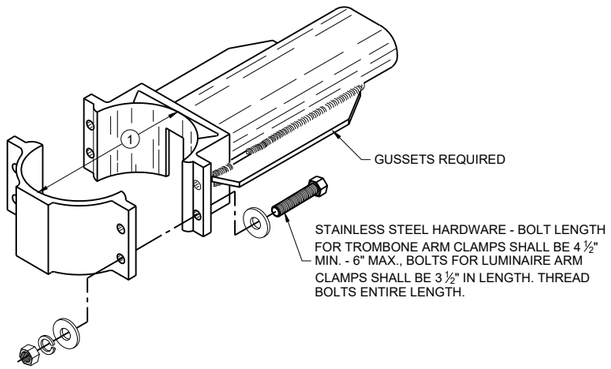
① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

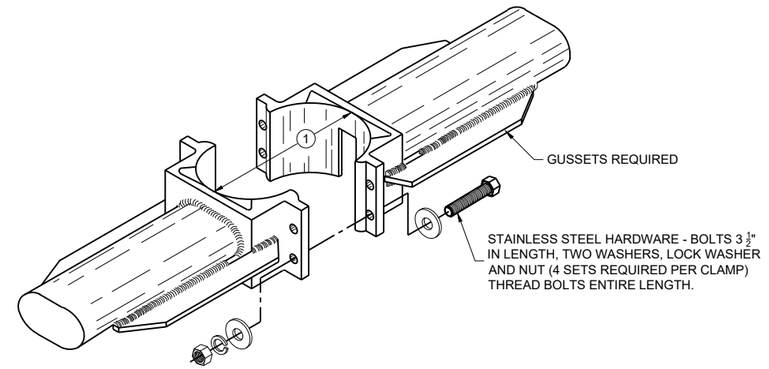
③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

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.

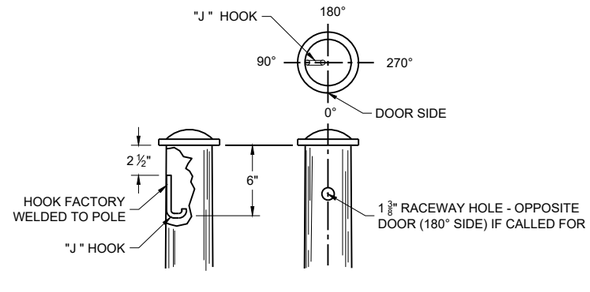
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



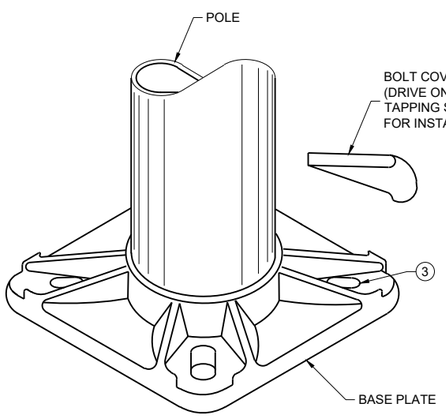

**TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP**



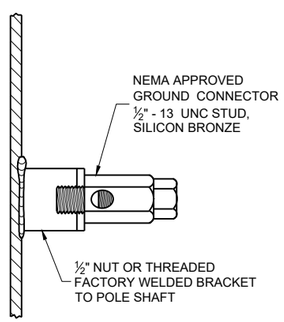

**TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS**

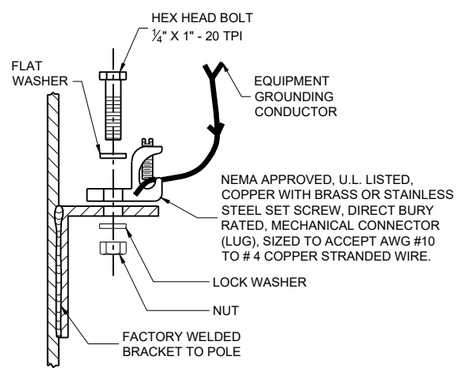


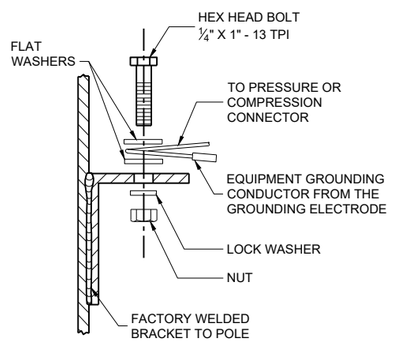

**TYPICAL "J" HOOK LOCATION**




**BASE PLATE**




**TYPICAL GROUNDING CONNECTIONS**
**NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL**

**HARDWARE DETAILS FOR POLE MOUNTING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

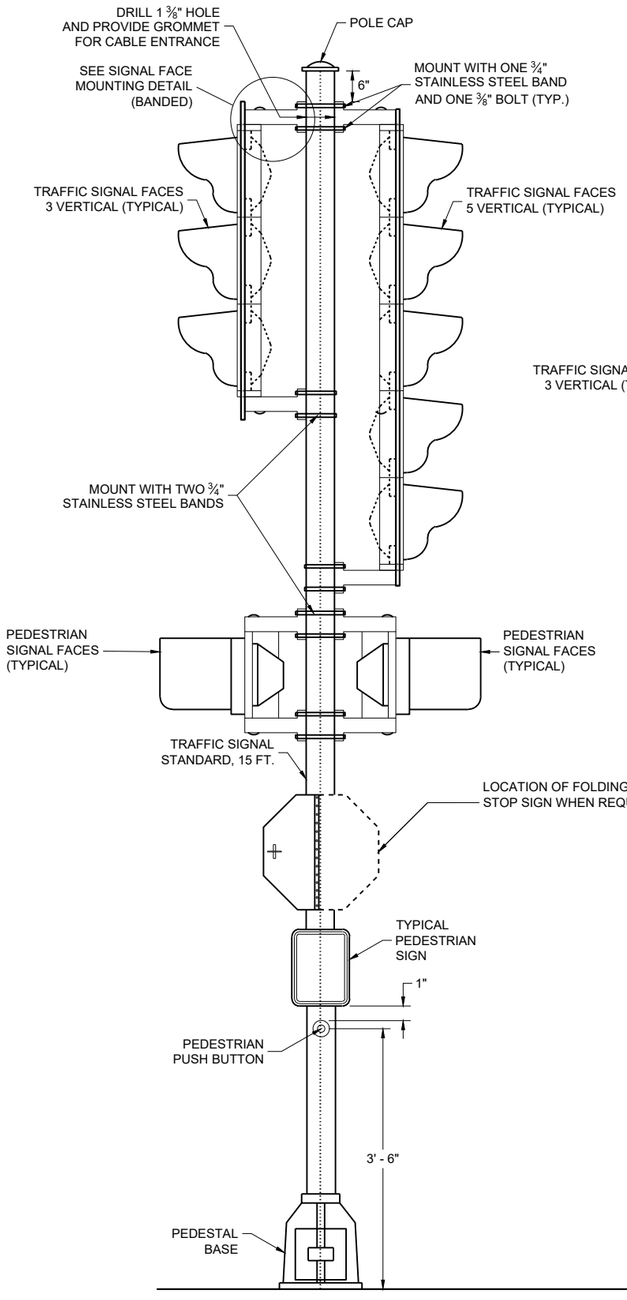
APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

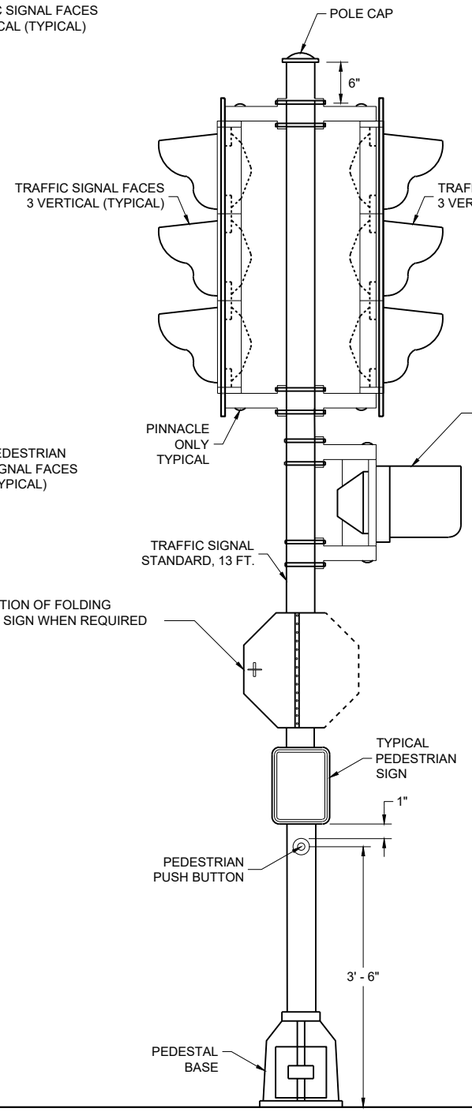




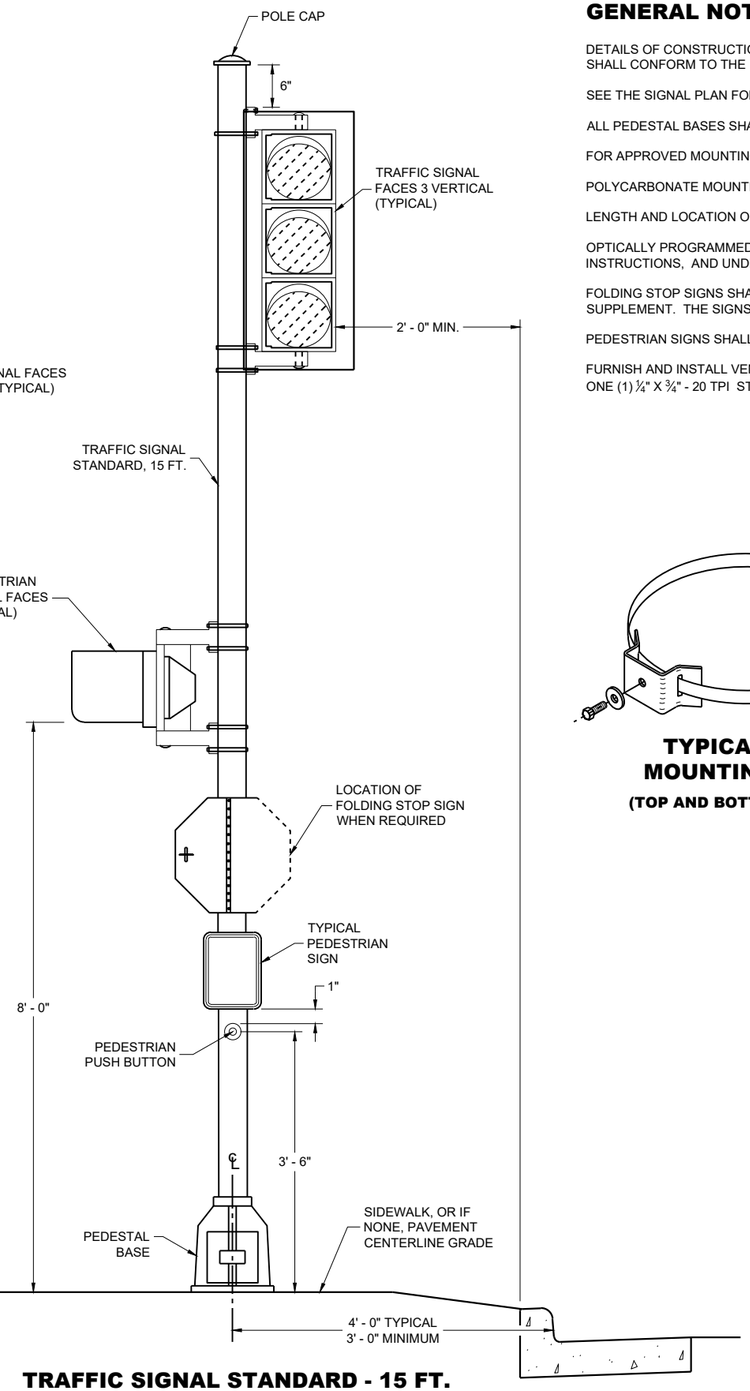
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**TRAFFIC SIGNAL**
**STANDARD - 15 FT.**




**TRAFFIC SIGNAL**
**STANDARD - 13 FT.**




**TRAFFIC SIGNAL STANDARD - 15 FT.**
**3M MOUNTING (TYPICAL)**

## GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

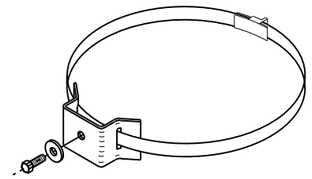
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

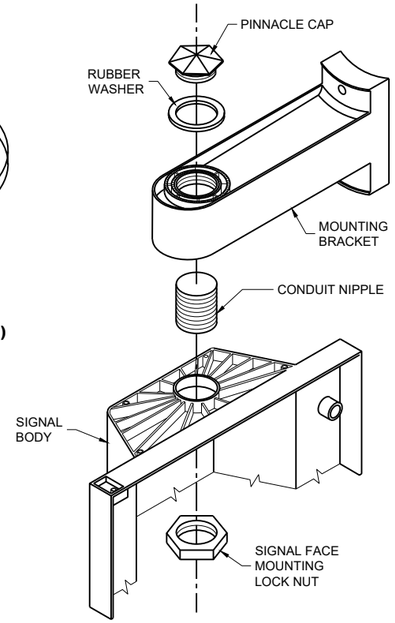
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



**TYPICAL SIGN MOUNTING BAND**
**(TOP AND BOTTOM OF SIGN)**




**SIGNAL FACE MOUNTING DETAIL (BANDED)**

**TRAFFIC SIGNAL STANDARD**
**POLY BRACKET MOUNTINGS**
**(TYPICAL) 13 FT. OR 15 FT.**

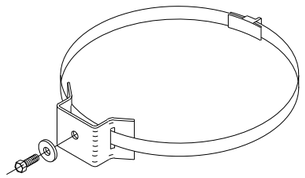
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

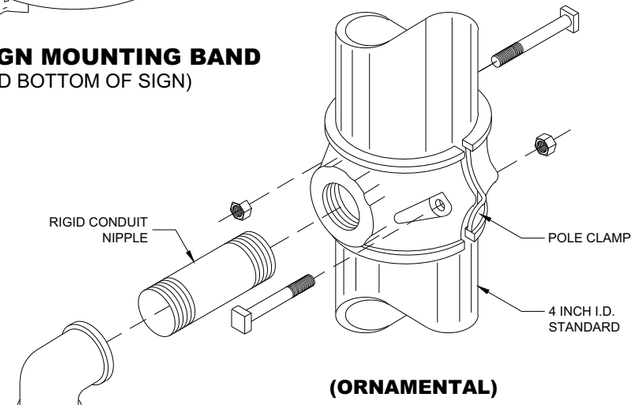
FHWA



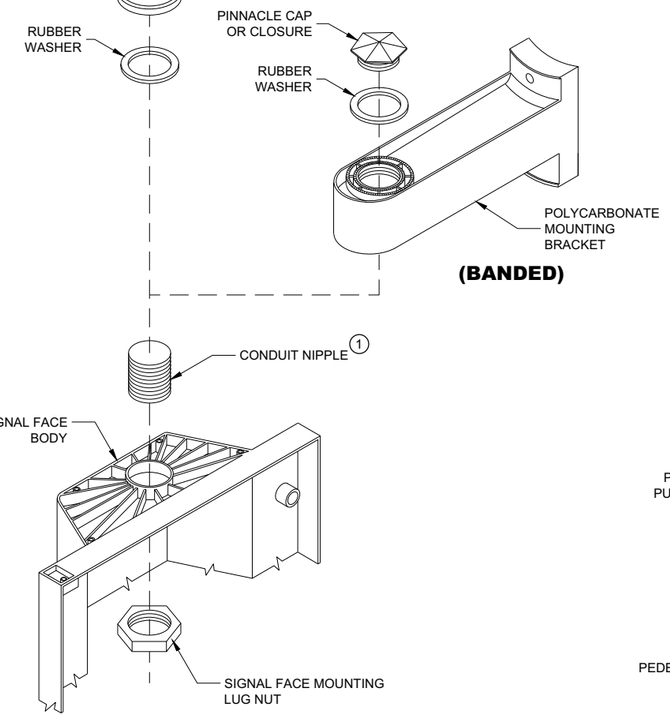

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**TYPICAL SIGN MOUNTING BAND**
(TOP AND BOTTOM OF SIGN)

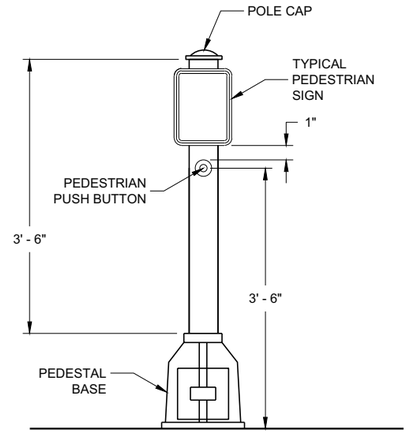



**(ORNAMENTAL)**




**(BANDED)**

**SIGNAL FACE MOUNTING DETAILS**




**PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING**

## GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

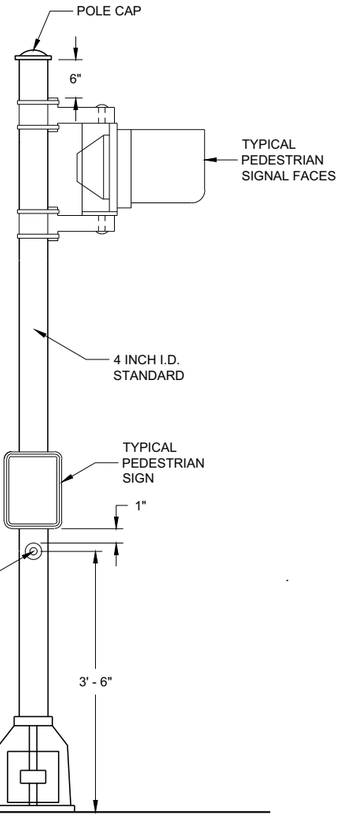
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

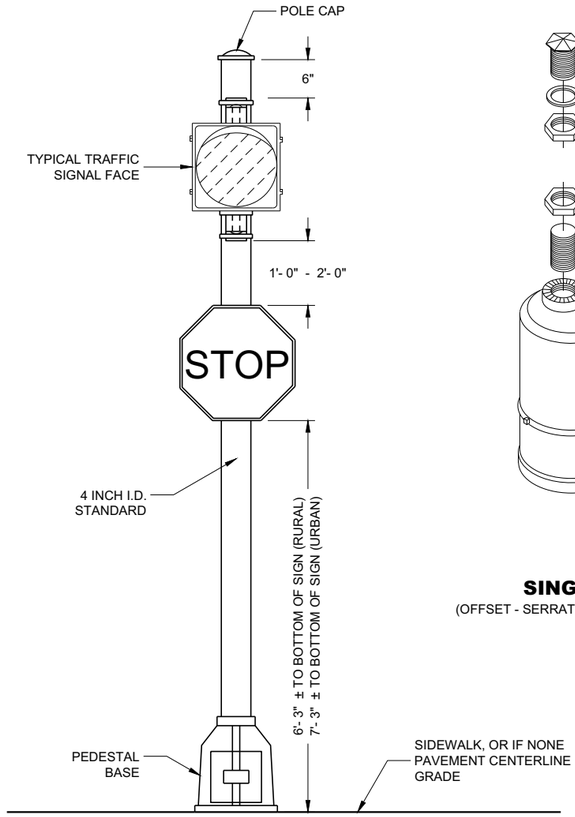
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

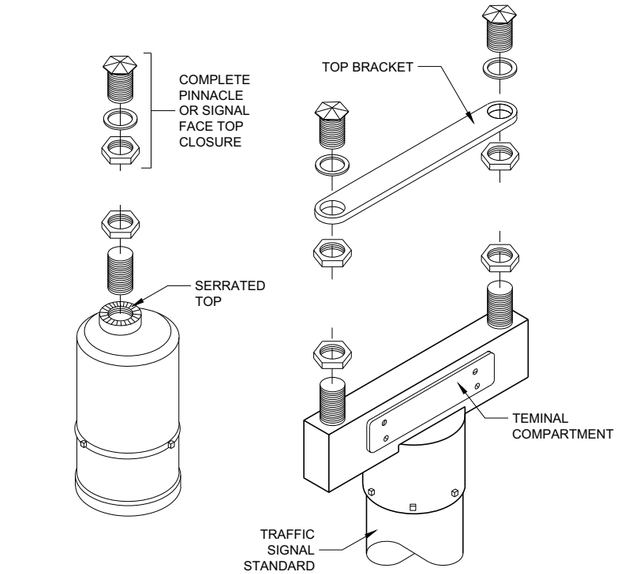
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.




**PEDESTRIAN FACE STANDARD - 10 FT.**
(WALK - DON'T WALK)




**STANDARD FLASHER**
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED




**SINGLE**
(OFFSET - SERRATED MOUNTING)

**DOUBLE**
(SERRATED MOUNTING)

**SLIPFITTERS**

**TRAFFIC SIGNAL STANDARD**
**PEDESTRIAN AND FLASHER**
**TYPICAL MOUNTING DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

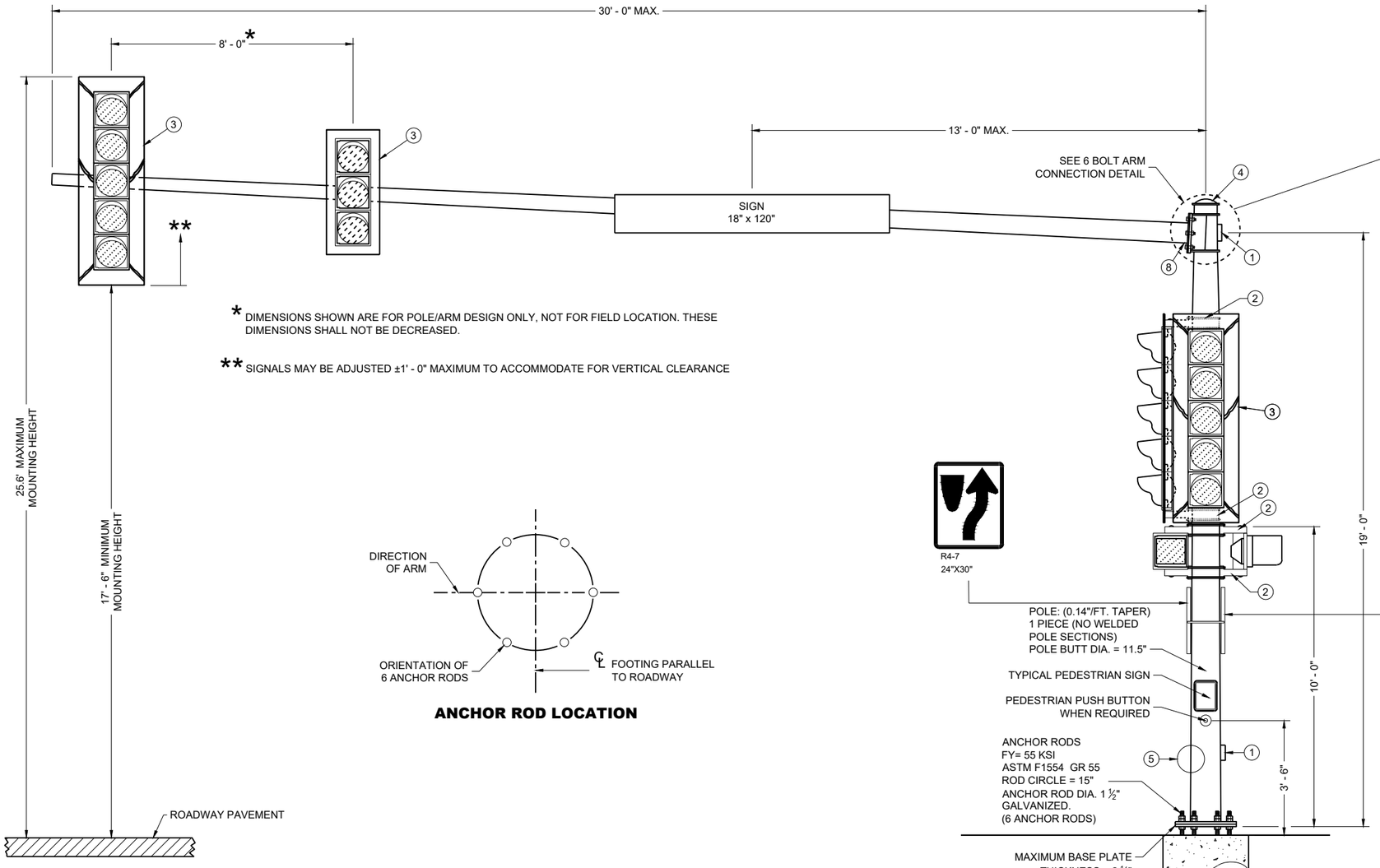
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 942

FHWA



6

SDD 09E07 - 06

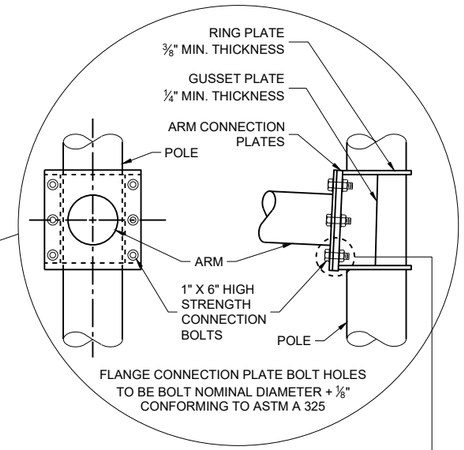



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

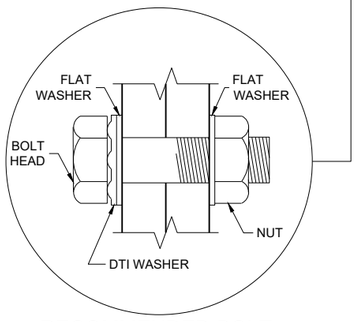
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE




**ANCHOR ROD LOCATION**




6 BOLT ARM CONNECTION DETAIL

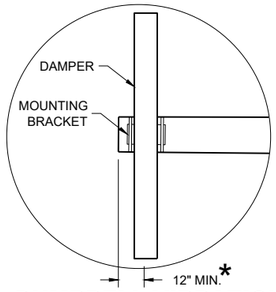



RECOMMENDED BOLT ASSEMBLY DETAIL

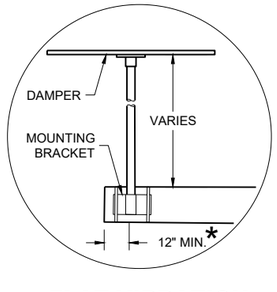
**TYPE 9 POLE**
**15' - 30' MONOTUBE ARM**
(MAXIMUM LOAD)

**TYPE 9 POLE**
**15' - 30' MONOTUBE ARM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

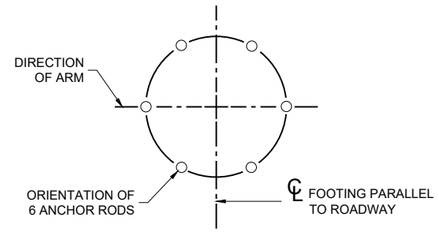



**DUMBBELL VIBRATION DAMPER**

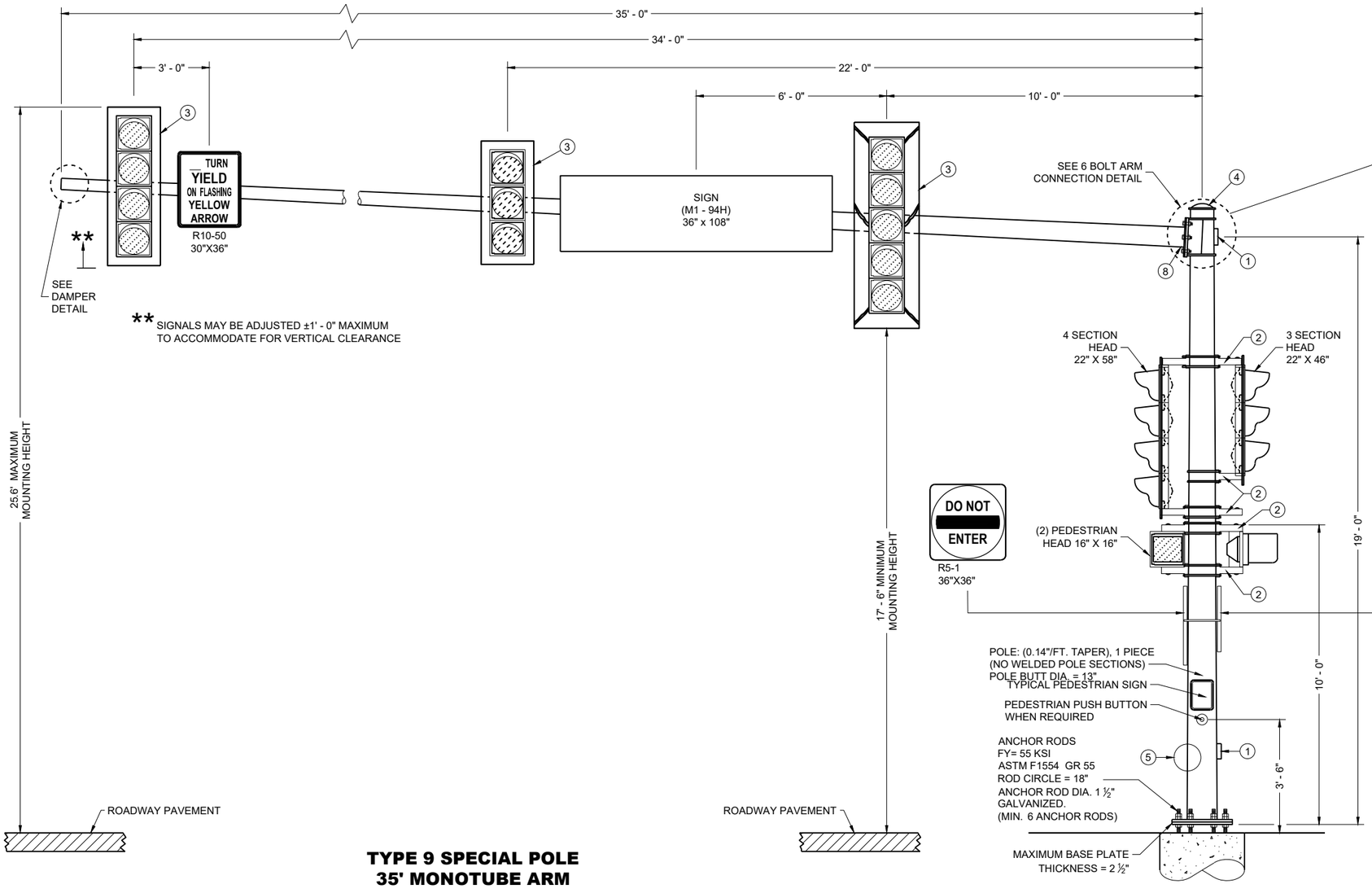



**FLAT VIBRATION DAMPER**

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

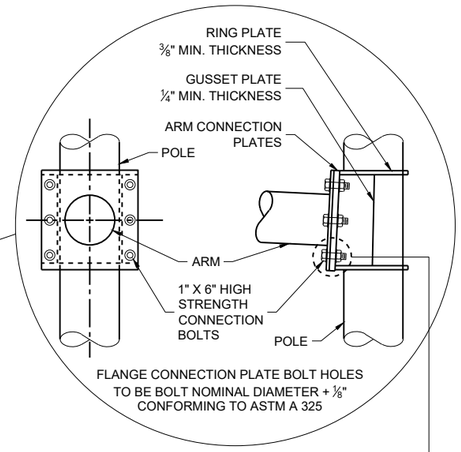



**ANCHOR ROD LOCATION**

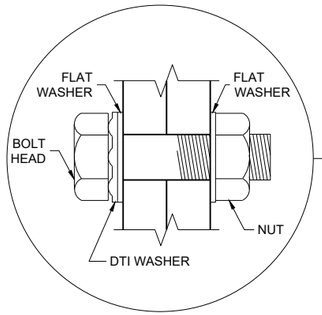



** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

**TYPE 9 SPECIAL POLE**
**35' MONOTUBE ARM**
(MAXIMUM LOAD)




**6 BOLT ARM CONNECTION DETAIL**




**RECOMMENDED BOLT ASSEMBLY DETAIL**

**TYPE 9 SPECIAL POLE**
**35' MONOTUBE ARM**

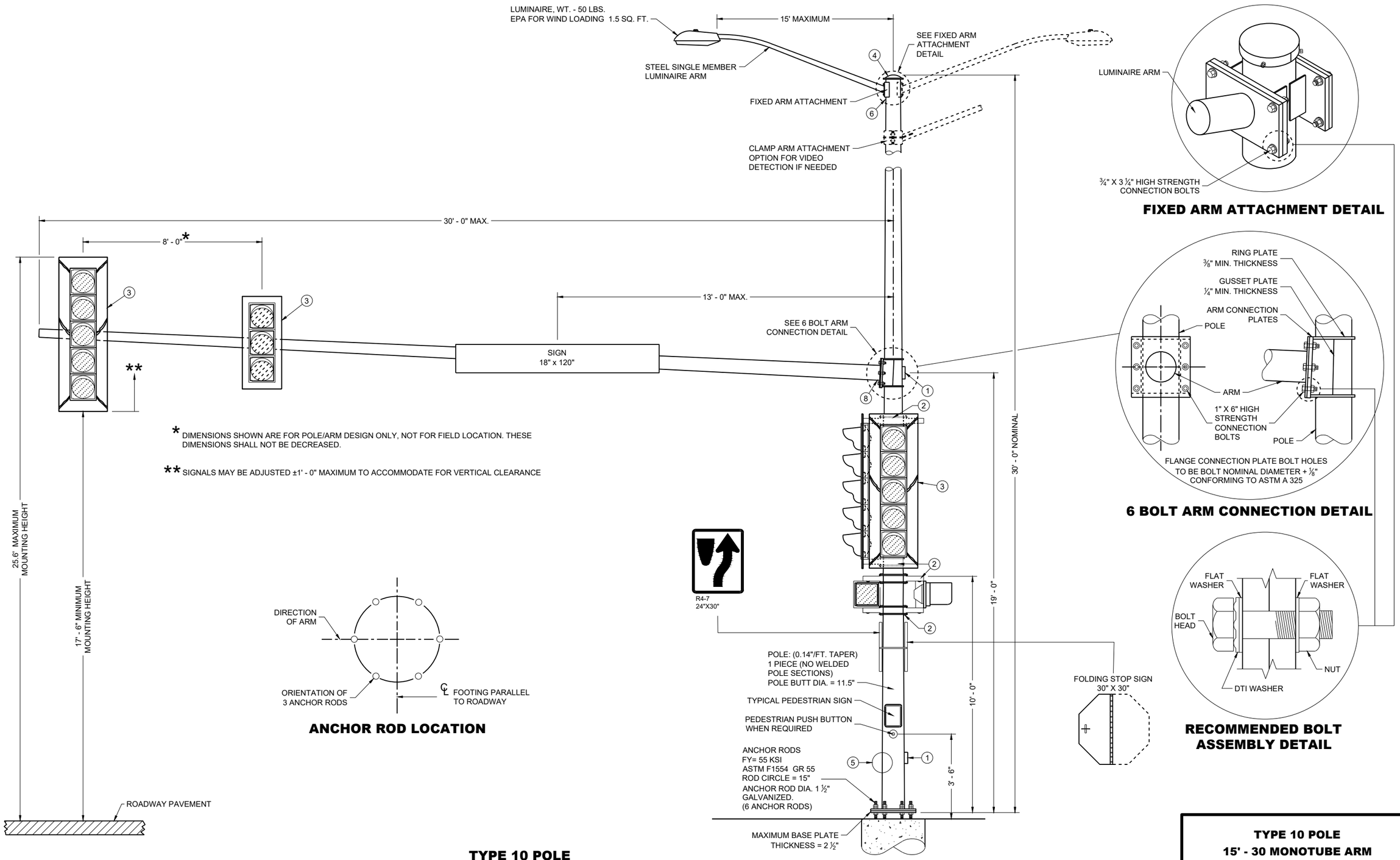
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





6

SDD 09E08-11b




* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE




**ANCHOR ROD LOCATION**




**FIXED ARM ATTACHMENT DETAIL**




**6 BOLT ARM CONNECTION DETAIL**

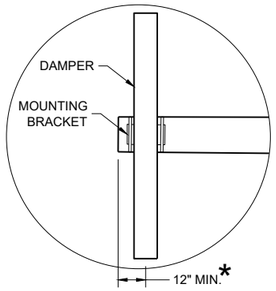



**RECOMMENDED BOLT ASSEMBLY DETAIL**

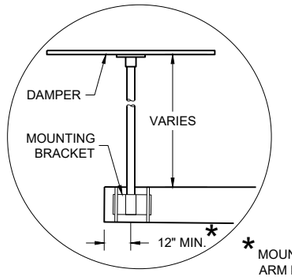
**TYPE 10 POLE**
**15' - 30' MONOTUBE ARM**
(MAXIMUM LOAD)

**TYPE 10 POLE**
**15' - 30 MONOTUBE ARM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

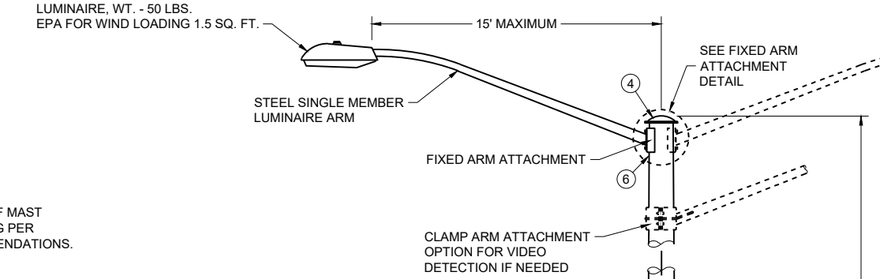


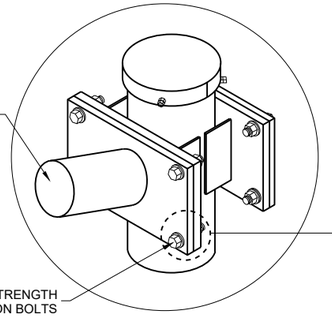

**DUMBBELL VIBRATION DAMPER**



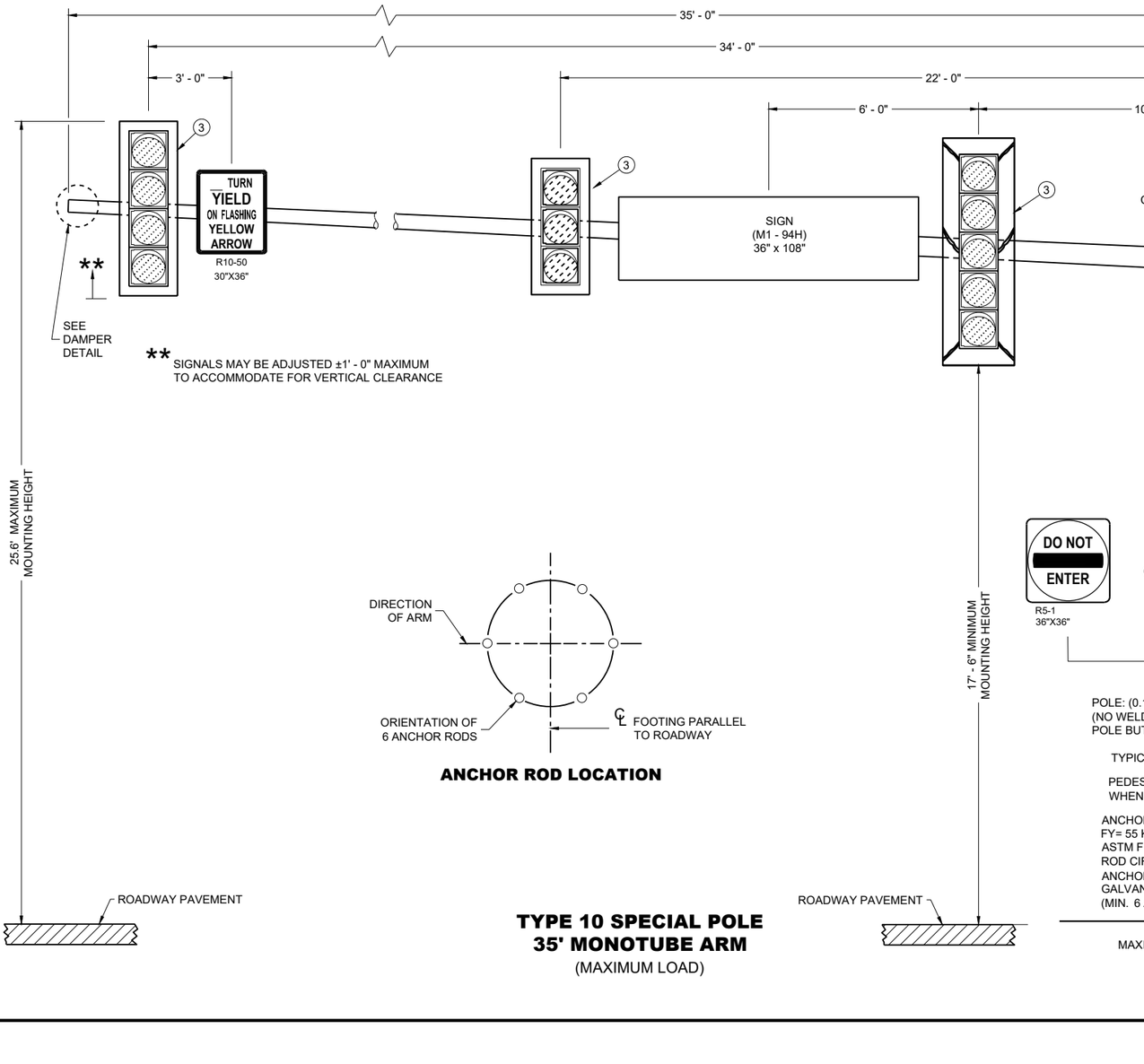

**FLAT VIBRATION DAMPER**

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



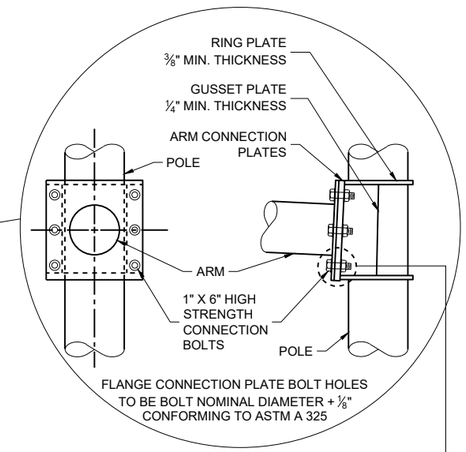

**FIXED ARM ATTACHMENT DETAIL**



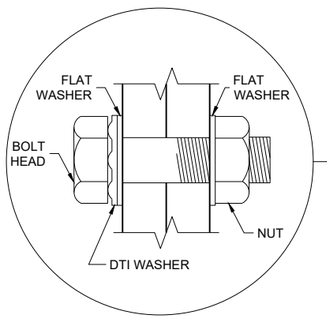

**TYPE 10 SPECIAL POLE**
**35' MONOTUBE ARM**
(MAXIMUM LOAD)




**ANCHOR ROD LOCATION**



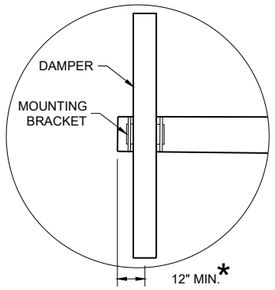

**6 BOLT ARM CONNECTION DETAIL**



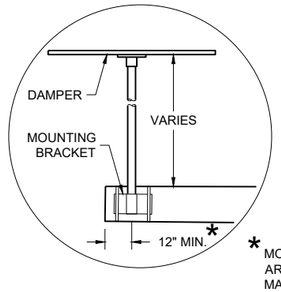

**RECOMMENDED BOLT ASSEMBLY DETAIL**

**TYPE 10 SPECIAL POLE**
**35' MONOTUBE ARM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

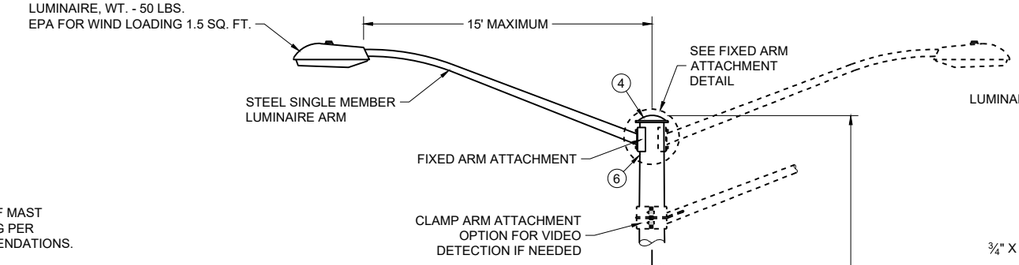


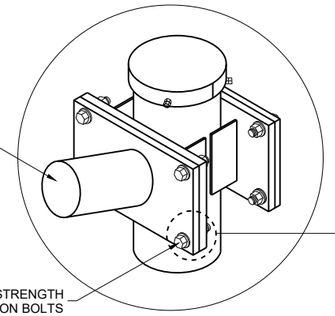

**DUMBBELL VIBRATION DAMPER**



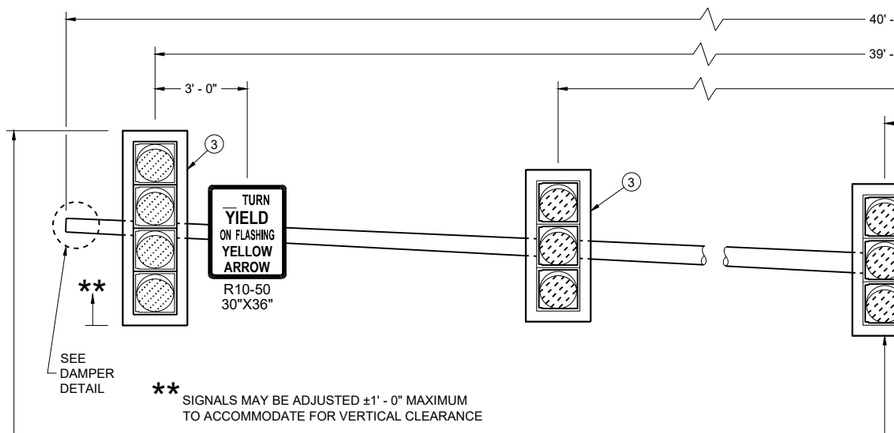

**FLAT VIBRATION DAMPER**

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

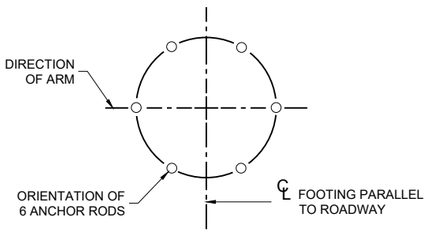


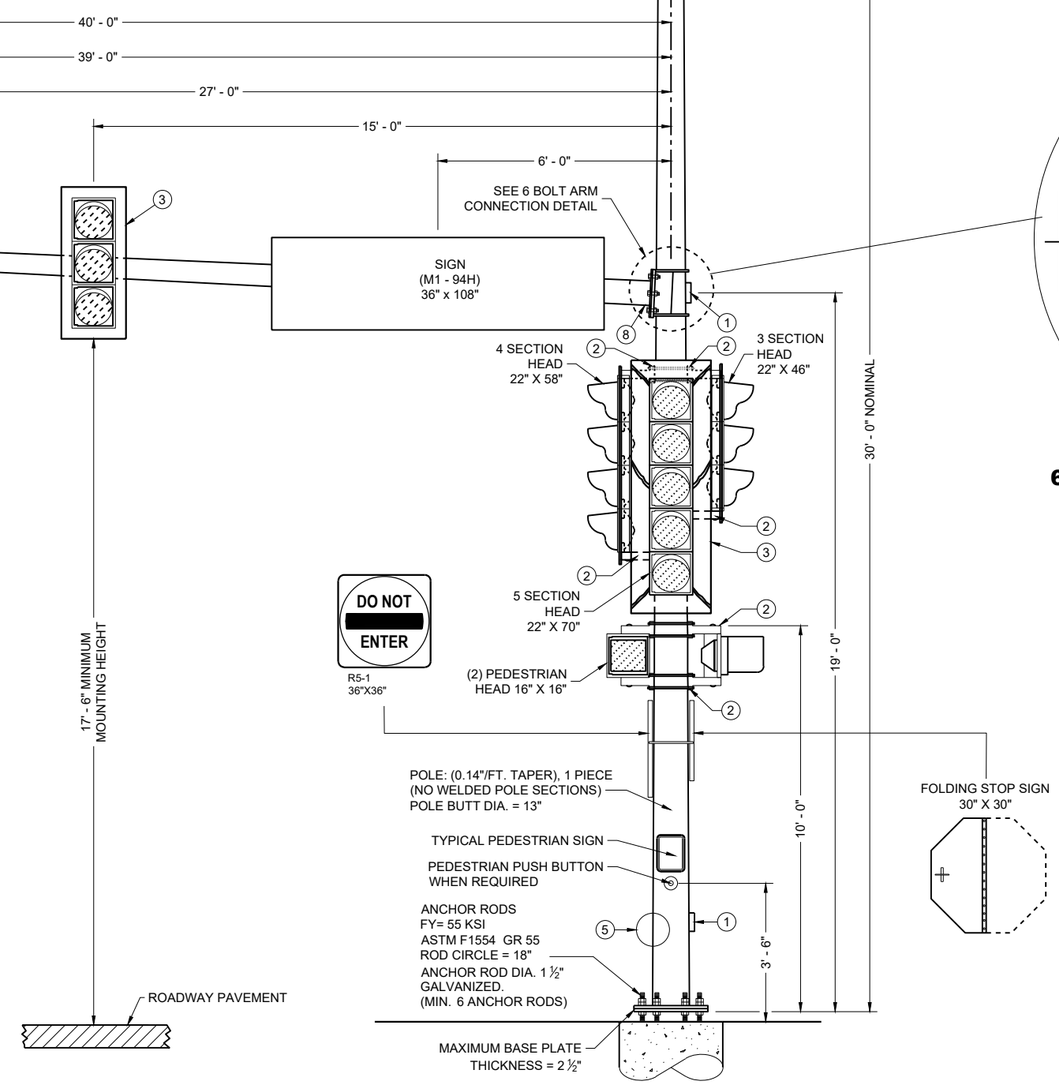

**FIXED ARM ATTACHMENT DETAIL**



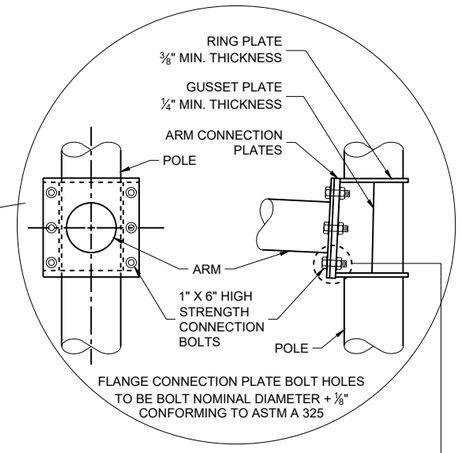

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



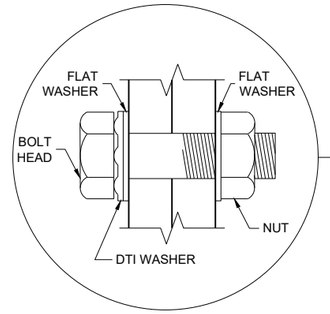

**ANCHOR ROD LOCATION**




**TYPE 10 SPECIAL POLE**
**40' MONOTUBE ARM**
(MAXIMUM LOAD)



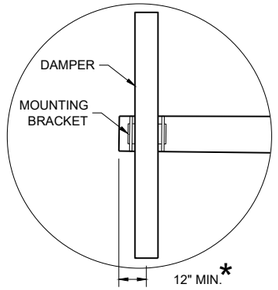

**6 BOLT ARM CONNECTION DETAIL**



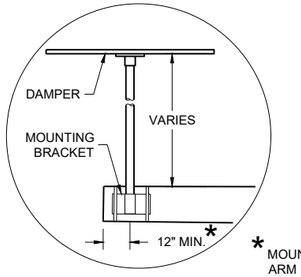

**RECOMMENDED BOLT ASSEMBLY DETAIL**

**TYPE 10 SPECIAL POLE**
**40' MONOTUBE ARM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

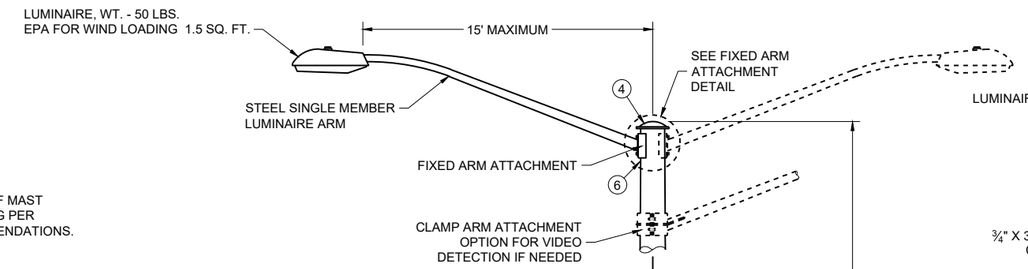


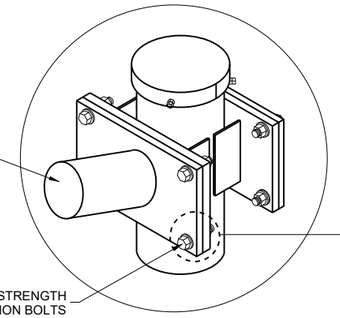

**DUMBBELL VIBRATION DAMPER**



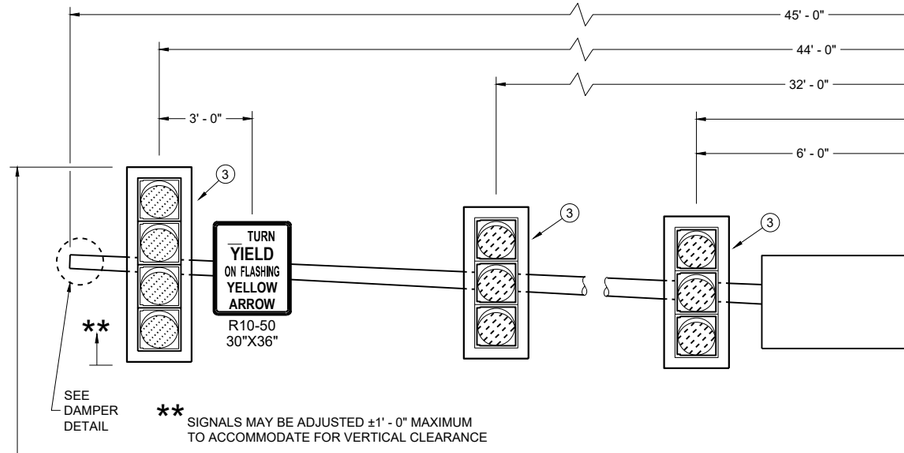

**FLAT VIBRATION DAMPER**

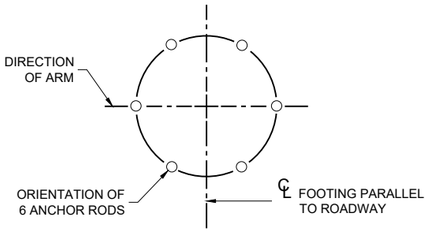
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



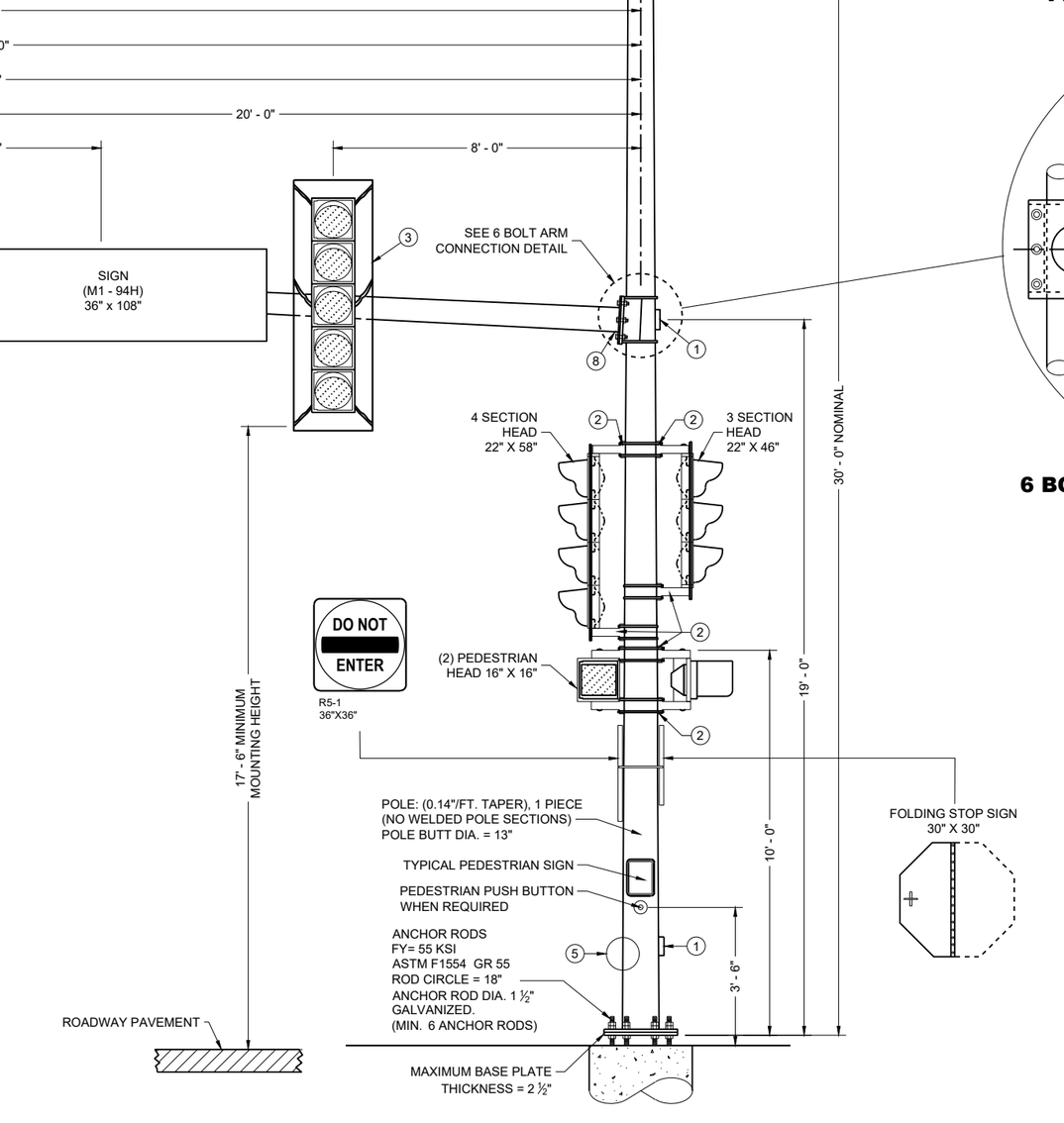




**FIXED ARM ATTACHMENT DETAIL**

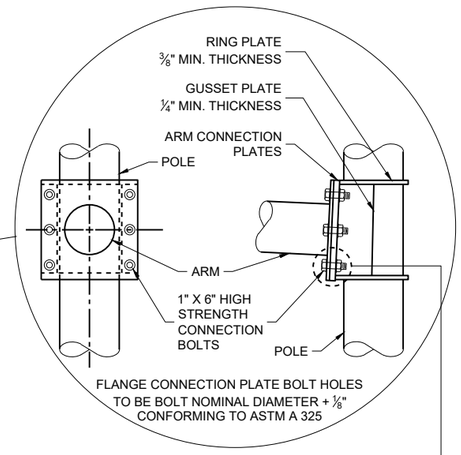


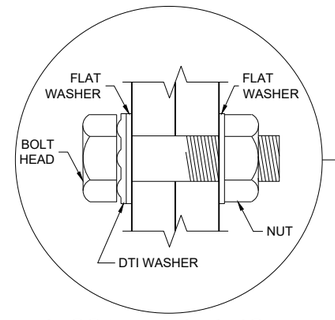

**ANCHOR ROD LOCATION**




**TYPE 10 SPECIAL POLE**
**45' MONOTUBE ARM**
(MAXIMUM LOAD)




**6 BOLT ARM CONNECTION DETAIL**




**RECOMMENDED BOLT ASSEMBLY DETAIL**

**TYPE 10 SPECIAL POLE**
**45' MONOTUBE ARM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 09E08-11h

## GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

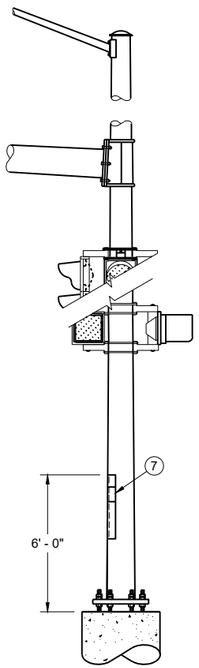
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

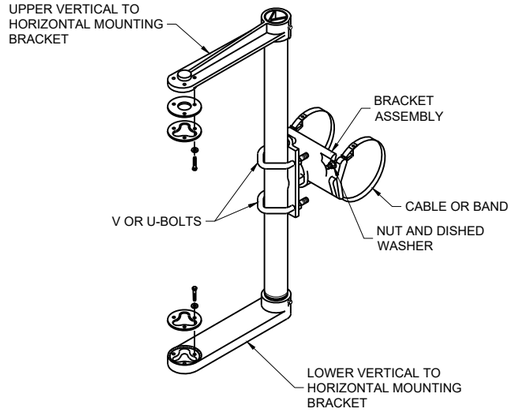
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

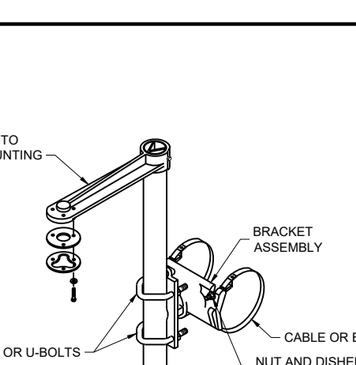
(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



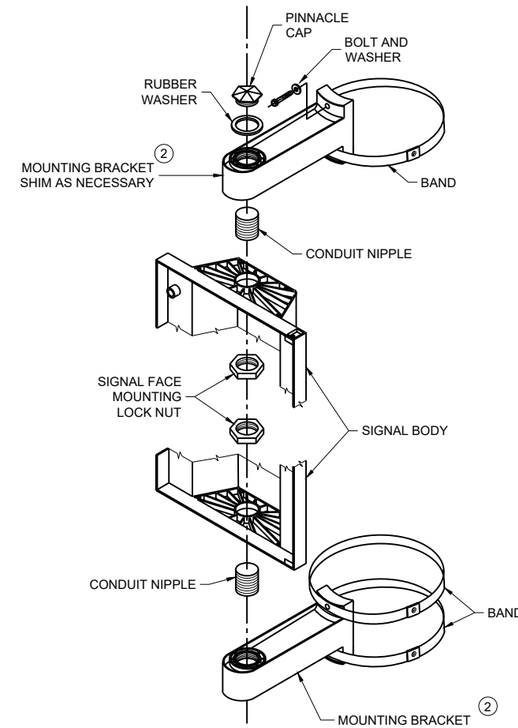

**STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT**



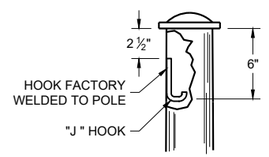

**SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM**
**(MOUNT PER MANFACTURER'S RECOMMENDATION)**




**TYPICAL GROUNDING (5) CONNECTIONS**
**NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL**




**SIGNAL FACE VERTICAL MOUNTING DETAIL**




**TYPICAL "J" HOOK WIRE SUPPORT** (6)

**GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS**

**STATE OF WISCONSIN**
**DEPARTMENT OF TRANSPORTATION**

APPROVED
May 2026
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINFFR

FHWA



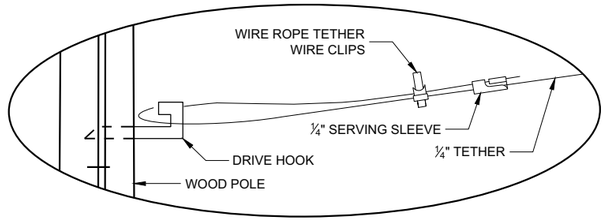
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SDD 09E08-11k

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SDD 09E08-11k

| MINIMUM POLE LENGTHS | POLE BURIAL DEPTHS |
|---|---|
| 25' | 5' |
| 30' | 6' |
| 35' | 7' |
| 40' | 8' |
| 45' | 9' |

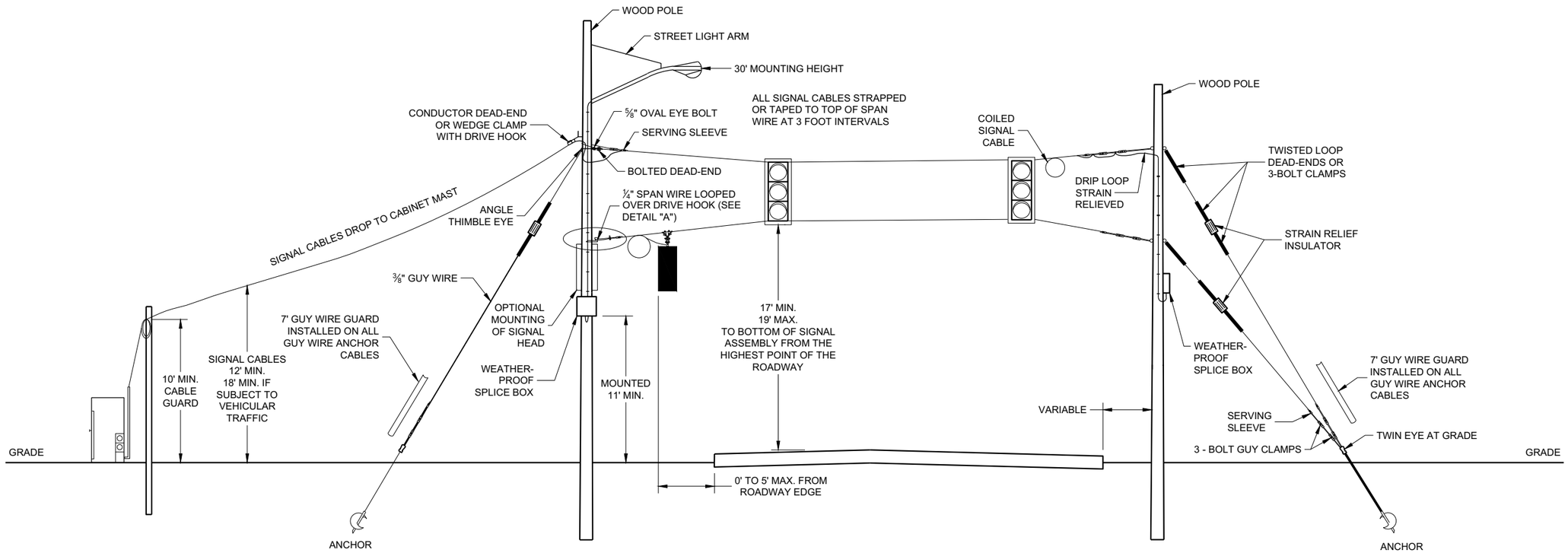



**DETAIL "A"**

## GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.




**SPAN WIRE**
**TEMPORARY SIGNALS**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 950

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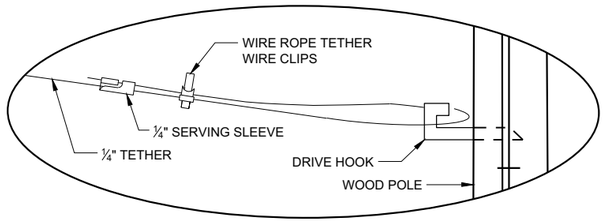
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6

SDD09G01 - 04a

SDD09G01 - 04a

| MINIMUM POLE LENGTHS | CLASS | POLE BURIAL DEPTHS |
|---|---|---|
| 25' | V | 5' |
| 30' | V | 6' |
| 35' | IV | 7' |
| 40' | IV | 8' |
| 45' | IV | 9' |

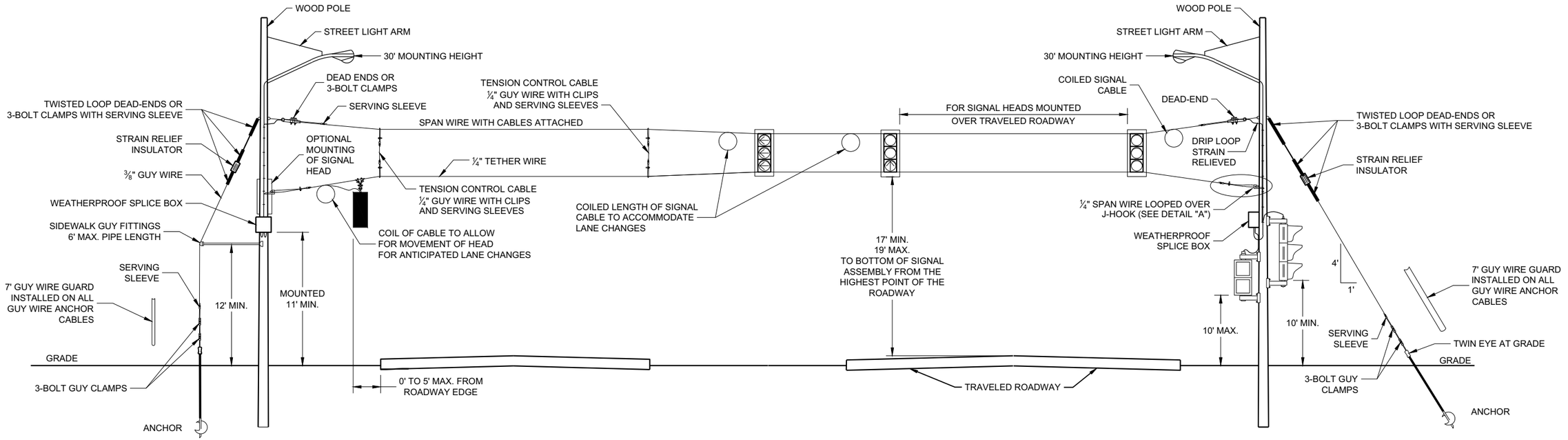



**DETAIL "A"**

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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.




**SPAN WIRE**
**TEMPORARY SIGNALS**
**4 LANE ROADWAYS**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 951

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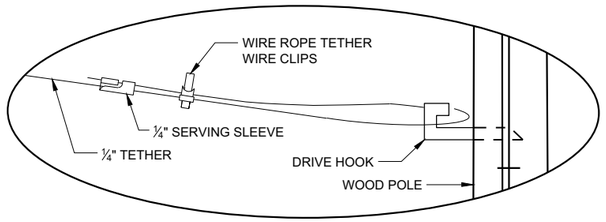
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6

SDD09G01 - 04b

SDD09G01 - 04b

| MINIMUM POLE LENGTHS | CLASS | POLE BURIAL DEPTHS |
|---|---|---|
| 25' | V | 5' |
| 30' | V | 6' |
| 35' | IV | 7' |
| 40' | IV | 8' |
| 45' | IV | 9' |

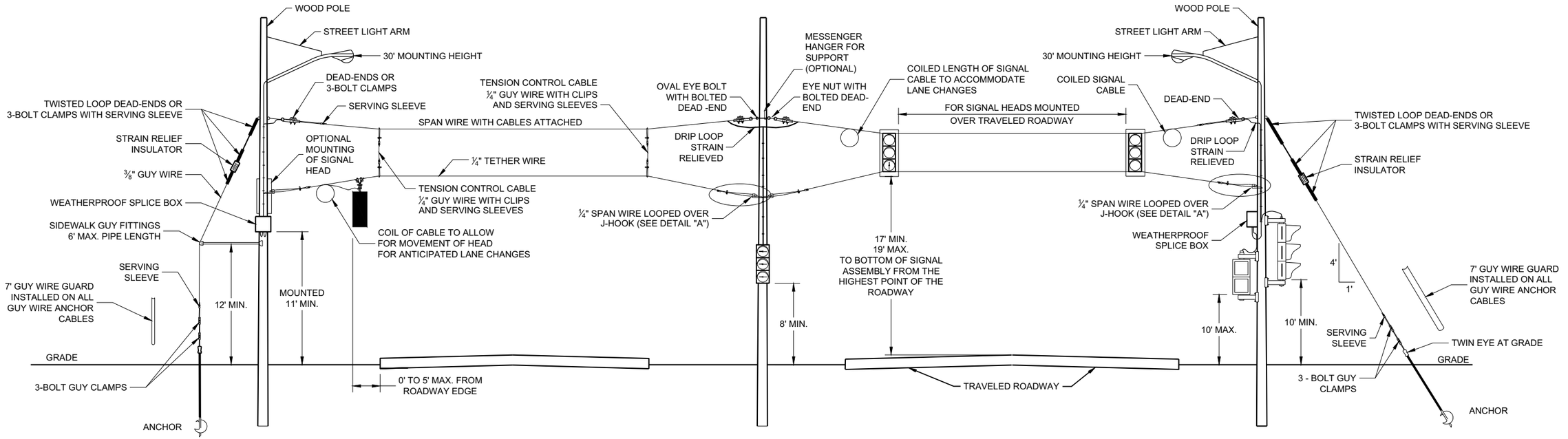



**DETAIL "A"**

## GENERAL NOTES

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   - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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   - C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.




**SPAN WIRE**
**TEMPORARY SIGNALS**
**4 LANE ROADWAYS**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 952

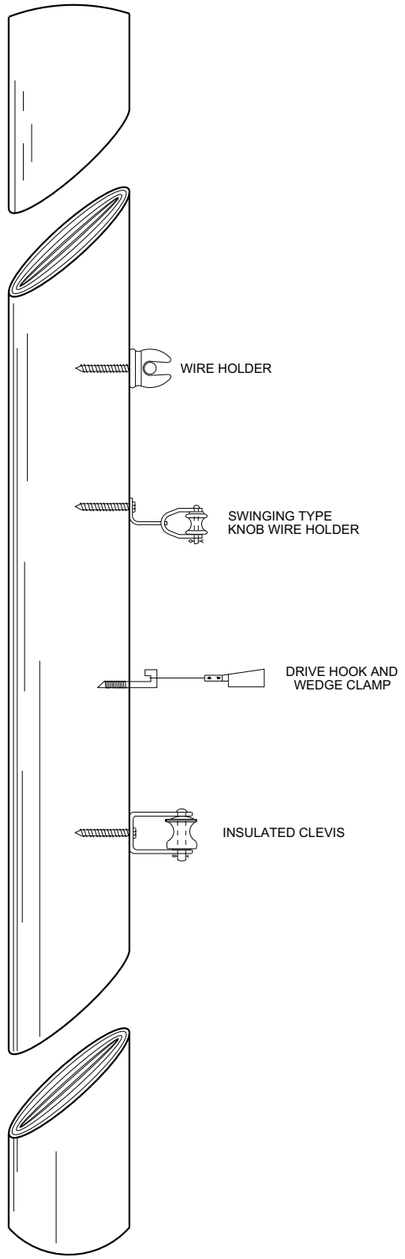
FHWA

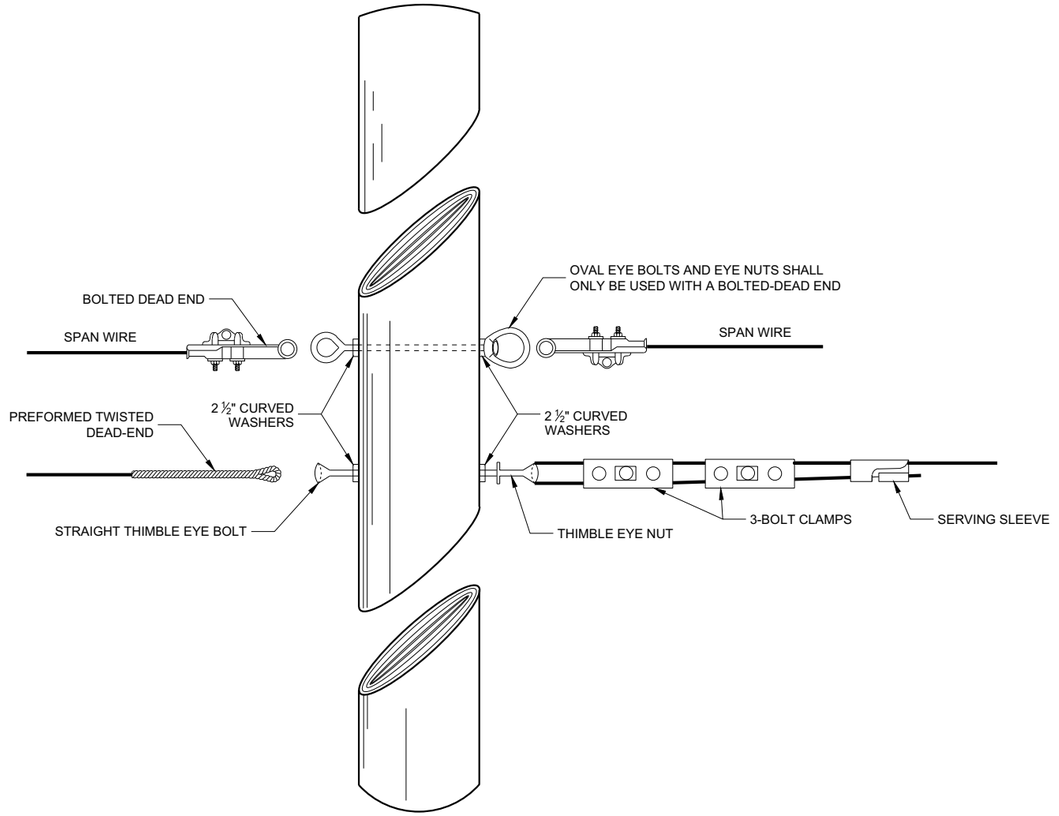
SDD09G01 - 04c

SDD09G01 - 04c

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6

SDD 09G01 - 4d

# SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

953

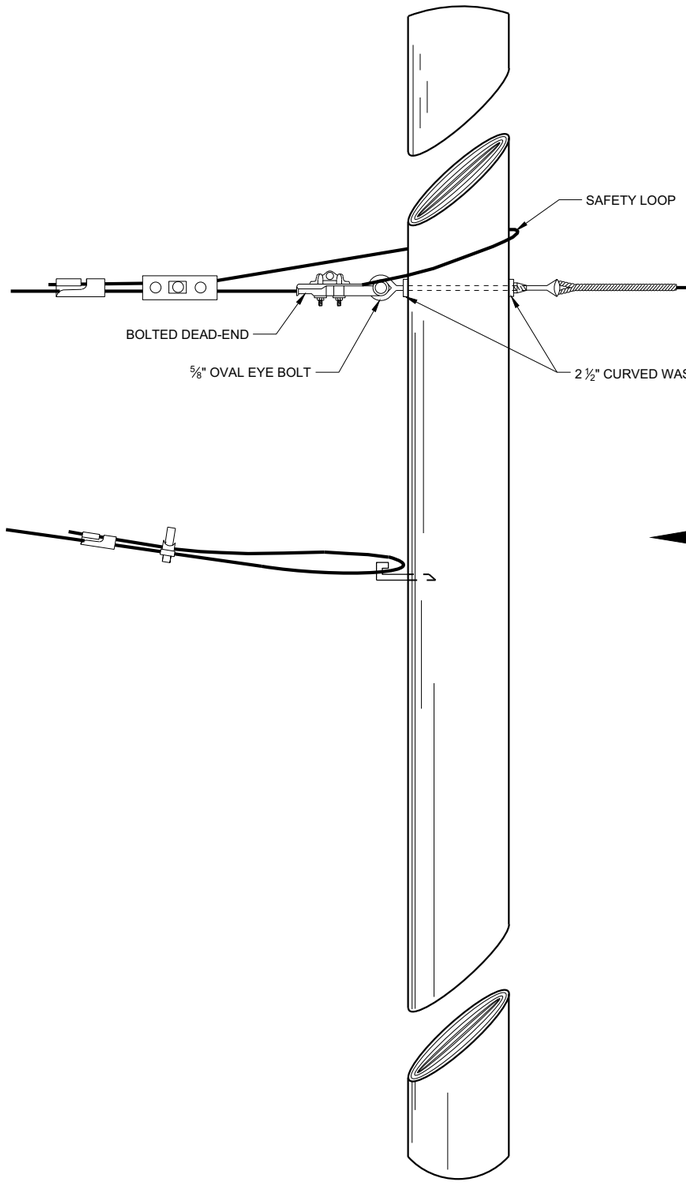
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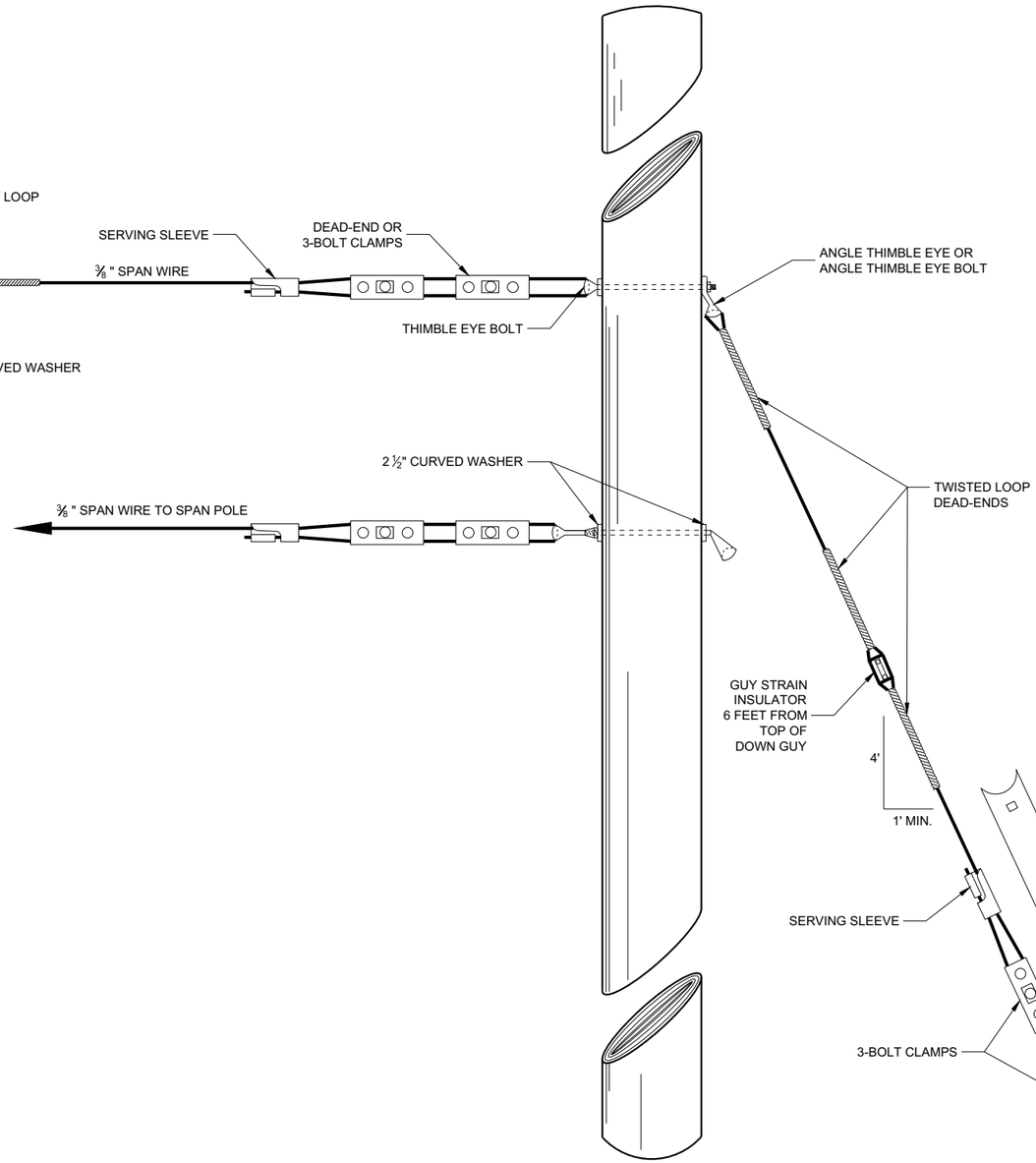
SDD 09G01 - 4d

## GENERAL NOTES

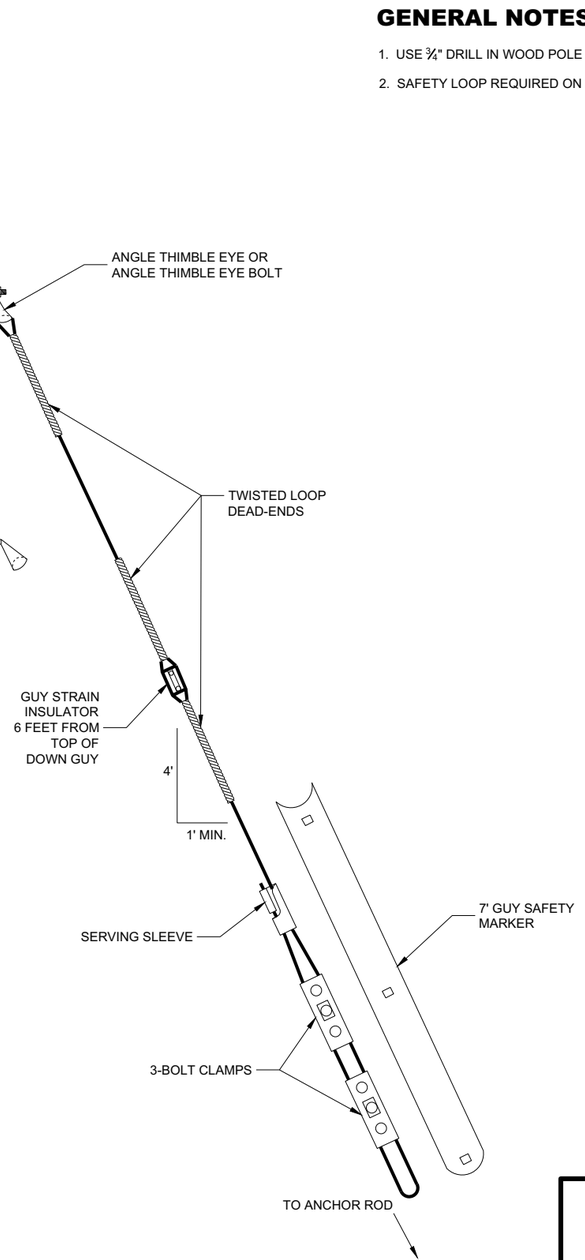
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.




SPAN WIRE POLE




GUY POLE




**TYPICAL DEAD-ENDINGS OR GUYING**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

954

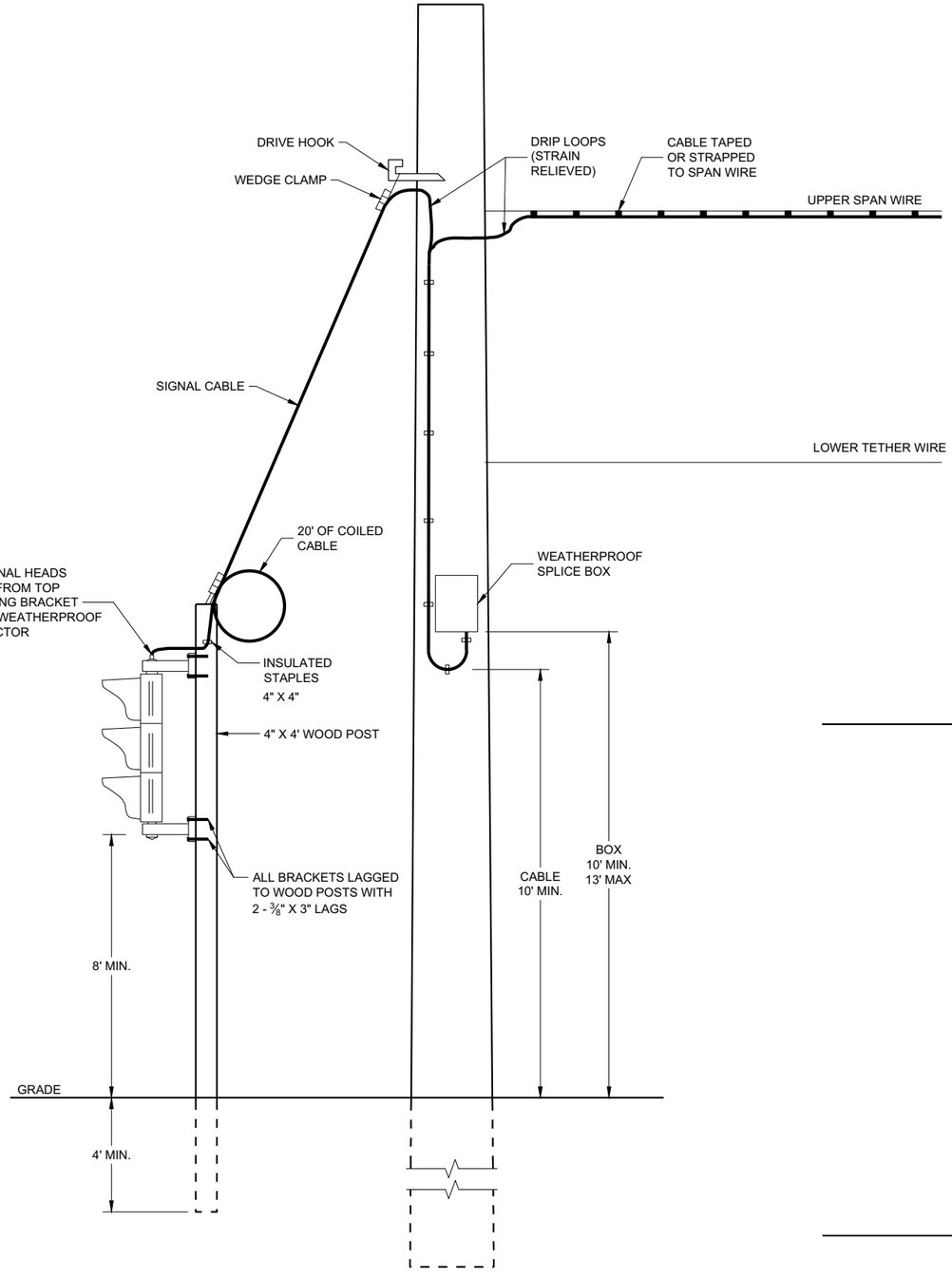
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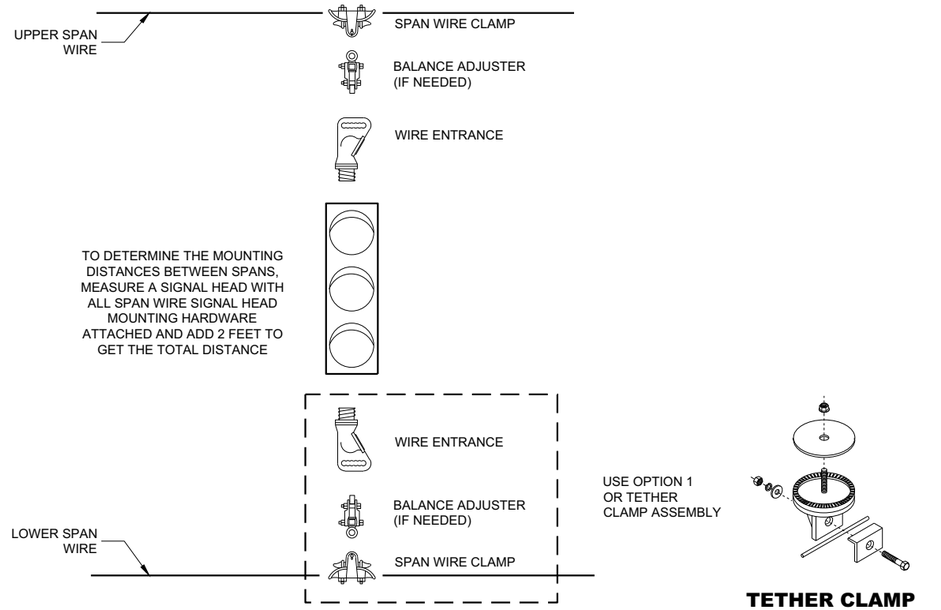
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SDD 09G01 - 4e




**TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL**



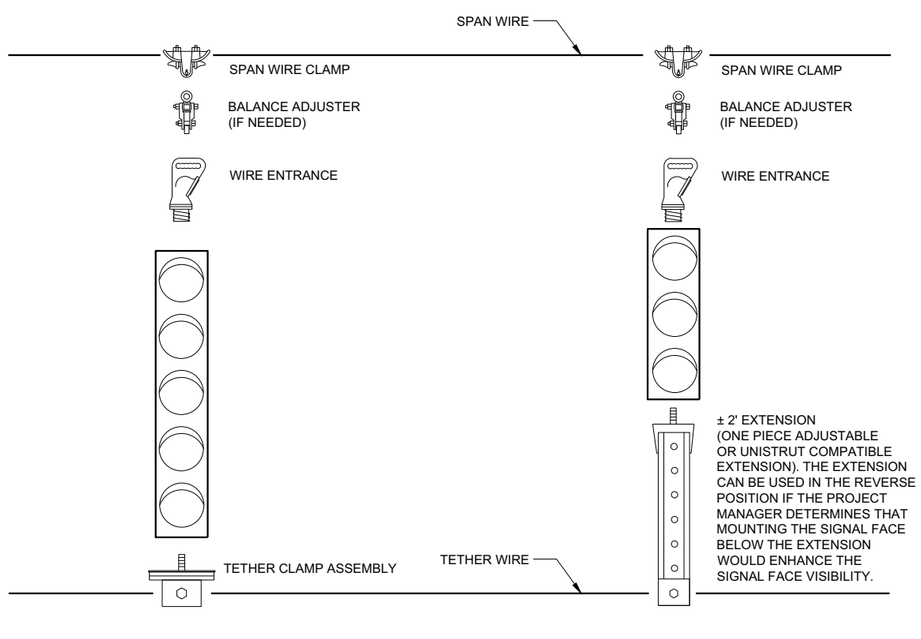

**OPTION 1**

USE OPTION 1 OR TETHER CLAMP ASSEMBLY



**TETHER CLAMP ASSEMBLY OPTION**

## TYPICAL SPAN WIRE MOUNTING HARDWARE




**5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE**

# SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

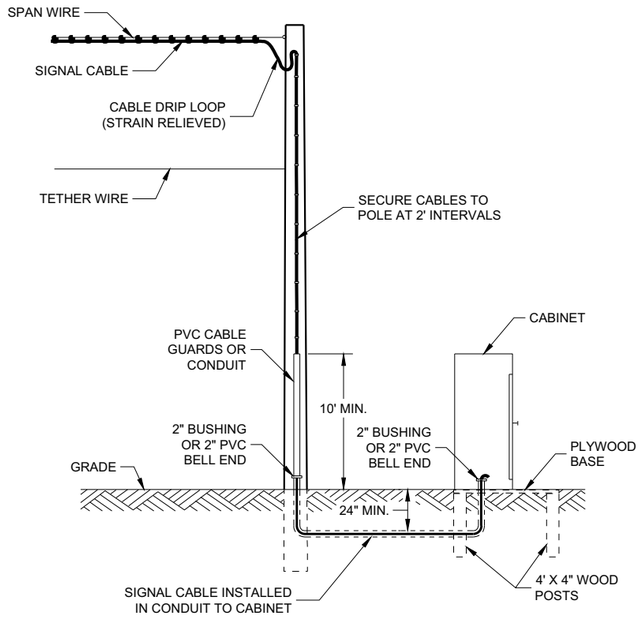
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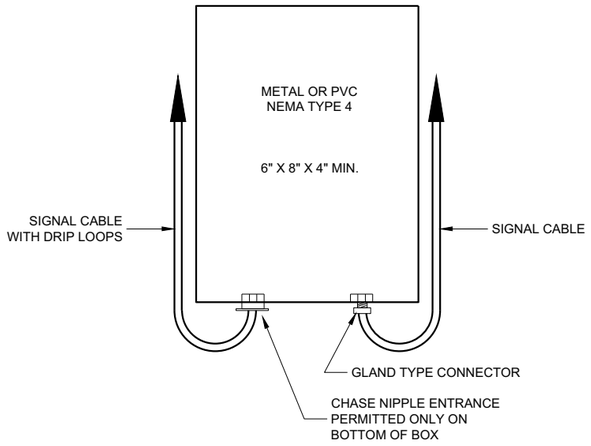


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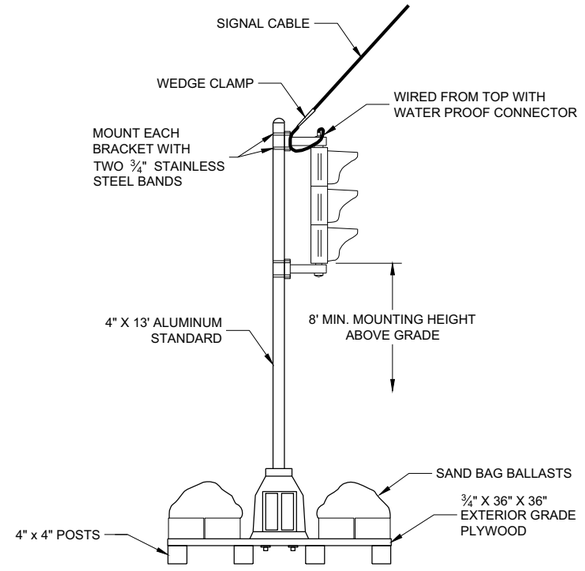
SDD 09G01 - 4f

SDD 09G01 - 4f

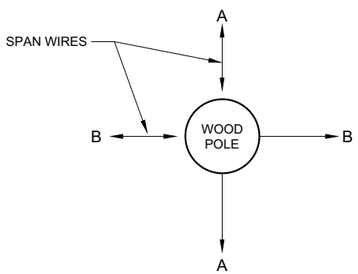



**SPLICE BOX**

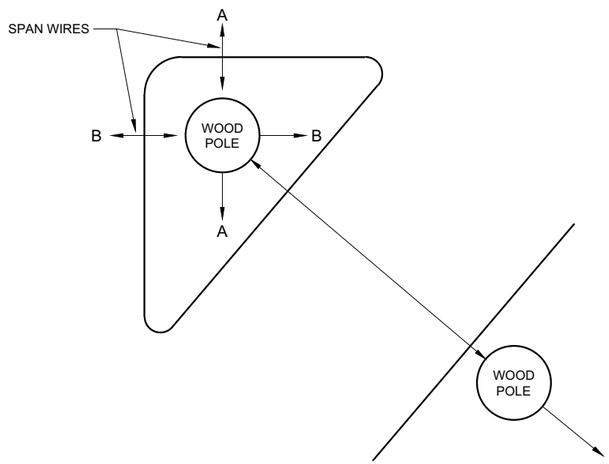



**TYPICAL SKID TYPE TEMPORARY**

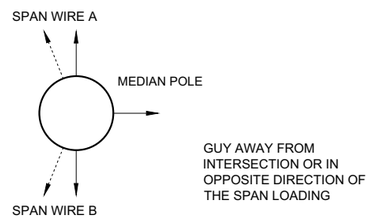



ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

**CORNER POLES**




**ISLAND POLES**




GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

**MEDIAN POLES**

**SPAN WIRE TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

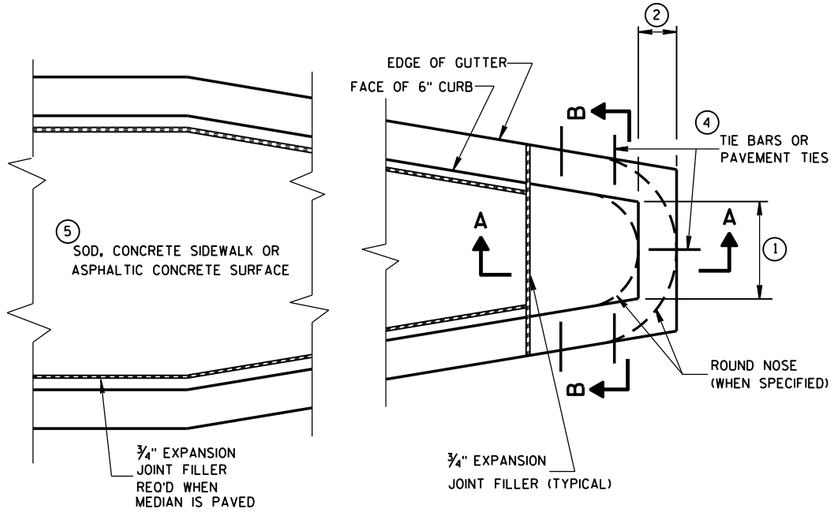
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

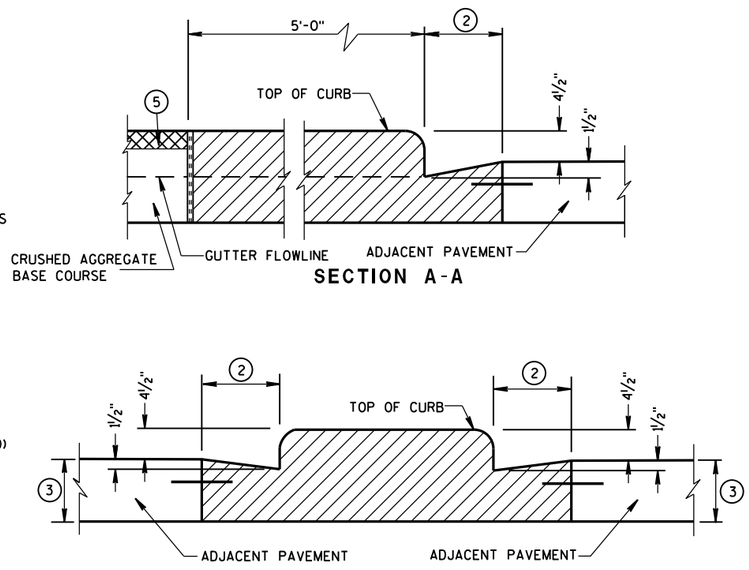
FHWA

956

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SDD 09G01 - 4g




## CONCRETE MEDIAN BLUNT NOSE DETAIL

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

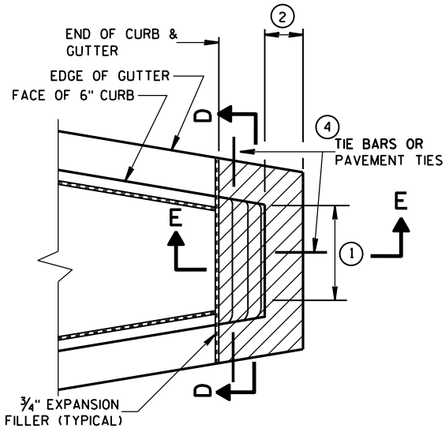
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

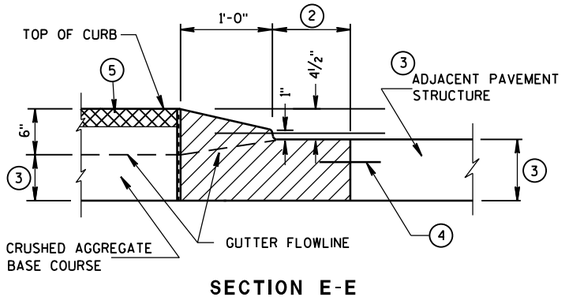
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

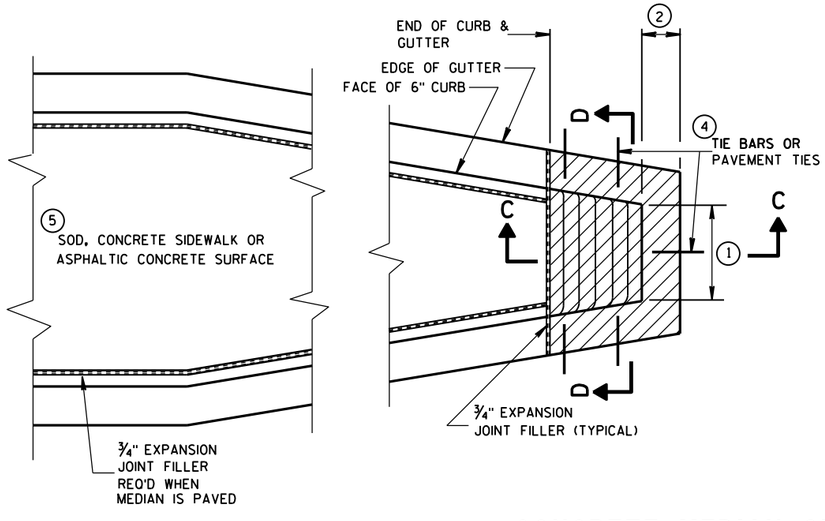
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

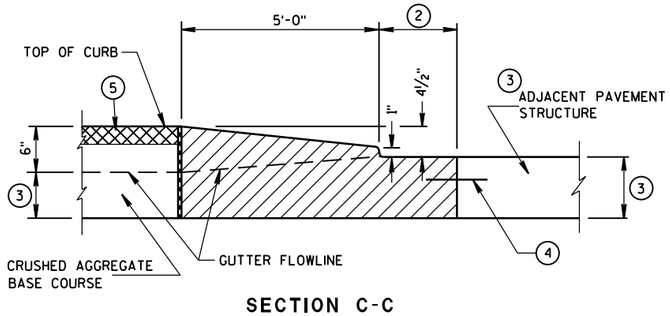



SECTION E-E

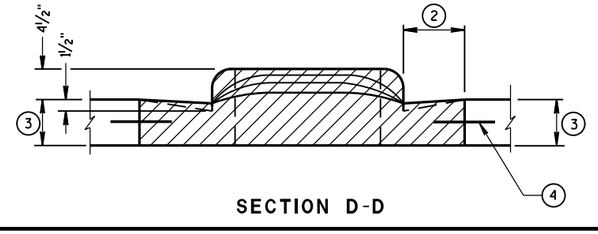
## CONCRETE MEDIAN SLOPED NOSE TYPE 2




SECTION C-C

## CONCRETE MEDIAN SLOPED NOSE TYPE 1




SECTION D-D

CONCRETE MEDIAN NOSE

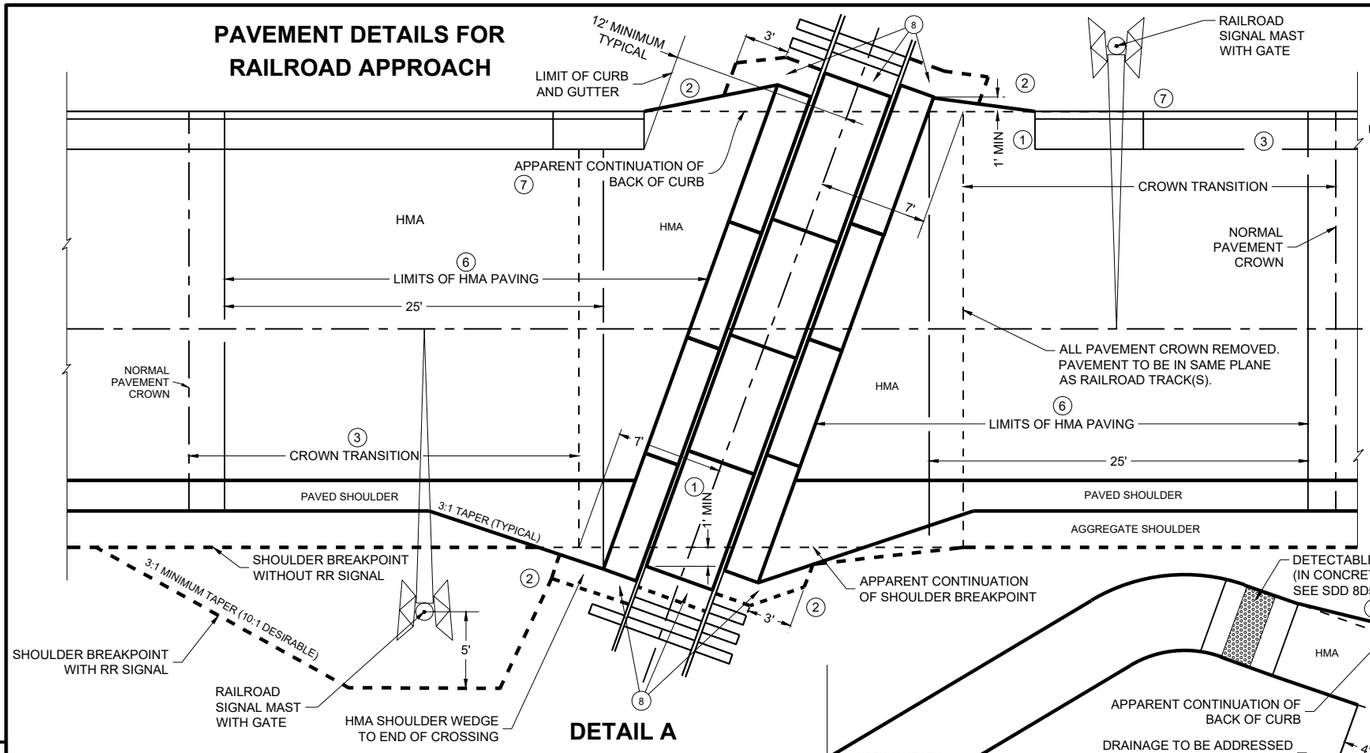
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 11 B 2-2

S.D.D. 11 B 2-2

# PAVEMENT DETAILS FOR RAILROAD APPROACH




## DETAIL A
## RAILROAD APPROACH

### GENERAL NOTES CONTINUED

(1) 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.

(2) HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.

(3) CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

(4) NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.

(5) TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.

(6) 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.

(7) REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.

### GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, PROJECT PLANS, AND THE APPLICABLE SPECIAL PROVISIONS.

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

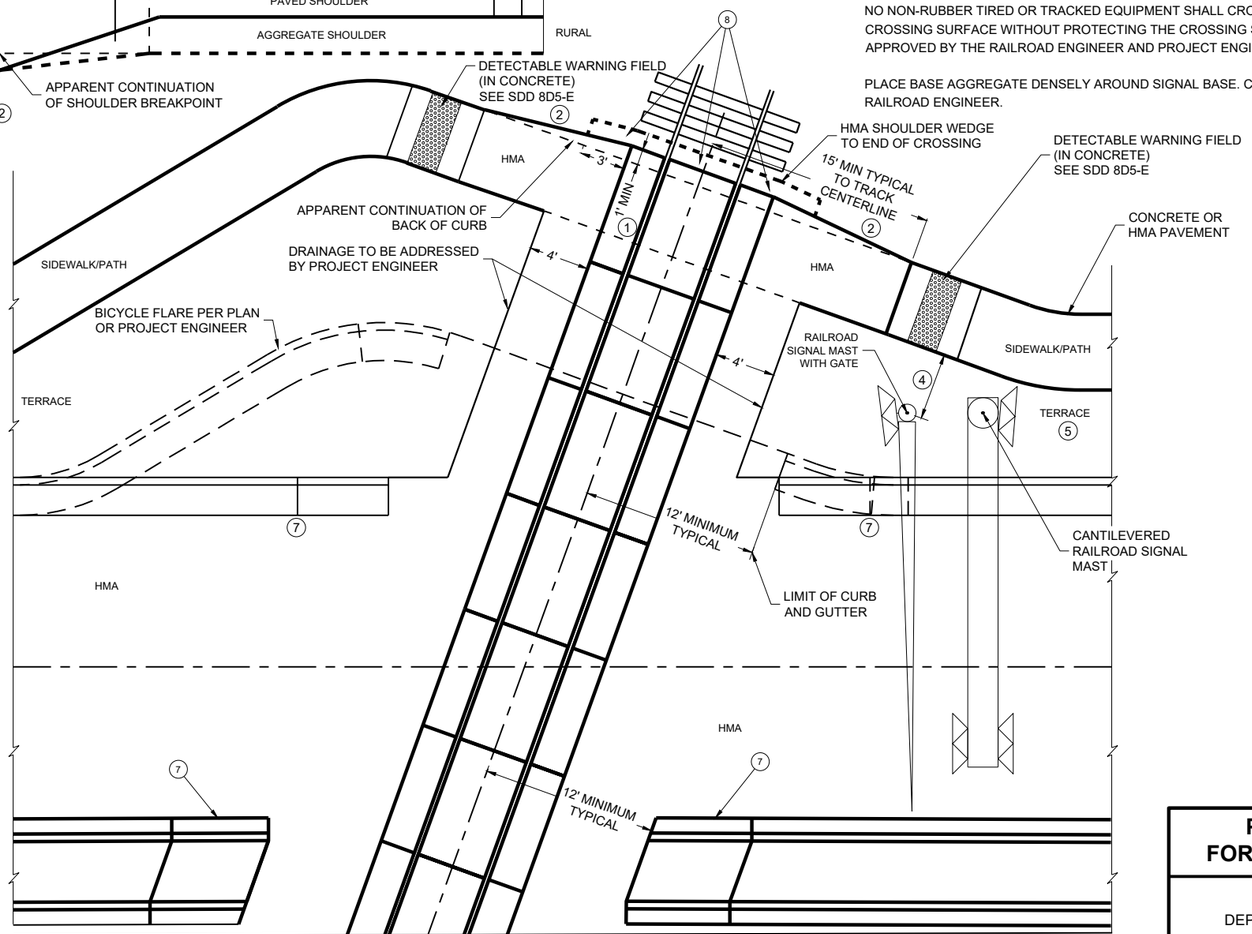
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE Ddensely AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.




## DETAIL B
## MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

**PAVEMENT DETAILS FOR RAILROAD APPROACH**

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May 2023
DATE

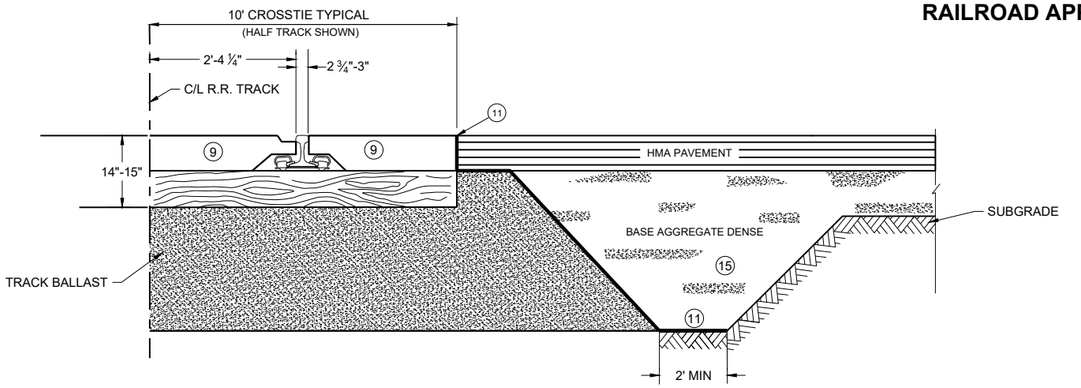
/S/ Kristen Sommers
STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR

FHWA

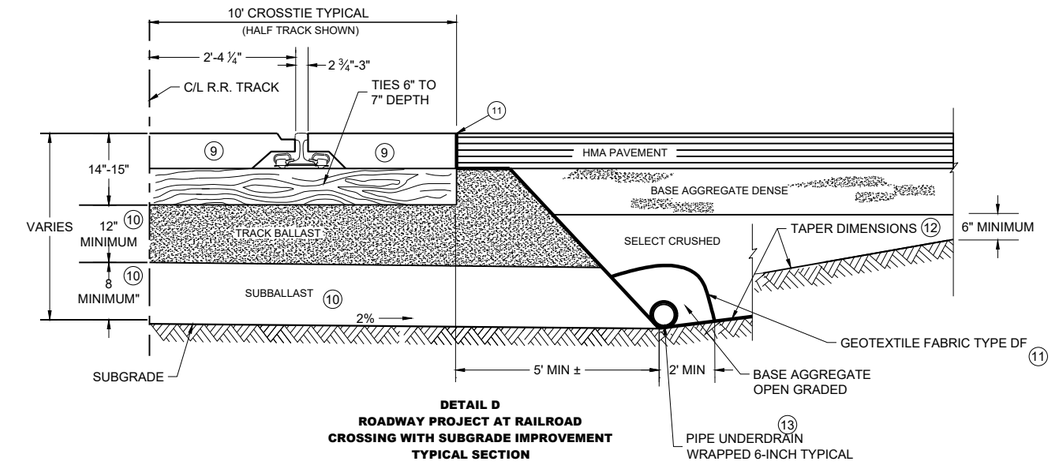
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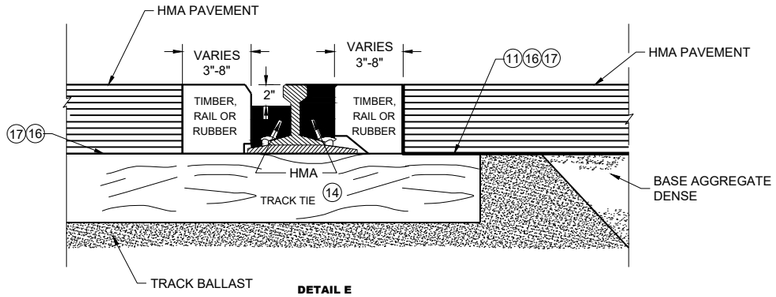
# TYPICAL SECTIONS FOR RAILROAD APPROACH



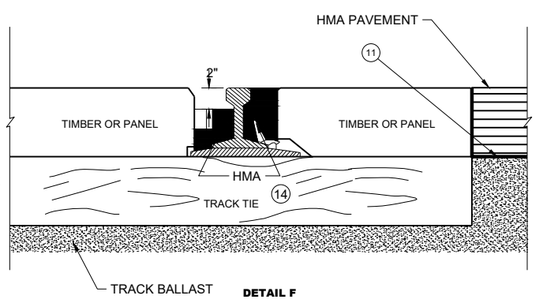

**DETAIL C**
**ROADWAY PROJECT AT RAILROAD**
**CROSSING WITHOUT SUBGRADE IMPROVEMENT**
**TYPICAL SECTION**



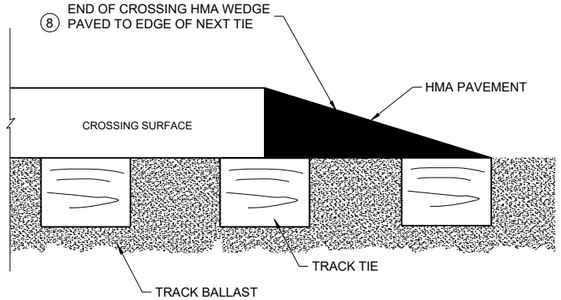

**DETAIL D**
**ROADWAY PROJECT AT RAILROAD**
**CROSSING WITH SUBGRADE IMPROVEMENT**
**TYPICAL SECTION**




**DETAIL E**
**TIMBER, RAIL OR**
**RUBBER SECTION**
**HMA FLANGEWAY**
**AND FIELD FILLERS**




**DETAIL F**
**PANEL SECTION**
**HMA FLANGEWAY**
**AND FIELD FILLERS**




**DETAIL G**
**END OF CROSSING HMA WEDGE**

## GENERAL NOTES

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.

(9) MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

(10) TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.

(11) GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.

(12) TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

(13) IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.

(14) HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.

(15) GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

(16) IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.

(17) PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.

**TYPICAL SECTIONS FOR RAILWAY APPROACH**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR

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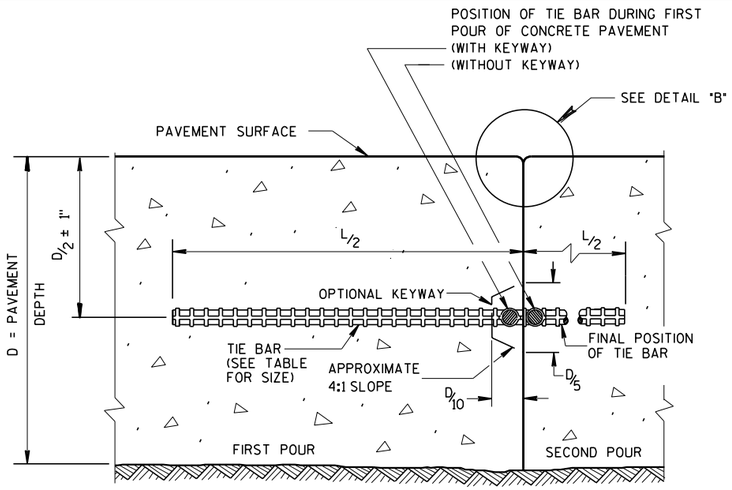


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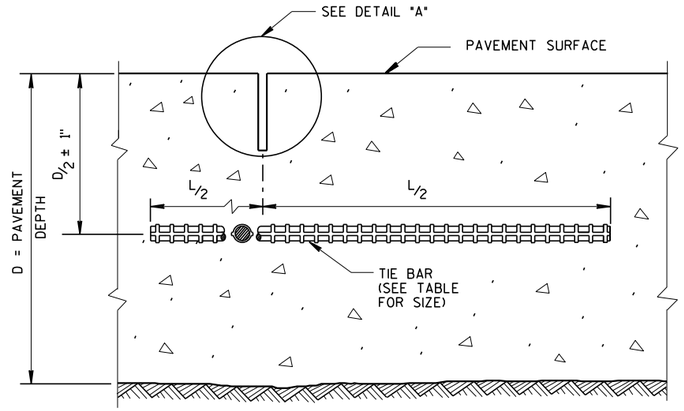
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## CONSTRUCTION JOINT




## SAWED JOINT

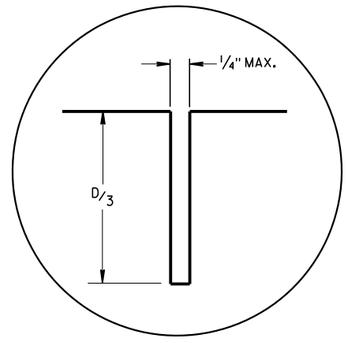
## GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

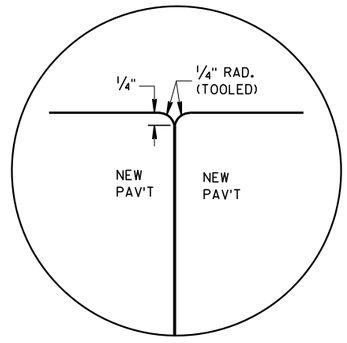
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

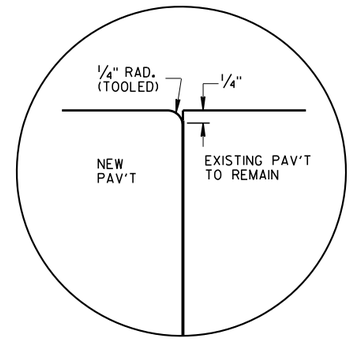
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



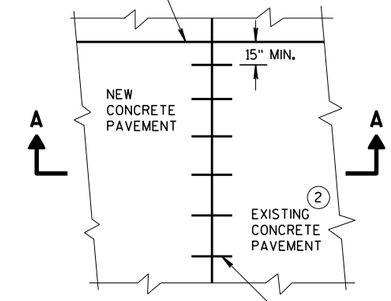

## DETAIL "A"



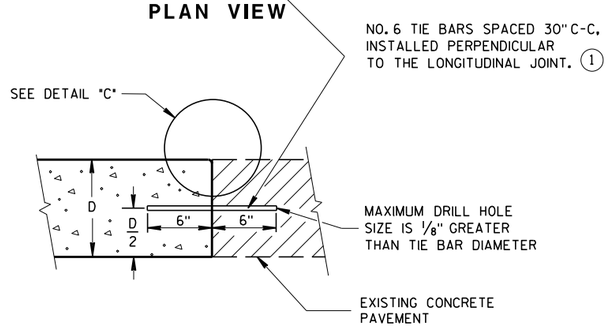

## DETAIL "B"




## DETAIL "C"




## PLAN VIEW



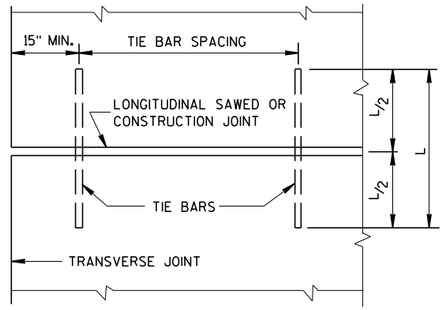

## SECTION A-A
## LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

### 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

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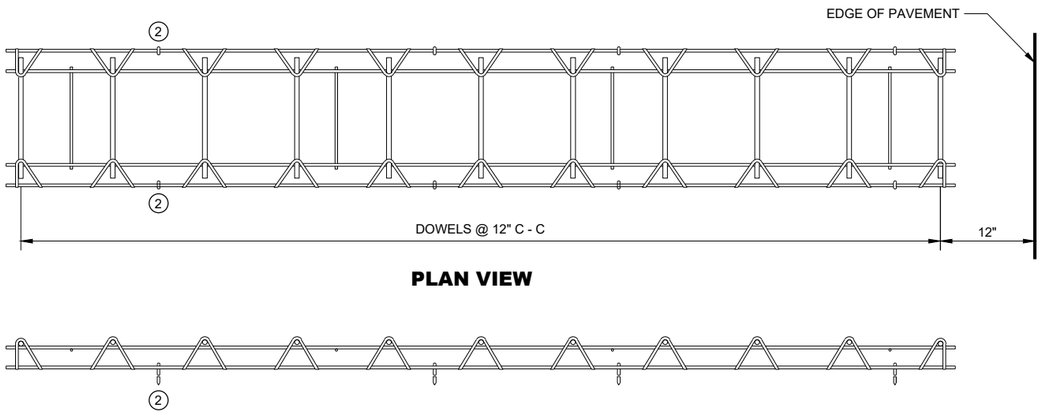
APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
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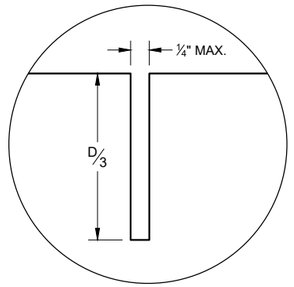
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## CONTRACTION JOINT DOWEL ASSEMBLY (1)




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.

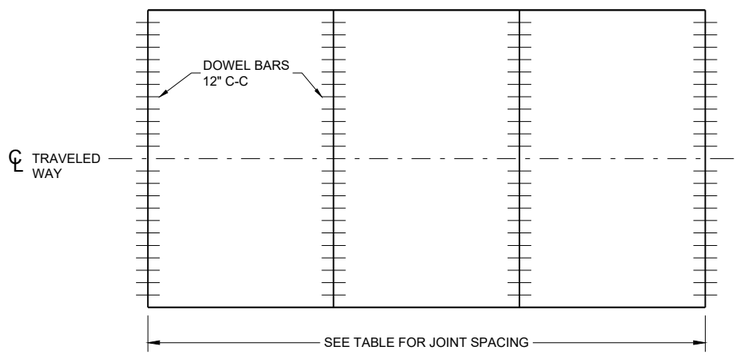
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

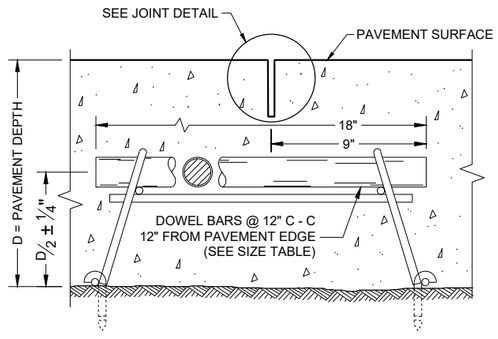
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED 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.



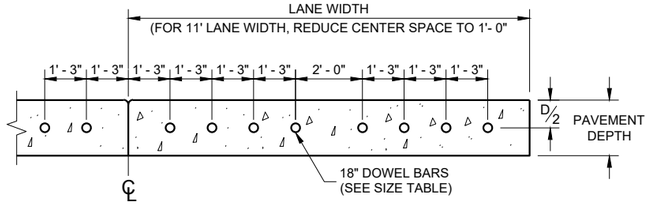

CONTRACTION JOINT LOCATIONS



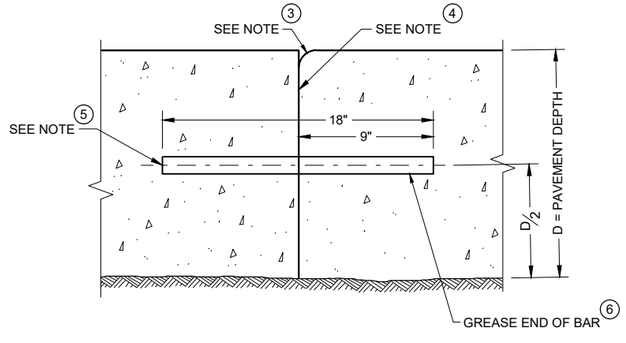

DOWELED CONTRACTION JOINT

### 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**

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DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS 961

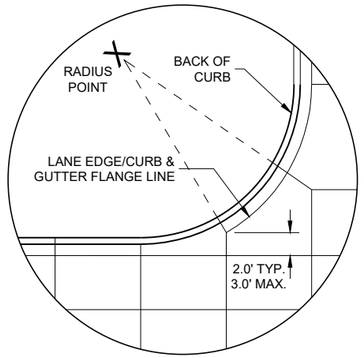
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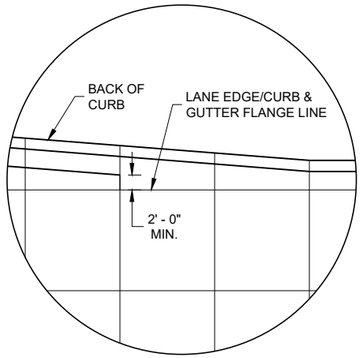
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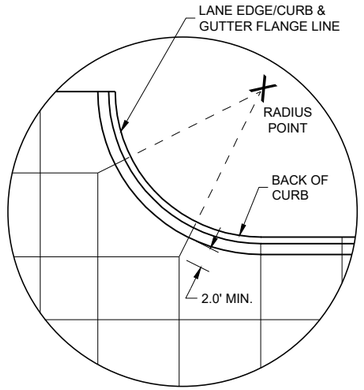
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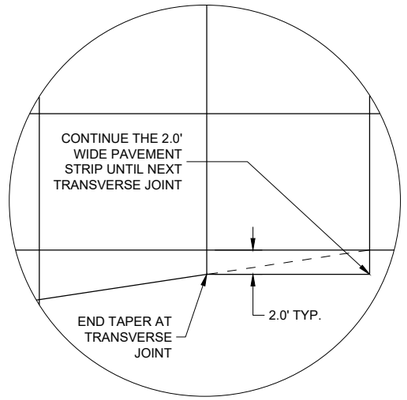

**DETAIL "A"**




**DETAIL "B"**




**DETAIL "C"**




**DETAIL "D"**

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

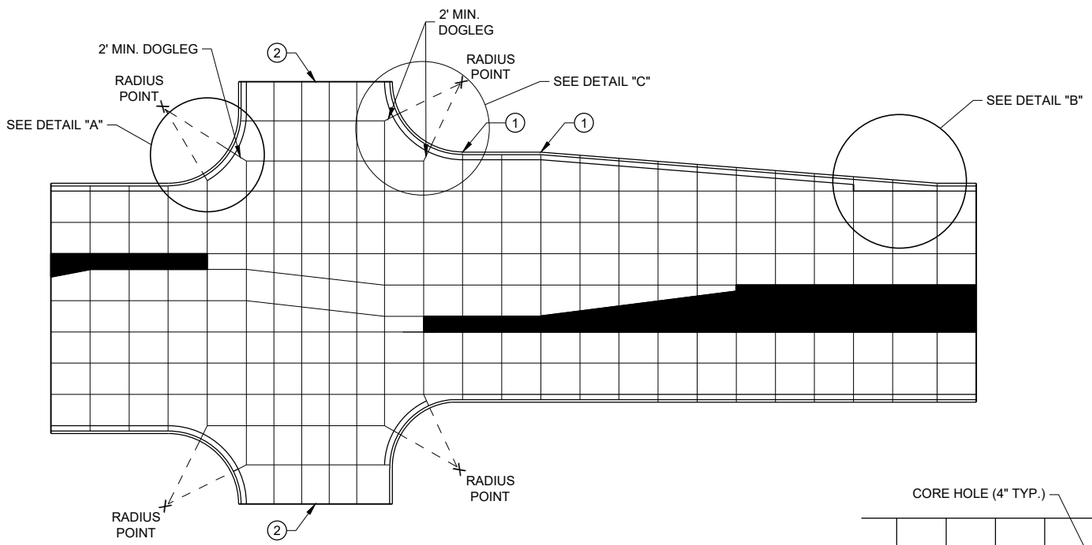
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

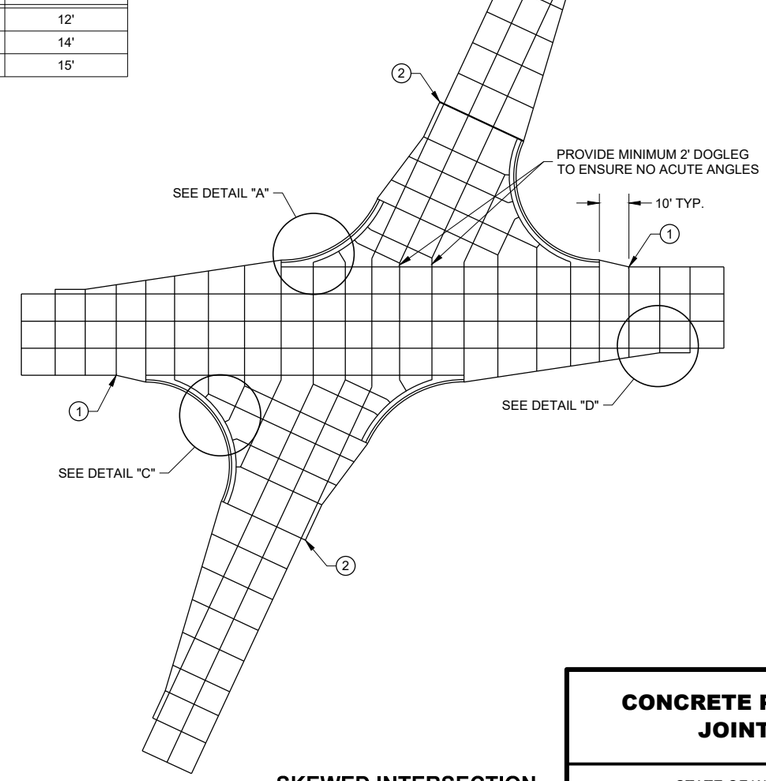
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



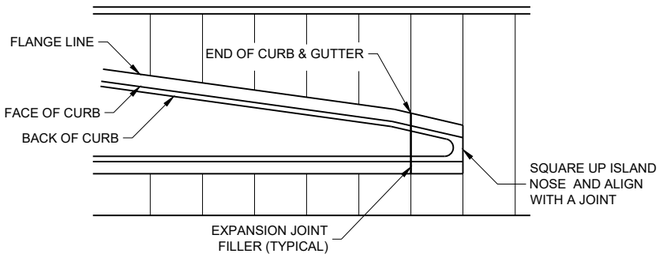

**STANDARD INTERSECTION**

PAVEMENT DEPTH AND JOINT SPACING TABLE

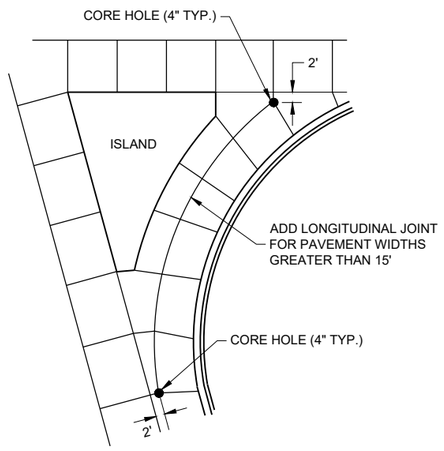
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6 ½" | 12' |
| 7", 7 ½" | 14' |
| 8" & ABOVE | 15' |




**SKEWED INTERSECTION**




**APPROACH TO MEDIAN**




**LARGE RIGHT TURN**

**CONCRETE PAVEMENT JOINTING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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SDD 13C18 - 08a

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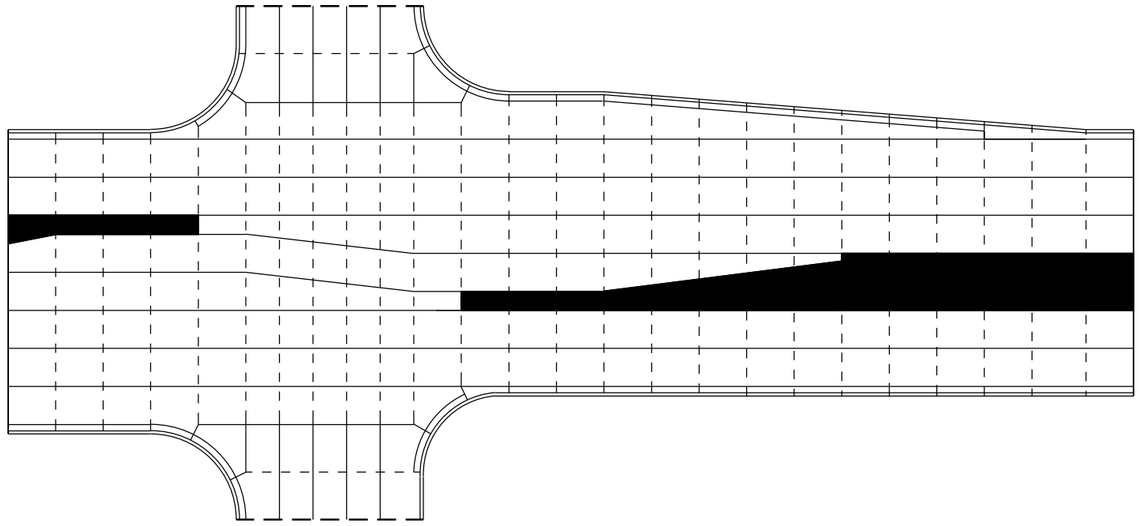
SDD 13C18 - 08a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

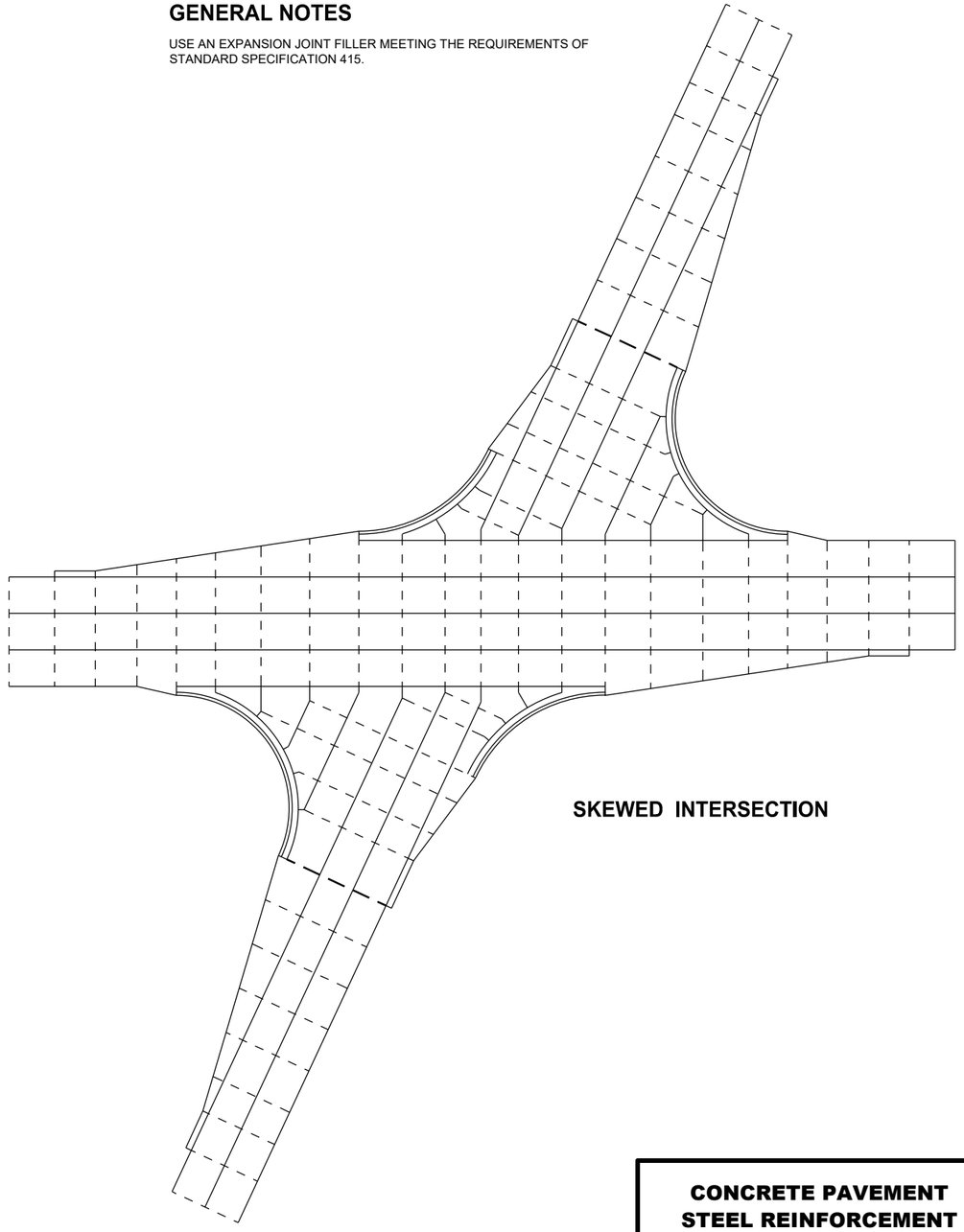
TIED JOINT



STANDARD INTERSECTION

## GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

SDD 13C18 - 08b

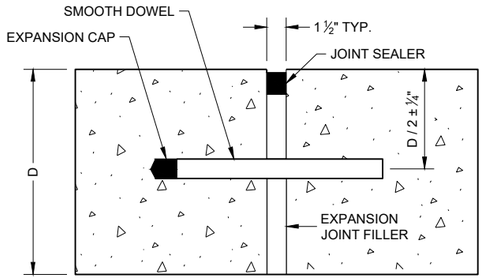
**CONCRETE PAVEMENT STEEL REINFORCEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

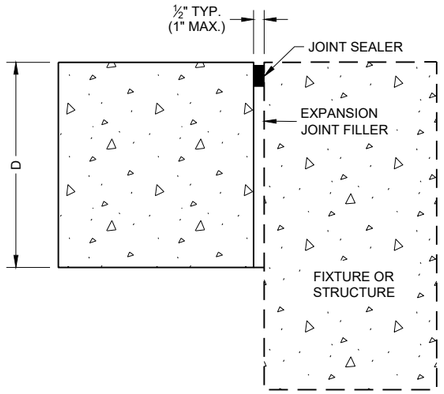


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SDD 13C18 - 08b




**DOWELED TRANSVERSE** (1)




**UNTIED - LONGITUDINAL**

## EXPANSION JOINTS

### TIE BAR TABLE

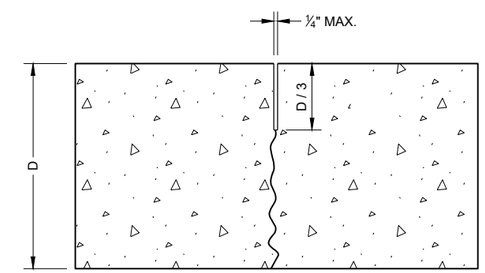
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 ½" | NO. 4 | 30" | 36" |
| ≥ 10 ½" | NO. 5 | 36" | 36" |
| | NO. 4 * | 30" | 24" ** |

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

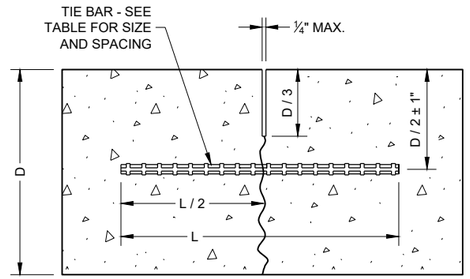
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

### GENERAL NOTES

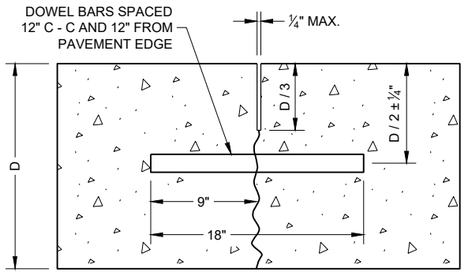
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.




**UNDOWELED TRANSVERSE**

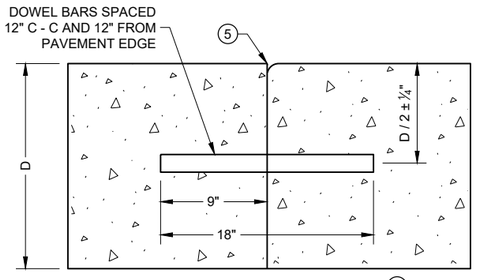



**TIED LONGITUDINAL**

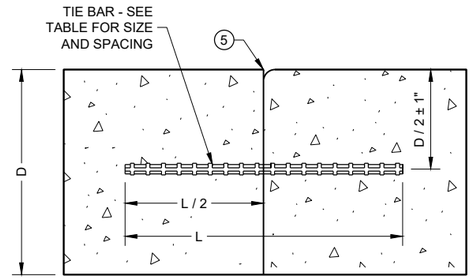



**DOWELED TRANSVERSE**

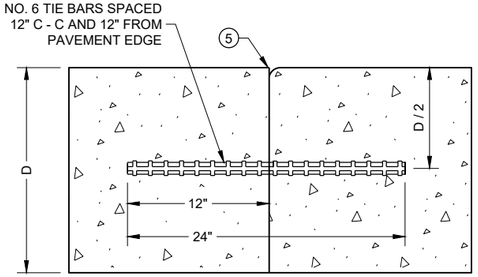
## CONTRACTION JOINTS (2)



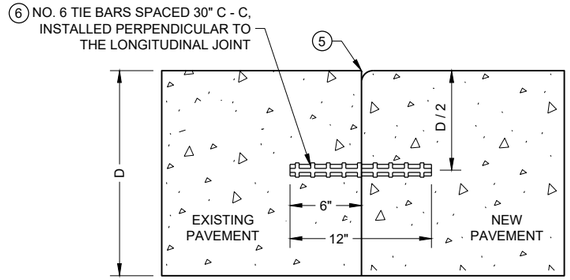

**DOWELED TRANSVERSE** (3)




**TIED LONGITUDINAL**




**TIED TRANSVERSE** (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




**TIED LONGITUDINAL TO EXISTING**

## CONSTRUCTION JOINTS (4)

# CONCRETE PAVEMENT JOINT TYPES

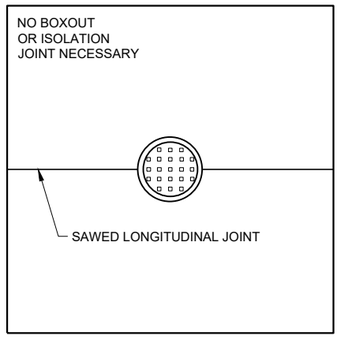
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



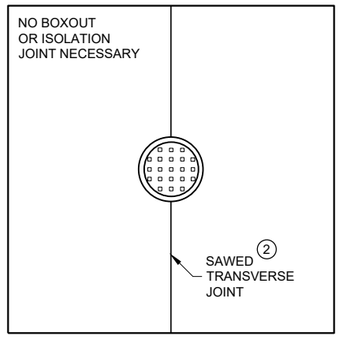


SDD 13C18 - 08c

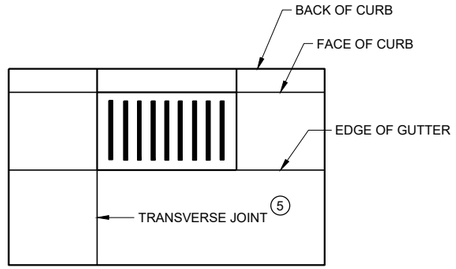
6




**MANHOLE WITH LONGITUDINAL JOINT**



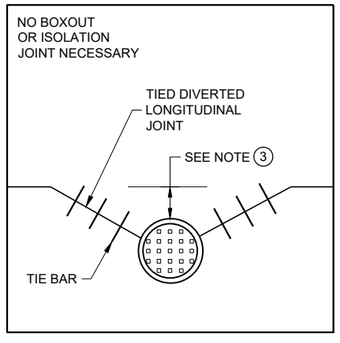

**MANHOLE WITH TRANSVERSE JOINT**



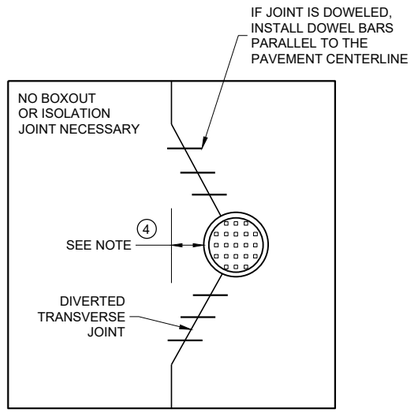

**INLET WITH TRANSVERSE JOINT**

## GENERAL NOTES

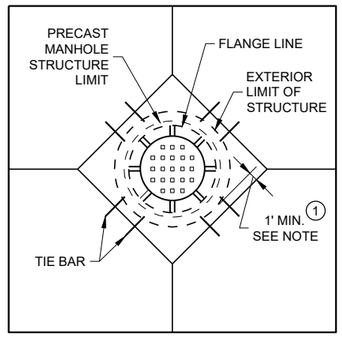
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.




**MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT**




**MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT**




**DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS**

**CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS 965

FHWA

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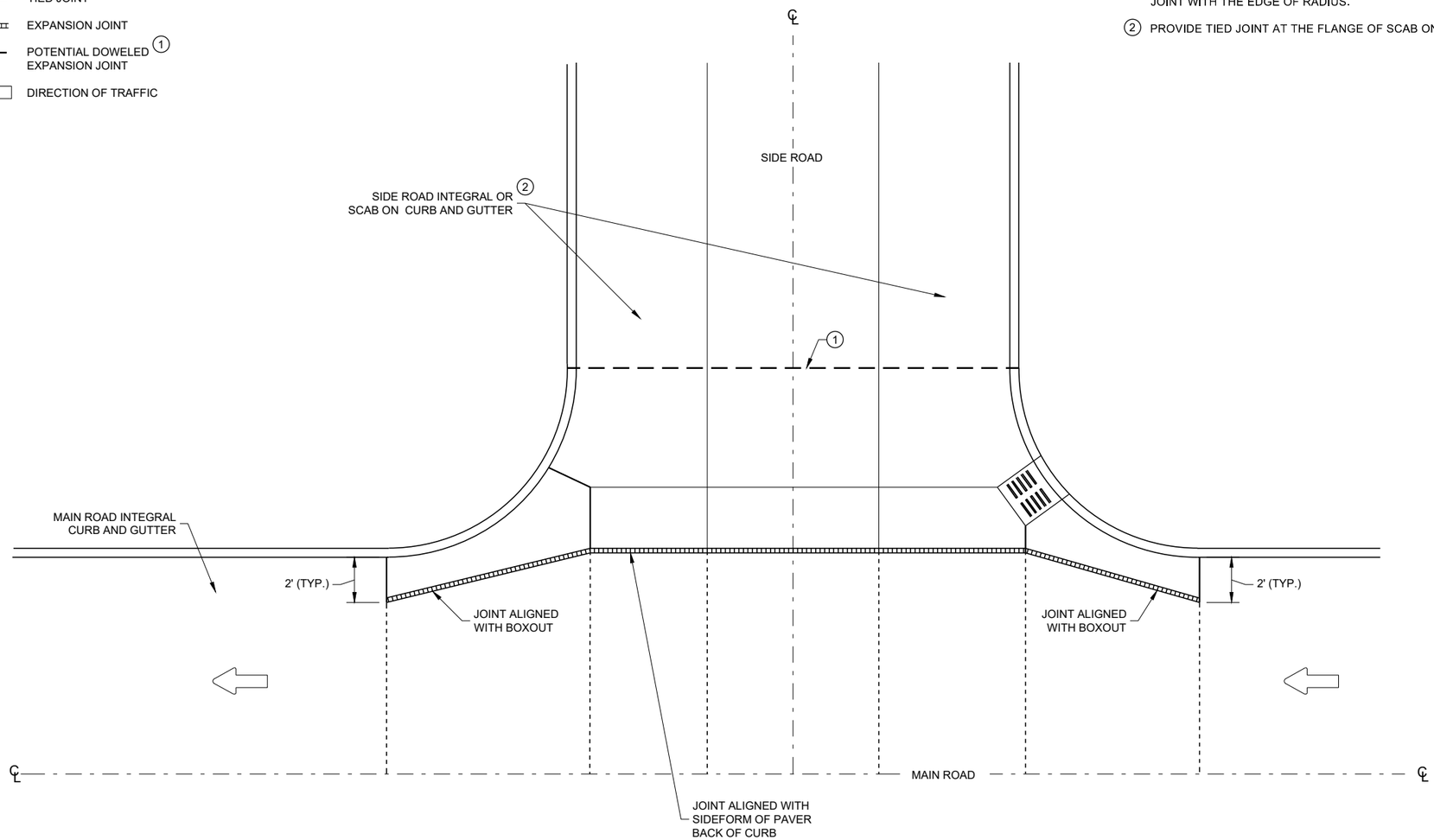
SDD13C18 - 08d

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 966

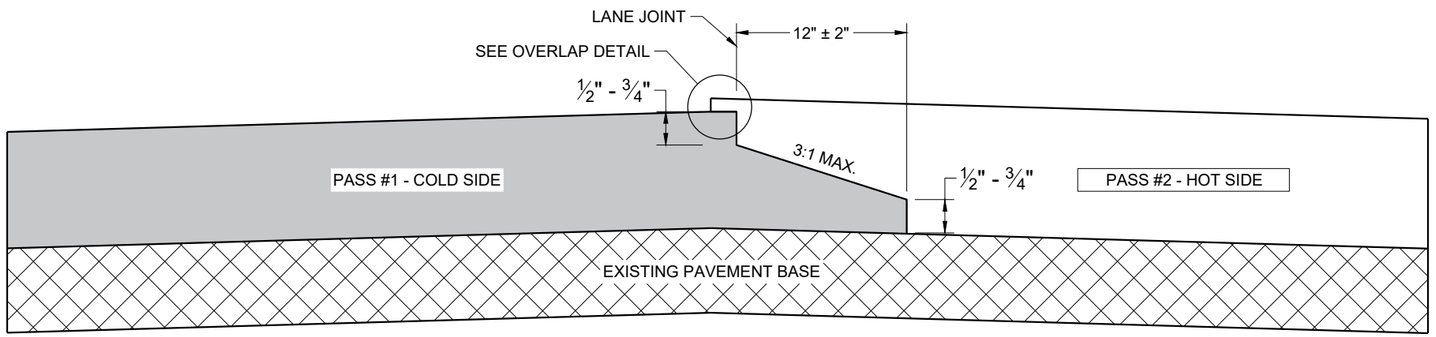
FHWA

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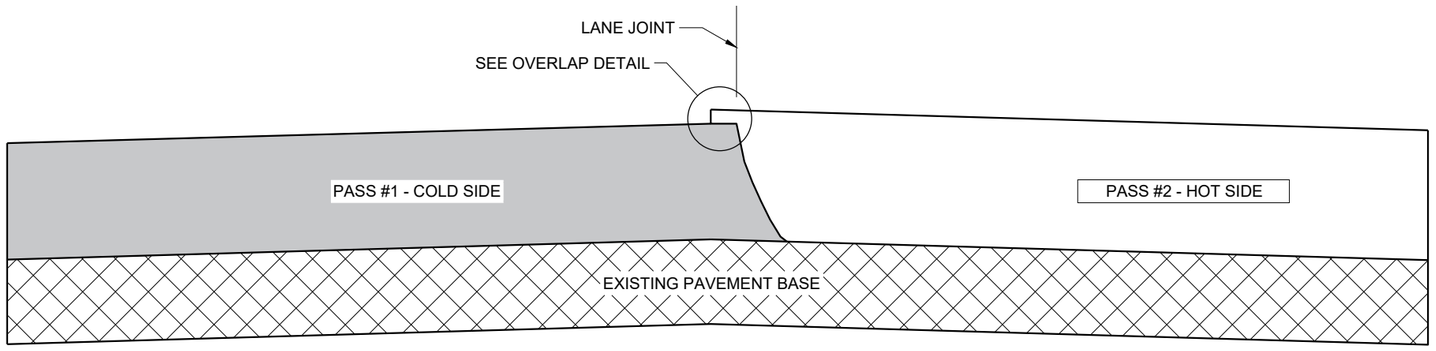
SDD 13C18 - 08f

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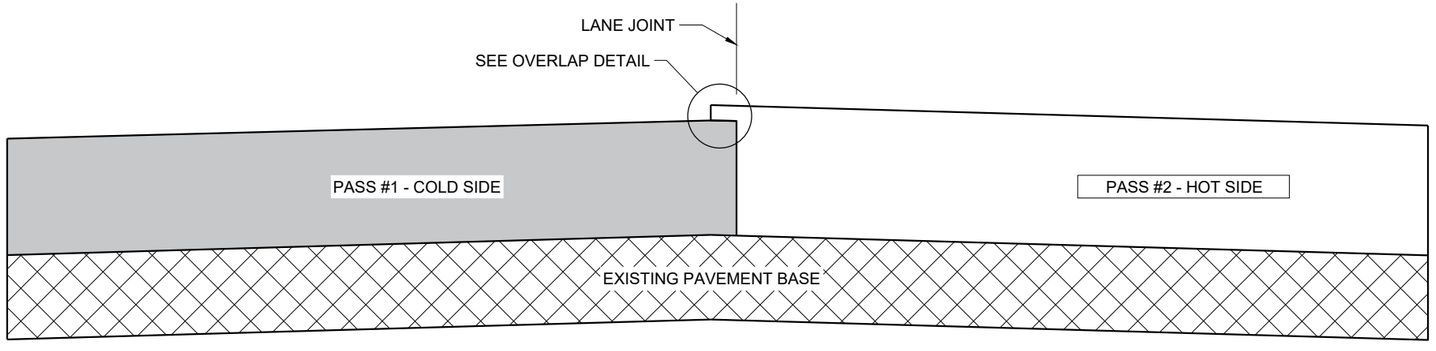
SDD 13C18 - 08f




**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT (MILLED)**

## GENERAL NOTES

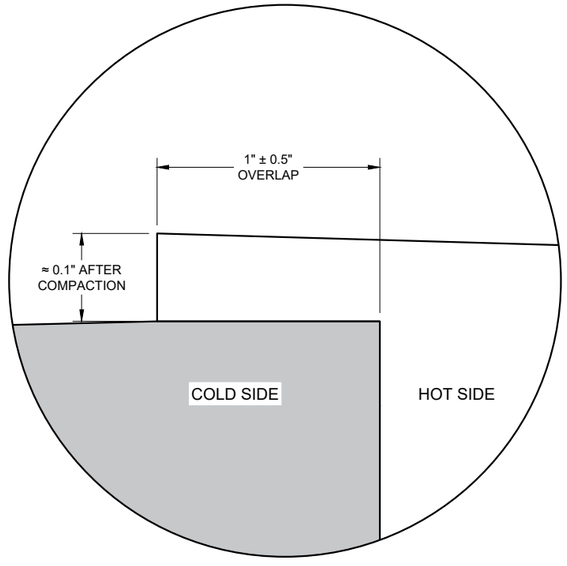
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.




**OVERLAP DETAIL (TYPICAL)**

**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

967

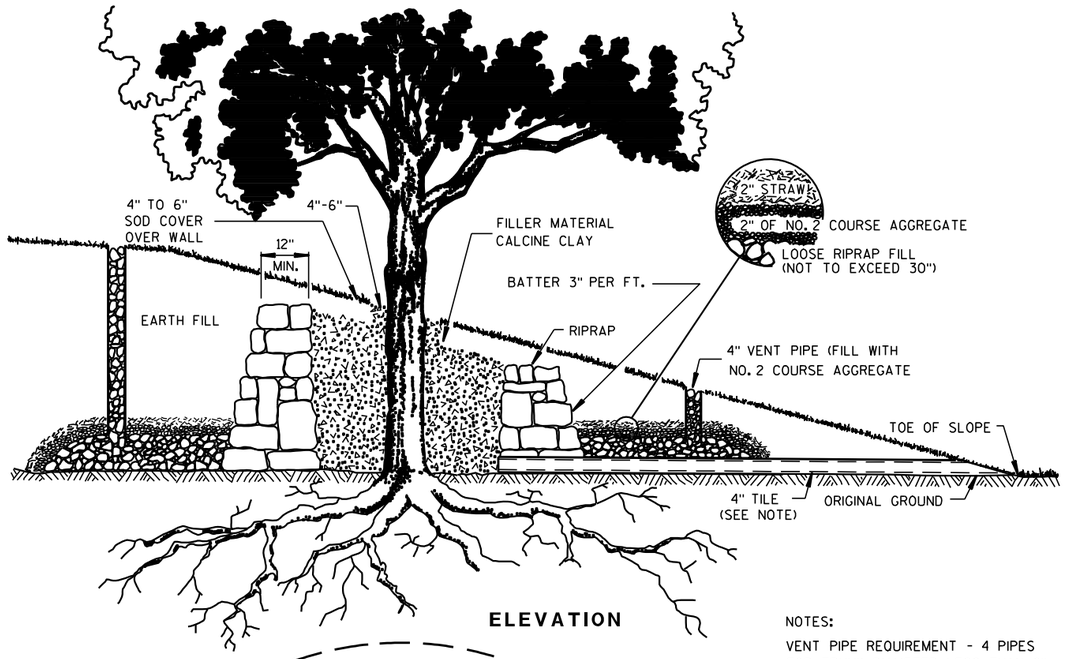
FHWA

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SDD 13C19 - 03

6

SDD 13C19 - 03



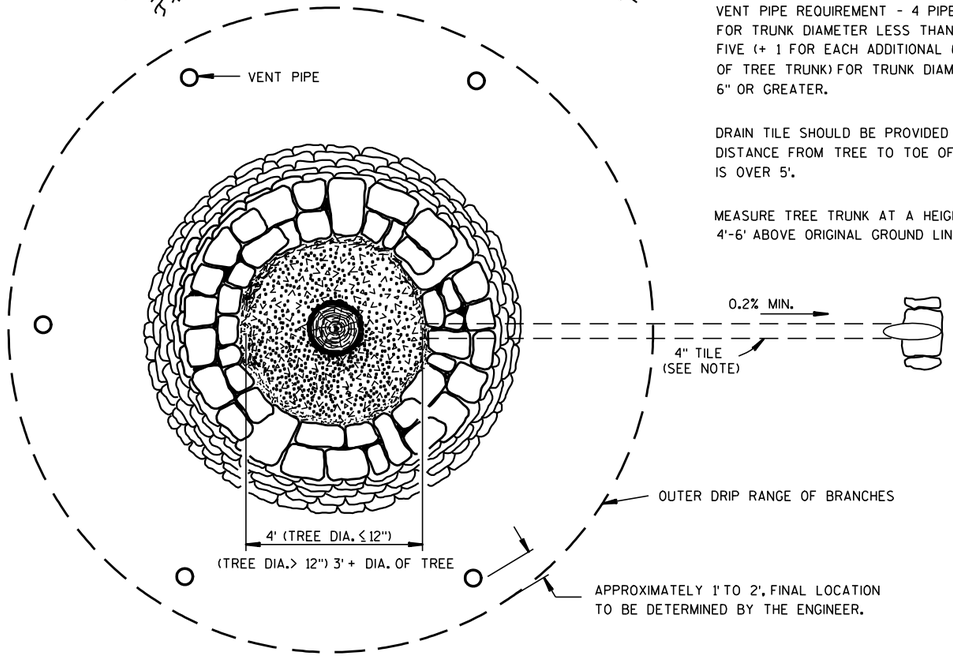

**ELEVATION**

NOTES:

VENT PIPE REQUIREMENT - 4 PIPES FOR TRUNK DIAMETER LESS THAN 6". FIVE (+ 1 FOR EACH ADDITIONAL 6" OF TREE TRUNK) FOR TRUNK DIAMETER 6" OR GREATER.

