WKE April 13, 2021

PROJECT ID: 2978-02-70

WITH: N/A

COUNTY: MILWAUKEE

ORDER OF SHEETS

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

TOTAL SHEETS = 272

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SILVER SPRING DRIVE

N LONG ISLAND DR TO N LYDELL AVE

LOCAL STREET

MILWAUKEE COUNTY

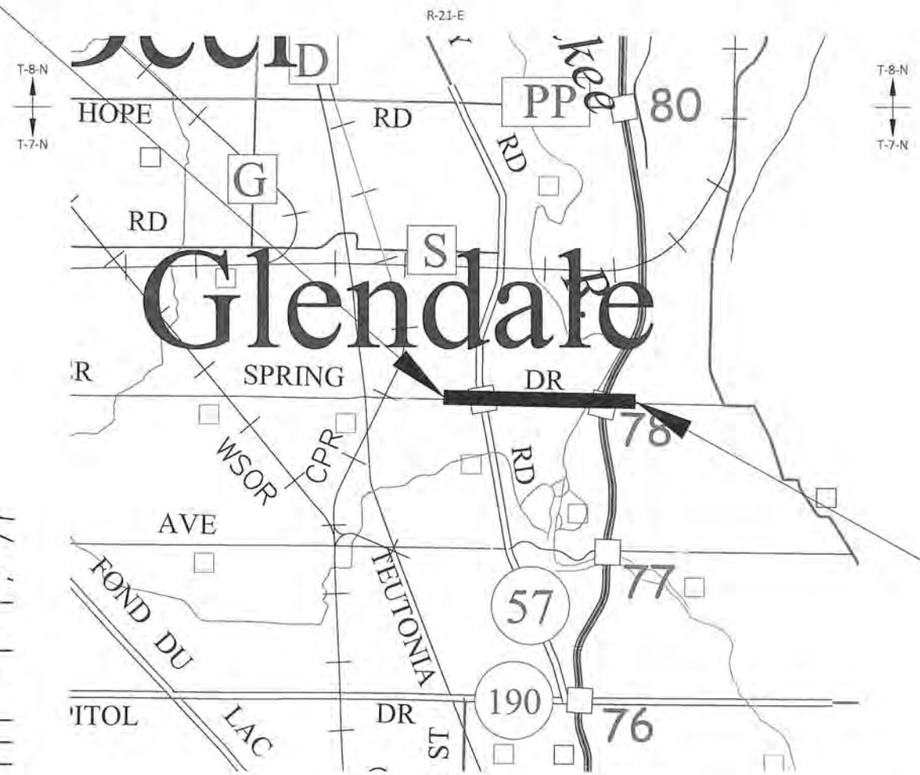
STATE PROJECT NUMBER
2978-02-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2978-02-70	WISC 2021261	1

010

N

BEGIN PROJECT
STA 19+09
Y: 328878.3776
X: 598074.0915



END PROJECT
STA 92+75

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.395MI

DESIGN DESIGNATION			W. OF BRIDGEWOOD LN.	E. OF PORT WASHINGTON RD.
A.A.D.T.	2020	=	22,800	20,600
A.A.D.T.	2041	=	25,400	23,000
D.H.V.		=	2,540	2,300
D.D.		=	55/45	60/40
T.		=	5%	5%
DESIGN SPEED		=	35MPH	35 MPH
ESALS		=	N/A	N/A

CONVENTIONAL SYMBOLS

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

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

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

ACCEPTED FOR
CITY OF GLENDALE
Date 11/30/2020
(Signature and Title of Official)
DIRECTOR OF PUBLIC WORKS

ORIGINAL PLANS PREPARED BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414-225-9817

WISCONSIN STANLEY A LUKASZ E-35039 SHOREWOOD WI PROFESSIONAL ENGINEER

DATE: 11/30/20
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DAAR EGNINEERING INC.
Designer	DAAR ENGINEERING INC.
Project Manager	KATHY KRAMER, P.E.
Regional Examiner	JEFF BOHEN, P.E.
Regional Supervisor	JANET CANNON, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 12-1-20 Kathleen Kramer Digitally signed by Kathleen Kramer Date: 2020.12.01 08:43:30 -06'00'
(Signature)

E

FILE NAME : I:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\010101-TI.DWG PLOT DATE : 11/30/2020 10:52 AM PLOT BY : NICHOLAS TRAUB PLOT NAME :

2

GENERAL NOTES

MISCELLANEOUS

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

UNLESS NOTED ON THE PLAN, ALL STATIONS AND OFFSETS ARE BASED OFF OF THE SILVER SPRING DR. REFERENCE LINE.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

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

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXINATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

THE LOCATION OF EXISTING OR PROPOSED UTILITIES, AS NOTED IN THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS AND SERVICES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.

TRAFFIC CONTROL

WHEN TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IS REQUIRED, IT SHALL BE CUT THROUGH ITS FULL WIDTH AND THICKNESS AT 25-FOOT INTERVALS TO CONTROL RAVELING.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.

SIGN LOCATIONS ARE APPROXIMIATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.

ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER, AND PAID FOR UNDER THEIR RESPECTIVE ITEMS. NO "WORKING" LIGHTS SHALL BE VISIBLE ON A COVERED OR LAID DOWN SIGN.

ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.

A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY THAT ARE NOT THE RESULT OF CONTRACT ITEMS SHALL BE RESTORED, SEEDED, FERTILIZED, AND MULCHED AT THE CONTRACTOR'S EXPENSE.

WHEN PERFORMING ROADWAY CLEANING OPERATIONS, THE CONTRACTOR SHALL USE EQUIPMENT HAVING VACUUM OR WATER SPRAY MECHANISMS TO ELIMNATE THE DISPERSION OF DUST. IF VACUUM EQUIPMENT IS EMPLOYED, IT SHALL HAVE SUITABLE SELF-PARTICULATE COLLECTORS TO PREVENT DISCHARGE FROM THE COLLECTION BIN TO THE ATMOSPHERE.

HMA PAVING

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 118 LBS/SY-IN.

ALL HMA PAVEMENT LOCATIONS SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

UTILITY CONTACTS

AMERICAN TRANSMISSION CO. (ELEC)
MR. TONY MARCINIAK
PO BOX 47
WAUKESHA, WI 53187
(262) 506-6814
amarciniak@atcllc.com

AT&T DISTRIBUTION (TELECOMM)
JAY BULANEK
2005 PEWAUKEE RD
WAUKESHA, WI 53188
(262) 896-7669
jb5175@att.com

CENTURY LINK LEVEL 3 (TELECOMM)
KENDALL WILLIAMS-ZETINA
100 S. CINNCINNAI AVE
SUITE 1200
TULSA, OK 74103
(918) 547-0547
Kendall.zetina@centurylink.com

CHARTER/SPECTRUM (CABLE/INTERNET)
DARRELL GORE
4125 N 124th ST
SUITE D
BROOKFIELD, WI 53005
(262) 649-5386 X2504
dgore@mi-tech.us

CHARLIE BRASILE
1320 N. MARTIN LUTHER KING DR
MILWAUKEE, WI 53212
(414) 908-4822
Charles.brasile@charter.com

CITY OF GLENDALE (WATER & SANITARY)
CHARLIE IMIG
5909 N. MILWAUKEE RIVER PRWY
GLENDALE WI 53209
(414) 228-1742
c.imig@glendalewi.org

CITY OF MILWAUKEE
DEPARTMENT OF PUBLIC WORKS
(WATER & SANITARY)
WILLIAM FUCHS
841 N. BROADWAY
MILWAUKEE, WI 53202
(414) 286-2410
wfuchs@milwaukee.gov

MIDWEST FIBER NETWORKS (TELECOMM)
RICHARD TRGOVEC
6070 NORTH FLINT RD
GLENDALE, WI 53209
(414) 459-3554
rtrogovec@midwestfibernetworks.com

MILWAUKEE METRO SEWAGE
DISTRICT (COMBINED SEWER)
MICHELLE KLAPPA-SULLIVAN
260 W SEBOTH STREET
MILWAUKEE WI, 53204
(414) 225-2178
MKlappaSullivan@mmsd.com

VERIZON BUSINESS (TELECOMM)
RJ CICATELL
15725 W. RYERSON RD
NEW BERLIN, WI 53151
(262) 232-1323
Randy.cicatello@verizon.com

WE ENERGIES (ELECTRIC)
ZACHARY ST. MARTIN
500 S 116th STREET
WEST ALLIS, WI 53214
(414) 540-5782
Zachary.stmartin@we-energies.com

WE ENERGIES (GAS)
PAUL HEBEIN
500 S 116th STREET
WEST ALLIS, WI 53214
(414) 688-7257
Paul.hebein@we-energies.com

OTHER CONTACTS

WISDOT SE REGION
KATHLEEN KRAMER, P.E
141 NW BARSTOW ST.
WAUKESHA, WI 53187
PH: (262) 548-8772
Katheleen1.Kramer@dot.wi.us

DAAR ENGINEERING, INC
STAN LUKASZ, P.E.
518 W CHERRY ST.
MILWAUKEE, WI 53202
PH: (414) 225-9817
Stan.lukasz@daarcorp.com

CITY OF GLENDALE
CHARLIE IMIG
5909 N. MILWUKEE RIVER PRWY
GLENDALE WI 53209
PH: (414) 228-1742
c.imig@glendalewi.gov

VILLAGE OF WHITEFISH BAY
JOHN EDLEBECK
DIRECTOR OF PUBLIC WORKS
155 W FAIRMOUNT AVE.
WHITEFISH BAY, WI 53217
PH: (414) 962-6690 X114
C: (715) 496-3080
j.edlebeck@wfbvillage.org

WDNR CONTACT

WISCONSIN DNR
KRISTINA BETZOLD
2300 N MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212-3128
(414) 507- 4946
Kristina.betzold@wisconsin.gov

MILWAUKEE COUNTY TRANSIT SYSTEM (MCTS)

1942 N. 17TH ST.
MILWAUKEE, WI 53205

DAVID LOCHER
TRANSPORTATION MANAGER (STOPS/SHELTERS)
PHONE: (414) 343-1727
dlocher@mcts.org

ARMOND SENSABAUGH
TRANSPORTATION COORDINATOR (DETOURS/SPECIAL EVENTS)
PHONE: (414) 343-1728
ASensabaugh@mcts.org

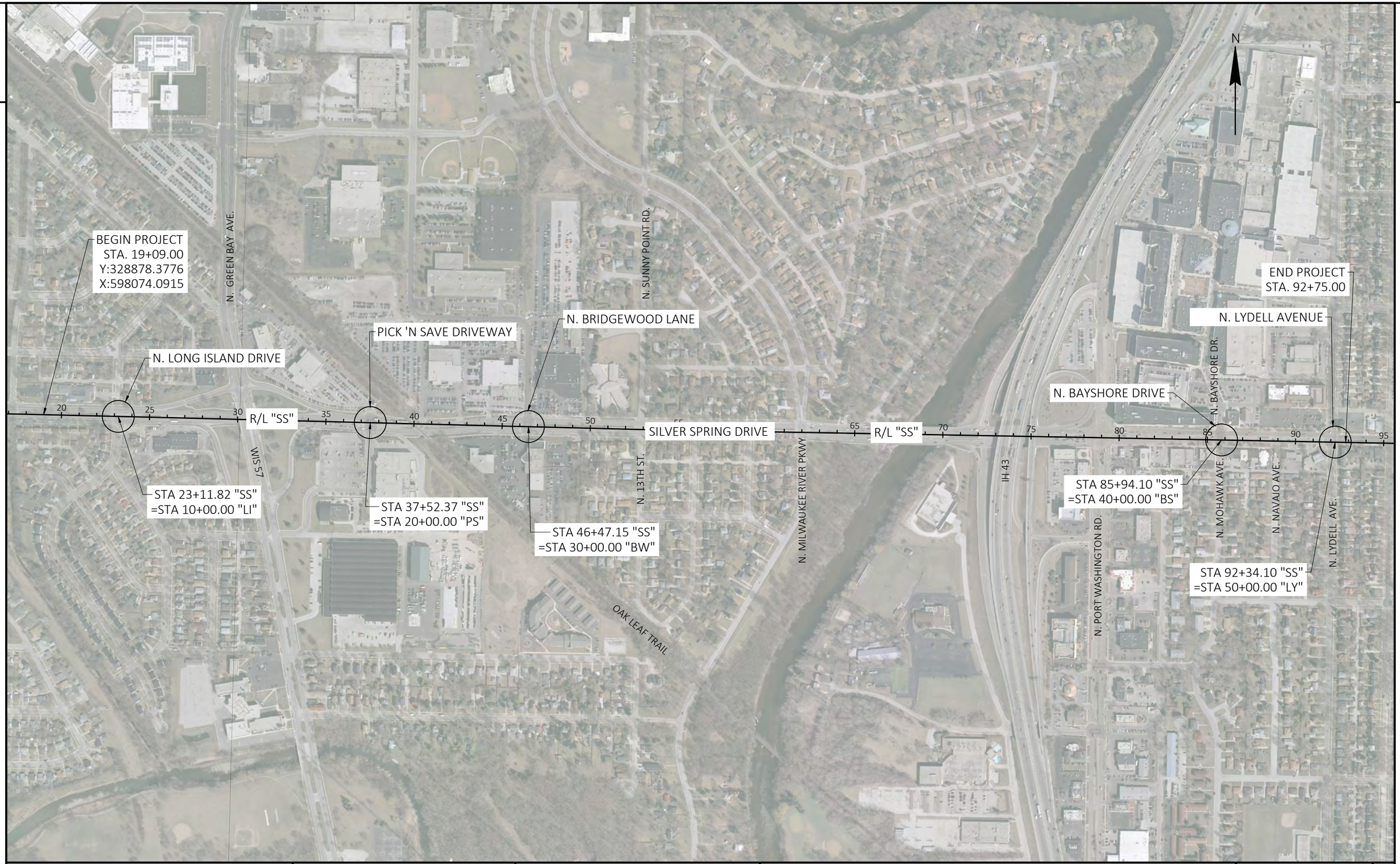
HMA LAYERS

PAVEMENT LOCATION	TOTAL PAVEMENT THICKNESS	TYPE
PICK 'N SAVE INTERSECTION & BRIDGEWOOD INTERSECTION	2" UPPER	4 HT 58-28 S
	2 1/2" LOWER	3 HT 58-28 S
	2 1/2" LOWER	3 HT 58-28 S

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

2

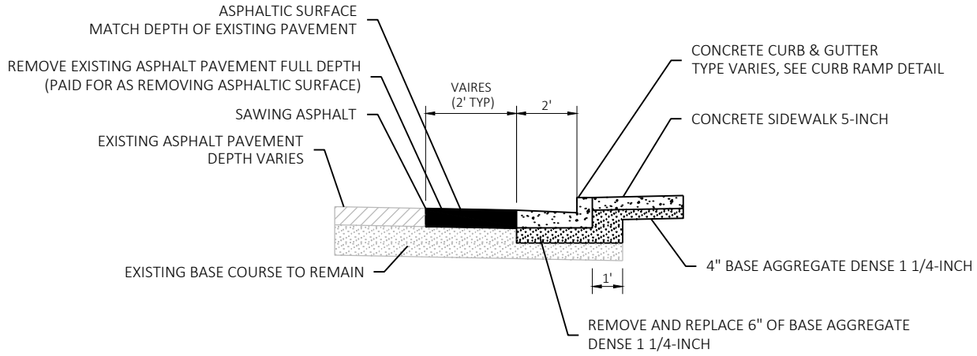
PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	GENERAL NOTES AND CONTACTS	SHEET:	E



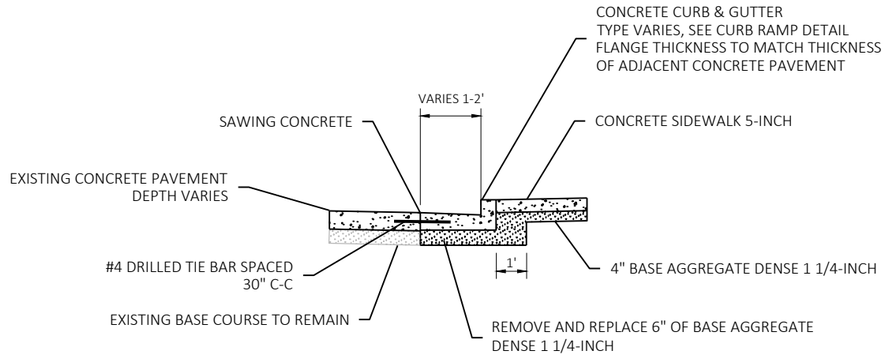
PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020201-PO DWG
LAYOUT NAME - 01
PLOT DATE : 1/20/2021 7:15 AM
PLOT BY : TONY BACIAK
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

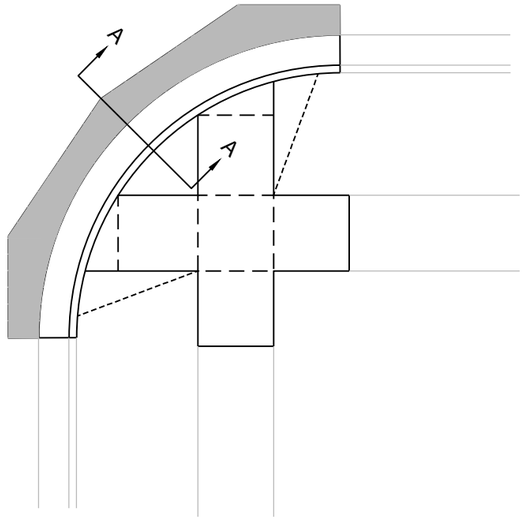
2



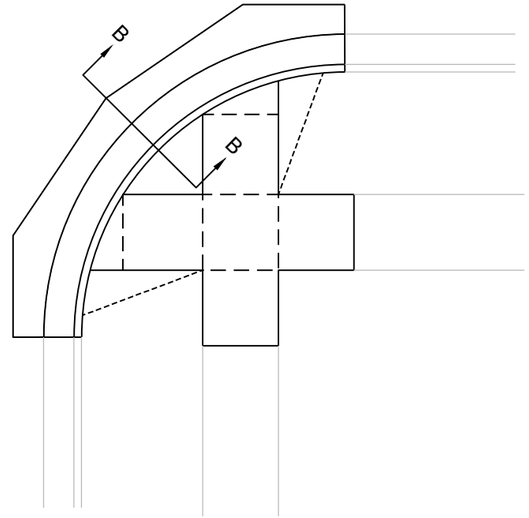
SECTION A-A



SECTION B-B

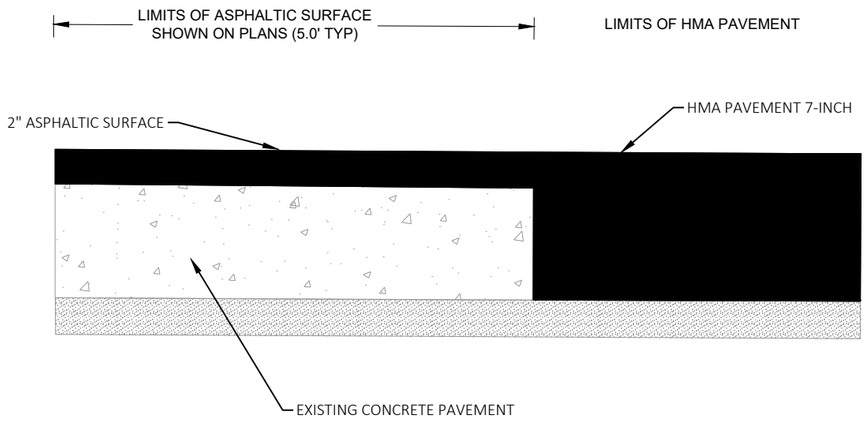


CURB & GUTTER REPLACEMENT
ADJACENT TO ASPHALT
PAVEMENT

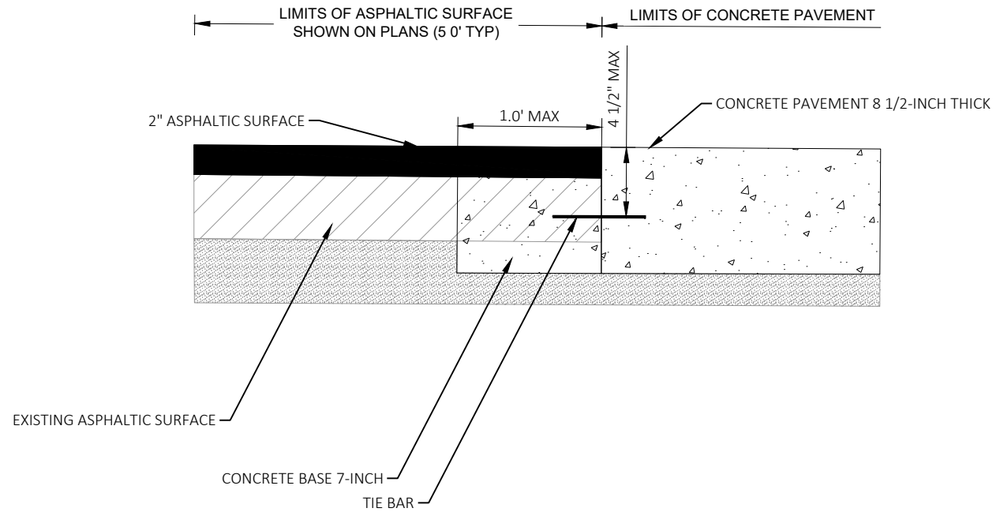


CURB & GUTTER REPLACEMENT
ADJACENT TO CONCRETE
PAVEMENT

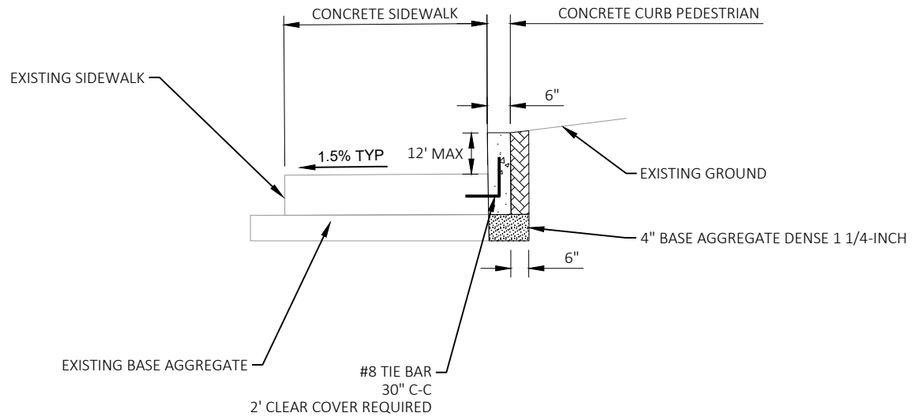
PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 4	E



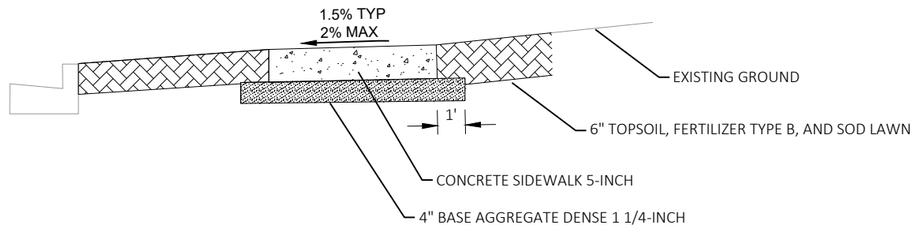
BUTT JOINT DETAIL - ASPHALTIC SURFACE TO HMA PAVMENT



MATCH DETAIL - ASPHALTIC SURFACE TO CONCRETE PAVEMENT



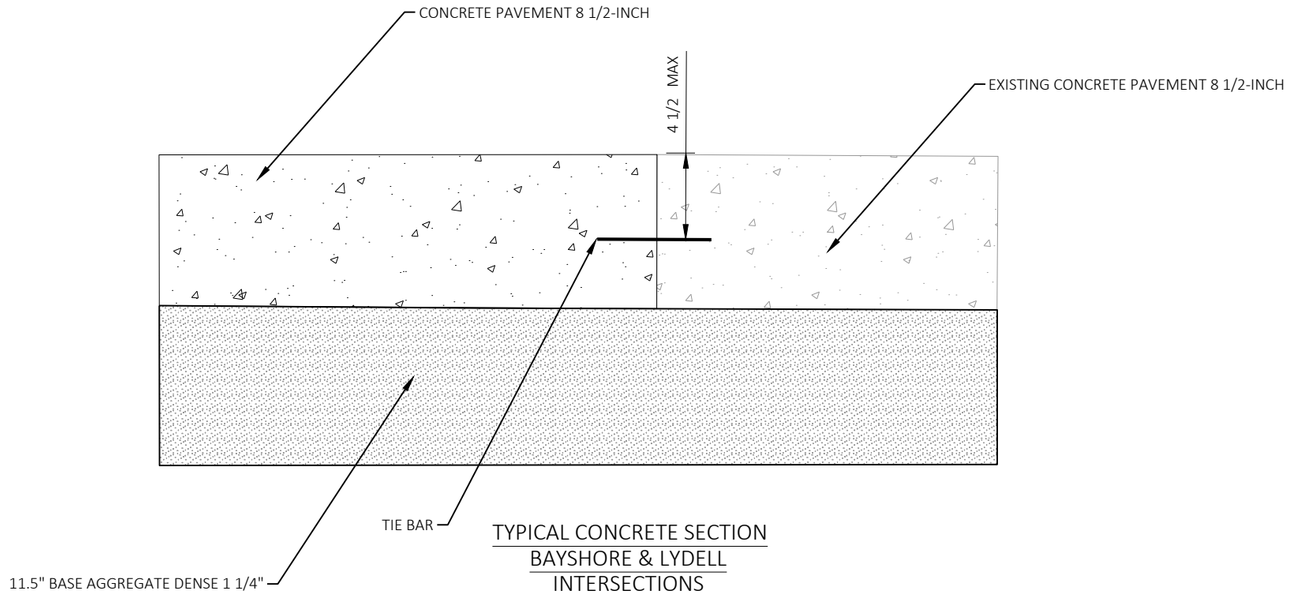
CONCRETE CURB PEDESTRIAN SECTION



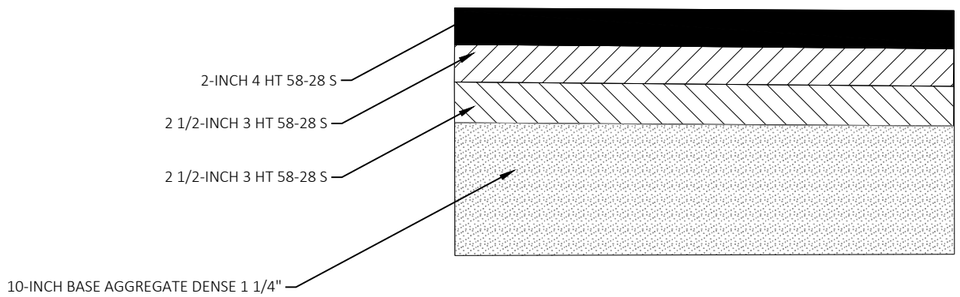
TYPICAL SIDEWALK SECTION

NOTES:
1. PAYMENT FOR ALL EXCAVATION, EMBANKMENT, EARTH BACKFILL, TOPSOIL, FERTILIZER, AND SOD SHALL BE PAID FOR USING THE BID ITEMS GRADING SHAPING & FINISHING CURB RAMP ONE RAMP OR GRADING SHAPING & FINISHING CURB RAMP TWO RAMPS.
2. PAYMENT FOR CONCRETE SIDEWALK AND BASE AGGREGATE SHALL BE PAID FOR USING STANDARD BID ITEMS.

2

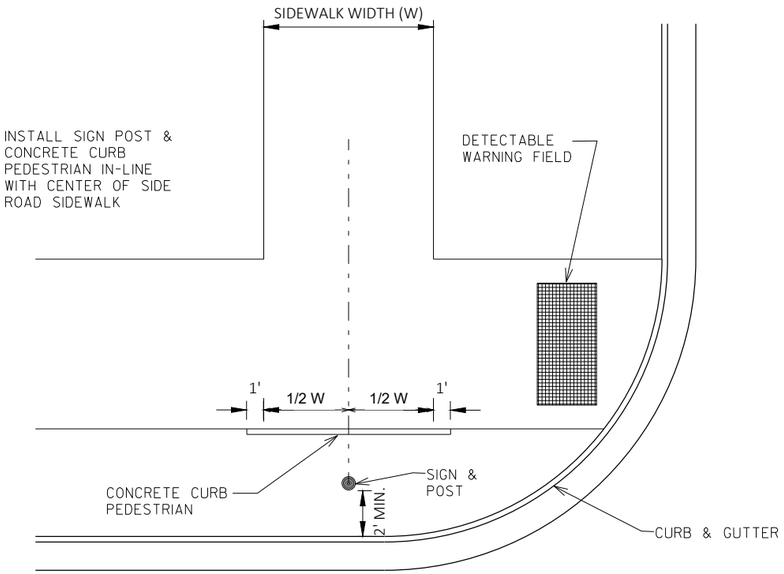


TYPICAL CONCRETE SECTION
BAYSHORE & LYDELL
INTERSECTIONS

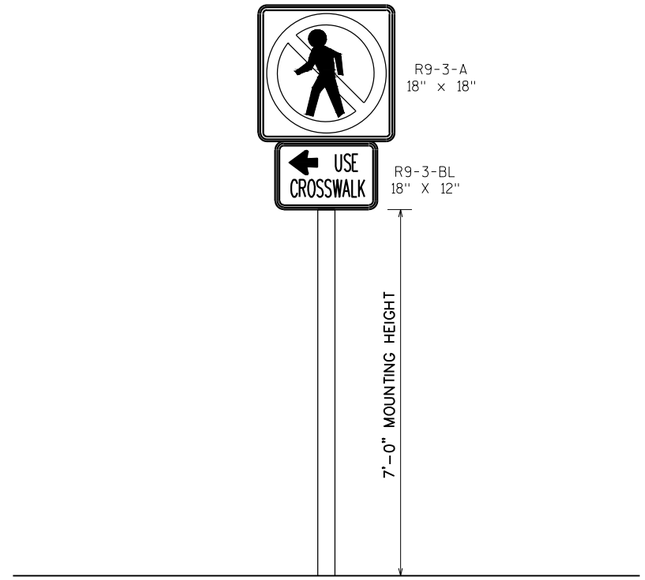


TYPICAL ASPHALT SECTION
PICK 'N SAVE & BRIDGEWOOD
INTERSECTIONS

2



CURB AND SIGN LOCATION DETAIL

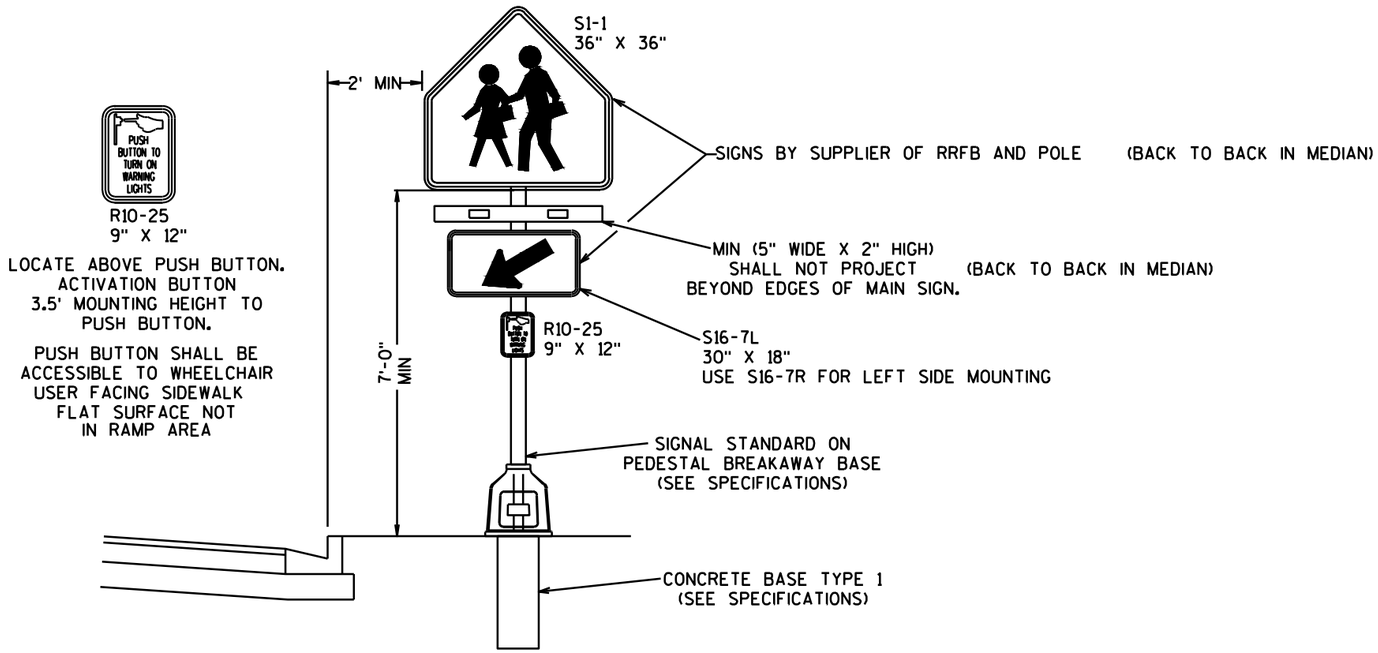


SIGN MOUNTING DETAIL

PEDESTRIAN BARRIER DETAIL

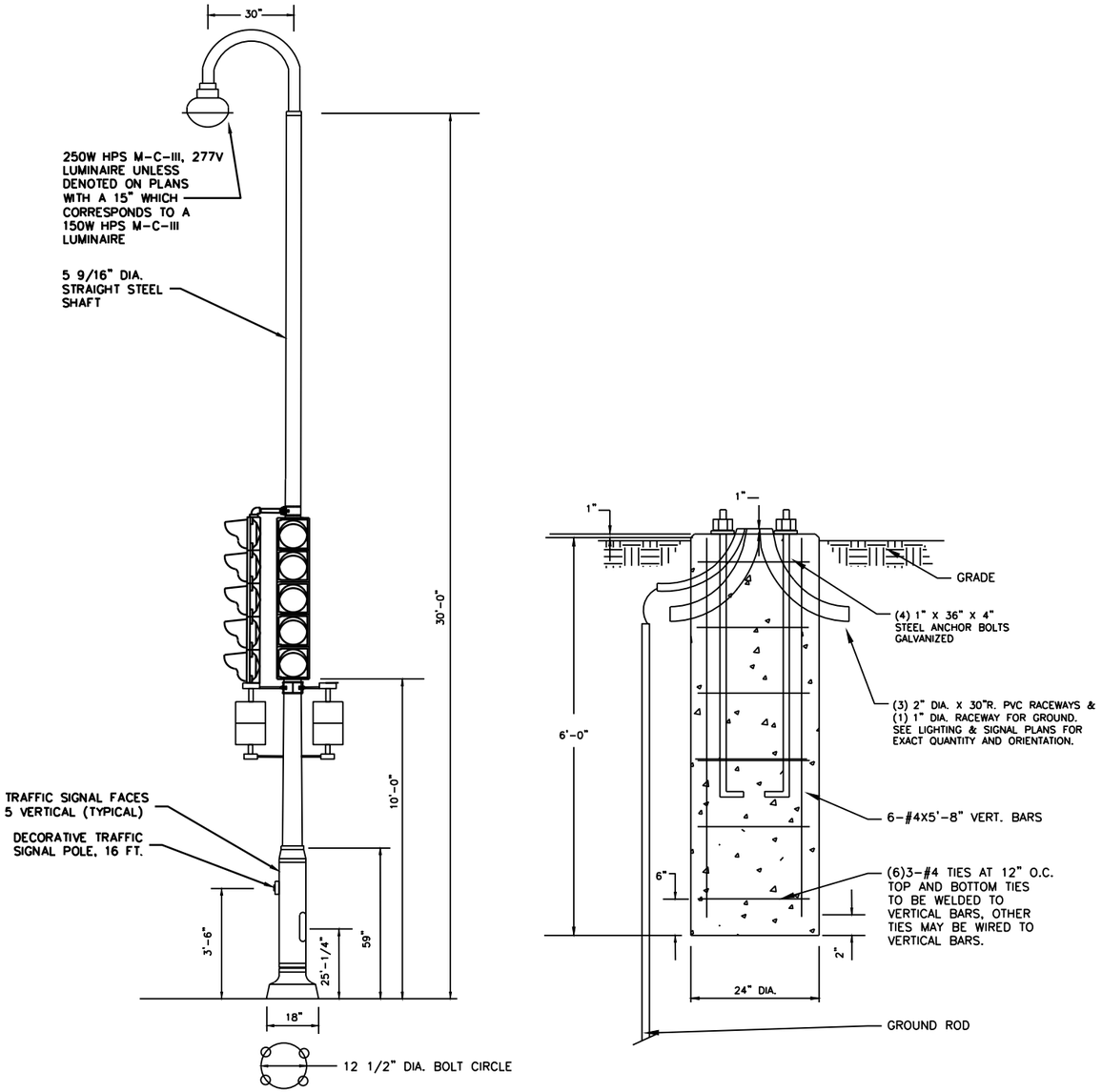
NOT TO SCALE

2

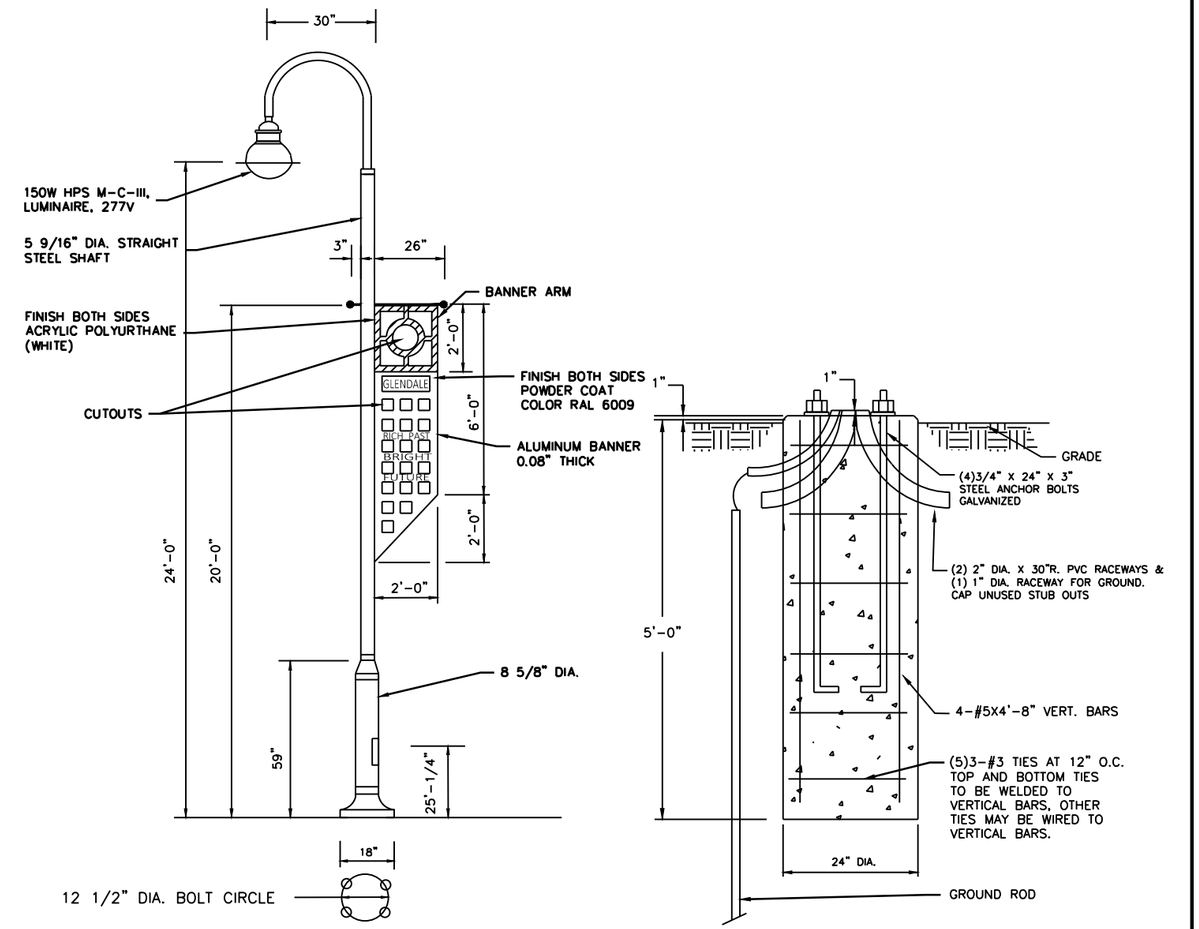


RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL

2



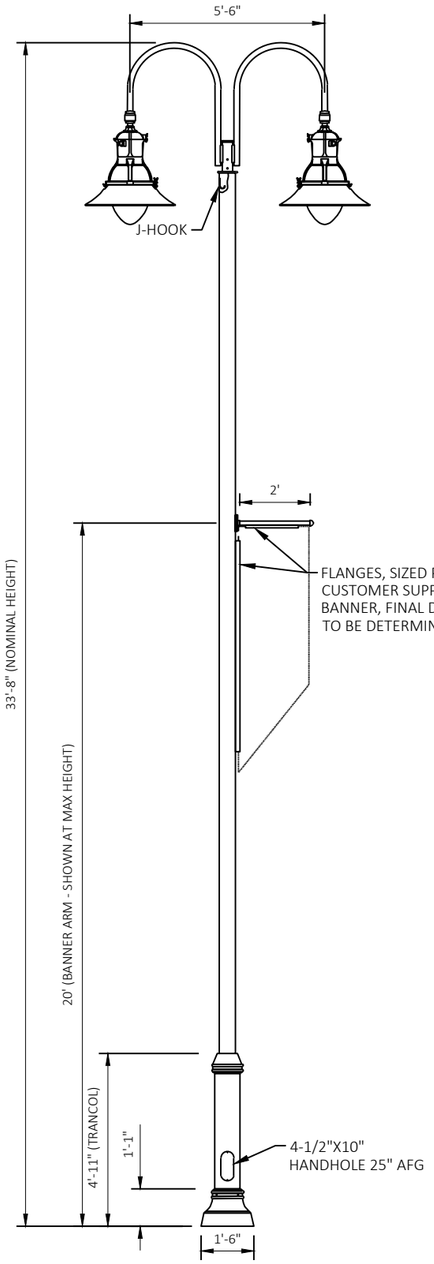
TYPE B ASSEMBLY
NO SCALE



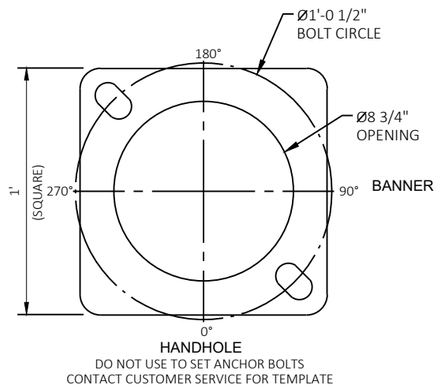
TYPE D ASSEMBLY
NO SCALE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CONSTRUCTION DETAIL	SHEET 9	E

2



ANCHORAGE DETAIL



CIT□ OF GLENDALE TWIN LUMINAIRE DECORATI□E STREET LIGHTING ASSEM□L□

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 10	E

2

2

N

SEC MON
821131

T 08 N
R 21/22 E
25 30
36 31

BP 0+00.00

Y=328923.7160
X=596168.0674
ELEV. 642.470'
CONC. MONUMENT
W/SEWRPC BRASS CAP

BEGIN PROJECT
STA. 19+09.00
Y = 328878.3776
X = 598074.0915

R/L SILVER SPRING DRIVE

STA. 10+00.00
Y = 328868.8107
X = 598476.7994

CP 34
STA. 22+79.21, 3.17' RT
Y=328866.4200
X=598444.1200
ELEV. 634.476'
CHIZX NW-CL
SILVER SPRING
& LONG ISLAND

EXISTING R/W

S88° 38' 21"E 2644.82'

EXISTING R/W

R/L N. LONG ISLAND DRIVE

N1° 01' 09"E 150.00'

STA. 8+50.00
Y = 328718.8344
X = 598474.1314

SEC MON
822142

T 08 N
R 22 E
30 30
31 31

Y=328860.9020
X=598809.7060
ELEV. 634.610'
CONC. MONUMENT
W/SEWRPC BRASS CAP

PI 26+44.82

PI STA. 26+44.82
Y = 328860.9020
X = 598809.7060

BM 500
STA. 23+45.87, 50.98' RT
Y=328817.0370
X=598509.6310
ELEV. 635.330'
HYD_NW BOLT

STA. 21+50.00
Y = 328983.0517
X = 599919.8719

STA. 20+00.00
Y = 328833.0809
X = 599916.9094

CP 33
STA. 38+32.29, 25.05' RT
Y=328806.0290
X=599996.1700
ELEV. 627.756'
CHIZX NE-CL
SILVER SPRING
& PICK'N SAVE ENTRANCE

N1° 07' 54"E 150.00'

R/L HEISER FORD DRIVEWAY

R/L PICK 'N SAVE DRIVEWAY

N1° 47' 41"E 150.00'

STA. 18+50.00
Y = 328683.1545
X = 599912.2120

BM 501
STA. 38+65.66, 70.18' RT
Y=328760.0820
X=600028.3980
ELEV. 629.321'
HYD_NW BOLT

EXISTING R/W

STA. 31+50.00
Y = 328960.5833
X = 600813.9299

BM 502
STA. 47+57.03, 50.12' LT
Y=328857.9470
X=600922.5080
ELEV. 630.782'
HYD_NW BOLT

SEC MON
822141

T 08 N
R 22 E
30 29
31 32

Y=328794.4030
X=601456.1870
ELEV. 630.230'
CONC. MONUMENT
W/SEWRPC BRASS CAP

N0° 57' 54"E 150.00'

R/L BRIDGEWOOD LANE

S88° 33' 38"E 2647.32'

EXISTING R/W

STA. 30+00.00
Y = 328810.6047
X = 600811.4034

PI STA. 52+92.14
Y = 328794.4030
X = 601456.1870

PI 52+92.14

CP 32
STA. 45+93.81, 40.36' LT
Y=328852.2950
X=600759.0930
ELEV. 629.061'
CHIZX NW CORNER
SILVER SPRING
& BRIDGEWOOD

EXISTING R/W

MATCH LINE 56+00

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 11	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\027201-AD DWG PLOT DATE : 11/17/2020 12:10 PM PLOT BY : RICHARD SPANGENBERGER PLOT NAME :

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 56+00

EXISTING R/W

60 65 S88° 59' 06"E 2626.39' 70 75 80 85 90 95 S88° 53' 14"E 2631.91' 100 105

EXISTING R/W

SEC MON
822140

T 08 N
R 22 E
29 29
32 32

Y=328747.8780
X=604082.1650
ELEV. 638.214'
CONC. MONUMENT
W/SEWRPC BRASS CAP

R/L SILVER SPRING DRIVE

PI STA. 79+18.53
Y = 328747.8780
X = 604082.1650

PI 79+18.53

STA. 41+50.00
Y = 328884.7381
X = 604760.1365

STA. 40+00.00
Y = 328734.7594
X = 604757.6061

CP 31
STA. 85+56.93, 6.84' LT
Y=328742.3150
X=604720.5750
ELEV. 642.145'
CHIZX NW-CL
SILVER SPRING
& BAYSHORE

N0° 58' 00"E 300.00'

R/L N. MOWHAWK AVENUE

STA. 38+50.00
Y = 328584.7808
X = 604755.0757

BM 503
STA. 86+87.03, 39.41' LT
Y=328772.3550
X=604851.2830
ELEV. 644.252'
HYD_NW BOLT

R/L N. BAYSHORE DRIVE

STA. 50+00.00
Y = 328722.3315
X = 605397.4875

CP 30
STA. 91+88.90, 32.36' RT
Y=328690.8590
X=605351.6680
ELEV. 642.447'
CHIZX SW CORNER
SILVER SPRING
& LYDELL

STA. 52+50.00
Y = 328972.2959
X = 605401.7049

STA. 47+50.00
Y = 328472.3671
X = 605393.2702

BM 504
STA. 92+98.53, 26.71' LT
Y=328747.7810
X=605462.4250
ELEV. 645.021'
HYD_NW BOLT

EP 105+50.44

END PROJECT
STA. 92+75.00
Y = 328721.5444
X = 605438.3827

R/L N. LYDELL AVENUE

N0° 58' 00"E 500.00'

SEC MON
822139

T 08 N
R 22 E
29 28
32 33

Y=328696.7700
X=606713.5830
ELEV. 646.178'
CONC. MONUMENT
W/SEWRPC BRASS CAP

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 12	E

2

2

TRAFFIC CONTROL NOTES

ALL SIGN LOCATIONS ARE APPROXIMATE, THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED & SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

ACCESS TO BUSINESSES & PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES OR TEMPORARY SIGN SUPPORTS MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING.

DETAIL OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS & THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL PAVEMENT MARKING REMOVALS SHALL BE BY WATER BLASTING ONLY (NO GRINDING ALLOWED)

STAGE 1A NOTES

N. LONG ISLAND DRIVE:

1. LEFT LANE CLOSURES FOR MEDIAN WORK
2. CONSTRUCT MEDIAN RRFB, RRFB CONDUIT & TYPE 5 CURB RAMP
3. PEDESTRIANS & BICYCLISTS DETOURED TO N. CRESTWOOD BLVD.
4. BUS STOP LOCATED AT SE CORNER TO REMAIN OPEN

PICK 'N SAVE & HEISER FORD DRIVEWAYS:

1. LEFT LANE CLOSURES FOR MEDIAN WORK
2. CONSTRUCT PORTION ASPHALT PAVEMENT (BINDER ONLY) & MEDIAN SIGNAL EQUIPMENT
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST CROSSWALK
4. BUS STOPS LOCATED AT SW & NE CORNERS TO REMAIN OPEN
5. RAMP UP BINDER MATERIAL @10H:1V TO MATCH APPROACHES

N. BRIDGEWOOD LANE:

1. LEFT LANE CLOSURES FOR MEDIAN WORK
2. CONSTRUCT PORTION OF ASPHALT PAVEMENT (BINDER ONLY) & MEDIAN SIGNAL EQUIPMENT
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST CROSSWALK
4. BUS STOPS LOCATED AT SW & NE CORNERS TO REMAIN OPEN
5. RAMP UP BINDER MATERIAL @10H:1V TO MATCH APPROACHES

N. BAYSHORE DRIVE/N. MOHAWK AVENUE INTERSECTION:

1. LEFT LANE CLOSURES FOR MEDIAN WORK
2. CONSTRUCT PORTION OF ASPHALT PAVEMENT (BINDER ONLY) & MEDIAN SIGNAL EQUIPMENT
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST CROSSWALK
4. BUS STOPS LOCATED AT NE & SE CORNERS TO REMAIN OPEN

STAGE 1B NOTES

PICK 'N SAVE & HEISER FORD DRIVEWAYS:

1. LEFT LANE CLOSURES FOR MEDIAN WORK
2. CONSTRUCT EAST CROSSWALK (BINDER ONLY)
3. PEDESTRIANS & BICYCLISTS CROSSING SILVER SPRING DRIVE DETOURED TO WEST CROSSWALK
4. BUS STOPS LOCATED AT SW & NE CORNERS TO REMAIN OPEN
5. RAMP UP BINDER MATERIAL @10H:1V TO MATCH APPROACHES

N. BRIDGEWOOD LANE:

1. LEFT LANE CLOSURES FOR MEDIAN WORK
2. CONSTRUCT EAST CROSSWALK (BINDER ONLY)
3. PEDESTRIANS & BICYCLISTS CROSSING SILVER SPRING DRIVE DETOURED TO WEST CROSSWALK
4. BUS STOPS LOCATED AT SW & NE CORNERS TO REMAIN OPEN
5. RAMP UP BINDER MATERIAL @ 10H:1V TO MATCH APPROACHES

N. BAYSHORE DRIVE/N. MOHAWK AVENUE INTERSECTION:

1. LEFT LANE CLOSURES FOR MEDIAN WORK
2. CONSTRUCT EAST CROSSWALK
3. PEDESTRIANS & BICYCLISTS CROSSING SILVER SPRING DRIVE DETOURED TO WEST CROSSWALK
4. BUS STOPS LOCATED AT NE & SE CORNERS TO REMAIN OPEN

N. LYDELL AVENUE INTERSECTION:

1. LEFT LANE CLOSURES FOR MEDIAN WORK
2. CONSTRUCT PORTION WEST CROSSWALK & MEDIAN SIGNAL EQUIPMENT
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST SIDE N LYDELL AVENUE

STAGE 2A NOTES

N. LONG ISLAND DRIVE INTERSECTION:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SE CURB RAMP & SIDEWALKS
3. PEDESTRIANS & BICYCLISTS DETOURED TO N. CRESTWOOD BLVD & N. GREEN BAY AVENUE
4. MCTS TO CLOSE SE BUS STOP. CONTRACTOR TO PROVIDE MCTS 14-DAY NOTICE FOR CLOSURE.

PICK 'N SAVE DRIVEWAY:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SE PORTION OF ASPHALT PAVEMENT (BINDER ONLY) & SIGNAL EQUIPMENT
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING WEST CROSSWALK
4. NE BUS STOP TO REMAIN OPEN. MCTS TO SIGN TEMPORARY BUS STOP UNDER OAK LEAF TRAIL (EB). CONTRACTOR TO PROVIDE 14-DAY NOTICE FOR CLOSING SW BUS STOP.
5. EGRESS FOR PICK 'N SAVE VIA N. GREEN BAY AVENUE DRIVEWAY. INGRESS ONLY FROM SILVER SPRING DR. FOR PICK 'N SAVE TRAFFIC.
6. RAMP UP BINDER MATERIAL @ 10H:1V TO MATCH APPROACHES

N. BRIDGEWOOD LANE:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SW PORTION OF ASPHALT PAVEMENT (BINDER ONLY) & SOUTH SIDE SIGNAL EQUIPMENT
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST CROSSWALK
4. MCTS TO CLOSE SW BUS STOP. CONTRACTOR TO PROVIDE MCTS 14-DAY NOTICE FOR CLOSURE. NE BUS STOP TO REMAIN OPEN.
5. ACCESS FOR LEXUS DEALER VIA WESTERLY DRIVEWAY
6. RAMP 2-INCH BINDER LIFT @ 10H:1V TO MATCH APPROACHES

N. BAYSHORE DRIVE/N. MOHAWK AVENUE:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SE PORTION OF CONCRETE PAVEMENT, SE CROSSWALK, SE CURB RAMP, SE SIDEWALK & SIGNAL EQUIPMENT
3. SB MOHAWK TRAFFIC MAINTAINED; NB MOHAWK TRAFFIC USES LOCAL STREETS TO ACCESS SILVER SPRING.
4. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING N. NAVAJO AVE DETOUR
5. SW & NE BUS STOPS TO REMAIN OPEN. CONTRACTOR TO PROVIDE TEMPORARY ACCESS TO SE BUS STOP (SEE DETAIL).

N. LYDELL AVENUE:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SW PORTION OF WEST CROSSWALK, SW CURB RAMP/SIDEWALK & SW SIGNAL EQUIPMENT

STAGE 2B NOTES

N. LONG ISLAND DRIVE INTERSECTION:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SW CURB RAMP, SIDEWALKS & SW RECTANGULAR RAPID FLASHING BEACON (RRFB)
3. PEDESTRIANS & BICYCLISTS DETOURED TO N. CRESTWOOD BLVD & N. GREEN BAY AVENUE
4. MCTS TO CLOSE SE BUS STOP. CONTRACTOR TO PROVIDE MCTS 14-DAY NOTICE FOR CLOSURE.

PICK 'N SAVE DRIVEWAY:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SW PORTION OF ASPHALT PAVEMENT (BINDER ONLY) & SW SIGNAL EQUIPMENT
3. NE BUS STOP TO REMAIN OPEN. MCTS TO SIGN TEMPORARY BUS STOP UNDER OAK LEAF TRAIL (EB). CONTRACTOR TO PROVIDE 14-DAY NOTICE FOR CLOSING SW BUS STOP.
4. EGRESS FOR PICK 'N SAVE VIA N. GREEN BAY AVENUE DRIVEWAY
5. RAMP UP BINDER MATERIAL @ 10H:1V TO MATCH APPROACHES

N. BRIDGEWOOD LANE:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SE PORTION OF ASPHALT PAVEMENT (BINDER ONLY)
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING WEST CROSSWALK
4. SW BUS STOP CLOSED BY MCTS. NE BUS STOP TO REMAIN OPEN.
5. ACCESS FOR LEXUS DEALER VIA WESTERLY DRIVEWAY
6. RAMP UP BINDER MATERIAL @10H:1V TO MATCH APPROACHES

N. BAYSHORE DRIVE/N. MOHAWK AVENUE:

1. RIGHT LANE CLOSURE (EB)
2. CONSTRUCT SW PORTION OF CONCRETE PAVEMENT, SW CROSSWALK, SW CURB RAMP/SIDEWALK & SW SIGNAL EQUIPMENT
3. MAINTAIN NB MOHAWK TRAFFIC ONLY. ALL MOVEMENTS ON N. BAYSHORE DR. MAINTAINED.
4. PEDESTRIANS AND BICYCLISTS CROSS SILVER SPRING UTILIZE EAST CROSSWALK & PORT WASHINGTON RD DETOUR
5. SW BUS STOP TO REMAIN OPEN. MCTS TO SIGN TEMPORARY NE BUS STOP AT N. NAVAJO AVE. CONTRACTOR TO PROVIDE 14-DAY NOTICE FOR CLOSING SW BUS STOP.

STAGE 2C NOTES

N. LYDELL AVENUE:

1. RIGHT LANE CLOSURE (NB) & LEFT LANE CLOSURE (SB)
2. CONSTRUCT SE LYDELL SIGNAL EQUIPMENT

STAGE 3A NOTES

N. LONG ISLAND DRIVE INTERSECTION:

1. RIGHT LANE CLOSURE (WB)
2. CONSTRUCT SE CURB RAMP & SIDEWALKS
3. PEDESTRIANS & BICYCLISTS DETOURED TO N. CRESTWOOD BLVD AND N. GREEN BAY AVE
4. CONTRACTOR TO COORDINATE WITH MCTS TO OPEN SE BUS STOP

HEISER FORD DRIVEWAY:

1. RIGHT LANE CLOSURE (WB)
2. CONSTRUCT NW PORTION OF ASPHALT PAVEMENT (BINDER ONLY) & NW SIGNAL EQUIPMENT
3. PEDESTRIANS AND BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST CROSSWALK. TEMPORARY RAMPS AT HEISER FORD DRIVEWAY TO MAINTAIN BIKE/PED TRAFFIC ON NORTH SIDE OF SILVER SPRING.
4. MCTS TO RE-OPEN SW BUS STOP. MCTS TO SIGN NE TEMPORARY BUS STOP UNDER OAK LEAF TRAIL (WB). CONTRACTOR TO PROVIDE 14-DAY NOTICE TO MCTS.
5. EGRESS FOR HEISER FORD VIA N. GREEN BAY AVENUE DRIVEWAY.
6. RAMP UP BINDER MATERIAL @10H:1V TO MATCH APPROACHES.

N. BRIDGEWOOD LANE:

1. RIGHT LANE CLOSURE (WB)
2. CONSTRUCT NW PORTION OF ASPHALT PAVEMENT (BINDER ONLY) & NW SIGNAL EQUIPMENT.
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST CROSSWALK AND DETOUR AT PICK 'N SAVE DRIVEWAY
4. MCTS TO RE-OPEN SW BUS STOP. MCTS TO CLOSE NE BUS STOP. CONTRACTOR TO PROVIDE 14-DAY NOTICE TO MCTS.
5. RAMP UP BINDER MATERIAL @ 10H:1V TO MATCH APROACHES.

N. BAYSHORE DRIVE/N. MOHAWK AVENUE:

1. RIGHT LANE CLOSURE (WB)
2. CONSTRUCT NW BAYSHORE CONCRETE PAVEMENT, NW CURB RAMP/SIDEWALK, NW CROSSWALK & NW SIGNAL EQUIPMENT. CONSTRUCT LYDELL REMAINING CROSSWALK, NW CURB RAMP & NW SIGNAL EQUIPMENT.
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST CROSSWALK & PORT WASHINGTON RD. DETOUR
4. MCTS TO RE-OPEN SW BUS STOP. MCTS TO SIGN NE TEMPORARY BUS STOP AT N. NAVAJO AVE. CONTRACTOR TO PROVIDE 14-DAY NOTICE TO MCTS.

N. LYDELL AVENUE:

1. RIGHT LANE CLOSURE (WB)
2. CONSTRUCT NW CURB RAMP/SIDEWALK, SIGNAL EQUIPMENT & PORTION OF WEST CROSSWALK
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING EAST CROSSSWALK AT N. LYDELL AVE & N. NAVAJO AVE. DETOUR

STAGE 3B NOTES

HEISER FORD DRIVEWAY:

1. RIGHT LANE CLOSURE (WB)
2. CONSTRUCT NE PORTION OF ASPHALT PAVEMENT (BINDER ONLY) & NE SIGNAL EQUIPMENT. RAMP UP BINDER MATERIAL @ 10H:1V TO MATCH APPROACHES.
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING WEST CROSSWALK. TEMPORARY RAMPS AT HEISER FORD DRIVEWAY TO MAINTAIN BIKE/PED TRAFFIC ON NORTH SIDE OF SILVER SPRING.
4. NE TEMPORARY BUS STOP UNDER OAK LEAF TRAIL (WB).
5. EGRESS FOR HEISER FORD VIA N. GREEN BAY AVENUE DRIVEWAY

N. BRIDGEWOOD LANE:

1. RIGHT LANE CLOSURE (WB)
2. CONSTRUCT NE PORTION OF ASPHALT PAVEMENT (BINDER ONLY). RAMP UP BINDER MATERIAL @10H:1V.
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING WEST CROSSWALK & N. SUNNY POINT RD/N. 13TH ST. DETOUR
4. NE BUS STOP CLOSED. SW BUS STOP TO REMAIN OPEN.

N. BAYSHORE DRIVE/N. MOHAWK AVENUE:

1. RIGHT LANE CLOSURE (WB)
2. CONSTRUCT NE CONCRETE PAVEMENT, NE CURB RAMP, NE CROSSWALK, & NE SIGNAL EQUIPMENT
3. PEDESTRIANS & BICYCLISTS CROSS SILVER SPRING DRIVE UTILIZING WEST CROSSWALK & N. NAVAJO AVE. DETOUR
4. NE TEMPORARY BUS STOP AT N. NAVAJO AVE.

N. LYDELL AVENUE:

1. LEFT LANE CLOSURE (SB)
2. CONSTRUCT NE SIGNAL EQUIPMENT
3. MAINTAIN BIKE/PED ACCESS IN ALL DIRECTIONS

STAGE 4 NOTES

HEISER FORD DRIVEWAY:

1. PICK 'N SAVE/HEISER FORD DRIVEWAYS: PAVE ASPHALTIC SURFACE LIFT UTILIZING SDD FOR SINGLE LANE CLOSURE OR UNDER FLAGGING OPERATION (NO TRANSVERSE JOINTING ALLOWED).
2. N. BRIDGEWOOD LANE: PAVE ASPHALTIC SURFACE LIFT UTILIZING SDD FOR SINGLE LANE CLOSURE OR UNDER FLAGGING OPERATION (NO TRANSVERSE JOINTING ALLOWED).

