WKE MAR 2018

PROJECT ID WITH: N/A

2200-14-70

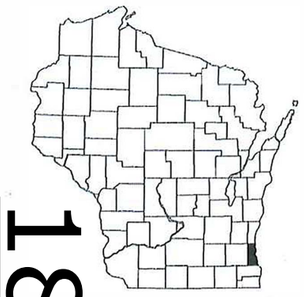
18

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 PLAN'S~~
SECTION NO.	9	COMPUTER EARTHWORK DATA
~~SECTION NO.~~	~~9~~	~~CROSS SECTIONS~~

TOTAL: 220



DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

EAST/WEST WELLS STREET

6TH St TO BROADWAY

U.S.H. 18

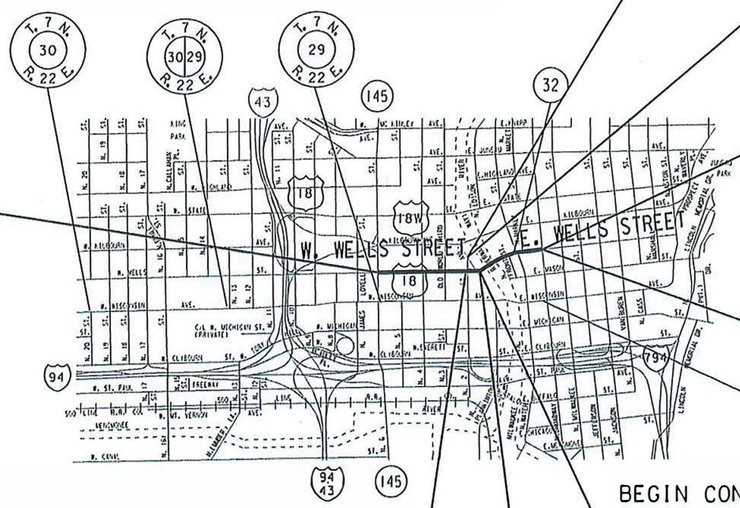
CITY OF MILWAUKEE, MILWAUKEE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2200-14-70	WISC 2018148	1

STATE PROJECT NUMBER

2200-14-70

N



BEGIN PROJECT 2200-14-70
STA. 19+33.5, T/L

END CONSTRUCTION
NORTH PLANKINTON AVENUE
STA. 113+43.0, T/L

END CONSTRUCTION
NORTH 2ND STREET
STA. 212+10.2, T/L

EXCEPTION TO NET
CENTERLINE LENGTH
STA. 49+97.1, T/L
STA. 50+05.1, T/L

END PROJECT 2200-14-70
STA. 50+81.6, T/L

BEGIN CONSTRUCTION
NORTH PLANKINTON AVENUE
STA. 109+12.8, T/L

BEGIN CONSTRUCTION
NORTH 2ND STREET
STA. 209+04.9, T/L

EXCEPTION TO NET CENTERLINE LENGTH
STA 39+05.0, T/L
STA 41+80.0, T/L

DESIGN DESIGNATION

A.D.T. (CURRENT)	=	9,900
A.D.T. (	=	11,400
D.H.V.	=	1,200
D.	=	0.75
T.	=	4.0%
DESIGN SPEED	=	35
ESALS	=	730,000

CONVENTIONAL SIGNS

- COUNTY LINE
- TOWNSHIP OR RANGE LINE
- SECTION LINE
- CORPORATE OR CITY LIMITS
- PROPERTY LINE — P.L.
- STANDARD BENCH MARK
- EXISTING RIGHT OF WAY LINE — R/W
- PROPOSED SEWER LATERAL
- BASE OF SURVEY LINE
- CONCRETE WALK/DWY. REMOVAL
- LIMITS OF CONCRETE PAVEMENT REMOVAL
- CATCH BASIN OR INLET — EXISTING — PROPOSED

- COMBUSTIBLE FLUIDS UNDER PRESSURE — CAUTION
- RAILROADS
- FENCE — (TYPE)
- FIRE & POLICE CALL BOX
- LIGHT POLE
- POWER POLE
- TELEPHONE OR TELEGRAPH POLE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL CONTROL BOX
- HYDRANT
- GAS OR WATER GATE VALVE
- MANHOLES - SEWER — UTILITY (TYPE)
- TREES - EXISTING — TO BE REMOVED

LAYOUT SCALE 1/2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.592 MI. (URBAN)

THE COORDINATES ON THIS PLAN ARE BASED ON THE WISCONSIN STATE PLANE COORDINATE SYSTEM, MILWAUKEE COUNTY, NAD 27 SOUTH ZONE.
COMBINED SCALE AND SEA LEVEL REDUCTION FACTOR .9992542

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE CITY OF MILWAUKEE DATUM.

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

Accepted For
City of Milwaukee

10/27/17 Ghassan Khalaf
(Date) Commissioner of Public Works

Original Plans Prepared By

WISCONSIN — JEFFREY S. POLENSKE E-33528 MILWAUKEE WIS — PROFESSIONAL ENGINEER

10/26/17
(Date) City Engineer

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
SURVEYOR	CITY OF MILWAUKEE
DESIGNER	CITY OF MILWAUKEE
PROJECT MANAGER	CHRISTINE HANNA
DISTRICT EXAMINER	
DISTRICT SUPERVISOR	REEM SHAIN
C.O. EXAMINER	

APPROVED FOR DISTRICT OFFICE

DATE: 10/30/17 Christine Hanna (SIGNATURE)

E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\TITLE.DGN

REVISED DATE: 10/25/2017 BY: SB

GENERAL NOTES

1. ALL OPENINGS BELOW SUBGRADE, RESULTING FROM REMOVALS OR ABANDONMENTS, SHALL BE BACKFILLED WITH BASE AGREGATE DENSE 1-1/4 INCH.

2. ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE SODDED AND FERTILIZED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

3. NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.

4. TRANSVERSE JOINTS IN THE CONCRETE WALK SHALL BE CONSTRUCTED AT INTERVALS EQUAL TO THE WIDTH OF THE CONCRETE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

5. ALL ELEVATIONS ARE REFERENCED TO CITY OF MILWAUKEE DATUM.

6. ASPHALT JOINT SHALL ALWAYS BE ABOVE 140°F (DEGREES) WHEN ANOTHER MAT IS PLACED ALONGSIDE.

7. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

8. CONSTRUCTION PERMITS FOR CONCRETE WALK &/ OR CONCRETE DRIVEWAY WORK HAVE BEEN OBTAINED, WHICH RIGHTS SHALL BE EXTENDED TO THE CONTRACTORS.

9. INLET SCREENS ARE TO BE PLACED BETWEEN THE FRAME AND GRATE OF CATCH BASINS / INLETS TO PREVENT SOIL FROM ENTERING THE SEWERS.

10. 'DOWEL BARS' AS SHOWN ON STANDARD DETAIL DRAWING 'CONCRETE BASE' ARE NOT REQUIRED.

11. ALL LONGITUDINAL AND TRANSVERSE CONCRETE PAVEMENT JOINTS REQUIRING SEALING SHALL BE SEALED IN ACCORDANCE WITH THE PLAN DETAIL AND SPECIFICATIONS.

12. NEW CONCRETE CURB AND GUTTER SHALL BE PLACED ON 6-INCH BASE AGGREGATE DENSE 1-1/4 INCH.

13. NEW CONCRETE CURB, CONCRETE PAVEMENT, CONCRETE BASE AND BUS PADS SHALL BE TIED TO THE EXISTING CONCRETE BASE WITH PAVEMENT TIE BARS.

14. ALL STATION AND OFFSET OF CURB REFERENCED IN THE PLANS ARE TO THE FACE OF THE CURB.

15. REPLACE ALL CONCRETE CURB AND GUTTER INDICATED FOR REMOVAL AND REPLACEMENT IN THE EXISTING LOCATION EXCEPT AS SHOWN ON THE PLAN DETAILS.

16. CONCRETE GUTTER 24-INCH WILL HAVE A DROP IN ELEVATION OF 0.04" FROM BOTTOM OF FLAG TO TOP OF FLAG.

STANDARD ABBREVIATIONS

ASPH.	- ASPHALT
B.M.	- BENCH MARK
CTR.	- CENTER
C/L	- CENTER LINE
COMB.	- COMBINED
CONC.	- CONCRETE
C.W.	- CONCRETE WALK
COR.	- CORNER
C	- CURB
EB	- EAST BOUND
ELEV.	- ELEVATION
ENT.	- ENTRANCE
EXIST.	- EXISTING
F	- FLANGE
G	- GUTTER, OR GAS
HYD.	- HYDRANT
LT.	- LEFT
MMSD	- MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
PGL	- PROFILE GRADE LINE
P/L.	- PROPERTY LINE
R OR RAD.	- RADIUS
RET.	- RETAINING
RT.	- RIGHT
R/W	- RIGHT OF WAY
TEL	- AMERITECH
TES	- TRAFFIC ENGINEERING, AND ELECTRICAL SERVICES
T/L	- TRANSIT LINE
WB	- WEST BOUND
WEP	- WISCONSIN ELECTRIC POWER
#'	- NUMBER IN FEET
#'+	- NUMBER IN FEET MAY BE MORE THAN LISTED

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
UTILITY CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION AND DRAINAGE DETAILS
INTERSECTION DETAILS
PLAN DETAILS
EROSION CONTROL PLANS
REMOVAL PLANS
HAZARDOUS MATERIALS DETAIL PLAN
UTILITIES & DRAINAGE PLANS
CITY UNDERGROUND CONDUIT (TES)
STREET LIGHTING & TRAFFIC SIGNAL CONDUIT DETAILS
STREET LIGHTING PLANS
PAVEMENT MARKING PLANS
PERMANENT SIGNING - ROUTE MARKERS
TRAFFIC CONTROL GENERAL NOTES
TRAFFIC CONTROL PLANS
TRAFFIC CONTROL TYPICAL SECTIONS
ALIGNMENT PLANS

TOTAL LAYER PAVEMENT THICKNESS	LAYERS	NOMINAL MAXIMUM AGGREGATE GRADATIONS	TRAFFIC	ASPHALT BINDER	BINDER DESIGNATION LEVEL
4"	1¾" UPPER	4	LT	58-28	S
	2¼" LOWER	3	LT	58-28	S

UTILITY CONTACTS

AT&T LOCAL NETWORK

JENNIFER NAVARRO
6070 N. FLINT RD.
GLENDALE, WI 53209
PHONE: 414-459-3564
j.navarro@northwindtech.com

AT&T WISCONSIN

JAY BULANEK
2005 PEWAUKEE RD
WAUKESHA, WI 53188
PHONE: 262-896-7669
jb5175@att.com

AT&T WISCONSIN FIELD CONTACT

DEANNA BARBIAN
435 S. 95TH ST., ROOM FL 2
MILWAUKEE, WI 53214
PHONE: 414-476-6188

AMERICAN TRANSMISSION COMPANY FIELD CONTACT

RON LATUS
W234 N2000 RIDGEVIEW PARKWAY CT.
WAUKESHA, WI 53188
PHONE: 262-832-8688

CHARTER COMMUNICATIONS

STEVE CRAMER
1320 N. DR. MARTIN LUTHER KING JR. DR.
MILWAUKEE, WI 53212
PHONE: 414-277-4045
wis.engineering@charter.com

CITY OF MILWAUKEE, UTILITY COORDINATOR

MOHAMMAD O. ABULUGHOD
841 N. BROADWAY, RM710
MILWAUKEE, WI 53202
PHONE: 414-286-2767
mabulu@milwaukee.gov

CITY OF MILWAUKEE, STREET LIGHTING

DENNIS MILLER
1540 W. CANAL ST.
MILWAUKEE, WI 53233
PHONE: 414-286-5942
MOBILE: 414-708-4251
dennis.miller@milwaukee.gov

CITY OF MILWAUKEE, DPW/ COMMUNICATIONS

BRYAN PAWLAK
1440 W. CANAL ST.
MILWAUKEE, WI 53233
DISPATCH: 414-286-3686

LEVEL 3 COMMUNICATIONS

SASH DEMIAN
3235 INTERTECH DR.
BROOKFIELD, WI 53045
PHONE: 414-908-1042
relo@level3.com

MCI/VERIZON

THOMAS BUHER
7719 W. 60TH PL.
SUMMIT, IL 60501
PHONE: 708-458-6410
investigations@verizon.com

MIDWEST FIBER NETWORKS (CABLE COM, LLC) FIELD CONTACT

CHERI GRAINGER
6070 N. FLINT RD.
GLENDALE, WI 53209
PHONE: 414-459-3550

PAETEC COMMUNICATION, LLC., - WINDSTREAM KDL INC.,- WINDSTREAM NTI, LLC.

MARY BETH FISHER
13935 BISHOPS DR.
MILWAUKEE, WI 53202
PHONE: 414-313-9032
mary.beth.fisher@windstream.com

WE ENERGIES - GAS, ELECTRIC & STEAM

DAN SANDE
333 W. EVERETT ST. - A299
MILWAUKEE, WI 53203
PHONE: 414-221-4578
dan.sande@we-energies.gov

WE ENERGIES FIELD CONTACT- ELECTRIC

KEN FRANECKI
500 S. 116TH ST
WEST ALLIS, WI 53214
PHONE: 414-944-5531
kenneth.franecki@we-energies.com

WE ENERGIES FIELD CONTACT- GAS

ALEX DANTINNE
500 S. 116TH ST.
WEST ALLIS, WI 53214
PHONE: 414-218-2053
alex.dantinne@we-energies.com

WE ENERGIES FIELD CONTACT- STEAM

PAUL SARTORELLI
613 N. 35TH ST.
MILWAUKEE, WI 53208
PHONE: 414-221-2495
paul.sartorelli@we-energies.com

OTHER CONTACTS

CITY OF MILWAUKEE

NICK GOODWIN, P.E.
841 N. BROADWAY, RM 902
MILWAUKEE, WI 53202
PHONE: 414-286-0461
ngoodw@milwaukee.gov

MILWAUKEE COUNTY TRANSIT SYSTEM, BUS STOPS PLANNER

ANDY TILLMAN
1942 N. 17TH ST.
MILWAUKEE, WI 53205
PHONE: 414-343-1728
atillman@mcts.com

MILWAUKEE COUNTY TRANSIT SYSTEM, COORDINATOR OF STREET SUPERVISION

MELANIE FLYNN
1942 N. 17TH ST.
MILWAUKEE, WI 53205
PHONE: 414-343-1764
mflynn@mcts.com

MILWAUKEE METROPOLITAN SEWERAGE DISTRICT

MICKI KLAPPA-SULLIVAN
260 W. SEEBOTH ST.
MILWAUKEE, WI 53204
PHONE: 414-225-2178
mklappasullivan@mmsd.com

MILWAUKEE METROPOLITAN SEWERAGE DISTRICT FIELD CONTACT

LARRY ANDERSON
260 W. SEEBOTH ST.
MILWAUKEE, WI 53204
PHONE: 414-225-2241

WISCONSIN DEPT. OF NATURAL RESOURCES

KRISTINA BETZOLD
2300 N. DR. MARTIN LUTHER KING, JR. DR.
MILWAUKEE, WI 53212
PHONE: 414-263-8157
kristina.betzold@wisconsin.gov

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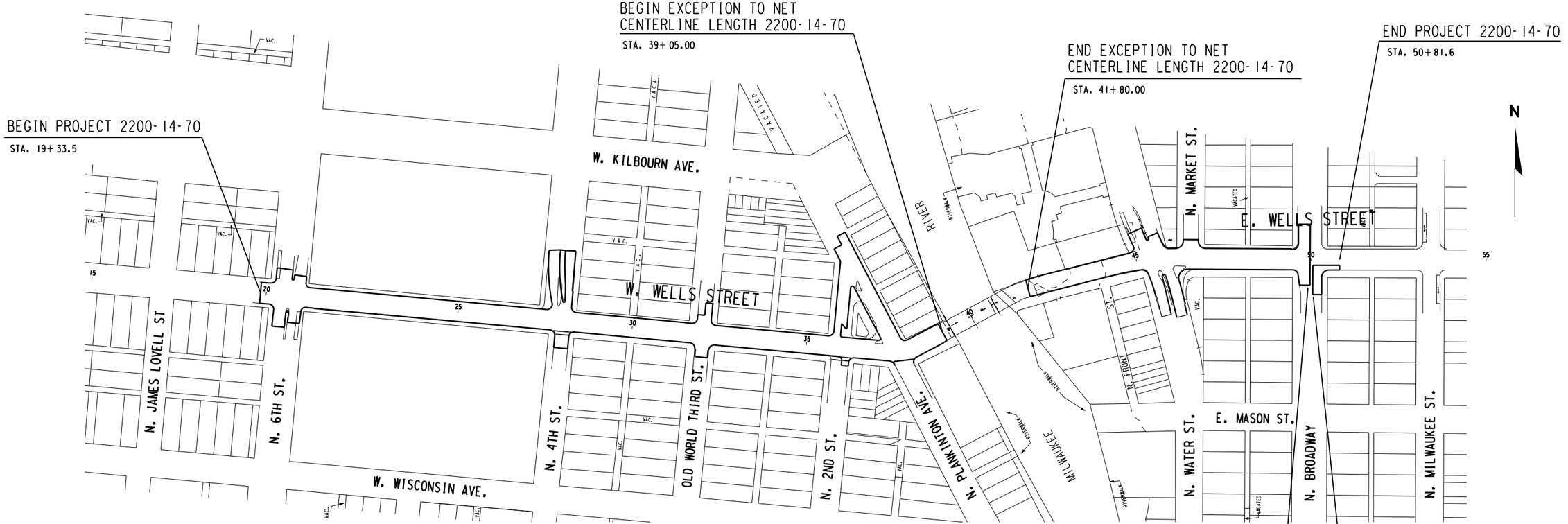


NOTE:

1.) MINIMUM VERTICAL CLEARANCE 6TH ST. TO 4TH ST. IS 18' - 0"

2.) MINIMUM VERTICAL CLEARANCE 4TH ST. TO OLD WORLD 3RD ST. IS 17' - 0"

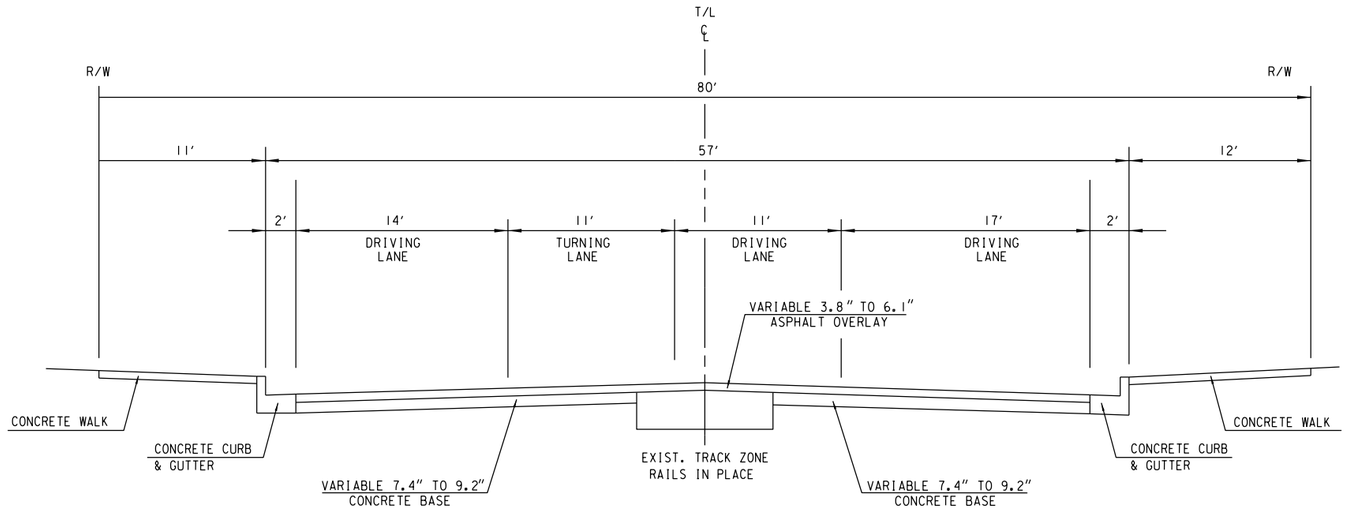
BEGIN EXCEPTION TO NET
CENTERLINE LENGTH 2200-14-70
STA. 49+97.1, T/L

END EXCEPTION TO NET
CENTERLINE LENGTH 2200-14-70
STA. 50+05.1, T/L

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SCALE FEET 0' 300'	SHEET NO: 4	E

FILENAME: W:\SPR\WELLS_6TH-BROADWAY\OVERVIEW.DGN

REVISED DATE: 09-11-2017 BY BB

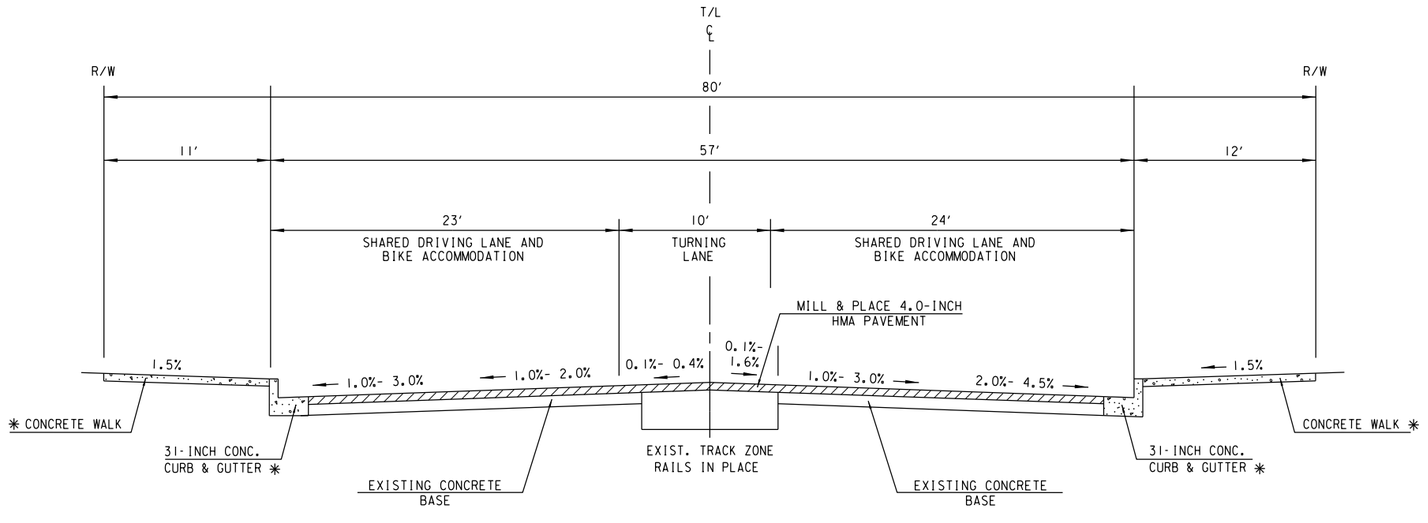


EXISTING TYPICAL SECTION

WEST WELLS STREET

NORTH 6TH STREET TO NORTH 4TH STREET

STA. 19+33.5 TO STA. 28+00



FINISHED TYPICAL SECTION

WEST WELLS STREET

NORTH 6TH STREET TO NORTH 4TH STREET

STA. 19+33.5 TO STA. 28+00

✳ AT LOCATIONS AS SHOWN ON PLANS

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SCALE FEET	SHEET NO: 5	E

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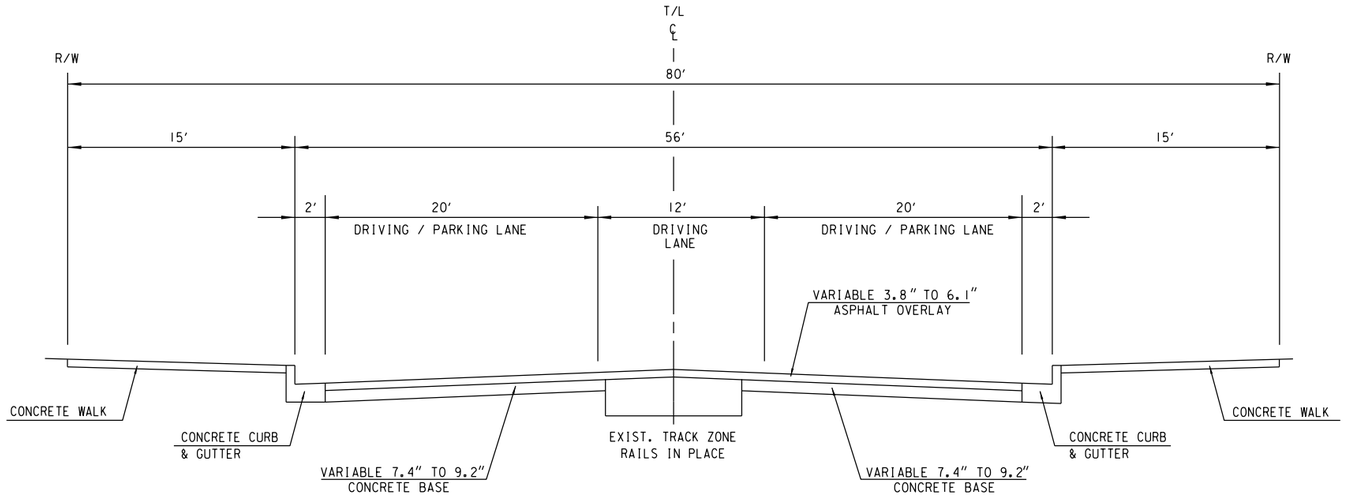
REVISED DATE: 09-25-2017 BY BB

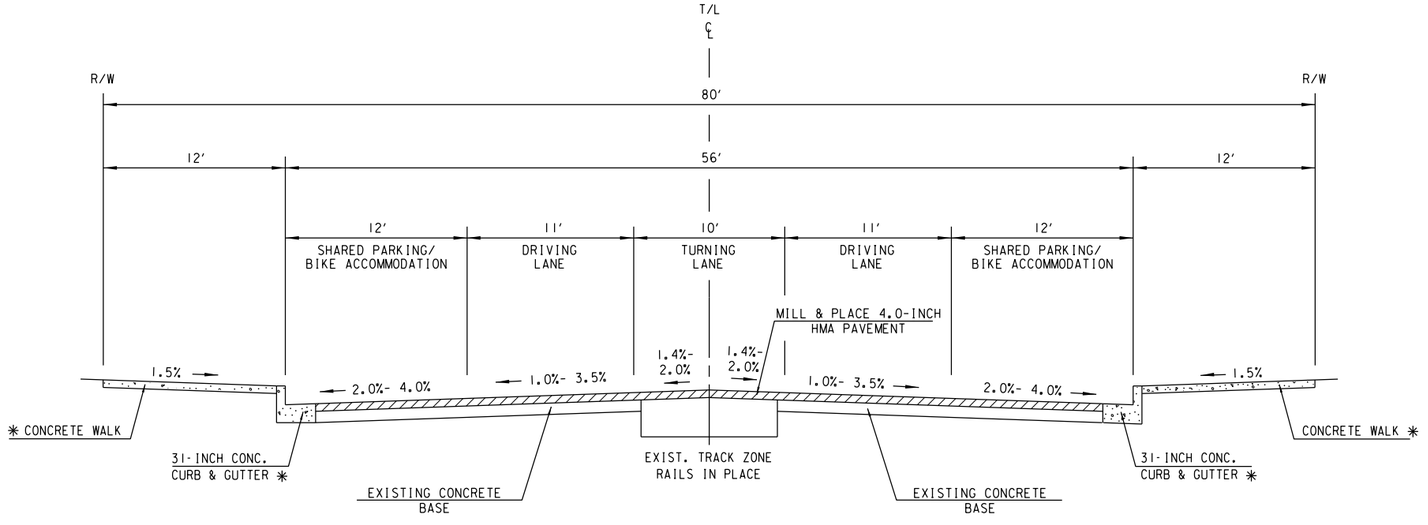


EXISTING TYPICAL SECTION

WEST WELLS STREET

NORTH 4TH STREET TO NORTH PLANKINTON AVENUE

STA. 28 + 00 TO STA. 37 + 50



FINISHED TYPICAL SECTION

WEST WELLS STREET

NORTH 4TH STREET TO NORTH PLANKINTON AVENUE

STA. 28 + 00 TO STA. 37 + 50

✱ AT LOCATIONS AS SHOWN ON PLANS

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SCALE FEET	SHEET NO: 6	E

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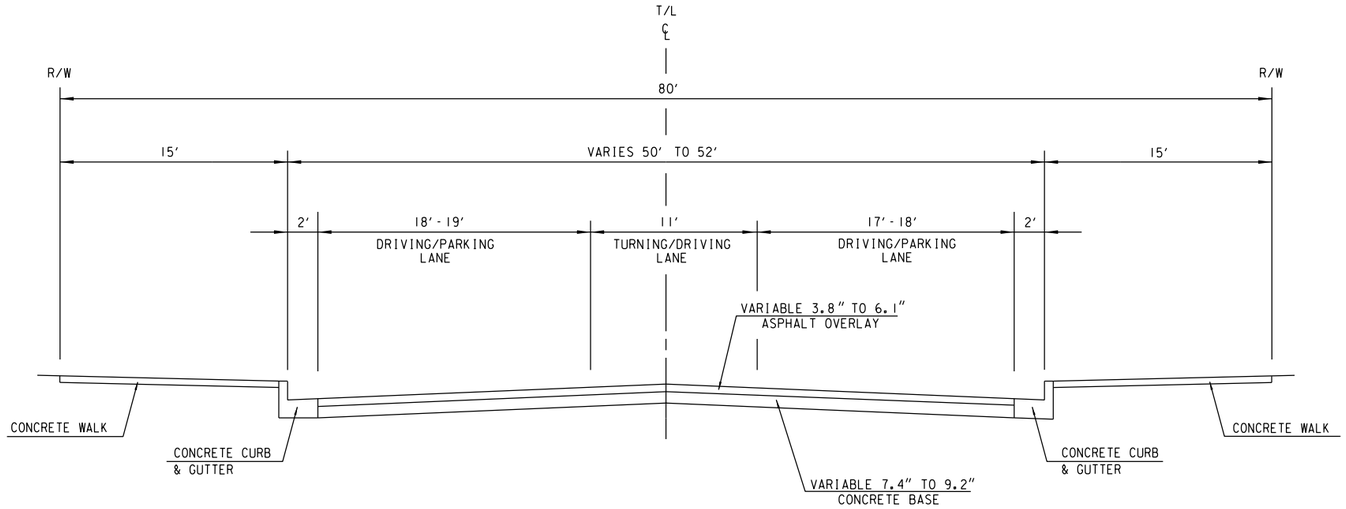
REVISED DATE: 07-05-2017 BY ML

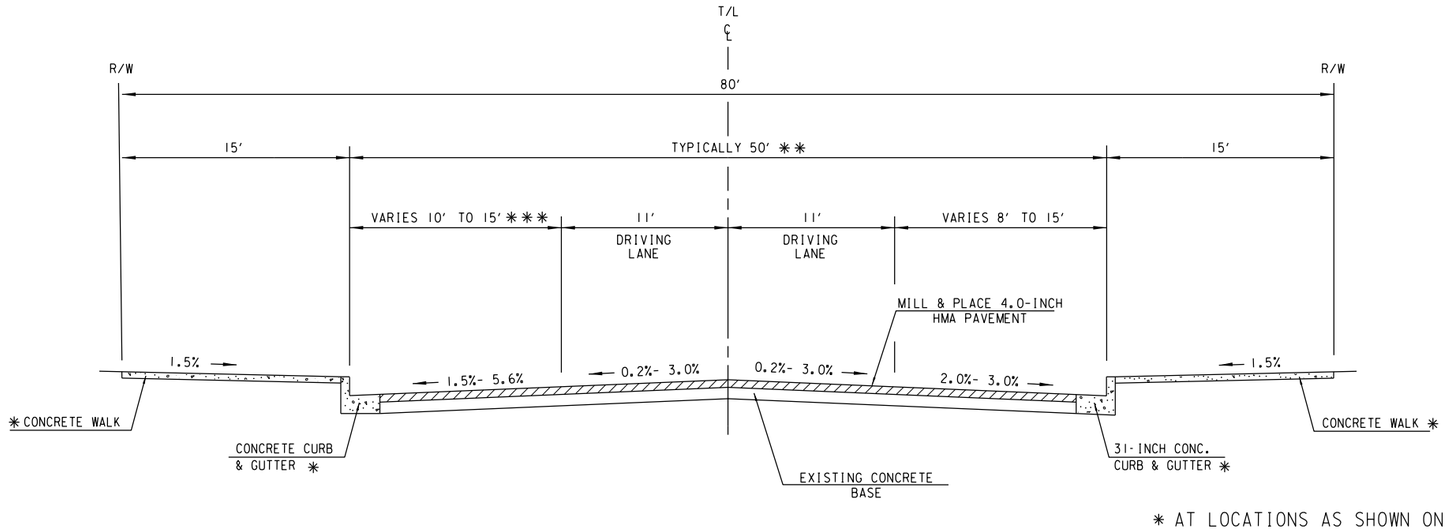


EXISTING TYPICAL SECTION

WEST WELLS STREET

NORTH PLANKINTON AVENUE TO NORTH WATER STREET

STA. 37 + 50 TO STA. 45 + 50



FINISHED TYPICAL SECTION

WEST WELLS STREET

NORTH PLANKINTON AVENUE TO NORTH WATER STREET

STA. 37 + 50 TO STA. 45 + 50

* AT LOCATIONS AS SHOWN ON PLANS

** 52 FT BETWEEN N. PLANKINTON AVE. AND BRIDGE

*** PARKING/BIKE ACCOMMODATION NARROWS FROM 15 FT TO BRIDGE APPROACH 14 FT WEST OF BRIDGE. 14 FT BEYOND PROJECT LIMITS. PARKING/BIKE ACCOMMODATION NARROWS FROM 14 FT EAST OF BRIDGE. 14 FT BEYOND PROJECT LIMITS.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SCALE FEET	SHEET NO: 7	E

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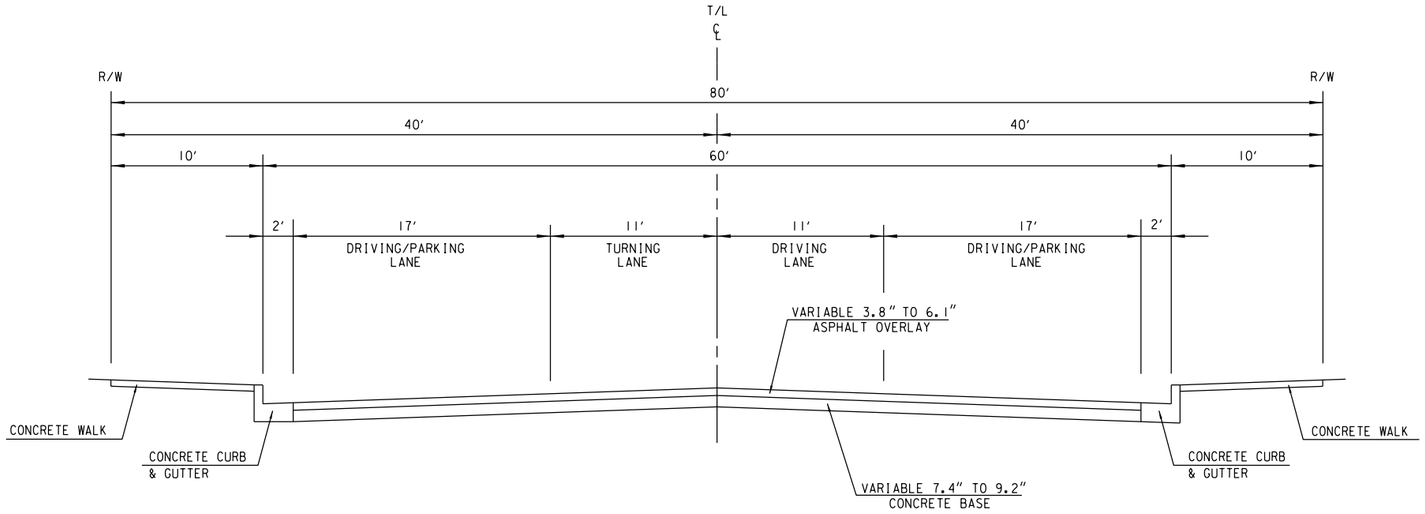
REVISED DATE: 07-05-2017 BY ML

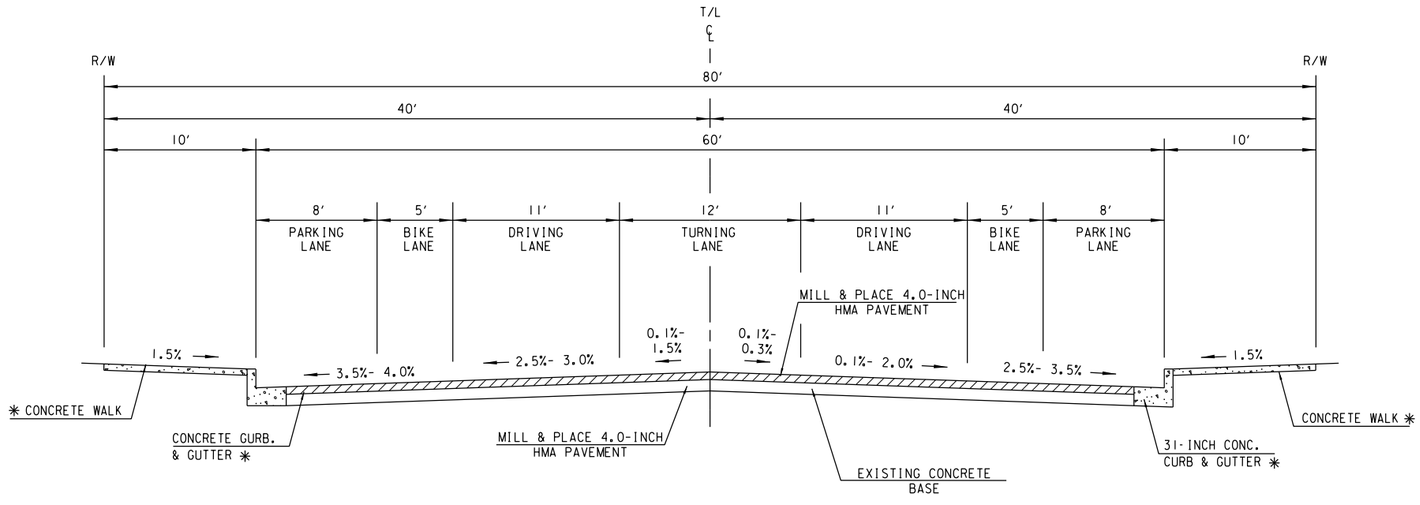


EXISTING TYPICAL SECTION

WEST WELLS STREET

NORTH WATER STREET TO NORTH BROADWAY

STA. 45+50 TO STA. 50+81.7



FINISHED TYPICAL SECTION

WEST WELLS STREET

NORTH WATER STREET TO NORTH BROADWAY

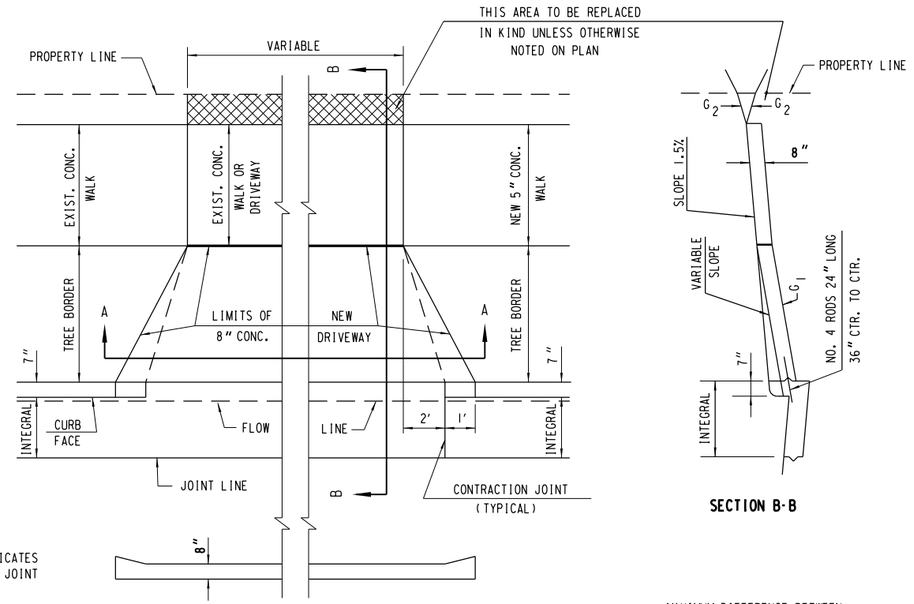
STA. 45+50 TO STA. 50+81.7

✳ AT LOCATIONS AS SHOWN ON PLANS

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SCALE FEET	SHEET NO: 8	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\TYPSEC.DGN

REVISED DATE: 07-05-2017 BY ML



SECTION A-A

SECTION B-B

HEAVY LINE INDICATES 1/2" EXPANSION JOINT MATERIAL

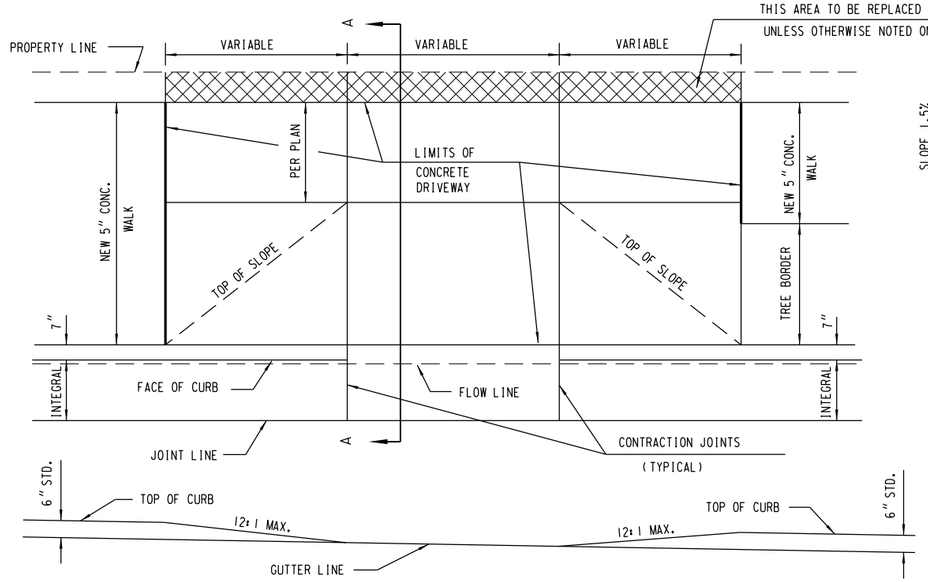
PLACE DUMMY JOINTS AT CENTER OF DRIVEWAY AND/OR AT ALL JOINTS IN THE GUTTER

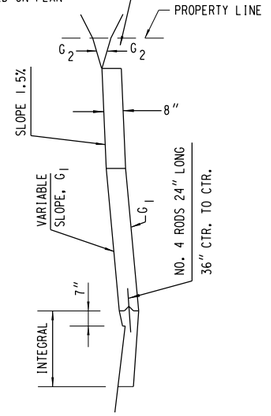
MAXIMUM DIFFERENCE BETWEEN G_1 & G_2 NOT TO EXCEED 15% DESIRABLE MAXIMUM = 10%

MAXIMUM DIFFERENCE BETWEEN G_1 & G_2 IN FILL = 14%

FLARED CONCRETE DRIVEWAY HES

SEE PLAN DETAIL SHEETS FOR CONCRETE WALK WIDTHS





SECTION A-A

HEAVY LINE INDICATES 1/2" EXPANSION JOINT MATERIAL

DRIVEWAY CONSTRUCTION NOTES

CONSTRUCT DRIVEWAY TO PROPERTY LINE ONLY WHEN MATCHING EXISTING DRIVEWAY AND INSTALL 1/2" EXPANSION JOINT MATERIAL BETWEEN NEW AND OLD DRIVEWAY, PLACE DUMMY JOINT AT CENTER OF DRIVEWAY AND AT ALL JOINTS IN THE GUTTER SEE PLAN DETAIL SHEETS FOR CONCRETE WALK WIDTHS

MAXIMUM DIFFERENCE BETWEEN G_1 & G_2 NOT TO EXCEED 15% DESIRABLE MAXIMUM = 10%

MAXIMUM DIFFERENCE BETWEEN G_1 & G_2 IN FILL = 14%

DEPRESSED CONCRETE DRIVEWAY (MODIFIED) HES

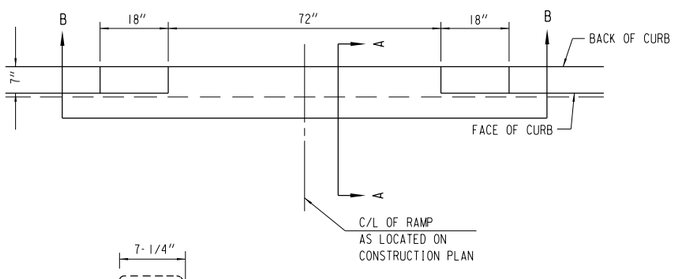
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 9	E

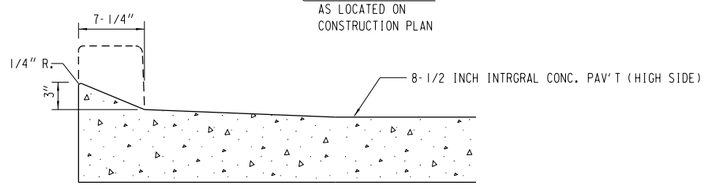
FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: 10-31-2017 BY DB

2

SECTION B-B

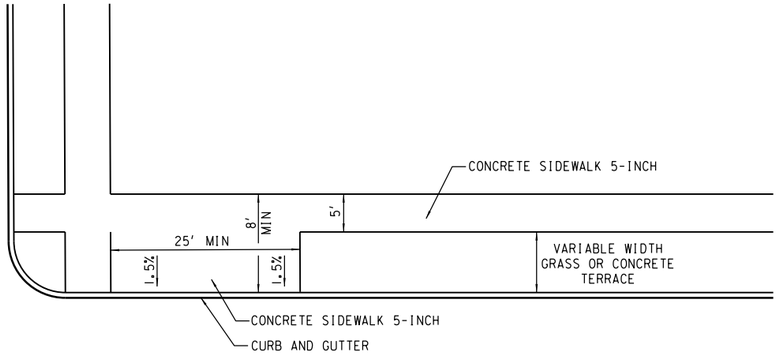




SECTION A-A

MAINTENANCE RAMP

Ⓙ

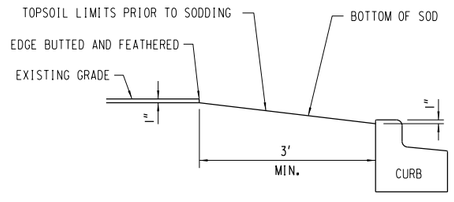


NOTES
1. SLOPE OF ADA BUS STOP SHALL BE 1.5%.
2. NON SLIP SURFACE REQUIRED (BROOM FINISH).

TYPICAL DETAIL OF BUS STOP

NE N. 6TH STREET
SE N. 6TH STREET
NW N. 3RD STREET
SE N. 3RD STREET
NE N. WATER STREET
SE N. WATER STREET

Ⓒ

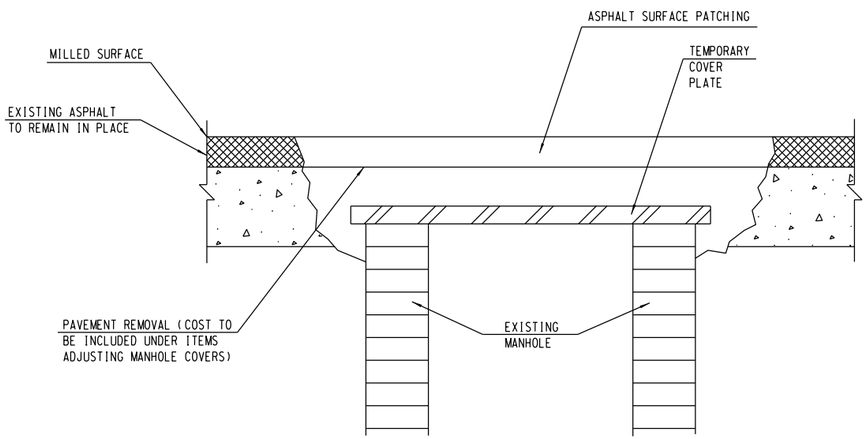


NOTE:
SOIL TO BE COMPACTED PRIOR TO PLACEMENT OF SOD.
SOIL LEVEL OF SOD TO BE FLUSH WITH TOP OF CURB.

GRADING DETAIL

2

ADJUSTING MANHOLE COVERS AND TEMPORARY COVER PLATE DETAIL



STEP 1

PRIOR TO REMOVING ASPHALT

1A. REMOVE BY SAWING AROUND MANHOLE AND STORE MANHOLE COVER.

1B. FURNISH AND INSTALL TEMP. COVER PLATE. *

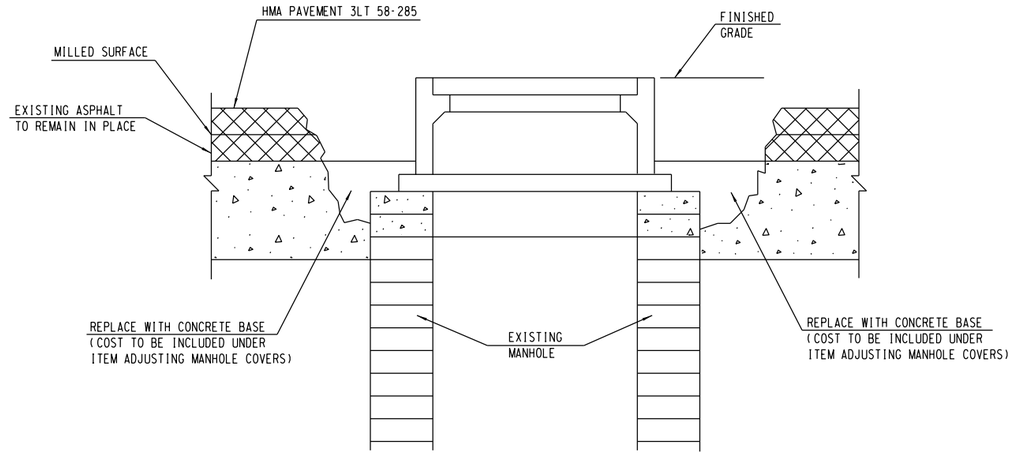
1C. BACKFILL USING ASPHALT SURFACE PATCHING *

* TO BE PAID FOR UNDER CONTR. ITEMS.

UTILITY CO. MANHOLES

STEP 1A BY UTILITY CO.

STEP 1B AND 1C IN COORDINATION WITH WORK BY UTILITY CO. (TO BE PAID FOR UNDER CONTR. ITEMS).



STEP 2

AFTER PAVING HMA PAVEMENT 3LT 58-285

2A. EXCAVATE AND REMOVE TEMPORARY COVER PLATE.

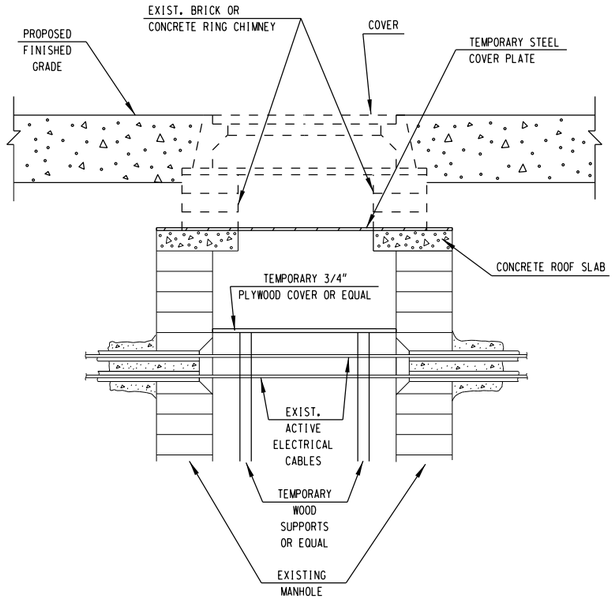
2B. ADJUST MANHOLE AND REINSTALL MANHOLE COVER TO FINISH GRADE. ADJUSTMENTS MAY VARY AT TIME OF CONSTRUCTION

(OTHER WORK TO BE DONE IN ACCORDANCE WITH ITEM - ADJUSTING MANHOLE COVERS)

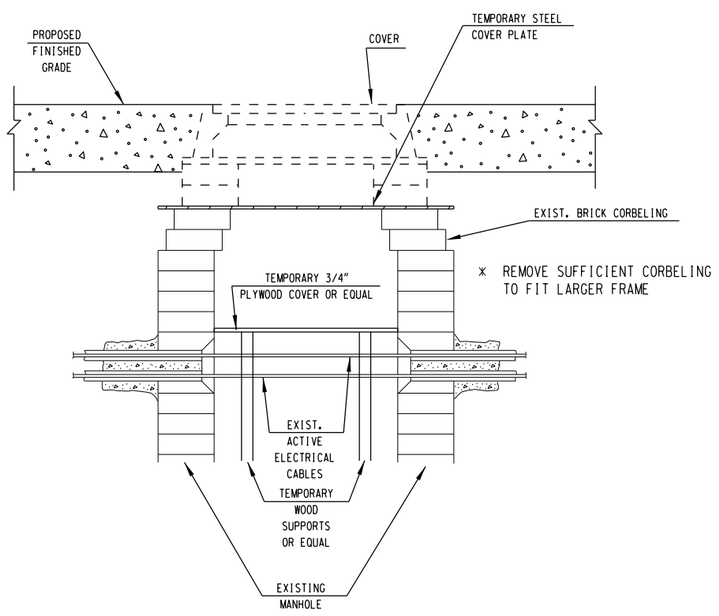
UTILITY CO. MANHOLES

ALL WORK DONE BY UTILITY CO.

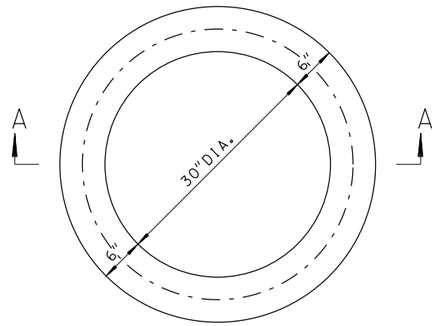
TEMPORARY COVER PLATES TO BE RETURNED TO CONTRACTOR.



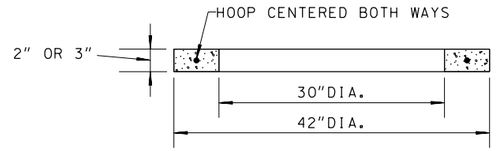
BLOCK OR PRECAST MANHOLE



BRICK ROUND MANHOLE



PLAN



SECTION A-A

THE ADJUSTING RING SHALL BE 2" OR 3" IN HEIGHT.

THE CIRCUMFERENTIAL STEEL SHALL BE CENTERED WITHIN THE RING.

AREA OF CIRCUMFERENTIAL STEEL = 0.07 SQ. INCH PER VERTICAL FOOT WITH A MINIMUM OF .024 SQ. INCH IN ANY ONE RING.

THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE CORE SHALL BE 4000 P.S.I.

CONCRETE ADJUSTING RING

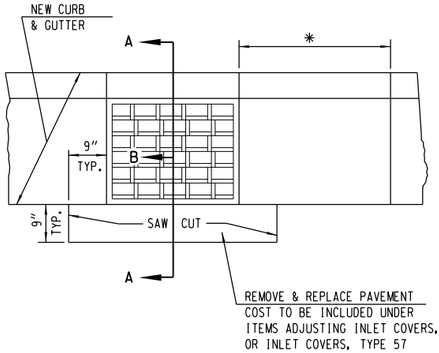
ADJUSTING TES MANHOLES

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 12	E

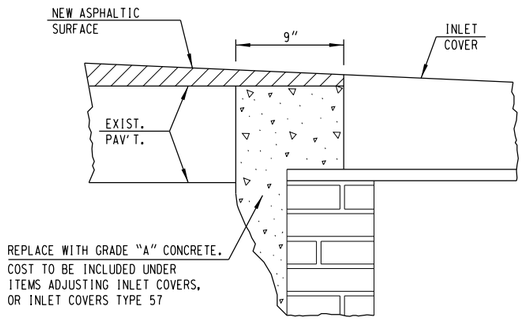
FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: - - BY

* REMOVE 3'-0" CURB & GUTTER MIN. OR TO THE NEAREST JOINT, 6'-0" MAX. UNLESS OTHERWISE DIRECTED ON THE PLAN.

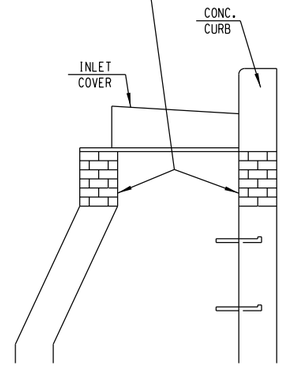


PLAN VIEW



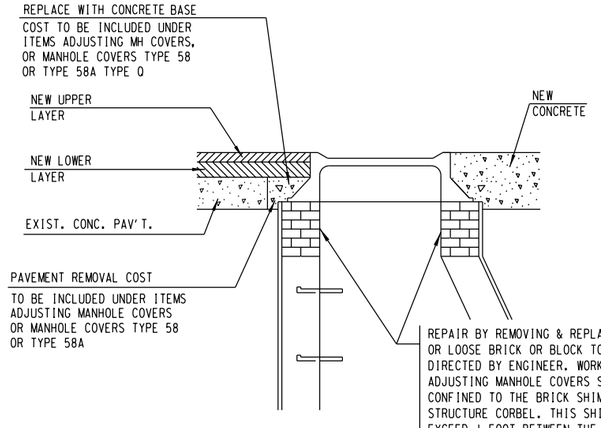
SECTION A-B

REPAIR BY REMOVING & REPLACING DAMAGED OR LOOSE BRICK OR BLOCK TO DEPTH AS DIRECTED BY ENGINEER. WORK UNDER ADJUSTING CATCH BASIN COVERS SHALL BE CONFINED TO THE BRICK SHIMMING ABOVE THE STRUCTURE CORBEL. THIS SHIMMING SHALL NOT EXCEED 1 FOOT BETWEEN THE TOP OF THE CORBEL AND THE FRAME BOTTOM. ANY WORK MORE EXTENSIVE THAN DESCRIBED IMMEDIATELY ABOVE SHALL BE CONSTRUED AS WORK UNDER RECONSTRUCTING CATCH BASINS. DEPTHS OF BRICKWORK TO BE REPAIRED, AS INDICATED ON THE PLAN, ARE ESTIMATES ONLY AND MAY VARY AT TIME OF CONSTRUCTION.

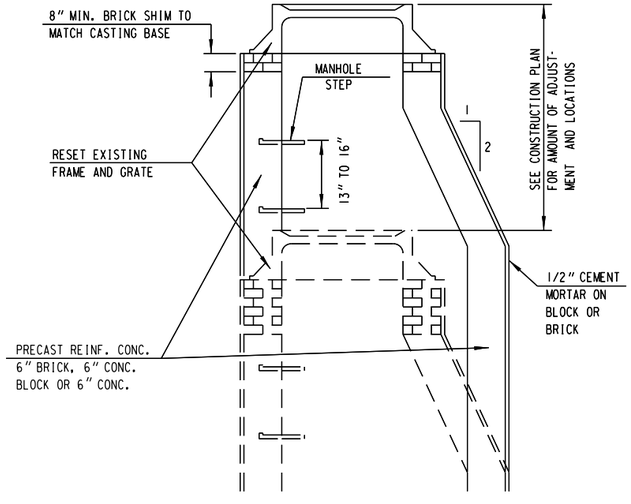


SECTION A-A

ADJUSTING INLET COVERS



ADJUSTING MANHOLE COVERS
OR MANHOLE COVERS TYPE 58A



CORBEL MAY BE REVERSED STRAIGHT SIDE LEANED SLIGHTLY TO CLEAR CURB HEAD.

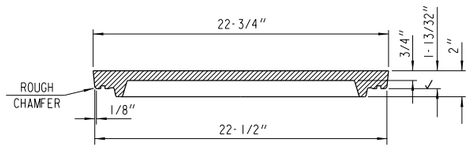
REPAIR BY REMOVING AND REPLACING DAMAGED OR LOOSE BRICK OR BLOCK TO THE DEPTH AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER. DEPTHS AS INDICATED ON PLAN ARE ESTIMATES ONLY AND MAY VARY AT TIME OF CONSTRUCTION.

RECONSTRUCTING MANHOLES
AND INLETS

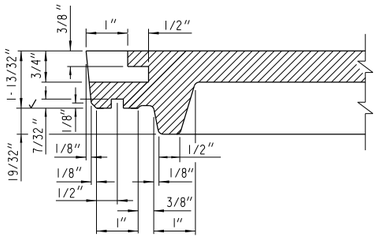
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 13	E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

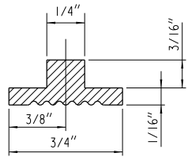
REVISED DATE: - - BY

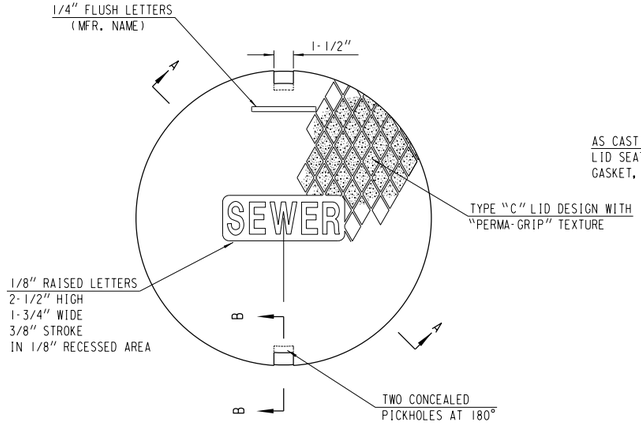


SECTION A-A

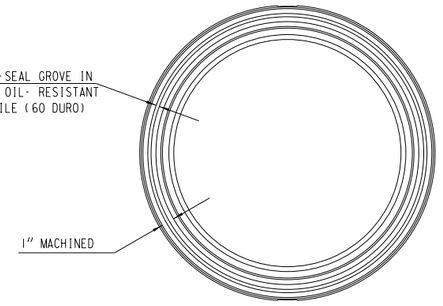


SECTION B-B





TOP VIEW



BOTTOM VIEW

MANHOLE COVER - TYPE 58-A

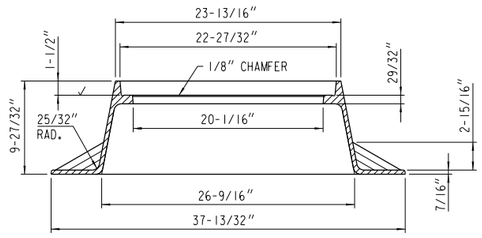
LID - 107 LBS.

NOTE:

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

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

NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.



MANHOLE FRAME - TYPE MS21

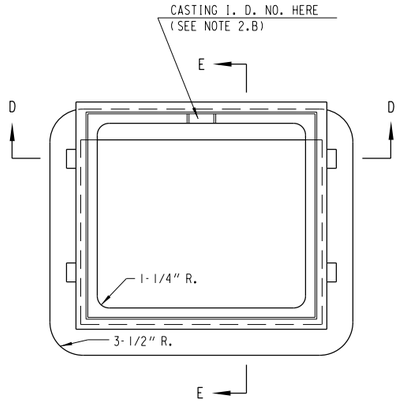
FRAME - 182 LBS.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 14	E

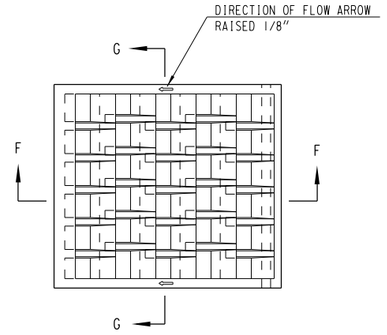
FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: - - BY

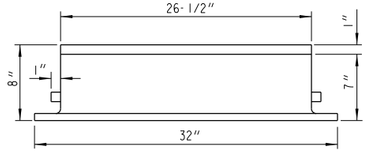
2

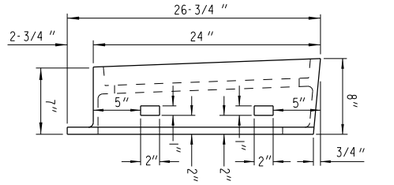


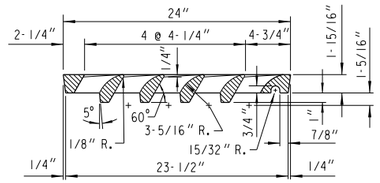
FRAME



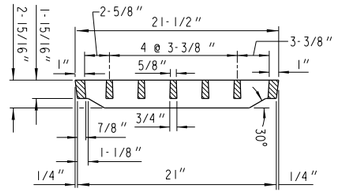
GRATE



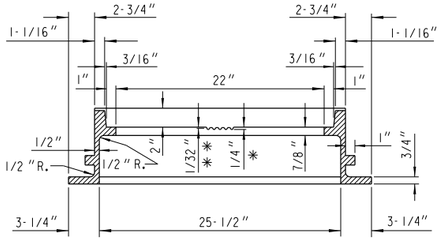




SECTION F-F



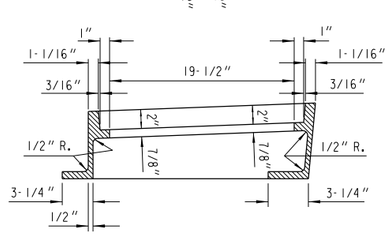
SECTION G-G



SECTION D-D

* DEPRESSION FOR LETTERS

* * CLEARANCE FROM TOP OF LETTERS TO FACE OF SEAT



SECTION E-E

GENERAL NOTES

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

ON THE FRAME

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

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

ON THE GRATE

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

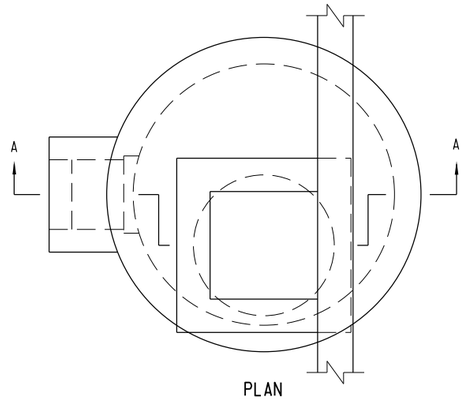
INLET COVER - TYPE MS 57

LID-145 LBS., FRAME-204 LBS.

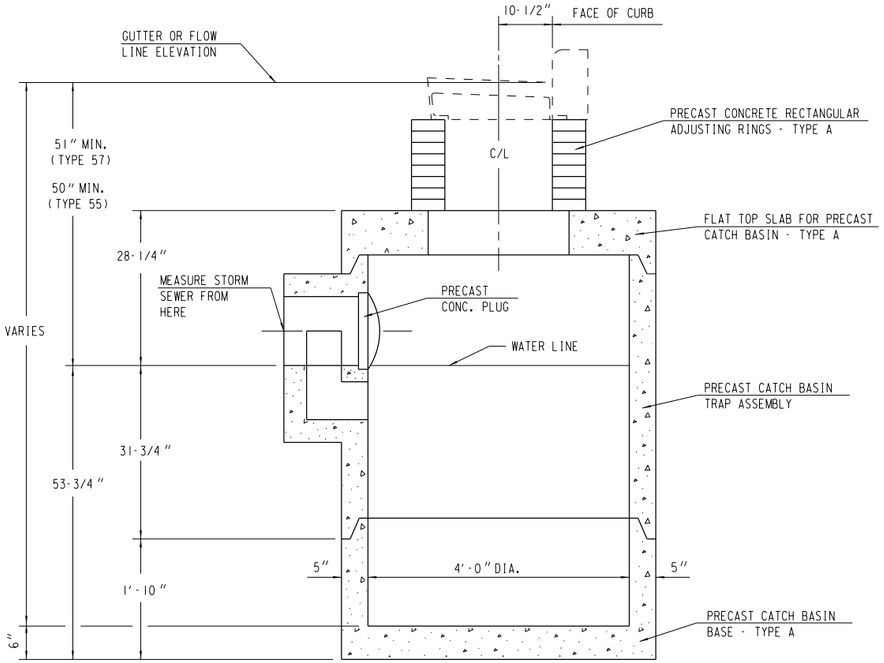
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 15	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: - - BY



PLAN

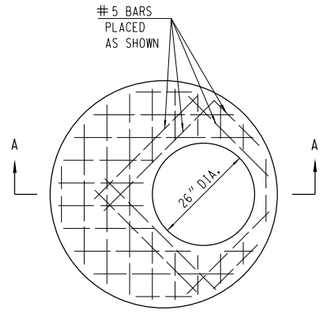


SECTION A-A

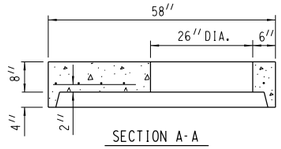
CATCH BASIN - TYPE 44A

GENERAL NOTES

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



PLAN



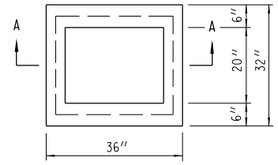
SECTION A-A

TOP SLAB - TYPE A

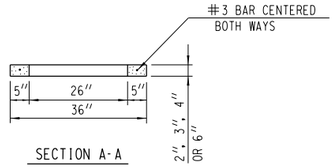
FLAT TOP SLAB SHALL BE 8" THICK REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.12 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED IN THE CENTER THIRD OF THE SECTION AS SHOWN.

REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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



PLAN

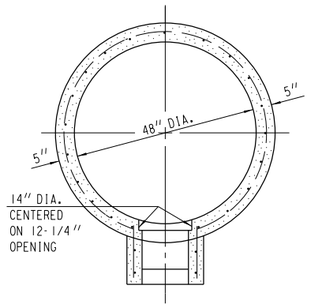


SECTION A-A

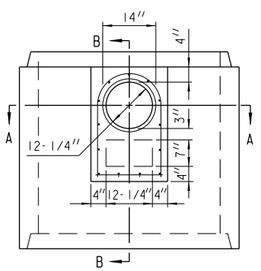
RECTANGULAR ADJUSTING RING - TYPE A

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

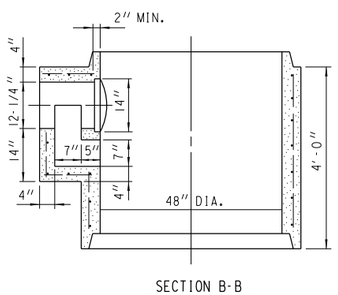
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.



SECTION A-A



PLAN



SECTION B-B

TRAP ASSEMBLY

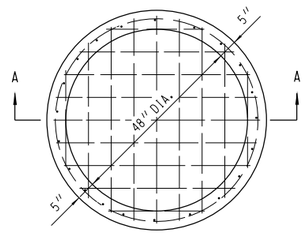
CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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

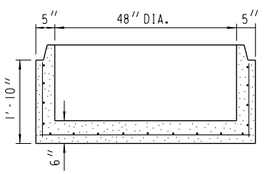
CIRCUMFERENTIAL AND TRAP ASSEMBLY REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

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



PLAN



SECTION A-A

BASE - TYPE A

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

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

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

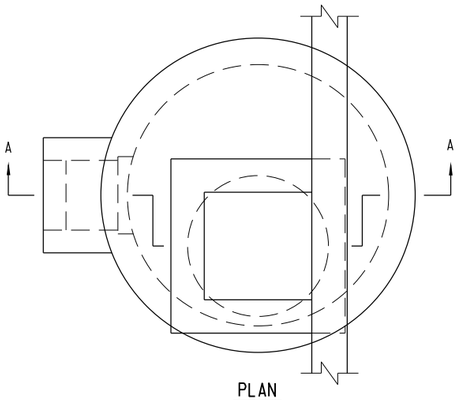
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.

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

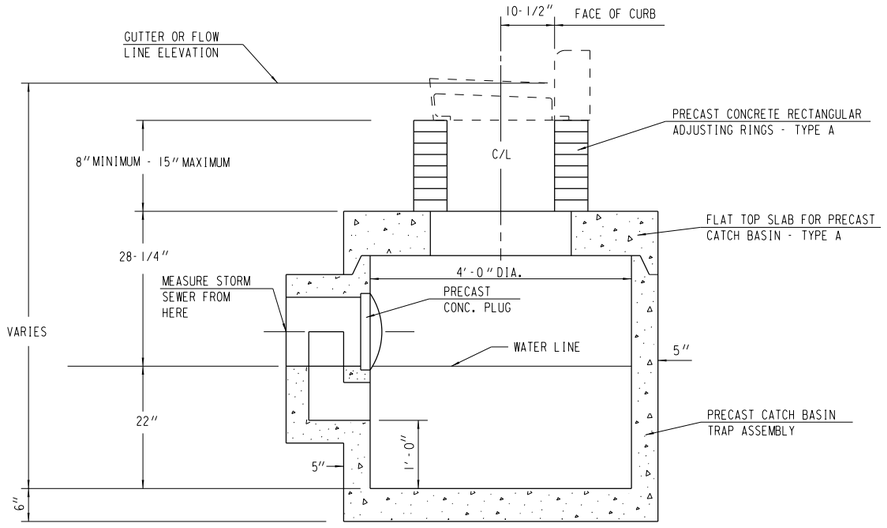
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 16	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: - - BY



PLAN

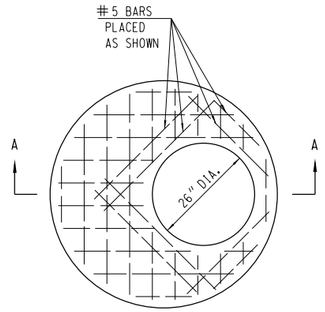


SECTION A-A

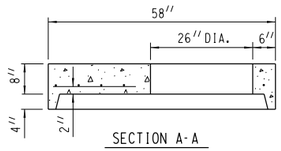
CATCH BASIN - TYPE 44B

GENERAL NOTES

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



PLAN



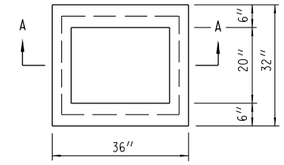
SECTION A-A

TOP SLAB - TYPE A

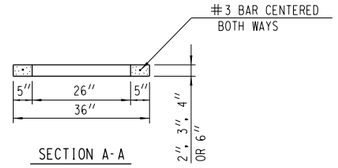
FLAT TOP SLAB SHALL BE 8" THICK REINFORCED WITH ONE LAYER OF STEEL WITH A MINIMUM AREA OF 0.12 SQ. IN. PER LINEAL FOOT IN BOTH DIRECTIONS, PLACED IN THE CENTER THIRD OF THE SECTION AS SHOWN.

REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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



PLAN

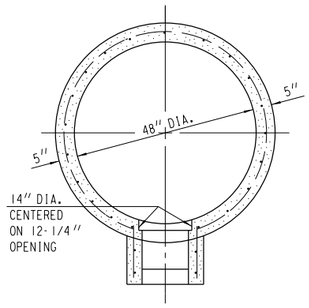


SECTION A-A

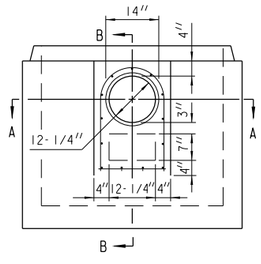
RECTANGULAR ADJUSTING RING - TYPE A

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

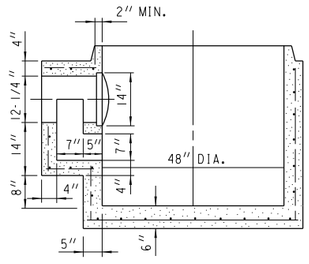
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE SHALL BE 3300 P.S.I.



SECTION A-A



PLAN



SECTION B-B

TRAP ASSEMBLY

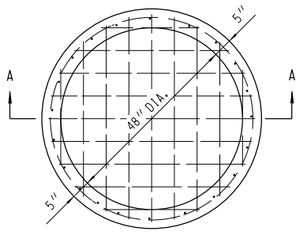
CIRCUMFERENTIAL REINFORCEMENT SHALL CONSIST OF ONE LINE OF STEEL NOT LESS THAN 0.12 SQ. IN. PER LINEAL FOOT, AND SHALL BE PLACED IN THE CENTER THIRD OF THE WALL.

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

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

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

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



PLAN

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

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

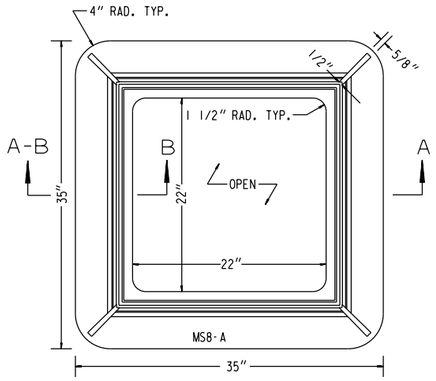
CIRCUMFERENTIAL AND BOTTOM SLAB REINFORCEMENT SHALL BE TIED OR WELDED TOGETHER.

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

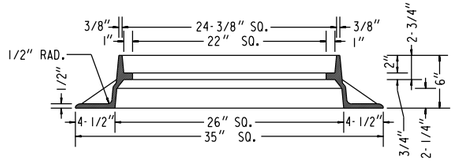
TWO HANDLING HOLES 2 1/4 INCHES IN DIAMETER SHALL BE CAST OR DRILLED IN THE WALL.

BOTTOM REINFORCEMENT

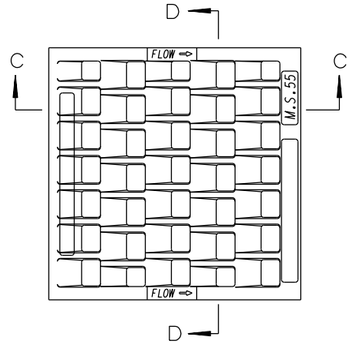
2

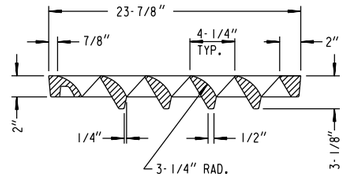


TOP VIEW

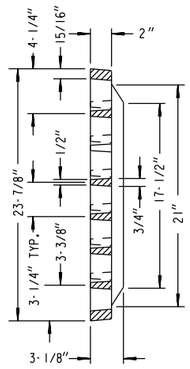


SECTION A-A





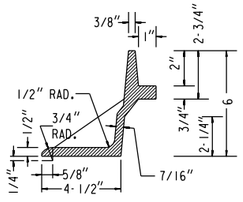
SECTION C-C



SECTION D-D

MS-55
SCALE N.T.S.

GRATE DETAIL



SECTION B-B

FRAME DETAIL

MS-8A
SCALE N.T.S.

INLET COVER - TYPE 55

GRATE-159 LBS., FRAME-165 LBS.

GENERAL NOTES

ALL EDGES ARE TO BE GROUND.

ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8 INCH

ON THE FRAME

1. ON THE UPPER FACE OF THE FLANGE IN 1 INCH HIGH LETTERS THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE CASTING IDENTIFICATION NUMBER (MS-8A), THE YEAR MADE AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.
2. ON THE SEAT OF THE FRAME IN 3/4 INCH HIGH LETTERS, THE CASTING IDENTIFICATION NUMBER (8).

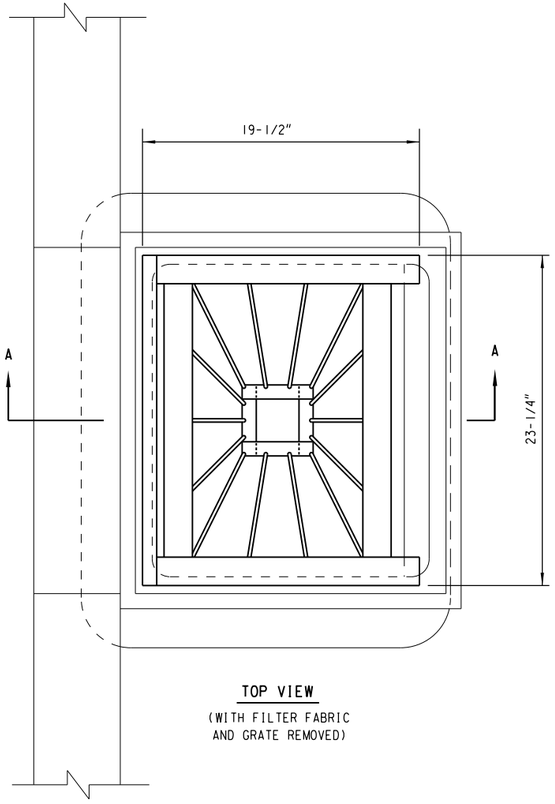
ON THE GRATE

1. ON THE UPPER SIDE OF THE GRATE IN 1 INCH HIGH LETTERS, THE INITIALS OR MONOGRAM OF THE FOUNDRY, THE YEAR MADE, THE CASTING IDENTIFICATION NUMBER (MS-55) AND THE SERIAL NUMBER OF THE INDIVIDUAL CASTING.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 18	E

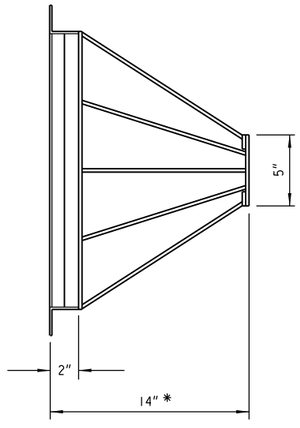
FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: - - BY



TOP VIEW

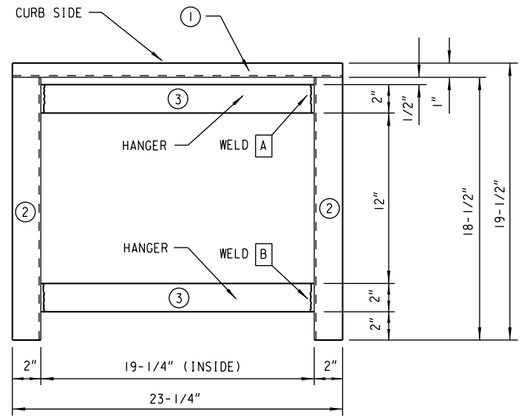
(WITH FILTER FABRIC AND GRATE REMOVED)



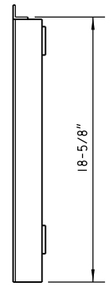
FRONT VIEW

(BASKET ONLY)

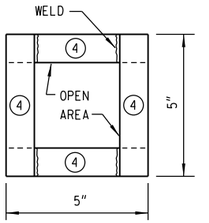
* MAY BE DECREASED IF INLET IS OF INSUFFICIENT DEPTH



TOP VIEW



SIDE VIEW



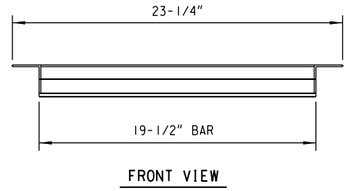
TOP VIEW

SIDE VIEW

BAR SCHEDULE

NO.	SHAPE	SIZE	THICKNESS	LENGTH	QUANTITY
4	BAR	1"	1/4"	5"	4

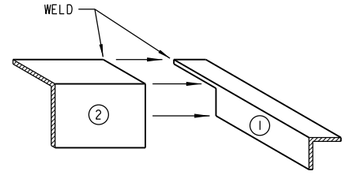
BASKET BOTTOM



FRONT VIEW

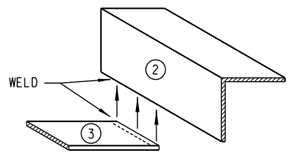
BAR SCHEDULE

NO.	SHAPE	SIZE	THICKNESS	LENGTH	QUANTITY
1	ANGLE	1" X 1"	1/8"	23-1/4"	1
2	ANGLE	2" X 2"	1/8"	18-1/2"	2
3	BAR	2"	1/4"	19-1/2"	2



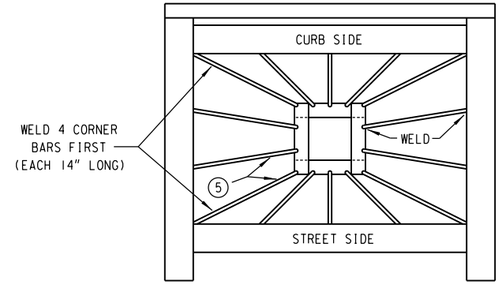
WELD CONNECTION - A

TOP FRAME



WELD CONNECTION - B

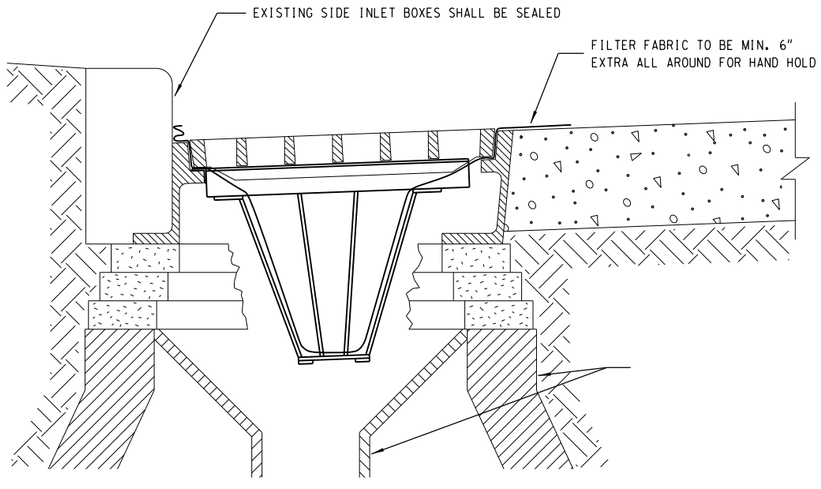
BASKET HANGER TO TOP FRAME



ROD PLACEMENT

ROD SCHEDULE

NO.	SHAPE	SIZE	THICKNESS	LENGTH	QUANTITY
5	ROD	1/4" MIN.	1/8"	12" TO 14" (CUT TO FIT)	14



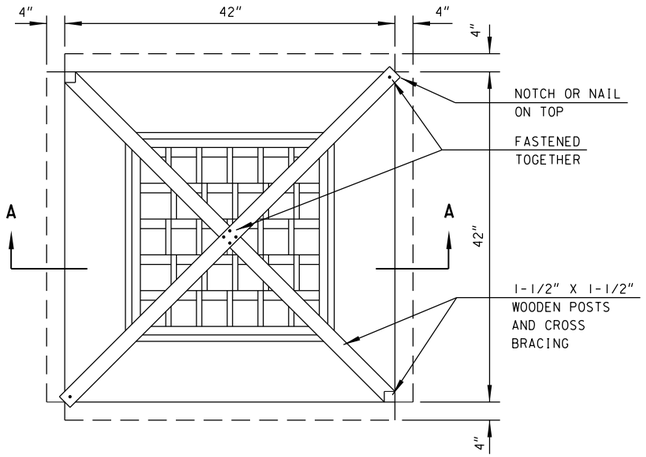
SECTION A-A

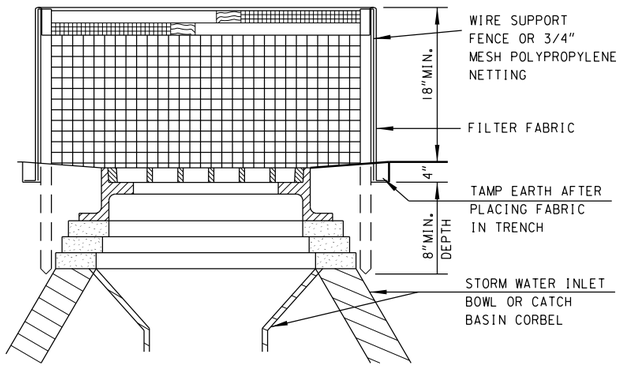
TYPE M
INLET BASKET

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 19	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

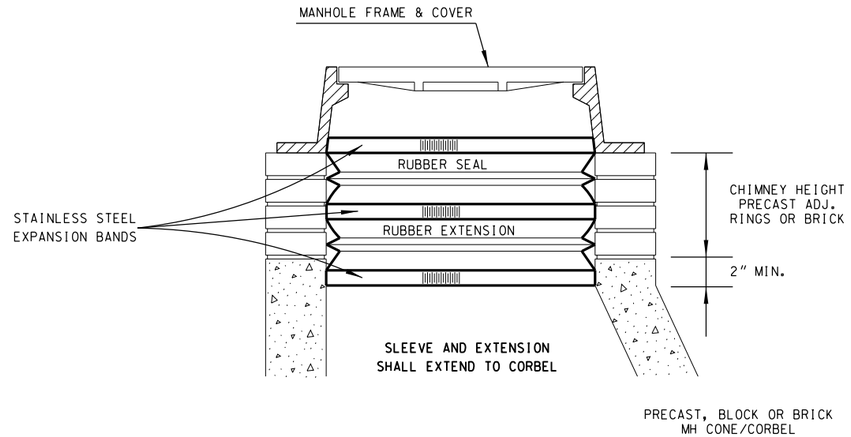
REVISED DATE: - - BY





SECTION A-A

INLET SCREEN
(NOT PAVED) (TYPE R)



INTERNAL SANITARY MANHOLE SEAL

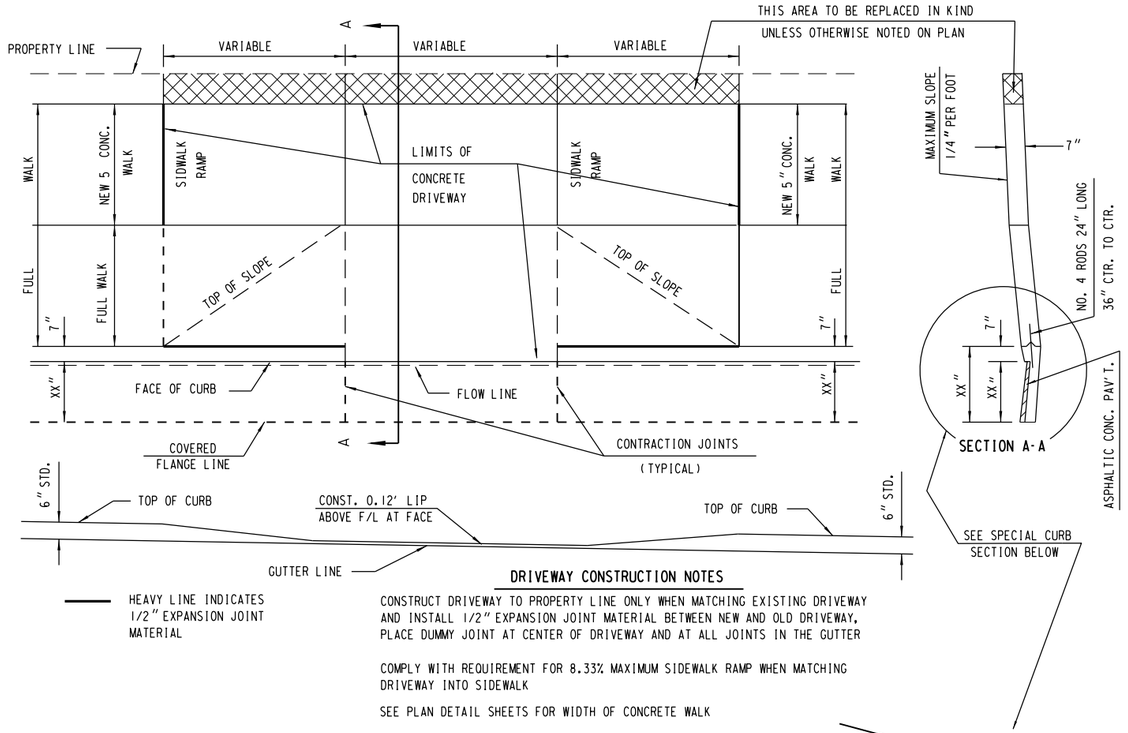
2

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 20	E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: - - BY

2

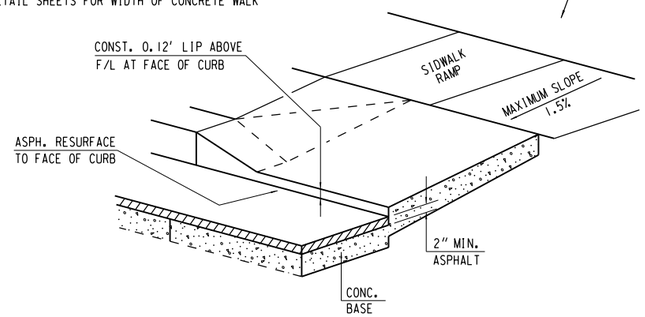


DRIVEWAY CONSTRUCTION NOTES

CONSTRUCT DRIVEWAY TO PROPERTY LINE ONLY WHEN MATCHING EXISTING DRIVEWAY AND INSTALL 1/2" EXPANSION JOINT MATERIAL BETWEEN NEW AND OLD DRIVEWAY, PLACE DUMMY JOINT AT CENTER OF DRIVEWAY AND AT ALL JOINTS IN THE GUTTER

COMPLY WITH REQUIREMENT FOR 8.33% MAXIMUM SIDEWALK RAMP WHEN MATCHING DRIVEWAY INTO SIDEWALK

SEE PLAN DETAIL SHEETS FOR WIDTH OF CONCRETE WALK



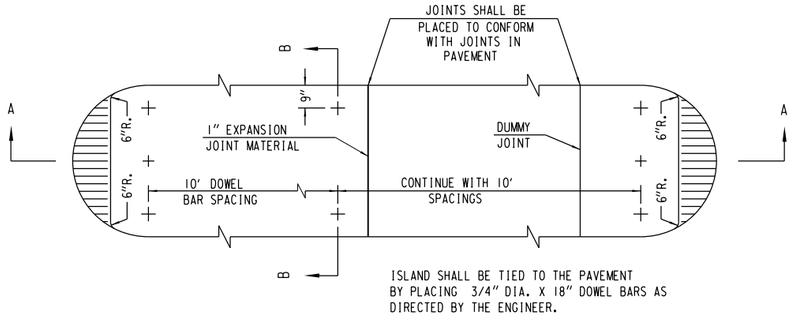
CURB SECTION DETAIL SECTION A-A

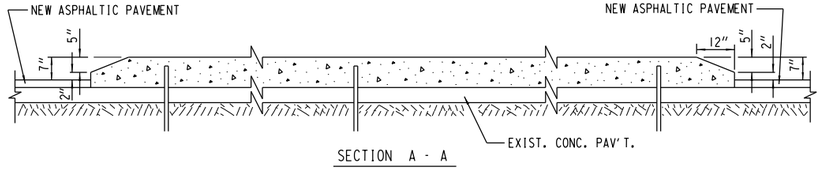
CONSTRUCTION NOTES

1. CONSTRUCTION TOLERANCE OF 0.5% FOR SIDEWALK CROSS SLOPE. SLOPE SHALL NOT EXCEED 2%
2. 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.
3. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
4. SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY, FOR THICKNESS AS THE PLAN SHOWS.
5. CONCRETE APRON MEASURED AND PAID FOR AS CONCRETE DRIVEWAY, THICKNESS AS THE PLAN SHOWS.