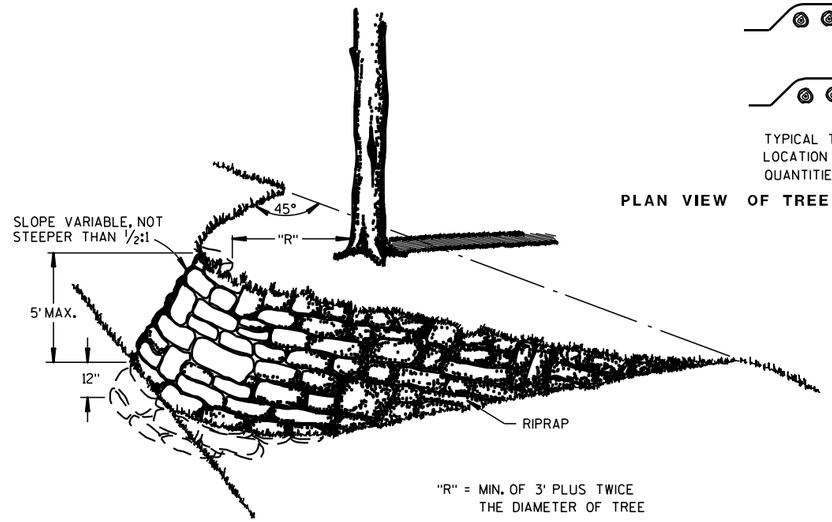
DRAIN TILE SHOULD BE PROVIDED IF DISTANCE FROM TREE TO TOE OF SLOPE IS OVER 5'.

MEASURE TREE TRUNK AT A HEIGHT 4'-6' ABOVE ORIGINAL GROUND LINE.



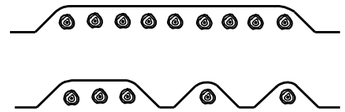

**PLAN**

**FULL TREE WELL WITH RIPRAP WALL**




"R" = MIN. OF 3' PLUS TWICE THE DIAMETER OF TREE

**DETAILS OF TREE ISLAND AND ROOT PROTECTION**



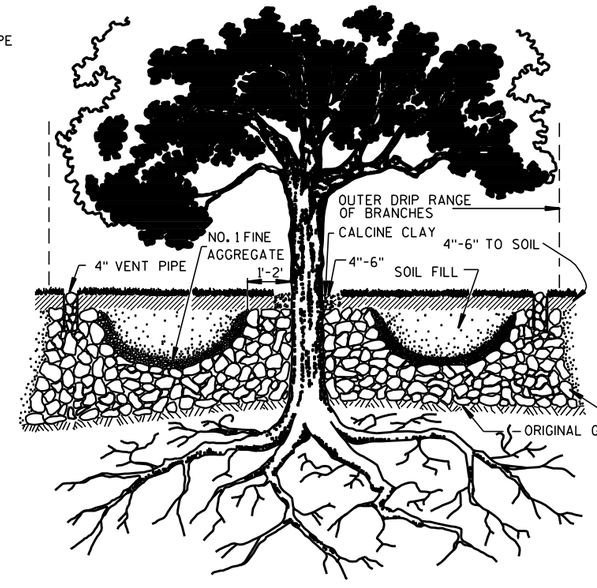
TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

**PLAN VIEW OF TREE ISLANDS FOR ONE OR MORE TREES**

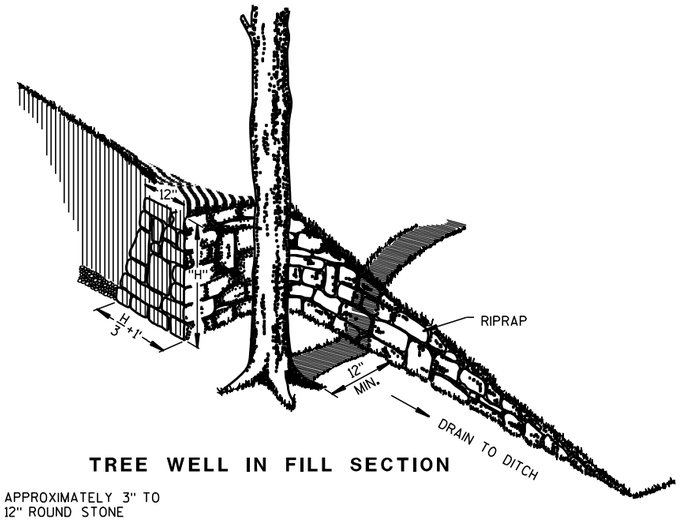
## GENERAL NOTES

WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR RIPRAP.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.




**TREE WELL WITHOUT WALL**




**TREE WELL IN FILL SECTION**

**DETAILS FOR TREE WELLS**

## TREE PRESERVATION DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

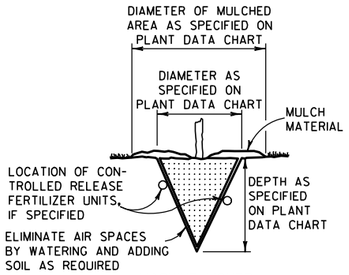
APPROVED
8/25/76 DATE
/S/ D. L. Strand STATE DESIGN ENGINEER
968 WYS
FHWA

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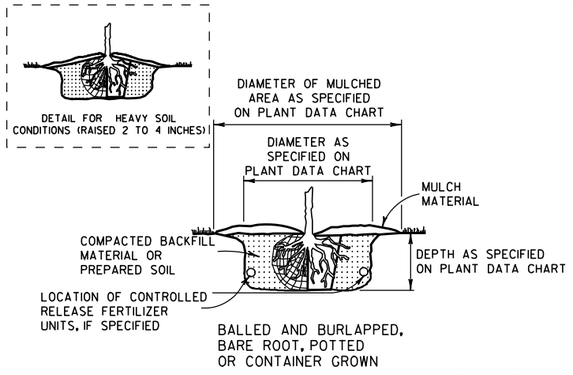
S.D.D. 14 A 1-3

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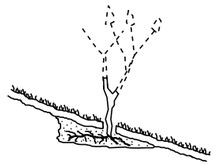
S.D.D. 14 A 1-3




MACHINE MOVED

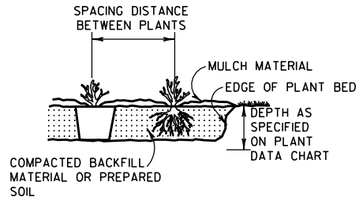



BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



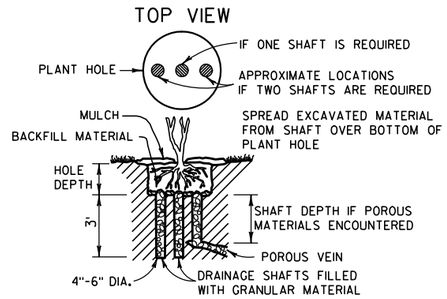
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



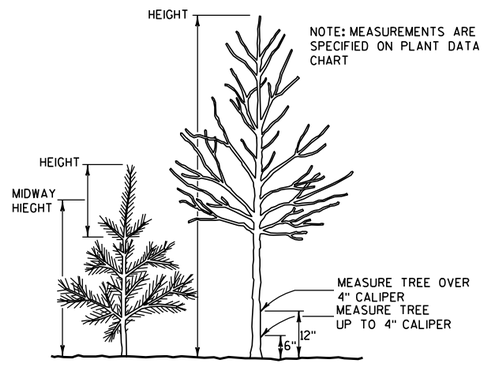

PREPARED BED (BARE ROOT AND POTTED)

## PLANTING

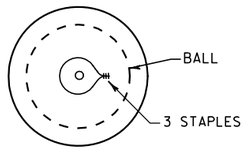



NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

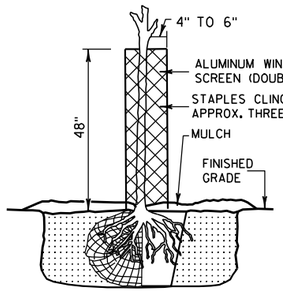
## DRAINING



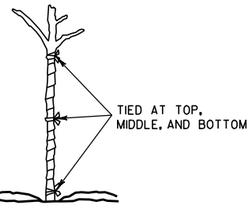

## MEASURING



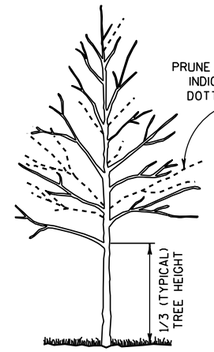

TOP VIEW




## RODENT PROTECTION




## WRAPPING

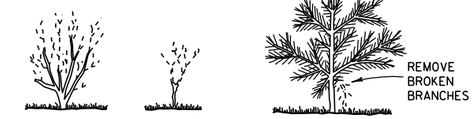



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

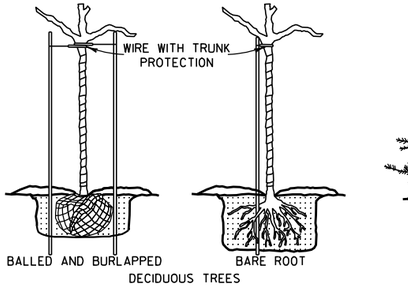


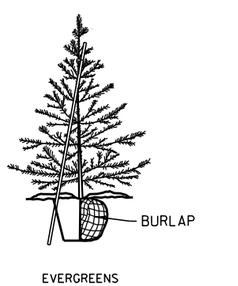

SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

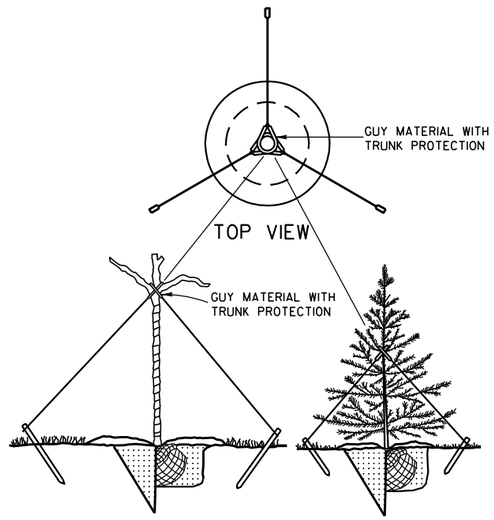
## PRUNING



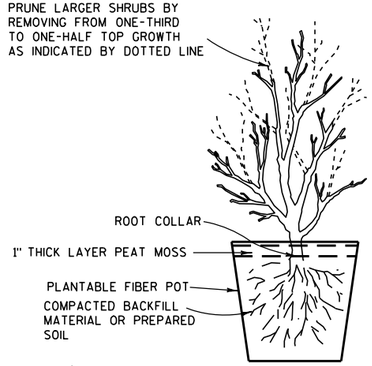

NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

## BRACING




## GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE




## POTTING

## NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

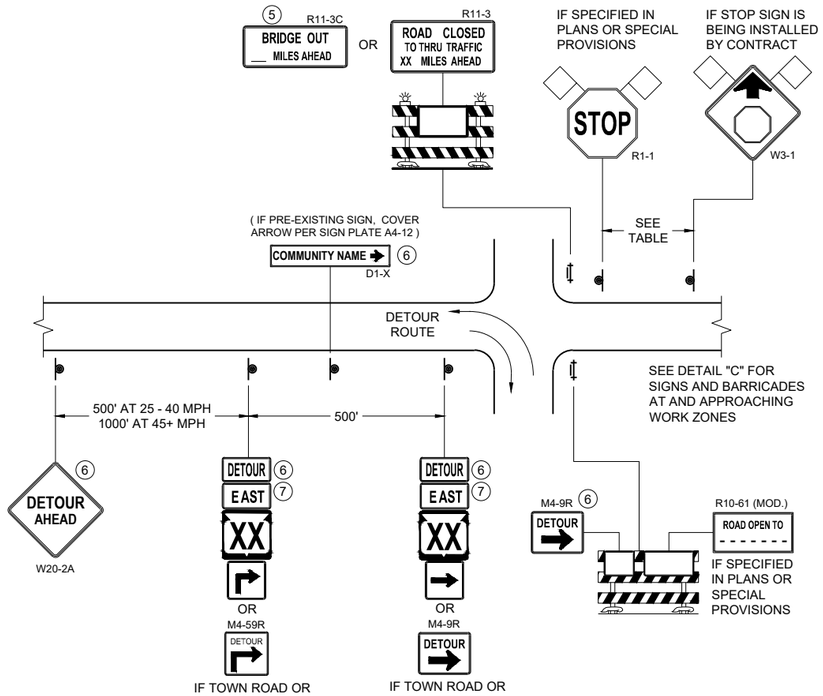
BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

# TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

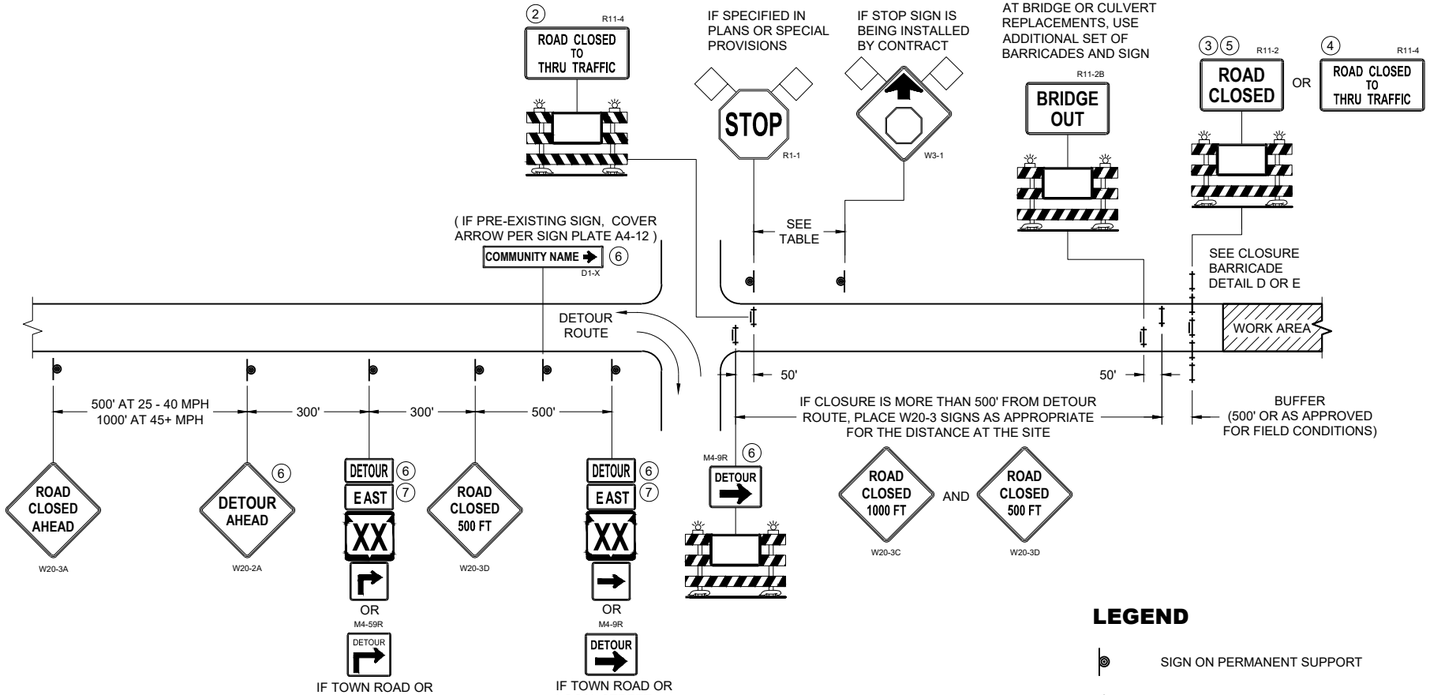
APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
969
FHWA


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S.D.D. 14 A 2-1
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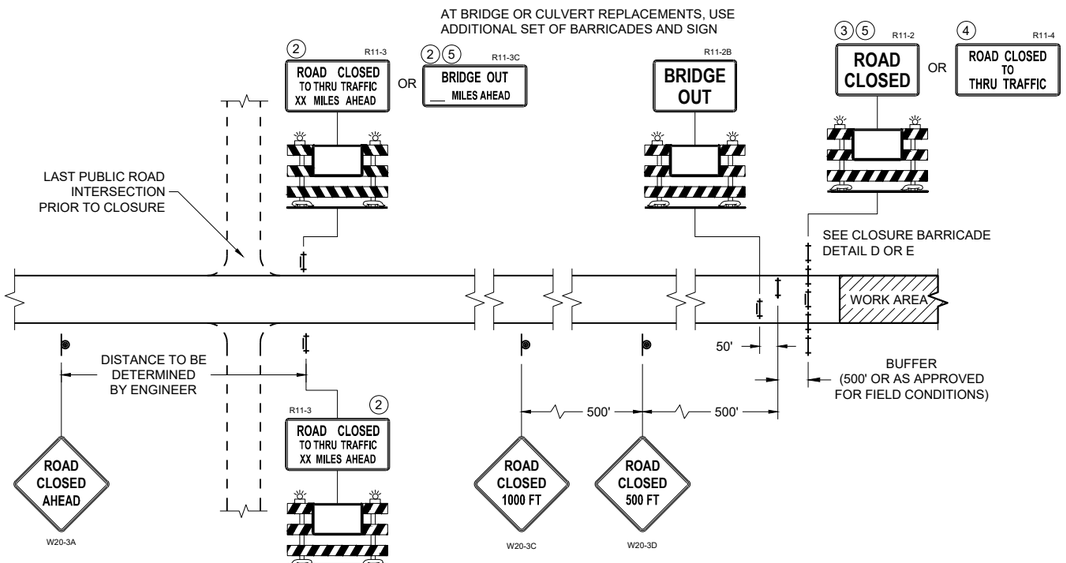

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

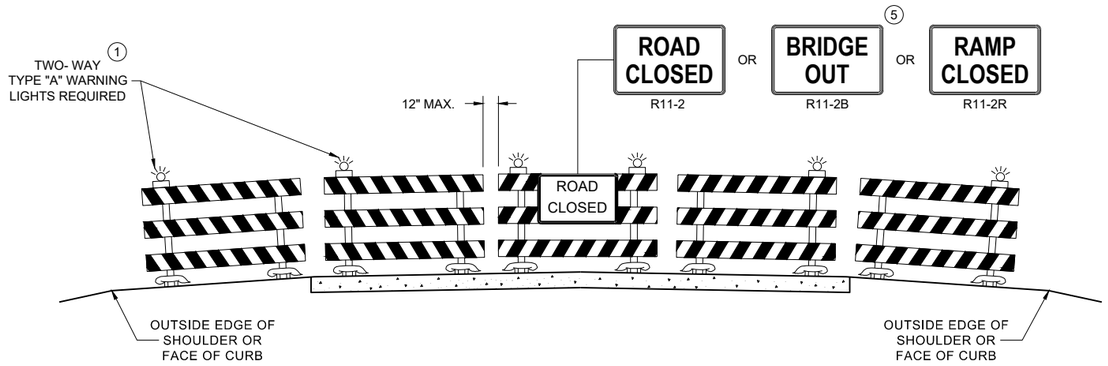
# BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



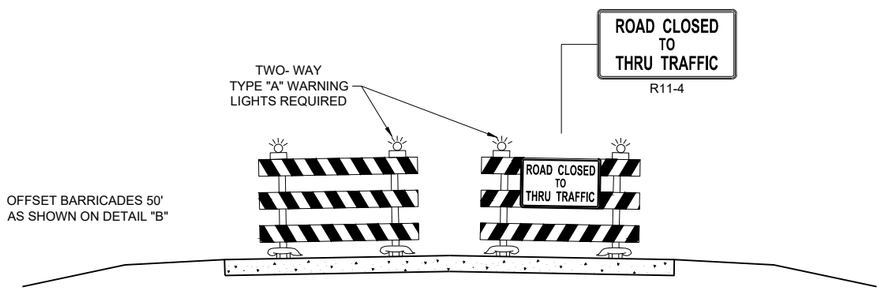

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SDD 15C02-10a




**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

FHWA




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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.

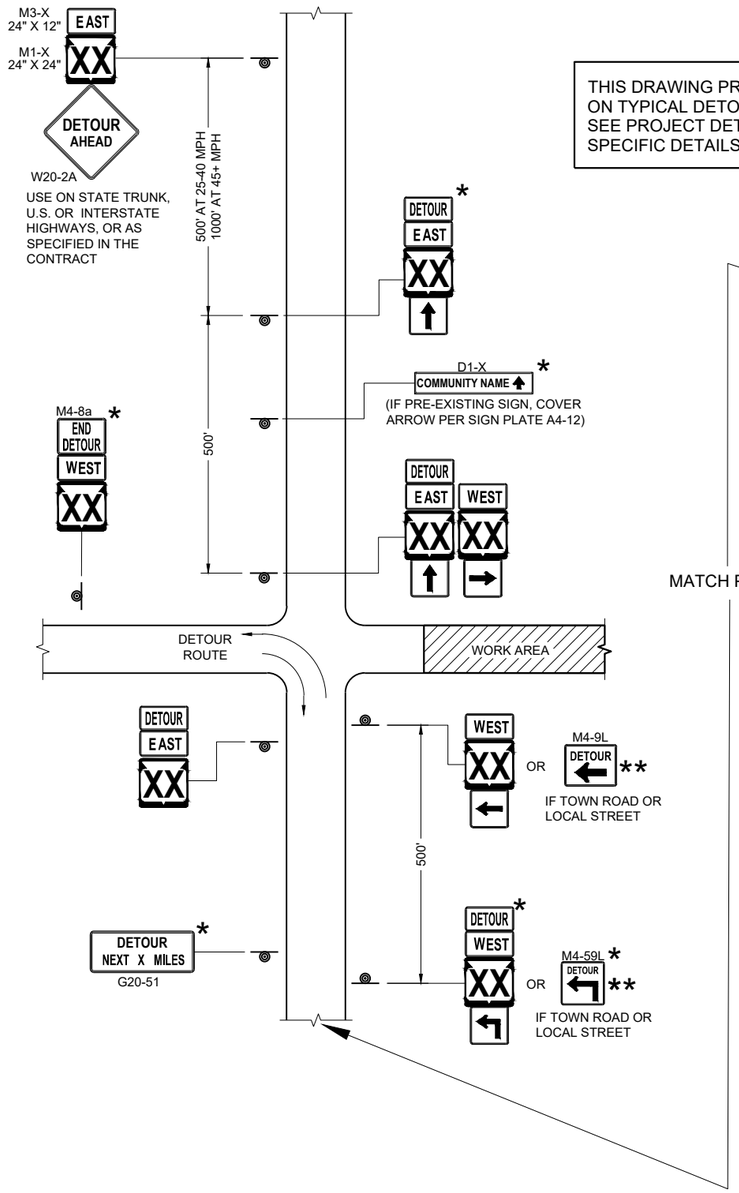
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

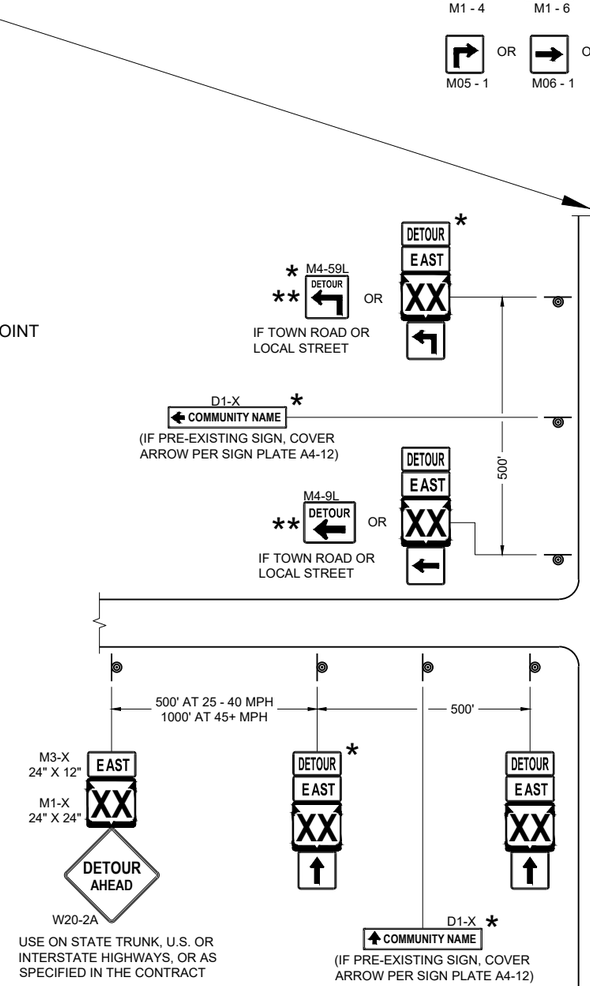
SIGN SIZES SHALL BE AS FOLLOWS:

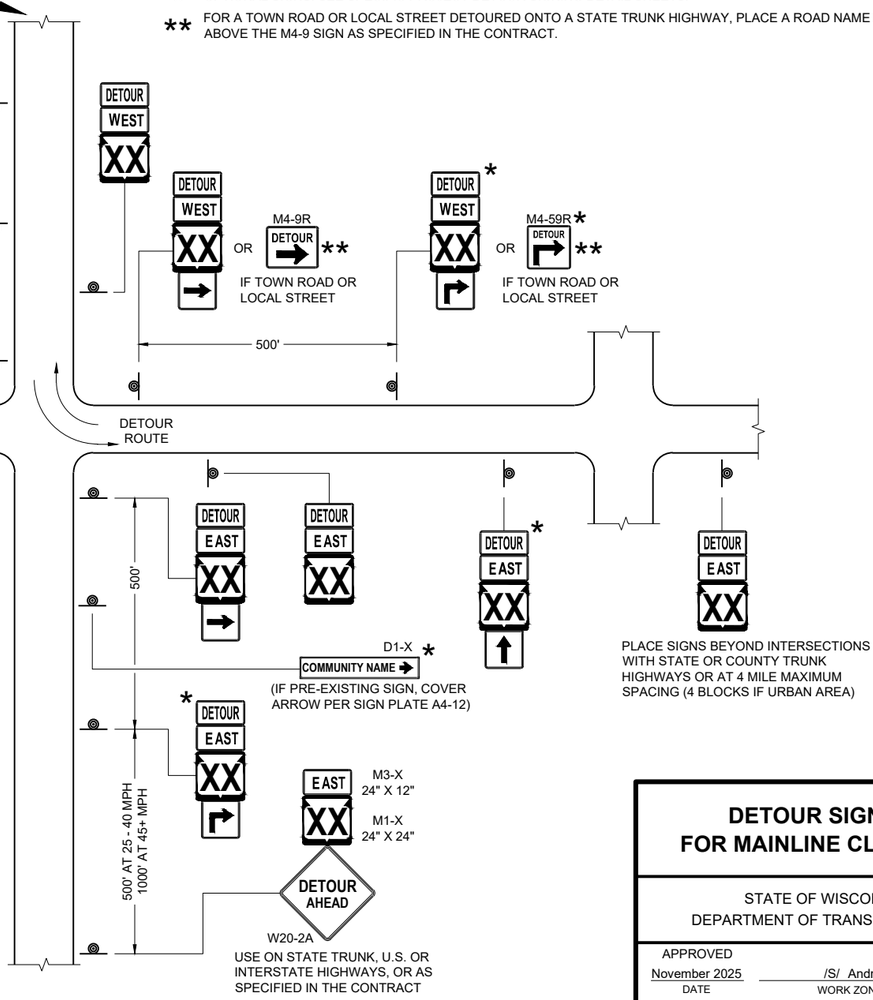
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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"

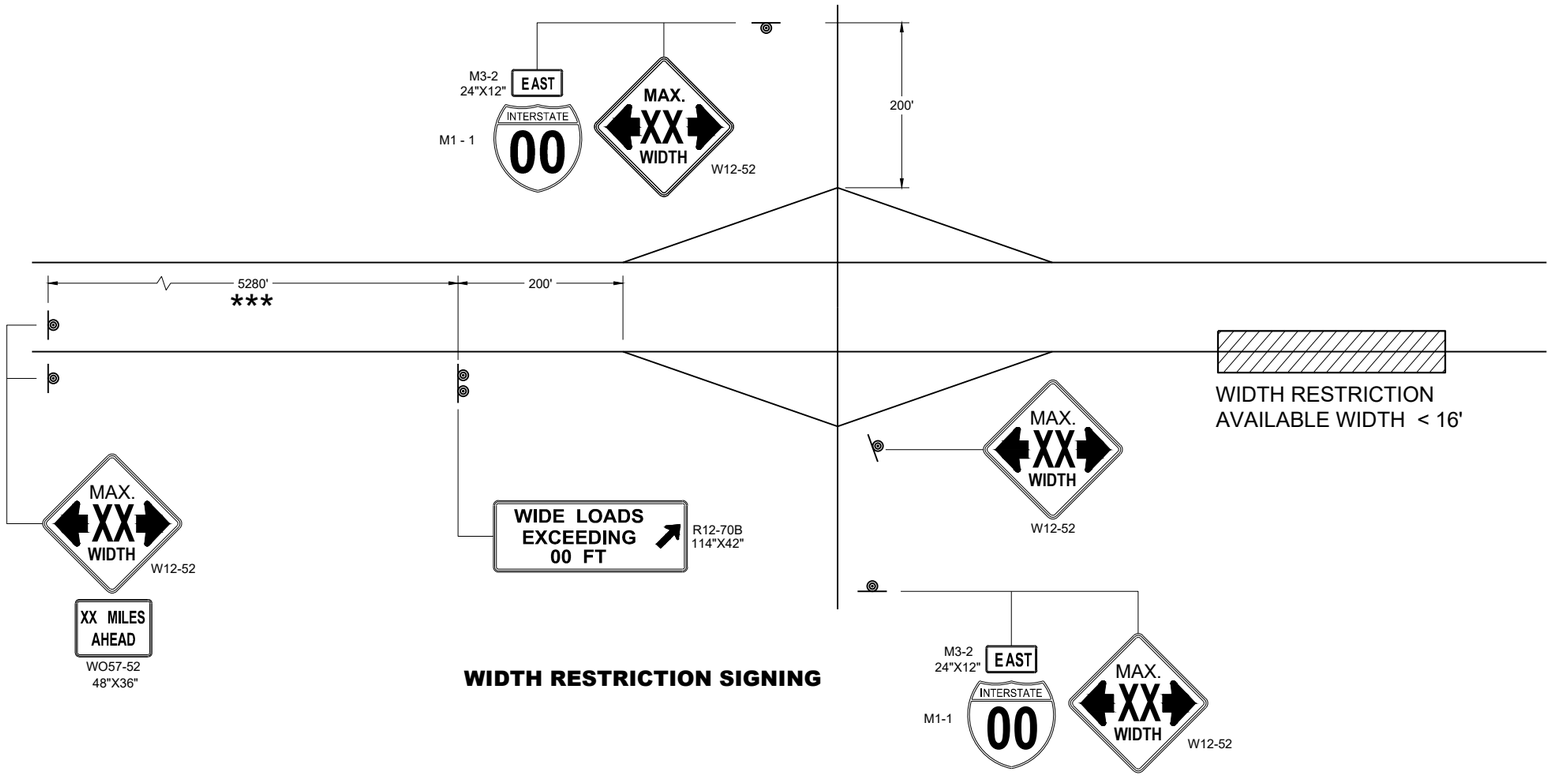
**DETAIL F**
**DETOUR SIGNING**

## DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA




**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.

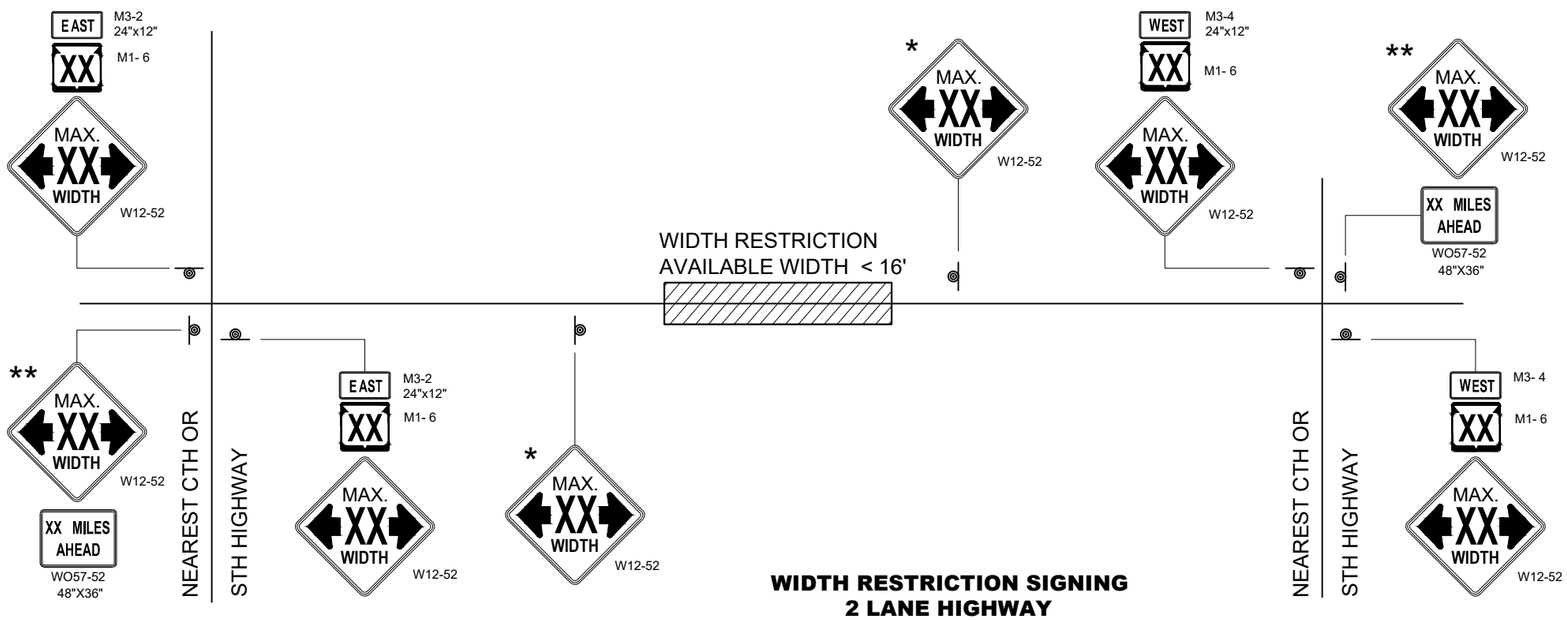
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** 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

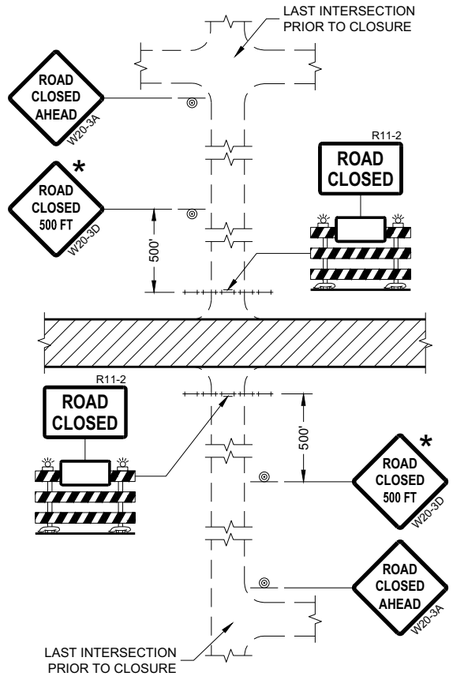
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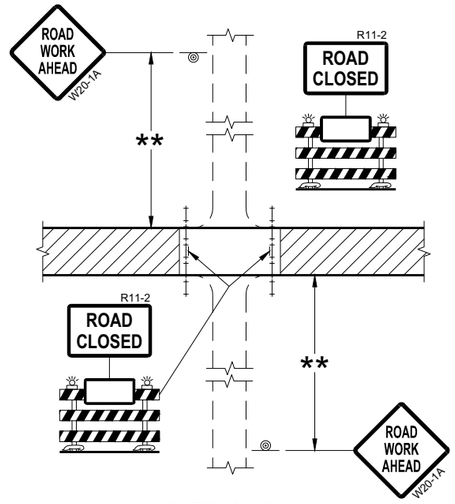
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SDD 15C02-10f

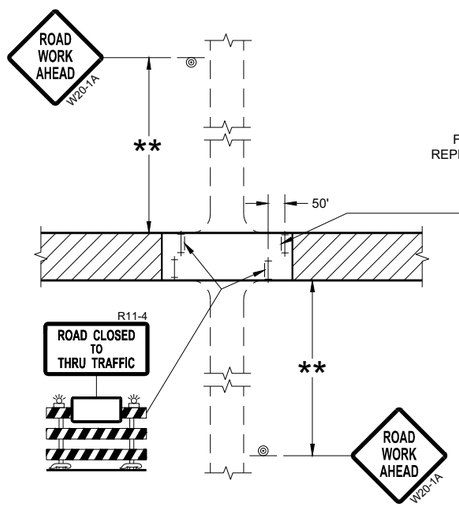
SDD 15C02-10f



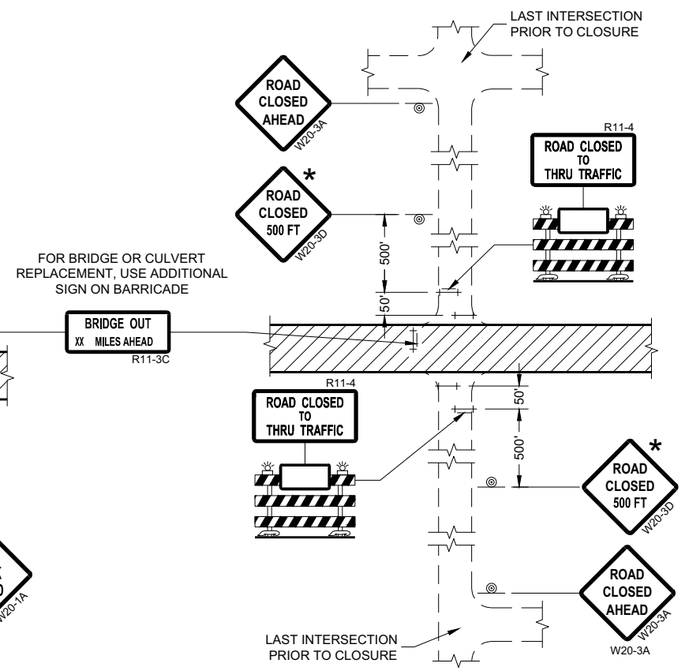

**DETAIL 1**
(NO ACCESS TO PROJECT)




**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

974

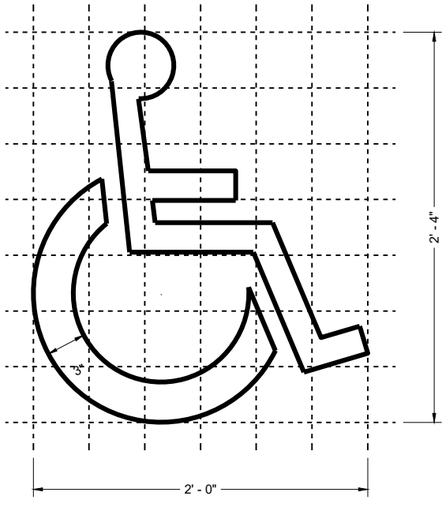
FHWA


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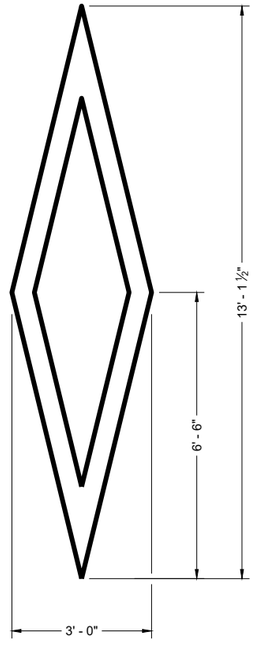

SDD 15C03 - 05

## GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.




**HANDICAP SYMBOL**




**PREFERENTIAL LANE SYMBOL**

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SDD 15C07-16a

SDD 15C07-16a

**PAVEMENT MARKING SYMBOLS**

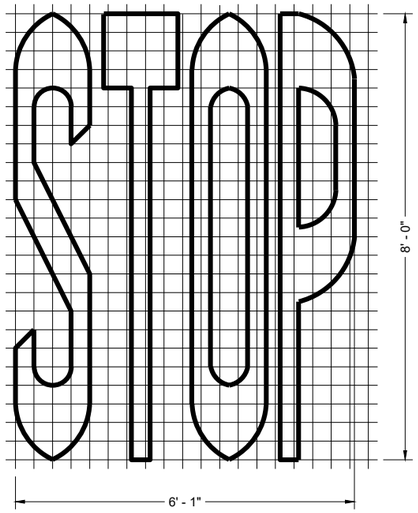
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

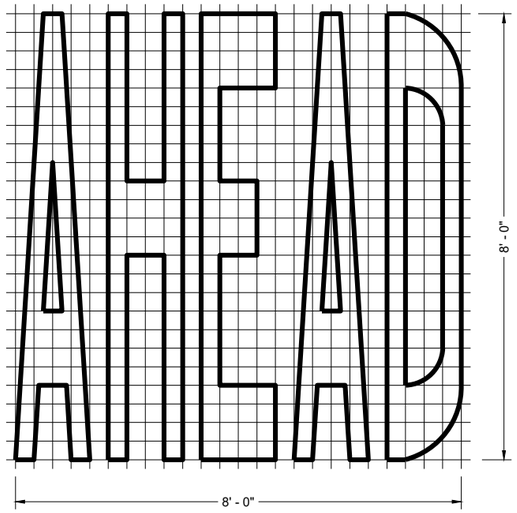
APPROVED

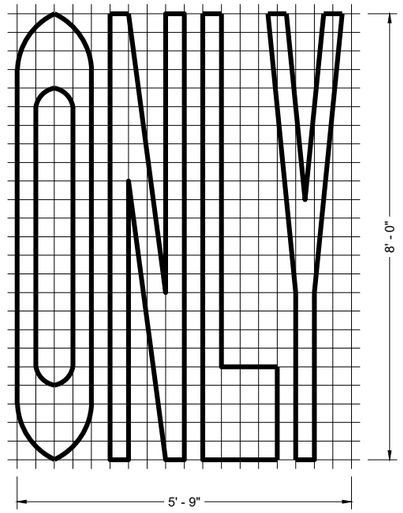
November 2024
DATE

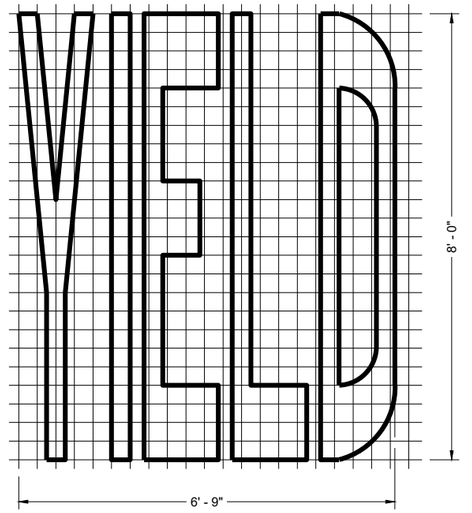
/S/ Jeannie Silver
STATE SIGNING AND MARKING ENGINEER

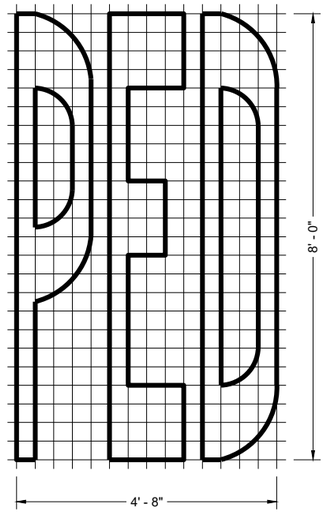
FHWA

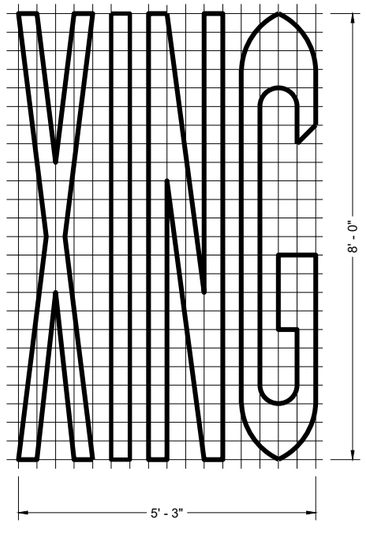


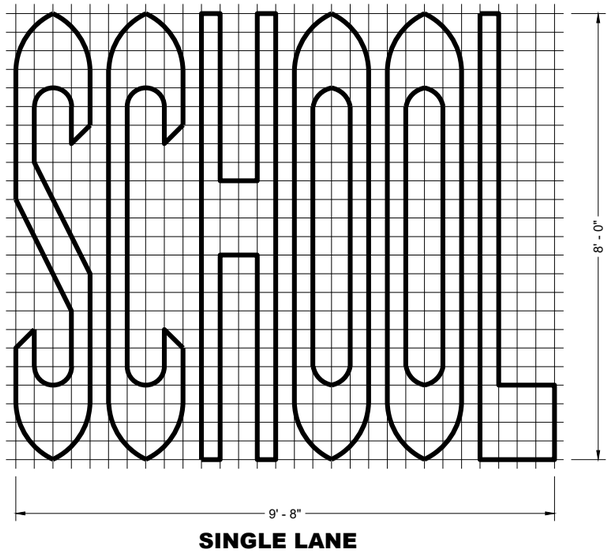



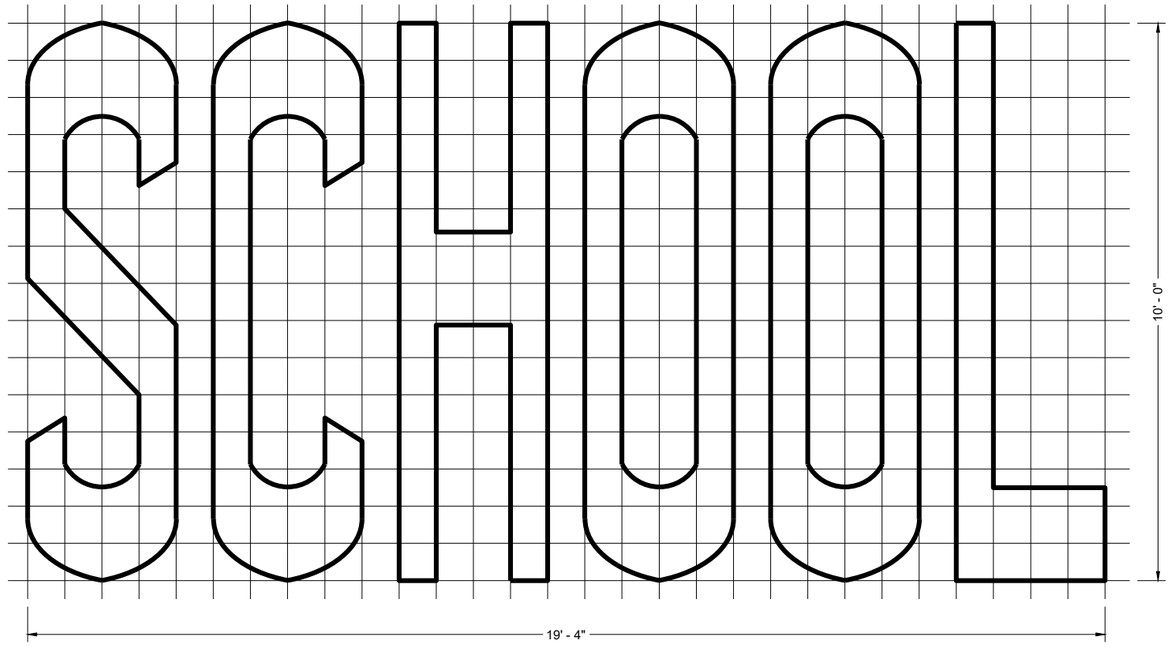




**SINGLE LANE**




**TWO - LANE**

## GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

**PAVEMENT MARKING WORDS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

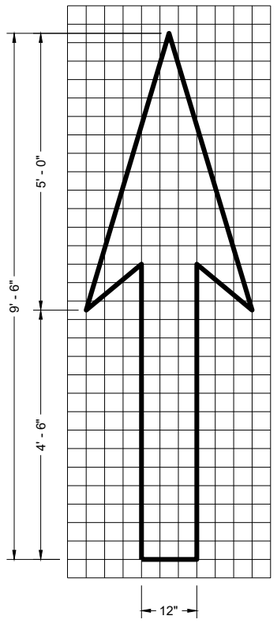
APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

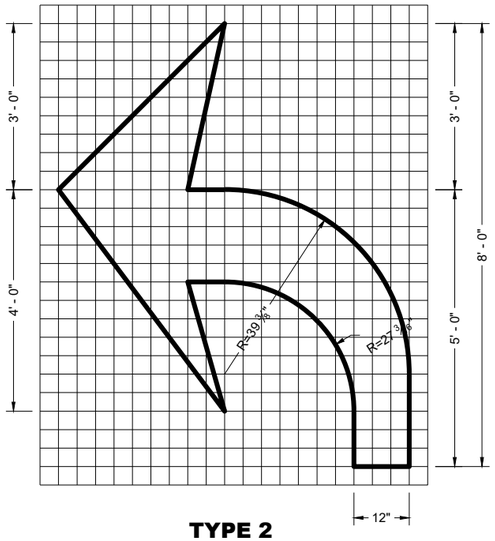



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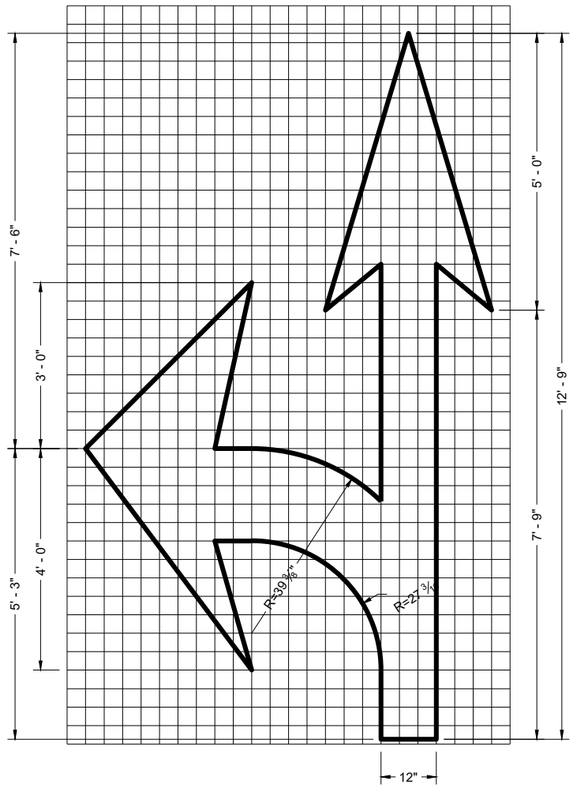

SDD 15C07-16b




**TYPE 1**



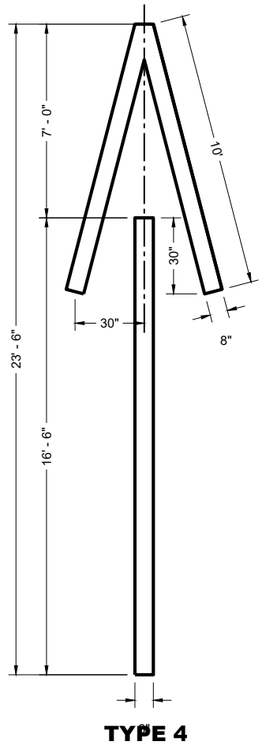

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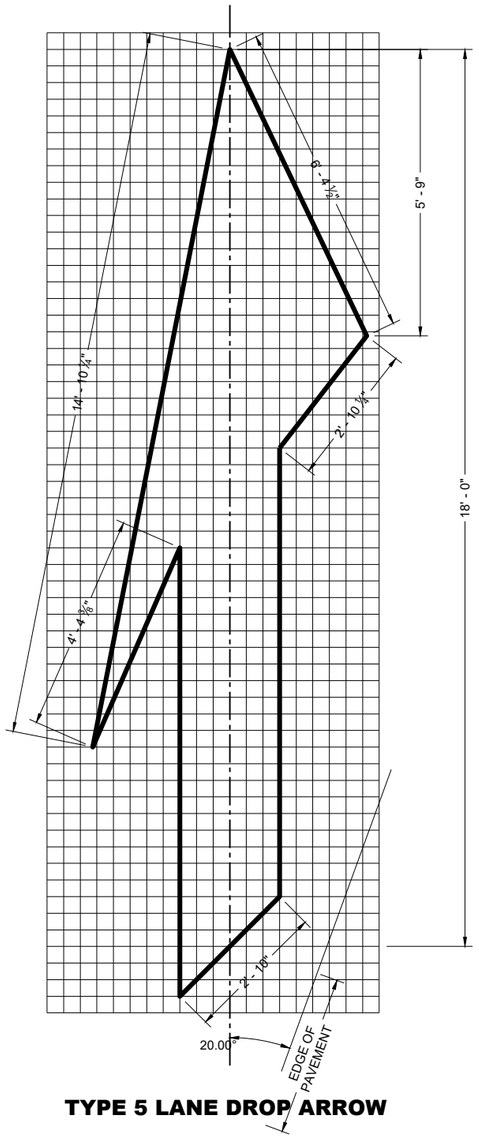

**TYPE 3**

## GENERAL NOTES

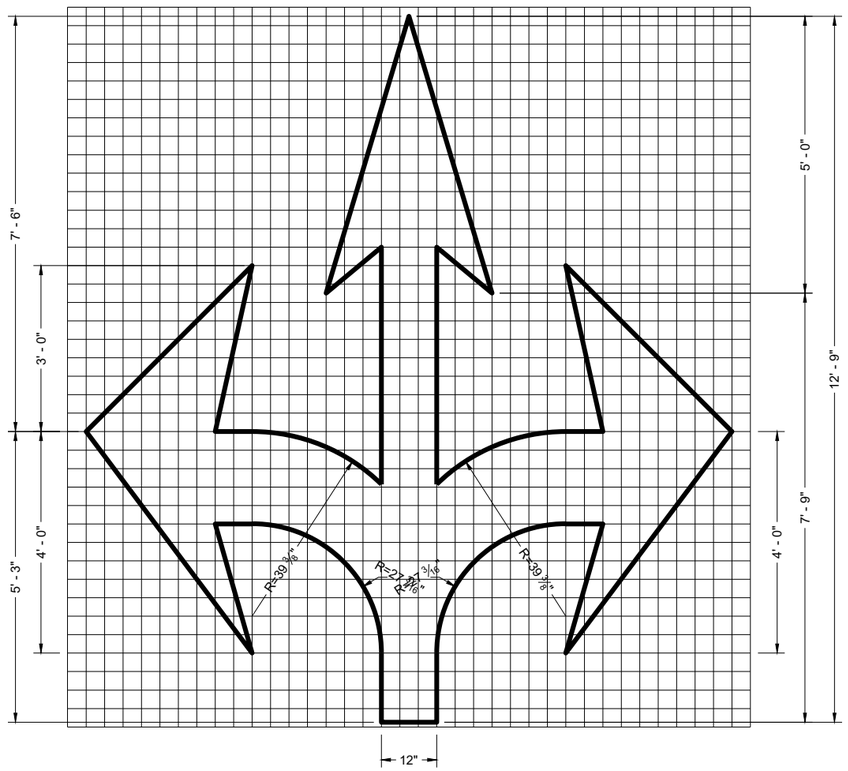
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



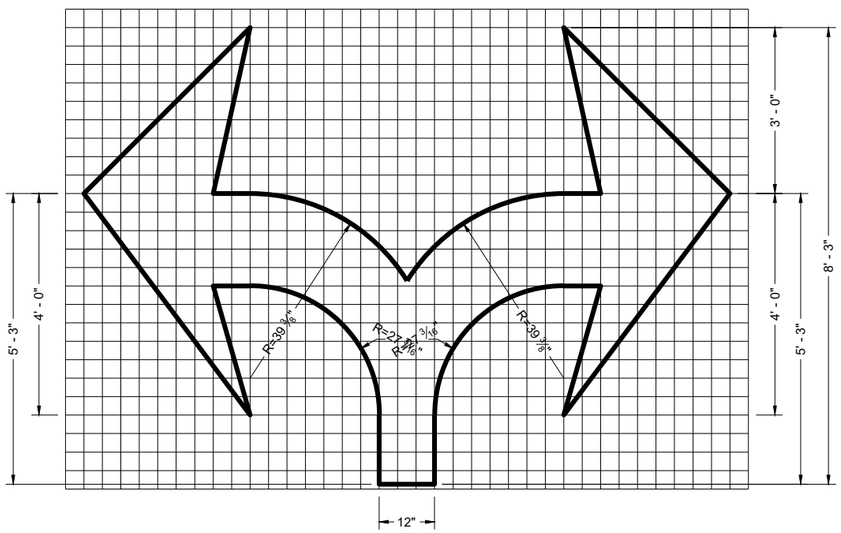

**TYPE 4**




**TYPE 5 LANE DROP ARROW**




**TYPE 6**




**TYPE 7**

**PAVEMENT MARKING ARROWS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

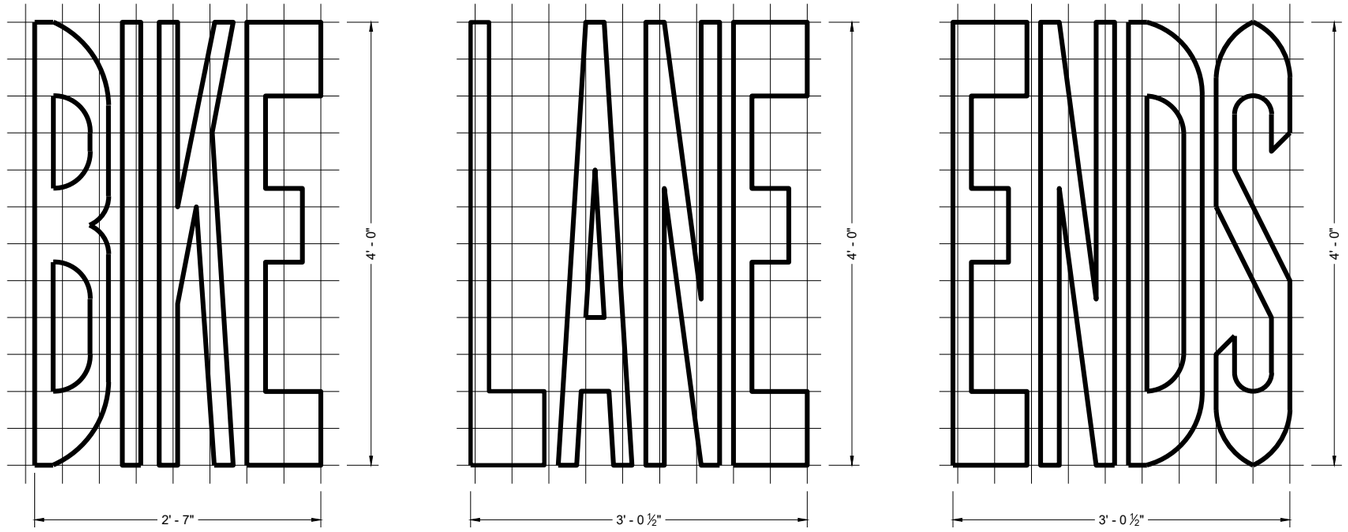
APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA




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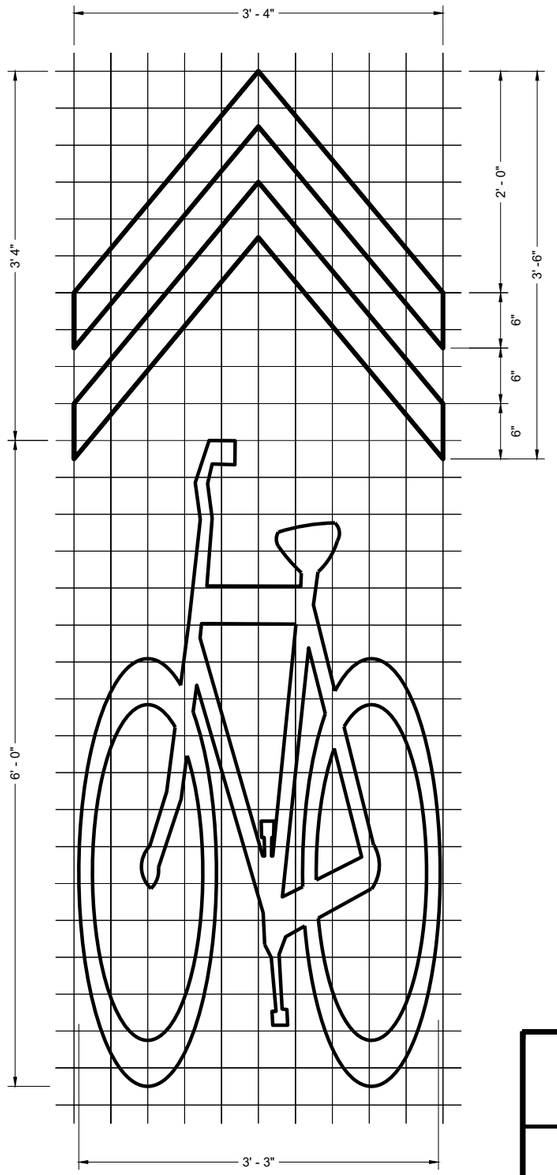
SDD 15C07-16c
SDD 15C07-16c




**BIKE LANE WORDS**

## GENERAL NOTES

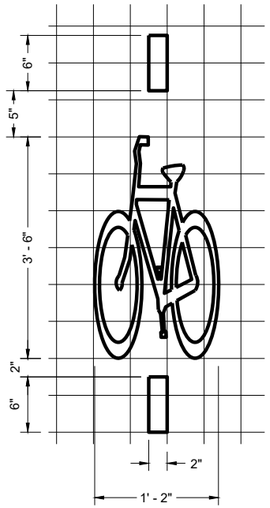
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.







**BIKE LANE ARROW**




**BICYCLE DETECTOR PAVEMENT MARKING**




**BIKE LANE SYMBOL**




**BIKE LANE SYMBOL FOR SHARED LANE**

**PAVEMENT MARKING FOR BIKE LANES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA



6

SDD 15C07-16e

6

SDD 15C07-16e

## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

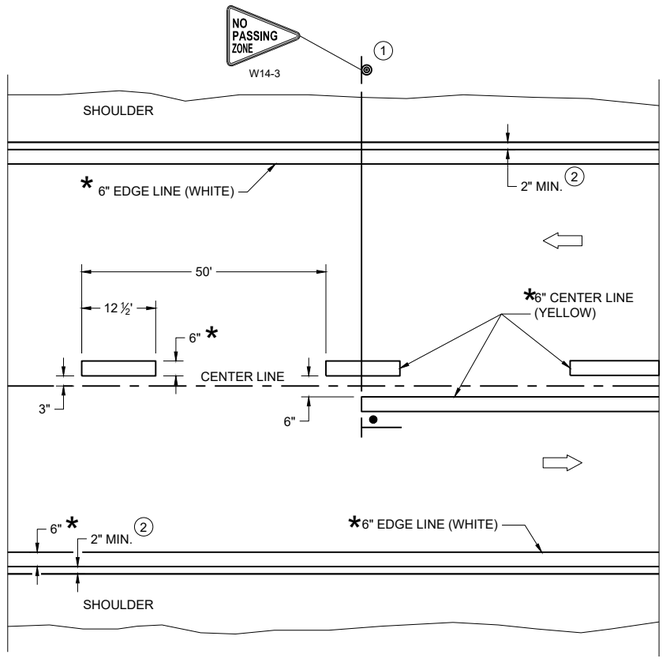
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## LEGEND

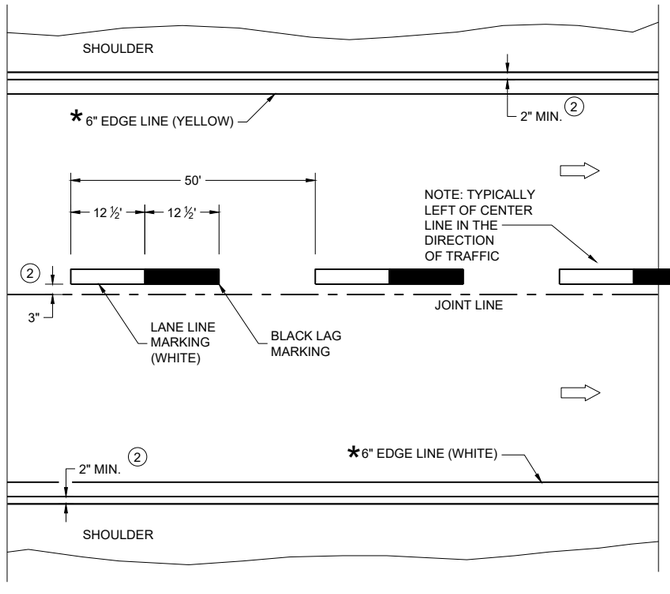
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC




TWO WAY TRAFFIC




ONE WAY TRAFFIC

**PERMANENT PAVEMENT MARKING**

6

SDD 15C08-24a

**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

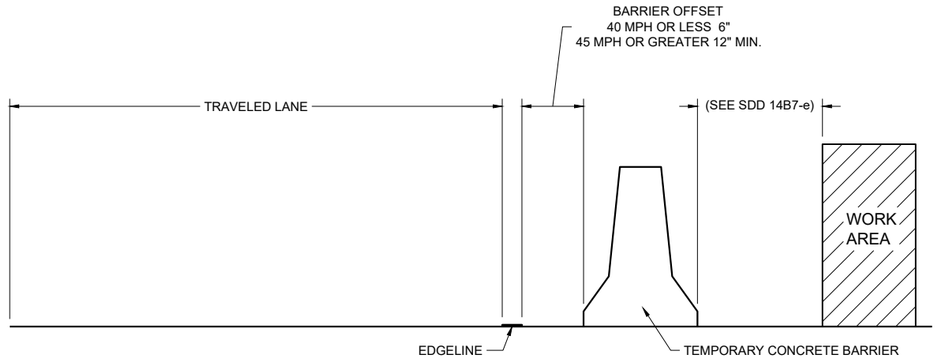
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA



6

SDD 15C08-24a




**TEMPORARY BARRIER OFFSET FROM EDGELINE**

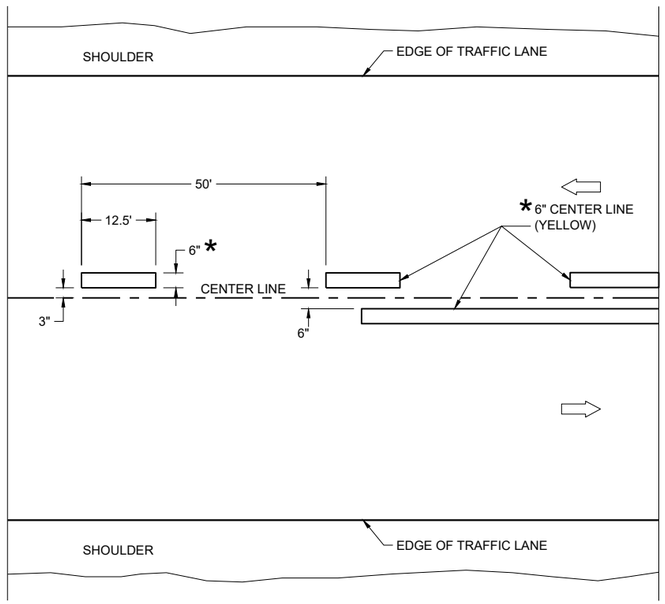
## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

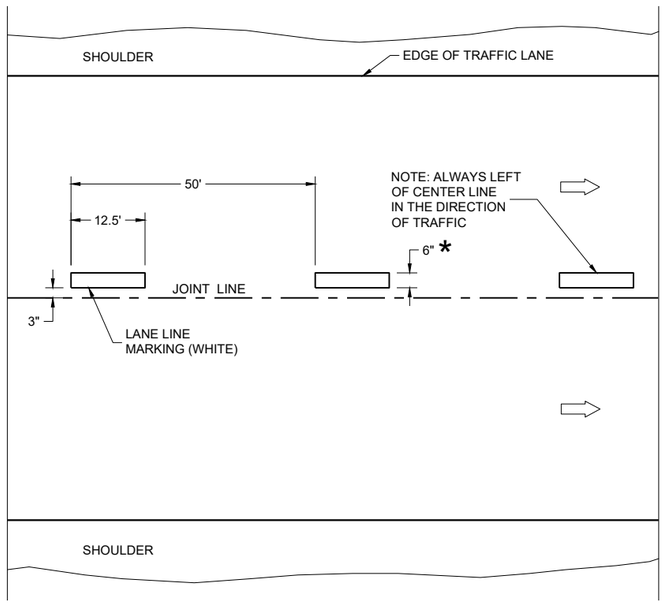
## LEGEND

DIRECTION OF TRAFFIC

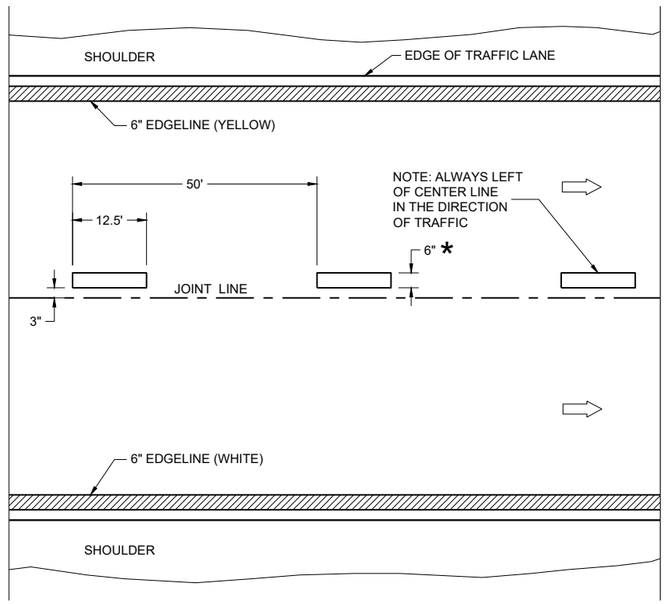
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**




**FREEWAYS AND EXPRESSWAYS**

**TEMPORARY PAVEMENT MARKING**

**TEMPORARY LONGITUDINAL PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

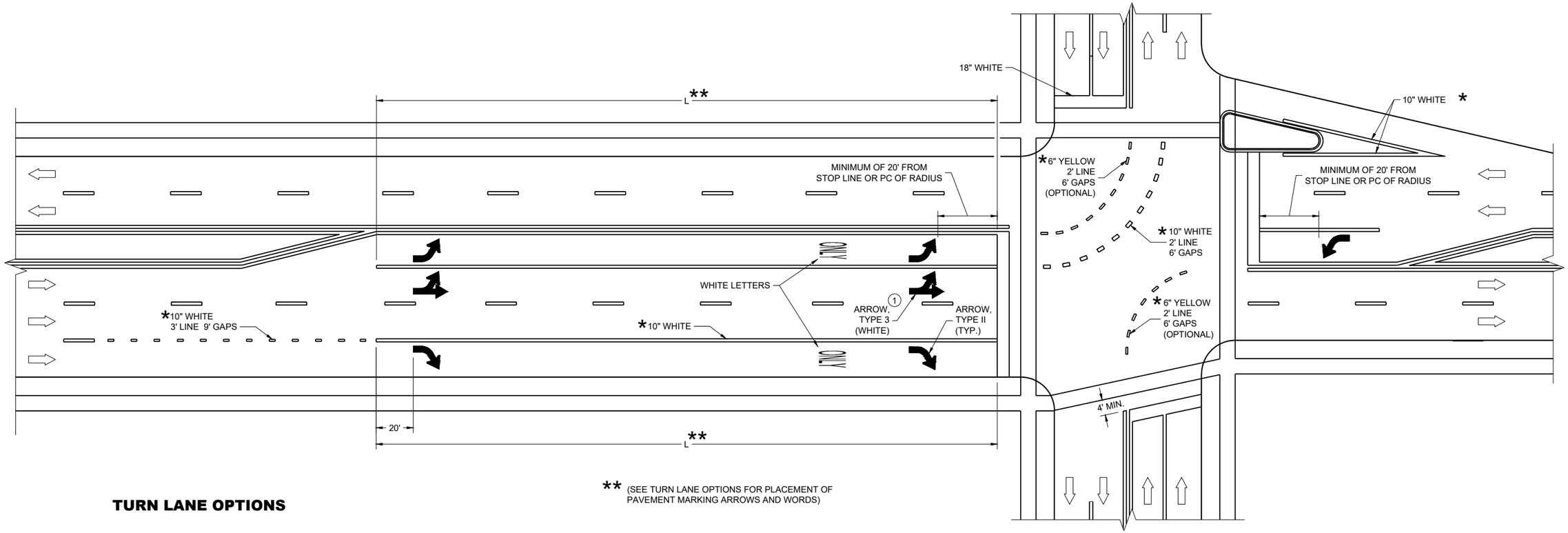


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SDD 15C08-24b

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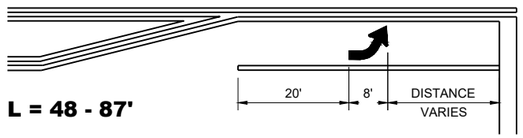
SDD 15C08-24b



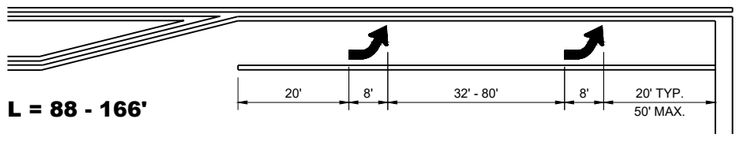

** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

## TURN LANE OPTIONS

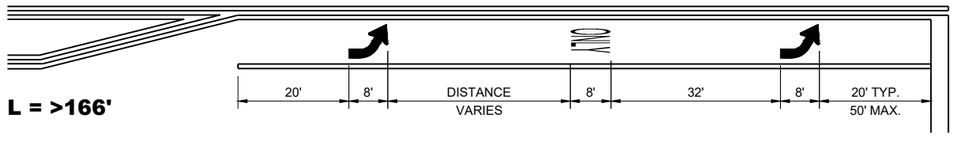
LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS




**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.

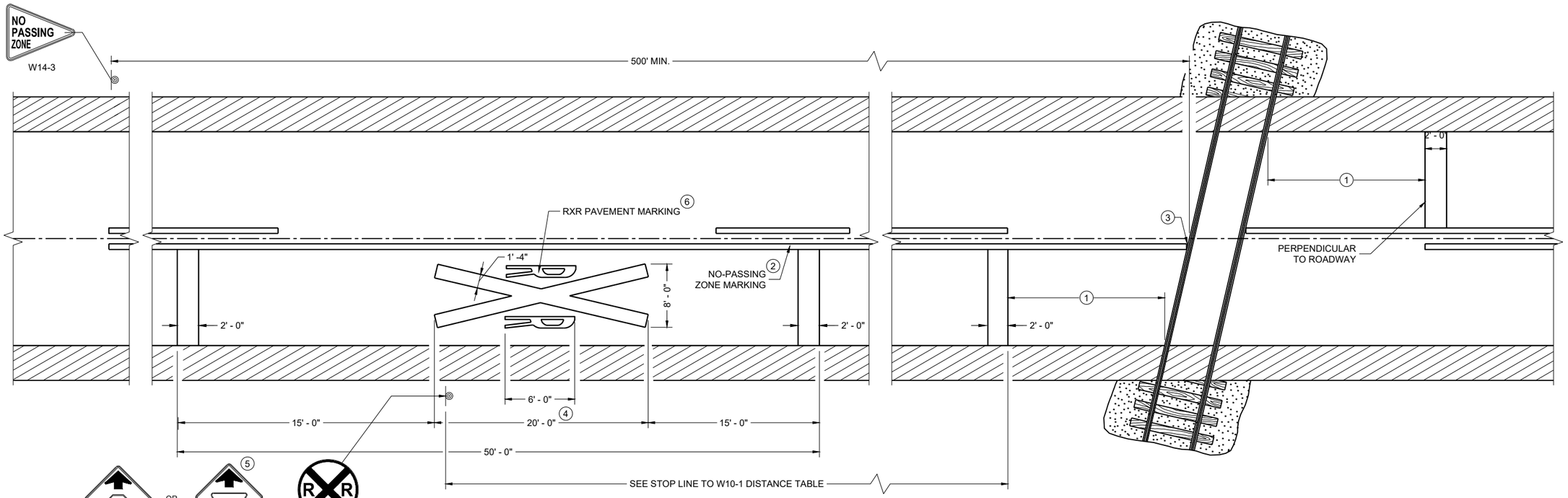
DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




## LEGEND

SIGN ON PERMANENT SUPPORT

## 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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) THE STOP LINE SHOULD BE A TRANSVERSE LINE AT A RIGHT ANGLE TO THE TRAVELED WAY. AT ACTIVE CROSSINGS WITH GATES AND/OR FLASHING LIGHTS, THE STOP LINE IS REQUIRED AND SHOULD BE INSTALLED APPROXIMATELY 8' UPSTREAM OF THE GATE (IF PRESENT). IF A STOP LINE IS USED AT A PASSIVE CROSSING, IT SHOULD BE PLACED NO CLOSER THAN 15' IN ADVANCE OF THE NEAREST RAIL MEASURED PARALLEL TO THE ROAD AND 10' PERPENDICULAR TO THE RAIL, AND NO CLOSER TO THE RAIL THAN THE CROSSBUCK ASSEMBLY.

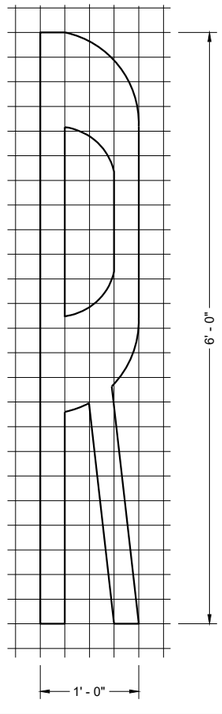
(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

(4) WHERE GRADE CROSSING PAVEMENT MARKINGS ARE USED, A PORTION OF THE X SYMBOL SHOULD BE DIRECTLY OPPOSITE THE GRADE CROSSING ADVANCE WARNING (W10-1) SIGN.

(5) IF A W3-1 OR W3-2 SIGN IS USED, THE STOP LINE TO W10-1 DISTANCE TABLE NOTE WOULD APPLY TO THE DISTANCE FROM THE STOP LINE TO THIS SIGN RATHER THAN TO THE W10-1. THE W10-1 SIGN WOULD THEN BE LOCATED UPSTREAM A MINIMUM OF 100' WITH THE PREFERRED DISTANCE AS SHOWN IN THE PERCEPTION REACTION DISTANCE TABLE

(6) SEE WMUTCD FIGURE 8C-2 FOR DIMENSIONING AND LOCATION OF THE ALTERNATIVE (NARROW) PAVEMENT MARKING SYMBOL




## STOP LINE TO W10-1 DISTANCE TABLE

TABLE BASED UPON CONDITION B: DECELERATION TO LISTED ADVISORY SPEED, 0 MPH COLUMN IN TABLE 2C-3 OF THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

| POSTED SPEED (M.P.H.) | DIMENSION RANGE *(FEET) |
|---|---|
| 20 | 115' |
| 25 | 155' |
| 30 | 200' |
| 35 | 250' |
| 40 | 305' |
| 45 | 360' |
| 50 | 425' |
| 55 | 495' |
| 60 | 570' |
| 65 | 645' |
| 70 | 730' |

* THE DISTANCES MAY BE INCREASED TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THESE DISTANCES FROM BEING USED.

## PERCEPTION REACTION DISTANCE TABLE

| POSTED SPEED (M.P.H.) | PERCEPTION REACTION DISTANCE (FEET) |
|---|---|
| 20 | 74' |
| 25 | 92' |
| 30 | 111' |
| 35 | 129' |
| 40 | 147' |
| 45 | 166' |
| 50 | 184' |
| 55 | 203' |
| 60 | 221' |
| 65 | 239' |
| 70 | 258' |

# SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

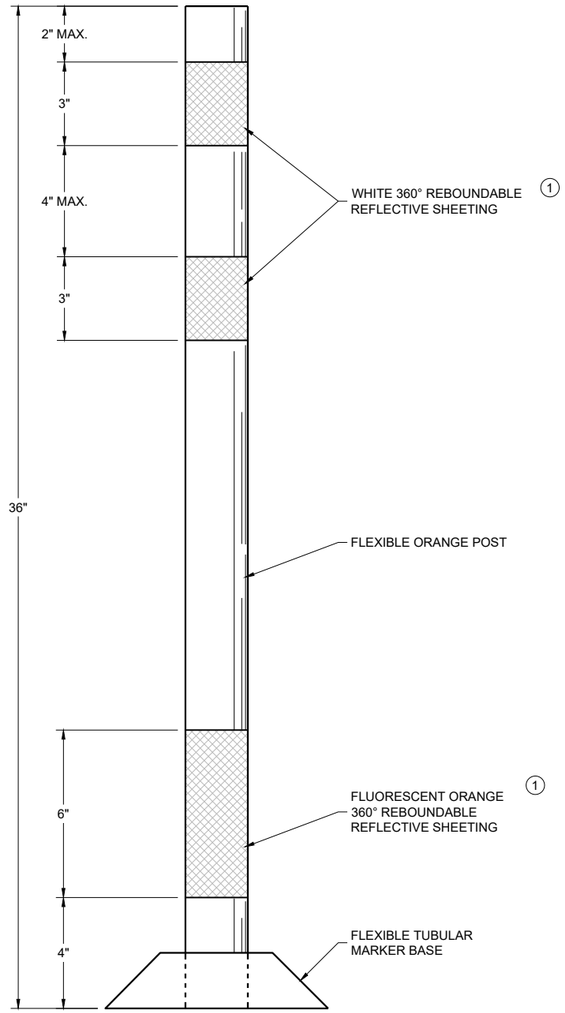
FHWA



SDD 15C09-14a

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SDD 15C09-14a




**FLEXIBLE TUBULAR MARKER POST WORK ZONE**

## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

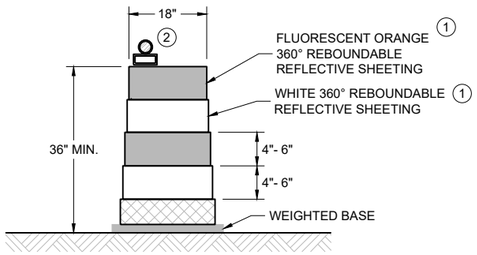
**CHANNELIZING DEVICES**
**FLEXIBLE TUBULAR**
**MARKER POST**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## GENERAL NOTES

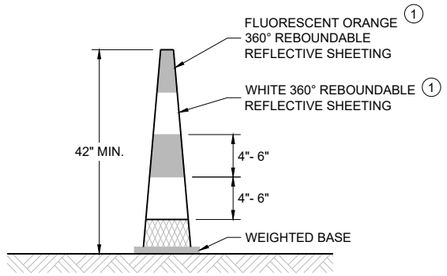
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.




### DRUM

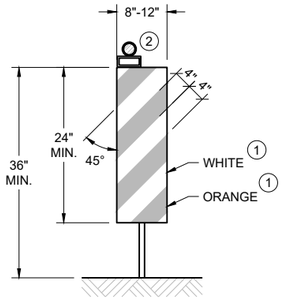
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

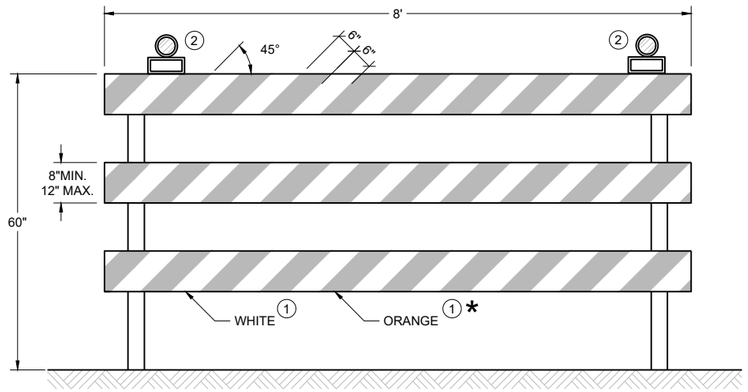
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"




### VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.




### TYPE 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

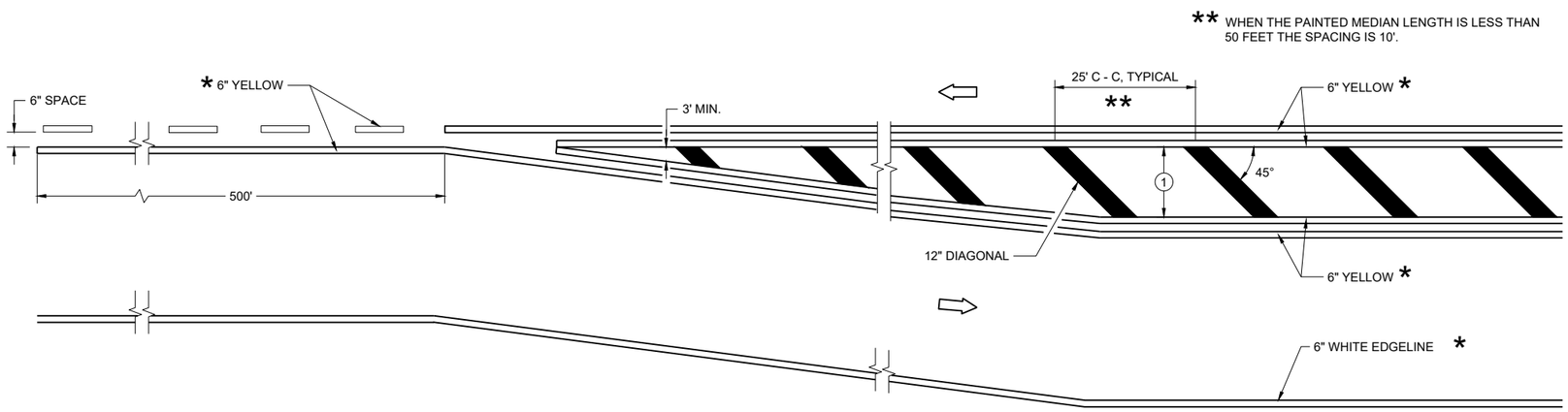
APPROVED
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA





6
SDD 15C11-11b



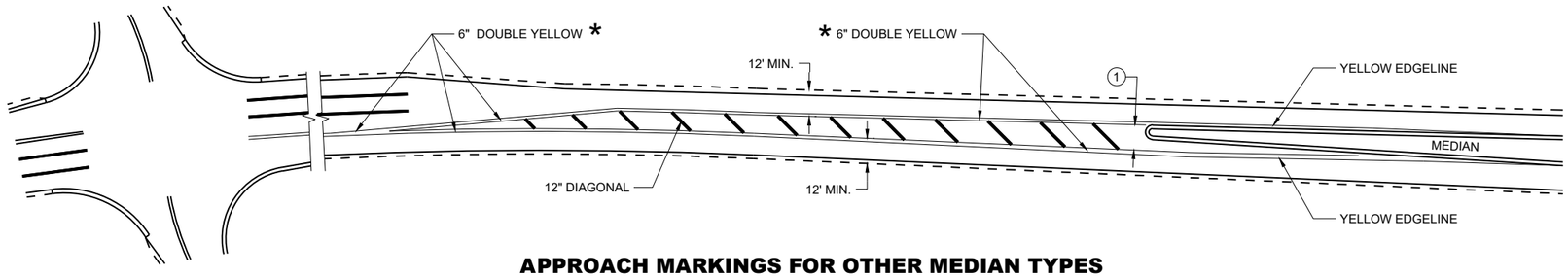

**MEDIAN ISLAND DETAIL**

## GENERAL NOTES

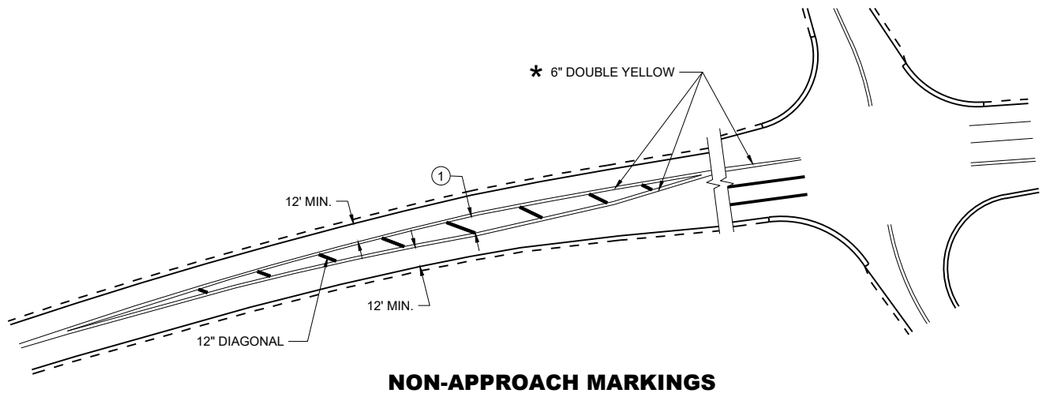
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

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

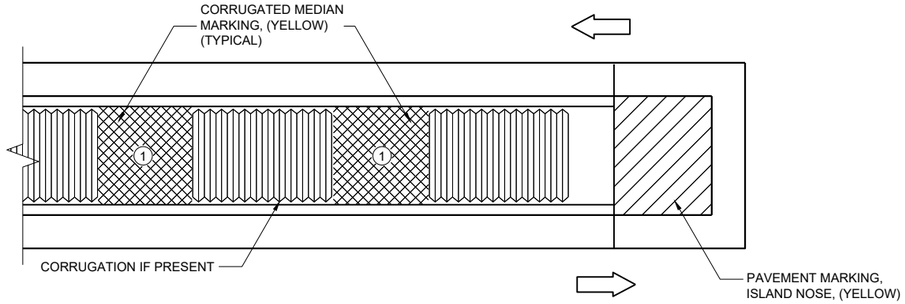
FHWA



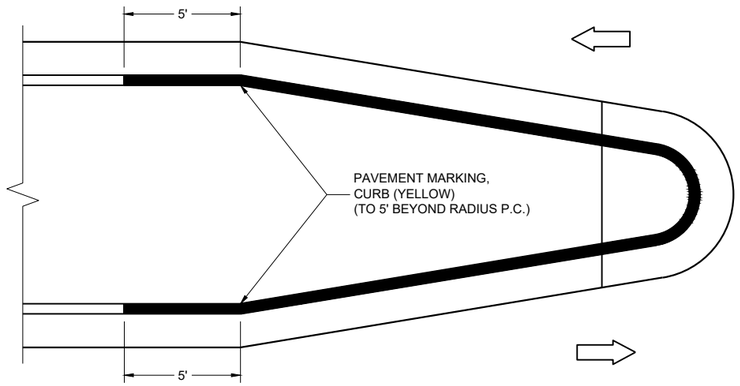


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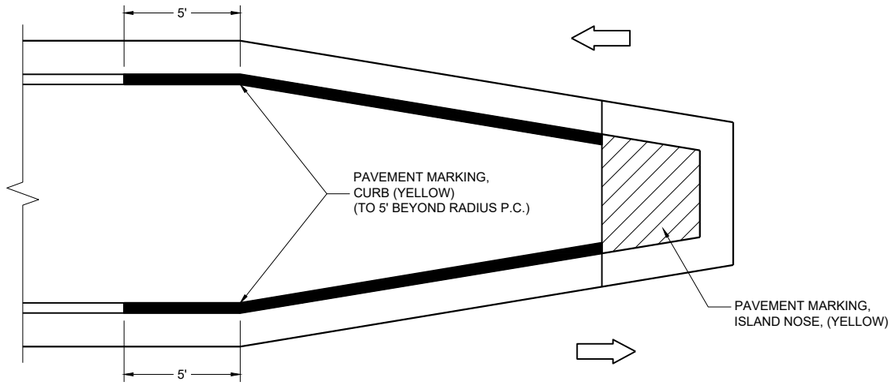
SDD 15C18-09a




**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.

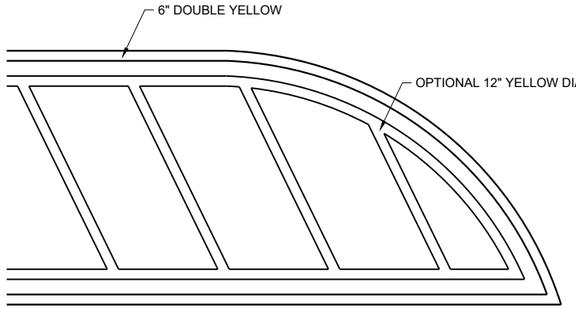
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

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





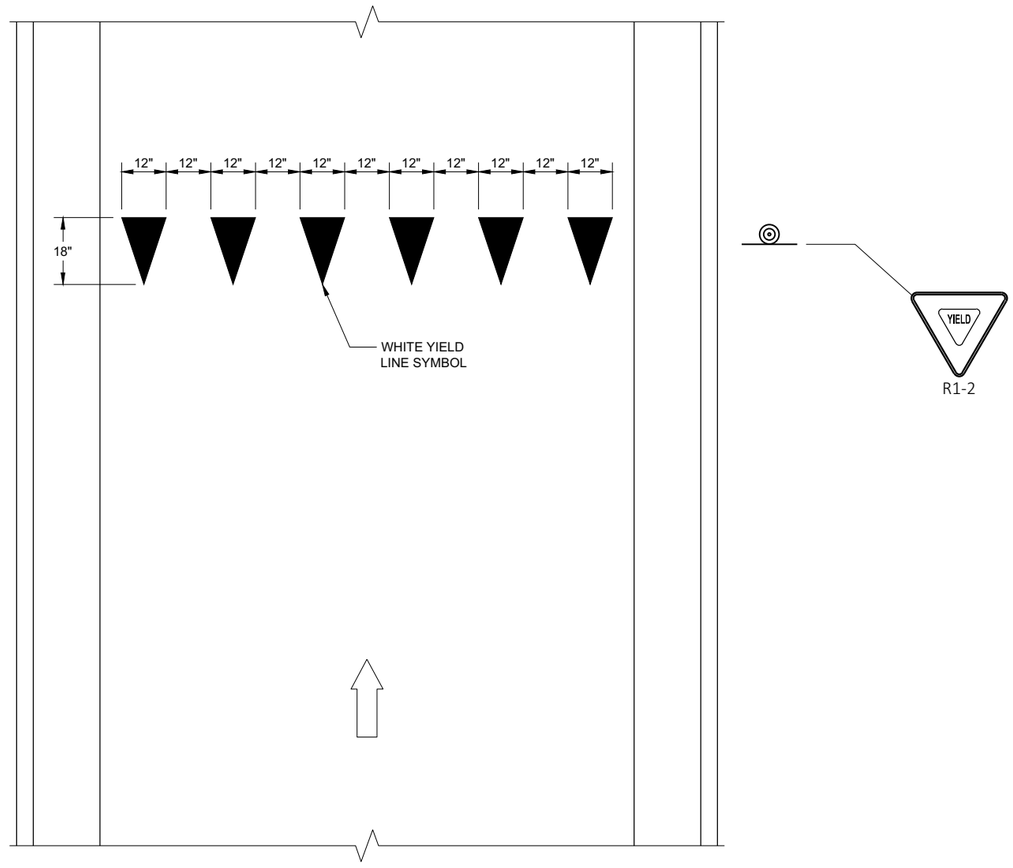


SDD 15C18-09b

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL




**YIELD LINE**

## YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

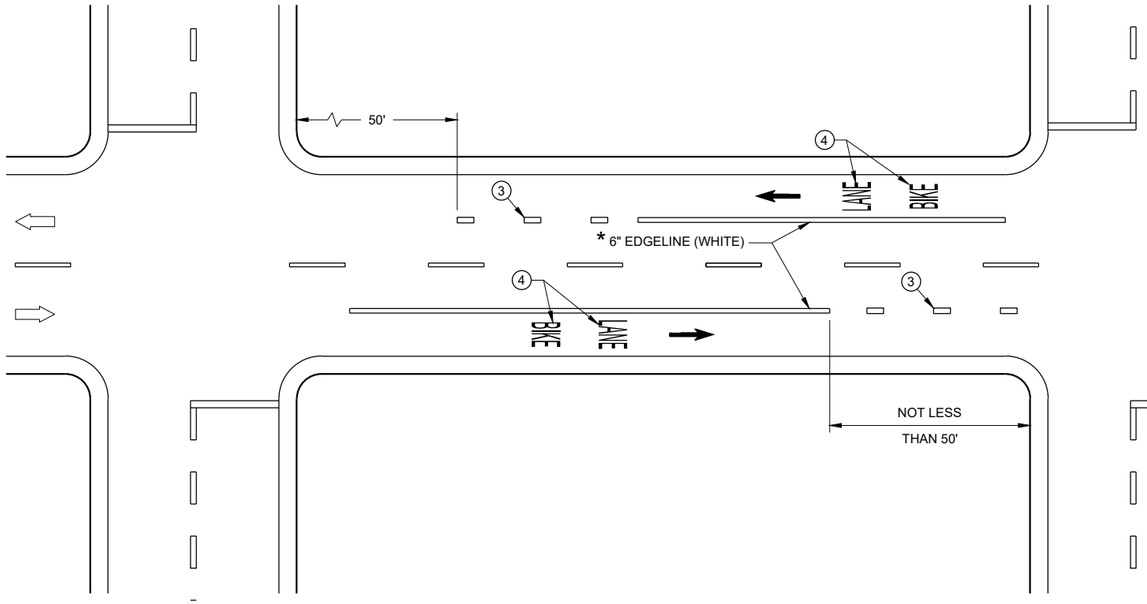
/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

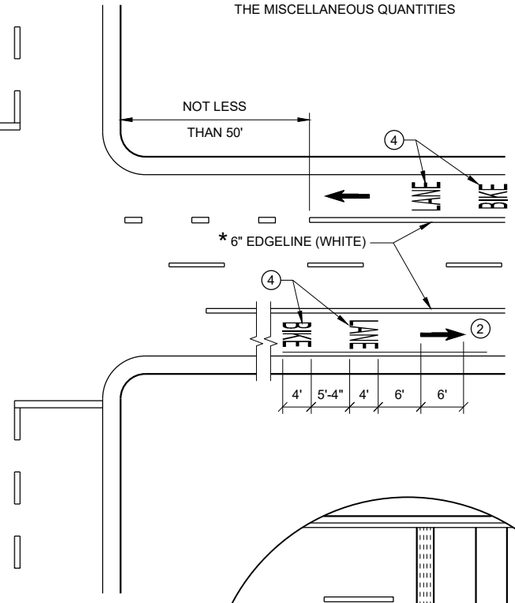
FHWA



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SDD 15C20 - 02



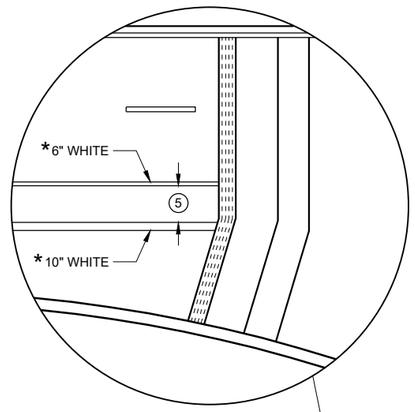




## GENERAL NOTES

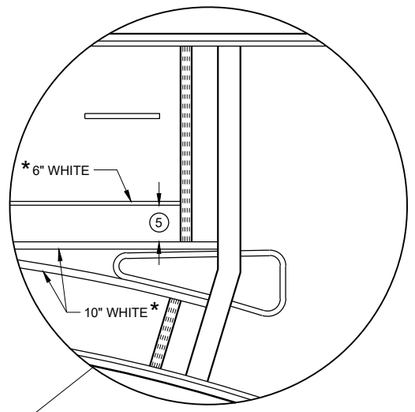
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

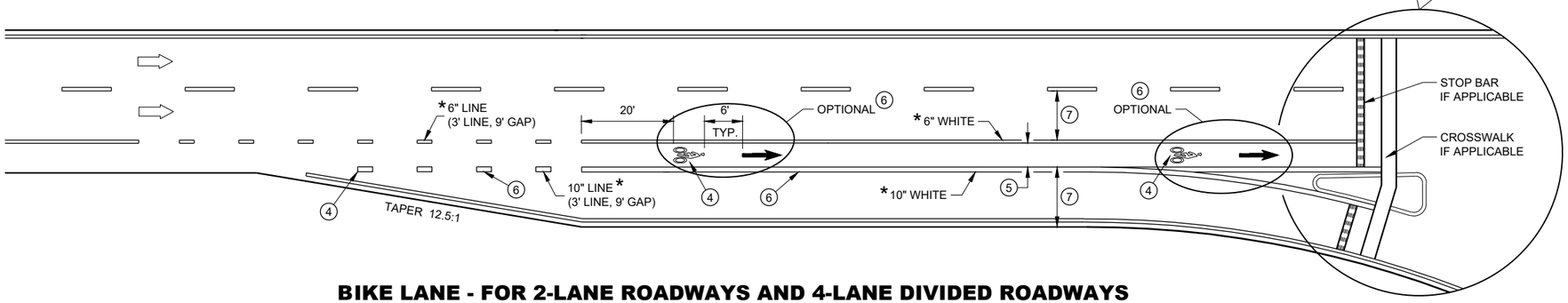
**DESIGNATED BIKE LANE - NO PARKING**




**4 LANE DIVIDED WITHOUT ISLAND**




**4 LANE DIVIDED WITH ISLAND**




**BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS**
**(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)**

**BIKE LANE MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA



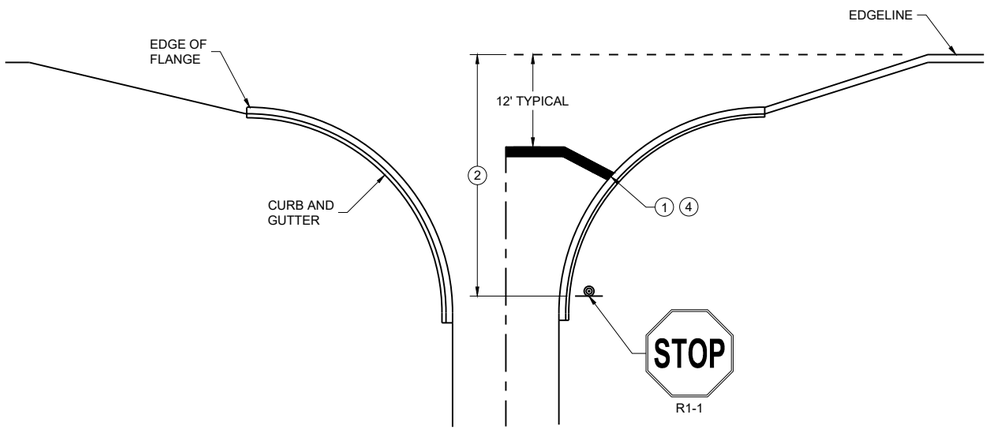

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SDD 15C29-08a

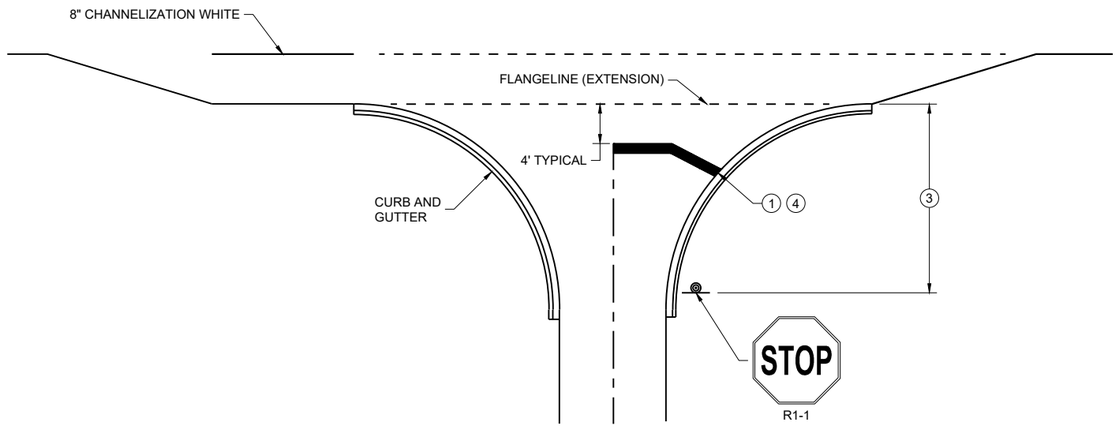
## GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

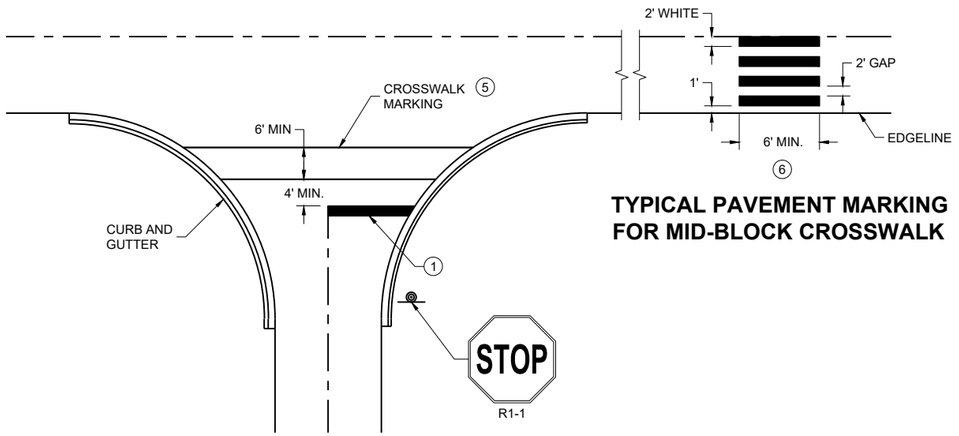
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS




**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**

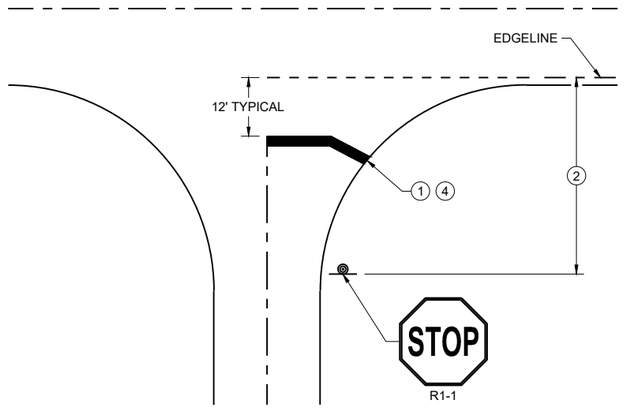



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE**




**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK** (5)

**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

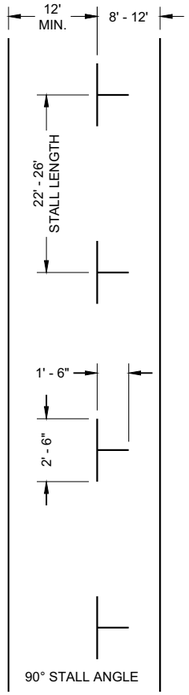
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

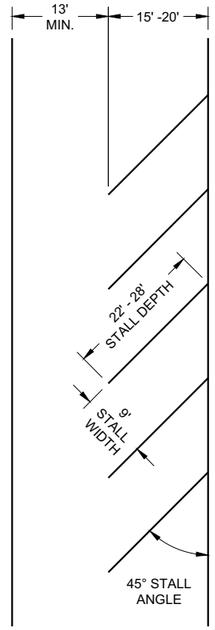


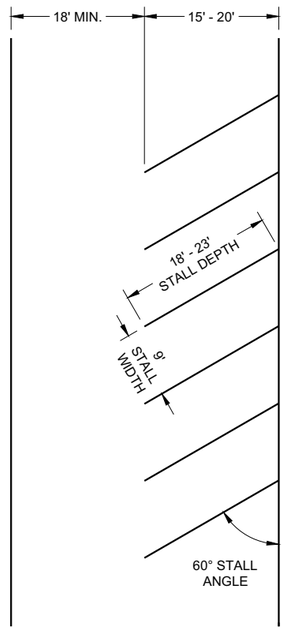

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SDD 15C33-05



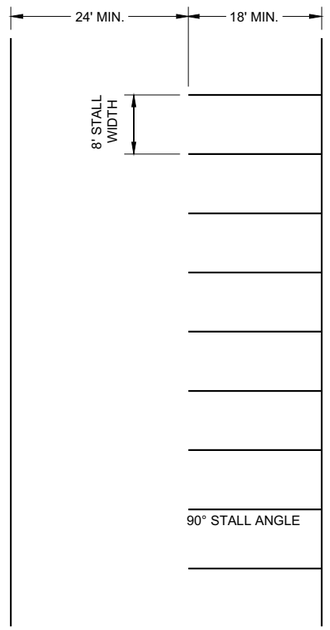

## PARALLEL PARKING




## ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)




## PARKING LOTS

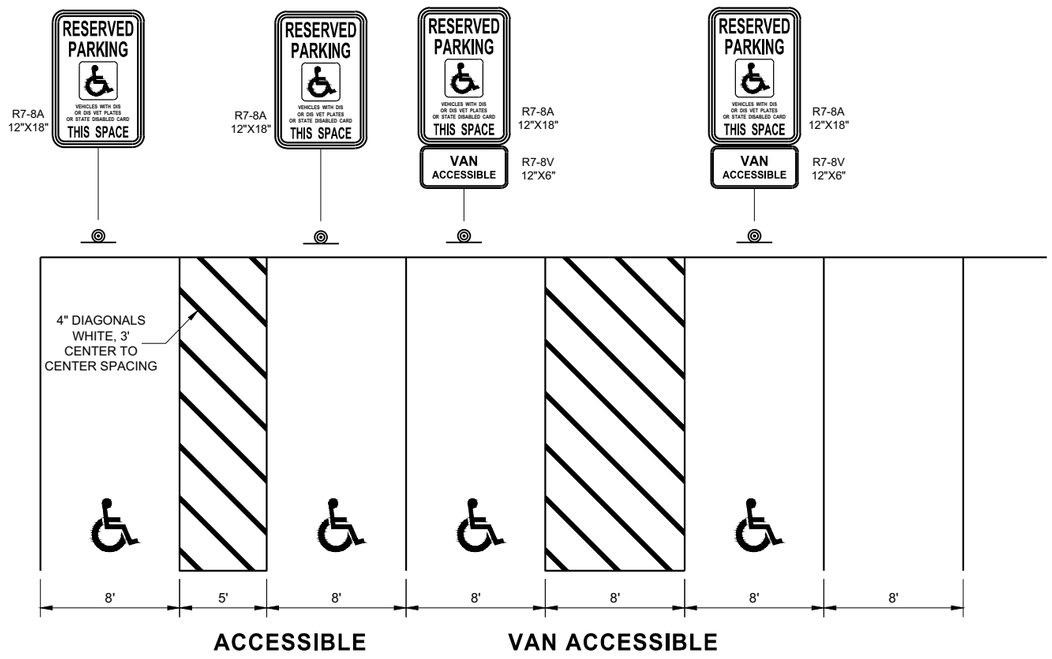
## GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

## LEGEND

SIGN ON PERMANENT SUPPORT




ACCESSIBLE VAN ACCESSIBLE

# PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

990

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SDD 15C36 - 01

## 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.

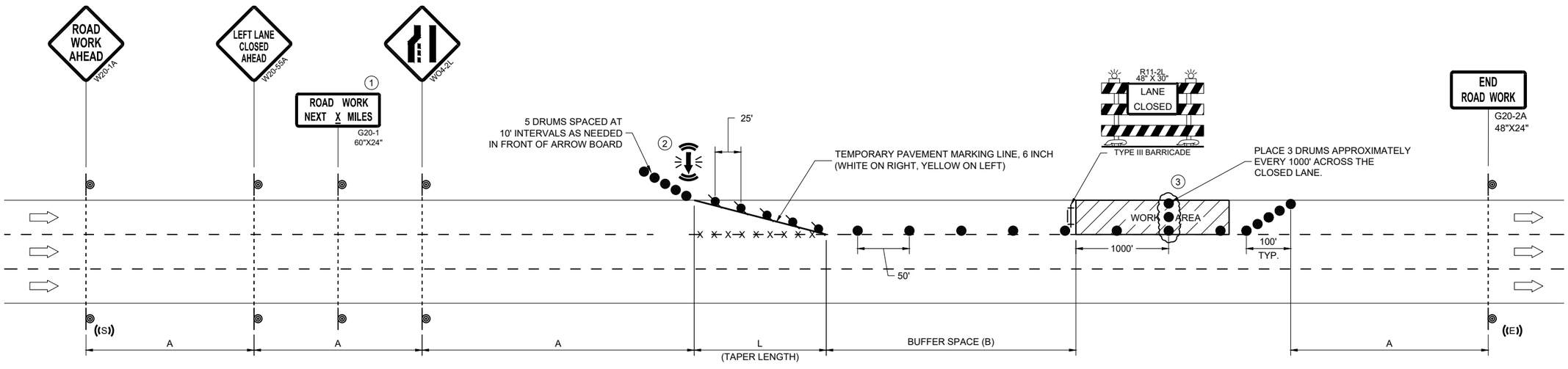
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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



6
SDD 15D20-12a

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

## GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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.

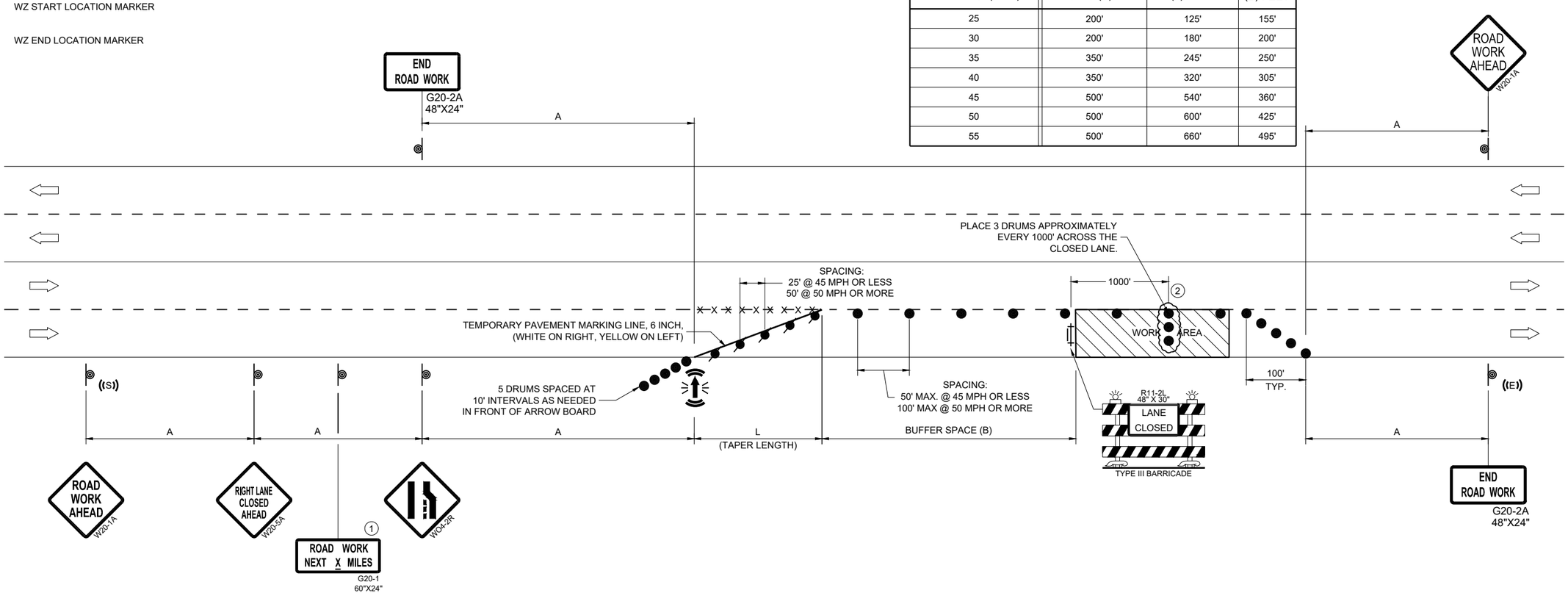
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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) 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' |
| 50 | 500' | 600' | 425' |
| 55 | 500' | 660' | 495' |




**TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D20-12b

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

## GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

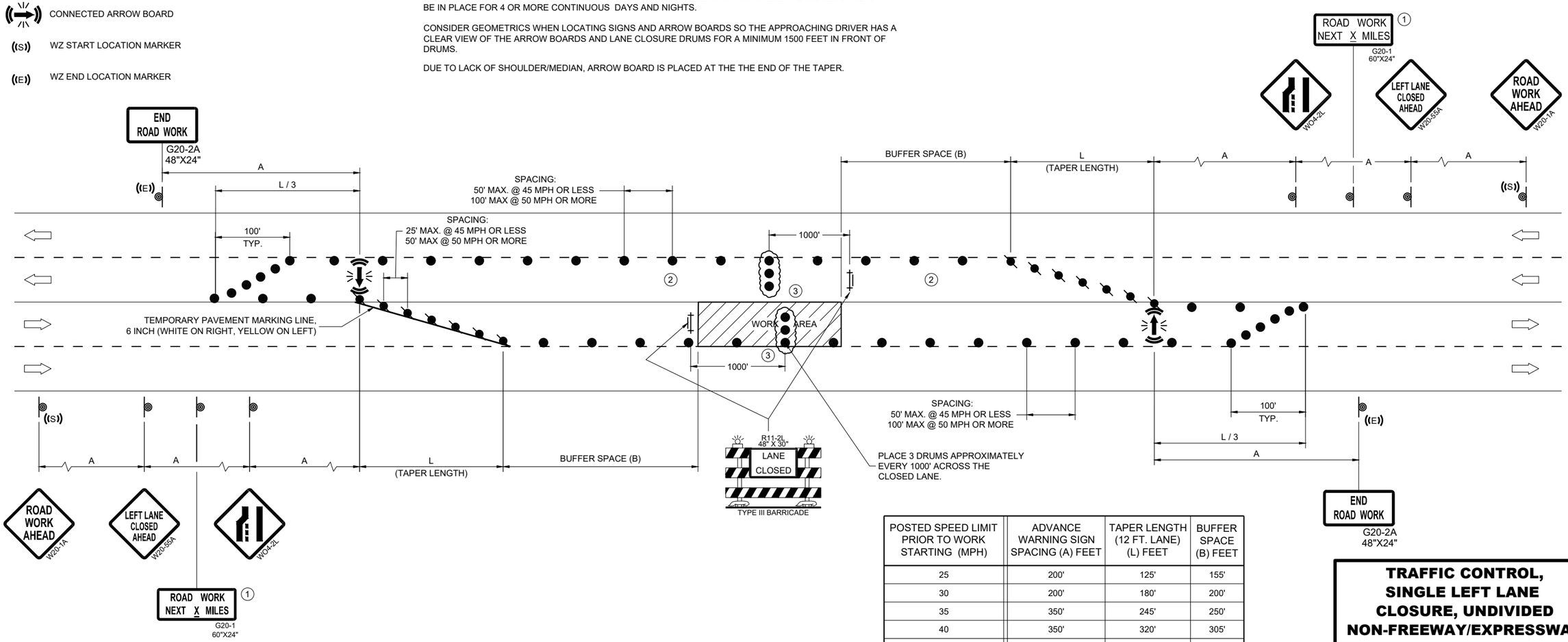
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.




| 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' |
| 50 | 500' | 600' | 425' |
| 55 | 500' | 660' | 495' |

# TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2026
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



6
SDD 15D20-12c

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

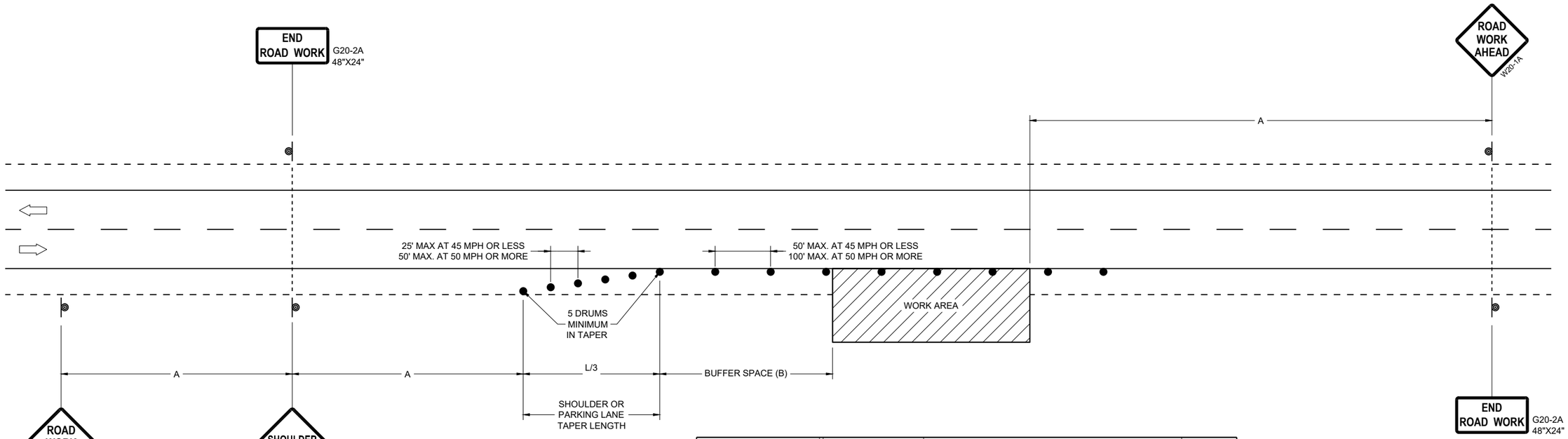
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.




| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT) | | | | | | BUFFER SPACE (B) FEET |
|---|---|---|---|---|---|---|---|---|
| | | 3 | 4 | 5 | 6 | 7 | 8 | |
| 25 | 200' | 10 | 14 | 17 | 21 | 24 | 28 | 155 |
| 30 | 200' | 15 | 20 | 25 | 30 | 35 | 40 | 200 |
| 35 | 350' | 20 | 27 | 34 | 40 | 47 | 54 | 250 |
| 40 | 350' | 26 | 35 | 44 | 53 | 62 | 70 | 305 |
| 45 | 500' | 45 | 59 | 74 | 89 | 104 | 119 | 360 |
| 50 | 500' | 50 | 66 | 83 | 99 | 116 | 132 | 425 |
| 55 | 500' | 54 | 73 | 91 | 109 | 127 | 145 | 495 |

# TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

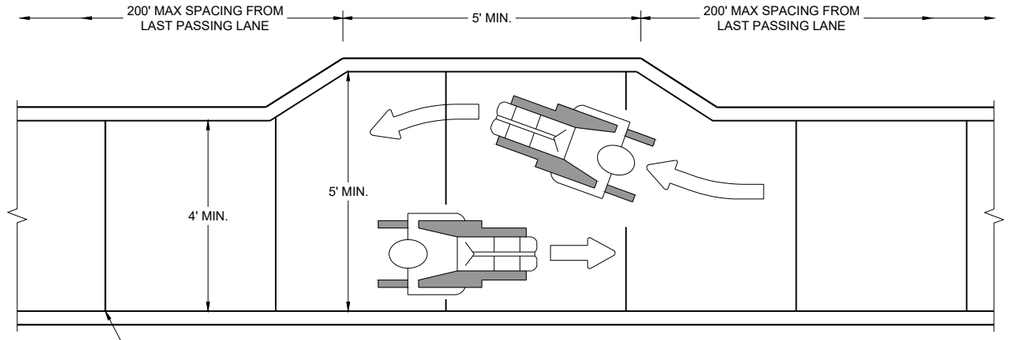


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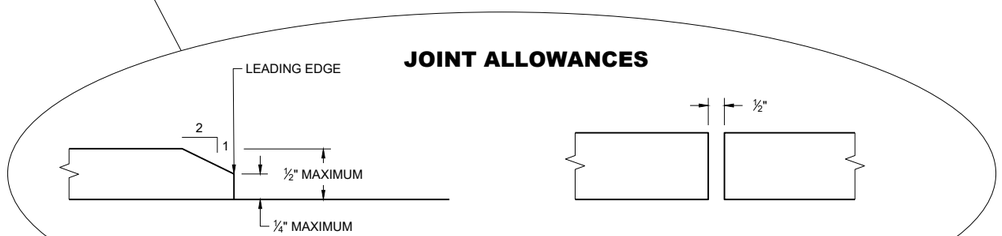
SDD 15D28-06

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SDD 15D28-06




**NARROW SIDEWALK PASSING DETAIL**



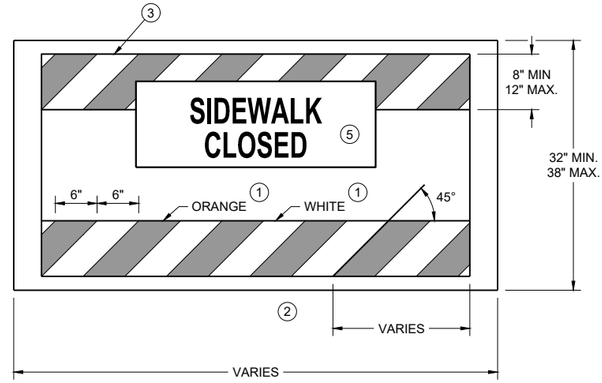

**MAXIMUM VERTICAL GAP**

**MAXIMUM HORIZONTAL GAP**

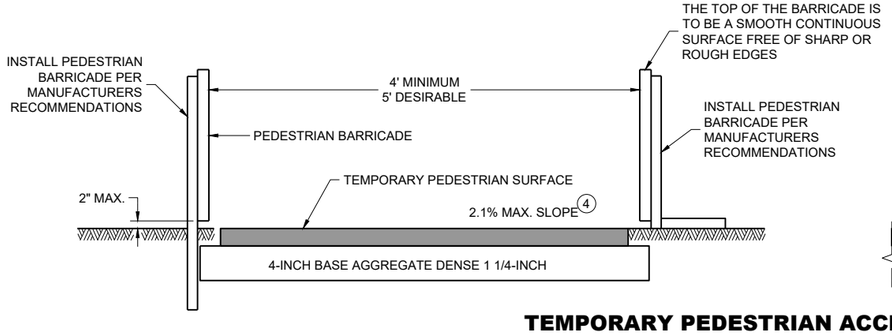
## GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

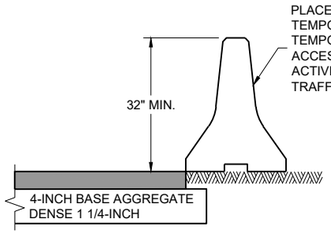
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

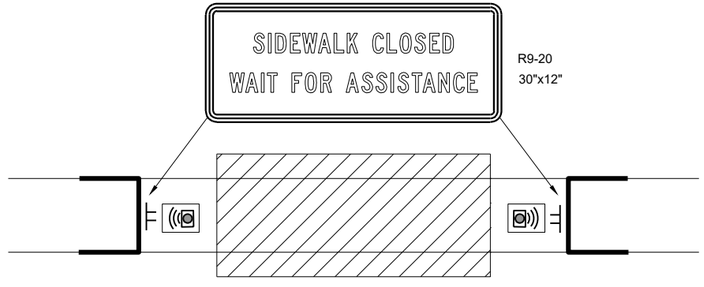



**TEMPORARY PEDESTRIAN BARRICADE ***




**TEMPORARY PEDESTRIAN ACCESS**



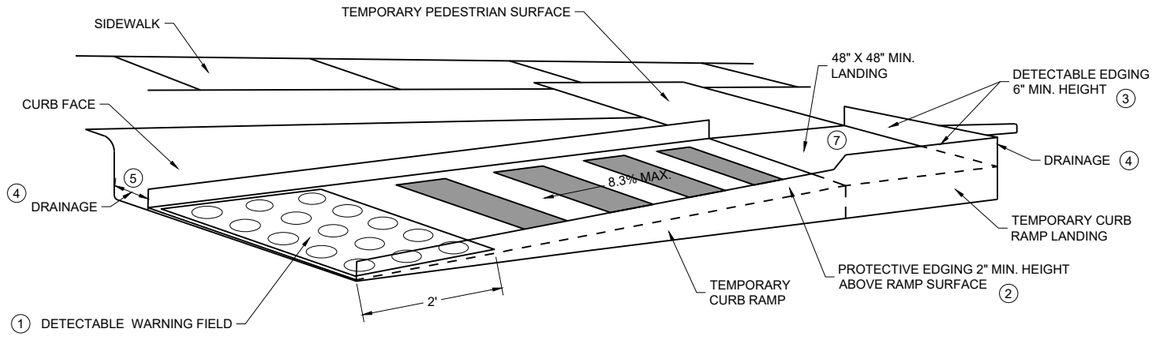

**TEMPORARY PEDESTRIAN FLAGGING**

**LEGEND**

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**PERSPECTIVE VIEW**

## GENERAL NOTES

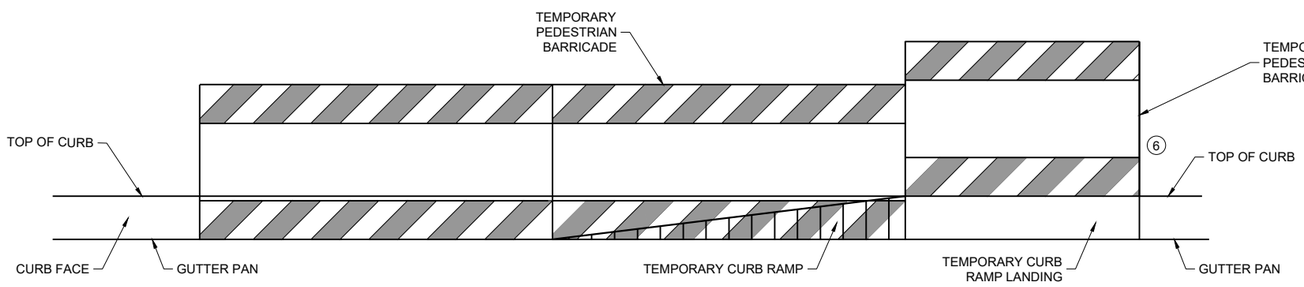
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

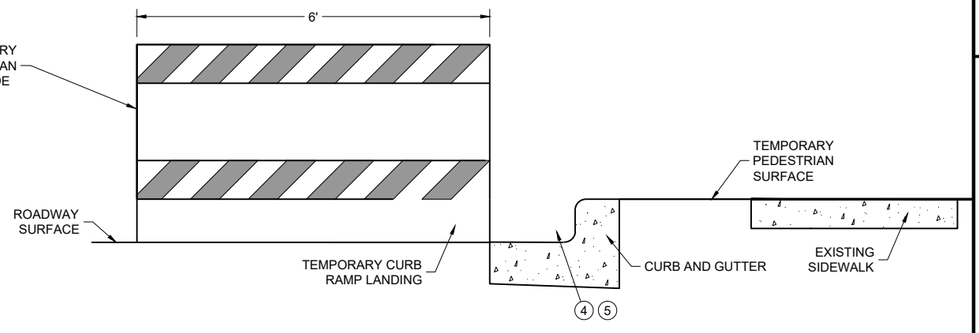
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.




**FRONT VIEW**




**SIDE VIEW**

**TEMPORARY CURB RAMP PARALLEL TO CURB**

6

SDD 15D30-12b

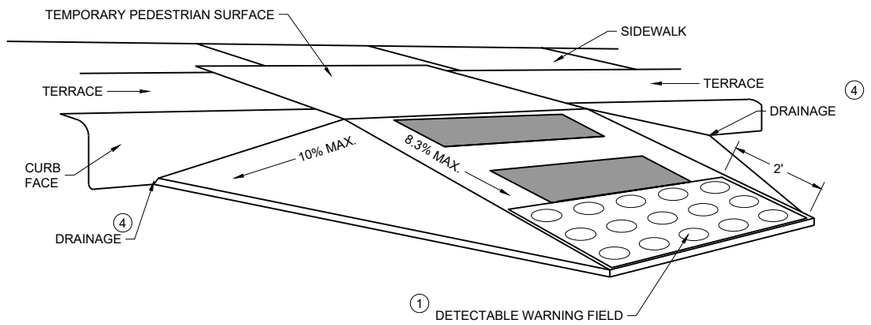
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

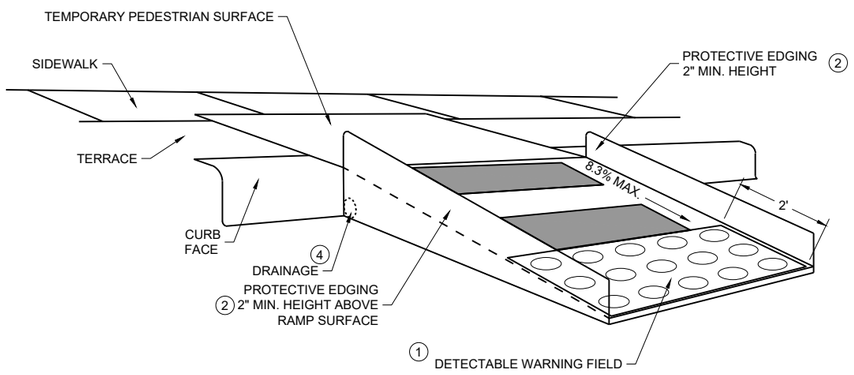


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SDD 15D30-12b




**WITH SIDE APRON** (5)




**WITH PROTECTIVE EDGE**

## TEMPORARY CURB RAMP PERPENDICULAR TO CURB

## GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

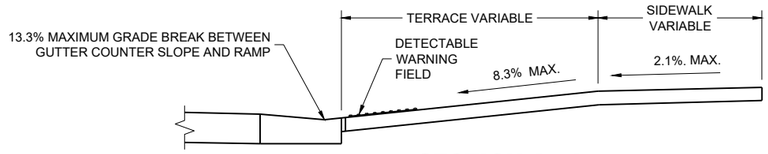
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

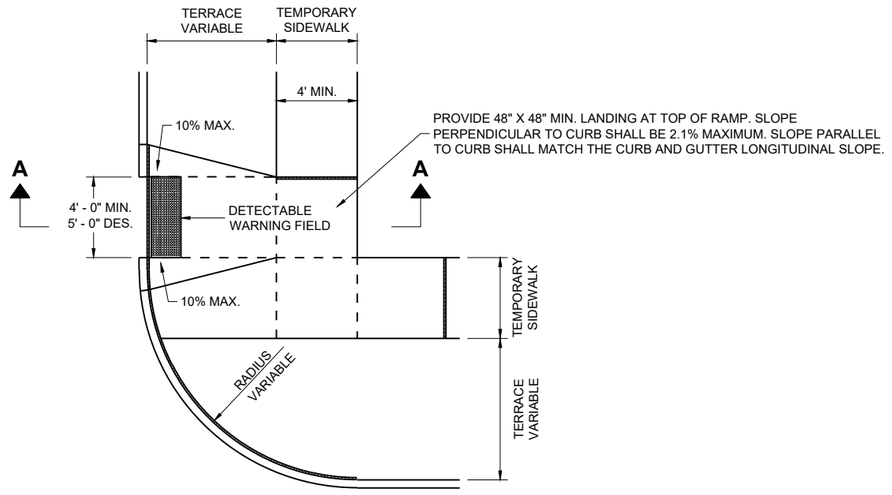
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

## GENERAL NOTES




**SECTION A - A**




**PLAN VIEW**
**TEMPORARY TYPE 3 RAMP**
(OUTSIDE OF CROSSWALK AREA)

6

SDD 15D30-12d

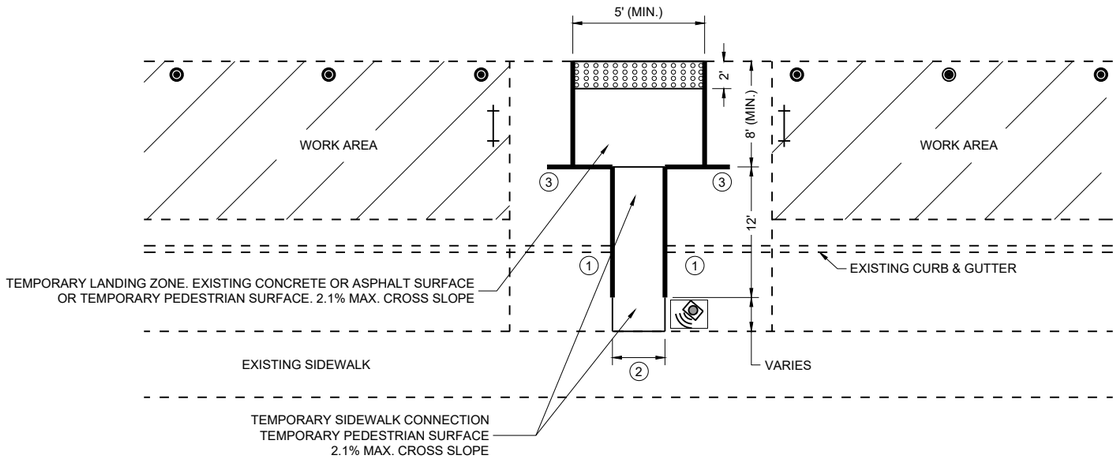
**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

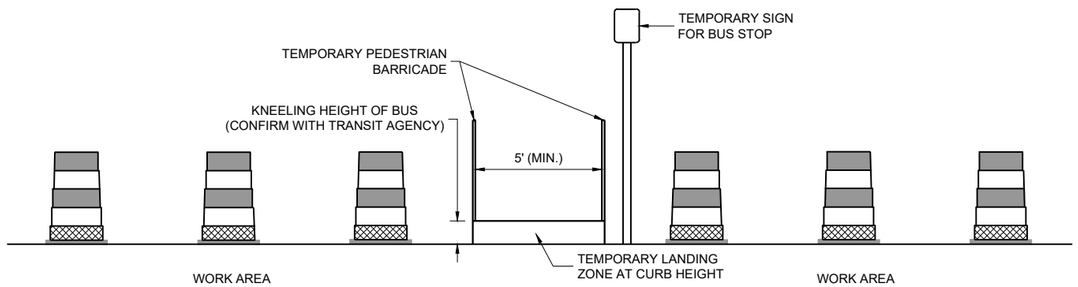


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SDD 15D30-12d




**PLAN VIEW**




**PROFILE VIEW TEMPORARY BUS STOP PAD**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

## LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

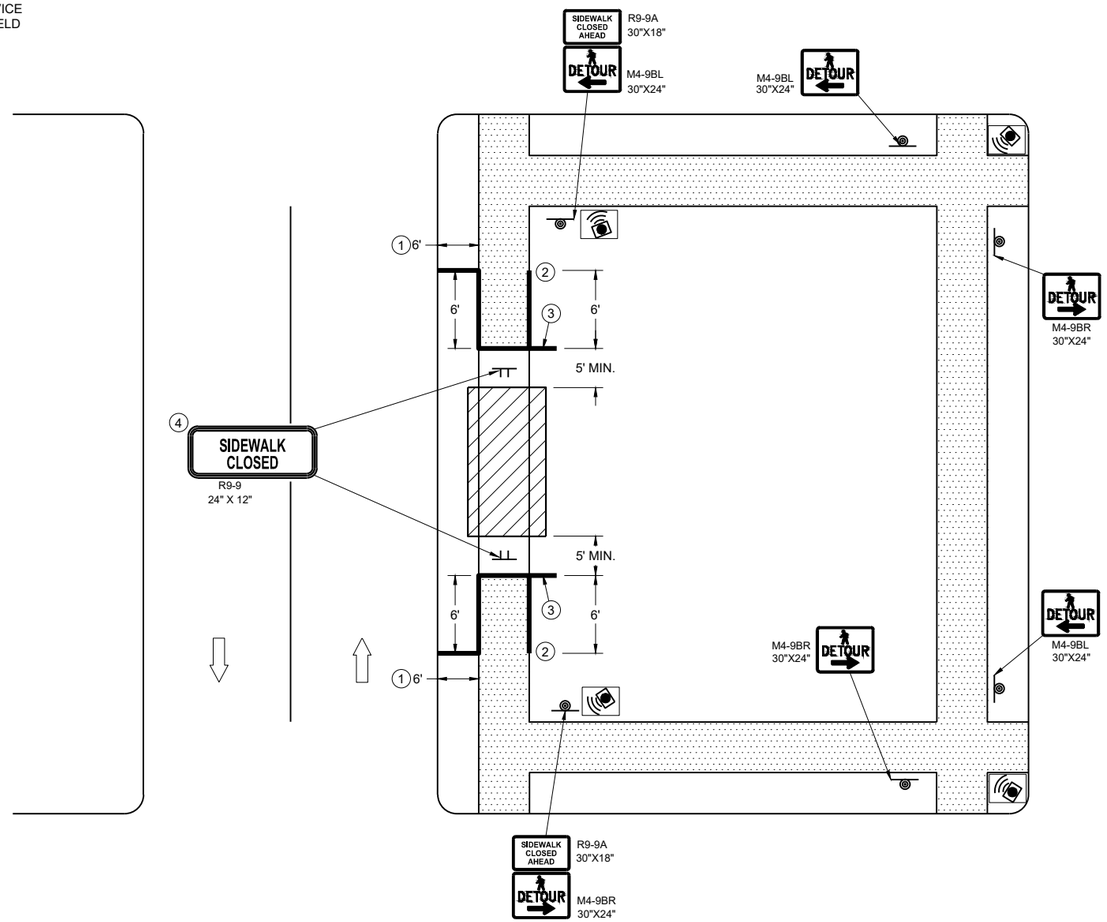
SDD 15D30-12e

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)




**SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE**

## GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.





6

SDD 15D30-12f

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

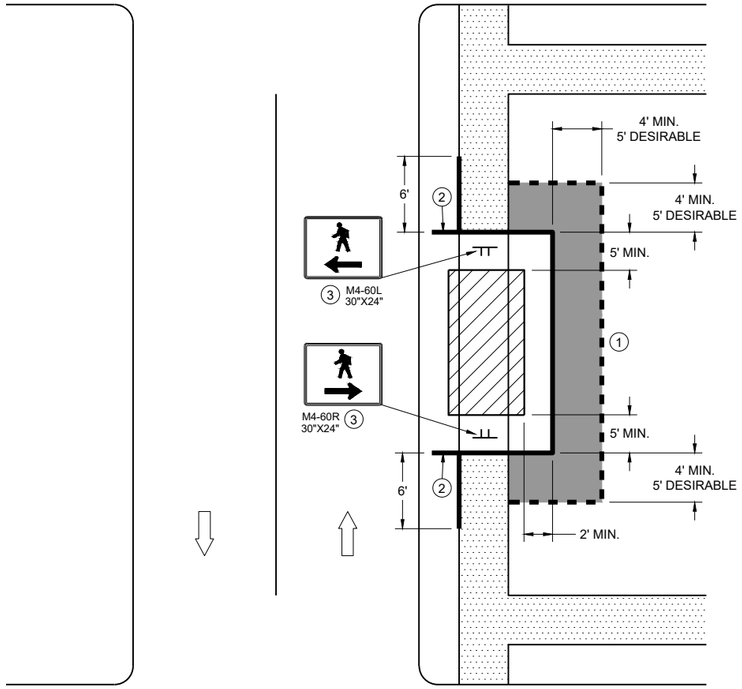
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.




**SIDEWALK BYPASS**
**SINGLE SIDE**

6

SDD 15D30-12g

6

SDD 15D30-12g

**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

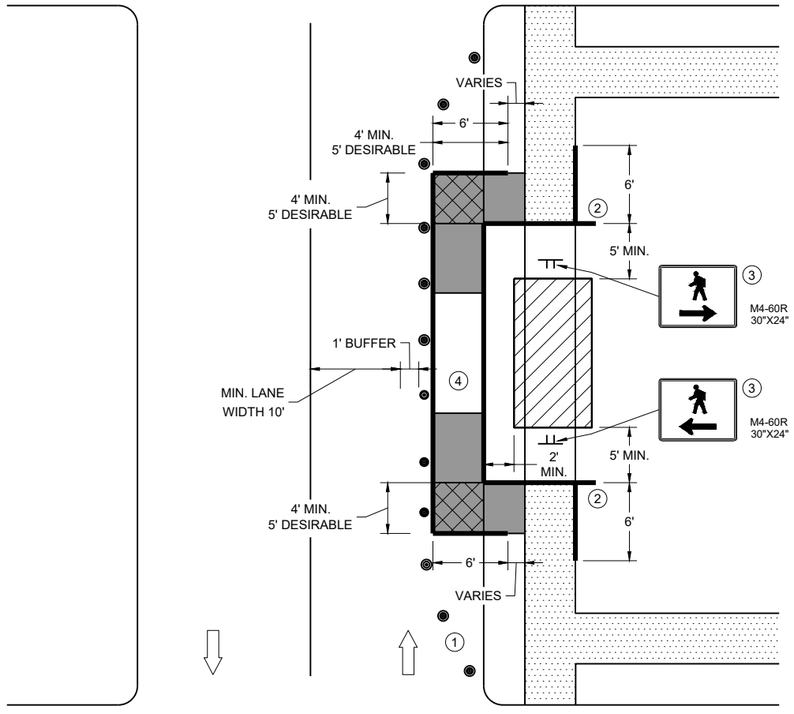
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.




**SIDEWALK BYPASS, SINGLE SIDE**

6

SDD 15D30-12h

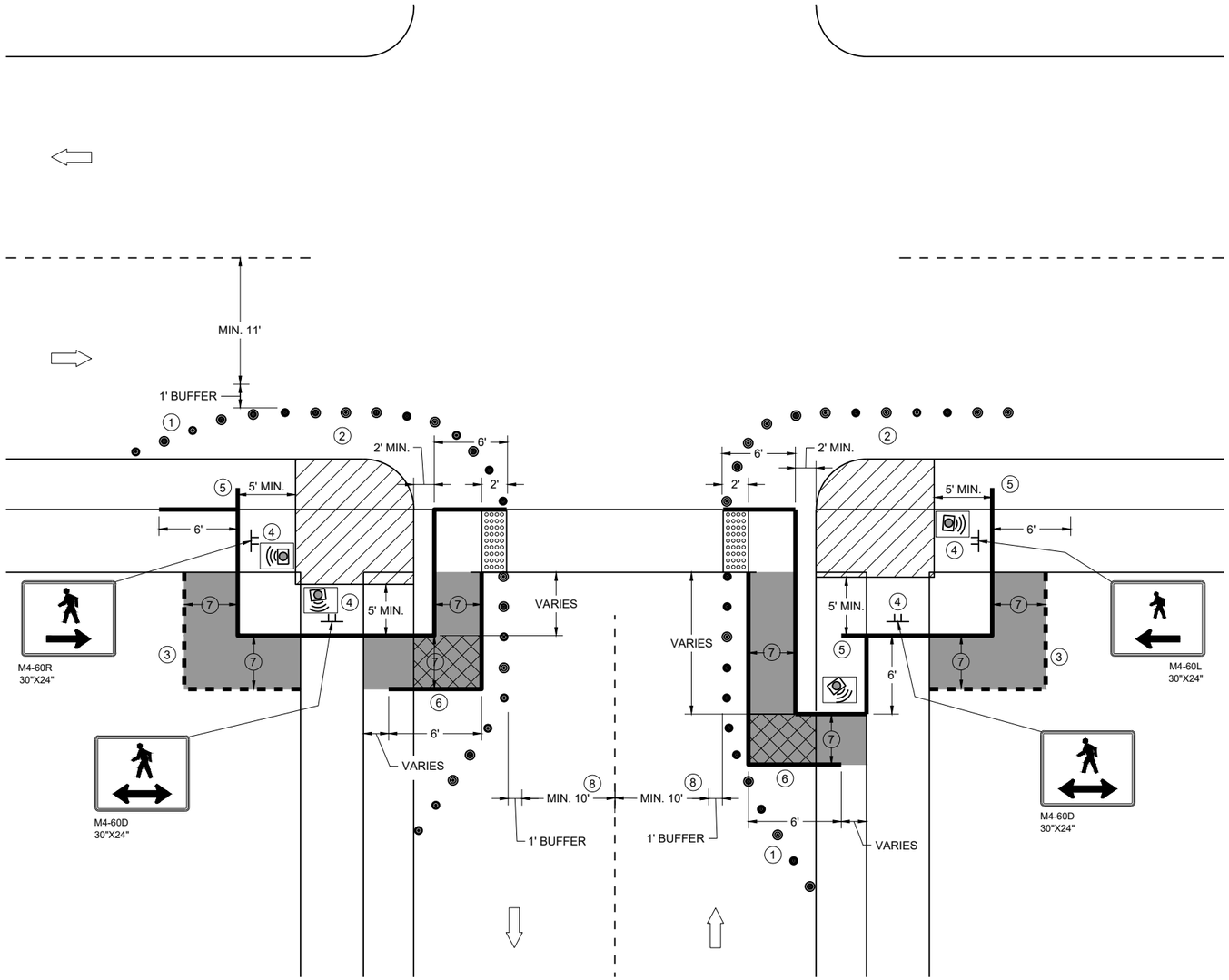
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 15D30-12h




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**
**SIDEWALK ON SINGLE SIDE**

## GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

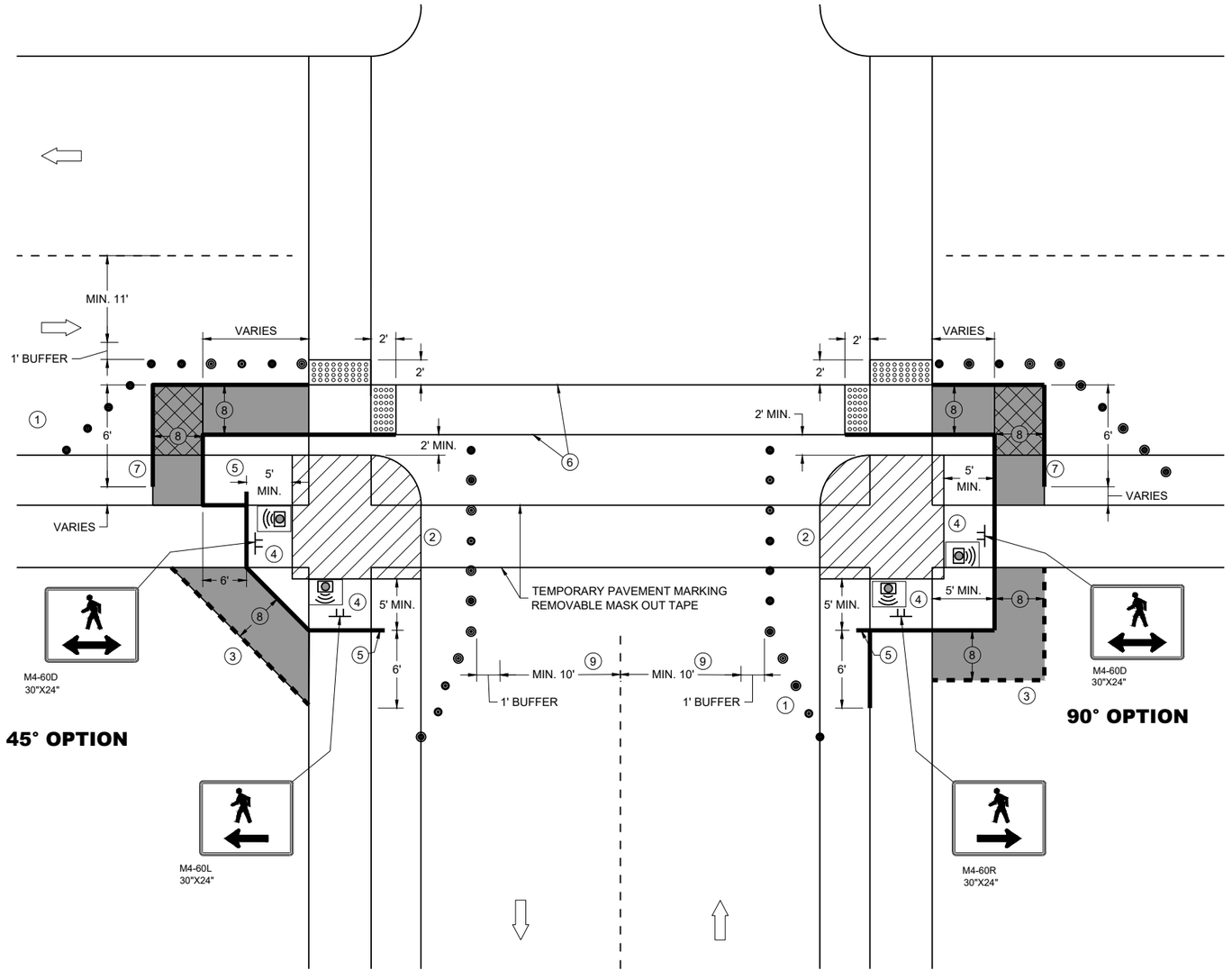
## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION


6
SDD 15D30-12i




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**

## GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



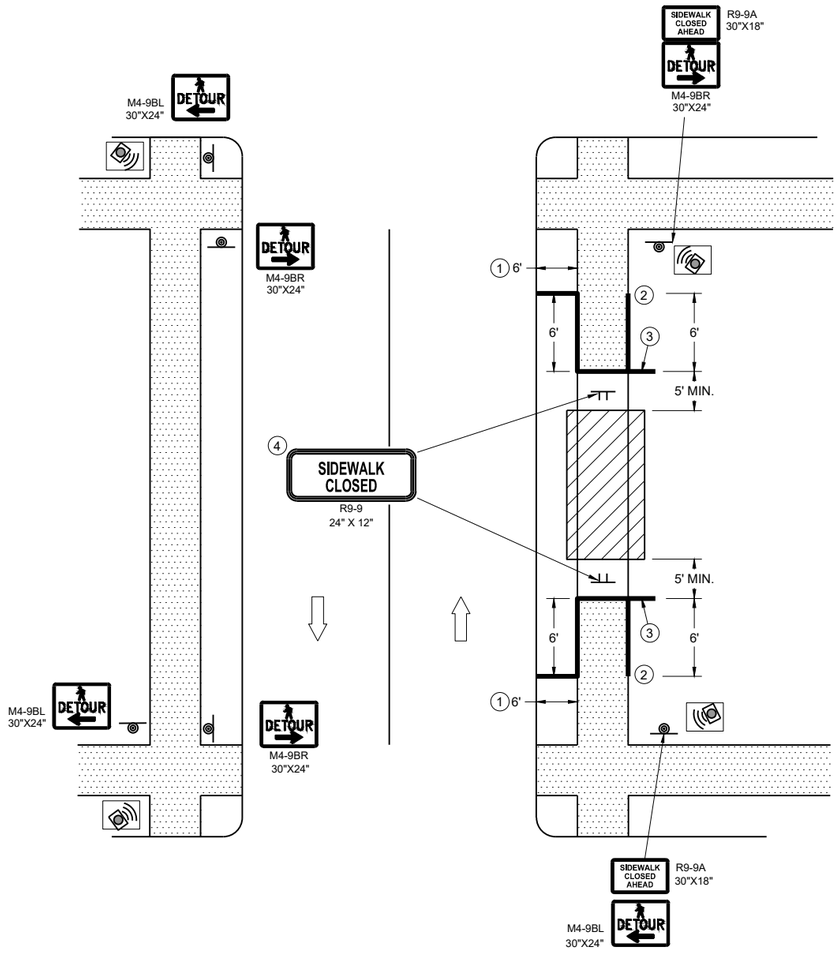
6



SDD 15D30-12j

## LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)




**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES**

## GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.





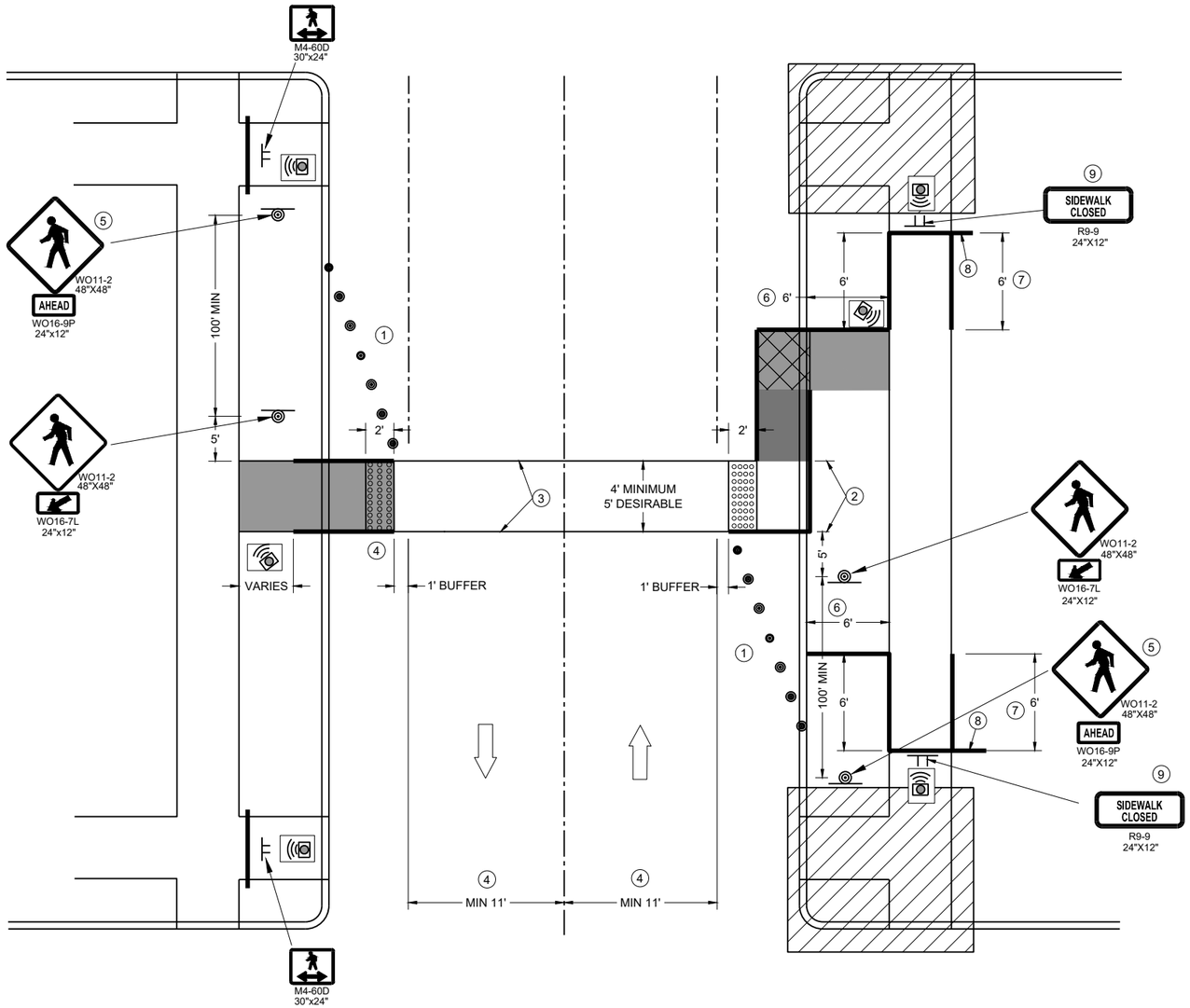
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 15D30-12k




**TEMPORARY PEDESTRIAN CROSSING**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA




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.