2

2

SILVER SPRING DRIVE

N CRESTWOOD BLVD

N ARGYLE AVE

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

LEFT LANE CLOSED AHEAD
W20-5A

DETOUR
M4-9AL
30"X24"

215'

200'

200'

10

15

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 16	E

2

2

N CRESTWOOD BLVD

215'

SILVER SPRING DRIVE

550'

100'

200'

200'

180'

85' BUFFER

20

18.5'

22.5'

15'

15'

M4-9AR 30"X24"

M4-9AL 30"X24"

M4-9AR 30"X24"

M4-9AL 30"X24"

WO4-2L

WO4-2L

R7-1L

R3-4 24"X24"

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

LANE CLOSED R11-2L 48"X30"

LANE CLOSED R11-2L 48"X30"

M4-9AR 30"X24"

M4-9AL 30"X24"

WO1-6 48"X24"

EP 10+00.00

BP 8+50.00

N LONG ISLAND DR

200'

ROAD WORK AHEAD W20-1A

N 20TH ST

N

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 17	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 02

PLOT DATE : 11/23/2020 5:07 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

WIS 57 GREEN BAY AVENUE

400'

WIS 57 SB OFF-RAMP

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9AR
30"X24"

5'

25'

EP 10+00.00

PI 26+44.82

BEGIN LEFT TURN LANE
R3-20L
24"X36"

LANE CLOSED
R11-2L
48"X30"

12'

SILVER SPRING DRIVE

30'

15'

22.5'

21'

25'

BEGIN LEFT TURN LANE
R3-20L
24"X36"

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

WIS 57 SB ON-RAMP

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9AL
30"X24"

BUS STOP

N LONG ISLAND DR

BP 8+50.00

200'

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 18	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 03

PLOT DATE : 11/23/2020 5:07 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

WIS 57 GREEN BAY AVENUE

WIS 57 NB ON-RAMP

END ROAD WORK
G20-2A
48"X24"

200'

HEISER FORD DRIVEWAY

EP 21+50.00

ONLY
R3-5R
42"X48"

DETOUR
M4-9AL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

12.0'

10'

LANE CLOSED
R11-2L
48"X30"

12'

25'

30

SILVER SPRING DRIVE

35

200'

25'

R3-2
24"X24"

SIDEWALK CLOSED
R9-9
24"X12"

PI 21+00.00

ONLY
R3-5R
42"X48"

ROAD CLOSED
R11-2
48"X30"

19.5'

LANE CLOSED
R11-2L
48"X30"

W20-1R

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

LANE CLOSED
R11-2L
48"X30"

DETOUR
M4-9AR
30"X24"

YIELD
R1-2
36"X31"

BUS STOP

PICK 'N SAVE DRIVEWAY

200'

WIS 57 NB OFF-RAMP

W3-2

BP 18+50.00

200'

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 19	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 04

PLOT DATE : 11/23/2020 5:07 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

OAK LEAF TRAIL

TRAIL SPUR

ONLY
R3-5R
42"X48"

BUS STOP

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

21.5'

6'

18.5'

40

25'

14'

SILVER SPRING DRIVE

25'

14'

45

R3-2
24"X24"

R3-2
24"X24"

BIKE/PED CROSSING

LANE CLOSED
R11-2L
48"X30"

ONLY
R3-5R
42"X48"

LANE CLOSED
R11-2L
48"X30"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 20	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 05

PLOT DATE : 11/23/2020 5:07 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

ROAD CLOSED AHEAD
W20-3A
2000'
ROAD WORK AHEAD
W20-1A
EP 31+50.00
N. BRIDGEWOOD LN
ONLY
R3-5R
42"X48"
LANE CLOSED
R11-2L
48"X30"
DETOUR
M4-9AL
30"X24"
200'
SIDEWALK CLOSED
R9-9
24"X12"
12.0'
TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, YELLOW
BUS STOP
19.5'
85' BUFFER
180'
200'
W04-2L
END ROAD WORK
G20-2A
48"X24"
45
R3-2
24"X24"
30'
ROAD CLOSED
R11-2
48"X30"
LANE CLOSED
R11-2L
48"X30"
BIKE/PED CROSSING
50
SILVER SPRING DRIVE
25'
6'
100'
18.0'
500'
W04-2L
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
BUS STOP
DETOUR
M4-9AR
30"X24"
SIDEWALK CLOSED
R9-9
24"X12"
ONLY
R3-5R
42"X48"
ONLY
R3-5R
42"X48"
END ROAD WORK
G20-2A
48"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 21	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 06

PLOT DATE : 11/23/2020 5:07 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

SILVER SPRING DRIVE

N. SUNNY POINT RD.

N. 13TH ST

N. 12TH ST

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5-A

END ROAD WORK G20-2A 48"X24"

W04-2L

180'

200'

50'

500'

PI 52+92.14

260'

55

BUS STOP CLOSED

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 22	E

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

ROAD WORK AHEAD W20-1A

200'

PI 79+18.53

SILVER SPRING DRIVE

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5A

75

80

200'

250'

W04-2L

220'

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5A

W04-2L

N. PORT WASHINGTON RD

200'

ROAD WORK AHEAD W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 23	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 08

PLOT DATE : 11/23/2020 5:08 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

N. BAYSHORE DR

200'

EP 41+50.00

WO1-6
48"X24"

25'

LANE CLOSED
R11-2L
48"X30"

ONLY
R3-5R
42"X48"

ONLY
R3-5R
42"X48"

DETOUR
M4-9AL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, YELLOW

BUS STOP

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

W04-2L

100'

12.0'

SILVER SPRING DRIVE

85

85' BUFFER

220'

180'

SIDEWALK CLOSED
R9-9
24"X12"

2.0'

25'

12'

6'

12.0'

100'

W04-2L

LANE CLOSED
R11-2L
48"X30"

DETOUR
M4-9AR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

BIKE/PED CROSSING

BUS STOP

1000'

ONLY
R3-5R
42"X48"

N. MOHAWK AVE

BP 38+50.00

ROAD CLOSED AHEAD
W20-3A

200'

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

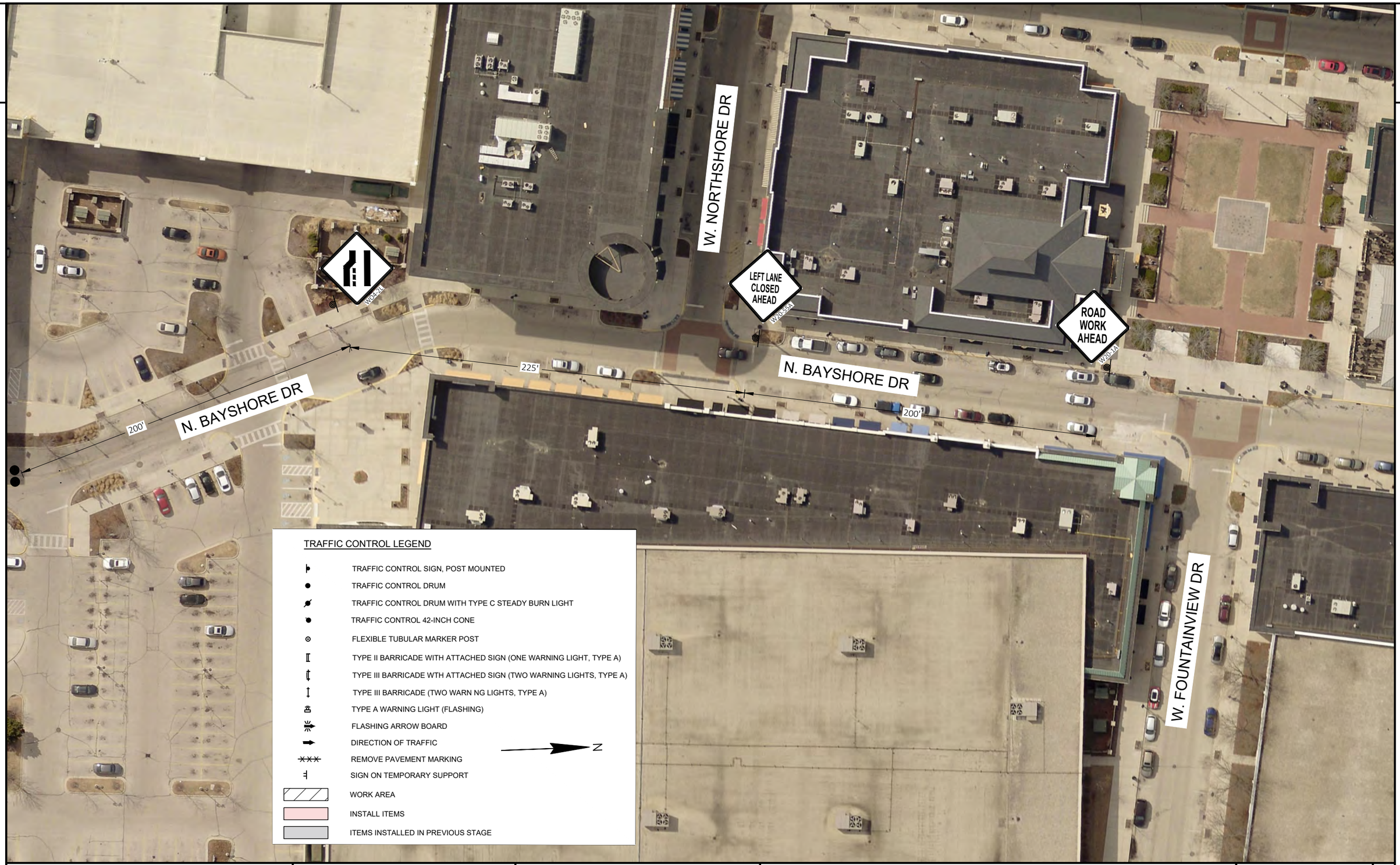
- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 24	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 09
PLOT DATE : 11/23/2020 5:08 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1 IN: 50 FT

2



PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 25	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 10

PLOT DATE : 11/23/2020 5:08 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

EP 52+50.00

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

N. BAY RIDGE AVE

200'

500'

200'

WO1-6
48"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

WO1-6
48"X24"

SILVER SPRING DRIVE

15'

12'

25'

90

50

180'

95

500'

N. NAVAJO AVE

200'

N. LYDELL AVE

500'

200'

N. BAY RIDGE AVE

200'

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 26	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 11

PLOT DATE : 11/23/2020 5:08 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

N. BAY RIDGE AVE

200'

180'

600'

95

SILVER SPRING DRIVE

100

500'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

N. BAY RIDGE AVE

200'

ROAD WORK AHEAD
W20-1A

N. KENT AVE

200'

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1A	SHEET 27	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1A DWG
LAYOUT NAME - 12

PLOT DATE : 11/23/2020 5:08 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

SEE STAGE 1A FOR DEVICES WEST

END ROAD WORK
G20-2A 48"X24"

WIS 57 NB ON-RAMP

200'

HEISER FORD DRIVEWAY

EP 21+50.00

ONLY
R3-5R 42"X48"

BIKE/PED CROSSING

LANE CLOSED
R11-2L 48"X30"

12'

SILVER SPRING DRIVE

25'

200'

25'

12.0'

R3-2 24"X24"

PI 20+02.00

ROAD CLOSED
R11-2 48"X30"

6'

19.5'

LANE CLOSED
R11-2L 48"X30"

LANE CLOSED
R11-2L 48"X30"

LANE CLOSED
R11-2L 48"X30"

WIS 57 GREEN BAY AVENUE

W04-1R

YIELD
R1-2 36"X31"

BUS STOP

PICK N SAVE DRIVEWAY

BP 18+36.00

WIS 57 NB OFF-RAMP

200'

W03-2

200'

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

2

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1B	SHEET 28	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1B DWG
LAYOUT NAME - 04

PLOT DATE : 11/30/2020 11:10 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

OAK LEAF TRAIL

TRAIL SPUR

SILVER SPRING DRIVE

BUS STOP

ONLY
R3-5R
42"X48"

DETOUR
M4-9AR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

21.5'

18.5'

25'

14'

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1B	SHEET 29	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1B DWG
LAYOUT NAME - 05

PLOT DATE : 11/30/2020 11:10 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

ROAD CLOSED AHEAD
W20-3A
2000'
ROAD WORK AHEAD
W20-1A
EP 31+50.00
ONLY
R3-5R
42"X48"
200'
N. BRIDGEWOOD LN
DETOUR
M4-9AR
30"X24"
TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, YELLOW
BUS STOP
LANE CLOSED
R11-2L
48"X30"
SIDEWALK CLOSED
R9-9
24"X12"
ONLY
R3-5R
42"X48"
6'
12.0'
10'
19.5'
85' BUFFER
180'
200'
SEE STAGE 1A FOR DEVICES EAST
W04-2L
END ROAD WORK
G20-2A
48"X24"
R3-2
24"X24"
BP 30+00.00
BIKE/PED CROSSING
ROAD CLOSED
R11-2
48"X30"
SIDEWALK CLOSED
R9-9
24"X12"
LANE CLOSED
R11-2L
48"X30"
R3-2
24"X24"
SILVER SPRING DRIVE
100'
25'
25'
19.5'
18.0'
500'
W04-2L
END ROAD WORK
G20-2A
48"X24"
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
BUS STOP
SIDEWALK CLOSED
R9-9
24"X12"
DETOUR
M4-9AL
30"X24"
ONLY
R3-5R
42"X48"
ONLY
R3-5R
42"X48"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1B	SHEET 30	E

2

2

NB IH 43

SB IH 43

SILVER SPRING DRIVE

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5A

W04-2L

200'

PI 79+18.53

180'

NB IH 43 ON RAMP

NB IH 43 OFF RAMP

N. PORT WASHINGTON RD

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1B	SHEET 31	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1B DWG
LAYOUT NAME - 07

PLOT DATE : 11/30/2020 11:10 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

SILVER SPRING DRIVE

N. BAYSHORE DR

N. PORT WASHINGTON RD

N. MOHAWK AVE

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, YELLOW

BIKE/PED CROSSING

PI 79+18.53

EP 41+50.00

BP 38+50.00

200'

180'

25'

12.0'

10'

40

1000'

BEGIN LEFT TURN LANE
R3-20L 24"X36"

WO1-6 48"X24"

LANE CLOSED
R11-2L 48"X30"

R3-2 24"X24"

SIDEWALK CLOSED
R9-9 24"X12"

DETOUR
M4-9AR 30"X24"

ROAD CLOSED
R11-2 48"X30"

M4-9AL 30"X24"

ONLY
R3-5R 42"X48"

ROAD CLOSED AHEAD
W20-3A

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1B	SHEET 32	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1B DWG
LAYOUT NAME - 08

PLOT DATE : 11/30/2020 11:11 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

SEE STAGE 1A FOR DEVICES ON N. BAYSHORE DR

N. BAYSHORE DR

EP 41+50.00

EP 52+50.00

WO1-6 48"X24"

R3-2 24"X24"

LANE CLOSED R11-2L 48"X30"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9AR 30"X24"

BUS STOP

BIKE/PED CROSSING

LANE CLOSED R11-2L 48"X30"

ROAD CLOSED R11-2 48"X30"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9AL 30"X24"

BUS STOP

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

BEGIN LEFT TURN LANE R3-20L 24"X36"

DETOUR M4-9AL 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

LANE CLOSED R11-2L 48"X30"

SILVER SPRING DRIVE

LANE CLOSED R11-2L 48"X30"

ONLY R3-5R 42"X48"

ROAD CLOSED AHEAD W20-3A

BP 38+50.00

N. MOHAWK AVE

ROAD WORK AHEAD W20-1A

WO1-6 48"X24"

N. NAVAJO AVE

R3-2 24"X24"

LANE CLOSED R11-2L 48"X30"

DETOUR M4-9AR 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

25' 200' 500' 12' 12.0' 10' 40 50 15' 100'

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

2

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1B	SHEET 33	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1B DWG
LAYOUT NAME - 09

PLOT DATE : 11/30/2020 11:11 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

N. BAY RIDGE AVE

200'

180'

600'

SILVER SPRING DRIVE

500'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

N. BAY RIDGE AVE

200'

ROAD WORK AHEAD
W20-1A

N. KENT AVE

200'

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 1B	SHEET 34	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_1B DWG
LAYOUT NAME - 10

PLOT DATE : 11/30/2020 11:11 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

SILVER SPRING DRIVE

N CRESTWOOD BLVD

N ARGYLE AVE

ROAD WORK AHEAD
W20-1A

RIGHT LANE CLOSED AHEAD
W20-5A

END ROAD WORK
G20-2A
48"X24"

200'

10

15

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 35	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 01

PLOT DATE : 11/23/2020 4:59 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N CRESTWOOD BLVD

200'

SILVER SPRING DRIVE

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, WHITE

20

EP 10+00.00

200'

200'

180'

25'

25'

W04-2R

W04-2R

NO PARKING ANY TIME
R7-1L

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

DETOUR
M4-9AL
30"X24"

DETOUR
M4-9AR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

LANE CLOSED
R11-2L
48"X30"

22.0'

SIDEWALK CLOSED
R9-9
24"X12"

N LONG ISLAND DR

BP 8+50.00

200'

200'

100'

ROAD WORK AHEAD
W20-1A

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

END ROAD WORK
G20-2A
48"X24"

DETOUR
M4-9AR
30"X24"

N. 20TH STREET

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

BIKE/PED DETOUR - N 20TH STREET

N

NOT TO SCALE

N. 20TH STREET

SIDEWALK

SIDEWALK

DETOUR
M4-9AL
30"X24"

DETOUR
M4-9AR
30"X24"

SIDEWALK

W. SHERIDAN AVENUE

SIDEWALK

DETOUR
M4-9AL
30"X24"

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 36	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 02

PLOT DATE : 11/23/2020 4:59 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

DETOUR
M4-9AR
30"X24"

WIS 57 SB OFF-RAMP

WIS 57 GREEN BAY AVENUE

PI 26+44.82

SILVER SPRING DRIVE

EP 10+00.00

25

30

25'

13'

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, WHITE

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

DETOUR
M4-9AL
30"X24"

LANE CLOSED
R11-2L
48"X30"

BUS STOP CLOSED

WO1-6
48"X24"

100'

TEMPORARY PAVEMENT MARKING
8 INCH REMOVABLE TAPE, WHITE

EXIT
E5-1
72"X60"

WIS 57 SB ON-RAMP

22.0'

BP 8+50.00

200'

100'

N LONG ISLAND DR

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

SIDEWALK CLOSED AHEAD
CROSS HERE

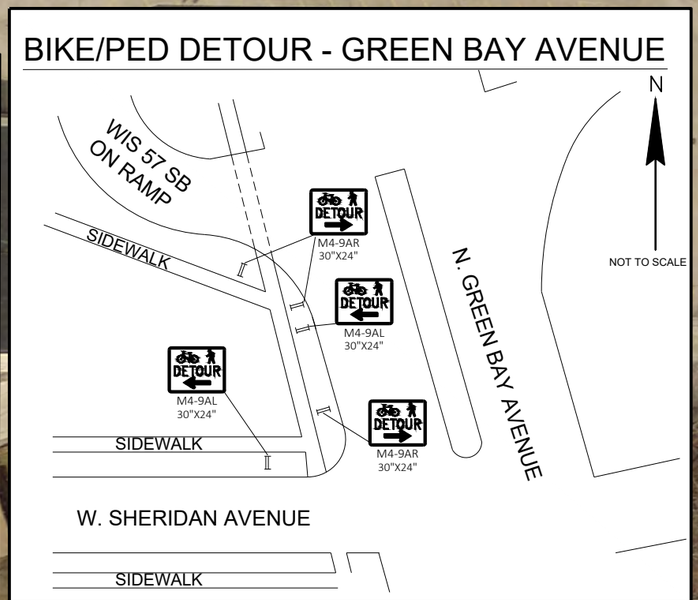
N. 20TH ST

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

BIKE/PED DETOUR - GREEN BAY AVENUE



PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 37	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 03

PLOT DATE : 11/23/2020 4:59 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

WIS 57 GREEN BAY AVENUE

WIS 57 NB ON-RAMP

HEISER FORD DRIVEWAY

@ 21+50.00

SILVER SPRING DRIVE

WO4-1R

30

35

13'

100'

100'

25'

15'

25'

15'

12.5'

BIKE/PED CROSSING

20+00.00

WO1-6
48"X24"

WO1-6
48"X24"

LANE
CLOSED

R11-2L
48"X30"

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, YELLOW

YIELD

R1-2
36"X31"

WO1-6
48"X24"

TEMPORARY PAVEMENT MARKING
8 INCH REMOVABLE TAPE, WHITE

TEMPORARY PAVEMENT MARKING
4- INCH REMOVABLE TAPE, WHITE

LANE
CLOSED

R11-2L
48"X30"

BUS STOP MOVED BY MCTS

DO NOT
ENTER

R5-1
30"X30"

DO NOT
ENTER

R5-1
30"X30"

BIKE/PED CROSSING
(EXISTING CONC.
CROSSWALK)

BP 18+50.00

PICK 'N SAVE DRIVEWAY

WIS 57 NB OFF-RAMP

200'

WO4-2

250'

ROAD
WORK
AHEAD

W20-1A

N

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 38	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 04

PLOT DATE : 11/23/2020 4:59 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

OAK LEAF TRAIL

TRAIL SPUR

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9AR
30"X24"

BUS STOP

LANE CLOSED
R11-2L
48"X30"

40

SILVER SPRING DRIVE

45

12.0'

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9AL
30"X24"

ROAD CLOSED
R11-2
48"X30"

USE GREEN BAY AVE EXIT

TEMPORARY BUS STOP (SIGNED BY MCTS)

50'

50'

50'

LANE CLOSED
R11-2L
48"X30"

TEMPORARY BUS LOADING ZONE

LANE CLOSED
R11-2L
48"X30"

14'

LANE CLOSED
R11-2L
48"X30"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 39	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 05

PLOT DATE : 11/23/2020 4:59 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

EP 31+50.00

N. BRIDGEWOOD LN

200'

DETOUR
M4-9AL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

BUS STOP

BIKE/PED CROSSING

45

BP 30+00.00

ROAD CLOSED
R11-2
48"X30"

22.0'

12.0'

BUS STOP CLOSED

100'

R3-2
24"X24"

SILVER SPRING DRIVE

50

500'

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

LANE CLOSED
R11-2L
48"X30"

DETOUR
M4-9AR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

END ROAD WORK
G20-2A
48"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 40	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 06

PLOT DATE : 11/23/2020 4:59 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

ROAD WORK AHEAD W20-1A

200'

PI 79+18.53

ROAD WORK AHEAD W20-1A

SILVER SPRING DRIVE

RIGHT LANE CLOSED AHEAD W20-5A

W04-2R

75

80

210'

275'

200'

ROAD WORK AHEAD W20-1A

RIGHT LANE CLOSED AHEAD W20-5A

W04-2R

N. PORT WASHINGTON RD

200'

ROAD WORK AHEAD W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 41	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 08

PLOT DATE : 11/23/2020 4:59 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

EP 41+50.00

200'

N. BAYSHORE DR

500'

DETOUR
M4-9AR
30"X24"

DETOUR
M4-9AR
30"X24"

DETOUR
M4-9AL
30"X24"

BUS STOP

SILVER SPRING DRIVE

W04-2R

SIDEWALK CLOSED
R9-9
24"X12"

BIKE/PED CROSSING

85

11'

25'

200'

180'

85' BUFFER

40

11.0'

15'

14.5'

SIDEWALK CLOSED
R9-9
24"X12"

50'

50'

50'

BUS STOP

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

DO NOT ENTER
R5-1
30"X30"

DO NOT ENTER
R5-1
30"X30"

1000'

ROAD CLOSED
R11-2
48"X30"

BUS LOADING ZONE

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, WHITE

500'

N. MOHAWK AVE

ROAD CLOSED AHEAD
W20-3A

BP 38+50.00

200'

W04-2R

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 42	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 09

PLOT DATE : 11/23/2020 5:00 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

EP 52+50.00

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

N. LYDELL AVE

200'

500'

DETOUR M4-9AR 30"X24"

DETOUR M4-9AL 30"X24"

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24"x12"

SIDEWALK CLOSED R9-9 24"X12"

WO1-6 48"X24"

SILVER SPRING DRIVE

25'

90

12'

25'

22.0'

50'

50'

BUS STOP

BUS LOADING ZONE

LANE CLOSED R11-2L 48"X30"

LANE CLOSED R11-2L 48"X30"

LANE CLOSED R11-2L 48"X30"

10'

12'

13'

25'

100'

TEMPORARY PAVEMENT MARKING 4 INCH REMOVABLE TAPE, WHITE

TEMPORARY PAVEMENT MARKING 4 INCH REMOVABLE TAPE, YELLOW

N. NAVAJO AVE

200'

500'

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 43	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 10

PLOT DATE : 11/23/2020 5:00 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD W20-1A

200'

600'

R SPRING DRIVE

95

500'

SILVER SPRING DRIVE

100

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

AVEMENT MARKING
ABLE TAPE, YELLOW

N. BAY RIDGE AVE

200'

N. KENT AVE

200'

ROAD WORK AHEAD W20-1A

ROAD WORK AHEAD W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 44	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 11

PLOT DATE : 11/23/2020 5:00 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

ROAD WORK AHEAD W20.1A

DETOUR M4-9AR 30"X24"

W BIRCH AVE

END ROAD WORK G20-2A 48"X24"

500'

N LYDELL AVE

200'

200'

200'

BP #4 5000

ROAD WORK AHEAD W20.1A

LEFT LANE CLOSED AHEAD W20.5SA

W04-2L

WO1-6 48"X24"

DETOUR M4-9AR 30"X24"

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2A	SHEET 45	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2A DWG
LAYOUT NAME - 12

PLOT DATE : 11/23/2020 5:00 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

SILVER SPRING DRIVE

N CRESTWOOD BLVD

N ARGYLE AVE

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

RIGHT LANE CLOSED AHEAD
W20-5A

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

DETOUR
M4-9AR
30"X24"

DETOUR
M4-9AL
30"X24"

200'

10

15

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 46	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 01

PLOT DATE : 11/24/2020 3:39 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N CRESTWOOD BLVD

200'

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

DETOUR
M4-9AR
30"X24"

SILVER SPRING DRIVE

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, WHITE

20

EP 10+00.00

200'

180'

25'

14'

15'

W04-2R

DETOUR
M4-9AL
30"X24"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

NO PARKING ANY TIME
R7-1L

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

22.0'

N LONG ISLAND DR

BP 8+50.00

200'

100'

200'

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

N 20TH STREET

BIKE/PED DETOUR - N 20TH STREET

N. 20TH STREET
SIDEWALK
SIDEWALK
SIDEWALK
W. SHERIDAN AVENUE
SIDEWALK
NOT TO SCALE
N

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 47	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 02

PLOT DATE : 11/24/2020 3:39 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

WIS 57 SB OFF-RAMP

WIS 57 GREEN BAY AVENUE

SILVER SPRING DRIVE

ROAD WORK AHEAD
W20-1A

M4-9AL
30"X24"

DETOUR

PI 26+44.82

EP 10+00.00

25

30

14'

15'

SIDEWALK CLOSED
R9-9
24"X12"

M4-9AR
30"X24"

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, WHITE

25'

13'

100'

TEMPORARY PAVEMENT MARKING
8 INCH REMOVABLE TAPE, WHITE

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

BUS STOP CLOSED

22.0'

BP 8+50.00

200'

100'

N LONG ISLAND DR

N 20TH

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"x12"

END ROAD WORK
G20-2A
48"X24"

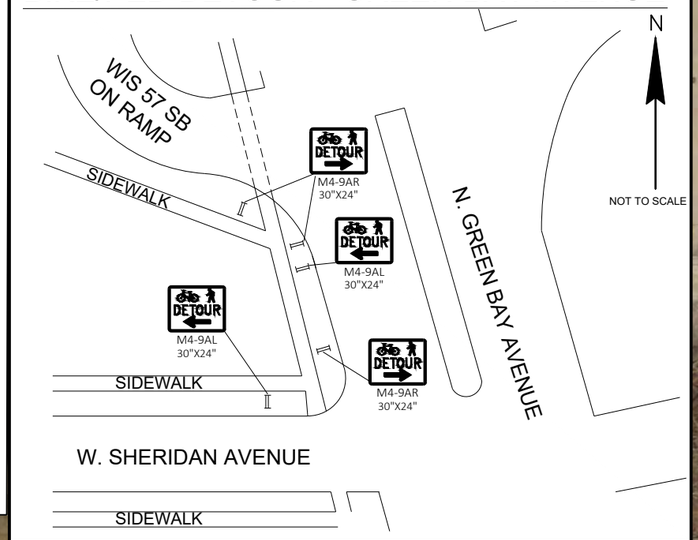
WIS 57 SB ON-RAMP

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

BIKE/PED DETOUR - GREEN BAY AVENUE



PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 48	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 03

PLOT DATE : 11/24/2020 3:39 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

WIS 57 GREEN BAY AVENUE

WIS 57 NB ON-RAMP

HEISER FORD DRIVEWAY

SILVER SPRING DRIVE

WIS 57 GREEN BAY AVENUE

WIS 57 NB OFF-RAMP

PICK 'N SAVE DRIVEWAY

PI 21+50.00

PI 20+00.00

BP 18+50.00

30

35

13'

100'

100'

25'

15'

25'

22.5'

200'

250'

LANE CLOSED
R11-2L
48"X30"

W04-1R

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, YELLOW

YIELD
R1-2
36"X31"

WO1-6
48"X24"

TEMPORARY PAVEMENT MARKING
8 INCH REMOVABLE TAPE, WHITE

TEMPORARY PAVEMENT MARKING
4- INCH REMOVABLE TAPE, WHITE

W20-2

ROAD WORK AHEAD
W20-1A

DETOUR
M4-9AL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

LANE CLOSED
R11-2L
48"X30"

DETOUR
M4-9AR
30"X24"

BUS STOP MOVED BY MCTS

DO NOT ENTER
R5-1
30"X30"

USE GREEN BAY AVE EXIT

ROAD CLOSED
R11-2
48"X30"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 49	E

2

OAK LEAF TRAIL

TRAIL SPUR

BUS STOP

BIKE/PED CROSSING

40

45

SILVER SPRING DRIVE

14'

20.5'

TEMPORARY BUS STOP (SIGNED BY MCTS)

50'

50'

50'

DO NOT ENTER

R5-1
30"X30"

BIKE/PED CROSSING (EXISTING CONC. CROSSWALK)

LANE CLOSED

R11-2L
48"X30"

LANE CLOSED

R11-2L
48"X30"

TEMPORARY BUS LOADING ZONE

LANE CLOSED

R11-2L
48"X30"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 50	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 05

PLOT DATE : 11/24/2020 3:39 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

ROAD WORK AHEAD
W20-1A

EP 31+50.00

N. BRIDGEWOOD LN

200'

DETOUR
M4-9AR
30"X24"

BUS STOP

SIDEWALK CLOSED
R9-9
24"X12"

BIKE/PED CROSSING

SILVER SPRING DRIVE

ROAD WORK AHEAD
W20-1A

45

BP 30+00.00

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

12.0'

100'

50

500'

ROAD WORK AHEAD
W20-1A

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9AL
30"X24"

LANE CLOSED
R11-2L
48"X30"

BUS STOP CLOSED

END ROAD WORK
G20-2A
48"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 51	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 06

PLOT DATE : 11/24/2020 3:39 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

ROAD WORK AHEAD W20-1A

200'

ROAD WORK AHEAD W20-1A

SILVER SPRING DRIVE

RIGHT LANE CLOSED AHEAD W20-5A

PI 79+18.53

DETOUR M4-9AR 30"X24"

75

200'

80

250'

W04-2R

200'

RIGHT LANE CLOSED AHEAD W20-5A

ROAD WORK AHEAD W20-1A

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 48"X30"

W04-2R

N. PORT WASHINGTON RD

200'

ROAD WORK AHEAD W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 52	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 08

PLOT DATE : 11/24/2020 3:39 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

EP 41+50.00

N. BAYSHORE DR

DETOUR M4-9AL 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9AR 30"X24"

DETOUR M4-9AL 30"X24"

BUS STOP

BIKE/PED CROSSING

LANE CLOSED R11-2L 48"X30"

R3-2 24"X24"

W20-2R

200'

180'

85

85' BUFFER

19.5'

SIDEWALK CLOSED R9-9 24"X12"

ROAD CLOSED R11-2 48"X30"

DO NOT ENTER R5-1 30"X30"

15'

40'

DO NOT ENTER R5-1 30"X30"

50'

50'

50'

LANE CLOSED R11-2L 48"X30"

BUS STOP

BUS LOADING ZONE

LANE CLOSED R11-2L 48"X30"

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, WHITE

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 48"X30"

SIDEWALK CLOSED R9-9 24"X12"

14.0

SIDEWALK CLOSED R9-9 24"X12"

200'

BP 38+50.00

N. MOHAWK AVE

ROAD WORK AHEAD W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 53	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 09

PLOT DATE : 11/24/2020 3:40 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

W. NORTHSHORE DR

ROAD CLOSED AHEAD W20-3A

ROAD WORK AHEAD W20-1A

200'

N. BAYSHORE DR

EP 41+50.00

N. BAYSHORE DR

W. FOUNTAINVIEW DR

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 54	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 10

PLOT DATE : 11/24/2020 3:40 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

EP 52+50.00

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

N. LYDELL AVE

200'

500'

LANE CLOSED R11-2L 48"X30"

R3-2 24"X24"

SILVER SPRING DRIVE

500'

90

12

25'

50'

50'

BUS STOP

BUS LOADING ZONE

WO1-6 48"X24"

LANE CLOSED R11-2L 48"X30"

LANE CLOSED R11-2L 48"X30"

N. NAVAJO AVE

500'

200'

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

ROAD WORK AHEAD W20-1A

500'

200'

END ROAD WORK G20-2A 48"X24"

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2B	SHEET 55 E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2B DWG
LAYOUT NAME - 11

PLOT DATE : 11/24/2020 3:40 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

W BIRCH AVE

N. LYDELL AVE

210'

210'

200'

180'

ROAD WORK AHEAD W20-1A

RIGHT LANE CLOSED AHEAD W20-5A

W04-2R

W01-6 48"X24"

BP 47+50.00

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2C	SHEET 56	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2C DWG
LAYOUT NAME - 12

PLOT DATE : 11/24/2020 12:51 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

LANE CLOSED
R11-2L
48 X30

LANE CLOSED
R11-2L
48 X30

SILVER SPRING DRIVE

SEE STAGE 2B FOR DEVICES WEST

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, YELLOW

BP 47+50.00

EP 52+50.00

WO1-6
48"X24"

WO1-6
48"X24"

200'

180'

85'

25'

25'

15'

12.0'

12.0'

12.0'

50

N. LYDELL AVE

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, YELLOW

NO PARKING HERE TO CORNER
R7-51L
18"X24"

12.0'

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, WHITE

SIDEWALK TO REMAIN OPEN
WHILE INSTALLING EQUIPMENT

50'

NO PARKING HERE TO CORNER
R7-51L
18"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2C	SHEET 57	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2C DWG
LAYOUT NAME - 13

PLOT DATE : 11/24/2020 12:51 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

SEE STAGE 2B FOR DEVICES WEST

W. FOUNTAINVIEW DR

WO1-6
48"X24"

EP 52+50.00

WO4-2L

LEFT LANE CLOSED AHEAD
W20-5SA

ROAD WORK AHEAD
W20-1A

200'

200'

200'

12.0'

N. LYDELL AVE

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, YELLOW

W. LAKE VIEW AVE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2C	SHEET 58	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_2C DWG
LAYOUT NAME - 14

PLOT DATE : 11/24/2020 12:51 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

SILVER SPRING DRIVE

N CRESTWOOD BLVD

N ARGYLE AVE

ROAD WORK AHEAD
W20-1A

200'

DETOUR
M4-9AL
30"X24"

10

15

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 59	E

2

2

N CRESTWOOD BLVD

200'

R9-11
24"X12"

END
ROAD WORK
G20-2A
48"X24"

SILVER SPRING DRIVE

400'

100'

20

SIDEWALK
CLOSED
R9-9
24"X12"

14.0'

13.0'

EP 10+00.00

DETOUR
M4-9AL
30"X24"

DETOUR
M4-9AR
30"X24"

N LONG ISLAND DR

BP 8+50.00

200'

ROAD
WORK
AHEAD
W20-1A

N. 20TH ST

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 60	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 02

PLOT DATE : 11/25/2020 4:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, WHITE

TEMPORARY PAVEMENT MARKING
8 INCH REMOVABLE TAPE, YELLOW

WIS 57 SB OFF-RAMP

WIS 57 GREEN BAY AVENUE

ROAD WORK AHEAD
W20-1A

DETOUR
M4-9AL
30"X24"

YIELD
R1-2
36"X31"

200'

SIDEWALK CLOSED
R9-9
24"X12"

16.0'

12.0'

13.0'

PI 26+42.92

EP 10+00.00

TEMPORARY PAVEMENT MARKING
8-INCH REMOVABLE TAPE, WHITE

TEMPORARY PAVEMENT MARKING
8-INCH REMOVABLE TAPE, WHITE

SILVER SPRING DRIVE

30'

DETOUR
M4-9AR
30"X24"

WIS 57 SB ON-RAMP

N LONG ISLAND DR

BP 8+50.00

200'

ROAD WORK AHEAD
W20-1A

N. 20

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

BIKE/PED DETOUR - GREEN BAY AVENUE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 61	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 03

PLOT DATE : 11/25/2020 4:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

WIS 57 GREEN BAY AVENUE

WIS 57 NB ON-RAMP

HEISER FORD DRIVEWAY

END ROAD WORK
G20-2A
48"X24"

TEMPORARY CURB RAMP (SEE SDD)

TEMPORARY PAVEMENT MARKING
8-INCH REMOVABLE TAPE, WHITE

USE GREEN BAY AVE EXIT

ROAD CLOSED
R11-2
48"X30"

DO NOT ENTER
R5-1
30"X30"

LANE CLOSED
R11-2L
48"X30"

EXIT
E5-1
72"X60"

200

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, WHITE

R9-11
24"X12"

25'

15'

30

35

SILVER SPRING DRIVE

13.5'

12.0'

BP 20+00.00

ROAD CLOSED
R11-2
48"X30"

DETOUR
M4-9AR
30"X24"

WIS 57 GREEN BAY AVENUE

WIS 57 NB OFF-RAMP

200'

ROAD WORK AHEAD
W20-1A

PICK 'N SAVE DRIVEWAY

BP 18+50.00

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 62	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 04

PLOT DATE : 11/25/2020 4:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

TEMPORARY CURB RAMP (SEE SDD)

TRAIL SPUR

OAK LEAF TRAIL

DO NOT ENTER
R5-1
30"X30"

BUS STOP MOVED MY MCTS

R9-11
24"X12"

DETOUR
M4-9AR
30"X24"

LANE CLOSED
R11-2L
48"X30"

TEMPORARY BUS STOP (SIGNED BY MCTS)

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

50'
40
50'
50'
25'
45
15'
.5'

TEMPORARY BUS LOADING ZONE

SILVER SPRING DRIVE

DETOUR
M4-9AR
30"X24"

DETOUR
M4-9AL
30"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 63	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 05

PLOT DATE : 11/25/2020 4:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

ROAD WORK AHEAD
W20-1A

ROAD CLOSED AHEAD
W20-3A

DO NOT ENTER
R5-1
30"X30"

N. BRIDGEWOOD LN

200'

EP 31+50.00

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

15.0'

BUS STOP CLOSED

DETOUR
M4-9AL
30"X24"

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, WHITE

180'

100'

W04-2R

200'

13.0'

45

BP 30+00.00

LANE CLOSED
R11-2L
48"X30"

50

SILVER SPRING DRIVE

W04-2R

500'

DETOUR
M4-9AR
30"X24"

END ROAD WORK
G20-2A
48"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 64	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 06

PLOT DATE : 11/25/2020 4:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

RARY PAVEMENT MARKING
REMOVABLE TAPE, WHITE

ROAD WORK AHEAD
W20-1A

N. SUNNY POINT RD.

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

200'

PI 52+92.14

SILVER SPRING DRIVE

50

55

500'

END ROAD WORK
G20-2A
48"X24"

N. 13TH ST

N. 12TH ST

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 65	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 07

PLOT DATE : 11/25/2020 4:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

ROAD WORK AHEAD W20-1A

200'

PI 79+18.53

R9-11 24"X12"

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

SILVER SPRING DRIVE

75

80

DETOUR M4-9AR 30"X24"

ROAD WORK AHEAD W20-1A

N. PORT WASHINGTON RD

200'

ROAD WORK AHEAD W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 66	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 08

PLOT DATE : 11/25/2020 4:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

R9-11
24"X12"

300'

EP 41+50.00

N. BAYSHORE DR

DO NOT ENTER
R5-1
30"X30"

DO NOT ENTER
R5-1
30"X30"

SIDEWALK CLOSED
R9-9
24"X12"

ROAD CLOSED
R11-2
48"X30"

12.0'

BUS STOP MOVED BY MCTS

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

LANE CLOSED
R11-2L
48"X30"

25'

450'

100'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

11.0'

85

SILVER SPRING DRIVE

400'

LANE CLOSED
R11-2L
48"X30"

R9-11
24"X12"

R9-11
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9AL
30"X24"

ROAD WORK AHEAD
W20-1A

N. MOHAWK AVE

200'

BP 38+50.00

ROAD WORK AHEAD
W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 67	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 09

PLOT DATE : 11/25/2020 4:10 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

W. NORTHSHORE DR

ROAD CLOSED AHEAD W20-3A

ROAD WORK AHEAD W20-1A

200'

N. BAYSHORE DR

W. FOUNTAINVIEW DR

R6-11 24"X12"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 68	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 10

PLOT DATE : 11/25/2020 4:10 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

N. LYDELL AVE

W1-6
48"X24"

25'

LANE CLOSED
R11-2L
48"X30"

85'

SIDEWALK CLOSED
R9-9
24"X12"

12.0'

LANE CLOSED
R11-2L
48"X30"

TEMPORARY BUS STOP (SIGNED BY MCTS)

R9-11
24"X12"

50'

50'

50'

25'

SIDEWALK CLOSED
R9-9
24"X12"

15'

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY BUS LOADING ZONE

SILVER SPRING DRIVE

90

12.0'

R9-11
24"X12"

180'

25'

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

M4-9AL
30"X24"

M4-9AR
30"X24"

N. NAVAJO AVE

200'

ROAD WORK AHEAD
W20-1A

M4-9AR
30"X24"

R9-11
24"X12"

200'

M4-9AL
30"X24"

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 69	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 11

PLOT DATE : 11/25/2020 4:10 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD W20-1A

200'

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

180'

25'

200'

W04-2R

200'

RIGHT LANE CLOSED AHEAD W20-5A

200'

ROAD WORK AHEAD W20-1A

95

SILVER SPRING DRIVE

500'

100

END ROAD WORK G20-2A 48"X24"

N. BAY RIDGE AVE

200'

ROAD WORK AHEAD W20-1A

N. KENT AVE.

200'

ROAD WORK AHEAD W20-1A

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 70	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 12

PLOT DATE : 11/25/2020 4:10 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

SILVER SPRING DRIVE

TEMPORARY BUS STOP (SIGNED BY MCTS)

50'

25'

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

R11-2L 48"X30"

LANE CLOSED

SIDEWALK CLOSED R9-9

85'

15'

12.0'

25'

W1-6 48"X24"

EP 52+50.00

200'

W. FOUNTAINVIEW DR

W4-2R

210'

RIGHT LANE CLOSED AHEAD W20-5A

225'

ROAD WORK AHEAD W20-1A

N. LYDELL AVE

R9-11 24"X12"

W. LAKE VIEW AVE

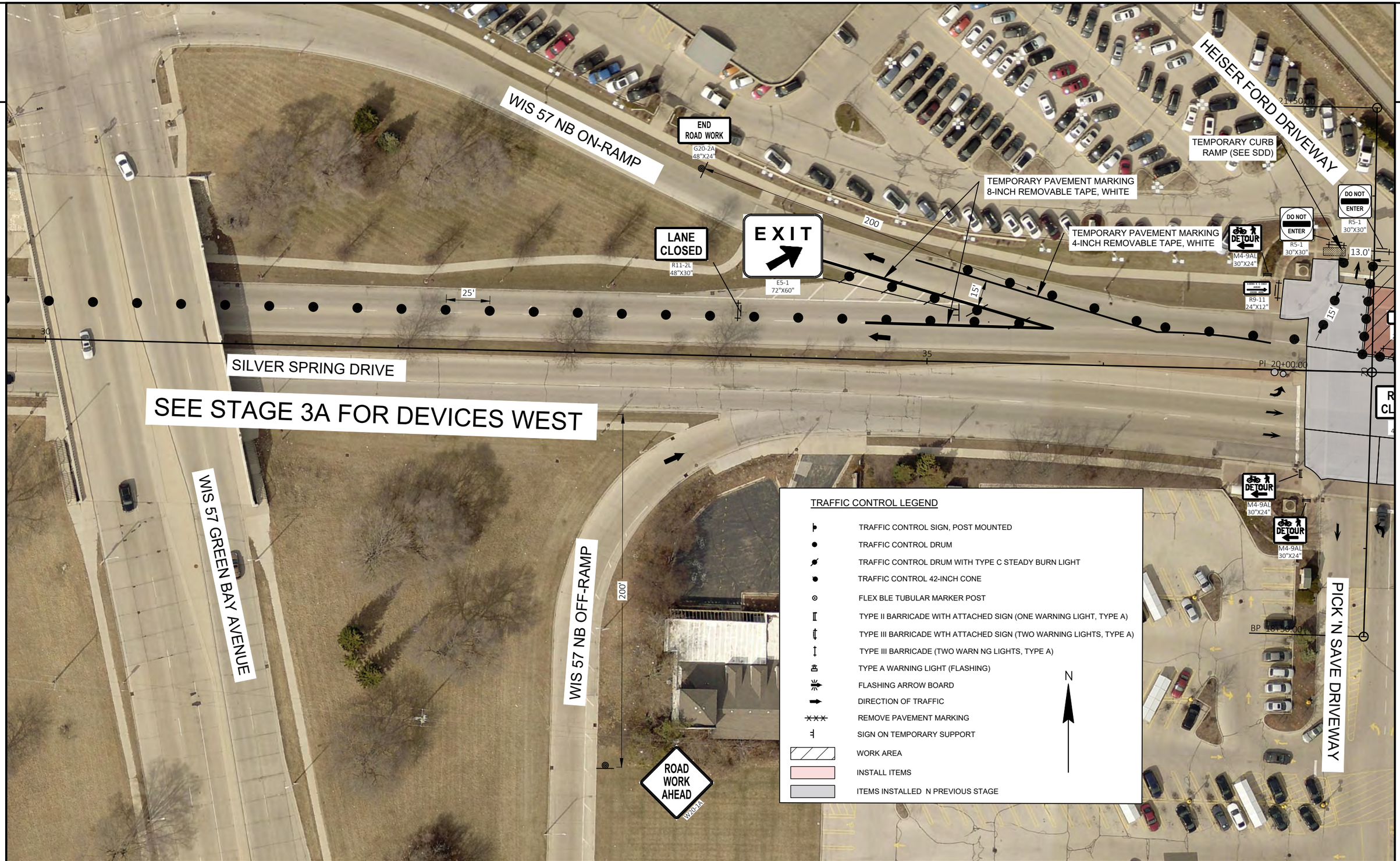
PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 71	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3A DWG
LAYOUT NAME - 12

PLOT DATE : 11/25/2020 4:10 PM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3B	SHEET 72	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 04

PLOT DATE : 11/30/2020 9:31 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

TEMPORARY CURB RAMP (SEE SDD)

ROAD CLOSED
R11-2
48"X30"

OAK LEAF TRAIL

TRAIL SPUR

USE GREEN BAY AVE EXIT

BUS STOP MOVED BY MCTS

SIDEWALK CLOSED
R9-9
24"X12"

R9-11
24"X12"

LANE CLOSED
R11-2L
48"X30"

TEMPORARY BUS STOP (SIGNED BY MCTS)

50'

50'

50'

40

13.0'

ROAD CLOSED
R11-2
48"X30"

ROAD WORK AHEAD
W20-1A

TEMPORARY BUS LOADING ZONE

200'

LEFT LANE CLOSED AHEAD
W20-5A

SILVER SPRING DRIVE

LANE CLOSED
R11-2L
48"X30"

W04-2L

200'

200'

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

R3-2
24"X24"

45

DETOUR
M4-9AR
30"X24"

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5A

W04-2L

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS NSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3B	SHEET 73	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 05

PLOT DATE : 11/30/2020 9:31 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

ROAD WORK AHEAD
W20-1A

N. BRIDGEWOOD LN

EP 31+50.00

200'

ROAD CLOSED
R11-2
48"X30"

DO NOT ENTER
R5-1
30"X30"

DO NOT ENTER
R5-1
30"X30"

TEMPORARY PAVEMENT MARKING
4 INCH REMOVABLE TAPE, WHITE

BUS STOP CLOSED

LANE CLOSED
R11-2L
48"X30"

18.0'

15'

R9-11
24"X12"

DETOUR
M4-9AR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

180'

200'

W04-2R

DETOUR
M4-9AL
30"X24"

DETOUR
M4-9AL
30"X24"

85' BUFFER

15.5'

45

BP 30+00.00

SILVER SPRING DRIVE

50

W04-2R

R9-11
24"X12"

500'

DETOUR
M4-9AR
30"X24"

DETOUR
M4-9AL
30"X24"

END ROAD WORK
G20-2A
48"X24"

DETOUR
M4-9AL
30"X24"

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3B	SHEET 74	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 06

PLOT DATE : 11/30/2020 9:31 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

ROAD WORK AHEAD W20-1A

N. SUNNY POINT RD.

200'

W04-2R

M4-9AL 30"X24"

DETOUR

RIGHT LANE CLOSED AHEAD W20-5A

PI 52+92.14

50

55

500'

END ROAD WORK G20-2A 48"X24"

M4-9AR 30"X24"

N. 13TH ST

N. 12TH ST

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3B	SHEET 75	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 07

PLOT DATE : 11/30/2020 9:31 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

ROAD WORK AHEAD W20-1A

200'

PI 79+18.53

END ROAD WORK G20-2A 48"X24"

SILVER SPRING DRIVE

75

ROAD WORK AHEAD W20-1A

210'

LEFT LANE CLOSED AHEAD W20-5A

80

300'

W04-2L

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5A

W04-2L

N. PORT WASHINGTON RD

200'

ROAD WORK AHEAD W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3A	SHEET 76	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 08

PLOT DATE : 11/30/2020 9:31 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

R9-11
24"X12"

WO1-6
48"X24"

N. BAYSHORE DR

EP 41+50.00

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

BUS STOP MOVED BY MCTS

DO NOT ENTER
R5-1
30"X30"

250'

100'

18.5'

500'

END ROAD WORK
G20-2A
48"X24"

WO1-2L

R3-2
24"X24"

200'

85

15'

20.5'

25'

M4-9AL
30"X24"

DETOUR

BP 38+50.00

N. MOHAWK AVE

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42- NCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARN NG LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARK NG
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3B	SHEET 77	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 09

PLOT DATE : 11/30/2020 9:31 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEXIBLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARN NG LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARN NG LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARN NG LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASH NG)
- FLASHING ARROW BOARD
- D RECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED IN PREVIOUS STAGE

N

EP 52+50.00

N. LYDELL AVE

W01-6
48"X24"

TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE, YELLOW

SIDEWALK TO REAIN OPEN
WHILE INSTALLING EQUIPMENT

LANE CLOSED
R11-2L
48"X30"

TEMPORARY BUS STOP (SIGNED BY MCTS)

R9-11
24"X12"

TEMPORARY BUS LOADING ZONE

SILVER SPRING DRIVE

24.0'
13.0'
15'
50'
25'
180'
NO PARKING ANY TIME
R7-1L
18"X24"

DETOUR
M4-9AR
30"X24"

DETOUR
M4-9AL
30"X24"

N. NAVAJO AVE

200'

ROAD WORK AHEAD
W20-1A

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3B	SHEET 78	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 10

PLOT DATE : 11/30/2020 9:31 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

TEMPORARY BUS STOP (SIGNED BY MCTS)

SIDEWALK TO REAIN OPEN WHILE INSTALLING EQUIPMENT

TEMPORARY PAVEMENT MARKING 4-INCH REMOVABLE TAPE, YELLOW

WO1-6 48"X24"

EP 52+50.00

24.0'

200'

WO4-2R

210'

RIGHT LANE CLOSED AHEAD W20-5A

225'

ROAD WORK AHEAD W20-1A

W FOUNTAINVIEW DR

N. LYDELL AVE

W LAKE VIEW AVE

TRAFFIC CONTROL LEGEND

- TRAFFIC CONTROL SIGN, POST MOUNTED
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL 42-INCH CONE
- FLEX BLE TUBULAR MARKER POST
- TYPE II BARRICADE WITH ATTACHED SIGN (ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WTH ATTACHED SIGN (TWO WARNING LIGHTS, TYPE A)
- TYPE III BARRICADE (TWO WARNING LIGHTS, TYPE A)
- TYPE A WARNING LIGHT (FLASHING)
- FLASH NG ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- INSTALL ITEMS
- ITEMS INSTALLED N PREVIOUS STAGE

N

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3B	SHEET 79	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 11

PLOT DATE : 11/30/2020 9:31 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

2

2

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 3B	SHEET 80	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\025100-TC_3B DWG
LAYOUT NAME - 12

PLOT DATE : 11/30/2020 9:32 AM PLOT BY : NICHOLAS TRAUB PLOT NAME : PLOT SCALE : 1 IN: 50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING CURB & GUTTER

N

SLOPE INTERCEPT

SLOPE INTERCEPT

SLOPE INTERCEPT

4.0'

SILVER SPRING DRIVE

EXISTING ISLAND SLOPE NOSE
(PAID FOR AS REMOVING
CONCRETE PAVEMENT)

22

23

24

KP 10+00.00

16.6'

SLOPE INTERCEPT

4.0'

4.0'

SLOPE INTERCEPT

SLOPE
INTERCEPT

SLOPE
INTERCEPT

N. LONG ISLAND DR

9+00

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	REMOVAL PLAN - N. LONG ISLAND DRIVE	SHEET 81	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-PR-LONG ISLAND DWG

PLOT DATE : 12/1/2020 12:35 PM

PLOT BY : TONY BACIAK

PLOT NAME :

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CURB & GUTTER

N

WIS 57 SB OFF-RAMP

4.0'

EXISTING ISLAND SLOPE NOSE
(PAID FOR AS REMOVING
CONCRETE PAVEMENT)

4.0'

SILVER SPRING DRIVE

PI 26+44.82

24 25 26

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	REMOVAL PLAN - WB CURB & GUTTER	SHEET 82	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-PR-WBCURB&GUTTER DWG PLOT DATE : 1/19/2021 2:27 PM PLOT BY : TONY BACIAK PLOT NAME :

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CURB & GUTTER

N

HEISER FORD DRIVEWAY

SLOPE INTERCEPT

SLOPE INTERCEPT

2.0'

5.0'

2.0'

1.0' MAX

6.5'

2.0'

1.0' MAX

5.0'

36

37

PI 20+00.00

20+00

38

39

SILVER SPRING DRIVE

1.0' MAX

5.0'

5.0'

1.0' MAX

PICK 'N SAVE DRIVEWAY

19+00

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	REMOVAL PLAN - PICK 'N SAVE DRIVEWAY/HEISER FORD DRIVEWAY	SHEET 83	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-PR-PICKNSAVE DWG PLOT DATE : 11/12/2020 10:45 AM PLOT BY : NICHOLAS TRAUB PLOT NAME :

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CURB & GUTTER

N

N. BRIDGEWOOD LN

SILVER SPRING DRIVE

1.0' MAX
5.0'
2.0'

45 46 47 48

2

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	REMOVAL PLAN - N. BRIDGEWOOD LN	SHEET 84	E

2

2

LEGEND

REMOVING CONCRETE PAVEMENT

REMOVING CONCRETE SIDEWALK

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING CURB & GUTTER

N

N. BAYSHORE DR

1.0' MAX

6.0'

SILVER SPRING DRIVE

85

86

87

40.00'

SLOPE INTERCEPT

SLOPE INTERCEPT

1.0' MAX

5.0'

N. MOWHAWK AVE

40.00'

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	REMOVAL PLAN - N. BAYSHORE DR	SHEET 85	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-PR-BAYSHORE DWG PLOT DATE : 12/1/2020 12:23 PM PLOT BY : TONY BACIAK PLOT NAME :

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING CURB & GUTTER

N

SLOPE INTERCEPT

2.0'

5.0'

1.0' MAX

SLOPE INTERCEPT

2.0

91

93

5100

SILVER SPRING DRIVE

N. LYDELL AVE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	REMOVAL PLAN - N. LYDELL AVE	SHEET 86	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-PR-LYDELL DWG PLOT DATE : 12/1/2020 1:06 PM PLOT BY : TONY BACIAK PLOT NAME :

WISDOT/CADDS SHEET 42

2

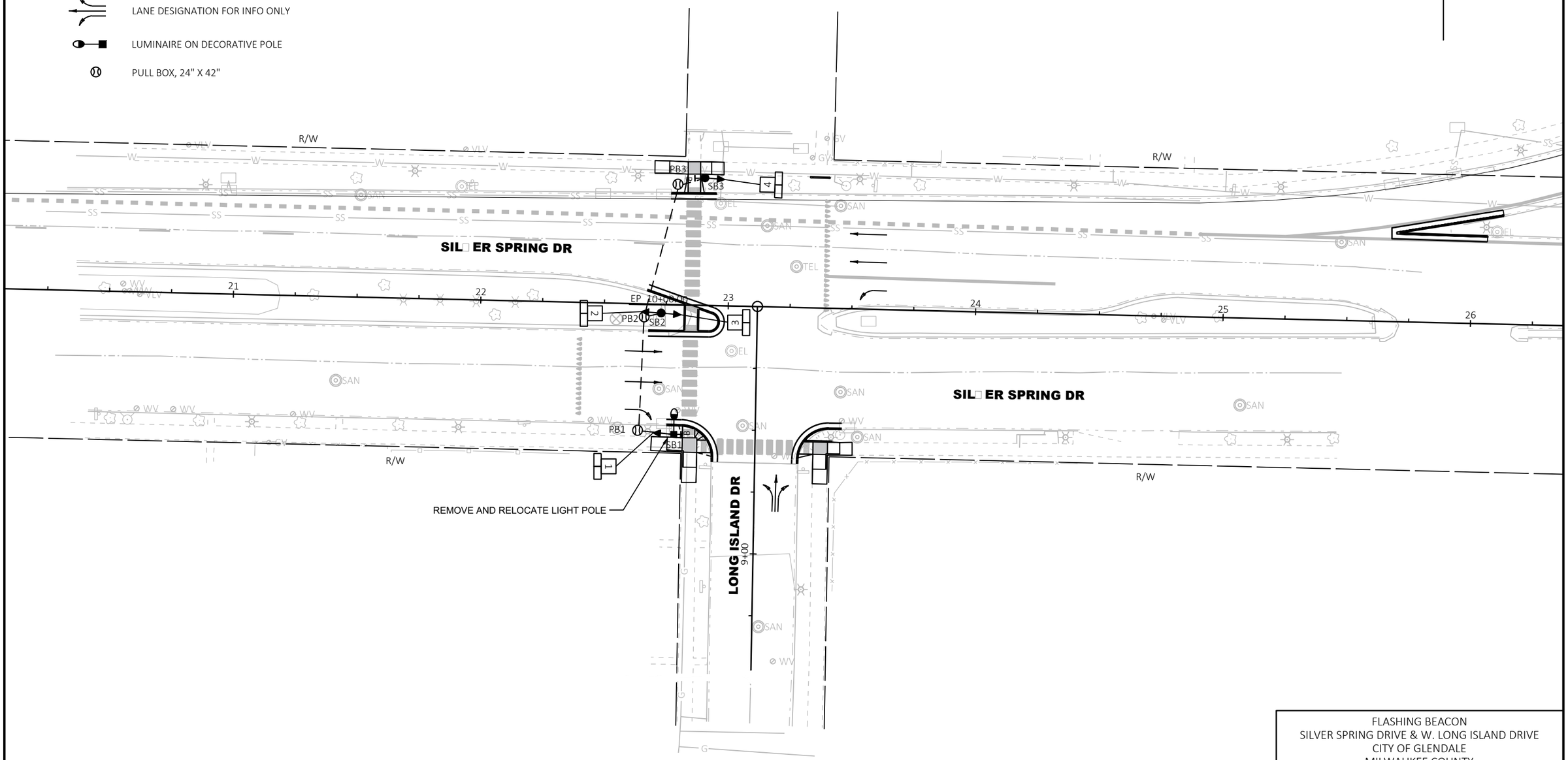
LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- RAPID RECTANGULAR FLASHING BEACON
- LANE DESIGNATION FOR INFO ONLY
- LUMINAIRE ON DECORATIVE POLE
- PULL BOX, 24" X 42"

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.

N



FLASHING BEACON
SILVER SPRING DRIVE & W. LONG ISLAND DRIVE
CITY OF GLENDALE
MILWAUKEE COUNTY

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	FLASHING BEACON PLAN	SHEET 87	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024201-SP - NOTLE DWG
LAYOUT NAME - LongIslandDr

PLOT DATE : 11/27/2020 3:54 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

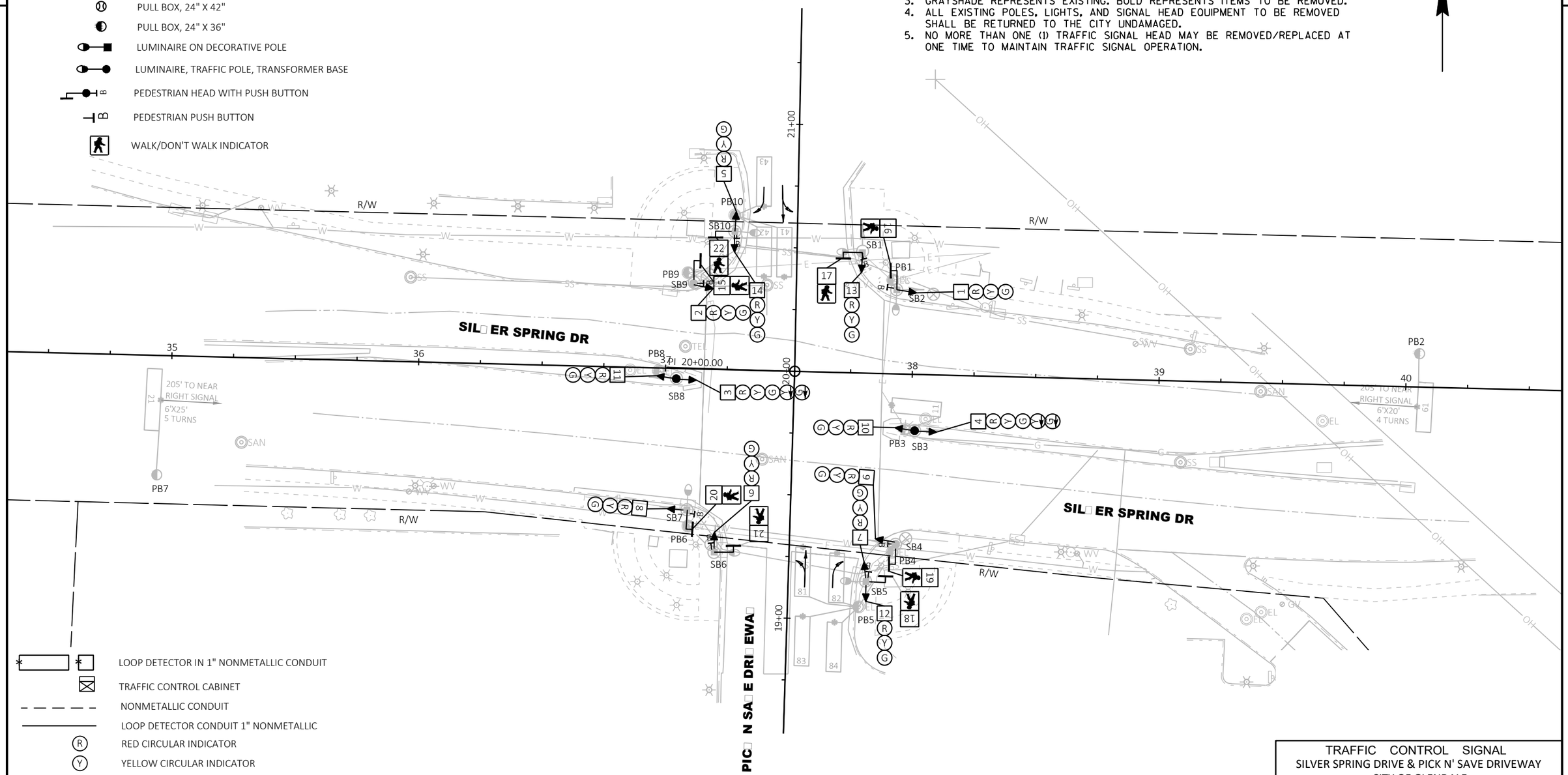
2

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- XX SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- LUMINAIRE ON DECORATIVE POLE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- B PEDESTRIAN PUSH BUTTON
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:
1. THE LOCATIONS OF EXISTING UTILITY LOCATIONS ARE APPROXIMATE . THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. ALL EXISTING POLES, LIGHTS, AND SIGNAL HEAD EQUIPMENT TO BE REMOVED SHALL BE RETURNED TO THE CITY UNDAMAGED.
5. NO MORE THAN ONE (1) TRAFFIC SIGNAL HEAD MAY BE REMOVED/REPLACED AT ONE TIME TO MAINTAIN TRAFFIC SIGNAL OPERATION.

N



- * * LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & PICK N' SAVE DRIVEWAY
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 88	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024001-SR DWG
LAYOUT NAME - PickNSave
PLOT DATE : 11/30/2020 2:39 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

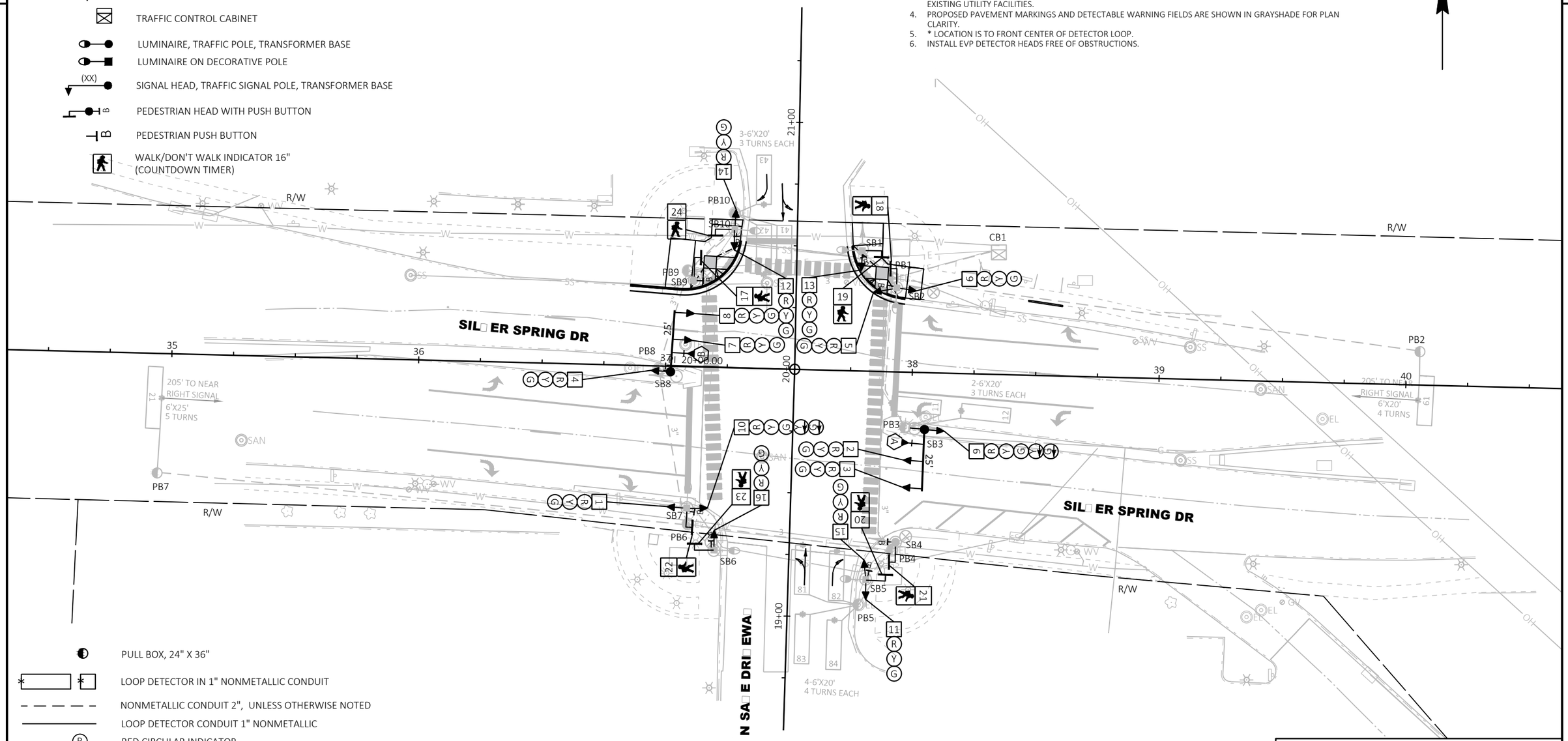
2

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- XX — SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY
- TRAFFIC CONTROL CABINET
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE ON DECORATIVE POLE
- (XX) — SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B — PEDESTRIAN HEAD WITH PUSH BUTTON
- B — PEDESTRIAN PUSH BUTTON
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICTS WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.
5. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
6. INSTALL EVP DETECTOR HEADS FREE OF OBSTRUCTIONS.



- PULL BOX, 24" X 36"
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & PICK N' SAVE DRIVEWAY
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 89	E

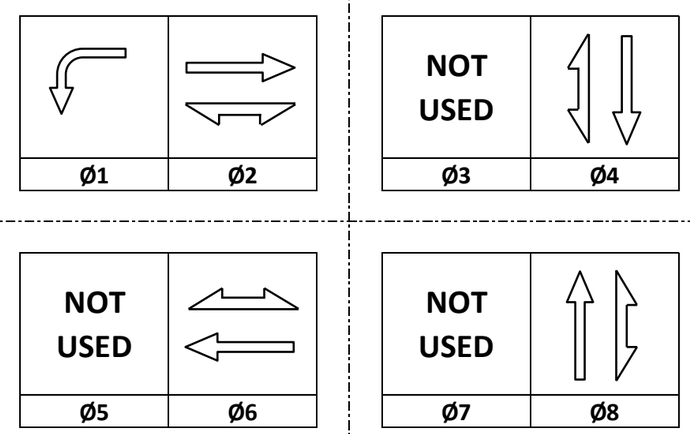
FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024201-SP - NOTLE DWG
LAYOUT NAME - PickNSave
PLOT DATE : 11/30/2020 11:58 AM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

	HEAD NUMBERS	FLASH
Ø1	9,10	-
Ø2	1,2,3,4,5	R
Ø3		
Ø4	14,15,16	R
Ø5		
Ø6	6,7,8,9,10	R
Ø7		
Ø8	11,12,13	R
Ø2P	21,22	
Ø4P	23,24	
Ø6P	17,18	
Ø8P	19,20	
OLA		
OLB		
OLC		
OLD		

RING 1

RING 2



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11	1			X		1				6x20	3
12	2	X			1	1		X		6x20	3
21	3	X			2	2				6x25	5
41	4	X			4	4		X		6x20	3
42	5	X			4	4		X		6x20	3
43	6	X			4	4				6x20	3
61	7	X			6	6				6x20	4
81	8	X			8	8				6x20	4
82	9	X			8	8		X		6x20	4
83	8	X			8	8				6x20	4
84	9	X			8	8		X		6x20	4

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	X
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

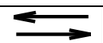
TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	
IN SEPARATE LIGHTING CABINET	X

N

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B
MOVEMENT		
PHASE	2+6	6+1

AFTER PREEMPTION SEQUENCE 2+6 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO A PERMISSIVE LEFT TURN CONFLICT.

SILVER SPRING DRIVE & PICK N SAVE DRIVEWAY
CITY OF GLENDALE
MILWAUKEE COUNTY
SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
DATE: 12/2020 PAGE NO. 2 OF 2

PROJECT ID:	2978-02-70
INTERSECTION:	Silver Spring Dr & Pick N' Save Dwy

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

DATE	12/1/20

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	FUTURE APS
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	13	RED	ORG	GRN								
		19								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB2	12	**5**				**RED/BLK**	**ORG/BLK**	**GRN/BLK**					
		6	RED	ORG	GRN								
		18								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB3	**12**	**2**	**RED**	**ORG**	**GRN**								
		3	**RED**	**ORG**	**GRN**								
		9	**RED/BLK**	**ORG/BLK**	**GRN/BLK**		**BLU**	**WHT**					
SB4	12	**20**								**BLU**	**WHT/BLK**		
		21								**BLK/WHT**	**RED/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
		BUTTON										**GRN/BLK**	**ORG/BLK**
SB5	12	11	RED/BLK	ORG/BLK	GRN/BLK								
		15	RED	ORG	GRN								
		BUTTON										BLK	BLU/BLK
SB6	12	16	RED	ORG	GRN								
		BUTTON										BLK	BLU/BLK
SB7	**15**	**1**	**RED**	**ORG**	**GRN**								
		10	**RED/BLK**	**ORG/BLK**	**GRN/BLK**		**BLU/WHT**	**GRN/WHT**					
		22								**BLU**	**WHT/BLK**		
		23								**BLK/WHT**	**RED/WHT**		
		BUTTON										**BLK**	**BLU/BLK**
		BUTTON										**GRN/BLK**	**ORG/BLK**
SB8	**12**	**4**	**RED/BLK**	**ORG/BLK**	**GRN/BLK**		**BLU**	**WHT**					
		7	**RED**	**ORG**	**GRN**								
		8	**RED**	**ORG**	**GRN**								
SB9	12	**17**								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB10	12	12	RED/BLK	ORG/BLK	GRN/BLK								
		14	RED	ORG	GRN								
		24								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**

Equipment grounding conductor 10 AWG Green XLP	
FROM	**TO**
CB1	SB2
SB2	**SB3**
SB3	**SB4**
SB4	SB5
SB5	SB6
SB6	SB7
SB7	**SB8**
SB8	**SB9**
SB9	SB10
SB10	SB1
SB1	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
FROM	**TO**
PB1	SB2
PB3	**SB3**
PB4	SB4
PB6	SB7
PB8	**SB8**
PB9	SB9

***Bold represents changes from existing signal.**

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications

*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.

*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.

*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- XX SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- LUMINAIRE ON DECORATIVE POLE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PEDESTRIAN PUSH BUTTON
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:
1. THE LOCATIONS OF EXISTING UTILITY LOCATIONS ARE APPROXIMATE . THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. ALL EXISTING POLES, LIGHTS, AND SIGNAL HEAD EQUIPMENT TO BE REMOVED SHALL BE RETURNED TO THE CITY UNDAMAGED.
5. NO MORE THAN ONE (1) TRAFFIC SIGNAL HEAD MAY BE REMOVED/REPLACED AT ONE TIME TO MAINTAIN TRAFFIC SIGNAL OPERATION.

N

RIDGEWOOD LN

SILVER SPRING DR

SILVER SPRING DR

PB1 SB1 CB1 PB2 SB2 PB3 PB4 SB3 SB4 PB5 PB6 SB5 PB7 SB6 PB8 SB8 PB9 SB9 PB10 SB10 SB7

115' TO NEAR RIGHT SIGNAL 6'X15' 4 TURNS

210' TO NEAR RIGHT SIGNAL 6'X20' 4 TURNS

212' TO NEAR RIGHT SIGNAL 6'X20' 5 TURNS

R/W

3100

BP 30+00.00

44 45 47 48 49

REMOVE AND RELOCATE EXISTING LIGHT POLE AND TRAFFIC SIGNAL HEADS. SEE SIGNAL PLAN.

- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & BRIDGEWOOD LANE
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 92	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024001-SR DWG
LAYOUT NAME - Bridgewood Ln

PLOT DATE : 11/30/2020 11:50 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

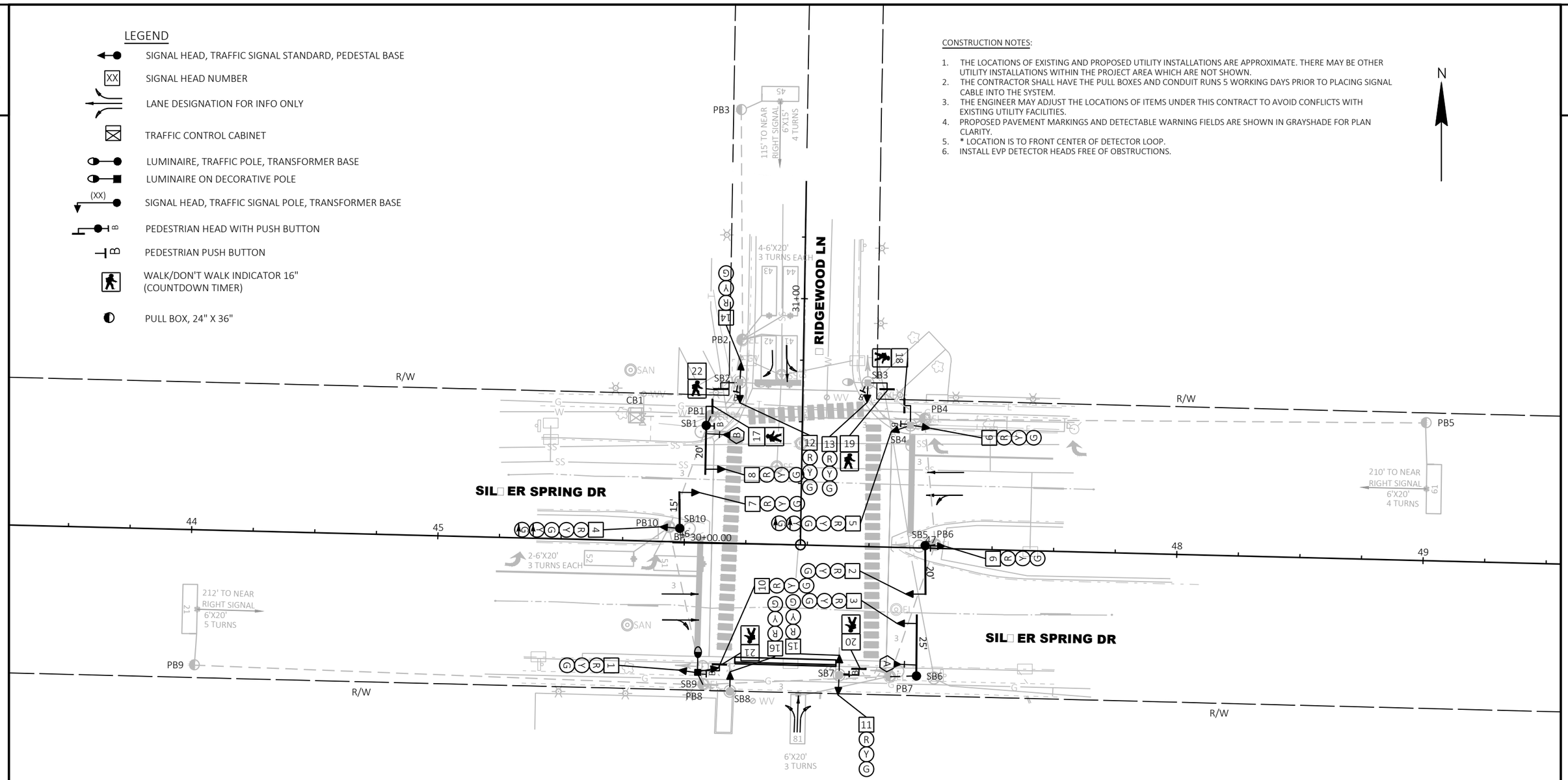
2

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- XX — SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY
- TRAFFIC CONTROL CABINET
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE ON DECORATIVE POLE
- (XX) — SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B — PEDESTRIAN HEAD WITH PUSH BUTTON
- B — PEDESTRIAN PUSH BUTTON
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- PULL BOX, 24" X 36"

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICTS WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.
5. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
6. INSTALL EVP DETECTOR HEADS FREE OF OBSTRUCTIONS.



- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & BRIDGEWOOD LANE
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 93	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024201-SP - NOTLE DWG
LAYOUT NAME - Bridgewood Ln

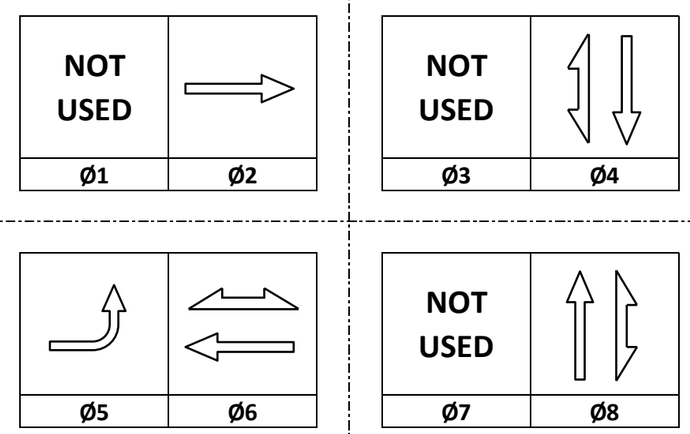
PLOT DATE : 11/30/2020 12:00 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1,2,3,4,5	R
Ø3		
Ø4	14,15,16	R
Ø5	4,5	-
Ø6	6,7,8,9,10	R
Ø7		
Ø8	11,12,13	R
Ø2P		
Ø4P	21,22	
Ø6P	17,18	
Ø8P	19,20	
OLA		
OLB		
OLC		
OLD		

RING 1

RING 2



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	1	X			2	2				6x20	5
41	2	X			4	4		X		6x20	3
42	3	X			4	4		X		6x20	3
43	4	X			4	4		X		6x20	3
44	3	X			4	4		X		6x20	3
45	5			X		4			X	6x15	4
51	6			X		5				6x20	3
52	7	X			5	5				6x20	3
61	8	X			6	6				6x20	4
81	9	X			8	8		X		6x20	3

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	X
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	
IN SEPARATE LIGHTING CABINET	X

N

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B
MOVEMENT		
PHASE	2+5	6+2

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO A PERMISSIVE LEFT TURN CONFLICT.

SILVER SPRING DRIVE & BRIDGEWOOD LANE
CITY OF GLENDALE
MILWAUKEE COUNTY
SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
DATE: 12/2020 PAGE NO. 2 OF 2

PROJECT NO: 2978-02-70 | HWY: SILVER SPRING DRIVE | COUNTY: MILWAUKEE | SEQUENCE OF OPERATIONS | SHEET NO: 94 | E

F LE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

PROJECT ID:	2978-02-70
INTERSECTION:	Silver Spring Dr & Bridgewood Ln

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

DATE	12/1/20

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR							D/WALK	WALK	PED BUTTON	FUTURE APS
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>				
SB1	**12**	**8**	**RED**	**ORG**	**GRN**								
		17								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB2	12	12	RED/BLK	ORG/BLK	GRN/BLK								
		14	RED	ORG	GRN								
		22								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB3	12	13	RED	ORG	GRN								
		19								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB4	**15**	**5**	**RED/BLK**	**ORG/BLK**	**GRN/BLK**		**BLU/WHT**	**GRN/WHT**					
		6	**RED**	**ORG**	**GRN**								
		18								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB5	**12**	**2**	**RED**	**ORG**	**GRN**								
		9	**RED/BLK**	**ORG/BLK**	**GRN/BLK**								
SB6	**7**	**3**	**RED**	**ORG**	**GRN**								
SB7	12	11	RED/BLK	ORG/BLK	GRN/BLK								
		15	RED	ORG	GRN								
		20								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB8	12	16	RED/BLK	ORG/BLK	GRN/BLK								
SB9	**12**	**1**	**RED**	**ORG**	**GRN**								
		10	**RED/BLK**	**ORG/BLK**	**GRN/BLK**								
		21								**BLU**	**WHT/BLK**		
		BUTTON										**BLK**	**BLU/BLK**
SB10	**12**	**4**	**RED/BLK**	**ORG/BLK**	**GRN/BLK**		**BLU**	**WHT**					
		7	**RED**	**ORG**	**GRN**								

Equipment grounding conductor 10 AWG Green XLP	
FROM	**TO**
CB1	**SB1**
SB1	**SB2**
SB2	SB3
SB3	SB4
SB4	**SB5**
SB5	**SB6**
SB6	**SB7**
SB7	SB8
SB8	**SB9**
SB9	**SB10**
SB10	**CB1**

Pull Box Bonding Jumper 10 AWG Green XLP	
FROM	**TO**
PB1	**SB1**
PB4	SB4
PB6	**SB5**
PB7	SB7
PB8	**SB9**
PB10	**PB10**

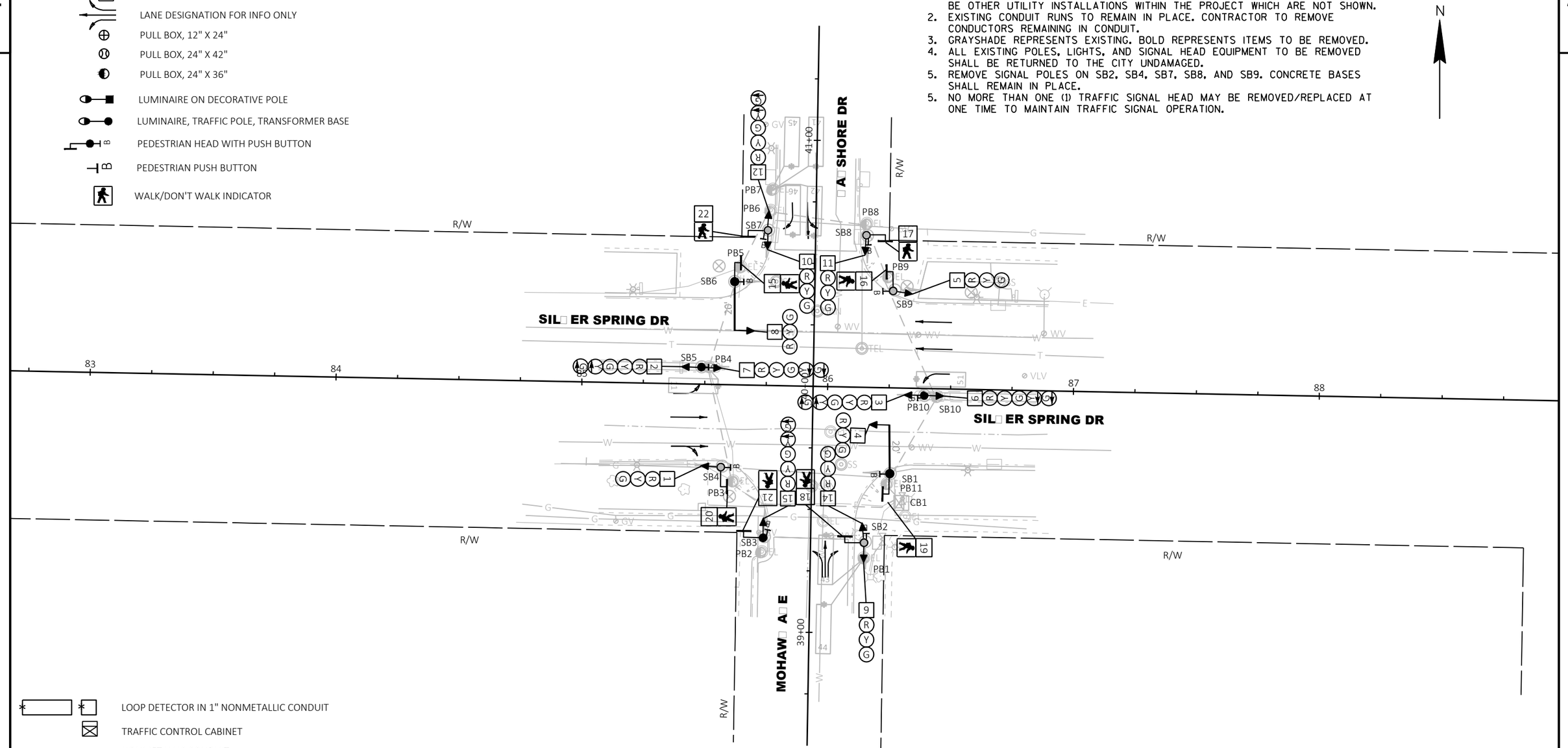
***Bold** represents changes from existing signal.
*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications.
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- XX SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- LUMINAIRE ON DECORATIVE POLE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PEDESTRIAN PUSH BUTTON
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITY LOCATIONS ARE APPROXIMATE . THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. ALL EXISTING POLES, LIGHTS, AND SIGNAL HEAD EQUIPMENT TO BE REMOVED SHALL BE RETURNED TO THE CITY UNDAMAGED.
5. REMOVE SIGNAL POLES ON SB2, SB4, SB7, SB8, AND SB9. CONCRETE BASES SHALL REMAIN IN PLACE.
5. NO MORE THAN ONE (1) TRAFFIC SIGNAL HEAD MAY BE REMOVED/REPLACED AT ONE TIME TO MAINTAIN TRAFFIC SIGNAL OPERATION.



- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & BAYSHORE DR / MOHAWK AVE
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 96	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024001-SR DWG
LAYOUT NAME - Bayshore Dr

PLOT DATE : 11/27/2020 10:05 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

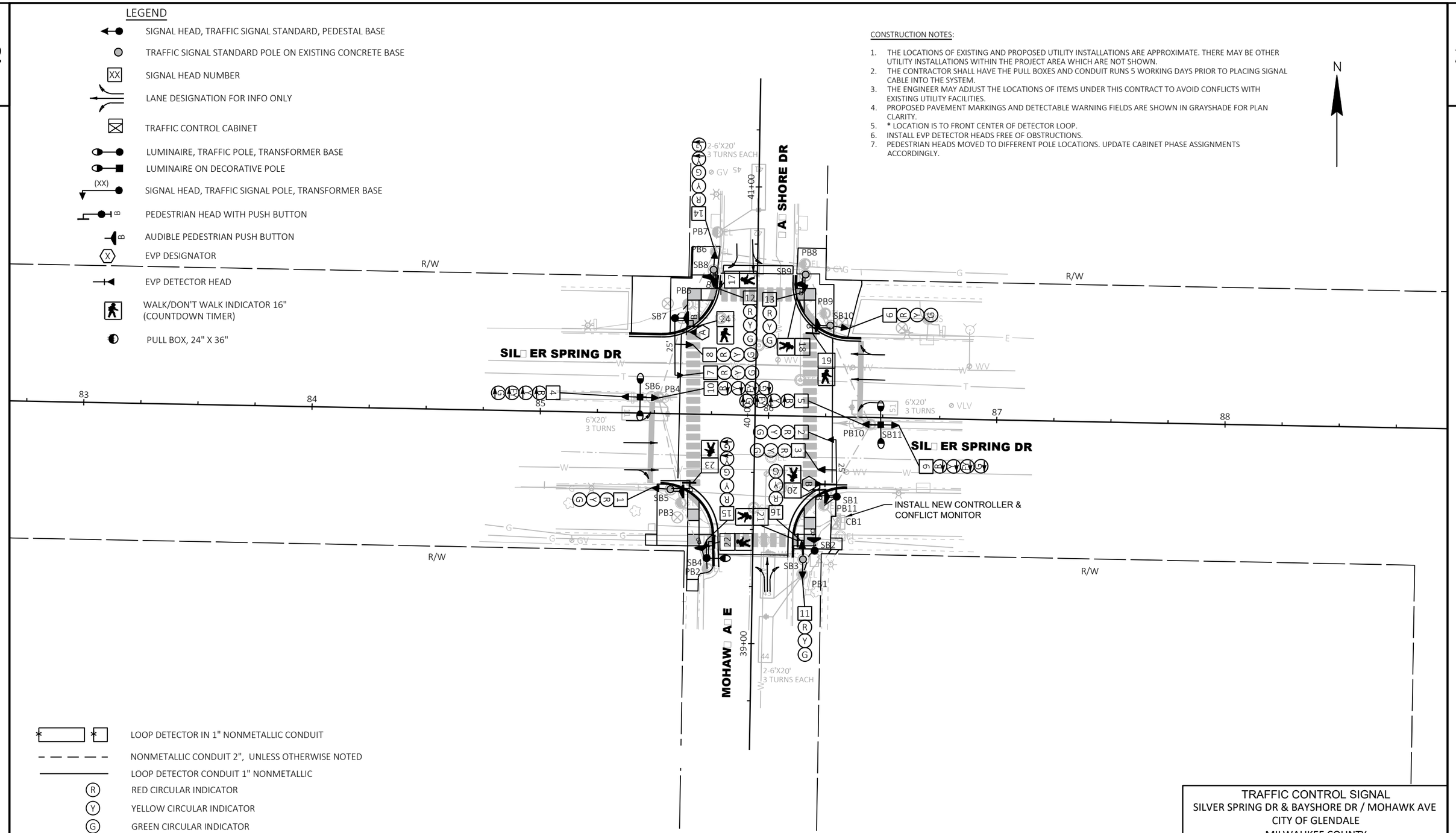
LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- TRAFFIC SIGNAL STANDARD POLE ON EXISTING CONCRETE BASE
- XX — SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY
- TRAFFIC CONTROL CABINET
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE ON DECORATIVE POLE
- (XX) — SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B — PEDESTRIAN HEAD WITH PUSH BUTTON
- B — AUDIBLE PEDESTRIAN PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- PULL BOX, 24" X 36"

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICTS WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.
5. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
6. INSTALL EVP DETECTOR HEADS FREE OF OBSTRUCTIONS.
7. PEDESTRIAN HEADS MOVED TO DIFFERENT POLE LOCATIONS. UPDATE CABINET PHASE ASSIGNMENTS ACCORDINGLY.

N



- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- FY / Y — YELLOW ARROW
- G — GREEN ARROW

TRAFFIC CONTROL SIGNAL
SILVER SPRING DR & BAYSHORE DR / MOHAWK AVE
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 97	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024201-SP - NOTLE DWG
LAYOUT NAME - Bayshore Dr

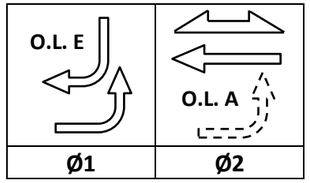
PLOT DATE : 11/27/2020 3:52 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

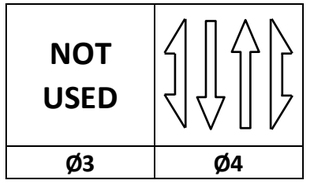
WISDOT/CADDS SHEET 42

2

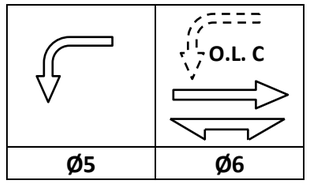
	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3		
Ø4	12,13,14,15	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7		
Ø8		
Ø2P	17,18	
Ø4P	19,20,23,24	
Ø6P	21,22	
Ø8P		
OLA	4,5	R ←
OLB		
OLC	9,10	R ←
OLD		
OLE	14,15	R

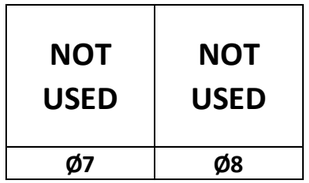
RING 1





RING 2





BARRIER

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11	1	X			1	1				6x20	3
41	2	X			4	4				6x20	3
42	3	X			4	4				6x20	3
43	4	X			4	4		X		6x20	3
44	5	X			4	4				6x20	3
51	6	X			5	5				6x20	3

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		5 OR 6		X
2	X	5 OR 6	MIN	X
3				
4		4		X
5		1 OR 2		X
6	X	1 OR 2	MIN	X
7				
8				

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	X
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE LIGHTING CABINET	

N

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B
MOVEMENT		
PHASE	2+5	6+1

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO A PERMISSIVE LEFT TURN CONFLICT.

SILVER SPRING DRIVE & BAYSHORE DR/MOHAWK AVE
CITY OF GLENDALE
MILWAUKEE COUNTY
SIGNAL NO: CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
DATE: 12/2020 PAGE NO. 2 OF 2

2

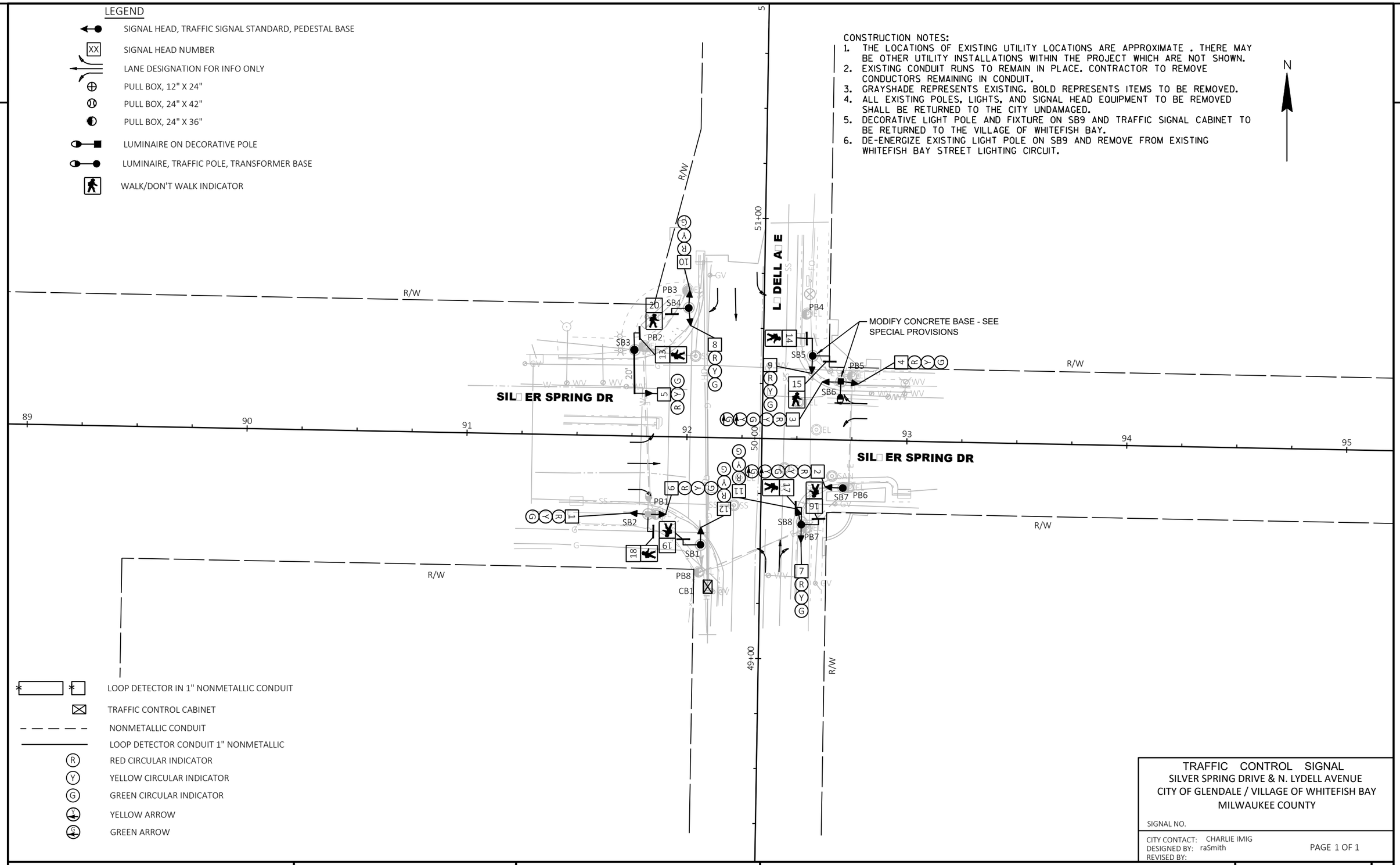
LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- XX — SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- LUMINAIRE ON DECORATIVE POLE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- WALK/DON'T WALK INDICATOR

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITY LOCATIONS ARE APPROXIMATE . THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. ALL EXISTING POLES, LIGHTS, AND SIGNAL HEAD EQUIPMENT TO BE REMOVED SHALL BE RETURNED TO THE CITY UNDAMAGED.
5. DECORATIVE LIGHT POLE AND FIXTURE ON SB9 AND TRAFFIC SIGNAL CABINET TO BE RETURNED TO THE VILLAGE OF WHITEFISH BAY.
6. DE-ENERGIZE EXISTING LIGHT POLE ON SB9 AND REMOVE FROM EXISTING WHITEFISH BAY STREET LIGHTING CIRCUIT.

N



- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- TRAFFIC CONTROL CABINET
- NONMETALLIC CONDUIT
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- Y — YELLOW ARROW
- G — GREEN ARROW

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 99	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024001-SR DWG
LAYOUT NAME - Lydell Ave

PLOT DATE : 11/27/2020 10:52 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

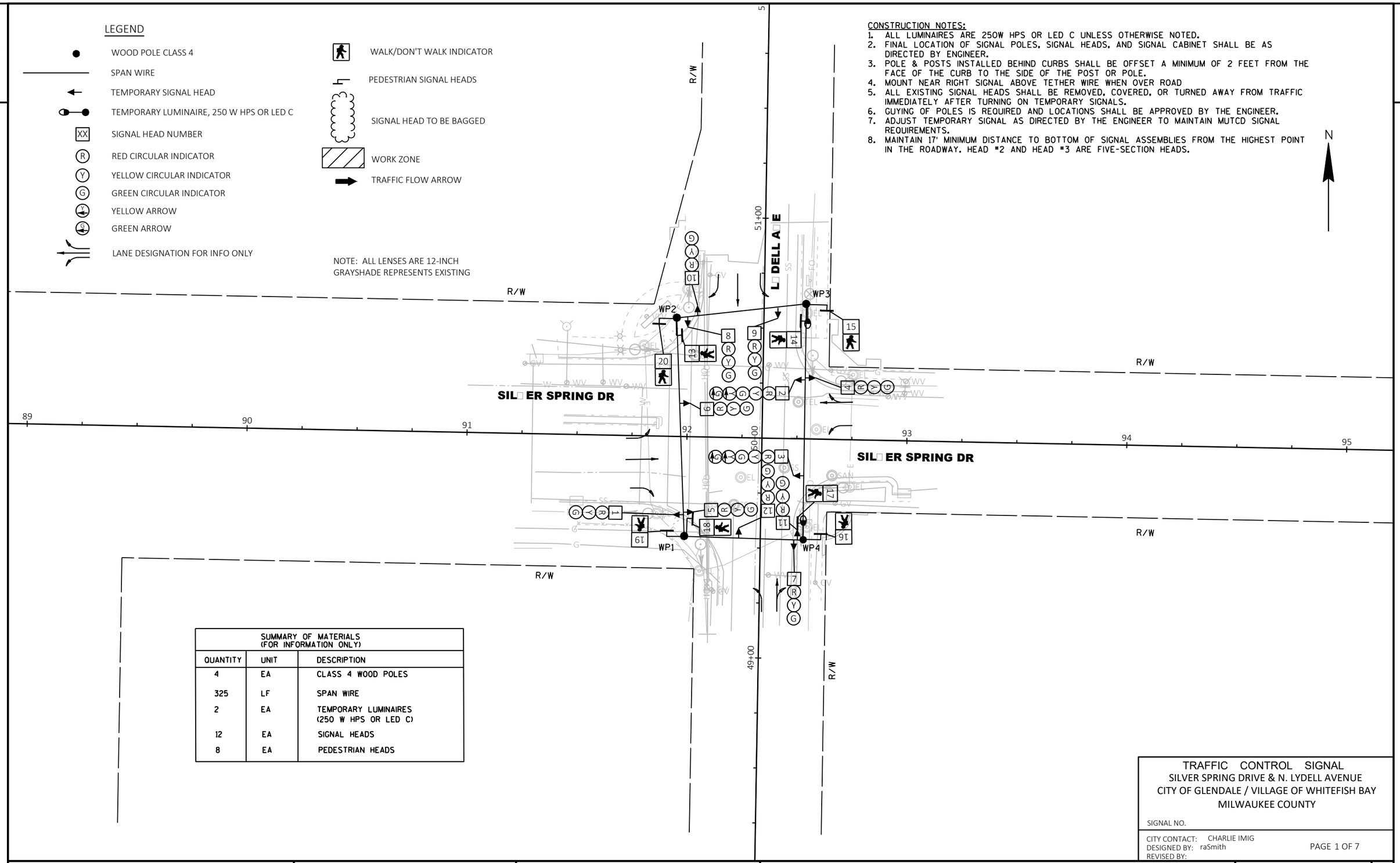
2

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- Y — YELLOW ARROW
- G — GREEN ARROW
- LANE DESIGNATION FOR INFO ONLY
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN SIGNAL HEADS
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:
1. ALL LUMINAIRES ARE 250W HPS OR LED C UNLESS OTHERWISE NOTED.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
8. MAINTAIN 17' MINIMUM DISTANCE TO BOTTOM OF SIGNAL ASSEMBLIES FROM THE HIGHEST POINT IN THE ROADWAY. HEAD #2 AND HEAD #3 ARE FIVE-SECTION HEADS.



SUMMARY OF MATERIALS (FOR INFORMATION ONLY)		
QUANTITY	UNIT	DESCRIPTION
4	EA	CLASS 4 WOOD POLES
325	LF	SPAN WIRE
2	EA	TEMPORARY LUMINAIRES (250 W HPS OR LED C)
12	EA	SIGNAL HEADS
8	EA	PEDESTRIAN HEADS

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 7

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - PRECONSTRUCTION	SHEET 100	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024101-ST-PRECON DWG
LAYOUT NAME - Lydell Ave
PLOT DATE : 11/27/2020 4:12 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN SIGNAL HEADS
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

R/W

L□DELL A□E

SIL□ER SPRING DR

SIL□ER SPRING DR

WP1

WP2

WP3

WP4

NO PARKING ANY TIME

R7-10

10'

200'

N. NAVAJO AVE

N. LYDELL AVE

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 7

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1A	SHEET 101	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024101-ST-STG1A DWG
LAYOUT NAME - Lydell Ave

PLOT DATE : 11/27/2020 4:43 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

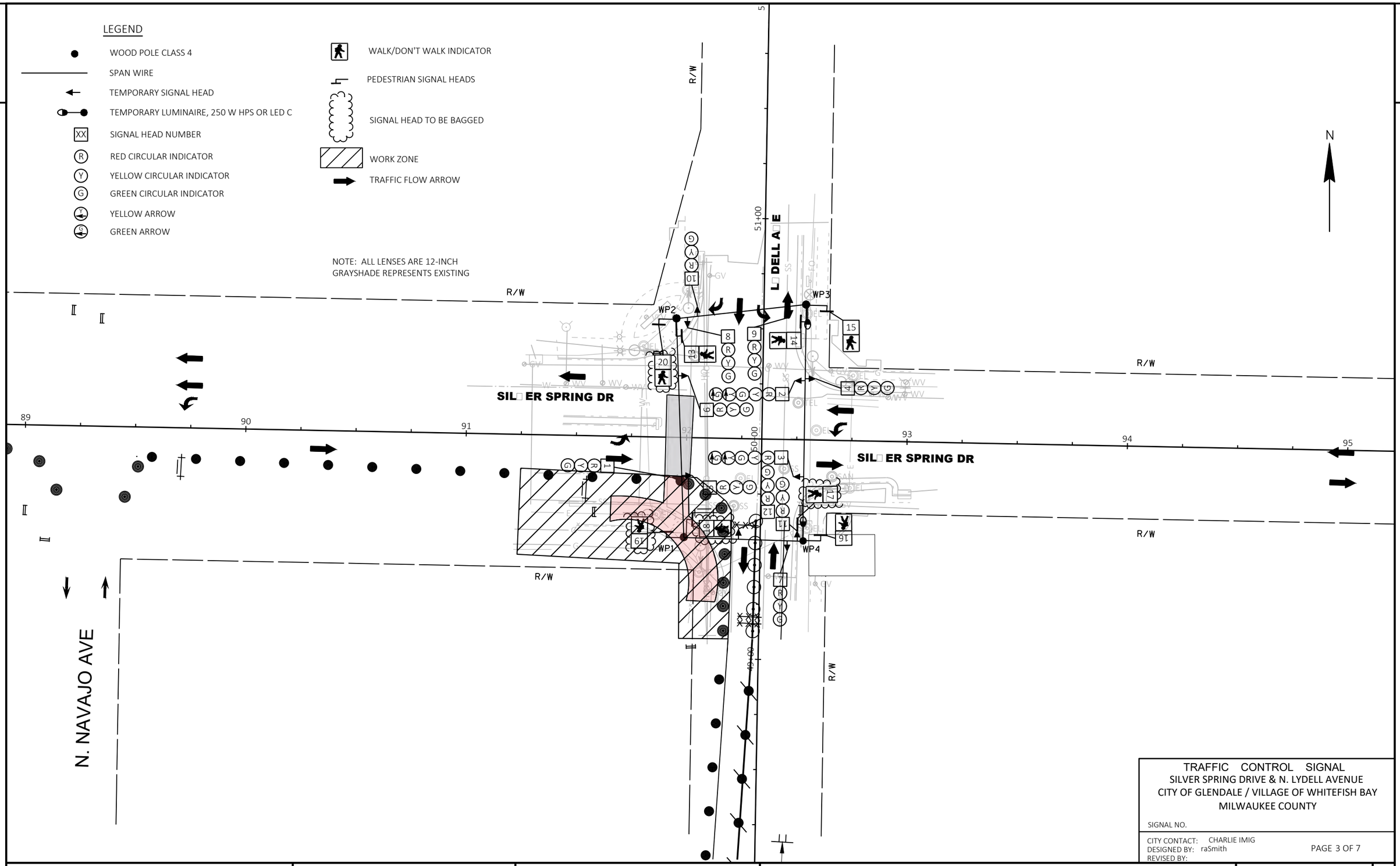
WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN SIGNAL HEADS
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 3 OF 7

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A & 2B	SHEET 102	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024101-ST-STG2 DWG
LAYOUT NAME - Lydell Ave

PLOT DATE : 11/27/2020 4:38 PM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

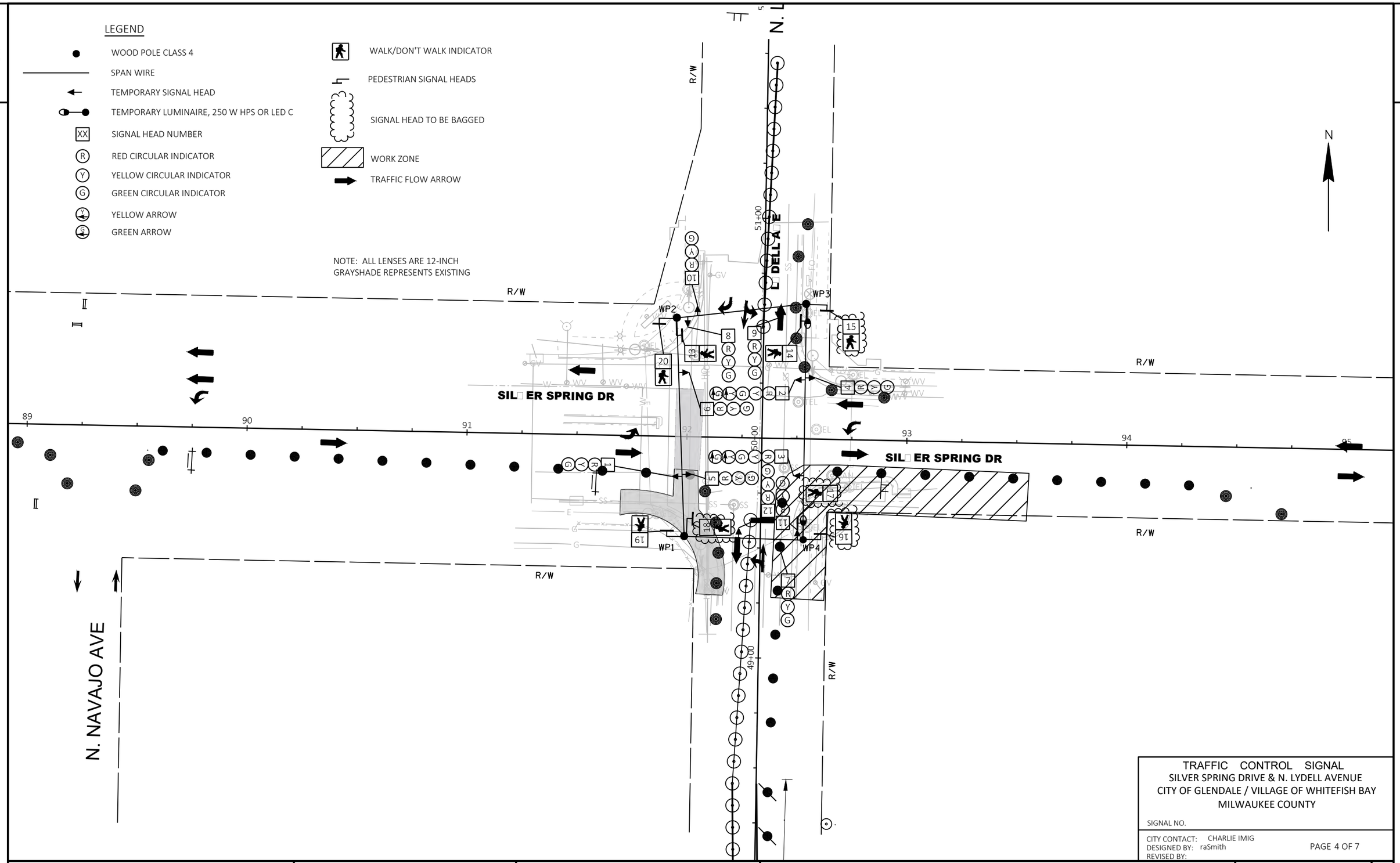
WISDOT/CADDS SHEET 42

2

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN SIGNAL HEADS
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2C	SHEET 103	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024101-ST-STG2C DWG
LAYOUT NAME - Lydell Ave
PLOT DATE : 11/27/2020 4:39 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

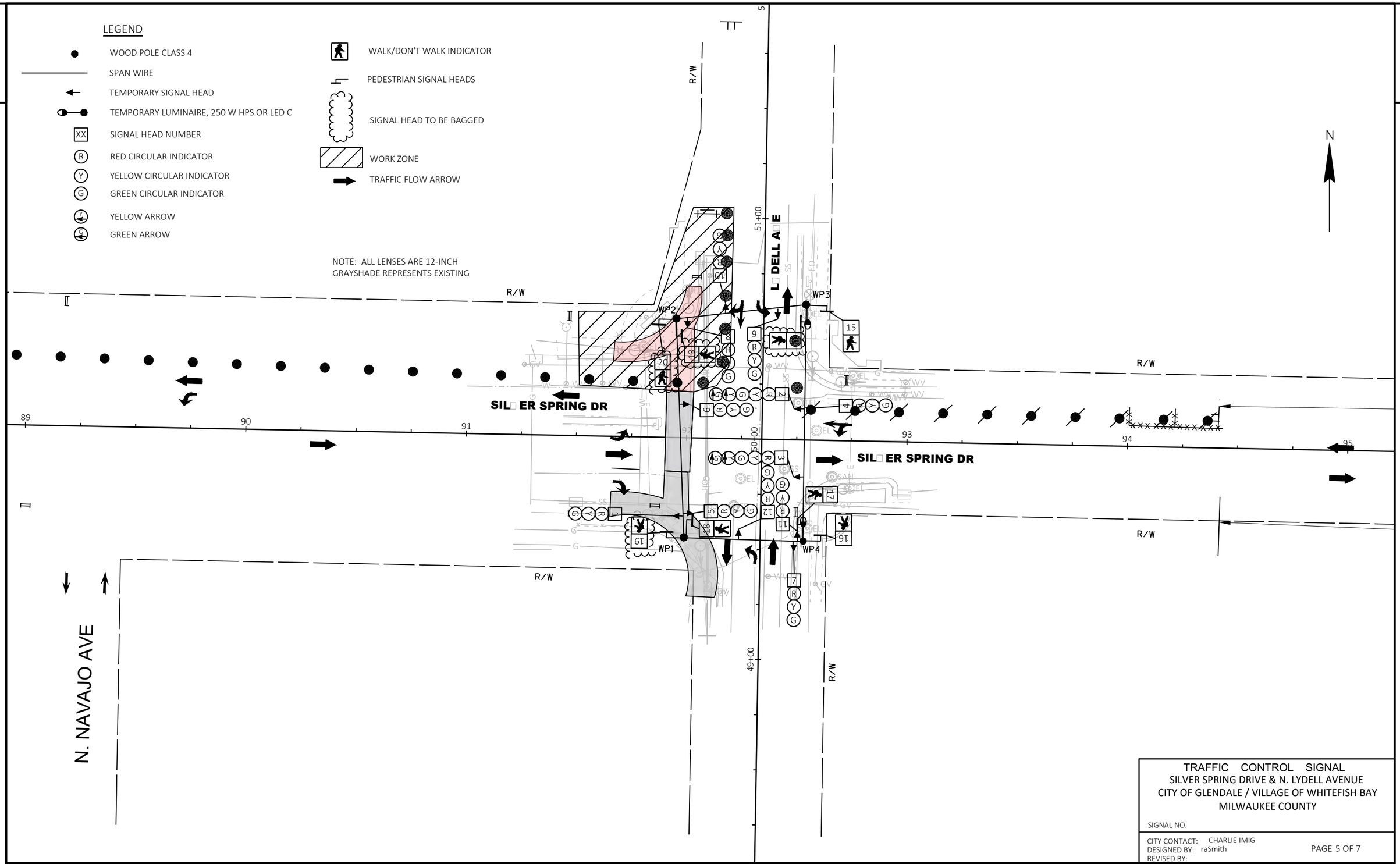
2

2

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW
- G GREEN ARROW
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN SIGNAL HEADS
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3A	SHEET 104	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024101-ST-STG3A DWG
LAYOUT NAME - Lydell Ave
PLOT DATE : 11/27/2020 4:42 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

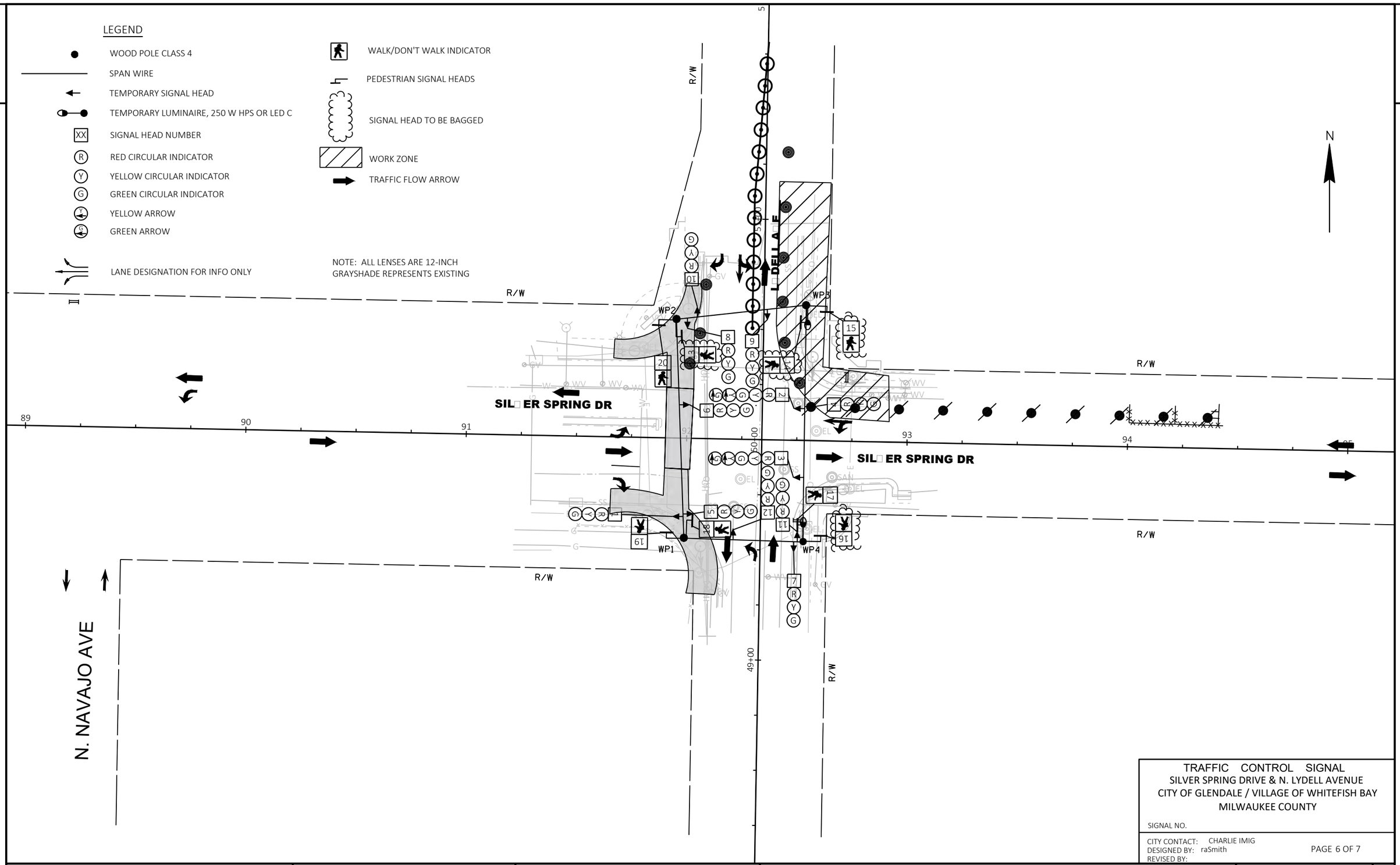
2

2

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250 W HPS OR LED C
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW
- G GREEN ARROW
- LANE DESIGNATION FOR INFO ONLY
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN SIGNAL HEADS
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PAGE 6 OF 7

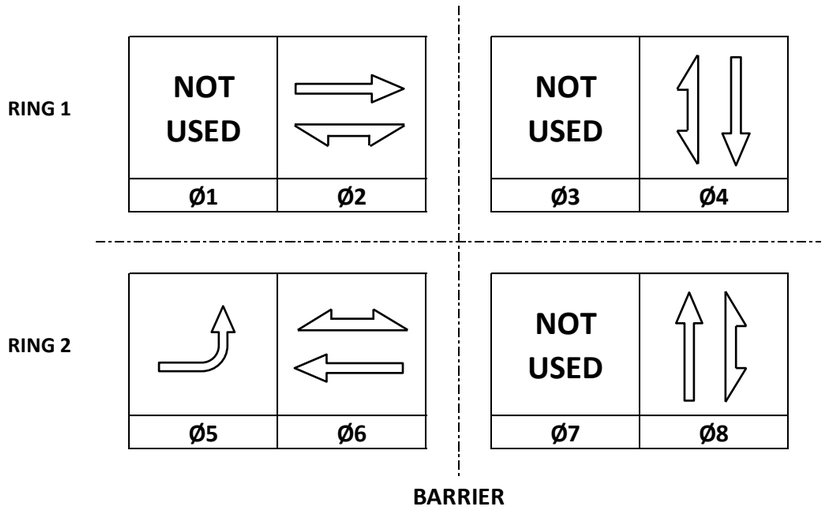
PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3B	SHEET 105	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024101-ST-STG3B DWG
LAYOUT NAME - Lydell Ave
PLOT DATE : 11/27/2020 4:55 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1,2,3	R
Ø3		
Ø4	10,11,12	R
Ø5	2,3	-
Ø6	4,5,6	R
Ø7		
Ø8	7,8,9	R
Ø2P	17,18	
Ø4P	19,20	
Ø6P	13,14	
Ø8P	15,16	
OLA		
OLB		
OLC		
OLD		



GENERAL NOTES:

1. OMIT PHASE 5 WHEN LEFT-TURNS PROHIBITED. SEE TRAFFIC SIGNAL TIMING PLAN.

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MAX	X
3				
4		8	MAX	X
5		2	MAX	X
6	X	2	MAX	X
7				
8		4	MAX	X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

SILVER SPRING DRIVE & LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO:	CABINET TYPE: TEMP
	CONTROLLER TYPE: TEMP
DATE: 12/2020	PAGE NO. 7 OF 7

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- XX — SIGNAL HEAD NUMBER
- LANE DESIGNATION FOR INFO ONLY
- TRAFFIC CONTROL CABINET
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE ON DECORATIVE POLE
- (XX) — SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B — PEDESTRIAN HEAD WITH PUSH BUTTON
- B — AUDIBLE PEDESTRIAN PUSH BUTTON
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICTS WITH EXISTING UTILITY FACILITIES.
4. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE SHOWN IN GRAYSHADE FOR PLAN CLARITY.
5. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
6. INSTALL EVP DETECTOR HEADS FREE OF OBSTRUCTIONS.
7. SB7 AND SB9 ARE DECORATIVE POLES WITH LUMINAIRES. SEE SPECIAL PROVISIONS FOR DETAILS.
8. VIDEO DETECTION CAMERAS SHALL BE PLACED ON EMPTY LUMINAIRE ARMS ON SB1, SB4, SB6, AND SB8.

N

SPEED LIMIT = 25 MPH

180' TO NEAR RIGHT SIGNAL (NOT TO SCALE)

SILVER SPRING DR

LYDELL AVE

EXPOSE EXISTING UTILITY

R/W

225' TO NEAR RIGHT SIGNAL

SPEED LIMIT = 30 MPH

KING LUMINAIRE NIAGARA MILLENNIUM SERIES ALUMINUM POLE

- VX — VIDEO DETECTION CAMERA
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- FY / Y — YELLOW ARROW
- FG / G — GREEN ARROW

TRAFFIC CONTROL SIGNAL
SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

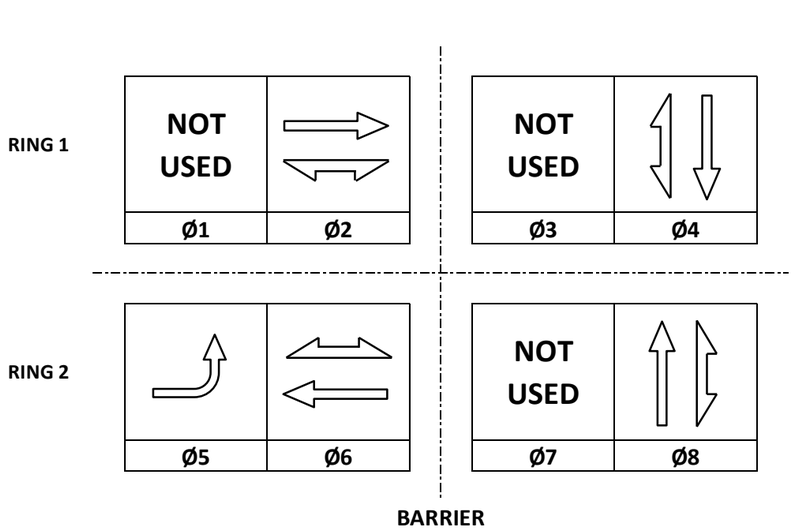
SIGNAL NO.

CITY CONTACT: CHARLIE IMIG
DESIGNED BY: raSmith
REVISED BY:

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 107	E

FILE NAME : T:\1202704\CIVIL3D_1202704\SHEETSPLAN\024201-SP - NOTLE.DWG
LAYOUT NAME - Lydell Ave
PLOT DATE : 1/21/2021 10:26 AM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1,2,3,4	R
Ø3		
Ø4	12,13,14	R
Ø5	3,4	-
Ø6	5,6,7,8	R
Ø7		
Ø8	9,10,11	R
Ø2P	19,20	
Ø4P	21,22	
Ø6P	15,16	
Ø8P	17,18	
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B
MOVEMENT		
PHASE	2+5	6+2

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	X
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	41	43	51	61	81	83										PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	4	4	5	6	8	8										ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND	X	X	X	X	X	X	X										EXTEND
DELAY																	DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)		42	44			82											PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE		4	4			8											ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND		X	X			X											EXTEND
DELAY			X			X											DELAY

SILVER SPRING DRIVE & N. LYDELL AVENUE
CITY OF GLENDALE / VILLAGE OF WHITEFISH BAY
MILWAUKEE COUNTY

SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: 12/2020 PAGE NO. 2 OF 2

2

PROJECT ID:	2978-02-70
INTERSECTION:	Silver Spring Dr & N. Lydell Ave

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

DATE	12/1/20

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	APS
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	14	RED	ORG	GRN								
		21								BLK	BLU		
		BUTTON										WHT/BLK	BLU/BLK
SB2	12	1	RED	ORG	GRN								
		6	RED/BLK	ORG/BLK	GRN/BLK								
		20								BLK	BLU		
		BUTTON										WHT/BLK	BLU/BLK
SB3	12	3	RED	ORG	GRN		ORG/BLK	GRN/BLK					
SB4	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		15								BLK	BLU		
		BUTTON										WHT/BLK	BLU/BLK
SB5	12	10	RED	ORG	GRN								
		12	RED/BLK	ORG/BLK	GRN/BLK								
		22								BLK	BLU		
		BUTTON										WHT/BLK	BLU/BLK
SB6	12	11	RED	ORG	GRN								
		17								BLK	BLU		
		BUTTON										WHT/BLK	BLU/BLK
SB7	15	4	RED	ORG	GRN		BLK/WHT	GRN/WHT					
		5	RED/BLK	ORG/BLK	GRN/BLK								
		16								BLK	BLU		
		BUTTON										WHT/BLK	BLU/BLK
SB8	12	2	RED	ORG	GRN								
		19								BLK	BLU		
		BUTTON										WHT/BLK	BLU/BLK
SB9	12	9	RED	ORG	GRN								
		13	RED/BLK	ORG/BLK	GRN/BLK								
		18								BLK	BLU		
		BUTTON										WHT/BLK	BLU/BLK

Equipment grounding conductor 10 AWG Green XLP

FROM	TO
CB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB1
SB1	CB1

Pull Box Bonding Jumper 10 AWG Green XLP

FROM	TO
PB1	SB2
PB2	SB3
PB3	SB4
PB4	SB5
PB5	SB6
PB6	SB7
PB7	SB8
PB8	SB9
PB9	SB1

Lighting UF #10 w/ground

FROM	TO
CB1	SB7
CB1	SB9

EVP Cable

FROM	TO
CB1	HEAD A (SB4)
CB1	HEAD B (SB8)

Video Detection Cable

FROM	TO
CB1	V1 (SB8)
CB1	V2 (SB1)
CB1	V3 (SB4)
CB1	V4 (SB6)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

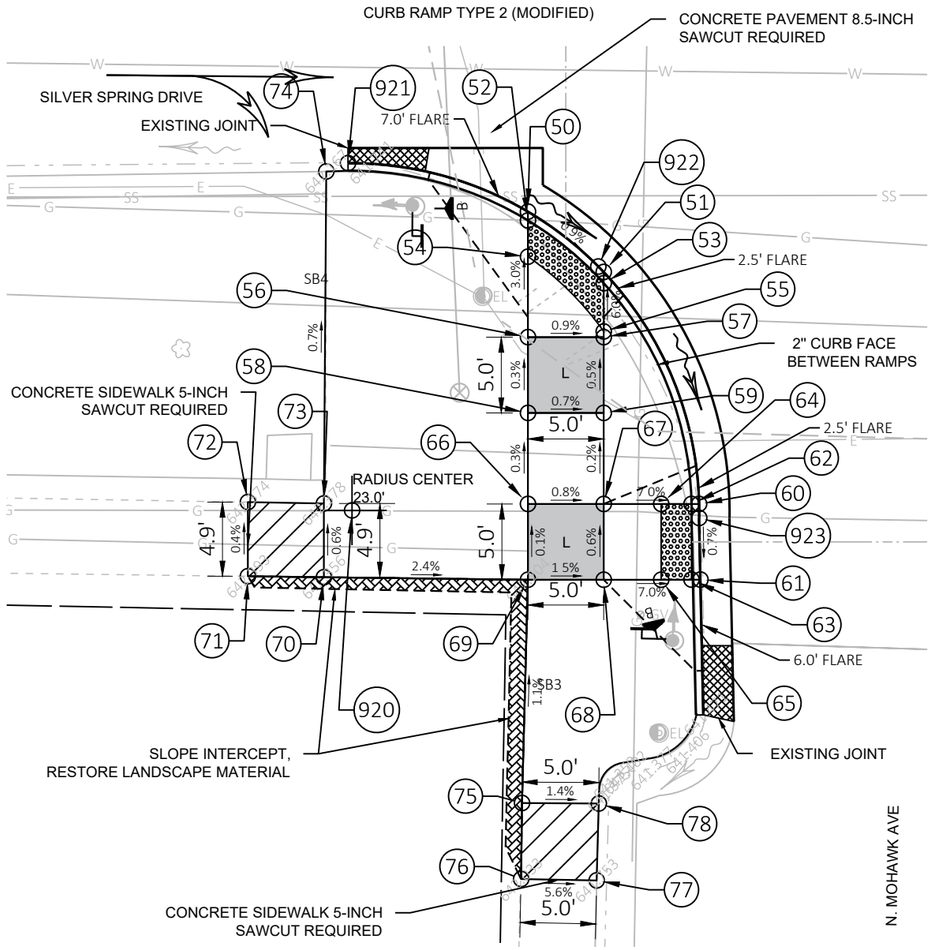
2

LEGEND	
L	LANDING
	DETECTABLE WARNING FIELD
	CURB PAN TRANSITION
	SIDEWALK TRANSITION
	PROPOSED DRAINAGE ARROW
	EXISTING DRAINAGE ARROW

N

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
50	85+65.19	33.37 RT	328701.9546	604728.0541	641.75
51	85+70.27	37.26 RT	328697.9678	604733.0555	641.70
52	85+65.20	33.96 RT	328701.3714	604728.0542	641.77
53	85+70.28	38.00 RT	328697.2293	604733.0554	641.74
54	85+65.25	36.34 RT	328698.9819	604728.0544	641.84
55	85+70.34	41.18 RT	328694.0437	604733.0550	641.93
56	85+65.35	41.65 RT	328693.6742	604728.0550	642.00
57	85+70.35	41.55 RT	328693.6742	604733.0550	641.95
58	85+65.45	46.65 RT	328688.6742	604728.0550	642.01
59	85+70.45	46.55 RT	328688.6742	604733.0550	641.98
60	85+76.86	52.44 RT	328682.6640	604739.3531	641.55
61	85+77.05	57.43 RT	328677.6689	604739.4438	641.51
62	85+76.36	52.45 RT	328682.6640	604738.8523	641.58
63	85+76.46	57.44 RT	328677.6689	604738.8530	641.51
64	85+74.36	52.49 RT	328682.6640	604736.8530	641.72
65	85+74.46	57.48 RT	328677.6669	604736.8524	641.70
66	85+65.56	52.66 RT	328682.6640	604728.0550	642.03
67	85+70.56	52.56 RT	328682.6640	604733.0550	641.99
68	85+70.66	57.56 RT	328677.6640	604733.0550	641.96
69	85+65.66	57.66 RT	328677.6619	604728.0540	642.04
70	85+52.19	57.75 RT	328677.8329	604714.5880	642.36
71	85+47.18	57.79 RT	328677.8957	604709.5788	642.39
72	85+47.09	52.90 RT	328682.7857	604709.5788	642.37
73	85+52.10	52.89 RT	328682.6954	604714.5893	642.33
74	85+51.84	30.99 RT	328704.6000	604714.7520	642.17
75	85+65.56	72.39 RT	328662.9328	604727.6672	641.87
76	85+65.59	77.41 RT	328657.9191	604727.6043	642.03
77	85+70.58	77.41 RT	328657.8217	604732.5907	641.75
78	85+70.62	72.33 RT	328662.8998	604732.7314	641.80



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
920	85+53.97	53.31 RT	328682.2417	604716.4502	0.00	CURB RAD 23.0'
921	85+53.26	30.41 RT	328705.1507	604716.1826	641.86	CURB PC
922	85+69.91	36.90 RT	328698.3327	604732.7021	641.70	CURB MID
923	85+76.88	53.37 RT	328681.7364	604739.3552	641.54	CURB PT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - SW CORNER N. BAYSHORE DR/N. MOHAWK AVE	SHEET 110	E

2

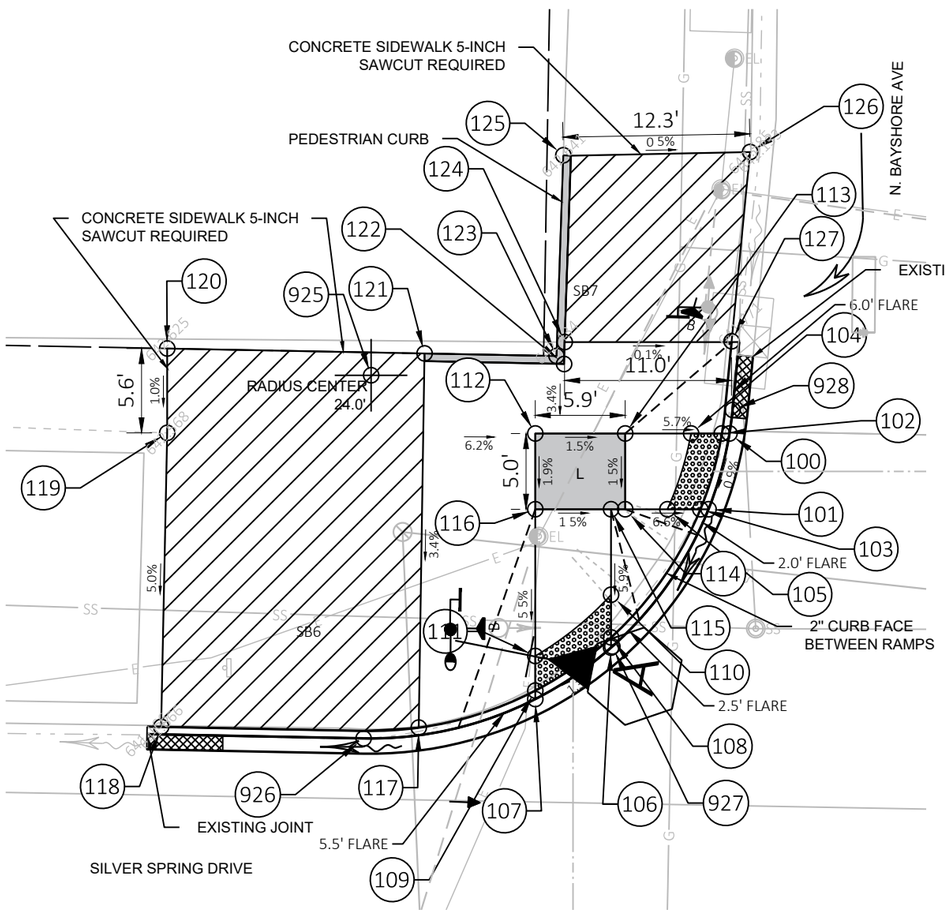
LEGEND	
L	LANDING
	DETECTABLE WARNING FIELD
	CURB PAN TRANSITION
	SIDEWALK TRANSITION
	PROPOSED DRAINAGE ARROW
	EXISTING DRAINAGE ARROW

N

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
100	85+76.31	55.11 LT	328790.2036	604740.8885	641.71
101	85+75.02	50.08 LT	328785.2037	604739.5016	641.64
102	85+75.80	55.10 LT	328790.2036	604740.3796	641.74
103	85+74.48	50.07 LT	328785.2037	604738.9627	641.68
104	85+73.77	55.06 LT	328790.2036	604738.3513	641.86
105	85+72.30	50.03 LT	328785.2036	604736.7871	641.83
106	85+68.76	40.83 LT	328776.0747	604733.0710	641.50
107	85+62.83	37.34 LT	328772.6799	604728.0662	641.42
108	85+68.75	41.50 LT	328776.7465	604733.0707	641.54
109	85+63.82	37.90 LT	328773.2418	604728.0662	641.45
110	85+68.71	43.49 LT	328779.5689	604733.0692	641.71
111	85+63.77	40.19 LT	328775.5267	604728.0662	641.58
112	85+63.49	54.86 LT	328790.2035	604728.0662	642.02
113	85+69.42	54.98 LT	328790.2035	604734.0010	642.10
114	85+69.52	49.98 LT	328785.2035	604734.0010	642.03
115	85+68.58	49.96 LT	328785.2035	604733.0662	642.04
116	85+63.58	49.86 LT	328785.2035	604728.0662	642.11
117	85+56.18	35.31 LT	328770.7970	604720.3823	641.82
118	85+39.18	35.03 LT	328770.8468	604703.3820	641.67
119	85+39.20	54.43 LT	328790.2460	604703.7770	642.57
120	85+39.09	60.00 LT	328795.8162	604703.7770	642.62
121	85+56.08	60.00 LT	328795.4863	604720.7623	0.00
122	85+65.30	59.48 LT	328794.7908	604729.9664	642.30
123	85+64.79	60.00 LT	328795.3184	604729.4742	642.63
124	85+65.32	60.93 LT	328796.2393	604730.0147	642.30
125	85+64.98	73.25 LT	328808.5585	604729.9217	642.64
126	85+77.30	73.70 LT	328808.7770	604742.2459	642.58
127	85+76.33	61.20 LT	328796.2879	604741.0298	642.31

CURB RAMP TYPE II



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
925	85+52.58	58.49 LT	328794.0481	604717.2331	0.00	CURB RAD 24.0'
926	85+52.55	34.53 LT	328770.0856	604716.7345	641.27	CURB PC
927	85+68.85	40.91 LT	328776.1501	604733.1563	641.50	CURB MID
928	85+76.48	56.66 LT	328791.7552	604741.0908	641.73	CURB PT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - NW CORNER N. BAYSHORE DR/N. MOHAWK AVE	SHEET 111	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-CR-BAYSHORE DWG
PLOT DATE : 11/24/2020 3:24 PM
PLOT BY : NICHOLAS TRAUB
PLOT NAME :
PLOT SCALE : 1IN:10FT
WISDOT/CADDS SHEET 42

2

LEGEND	
L	LANDING
	DETECTABLE WARNING FIELD
	CURB PAN TRANSITION
	SIDEWALK TRANSITION
	PROPOSED DRAINAGE ARROW
	EXISTING DRAINAGE ARROW

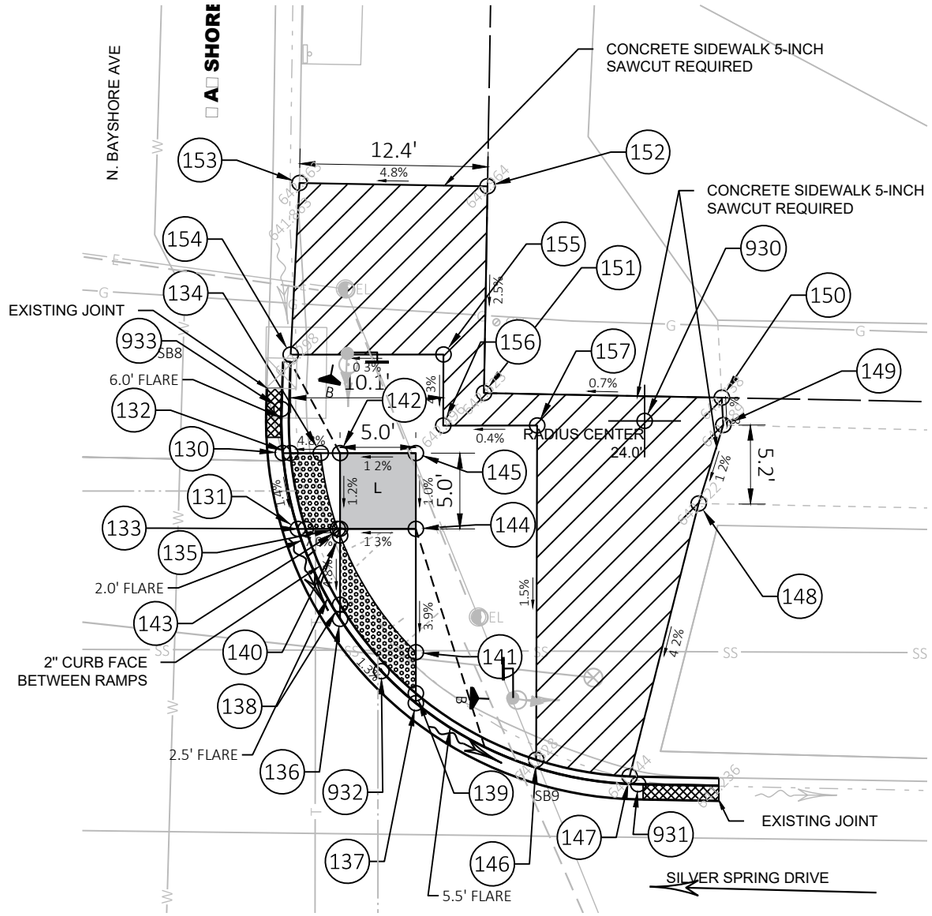
N

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
130	86+10.74	55.78 LT	328790.2042	604775.3255	641.70
131	86+11.82	50.80 LT	328785.2036	604776.3167	641.63
132	86+11.24	55.79 LT	328790.2036	604775.8267	641.73
133	86+12.35	50.81 LT	328785.2036	604776.8401	641.67
134	86+13.25	55.83 LT	328790.2036	604777.8373	641.82
135	86+14.46	50.85 LT	328785.2036	604778.9506	641.61
136	86+14.74	44.91 LT	328779.2564	604779.1124	641.54
137	86+19.84	39.45 LT	328773.7032	604784.1130	641.44
138	86+14.72	45.85 LT	328780.1976	604779.1124	641.60
139	86+19.83	40.10 LT	328774.3520	604784.1124	641.47
140	86+14.63	50.41 LT	328784.7595	604779.1124	641.81
141	86+19.78	42.80 LT	328777.0564	604784.1124	641.59
142	86+14.52	55.85 LT	328790.2036	604779.1124	641.89
143	86+14.62	50.85 LT	328785.2036	604779.1124	641.83
144	86+19.62	50.95 LT	328785.2036	604784.1124	641.89
145	86+19.52	55.95 LT	328790.2036	604784.1124	641.94
146	86+27.85	35.87 LT	328769.9668	604792.0528	641.83
147	86+34.04	34.89 LT	328768.8658	604798.2182	641.74
148	86+38.25	52.99 LT	328786.8790	604802.7800	642.52
149	86+39.77	58.19 LT	328792.0530	604804.4000	642.59
150	86+39.64	60.00 LT	328793.8638	604804.3027	642.74
151	86+23.94	60.00 LT	328794.1685	604788.6127	642.62
152	86+23.91	73.65 LT	328807.8171	604788.8430	642.96
153	86+11.50	73.62 LT	328808.0288	604776.4368	642.36
154	86+11.14	62.29 LT	328796.7040	604775.8575	642.30
155	86+21.21	62.49 LT	328796.7142	604785.9318	642.33
156	86+21.29	57.80 LT	328792.0211	604785.9204	642.12
157	86+27.49	57.93 LT	328792.0304	604792.1150	642.15

CURB RAMP TYPE II



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
930	86+34.58	58.36 LT	328792.3264	604799.2114	0.00	CURB RAD 24.0'
931	86+34.61	34.38 LT	328768.3482	604798.7808	641.24	CURB PC
932	86+17.52	41.51 LT	328775.8086	604781.8350	641.49	CURB MID
933	86+10.60	58.68 LT	328793.1120	604775.2422	641.79	CURB PT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - NE CORNER N. BAYSHORE DR/N. MOHAWK AVE	SHEET 112	E

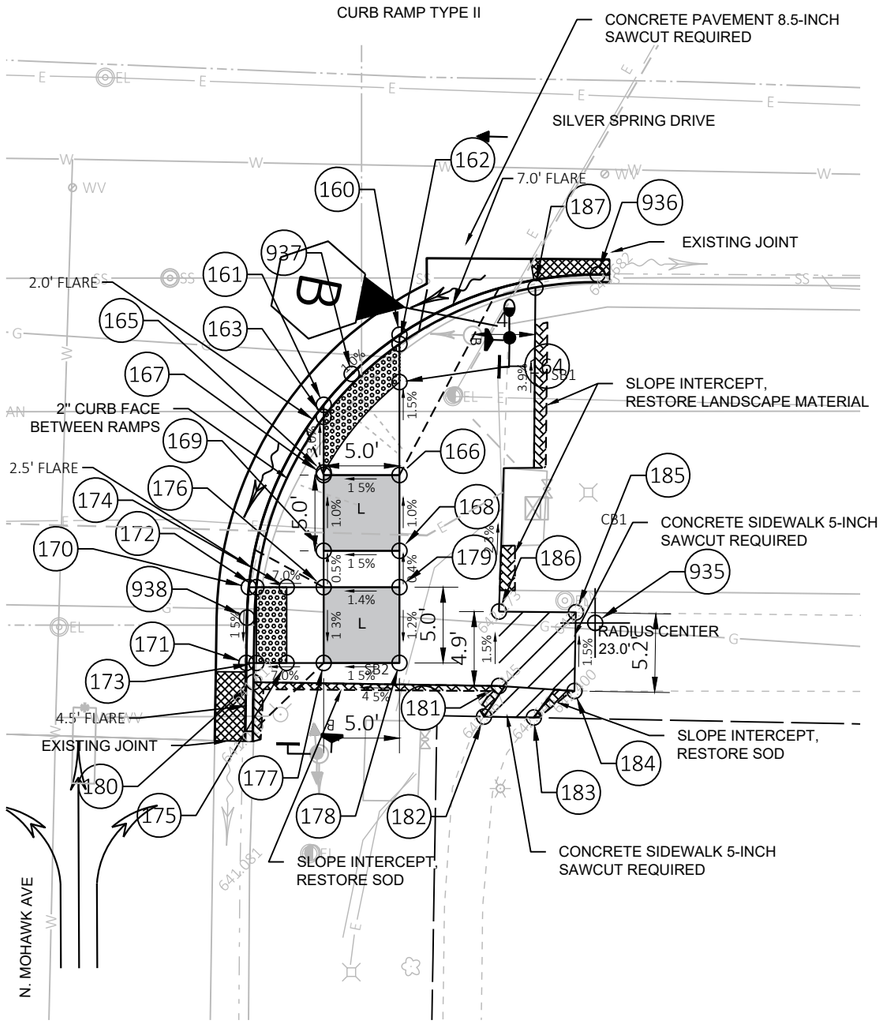
2

LEGEND	
L	LANDING
	DETECTABLE WARNING FIELD
	CURB PAN TRANSITION
	SIDEWALK TRANSITION
	PROPOSED DRAINAGE ARROW
	EXISTING DRAINAGE ARROW

N

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
160	86+21.29	34.92 RT	328699.3185	604784.1115	641.47
161	86+16.37	39.64 RT	328694.6980	604779.1072	641.40
162	86+21.30	35.53 RT	328698.7106	604784.1115	641.48
163	86+16.39	40.44 RT	328693.8925	604779.1115	641.42
164	86+21.35	38.04 RT	328696.1971	604784.1115	641.52
165	86+16.46	44.10 RT	328690.2383	604779.1115	641.53
166	86+21.47	44.18 RT	328690.0612	604784.1115	641.61
167	86+16.47	42.27 RT	328690.0612	604779.1115	641.54
168	86+21.56	49.17 RT	328685.0612	604784.1115	641.66
169	86+16.56	49.27 RT	328685.0612	604779.1115	641.59
170	86+11.66	51.76 RT	328682.6639	604774.1620	641.25
171	86+11.59	56.77 RT	328677.6632	604773.9964	641.18
172	86+12.17	51.75 RT	328682.6639	604774.6665	641.29
173	86+12.26	56.75 RT	328677.6633	604774.6651	641.22
174	86+14.16	51.72 RT	328682.6639	604776.6631	641.43
175	86+14.26	56.72 RT	328677.6636	604776.6622	641.36
176	86+16.61	51.67 RT	328682.6639	604779.1115	641.60
177	86+16.71	56.67 RT	328677.6639	604779.1115	641.54
178	86+21.71	56.57 RT	328677.6639	604784.1115	641.61
179	86+21.61	51.57 RT	328682.6639	604784.1115	641.67
180	86+12.10	58.03 RT	328676.3952	604774.4768	641.62
181	86+28.30	57.96 RT	328676.1460	604790.6740	642.34
182	86+27.34	60.00 RT	328674.1251	604789.6832	642.67
183	86+30.64	60.00 RT	328674.0612	604792.9754	642.65
184	86+33.29	58.19 RT	328675.8157	604795.6598	642.40
185	86+33.27	53.01 RT	328681.0019	604795.7469	642.32
186	86+28.20	53.05 RT	328681.0530	604790.6740	642.27
187	86+30.19	31.64 RT	328702.4288	604793.0825	642.08



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
935	86+34.57	53.68 RT	328680.3077	604797.0281	0.00	CURB RAD 23.0'
936	86+34.28	30.69 RT	328703.2954	604797.1843	641.62	CURB PC
937	86+18.18	37.56 RT	328696.7349	604780.9538	641.43	CURB MID
938	86+11.58	53.78 RT	328680.6510	604774.0425	641.23	CURB PT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - SE CORNER N. BAYSHORE DR/N. MOHAWK AVE	SHEET 113	E