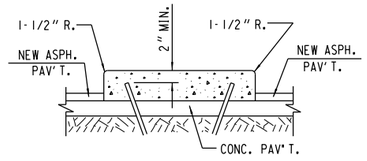
DEPRESSED CONCRETE DRIVEWAY (MODIFIED)

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 21	E





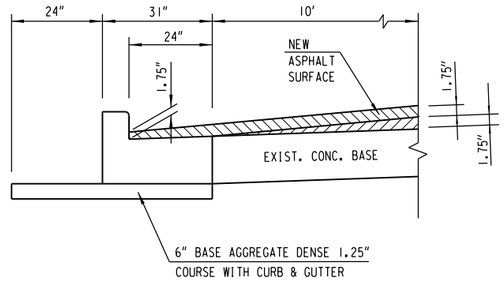
SECTION A - A



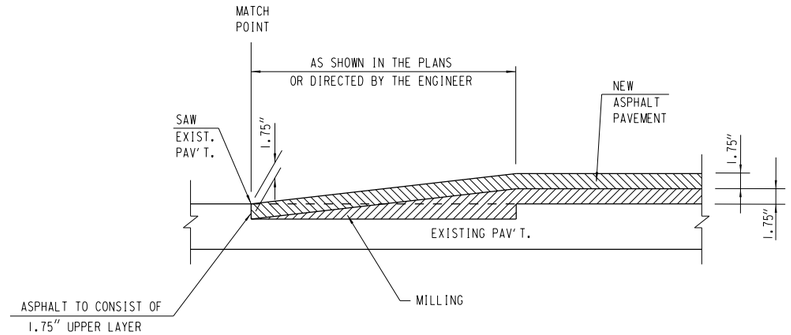
SECTION B - B

NOTE :
SIZE AND LOCATION OF CITY OF MILWAUKEE
ELECTRICAL SERVICES BOXOUTS IN CONCRETE
ISLANDS ON BASE TO BE DETERMINED IN FIELD
AT THE TIME OF CONSTRUCTION

CONCRETE LOADING ZONE

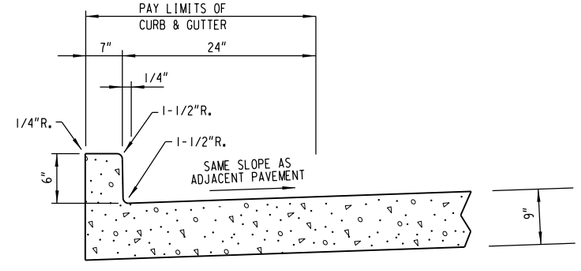


CONCRETE CURB & GUTTER 31-INCH PREPARATION



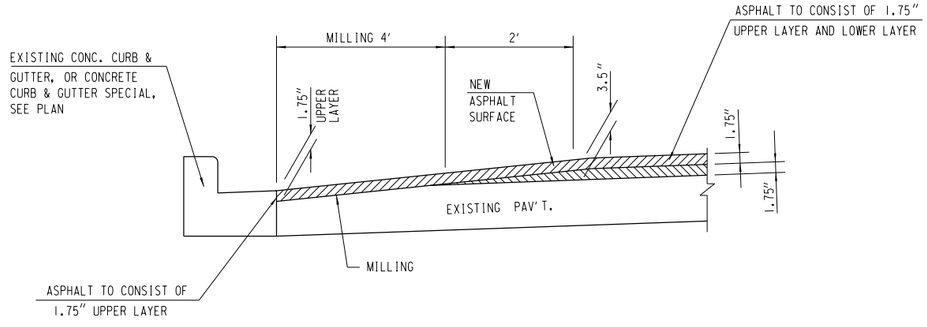
MILLING PAVEMENT, BUTT JOINT

IN ROADWAY AT INTERSECTIONS



BUS STOP CONCRETE CURB & GUTTER INTEGRAL 31-INCH

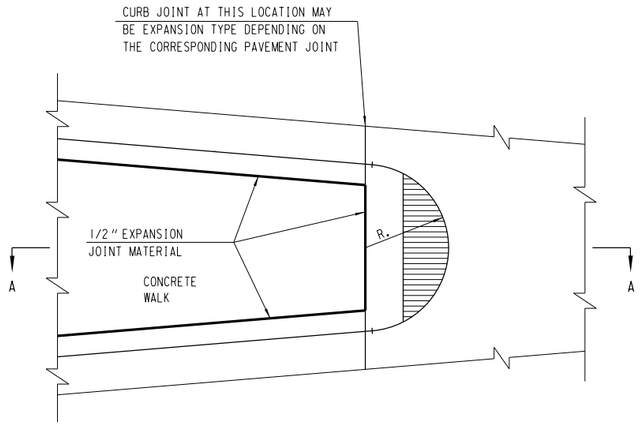
Ⓒ

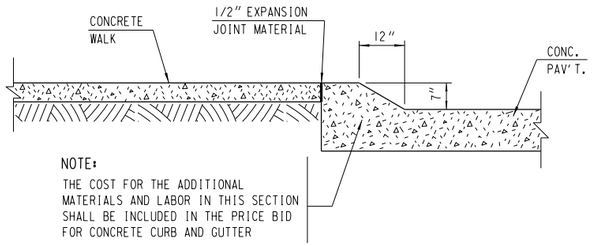


MILLING PAVEMENT

AT SIDE STREETS &
AROUND RADIUS POINTS

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 22	E



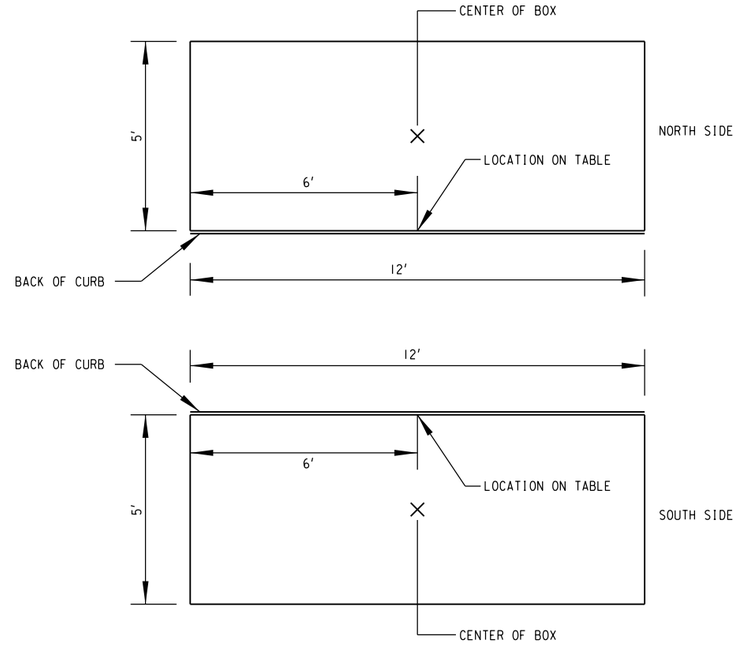


SECTION A-A

SNOWPLOWABLE MEDIAN ISLAND NOSE

(TYPICAL SECTION OF CONCRETE CURB & GUTTER
TO BE CONSTRUCTED AT END OF MEDIAN ISLAND)

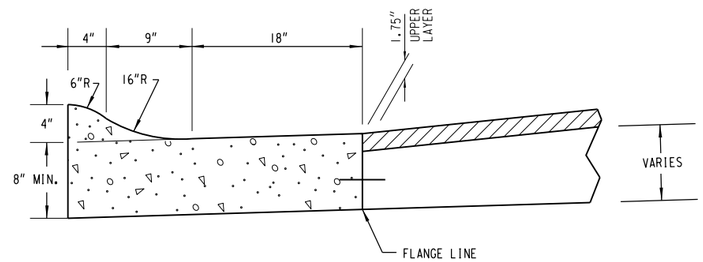
Ⓠ



STATION	N/S
28+70	N
30+49	S
30+80	S
31+00	S
32+73	N
33+60	N
34+38	S
34+40	N
34+72	S
34+82	N
35+22	N

PLANTING BOX ENLARGEMENT DETAIL

Ⓤ

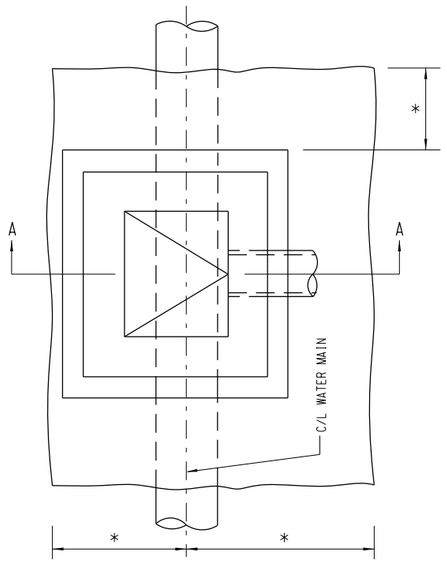


CONCRETE CURB & GUTTER 4-INCH SLOPED 31-INCH TYPE T (MODIFIED)

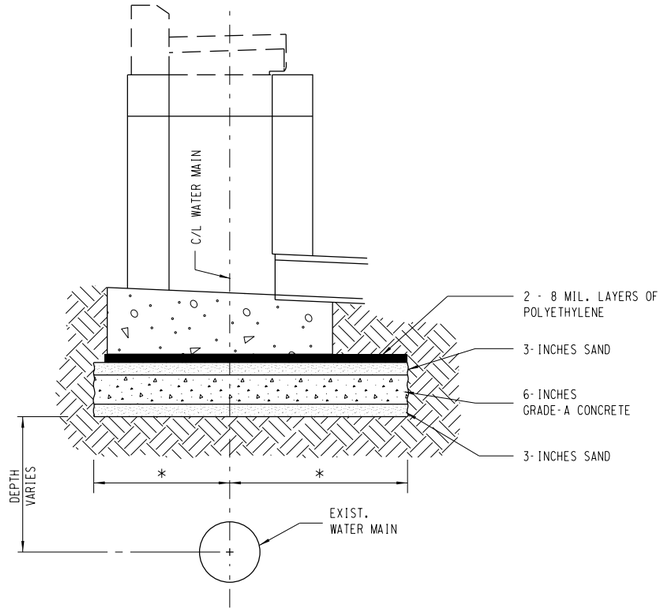
PAID FOR UNDER ITEM 601.0331
CONCRETE CURB AND GUTTER 31-INCH

Ⓐⓜ

2



PLAN VIEW



SECTION A-A

* LIMITS OF EXCAVATION FOR DRAINAGE STRUCTURE OR 2' MAX

WATER MAIN PROTECTION

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET	SHEET NO: 24	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: 10-31-2017 BY DB

WEST WELLS STREET

N

BEGIN PROJECT
STA. 19+33.5

44.8' LT
+76.4

35' LT
+72.3

27' LT
+76.6

41.4' LT
+58.6

27' LT
+57.3

31.3' LT
+62.1

42.8' LT
+25.2

+33.4

19 +50 20 +50 21

T/L

CAUTION

CAUTION

CAUTION

CAUTION

N. 6TH ST.

ATC

26.6' RT
+77.2

32.4' RT
+73.1

42.4' RT
+77.3

26.6' RT
+52.5

32.1' RT
+54.2

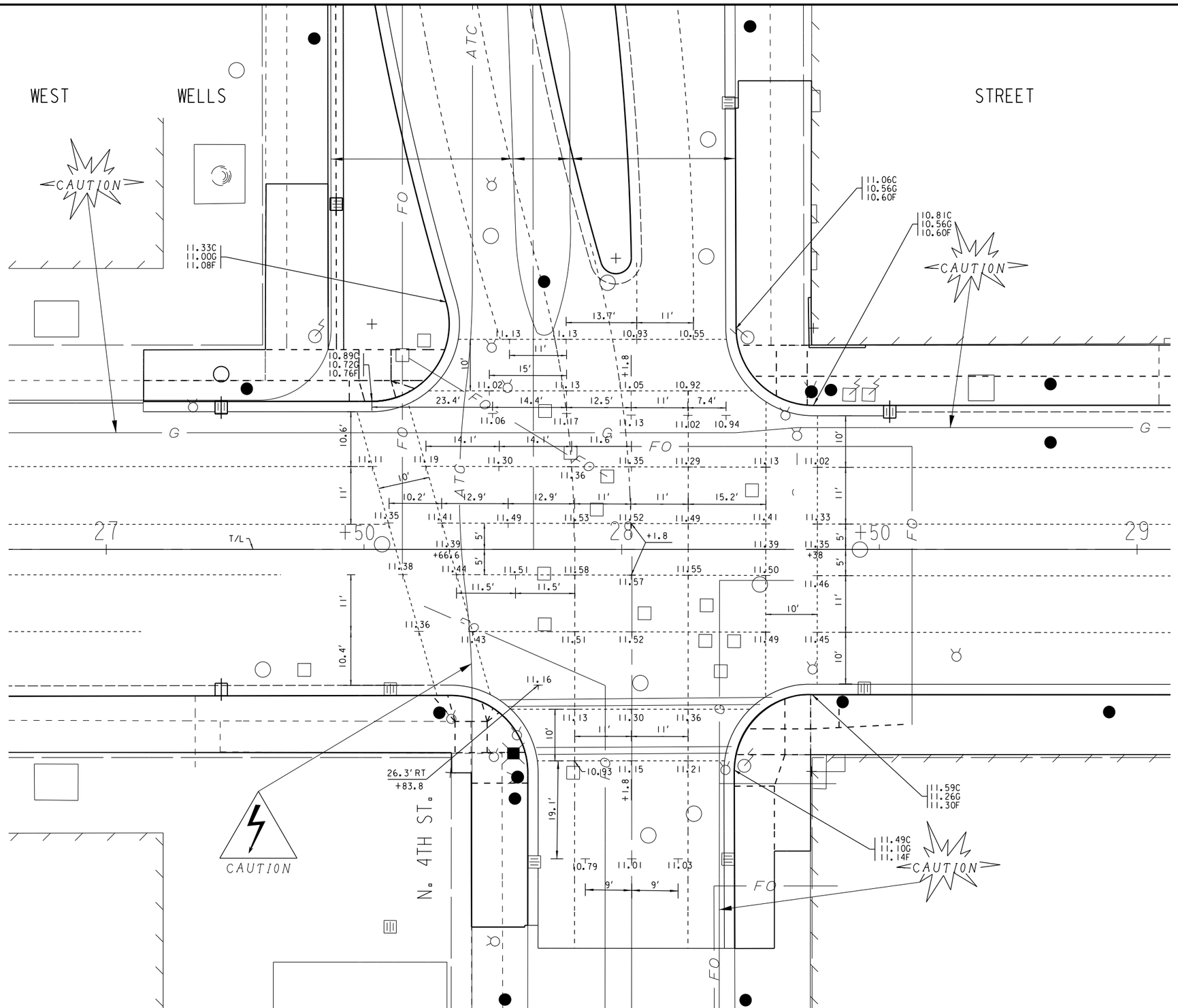
42.1' RT
+42.9

26.6' RT
+20.6

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET 0' 20'	SHEET NO: 25	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: 09-11-2017 BY DB

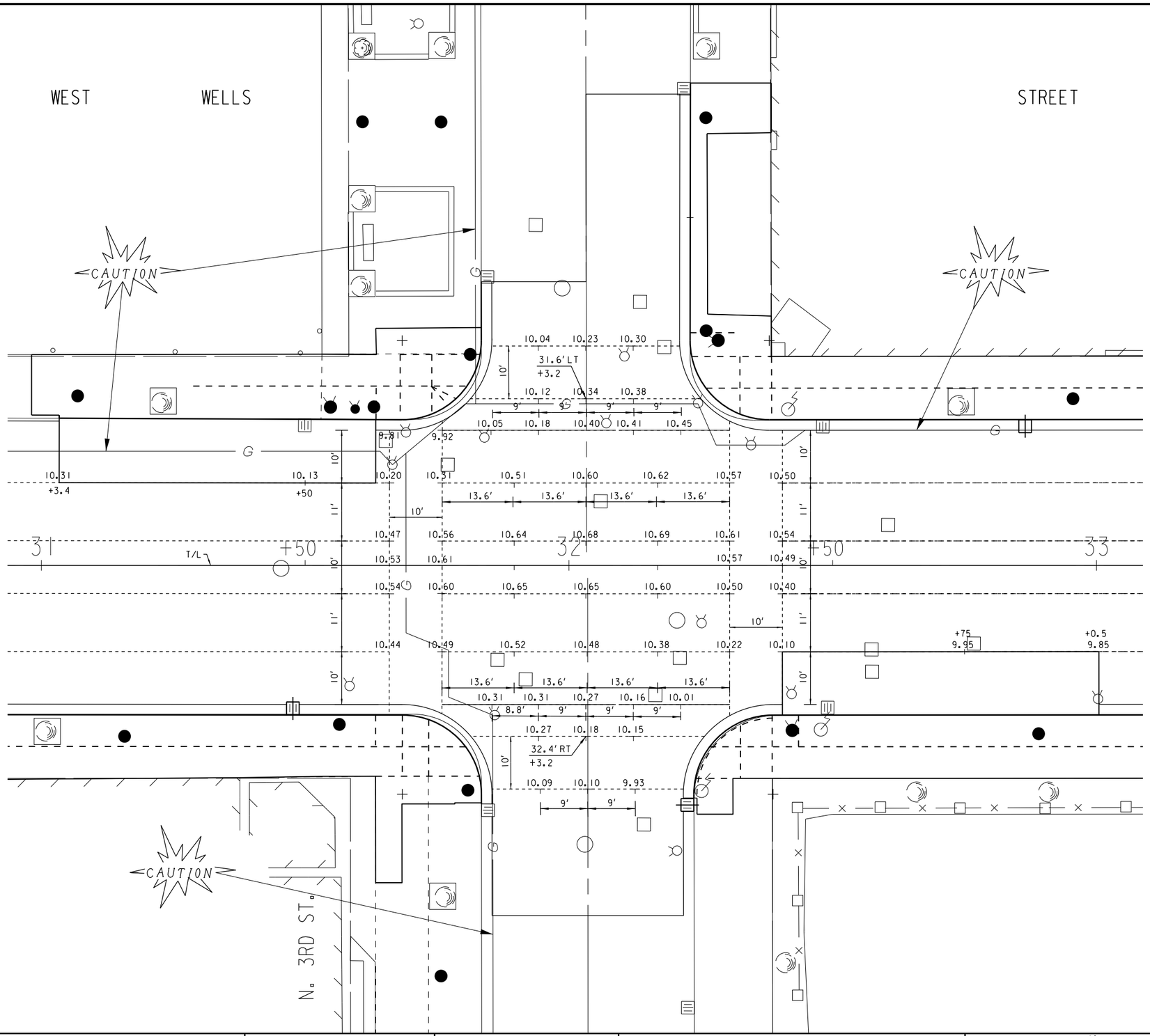


STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET 0' 20'	SHEET NO: 26	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: 09-11-2017 BY DB

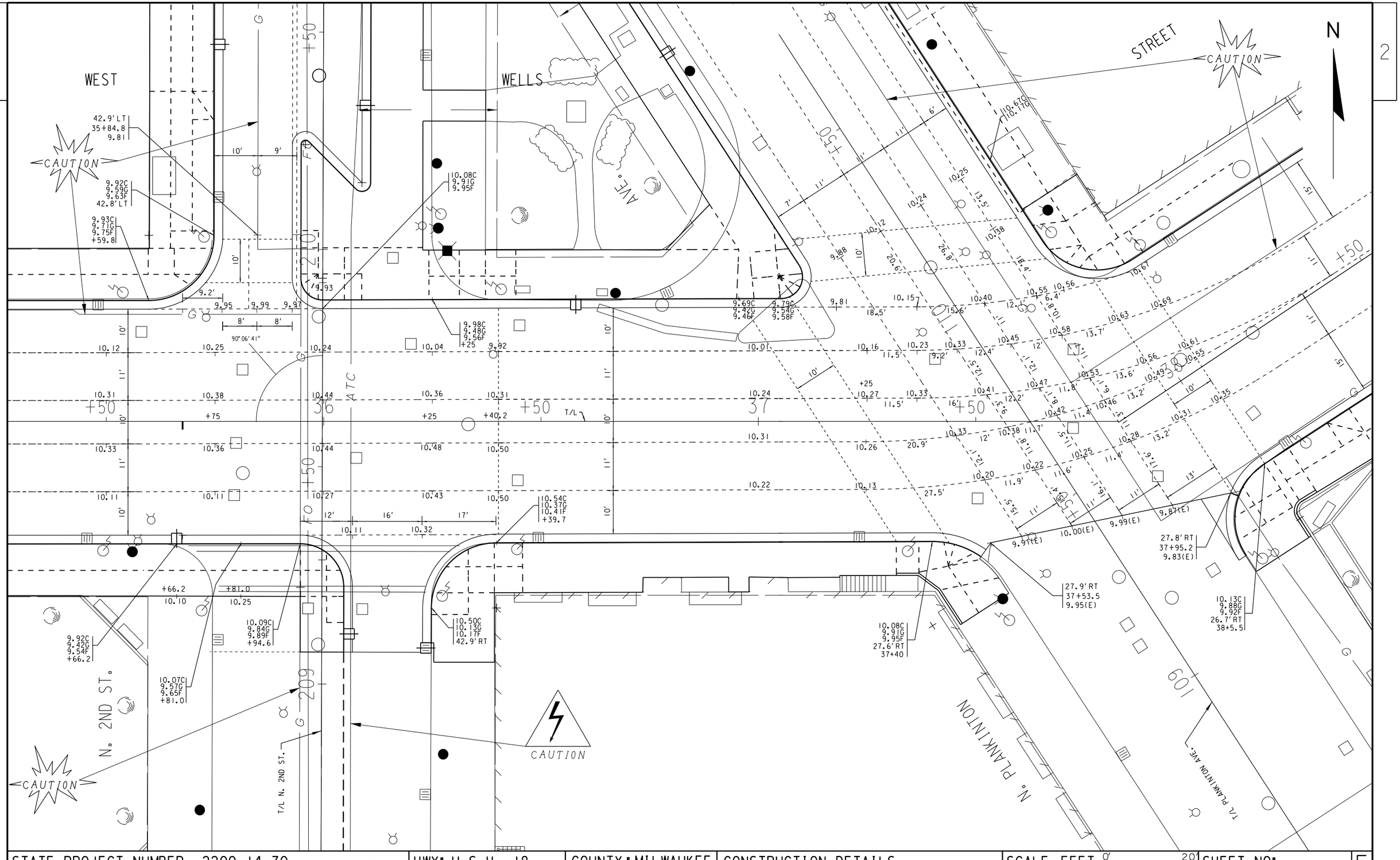
2



STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET 0' 20'	SHEET NO: 27	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: 09-11-2017 BY DB

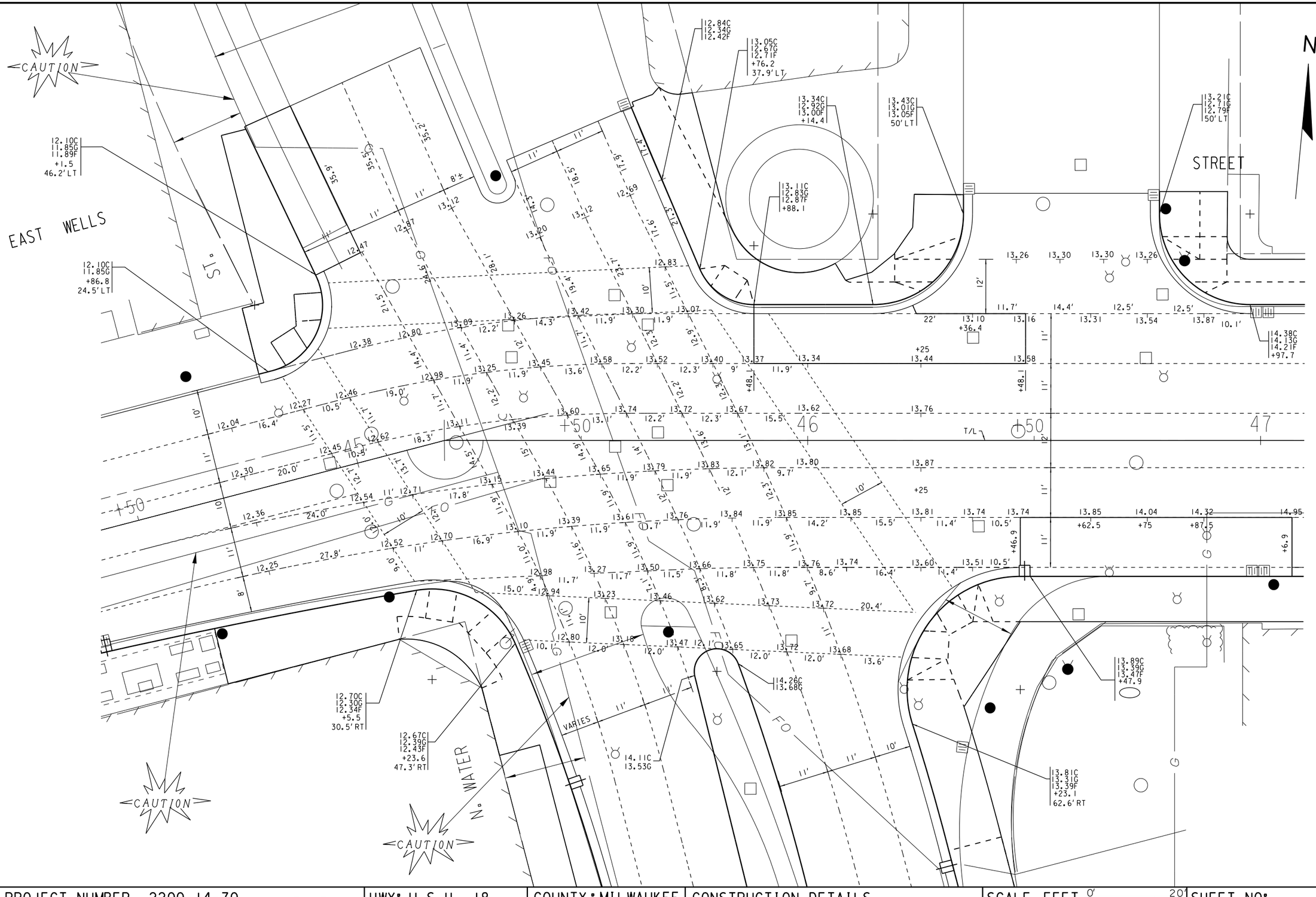


STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET 0' 20'	SHEET NO: 28 E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: 09-11-2017 BY DB

2



STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET 0' 20'	SHEET NO: 29	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: 09-23-2017 BY SB

WEST WELLS STREET

N

CAUTION

END PROJECT
STA. 50+81.84

R/W

29.19

FO

PROP. TRACK ZONE

31.48 (PROP)

28.04C
27.54G

29.58C
29.08G
29.12F

29.78 30.34 30.78 31.12 31.35

21.9' 8.5' 8.5' 8.3' 8.3' 8.3' 8.3'

27.98 29.47 30.07 30.56 30.95 31.25 31.45 31.56 (PROP)

28.25 29.74 30.29 30.74 31.09 31.35 31.52 31.60 (PROP)

49 +50 50 T/L +50 51 +

+25 29.80 30.33 30.77 31.11 30.36 30.53

28.38 29.82 30.33 30.76 31.09 31.34 31.51 31.59 (PROP)

11' 11' 12' 11' 11'

110'

60' 80'

180° 21' 25"

28.29 G 29.72 30.24 30.67 31.01 31.26 31.43 31.52 (PROP)

28.04F
27.96G
28.46C

29.45F
29.37G
29.87C 29.97 30.42 30.78 31.07 31.28 31.41 (PROP)

FO

10'

R/W

28.61

30.25C
29.96G
30.04F

CAUTION

CAUTION

N. BROADWAY

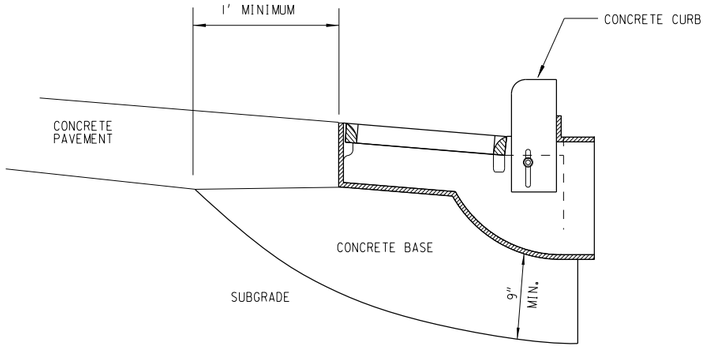
G

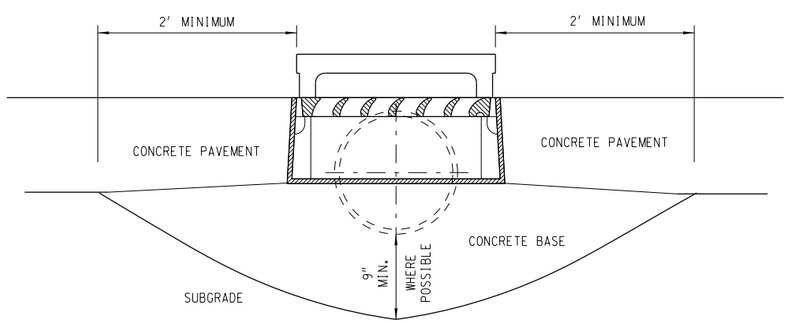
PROP. TRACK ZONE

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SCALE FEET 0' 20'	SHEET NO: 30	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\CONDET.DGN

REVISED DATE: 09-11-2017 BY DB

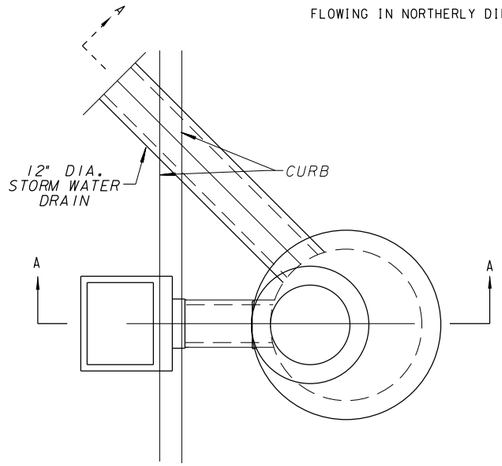




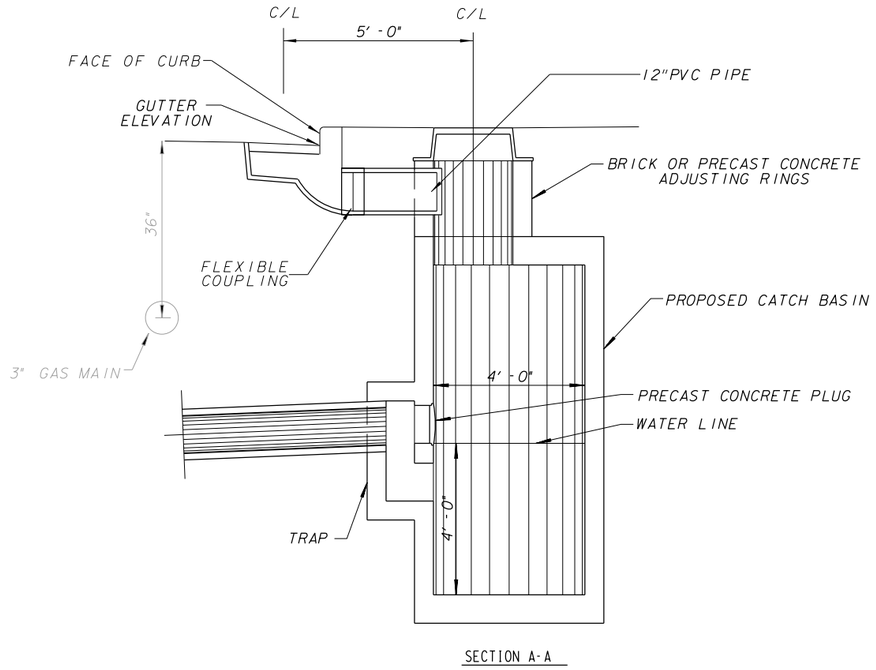
DETAIL OF CONCRETE PAVEMENT, CONCRETE BASE AND CURB ADJACENT TO CURB INLET TYPE 70A

(N.T.S.)

STRUCTURE NO'S OF DRAINAGE LEADS FLOWING IN NORTHERLY DIRECTION

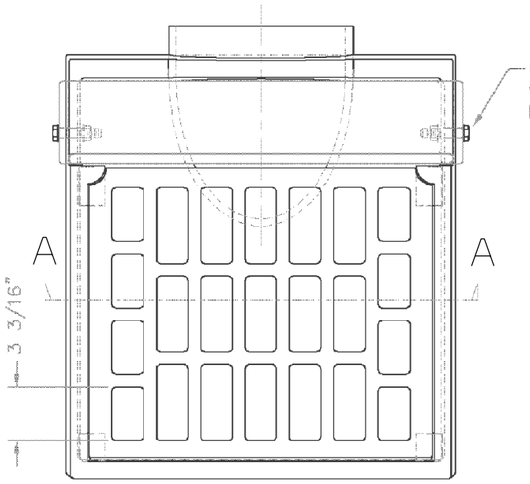


PLAN

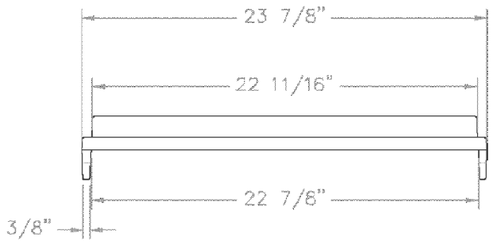


SECTION A-A

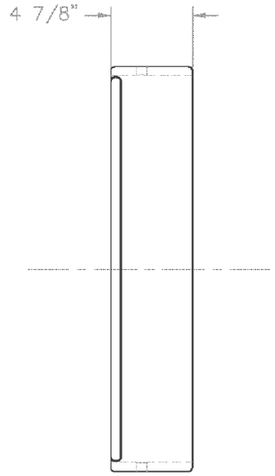
INLET TYPE 70A AND TYPE 44A (KEY) CATCH BASIN



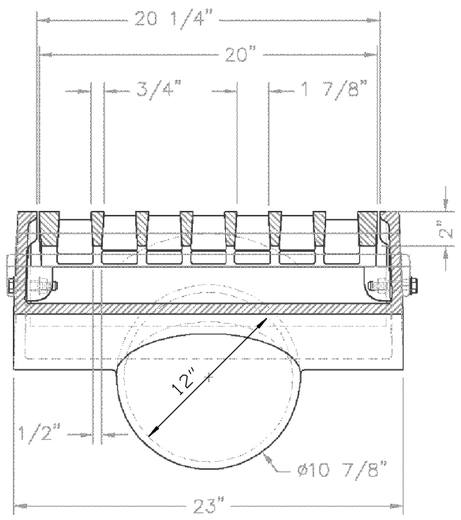
TOP VIEW OF FRAME, PLATE AND GRATE



SIDE VIEW OF CURB PLATE



TOP VIEW OF CURB PLATE



SECTION A-A

GENERAL NOTES

ALL EDGES ARE TO BE GROUND

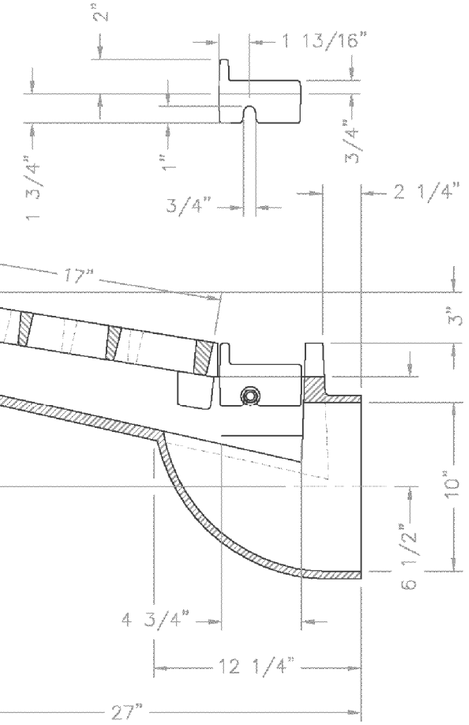
ALL CASTINGS SHALL BEAR THE FOLLOWING IDENTIFICATION MARKS IN THE FORM OF LEGIBLE LETTERS OR NUMERALS RAISED 1/8 ''

ON THE FRAME

1. 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.

ON THE GRATE

1. 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.



SIDE VIEW OF FRAME AND GRATE

CURB INLET-TYPE 70A

WEIGHT: FRAME 146 LBS., GRATE 78 LBS.
(N.T.S.)

STATE PROJECT NUMBER 2200-14-70 - -	HWY: USH 18	COUNTY: MILWAUKEE	DRAINAGE DETAILS	SCALE FEET	SHEET NO: 32	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\DRAINAGE DETAILS.DGN

REVISED DATE: 10-18-2017 BY SB

INSET "A"

19+74.4 -FF
46.1'LT
19+74 -"0"F
42.6'LT
19+71.8 -"0"F
37.6'LT
19+70.5 -FF
36'LT
19+69.2 -FF
34.8'LT
19+67.6 -"0"F
33.7'LT
19+62.6 -"0"F
31.9'LT
19+54.6 -FF
31.6'LT

WEST WELLS

19+62.6,56.1'LT
16.55
19+67.6,42.6'LT
16.60
CTR. 14.0'R=
+60.4-45.6'LT
19+62.6,42.6'LT
16.68
19+67.6,37.6'LT
16.55
19+62.6,37.6'LT
16.60
19+74.3,56.2'LT
16.40C
16.07G
19+74.4,46.2'LT
16.56C
16.27G
3.6'
CURB RAMP TYPE 2M 40.0'℄ LT
SEE INSET "A"
8'
19+46.4,32.1'LT
17.07C
19+60.1,31.6'LT
17.03C (E)
16.49G (E)
16.54F (E)
CURB RAMP TYPE 2M
+65.0℄
19+70.4,35.8'LT
16.55C
16.38G
16.37F

20+60.6,59.4'LT
15.88C(E)
15.39G(E)
15.50F(E)
20+60.6,40.6'LT
16.07C
15.81G
15.85F
20+68.1,38.7'LT
16.07 (E)
CTR. 12.0'R=
+72.6-40.6'LT
20+75.7,33.7'LT
16.03
20+83.5,38.7'LT
16.07(E)
20+83.5,33.7'LT
15.98
℄ 35.9' LT CURB RAMP TYPE 2M
SEE INSET "B"
6'
20+64.1,32.1'LT
16.04C
15.87G
15.91F
20+70.0,32.8'LT
16.05
CURB RAMP TYPE 3M
+79.5℄
20+93.5,28.6'LT
15.83C(E)
15.49G
15.53F

STREET

INSET "B"

20+60.6 -FF
42.7'LT
20+60.7 -"0"F
39'LT
20+63.6 -"0"F
32.7'LT
20+65.8 -FF
30.7'LT
20+71.5 -FF
28.6'LT
20+75.7 -"0"F
28.6'LT
20+83.5 -"0"F
28.6'LT
20+89.5 -FF
28.6'LT

N

19 84' 60' +50 20 +50 21 +50 57'

CAUTION

19+57.4,28.7'RT
17.17C
16.67G
16.79F
19+47.3,28.7'RT
16.72G
16.80F
CURB RAMP TYPE 2M
+66.1
19+71.33.1'RT
17.01C
16.84G
16.90F
SEE INSET "C"
CURB RAMP TYPE 2M 37.3'℄ RT
7.3'
5.4'
19+56.3,39'RT
17.32
19+63.7,39.0'RT
16.89
CTR. 15.0'R=
+60.3-43.7'RT
19+63.6,46.0'RT
17.21
19+75.3,45.8'RT
17.03C
16.61G
16.73F
CAUTION
N. 6TH ST.
ATC

20+65.3,28.6'RT
16.11C
15.85G
15.90F
20+61.9,33.6'RT
16.14
20+57,32'RT
16.11C
15.94G
15.98F
20+53.3,40.1'RT
16.20C
16.03G
16.07F
SEE INSET "D"
℄ 36.5' RT CURB RAMP TYPE 2M
20+52.8,51.6'RT
16.38C
16.13G
16.25F
20+72.6,28.6'LT
16.03C
15.78G
15.82F
CURB RAMP TYPE 2M
+78.9
20+88,28.6'RT
15.92C
15.62G
15.66F
21+00,28.6'RT
15.88C
15.51G
6'
21+1.8,39.6'RT
16.09 (E)
20+75.8,33.6'RT
15.98 (E)
20+75.8,39.5'RT
16.06 (E)
CTR. 12.0'R=
+65.3-40.6'RT
20+61.8,51.6'RT
16.51 (E)

INSET "C"

19+63.7 -"0"F
29.0'RT
19+56.3-FF
28.7'RT
7.3'
5.4'
19+74.8 -"0"F
39.8'RT
19+75.3-FF
45.2'RT

INSET "D"

20+57.7-FF
31.3'RT
20+55.7 -"0"F
33.5'RT
20+53.3 -"0"F
39.4'RT
20+53.2-FF
42.0'RT
20+76.0 -"0"F
28.6'RT
20+70.0-FF
28.6'RT
20+82.0 -"0"F
28.6'RT
20+88.0-FF
28.6RT

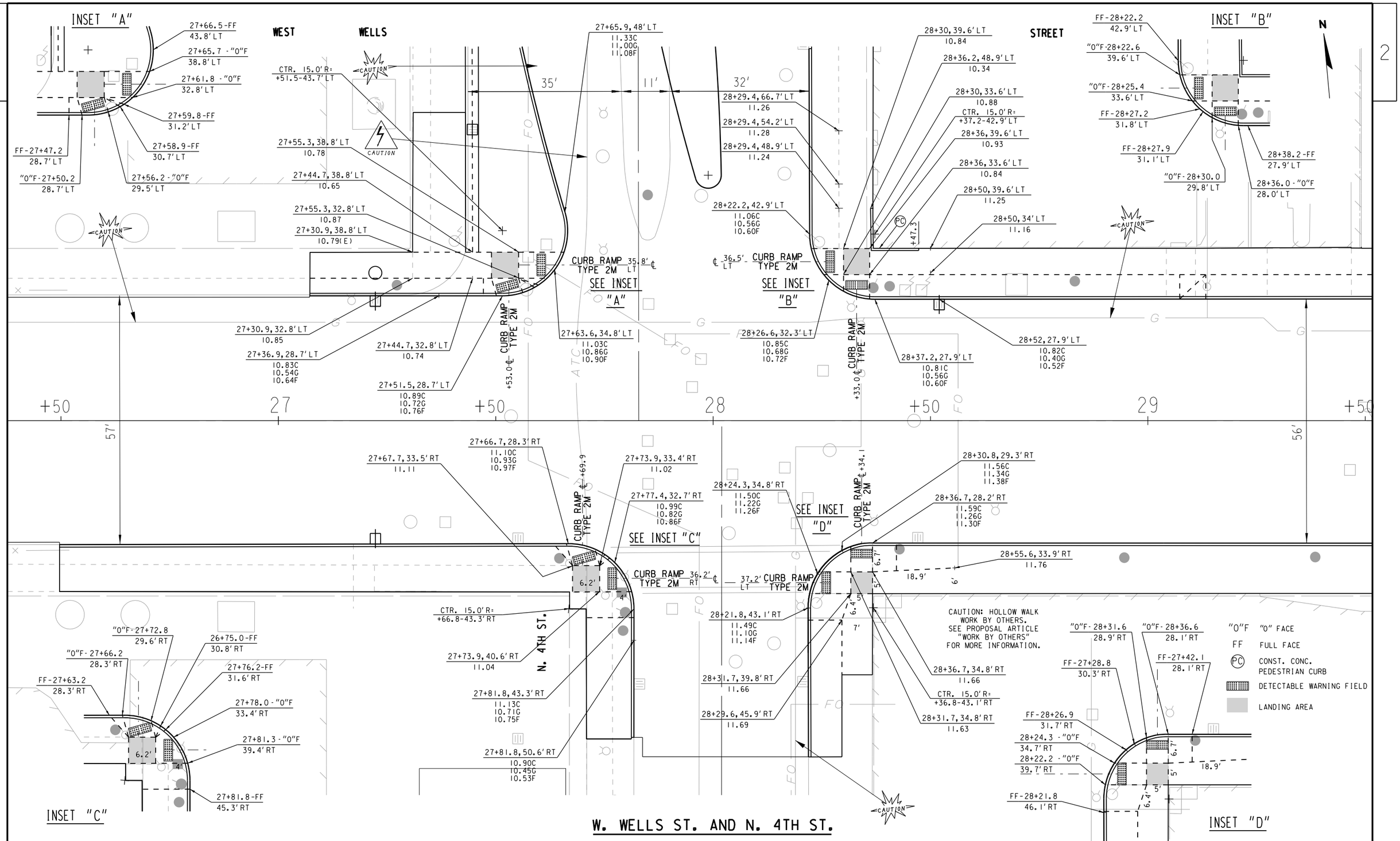
"0"F "0" FACE
FF FULL FACE
(PC) CONST. CONC. PEDESTRIAN CURB
DETECTABLE WARNING FIELD
LANDING AREA

W. WELLS ST. AND N. 6TH ST.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAILS	SCALE FEET 0' 20'	SHEET NO: 33	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_6TH.DGN

REVISED DATE: 10-26-2017 BY SB

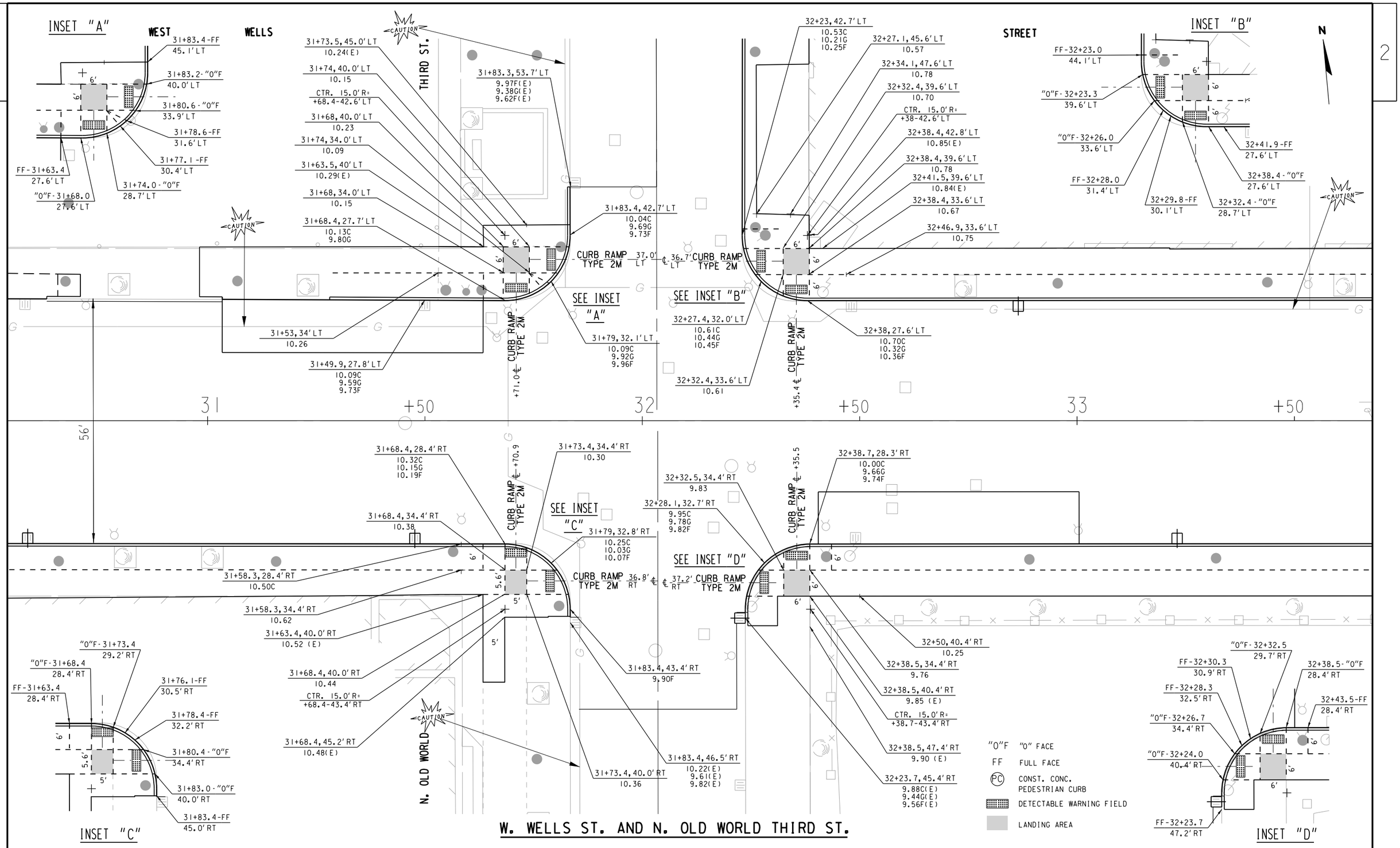


W. WELLS ST. AND N. 4TH ST.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18.	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAILS	SCALE FEET 0' 20'	SHEET NO: 34	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_4TH.DGN

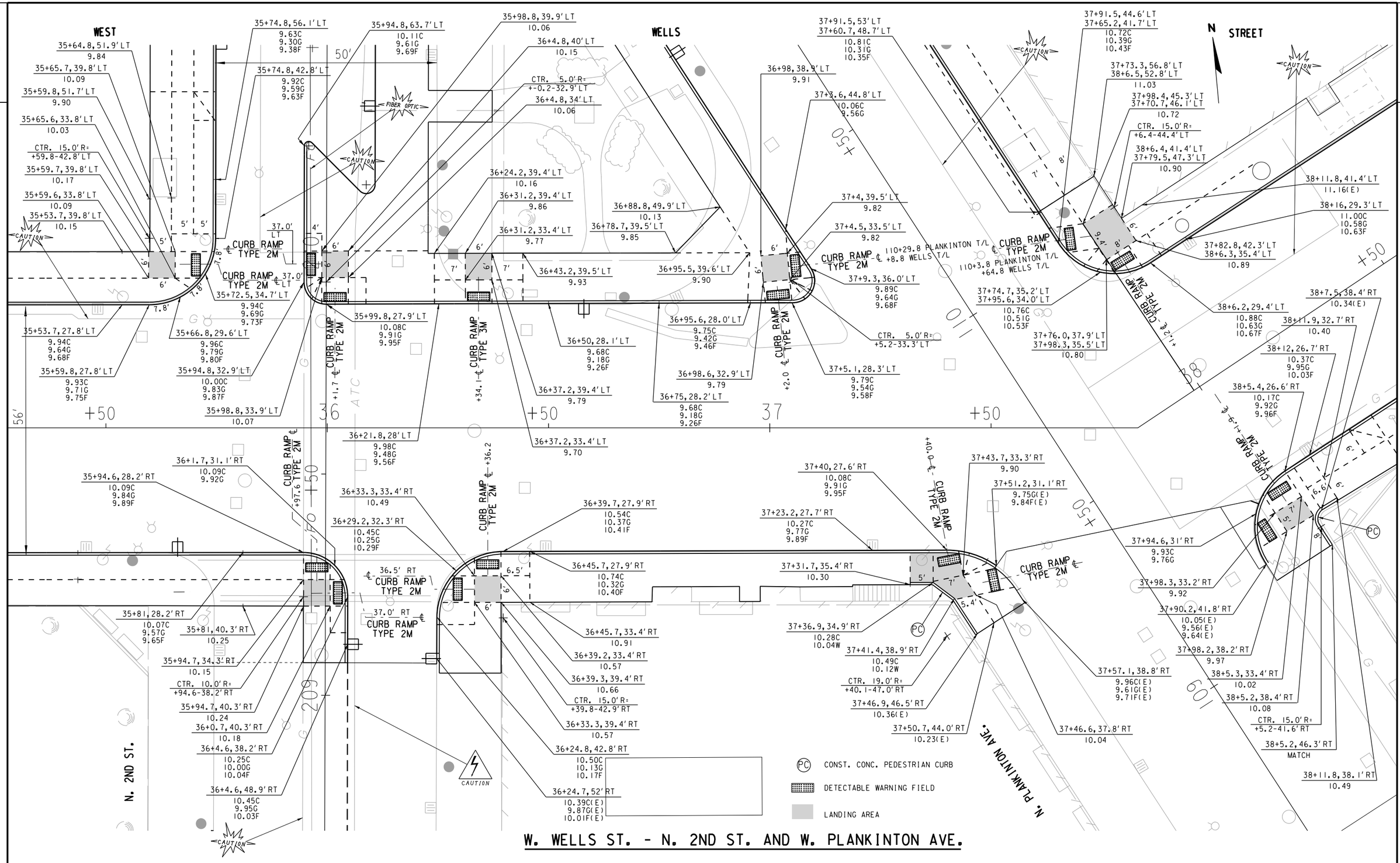
REVISED DATE: 10-26-2017 BY SB



STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18.	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAILS	SCALE FEET 0' 20'	SHEET NO: 35	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_3RD.DGN

REVISED DATE: 10-26-2017 BY SB



STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18.	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAILS	SCALE FEET 0' 20'	SHEET NO: 36	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_2ND & PLANK.DGN

REVISED DATE: 10-26-2017 BY SB

WEST

WELLS

N STREET

50'

56'

+50

+50

+50

+50

37

38

601

209

N. 2ND ST.

N. PLANKINTON AVE.

CAUTION

FIBER OPTIC

35+74.8 - FF
43.8' LT

FF- 35+94.8
43.9' LT

"0"F- 35+94.8
39.9' LT

℄ 37.0' LT

℄ 37.0' LT

"0"F- 35+94.8
33.9' LT

FF- 35+69.4
31.3' LT

"0"F- 35+71.8
33.8' LT

FF- 35+95
31.4' LT

FF- 35+96.5
29.1' LT

"0"F- 35+74.5
39.8' LT

"0"F- 35+98.8
28' LT

FF- 36+24.2
28' LT

36+8.8 - FF
28' LT

"0"F- 36+31.2
28.1' LT

36+4.8 - "0"F
28' LT

36+44.2-FF
28.1' LT

36+37.2 - "0"F
28.1' LT

FF- 36+95
28.2' LT

"0"F- 36+99
28.3' LT

"0"F- 37+5
28.3' LT

37+3.6 - FF
44.8' LT

37+6.9 - "0"F
39.8' LT

37+10.1 - "0"F
34' LT

37+9.6 - FF
31' LT

37+8.0 - FF
29.1' LT

℄ +29.8 PLANKINTON T/L
℄ +8.8 WELLS T/L

℄ +3.8 PLANKINTON T/L
+64.8 WELLS T/L

FF- 37+91.5, 52.9' LT
37+60.7, 48.6' LT

"0"F- 37+91.5, 48.6' LT
37+63.0, 45.0' LT

"0"F- 37+91.6, 41.9' LT
37+66.9, 39.5' LT

FF- 37+93.3, 37.2' LT
37+70.9, 36.5' LT

FF- 37+95.1, 34.6' LT
37+73.9, 35.3' LT

38+9.2 - FF
29.4' LT

38+4.2 - "0"F
29.6' LT

37+98.1, 31.9' LT
37+77.9, 34.8' LT "0"F

℄ +2.1+

38+4.1 - "0"F
26.7' RT

38+11.9-FF
26.6' RT

"0"F-37+98.5
28.2' RT

FF-37+96.4
29.5' RT

FF-37+95.1
30.5' RT

"0"F-37+93
32.9' RT

"0"F-37+90.7
37.8' RT

FF-37+90.2
41.8' RT

℄ +97.6

℄ +36.2

℄ +1.7

℄ +34.1

℄ +2.0

℄ +40.0

FF-36+31.1
30.7' RT

FF-36+30.3
31.3' RT

"0"F-36+28.2
33.5' RT

36+2.1-FF
31.5' RT

36+2.9-FF
32.5' RT

36+33.3 - "0"F
29.4' RT

36+39.3 - "0"F
27.9' RT

36+45.8-FF
27.9' RT

℄ 36.3' RT

36+3.9 - "0"F
34.3' RT

37.0' RT ℄

"0"F- 36+0.6
30.2' RT

"0"F- 35+94.6
28.2' RT

FF- 35+90.6
28.2' RT

"0"F- 36+4.6
40.3' RT

FF- 36+4.6
46.3' RT

36+25.2- "0"F
39.5' RT

36+24.8-FF
44.5' RT

"0"F-37+42.7
27.8' RT

"0"F-37+36.9
27.7' RT

FF-37+31.7
27.7' RT

37+45.1-FF
28.3' RT

37+49.8-FF
30.2' RT

37+51.8 - "0"F
31.6' RT

"0"F "0" FACE

FF FULL FACE

DETECTABLE WARNING FIELD

LANDING AREA

W. WELLS ST. - N. 2ND ST. AND W. PLANKINTON AVE.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18.	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAILS	SCALE FEET 0' 20'	SHEET NO: 37	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_2ND & PLANK FACE DETAIL .DGN

REVISED DATE: 10-12-2017 BY BB

WEST WELLS STREET

N

N. MARKET ST.

CAUTION

44+96, 39.6' LT
_12.20_

44+94.7, 32.7' LT
_12.19_

44+88.8, 39.5' LT
12.28(E)

CTR. 15, Q' R=
+86.7-39.5' LT

44+88.4, 30.6' LT
_12.23_

45+1.6, 42.6' LT
12.10C
11.85G
11.89E

CURB RAMP TYPE 2M ℄ 35.5' RT

6'

8'

44+98.6, 30.1' LT
12.14C
11.97G
12.01E

44+69.8, 24'LT
_11.55G

44+87, 24.5' LT
12.10C
11.85G
11.89E

92.9' ℄ CURB RAMP TYPE 2M

T/L EXT'D.

+50

46

+50

47

45

44

+50

60'

45+14.2, 33.1' RT
12.69C
12.39G
12.43E

CURB RAMP TYPE 2M ℄ +11.3

45+23.6, 47.3' RT (T/L EXT'D)
45+30.3, 37.8' RT
12.68C
12.48G
12.52E

CURB RAMP TYPE 2M ℄

45+5.7, 30.5' RT
12.70C
12.30G
12.34E

45+0, 35' RT
_12.13

8.9'

6'

5'

39.9' RT
41.8' RT (T/L EXT'D)

45+23.6, 47.3' RT (T/L EXT'D)
45+35.4, 44.8' RT
12.67C
12.39G
12.43E

45+20.4, 54.2' RT (T/L EXT'D)
45+32.6, 52.6' RT
_12.11_

44+90.8, 39.9' RT
12.11(E)

44+99, 39.9' RT
_12.80_

45+8.7, 45.4' RT
12.85

CAUTION: ACTIVE HOLLOW WALK

CTR. 20, Q' R=
+3.8-50.4' RT

45+23.1, 40.3' RT
_12.11_

45+28, 54.7' RT
_12.84_

N. WATER

CTR. 20, Q' R=
+14.4-50, Q' LT

46+14.1, 49.2' LT
_13.41_

34.4+33.7, 50' LT
13.43C
13.01G
13.05E

45+84.5, 43.9' LT
_13.20_

CTR. 13, Q' R=
+88.1-43, Q' LT

45+90.2, 38.2' LT
_13.24_

45+81.7, 38.6' LT
_13.11_

45+76.3, 37.6' LT
13.00C
12.67G
12.71E

45+81.0, 32.1' LT
13.04C
12.75G

+80.8 ℄ CURB RAMP TYPE 1M

45+88.1, 30' LT
13.08C
12.83G

46+6.1, 38.7' LT
_13.42_

45+86.7, 35.3' LT
_13.17_

46+14.4, 30' LT
13.34C
12.92G
13.00E

46+31.6, 40' LT
13.40C
13.14G
13.18E

CURB RAMP TYPE 4TAM ℄ 37.5' LT

7'

6'

46+24.3, 32.8' LT
13.37C
13.03G

46+19, 34.5' LT
_13.43_

CTR. 20, Q' R=
+97.6-50, Q' LT

46+92.6, 45' LT
_13.19_

46+92.5, 40' LT
_13.12_

46+77.6, 50' LT
13.21C
12.71G
12.79E

46+97.7, 40' LT
_14.11_

46+80.4, 40' LT
_13.82C
_13.48G_

37.3' LT ℄ CURB RAMP TYPE 4TAM

10.5'

6'

5'

10.5'

10.5'

46+87.7, 32.8' LT
14.10C
13.80G

46+92.5, 35' LT
13.8Q

46+97.6, 30' LT
14.38C
14.13G
14.21E

46+35.6, 32.7' RT
13.76C
13.42G

46+46.9, 30' RT
13.81C
13.31G
13.39E

+30.4 ℄ CURB RAMP TYPE 2M

11.7'

10'

46+26.7, 40.2' RT
13.70C
13.53G
13.57E

44.5' RT ℄ CURB RAMP TYPE 2M

6'

6'

4.8'

6.0'

46+46.9, 46.9' RT
_13.93

13.86

13.79

13.83

13.88

46+22.3, 51.0' RT
13.76C
13.42G
13.46E

46+23.1, 62.6' RT
13.81C
13.31G
13.39E

CTR. 25, Q' R=
+46.9-55, Q' RT

46+34.5, 58.8' RT
13.99

12'

CAUTION

(PC) CONST. CONC. PEDESTRIAN CURB

DETECTABLE WARNING FIELD

LANDING AREA

W. WELLS ST. AND N. WATER ST.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18.	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAILS	SCALE: FEET 0' 20'	SHEET NO: 38	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_WATER.DGN

REVISED DATE: 10-26-2012 BY SB

WEST WELLS STREET

N. MARKET ST.

N. WATER ST.

CAUTION

45+1.7 - "0"F
38.6' LT

45+0.1 - "0"F
32.8' LT

℄ 35.5' RT

44+98.8 - FF
30.6' LT

44+97.5 - FF
29' LT

44+95.6 - "0"F
27.4' LT

FF - 44+86.8
24.5' LT

"0"F - 44+90.1
24.9' LT

℄ 92.9'

T/L EXT'D.

45

+50

46

+50

47

44.50'

+50

60'

FF - 45+76.1
37.8' LT

"0"F - 45+78.6
34.1' LT

℄ +80.8

45+88.1 - FF
30' LT

45+83.6 - "0"F
30.8' LT

46+33.7 - FF
45' LT

46+31.7 - "0"F
40' LT

℄ 37.5' LT

46+26.4 - "0"F
34' LT

46+21.1 - FF
31.2' LT

FF - 46+78.3
45' LT

"0"F - 46+80.5
39.7' LT

37.3' ℄ LT

"0"F - 46+84.4
35' LT

FF - 46+92.7
30.6' LT

"0"F - 45+13.8
33.1' RT

℄ +11.3

45+25.2 - FF
34.5' RT

"0"F - 45+8.2
30.9' RT

FF - 45+1.6
30.1' RT

45+27.6 - FF
35.8' RT

45+30.1 - "0"F
37.7' RT

39.9' RT
41.8' RT (T/L EXT'D)

45+34
42.2' RT

45+34 - "0"F
42.2' RT

45+35.9 - FF
46' RT

CAUTION: ACTIVE HOLLOW WALK

46+33.1 - "0"F
34.1' RT

46+37.6 - FF
31.7' RT

+30.4 ℄

44.5' ℄ RT

"0"F - 46+23
47.9' RT

FF - 46+22.1
52.9' RT

"0"F "0" FACE
FF FULL FACE
DETECTABLE WARNING FIELD
LANDING AREA

W. WELLS ST. AND N. WATER ST.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18.	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAILS	SCALE FEET 0' 20'	SHEET NO: 39	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_WATER FACE DETAIL.DGN

REVISED DATE: 10-13-2017 BY BB

WEST WELLS STREET

BROADWAY

N

RAMP TO BE CONSTRUCTED WITH STREETCAR

END PROJECT
STA. 50+81.8

+50 49 +50 50 +50 51 +50

60'

49+53.8, 31.6' RT
29.91C
29.74G

49+56.8
33.7' RT

49+25, 30' RT
28.46C
27.96G

49+47, 30' RT
29.87C
29.37G
29.45F

CURB RAMP TYPE I

SEE INSET "A"

49+59.1, 36.1' RT
30.06C
29.89G

49+51.2, 35.5' RT
30.05

49+55.8, 39.4' RT
30.13

49+25, 40' RT
28.61

49+61.8, 42.6' RT
30.21C
29.96G
30.04F

49+47, 40' RT
30.07

CTR. 15.0' R=
+47-45.0' RT

49+50.4, 40' RT
30.14

50+50.5, 30.0' RT
32.32C
32.07G
32.11F

50+39.6
33.3' RT

50+36.4, 35.9' RT
32.23C
31.91G
31.95F

SEE INSET "B"

50+30.5, 50.1' RT
31.83C
31.33G
31.41F

50+50, 39.6' RT
32.46

50+46.7, 36.1' RT
32.39

50+50, 48.1' RT
32.52

CTR. 20.0' R=
+50.2-50.1' RT

50+42.5, 40.5' RT
32.33

50+42.6, 51.3' RT
32.28

50+42.7, 58.3' RT
32.17

"0"F - 49+54
31.7' RT

FF - 49+47
30' RT

33.6' RT - 49+58.6 - "0"F
35.6' RT

49+61.8 - FF
42.6' RT

"0"F "0" FACE
FF FULL FACE
PC CONST. CONC. PEDESTRIAN CURB
DETECTABLE WARNING FIELD
LANDING AREA

NORTH

INSET "A"

50+42.3 - "0"F
31.8' RT

50+46.9 - FF
30.4' RT

"0"F - 50+37.2
35.2' RT

FF - 50+34.5
38.1' RT

INSET "B"

W. WELLS ST. AND N. BROADWAY

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18.	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAILS	SCALE FEET 0' 20'	SHEET NO: 40	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_BROADWAY.DGN

REVISED DATE: 10-26-2017 BY SB

HOLLOW WALK WORK
TO BE DONE BY OTHERS

N

CAUTION

211+90, 30.3' LT
10.44

211+84, 35.2' LT
10.49

211+84, 30.2' LT
10.41

211+78, 35.2' LT
10.68

211+78, 30.2' LT
10.58

211+61.3, 35.2' LT
10.66

211+61.3, 30.2' LT
10.56

211+61.3, 25.2' LT
10.46C
9.98G

CTR. 15.0' R=
211+99.8-40.3' LT

211+95, 35.3' LT
10.69

211+95, 30.3' LT
10.59

211+90, 35.3' LT
10.52

212+0.7, 35.3' LT
10.70

212+0.7, 30.3' LT
10.60

212+8.4, 39.9' LT
10.15

212+8.2, 33.8' LT
10.03

212+8.1, 27.8' LT
9.91G
9.99F

211+99.8, 25.3' LT
10.50C
10.20G
10.24F

N. 2ND ST.

N. PLANKINTON AVE.

NORTH PLANKINTON

5' 5' 5' 6' 6' 5' 5.8'

211+78 -FF
25.2' LT

211+84 "0"F

211+90 "0"F

211+95 -FF
25.2' LT

CURB RAMP TYPE 7BM

211+87.0 ℄ N. PLANKINTON T/L

T/L - N. 2ND ST.

211+30 "0"F
10.8' RT

211+31.1, 10.8' RT
111+95.2, 34.2' LT
10.17C
10.00G
10.04F

211+25.3-FF
10.8' RT

31.7' LT OF ℄ N. PLANKINTON T/L

211+8.1, 10.8' RT
111+76, 46.7' LT
10.30C
9.80G

END .05 FACE

CURB RAMP TYPE 2M

211+35.9 "0"F
14.2' RT

211+26.9, 13' RT
111+90.5, 34.7' LT
10.24

211+35.9, 14.4' RT
111+97.3, 28.6' LT
10.10G
10.14F

211+33.9, 20' RT
111+92.5, 25' LT
10.21C
10.04G
10.12F

CTR. 5.0' R=
211+31.1-15.8' RT

211+33.9 -FF
20' RT

END .05 FACE

211+14.5, 32.6' RT
111+69.4, 25' LT
10.36C
9.86G

211+30.2, 18' RT
111+90.5, 28.7' LT
10.24

211+9.2, 24.5' RT
111+69.4, 34.7' LT
10.51

CAUTION: ACTIVE HOLLOW WALK

CAUTION: ACTIVE WE-ENERGIES VAULT

"0"F "0" FACE
FF FULL FACE
PC CONST. CONC. PEDESTRIAN CURB
DETECTABLE WARNING FIELD
LANDING AREA

N. 2ND ST. AND N. PLANKINTON AVE.

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAIL	SCALE FEET 0' 20'	SHEET NO: 41	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_ 2ND & ISLAND.DGN

REVISED DATE: 10-26-2017 BY SB

HOLLOW WALK WORK
TO BE DONE BY OTHERS

N

CAUTION

CAUTION

N. 2ND ST.

N. PLANKINTON AVE.

NORTH PLANKINTON

T/L - N. 2ND ST.

"0"F-111+94.3
34.8'LT

FF-111+90.4
37.4'LT

END .05 FACE

CURB RAMP TYPE 2M

111+97.3-"0"F
28.7'LT

111+92.5-FF
25'LT

END .05 FACE

FF-112+54.2
38.8'LT

"0"F-112+59.2
35.5'LT

112+68.4-FF
29.5'LT

112+64.2-"0"F
32.2'LT

31.7'LT OF ℄ N. PLANKINTON T/L

CURB RAMP ℄ TYPE 7BM

211+87.0

N. PLANKINTON T/L

CAUTION: ACTIVE HOLLOW WALK

CAUTION: ACTIVE WE-ENERGIES VAULT

"0"F "0" FACE
FF FULL FACE
DETECTABLE WARNING FIELD
LANDING AREA

N. 2ND ST. AND N. PLANKINTON AVE.

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	INTERSECTION CURB RAMP DETAIL	SCALE FEET 0' 20'	SHEET NO: 42	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\RAMPDETAILS\RD_ 2ND & ISLAND FACE DETAIL.DGN

REVISED DATE: 10-16-2017 BY BB

WEST WELLS STREET

N

BEGIN PROJECT
STA. 19+33.5

CAUTION

76.4′ LT
74.4′ LT
CTR. 14.0′ R=
+60.4-45.6′ LT
42.5′ LT
74.5′ LT
19+83.8
76.4′ LT
62.6′ LT
61′ LT
59.4′ LT
42.7′ LT
CTR. 12.0′ R=
+72.6-40.6′ LT
38.7′ LT
19+83.9
46′ LT

+46.2
+64.3
+89.5
+56.9
14′ 11′ 11′ 10′
11′ 11′ 11.2′
12.6′

SEE CONSTRUCTION DETAIL:
DEPRESSED CONCRETE DRIVEWAY (MODIFIED) HES

38.8′ LT
39.6′ LT
39.6′ LT
38.8′ LT
+93.9
+0.9
+45.0
+52.0
6′

19 +50 20 +50 21 +50 22 +50 23 +50 24 +50 25

+89.5
56′
+49.5
+48.0
+88.0
12.6′
12.6′ 11′ 10′ 11′

CAUTION
CAUTION
CAUTION
CAUTION

+37.3
39.0′ RT
CTR. 15.0′ R=
+60.0-43.6′ RT
CTR. 3.75′ R=
+14.7-46.0′ RT
14′ 11′ 11′
101.7′ RT
90.8′ RT
20+42.9
42.1′ RT
12′ 10.6′ 12′
76.2′ RT
+75.8
33.6′ RT
CTR. 12.0′ R=
+65.3-40.6′ RT
20+61.7
73.4′ RT
20+54.8
73.4′ RT
20+54.7
76.1′ RT
20+51.8
76′ RT
20+41.6
76.1′ RT
+57.1
N. 6TH ST.

BM: SE COR HYD @
N 6TH ST & W WELLS ST
ELEV = 18.14

+95.1
+4.1
33.5′ RT
SEE CONSTRUCTION DETAIL:
ADJUSTING INLET COVERS

+22.0
+28.0
40.8′ RT
5.8′
+46.1
+52.1
+63.5
+73.5
34.9′ RT
SEE CONSTRUCTION DETAIL:
ADJUSTING INLET COVERS
+48.5
+63.5
34.9′ RT

SEE CONSTRUCTION DETAIL:
DEPRESSED CONCRETE DRIVEWAY (MODIFIED) HES

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0′ 40′	SHEET NO: 43	E

FILE NAME: W:\SPR\WELLS 6TH-PROSPECT PDET 20-25.DGN

REVISED DATE: 10-11-2017 BY SB

WEST WELLS STREET

CURVE A DATA - WEST CURB	
RADIUS	539.00'
INT. ANG.	16° 12' 20"
ARC	152.45'
CHORD	151.94'
TAN	76.74'
PC	27+65.92, 48.01' LT.
PT	27+43.44, 198.28' LT.
PI	27+43.97, 121.57' LT.

CURVE B DATA - WEST ISLAND CURB	
RADIUS	508.00'
INT. ANG.	16° 42' 18"
ARC	148.11'
CHORD	147.59'
TAN	74.58'
PC	27+95.99, 55.64' LT.
PT	27+75.83, 201.85' LT.
PI	27+75.18, 127.27' LT.

CURVE C DATA - EAST ISLAND CURB (N)	
RADIUS	520.00'
INT. ANG.	08° 16' 37"
ARC	75.12'
CHORD	75.055'
TAN	37.63'
PRC	27+95.92, 126.61' LT.
PT	27+89.92, 201.42' LT.
PI	27+90.22, 163.80' LT.

CURVE D DATA - EAST ISLAND CURB (S)	
RADIUS	520.00'
INT. ANG.	07° 45' 17"
ARC	70.38'
CHORD	70.334'
TAN	35.24'
PC	28+01.87, 56.53' LT.
PRC	27+95.92, 126.61' LT.
PI	28+01.27, 91.77' LT.

N

27+75.8 201.9' LT
27+43.4 198.3' LT
27+89.9 201.4' LT
28+19.7 201.5' LT
CURVE "A"
CURVE "B"
CURVE "C"
CURVE "D"
CAUTION
P.C. 211' R. +93.9-59.4' LT
P.C. 200' R. +83.3-56.4' LT
P.C.C. +65.9 48.0' LT
27+31 70.9' LT
CTR. 15.0' R= +51.5-43.7' LT
P.C.C. +95.9 126.6' LT
90.9' LT
CTR. 3.0' R= +98.9-56.5' LT
CTR. 15.0' R= +37.2-42.9' LT
SEE CONSTRUCTION DETAIL: ADJUSTING INLET COVERS
SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED)
SEE CONSTRUCTION DETAIL: ADJUSTING INLET COVERS
32.8' LT
+68.9
+84.7
+7.3
+88.6
11'
11'
211' R
200' R
6'
12'
11'
10'
11'
12.6'
56'
P.T. 200' R. +90.8-2.4' LT
P.T. 211' R. +1.8-2.4' LT
25 +50 26 +50 27 +50 28 +50 29 +50 30 +50 31
34.9' RT
+75.6
+89.8
+49.7
SEE CONSTRUCTION DETAIL: ADJUSTING INLET COVERS
CTR. 15.0' R= +66.8-43.3' RT
27+70.8 43.3' RT
27+70.9 73.2' RT
77.4' RT
18'
18'
CTR. 15.0' R= +36.8-43.1' RT
CAUTION: HOLLOW WALK WORK BY OTHERS. SEE PROPOSAL ARTICLE "WORK BY OTHERS" FOR MORE INFORMATION.
29+83 34.3' RT
29+83 39.8' RT
5.5'
30+7.6 40.9' RT
SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED)
N. 4TH ST.
BM: SW COR HYD @ N 4TH ST & W WELLS ST ELEV = 13.07

BASE MATERIAL: BROWN FINE TO MEDIUM SAND TRACE GRAVEL
CORE CONDITION: SOUND
COMMENT: HAND AUGER PROBE REFUSAL AT 4 INCHES BELOW BOTTOM OF PAVEMENT

CORE NO.: 2	SAMPLE DATE: 8/21/13	LOCATION: 323 W WELLS ST
DISTANCE FROM SIDEWALK CURB: 27 FT DIRECTION FROM SIDEWALK CURB: N		

THICKNESS (IN)	MATERIAL TYPE	LAYER CONDITION
2.3	1/4 IN. ASPHALT CONCRETE	SOUND
1.0	ASPHALT CONCRETE, SAND AS PRIMARY AGGREGATE	SOUND
2.8	1/2 IN. ASPHALT CONCRETE	SOUND
7.6	PORTLAND CEMENT CONCRETE	SOUND
3.4	COBBLESTONE PAVER	SOUND
4+	BROWN FINE TO MEDIUM SAND	N/A

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0' 40'	SHEET NO: 44	E

FILE NAME: W:\SPR\WELLS 6TH-PROSPECT PDET 25-31.DGN

REVISED DATE: 09-26-2017 BY JH

WEST WELLS STREET

CORE NO.: 3	SAMPLE DATE: 8/22/13	LOCATION: 230 W WELLS ST
DISTANCE FROM SIDEWALK CURB: 13 FT DIRECTION FROM SIDEWALK CURB: S		
THICKNESS (IN)	MATERIAL TYPE	LAYER CONDITION
1.4	3/8 IN. ASPHALT CONCRETE	SOUND
1.4	3/8 IN. ASPHALT CONCRETE	SOUND
1.9	1/4 IN. ASPHALT CONCRETE	SOUND
9.2	PORTLAND CEMENT CONCRETE	SOUND
12+	BROWN SAND AND GRAVEL	N/A

BASE MATERIAL: BROWN SAND AND GRAVEL
CORE CONDITION: SOUND
COMMENT: HAND AUGER PROBE STOPPED AT 12 INCHES BELOW BOTTOM PAVEMENT

N

CTR. 15.0' R= +68.4-42.6' LT
CAUTION
45.1' LT
40' LT
53.8' LT
89.4' LT
91.5' LT
32+38.4 82' LT
32+26.2 81.9' LT
32+26.3 47.6' LT
32+38.4 47.3' LT
CTR. 15.0' R= +38-42.6' LT
SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED)
39.8' LT
CTR. 5.0' R= +16-170.6' LT
36+24.7 148.7' LT
36+23 147.6' LT
SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED) HES
CTR. 1.0' R= +95.8-63.7' LT
CTR. 15.0' R= +59.8-42.8' LT
CTR. 2.0' R= +8.8-54.9' LT
76.2' LT
69' LT
36+88.8 49.9' LT
36+78.7 39.5' LT
36+22.8 39.4' LT
36+95.5 39.6' LT
CTR. 5.0' R= +99.8-32.9' LT
CTR. 5.0' R= +5.2-33.3' LT
+98.1
+28.1
+63.4
+3.4
12'
+89.3
+9.3
6'
5'
10'
9.7'
+37.3
11.3'
+40.5
+0.5
11'
+83.1
+8.7
+14.7
7.9'

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

40.4' RT
CTR. 15.0' R= +68.4-43.4' RT
31+63.4 60.2' RT
45.2' RT
+68.0
+78.3
45' RT
66.4' RT
CTR. 15.0' R= +38.7-43.4' RT
32+31.1 47.2' RT
40.4' RT
42.2' RT
SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED)
40.3' RT
BM: SE COR HYD @ N OLD WORLD 3RD ST & W WELLS ST ELEV = 12.09
35+59.6 54.3' RT
35+73.8 54.3' RT
CTR. 10.0' R= +94.6-38.2' RT
35+94.6 53.1' RT
N 2ND ST T/L
53.1' RT
39.4' RT
+73.4
35.9' RT
+93.2
+97.9
35.9' RT
CTR. 15.0' R= +39.8-42.9' RT
36+39.3 55.4' RT
BM: NE COR HYD @ N 2ND ST & W WELLS ST ELEV = 11.72
N. OLD WORLD THIRD ST.
N. 2ND ST.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0' 40'	SHEET NO: 45	E

FILE NAME: W:\SPR\WELLS 6TH-PROSPECT PDET 31-37.DGN

REVISED DATE: 10-11-2017 BY SB

EAST WELLS STREET

MILWAUKEE RIVER

CAUTION

CTR. 5.0'R= 37+5.2-33.3'LT

RC1 P.C. 155'R. 37+36.5-26.4'LT

RC2 P.C. 165'R. 37+36.5-16.4'LT

RC3 P.C. 176'R. 37+36.5-5.4'LT

38+6.5 52.8'LT

CTR. 15.0'R= 38+6.4-44.4'LT

RC1 P.T. 155'R. 37+87.4-35.1'LT T/L EXT'D

+56.2 — +62.1

41.2' LT

40.5' LT

∠PT.+91.0 28.5'LT

+20.0

36'LT

RC2 P.T. 165'R. 38+42.9-12.0'LT

RC3 P.T. 176'R. 38+42.8-1.0'LT

RC4 P.T. 164'R. 38+20.8-1.3'LT

RC5 P.T. 175'R. 38+20.8-9.7'RT

15' 11' 11' 15'

6' 6'

RC4 P.C. 164'R. +24.7-4.7'RT

RC5 P.C. 175'R. +24.8-15.7'RT

RC1 R=155' RC2 R=165' RC3 R=176' RC4 R=164' RC5 R=175'

10' 11' 10'

+50 +50

37 38 39 +50 40 +50 41 +50

T/L EXT'D

36+93.2 39.3'RT

36+97.9 39.2'RT

36+97.8 35.8'RT

37+36.7 35.4'RT

CTR. 19.0'R= +40.1-47.0'RT

37+46.5 46.8'RT

37+51.2 31.1'RT

37+53.5 27.9'RT

37+96.4 29.5'RT T/L EXT'D

+28.7

∠PT.+27.7 39.3'RT

+49.4

+85.1

+5.9

+11.0

39.9' RT

∠PT.+85.1 27.4'RT

38+7.4 38.6'RT

CTR. 15.0'R= 38+5.2-41.6'RT

SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED)

END CONSTRUCTION STA. 39+15.3 T/L

BEGIN CONSTRUCTION STA. 41+80.00 T/L

P.C. 520'R. +44-0.0'RT

P.C. 531'R. +44.6-11.0'LT

P.C. 531'R. +44-0.5'RT

P.C. 520'R. +44.0-11.5'RT

P.T. 531'R. +41.5-14.8'LT

P.T. 520'R. +41.5-3.8'LT

41+80 35.3'LT

42+23.5 39.9'LT

42+17.5 39.3'LT

42+42.5 40.3'LT

42+48.5 40.3'LT

37.8' LT

+52.4

+72.5

FO

531' R

42 520' R

531' R

520' R

41+70.9 26.9'RT

P.T. 531'R. +32.4-2.4'RT

P.T. 520'R. +31.9-13.4'RT

N

MILWAUKEE RIVER

N. PLANKINTON AVE.

CURVE#	RC1	RC2	RC3	RC4	RC5
RADIUS	155.00'	165.00'	176.00'	164.00'	175.00'
INT. ANG.	19° 11' 19"	32° 53' 41"	32° 53' 46"	32° 53' 46"	32° 53' 30"
ARC	51.91'	94.73'	101.05'	94.16'	100.47'
CHORD	51.67'	93.43'	99.67'	92.87'	99.10'
TAN	26.20'	48.71'	51.96'	48.42'	51.66'
PC	37+36.46 26.36 LT	37+36.57 16.36 LT	37+36.61 5.36 LT	37+24.72 4.68 RT	37+24.75 15.68 RT
PT	37+87.39 35.11 LT	38+26.10 43.09 LT	38+32.11 33.87 LT	38+13.71 21.89 LT	38+19.71 12.67 LT
PI	37+62.66 26.45 RT	37+85.28 16.51 LT	37+88.57 5.51 LT	37+73.14 4.53 RT	37+76.41 15.51 RT

CORE NO.: 5	SAMPLE DATE: 8/22/13	LOCATION: 137 E WELLS ST
DISTANCE FROM SIDEWALK CURB: 15 FT DIRECTION FROM SIDEWALK CURB: S		
THICKNESS (IN)	MATERIAL TYPE	LAYER CONDITION
1.0	1/4 IN. ASPHALT CONCRETE	SOUND
1.5	1/4 IN. ASPHALT CONCRETE	SOUND
2.8	1/2 IN. ASPHALT CONCRETE	SOUND
7.6	PORTLAND CEMENT CONCRETE	SOUND
3.4	COBBLESTONE PAVER	SOUND
4+	BROWN FINE TO MEDIUM SAND	N/A

BASE MATERIAL: BROWN SAND AND GRAVEL
CORE CONDITION: ASPHALT SOUND, CONCRETE PARTIALLY DISINTEGRATED
COMMENT: HAND AUGER PROBE STOPPED AT 12 INCHES BELOW BOTTOM OF PAVEMENT

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0' 40'	SHEET NO: 46	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\PDET 37-43.DGN

REVISED DATE: 10-23-2017 BY SB

EAST

WELLS

STREET

CURVE A DATA - S'LY CURB	
RADIUS	1353.72'
INT. ANG.	05° 02' 42"
ARC	119.20'
CHORD	119.16'
TAN	59.64'
PC	43+86.45 25.57 RT
PT	44+55.52 30.45 RT
PI	44.54+54.89 25.38 RT

CURVE B DATA - SW CURB	
RADIUS	20.00'
INT. ANG.	76° 20' 48"
ARC	26.65'
CHORD	24.72'
TAN	15.72'
PC	45+13.67 33.07 RT
PT	45+35.41 44.83 RT
PI	45+29.16 30.40 RT

CURVE C DATA - E'LY CURB	
RADIUS	434.00'
INT. ANG.	03° 02' 40"
ARC	66.66'
CHORD	66.59'
TAN	33.40'
PC	45+35.41 44.83 RT
PT	45+57.12 107.79 RT
PI	45+48.71 75.47 RT

CURVE D DATA - E'LY CURB	
RADIUS	510.00'
INT. ANG.	03° 02' 40"
ARC	27.10'
CHORD	27.10'
TAN	13.55'
PC	46+30.66 88.61 RT
PT	46+23.12 62.59 RT
PI	46+27.18 75.51 RT

CURVE E DATA - E'LY ISLAND CURB	
RADIUS	478.00'
INT. ANG.	05° 50' 23"
ARC	48.72'
CHORD	48.70'
TAN	24.38'
PC	45+99.69 6.69 RT
PT	45+85.02 50.26 RT
PI	45+93.55 73.09RT

N

N. MARKET ST.

N. FRONT ST.

N. WATER ST.

SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED) HES

SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED)

SEE CONSTRUCTION DETAIL: DEPRESSED CONCRETE DRIVEWAY (MODIFIED) HES

CURVE#	RC1	RC2	RC3	RC4	RC5	RC6	RC7	RC8
RADIUS	550.00'	561.00'	250.00'	261.00'	539.00'	250.00'	261.00'	272.00'
INT. ANG.	14° 26' 04"	14° 33' 39"	14° 33' 44"	14° 38' 16"	02° 26' 45"	14° 49' 00"	15° 12' 55"	10° 57' 05"
ARC	138.56'	142.57'	63.54	66.68	23.01	64.65'	69.31'	51.99'
CHORD	138.19'	142.19'	63.37'	66.50	23.01'	64.47'	69.11'	51.91'
TAN	69.65'	71.67'	31.94'	33.52'	11.51'	32.51'	34.86'	26.07'
PC	44+53.29 24.02 RT	44+53.29 24.02 RT	44+98.17 2.03 RT	44+95.40 8.62 LT	45+70.13 28.54 RT	45+57.43 75.23 RT	45+68.09 72.50 RT	45+73.58 52.16 RT
PT	45+93.11 17.00 RT	45+94.33 6.00 RT	45+61.02 6.00 LT	45+61.37 17.00 LT	45+93.14 28.00 RT	45+33.47 15.38 RT	45+42.18 8.43 RT	45+52.67 4.64 RT
PI	45+23.46 17.14 RT	45+22.66 6.03 RT	45+29.09 6.00 LT	45+27.85 17.02 LT	45+81.63 27.93 RT	45+49.36 43.74 RT	45+59.41 38.73 RT	45+65.33 27.43 RT

CURVE#	RC9	RC10	RC11
RADIUS	478.00'	489.00'	500.00'
INT. ANG.	05° 21' 37"	11° 43' 43"	11° 43' 47"
ARC	44.72'	100.10'	102.36'
CHORD	44.70'	99.93'	102.18'
TAN	22.38'	50.23'	51.36'
PC	45+83.45 46.13 RT	46+10.34 93.91 RT	46+20.98 91.13 RT
PT	45+65.51 5.18 RT	45+75.37 0.30 RT	45+85.22 4.58 LT
PI	45+75.50 25.21 RT	45+97.68 45.30 RT	46+08.04 41.43 RT

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0' 40'	SHEET NO: 47	E

FILE NAME: W:\SPR\WELLS 6TH-PROSPECT PDET 42-48.DGN

REVISED DATE: 10-11-2017 BY SB

2

EAST WELLS STREET

N

100.4' LT

+97.1

HYD NEC BROADWAY
NE BOLT
ELEV = 33.917

STREETCAR BM 614.51
ADJUST -580.59

END PROJECT
STA. 50+81.6

16.6' 16.6'

39.0' LT

+90.2 +28.1 +44.2

48 +50 49 +50 50 +50 51 +50 52 +50 53 +50 54

11' 11' 12' 11' 11'

+5.1

16.5' RT

+7.6 +29.3

+81.7

CAUTION

CTR. 20.0' R=
+50.6-50.0' RT

17.7'

CTR. 15.0' R=
+47-45.0' RT

SEE CONSTRUCTION DETAIL:
DEPRESSED CONCRETE DRIVEWAY
(MODIFIED)

+60.3

+97.1

SEE CONSTRUCTION DETAIL:
DEPRESSED CONCRETE DRIVEWAY
(MODIFIED)

49+60.3
50.2' RT

73.7' RT

+5.1

100.4' RT

CAUTION

N. BROADWAY

N. MILWAUKEE ST.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0' 40'	SHEET NO: 48	E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\PDET 48-54.DGN

REVISED DATE: 09-26-2017 BY JH

2

2

N. 2ND STREET

T/L N. 2ND ST.

CTR. 15.0' R=
+59.4-43.2' LT

CTR. 5.0' R=
209+93.4-0.0' LT

CTR. 15.0' R=
210+3.1-40.0' LT

CTR. 2.0' R=
210+15.4-8.9' RT

BM= NE COR HYD @ N 2ND ST & W WELLS ST
ELEV = 11.72

BM= NE COR HYD @ N 2ND ST & W WELLS ST
ELEV = 11.72

WELLS ST.

CTR. 1.0' R=
210+24.1-4.1' LT

CAUTION

211+8.2
22.8' RT

111+69.4
36.7' LT

CAUTION

CTR. 15.0' R=
112+80.6-39.4' LT
211+99.8-40.3' LT

SEE CONSTRUCTION DETAIL:
DEPRESSED CONCRETE DRIVEWAY
(MODIFIED) HES

AVE.

CAUTION

NORTH PLANKINTON

210+29.6
22.9' RT

210+29.6
37.4' RT

110+48.4
48.8' LT

210+36.7
22.9' RT

210+36.8
37.4' RT

T/L W. WELLS ST.

CTR. 5.0' R=
110+28.8-30.0' LT
209+94-105.3' RT

110+51.6
34.7' LT

111+69.4
34.7' LT

211+9.2
24.5' RT

T/L N. PLANKINTON AVE.