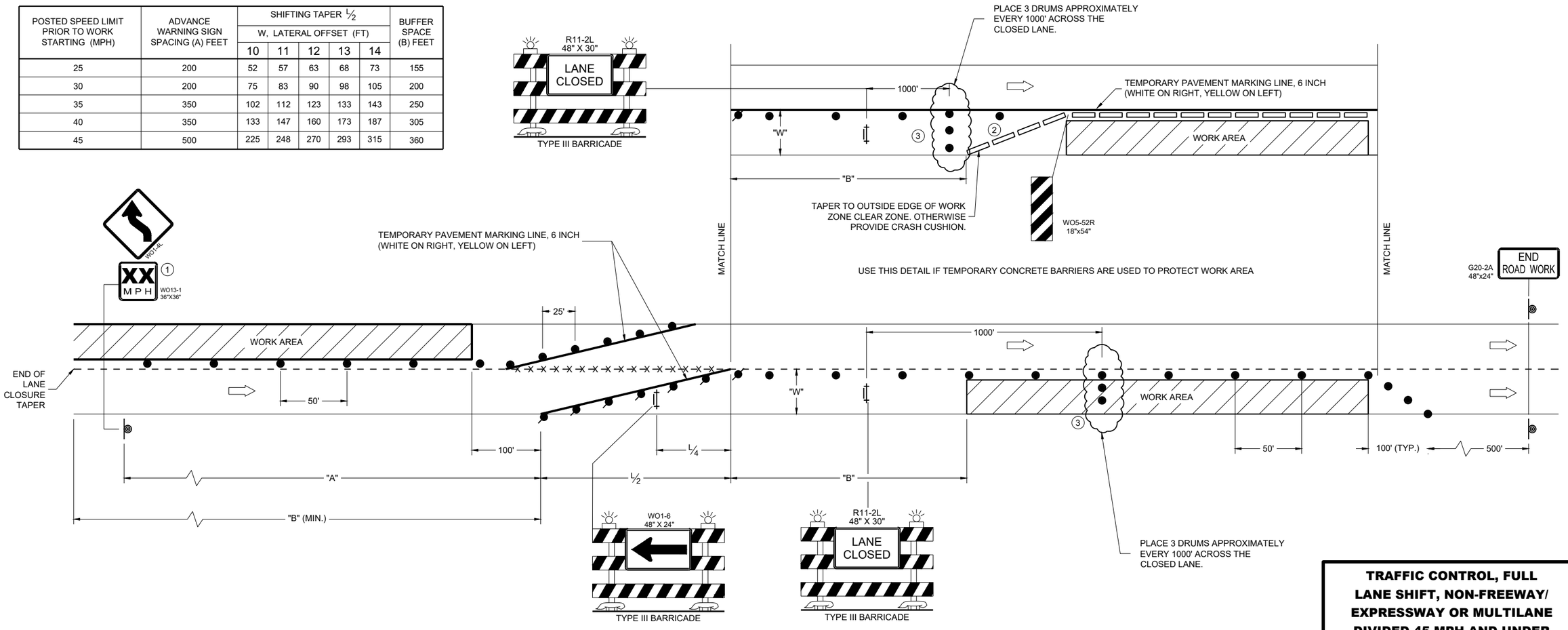
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER

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

SDD 15D40-08a

## 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.

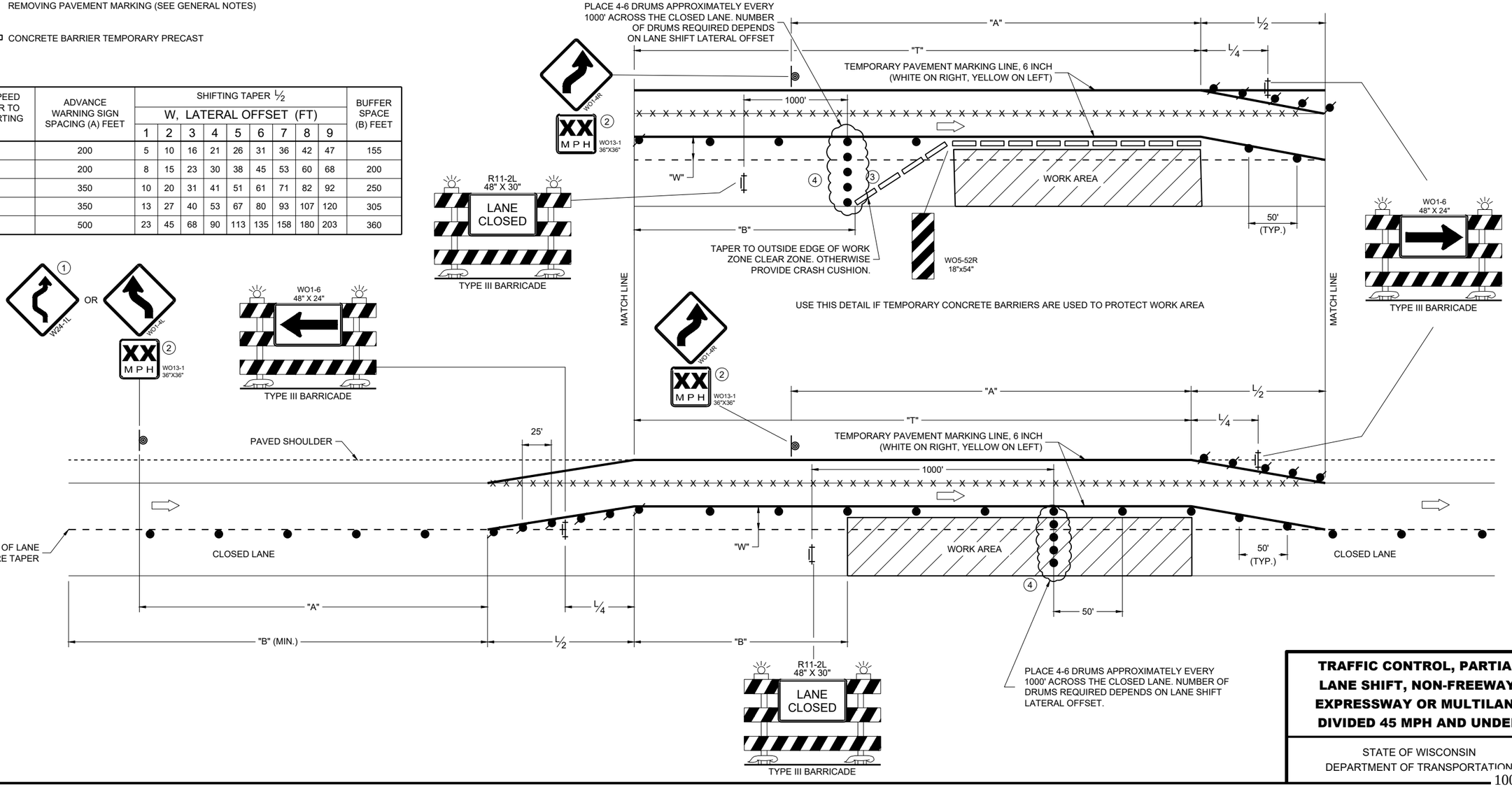
(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(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

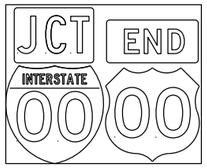


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SDD 15D40-08c

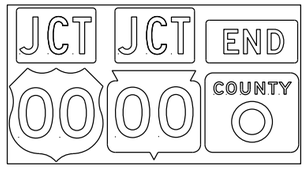
# TYPICAL ASSEMBLIES



J1-1



J1-2



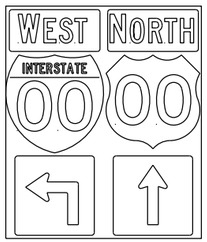
J1-3



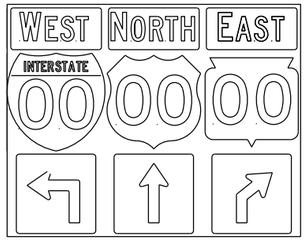
JR1-1



J2-1



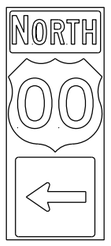
J2-2



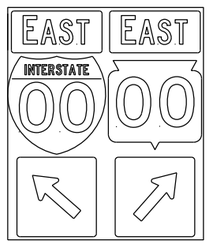
J2-3



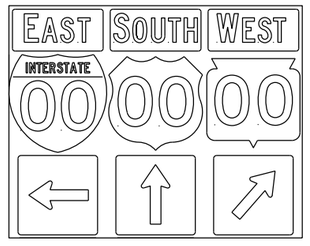
JV
( Typical Vertical J-Assembly
See Note 10 and 11 )



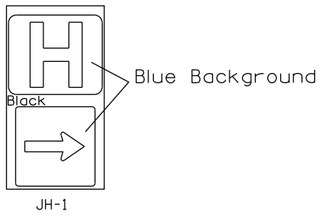
J3-1



J3-2



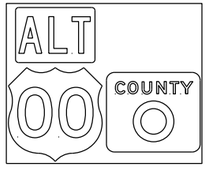
J3-3



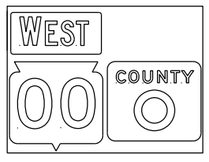
JH-1



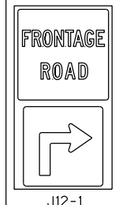
J4-1



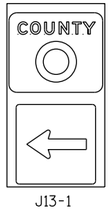
J4-2



J4-2



J12-1



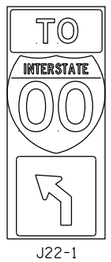
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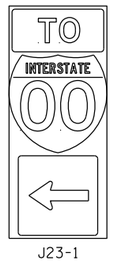
J32-1



J33-1



J22-1



J23-1



JR13-1

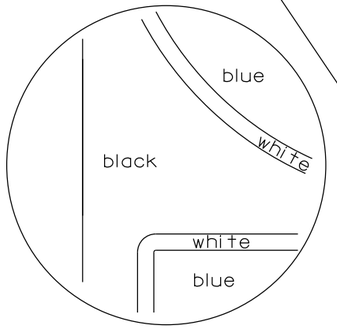


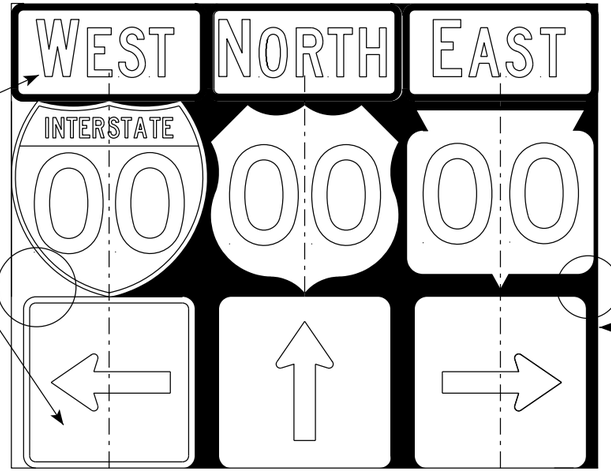
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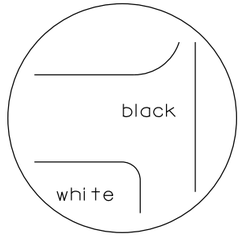


JR99-1

[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

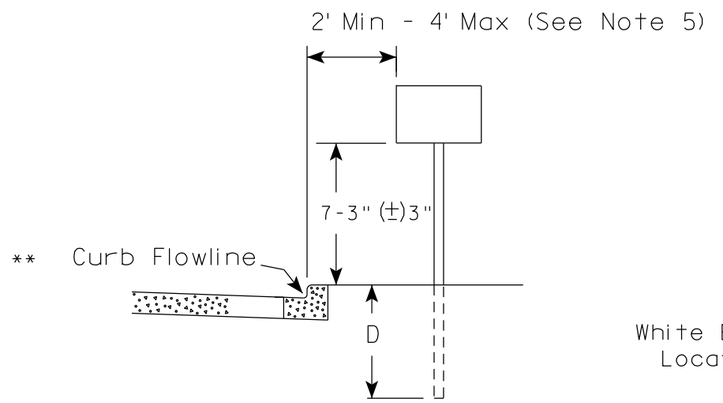
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

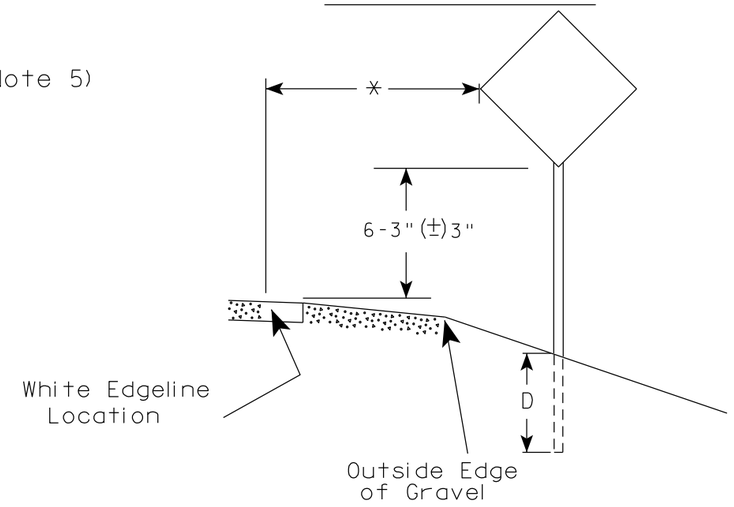
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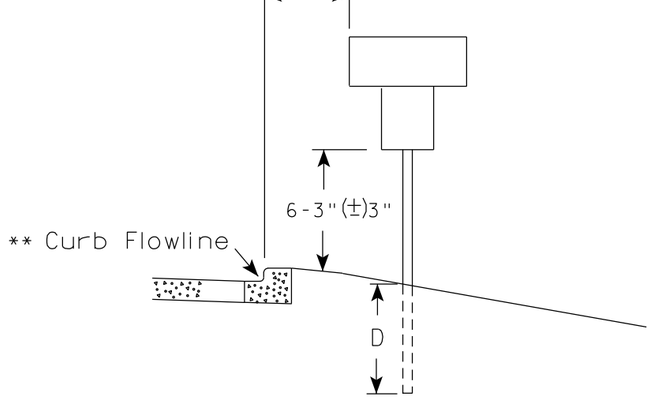
SHEET NO: 1009 E

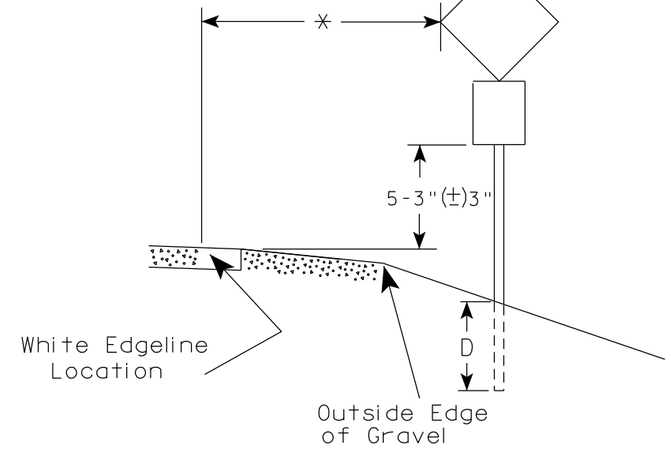
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

### GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

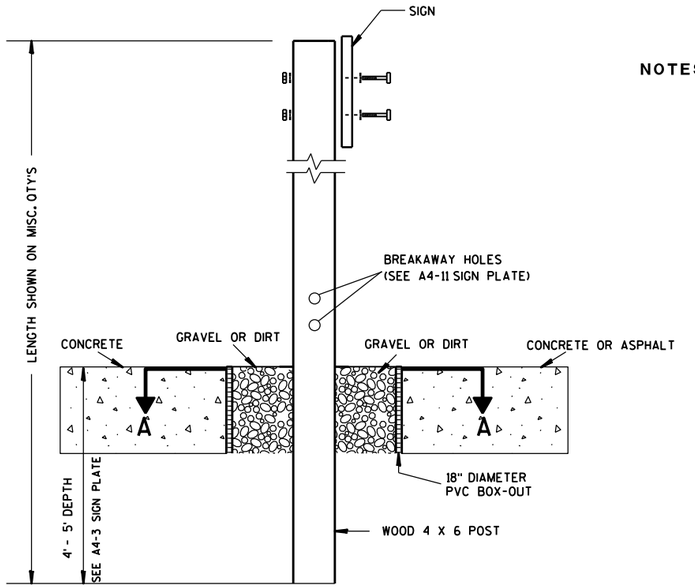
# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

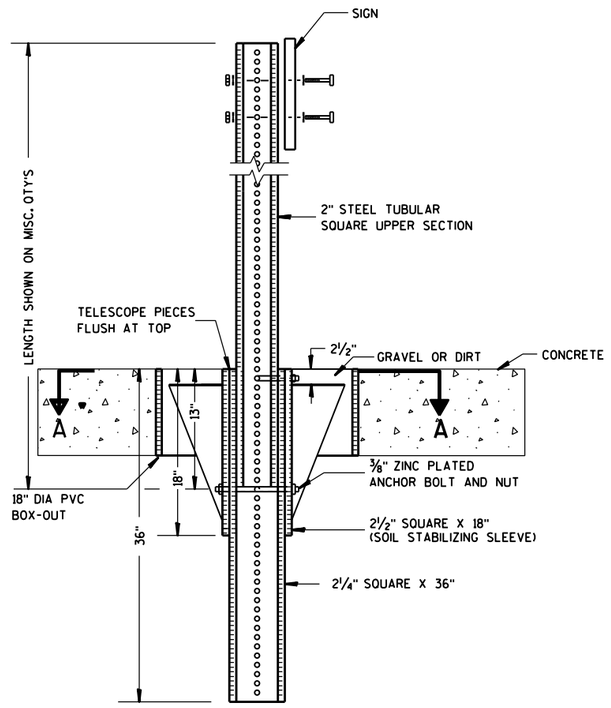
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1010 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

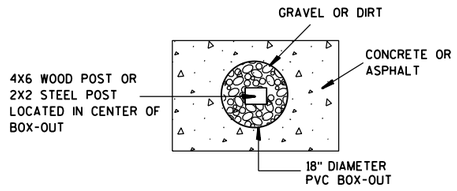
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

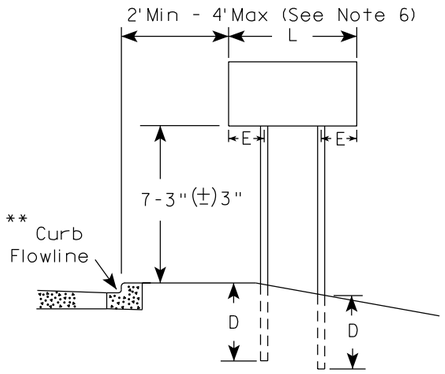
DATE 1/27/14 PLATE NO. A4-3B.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

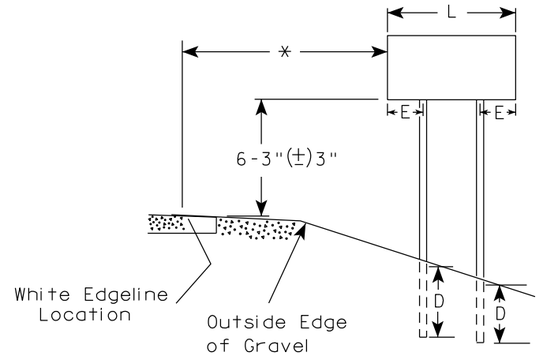


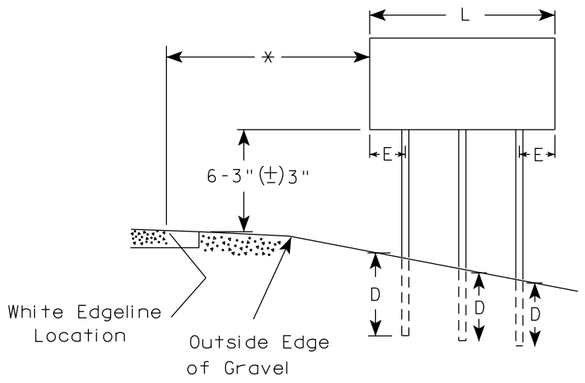
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

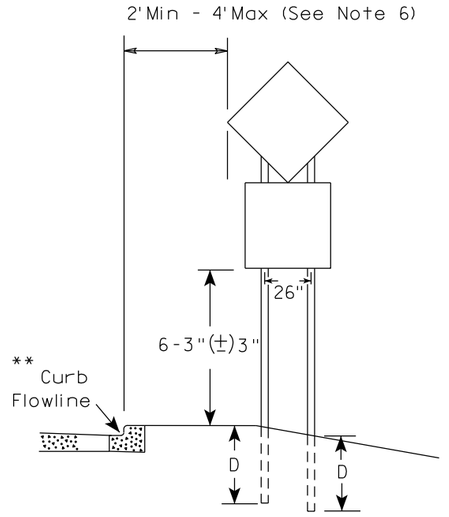
## URBAN AREA



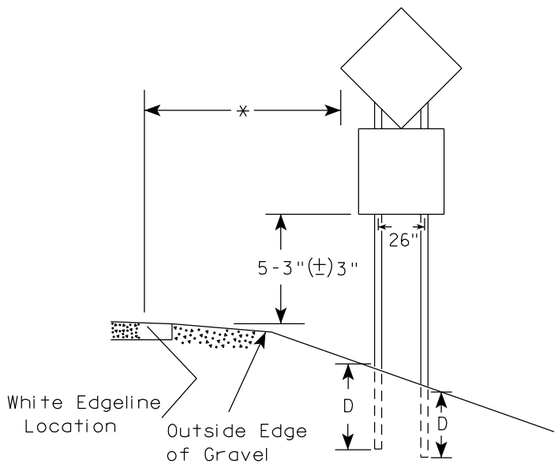

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | | |
|---|---|---|
| | L | E |
| *** | Greater than 48" Less than 60" | 12" |
| | 60" to 108" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 108" to 144" | 12" |

## GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

## POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

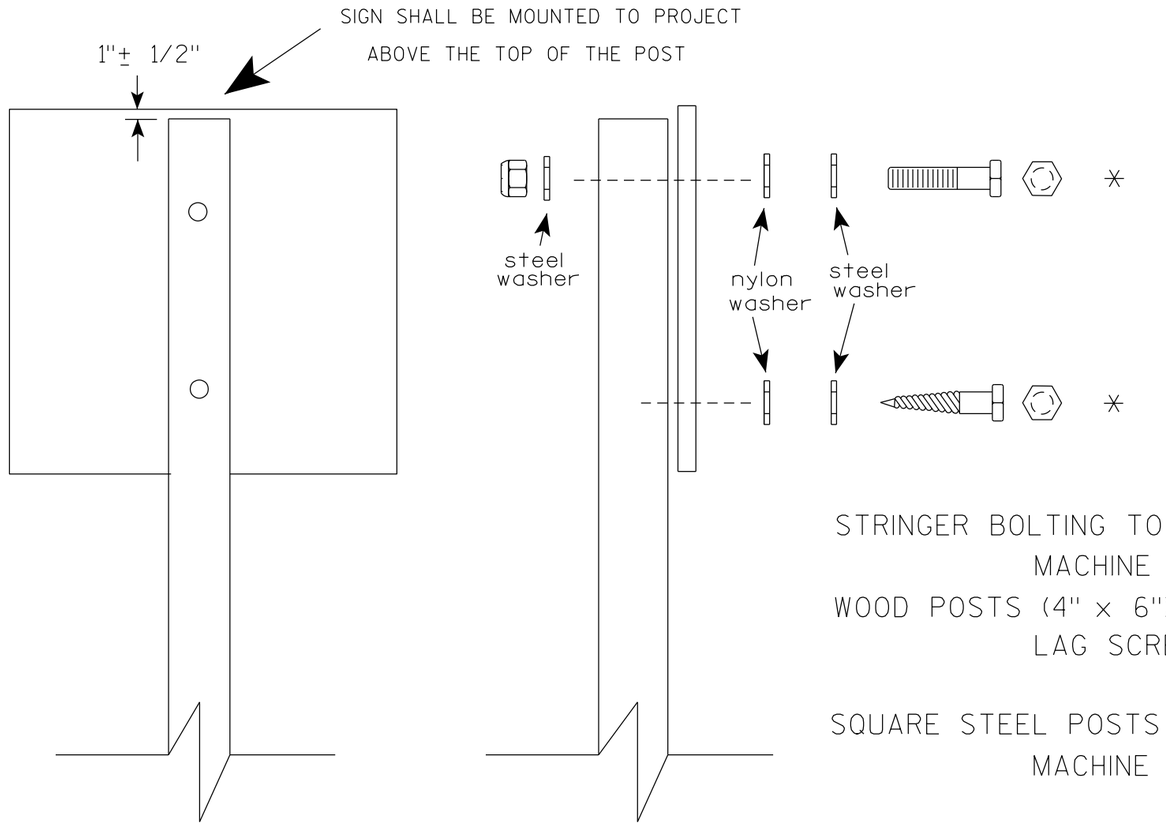
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1012 | 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

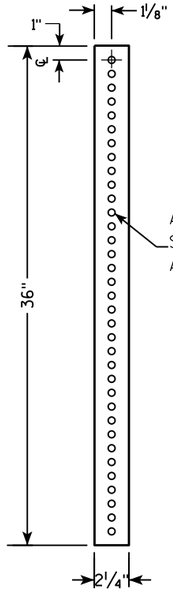
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

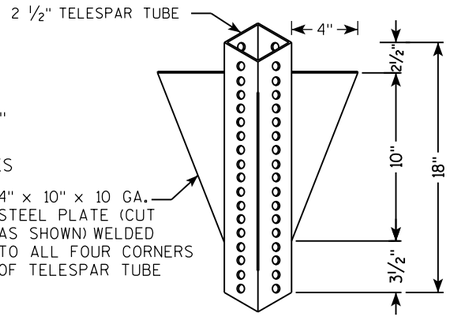
SHEET NO: 1013 E

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

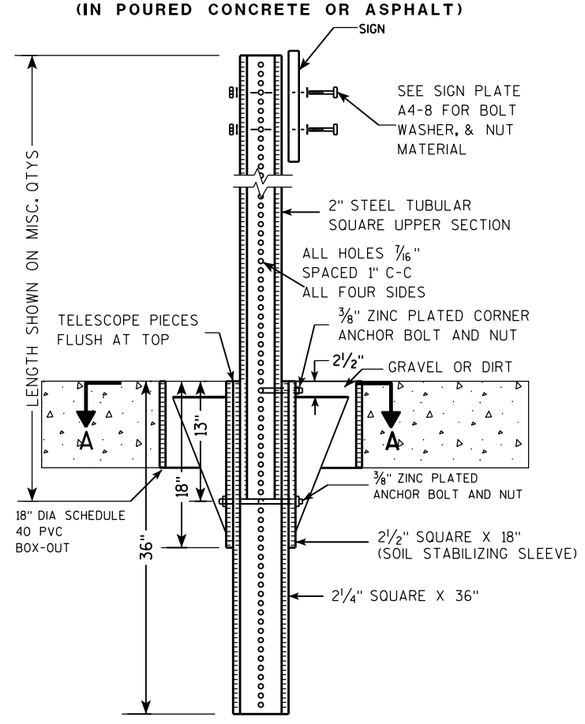
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



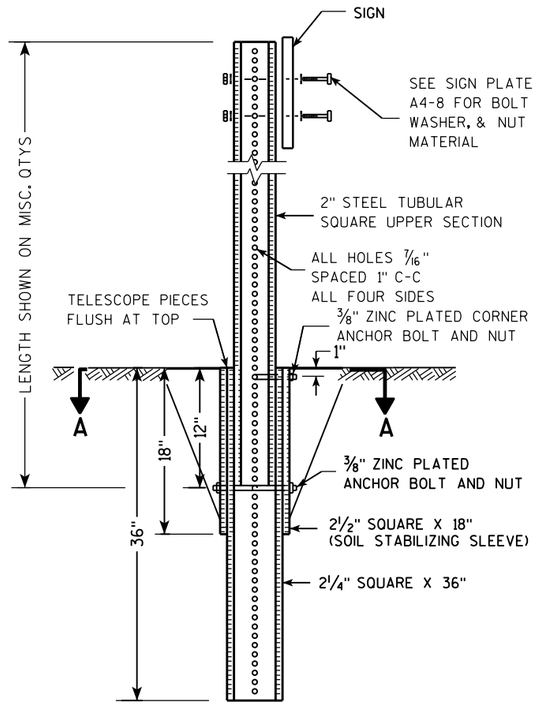

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

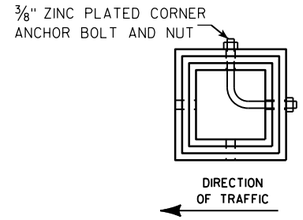



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## DETAIL OF TUBULAR STEEL SIGN POST
**(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

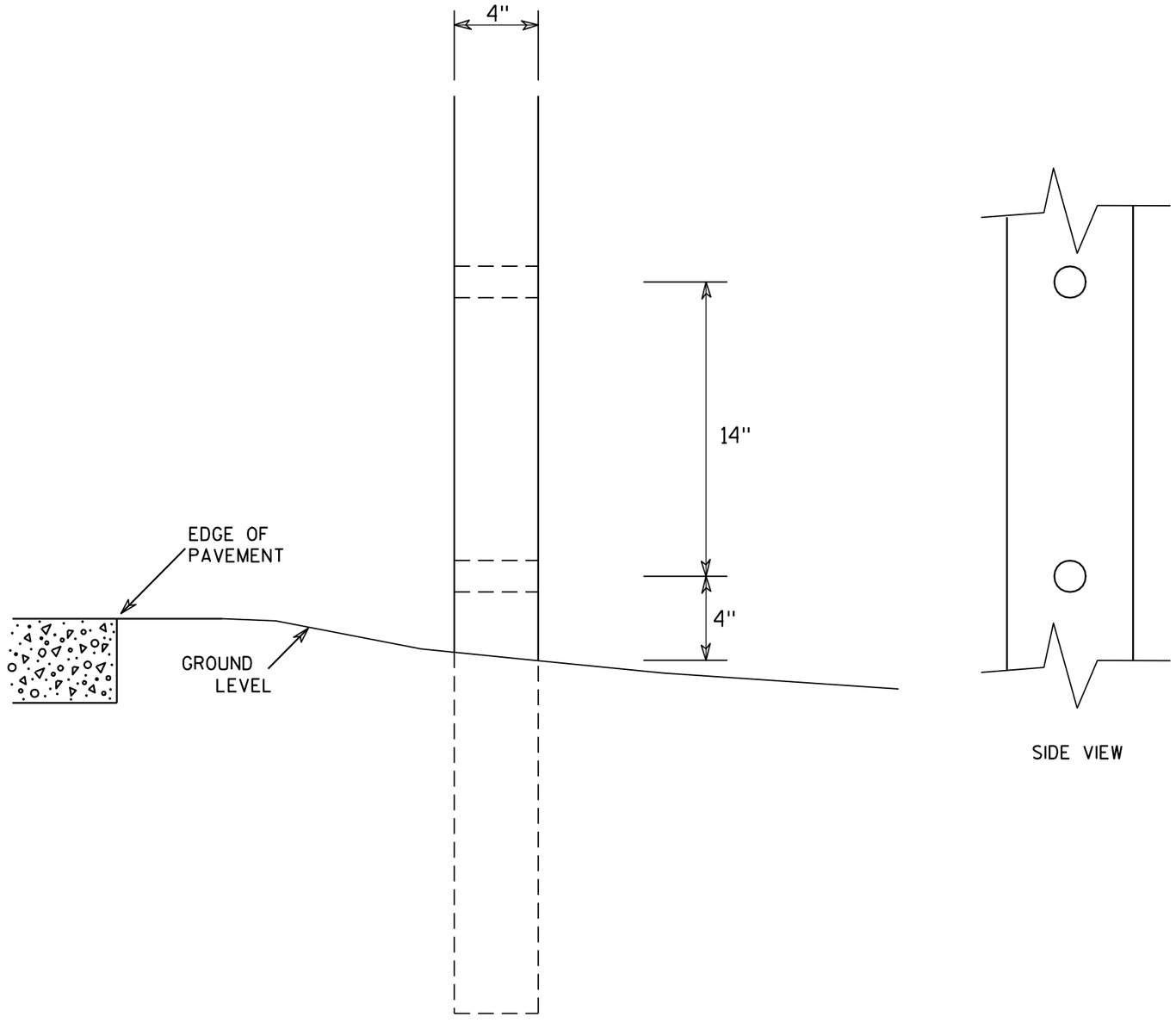
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE 1014 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

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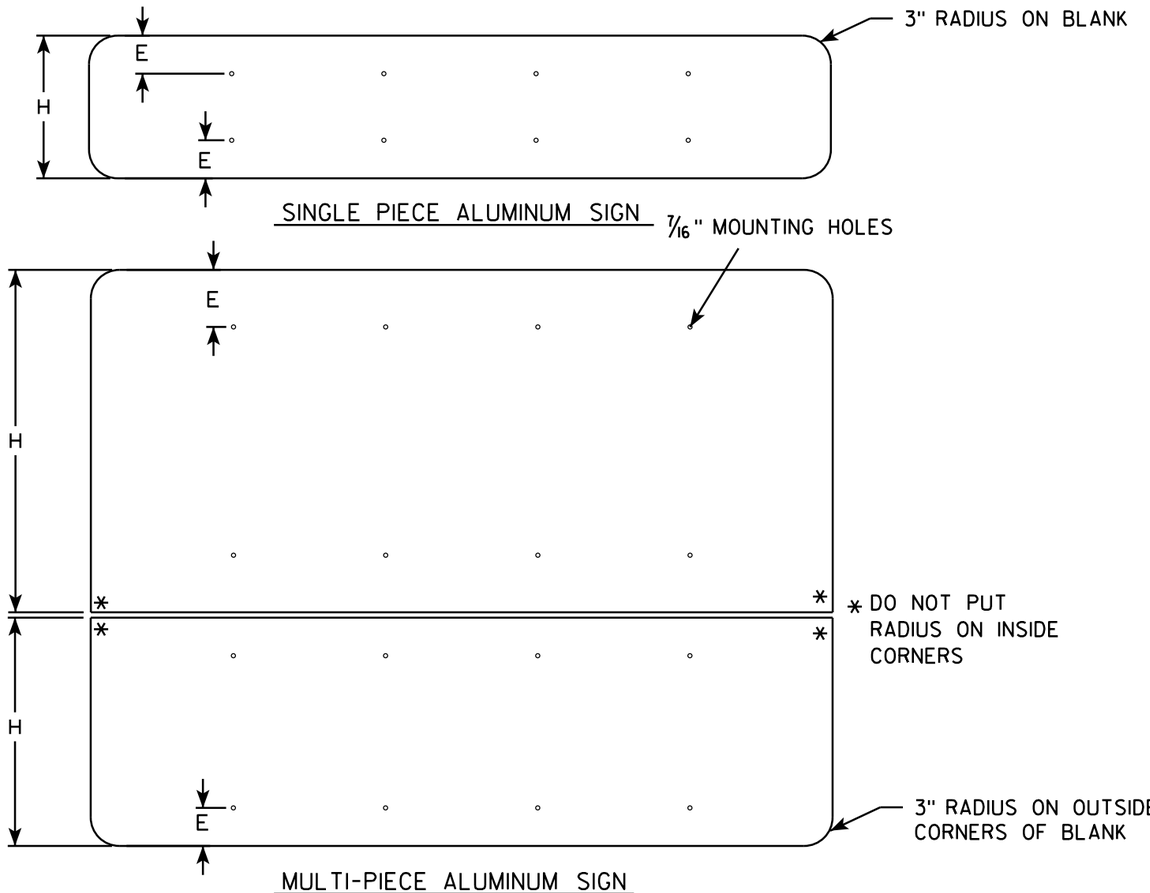
# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

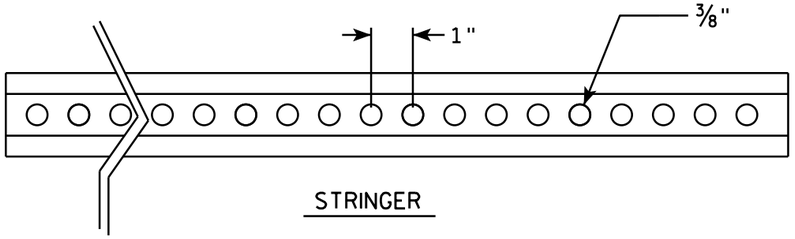
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|---|---|---|---|---|---|




# GENERAL NOTES

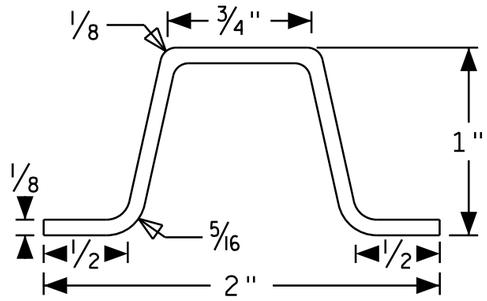
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

| SIGN WIDTH | STRINGER WIDTH | POSTS | HOLE SPACING | MOUNTING HOLES |
|---|---|---|---|---|
| 78" | 72" | 2 | 16" | 15" 31" 47" 63" |
| 84" | 72" | 2 | 17" | 16½" 33½" 50½" 67½" |
| 90" | 72" | 2 | 18" | 18" 36" 54" 72" |
| 96" | 90" | 2 | 19" | 19½" 38½" 57½" 76½" |
| 102" | 90" | 2 | 20" | 21" 41" 61" 81" |
| 108" | 90" | 2 | 21" | 22½" 43½" 64½" 85½" |
| 114" | 108" | 3 | 15" | 12" 27" 42" 57" 72" 87" 102" |
| 120" | 108" | 3 | 16" | 12" 28" 44" 60" 76" 92" 108" |
| 126" | 108" | 3 | 17" | 12" 29" 46" 63" 80" 97" 114" |
| 132" | 126" | 3 | 18" | 12" 30" 48" 66" 84" 102" 120" |
| 138" | 126" | 3 | 19" | 12" 31" 50" 69" 88" 107" 126" |
| 144" | 126" | 3 | 20" | 12" 32" 52" 72" 92" 112" 132" |

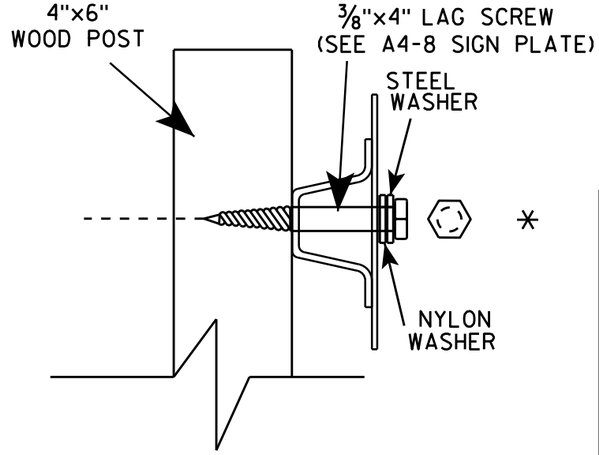



STRINGER

CROSS SECTION VIEW OF CHANNEL




POST MOUNTING




## SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/26/16 PLATE NO A4-18.1

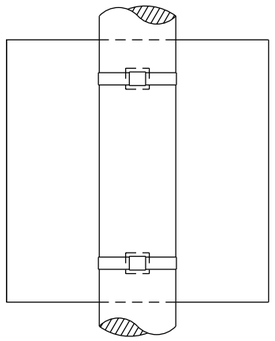
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

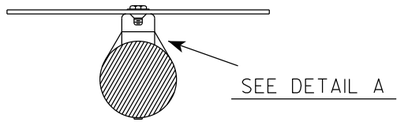


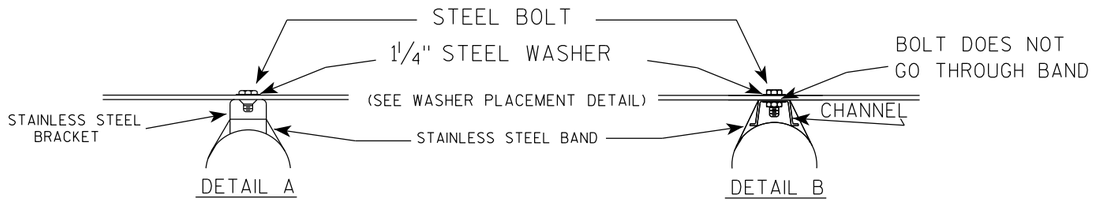
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000

# BANDING

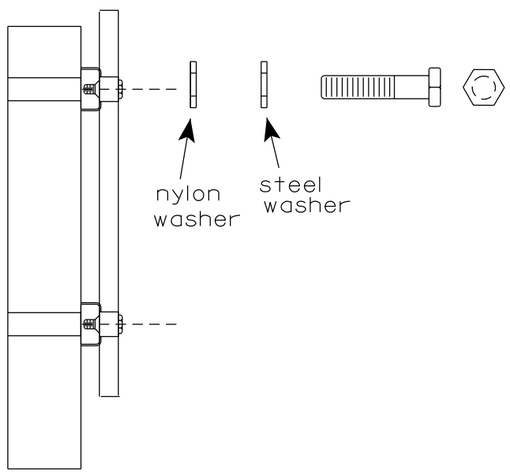
SINGLE SIGN






WASHER PLACEMENT

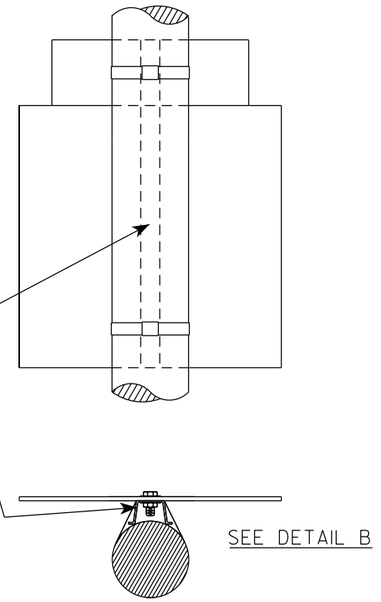



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

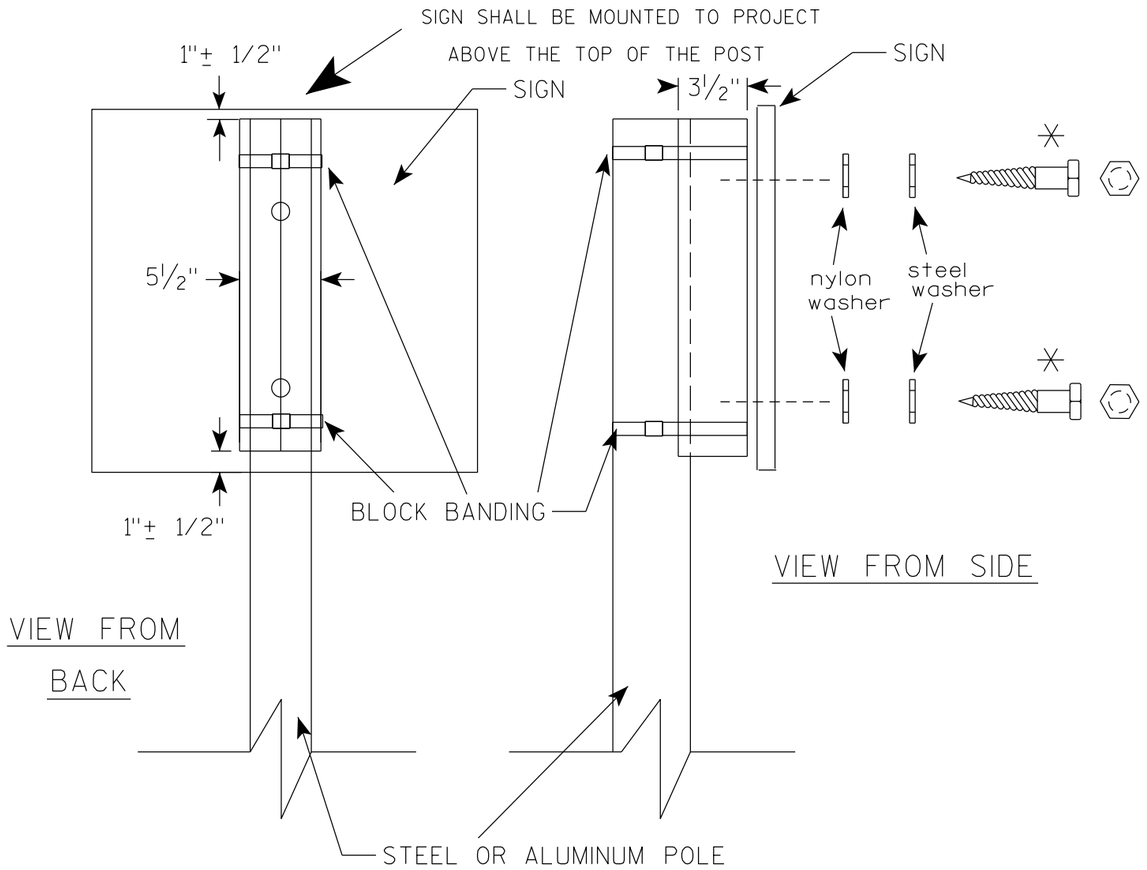
DATE 6/10/19 PLATE NO. A5-9.4

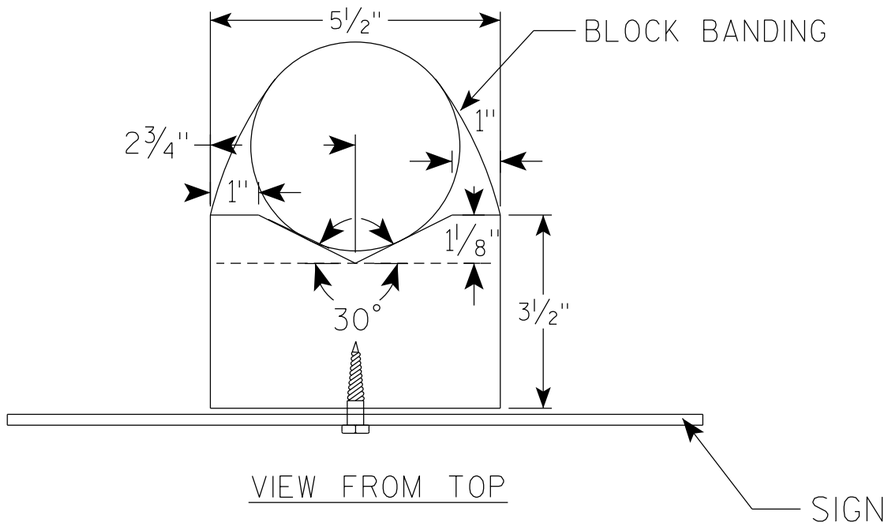
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1017 | E |
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FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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## 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 )

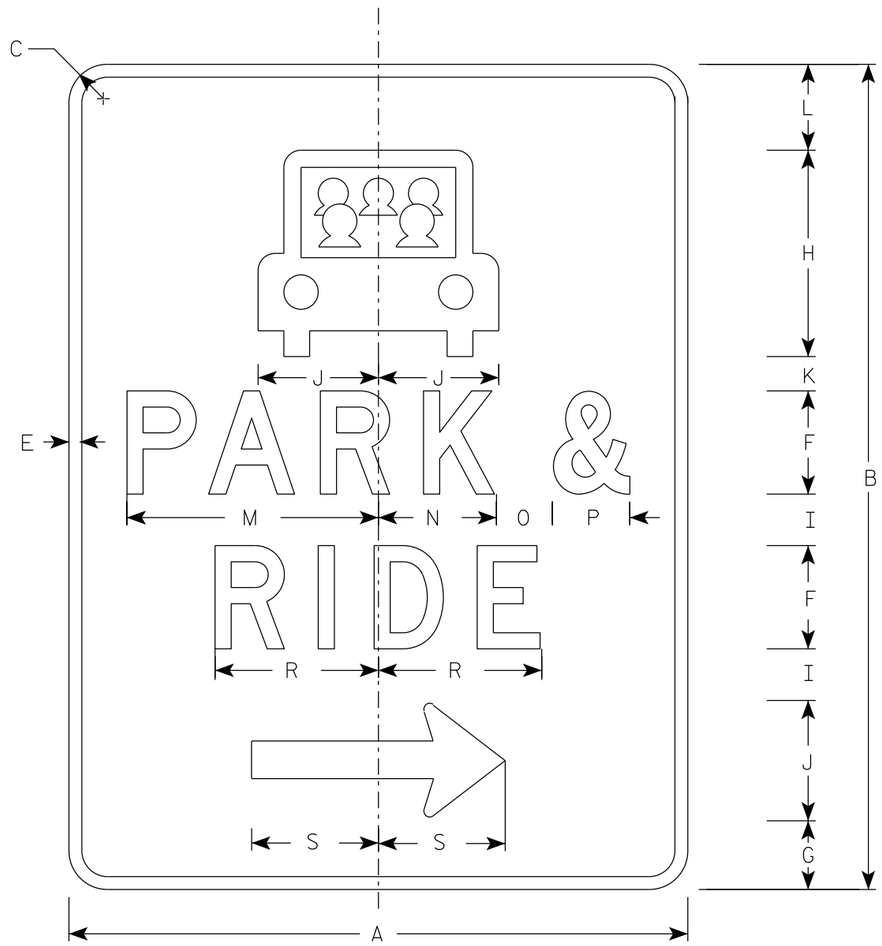
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

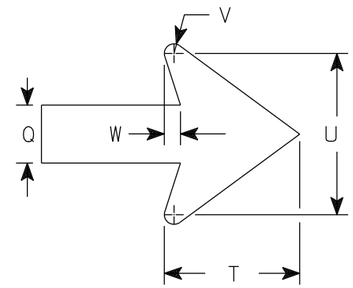
SHEET NO: 1018 E




D4-2R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - D
4. The D4-2L is the same as a D4-2R 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 | 36 | 1 7/8 | | 5/8 | 5 | 3 1/8 | 9 | 2 | 5 | 1 5/8 | 3 1/4 | 11 3/4 | 5 1/2 | 2 3/4 | 3 3/4 | 1 7/8 | 8 | 6 1/8 | 4 | 4 3/8 | 3/8 | 1/2 | | | | 7.5 |
| 2M | 30 | 36 | 1 7/8 | | 5/8 | 5 | 3 1/8 | 9 | 2 | 5 | 1 5/8 | 3 1/4 | 11 3/4 | 5 1/2 | 2 3/4 | 3 3/4 | 1 7/8 | 8 | 6 1/8 | 4 | 4 3/8 | 3/8 | 1/2 | | | | 7.5 |
| 3 | 36 | 48 | 1 7/8 | | 3/4 | 6 | 4 | 12 | 3 | 7 | 2 | 5 | 14 5/8 | 6 7/8 | 3 1/4 | 4 1/2 | 1 7/8 | 9 1/2 | 7 1/2 | 5 1/4 | 6 1/4 | 3/8 | 5/8 | | | | 12.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
D4-2

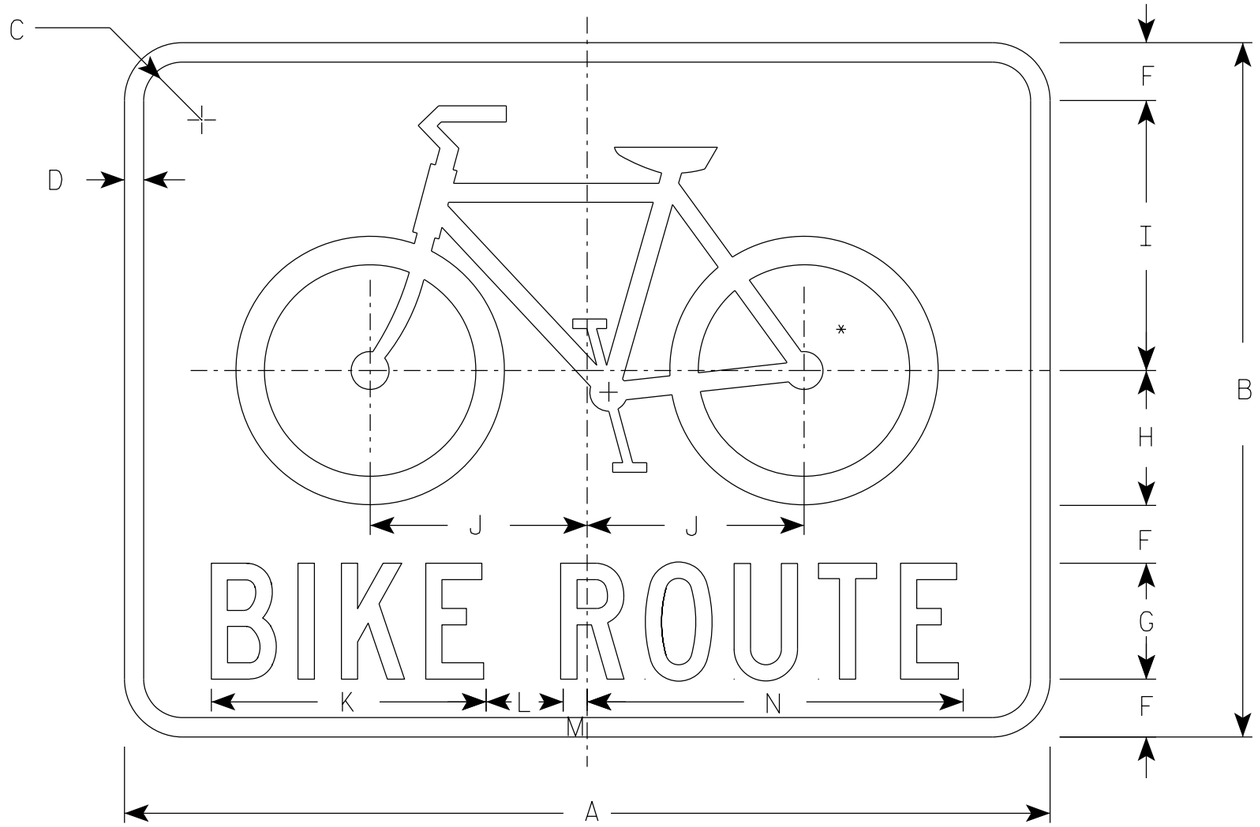
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 4/23/26 PLATE NO. D4-2.8

PROJECT NO:

SHEET NO: 1019 E




D11-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - C

* See W11-1 for symbol design

| SIZE | A | B | C | D | E | F | 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 | 1/2 | | 1 1/2 | 3 | 3 1/2 | 7 | 5 5/8 | 7 1/8 | 2 | 5/8 | 9 3/4 | | | | | | | | | | | | | 3.0 |
| 2M | 24 | 18 | 1 1/2 | 1/2 | | 1 1/2 | 3 | 3 1/2 | 7 | 5 5/8 | 7 1/8 | 2 | 5/8 | 9 3/4 | | | | | | | | | | | | | 3.0 |
| 3 | 30 | 24 | 1 1/2 | 5/8 | | 2 | 4 | 4 3/4 | 9 1/4 | 7 1/2 | 9 1/2 | 2 5/8 | 7/8 | 13 | | | | | | | | | | | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
D11-1

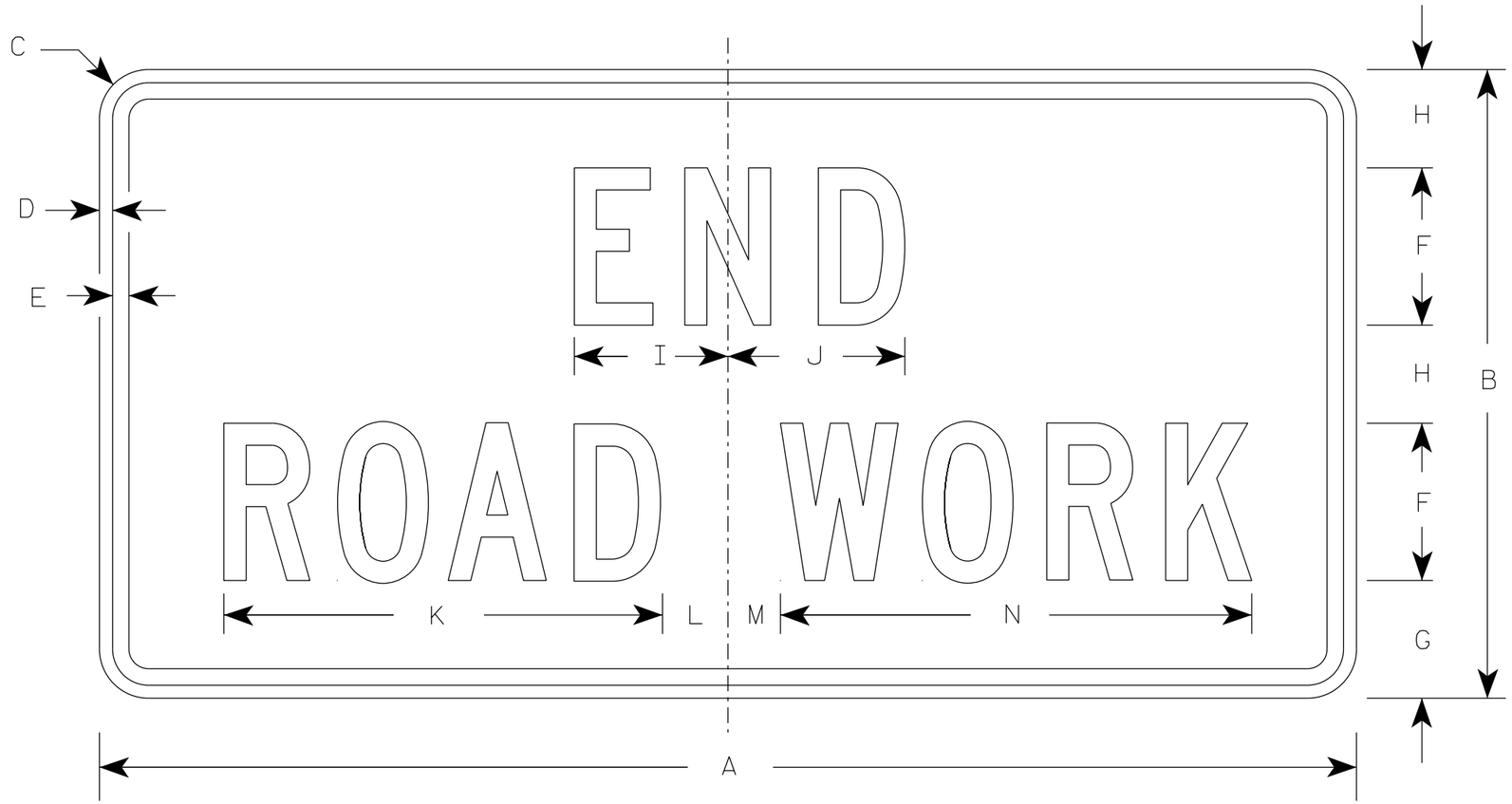
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2023 PLATE NO. D11-1.3

PROJECT NO:

SHEET NO: 1020 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

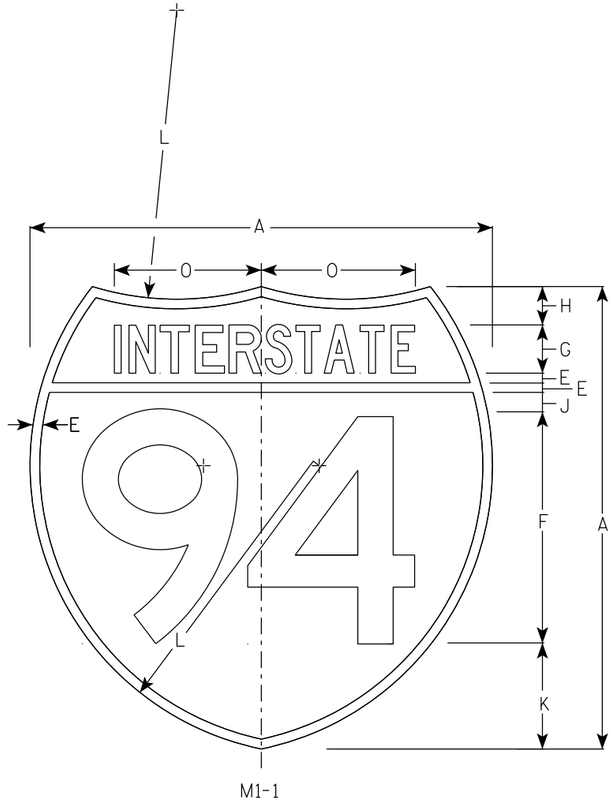
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

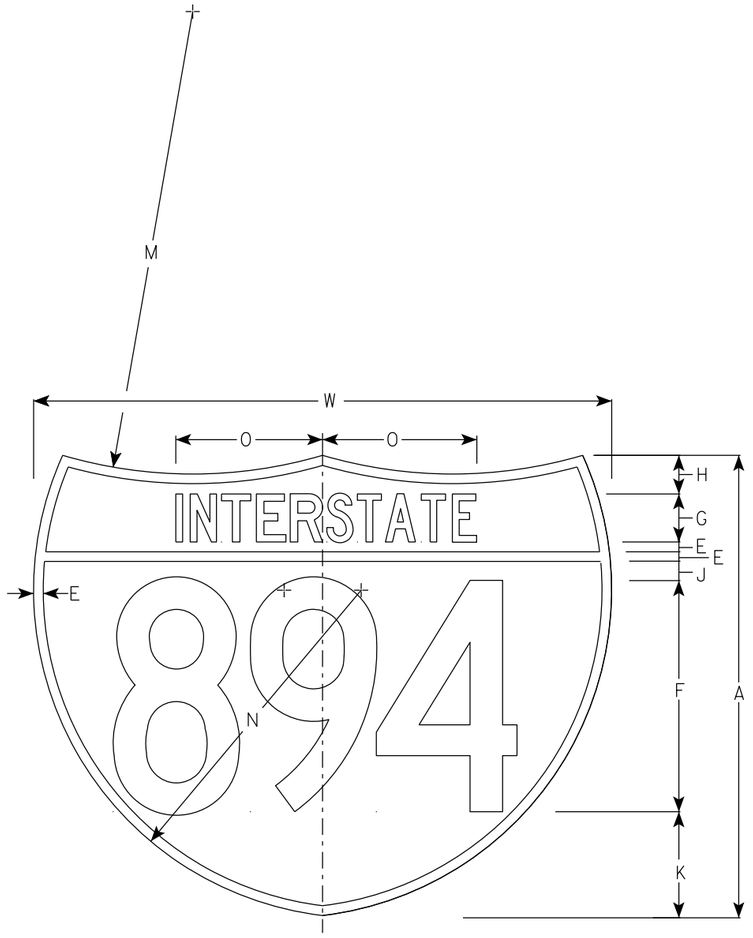
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1021 E




M1-1




M1-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Top Red - Bottom Blue
   Message - White
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | M1-1 Area sq. ft. | M1-1A Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | | | 1/2 | 12 | 2 1/2 | 2 | | 1 | 5 1/2 | 15 | 24 | 17 | 7 7/8 | | | | | | | | 30 | | | 3.13 | 3.91 |
| 2M | 24 | | | | 1/2 | 12 | 2 1/2 | 2 | | 1 | 5 1/2 | 15 | 24 | 17 | 7 7/8 | | | | | | | | 30 | | | 3.13 | 3.91 |
| 3 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 |
| 4 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 |
| 5 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 |

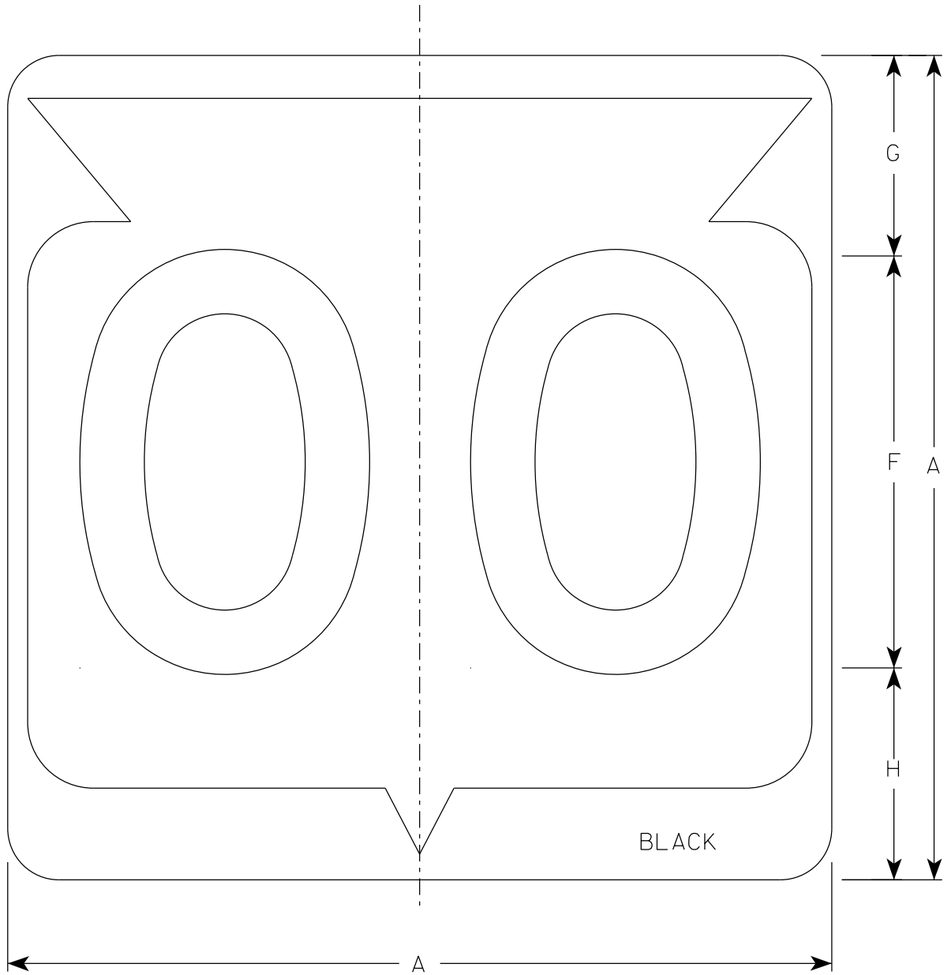
# INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

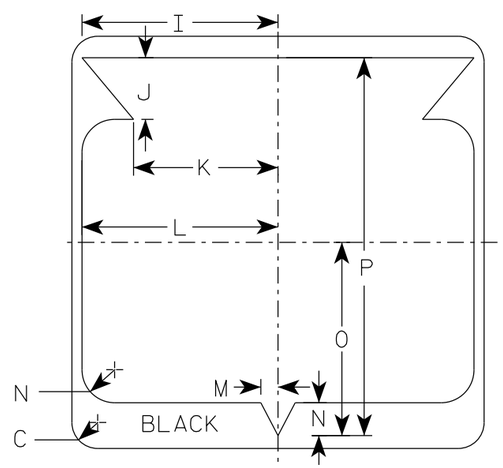
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1022 | E




M1-6

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |

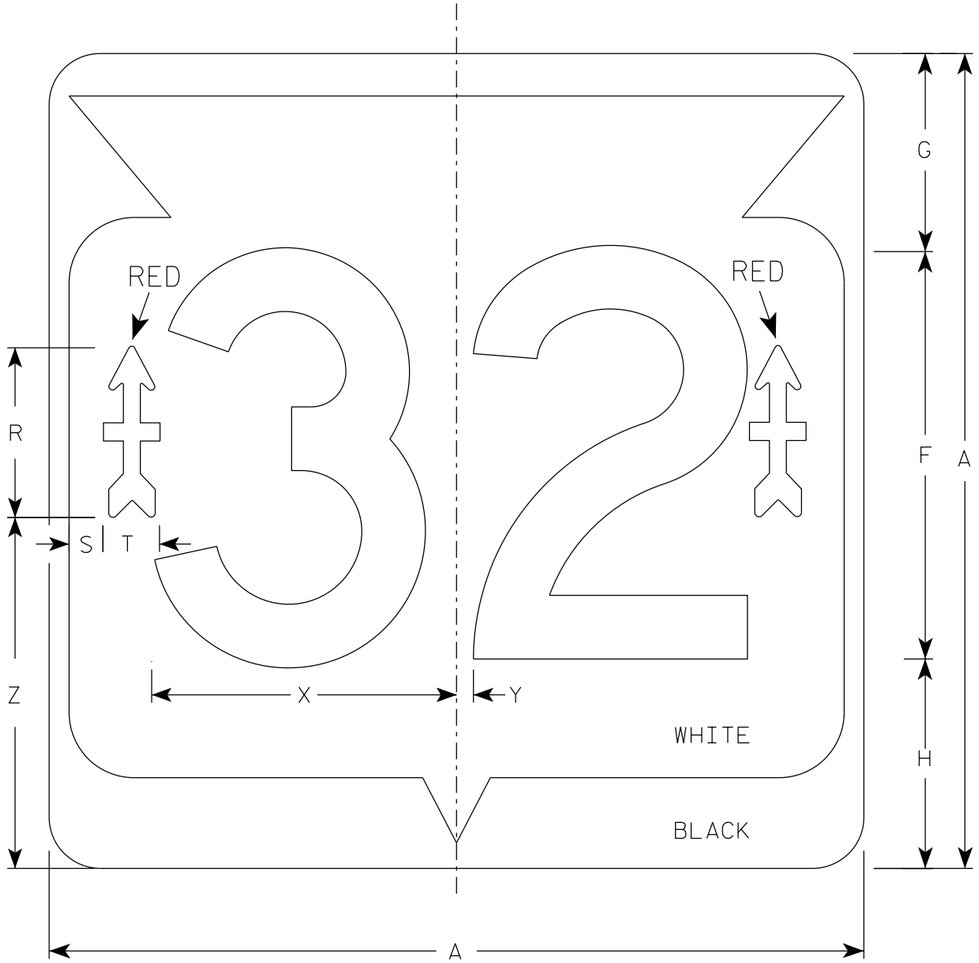
# STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

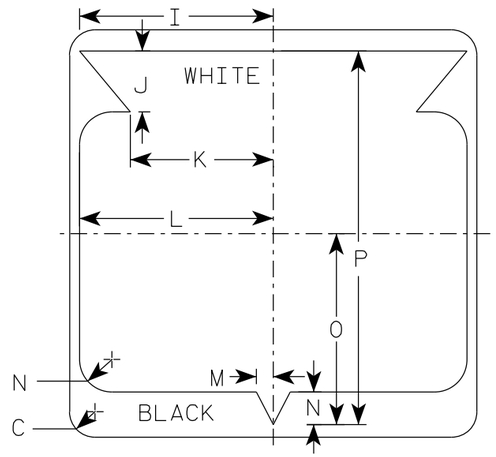
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1023 | E |
|---|---|---|---|---|---|



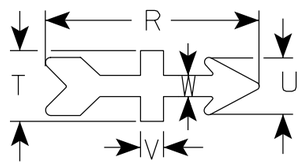

M1-6B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
   Arrow - Red
3. Message Series - D




32nd DIVISION ARROW DETAIL




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 ½ | | | 12 | 5 ½ | 6 ½ | 10 ¼ | 2 ½ | 8 ⅞ | 11 ½ | 1 | 1 ⅞ | 11 ¼ | 21 ⅞ | | 5 ⅛ | ¾ | 1 ⅞ | 1 ½ | ⅝ | ⅝ | 9 | ½ | 10 ½ | 4.0 |
| 2M | 24 | | 1 ½ | | | 12 | 5 ½ | 6 ½ | 10 ¼ | 2 ½ | 8 ⅞ | 11 ½ | 1 | 1 ⅞ | 11 ¼ | 21 ⅞ | | 5 ⅛ | ¾ | 1 ⅞ | 1 ½ | ⅝ | ⅝ | 9 | ½ | 10 ½ | 4.0 |
| 3 | 36 | | 2 ¼ | | | 18 | 8 ¾ | 9 ¼ | 15 ⅜ | 5 ⅜ | 12 ⅝ | 17 ⅛ | 1 ½ | 2 ⅞ | 16 ⅞ | 33 | | 7 ½ | 1 ½ | 2 ½ | 2 | ⅞ | ¾ | 13 ½ | ¾ | 15 ½ | 9.0 |
| 4 | 36 | | 2 ¼ | | | 18 | 8 ¾ | 9 ¼ | 15 ⅜ | 5 ⅜ | 12 ⅝ | 17 ⅛ | 1 ½ | 2 ⅞ | 16 ⅞ | 33 | | 7 ½ | 1 ½ | 2 ½ | 2 | ⅞ | ¾ | 13 ½ | ¾ | 15 ½ | 9.0 |
| 5 | 36 | | 2 ¼ | | | 18 | 8 ¾ | 9 ¼ | 15 ⅜ | 5 ⅜ | 12 ⅝ | 17 ⅛ | 1 ½ | 2 ⅞ | 16 ⅞ | 33 | | 7 ½ | 1 ½ | 2 ½ | 2 | ⅞ | ¾ | 13 ½ | ¾ | 15 ½ | 9.0 |

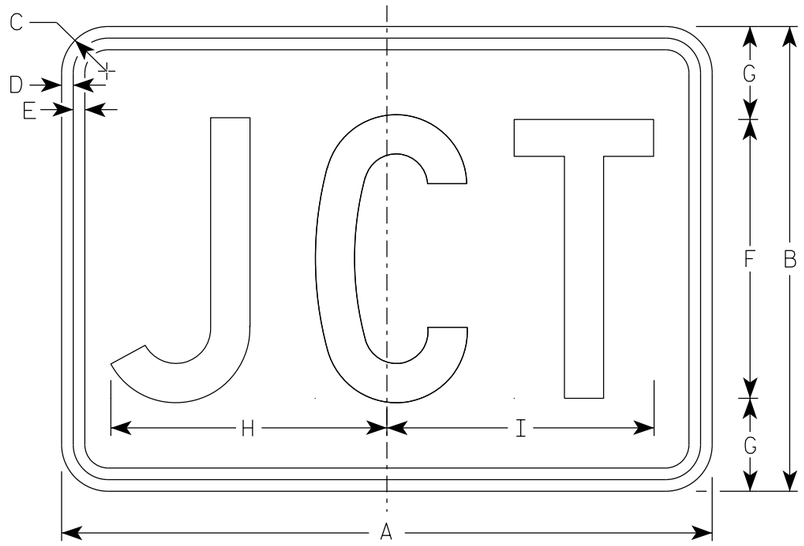
STATE ROUTE MARKER "32"
M1-6B FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

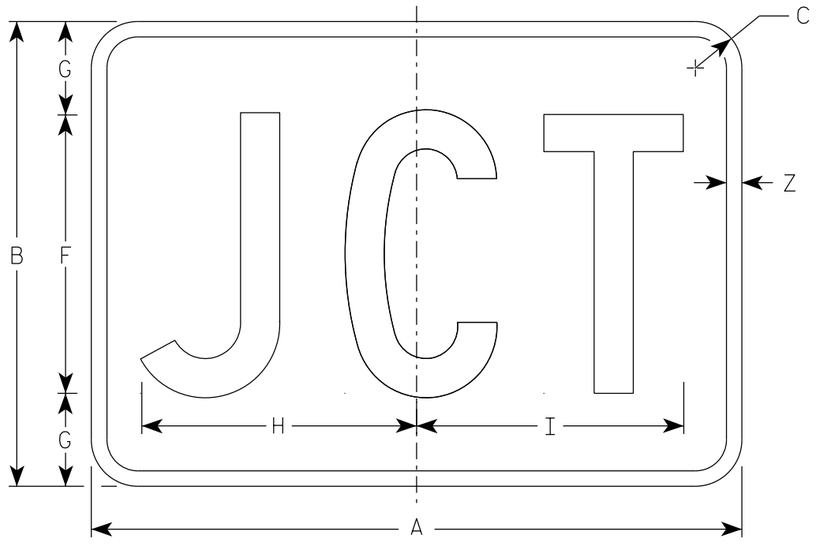
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6B.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1024 | E |
|---|---|---|---|---|---|




M2-1
MM2-1
MP2-1




MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 21 | 15 | 1 1/2 | 3/8 | 3/8 | 9 | 3 | 8 7/8 | 8 5/8 | | | | | | | | | | | | | | | | | 1/2 | 2.20 |
| 2M | 21 | 15 | 1 1/2 | 3/8 | 3/8 | 9 | 3 | 8 7/8 | 8 5/8 | | | | | | | | | | | | | | | | | 1/2 | 2.20 |
| 3 | 30 | 21 | 1 1/2 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | | 1/2 | 4.40 |
| 4 | 30 | 21 | 1 1/2 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | | 1/2 | 4.40 |
| 5 | 30 | 21 | 1 1/2 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | | 1/2 | 4.40 |

STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

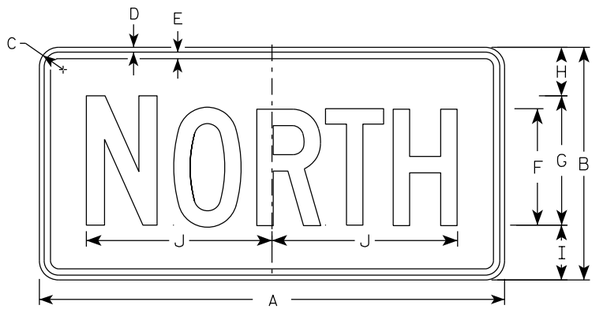
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

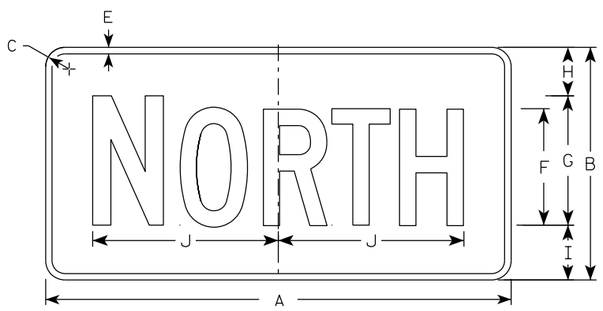
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1025 | E



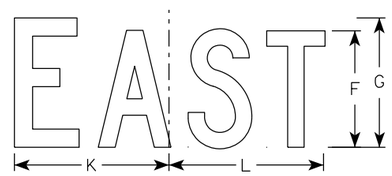

7




M3-1
MM3-1
MP3-1



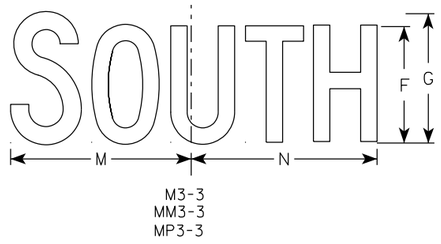

MB3-1
MK3-1
MN3-1



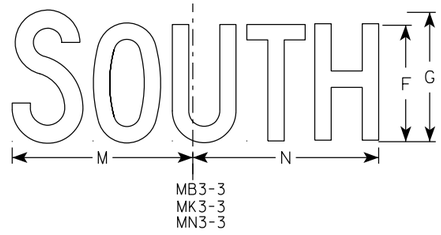

M3-2
MM3-2
MP3-2



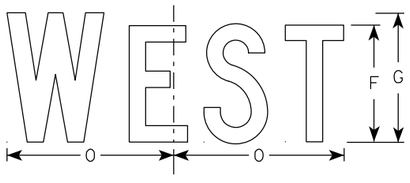

MB3-2
MK3-2
MN3-2



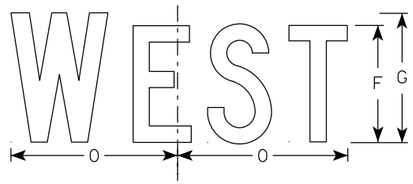

M3-3
MM3-3
MP3-3




MB3-3
MK3-3
MN3-3




M3-4
MM3-4
MP3-4




MB3-4
MK3-4
MN3-4

## NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | | | | | | | | | | 2.00 |
| 2M | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |

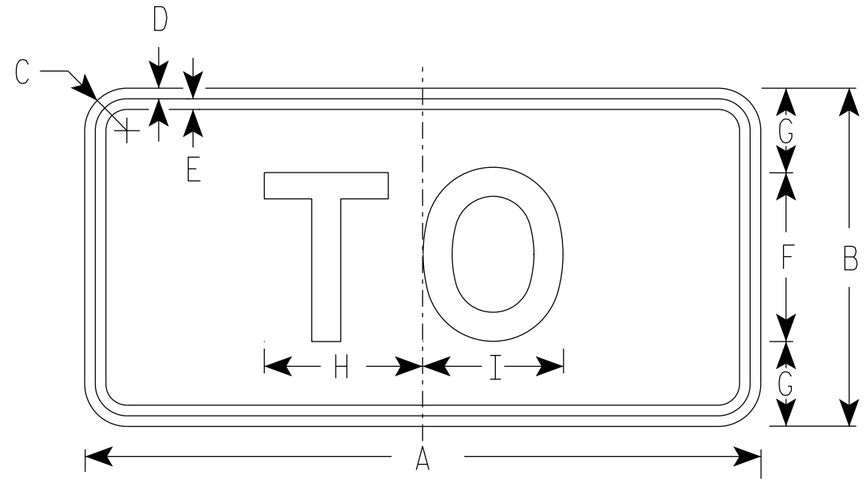
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

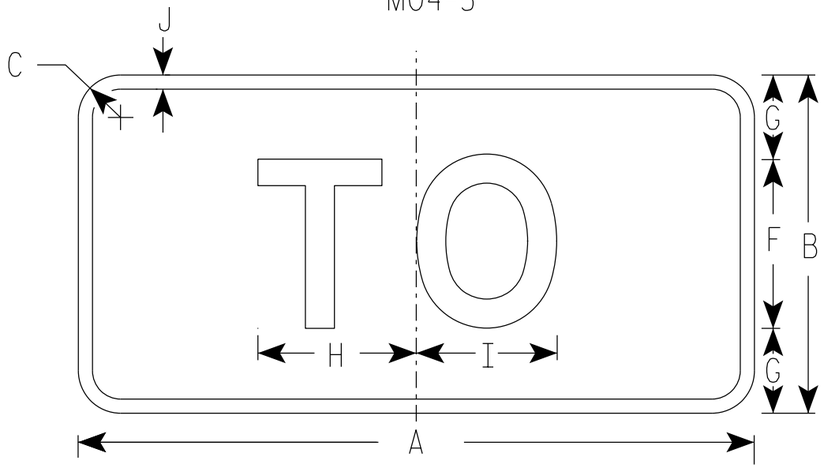
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1026 | E




M4-5
MM4-5
MP4-5
M04-5




MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 ½ | ⅜ | ⅜ | 6 | 3 | 5 ⅜ | 5 ¼ | ½ | | | | | | | | | | | | | | | | | 2.00 |
| 2M | 24 | 12 | 1 ½ | ⅜ | ⅜ | 6 | 3 | 5 ⅜ | 5 ¼ | ½ | | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 8 ¼ | 8 ⅜ | ½ | | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 8 ¼ | 8 ⅜ | ½ | | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 8 ¼ | 8 ⅜ | ½ | | | | | | | | | | | | | | | | | 4.5 |

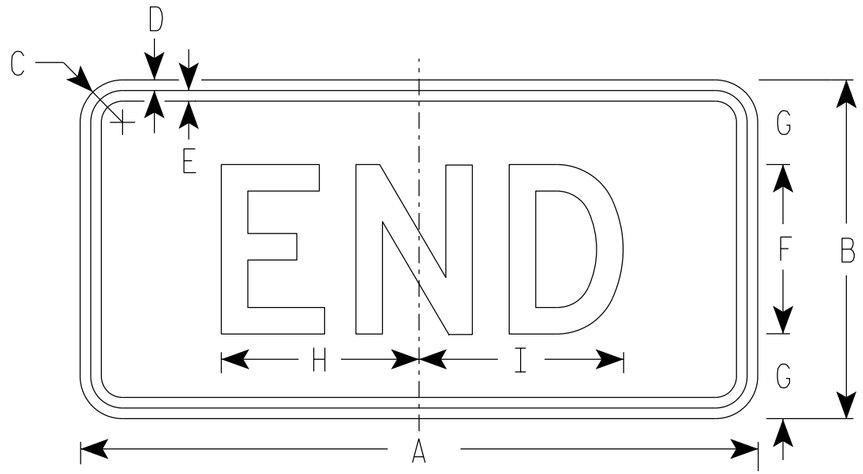
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

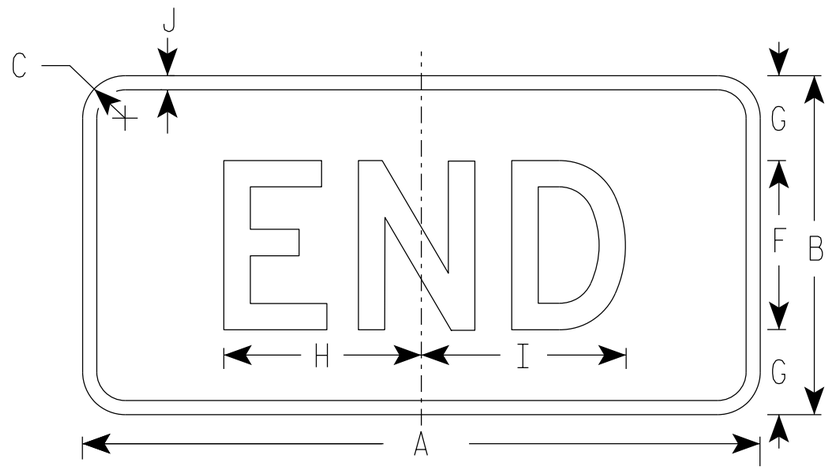
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1027 E




M4-6
MM4-6
MP4-6




MB4-6
MK4-6
MN4-6
MR4-6

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MP4-6 Background - White
   Message - Blue

   MR4-6 Background - Brown
   Message - Yellow

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 ½ | ⅜ | ⅜ | 6 | 3 | 7 | 7 ¼ | ½ | | | | | | | | | | | | | | | | | 2.00 |
| 2M | 24 | 12 | 1 ½ | ⅜ | ⅜ | 6 | 3 | 7 | 7 ¼ | ½ | | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 12 | 11 ⅞ | ½ | | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 12 | 11 ⅞ | ½ | | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 12 | 11 ⅞ | ½ | | | | | | | | | | | | | | | | | 4.5 |

STANDARD SIGN
M4-6

*WISCONSIN DEPT OF TRANSPORTATION*

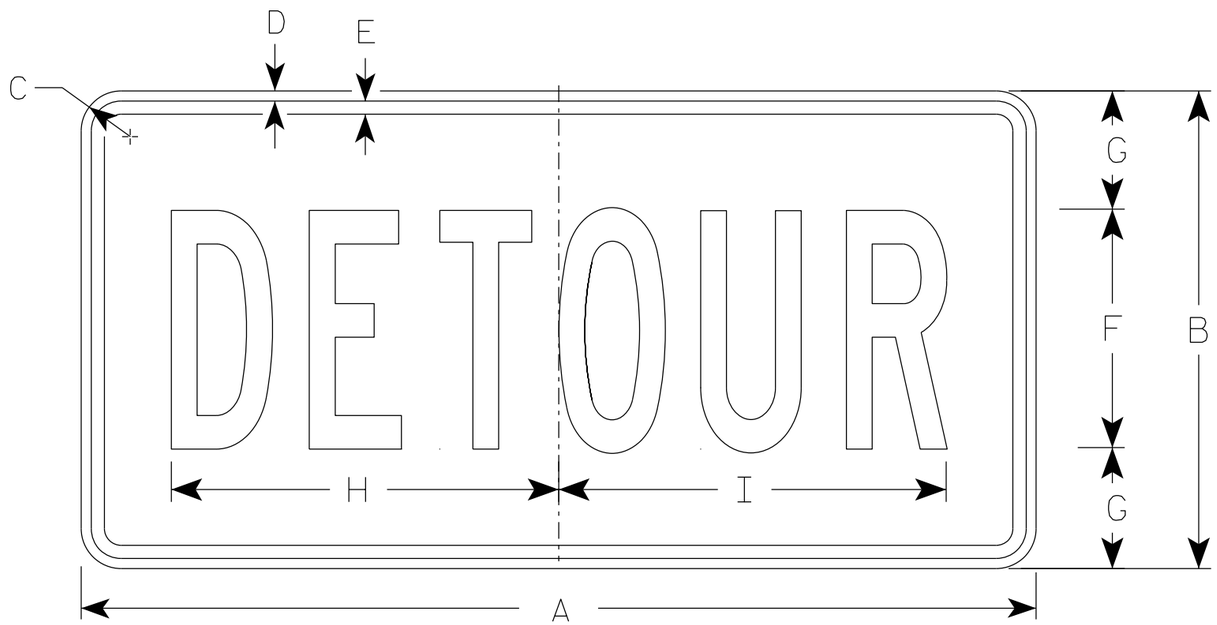
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-7.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1028 | 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 |

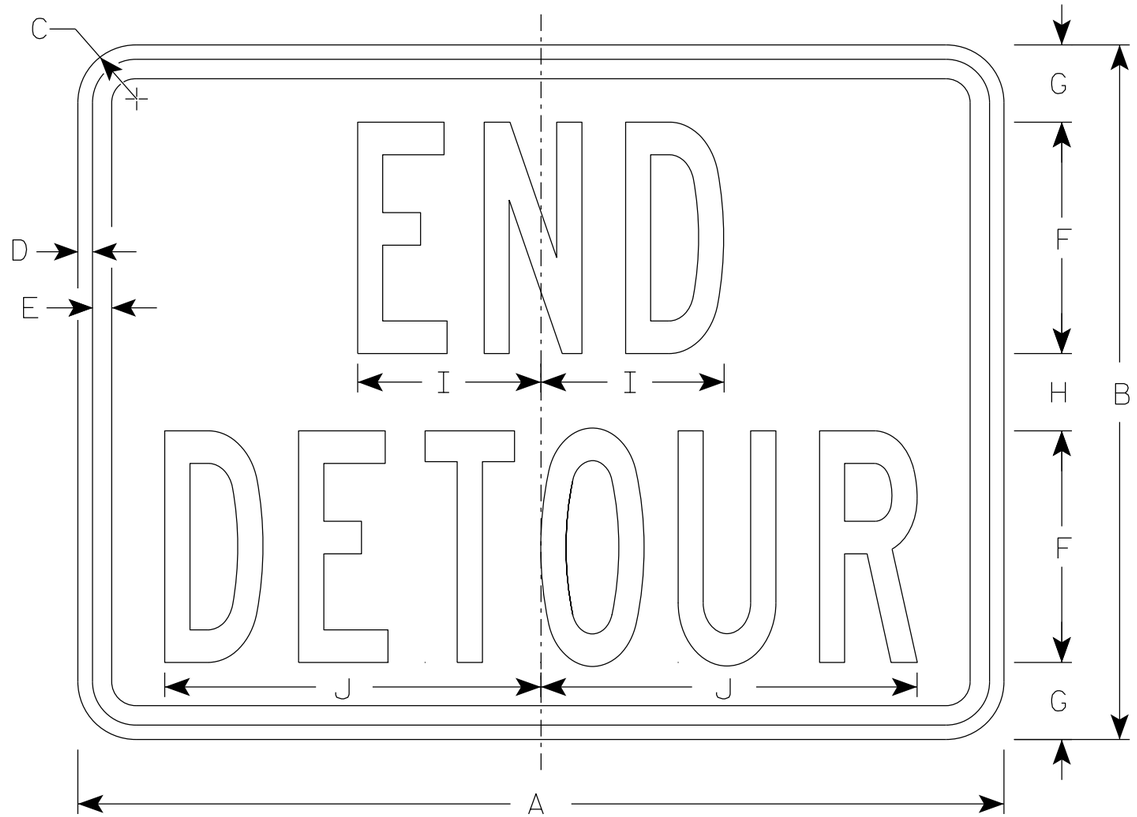
STANDARD SIGN
M4-8

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: 1029 | 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 |

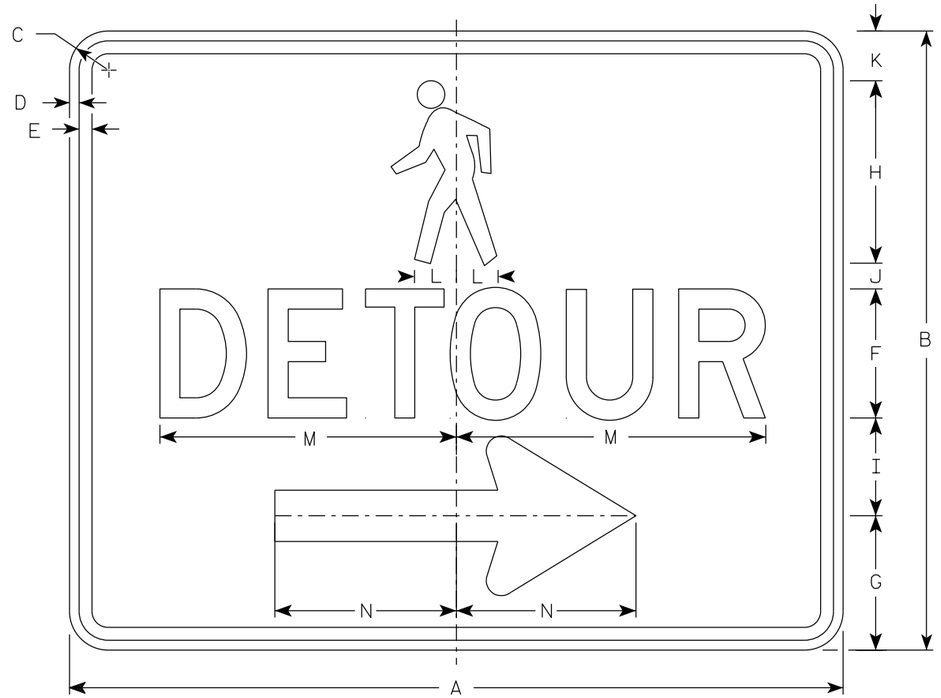
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

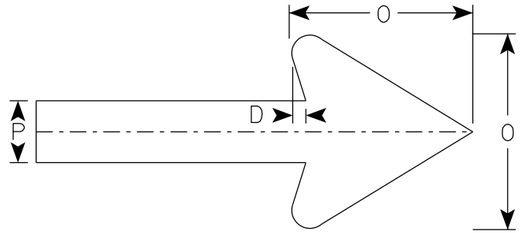
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1030 | E




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

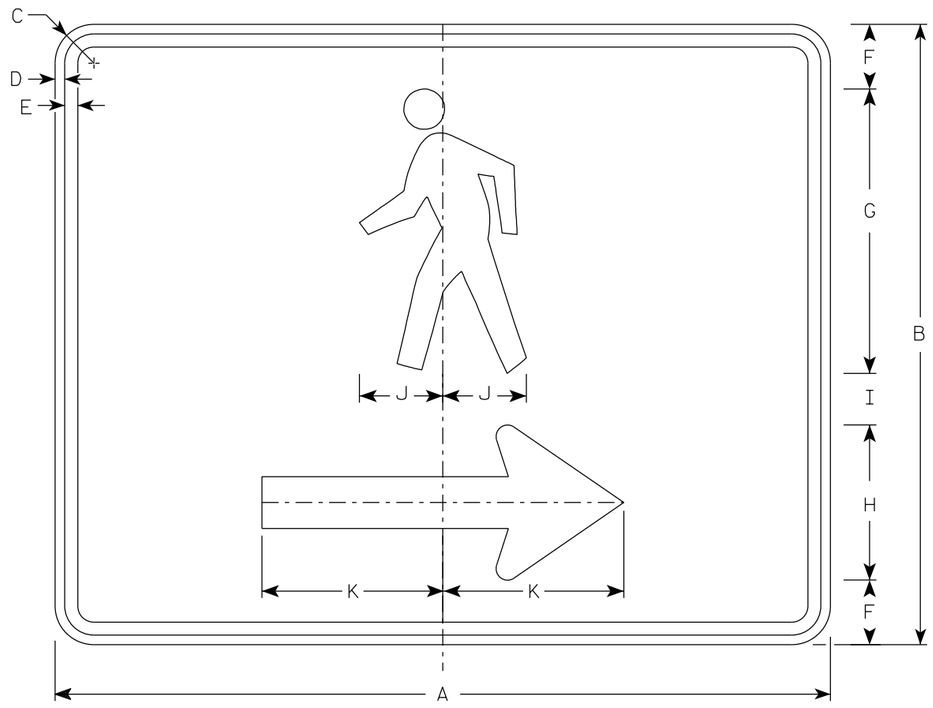
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

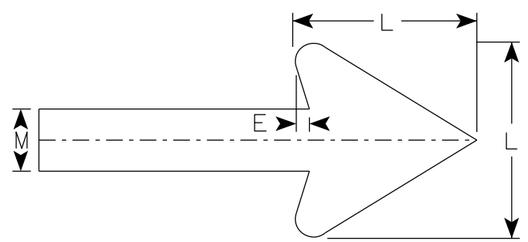
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1031 | E |
|---|---|---|---|---|---|

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.




M4-60R




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 ½ | ⅜ | ½ | 2 ½ | 11 | 6 | 2 | 3 ¼ | 7 | 6 | 2 | | | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 ½ | ⅜ | ½ | 2 ½ | 11 | 6 | 2 | 3 ¼ | 7 | 6 | 2 | | | | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

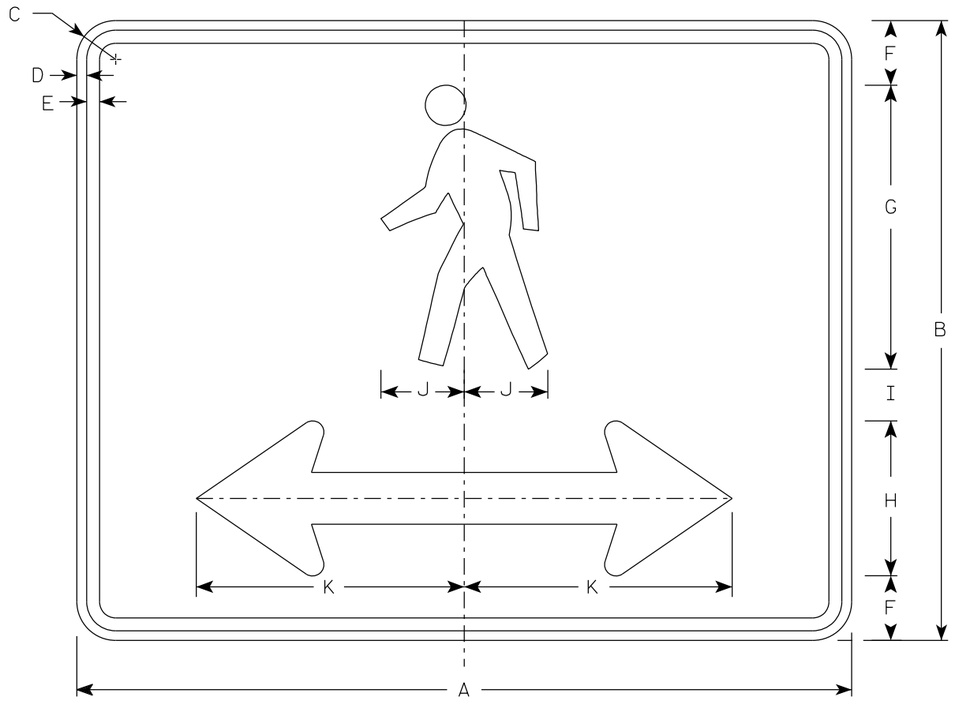
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

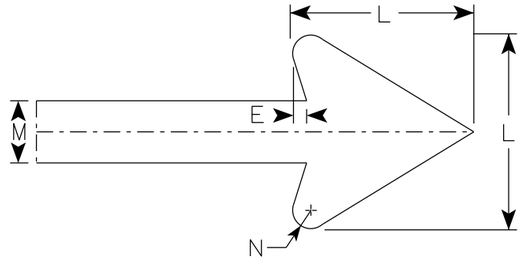
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1032 | E




M4-60D

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 2 1/2 | 11 | 6 | 2 | 3 1/4 | 10 3/8 | 6 | 2 | 3/8 | | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 2 1/2 | 11 | 6 | 2 | 3 1/4 | 10 3/8 | 6 | 2 | 3/8 | | | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

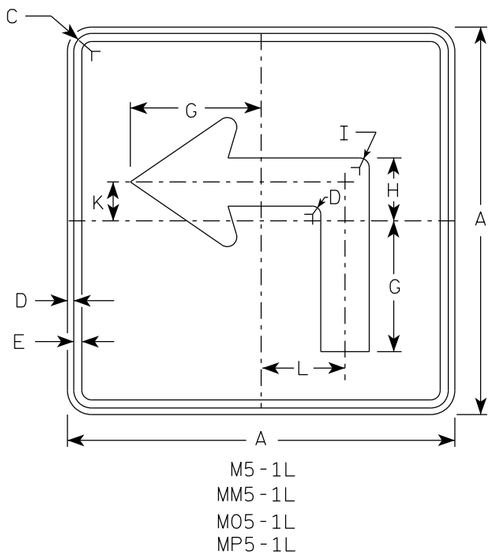
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

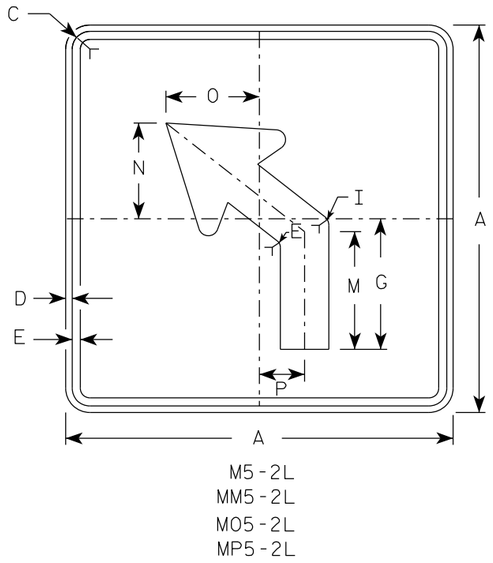
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

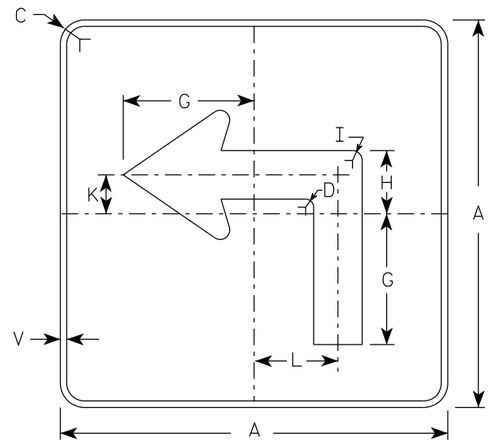
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1033 | E



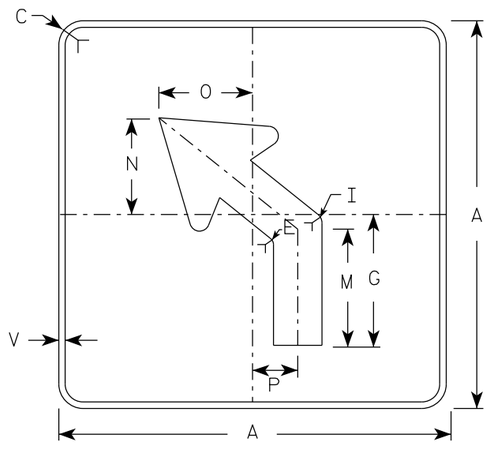

M5-1L
MM5-1L
MO5-1L
MP5-1L




M5-2L
MM5-2L
MO5-2L
MP5-2L




MB5-1L
MK5-1L
MN5-1L
MR5-1L

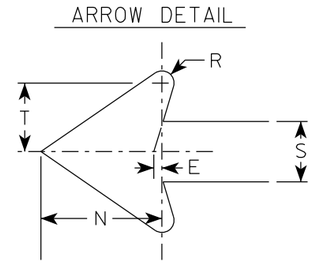



MB5-2L
MK5-2L
MN5-2L
MR5-2L

## 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 |

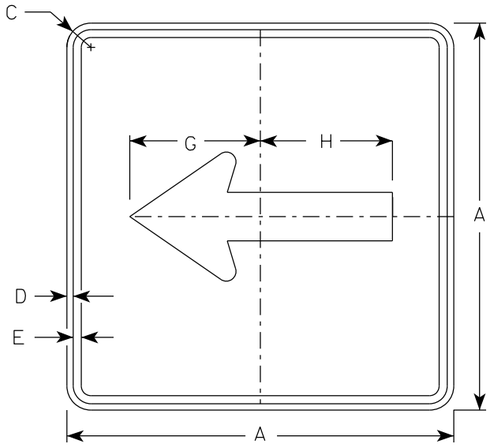
# STANDARD SIGN
# M5-1 & M5-2

*WISCONSIN DEPT OF TRANSPORTATION*

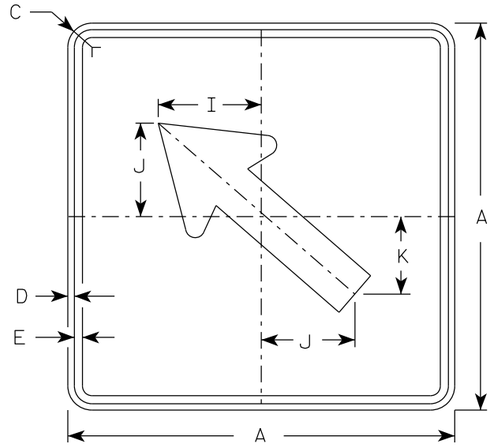
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

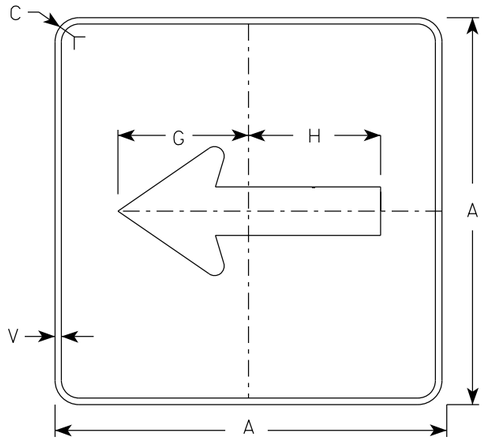
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1034 | E



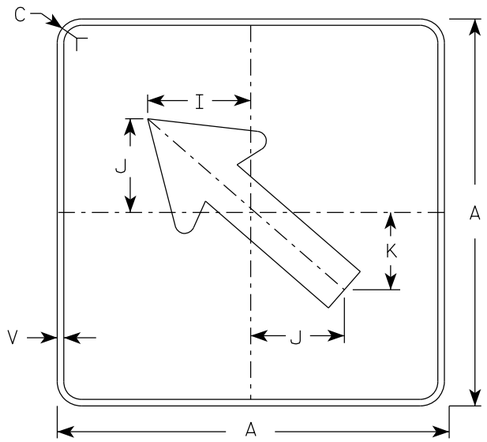

M6-1
MM6-1
MO6-1
MP6-1




M6-2
MM6-2
MO6-2
MP6-2




MB6-1
MK6-1
MN6-1
MR6-1

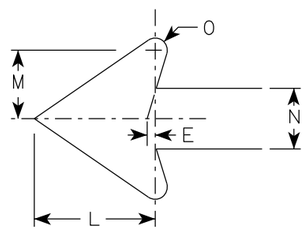



MB6-2
MK6-2
MN6-2
MR6-2

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 |

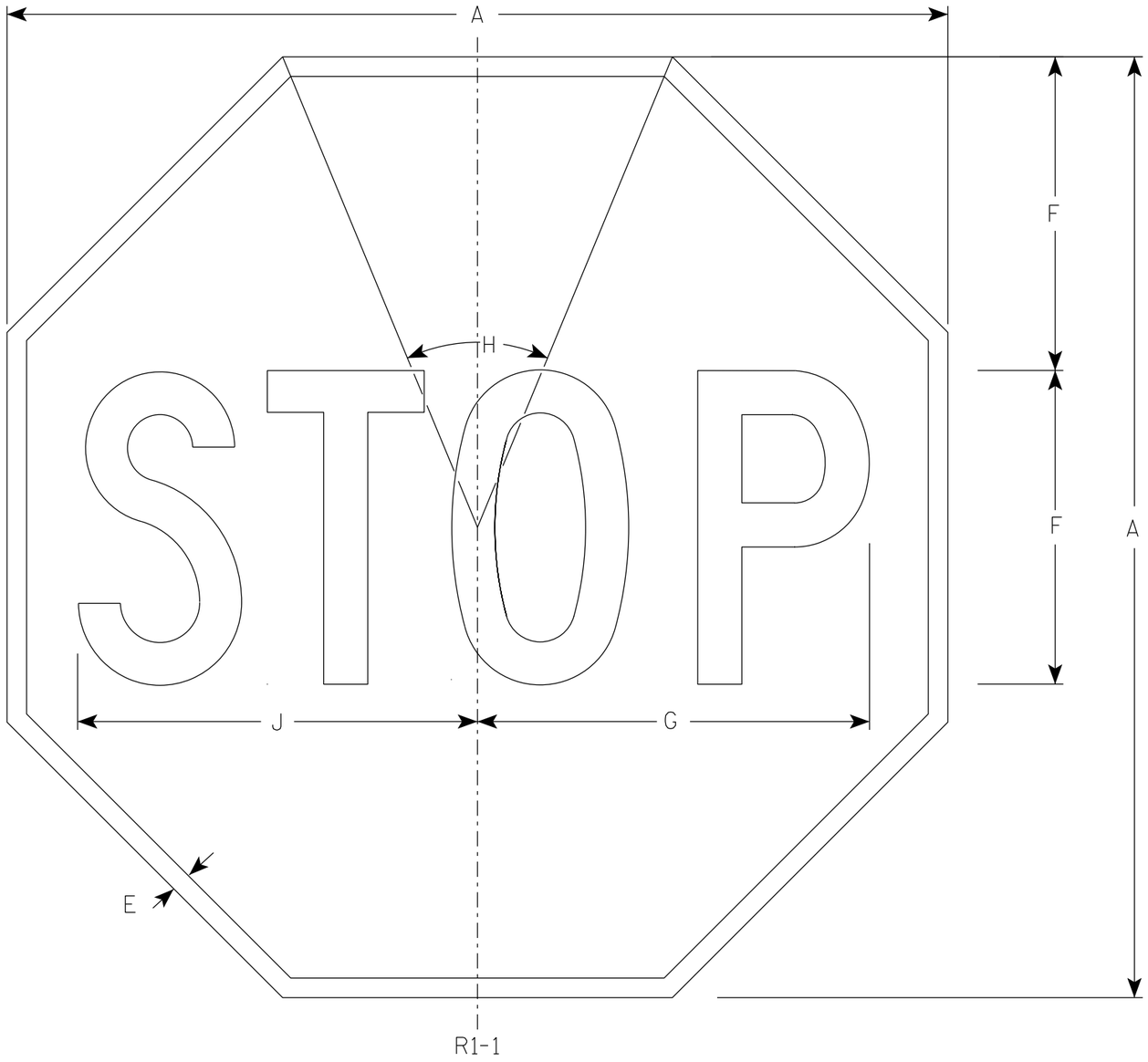
STANDARD SIGN
M6-1 & M6-2
SERIES

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: 1035 | E




NOTES

1. Sign is Type II - Type H Reflective
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 |

# STANDARD SIGN
# R1-1

WISCONSIN DEPT OF TRANSPORTATION

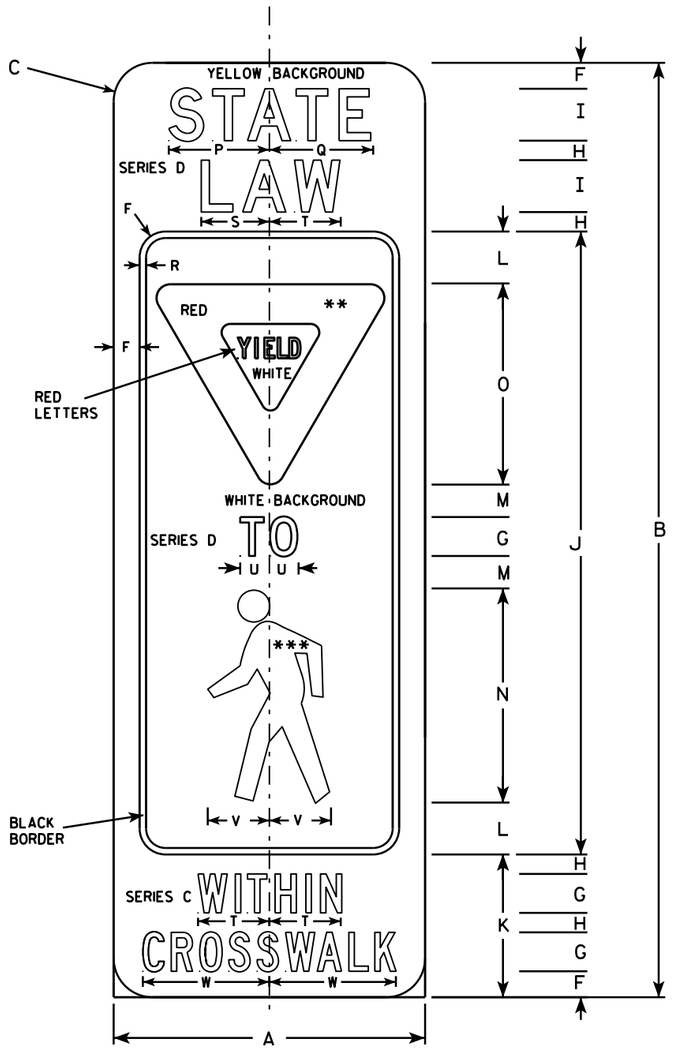
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/9/2025 PLATE NO. R1-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1036 E




7




R1-6

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

## NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - AS SHOWN AND IN TABLE
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 12 | 36 | 1 ½ | | | 1 | 1 ½C | ¾ | 2 D | 24 | 5 ½ | 2 | 1 ¼ | 8 ¼ | 7 ¾ | 3 ⅞ | 4 | ¼ | 2 ⅝ | 2 ¾ | 1 ⅛ | 2 ⅜ | 4 ⅞ | | | | 3.0 |
| 2M | 12 | 36 | 1 ½ | | | 1 | 1 ½C | ¾ | 2 D | 24 | 5 ½ | 2 | 1 ¼ | 8 ¼ | 7 ¾ | 3 ⅞ | 4 | ¼ | 2 ⅝ | 2 ¾ | 1 ⅛ | 2 ⅜ | 4 ⅞ | | | | 3.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R1-6

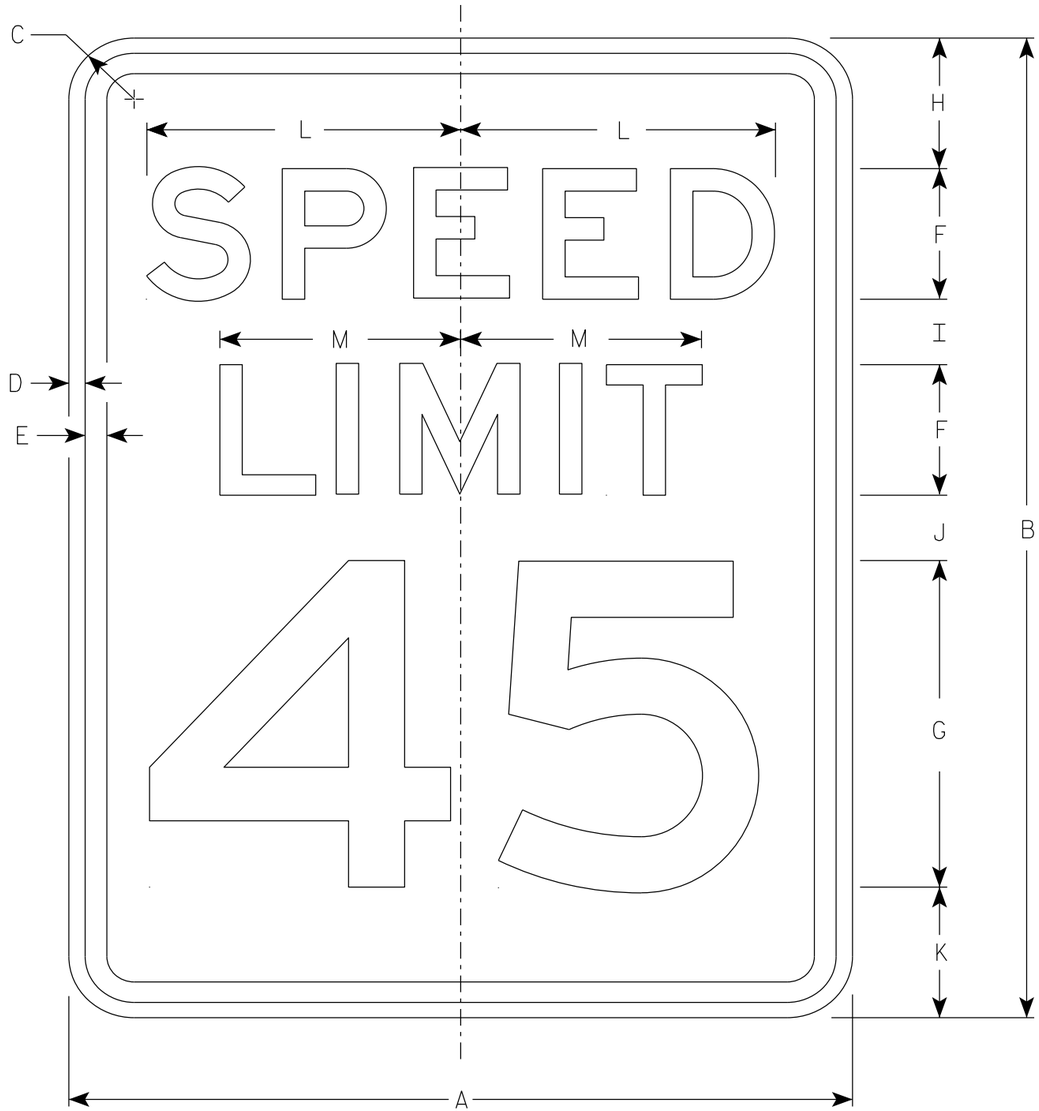
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/14 PLATE NO. R1-6.3

PROJECT NO:

SHEET NO: E




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

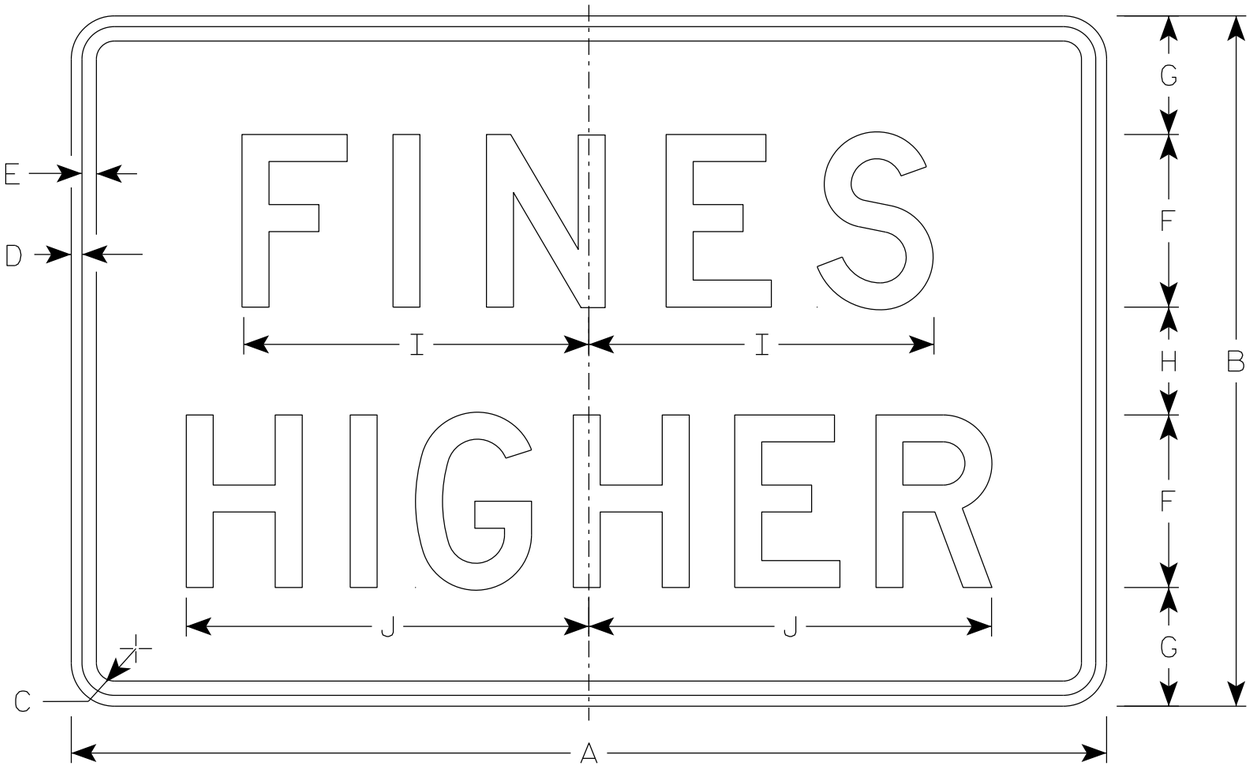
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1038 | 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 |

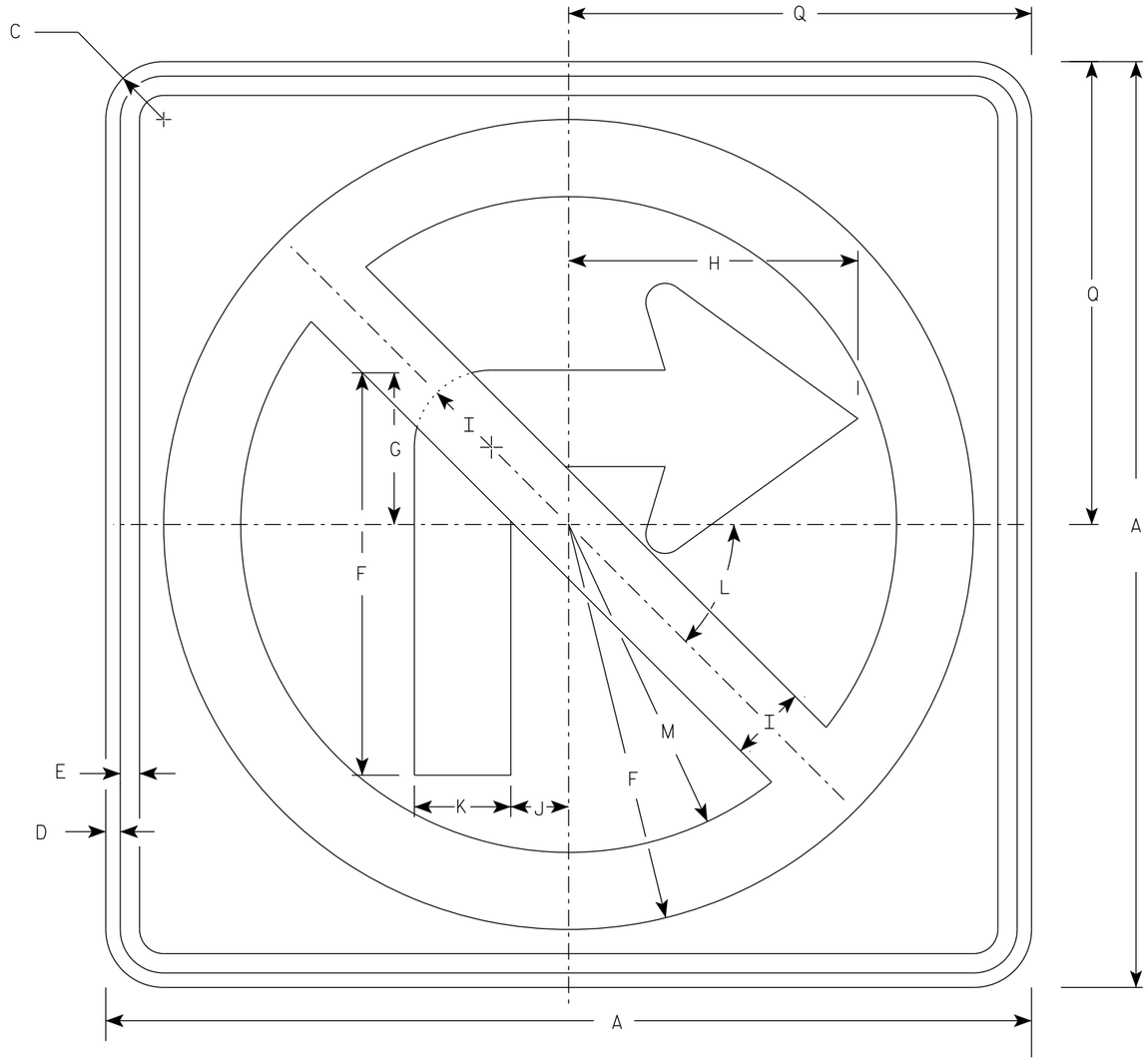
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-6P.3

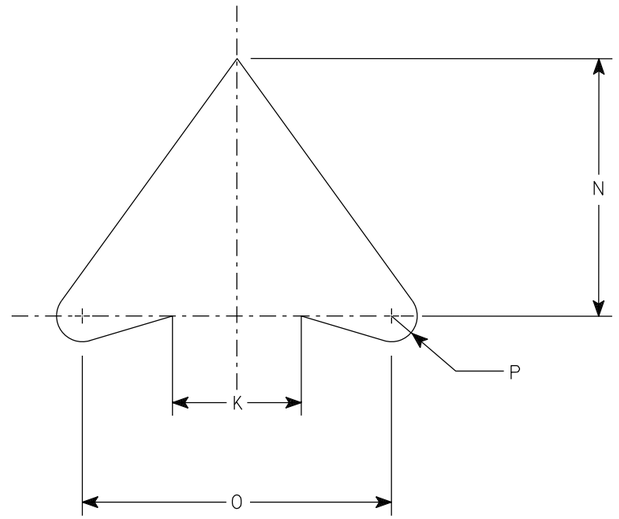
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1039 | E |
|---|---|---|---|---|---|




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*

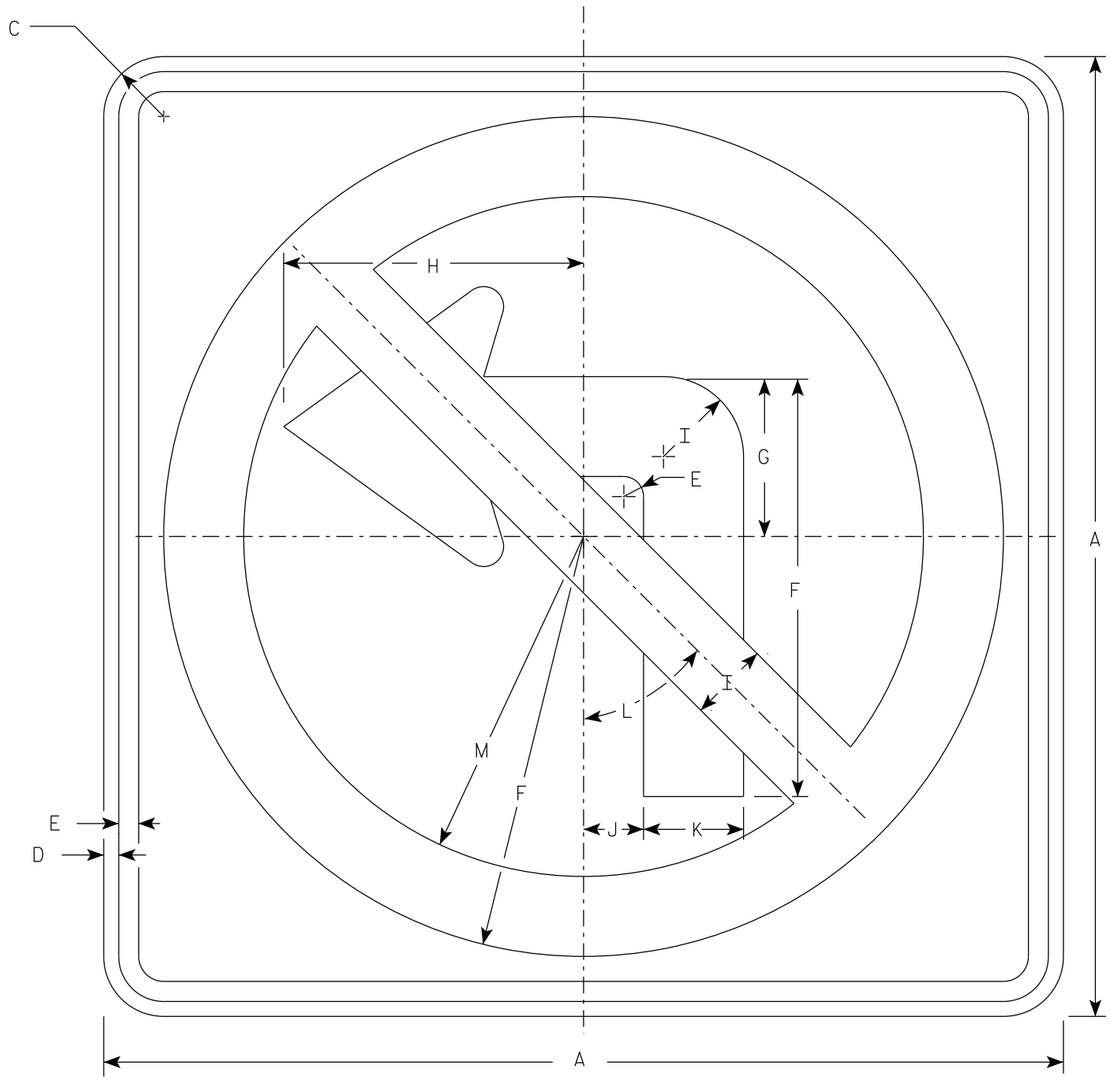
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

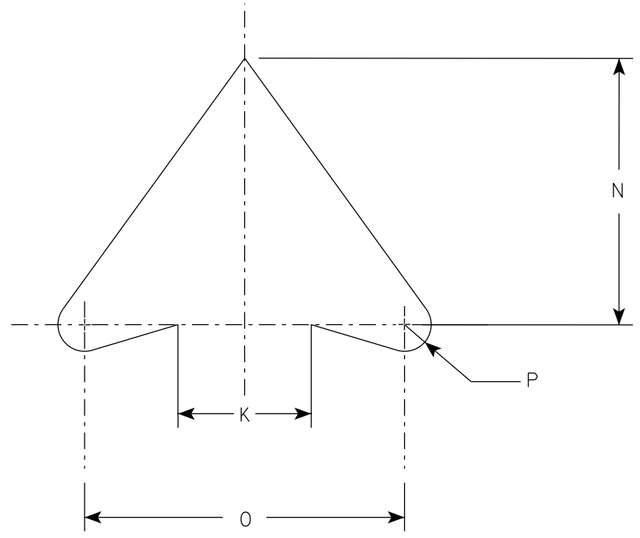
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1040 | E

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 1/2 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/2 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2M | 36 | | 2 1/4 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 |

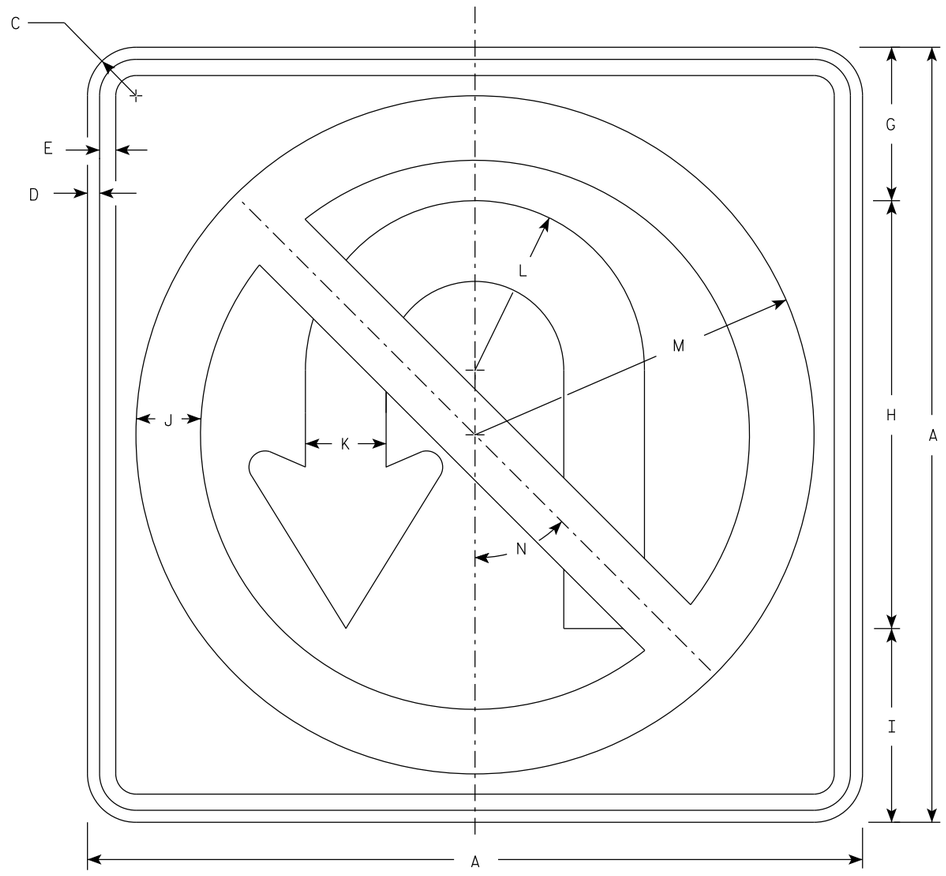
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

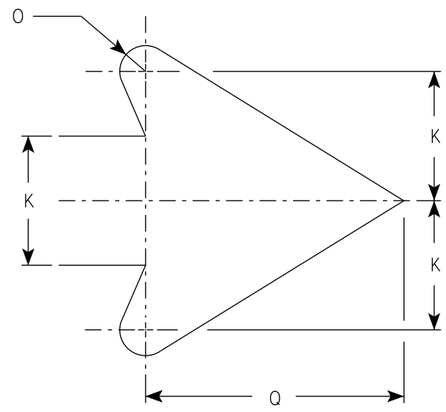
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1041 | E




R3-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/2 | 3/8 | 1/2 | | 4 3/4 | 13 1/4 | 6 | 2 | 2 1/2 | 5 1/4 | 10 1/2 | 45° | 1/2 | | 5 | | | | | | | | | | 4.0 |
| 2M | 36 | | 2 1/4 | 5/8 | 3/4 | | 7 1/8 | 19 7/8 | 9 | 3 | 3 3/4 | 7 7/8 | 15 3/4 | 45° | 3/4 | | 7 5/8 | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | | 7 1/8 | 19 7/8 | 9 | 3 | 3 3/4 | 7 7/8 | 15 3/4 | 45° | 3/4 | | 7 5/8 | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | | 7 1/8 | 19 7/8 | 9 | 3 | 3 3/4 | 7 7/8 | 15 3/4 | 45° | 3/4 | | 7 5/8 | | | | | | | | | | 9.0 |
| 5 | 48 | | 3 | 3/4 | 1 | | 9 1/2 | 26 1/2 | 12 | 4 | 5 | 10 1/2 | 21 | 45° | 1 | | 10 | | | | | | | | | | 16.0 |

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

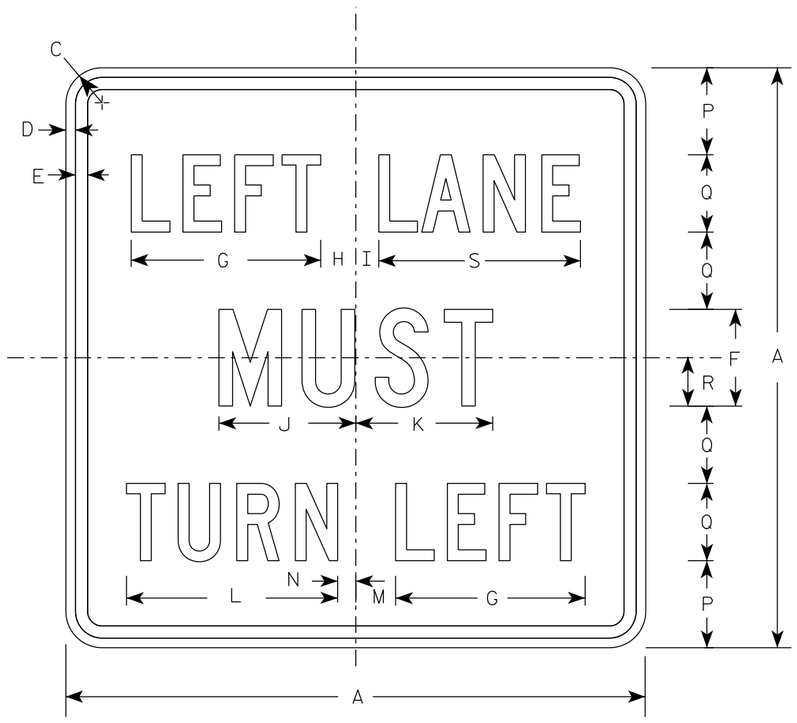
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/10/2025 PLATE NO. R3-4.13

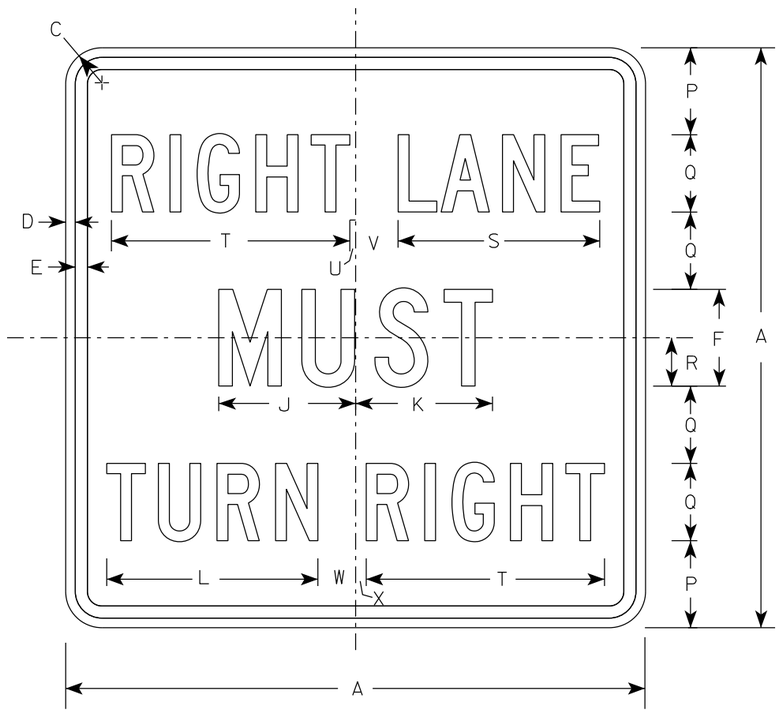
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1042 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C




R3-7L




R3-7R

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 7/8 | 1/2 | 5/8 | 5 | 9 3/4 | 1 7/8 | 1 1/8 | 7 1/8 | 7 1/8 | 10 7/8 | 2 | 1 | | 4 1/2 | 4 | 2 1/2 | 10 3/8 | 12 3/8 | 1/4 | 2 1/4 | 2 | 1/2 | | | 6.25 |
| 2S | 30 | | 1 7/8 | 1/2 | 5/8 | 5 | 9 3/4 | 1 7/8 | 1 1/8 | 7 1/8 | 7 1/8 | 10 7/8 | 2 | 1 | | 4 1/2 | 4 | 2 1/2 | 10 3/8 | 12 3/8 | 1/4 | 2 1/4 | 2 | 1/2 | | | 6.25 |
| 2M | 30 | | 1 7/8 | 1/2 | 5/8 | 5 | 9 3/4 | 1 7/8 | 1 1/8 | 7 1/8 | 7 1/8 | 10 7/8 | 2 | 1 | | 4 1/2 | 4 | 2 1/2 | 10 3/8 | 12 3/8 | 1/4 | 2 1/4 | 2 | 1/2 | | | 6.25 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | 6 | 11 3/4 | 2 1/8 | 1 3/8 | 8 1/2 | 8 1/2 | 13 1/8 | 2 1/8 | 1 1/8 | | 5 3/8 | 4 3/4 | 3 | 12 1/2 | 14 3/4 | 3/8 | 2 5/8 | 2 3/8 | 5/8 | | | 9.00 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 15 5/8 | 2 7/8 | 1 7/8 | 11 3/8 | 11 3/8 | 17 1/2 | 3 1/4 | 1 1/2 | | 7 1/8 | 6 3/8 | 4 | 16 3/4 | 19 3/4 | 1/2 | 3 1/2 | 3 1/8 | 7/8 | | | 16.00 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

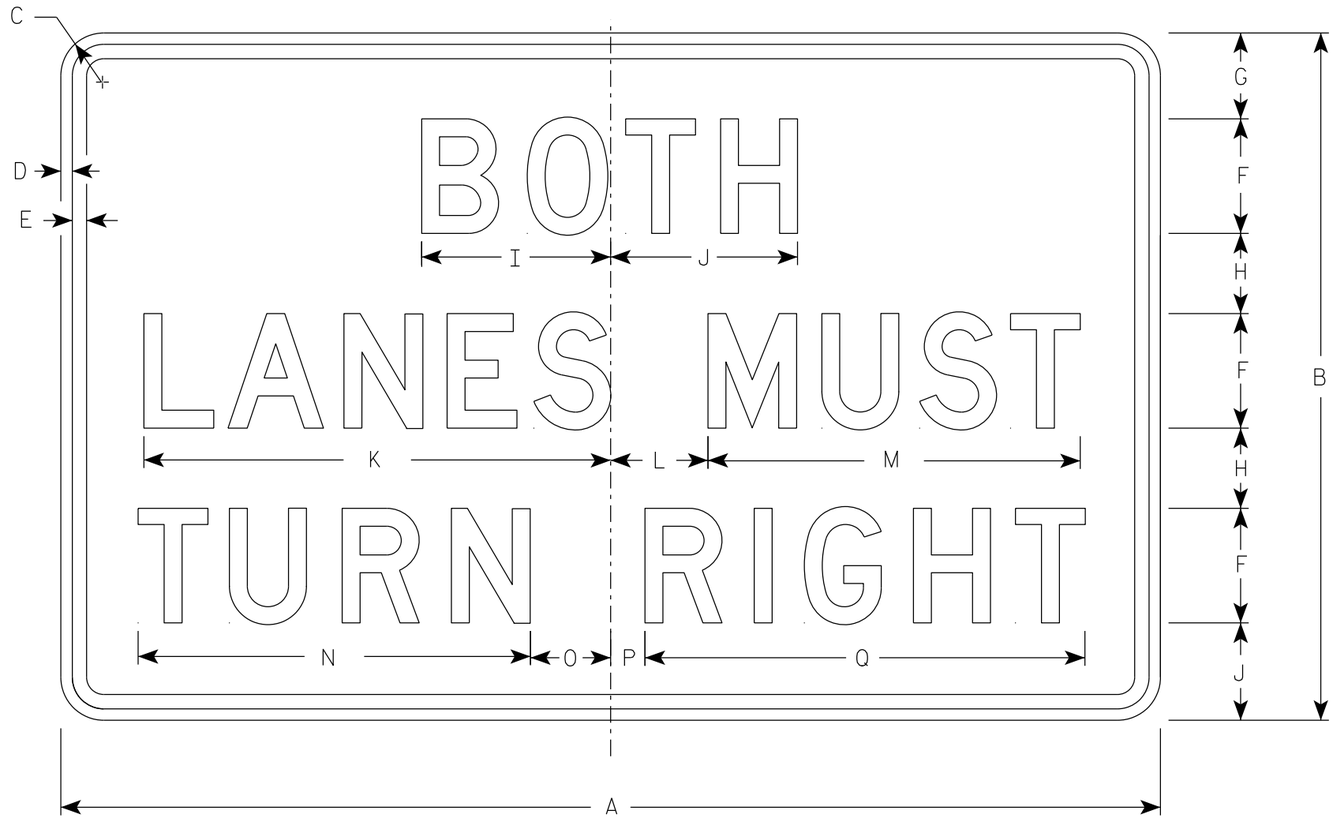
STANDARD SIGN
R3-7L & R3-7R

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/16/25 PLATE NO. R3-7.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1043 | E




R3-7B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 5 | 3 3/4 | 3 1/2 | 8 1/4 | 8 1/8 | 20 3/8 | 4 1/4 | 16 1/4 | 17 1/8 | 3 1/2 | 1 1/2 | 19 1/4 | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 5 | 3 3/4 | 3 1/2 | 8 1/4 | 8 1/8 | 20 3/8 | 4 1/4 | 16 1/4 | 17 1/8 | 3 1/2 | 1 1/2 | 19 1/4 | | | | | | | | | | 10.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

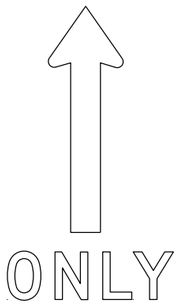
STANDARD SIGN
R3-7B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. R3-7B.3

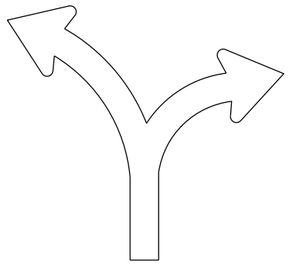
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1044 E

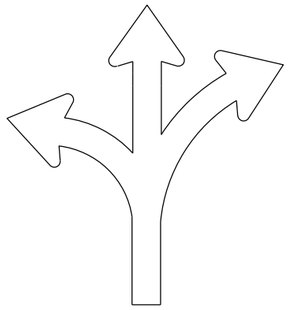


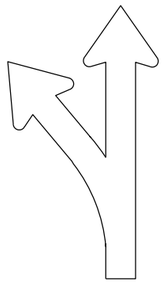
(A)

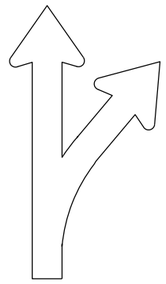


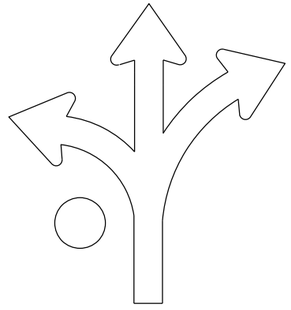
(B)

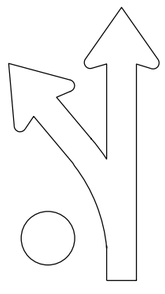

(C)

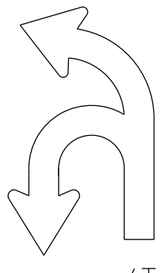

(D)

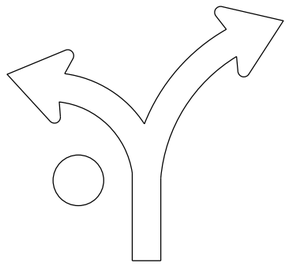

(E)

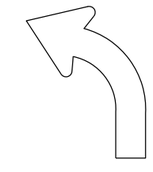

(F)


(G)

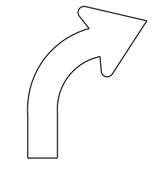

(H)


(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: 1045 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

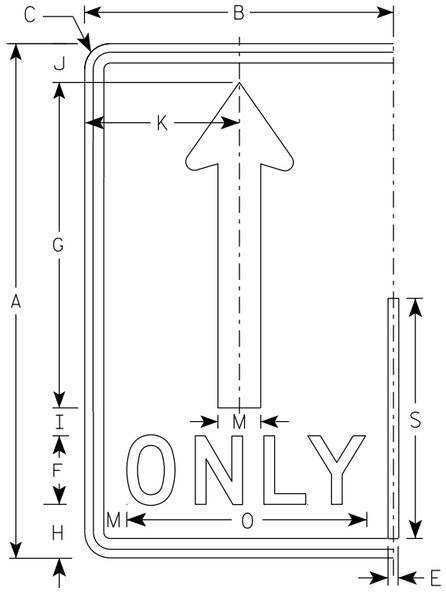
WISDOT/CADDS SHEET 42

7

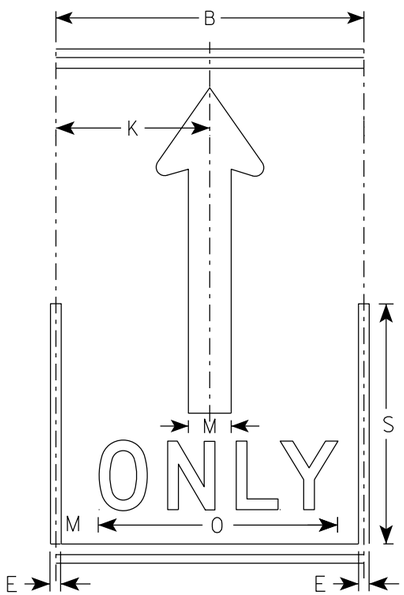
7

NOTES

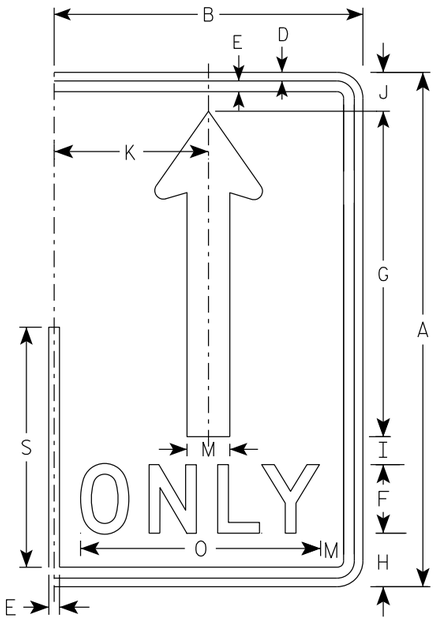
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



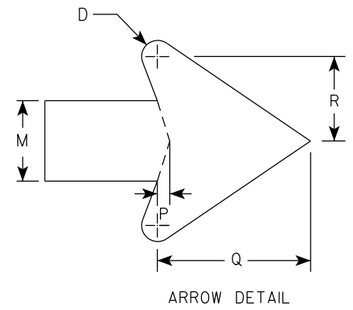

(A)




(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: 1046 | E

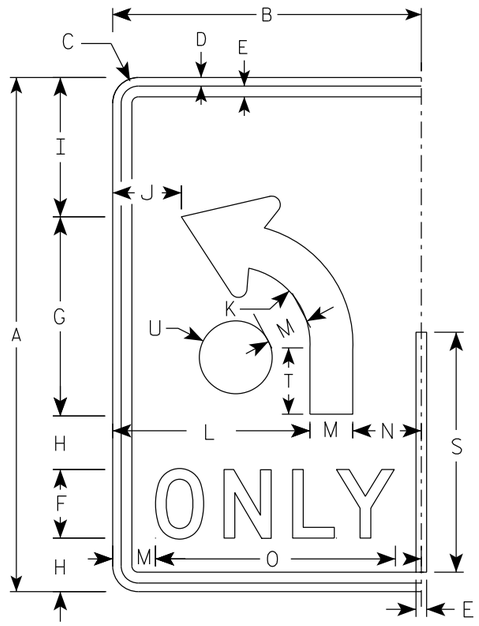


7

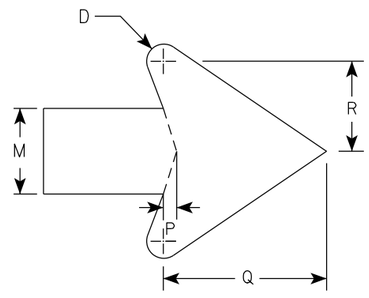
7

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

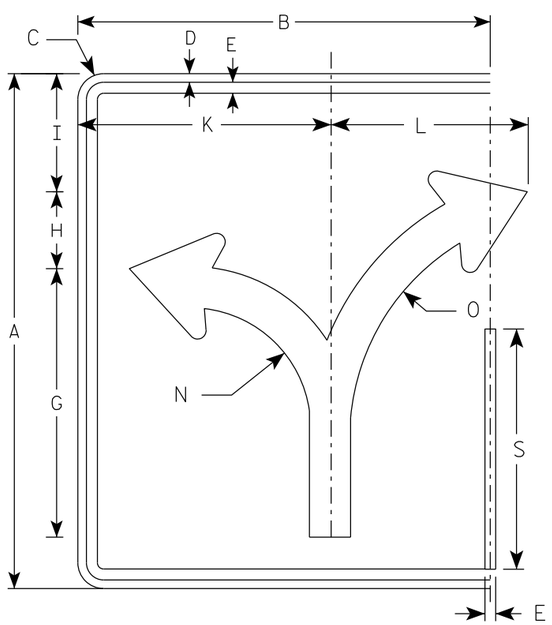
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

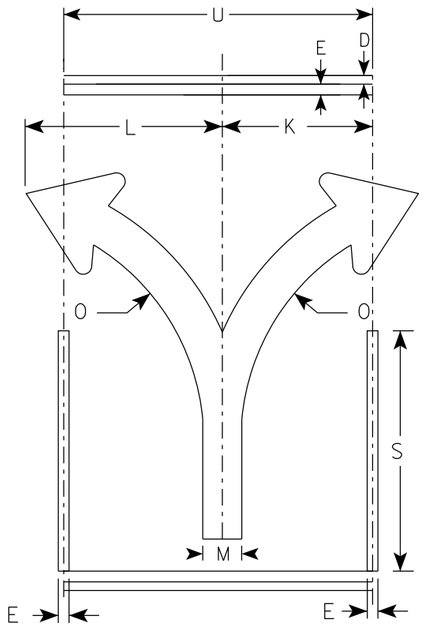
SHEET NO: 1047 E

NOTES

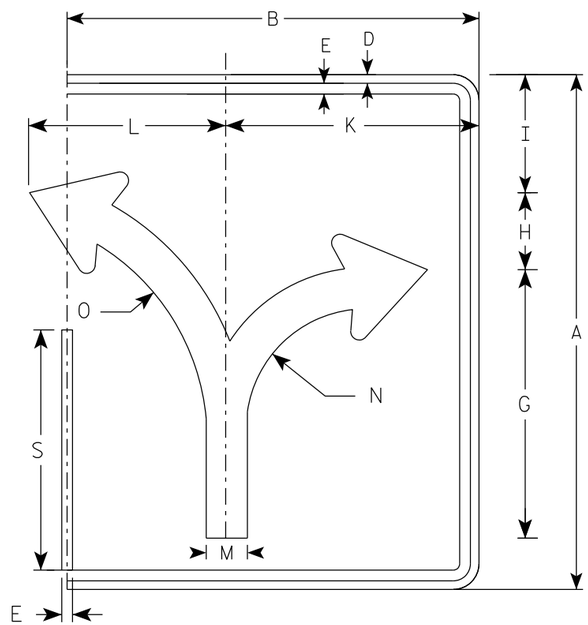
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



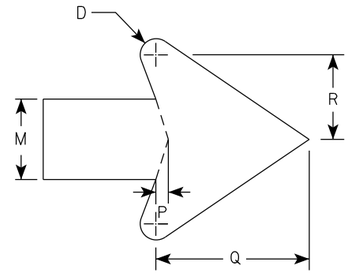

(C)




(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

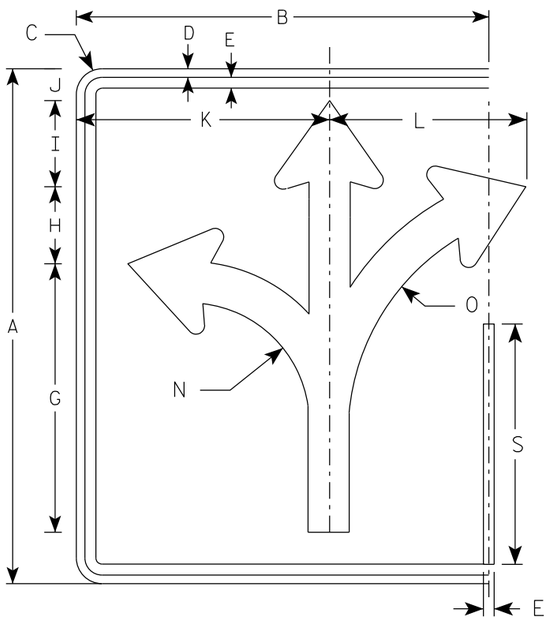
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

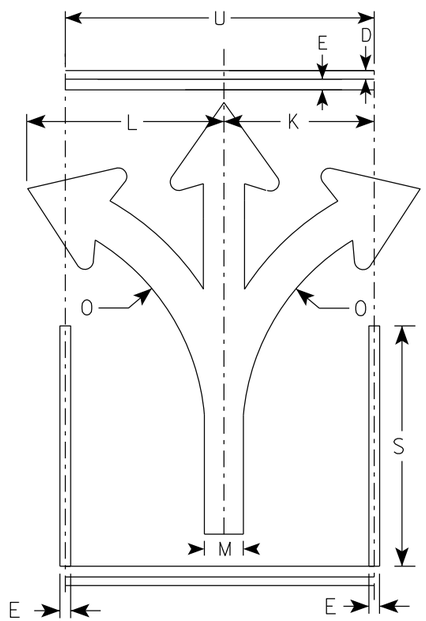
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1048 E

NOTES

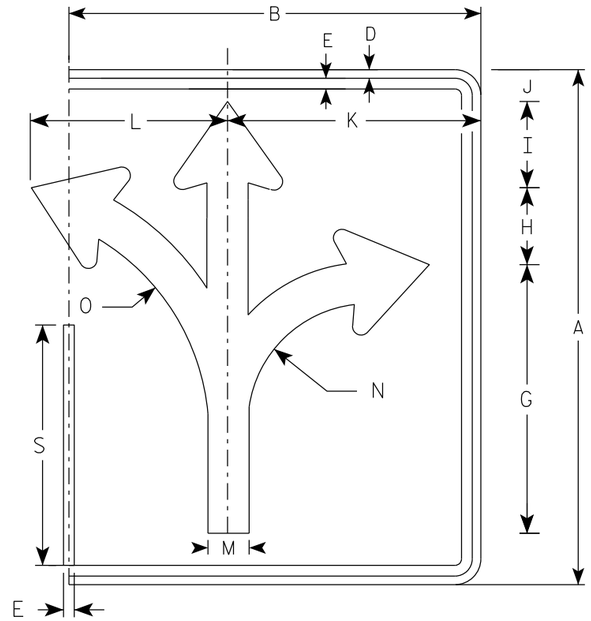
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



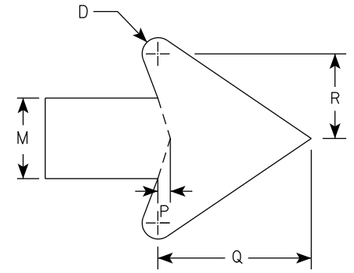

(D)




(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

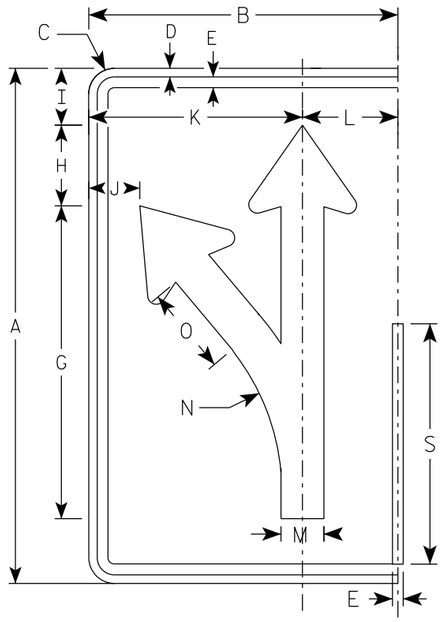
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

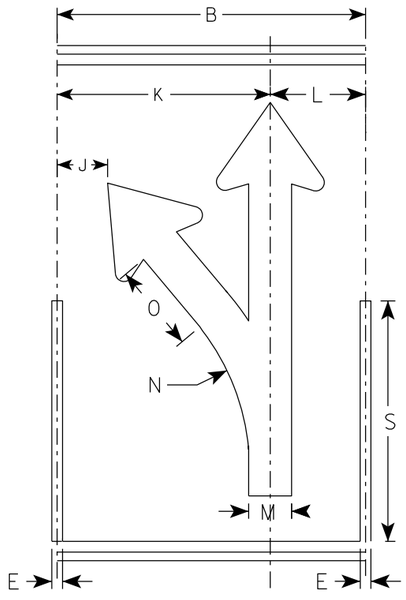
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1049 | E

NOTES

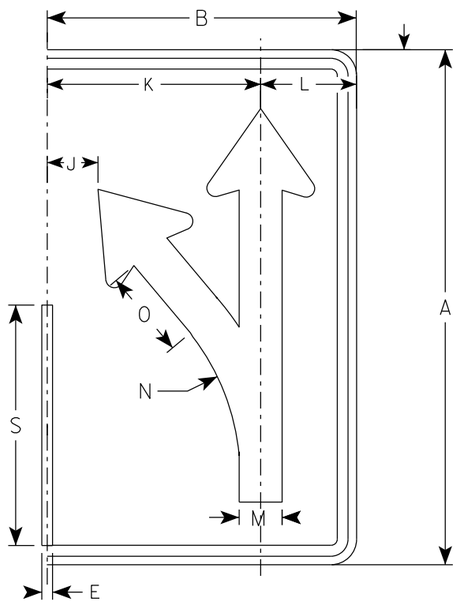
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



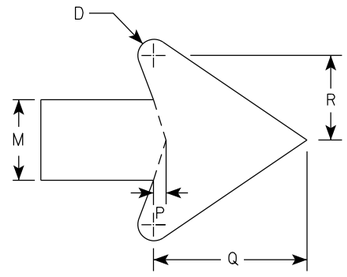

(E)




(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

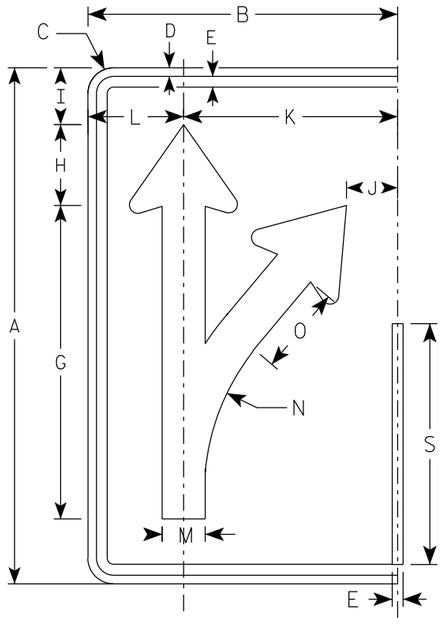
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

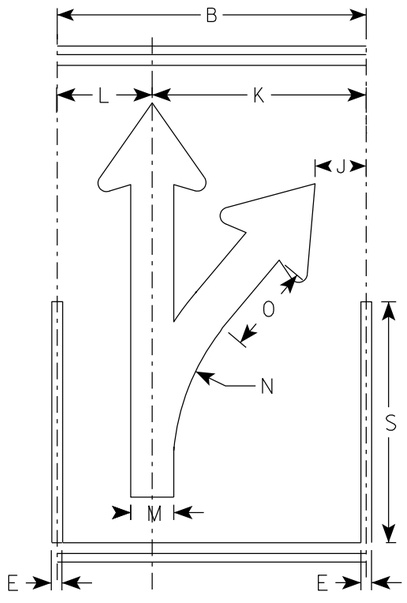
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1050 | E

NOTES

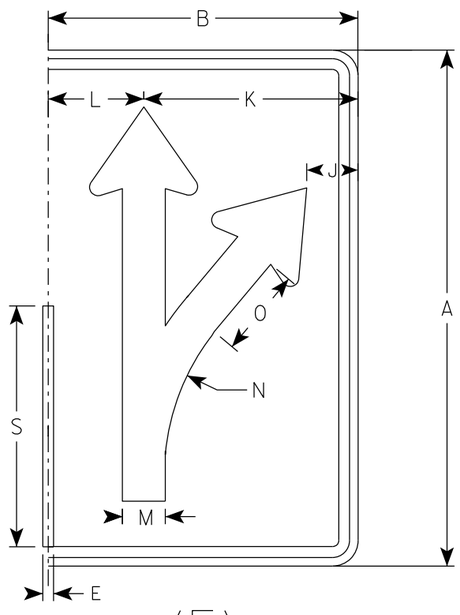
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



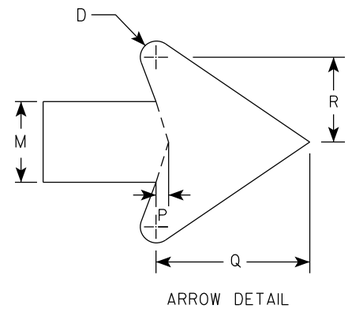

(F)




(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*

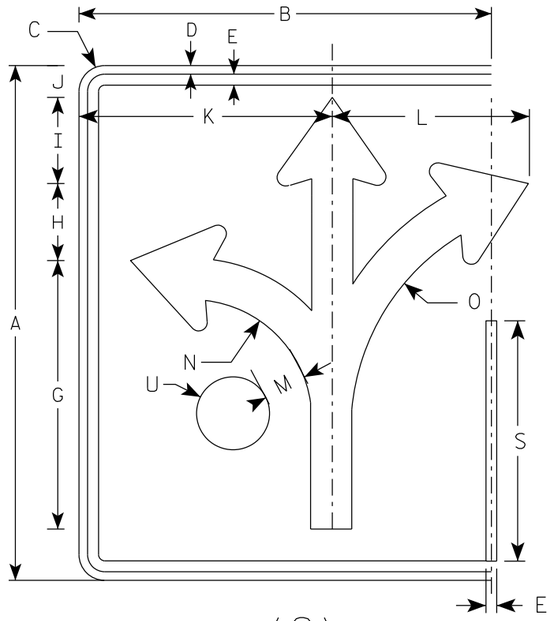
APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

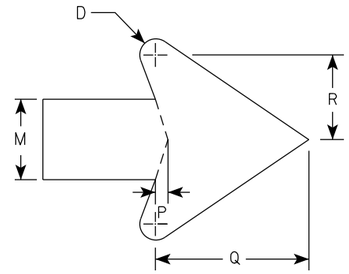
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1051 | E

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

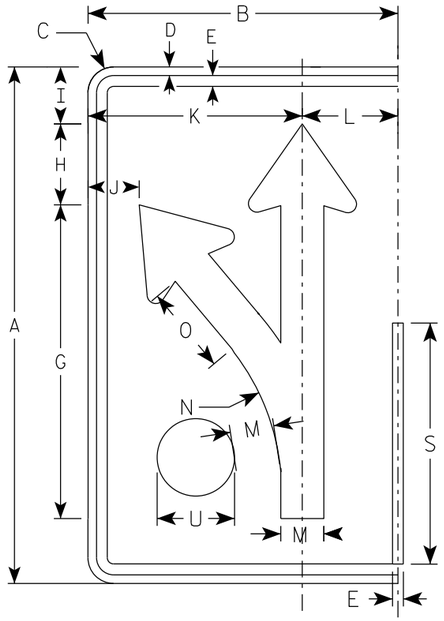
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

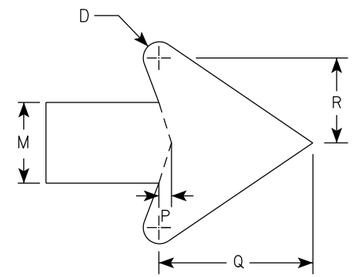
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1052 | E |
|---|---|---|---|---|---|

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

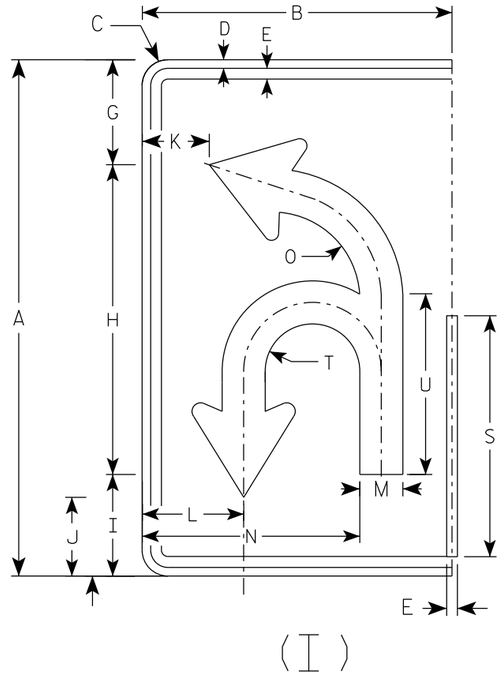
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

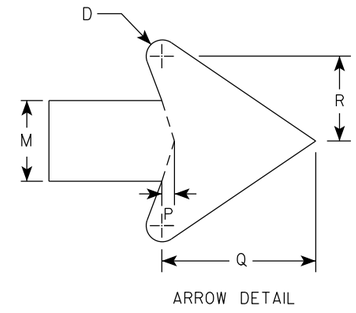
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1053 E

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

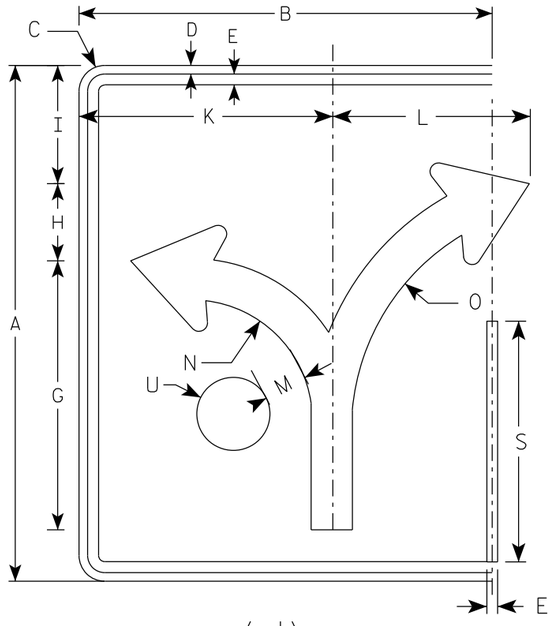
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

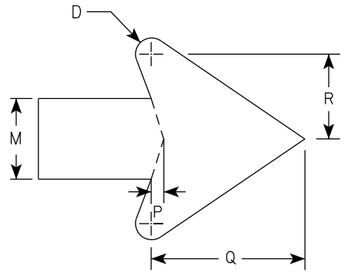
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1054 | E

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

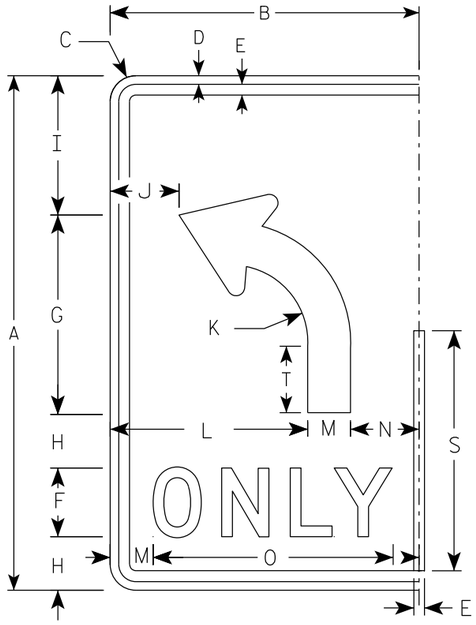
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