2

LEGEND	
L	LANDING
	DETECTABLE WARNING FIELD
	CURB PAN TRANSITION
	SIDEWALK TRANSITION
	PROPOSED DRAINAGE ARROW
	EXISTING DRAINAGE ARROW

N

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

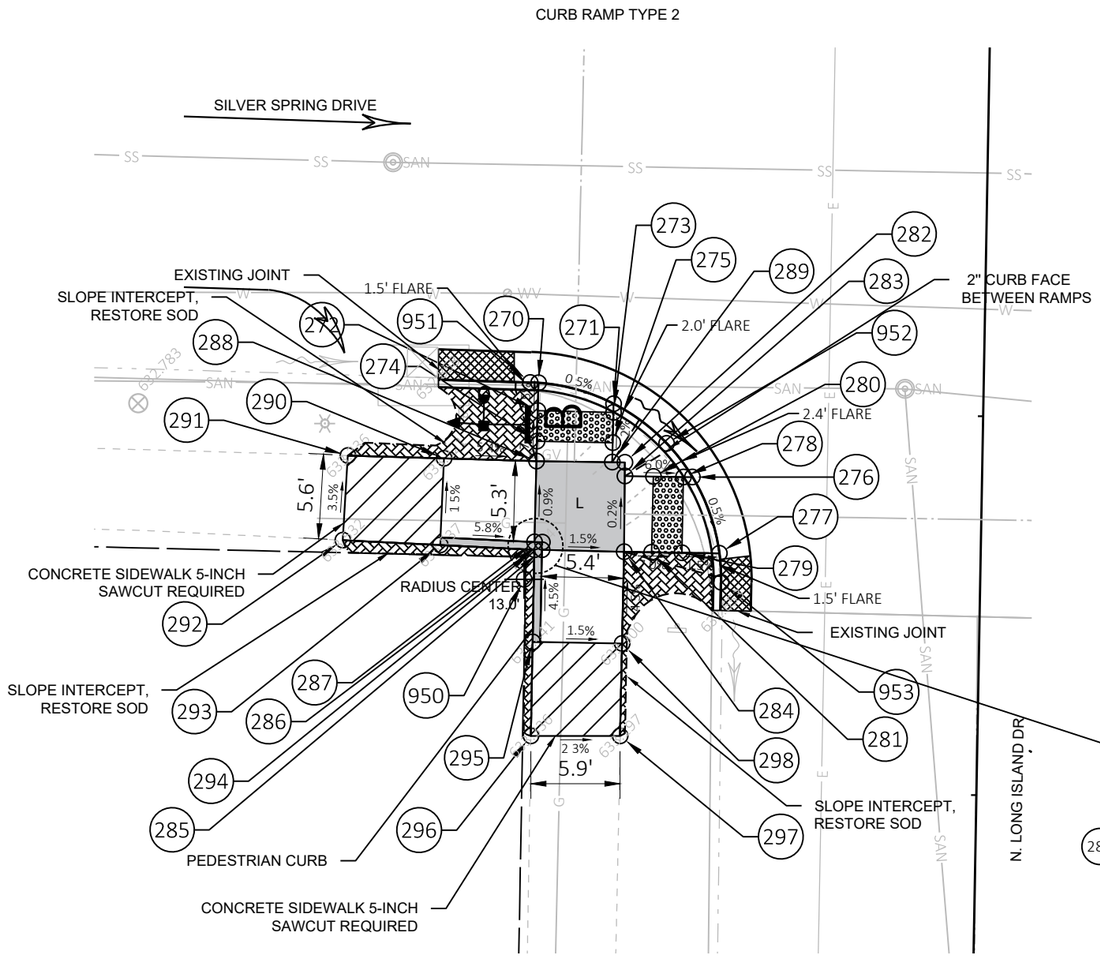
RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
950	22+82.10	61.47 RT	328808.0666	598445.6272	0.00	CURB RAD 13.0'
951	22+82.19	48.48 RT	328821.0484	598446.0234	632.87	CURB PC
952	22+91.28	52.28 RT	328817.0323	598455.0173	632.82	CURB MID
953	22+95.09	61.36 RT	328807.8621	598458.6134	632.74	CURB PT

POINT TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
270	22+82.73	48.50 RT	328821.0200	598446.5661	632.87
271	22+87.72	49.76 RT	328819.6345	598451.5234	632.84
272	22+82.73	50.32 RT	328819.1949	598446.5199	632.90
273	22+87.72	50.32 RT	328819.0760	598451.5139	632.88
274	22+82.73	52.33 RT	328817.1834	598446.4689	633.04
275	22+87.72	52.32 RT	328817.0766	598451.4663	633.00
276	22+93.03	54.47 RT	328814.8060	598456.7244	632.81
277	22+94.93	59.46 RT	328809.7740	598458.5007	632.78
278	22+92.44	54.47 RT	328814.8146	598456.1283	632.84
279	22+92.46	59.47 RT	328809.8139	598456.0317	632.82
280	22+90.47	54.49 RT	328814.8458	598454.1557	632.96
281	22+90.46	59.49 RT	328809.8461	598454.0358	632.96
282	22+88.57	53.60 RT	328815.7761	598452.2775	633.08
283	22+88.59	54.50 RT	328814.8756	598452.2775	633.08
284	22+88.66	59.50 RT	328809.8754	598452.2268	633.09
285	22+83.23	59.50 RT	328810.0032	598446.8054	633.17
286	22+83.23	59.00 RT	328810.5027	598446.8149	633.14
287	22+82.72	58.99 RT	328810.5274	598446.3058	633.18
288	22+82.72	53.65 RT	328815.8651	598446.4356	633.13
289	22+87.72	53.61 RT	328815.7889	598451.4356	633.08
290	22+76.63	53.62 RT	328816.0391	598440.3435	633.46
291	22+70.27	53.58 RT	328816.2275	598433.9870	633.34
292	22+70.07	59.18 RT	328810.6415	598433.6530	633.53
293	22+76.51	59.35 RT	328810.3193	598440.0895	633.54
294	22+82.72	59.50 RT	328810.0173	598446.2956	633.54
295	22+82.75	65.59 RT	328803.9273	598446.1798	633.44
296	22+82.79	71.79 RT	328797.7309	598446.0683	633.34
297	22+88.67	71.65 RT	328797.7309	598451.9506	633.20
298	22+88.66	65.55 RT	328803.8258	598452.0892	633.36

CURB RAMP TYPE 2



2

LEGEND

- L — LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- SIDEWALK TRANSITION
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW

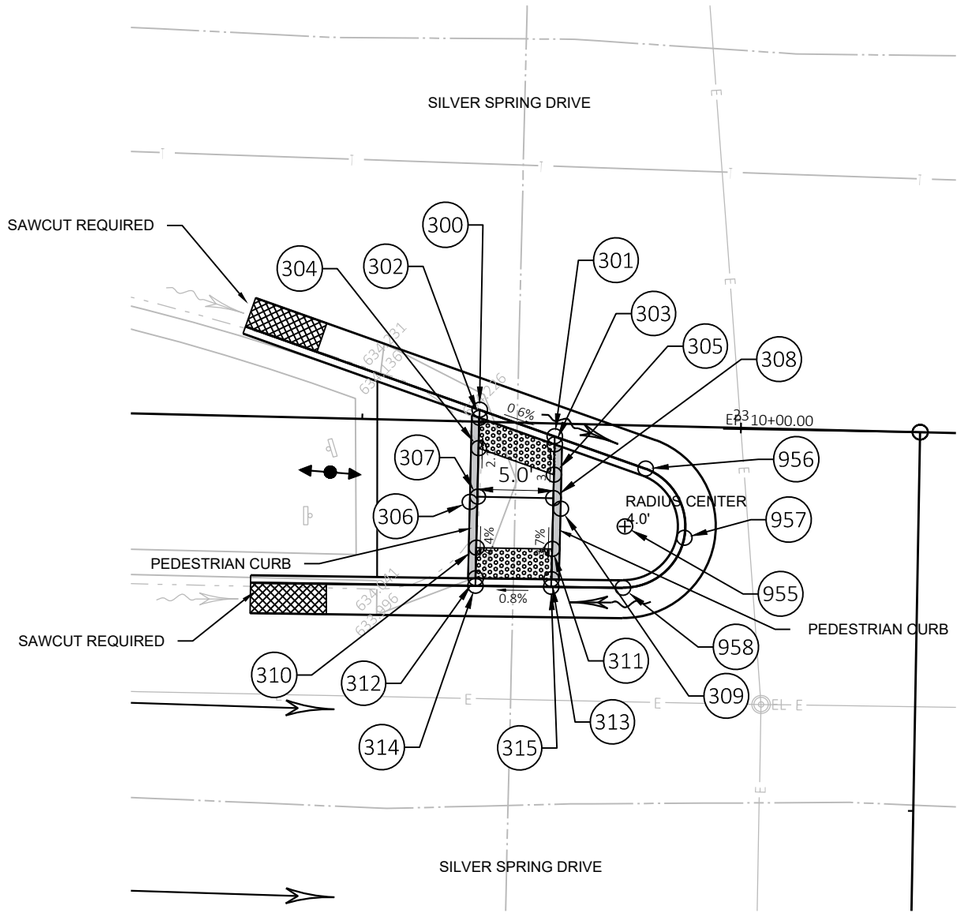
N

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
300	22+82.73	0.79 LT	328870.2947	598447.7328	634.10
301	22+87.73	0.85 RT	328868.5304	598452.6925	634.07
302	22+82.73	0.26 LT	328869.7574	598447.7200	634.12
303	22+87.73	1.38 RT	328868.0043	598452.6799	634.09
304	22+82.73	1.76 RT	328867.7455	598447.6721	634.16
305	22+87.73	3.38 RT	328866.0041	598452.6323	634.16
306	22+82.23	5.31 RT	328864.2052	598447.0870	634.72
307	22+82.73	4.95 RT	328864.5548	598447.5962	634.22
308	22+87.73	4.93 RT	328864.4573	598452.5954	634.22
309	22+88.23	5.62 RT	328863.7551	598453.0780	634.72
310	22+82.73	8.33 RT	328861.1783	598447.5158	634.08
311	22+87.73	8.29 RT	328861.0976	598452.5153	634.10
312	22+82.73	10.34 RT	328859.1668	598447.4679	633.99
313	22+87.73	10.29 RT	328859.0981	598452.4677	634.02
314	22+82.73	10.84 RT	328858.6670	598447.4560	633.97
315	22+87.73	10.79 RT	328858.5971	598452.4557	634.00

CURB RAMP TYPE 3 (MODIFIED)



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
955	22+92.49	6.69 RT	328862.5824	598457.3187	0.00	CURB RAD 4.0'
956	22+93.77	2.84 RT	328866.3980	598458.6870	634.03	CURB PC
957	22+96.43	7.35 RT	328861.8316	598461.2336	634.04	CURB MID
958	22+92.45	10.74 RT	328858.5311	598457.1828	634.04	CURB PT

2

LEGEND

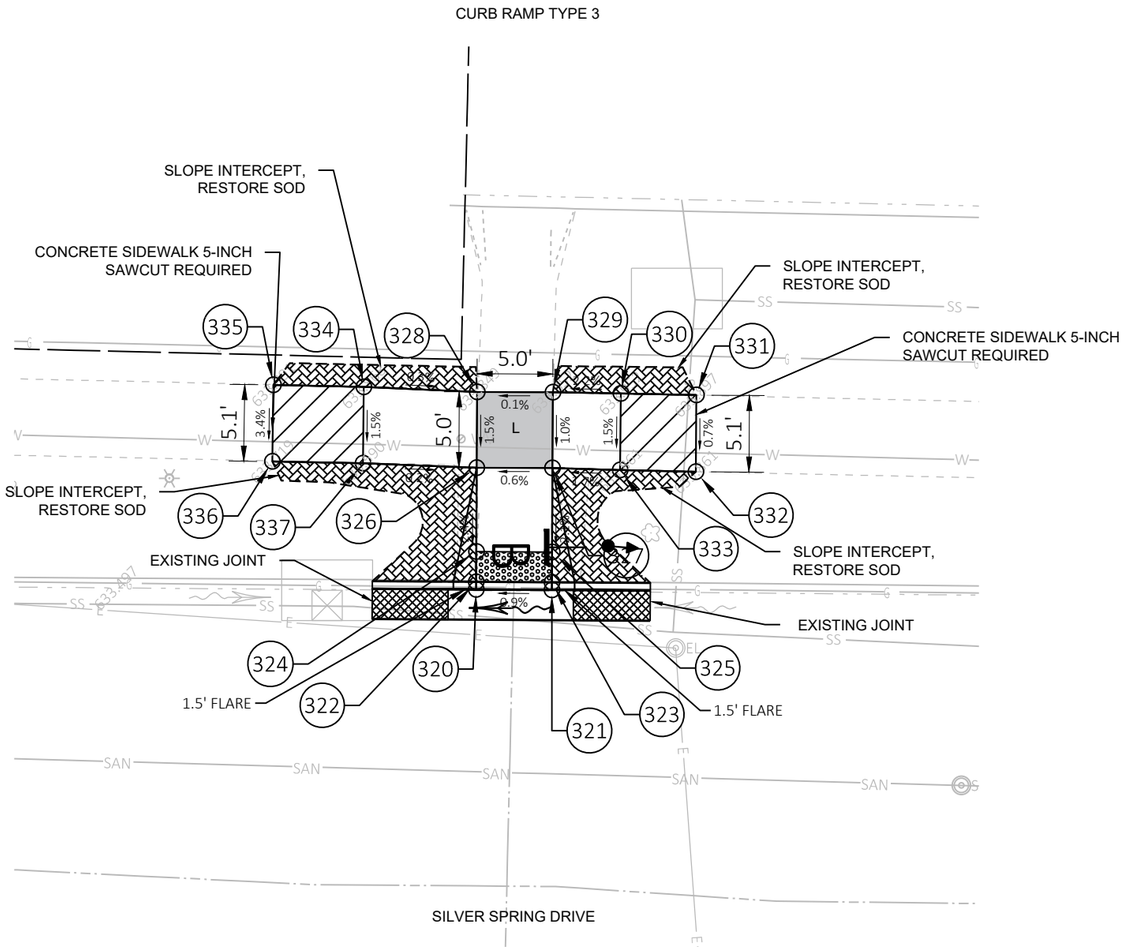
- L — LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- SIDEWALK TRANSITION
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW

N

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

CURB RAMP TYPE 3



POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
320	22+82.74	44.86 LT	328914.3454	598448.7909	633.58
321	22+87.74	44.94 LT	328914.3141	598453.7908	633.63
322	22+82.73	45.36 LT	328914.8452	598448.7931	633.60
323	22+87.73	45.44 LT	328914.8142	598453.7930	633.64
324	22+82.69	47.34 LT	328916.8322	598448.8020	633.64
325	22+87.69	47.44 LT	328916.8106	598453.8019	633.68
326	22+82.58	52.89 LT	328922.3802	598448.8267	633.77
327	22+87.58	52.99 LT	328922.3579	598453.8266	633.80
328	22+82.49	57.89 LT	328927.3801	598448.8489	633.85
329	22+87.49	57.99 LT	328927.3579	598453.8489	633.85
330	22+91.97	58.01 LT	328927.2775	598458.3323	633.95
331	22+96.96	58.02 LT	328927.1637	598463.3196	633.90
332	22+97.04	52.96 LT	328922.1089	598463.2823	633.86
333	22+92.04	52.96 LT	328922.2223	598458.2836	633.88
334	22+75.01	58.04 LT	328927.7132	598441.3756	633.87
335	22+69.04	58.02 LT	328927.8350	598435.4124	633.89
336	22+69.09	52.97 LT	328922.7818	598435.3409	633.72
337	22+75.08	53.00 LT	328922.6654	598441.3263	633.79

2

LEGEND	
L	LANDING
	DETECTABLE WARNING FIELD
	CURB PAN TRANSITION
	SIDEWALK TRANSITION
	PROPOSED DRAINAGE ARROW
	EXISTING DRAINAGE ARROW

N

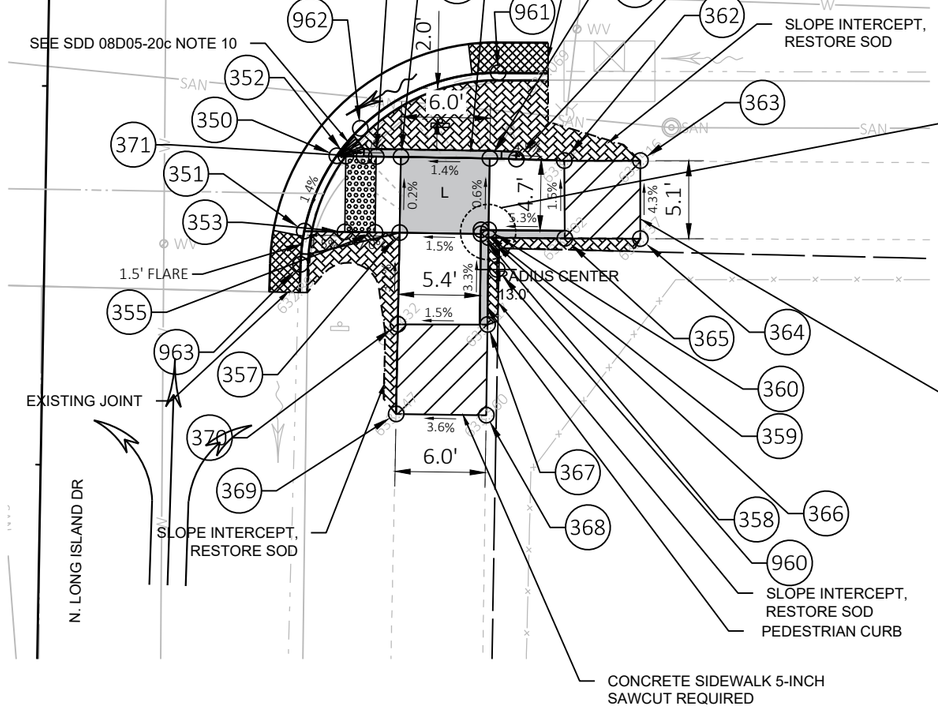
NOTES:

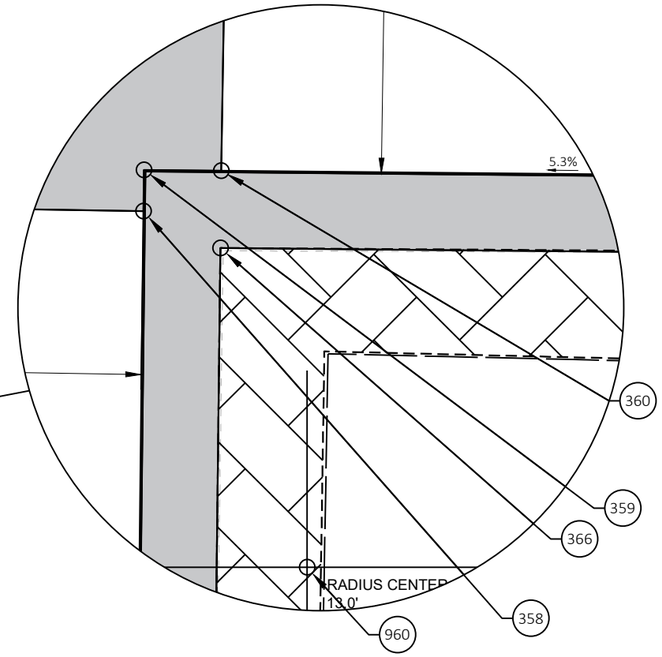
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
960	23+42.07	61.41 RT	328806.6973	598505.5852	0.00	CURB RAD 13.0'
961	23+41.83	48.43 RT	328819.6829	598505.6456	633.28	CURB PC
962	23+32.82	52.31 RT	328816.0173	598496.5508	633.15	CURB MID
963	23+29.09	61.38 RT	328807.0393	598492.6040	633.02	CURB PT

POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
350	23+31.31	54.16 RT	328814.1989	598494.9919	633.12
351	23+29.28	59.18 RT	328809.2322	598492.8515	633.05
352	23+31.92	54.16 RT	328814.1892	598495.6043	633.15
353	23+31.96	59.16 RT	328809.1898	598495.5249	633.09
354	23+33.91	54.14 RT	328814.1576	598497.6002	633.25
355	23+33.96	59.14 RT	328809.1582	598497.5228	633.23
356	23+35.54	54.13 RT	328814.1319	598499.2238	633.33
357	23+35.58	59.13 RT	328809.1325	598499.1446	633.34
358	23+40.94	59.09 RT	328809.0464	598504.5064	633.42
359	23+40.94	58.82 RT	328809.3193	598504.5094	633.41
360	23+41.45	58.81 RT	328809.3142	598505.0197	633.44
361	23+41.41	54.08 RT	328814.0388	598505.0955	633.41
362	23+46.33	54.13 RT	328813.8784	598510.0128	633.63
363	23+51.34	54.00 RT	328813.8823	598515.0220	633.52
364	23+51.46	59.15 RT	328808.7392	598515.0220	633.74
365	23+46.48	59.25 RT	328808.7553	598510.0408	633.70
366	23+41.45	59.32 RT	328808.8043	598505.0137	633.67
367	23+41.52	65.06 RT	328803.0642	598504.9490	633.62
368	23+41.58	71.04 RT	328797.0791	598504.8610	633.56
369	23+35.63	71.09 RT	328797.1720	598498.9086	633.35
370	23+35.61	65.17 RT	328803.0944	598499.0311	633.54

CURB RAMP TYPE 2 (MODIFIED)





PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - SE CORNER N. LONG ISLAND DR	SHEET 117	E

2

LEGEND

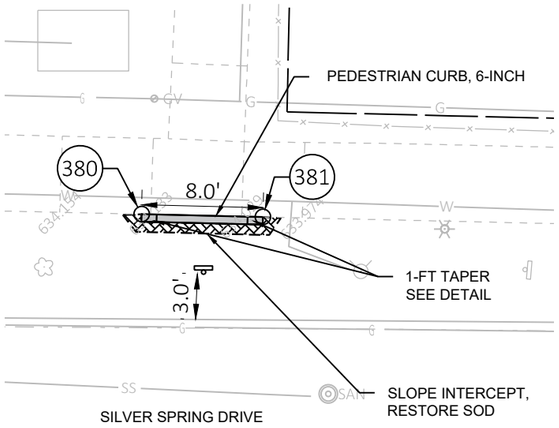
- L — LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- SIDEWALK TRANSITION
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW

N

NOTE:
1. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
2. SEE GENERAL CONSTRUCTION DETAILS FOR MORE INFORMATION.

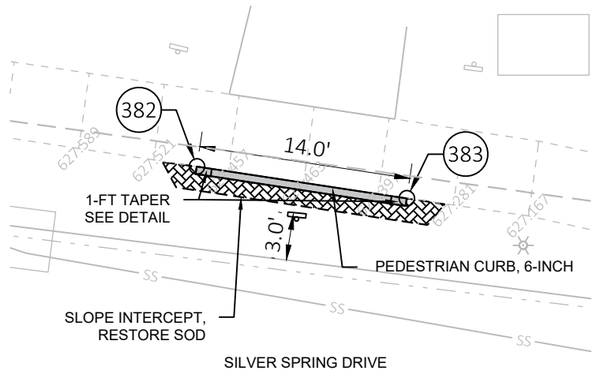
PEDESTRIAN CURB DETAILS

PEDESTRAIN CURB DETAIL STA 23+36, 53' LT

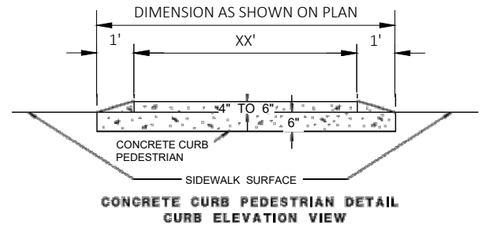


POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
380	23+31.98	53.03 LT	328921.3455	598498.2091	633.85
381	23+39.98	53.03 LT	328921.1611	598506.2109	634.01

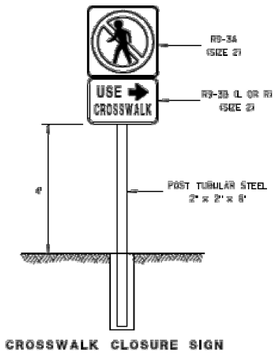
PEDESTRAIN CURB DETAIL STA 38+54, 29' LT



POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
382	38+46.42	30.35 LT	328861.0598	600011.6868	627.48
383	38+60.32	28.59 LT	328858.9532	600025.5380	627.35



CONCRETE CURB PEDESTRIAN DETAIL
CURB ELEVATION VIEW



CROSSWALK CLOSURE SIGN

LEGEND

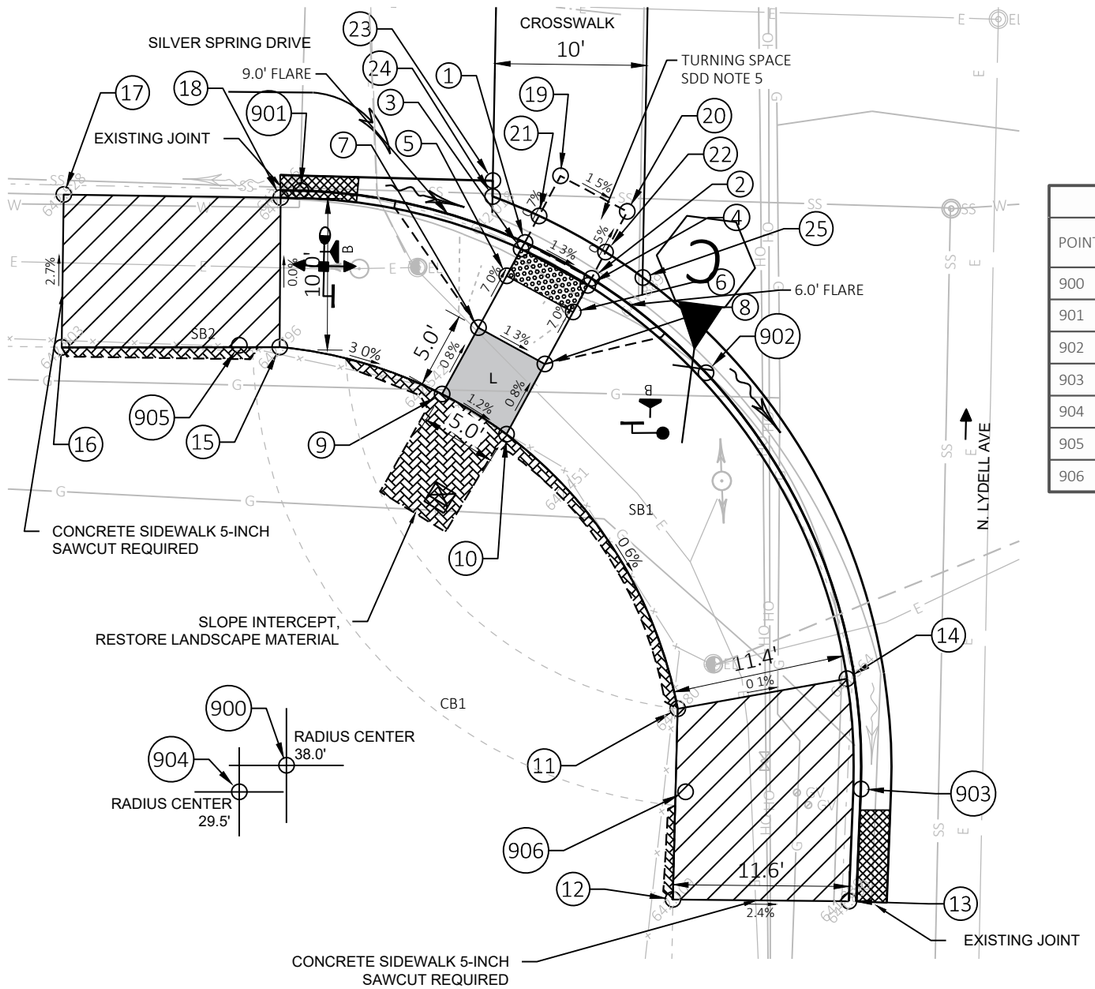
- L — LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- SIDEWALK TRANSITION
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW

N

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

CURB RAMP TYPE 1



POINT TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1	91+93.82	33.39 RT	328689.7344	605356.5726	641.94
2	91+98.27	35.67 RT	328687.3621	605360.9728	641.88
3	91+93.59	33.83 RT	328689.2944	605356.3325	641.98
4	91+98.03	36.14 RT	328686.9000	605360.7207	641.91
5	91+92.67	35.60 RT	328687.5381	605355.3742	642.12
6	91+97.10	37.91 RT	328685.1442	605359.7632	642.05
7	91+90.87	39.06 RT	328684.1192	605353.5089	642.39
8	91+95.31	41.37 RT	328681.7241	605357.8979	642.33
9	91+88.56	43.49 RT	328679.7302	605351.1137	642.43
10	91+92.86	46.06 RT	328677.0770	605355.3619	642.37
11	92+04.51	63.95 RT	328658.9650	605366.6620	642.28
12	92+04.44	76.53 RT	328646.3881	605366.3432	642.11
13	92+16.05	76.43 RT	328646.2680	605377.9572	641.83
14	92+15.64	61.74 RT	328660.9610	605377.8293	642.27
15	91+77.79	40.60 RT	328682.8367	605340.3966	642.80
16	91+63.41	40.89 RT	328682.8255	605326.0210	642.80
17	91+63.34	30.82 RT	328692.8930	605326.1461	642.53
18	91+77.66	30.74 RT	328692.6939	605340.4618	642.79
19	91+96.09	28.94 RT	328694.1351	605358.9225	641.98
20	92+00.54	31.21 RT	328691.7760	605363.3310	641.90
21	91+94.72	31.62 RT	328691.4829	605357.5062	641.96
22	91+99.16	33.92 RT	328689.0949	605361.8985	641.89
23	91+91.64	29.34 RT	328693.8208	605354.4670	642.02
24	91+91.64	30.40 RT	328692.7630	605354.4507	642.02
25	92+01.65	35.54 RT	328687.4248	605364.3542	641.92

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
900	91+78.77	68.19 RT	328655.2307	605340.8414	0.00	CURB RAD 38.0'
901	91+78.98	30.25 RT	328693.1585	605341.7931	642.27	CURB PC
902	92+05.94	41.75 RT	328681.1400	605368.5216	641.82	CURB MID
903	92+16.70	69.01 RT	328653.6765	605378.7494	641.71	CURB PT
904	91+75.68	69.99 RT	328653.4913	605337.7234	0.00	BOW RAD 29.5'
905	91+75.11	40.54 RT	328682.9430	605337.7234	642.83	BOW PC
906	92+05.13	69.42 RT	328653.4913	605367.1751	642.07	BOW PT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - SW CORNER N. LYDELL AVE	SHEET 119	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-CR-LYDELL DWG PLOT DATE : 1/19/2021 2:10 PM PLOT BY : TONY BACIAK PLOT NAME :

WISDOT/CADDS SHEET 42

LEGEND

- L — LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- SIDEWALK TRANSITION
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW

N

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
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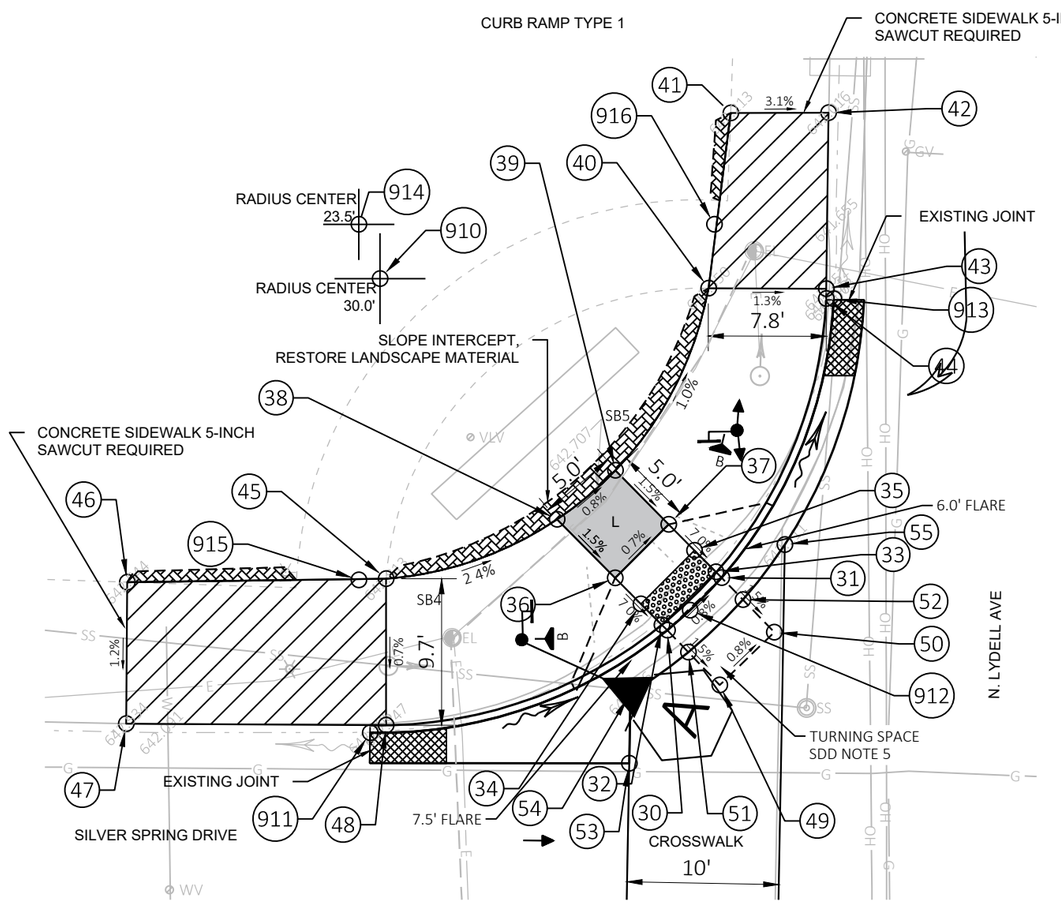
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

CURB RAMP TYPE 1



POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
30	91+93.89	41.81 LT	328764.9103	605358.1000	642.10
31	91+97.41	45.34 LT	328768.3783	605361.6877	642.06
32	91+93.53	42.15 LT	328765.2656	605357.7454	642.14
33	91+97.03	45.72 LT	328768.7601	605361.3083	642.10
34	91+92.12	43.51 LT	328766.6513	605356.3627	642.28
35	91+95.59	47.11 LT	328770.1820	605359.8957	642.24
36	91+90.38	41.19 LT	328768.3598	605354.6580	642.44
37	91+93.85	48.79 LT	328771.8953	605358.1935	642.41
38	91+86.48	48.98 LT	328772.2274	605350.8335	642.53
39	91+90.27	52.29 LT	328775.4638	605354.6808	642.49
40	91+96.17	64.42 LT	328787.4720	605360.8170	642.35
41	91+97.41	76.01 LT	328799.0430	605362.2815	642.21
42	92+03.86	76.14 LT	328799.0471	605368.7284	642.02
43	92+03.94	64.54 LT	328787.4460	605368.5924	642.25
44	92+03.95	63.89 LT	328786.7909	605368.5847	642.27
45	91+75.27	44.84 LT	328768.3060	605339.5450	642.81
46	91+58.21	44.29 LT	328768.0850	605322.4745	642.64
47	91+58.33	34.94 LT	328758.7416	605322.4072	642.53
48	91+75.46	35.18 LT	328758.6425	605339.5450	642.75
49	91+97.42	38.27 LT	328761.3029	605361.5634	642.18
50	92+00.95	41.81 LT	328764.7816	605365.1609	642.14
51	91+95.31	40.39 LT	328763.4632	605359.4893	642.13
52	91+98.83	43.93 LT	328766.9351	605363.0813	642.10
53	91+91.55	32.97 LT	328756.1246	605355.5840	642.20
54	91+91.54	37.60 LT	328760.7523	605355.6669	642.22
55	92+01.54	47.61 LT	328770.5659	605365.8583	642.11

RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
910	91+74.49	64.63 LT	328788.1094	605339.1435	0.00	CURB RAD 30.0'
911	91+74.42	34.66 LT	328758.1458	605338.4903	642.26	CURB PC
912	91+95.38	43.16 LT	328766.2323	605359.6114	642.09	CURB MID
913	92+04.45	63.88 LT	328786.7764	605369.0845	641.76	CURB PT
914	91+73.02	68.184	328791.6885	605337.7477	0.00	BOW RAD 23.5'
915	91+73.48	44.74 LT	328768.2370	605337.7477	642.80	BOW PC
916	91+96.47	68.64 LT	328791.6885	605361.1992	642.22	BOW PT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - NW CORNER N. LYDELL AVE	SHEET 120	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-CR-LYDELL DWG PLOT DATE : 1/19/2021 2:09 PM PLOT BY : TONY BACIAK PLOT NAME :

WISDOT/CADDS SHEET 42

2

LEGEND

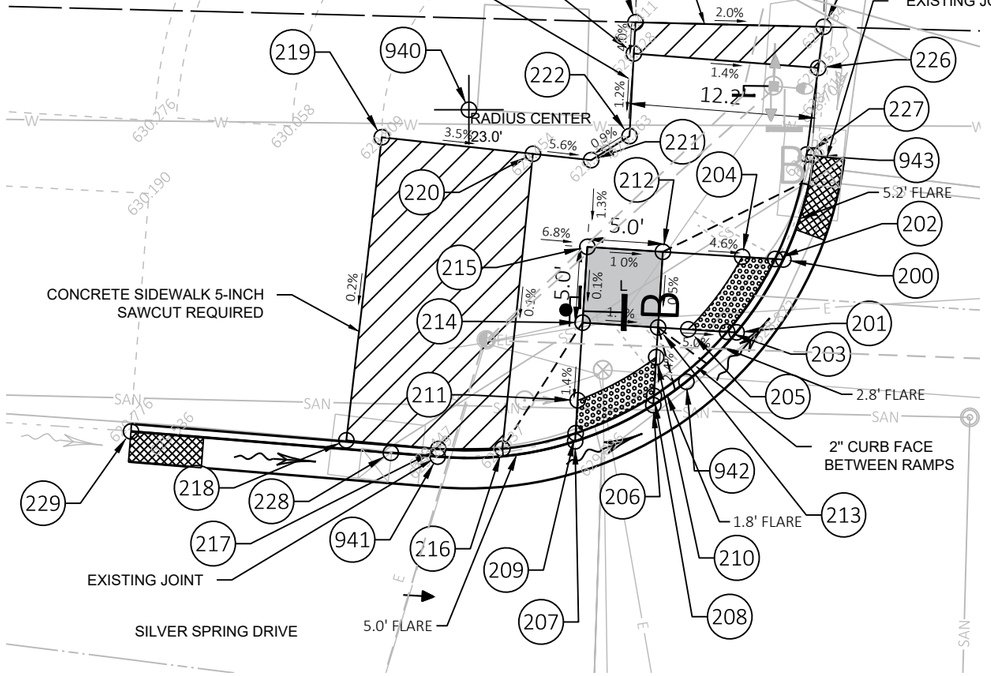
- L — LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- SIDEWALK TRANSITION
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW

N

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

CURB RAMP TYPE 2



POINT TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
200	37+21.61	44.59 LT	328878.2826	599893.2698	628.74
201	37+24.65	39.70 LT	328873.4703	599890.1885	628.82
202	37+27.07	44.62 LT	328878.3171	599892.7315	628.77
203	37+24.03	39.73 LT	328873.5101	599889.5684	628.86
204	37+24.89	44.70 LT	328878.4567	599890.5549	628.87
205	39+21.45	39.83 LT	328873.6747	599886.9974	628.98
206	37+19.27	34.77 LT	328868.6728	599884.6900	628.96
207	37+14.17	32.25 LT	328866.2802	599879.5294	629.04
208	37+19.29	35.38 LT	328869.2857	599884.7278	628.98
209	37+14.19	32.79 LT	328866.8157	599879.5631	629.05
210	37+19.39	37.94 LT	328871.8402	599884.8857	629.04
211	37+14.27	34.96 LT	328868.9871	599879.6997	629.08
212	37+19.65	44.90 LT	328878.7920	599885.3265	629.11
213	37+19.46	39.91 LT	328873.8022	599885.0069	629.08
214	37+14.47	40.10 LT	328874.1158	599880.0224	629.16
215	37+14.66	45.10 LT	328879.1115	599880.3367	629.16
216	37+09.39	31.65 LT	328865.7976	599874.7334	629.43
217	3+75.16	31.52 LT	328865.7724	599870.5036	629.49
218	36+99.08	31.94 LT	328866.3518	599864.4360	629.78
219	37+00.92	51.99 LT	328886.3470	599866.7740	629.81
220	37+10.92	51.15 LT	328885.2556	599876.7524	629.45
221	37+14.76	50.83 LT	328884.8410	599880.5870	629.24
222	37+17.26	52.47 LT	328886.4200	599883.1200	629.26
223	37+17.40	57.93 LT	328891.8725	599883.4057	629.33
224	37+17.46	60.00 LT	328893.9390	599883.5134	629.41
225	37+29.89	60.00 LT	328893.6269	599895.9345	629.16
226	37+29.59	57.29 LT	328890.9255	599895.5744	629.15
227	37+28.98	51.56 LT	328885.2096	599894.8123	629.13
228	37+02.03	31.19 LT	328865.5286	599867.3633	629.25
229	36+84.86	32.17 LT	328866.9361	599850.2229	629.61

RADIUS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
940	37+06.62	53.95 LT	328888.1664	599872.5227	0.00	CURB RAD 23.0'
941	37+05.13	31.02 LT	328865.2744	599870.4590	629.28	CURB PC
942	37+21.42	36.37 LT	328870.2193	599886.8732	628.91	CURB MID
943	37+29.47	51.50 LT	328885.1435	599895.3080	628.63	CURB PT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - NW CORNER PICK N' SAVE DRIVEWAY	SHEET 121	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-CR-PICKNSAVE DWG PLOT DATE : 11/9/2020 12:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME :

2

LEGEND

- L — LANDING
- DETECTABLE WARNING FIELD
- CURB PAN TRANSITION
- SIDEWALK TRANSITION
- PROPOSED DRAINAGE ARROW
- EXISTING DRAINAGE ARROW

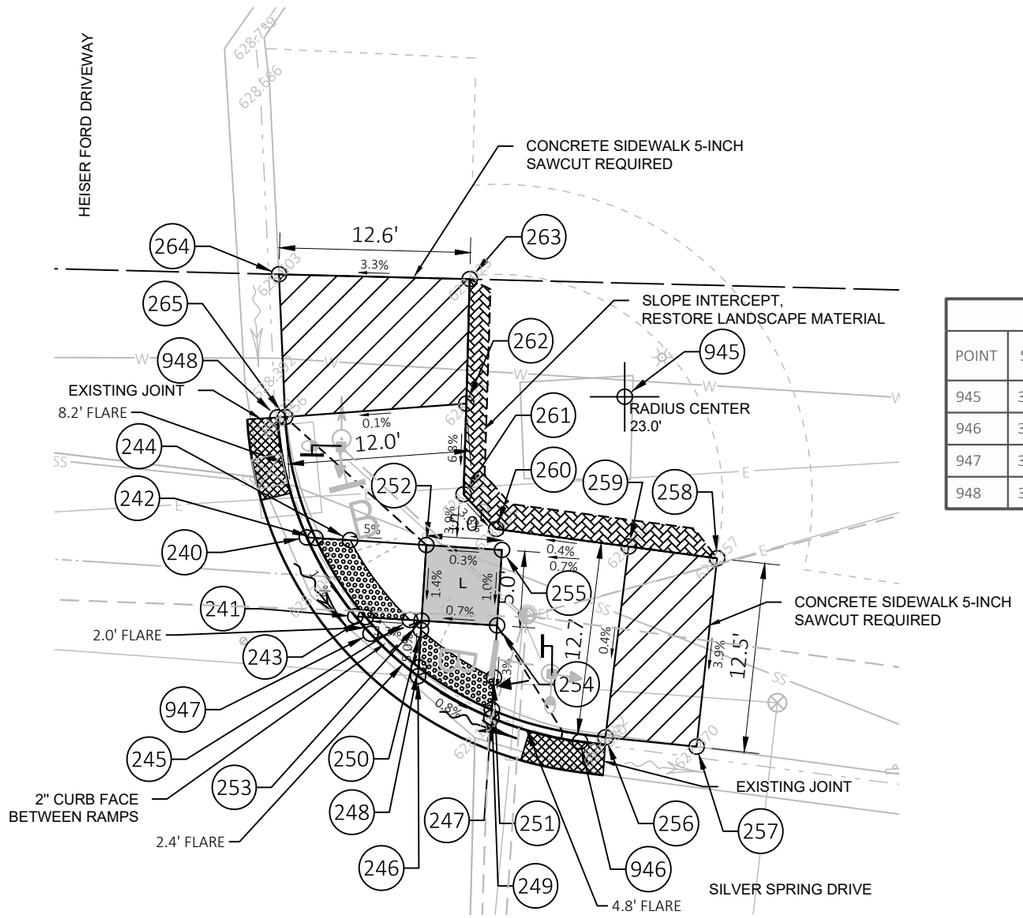
N

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.
4. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINTS.
5. THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.
6. MATCH EXISTING CURB & GUTTER ELEVATIONS AT MATCH POINTS.
7. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
8. ALL STATION AND OFFSET INFORMATION REFERENCE SILVER SPRING DRIVE R/L.
9. ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

POINT TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
240	37+76.45	42.69 LT	328875.1529	599942.0501	628.21
241	37+79.78	37.56 LT	328869.9381	599945.2528	628.12
242	37+77.01	42.67 LT	328875.1184	599942.6123	628.22
243	37+80.47	37.53 LT	328869.8941	599945.9409	628.14
244	37+79.32	42.58 LT	328874.9710	599944.9111	628.25
245	37+83.39	37.42 LT	328869.7078	599948.8542	628.23
246	37+84.02	33.71 LT	328865.9887	599949.3923	628.07
247	37+88.93	31.09 LT	328863.2439	599954.2315	628.03
248	37+84.04	34.31 LT	328866.5850	599949.4294	628.10
249	37+88.95	31.62 LT	328863.7755	599954.2645	628.05
250	37+84.13	36.77 LT	328869.0422	599949.5820	904.48
251	37+89.03	33.75 LT	328865.9033	599954.3967	628.14
252	37+84.35	42.38 LT	328874.6485	599949.9403	628.33
253	37+84.16	37.39 LT	328869.6588	599949.6203	628.26
254	37+89.15	37.19 LT	328869.3388	599954.6101	628.29
255	37+89.35	42.19 LT	328874.3286	599954.9301	628.34
256	37+96.48	29.99 LT	328861.9559	599961.7523	628.35
257	38+02.51	29.53 LT	328861.3380	599967.7677	627.87
258	38+03.56	42.00 LT	328873.7770	599969.1320	628.36
259	37+97.71	42.62 LT	328874.5521	599963.2960	628.40
260	37+88.94	43.56 LT	328875.7050	599954.5560	628.36
261	37+86.73	45.80 LT	328877.9990	599952.4020	628.47
262	37+86.75	51.78 LT	328883.9813	599952.5786	628.87
263	37+86.77	60.00 LT	328892.1980	599952.8034	629.02
264	37+74.18	60.00 LT	328892.5143	599940.2148	628.60
265	37+74.82	50.60 LT	328883.1044	599940.6179	628.86

CURB RAMP TYPE 2



RADIUS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
945	37+97.19	52.49 LT	328884.4319	599963.0295	0.00	CURB RAD 23.0'
946	37+94.81	29.67 LT	328861.6712	599960.0803	627.85	CURB PC
947	37+80.81	36.43 LT	328868.7892	599946.2551	628.10	CURB MID
948	37+74.32	50.56 LT	328883.0739	599940.1188	0.00	CURB PT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	CURB RAMP DETAILS - NE CORNER PICK N' SAVE DRIVEWAY	SHEET 122 E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021301-CR-PICKNSAVE DWG PLOT DATE : 11/9/2020 12:09 PM PLOT BY : NICHOLAS TRAUB PLOT NAME :

2

2

2100 W SILVER SPRING DRIVE

EXISTING R/W

N

2'

19

S88° 38' 21"E

2644.82'

20

21

SILVER SPRING DRIVE

BEGIN PROJECT
STA 19+09
X:598074.0915
Y:328878.3776

R/L "SS"

STA 20+09

EXISTING R/W

2125 W SILVER SPRING DRIVE

2119 W SILVER SPRING DRIVE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN DETAIL - N. LONG ISLAND DRIVE	SHEET 123	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021201-PD DWG
LAYOUT NAME - 01

PLOT DATE : 11/23/2020 12:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2100 W SILVER SPRING DRIVE

TYPE 3
CURB RAMP

EXISTING R/W

RRFB

REMOVE TREE
(BY OTHERS)

TRIM TREE
(BY OTHERS)

S16-7L

PEDESTRIAN CURB

2036 W SILVER SPRING DRIVE

RELOCATE SCHOOL
CROSSING SIGN
TO RRFB

REMOVE TREE
(BY OTHERS)

EXISTING R/W

2024 W. SILVER SPRING DRIVE

N

IP 556
0.000
IP 1.51PF

ADVANCE YIELD MAKING

S16-7R

TYPE 5
CURB RAMP

22

RRFB

EP 10+00.00

23

24

SILVER SPRING DRIVE

R/L "SS"

STA 23+11.82 "SS"
=STA 10+00.00 "LI"

ADVANCE YIELD MAKING

S16-7R

RELOCATE NO PARKING
SIGN TO LUMINAIRE

RRFB MOUNTED ON LUMINAIRE

PEDESTRIAN
CURB

R14'

R15'

EXISTING R/W

TRIM TREE
(BY OTHERS)

S16-7L

RELOCATE LUMINAIRE

5595 N. LONG ISLAND DRIVE

TYPE 2
CURB RAMP

N. LONG ISLAND DRIVE

TYPE 2 MODIFIED
CURB RAMP

EXISTING R/W

2021 W. SILVER SPRING DRIVE

R/L "LI"

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN DETAIL -N. LONG ISLAND DRIVE	SHEET 124	E

2

2024 W. SILVER SPRING DRIVE

2018 W. SILVER SPRING DRIVE

REMOVE TREE
(BY OTHERS)

EXISTING R/W

IP 556
0.000
IP 1.5IPF

N

30-INCH
CURB AND GUTTER

WIS 57 SB OFF-RAMP

634.95

634.80

634.767

634.754

322

1.5' PLOWABLE NOSE

PI 26+44.82

24

25

SILVER SPRING DRIVE

26

27

822142
0:000
SEC

R/L "SS"

IP 555
0.000
IP 1IPF

EXISTING R/W

2021 W. SILVER SPRING DRIVE

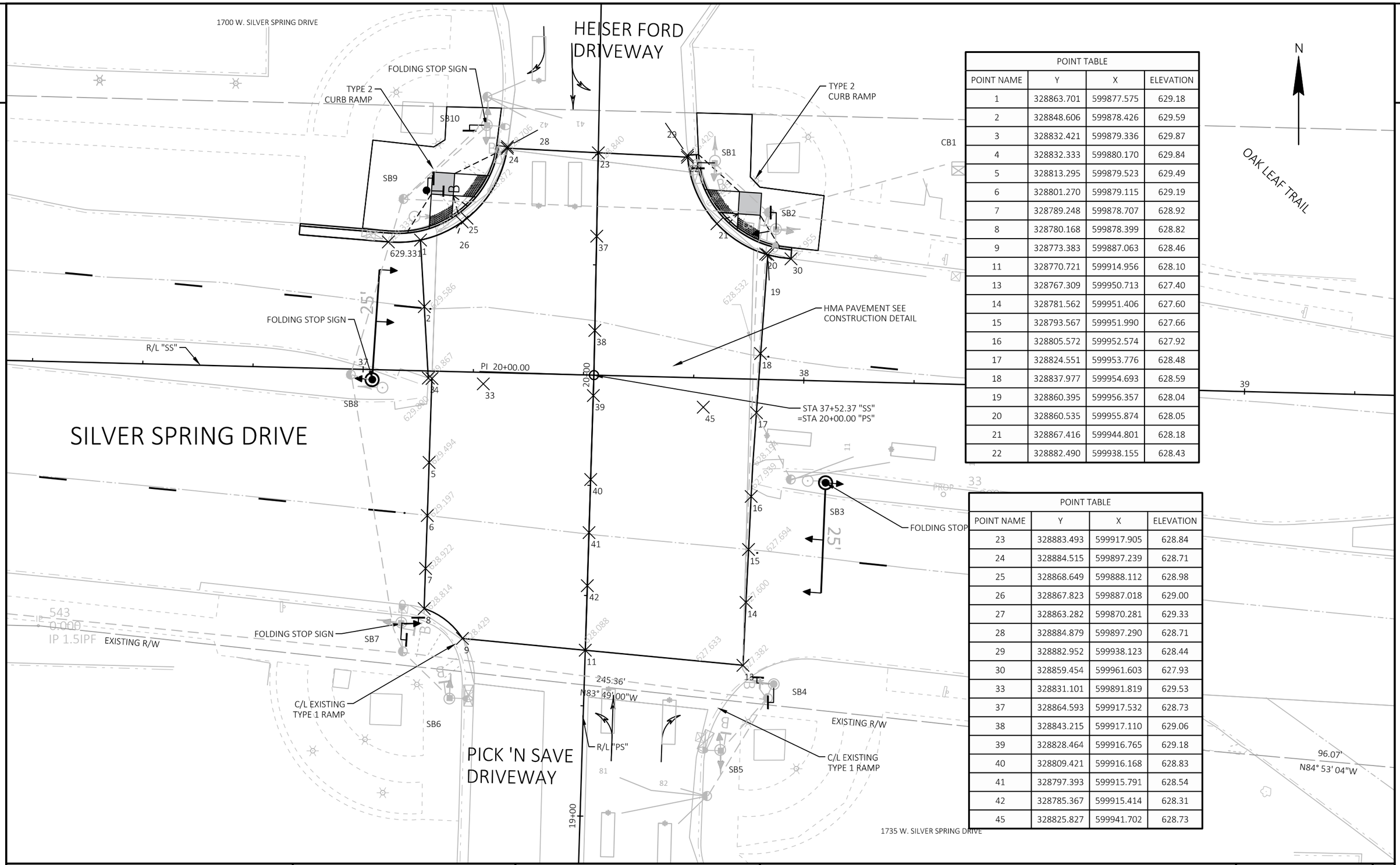
1935 W. SILVER SPRING DRIVE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVING PLAN- WB CURB & GUTTER	SHEET 125	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021201-PD DWG
LAYOUT NAME - 03

PLOT DATE : 11/23/2020 12:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



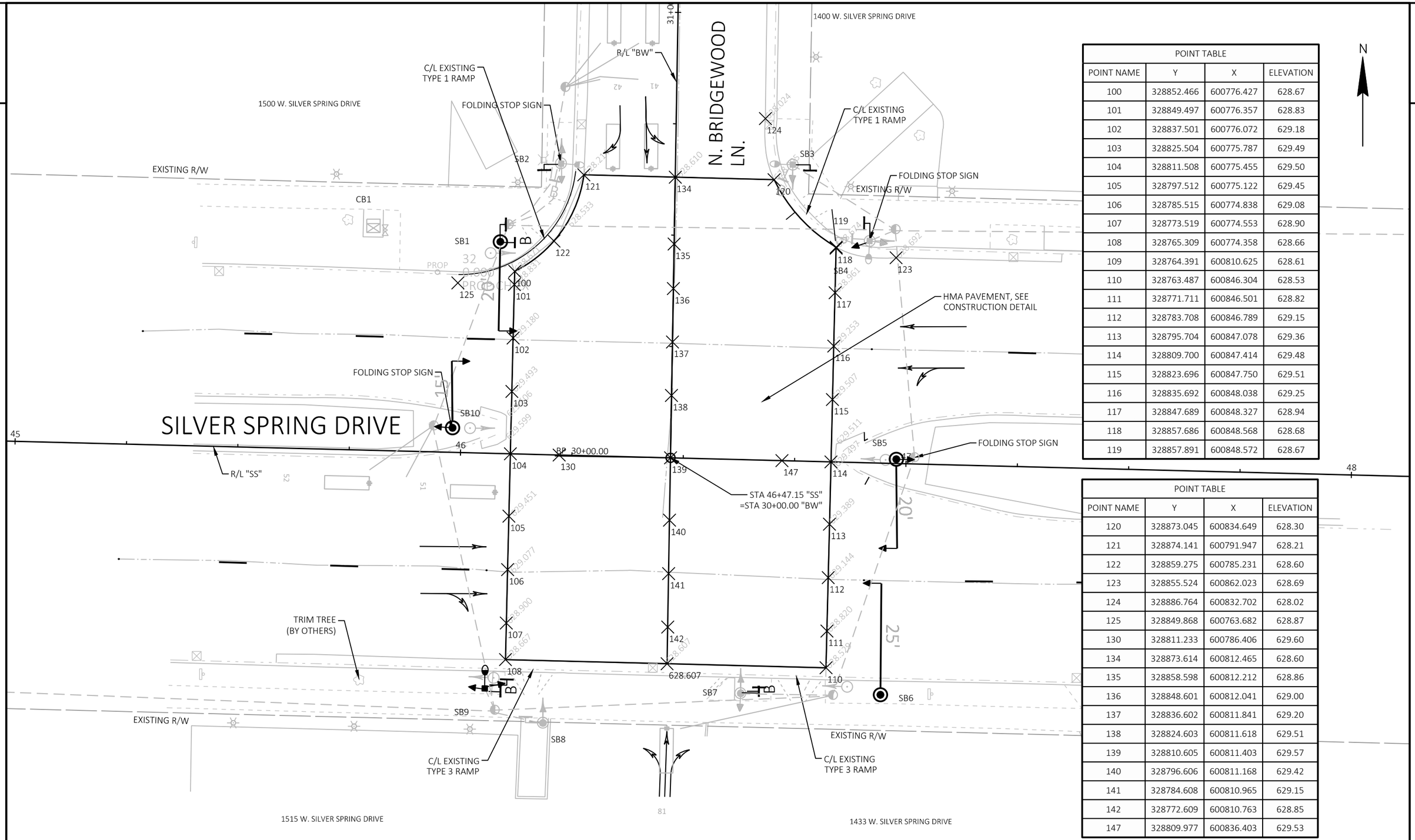
POINT TABLE			
POINT NAME	Y	X	ELEVATION
1	328863.701	599877.575	629.18
2	328848.606	599878.426	629.59
3	328832.421	599879.336	629.87
4	328832.333	599880.170	629.84
5	328813.295	599879.523	629.49
6	328801.270	599879.115	629.19
7	328789.248	599878.707	628.92
8	328780.168	599878.399	628.82
9	328773.383	599887.063	628.46
11	328770.721	599914.956	628.10
13	328767.309	599950.713	627.40
14	328781.562	599951.406	627.60
15	328793.567	599951.990	627.66
16	328805.572	599952.574	627.92
17	328824.551	599953.776	628.48
18	328837.977	599954.693	628.59
19	328860.395	599956.357	628.04
20	328860.535	599955.874	628.05
21	328867.416	599944.801	628.18
22	328882.490	599938.155	628.43

POINT TABLE			
POINT NAME	Y	X	ELEVATION
23	328883.493	599917.905	628.84
24	328884.515	599897.239	628.71
25	328868.649	599888.112	628.98
26	328867.823	599887.018	629.00
27	328863.282	599870.281	629.33
28	328884.879	599897.290	628.71
29	328882.952	599938.123	628.44
30	328859.454	599961.603	627.93
33	328831.101	599891.819	629.53
37	328864.593	599917.532	628.73
38	328843.215	599917.110	629.06
39	328828.464	599916.765	629.18
40	328809.421	599916.168	628.83
41	328797.393	599915.791	628.54
42	328785.367	599915.414	628.31
45	328825.827	599941.702	628.73

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVING PLAN- PICK 'N SAVE DRIVEWAY/HEISER FORD DRIVEWAY	SHEET 126	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021201-PD DWG
LAYOUT NAME - 04

PLOT DATE : 11/23/2020 12:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT



POINT TABLE			
POINT NAME	Y	X	ELEVATION
100	328852.466	600776.427	628.67
101	328849.497	600776.357	628.83
102	328837.501	600776.072	629.18
103	328825.504	600775.787	629.49
104	328811.508	600775.455	629.50
105	328797.512	600775.122	629.45
106	328785.515	600774.838	629.08
107	328773.519	600774.553	628.90
108	328765.309	600774.358	628.66
109	328764.391	600810.625	628.61
110	328763.487	600846.304	628.53
111	328771.711	600846.501	628.82
112	328783.708	600846.789	629.15
113	328795.704	600847.078	629.36
114	328809.700	600847.414	629.48
115	328823.696	600847.750	629.51
116	328835.692	600848.038	629.25
117	328847.689	600848.327	628.94
118	328857.686	600848.568	628.68
119	328857.891	600848.572	628.67

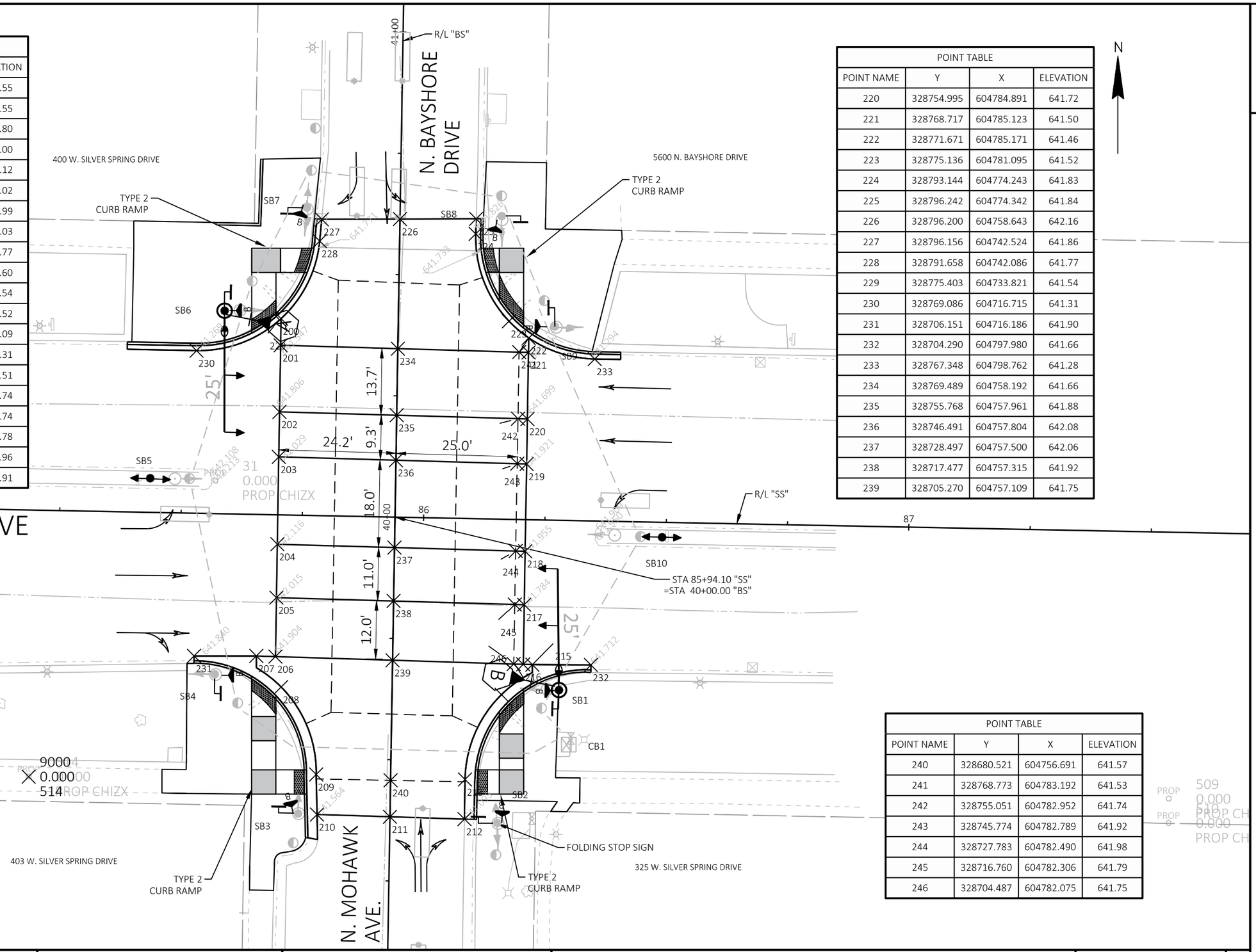
POINT TABLE			
POINT NAME	Y	X	ELEVATION
120	328873.045	600834.649	628.30
121	328874.141	600791.947	628.21
122	328859.275	600785.231	628.60
123	328855.524	600862.023	628.69
124	328886.764	600832.702	628.02
125	328849.868	600763.682	628.87
130	328811.233	600786.406	629.60
134	328873.614	600812.465	628.60
135	328858.598	600812.212	628.86
136	328848.601	600812.041	629.00
137	328836.602	600811.841	629.20
138	328824.603	600811.618	629.51
139	328810.605	600811.403	629.57
140	328796.606	600811.168	629.42
141	328784.608	600810.965	629.15
142	328772.609	600810.763	628.85
147	328809.977	600836.403	629.53

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVING PLAN- N. BRIDGEWOOD LANE	SHEET 127	E

POINT TABLE			
POINT NAME	Y	X	ELEVATION
200	328775.679	604734.126	641.55
201	328770.182	604734.038	641.55
202	328756.461	604733.810	641.80
203	328747.183	604733.656	642.00
204	328729.186	604733.358	642.12
205	328718.169	604733.175	642.02
206	328706.027	604732.974	641.99
207	328706.151	604729.041	642.03
208	328699.739	604734.124	641.77
209	328681.741	604741.356	641.60
210	328673.470	604741.536	641.54
211	328673.003	604756.564	641.52
212	328672.526	604771.917	641.09
213	328680.682	604772.043	641.31
214	328698.164	604779.555	641.51
215	328704.366	604785.913	641.74
216	328704.425	604784.036	641.74
217	328716.704	604784.243	641.78
218	328727.728	604784.430	641.96
219	328745.719	604784.734	641.91

POINT TABLE			
POINT NAME	Y	X	ELEVATION
220	328754.995	604784.891	641.72
221	328768.717	604785.123	641.50
222	328771.671	604785.171	641.46
223	328775.136	604781.095	641.52
224	328793.144	604774.243	641.83
225	328796.242	604774.342	641.84
226	328796.200	604758.643	642.16
227	328796.156	604742.524	641.86
228	328791.658	604742.086	641.77
229	328775.403	604733.821	641.54
230	328769.086	604716.715	641.31
231	328706.151	604716.186	641.90
232	328704.290	604797.980	641.66
233	328767.348	604798.762	641.28
234	328769.489	604758.192	641.66
235	328755.768	604757.961	641.88
236	328746.491	604757.804	642.08
237	328728.497	604757.500	642.06
238	328717.477	604757.315	641.92
239	328705.270	604757.109	641.75

POINT TABLE			
POINT NAME	Y	X	ELEVATION
240	328680.521	604756.691	641.57
241	328768.773	604783.192	641.53
242	328755.051	604782.952	641.74
243	328745.774	604782.789	641.92
244	328727.783	604782.490	641.98
245	328716.760	604782.306	641.79
246	328704.487	604782.075	641.75



PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVING PLAN - N. BAYSHORE DRIVE/N. MOHAWK AVENUE	SHEET 128 E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021201-PD DWG
LAYOUT NAME - 06

PLOT DATE : 11/23/2020 12:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

N

200 W. SILVER SPRING DRIVE

N. LYDELL AVE.

51+00

50+00

TYPE 1A
CURB RAMP

EXISTING R/W

SB5

SB4

SB6

SB7

SB8

SB9

SB1

SB2

SB3

C/L EXISTING
TYPE 1 RAMP

15'

130 W. SILVER SPRING DRIVE

EXISTING R/W

R/L "LY"

SILVER SPRING DRIVE

91

92

93

STA 92+34.10 "SS"
=STA 50+00.00 "LY"

END PROJECT
STA 92+75

25'

13.0'

12.0'

9.0'

14.0'

10.0'

13.0'

20'

300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315

NEW SIGNAL CABINET

CB1

TYPE 1A
CURB RAMP

209 W. SILVER SPRING DRIVE

131 W. SILVER SPRING DRIVE

EXISTING R/W

POINT TABLE			
POINT NAME	Y	X	ELEVATION
300	328760.752	605355.667	642.22
301	328757.829	605355.615	642.21
302	328744.829	605355.382	642.61
303	328732.829	605355.166	642.75
304	328726.729	605355.057	642.72
305	328717.729	605354.897	642.71
306	328705.724	605354.683	642.47
307	328692.763	605354.451	642.02
308	328687.425	605364.354	641.88
309	328705.727	605364.685	642.47
310	328717.726	605364.902	642.60
311	328726.729	605365.065	642.70
312	328732.827	605365.176	642.66
313	328744.829	605365.393	642.58
314	328757.829	605365.628	642.29
315	328770.566	605365.858	642.11

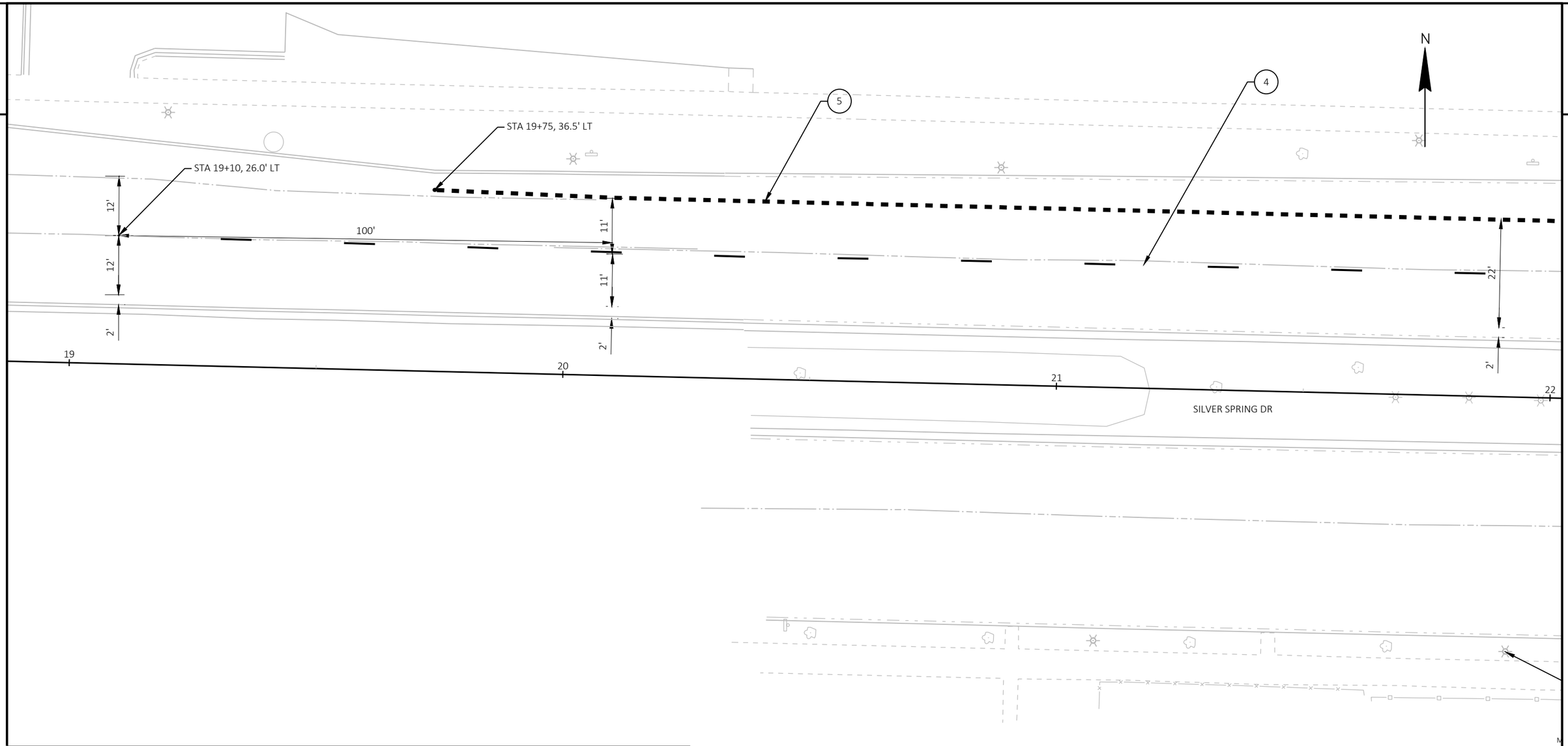
PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN DETAIL - N. LYDELL AVENUE	SHEET 129	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021201-PD DWG
LAYOUT NAME - 07

PLOT DATE : 11/23/2020 12:16 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING YIELD LINE SYMBOLS EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10. MARKING ARROW EPOXY (WHITE)
11. MARKING STOP LINE EPOXY 18-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. MARKING CURB EPOXY (YELLOW) & MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVEMENT MARKING AND SIGNING - N. LONG ISLAND DRIVE	SHEET 130	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020501-PM DWG
LAYOUT NAME - 01
PLOT DATE : 11/25/2020 1:19 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

8000
634.060
TCP-6-29-20

RRFB

S1-1
S16-7L
(FOR INFORMATION ONLY)

R9-3A
24"X24"
R9-3BR
18"X12"

REMOVE

REMOVE TREE (BY OTHERS)

R1-5L
18"X18"

22'

2'

50'

22

23

24

11'

ADVANCE YIELD MAKING

S1-1
S16-7R
(FOR INFORMATION ONLY)

RRFB

SILVER SPRING DR

STA 24+32, 12.0' LT

40'

ADVANCE YIELD MAKING

RRFB MOUNTED ON LUMINAIRE

R9-3A
24"X24"
R9-3BL
18"X12"

MOVE TO STA 21+91, 51' RT TO
EXISTING LIGHT POLE

R1-5L
18"X18"

S1-1
S16-7L
(FOR INFORMATION ONLY)

TRIM TREE (BY OTHERS)

N. LONG ISLAND DR

9

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING YIELD LINE SYMBOLS EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10. MARKING ARROW EPOXY (WHITE)
11. MARKING STOP LINE EPOXY 18-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. MARKING CURB EPOXY (YELLOW) & MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVEMENT MARKING AND SIGNING - N. LONG ISLAND DRIVE	SHEET 131	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020501-PM DWG
LAYOUT NAME - 02
PLOT DATE : 11/25/2020 1:19 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

REMOVE TREE (BY OTHERS)

STA 24+90, 33.5' LT

6

4

STA 26+40, 55.0' LT

STA 26+40, 33.0' LT

22'

11'

11'

100'

12'

12'

11'

24

25

26

27

SILVER SPRING DR

STA 24+32, 12.0' LT

6

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING YIELD LINE SYMBOLS EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10. MARKING ARROW EPOXY (WHITE)
11. MARKING STOP LINE EPOXY 18-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. MARKING CURB EPOXY (YELLOW) & MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVEMENT MARKING AND SIGNING - N. LONG ISLAND DRIVE	SHEET 132	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020501-PM DWG
LAYOUT NAME - 03
PLOT DATE : 11/25/2020 1:19 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

HEISER FORD

SILVER SPRING DR

PICK 'N SAVE DRIVE

SB1
SB2
SB3
SB4
SB5
SB7
SB8
SB9
SB10

CB1

1762
630.393
BSGN

1761
630.168
BSGN

1934
627.101
WM ST

1935
627.11
WM

R9-3A
24"X24"

R9-3BR
18"X12"

MOVE TO
SB8

MOVE TO
SB3

25'

37
38
39

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING YIELD LINE SYMBOLS EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10. MARKING ARROW EPOXY (WHITE)
11. MARKING STOP LINE EPOXY 18-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. MARKING CURB EPOXY (YELLOW) & MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVEMENT MARKING AND SIGNING - PICK 'N SAVE AND HEISER FORD DRIVEWAYS	SHEET 133	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020501-PM DWG
LAYOUT NAME - 04
PLOT DATE : 11/25/2020 1:19 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

N. BRIDGEWOOD LN.

SILVER SPRING DR

SB1 SB2 SB3 SB4 SB5 SB7 SB8 SB9 SB10

2521
629.071
BSGN

CB1

MOVE TO SB5

MOVE TO SB10

STOP
R1-1
36"X36"
FOLDING

20'

15'

25'

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING YIELD LINE SYMBOLS EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10. MARKING ARROW EPOXY (WHITE)
11. MARKING STOP LINE EPOXY 18-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. MARKING CURB EPOXY (YELLOW) & MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVEMENT MARKING AND SIGNING - N. BRIDGEWOOD LANE	SHEET 134	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020501-PM DWG
LAYOUT NAME - 05
PLOT DATE : 11/25/2020 1:20 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

N BAYSHORE DRIVE

STOP
R1-1
36"X36"
FOLDING

SB7

SB8

STOP
R1-1
36"X36"
FOLDING

SB9

30356
641.887
BSGN

LEFT TURN
YIELD
ON FLASHING
YELLOW
ARROW
R10-50L
30"X36"

SILVER SPRING DR

SB5

MOVE TO
SB10

MOVE TO
SB10

SB10

R4-7

LEFT TURN
YIELD
ON FLASHING
YELLOW
ARROW
R10-50L
30"X36"

STOP
R1-1
36"X36"
FOLDING

SB4

SB1

CB1

SB2

SB3

2
HOUR
PARKING
8AM-6PM

MOVE TO
NEW
SIGNAL
POLE

N MOHAWK AVE.