108 109 110 111 112 113

CTR. 15.0' R=
109+17.1-40.0' RT

WEST

CTR. 15.0' R=
110+3.1-40.0' RT

CAUTION

CAUTION

UPDATE TO SHOW
WE ENERGIES VAULT
AS TOPO ONLY

CTR. 5.0' R=
111+92.5-30.0' LT
211+31.1-15.8' RT

CAUTION

SEE CONSTRUCTION DETAIL:
DEPRESSED CONCRETE DRIVEWAY
(MODIFIED)

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN DETAIL	SCALE FEET 0' 40'	SHEET NO: 49	E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\PDET 108-113 PLANKINTON AVE.DGN

REVISED DATE: 09-26-2017 BY JH

WEST WELLS STREET

N

#405 W KILBOURN AVE

107'
17'
86'
46'
VARIES
CONC BUS PAD
BUS SHELTER
ATC
FULL CW
CW
12"
FLOWER BED
#801 N 6TH ST
CAUTION
LAWN
BEGIN PROJECT
STA. 19+33.5 T/L
BRICK
203
PARKING
CONC COLUMN
ASPH
CONC CURB
8"
6"
21'
11'
10'

19 84' 60' +50 20 +50 21 58' +50 22 +50 23 +50 24 +50 25

57'
6"

UNDER CONSTRUCTION
#601 W WELLS ST
4.0'
20'
11"
19'
100'
N. 6TH ST.
PLANTER
BM: SE COR HYD @ N 6TH ST & W WELLS ST ELEV = 18.14

#400 W WISCONSIN AVE

NOTE:

1) INLET SCREEN TYPE R WILL BE PLACED AT ALL INLET AND CATCH BASIN LOCATIONS DURING GRADING OPERATIONS.
2) INLET BASKET TYPE M WILL BE PLACED UNDER ALL INLET AND CATCH BASIN COVERS UNTIL COMPLETION OF PROJECT.
3) EROSION CONTROL FEATURES AS SHOWN ON THE PLAN ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) SEE CONSTRUCTION DETAILS.

LEGEND

- (R) INLET SCREEN TYPE R
- (M) INLET BASKET TYPE M
- SURFACE WATER FLOW

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 50	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\EROSION 20-25.DGN

REVISED DATE: 10-30-2017 BY SB

WEST WELLS STREET

361-0616-111
112

361-0603-116-3
26

361-0618-115-7
182

N

#405 W KILBOURN AVE

#333 W KILBOURN AVE

#340 W KILBOURN AVE

#302 W WELLS ST

#400 W WISCONSIN AVE

#310 W WISCONSIN AVE

#1023 N 3RD ST

#736 N 4TH ST

HYATT REGENCY MILWAUKEE

SPRING HILL SUITES

PARKING STRUCTURE

PARKING LOT

ASPHALT PARKING

ALLEY

N. 4TH ST.

CONC COLUMN

PLANTER

TRON RAIL

CAUTION

CONC BOLLARDS @ HIGH CW

FULL CW

HOLLOW FULL CW

ENT

IRIS

CONC

ASPH

PAVERS

105'

78'

35'

32'

11'

12'

18'

40'

70'

20'

57'

58'

56'

25 +50 26 +50 27 +50 28 +50 29 +50 30 +50 31

BM: SW COR HYD @ N 4TH ST & W WELLS ST ELEV = 13.07

4.0' ATC

150
361-0665-100-5

150
361-0664-113-1

NOTE:

1) INLET SCREEN TYPE R WILL BE PLACED AT ALL INLET AND CATCH BASIN LOCATIONS DURING GRADING OPERATIONS.

2) INLET BASKET TYPE M WILL BE PLACED UNDER ALL INLET AND CATCH BASIN COVERS UNTIL COMPLETION OF PROJECT.

3) EROSION CONTROL FEATURES AS SHOWN ON THE PLAN ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

4) SEE CONSTRUCTION DETAILS.

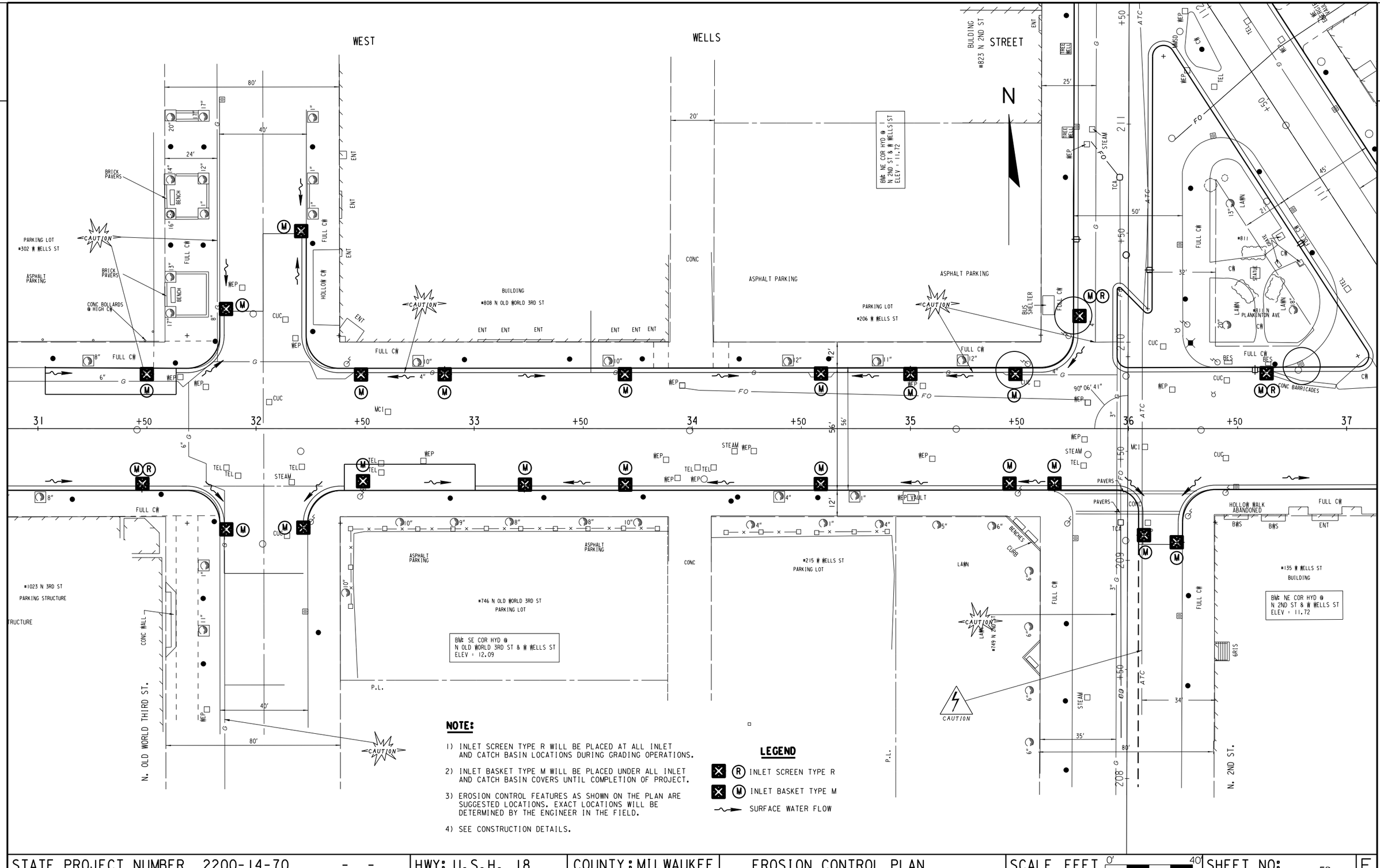
LEGEND

- (R) INLET SCREEN TYPE R
- (M) INLET BASKET TYPE M
- SURFACE WATER FLOW

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 51	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\EROSION 25-31.DGN

REVISED DATE: 10-30-2017 BY SB



NOTE:

1) INLET SCREEN TYPE R WILL BE PLACED AT ALL INLET AND CATCH BASIN LOCATIONS DURING GRADING OPERATIONS.
2) INLET BASKET TYPE M WILL BE PLACED UNDER ALL INLET AND CATCH BASIN COVERS UNTIL COMPLETION OF PROJECT.
3) EROSION CONTROL FEATURES AS SHOWN ON THE PLAN ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) SEE CONSTRUCTION DETAILS.

LEGEND

- (R) INLET SCREEN TYPE R
- (M) INLET BASKET TYPE M
- SURFACE WATER FLOW

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 52	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\EROSION 31-37.DGN

REVISED DATE: 10-30-2017 BY SB

EAST WELLS STREET

MILWAUKEE RIVER

END CONSTRUCTION
STA. 39+15.3 T/L

BEGIN CONSTRUCTION
STA. 41+80.00 T/L

N

*740 N PLANKINTON AVE BUILDING

*808 N PLANKINTON AVE BUILDING

*810 N PLANKINTON AVE BUILDING

*BRUNCH CAMMER BUILDING

CAMMER BUILDING *108 W WELLS ST

*108 E WELLS ST BUILDING

*825 N WATER ST

*107 E WELLS ST BUILDING

*123 E WELLS ST BUILDING

N. PLANKINTON AVE.

RIVERWALK EXPANSION JOINT W/ COVER PLATE SEE BRIDGE PLANS

BRIDGE EXPANSION JOINT SEE BRIDGE PLANS

STOP PLANK CHAMBER

BRIDGE RAIL

BRIDGE GATE ARM

BRIDGE HOUSE

PLANTER

PLANTERS

METAL PLATE WALK

STEEL GRATE DECK

CONC

ASPH

PRESSURE REDUCING STATION

STEAM TUNNEL

2" PINES

BENCH

CURB AROUND PLANTINGS

IRIS TO BASEMENT

HOLLOW WALK ABANDONED

TRAP DOOR

DRAIN

CAUTION

NOTE:

1) INLET SCREEN TYPE R WILL BE PLACED AT ALL INLET AND CATCH BASIN LOCATIONS DURING GRADING OPERATIONS.
2) INLET BASKET TYPE M WILL BE PLACED UNDER ALL INLET AND CATCH BASIN COVERS UNTIL COMPLETION OF PROJECT.
3) EROSION CONTROL FEATURES AS SHOWN ON THE PLAN ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) SEE CONSTRUCTION DETAILS.

LEGEND

- (R) INLET SCREEN TYPE R
- (M) INLET BASKET TYPE M
- SURFACE WATER FLOW

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 53	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\EROSION 37-43.DGN

REVISED DATE: 10-23-2017 BY DLF

EAST WELLS STREET

121.76' C

END PARKING LANE

392-1261
31.20

392-1323-112
127

80'

43'

N. MARKET ST.

N

392-2343-200-3
79.37

392-2342-5
186.23

HYD NMC WATER
NW BOLT
ELEV = 13.613

CAUTION

16'

FULL CW

CONC BUS PAD

45'

35'

4'

BRICK PLANTS BRICK

END PARKING LANE

BUILDING
#200 E WELLS ST

PLANTER

FULL CW

FULL CW

BUILDING
#841 N BROADWAY

CONC. DWY.

CURB

CURB

CONC.

FULL CW

#825 N WATER ST

ENT

3R15

FULL CW

CUC

WEP

FO

+50

45

44

43

42

46

47

48

WMSD

4" G

-165°22'25"

STEAM

STEAM TUNNEL

-165°51'51"

CONC

BRICK

CONC

BUILDING
#789 N WATER ST

- ℄ WELLS ST

N. FRONT ST.

100
392-0401-110-2

#101 E WELLS ST
BUILDING

PLANTER MULCH

18'

16'

CW

16'
(VARIES)

HEATED
FULL CW

CURB

EXIT
MOBILE
BANKING

#780 N WATER ST
PARKING STRUCTURE

39'

33'

3'

ENTRANCE
MOBILE
BANKING

N. WATER ST.

30'

13'

76'

103'

4"

150.05
392-0707-11

60'

NOTE:

1) INLET SCREEN TYPE R WILL BE PLACED AT ALL INLET AND CATCH BASIN LOCATIONS DURING GRADING OPERATIONS.

2) INLET BASKET TYPE M WILL BE PLACED UNDER ALL INLET AND CATCH BASIN COVERS UNTIL COMPLETION OF PROJECT.

3) EROSION CONTROL FEATURES AS SHOWN ON THE PLAN ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

4) SEE CONSTRUCTION DETAILS.

LEGEND

(R) INLET SCREEN TYPE R

(M) INLET BASKET TYPE M

SURFACE WATER FLOW

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 54	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\EROSION 42-48.DGN

REVISED DATE: 08-15-2017 BY BB

EAST

WELLS

STREET

392-1324-110
127

392-1333-111
253.59

N

P.L.

100'

68'

80'

49.5'

BUILDING
#809 N BROADWAY

CURB

FULL CW

TWC

FO

HYD NEC BROADWAY
NE BOLT
ELEV = 33.917

STREETCAR BM 614.51
ADJUST -580.59

CAUTION

BRICK

PARKING STRUCTURE
#330 E WELLS ST

8RIS
DOWN

RAILING

3" BRICK

3"

3" BRICK

1"

6" BRICK

1"

ENT

10'

10'

CONC BUS PAD

???

WEP

CUC

TEL

WMSD

48 +50 49 +50 50 +50 51 +50 52 +50 53 +50 54

180° 21' 25"

TCA

HEATED
FULL CW

#780 N WATER ST
PARKING STRUCTURE

CONC

#792 N BROADWAY
PARKING LOT

#777 N MILWAUKEE ST
BUILDING

P.L.

120
392-0723

120
392-0707-111

60'

100'

14'

16'

N. BROADWAY

N. MILWAUKEE ST.

BRICK

NOTE:

1) INLET SCREEN TYPE R WILL BE PLACED AT ALL INLET AND CATCH BASIN LOCATIONS DURING GRADING OPERATIONS.
2) INLET BASKET TYPE M WILL BE PLACED UNDER ALL INLET AND CATCH BASIN COVERS UNTIL COMPLETION OF PROJECT.
3) EROSION CONTROL FEATURES AS SHOWN ON THE PLAN ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) SEE CONSTRUCTION DETAILS.

LEGEND

(R) INLET SCREEN TYPE R

(M) INLET BASKET TYPE M

SURFACE WATER FLOW

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 55	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\EROSION 48-54.DGN

REVISED DATE: 10-23-2017 BY DLF

NOTE:

1) INLET SCREEN TYPE R WILL BE PLACED AT ALL INLET AND CATCH BASIN LOCATIONS DURING GRADING OPERATIONS.

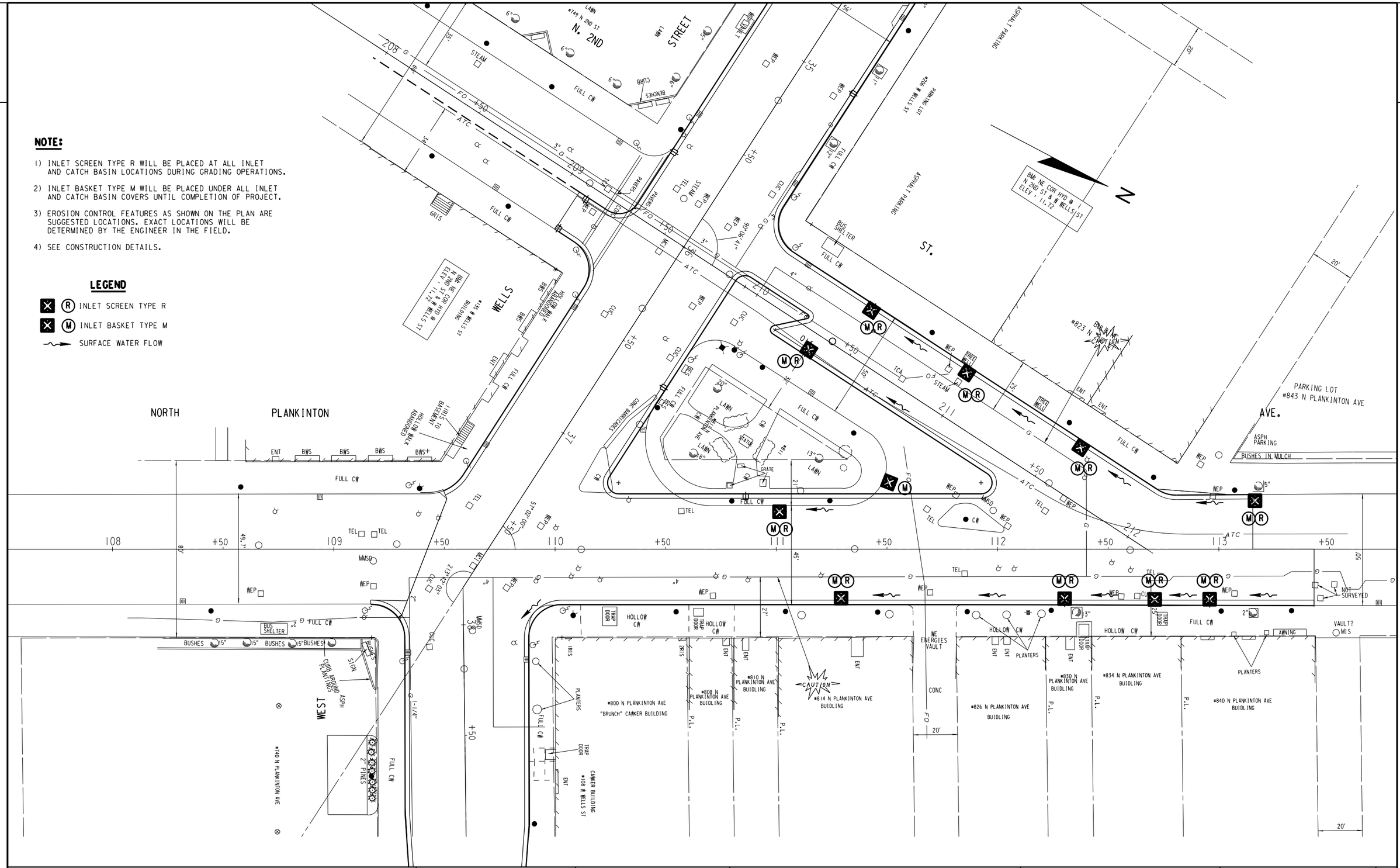
2) INLET BASKET TYPE M WILL BE PLACED UNDER ALL INLET AND CATCH BASIN COVERS UNTIL COMPLETION OF PROJECT.

3) EROSION CONTROL FEATURES AS SHOWN ON THE PLAN ARE SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

4) SEE CONSTRUCTION DETAILS.

LEGEND

- (R) INLET SCREEN TYPE R
- (M) INLET BASKET TYPE M
- SURFACE WATER FLOW



STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	EROSION CONTROL PLAN	SCALE FEET 0' 40'	SHEET NO: 56	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\EROSION 108-113 PLANKINTON AVE.DGN

REVISED DATE: 08-11-2017 BY BB

WEST WELLS STREET

N

CAUTION

107'

17'

A7C

86'

46'

VARIES

CONC BUS PAD

CW

G

12"

62.6' LT

42.7' LT

74.4' LT

BUS SPLITTER

FULL CW

FLOWER BED

+64.3

+68.1

38.7' LT

PARKING

CONC COLUMN

+56.9

+93.9

ASPH

CONC CURB

+58.0

LAWN

+46.2

BRICK

CUC

WEP

TCA

MCI

STM

8"

6"

16' LT

19 +50 20 +50 +89.5 21 +50 +49.5 22 +50 23 +50 24 +50 25

84' 60' 21' 12"

+88.0

16' RT

+48.0

57'

TEL

+75.8

39.5' RT

+57.1

+95.1

+4.1

+22.0

40.8' RT

+52.1

+63.5

+73.5

+48.5

34.9' RT

PLANTER

+37.3

UNDER CONSTRUCTION

BEGIN PROJECT
STA. 19+33.5

20+61.7
73.4' RT

73.4' RT

76' RT

101.8' RT

4.0'

19'

100'

11"

20

N. 6TH ST.

BM: SE COR HYD @
N 6TH ST & W WELLS ST
ELEV = 18.14

LEGEND

REMOVAL

SIGNAL BASE REMOVAL

STREET LIGHT BASE REMOVAL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 57	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\REM 20-25.DGN

REVISED DATE: 10-11-2017 BY SB

WEST WELLS STREET

N

CAUTION

105'

78'

90.9' LT

70.9' LT

#405 W KILBOURN AVE

32.8' LT

CONC COLUMN

PARKING

CONC COLUMN

6'

35'

11'

32'

STEAM

HYATT REGENCY MILWAUKEE

#340 W KILBOURN AVE

#333 W KILBOURN AVE

PARKING STRUCTURE

39.6' LT

ASPHALT PARKING

UNDER SKY WALK

CONC BOLLARDS @ HIGH CW

33.7' LT

PARKING LOT

#302 W WELLS ST

ASPHALT PARKING

+68.9 +84.7 +7.3 +88.6 +23.7 +28.6 +58.0 +70.8

STO

FULL CW

IRON RAIL

10" 9" 10"

25 +50 26 +50 27 +50 28 +50 29 +50 30 +50 31

WEP G FO ATC CUC CMB TCA MCI TEL STEAM ENT ENT IRIS

???

57' 56'

PLANTER PLANTER PLANTER PLANTER PLANTER

+75.6 +89.8 +49.7

34.9' RT

CONC COLUMN

39.4' RT

PAVERS CONC 4"

HOLLOW FULL CW

HOLLOW WALK REMOVE BY OTHERS

WORK BY OTHERS

+83.0

CONC ASPH

#1023 N 3RD ST PARKING STRUCTURE

#1023 N 3RD ST PARKING STRUCTURE

PARKING STRUCTURE

#310 W WISCONSIN AVE

#400 W WISCONSIN AVE

BM: SW COR HYD @ N 4TH ST & W WELLS ST ELEV = 13.07

73.2' RT 4.0' ATC

#736 N 4TH ST

SPRING HILL SUITES

N. 4TH ST.

18' 40' 70' 20'

LEGEND

REMOVAL

SIGNAL BASE REMOVAL

STREET LIGHT BASE REMOVAL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 58 E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\REM 25-31.DGN

REVISED DATE: 09-26-2017 BY JH

WEST WELLS STREET

CAUTION: ACTIVE HOLLOW WALK

N

BUILDING #823 N 2ND ST

139.9' LT

BM: NE COR HYD @ N 2ND ST & W WELLS ST ELEV = 11.72

91.4' LT

32+38.3 82' LT

CAUTION: ACTIVE HOLLOW WALK

32+26.2 81.9' LT

32+26.3 47.6' LT

32+38.4 47.3' LT

45.1' LT

31+63.3 45' LT

40' LT

39.6' LT

15.6' LT

BRICK PAVERS

ASPHALT PARKING

CONC BOLLARDS @ HIGH CW

PARKING LOT #302 W WELLS ST

BUILDING #808 N OLD WORLD 3RD ST

PARKING LOT #206 W WELLS ST

BUS SHELTER

#811 PLANKINTON AVE

CONC BARRICADES

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

16.4' RT

40.4' RT

47.2' RT

45.2' RT

60.2' RT

42.2' RT

40' RT

54.3' RT

53' RT

55.4' RT

36+73.4 39.3' RT

36+73.5 35.9' RT

36+97.8 35.8' RT

BM: SE COR HYD @ N OLD WORLD 3RD ST & W WELLS ST ELEV = 12.09

BM: NE COR HYD @ N 2ND ST & W WELLS ST ELEV = 11.72

#1023 N 3RD ST PARKING STRUCTURE

#746 N OLD WORLD 3RD ST PARKING LOT

#215 W WELLS ST PARKING LOT

#135 W WELLS ST BUILDING

#749 N 2ND ST

N. OLD WORLD THIRD ST.

N. 2ND ST.

LEGEND

REMOVAL

SIGNAL BASE REMOVAL

STREET LIGHT BASE REMOVAL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 59	E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\REM 31-37.DGN

REVISED DATE: 10-11-2017 BY SB

EAST WELLS STREET

MILWAUKEE RIVER

N

BEGIN CONSTRUCTION
STA. 41+73.30

END CONSTRUCTION
STA. 39+15.0 T/L

SEE SHEETS 3 OF 7 AND 4 OF 7 FOR TR AND SL NOTES

CAUTION:
ACTIVE HOLLOW WALK

112.2' LT

52.9' LT

41' LT

37+46.5
46.8' RT

37+57.6
39.5' RT

37+90.2
46.1' RT

38+4.5
46.3' RT

40' RT

#814 N PLANKINTON AVE BUILDING

#810 N PLANKINTON AVE BUILDING

#808 N PLANKINTON AVE BUILDING

#740 N PLANKINTON AVE

#811

#108 E WELLS ST BUILDING

#825 N WATER ST

#107 E WELLS ST BUILDING

#123 E WELLS ST BUILDING

N. PLANKINTON AVE.

RIVERWALK EXPANSION JOINT W/ COVER PLATE SEE BRIDGE PLANS

BRIDGE EXPANSION JOINT SEE BRIDGE PLANS

STOP PLANK CHAMBER

STEEL GRATE DECK

METAL PLATE WALK

BRIDGE RAIL

PLANTER

BRIDGE GATE ARM

BRIDGE HOUSE

PRESSURE REDUCING STATION

STEAM TUNNEL

LEGEND

REMOVAL

SIGNAL BASE REMOVAL

STREET LIGHT BASE REMOVAL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 60	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\REM 37-43.DGN

REVISED DATE: 10-11-2017 BY SB

EAST WELLS STREET

N

N. MARKET ST.

N. FRONT ST.

N. WATER ST.

78'LT

45+75.1
76.8'LT

80'

54.3'LT

47'LT
+23.5

43'

37.1'LT
+14.1

35.4'LT
+8.4

BUILDING
#200 E WELLS ST

76.4'LT

77.6'LT
+89.1

HYD NMC WATER
NW BOLT
ELEV = 13.613

47.9'
LT

BUILDING
#841 N BROADWAY

40'
LT

CONC. DWY.

CURB

PLANTER

FULL CW

CAUTION

46+24.1
28'LT

28'LT

17'LT

+88.2

+48.2

46 47 48

+50

17'RT

+47.1

+17.1

4" G

HEATED FULL CW

40'
RT

CAUTION: HEATED ELEMENTS
UNDER CONCRETE

PLANTS MULCH

CURB

#780 N WATER ST
PARKING STRUCTURE

EXIT MOBILE BANKING

ENTRANCE MOBILE BANKING

125.8'
RT

69.5'RT
+31.9

67.2'RT
+40.8

105.8'RT
+50.8

CAUTION: ACTIVE HOLLOW WALK

39.9'
RT

#189 N WATER ST
BUILDING

#123 E WELLS ST
BUILDING

#107 E WELLS ST
BUILDING

#825 N WATER ST

#826 N WATER ST

40.1'
LT

40.2'
LT

37.8'

+72.5

+52.4

+2.6

+83.9

+89.1

+74.5

+60.0

+73.4

+80.0

STEAM TUNNEL

CONC BRICK CONC

WEPCO VAULT

PLANTS BRICK

END PARKING LANE

121.76'C

165°22'25"

165°51'51"

LEGEND

REMOVAL

SIGNAL BASE REMOVAL

STREET LIGHT BASE REMOVAL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 61 E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\REM 42-48.DGN

REVISED DATE: 10-11-2017 BY SB

EAST

WELLS

STREET

N

P.L.

100'

68'

80'

49.5'

68'

FO

FULL CW

BRICK

CONC BUS PAD

BUILDING
■809 N BROADWAY

CURB

+44.38

WEP

CUC

TEL

HYD NEC BROADWAY
NE BOLT
ELEV = 33.917

STREETCAR BM 614.51
ADJUST -580.59

END PROJECT
STA. 50+81.84

PARKING STRUCTURE
■330 E WELLS ST

8RIS
DOWN

RAILING

3" BRICK

3"

1"

6"

ENT

10'

???

WMSD

48 +50 49 +50 50 +50 51 +50 52 +50 53 +50 54

TCA

G

HEATED
FULL CW

CAUTION:
HEATED ELEMENTS
UNDER CONCRETE
■780 N WATER ST
PARKING STRUCTURE

CAUTION

40.6'
RT

49+50.3
50.2' RT

49+60.3
50.2' RT

49+60.3
74' RT

CONC

180° 21' 25"

+81.84

■792 N BROADWAY
PARKING LOT

■777 N MILWAUKEE ST
BUILDING

100.3'
RT

60'

100'

14'

16'

N. BROADWAY

N. MILWAUKEE ST.

LEGEND

REMOVAL

SIGNAL BASE REMOVAL

STREET LIGHT BASE REMOVAL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 62	E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\REM 48-54.DGN

REVISED DATE: 09-26-2017 BY JH

2

NORTH

PLANKINTON

WEST

WELLS

N. 2ND STREET

ST.

AVE.

CAUTION: ACTIVE HOLLOW WALK

CAUTION: ACTIVE HOLLOW WALK

CAUTION: ACTIVE HOLLOW WALK

"BRUNCH" CAMKER BUILDING

#800 N PLANKINTON AVE

#808 N PLANKINTON AVE BUILDING

#810 N PLANKINTON AVE BUILDING

#814 N PLANKINTON AVE BUILDING

#826 N PLANKINTON AVE BUILDING

#830 N PLANKINTON AVE BUILDING

#834 N PLANKINTON AVE BUILDING

#840 N PLANKINTON AVE BUILDING

#740 N PLANKINTON AVE

#135 W WELLS ST BUILDING

#749 N 2ND ST

#208 W WELLS ST

PARKING LOT #843 N PLANKINTON AVE

CAMKER BUILDING #108 W WELLS ST

BMK NE COR HYD @ N 2ND ST & W WELLS ST ELEV. = 712

BMK NE COR HYD @ N 2ND ST & W WELLS ST ELEV. = 711.72

LEGEND

REMOVAL

SIGNAL BASE REMOVAL

STREET LIGHT BASE REMOVAL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	REMOVAL PLAN	SCALE FEET 0' 40'	SHEET NO: 63	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\REM 108-113 PLANKINTON AVE.DGN

REVISED DATE: 09-26-2017 BY JH

WEST WELLS STREET

N

107'
17'
86'
46'
VARIES
12"
12"
ATC
CONC BUS PAD
BUS SHELTER
FULL CW
CW
FLOWER BED
#801 N 6TH ST
LAWN
CUC
FULL CW
21'
2'
12"
G
WEP
ATC
PARKING
CONC COLUMN
CONC COLUMN
ASPH
CONC CURB
CONC CURB
ASPH
CONC CURB
CONC COLUMN
PARKING
#405 W KILBOURN AVE
STM
FULL CW
FULL CW
CUC
8"
6"
WEP
WEP
MCI
19
84'
60'
+50
20
+50
21
+50
22
+50
23
+50
24
+50
25
1'-16'
1'-4'
1'-6.5'
7.5'-16'
???
TEL
TEL
WEP
WEP
CUC
FULL CW
PLANTER
PLANTER
PLANTER
PLANTER
PLANTER
CONC COLUMN
+37.3
UNDER CONSTRUCTION
BEGIN PROJECT
STA. 19+33.5
ATC
4.0'
11"
19'
100'
N. 6TH ST.
CONC COLUMN
CONC COLUMN
BM: SE COR HYD @
N 6TH ST & W WELLS ST
ELEV = 18.14
#400 W WISCONSIN AVE

CONSTRUCTION NOTES:

SOLID WASTE MATERIAL AS DESCRIBED IN SPECIAL PROVISION MANAGEMENT OF SOLID WASTE

CONTAMINATION BEYOND CONSTRUCTION LIMITS DEPTH AS DESCRIBED IN SPECIAL PROVISION

LEGEND

- APPROXIMATE EXTENT OF PETROLEUM CONTAMINATED SOIL AT DEPTHS BGS AS SHOWN WITHIN PLAN IN WISDOT PROJECT LIMITS

- APPROXIMATE EXTENT OF CONTAMINATION BEYOND CONSTRCUTION LIMITS DEPTH AT DEPTHS BGS AS SHOWN IN PLAN WITHIN WISDOT PROJECT LIMITS

1 OF 4

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	HAZARDOUS MATERIALS DETAIL PLAN	SCALE FEET 0' 40'	SHEET NO: 64	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\HAZARDOUS 20-25.DGN

REVISED DATE: 10-27-2017 BY BB

WEST WELLS STREET

N

1'-6'

1'-5'

1'-7'

2.5'-8.5'

2.5'-8.5'

78'

35' 11' 32'

25 +50 26 +50 27 +50 28 +50 29 +50 30 +50 31

45'

56'

+7.3

#405 W KILBOURN AVE

#400 W WISCONSIN AVE

#340 W KILBOURN AVE

#333 W KILBOURN AVE

#302 W WELLS ST

#1023 N 3RD ST

#310 W WISCONSIN AVE

#736 N 4TH ST

SPRING HILL SUITES

HYATT REGENCY MILWAUKEE

PARKING STRUCTURE

PARKING LOT

ASPHALT PARKING

CONC COLUMN

PLANTER

CONC BOLLARDS @ HIGH CW

BM: SW COR HYD @ N 4TH ST & W WELLS ST ELEV = 13.07

N. 4TH ST.

4.0' ATC

18'

40'

70'

20'

LEGEND

- APPROXIMATE EXTENT OF SOLID WASTE MATERIAL AT DEPTHS BGS AS SHOWN IN PLANS WITHIN WISDOT PROJECT LIMITS
- APPROXIMATE EXTENT OF PETROLEUM CONTAMINATED SOIL AT DEPTHS BGS AS SHOWN IN PLANS WITHIN WISDOT PROJECT LIMITS
- APPROXIMATE EXTENT OF CONTAMINATION BEYOND CONSTRUCTION LIMITS DEPTH AT DEPTHS BGS AS SHOWN IN PLANS WITHIN WISDOT PROJECT LIMITS

CONSTRUCTION NOTES:

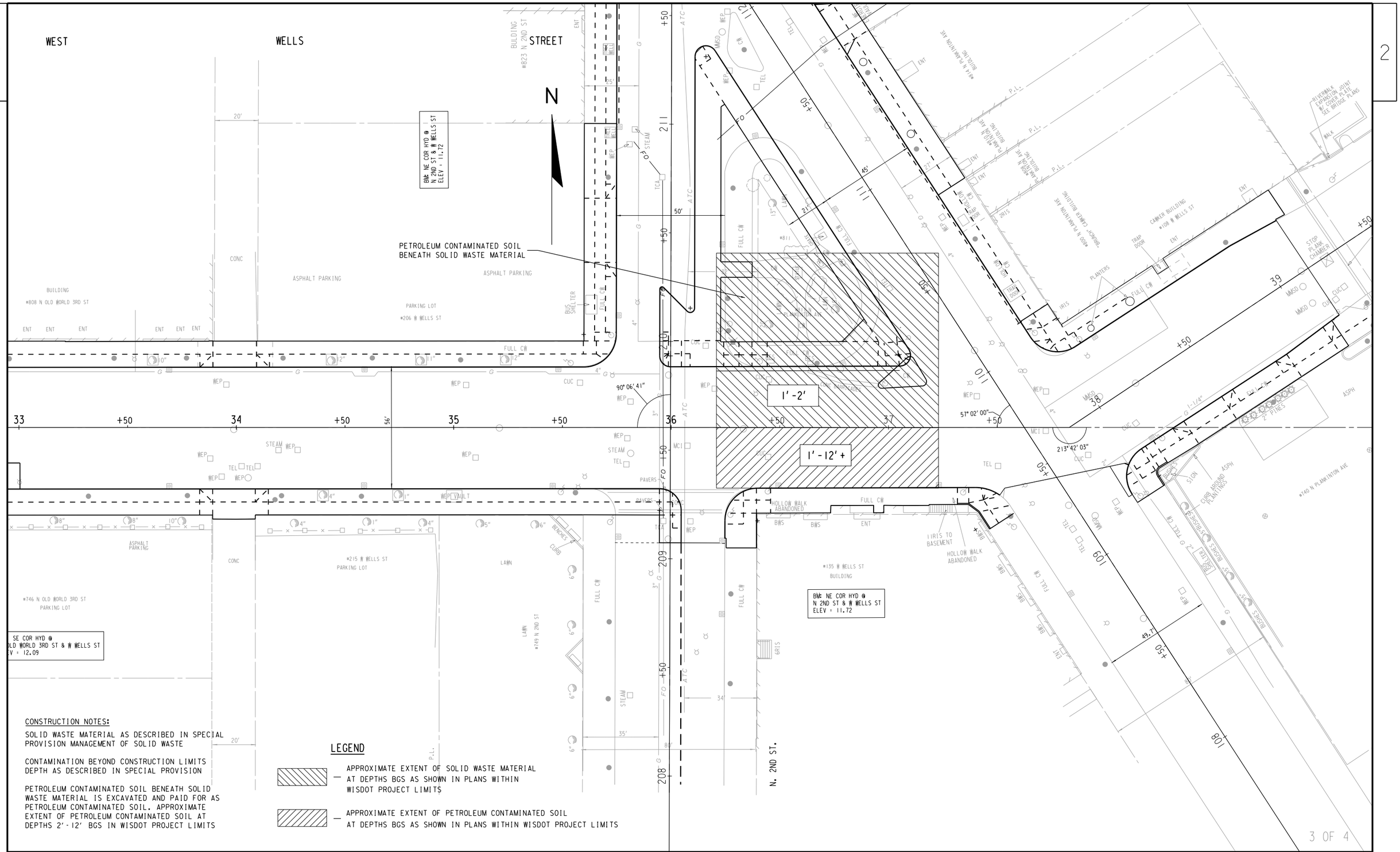
SOLID WASTE MATERIAL AS DESCRIBED IN SPECIAL PROVISION MANAGEMENT OF SOLID WASTE

CONTAMINATION BEYOND CONSTRUCTION LIMITS DEPTH AS DESCRIBED IN SPECIAL PROVISION

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	HAZARDOUS MATERIALS DETAIL PLAN	SCALE FEET 0' 40'	SHEET NO: 65	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\HAZARDOUS 25-31.DGN

REVISED DATE: 10-27-2017 BY BB



STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	HAZARDOUS MATERIALS DETAIL PLAN	SCALE FEET 0' 40'	SHEET NO: 66	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\HAZARDOUS 33-39+50.DGN

REVISED DATE: 10-27-2017 BY BB

EAST WELLS STREET

N

HYD NMC WATER
NW BOLT
ELEV = 13.613

LEGEND

— APPROXIMATE EXTENT OF SOLID WASTE MATERIAL AT DEPTHS BGS AS SHOWN IN PLANS WITHIN WISDOT PROJECT LIMITS

— APPROXIMATE EXTENT OF PETROLEUM CONTAMINATED SOIL AT DEPTHS BGS AS SHOWN IN PLANS WITHIN WISDOT PROJECT LIMITS

CAUTION: ACTIVE HOLLOW WALK

CAUTION: HEATED ELEMENTS UNDER CONCRETE

CONSTRUCTION NOTES:

SOLID WASTE MATERIAL AS DESCRIBED IN SPECIAL PROVISION MANAGEMENT OF SOLID WASTE

CONTAMINATION BEYOND CONSTRUCTION LIMITS DEPTH AS DESCRIBED IN SPECIAL PROVISION

4 OF 4

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	HAZARDOUS MATERIALS DETAIL PLAN	SCALE FEET 0' 40'	SHEET NO: 67	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\HAZARDOUS 42-48.DGN

REVISED DATE: 10-27-2017 BY BB

WEST WELLS STREET

N

BEGIN PROJECT
STA. 19+33.5 T/L

BUS SHELTER

#801 N 6TH ST

#405 W KILBOURN AVE

#601 W WELLS ST

#400 W WISCONSIN AVE

CAUTION

FIBER OPTIC

UNDER CONSTRUCTION

PARKING

CONC COLUMN

CONC BUS PAD

FLOWER BED

LOCATION UNKNOWN

VARIES

ASPH

CONC CURB

PLANTER

BM: SE COR HYD @
N 6TH ST & W WELLS ST
ELEV = 18.14

N. 6TH ST.

NOTE: DASHED UNDERGROUND STRUCTURES NOT TO SCALE

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET 0' 40'	SHEET NO: 68	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 20-25.DGN

REVISED DATE: 10-16-2017 BY DLF

2

2

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET	SHEET NO: 69	E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\UTIL 20-25.DGN

REVISED DATE: - - BY

2

WEST WELLS STREET

2

361-0616-111
112

361-0603-116-3
26

361-0618-115-7
182

NOTE: (702) SHOWN FOR INFORMATION ONLY

N

CAUTION

FIBER OPTIC

#405 W KILBOURN AVE

HYATT REGENCY MILWAUKEE

#340 W KILBOURN AVE

#333 W KILBOURN AVE

PARKING STRUCTURE

ASPHALT PARKING

PARKING LOT

#302 W WELLS ST

CONC COLUMN

PARKING

CONC BOLLARDS @ HIGH CW

DISC'T SERVICE

BM: SW COR HYD @
N 4TH ST & W WELLS ST
ELEV = 13.07

#400 W WISCONSIN AVE

#736 N 4TH ST

SPRING HILL SUITES

N. 4TH ST.

#1023 N 3RD ST

PARKING STRUCTURE

#310 W WISCONSIN AVE

ALLEY

NOTE: DASHED UNDERGROUND
STRUCTURES NOT TO SCALE

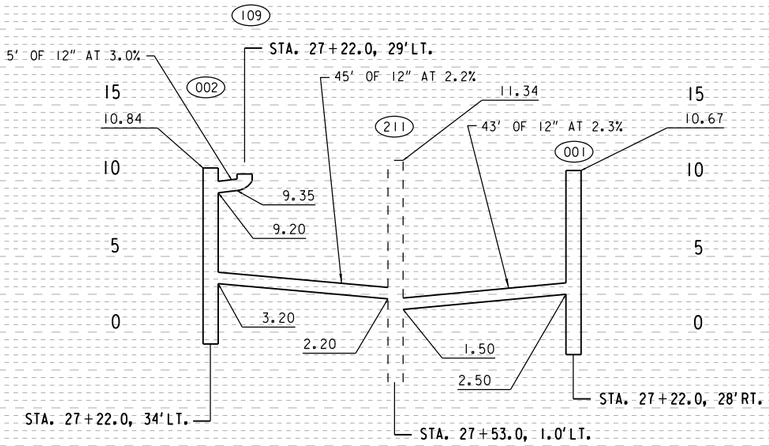
150
361-0665-100-5

150
361-0664-113-1

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET 0' 40'	SHEET NO: 70	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 25-31.DGN

REVISED DATE: 09-26-2017 BY BB



(LOOKING EASTERLY)

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET	SHEET NO: 71	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 25-31.DGN

REVISED DATE: 12-13-2017 BY SB

WEST WELLS STREET

N

BW: NE COR HYD @ N 2ND ST & W WELLS ST ELEV = 11.72

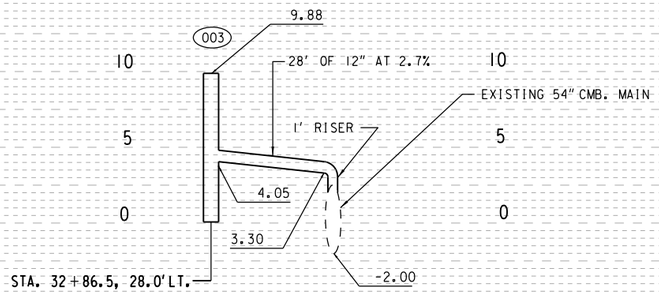
BW: SE COR HYD @ N OLD WORLD 3RD ST & W WELLS ST ELEV = 12.09

NOTE: DASHED UNDERGROUND STRUCTURES NOT TO SCALE

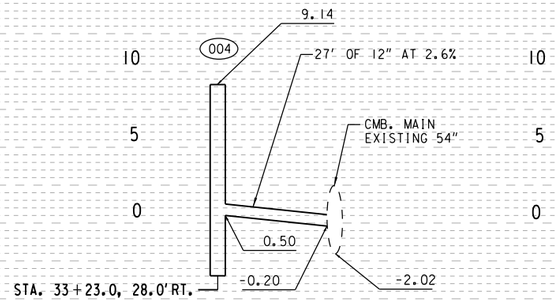
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET 0' 40'	SHEET NO: 72	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 31-37.DGN

REVISED DATE: 10-16-2017 BY DLF



(LOOKING EASTERLY)



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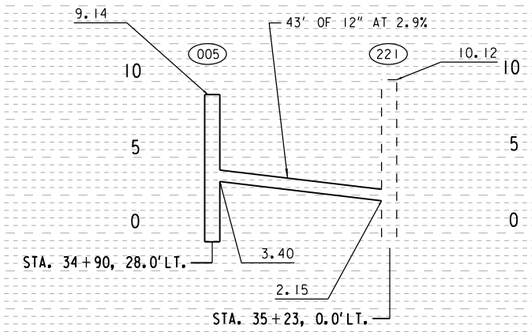
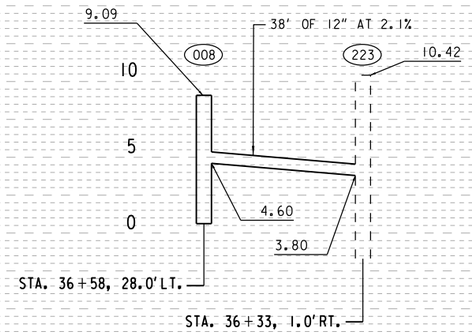
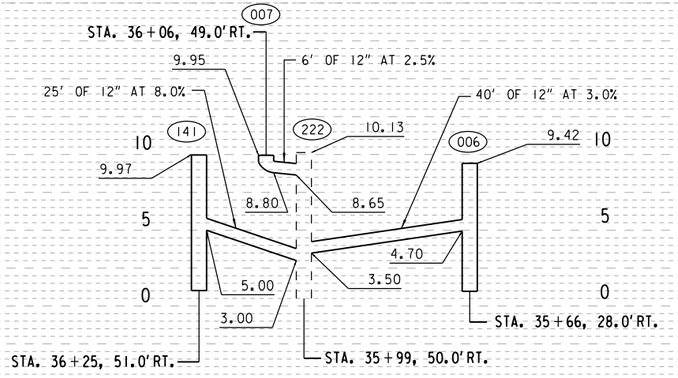


(LOOKING EASTERLY)



(LOOKING EASTERLY)



(LOOKING SOUTHERLY)

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET	SHEET NO: 73	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 31-37.DGN

REVISED DATE: 12-13-2017 BY SB

2

NORTH

PLANKINTON

WEST

N. 2ND STREET

WELLS ST.

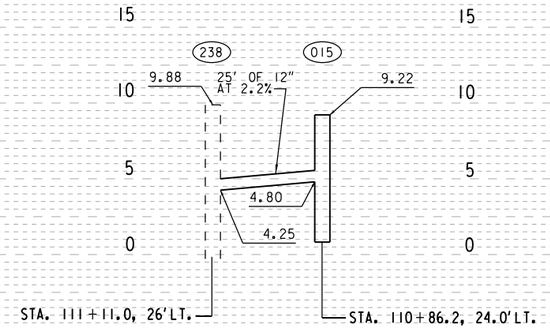
AVE.

NOTE: DASHED UNDERGROUND STRUCTURES NOT TO SCALE

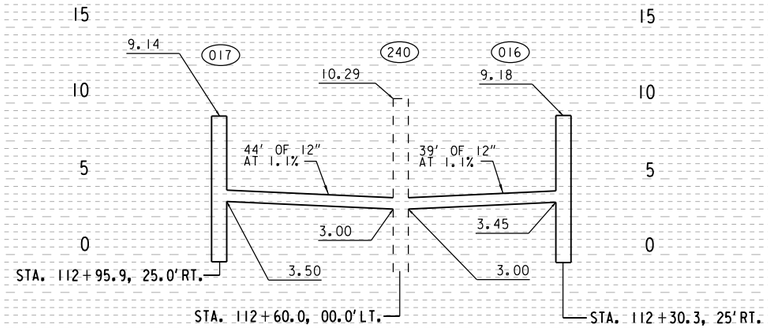
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET 0' 40'	SHEET NO: 74	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 108-113 PLANKINTON AVE.DGN

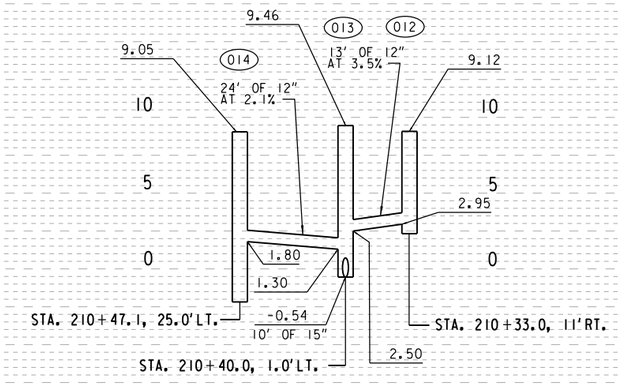
REVISED DATE: 10-16-2017 BY DLF



(LOOKING NORTHERLY)



(LOOKING EASTERLY)



(LOOKING NORTHERLY)

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET	SHEET NO: 75	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 108-113 PLANKINTON AVE.DGN

REVISED DATE: 12-13-2017 BY SB

EAST WELLS STREET

MILWAUKEE RIVER

END CONSTRUCTION
STA. 39+15.3 T/L

BEGIN CONSTRUCTION
STA. 41+80.00 T/L

N

CAUTION

FIBER OPTIC

#814 N PLANKINTON AVE BUILDING

#810 N PLANKINTON AVE BUILDING

#808 N PLANKINTON AVE BUILDING

#800 N PLANKINTON AVE "BRUNCH" CAMMER BUILDING

CAMMER BUILDING #108 W WELLS ST

#740 N PLANKINTON AVE

#811

#825 N WATER ST

#108 E WELLS ST BUILDING

#107 E WELLS ST BUILDING

#123 E WELLS ST BUILDING

RIVERWALK EXPANSION JOINT W/ COVER PLATE SEE BRIDGE PLANS

BRIDGE EXPANSION JOINT SEE BRIDGE PLANS

BRIDGE RAIL

BRIDGE GATE ARM

BRIDGE HOUSE

PLANTER

METAL PLATE WALK

STEEL GRATE DECK

STOP PLANK CHAMBER

PRESSURE REDUCING STATION

STEAM TUNNEL

IRIS

IRIS TO BASEMENT

HOLLOW WALK ABANDONED

2" PINES

BENCH

SIGN

CURB AROUND PLANTINGS

DRAIN

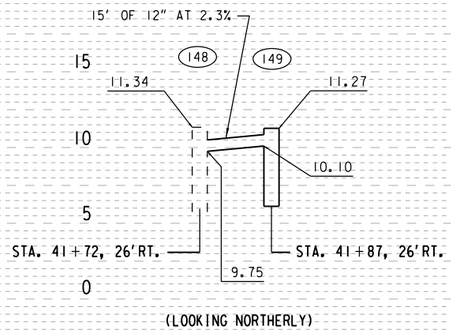
N. PLANKINTON AVE.

NOTE: DASHED UNDERGROUND STRUCTURES NOT TO SCALE

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET 0' 40'	SHEET NO: 76	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 37-43.DGN

REVISED DATE: 11-28-2017 BY SB



(LOOKING NORTHERLY)

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET	SHEET NO: 77	E

FILENAME: W:\SPR\WELLS 6TH PROSPECT UTIL 37-43.DGN

REVISED DATE: 11-28-2017 BY SB

2

EAST WELLS STREET

2

392-2343-200-3
79.37

392-2342-5
186.23

392-1261
31.20

392-1323-112
127

N

N. MARKET ST.

HYD NMC WATER
NW BOLT
ELEV = 13.613

CAUTION

FIBER OPTIC

CAUTION

FIBER OPTIC

CAUTION

PLANTER

BUILDING
#841 N BROADWAY

CONC.
DWY.

#825 N WATER ST

#123 E WELLS ST
BUILDING

#107 E WELLS ST
BUILDING

#189 N WATER ST
BUILDING

#780 N WATER ST
PARKING STRUCTURE

N. FRONT ST.

N. WATER ST.

100
392-0401-110-2

150.05
392-0707-11

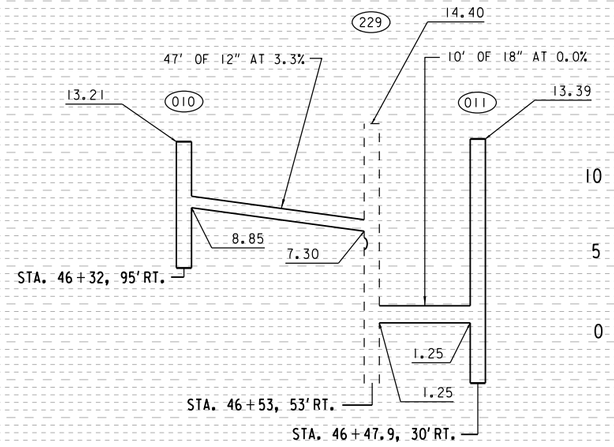
NOTE: DASHED UNDERGROUND
STRUCTURES NOT TO SCALE

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET 0' 40'	SHEET NO: 78	E

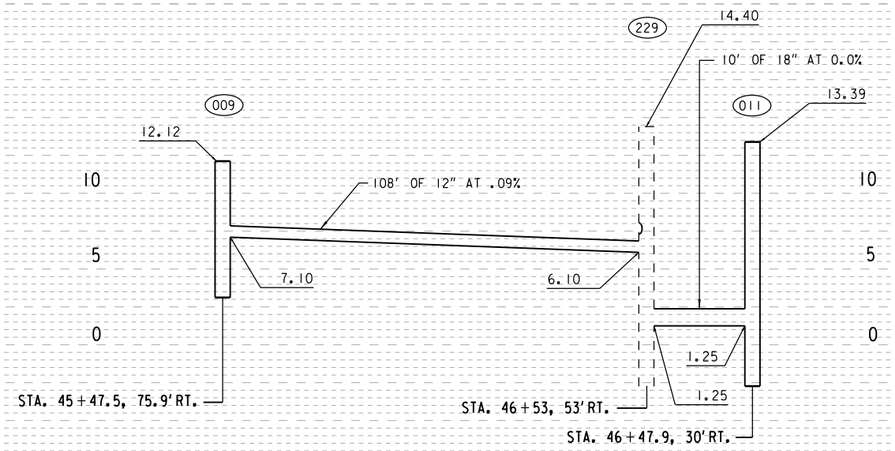
FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 42-48.DGN

REVISED DATE: 10-16-2017 BY DLF

2



(LOOKING NORTHWEST)



(LOOKING NORTHWEST)

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET	SHEET NO: 79	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 42-48.DGN

REVISED DATE: 12-13-2017 BY SB

2

EAST

392-1324-110
127

WELLS

STREET

392-1333-111
253.59

N

HYD NEC BROADWAY
NE BOLT
ELEV = 33.917

STREETCAR BM 614.51
ADJUST -580.59

BUILDING
#809 N BROADWAY

PARKING STRUCTURE
#330 E WELLS ST

#780 N WATER ST
PARKING STRUCTURE

#792 N BROADWAY
PARKING LOT

#777 N MILWAUKEE ST
BUILDING

CAUTION

48 +50 49 +50 50 +50 51 +50 52 +50 53 +50 54

180°21'25"

120
392-0707-111

N. BROADWAY

120
392-0723

14
ALLEY

120
392-0714-110

N. MILWAUKEE ST.

NOTE: DASHED UNDERGROUND
STRUCTURES NOT TO SCALE

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET 0' 40'	SHEET NO: 80	E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\UTIL 48-54.DGN

REVISED DATE: 10-16-2017 BY DLF

2

2

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	UTILITIES AND DRAINAGE	SCALE FEET	SHEET NO: 81	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\UTIL 48-54.DGN

REVISED DATE: - - BY

2

WEST WELLS STREET

N

N. 6TH ST.

EXISTING TES MANHOLE #401
STA. 19+89.2, 50.5'LT.

EXISTING POLICE CALL BOX
STA. 19+61.2, 44.3'LT.

BEGIN PROJECT
STA. 19+33.5 T/L

EXISTING TES MANHOLE #402
STA. 19+94.1, 28.2'LT.

EXISTING TES MANHOLE #405
STA. 24+13.1, 24.4'LT.

90°, 5.0' RAD. HUB
STA. 19+81.6, 53.2'RT.

PROPOSED TRAFFIC CONTROL CABINET
STA. 19+71.2, 58.3'RT.
BY OTHERS

20'-1-4"PVC CONDUIT
CEMENT ENCASED

EXISTING TES MANHOLE #400
STA. 19+88.0, 50.0'RT.

EXISTING TES MANHOLE #403
STA. 21+25.5, 38.2'RT.

EXISTING TES MANHOLE #404
STA. 22+15.6, 38.6'RT.

EXISTING TES MANHOLE #406
STA. 24+16.4, 38.0'RT.

#405 W KILBOURN AVE

#601 W WELLS ST

#400 W WISCONSIN AVE

NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2) THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
3) DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
4) MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT.

LEGEND

- CUC — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
- PROPOSED TES MANHOLE
- EXISTING TES MANHOLE
- CUC — EXISTING CONDUIT
- ABANDONED CONDUIT

SHEET 1 OF 11

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT (TES)	SCALE FEET	SHEET NO: 82	E

FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\20-25.DGN

2

WEST WELLS STREET

N. 4TH ST.

N

EXISTING TES MANHOLE #409
STA. 27+85.1, 26.8'LT.

51'-1-4"PVC CONDUIT
CEMENT ENCASED

90°, 5.0' RAD. HUB
STA. 27+40.4, 30.0'LT.

PROPOSED TRAFFIC CONTROL CABINET
STA. 27+35.4, 31.5'LT.
BY OTHERS

EXISTING TES MANHOLE #407
STA. 27+85.0, 04.7'RT.

EXISTING TES MANHOLE #408
STA. 27+85.1, 14.5'RT.

EXISTING POLICE CALL BOX
STA. 27+29.0, 39.6'RT.

EXISTING TES MANHOLE #411
STA. 28+25.2, 11.5'LT.

EXISTING TES MANHOLE #412
STA. 29+70.1, 08.8'RT.

EXISTING TES MANHOLE #413
STA. 30+07.4, 12.0'LT.

EXISTING TES MANHOLE #414
STA. 30+65.2, 11.6'LT.

NOTE: (702) SHOWN FOR INFORMATION ONLY

#405 W KILBOURN AVE

#340 W KILBOURN AVE

#302 W WELLS ST

#1023 N 3RD ST

NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2) THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
3) DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
4) MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT.

LEGEND

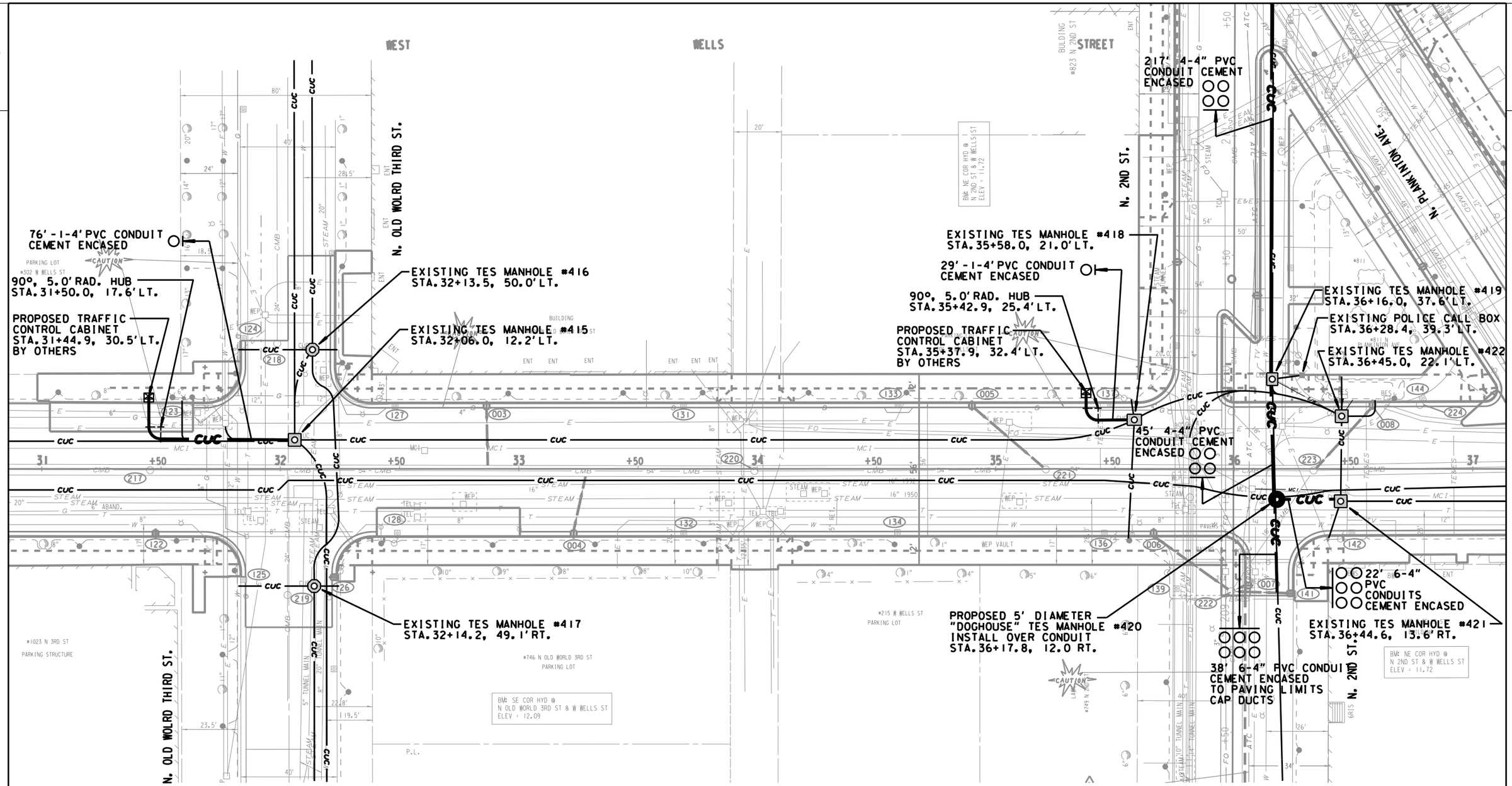
— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
●	PROPOSED TES MANHOLE
▣	EXISTING TES MANHOLE
— CUC —	EXISTING CONDUIT
- - - -	ABANDONED CONDUIT

SHEET 2 OF 11

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT (TES)	SCALE FEET	SHEET NO: 83	E

FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\25-31.DGN

2



NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2) THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
3) DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
4) MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT.

LEGEND

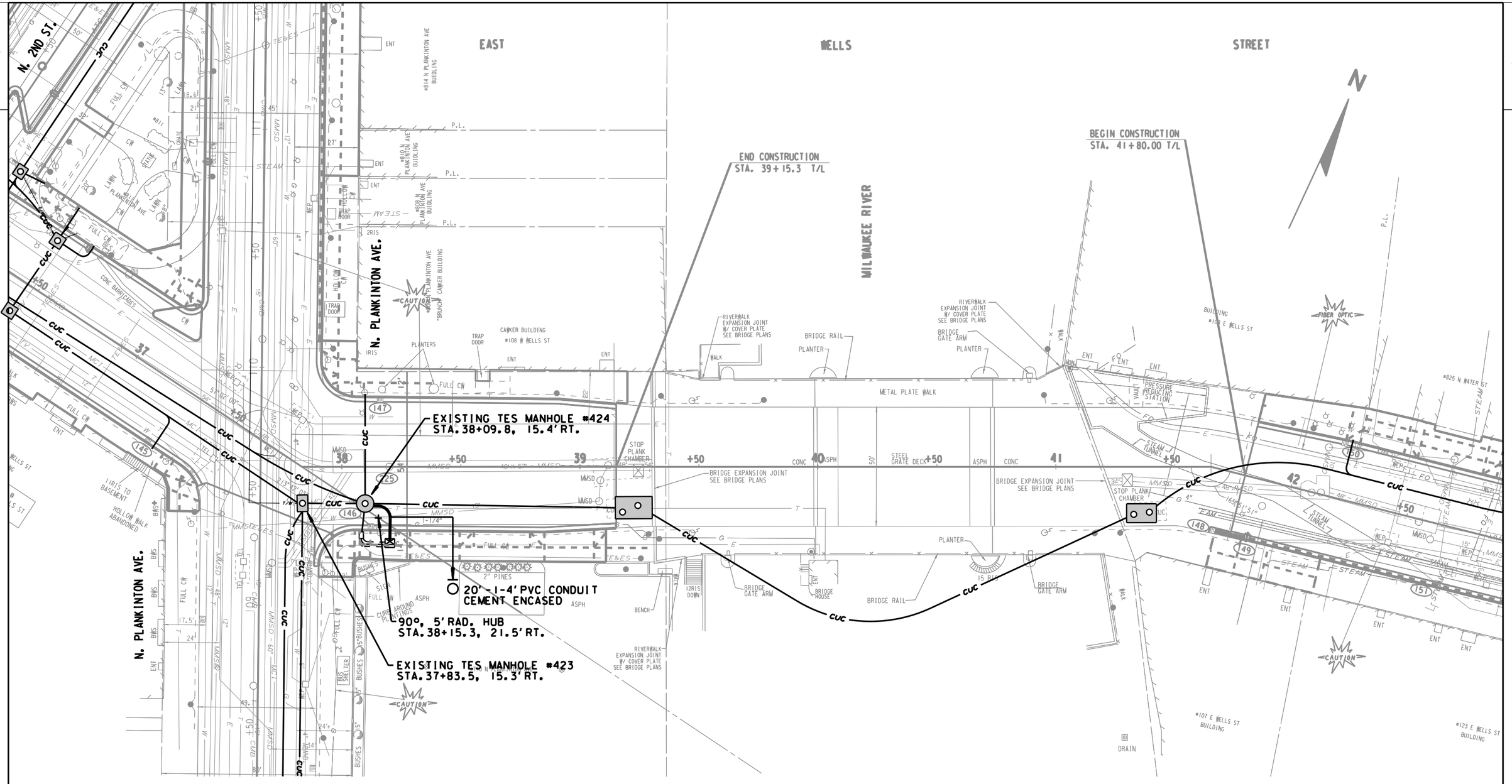
— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
⊙	PROPOSED TES MANHOLE
⊡	EXISTING TES MANHOLE
— CUC —	EXISTING CONDUIT
- - - -	ABANDONED CONDUIT

SHEET 3 OF 11

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT (TES)	SCALE FEET	SHEET NO: 84	E

FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\31-37.DGN

2



NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2) THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
3) DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
4) MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT.

LEGEND

— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
●	PROPOSED TES MANHOLE
▣	EXISTING TES MANHOLE
— CUC —	EXISTING CONDUIT
- - - -	ABANDONED CONDUIT

SHEET 4 OF 11

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT (TES)	SCALE FEET	SHEET NO: 85	E

FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\37-43.DGN

2

EAST WELLS STREET

N

N. MARKET ST.

W. WATER ST.

N. FRONT ST.

EXISTING TES MANHOLE #428
STA. 43+97.6, 14.9'LT.

EXISTING TES MANHOLE #427
STA. 43+01.6, 11.8'LT.

EXISTING TES MANHOLE #430
STA. 45+57.4, 32.1'LT.

EXISTING TES MANHOLE #429
STA. 45+33.9, 25.4'LT.

EXISTING TES MANHOLE #431
STA. 45+96.4, 44.2'RT.

118'-6-4"PVC CONDUIT
CEMENT ENCASED

80'-6-4"PVC CONDUIT
CEMENT ENCASED

18'-4-4"PVC CONDUIT
CEMENT ENCASED
CAP DUCTS

PROPOSED 5' DIAMETER
TES MANHOLE #434
STA. 48+09.2, 10.4'LT.

PROPOSED 5' DIAMETER
TES MANHOLE #432
STA. 46+43.5, 36.4'LT.

90°, 3.0'RAD. HUB
STA. 46+78.0, 39.8'LT.

18'-1-4"PVC CONDUIT
CEMENT ENCASED

131'-6-4"PVC CONDUIT
CEMENT ENCASED

15°, 12.5'RAD. HUB.
STA. 47+04.4, 24.6'LT.

EXISTING TES MANHOLE #433
STA. 46+78.3, 32.2'LT.

33'-7-4"PVC CONDUIT
CEMENT ENCASED

NOTES:

1) THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2) THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
3) DIMENSIONS SHOWN ARE TO CENTER OF MANHOLE, DUCT PACKAGE OR UTILITY.
4) MAINTAIN A STANDARD DEPTH OF 39-INCHES BETWEEN FINISHED GRADE AND TOP OF CONDUIT.

LEGEND

— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
●	PROPOSED TES MANHOLE
▣	EXISTING TES MANHOLE
— CUC —	EXISTING CONDUIT
- - - -	ABANDONED CONDUIT

SHEET 5 OF 11

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT (TES)	SCALE FEET	SHEET NO: 86	E

FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\42-48.DGN

2

EAST WELLS STREET

N. BROADWAY

18'-6-4"PVC CONDUIT CEMENT ENCASED

90°, 5.0' RAD. HUB STA. 49+16.6, 15.5' LT.

31'-4-4"PVC CONDUIT CEMENT ENCASED

8'-4-4"PVC CONDUIT CEMENT ENCASED

90°, 5.0' RAD. HUB STA. 49+21.5, 18.7' LT.

17'-2-4"PVC CONDUIT CEMENT ENCASED

EXISTING TES MANHOLE #435 STA. 49+37.6, 15.0' LT.

HYD NEC BROADWAY NE BOLT ELEV = 33.917

STREETCAR BM 614.51 ADJUST -580.59

4"PVC BY STREETCAR PROJECT

℄ PT.- MATCH POINT STA. 49+50.0, 00.5' LT.

75'-6-4"PVC CONDUIT CEMENT ENCASED LOCATE & ATTACH TO 6-4"PVC CONDUIT INSTALLED WITH STREETCAR PROJECT

18'-2-4"PVC CONDUIT CEMENT ENCASED

℄ PT. STA. 48+75.0, 11.5' LT.

41'-6-4"PVC CONDUIT CEMENT ENCASED

63'-12-4"PVC CONDUIT CEMENT ENCASED

PROPOSED 5' DIAMETER TES MANHOLE #434 STA. 48+09.2, 10.4' LT.

NOTES:

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2) THE LOCATION OF THE EXISTING AND PROPOSED UTILITY INSTALLATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
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LEGEND

— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
●	PROPOSED TES MANHOLE
▣	EXISTING TES MANHOLE
— CUC —	EXISTING CONDUIT
- - - -	ABANDONED CONDUIT

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT (TES)	SCALE FEET	SHEET NO: 87	E

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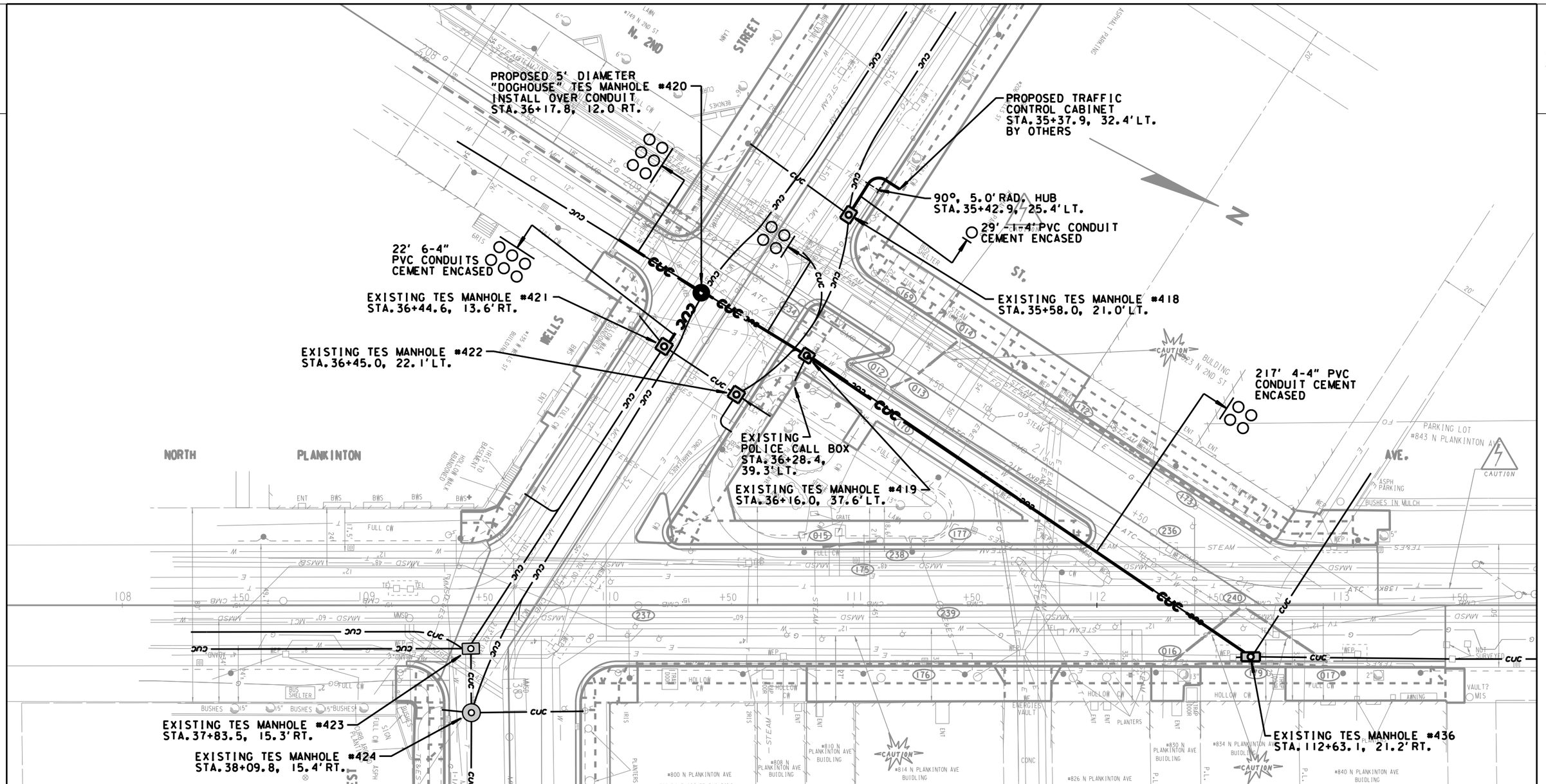
2



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LEGEND

— CUC —	PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
●	PROPOSED TES MANHOLE
▣	EXISTING TES MANHOLE
— CUC —	EXISTING CONDUIT
- - - -	ABANDONED CONDUIT

SHEET 7 OF 11

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT (TES)	SCALE FEET	SHEET NO: 88	E

FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\108-113 PLANKINTON AVE.DGN

EXISTING TES MANHOLE #418
STA.35+58.0, 21.0'LT.

PROPOSED 5' DIAMETER
"DOGHOUSE" TES MANHOLE #420
INSTALL OVER CONDUIT
STA.36+17.8, 12.0 RT.

PROPOSED TRAFFIC
CONTROL CABINET
STA.35+37.9, 32.4'LT.
BY OTHERS

90°, 5.0'RAD. HUB
STA.35+42.9, 25.4'LT.

29'-1-4" PVC CONDUIT
CEMENT ENCASED

217' 4-4" PVC
CONDUIT CEMENT
ENCASED

38' 6-4" PVC CONDUIT
CEMENT ENCASED
TO PAVING LIMITS
CAP DUCTS

22' 6-4"
PVC CONDUITS
CEMENT ENCASED

EXISTING TES MANHOLE #419
STA.36+16.0, 37.6'LT.

EXISTING
POLICE CALL BOX
STA.36+28.4,
39.3'LT.

EXISTING TES MANHOLE #421
STA.36+44.6, 13.6'RT.

EXISTING TES MANHOLE #422
STA.36+45.0, 22.1'LT.

EXISTING TES MANHOLE #436
STA.112+63.1, 21.2'RT.

NOTES:

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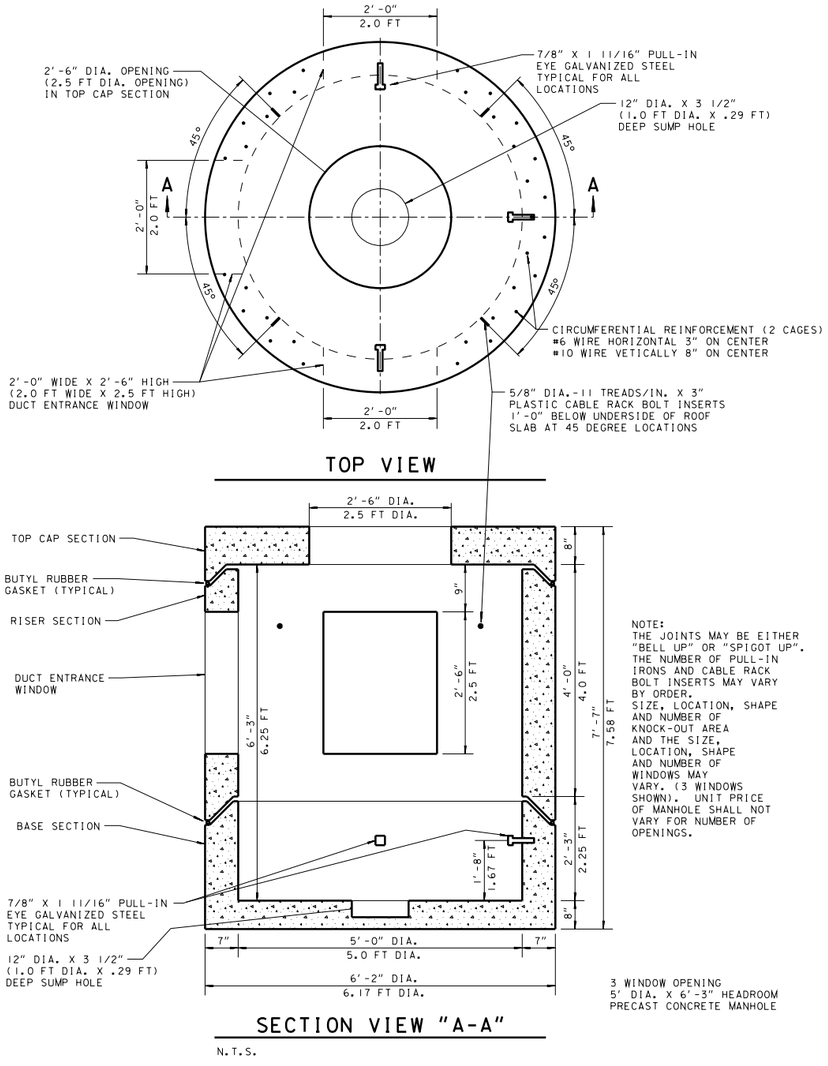
LEGEND

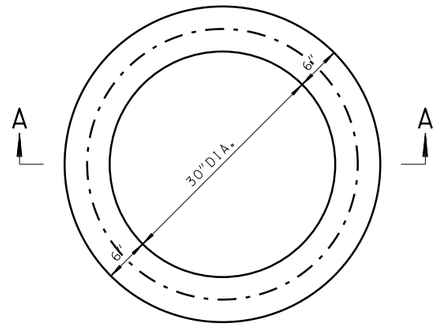
- CUC — PROPOSED 4-INCH CEMENT ENCASED NONMETALLIC CONDUIT, NUMBER OF RUNS AS NOTED.
- PROPOSED TES MANHOLE
- EXISTING TES MANHOLE
- CUC — EXISTING CONDUIT
- ABANDONED CONDUIT

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT (TES)	SCALE FEET	SHEET NO: 89	E

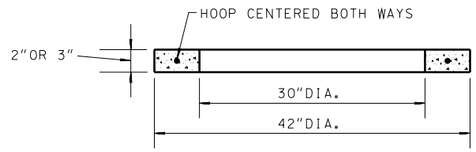
FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\208-212 2ND ST.DGN



5' DIAMETER MANHOLE TYPE TES



PLAN



SECTION A-A

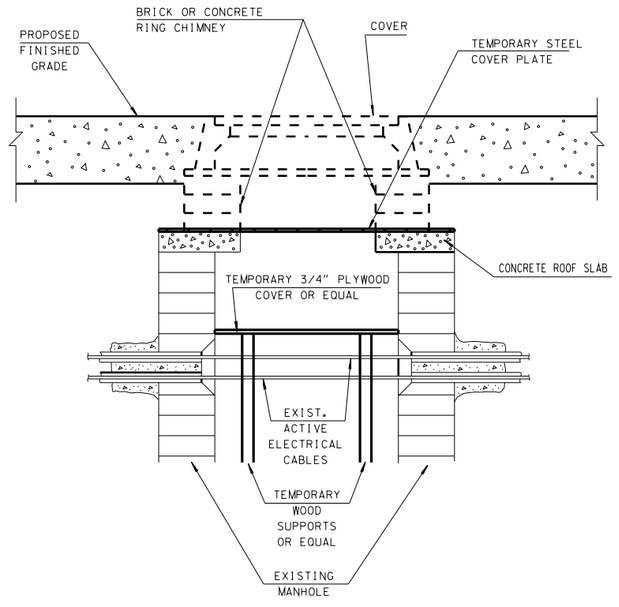
THE ADJUSTING RING SHALL BE 2" OR 3" IN HEIGHT.

THE CIRCUMFERENTIAL STEEL SHALL BE CENTERED WITHIN THE RING.

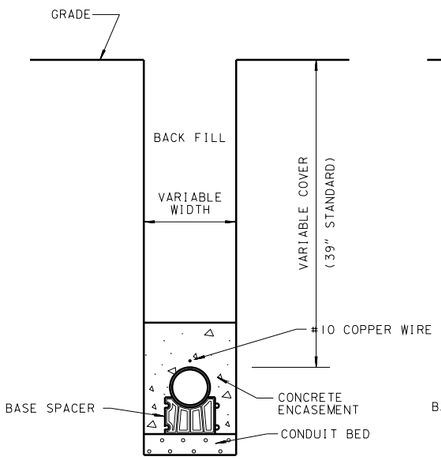
AREA OF CIRCUMFERENTIAL STEEL = 0.07 SQ. INCH PER VERTICAL FOOT WITH A MINIMUM OF .024 SQ. INCH IN ANY ONE RING.

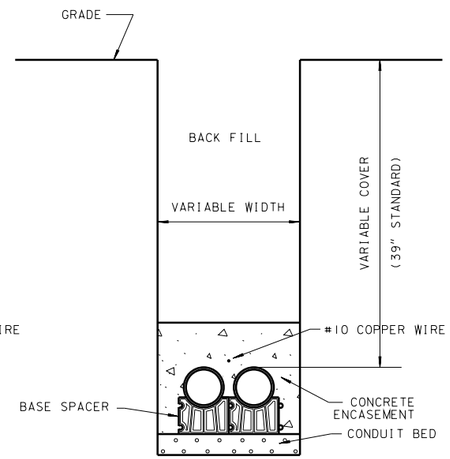
THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE CORE SHALL BE 4000 P.S.I.

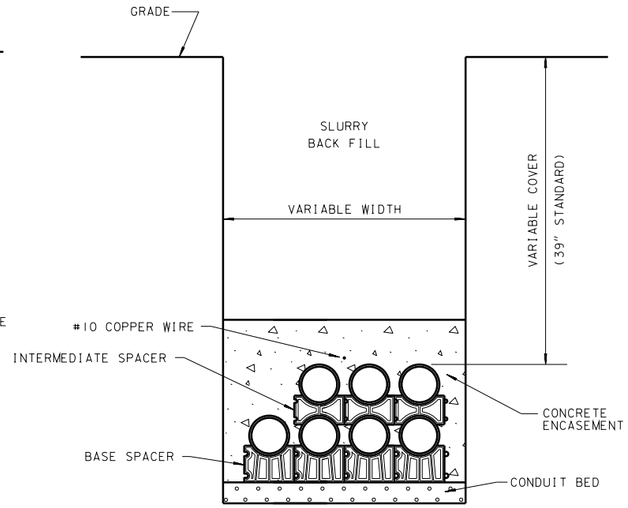
CONCRETE ADJUSTING RING

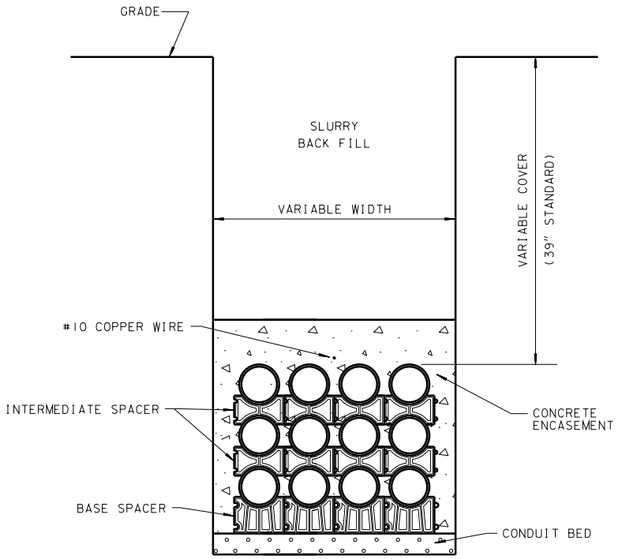


ADJUSTING TES MANHOLES

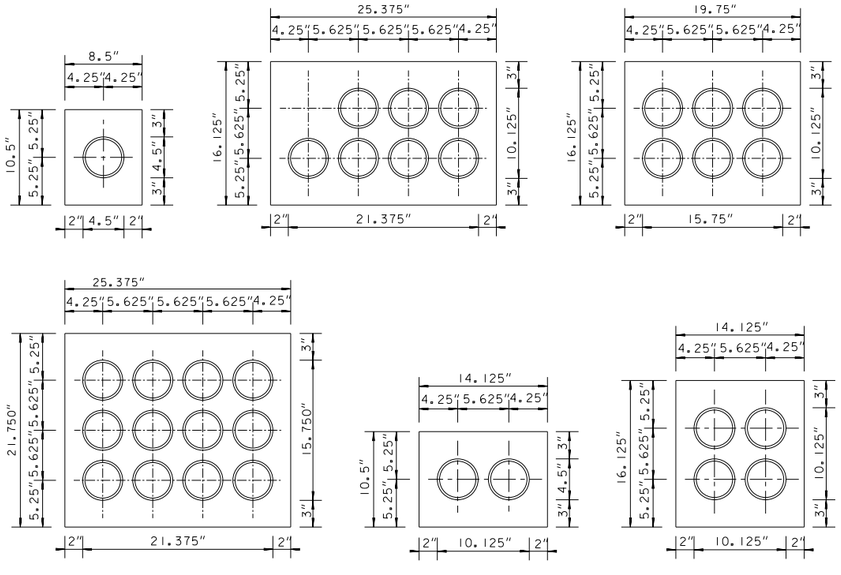




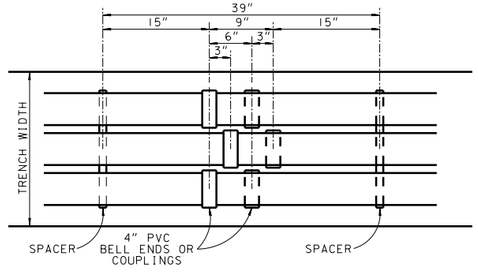




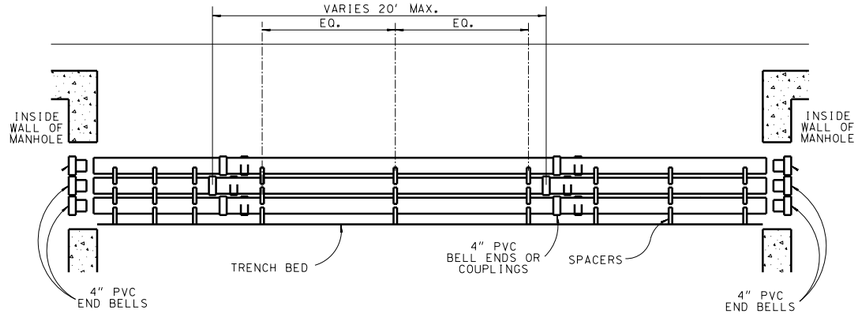
CROSS SECTION VIEW, TYP.
N.T.S.



CROSS SECTION VIEW
N.T.S.



PLAN VIEW
N.T.S.



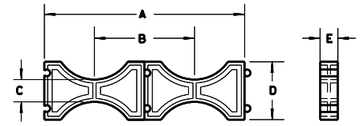
SECTION VIEW
N.T.S.

DUCT INSTALLATION DETAIL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT DETAILS (TES)	SCALE FEET	SHEET NO: 91	E

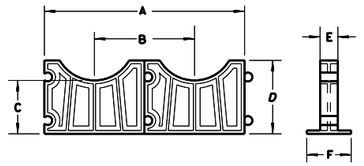
FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\DETAILS B.DGN

COND.	3"	4"
A	10"	11 ½"
B	5"	5 ⅝"
C	1 ½"	1 ¼"
D	3 ¼"	3 ¼"
E	1"	1"



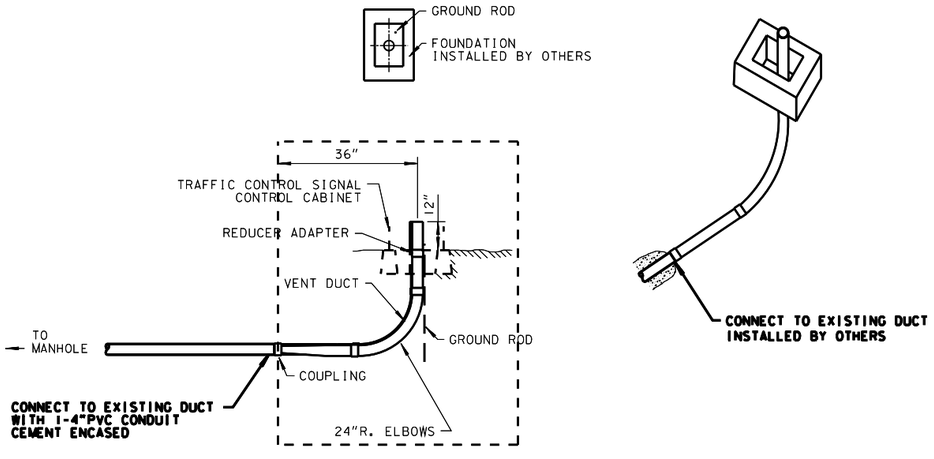
INTERMEDIATE SPACER

COND.	3"	4"
A	10"	11 ¼"
B	5"	5 ⅝"
C	3"	3"
D	3 ⅛"	4 ⅛"
E	1"	1"
F	2 ½"	2 ½"



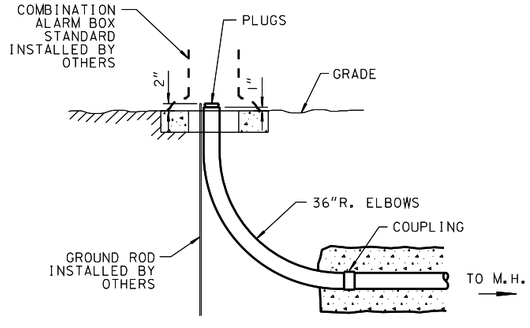
BASE SPACER

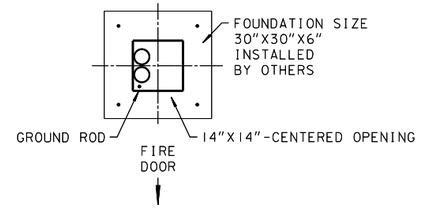
INTERMEDIATE AND BASE SPACER DETAIL



CONTROL CABINET

FOR REFERENCE ONLY





POLICE CALL BOX DETAIL

SHEET 11 OF 11

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	CITY UG CONDUIT DETAILS (TES)	SCALE FEET	SHEET NO: 92	E

FILENAME: W:\UGD\CONDUIT WORK FILES\UCONDUIT\2017\WELLS 6TH_BROADWAY\DGN\DETAILS C.DGN

STREET LIGHTING & TRAFFIC SIGNAL LEGEND

EXISTING HIGH LEVEL STREET LIGHT POLE

NEW HIGH LEVEL STREET LIGHT POLE INSTALLED BY CITY

TRAFFIC SIGNAL MOUNTED ON EXISTING HIGH LEVEL LIGHT POLE

TRAFFIC SIGNAL MOUNTED ON NEW HIGH LEVEL LIGHT POLE

EXISTING SIGNAL STANDARD

TRAFFIC SIGNAL BASE W/ PEDESTAL BASE INSTALLED BY CONTRACTOR

PULL BOX (VARIOUS SIZES) INSTALLED BY CONTRACTOR

NEW CONCRETE TRAFFIC SIGNAL CABINET FOUNDATION INSTALLED BY CITY

EXISTING LOW LEVEL STREET LIGHT POLE (QUAD UNIT)

EXISTING LOW LEVEL STREET LIGHT POLE (TWIN UNIT)

PROPOSED MANHOLE TYPE SL - 3FT. INSTALLED BY CONTRACTOR

CONCRETE LIGHT BASE TYPE 1 FOR LOW LEVEL LIGHT POLE INSTALLED BY CONTRACTOR

EXISTING CONCRETE FOUNDATION FOR LOW LEVEL LIGHT POLE

EXISTING CONDUIT (VARIOUS SIZES) VERIFY IN FIELD

NEW PVC CONDUIT (VARIOUS SIZES) INSTALLED BY CONTRACTOR

MONOTUBE MAST ARM BASE TO BE INSTALLED

XX' ARM

MAST ARM (BLACK)

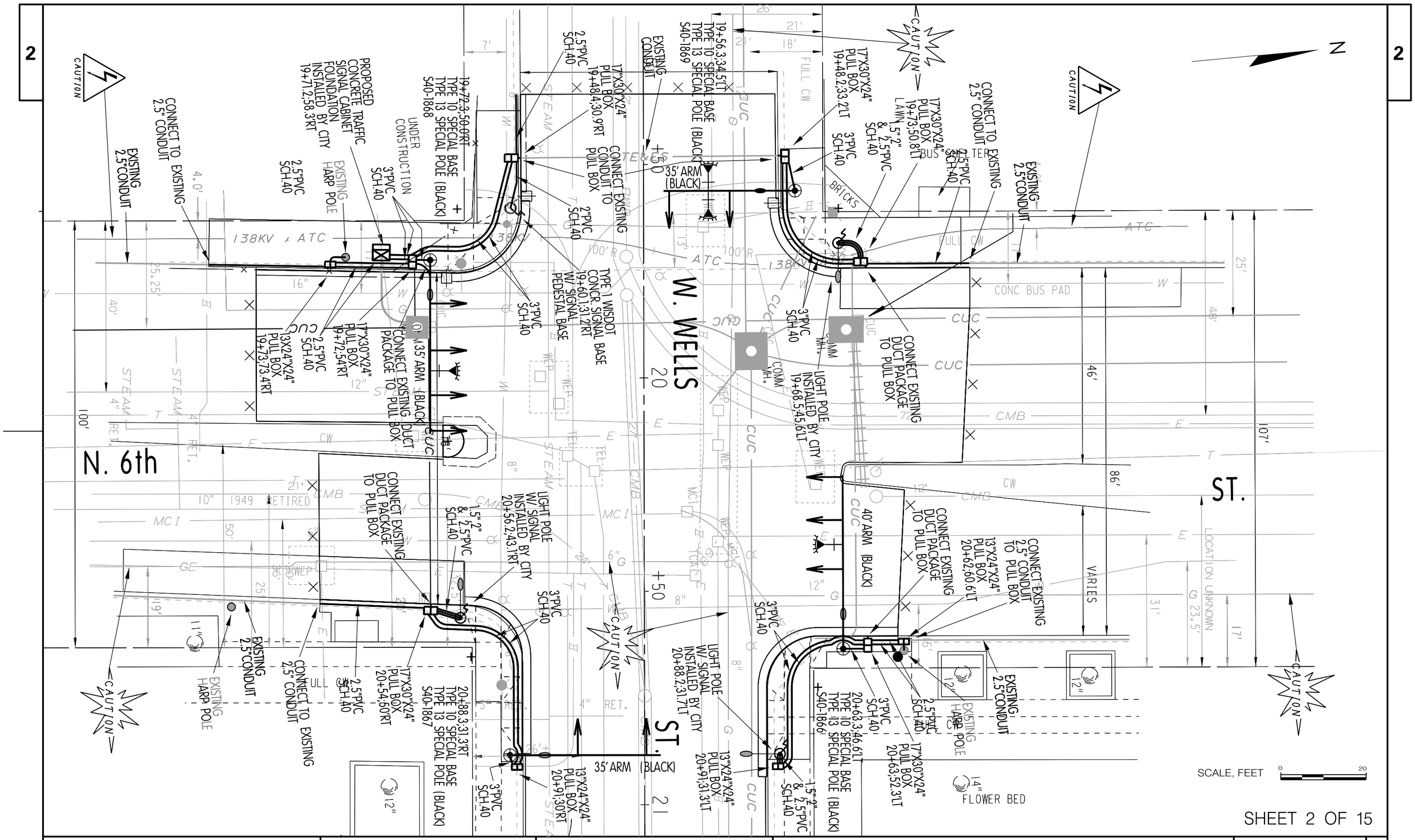
XX' ARM

EVP DETECTOR LOCATION ON MAST ARM (BLACK)

SHEET 1 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 93	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn
PLOT DATE : 27–OCT–2017 12:32
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 20.000000:1.000000
WISDOT/CADDS SHEET 42



SHEET 2 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 94	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn PLOT DATE : 27–OCT–2017 12:33 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 20.000000:1.000000
WISDOT/CADDS SHEET 42

2

2

N

PARKING

CONC COLUMN

CAUTION

CONC COLUMN

ASPH

CONC CURB

CONC CURB

ASPH

CONC CURB

CONC COLUMN

FULL CW

STM

CUC

G

E

WEP

MCI

W. WELLS ST.

+50

22

+50

23

+50

CMB

36"

54"

T

TEL

20"
STEAM

57'

18'

22'

4" RET.