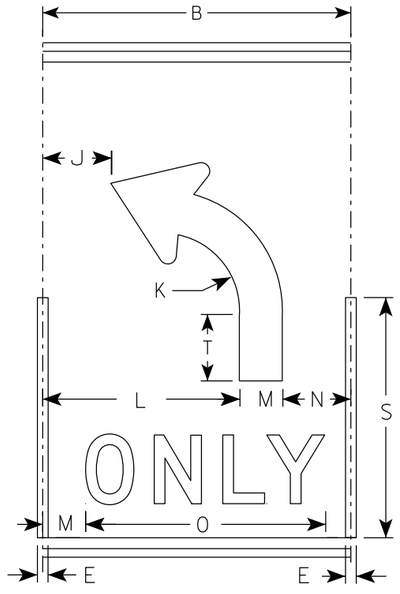
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1055 | E

NOTES

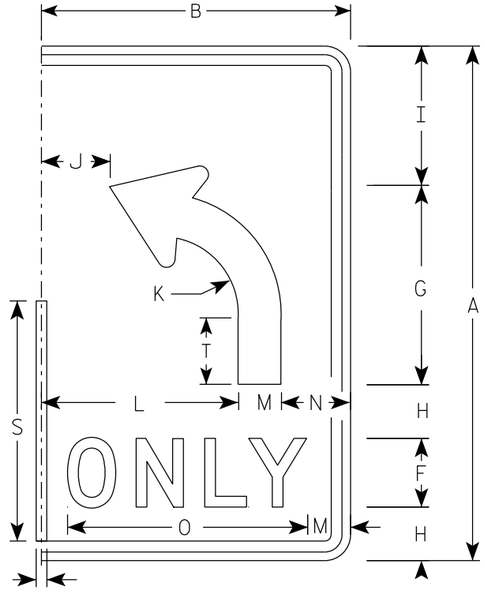
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



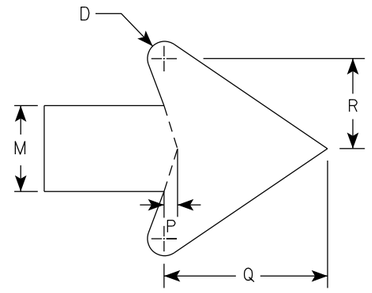

(L)




(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: 1056 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:02 PLOT BY : mscj9h PLOT NAME :

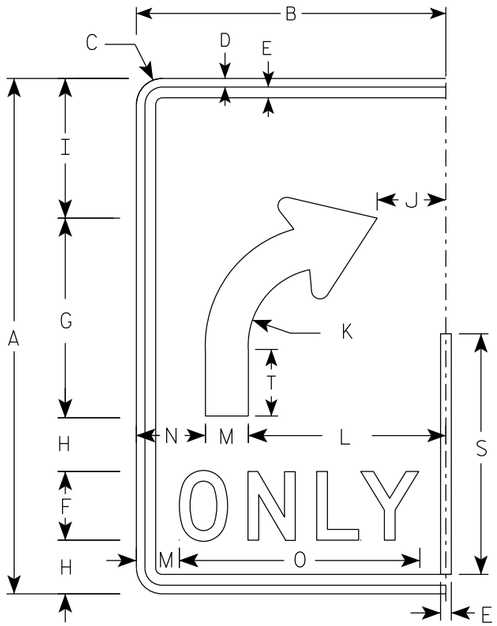
WISDOT/CADDS SHEET 42

7

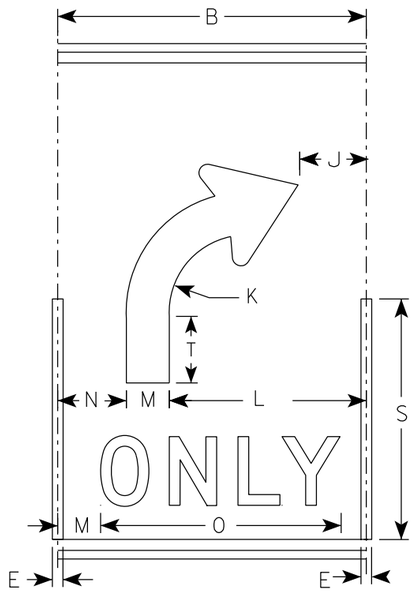
7

## NOTES

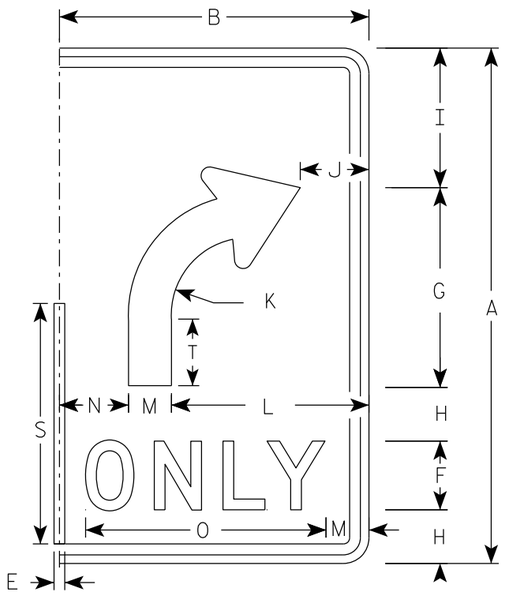
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



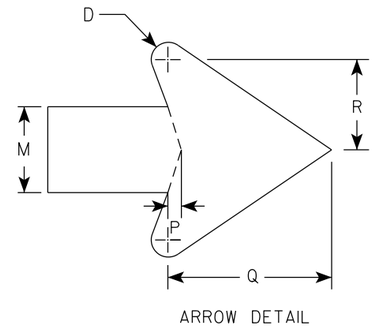

(R)




(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:

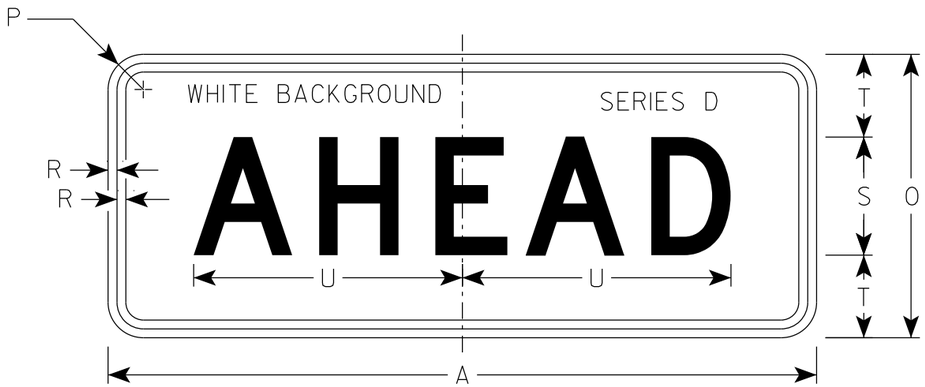
SHEET NO: 1057 **E**



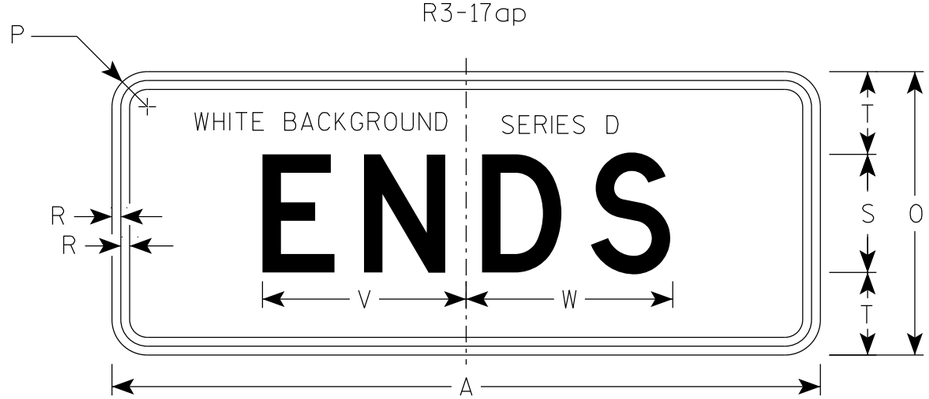

R3-17

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted




R3-17ap




R3-17bp

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | R3-17 Area sq. ft. | R3-17ap Area sq. ft. | R3-17bp Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 2 | 4 | 4 1/8 | 7 7/8 | 6 3/8 | 9 1/2 | 2 5/8 | 7/8 | 13 | 12 | 1 1/2 | 3 3/8 | 3/8 | 5 | 3 1/2 | 11 3/8 | 8 5/8 | 8 3/4 | 2 3/8 | 15 5/8 | 8 | 5.0 | 2.5 | 2.5 |
| 2M | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 2 | 4 | 4 1/8 | 7 7/8 | 6 3/8 | 9 1/2 | 2 5/8 | 7/8 | 13 | 12 | 1 1/2 | 3 3/8 | 3/8 | 5 | 3 1/2 | 11 3/8 | 8 5/8 | 8 3/4 | 2 3/8 | 15 5/8 | 8 | 5.0 | 2.5 | 2.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R3-17 & R3-17a&bp

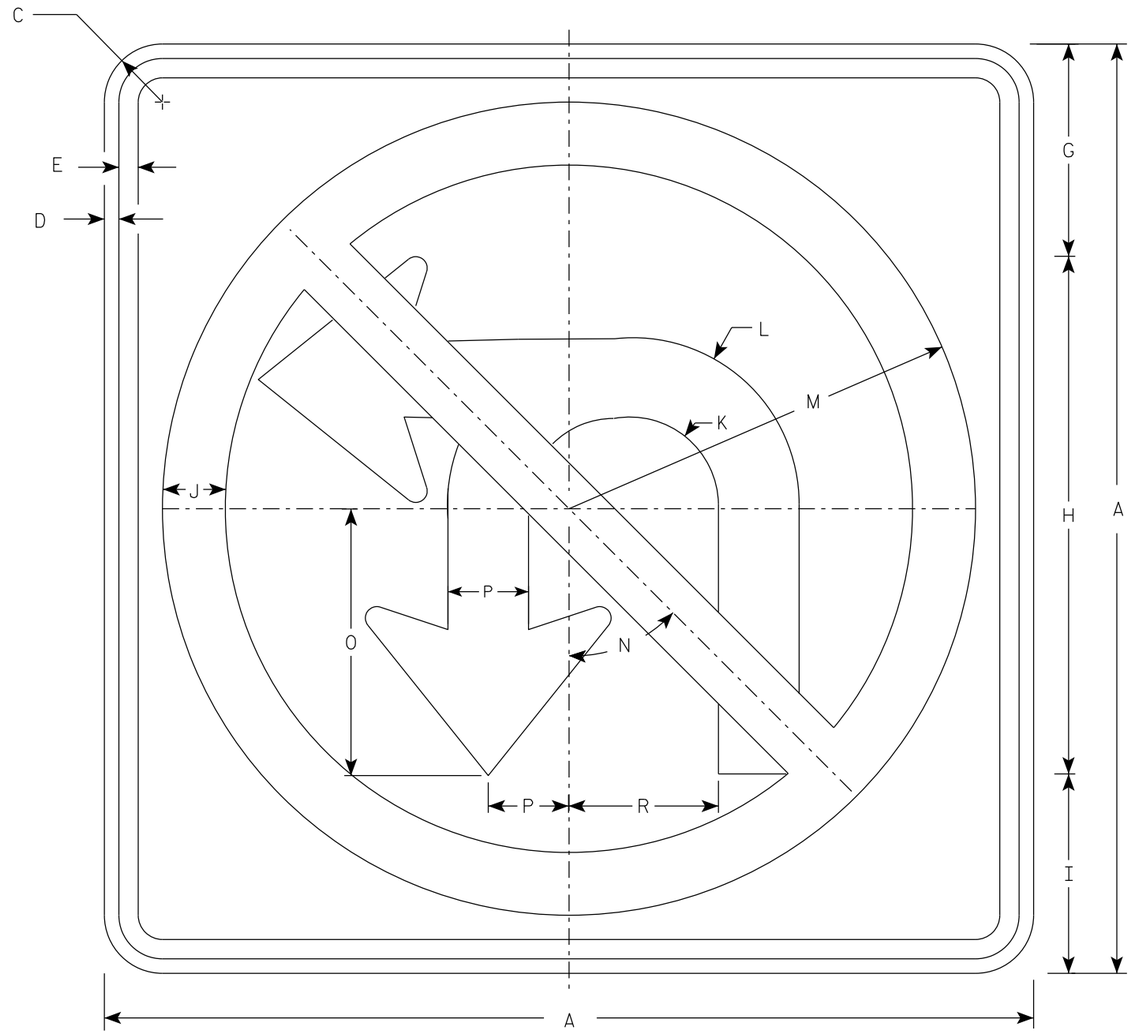
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-17.3

PROJECT NO:

SHEET NO: 1058 E




R3-18

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/2 | 3/8 | 1/2 | | 5 1/2 | 13 3/8 | 5 1/8 | 1 5/8 | 2 1/4 | 4 1/4 | 10 1/2 | 45° | 6 7/8 | 2 1/8 | | 3 7/8 | | | | | | | | | 4.0 |
| 2M | 36 | | 2 1/4 | 5/8 | 3/4 | | 8 1/4 | 20 | 7 3/4 | 2 1/2 | 3 3/8 | 6 1/2 | 15 3/4 | 45° | 10 3/8 | 3 1/8 | | 5 3/4 | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | | 8 1/4 | 20 | 7 3/4 | 2 1/2 | 3 3/8 | 6 1/2 | 15 3/4 | 45 | 10 3/8 | 3 1/8 | | 5 3/4 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | | 8 1/4 | 20 | 7 3/4 | 2 1/2 | 3 3/8 | 6 1/2 | 15 3/4 | 45 | 10 3/8 | 3 1/8 | | 5 3/4 | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 11 | 26 3/4 | 10 1/4 | 3 1/4 | 4 5/8 | 8 5/8 | 21 | 45° | 13 3/4 | 4 1/8 | | 7 3/4 | | | | | | | | | 16.0 |

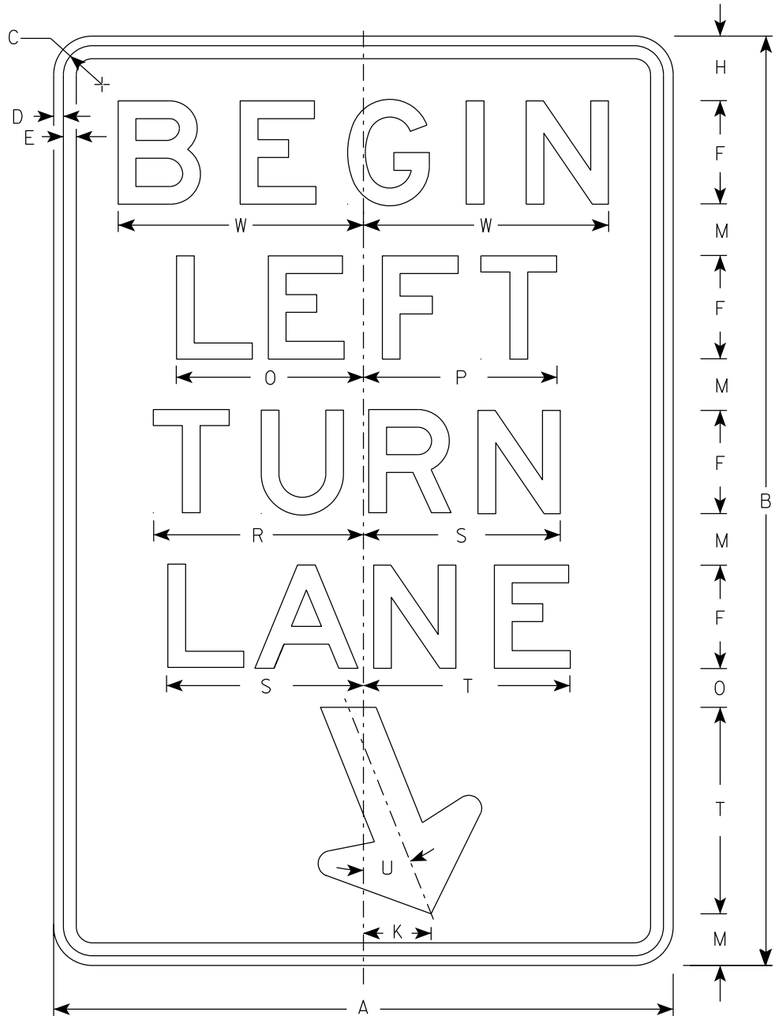
STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-18.3

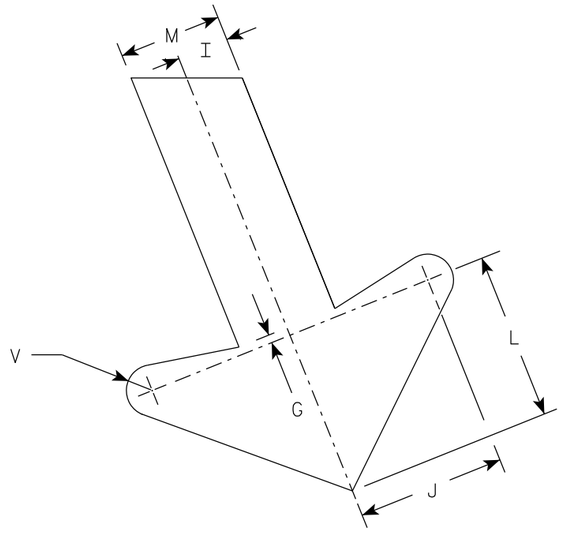
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1059 | E |
|---|---|---|---|---|---|




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

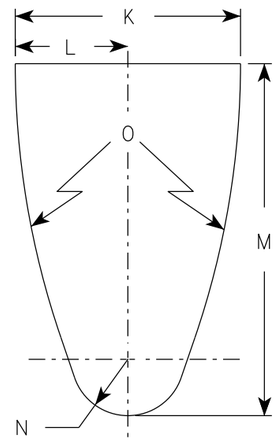
DATE 2/23/23 PLATE NO. R3-20L.8

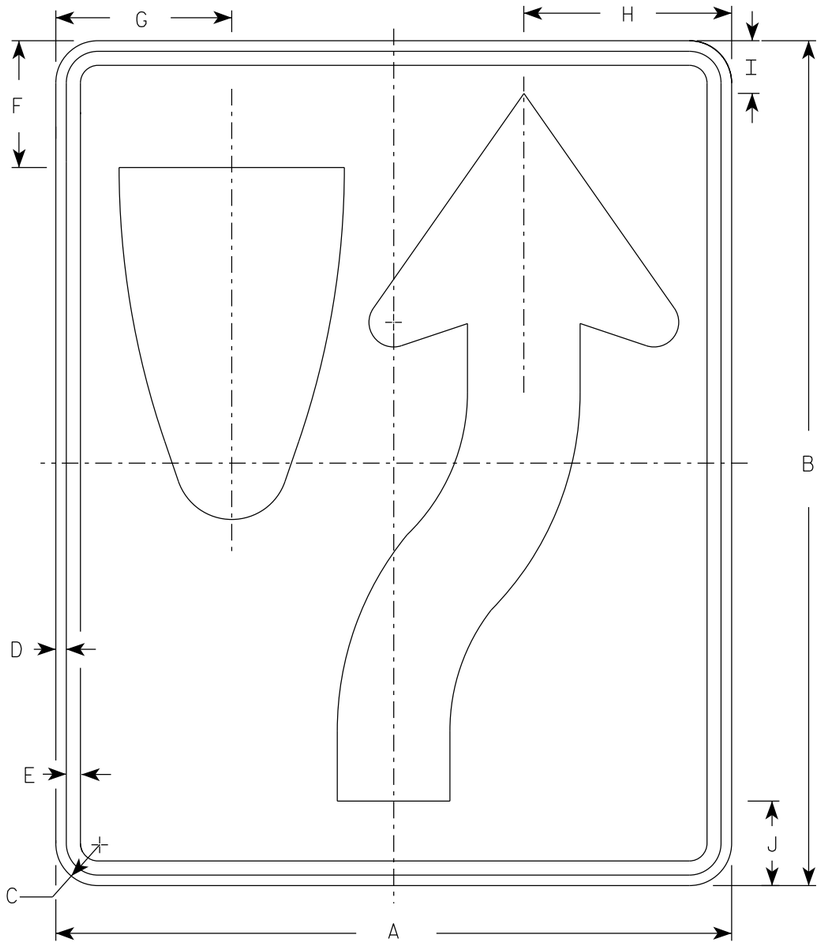
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1060 | E

## 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.

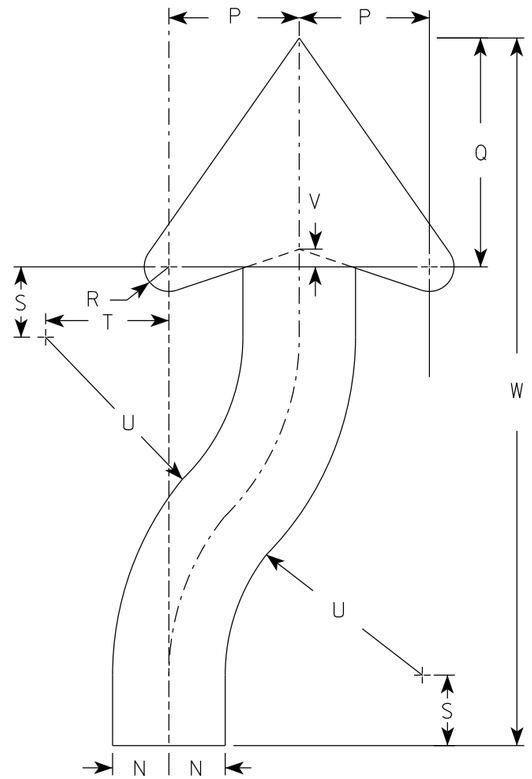
## DIVIDER DETAIL




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 |

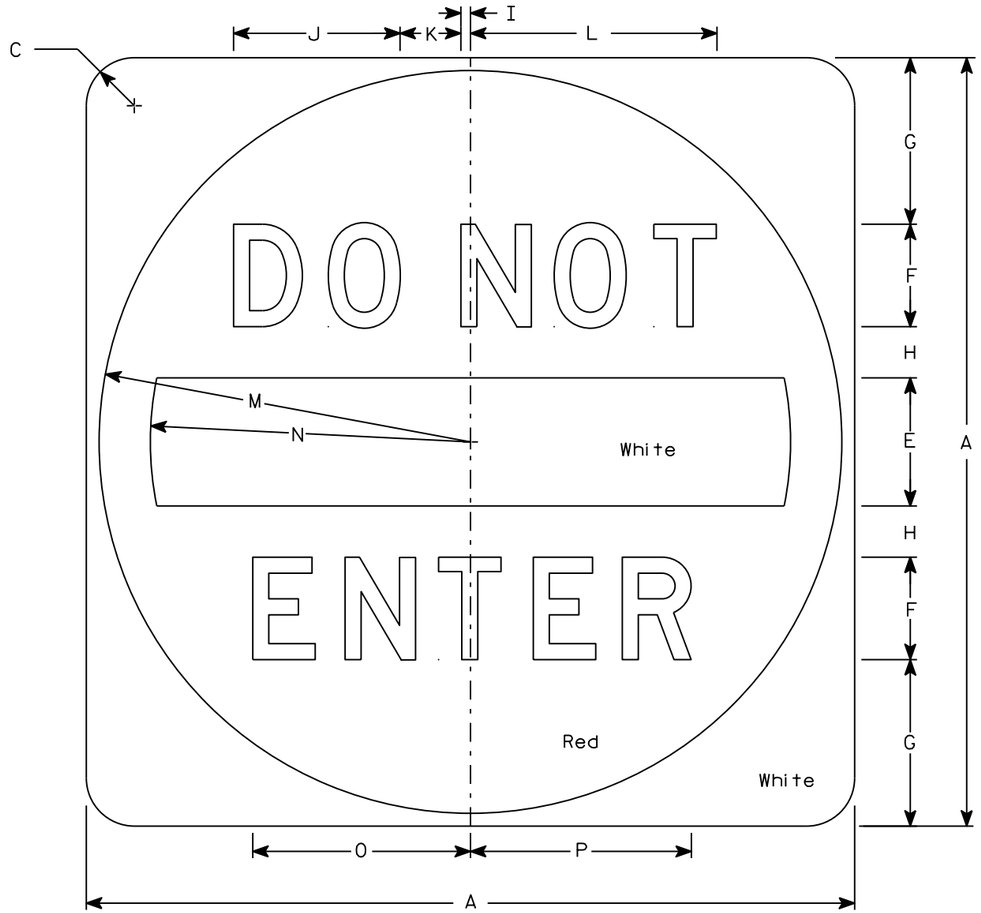
# STANDARD SIGN
# R4-7 & R4-8

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: 1061 | 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 |

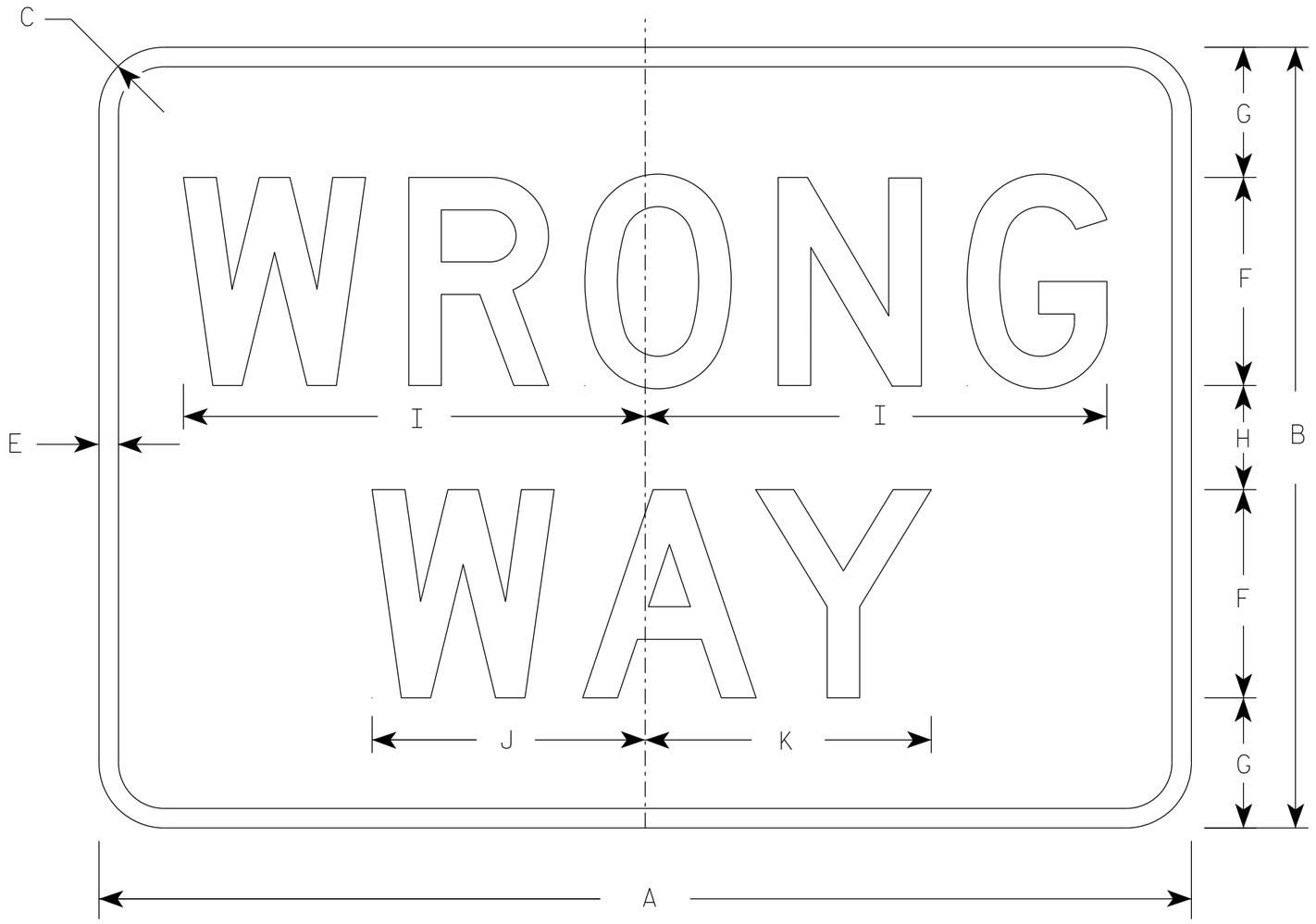
STANDARD SIGN
R5-1

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: 1062 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 |

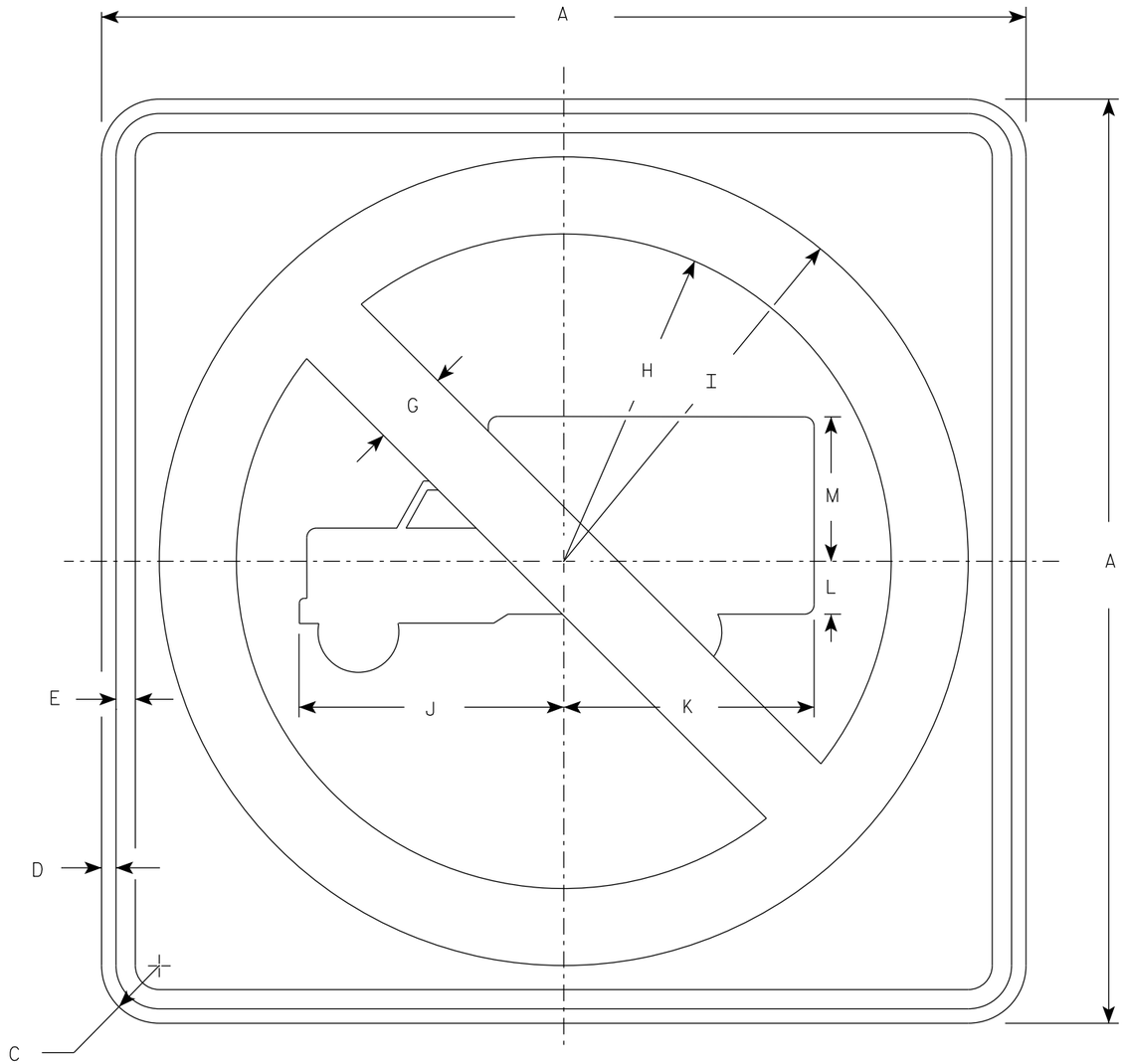
STANDARD SIGN
R5-1A

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: 1063 | E




R5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See Note 3
3. Circle & Diagonal - Red
   Truck Symbol & Border - Black

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/2 | 3/8 | 1/2 | | 2 | 8 1/2 | 10 1/2 | 6 7/8 | 6 1/2 | 1 3/8 | 3 3/4 | | | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | 3/8 | 1/2 | | 2 | 8 1/2 | 10 1/2 | 6 7/8 | 6 1/2 | 1 3/8 | 3 3/4 | | | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 7/8 | 1/2 | 5/8 | | 2 1/2 | 10 5/8 | 13 1/8 | 8 1/2 | 8 1/8 | 1 5/8 | 4 3/4 | | | | | | | | | | | | | | 6.25 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | | 3 | 12 3/4 | 15 3/4 | 10 1/4 | 9 3/4 | 2 | 5 3/4 | | | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 4 | 17 | 21 | 13 5/8 | 13 | 2 5/8 | 7 5/8 | | | | | | | | | | | | | | 16.0 |

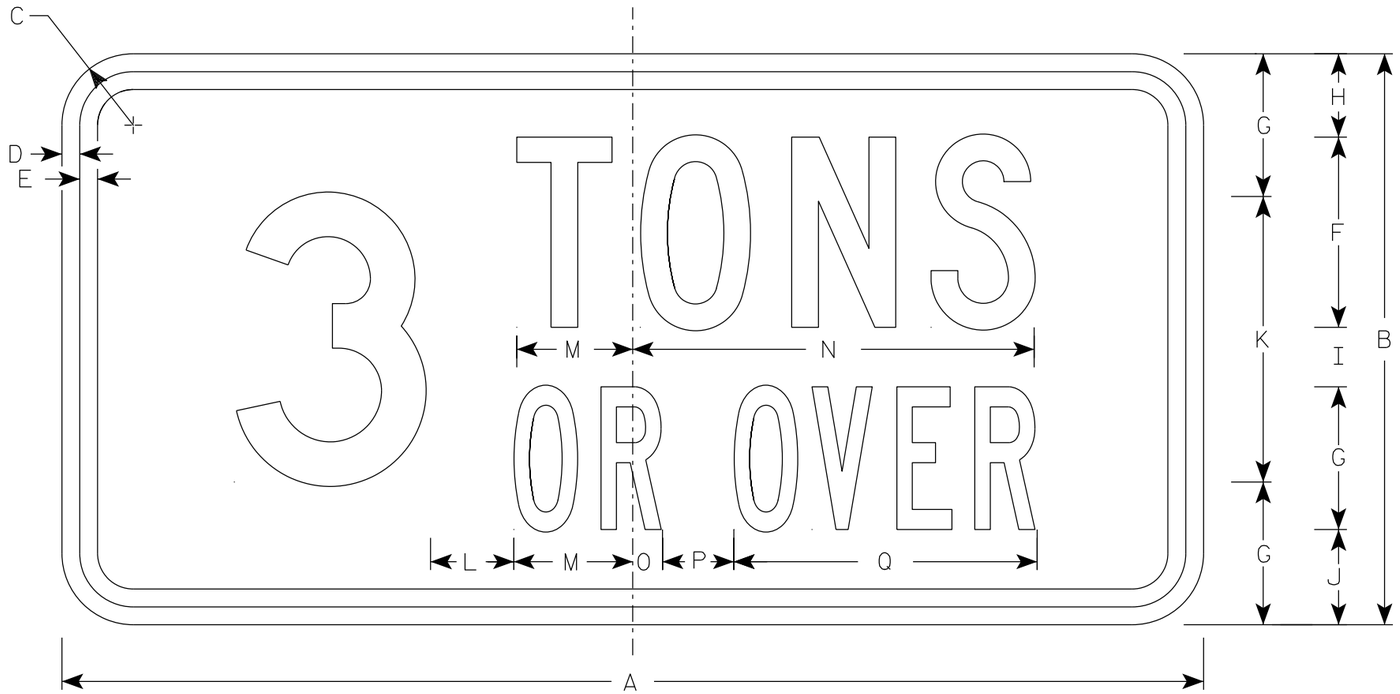
STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1064 E




R5-2A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 4
4. Line 1 is Series "C"
   Line 2 is Series "B"
   Numeral is Series "D"
5. Substitute appropriate numerals.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 4 | 3 | 1 3/4 | 1 1/4 | 2 | 6 | 1 3/4 | 2 1/2 | 8 1/2 | 5/8 | 1 1/2 | 6 3/8 | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 4 | 3 | 1 3/4 | 1 1/4 | 2 | 6 | 1 3/4 | 2 1/2 | 8 1/2 | 5/8 | 1 1/2 | 6 3/8 | | | | | | | | | | 2.0 |
| 3 | 30 | 15 | 1 1/2 | 3/8 | 1/2 | 5 | 4 | 2 1/8 | 1 3/8 | 2 1/2 | 7 | 2 1/4 | 3 1/8 | 10 1/2 | 1 | 2 3/8 | 8 1/2 | | | | | | | | | | 2.25 |
| 4 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 6 | 5 | 2 5/8 | 1 3/8 | 3 | 9 | 2 1/2 | 3 3/4 | 12 5/8 | 1 3/8 | 3 1/8 | 10 1/2 | | | | | | | | | | 4.5 |
| 5 | 48 | 24 | 1 7/8 | 3/8 | 5/8 | 8 | 6 | 3 1/2 | 2 1/2 | 4 | 12 | 3 1/2 | 4 7/8 | 16 7/8 | 1 1/4 | 3 | 12 3/4 | | | | | | | | | | 8.0 |

STANDARD SIGN
R5-2A

WISCONSIN DEPT OF TRANSPORTATION

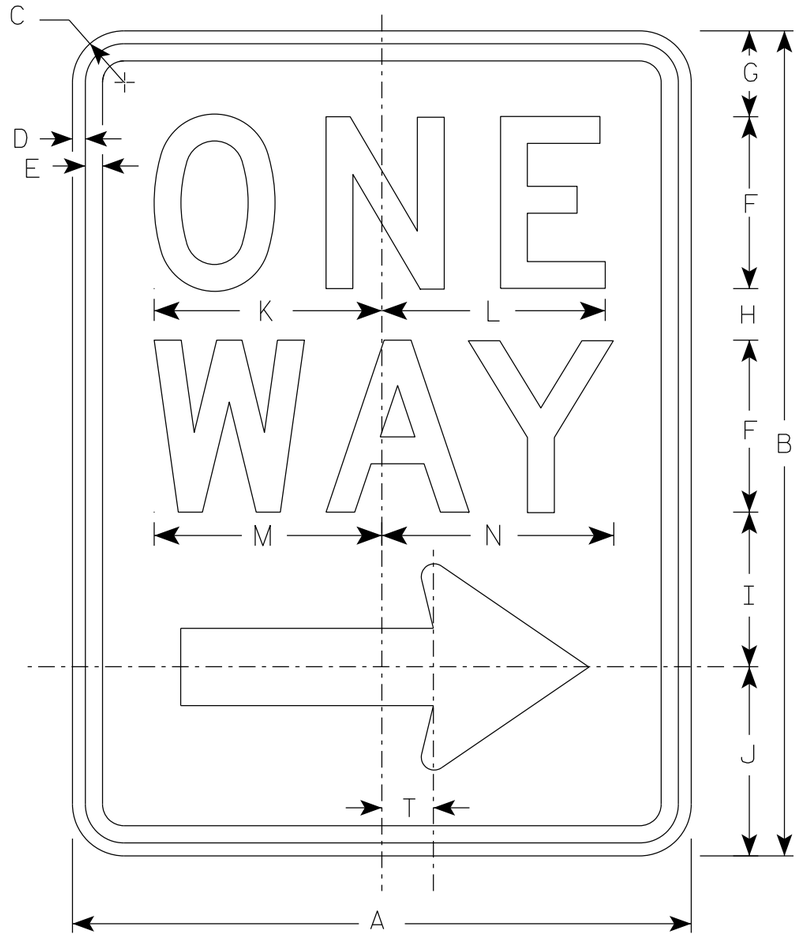
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1065 | E

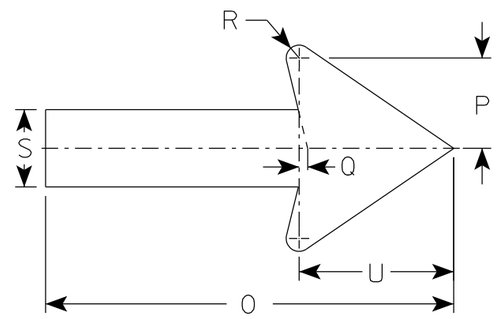
NOTES

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 | | | | | | | | | | | | | | | | | | | | | | | | | | |

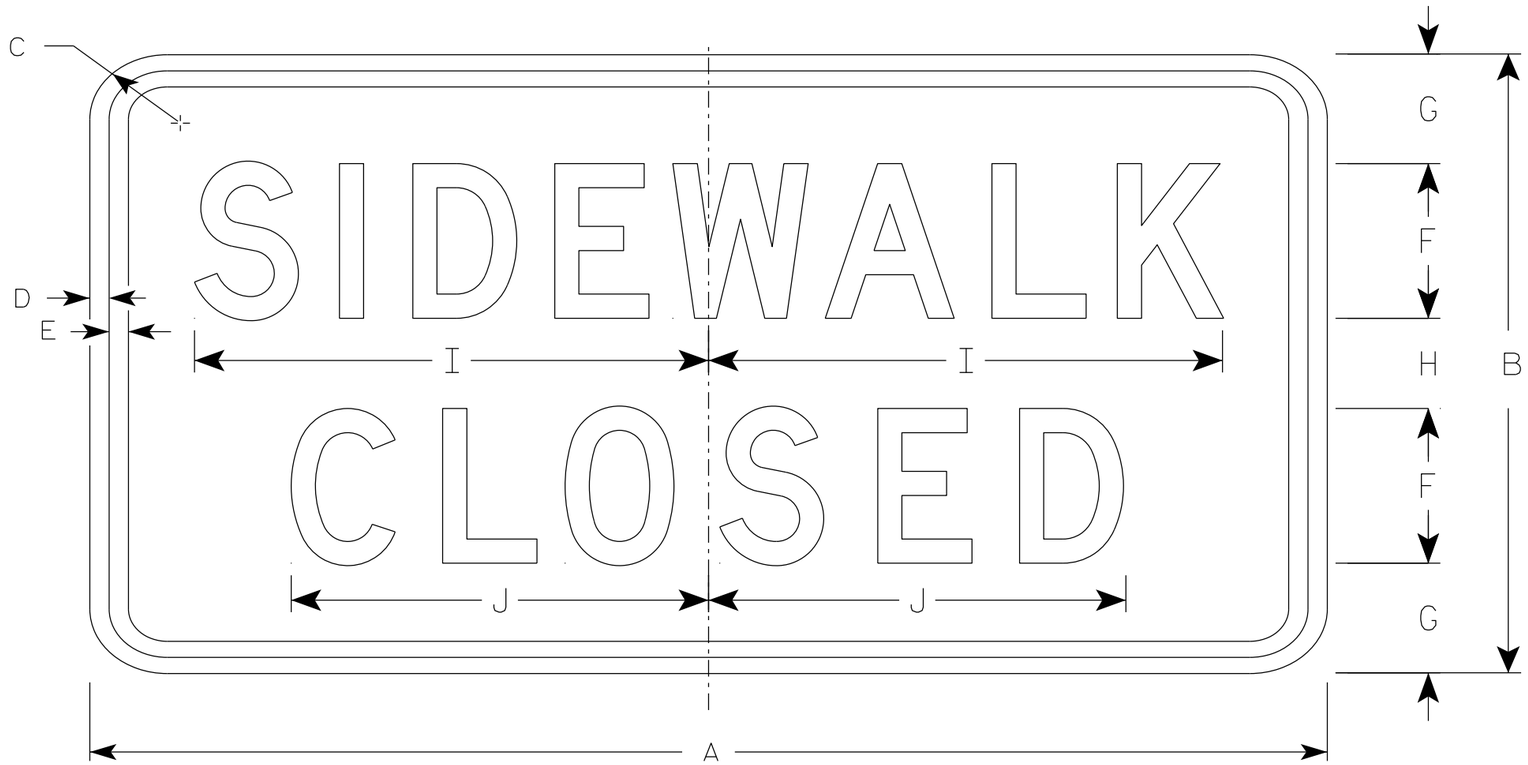
STANDARD SIGN
R6-2 R&L

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: 1066 | 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

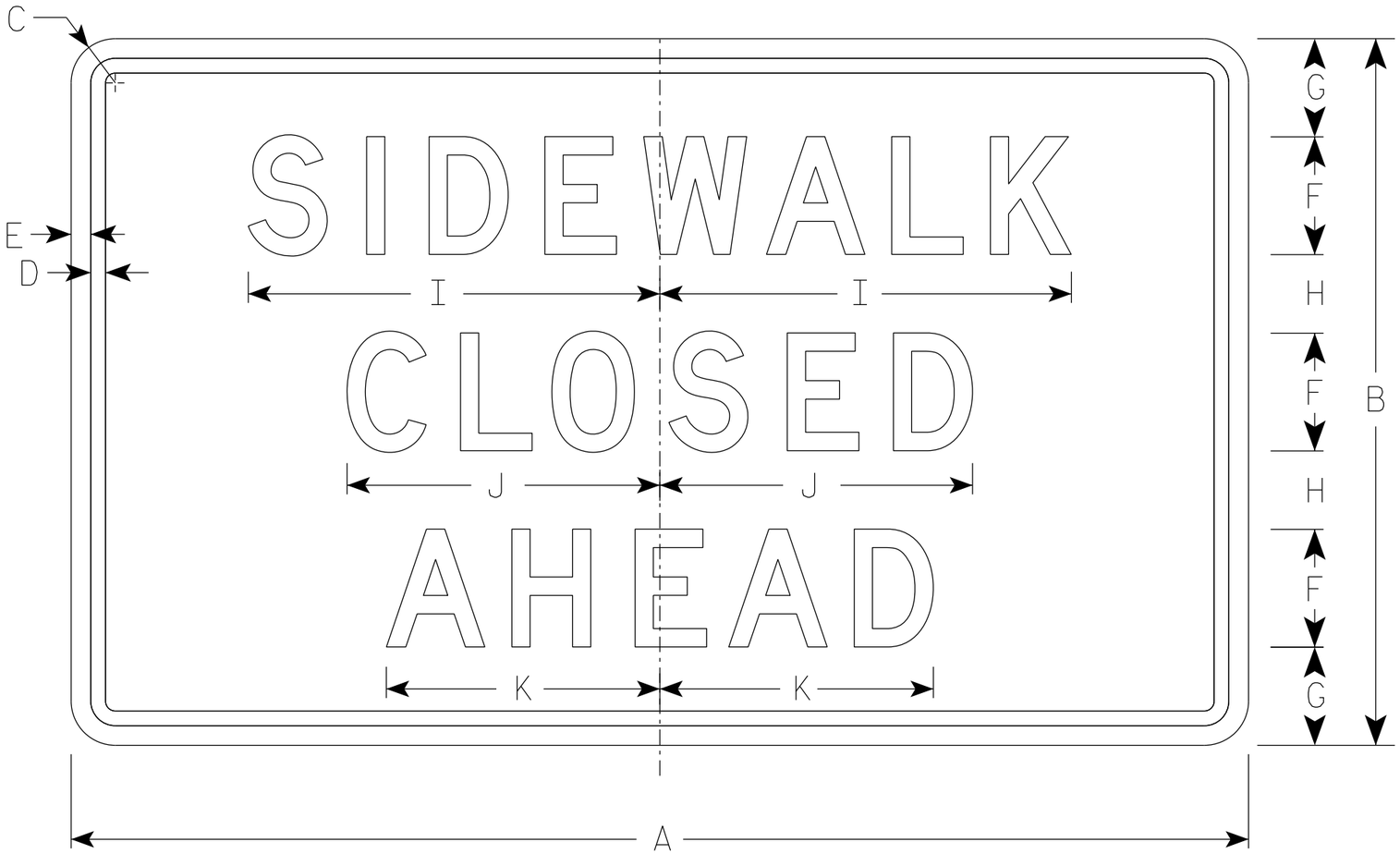
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1067 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

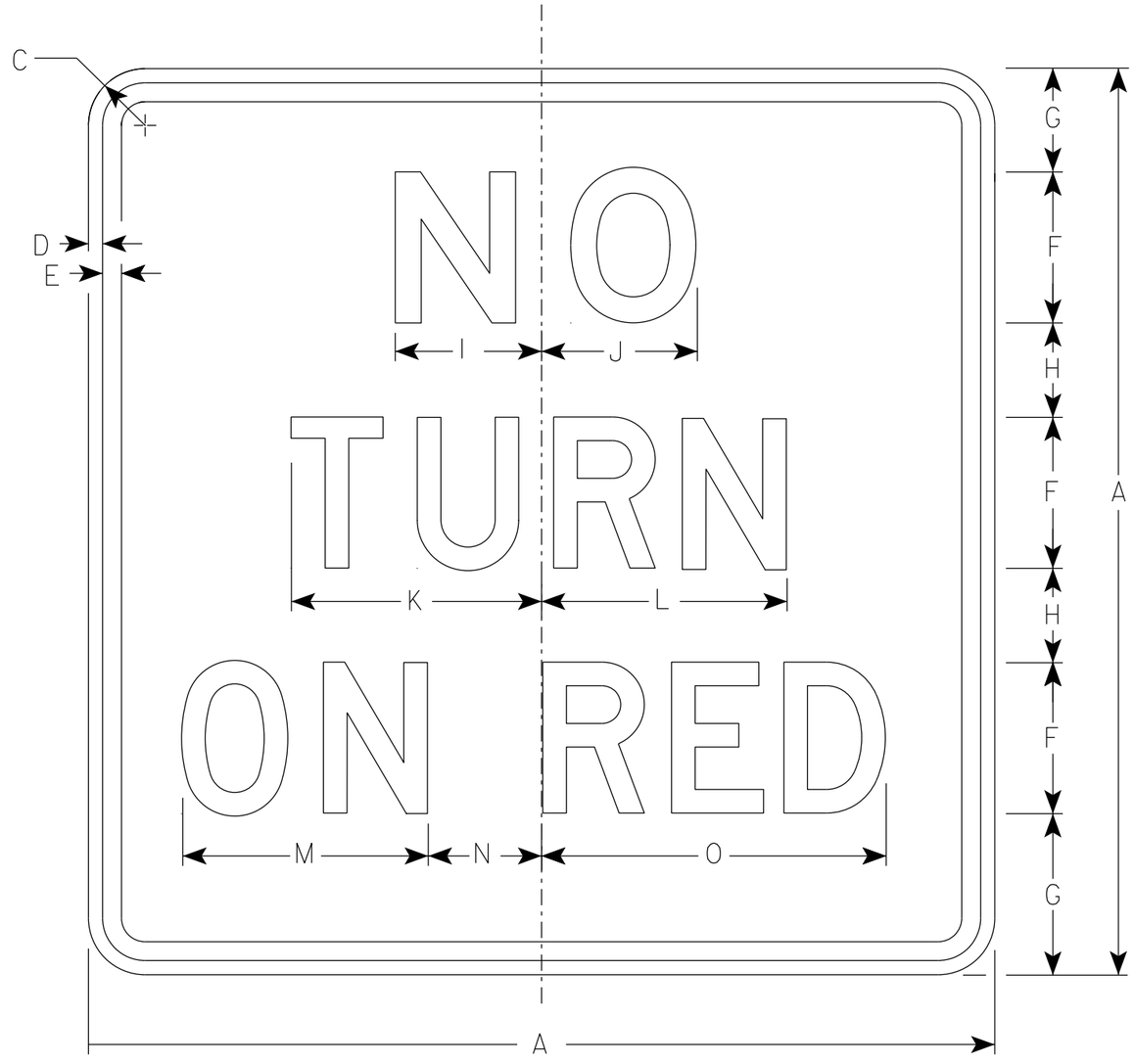
STANDARD SIGN
R9-9A

*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: 1068 | E




R10-11B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series E.
   Lines 2 and 3 are Series D.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | | 1 1/2 | 3/8 | 3/8 | 3 | 2 3/4 | 1 3/4 | 3 | 3 1/8 | 5 | 4 7/8 | 5 1/4 | 1 7/8 | 7 1/8 | | | | | | | | | | | | 2.25 |
| 2S | 24 | | 1 1/2 | 3/8 | 1/2 | 4 | 3 1/2 | 2 1/2 | 3 7/8 | 4 1/8 | 6 5/8 | 6 1/2 | 6 1/2 | 3 | 9 1/8 | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | 3/8 | 1/2 | 4 | 3 1/2 | 2 1/2 | 3 7/8 | 4 1/8 | 6 5/8 | 6 1/2 | 6 1/2 | 3 | 9 1/8 | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 7/8 | 1/2 | 5/8 | 5 | 4 1/2 | 3 | 4 7/8 | 5 1/4 | 8 1/4 | 8 1/8 | 7 3/4 | 4 1/8 | 11 7/8 | | | | | | | | | | | | 6.25 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

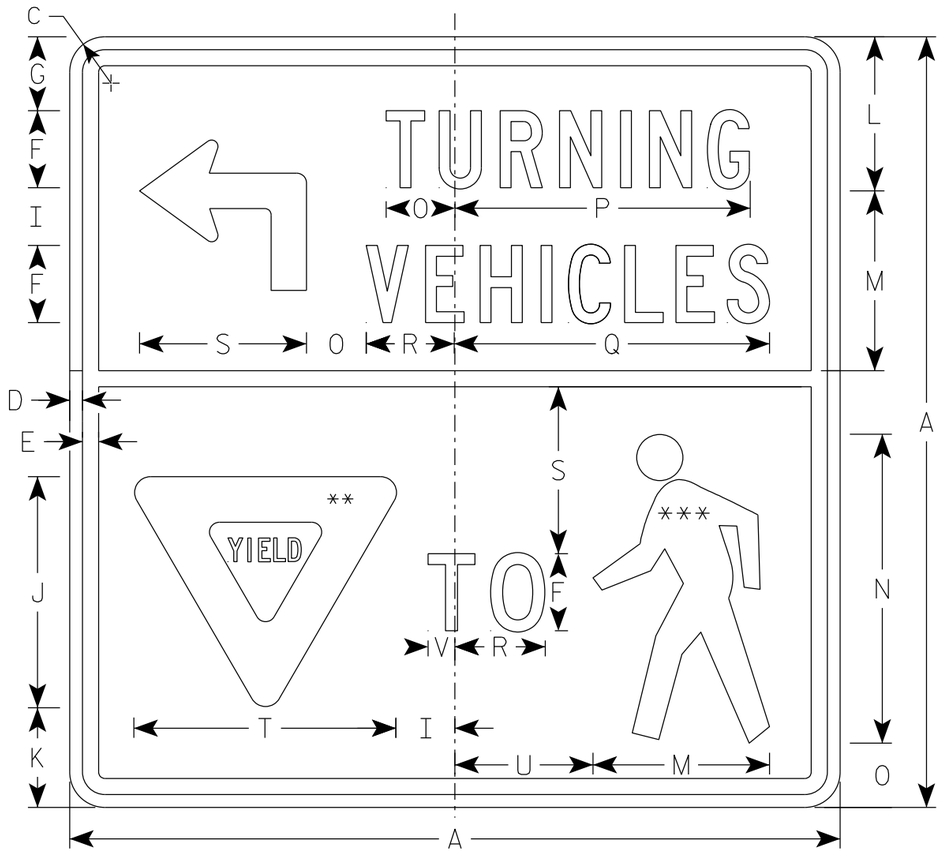
STANDARD SIGN
R10-11B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/24 PLATE NO. R10-11B.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1069 E



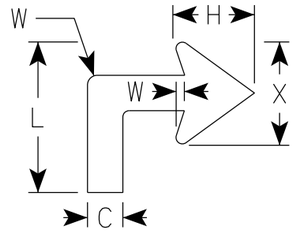

R10-15L

## NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   - Background - Top Half - Yellow (Type F Reflective)
     Bottom Half - White (Type SH Reflective)
   - Message - Black
   - Yield Symbol - Red on White (Type SH Reflective)
   - Ped Symbol - Black on White (Type SH Reflective)
3. Message Series - C except "TO" Series D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 7/8 | 1/2 | 5/8 | 3 | 2 7/8 | 3 | 2 1/4 | 9 | 3 7/8 | 6 | 7 | 12 | 2 1/2 | 11 1/2 | 12 1/4 | 3 1/2 | 6 1/2 | 10 1/4 | 5 3/8 | 1 | 3/8 | 4 | | | 6.25 |
| 2M | 30 | | 1 7/8 | 1/2 | 5/8 | 3 | 2 7/8 | 3 | 2 1/4 | 9 | 3 7/8 | 6 | 7 | 12 | 2 1/2 | 11 1/2 | 12 1/4 | 3 1/2 | 6 1/2 | 10 1/4 | 5 3/8 | 1 | 3/8 | 4 | | | 6.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R10-15L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15L.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1070 E




R10-71




R10-71L




R10-71R

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 | R10-71L&R Area sq. ft. | R10-71 Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 72 | 36 | 3 | ¾ | 1 | 18 | 5 | 4 | 6 | 20 ⅝ | 11 ¾ | 9 ⅛ | 8 ½ | 12 ⅞ | 9 ⅞ | 16 ⅛ | 23 ⅞ | 30 | 5 ⅝ | 26 ¾ | 66 | 23 ⅝ | 8 ¾ | 13 | 26 ⅞ | 27 | 18.0 | 16.5 |
| 2M | 72 | 36 | 3 | ¾ | 1 | 18 | 5 | 4 | 6 | 20 ⅝ | 11 ¾ | 9 ⅛ | 8 ½ | 12 ⅞ | 9 ⅞ | 16 ⅛ | 23 ⅞ | 30 | 5 ⅝ | 26 ¾ | 66 | 23 ⅝ | 8 ¾ | 13 | 26 ⅞ | 27 | 18.0 | 16.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R10-71

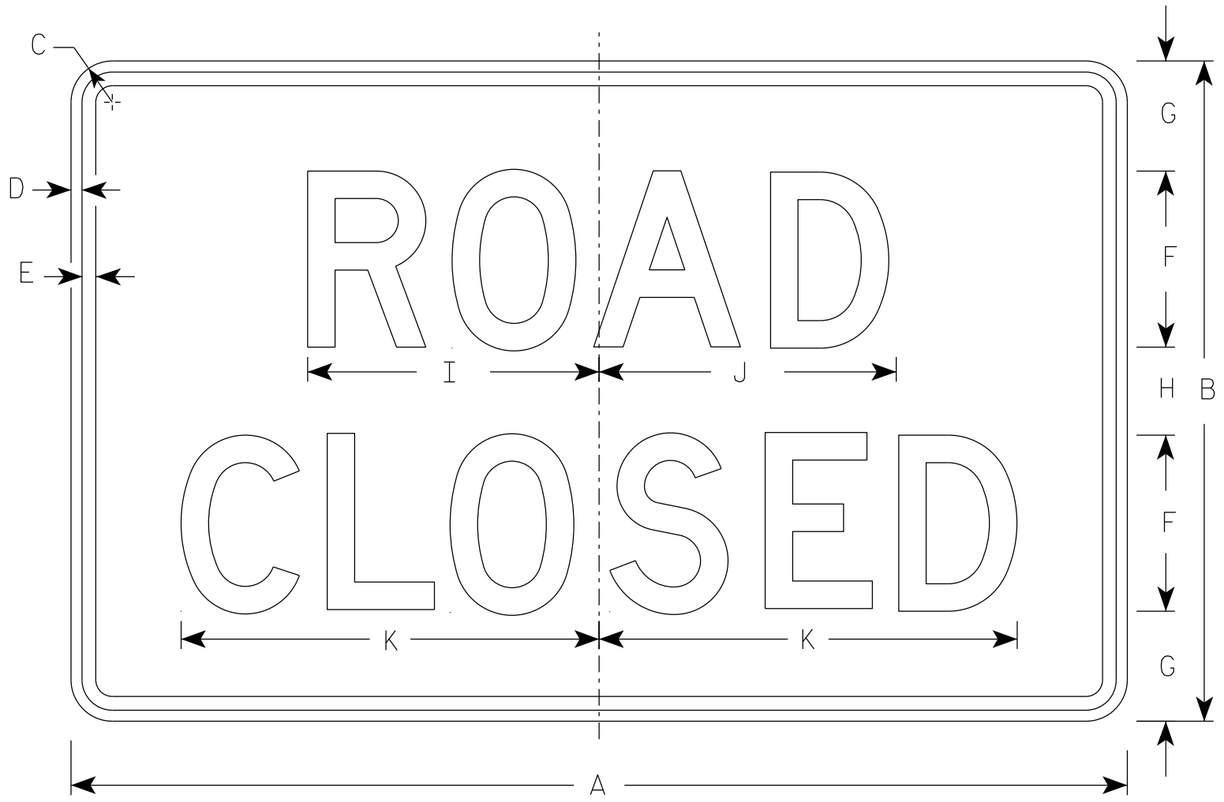
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-71.4

PROJECT NO:

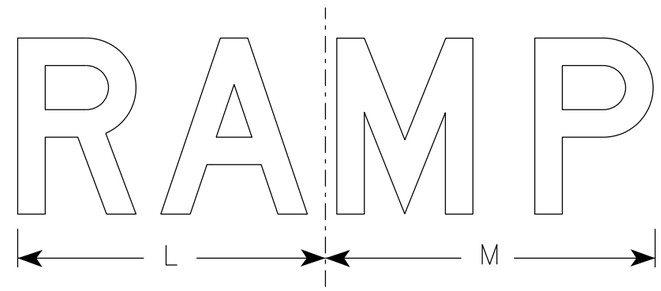
SHEET NO: 1071 E



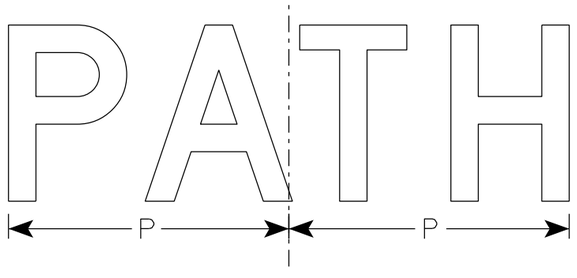

R11-2

NOTES

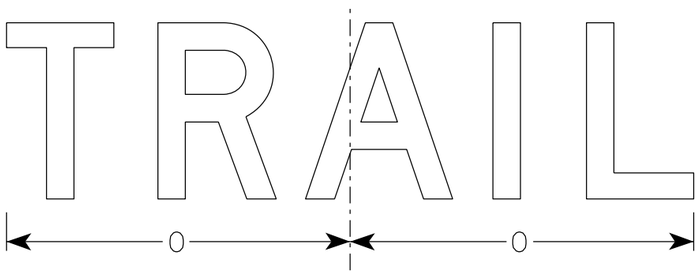
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



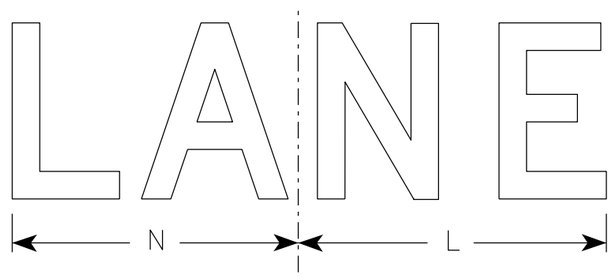

R11-2R




R11-2C




R11-2T




R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

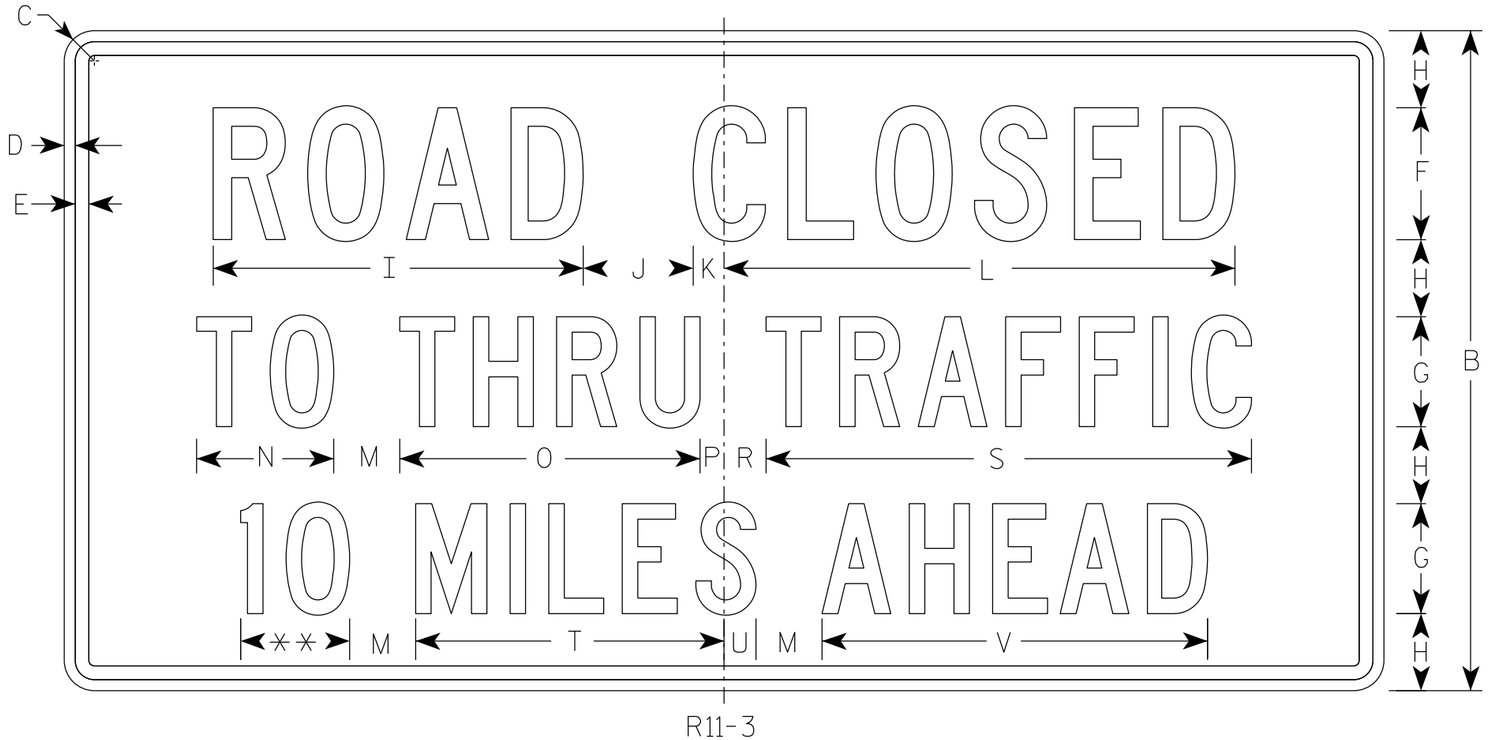
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

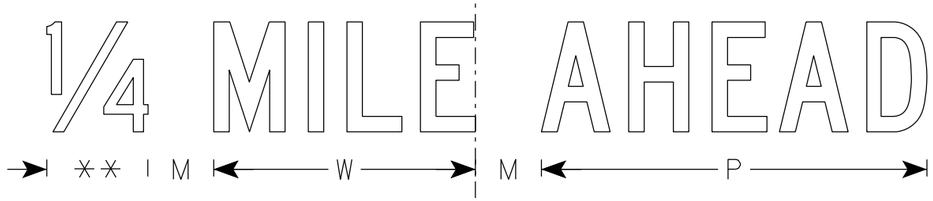
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.




R11-3

** See Note 5




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/2 | 3/8 | 3/8 | 4 | 3 | 2 | 11 1/4 | 3 | 1 1/8 | 15 3/8 | 2 | 3 3/4 | 8 1/4 | 5/8 | | 1 3/8 | 13 1/4 | 8 3/8 | 7/8 | 10 1/2 | 7 1/8 | | | | 4.5 |
| 2S | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 |
| 2M | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

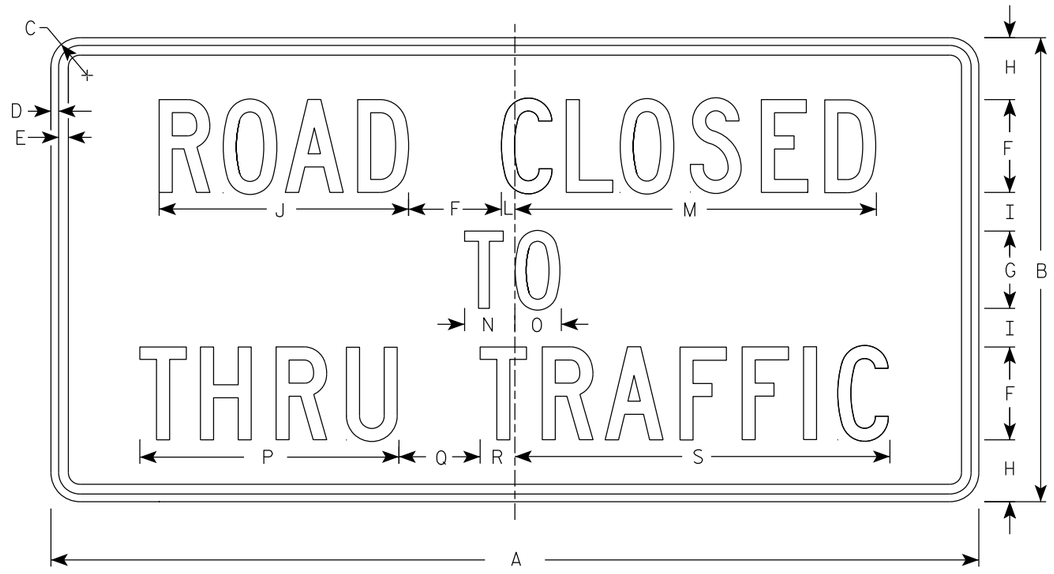
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1073 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

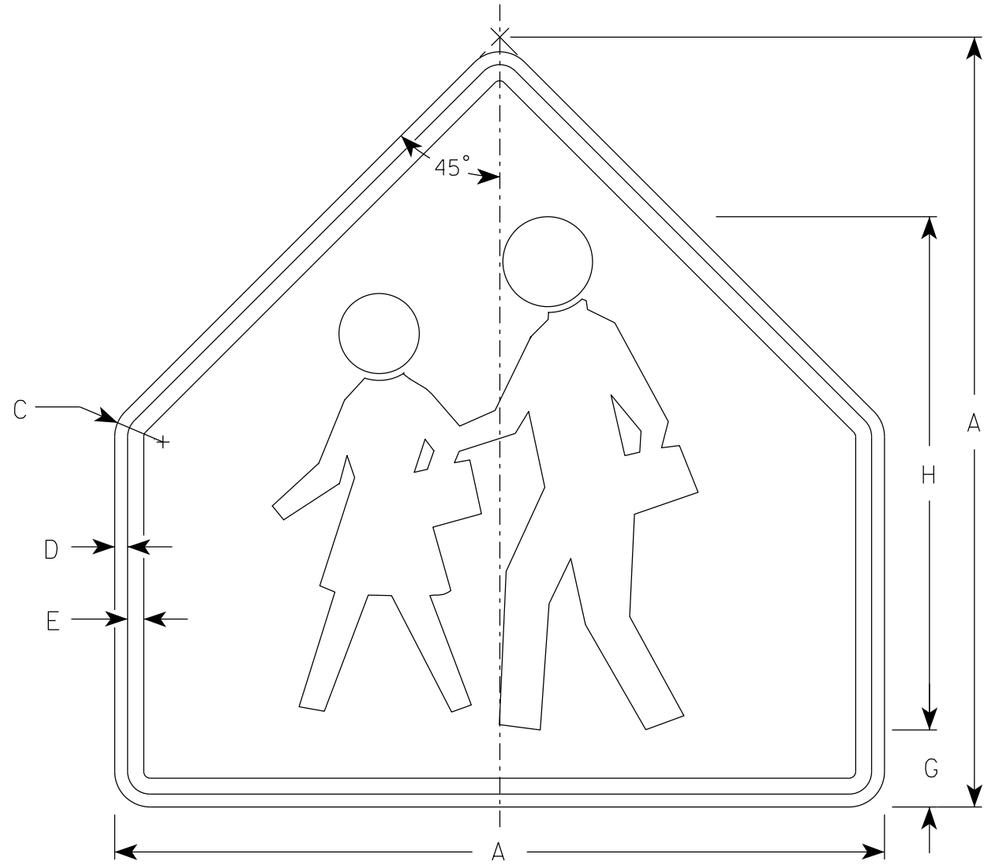
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1074 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

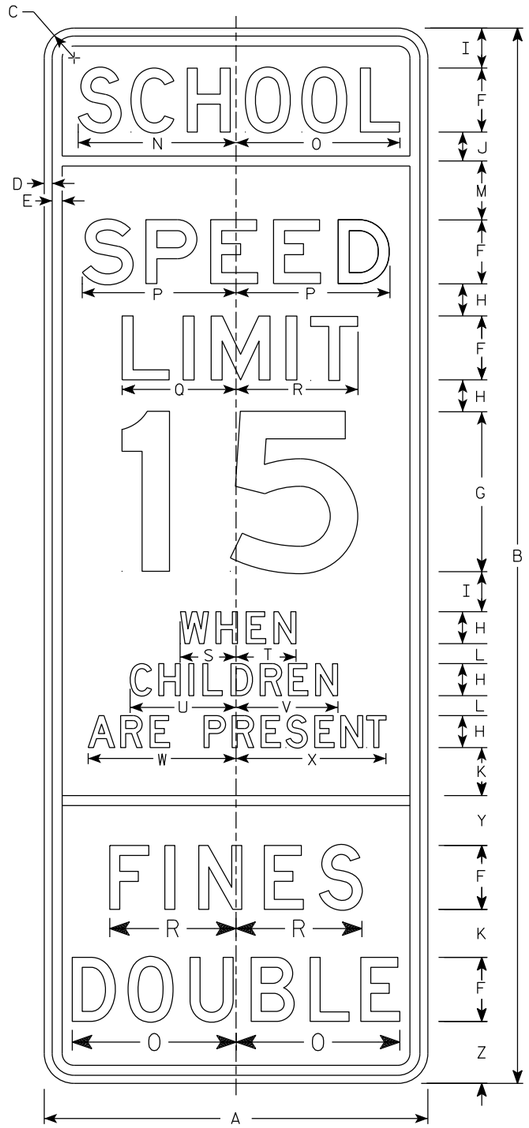
STANDARD SIGN
S1-1

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: 1075 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 panels background - White - Type SH Reflective
5. From top to bottom:
   Lines 1, 5, 6, 7, 8 & 9 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 | 66 | 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 | 3 1/8 | 3 7/8 | 11.0 |
| 2M | 24 | 66 | 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 | 3 1/8 | 3 7/8 | 11.0 |
| 3 | 36 | 96 | 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 | 3 1/2 | 4 1/8 | 24.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

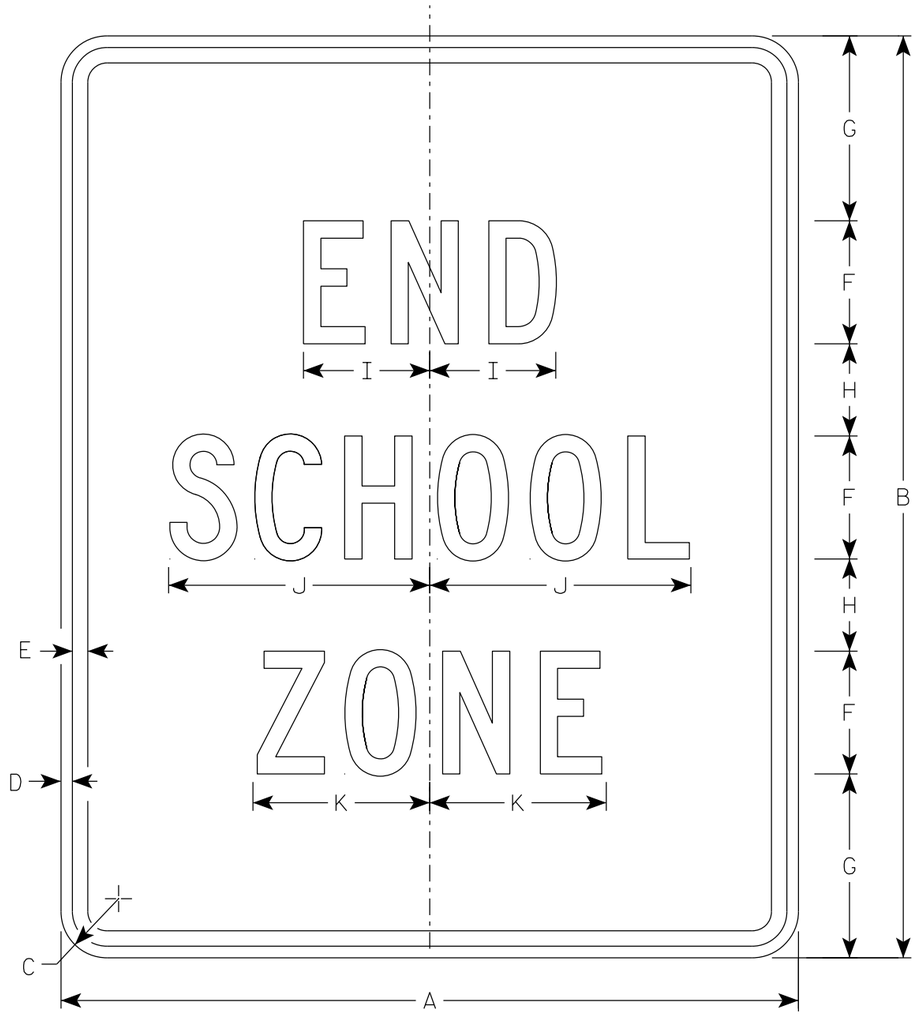
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 4/15/26 PLATE NO. S4-51.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\S451.DGN PLOT DATE : 15-APR 2026 2:40 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




S5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 30 | 1 1/2 | 3/8 | 1/2 | 4 | 6 | 3 | 4 1/8 | 8 1/2 | 5 3/4 | | | | | | | | | | | | | | | | 5.0 |
| 2M | 24 | 30 | 1 1/2 | 3/8 | 1/2 | 4 | 6 | 3 | 4 1/8 | 8 1/2 | 5 3/4 | | | | | | | | | | | | | | | | 5.0 |
| 3 | 36 | 42 | 1 7/8 | 5/8 | 3/4 | 6 | 7 | 5 | 6 1/8 | 12 5/8 | 8 5/8 | | | | | | | | | | | | | | | | 10.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

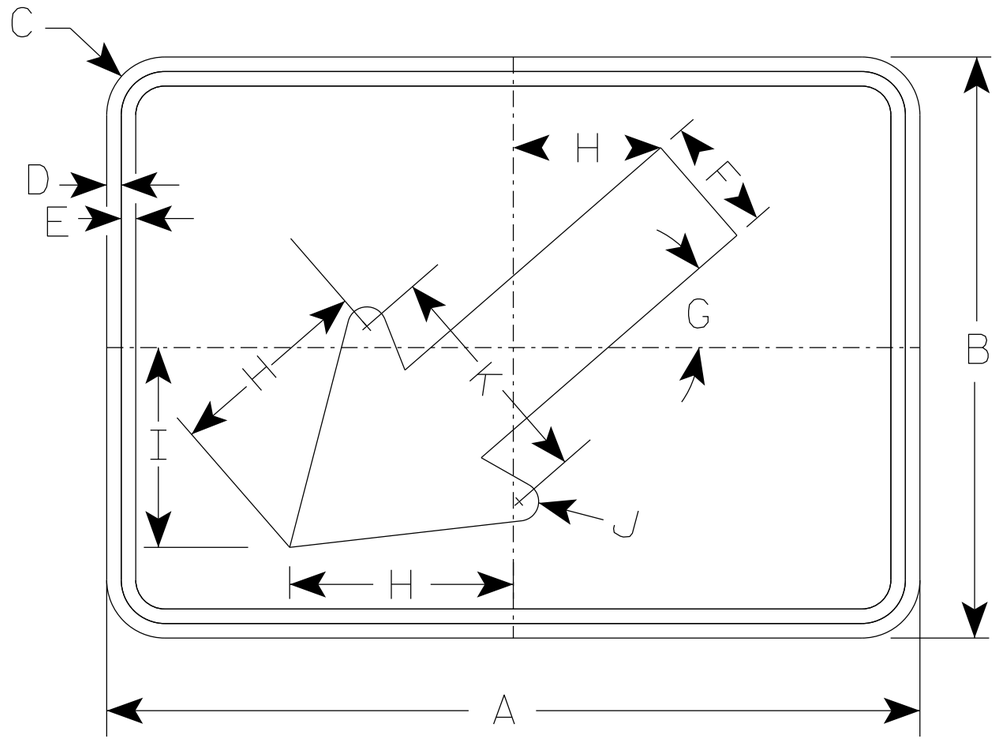
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S5-2.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\S52.dgn PLOT DATE : 23-FEB 2023 8:10 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




S16-7L

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.

* For 36" x 36" Warning Signs, use 30" x 21" W16-7L signs.
* For 48" x 48" Warning Signs, use 42" x 24" W16-7L signs.

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2S | 21 | 15 | 1 1/2 | 3/8 | 3/8 | 3 | 41° | 5 1/4 | 5 1/8 | 1/2 | 6 | | | | | | | | | | | | | | | | 2.19 |
| * | 2M | 30 | 21 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 41° | 8 5/8 | 7 3/4 | 5/8 | 9 1/4 | | | | | | | | | | | | | | | | 4.38 |
| * | 3 | 30 | 21 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 41° | 8 5/8 | 7 3/4 | 5/8 | 9 1/4 | | | | | | | | | | | | | | | | 4.38 |
| * | 4 | 42 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 41° | 10 1/4 | 9 1/8 | 1 | 12 | | | | | | | | | | | | | | | | 7.0 |
| | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

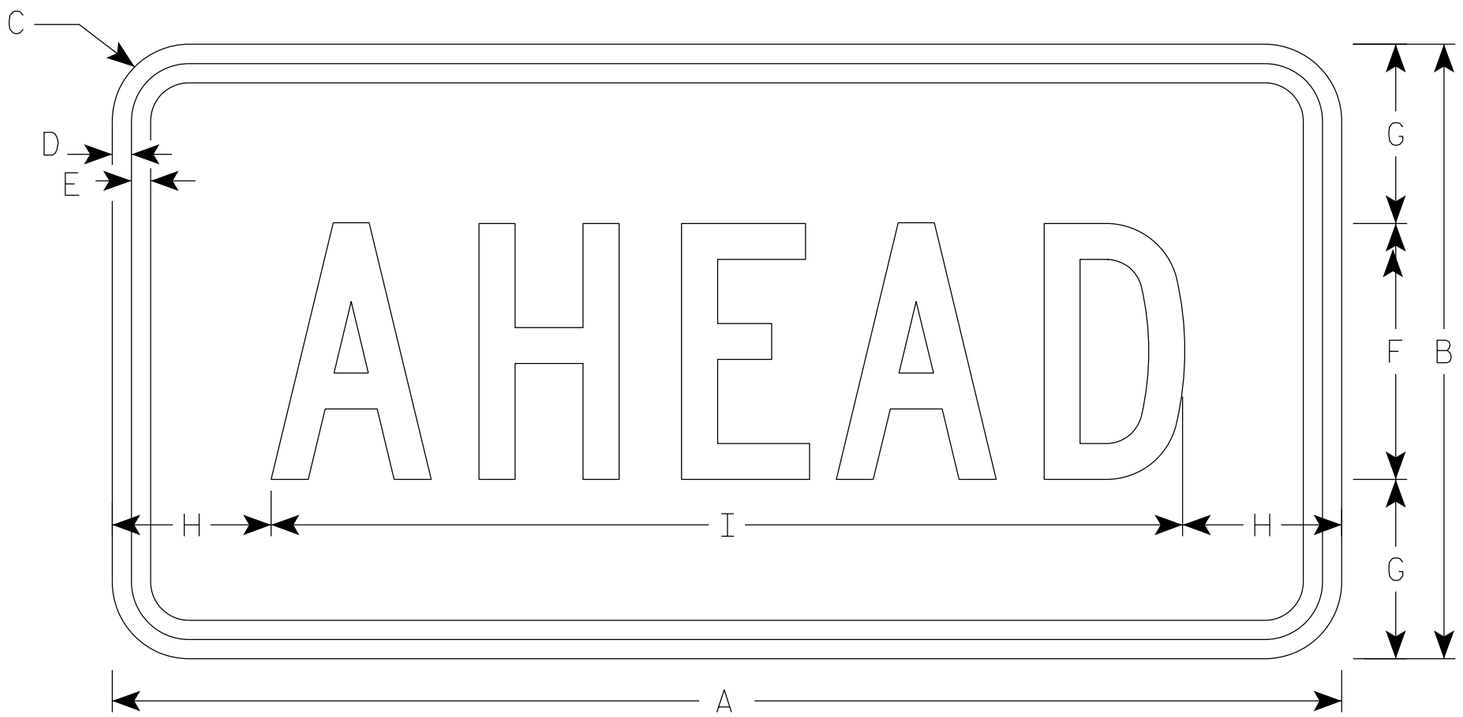
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/26 PLATE NO. S16-7.4

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1078 | 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

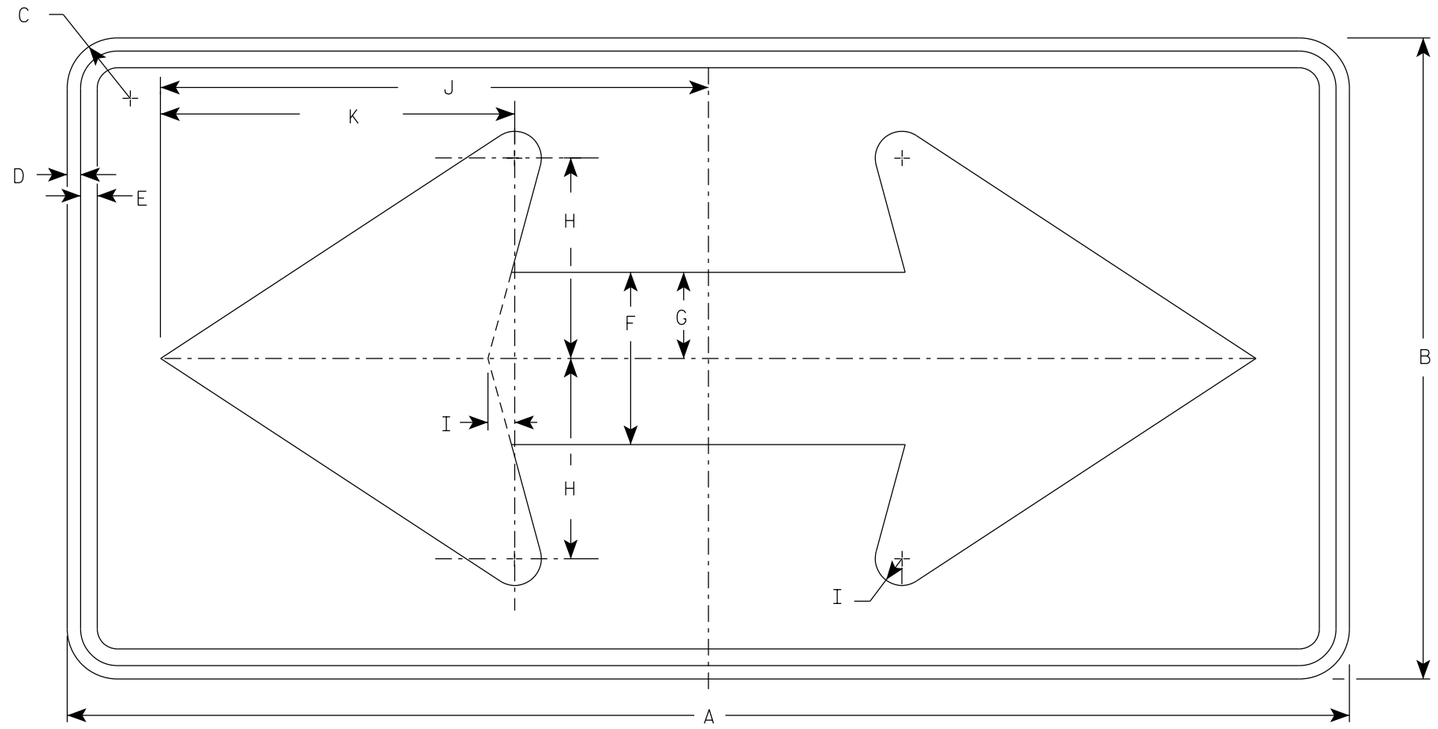
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




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

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black




W1-7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 5 | 2 1/2 | 5 3/4 | 3/4 | 15 5/8 | 10 1/8 | | | | | | | | | | | | | | | | 4.5 |
| 2S | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 5 | 96 | 48 | 3 | 3/4 | 1 | 13 | 6 1/2 | 15 | 2 | 41 | 26 1/2 | | | | | | | | | | | | | | | | 32.0 |

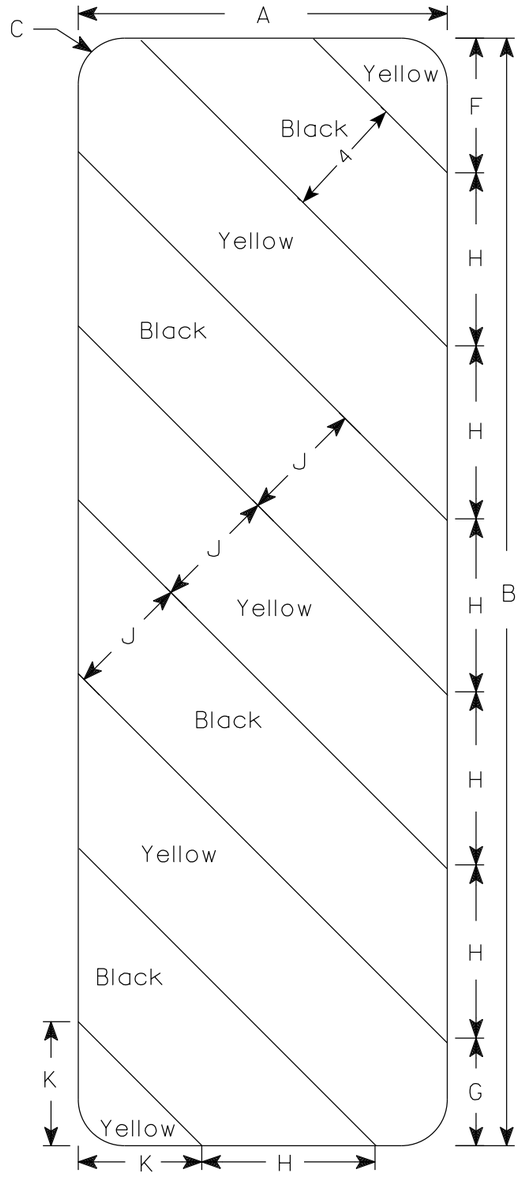
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

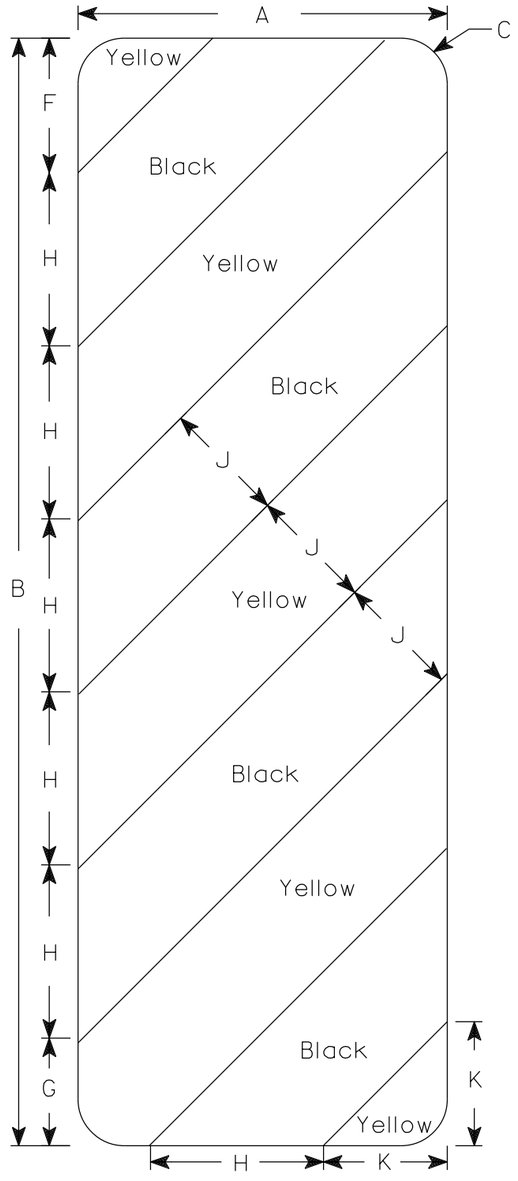
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/10/2023 PLATE NO. W1-7.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 1080 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

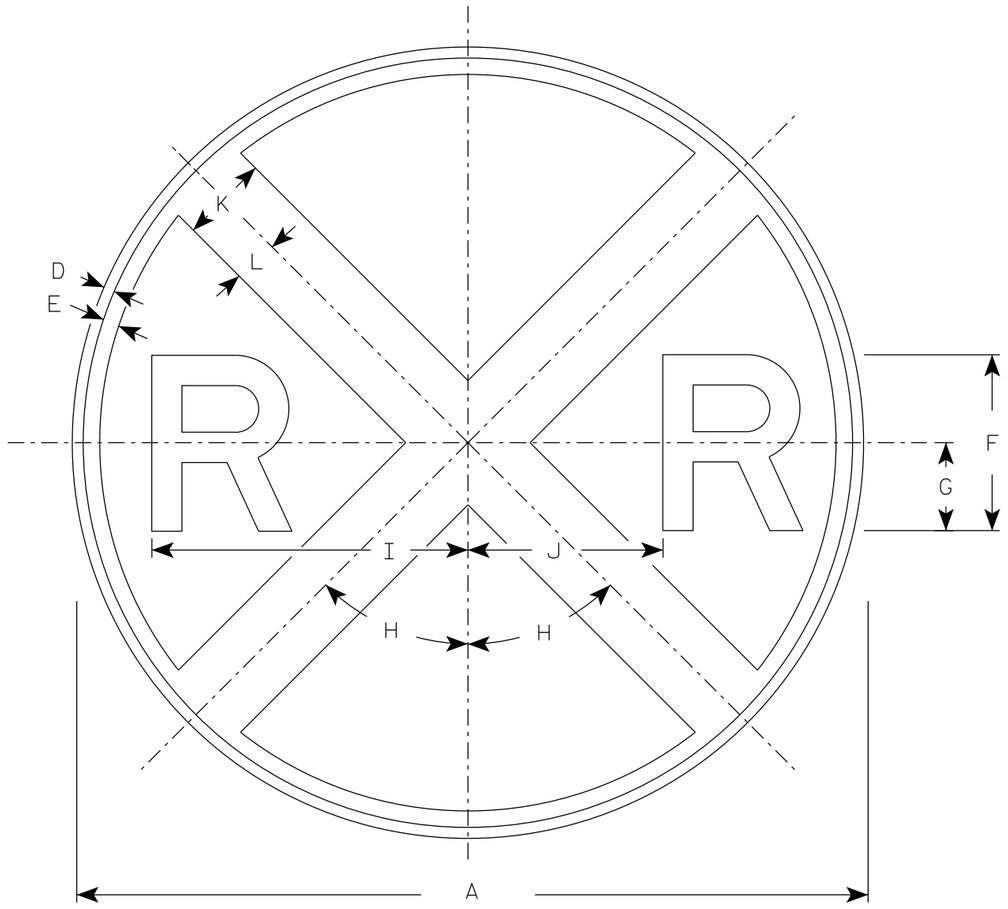
# STANDARD SIGN
# W5-52L & W5-52R

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: 1081 | E |
|---|---|---|---|---|---|




W10-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message 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 | 30 | | | 3/8 | 5/8 | 7 | 3 1/2 | 45° | 12 3/8 | 7 1/8 | 3 | 1 1/2 | | | | | | | | | | | | | | | 4.91 |
| 2S | 36 | | | 5/8 | 3/4 | 8 | 4 | 45° | 14 3/8 | 8 5/8 | 4 | 2 | | | | | | | | | | | | | | | 7.07 |
| 2M | 36 | | | 5/8 | 3/4 | 8 | 4 | 45° | 14 3/8 | 8 5/8 | 4 | 2 | | | | | | | | | | | | | | | 7.07 |
| 3 | 36 | | | 5/8 | 3/4 | 8 | 4 | 45° | 14 3/8 | 8 5/8 | 4 | 2 | | | | | | | | | | | | | | | 7.07 |
| 4 | 48 | | | 3/4 | 1 1/4 | 10 | 5 | 45° | 18 3/8 | 11 5/8 | 5 | 2 1/2 | | | | | | | | | | | | | | | 12.57 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

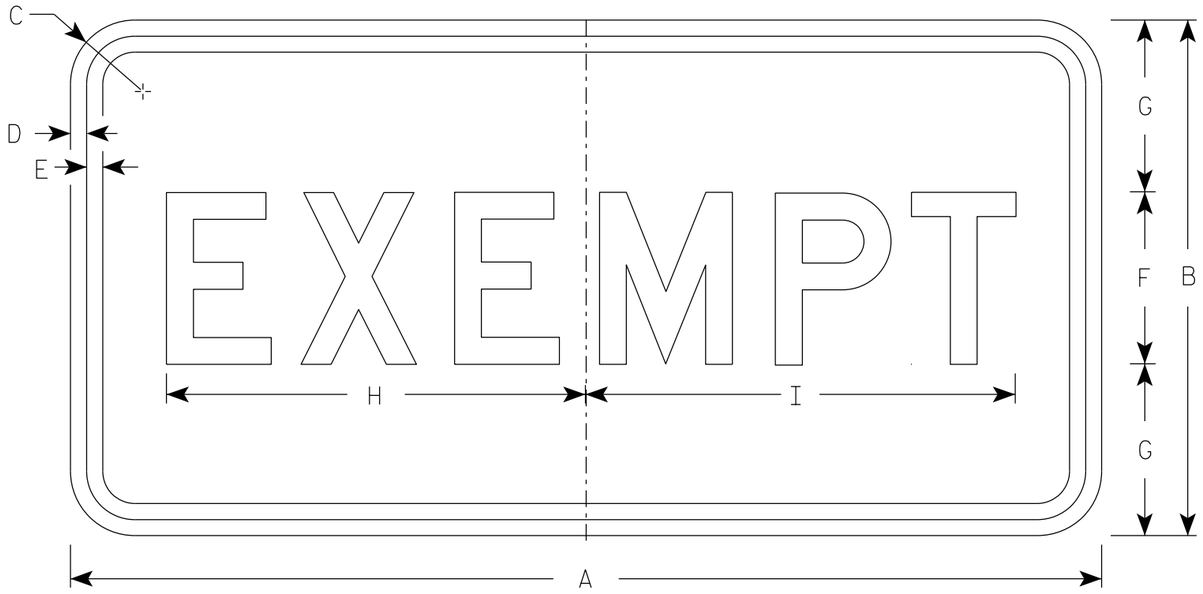
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/27/24 PLATE NO. W10-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1082 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - See Note 4
   Message - Black
3. Message Series - D
4. Background - R15-3 is White Type H Reflective
   W10-1A is Yellow.




R15-3
and
W10-1A

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 4 | 4 | 9 3/4 | 10 | | | | | | | | | | | | | | | | | | 2 |
| 2M | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 4 | 4 | 9 3/4 | 10 | | | | | | | | | | | | | | | | | | 2 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

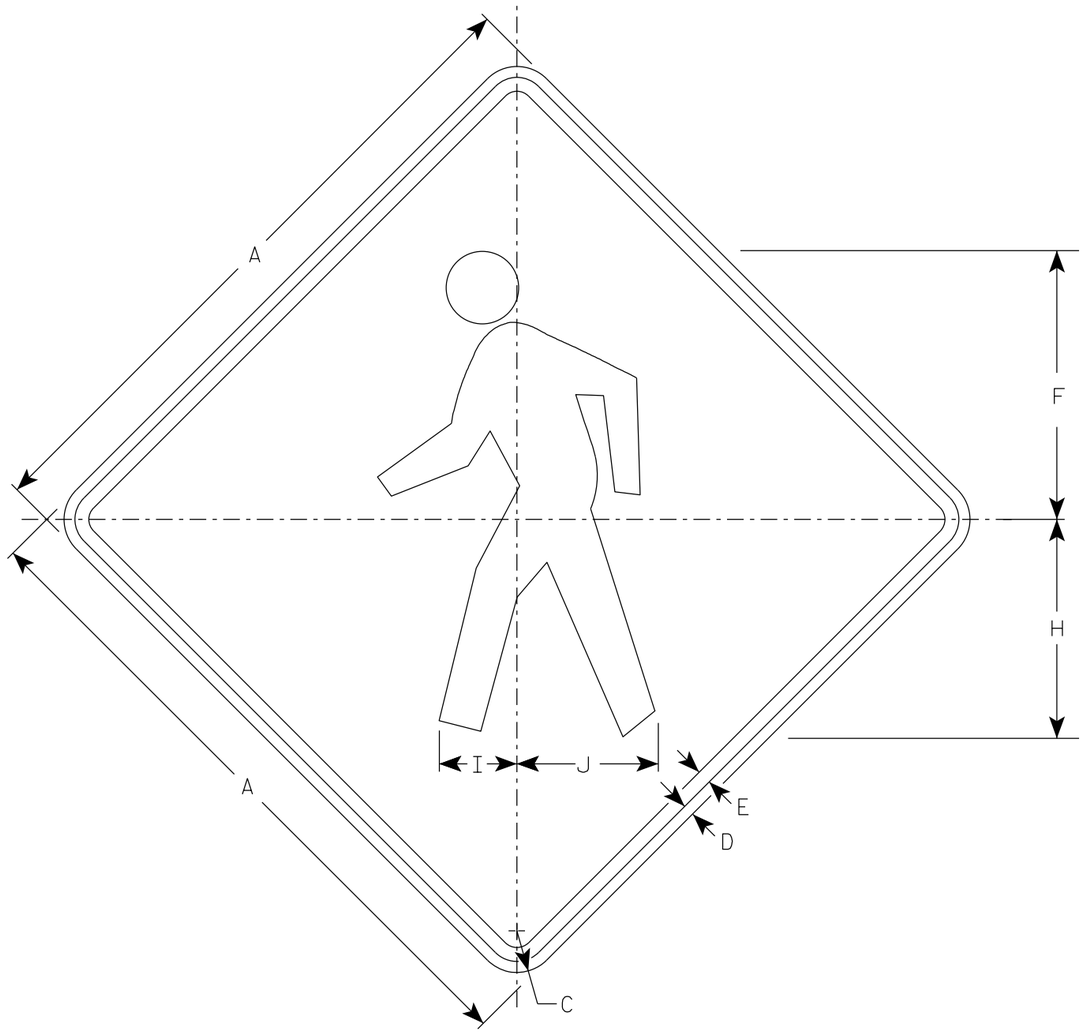
STANDARD SIGN
R15-3 & W10-1A

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 11/13/2023 PLATE NO. R15-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1083 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

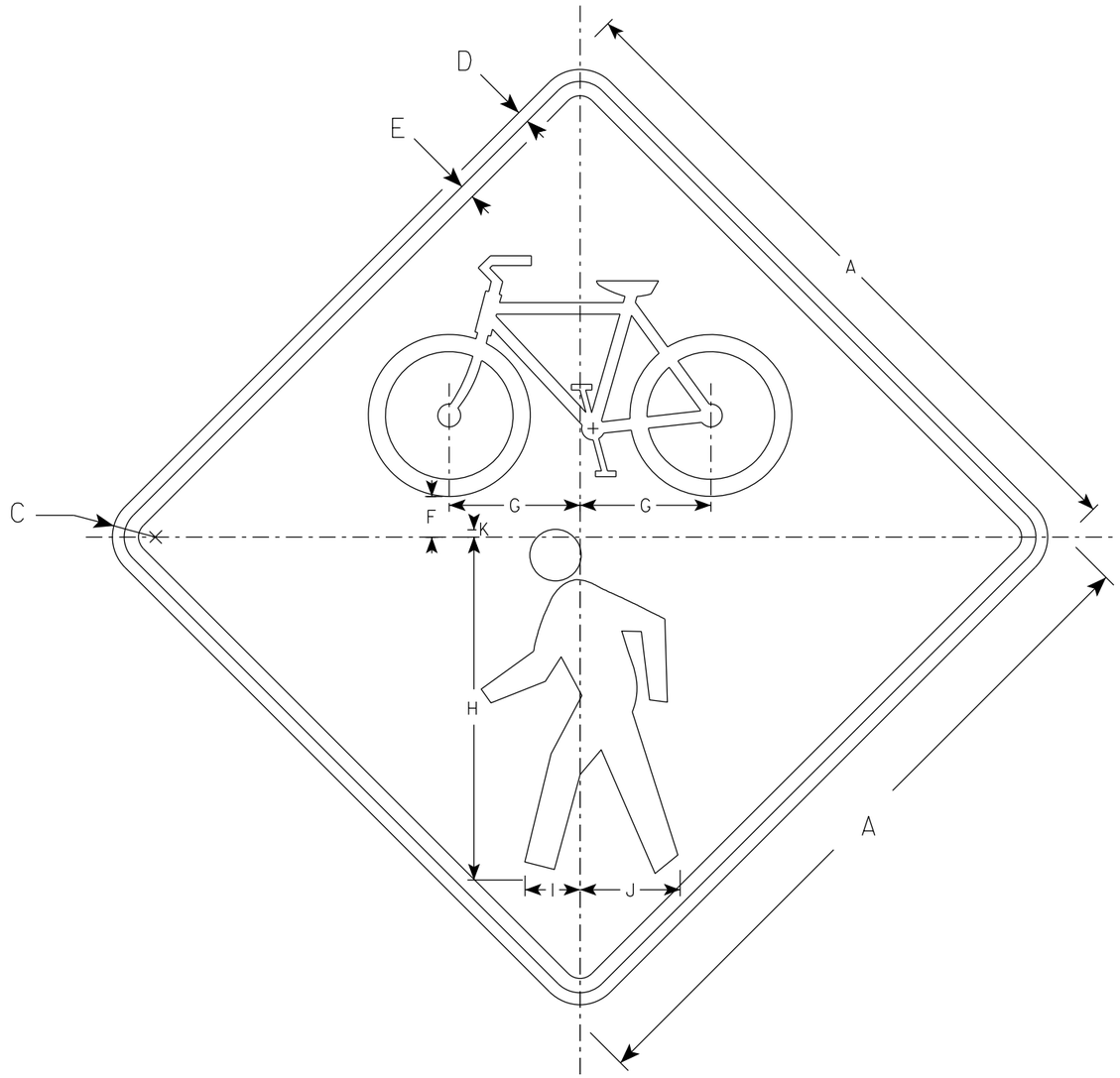
# STANDARD SIGN
# W11-2

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: 1084 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

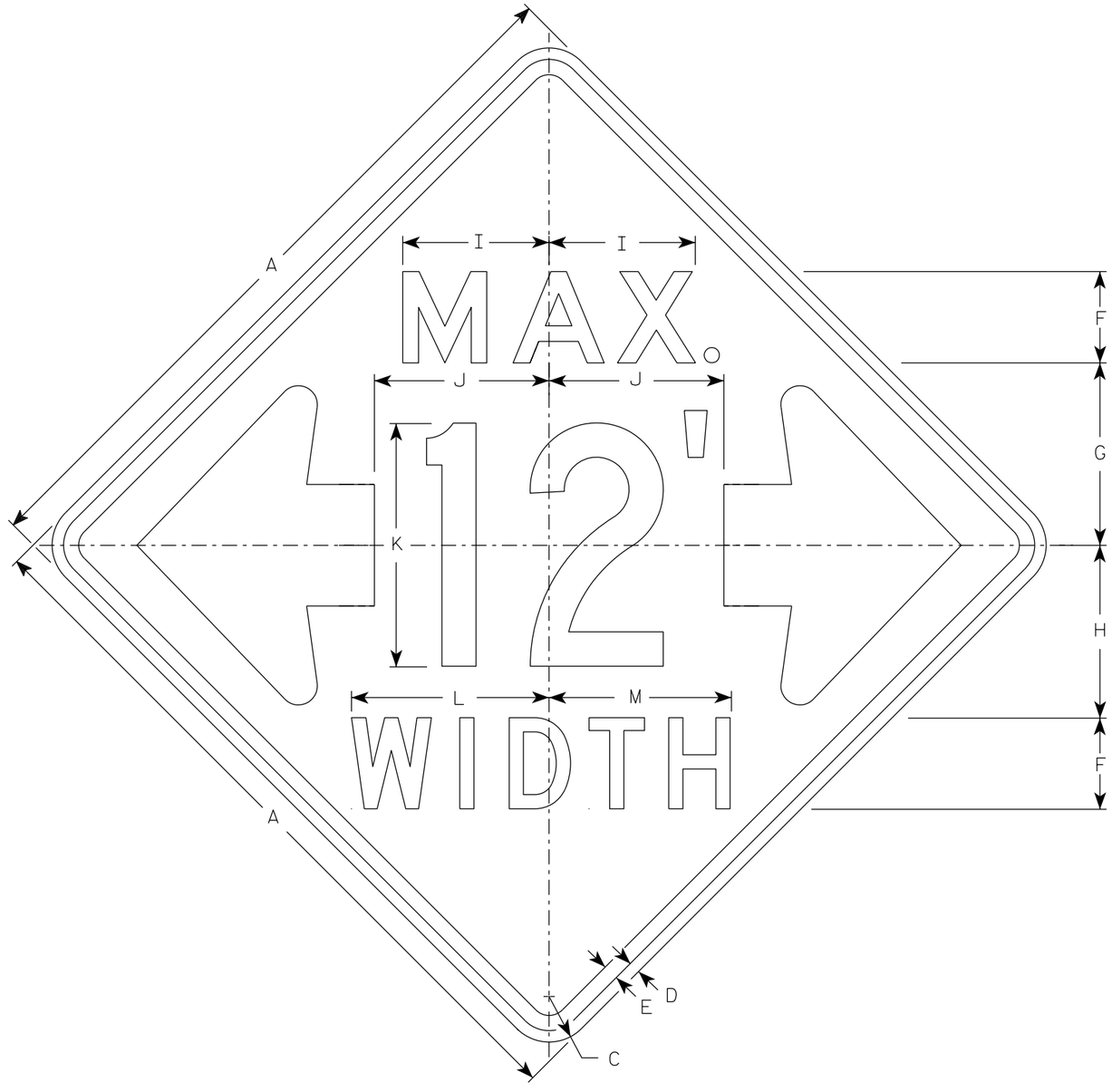
STANDARD SIGN
W11-15

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/2023 PLATE NO. W11-15.5

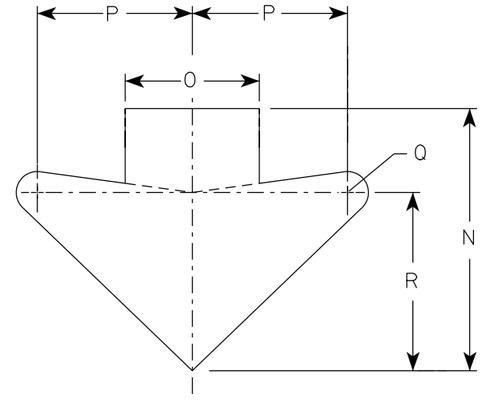
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1085 E




W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | | 3 | ¾ | 1 | 6 | 12 | 11 ⅜ | 9 ⅝ | 11 ½ | 16 | 13 | 12 | 15 ⅝ | 8 | 9 ¼ | 1 ¼ | 10 ⅝ | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | ¾ | 1 | 6 | 12 | 11 ⅜ | 9 ⅝ | 11 ½ | 16 | 13 | 12 | 15 ⅝ | 8 | 9 ¼ | 1 ¼ | 10 ⅝ | | | | | | | | | 16.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

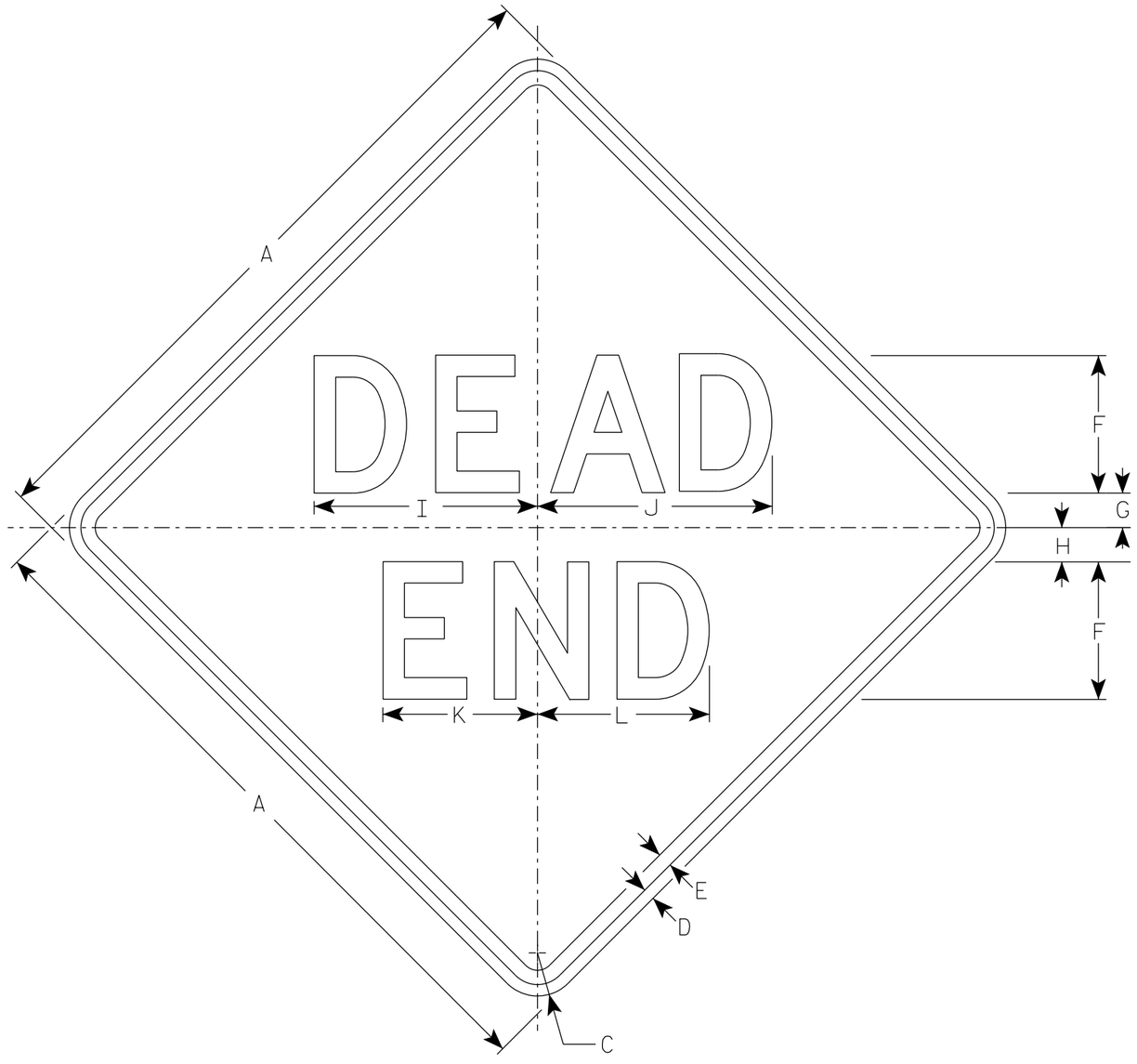
STANDARD SIGN
W12-52

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1086 E




W14-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Areq sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/2 | 3/8 | 1/2 | 5 | 1 | 2 | 8 1/4 | 8 5/8 | 5 5/8 | 6 1/4 | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 7/8 | 1/2 | 5/8 | 6 | 1 1/2 | 2 1/2 | 9 3/4 | 10 1/4 | 6 3/4 | 7 1/2 | | | | | | | | | | | | | | | 6.25 |
| 2M | 30 | | 1 7/8 | 1/2 | 5/8 | 6 | 1 1/2 | 2 1/2 | 9 3/4 | 10 1/4 | 6 3/4 | 7 1/2 | | | | | | | | | | | | | | | 6.25 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | 7 | 2 | 3 | 11 3/8 | 12 | 7 7/8 | 8 3/4 | | | | | | | | | | | | | | | 9.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

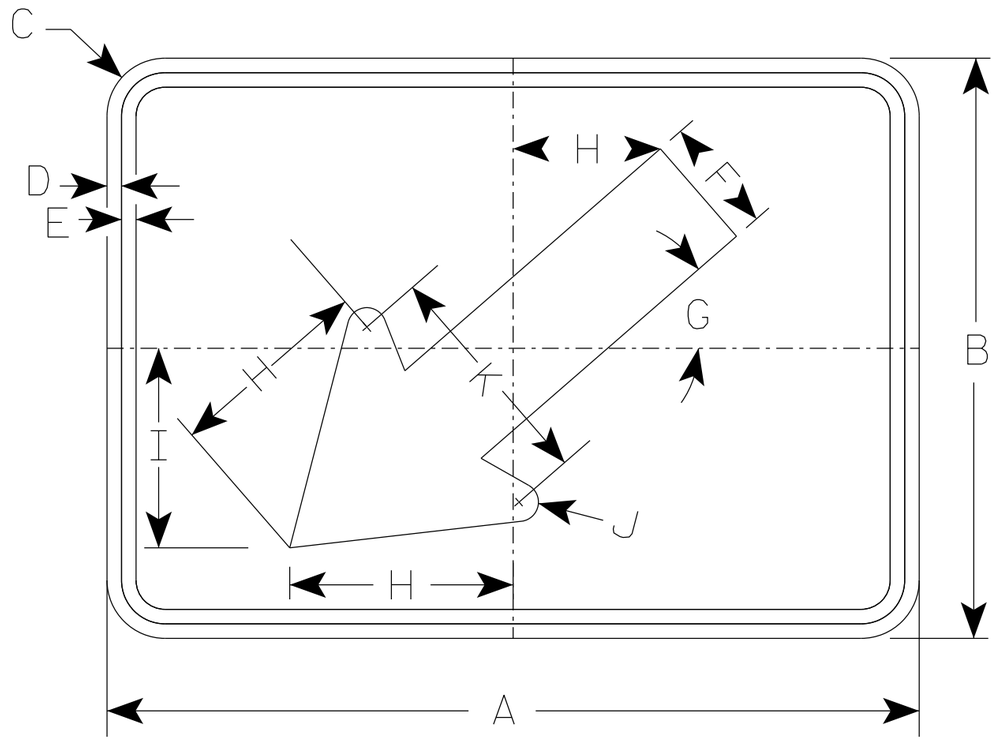
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/8/2024 PLATE NO. W14-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1087 E




W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 21" W16-7L signs.
* For 48" x 48" Warning Signs, use 42" x 24" W16-7L signs.

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2S | 21 | 15 | 1 1/2 | 3/8 | 3/8 | 3 | 41° | 5 1/4 | 5 1/8 | 1/2 | 6 | | | | | | | | | | | | | | | | 2.19 |
| * | 2M | 30 | 21 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 41° | 8 5/8 | 7 3/4 | 5/8 | 9 1/4 | | | | | | | | | | | | | | | | 4.38 |
| * | 3 | 30 | 21 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 41° | 8 5/8 | 7 3/4 | 5/8 | 9 1/4 | | | | | | | | | | | | | | | | 4.38 |
| * | 4 | 42 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 41° | 10 1/4 | 9 1/8 | 1 | 12 | | | | | | | | | | | | | | | | 7.0 |
| | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

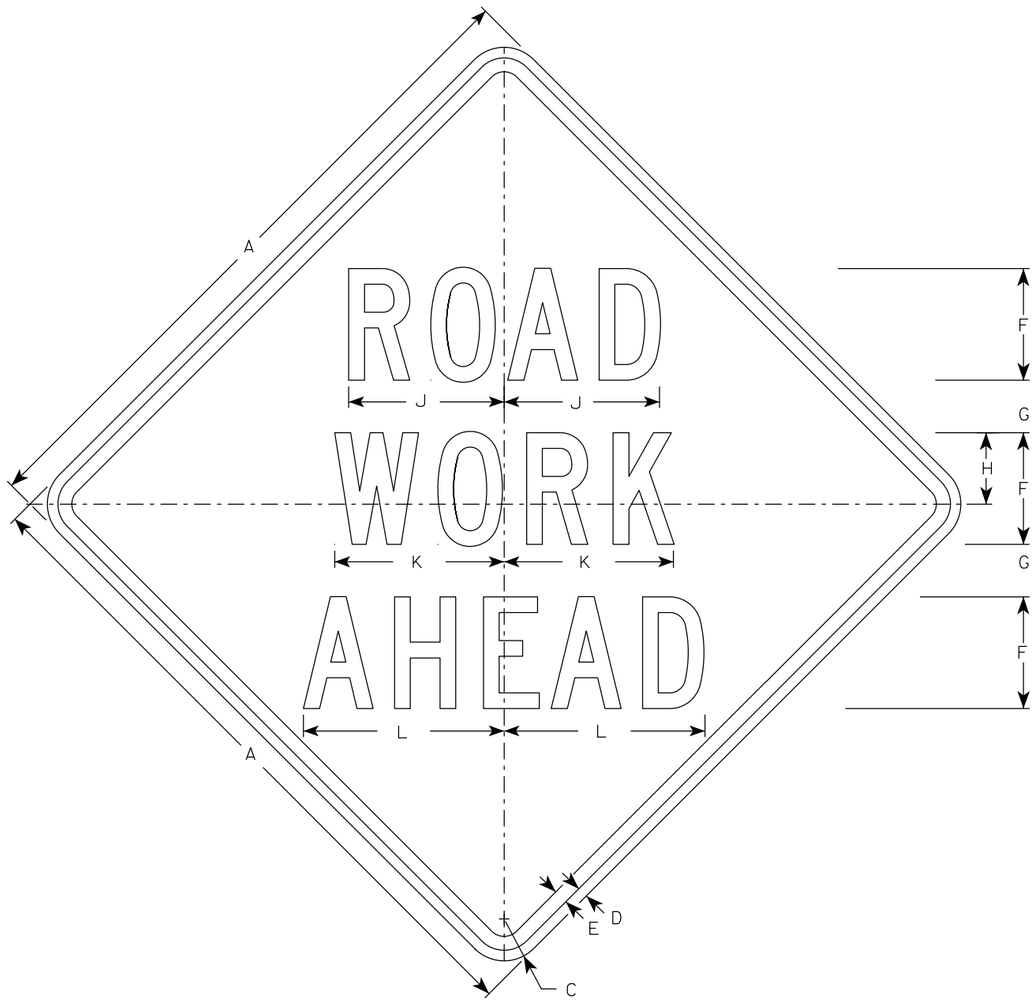
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

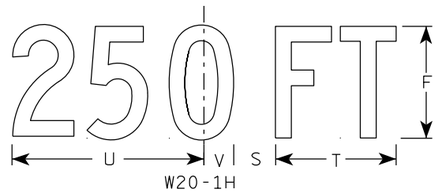
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/26 PLATE NO. W16-7.10

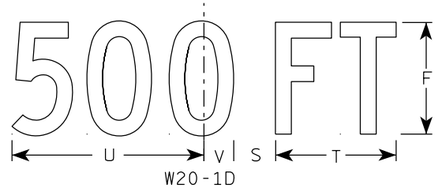
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1088 | E




W20-1A



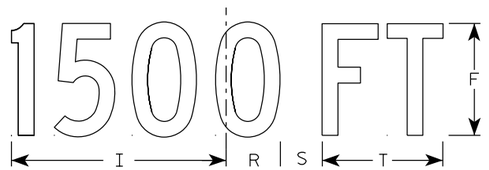

W20-1H




W20-1D



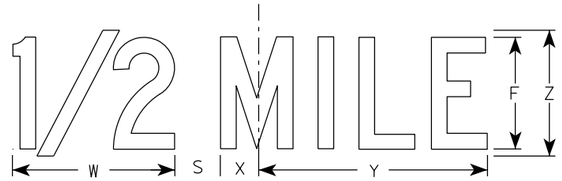

W20-1C



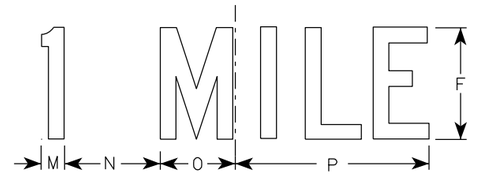

W20-1B

NOTES

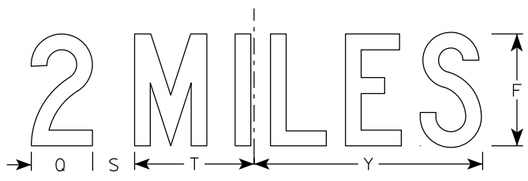
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




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:

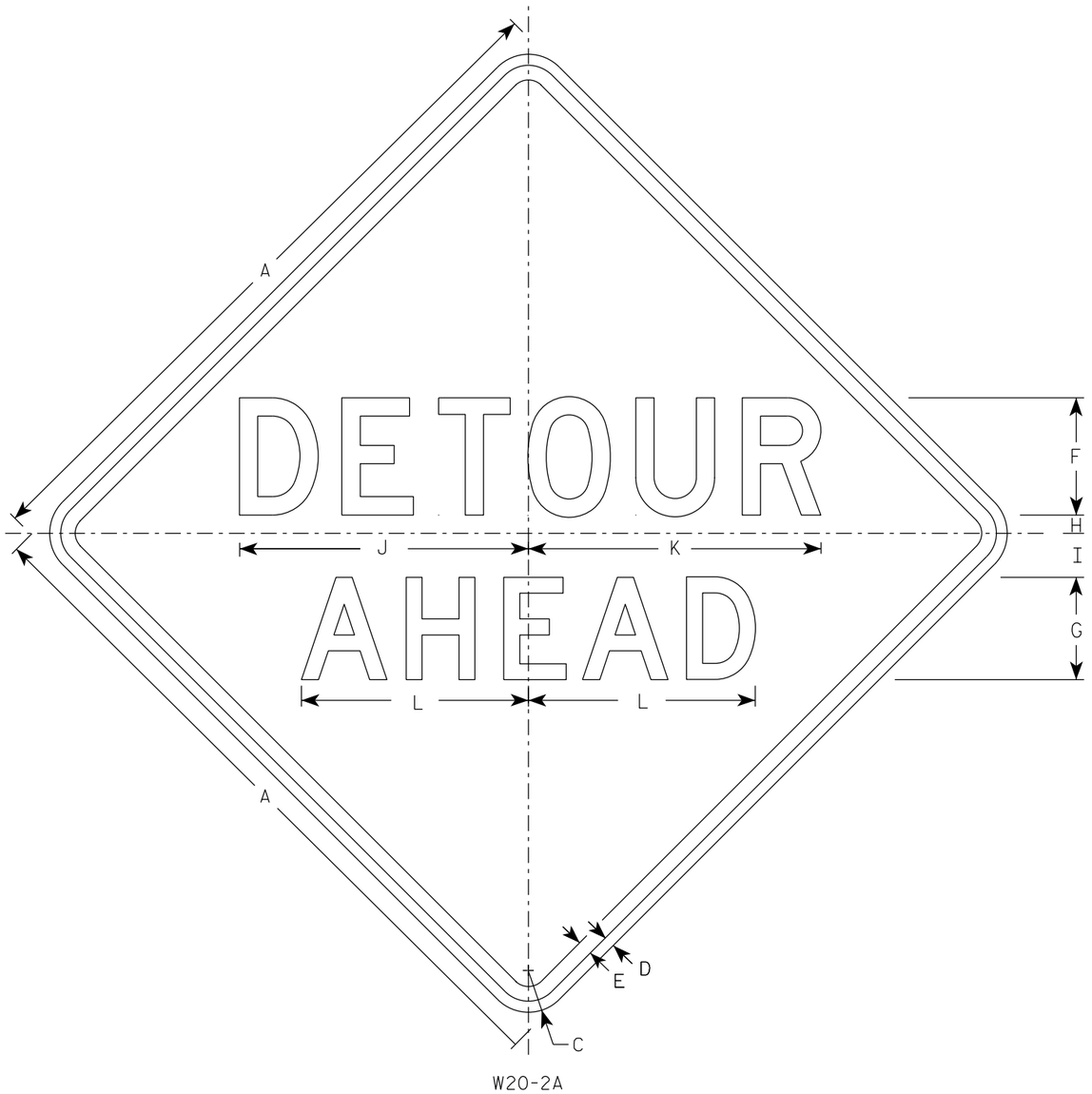
SHEET NO: 1089 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

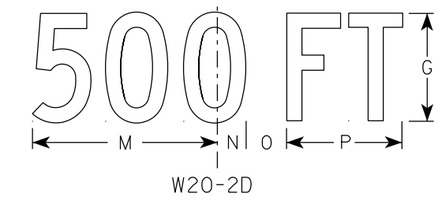
WISDOT/CADDS SHEET 42

7

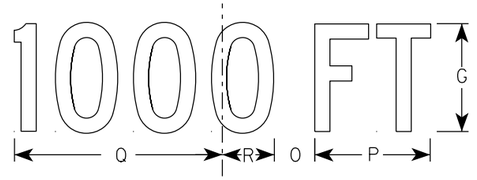
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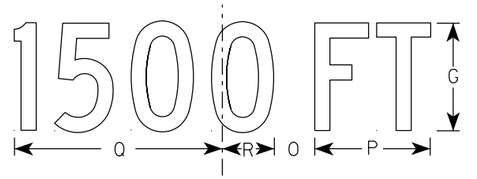

W20-2A



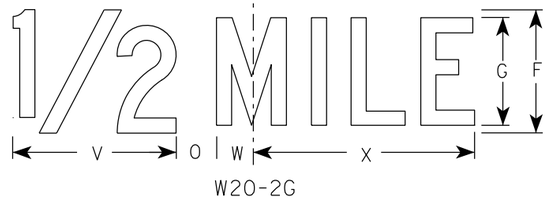

W20-2D



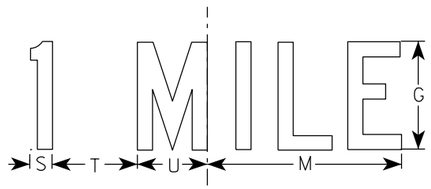

W20-2C




W20-2B




W20-2G




W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 6 | 5 | 1 | 2 1/4 | 14 3/4 | 15 | 11 5/8 | 9 | 1 3/8 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 1/8 | 4 1/2 | 3 1/2 | 8 | 1 3/4 | 10 3/4 | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

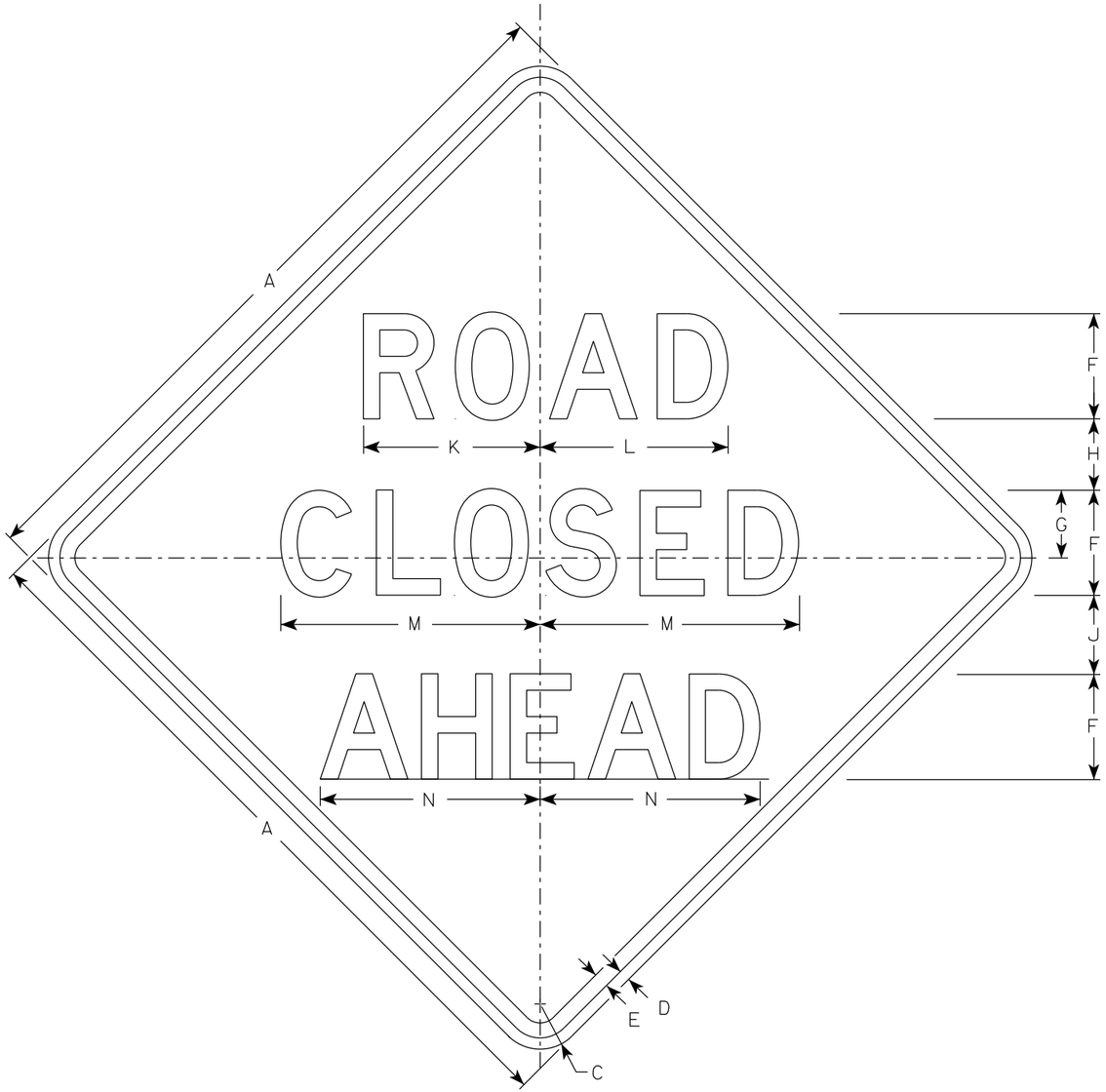
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

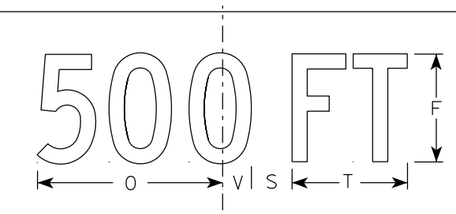
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



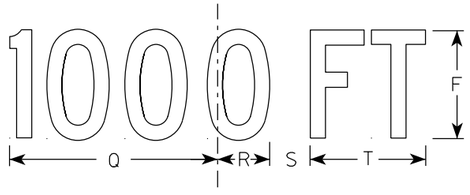
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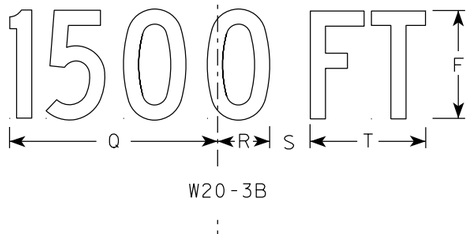

W20-3A



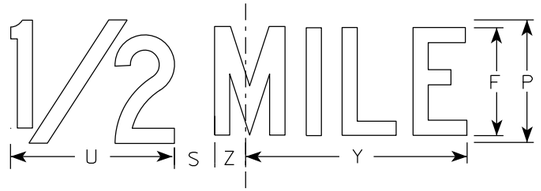

W20-3D



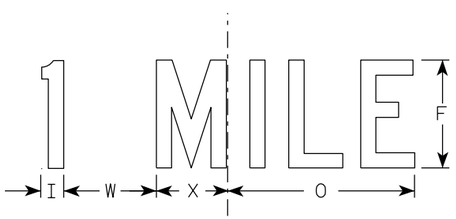

W20-3C




W20-3B




W20-3G




W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 1 1/8 | 4 | 8 3/8 | 8 7/8 | 12 1/2 | 11 | 9 | 6 | 10 1/8 | 2 1/2 | 1 7/8 | 5 5/8 | 8 | 1 3/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

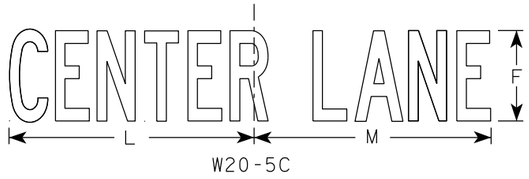
DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

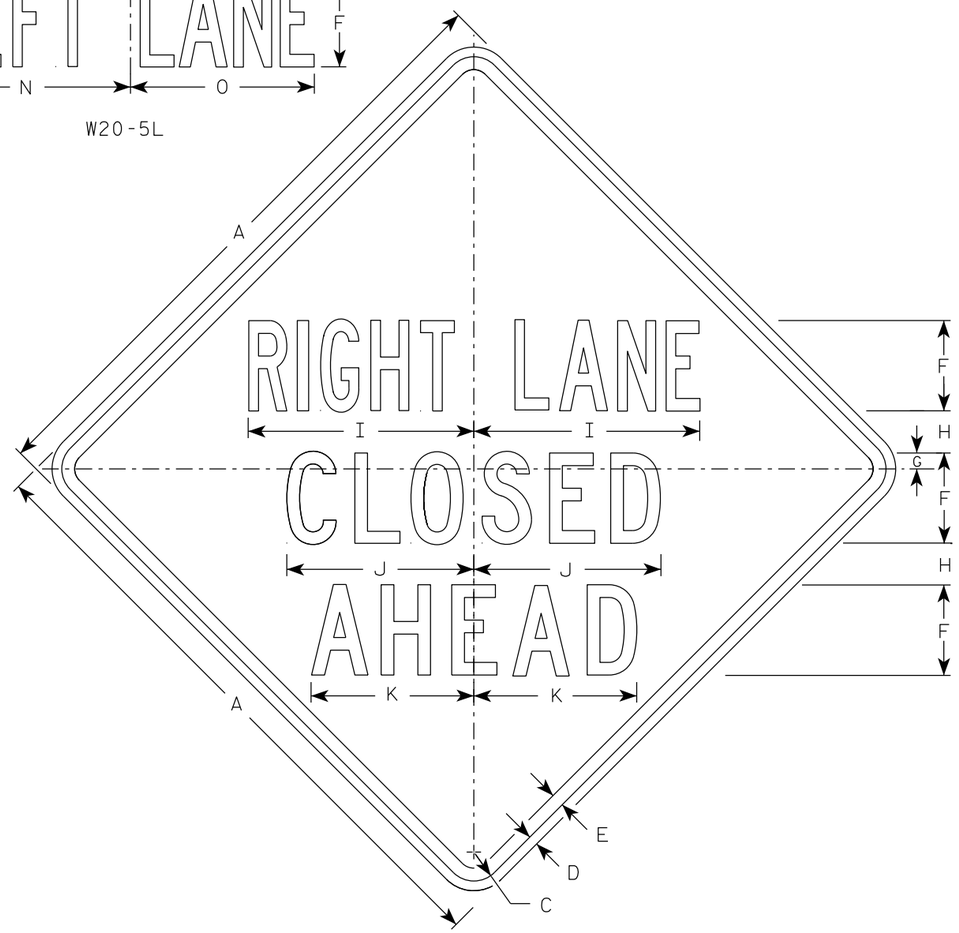

7



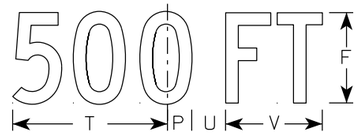

W20-5C



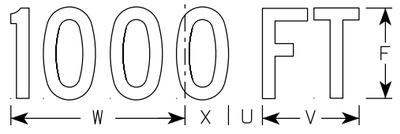

W20-5L



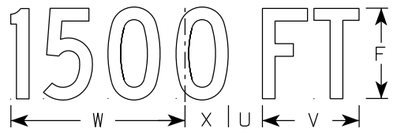

W20-5R



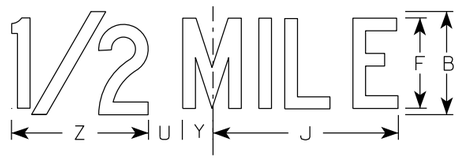

W20-5CD
W20-5LD
W20-5RD




W20-5CE
W20-5LE
W20-5RE




W20-5CB
W20-5LB
W20-5RB




W20-5CG
W20-5LG
W20-5RG




W20-5CF
W20-5LF
W20-5RF

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 |

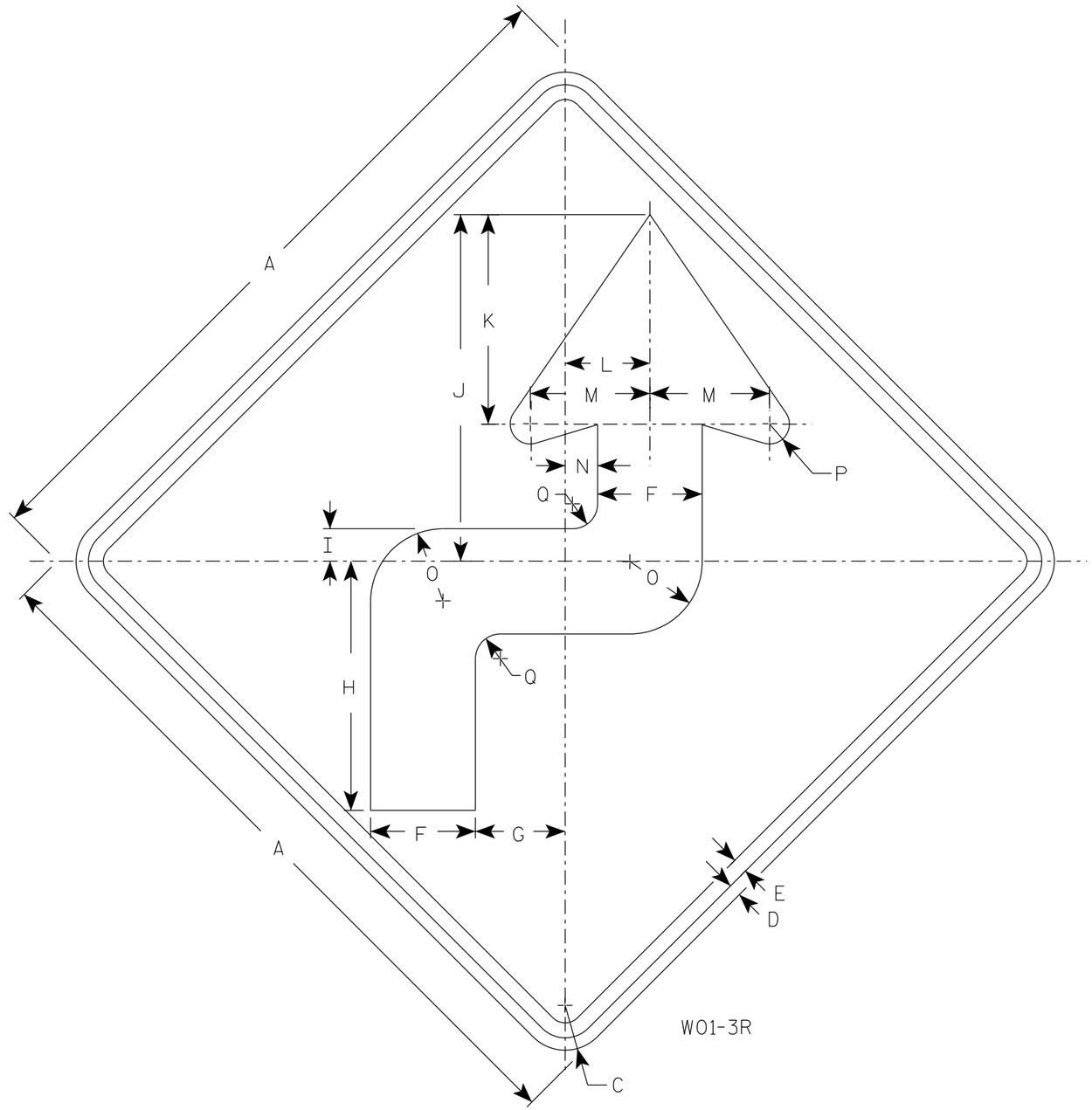
STANDARD SIGN
W20-5C,L,R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/26 PLATE NO. W20-5.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1092 E




WO1-3R

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. WO1-3L is the same as WO1-3R 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 1/2 | 12 1/2 | 1 5/8 | 17 3/8 | 10 1/2 | 4 1/4 | 6 | 1 5/8 | 3 5/8 | 1 | 1 1/4 | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 7 | 6 | 16 5/8 | 2 1/4 | 23 1/4 | 14 | 5 5/8 | 8 | 2 1/8 | 4 7/8 | 1 1/4 | 1 5/8 | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 7 | 6 | 16 5/8 | 2 1/4 | 23 1/4 | 14 | 5 5/8 | 8 | 2 1/8 | 4 7/8 | 1 1/4 | 1 5/8 | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 7 | 6 | 16 5/8 | 2 1/4 | 23 1/4 | 14 | 5 5/8 | 8 | 2 1/8 | 4 7/8 | 1 1/4 | 1 5/8 | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 7 | 6 | 16 5/8 | 2 1/4 | 23 1/4 | 14 | 5 5/8 | 8 | 2 1/8 | 4 7/8 | 1 1/4 | 1 5/8 | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 7 | 6 | 16 5/8 | 2 1/4 | 23 1/4 | 14 | 5 5/8 | 8 | 2 1/8 | 4 7/8 | 1 1/4 | 1 5/8 | | | | | | | | | | 16.0 |

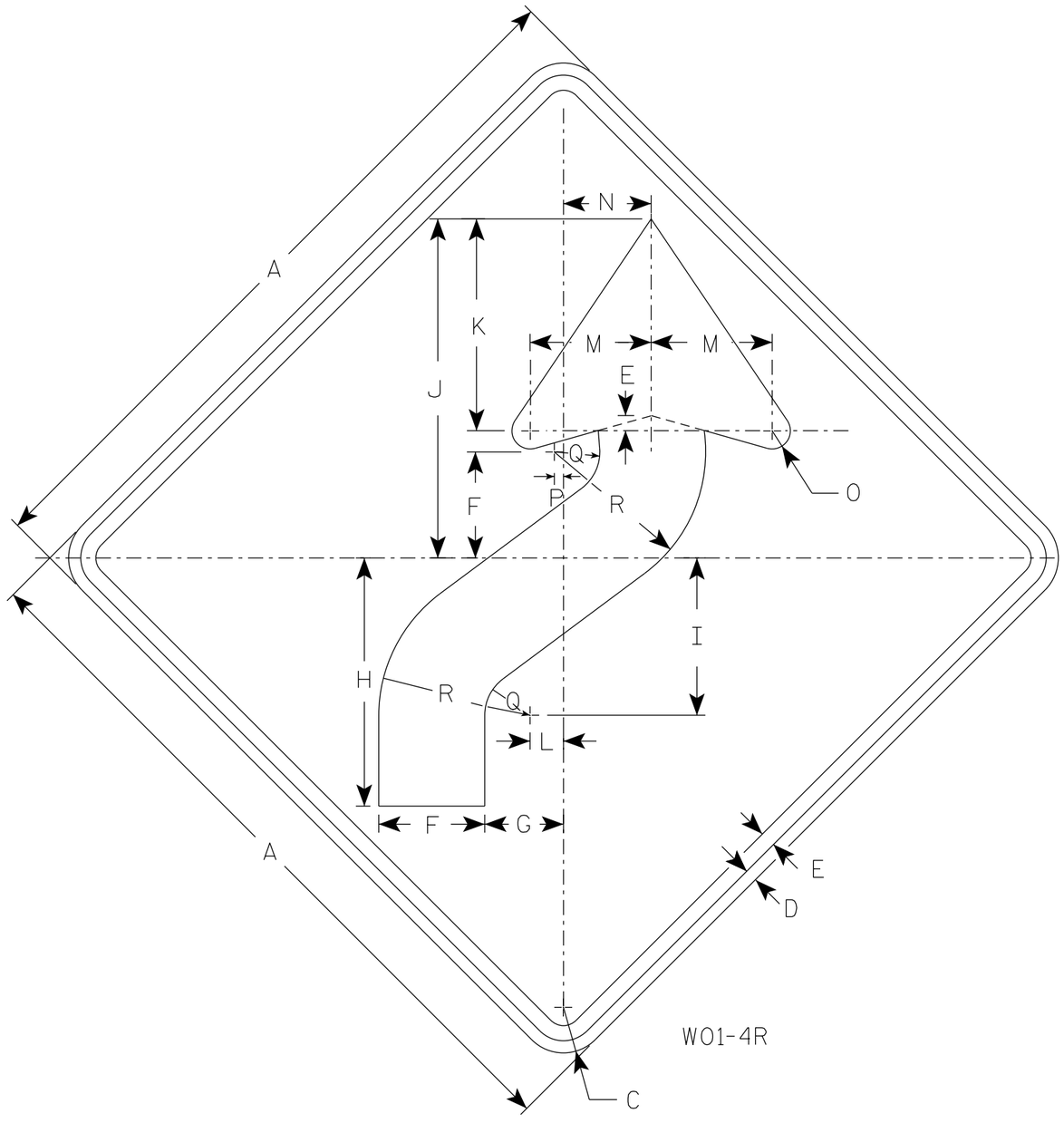
STANDARD SIGN
WO1-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1093 E




W01-4R

## 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. W01-4L is the same as W01-4R 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 |

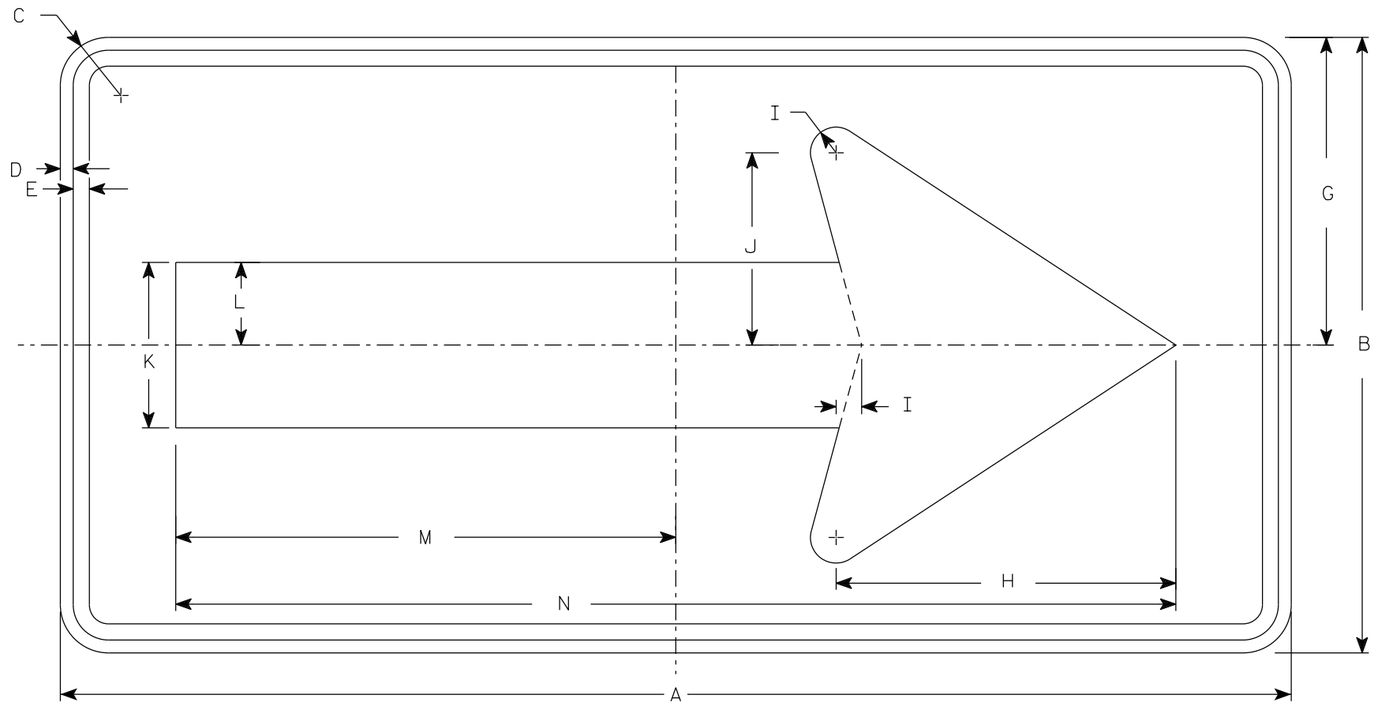
# STANDARD SIGN
# W01-4

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1094 | E




WO1-6

## NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 7/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 7/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |

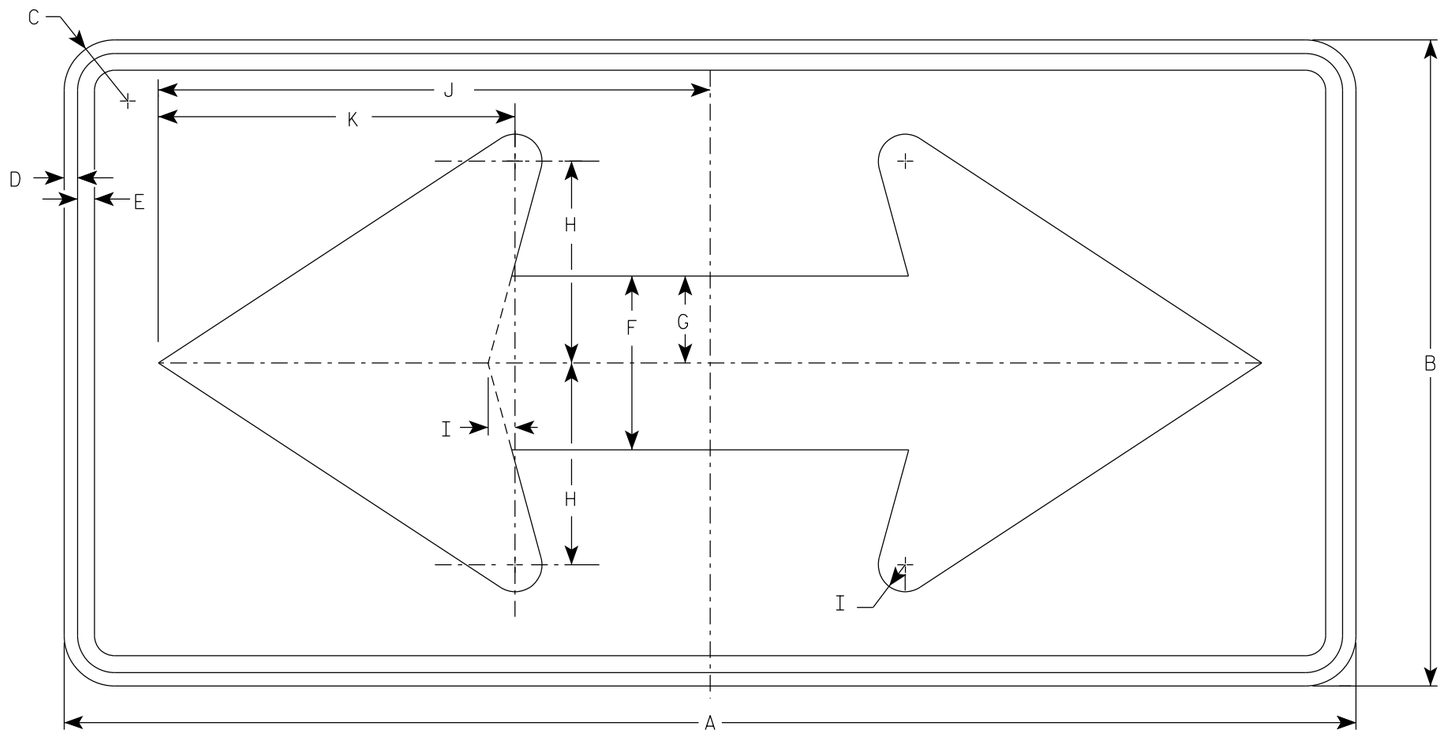
STANDARD SIGN
WO1-6

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




W01-7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 5 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |

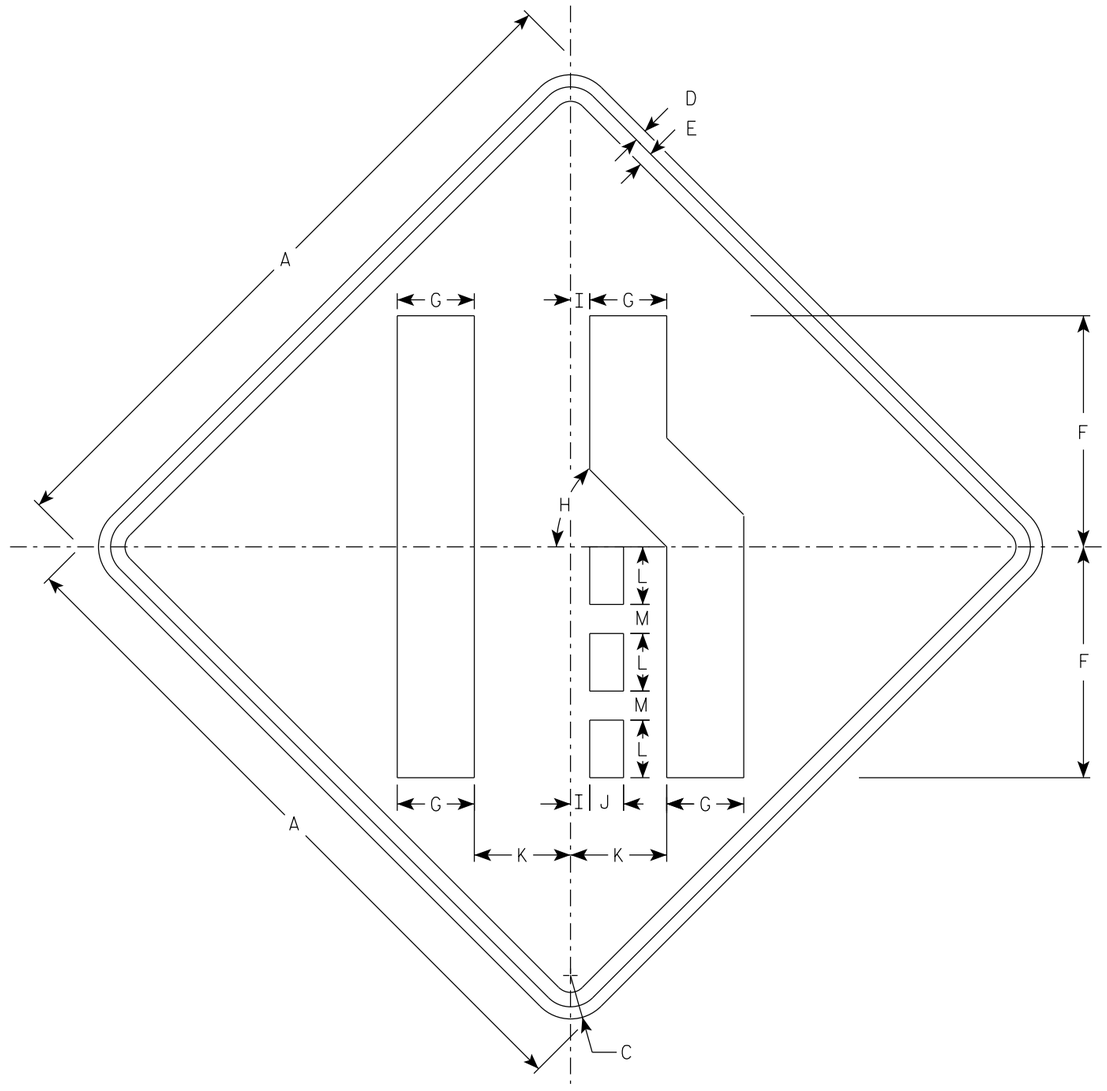
STANDARD SIGN
W01-7

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-7.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1096 | 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

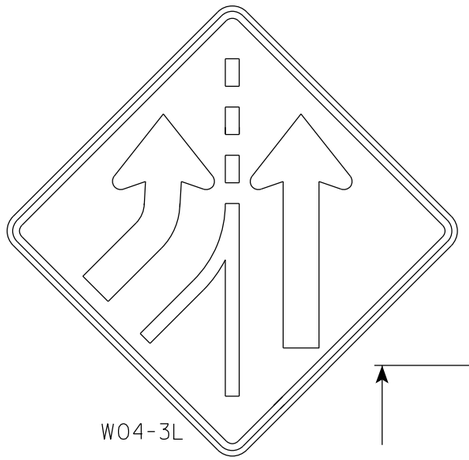
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

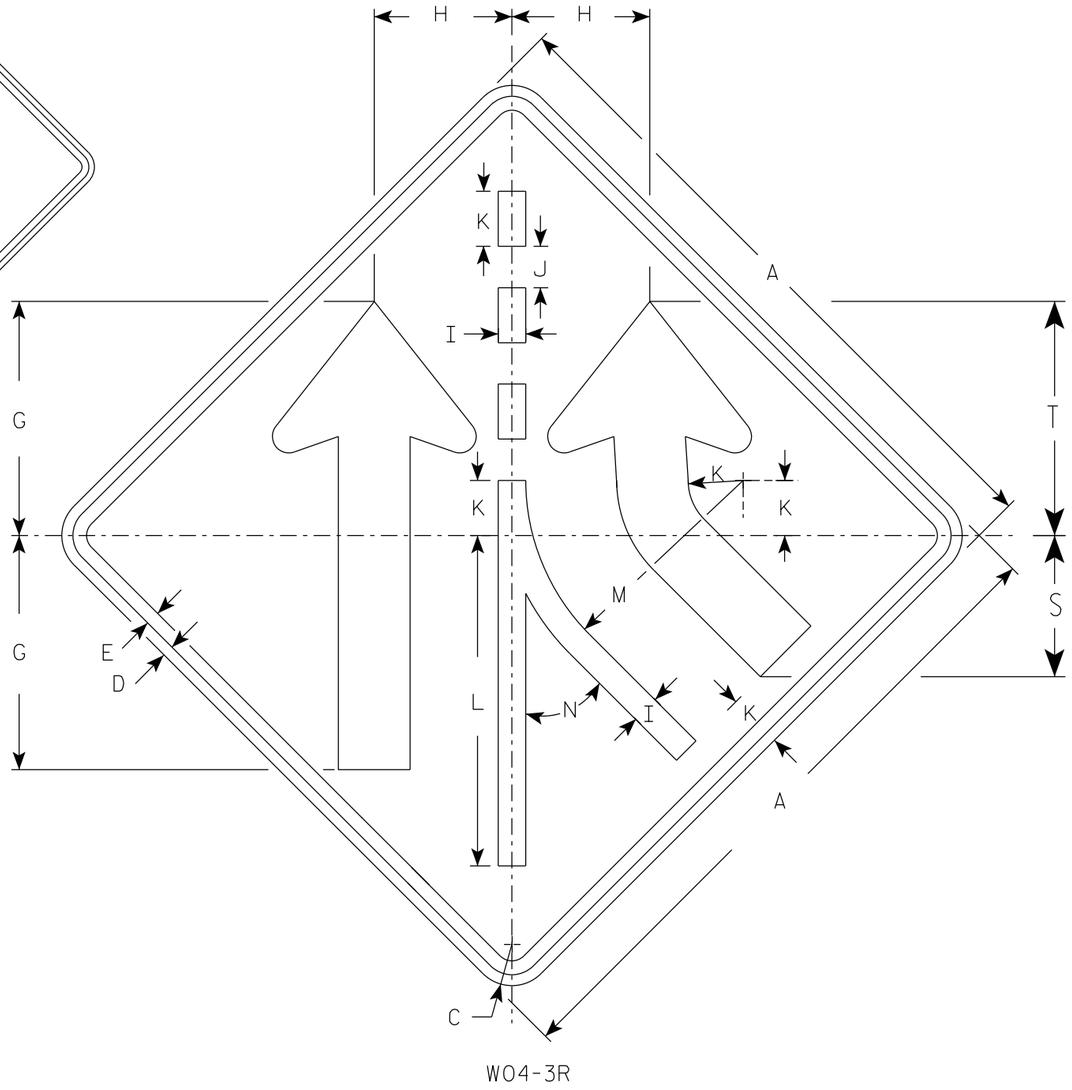
DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 1097 E



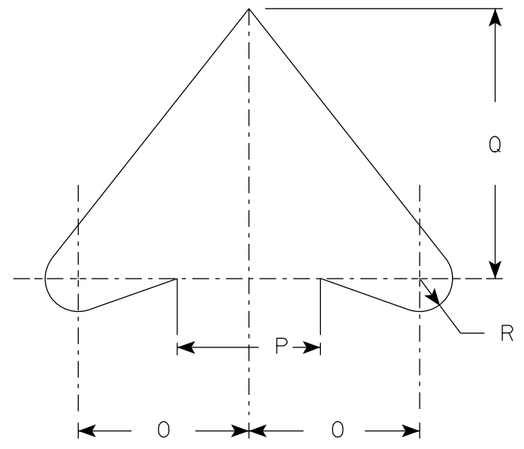
W04-3L




W04-3R

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. W04-3L is the same as W04-3R except the arrow is 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 | | 12 3/4 | 7 1/2 | 1 1/2 | 2 1/4 | 3 | 18 | 11 7/8 | 45° | 4 5/8 | 4 | 7 3/8 | 7/8 | 7 3/4 | 12 3/4 | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |

STANDARD SIGN

W04-3

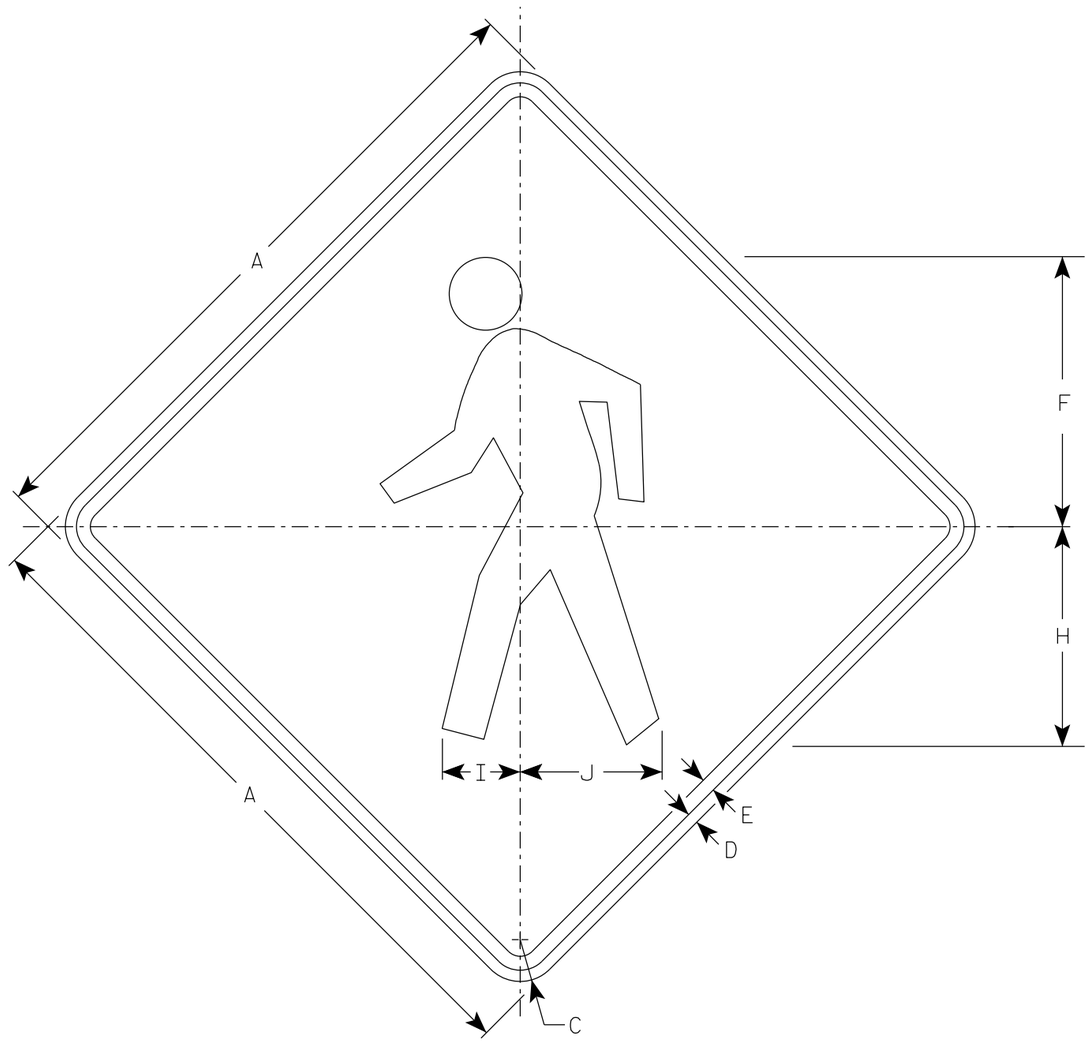
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-3.2

PROJECT NO:

SHEET NO: 1098 E




WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN

WO11-2

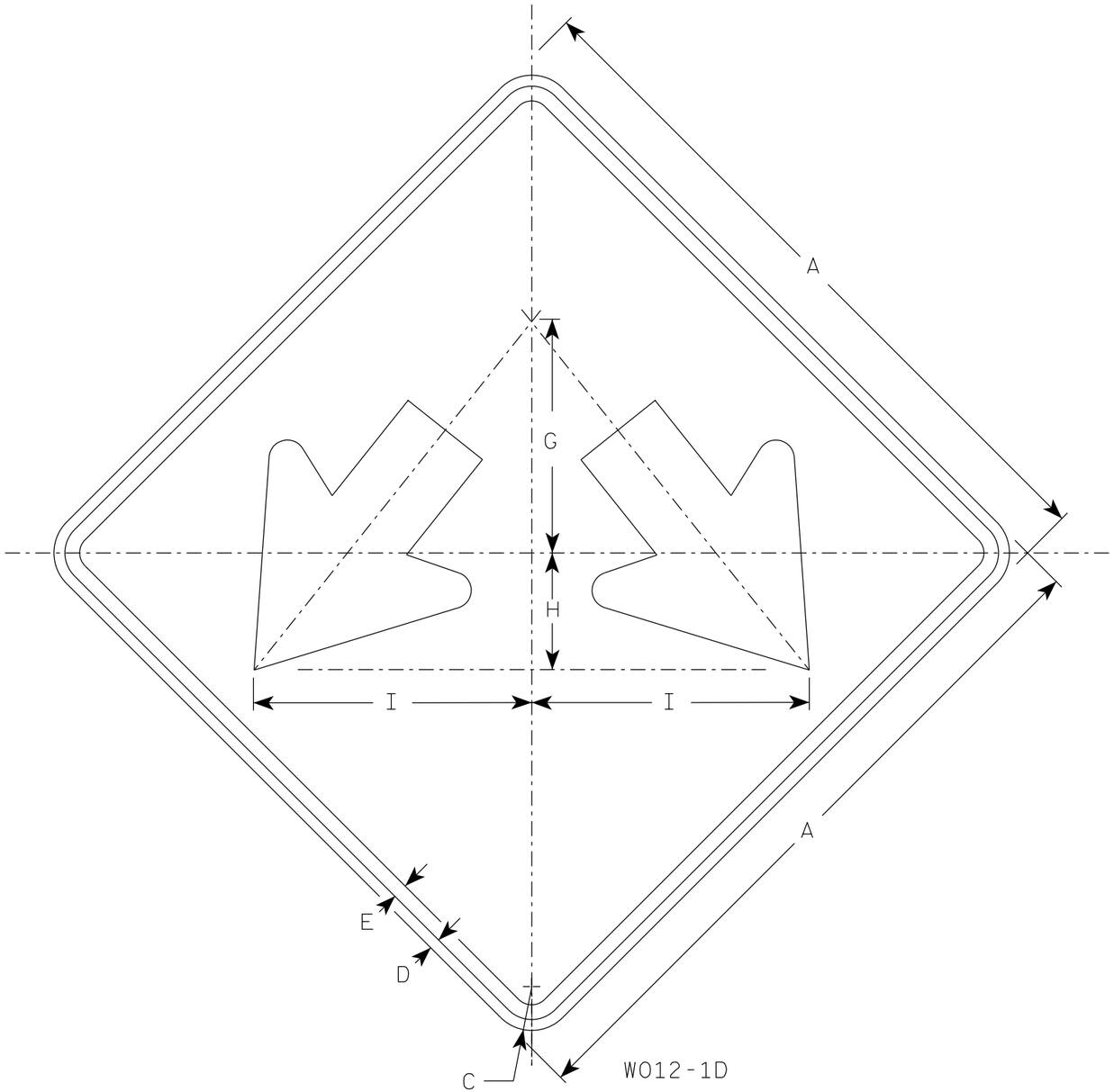
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

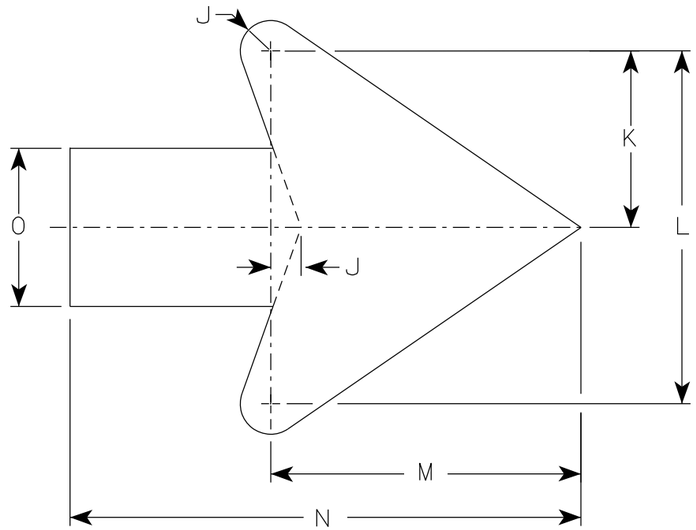
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1099 | E




W012-1D

## NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/2 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/2 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 | 5 | 11 7/8 | 3/4 | 4 1/2 | 9 | 7 7/8 | 13 | 4 | | | | | | | | | | | | 6.25 |
| 4 | 36 | | 2 1/4 | 1/2 | 5/8 | | 12 | 6 | 14 1/4 | 1 | 5 1/2 | 10 7/8 | 9 5/8 | 15 3/4 | 4 3/4 | | | | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | 1/2 | 5/8 | | 12 | 6 | 14 1/4 | 1 | 5 1/2 | 10 7/8 | 9 5/8 | 15 3/4 | 4 3/4 | | | | | | | | | | | | 9.0 |

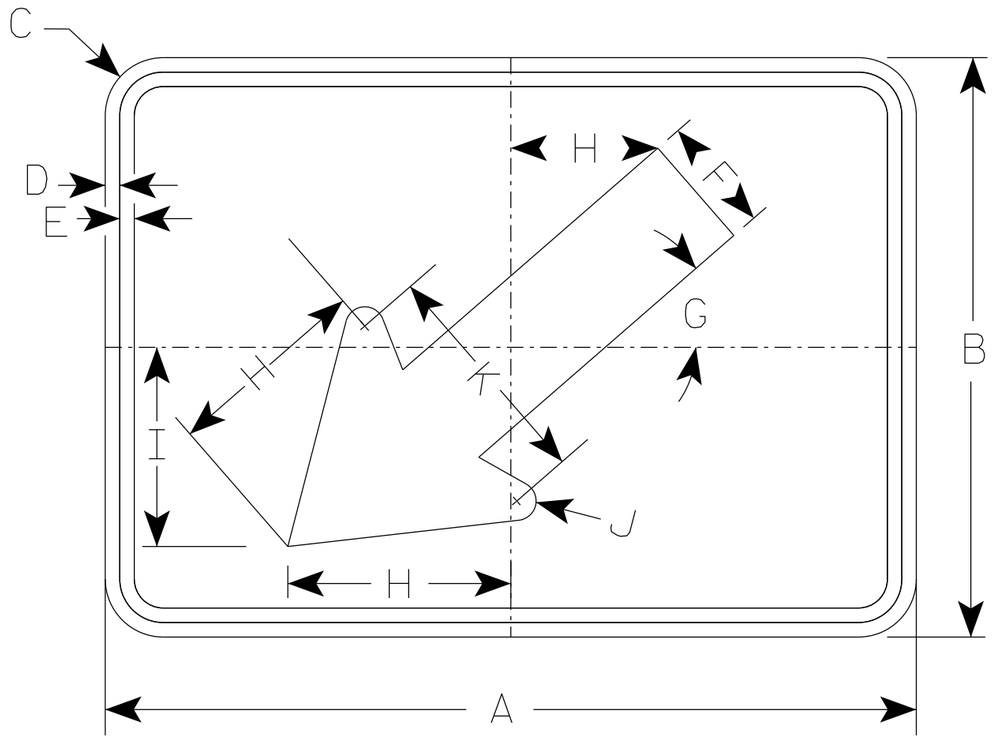
STANDARD SIGN
W012-1D

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/1/2024 PLATE NO. W012-1D.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1100 E




W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. W016-7R is the same as W016-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 21" W016-7L signs.
* For 48" x 48" Warning Signs, use 42" x 24" W016-7L signs.