85

86

87

40

41

9

11

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING YIELD LINE SYMBOLS EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10. MARKING ARROW EPOXY (WHITE)
11. MARKING STOP LINE EPOXY 18-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. MARKING CURB EPOXY (YELLOW) & MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVEMENT MARKING AND SIGNING - N. BAYSHORE DRIVE / N. MOHAWK AVENUE	SHEET 135	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020501-PM DWG
LAYOUT NAME - 06

PLOT DATE : 11/25/2020 1:20 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

N

STOP
R1-1
36"X36"
FOLDING

N. LYDELL AVE.

SB5
SB4
SB6
SB7
SB8
SB9
SB1
SB2
SB3

15'
25'
20'

SILVER SPRING DR

MOVE TO SB3
MOVE TO SB3
REMOVE

91
92
93
50
51

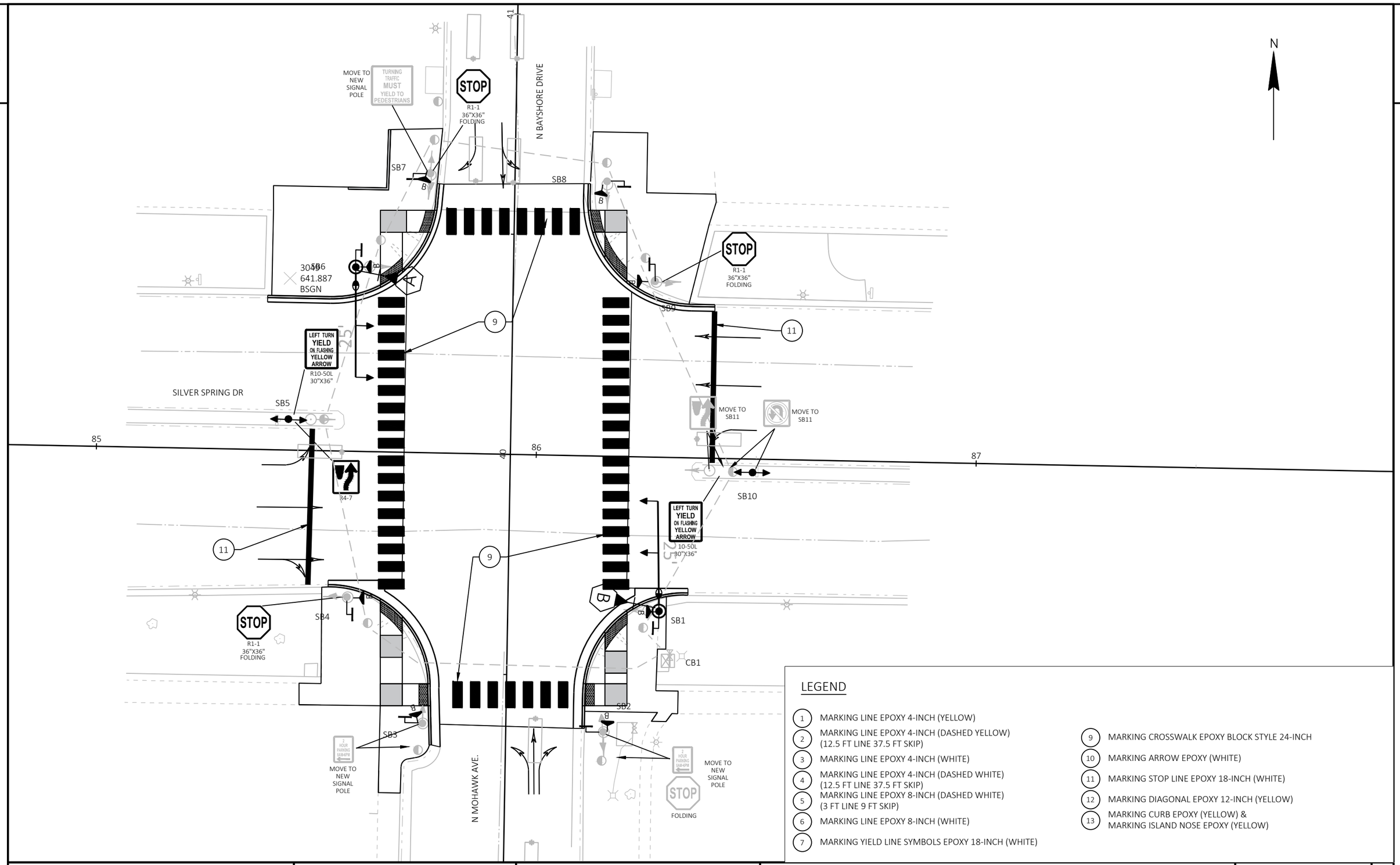
CB1

LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING YIELD LINE SYMBOLS EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10. MARKING ARROW EPOXY (WHITE)
11. MARKING STOP LINE EPOXY 18-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. MARKING CURB EPOXY (YELLOW) & MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVEMENT MARKING AND SIGNING - N. LYDELL AVENUE	SHEET 136	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020501-PM DWG
LAYOUT NAME - 07
PLOT DATE : 11/25/2020 1:20 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



LEGEND

1. MARKING LINE EPOXY 4-INCH (YELLOW)
2. MARKING LINE EPOXY 4-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING LINE EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE EPOXY 8-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING YIELD LINE SYMBOLS EPOXY 18-INCH (WHITE)
9. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH
10. MARKING ARROW EPOXY (WHITE)
11. MARKING STOP LINE EPOXY 18-INCH (WHITE)
12. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
13. MARKING CURB EPOXY (YELLOW) & MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PAVEMENT MARKING AND SIGNING - N. BAYSHORE DRIVE / N. MOHAWK AVENUE	SHEET 137	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\020501-PM DWG
LAYOUT NAME - 06

PLOT DATE : 12/1/2020 7:13 AM PLOT BY : TONY BACIAK PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2978-02-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	2,550.000	2,550.000
0004	204.0110	Removing Asphaltic Surface	SY	198.000	198.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	450.000	450.000
0008	204.0150	Removing Curb & Gutter	LF	695.000	695.000
0010	204.0155	Removing Concrete Sidewalk	SY	850.000	850.000
0012	204.0195	Removing Concrete Bases	EACH	21.000	21.000
0014	204.9105.S	Removing (item description) 01. Traffic Signals Silver Spring Drive & Pick N Save Driveway	LS	1.000	1.000
0016	204.9105.S	Removing (item description) 02. Traffic Signals Silver Spring Drive & Bridgewood Lane	LS	1.000	1.000
0018	204.9105.S	Removing (item description) 03. Traffic Signals Silver Spring Drive & Mohawk Avenue	LS	1.000	1.000
0020	204.9105.S	Removing (item description) 04. Traffic Signals Silver Spring Drive & Lydell Avenue	LS	1.000	1.000
0022	205.0100	Excavation Common	CY	400.000	400.000
0024	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil 01. Intersection of W Silver Spring Dr. and Lydell Avenue	TON	5.900	5.900
0026	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 2978-02-70	LS	1.000	1.000
0028	211.0200	Prepare Foundation for Concrete Pavement (project) 01. 2978-02-70	LS	1.000	1.000
0030	213.0100	Finishing Roadway (project) 01. 2978-02-70	EACH	1.000	1.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	743.000	743.000
0034	320.0135	Concrete Base 7-Inch	SY	31.000	31.000
0036	415.0085	Concrete Pavement 8 1/2-Inch	SY	814.000	814.000
0038	416.0610	Drilled Tie Bars	EACH	87.000	87.000
0040	416.0620	Drilled Dowel Bars	EACH	331.000	331.000
0042	455.0605	Tack Coat	GAL	266.000	266.000
0044	460.7223	HMA Pavement 3 HT 58-28 S	TON	540.000	540.000
0046	460.7224	HMA Pavement 4 HT 58-28 S	TON	225.000	225.000
0048	465.0105	Asphaltic Surface	TON	82.000	82.000
0050	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	827.000	827.000
0052	601.0600	Concrete Curb Pedestrian	LF	86.000	86.000
0054	602.0410	Concrete Sidewalk 5-Inch	SF	7,534.000	7,534.000
0056	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	100.000	100.000
0058	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	126.000	126.000
0060	611.8110	Adjusting Manhole Covers	EACH	15.000	15.000
0062	611.8115	Adjusting Inlet Covers	EACH	10.000	10.000
0064	618.0100	Maintenance And Repair of Haul Roads (project) 01. 2978-02-70	EACH	1.000	1.000

2978-02-70

Line	Item	Item Description	Unit	Total	Qty
0066	619.1000	Mobilization	EACH	1.000	1.000
0068	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0070	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0072	628.7010	Inlet Protection Type B	EACH	5.000	5.000
0074	628.7015	Inlet Protection Type C	EACH	38.000	38.000
0076	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	4.000	4.000
0078	637.2210	Signs Type II Reflective H	SF	91.220	91.220
0080	638.2102	Moving Signs Type II	EACH	13.000	13.000
0082	638.2602	Removing Signs Type II	EACH	2.000	2.000
0084	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0086	642.5201	Field Office Type C	EACH	1.000	1.000
0088	643.0300	Traffic Control Drums	DAY	23,752.000	23,752.000
0090	643.0410	Traffic Control Barricades Type II	DAY	1,687.000	1,687.000
0092	643.0420	Traffic Control Barricades Type III	DAY	4,646.000	4,646.000
0094	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	64.000	64.000
0096	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	64.000	64.000
0098	643.0715	Traffic Control Warning Lights Type C	DAY	2,090.000	2,090.000
0100	643.0800	Traffic Control Arrow Boards	DAY	170.000	170.000
0102	643.0900	Traffic Control Signs	DAY	10,140.000	10,140.000
0104	643.0910	Traffic Control Covering Signs Type I	EACH	1.000	1.000
0106	643.0920	Traffic Control Covering Signs Type II	EACH	8.000	8.000
0108	643.5000	Traffic Control	EACH	1.000	1.000
0110	646.1020	Marking Line Epoxy 4-Inch	LF	1,211.000	1,211.000
0112	646.3020	Marking Line Epoxy 8-Inch	LF	1,052.000	1,052.000
0114	646.5020	Marking Arrow Epoxy	EACH	12.000	12.000
0116	646.6120	Marking Stop Line Epoxy 18-Inch	LF	286.000	286.000
0118	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	39.000	39.000
0120	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	1,452.000	1,452.000
0122	646.8220	Marking Island Nose Epoxy	EACH	1.000	1.000
0124	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	1,315.000	1,315.000
0126	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	2,940.000	2,940.000
0128	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	450.000	450.000
0130	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	221.000	221.000
0132	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	33.000	33.000
0134	652.0605	Conduit Special 2-Inch	LF	157.000	157.000
0136	652.0700.S	Install Conduit into Existing Item	EACH	22.000	22.000
0138	653.0140	Pull Boxes Steel 24x42-Inch	EACH	4.000	4.000
0140	654.0101	Concrete Bases Type 1	EACH	5.000	5.000
0142	654.0102	Concrete Bases Type 2	EACH	13.000	13.000
0144	654.0205	Concrete Control Cabinet Bases Type 7	EACH	1.000	1.000

2978-02-70

Line	Item	Item Description	Unit	Total	Qty
0146	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,491.000	1,491.000
0148	655.0240	Cable Traffic Signal 7-14 AWG	LF	617.000	617.000
0150	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,612.000	2,612.000
0152	655.0270	Cable Traffic Signal 15-14 AWG	LF	683.000	683.000
0154	655.0320	Cable Type UF 2-10 AWG Grounded	LF	684.000	684.000
0156	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,366.000	3,366.000
0158	655.0610	Electrical Wire Lighting 12 AWG	LF	819.000	819.000
0160	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Silver Spring Dr & Lydell Ave	LS	1.000	1.000
0162	657.0100	Pedestal Bases	EACH	8.000	8.000
0164	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	13.000	13.000
0166	657.0305	Poles Type 2	EACH	8.000	8.000
0168	657.0310	Poles Type 3	EACH	5.000	5.000
0170	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000
0172	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	5.000	5.000
0174	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
0176	657.0585	Trombone Arms 15-FT	EACH	2.000	2.000
0178	657.0590	Trombone Arms 20-FT	EACH	4.000	4.000
0180	657.0595	Trombone Arms 25-FT	EACH	6.000	6.000
0182	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	5.000	5.000
0184	658.0173	Traffic Signal Face 3S 12-Inch	EACH	50.000	50.000
0186	658.0174	Traffic Signal Face 4S 12-Inch	EACH	4.000	4.000
0188	658.0175	Traffic Signal Face 5S 12-Inch	EACH	8.000	8.000
0190	658.0416	Pedestrian Signal Face 16-Inch	EACH	30.000	30.000
0192	658.0500	Pedestrian Push Buttons	EACH	14.000	14.000
0194	658.5069	Signal Mounting Hardware (location) 01. Silver Spring Drive & Pick N Save Driveway	LS	1.000	1.000
0196	658.5069	Signal Mounting Hardware (location) 02. Silver Spring Drive & Bridgewood Ln	LS	1.000	1.000
0198	658.5069	Signal Mounting Hardware (location) 03. Silver Spring Drive & Mohawk Ave	LS	1.000	1.000
0200	658.5069	Signal Mounting Hardware (location) 04. Silver Spring Drive & Lydell Ave	LS	1.000	1.000
0202	659.1125	Luminaires Utility LED C	EACH	1.000	1.000
0204	661.0200	Temporary Traffic Signals for Intersections (location) 01. Silver Spring Drive & Lydell Avenue	LS	1.000	1.000
0206	690.0150	Sawing Asphalt	LF	1,199.000	1,199.000
0208	690.0250	Sawing Concrete	LF	977.000	977.000
0210	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	550.000	550.000
0212	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0214	SPV.0060	Special 01. Removing, Salvaging, and Reinstalling Light	EACH	2.000	2.000

2978-02-70

Line	Item	Item Description	Unit	Total	Qty
		Poles, Luminaires, and Arms			
0216	SPV.0060	Special 02. Traffic Signal Controller And Cabinet	EACH	1.000	1.000
0218	SPV.0060	Special 03. Concrete Bases Type B	EACH	4.000	4.000
0220	SPV.0060	Special 04. Traffic Signal Controller	EACH	1.000	1.000
0222	SPV.0060	Special 05. Traffic Signal Conflict Monitor	EACH	1.000	1.000
0224	SPV.0060	Special 06. Expose Existing Utility	EACH	2.000	2.000
0226	SPV.0060	Special 07. Curb Ramp Grading, Shaping and Finishing	EACH	20.000	20.000
0228	SPV.0060	Special 08. Decorative Traffic Signal Pole & Concrete Bases Type 5 Modified	EACH	2.000	2.000
0230	SPV.0060	Special 09. City Of Glendale Twin Luminaire Decorative Street Lighting Assembly	EACH	2.000	2.000
0232	SPV.0060	Special 10. Adjusting Water Valve Covers	EACH	14.000	14.000
0234	SPV.0105	Special 01. Video Vehicle Detection System Silver Spring Drive & Lydell Avenue	LS	1.000	1.000
0236	SPV.0105	Special 02. Emergency Vehicle Preemption System Silver Spring Drive & Mohawk Avenue	LS	1.000	1.000
0238	SPV.0105	Special 03. Emergency Vehicle Preemption System Silver Spring Drive & Lydell Avenue	LS	1.000	1.000
0240	SPV.0105	Special 04. Emergency Vehicle Preemption System at Silver Spring Drive & Bridgewood Lane	LS	1.000	1.000
0242	SPV.0105	Special 05. Emergency Vehicle Preemption System at Silver Spring Dr & Pick N Save Dr	LS	1.000	1.000
0244	SPV.0105	Special 06. Traffic Signal Cabinet Modifications Silver Spring Drive & Mohawk Avenue	LS	1.000	1.000
0246	SPV.0105	Special 07. Accessible Pedestrian Push Button System Silver Spring Drive & Mohawk Avenue	LS	1.000	1.000
0248	SPV.0105	Special 08. Accessible Pedestrian Push Button System Silver Spring Drive & Lydell Avenue	LS	1.000	1.000
0250	SPV.0105	Special 09. Remove, Salvage, and Reinstall Traffic Signal Interconnect	LS	1.000	1.000
0252	SPV.0105	Special 10. Rectangular Rapid Flashing Beacon System Silver Spring Drive & Long Island D	LS	1.000	1.000
0254	SPV.0105	Special 11. Survey Project 2978-02-70	LS	1.000	1.000
0256	SPV.0195	Special 01. Management of Solid Waste at Pick 'N Save Driveway / Heiser Ford	TON	1.560	1.560
0258	SPV.0195	Special 02. Management of Solid Waste at Bridgewood Lane	TON	3.430	3.430

REMOVING SIDEWALK

LOCATION	STAGE 1 SY	204.0155 REMOVING CONCRETE SIDEWALK STAGE 2 SY	STAGE 3 SY
N LONG ISLAND DRIVE	-	50	30
PICK 'N SAVE DRIVEWAY/ HEISER FORD	-	-	120
N. BAYSHORE DRIVE	-	120	180
N. LYDELL AVE	-	110	90
UNDISTRIBUTED	-	60	90
SUBTOTAL	--	**340**	**510**
TOTALS		**850**	

ALL ITEMS CATEGORY 0010

REMOVING CURB AND GUTTER

LOCATION	STAGE 1 LF	204.0150 REMOVING CURB AND GUTTER STAGE 2 LF	STAGE 3 LF
N LONG ISLAND DRIVE	40	55	20
N. GREEN BAY ROAD OFF RAMP	-	-	40
PICK 'N SAVE DRIVEWAY/ HEISER FORD	-	-	90
N. BAYSHORE DRIVE	-	95	100
N. LYDELL AVE	-	70	45
UNDISTRIBUTED	10	55	75
SUBTOTAL	50	275	370
TOTAL		**695**	

ALL ITEMS CATEGORY 0010

3

REMOVING PAVEMENT

LOCATION	204.0100 REMOVING CONCRETE PAVEMENT STAGE 1 SY	STAGE 2 SY	STAGE 3 SY	204.0110 REMOVING ASPHALTIC SURFACE STAGE 1 SY	STAGE 2 SY	STAGE 3 SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS STAGE 1 SY	STAGE 2 SY	STAGE 3 SY
N LONG ISLAND DRIVE	15	-	-	36	18	5	-	-	-
WB CURB & GUTTER	-	-	5	-	-	38	-	-	-
PICK 'N SAVE DRIVEWAY/ HEISER FORD	376	214	284	13	5	28	82	57	63
BRIDGEWOOD LN.	418	158	260	12	4	9	75	32	91
N. BAYSHORE DRIVE	300	220	214	-	4	5	-	5	12
N. LYDELL AVE	46	18	22	4	11	6	17	6	8
SUBTOTAL	1155	610	785	65	43	91	175	101	175
TOTAL		**2550**			**198**			**450**	

ALL ITEMS CATEGORY 0010

3

BASE AGGREGATE ITEMS

LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH STAGE 1 TON	STAGE 2 TON	STAGE 3 TON
N LONG ISLAND DRIVE	3	6	3
PICK 'N SAVE DRIVEWAY/ HEISER FORD	--	--	23
BRIDGEWOOD LN.	--	2	--
N. BAYSHORE DRIVE	34	47	64
N. LYDELL AVE	5	25	6
UNDISTRIBUTED	175	175	175
SUBTOTAL	217	255	271
TOTAL		**743**	

ALL ITEMS CATEGORY 0010

EXCAVATION ITEMS

LOCATION	205.0100 EXCAVATION COMMON CY
UNDISTRIBUTED	400
TOTALS	**400**

ALL ITEMS CATEGORY 0010

3

CONCRETE ITEMS

LOCATION	320.0135 CONCRETE BASE 7-INCH STAGE 1 SY	STAGE 2 SY	STAGE 3 SY	415.0085 CONCRETE PAVEMENT 8 1/2-INCH STAGE 1 SY	STAGE 2 SY	STAGE 3 SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
N LONG ISLAND DRIVE	-	-	-	-	-	-	-	-
PICK 'N SAVE DRIVEWAY/ HEISER FORD	-	-	-	-	-	-	-	-
BRIDGEWOOD LN.	-	-	-	-	-	-	-	-
N. BAYSHORE DRIVE	-	4	5	299	218	214	68	209
N. LYDELL AVE	4	11	6	44	16	22	19	122
SUBTOTAL	4	15	11	343	234	236	87	331
TOTALS		**31**			**814**		**87**	**331**

ALL ITEMS CATEGORY 0010

FOUNDATION

LOCATION	211.0200 PREPARE FOUNDATION FOR CONCRETE PAVEMENT (2978-02-00) LS
PROJECT	1
TOTAL	**1**

ALL ITEMS CATEGORY 0010

3

ASPHALT ITEMS

LOCATION	455.0605 TACK COAT GAL	460.7223 HMA PAVEMENT 3 HT 58-28 S STAGE 1 TON	STAGE 2 TON	STAGE 3 TON	460.7224 HMA PAVEMENT 4 HT 58-28 S STAGE 1 TON	STAGE 2 TON	STAGE 3 TON	465.0105 ASPHALTIC SURFACE TON
N LONG ISLAND DRIVE	-	-	-	-	-	-	-	13
PICK 'N SAVE DRIVEWAY/ HEISER FORD	132	120	70	90	50	30	35	29
BRIDGEWOOD LN.	126	150	30	80	60	15	35	26
N. BAYSHORE DRIVE	3	-	-	-	-	-	-	3
N. LYDELL AVE	5	-	-	-	-	-	-	6
UNDISTRIBUTED								5
SUBTOTAL	266	270	100	170	110	45	70	82
TOTAL	**266**		**540**			**225**		**82**

ALL ITEMS CATEGORY 0010

FOUNDATION

LOCATION	211.0100 PREPARE FOUNDATION FOR ASPHALTIC PAVEMENT (2978-02-00) LS
PROJECT	1
TOTAL	**1**

ALL ITEMS CATEGORY 0010

3

CONCRETE CURB AND GUTTER & DRIVEWAYS

LOCATION	601.0411 CURB & GUTTER 30-INCH TYPE D STAGE 1 LF	STAGE 2 LF	STAGE 3 LF
N LONG ISLAND DRIVE	64	55	19
N. GREEN BAY ROAD OFF RAMP	-	-	79
PICK 'N SAVE DRIVEWAY/ HEISER FORD	-	-	88
N. BRIDGEWOOD LANE	-	41	-
N. BAYSHORE DRIVE	-	94	101
N. LYDELL AVE	-	70	46
UNDISTRIBUTED	20	65	85
SUBTOTALS	84	325	418
TOTAL		**827**	

ALL ITEMS CATEGORY 0010

CONCRETE SIDEWALK ITEMS

LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH STAGE 1 SF	STAGE 2 SF	STAGE 3 SF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
N. LONG ISLAND DRIVE INTERSECTION	49	424	190	63	60	-
PICK 'N SAVE DRIVEWAY INTERSECTION	-	-	1042	-	-	48
N. BAYSHORE DR/N. MOHAWK AVE INTERSECTION	-	1120	1685	23	20	78
N. LYDELL AVENUE INTERSECTION	-	977	787	-	20	-
UNDISTRIBUTED	10	505	745	--	--	--
SUBTOTAL	59	3,026	4,449	86	100	126
TOTAL		**7,534**		**86**	**100**	**126**

ALL ITEMS CATEGORY 0010

FINISHING ROADWAY

LOCATION	213.0100 FINISHING ROADWAY (2978-02-70) EACH
CATEGORY CODE 0010	
PROJECT	1
TOTAL	**1**

ALL ITEMS CATEGORY 0010

HAUL ROADS

LOCATION	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (2978-02-70) EACH
PROJECT	1
TOTAL	**1**

ALL ITEMS CATEGORY 0010

STORM SEWER ITEMS

LOCATION	611.8115 ADJUSTING INLET COVERS EACH
UNDISTRIBUTED	10
TOTALS	**10**

ALL ITEMS CATEGORY 0010

3

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
CATEGORY CODE 0010	
PROJECT	1
TOTAL	**1**

ALL ITEMS CATEGORY 0010

FIELD OFFICE

LOCATION	642.5201 FIELD OFFICE TYPE C EACH
PROJECT	1
TOTAL	**1**

ALL ITEMS CATEGORY 0010

CONSTRUCTION STAKING

LOCATION	SPV.0105.11 SURVEY PROJECT 2978-02-70 LS
PROJECT	1
TOTALS	**1**

ALL ITEMS CATEGORY 0010

EROSION CONTROL MOBILIZATION

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT	1	3
TOTALS	**1**	**3**

ALL ITEMS CATEGORY 0010

EROSION CONTROL ITEMS

LOCATION	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
N LONG ISLAND DRIVE	2	4
N. GREEN BAY ROAD OFF RAMP	-	2
PICK 'N SAVE DRIVEWAY/ HEISER FORD	-	8
BRIDGEWOOD LN.	1	6
N. BAYSHORE DRIVE	-	5
N. LYDELL AVE	-	5
UNDISTRIBUTED	2	8
TOTALS	**5**	**38**

ALL ITEMS CATEGORY 0010

3

SAW CUTTING ITEMS

LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
N LONG ISLAND DRIVE	179	63
PICK 'N SAVE DRIVEWAY/ HEISER FORD	268	149
BRIDGEWOOD LN.	365	--
N. BAYSHORE DRIVE	69	423
N. LYDELL AVE	208	251
UNDISTRIBUTED	110	90
TOTALS	**1,199**	**977**

ALL ITEMS CATEGORY 0010

PERMANENT SIGNING

LOCATION	634.0816 POST TUBULAR STEEL EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
N LONG ISLAND DRIVE	4	15.5	1	1	2
PICK 'N SAVE DRIVEWAY/ HEISER FORD	--	5.5	2	--	--
BRIDGEWOOD LN.	--	14.9	2	--	--
N. BAYSHORE DRIVE	--	40.4	6	--	1
N. LYDELL AVE	--	14.9	2	1	1
TOTALS	**4**	**91.22**	**13**	**2**	**4**

ALL ITEMS CATEGORY 0010

3

PAVEMENT MARKING ITEMS

LOCATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY WHITE EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH WHITE EACH	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH WHITE LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH
N LONG ISLAND DRIVE	-	873	539	-	-	39	156	1
PICK 'N SAVE DRIVEWAY/ HEISER FORD	-	238	374	8	109	-	336	-
BRIDGEWOOD LN.	-	100	139	4	107	-	348	-
N. BAYSHORE DRIVE	-	-	-	-	70	-	294	-
N. LYDELL AVE	-	-	-	-	`	-	318	-
SUBTOTALS	--	1,211	1,052	12	286	39	1,452	1
TOTALS	**1,211**		**1,052**	**12**	**286**	**39**	**1,452**	**1**

ALL ITEMS CATEGORY 0010

3

TRAFFIC CONTROL

LOCATION	643.5000 TRAFFIC CONTROL EACH
PROJECT	1
TOTAL	**1**

ALL ITEMS CATEGORY 0010

RESTORATION ITEMS

LOCATION	SPV.0060.07 CURB RAMP GRADING SHAPING AND FINISHING EACH
N LONG ISLAND DRIVE	6
PICK 'N SAVE DRIVEWAY/ HEISER FORD	4
BRIDGEWOOD LN.	---
N. BAYSHORE DRIVE	8
N. LYDELL AVE	2
TOTALS	**20**

ALL ITEMS CATEGORY 0010

3

VALVE AND MANHOLE ADJUSTMENTS

LOCATION	611.8110* ADJUSTING MANHOLE COVERS EACH	611.8110** ADJUSTING MANHOLE COVERS EACH	SPV.0060.10** ADJUSTING WATER VALVE COVERS EACH
N LONG ISLAND DRIVE	-	-	3
PICK 'N SAVE DRIVEWAY/ HEISER FORD	2	1	1
BRIDGEWOOD LN.	2	1	2
N. BAYSHORE DRIVE	4	2	5
N. LYDELL AVE	-	-	--
UNDISTRIBUTED	2	1	3
TOTALS	**10**	**5**	**14**

*CATEGORY 0010
**CATEGORY 0020

TRAFFIC CONTROL ITEMS

LOCATION	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS EACH**	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH**	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH**	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARD EACH**	643.0800 TRAFFIC CONTROL ARROW BOARD DAY
STAGE 1A	20	360	7,200	13	260	65	1,300	--	--	24	480	3	60
STAGE 1B	11	391	4,301	15	165	69	759	--	--	24	264	3	33
STAGE 2A	14	231	3,234	27	378	55	770	6	6	25	350	2	28
STAGE 2B	10	233	2,330	26	260	46	460	--	--	21	210	2	20
STAGE 2C	4	44	176	--	--	2	8	45	45	8	32	--	--
STAGE 3A	15	225	3,375	22	330	47	705	--	--	26	390	1	15
STAGE 3B	14	224	3,136	21	294	46	644	13	13	26	364	1	14
UNDISTRIBUTED													
TOTALS			**23,752**		**1,687**		**4,646**	**64**	**64**		**2,090**		**170**

ALL ITEMS CATEGORY 0010
** FOR INFORMATION ONLY

TRAFFIC CONTROL ITEMS CONTINUED

LOCATION	643.0900 TRAFFIC CONTROL SIGNS EACH**	643.0900 TRAFFIC CONTROL SIGNS DAY	646.9010 MARKING REMOVAL WATER BLASTING 4-INCH LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE 1 NUMBER OF SIGNS **	643.0910 NUMBER OF CYCLES **	643.0910 EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE 2 NUMBER OF SIGNS **	643.0920 NUMBER OF CYCLES **	643.0920 EACH
STAGE 1A	127	2,540	262	619	--	--	--	--	4	1	4
STAGE 1B	130	1,430	100	403	--	--	--	--	--	--	--
STAGE 2A	127	1,778	100	416	--	--	--	--	--	--	--
STAGE 2B	113	1,130	100	407	--	--	--	--	2	1	2
STAGE 2C	12	48	595	595	--	--	--	--	--	--	--
STAGE 3A	106	1,590	158	500	450	1	1	1	2	1	2
STAGE 3B	116	1,624	--	--	--	--	--	--	--	--	--
UNDISTRIBUTED											
TOTALS		**10,140**	**1,315**	**2,940**	**450**			**1**			**8**

ALL ITEMS CATEGORY 0010
** FOR INFORMATION ONLY

3

HAZARDOUS MATERIALS REMEDIATION

LOCATION		205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL		SPV.0195.01 MANAGEMENT OF SOLID WASTE		SPV.0195.02 MANAGEMENT OF SOLID WASTE	
		CY	TON	CY	TON	CY	TON
PICK 'N SAVE DRIVEWAY/ HEISER FORD							
STA 37+02 TO STA 38+05 RT							
	SB3	--	--	0.46	0.78	--	--
	SB8	--	--	0.46	0.78	--	--
BRIDGEWOOD LN.							
STA 45+98 TO STA 46+98 LT							
	SB1	--	--	--	--	0.33	0.56
	SB5	--	--	--	--	0.33	0.56
	SB10	--	--	--	--	0.33	0.56
STA 45+98 TO STA 46+98 RT							
	SB6	--	--	--	--	0.33	0.56
	SB9	--	--	--	--	0.70	1.19
N. LYDELL AVE							
STA 91+76 TO STA 92+66 LT							
	SB3	0.33	0.56	--	--	--	--
	SB4	0.46	0.78	--	--	--	--
	SB5	0.33	0.56	--	--	--	--
	SB6	0.46	0.78	--	--	--	--
STA 91+76 TO STA 92+66 RT							
	CB1	0.52	0.88	--	--	--	--
	SB1	0.46	0.78	--	--	--	--
	SB8	0.46	0.78	--	--	--	--
	SB9	0.46	0.78	--	--	--	--
TOTALS		**3.48**	**5.90**	**0.92**	**1.56**	**2.02**	**3.43**

ALL ITEMS CATEGORY 0010

3

REMOVAL QUANTITIES

LOCATION	ITEM NO.	204.0195 REMOVING CONCRETE BASES EACH
SILVER SPRING DR & LONG ISLAND DR	SB1	1
INTERSECTION TOTAL		1

CONDUIT ITEMS

LOCATION	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0605 CONDUIT SPECIAL 2-INCH L.F.	CONSTRUCTION METHOD
SILVER SPRING DR & LONG ISLAND DR	PB1	SB1	15	--	T
	PB1	PB2	--	46	B
	PB2	SB2	6	--	T
	PB2	PB3	--	55	B
	PB3	SB3	13	--	T
INTERSECTION TOTAL			34	101	

T = TRENCH
B = DIRECTIONAL BORE

3

PULL BOXES

LOCATION	PULL BOX NO.	ALIGNMENT	STATION	OFFSET	653.0140 PULL BOXES STEEL 24" x 42" EACH
SILVER SPRING DR & LONG ISLAND DR	PB1	SILVER SPRING	22+64	51' RT	1
	PB2	SILVER SPRING	22+66	5' RT	1
	PB3	SILVER SPRING	22+79	49' LT	1
INTERSECTION TOTAL					3

CONCRETE BASES

LOCATION	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	SPV.0060.03 CONCRETE BASES TYPE B EACH
SILVER SPRING DR & LONG ISLAND DR	SB1	SILVER SPRING	22+79	53' RT	--	1
	SB2	SILVER SPRING	22+73	4' RT	1	--
	SB3	SILVER SPRING	22+89	51' LT	1	--
INTERSECTION TOTAL					2	1

SIGNAL BASES AND POLES

LOCATION	SIG. BASE NO.	SPV.0060.01 REMOVING, SALVAGING, AND REINSTALLING LIGHT POLES, LUMINAIRES, AND ARMS EACH
SILVER SPRING DR & LONG ISLAND DR	SB1	1
INTERSECTION TOTAL		1

RECTANGULAR RAPID FLASHING BEACON SYSTEM SILVER SPRING DRIVE & LONG ISLAND DRIVE

LOCATION	SPV.0105.10 RECTANGULAR RAPID FLASHING BEACON SYSTEM (SILVER SPRING DR & LONG ISLAND DR) L.S.
SILVER SPRING DR & LONG ISLAND DR	1
TOTAL	1

SILVER SPRING DR & LONG ISLAND DR

SIGNAL NO:

3

CONDUIT ITEMS

LOCATION	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	CONSTRUCTION METHOD
SILVER SPRING DR & PICK N SAVE DWY	PB3	SB3	8	1	T
	PB8	SB8	5	1	T
INTERSECTION TOTAL			13	2	

T = TRENCH

REMOVAL QUANTITIES

LOCATION	ITEM NO.	204.0195 REMOVING CONCRETE BASES EACH
SILVER SPRING DR & PICK N SAVE DWY	SB3	1
	SB8	1
INTERSECTION TOTAL		2

3

CONCRETE BASES

LOCATION	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	654.0102 CONCRETE BASES TYPE 2 EACH
SILVER SPRING DR & PICK N SAVE DWY	SB3	SILVER SPRING DR	38+05	23' RT	1
	SB8	SILVER SPRING DR	37+02	2' RT	1
INTERSECTION TOTAL					2

REMOVING TRAFFIC SIGNALS

LOCATION	204.9105.S.01 REMOVING TRAFFIC SIGNALS (SILVER SPRING DR & PICK N SAVE DWY) L.S.
SILVER SPRING DR & PICK N SAVE DWY	1
TOTAL	1

SIGNAL BASES AND POLES

LOCATION	SIG. BASE NO.	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH EACH	657.0305 POLES TYPE 2 EACH	657.0595 TROMBONE ARMS 25-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH
SILVER SPRING DR & PICK N SAVE DWY	SB1	--	--	--	1
	SB2	--	--	--	1
	SB3	1	1	1	--
	SB4	--	--	--	1
	SB5	--	--	--	1
	SB6	--	--	--	1
	SB7	--	--	--	1
	SB8	1	1	1	--
	SB9	--	--	--	1
	SB10	--	--	--	1
INTERSECTION TOTAL		2	2	2	8

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE (SILVER SPRING DR & PICK N SAVE DWY) L.S.
SILVER SPRING DR & PICK N SAVE DWY	1
TOTAL	1

SILVER SPRING DR & PICK N' SAVE DWY

SIGNAL NO: PAGE 1 OF 3

SIGNAL FACES

LOCATION	SIG. BASE NO.	SIG. HEAD NO.	TYPE OF MOUNT	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH	* BCKPLT 3-SEC. EACH	* BCKPLT 5-SEC. EACH	* LED RED BALL EACH	* LED YELLOW BALL EACH	* LED GREEN BALL EACH	* LED YELLOW ARROW EACH	* LED GREEN ARROW EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	** PEDESTRIAN COUNTDOWN TIMER 16" EACH
SILVER SPRING DR & PICK N SAVE DWY	SB1	13	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB1	19	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB2	5	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB2	6	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB2	18	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB3	2	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB3	3	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB3	9	POST MOUNT VERTICAL	--	1	--	1	1	1	1	1	1	--	--
	SB4	21	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB5	11	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB5	15	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB5	20	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB6	16	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB6	23	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB7	1	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB7	10	POST MOUNT VERTICAL	--	1	--	1	1	1	1	1	1	--	--
	SB7	22	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB8	4	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB8	7	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB8	8	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB9	17	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB10	12	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB10	14	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB10	24	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
INTERSECTION TOTAL				14	2	14	2	16	16	16	2	2	8	8

*INCIDENTAL TO ITEM 658.0173 OR 658.0175
**INCIDENTAL TO ITEM 658.0416

EMERGENCY VEHICLE PREEMPTION SYSTEM SILVER SPRING DRIVE & PICK N SAVE DRIVEWAY

SPV.0105.05
EMERGENCY VEHICLE
PREEMPTION SYSTEM
SILVER SPRING DRIVE & PICK N SAVE DRIVEWAY

LOCATION	L.S.
SILVER SPRING DR & PICK N SAVE DWY	1
TOTAL	1

SILVER SPRING DR & PICK N' SAVE DWY

SIGNAL NO:

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
SILVER SPRING DR & PICK N SAVE DWY	CB1		SB3	--	--	147	--	--	--	187
	CB1		SB7	--	--	--	308	--	--	--
	CB1		SB8	--	--	220	--	--	--	--
	SB2		SB3	--	--	--	--	105	--	--
	SB3		SB4	--	--	--	--	238	--	--
	SB7		SB8	--	--	--	--	108	--	148
	SB8		SB9	--	--	--	--	80	--	--
	PB3		SB3	--	--	--	--	23	--	--
	PB8		SB8	--	--	--	--	20	--	--
	SB1		HEAD 19	15	--	--	--	--	--	--
	SB1		PUSH BUTTON	--	--	--	--	--	6	--
	SB2		HEAD 5	19	--	--	--	--	--	--
	SB2		HEAD 18	15	--	--	--	--	--	--
	SB2		PUSH BUTTON	--	--	--	--	--	6	--
	SB3		HEAD 2	50	--	--	--	--	--	--
	SB3		HEAD 3	50	--	--	--	--	--	--
	SB3		HEAD 9	--	23	--	--	--	--	--
	SB4		HEAD 21	15	--	--	--	--	--	--
	SB4		PUSH BUTTON	--	--	--	--	--	6	--
	SB5		HEAD 20	15	--	--	--	--	--	--
	SB5		PUSH BUTTON	--	--	--	--	--	6	--
	SB6		HEAD 23	15	--	--	--	--	--	--
	SB6		PUSH BUTTON	--	--	--	--	--	6	--
	SB7		HEAD 10	--	23	--	--	--	--	--
	SB7		HEAD 22	15	--	--	--	--	--	--
	SB7		PUSH BUTTON	--	--	--	--	--	6	--
	SB8		HEAD 4	19	--	--	--	--	--	--
	SB8		HEAD 7	50	--	--	--	--	--	--
	SB8		HEAD 8	50	--	--	--	--	--	--
	SB9		HEAD 17	15	--	--	--	--	--	--
	SB9		PUSH BUTTON	--	--	--	--	--	6	--
	SB10		HEAD 24	15	--	--	--	--	--	--
	SB10		PUSH BUTTON	--	--	--	--	--	6	--
INTERSECTION TOTAL				358	46	367	308	574	48	335

3

SILVER SPRING DR & PICK N' SAVE DWY

SIGNAL NO: PAGE 3 OF 3

3

CONDUIT ITEMS

LOCATION	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	CONSTRUCTION METHOD
SILVER SPRING DR & BRIDGEWOOD LN	PB1	SB1	5	1	T
	PB6	SB5	5	1	T
	PB7	SB6	11	1	T
	PB8	SB9	5	1	T
	PB10	SB10	5	1	T
INTERSECTION TOTAL			31	5	

T = TRENCH

REMOVAL QUANTITIES

LOCATION	ITEM NO.	204.0195 REMOVING CONCRETE BASES EACH
SILVER SPRING DR & BRIDGEWOOD LN	SB1	1
	SB5	1
	SB6	1
	SB9	1
	SB10	1
INTERSECTION TOTAL		5

3

SIGNAL BASES AND POLES

LOCATION	SIG. BASE NO.	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH EACH	657.0305 POLES TYPE 2 EACH	657.0585 TROMBONE ARMS 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH
SILVER SPRING DR & BRIDGEWOOD LN	SB1	1	1	--	1	--	1
	SB2	--	--	--	--	--	1
	SB3	--	--	--	--	--	1
	SB4	--	--	--	--	--	1
	SB5	1	1	--	1	--	--
	SB6	1	1	--	--	1	--
	SB7	--	--	--	--	--	1
	SB9	--	--	--	--	--	1
	SB10	1	1	1	--	--	--
INTERSECTION TOTAL		4	4	1	2	1	6

REMOVING TRAFFIC SIGNALS

LOCATION	204.9105.S.02 REMOVING TRAFFIC SIGNALS (SILVER SPRING DR & BRIDGEWOOD LN) L.S.
SILVER SPRING DR & BRIDGEWOOD LN	1
TOTAL	1

SILVER SPRING DR & BRIDGEWOOD LN

SIGNAL NO: PAGE 1 OF 4

3

CONCRETE BASES

LOCATION	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	654.0102 CONCRETE BASES TYPE 2 EACH	SPV.0060.03 CONCRETE BASES TYPE B EACH
SILVER SPRING DR & BRIDGEWOOD LN	SB1	SILVER SPRING DR	46+08	47' LT	1	--
	SB5	SILVER SPRING DR	46+98	1' LT	1	--
	SB6	SILVER SPRING DR	46+96	52' RT	1	--
	SB9	SILVER SPRING DR	46+07	53' RT	--	1
	SB10	SILVER SPRING DR	45+98	5' LT	1	--
INTERSECTION TOTAL					4	1

3

SIGNAL FACES

LOCATION	SIG. BASE NO.	SIG. HEAD NO.	TYPE OF MOUNT	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH	* BCKPLT 3-SEC. EACH	* BCKPLT 5-SEC. EACH	* LED RED BALL EACH	* LED YELLOW BALL EACH	* LED GREEN BALL EACH	* LED YELLOW ARROW EACH	* LED GREEN ARROW EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	** PEDESTRIAN COUNTDOWN TIMER 16" EACH
SILVER SPRING DR & BRIDGEWOOD LN	SB1	8	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB1	17	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB2	12	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB2	14	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB2	22	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB3	13	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB3	19	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB4	5	POST MOUNT VERTICAL	--	1	--	1	1	1	1	1	1	--	--
	SB4	6	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB4	18	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB5	2	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB5	9	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB6	3	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB7	11	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB7	15	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB7	20	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB8	16	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB9	1	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB9	10	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB9	21	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB10	4	POST MOUNT VERTICAL	--	1	--	1	1	1	1	1	1	--	--
	SB10	7	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
INTERSECTION TOTAL				14	2	14	2	16	16	16	2	2	6	6

*INCIDENTAL TO ITEM 658.0173 OR 658.0175
**INCIDENTAL TO ITEM 658.0416

SILVER SPRING DR & BRIDGEWOOD LN

SIGNAL NO:

PLOT DATE 11/30/2020 12 47 PM PLOT BY PLOT NAME 030201 mq PLOT SCALE 1.000000 1.000000
WISDOT / CADDS SHEET 42

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
SILVER SPRING DR & BRIDGEWOOD LN	CB1		SB1	--	--	51	--	51	--	91
	CB1		SB4	--	--	--	158	--	--	--
	CB1		SB5	--	--	220	--	--	--	--
	CB1		SB6	--	304	--	--	--	--	344
	CB1		SB9	--	--	197	--	--	--	--
	CB1		SB10	--	--	112	--	112	--	--
	SB1		SB2	--	--	--	--	48	--	--
	SB1		SB10	--	--	--	--	85	--	--
	SB4		SB5	--	--	--	--	91	--	--
	SB5		SB6	--	--	--	--	100	--	--
	SB6		SB7	--	--	--	--	45	--	--
	SB8		SB9	--	--	--	--	30	--	--
	SB9		SB10	--	--	--	--	106	--	--
	PB1		SB1	--	--	--	--	20	--	--
	PB6		SB5	--	--	--	--	20	--	--
	PB7		SB6	--	--	--	--	26	--	--
	PB8		SB9	--	--	--	--	21	--	--
	PB10		SB10	--	--	--	--	20	--	--
	SB1		HEAD 8	45	--	--	--	--	--	--
	SB1		HEAD 17	15	--	--	--	--	--	--
	SB1		PUSH BUTTON	--	--	--	--	--	6	--
	SB2		HEAD 22	15	--	--	--	--	--	--
	SB2		PUSH BUTTON	--	--	--	--	--	6	--
	SB3		HEAD 19	15	--	--	--	--	--	--
	SB3		PUSH BUTTON	--	--	--	--	--	6	--
	SB4		HEAD 5	--	23	--	--	--	--	--
	SB4		HEAD 18	15	--	--	--	--	--	--
	SB4		PUSH BUTTON	--	--	--	--	--	6	--
	SB5		HEAD 2	45	--	--	--	--	--	--
	SB5		HEAD 9	20	--	--	--	--	--	--
	SB6		HEAD 3	50	--	--	--	--	--	--
	SB7		HEAD 20	15	--	--	--	--	--	--
	SB7		PUSH BUTTON	--	--	--	--	--	6	--
	SB9		HEAD 1	19	--	--	--	--	--	--
	SB9		HEAD 10	19	--	--	--	--	--	--
	SB9		HEAD 21	15	--	--	--	--	--	--
	SB9		PUSH BUTTON	--	--	--	--	--	6	--
	SB10		HEAD 4	--	23	--	--	--	--	--
	SB10		HEAD 7	40	--	--	--	--	--	--
INTERSECTION TOTAL				328	350	580	158	775	36	435

SILVER SPRING DR & BRIDGEWOOD LN

SIGNAL NO:

3

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.02 SIGNAL MOUNTING HARDWARE (SILVER SPRING DR & BRIDGEWOOD LN) L.S.
SILVER SPRING DR & BRIDGEWOOD LN	1
TOTAL	1

REMOVING, SALVAGING, AND REINSTALLING LIGHT POLES, LUMINAIRES, AND ARMS

LOCATION	SPV.0060.01 REMOVING, SALVAGING, AND REINSTALLING LIGHT POLES, LUMINAIRES, AND ARMS (SILVER SPRING DR & BRIDGEWOOD LN) EACH
SILVER SPRING DR & BRIDGEWOOD LN	1
TOTAL	1

3

EMERGENCY VEHICLE PREEMPTION SYSTEM SILVER SPRING DRIVE & BRIDGEWOOD LANE

LOCATION	SPV.0105.04 EMERGENCY VEHICLE PREEMPTION SYSTEM SILVER SPRING DRIVE & BRIDGEWOOD LANE EACH
SILVER SPRING DR & BRIDGEWOOD LN	1
TOTAL	1

SILVER SPRING DR & BRIDGEWOOD LN

SIGNAL NO:

3

REMOVING TRAFFIC SIGNALS

LOCATION	204.9105.S.03 REMOVING TRAFFIC SIGNALS (SILVER SPRING DR & MOHAWK AVE) EACH
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	1
TOTAL	1

REMOVAL QUANTITIES

LOCATION	ITEM NO.	204.0195 REMOVING CONCRETE BASES EACH
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	SB1	1
	SB3	1
	SB5	1
	SB6	1
	SB10	1
INTERSECTION TOTAL		5

3

SIGNAL BASES AND POLES

LOCATION	SIG. BASE NO.	657.0100 PEDESTAL BASE EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	SPV.0060.09 CITY OF GLENDALE TWIN LUMINAIRE DECORATIVE STREET LIGHTING ASSEMBLY EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	(INCIDENTAL) ACCESSIBLE PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	SB1	--	1	1	--	--	--	--	--	1	--	1	--
	SB2	1	--	--	--	1	--	--	--	--	--	1	--
	SB3	1	--	--	--	--	1	--	--	--	--	--	--
	SB4	--	1	--	1	--	--	--	--	--	1	1	1
	SB5	1	--	--	--	--	1	--	--	--	--	1	--
	SB6	--	--	--	--	--	--	--	1	--	--	--	--
	SB7	--	1	1	--	--	--	--	--	1	--	1	--
	SB8	1	--	--	--	--	--	1	--	--	--	1	--
	SB9	1	--	--	--	--	1	--	--	--	--	1	--
	SB10	1	--	--	--	--	1	--	--	--	--	1	--
	SB11	--	--	--	--	--	--	--	1	--	--	--	--
INTERSECTION TOTAL		6	3	2	1	1	4	1	2	2	1	8	1

SILVER SPRING DR & BAYSHORE DR / MOHAWK AVE

SIGNAL NO: PAGE 1 OF 5

3

3

CONDUIT ITEMS

LOCATION	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	CONSTRUCTION METHOD
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	PB11	SB1	5	1	T
	PB1	SB2	12	1	T
	PB2	SB4	5	1	T
	PB4	SB6	8	1	T
	PB5	SB7	9	1	T
	PB10	SB11	5	1	T
	INTERSECTION TOTAL		44	6	

T = TRENCH

CONCRETE BASES

LOCATION	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	SPV.0060.03 CONCRETE BASES TYPE B EACH
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	SB1	SILVER SPRING DR	86+31	35' RT	--	1	--
	SB2	SILVER SPRING DR	86+21	59' RT	1	--	--
	SB4	SILVER SPRING DR	85+74	63' LT	--	1	--
	SB6	SILVER SPRING DR	85+44	7' LT	--	--	1
	SB7	SILVER SPRING DR	85+58	42' LT	--	1	--
	SB11	SILVER SPRING DR	86+49	3' RT	--	--	1
INTERSECTION TOTAL					1	3	2

SILVER SPRING DR & BAYSHORE DR / MOHAWK AVE

SIGNAL NO:

PLOT DATE 11/27/2020 3 08 PM PLOT BY PLOT NAME 030201 mq PLOT SCALE 1.000000 1.000000
WISDOT / CADDS SHEET 42

SIGNAL FACES

LOCATION	SIG. BASE NO.	SIG. HEAD NO.	TYPE OF MOUNT	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH	* BCKPLT 3-SEC. EACH	* BCKPLT 4-SEC. EACH	* BCKPLT 5-SEC. EACH	* LED RED BALL EACH	* LED YELLOW BALL EACH	* LED GREEN BALL EACH	* LED RED ARROW EACH	* LED YELLOW ARROW EACH	* LED GREEN ARROW EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	** PEDESTRIAN COUNTDOWN TIMER 16" EACH
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	SB1	2	TROMBONE ARM MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB1	3	TROMBONE ARM MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB1	20	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	--	--	1	1
	SB3	11	POST MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB3	16	POST MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB3	21	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	--	--	1	1
	SB4	15	POST MOUNT VERTICAL	--	--	1	--	--	1	1	1	1	--	1	1	--	--
	SB4	22	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	--	--	1	1
	SB5	1	POST MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB5	23	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	--	--	1	1
	SB6	4	POST MOUNT VERTICAL	--	1	--	--	1	--	--	--	--	1	2	1	--	--
	SB6	10	POST MOUNT VERTICAL	--	1	--	--	1	--	--	--	--	1	2	1	--	--
	SB7	7	TROMBONE ARM MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB7	8	TROMBONE ARM MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB7	24	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	--	--	1	1
	SB8	12	POST MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB8	14	POST MOUNT VERTICAL	--	--	1	--	--	1	1	1	1	--	1	1	--	--
	SB8	17	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	--	--	1	1
	SB9	13	POST MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB9	18	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	--	--	1	1
	SB10	6	POST MOUNT VERTICAL	1	--	--	1	--	--	1	1	1	--	--	--	--	--
	SB10	19	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	--	--	1	1
	SB11	5	POST MOUNT VERTICAL	--	1	--	--	1	--	--	--	--	1	2	1	--	--
	SB11	9	POST MOUNT VERTICAL	--	1	--	--	1	--	--	--	--	1	2	1	--	--
INTERSECTION TOTAL				10	4	2	10	4	2	12	12	12	4	10	6	8	8

*INCIDENTAL TO ITEM 658.0173, 658.0174, OR 658.0175
**INCIDENTAL TO ITEM 658.0416

SILVER SPRING DR & BAYSHORE DR / MOHAWK AVE

SIGNAL NO:

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	CB1		SB1	--	--	26	--	26	--	--	66
	CB1		SB2	--	64	--	--	--	--	--	--
	CB1		SB4	--	--	140	140	--	--	--	--
	CB1		SB6	--	--	164	--	--	--	--	--
	CB1		SB7	--	--	219	--	--	--	--	259
	CB1		SB11	--	--	84	84	--	--	--	--
	SB1		SB11	--	--	--	--	76	--	--	--
	SB2		SB3	--	--	--	--	34	--	--	--
	SB3		SB4	--	--	--	--	196	--	--	--
	SB4		SB5	--	--	--	--	68	--	--	--
	SB4		SB6	--	--	--	135	--	--	--	--
	SB5		SB6	--	--	--	--	105	--	--	--
	SB6		SB7	--	--	--	--	87	--	--	--
	SB7		SB8	--	--	--	--	72	--	--	--
	SB10		SB11	--	--	--	--	91	--	--	--
	PB2		SB4	--	--	--	--	20	--	--	--
	PB4		SB6	--	--	--	--	23	--	--	--
	PB5		SB7	--	--	--	--	24	--	--	--
	PB10		SB11	--	--	--	--	20	--	--	--
	PB11		SB1	--	--	--	--	20	--	--	--
	SB1		HEAD 2	50	--	--	--	--	--	--	--
	SB1		HEAD 3	50	--	--	--	--	--	--	--
	SB1		HEAD 20	15	--	--	--	--	--	--	--
	SB1		PUSH BUTTON	--	--	--	--	--	--	6	--
	SB2		PUSH BUTTON	--	--	--	--	--	--	6	--
	SB3		HEAD 21	15	--	--	--	--	--	--	--
	SB4		HEAD 15	--	23	--	--	--	--	--	--
	SB4		HEAD 22	15	--	--	--	--	--	--	--
	SB4		PUSH BUTTON	--	--	--	--	--	--	6	--
	SB4		LUMINAIRE	--	--	--	--	--	117	--	--
	SB5		HEAD 23	15	--	--	--	--	--	--	--
	SB5		PUSH BUTTON	--	--	--	--	--	--	6	--
	SB6		HEAD 4	--	22	--	--	--	--	--	--
	SB6		HEAD 10	--	22	--	--	--	--	--	--
	SB6		LUMINAIRE	--	--	--	--	--	234	--	--
	SB7		HEAD 7	50	--	--	--	--	--	--	--
	SB7		HEAD 8	50	--	--	--	--	--	--	--
	SB7		HEAD 24	15	--	--	--	--	--	--	--
	SB7		PUSH BUTTON	--	--	--	--	--	--	6	--
	SB8		HEAD 17	15	--	--	--	--	--	--	--
	SB8		PUSH BUTTON	--	--	--	--	--	--	6	--
	SB9		HEAD 18	15	--	--	--	--	--	--	--
	SB9		PUSH BUTTON	--	--	--	--	--	--	6	--
	SB10		HEAD 19	15	--	--	--	--	--	--	--
	SB10		PUSH BUTTON	--	--	--	--	--	--	6	--
	SB11		HEAD 5	--	22	--	--	--	--	--	--
	SB11		HEAD 9	--	22	--	--	--	--	--	--
	SB11		LUMINAIRE	--	--	--	--	--	234	--	--
INTERSECTION TOTAL				320	175	633	359	862	585	48	325

SILVER SPRING DR & BAYSHORE DR / MOHAWK AVE

SIGNAL NO:

3

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.03 SIGNAL MOUNTING HARDWARE (SILVER SPRING DR & MOHAWK AVE) L.S.
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	1
TOTAL	1

TRAFFIC SIGNAL CONTROLLER

	SPV.0060.04 TRAFFIC SIGNAL CONTROLLER (SILVER SPRING DR & MOHAWK AVE) EACH
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	1
TOTAL	1

3

TRAFFIC SIGNAL CONFLICT MONITOR

	SPV.0060.05 TRAFFIC SIGNAL CONFLICT MONITOR (SILVER SPRING DR & MOHAWK AVE) EACH
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION SYSTEM SILVER SPRING DRIVE & MOHAWK AVENUE

LOCATION	SPV.0105.02 EMERGENCY VEHICLE PREEMPTION SYSTEM (SILVER SPRING DR & MOHAWK AVE) L.S.
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	1
TOTAL	1

TRAFFIC SIGNAL CABINET MODIFICATIONS SILVER SPRING DRIVE & MOHAWK AVENUE

	SPV.0105.06 TRAFFIC SIGNAL CABINET MODIFICATIONS (SILVER SPRING DR & MOHAWK AVE) L.S.
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	1
TOTAL	1

ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM SILVER SPRING DRIVE & MOHAWK AVENUE

LOCATION	SPV.0105.07 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM (SILVER SPRING DR & MOHAWK AVE) L.S.
SILVER SPRING DR & BAYSHORE DR/MOHAWK AVE	1
TOTAL	1

SILVER SPRING DR & BAYSHORE DR / MOHAWK AVE

SIGNAL NO:

3

REMOVAL QUANTITIES

LOCATION	ITEM NO.	204.0195 REMOVING CONCRETE BASES EACH
SILVER SPRING DR & LYDELL AVE	SB1	1
	SB3	1
	SB4	1
	SB5	1
	SB6	1
	SB7	1
	SB8	1
	CB1	1
INTERSECTION TOTAL		8

CONDUIT ITEMS

LOCATION	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0605 CONDUIT SPECIAL 2-INCH L.F.	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	CONSTRUCTION METHOD
SILVER SPRING DR & LYDELL AVE	CB1	PB1	12	12	--	1	T
	CB1	PB9	21	21	--	1	T
	PB2	SB3	5	--	--	1	T
	PB3	SB4	5	--	--	--	T
	PB4	PB5	--	--	56	1	B
	PB4	SB5	12	--	--	1	T
	PB5	SB6	8	--	--	1	T
	PB6	SB7	6	--	--	1	T
	PB7	SB8	10	--	--	1	T
	PB8	SB9	5	--	--	1	T
	PB9	SB1	15	--	--	--	T
INTERSECTION TOTAL			99	33	56	9	

T = TRENCH
B = DIRECTIONAL BORE

PULL BOXES

LOCATION	PULL BOX NO.	ALIGNMENT	STATION	OFFSET	653.0140 PULL BOXES STEEL 24" x 42" EACH
SILVER SPRING DR & LYDELL AVE	PB2	SILVER SPRING DR	91+82	7' LT	1
INTERSECTION TOTAL					1

CONCRETE BASES

(SEE ALSO DECORATIVE BASE ITEMS -- NEXT PAGE)

LOCATION	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0205 CONCRETE CONTROL CABINET BASE TYPE 7 EACH
SILVER SPRING DR & LYDELL AVE	CB1	SILVER SPRING DR	91+90	47' RT	--	--	1
	SB1	SILVER SPRING DR	92+03	46' RT	--	1	--
	SB3	SILVER SPRING DR	91+76	7' LT	1	--	--
	SB4	SILVER SPRING DR	91+84	41' LT	--	1	--
	SB5	SILVER SPRING DR	91+98	55' LT	1	--	--
	SB6	SILVER SPRING DR	92+54	49' LT	--	1	--
	SB8	SILVER SPRING DR	92+66	26' RT	--	1	--
INTERSECTION TOTAL					2	4	1

SILVER SPRING DR & N. LYDELL AVE

SIGNAL NO: PAGE 1 OF 6

3

3

SIGNAL BASES AND POLES
(SEE ALSO DECORATIVE TRAFFIC SIGNAL POLE ITEMS -- BELOW)

LOCATION	SIG. BASE NO.	657.0100 PEDESTAL BASE EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH EACH	657.0310 POLES TYPE 3 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0585 TROMBONE ARMS 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	(INCIDENTAL) ACCESSIBLE PEDESTRIAN PUSH BUTTONS EACH
SILVER SPRING DR & LYDELL AVE	SB1	--	1	1	--	--	--	1	--	1	1
	SB2	--	--	--	--	--	--	--	--	--	1
	SB3	1	--	--	--	1	--	--	--	--	--
	SB4	--	1	1	--	--	--	--	1	1	1
	SB5	1	--	--	1	--	--	--	--	--	1
	SB6	--	1	1	--	--	1	--	--	1	1
	SB7	--	--	--	--	--	--	--	--	--	1
	SB8	--	1	1	--	--	--	1	--	1	1
	SB9	--	--	--	--	--	--	--	--	--	1
INTERSECTION TOTAL		2	4	4	1	1	1	2	1	4	8

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (SILVER SPRING DR & LYDELL AVE) L.S.
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.04 SIGNAL MOUNTING HARDWARE (SILVER SPRING DR & LYDELL AVE) L.S.
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

DECORATIVE TRAFFIC SIGNAL POLE & CONCRETE BASES TYPE 5 MODIFIED

LOCATION	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	SPV.0060.08 DECORATIVE TRAFFIC SIGNAL POLE & CONCRETE BASES TYPE 5 MODIFIED EACH
SILVER SPRING DR & LYDELL AVE	SB7	SILVER SPRING DR	92+79	26' LT	1
	SB9	SILVER SPRING DR	92+53	38' RT	1
INTERSECTION TOTAL					2

SILVER SPRING DR & N. LYDELL AVE

SIGNAL NO:

PLOT DATE 11/27/2020 3 34 PM PLOT BY PLOT NAME 030201 mq PLOT SCALE 1.000000 1.000000
WISDOT / CADDS SHEET 42

SIGNAL FACES

LOCATION	SIG. BASE NO.	SIG. HEAD NO.	TYPE OF MOUNT	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH	* BCKPLT 3-SEC. EACH	* BCKPLT 5-SEC. EACH	* LED RED BALL EACH	* LED YELLOW BALL EACH	* LED GREEN BALL EACH	* LED YELLOW ARROW EACH	* LED GREEN ARROW EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	** PEDESTRIAN COUNTDOWN TIMER 16" EACH
SILVER SPRING DR & LYDELL AVE	SB1	14	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB1	21	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB2	1	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB2	6	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB2	20	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB3	3	POST MOUNT VERTICAL	--	1	--	1	1	1	1	1	1	--	--
	SB4	7	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB4	8	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB4	15	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB5	10	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB5	12	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB5	22	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB6	11	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB6	17	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB7	4	POST MOUNT VERTICAL	--	1	--	1	1	1	1	1	1	--	--
	SB7	5	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB7	16	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB8	2	TROMBONE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB8	19	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
	SB9	9	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB9	13	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--
	SB9	18	PEDESTRIAN	--	--	--	--	--	--	--	--	--	1	1
INTERSECTION TOTAL				12	2	12	2	14	14	14	2	2	8	8

*INCIDENTAL TO ITEM 658.0173 OR 658.0175
**INCIDENTAL TO ITEM 658.0416

SILVER SPRING DR & N. LYDELL AVE

SIGNAL NO:

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	(INCIDENTAL) VIDEO DETECTION CABLE L.F.
SILVER SPRING DR & LYDELL AVE	CB1		SB1	--	--	50	--	--	50	--	--	--	95
	CB1		SB2	--	--	29	--	--	29	--	--	--	--
	CB1		SB3	--	--	161	--	--	--	--	--	--	--
	CB1		SB4	--	--	124	--	--	--	--	--	164	169
	CB1		SB5	--	--	180	--	--	--	--	--	--	--
	CB1		SB6	--	--	226	--	--	--	--	--	--	271
	CB1		SB7	--	--	--	217	217	--	--	--	--	--
	CB1		SB8	--	--	154	--	--	--	--	--	194	199
	CB1		SB9	--	--	108	--	108	--	--	--	--	--
	SB2		SB3	--	--	--	--	--	151	--	--	--	--
	SB3		SB4	--	--	--	--	--	53	--	--	--	--
	SB4		SB5	--	--	--	--	--	79	--	--	--	--
	SB5		SB6	--	--	--	--	--	176	--	--	--	--
	SB6		SB7	--	--	--	--	--	239	--	--	--	--
	SB7		SB8	--	--	--	--	--	96	--	--	--	--
	SB8		SB9	--	--	--	--	--	64	--	--	--	--
	PB1		SB2	--	--	--	--	--	20	--	--	--	--
	PB2		SB3	--	--	--	--	--	--	--	--	--	--
	PB3		SB4	--	--	--	--	--	49	--	--	--	--
	PB4		SB5	--	--	--	--	--	27	--	--	--	--
	PB5		SB6	--	--	--	--	--	23	--	--	--	--
	PB6		SB7	--	--	--	--	--	23	--	--	--	--
	PB7		SB8	--	--	--	--	--	24	--	--	--	--
	PB8		SB9	--	--	--	--	--	20	--	--	--	--
	PB9		SB1	--	--	--	--	--	32	--	--	--	--
	SB1		HEAD 14	45	--	--	--	--	--	--	--	--	--
	SB1		HEAD 21	15	--	--	--	--	--	--	--	--	--
	SB1		PUSH BUTTON	--	--	--	--	--	--	--	6	--	--
	SB2		HEAD 1	19	--	--	--	--	--	--	--	--	--
	SB2		HEAD 6	19	--	--	--	--	--	--	--	--	--
	SB2		HEAD 20	15	--	--	--	--	--	--	--	--	--
	SB2		PUSH BUTTON	--	--	--	--	--	--	--	6	--	--
	SB3		HEAD 3	--	23	--	--	--	--	--	--	--	--
	SB4		HEAD 7	50	--	--	--	--	--	--	--	--	--
	SB4		HEAD 8	50	--	--	--	--	--	--	--	--	--
	SB4		HEAD 15	15	--	--	--	--	--	--	--	--	--
	SB4		PUSH BUTTON	--	--	--	--	--	--	--	6	--	--
	SB5		HEAD 10	19	--	--	--	--	--	--	--	--	--
	SB5		HEAD 12	19	--	--	--	--	--	--	--	--	--
	SB5		HEAD 22	15	--	--	--	--	--	--	--	--	--
	SB5		PUSH BUTTON	--	--	--	--	--	--	--	6	--	--
	SB6		HEAD 11	40	--	--	--	--	--	--	--	--	--
	SB6		HEAD 17	15	--	--	--	--	--	--	--	--	--
	SB6		PUSH BUTTON	--	--	--	--	--	--	--	6	--	--
	SB6		LUMINAIRE	--	--	--	--	--	--	117	--	--	--
	SB7		HEAD 4	--	23	--	--	--	--	--	--	--	--
	SB7		HEAD 5	21	--	--	--	--	--	--	--	--	--
	SB7		HEAD 16	15	--	--	--	--	--	--	--	--	--
	SB7		PUSH BUTTON	--	--	--	--	--	--	--	6	--	--
	SB8		HEAD 2	45	--	--	--	--	--	--	--	--	--
	SB8		HEAD 19	15	--	--	--	--	--	--	--	--	--
	SB8		PUSH BUTTON	--	--	--	--	--	--	--	6	--	--
	SB9		HEAD 9	19	--	--	--	--	--	--	--	--	--
	SB9		HEAD 13	19	--	--	--	--	--	--	--	--	--
	SB9		HEAD 18	15	--	--	--	--	--	--	--	--	--
	SB9		PUSH BUTTON	--	--	--	--	--	--	--	6	--	--
	SB9		LUMINAIRE	--	--	--	--	--	--	117	--	--	--
INTERSECTION TOTAL				485	46	1032	217	325	1155	234	48	358	734

SILVER SPRING DR & N. LYDELL AVE

SIGNAL NO: PAGE 4 OF 6

3

REMOVING TRAFFIC SIGNALS

LOCATION	204.9105.S.04 REMOVING TRAFFIC SIGNALS (SILVER SPRING DR & LYDELL AVE) L.S.
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS SILVER SPRING DRIVE & LYDELL AVENUE

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (SILVER SPRING DR & LYDELL AVE) L.S.
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

3

TRAFFIC SIGNAL CONTROLLER & CABINET

LOCATION	SPV.0060.02 TRAFFIC SIGNAL CONTROLLER & CABINET EACH
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

EXPOSE EXISTING UTILITY

LOCATION	SPV.0060.06 EXPOSE EXISTING UTILITY EACH
SILVER SPRING DR & LYDELL AVE	2
TOTAL	2

SILVER SPRING DR & N. LYDELL AVE

SIGNAL NO:

3

VIDEO VEHICLE DETECTION SYSTEM SILVER SPRING DR & LYDELL AVE

LOCATION	SPV.0105.01 VIDEO VEHICLE DETECTION SYSTEM (SILVER SPRING DR & LYDELL AVE) L.S.
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION SYSTEM SILVER SPRING DR & LYDELL AVE

LOCATION	SPV.0105.03 EMERGENCY VEHICLE PREEMPTION SYSTEM (SILVER SPRING DR & LYDELL AVE) L.S.
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

3

ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM SILVER SPRING DRIVE & LYDELL AVENUE

LOCATION	SPV.0105.08 ACCESSIBLE PEDESTRIAN PUSH BUTTON SYSTEM (SILVER SPRING DR & LYDELL AVE) L.S.
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

REMOVE, SALVAGE, & REINSTALL TRAFFIC SIGNAL INTERCONNECT

LOCATION	SPV.0105.09 REMOVE, SALVAGE, & REINSTALL TRAFFIC SIGNAL INTERCONNECT (SILVER SPRING DR & LYDELL AVE) L.S.
SILVER SPRING DR & LYDELL AVE	1
TOTAL	1

SILVER SPRING DR & N. LYDELL AVE

SIGNAL NO:

PROJECT NO: 2978-02-70	ROAD: SILVER SPRING DR	COUNTY: MILWAUKEE	MISCELLANEOUS QUANTITIES	SHEET NO: 168	E

PLOT DATE 11/27/2020 3 34 PM PLOT BY PLOT NAME 030201 mq PLOT SCALE 1.000000 1.000000 WISDOT / CADDS SHEET 42

5

5

2100 W SILVER SPRING DRIVE

EXISTING R/W

N

19

S88° 38' 21"E

2644.82'

20

21

BEGIN PROJECT
STA 19+09
Y:328878.3776
X:598074.0915

R/L "SS"

SILVER SPRING DRIVE

EXISTING R/W

2125 W SILVER SPRING DRIVE

2119 W SILVER SPRING DRIVE

NOTE:

INLET PROTECTION (TYPE DENOTED)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN - N. LONG ISLAND DRIVE	SHEET 169	E

5

5

2100 W SILVER SPRING DRIVE

2036 W SILVER SPRING DRIVE

2024 W. SILVER SPRING DRIVE

TYPE 3 CURB RAMP

EXISTING R/W

8000
634.060
TCP-6-29-20

TRIM TREE (BY OTHERS)

REMOVE TREE (BY OTHERS)

RRFB

PEDESTRIAN CURB

R9-3A 24"X24"

R9-3BR 18"X12"

RELOCATE SCHOOL CROSSING SIGN TO RRFB

REMOVE TREE (BY OTHERS)

EXISTING R/W

R1-5L 18"X18"

IP 556
0.000
IP 1.51PF

N

SILVER SPRING DRIVE

TYPE 5 CURB RAMP

EP 10+00.00

22

23

24

RRFB(2)

PROP CL

R/L "SS"

STA 23+11.82 "SS"
=STA 10+00.00 "LI"

RELOCATE NO PARKING SIGN TO LUMINAIRE

RRFB MOUNTED ON LUMINAIRE

PEDESTRIAN CURB

R9-3A 24"X24"

R9-3BL 18"X12"

R13'

PT 500

EXISTING R/W

TRIM TREE (BY OTHERS)

R1-5L 18"X18"

RELOCATE LUMINAIRE

5595 N. LONG ISLAND DRIVE

TYPE 2 CURB RAMP

N. LONG ISLAND DRIVE

9+00

TYPE 2 MODIFIED CURB RAMP

2021 W. SILVER SPRING DRIVE

EXISTING R/W

IP

R/L "LI"

NOTE:

INLET PROTECTION (TYPE DENOTED)

BENCHMARK TABLE				
BM #	Y	X	ELEVATION	DESCRIPTION
500	328817.037	598509.631	635.33	BM HYD_NW BOLT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN - N. LONG ISLAND DRIVE	SHEET 170	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021101_ID_NOTLE DWG
LAYOUT NAME - 02

PLOT DATE : 12/1/2020 11:09 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

5

5

2024 W. SILVER SPRING DRIVE

2018 W. SILVER SPRING DRIVE

REMOVE TREE
(BY OTHERS)

EXISTING R/W

556
IP
0.000
IP 1.5IPF

30-INCH
CURB AND GUTTER

FROM GREEN BAY RD.