2.5'

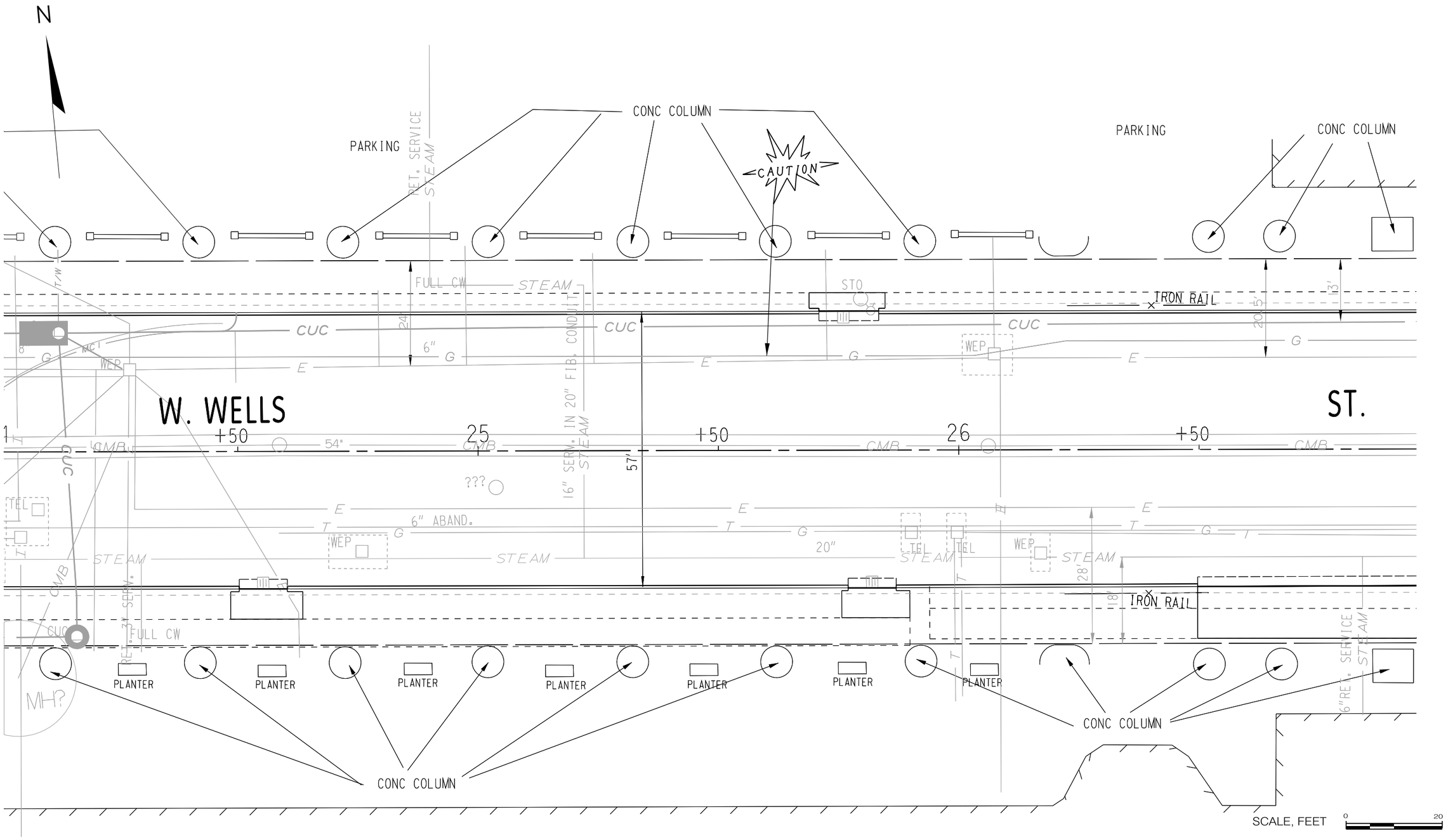
PLANTER

CONC COLUMN

SCALE, FEET 0 20

SHEET 3 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 95	E



SHEET 4 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 96	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn
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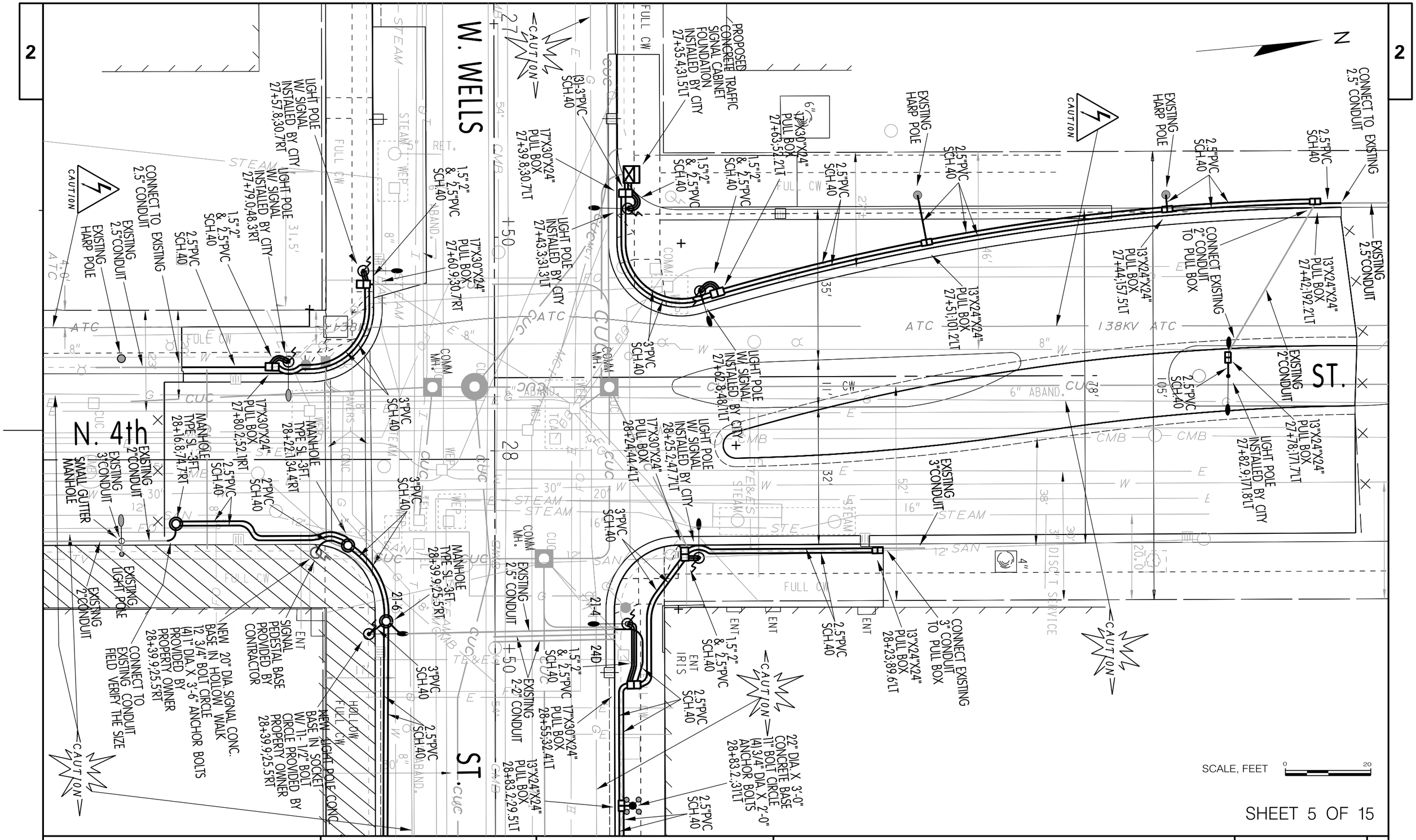
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 20.000000:1.000000
WISDOT/CADDS SHEET 42



PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 97	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn PLOT DATE : 27–OCT–2017 12:33 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 20.000000:1.000000

WISDOT/CADDS SHEET 42

N

PARKING STRUCTURE

ASPHALT PARKING

CONC BOLLARDS @ HIGH CW

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 29+88.5;31'LT

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 30+26.2;31'LT

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 30+67.3;31'LT

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 31+6.9;31'LT

ASPHALT PARKING

EXISTING 2"CONDUIT

2.5"PVC SCH.40

EXISTING 2"CONDUIT

2.5"PVC SCH.40

2.5"PVC SCH.40

EXISTING 2"CONDUIT

CONC CONC CONC

ENT

CAUTION

10" FULL CW

9"

10"

2.5"PVC SCH.40

13"X24"X24" PULL BOX 29+85.4;29.5'LT

13"X24"X24" PULL BOX 30+26.2;29.5'LT

EXISTING 2"CONDUIT

13"X24"X24" PULL BOX 30+67.3;29.4'LT

EXISTING 2"CONDUIT

13"X24"X24" PULL BOX 31+6.9;29.5'LT

29 W. WELLS +50 30 +50 ST. 31

MANHOLE TYPE SL -3FT. 28+94.5;25.8'RT

MANHOLE TYPE SL -3FT. 29+38.6;25.5'RT

2.5"PVC SCH.40

2.5"PVC SCH.40

2.5"PVC SCH.40

2.5"PVC SCH.40

13"X24"X24" PULL BOX 30+65.8;29.8'LT

HOLLOW FULL CW

9"

8"

8"

2.5"PVC SCH.40

NEW 22" DIA. CONC. BASE IN HOLLOW WALK 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS PROVIDED BY PROPERTY OWNER EXISTING LOCATION

NEW 22' DIA. CONC. BASE IN HOLLOW WALK 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS PROVIDED BY PROPERTY OWNER EXISTING LOCATION

NEW 22" DIA. CONC. BASE IN HOLLOW WALK 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS PROVIDED BY PROPERTY OWNER EXISTING LOCATION

CW ENT

CAUTION

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 30+65.8;31'RT

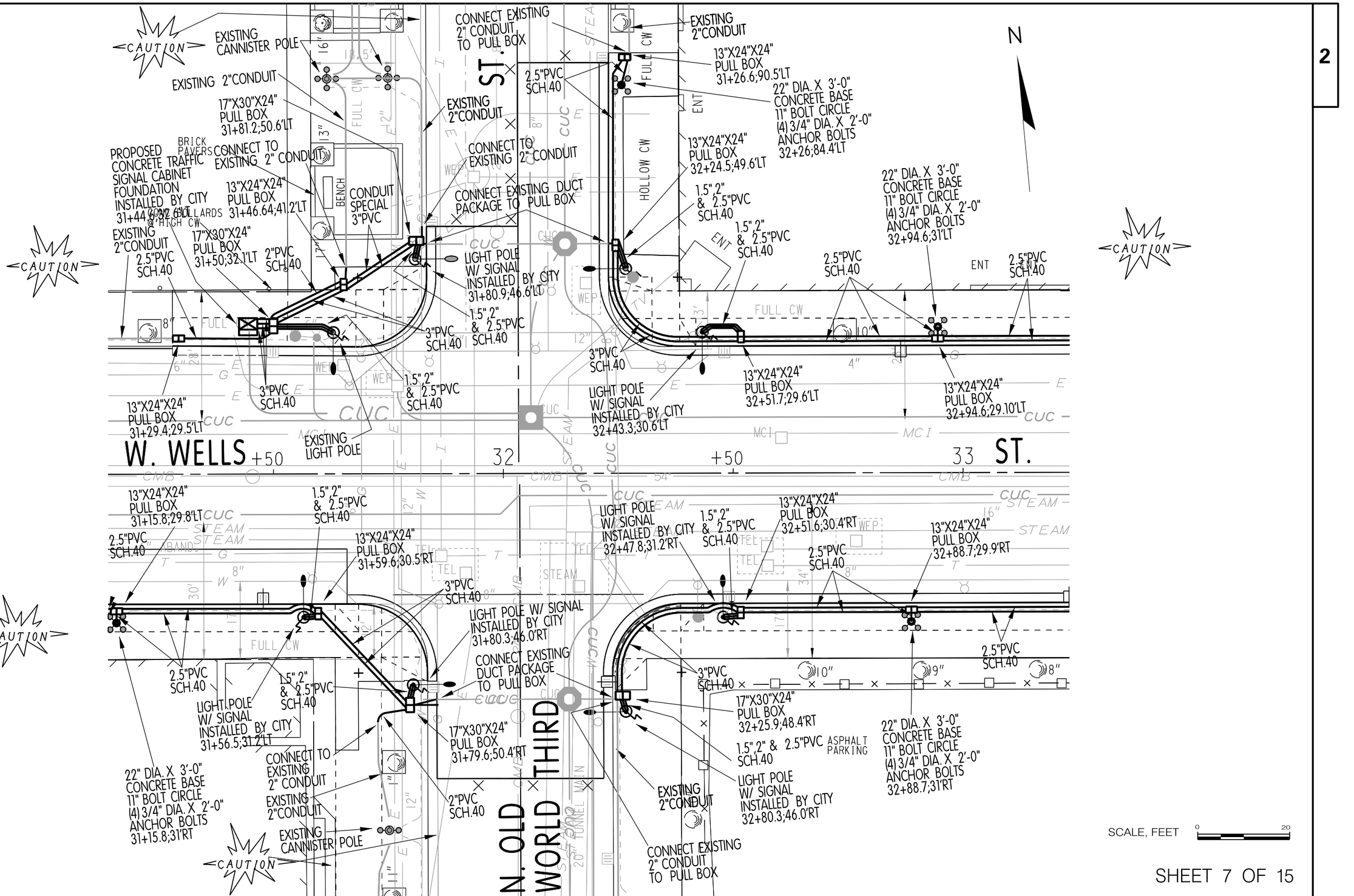
PARKING STRUCTURE

SCALE, FEET 0 20

SHEET 6 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 98	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn PLOT DATE : 27–OCT–2017 12:33 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 20.000000:1.000000 WISDOT/CADDS SHEET 42



SHEET 7 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 99	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn PLOT DATE : 27–OCT–2017 12:34 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 20.000000:1.000000

WISDOT/CADDS SHEET 42

361-0625
150 100

N

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 33+42;31'LT

13"X24"X24" PULL BOX 33+66;29.6'LT

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 33+77.1;31'LT

CONC

CAUTION

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 33+20.3;31'LT

ASPHALT PARKING

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 33+62.1;31'LT

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 33+1.9;31'LT

ENT

2.5"PVC SCH.40

2.5"PVC SCH.40

ENT

ENT

ENT

2.5"PVC SCH.40

2.5"PVC SCH.40

2.5"PVC SCH.40

2.5"PVC SCH.40

10"

12"

11"

12"

24D

23-2

2.5"PVC SCH.40

13"X24"X24" PULL BOX 33+42;29.2'LT

13"X24"X24" PULL BOX 34+20.3;29.2'LT

13"X24"X24" PULL BOX 34+62.1;29.3'LT

13"X24"X24" PULL BOX 35+1.9;29.3'LT

WEP

WEP

CUC

CUC

CUC

MCI

W. WELLS

EXISTING 2" CONDUIT

+50

34

+50

35

ST.

CMB

54"

CMB

CMB

54"

CMB

CUC

STEAM

CUC

STEAM

16" 1992

CUC

STEAM

STEAM

16" 1950

STEAM

13"X24"X24" PULL BOX 33+30.9;29.8'RT

13"X24"X24" PULL BOX 33+65.1;29.8'RT

13"X24"X24" PULL BOX 34+19.5;29.8'RT

13"X24"X24" PULL BOX 34+00;00.0'RT

WEP

WEP

WEP

WEP

WEP VAULT

TEL

TEL

54" RCP

56'

34'

17'

2.5"PVC SCH.40

24D

23-2

2.5"PVC SCH.40

2.5"PVC SCH.40

2.5"PVC SCH.40

2.5"PVC SCH.40

8"

10"

4"

1"

4"

1"

5"

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 33+30.9;31'RT

ASPHALT PARKING

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 33+76.1;31'RT

DYNAMIC SIGN BASE

CONC

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 34+19.5;31'RT

ASPHALT PARKING

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 34+00.00;31'RT

LAWN

SCALE, FEET 0 20

SHEET 8 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 100	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn PLOT DATE : 27–OCT–2017 12:34 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 20.000000:1.000000

WISDOT/CADDS SHEET 42

FOR REFERNCE THE AREA ITEMS SHADED IN GRAY ARE PART OF THE N.2nd ST. THEATRE PROJECT AND WILL BE INSTALLED LATER.

SCALE, FEET 0 20

SHEET 9 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 101	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn PLOT DATE : 27–OCT–2017 12:34 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 20.000000:1.000000

WISDOT/CADDS SHEET 42

2

N

CAUTION

EXISTING 3"CONDUIT
CONNECT TO EXISTING 3" CONDUIT

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 113+31.5;28.9'RT

2.5"PVC SCH.40

3"PVC SCH.40

13"X24"X24" PULL BOX 113+31.5;27'RT

2.5"PVC SCH.40

22" DIA. X 3'-0" CONCRETE BASE 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS 113+00.0;28.6'RT

13"X24"X24" PULL BOX 113+26.9;26.9'RT

2.5"PVC SCH.40

CAUTION

13"X24"X24" PULL BOX 113+13.9;26.1'LT

EXISTING 3"CONDUIT

CONNECT EXISTING 3" CONDUIT TO PULL BOX

MANHOLE TYPE SL -3FT. 112+79.7;23'RT

2.5"PVC SCH.40

1.5", 2.5"PVC SCH.40

LIGHT POLE INSTALLED BY CITY 113+11.9;28.4'LT

CAUTION

NEW 22" DIA. CONC. BASE IN HOLLOW WALK 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS PROVIDED BY PROPERTY OWNER 211+96.3;28.4'LT

3' DIA. HAND BUILT VAULT 211+96.2;23.1'LT

2.5"PVC SCH.40

2.5"PVC SCH.40

MANHOLE TYPE SL -3FT. 112+22.8;22.3'RT

2.5"PVC SCH.40

2.5"PVC SCH.40

NEW 22" DIA. CONC. BASE IN HOLLOW WALK 11" BOLT CIRCLE (4) 3/4" DIA. X 2'-0" ANCHOR BOLTS PROVIDED BY PROPERTY OWNER 112+28.1;232.1'RT

N PLANKINTON

P.L.

SCALE, FEET 0 20

SHEET 10 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 102	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn PLOT DATE : 27–OCT–2017 12:34 PLOT BY : dkozel PLOT NAME : PLOT SCALE : 20.000000:1.000000 WISDOT/CADDS SHEET 42

2

N

N. PLANKINTON AVE

W. WELLS ST.

MILWAUKEE RIVER

FOR REFERNCE THE AREA AND ITEMS SHADED IN GRAY ARE PART OF THE WELLS ST. BRIDGE PROJECT #2195-03-00

FROM 392-2491-6 TO 392-2495-8 TAX KEYS 130

60 361-0633

20 361-0634

20 361-0635

SCALE, FEET 0 20

SHEET 11 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 103	E

FOR REFERNCE THE AREA AND ITEMS SHADED IN GRAY ARE PART OF THE WELLS ST. BRIDGE PROJECT #2195-03-00

HYD NWC WATER
NW BOLT
ELEV = 13.613

N

SIGNAL POLE STA. 41+65.8;25.6'LT

2"PVC SCH.40 BRIDGE PAVING CONTRACTOR

1.25"PVC SCH.40 CONNECT TO STUB END FROM END OF DECK BRIDGE PAVING CONTRACTOR

SIGNAL POLE STA. 41+71.2;28'LT

1"PVC SCH.40 BRIDGE PAVING CONTRACTOR

17"X30"X24" PULL BOX 39+21.5;28.5'RT BRIDGE PAVING CONTRACTOR

CONNECT EXISTING CONDUIT TO PULL BOX (PAVING CONTRACTOR)

1.5"PVC SCH.40

EXISTING LIGHT POLE

EXISTING LIGHT POLE

ENT

EXISTING CONDUIT

CAUTION

ENT ENT

ENT

3RIS

FULL CW ±

21'-2"

E. WELLS ST.

2 1/2" EXISTING CONDUIT

2 1/2"PVC SCH.40 CONNECTS EXISTING CONDUIT TO PULL-BOX BRIDGE PAVING CONTRACTOR

MANHOLE TYPE SL -3FT. 43+09.8;23.0'RT

EXISTING LIGHT POLE

13"X24"X24" PULL BOX 44+27.2;27.5'RT

2.5"PVC SCH.40

CONNECT TO 3" CONDUIT EXISTING

3"PVC SCH.40

3"PVC SCH.40

CONNECT EXISTING CONDUIT TO MANHOLE TYPE SL -3FT.

EXISTING LIGHT POLE

ENT

ENT

ENT

ENT

ENT

ENT

ENT

METAL ACCESS DOOR

3"PVC SCH.40 CONNECTS EXISTING CONDUIT TO PULL-BOX BRIDGE PAVING CONTRACTOR

CAUTION

CAUTION

HOLLOW WALK

MILWAUKEE RIVER

MISSING MH 100-W120131607432 ELEC(2).PDF

WEPCO VAULT

1.5"2.5"PVC SCH.40

22" DIA.X 3'-0" CONCRETE BASE
11" BOLT CIRCLE
(4)3/4" DIA.X 2'-0" ANCHOR BOLTS
44+61.5;30.5'RT

EXISTING CONDUIT

CONNECT TO EXISTING CONDUIT FIELD VERIFY THE SIZE

CONC

BRICK

CONC

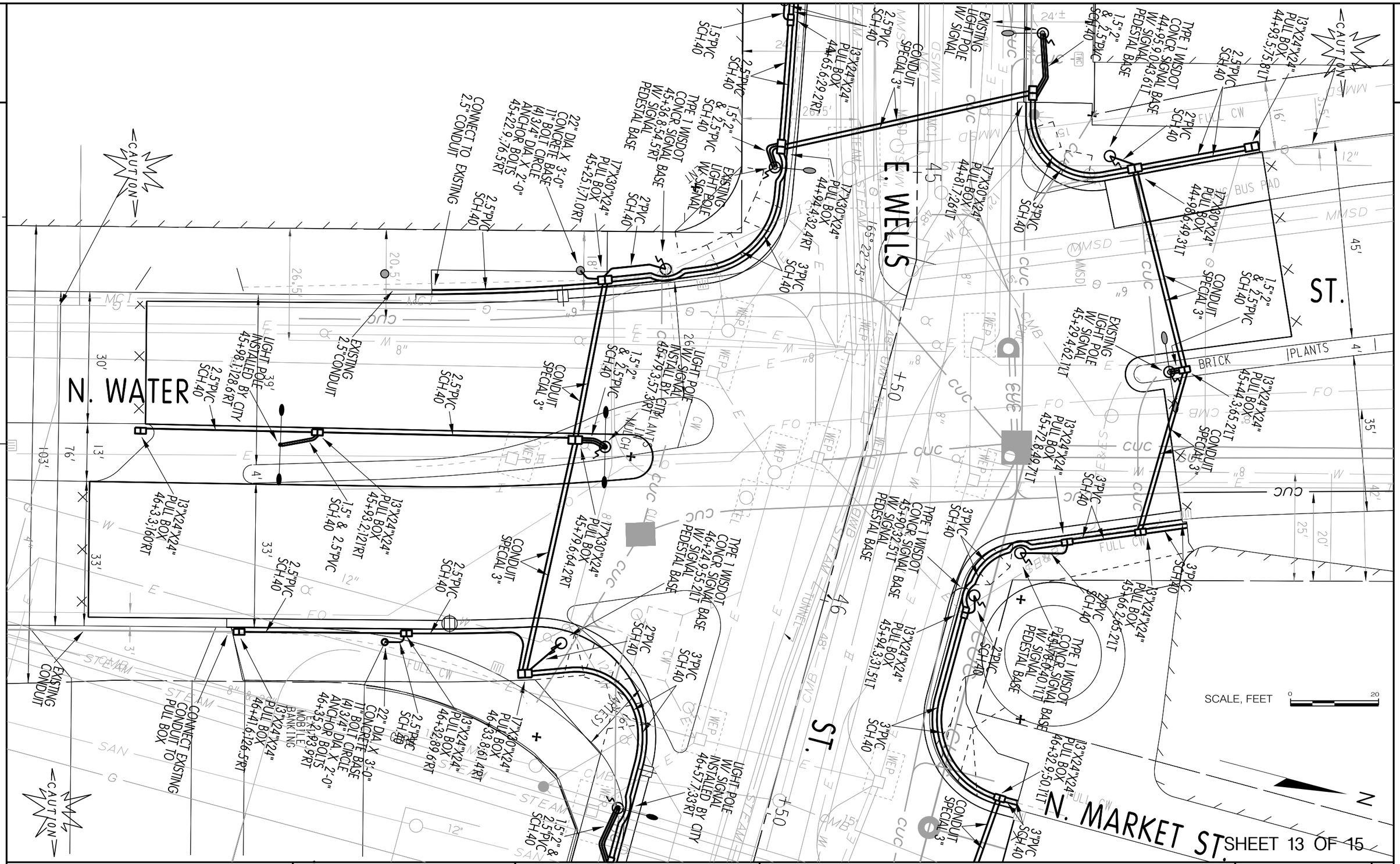
11.95'

6'

SCALE, FEET 0 20

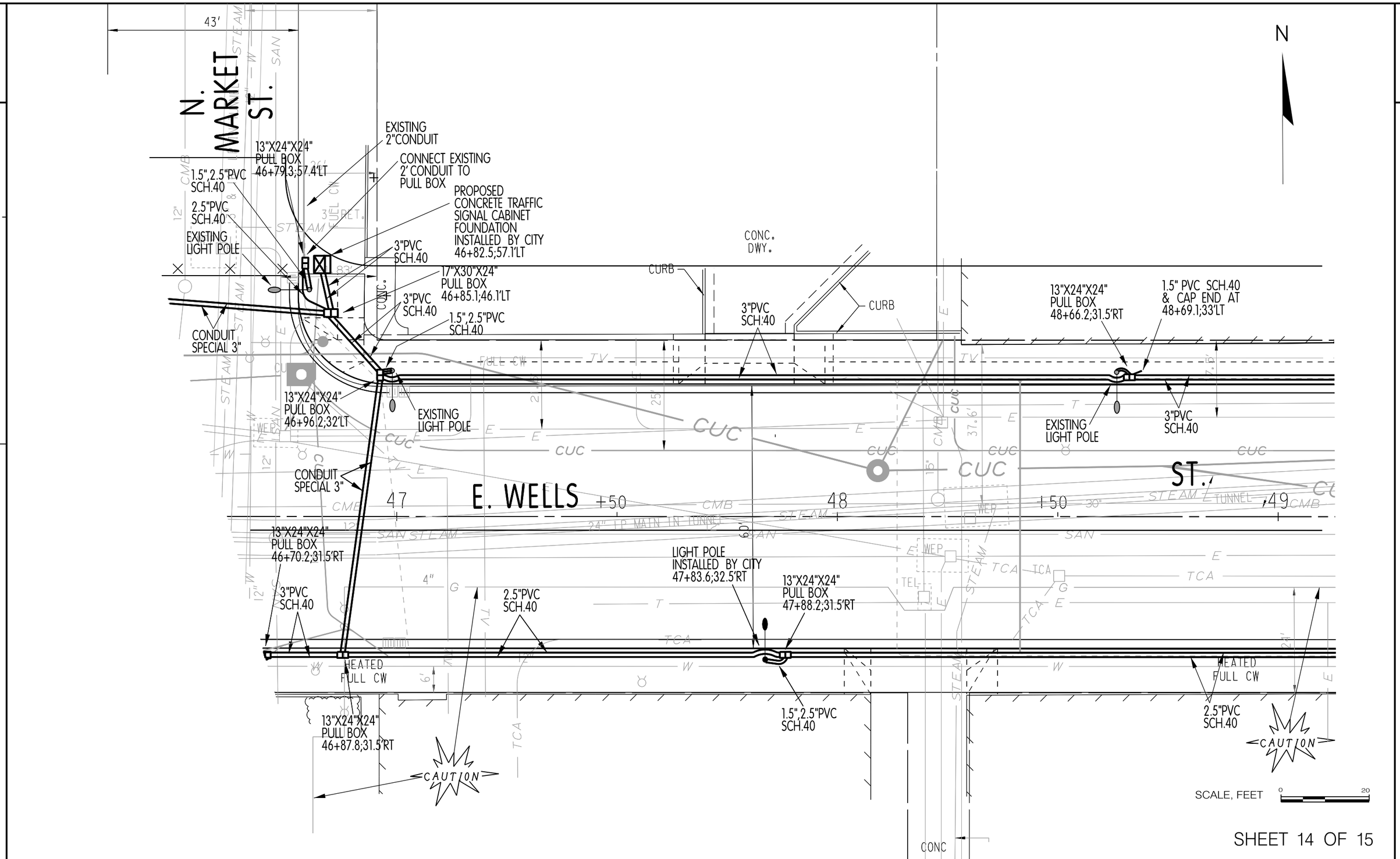
SHEET 12 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 104	E



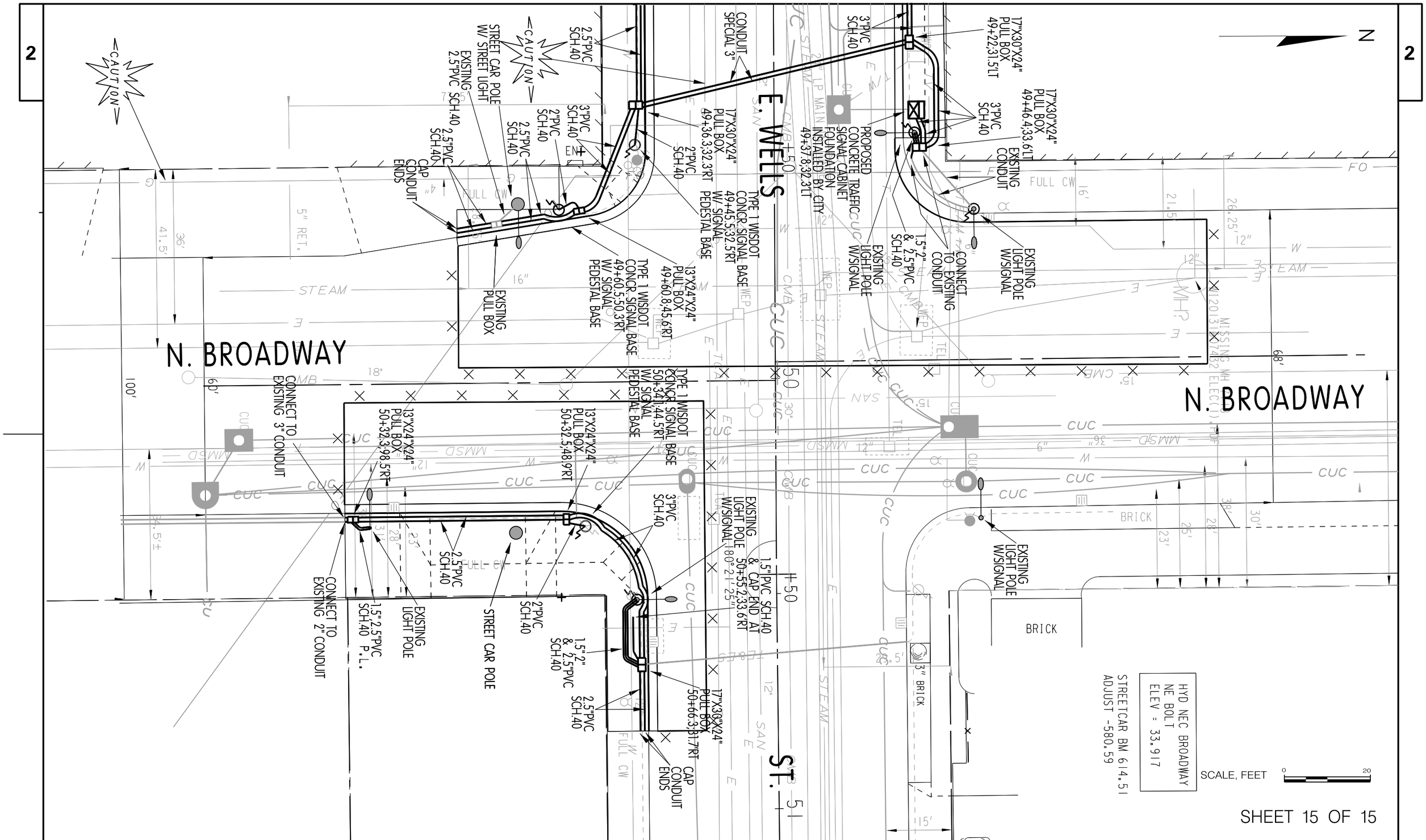
PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 105	E

SHEET 13 OF 15



SHEET 14 OF 15

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 106	E



PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL PLAN	SHEET 107	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\SL & TR Conduit Plan.dgn
PLOT DATE : 27–OCT–2017 12:35
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 20.000000:1.000000
WISDOT/CADDS SHEET 42

2

TRAFFIC & STREET LIGHTING GENERAL NOTES:

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

STREET LIGHTING & TRAFFIC SIGNALS SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 652 EXCEPT:

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

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

2 LOCATIONS OF THE PVC CONDUITS WHERE THEY ARE REQUIRED ARE IDENTIFIED IN THE PRINTS. HOWEVER, INSTALLATION MAY REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. ANY RELOCATIONS MUST BE APPROVED BY THE ENGINEER. FIELD MARK EACH CONDUIT LOCATION BY STAMPING AND PAINTING WITH RED PAINT ON TOP AND BACKSIDE OF CURB.

3 TYPICAL CONDUIT INSTALLED UP TO DIRECT BURIED STREET LIGHT POLES IS AS FOLLOWS 3-INCH OR 2.5-INCH (AS NOTED) SCHEDULE 40 RIGID PVC TO STREET LIGHTING METAL HOUSING (PEDESTAL), THE 1.5-INCH SCHEDULE 40 RIGID PVC TO STREET LIGHT POLE CABLE SLOT, AND THE 2-INCH SCHEDULE 40 RIGID PVC TO SIGNAL STANDARD BASE AND RISER FOR TRAFFIC SIGNAL ON STREET LIGHT POLE.

4 DEPTH OF CONDUIT INSTALLED BELOW THE STREETS, HIGHWAYS, ROADS, AND ALLEYS SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM. (MEASURED FROM FINISHED FLANGE LINE)

5 CONDUIT INSTALLED BEHIND CURB, AND UNDER DRIVEWAYS SHALL BE INSTALLED AT A DISTANCE OF 6 INCHES AWAY FROM THE BACK OF CURB TO THE CENTER LINE OF CONDUIT, AND 18 INCHES DOWN MEASURED FROM THE TOP OF CURB OR FINISHED GRADE TO THE TOP OF CONDUIT.

6 WHEN THERE IS MORE THAN ONE CONDUIT TO BE INSTALLED, PLACE ALL CONDUITS IN THE SAME TRENCH.

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

8 THE CONTRACTOR OR HIS SUBCONTRACTOR MUST MAKE SURE THE AREA BEHIND CURB AND/OR TRENCH SHALL BE FREE OF DEBRIS AND OVERPOUR AND SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

9 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.

10 ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS. (SEE NEC 352.28 2008 CODE)

11 PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS 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 IN THE FUTURE. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.

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

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

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

15 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 UNLESS OTHERWISE APPROVED BY THE STREET LIGHTING ENGINEER.

16 WHEN ENDS OF CONDUIT DO NOT CONNECT TO A PULL BOX / VAULT AND WILL END UP UNDER CONCRETE WALK. THE CONTRACTOR IS REQUIRED TO LEAVE A 24" X 24" BOX FORM CENTERED OVER THE END OF CONDUIT AND FILL THE BOXFORM WITH CRUSHED GRAVEL. (PER WISDOT SPEC 209.2.1(1) GRANULAR BACKFILL)

17 ALL PIPE CROSSINGS AND PULL BOXES / VAULTS SHALL BE AT LEAST SIX (6) FEET AWAY FROM FIRE HYDRANTS, UNLESS NOTED OTHERWISE, OR APPROVED BY THE STREET LIGHTING ENGINEER.

18 ALL POLES AND TRAFFIC STANDARDS IN CONCRETE ARE REQUIRED TO HAVE A 30"X30" BOX SHAPED JOINT PLACED AROUND THEM USING AN EXPANSION JOINT FILLER. UNLESS NOTED OTHERWISE (SEE DETAIL 122)

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

TRAFFIC & STREET LIGHTING GENERAL NOTES:

20 LIGHT POLES AND TRAFFIC STANDARDS INSTALLED BEHIND THE CURB MUST MEET A MINIMUM DISTANCE OF 24 INCHES FROM THE FACE OF CURB TO THE CURB SIDE FACE OF THE POLE OR TRAFFIC STANDARD.

21 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 - DENNIS MILLER (OFFICE) 414-286-5942 (CELL) 414-708-4251 OR DISPATCHER @ 414-286-5944
TRAFFIC SIGNALS - AL NICHOLS (OFFICE) 414-286-3687 (CELL) 414-708-5148 OR DISPATCHER @ 414-286-3687

22 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 SUPERVISORS FOR FINAL INSPECTION AND APPROVAL OF ALL WORK.
STREET LIGHTING - DENNIS MILLER (OFFICE) 414-286-5942 (CELL) 414-708-4251
STREET LIGHTING - GEORGE BERDINE (OFFICE) 414-286-5943 (CELL) 414-708-4245
STREET LIGHTING - THOMAS HUGHES (OFFICE) 414-286-3457 (CELL) 414-708-3175
STREET LIGHTING - DISPATCHER @ 414-286-5944
TRAFFIC SIGNALS - AL NICHOLS (OFFICE) 414-286-5941 (CELL) 414-708-5148
TRAFFIC SIGNALS - DISPATCHER @ 414-286-3687

23 CONDUIT WILL ONLY BE INSTALLED AFTER THE CURB IS POURED, UNLESS APPROVED BY BOTH THE ENGINEER & STREET LIGHTING SHOP SUPERVISOR.

2

SHEET 1 OF 11

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 108	E

2

TRAFFIC & 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.

It is critical that the Contractor work on the As-Built drawings while the job is progressing, so changes are documented while they are still fresh in your mind.

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 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 logical 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 info:

AS-BUILT DRAWING
SUPERVISER:
PROJECT MANAGER:
CONTRACTOR LEADER:
CONTRACTOR COMPANY:
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 where ever 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.

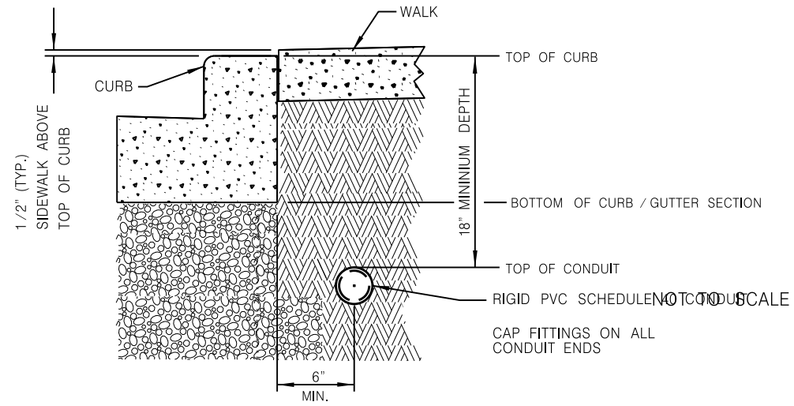
< Locate and clearly label all conduit runs, fittings, splice vaults, pull boxes, meter pedestals, concrete bases, transformers, poles and other appurtenances in two directions. Swing ties should be made from objects that are permanent in nature and visible on the finished surface.
< Street names shall 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 shown to the nearest inch (i.e., 24").
< Show location and elevations on pipes 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 other required As-Built information.

Send to:
City of Milwaukee
Infrastructure Services Division
Transportation Section
Street Lighting & CUC Engineering Manager
841 N. Broadway (Room 920)
Milwaukee, WI. 53202

2

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



100 DETAIL "A" — NOT TO SCALE

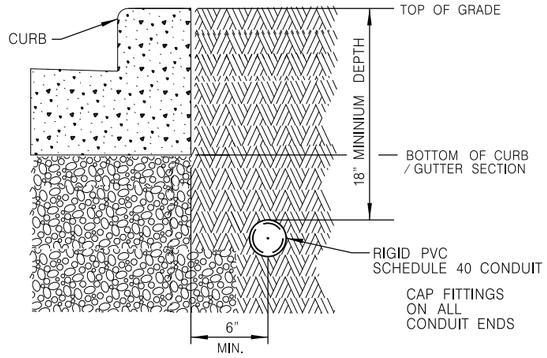
TYPICAL CONDUIT INSTALLATION BEHIND CURB

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

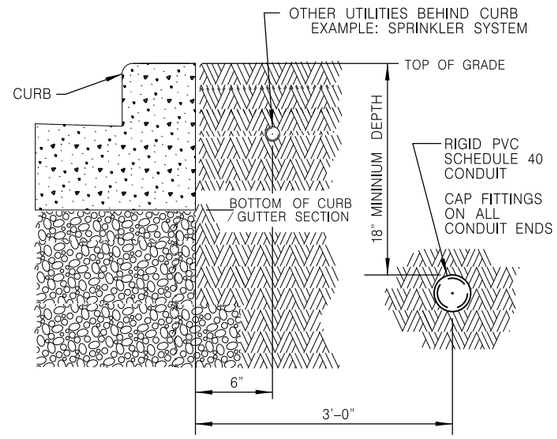
NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.

DETAIL "B"

CONDUIT TO BE PLACED 6" ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



DETAIL "C"



100 DETAIL "B" & "C" — NOT TO SCALE

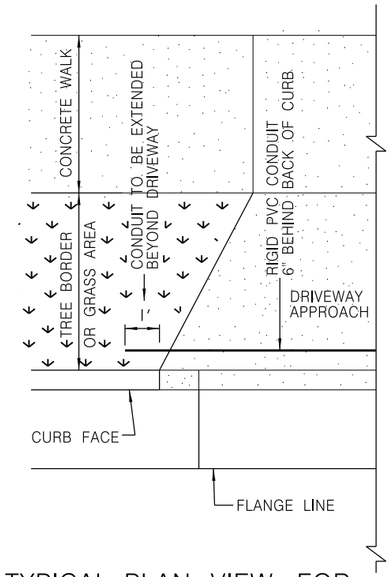
TYPICAL CONDUIT INSTALLATION BEHIND CURB

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

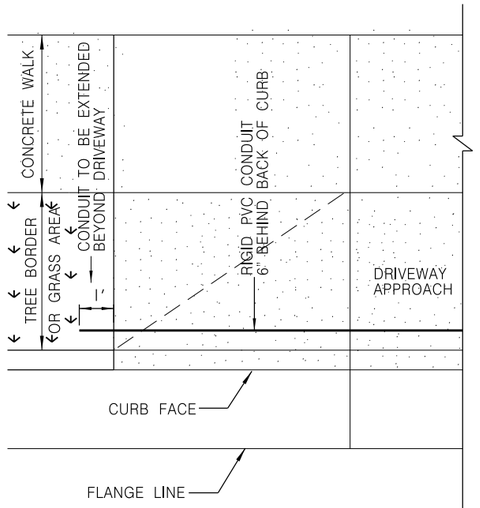
SHEET 2 OF 11

PROJECT NO: 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 109	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St - 6th to Broadway (2204-14-70)\Conduit Plan Details.dgn
PLOT DATE : 23-OCT-2017 08:36
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 20.000000:1.000000
WISDOT/CADDS SHEET 42

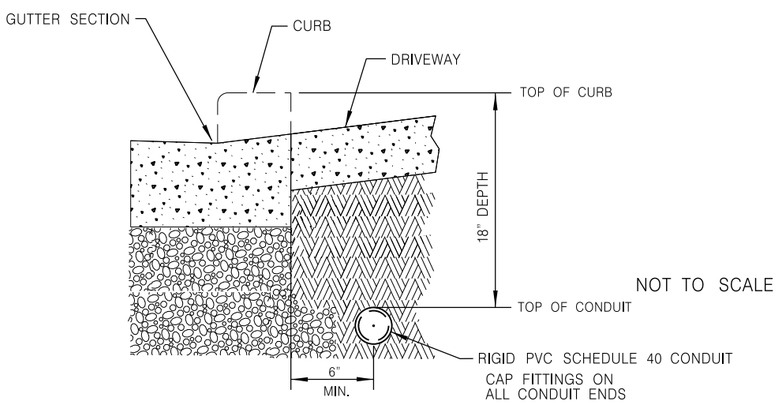


TYPICAL PLAN VIEW FOR FLARED DRIVEWAY



TYPICAL PLAN VIEW FOR DEPRESSED DRIVEWAY

NOTE: 1.) KEEP AREA BEHIND CURB FREE OF DEBRIS AND CONCRETE OVERPOUR.
2.) CONDUIT TO BE PLACED 6 INCHES ON CENTER DIRECTLY BEHIND CURB, UNLESS NOTED OR APPROVED BY ENGINEER.



NOT TO SCALE

101 DETAIL

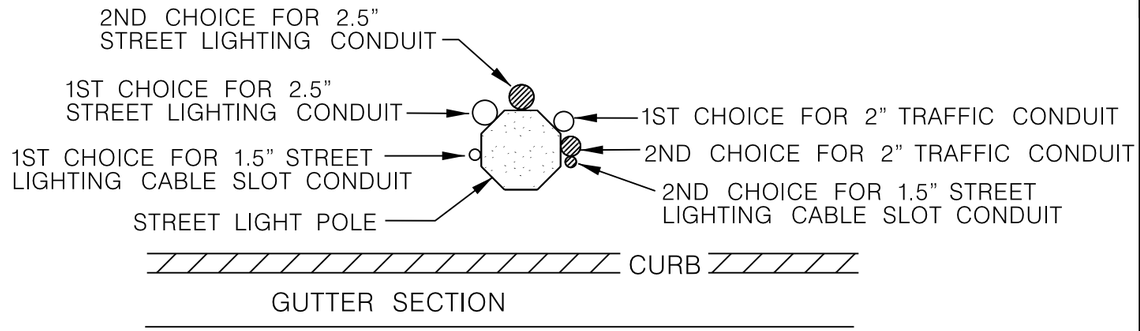
TYPICAL CONDUIT INSTALLATION UNDER DRIVEWAYS OR PEDESTRIAN RAMPS

NOT TO SCALE

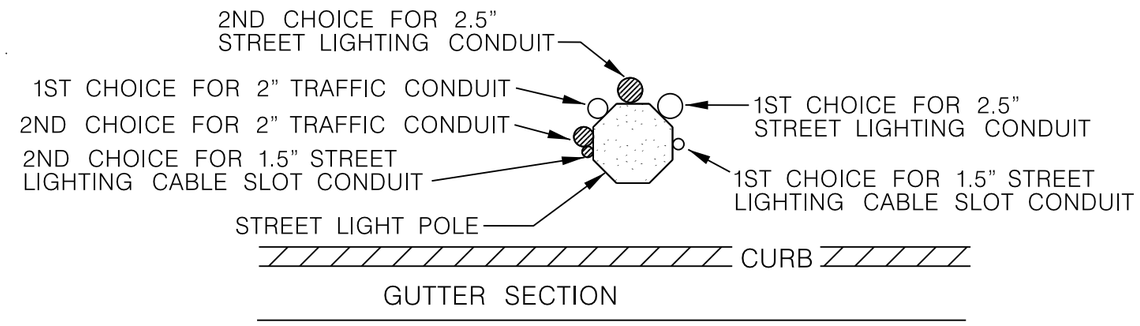
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

2

NOTE: CAP FITTINGS ON CONDUIT ENDS



DIRECTION OF TRAFFIC AT CURB



DIRECTION OF TRAFFIC AT CURB

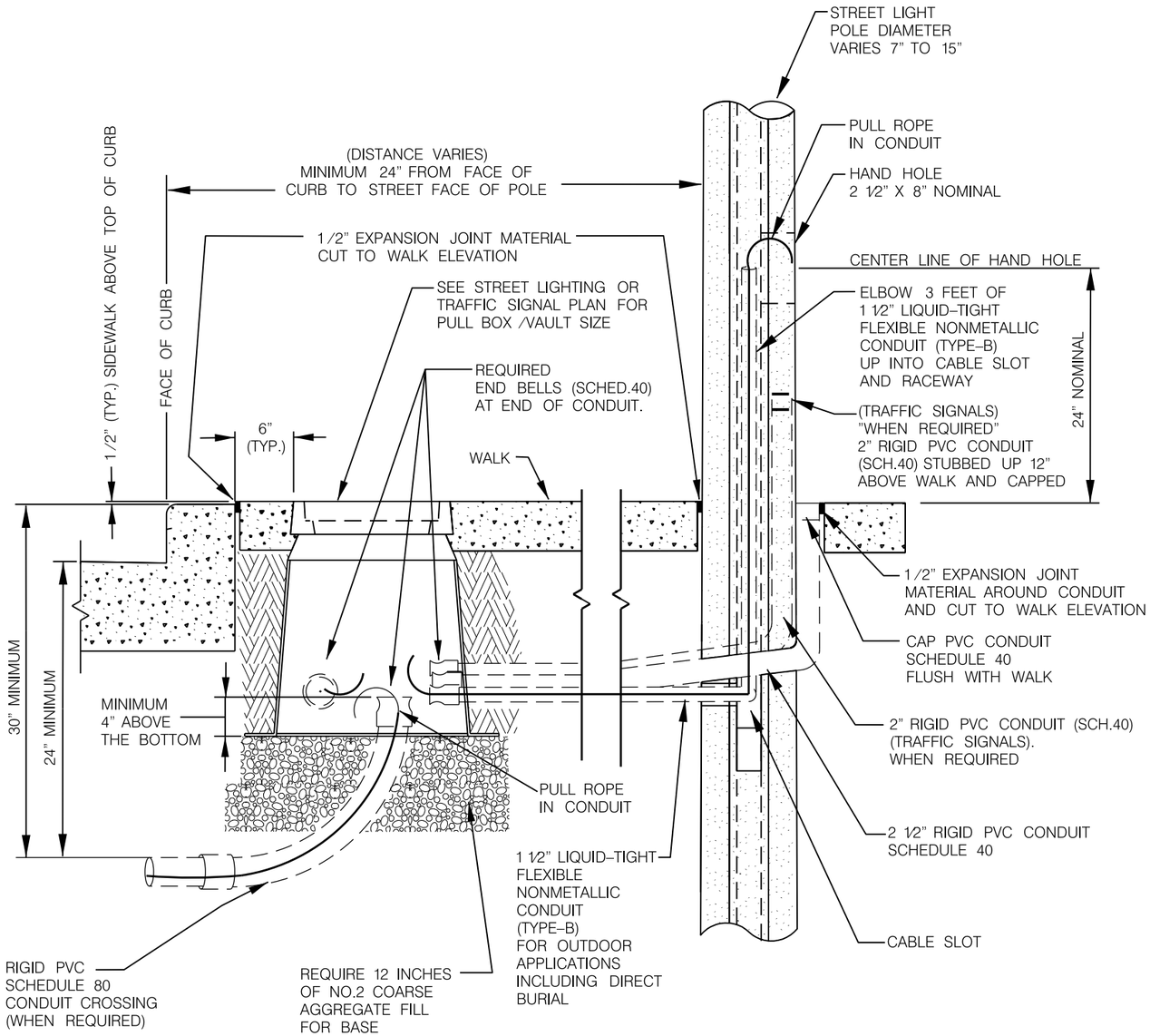
104 DETAIL

TYPICAL TRAFFIC SIGNAL RISER AND STREET LIGHTING CONDUIT LOCATIONS ON LIGHT POLES DEPENDING ON DIRECTION OF TRAFFIC AT CURB

NOT TO SCALE

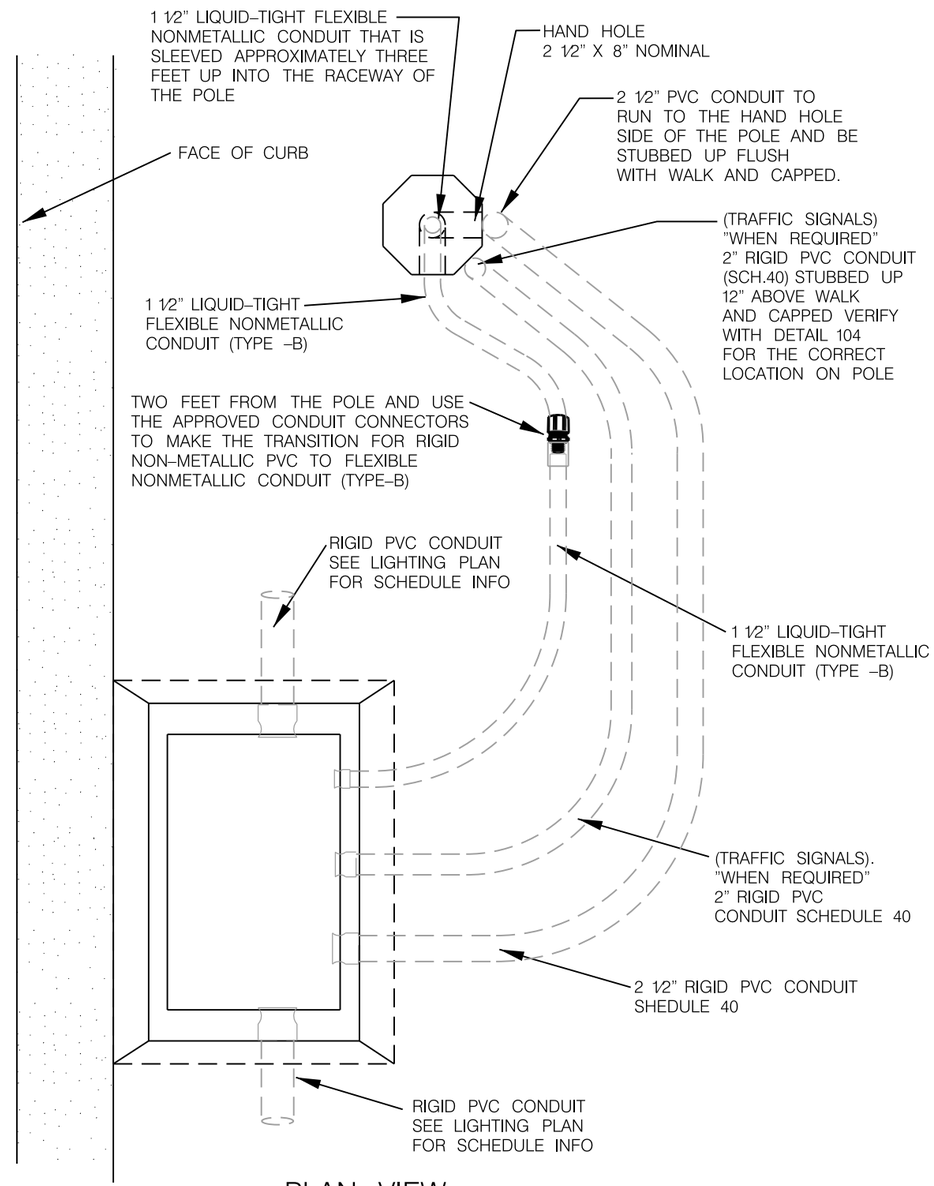
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC / STREET LIGHTING FORCES.
CONTACT DISPATCHER AT (414) 286-5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

SHEET 3 OF 11



SECTION VIEW

NOT TO SCALE



PLAN VIEW

NOT TO SCALE

108A

DETAIL VERSION

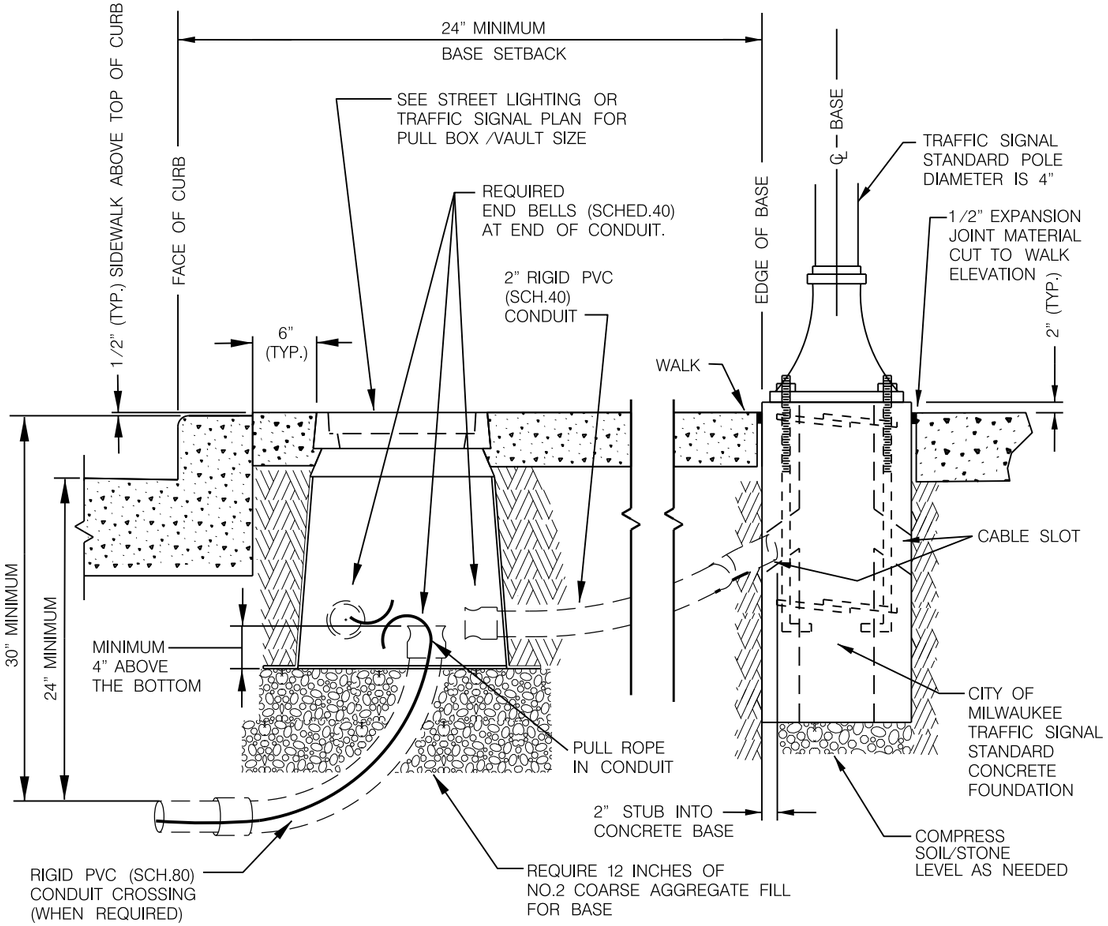
TYPICAL CONDUIT INSTALLATION FROM PULL BOX / VAULT TO POLE

SHEET 4 OF 11

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.

PROJECT NO: 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 111	E



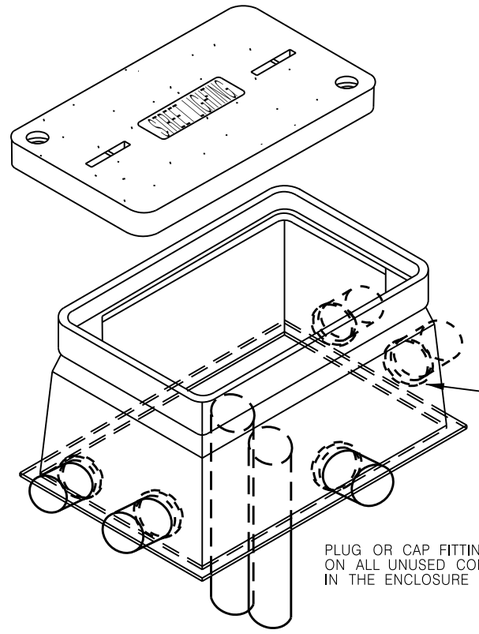
109 DETAIL

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

NOT TO SCALE

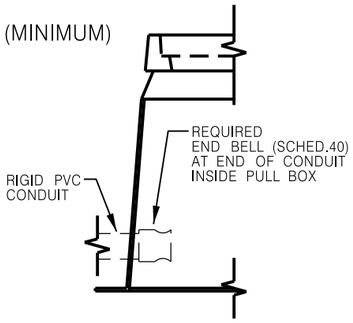
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM STREET LIGHTING FORCES. CONTACT DISPATCHER AT (414) 286–5944 FOR THE APPROPRIATE SHOP SUPERVISOR.

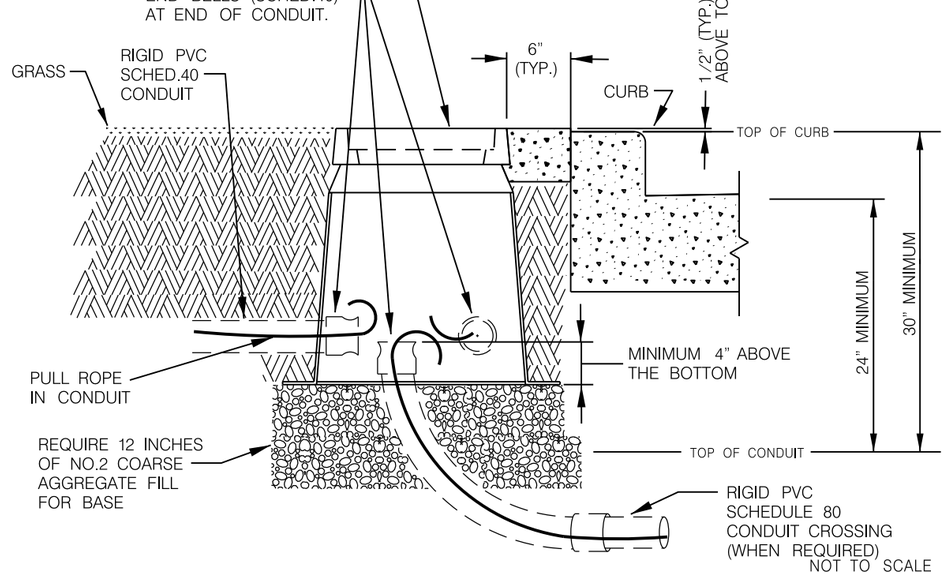
NOT TO SCALE



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

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





NOT TO SCALE

112 DETAIL

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

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

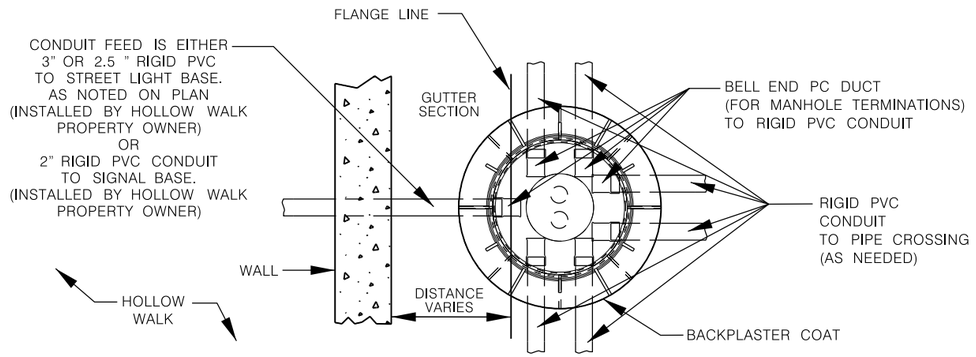
NOT TO SCALE

SHEET 5 OF 11

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 112	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St – 6th to Broadway (2204–14–70)\Conduit Plan Details.dgn
PLOT DATE : 23–OCT–2017 08:36
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 20.000000:1.000000
WISDOT/CADDS SHEET 42

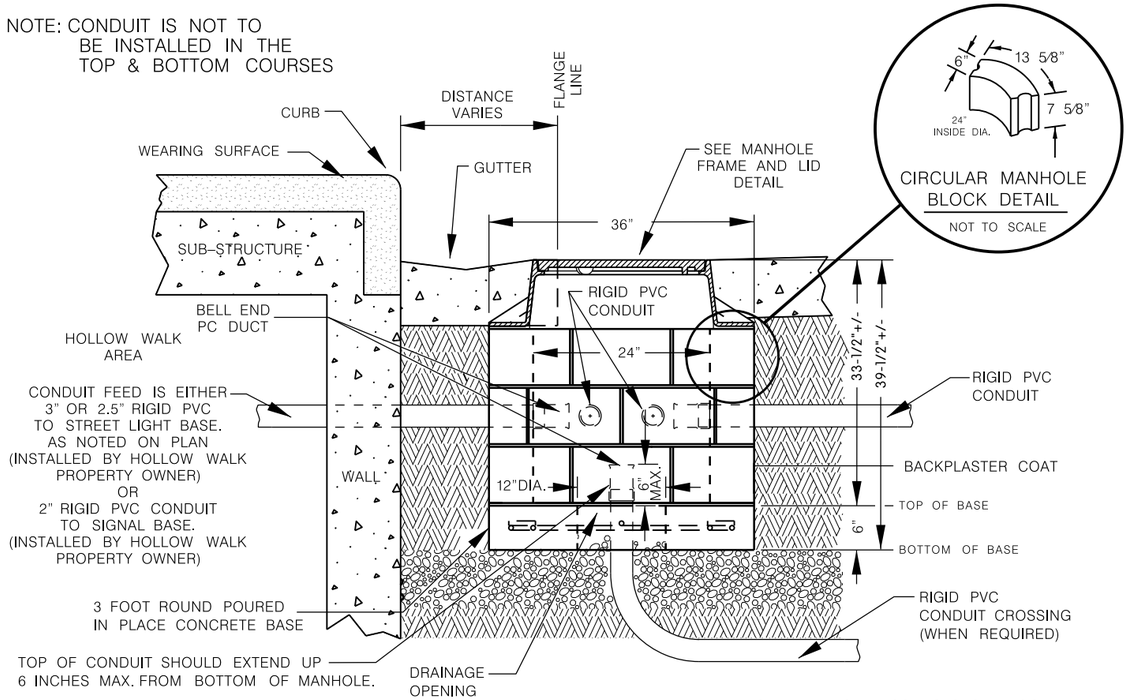
NOTE: MANHOLE LOCATION NEEDS TO BE COORDINATED WITH STREET LIGHTING FORCES.



TOP VIEW

NOT TO SCALE

NOTE: CONDUIT IS NOT TO BE INSTALLED IN THE TOP & BOTTOM COURSES



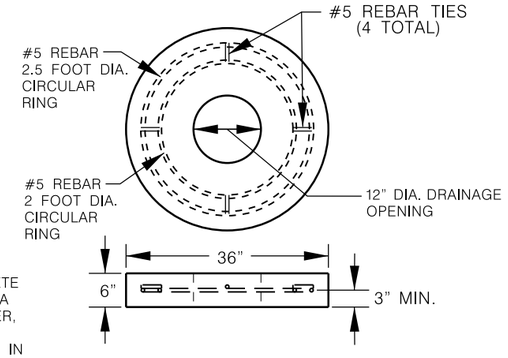
SECTION DETAIL

CIRCULAR MANHOLE BLOCK DETAIL

NOT TO SCALE

PREPARE THE EXCAVATION APPROXIMATELY 8 INCHES DEEPER THAN THE DEPTH OF THE MANHOLE, THEN ADD 8 INCHES OF #1 WASH STONE FOR DRAINAGE. MANHOLE IS BUILT WITH MASONRY MANHOLE BLOCK.

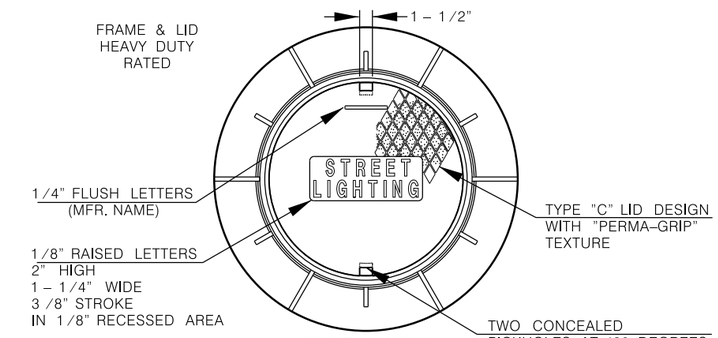
NOTE: ADDITIONAL COURSES OF BLOCK MAY BE REQUIRED TO INCREASE THE MANHOLE HEIGHT DUE TO THE THICKNESS OF THE STRUCTURAL SLAB AND WEAR SURFACE.



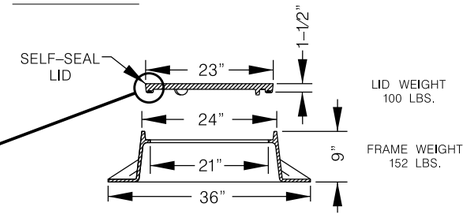
6 INCH THICK POURED IN PLACE CONCRETE BASE THAT IS 3 FEET IN DIAMETER WITH A 1 FOOT DIAMETER OPENING IN THE CENTER, WITH A 2.5 FOOT AND 2 FOOT DIAMETER #5 CIRCULAR REBAR RINGS. THE OPENING IN BASE IS TO BE FILLED WITH #1 WASH STONE.

CONCRETE MANHOLE BASE DETAIL

NOT TO SCALE



TOP VIEW



MANHOLE COVER - TYPE 73

SELF-SEALING LID WITH "T" GASKET AND CONCEALED PICKHOLE

NOT TO SCALE

NOTE:

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

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

NOTE: ALL EXTERIOR EDGES SHALL BE GROUND.

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.

114 DETAIL

TYPICAL MANHOLE TYPE SL - 3FT.
(FOR HOLLOW WALK INSTALLATIONS)

NOT TO SCALE

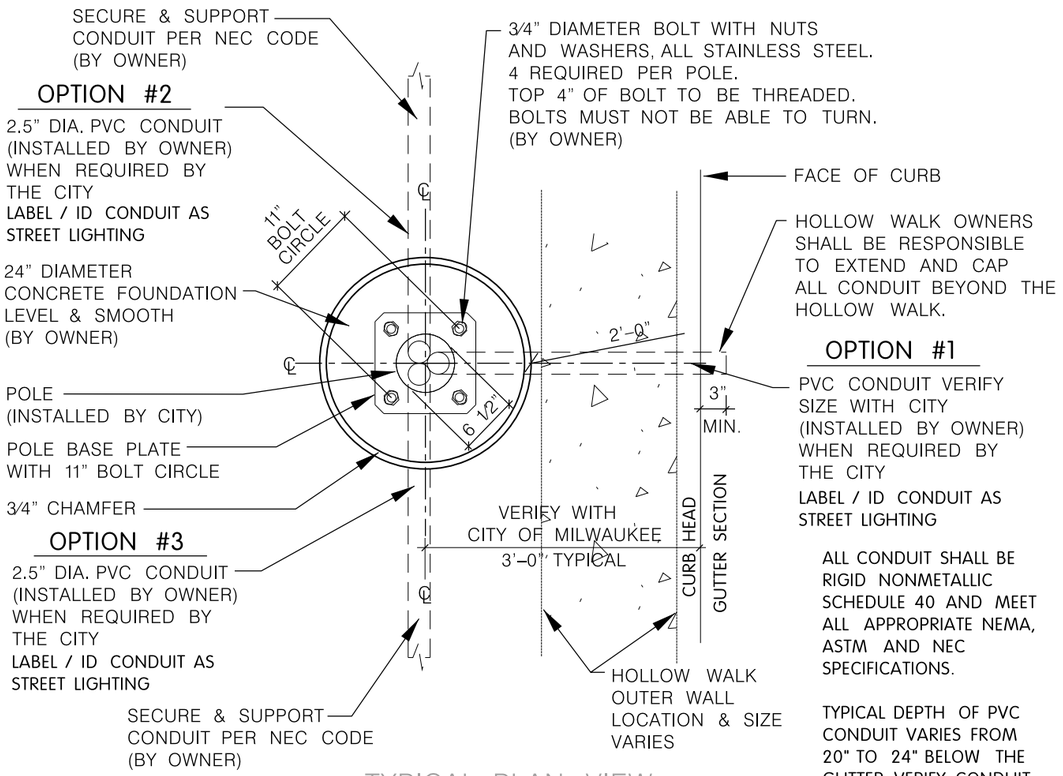
PROJECT NO: 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 113	E

FILE NAME : W:\bes\pavings\2018work\e-w Wells St - 6th to Broadway (2204-14-70)\Conduit Plan Details.dgn
PLOT DATE : 23-OCT-2017 08:36
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 20.000000:1.000000
WISDOT/CADDS SHEET 42

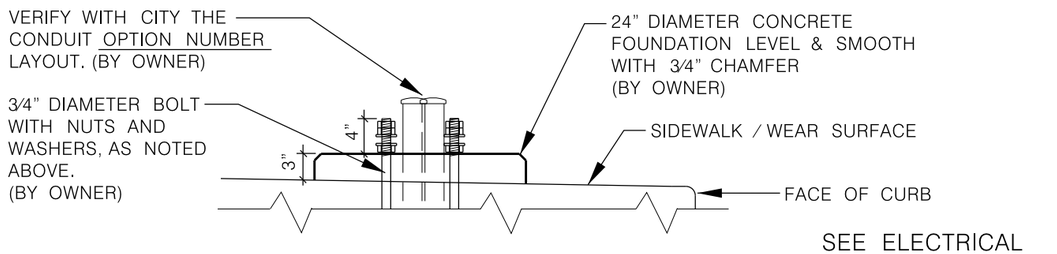
NOTE:
SUITABLE ANCHORAGE BY OWNER AND STRUCTURAL SUPPORT BY OWNER AS REQUIRED.

NOTE:
BOLT PATTERN FOR POLE MUST BE ALIGNED ACCORDING TO THE PLAN VIEW DETAIL.

NOTE:
WATERPROOFING OF CONDUITS AND BOLTS THROUGH WALL AND WALK RESPONSIBLITY OF OWNER/ CONTRACATOR.



TYPICAL PLAN VIEW



TYPICAL SECTION VIEW

SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION

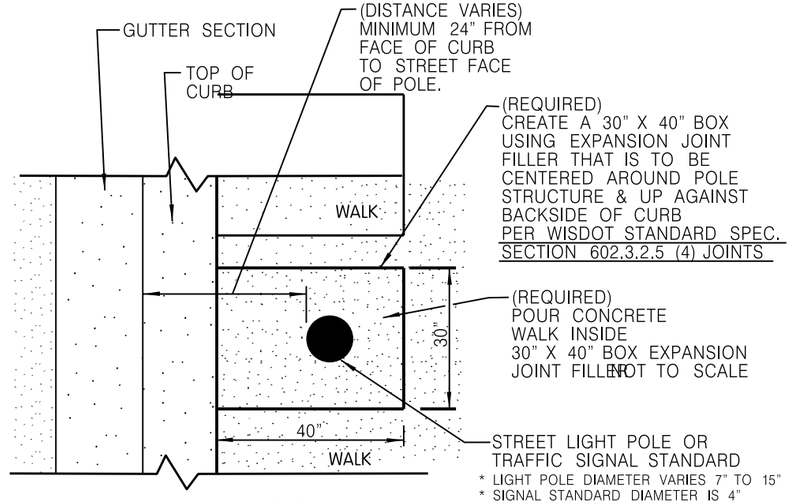
DETAIL

TYPICAL OCTOFLUTED HARP BASE INSTALLATION ON HOLLOW WALK

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

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

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



NOT TO SCALE

122

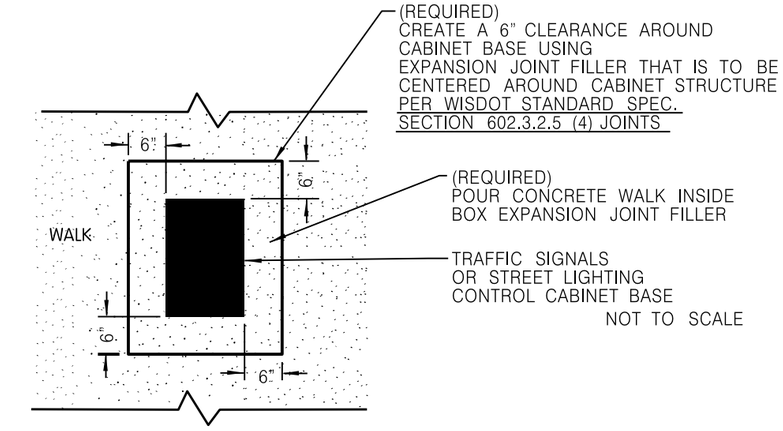
DETAIL VERSION #1

TYPICAL 30" X 40" BOX EXPANSION JOINT FILLER AROUND STREET LIGHTING AND TRAFFIC SIGNAL FACILITIES

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

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

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



NOT TO SCALE

122

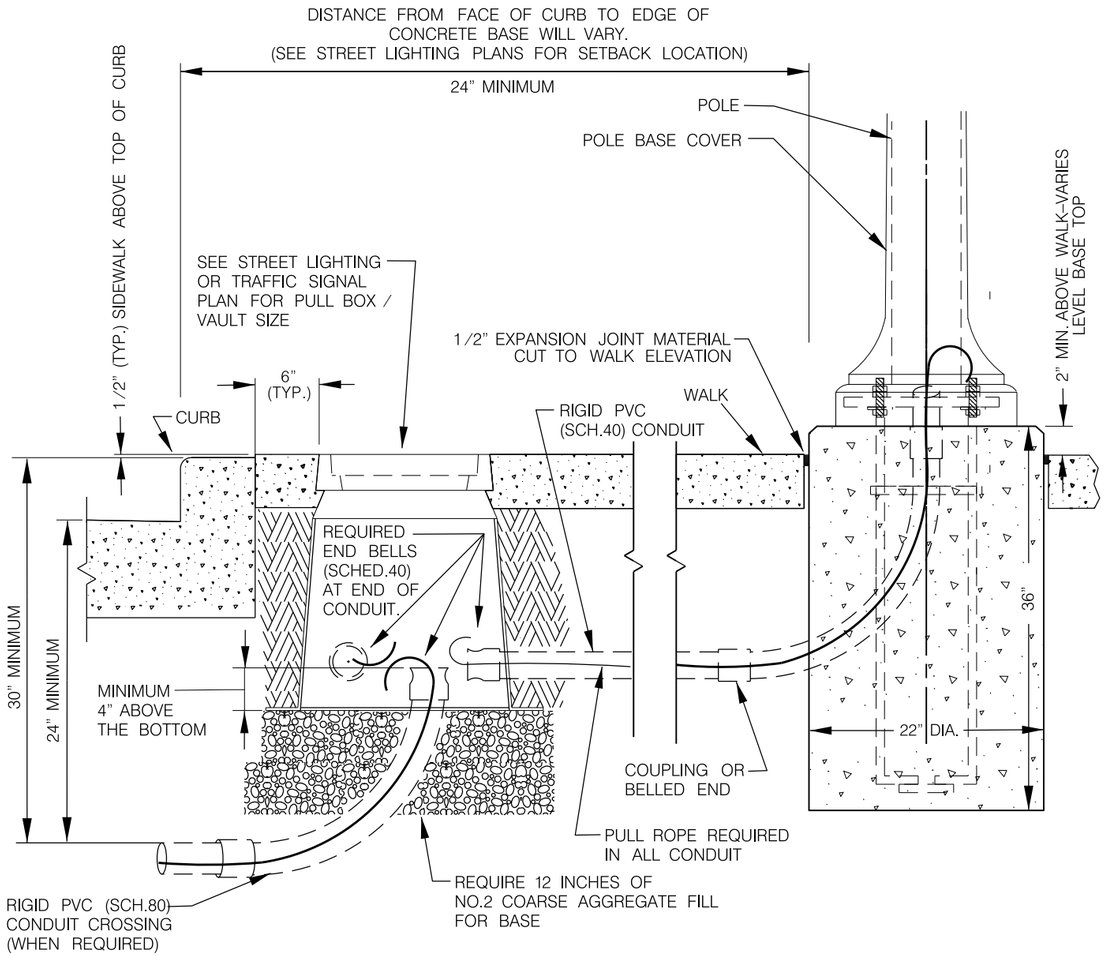
DETAIL VERSION #2

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

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

SHEET 7 OF 11

PROJECT NO: 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 114	E



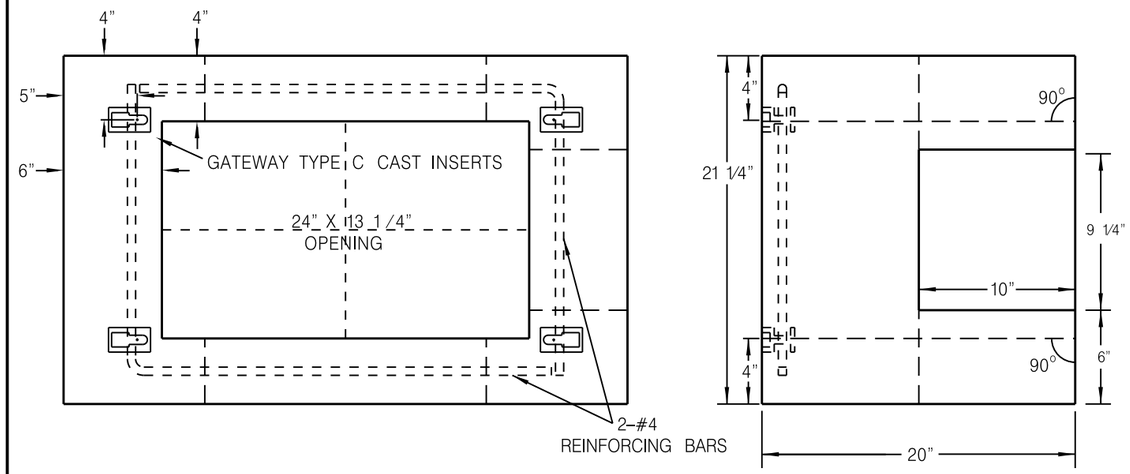
NOT TO SCALE

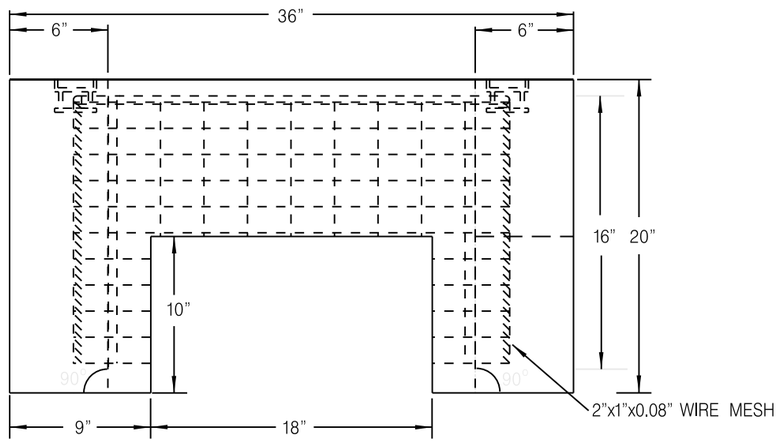
124 DETAIL

TYPICAL CONDUIT INSTALLATION FROM PULL BOX /VAULT TO CONCRETE LIGHT BASE TYPE –1

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

NOT TO SCALE





NOT TO SCALE

6 BAG MIX #1 STONE

125 DETAIL

TYPICAL TRAFFIC CONTROL CABINET CONCRETE FOUNDATION

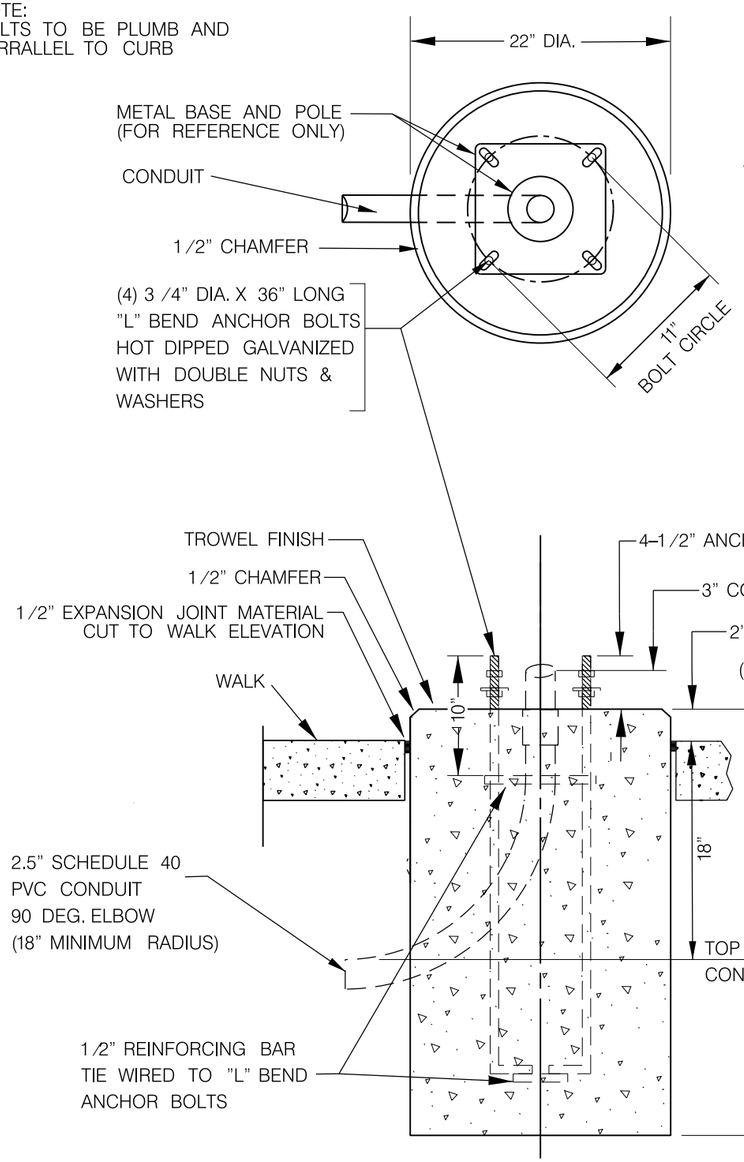
ANY DEVIATIONS FROM DETAIL WILL REQUIRE PERMISSION FROM TRAFFIC SIGNAL FORCES.
CONTACT DISPATCHER AT (414) 286–3687 FOR SHOP SUPERVISOR.

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

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 115 E

FILE NAME : W:\bes\pavings\2018work\e–w Wells St – 6th to Broadway (2204–14–70)\Conduit Plan Details.dgn
PLOT DATE : 23–OCT–2017 08:36
PLOT BY : dkozel
PLOT NAME :
PLOT SCALE : 20.000000:1.000000
WISDOT/CADDS SHEET 42

NOTE:
BOLTS TO BE PLUMB AND PARRALLEL TO CURB



BOLT CIRCLE TOP VIEW

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.29

136 DETAIL
TYPICAL CONCRETE LIGHT BASE TYPE 1

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

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 AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 3 INCHES.

ALL 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 OF CABLE OR WIRE. ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE PLUGGED.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

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 ANCHORS RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THE 1:40 FROM VERTICAL.

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

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

* ANY ANCHOR ROD PROJECTION SHORTER THAN 4" OR LONGER THAN 4- 1/2" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER. CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

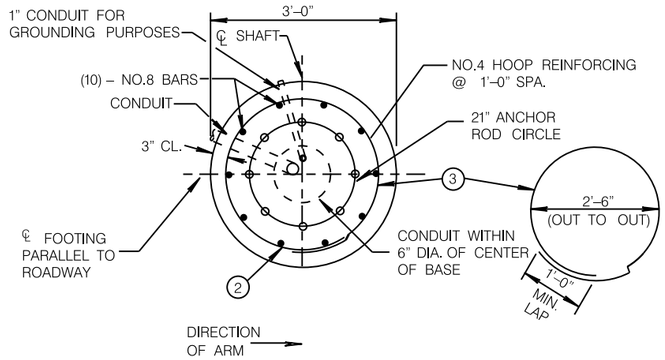
A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

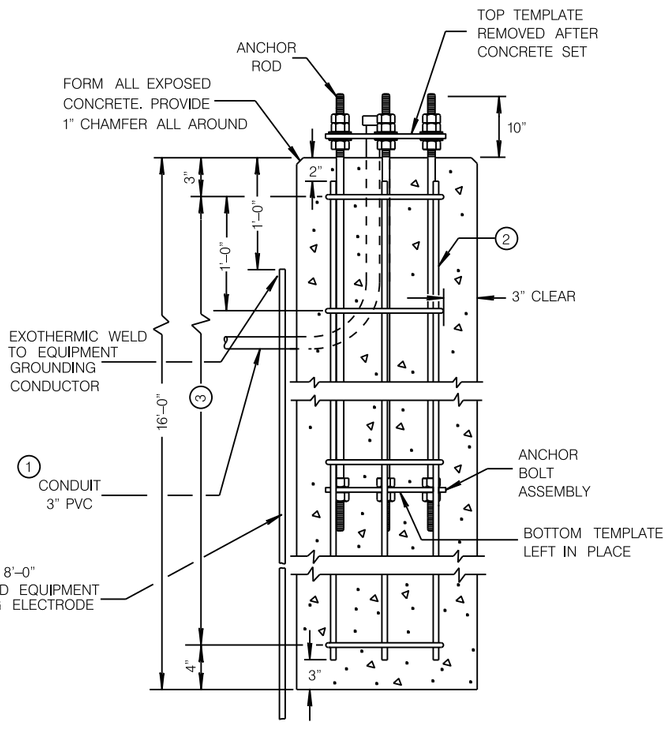
THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

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

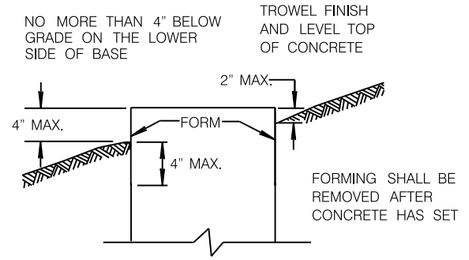
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

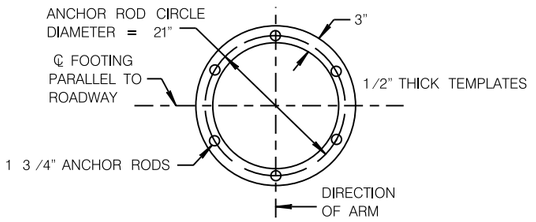




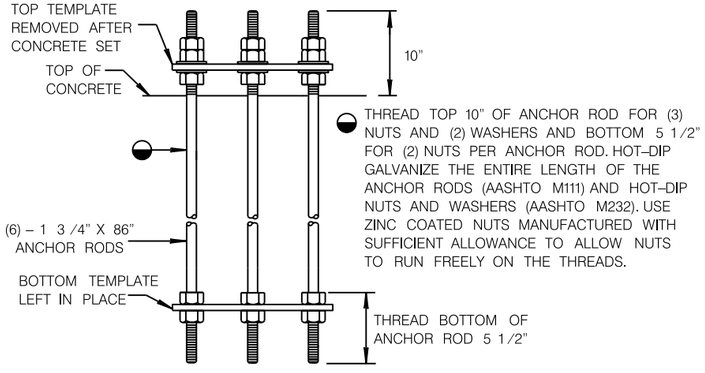
CONCRETE BASE TYPE 10 SPECIAL



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10 SPECIAL

ANCHOR ASSEMBLY

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER–RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (10) NO. 8 X 15'–7" BAR STEEL REINFORCEMENT.