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2S | 21 | 15 | 1 ½ | ⅜ | ⅜ | 3 | 41° | 5 ¼ | 5 ⅛ | ½ | 6 | | | | | | | | | | | | | | | | 2.19 |
| * | 2M | 30 | 21 | 1 ½ | ⅜ | ½ | 4 ½ | 41° | 8 ⅝ | 7 ¾ | ⅝ | 9 ¼ | | | | | | | | | | | | | | | | 4.38 |
| * | 3 | 30 | 21 | 1 ½ | ⅜ | ½ | 4 ½ | 41° | 8 ⅝ | 7 ¾ | ⅝ | 9 ¼ | | | | | | | | | | | | | | | | 4.38 |
| * | 4 | 42 | 24 | 1 ⅞ | ½ | ⅝ | 6 | 41° | 10 ¼ | 9 ⅛ | 1 | 12 | | | | | | | | | | | | | | | | 7.0 |
| | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

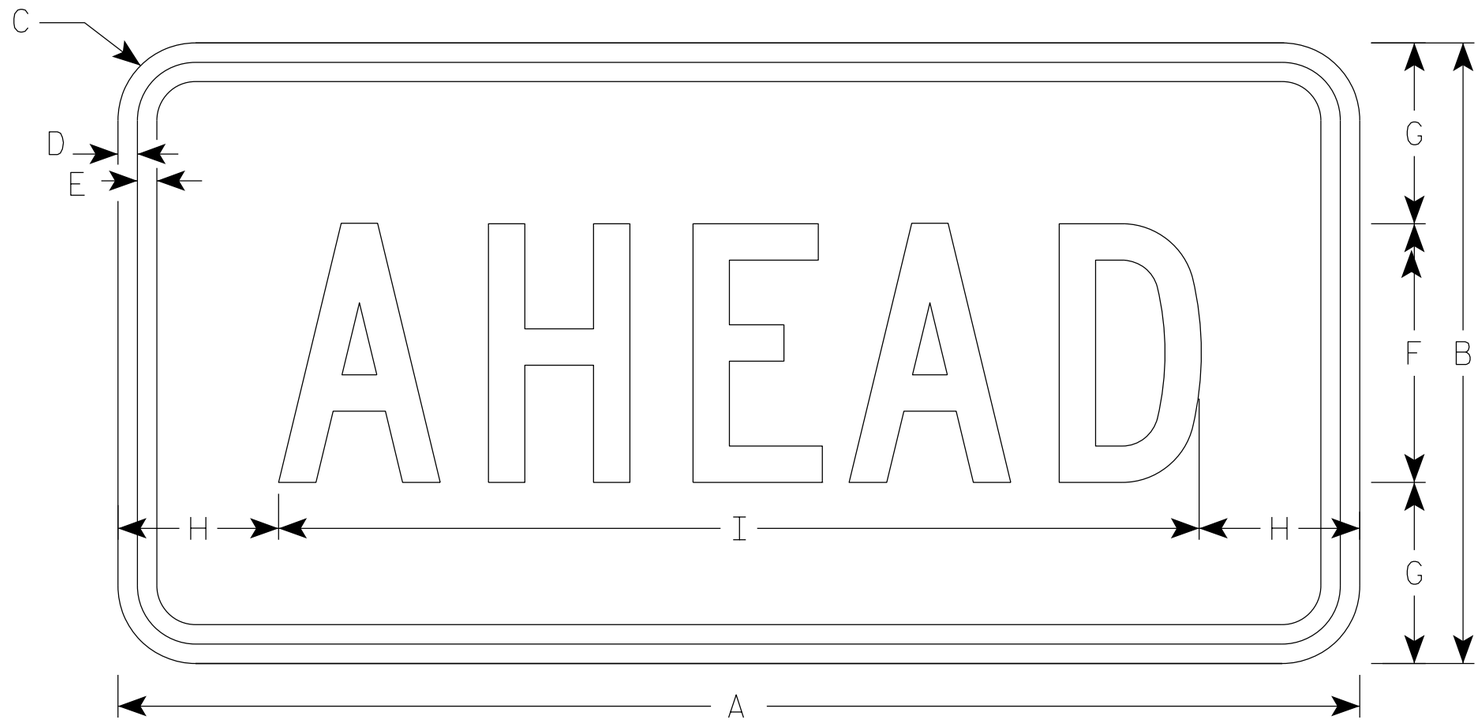
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/26 PLATE NO. W016-7.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1101 E




W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 1/2 | 3/8 | 1/2 | 7 | 5 1/2 | 2 3/4 | 24 1/2 | | | | | | | | | | | | | | | | | | 3.75 |
| 2S | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 3 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 4 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 5 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |

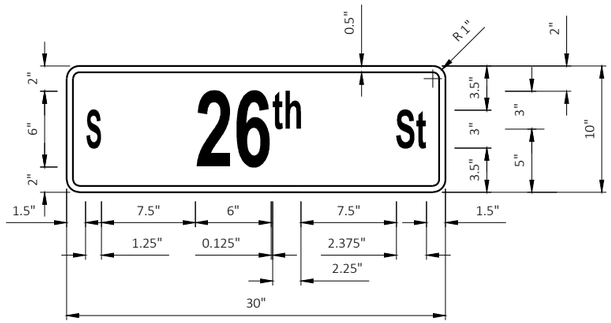
STANDARD SIGN
W016-9P

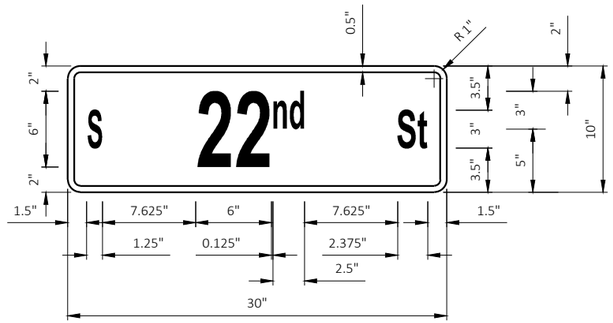
*WISCONSIN DEPT OF TRANSPORTATION*

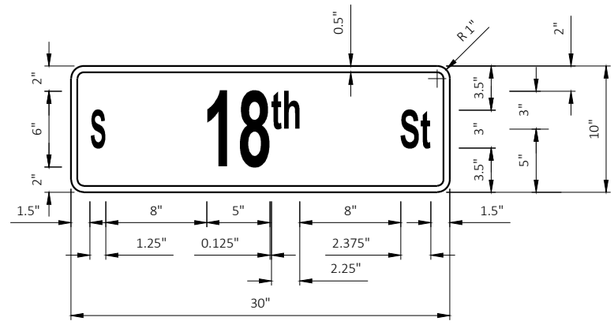
APPROVED Matthew R Rauch
for State Traffic Engineer

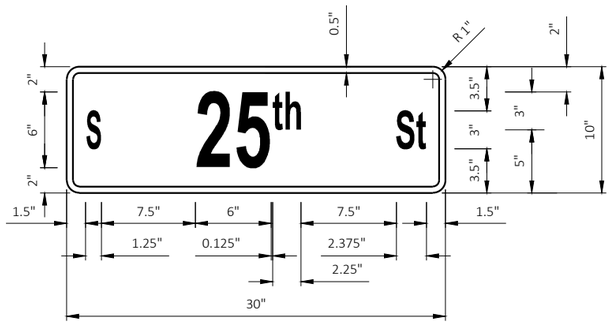
DATE 2/1/2024 PLATE NO. W016-9P.8

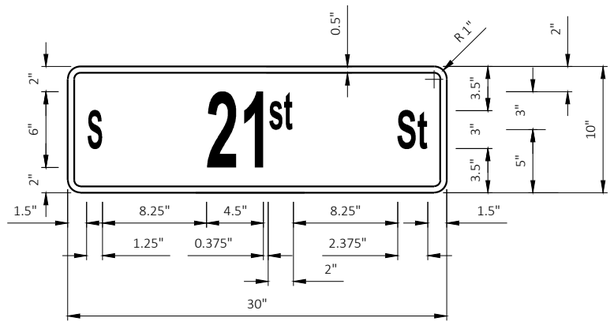
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 1102 E

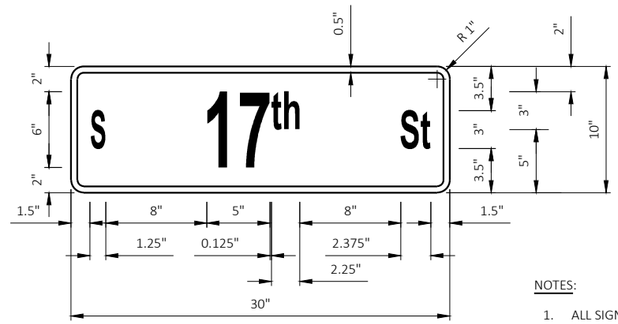


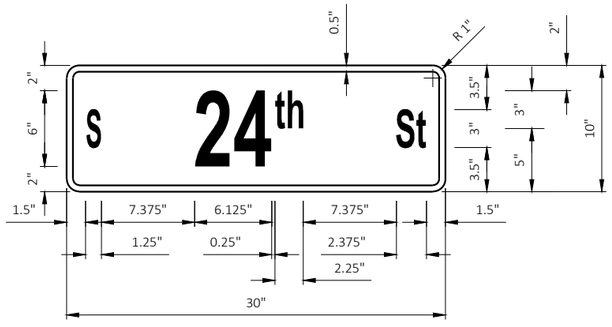



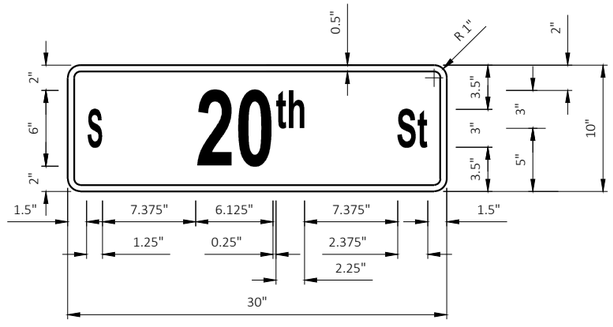



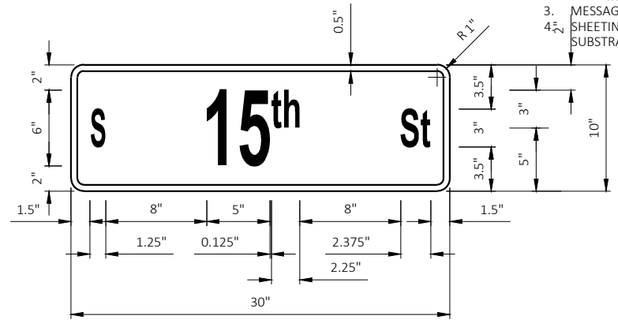



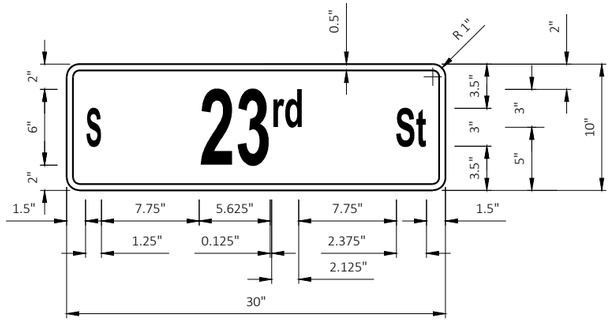

NOTES:

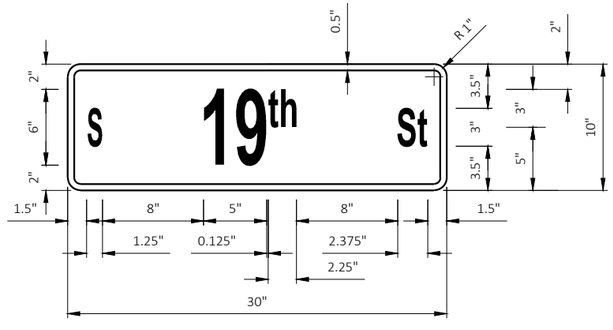
1. ALL SIGNS TYPE II - TYPE SH REFLECTIVE
2. COLOR:
   BACKGROUND - GREEN
   MESSAGE - WHITE
3. MESSAGE SERIES - B
4. 4" SHEETING APPLIED TO BOTH SIDES OF SUBSTRATE

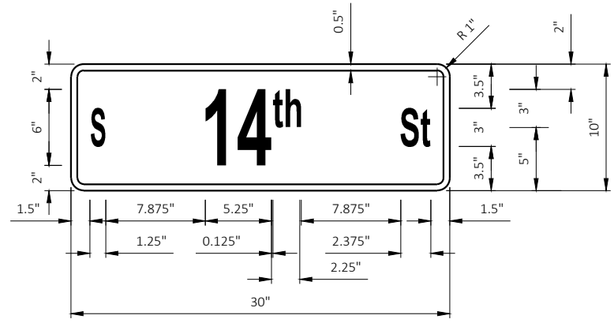


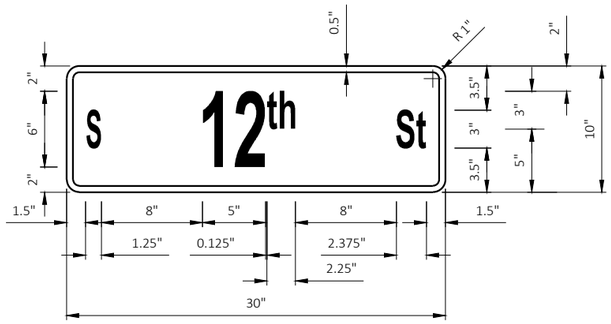



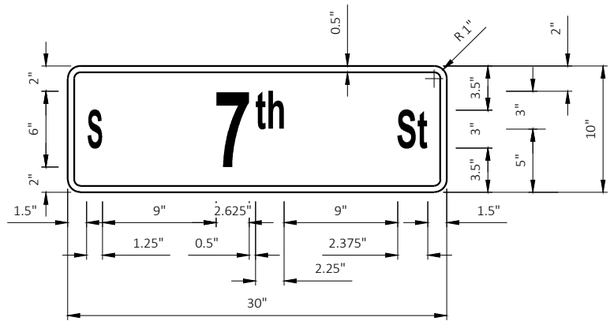

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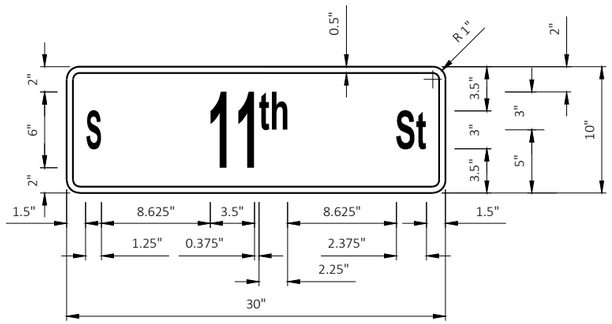
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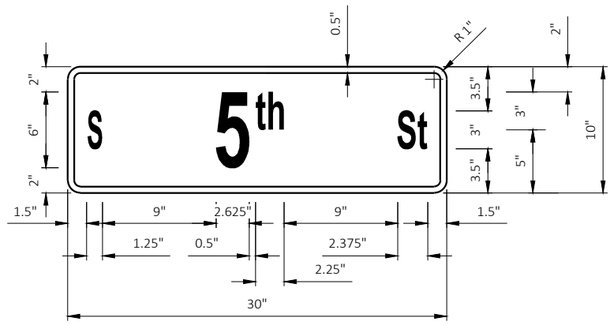
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | SIGN DETAILS | SHEET 1103 | E |
|---|---|---|---|---|---|

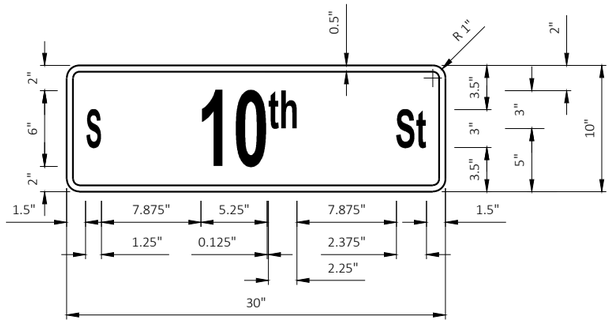

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\070101-SD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/21/2026 10:47 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

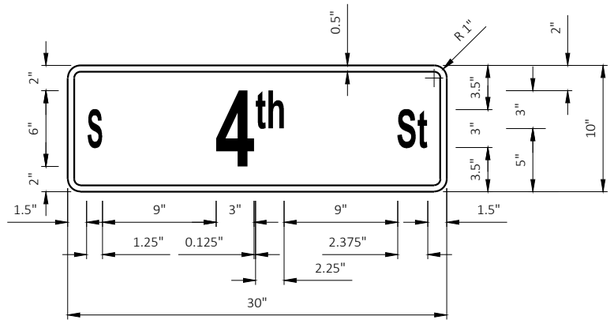


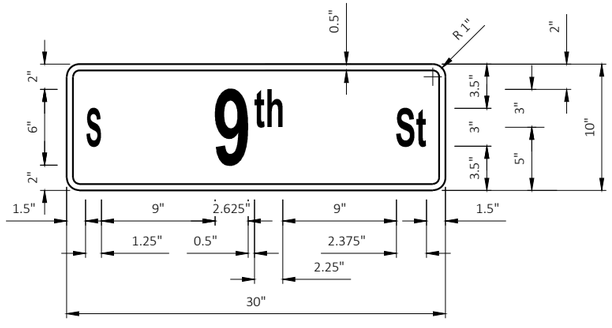



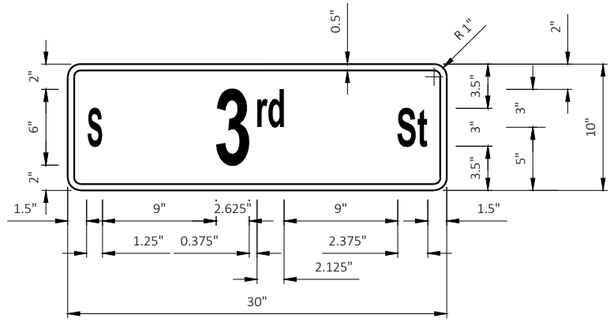



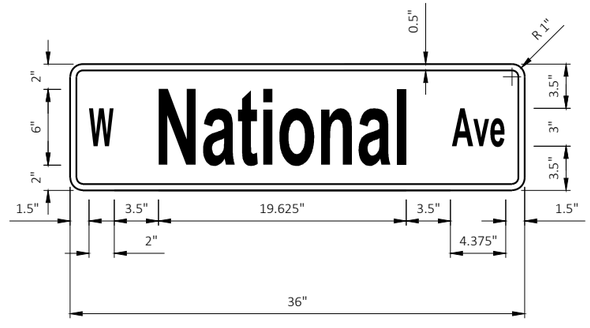




NOTES:

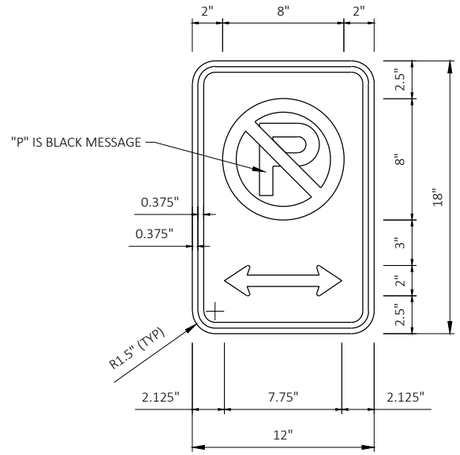
1. ALL SIGNS TYPE II - TYPE SH REFLECTIVE
2. COLOR:
   BACKGROUND - GREEN
   MESSAGE - WHITE
3. MESSAGE SERIES - B
4. SHEETING APPLIED TO BOTH SIDES OF SUBSTRATE

7

7

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | SIGN DETAILS | SHEET 1104 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\070101-SD.DWG
LAYOUT NAME - 02
PLOT DATE : 7/21/2026 10:47 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

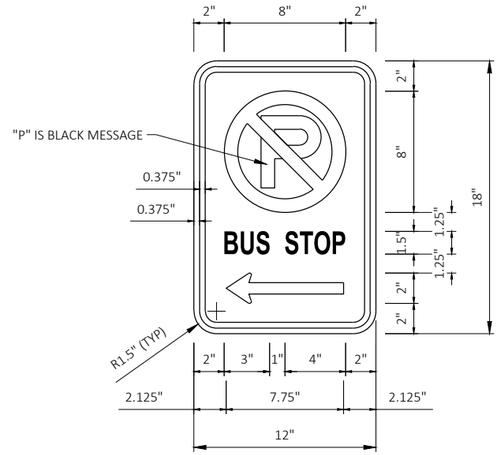



R7-1-MKE

TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

BACKGROUND COLOR: WHITE
MESSAGE COLOR: RED

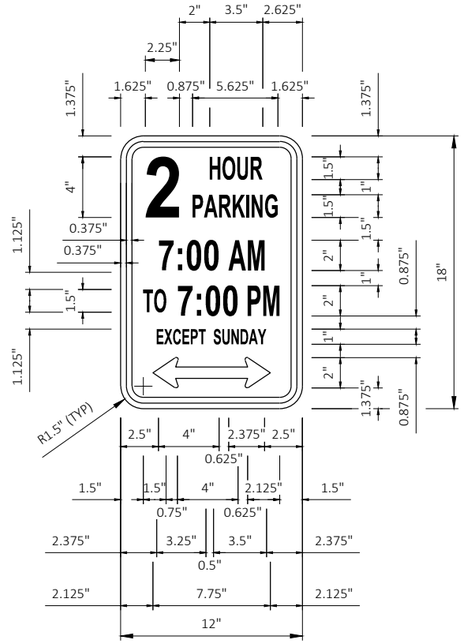



R7-1-MKE 1

TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

BACKGROUND COLOR: WHITE
MESSAGE COLOR: RED
MESSAGE SERIES C



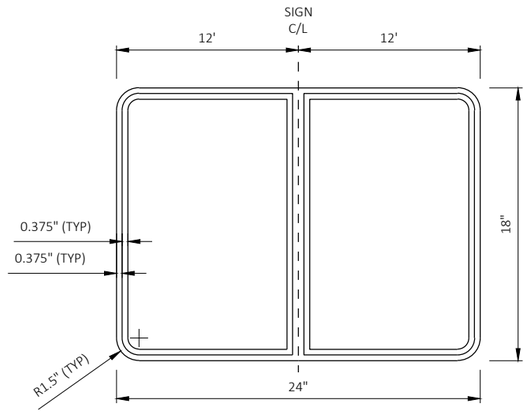

R7-5-MKE 1

TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

BACKGROUND COLOR: WHITE
MESSAGE COLOR: GREEN
MESSAGE SERIES B: HOUR, PARKING, 7:00 AM, TO, 7:00 PM, EXCEPT SUNDAY
MESSAGE SERIES C: 2

SIGN MESSAGE VARIES. SEE SIGNING PLANS FOR SPECIFIC SIGN MESSAGES.

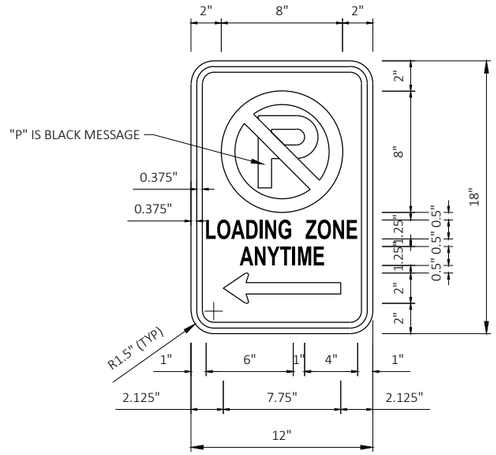



JP-MKE

TYPE II - TYPE SH REFLECTIVE

BACKGROUND COLOR: WHITE
MESSAGE COLOR: VARIES
MESSAGE SERIES VARIES

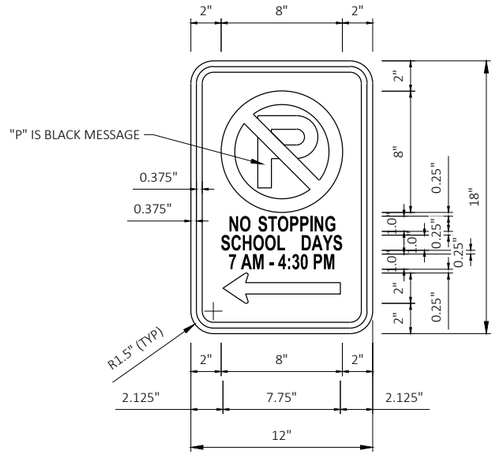
SIGN MESSAGES ARE VARIABLE. SEE SIGNING PLAN FOR SPECIFIC ASSEMBLY MESSAGE.




R7-1-MKE 2
TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

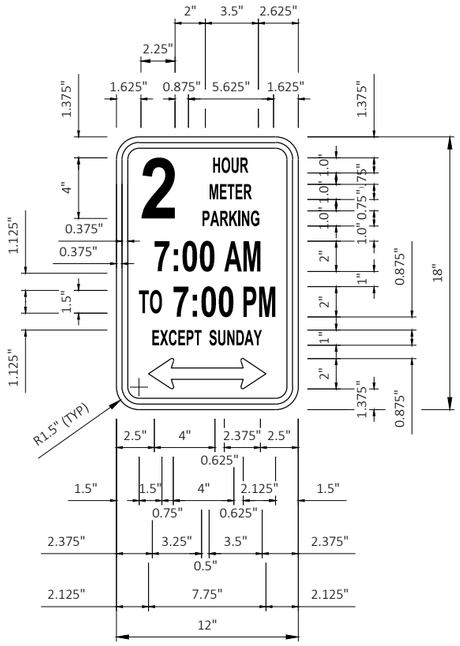
BACKGROUND COLOR: WHITE
MESSAGE COLOR: RED
MESSAGE SERIES C




R7-1-MKE 3
TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

BACKGROUND COLOR: WHITE
MESSAGE COLOR: RED
MESSAGE SERIES C

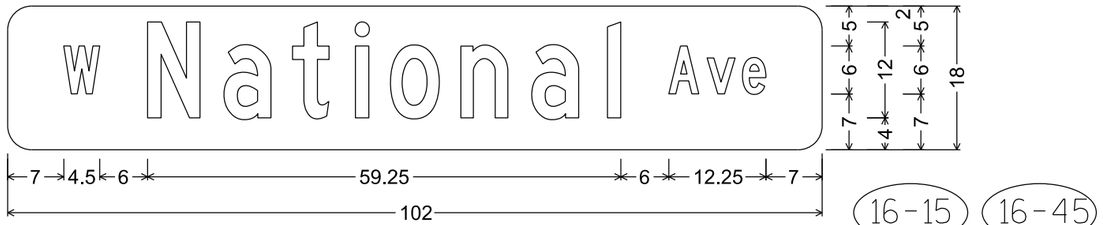



R7-5M-MKE 1
TYPE II - TYPE SH REFLECTIVE

L = LEFT ARROW
R = RIGHT ARROW
D = DOUBLE ARROW

BACKGROUND COLOR: WHITE
MESSAGE COLOR: GREEN
MESSAGE SERIES B: HOUR, PARKING, 7:00 AM, TO, 7:00 PM, EXCEPT SUNDAY
MESSAGE SERIES C: 2

SIGN MESSAGE VARIES. SEE SIGNING PLANS FOR SPECIFIC SIGN MESSAGES.

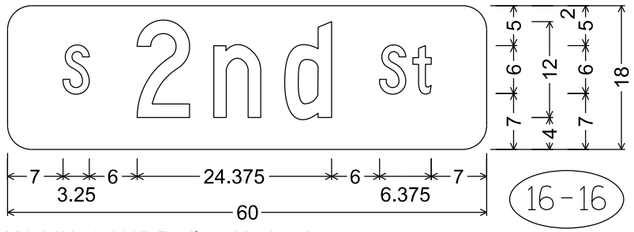



M1-94H; 3.000" Radius, No border

16-15 16-45 19-03 19-15 20-02 20-12 21-01 21-13

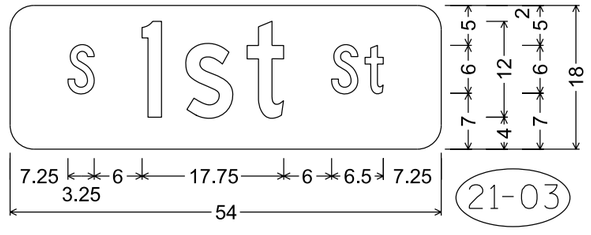
## NOTES

1. Signs are Type II - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



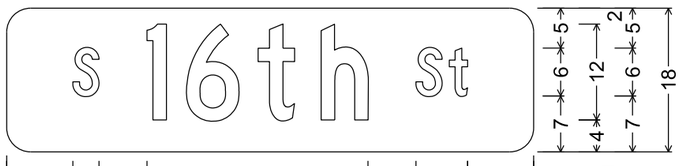

M1-94H; 3.000" Radius, No border

16-16 16-46



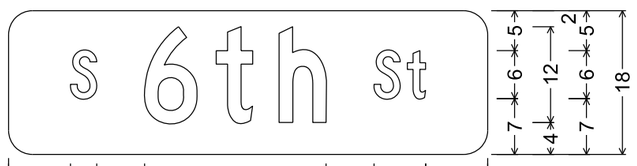

M1-94H; 3.000" Radius, No border

21-03 21-11




M1-94H; 3.000" Radius, No border

19-04 19-13




M1-94H; 3.000" Radius, No border

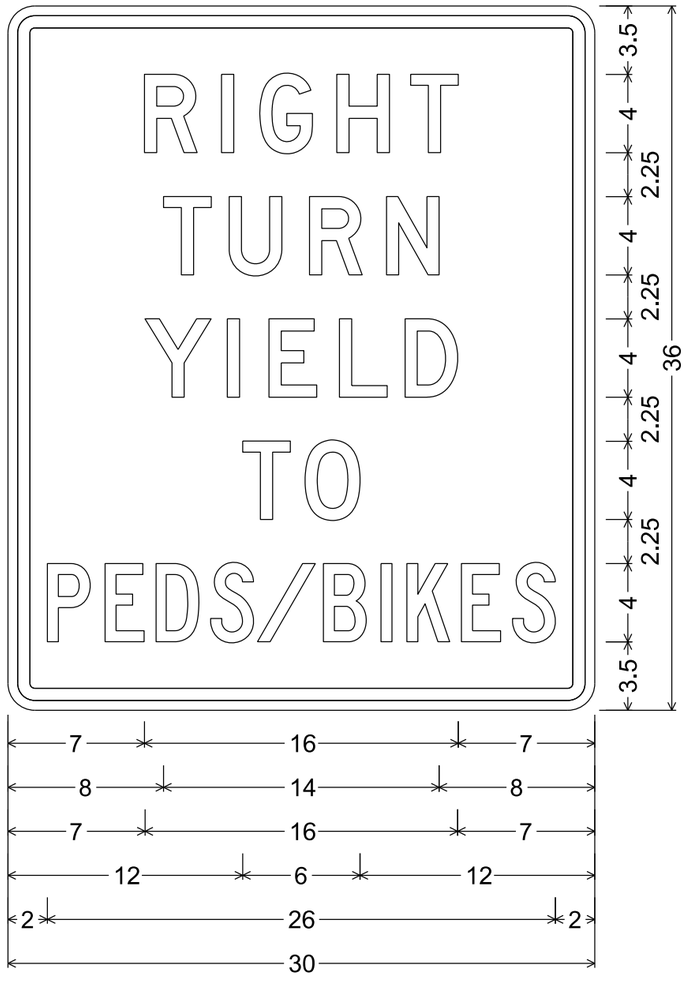
20-05 20-09

7

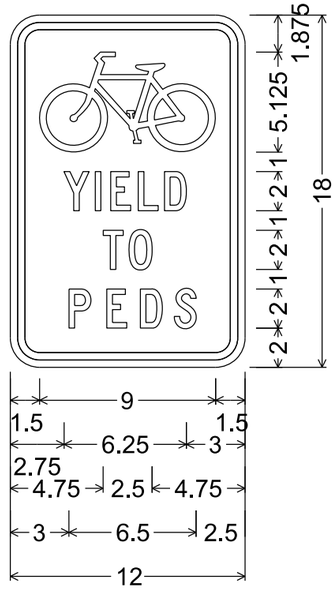
7

## NOTES

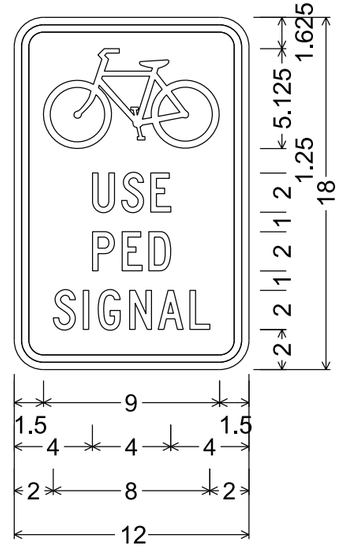
1. Signs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except as noted



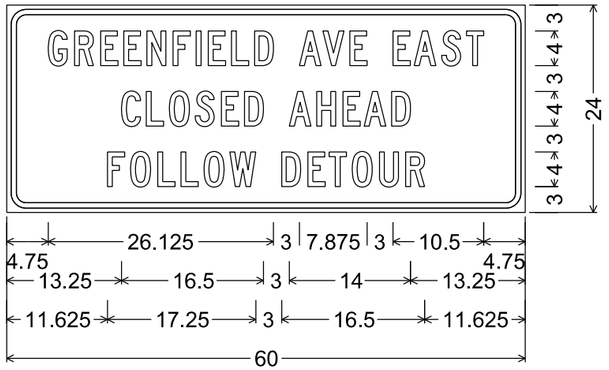

1.375" Radius, 0.625" Border, 0.500" Indent, Black on White;
"RIGHT", D; "TURN", D; "YIELD", D;
"TO", D; "PEDS/BIKES", C



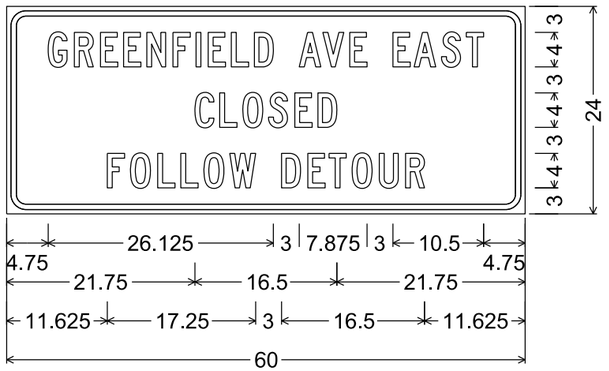

R9-6_12x18;
1.500" Radius, 0.375" Border, 0.375" Indent



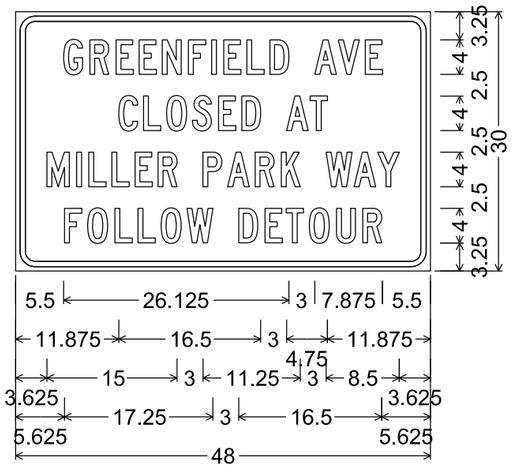

R9-5_12x18;
1.500" Radius, 0.375" Border, 0.375" Indent



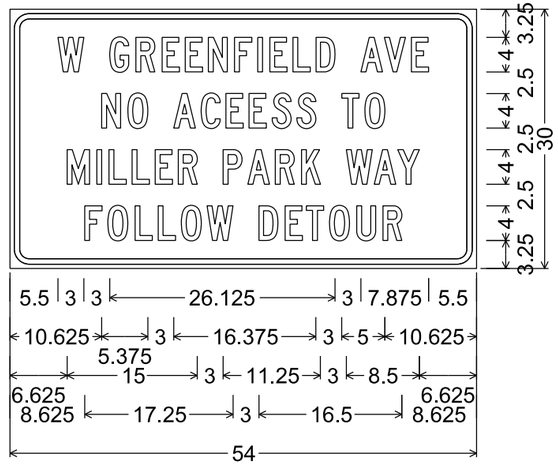

2.250" Radius, 0.625" Border, 0.500" Indent



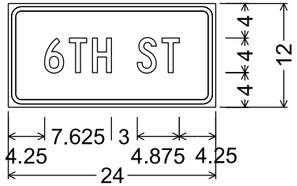

2.250" Radius, 0.625" Border, 0.500" Indent



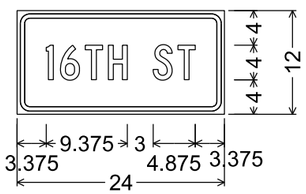

2.250" Radius, 0.625" Border, 0.500" Indent




2.250" Radius, 0.625" Border, 0.500" Indent



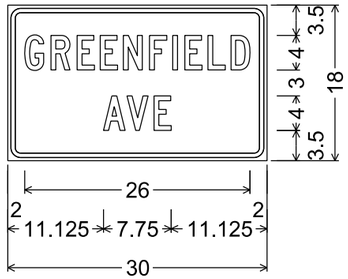

1.500" Radius, 0.500" Border, 0.375" Indent



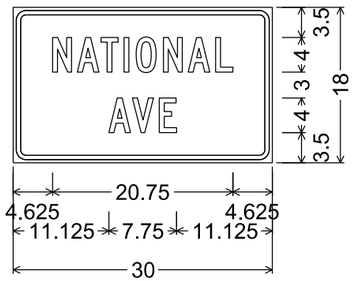

1.500" Radius, 0.500" Border, 0.375" Indent

## NOTES

1. FMS signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C




1.500" Radius, 0.500" Border, 0.375" Indent




1.500" Radius, 0.500" Border, 0.375" Indent

STH 59 / W NATIONAL AVE - STAGE 1 (1 OF 2)

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 115+50.00 | 0.00 | 102.47 | 21.48 | 27.63 | 1.61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116+00.00 | 50.00 | 116.08 | 21.46 | 27.61 | 0.00 | 202 | 40 | 51 | 1 | 111 | 1 | 150 |
| 116+50.00 | 50.00 | 114.12 | 21.44 | 27.59 | 0.43 | 213 | 40 | 51 | 0 | 233 | 1 | 312 |
| 117+00.00 | 50.00 | 109.89 | 21.42 | 27.57 | 0.36 | 207 | 40 | 51 | 1 | 349 | 2 | 467 |
| 117+50.00 | 50.00 | 86.84 | 21.41 | 27.54 | 2.04 | 182 | 40 | 51 | 2 | 440 | 5 | 595 |
| 118+00.00 | 50.00 | 138.32 | 21.39 | 27.52 | 0.00 | 208 | 40 | 51 | 2 | 557 | 7 | 750 |
| 118+39.08 | 39.08 | 158.91 | 38.92 | 38.43 | 0.00 | 215 | 44 | 48 | 0 | 680 | 7 | 917 |
| 118+50.00 | 10.92 | 163.61 | 38.94 | 38.43 | 0.00 | 65 | 16 | 16 | 0 | 713 | 7 | 966 |
| 119+00.00 | 50.00 | 102.54 | 19.12 | 29.94 | 0.54 | 246 | 54 | 63 | 1 | 842 | 8 | 1,148 |
| 119+50.00 | 50.00 | 98.02 | 19.05 | 29.85 | 0.95 | 186 | 35 | 55 | 1 | 938 | 9 | 1,278 |
| 120+00.00 | 50.00 | 98.11 | 18.98 | 29.76 | 1.51 | 182 | 35 | 55 | 2 | 1,030 | 12 | 1,403 |
| 120+50.00 | 50.00 | 101.21 | 18.90 | 29.66 | 0.73 | 185 | 35 | 55 | 2 | 1,125 | 14 | 1,530 |
| 121+00.00 | 50.00 | 103.01 | 18.83 | 29.57 | 0.75 | 189 | 35 | 55 | 1 | 1,224 | 15 | 1,663 |
| 121+50.00 | 50.00 | 97.83 | 18.72 | 29.43 | 1.05 | 186 | 35 | 55 | 2 | 1,320 | 17 | 1,792 |
| 122+00.00 | 50.00 | 132.19 | 24.70 | 46.36 | 0.00 | 213 | 40 | 70 | 1 | 1,423 | 18 | 1,934 |
| 122+14.19 | 14.19 | 146.49 | 24.87 | 46.42 | 0.00 | 73 | 13 | 24 | 0 | 1,459 | 18 | 1,983 |
| 122+50.00 | 35.81 | 166.30 | 22.00 | 28.31 | 0.00 | 207 | 31 | 50 | 0 | 1,585 | 18 | 2,140 |
| 123+00.00 | 50.00 | 106.91 | 26.25 | 29.02 | 0.00 | 253 | 45 | 53 | 0 | 1,740 | 18 | 2,340 |
| 123+50.00 | 50.00 | 103.88 | 26.26 | 29.03 | 1.19 | 195 | 49 | 54 | 1 | 1,832 | 20 | 2,479 |
| 124+00.00 | 50.00 | 108.54 | 26.27 | 29.04 | 0.94 | 197 | 49 | 54 | 2 | 1,926 | 22 | 2,620 |
| 124+50.00 | 50.00 | 114.39 | 26.28 | 29.05 | 0.59 | 206 | 49 | 54 | 1 | 2,029 | 23 | 2,771 |
| 125+00.00 | 50.00 | 114.19 | 26.29 | 29.06 | 0.63 | 212 | 49 | 54 | 1 | 2,138 | 24 | 2,928 |
| 125+50.00 | 50.00 | 113.50 | 29.30 | 26.06 | 0.78 | 211 | 51 | 51 | 1 | 2,247 | 25 | 3,087 |
| 126+00.00 | 50.00 | 113.48 | 29.31 | 26.07 | 0.37 | 210 | 54 | 48 | 1 | 2,355 | 26 | 3,248 |
| 126+50.00 | 50.00 | 110.14 | 29.32 | 26.08 | 0.95 | 207 | 54 | 48 | 1 | 2,460 | 28 | 3,405 |
| 127+00.00 | 50.00 | 109.95 | 29.33 | 26.09 | 1.18 | 204 | 54 | 48 | 2 | 2,562 | 30 | 3,559 |
| 127+50.00 | 50.00 | 111.85 | 29.37 | 26.13 | 1.01 | 205 | 54 | 48 | 2 | 2,665 | 32 | 3,714 |
| 128+00.00 | 50.00 | 131.36 | 29.42 | 26.17 | 0.00 | 225 | 54 | 48 | 1 | 2,788 | 33 | 3,890 |
| 128+50.00 | 50.00 | 116.99 | 29.46 | 26.21 | 0.54 | 230 | 55 | 48 | 0 | 2,915 | 33 | 4,072 |
| 129+00.00 | 50.00 | 116.15 | 29.51 | 26.25 | 0.00 | 216 | 55 | 49 | 0 | 3,027 | 33 | 4,239 |
| 129+50.00 | 50.00 | 186.37 | 36.42 | 32.40 | 0.00 | 280 | 61 | 54 | 0 | 3,192 | 33 | 4,465 |
| 129+72.37 | 22.37 | 207.11 | 64.50 | 37.54 | 0.00 | 163 | 42 | 29 | 0 | 3,284 | 33 | 4,599 |
| 130+00.00 | 27.63 | 157.69 | 32.21 | 28.65 | 0.00 | 187 | 49 | 34 | 0 | 3,388 | 33 | 4,752 |
| 130+50.00 | 50.00 | 115.64 | 30.17 | 26.84 | 0.00 | 253 | 58 | 51 | 0 | 3,532 | 33 | 4,954 |
| 131+00.00 | 50.00 | 109.26 | 29.28 | 26.04 | 0.00 | 208 | 55 | 49 | 0 | 3,636 | 33 | 5,113 |
| 131+50.00 | 50.00 | 109.43 | 29.35 | 26.11 | 0.00 | 202 | 54 | 48 | 0 | 3,736 | 33 | 5,267 |
| 132+00.00 | 50.00 | 114.19 | 29.43 | 26.17 | 0.00 | 207 | 54 | 48 | 0 | 3,841 | 33 | 5,426 |
| 132+50.00 | 50.00 | 115.19 | 29.50 | 26.24 | 0.00 | 212 | 55 | 49 | 0 | 3,949 | 33 | 5,589 |
| 133+00.00 | 50.00 | 110.74 | 29.58 | 26.31 | 0.00 | 209 | 55 | 49 | 0 | 4,054 | 33 | 5,749 |
| 133+50.00 | 50.00 | 161.39 | 37.75 | 39.79 | 0.00 | 252 | 62 | 61 | 0 | 4,183 | 33 | 5,940 |
| 133+57.41 | 7.41 | 162.16 | 37.69 | 39.86 | 0.00 | 44 | 10 | 11 | 0 | 4,206 | 33 | 5,973 |
| 134+00.00 | 42.59 | 103.33 | 27.09 | 24.09 | 0.00 | 209 | 51 | 50 | 0 | 4,314 | 33 | 6,132 |
| 134+50.00 | 50.00 | 97.09 | 23.16 | 28.05 | 0.26 | 186 | 47 | 48 | 0 | 4,405 | 33 | 6,270 |
| 135+00.00 | 50.00 | 100.01 | 23.19 | 28.08 | 0.14 | 183 | 43 | 52 | 0 | 4,493 | 33 | 6,401 |
| 135+50.00 | 50.00 | 113.20 | 23.23 | 28.11 | 0.00 | 197 | 43 | 52 | 0 | 4,595 | 33 | 6,546 |
| 136+00.00 | 50.00 | 94.88 | 23.26 | 28.13 | 0.00 | 193 | 43 | 52 | 0 | 4,693 | 33 | 6,687 |
| 136+50.00 | 50.00 | 95.73 | 23.29 | 28.16 | 0.01 | 176 | 43 | 52 | 0 | 4,774 | 33 | 6,811 |
| 137+00.00 | 50.00 | 173.38 | 0.00 | 30.75 | 0.00 | 249 | 22 | 55 | 0 | 4,946 | 33 | 7,005 |
| 137+28.15 | 28.15 | 162.06 | 0.00 | 42.13 | 0.00 | 175 | 0 | 38 | 0 | 5,083 | 33 | 7,142 |
| 137+50.00 | 21.85 | 170.17 | 0.00 | 28.82 | 0.00 | 134 | 0 | 29 | 0 | 5,188 | 33 | 7,247 |

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 138+00.00 | 50.00 | 99.36 | 23.22 | 28.10 | 0.00 | 250 | 21 | 53 | 0 | 5,364 | 33 | 7,444 |
| 138+50.00 | 50.00 | 99.79 | 23.38 | 28.25 | 0.00 | 184 | 43 | 52 | 0 | 5,453 | 33 | 7,576 |
| 139+00.00 | 50.00 | 100.51 | 23.54 | 28.39 | 0.00 | 185 | 43 | 52 | 0 | 5,543 | 33 | 7,709 |
| 139+50.00 | 50.00 | 100.64 | 23.66 | 28.49 | 0.00 | 186 | 44 | 53 | 0 | 5,632 | 33 | 7,842 |
| 140+00.00 | 50.00 | 95.80 | 23.77 | 28.59 | 0.00 | 182 | 44 | 53 | 0 | 5,717 | 33 | 7,971 |
| 140+50.00 | 50.00 | 69.91 | 23.89 | 28.70 | 0.00 | 153 | 44 | 53 | 0 | 5,773 | 33 | 8,071 |
| 141+00.00 | 50.00 | 90.75 | 39.87 | 35.46 | 0.00 | 149 | 59 | 59 | 0 | 5,804 | 33 | 8,161 |
| 141+04.29 | 4.29 | 90.07 | 39.90 | 35.49 | 0.00 | 14 | 6 | 6 | 0 | 5,806 | 33 | 8,169 |
| 141+50.00 | 45.71 | 67.67 | 25.87 | 24.74 | 0.00 | 134 | 56 | 51 | 0 | 5,833 | 33 | 8,252 |
| 142+00.00 | 50.00 | 97.77 | 27.78 | 24.71 | 0.00 | 153 | 50 | 46 | 0 | 5,890 | 33 | 8,359 |
| 142+50.00 | 50.00 | 94.98 | 27.77 | 24.70 | 0.01 | 178 | 51 | 46 | 0 | 5,971 | 33 | 8,491 |
| 143+00.00 | 50.00 | 105.23 | 27.73 | 24.66 | 0.00 | 185 | 51 | 46 | 0 | 6,059 | 33 | 8,630 |
| 143+50.00 | 50.00 | 96.90 | 27.66 | 24.60 | 0.00 | 187 | 51 | 46 | 0 | 6,149 | 33 | 8,771 |
| 144+00.00 | 50.00 | 91.26 | 27.62 | 24.57 | 0.07 | 174 | 51 | 46 | 0 | 6,226 | 33 | 8,899 |
| 144+50.00 | 50.00 | 126.45 | 28.47 | 24.73 | 0.08 | 202 | 52 | 46 | 0 | 6,330 | 33 | 9,055 |
| 144+81.08 | 31.08 | 154.74 | 40.15 | 46.69 | 0.00 | 162 | 39 | 41 | 0 | 6,412 | 33 | 9,176 |
| 145+00.00 | 18.92 | 144.21 | 31.15 | 27.71 | 0.01 | 105 | 25 | 26 | 0 | 6,466 | 33 | 9,255 |
| 145+50.00 | 50.00 | 97.04 | 27.36 | 24.34 | 0.05 | 223 | 54 | 48 | 0 | 6,587 | 33 | 9,430 |
| 146+00.00 | 50.00 | 101.89 | 27.42 | 24.39 | 0.00 | 184 | 51 | 45 | 0 | 6,675 | 33 | 9,569 |
| 146+50.00 | 50.00 | 119.35 | 27.45 | 24.42 | 0.00 | 205 | 51 | 45 | 0 | 6,784 | 33 | 9,729 |
| 147+00.00 | 50.00 | 108.57 | 27.52 | 24.48 | 0.00 | 211 | 51 | 45 | 0 | 6,899 | 33 | 9,895 |
| 147+50.00 | 50.00 | 100.62 | 27.58 | 24.53 | 0.05 | 194 | 51 | 45 | 0 | 6,997 | 33 | 10,044 |
| 148+00.00 | 50.00 | 98.78 | 27.64 | 24.58 | 0.00 | 185 | 51 | 45 | 0 | 7,086 | 33 | 10,184 |
| 148+50.00 | 50.00 | 150.92 | 44.05 | 33.84 | 0.00 | 231 | 66 | 54 | 0 | 7,197 | 33 | 10,361 |
| 149+00.00 | 50.00 | 123.25 | 27.87 | 24.79 | 0.00 | 254 | 67 | 54 | 0 | 7,330 | 33 | 10,561 |
| 149+50.00 | 50.00 | 111.99 | 27.86 | 24.79 | 0.00 | 218 | 52 | 46 | 0 | 7,450 | 33 | 10,733 |
| 150+00.00 | 50.00 | 123.71 | 27.86 | 24.78 | 0.00 | 218 | 52 | 46 | 0 | 7,570 | 33 | 10,905 |
| 150+50.00 | 50.00 | 121.86 | 27.85 | 24.77 | 0.00 | 227 | 52 | 46 | 0 | 7,699 | 33 | 11,086 |
| 151+00.00 | 50.00 | 109.96 | 27.84 | 24.77 | 0.00 | 215 | 52 | 46 | 0 | 7,816 | 33 | 11,255 |
| 151+50.00 | 50.00 | 114.23 | 27.96 | 24.87 | 0.00 | 208 | 52 | 46 | 0 | 7,926 | 33 | 11,417 |
| 152+00.00 | 50.00 | 160.44 | 0.00 | 27.91 | 0.00 | 254 | 26 | 49 | 0 | 8,105 | 33 | 11,622 |
| 152+27.97 | 27.97 | 156.53 | 0.00 | 39.18 | 0.00 | 164 | 0 | 35 | 0 | 8,234 | 33 | 11,751 |
| 152+50.00 | 22.03 | 154.93 | 0.00 | 39.25 | 0.00 | 127 | 0 | 32 | 0 | 8,329 | 33 | 11,846 |
| 152+92.00 | 42.00 | 113.75 | 0.00 | 24.42 | 0.00 | 209 | 0 | 50 | 0 | 8,488 | 33 | 12,005 |
| | | | | | SUBTOTAL | 15,959 | 3,550 | 3,921 | 29 | 8,488 | | |

STH 59 / W NATIONAL AVE - STAGE 2 (1 OF 2)

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 115+50.00 | 0.00 | 51.81 | 11.32 | 14.56 | 0.43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116+00.00 | 50.00 | 54.42 | 11.37 | 14.63 | 0.35 | 98 | 21 | 27 | 1 | 50 | 1 | 70 |
| 116+50.00 | 50.00 | 53.33 | 11.42 | 14.69 | 0.61 | 100 | 21 | 27 | 1 | 102 | 2 | 142 |
| 117+00.00 | 50.00 | 53.84 | 11.47 | 14.75 | 0.38 | 99 | 21 | 27 | 1 | 153 | 3 | 213 |
| 117+50.00 | 50.00 | 51.74 | 11.52 | 14.82 | 0.56 | 98 | 21 | 27 | 1 | 203 | 5 | 282 |
| 118+00.00 | 50.00 | 41.44 | 11.57 | 14.88 | 0.00 | 86 | 21 | 28 | 1 | 240 | 6 | 339 |
| 118+39.08 | 39.08 | 102.27 | 20.39 | 31.75 | 0.00 | 104 | 23 | 34 | 0 | 287 | 6 | 409 |
| 118+50.00 | 10.92 | 103.02 | 20.36 | 31.70 | 0.00 | 42 | 8 | 13 | 0 | 308 | 6 | 438 |
| 119+00.00 | 50.00 | 48.90 | 11.22 | 14.43 | 1.23 | 141 | 29 | 43 | 1 | 377 | 7 | 535 |
| 119+50.00 | 50.00 | 50.32 | 11.25 | 14.47 | 0.73 | 92 | 21 | 27 | 2 | 421 | 9 | 598 |
| 120+00.00 | 50.00 | 51.54 | 11.29 | 14.52 | 0.57 | 94 | 21 | 27 | 1 | 467 | 10 | 664 |
| 120+50.00 | 50.00 | 60.26 | 11.33 | 14.56 | 0.00 | 104 | 21 | 27 | 1 | 523 | 12 | 740 |
| 121+00.00 | 50.00 | 55.64 | 11.36 | 14.61 | 1.35 | 107 | 21 | 27 | 1 | 582 | 13 | 818 |
| 121+50.00 | 50.00 | 55.73 | 11.56 | 14.86 | 0.88 | 103 | 21 | 27 | 2 | 637 | 15 | 892 |
| 122+00.00 | 50.00 | 85.67 | 23.12 | 28.02 | 0.00 | 131 | 32 | 40 | 1 | 696 | 16 | 982 |
| 122+14.19 | 14.19 | 91.42 | 23.07 | 27.80 | 0.00 | 47 | 12 | 15 | 0 | 716 | 16 | 1,014 |
| 122+50.00 | 35.81 | 68.92 | 12.32 | 15.85 | 0.00 | 106 | 23 | 29 | 0 | 770 | 16 | 1,091 |
| 123+00.00 | 50.00 | 37.80 | 12.89 | 11.46 | 1.27 | 99 | 23 | 25 | 1 | 821 | 17 | 1,164 |
| 123+50.00 | 50.00 | 40.12 | 12.87 | 11.44 | 0.66 | 72 | 24 | 21 | 2 | 848 | 20 | 1,212 |
| 124+00.00 | 50.00 | 41.74 | 12.85 | 11.42 | 0.64 | 76 | 24 | 21 | 1 | 879 | 21 | 1,266 |
| 124+50.00 | 50.00 | 52.56 | 12.83 | 11.40 | 0.00 | 87 | 24 | 21 | 1 | 921 | 22 | 1,331 |
| 125+00.00 | 50.00 | 40.70 | 12.81 | 11.38 | 0.77 | 86 | 24 | 21 | 1 | 962 | 23 | 1,395 |
| 125+50.00 | 50.00 | 43.48 | 12.79 | 11.36 | 0.30 | 78 | 24 | 21 | 1 | 995 | 24 | 1,451 |
| 126+00.00 | 50.00 | 42.54 | 12.76 | 11.35 | 0.47 | 80 | 24 | 21 | 1 | 1,030 | 25 | 1,509 |
| 126+50.00 | 50.00 | 39.97 | 12.74 | 11.33 | 1.19 | 76 | 24 | 21 | 2 | 1,061 | 28 | 1,561 |
| 127+00.00 | 50.00 | 43.72 | 12.72 | 11.31 | 0.25 | 77 | 24 | 21 | 1 | 1,093 | 29 | 1,616 |
| 127+50.00 | 50.00 | 42.42 | 12.72 | 11.31 | 0.53 | 80 | 24 | 21 | 1 | 1,128 | 30 | 1,674 |
| 128+00.00 | 50.00 | 45.16 | 12.72 | 11.31 | 0.28 | 81 | 24 | 21 | 1 | 1,164 | 31 | 1,733 |
| 128+50.00 | 50.00 | 46.42 | 12.72 | 11.30 | 0.42 | 85 | 24 | 21 | 1 | 1,204 | 32 | 1,796 |
| 129+00.00 | 50.00 | 34.41 | 12.72 | 11.30 | 0.02 | 75 | 24 | 21 | 0 | 1,234 | 32 | 1,850 |
| 129+50.00 | 50.00 | 72.14 | 22.25 | 19.78 | 0.00 | 99 | 32 | 29 | 0 | 1,272 | 32 | 1,920 |
| 129+72.37 | 22.37 | 98.09 | 28.86 | 22.12 | 0.00 | 71 | 21 | 17 | 0 | 1,305 | 32 | 1,974 |
| 130+00.00 | 27.63 | 74.50 | 15.32 | 13.62 | 0.00 | 88 | 23 | 18 | 0 | 1,352 | 32 | 2,044 |
| 130+50.00 | 50.00 | 43.54 | 11.89 | 10.57 | 0.82 | 109 | 25 | 22 | 1 | 1,414 | 33 | 2,130 |
| 131+00.00 | 50.00 | 53.89 | 12.81 | 11.38 | 0.00 | 90 | 23 | 20 | 1 | 1,461 | 35 | 2,199 |
| 131+50.00 | 50.00 | 53.40 | 12.74 | 11.33 | 0.00 | 99 | 24 | 21 | 0 | 1,515 | 35 | 2,277 |
| 132+00.00 | 50.00 | 45.29 | 12.68 | 11.27 | 0.00 | 91 | 24 | 21 | 0 | 1,561 | 35 | 2,347 |
| 132+50.00 | 50.00 | 44.33 | 12.61 | 11.21 | 0.08 | 83 | 23 | 21 | 0 | 1,600 | 35 | 2,409 |
| 133+00.00 | 50.00 | 75.08 | 12.55 | 11.15 | 0.00 | 111 | 23 | 21 | 0 | 1,667 | 35 | 2,499 |
| 133+50.00 | 50.00 | 107.17 | 22.44 | 28.12 | 0.00 | 169 | 32 | 36 | 0 | 1,768 | 35 | 2,632 |
| 133+57.41 | 7.41 | 109.87 | 22.33 | 28.24 | 0.00 | 30 | 6 | 8 | 0 | 1,784 | 35 | 2,654 |
| 134+00.00 | 42.59 | 51.54 | 14.78 | 13.14 | 0.00 | 127 | 29 | 33 | 0 | 1,849 | 35 | 2,748 |
| 134+50.00 | 50.00 | 59.08 | 14.81 | 13.16 | 0.00 | 102 | 27 | 24 | 0 | 1,900 | 35 | 2,826 |
| 135+00.00 | 50.00 | 57.04 | 14.81 | 13.17 | 0.00 | 108 | 27 | 24 | 0 | 1,957 | 35 | 2,910 |
| 135+50.00 | 50.00 | 65.34 | 14.82 | 13.17 | 0.00 | 113 | 27 | 24 | 0 | 2,019 | 35 | 2,999 |
| 136+00.00 | 50.00 | 51.81 | 14.82 | 13.18 | 0.45 | 108 | 27 | 24 | 0 | 2,076 | 35 | 3,083 |
| 136+50.00 | 50.00 | 53.10 | 14.83 | 13.18 | 0.18 | 97 | 27 | 24 | 1 | 2,122 | 36 | 3,154 |
| 137+00.00 | 50.00 | 140.19 | 0.00 | 16.32 | 0.00 | 179 | 14 | 27 | 0 | 2,260 | 36 | 3,306 |
| 137+28.15 | 28.15 | 135.72 | 0.00 | 34.92 | 0.00 | 144 | 0 | 27 | 0 | 2,377 | 36 | 3,423 |
| 137+50.00 | 21.85 | 134.59 | 0.00 | 34.86 | 0.00 | 109 | 0 | 28 | 0 | 2,458 | 36 | 3,504 |

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 138+00.00 | 50.00 | 45.55 | 14.73 | 13.09 | 0.14 | 167 | 14 | 44 | 0 | 2,567 | 36 | 3,627 |
| 138+50.00 | 50.00 | 53.85 | 14.68 | 13.05 | 0.00 | 92 | 27 | 24 | 0 | 2,608 | 36 | 3,695 |
| 139+00.00 | 50.00 | 48.21 | 14.64 | 13.01 | 0.01 | 94 | 27 | 24 | 0 | 2,651 | 36 | 3,765 |
| 139+50.00 | 50.00 | 46.83 | 14.55 | 12.94 | 0.01 | 88 | 27 | 24 | 0 | 2,688 | 36 | 3,829 |
| 140+00.00 | 50.00 | 49.42 | 14.47 | 12.86 | 0.00 | 89 | 27 | 24 | 0 | 2,726 | 36 | 3,894 |
| 140+50.00 | 50.00 | 46.43 | 14.38 | 12.78 | 0.00 | 89 | 27 | 24 | 0 | 2,764 | 36 | 3,959 |
| 141+00.00 | 50.00 | 65.62 | 26.75 | 23.79 | 0.00 | 104 | 38 | 34 | 0 | 2,796 | 36 | 4,029 |
| 141+04.29 | 4.29 | 66.80 | 26.73 | 23.77 | 0.00 | 11 | 4 | 4 | 0 | 2,799 | 36 | 4,036 |
| 141+50.00 | 45.71 | 37.35 | 14.21 | 12.63 | 0.00 | 88 | 35 | 31 | 0 | 2,821 | 36 | 4,093 |
| 142+00.00 | 50.00 | 48.98 | 14.24 | 12.66 | 0.08 | 80 | 26 | 23 | 0 | 2,852 | 36 | 4,150 |
| 142+50.00 | 50.00 | 45.05 | 14.29 | 12.70 | 0.00 | 87 | 26 | 23 | 0 | 2,890 | 36 | 4,214 |
| 143+00.00 | 50.00 | 60.88 | 14.32 | 12.73 | 0.00 | 98 | 26 | 24 | 0 | 2,938 | 36 | 4,288 |
| 143+50.00 | 50.00 | 56.78 | 14.33 | 12.74 | 0.00 | 109 | 27 | 24 | 0 | 2,996 | 36 | 4,373 |
| 144+00.00 | 50.00 | 57.23 | 14.37 | 12.77 | 0.00 | 106 | 27 | 24 | 0 | 3,051 | 36 | 4,455 |
| 144+50.00 | 50.00 | 106.59 | 14.38 | 12.78 | 0.00 | 152 | 27 | 24 | 0 | 3,152 | 36 | 4,583 |
| 144+81.08 | 31.08 | 112.18 | 26.80 | 33.34 | 0.00 | 126 | 24 | 27 | 0 | 3,227 | 36 | 4,682 |
| 145+00.00 | 18.92 | 82.67 | 18.31 | 16.28 | 0.00 | 68 | 16 | 17 | 0 | 3,262 | 36 | 4,733 |
| 145+50.00 | 50.00 | 41.23 | 14.59 | 12.97 | 0.01 | 115 | 30 | 27 | 0 | 3,320 | 36 | 4,821 |
| 146+00.00 | 50.00 | 48.63 | 14.62 | 13.00 | 0.00 | 83 | 27 | 24 | 0 | 3,352 | 36 | 4,880 |
| 146+50.00 | 50.00 | 56.87 | 14.64 | 13.01 | 0.00 | 98 | 27 | 24 | 0 | 3,399 | 36 | 4,954 |
| 147+00.00 | 50.00 | 43.46 | 14.67 | 13.04 | 0.79 | 93 | 27 | 24 | 1 | 3,441 | 37 | 5,022 |
| 147+50.00 | 50.00 | 51.75 | 14.70 | 13.06 | 0.04 | 88 | 27 | 24 | 1 | 3,478 | 38 | 5,085 |
| 148+00.00 | 50.00 | 67.93 | 14.73 | 13.09 | 0.00 | 111 | 27 | 24 | 0 | 3,538 | 38 | 5,172 |
| 148+50.00 | 50.00 | 100.89 | 24.27 | 27.52 | 0.00 | 156 | 36 | 38 | 0 | 3,620 | 38 | 5,290 |
| 149+00.00 | 50.00 | 65.61 | 15.41 | 13.70 | 0.00 | 154 | 37 | 38 | 0 | 3,699 | 38 | 5,406 |
| 149+50.00 | 50.00 | 53.75 | 15.36 | 13.66 | 0.00 | 111 | 28 | 25 | 0 | 3,757 | 38 | 5,492 |
| 150+00.00 | 50.00 | 55.71 | 15.31 | 13.61 | 0.00 | 101 | 28 | 25 | 0 | 3,805 | 38 | 5,568 |
| 150+50.00 | 50.00 | 50.62 | 15.26 | 13.57 | 0.06 | 98 | 28 | 25 | 0 | 3,850 | 38 | 5,641 |
| 151+00.00 | 50.00 | 57.00 | 15.20 | 13.51 | 0.39 | 100 | 28 | 25 | 0 | 3,897 | 38 | 5,716 |
| 151+50.00 | 50.00 | 49.31 | 15.17 | 13.49 | 0.08 | 98 | 28 | 25 | 0 | 3,942 | 38 | 5,789 |
| 152+00.00 | 50.00 | 105.82 | 0.00 | 13.15 | 0.00 | 144 | 14 | 25 | 0 | 4,047 | 38 | 5,908 |
| 152+27.97 | 27.97 | 109.02 | 0.00 | 27.55 | 0.00 | 111 | 0 | 21 | 0 | 4,137 | 38 | 5,998 |
| 152+50.00 | 22.03 | 108.98 | 0.00 | 27.48 | 0.00 | 89 | 0 | 22 | 0 | 4,204 | 38 | 6,065 |
| 152+92.00 | 42.00 | 46.43 | 0.00 | 12.86 | 0.00 | 121 | 0 | 31 | 0 | 4,294 | 38 | 6,155 |
| | | | | | SUBTOTAL | 8,250 | 1,899 | 2,057 | 33 | 4,294 | | |

STH 59 / W NATIONAL AVE - STAGE 3 (1 OF 3)

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 55+50.00 | 0.00 | 134.00 | 17.37 | 25.30 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56+00.00 | 50 | 130.71 | 16.18 | 23.58 | 0.93 | 245 | 31 | 45 | 1 | 169 | 1 | 199 |
| 56+50.00 | 50 | 143.34 | 13.06 | 19.03 | 0.17 | 254 | 27 | 39 | 1 | 357 | 2 | 413 |
| 57+00.00 | 50 | 140.95 | 13.99 | 20.38 | 0.16 | 263 | 25 | 36 | 0 | 559 | 2 | 640 |
| 57+50.00 | 50 | 134.38 | 15.12 | 21.98 | 0.00 | 255 | 27 | 39 | 0 | 748 | 2 | 856 |
| 58+00.00 | 50 | 210.35 | 28.59 | 44.25 | 0.00 | 319 | 40 | 61 | 0 | 966 | 2 | 1,114 |
| 58+13.61 | 13.61 | 208.67 | 29.06 | 44.94 | 0.00 | 106 | 15 | 22 | 0 | 1,035 | 2 | 1,198 |
| 58+50.00 | 36.39 | 142.92 | 15.55 | 27.16 | 0.00 | 237 | 30 | 49 | 0 | 1,193 | 2 | 1,386 |
| 59+00.00 | 50 | 128.68 | 18.28 | 26.85 | 0.25 | 251 | 31 | 50 | 0 | 1,363 | 2 | 1,587 |
| 59+50.00 | 50 | 132.16 | 18.07 | 26.32 | 0.36 | 242 | 34 | 49 | 1 | 1,522 | 3 | 1,779 |
| 60+00.00 | 50 | 127.88 | 17.85 | 26.00 | 0.34 | 241 | 33 | 48 | 1 | 1,682 | 5 | 1,970 |
| 60+50.00 | 50 | 121.57 | 17.64 | 25.69 | 1.17 | 231 | 33 | 48 | 1 | 1,832 | 6 | 2,152 |
| 61+00.00 | 50 | 127.26 | 17.42 | 25.37 | 0.00 | 230 | 32 | 47 | 1 | 1,983 | 7 | 2,334 |
| 61+50.00 | 50 | 139.66 | 16.23 | 26.32 | 0.00 | 247 | 31 | 48 | 0 | 2,151 | 7 | 2,533 |
| 61+86.58 | 36.58 | 212.74 | 32.43 | 35.12 | 0.00 | 239 | 33 | 42 | 0 | 2,315 | 7 | 2,730 |
| 62+00.00 | 13.42 | 164.62 | 29.02 | 34.72 | 4.06 | 94 | 15 | 17 | 1 | 2,377 | 8 | 2,806 |
| 62+50.00 | 50 | 108.75 | 17.37 | 25.31 | 0.40 | 253 | 43 | 56 | 4 | 2,531 | 13 | 2,998 |
| 63+00.00 | 50 | 112.30 | 17.37 | 25.30 | 5.10 | 205 | 32 | 47 | 5 | 2,657 | 18 | 3,151 |
| 63+50.00 | 50 | 109.77 | 17.36 | 25.29 | 3.88 | 206 | 32 | 47 | 8 | 2,784 | 28 | 3,300 |
| 64+00.00 | 50 | 114.84 | 17.36 | 25.29 | 2.64 | 208 | 32 | 47 | 6 | 2,913 | 35 | 3,455 |
| 64+50.00 | 50 | 115.97 | 17.35 | 25.28 | 2.45 | 214 | 32 | 47 | 5 | 3,048 | 40 | 3,616 |
| 65+00.00 | 50 | 91.20 | 17.35 | 25.27 | 5.20 | 192 | 32 | 47 | 7 | 3,161 | 48 | 3,753 |
| 65+50.00 | 50 | 195.24 | 24.95 | 43.47 | 0.00 | 265 | 39 | 64 | 5 | 3,323 | 54 | 3,948 |
| 65+61.76 | 11.76 | 201.88 | 24.80 | 44.05 | 0.00 | 86 | 11 | 19 | 0 | 3,379 | 54 | 4,015 |
| 66+00.00 | 38.24 | 131.84 | 17.37 | 25.31 | 0.00 | 236 | 30 | 49 | 0 | 3,536 | 54 | 4,202 |
| 66+50.00 | 50 | 119.64 | 17.35 | 25.27 | 1.02 | 233 | 32 | 47 | 1 | 3,690 | 55 | 4,387 |
| 67+00.00 | 50 | 110.63 | 17.33 | 25.24 | 2.08 | 213 | 32 | 47 | 3 | 3,824 | 59 | 4,549 |
| 67+50.00 | 50 | 104.81 | 17.30 | 25.20 | 1.85 | 199 | 32 | 47 | 4 | 3,944 | 63 | 4,697 |
| 68+00.00 | 50 | 108.91 | 17.28 | 25.17 | 1.75 | 198 | 32 | 47 | 3 | 4,063 | 67 | 4,844 |
| 68+50.00 | 50 | 123.85 | 17.25 | 25.13 | 0.00 | 216 | 32 | 47 | 2 | 4,200 | 69 | 5,011 |
| 69+00.00 | 50 | 132.41 | 23.83 | 30.80 | 0.00 | 237 | 38 | 52 | 0 | 4,347 | 69 | 5,196 |
| 69+27.22 | 27.22 | 161.32 | 34.11 | 43.44 | 0.00 | 148 | 29 | 37 | 0 | 4,429 | 69 | 5,307 |
| 69+50.00 | 22.78 | 141.77 | 26.37 | 34.42 | 0.00 | 128 | 26 | 33 | 0 | 4,498 | 69 | 5,402 |
| 70+00.00 | 50 | 111.00 | 22.09 | 28.42 | 3.49 | 234 | 45 | 58 | 3 | 4,629 | 72 | 5,575 |
| 70+50.00 | 50 | 124.71 | 22.10 | 28.44 | 2.00 | 218 | 41 | 53 | 5 | 4,753 | 78 | 5,734 |
| 71+00.00 | 50 | 130.27 | 22.12 | 28.46 | 2.23 | 236 | 41 | 53 | 4 | 4,895 | 83 | 5,912 |
| 71+50.00 | 50 | 126.77 | 22.14 | 28.49 | 2.81 | 238 | 41 | 53 | 5 | 5,039 | 89 | 6,091 |
| 72+00.00 | 50 | 118.99 | 22.16 | 28.51 | 3.08 | 228 | 41 | 53 | 5 | 5,173 | 94 | 6,261 |
| 72+50.00 | 50 | 110.96 | 22.17 | 28.53 | 2.43 | 213 | 41 | 53 | 5 | 5,292 | 100 | 6,415 |
| 72+92.61 | 42.61 | 180.33 | 34.12 | 51.76 | 0.00 | 230 | 44 | 63 | 2 | 5,415 | 102 | 6,580 |
| 73+00.00 | 7.39 | 181.79 | 34.51 | 52.22 | 0.00 | 50 | 9 | 14 | 0 | 5,442 | 102 | 6,616 |
| 73+50.00 | 50 | 116.43 | 22.09 | 28.42 | 0.54 | 276 | 52 | 75 | 0 | 5,591 | 102 | 6,817 |
| 74+00.00 | 50 | 141.17 | 22.11 | 28.45 | 0.85 | 239 | 41 | 53 | 1 | 5,736 | 104 | 7,002 |
| 74+50.00 | 50 | 134.85 | 22.13 | 28.47 | 1.02 | 256 | 41 | 53 | 2 | 5,898 | 106 | 7,202 |
| 75+00.00 | 50 | 126.33 | 22.15 | 28.50 | 1.02 | 242 | 41 | 53 | 2 | 6,046 | 108 | 7,389 |
| 75+50.00 | 50 | 114.87 | 22.17 | 28.52 | 2.33 | 223 | 41 | 53 | 3 | 6,175 | 112 | 7,555 |
| 76+00.00 | 50 | 133.61 | 22.19 | 28.55 | 0.00 | 230 | 41 | 53 | 2 | 6,311 | 114 | 7,730 |
| 76+50.00 | 50 | 178.41 | 31.34 | 41.11 | 0.00 | 289 | 50 | 64 | 0 | 6,486 | 114 | 7,955 |
| 76+70.95 | 20.95 | 186.26 | 43.08 | 43.66 | 0.00 | 141 | 29 | 33 | 0 | 6,565 | 114 | 8,063 |
| 77+00.00 | 29.05 | 152.99 | 22.01 | 28.54 | 0.00 | 183 | 35 | 39 | 0 | 6,674 | 114 | 8,207 |

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 77+50.00 | 50 | 122.20 | 21.96 | 28.25 | 0.00 | 255 | 41 | 53 | 0 | 6,835 | 114 | 8,409 |
| 78+00.00 | 50 | 116.30 | 22.03 | 28.35 | 0.06 | 221 | 41 | 52 | 0 | 6,963 | 114 | 8,578 |
| 78+50.00 | 50 | 115.36 | 22.11 | 28.44 | 0.11 | 214 | 41 | 53 | 0 | 7,083 | 114 | 8,739 |
| 79+00.00 | 50 | 112.55 | 22.18 | 28.54 | 0.27 | 211 | 41 | 53 | 0 | 7,200 | 114 | 8,897 |
| 79+50.00 | 50 | 110.96 | 22.27 | 28.65 | 0.36 | 207 | 41 | 53 | 1 | 7,313 | 115 | 9,050 |
| 80+00.00 | 50 | 119.76 | 22.35 | 28.77 | 0.00 | 214 | 41 | 53 | 0 | 7,433 | 115 | 9,211 |
| 80+41.53 | 41.53 | 169.14 | 40.32 | 40.43 | 0.00 | 222 | 48 | 53 | 0 | 7,554 | 115 | 9,380 |
| 80+50.00 | 8.47 | 169.73 | 40.63 | 40.11 | 0.00 | 53 | 13 | 13 | 0 | 7,581 | 115 | 9,420 |
| 81+00.00 | 50 | 99.22 | 21.82 | 28.07 | 0.68 | 249 | 58 | 63 | 1 | 7,709 | 116 | 9,605 |
| 81+50.00 | 50 | 111.25 | 21.83 | 28.09 | 0.62 | 195 | 40 | 52 | 1 | 7,812 | 117 | 9,747 |
| 82+00.00 | 50 | 109.50 | 21.84 | 28.10 | 1.09 | 204 | 40 | 52 | 2 | 7,924 | 120 | 9,896 |
| 82+50.00 | 50 | 127.91 | 21.85 | 28.12 | 0.81 | 220 | 40 | 52 | 2 | 8,052 | 122 | 10,062 |
| 83+00.00 | 50 | 119.60 | 21.87 | 28.13 | 0.15 | 229 | 40 | 52 | 1 | 8,189 | 123 | 10,238 |
| 83+50.00 | 50 | 176.30 | 23.27 | 29.80 | 0.00 | 274 | 42 | 54 | 0 | 8,367 | 123 | 10,458 |
| 83+75.99 | 25.99 | 172.83 | 39.81 | 38.66 | 0.00 | 168 | 30 | 33 | 0 | 8,472 | 123 | 10,593 |
| 84+00.00 | 24.01 | 187.69 | 26.46 | 33.44 | 0.00 | 160 | 29 | 32 | 0 | 8,571 | 123 | 10,721 |
| 84+50.00 | 50 | 113.06 | 21.88 | 28.15 | 0.81 | 278 | 45 | 57 | 1 | 8,747 | 124 | 10,941 |
| 85+00.00 | 50 | 134.21 | 21.87 | 28.14 | 0.00 | 229 | 41 | 52 | 1 | 8,883 | 125 | 11,117 |
| 85+50.00 | 50 | 116.79 | 21.90 | 28.17 | 0.45 | 232 | 41 | 52 | 0 | 9,022 | 125 | 11,297 |
| 86+00.00 | 50 | 131.65 | 21.92 | 28.21 | 0.00 | 230 | 41 | 52 | 0 | 9,159 | 125 | 11,475 |
| 86+50.00 | 50 | 102.62 | 21.95 | 28.24 | 4.34 | 217 | 41 | 52 | 4 | 9,283 | 130 | 11,635 |
| 87+00.00 | 50 | 207.25 | 42.18 | 43.20 | 0.00 | 287 | 59 | 66 | 4 | 9,445 | 135 | 11,851 |
| 87+18.08 | 18.08 | 213.54 | 42.95 | 44.19 | 0.00 | 141 | 29 | 29 | 0 | 9,528 | 135 | 11,963 |
| 87+50.00 | 31.92 | 141.55 | 22.00 | 28.52 | 0.00 | 210 | 38 | 43 | 0 | 9,657 | 135 | 12,130 |
| 88+00.00 | 50 | 115.58 | 22.11 | 28.45 | 0.62 | 238 | 41 | 53 | 1 | 9,801 | 136 | 12,314 |
| 88+50.00 | 50 | 104.45 | 22.19 | 28.55 | 0.43 | 204 | 41 | 53 | 1 | 9,911 | 137 | 12,464 |
| 89+00.00 | 50 | 98.03 | 22.27 | 28.66 | 1.72 | 187 | 41 | 53 | 2 | 10,004 | 139 | 12,596 |
| 89+50.00 | 50 | 105.74 | 22.35 | 28.76 | 0.75 | 189 | 41 | 53 | 2 | 10,099 | 141 | 12,730 |
| 90+00.00 | 50 | 107.25 | 22.43 | 28.87 | 2.29 | 197 | 41 | 53 | 3 | 10,202 | 145 | 12,870 |
| 90+44.10 | 44.1 | 185.56 | 39.56 | 43.69 | 0.00 | 239 | 51 | 59 | 2 | 10,331 | 147 | 13,048 |
| 90+50.00 | 5.9 | 187.30 | 39.82 | 44.01 | 0.00 | 41 | 9 | 10 | 0 | 10,353 | 147 | 13,079 |
| 91+00.00 | 50 | 105.07 | 22.72 | 32.72 | 0.86 | 271 | 58 | 71 | 1 | 10,495 | 148 | 13,278 |
| 91+50.00 | 50 | 135.52 | 20.45 | 32.76 | 0.69 | 223 | 40 | 61 | 1 | 10,617 | 150 | 13,439 |
| 92+00.00 | 50 | 139.02 | 18.24 | 32.79 | 0.43 | 254 | 36 | 61 | 1 | 10,774 | 151 | 13,630 |
| 92+50.00 | 50 | 124.00 | 25.52 | 32.94 | 0.00 | 244 | 41 | 61 | 0 | 10,916 | 151 | 13,813 |
| 93+00.00 | 50 | 136.28 | 23.12 | 32.90 | 0.03 | 241 | 45 | 61 | 0 | 11,051 | 151 | 13,993 |
| 93+50.00 | 50 | 139.96 | 23.13 | 32.91 | 0.00 | 256 | 43 | 61 | 0 | 11,203 | 151 | 14,188 |
| 93+96.92 | 46.92 | 159.75 | 31.92 | 38.44 | 0.00 | 260 | 48 | 62 | 0 | 11,353 | 151 | 14,386 |
| 94+00.00 | 3.08 | 159.21 | 32.03 | 38.22 | 0.00 | 18 | 4 | 4 | 0 | 11,363 | 151 | 14,400 |
| 94+50.00 | 50 | 127.49 | 18.13 | 39.37 | 0.46 | 265 | 46 | 72 | 0 | 11,510 | 151 | 14,593 |
| 95+00.00 | 50 | 149.59 | 18.16 | 39.36 | 0.00 | 257 | 34 | 73 | 0 | 11,660 | 151 | 14,777 |
| 95+50.00 | 50 | 175.09 | 18.19 | 36.65 | 0.00 | 301 | 34 | 70 | 0 | 11,857 | 151 | 15,008 |
| 96+00.00 | 50 | 137.70 | 15.63 | 40.56 | 0.00 | 290 | 31 | 71 | 0 | 12,045 | 151 | 15,227 |
| 96+50.00 | 50 | 139.19 | 15.33 | 39.15 | 0.00 | 256 | 29 | 74 | 0 | 12,198 | 151 | 15,409 |
| 97+00.00 | 50 | 127.52 | 18.07 | 32.58 | 1.19 | 247 | 31 | 66 | 1 | 12,348 | 152 | 15,589 |
| 97+50.00 | 50 | 128.64 | 17.81 | 32.24 | 0.00 | 237 | 33 | 60 | 1 | 12,492 | 153 | 15,765 |
| 98+00.00 | 50 | 123.09 | 17.80 | 32.23 | 0.92 | 233 | 33 | 60 | 1 | 12,632 | 154 | 15,937 |
| 98+50.00 | 50 | 126.76 | 17.79 | 32.22 | 0.58 | 231 | 33 | 60 | 1 | 12,770 | 155 | 16,107 |
| 99+00.00 | 50 | 122.85 | 17.78 | 32.21 | 0.97 | 231 | 33 | 60 | 1 | 12,908 | 156 | 16,277 |
| 99+50.00 | 50 | 136.55 | 17.78 | 32.20 | 0.00 | 240 | 33 | 60 | 1 | 13,055 | 158 | 16,455 |

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 100+00.00 | 50 | 110.61 | 17.77 | 32.19 | 1.34 | 229 | 33 | 60 | 1 | 13,191 | 159 | 16,623 |
| 100+50.00 | 50 | 181.71 | 27.27 | 53.49 | 0.00 | 271 | 42 | 79 | 1 | 13,341 | 160 | 16,814 |
| 100+58.03 | 8.03 | 176.57 | 27.27 | 53.87 | 0.00 | 53 | 8 | 16 | 0 | 13,370 | 160 | 16,851 |
| 101+00.00 | 41.97 | 99.61 | 21.80 | 28.05 | 6.95 | 215 | 38 | 64 | 5 | 13,483 | 166 | 16,996 |
| 101+50.00 | 50 | 113.40 | 21.82 | 28.08 | 3.18 | 197 | 40 | 52 | 9 | 13,588 | 176 | 17,131 |
| 102+00.00 | 50 | 122.67 | 21.84 | 28.11 | 0.00 | 219 | 40 | 52 | 3 | 13,715 | 179 | 17,295 |
| 102+50.00 | 50 | 119.60 | 21.87 | 28.14 | 3.36 | 224 | 40 | 52 | 3 | 13,847 | 183 | 17,463 |
| 103+00.00 | 50 | 134.86 | 21.89 | 28.17 | 1.21 | 236 | 41 | 52 | 4 | 13,990 | 187 | 17,643 |
| 103+50.00 | 50 | 131.61 | 17.98 | 28.22 | 0.00 | 247 | 37 | 52 | 1 | 14,148 | 189 | 17,836 |
| 103+93.48 | 43.48 | 173.36 | 37.98 | 39.75 | 0.00 | 246 | 45 | 55 | 0 | 14,294 | 189 | 18,027 |
| 104+00.00 | 6.52 | 174.33 | 38.27 | 39.94 | 0.00 | 42 | 9 | 10 | 0 | 14,317 | 189 | 18,059 |
| 104+50.00 | 50 | 114.05 | 18.29 | 28.23 | 0.27 | 267 | 52 | 63 | 0 | 14,469 | 189 | 18,263 |
| 105+00.00 | 50 | 115.79 | 22.03 | 28.35 | 1.29 | 213 | 37 | 52 | 1 | 14,593 | 190 | 18,423 |
| 105+50.00 | 50 | 127.35 | 22.13 | 28.47 | 0.41 | 225 | 41 | 53 | 2 | 14,724 | 192 | 18,593 |
| 106+00.00 | 50 | 123.09 | 22.22 | 28.60 | 0.12 | 232 | 41 | 53 | 0 | 14,862 | 192 | 18,772 |
| 106+50.00 | 50 | 113.15 | 22.06 | 28.38 | 0.29 | 219 | 41 | 53 | 0 | 14,987 | 192 | 18,938 |
| 107+00.00 | 50 | 108.33 | 21.97 | 28.27 | 0.55 | 205 | 41 | 52 | 1 | 15,099 | 193 | 19,090 |
| 107+50.00 | 50 | 106.46 | 21.88 | 28.16 | 0.81 | 199 | 41 | 52 | 1 | 15,205 | 194 | 19,236 |
| 108+00.00 | 50 | 108.32 | 21.79 | 28.04 | 1.04 | 199 | 40 | 52 | 2 | 15,312 | 197 | 19,380 |
| 108+50.00 | 50 | 109.54 | 21.71 | 27.93 | 1.14 | 202 | 40 | 52 | 2 | 15,422 | 199 | 19,528 |
| 109+00.00 | 50 | 110.44 | 21.62 | 27.82 | 0.60 | 204 | 40 | 52 | 2 | 15,534 | 201 | 19,678 |
| 109+50.00 | 50 | 113.56 | 21.63 | 27.83 | 0.37 | 207 | 40 | 52 | 1 | 15,649 | 202 | 19,832 |
| 110+00.00 | 50 | 88.55 | 21.64 | 27.84 | 1.45 | 187 | 40 | 52 | 2 | 15,744 | 205 | 19,964 |
| 110+50.00 | 50 | 130.92 | 21.77 | 28.01 | 0.00 | 203 | 40 | 52 | 1 | 15,855 | 206 | 20,114 |
| 110+80.46 | 30.46 | 188.43 | 46.59 | 39.13 | 0.00 | 180 | 39 | 38 | 0 | 15,958 | 206 | 20,256 |
| 111+00.00 | 19.54 | 188.22 | 46.61 | 39.20 | 0.00 | 136 | 34 | 28 | 0 | 16,032 | 206 | 20,364 |
| 111+50.00 | 50 | 111.27 | 21.63 | 27.83 | 0.00 | 277 | 63 | 62 | 0 | 16,184 | 206 | 20,579 |
| 112+00.00 | 50 | 108.51 | 21.61 | 27.80 | 0.71 | 203 | 40 | 52 | 1 | 16,295 | 207 | 20,729 |
| 112+50.00 | 50 | 105.24 | 21.58 | 27.77 | 0.35 | 198 | 40 | 51 | 1 | 16,402 | 208 | 20,875 |
| 113+00.00 | 50 | 114.16 | 21.55 | 27.73 | 0.28 | 203 | 40 | 51 | 1 | 16,514 | 209 | 21,026 |
| 113+50.00 | 50 | 113.94 | 21.53 | 27.70 | 0.45 | 211 | 40 | 51 | 1 | 16,634 | 210 | 21,185 |
| 114+00.00 | 50 | 101.86 | 21.50 | 27.67 | 0.35 | 200 | 40 | 51 | 1 | 16,743 | 212 | 21,332 |
| 114+50.00 | 50 | 159.69 | 31.54 | 47.09 | 0.00 | 242 | 49 | 69 | 0 | 16,867 | 212 | 21,505 |
| 114+61.70 | 11.7 | 161.32 | 31.54 | 47.10 | 0.00 | 70 | 14 | 20 | 0 | 16,903 | 212 | 21,555 |
| 115+00.00 | 38.3 | 120.38 | 21.49 | 27.65 | 0.00 | 200 | 38 | 53 | 0 | 17,012 | 212 | 21,702 |
| 115+50.00 | 50 | 102.47 | 21.48 | 27.63 | 1.61 | 206 | 40 | 51 | 1 | 17,127 | 213 | 21,856 |
| | | | | | SUBTOTAL | 28,854 | 4,942 | 6,785 | 185 | 17,127 | | |

STH 59 / W NATIONAL AVE - STAGE 4 (1 OF 3)

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 55+50.00 | 0.00 | 82.04 | 12.03 | 17.51 | 0.55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56+00.00 | 50 | 86.87 | 11.98 | 17.44 | 0.00 | 156 | 22 | 32 | 1 | 102 | 1 | 123 |
| 56+50.00 | 50 | 77.70 | 11.93 | 17.38 | 0.21 | 152 | 22 | 32 | 0 | 200 | 1 | 243 |
| 57+00.00 | 50 | 77.27 | 11.90 | 17.33 | 0.47 | 143 | 22 | 32 | 1 | 289 | 2 | 353 |
| 57+50.00 | 50 | 72.86 | 11.87 | 17.28 | 0.88 | 139 | 22 | 32 | 1 | 374 | 3 | 459 |
| 58+00.00 | 50 | 121.89 | 16.36 | 23.82 | 0.00 | 180 | 26 | 38 | 1 | 490 | 5 | 599 |
| 58+13.61 | 13.61 | 152.21 | 17.61 | 35.61 | 0.00 | 69 | 9 | 15 | 0 | 535 | 5 | 653 |
| 58+50.00 | 36.39 | 98.79 | 9.26 | 13.48 | 0.00 | 169 | 18 | 33 | 0 | 653 | 5 | 789 |
| 59+00.00 | 50 | 60.76 | 9.43 | 13.73 | 1.44 | 148 | 17 | 25 | 1 | 759 | 6 | 911 |
| 59+50.00 | 50 | 70.09 | 9.44 | 13.74 | 0.00 | 121 | 17 | 25 | 1 | 838 | 7 | 1,006 |
| 60+00.00 | 50 | 65.97 | 9.44 | 13.75 | 0.07 | 126 | 17 | 25 | 0 | 922 | 7 | 1,107 |
| 60+50.00 | 50 | 65.50 | 9.45 | 13.76 | 0.00 | 122 | 17 | 25 | 0 | 1,002 | 7 | 1,204 |
| 61+00.00 | 50 | 65.53 | 9.45 | 13.76 | 0.00 | 121 | 18 | 25 | 0 | 1,080 | 7 | 1,300 |
| 61+50.00 | 50 | 97.61 | 9.45 | 13.76 | 0.00 | 151 | 18 | 25 | 0 | 1,188 | 7 | 1,426 |
| 61+86.58 | 36.58 | 168.41 | 25.00 | 29.53 | 0.00 | 180 | 23 | 29 | 0 | 1,316 | 7 | 1,577 |
| 62+00.00 | 13.42 | 162.64 | 24.52 | 28.88 | 0.00 | 82 | 12 | 15 | 0 | 1,371 | 7 | 1,644 |
| 62+50.00 | 50 | 73.89 | 9.56 | 13.91 | 0.00 | 219 | 32 | 40 | 0 | 1,518 | 7 | 1,823 |
| 63+00.00 | 50 | 60.39 | 9.52 | 13.86 | 0.72 | 124 | 18 | 26 | 1 | 1,598 | 8 | 1,920 |
| 63+50.00 | 50 | 59.77 | 9.49 | 13.81 | 0.00 | 111 | 18 | 26 | 1 | 1,665 | 9 | 2,004 |
| 64+00.00 | 50 | 60.27 | 9.46 | 13.77 | 0.87 | 111 | 18 | 26 | 1 | 1,732 | 10 | 2,088 |
| 64+50.00 | 50 | 60.96 | 9.42 | 13.72 | 0.97 | 112 | 17 | 25 | 2 | 1,802 | 13 | 2,172 |
| 65+00.00 | 50 | 64.66 | 9.39 | 13.67 | 0.00 | 116 | 17 | 25 | 1 | 1,876 | 14 | 2,262 |
| 65+50.00 | 50 | 138.56 | 18.02 | 33.43 | 0.00 | 188 | 25 | 44 | 0 | 1,995 | 14 | 2,406 |
| 65+61.76 | 11.76 | 140.96 | 17.71 | 32.85 | 0.00 | 61 | 8 | 14 | 0 | 2,034 | 14 | 2,453 |
| 66+00.00 | 38.24 | 88.20 | 9.50 | 13.83 | 0.00 | 162 | 19 | 33 | 0 | 2,144 | 14 | 2,582 |
| 66+50.00 | 50 | 51.34 | 9.46 | 13.77 | 2.74 | 129 | 18 | 26 | 3 | 2,229 | 17 | 2,682 |
| 67+00.00 | 50 | 43.91 | 9.41 | 13.70 | 4.40 | 88 | 17 | 25 | 7 | 2,275 | 25 | 2,737 |
| 67+50.00 | 50 | 44.40 | 9.48 | 13.80 | 2.40 | 82 | 17 | 25 | 6 | 2,315 | 32 | 2,787 |
| 68+00.00 | 50 | 47.84 | 9.55 | 13.90 | 2.60 | 85 | 18 | 26 | 5 | 2,356 | 38 | 2,840 |
| 68+50.00 | 50 | 55.04 | 9.62 | 14.00 | 1.51 | 95 | 18 | 26 | 4 | 2,407 | 43 | 2,904 |
| 69+00.00 | 50 | 104.50 | 13.38 | 17.21 | 0.00 | 148 | 21 | 29 | 1 | 2,505 | 44 | 3,022 |
| 69+27.22 | 27.22 | 113.62 | 24.00 | 31.09 | 0.00 | 110 | 19 | 24 | 0 | 2,572 | 44 | 3,108 |
| 69+50.00 | 22.78 | 97.77 | 14.88 | 19.13 | 0.00 | 89 | 16 | 21 | 0 | 2,624 | 44 | 3,176 |
| 70+00.00 | 50 | 58.72 | 12.01 | 15.44 | 0.18 | 145 | 25 | 32 | 0 | 2,712 | 44 | 3,289 |
| 70+50.00 | 50 | 62.36 | 11.94 | 15.35 | 2.30 | 112 | 22 | 29 | 2 | 2,773 | 46 | 3,370 |
| 71+00.00 | 50 | 60.33 | 11.87 | 15.26 | 1.01 | 114 | 22 | 28 | 3 | 2,837 | 49 | 3,453 |
| 71+50.00 | 50 | 60.93 | 11.80 | 15.17 | 0.96 | 112 | 22 | 28 | 2 | 2,899 | 52 | 3,534 |
| 72+00.00 | 50 | 58.68 | 11.73 | 15.08 | 1.62 | 111 | 22 | 28 | 2 | 2,960 | 54 | 3,615 |
| 72+50.00 | 50 | 53.86 | 11.66 | 14.99 | 0.47 | 104 | 22 | 28 | 2 | 3,014 | 56 | 3,689 |
| 72+92.61 | 42.61 | 127.30 | 29.38 | 27.70 | 0.00 | 143 | 32 | 34 | 0 | 3,091 | 56 | 3,798 |
| 73+00.00 | 7.39 | 129.30 | 29.04 | 27.73 | 0.00 | 35 | 8 | 8 | 0 | 3,110 | 56 | 3,825 |
| 73+50.00 | 50 | 48.16 | 12.09 | 15.55 | 2.73 | 164 | 38 | 40 | 3 | 3,196 | 60 | 3,945 |
| 74+00.00 | 50 | 71.13 | 12.10 | 15.56 | 1.37 | 110 | 22 | 29 | 4 | 3,255 | 64 | 4,022 |
| 74+50.00 | 50 | 65.95 | 12.11 | 15.57 | 2.30 | 127 | 22 | 29 | 3 | 3,331 | 68 | 4,116 |
| 75+00.00 | 50 | 69.80 | 12.12 | 15.58 | 1.92 | 126 | 22 | 29 | 4 | 3,406 | 72 | 4,209 |
| 75+50.00 | 50 | 69.07 | 12.13 | 15.59 | 1.68 | 129 | 22 | 29 | 3 | 3,484 | 76 | 4,305 |
| 76+00.00 | 50 | 65.79 | 12.13 | 15.60 | 1.58 | 125 | 22 | 29 | 3 | 3,558 | 79 | 4,398 |
| 76+50.00 | 50 | 122.18 | 14.14 | 18.19 | 0.00 | 174 | 24 | 31 | 1 | 3,677 | 81 | 4,540 |
| 76+70.95 | 20.95 | 139.14 | 22.43 | 37.52 | 0.00 | 101 | 14 | 22 | 0 | 3,742 | 81 | 4,619 |
| 77+00.00 | 29.05 | 106.44 | 13.91 | 17.89 | 0.00 | 132 | 20 | 30 | 0 | 3,824 | 81 | 4,721 |

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 77+50.00 | 50 | 72.81 | 12.12 | 15.59 | 0.00 | 166 | 24 | 31 | 0 | 3,935 | 81 | 4,856 |
| 78+00.00 | 50 | 80.91 | 12.08 | 15.53 | 0.24 | 142 | 22 | 29 | 0 | 4,026 | 81 | 4,969 |
| 78+50.00 | 50 | 71.90 | 12.04 | 15.48 | 0.93 | 141 | 22 | 29 | 1 | 4,116 | 82 | 5,079 |
| 79+00.00 | 50 | 93.07 | 11.99 | 15.42 | 0.00 | 153 | 22 | 29 | 1 | 4,218 | 83 | 5,202 |
| 79+50.00 | 50 | 65.31 | 11.95 | 15.37 | 1.92 | 147 | 22 | 29 | 2 | 4,314 | 85 | 5,318 |
| 80+00.00 | 50 | 68.52 | 11.91 | 15.31 | 0.00 | 124 | 22 | 28 | 2 | 4,388 | 87 | 5,412 |
| 80+41.53 | 41.53 | 125.92 | 21.50 | 37.21 | 0.00 | 150 | 26 | 40 | 0 | 4,472 | 87 | 5,522 |
| 80+50.00 | 8.47 | 125.75 | 21.56 | 36.86 | 0.00 | 39 | 7 | 12 | 0 | 4,492 | 87 | 5,549 |
| 81+00.00 | 50 | 49.93 | 12.63 | 16.24 | 3.03 | 163 | 32 | 49 | 3 | 4,574 | 91 | 5,659 |
| 81+50.00 | 50 | 76.98 | 12.61 | 16.21 | 1.38 | 118 | 23 | 30 | 4 | 4,639 | 95 | 5,743 |
| 82+00.00 | 50 | 74.03 | 12.58 | 16.18 | 1.64 | 140 | 23 | 30 | 3 | 4,726 | 99 | 5,849 |
| 82+50.00 | 50 | 80.49 | 12.56 | 16.15 | 0.00 | 143 | 23 | 30 | 2 | 4,816 | 101 | 5,960 |
| 83+00.00 | 50 | 70.08 | 12.54 | 16.12 | 0.00 | 139 | 23 | 30 | 0 | 4,902 | 101 | 6,069 |
| 83+50.00 | 50 | 106.51 | 11.68 | 15.02 | 0.00 | 164 | 22 | 29 | 0 | 5,015 | 101 | 6,204 |
| 83+75.99 | 25.99 | 114.52 | 11.49 | 14.77 | 0.00 | 106 | 11 | 14 | 0 | 5,096 | 101 | 6,296 |
| 84+00.00 | 24.01 | 120.61 | 11.33 | 14.57 | 0.00 | 105 | 10 | 13 | 0 | 5,178 | 101 | 6,388 |
| 84+50.00 | 50 | 84.45 | 12.45 | 16.02 | 0.00 | 190 | 22 | 28 | 0 | 5,318 | 101 | 6,550 |
| 85+00.00 | 50 | 88.69 | 12.41 | 15.96 | 0.00 | 160 | 23 | 30 | 0 | 5,425 | 101 | 6,680 |
| 85+50.00 | 50 | 88.84 | 12.34 | 15.86 | 0.00 | 164 | 23 | 29 | 0 | 5,537 | 101 | 6,815 |
| 86+00.00 | 50 | 77.52 | 12.26 | 15.77 | 0.01 | 154 | 23 | 29 | 0 | 5,639 | 101 | 6,940 |
| 86+50.00 | 50 | 70.46 | 12.19 | 15.68 | 0.12 | 137 | 23 | 29 | 0 | 5,724 | 101 | 7,048 |
| 87+00.00 | 50 | 71.20 | 12.12 | 15.58 | 0.13 | 131 | 23 | 29 | 0 | 5,803 | 101 | 7,150 |
| 87+18.08 | 18.08 | 76.51 | 12.09 | 15.55 | 0.05 | 49 | 8 | 10 | 0 | 5,834 | 101 | 7,189 |
| 87+50.00 | 31.92 | 91.56 | 12.05 | 15.49 | 0.00 | 99 | 14 | 18 | 0 | 5,901 | 101 | 7,270 |
| 88+00.00 | 50 | 86.42 | 11.97 | 15.40 | 0.00 | 165 | 22 | 29 | 0 | 6,015 | 101 | 7,406 |
| 88+50.00 | 50 | 65.62 | 11.90 | 15.31 | 0.18 | 141 | 22 | 28 | 0 | 6,106 | 101 | 7,519 |
| 89+00.00 | 50 | 63.37 | 11.83 | 15.21 | 0.22 | 119 | 22 | 28 | 0 | 6,175 | 101 | 7,610 |
| 89+50.00 | 50 | 63.80 | 11.76 | 15.12 | 1.28 | 118 | 22 | 28 | 1 | 6,243 | 102 | 7,699 |
| 90+00.00 | 50 | 48.16 | 11.69 | 15.03 | 2.29 | 104 | 22 | 28 | 3 | 6,297 | 106 | 7,771 |
| 90+44.10 | 44.1 | 56.97 | 11.62 | 14.94 | 0.00 | 86 | 19 | 24 | 2 | 6,340 | 108 | 7,831 |
| 90+50.00 | 5.9 | 57.25 | 11.61 | 14.93 | 0.00 | 12 | 3 | 3 | 0 | 6,346 | 108 | 7,840 |
| 91+00.00 | 50 | 52.41 | 12.55 | 16.13 | 2.06 | 102 | 22 | 29 | 2 | 6,397 | 110 | 7,911 |
| 91+50.00 | 50 | 63.60 | 13.44 | 17.28 | 0.08 | 107 | 24 | 31 | 2 | 6,449 | 113 | 7,984 |
| 92+00.00 | 50 | 83.02 | 14.25 | 18.33 | 0.12 | 136 | 26 | 33 | 0 | 6,526 | 113 | 8,087 |
| 92+50.00 | 50 | 87.84 | 14.80 | 19.04 | 0.00 | 158 | 27 | 35 | 0 | 6,622 | 113 | 8,210 |
| 93+00.00 | 50 | 88.63 | 14.83 | 19.08 | 0.02 | 163 | 27 | 35 | 0 | 6,723 | 113 | 8,338 |
| 93+50.00 | 50 | 89.13 | 14.87 | 19.12 | 0.00 | 165 | 27 | 35 | 0 | 6,826 | 113 | 8,468 |
| 93+96.92 | 46.92 | 129.46 | 26.46 | 27.51 | 0.00 | 190 | 36 | 41 | 0 | 6,939 | 113 | 8,617 |
| 94+00.00 | 3.08 | 128.42 | 26.37 | 27.50 | 0.00 | 15 | 3 | 3 | 0 | 6,948 | 113 | 8,629 |
| 94+50.00 | 50 | 96.61 | 15.22 | 19.58 | 0.00 | 208 | 39 | 44 | 0 | 7,073 | 113 | 8,793 |
| 95+00.00 | 50 | 90.27 | 15.16 | 19.49 | 0.00 | 173 | 28 | 36 | 0 | 7,182 | 113 | 8,930 |
| 95+50.00 | 50 | 90.68 | 15.09 | 19.41 | 0.00 | 168 | 28 | 36 | 0 | 7,286 | 113 | 9,062 |
| 96+00.00 | 50 | 77.87 | 14.66 | 18.85 | 0.61 | 156 | 28 | 35 | 1 | 7,379 | 114 | 9,182 |
| 96+50.00 | 50 | 75.05 | 13.40 | 17.23 | 0.41 | 142 | 26 | 33 | 1 | 7,462 | 115 | 9,290 |
| 97+00.00 | 50 | 92.82 | 12.12 | 15.58 | 0.00 | 155 | 24 | 30 | 0 | 7,563 | 115 | 9,415 |
| 97+50.00 | 50 | 58.00 | 11.76 | 15.13 | 3.45 | 140 | 22 | 28 | 3 | 7,653 | 118 | 9,524 |
| 98+00.00 | 50 | 56.75 | 11.74 | 15.09 | 1.19 | 106 | 22 | 28 | 4 | 7,709 | 123 | 9,597 |
| 98+50.00 | 50 | 60.43 | 11.71 | 15.06 | 1.23 | 108 | 22 | 28 | 2 | 7,767 | 125 | 9,675 |
| 99+00.00 | 50 | 58.58 | 11.69 | 15.03 | 1.09 | 110 | 22 | 28 | 2 | 7,827 | 128 | 9,754 |
| 99+50.00 | 50 | 61.33 | 11.66 | 15.00 | 0.93 | 111 | 22 | 28 | 2 | 7,888 | 130 | 9,835 |

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 100+00.00 | 50 | 61.70 | 11.64 | 14.96 | 0.87 | 114 | 22 | 28 | 2 | 7,952 | 132 | 9,919 |
| 100+50.00 | 50 | 55.17 | 11.64 | 14.97 | 2.07 | 108 | 22 | 28 | 3 | 8,010 | 136 | 9,995 |
| 100+58.03 | 8.03 | 54.47 | 11.64 | 14.97 | 2.29 | 16 | 3 | 4 | 1 | 8,019 | 137 | 10,006 |
| 101+00.00 | 41.97 | 71.82 | 11.59 | 14.90 | 0.00 | 98 | 18 | 23 | 2 | 8,076 | 139 | 10,079 |
| 101+50.00 | 50 | 68.29 | 11.56 | 14.86 | 0.00 | 130 | 21 | 28 | 0 | 8,157 | 139 | 10,181 |
| 102+00.00 | 50 | 67.57 | 11.53 | 14.83 | 0.08 | 126 | 21 | 27 | 0 | 8,235 | 139 | 10,280 |
| 102+50.00 | 50 | 62.52 | 11.51 | 14.80 | 0.37 | 120 | 21 | 27 | 0 | 8,307 | 139 | 10,373 |
| 103+00.00 | 50 | 99.40 | 11.48 | 14.77 | 0.00 | 150 | 21 | 27 | 0 | 8,409 | 139 | 10,496 |
| 103+50.00 | 50 | 76.49 | 11.46 | 14.73 | 0.00 | 163 | 21 | 27 | 0 | 8,524 | 139 | 10,632 |
| 103+93.48 | 43.48 | 82.35 | 11.43 | 14.70 | 0.00 | 128 | 18 | 24 | 0 | 8,610 | 139 | 10,736 |
| 104+00.00 | 6.52 | 80.55 | 11.43 | 14.70 | 0.00 | 20 | 3 | 4 | 0 | 8,623 | 139 | 10,752 |
| 104+50.00 | 50 | 63.03 | 11.40 | 14.66 | 1.86 | 133 | 21 | 27 | 2 | 8,708 | 141 | 10,856 |
| 105+00.00 | 50 | 81.07 | 11.38 | 14.63 | 0.00 | 133 | 21 | 27 | 2 | 8,793 | 144 | 10,959 |
| 105+50.00 | 50 | 95.74 | 11.35 | 14.59 | 0.00 | 164 | 21 | 27 | 0 | 8,909 | 144 | 11,096 |
| 106+00.00 | 50 | 54.86 | 10.67 | 13.72 | 4.24 | 139 | 20 | 26 | 4 | 9,002 | 148 | 11,205 |
| 106+50.00 | 50 | 59.39 | 10.70 | 13.76 | 0.28 | 106 | 20 | 25 | 4 | 9,063 | 153 | 11,281 |
| 107+00.00 | 50 | 55.31 | 10.78 | 13.86 | 0.62 | 106 | 20 | 26 | 1 | 9,123 | 154 | 11,360 |
| 107+50.00 | 50 | 54.25 | 10.86 | 13.96 | 0.82 | 101 | 20 | 26 | 1 | 9,178 | 155 | 11,434 |
| 108+00.00 | 50 | 58.28 | 10.94 | 14.06 | 0.55 | 104 | 20 | 26 | 1 | 9,236 | 156 | 11,511 |
| 108+50.00 | 50 | 61.32 | 11.01 | 14.16 | 0.54 | 111 | 20 | 26 | 1 | 9,301 | 158 | 11,594 |
| 109+00.00 | 50 | 60.05 | 11.09 | 14.26 | 0.57 | 112 | 20 | 26 | 1 | 9,367 | 159 | 11,679 |
| 109+50.00 | 50 | 59.85 | 11.16 | 14.35 | 0.45 | 111 | 21 | 26 | 1 | 9,431 | 160 | 11,763 |
| 110+00.00 | 50 | 58.79 | 11.22 | 14.43 | 0.03 | 110 | 21 | 27 | 0 | 9,493 | 160 | 11,846 |
| 110+50.00 | 50 | 163.87 | 12.21 | 15.70 | 0.00 | 206 | 22 | 28 | 0 | 9,649 | 160 | 12,024 |
| 110+80.46 | 30.46 | 148.52 | 21.38 | 40.26 | 0.00 | 176 | 19 | 32 | 0 | 9,774 | 160 | 12,168 |
| 111+00.00 | 19.54 | 144.34 | 21.39 | 40.25 | 0.00 | 106 | 15 | 29 | 0 | 9,836 | 160 | 12,245 |
| 111+50.00 | 50 | 47.69 | 11.29 | 14.51 | 1.12 | 178 | 30 | 51 | 1 | 9,933 | 161 | 12,371 |
| 112+00.00 | 50 | 50.55 | 11.29 | 14.51 | 0.81 | 91 | 21 | 27 | 2 | 9,976 | 163 | 12,433 |
| 112+50.00 | 50 | 59.91 | 11.29 | 14.52 | 0.00 | 102 | 21 | 27 | 1 | 10,030 | 164 | 12,507 |
| 113+00.00 | 50 | 54.08 | 11.29 | 14.52 | 0.22 | 106 | 21 | 27 | 0 | 10,088 | 164 | 12,586 |
| 113+50.00 | 50 | 55.86 | 11.30 | 14.52 | 0.60 | 102 | 21 | 27 | 1 | 10,142 | 166 | 12,659 |
| 114+00.00 | 50 | 53.44 | 11.30 | 14.53 | 0.01 | 101 | 21 | 27 | 1 | 10,195 | 167 | 12,732 |
| 114+50.00 | 50 | 117.36 | 21.29 | 34.21 | 0.00 | 158 | 30 | 45 | 0 | 10,278 | 167 | 12,845 |
| 114+61.70 | 11.7 | 118.70 | 21.32 | 34.21 | 0.00 | 51 | 9 | 15 | 0 | 10,305 | 167 | 12,881 |
| 115+00.00 | 38.3 | 73.18 | 11.27 | 14.49 | 0.00 | 136 | 23 | 35 | 0 | 10,383 | 167 | 12,982 |
| 115+50.00 | 50 | 51.83 | 11.32 | 14.56 | 0.43 | 116 | 21 | 27 | 0 | 10,451 | 167 | 13,071 |
| | | | | | SUBTOTAL | 16,967 | 2,787 | 3,729 | 145 | 10,451 | | |

## 26TH ST - STAGE 3

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 11+20.00 | 1120.00 | 0 | 55.93 | 0.00 | 23.97 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11+40.00 | 1140.00 | 20 | 59.39 | 0.00 | 24.10 | 0.00 | 43 | 0 | 18 | 0 | 25 | 0 | 25 |
| | | | | | | SUBTOTAL | **43** | **0** | **18** | **0** | **25** | | |

## 26TH ST - STAGE 4

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 12+60.00 | 0 | 53.17 | 0.00 | 23.96 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12+75.00 | 15 | 54.86 | 0.00 | 23.98 | 0.00 | 30 | 0 | 13 | 0 | 17 | 0 | 17 |
| | | | | | SUBTOTAL | **30** | **0** | **13** | **0** | **17** | | |

## 23RD ST - STAGE 3

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 11+15.00 | 0 | 59.67 | 21.01 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11+50.00 | 35 | 78.61 | 21.00 | 0.00 | 0.74 | 90 | 27 | 0 | 0 | 63 | 0 | 90 |
| | | | | | SUBTOTAL | **90** | **27** | **0** | **0** | **63** | | |

## 23RD ST - STAGE 4

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 12+50.00 | 0 | 182.13 | 6.01 | 24.17 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12+60.00 | 10 | 77.78 | 0.00 | 23.93 | 0.00 | 48 | 1 | 9 | 0 | 38 | 0 | 39 |
| | | | | | SUBTOTAL | **48** | **1** | **9** | **0** | **38** | | |

## 21ST ST - STAGE 3

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 12+00.00 | 0 | 59.96 | 18.91 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12+10.00 | 10 | 57.60 | 18.94 | 0.00 | 0.00 | 22 | 7 | 0 | 0 | 15 | 0 | 22 |
| | | | | | SUBTOTAL | 22 | 7 | 0 | 0 | 15 | | |

## 21ST ST - STAGE 4

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 13+35.00 | 0 | 58.10 | 0.00 | 24.08 | 1.49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13+50.00 | 15 | 60.64 | 0.00 | 24.04 | 0.07 | 33 | 0 | 13 | 0 | 20 | 0 | 20 |
| 13+60.00 | 10 | 54.38 | 0.00 | 24.01 | 0.19 | 21 | 0 | 9 | 0 | 32 | 0 | 32 |
| | | | | | SUBTOTAL | 54 | 0 | 22 | 0 | 32 | | |

## 18TH ST - STAGE 3

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 11+15.00 | 0 | 55.35 | 18.74 | 0.00 | 0.52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11+35.00 | 20 | 58.87 | 18.59 | 0.00 | 0.23 | 42 | 14 | 0 | 0 | 28 | 0 | 42 |
| | | | | | SUBTOTAL | 42 | 14 | 0 | 0 | 28 | | |

## 16TH ST - STAGE 3

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 13+65.00 | 0 | 154.36 | 24.58 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13+75.00 | 10 | 153.81 | 24.61 | 0.00 | 0.00 | 57 | 9 | 0 | 0 | 48 | 0 | 57 |
| 14+00.00 | 25 | 151.12 | 24.68 | 0.00 | 0.00 | 141 | 23 | 0 | 0 | 166 | 0 | 198 |
| 14+50.00 | 50 | 210.30 | 26.16 | 33.01 | 0.00 | 335 | 47 | 31 | 0 | 423 | 0 | 502 |
| | | | | | SUBTOTAL | 533 | 79 | 31 | 0 | 423 | | |

## 16TH ST - STAGE 4

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 15+50.00 | 0 | 178.84 | 21.07 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16+00.00 | 50 | 174.21 | 21.08 | 0.00 | 0.00 | 327 | 39 | 0 | 0 | 288 | 0 | 327 |
| 16+15.00 | 15 | 161.13 | 26.92 | 0.00 | 0.00 | 93 | 13 | 0 | 0 | 368 | 0 | 420 |
| | | | | | SUBTOTAL | 420 | 52 | 0 | 0 | 368 | | |

## 11TH ST - STAGE 4

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 13+55.00 | 0.00 | 112.51 | 0.00 | 29.99 | 3.15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13+80.00 | 25 | 139.31 | 0.00 | 29.77 | 0.00 | 117 | 0 | 28 | 1 | 89 | 1 | 88 |
| | | | | | SUBTOTAL | 117 | 0 | 28 | 1 | 89 | | |



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EARTHWORK QUANTITIES | SHEET: 1122 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\Civil 3D\24101000\dsgn\qty\Phase 2\090101-ew.ppt PLOT DATE : 9/21/2026 12:57 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

## 10TH ST - STAGE 1

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 11+30.00 | 0 | 124.91 | 20.95 | 0.00 | 0.22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11+45.00 | 15 | 122.53 | 21.09 | 0.00 | 0.47 | 69 | 12 | 0 | 0 | 57 | 0 | 69 |
| | | | | | SUBTOTAL | **69** | **12** | **0** | **0** | **57** | | |

## 10TH ST - STAGE 2

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 12+55.00 | 0 | 132.44 | 0.00 | 31.03 | 0.09 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12+75.00 | 20 | 59.70 | 0.00 | 30.90 | 0.01 | 71 | 0 | 23 | 0 | 48 | 0 | 48 |
| | | | | | SUBTOTAL | **71** | **0** | **23** | **0** | **48** | | |

## 9TH ST - STAGE 1

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 12+40.00 | 0 | 177.94 | 0.00 | 29.21 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12+50.00 | 10 | 158.01 | 0.00 | 29.17 | 0.00 | 62 | 0 | 11 | 0 | 51 | 0 | 51 |
| | | | | | SUBTOTAL | **62** | **0** | **11** | **0** | **51** | | |

## 9TH ST - STAGE 2

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 10+50.00 | 0.00 | 63.01 | 25.00 | 0.00 | 0.56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11+00.00 | 50 | 68.77 | 25.43 | 0.00 | 0.00 | 122 | 47 | 0 | 1 | 75 | 1 | 121 |
| | | | | | SUBTOTAL | **122** | **47** | **0** | **1** | **75** | | |

## 7TH ST - STAGE 1

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 11+25.00 | 0 | 66.63 | 30.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11+50.00 | 25 | 87.03 | 29.91 | 0.00 | 0.00 | 71 | 28 | 0 | 0 | 43 | 0 | 71 |
| | | | | | SUBTOTAL | **71** | **28** | **0** | **0** | **43** | | |

## 7TH ST - STAGE 2

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 12+50.00 | 0 | 71.96 | 30.71 | 0.00 | 0.04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12+60.00 | 10 | 65.75 | 30.75 | 0.00 | 0.00 | 26 | 11 | 0 | 0 | 15 | 0 | 26 |
| | | | | | SUBTOTAL | **26** | **11** | **0** | **0** | **15** | | |

## 6TH ST / STH 38 - STAGE 1

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 13+80.00 | 0 | 141.77 | 29.82 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14+00.00 | 20 | 131.53 | 29.57 | 0.00 | 0.00 | 101 | 22 | 0 | 0 | 79 | 0 | 101 |
| | | | | | SUBTOTAL | **101** | **22** | **0** | **0** | **79** | | |

## 6TH ST - STAGE 2

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 15+00.00 | 0 | 152.94 | 29.42 | 0.00 | 1.51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15+50.00 | 50 | 142.49 | 29.25 | 0.00 | 0.00 | 274 | 54 | 0 | 1 | 220 | 1 | 273 |
| | | | | | SUBTOTAL | **274** | **54** | **0** | **1** | **220** | | |



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | EARTHWORK QUANTITIES | SHEET: 1124 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\Civil 3D\24101000\dsgn\qty\Phase 2\090101-ew.ppt PLOT DATE : 9/21/2026 12:57 PM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

4TH ST - STAGE 1

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 11+40.00 | 0 | 52.70 | 0.00 | 24.02 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11+52.58 | 12.58 | 75.53 | 17.26 | 22.97 | 0.00 | 30 | 4 | 11 | 0 | 15 | 0 | 19 |
| | | | | | SUBTOTAL | 30 | 4 | 11 | 0 | 15 | | |

4TH ST - STAGE 2

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 12+41.42 | 0 | 135.89 | 21.60 | 22.58 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12+55.00 | 13.58 | 51.76 | 0.00 | 23.97 | 0.03 | 47 | 5 | 12 | 0 | 30 | 0 | 35 |
| | | | | | SUBTOTAL | 47 | 5 | 12 | 0 | 30 | | |

2ND ST - STAGE 1

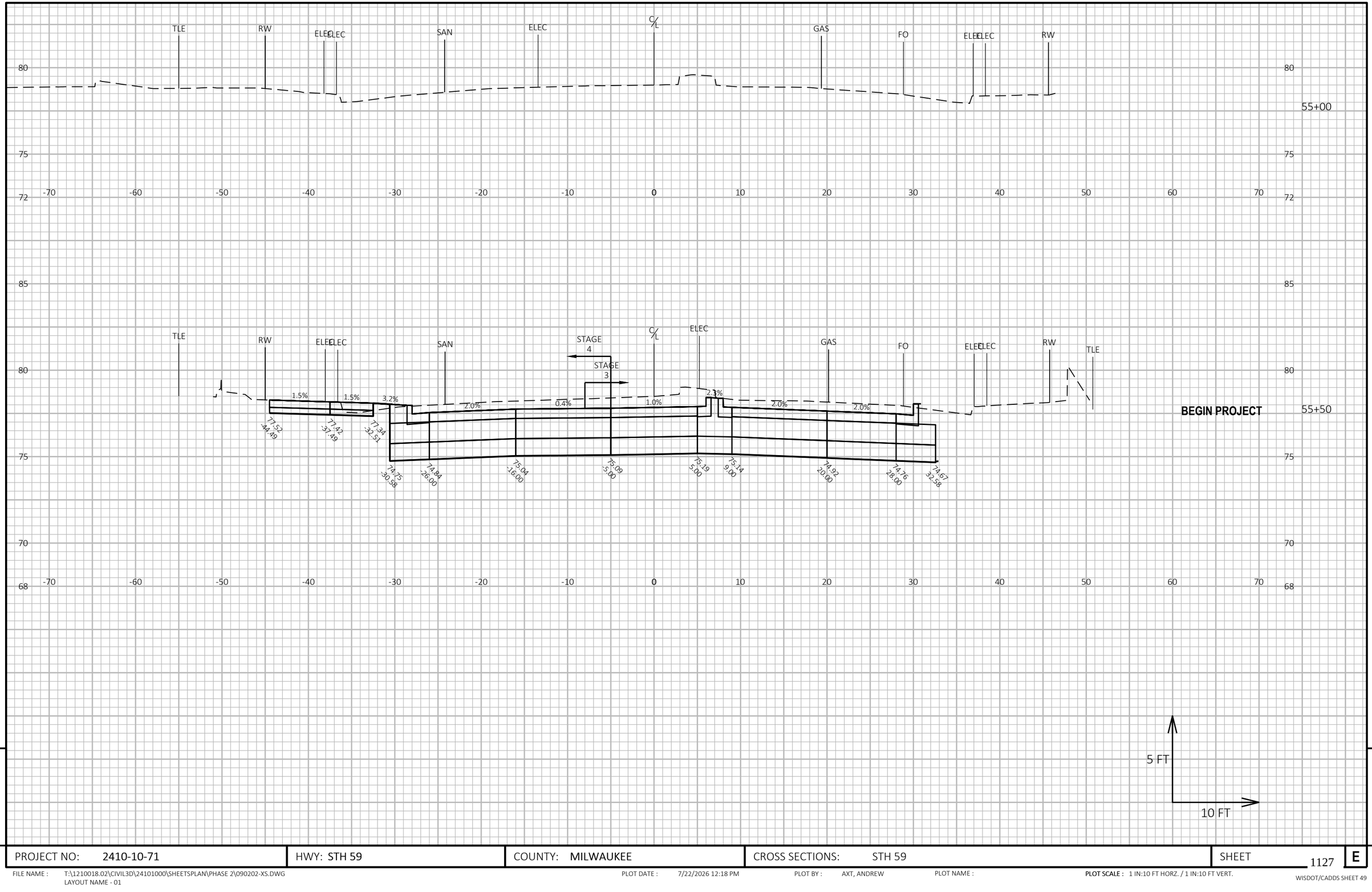
| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 14+25.00 | 0 | 92.12 | 41.76 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14+50.00 | 25 | 92.29 | 41.41 | 0.00 | 0.00 | 85 | 39 | 0 | 0 | 46 | 0 | 85 |
| | | | | | SUBTOTAL | 85 | 39 | 0 | 0 | 46 | | |

2ND ST - STAGE 2

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 15+50.00 | 0 | 90.70 | 0.00 | 38.76 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15+75.00 | 25 | 90.37 | 0.00 | 38.61 | 0.00 | 84 | 0 | 36 | 0 | 48 | 0 | 48 |
| | | | | | SUBTOTAL | 84 | 0 | 36 | 0 | 48 | | |

GREENFIELD - STAGE 2

| STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CUT | PAVEMENT MATERIAL | | FILL | CUT | PAVEMENT MATERIAL | | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | ASPHALT | CONCRETE | | | ASPHALT | CONCRETE | | 1.00 | 1.15 | |
| 605+00.00 | 0.00 | 190.74 | 0.00 | 31.23 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 605+25.00 | 25.00 | 194.97 | 0.00 | 37.04 | 0.00 | 179 | 0 | 32 | 0 | 147 | 0 | 147 |
| 605+35.00 | 10.00 | 199.09 | 0.00 | 0.00 | 0.00 | 73 | 0 | 7 | 0 | 213 | 0 | 213 |
| 605+61.00 | 26.00 | 189.15 | 0.00 | 31.65 | 0.00 | 187 | 0 | 15 | 0 | 385 | 0 | 385 |
| | | | | | SUBTOTAL | 439 | 0 | 54 | 0 | 385 | | |



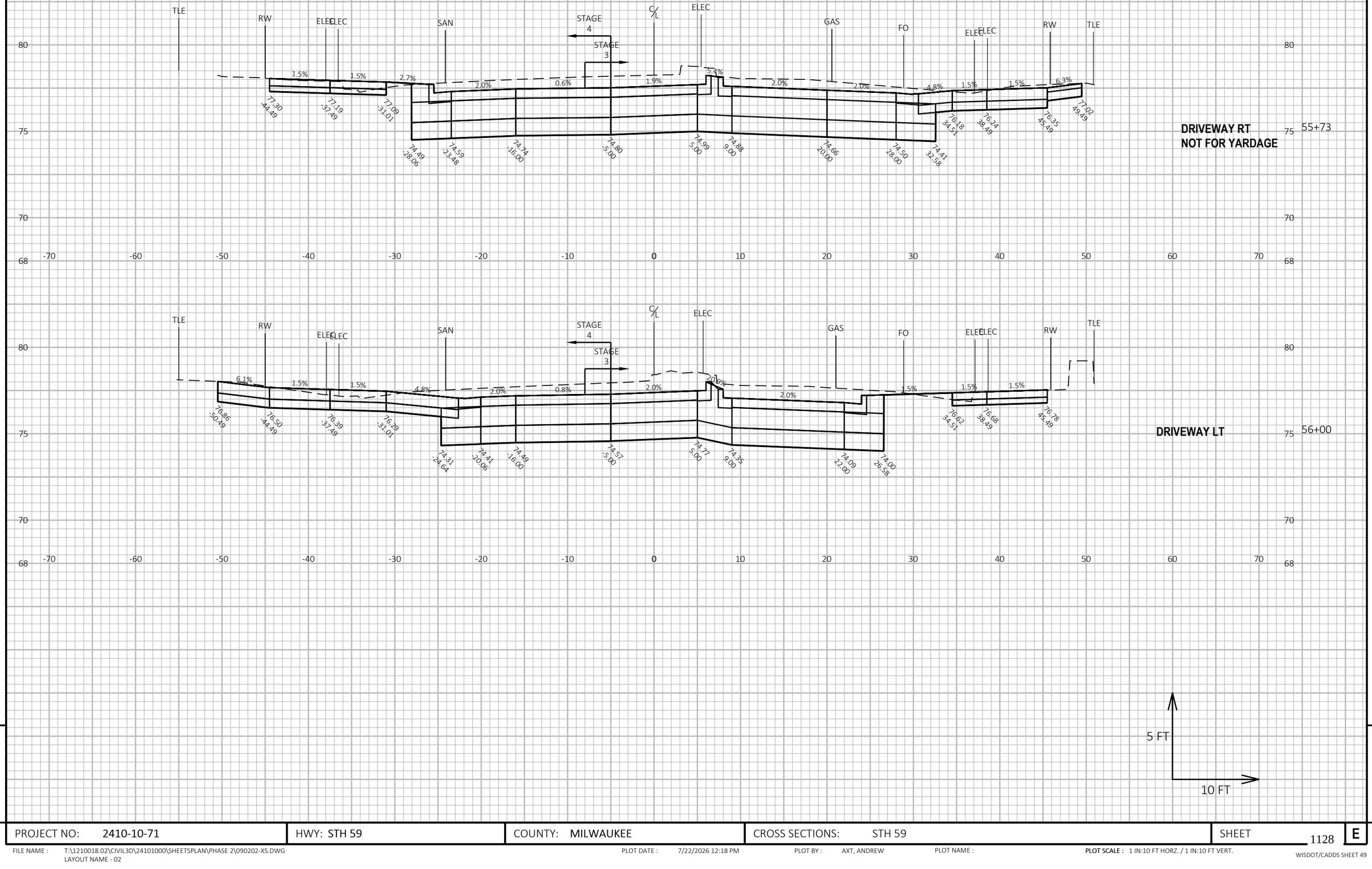

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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1127 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

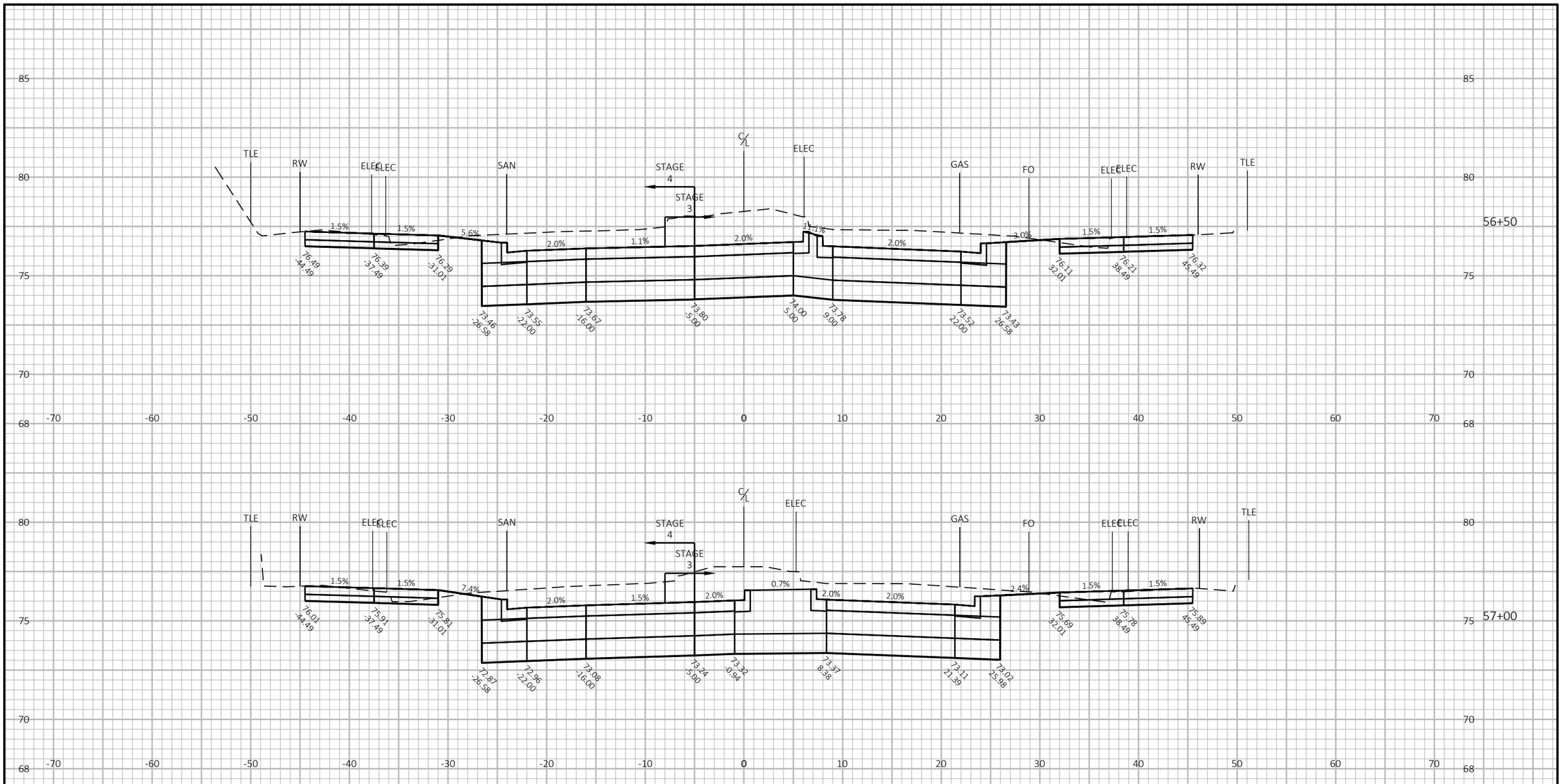
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1128 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 02

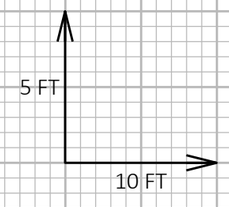
PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49










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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1129 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 03

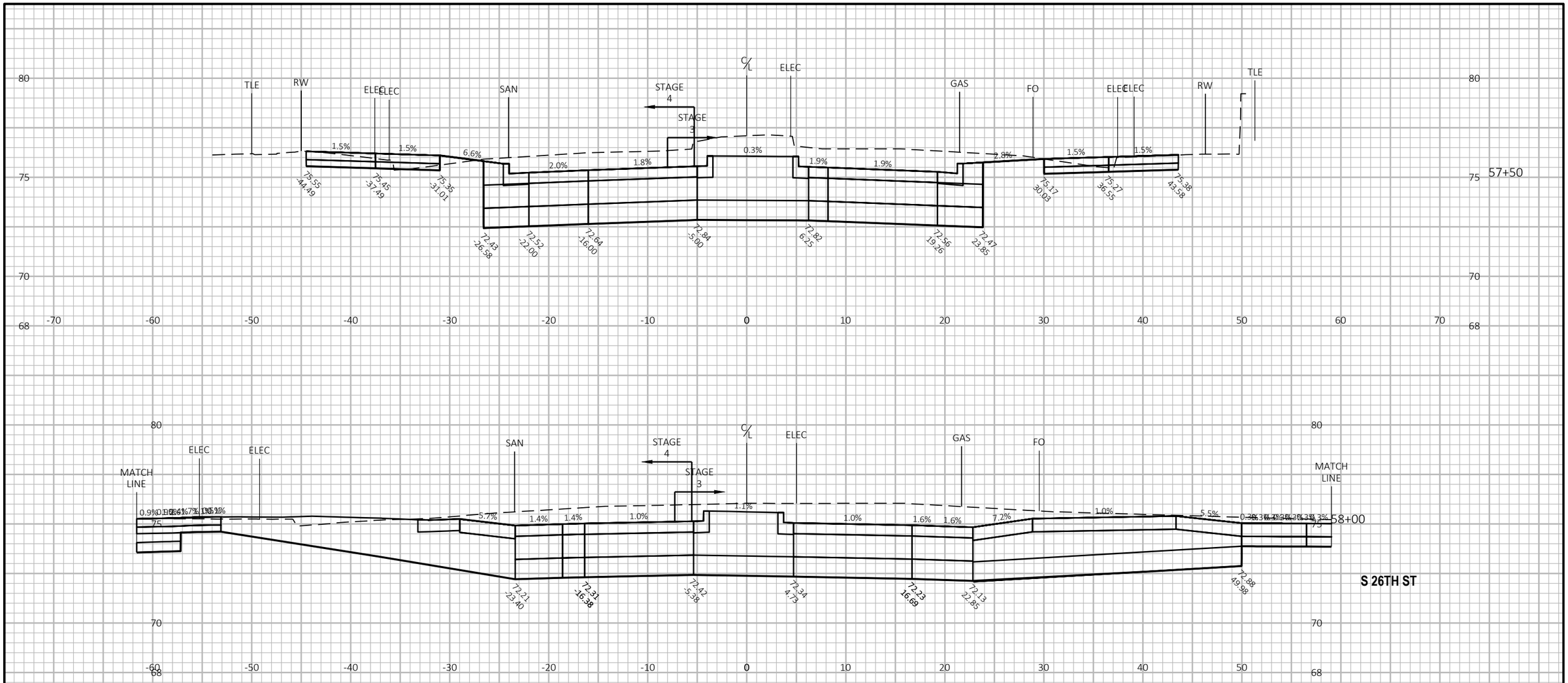
PLOT DATE : 7/22/2026 12:18 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

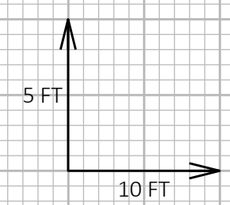
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49










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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1130 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 04

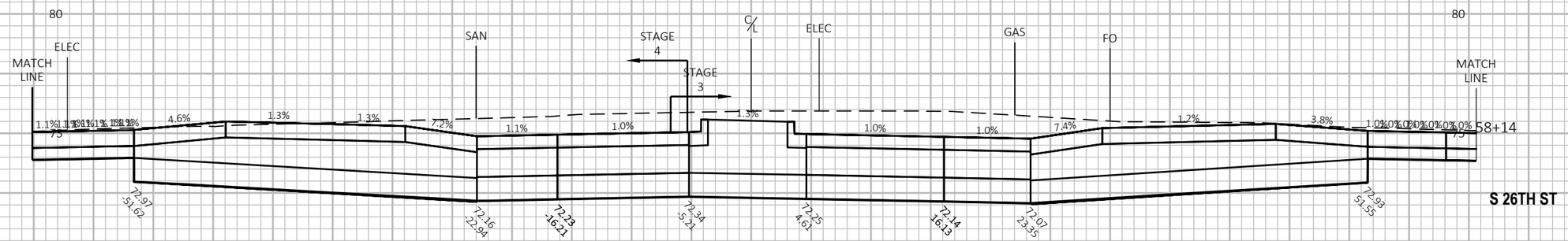
PLOT DATE : 7/22/2026 12:18 PM

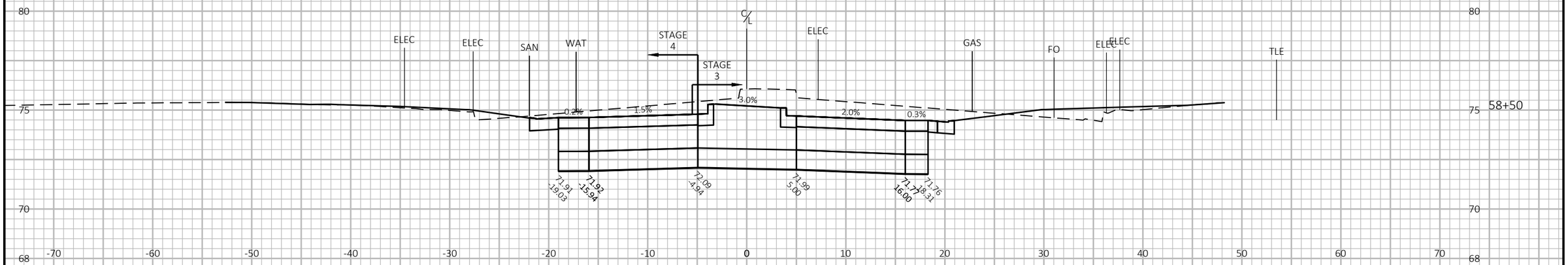
PLOT BY : AXT, ANDREW

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1131 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 05

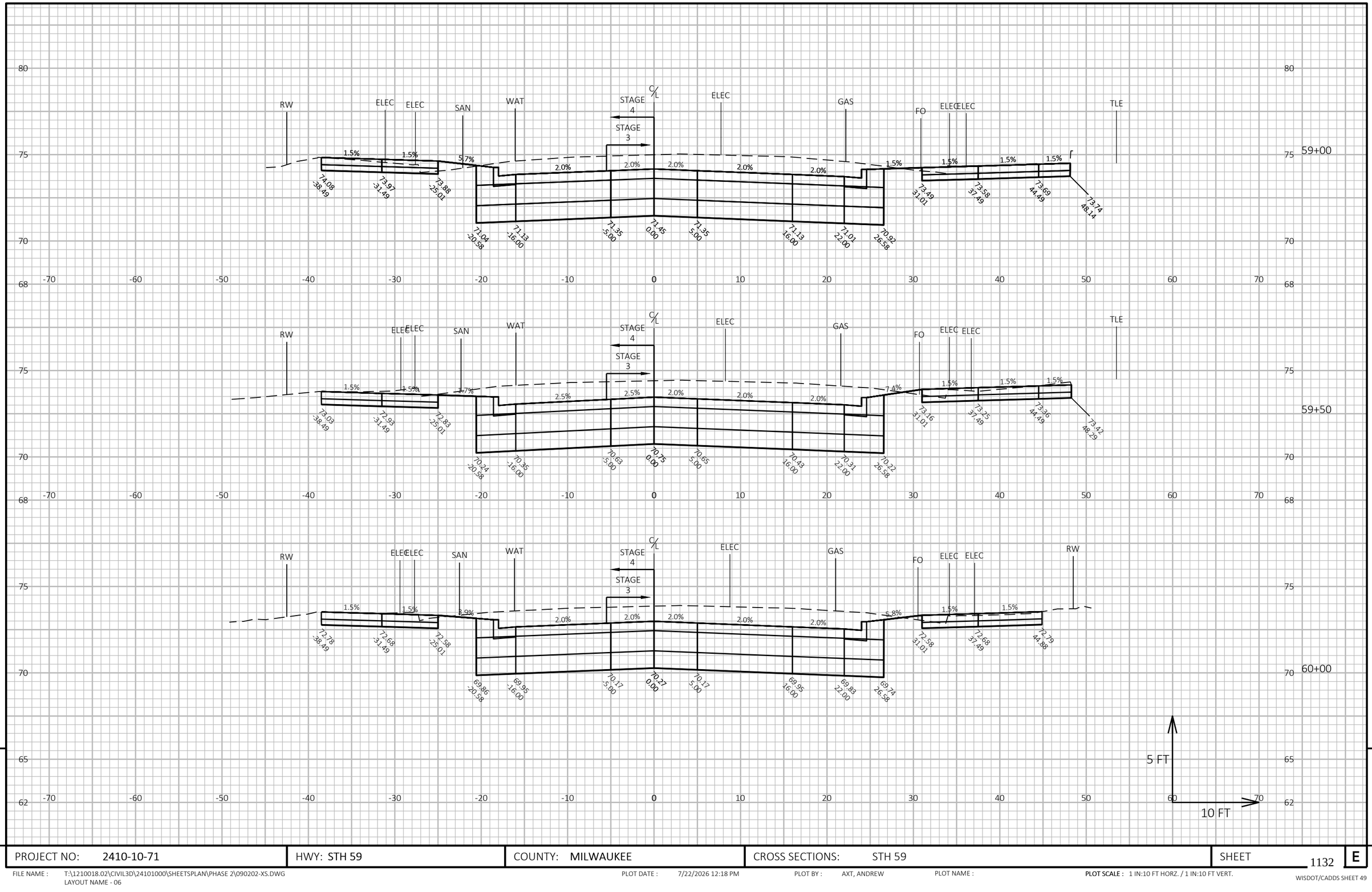
PLOT DATE : 7/22/2026 12:18 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

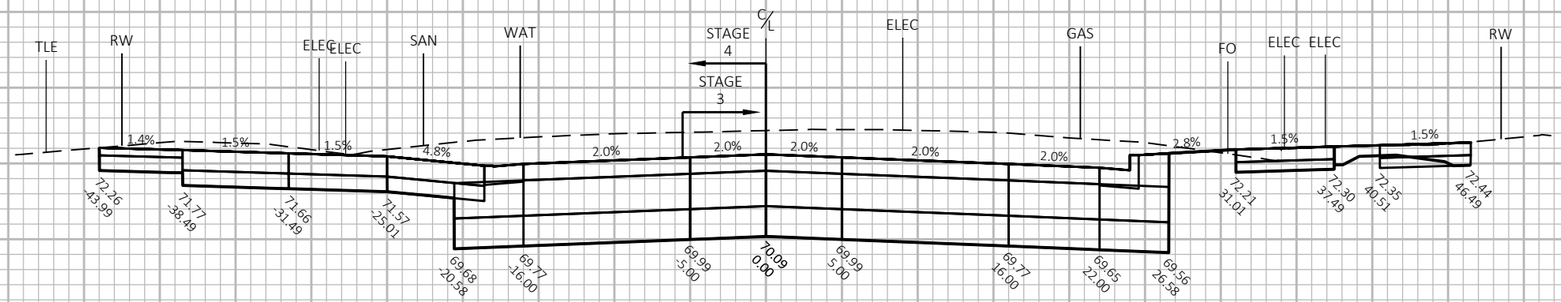



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1132 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 06

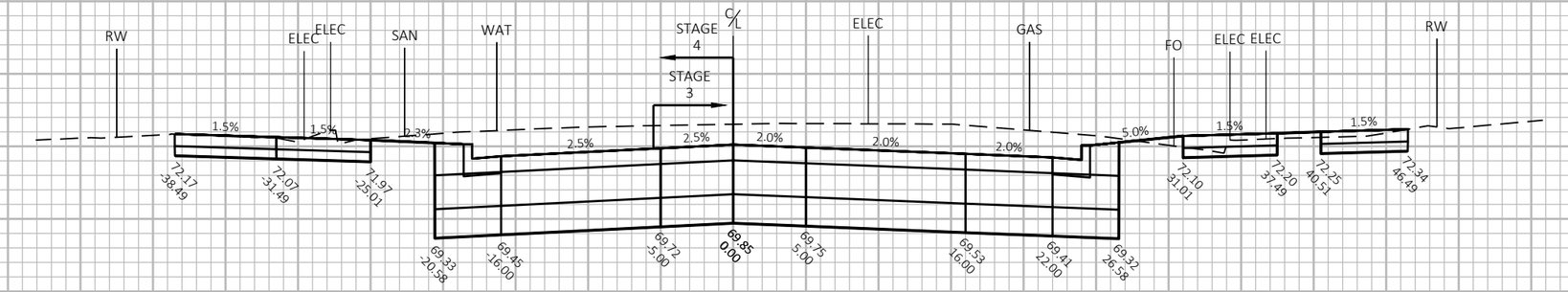
PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




**DRIVEWAY LT**
**NOT FOR YARDAGE**

60+23




60+50

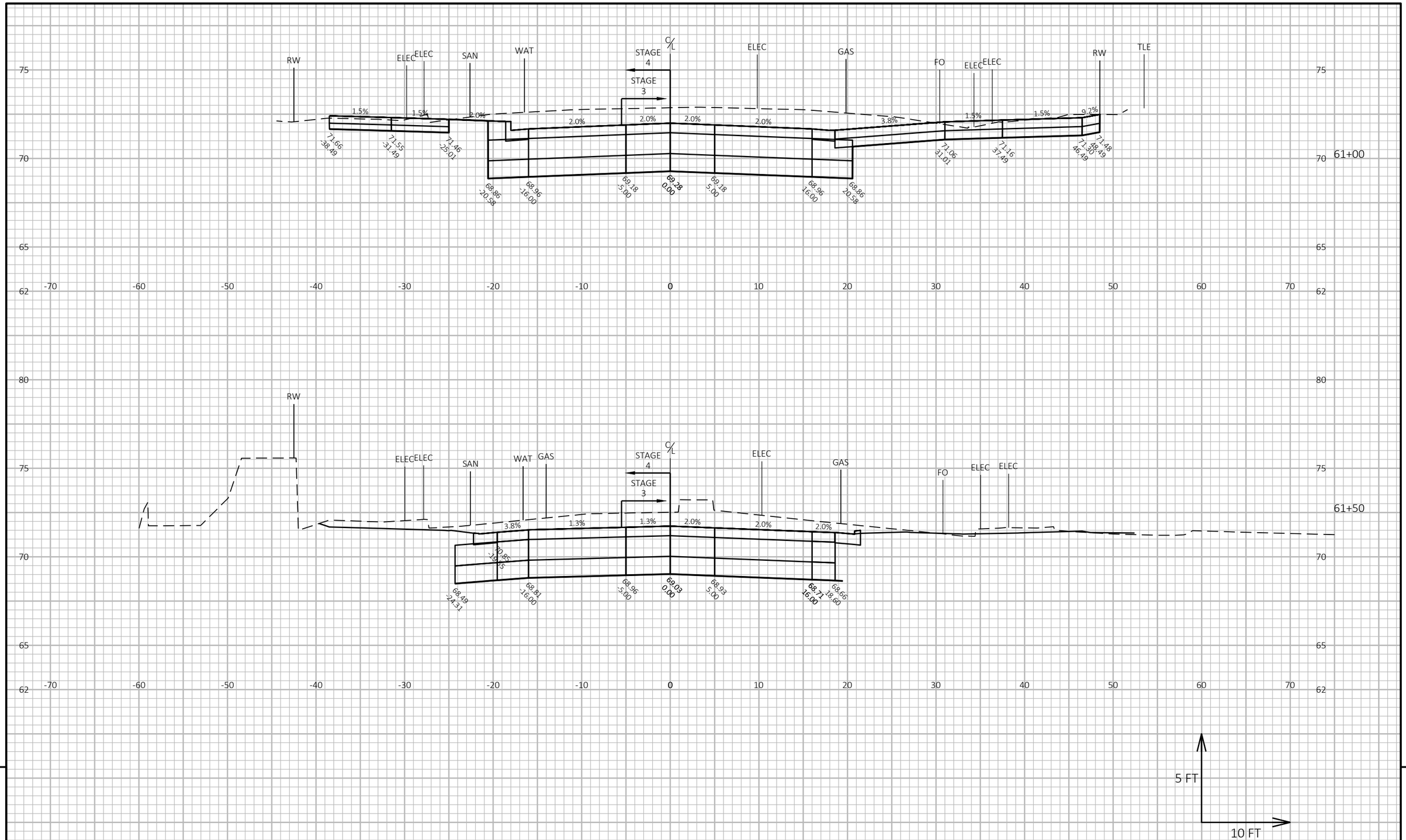
5 FT
10 FT

9 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1133 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1134 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 08