N

SILVER SPRING DRIVE

PI 26+44.82

822142
0:000
SEC

24

25

26

27

R/L "SS"

EXISTING R/W

555
IP
0.000
IP 1IPF

2021 W. SILVER SPRING DRIVE

1935 W. SILVER SPRING DRIVE

NOTE:

INLET PROTECTION (TYPE DENOTED)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN - N. LONG ISLAND DRIVE	SHEET 171	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021101_ID_NOTLE DWG
LAYOUT NAME - 03

PLOT DATE : 12/1/2020 11:09 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

5

5

1700 W. SILVER SPRING DRIVE

HEISER FORD

ASPHALT
BUTT JOINT

TYPE 2
CURB RAMP

TYPE 2
CURB RAMP

SB10

SB9

SB1

SB2

CB1

PEDESTRIAN
CURB

TRAIL SPUR

R9-3A
24"X24"

R9-3BR
18"X12"

OAK LEAF TRAIL

N

R23'

R23'

25'

STA 37+52.37 "SS"
=STA 20+00.00 "PS"

PI 20+00.00

SILVER SPRING DRIVE

37

38

39

SB8

CONCRETE PAVEMENT
8 1/2"- INCH

ASPHALT
BUTT JOINT

SB3

25'

R/L "PS"

ASPHALT
BUTT JOINT

543
0.000
IP 1.5IPF

EXISTING R/W

SB7

C/L EXISTING
TYPE 1 RAMP

SB6

245.36'
N83° 49' 00"W

SB4

BM 501

542
0.000
IP 1.5IPF

EXISTING R/W

96.07'
N84° 53' 04"W

C/L EXISTING
TYPE 1 RAMP

SB5

PICK 'N SAVE DRIVEWAY

19+00

1735 W. SILVER SPRING DRIVE

NOTE:

INLET PROTECTION (TYPE DENOTED)

BENCHMARK TABLE				
BM #	Y	X	ELEVATION	DESCRIPTION
501	328760.082	600028.398	629.32	BM HYD_NW BOLT

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN - PICK 'N SAVE DRIVEWAY/HEISER FORD DRIVEWAY	SHEET 172 E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021101_ID_NOTLE DWG
LAYOUT NAME - 04

PLOT DATE : 12/1/2020 11:09 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

BENCHMARK TABLE				
BM #	Y	X	ELEVATION	DESCRIPTION
502	328857.947	600922.508	630.78	BM HYD_NW BOLT

BRIDGEWOOD LN.

1500 W. SILVER SPRING DRIVE

1400 W. SILVER SPRING DRIVE

C/L EXISTING TYPE 1 RAMP

C/L EXISTING TYPE 1 RAMP

ASPHALT BUTT JOINT

EXISTING R/W

EXISTING R/W

SB1

SB2

SB3

SB4

SB5

SB6

SB7

SB8

SB9

SB10

CB1

R/L "BW"

BM 502

ASPHALT BUTT JOINT

SILVER SPRING DRIVE

BP 30+00.00

STA 46+47.15 "SS"
=STA 30+00.00 "BW"

R/L "SS"

ASPHALT BUTT JOINT

CONCRETE PAVEMENT 8 1/2 - INCH

TRIM TREE (BY OTHERS)

EXISTING R/W

EXISTING R/W

C/L EXISTING TYPE 3 RAMP

C/L EXISTING TYPE 3 RAMP

15'

20'

25'

NOTE:

INLET PROTECTION (TYPE DENOTED)

1515 W. SILVER SPRING DRIVE

1433 W. SILVER SPRING DRIVE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN - N. BRIDGEWOOD LANE	SHEET 173	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021101_ID_NOTLE DWG
LAYOUT NAME - 05

PLOT DATE : 12/1/2020 11:09 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

BENCHMARK TABLE				
BM #	Y	X	ELEVATION	DESCRIPTION
503	328772.355	604851.283	644.25	BM HYD_NW BOLT

N

N. BAYSHORE DRIVE

41+00

ASPHALT
BUTT JOINT

400 W. SILVER SPRING DRIVE

5600 N. BAYSHORE DRIVE

TYPE 2
CURB RAMP

TYPE 2
CURB RAMP

SB7

SB8

SB6

R/L "BS"

R24'

R24'

BM 503

SB9

SB5

CONCRETE
PAVEMENT
8 1/2- INCH

40+00

R/L "SS"

SILVER SPRING DRIVE

85

86

87

SB10
STA 85+94.10 "SS"
=STA 40+00.00 "BS"

SB4

R23'

R23'

SB1

CB1

SB2

SB3

9000
0.000
514

403 W. SILVER SPRING DRIVE

325 W. SILVER SPRING DRIVE

TYPE 2
CURB RAMP

TYPE 2
CURB RAMP

N. MOHAWK AVE.

NOTE:

INLET PROTECTION (TYPE DENOTED)

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN - N. BAYSHORE DRIVE/N. MOHAWK AVENUE	SHEET 174	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021101_ID_NOTLE DWG
LAYOUT NAME - 06

PLOT DATE : 12/1/2020 11:10 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

BENCHMARK TABLE				
BM #	Y	X	ELEVATION	DESCRIPTION
504	328747.781	605462.425	645.02	BM HYD_NW BOLT

N

200 W. SILVER SPRING DRIVE

N. LYDELL AVE.

51+00

TYPE 1A
CURB RAMP

EXISTING R/W

SB5

SB4

R30

15'

SB6

C/L EXISTING
TYPE 1 RAMP

130 W. SILVER SPRING DRIVE

EXISTING R/W

BM 504

25'

REPLACE CONCRETE CROSSWALK
(CONCRETE PAVEMENT, 8-INCH)

SB7

R/L "LY"

91

SILVER SPRING DRIVE

SB3

92

93

50+00

STA 92+34.10 "SS"
=STA 50+00.00 "LY"

END PROJECT
STA 92+75

SB2

R38'

SB9

NEW SIGNAL CABINET

SB1

C/L EXISTING
TYPE 1 RAMP

501
0.000
IP 0.75IRF

EXISTING R/W

CB1

TYPE 1A
CURB RAMP

131 W. SILVER SPRING DRIVE

NOTE:

INLET PROTECTION (TYPE DENOTED)

209 W. SILVER SPRING DRIVE

PROJECT NO: 2978-02-70	HWY: SILVER SPRING DRIVE	COUNTY: MILWAUKEE	PLAN - N. LYDELL AVENUE	SHEET 175	E

FILE NAME : J:\ACTIVE\SE\2978-02-00 SILVER SPRING DRIVE SELP\29780200\SHEETSPLAN\021101_ID_NOTLE DWG
LAYOUT NAME - 07

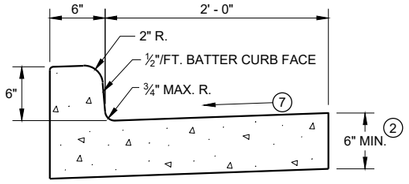
PLOT DATE : 12/1/2020 11:10 AM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

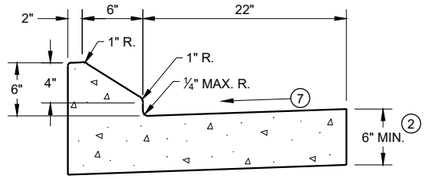
Standard Detail Drawing List

08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C20-02	YIELD MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D15-05D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-06B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

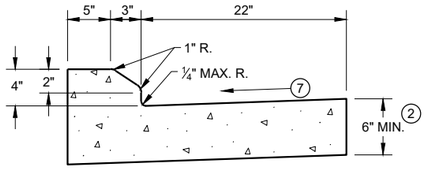
6



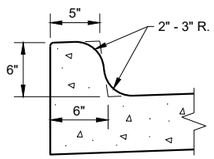
TYPES A[1] & D



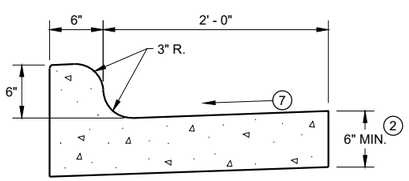
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

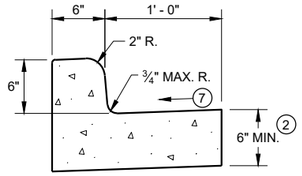


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



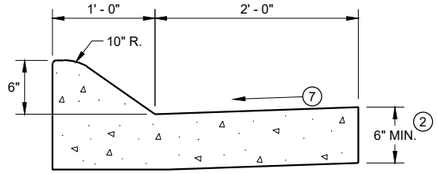
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

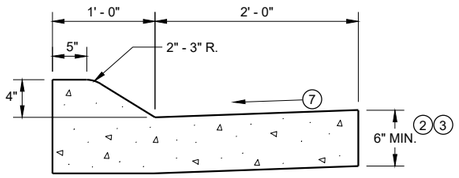


TYPES A[1] & D

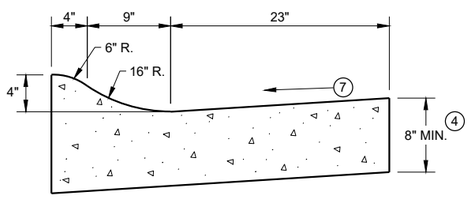
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D



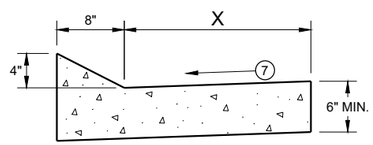
4" SLOPED CURB TYPES A[1] & D



4" SLOPED CURB TYPES R[1] & T[5]

CONCRETE CURB AND GUTTER 36"

TBT & TBTT	X
30"	22"
36"	28"

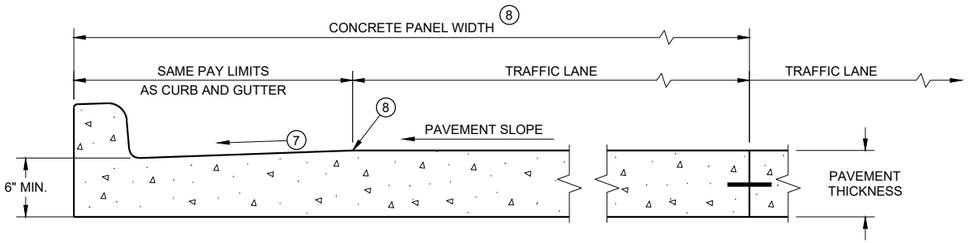


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

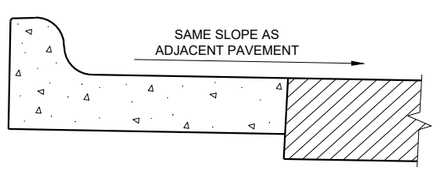
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER[6]
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

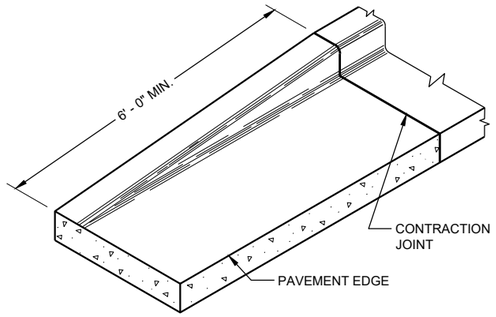
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
5. 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.

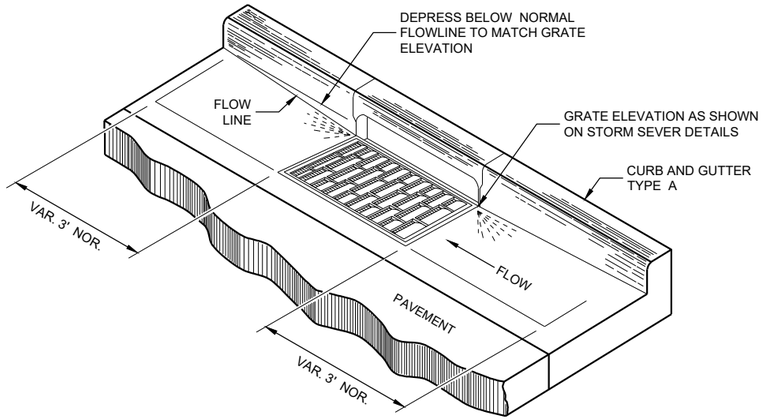
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D01 - 21a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

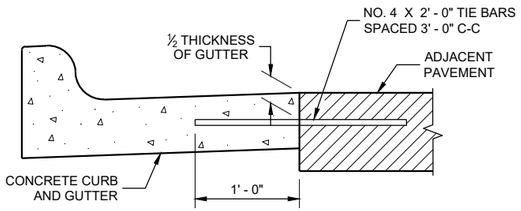
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

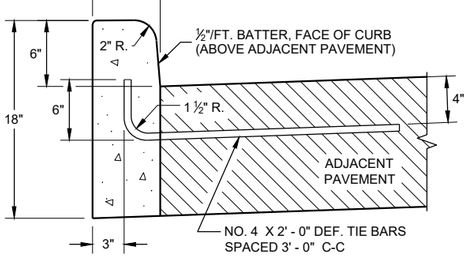
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

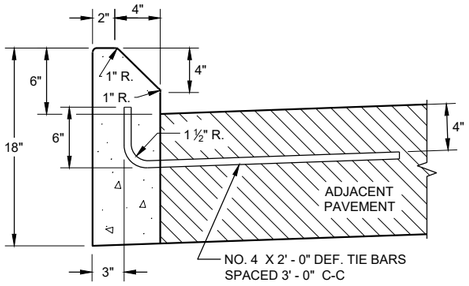
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

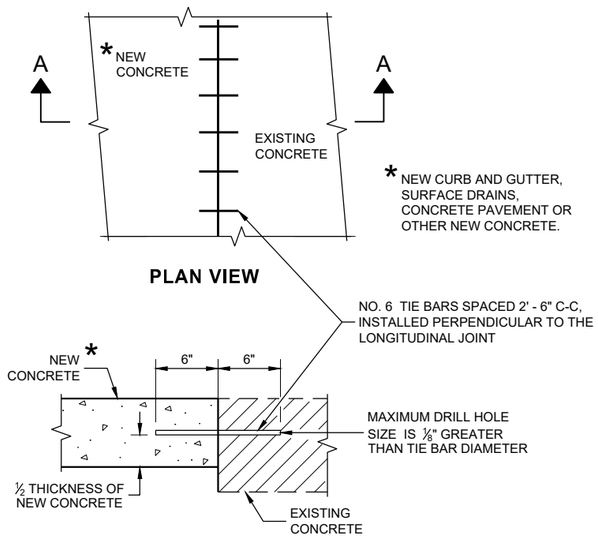


TYPES A (1) & D



TYPES G (1) & J

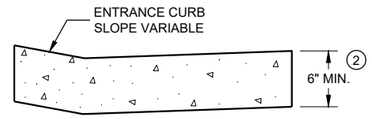
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

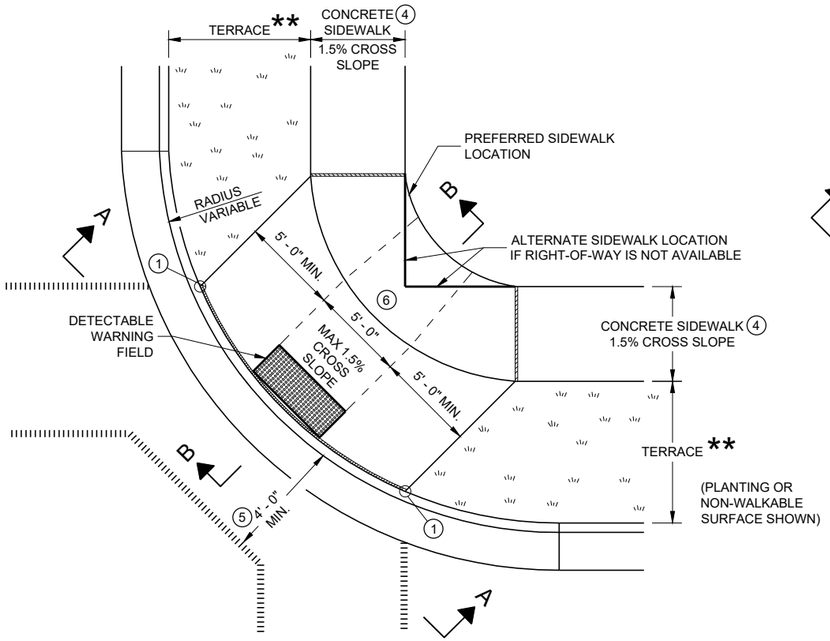
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

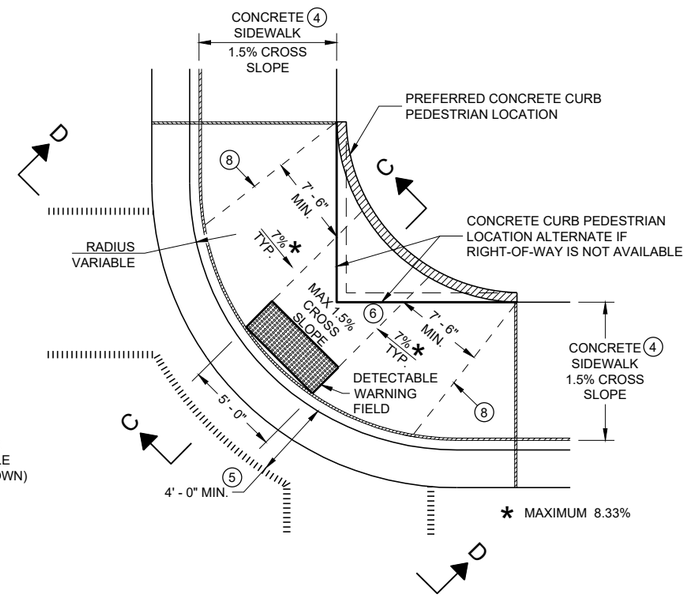
SDD08D01 - 21b



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 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.

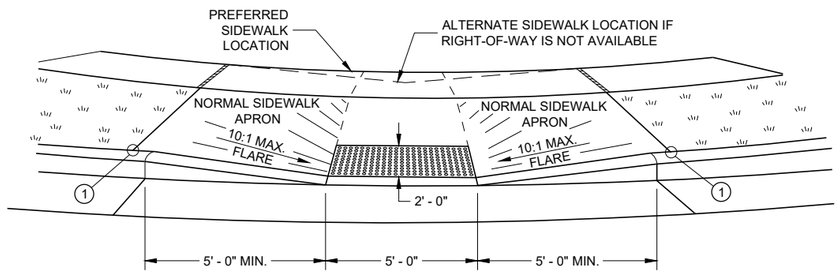
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

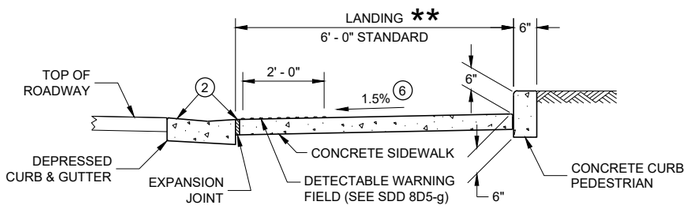
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A - A FOR TYPE 1

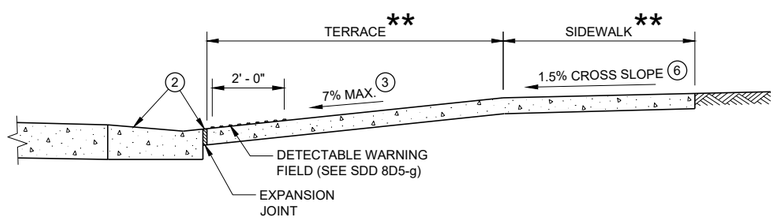


SECTION C - C FOR TYPE 1 - A

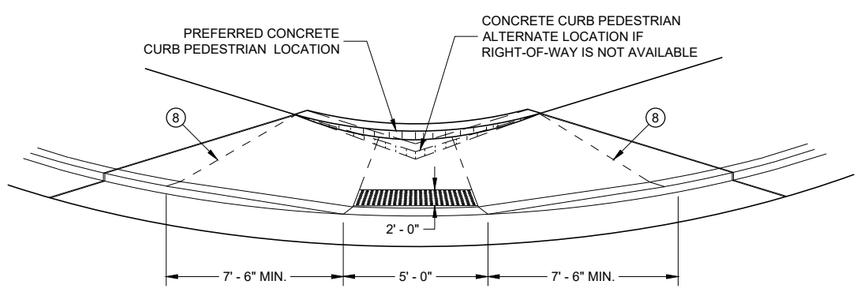
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



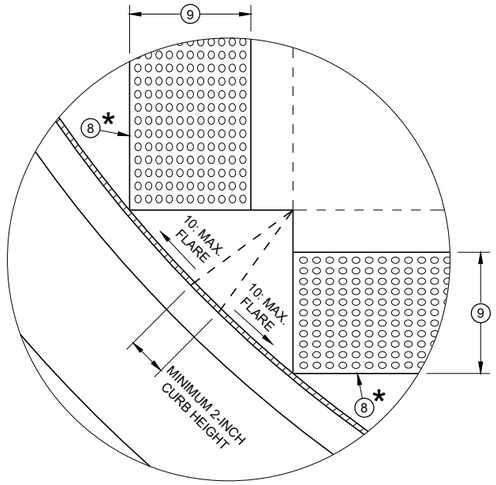
VIEW D - D FOR TYPE 1 - A

CURB RAMPS TYPE 1 AND 1-A

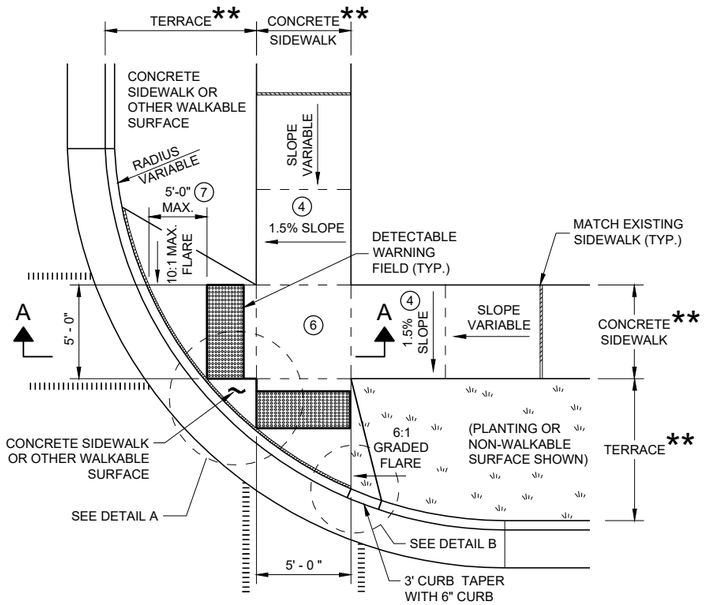
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

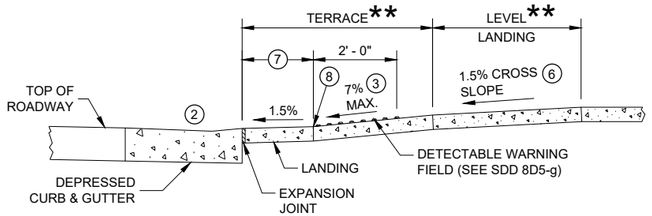
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

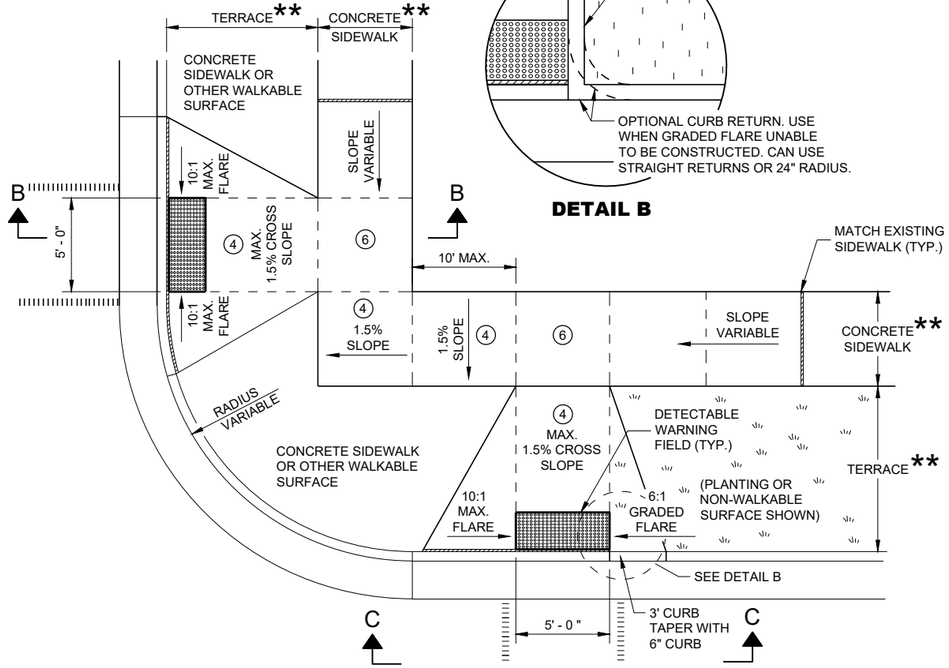
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

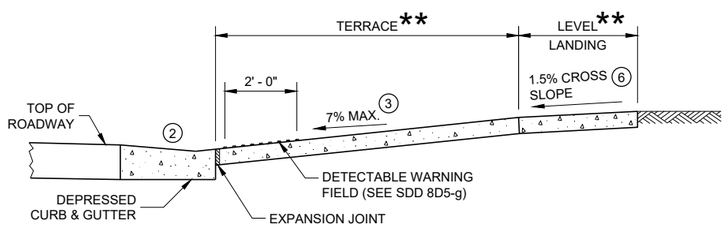
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

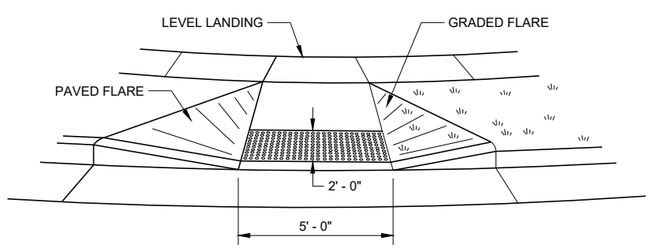


DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

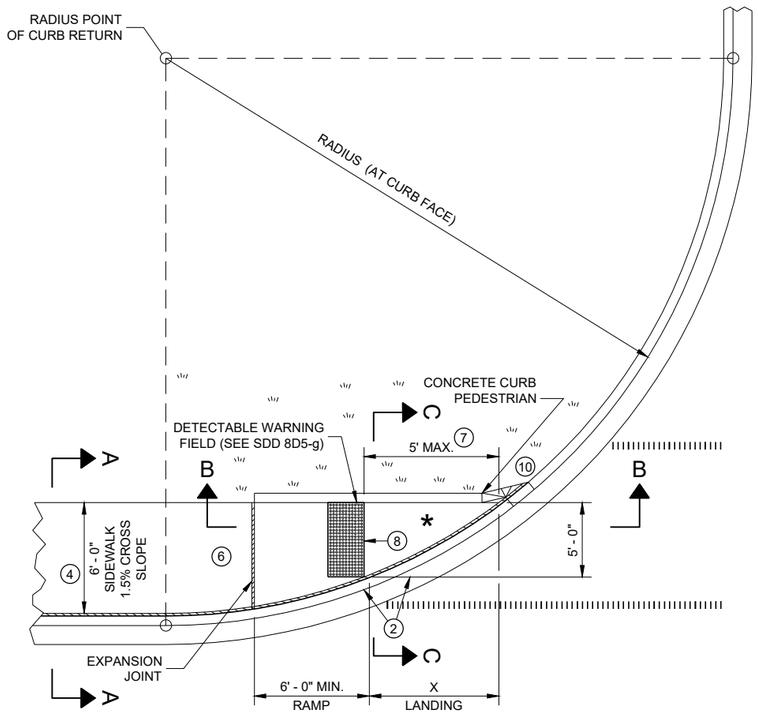
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

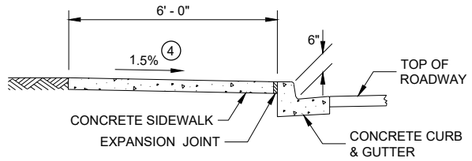


PLAN VIEW

CURB RAMP TYPE 4A

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.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

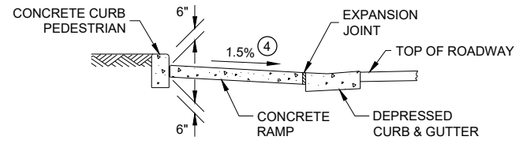
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

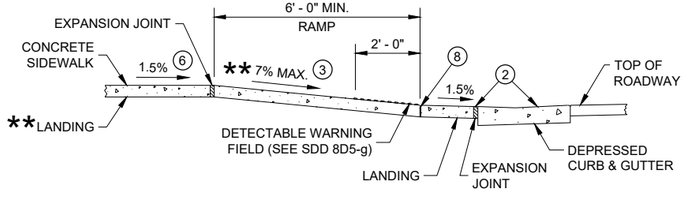
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



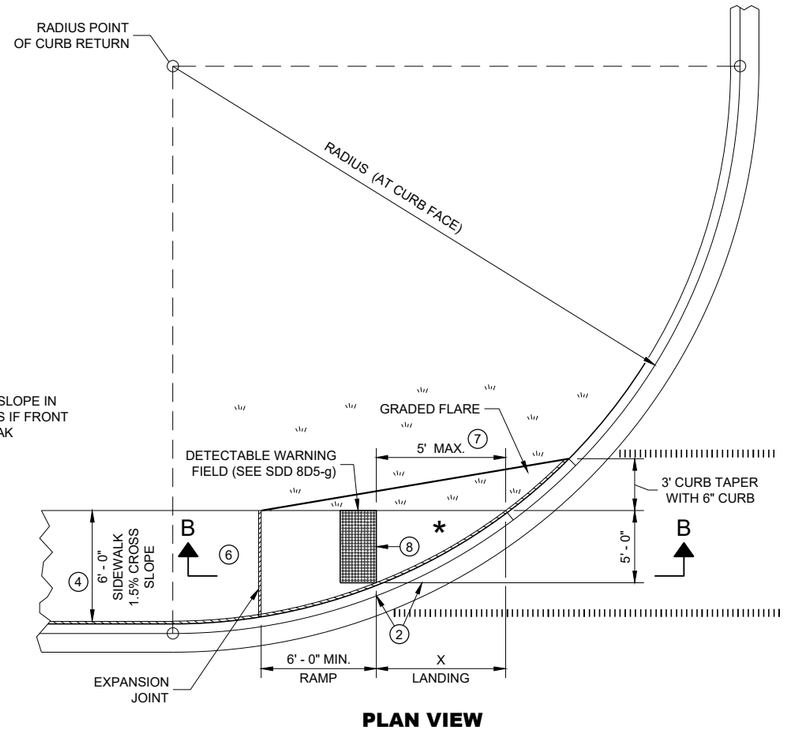
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

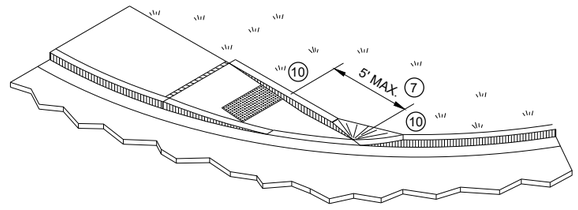
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

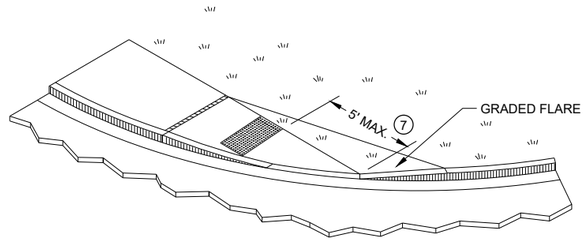


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



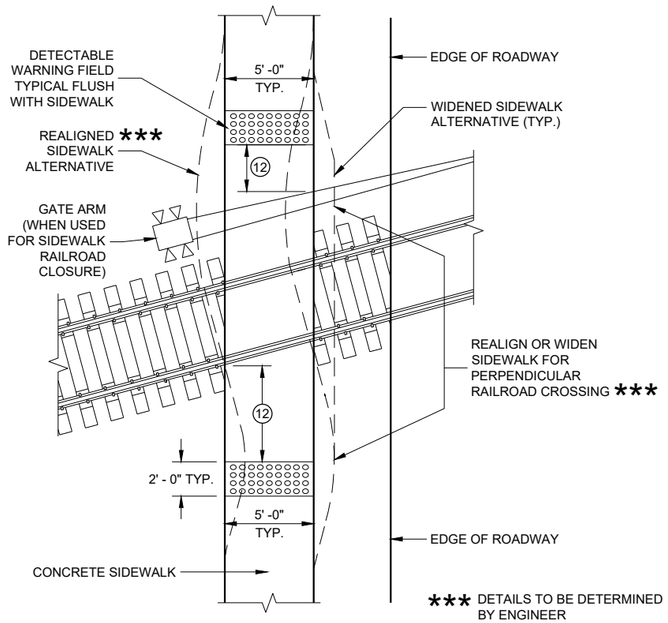
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

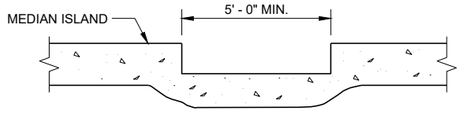
6

SDD 08D05 - 20c

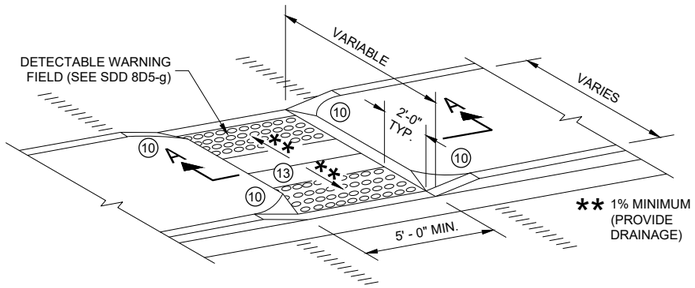


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

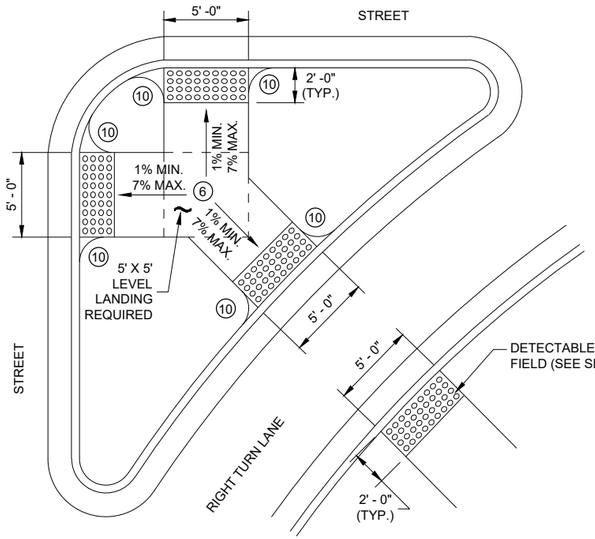
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. 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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

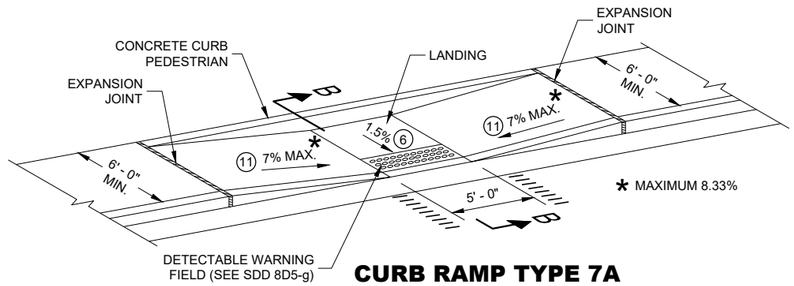
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

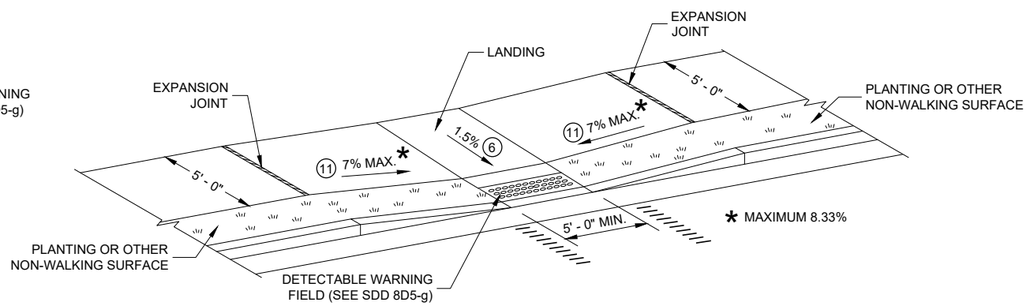
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

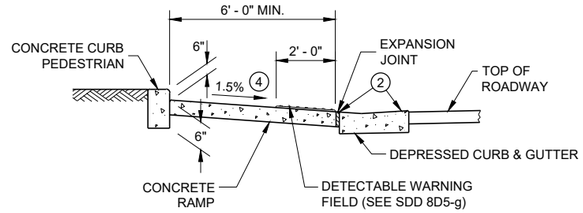
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

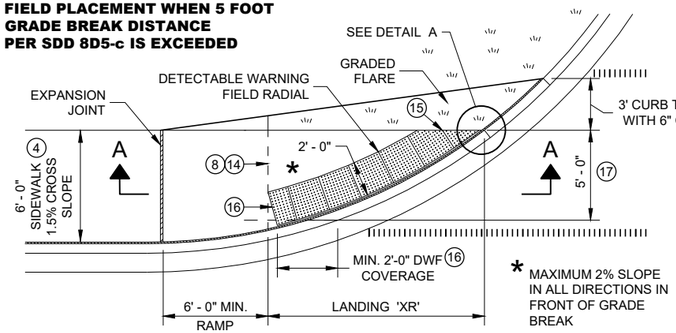
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

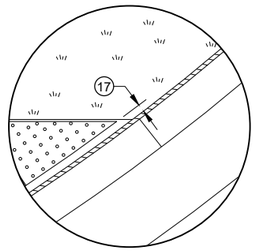
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



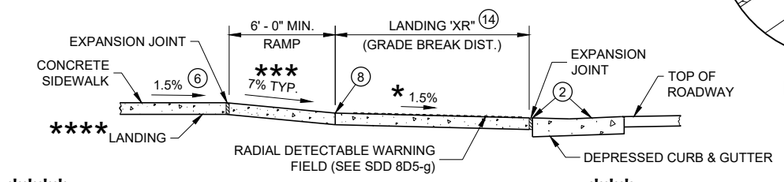
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A



SECTION A - A FOR TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

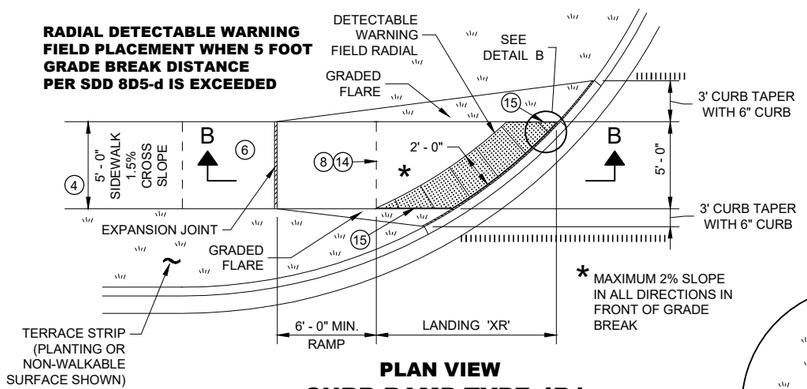
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

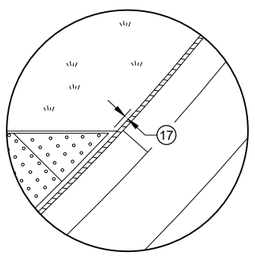
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



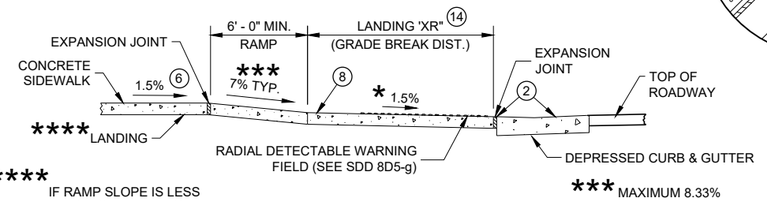
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

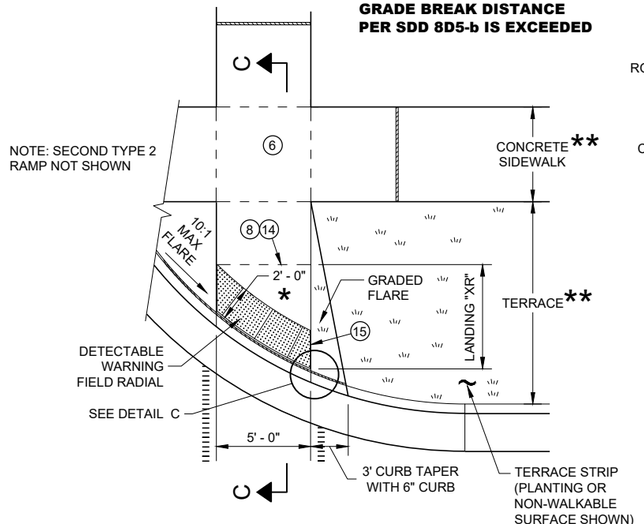


DETAIL B



SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

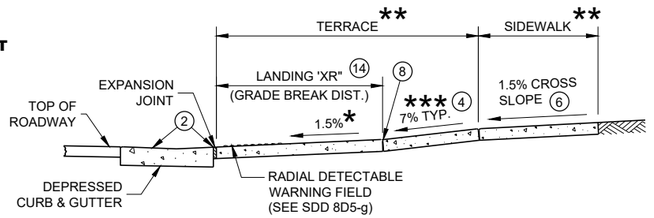


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

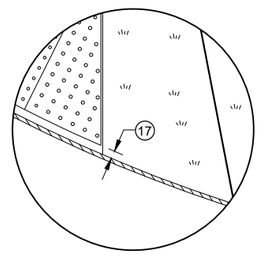


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

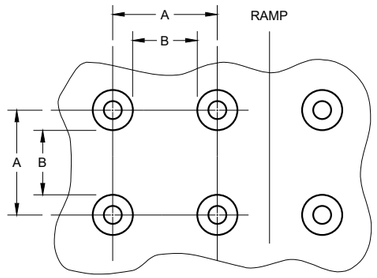
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

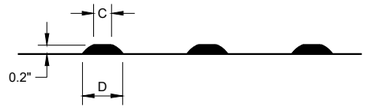
SDD 08D05 - 20f

	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.

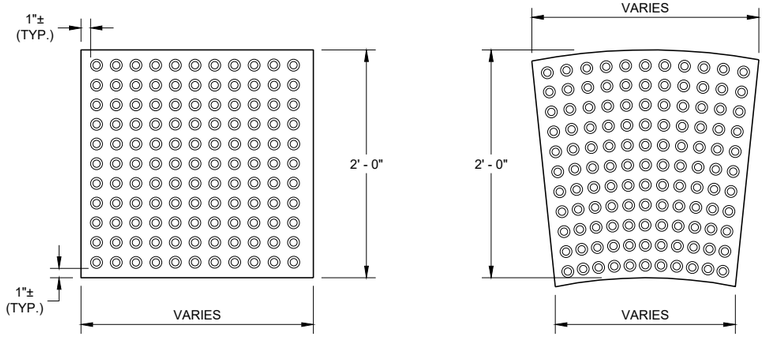


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

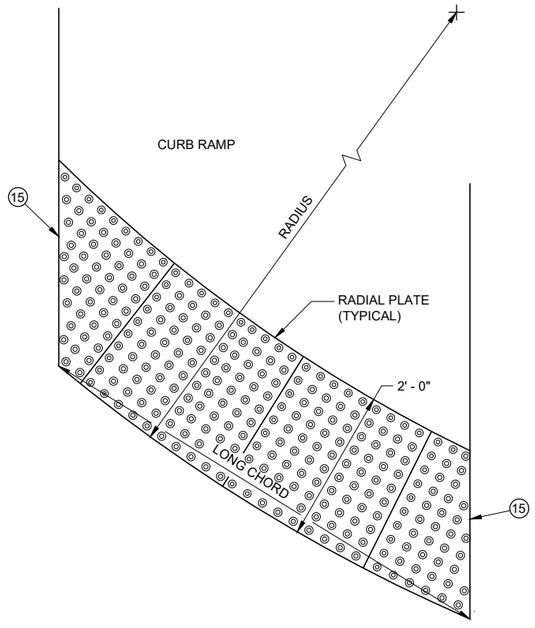
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

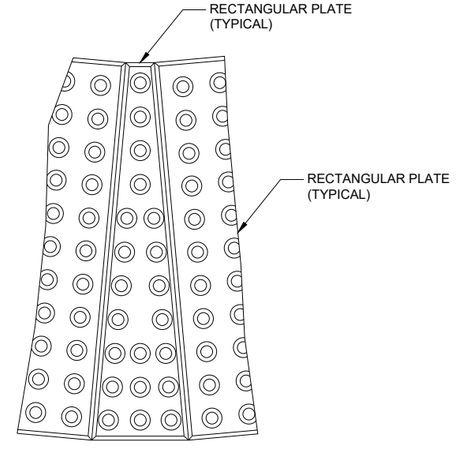
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

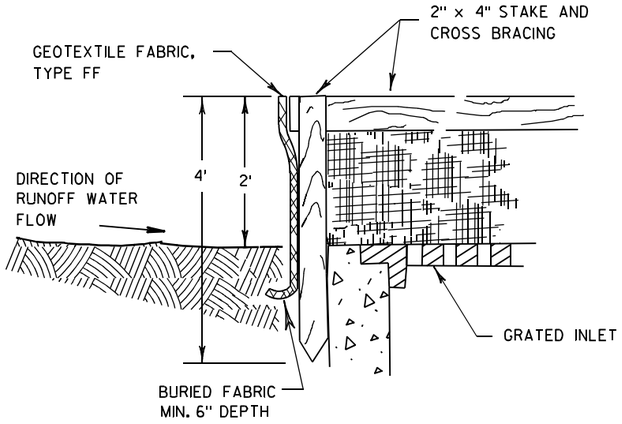
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

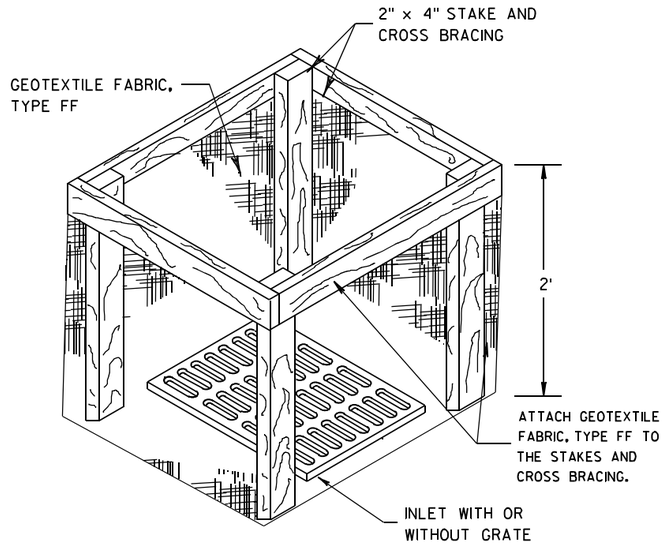
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

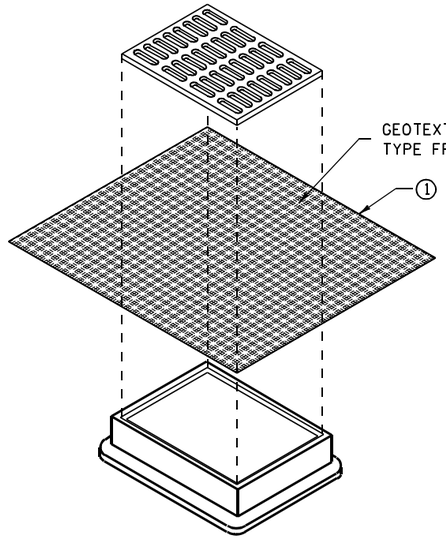
6

SDD 08D05 - 20g



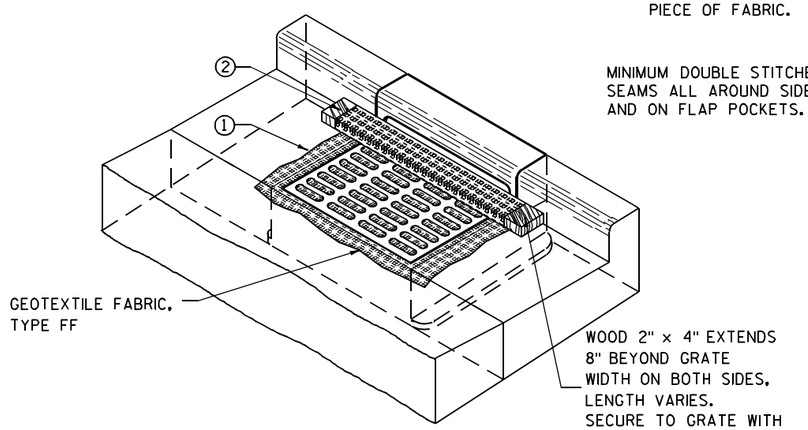


INLET PROTECTION, TYPE A

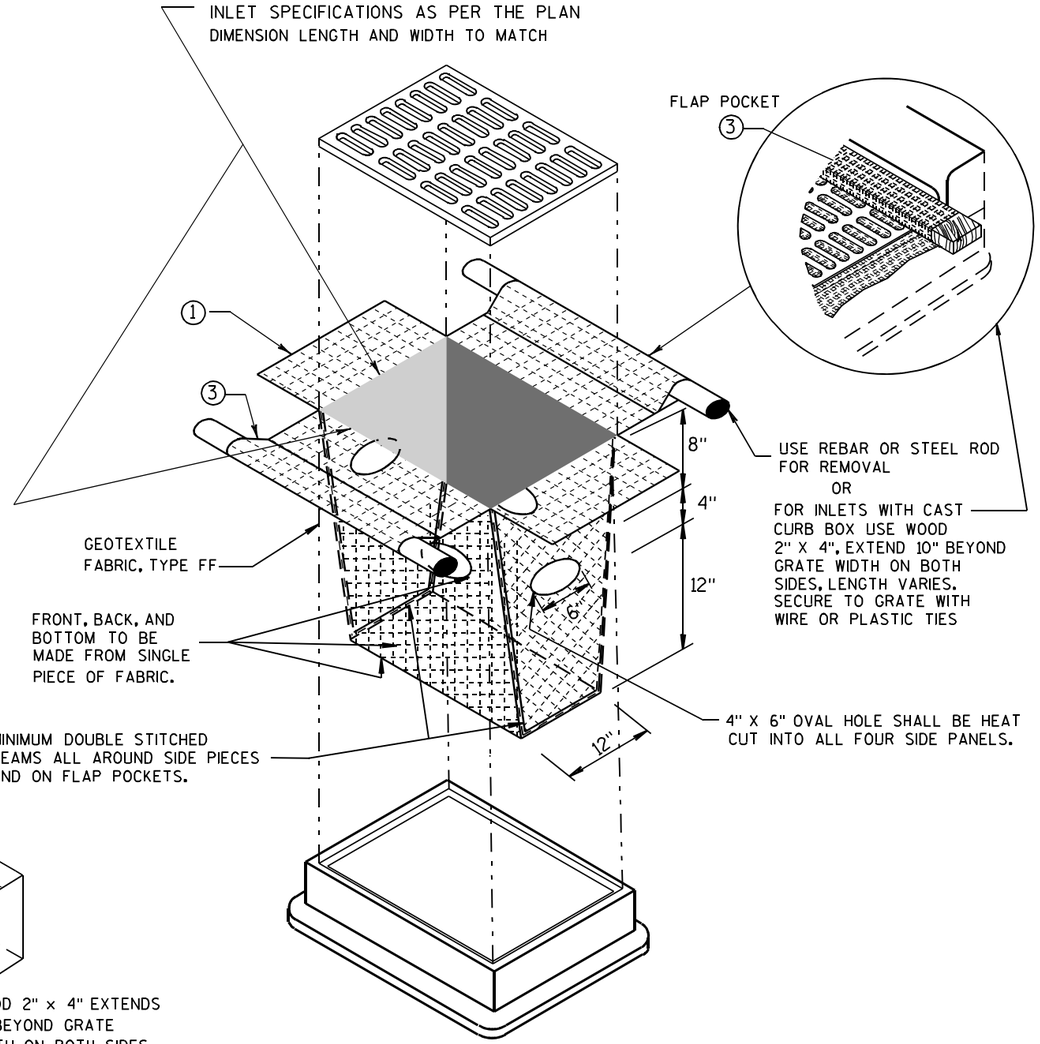


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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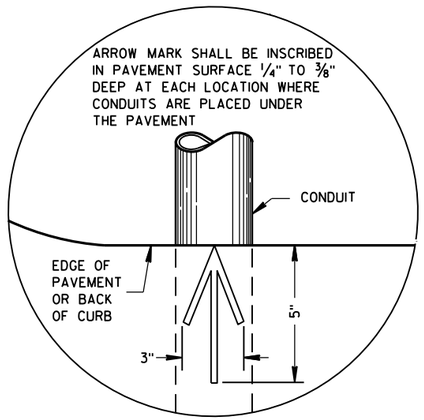
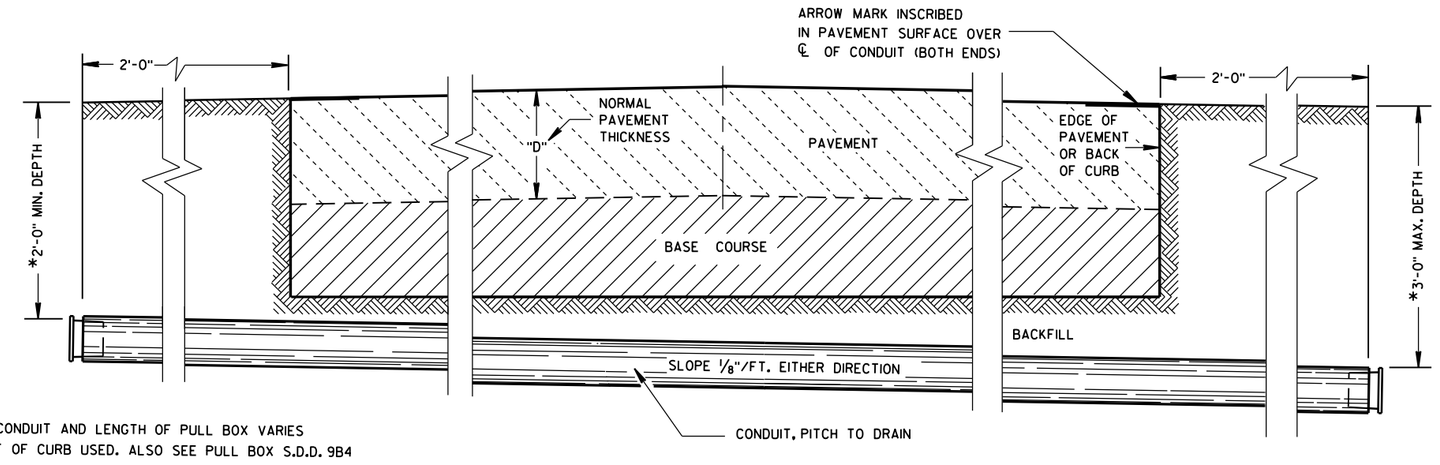
S.D.D. 8 E 10-2



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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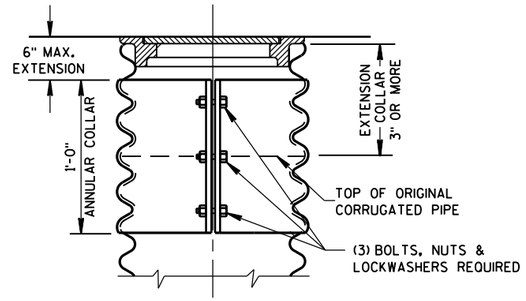
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

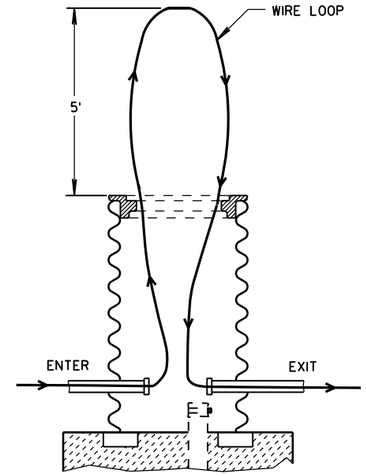
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

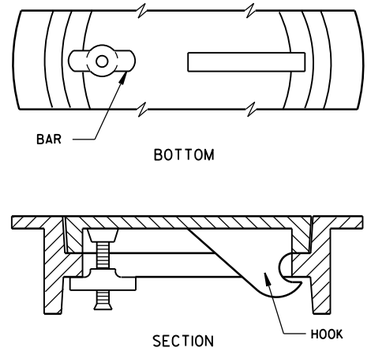
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

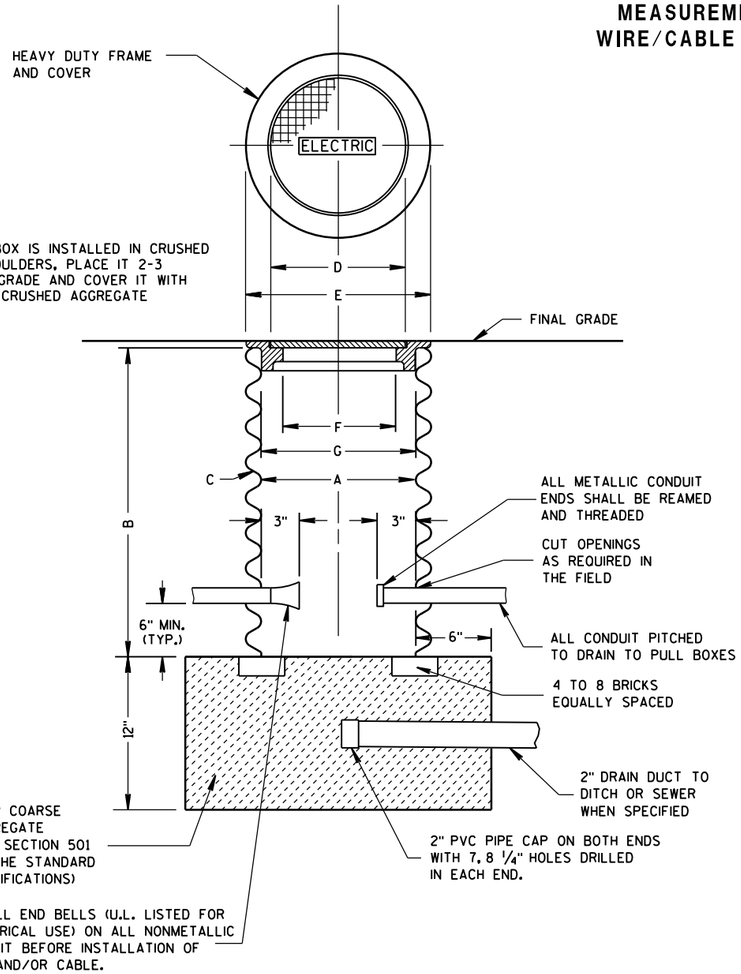


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



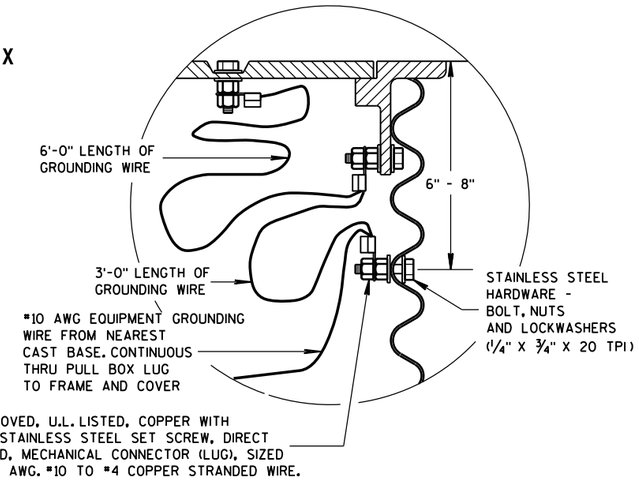
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

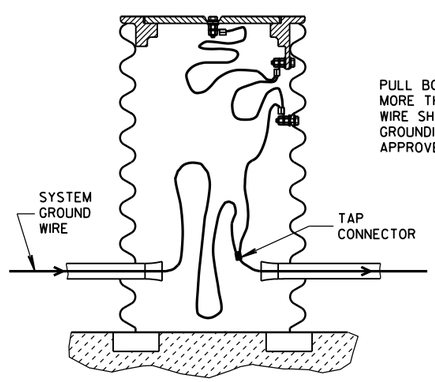
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

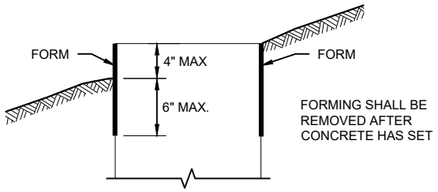
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

6

S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

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

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

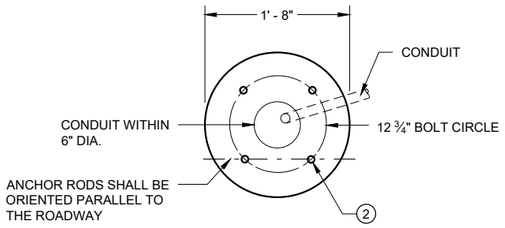
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

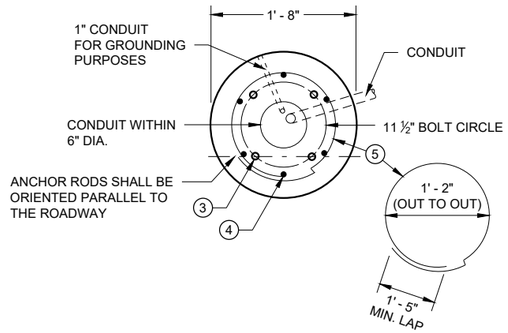
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

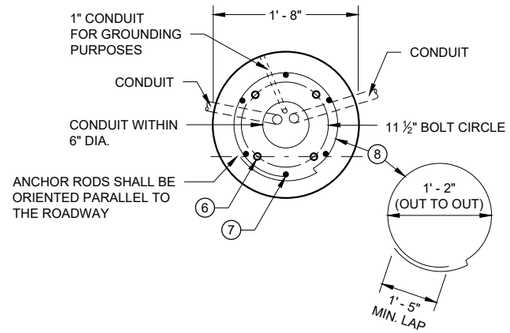
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

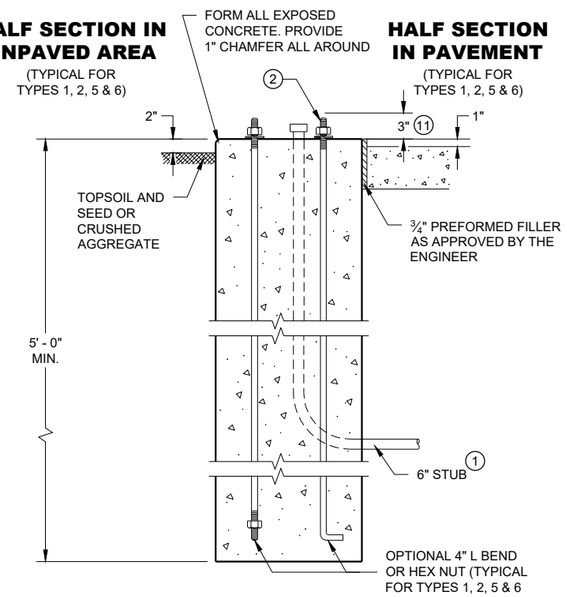
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA

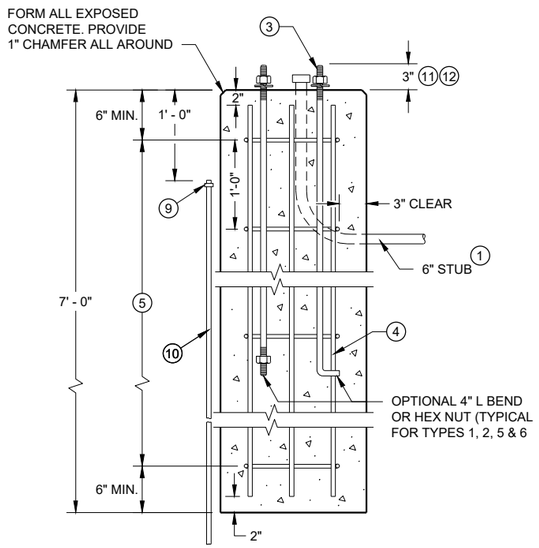
(TYPICAL FOR TYPES 1, 2, 5 & 6)

HALF SECTION IN PAVEMENT

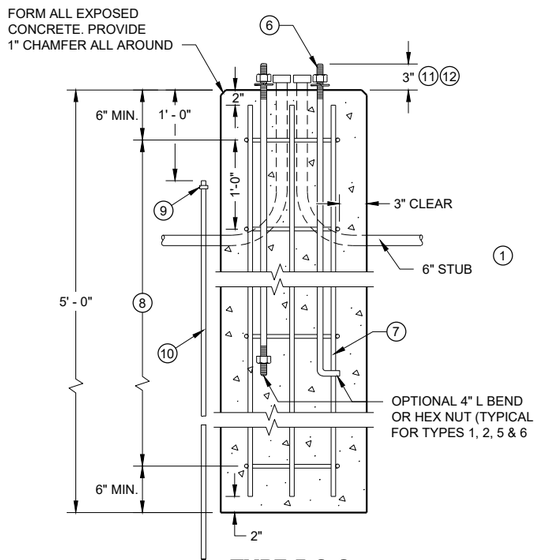
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

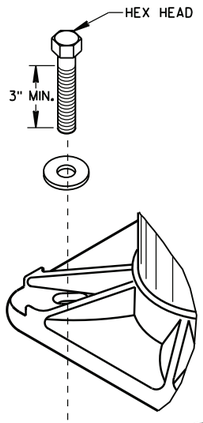
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

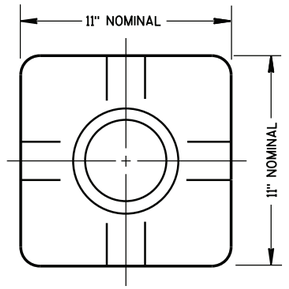
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

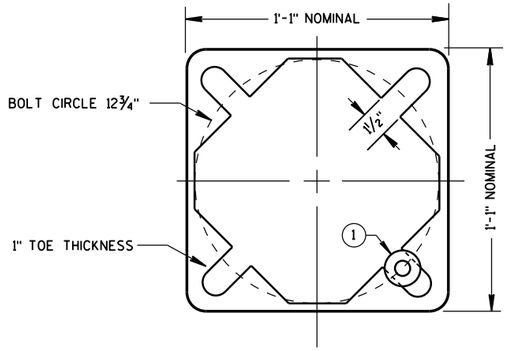
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

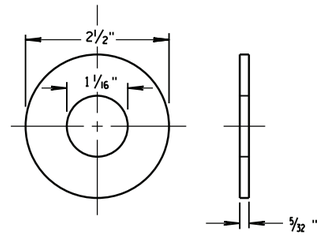




TOP VIEW
(PEDESTAL BASE)

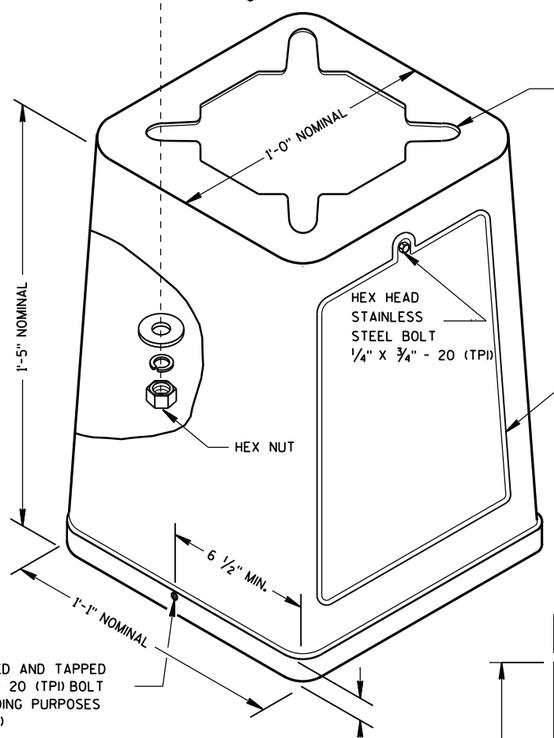


BOTTOM VIEW
(PEDESTAL BASE)

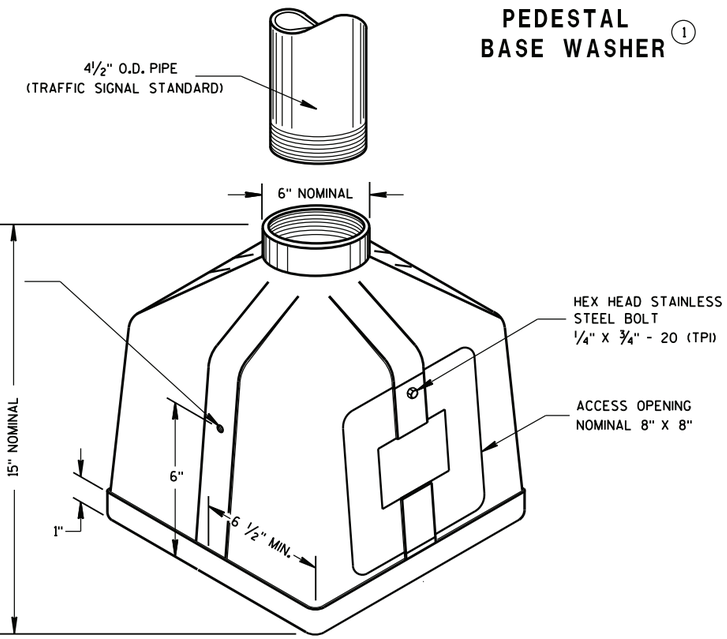


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

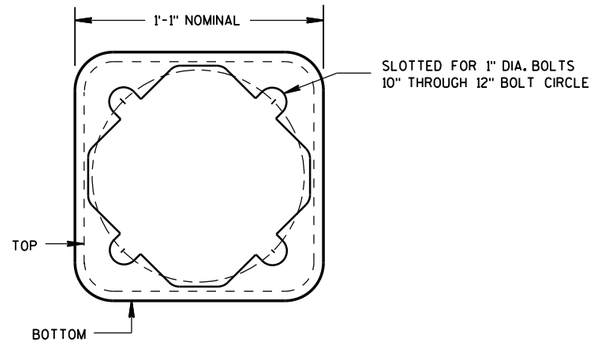
PEDESTAL BASE WASHER (1)



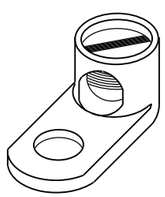
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

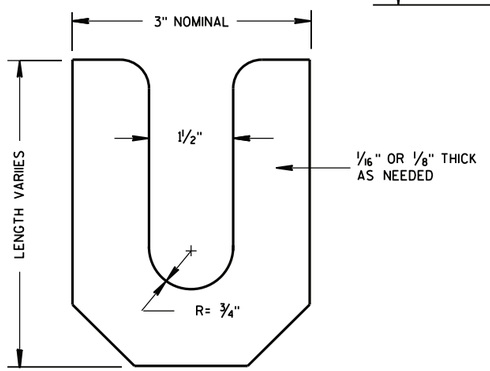


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

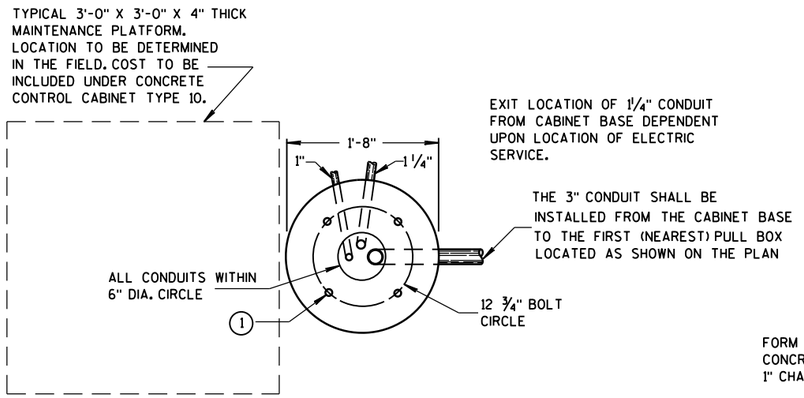
S.D.D. 9 C 3-4

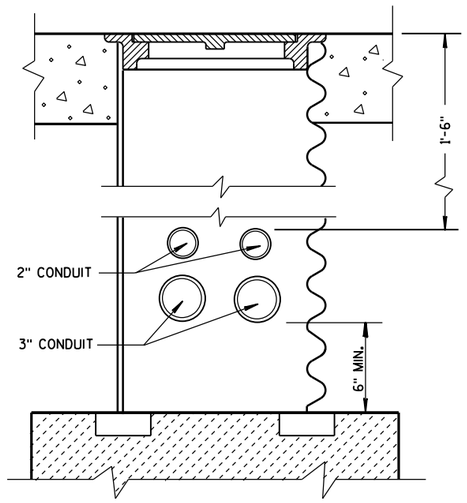
6

S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

* INCLUDES MAINTENANCE PLATFORM.





CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

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

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

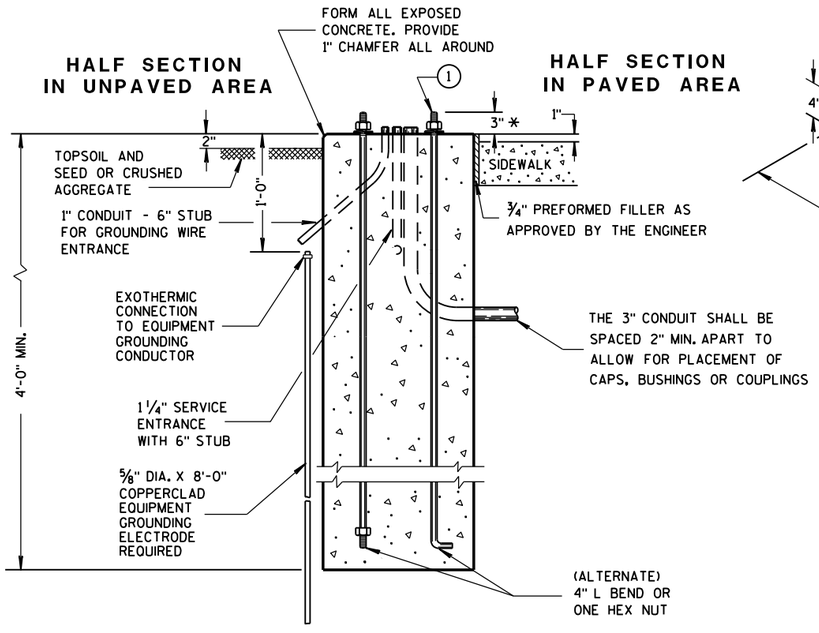
STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

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

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

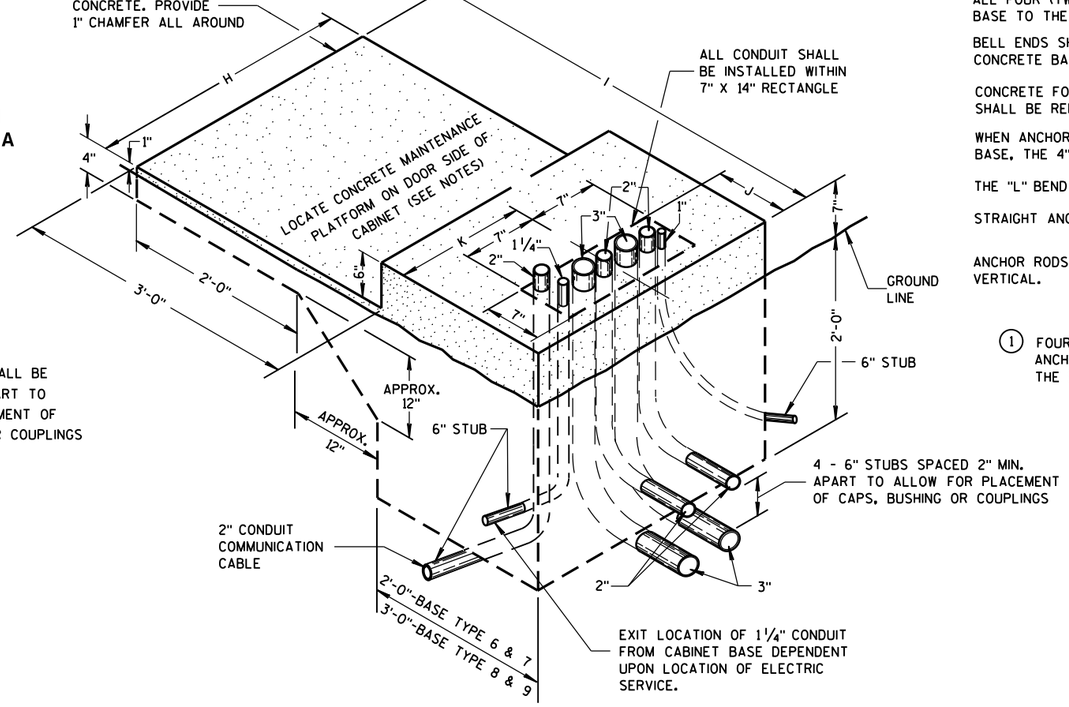
HALF SECTION IN UNPAVED AREA

HALF SECTION IN PAVED AREA



TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



TYPE 6,7,8 AND 9 (ISOMETRIC VIEW)

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2016 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	190

6

S.D.D. 9 C 5-10

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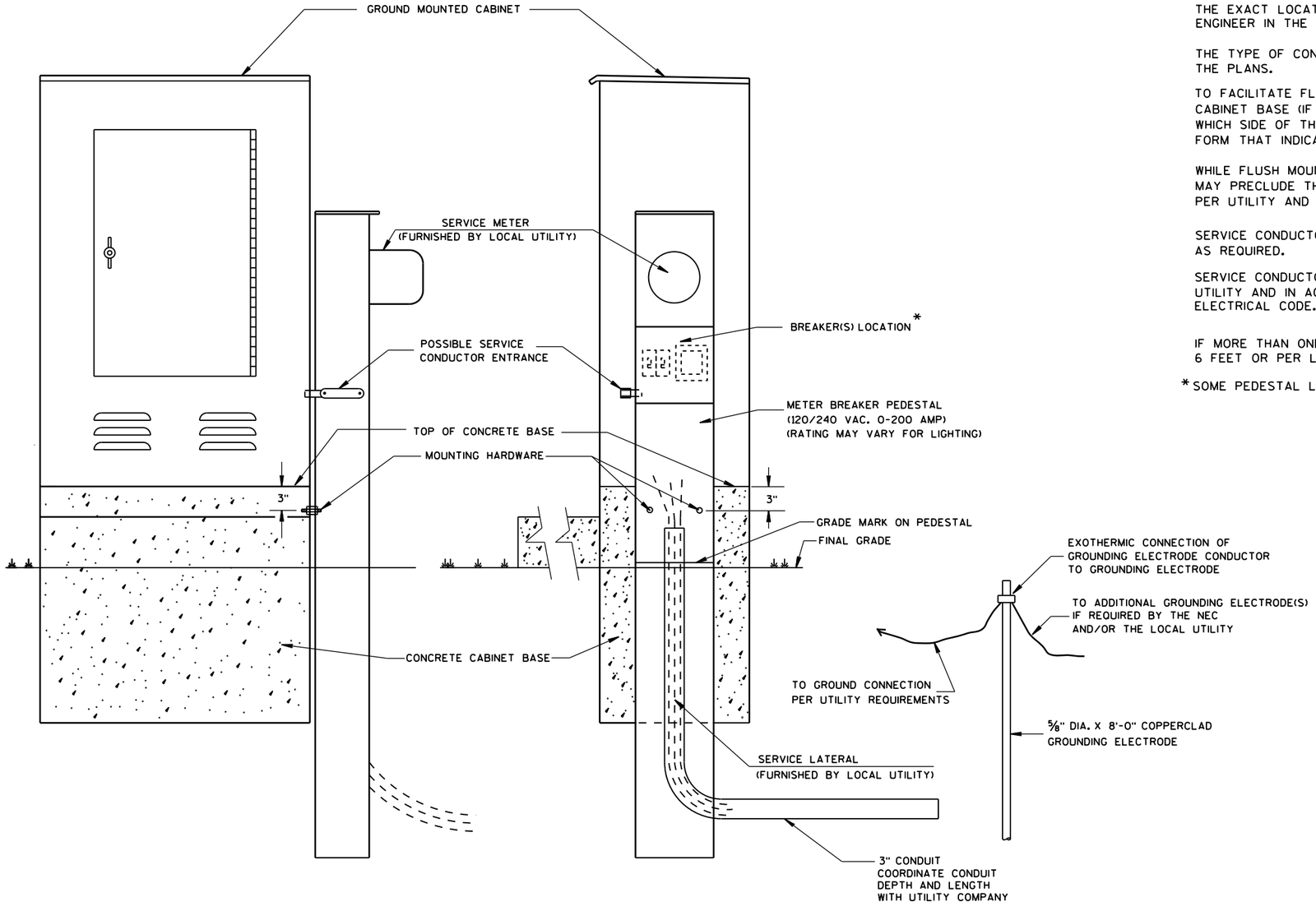
S.D.D. 9 C 5-10



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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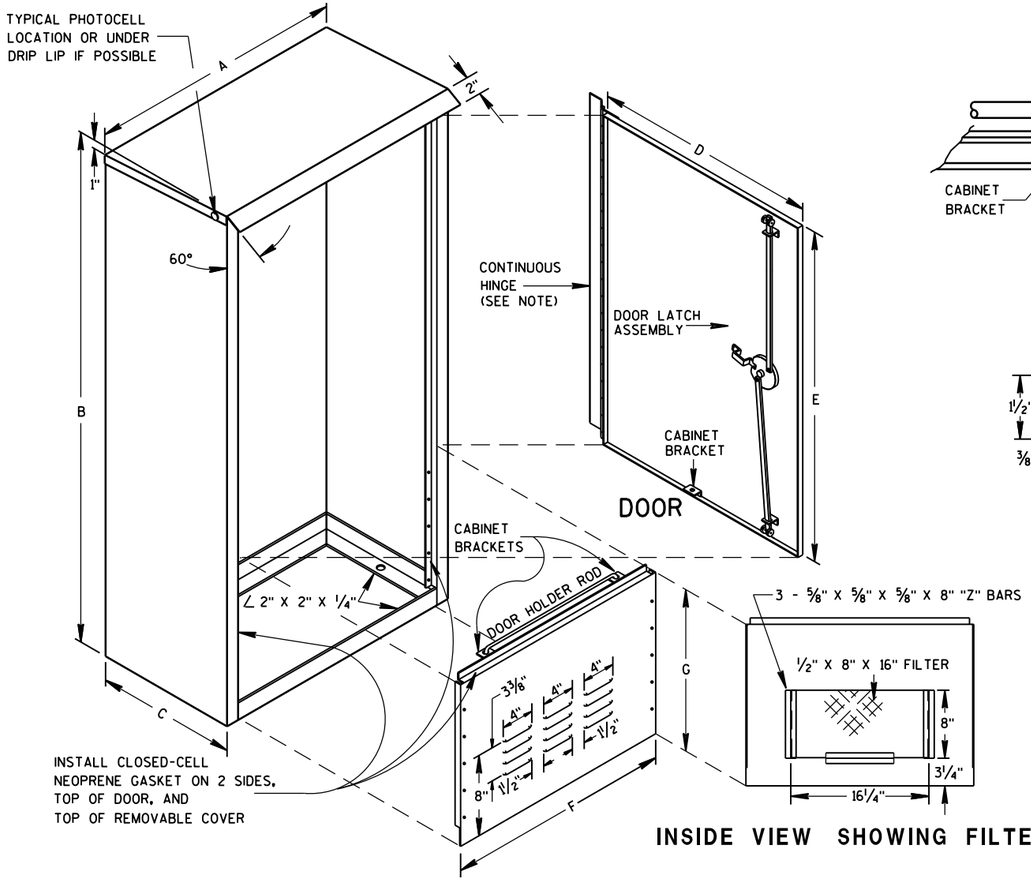
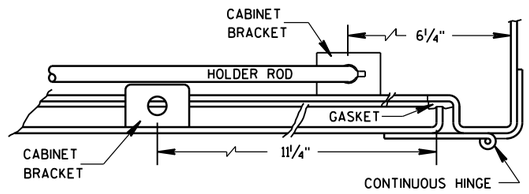
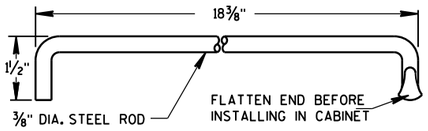


REMOVABLE COVER

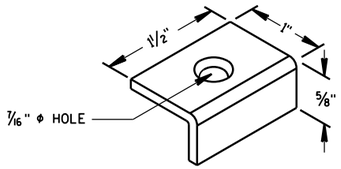
INSIDE VIEW SHOWING FILTER



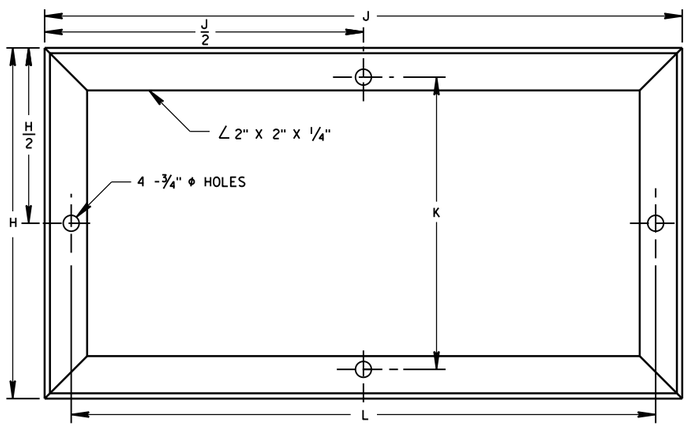
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

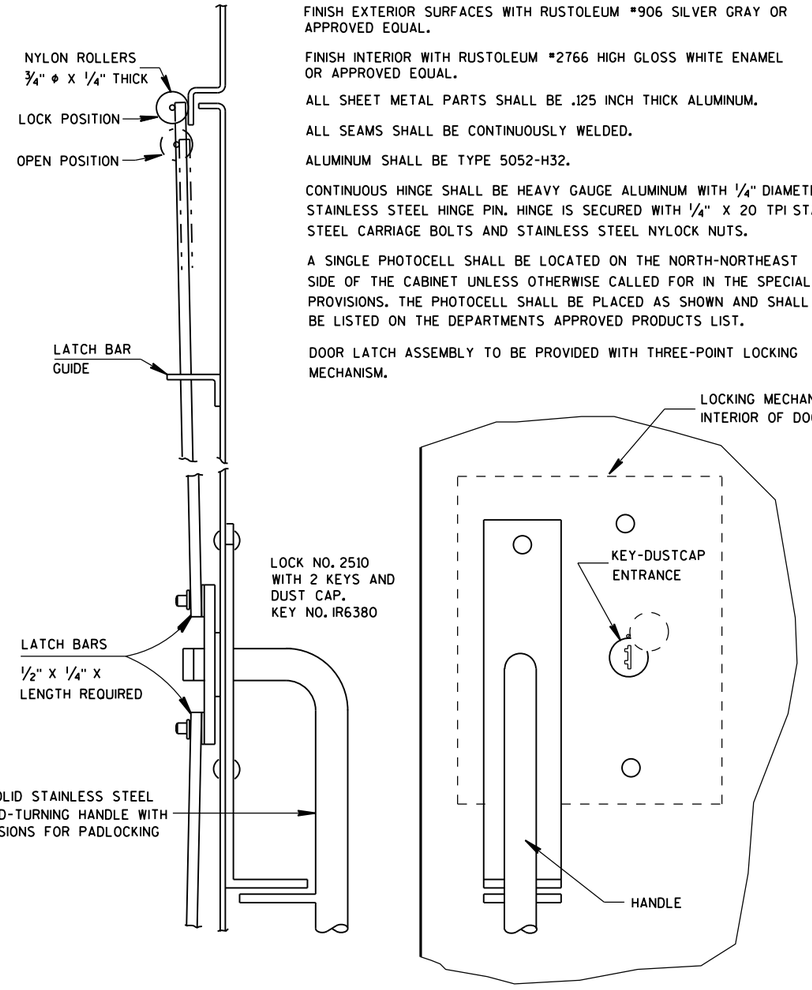
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

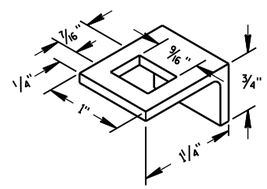
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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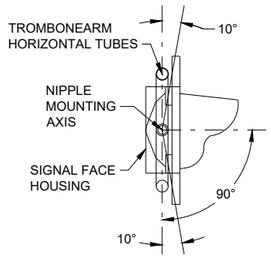
S.D.D. 9 D 2-3

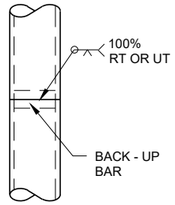


SECTION A-A

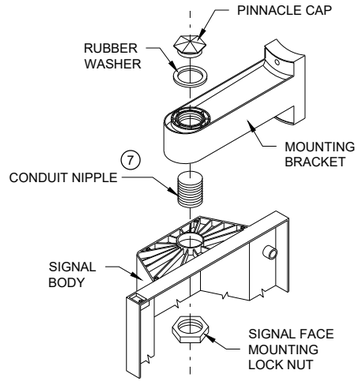
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING,PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

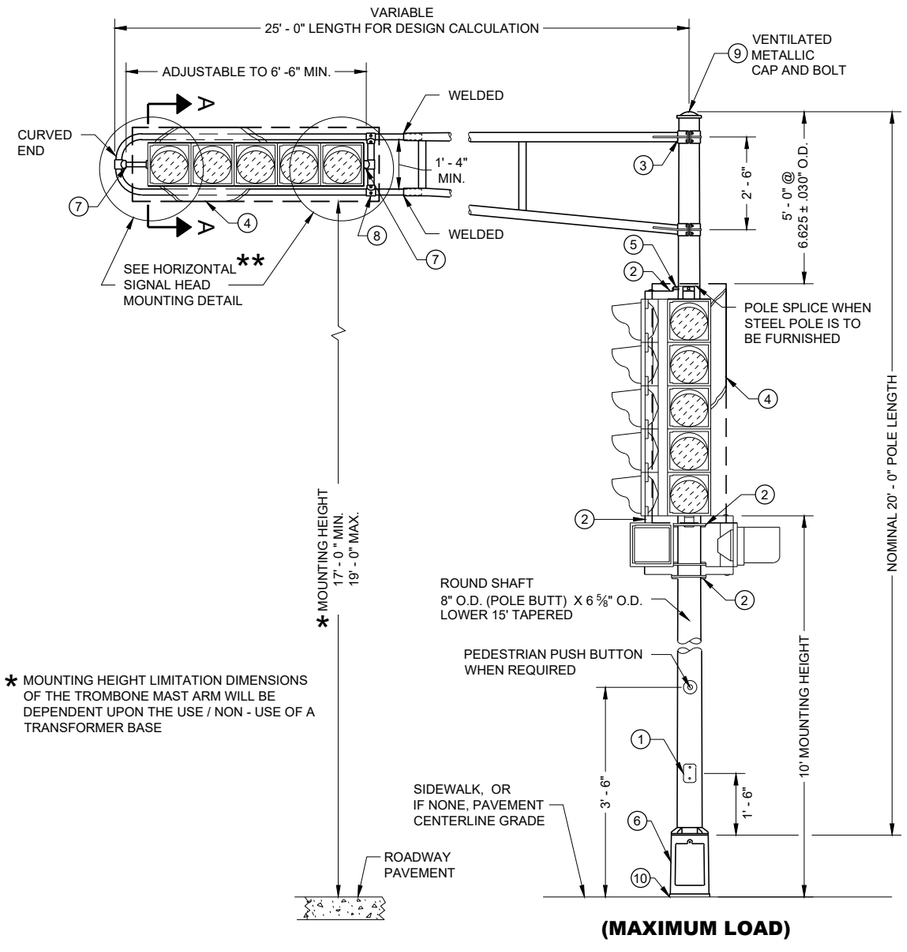
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

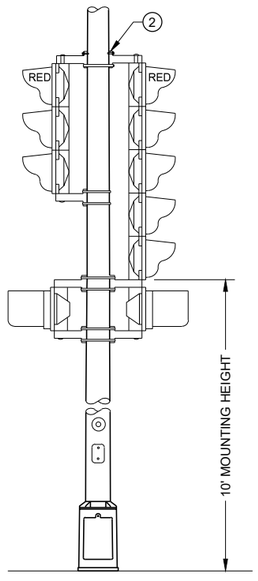
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

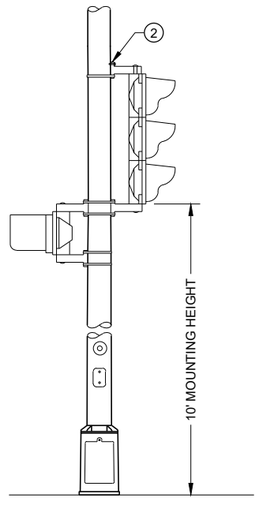


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

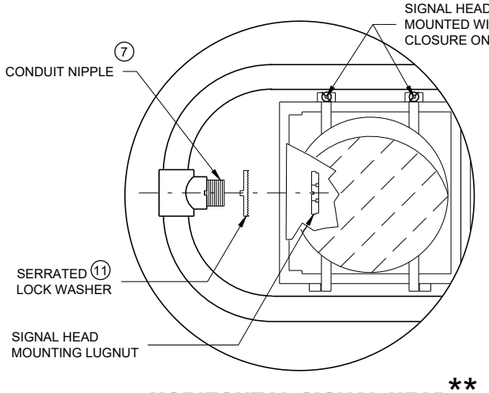
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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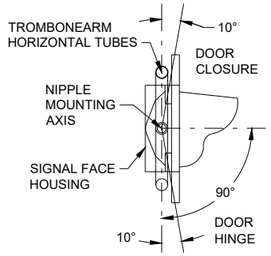
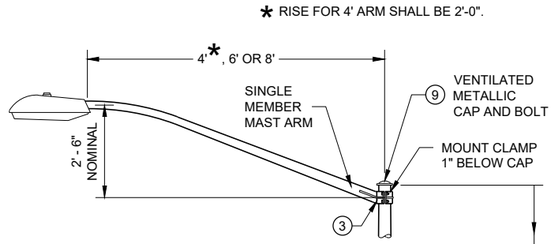
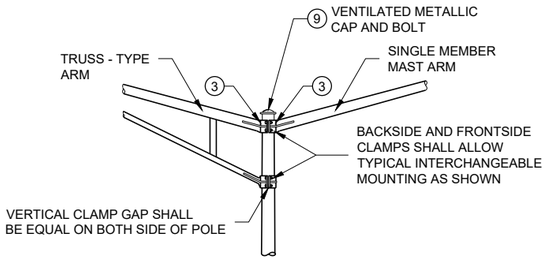
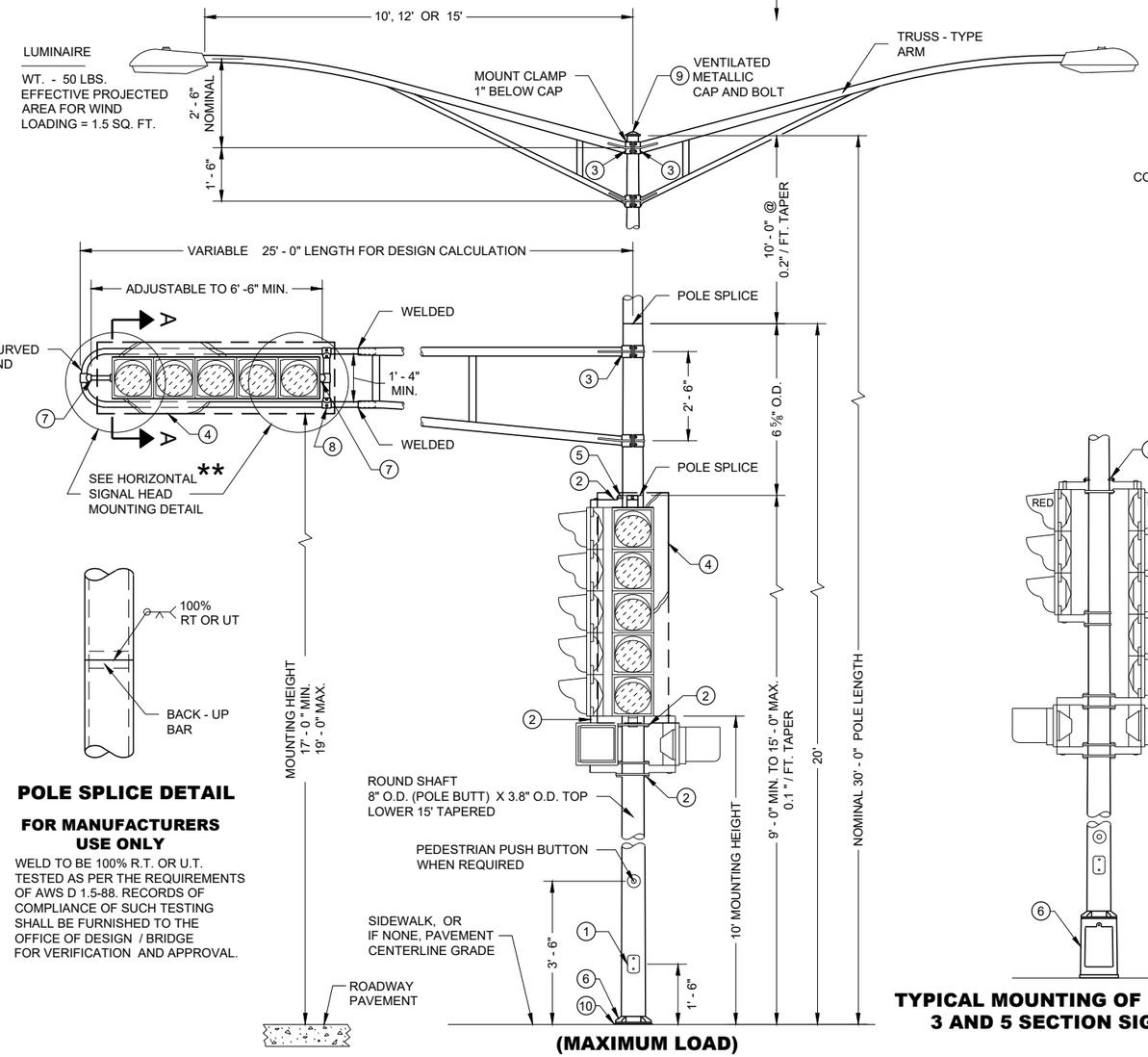


SECTION A-A





INTERCHANGEABLE MOUNTING DETAIL

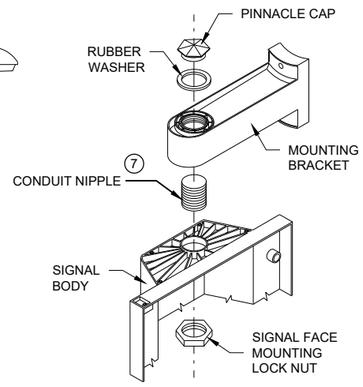


POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

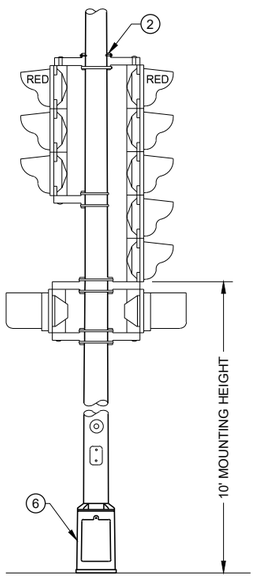
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

(MAXIMUM LOAD)

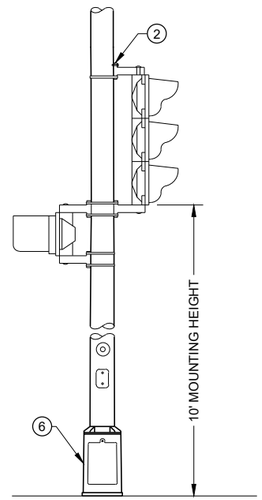


SIGNAL FACE MOUNTING DETAIL

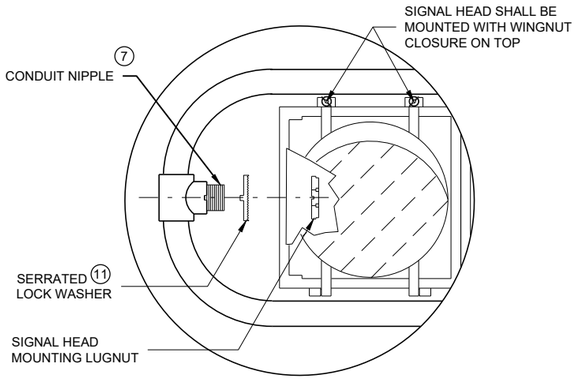
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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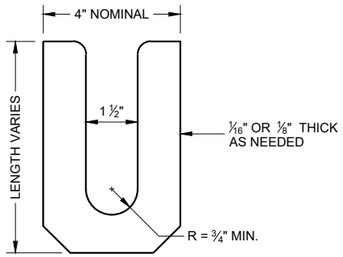
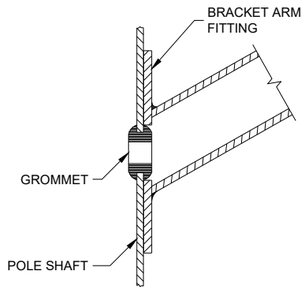
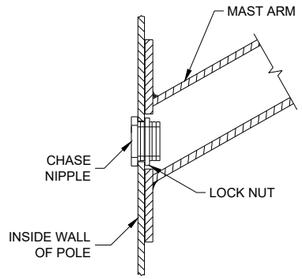
SDD 09E01 - 15b



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

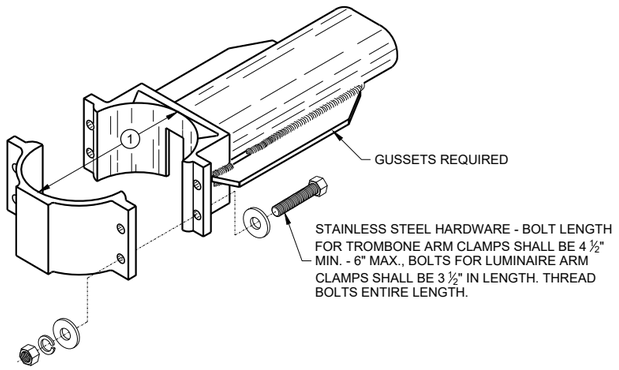
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

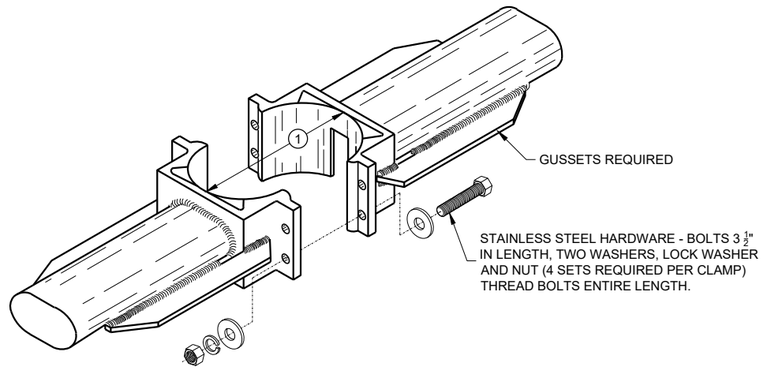
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

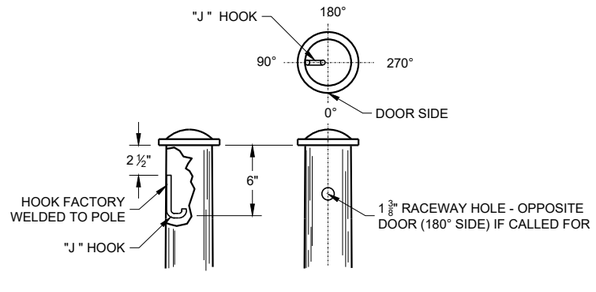
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



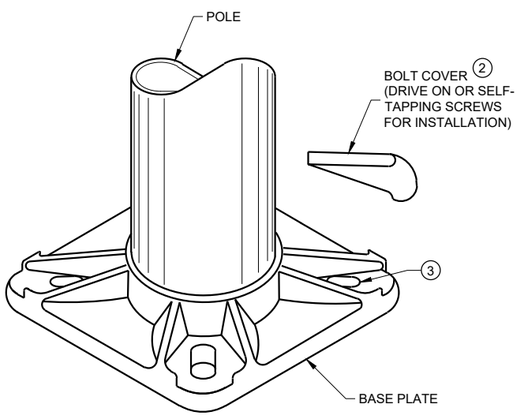
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



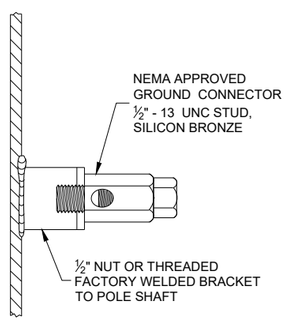
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

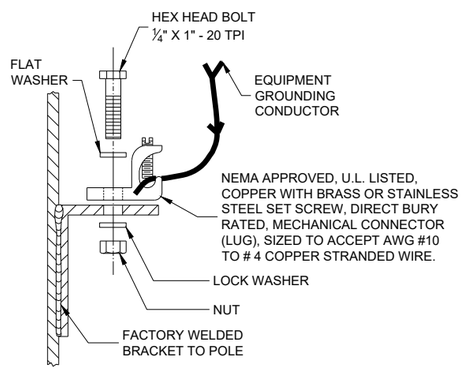


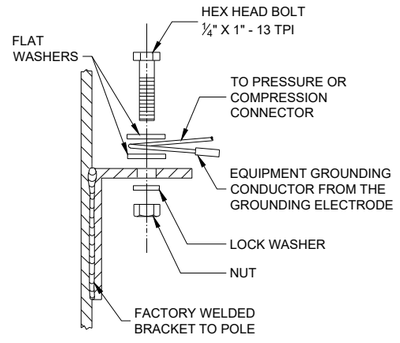
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 195

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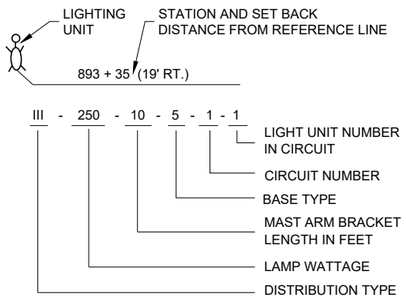
GENERAL NOTES

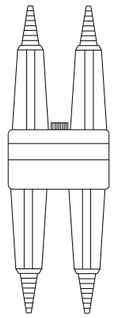
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

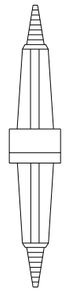
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



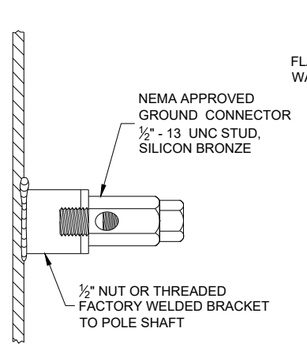
LIGHTING UNIT CODE
(TYPICAL)



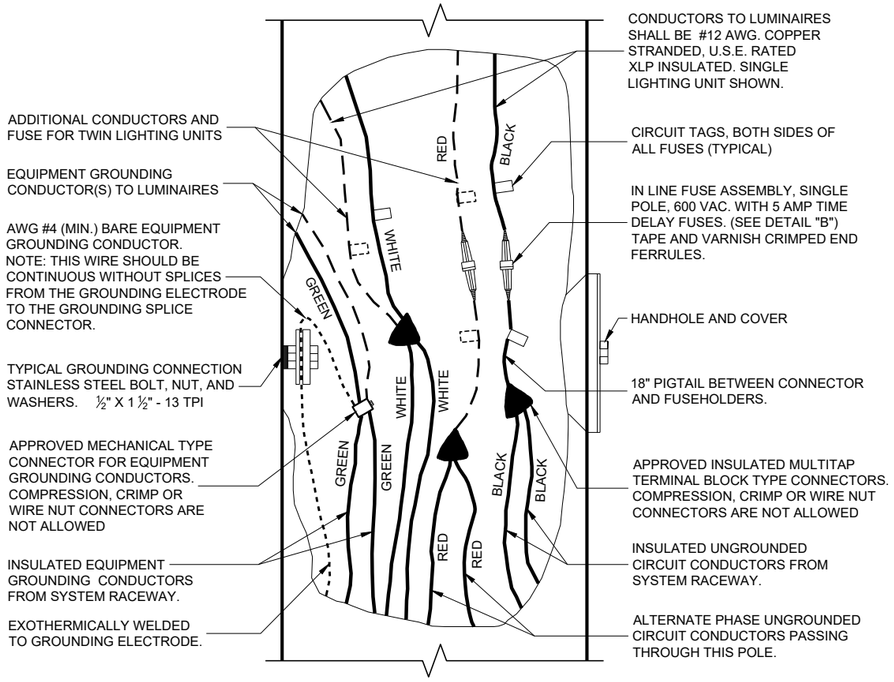
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



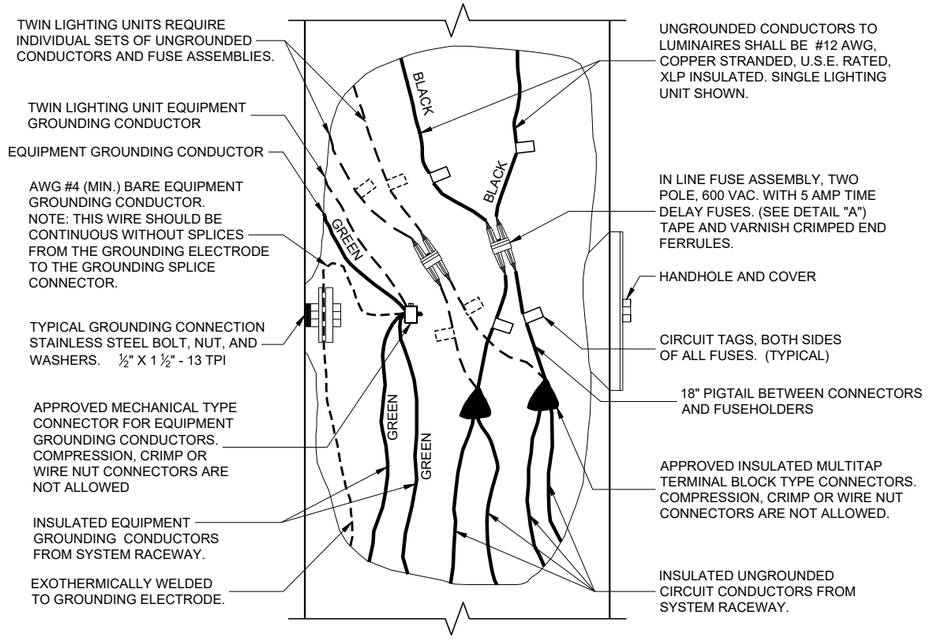
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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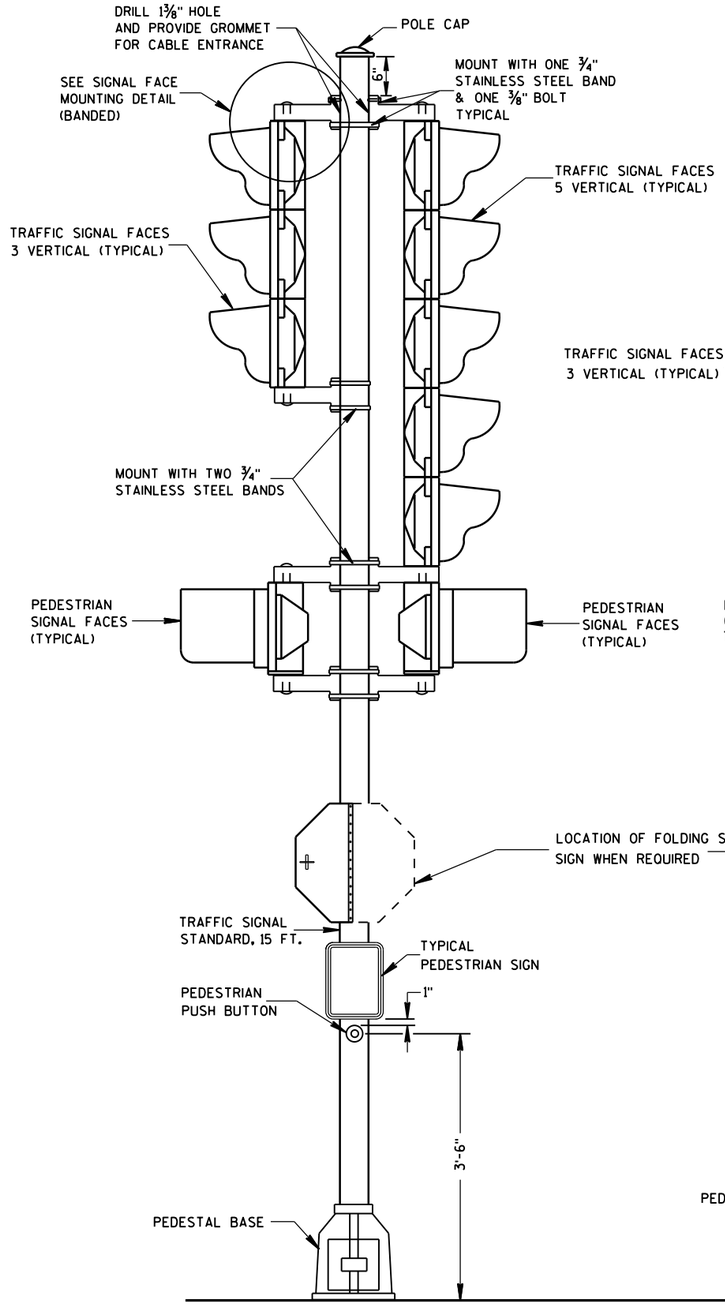
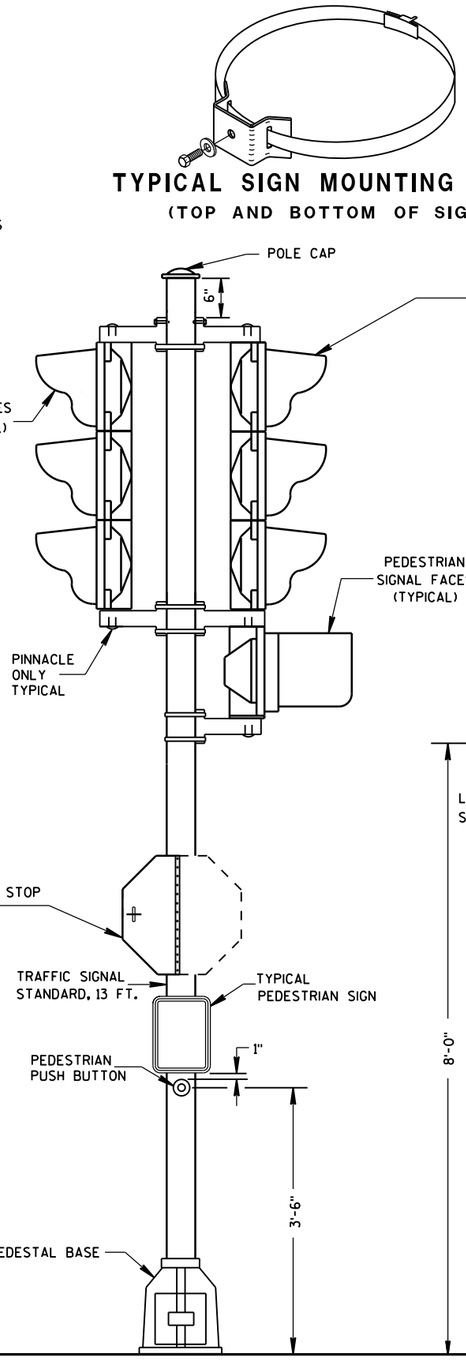
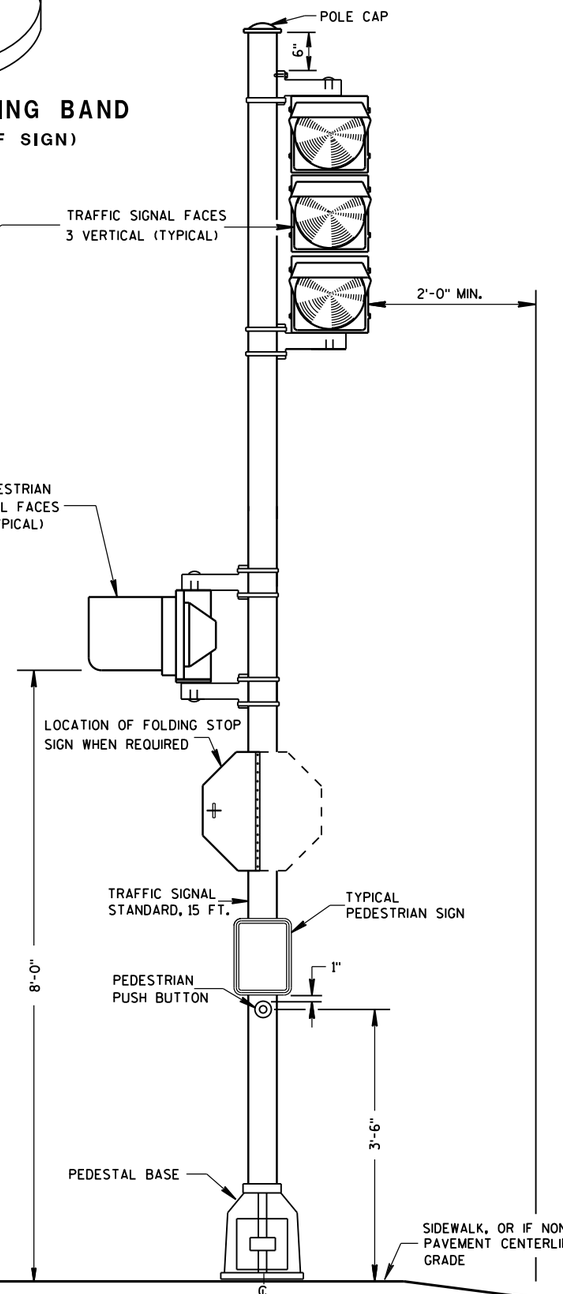


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

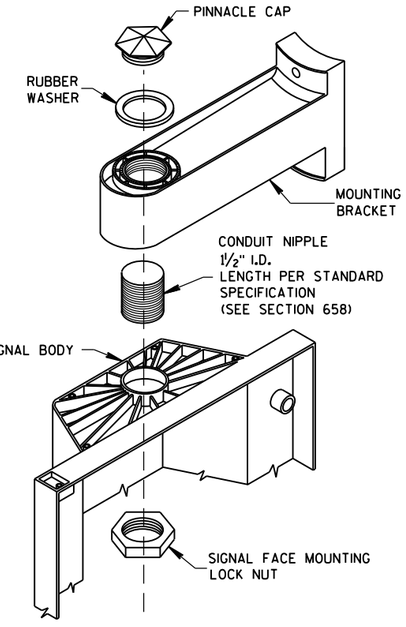
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
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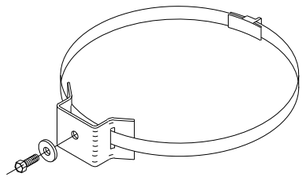
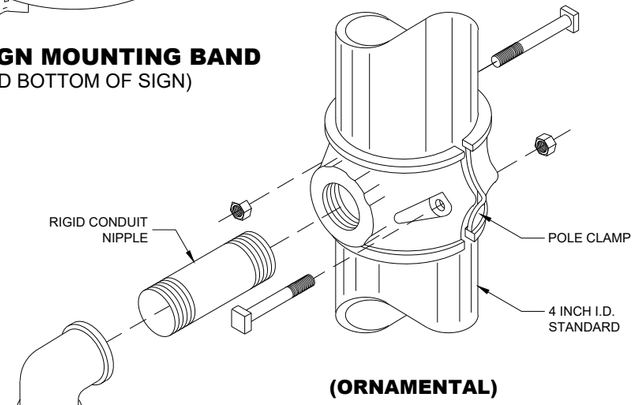
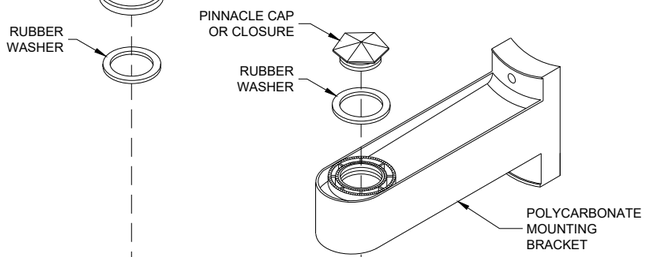


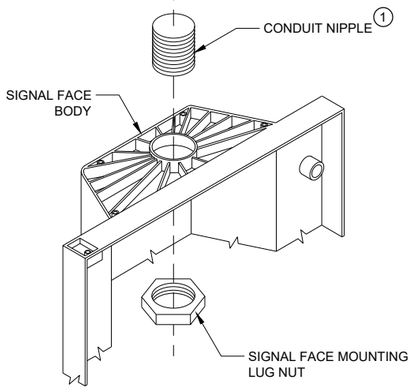
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



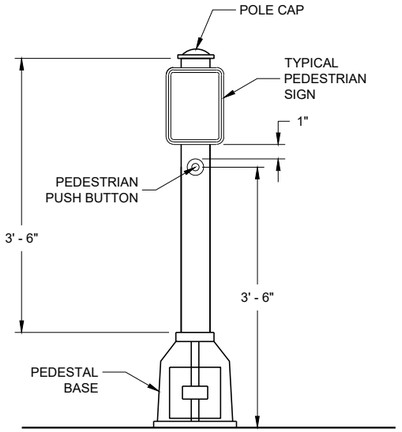
(ORNAMENTAL)



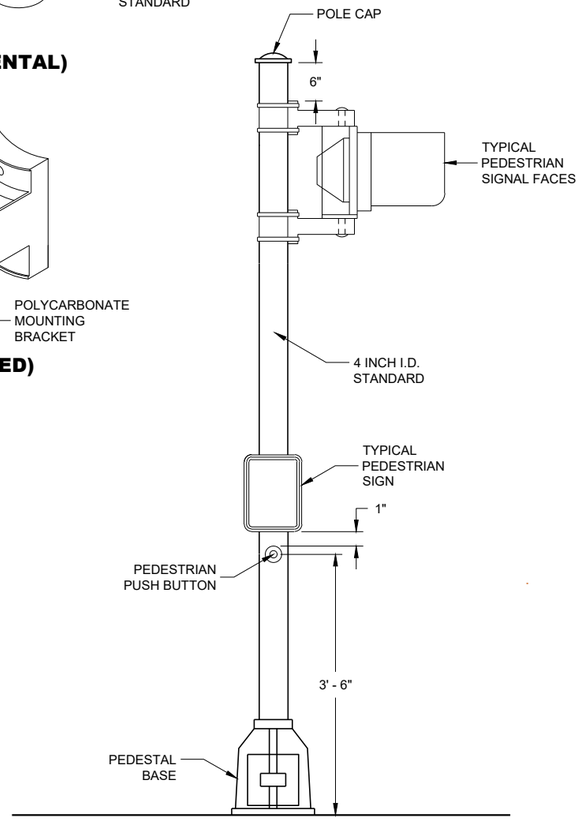
(BANDED)



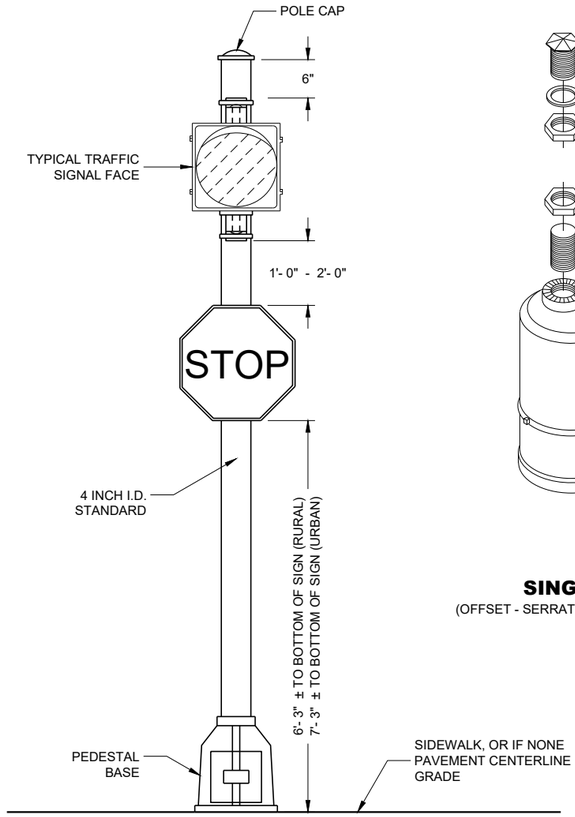
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

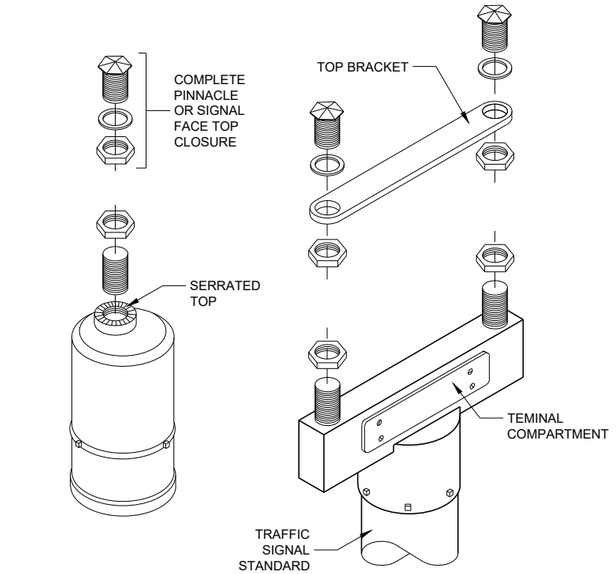
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

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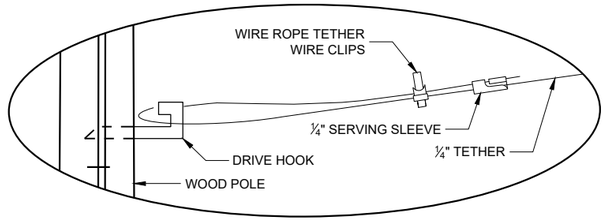
MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

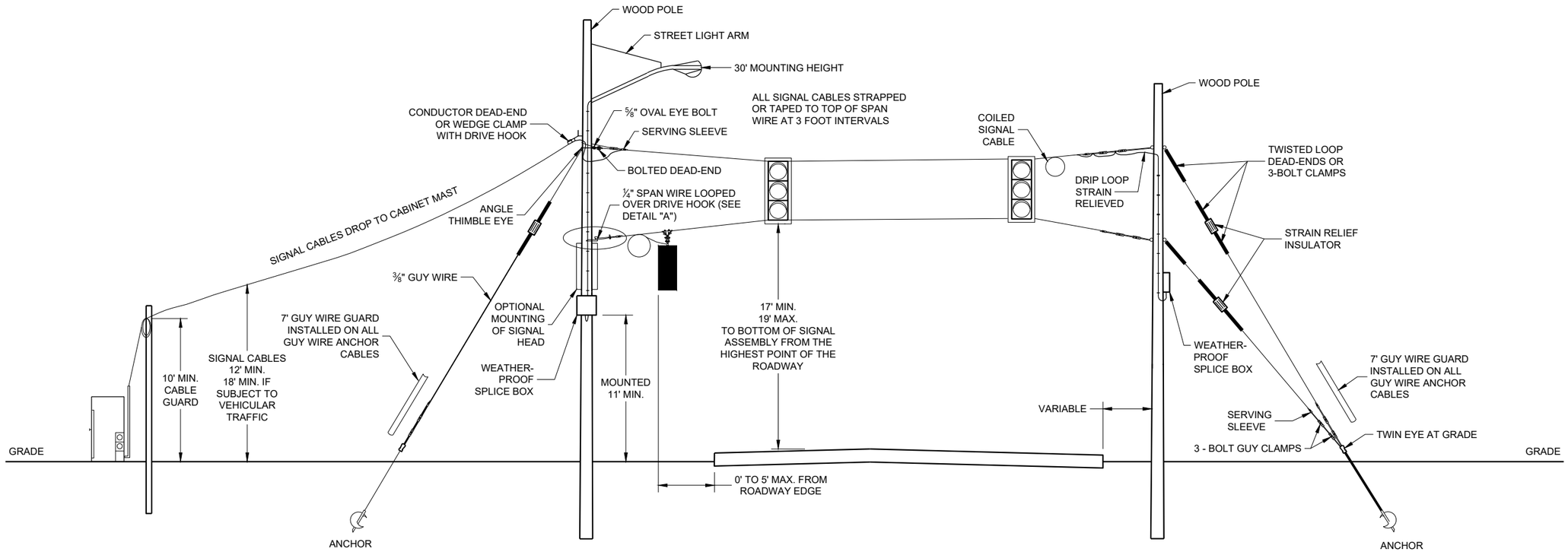


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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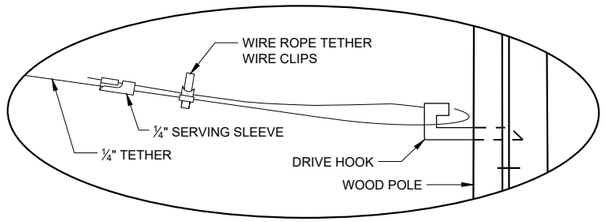
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
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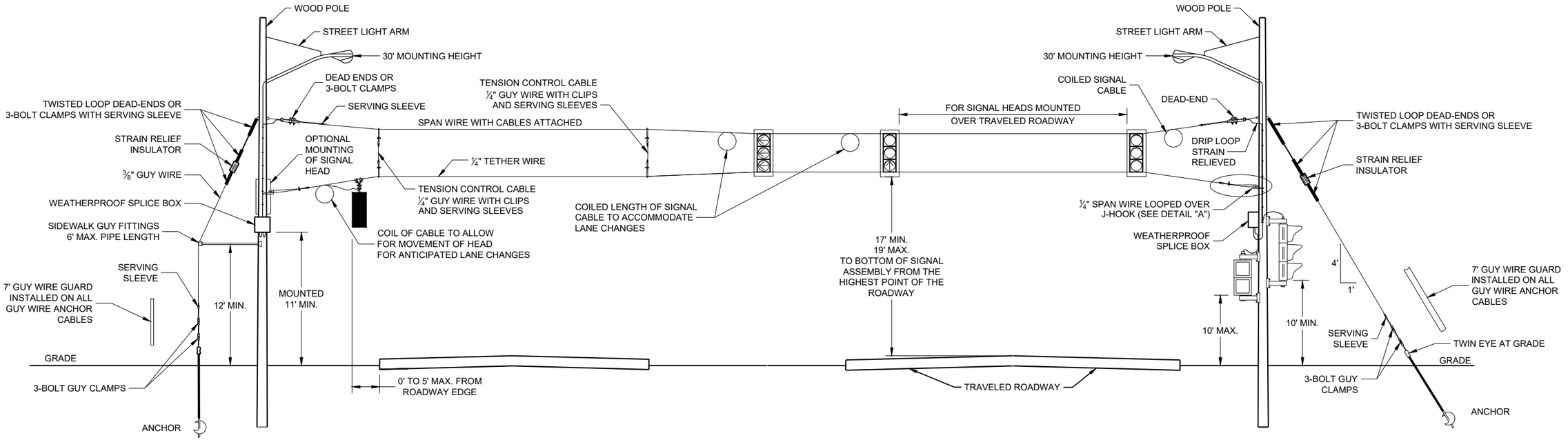
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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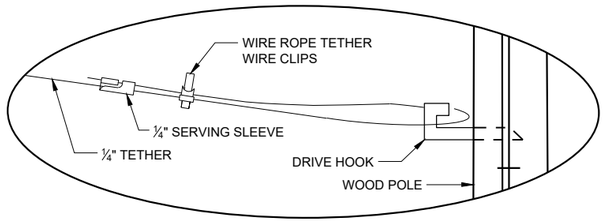
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
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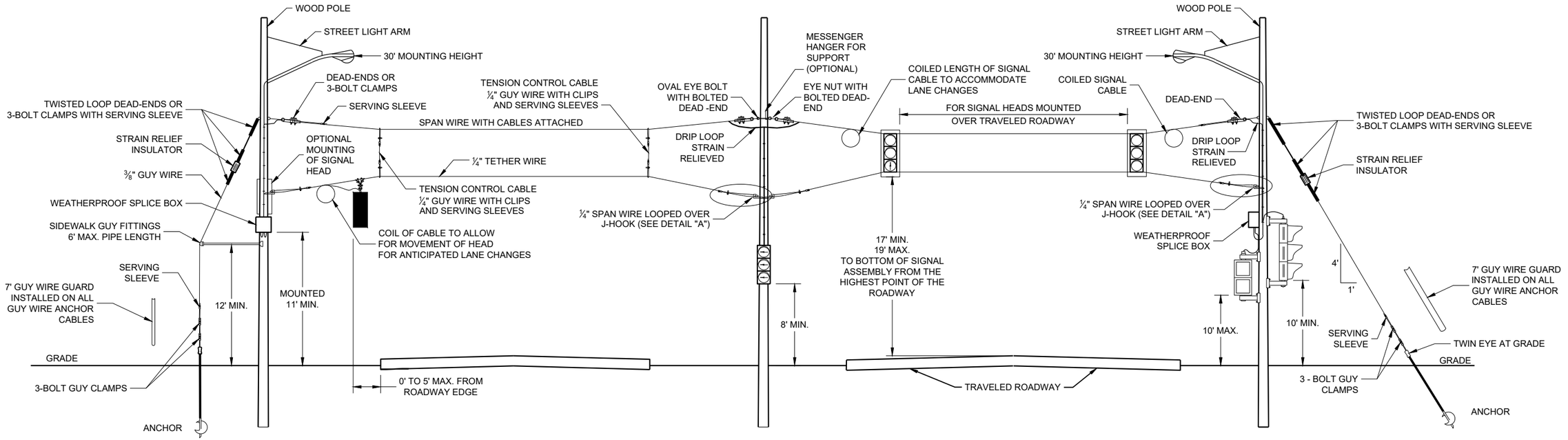
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
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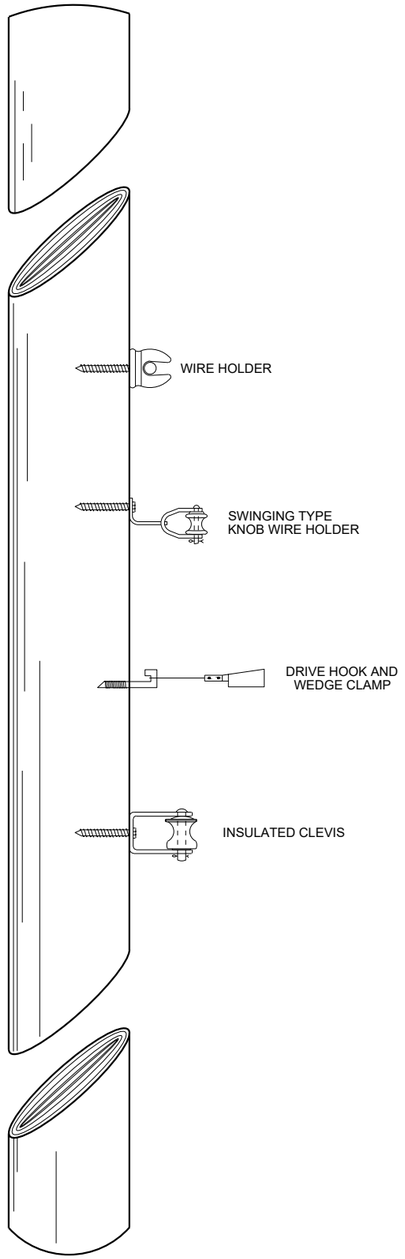