(3) (17) NO. 4 X 9'–0" BAR STEEL REINFORCEMENT @ 1'–0" C–C.

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

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	4.19
LBS. OF HOOP BAR STEEL	103
LBS. OF VERTICAL BAR STEEL	417

PROJECT NO: 2200–14–70

COUNTY: MILWAUKEE

PLOT DATE :

PLOT BY :

PLOT SCALE :

CONCRETE BASE TYPE 10 SPECIAL SHEET

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS

REVISED:	DECEMBER 2014 (DATE)	2013 AASHTO (REVISION)
REVISED:	JULY 2015 (DATE)	2015 DESIGN UPDATE (REVISION)
REVISED:	NOVEMBER 2015 (DATE)	ANCHOR ROD PROJECTION UPDATE (REVISION)

SHEET 10 OF 11

FILE NAME : W:\bes\pavings\2018work\e–w Wells St – 6th to Broadway (2204–14–70)\Conduit Plan Details.dgn

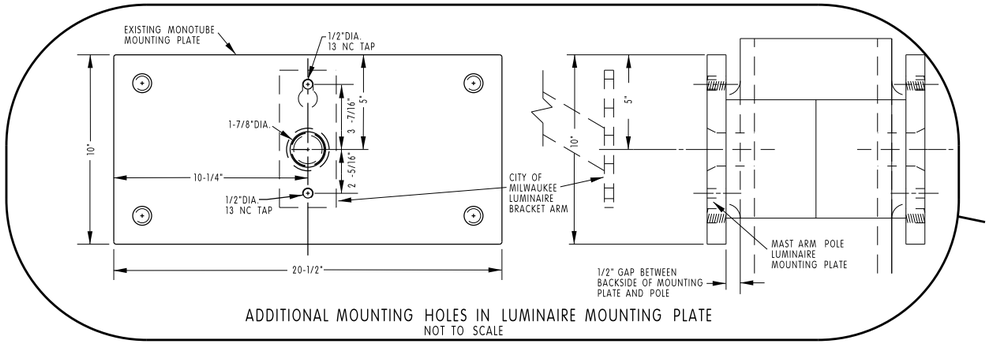
PLOT DATE : 23–OCT–2017 08:36

PLOT BY : dkozel

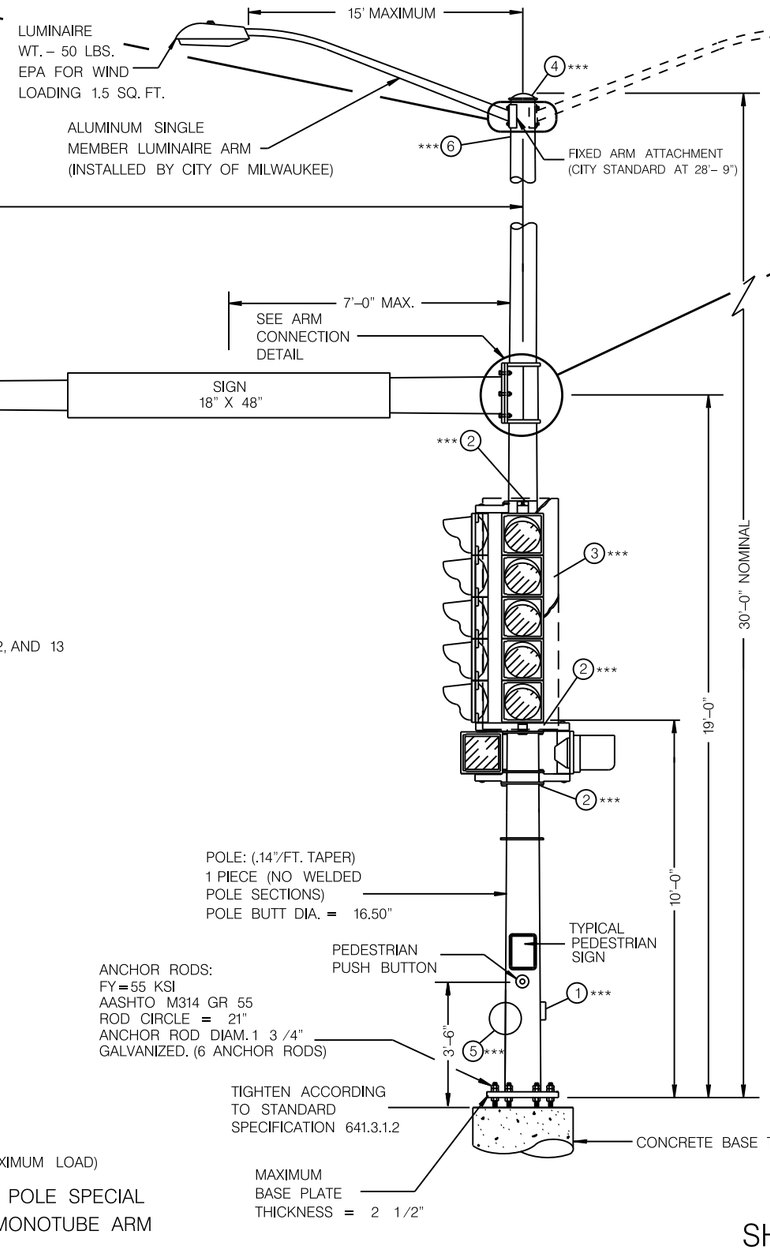
PLOT NAME :

PLOT SCALE : 20.000000:1.000000

WISDOT/CADDS SHEET 42



ADDITIONAL MOUNTING HOLES IN LUMINAIRE MOUNTING PLATE
NOT TO SCALE



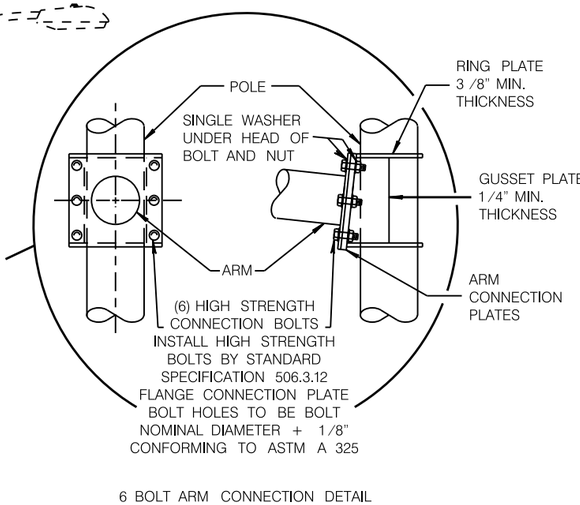
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'–0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

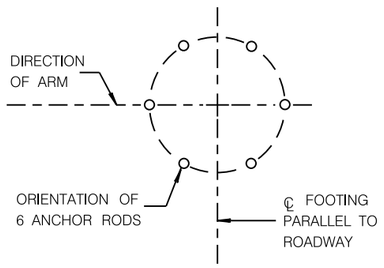
*** REFER TO WISDOT S.D.D. GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12, AND 13 POLES WITH MONOTUBE ARMS.

(MAXIMUM LOAD)

TYPE 13 POLE SPECIAL
35'– 40' MONOTUBE ARM



6 BOLT ARM CONNECTION DETAIL



ANCHOR ROD LOCATION

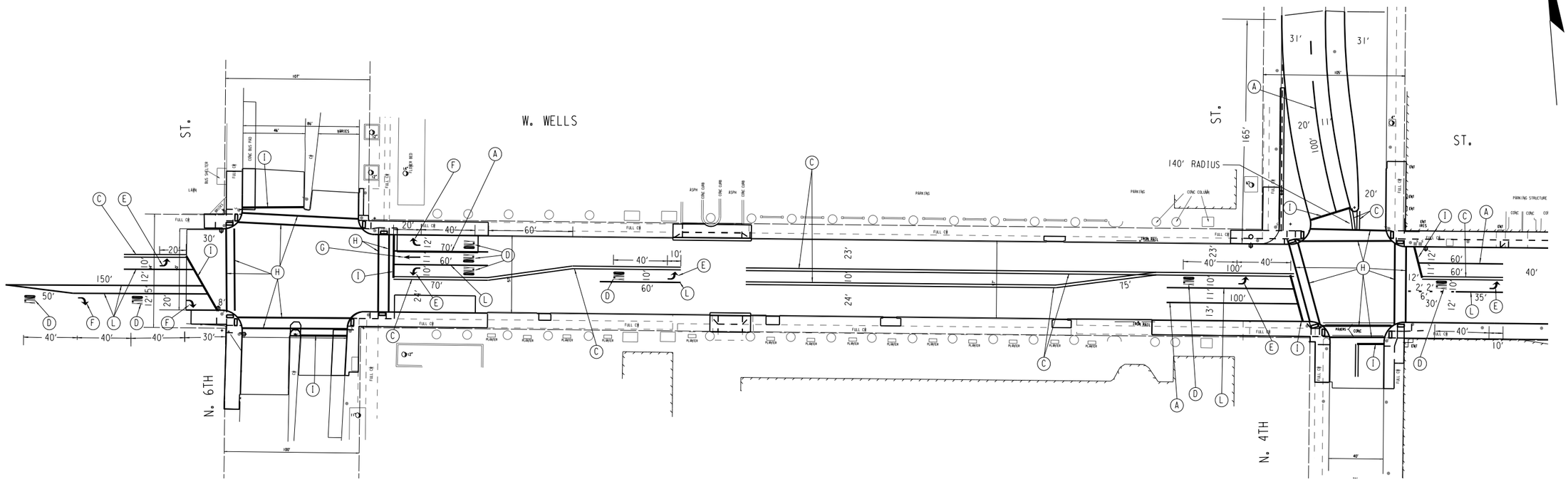
TYPE 13 POLE SPECIAL
35'– 40' MONOTUBE ARM

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS

REVISED: DECEMBER 2014 (DATE) — 2013 AASHTO (REVISION)
REVISED: JULY 2015 (DATE) — 2015 DESIGN UPDATE (REVISION)

SHEET 11 OF 11

PROJECT NO: 2200–14–70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	STREET LIGHTING & TRAFFIC SIGNAL DETAILS	SHEET 118	E



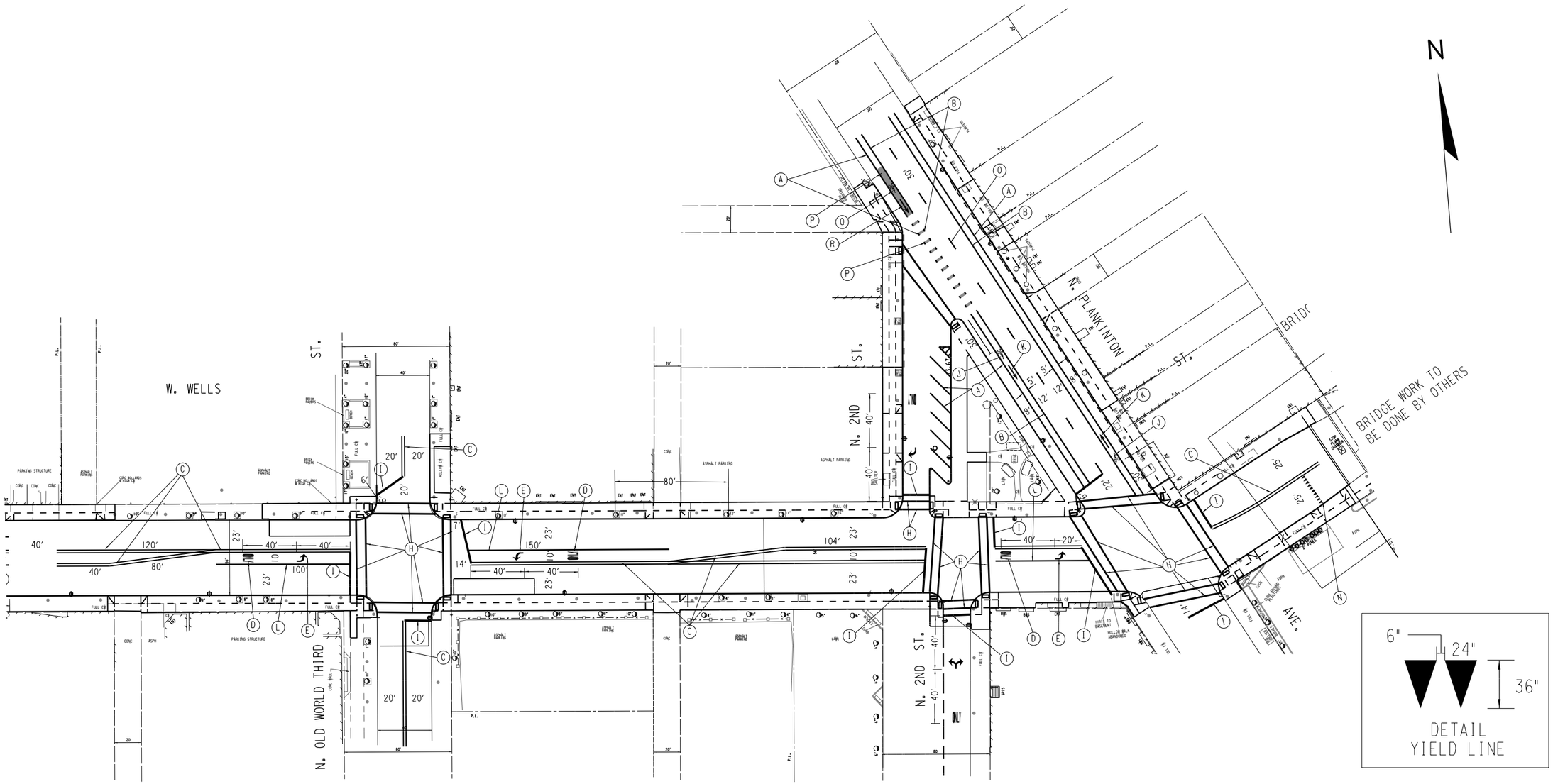
(A) MARKING LINE PREFORMED PLASTIC 4-INCH (WHITE)
(B) MARKING LINE PREFORMED PLASTIC 6-INCH (WHITE)
(C) MARKING LINE PREFORMED PLASTIC 4-INCH (DOUBLE YELLOW)
(D) MARKING WORDS PREFORMED PLASTIC (ONLY)
(E) MARKING ARROWS, PREFORMED PLASTIC (TYPE 2, LEFT)
(F) MARKING ARROWS, PREFORMED PLASTIC (TYPE2, RIGHT)
(G) MARKING ARROWS, PREFORMED PLASTIC (TYPE 2)
(H) MARKING CROSSWALK PREFORMED PLASTIC 12-INCH (WHITE)
(I) MARKING STOPLINE PREFORMED PLASTIC 24-INCH (WHITE)
(J) MARKING BIKE SYMBOLS PREFORMED PLASTIC
(K) MARKING ARROWS PREFORMED PLASTIC
(L) MARKING LINE PREFORMED PLASTIC 8-INCH (WHITE)
(N) MARKING YIELD LINE PREFORMED PLASTIC 36-INCH
(P) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE PANEL
(Q) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE SYMBOL
(R) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE ARROW

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 80'	SHEET NO: 119	E

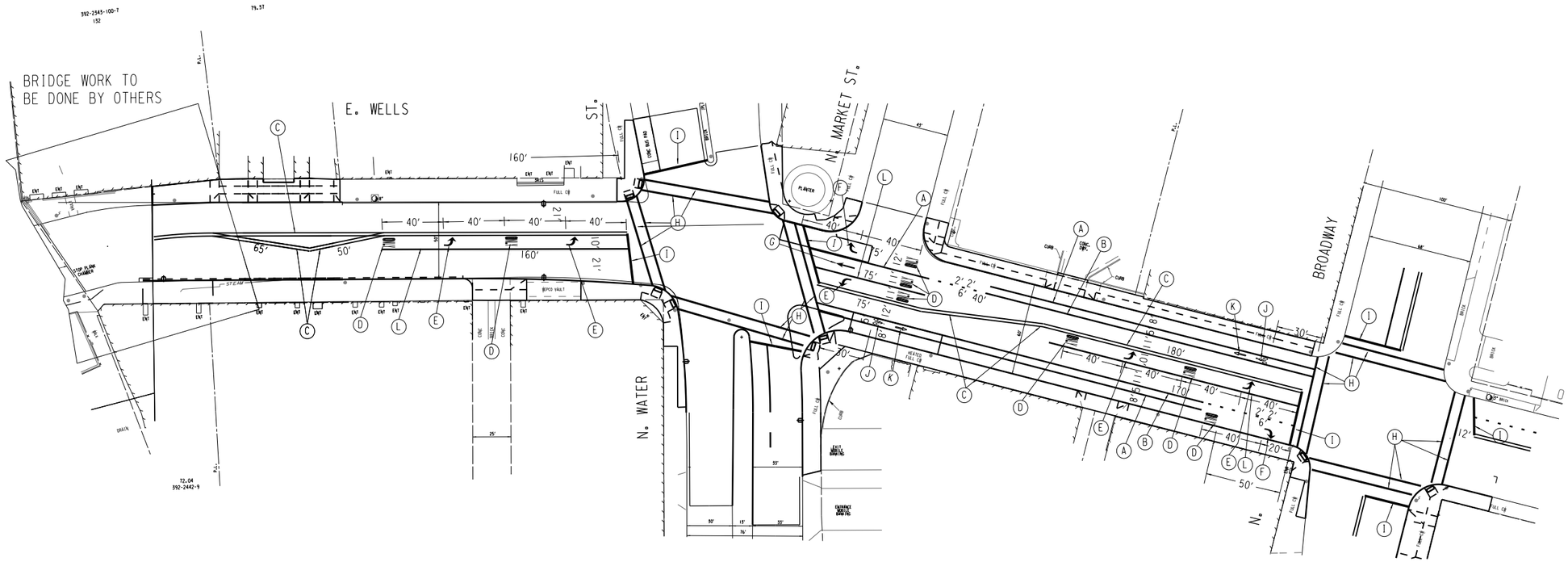
FILENAME: W:\SPR\WELLS_6TH-PROSPECT\PAVEMARK.DGN

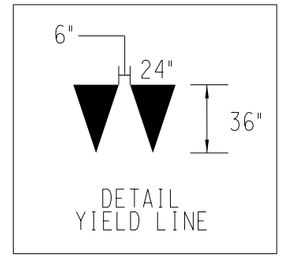
REVISED DATE: 10-16-2017 BY SB

2



- (A) MARKING LINE PREFORMED PLASTIC 4-INCH (WHITE)
- (B) MARKING LINE PREFORMED PLASTIC 6-INCH (WHITE)
- (C) MARKING LINE PREFORMED PLASTIC 4-INCH (DOUBLE YELLOW)
- (D) MARKING WORDS PREFORMED PLASTIC (ONLY)
- (E) MARKING ARROWS, PREFORMED PLASTIC (TYPE 2, LEFT)
- (F) MARKING ARROWS, PREFORMED PLASTIC (TYPE2, RIGHT)
- (G) MARKING ARROWS, PREFORMED PLASTIC (TYPE 2)
- (H) MARKING CROSSWALK PREFORMED PLASTIC 12-INCH (WHITE)
- (I) MARKING STOPLINE PREFORMED PLASTIC 24-INCH (WHITE)
- (J) MARKING BIKE SYMBOLS PREFORMED PLASTIC
- (K) MARKING ARROWS PREFORMED PLASTIC
- (L) MARKING LINE PREFORMED PLASTIC 8-INCH (WHITE)
- (N) MARKING YIELD LINE PREFORMED PLASTIC 36-INCH
- (P) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE PANEL
- (Q) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE SYMBOL
- (R) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE ARROW





- (A) MARKING LINE PREFORMED PLASTIC 4-INCH (WHITE)
- (B) MARKING LINE PREFORMED PLASTIC 6-INCH (WHITE)
- (C) MARKING LINE PREFORMED PLASTIC 4-INCH (DOUBLE YELLOW)
- (D) MARKING WORDS PREFORMED PLASTIC (ONLY)
- (E) MARKING ARROWS, PREFORMED PLASTIC (TYPE 2, LEFT)
- (F) MARKING ARROWS, PREFORMED PLASTIC (TYPE2, RIGHT)
- (G) MARKING ARROWS, PREFORMED PLASTIC (TYPE 2)
- (H) MARKING CROSSWALK PREFORMED PLASTIC 12-INCH (WHITE)
- (I) MARKING STOPLINE PREFORMED PLASTIC 24-INCH (WHITE)
- (J) MARKING BIKE SYMBOLS PREFORMED PLASTIC
- (K) MARKING ARROWS PREFORMED PLASTIC
- (L) MARKING LINE PREFORMED PLASTIC 8-INCH (WHITE)
- (N) MARKING YIELD LINE PREFORMED PLASTIC 36-INCH
- (P) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE PANEL
- (Q) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE SYMBOL
- (R) SKID/SLIP RESISTANT GREEN PERFORMED THERMOPLASTIC INTEGRATED BIKE LANE ARROW

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PAVEMENT MARKING	SCALE FEET 0' 80'	SHEET NO: 121	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\PAVEMARK.DGN

REVISED DATE: 10-16-2017 BY SB

NOTE:
WESTBOUND 18 FOLLOWS
WISCONSIN AVE.

N

N. 6TH ST.

N. 4TH ST.

N. OLD WORLD THIRD ST.

N. PLANKINTON AVE.

N. 2ND ST.

N. WATER ST.

N. MARKET ST.

N. BROADWAY

N. FRONT ST.

USH 18

REMOVE
EAST 18
1
EAST M3-2
18 M1-4
J4-1(2S)

REMOVE
TO INTERSTATE 43 / INTERSTATE 94
2
TO MB4-5
INTERSTATE 43 M1-1
INTERSTATE 94 M1-1
MB5-1R
JV32-1(2S)
ON LIGHT POLE

REMOVE
TO INTERSTATE 43 / INTERSTATE 94
3
TO MB4-5
INTERSTATE 43 M1-1
INTERSTATE 94 M1-1
MB6-1
JV33-1(2S)
ON SIGNAL POLE

REMOVE
EAST 18
4
EAST M3-2
18 M1-4
J4-1(2S)
ON SIGNAL POLE

REMOVE
TO EAST INTERSTATE 94
5
TO MB4-5
EAST MB3-2
INTERSTATE 94 M1-1
MB5-1R
JV32-1(2S)
ON LIGHT POLE

REMOVE
TO EAST INTERSTATE 794
8
TO MB4-5
EAST MB3-2
INTERSTATE 794 M1-1A
MB6-1
JV33-1(2S)
FACING WEST - LIGHT POLE

REMOVE
EAST 18
NORTH 32 | SOUTH 32
6
EAST M3-2
18 M1-4
M3-1 NORTH SOUTH M3-3
M1-6B 32 32 M1-6B
M6-1 M5-1R
J2-2(2S)
MOUNT IN FRONT
OF LIGHT POLE

REMOVE
EAST 18
NORTH 32 | SOUTH 32
7
EAST M3-2
18 M1-4
M3-1 NORTH SOUTH M3-3
M1-6B 32 32 M1-6B
M6-1 M6-1
J3-2(2S)
MOUNT IN FRONT
OF LIGHT POLE

PROJECT NO: 2200-14-70	HWY: USH 18	COUNTY: MILWAUKEE	PERMANENT SIGNING - ROUTE MARKERS	SHEET 122	E

FILE NAME : J:\projects\d2_22001418\Sign\023201_PS.dgn PLOT DATE : 11-SEP-2017 07:37 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

2

PEDESTRIAN TRAFFIC CONTROL NOTES

GENERAL

ALL PEDESTRIAN TRAFFIC CONTROL MUST BE PLACED PRIOR TO THE START OF ANY SIDEWALK WORK FOR EACH STAGE.

ANY MID-BLOCK SIDEWALK REMOVALS MUST HAVE TEMPORARY ACCOMMODATIONS PLACED IMMEDIATELY UPON REMOVAL. SEE SDD.FOR TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

TEMPORARY OR PERMANENT ACCOMMODATIONS MUST BE PLACED AT ANY AREA OF SIDEWALK REMOVALS BEFORE ANOTHER AREA OF REMOVALS MAY BEGIN.

PEDESTRIAN ACCOMMODATIONS MUST BE PROVIDED TO ALL RESIDENCES AND BUSINESSES USING EXISTING, NEWLY CONSTRUCTED OR TEMPORARY ACCOMMODATIONS DURING ALL STAGES OF CONSTRUCTION,

STAGE 1 WILL INCLUDE THE REMOVAL OF EXISTING CROSSWALK RAMPS AND THE CONSTRUCTION OF PROPOSED CROSSWALK RAMPS. ONLY 1 RAMP CAN BE DONE AT A TIME
SEE THE PEDESTRIAN RAMP DETAILS FOR ADDITIONAL INFORMATION.

SIDEWALKS TO BE DONE ONE SIDE AT A TIME AFTER STAGE 1 IS COMPLETED. STAGE 2 CANNOT BEGIN UNTIL ALL SIDEWALKS ARE COMPLETED

NORTHEAST CORNER OF W. WELLS ST. & N. 6TH ST.
SOUTHEAST CORNER OF W. WELLS ST. & N. 6TH ST.
NORTHWEST CORNER OF W. WELLS ST. & N. 6TH ST.
SOUTHWEST CORNER OF W. WELLS ST. & N. 6TH ST.

NORTHEAST CORNER OF W. WELLS ST. & N. 4TH ST.
SOUTHEAST CORNER OF W. WELLS ST. & N. 4TH ST.
NORTHWEST CORNER OF W. WELLS ST. & N. 4TH ST.
SOUTHWEST CORNER OF W. WELLS ST. & N. 4TH ST.

NORTHEAST CORNER OF W. WELLS ST. & N. OLD WORLD 3RD ST.
SOUTHEAST CORNER OF W. WELLS ST. & N. OLD WORLD 3RD ST.
NORTHWEST CORNER OF W. WELLS ST. & N. OLD WORLD 3RD ST.
SOUTHWEST CORNER OF W. WELLS ST. & N. OLD WORLD 3RD ST.

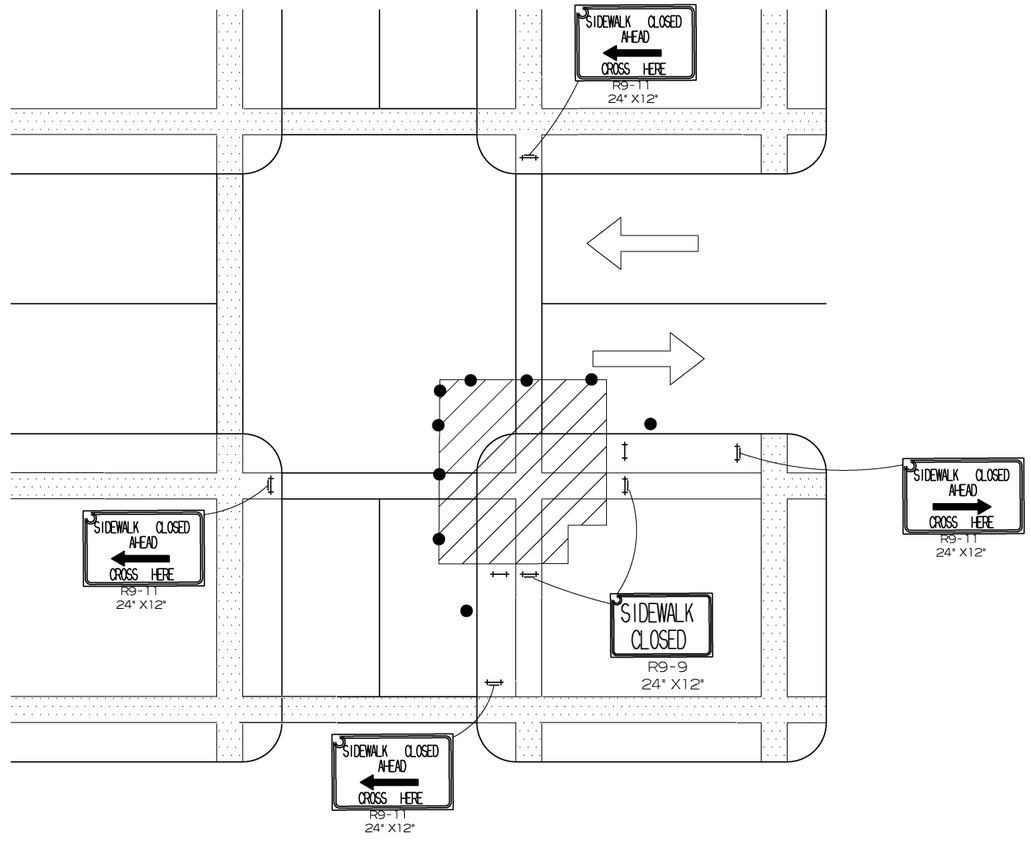
NORTHEAST CORNER OF W. WELLS ST. & N. 2ND ST.
SOUTHEAST CORNER OF W. WELLS ST. & N. 2ND ST.
NORTHWEST CORNER OF W. WELLS ST. & N. 2ND ST.
SOUTHWEST CORNER OF W. WELLS ST. & N. 2ND ST.

NORTHEAST CORNER OF W. WELLS ST. & N. PLANKINTON AVE.
SOUTHEAST CORNER OF W. WELLS ST. & N. PLANKINTON AVE.
NORTHWEST CORNER OF W. WELLS ST. & N. PLANKINTON AVE.
SOUTHWEST CORNER OF W. WELLS ST. & N. PLANKINTON AVE.

NORTHEAST CORNER OF W. WELLS ST. & N. WATER ST.
SOUTHEAST CORNER OF W. WELLS ST. & N. WATER ST.
NORTHWEST CORNER OF W. WELLS ST. & N. WATER ST.
SOUTHWEST CORNER OF W. WELLS ST. & N. WATER ST.

NORTHEAST CORNER OF W. WELLS ST. & N. BROADWAY
SOUTHEAST CORNER OF W. WELLS ST. & N. BROADWAY
NORTHWEST CORNER OF W. WELLS ST. & N. BROADWAY
SOUTHWEST CORNER OF W. WELLS ST. & N. BROADWAY

EAST/WEST WELLS ST INTERSECTION DETAIL



WORK AREA

UNDER PEDESTRIAN TRAFFIC

TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)

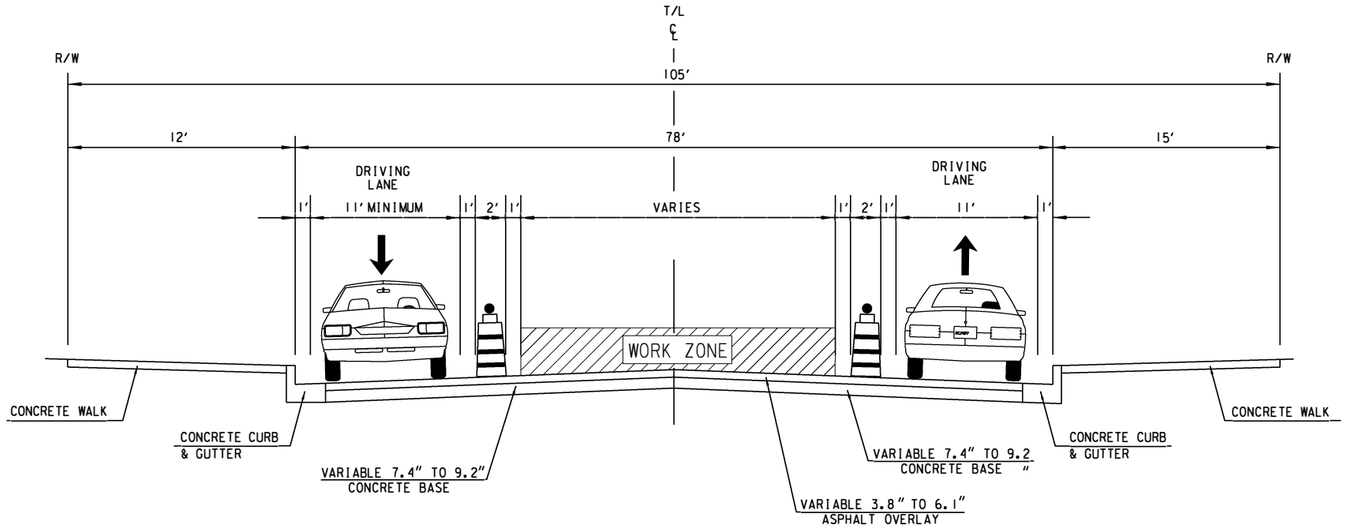
DIRECTION OF TRAFFIC

TRAFFIC CONTROL DRUM

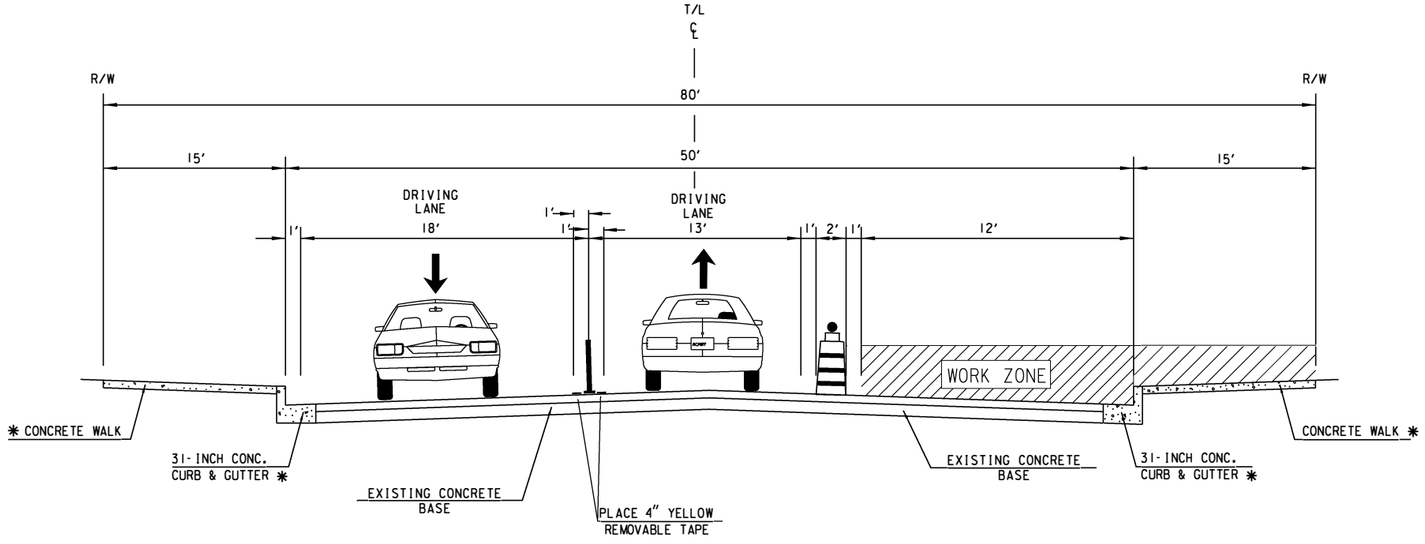
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL GENERAL NOTES	SCALE FEET	SHEET NO: 123	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 07-03-2017 BY SDB



TYPICAL SECTION
PRE STAGE 1 (N 4TH ST - W KILBOURN AVE TO W WELLS ST)
WEST WELLS STREET
NORTH 6TH STREET TO NORTH BROADWAY



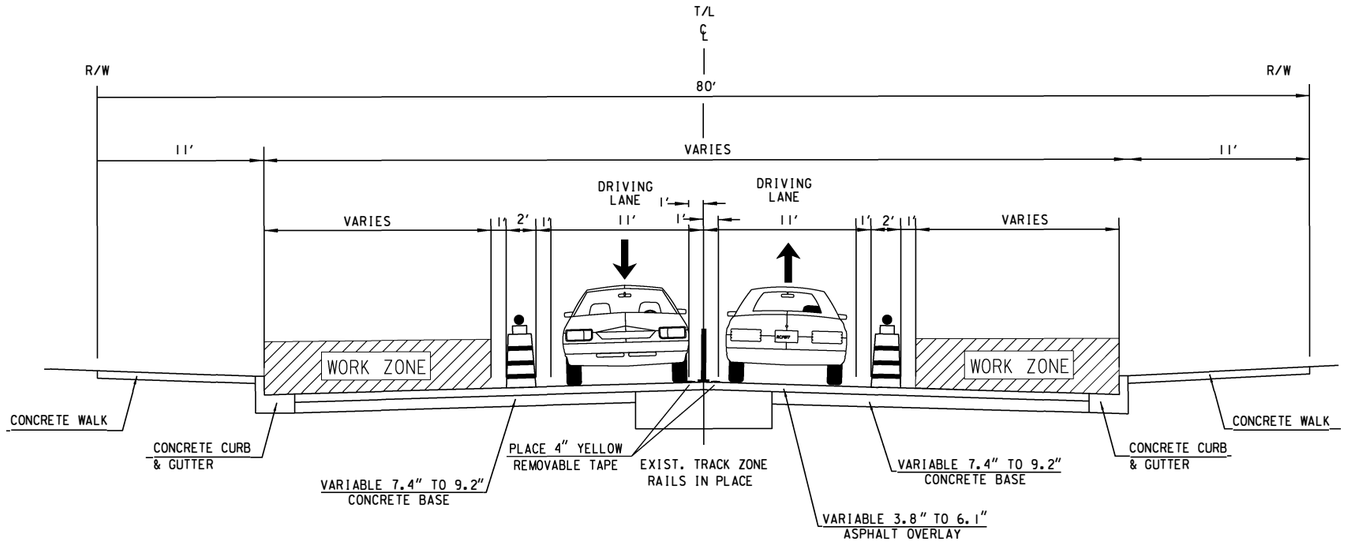
TYPICAL SECTION
PRE STAGE 1 (N PLANKINTON AVE/N 2ND ST - W KILBOURN AVE TO W WELLS ST)
WEST WELLS STREET
NORTH 6TH STREET TO NORTH BROADWAY

* AT LOCATIONS AS SHOWN ON PLANS

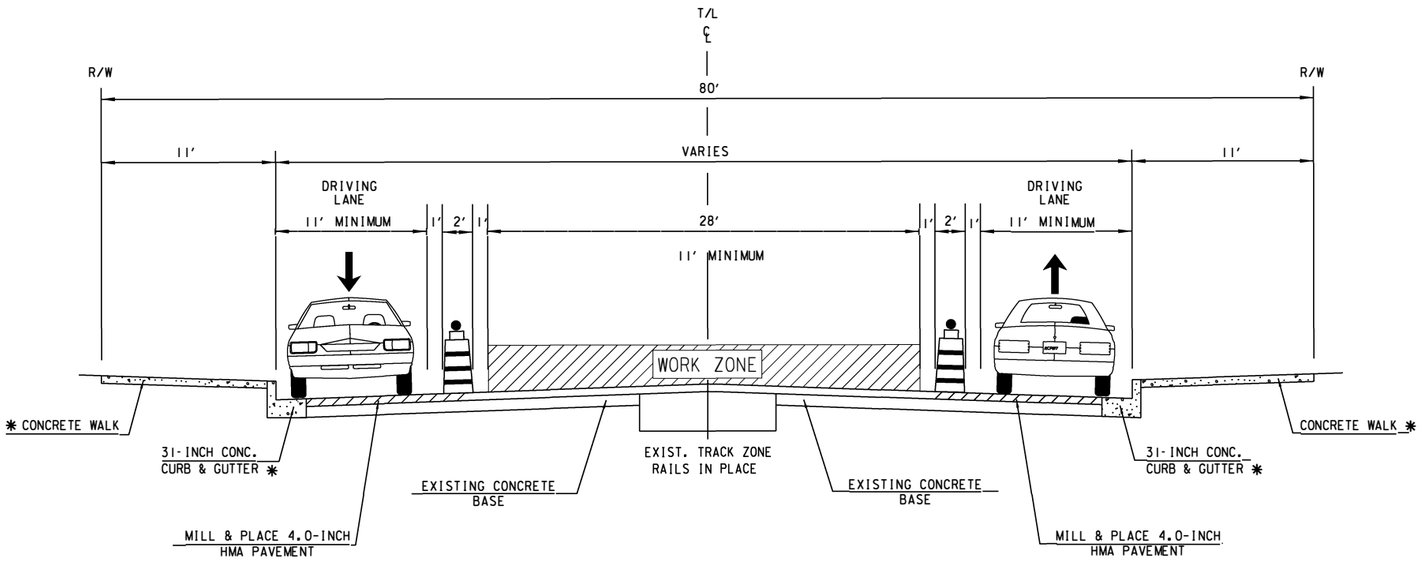
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICAL SECTIONS	SCALE FEET	SHEET NO: 124 E

FILE NAME: W:\BTE\TRAFFIC\WELLS\TYPICALSECTRAFFIC.DGN

REVISED DATE: 07-05-2017 BY ML



TYPICAL SECTION
STAGE 1
WEST WELLS STREET
NORTH 6TH STREET TO NORTH BROADWAY



TYPICAL SECTION
STAGE 2
WEST WELLS STREET
NORTH 6TH STREET TO NORTH BROADWAY

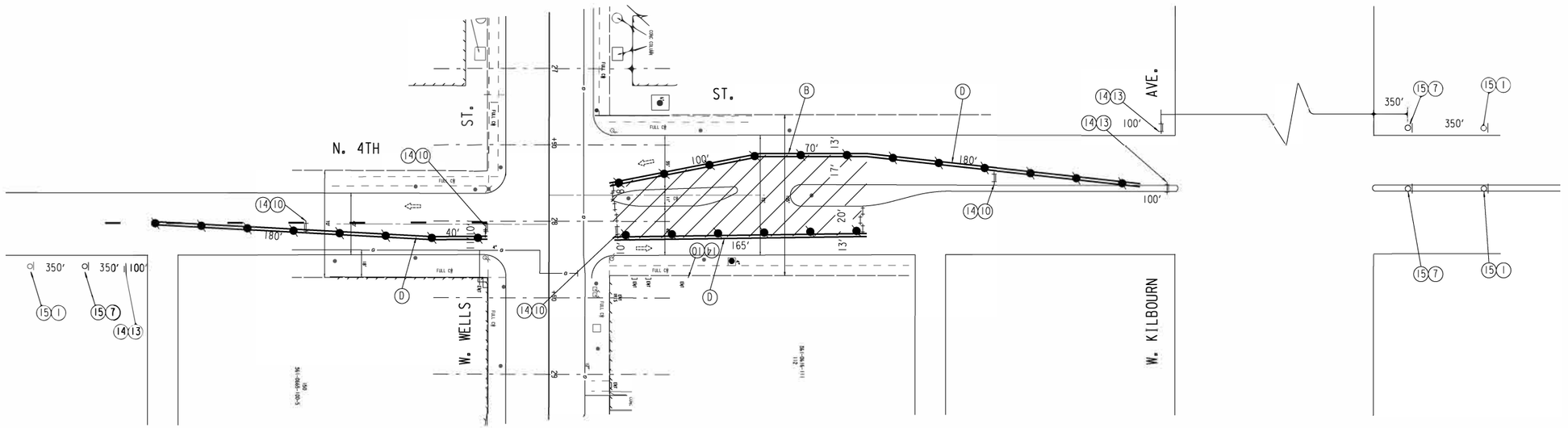
✱ AT LOCATIONS AS SHOWN ON PLANS

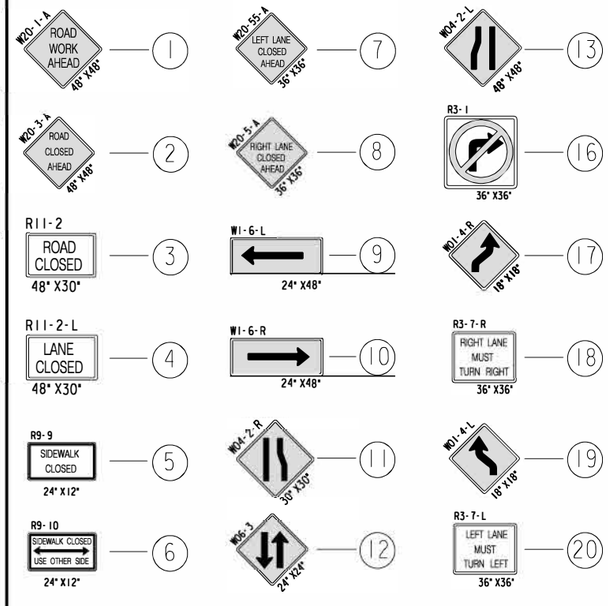
STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL TYPICAL SECTIONS	SCALE FEET	SHEET NO: 125 E

FILE NAME = W:\BTE\TRAFFIC\WELLS\TYPICALSECTRAFFIC.DGN

REVISED DATE: 09-25-2017 BY BB

PRE STAGE I





(A) TPM, MARKING LINE PAINT, 4-INCH (WHITE)
(B) TPM, MARKING LINE PAINT, 4-INCH(DOUBLE YELLOW)
(C) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(WHITE)
(D) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(DOUBLE YELLOW)
(E) TPM, MARKING STOP LINE REMOVABLE TAPE, 24-INCH(WHITE)

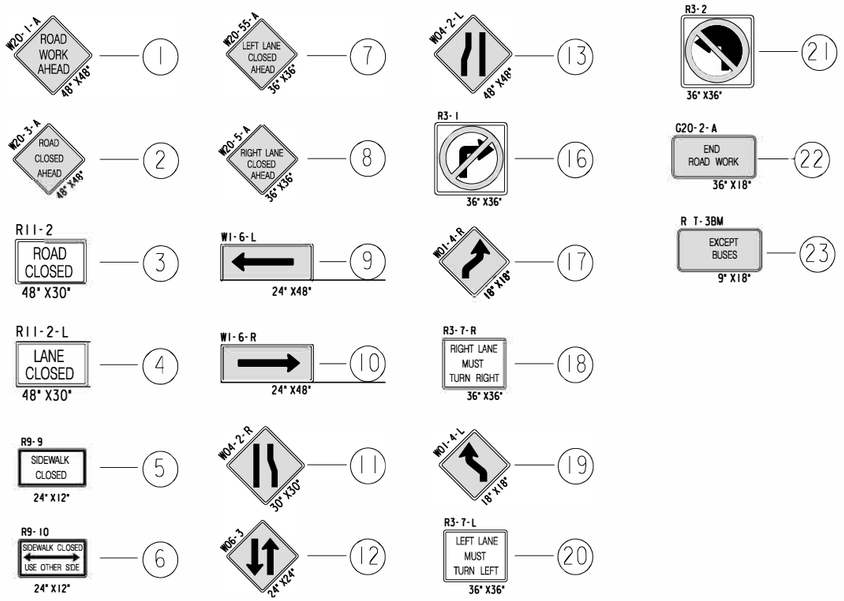
NOTE: ALL SIGNING SHALL BE THE CONTRACTORS RESPONSIBILITY.
ALL SIGNS SHALL BE BANDED TO EXISTING UTILITY POLES UNLESS OTHERWISE NOTED.
CONTRACTOR RESPONSIBLE FOR COVERING ALL CONFLICTING PAVEMENT MARKINGS.
CONTRACTOR RESPONSIBLE FOR COVERING ALL SIGNS THAT ARE IN CONFLICT WITH TEMPORARY TRAFFIC CONTROL SIGNS.
SIDEWALK TO BE DONE I SIDE AT A TIME AFTER STAGE I IS COMPLETED.
INTERSECTION TO HAVE TRAFFIC CONTROL SET UP AS SHOWN IN EAST/WEST WELLS ST INTERSECTION DETAIL.
TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS

SHEET 1 OF 5

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 80'	SHEET NO: 126	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 10-10-2017 BY DLF



TYPE I BARRICADES ⫫ — (14)

DRUMS W/LIGHTS 30' SPACING — (13)

TYPE III BARRICADES — (14)

TYPE III BARRICADES W/ SIGN — (14)+(X)

SIGNS BANDED TO TRAFFIC CONTROL DEVICE OR POLE — (15)+(X)

SIGNS BANDED TO UTILITY POLE

WORK AREA

WORK AREA DONE UNDER TRAFFIC

DIRECTION OF TRAFFIC

TUBULAR MARKERS 25' SPACING

CONCRETE BARRIERS

(A) TPM, MARKING LINE PAINT, 4-INCH (WHITE)

(B) TPM, MARKING LINE PAINT, 4-INCH(DOUBLE YELLOW)

(C) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(WHITE)

(D) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(DOUBLE YELLOW)

(E) TPM, MARKING STOP LINE REMOVABLE TAPE, 24-INCH(WHITE)

NOTE:

ALL SIGNING SHALL BE THE CONTRACTORS RESPONSIBILITY.

ALL SIGNS SHALL BE BANDED TO EXISTING UTILITY POLES UNLESS OTHERWISE NOTED.

CONTRACTOR RESPONSIBLE FOR COVERING ALL CONFLICTING PAVEMENT MARKINGS.

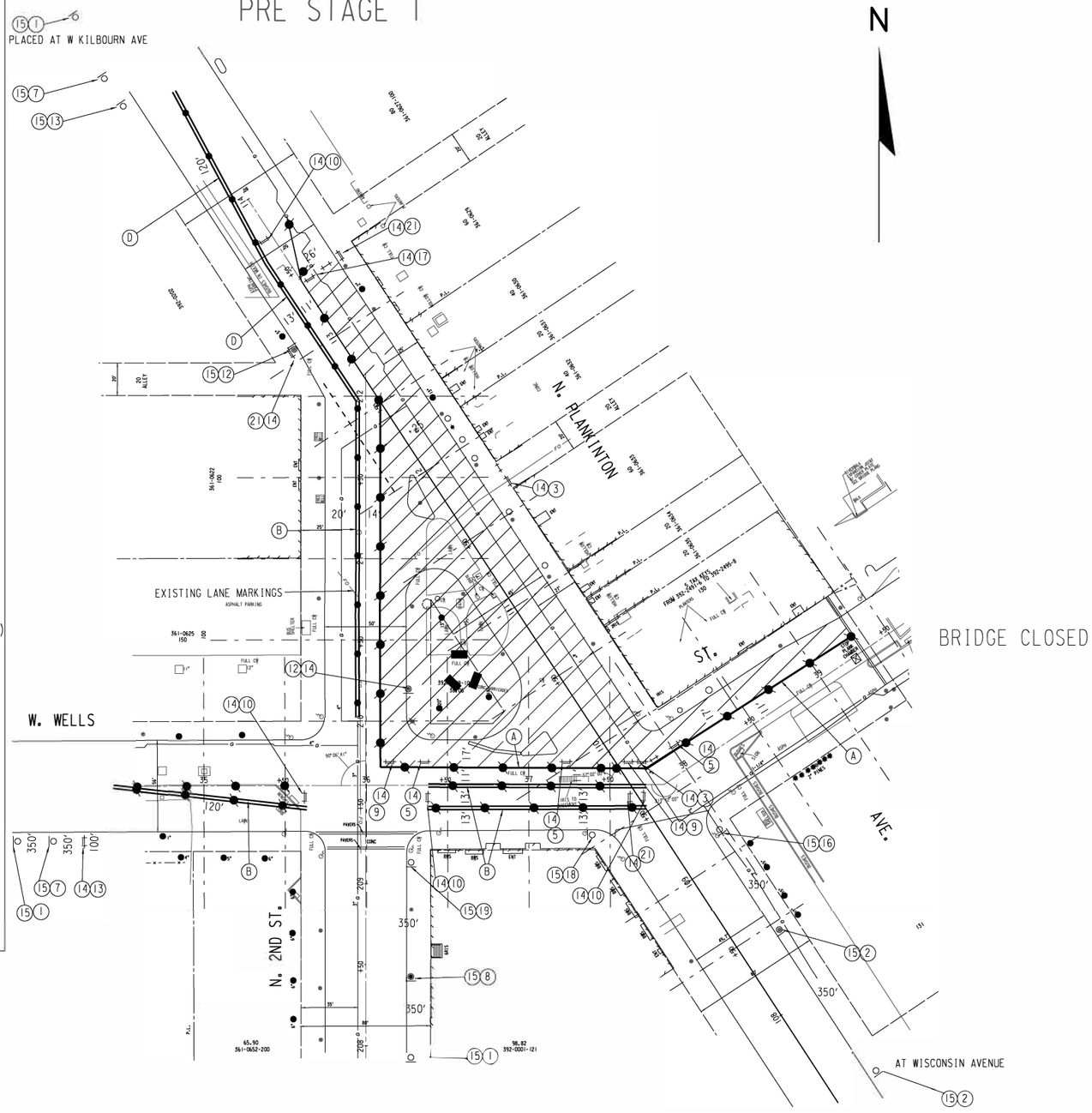
CONTRACTOR RESPONSIBLE FOR COVERING ALL SIGNS THAT ARE IN CONFLICT WITH TEMPORARY TRAFFIC CONTROL SIGNS.

SIDEWALK TO BE DONE 1 SIDE AT A TIME AFTER STAGE I IS COMPLETED.

INTERSECTION TO HAVE TRAFFIC CONTROL SET UP AS SHOWN IN EAST/WEST WELLS ST INTERSECTION DETAIL.

TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS

PRE STAGE I



SHEET 2 OF 5

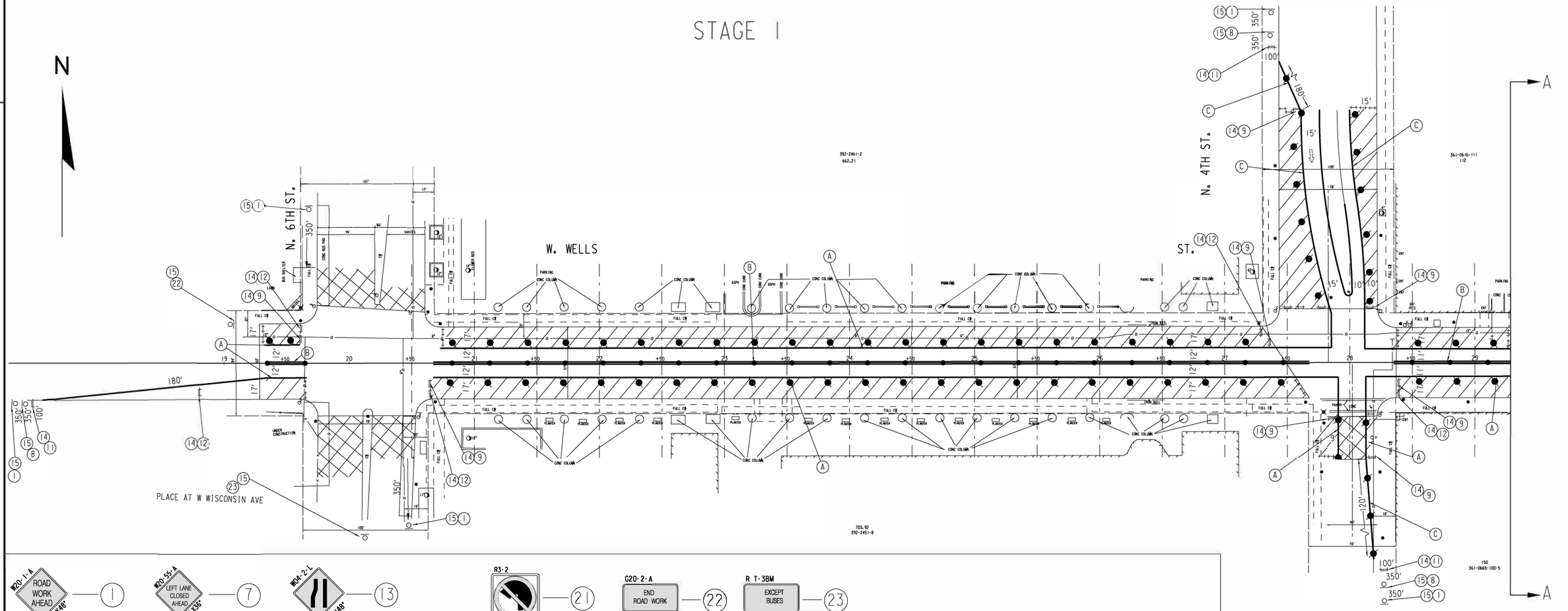
STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 80'	SHEET NO: 127	E

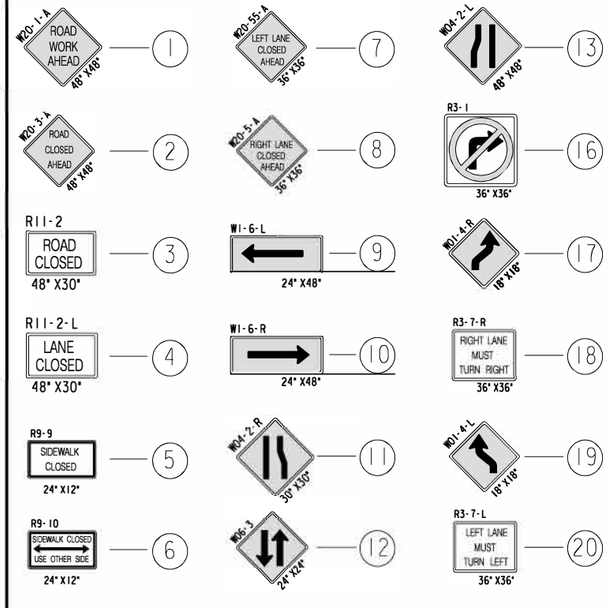
FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 10-10-2017 BY DLF

2

STAGE I





TYPE I BARRICADES — 14

DRUMS W/LIGHTS 30' SPACING — 13

TYPE III BARRICADES — 14

TYPE III BARRICADES W/ SIGN — 14 + X

SIGNS BANDED TO TRAFFIC CONTROL DEVICE OR POLE — 15 + X

SIGNS BANDED TO UTILITY POLE

WORK AREA

WORK AREA DONE UNDER TRAFFIC

DIRECTION OF TRAFFIC

TUBULAR MARKERS 25' SPACING

CONCRETE BARRIERS

(A) TPM, MARKING LINE PAINT, 4-INCH (WHITE)

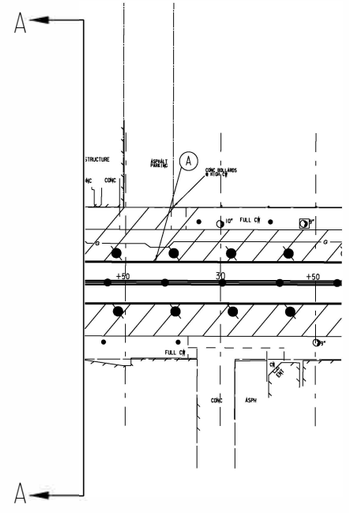
(B) TPM, MARKING LINE PAINT, 4-INCH(DOUBLE YELLOW)

(C) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(WHITE)

(D) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(DOUBLE YELLOW)

(E) TPM, MARKING STOP LINE REMOVABLE TAPE, 24-INCH(WHITE)

NOTE: ALL SIGNING SHALL BE THE CONTRACTORS RESPONSIBILITY.
ALL SIGNS SHALL BE BANDED TO EXISTING UTILITY POLES UNLESS OTHERWISE NOTED.
CONTRACTOR RESPONSIBLE FOR COVERING ALL CONFLICTING PAVEMENT MARKINGS.
CONTRACTOR RESPONSIBLE FOR COVERING ALL SIGNS THAT ARE IN CONFLICT WITH TEMPORARY TRAFFIC CONTROL SIGNS.
SIDEWALK TO BE DONE 1 SIDE AT A TIME AFTER STAGE I IS COMPLETED.
INTERSECTION TO HAVE TRAFFIC CONTROL SET UP AS SHOWN IN EAST/WEST WELLS ST INTERSECTION DETAIL.
TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS



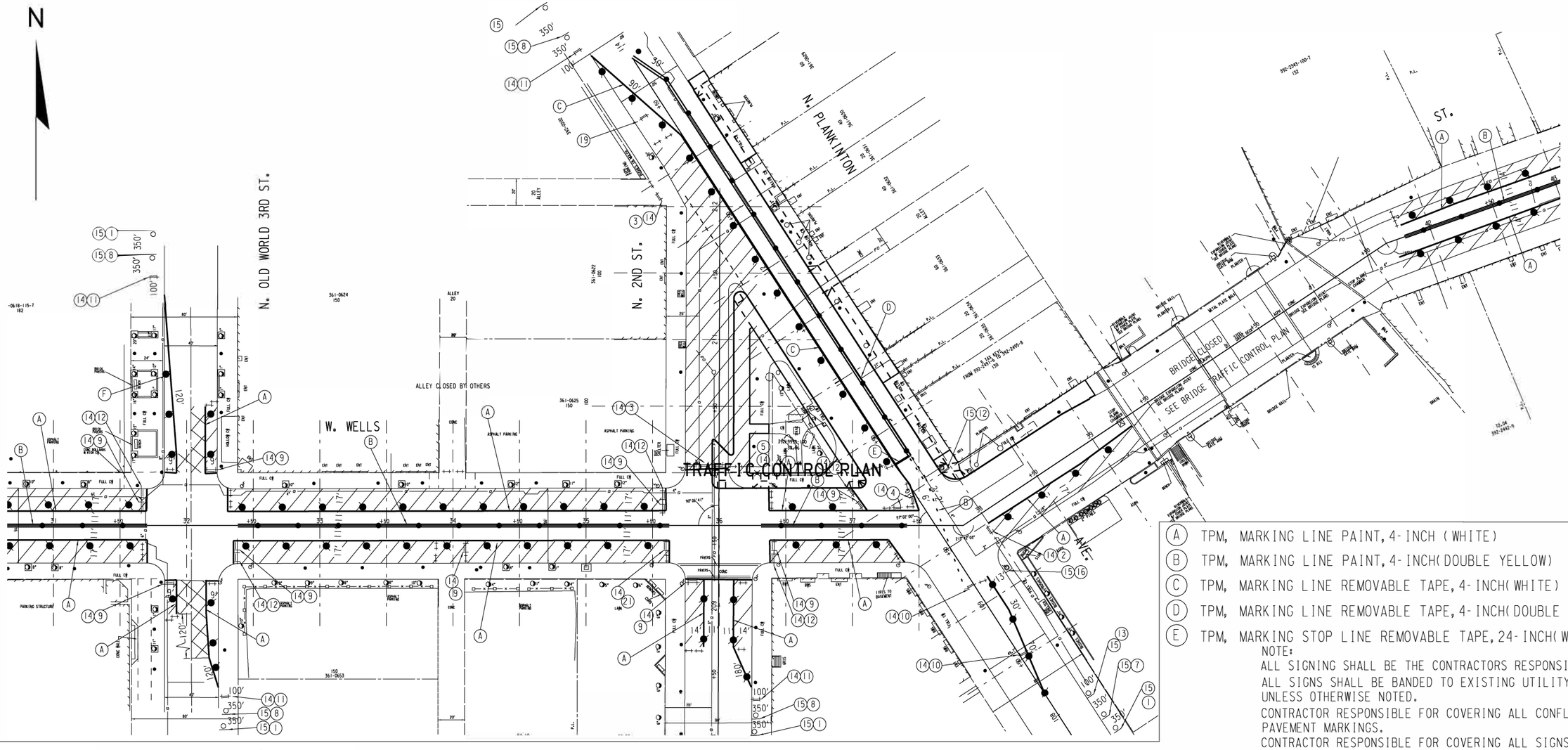
SHEET 3 OF 5

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 80'	SHEET NO: 128	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 10-10-2017 BY DLF

STAGE I



(A) TPM, MARKING LINE PAINT, 4-INCH (WHITE)

(B) TPM, MARKING LINE PAINT, 4-INCH(DOUBLE YELLOW)

(C) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(WHITE)

(D) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(DOUBLE YELLOW)

(E) TPM, MARKING STOP LINE REMOVABLE TAPE, 24-INCH(WHITE)

NOTE:

ALL SIGNING SHALL BE THE CONTRACTORS RESPONSIBILITY.

ALL SIGNS SHALL BE BANDED TO EXISTING UTILITY POLES UNLESS OTHERWISE NOTED.

CONTRACTOR RESPONSIBLE FOR COVERING ALL CONFLICTING PAVEMENT MARKINGS.

CONTRACTOR RESPONSIBLE FOR COVERING ALL SIGNS THAT ARE IN CONFLICT WITH TEMPORARY TRAFFIC CONTROL SIGNS.

SIDEWALK TO BE DONE 1 SIDE AT A TIME AFTER STAGE I IS COMPLETED.

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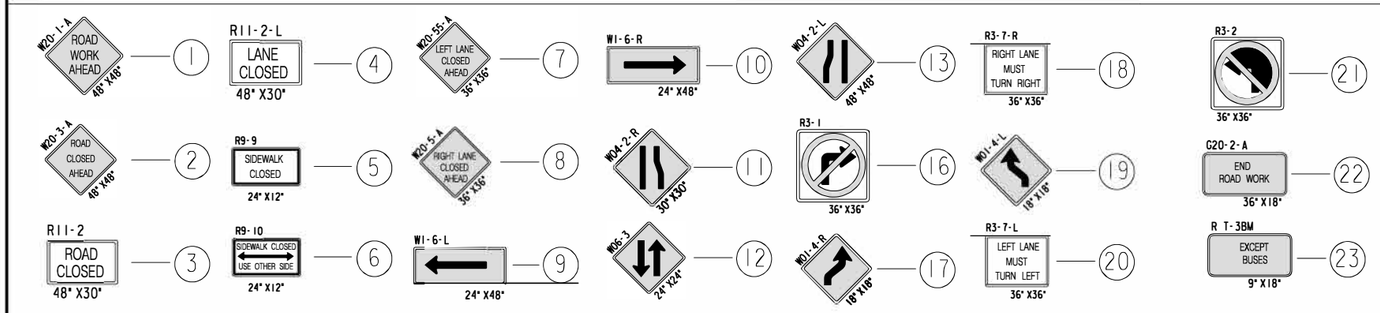
TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS



TYPE I BARRICADES — (14)

DRUMS W/LIGHTS 30' SPACING — (13)

TYPE III BARRICADES — (14)

TYPE III BARRICADES W/ SIGN — (14)+(X)

SIGNS BANDED TO TRAFFIC CONTROL DEVICE OR POLE — (15)+(X)

SIGNS BANDED TO UTILITY POLE

WORK AREA

WORK AREA DONE UNDER TRAFFIC

DIRECTION OF TRAFFIC

TUBULAR MARKERS 25' SPACING

CONCRETE BARRIERS

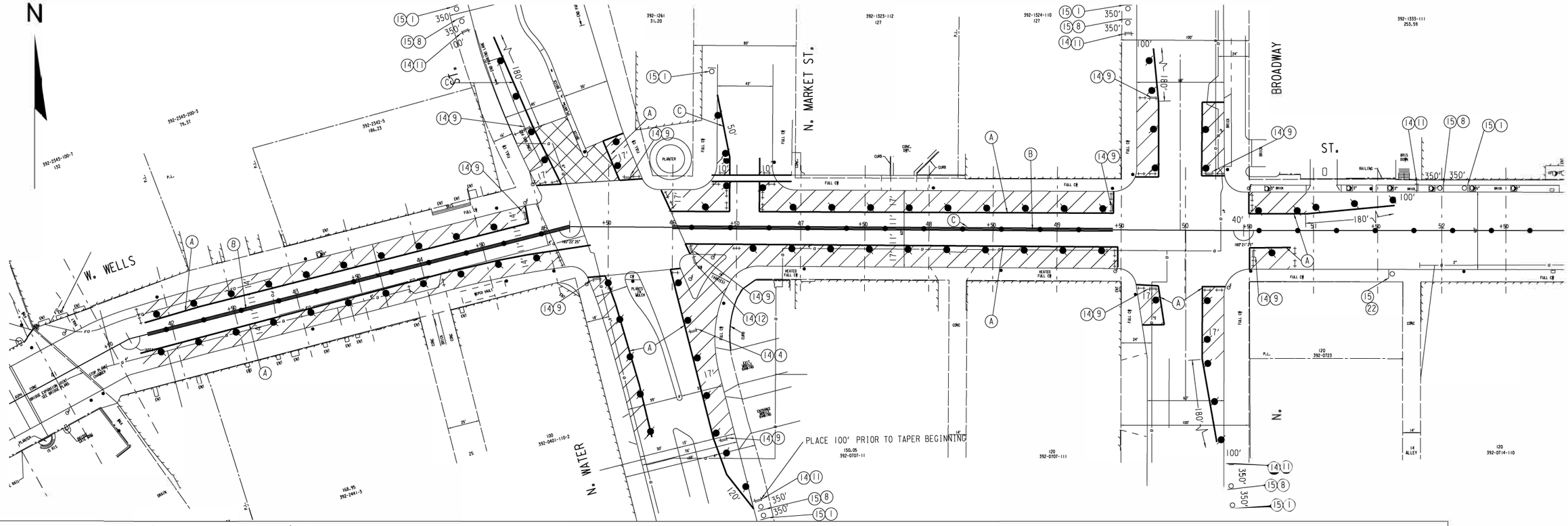
SHEET 4 OF 5

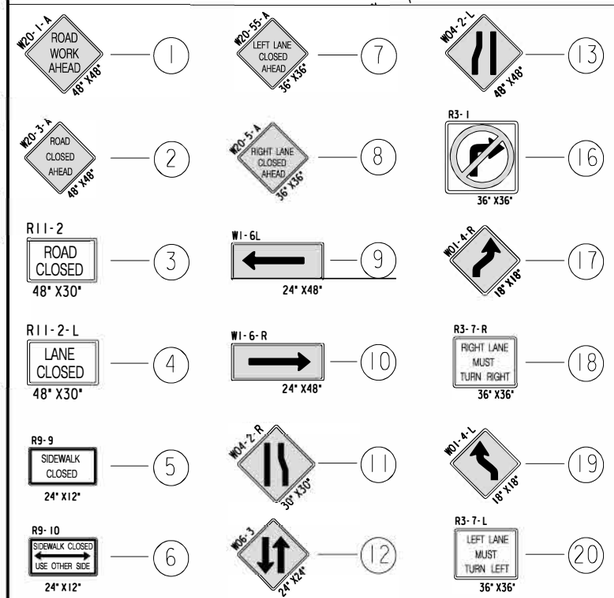
STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 80'	SHEET NO: 129 E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 10-10-2017 BY DLF

STAGE I





TYPE I BARRICADES — 14

DRUMS W/LIGHTS 30' SPACING — 13

TYPE III BARRICADES — 14

TYPE III BARRICADES W/ SIGN — 14 + X

SIGNS BANDED TO TRAFFIC CONTROL DEVICE OR POLE — 15 + X

SIGNS BANDED TO UTILITY POLE

WORK AREA

WORK AREA DONE UNDER TRAFFIC

DIRECTION OF TRAFFIC

TUBULAR MARKERS 25' SPACING

CONCRETE BARRIERS

(A) TPM, MARKING LINE PAINT, 4-INCH (WHITE)

(B) TPM, MARKING LINE PAINT, 4-INCH(DOUBLE YELLOW)

(C) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(WHITE)

(D) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(DOUBLE YELLOW)

(E) TPM, MARKING STOP LINE REMOVABLE TAPE, 24-INCH(WHITE)

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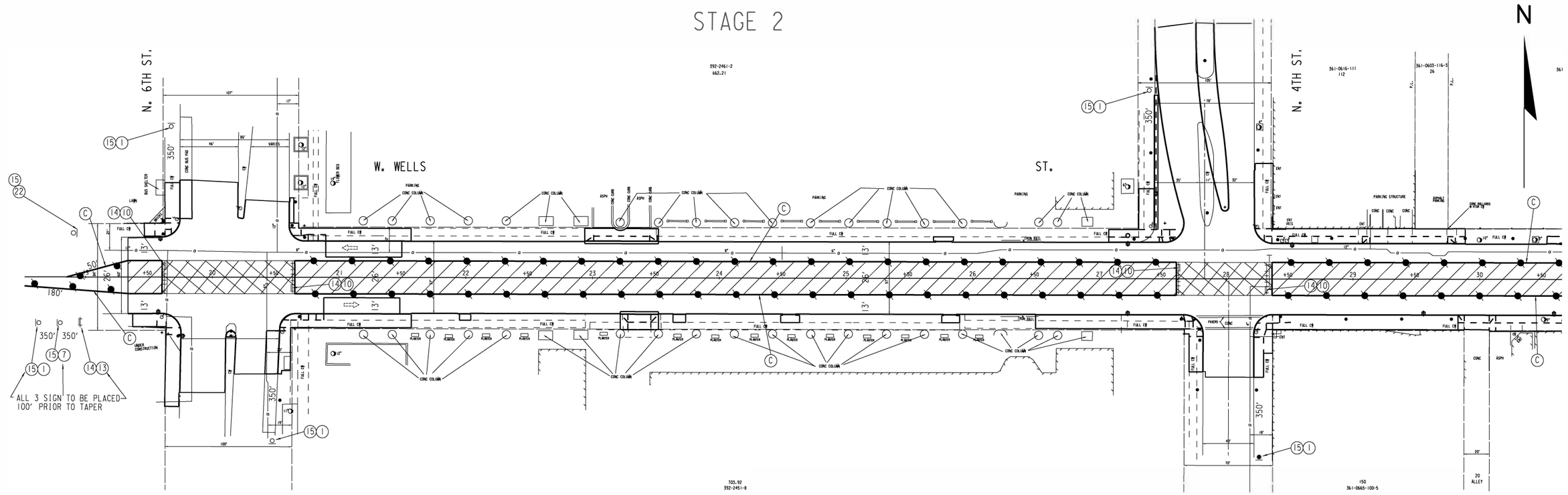
TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS

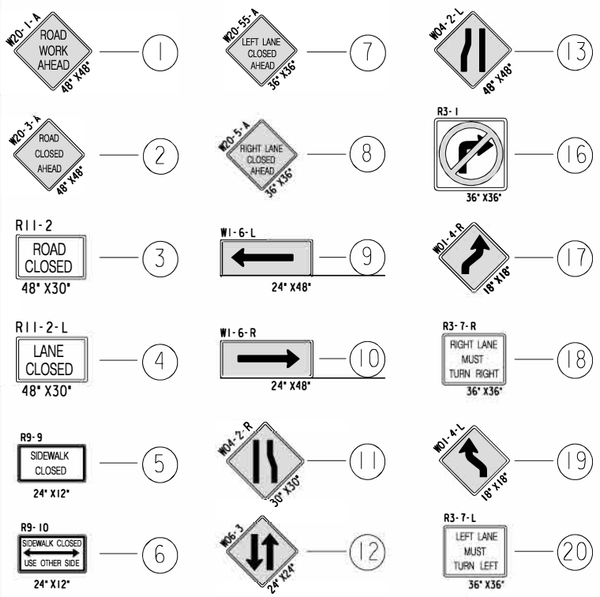
STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 80'	SHEET NO: 130 E

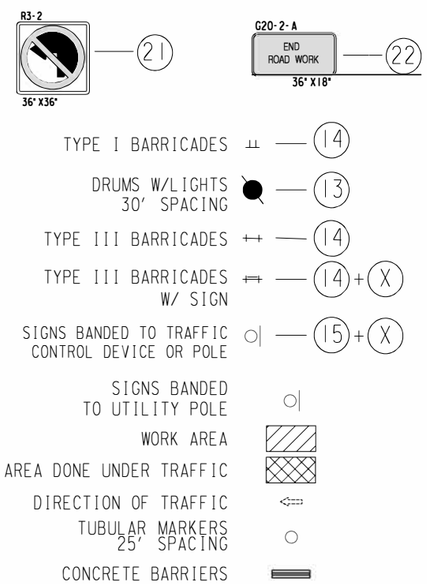
FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 10-10-2017 BY DLF

STAGE 2







(A) TPM, MARKING LINE PAINT, 4-INCH (WHITE)
(B) TPM, MARKING LINE PAINT, 4-INCH(DOUBLE YELLOW)
(C) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(WHITE)
(D) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(DOUBLE YELLOW)
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TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS

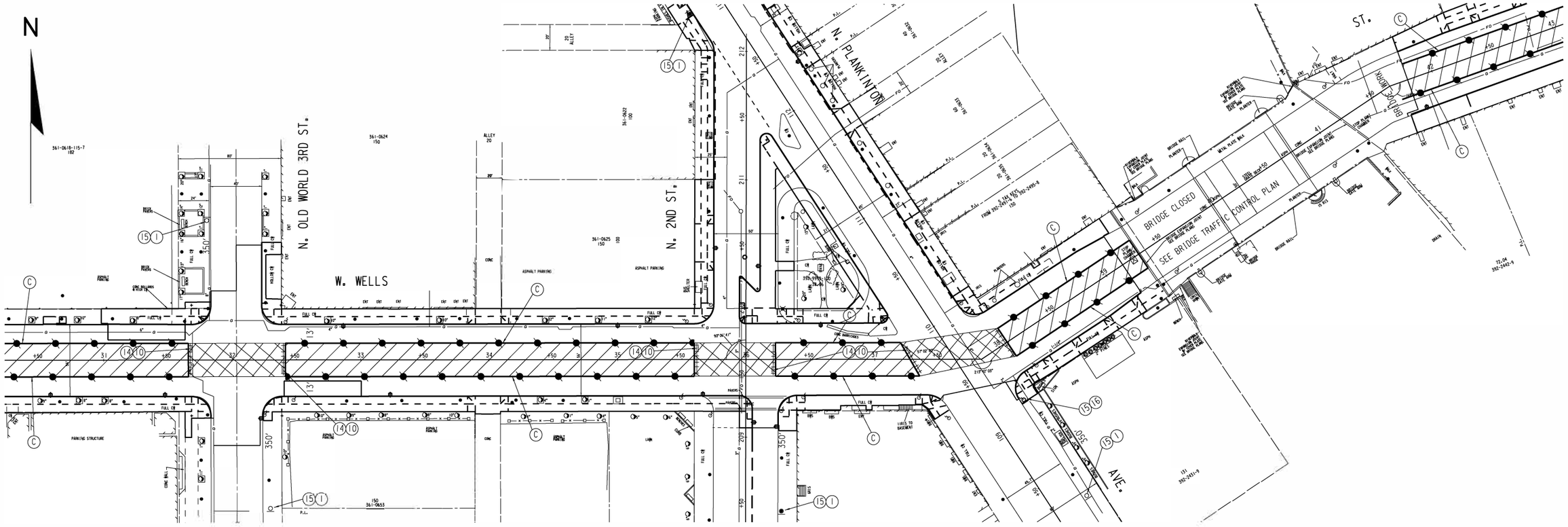
SHEET 1 OF 3

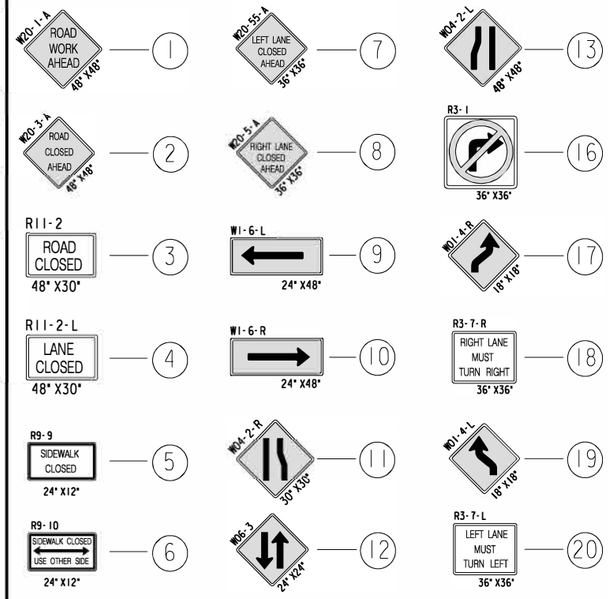
STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 80'	SHEET NO: 131	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 10-10-2017 BY DLF

STAGE 2





(A) TPM, MARKING LINE PAINT, 4-INCH (WHITE)
(B) TPM, MARKING LINE PAINT, 4-INCH(DOUBLE YELLOW)
(C) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(WHITE)
(D) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(DOUBLE YELLOW)
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TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS

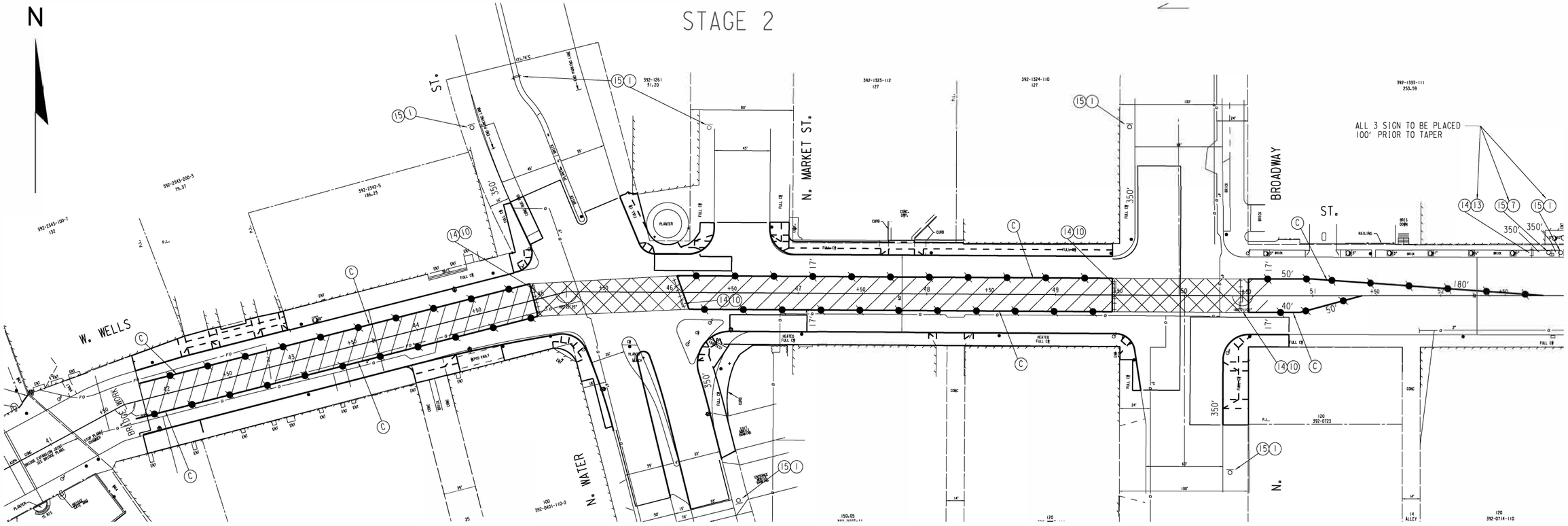
SHEET 2 OF 3

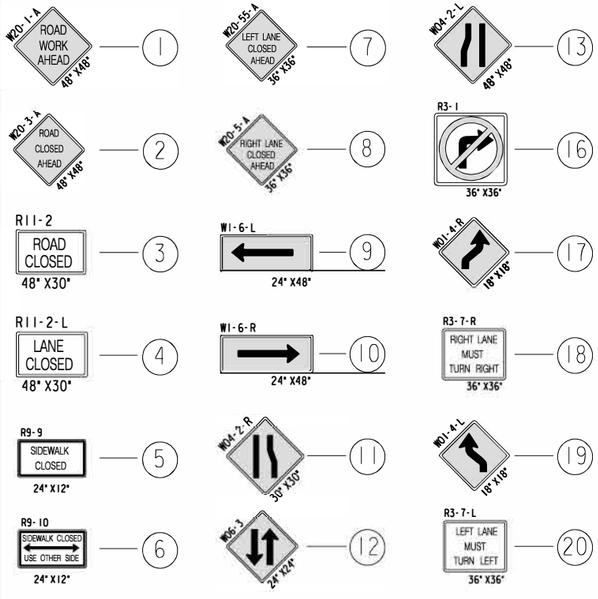
STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 80'	SHEET NO: 132	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 10-10-2017 BY DLF

2





TYPE I BARRICADES — (14)

DRUMS W/LIGHTS 30' SPACING — (13)

TYPE III BARRICADES — (14)

TYPE III BARRICADES W/ SIGN — (14) + (X)

SIGNS BANDED TO TRAFFIC CONTROL DEVICE OR POLE — (15) + (X)

SIGNS BANDED TO UTILITY POLE

WORK AREA

WORK AREA DONE UNDER TRAFFIC

DIRECTION OF TRAFFIC

TUBULAR MARKERS 25' SPACING

CONCRETE BARRIERS

(A) TPM, MARKING LINE PAINT, 4-INCH (WHITE)

(B) TPM, MARKING LINE PAINT, 4-INCH(DOUBLE YELLOW)

(C) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(WHITE)

(D) TPM, MARKING LINE REMOVABLE TAPE, 4-INCH(DOUBLE YELLOW)

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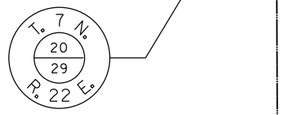
STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	TRAFFIC CONTROL PLAN	SCALE FEET 0' 80'	SHEET NO: 133	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\TRAFFIC.DGN

REVISED DATE: 10-10-2017 BY DLF



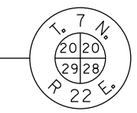
TOWNSHIP 7 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN
CONCRETE MONUMENT W/ BRASS CAP
STATE PLANE COORDINATES
OF QUARTER SECTION CORNER
(Y) NORTH: 388,105.18
(X) EAST: 2,556,505.74

N00° 54' 02"W
2045.39

END CONSTRUCTION
STA. 39+15.3 T/L

BEGIN CONSTRUCTION
STA. 41+71.00 T/L

N00° 59' 00"W
1691.78



TOWNSHIP 7 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN
OTHER MONUMENTATION
STATE PLANE COORDINATES
OF QUARTER SECTION CORNER
(Y) NORTH: 388,152.38
(X) EAST: 2,559,154.80

N

END PROJECT 2200-14-70
E. WELLS ST.
STA. 50+81.6
(Y) NORTH: 386,469.96
(X) EAST: 2,559,275.48

BEGIN PROJECT 2200-14-70
W. WELLS ST.
STA. 19+33.5
(Y) NORTH: 386,056.50
(X) EAST: 2,556,238.72

N. 6TH ST.
(LINE EAST OF)

QTR. SEC. LINE

N. BROADWAY
SEC. LINE

W. WELLS ST.

E. WELLS ST.

90° 13' 17"

94° 38' 04"

20 25 1550.25 30 35 40 45 50 55

N89° 19' 15"E

450.04
N84° 22' 56"E

354.56
N69° 45' 21"E

382.0
N55° 37' 12"E

165° 22' 25"
STA. 45+19.8

165° 51' 51"
STA. 41+65.2

13
211
210
209
ST.
AVE.
N. 2ND
108
N. PLANKINTON

SEE DETAIL A

22+32.7 T/L
(Y) NORTH: 386,060.05
(X) EAST: 2,556,537.89

49+69.7 T/L
(Y) NORTH: 386,460.85
(X) EAST: 2,559,183.83

N00° 54' 02"W
591.36

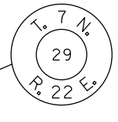
N00° 59' 00"W
946.04

CONCRETE MONUMENT W/ BRASS CAP

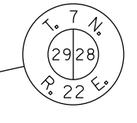
131.38

CONCRETE MONUMENT W/ BRASS CAP

12.55
(NTS)



TOWNSHIP 7 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN
STATE PLANE COORDINATES
OF QUARTER SECTION CORNER
(Y) NORTH: 385,468.76
(X) EAST: 2,556,547.18

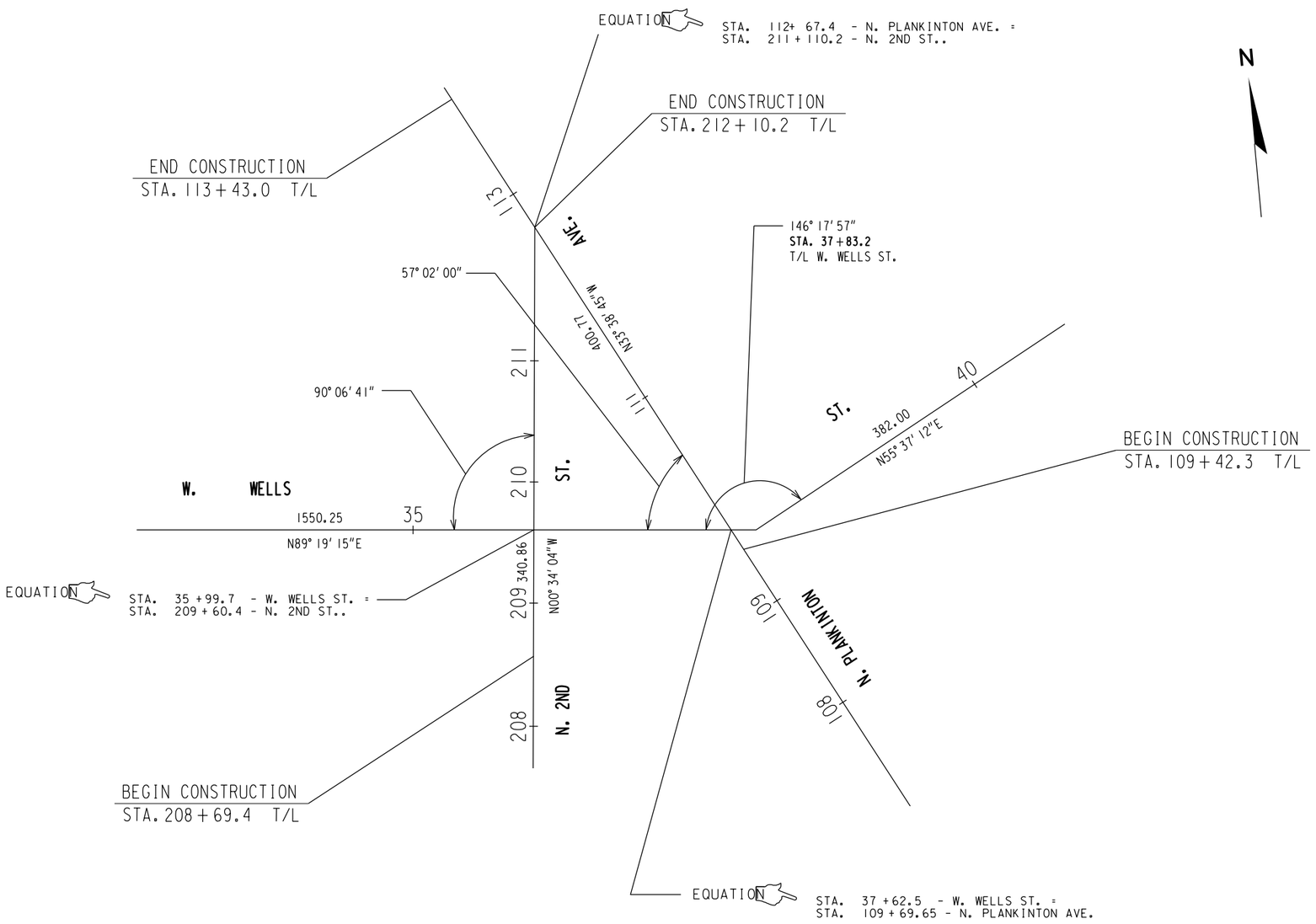


TOWNSHIP 7 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN
STATE PLANE COORDINATES
OF QUARTER SECTION CORNER
(Y) NORTH: 385,514.95
(X) EAST: 2,559,200.07

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	ALIGNMENT	SCALE FEET 0' 300'	SHEET NO: 134	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\ALIGNMENT.DGN

2



DETAIL A
(NTS)

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	ALIGNMENT	SCALE FEET	SHEET NO: 135	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\ALIGNMENT.DGN