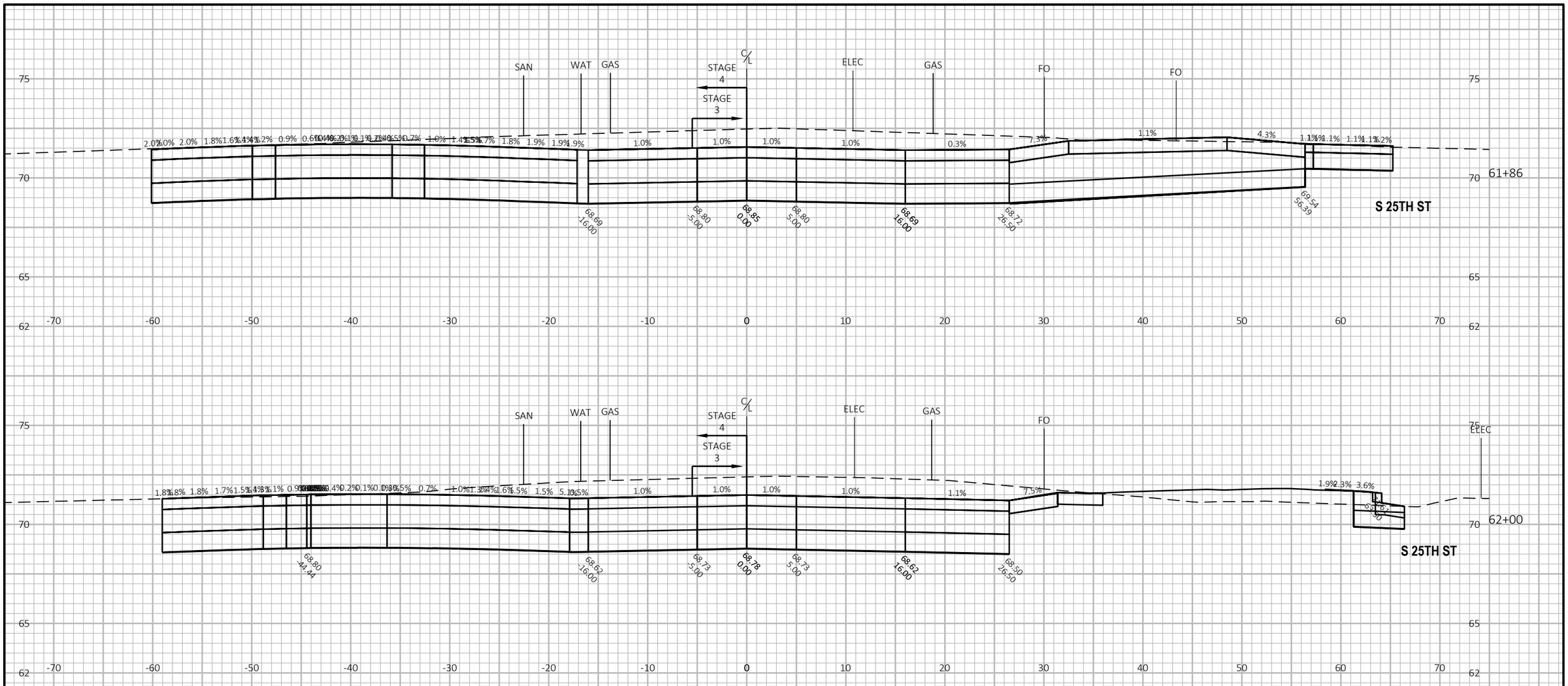
PLOT DATE : 7/22/2026 12:18 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

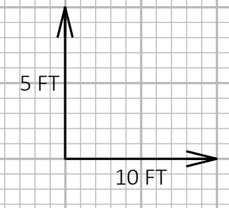
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









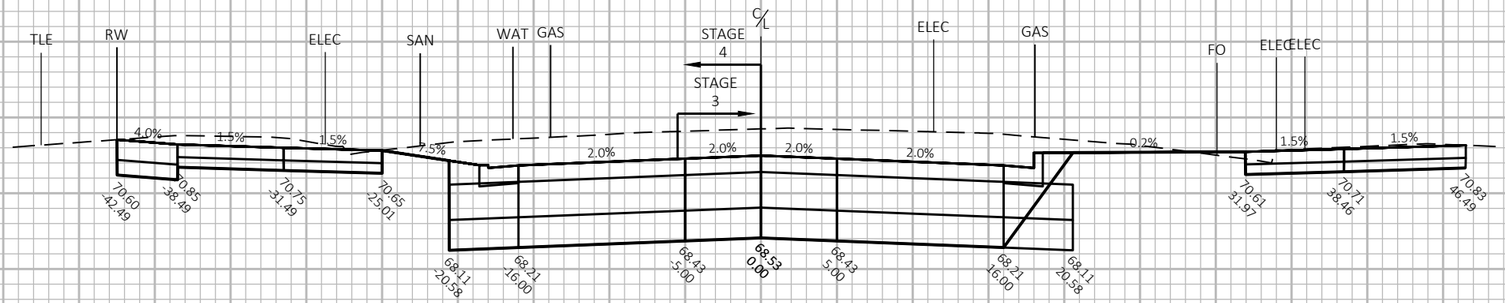

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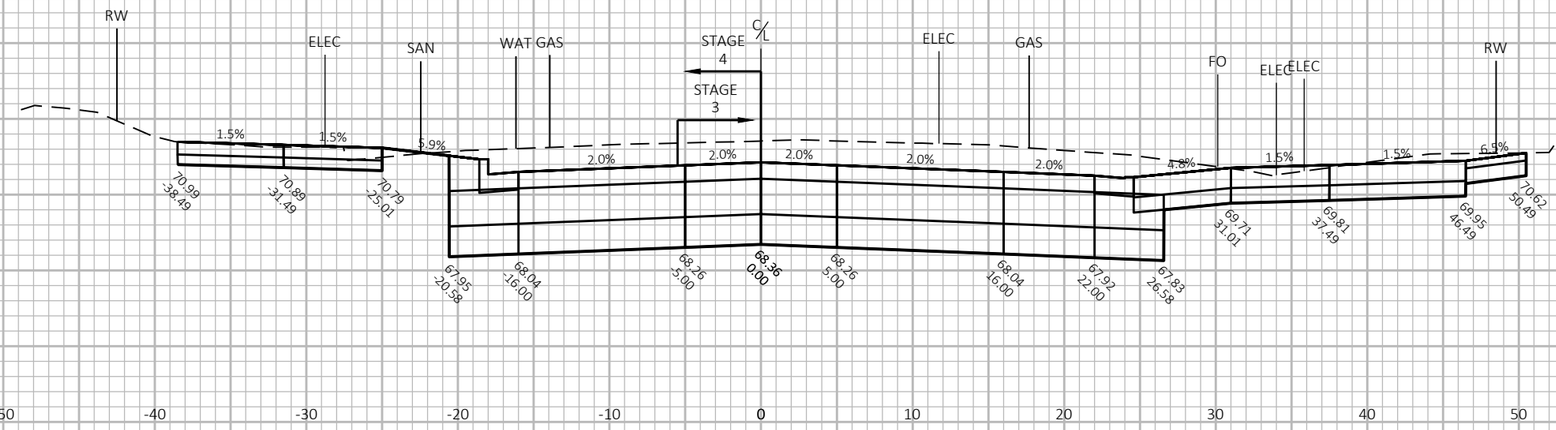
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1135 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




62+50




62+84

**DRIVEWAY RT**
**NOT FOR YARDAGE**

5 FT

10 FT

9

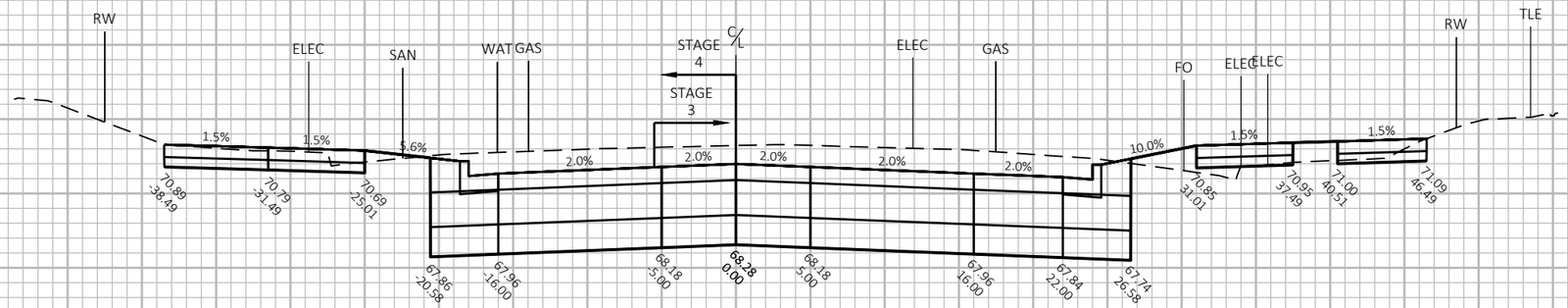
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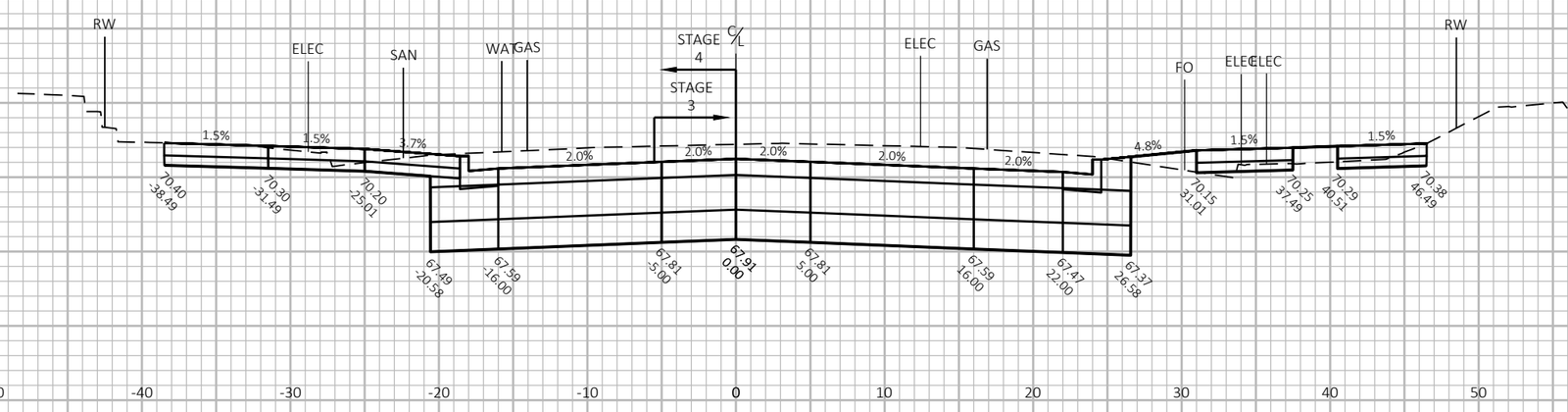
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1136 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1137 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 11

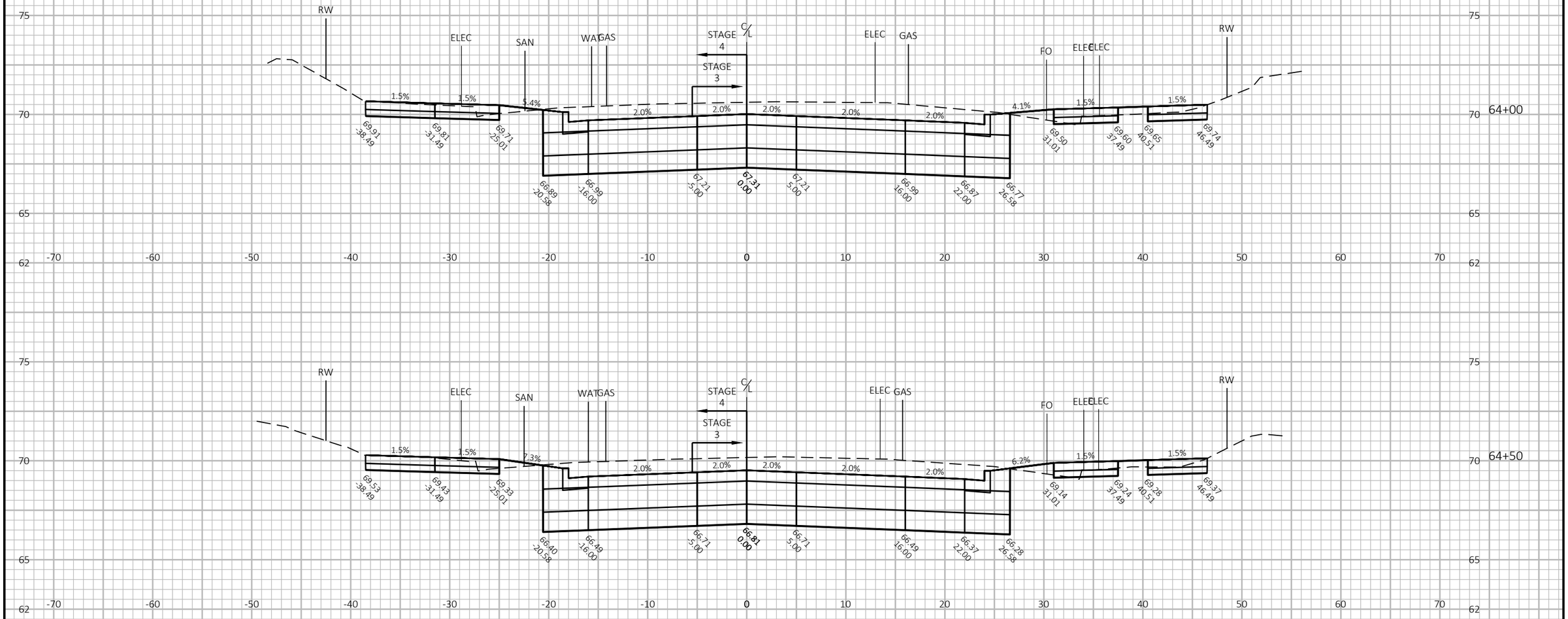
PLOT DATE : 7/22/2026 12:18 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49










9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1138 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 12

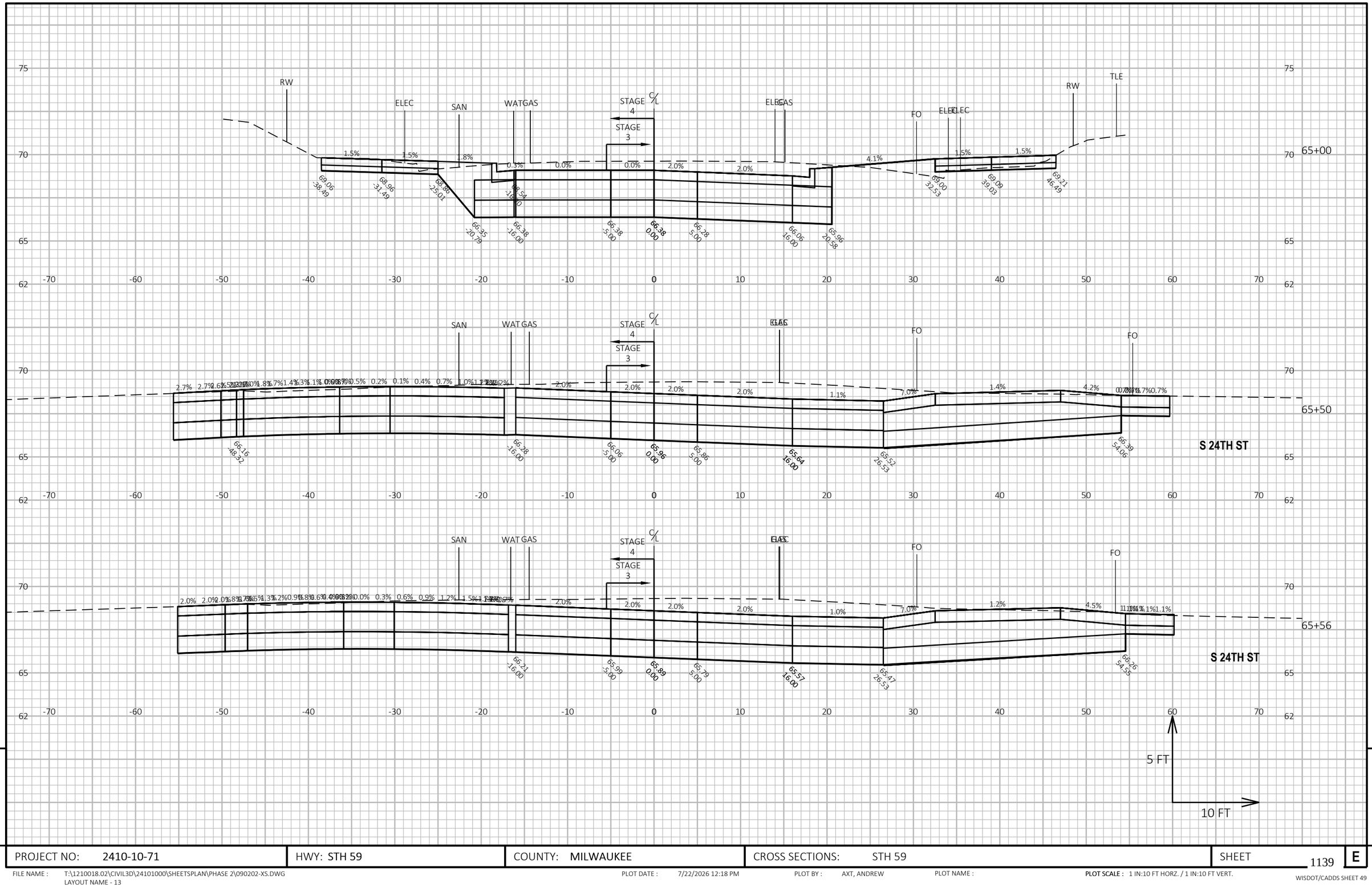
PLOT DATE : 7/22/2026 12:18 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



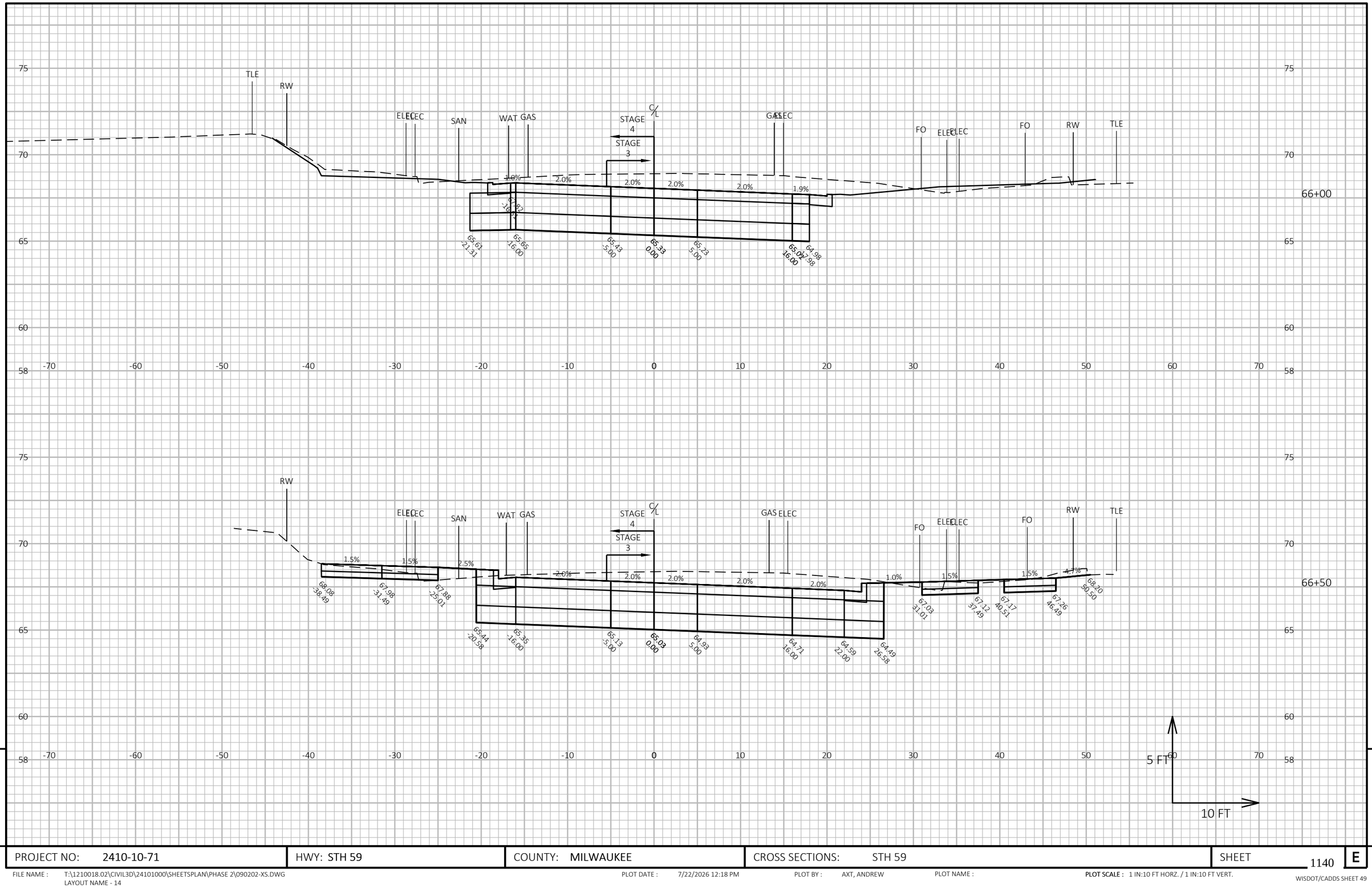

9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1139 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



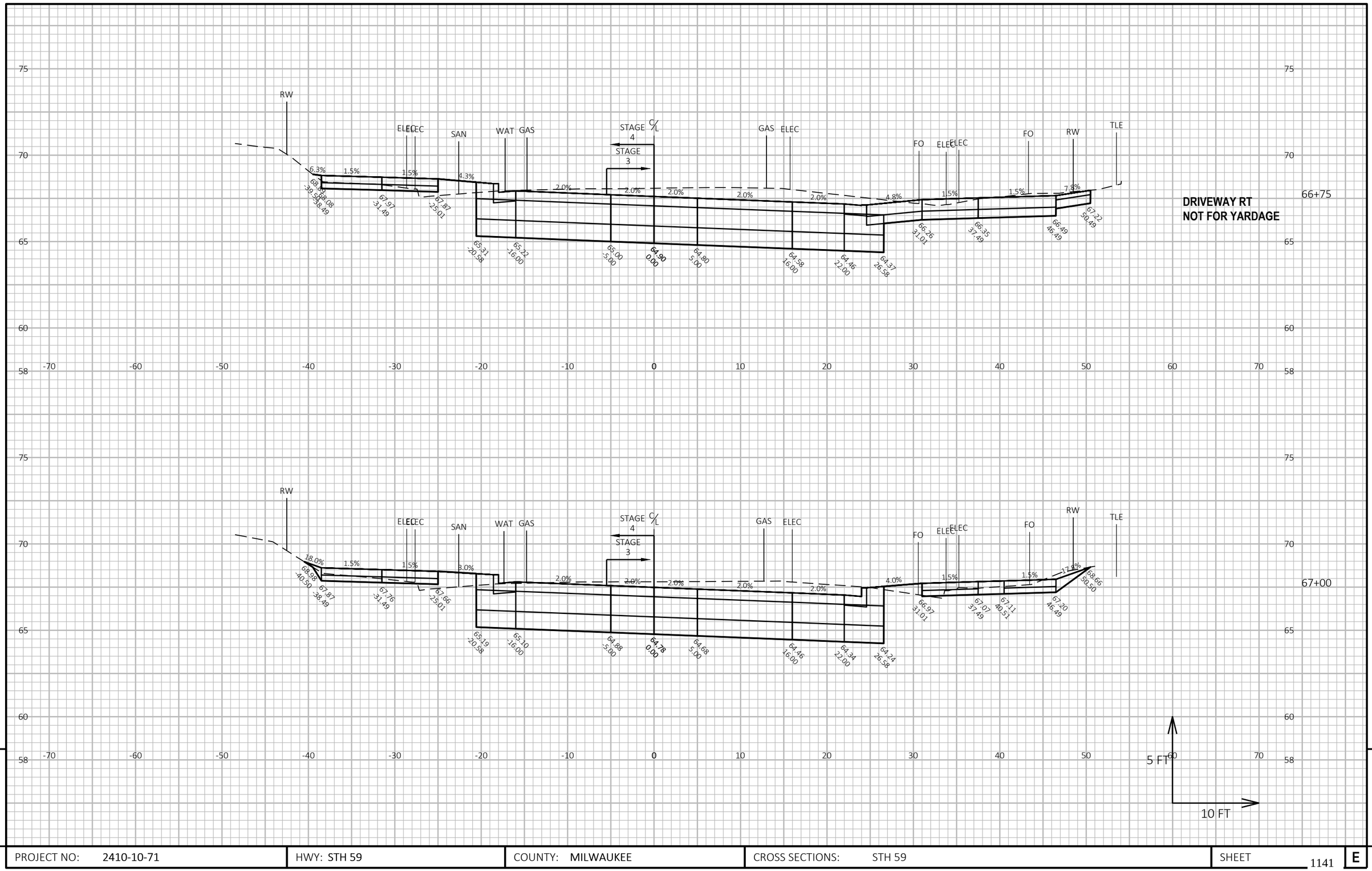

9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1140 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

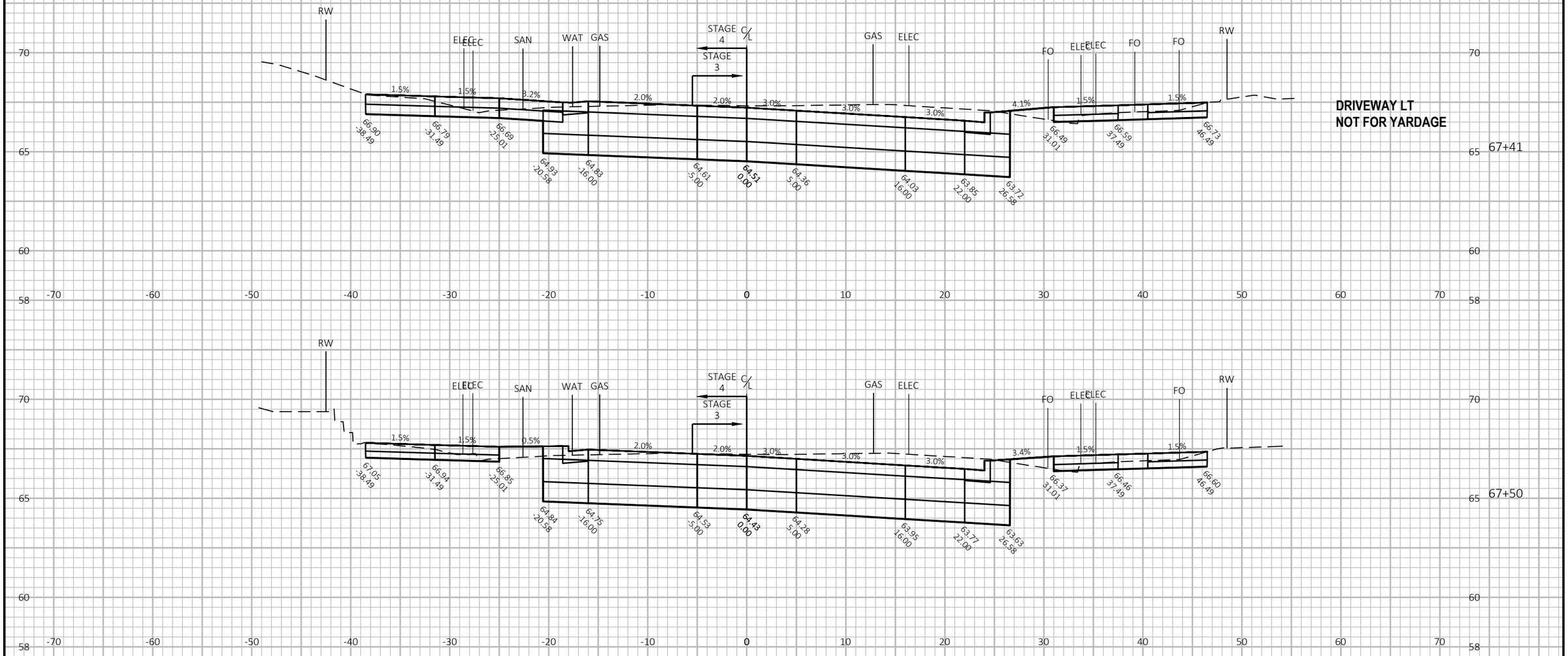



| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1141 | E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090202-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/22/2026 12:18 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

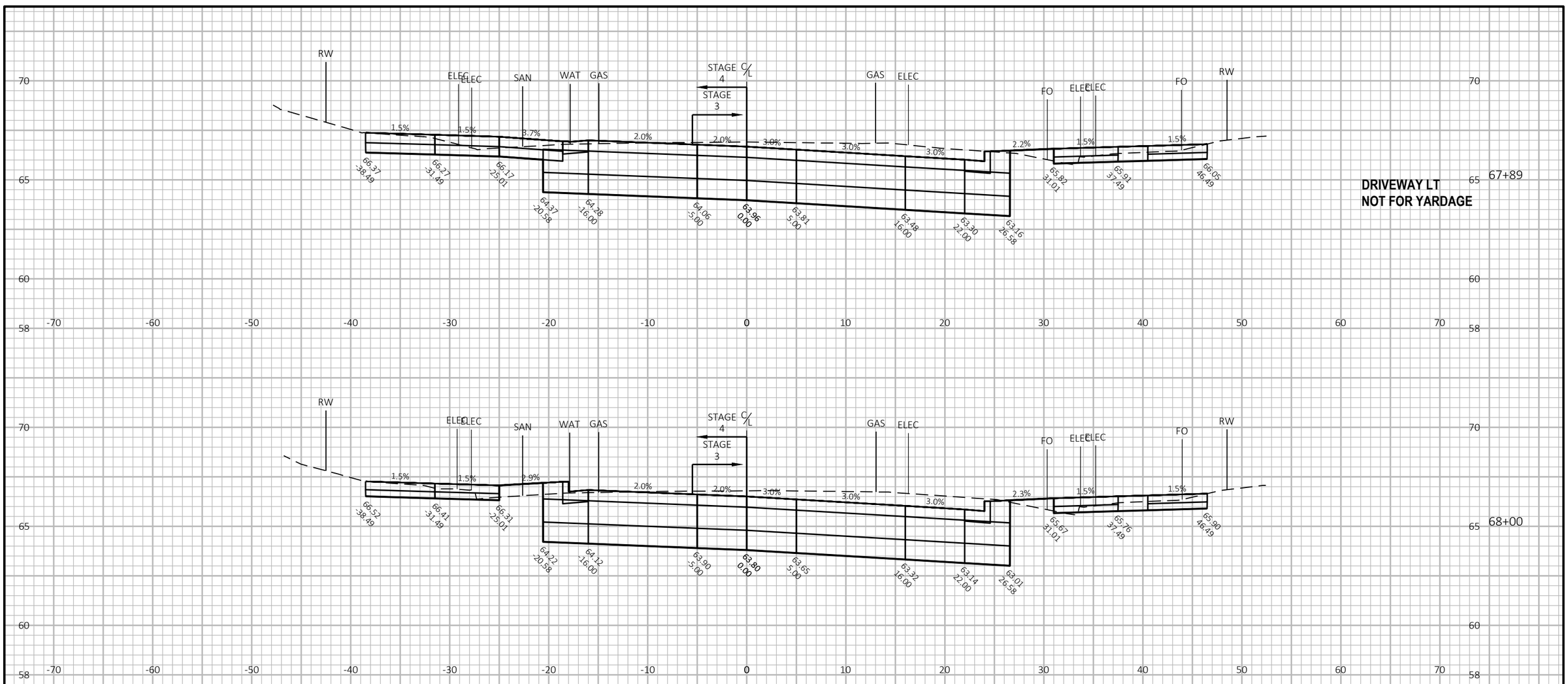
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1142 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/22/2026 12:20 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



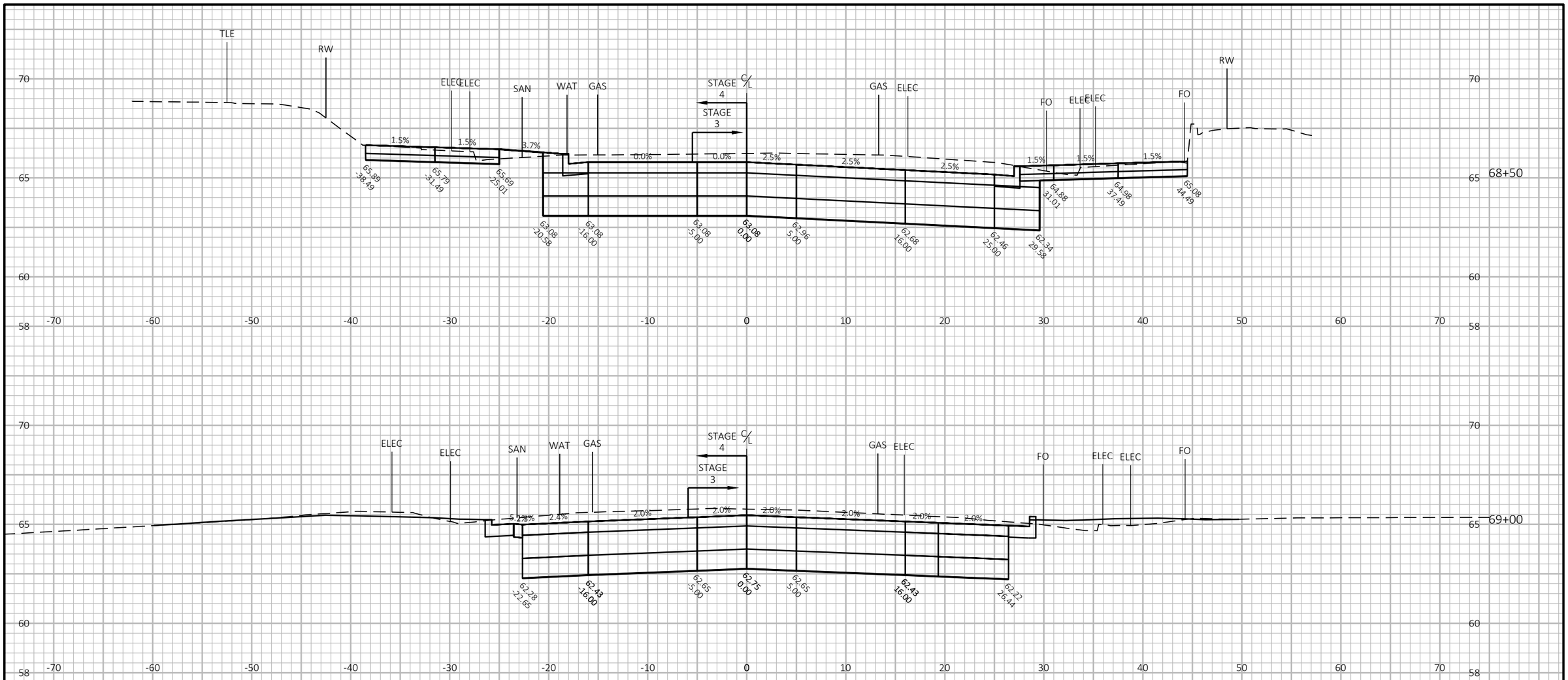

9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1143 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/22/2026 12:20 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1144 | E |
|---|---|---|---|---|---|

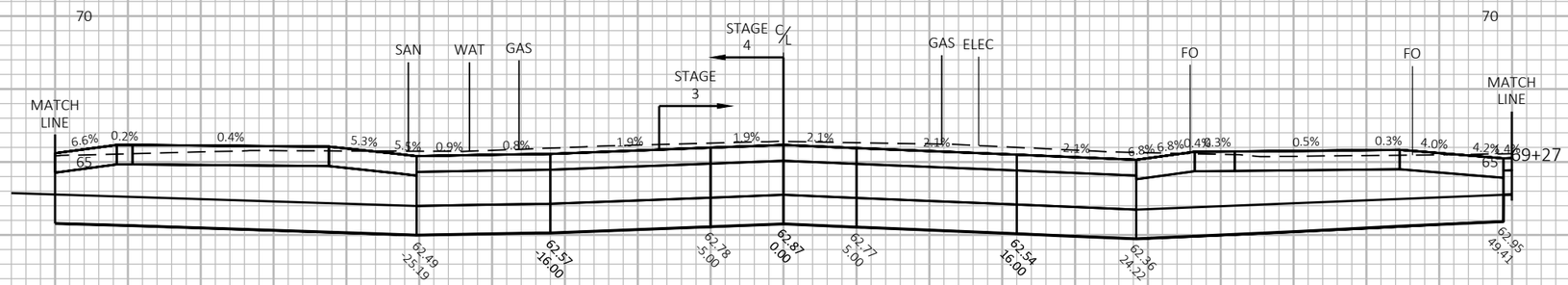
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 03

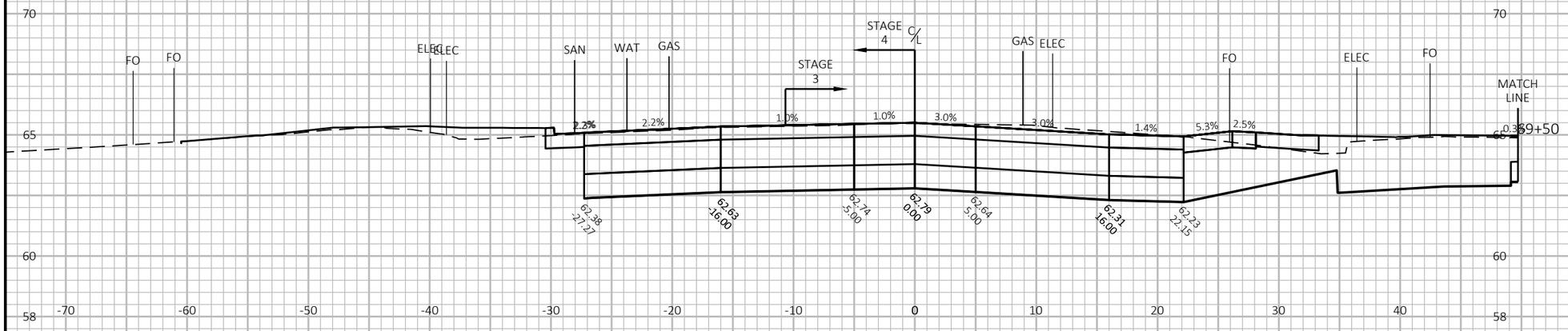
PLOT DATE : 7/22/2026 12:20 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

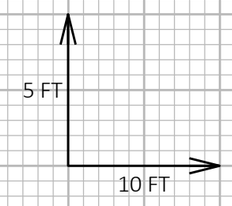
WISDOT/CADDS SHEET 49

9

9



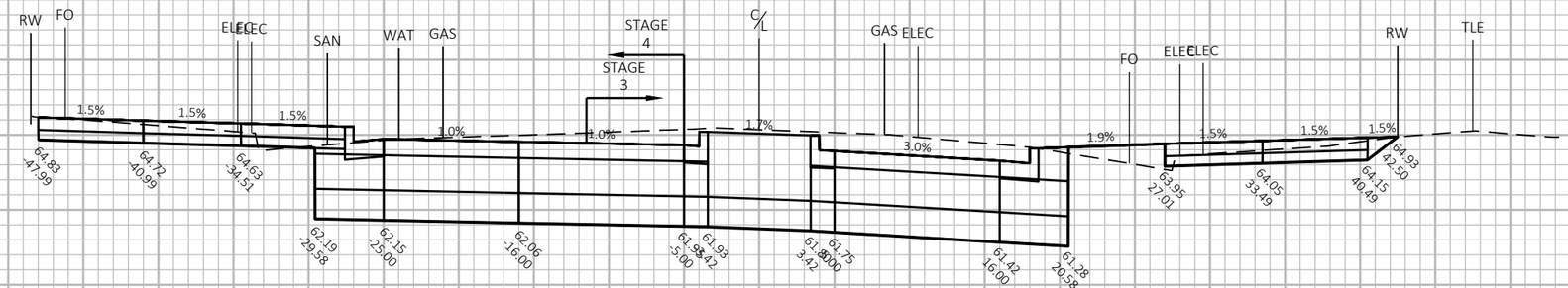



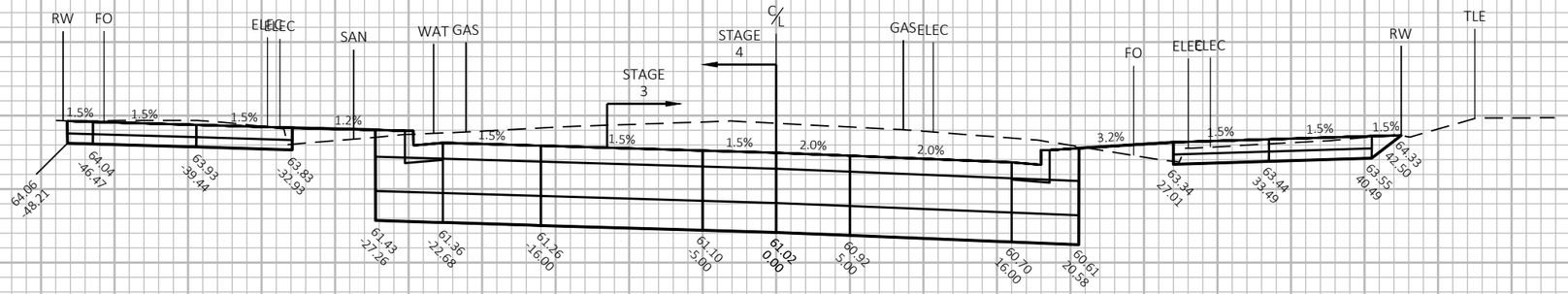

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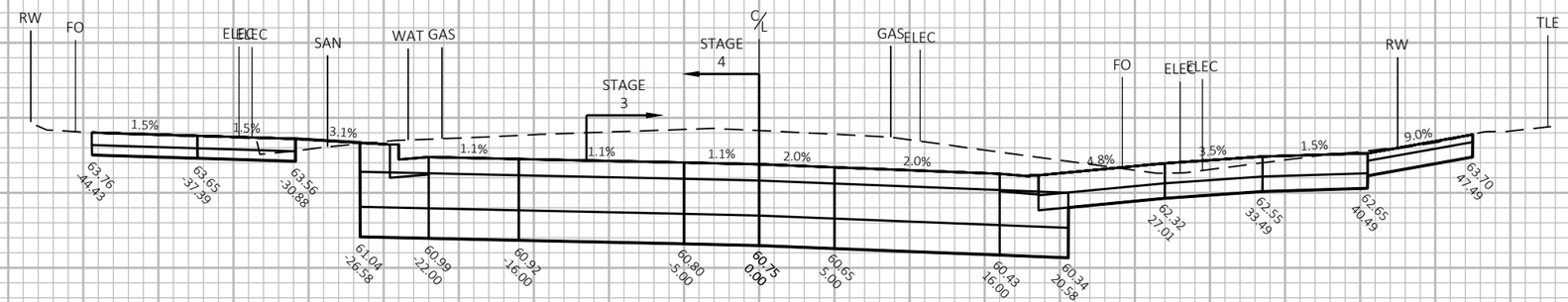
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1145 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 04
PLOT DATE : 7/22/2026 12:20 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49




DRIVEWAY RT
NOT FOR YARDAGE

70+00

70+50

70+70

5 FT

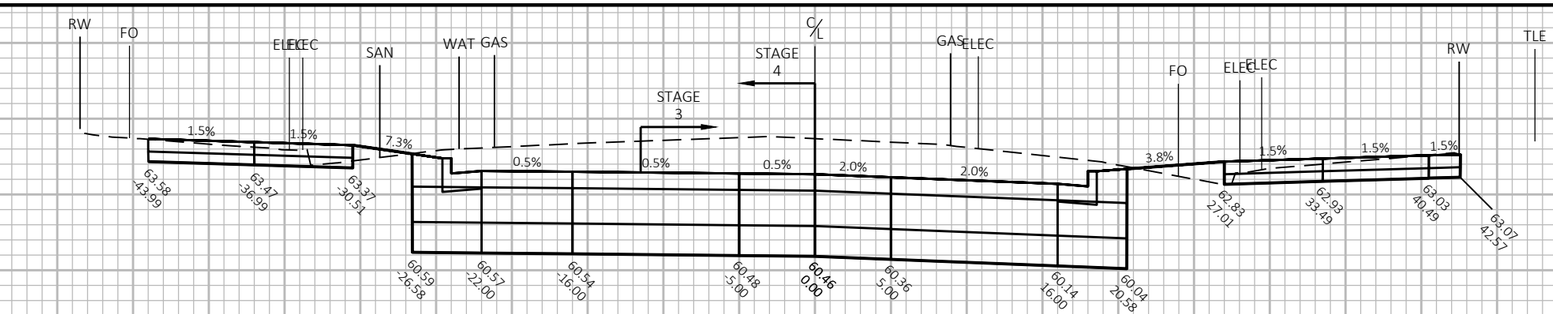
10 FT

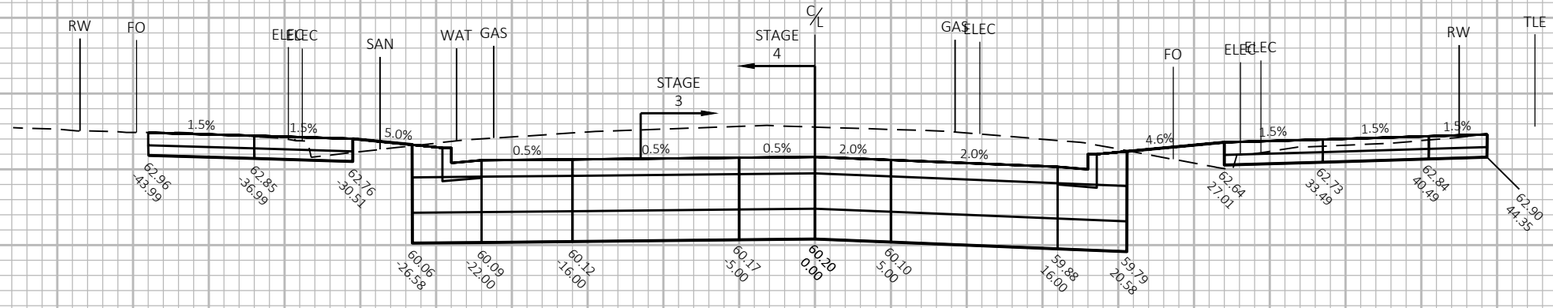
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1146 E |
|---|---|---|---|---|

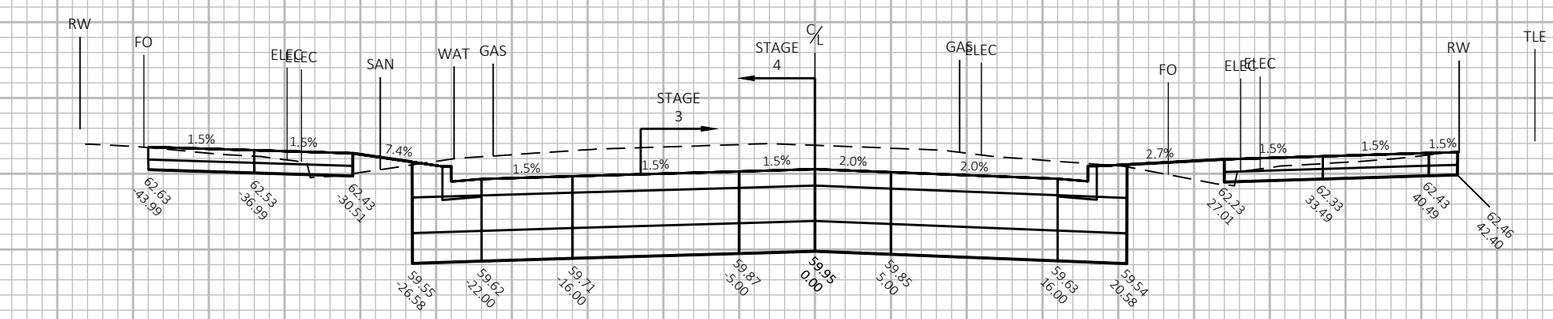
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 05

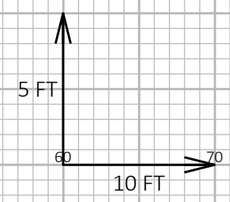
PLOT DATE : 7/22/2026 12:20 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



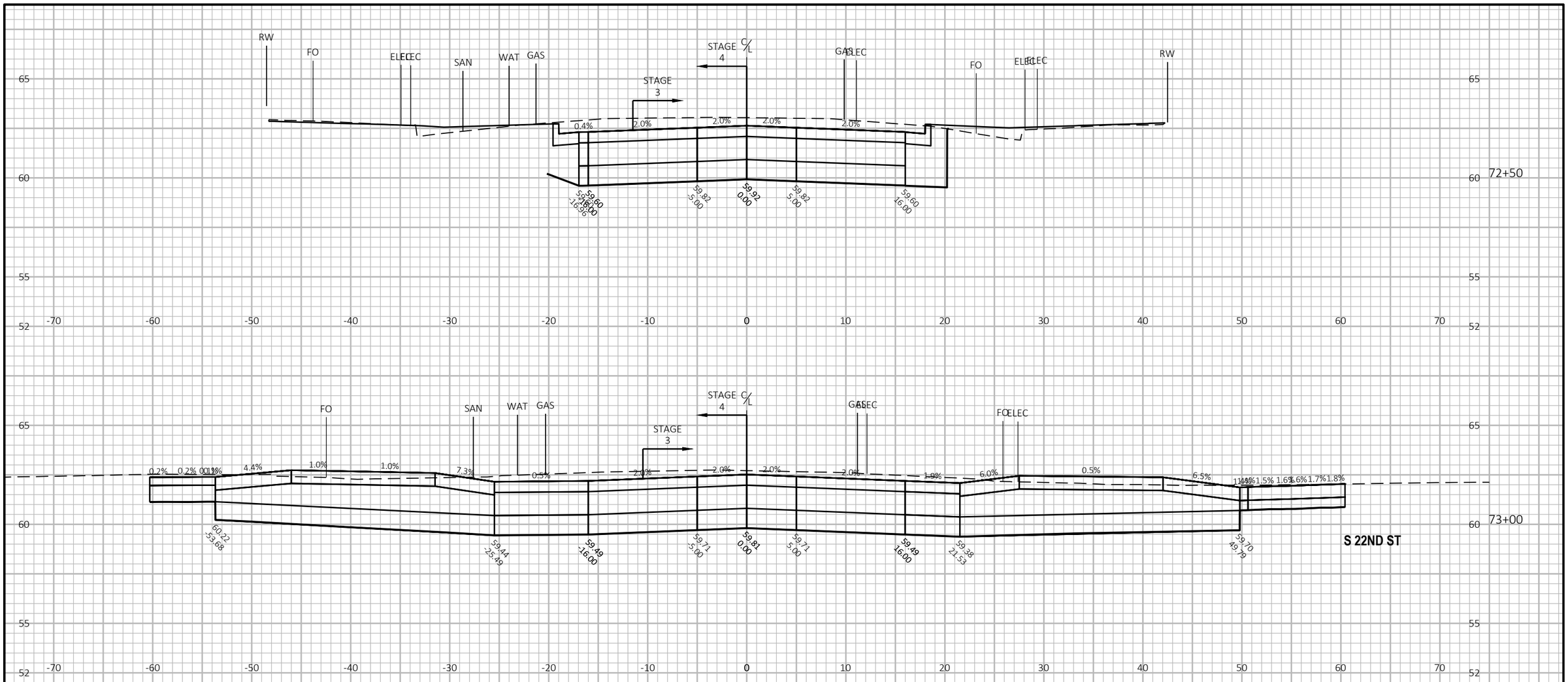

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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1147 | E |
|---|---|---|---|---|---|

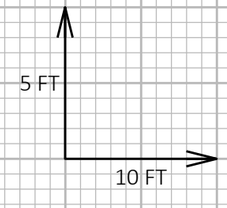
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 7/22/2026 12:20 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.










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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1148 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 07

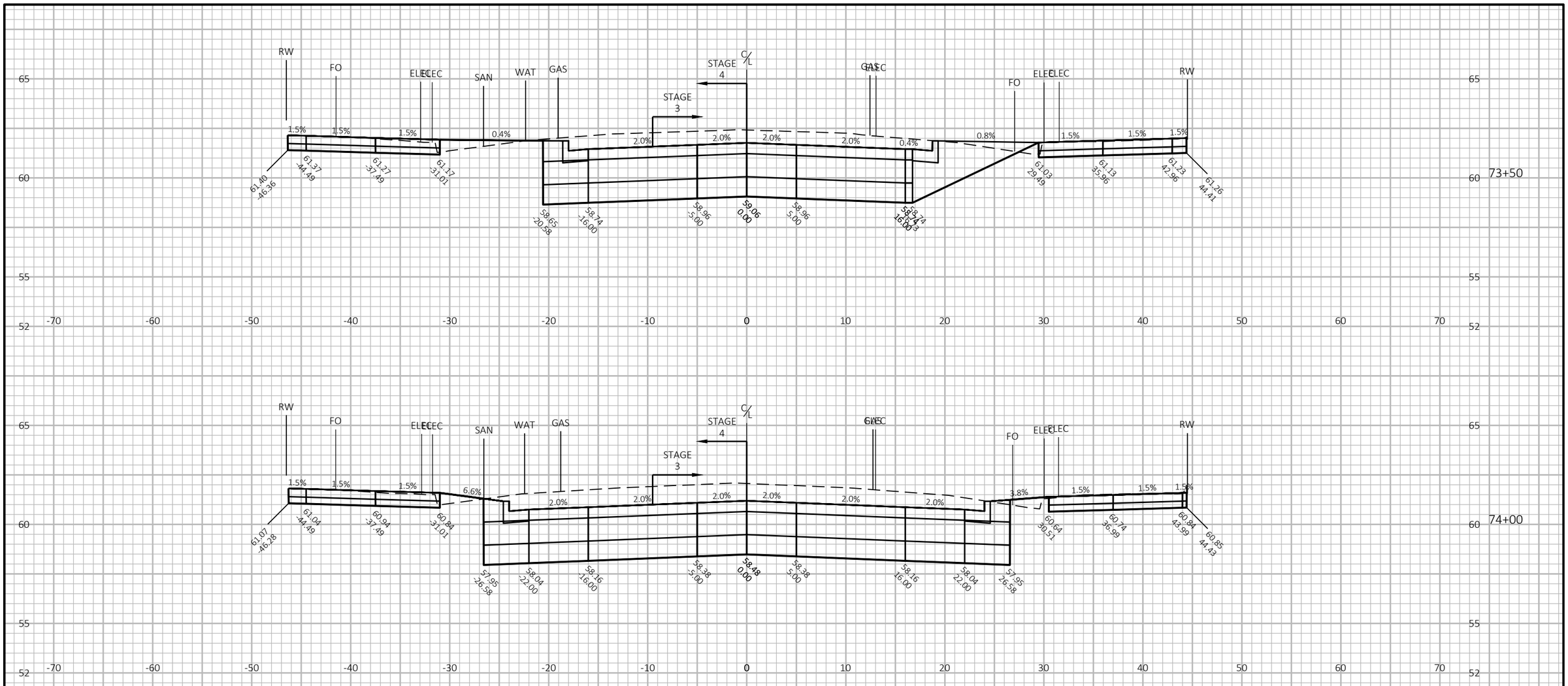
PLOT DATE : 7/22/2026 12:20 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

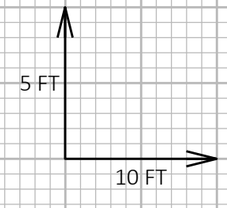
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49










9

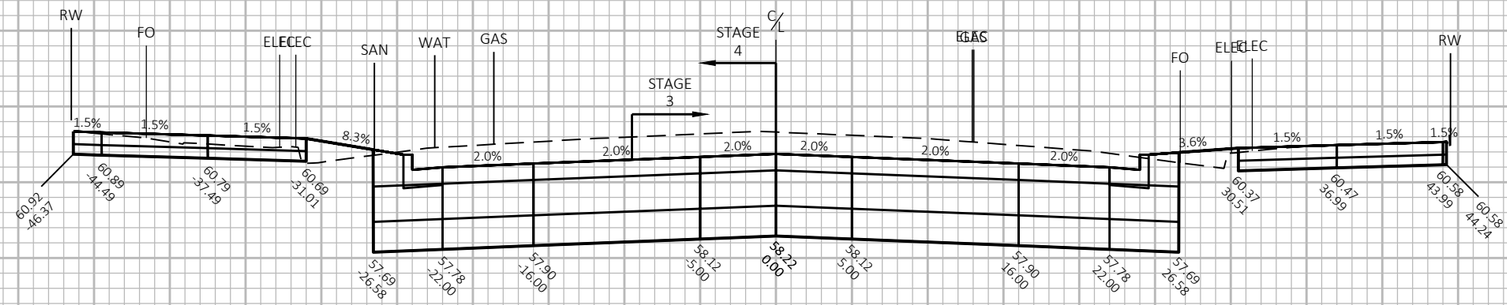
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1149 | E |
|---|---|---|---|---|---|

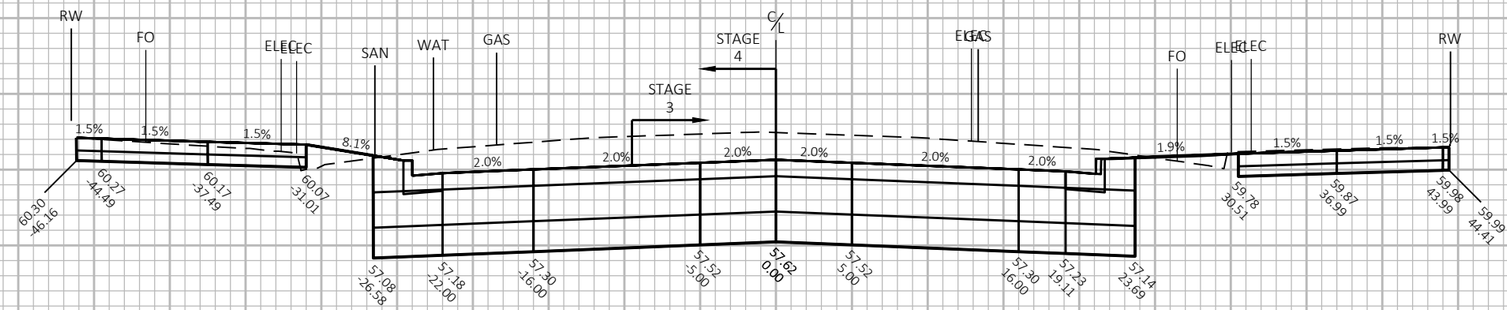
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/22/2026 12:20 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




74+50




75+00

5 FT

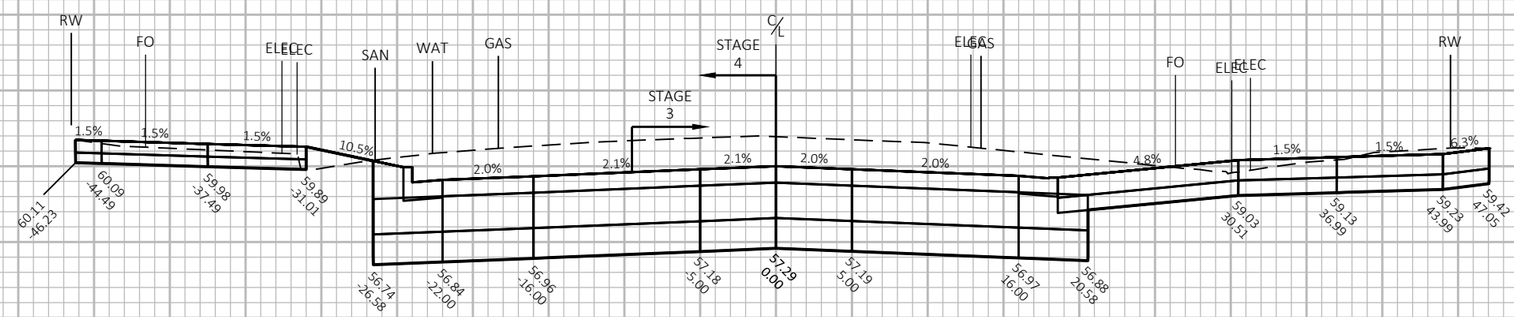
10 FT

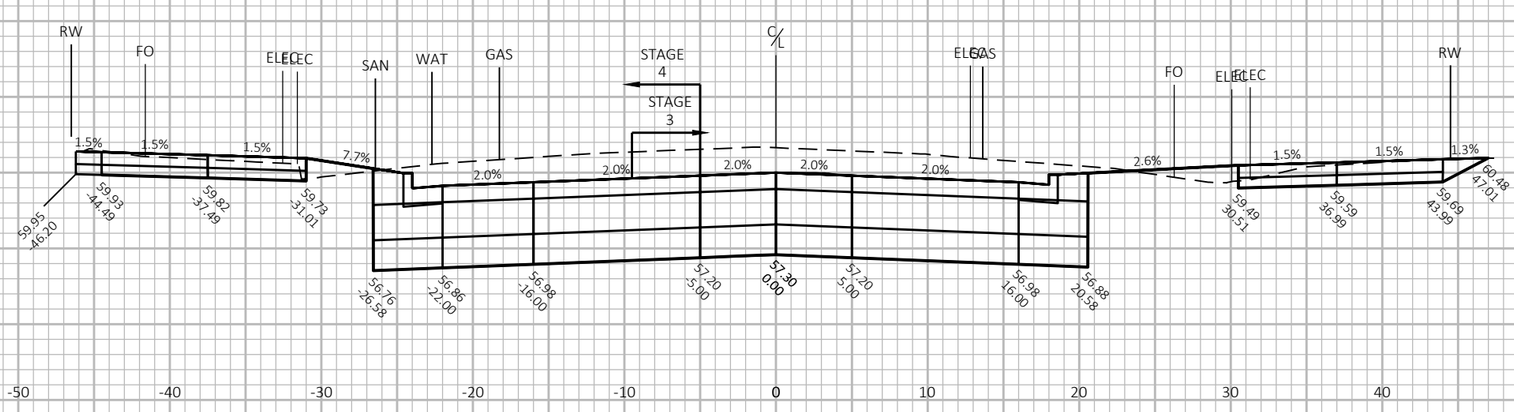
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1150 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1151 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 10

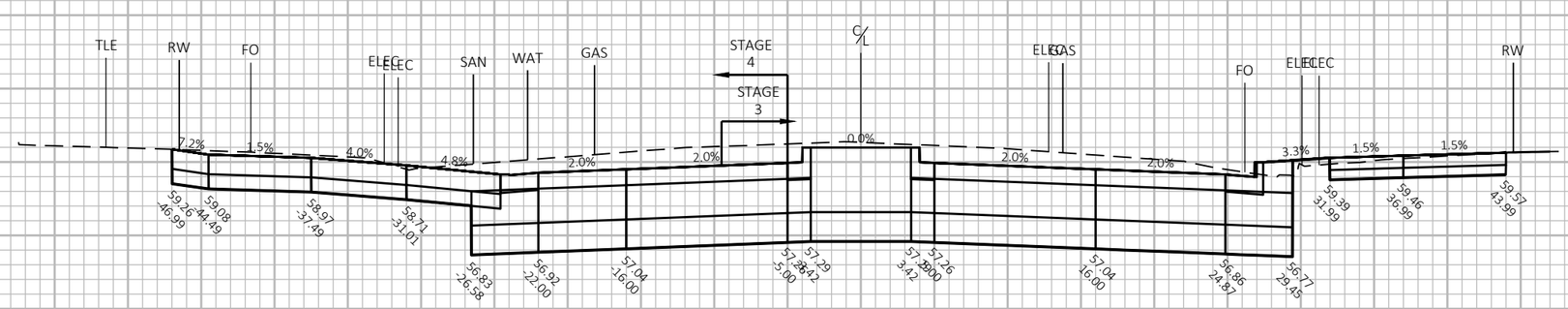
PLOT DATE : 7/22/2026 12:21 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

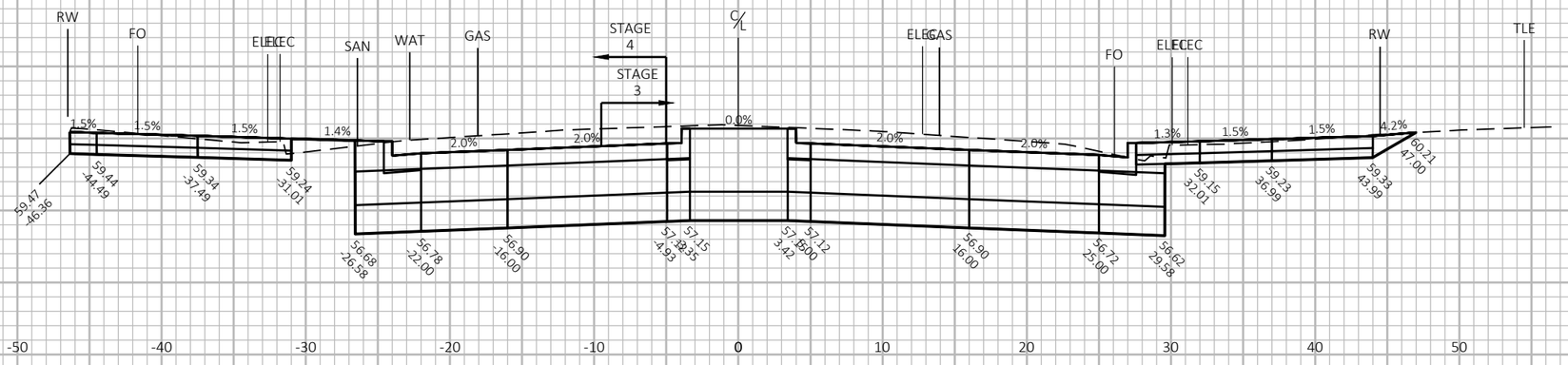
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

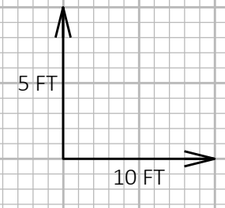



DRIVEWAY LT
NOT FOR YARDAGE

75+71




76+00




9

9

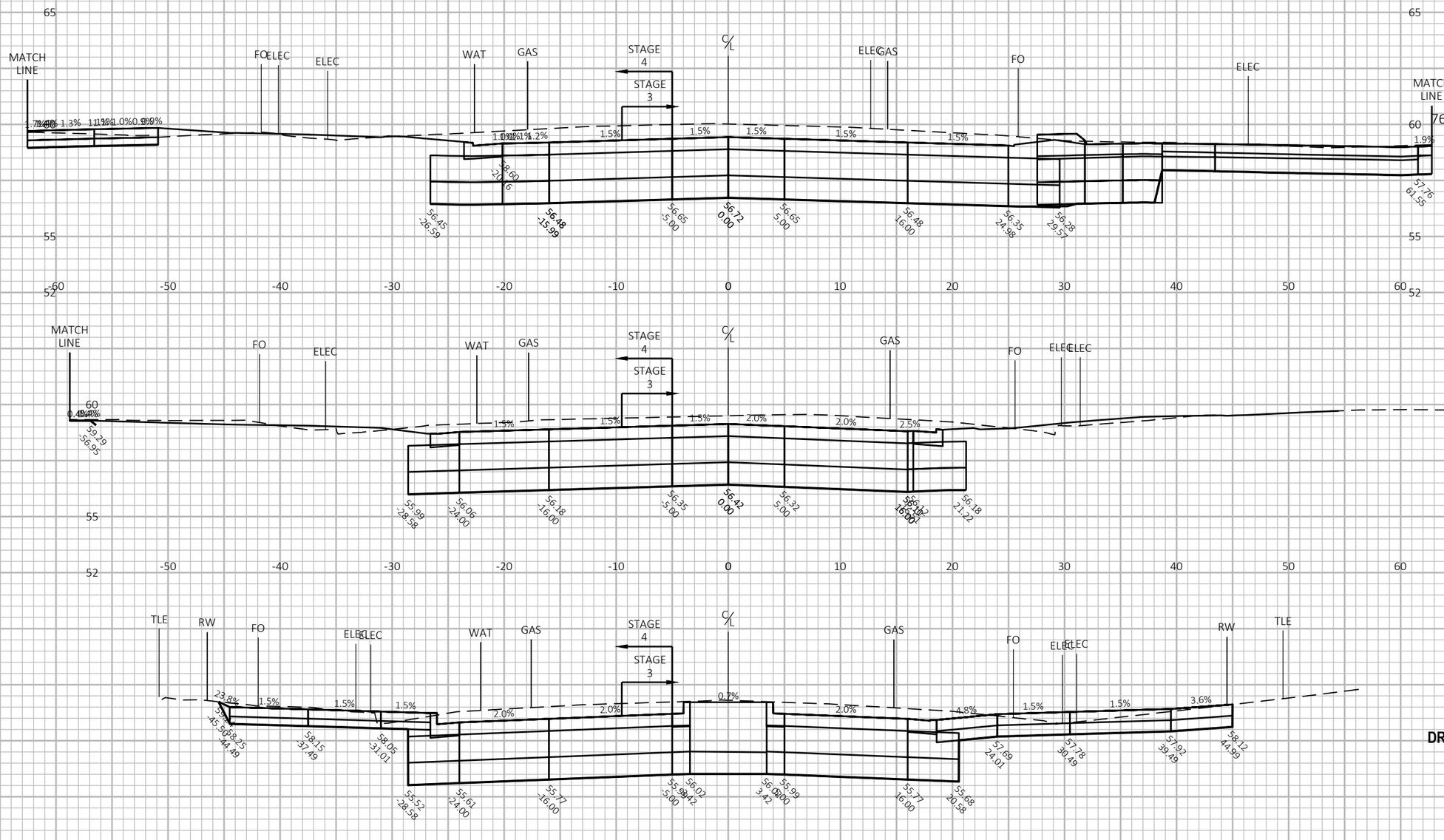
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1152 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

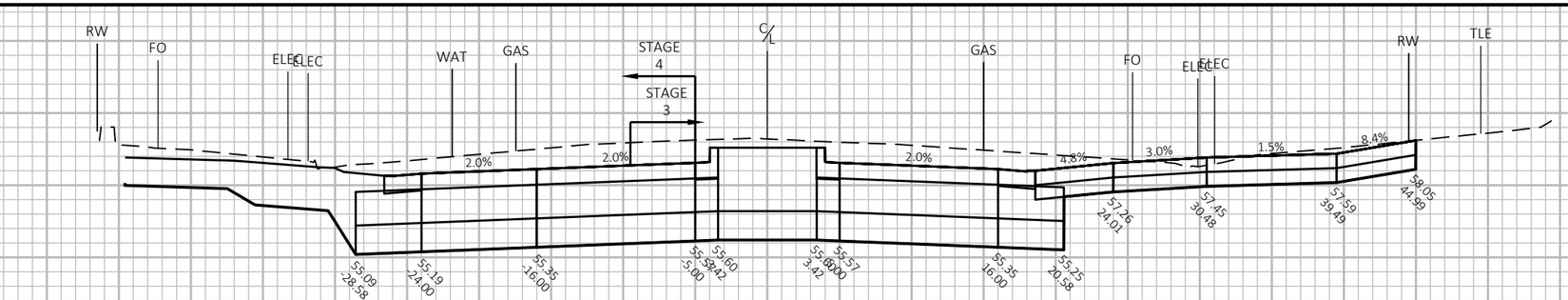
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1153 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 12

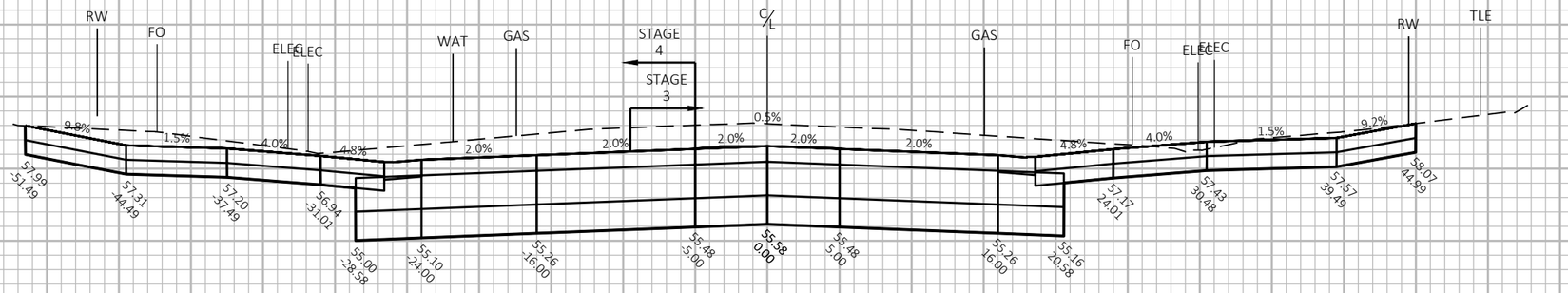
PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



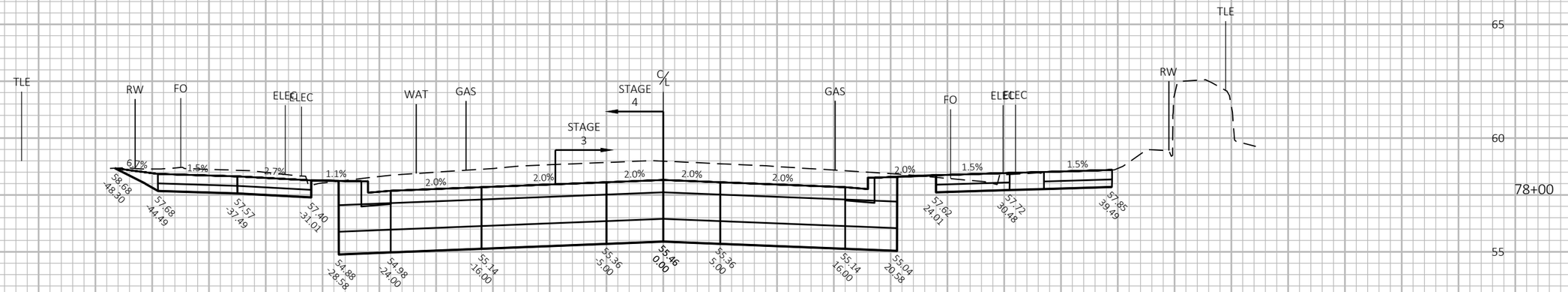

DRIVEWAY RT
NOT FOR YARDAGE

77+82




DRIVEWAY LT & RT
NOT FOR YARDAGE

77+89




78+00

5 FT
10 FT

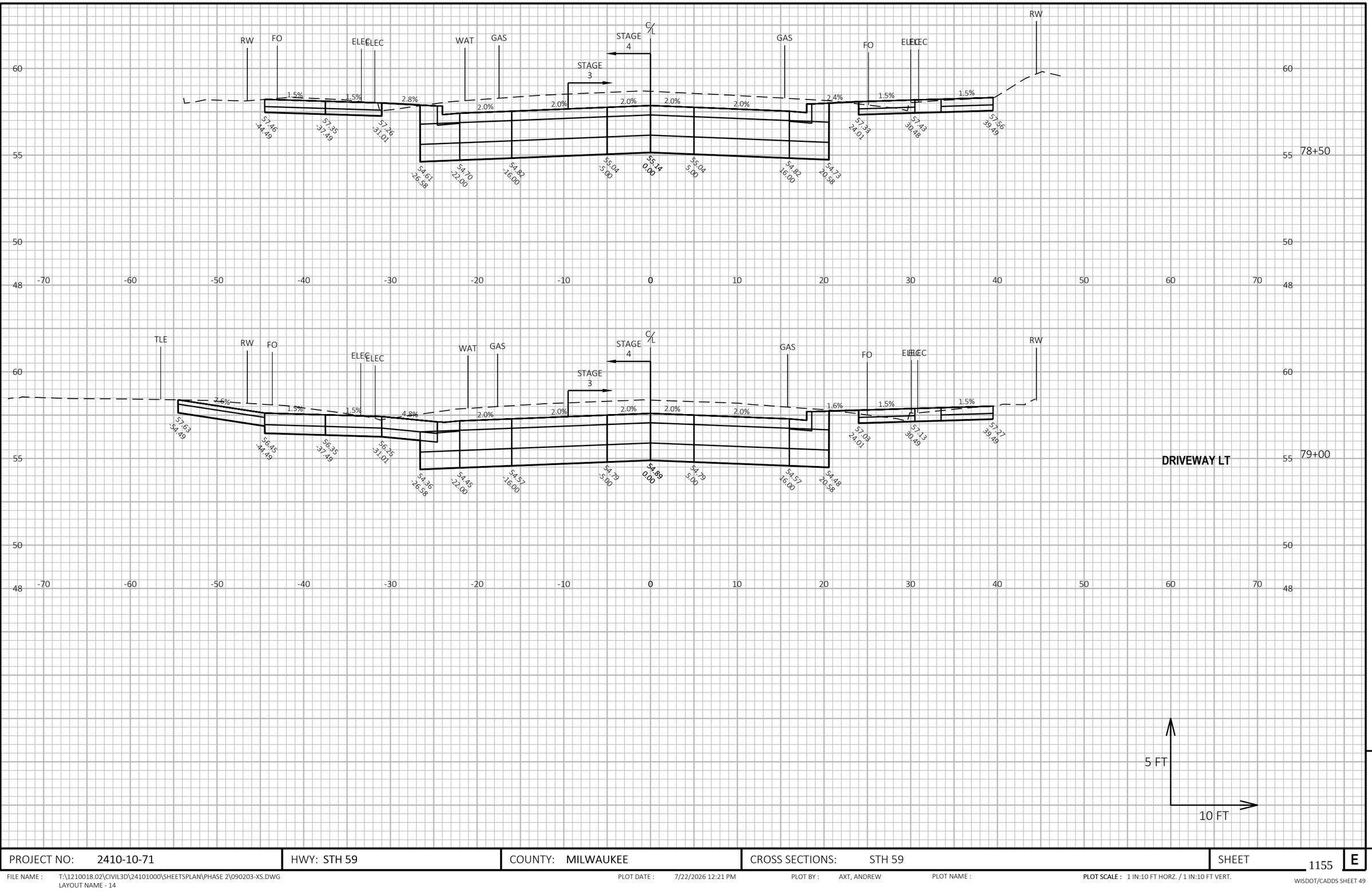
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9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1154 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

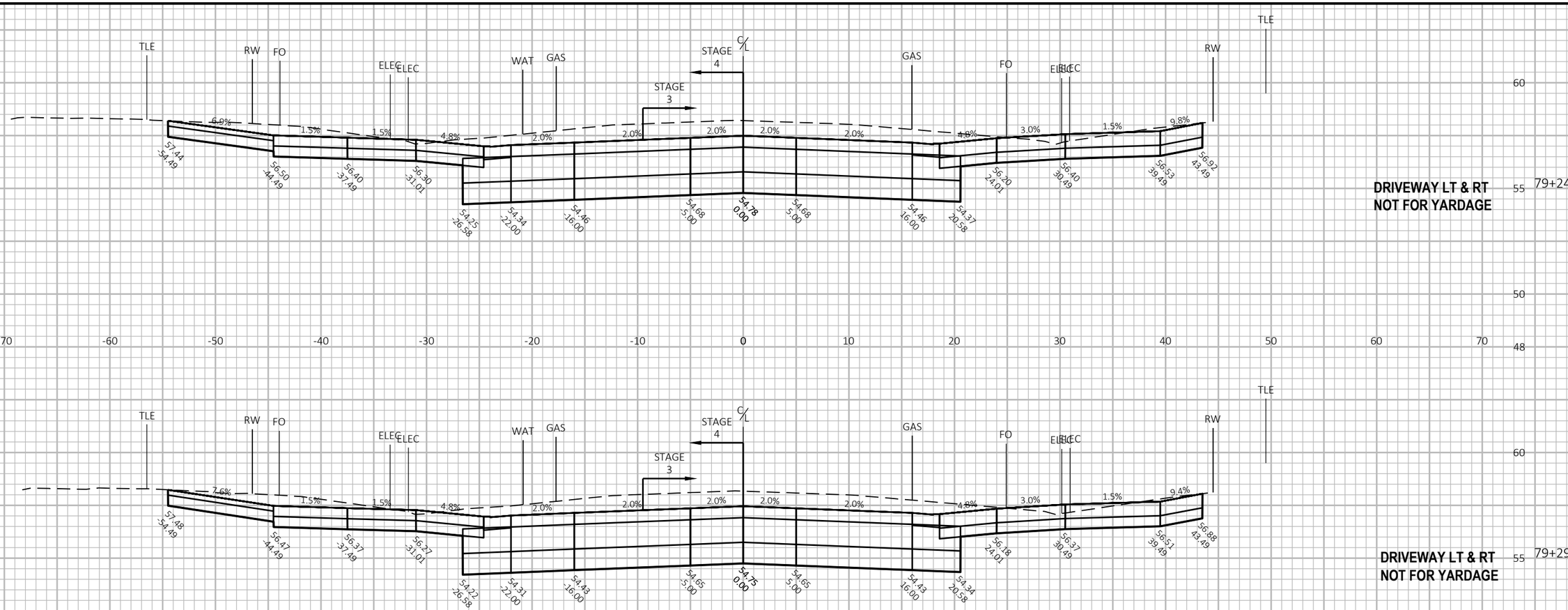
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1155 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 14

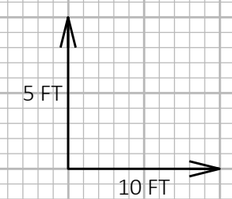
PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49










9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1156 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 15

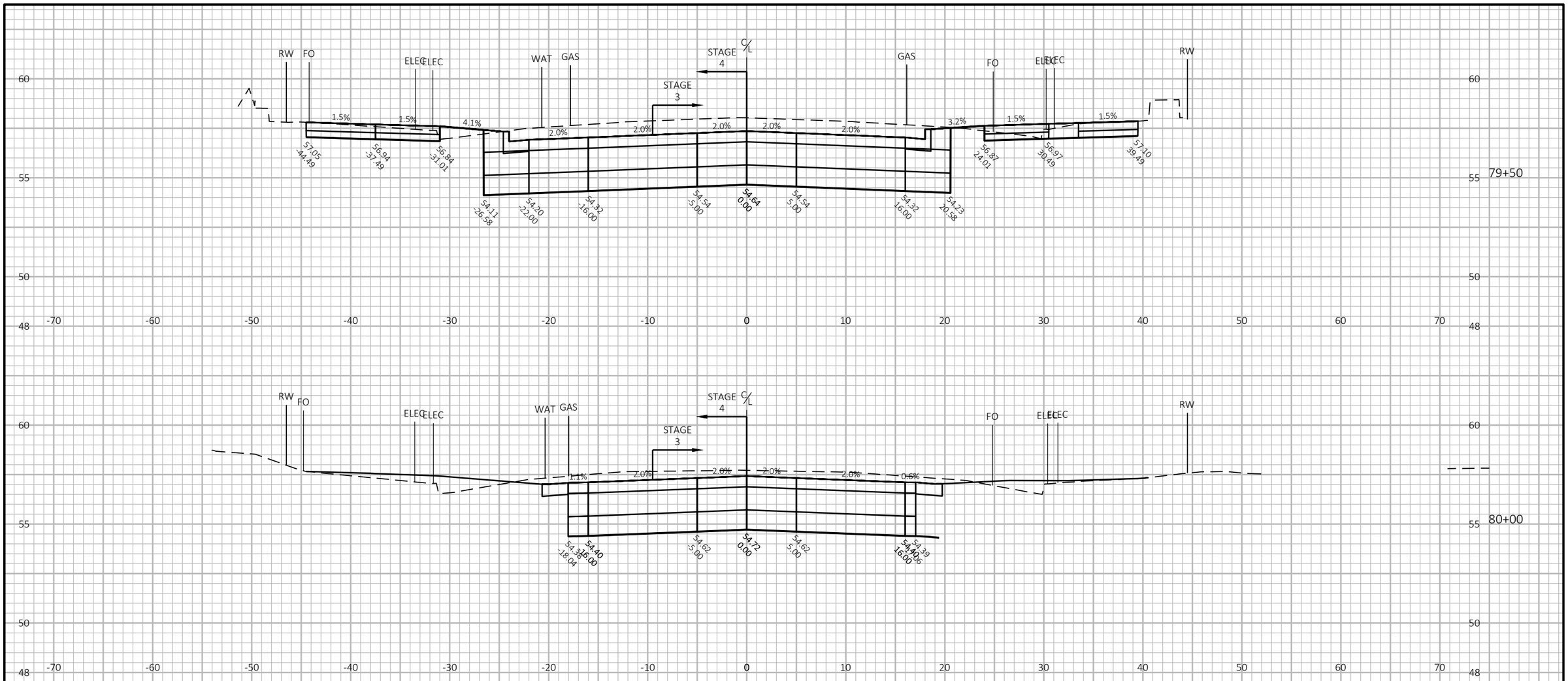
PLOT DATE : 7/22/2026 12:21 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

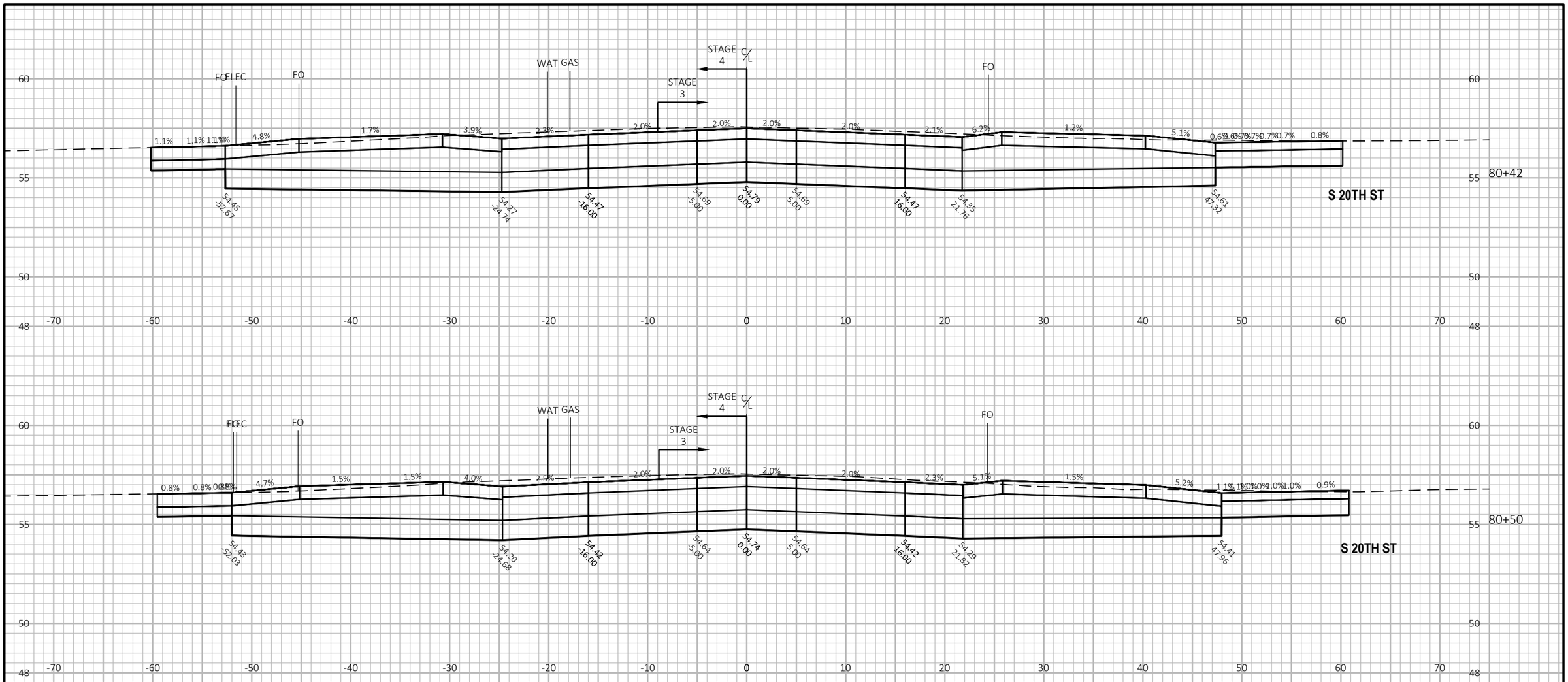
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1157 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

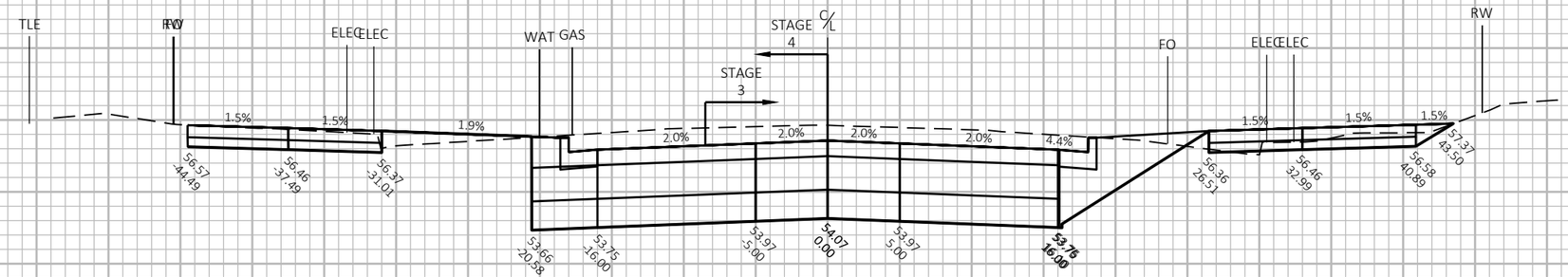


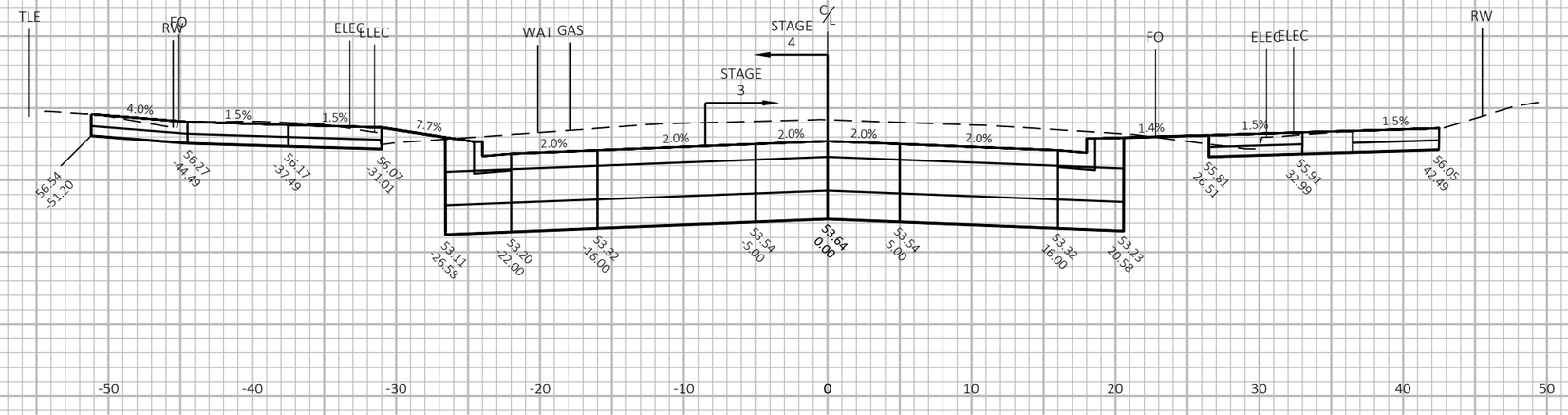

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1158 | E |
|---|---|---|---|---|---|

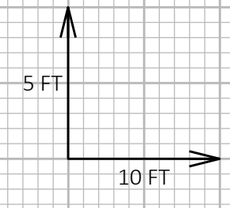
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

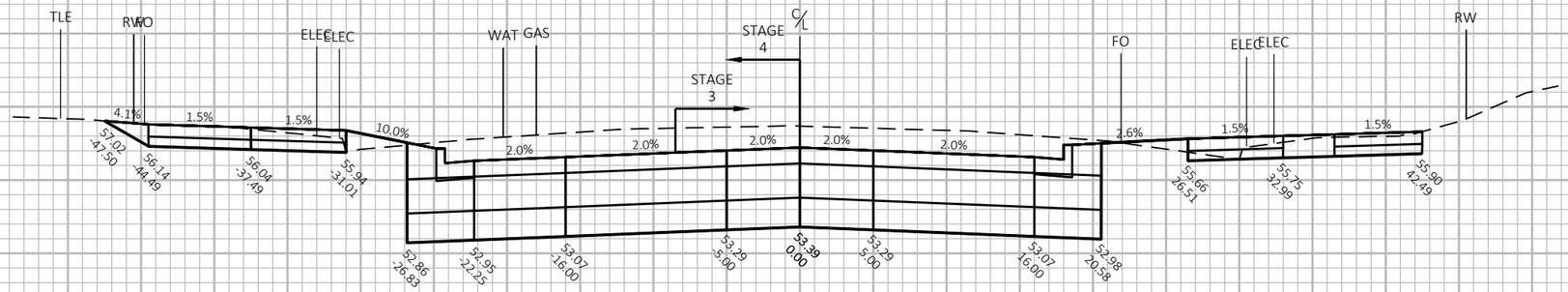
9

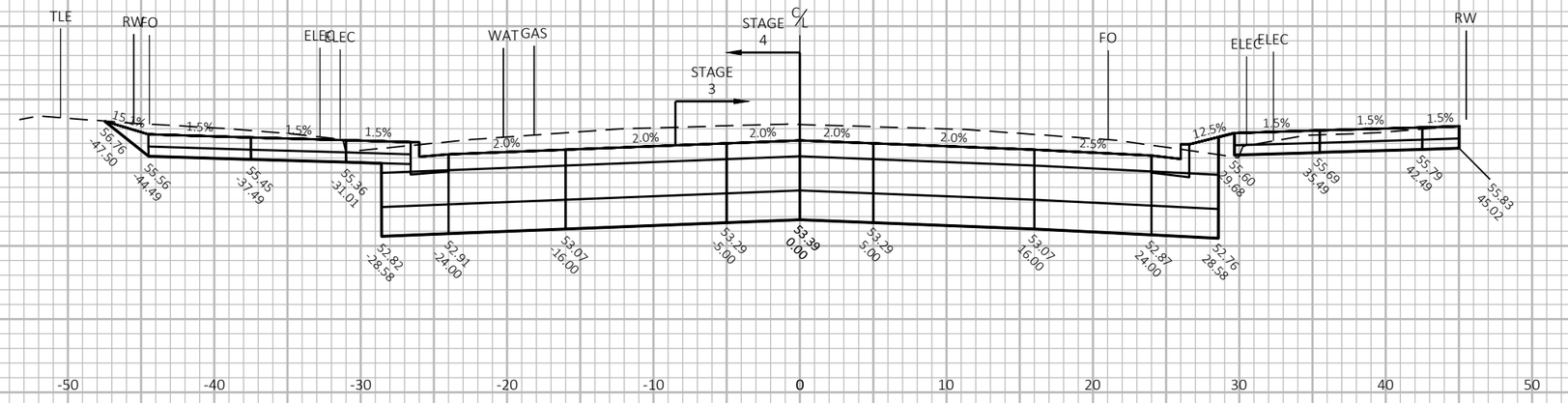
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1159 | E |
|---|---|---|---|---|---|

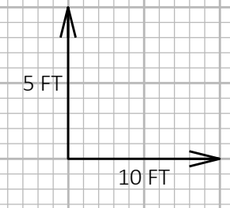
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

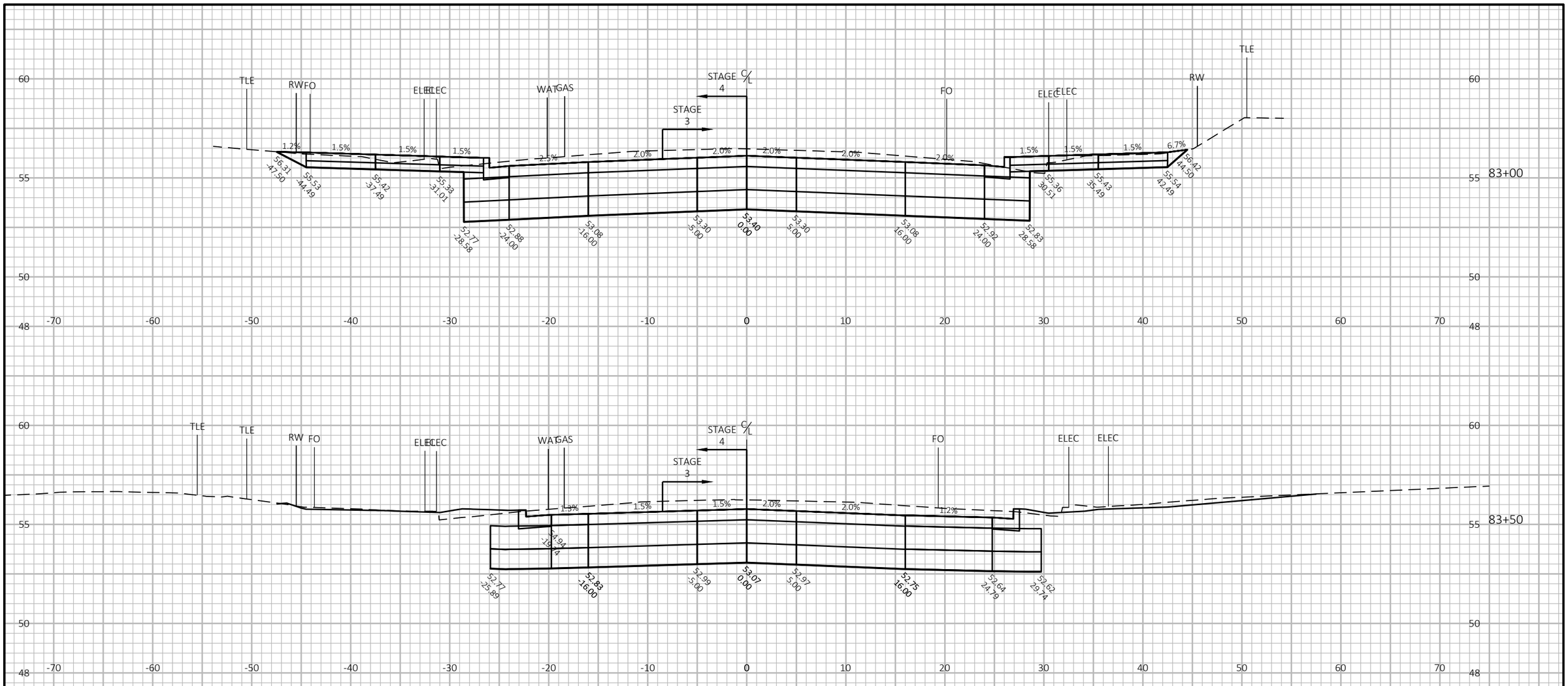
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1160 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1161 E |
|---|---|---|---|---|

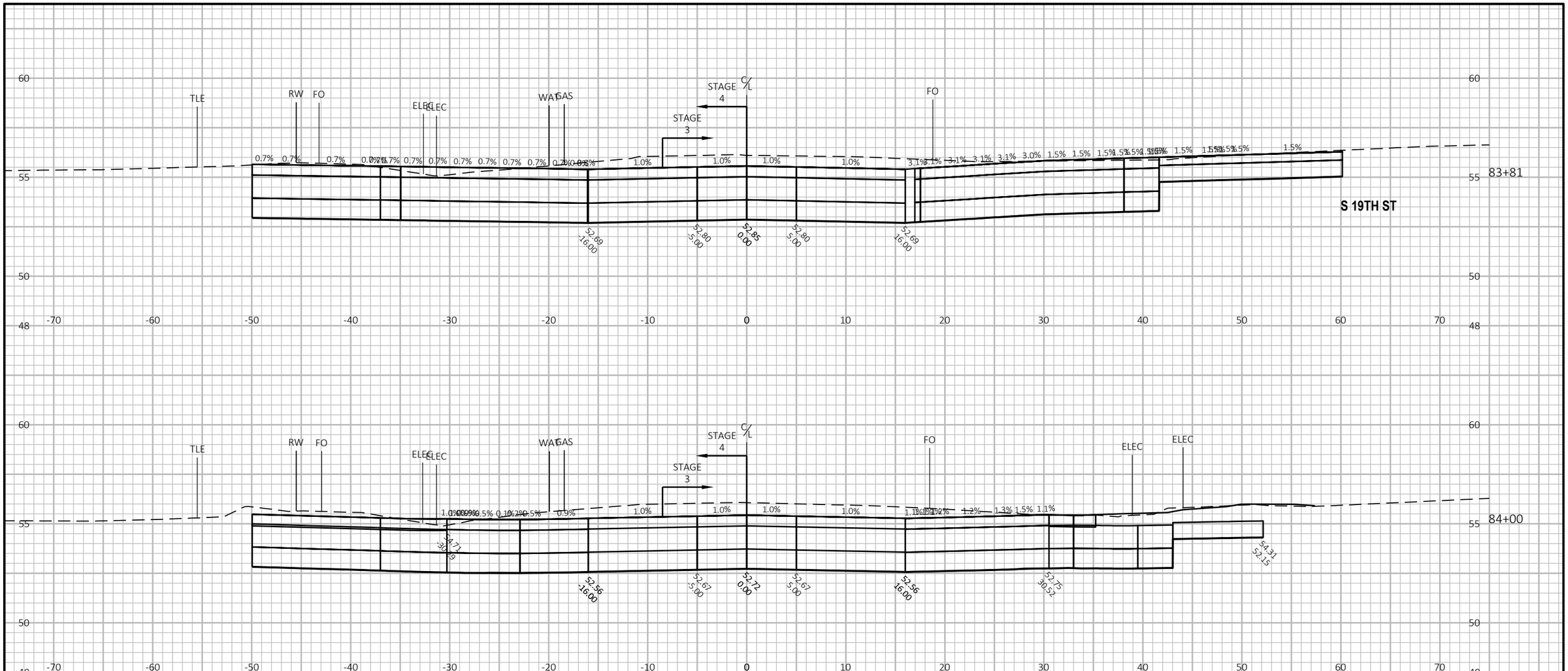
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

9




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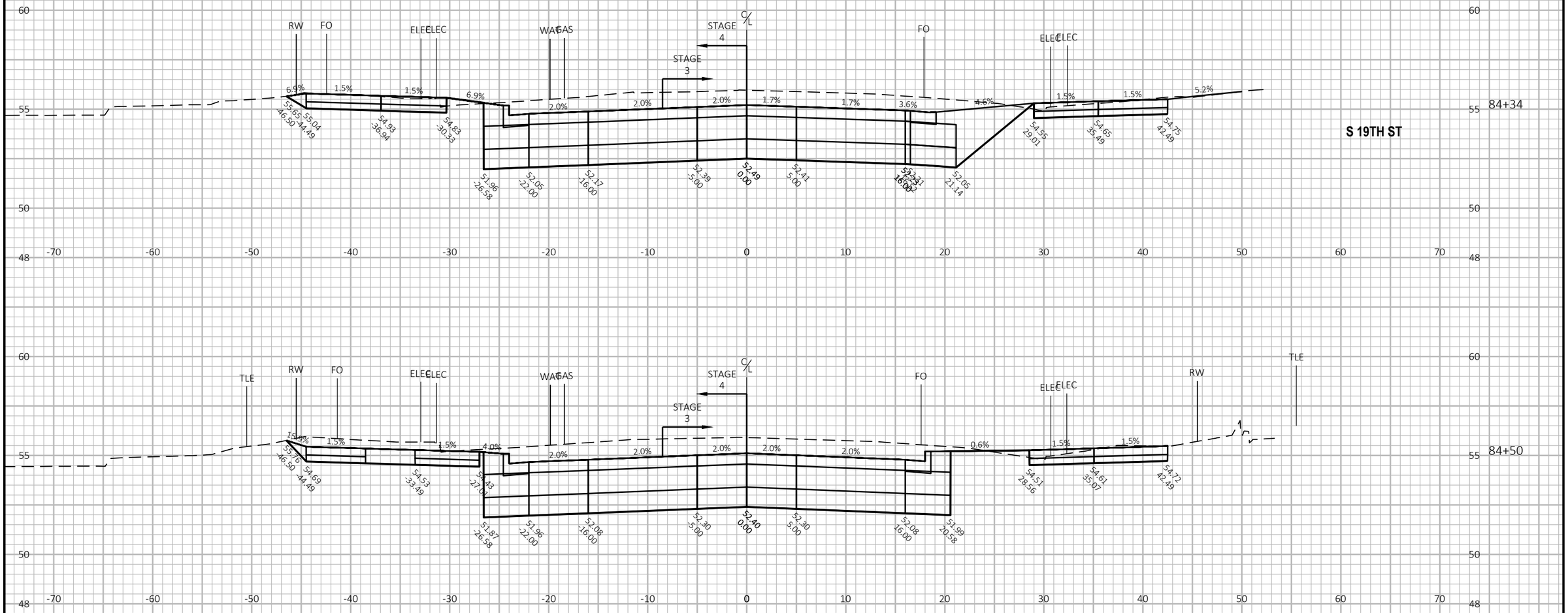
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1162 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 7/22/2026 12:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



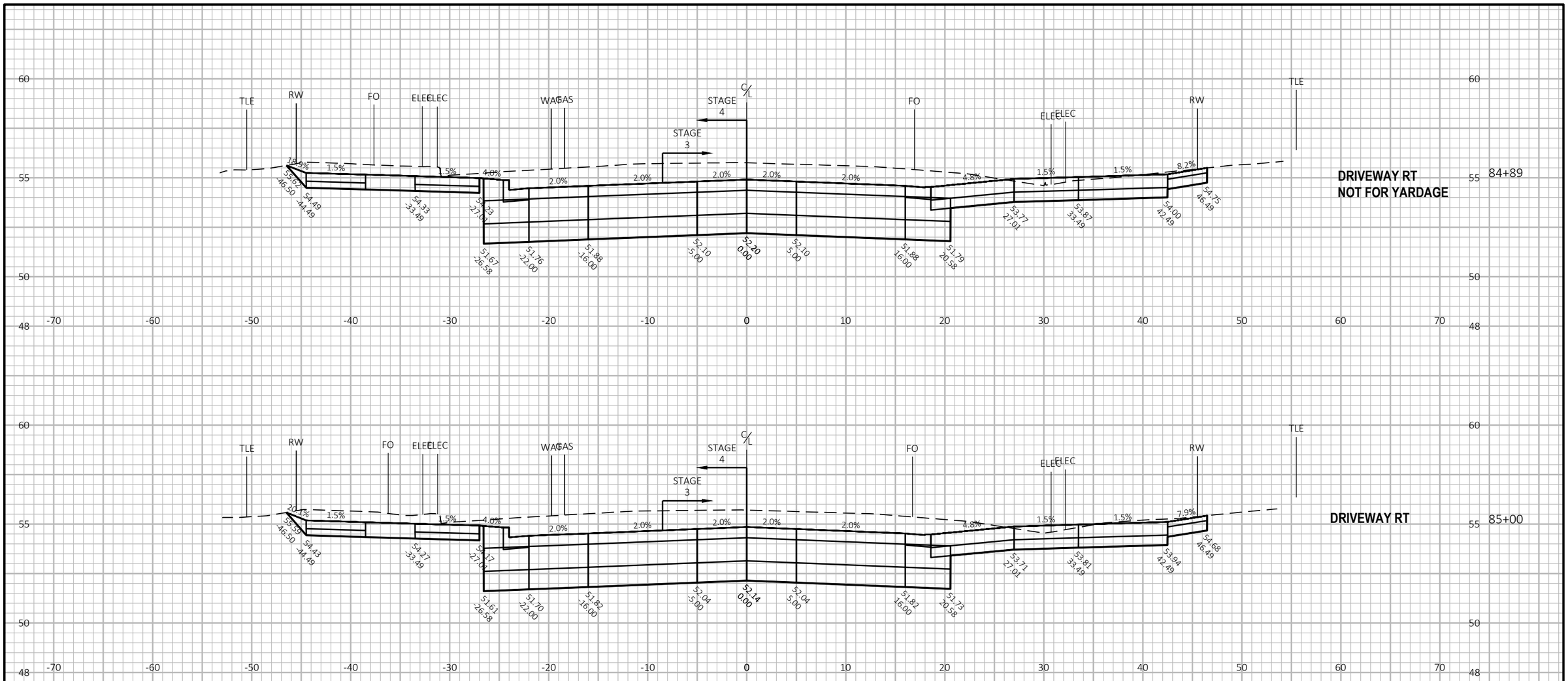

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1163 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




5 FT

10 FT

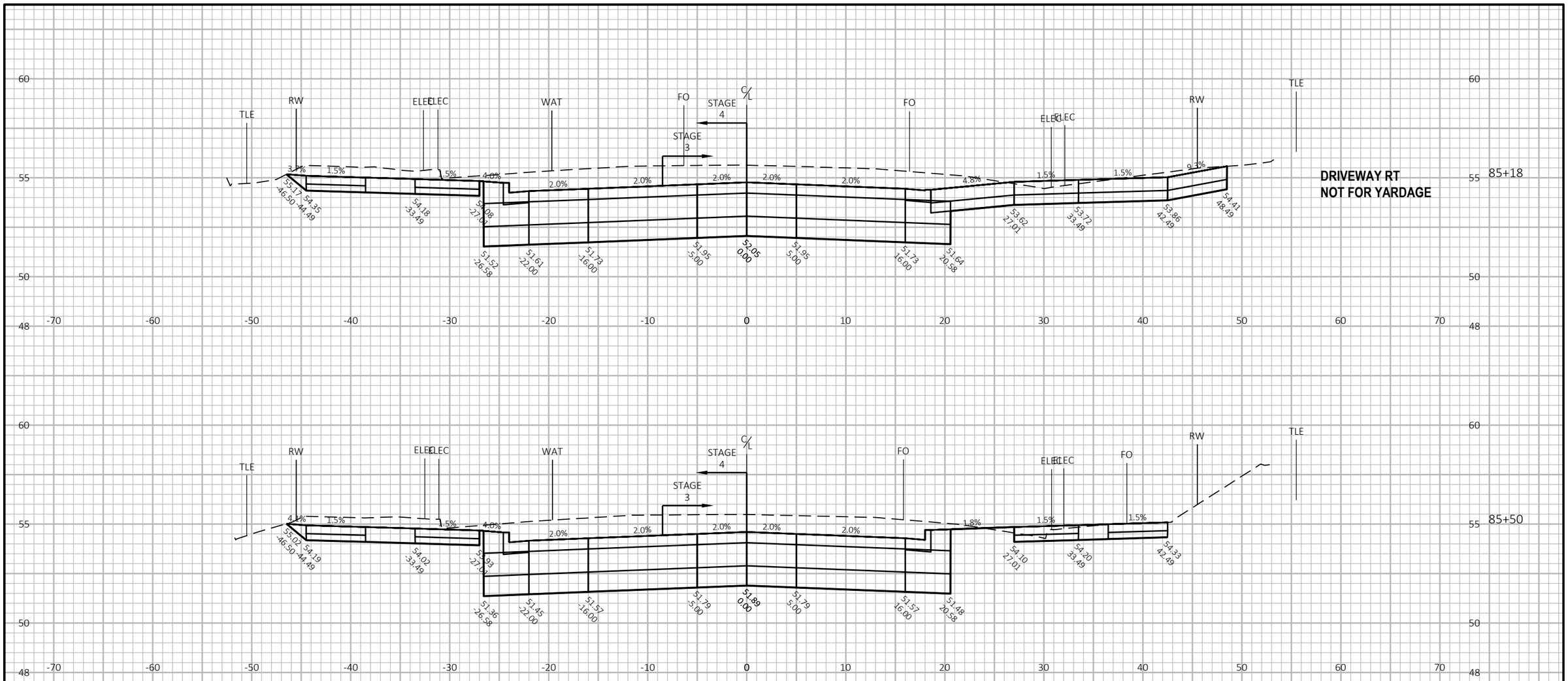
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1164 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

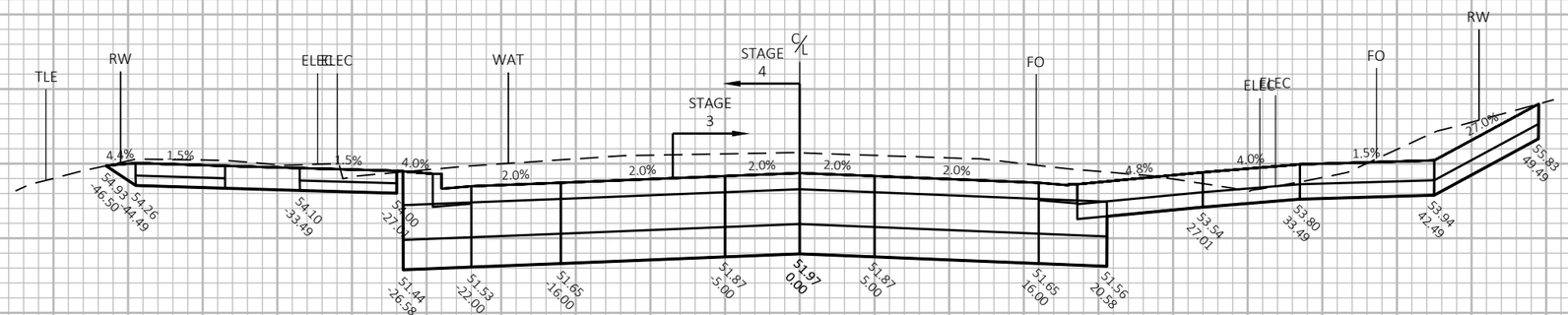


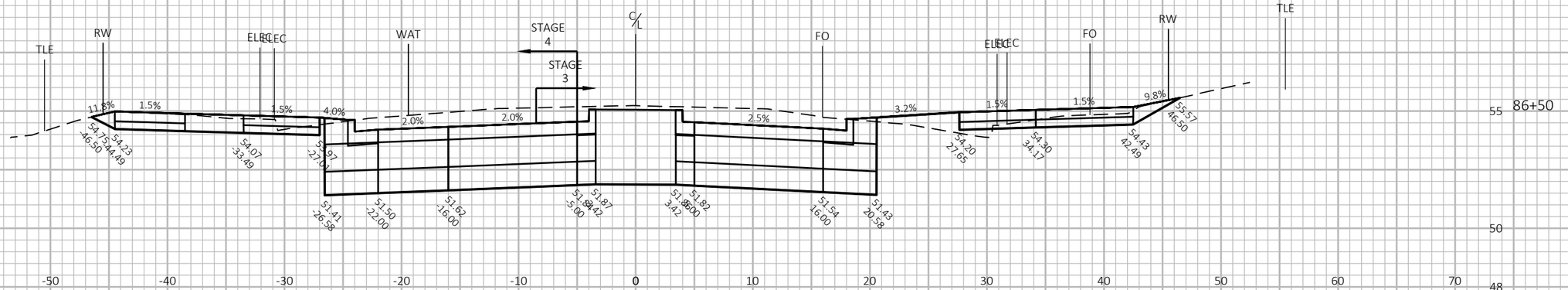

9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1165 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 24
PLOT DATE : 7/22/2026 12:22 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49







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9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1166 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 25

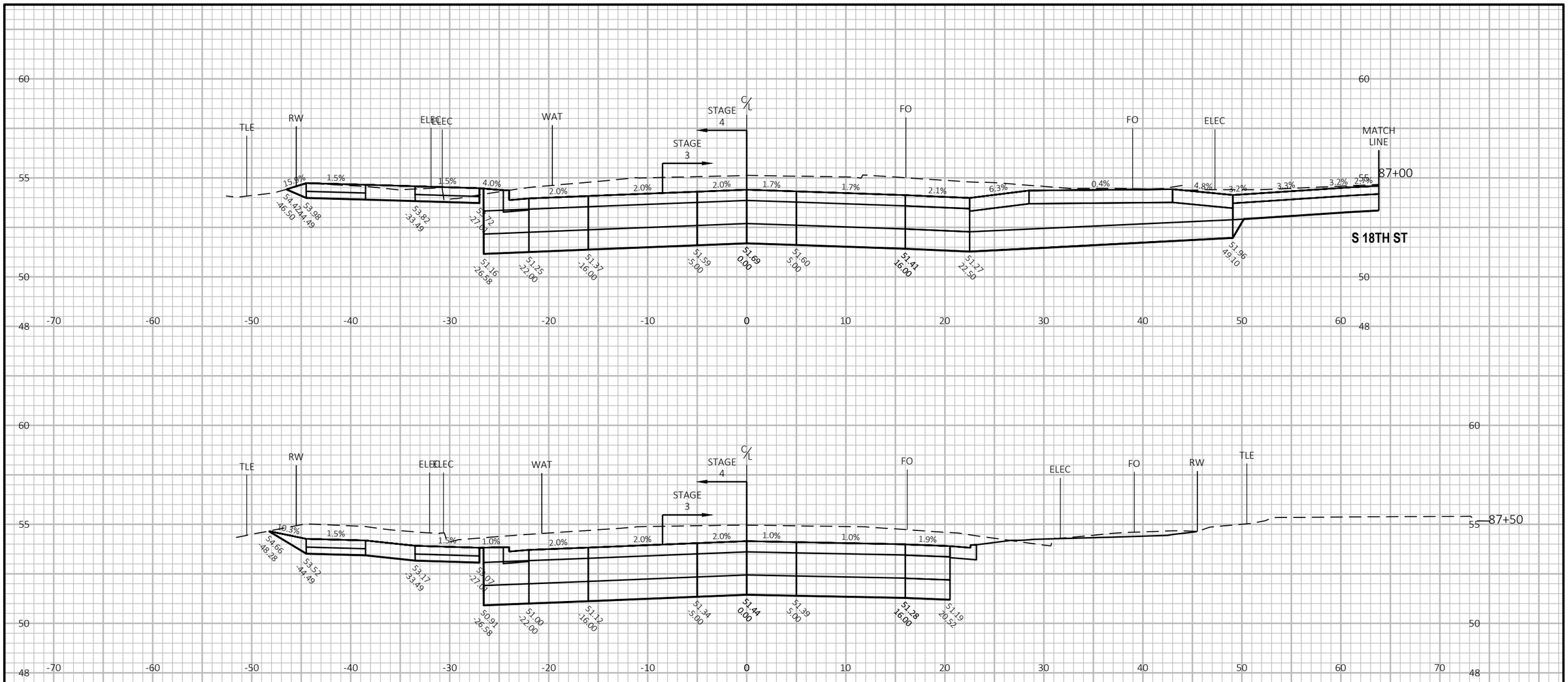
PLOT DATE : 7/22/2026 12:22 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

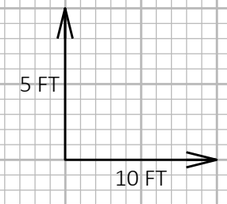
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49










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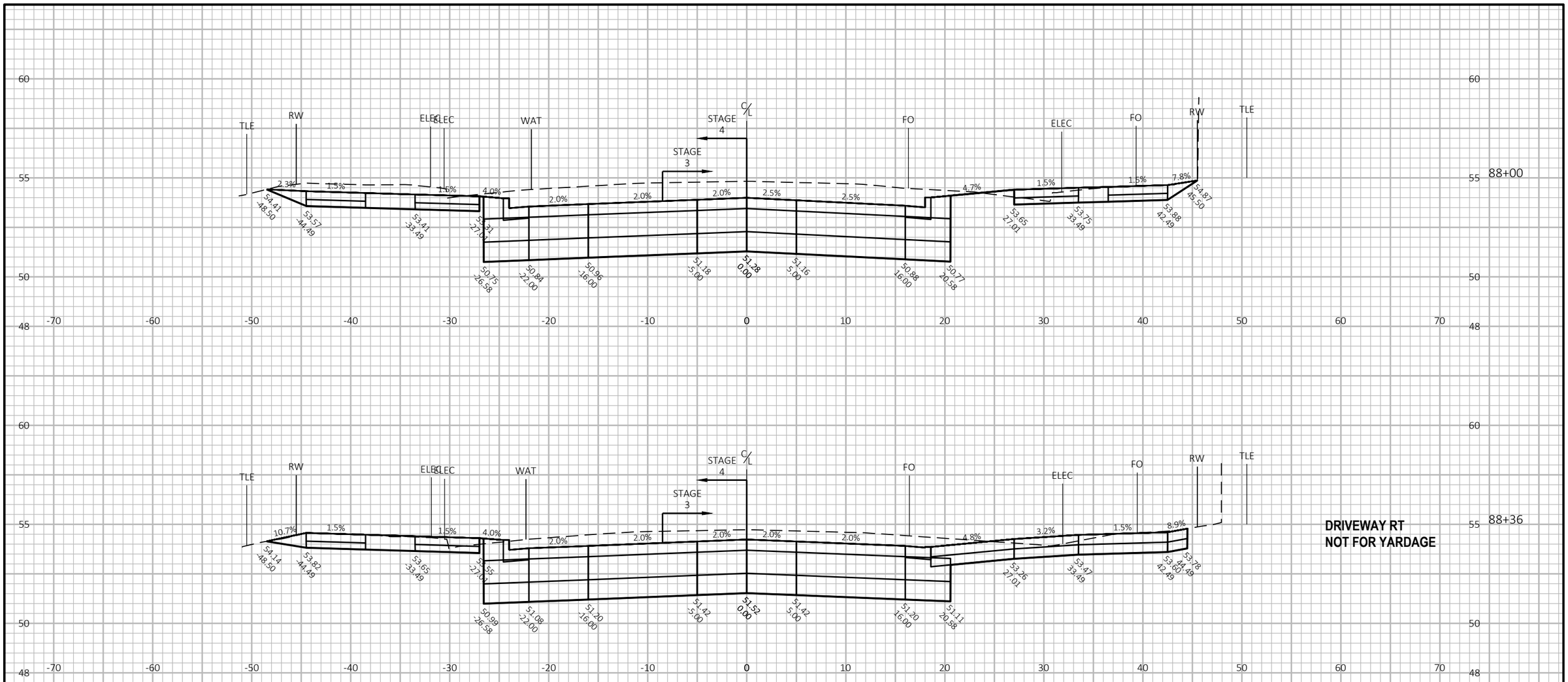
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1167 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



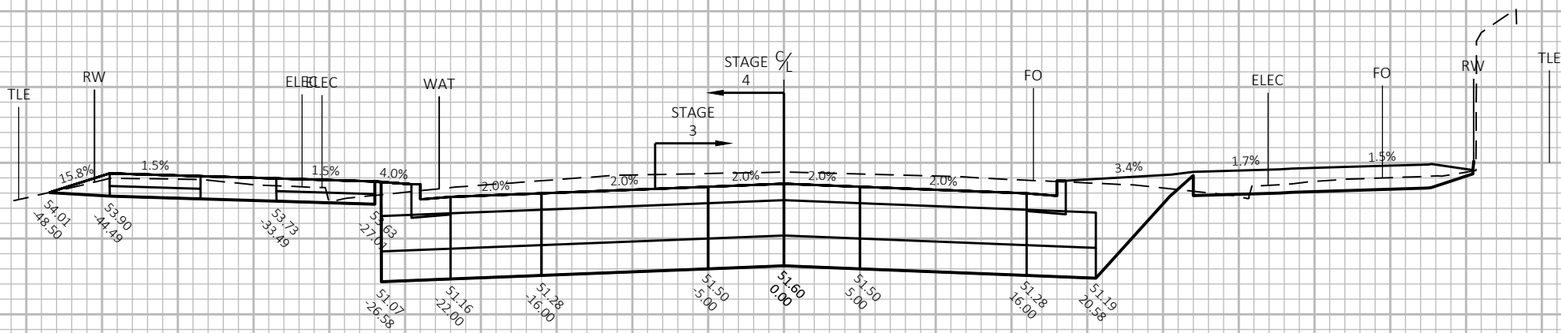

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1168 | E |
|---|---|---|---|---|---|

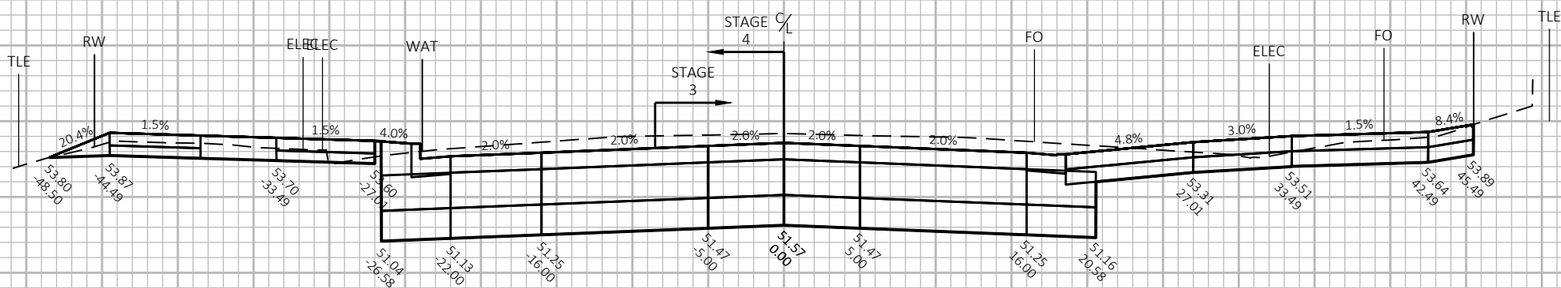
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

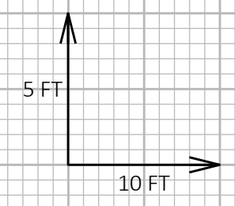
WISDOT/CADDS SHEET 49

9 9




**DRIVEWAY RT**
**NOT FOR YARDAGE**




9

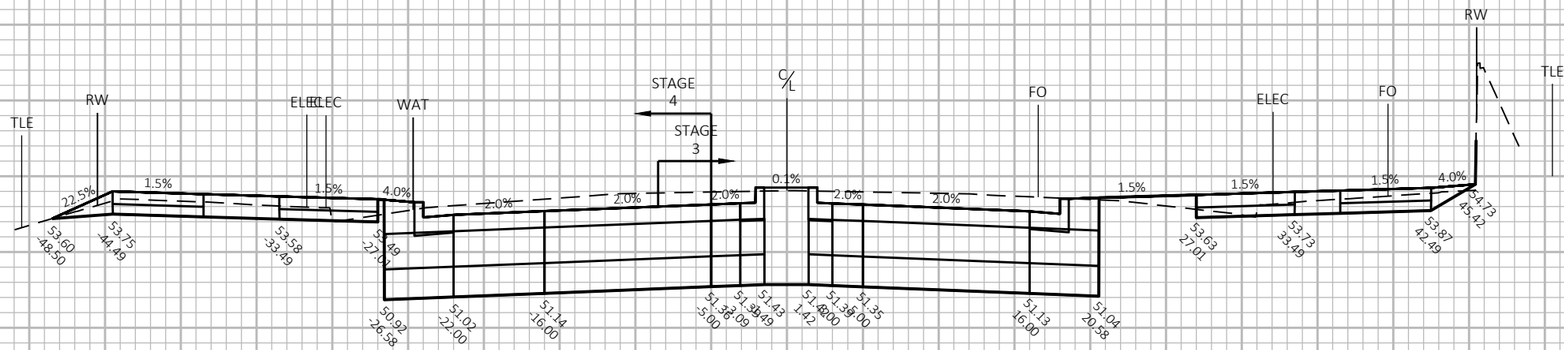
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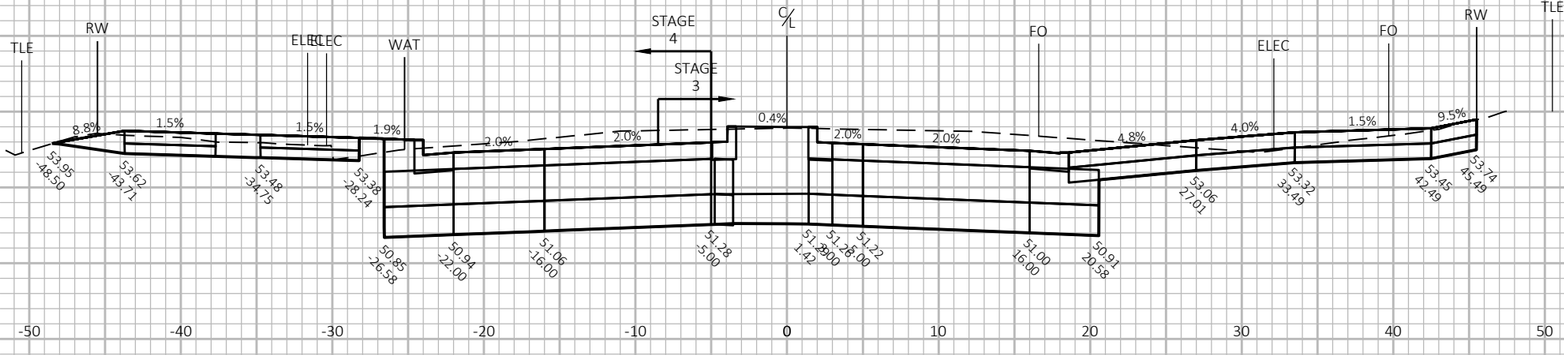
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1169 | E |
|---|---|---|---|---|---|

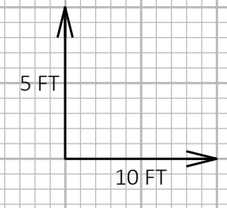
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

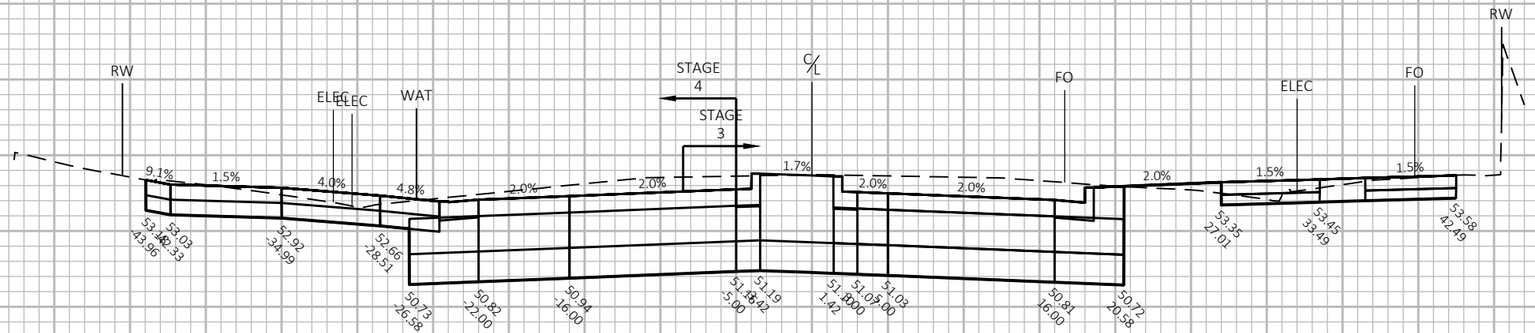
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1170 | E |
|---|---|---|---|---|---|

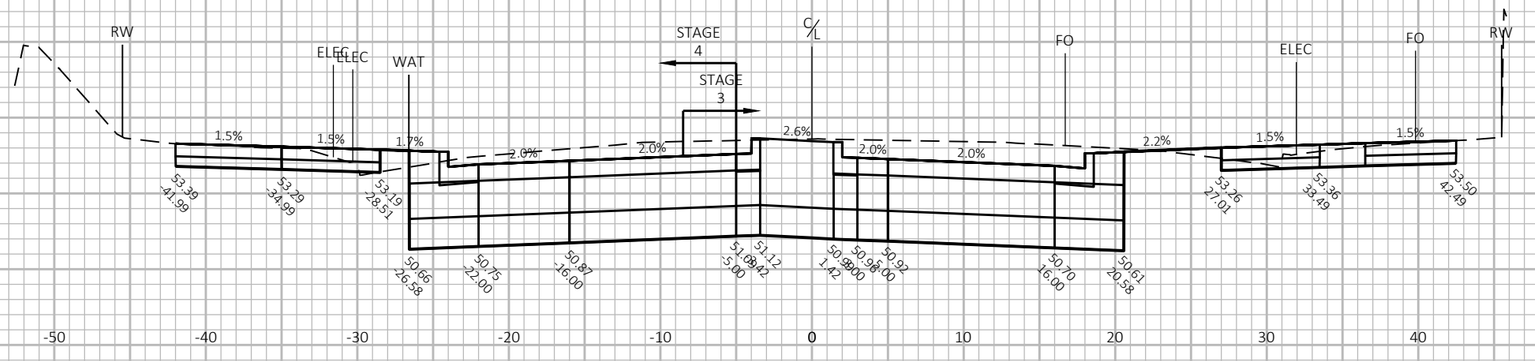
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




5 FT

10 FT

9

9

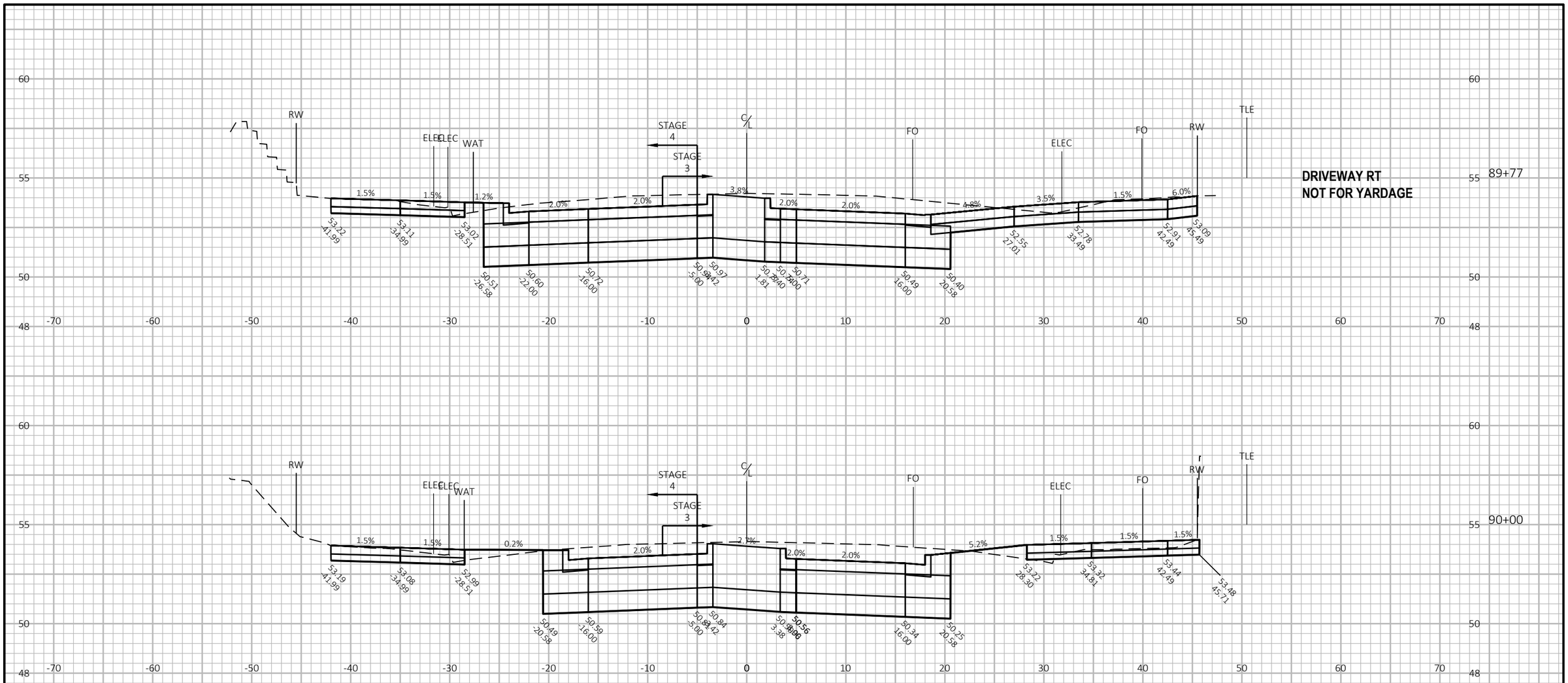
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1171 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

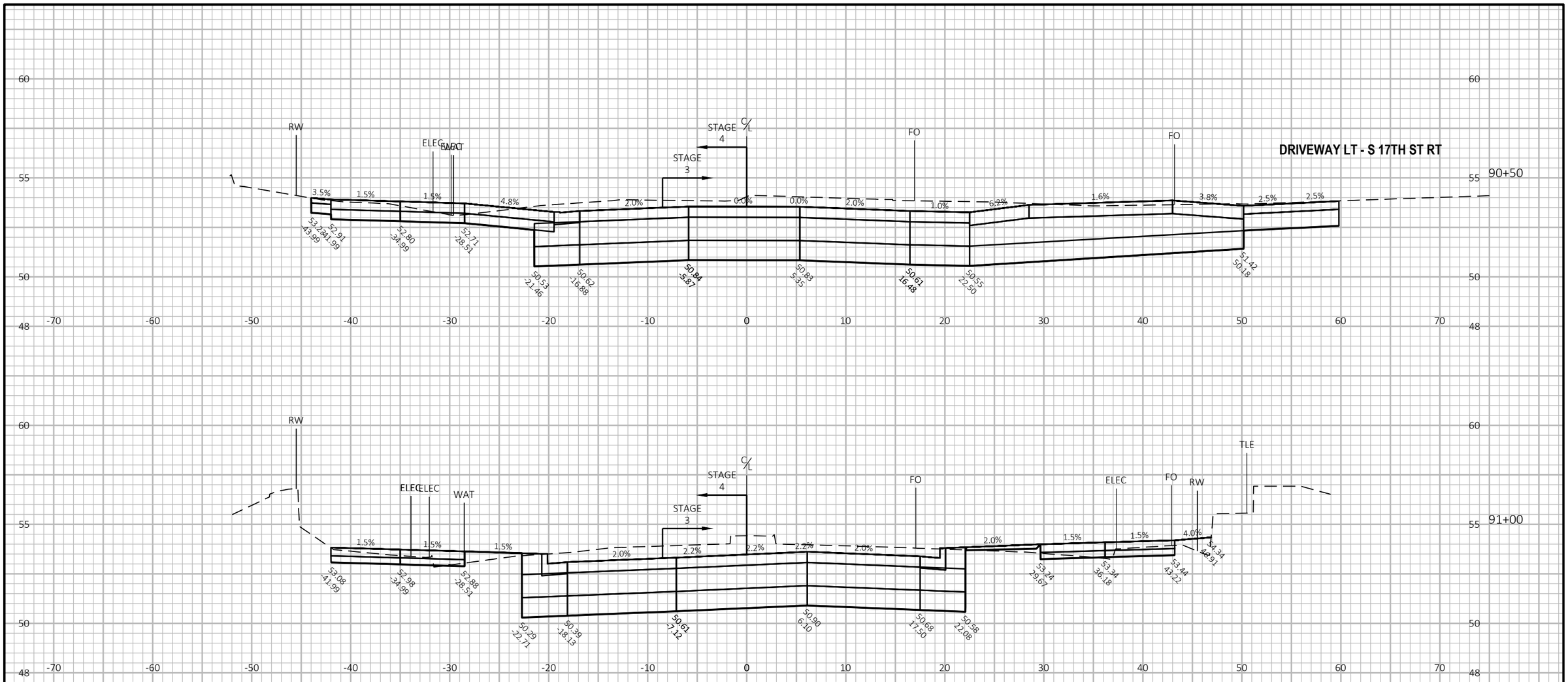



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1172 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

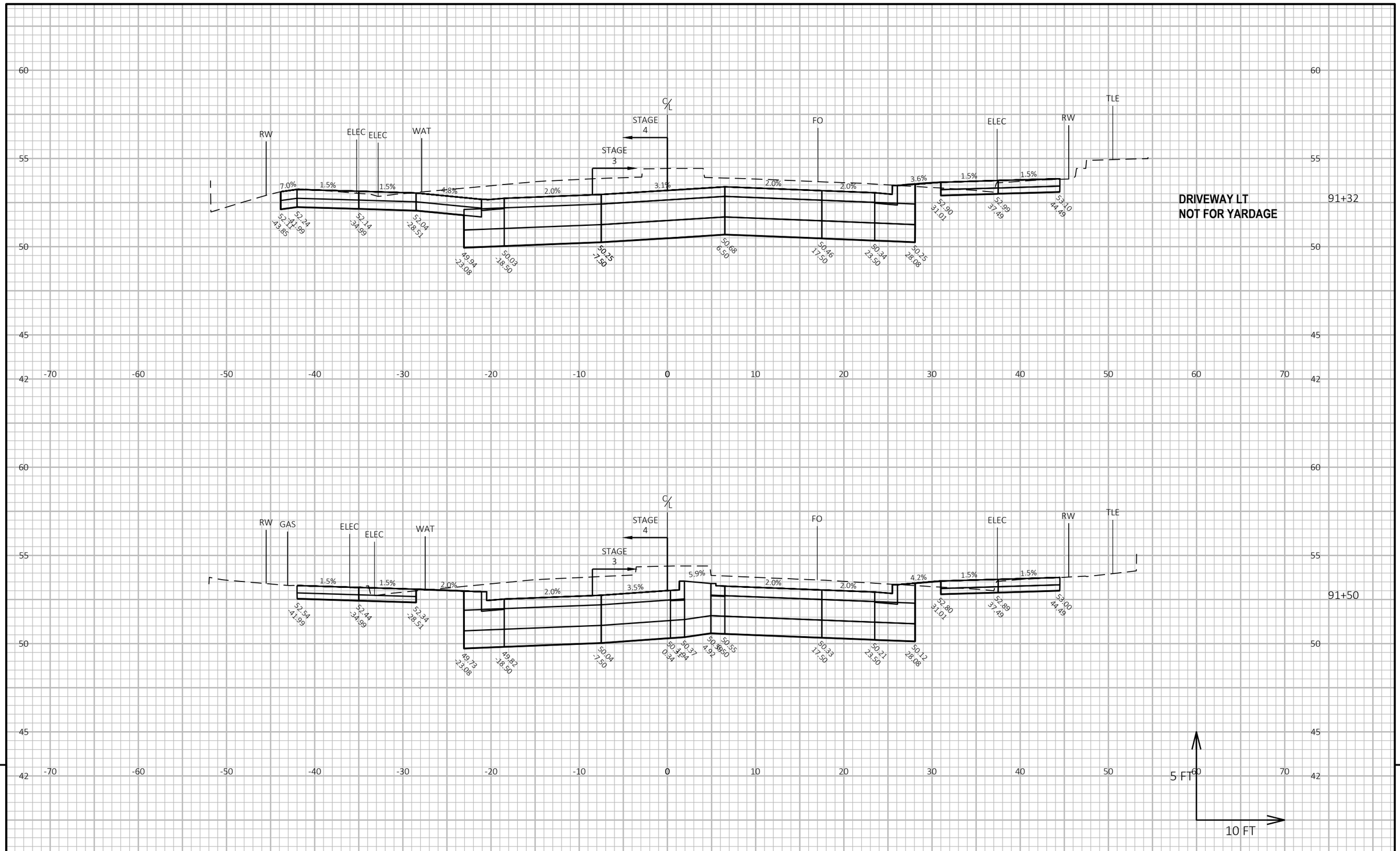
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1173 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

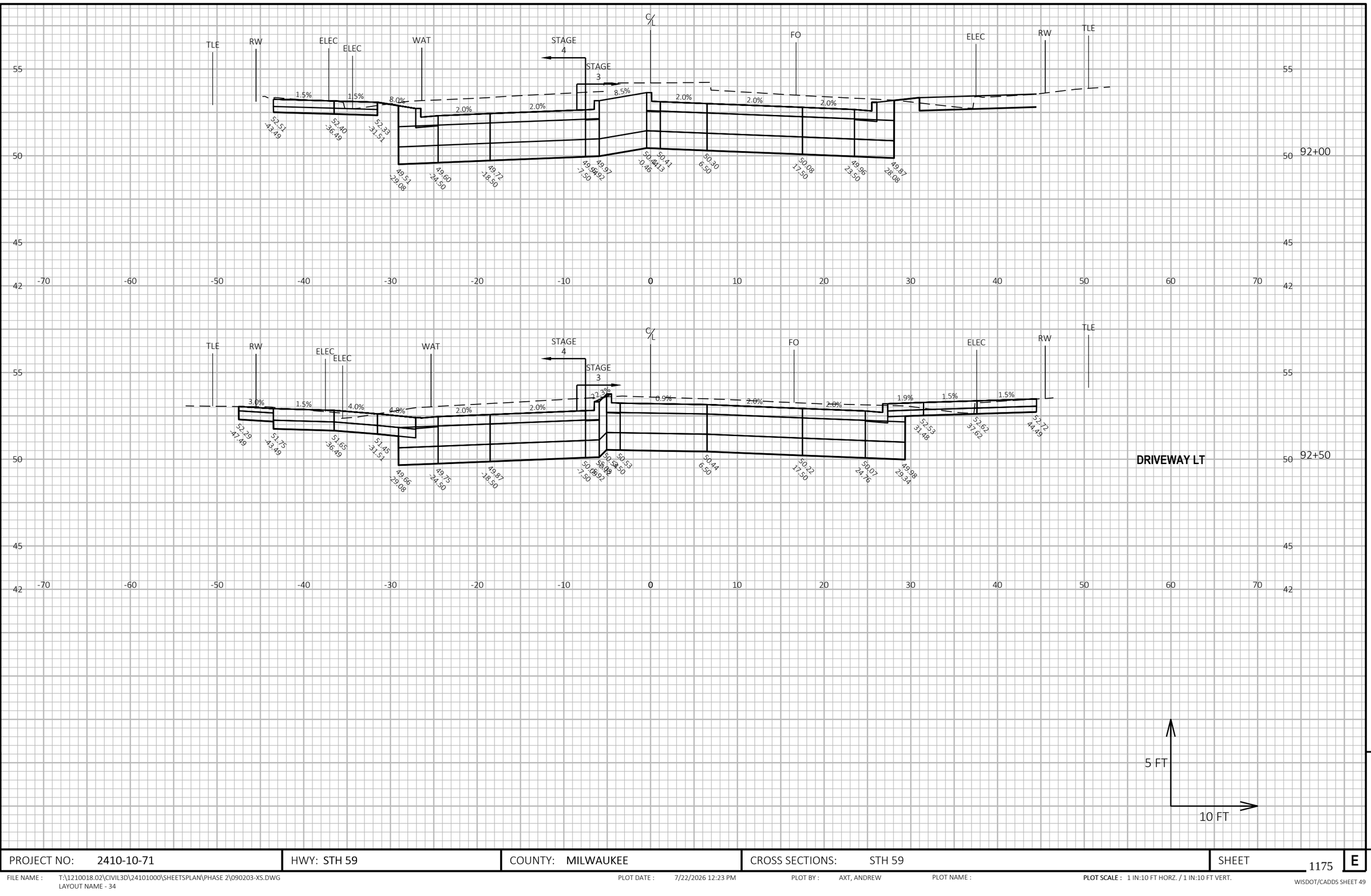



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|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1174 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 7/22/2026 12:22 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

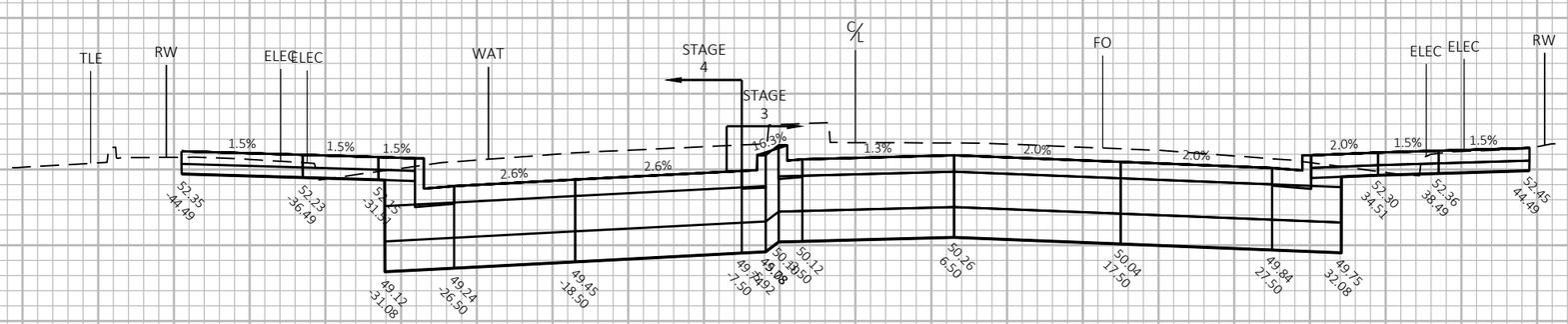


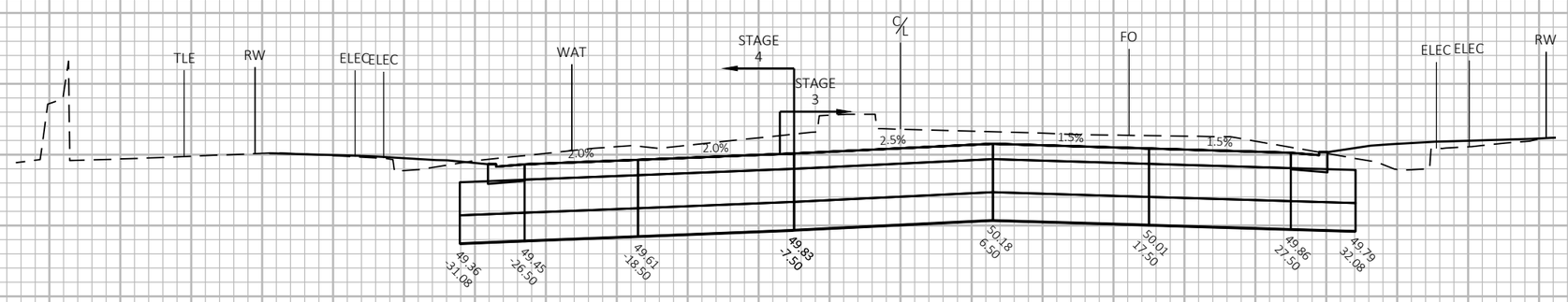

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1175 E |

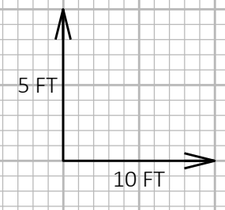
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1176 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 35

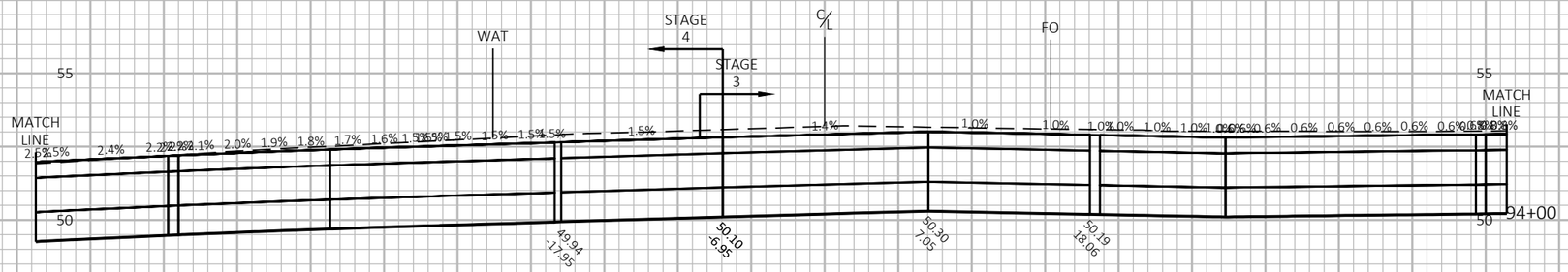
PLOT DATE : 7/22/2026 12:23 PM

PLOT BY : AXT, ANDREW

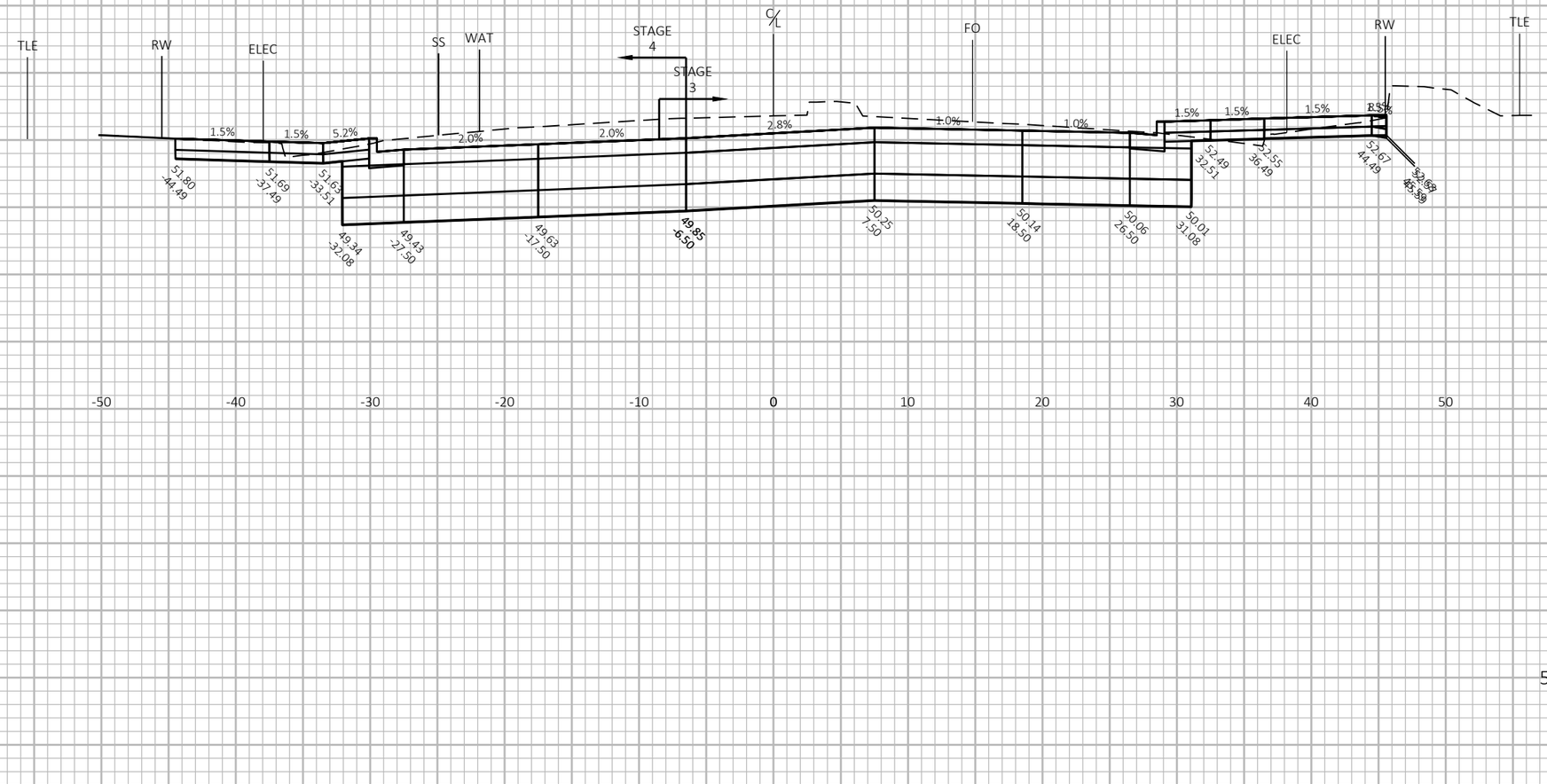
PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




S 16TH ST




9

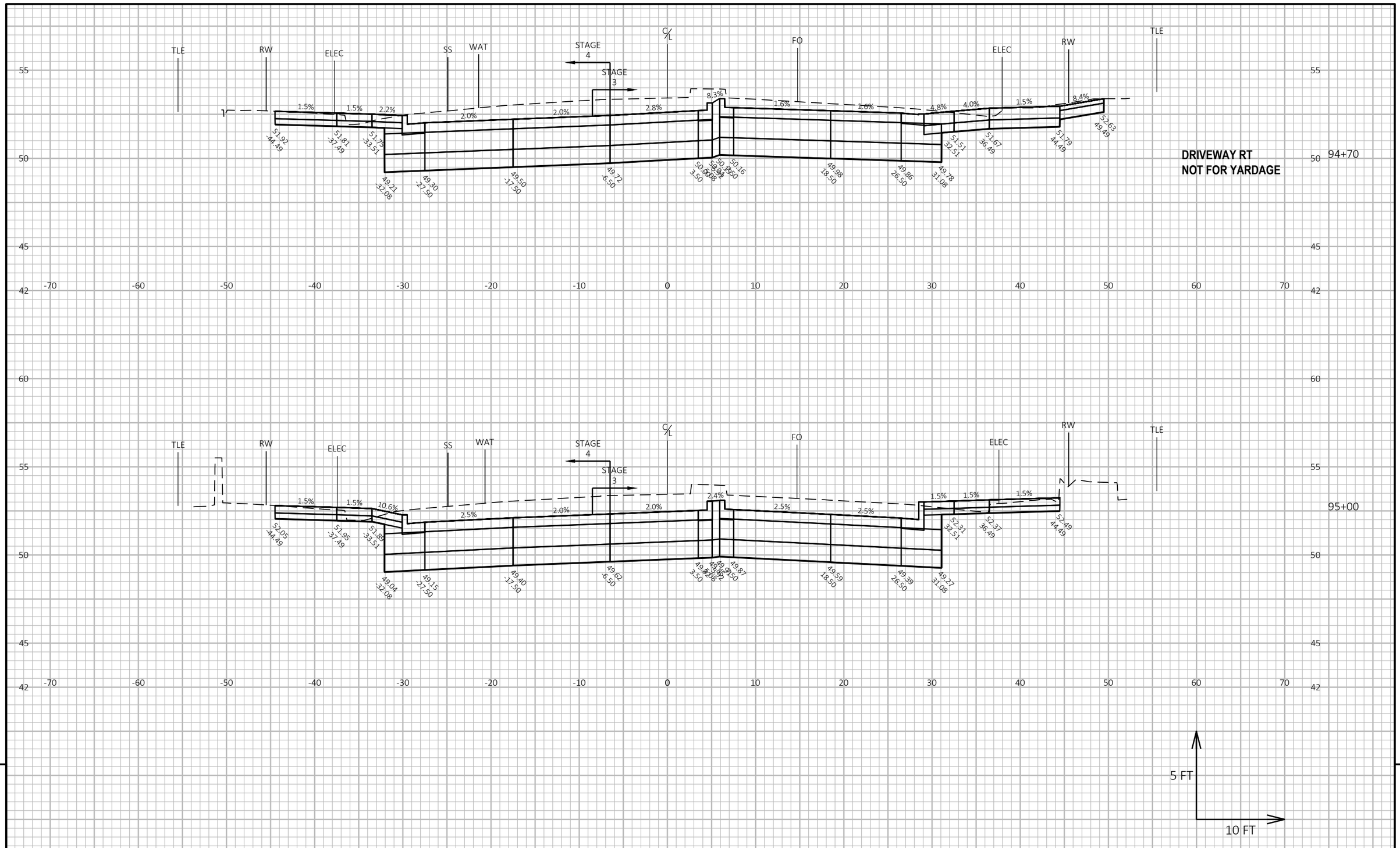
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1177 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 36

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

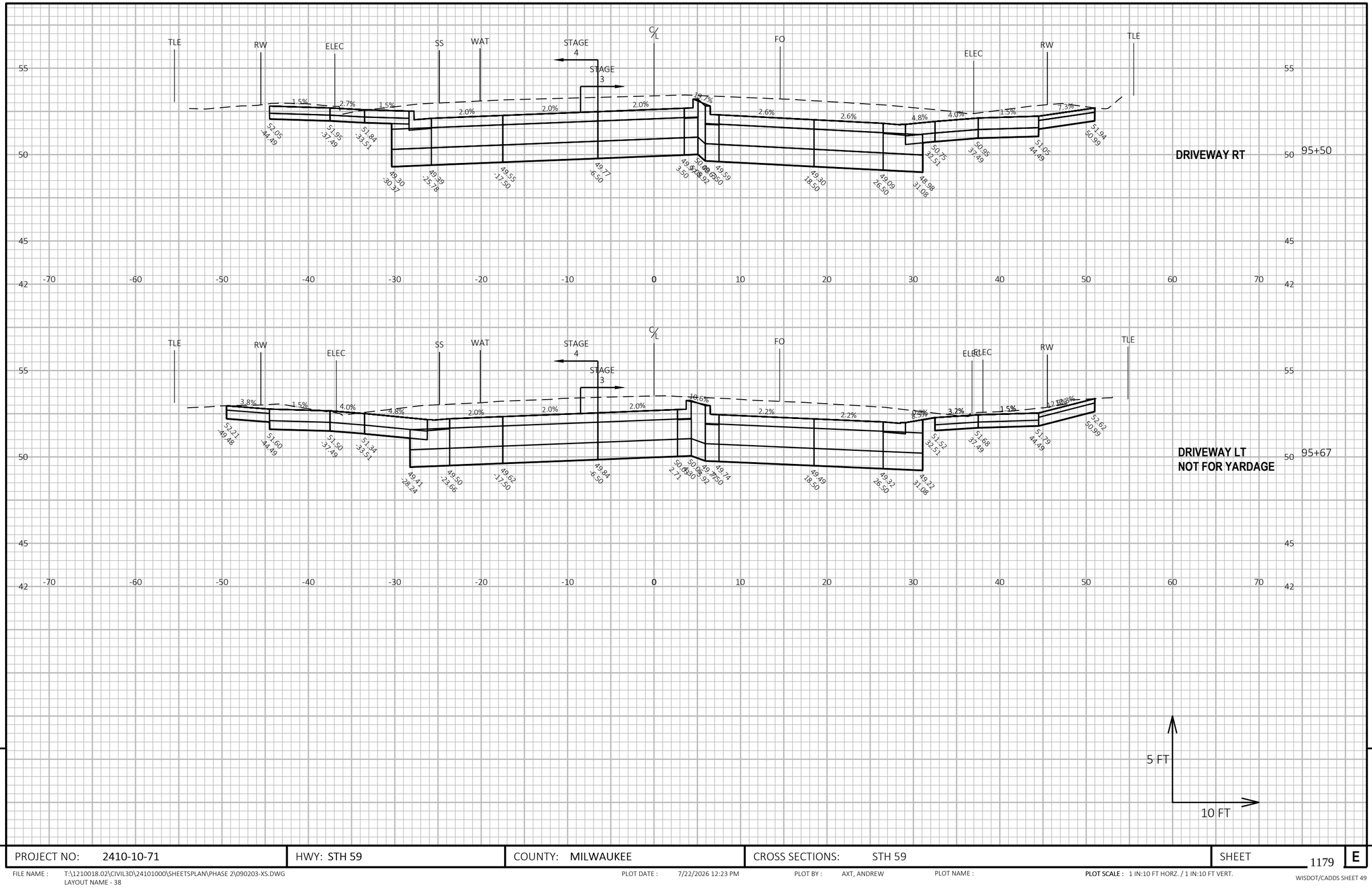
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1178 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 37

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

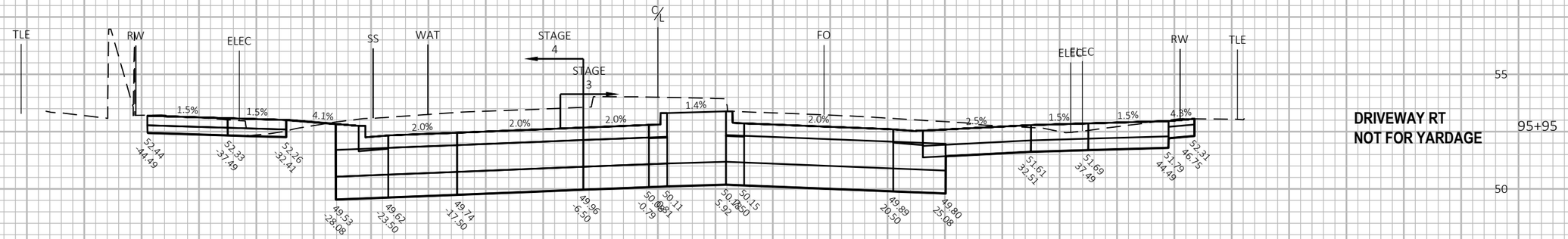


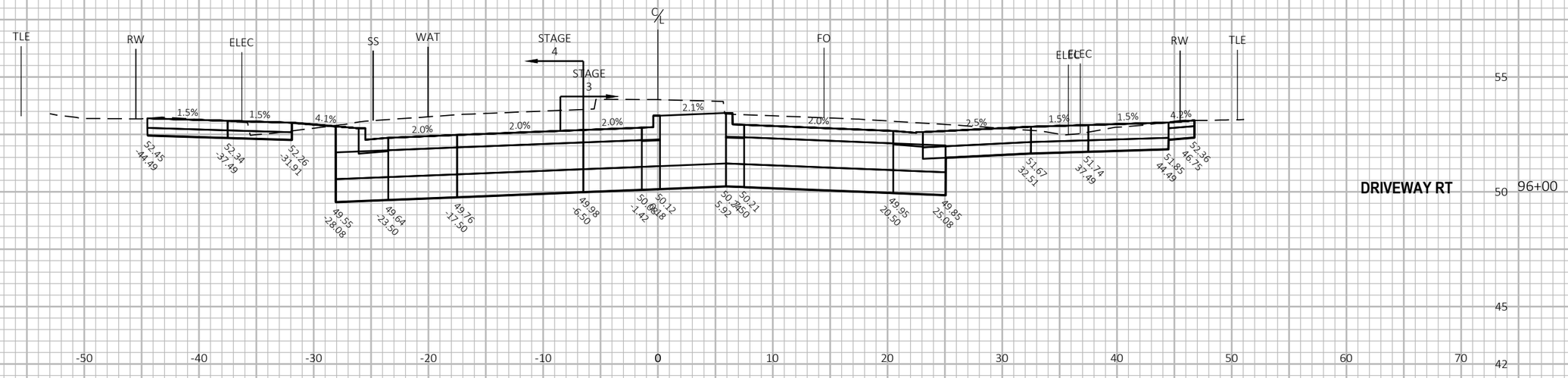

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|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1179 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 38

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

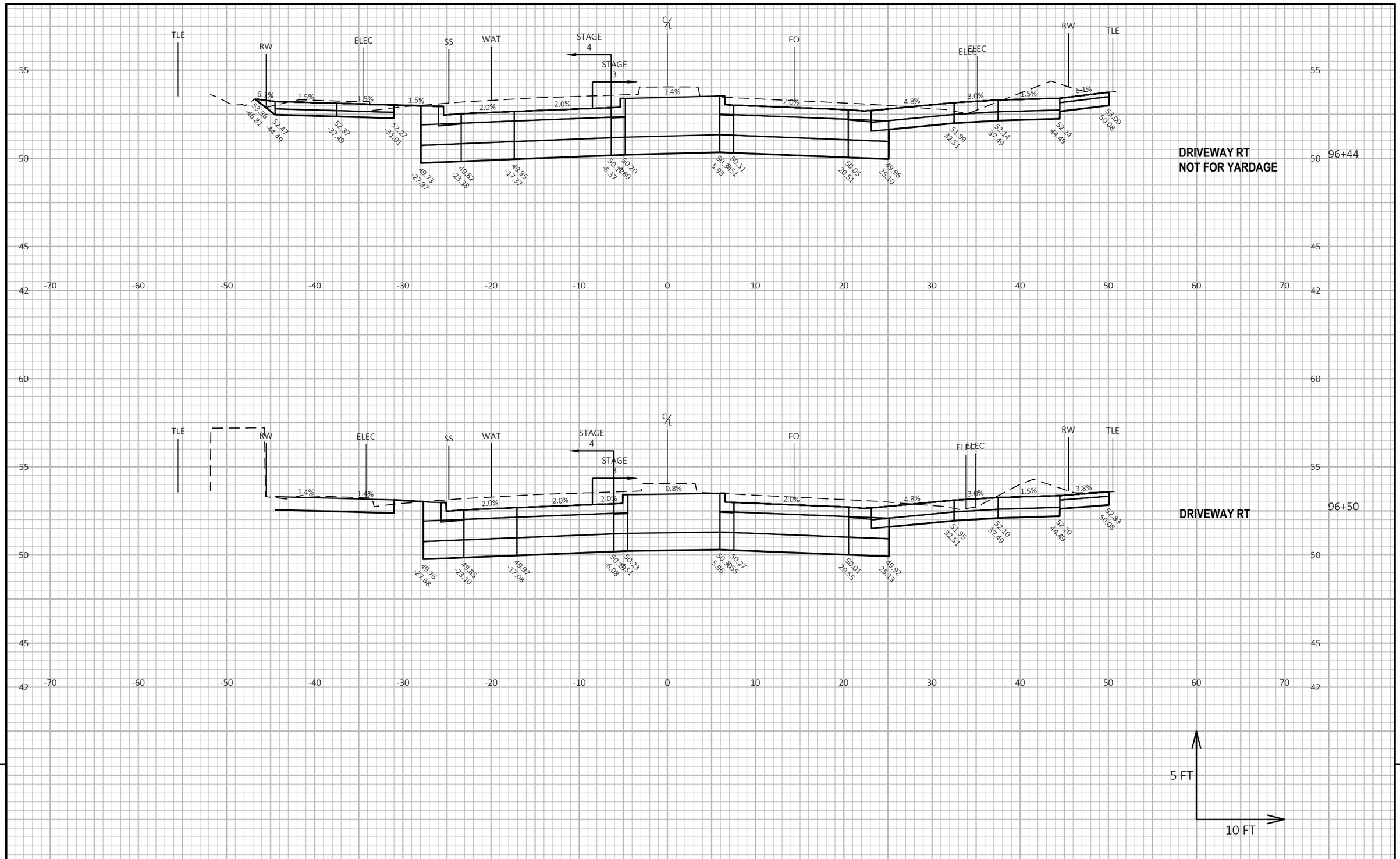
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1180 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 39

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

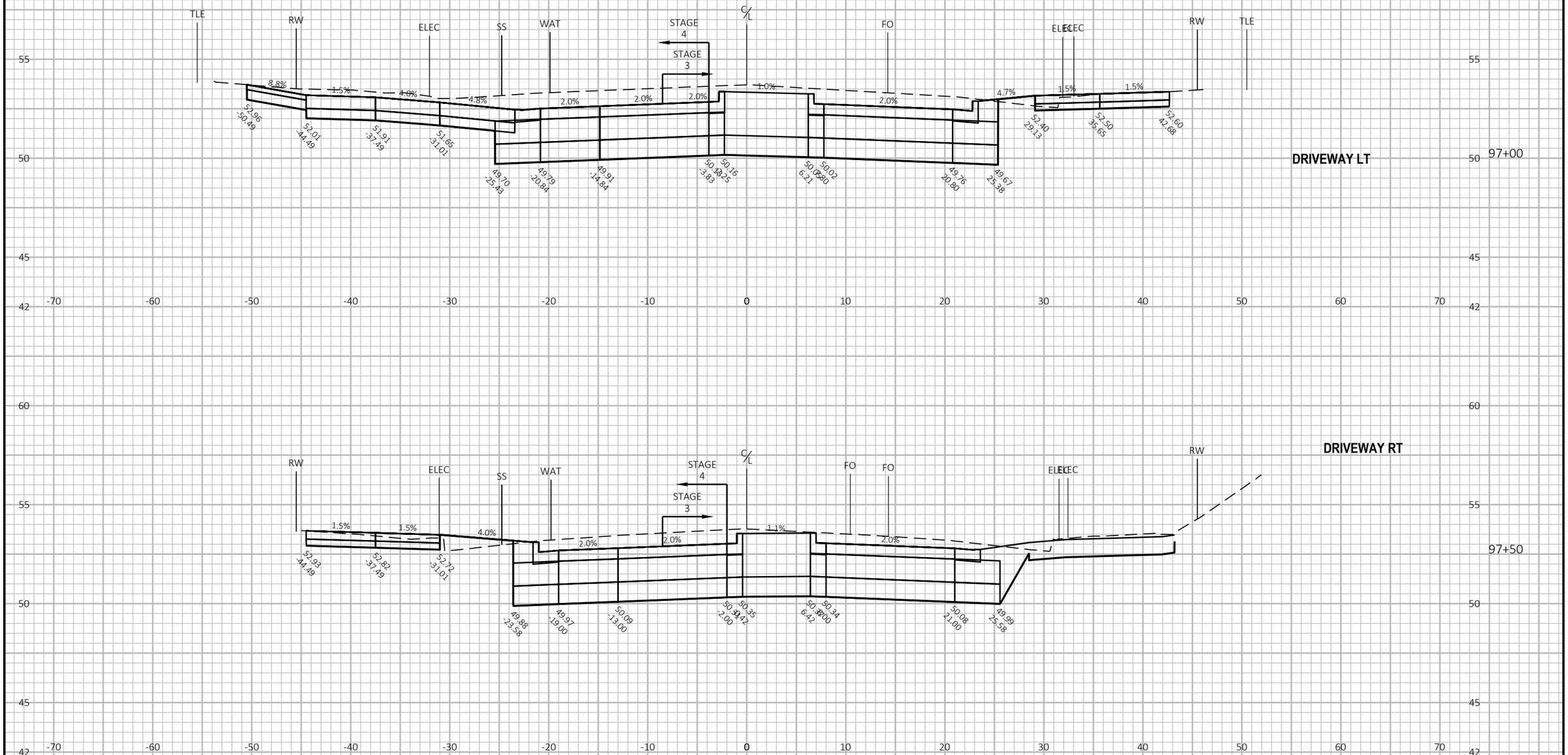



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1181 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 40

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

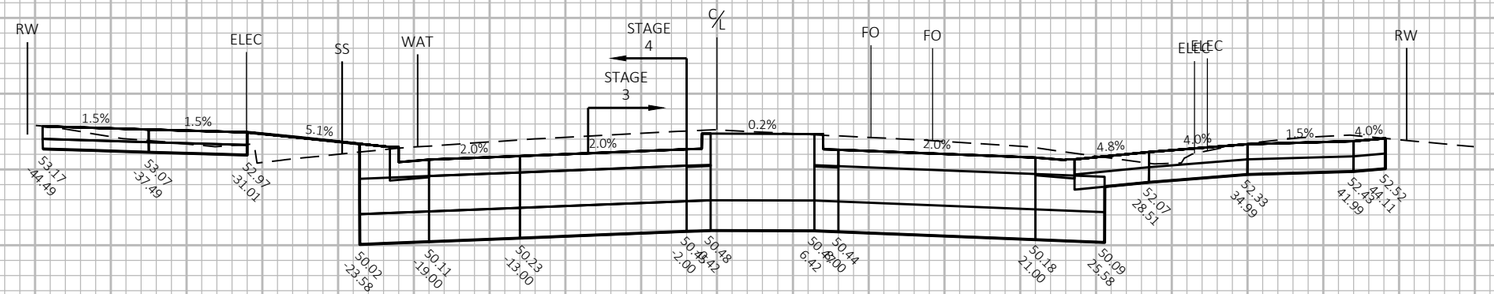



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1182 | E |
|---|---|---|---|---|---|

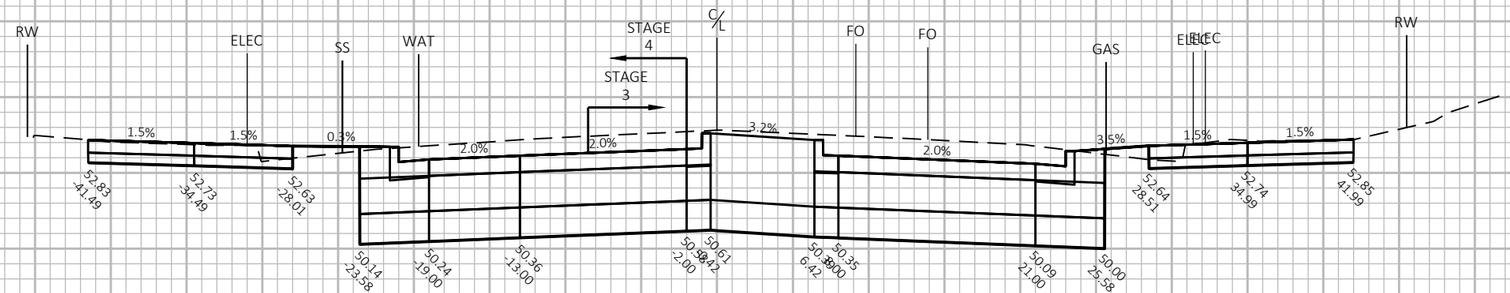
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 41

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

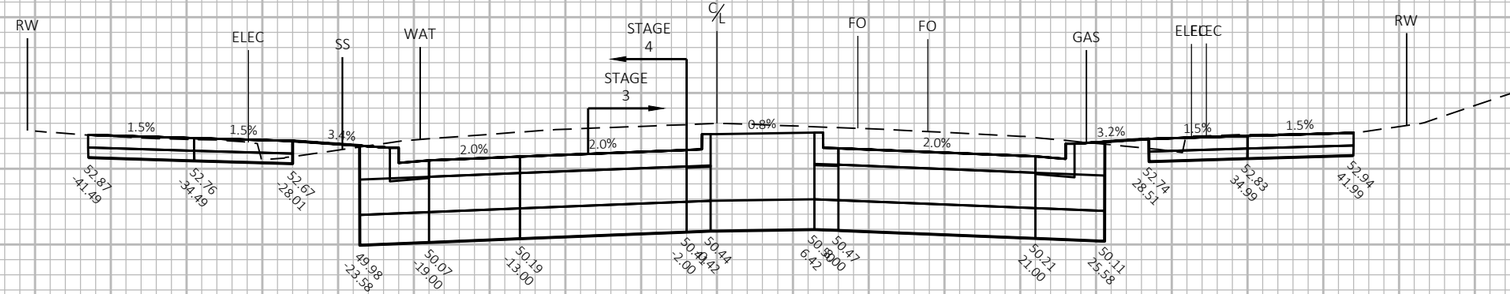
WISDOT/CADDS SHEET 49



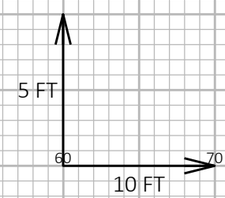

97+62




98+00




98+50

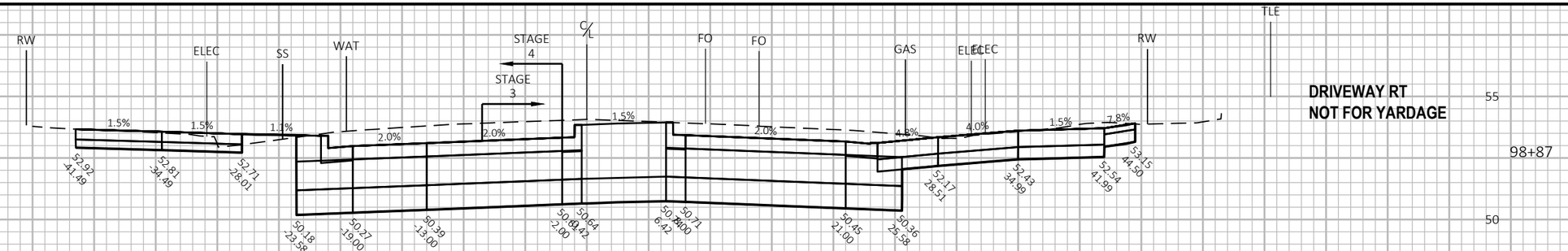


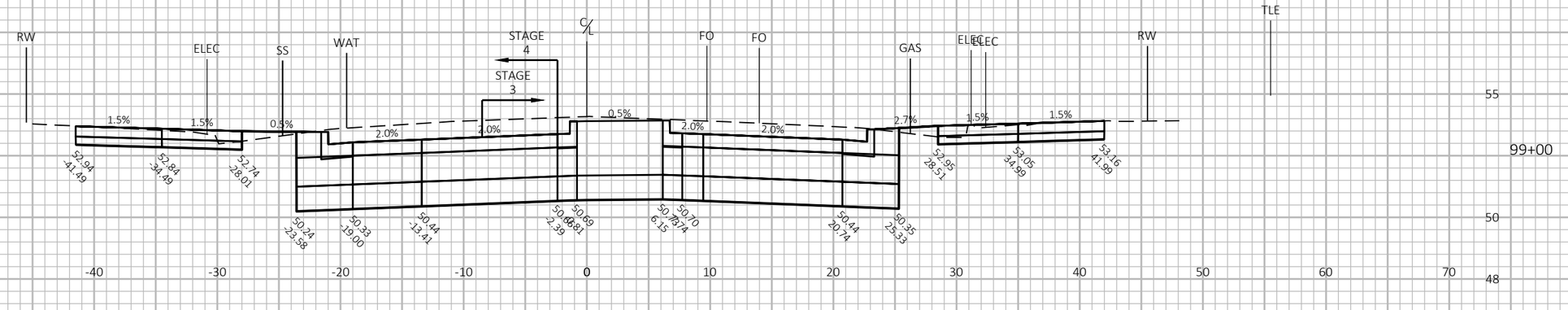

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|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1183 E |

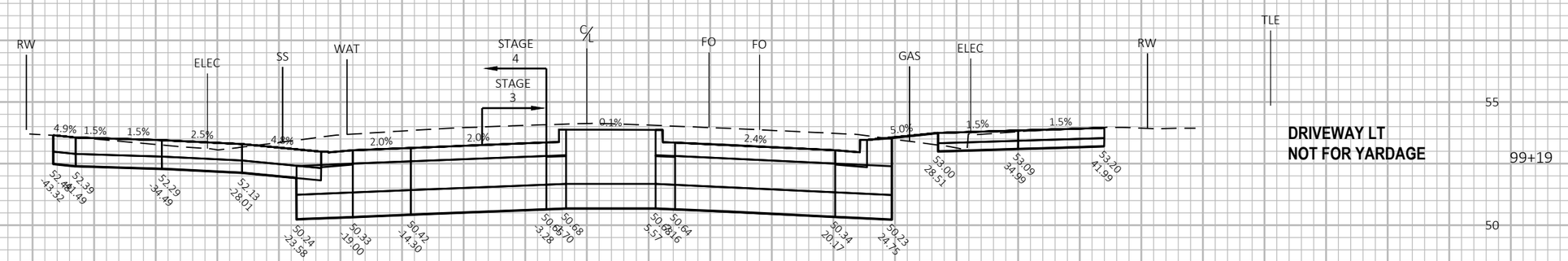
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 42

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





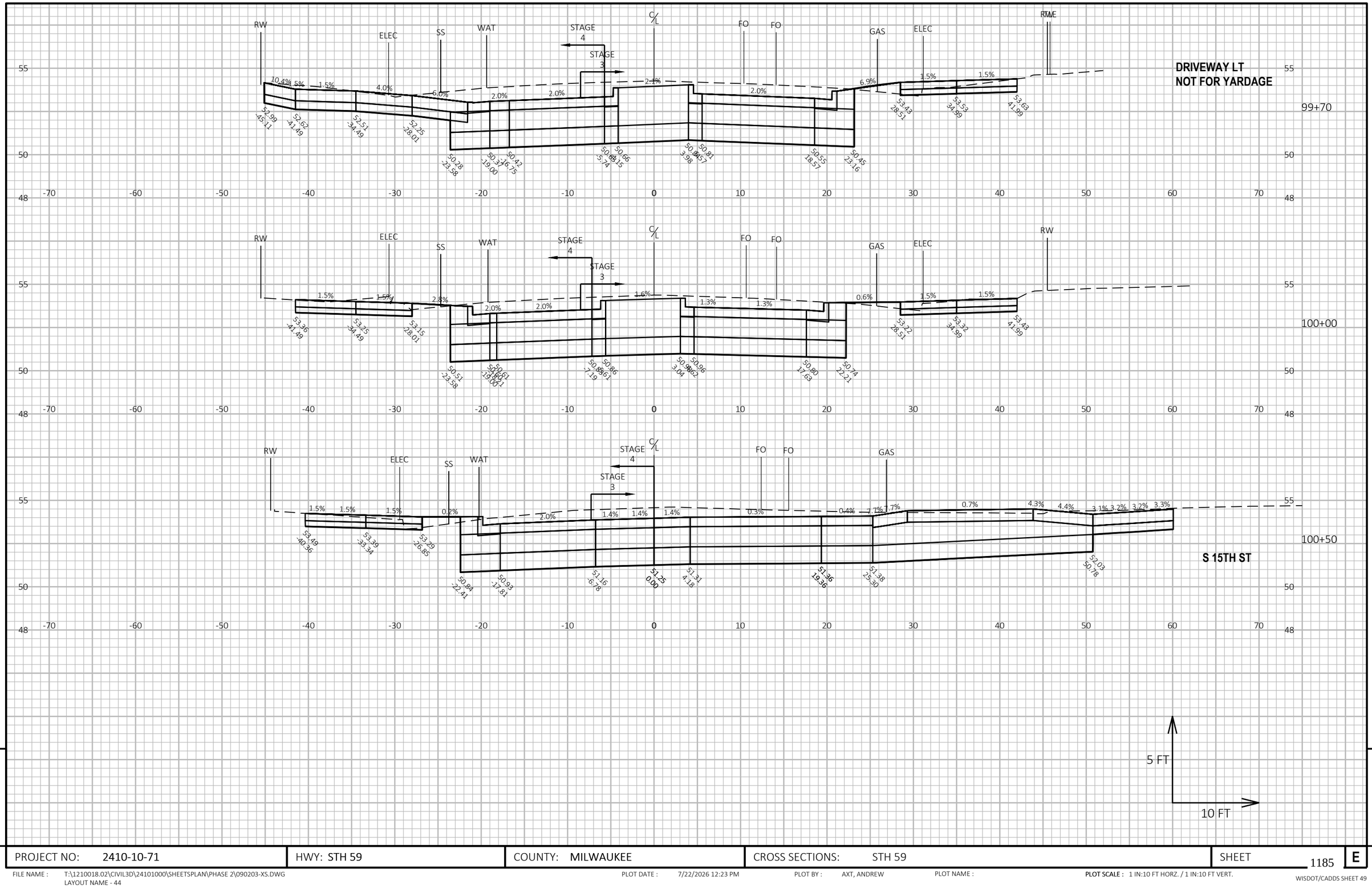


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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1184 | E |
|---|---|---|---|---|---|


FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 43
PLOT DATE : 7/22/2026 12:23 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

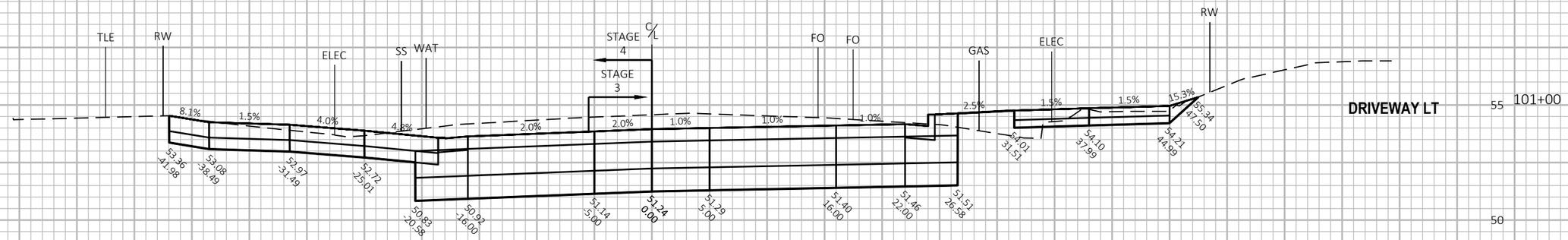


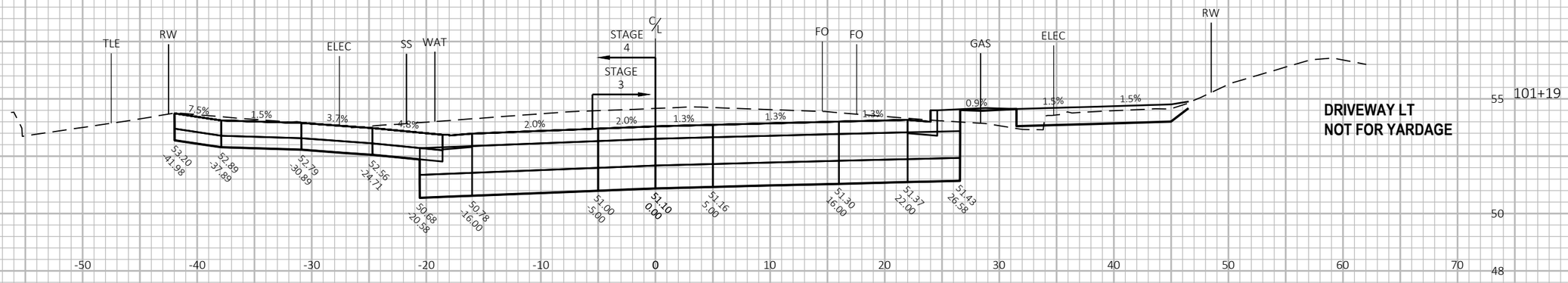

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1185 | E |
|---|---|---|---|---|---|

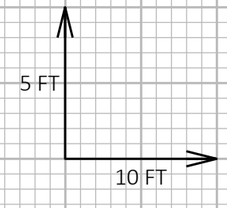
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 44

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

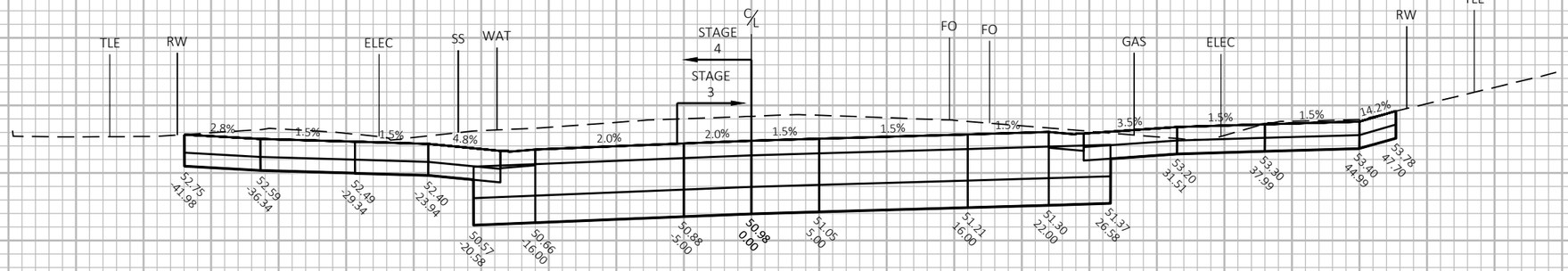
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1186 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 45

PLOT DATE : 7/22/2026 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME :

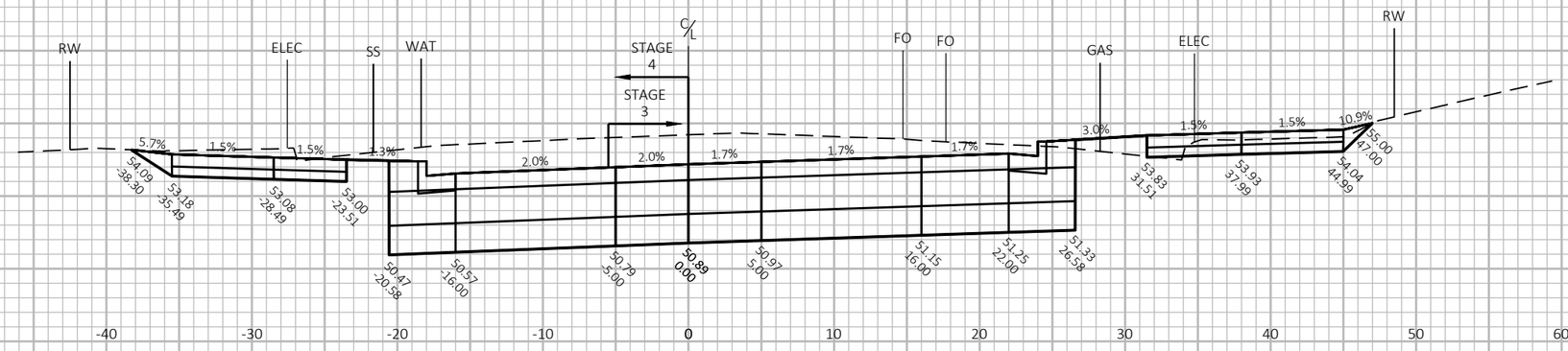
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




DRIVEWAY LT & RT
NOT FOR YARDAGE

101+35




101+50

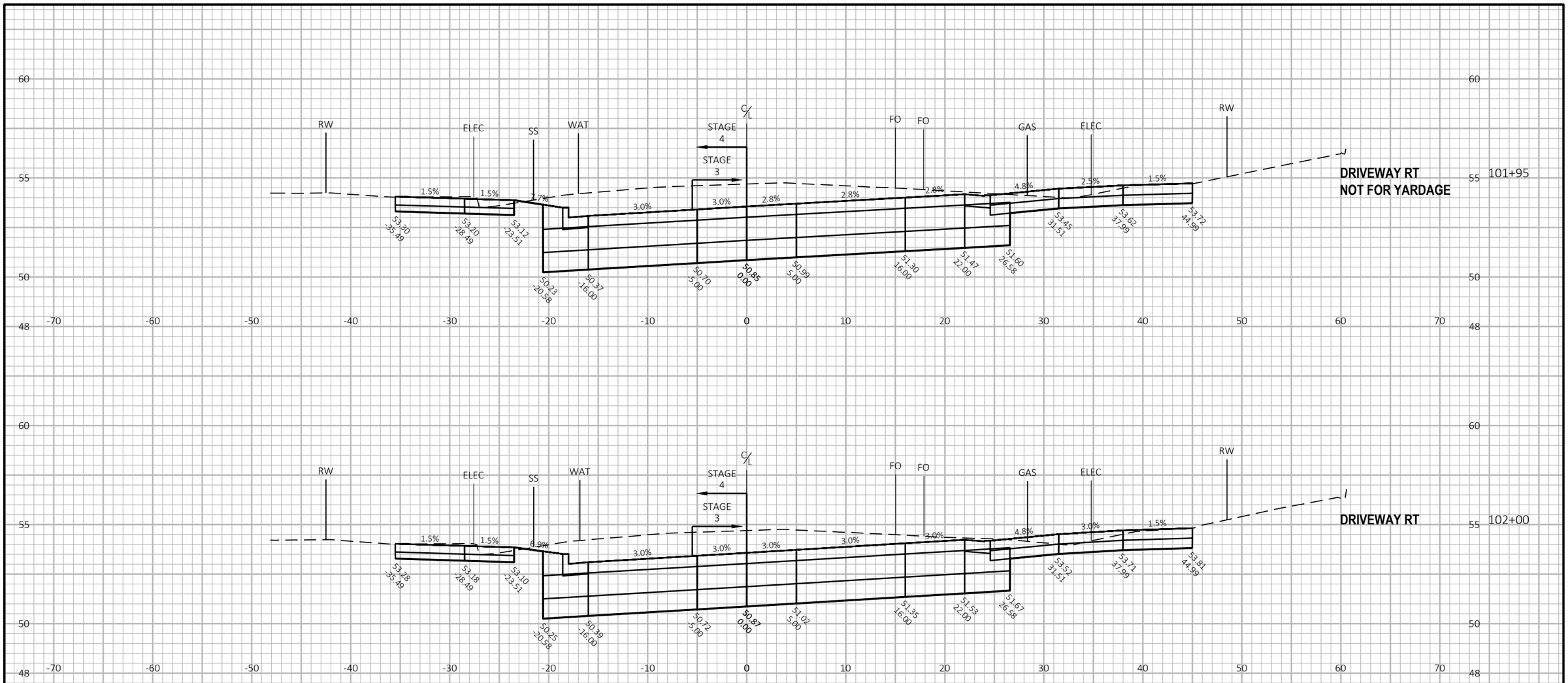
5 FT
10 FT

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1187 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 46

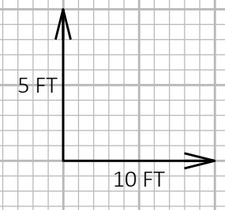
PLOT DATE : 7/22/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49










9

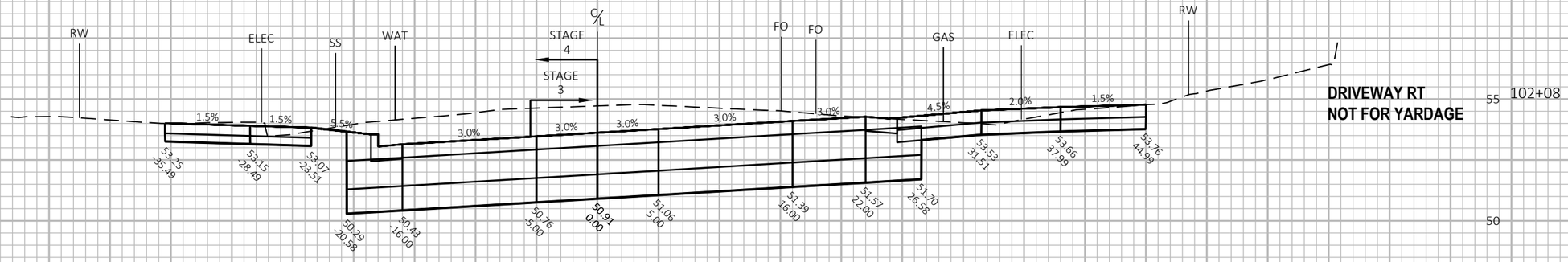
9

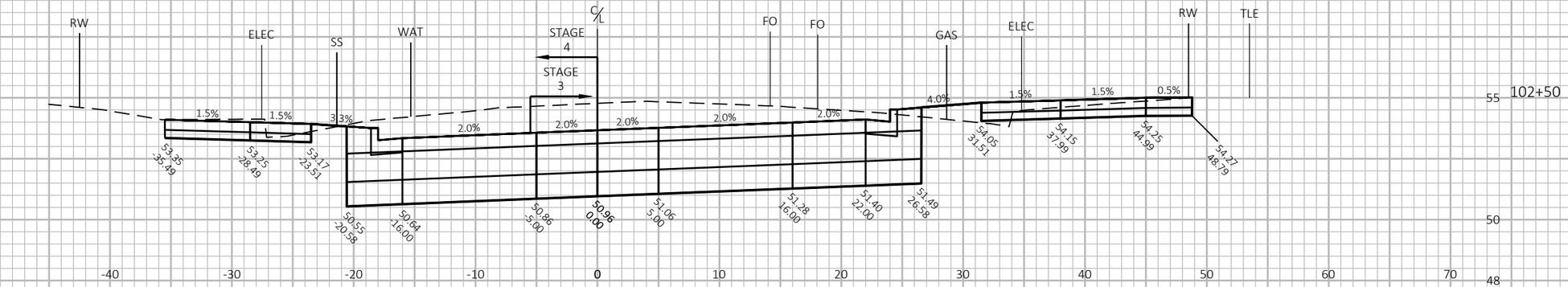
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1188 | E |
|---|---|---|---|---|---|

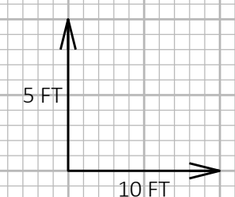
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 47

PLOT DATE : 7/22/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

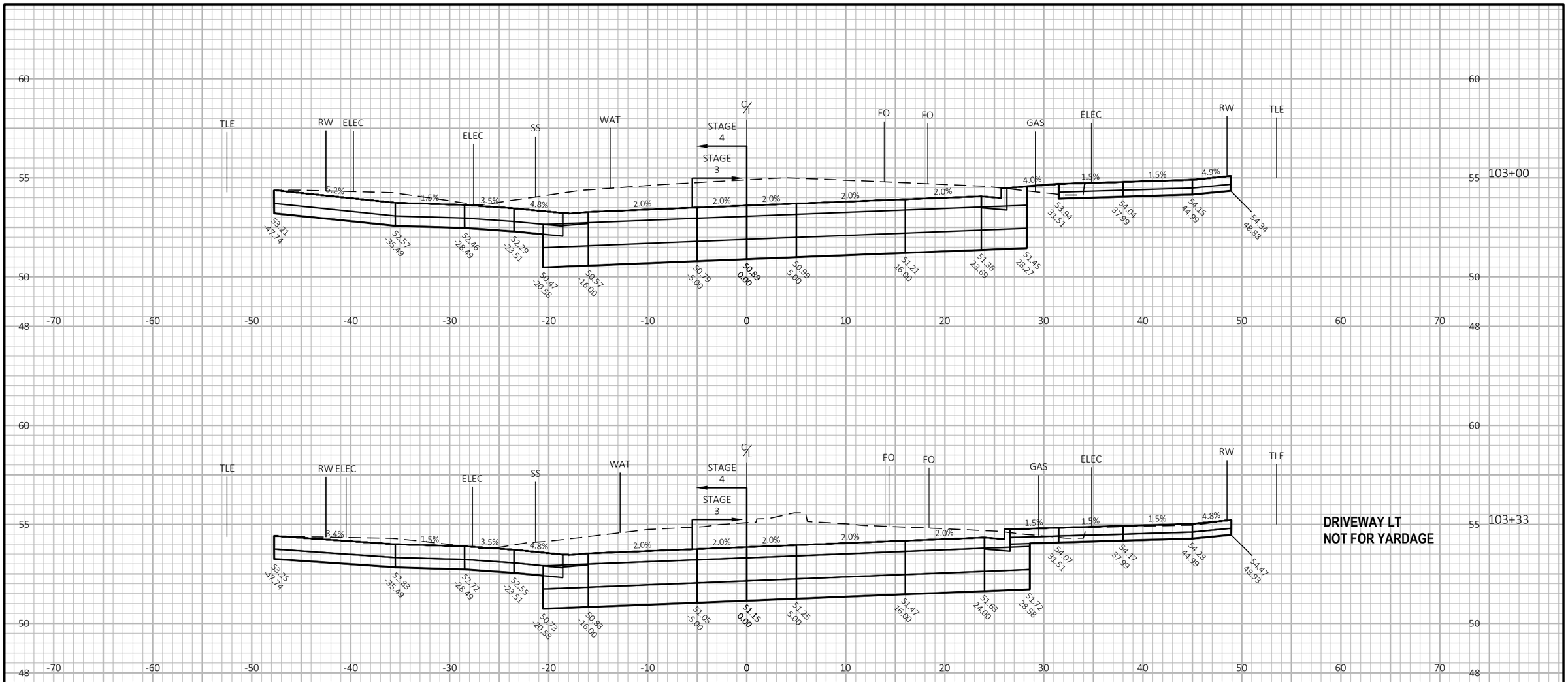
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1189 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 48

PLOT DATE : 7/22/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







5 FT

10 FT

9

9

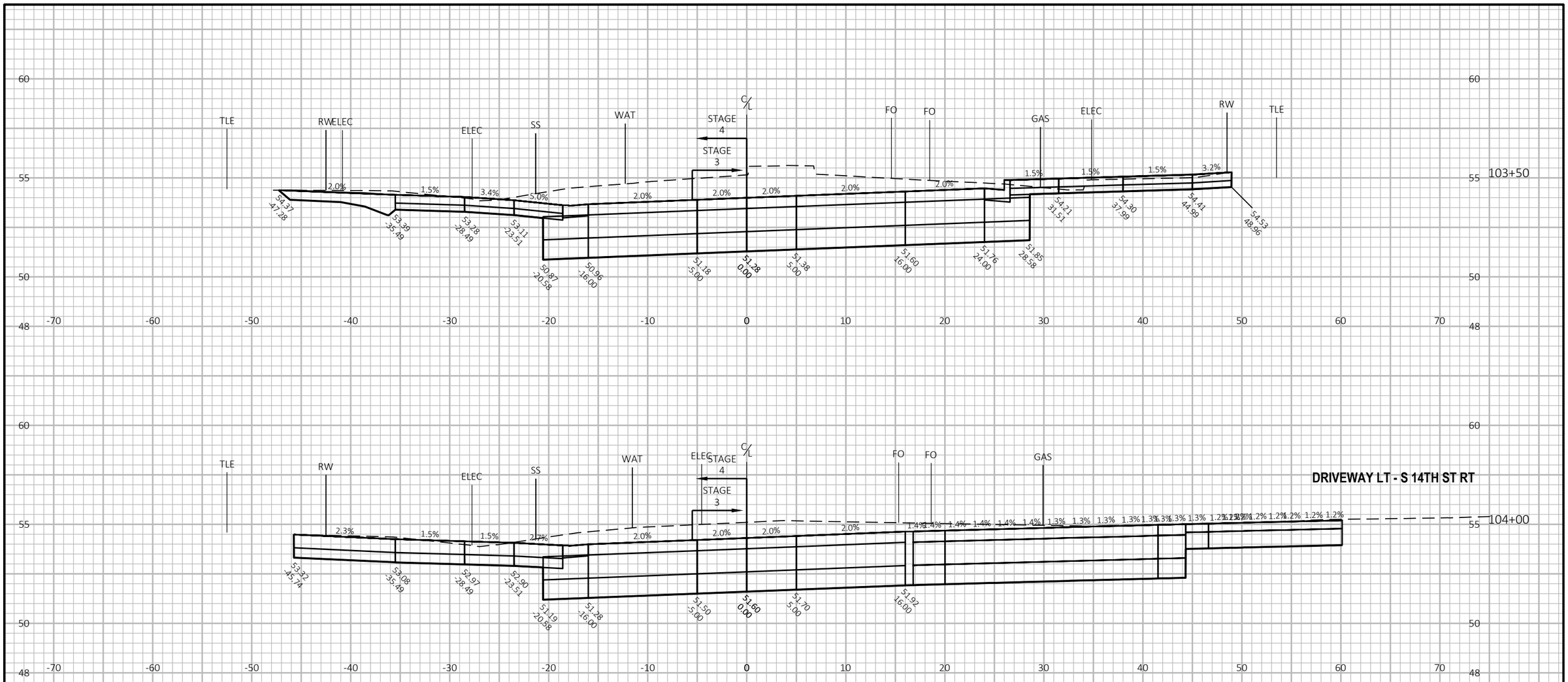
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1190 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 49

PLOT DATE : 7/22/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

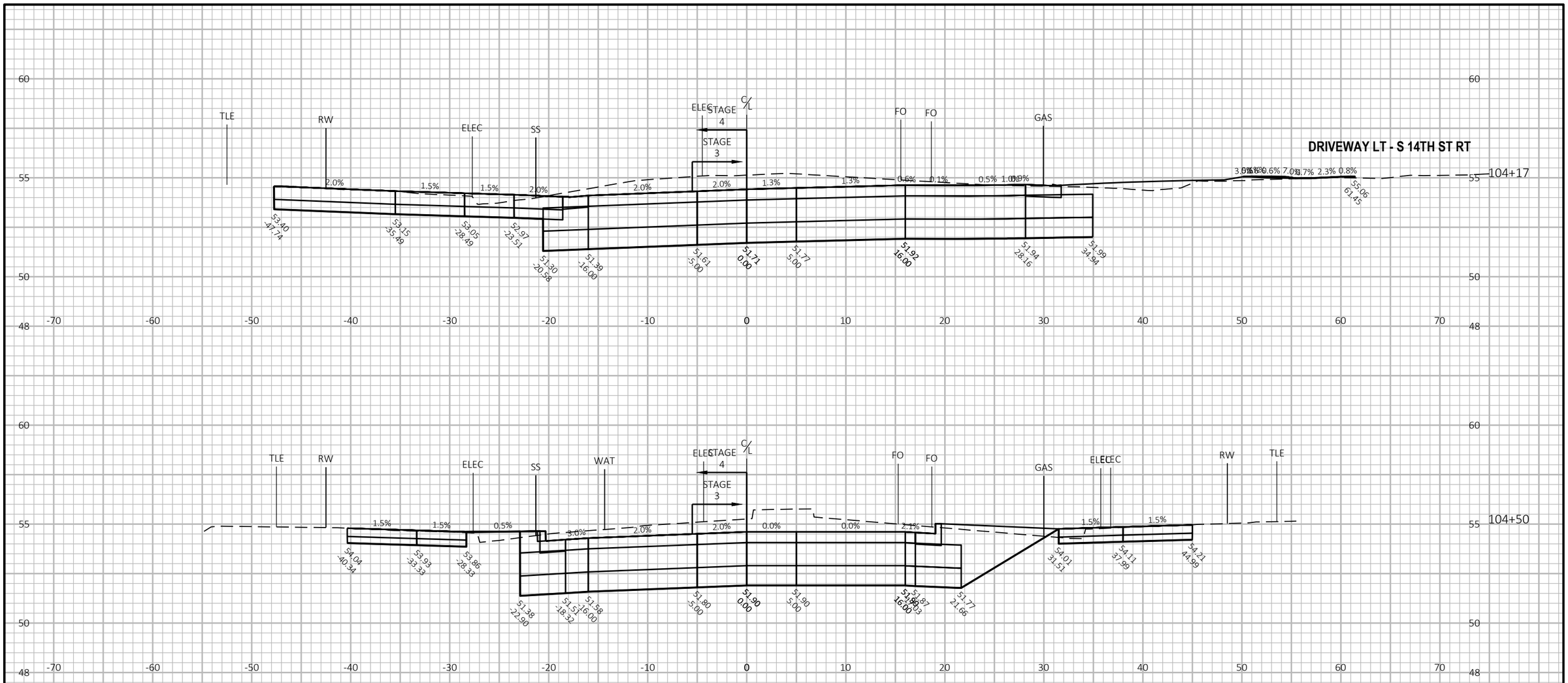



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1191 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 50

PLOT DATE : 7/22/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1192 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 51

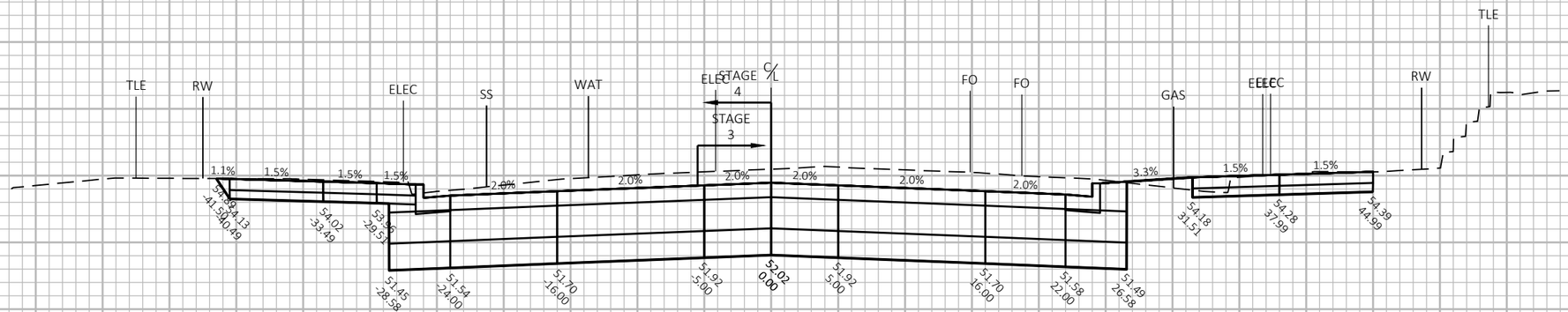
PLOT DATE : 7/22/2026 12:24 PM

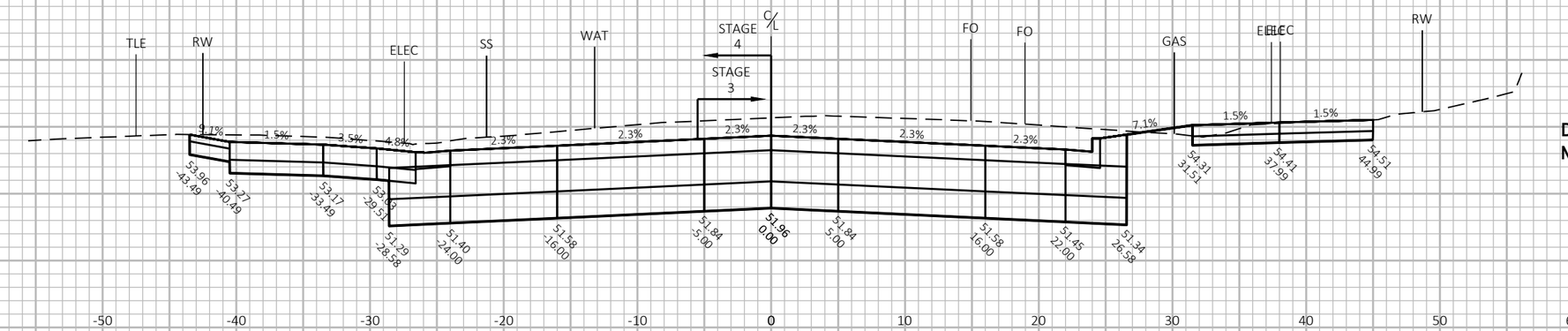
PLOT BY : AXT, ANDREW

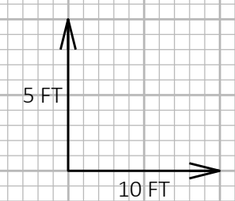
PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1193 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 52

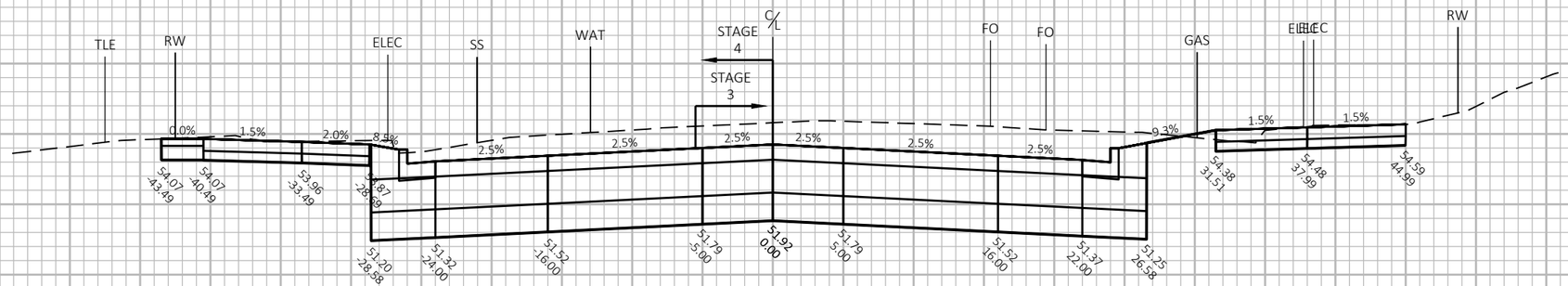
PLOT DATE : 7/22/2026 12:24 PM

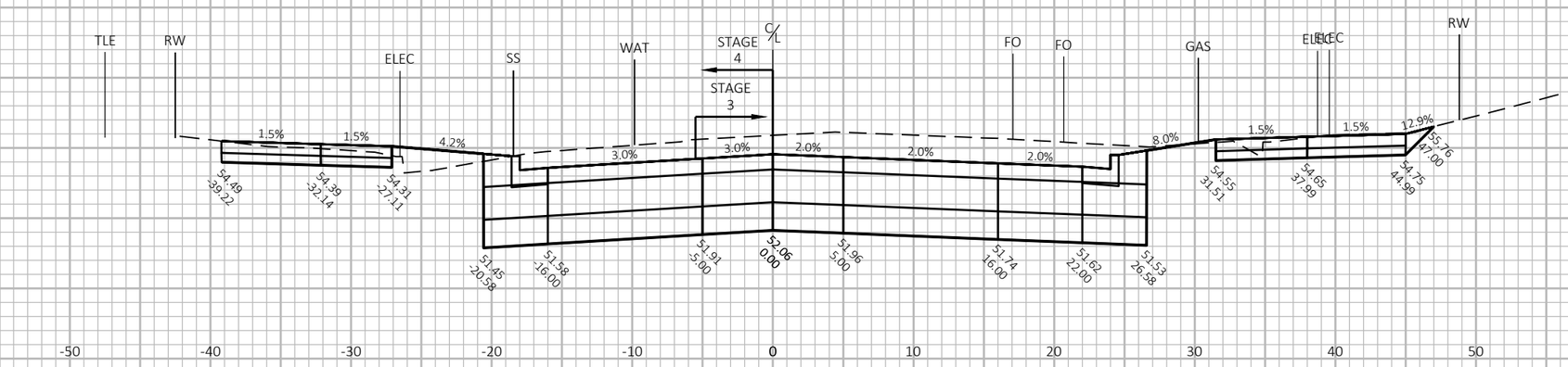
PLOT BY : AXT, ANDREW

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




5 FT

10 FT

9

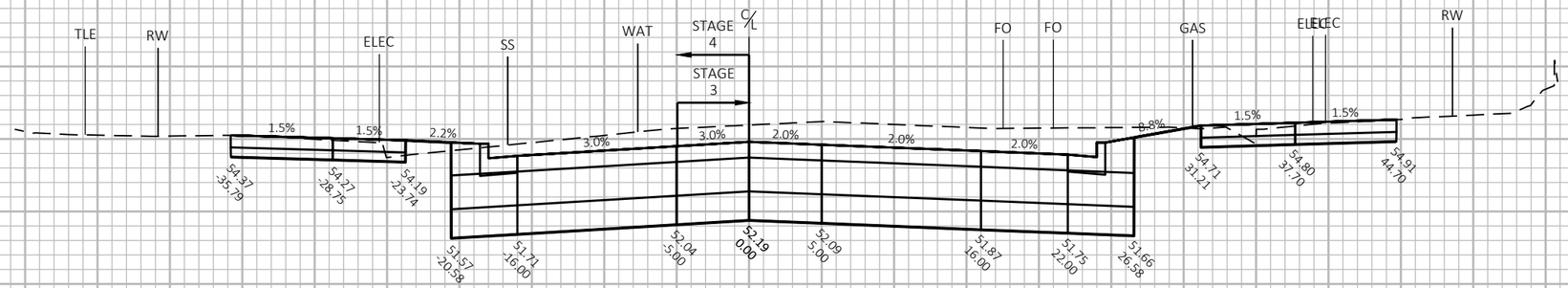
9

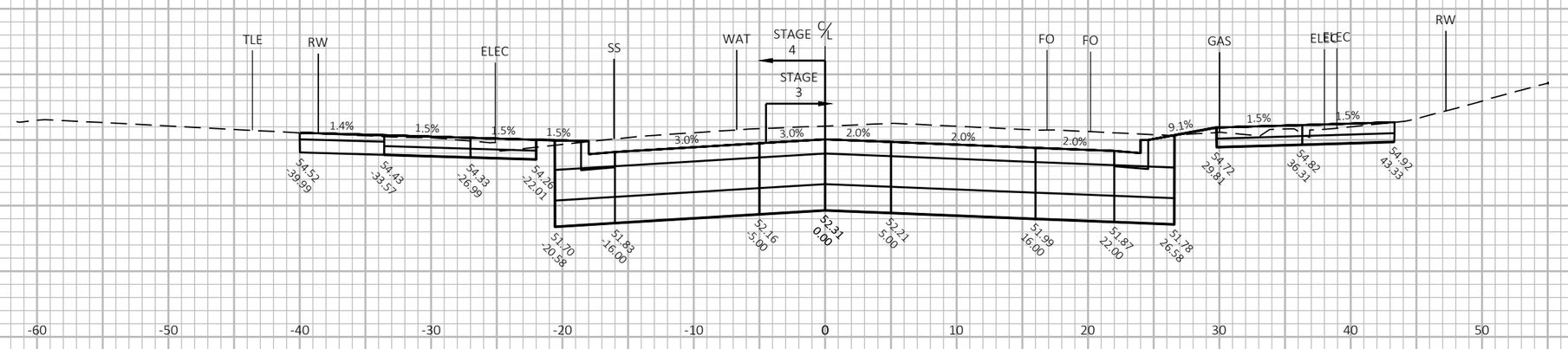
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1194 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 53

PLOT DATE : 7/22/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




5 FT

10 FT

9

9

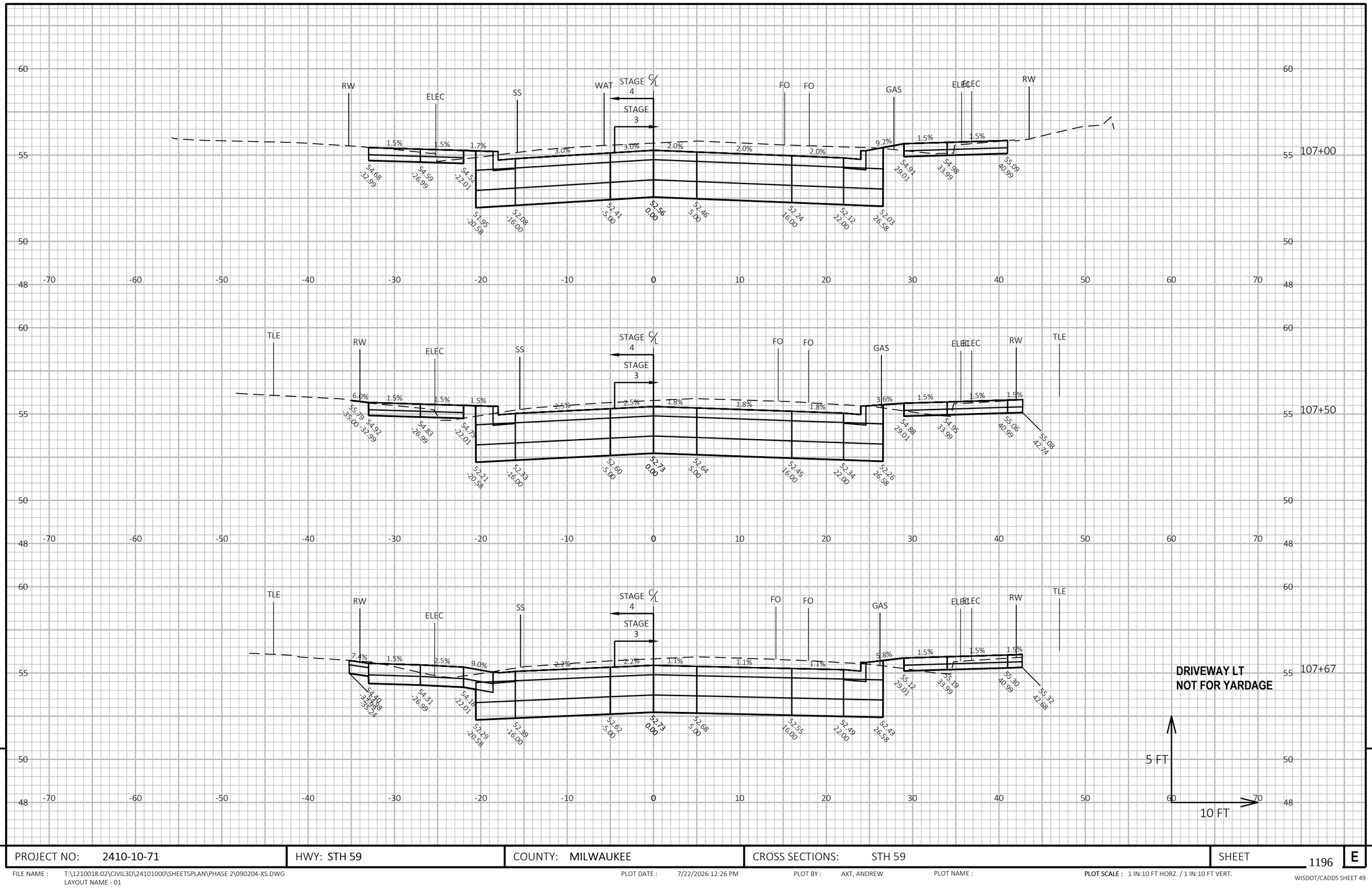
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1195 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090203-XS.DWG
LAYOUT NAME - 54

PLOT DATE : 7/22/2026 12:24 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

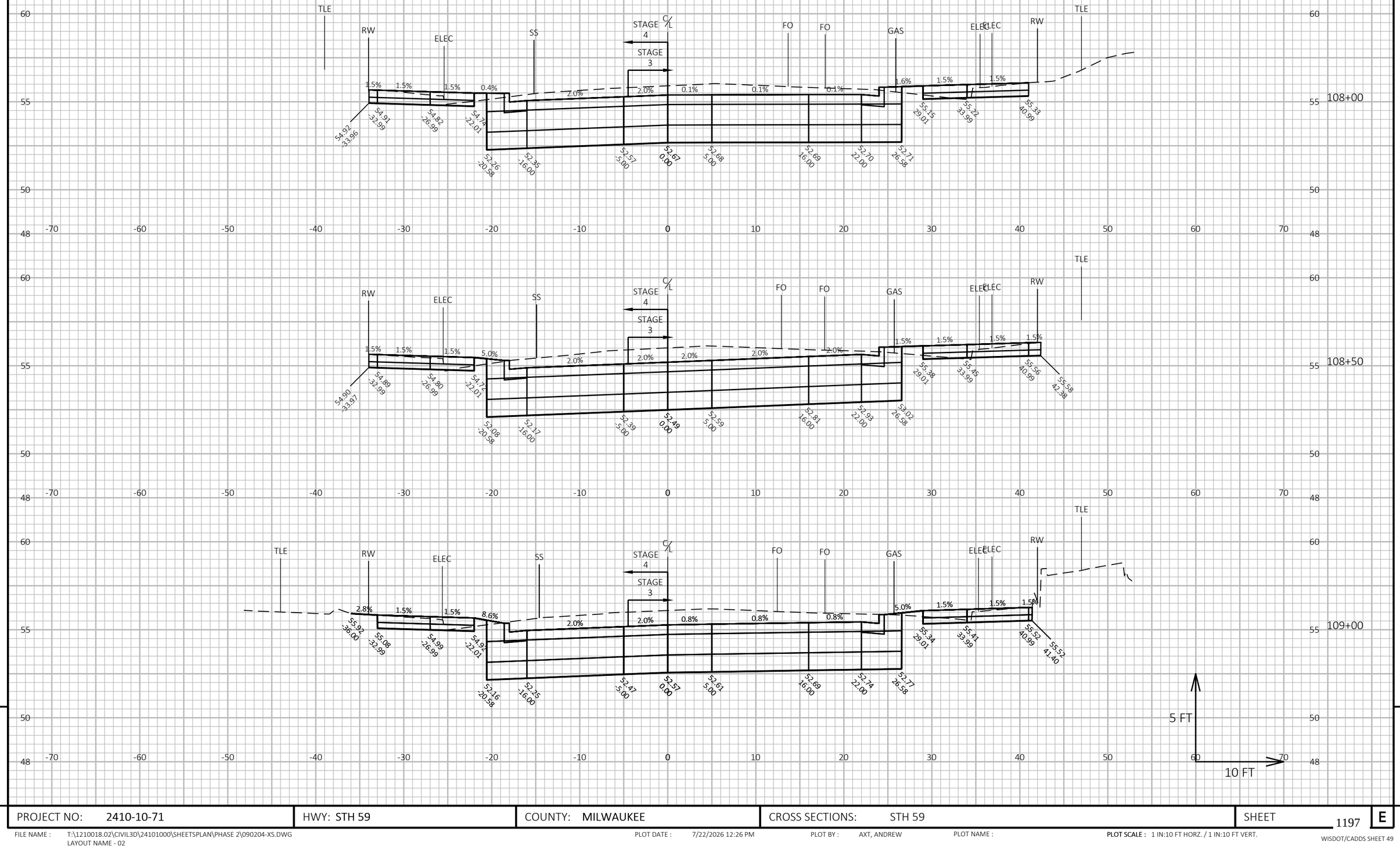



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1196 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/22/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

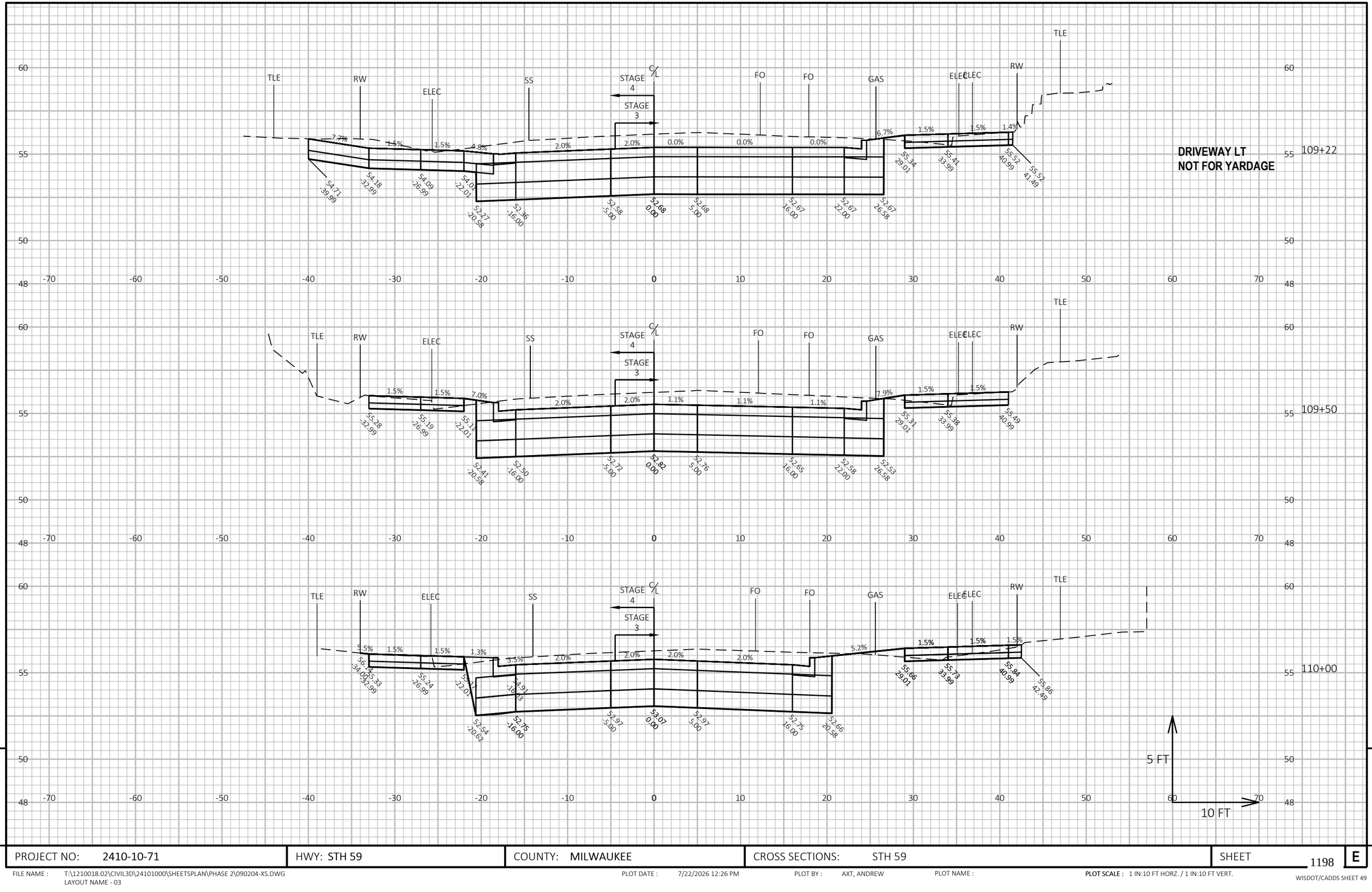



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1197 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/22/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

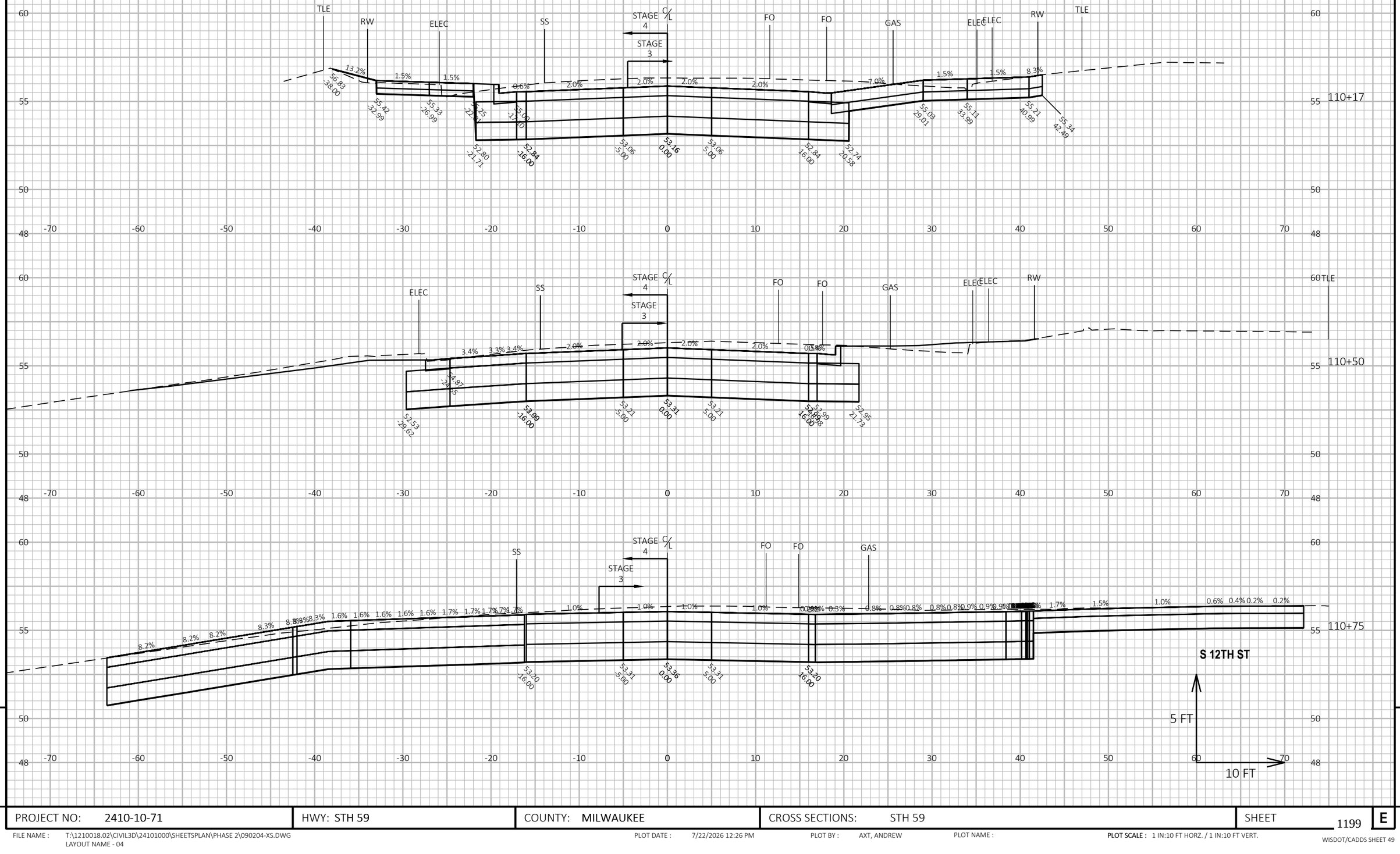



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1198 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/22/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

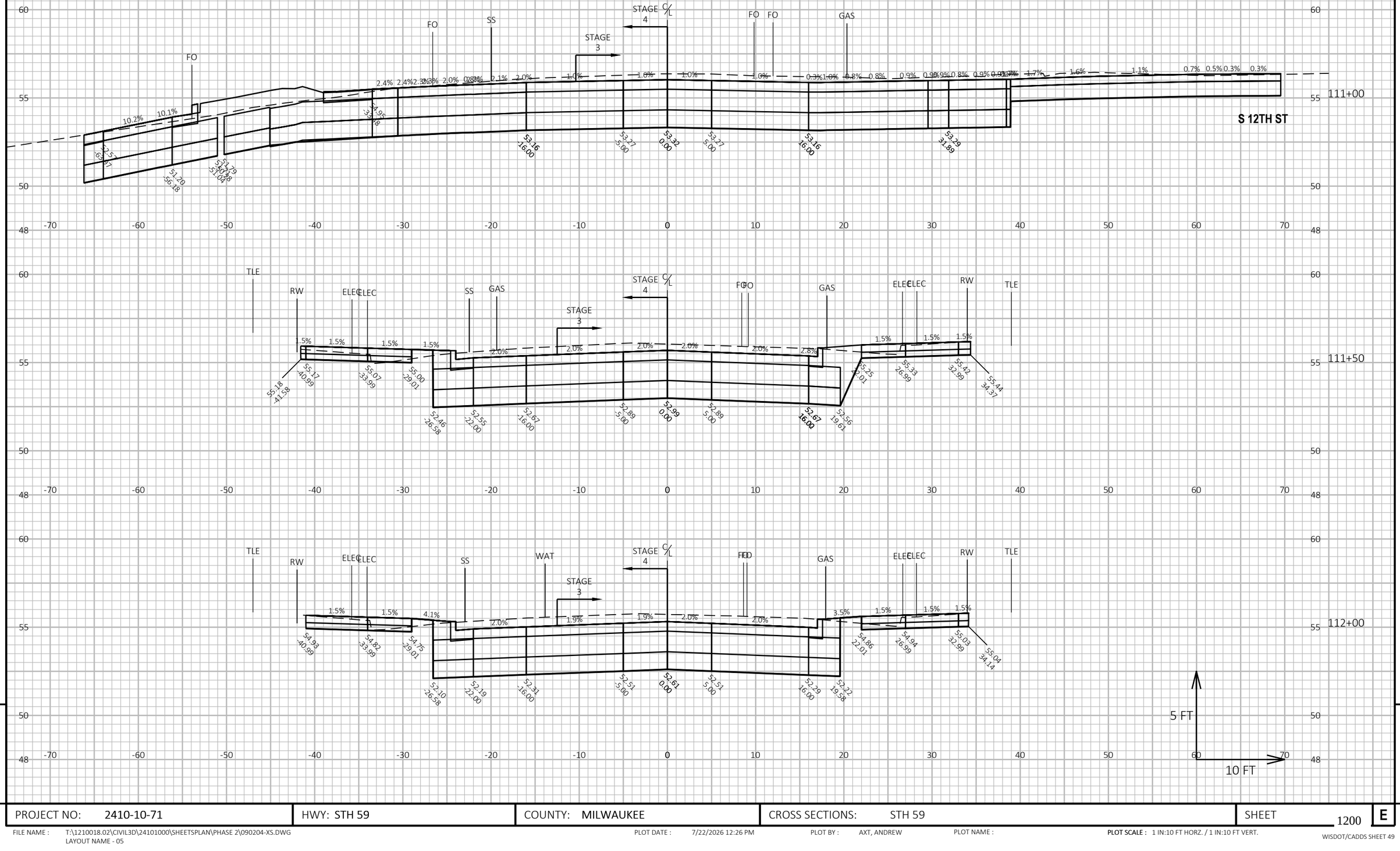



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1199 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/22/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

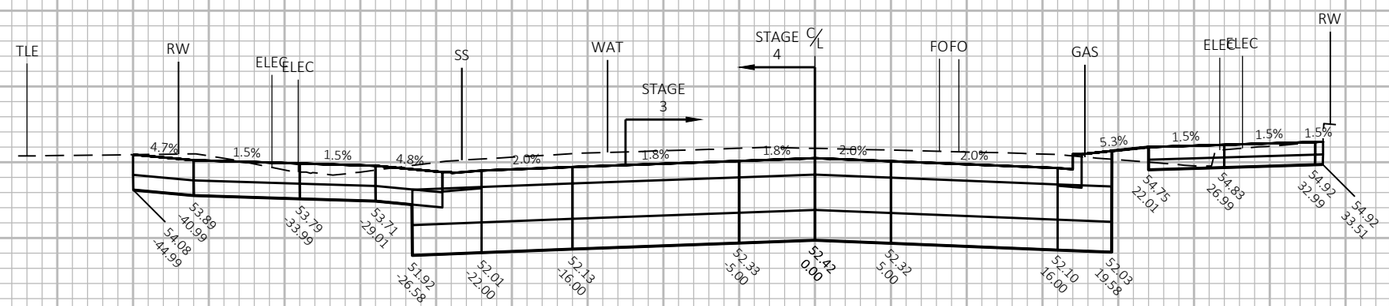



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|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1200 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 05

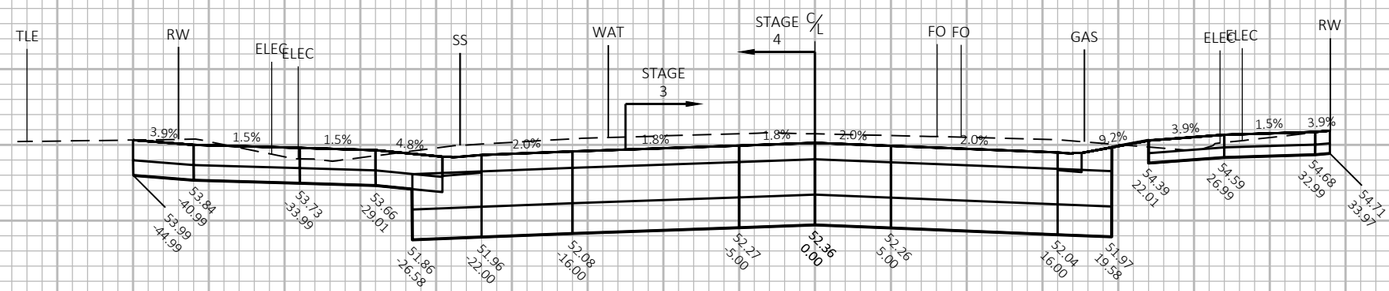
PLOT DATE : 7/22/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



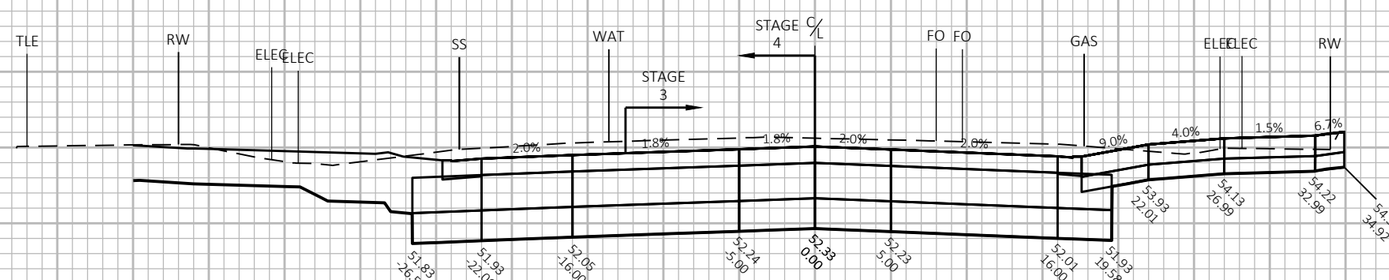

**DRIVEWAY LT**
**NOT FOR YARDAGE**

112+38



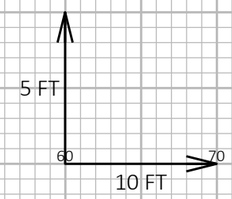

**DRIVEWAY LT**

112+50




**DRIVEWAY RT**
**NOT FOR YARDAGE**

112+56




9

9

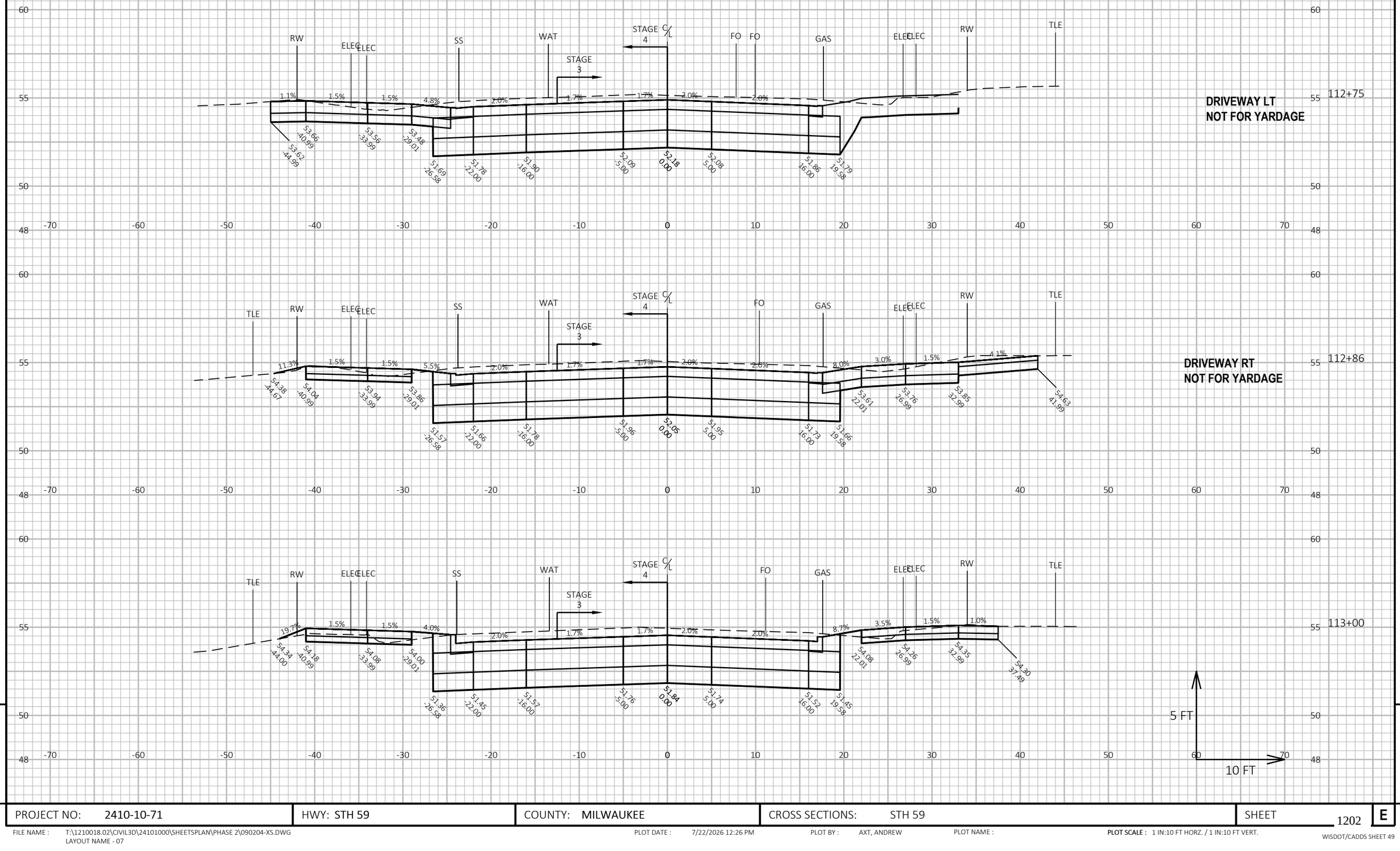
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1201 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 7/22/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

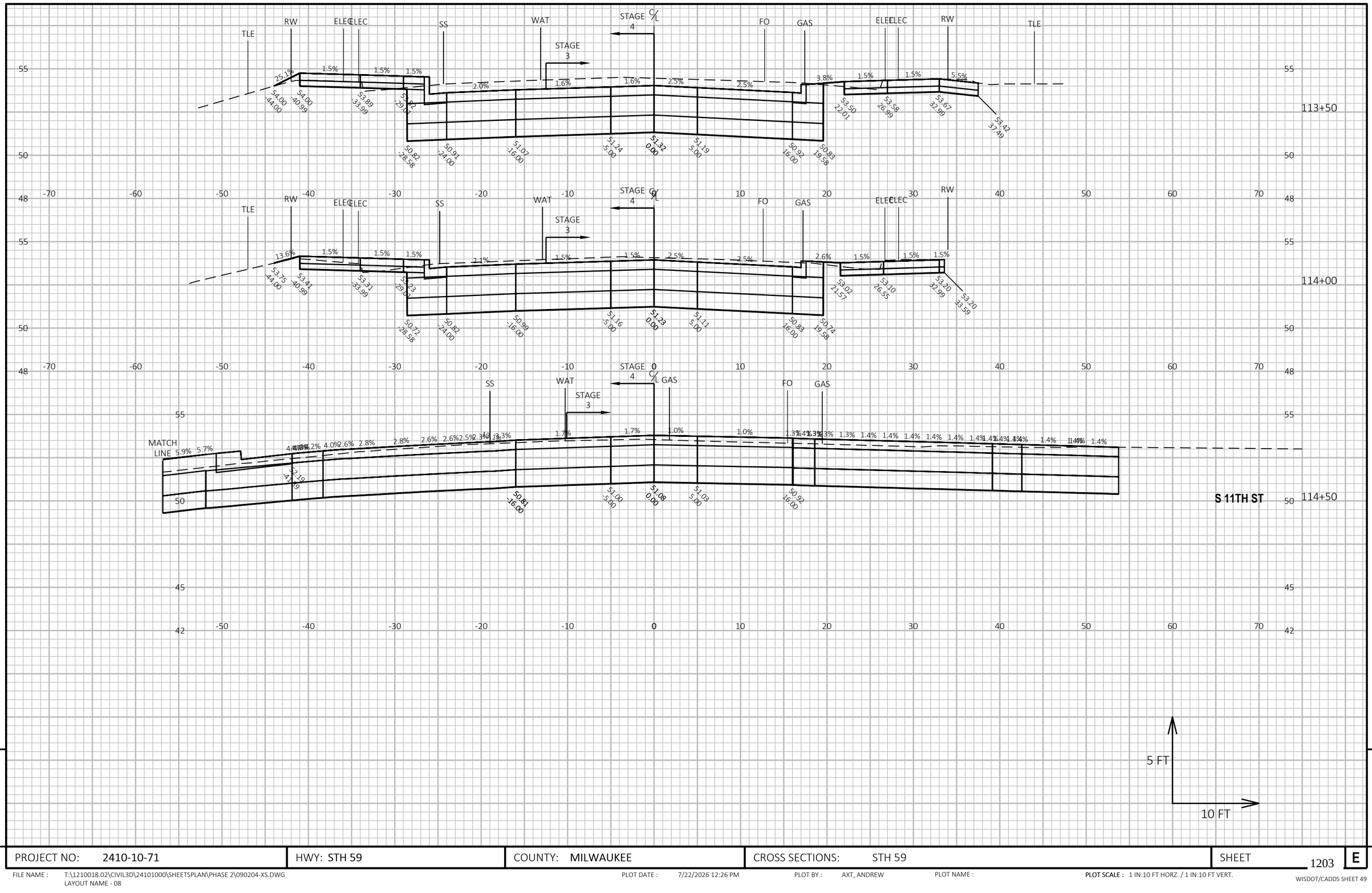



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1202 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 7/22/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

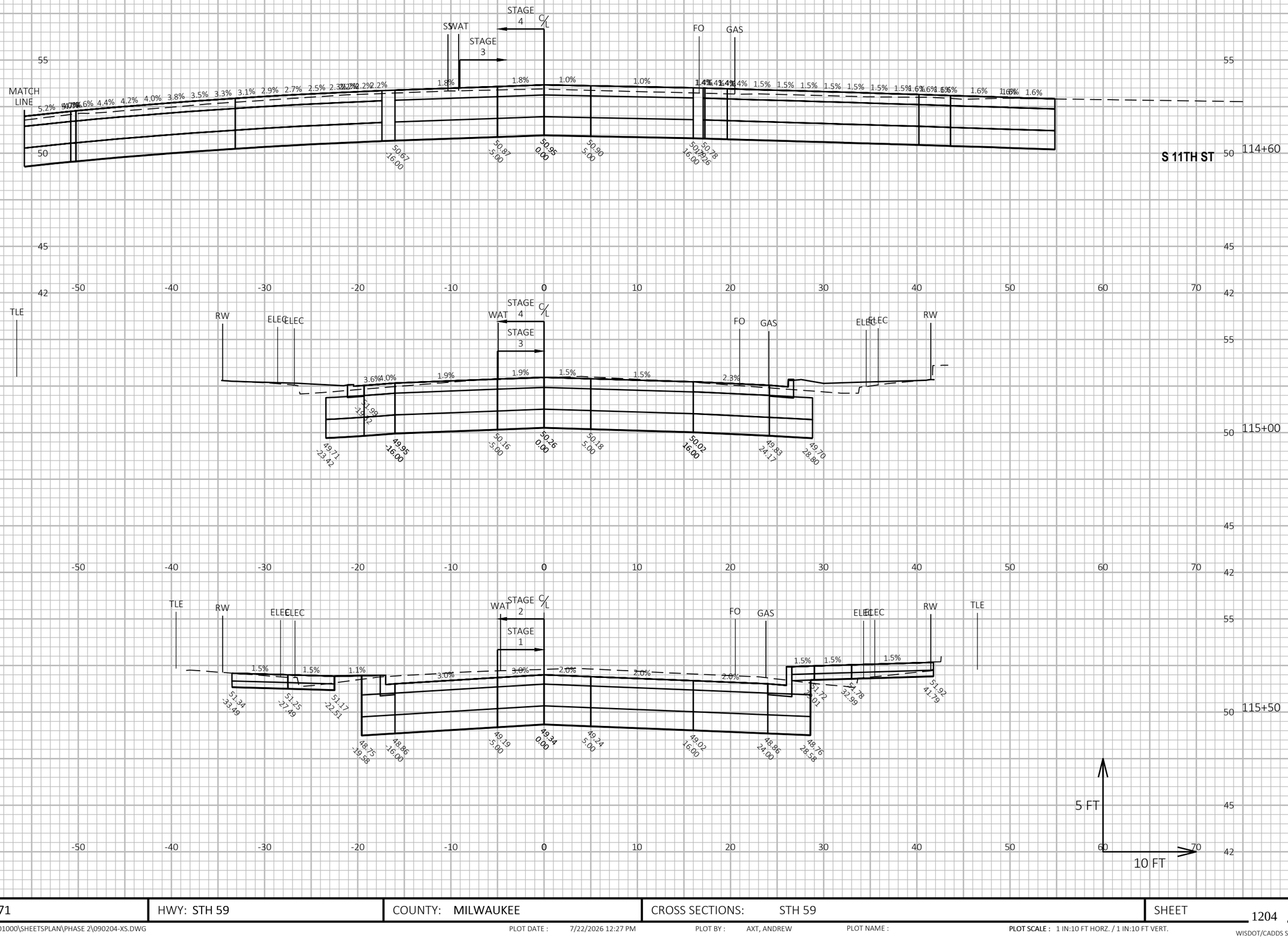



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|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1203 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/22/2026 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

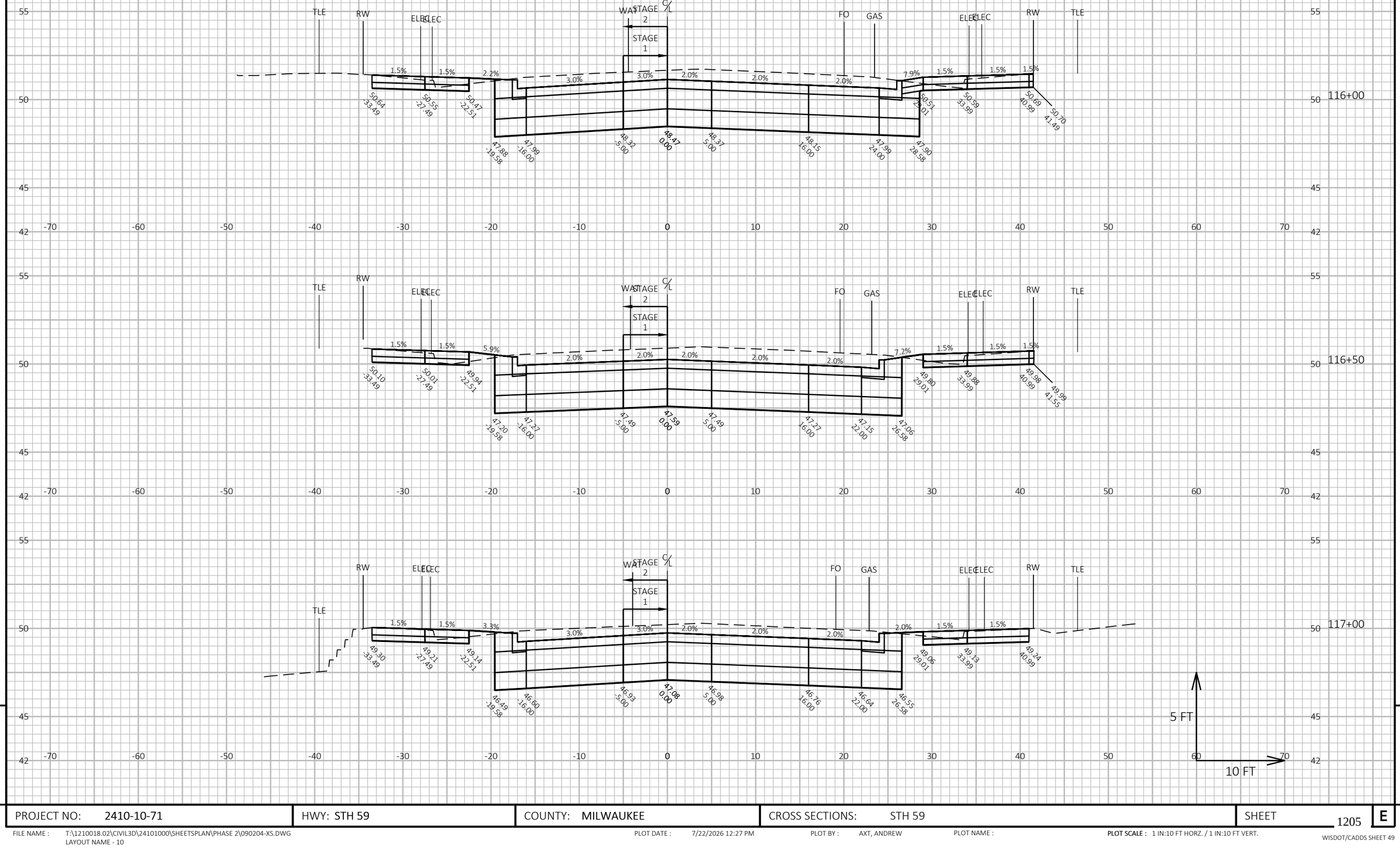



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|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1204 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2026 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

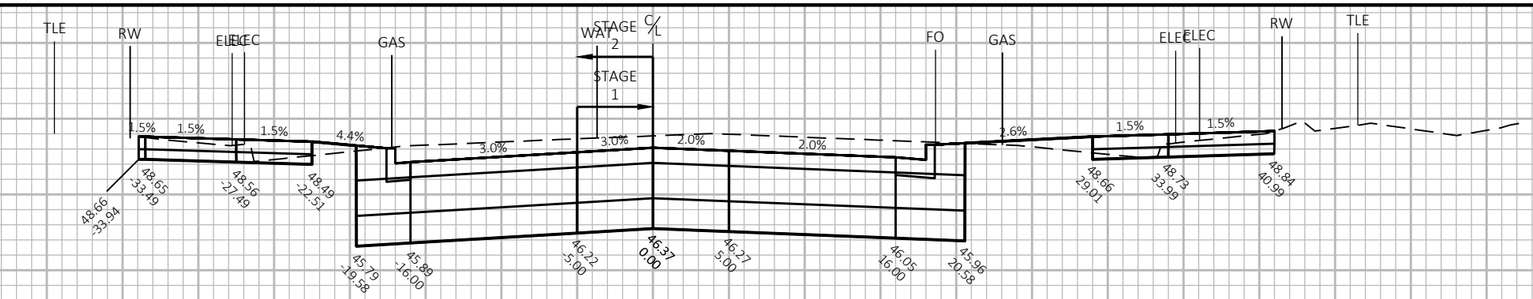
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1205 | E |
|---|---|---|---|---|---|

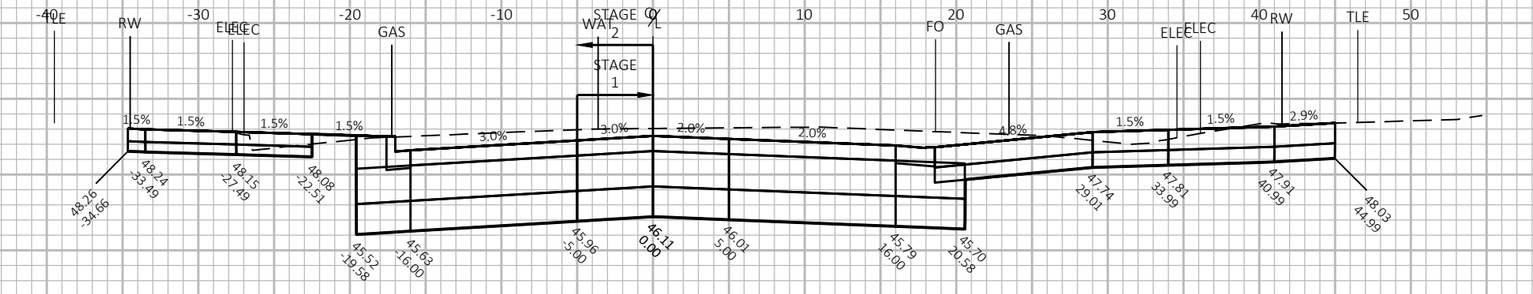
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 10

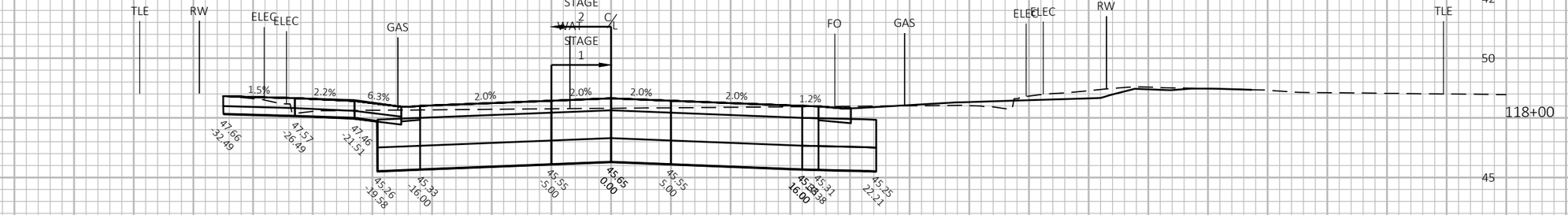
PLOT DATE : 7/22/2026 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

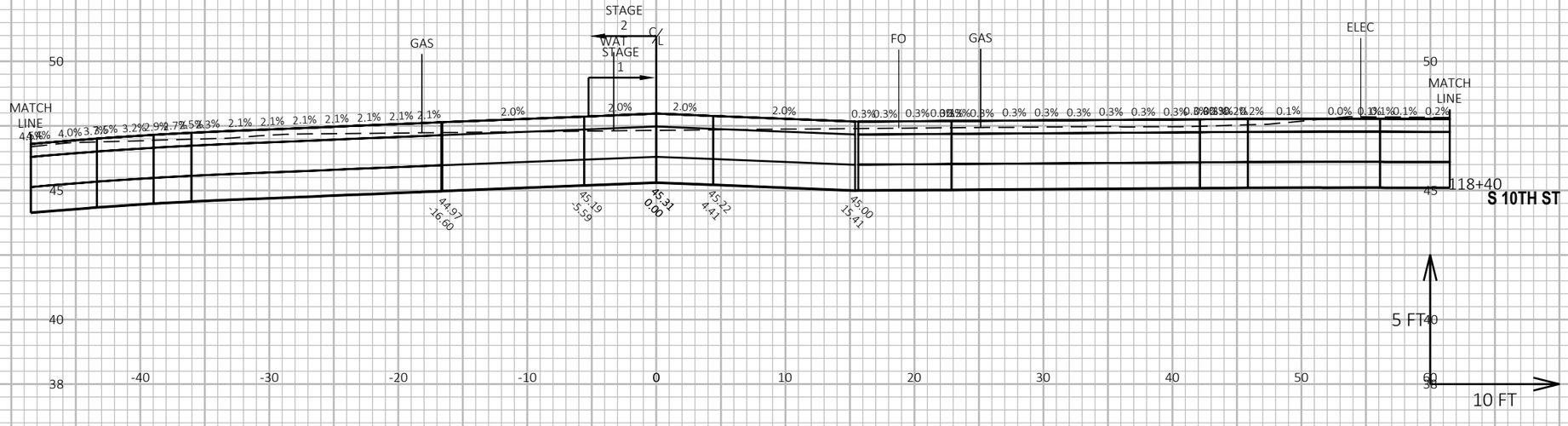
WISDOT/CADDS SHEET 49

9




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1206 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 11

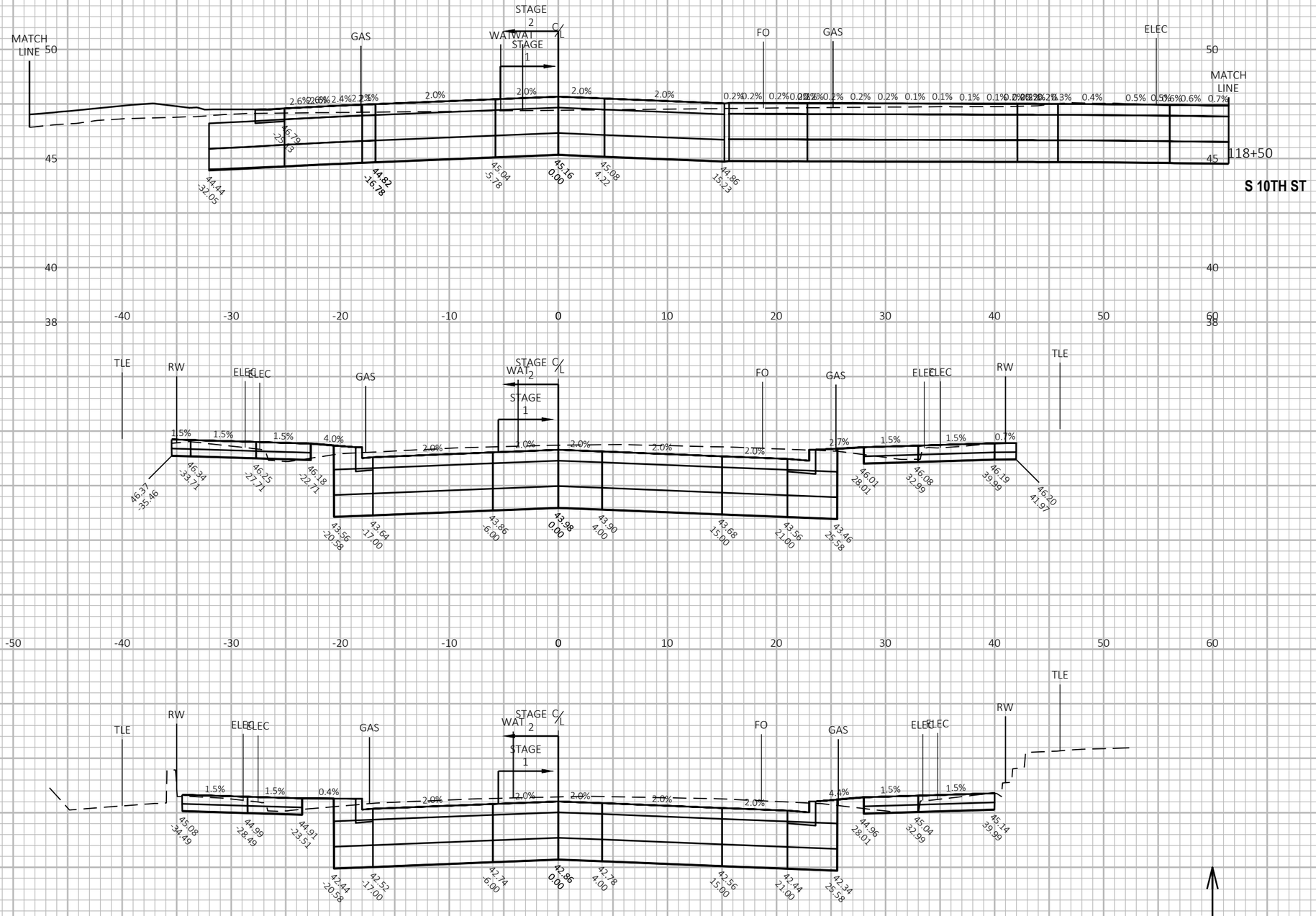
PLOT DATE : 7/22/2026 12:27 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

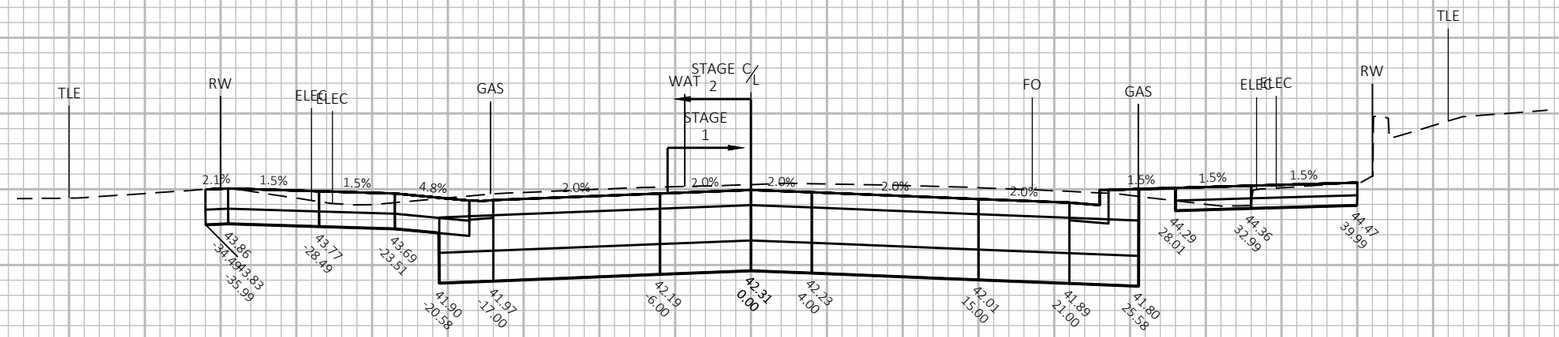



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1207 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 12

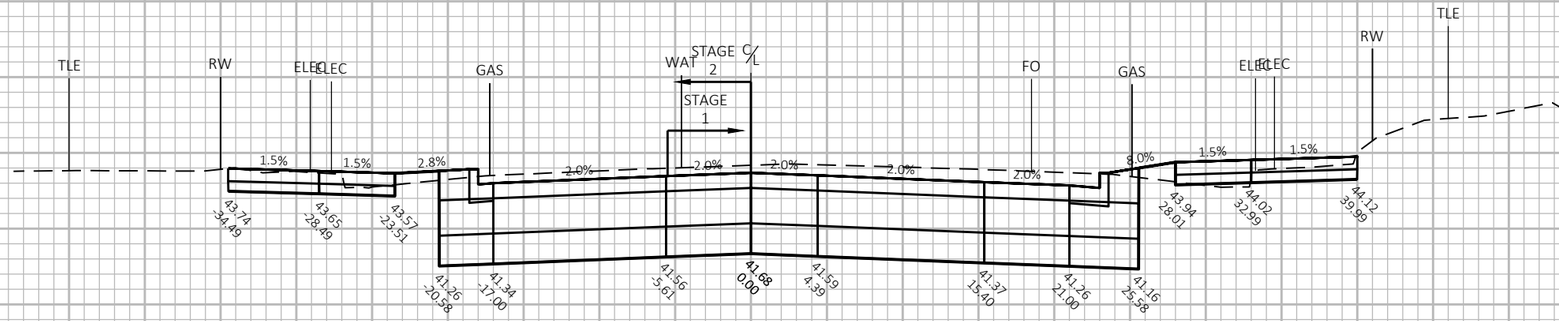
PLOT DATE : 7/22/2026 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

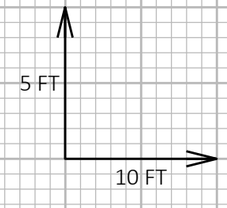



**DRIVEWAY LT**
**NOT FOR YARDAGE**

119+75




120+00




9

9

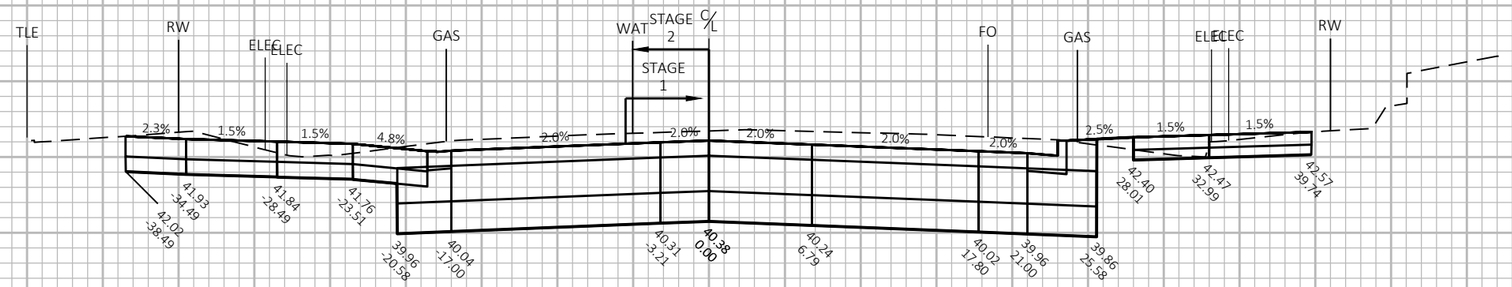
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1208 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/22/2026 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

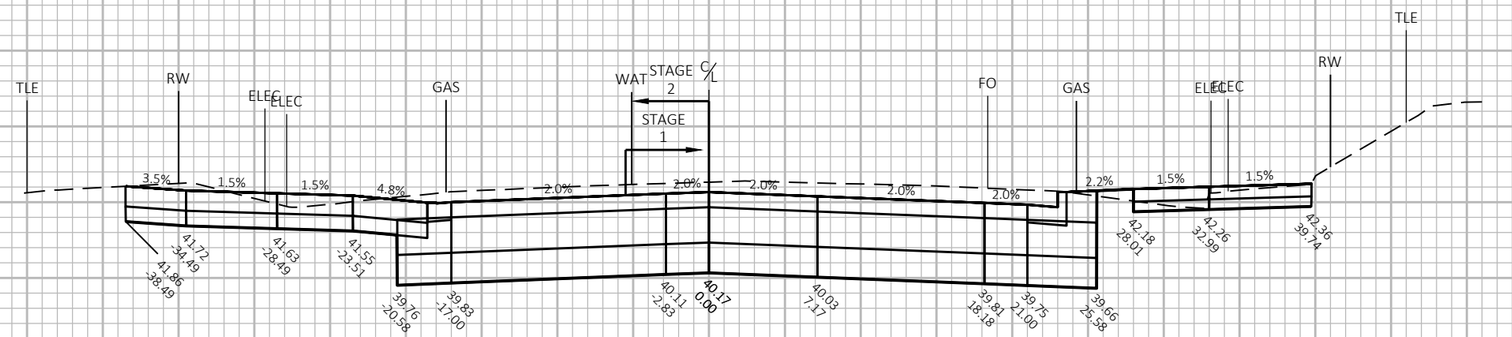
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



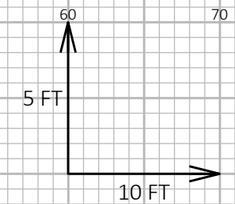

DRIVEWAY LT

120+50




DRIVEWAY LT
NOT FOR YARDAGE

120+58




9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1209 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 14

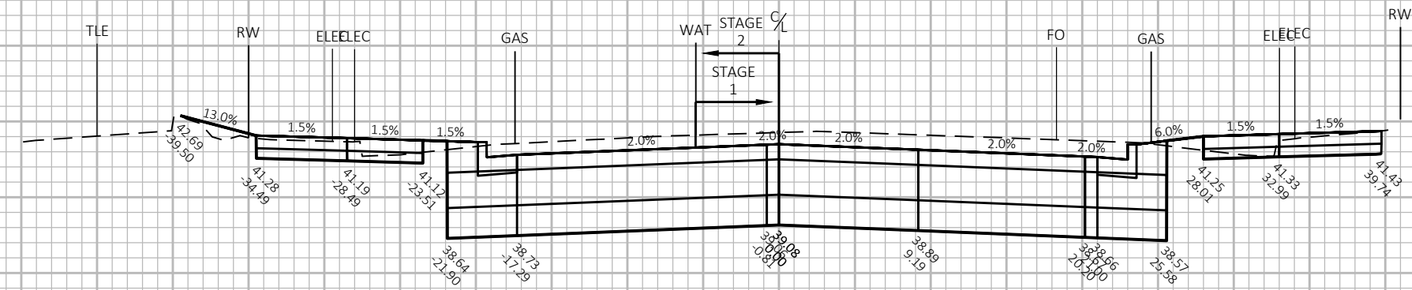
PLOT DATE : 7/22/2026 12:27 PM

PLOT BY : AXT, ANDREW

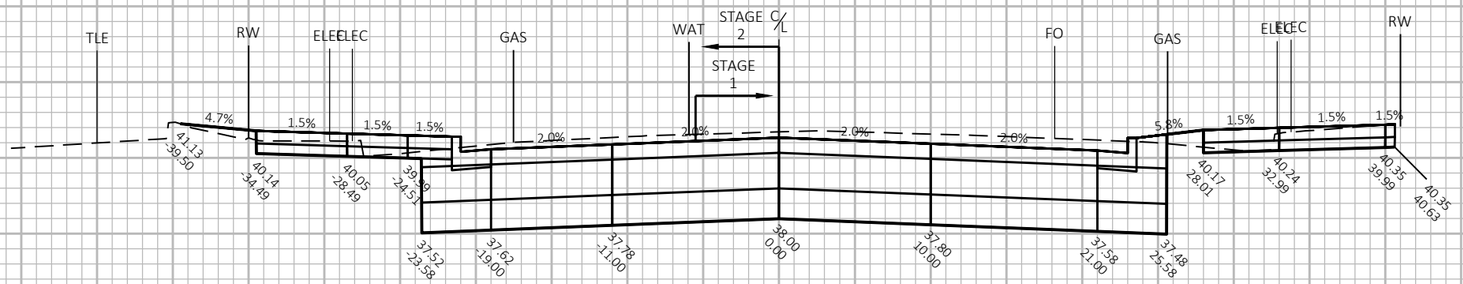
PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

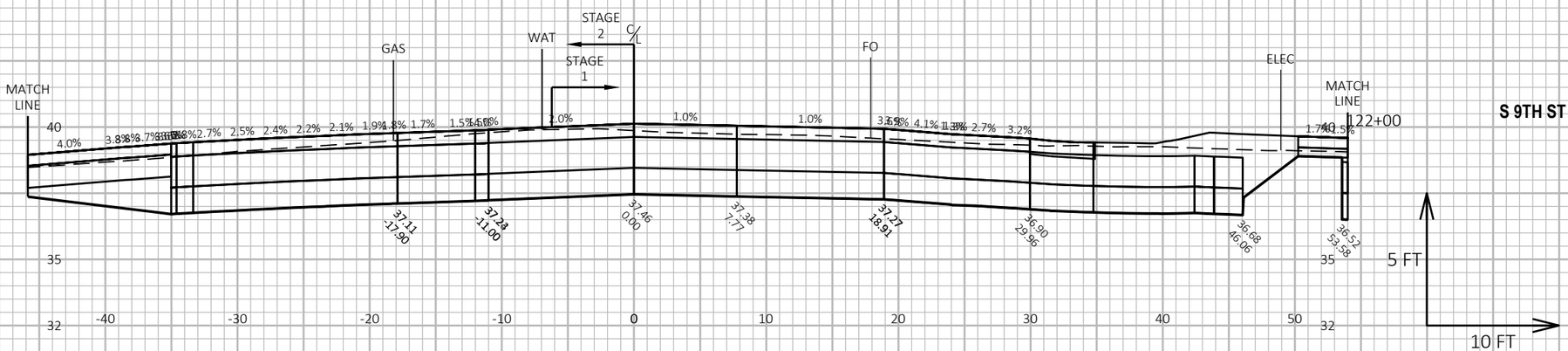
WISDOT/CADDS SHEET 49




121+00




121+50




122+00

S 9TH ST

5 FT

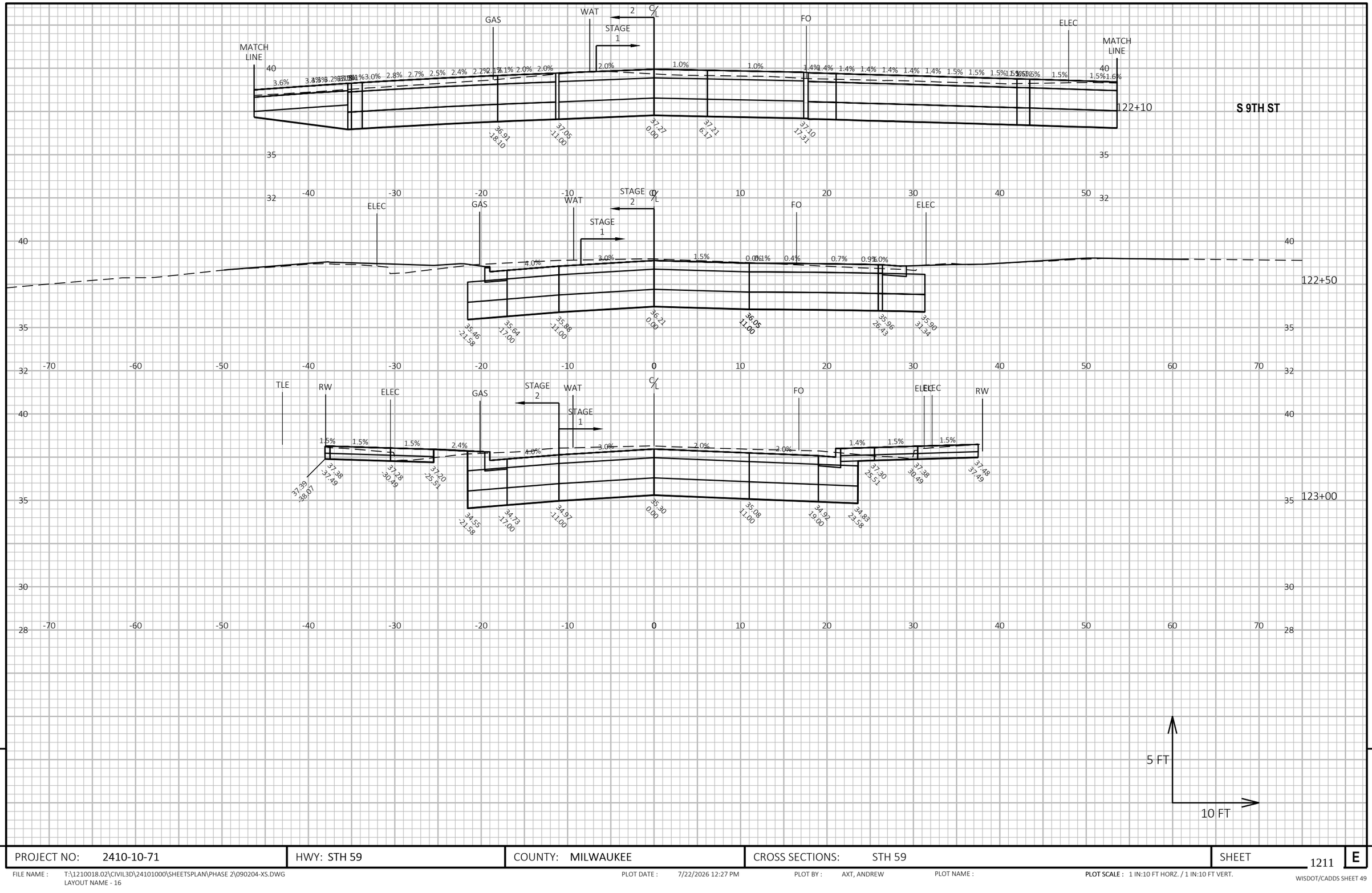
10 FT

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1210 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/22/2026 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1211 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 16

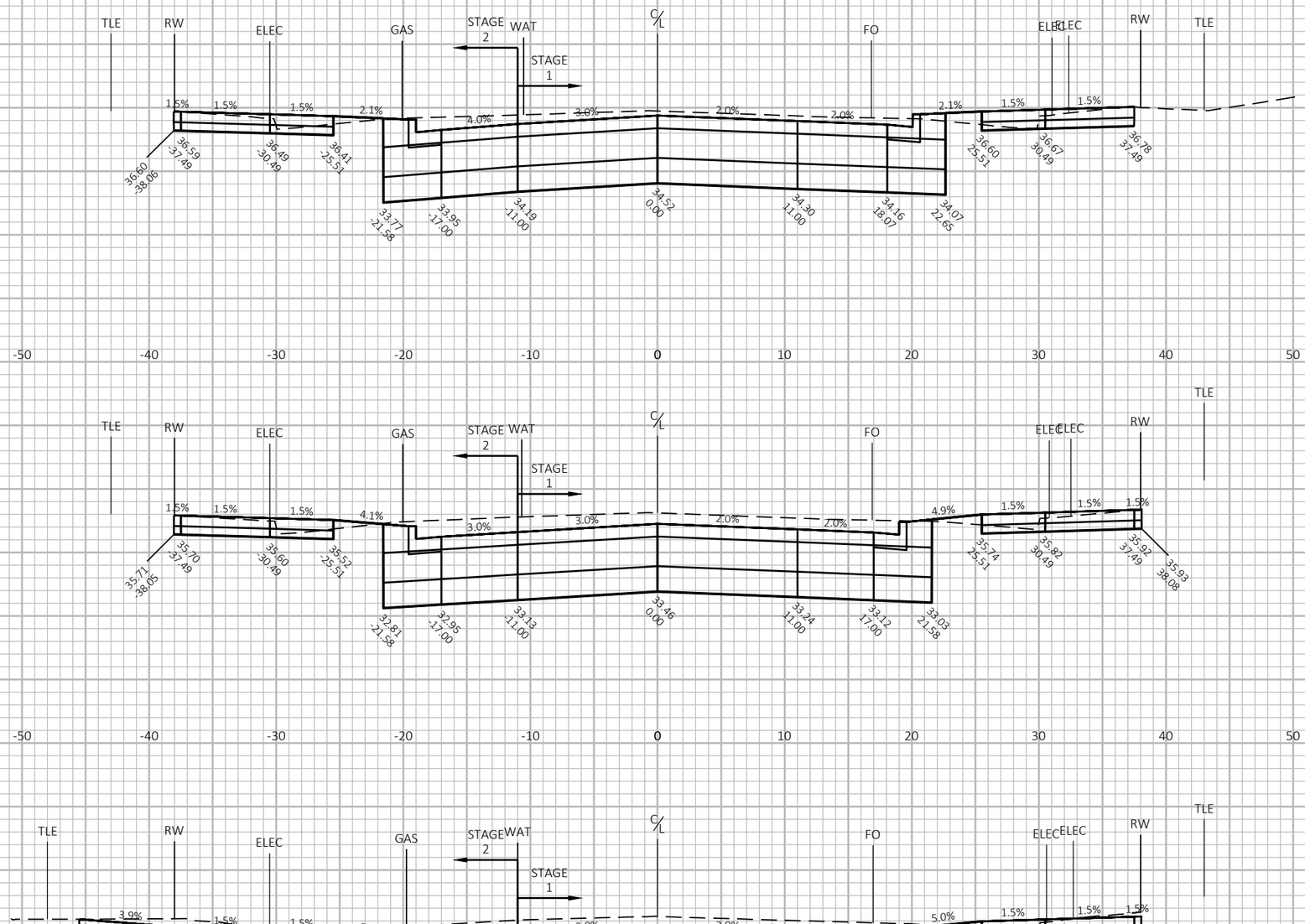
PLOT DATE : 7/22/2026 12:27 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

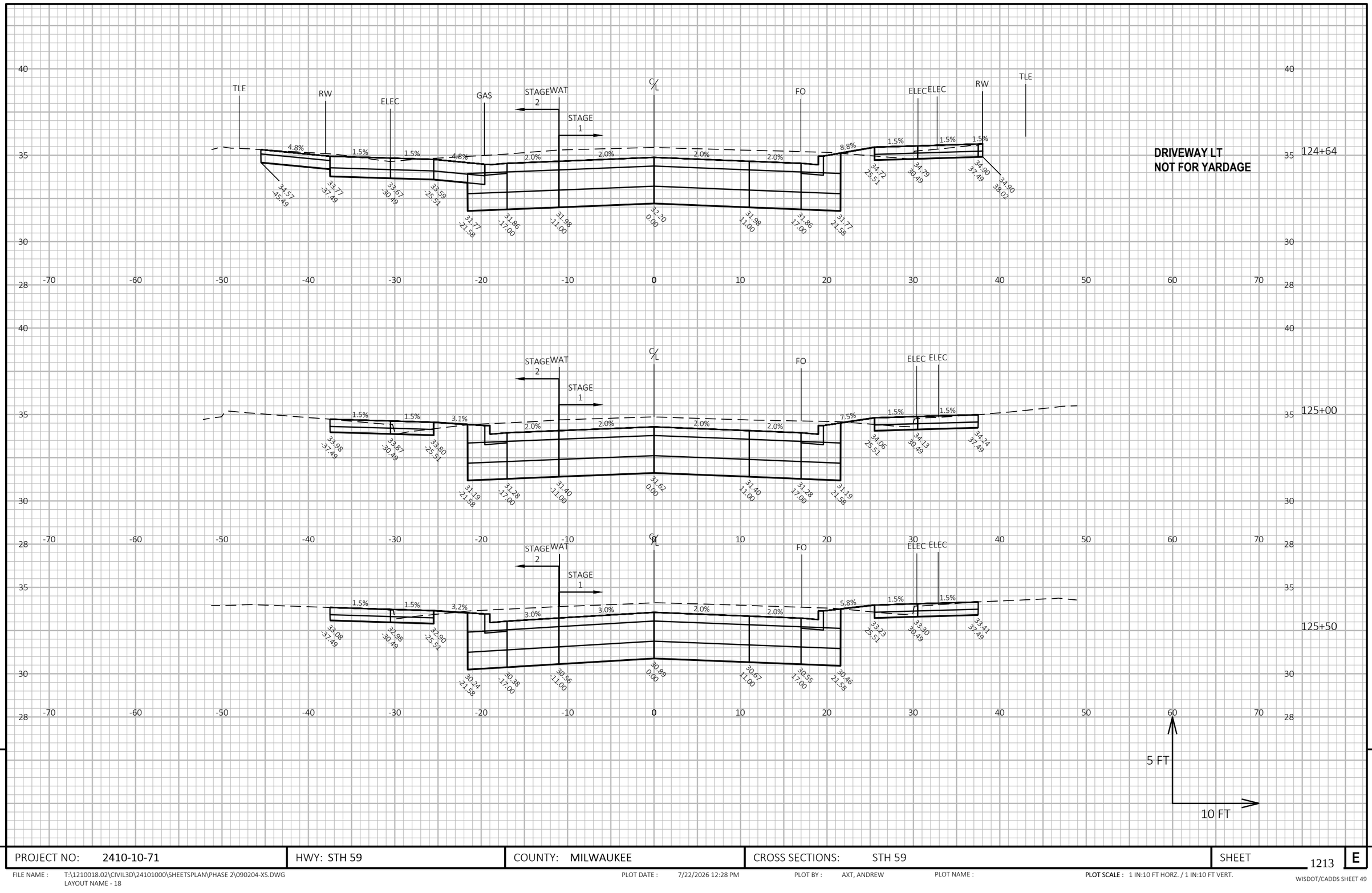



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1212 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

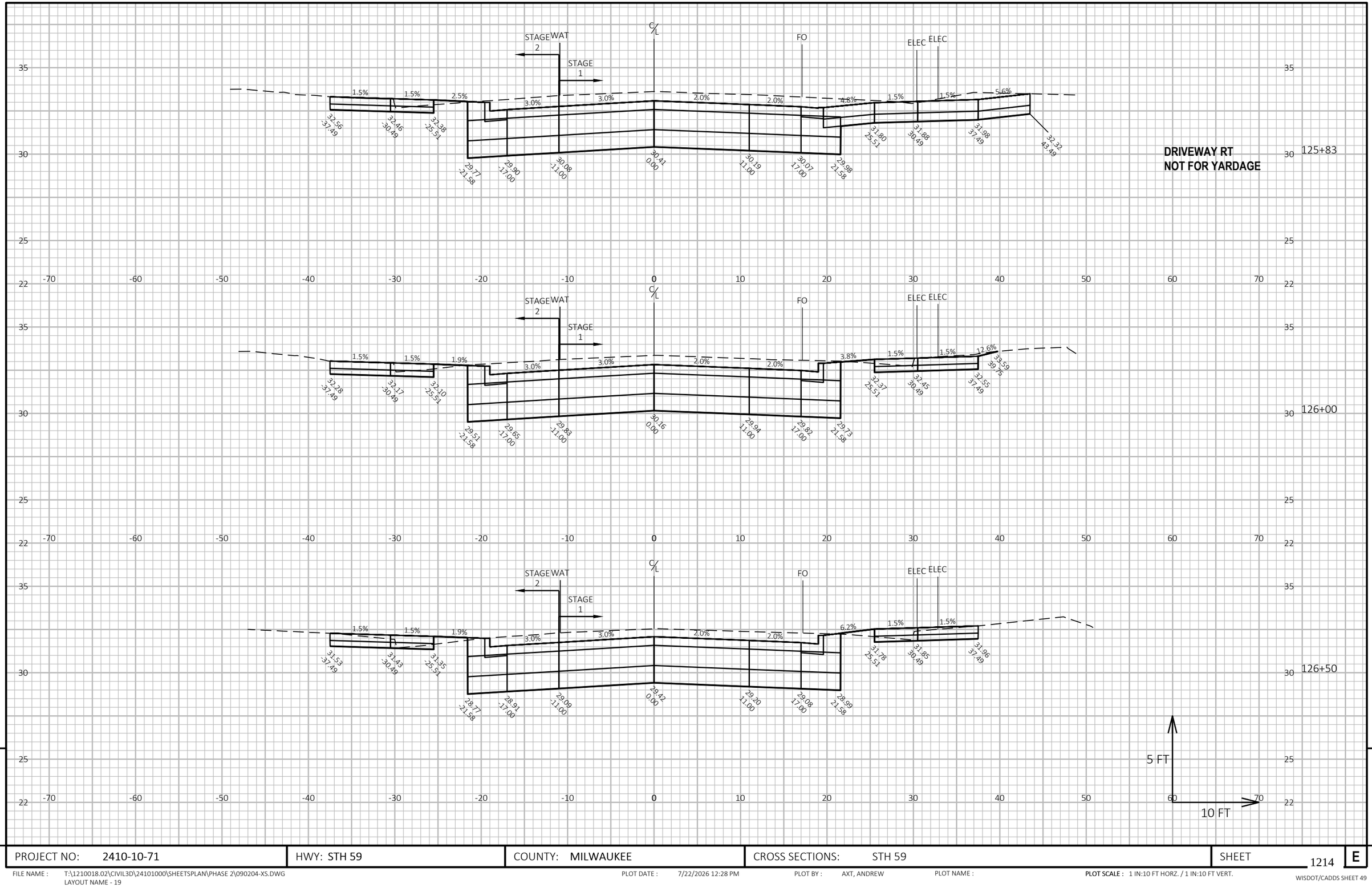



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1213 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

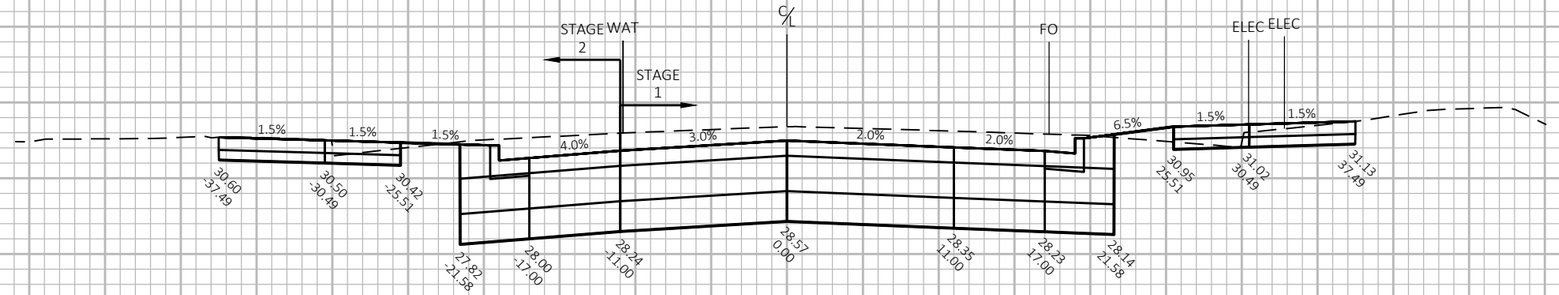



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1214 E |
|---|---|---|---|---|

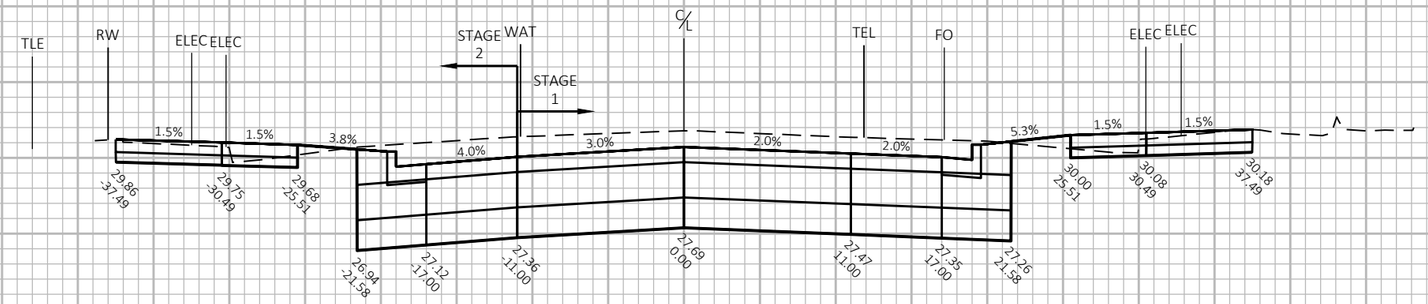
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

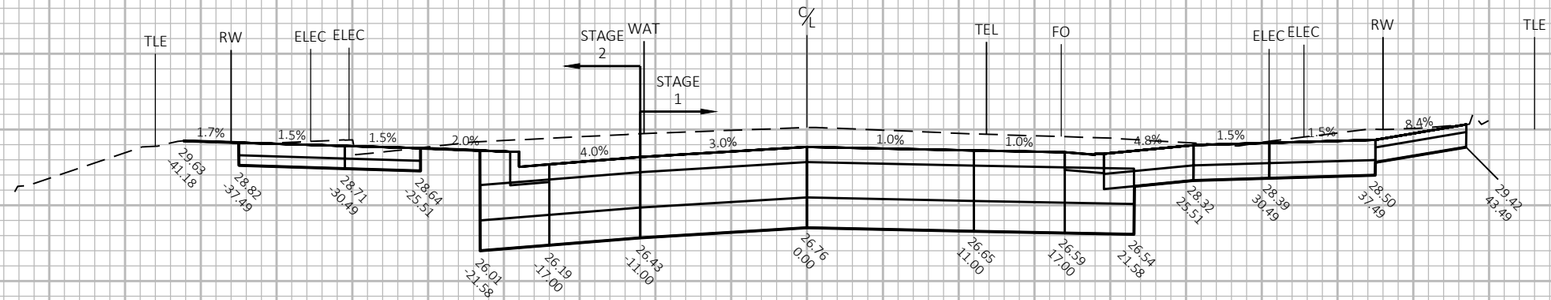
WISDOT/CADDS SHEET 49




127+00

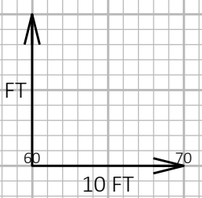



127+50




128+00

DRIVEWAY RT

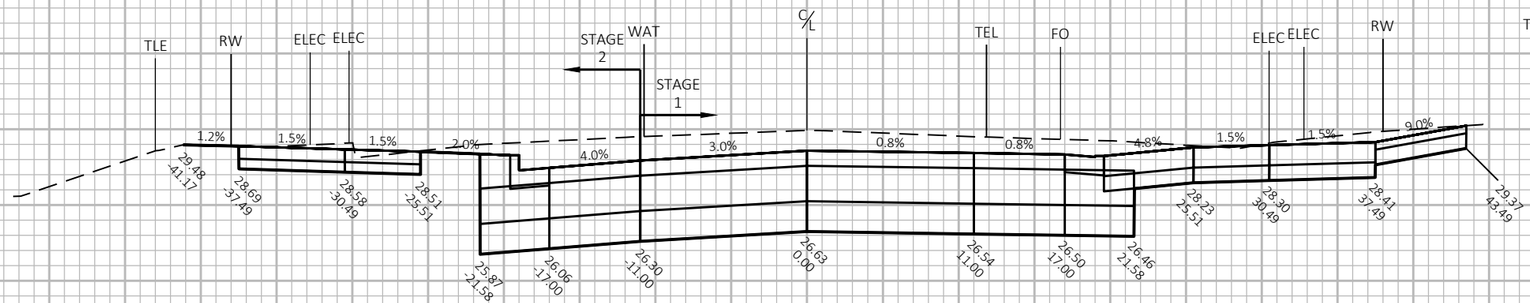



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1215 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 20

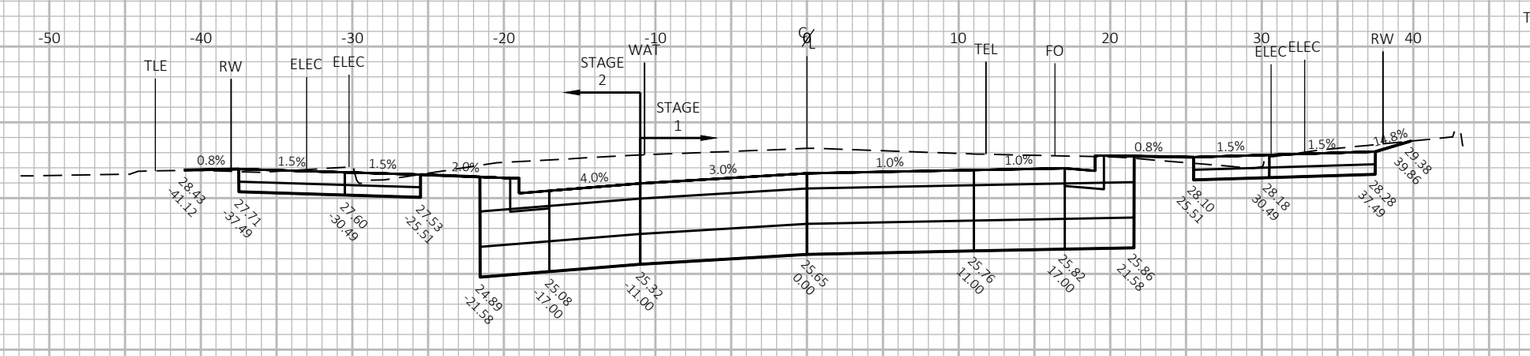
PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

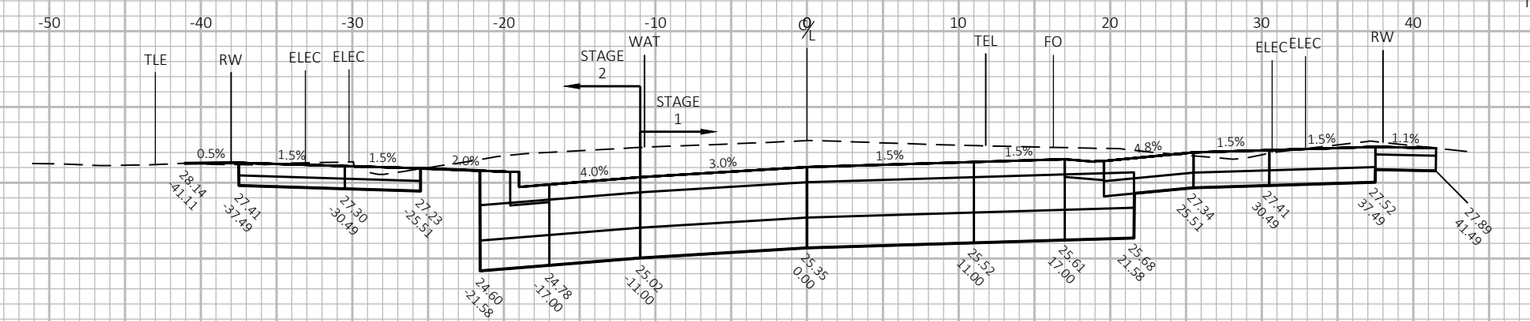



**DRIVEWAY RT**
**NOT FOR YARDAGE**

128+06




128+50




**DRIVEWAY RT**
**NOT FOR YARDAGE**

128+63

5 FT

10 FT

9

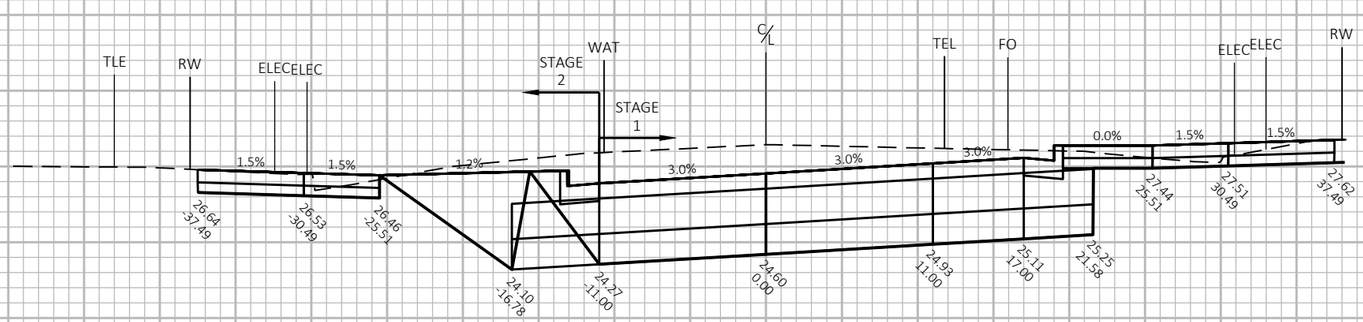
9

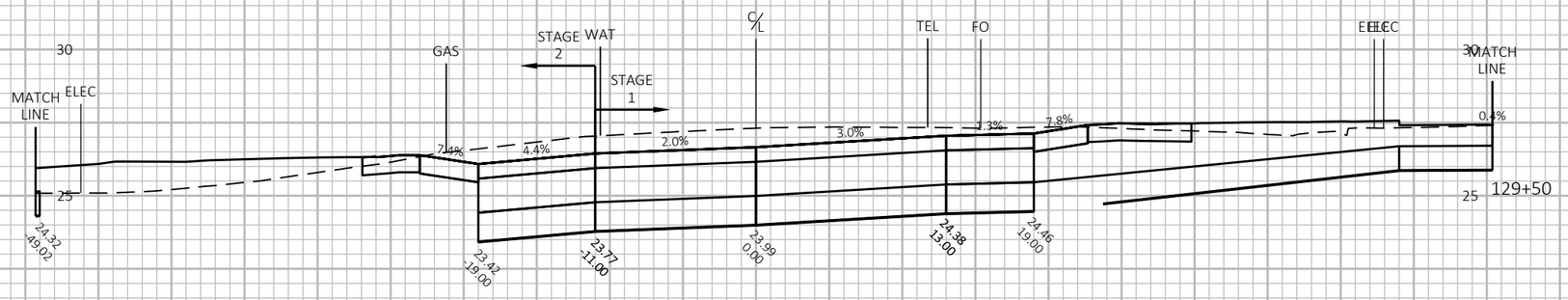
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1216 | E |
|---|---|---|---|---|---|

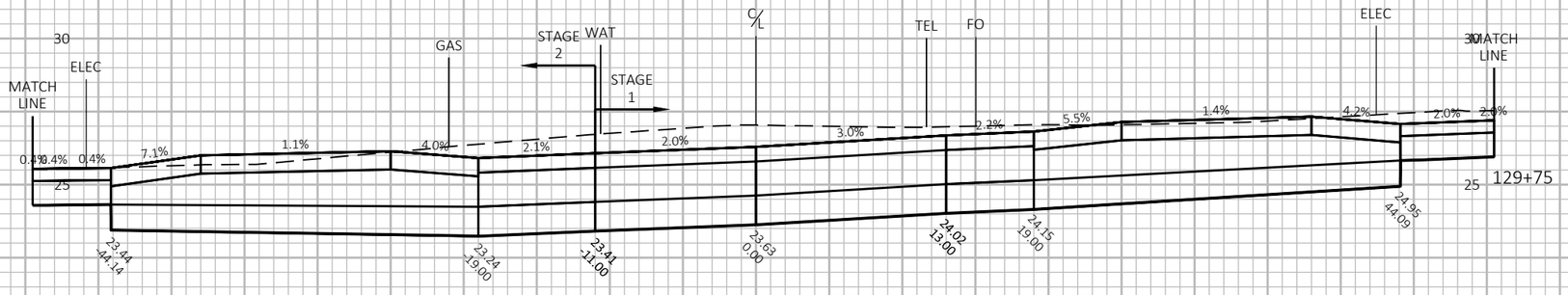
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 21

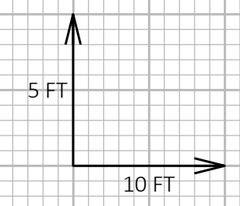
PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




129+00

129+50

129+75

S 7TH ST

9

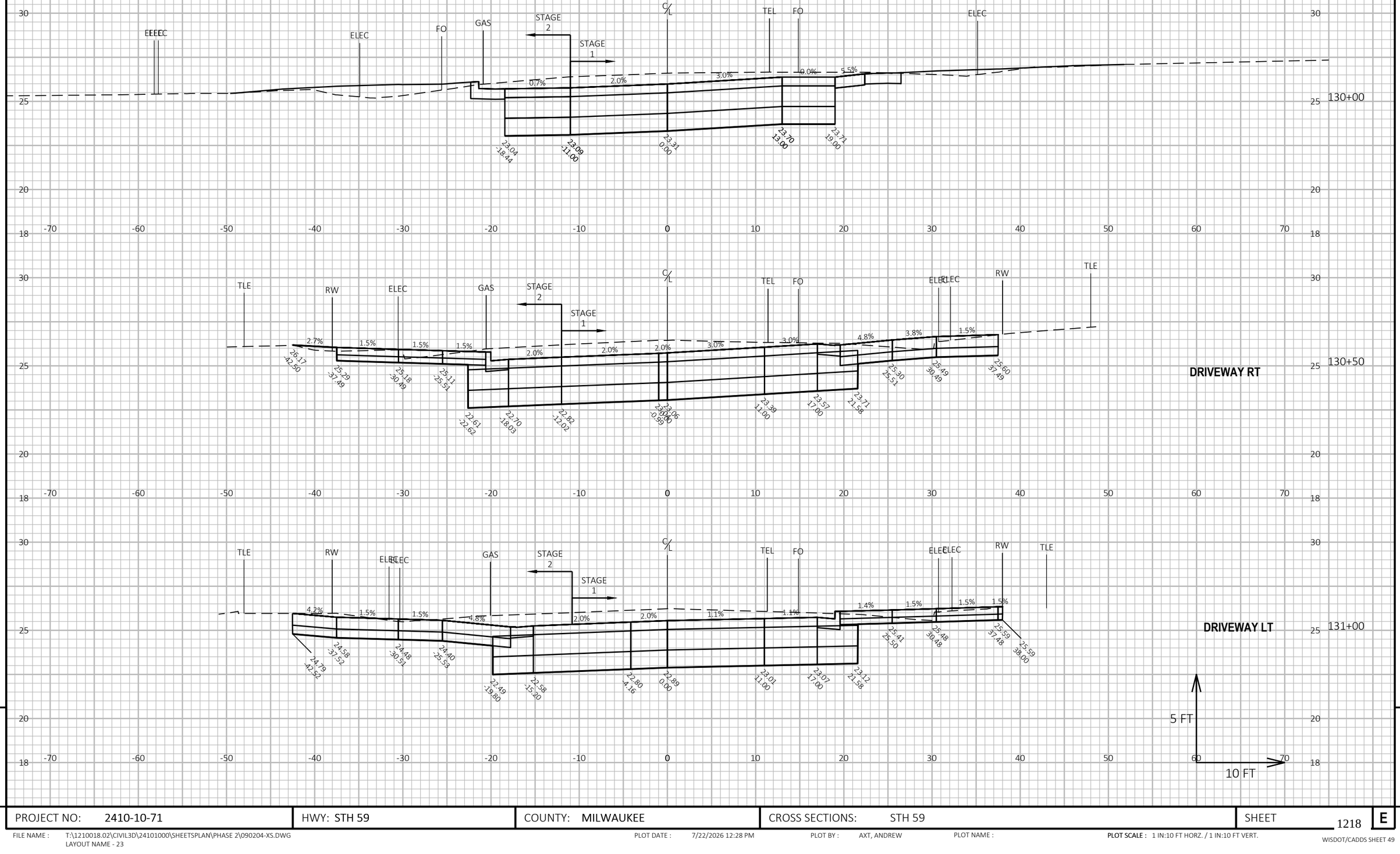
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1217 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

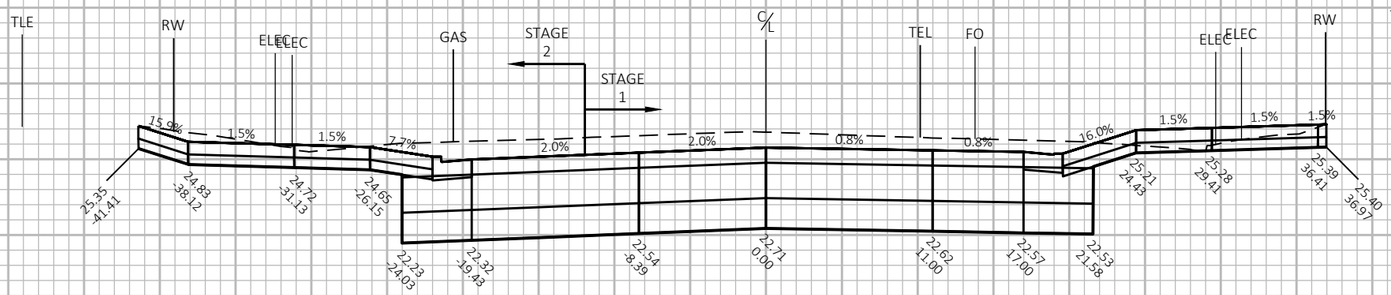
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1218 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

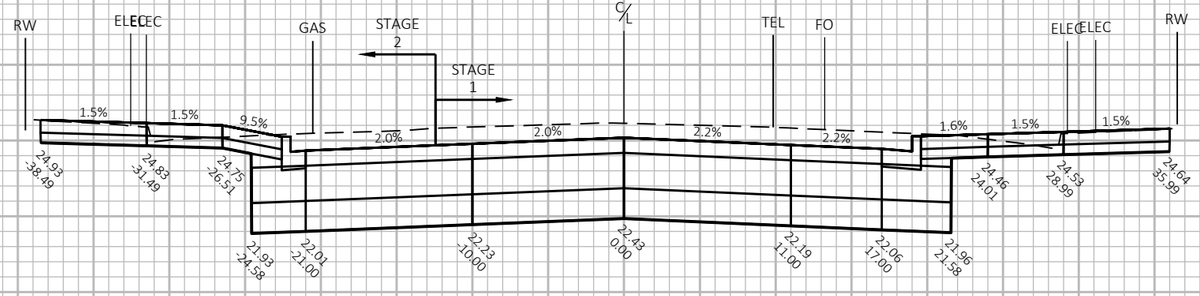



131+50

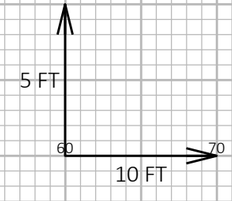



131+61

**ALLEY LT & RT**
**NOT FOR YARDAGE**




132+00

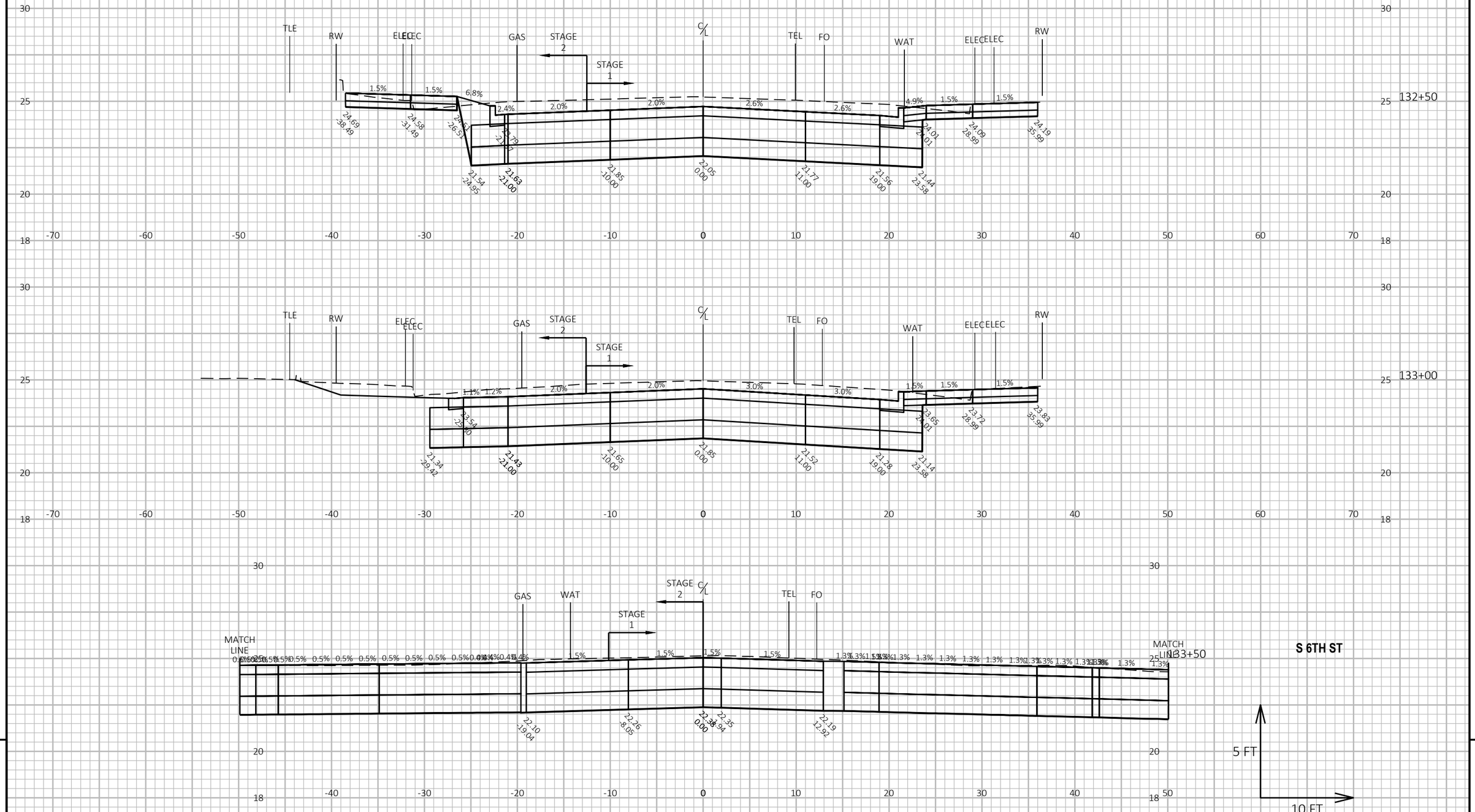



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1219 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

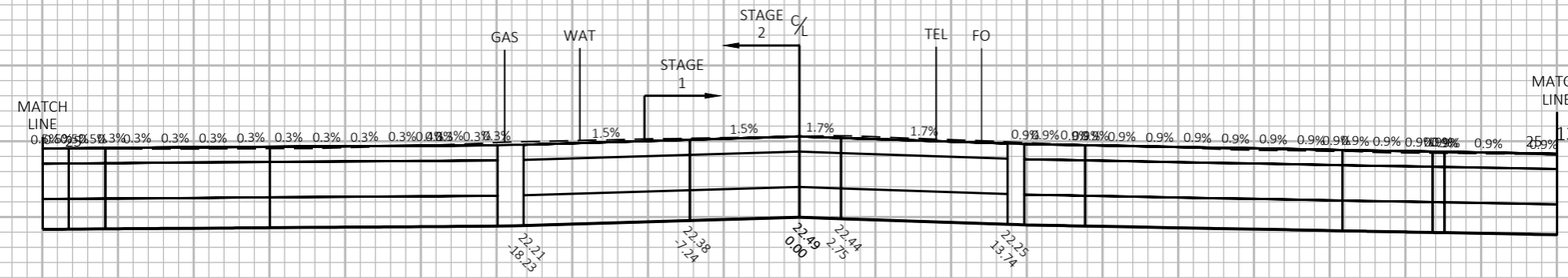
9

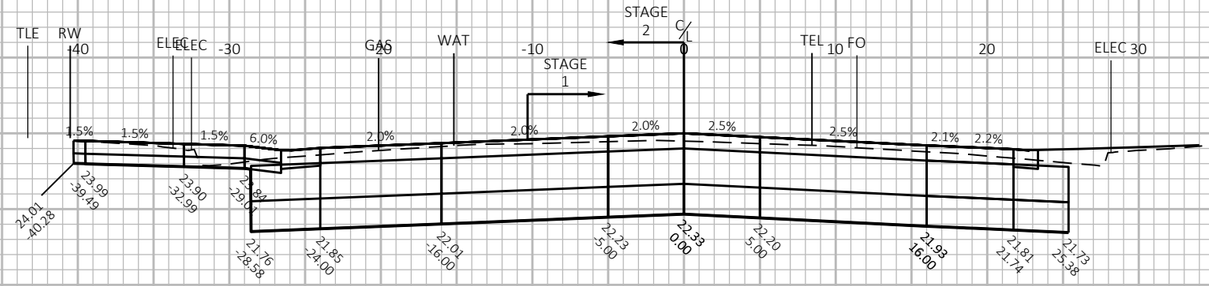
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1220 | E |
|---|---|---|---|---|---|

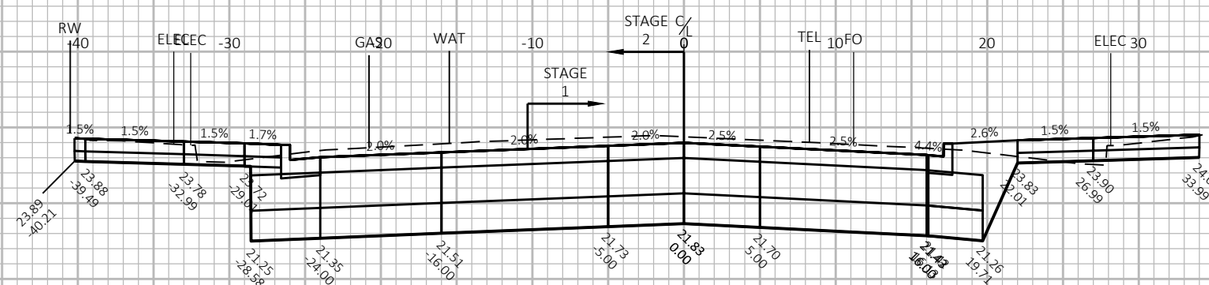
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 25

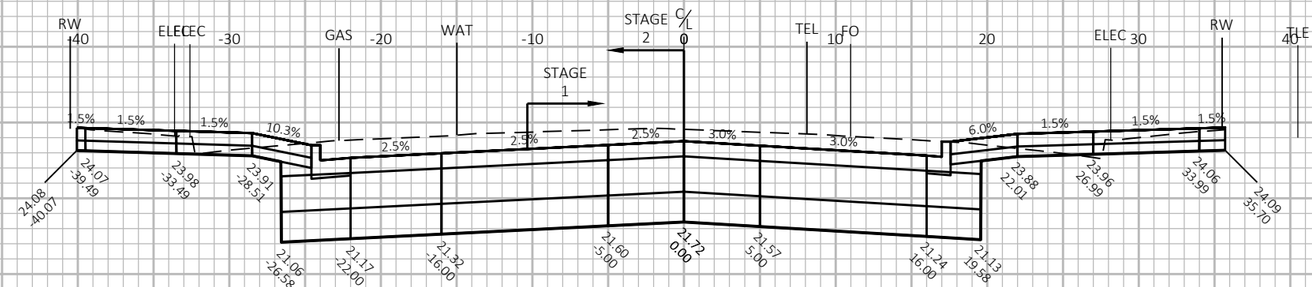
PLOT DATE : 7/22/2026 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

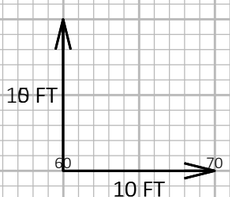
WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1221 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 26

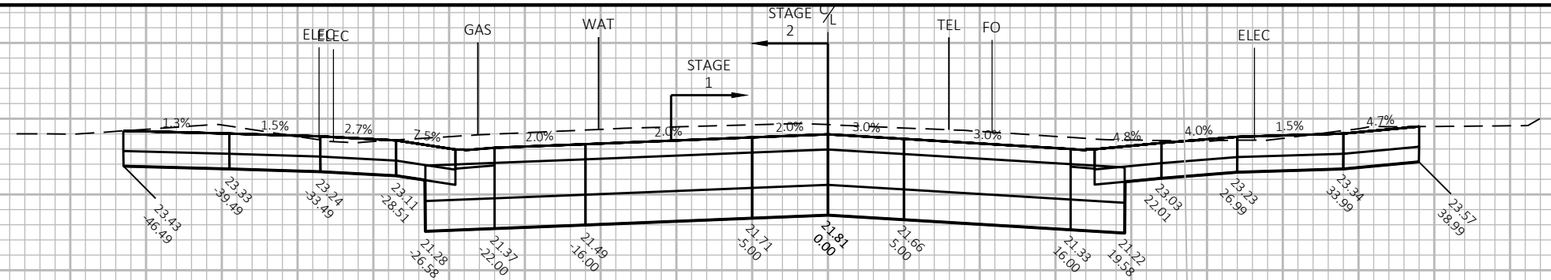
PLOT DATE : 7/22/2026 12:29 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

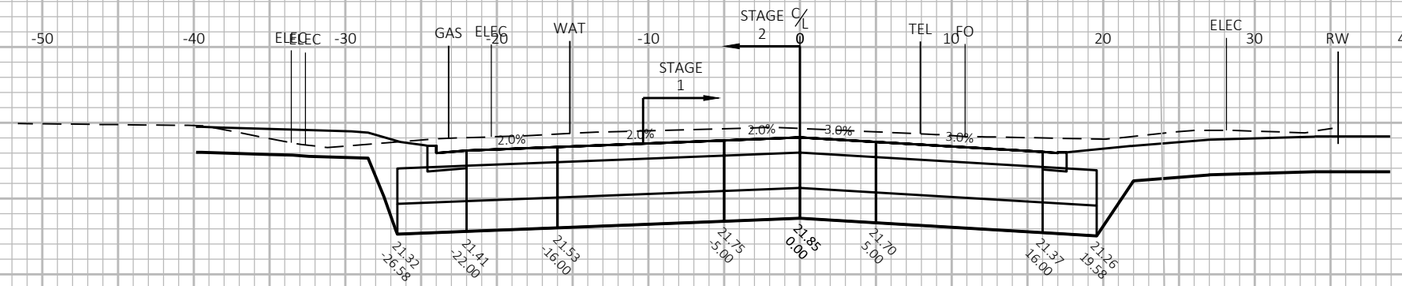
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



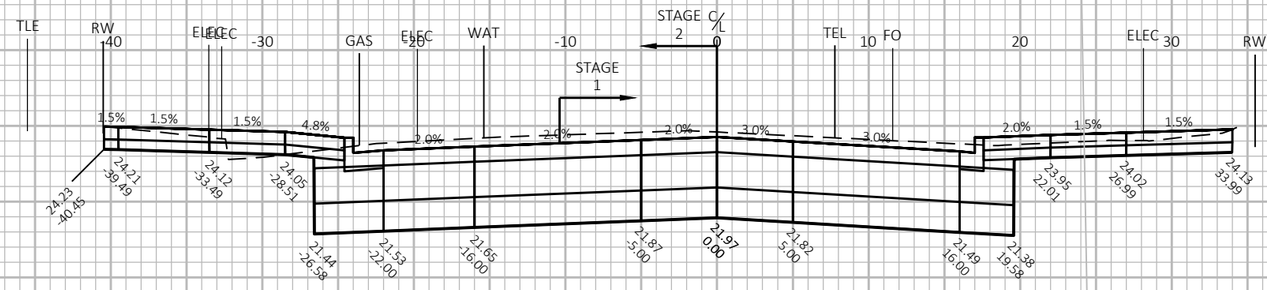

ALLEY LT & RT
NOT FOR YARDAGE

135+40

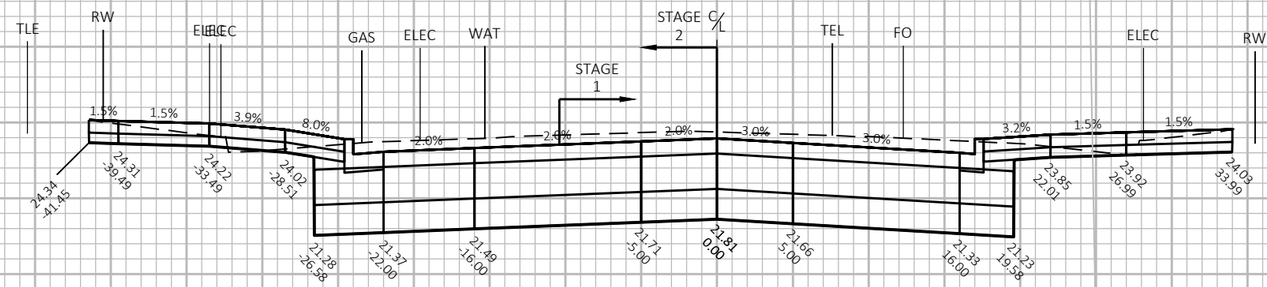



ALLEY LT

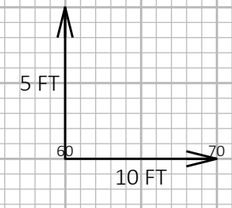
135+50




136+00




136+50




9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1222 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 27