2200-14-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Pavement	SY	2,474.000	2,474.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,170.000	1,170.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	21,390.000	21,390.000
0008	204.0150	Removing Curb & Gutter	LF	5,480.000	5,480.000
0010	204.0155	Removing Concrete Sidewalk	SY	9,560.000	9,560.000
0012	204.0195	Removing Concrete Bases	EACH	52.000	52.000
0014	204.0215	Removing Catch Basins	EACH	1.000	1.000
0016	204.0220	Removing Inlets	EACH	1.000	1.000
0018	204.0250	Abandoning Manholes	EACH	1.000	1.000
0020	204.0255	Abandoning Catch Basins	EACH	24.000	24.000
0022	205.0100	Excavation Common	CY	816.000	816.000
0024	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	461.000	461.000
0026	211.0100	Prepare Foundation for Asphaltic Paving (project) 001 2200-14-70	LS	1.000	1.000
0028	213.0100	Finishing Roadway (project) 001 2200-14-70	EACH	1.000	1.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,190.000	1,190.000
0032	320.0145	Concrete Base 8-Inch	SY	454.000	454.000
0034	320.0155	Concrete Base 9-Inch	SY	510.000	510.000
0036	390.0303	Base Patching Concrete	SY	2,500.000	2,500.000
0038	415.0090	Concrete Pavement 9-Inch	SY	680.000	680.000
0040	416.0270	Concrete Driveway HES 7-Inch	SY	720.000	720.000
0042	416.0280	Concrete Driveway HES 8-Inch	SY	110.000	110.000
0044	416.0610	Drilled Tie Bars	EACH	190.000	190.000
0046	455.0605	Tack Coat	GAL	580.000	580.000
0048	460.2000	Incentive Density HMA Pavement	DOL	3,330.000	3,330.000
0050	460.5223	HMA Pavement 3 LT 58-28 S	TON	2,935.000	2,935.000
0052	460.5224	HMA Pavement 4 LT 58-28 S	TON	2,275.000	2,275.000
0054	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0056	601.0150	Concrete Curb Integral Type D	LF	530.000	530.000
0058	601.0205	Concrete Gutter 24-Inch	LF	590.000	590.000
0060	601.0322	Concrete Curb & Gutter 22-Inch	LF	240.000	240.000
0062	601.0331	Concrete Curb & Gutter 31-Inch	LF	4,720.000	4,720.000
0064	601.0600	Concrete Curb Pedestrian	LF	20.000	20.000
0066	602.0410	Concrete Sidewalk 5-Inch	SF	44,950.000	44,950.000
0068	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	460.000	460.000
0070	602.1000	Concrete Loading Zone	SF	2,120.000	2,120.000
0072	611.2004	Manholes 4-FT Diameter	EACH	3.000	3.000
0074	611.8110	Adjusting Manhole Covers	EACH	6.000	6.000
0076	611.8115	Adjusting Inlet Covers	EACH	16.000	16.000

2200-14-70

Line	Item	Item Description	Unit	Total	Qty
0078	611.8120.S	Cover Plates Temporary	EACH	180.000	180.000
0080	619.1000	Mobilization	EACH	1.000	1.000
0082	625.0100	Topsoil	SY	480.000	480.000
0084	629.0210	Fertilizer Type B	CWT	0.330	0.330
0086	631.1000	Sod Lawn	SY	480.000	480.000
0088	642.5001	Field Office Type B	EACH	1.000	1.000
0090	643.0300	Traffic Control Drums	DAY	13,732.000	13,732.000
0092	643.0420	Traffic Control Barricades Type III	DAY	11,065.000	11,065.000
0094	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	135.000	135.000
0096	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	135.000	135.000
0098	643.0900	Traffic Control Signs	DAY	5,640.000	5,640.000
0100	643.0920	Traffic Control Covering Signs Type II	EACH	65.000	65.000
0102	643.5000	Traffic Control	EACH	1.000	1.000
0104	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	3,480.000	3,480.000
0106	644.1420.S	Temporary Pedestrian Surface Plywood	SF	30,580.000	30,580.000
0108	644.1430.S	Temporary Pedestrian Surface Plate	SF	5,225.000	5,225.000
0110	644.1601.S	Temporary Curb Ramp	EACH	74.000	74.000
0112	649.0105	Temporary Marking Line Paint 4-Inch	LF	11,087.000	11,087.000
0114	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	14,661.000	14,661.000
0116	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	14.000	14.000
0118	650.8500	Construction Staking Electrical Installations (project) 001. 2200-14-70	LS	1.000	1.000
0120	650.9000	Construction Staking Curb Ramps	EACH	53.000	53.000
0122	650.9910	Construction Staking Supplemental Control (project) 001. 2200-14-70	LS	1.000	1.000
0124	652.0220	Conduit Rigid Nonmetallic Schedule 40 1 1/2-Inch	LF	325.000	325.000
0126	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	650.000	650.000
0128	652.0230	Conduit Rigid Nonmetallic Schedule 40 2 1/2-Inch	LF	7,250.000	7,250.000
0130	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	3,800.000	3,800.000
0132	652.0615	Conduit Special 3-Inch	LF	1,300.000	1,300.000
0134	654.0101	Concrete Bases Type 1	EACH	13.000	13.000
0136	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
0138	657.0100	Pedestal Bases	EACH	14.000	14.000
0140	690.0150	Sawing Asphalt	LF	180.000	180.000
0142	690.0250	Sawing Concrete	LF	3,488.000	3,488.000
0144	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0146	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0148	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,000.000	2,000.000
0150	SPV.0060	Special 001. INLET COVERS TYPE 57	EACH	43.000	43.000
0152	SPV.0060	Special 002. INLET COVERS TYPE 55	EACH	1.000	1.000

2200-14-70

Line	Item	Item Description	Unit	Total	Qty
0154	SPV.0060	Special 003. MANHOLE COVERS TYPE 58A	EACH	38.000	38.000
0156	SPV.0060	Special 004. INLETS TYPE 44A	EACH	25.000	25.000
0158	SPV.0060	Special 005. INLETS TYPE 44B	EACH	2.000	2.000
0160	SPV.0060	Special 006. UTILITY LINE OPENING	EACH	10.000	10.000
0162	SPV.0060	Special 007. INLET BASKET TYPE M	EACH	80.000	80.000
0164	SPV.0060	Special 008. INLET SCREEN TYPE R	EACH	27.000	27.000
0166	SPV.0060	Special 009. INLETS TYPE 70A	EACH	2.000	2.000
0168	SPV.0060	Special 010. INTERNAL SANITARY MANHOLE SEALS	EACH	6.000	6.000
0170	SPV.0060	Special 011. ADJUSTING WATER BOXES	EACH	70.000	70.000
0172	SPV.0060	Special 012. ADJUSTING WATER MANHOLES	EACH	2.000	2.000
0174	SPV.0060	Special 013. WATER MAIN PROTECTION	EACH	5.000	5.000
0176	SPV.0060	Special 014. MARKING WORDS PREFORMED PLASTIC	EACH	21.000	21.000
0178	SPV.0060	Special 015. MARKING ARROWS PREFORMED PLASTIC	EACH	22.000	22.000
0180	SPV.0060	Special 016. SKID/SLIP RESISTANT GREEN PREFORMED THERMOPLASTIC INTEGRATED BIKE LN SYMBOL	EACH	1.000	1.000
0182	SPV.0060	Special 017. SKID/SLIP RESISTANT GREEN PREFORMED THERMOPLASTIC INTEGRATED BIKE LN ARROW	EACH	1.000	1.000
0184	SPV.0060	Special 018. MARKING BIKE SYMBOLS PREFORMED PLASTIC	EACH	4.000	4.000
0186	SPV.0060	Special 019. MARKING BIKE ARROWS PREFORMED PLASTIC	EACH	4.000	4.000
0188	SPV.0060	Special 201. POLES TYPE 10 BLACK	EACH	2.000	2.000
0190	SPV.0060	Special 202. CONCRETE BASES TYPE 10 SPECIAL	EACH	4.000	4.000
0192	SPV.0060	Special 203. POLES TYPE 13 SPECIAL BLACK	EACH	4.000	4.000
0194	SPV.0060	Special 204. MONOTUBE ARM 30-FT BLACK	EACH	3.000	3.000
0196	SPV.0060	Special 205. MONOTUBE ARM 35-FT BLACK	EACH	1.000	1.000
0198	SPV.0060	Special 206. MONOTUBE ARM 40-FT BLACK	EACH	2.000	2.000
0200	SPV.0060	Special 207. MANHOLE TYPE SL - 3 FT	EACH	16.000	16.000
0202	SPV.0060	Special 301. PULLBOXES 17-INCH x 30-INCH x 24-INCH	EACH	40.000	40.000
0204	SPV.0060	Special 302. PULLBOXES 13-INCH x 24-INCH x 24-INCH	EACH	62.000	62.000
0206	SPV.0060	Special 303. CONCRETE LIGHT BASES TYPE 1	EACH	26.000	26.000
0208	SPV.0060	Special 401. ADJUSTING TES MANHOLE COVERS	EACH	35.000	35.000
0210	SPV.0060	Special 402. 5-FT DIAMETER MANHOLE TYPE TES	EACH	2.000	2.000
0212	SPV.0060	Special 403. INSTALLING CONDUIT INTO EXISTING MANHOLE	EACH	12.000	12.000
0214	SPV.0060	Special 404. 5-FT Diameter Doghouse Manhole Type	EACH	1.000	1.000

2200-14-70

Line	Item	Item Description	Unit	Total	Qty
		TES			
0216	SPV.0090	Special 001. CONSTRUCTION STAKING CONCRETE SIDEWALK	LF	3,150.000	3,150.000
0218	SPV.0090	Special 002. CONSTRUCTION STAKING UPPER LAYER	LF	6,730.000	6,730.000
0220	SPV.0090	Special 003. STORM SEWER PIPE CORRUGATED PVC 12-INCH	LF	670.000	670.000
0222	SPV.0090	Special 004. STORM SEWER PIPE CORRUGATED PVC 15-INCH	LF	10.000	10.000
0224	SPV.0090	Special 005. MARKING LINE PREFORMED PLASTIC 4-INCH	LF	8,473.000	8,473.000
0226	SPV.0090	Special 006. MARKING LINE PREFORMED PLASTIC 6-INCH	LF	1,172.000	1,172.000
0228	SPV.0090	Special 007. MARKING CROSSWALK PREFORMED PLASTIC 12-INCH	LF	3,540.000	3,540.000
0230	SPV.0090	Special 008. MARKING STOP LINE PREFORMED PLASTIC 24-INCH	LF	908.000	908.000
0232	SPV.0090	Special 009. MARKING LINE PREFORMED PLASTIC 8-INCH	LF	1,471.000	1,471.000
0234	SPV.0090	Special 010. MARKING YIELD LINE PREFORMED PLASTIC 36-INCH	LF	24.000	24.000
0236	SPV.0090	Special 011. STORM SEWER PIPE CORRUGATED PVC 18-INCH	LF	10.000	10.000
0238	SPV.0090	Special 301. 1-1/2" LIQUID TIGHT FLEXIBLE NONMETALLIC CONDUIT TYPE B	LF	250.000	250.000
0240	SPV.0090	Special 401. 1-DUCT CONDUIT CEMENT ENCASED DB-60	LF	216.000	216.000
0242	SPV.0090	Special 402. 2-DUCT CONDUIT CEMENT ENCASED DB-60	LF	35.000	35.000
0244	SPV.0090	Special 403. 4-DUCT CONDUIT CEMENT ENCASED DB-60	LF	319.000	319.000
0246	SPV.0090	Special 404. 6-DUCT CONDUIT CEMENT ENCASED DB-60	LF	531.000	531.000
0248	SPV.0090	Special 405. 7-DUCT CONDUIT CEMENT ENCASED DB-60	LF	33.000	33.000
0250	SPV.0090	Special 406. 12-DUCT CONDUIT CEMENT ENCASED DB-60	LF	63.000	63.000
0252	SPV.0165	Special 001. SKID/SLIP RESISTANT GREEN PREFORMED THERMOPLASTIC INTEGRATED BIKE LN PANEL	SF	325.000	325.000
0254	SPV.0195	Special 001. MANAGEMENT OF SOLID WASTE	TON	401.000	401.000

3

REMOVING INLETS AND BASINS

2200-14-70

CATEGORY	NUMBER	LOCATION STATION	LOCATION OFFSET LT/RT (FT)	REMARKS
0010	212	27+57	30 LT	KEY BASIN
0010	155	44+36	25 RT	CATCH BASIN

1 REMOVING CATCH BASINS (204.0215) (0010 - PARTICIPATING)
1 REMOVING INLETS (204.0220) (0010 - PARTICIPATING)

ABANDONING CATCH BASINS

2200-14-70

CATEGORY	NUMBER	LOCATION STATION	LOCATION OFFSET LT/RT (FT)	REMARKS
0010	112	27+55	28 RT	-
0010	116	28+47	28 LT	-
0010	119	29+72	28 LT	-
0010	127	32+48	28 LT	-
0010	128	32+49	28 RT	-
0010	131	33+69	28 LT	-
0010	132	33+69	28 RT	-
0010	133	34+59	28 LT	-
0010	134	34+59	28 RT	-
0010	136	35+46	28 RT	-
0010	137	35+48	28 LT	-
0010	144	36+79	30 LT	-
0010	151	42+69	25 RT	-
0010	226	45+43	52 LT	COMBINED MANHOLE
0010	159	46+34	68 RT	-
0010	163, 164	47+00	30 RT	DOUBLE BASINS
0010	169	210+12	25 LT	-
0010	170	210+45	24 RT	-
0010	172	210+98	25 LT	-
0010	173	211+60	24 LT	-
0010	175	111+01	19 LT	-
0010	177	111+49	30 LT	-
0010	179	112+71	25 RT	-

24 ABANDONING CATCH BASINS (204.0255) (0010 - PARTICIPATING)

ABANDONING MANHOLE COVERS

2200-14-70

CATEGORY	NUMBER	LOCATION STATION	LOCATION OFFSET LT/RT	PROPOSED ELEVATION	REMARKS
0010	224	36+78	27 LT	9.66	-

1 ABANDONING MANHOLES (204.0250) (0010 - PARTICIPATING)

3

ADJUSTING MANHOLE COVERS

2200-14-70

CATEGORY	NUMBER	LOCATION STATION	LOCATION OFFSET LT/RT (FT)	PROPOSED ELEVATION	REMARKS
0010	203	20+28	54 LT	16.65	REPAIR
0010	226	45+43	52 LT	13.17	REPAIR

2 ADJUSTING MANHOLE COVERS (611.8110) (0010 - PARTICIPATING)

ADJUSTING INLETS COVERS

2200-14-70

CATEGORY	NUMBER	LOCATION STATION	LOCATION OFFSET LT/RT (FT)	PROPOSED ELEVATION	REMARKS
0010	103	20+53	51 RT	16.13	REPAIR
0010	105K	23+66	29 RT	12.41	REPAIR
0010	105	23+69	29 RT	11.67	REPAIR
0010	113	27+82	61 RT	10.24	REPAIR
0010	115	28+22	60 RT	10.62	REPAIR
0010	123	31+50	28 LT	9.59	REPAIR
0010	124	31+83	55 LT	9.38	REPAIR INCLUDING BRICK OR BLOCK TO 12 INCHES
0010	139	35+75	50 RT	9.28	REPAIR
0010	145	37+23	28 RT	9.77	REPAIR
0010	148	41+72	26 RT	11.34	REPAIR INCLUDING BRICK OR BLOCK TO 9 INCHES
0010	152	43+16	25 LT	11.27	REPAIR
0010	157	45+38	45 RT	11.79	REPAIR
0010	161, 162	46+99	30 LT	14.12	REPAIR OF DOUBLE INLET
0010	166	50+57	30 LT	31.91	REPAIR
0010	167	50+61	30 RT	31.97	REPAIR

16 ADJUSTING INLET COVERS (611.8115) (0010 - PARTICIPATING)

INLET COVERS

2200-14-70

CATEGORY	NUMBER	TYPE	STATION	ELEVATION	OFFSET LT/RT (FT)
0010	104	57	21+99	14.16	29 RT
0010	106	57	24+55	11.24	29 RT
0010	107	57	25+76	11.15	29 LT
0010	108	57	25+82	10.93	29 RT
0010	114	57	28+22	9.98	86 LT
0010	121	57	30+58	10.30	28 RT
0010	124	57	31+83	9.38	55 LT
0010	125	57	31+84	9.61	46 RT
0010	146	57	38+12	9.95	28 RT
0010	147	57	38+16	10.58	28 LT
0010	148	57	41+72	11.34	26 RT
0010	150	57	42+17	11.54	25 LT
0010	152	57	43+16	11.27	25 LT
0010	153	57	43+44	11.50	25 RT
0010	165	57	49+60	30.16	49 LT
0010	176	55	111+29.5	9.31	25 RT

15 INLET COVERS TYPE 57 (SPV.0060.001) (0010 - PARTICIPATING)*
1 INLET COVERS TYPE 55 (SPV.0060.002) (0010 - PARTICIPATING)

* ITEM ALSO FOUND IN "NEW STRUCTURES" AND "ADJUST INLETS AND DRAINS" TABLES

NEW MANHOLE COVERS

2200-14-70

CATEGORY	NUMBER	COVER TYPE	LOCATION STATION	LOCATION OFFSET LT/RT (FT)	PROPOSED ELEVATION
0010	200	58A	19+72	4 RT	17.17
0010	201	58A	19+81	4 RT	17.13
0010	202	58A	20+28	51 RT	17.12
0010	204	58A	20+74	0	16.21
0010	205	58A	22+24	0	14.29
0010	206	58A	22+83	4 RT	13.38
0010	207	58A	23+65	0	12.58
0010	207K	58A	23+70	31 LT	12.71
0010	208	58A	24+58	2 LT	12.10
0010	208K	58A	25+80	34 LT	11.63
0010	209	58A	26+06	1 LT	11.69
0010	211	58A	27+53	1 LT	11.38
0010	213	58A	27+97	156 LT	11.01
0010	214	58A	27+97	52 LT	11.00
0010	215	58A	28+06	55 RT	11.04
0010	216	58A	28+46	0	11.34
0010	217	58A	31+46	1 RT	10.51
0010	218	58A	31+99	52 LT	10.27
0010	219	58A	32+03	53 RT	10.10
0010	220	58A	33+99	1 RT	10.35
0010	221	58A	35+23	0	10.12
0010	222	58A	35+99	50 RT	10.13
0010	223	58A	36+33	1 RT	10.42
0010	225	58A	38+20	1 RT	10.93
0010	228	58A	46+47	2 LT	13.88
0010	229	58A	46+53	53 RT	14.40
0010	230	58A	48+24	4 LT	21.90
0010	231	58A	49+51	4 LT	31.03
0010	232	58A	50+01	49 LT	31.36
0010	233	58A	50+01	48 RT	31.19
0010	234	58A	209+84	1 LT	10.01
0010	236	58A	211+57	1 LT	10.34
0010	237	58A	110+12	0	10.25
0010	238	58A	111+11	26 LT	9.88
0010	239	58A	111+35	0	9.98
0010	240	58A	112+60	0	10.29

**30 MANHOLE COVERS TYPE 58A (SPV.0060.003) (0010 - PARTICIPATING)

** ITEM ALSO FOUND IN "NEW STRUCTURES" TABLE

3

NEW STRUCTURES

2200-14-70

DRAINAGE								PVC PIPE, STORM SEWER							
		LOCATION						CONNECTION STRUCTURE					INVERT ELEV.		
CATEGORY	NUMBER	STATION	OFFSET (FT) LT/RT	COVER ELEV.	STRUCTURE	FRAME & LID	DEPTH (FT)	FROM	TO	SIZE (INCHES)	SLOPE	LENGTH (FT)	INLET	OUTLET	REMARKS
0010	001	27+22	28 RT	10.67	44A	57	-	001	211	12	0.02326	43	2.50	1.50	-
0010	002	27+22	34 LT	10.84	MANHOLES 4-FT DIAMETER	58A	-	002	211	12	0.02222	45	3.20	2.20	KEY BASIN
0010	003	32+86.5	28 LT	9.88	44A	57	-	-	-	12	0.02679	28	4.05	3.30	RISER INCIDENTAL TO STRUCTURE. DIRECT CONNECTION TO COMBINED SEWERS AT STA 32+87
0010	004	33+23	28 RT	9.14	44A	57	-	-	-	12	0.02593	27	0.50	-0.20	DIRECT CONNECTION TO COMBINED SEWERS AT STA 33+28
0010	005	34+90	28 LT	9.14	44A	57	-	005	221	12	0.02907	43	3.40	2.15	-
0010	006	35+66	28 RT	9.42	44A	57	-	006	222	12	0.03000	40	4.70	3.50	-
0010	007	36+06	49 RT	9.95	70A	70A	-	007	222	12	0.02500	6	8.80	8.65	-
0010	008	36+63	28 LT	9.09	44A	57	-	008	223	12	0.02105	38	4.60	3.80	REPLACES STRUCTURE 142
0010	149	41+72	26 RT	11.34	44A	57	-	149	148	12	0.02300	15	10.10	9.75	-
0010	009	45+47.5	75.9 RT	12.12	44A	57	-	009	229	12	0.01111	108	7.10	6.10	-
0010	010	46+32	95 RT	13.21	44A	57	-	010	229	12	0.03298	47	8.85	7.30	-
0010	011	46+50	30 RT	13.39	MANHOLES 4-FT DIAMETER	57	-	011	-	18	-	10	1.25	1.25	-
0010	012	210+33.2	11 RT	9.12	44B	57	-	012	013	12	0.03462	13	2.95	2.50	-
0010	013	210+40	1 LT	9.46	MANHOLES 4-FT DIAMETER	58A	-	013	-	15	-	10	-0.54	-0.54	RIM AND INVERT ELEVATION ESTIMATED
0010	014	210+47.1	25 LT	9.05	44A	57	-	014	013	12	0.02083	24	1.80	1.30	-
0010	015	110+86.2	24 LT	9.22	44B	57	-	015	238	12	0.02200	25	4.80	4.25	-
0010	016	112+30.3	25 RT	9.18	44A	57	-	016	240	12	0.01154	39	3.45	3.00	-
0010	017	112+95.9	25 RT	9.14	44A	57	-	017	240	12	0.01136	44	3.50	3.00	-

3 MANHOLES 4-FT DIAMETER (611.2004) (0010 - PARTICIPATING)
15 INLET COVERS TYPE 57 (SPV.0060.001) (0010 - PARTICIPATING)*
2 MANHOLE COVERS TYPE 58A (SPV.0060.003) (0010 - PARTICIPATING)**
12 INLETS TYPE 44A (SPV.0060.004) (0010 - PARTICIPATING)***
2 INLETS TYPE 44B (SPV.0060.005) (0010 - PARTICIPATING)
1 INLETS TYPE 70A (SPV.0060.009) (0010 - PARTICIPATING)****
585 LF STORM SEWER PIPE CORRUGATED PVC 12-INCH (SPV.0090.003) (0010 - PARTICIPATING)*****
10 LF STORM SEWER PIPE CORRUGATED PVC 15-INCH (SPV.0090.004) (0010 - PARTICIPATING)
10 LF STORM SEWER PIPE CORRUGATED PVC 18-INCH (SPV.0090.011) (0010 - PARTICIPATING)

* ITEM ALSO FOUND IN "INLET COVERS" AND "ADJUST INLETS AND DRAINS" TABLES
** ITEM ALSO FOUND IN "NEW MANHOLE COVERS" TABLE
*** ITEM ALSO FOUND IN "ADJUST INLETS AND DRAINS" TABLE
**** ITEM ALSO FOUND IN "ADJUST INLETS AND DRAINS" TABLE
***** ITEM ALSO FOUND IN "ADJUST INLETS AND DRAINS" TABLE

3

ADJUST INLETS AND DRAINS

2200-14-70

DRAINAGE								PVC PIPE, STORM SEWER						
		LOCATION						CONNECTION STRUCTURE					INVERT ELEV.	
CATEGORY	NUMBER	STATION	OFFSET (FT) LT/RT	COVER ELEV.	REPLACEMENT STRUCTURE	FRAME & LID	DEPTH (FT)	FROM	TO	SIZE (INCHES)	SLOPE	LENGTH (FT)	INLET	OUTLET
0010	100	19+57	31 LT	16.49	44A	57	-	100	EXISTING DRAIN	12	-	5	-	-
0010	101	19+60	29 RT	16.67	44A	57	-	101	EXISTING DRAIN	12	-	5	-	-
0010	102	19+69	46 RT	16.61	44A	57	-	102	EXISTING DRAIN	12	-	5	-	-
0010	109	27+22	29 LT	10.44	70A	70A	-	109	002	12	-	5	9.35	9.2
0010	111	27+44	67 LT	9.94	44A	57	-	111	EXISTING DRAIN	12	-	5	-	-
0010	117	28+52	28 LT	10.40	44A	57	-	117	EXISTING DRAIN	12	-	5	-	-
0010	118	29+56	28 RT	10.65	44A	57	-	118	EXISTING DRAIN	12	-	5	-	-
0010	120	30+58	28 LT	9.68	44A	57	-	120	EXISTING DRAIN	12	-	5	-	-
0010	122	31+48	28 RT	10.05	44A	57	-	122	EXISTING DRAIN	12	-	5	-	-
0010	126	32+24	45 RT	9.44	44A	57	-	126	EXISTING DRAIN	12	-	5	-	-
0010	141	36+25	51 RT	9.97	44A	57	-	141	222	12	0.08000	25	5	3
0010	154	44+36	25 LT	11.26	44A	57	-	154	EXISTING DRAIN	12	-	5	-	-
0010	156	44+36	26 RT	11.66	44A	57	-	156	EXISTING DRAIN	12	-	5	-	-
0010	168	50+32	89 RT	30.87	44A	57	-	168	EXISTING DRAIN	12	-	5	-	-

13 INLET COVERS TYPE 57 (SPV.0060.001) (0010 - PARTICIPATING)*
13 INLETS TYPE 44A (SPV.0060.004) (0010 - PARTICIPATING)***
1 INLETS TYPE 70A (SPV.0060.009) (0010 - PARTICIPATING)****
85 LF STORM SEWER PIPE CORRUGATED PVC 12-INCH (SPV.0090.003) (0010 - PARTICIPATING)*****

* ITEM ALSO FOUND IN "INLET COVERS" AND "NEW STRUCTURES" TABLES
*** ITEM ALSO FOUND IN "NEW STRUCTURES" TABLE
**** ITEM ALSO FOUND IN "NEW STRUCTURES" TABLE
***** ITEM ALSO FOUND IN "NEW STRUCTURES" TABLE

PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

REMOVALS

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. UNIT PAY	REMOVING PAVEMENT 204.0100 SY	REMOVING ASPHALTIC SURFACE BUTT JOINTS 204.0115 SY	REMOVING ASPHALTIC SURFACE MILLING 204.0120 SY	REMOVING CURB & GUTTER 204.0150 LF	REMOVING CONCRETE SIDEWALK 204.0155 SY	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1		520	0	611	430	470	
0010	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1		0	0	1019	180	200	
	SUB TOTAL			**520**	**0**	**1630**	**610**	**670**	
0010	STA 19+33.5 TO STA 25+00	PRE-STAGE 1 STAGE 1		– 229	– 530	– 4030	– 410	– 530	
0010	STA 25+00 TO STA 31+00	PRE-STAGE 1 STAGE 1		– 422	– 150	– 4390	– 930	– 860	
0010	STA 31+00 TO STA 37+00	PRE-STAGE 1 STAGE 1		– 708	– 490	– 3170	– 1250	– 1420	
0010	STA 37+00 TO STA 42+50	PRE-STAGE 1 STAGE 1		– 189	– -	– 1860	– 610	– 560	
0010	STA 42+50 TO STA 48+00	PRE-STAGE 1 STAGE 1		– 325	– -	– 4390	– 1210	– 960	
0010	STA 48+00 TO EAST PROJECT LIMITS	PRE-STAGE 1 STAGE 1		81 –	– -	– 1920	– 460	– 4560	
	SUB TOTAL			**1954**	**1170**	**19760**	**4870**	**8890**	
	GRAND TOTALS			**2474**	**1170**	**21390**	**5480**	**9560**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

EARTHWORK SUMMARY

2200-14-70

	ITEM NO. UNIT PAY		205.0100 CY							
CATEGORY	LOCATION	COMMON EXCAVATION (1) CUT (2)	 EBS EXCAVATION (3)	SALVAGED / UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (6)	MASS ORDINATE +/- (7)	WASTE	BORROW (8)
0010		CY	CY	CY	CY	CY	CY	CY	CY	CY
	19+00 TO 50+50	633	0	781	35	427.5	513	-478	120	-
	109+00 TO 114+00	54	0	-	0	45	54	-54	0	-
	209+00 TO 212+00	129	0	-	0	107.5	129	-129	0	-
	GRAND TOTALS	**816**	**0**	**781**	**35**	**580**	**696**	**-661**	**120**	-

All CATEGORY 0010 ITEMS ARE PARTICIPATING

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Expanded Fill. Factor = 1.20
7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material.
8) To be bid as part of base aggregated dense 1-1/4"

See Section 9 of Plan for Cut & Fill Quantities

PREPARING THE FOUNDATION

2200-14-70

			PREPARE FOUNDATION FOR ASPHALTIC PAVING
		ITEM NO.	211.0100
		UNIT PAY	LS
CATEGORY	LOCATION	STAGE	REMARKS
0010	STA 19+33.5 TO STA 50+81.6	PRE-STAGE 1	1	
	SUB TOTAL		**1**	
	GRAND TOTALS		**1**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

PAVEMENT RELATED CONSTRUCTION

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. / UNIT PAY	BASE AGGREGATE DENSE 1 1/4-INCH 305.0120 TON	CONCRETE BASE 8-INCH 320.0145 SY	CONCRETE BASE 9-INCH 320.0155 SY	BASE PATCHING CONCRETE 390.0303 SY	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE DRIVEWAY HES 7-INCH 416.0270 SY	CONCRETE DRIVEWAY HES 8-INCH 416.0280 SY	DRILLED TIE BARS 416.0610 EACH	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1		120	-	100		-	90	-	-	
0010	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1		10	-	70		-	-	-	-	
	SUB TOTAL			**130**	**0**	**170**		**0**	**90**	**0**	**0**	
0010	STA 19+33.5 TO STA 25+00	PRE-STAGE 1		90	-	30		190	-	-	60	
		STAGE 1		-	9	-		-	-	110	-	
0010	STA 25+00 TO STA 31+00	PRE-STAGE 1		180	-	60		-	-	-	-	
		STAGE 1		-	12	-		-	150	-	-	
0010	STA 31+00 TO STA 37+00	PRE-STAGE 1		360	-	180		320	-	-	60	
		STAGE 1		-	188	-		-	110	-	-	
0010	STA 37+00 TO STA 42+50	PRE-STAGE 1		130	-	-		-	-	-	-	
		STAGE 1		-	9	-		-	130	-	-	
0010	STA 42+50 TO STA 48+00	PRE-STAGE 1		230	-	70		170	-	-	70	
		STAGE 1		-	155	-		-	130	-	-	
0010	STA 48+00 TO EAST PROJECT LIMITS	PRE-STAGE 1		70	-	-		-	-	-	-	
		STAGE 1		-	81	-		-	110	-	-	
	SUB TOTAL			**1060**	**454**	**340**		**680**	**630**	**110**	**190**	
	GRAND TOTALS			**1190**	**454**	**510**	**2500**	**680**	**720**	**110**	**190**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

PAVEMENT LAYERS RELATED CONSTRUCTION ITEMS

2200-14-70

CATEGORY	LOCATION	STAGE	TACK COAT 455.0605 GAL	HMA PAVEMENT 3 LT 58-28 S 460.5223 TON	HMA PAVEMENT 4 LT 58-28 S 460.5224 TON	ASPHALTIC SURFACE PATCHING 465.0110 TON	REMARKS
0020	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1	19	84	66	3	
0020	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1	31	155	120	5	
	SUB TOTAL		**50**	**239**	**186**	**8**	
0020	STA 19+33.5 TO STA 25+00	STAGE 1	34	191	147	22	
		STAGE 2	26	144	111	-	
0020	STA 25+00 TO STA 31+00	STAGE 1	68	348	269	12	
		STAGE 2	52	263	203	-	
0020	STA 31+00 TO STA 37+00	STAGE 1	80	374	289	16	
		STAGE 2	60	282	218	-	
0020	STA 37+00 TO STA 42+50	STAGE 1	29	138	107	6	
		STAGE 2	22	104	81	-	
0020	STA 42+50 TO STA 48+00	STAGE 1	63	340	264	26	
		STAGE 2	47	256	199	-	
0020	STA 48+00 TO EAST PROJECT LIMITS	STAGE 1	29	146	113	10	
		STAGE 2	22	110	86	-	
	SUB TOTAL		**530**	**2696**	**2089**	**92**	
	GRAND TOTALS		**580**	**2935**	**2275**	**100**	

All CATEGORY 0020 ITEMS ARE PARKING/PARTICIPATING

3

CURB AND/OR GUTTER

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. / UNIT PAY	CONCRETE CURB INTEGRAL TYPE D 601.0150 LF	CONCRETE GUTTER 24-INCH 601.0205 LF	CONCRETE CURB & GUTTER 22-INCH 601.0322 LF	CONCRETE CURB & GUTTER 31-INCH 601.0331 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1		-	80	-	425	-	
0010	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1		10	110	-	130	-	
	SUB TOTAL			**10**	**190**	**0**	**555**	**0**	
0010	STA 19+33.5 TO STA 25+00	PRE-STAGE 1		-	-	-	-	-	
		STAGE 1		180	-	50	180	-	
0010	STA 25+00 TO STA 31+00	PRE-STAGE 1		-	-	-	-	-	
		STAGE 1		-	-	190	790	20	
0010	STA 31+00 TO STA 37+00	PRE-STAGE 1		-	-	-	-	-	
		STAGE 1		240	50	-	1220	-	
0010	STA 37+00 TO STA 42+50	PRE-STAGE 1		-	-	-	-	-	
		STAGE 1		-	-	-	715	-	
0010	STA 42+50 TO STA 48+00	PRE-STAGE 1		-	-	-	-	-	
		STAGE 1		100	350	-	800	-	
0010	STA 48+00 TO EAST PROJECT LIMITS	PRE-STAGE 1		-	-	-	-	-	
		STAGE 1		-	-	-	460	-	
	SUB TOTAL			**520**	**400**	**240**	**4165**	**20**	
	GRAND TOTALS			**530**	**590**	**240**	**4720**	**20**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

CONCRETE RAMPS, SIDEWALK & GREENSPACES

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. UNIT PAY	CONCRETE SIDEWALK 5-INCH 602.0410 SF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 602.0515 SF	CONCRETE LOADING ZONE 602.1000 SF	TOPSOIL 625.0100 SY	FERTILIZER TYPE B 629.021 CWT	SOD LAWN 631.1000 SY	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	STAGE 1		2730	8	-	240	0.330	240	
0010	STA 109+12.8 TO STA 113+43.0	STAGE 1		4100	8	-	-	-	-	
	SUB TOTAL			**6830**	**16**	**0**	**240**	**0.330**	**240**	
0010	STA 19+33.5 TO STA 25+00	STAGE 1		3940	80	100	-	-	-	
0010	STA 25+00 TO STA 31+00	STAGE 1		7650	76	2020	-	-	-	
0010	STA 31+00 TO STA 37+00	STAGE 1		12530	128	-	-	-	-	
0010	STA 37+00 TO STA 42+50	STAGE 1		4190	72	-	90	-	90	
0010	STA 42+50 TO STA 48+00	STAGE 1		6700	72	-	150	-	150	
0010	STA 48+00 TO EAST PROJECT LIMITS	STAGE 1		3110	16	-	-	-	-	
	SUB TOTAL			**38120**	**444**	**2120**	**240**	**0**	**240**	
	GRAND TOTALS			**44950**	**460**	**2120**	**480**	**0.330**	**480**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

PEDESTRIAN ACCOMMODATION TRAFFIC CONTROL

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. / UNIT PAY	TEMPORARY PEDESTRIAN SURFACE ASPHALT 644.1410.S SF	TEMPORARY PEDESTRIAN SURFACE PLYWOOD 644.1420.S SF	TEMPORARY PEDESTRIAN SURFACE PLATE 644.1430.S SF	TEMPORARY CURB RAMP 644.1601.S EACH	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1		96	-	80	2	
0010	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1		48	5464	168	1	
	SUB TOTAL			**144**	**5464**	**248**	**3**	
0010	STA 19+33.5 TO STA 25+00	PRE-STAGE 1		96	-	-	2	
		STAGE 1		384	2072	984	8	
0010	STA 25+00 TO STA 31+00	PRE-STAGE 1		384	-	-	8	
		STAGE 1		384	6120	732	8	
0010	STA 31+00 TO STA 37+00	PRE-STAGE 1		360	-	-	8	
		STAGE 1		672	5724	1204	15	
0010	STA 37+00 TO STA 42+50	PRE-STAGE 1		-	-	-	-	
		STAGE 1		384	3352	742	8	
0010	STA 42+50 TO STA 48+00	PRE-STAGE 1		-	-	-	-	
		STAGE 1		384	5360	1071	8	
0010	STA 48+00 TO EAST PROJECT LIMITS	PRE-STAGE 1		-	-	-	-	
		STAGE 1		288	2488	245	6	
	SUB TOTAL			**3336**	**25116**	**4977**	**71**	
	GRAND TOTALS			**3480**	**30580**	**5225**	**74**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

TRAFFIC CONTROL

2200-14-70

Traffic Control Items Item #	Description	Pre-Stage (Each)	x (Days)	Stage 1 (Each)	x (Days)	Stage 2 (Each)	x (Days)	UNDISTRIBUTED	Total	Units
643.0300	TRAFFIC CONTROL DRUMS	66	26	232	44	176	10	48	**13732**	DAY
643.0420	TRAFFIC CONTROL BARRICADES TYPE III	35	26	213	44	75	10	33	**11065**	DAY
643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	14	0	94	0	0	0	11	**135**	EACH
643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	14	0	94	0	0	0	11	**135**	EACH
643.0900	TRAFFIC CONTROL SIGNS	44	26	94	44	36	10	0	**5640**	DAY
643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	10	-	25	-	25	-	5	**65**	EACH
643.5000	TRAFFIC CONTROL	1	-	-	-	-	-	0	**1**	EACH

All ITEMS ARE CATEGORY 0010 AND PARTICIPATING

NOTES:

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48-INCH X 48-INCH UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" WILL BE COVERED.

Items	Pre-Stage	Stage 1	Stage 2	Size (Inch X Inch)
W20-1-A	6	15	17	48 X 48
W20-3-A	2	1	-	48 X 48
R11-2	2	2	-	48 X 30
R11-2-L	-	2	-	48 X 30
R9-9	3	1	-	24 X 12
W20-5-A	1	12	-	36 X 36
W20-55-A	5	1	2	36 X 36
G20-2-A	-	2	1	36 X 18
RT-3BM	-	1	-	9 X 18
W1-6-L	2	28	-	24 X 48
R3-1	1	1	1	36 X 36
W1-6-R	9	2	13	24 X 48
W4-2-L	5	1	2	48 X 48
W6-3	2	12	-	24 X 24
W4-2-R	-	12	-	30 X 30
R3-2	3	1	-	36 X 36
W1-4-R	1	-	-	18 X 18
R3-7-R	1	-	-	36 X 36
W1-4-L	1	1	-	18 X 18
Totals	44	95	36	

3

PAVEMENT MARKING EACH ITEMS

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. / UNIT PAY	MARKING WORDS PREFORMED PLASTIC SPV.0060.014 EACH	MARKING ARROWS PREFORMED PLASTIC SPV.0060.015 EACH	SKID / SLIP RESISTANT GREEN PREFORMED THERMOPLASTIC INTEGRATED BIKE LANE SYMBOL SPV.0060.016 EACH	SKID / SLIP RESISTANT GREEN PREFORMED THERMOPLASTIC INTEGRATED BIKE LANE ARROW SPV.0060.017 EACH	MARKING BIKE SYMBOLS PREFORMED PLASTIC SPV.0060.018 EACH	MARKING BIKE ARROWS PREFORMED PLASTIC SPV.0060.019 EACH	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	STAGE 1		-	-	-	-	-	-	
0010	STA 109+12.8 TO STA 113+43.0	STAGE 1		-	-	1	1	2	2	
	SUB TOTAL			**0**	**0**	**1**	**1**	**2**	**2**	
0010	STA 19+33.5 TO STA 25+00	STAGE 1		-	-	-	-	-	-	
		STAGE 2		6	7	-	-	-	-	
0010	STA 25+00 TO STA 31+00	STAGE 1		-	-	-	-	-	-	
		STAGE 2		3	2	-	-	-	-	
0010	STA 31+00 TO STA 37+00	STAGE 1		-	-	-	-	-	-	
		STAGE 2		4	5	-	-	-	-	
0010	STA 37+00 TO STA 42+50	STAGE 1		-	-	-	-	-	-	
		STAGE 2		-	-	-	-	-	-	
0010	STA 42+50 TO STA 48+00	STAGE 1		-	-	-	-	-	-	
		STAGE 2		6	5	-	-	1	1	
0010	STA 48+00 TO EAST PROJECT LIMITS	STAGE 1		-	-	-	-	-	-	
		STAGE 2		2	3	-	-	1	1	
	SUB TOTAL			**21**	**22**	**0**	**0**	**2**	**2**	
	GRAND TOTALS			**21**	**22**	**1**	**1**	**4**	**4**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

PAVEMENT MARKING

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO.	MARKING LINE PREFORMED PLASTIC 4-INCH SPV.0090.005	MARKING LINE PREFORMED PLASTIC 6-INCH SPV.0090.006	MARKING CROSSWALK PREFORMED PLASTIC 12-INCH SPV.0090.007	MARKING STOP LINE PREFORMED PLASTIC 24-INCH SPV.0090.008	MARKING LINE PREFORMED PLASTIC 8-INCH SPV.0090.009	MARKING YIELD LINE PREFORMED PLASTIC 36-INCH SPV.0090.010	SKID / SLIP RESISTANT GREEN PREFORMED THERMOPLASTIC INTEGRATED BIKE LANE PANEL SPV.0165.001	REMARKS
			UNIT PAY	LF	LF	LF	LF	LF	LF	SF	
0010	STA 209+04.9 TO STA 212+10.2	STAGE 1		165	-	128	-	-	-	-	
0010	STA 109+12.8 TO STA 113+43.0	STAGE 1		670	582	-	-	-	-	325	
	SUB TOTAL			**835**	**582**	**128**	**0**	**0**	**0**	**325**	
0010	STA 19+33.5 TO STA 25+00	STAGE 1		-	-	-	-	-	-	-	
		STAGE 2		1195	-	580	158	480	-	-	
0010	STA 25+00 TO STA 31+00	STAGE 1		-	-	-	-	-	-	-	
		STAGE 2		1955	-	460	112	175	-	-	
0010	STA 31+00 TO STA 37+00	STAGE 1		-	-	-	-	-	-	-	
		STAGE 2		1550	-	729	210	270	-	-	
0010	STA 37+00 TO STA 42+50	STAGE 1		-	-	-	-	-	-	-	
		STAGE 2		877	-	477	126	16	-	-	
0010	STA 42+50 TO STA 48+00	STAGE 1		-	-	-	-	-	-	-	
		STAGE 2		1380	340	629	172	330	24	-	
0010	STA 48+00 TO EAST PROJECT LIMITS	STAGE 1		-	-	-	-	-	-	-	
		STAGE 2		681	250	537	130	200	-	-	
	SUB TOTAL			**7638**	**590**	**3412**	**908**	**1471**	**24**	**0**	
	GRAND TOTALS			**8473**	**1172**	**3540**	**908**	**1471**	**24**	**325**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

TEMPORARY PAVEMENT MARKING

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. / UNIT PAY	TEMPORARY MARKING LINE PAINT 4-INCH 649.0105 (WHITE/YELLOW) LF	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH 649.0150 (WHITE/YELLOW) LF	TEMPORARY MARKING STOP LINE PAINT 18-INCH 649.0805 (WHITE) LF
0010	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1		450	392	-
0010	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1		294	1704	14
	SUB TOTAL			**744**	**2096**	**14**
0010	STA 19+33.5 TO STA 25+00	PRE-STAGE 1		140	1330	-
		STAGE 1		1101	926	-
		STAGE 2		-	1206	-
0010	STA 25+00 TO STA 31+00	PRE-STAGE 1		140	1330	-
		STAGE 1		2859	1880	-
		STAGE 2		-	1214	-
0010	STA 31+00 TO STA 37+00	PRE-STAGE 1		328	778	-
		STAGE 1		868	-	-
		STAGE 2		-	1114	-
0010	STA 37+00 TO STA 42+50	PRE-STAGE 1		280	-	-
		STAGE 1		411	-	-
		STAGE 2		-	450	-
0010	STA 42+50 TO STA 48+00	PRE-STAGE 1		-	605	-
		STAGE 1		2638	247	-
		STAGE 2		-	823	-
0010	STA 48+00 TO EAST PROJECT LIMITS	PRE-STAGE 1		-	-	-
		STAGE 1		1578	-	-
		STAGE 2		-	662	-
	SUB TOTAL			**10343**	**12565**	**0**
	GRAND TOTALS			**11087**	**14661**	**14**

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

SIGNALS AND STREET LIGHTING ITEMS 2200-14-70				
CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY
0010	204.0195	REMOVING CONCRETE BASES	EACH	**52**
0010	652.0220	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/2-INCH	LF	**325**
0010	625.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	**650**
0010	652.0230	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 1/2-INCH	LF	**7,250**
0010	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	**3,800**
0010	652.0615	CONDUIT SPECIAL 3-INCH	LF	**1,300**
0010	654.0101	CONCRETE BASES TYPE 1	EACH	**13**
0010	654.0110	CONCRETE BASES TYPE 10	EACH	**2**
0010	657.0100	PEDESTAL BASES	EACH	**14**
0010	SPV.0060.006	UTILITY LINE OPENING	EACH	**10**
0010	SPV.0060.201	POLES TYPE 10 BLACK	EACH	**2**
0010	SPV.0060.202	CONCRETE BASES TYPE 10 SPECIAL	EACH	**4**
0010	SPV.0060.203	POLES TYPE 13 SPECIAL BLACK	EACH	**4**
0010	SPV.0060.204	MONOTUBE ARM 30-FT BLACK	EACH	**3**
0010	SPV.0060.205	MONOTUBE ARM 35-FT BLACK	EACH	**1**
0010	SPV.0060.206	MONOTUBE ARM 40-FT BLACK	EACH	**2**
0010	SPV.0060.207	MANHOLE TYPE SL - 3 FT	EACH	**16**
0010	SPV.0060.301	PULLBOXES 17-INCH x 30-INCH x 24-INCH	EACH	**40**
0010	SPV.0060.302	PULLBOXES 13-INCH x 24-INCH x 24-INCH	EACH	**62**
0010	SPV.0060.303	CONCRETE LIGHT BASES TYPE 1	EACH	**26**
0010	SPV.0060.401	ADJUSTING TES MANHOLE COVERS	EACH	**35**
0010	SPV.0060.402	5-FT DIAMETER MANHOLE TYPE TES	EACH	**2**
0010	SPV.0060.403	INSTALLING CONDUIT INTO EXISTING MANHOLE	EACH	**12**
0010	SPV.0060.404	5-FT DIAMETER DOGHOUSE MANHOLE TYPE TES	EACH	**1**
0010	SPV.0090.301	1 1/2" LIQUID TIGHT FLEXIBLE NONMETALLIC CONDUIT TYPE B	LF	**250**

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

EROSION CONTROL

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. UNIT PAY	COVER PLATES TEMPORARY 611.8120.S EACH	INLET BASKET TYPE M SPV.0060.007 EACH	INLET SCREEN TYPE R SPV.0060.008 EACH	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1			4	4	
0010	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1			7	6	
	SUB TOTAL				**11**	**10**	
0010	STA 19+33.5 TO STA 25+00	PRE-STAGE 1			–	–	
		STAGE 1			7	1	
0010	STA 25+00 TO STA 31+00	PRE-STAGE 1			–	–	
		STAGE 1			14	8	
0010	STA 31+00 TO STA 37+00	PRE-STAGE 1			–	–	
		STAGE 1			22	3	
0010	STA 37+00 TO STA 42+50	PRE-STAGE 1			–	–	
		STAGE 1			8	1	
0010	STA 42+50 TO STA 48+00	PRE-STAGE 1			–	–	
		STAGE 1			15	4	
0010	STA 48+00 TO EAST PROJECT LIMITS	PRE-STAGE 1			–	–	
		STAGE 1			3	0	
	SUB TOTAL				**69**	**17**	
	GRAND TOTALS			**180**	**80**	**27**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

ADJUSTING SANITARY

2200-14-70

CATEGORY	NUMBER	LOCATION		PROPOSED ELEVATION	SANITARY MANHOLE SEALS	REMARKS
		STATION	OFFSET LT/RT (FT)			
0030	700	27+83	166 LT	11.88	1	REPAIR
0030	701	28+15	51 RT	11.10	1	REPAIR
0030	702	28+21	166 LT	11.00	1	
0030	703	28+27	7 RT	11.51	1	REPAIR
0030	704	46+72	5 RT	14.04	1	
0030	705	50+07	4 RT	31.61	1	REPAIR

4 ADJUSTING MANHOLE COVERS (611.8110) (0030 - NON-PARTICIPATING)
6 MANHOLE COVERS TYPE 58A (SPV.0060.003) (0030 - NON-PARTICIPATING)
6 SANITARY MANHOLE SEALS (SPV.0060.010) (0030 - NON-PARTICIPATING)

ADJUSTING WATER FACILITIES

2200-14-70

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY
0030	SPV.0060.011	ADJUSTING WATER BOXES	EACH	**70**
0030	SPV.0060.012	ADJUSTING WATER MANHOLES	EACH	**2**
0030	SPV.0060.013	WATER MAIN PROTECTION	EACH	**5**

ADJUSTING WATER BOXES (0030 - NON-PARTICIPATING)
ADJUSTING WATER MANHOLES (0030 - NON-PARTICIPATING)
WATER MAIN PROTECTION (0030 - NON-PARTICIPATING)

PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

CONSTRUCTION STAKING

2200-14-70

CATEGORY	LOCATION	STAGE	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH	CONSTRUCTION STAKING CONCRETE SIDEWALK SPV.0090.001 LF	CONSTRUCTION STAKING UPPER LAYER SPV.0090.002 LF	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1	1	165	505	
0010	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1	0	395	862	
	SUB TOTAL		**1**	**560**	**1367**	
0010	STA 19+33.5 TO STA 25+00	STAGE 1	8	90	1133	
0010	STA 25+00 TO STA 31+00	STAGE 1	8	470	1200	
0010	STA 31+00 TO STA 37+00	STAGE 1	17	810	1200	
0010	STA 37+00 TO STA 42+50	STAGE 1	8	440	570	
0010	STA 42+50 TO STA 48+00	STAGE 1	9	390	1100	
0010	STA 48+00 TO EAST PROJECT LIMITS	STAGE 1	2	390	160	
	SUB TOTAL		**52**	**2590**	**5363**	
	GRAND TOTALS		**53**	**3150**	**6730**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

SAWCUTTING

2200-14-70

CATEGORY	LOCATION	STAGE	ITEM NO. / UNIT PAY	SAWING ASPHALT 690.0150 LF	SAWING CONCRETE 690.0250 LF	REMARKS
0010	STA 209+04.9 TO STA 212+10.2	PRE-STAGE 1		-	-	
0010	STA 109+12.8 TO STA 113+43.0	PRE-STAGE 1		-	-	
	SUB TOTAL			**0**	**0**	
0010	STA 19+33.5 TO STA 25+00	PRE-STAGE 1 STAGE 1		180	160	
0010	STA 25+00 TO STA 31+00	PRE-STAGE 1 STAGE 1		-	226	
0010	STA 31+00 TO STA 37+00	PRE-STAGE 1 STAGE 1		-	1824	
0010	STA 37+00 TO STA 42+50	PRE-STAGE 1 STAGE 1		-	150	
0010	STA 42+50 TO STA 48+00	PRE-STAGE 1 STAGE 1		-	764	
0010	STA 48+00 TO EAST PROJECT LIMITS	PRE-STAGE 1 STAGE 1		-	364	
	SUB TOTAL			**180**	**3488**	
	GRAND TOTALS			**180**	**3488**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

CITY UNDERGROUND CONDUIT ELECTRICAL CONDUIT

2200-14-70

CATEGORY	LOCATION	LT/RT	ITEM NO. / UNIT PAY	1-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.401 LF	2-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.402 LF	4-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.403 LF	6-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.404 LF	7-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.405 LF	12-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.406 LF	REMARKS
0010	STA 19+33.5 TO STA 25+00									
		STA 19 + 88.0 50.0 RT		-	-	-	-	-	-	MANHOLE #400
		STA 19 + 88.0 50.0 RT		20	-	-	-	-	-	MANHOLE #400 to PROP. TRAFFIC CABINET
		STA 19 + 89.2 50.5 LT		-	-	-	-	-	-	MANHOLE #401
		STA 19 + 94.1 28.2 LT		-	-	-	-	-	-	MANHOLE #402
		STA 21 + 25.5 38.2 RT		-	-	-	-	-	-	MANHOLE #403
		STA 22 + 15.6 38.6 RT		-	-	-	-	-	-	MANHOLE #404
		STA 24 + 13.1 24.4 LT		-	-	-	-	-	-	MANHOLE #405
		STA 24 + 16.4 38.0 RT		-	-	-	-	-	-	MANHOLE #406
	SUB TOTAL			**20**	**0**	**0**	**0**	**0**	**0**	
0010	STA 25+00 TO STA 31+00									
		STA 27 + 85.0 4.7 RT		-	-	-	-	-	-	MANHOLE #407
		STA 27 + 85.1 14.5 RT		-	-	-	-	-	-	MANHOLE #408
		STA 27 + 85.1 26.8 LT		-	-	-	-	-	-	MANHOLE #409
		STA 27 + 85.1 26.8 LT		53	-	-	-	-	-	MANHOLE #409 to PROP. TRAFFIC CABINET
		STA 28 + 25.2 11.5 LT		-	-	-	-	-	-	MANHOLE #411
		STA 29 + 70.1 8.8 RT		-	-	-	-	-	-	MANHOLE #412
		STA 30 + 07.4 12.0 LT		-	-	-	-	-	-	MANHOLE #413
		STA 30 + 65.2 11.6 LT		-	-	-	-	-	-	MANHOLE #414
	SUB TOTAL			**53**	**0**	**0**	**0**	**0**	**0**	
0010	STA 31+00 TO STA 37+00									
		STA 32 + 06.0 12.2 LT		-	-	-	-	-	76	MANHOLE #415
		STA 32 + 06.0 12.2 LT		76	-	-	-	-	-	MANHOLE #415 to PROP. TRAFFIC CABINET
		STA 32 + 13.5 50.0 LT		-	-	-	-	-	-	MANHOLE #416
		STA 32 + 14.2 49.1 RT		-	-	-	-	-	-	MANHOLE #417
		STA 35 + 58.0 21.0 LT		-	-	-	-	-	29	MANHOLE #418
		STA 35 + 58.0 21.0 LT		29	-	-	-	-	-	MANHOLE #418 to PROP. TRAFFIC CABINET
		STA 36 + 16.0 37.6 LT		-	-	262	60	-	-	MANHOLE #419
		STA 36 + 44.6 13.6 RT		-	-	-	-	-	-	MANHOLE #420
		STA 36 + 45.0 22.1 LT		-	-	-	-	-	-	MANHOLE #421
	SUB TOTAL			**105**	**0**	**262**	**60**	**0**	**0**	
	SUB TOTAL SHEET 1			**178**	**0**	**262**	**60**	**0**	**0**	

*NOTE: ADDITIONAL QUANTITIES FORCITY UNDERGROUND CONDUIT ELECTRICAL CONDUIT ARE FOUND IN NEXT SHEET

CITY UNDERGROUND CONDUIT ELECTRICAL CONDUIT (CONTINUED)

2200-14-70

CATEGORY	LOCATION	LT/RT	ITEM NO. UNIT PAY	1-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.401 LF	2-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.402 LF	4-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.403 LF	6-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.404 LF	7-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.405 LF	12-DUCT CONDUIT CEMENT ENCASED DB-60 SPV.0090.406 LF	REMARKS
	SUB TOTAL									
0010	STA 37+00 TO STA 42+50									
	STA 37 + 83.	15.3 RT		–	–	–	–	–	–	MANHOLE #422
	STA 38 + 09.	15.4 RT		–	–	–	–	–	–	MANHOLE #423
	STA 38 + 09.	15.4 RT		20	–	–	–	–	–	MANHOLE #423 to PROP. TRAFFIC CABINET
				20	**0**	**0**	**0**	**0**	**0**	
	STA 42+50 TO STA 48+00									
	STA 43 + 01.	11.8 LT		–	–	–	–	–	–	MANHOLE #426
	STA 43 + 97.	14.9 LT		–	–	–	–	–	–	MANHOLE #427
	SUB TOTAL			**0**	**0**	**0**	**0**	**0**	**0**	
0010	STA 48+00 TO STA 49+50									
	STA 45 + 57. - STA 46 + 43.5			–	–	–	80	–	–	MANHOLE #429 to PROP. MANHOLE #431
	STA 45 + 96.	44.2 RT		–	–	–	–	–	–	MANHOLE #430
	STA 46 + 43. - STA 50 + 81.6			–	–	18	118	–	–	PROP. MANHOLE #431 to PAVING LIMITS
	STA 46 + 43. - STA 46 + 78.	36.8 LT		–	–	–	–	33	–	PROP. MANHOLE #431 to STA. 46 + 78.0, 36.8 LT
	STA 46 + 78.	36.8 LT		18	–	–	–	–	–	STA. 46 + 78.0, 36.8 LT to PROP. TRAFFIC CABINET
	STA 46 + 78. - STA 48 + 09.	36.8 LT		–	–	–	131	–	–	STA. 46 + 78.0, 36.8 LT to PROP. MANHOLE #433
	STA 46 + 78.	32.2 LT		–	–	–	–	–	–	MANHOLE #432
	STA 48 + 09. -			–	–	31	–	–	–	PROP. MANHOLE #433 to LOT LINE
	STA 48 + 75.	11.5 LT		–	–	–	124	–	63	STA 48 + 75.0, 11.5 LT to EXISTING CONDUIT
	STA 49 + 16. - STA 49 + 19.	13.0 LT		–	–	8	–	–	–	STA 49 + 16.0, 13.0 to STA 49 + 19.0, 19.0 LT
	STA 49 + 19.	19.0 LT		–	18	–		–	–	STA 49 + 16.0, 13.0 LT to MANHOLE # 434
	STA 49 + 19.	19.0 LT		–	–	–	18	–	–	STA 49 + 19.0, 19.0 LT to LOT LINE
	STA 49 + 19. - STA 49 + 37.	15.0 LT		–	17	–	–	–	–	STA 49 + 19.0, 19.0 LT to MANHOLE #434
	STA 49 + 37.	15.0 LT		–	–	–	–	–	–	MANHOLE #434
	SUB TOTAL			**18**	**35**	**57**	**471**	**33**	**63**	
	GRAND TOTALS FOR SHEETS 1 AND 2			**216**	**35**	**319**	**531**	**33**	**63**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

3

CONTAMINATED SOIL

2200-14-70

CATEGORY	LOCATION	LT/RT	STAGE	EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL	MANAGEMENT SOLID WASTE	REMARKS
ITEM NO.				205.0501.S	SPV.0195.001	
UNIT PAY				TON	TON	
0010	STA 20+10 TO STA 21+25	LT	PRE-STAGE 1	-	-	-
		LT	STAGE 1	12	-	-
0010	STA 20+10 TO STA 21+25	RT	PRE-STAGE 1	-	-	-
		RT	STAGE 1	7	-	-
0010	STA 26+40 TO STA 27+45	LT	PRE-STAGE 1	-	-	-
		LT	STAGE 1	-	92	-
0010	STA 27+45 TO STA 28+00	RT	PRE-STAGE 1	-	-	-
		RT	STAGE 1	-	63	-
0010	STA 27+45 TO STA 28+40	LT	PRE-STAGE 1	-	-	-
		LT	STAGE 1	-	162	-
0010	STA 36+25 TO STA 37+15	LT	PRE-STAGE 1	23	-	-
		LT	STAGE 1	-	-	-
0010	STA 36+25 TO STA 37+15	LT	PRE-STAGE 1	4	1	-
		LT	STAGE 1	-	-	-
0010	STA 44+55 TO STA 45+75	LT	PRE-STAGE 1	-	-	-
		LT	STAGE 1	-	83	-
0010	STA 45+75 TO STA 46+95	RT	PRE-STAGE 1	-	-	-
		RT	STAGE 1	293	-	-
0010	STA 45+75 TO STA 46+95	LT	PRE-STAGE 1	-	-	-
		LT	STAGE 1	122	-	-
	GRAND TOTALS			**461**	**401**	

All CATEGORY 0010 ITEMS ARE PARTICIPATING

WEST WELLS STREET

N

BEGIN PROJECT
STA. 19+33.5

SEE INTERSECTION CURB RAMP DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

SEE CONST. DETAILS FOR GRADE INFORMATION AND LOCATION

SEE CONSTRUCTION DETAILS - BUS STOP

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

BM: SE COR HYD @ N 6TH ST & W WELLS ST ELEV = 18.14

SEE CONSTRUCTION DETAILS - BUS STOP

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

SEE INTERSECTION CURB RAMP DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

N. 6TH ST.

#405 W KILBOURN AVE

#400 W WISCONSIN AVE

#801 N 6TH ST

#601 W WELLS ST

LEGEND

- (A) CONST. CONC. CURB & GUTTER 31-INCH
- (AC) CONST. CURB 31-INCH (COVERED FLANGE)
- (B) GRIND AND CONST. HMA PAVEMENT 4 LT 58-28S OVER HMA PAVEMENT 3 LT 58-28S
- (C) CONST. 9" CONC. PAV'T WITH INTEGRAL CURB (BUS STOP)
- (C9) CONST. 9" CONC. PAVEMENT
- (F) CONST. 9" CONC. BASE IN GUTTER SECTION
- (O) CONST. SNOW PLOWABLE MEDIAN ISLAND NOSE
- (R) CONST. CONC. LOADING ZONE
- (X) SAW ASPHALT
- (Y) SAW CONCRETE
- (ZZ) CONST. 8" CONCRETE BASE
- (22) CONST. CURB 22-INCH

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 40'	SHEET NO: 163	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\20-25.DGN

REVISED DATE: 10-25-2017 BY JH

BEGIN PROJECT
STA. 19+33.5

FINISHED ELEVATION
ON TRANSIT LINE

EXISTING ELEVATION
ON CENTERLINE

EXISTING GRADE ON C/L

FINISHED GRADE ON T/L

| | | |

WEST WELLS STREET

- (A) CONST. CONC. CURB & GUTTER 31-INCH
- (AC) CONST. CURB 31-INCH (COVERED FLANGE)
- (B) GRIND AND CONST. HMA PAVEMENT 4 LT 58-28S OVER HMA PAVEMENT 3 LT 58-28S HMA PAVEMENT 4 LT 58-28S
- (BB) GRIND 2-1/2" CONST. HMA PAVEMENT 4 LT 58-28S OVER HMA PAVEMENT 3 LT 58-28S HMA PAVEMENT 4 LT 58-28S
- (C) CONST. BUS STOP CONC. CURB & GUTTER, INTEGRAL 31-INCH
- (R) CONST. CONC. LOADING ZONE
- (Y) SAW CONCRETE
- (X) SAW ASPHALT
- (LL) CONST. 36" GUTTER SECTION
- (22C) CONST. CURB 22-INCH (COVERED FLANGE)
- (PC) CONST. CONC. PEDESTRIAN CURB

N

SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

SEE CONST. DETAILS FOR GRADE INFORMATION AND LOCATION

SEE INTERSECTION CURB RAMP DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

CAUTION: HOLLOW WALK WORK BY OTHERS. SEE PROPOSAL ARTICLE "WORK BY OTHERS" FOR MORE INFORMATION.

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

BM: SW COR HYD @ N 4TH ST & W WELLS ST ELEV = 13.07'

N. 4TH ST.

#405 W KILBOURN AVE

#400 W WISCONSIN AVE

#736 N 4TH ST SPRING HILL SUITES

HYATT REGENCY MILWAUKEE

#340 W KILBOURN AVE

#333 W KILBOURN AVE

#310 W WISCONSIN AVE

#1023 N 3RD ST PARKING STRUCTURE

PARKING LOT #302 W WELLS ST

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 40'	SHEET NO: 165	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\25-31.DGN

REVISED DATE: 10-25-2017 BY JH

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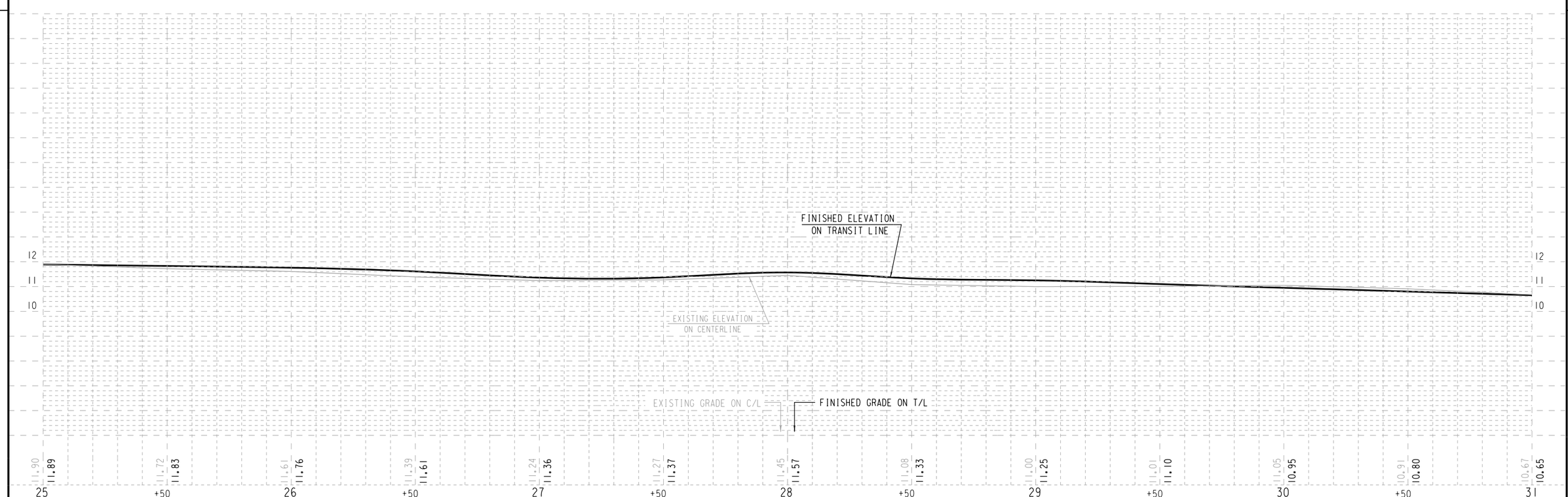

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PROFILE	SCALE FEET 0' 40'	SHEET NO: 166	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\25-31.DGN

REVISED DATE: 10-31-2017 BY SB

LEGEND

- (A) CONST. CONC. CURB & GUTTER 31-INCH
- (AC) CONST. CURB 31-INCH (COVERED FLANGE)
- (B) GRIND AND CONST. HMA PAVEMENT 4 LT 58-28S OVER HMA PAVEMENT 3 LT 58-28S
- (BB) GRIND 2-1/2" AND CONST. HMA PAVEMENT 4 LT 58-28S OVER HMA PAVEMENT 3 LT 58-28S
- (C) CONST. BUS STOP CONCRETE CURB & GUTTER INTEGRAL 31-INCH
- (M) GRADE & PLACE 4" TOPSOIL, SOD & FERTILIZER
- (L) CONST. 24" GUTTER SECTION W/OFFSET F/L
- (X) SAW ASPHALT
- (Y) SAW CONCRETE
- (Z) CONST. 9" CONCRETE BASE

N

WEST WELLS STREET

SEE INTERSECTION CURB RAMP DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

CAUTION: HOLLOW WALK WORK BY OTHERS SEE PROPOSAL ARTICLE "WORK FOR OTHERS" FOR MORE INFORMATION

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

SEE CONSTRUCTION DETAILS - BUS STOP

SEE CONST. DETAILS FOR GRADE INFORMATION AND LOCATION

SEE CONST DETAILS FOR GRADE INFORMATION AND LOCATION

BM: NE COR HYD @ N 2ND ST & W WELLS ST ELEV = 11.72

BM: SE COR HYD @ N OLD WORLD 3RD ST & W WELLS ST ELEV = 12.09

CAUTION: HOLLOW WALK WORK BY OTHERS SEE PROPOSAL ARTICLE "WORK FOR OTHERS" FOR MORE INFORMATION

N. OLD WORLD THIRD ST.

N. 2ND ST.

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 40'	SHEET NO: 167 E

FILE NAME = W:\SPR\WELLS_6TH-PROSPECT\31-37.DGN

REVISED DATE: 11-29-2017 BY SB

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5

EXISTING ELEVATION ON CENTERLINE

FINISHED ELEVATION ON TRANSIT LINE

EXISTING GRADE ON C/L

FINISHED GRADE ON T/L

| | | |

WELLS

STREET

N

END CONSTRUCTION
STA. 39+15.3 T/L

BEGIN CONSTRUCTION
STA. 41+80.00 T/L

MILWAUKEE RIVER

SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

CAUTION: HOLLOW WALK WORK TO BE DONE BY OTHERS

SEE CONST. DETAILS FOR GRADE INFORMATION AND LOCATION

PROPOSED BRIDGE B-40-544

SEE BRIDGE PLANS
STATE PROJECT NUMBER
2195-03-70

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

CAUTION: HOLLOW WALK WORK BY OTHERS SEE PROPOSAL ARTICLE "WORK BY OTHERS" FOR MORE INFORMATION

IF WELLS ST. IS PAVED AT SAME TIME AS THE BRIDGE PROJECT
11.79C
11.27G
11.31F
IF TEMPORARY CONDITION IS REQUIRED
11.01G
(149)

N. PLANKINTON AVE.

T/L PLANKINTON AV

LEGEND

- (A) CONST. CONC. CURB & GUTTER 31-INCH
- (AM) CONST. CONC. CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T (MODIFIED)
- (B) GRIND AND CONST. HMA PAVEMENT 4 LT 58-28S OVER HMA PAVEMENT 3 LT 58-28S
- (L) CONST. 24" GUTTER SECTION W/OFFSET F/L
- (X) SAW ASPHALT
- (Y) SAW CONCRETE

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 40'	SHEET NO: 169	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\37-43.DGN

REVISED DATE: 10-25-2017 BY JH

5

5

EXISTING ELEVATION ON CENTERLINE

FINISHED ELEVATION ON TRANSIT LINE

FINISHED ELEVATION ON TRANSIT LINE

EXISTING ELEVATION ON CENTERLINE

14
13
12
11
10

EXISTING GRADE ON C/L — FINISHED GRADE ON T/L

EXISTING GRADE ON C/L — FINISHED GRADE ON T/L

10.09	10.05	10.48	10.72	11.53		12.61	13.72	13.92	13.28	12.09		11.88	12.11	12.06
10.25	10.33	10.49	11.00	11.53	10.80					12.35	12.03	11.98	12.10	12.07

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

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PROFILE	SCALE FEET 0' 40'	SHEET NO: 170	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\37-43.DGN

REVISED DATE: 10-31-2017 BY SB

EAST WELLS STREET

N

LEGEND

- (A) CONST. CONC. CURB & GUTTER 31-INCH
- (AM) CONST. CONC. CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T (MODIFIED)
- (B) GRIND AND CONST. HMA PAVEMENT 4 LT 58-28S OVER HMA PAVEMENT 3 LT 58-28S
- (C) CONST. BUS STOP CONC. CURB & GUTTER INTEGRAL 31-INCH
- (L) CONST. 24" GUTTER SECTION W/OFFSET F/L
- (M) GRADE & PLACE 4" TOPSOIL, SOD & FERTILIZER
- (X) SAW ASPHALT
- (Y) SAW CONCRETE
- (Z) CONST. 8" CONCRETE BASE

SEE INTERSECTION CURB RAMP DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

SEE CONSTRUCTION DETAILS - BUS STOP

SEE CONST DETAILS FOR GRADE INFORMATION AND LOCATION

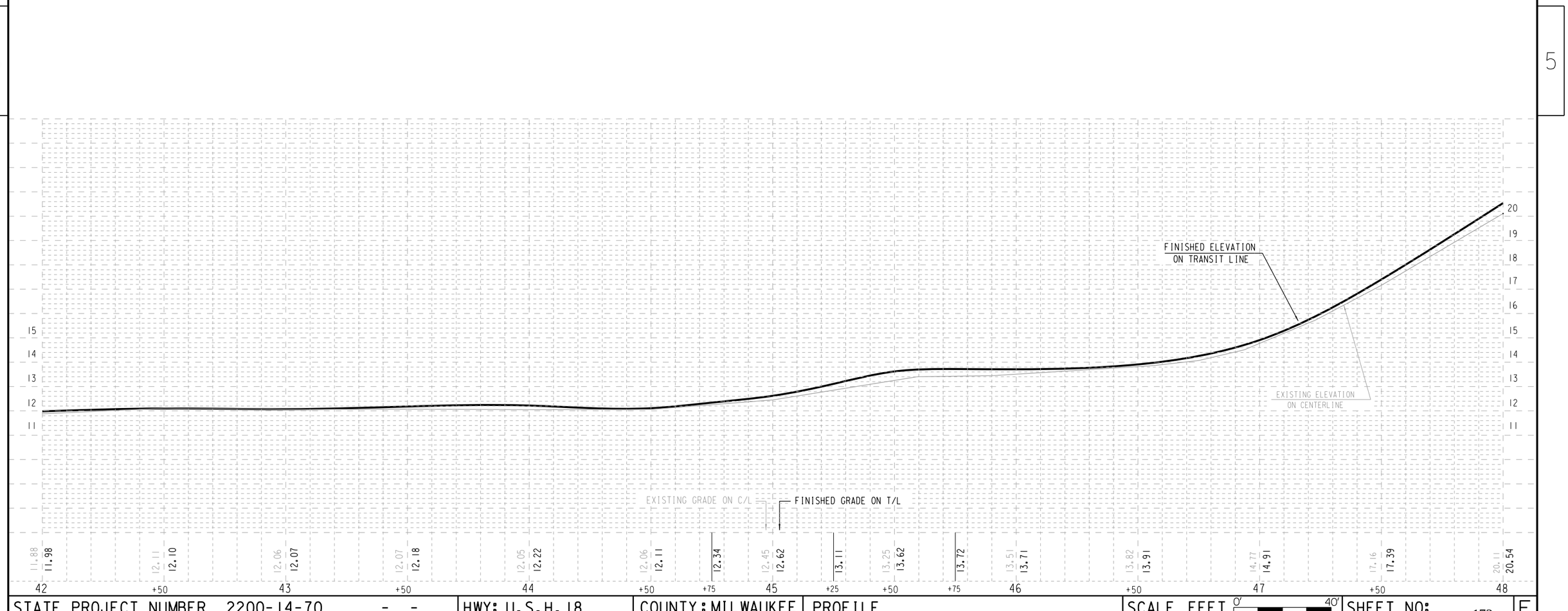
CAUTION: HOLLOW WALK WORK BY OTHERS SEE PROPOSAL ARTICLE "WORK BY OTHERS" FOR MORE INFORMATION

IF WELLS ST. IS PAVED AT SAME TIME AS THE BRIDGE PROJECT

STATE PROJECT NUMBER	HWY:	COUNTY:	PLAN	SCALE FEET	SHEET NO:
2200-14-70 - -	U.S.H. 18	MILWAUKEE		0' 40'	171 E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\42-48.DGN

REVISED DATE: 10-20-2017 BY DB



STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PROFILE	SCALE FEET 0' 40'	SHEET NO: 172	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\42-48.DGN

REVISED DATE: 10-31-2017 BY SB

EAST WELLS STREET

N

EXCEPTION TO NET CENTERLINE LENGTH
STA 49+97.1 T/L
STA 50+05.1 T/L

END PROJECT
STA. 50+81.84

HYD NEC BROADWAY
NE BOLT
ELEV = 33.917

STREETCAR BM 614.51
ADJUST -580.59

TRACK ZONE

TRAIN LOADING PLATFORM

RAMP TO BE CONSTRUCTED WITH STREETCAR

SEE CONST. DETAILS FOR GRADE INFORMATION AND LOCATION

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

SEE INTERSECTION CURB RAMP DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

N. BROADWAY

N. MILWAUKEE ST.

BUILDING #809 N BROADWAY

PARKING STRUCTURE #330 E WELLS ST

PARKING STRUCTURE #780 N WATER ST

#792 N BROADWAY PARKING LOT

#777 N MILWAUKEE ST BUILDING

HEATED FULL CW

CONC BUS PAD

LEGEND

(A) CONST. CONC. CURB & GUTTER 31-INCH

(B) GRIND AND CONST. HMA PAVEMENT 4LT 58-28S OVER HMA PAVEMENT 3 LT 58-28S

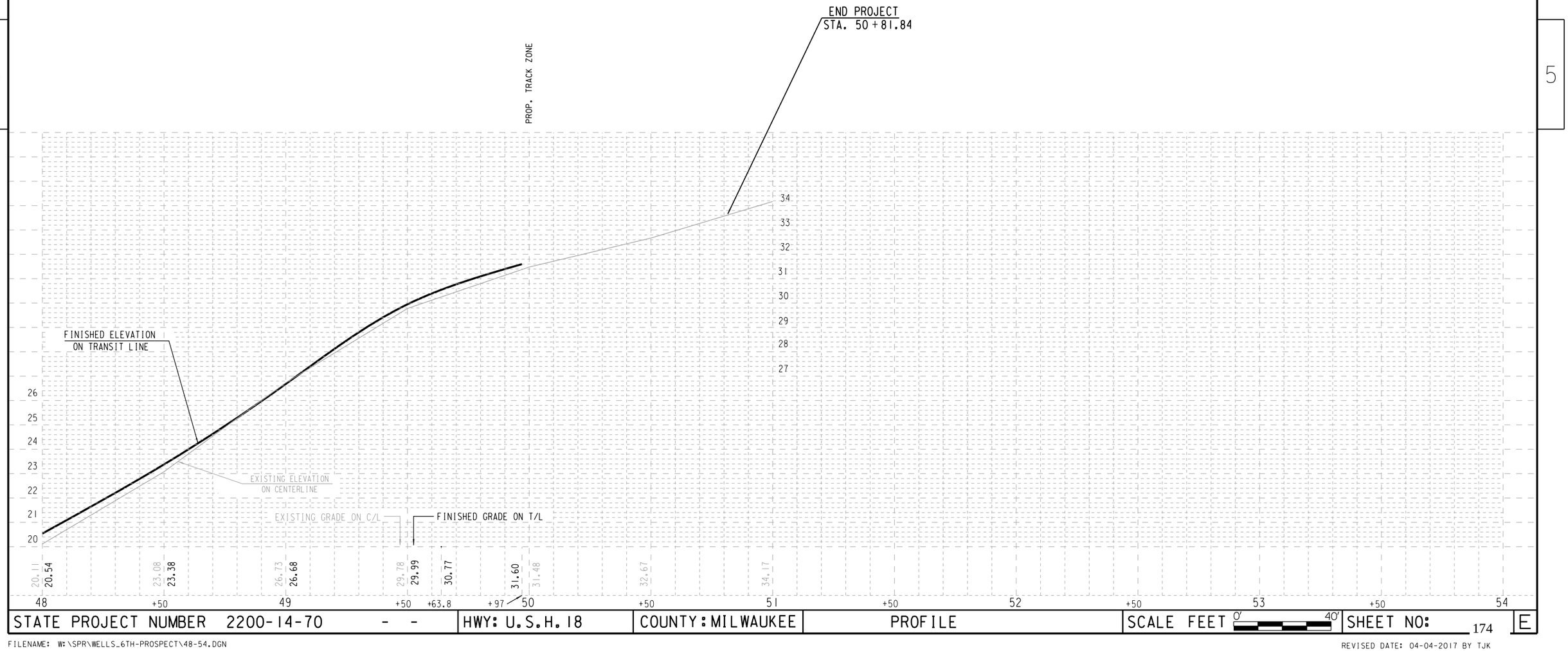
(X) SAW ASPHALT

(Y) SAW CONCRETE

STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 40'	SHEET NO: 173	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\48-54.DGN

REVISED DATE: 10-25-2017 BY JH



STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PROFILE	SCALE FEET 0' 40'	SHEET NO: 174	E

FILENAME: W:\SPR\WELLS_6TH-PROSPECT\48-54.DGN

REVISED DATE: 04-04-2017 BY TJK

EQUATION
STA. 209 + 60.4 , 7.0' LT - N. 2ND ST. PGL =
STA. 35 + 92.7, 0.0'LT - N. WELLS ST. PGL (T/L)

N. 2ND ST.

T/L W. WELLS ST.

T/L N. 2ND ST.

T/L PLANKINTON AVE.

WELLS STREET

N. PLANKINTON AVE.

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

40'LT OF S. 2ND ST. T/L

CAUTION: HOLLOW WALK WORK BY OTHERS. SEE PROPOSAL ARTICLE "WORK BY OTHERS" FOR MORE INFORMATION

SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

BM: NE COR HYD @ N 2ND ST & W WELLS ST ELEV = 11.72

BM: NE COR HYD @ N 2ND ST & W WELLS ST ELEV = 11.72

CTR. 15.0' R= 211+99.8-40.3'LT

BEGIN CONSTRUCTION N. 2ND ST.
STA.+209+04.9 T/L

END CONSTRUCTION N. 2ND ST.
STA. 212+10.2 T/L

EQUATION
STA. 112+89.9 , 6.0' RT - N. PLANKINTON AVE PGL =
STA. 212+32.4, 7.3'LT - N. 2ND ST. PGL

PLANKINTON AVE PGL = ST. PGL

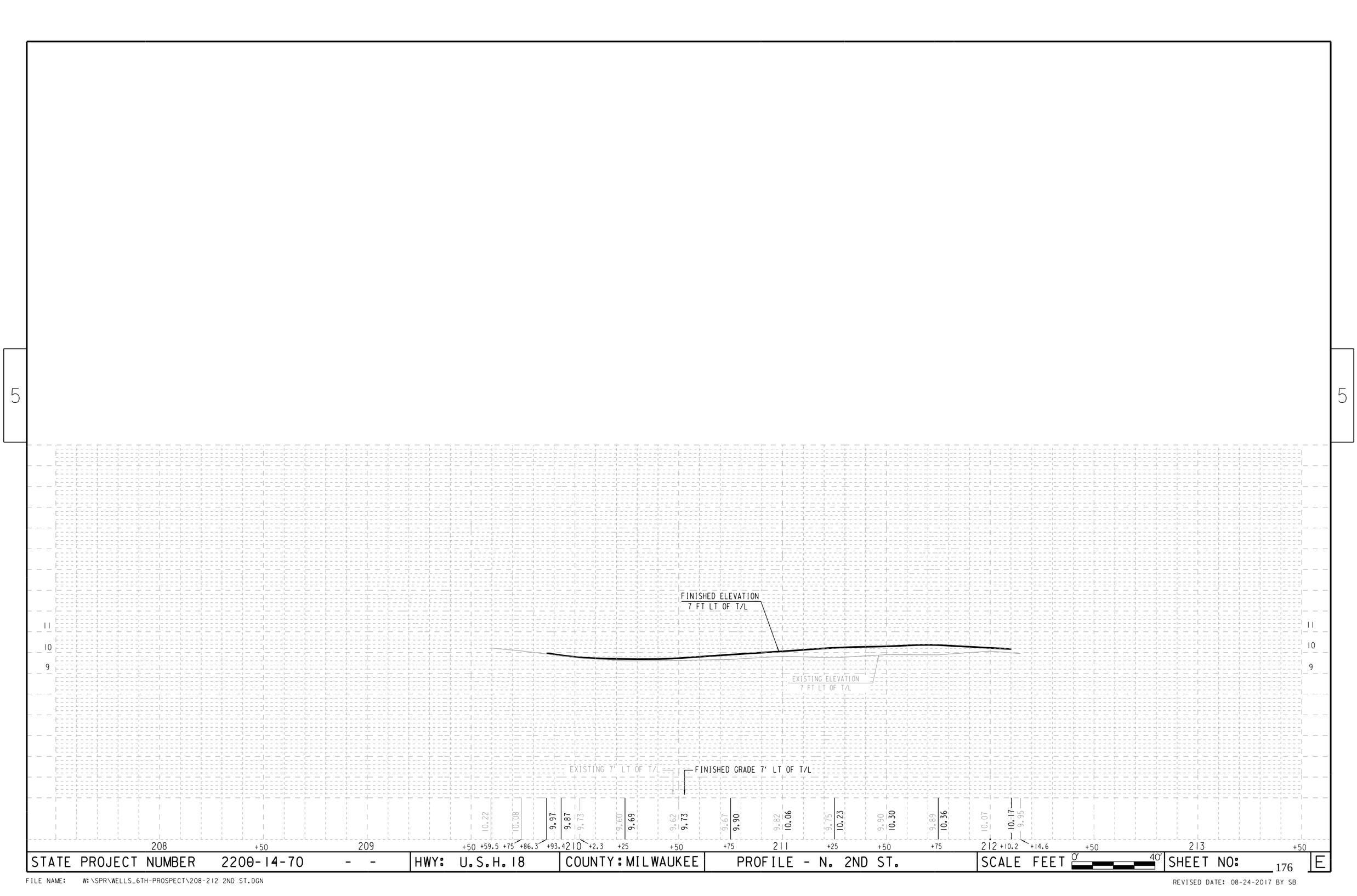
LEGEND

- (A) CONST. CONC. CURB & GUTTER 31-INCH
- (B) GRIND AND CONST. HMA PAVEMENT 4LT 58-28S OVER HMA PAVEMENT 3LT 58-28S
- (L) CONST. 24" GUTTER SECTION W/OFFSET F/L
- (O) CONSTRUCT SNOW PLOWABLE MEDIAN ISLAND NOSE
- (X) SAW ASPHALT
- (Y) SAW CONCRETE
- (W) CONST CONCRETE WALK INTEGRAL CURB

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 40'	SHEET NO: 175	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\208-212 2ND ST.DGN

REVISED DATE: 10-26-2017 BY JH



STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PROFILE - N. 2ND ST.	SCALE FEET 0' 40'	SHEET NO: 176	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\208-212 2ND ST.DGN

REVISED DATE: 08-24-2017 BY SB

LEGEND

- (A) CONST. CONC. CURB & GUTTER 31-INCH
- (B) GRIND AND CONST. HMA PAVEMENT 4LT 58-28S OVER HMA PAVEMENT 3LT 58-28S
- (L) CONST. 24" GUTTER SECTION W/OFFSET F/L (SEE DETAIL)
- (X) SAW ASPHALT
- (Y) SAW CONCRETE
- (Z) CONST. 9" CONCRETE BASE

EQUATION

STA. 109 + 65.8 , 6.0' RT - N. PLANKINTON AVE PGL =
STA. 37 + 69.6, 0.0'LT - N. WELLS ST. PGL (T/L)

NORTH PLANKINTON

END CONSTRUCTION
STA. 109+12.8 T/L

WEST WELLS STREET

SEE CONST. DETAILS FOR INTERSECTION GRADE INFORMATION AND LOCATION

SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

T/L W. WELLS ST.

T/L N. 2ND ST.

40'LT OF S. 2ND ST. T/L

BM: NE COR HYD @ N. 2ND ST & W. WELLS ST ELEV.: 11.72

N. 2ND ST.

CAUTION: HOLLOW WALK WORK BY OTHERS

SEE DETAIL "A"

SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION ON CURB RAMPS

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION ON DRIVEWAYS

T/L PLANKINTON AVE.

END CONSTRUCTION
STA. 113+43.0 T/L

DETAIL "A"

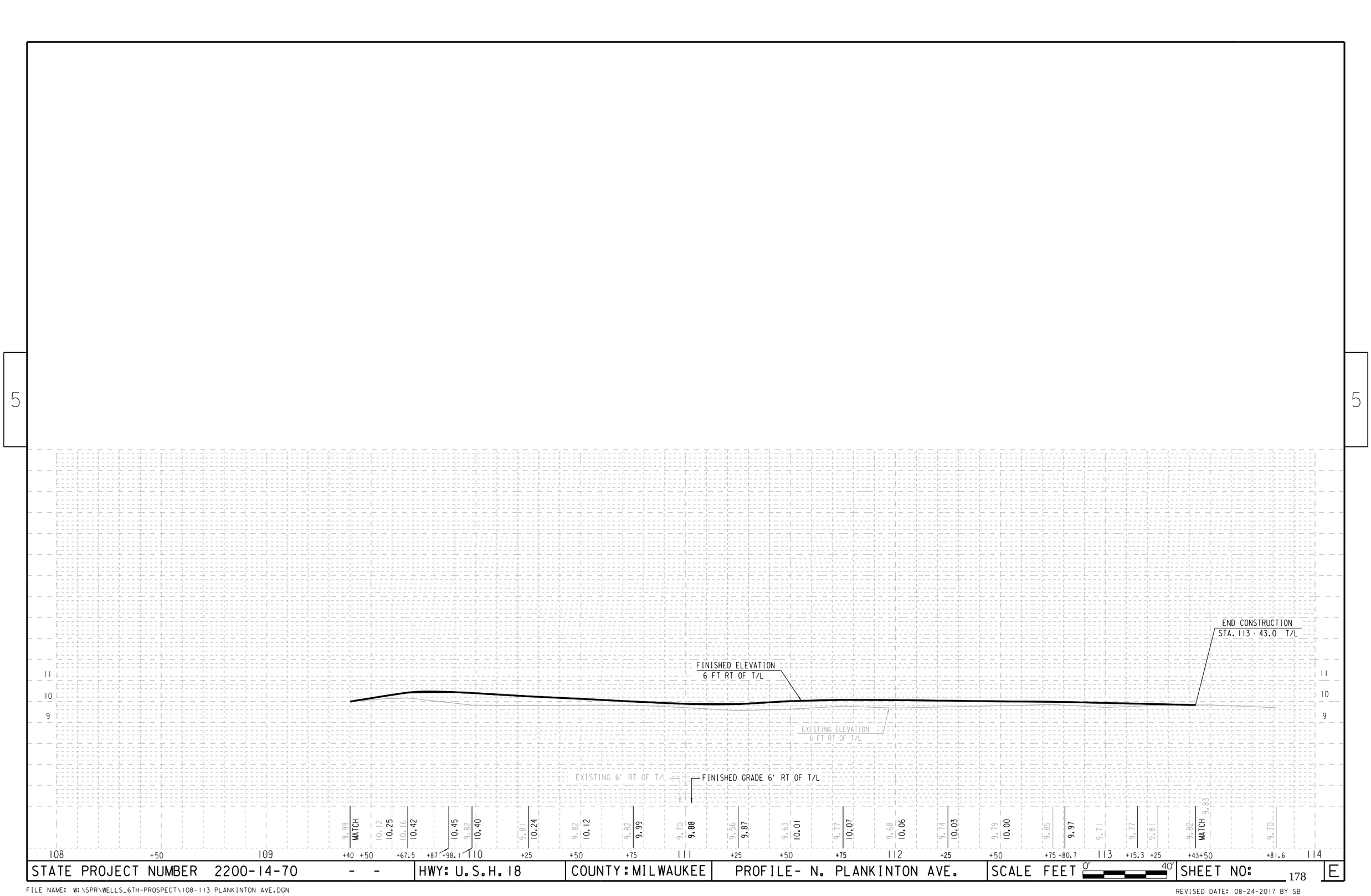
EQUATION

STA. 112 + 89.9 , 6.0' RT - N. PLANKINTON AVE PGL =
STA. 212 + 32.4, 7.3'LT - N. 2ND ST. PGL

STATE PROJECT NUMBER 2200-14-70	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PLAN	SCALE FEET 0' 40'	SHEET NO: 177	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\108-113 PLANKINTON AVE.DGN

REVISED DATE: 10-26-2017 BY JH



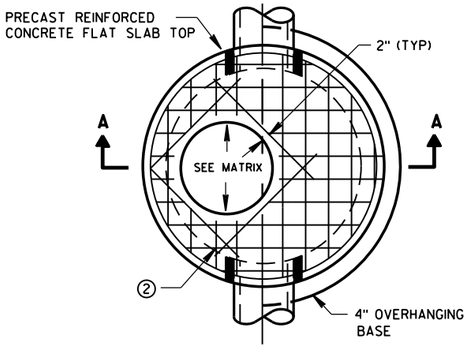
STATE PROJECT NUMBER 2200-14-70 - -	HWY: U.S.H. 18	COUNTY: MILWAUKEE	PROFILE- N. PLANKINTON AVE.	SCALE FEET 0' 40'	SHEET NO: 178	E

FILE NAME: W:\SPR\WELLS_6TH-PROSPECT\108-113 PLANKINTON AVE.DGN

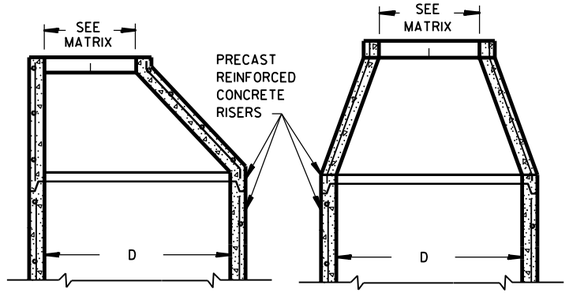
REVISED DATE: 08-24-2017 BY SB

Standard Detail Drawing List

08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-20A	CONCRETE CURB & GUTTER
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-10	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
09B02-10	CONDUIT
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C11-10	CONCRETE BASE TYPE 10
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-16	URBAN NON-DOWELED CONCRETE PAVEMENT
13C09-14A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-14B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-14C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C14-06A	BASE PATCHING CONCRETE
13C14-06B	BASE PATCHING CONCRETE
13C14-06C	BASE PATCHING CONCRETE
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
13C18-05A	CONCRETE PAVEMENT JOINTING
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14E	PAVEMENT MARKING FOR BIKE LANES
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C20-02	YIELD MARKING
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

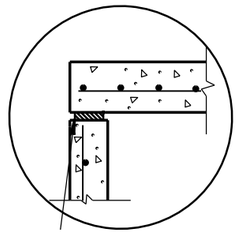


PLAN VIEW CIRCULAR OPENING

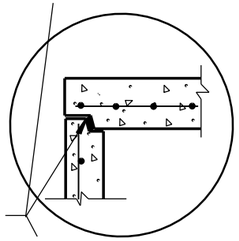


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

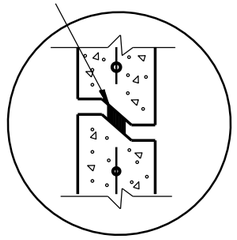


TOP WITH PLAIN END JOINT



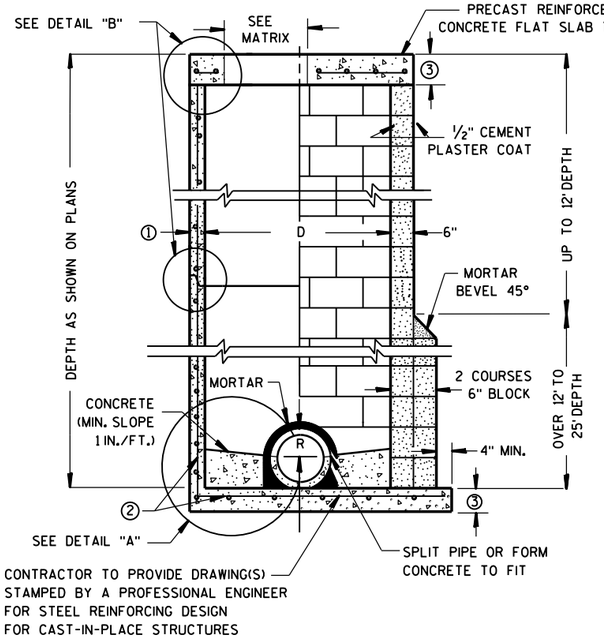
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



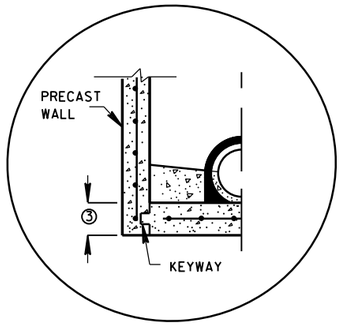
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

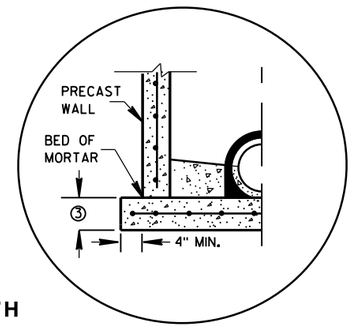


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

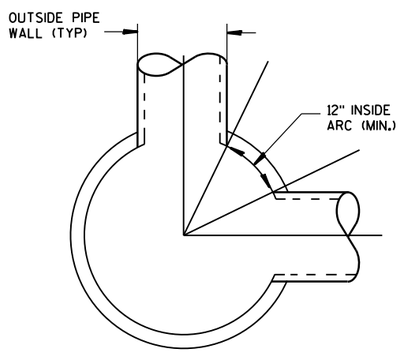


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST 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 CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND 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 DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" 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.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

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 "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

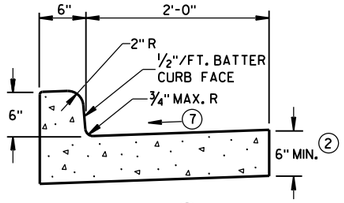
APPROVED

Sept., 2016
DATE

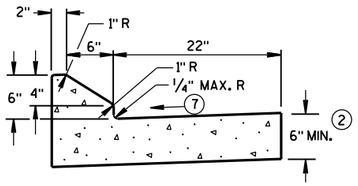
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

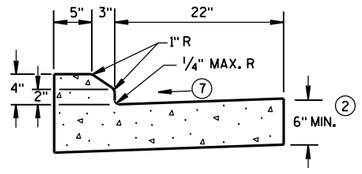
6
S.D.D. 8 B 9-2



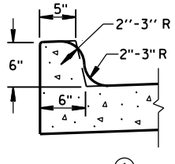
TYPES A (1) & D



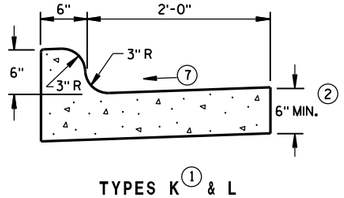
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

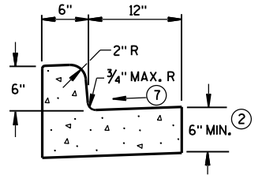


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



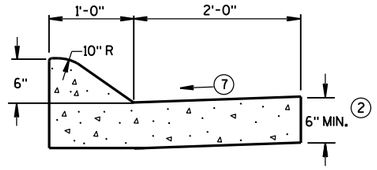
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

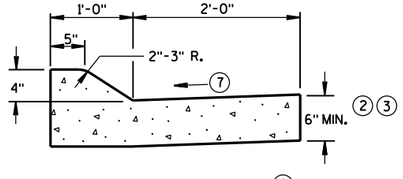


TYPES A (1) & D

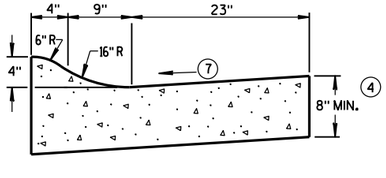
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

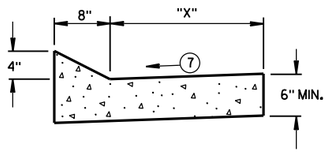


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

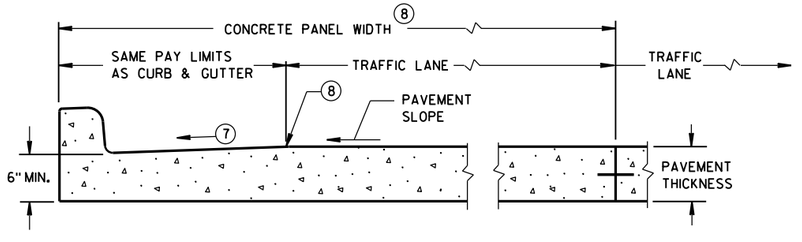
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

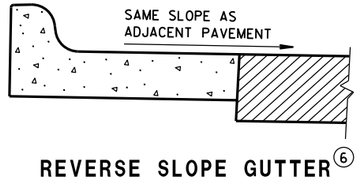
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB & GUTTER

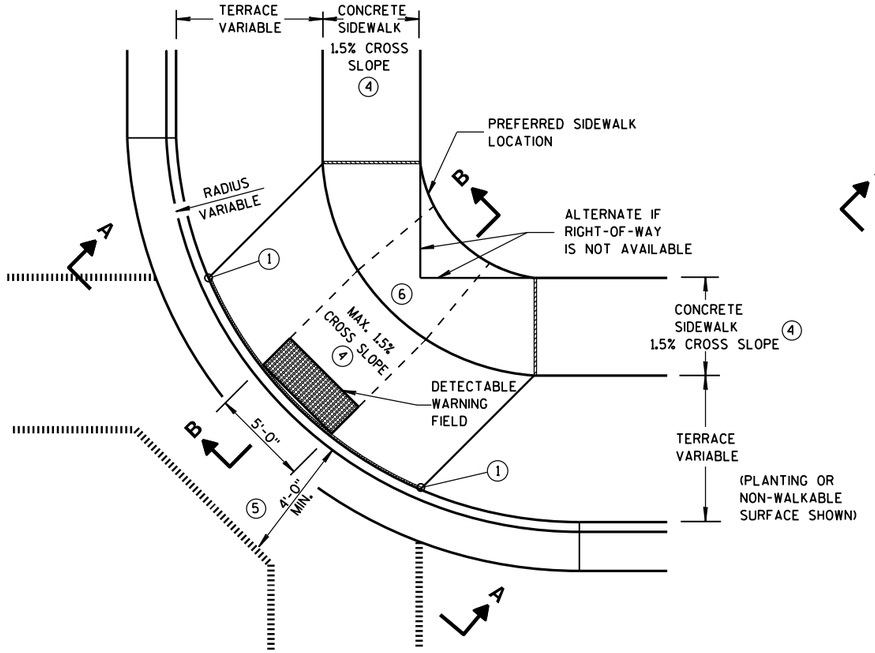
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

S.D.D. 8 D 1-20a

6

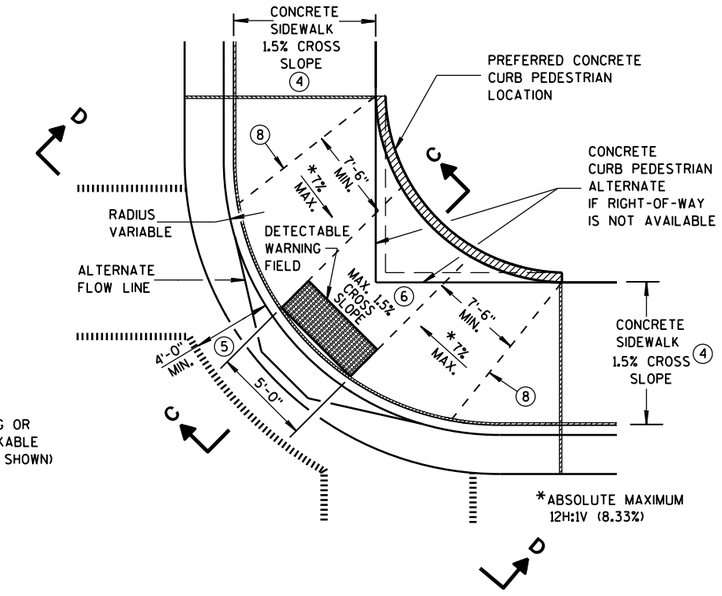
S.D.D. 8 D 1-20a



PLAN VIEW

TYPE 1 RAMP

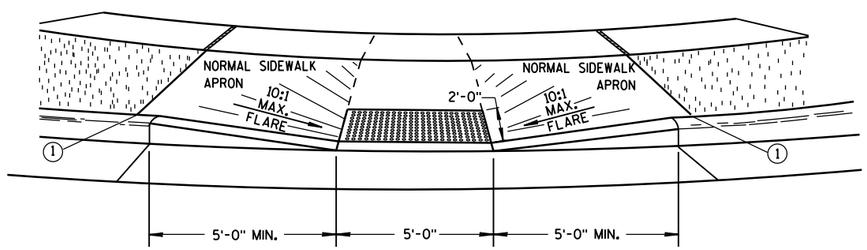
(CENTER OF CORNER RADIUS)



PLAN VIEW

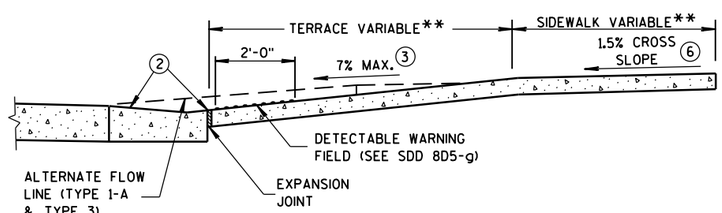
TYPE 1-A RAMP

(NO TERRACE)

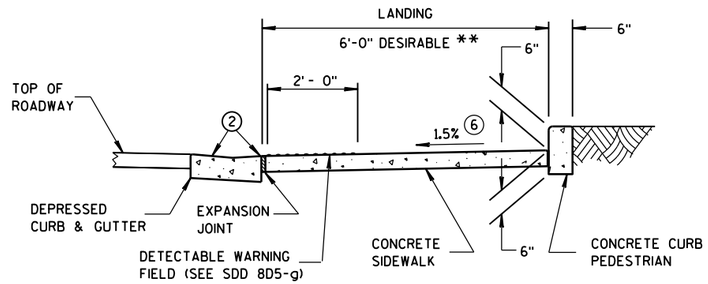


VIEW A-A

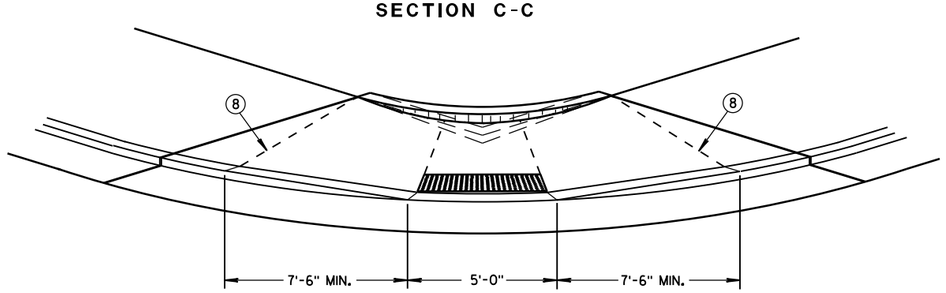
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD 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 LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

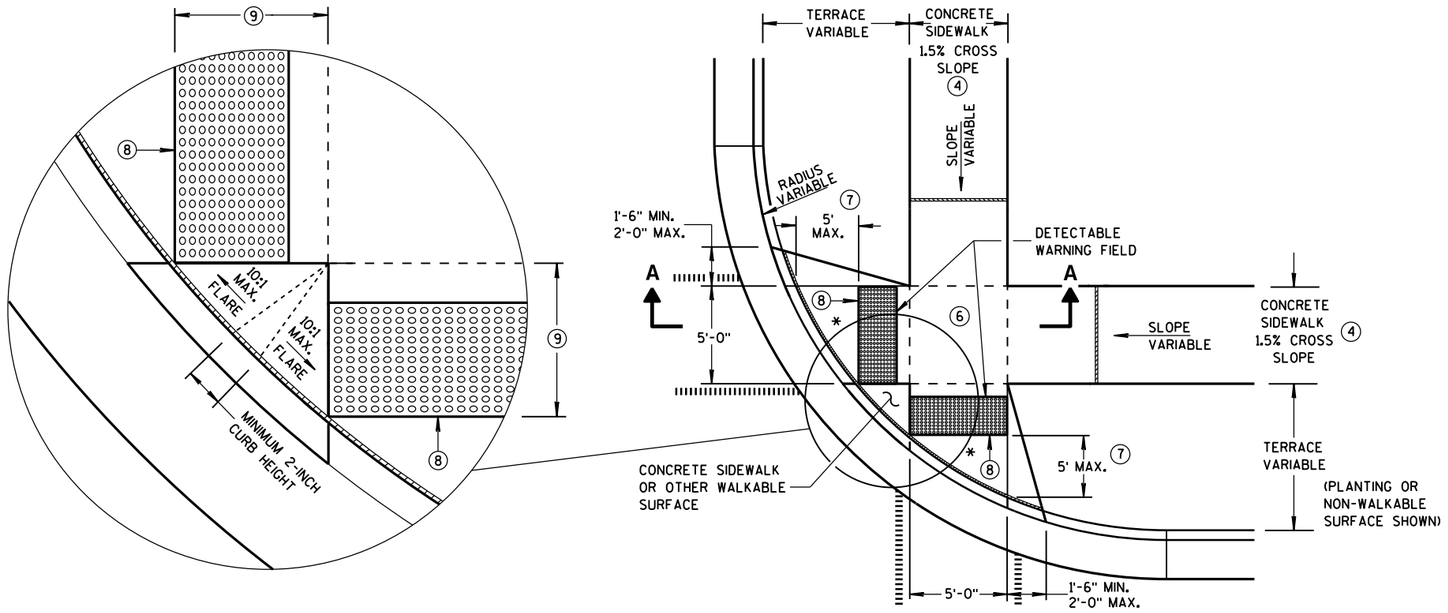
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

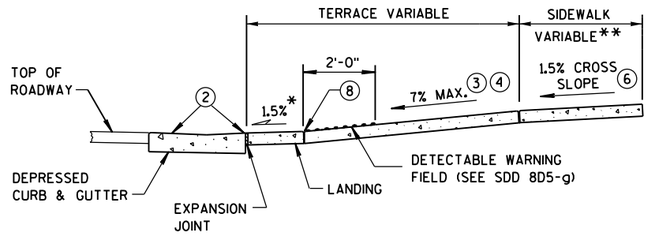
6

S.D.D. 8 D 5-19a



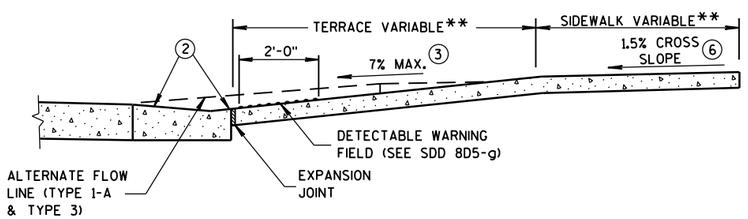
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

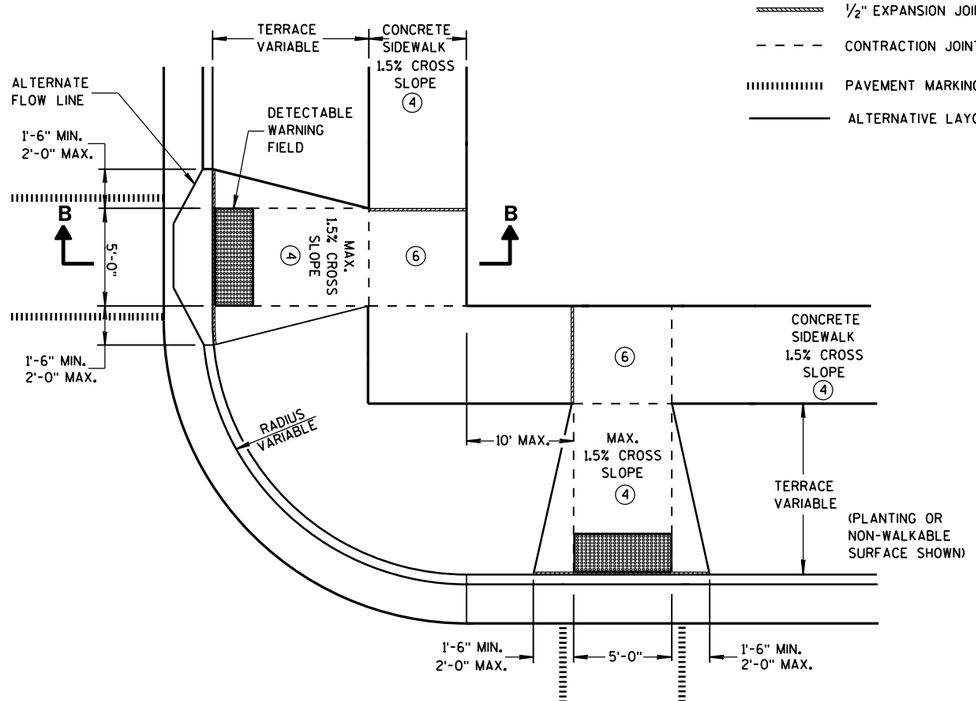
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



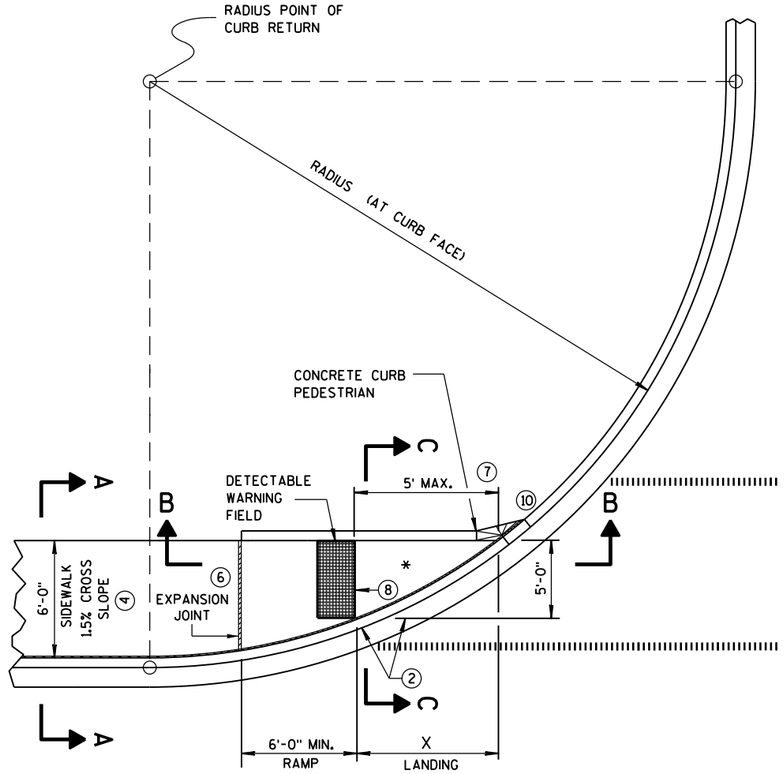
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

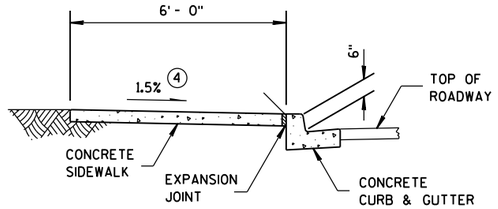
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

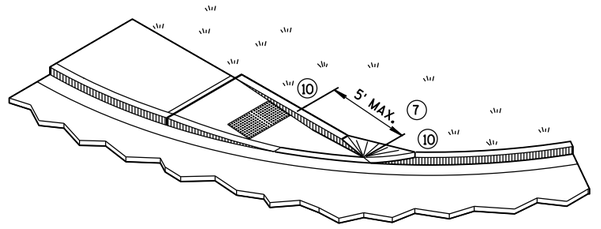
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

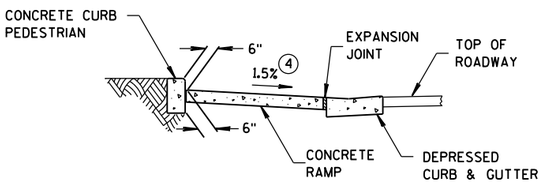
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

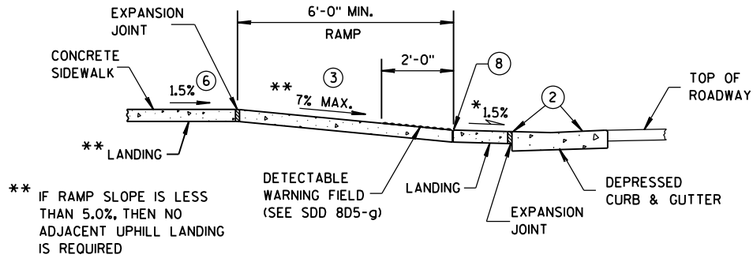
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



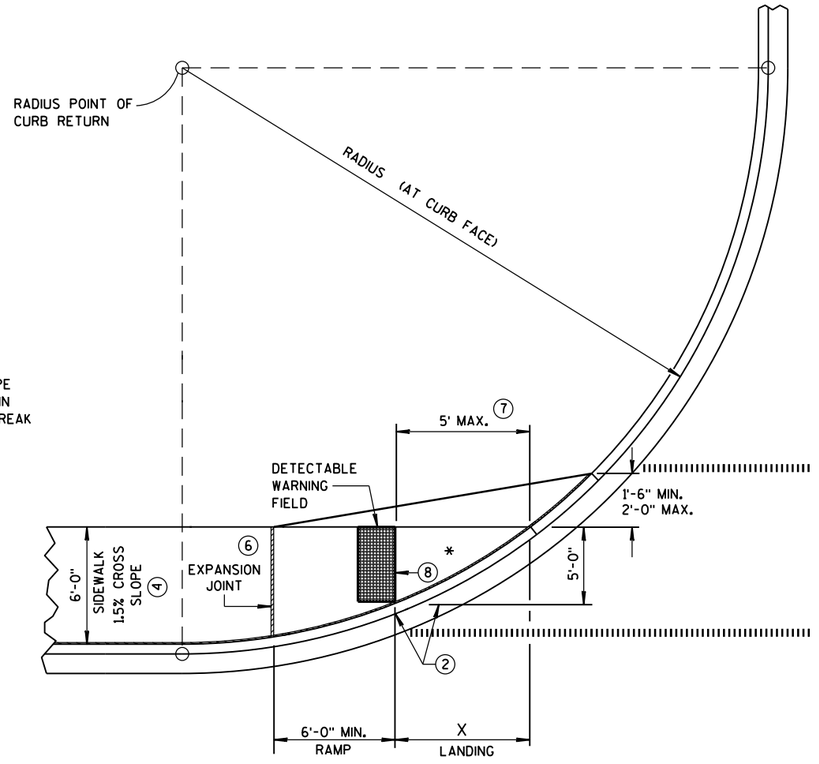
SECTION C-C FOR TYPE 4A



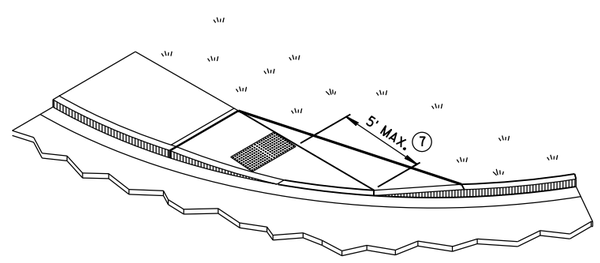
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

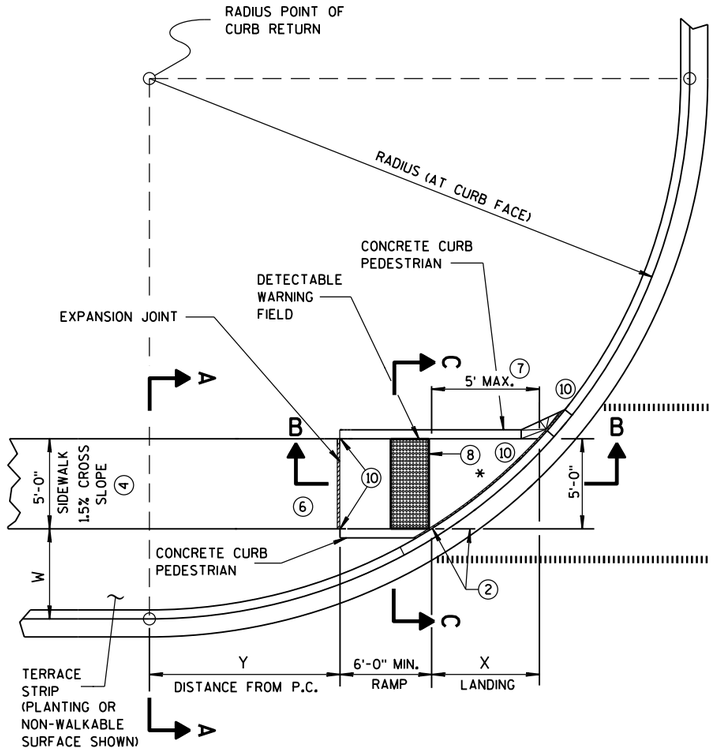
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

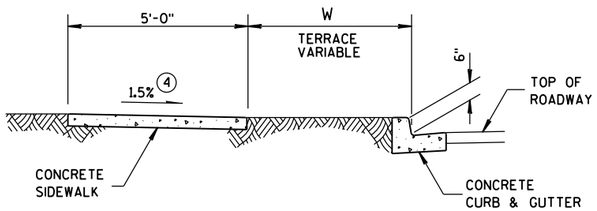
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

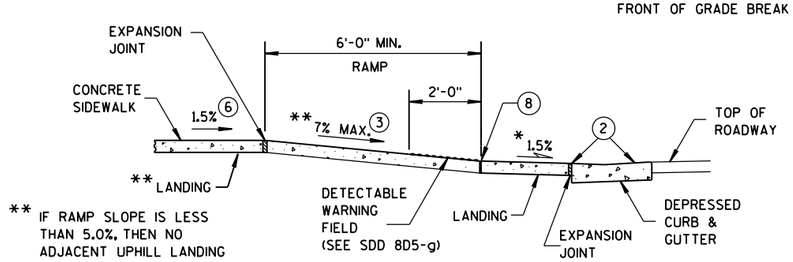
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW

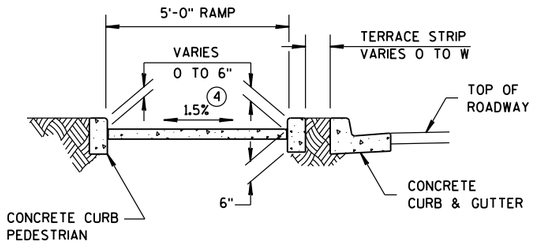


SECTION A-A FOR TYPE 4B



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

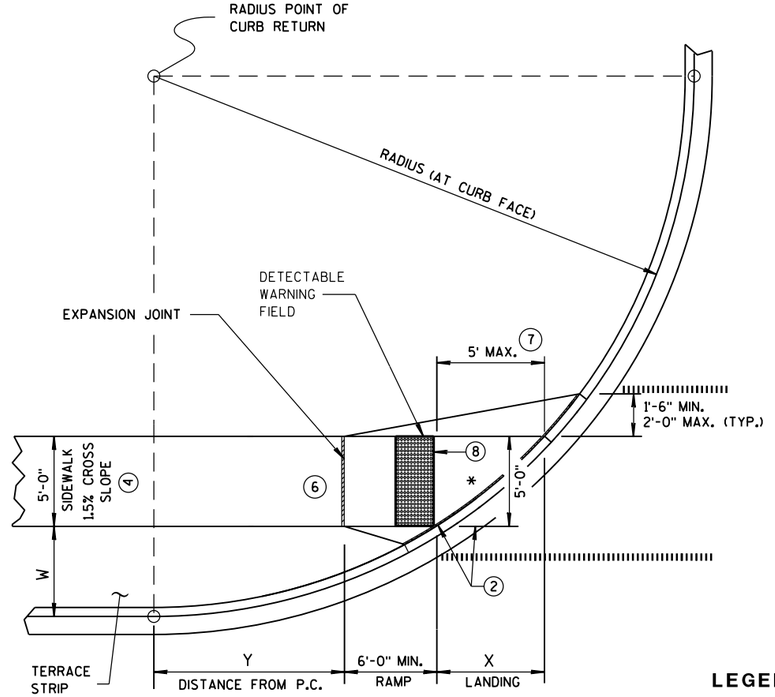
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

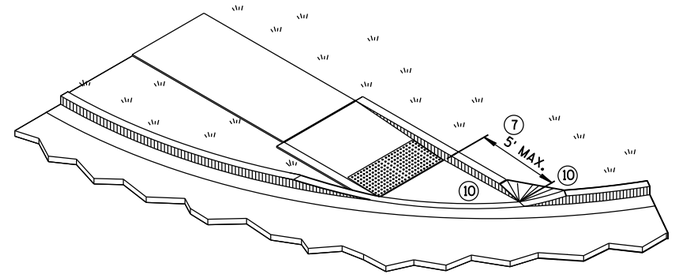
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

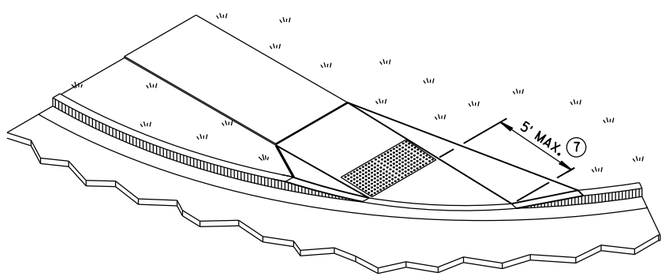
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

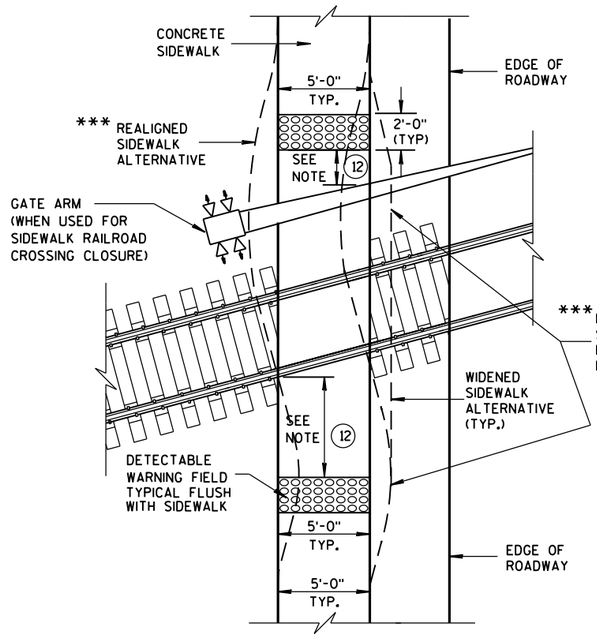
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

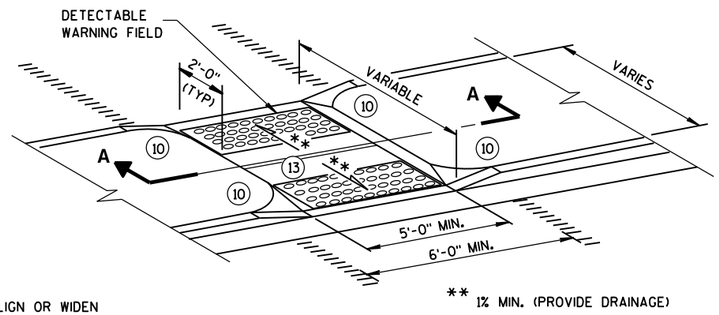
6

S.D.D. 8 D 5-19d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

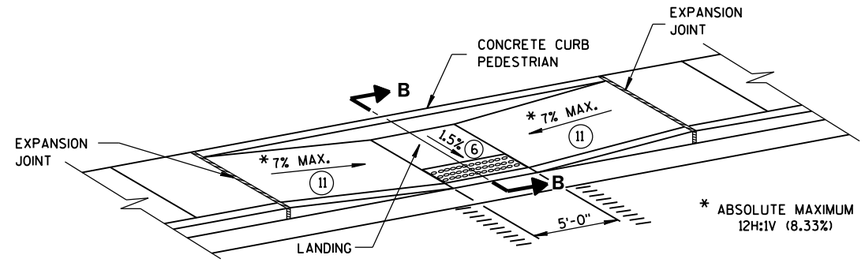
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

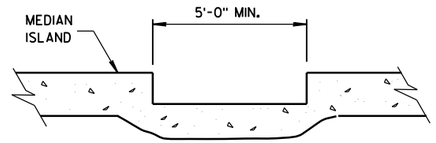
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

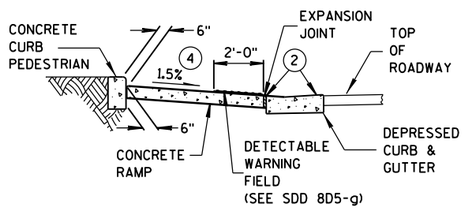
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

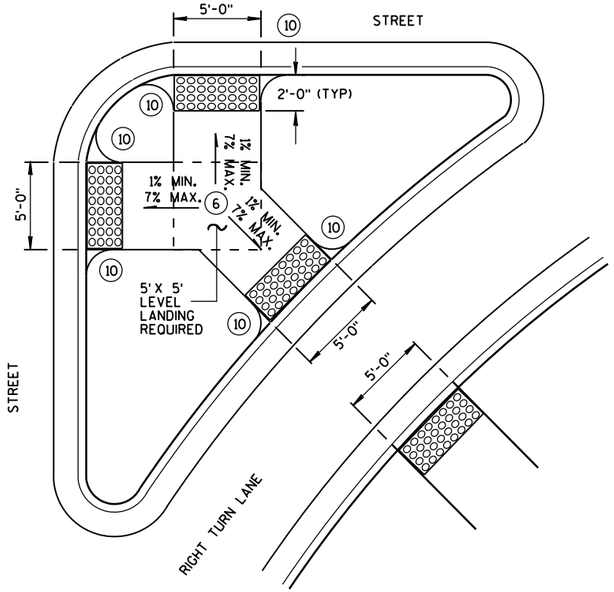


SECTION A-A

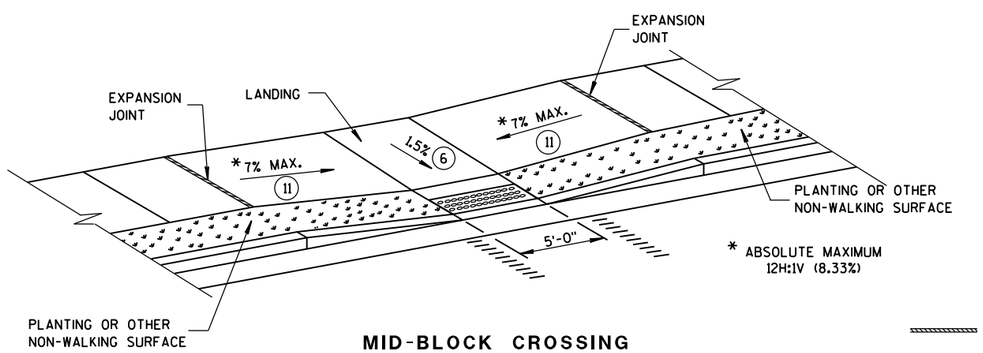


SECTION B-B

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

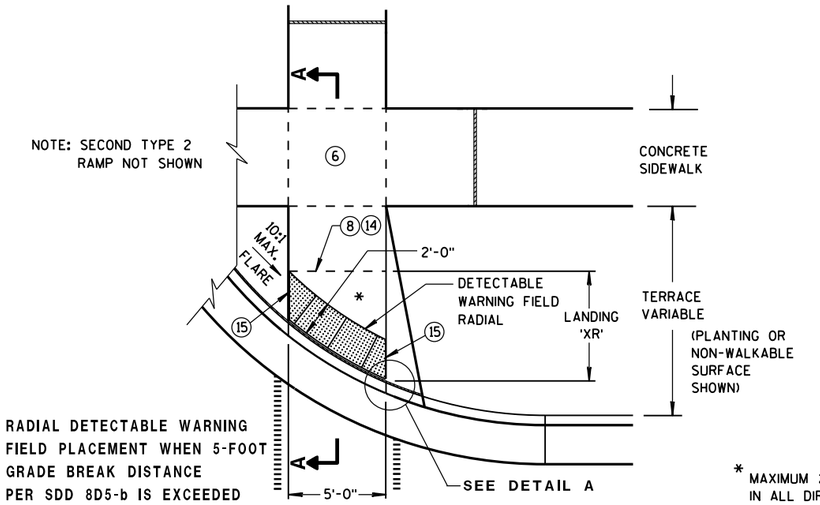
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-19e

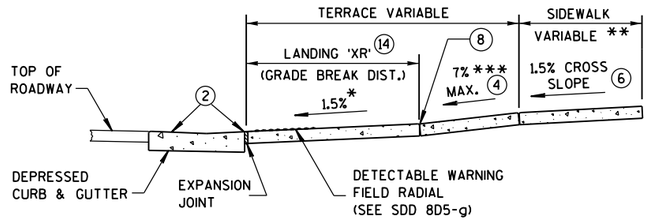


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION A-A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS (DWFs) 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 FIELD 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.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

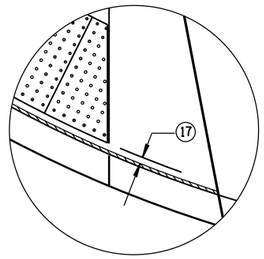
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

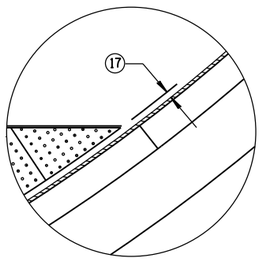
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1'X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

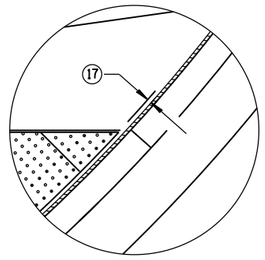
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



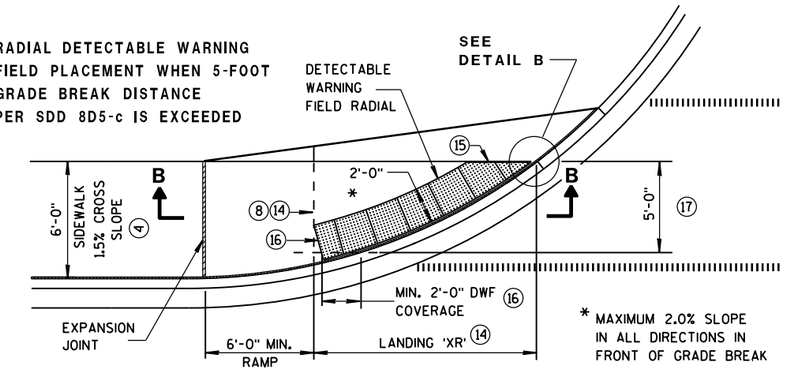
DETAIL A



DETAIL B

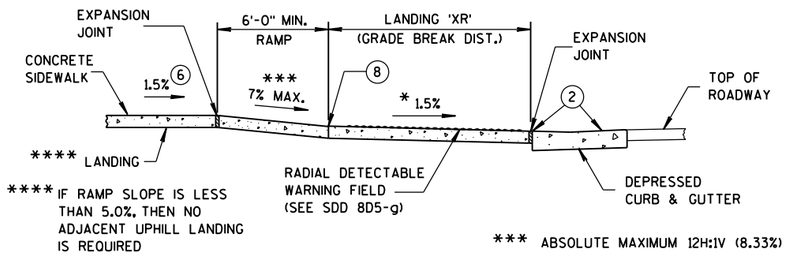


DETAIL C



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

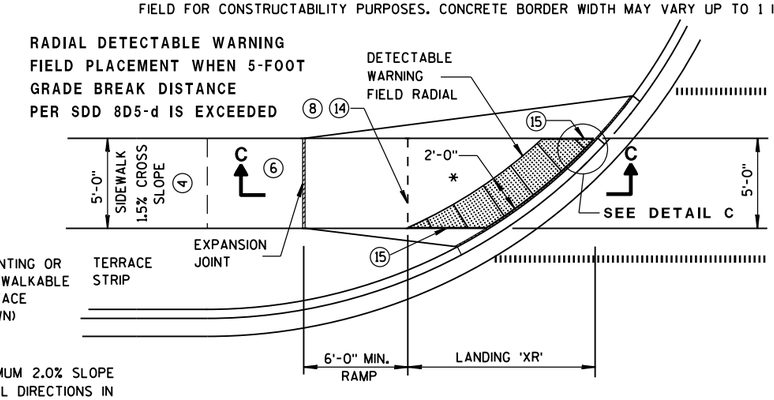
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

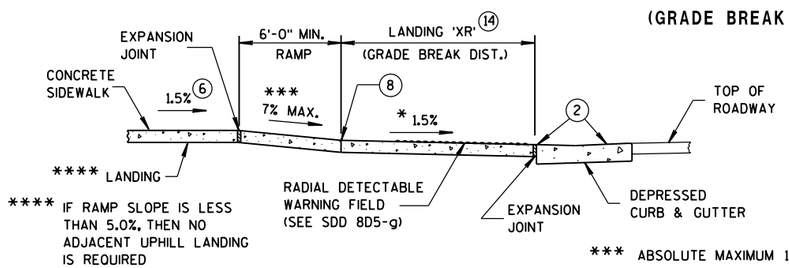
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

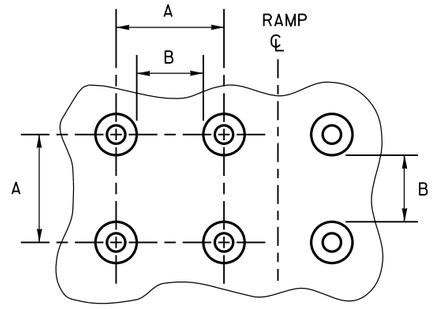
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

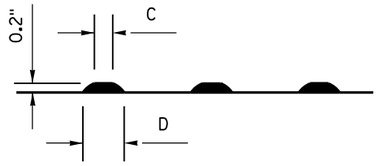
S.D.D. 8 D 5-19f

	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

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, 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 FIELD ARE PROHIBITED.

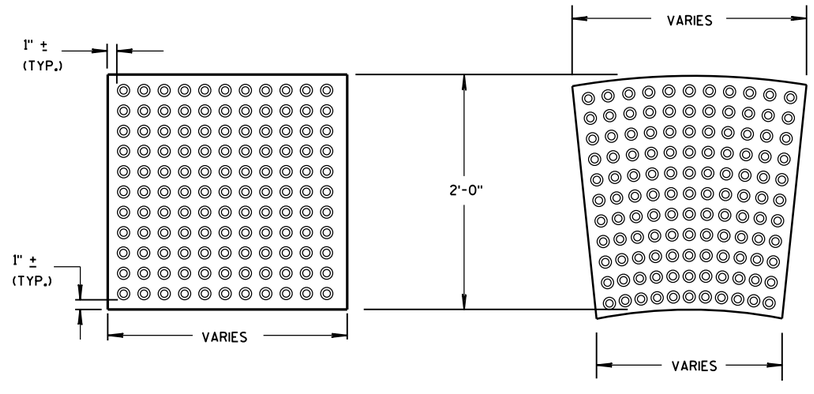
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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 WEDGES IN COMBINATION WITH SQUARE PANELS 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 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

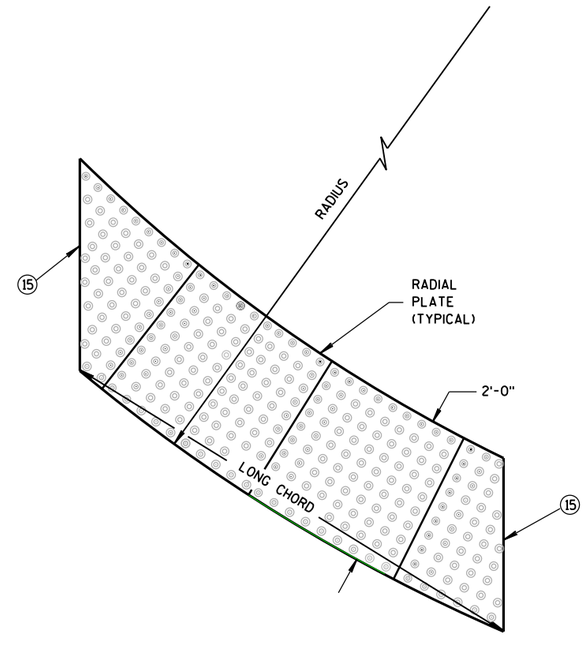


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
FHWA
188
ENT

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S.D.D. 8 D 5-19g

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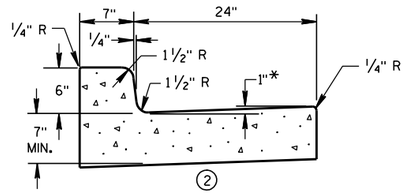
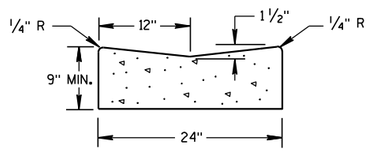
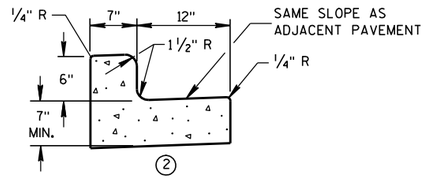
S.D.D. 8 D 5-19g



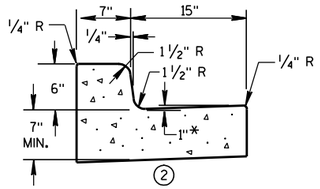
① CONCRETE CURB & GUTTER 31"



① CONCRETE GUTTER 24"

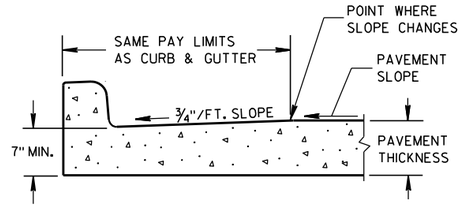


① CONCRETE CURB & GUTTER 19"



① CONCRETE CURB & GUTTER 22"

* TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

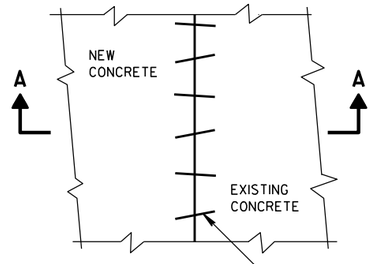
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURB.

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUIRED 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" MIMIMUM GUTTER THICKNESS IS MAINTAINED.

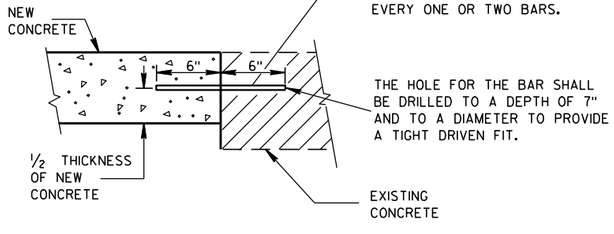
③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLAN.



PLAN VIEW

EXISTING AND NEW CONCRETE MAY BE CURB & GUTTER, SURFACE DRAIN, PAVEMENT OR OTHER CONCRETE STRUCTURE.

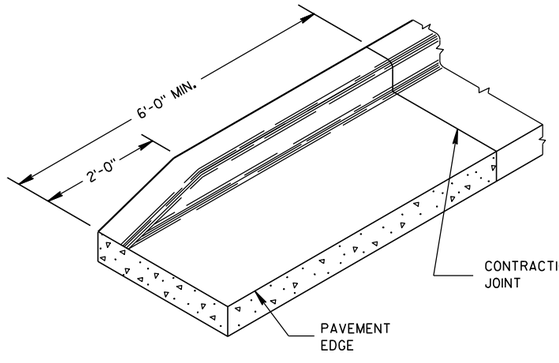
NO. 6 X 12" DEF. BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.



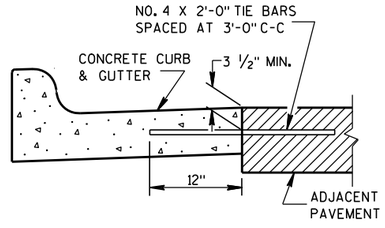
THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO A DIAMETER TO PROVIDE A TIGHT DRIVEN FIT.

SECTION A-A

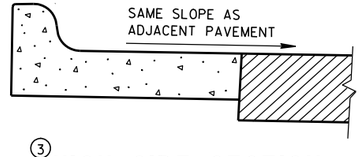
PAVEMENT TIES



END SECTION CURB & GUTTER



① TYPICAL TIE BAR LOCATION



③ HIGH SIDE SECTION

(TYPICAL FOR ALL CURB & GUTTER)

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional Use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/2/2010 — DATE

/S/ Jerry Zogg — ROADWAY STANDARDS ENGINEER

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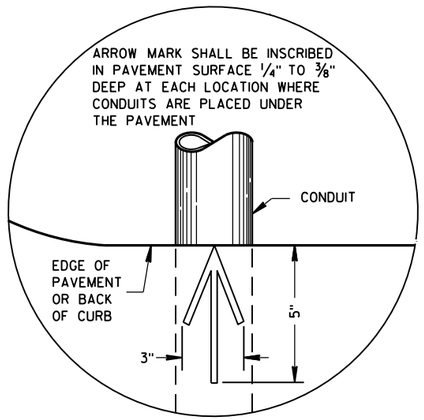
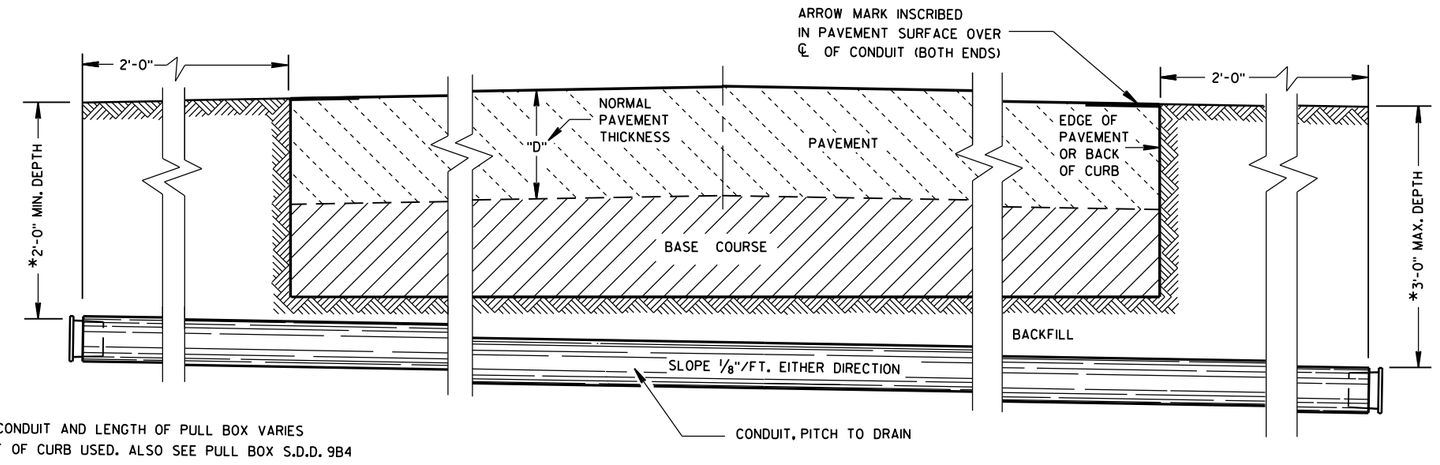


PLAN VIEW

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
FHWA

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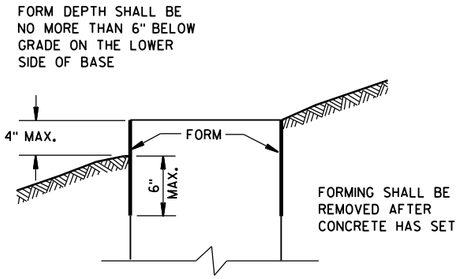
S.D.D. 9 B 2-10



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 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 AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES 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" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END 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 BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

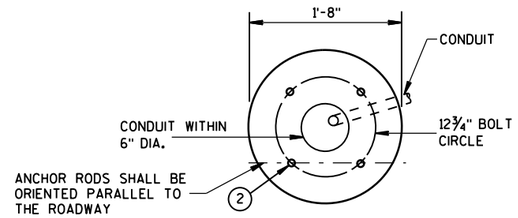
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

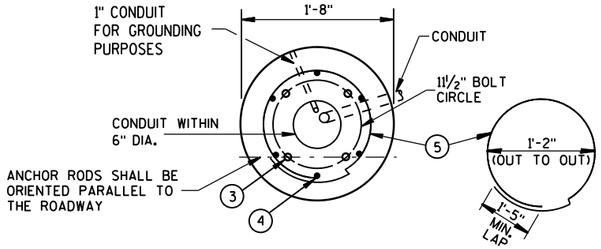
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

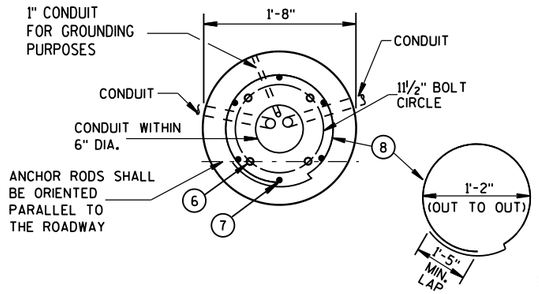
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

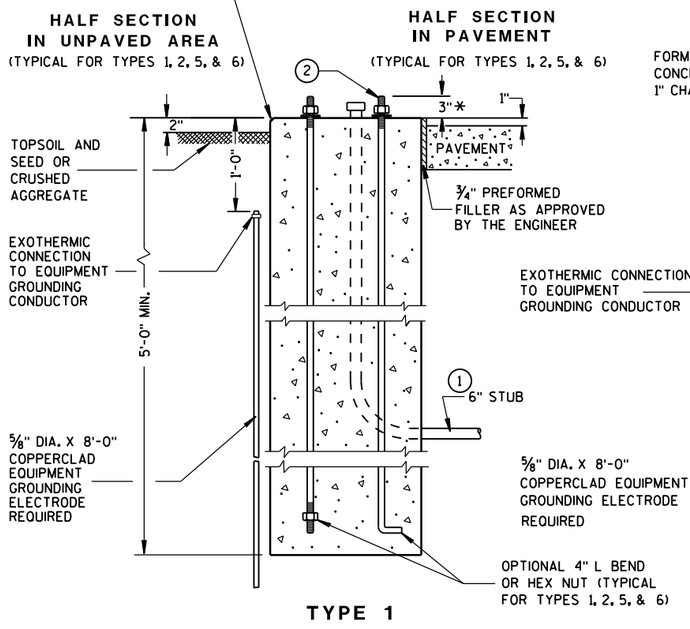
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

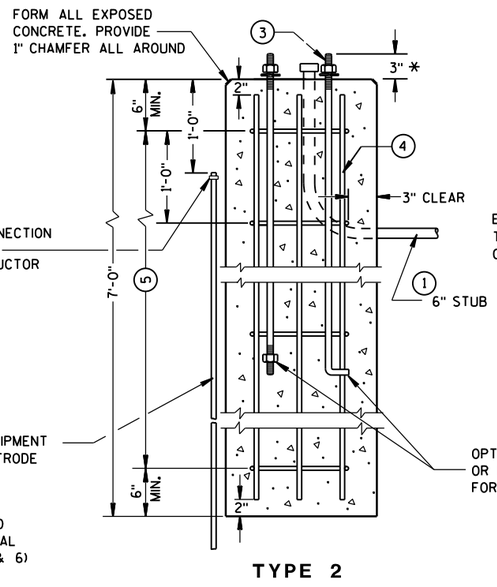
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

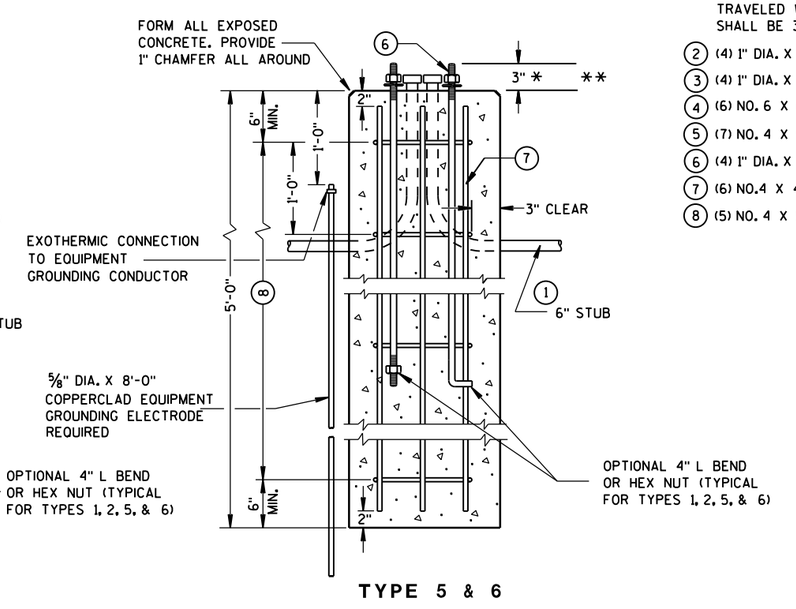












CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

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 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

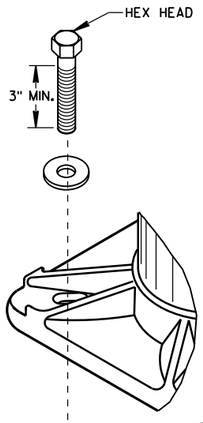
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

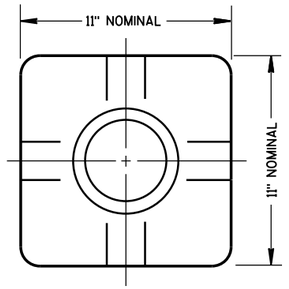
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

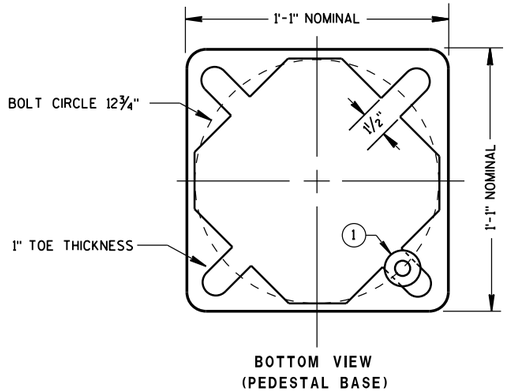
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

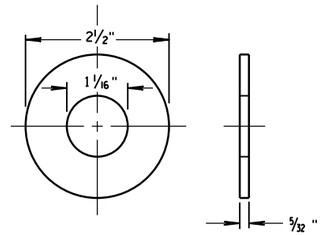




TOP VIEW
(PEDESTAL BASE)

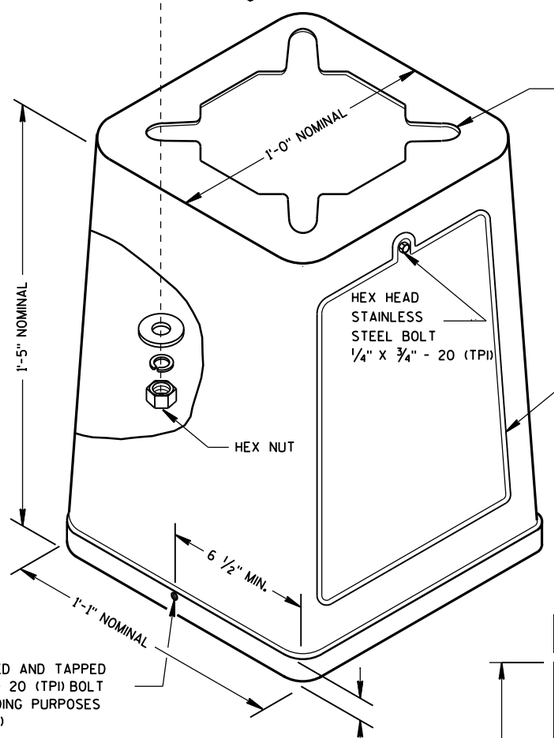


BOTTOM VIEW
(PEDESTAL BASE)

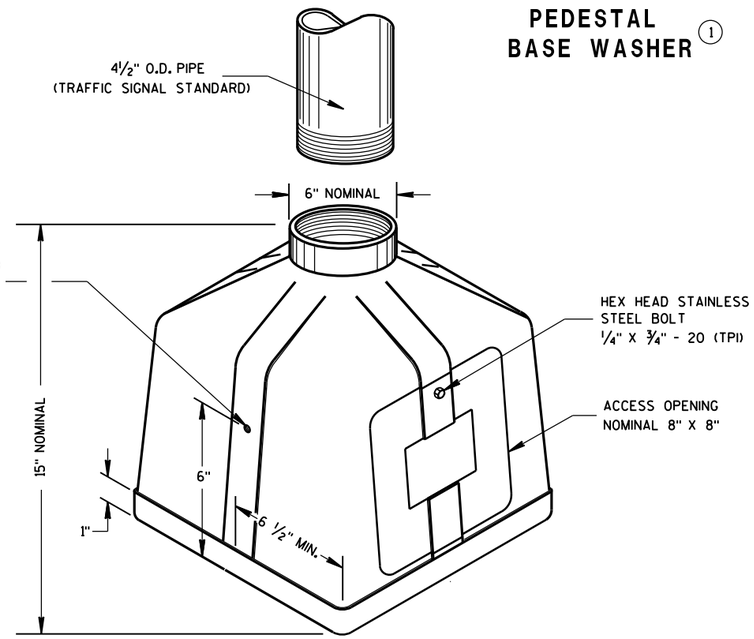


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

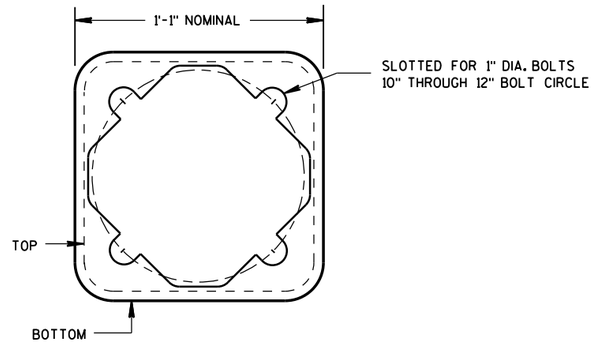


ISOMETRIC VIEW

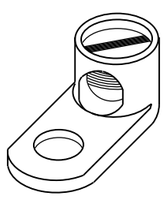


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

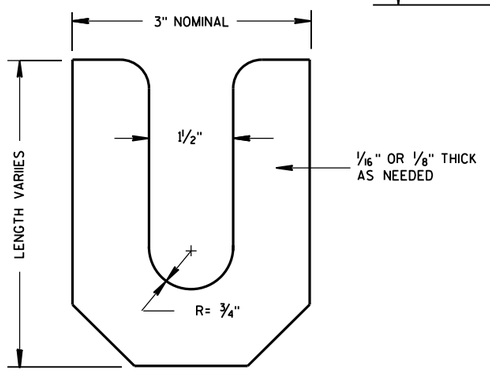


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

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

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

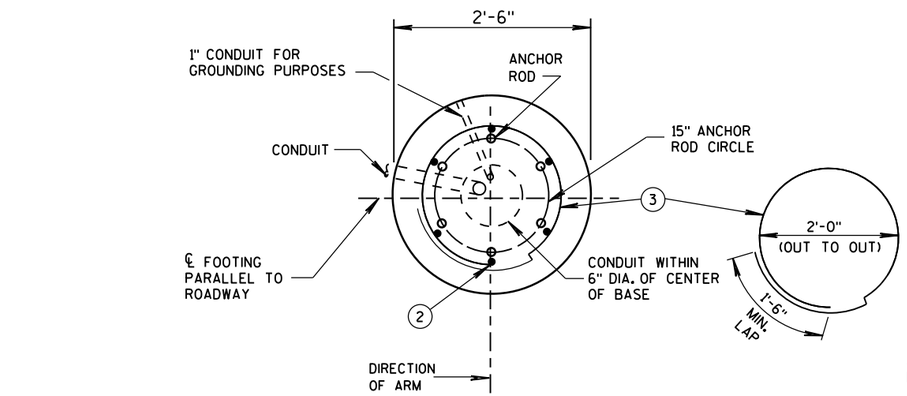
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

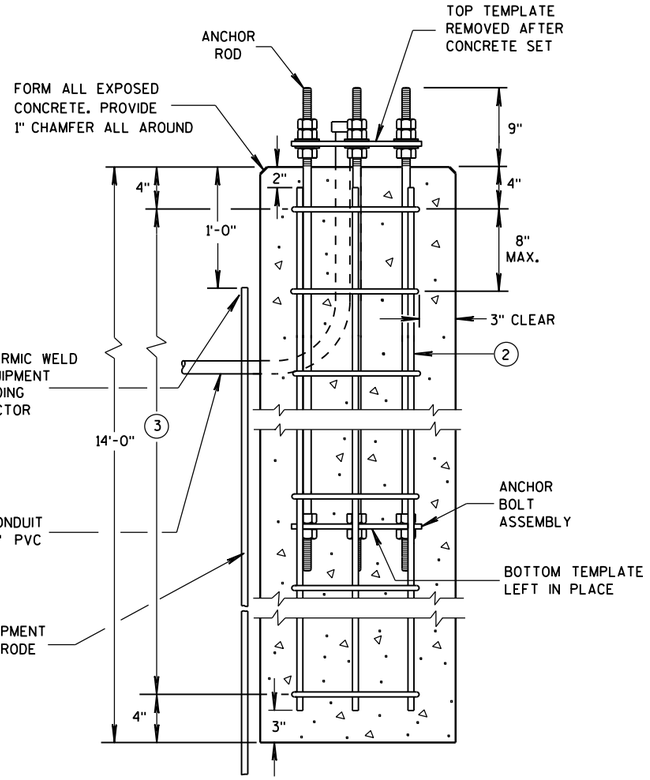
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (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 641.2.2.3 OF THE STANDARD SPECIFICATION)	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.

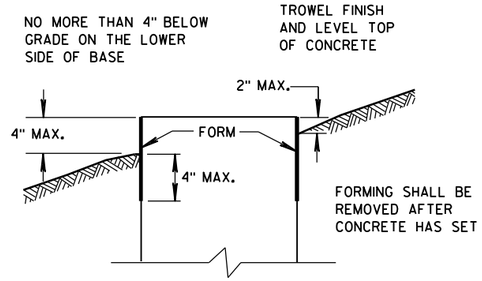




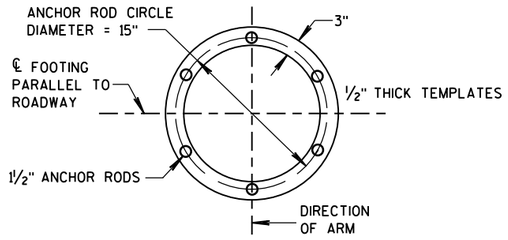
CONCRETE BASE TYPE 10

(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

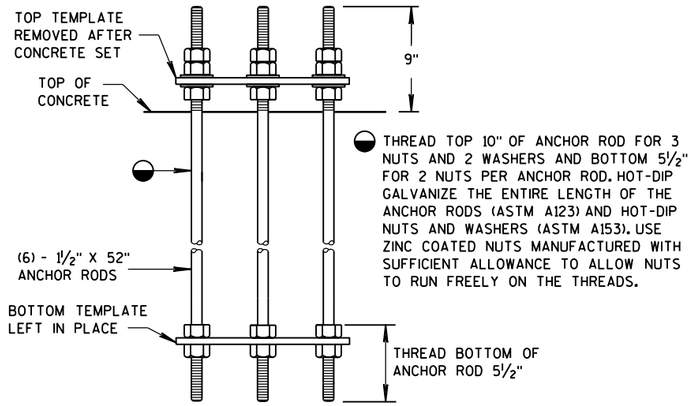
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

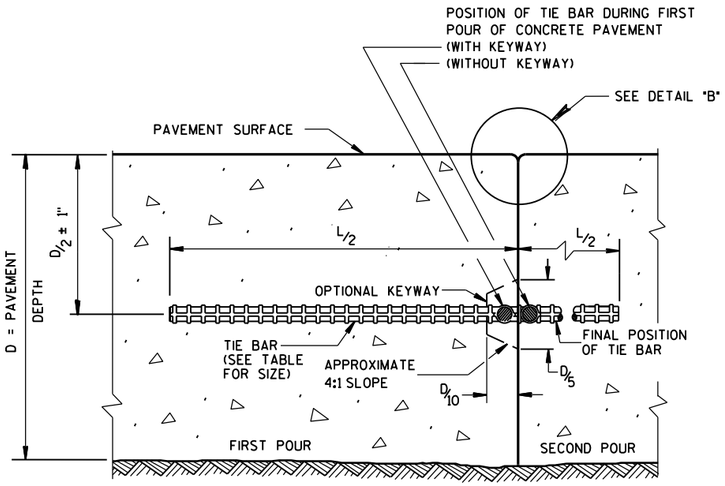
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

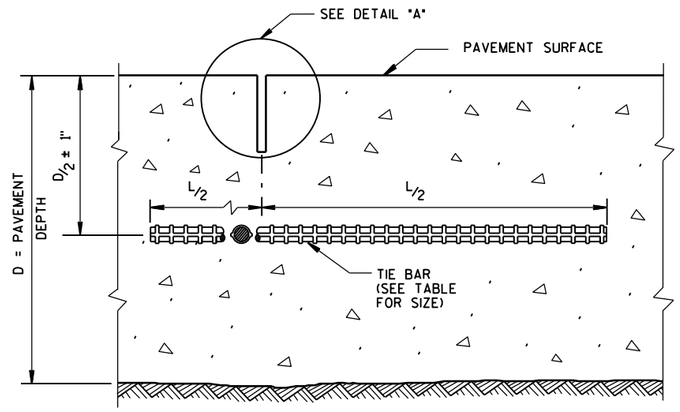
APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 11-10



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

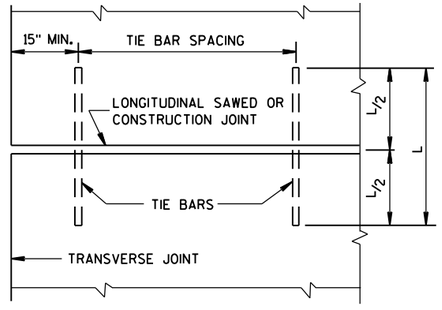
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



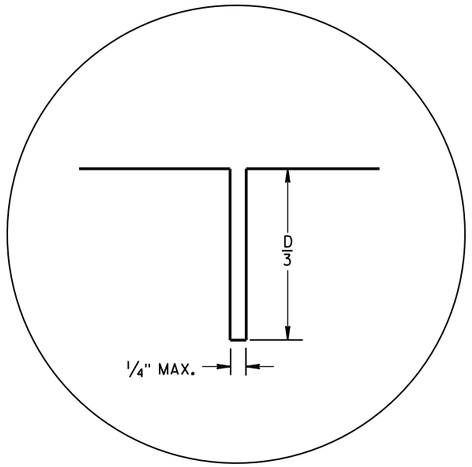
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

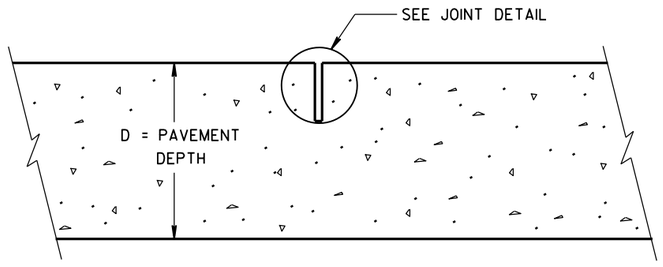
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

6
S.D.D. 13 C 1-18



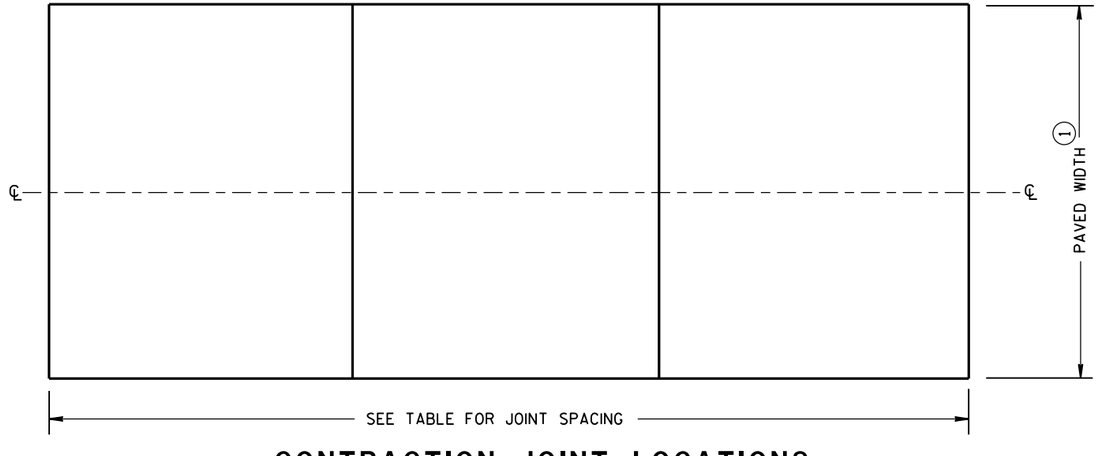
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

CONSTRUCTION JOINTS

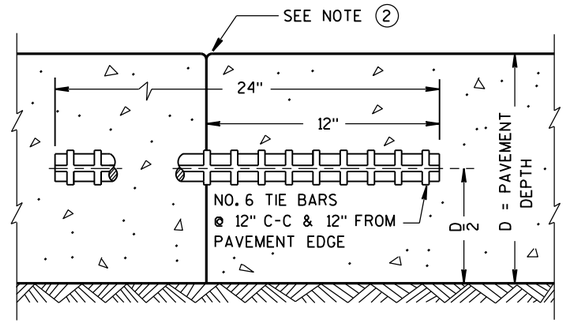
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

6

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S.D.D. 13 C 4-16

S.D.D. 13 C 4-16

URBAN NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-3-2013 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
IEER
FHWA

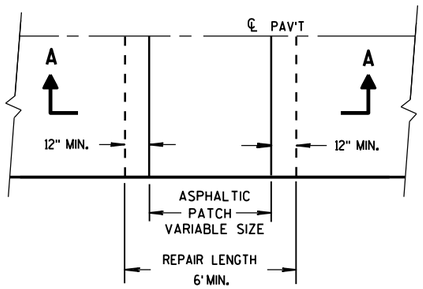
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

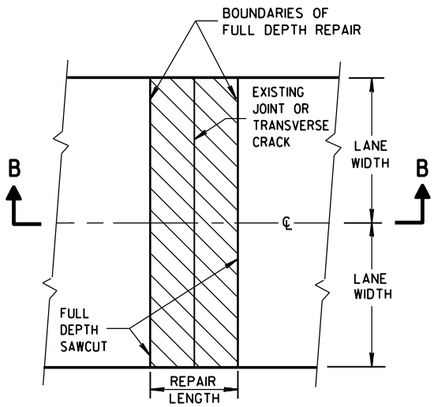
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

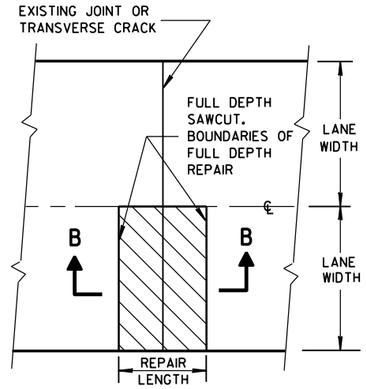
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

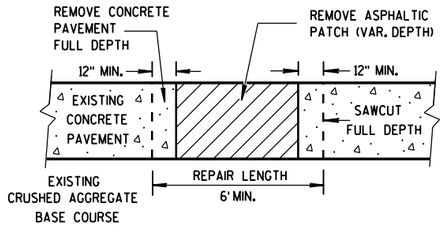


PLAN VIEW
(DOUBLE LANE REPAIR)



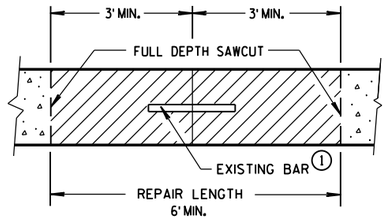
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

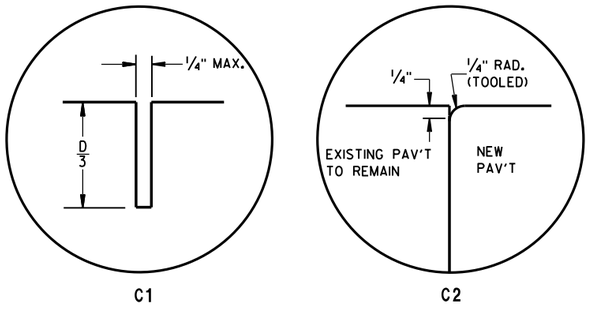
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 9-14a



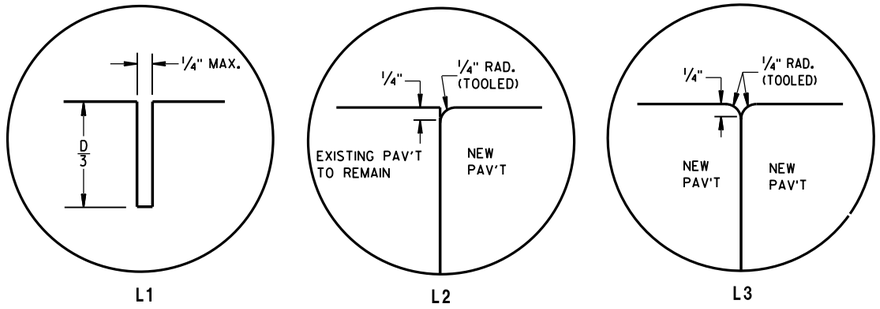
TRANSVERSE JOINTS

TIE BAR TABLE

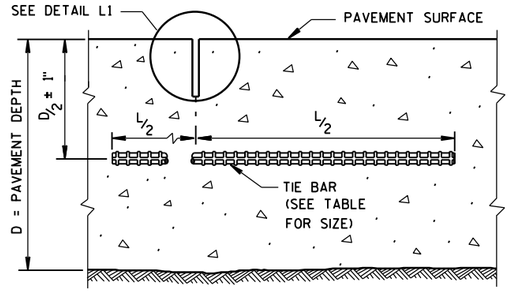
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

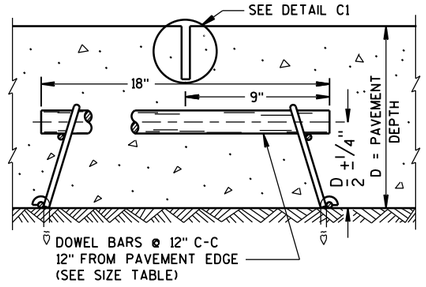
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

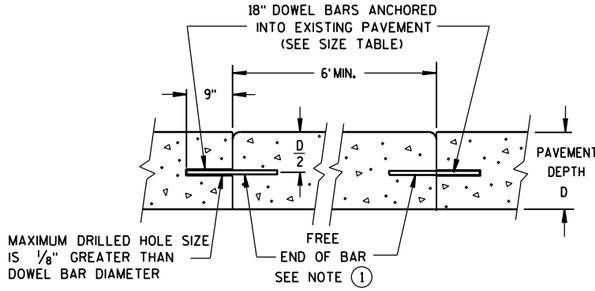
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

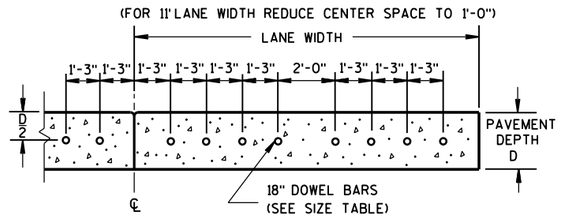


SECTION F-F

CONTRACTION JOINT



SECTION D-D

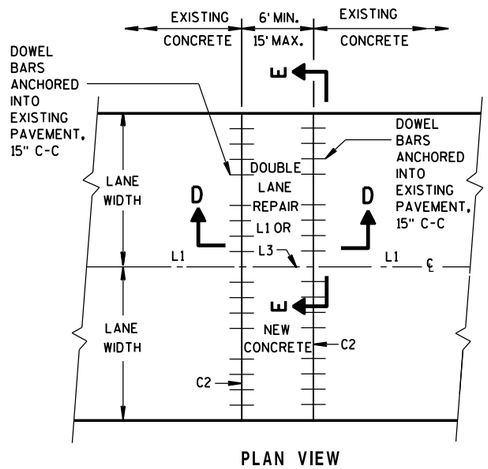


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

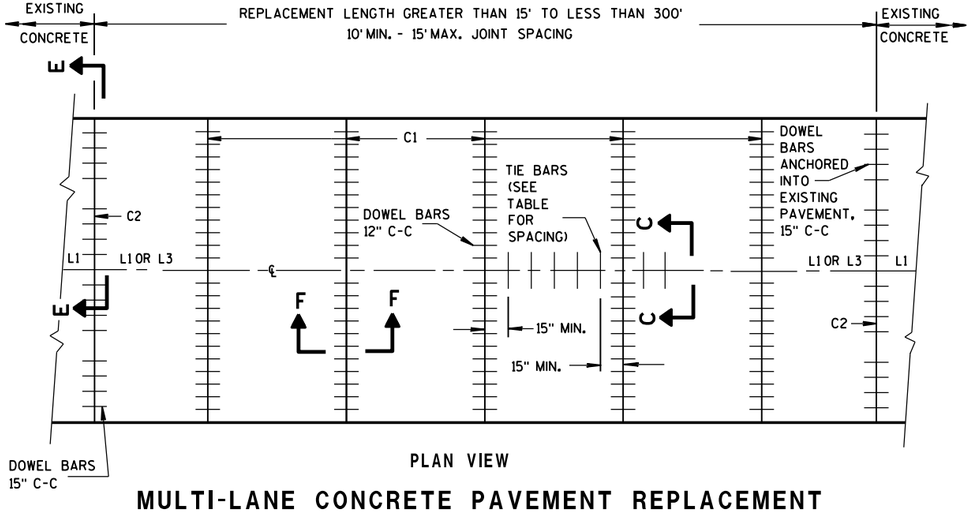
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6",6 ½"	NONE	NONE	12'
7",7 ½"	1"	1"	14'
8",8 ½"	1¼"	1¼"	15'
9",9 ½"	1¼"	1¼"	15'
10" & ABOVE	1½"	1¼"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



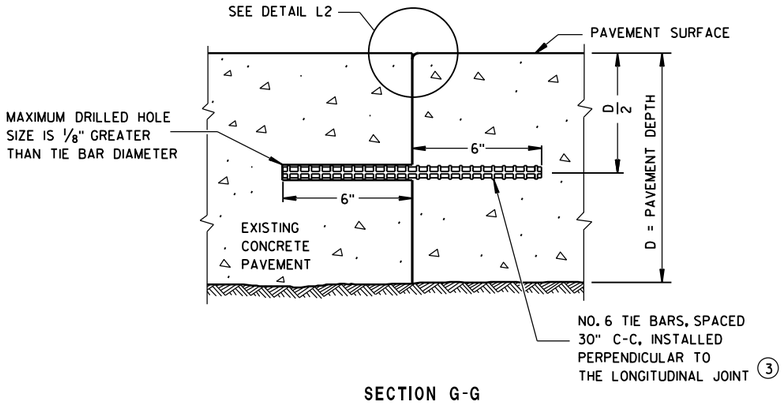
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 13 C 9-14b



SECTION G-G

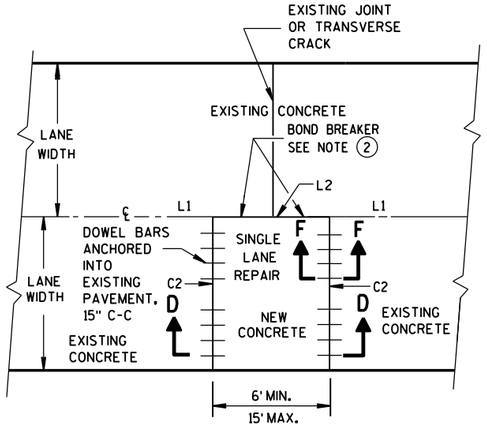
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

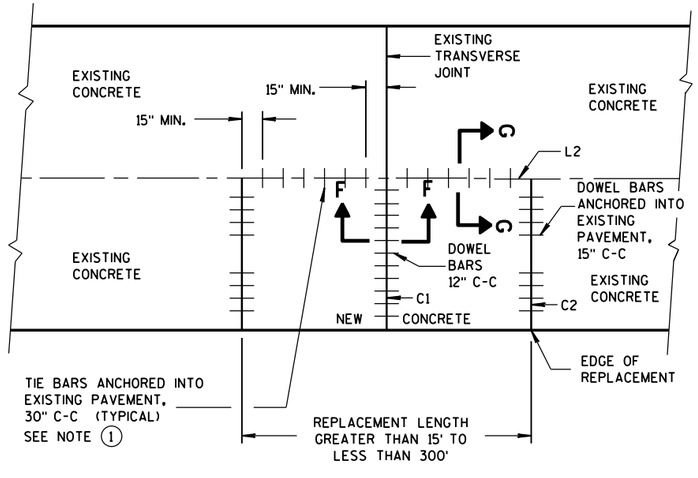
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

6

S.D.D. 13 C 9-14c

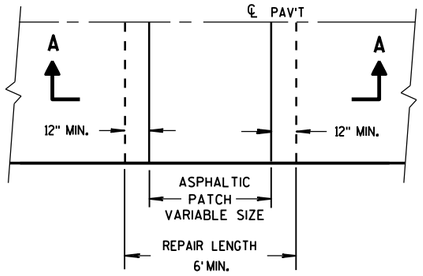
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

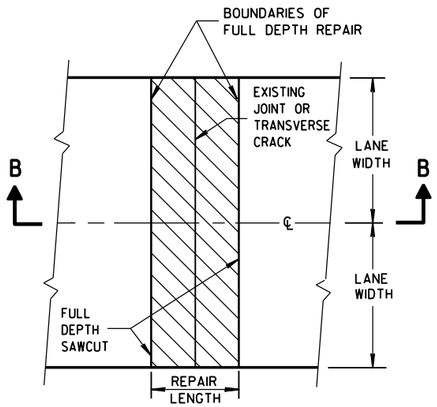
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

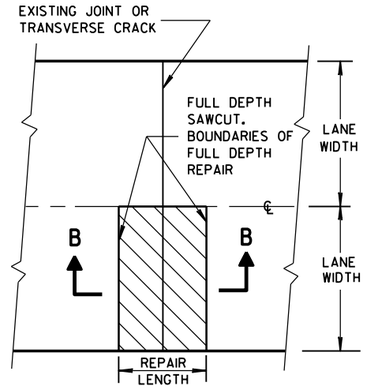
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

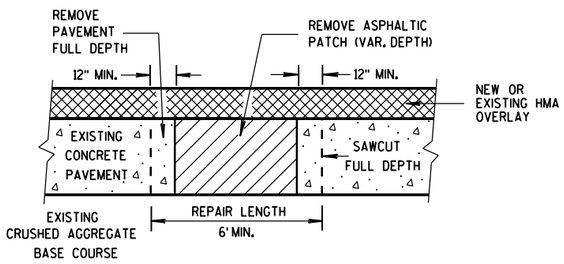


PLAN VIEW
(DOUBLE LANE REPAIR)



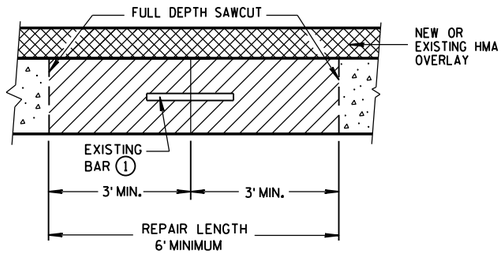
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

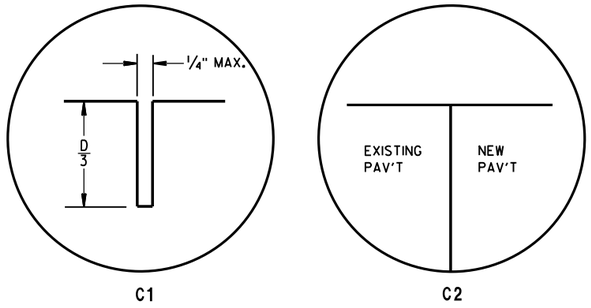
CONCRETE REMOVAL

BASE PATCHING CONCRETE

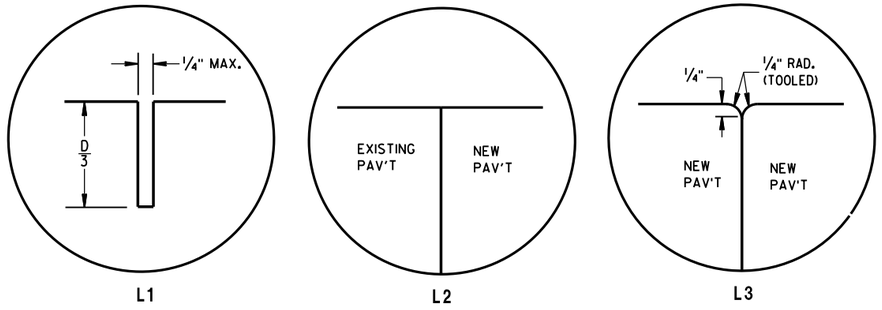
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

S.D.D. 13 C 14-6a

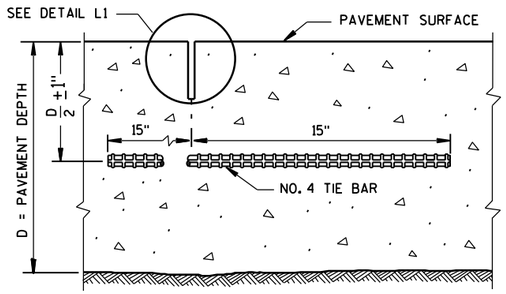
S.D.D. 13 C 14-6a



TRANSVERSE JOINTS

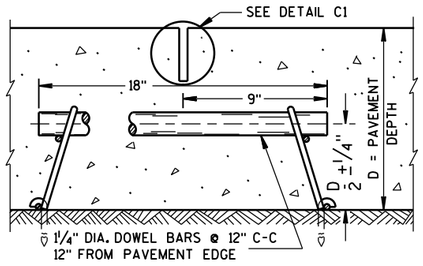


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

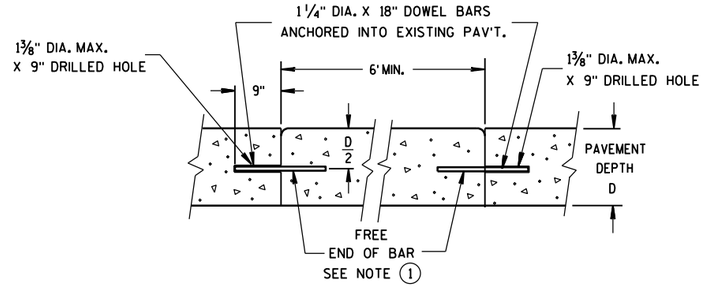
CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

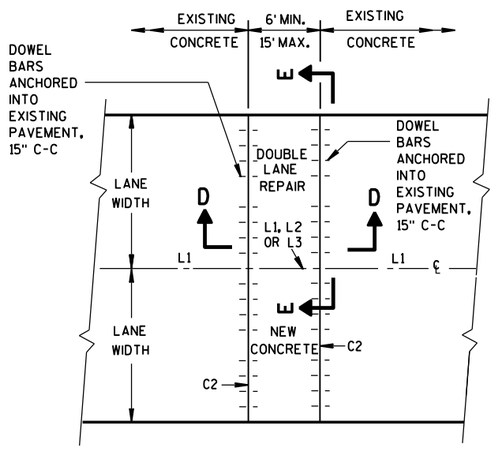
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