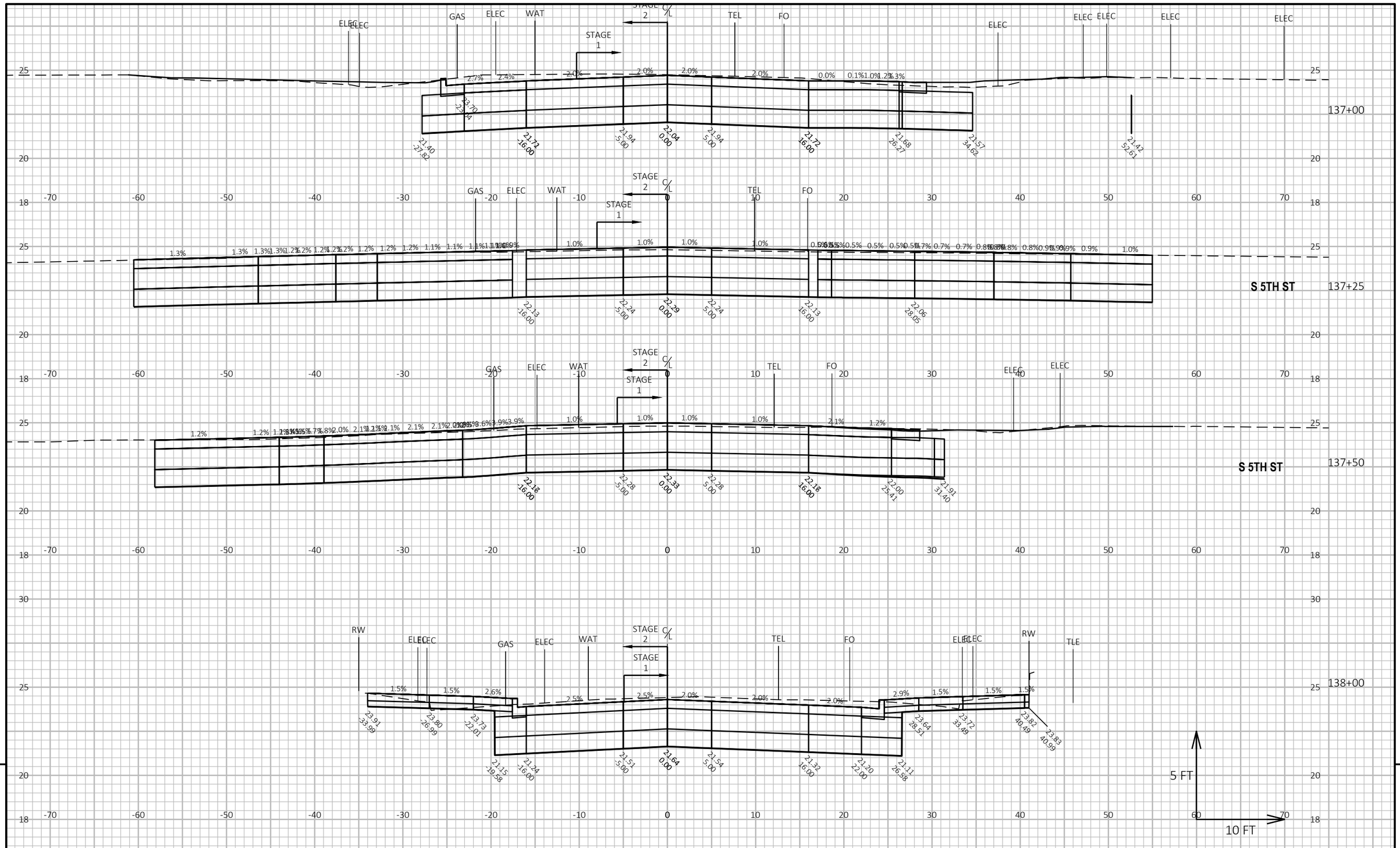
PLOT DATE : 7/22/2026 12:29 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



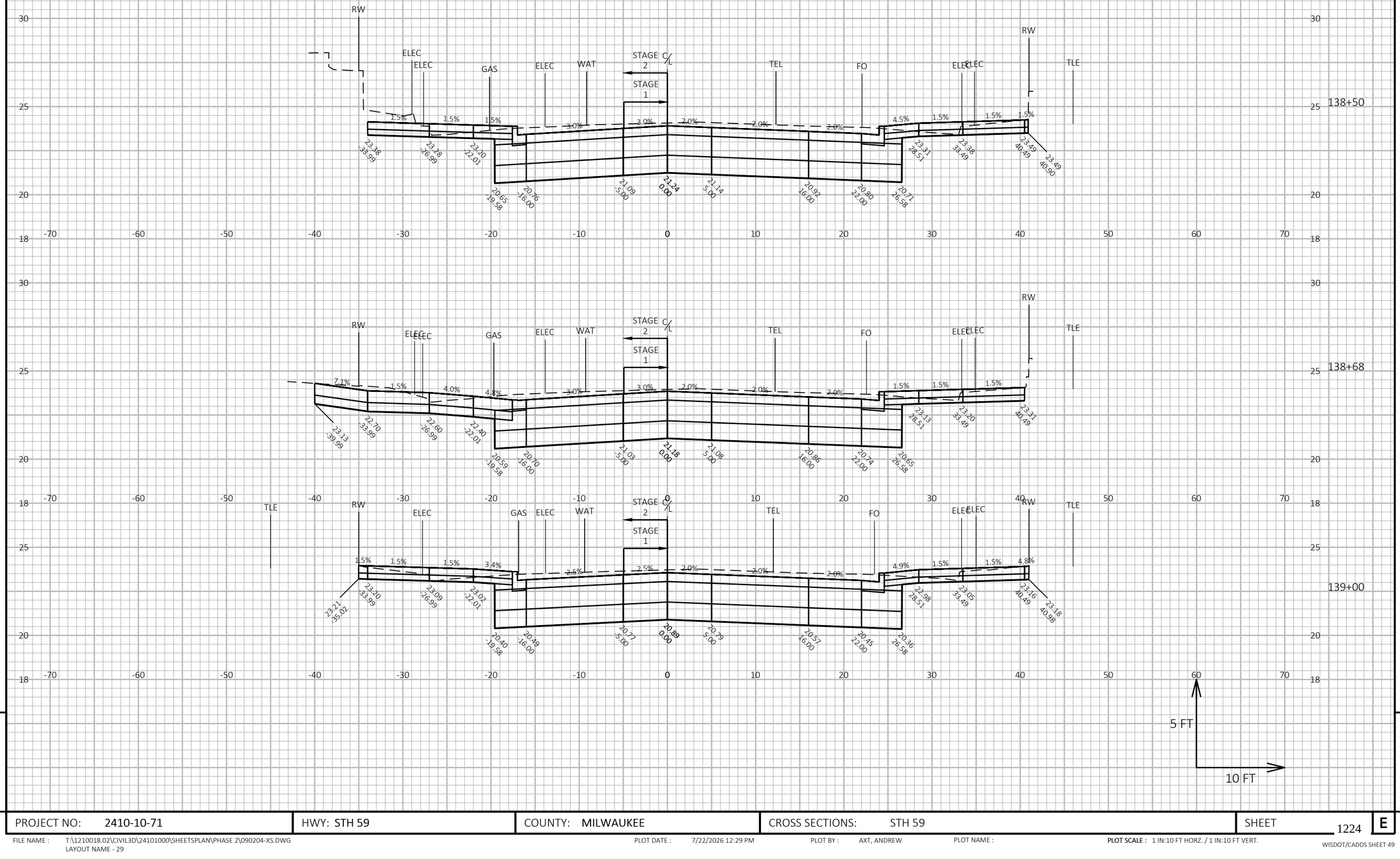

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1223 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

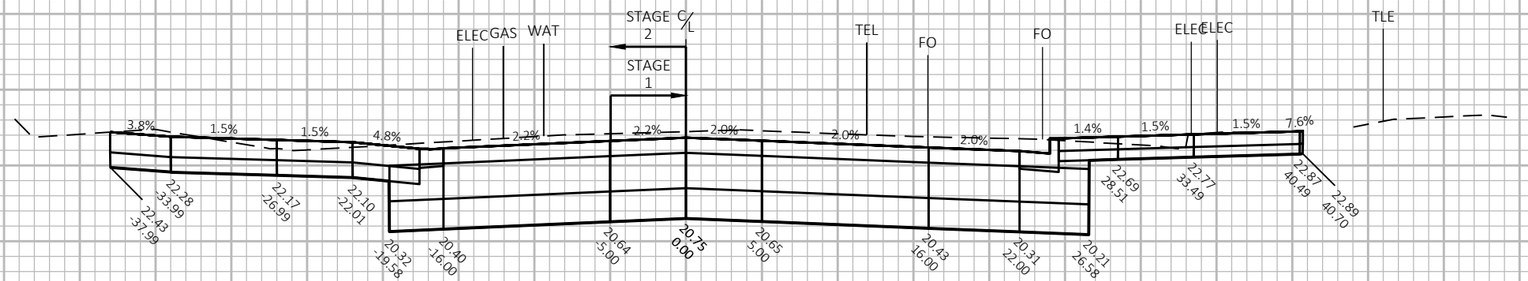
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1224 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME :

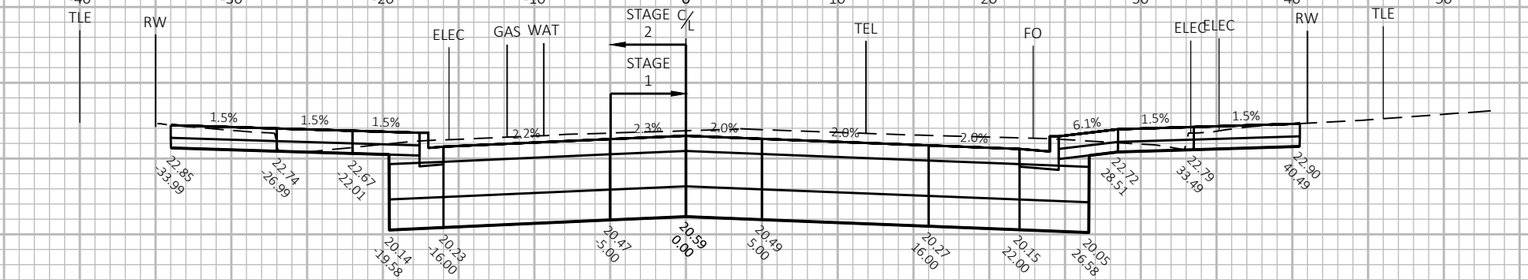
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

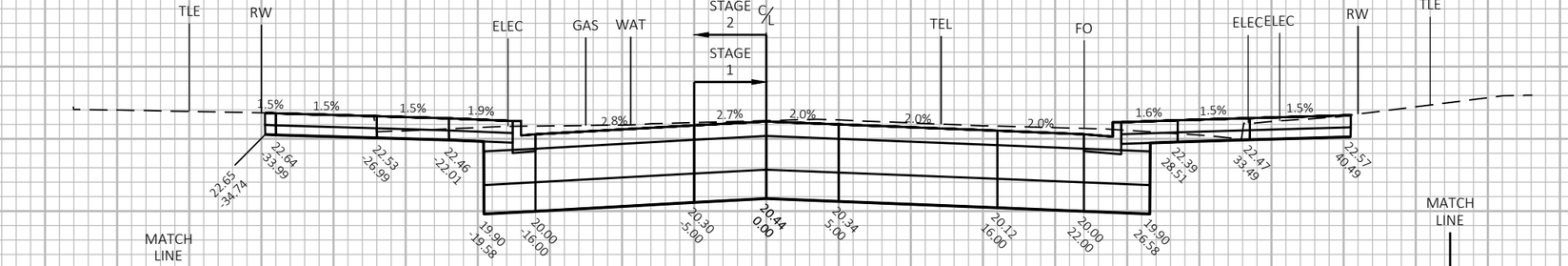



**DRIVEWAY LT**
**NOT FOR YARDAGE**

139+16



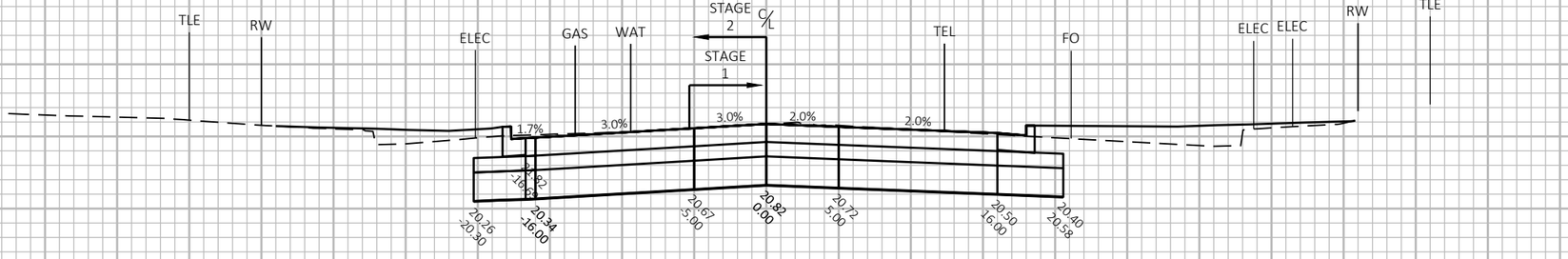

139+50




MATCH LINE

MATCH LINE

140+00




140+50

5 FT

10 FT

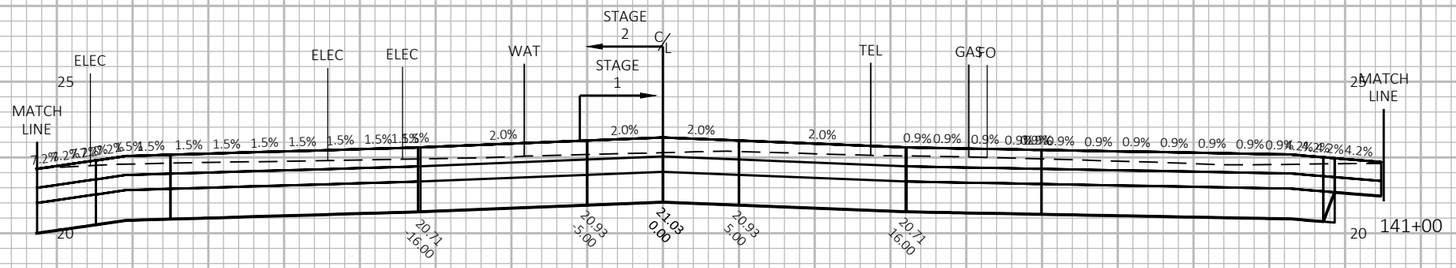
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1225 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 30

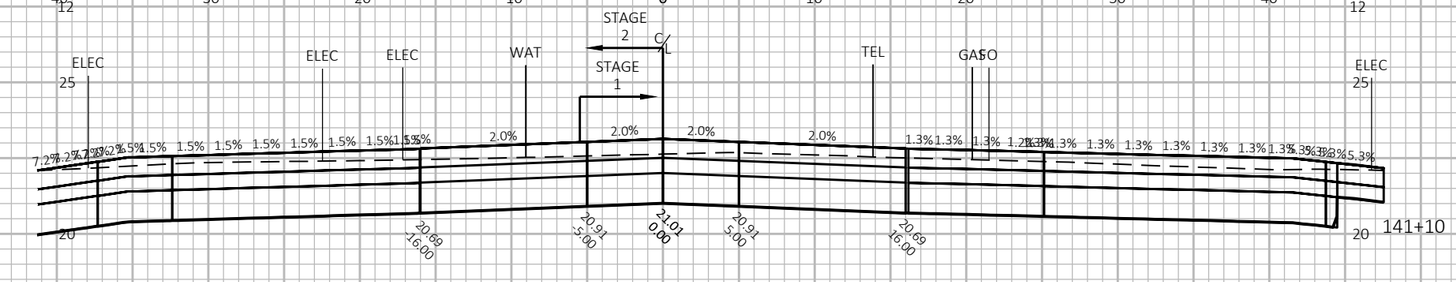
PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

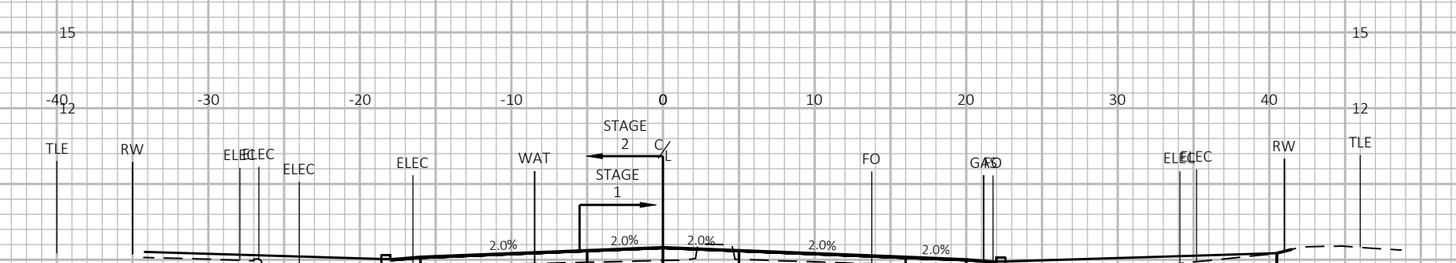
WISDOT/CADDS SHEET 49

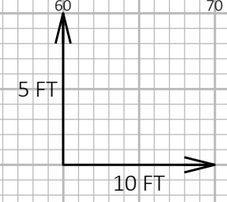



S 4TH ST




S 4TH ST



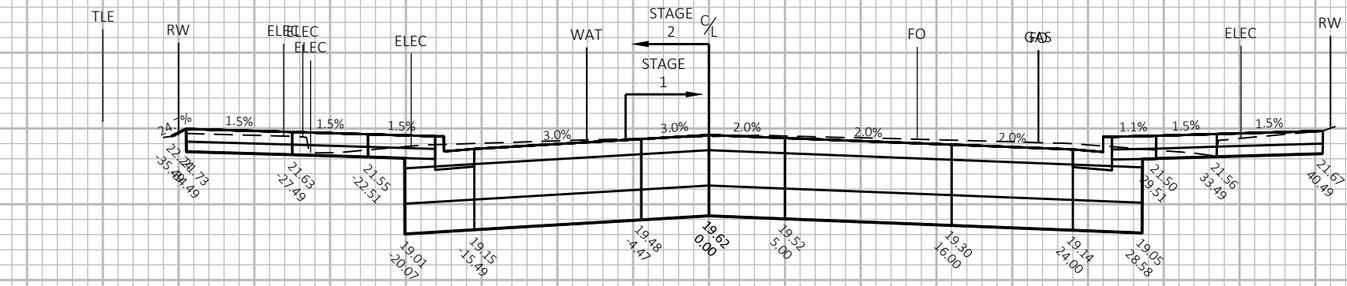



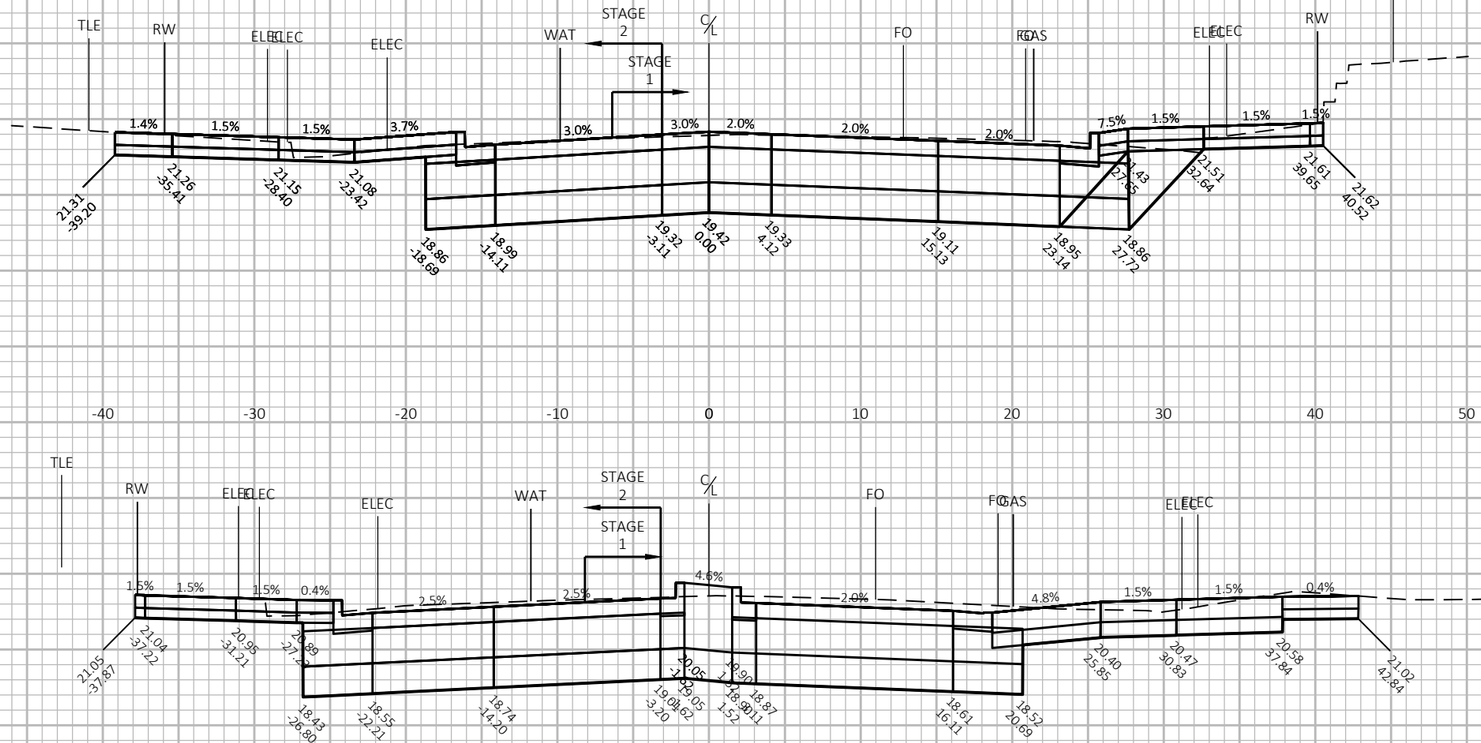

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1226 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

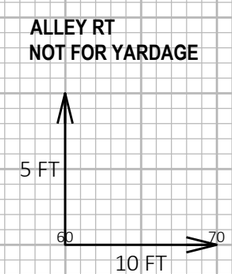
WISDOT/CADDS SHEET 49










142+00

142+50

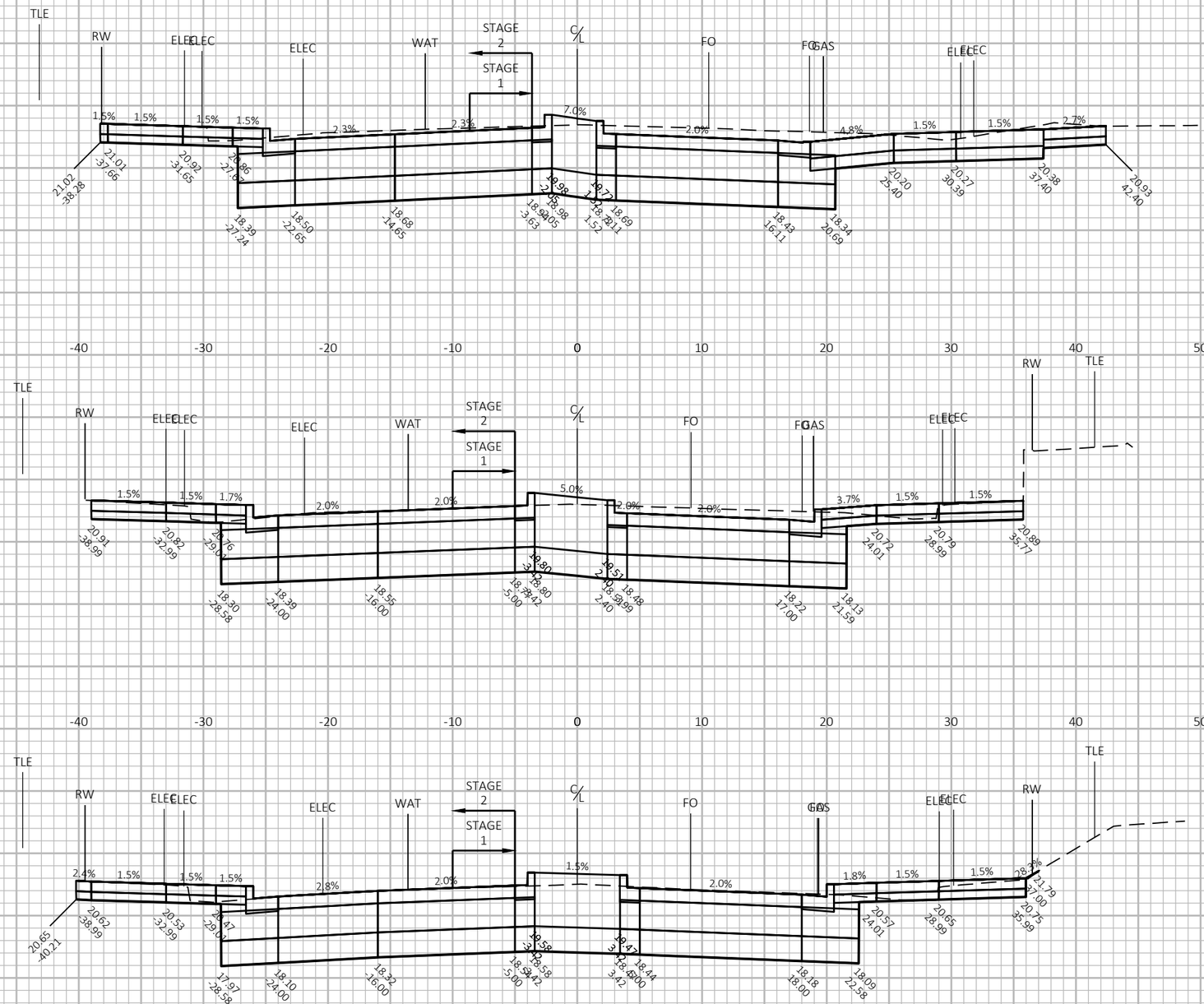
142+90

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1227 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



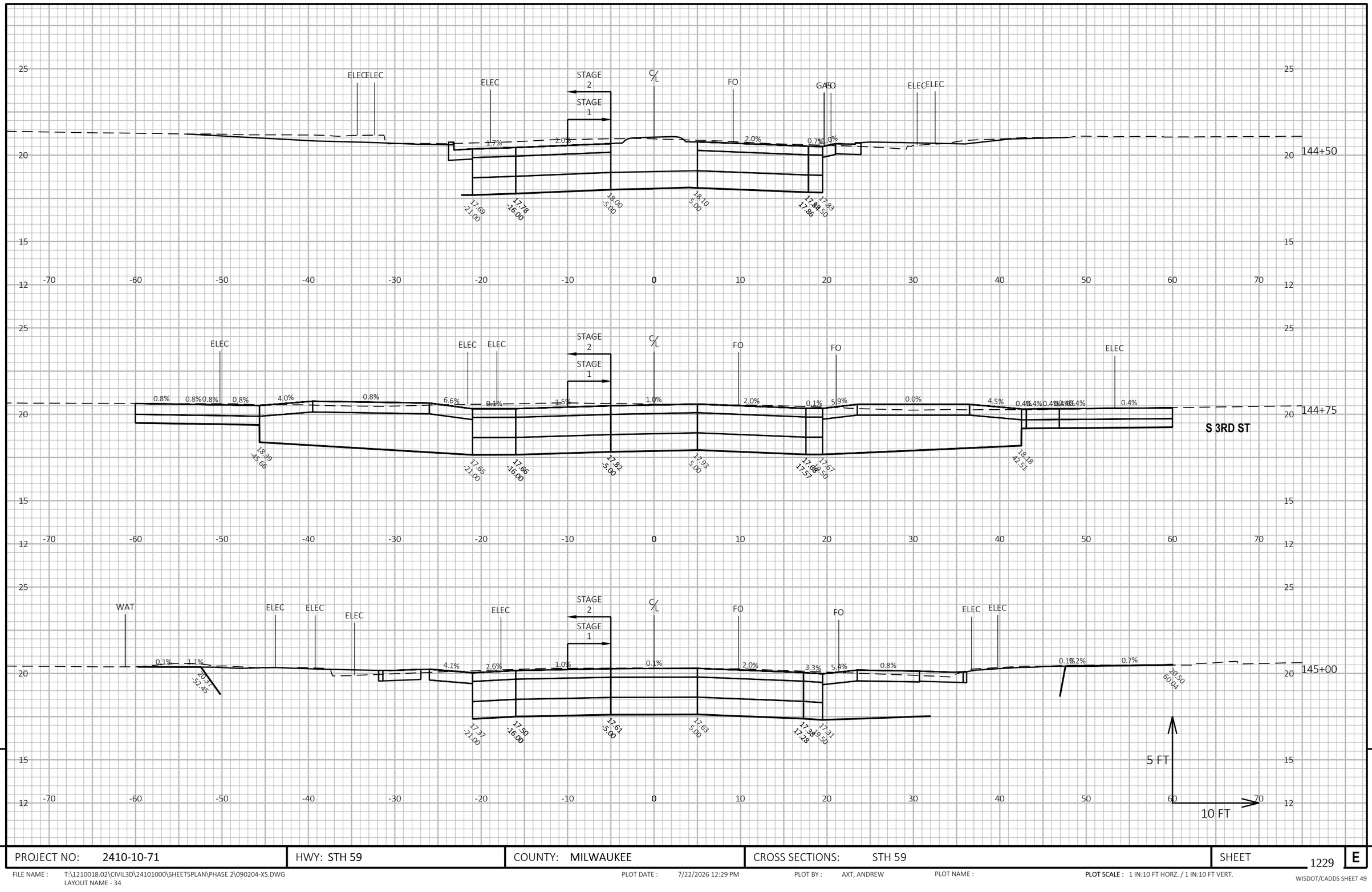

9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1228 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

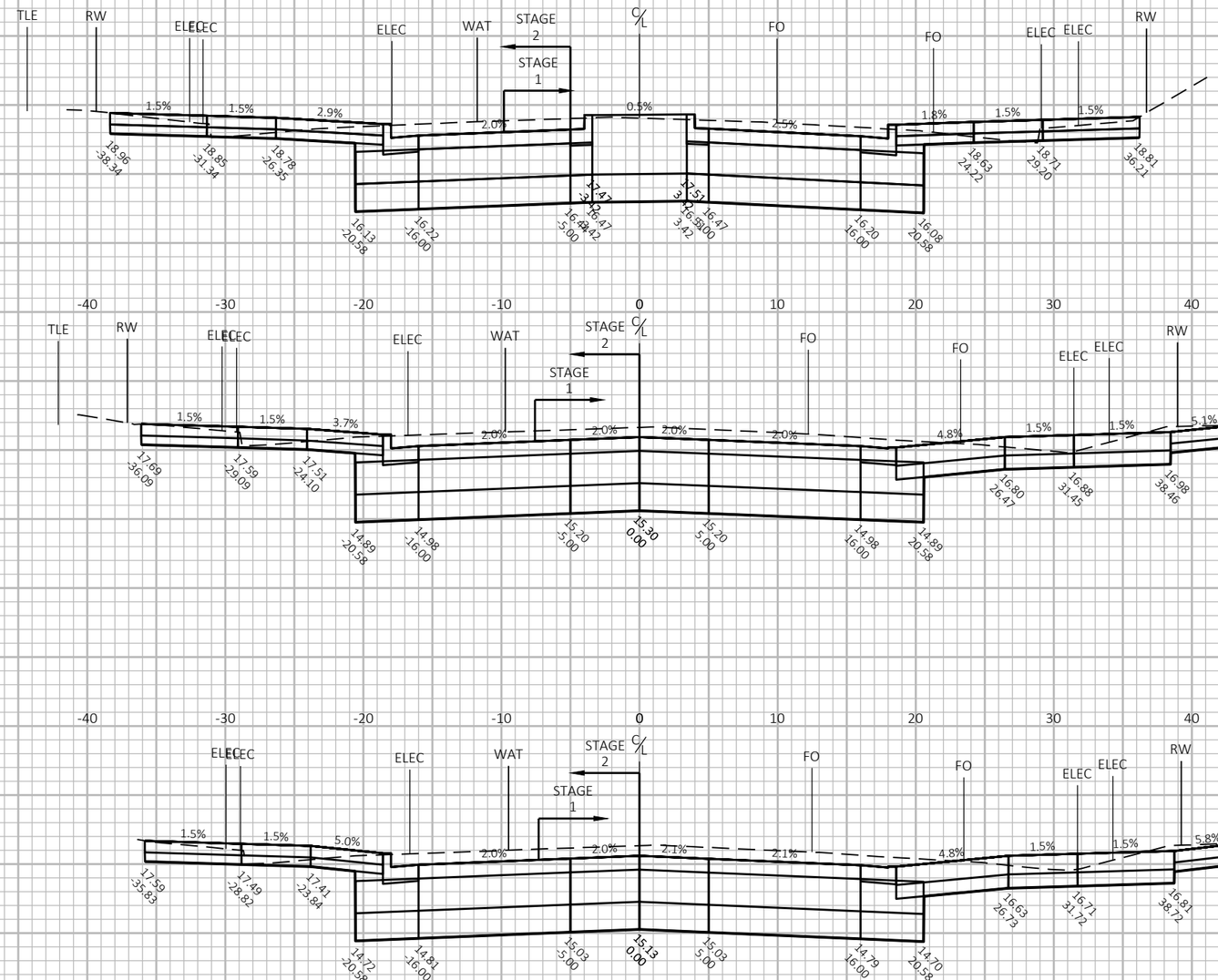



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1229 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

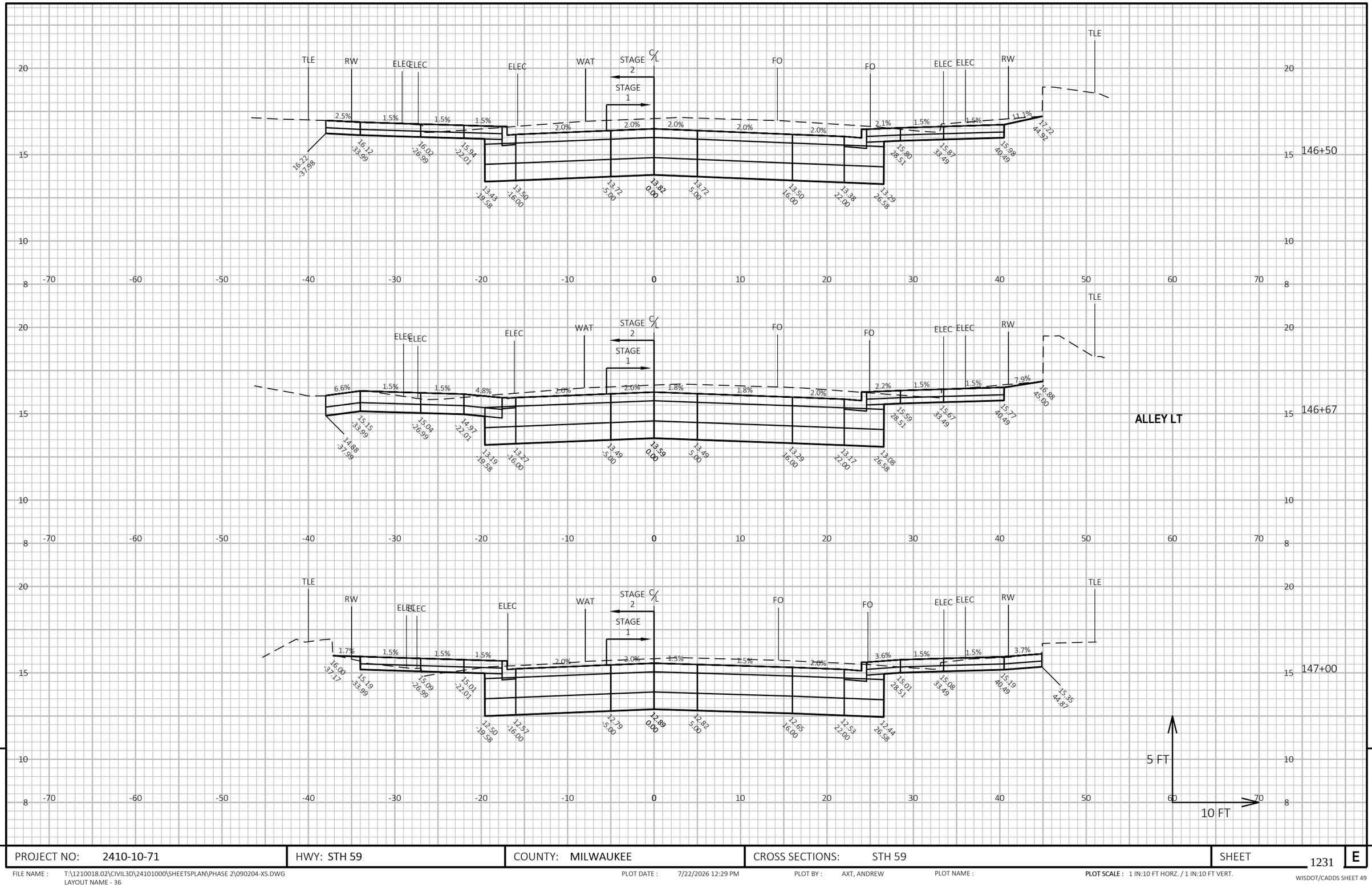



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1230 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

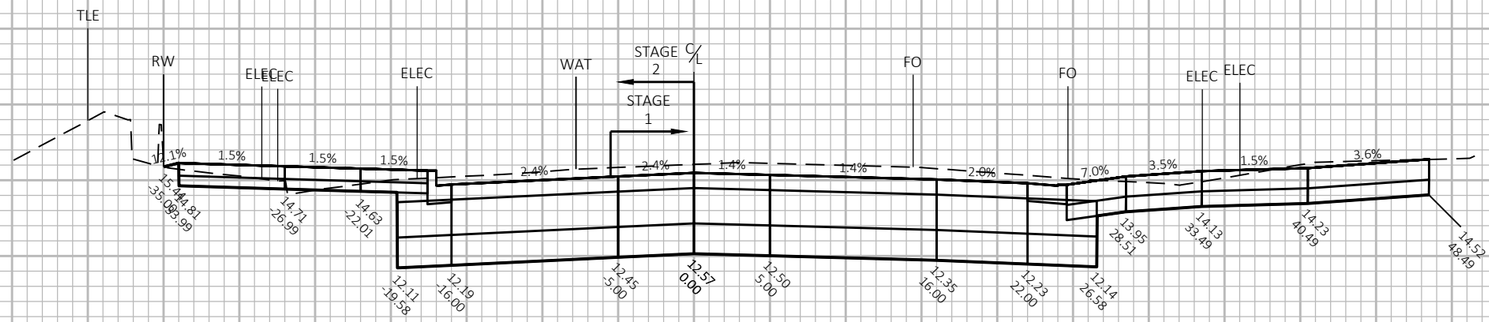


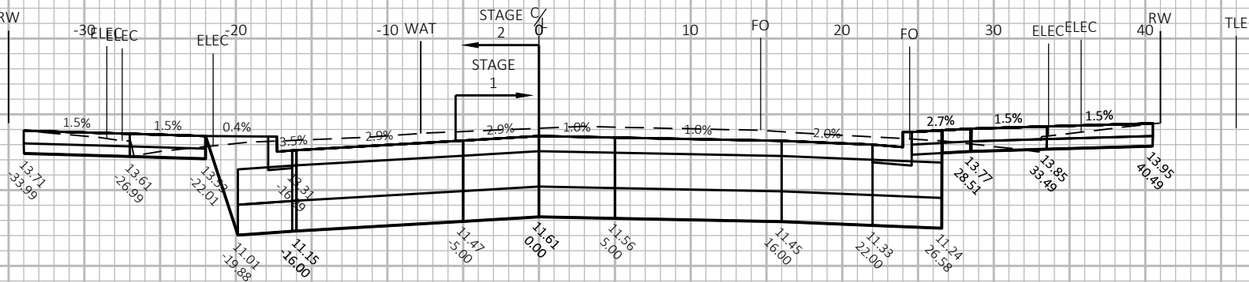

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1231 E |

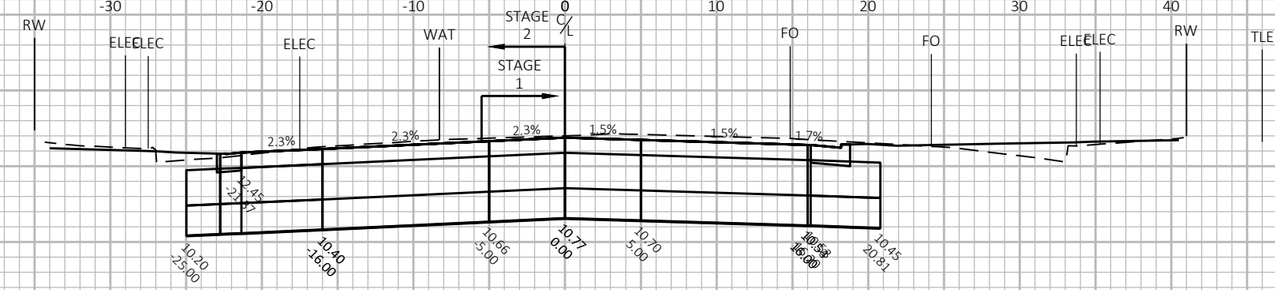
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 36

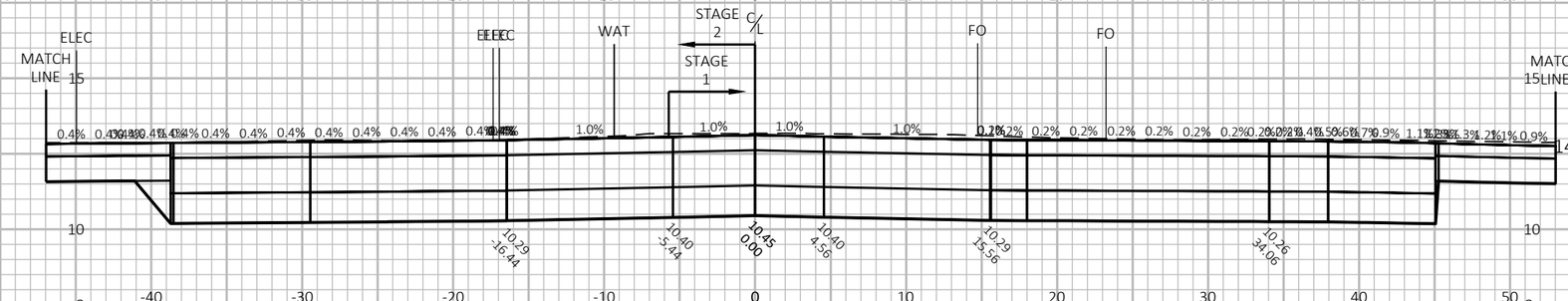
PLOT DATE : 7/22/2026 12:29 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




ALLEY RT
NOT FOR YARDAGE

147+12

147+50

148+00

148+50

5 FT

S 2ND ST

10 FT

9

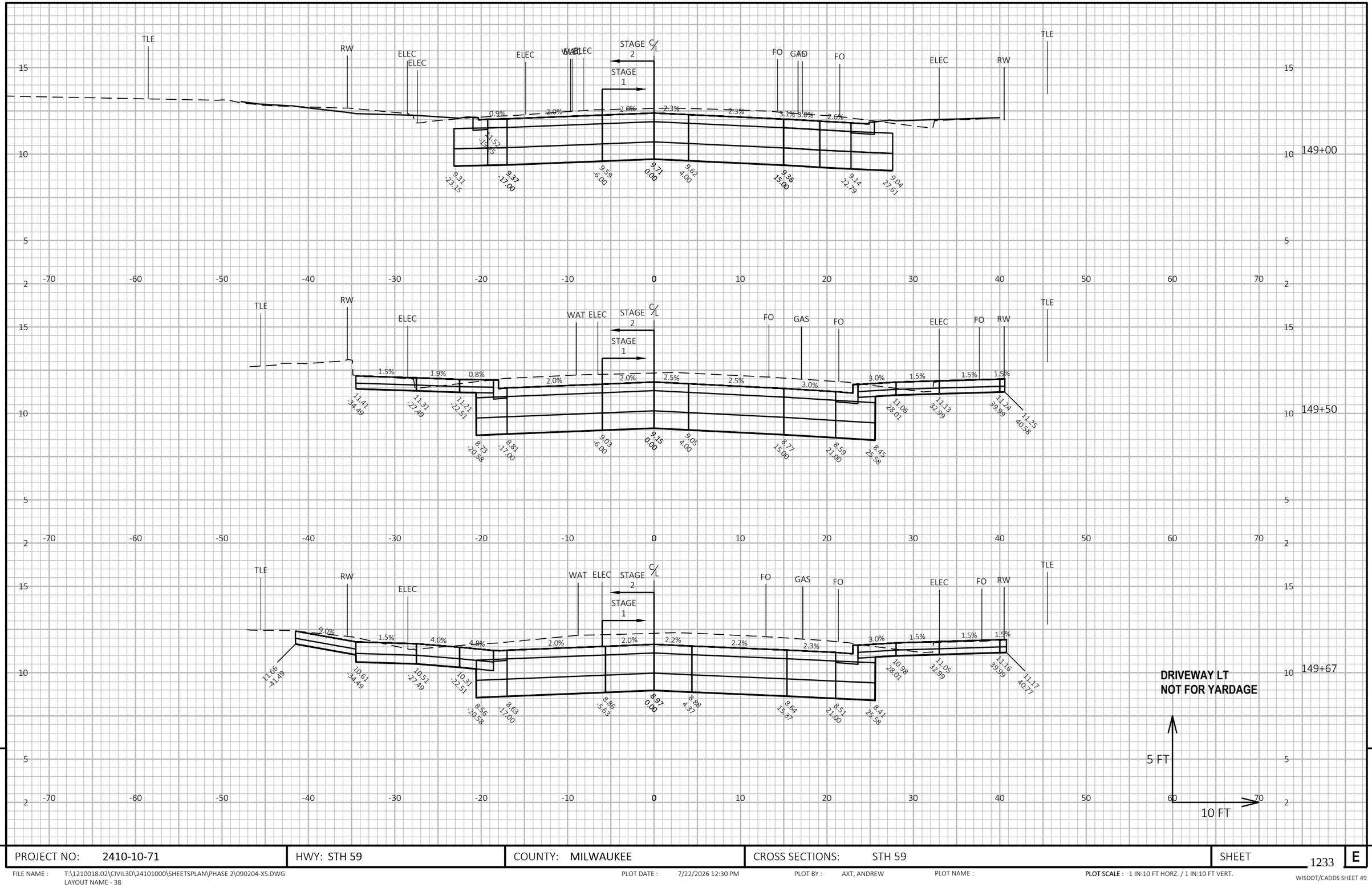
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1232 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 37

PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

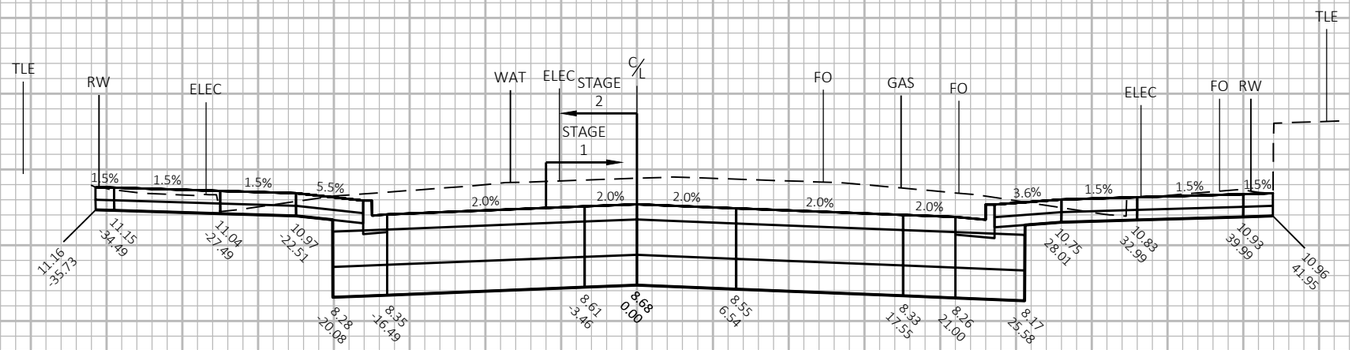


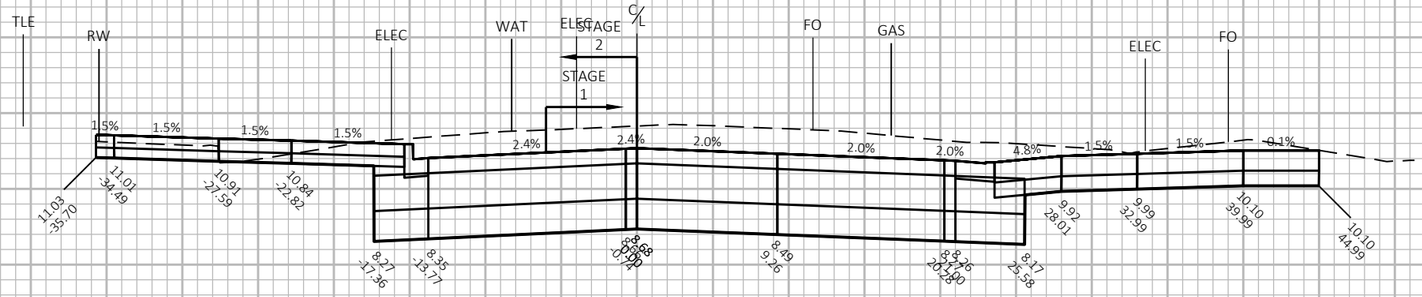

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1233 | E |
|---|---|---|---|---|---|

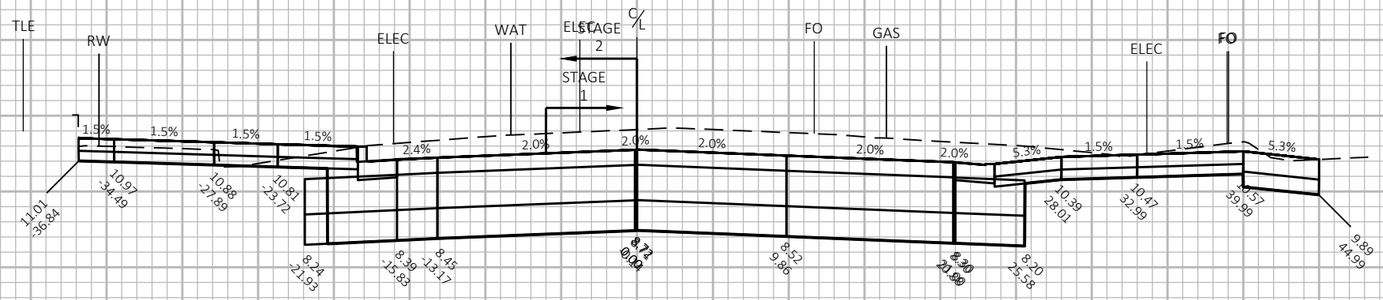
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 38

PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



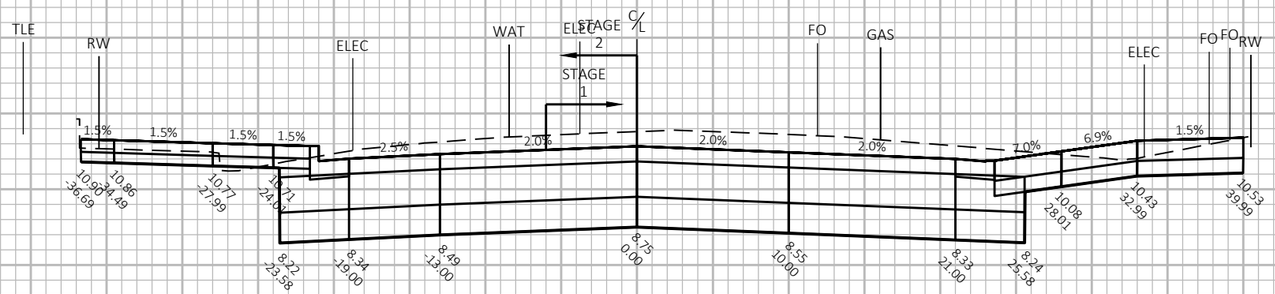




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1234 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 39

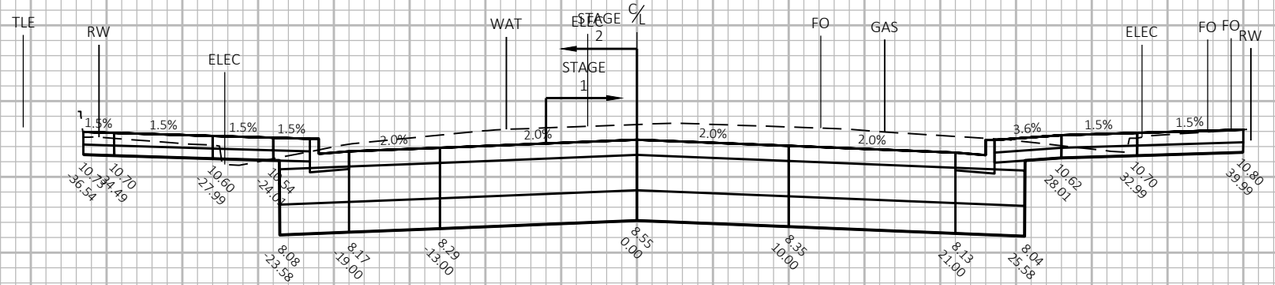
PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

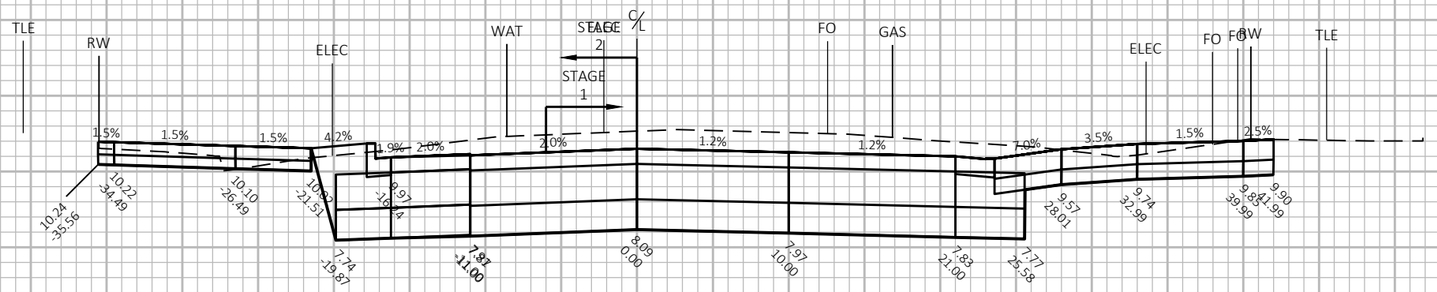



**DRIVEWAY RT**
**NOT FOR YARDAGE**

150+75

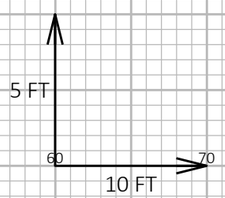



151+00




151+50

**DRIVEWAY RT**

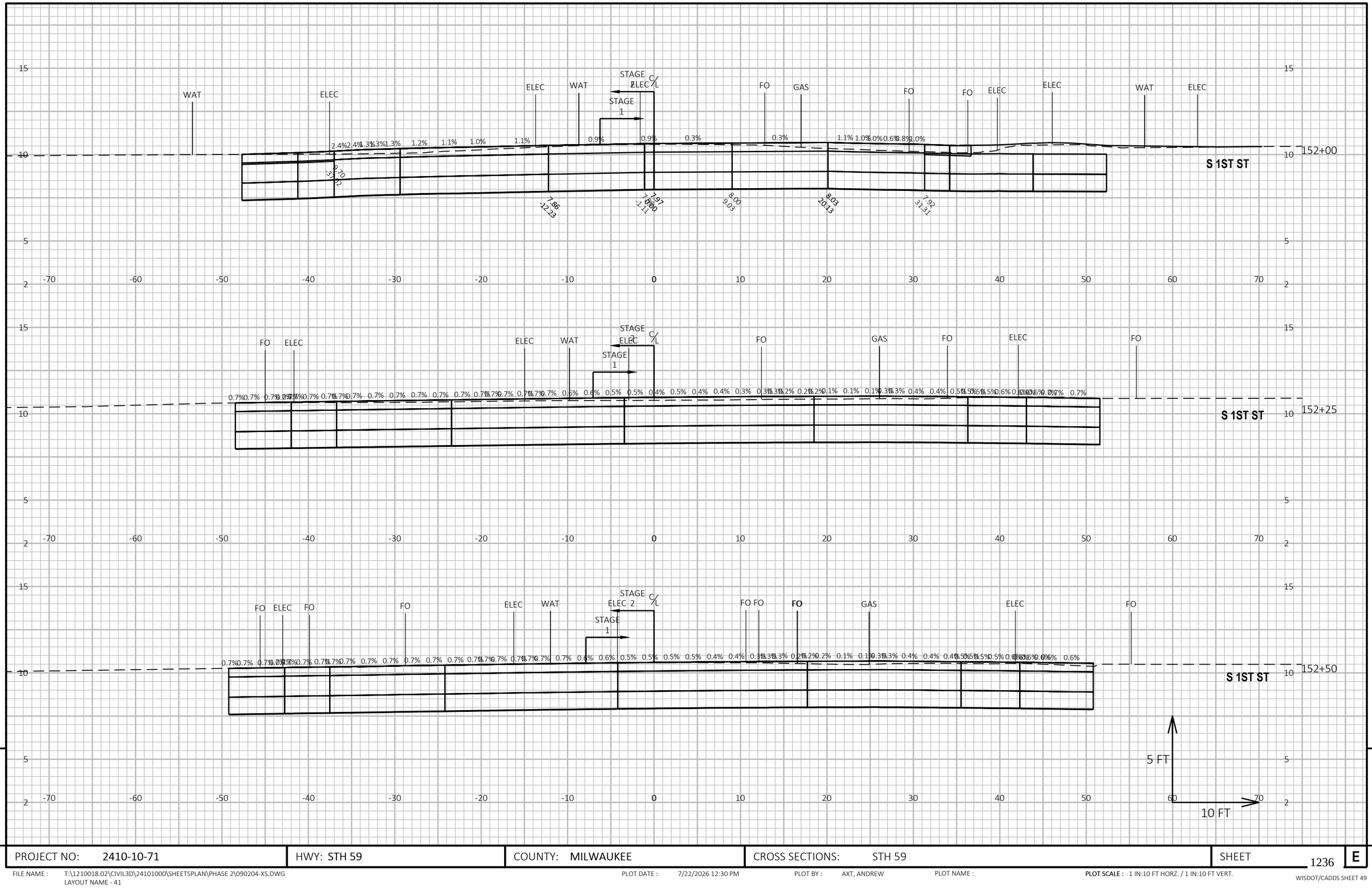



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1235 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 40

PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

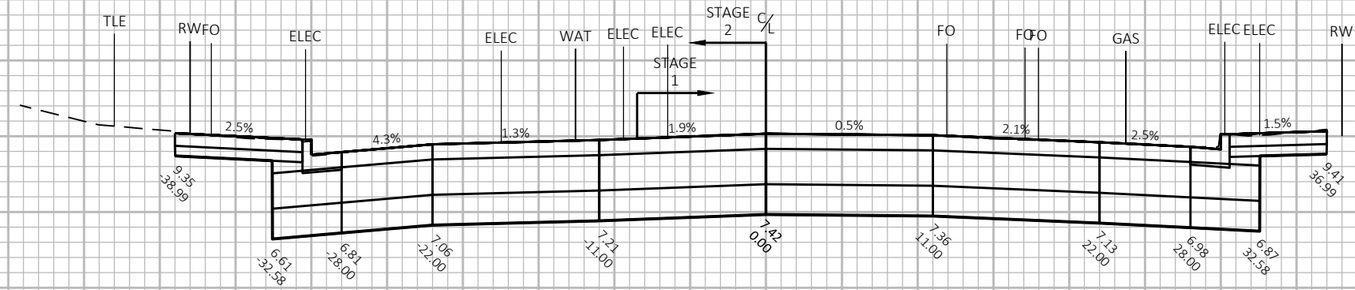



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1236 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 41

PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




**END OF PROJECT** 152+92




153+00

5 FT

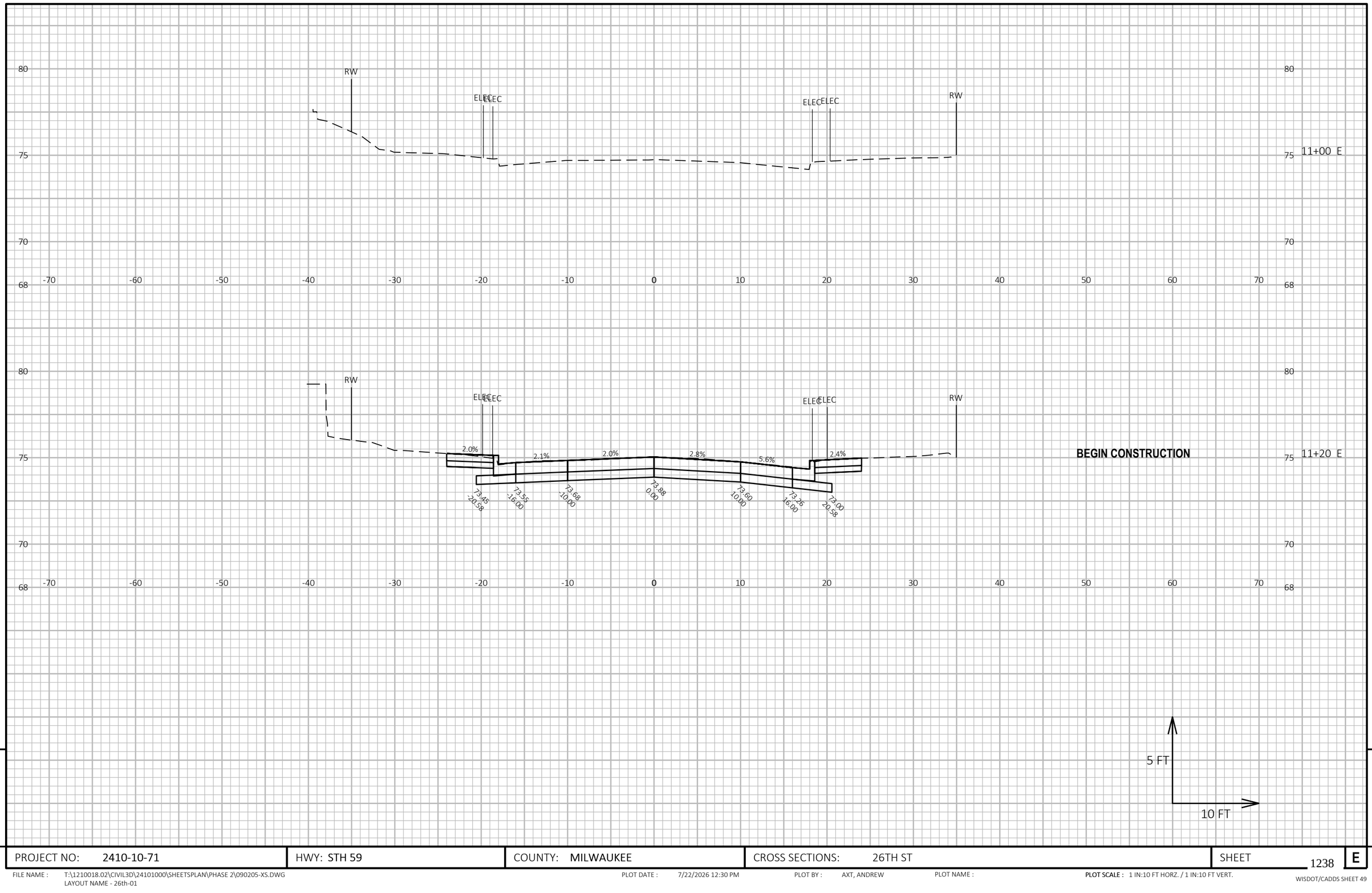
10 FT

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: STH 59 | SHEET 1237 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090204-XS.DWG
LAYOUT NAME - 42

PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 26TH ST | SHEET 1238 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 26th-01

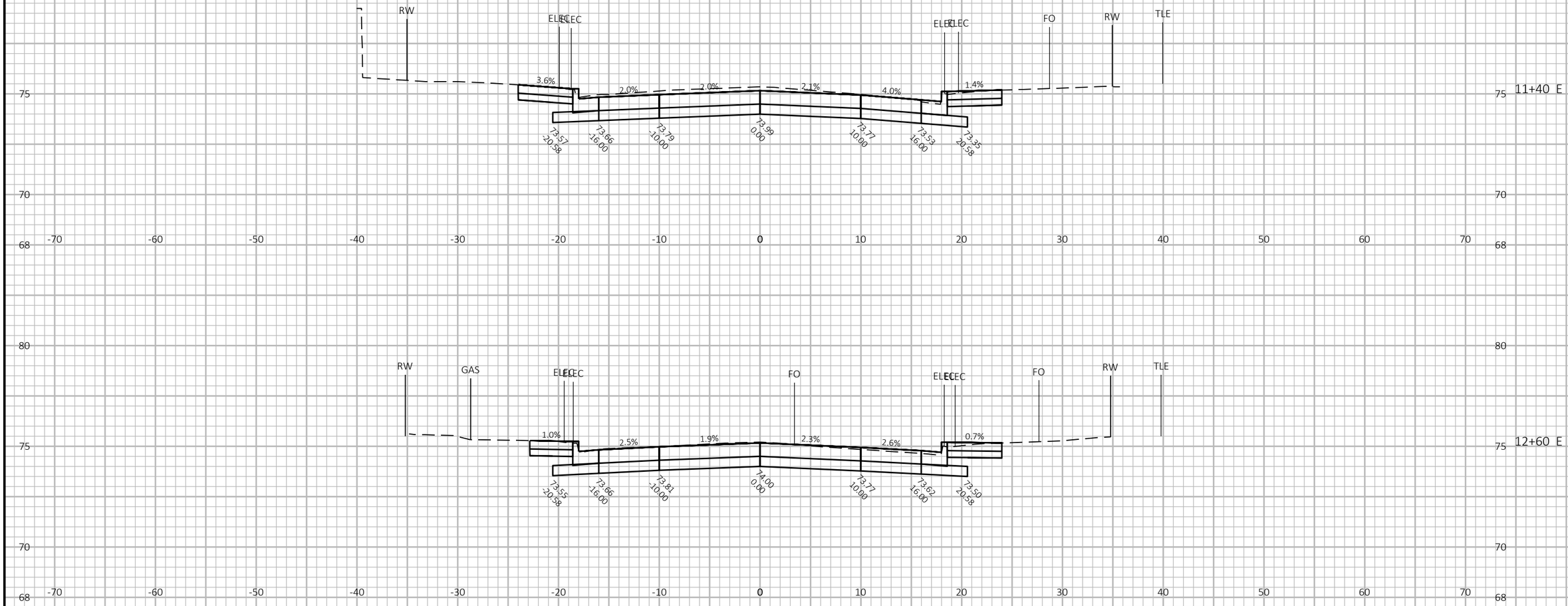
PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

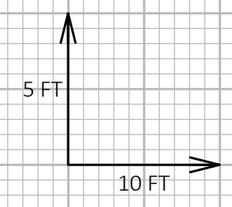
9

9










9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 26TH ST | SHEET 1239 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 26th-02

PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME :

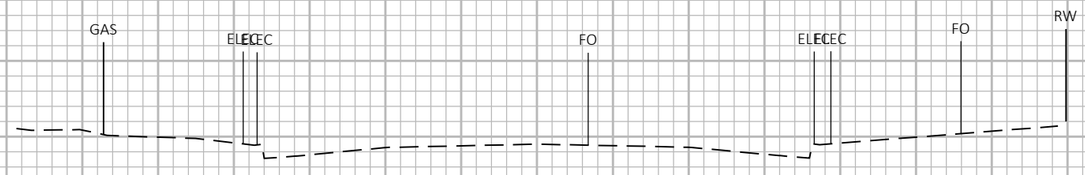
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




**END CONSTRUCTION**

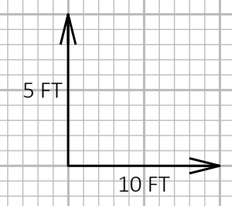
12+75 E




13+00 E

80 75 70 68

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

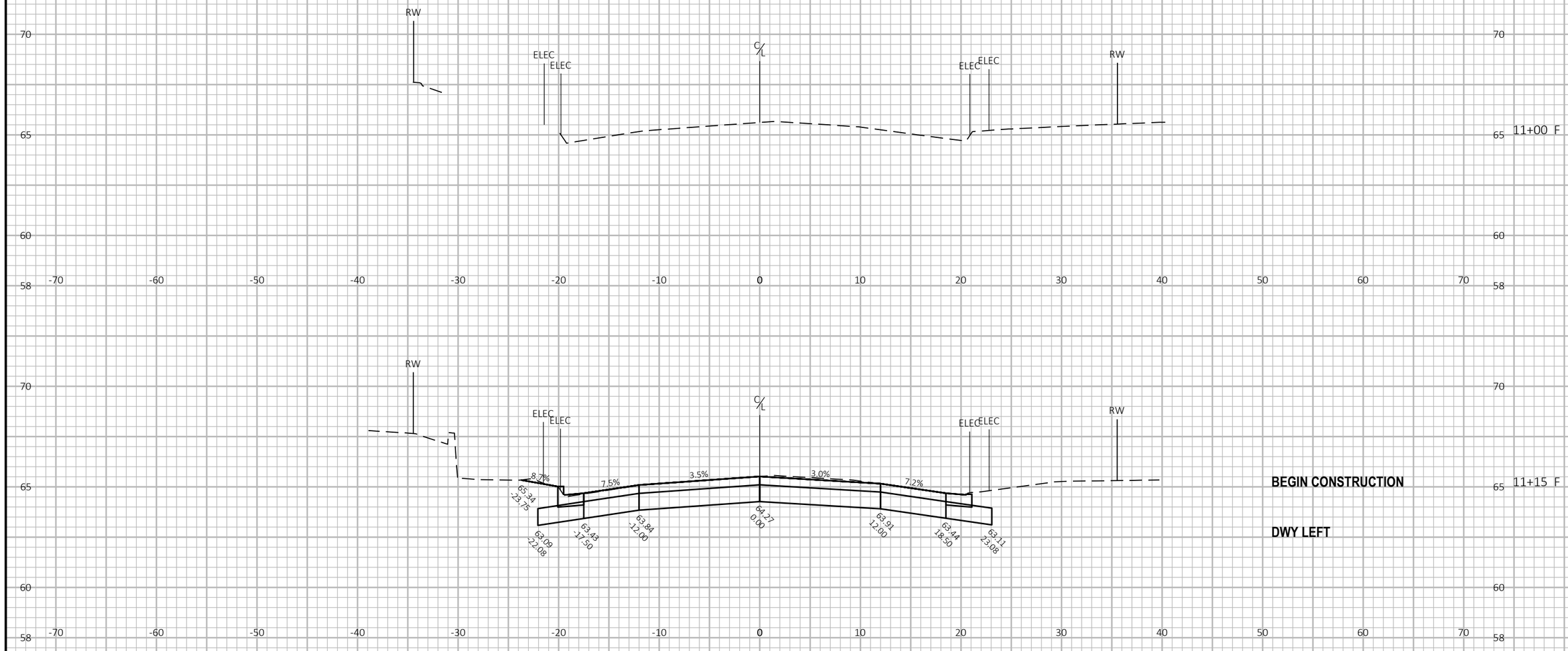



9 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 26TH ST | SHEET 1240 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 26th-03

PLOT DATE : 7/22/2026 12:30 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

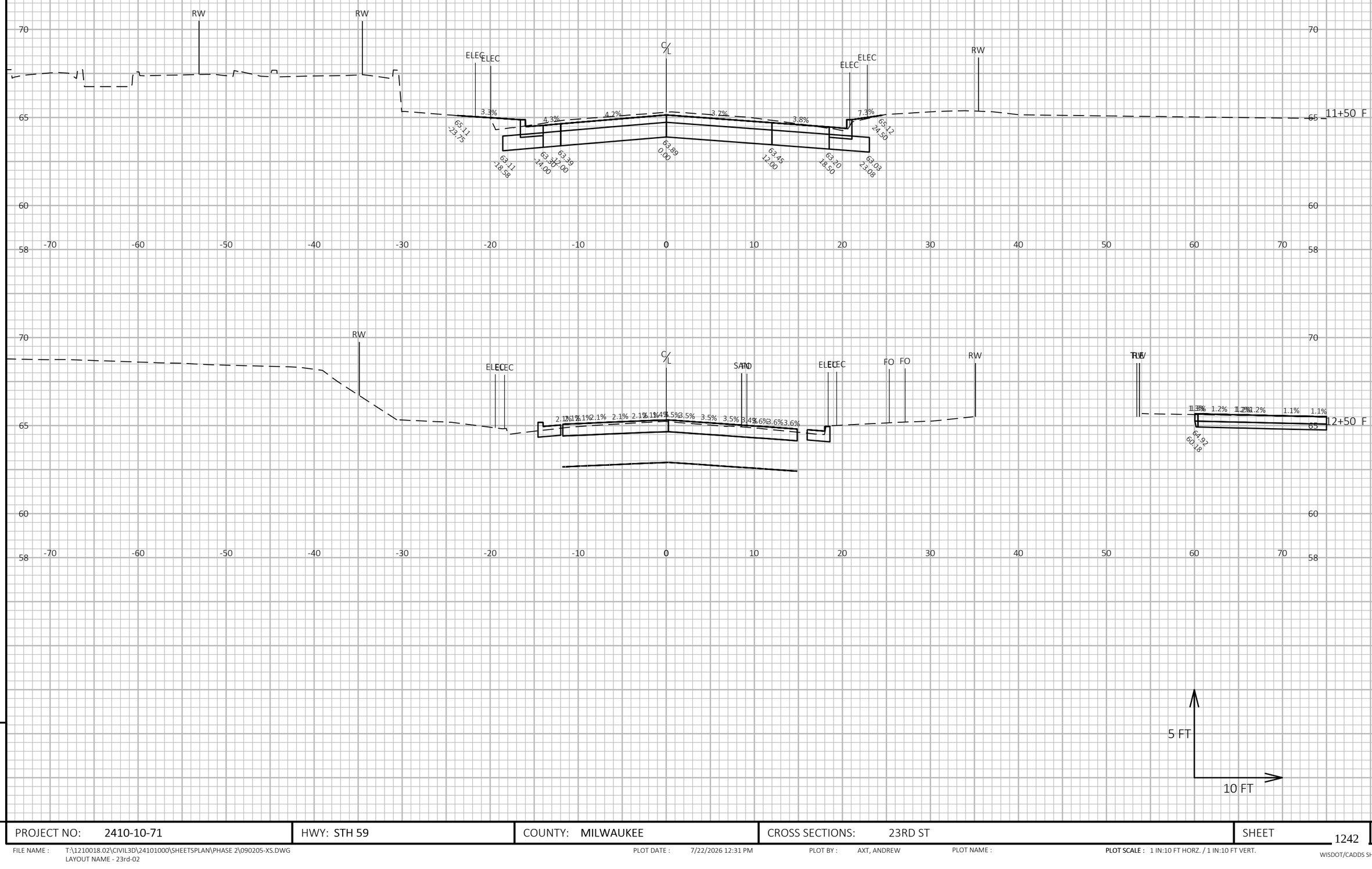
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 23RD ST | SHEET 1241 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 23rd-01

PLOT DATE : 7/22/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

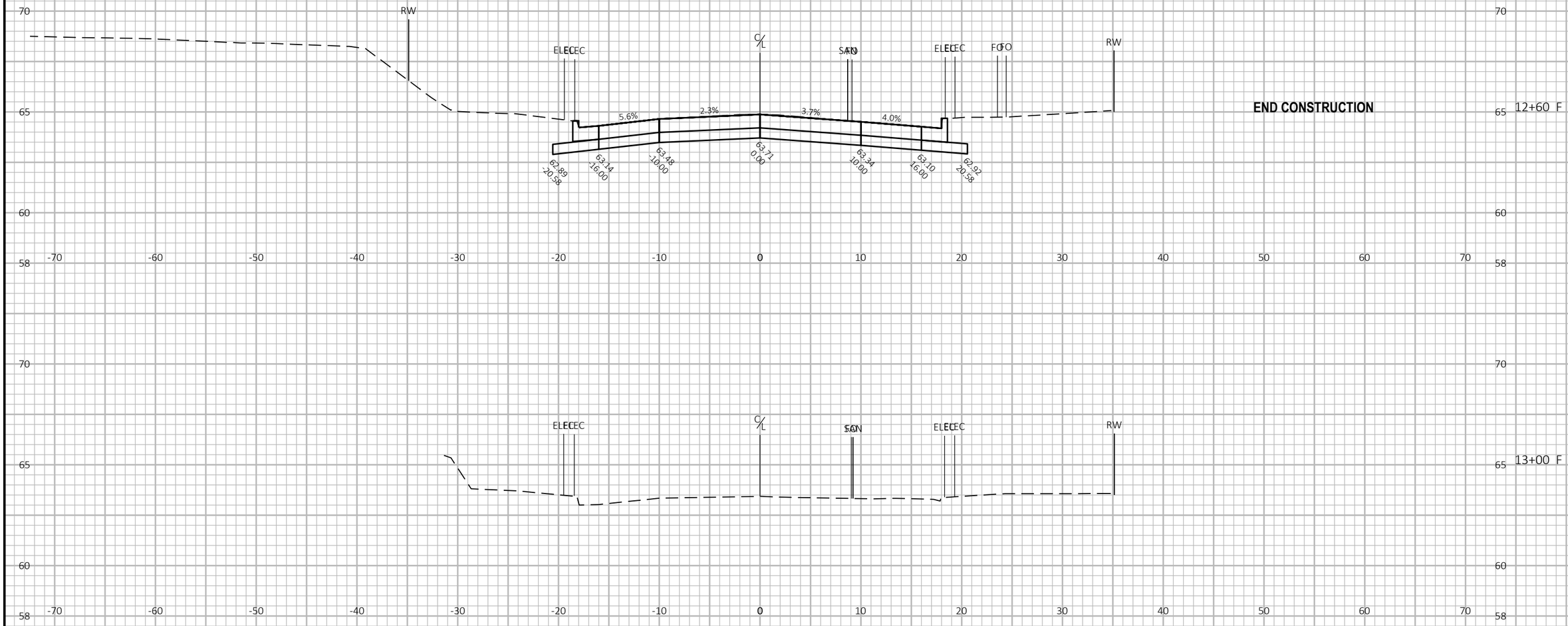
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 23RD ST | SHEET 1242 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 23rd-02

PLOT DATE : 7/22/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 23RD ST | SHEET 1243 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 23rd-03

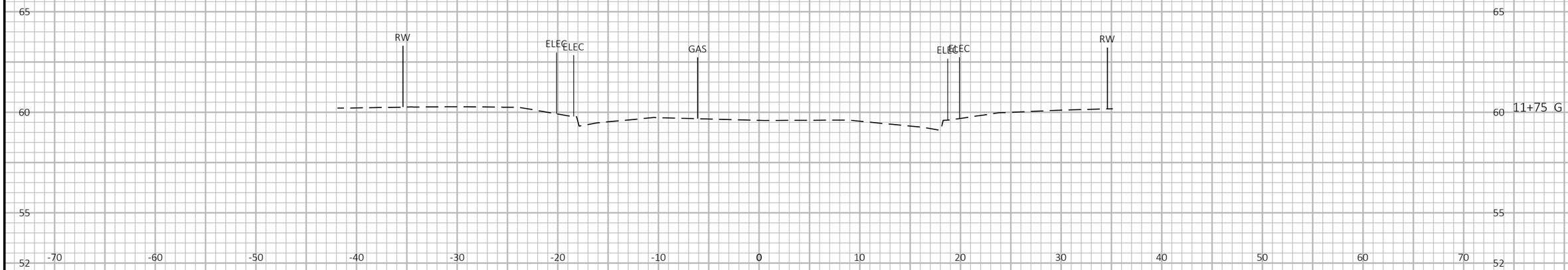
PLOT DATE : 7/22/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME :

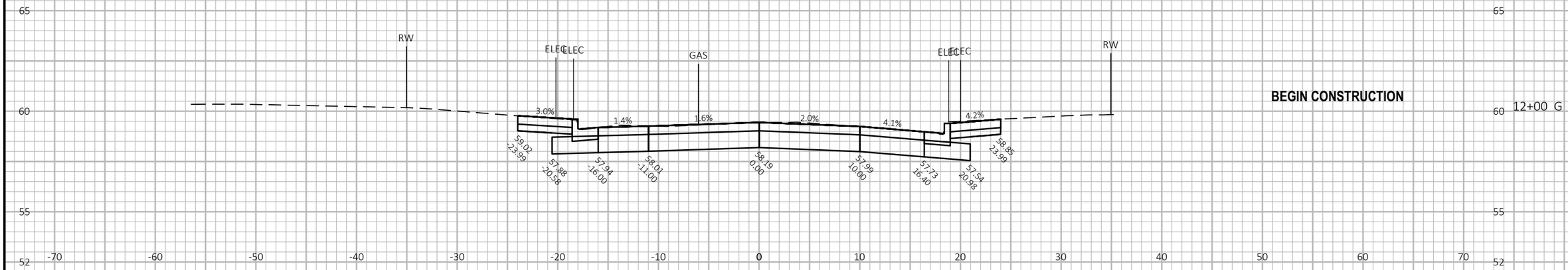
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

9







9

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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 21ST ST | SHEET 1244 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 21st-01

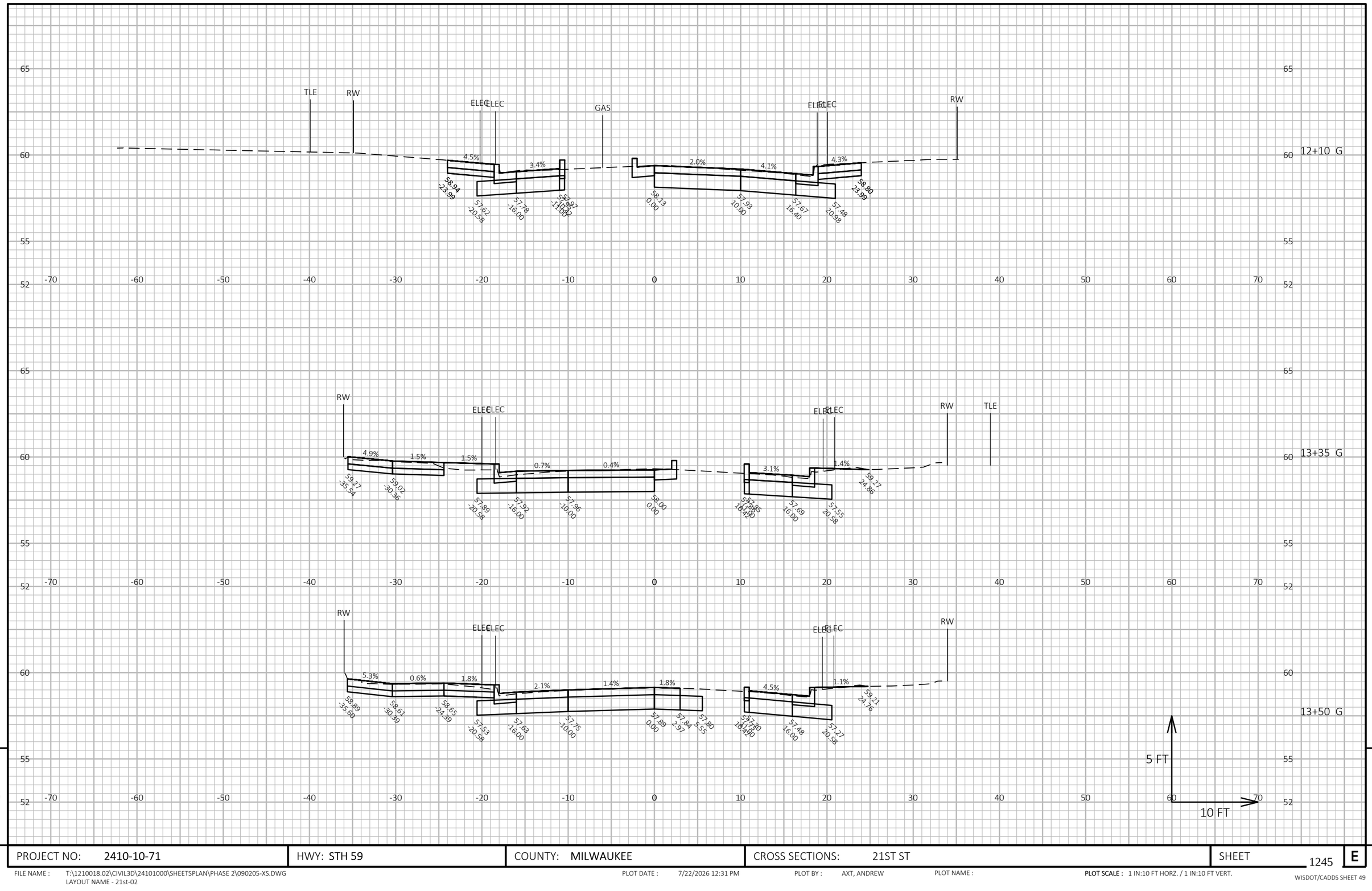
PLOT DATE : 7/22/2026 12:31 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

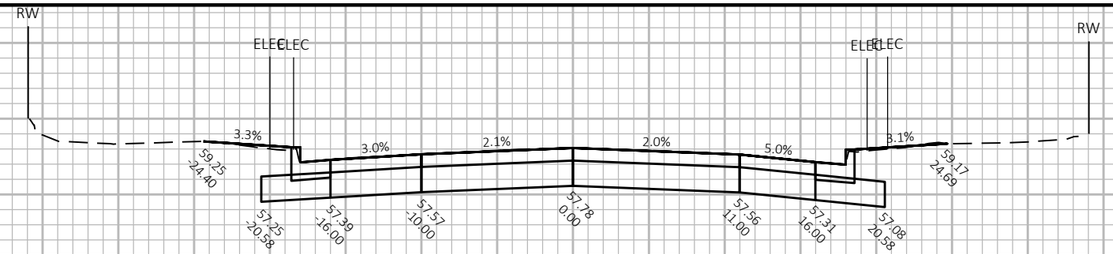



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 21ST ST | SHEET 1245 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 21st-02

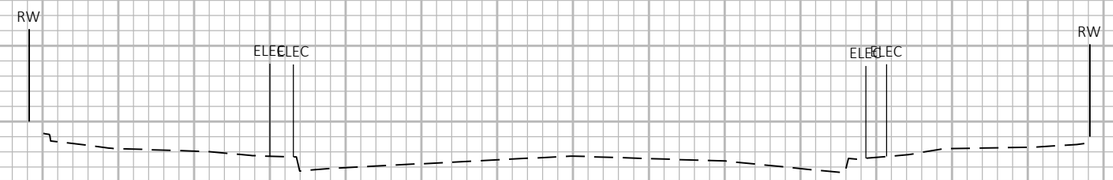
PLOT DATE : 7/22/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

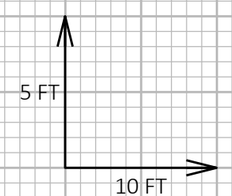



**END CONSTRUCTION**

13+60 G




13+75 G

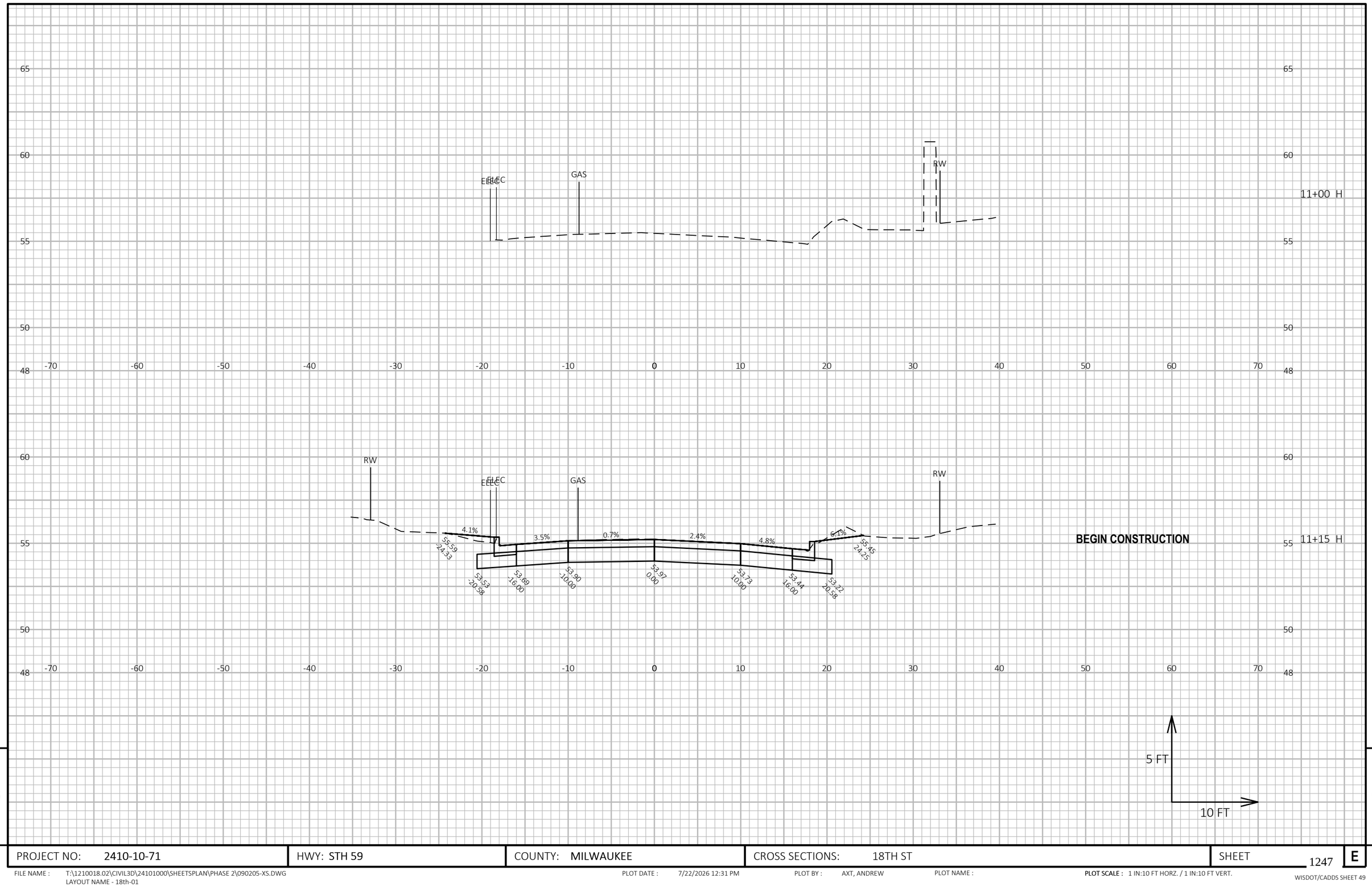



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 21ST ST | SHEET 1246 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 21st-03

PLOT DATE : 7/22/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

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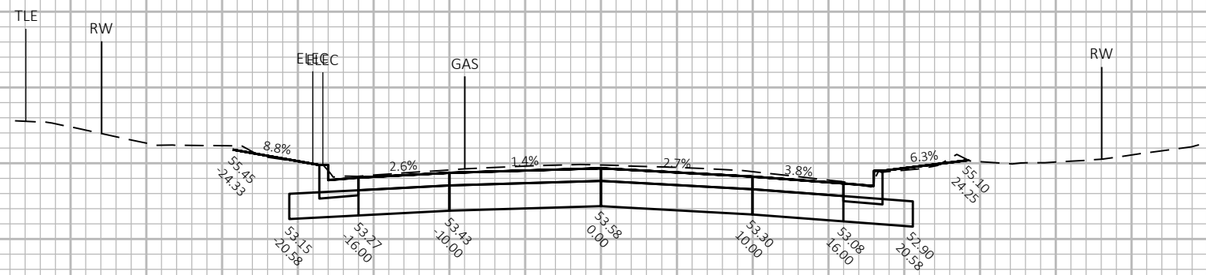
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 18TH ST | SHEET 1247 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 18th-01

PLOT DATE : 7/22/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

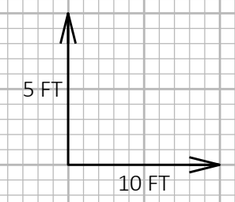



**END CONSTRUCTION**

11+35 H

60 55 50 48

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

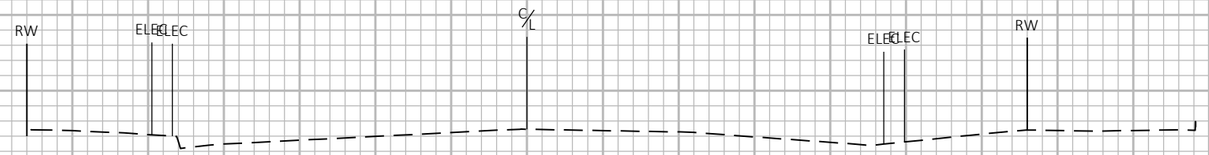



9 9

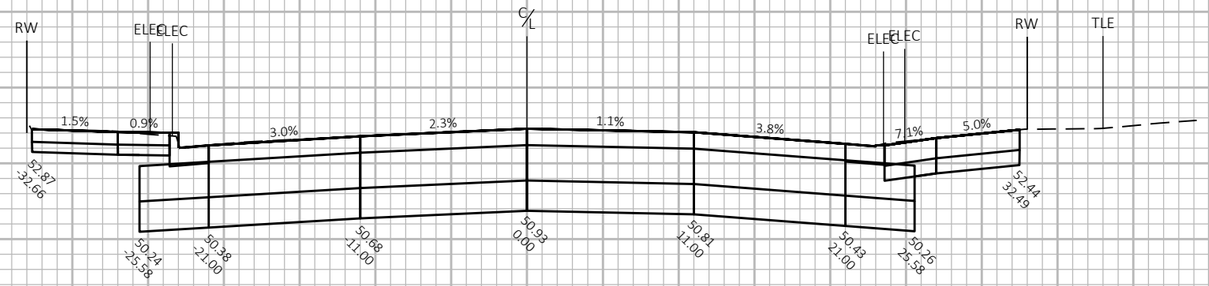
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 18TH ST | SHEET 1248 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 18th-02

PLOT DATE : 7/22/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



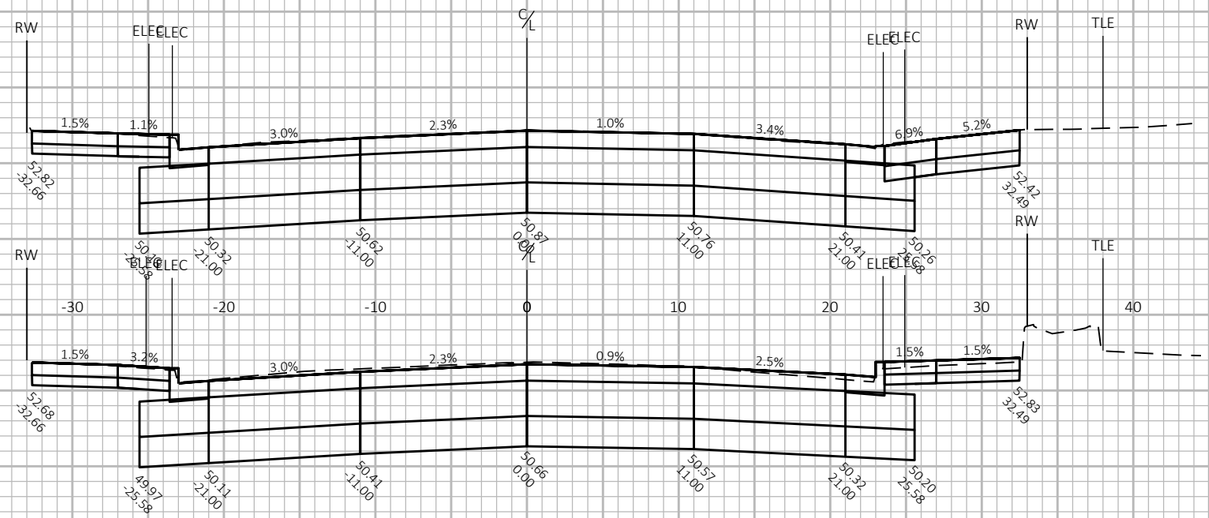

13+50 CC




13+65 CC

**BEGIN CONSTRUCTION**

**DWY RIGHT (NO YARDAGE)**




**DWY RIGHT**

13+75 CC

14+00 CC

5 FT

10 FT

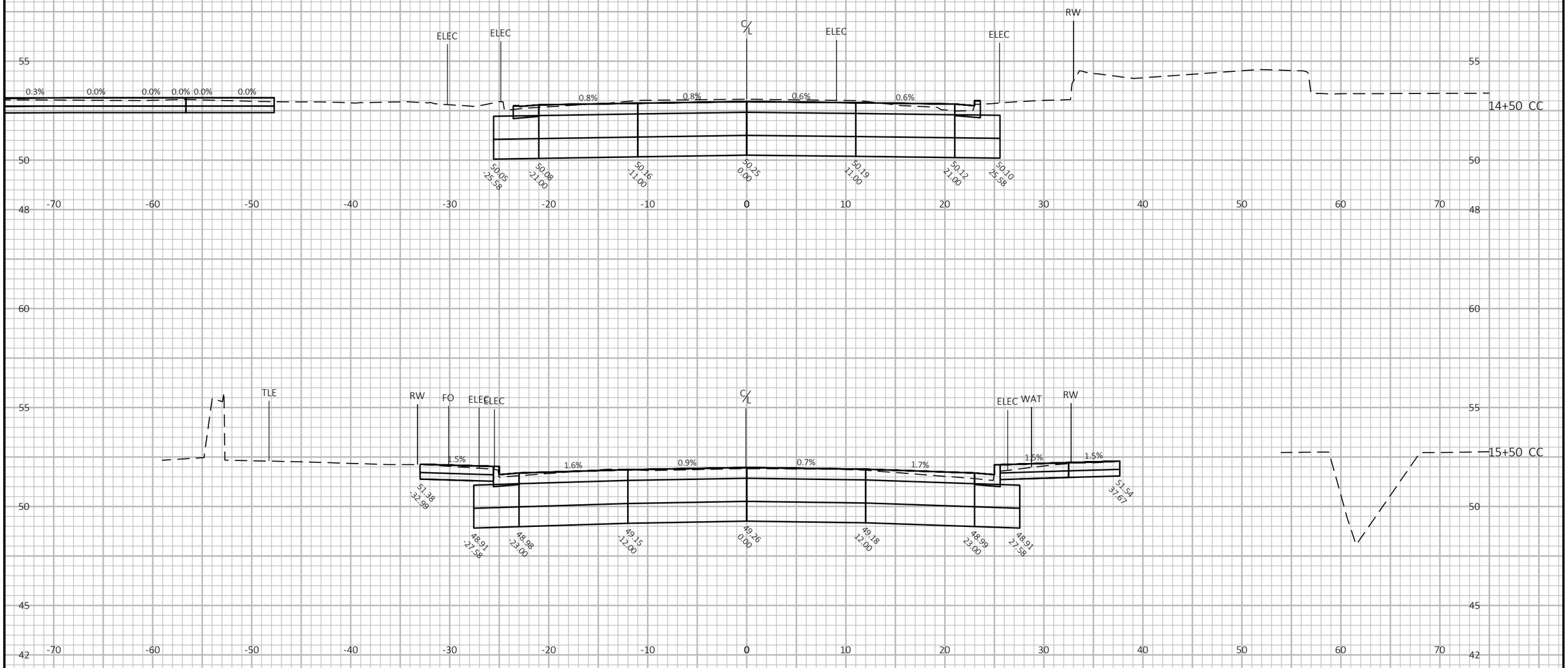
9

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 16TH ST | SHEET 1249 | E |
|---|---|---|---|---|---|

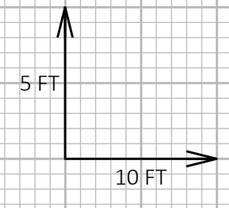
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 16th-01

PLOT DATE : 7/22/2026 12:31 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.










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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 16TH ST | SHEET 1250 | E |
|---|---|---|---|---|---|

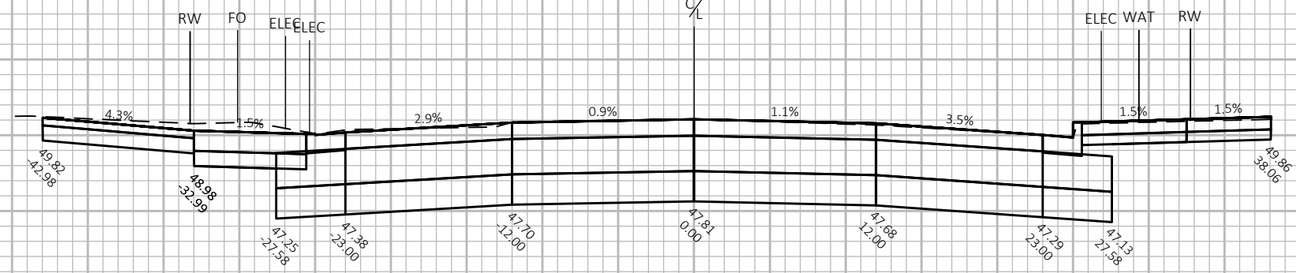
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 16th-02

PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

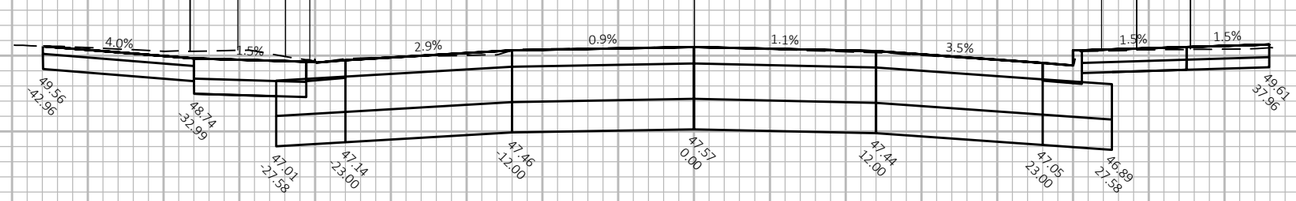
WISDOT/CADDS SHEET 49

**DWY LEFT (NO YARDAGE)**




15+93 CC

**DWY LEFT**




16+00 CC

55 50 45 42

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

5 FT

10 FT

9

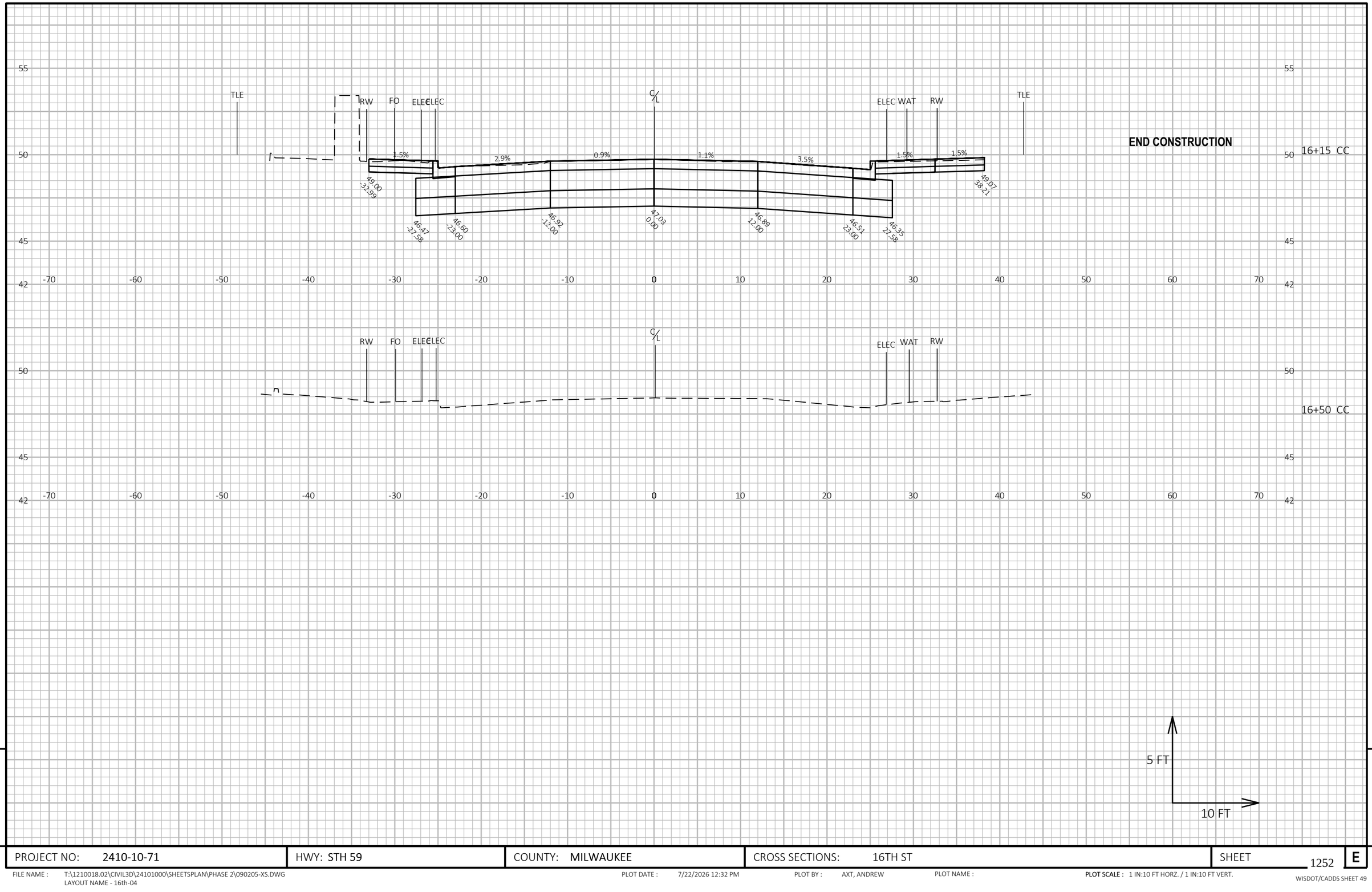
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 16TH ST | SHEET 1251 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 16th-03

PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

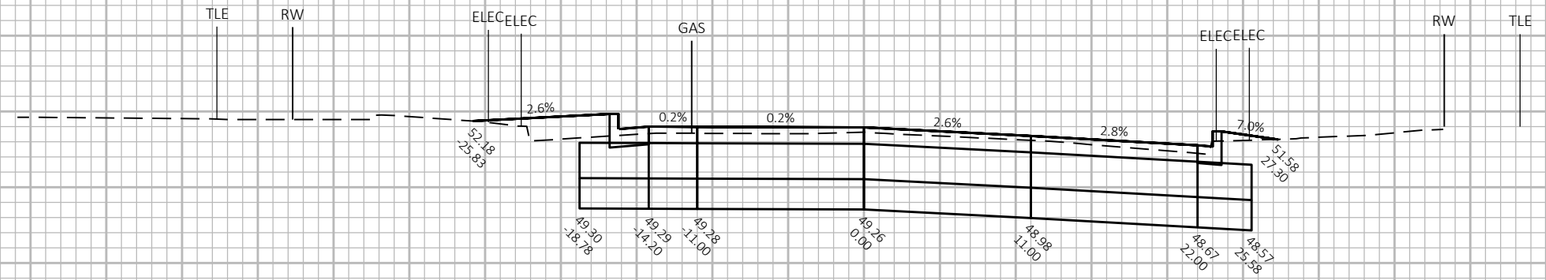



| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 16TH ST | SHEET 1252 | E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 16th-04

PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

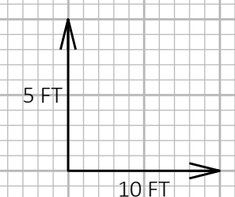
WISDOT/CADDS SHEET 49




**BEGIN CONSTRUCTION** 13+55 J




**END CONSTRUCTION** 13+80 J




| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 11TH ST | SHEET 1253 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 11th-01

PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




55
50
45
42

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

14+00 J

5 FT
10 FT

9

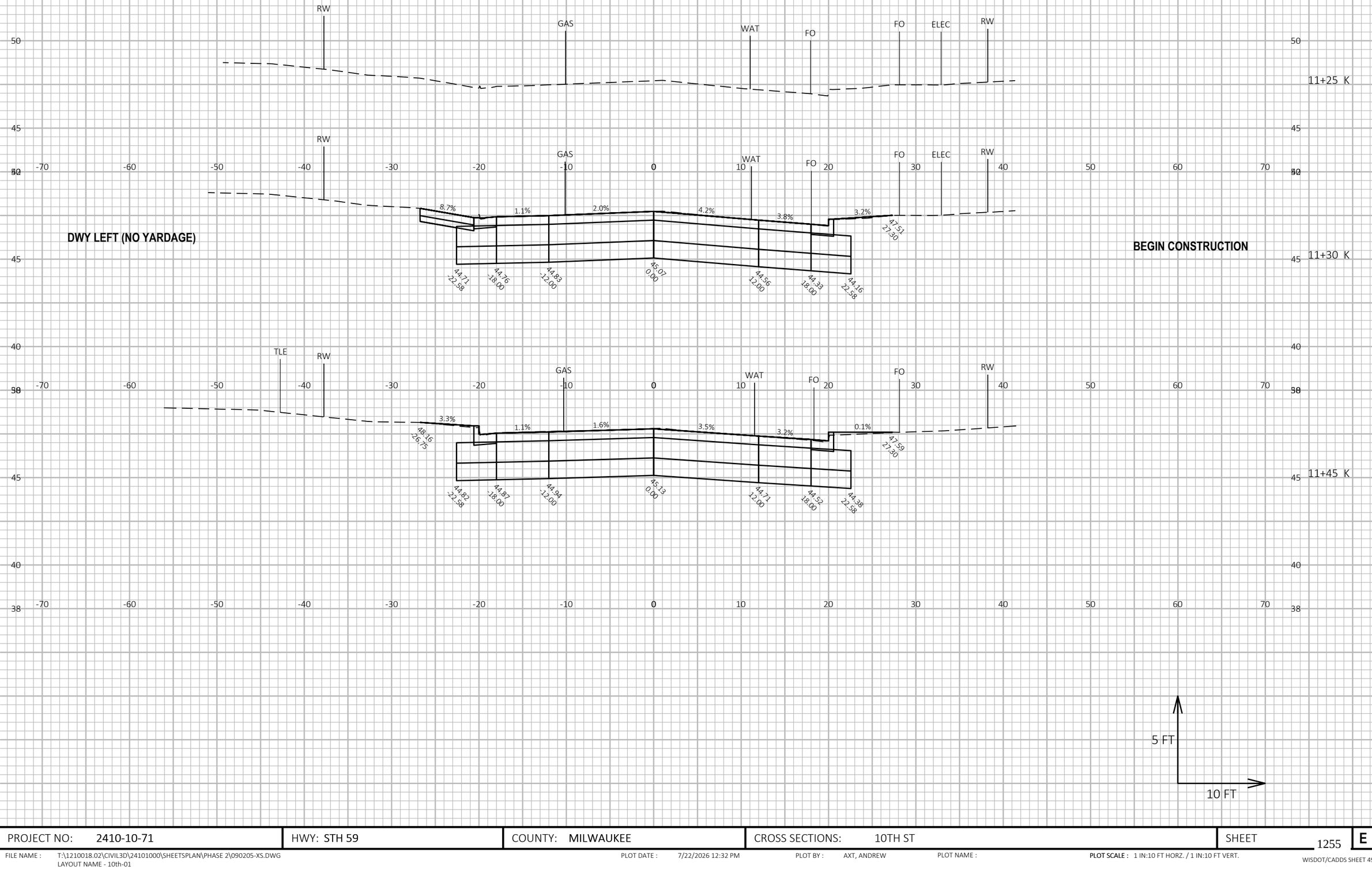
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 11TH ST | SHEET 1254 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 11th-02

PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



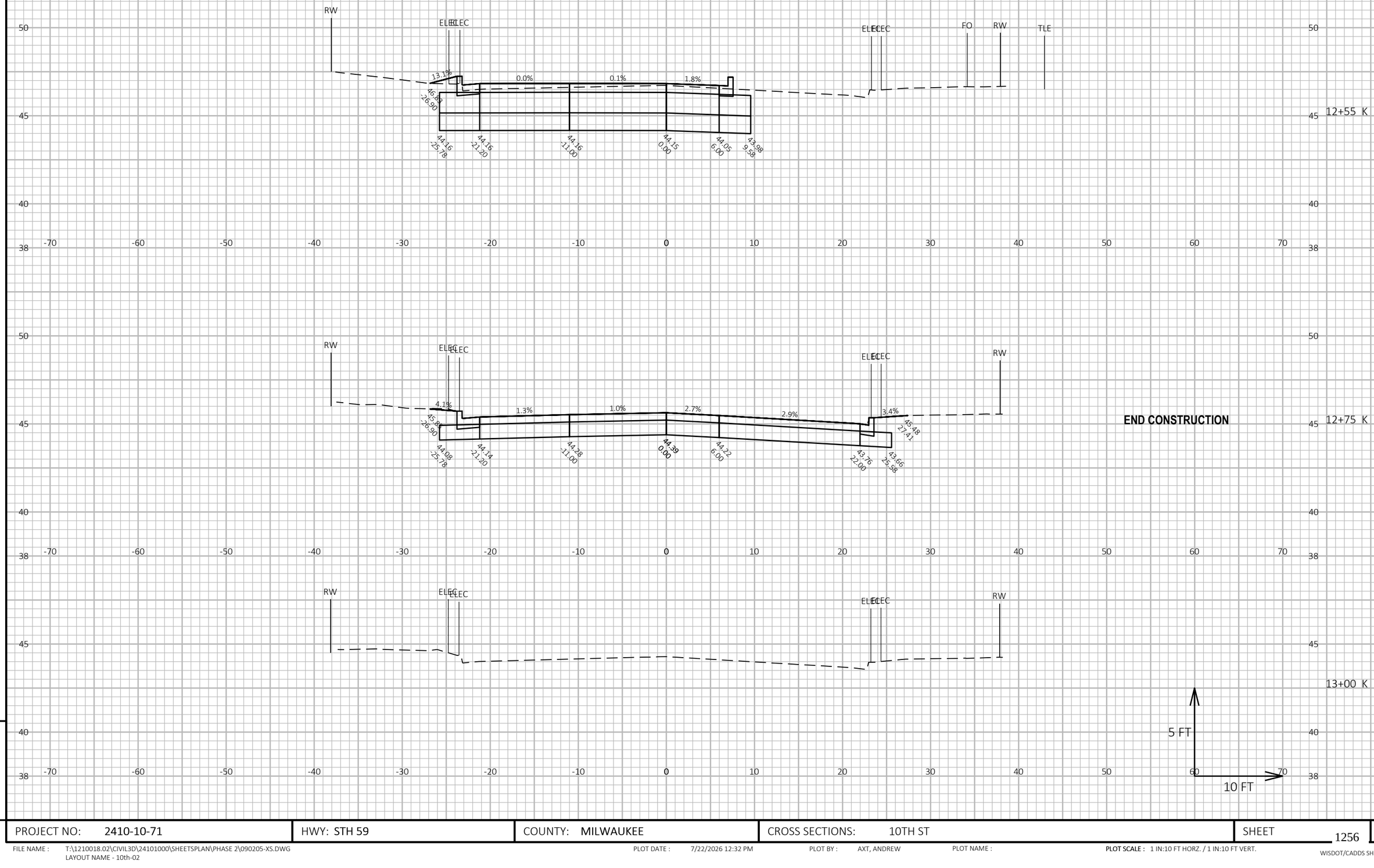

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 10TH ST | SHEET 1255 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 10th-01

PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

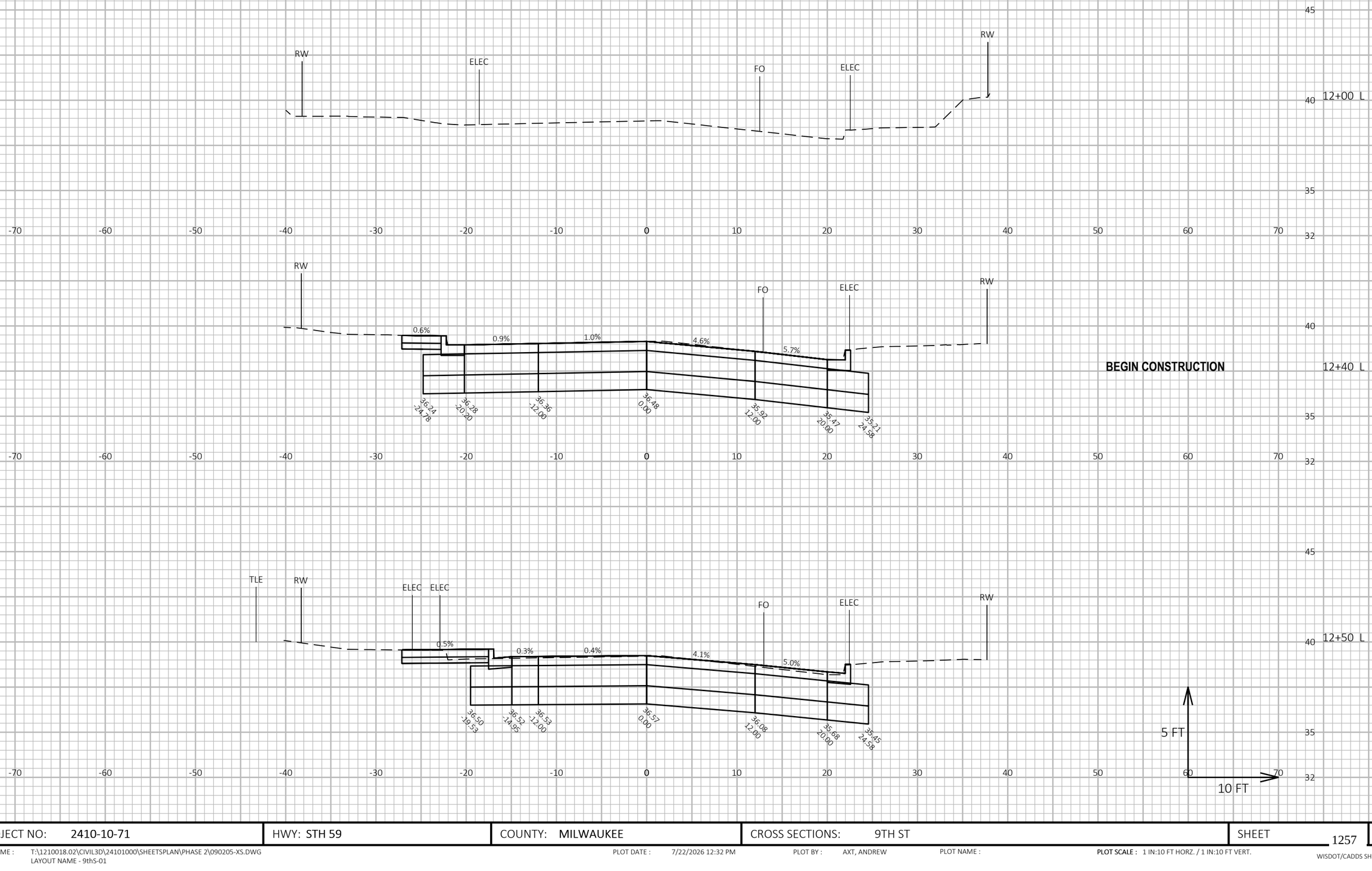



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 10TH ST | SHEET 1256 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 10th-02

PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

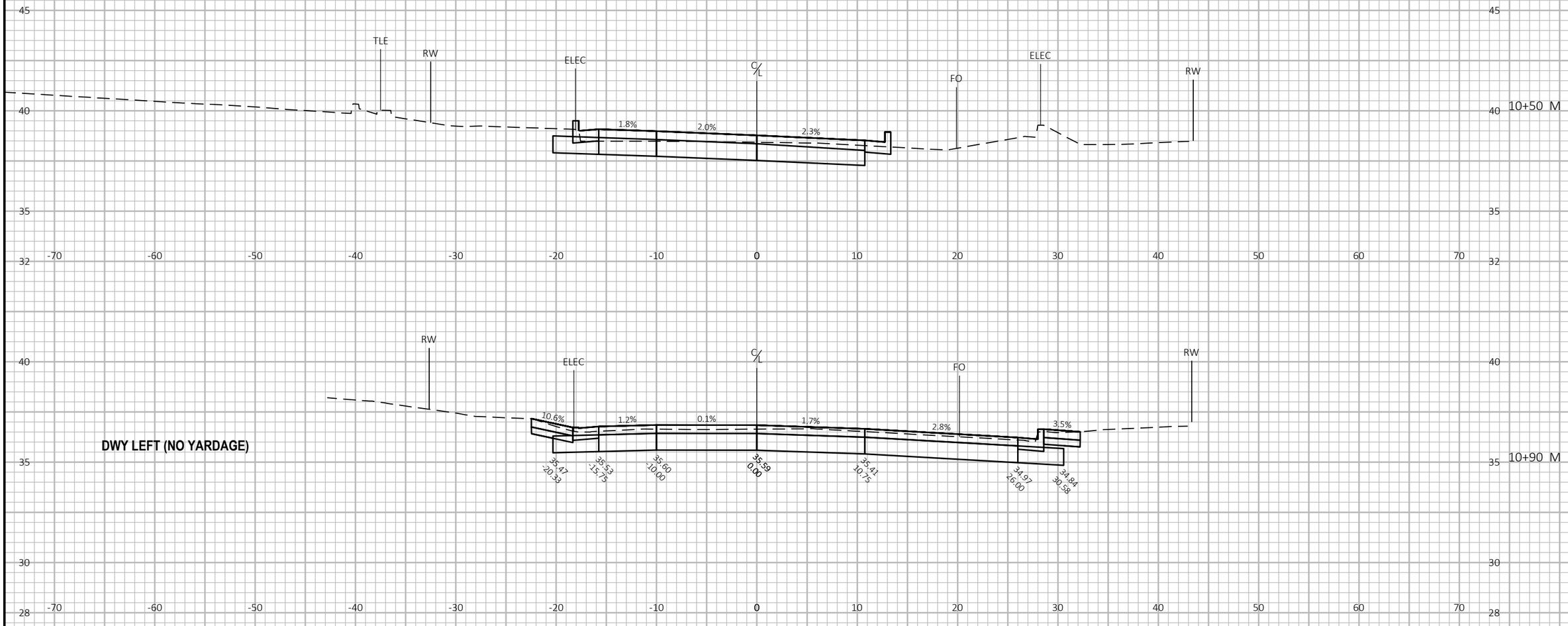



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 9TH ST | SHEET 1257 E |
|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 9thS-01

PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

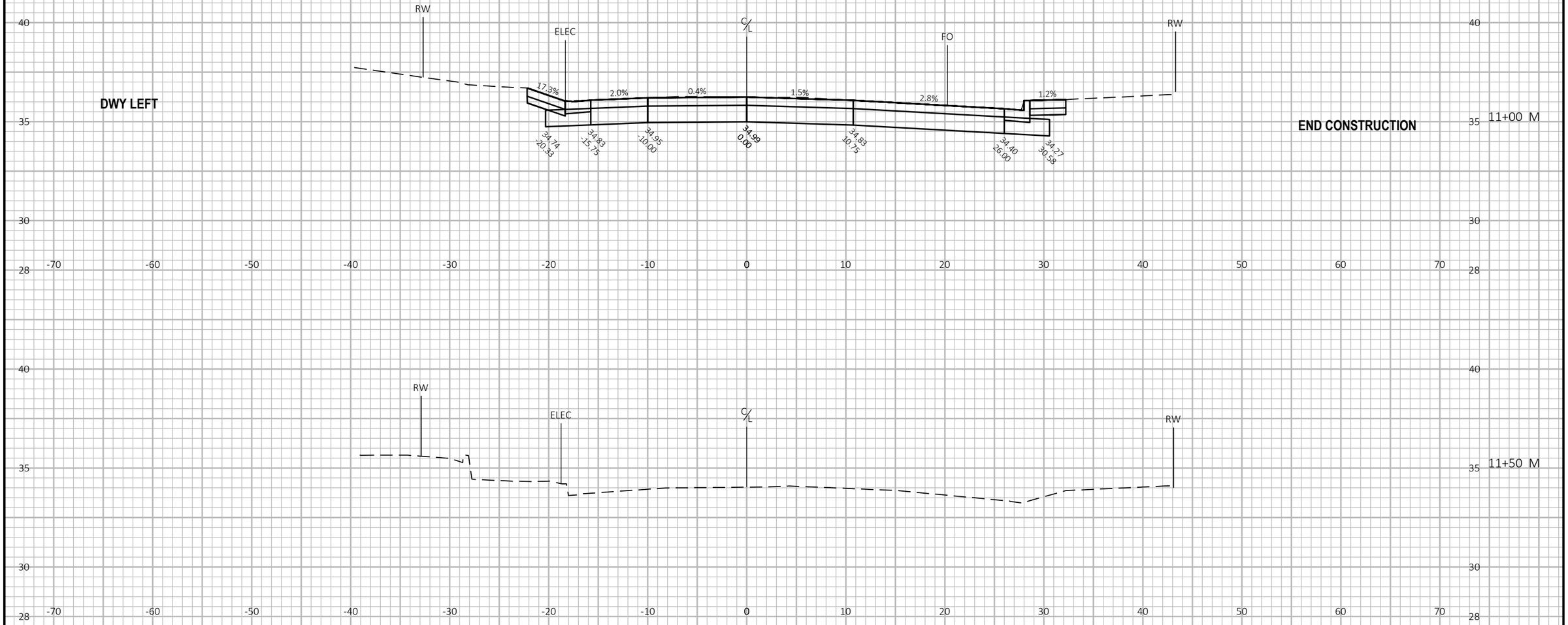
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 9TH ST | SHEET 1258 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 9thN-01

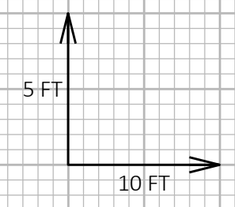
PLOT DATE : 7/22/2026 12:32 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49










9

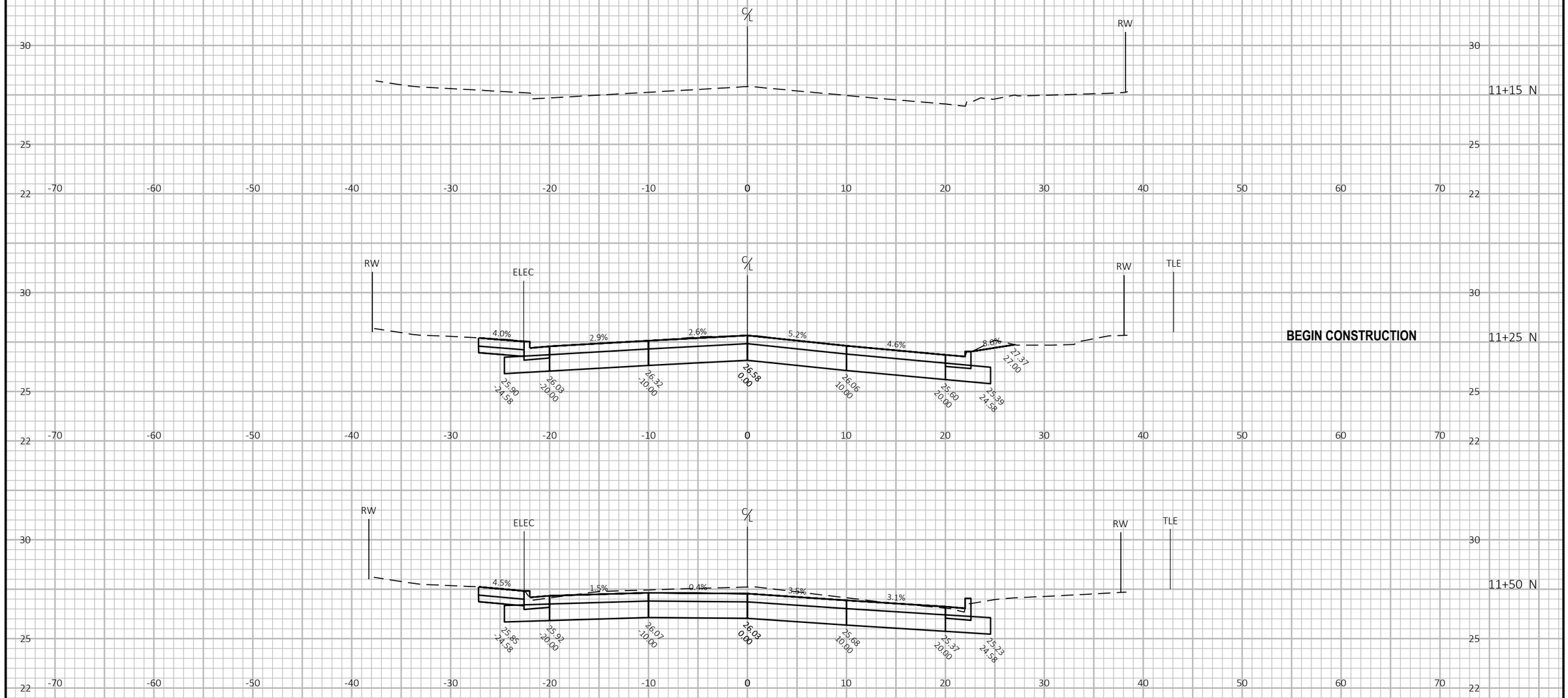
9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 9TH ST | SHEET 1259 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 9thN-02

PLOT DATE : 7/22/2026 12:33 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

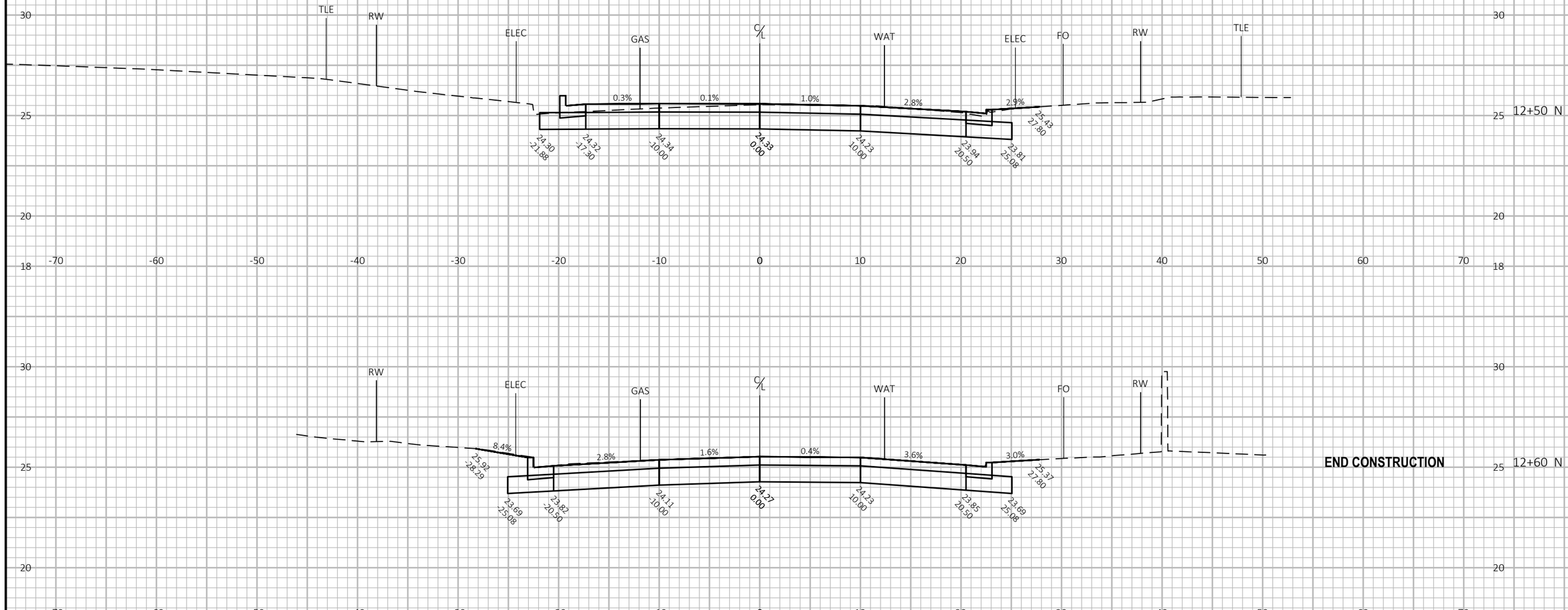
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 7TH ST | SHEET 1260 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 7th-01

PLOT DATE : 7/22/2026 12:33 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

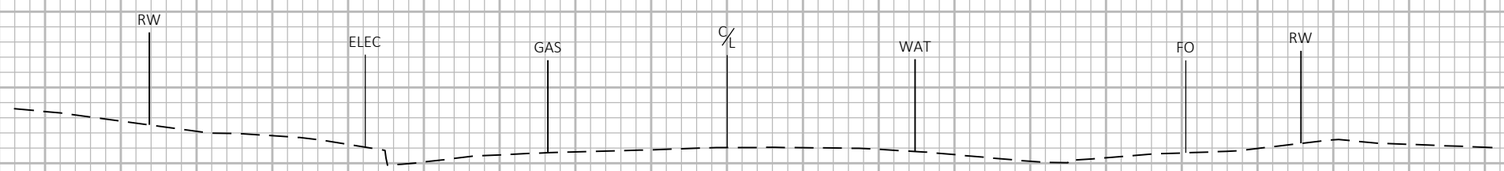
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 7TH ST | SHEET 1261 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 7th-02

PLOT DATE : 7/22/2026 12:33 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




30
25
20
18

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

12+75 N

5 FT
10 FT

9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 7TH ST | SHEET 1262 | E |
|---|---|---|---|---|---|

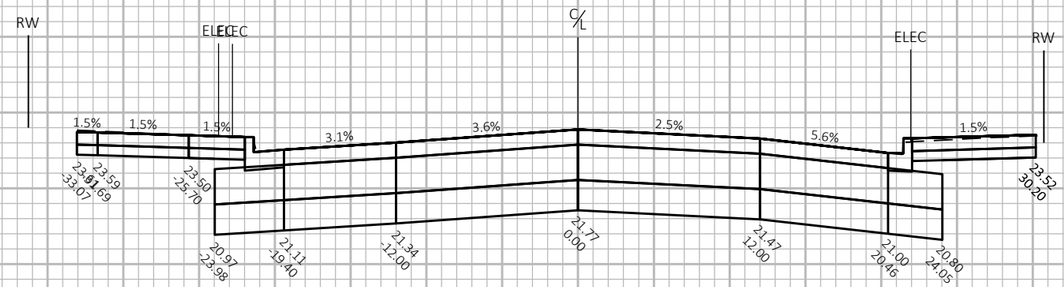
FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 7th-03

PLOT DATE : 7/22/2026 12:33 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

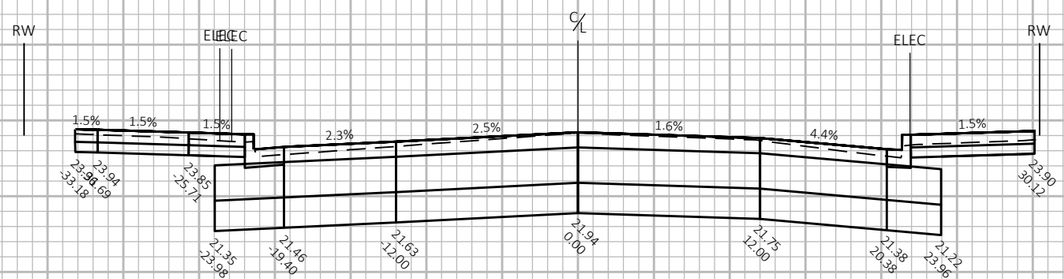



13+50 P




**BEGIN CONSTRUCTION**

13+80 P




14+00 P

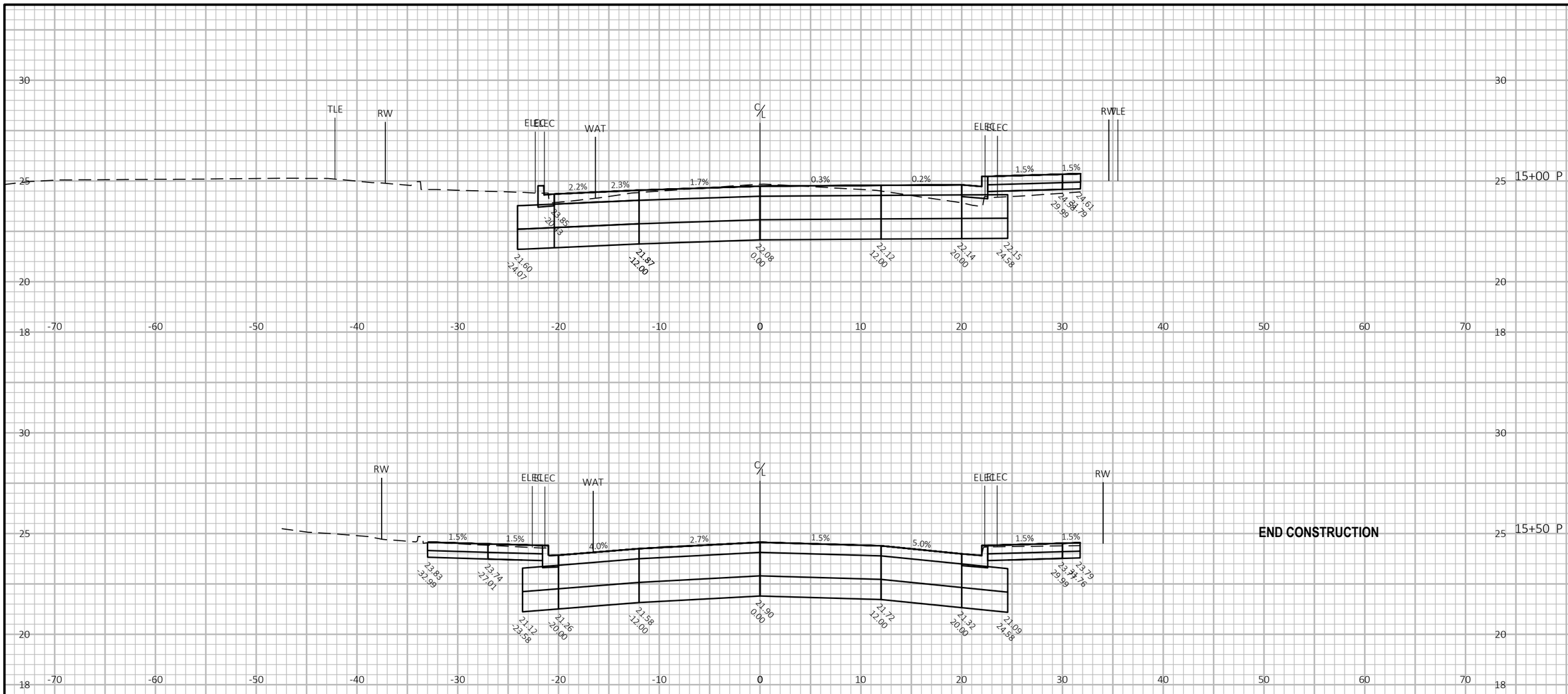



| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 6TH ST | SHEET 1263 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 6th-01

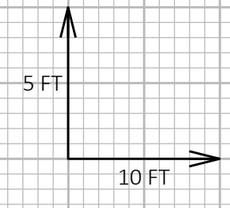
PLOT DATE : 7/22/2026 12:33 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









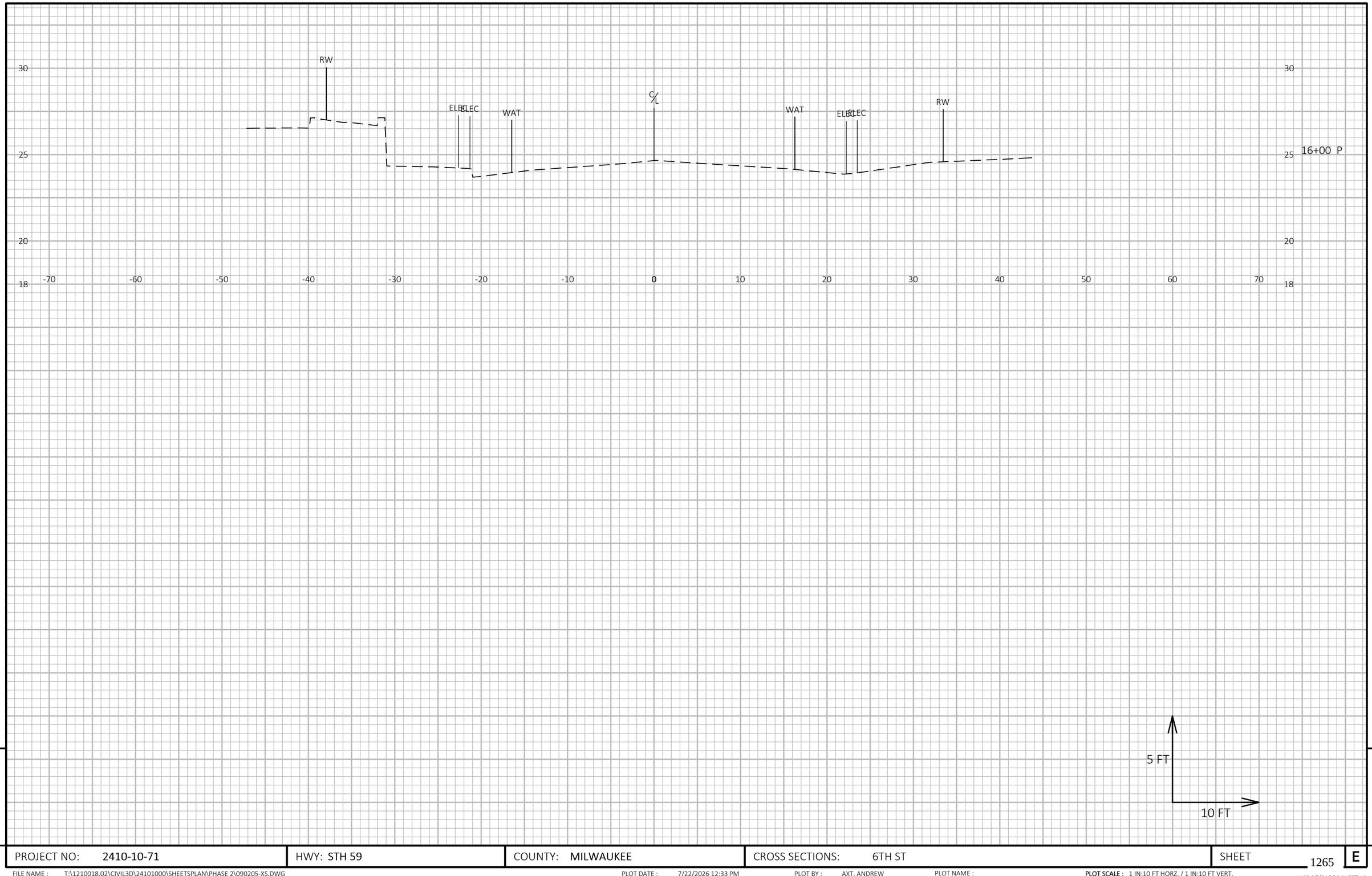

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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 6TH ST | SHEET 1264 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 6th-02

PLOT DATE : 7/22/2026 12:33 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




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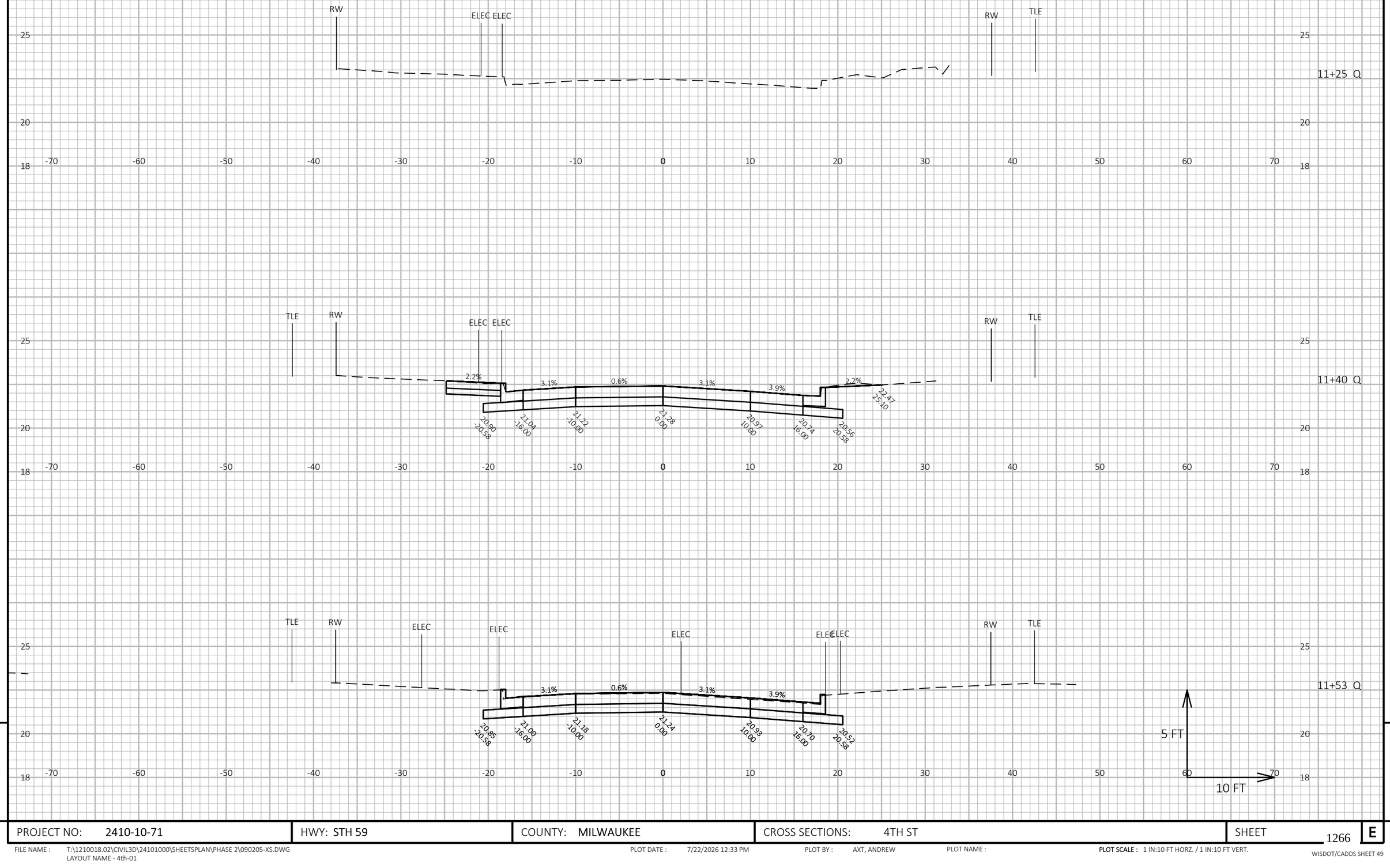
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 6TH ST | SHEET 1265 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 6th-03

PLOT DATE : 7/22/2026 12:33 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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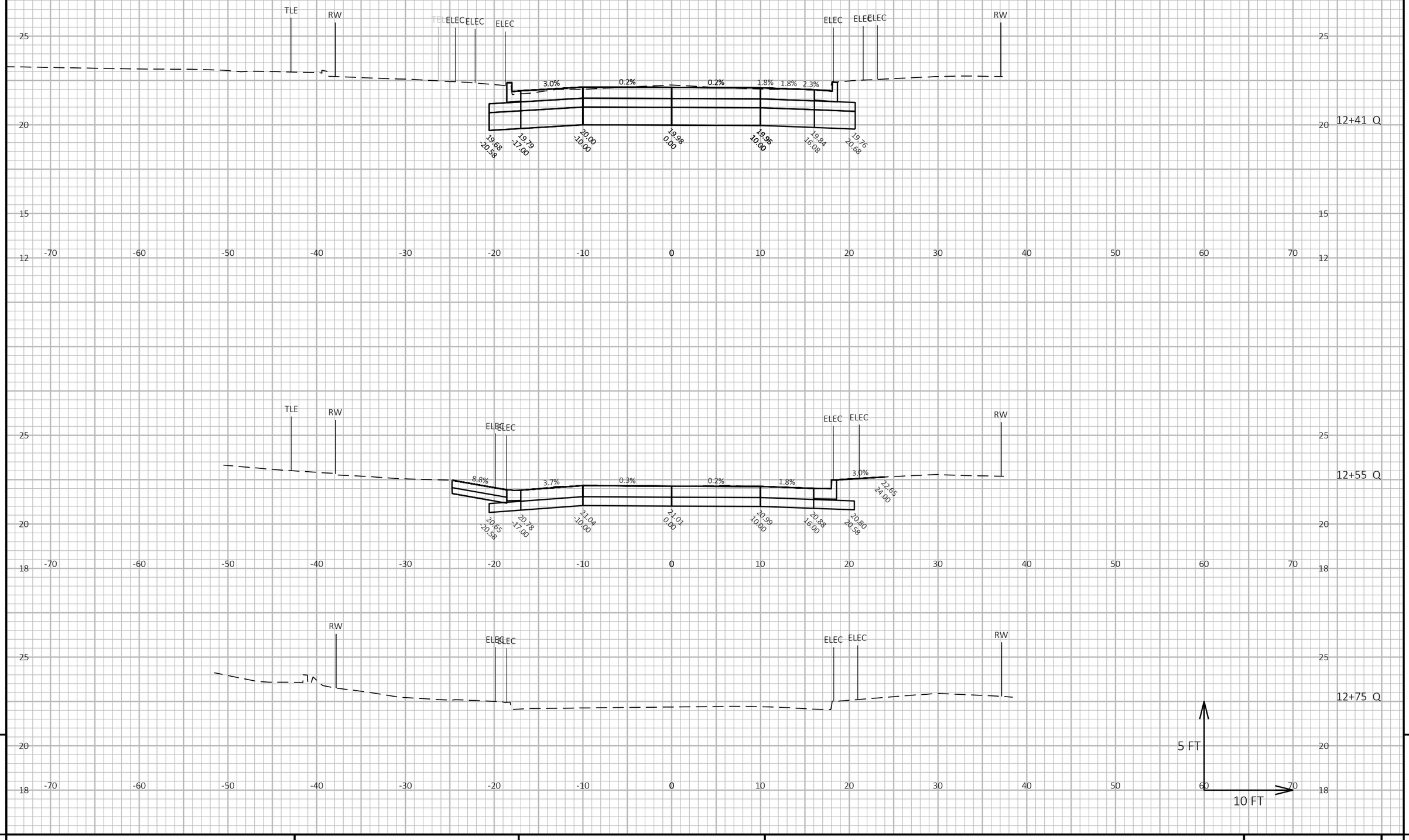
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 4TH ST | SHEET 1266 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 4th-01

PLOT DATE : 7/22/2026 12:33 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



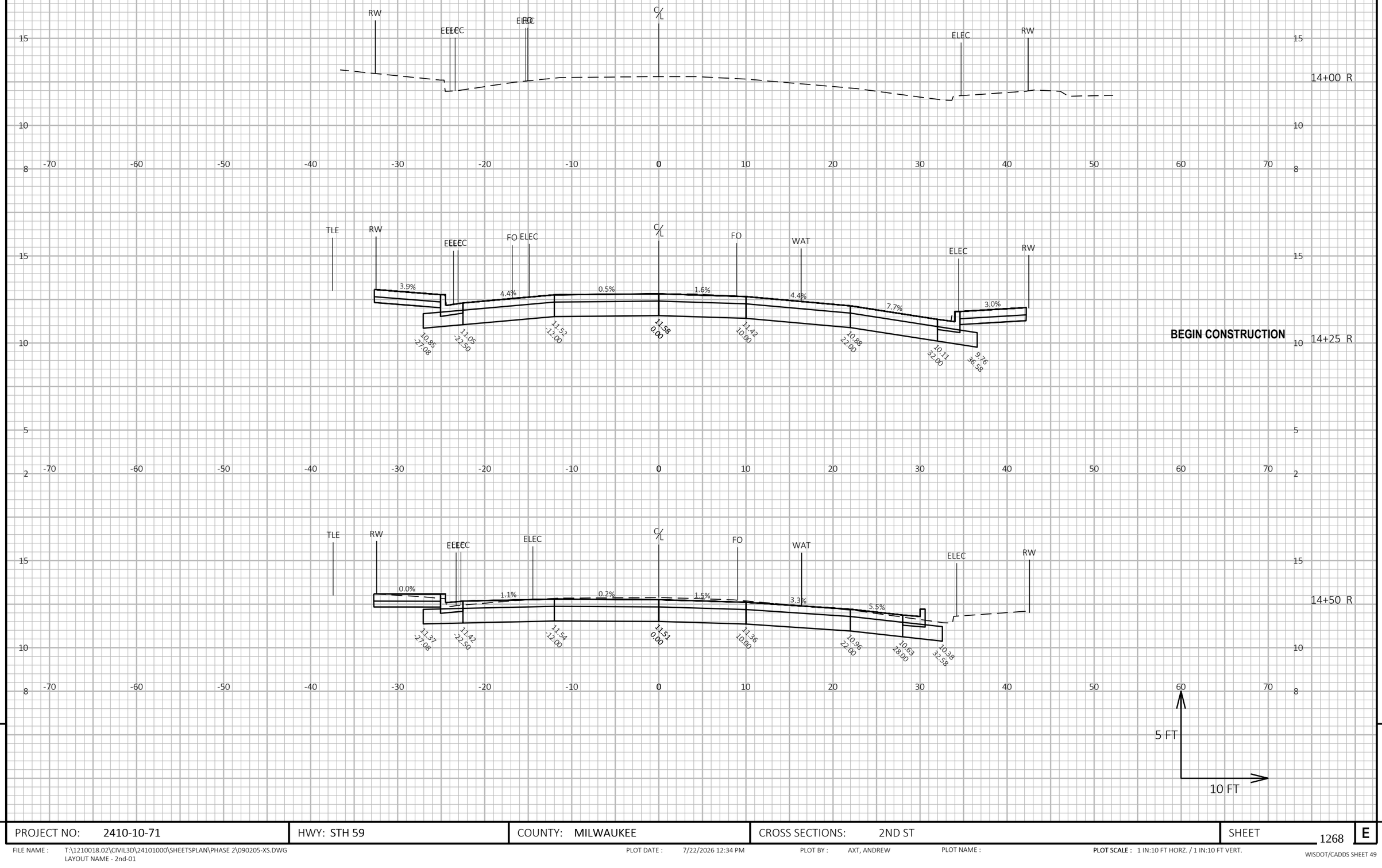

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 4TH ST | SHEET 1267 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 4th-02

PLOT DATE : 7/22/2026 12:34 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

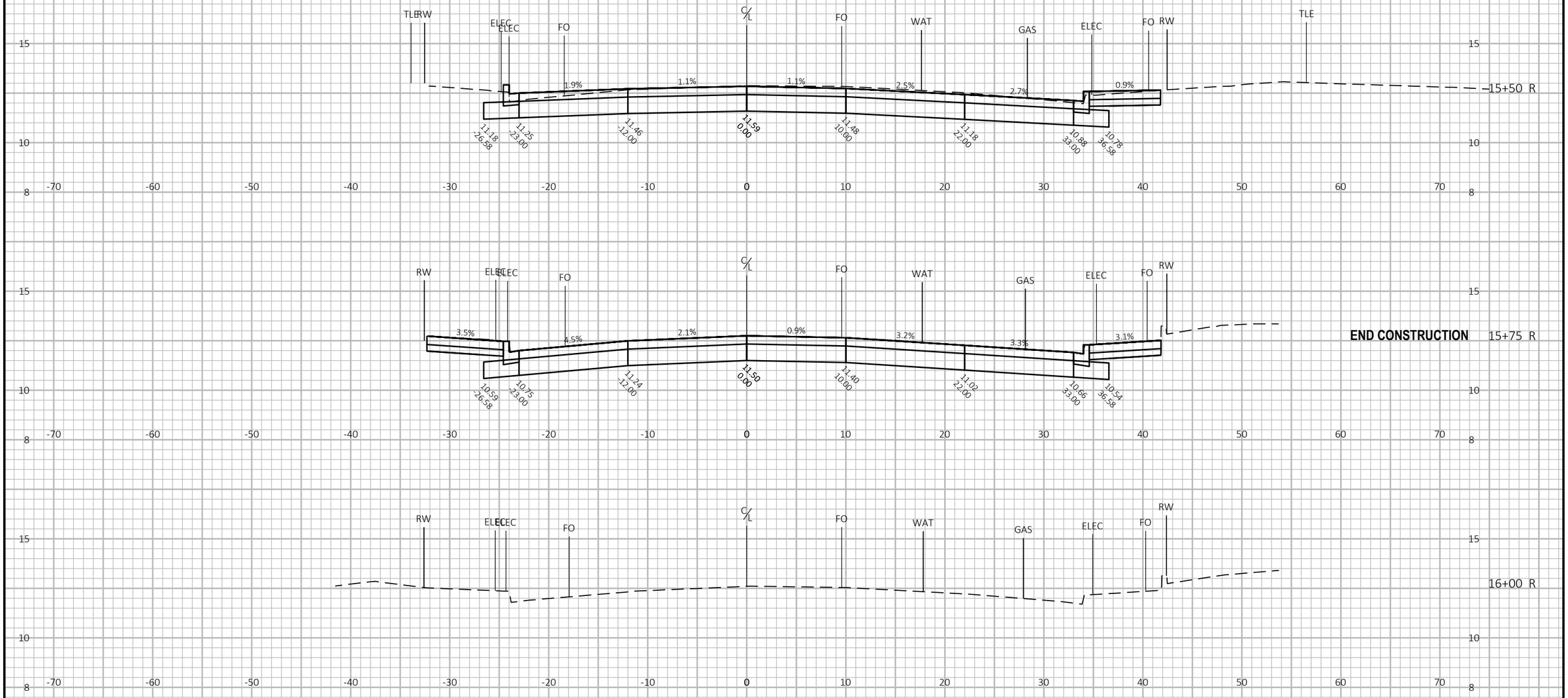



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|---|---|---|---|---|
| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 2ND ST | SHEET 1268 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 2nd-01

PLOT DATE : 7/22/2026 12:34 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



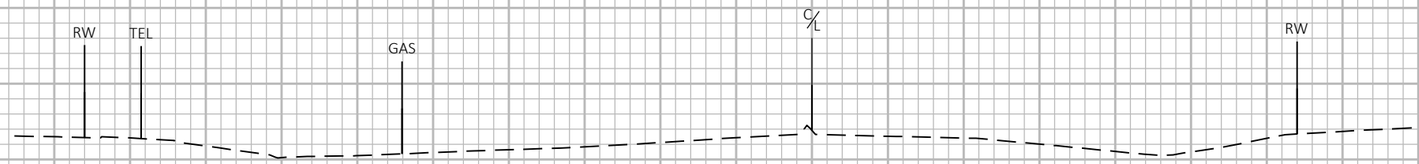

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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: 2ND ST | SHEET 1269 E |

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090205-XS.DWG
LAYOUT NAME - 2nd-02

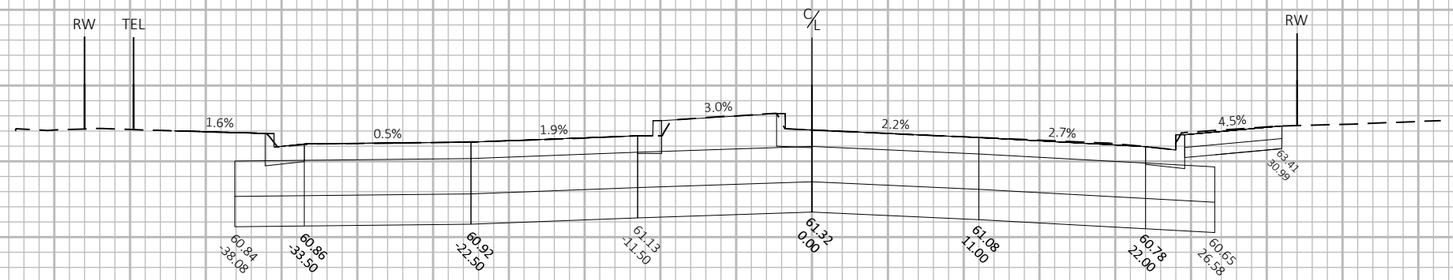
PLOT DATE : 7/22/2026 12:34 PM PLOT BY : AXT, ANDREW PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



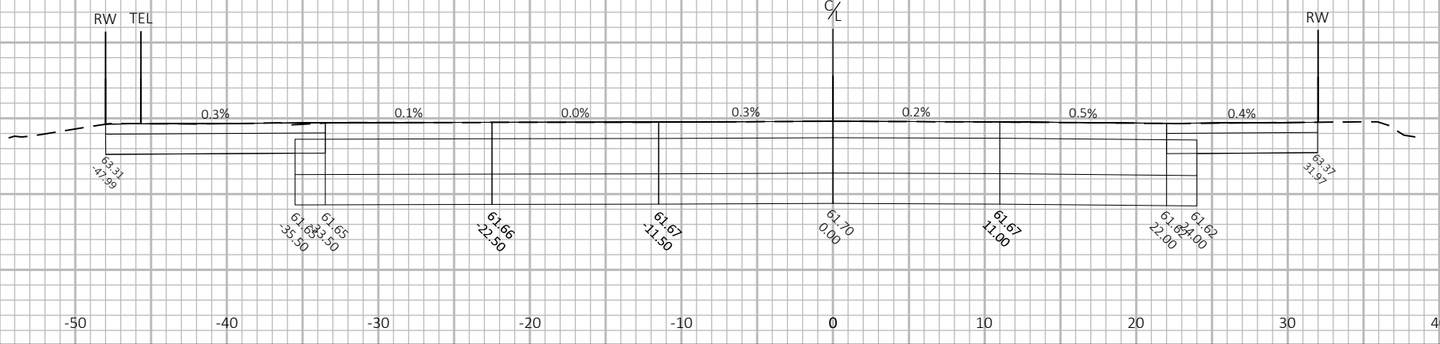

604+75




**BEGIN CONSTRUCTION** 605+00




**END ROADWAY** 605+25
**BEGIN CPKC RR CROSSING**




**END CPKC RR CROSSING** 605+35
**BEGIN ROADWAY**

5 FT

10 FT

9

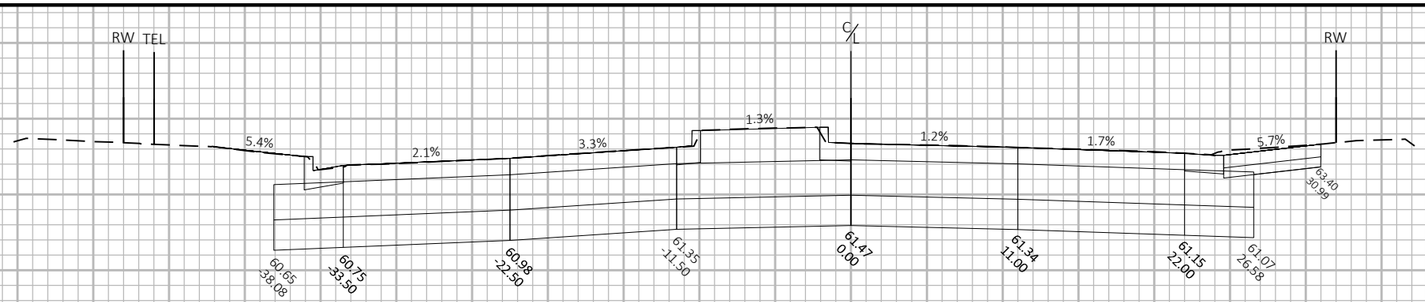
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| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: GREENFIELD AVE | SHEET 1270 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090206-XS-GREENFIELD AVE.DWG
LAYOUT NAME - 01

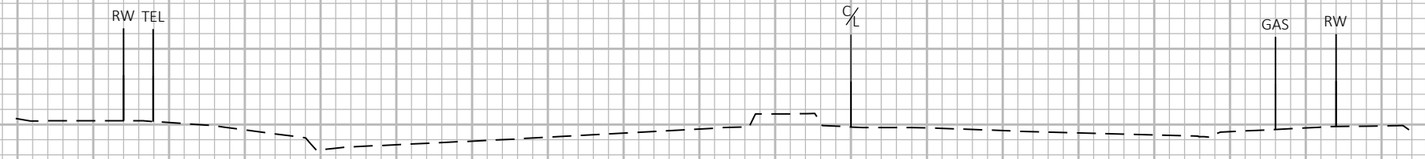
PLOT DATE : 7/22/2026 12:34 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




605+61

**END CONSTRUCTION**




605+75

65 60 58

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

5 FT

10 FT

9 9

| PROJECT NO: 2410-10-71 | HWY: STH 59 | COUNTY: MILWAUKEE | CROSS SECTIONS: GREENFIELD AVE | SHEET 1271 | E |
|---|---|---|---|---|---|

FILE NAME : T:\1210018.02\CIVIL3D\24101000\SHEETSPLAN\PHASE 2\090206-XS-GREENFIELD AVE.DWG
LAYOUT NAME - 02

PLOT DATE : 7/22/2026 12:34 PM PLOT BY : AXT, ANDREW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

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