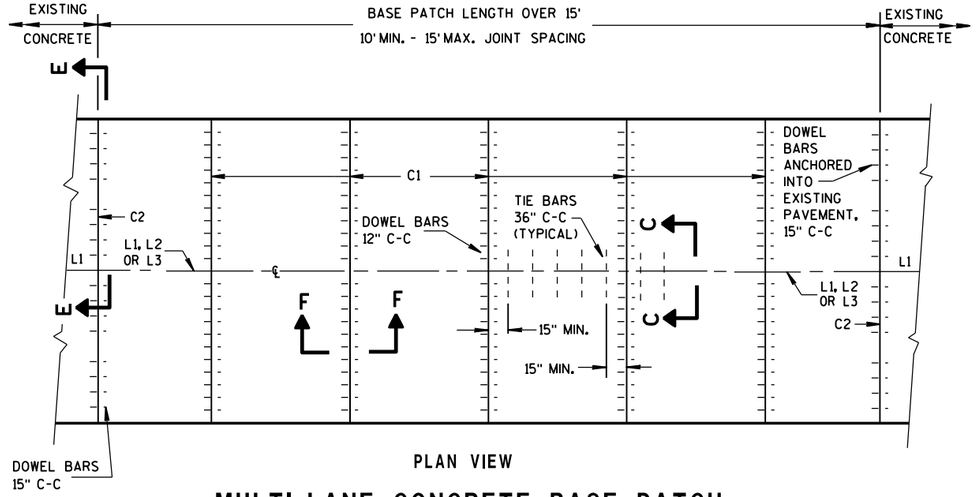


SECTION D-D



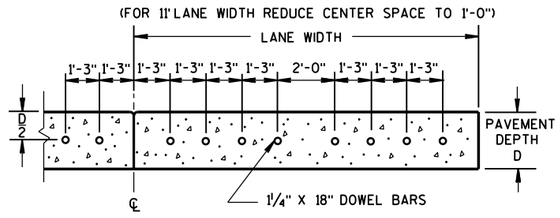
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH



SECTION E-E

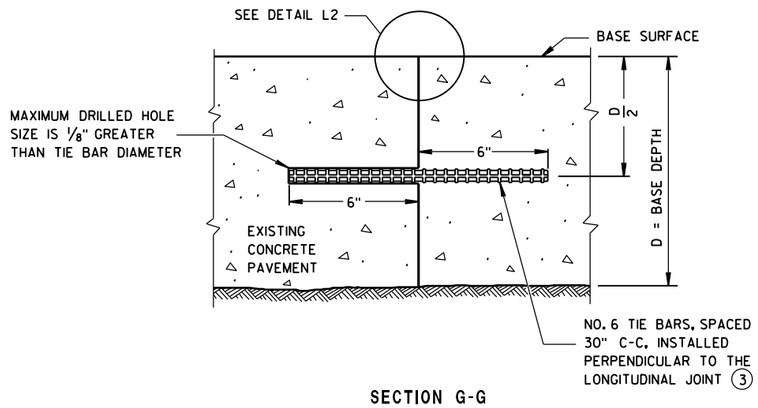
SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 14-6b



SECTION G-G

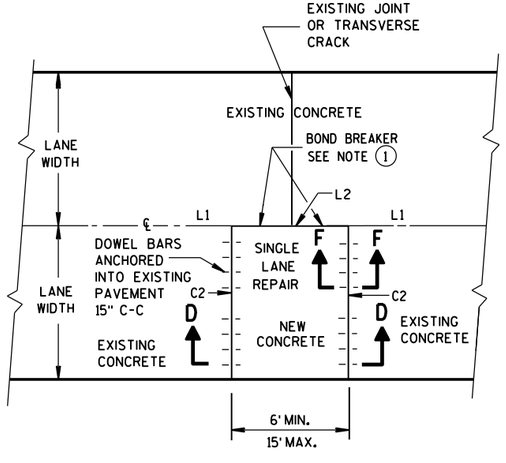
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

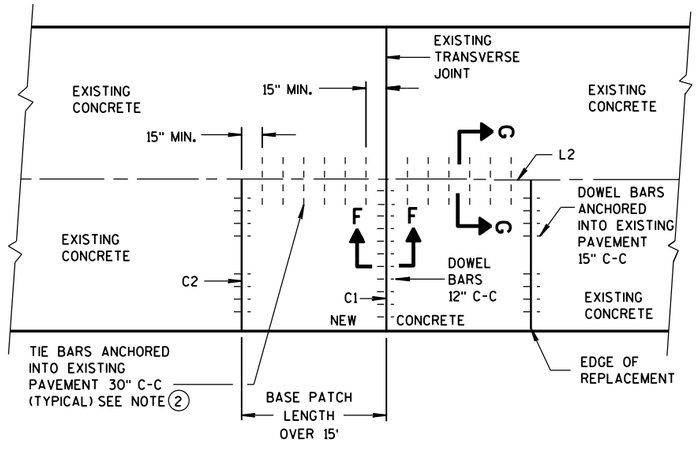
(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

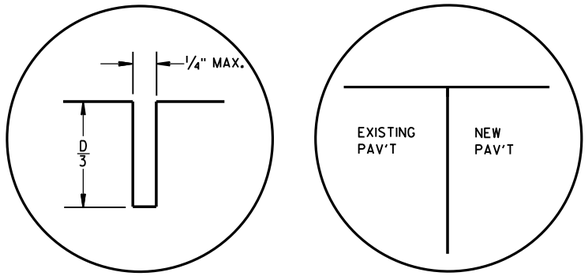
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

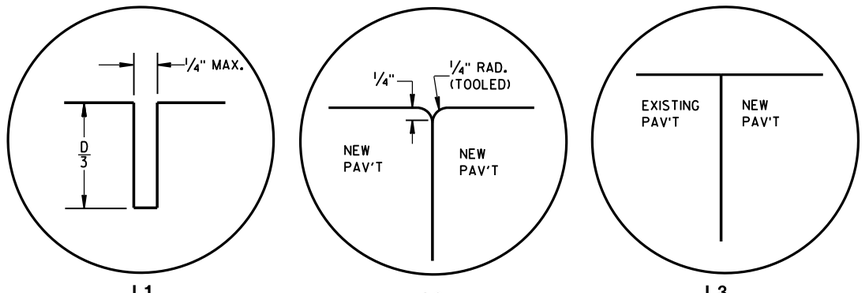
6

S.D.D. 13 C 14-6c

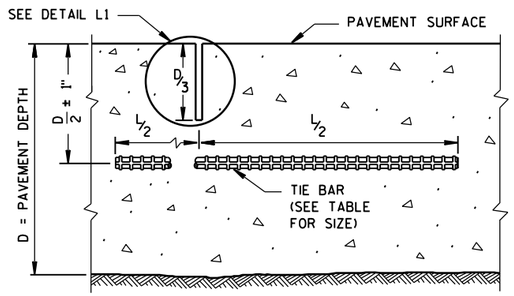
S.D.D. 13 C 14-6c



TRANSVERSE JOINTS

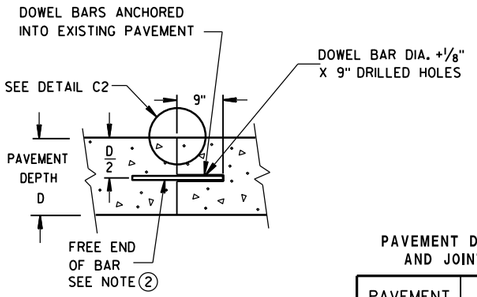


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

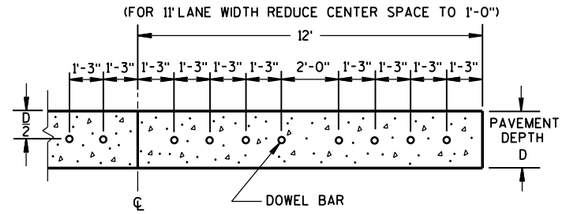
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

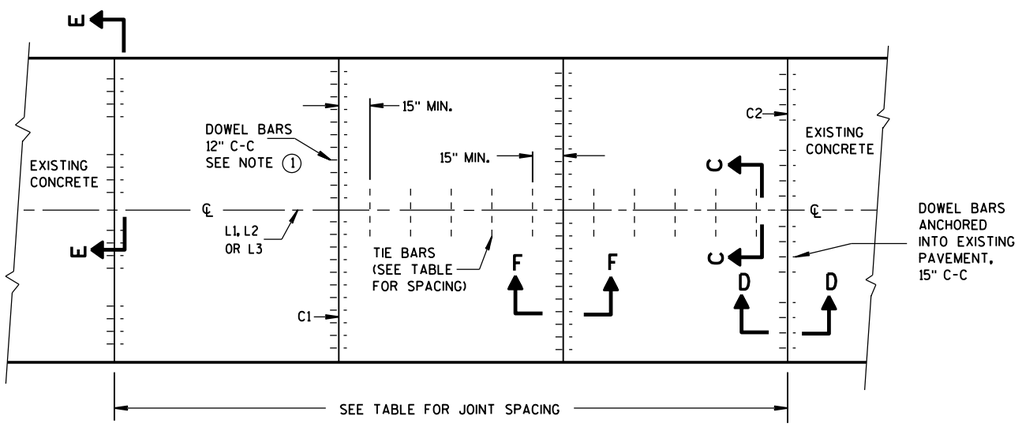
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

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" **

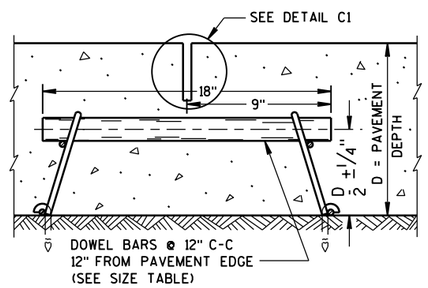
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

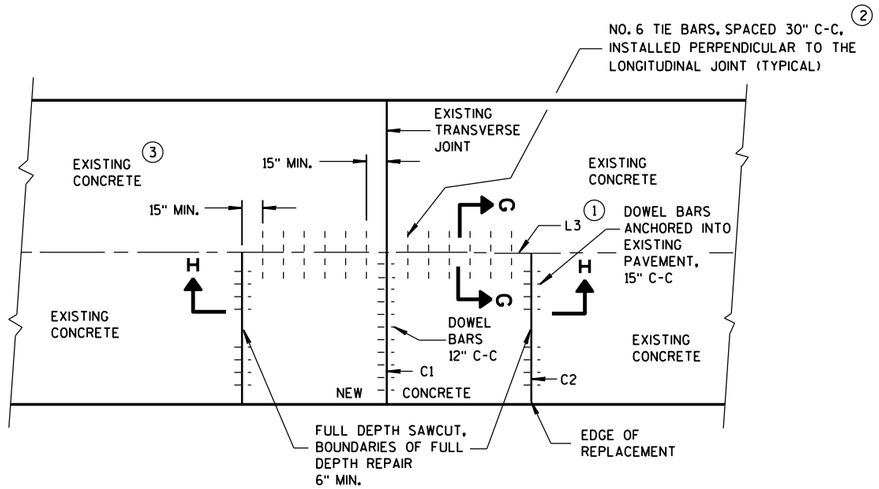
6
S.D.D. 13 C 15-6a

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

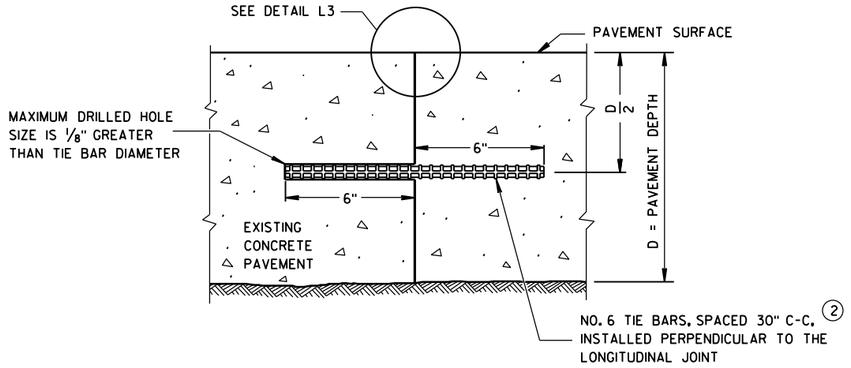
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



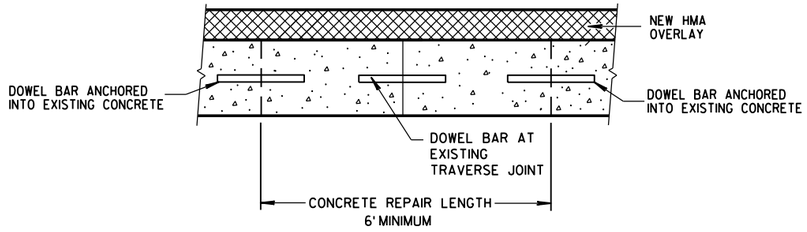
PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



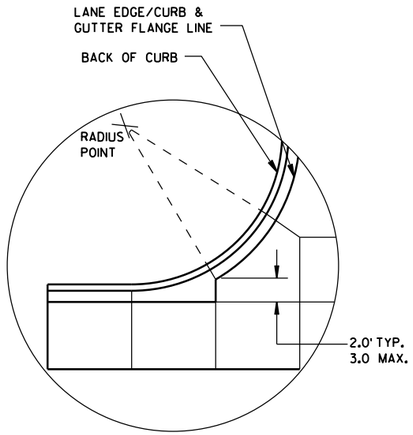
SECTION H-H

CONCRETE BASE

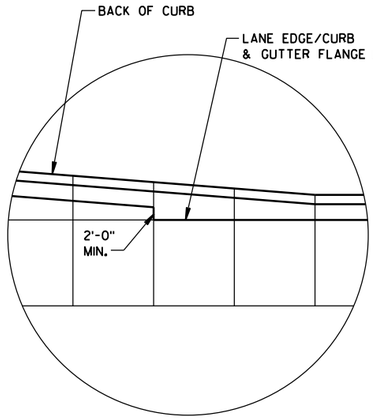
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

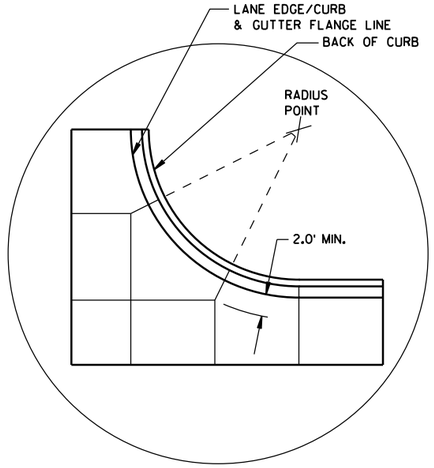
6
S.D.D. 13 C 15-6b



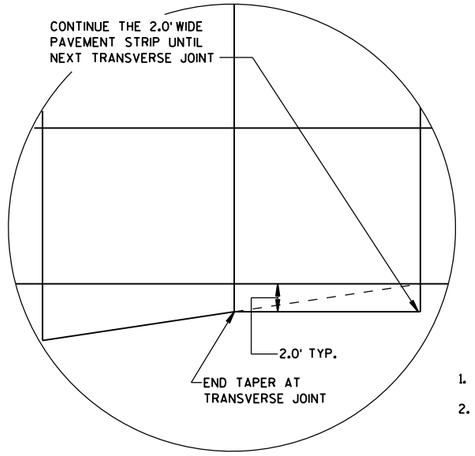
DETAIL "A"



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.

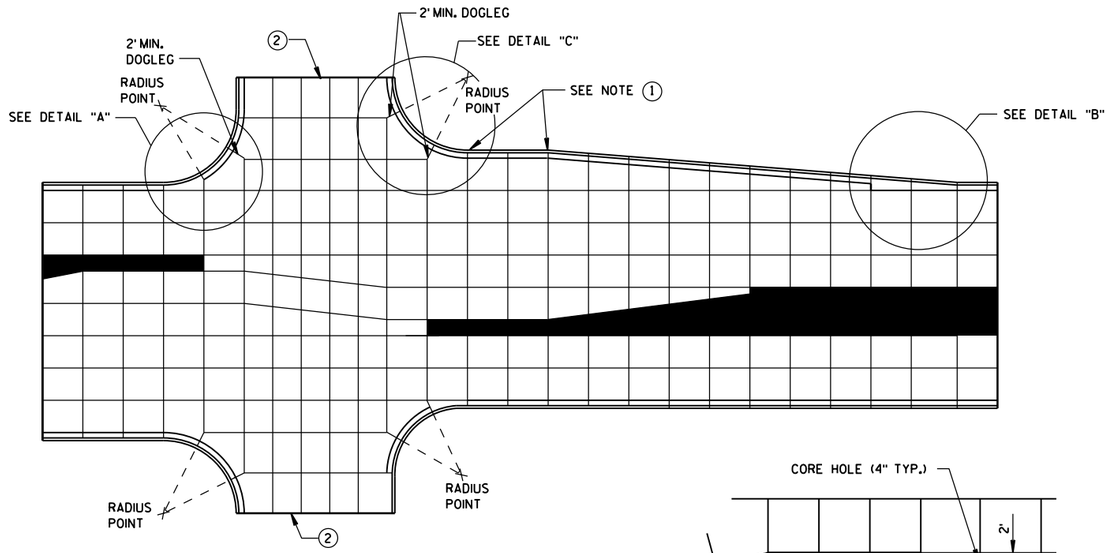
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

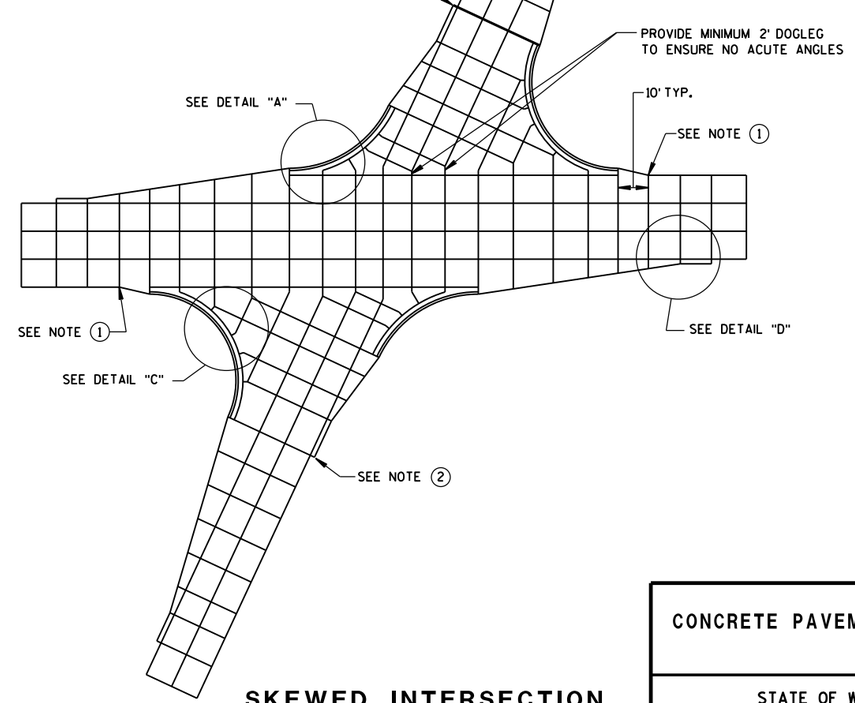
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



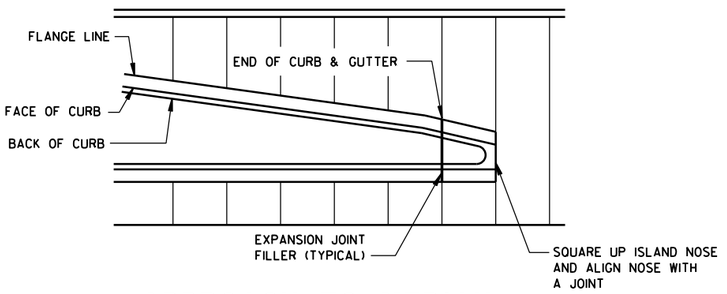
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

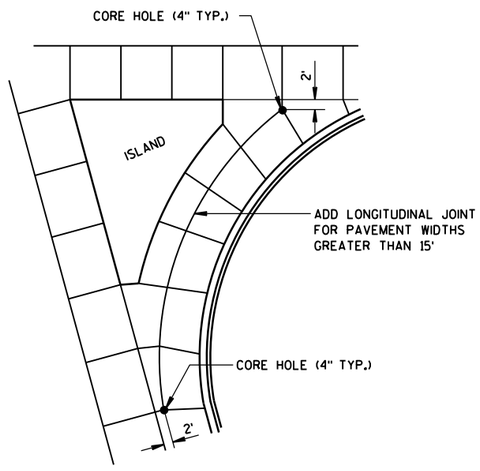
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



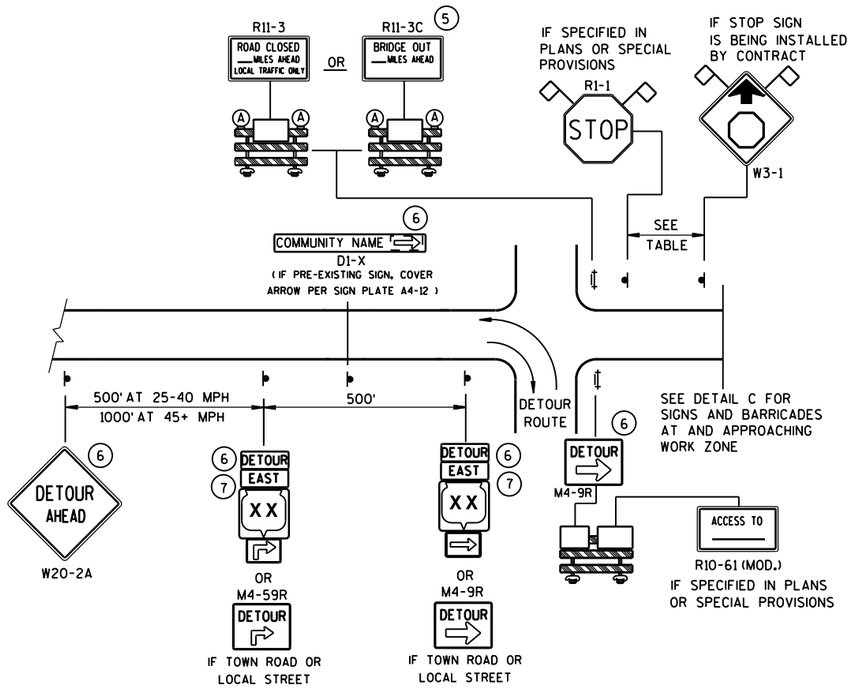
LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

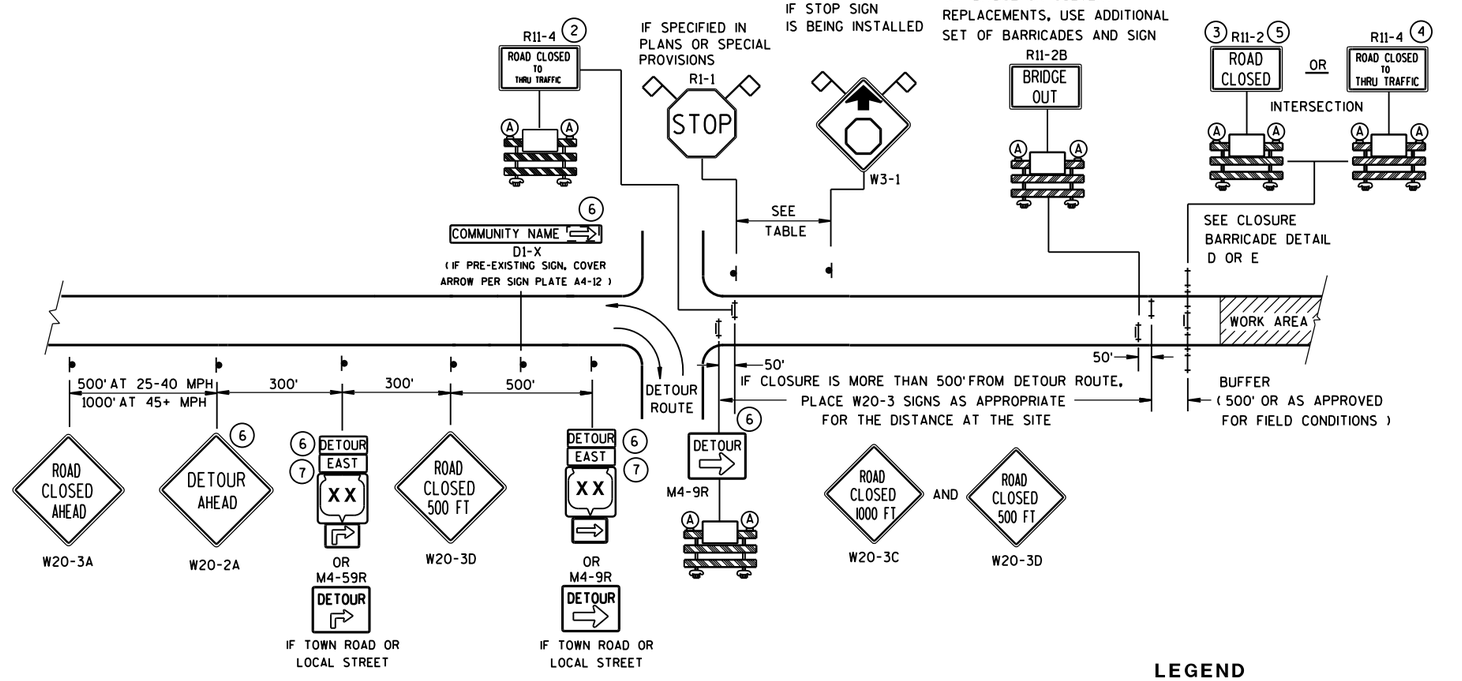
6

S.D.D. 13 C 18-5a



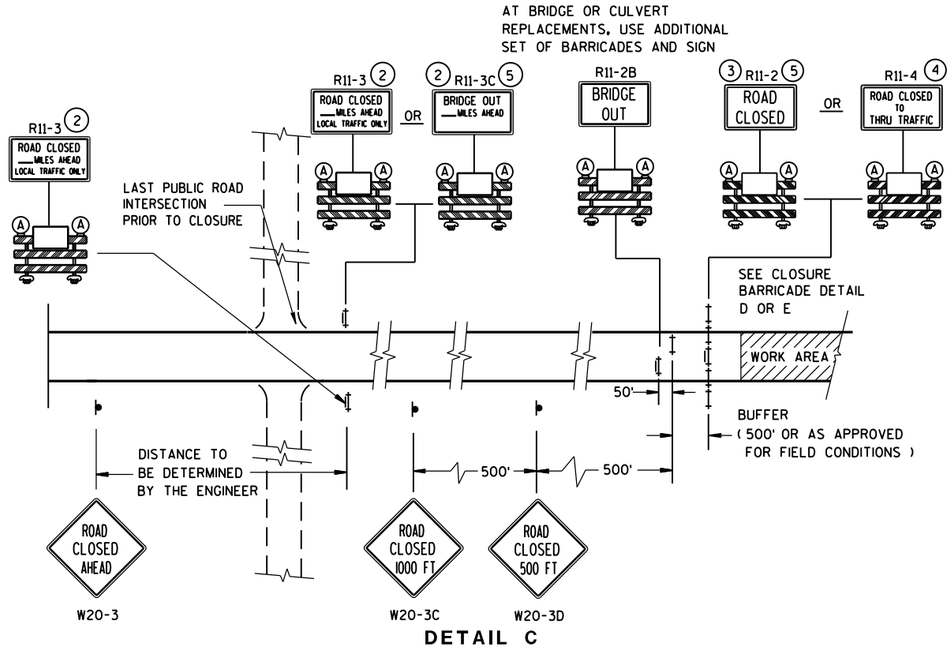
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN 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
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

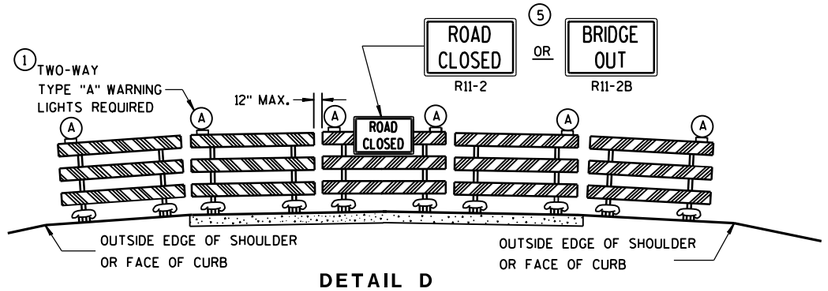
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

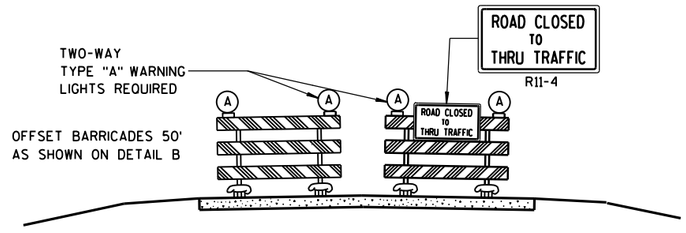
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, 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". (30" X 15" 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.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT 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 LANE 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 MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC

FHWA

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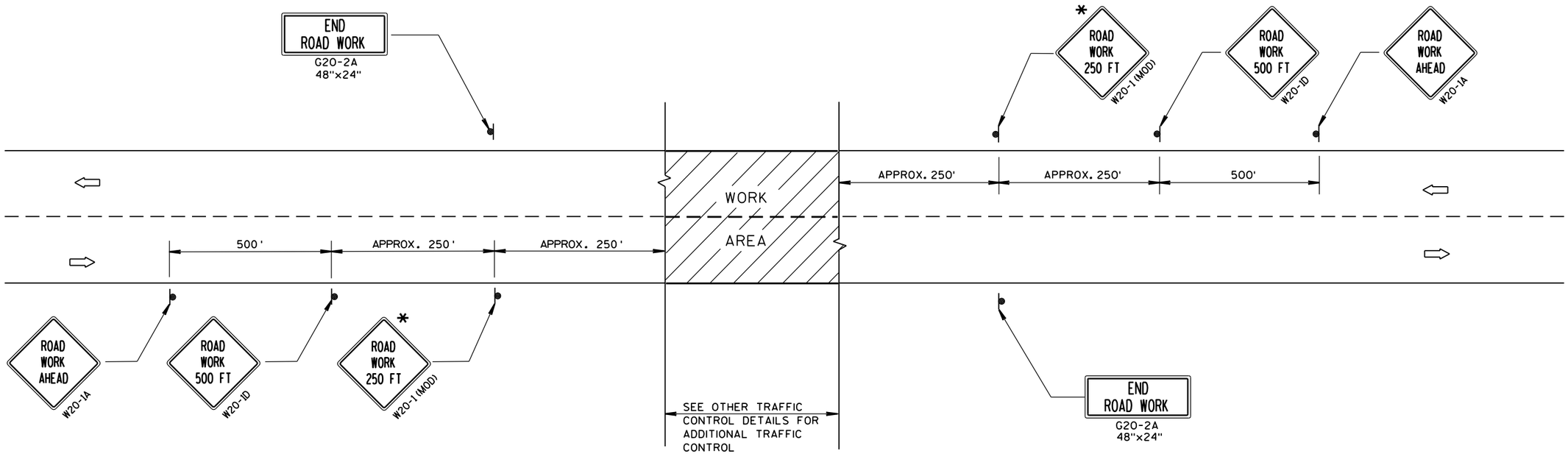
S.D.D. 15 C 2-6b

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

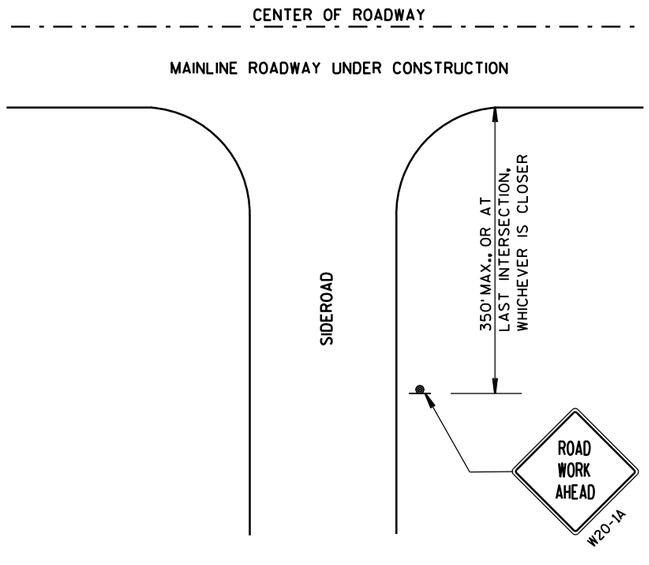
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

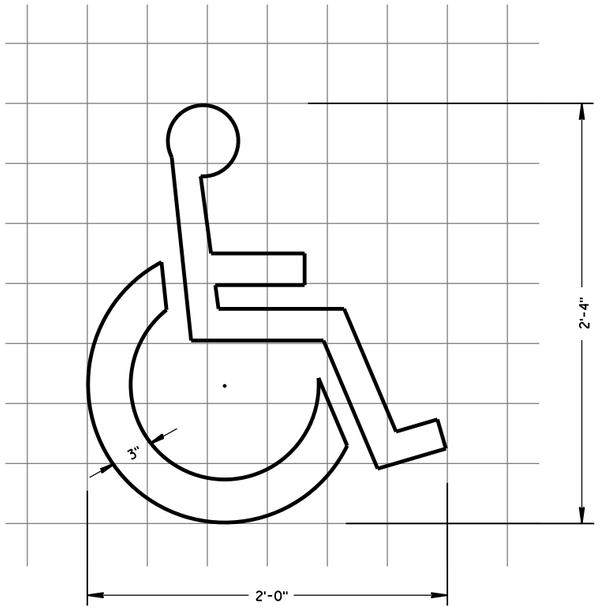
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

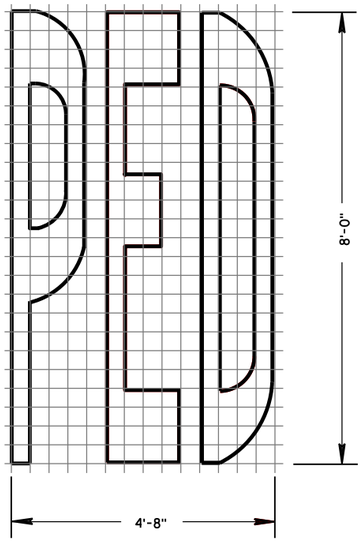
S.D.D. 15 C 5-3

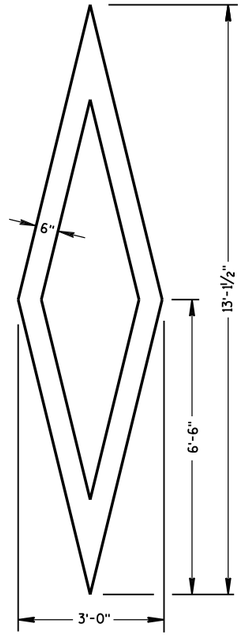
GENERAL NOTES

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.



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

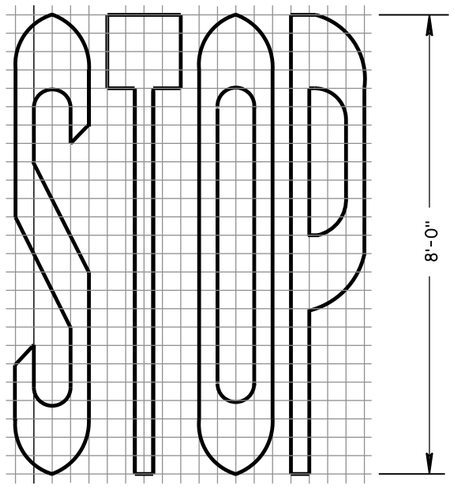
June 2017 — DATE

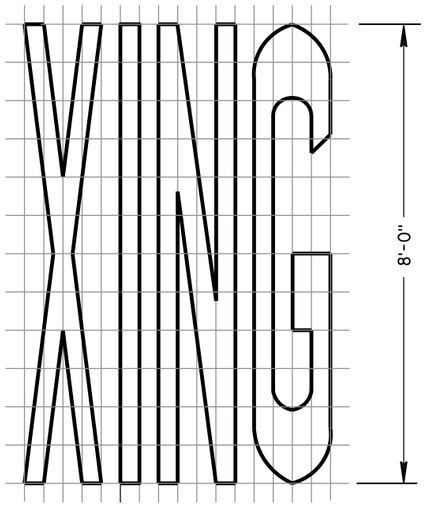
/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER

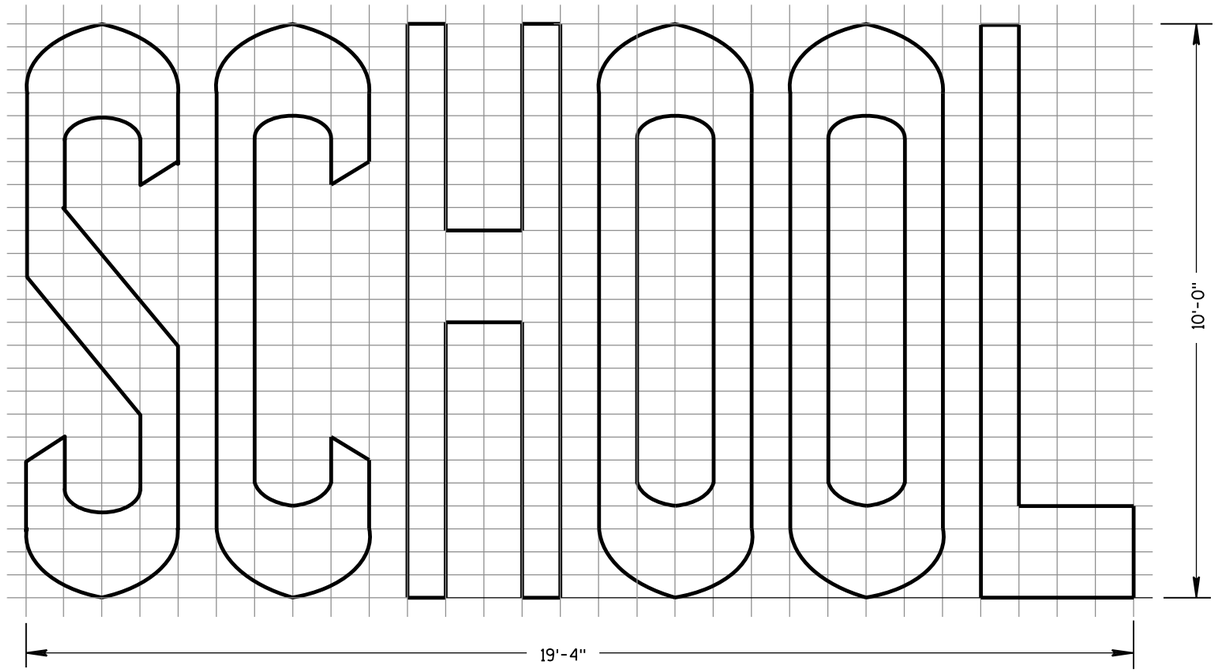
FHWA

GENERAL NOTES

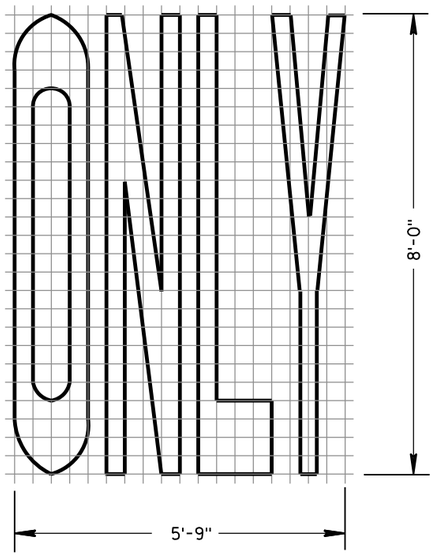
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

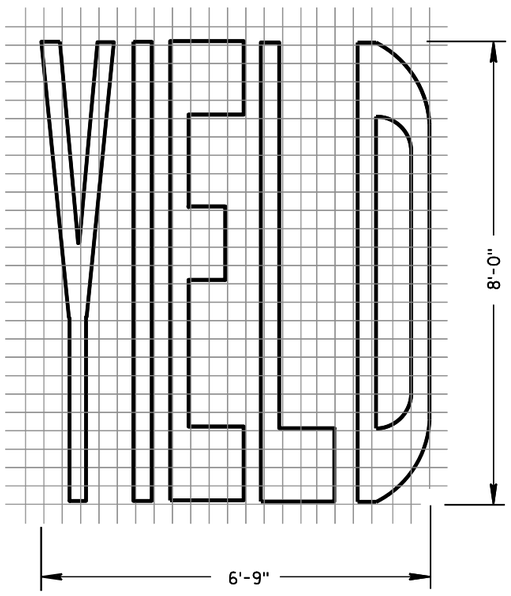


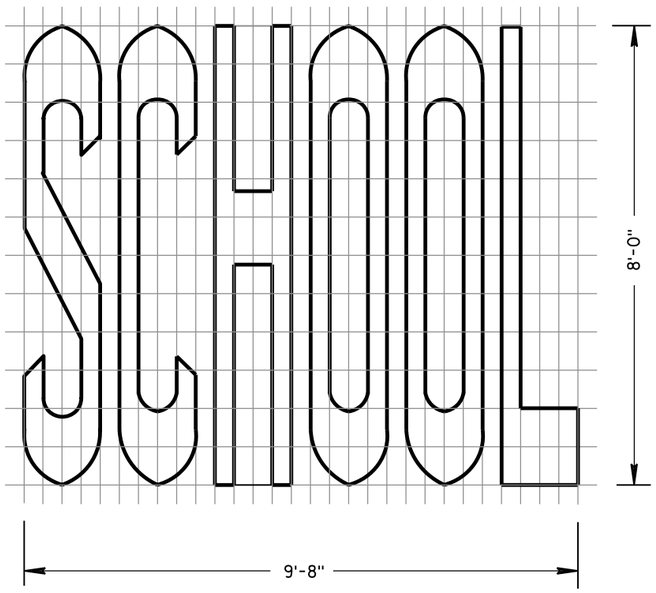




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
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FHWA

6

S.D.D. 15 C 7-14b

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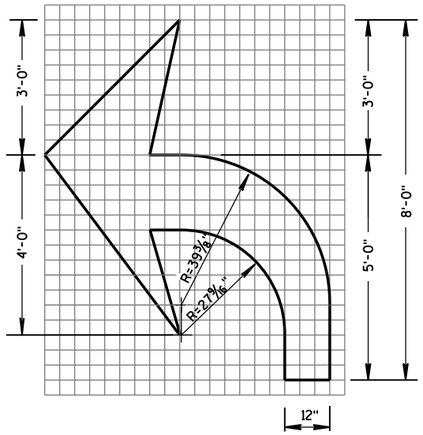
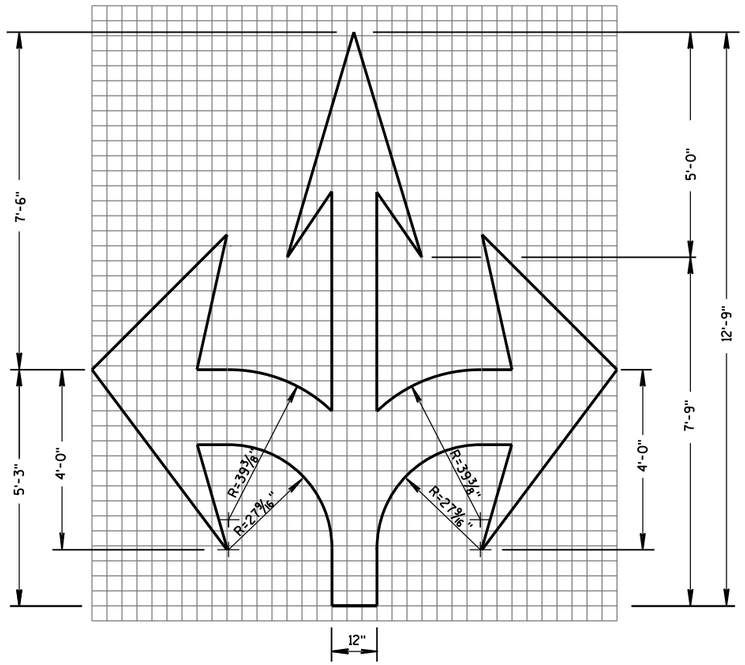
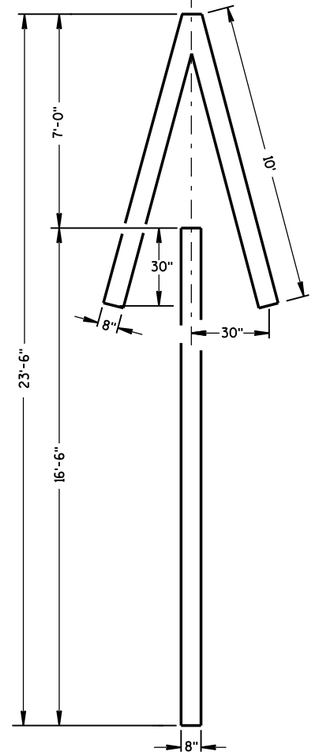
S.D.D. 15 C 7-14b



TYPE 2



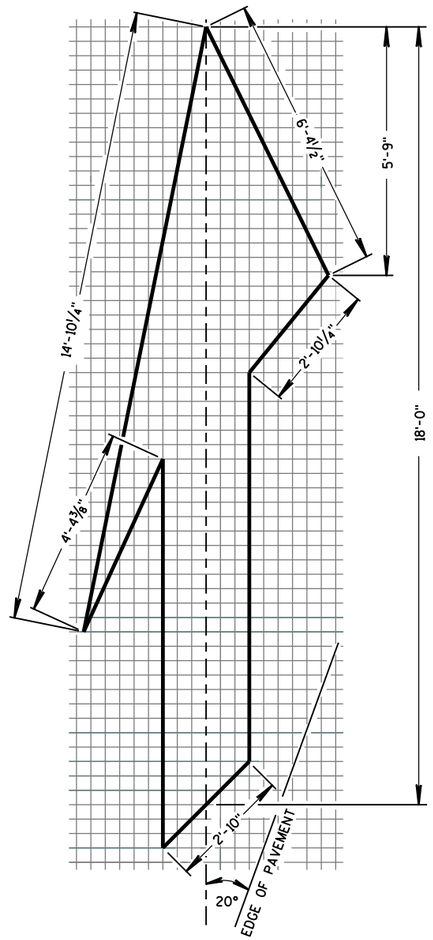
TYPE 6



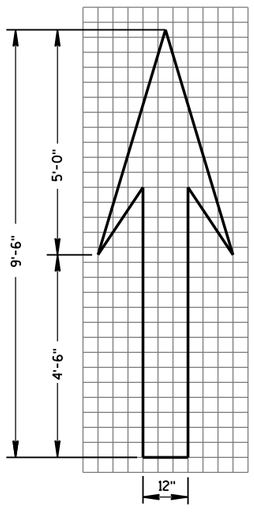
TYPE 4

GENERAL NOTES

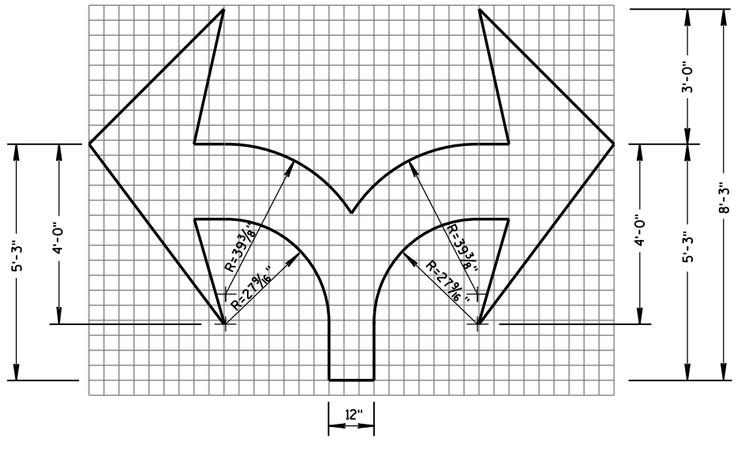
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



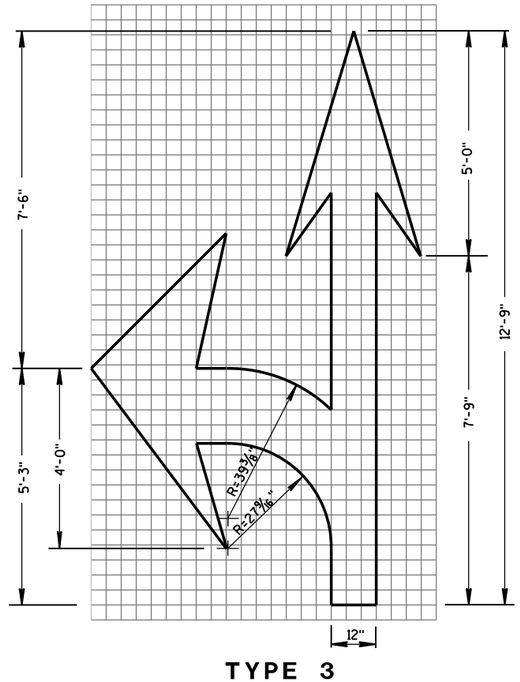
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 7-14c

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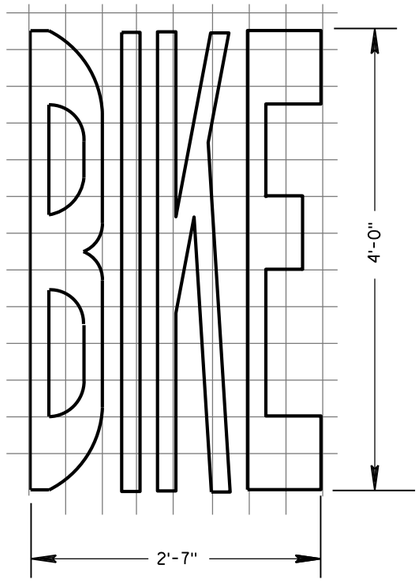
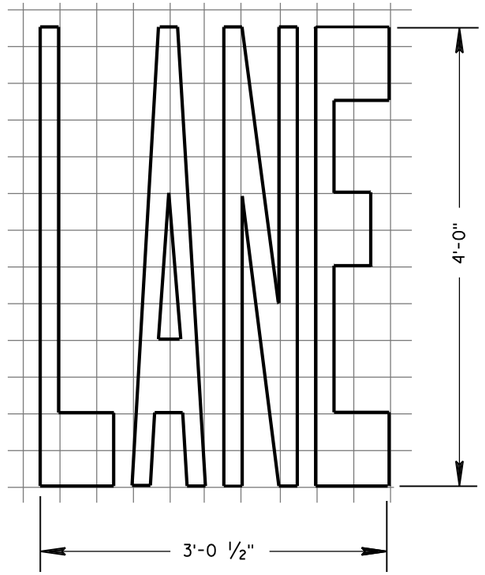
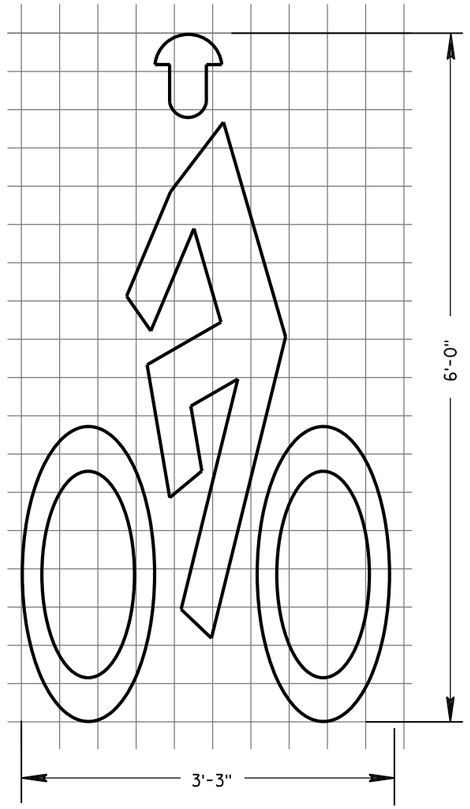
S.D.D. 15 C 7-14c

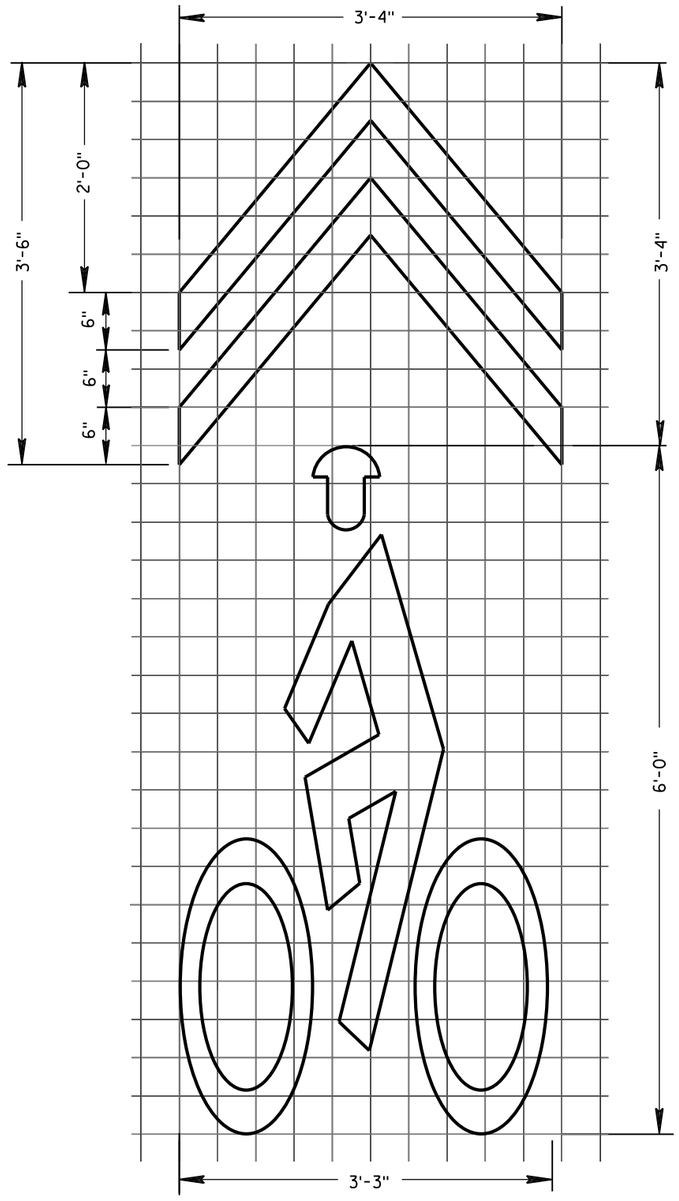




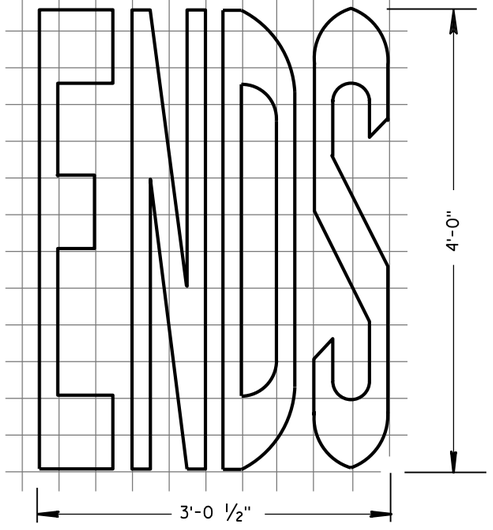
BIKE LANE WORDS



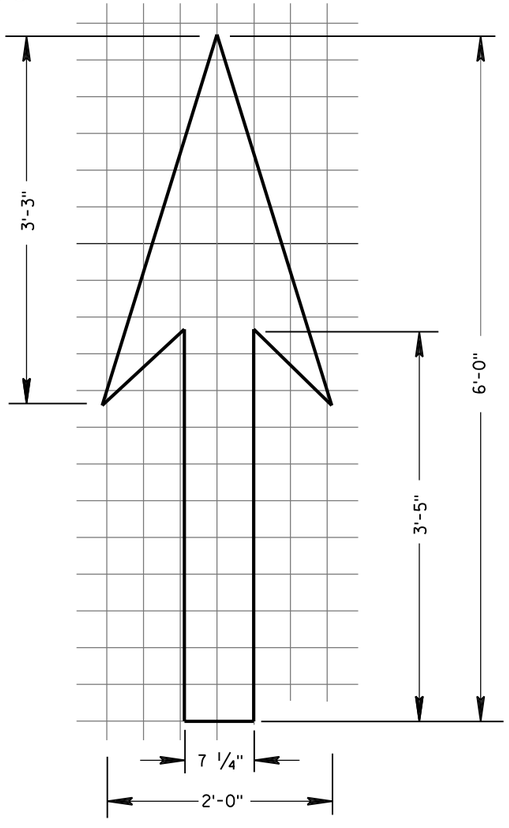
BIKE LANE SYMBOL



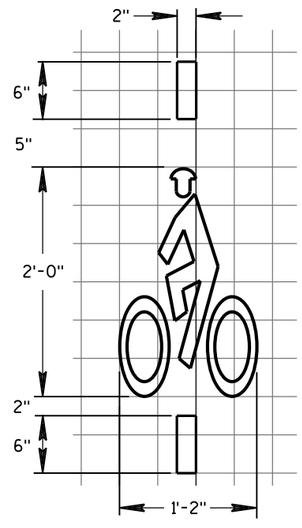
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

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 FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 7-14e

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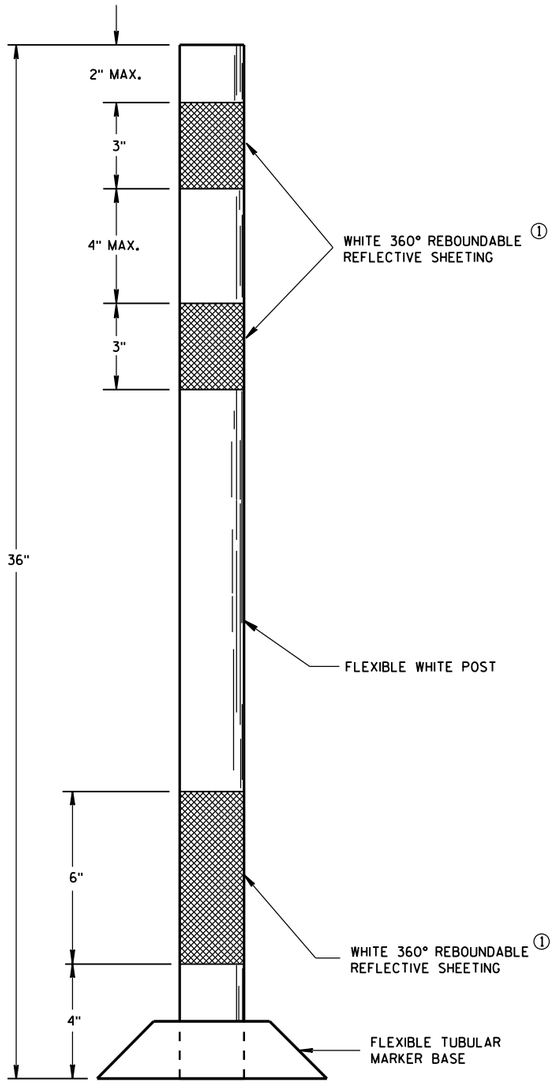
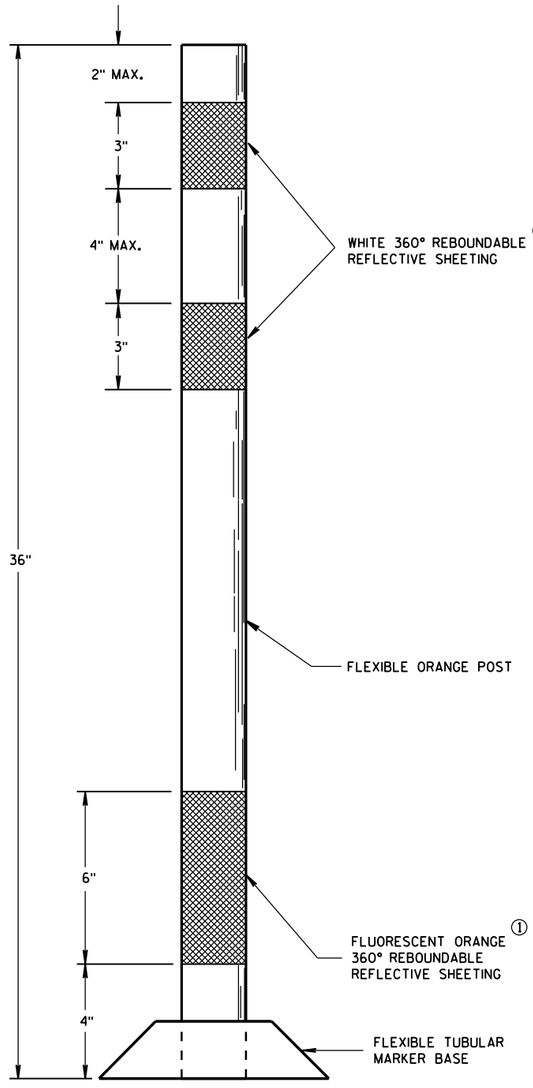
S.D.D. 15 C 7-14e



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



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 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.

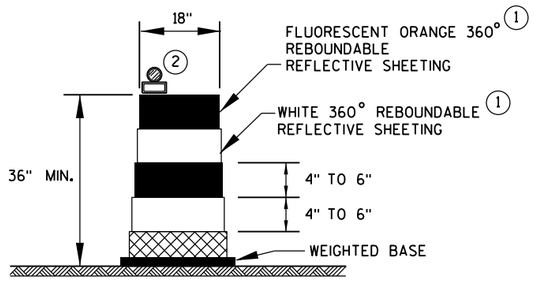
CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

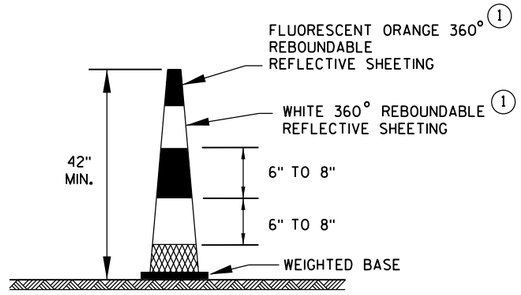
APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGR
FHWA

6

S.D.D. 15 C 11-7a



DRUM

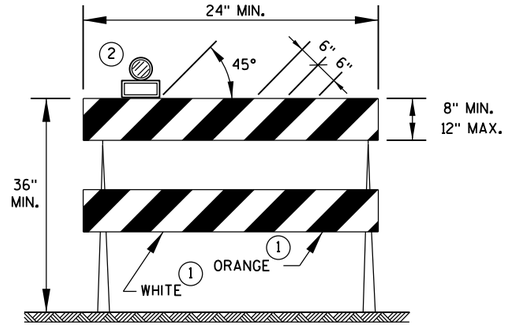


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

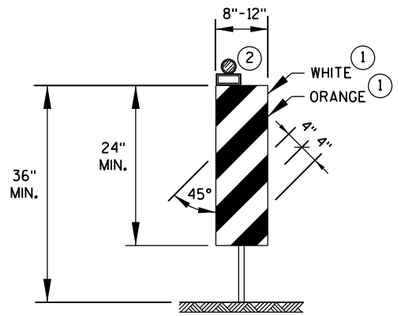
GENERAL NOTES

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.



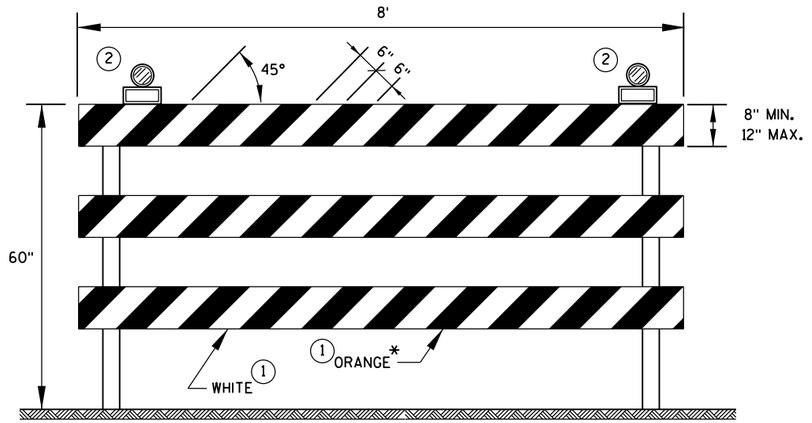
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 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

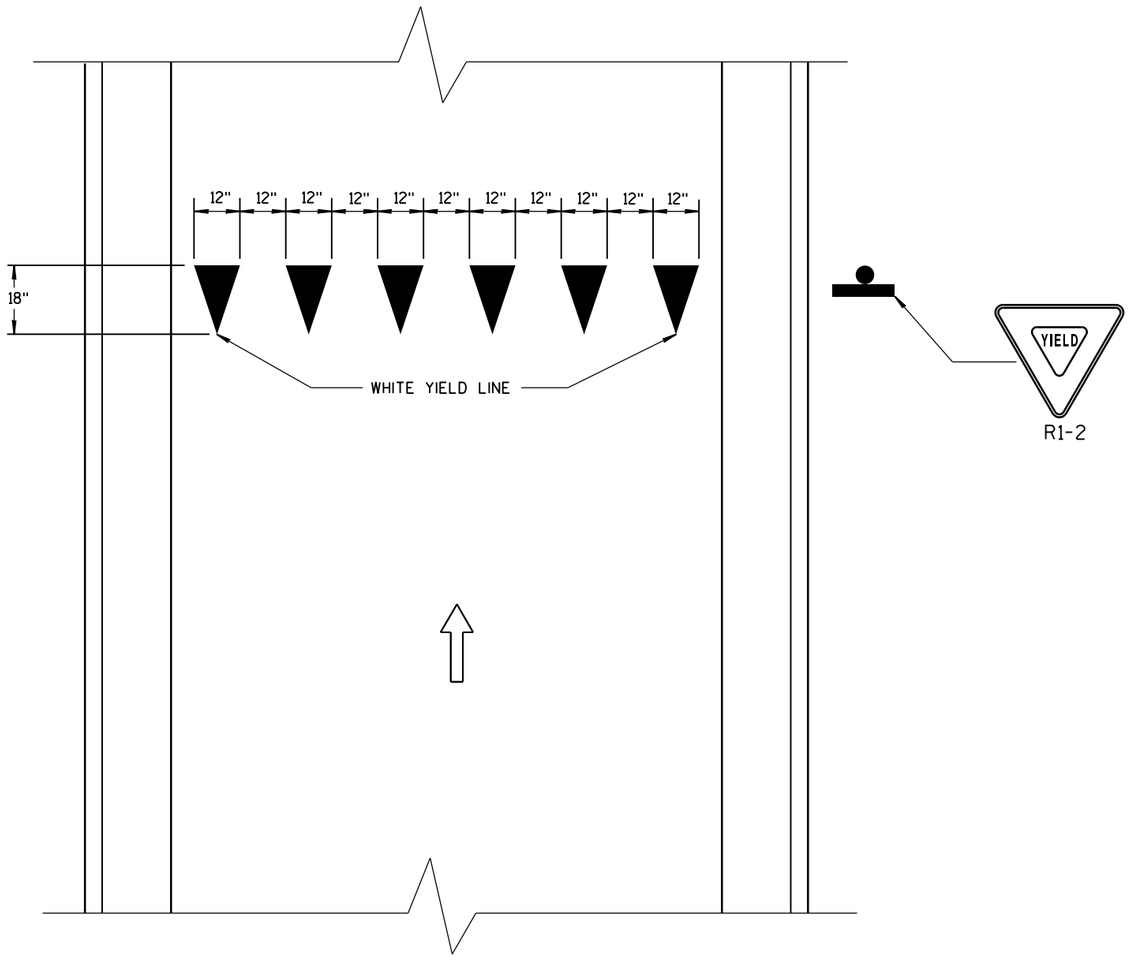
June 2017 — DATE

/S/ Andrew Heidtke — WORK ZONE ENG

FHWA

6

S.D.D. 15 C 11-7b



R1-2

DIRECTION OF TRAVEL

YIELD LINE

6

6

S.D.D. 15 C 20-2

S.D.D. 15 C 20-2

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARI

ENGINEER

FHWA

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

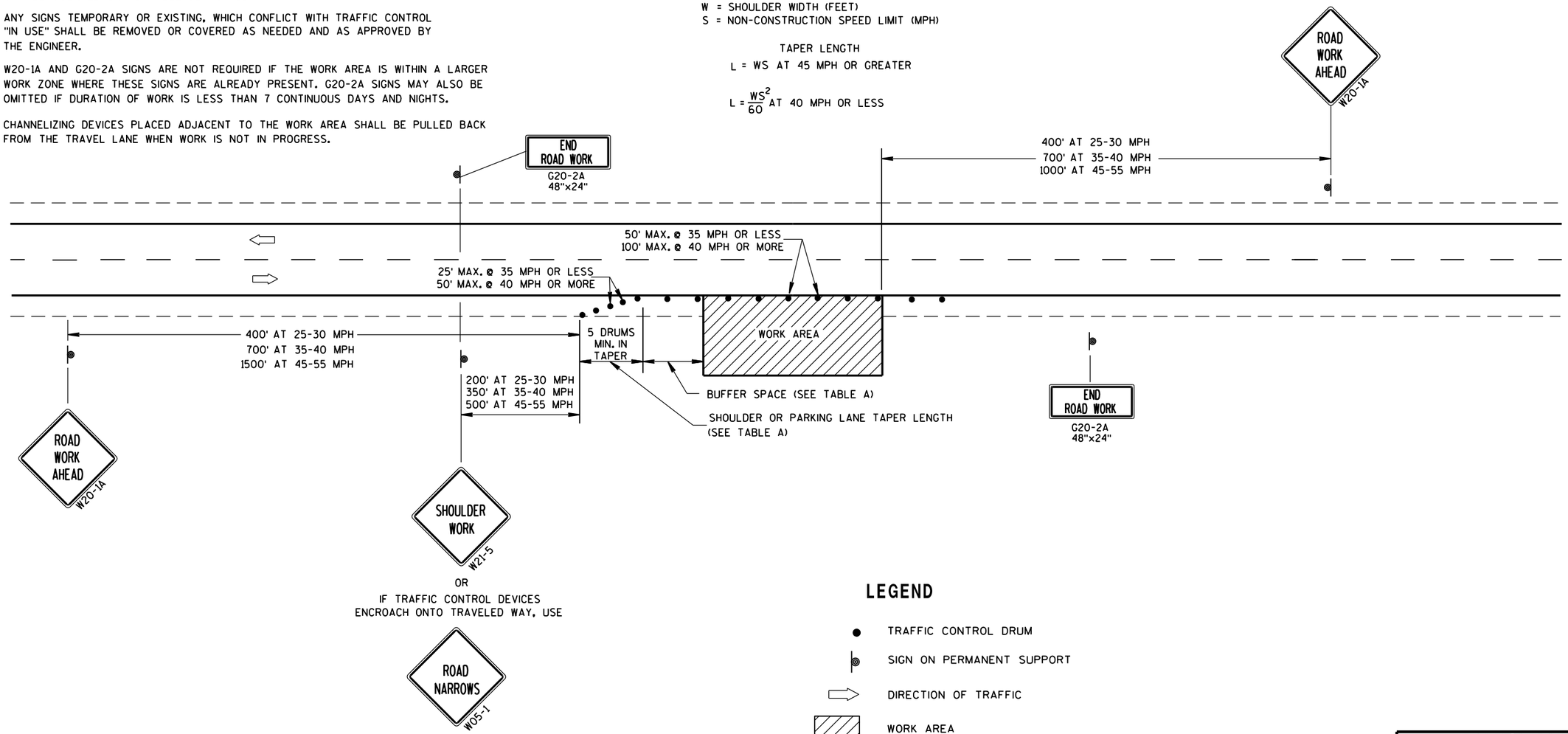
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

FHWA

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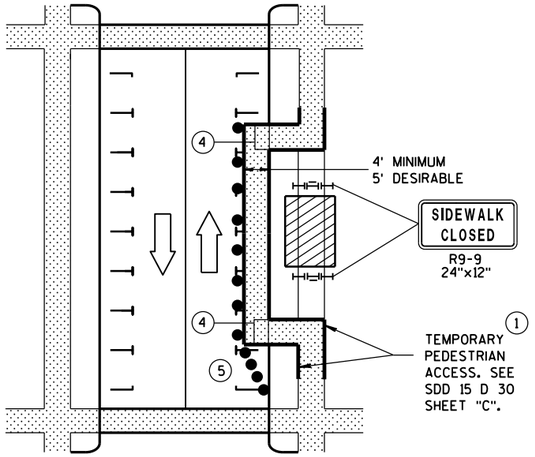
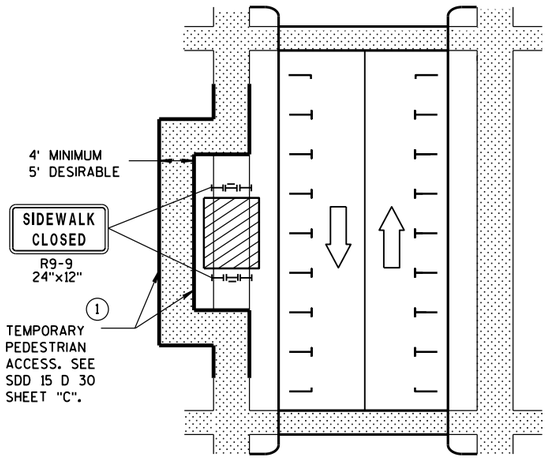
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

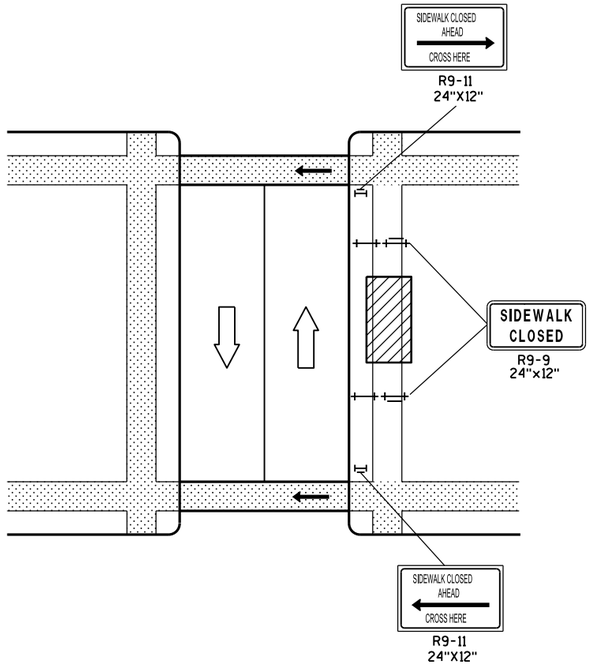


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

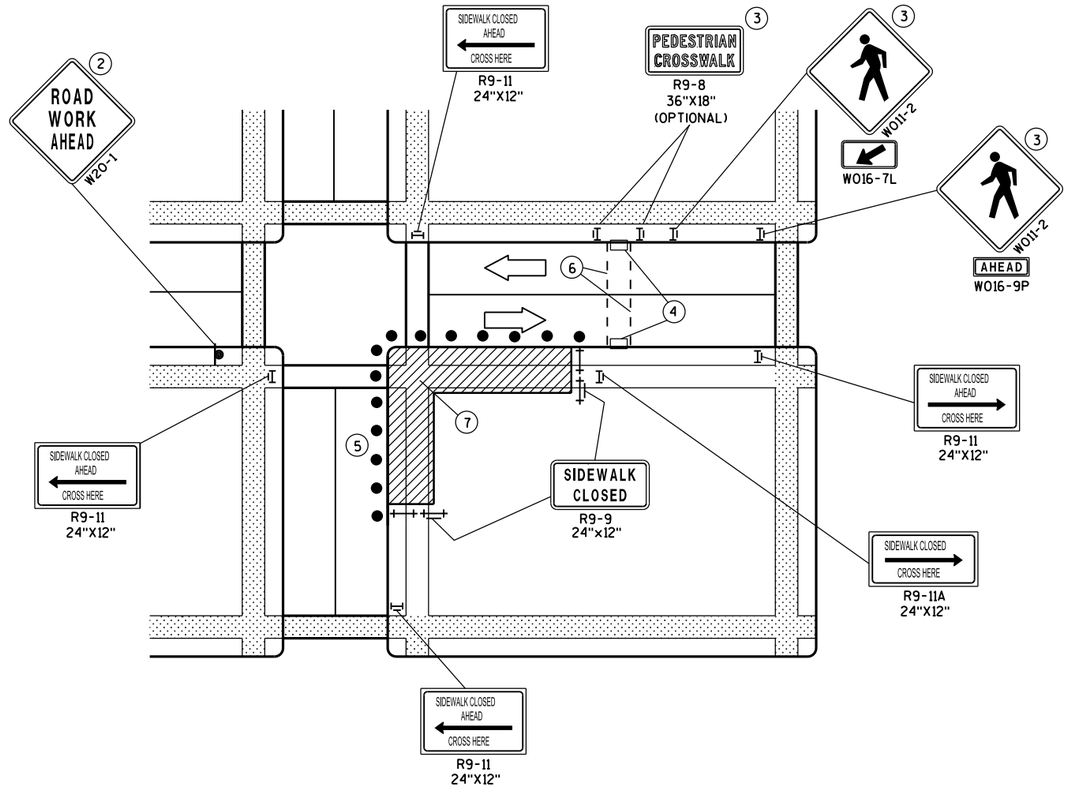
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 D 30-3a

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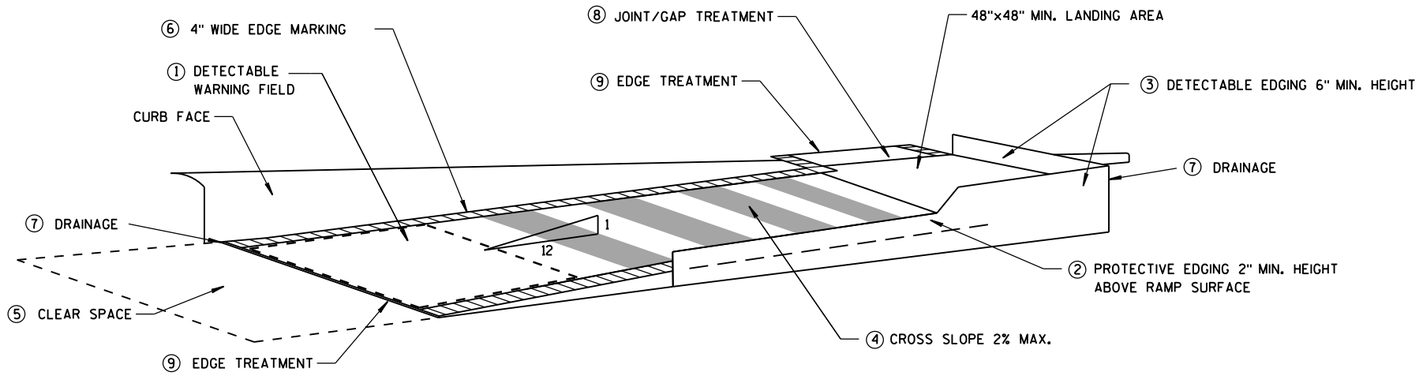
S.D.D. 15 D 30-3a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

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 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

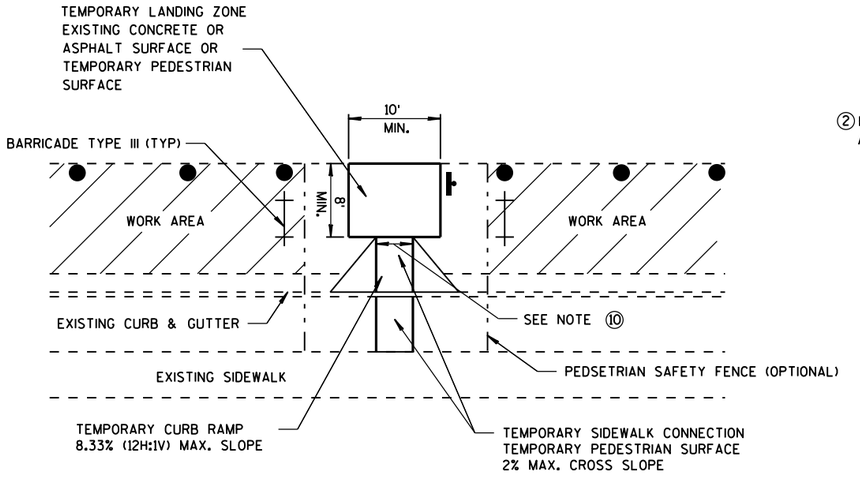
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

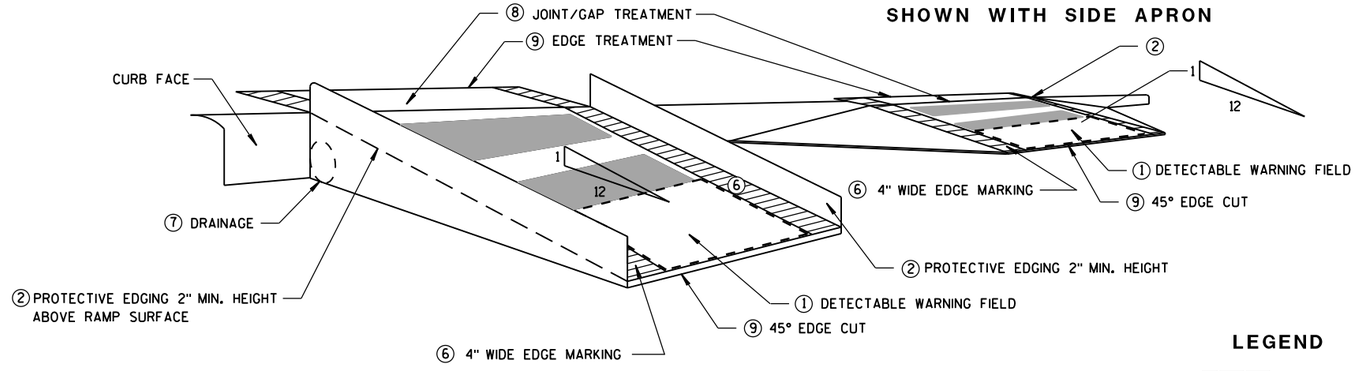
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

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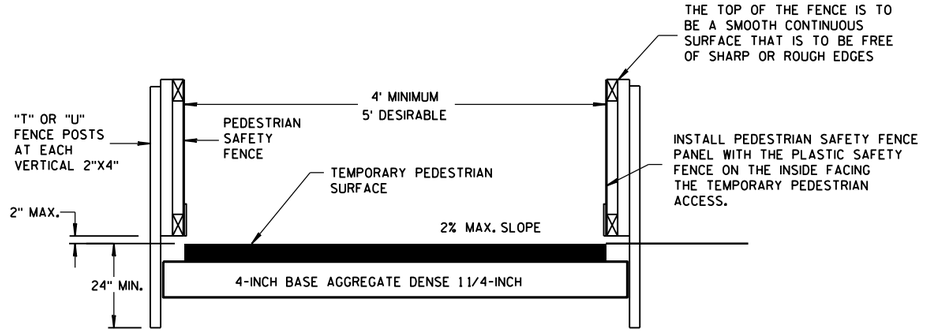
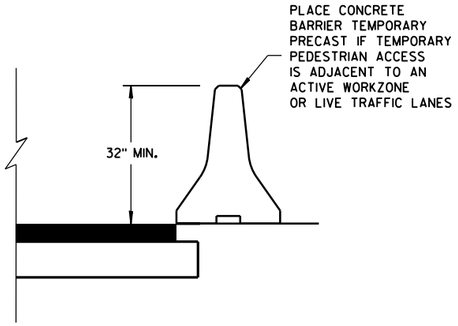
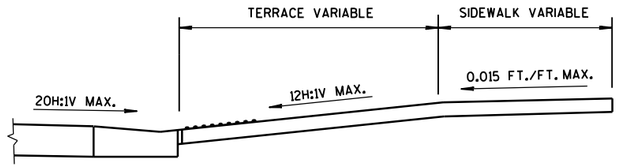




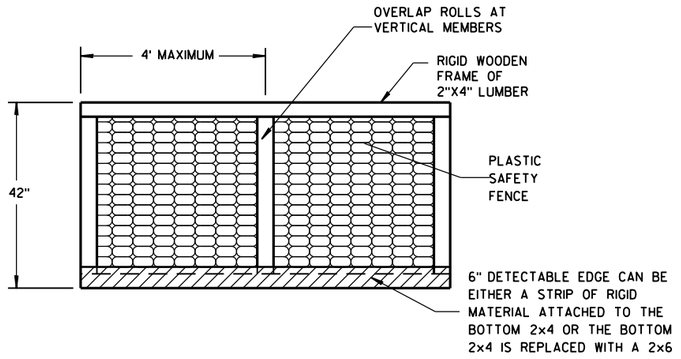
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

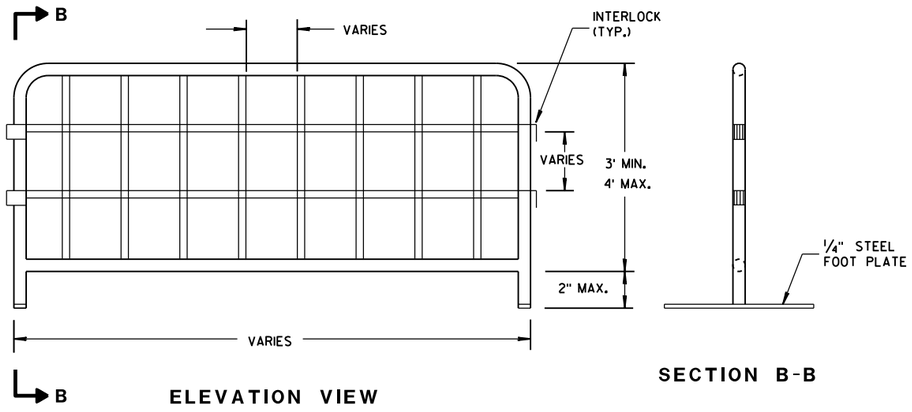
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



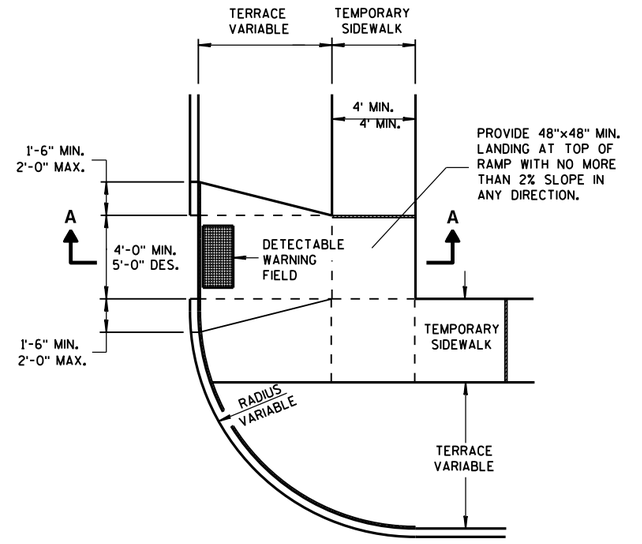
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

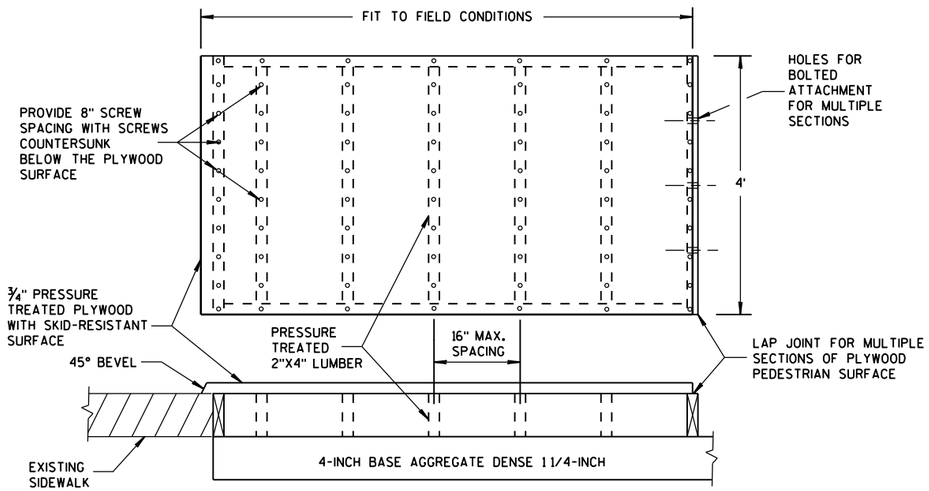
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



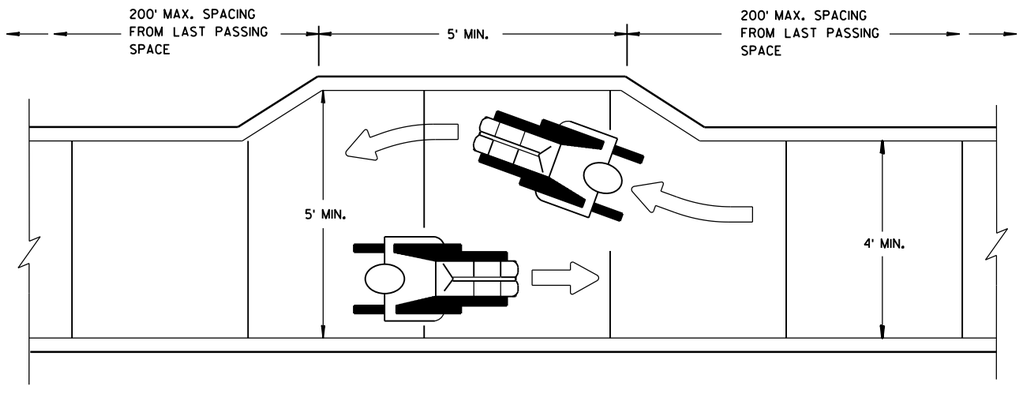
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
FHWA

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S.D.D. 15 D 30-3c

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S.D.D. 15 D 30-3c

CUT AND FILL

STATION	CUT C.Y.	FILL (-) C.Y.	LARGEST CUT IN FEET	LARGEST FILL (-) IN FEET
19+00	0	0		
19+50	0	0		
20+00	8	12	0.50	0.25
20+50	0	1		0.33
21+00	8	2	0.50	0.25
21+50	0	16		0.25
22+00	0	0		
22+50	0	0		
23+00	0	0		
23+50	0	7		0.17
24+00	0	0		
24+50	0	0		
25+00	0	0		
25+50	0	0		
26+00	0	0		
26+50	0	0		
27+00	0	4		
27+50	0	60		0.67
28+00	4	9	0.50	0.25
28+50	4	0	0.60	0.25
29+00	0	9		0.17
29+50	0	4		0.17
30+00	0	3		0.17
30+50	0	4		0.17
31+00	0	4		0.17
31+50	0	13		0.25
32+00	0	4		0.17
32+50	0	2		0.17
SUB-TOTAL	24	154		

STATION	CUT C.Y.	FILL (-) C.Y.	LARGEST CUT IN FEET	LARGEST FILL (-) IN FEET
33+00	0	17		0.25
33+50	0	9		0.17
34+00	0	9		0.17
34+50	0	9		0.17
35+00	0	9		0.17
35+50	0	9		0.17
36+00	0	28		0.67
36+50	0	11		0.17
37+00	0	7		0.17
37+50	0	14		0.67
38+00	0	0		
38+50	0	9		0.17
39+00	0	9		0.17
39+15	0	3		0.17
41+80	0	0		
42+00	0	2		0.17
42+50	0	4		0.17
43+00	0	4		0.17
43+50	0	0		
44+00	0	1		0.17
44+50	0	1		0.17
45+00	4	4		0.67
45+50	0	3		
46+00	7	76		1.25
46+50	0	57		0.67
47+00	0	8		0.17
47+50	0	8		0.17
48+00	0	8		0.17
48+50	0	8		0.17
49+00	0	8		0.17
49+50	0	8		0.17
50+00	0	2		0.17
50+50	0	14		0.67
SUB-TOTAL	11	359		

STATION	CUT C.Y.	FILL (-) C.Y.	LARGEST CUT IN FEET	LARGEST FILL (-) IN FEET
Plankinton				
109+00	0	0		
109+50	0	0		
110+00	0	0		
110+50	0	6		
111+00	0	11		
111+50	0	11		
112+00	0	8		
112+50	0	5		
113+00	0	5		
113+50	0	8		
114+00	0	0		
N. 2nd St.				
209+00	0	0		
209+50	0	0		
210+00	0	0		
210+50	0	59		
211+00	0	50		
211+50	0	14		
212+00	0	6		
SUB-TOTAL	0	183		
GRAND TOTAL	35	696		

See Section 3 of Plan for Earthwork Summary

EARTHWORK SUMMARY

COMMON EXCAVATION (205.0100)	816 CY
FILL (INCLUDES 20% SHRINKAGE)	580 CY
WASTE	120 CY

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