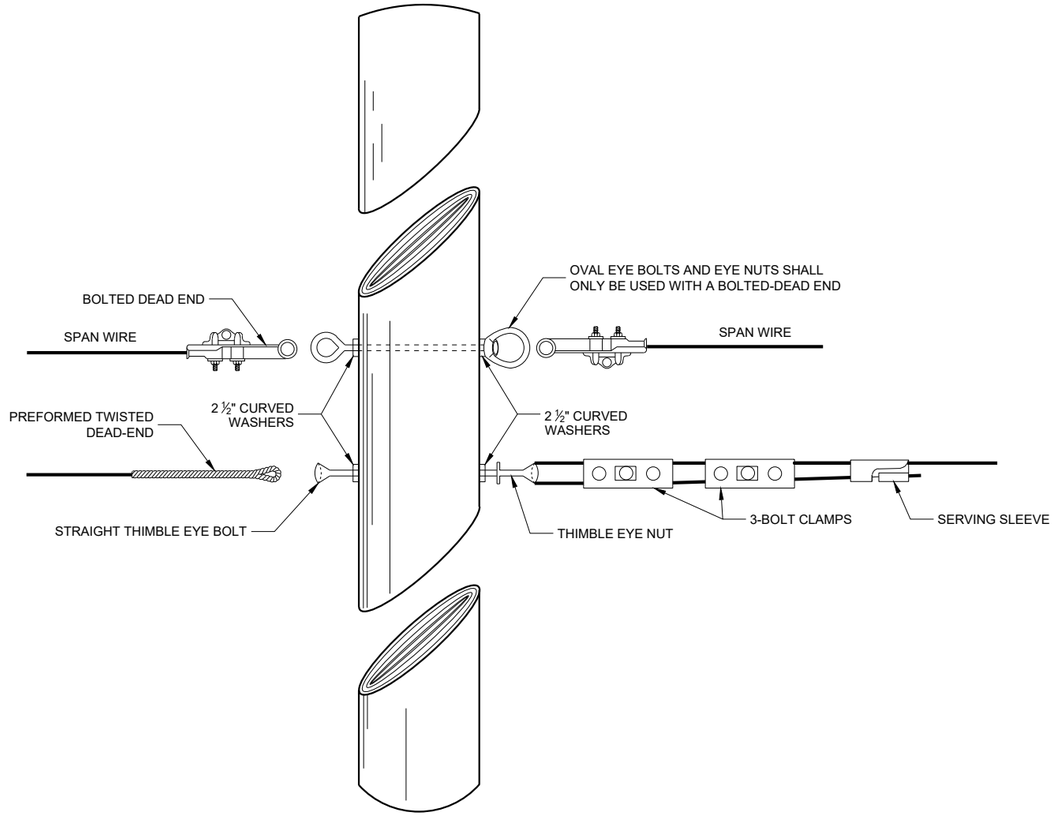

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SDD 09G01 - 4d

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

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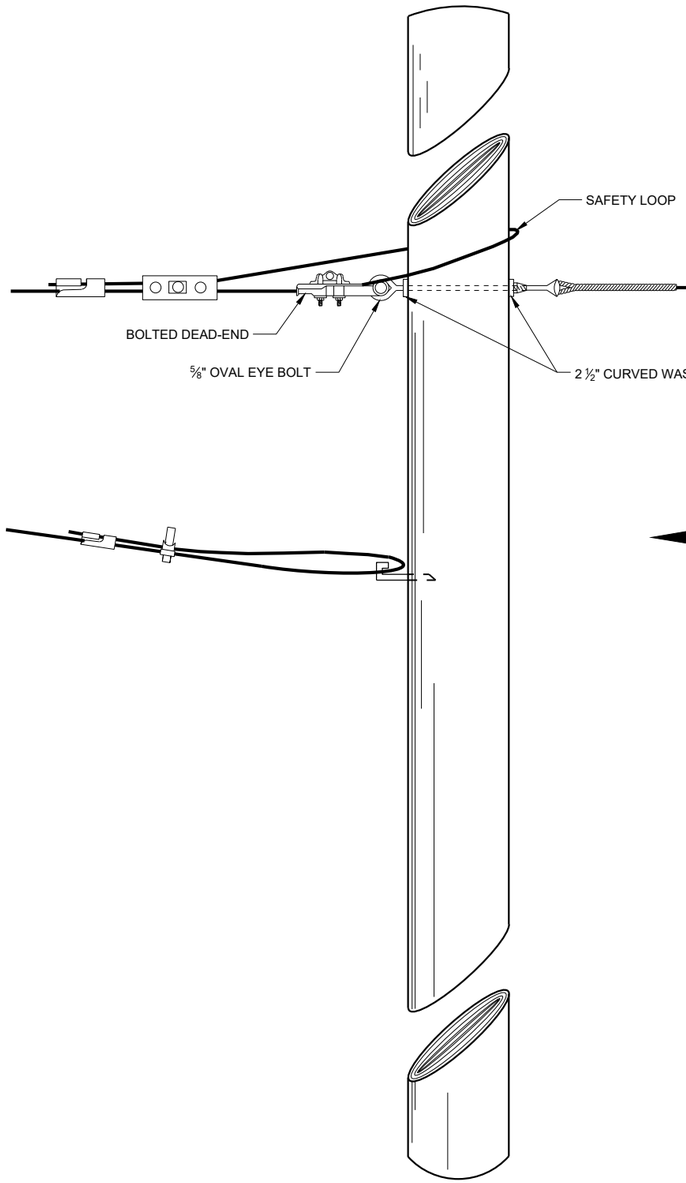
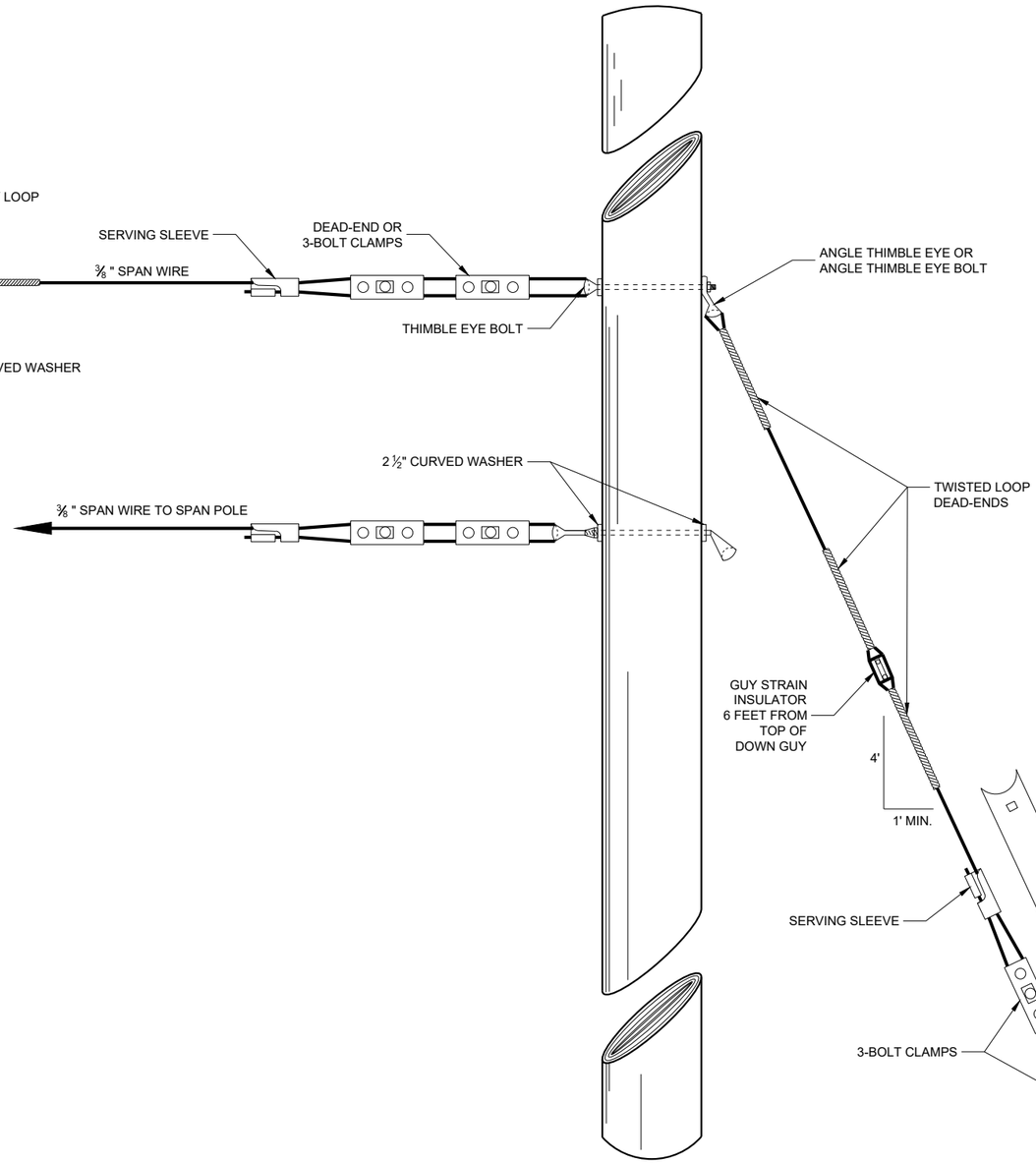
GENERAL NOTES

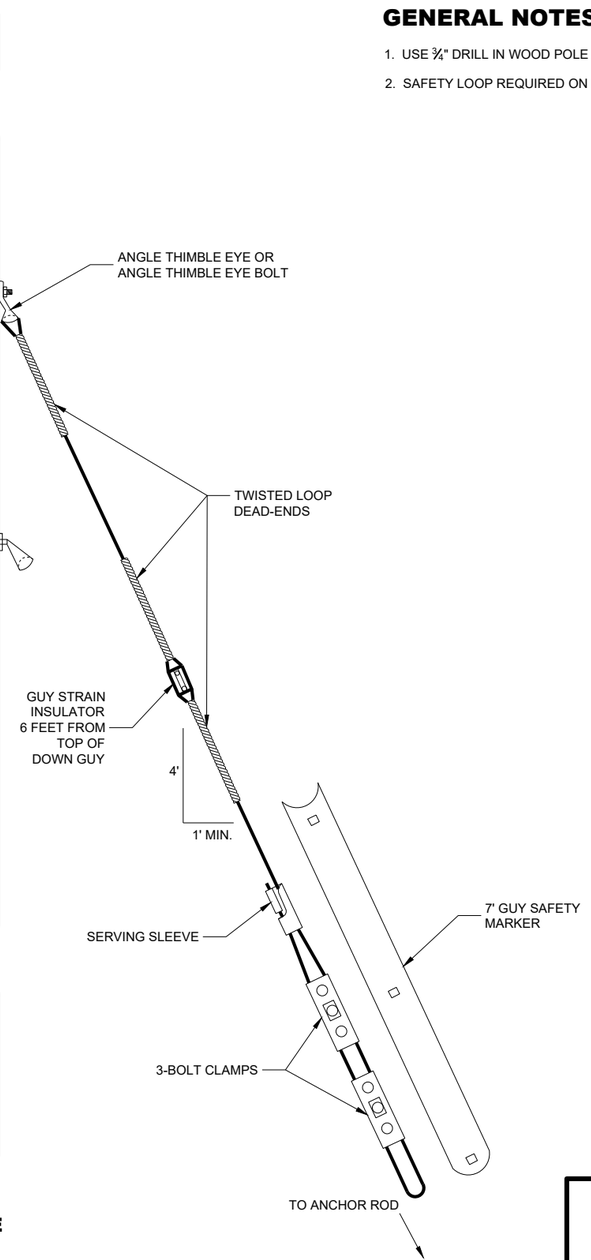
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
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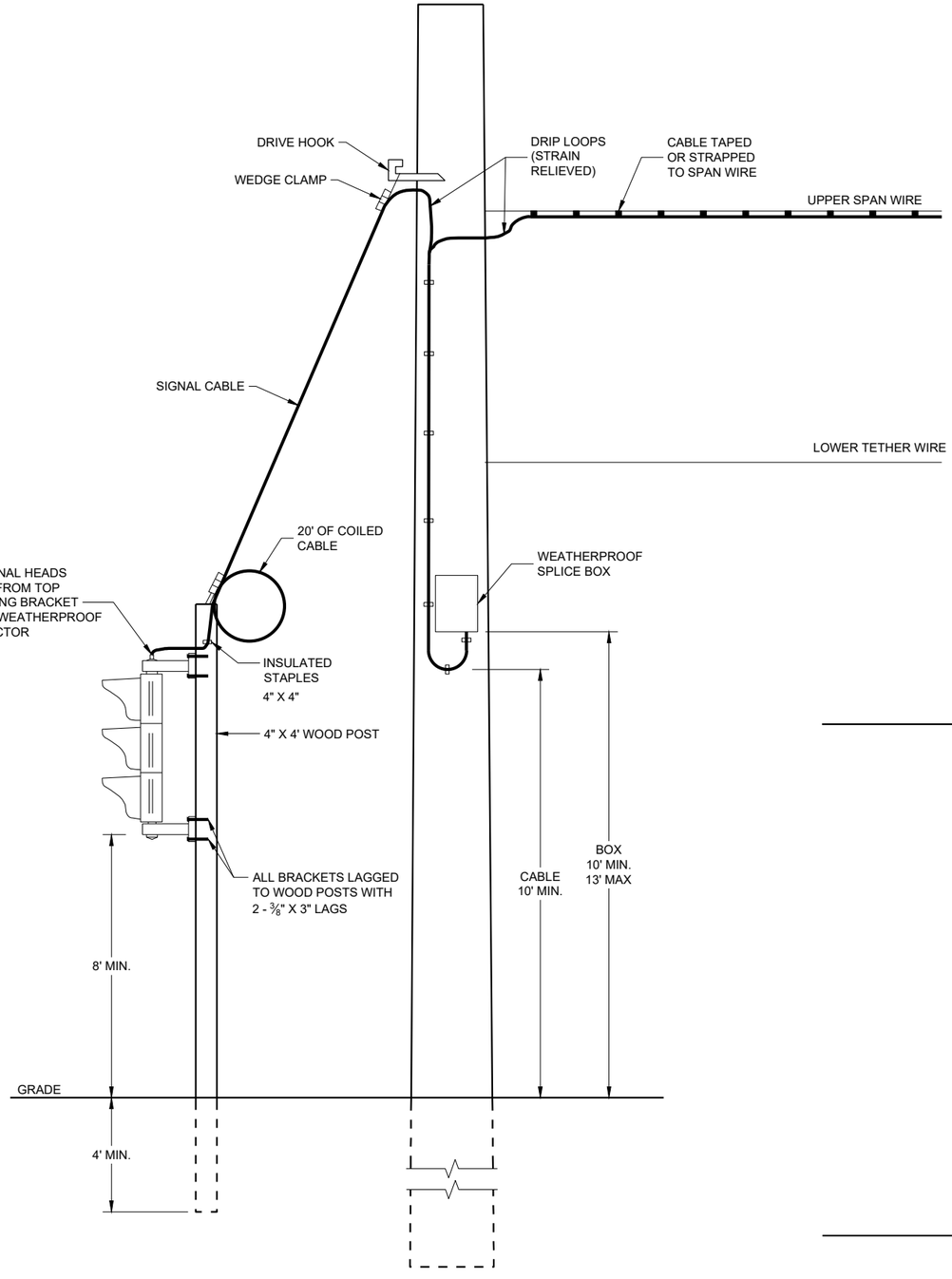
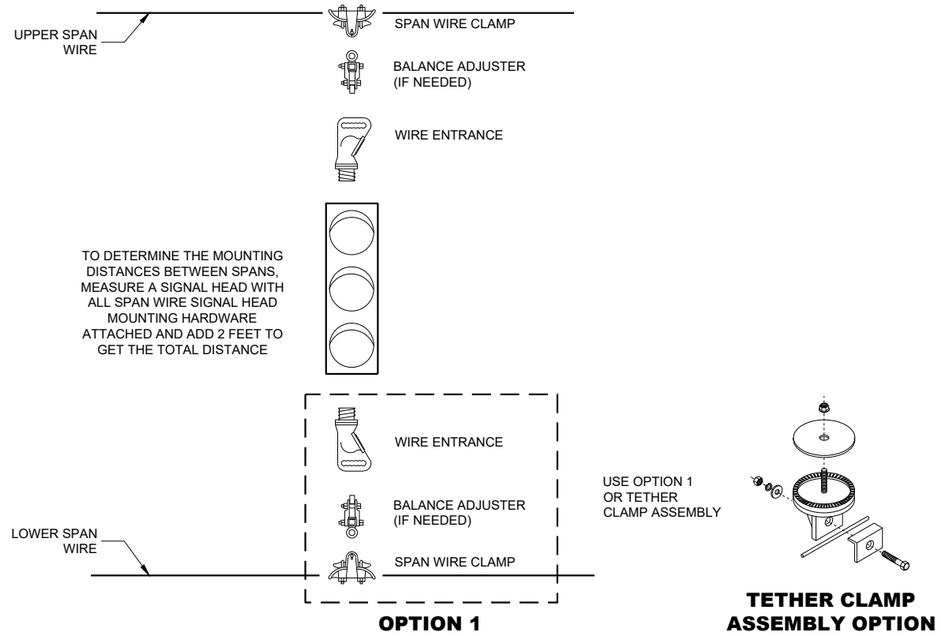


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

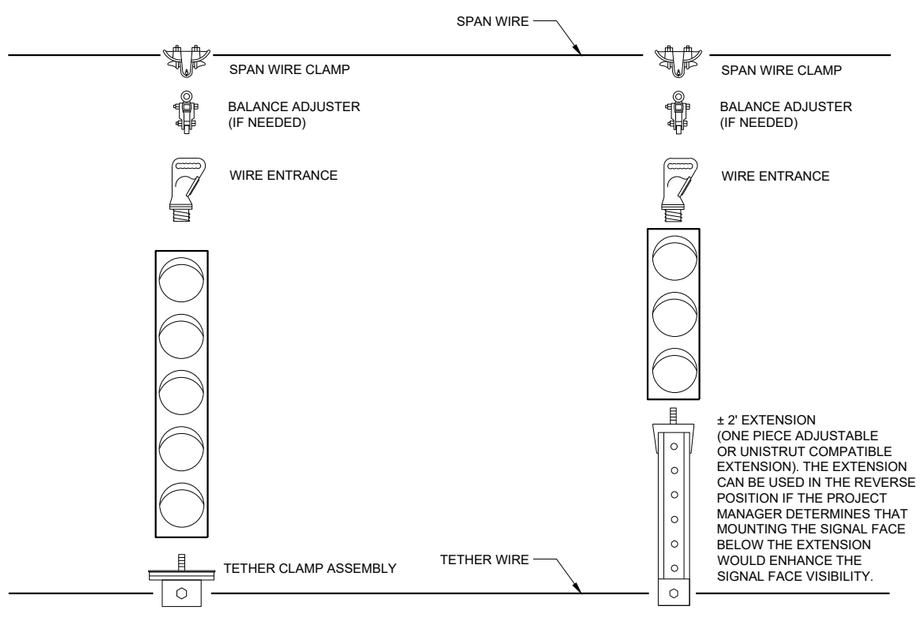


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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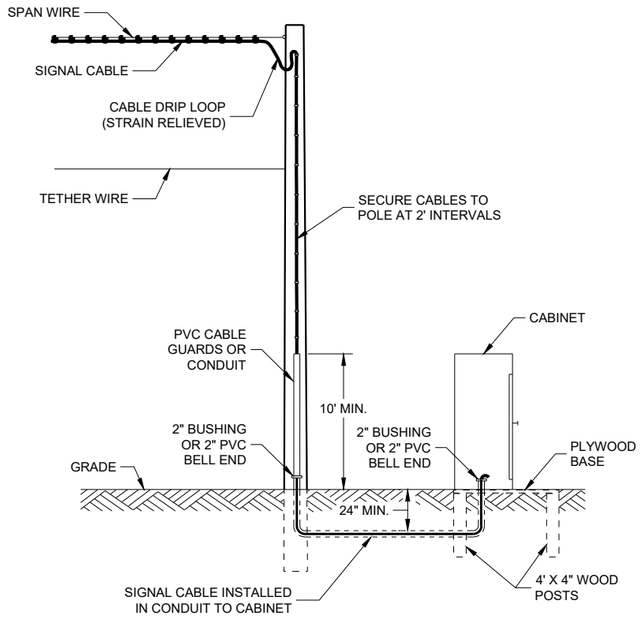
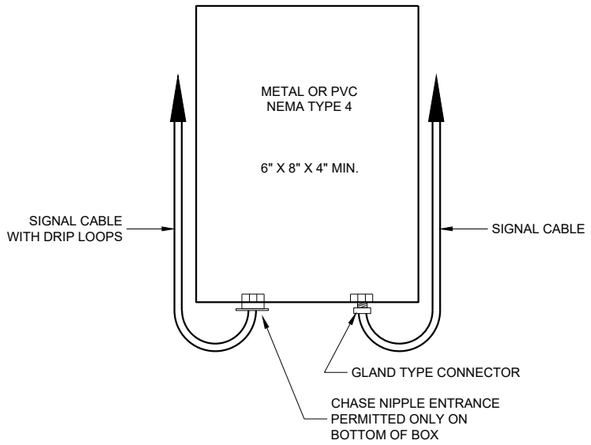
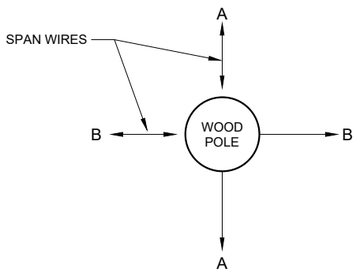




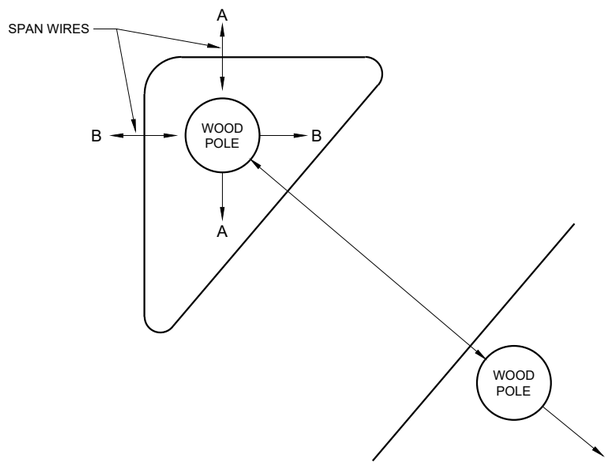
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

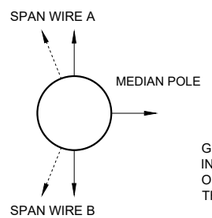


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 09G01 - 4g

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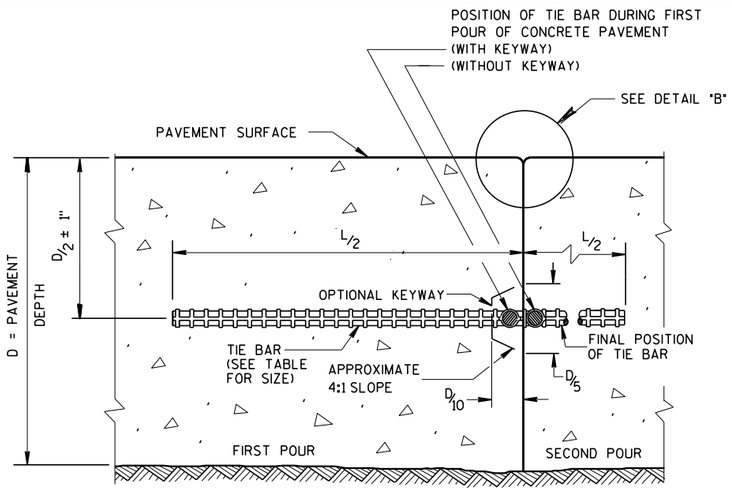
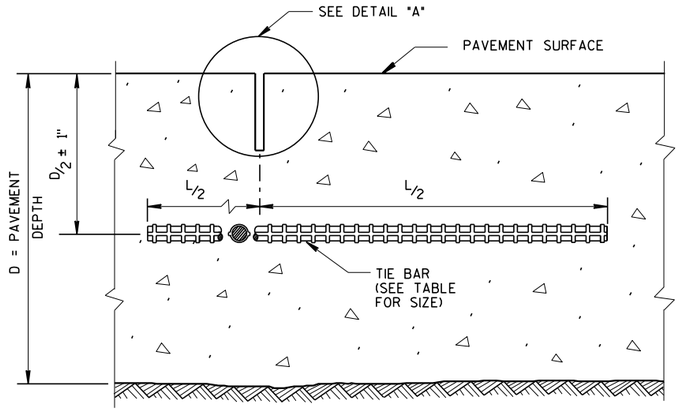


CONSTRUCTION JOINT



SAWED JOINT

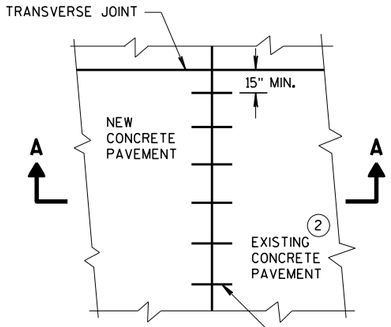
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

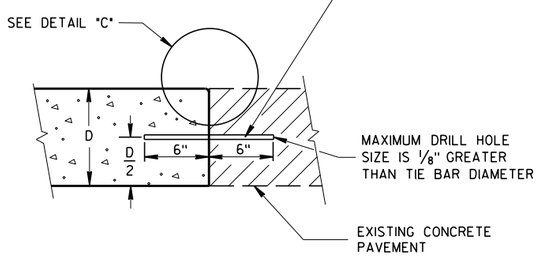
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

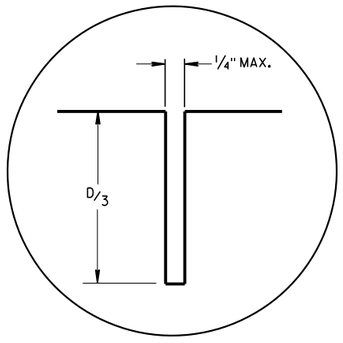


PLAN VIEW

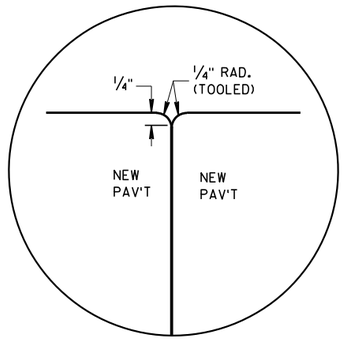


SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



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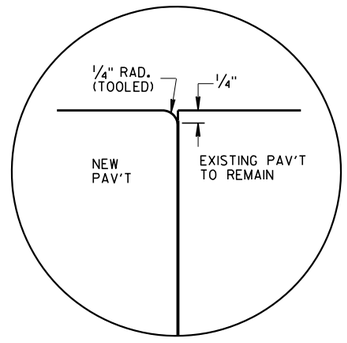


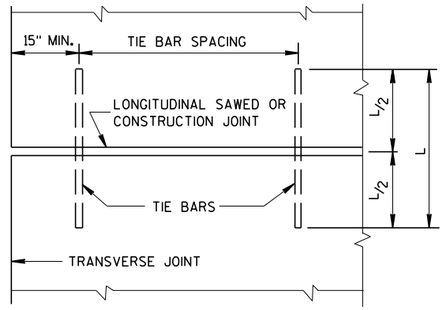
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPE
FHWA

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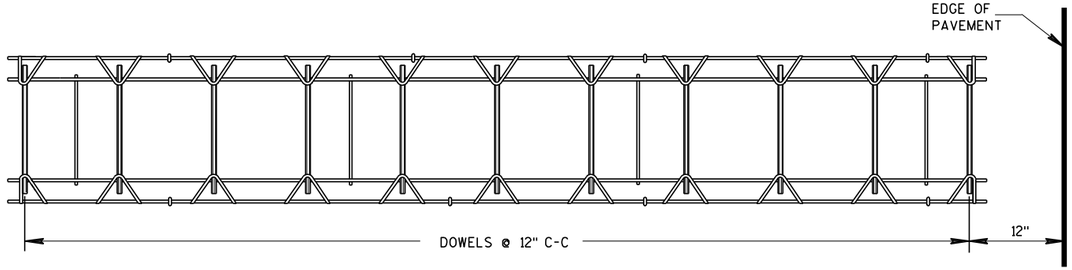


PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 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'

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

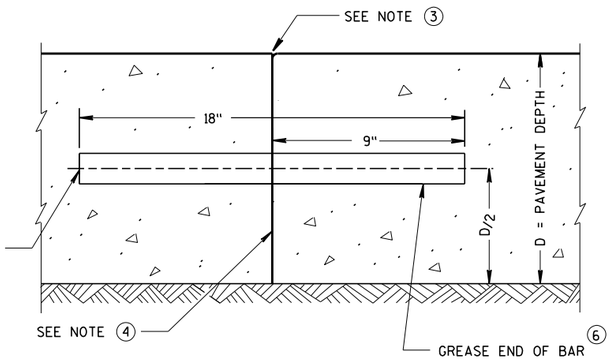
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

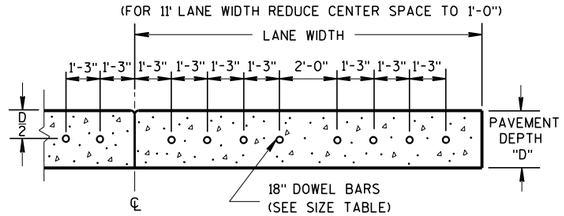
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

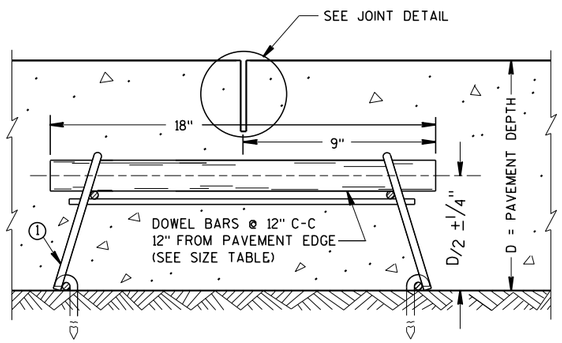
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



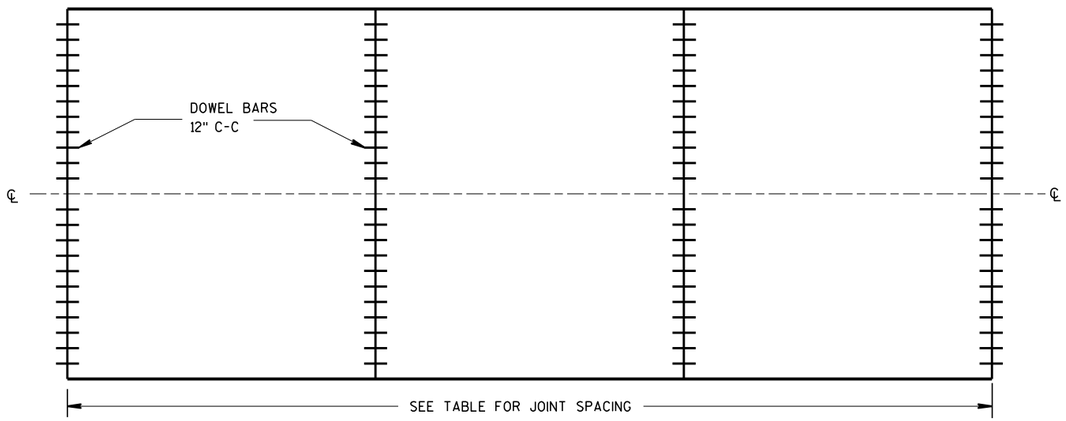
TRANSVERSE CONSTRUCTION JOINT



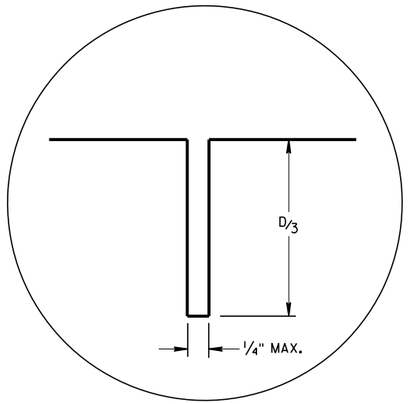
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



DOWELED CONTRACTION JOINT



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUP
FHWA

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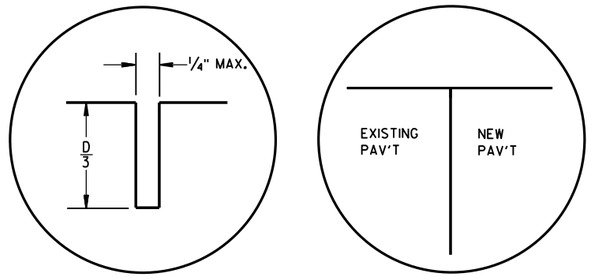
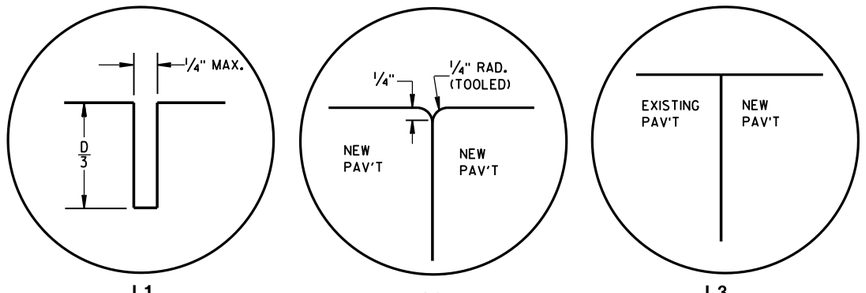
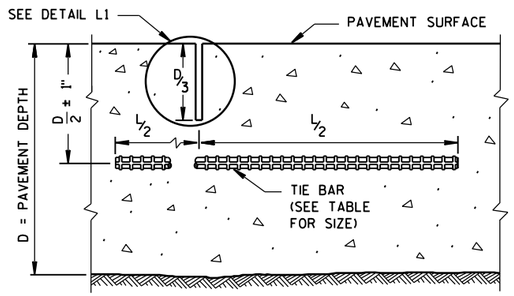


TRANSVERSE JOINTS

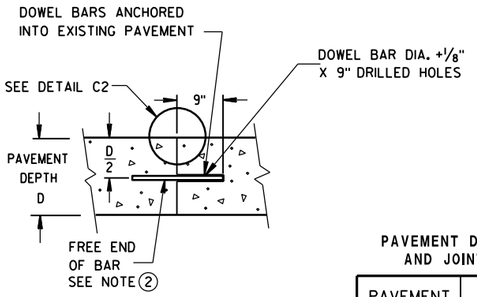


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

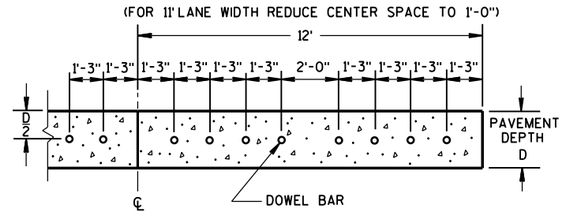
GENERAL NOTES

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

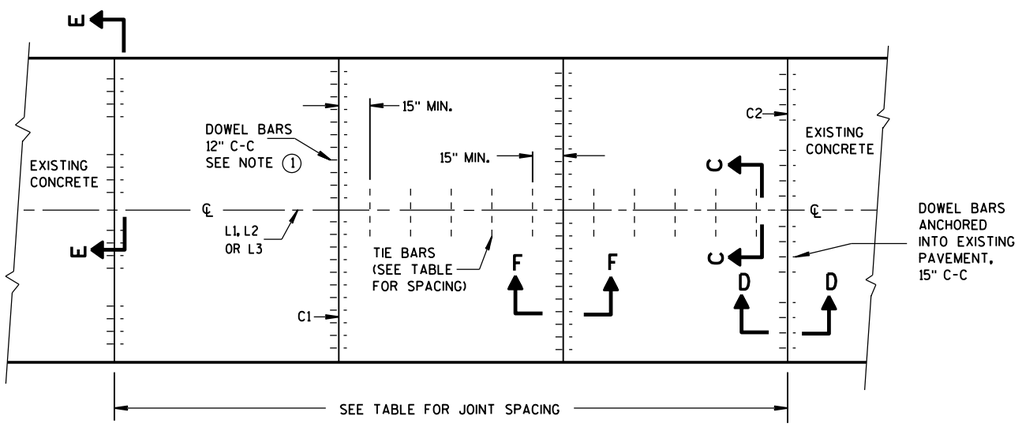
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

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" **

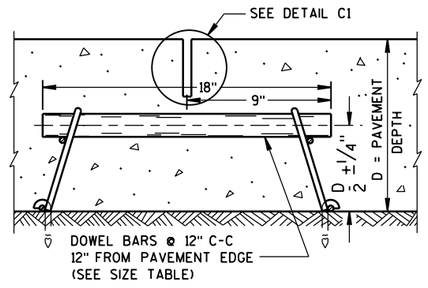
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** 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

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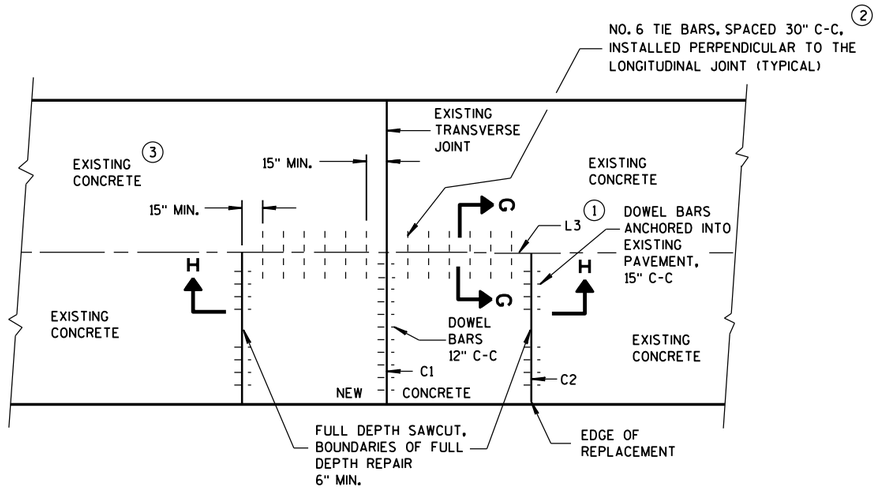
S.D.D. 13 C 15-6a

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.

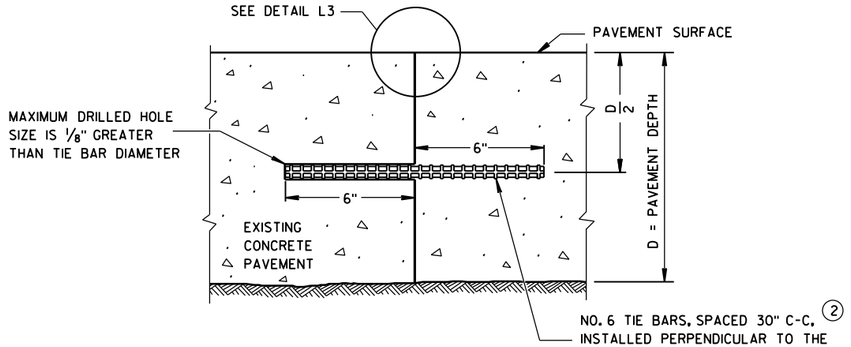
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



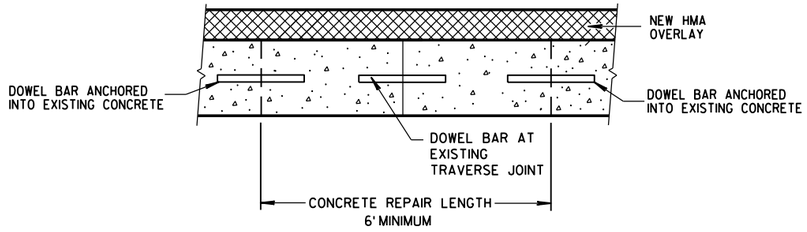
PLAN VIEW

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

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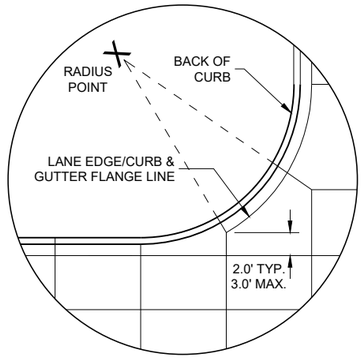
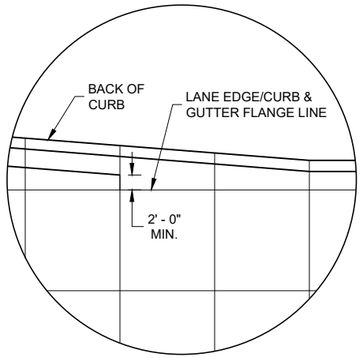
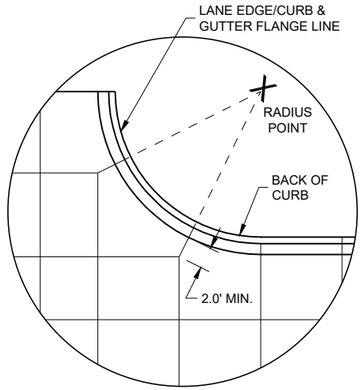
S.D.D. 13 C 15-6b



DETAIL "A"



DETAIL "B"



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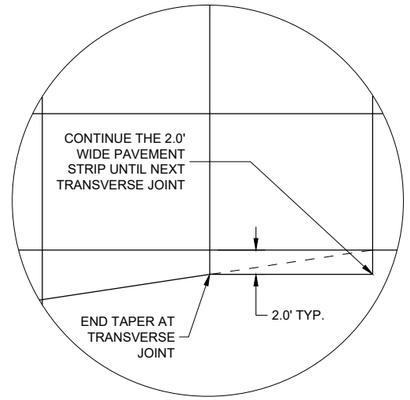


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

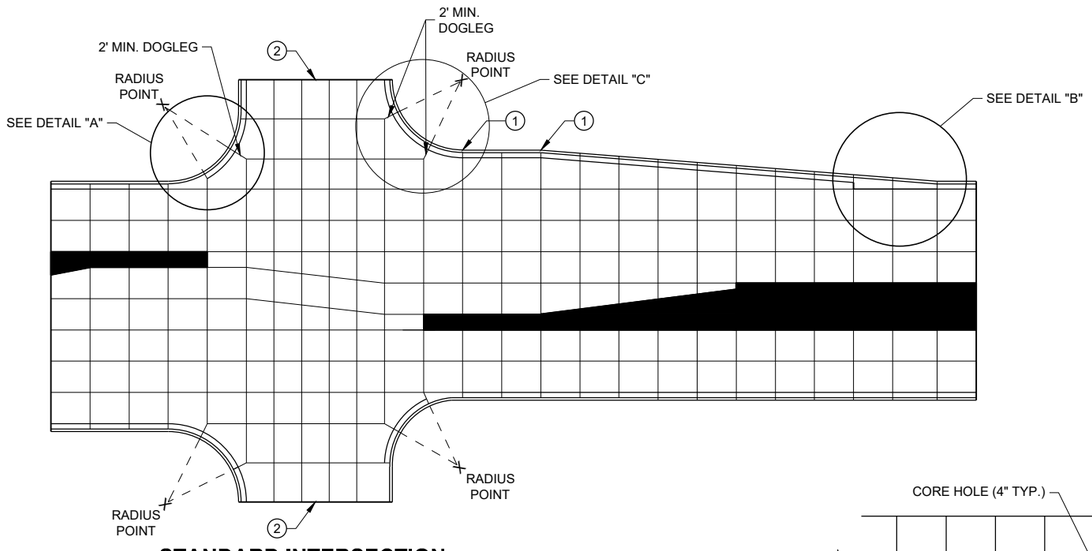
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

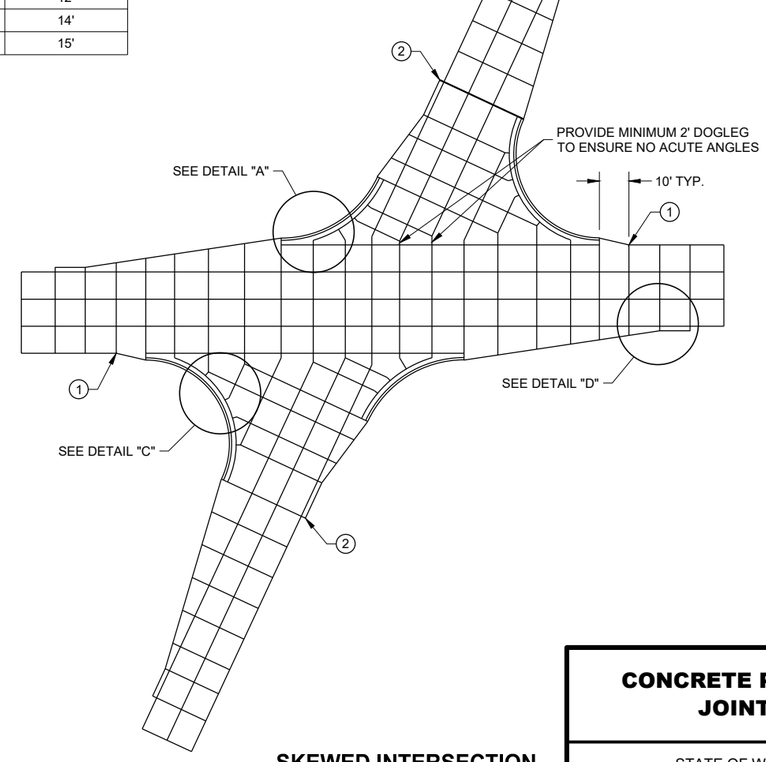
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



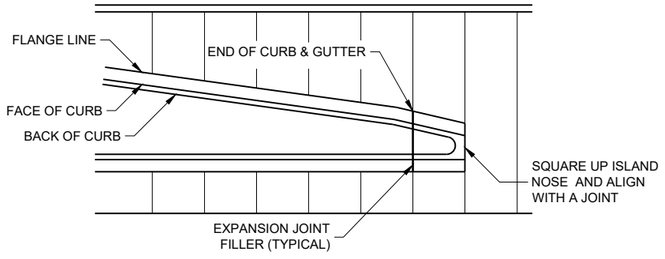
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

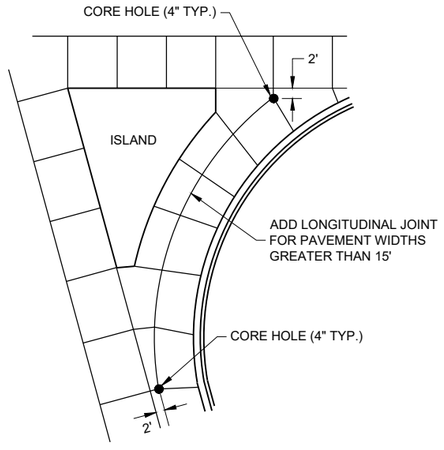
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

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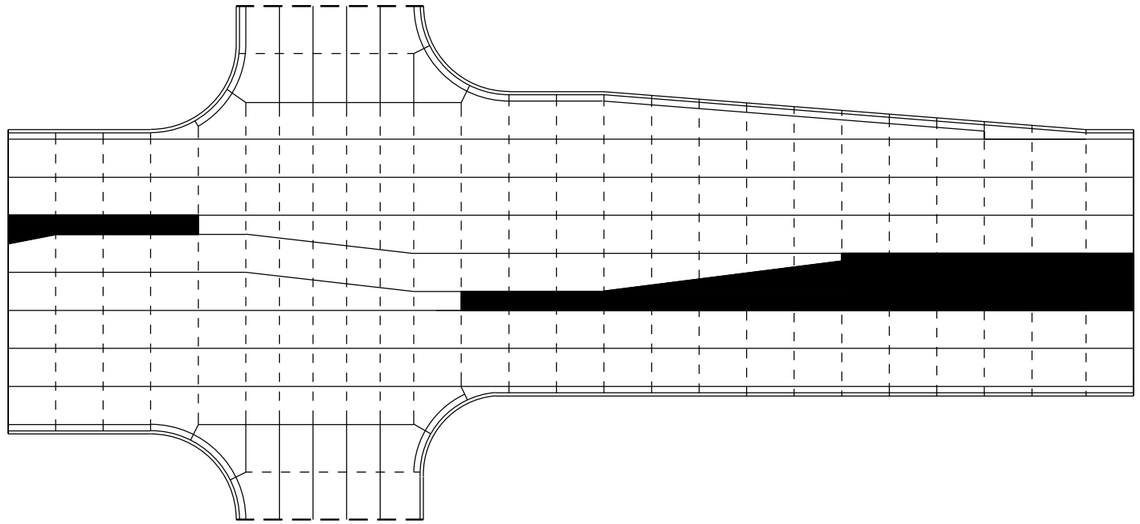
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

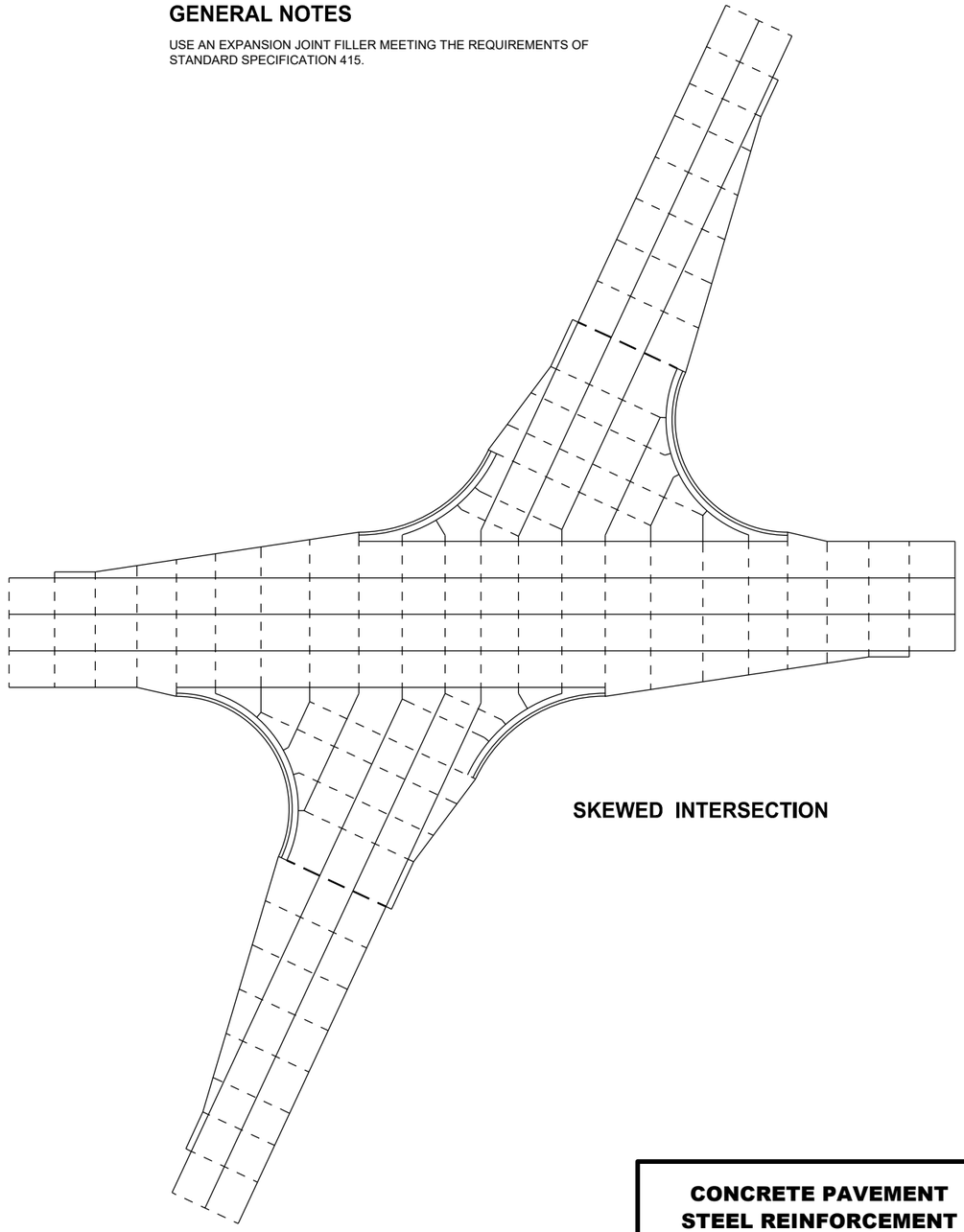
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

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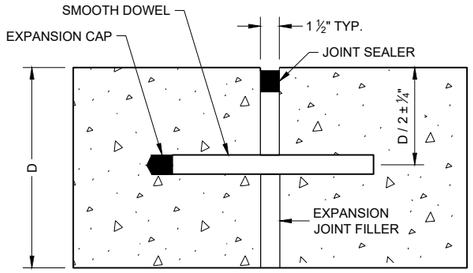
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

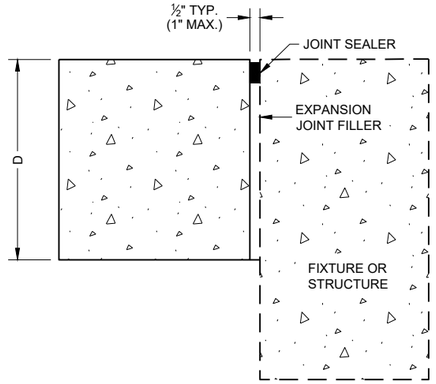
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

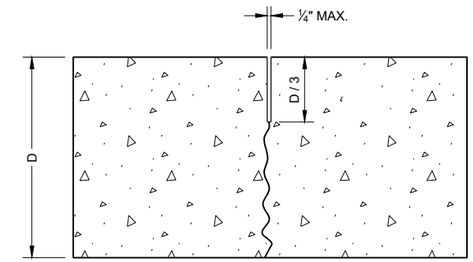
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

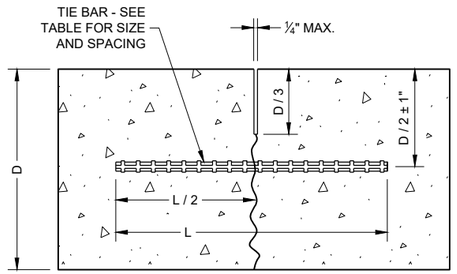
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

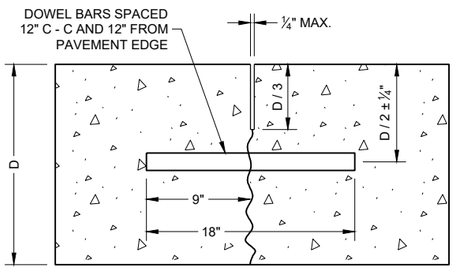
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

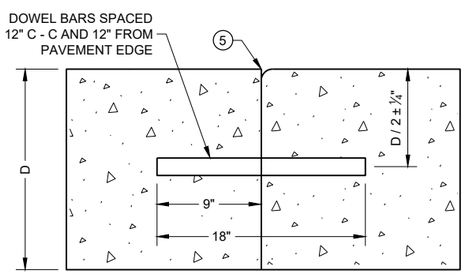


TIED LONGITUDINAL

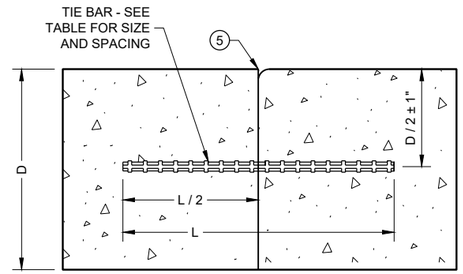


DOWELED TRANSVERSE

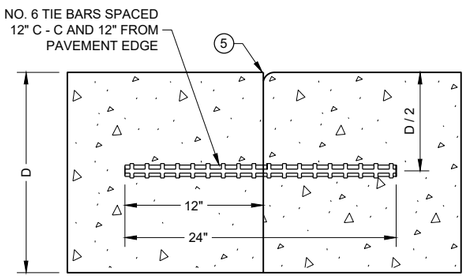
CONTRACTION JOINTS (2)



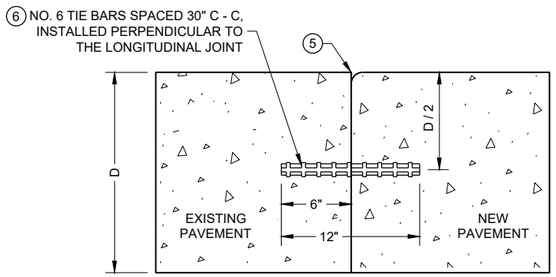
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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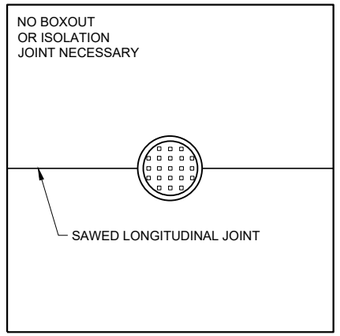
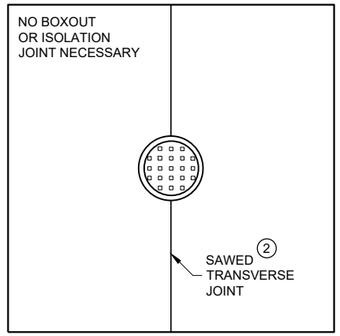
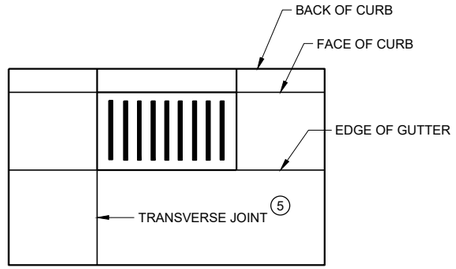
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



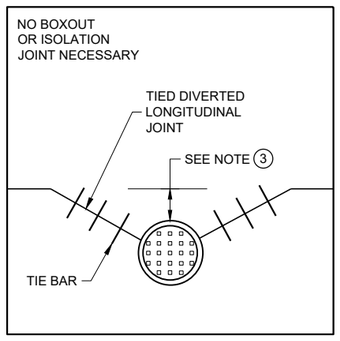
MANHOLE WITH TRANSVERSE JOINT



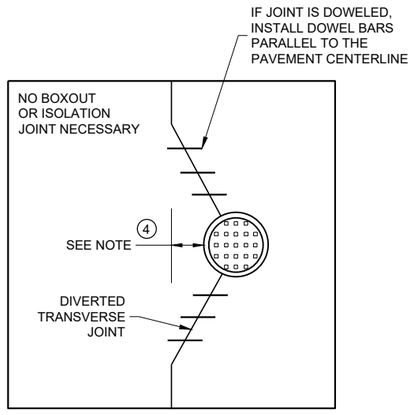
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

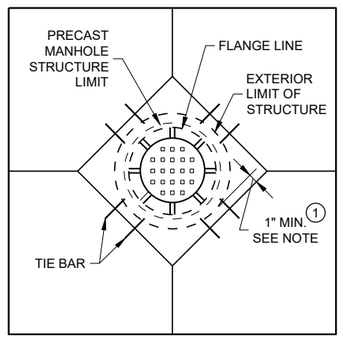
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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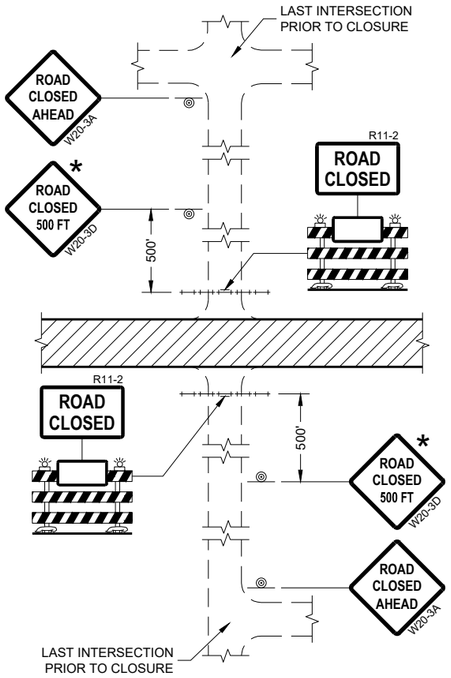
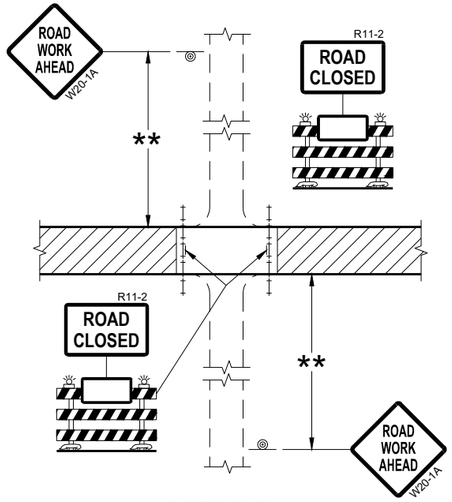
SDD 13C18 - 07d
SDD 13C18 - 07d



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

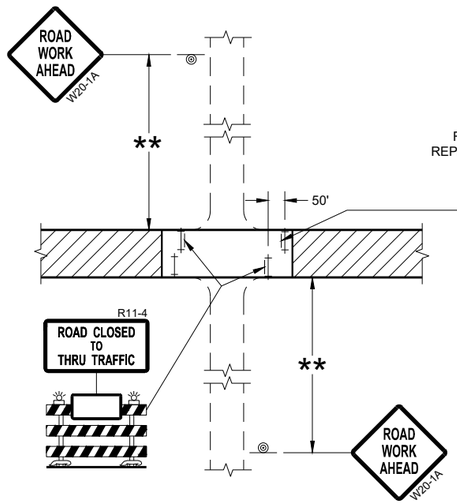
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

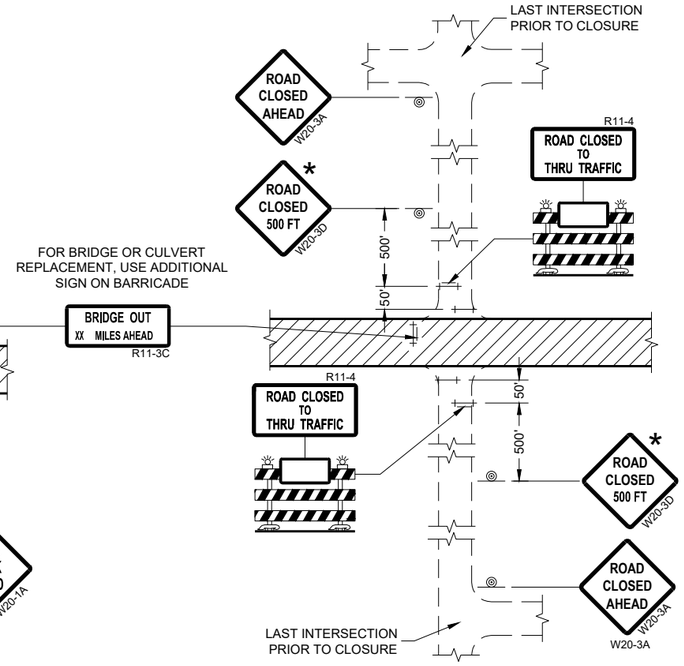
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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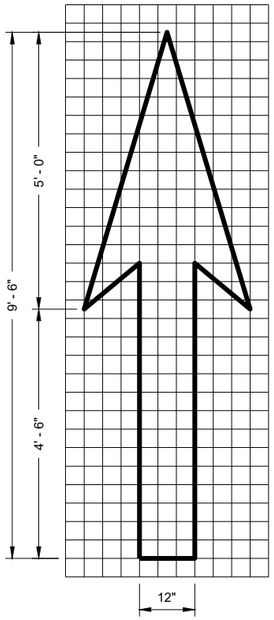
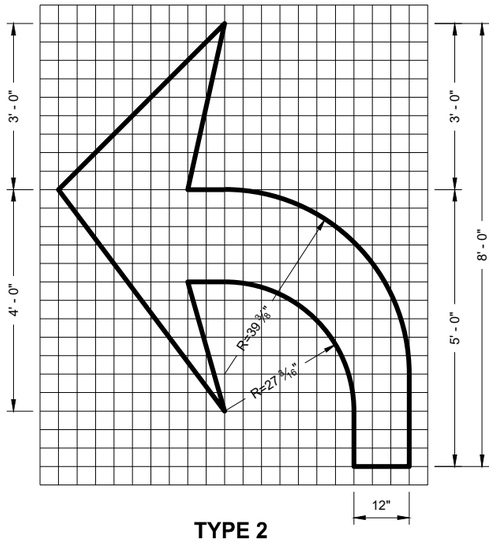
SDD 15C03 - 05

GENERAL NOTES

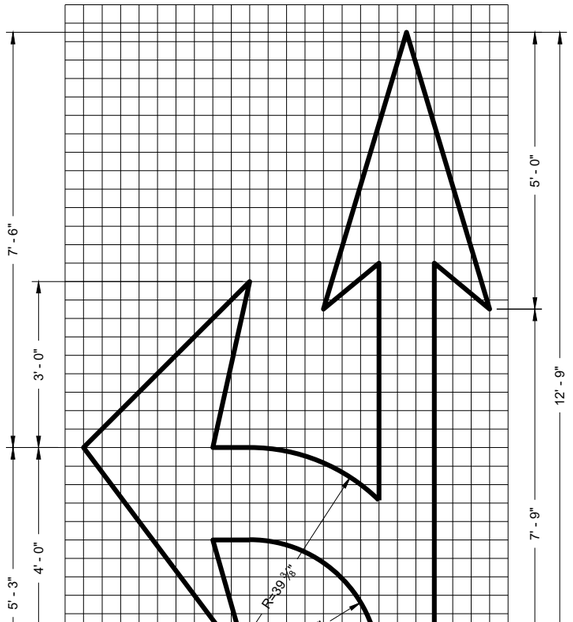
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



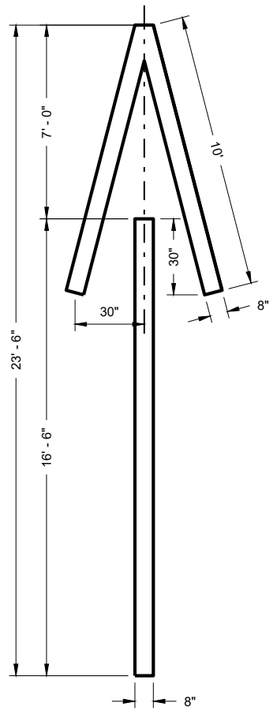
TYPE 1



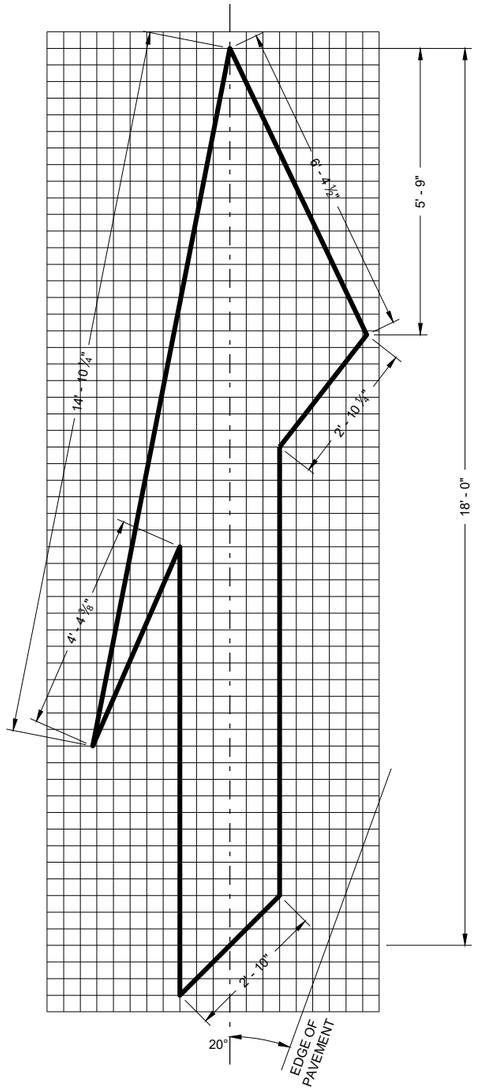
TYPE 2



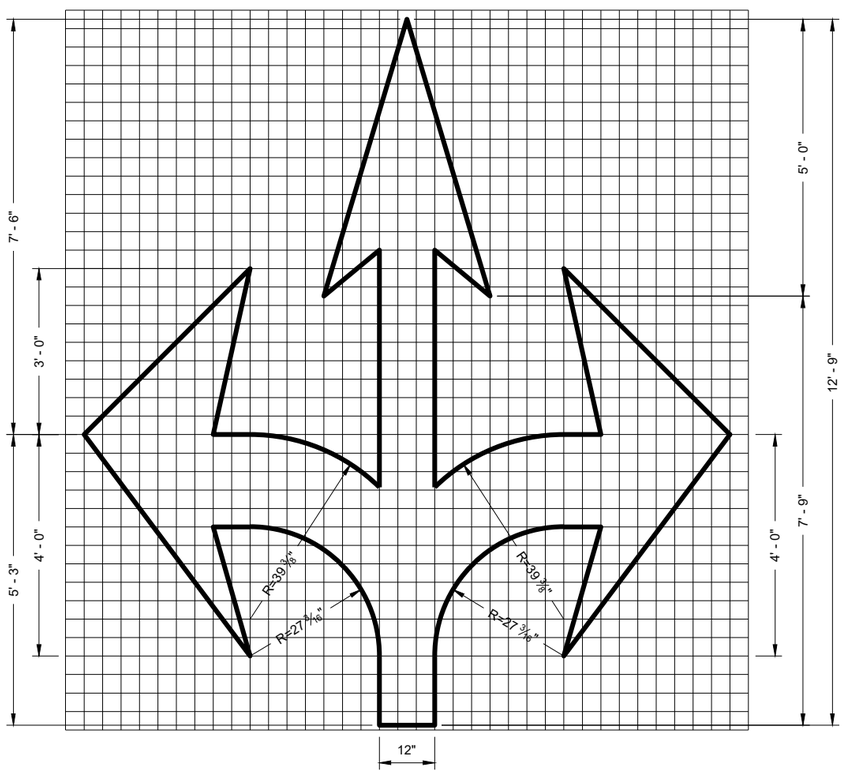
TYPE 3



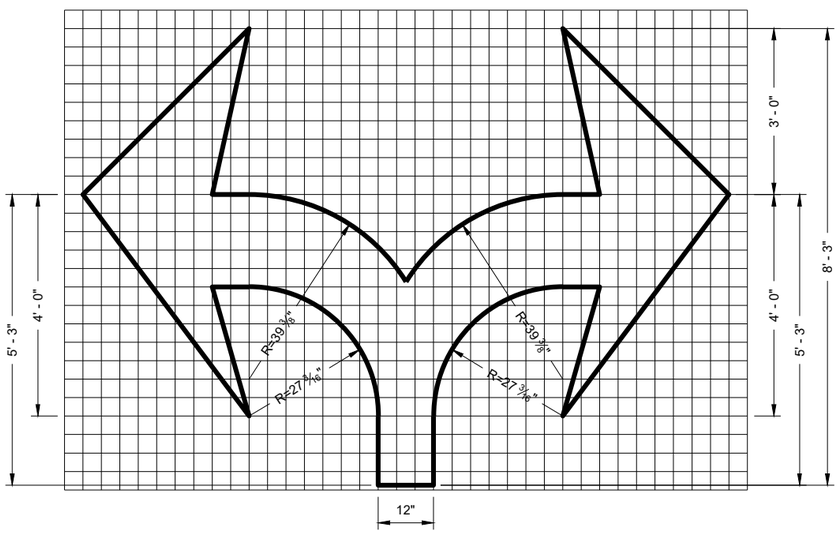
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07 - 15c

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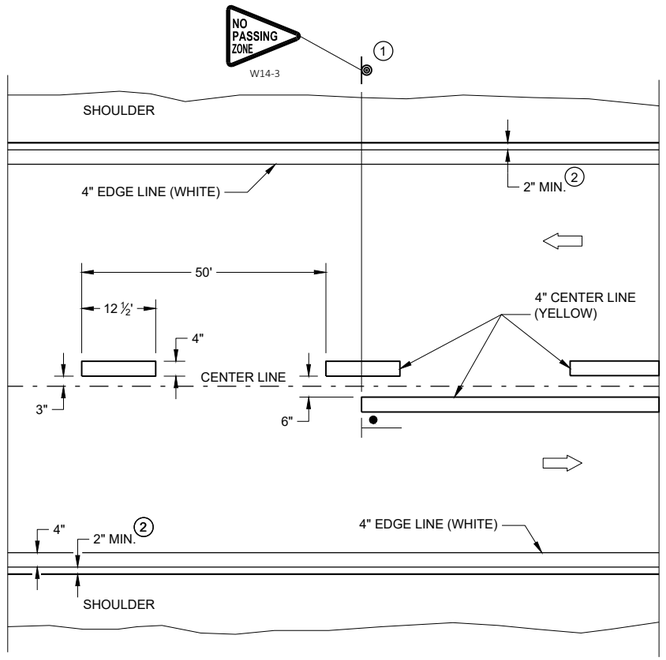
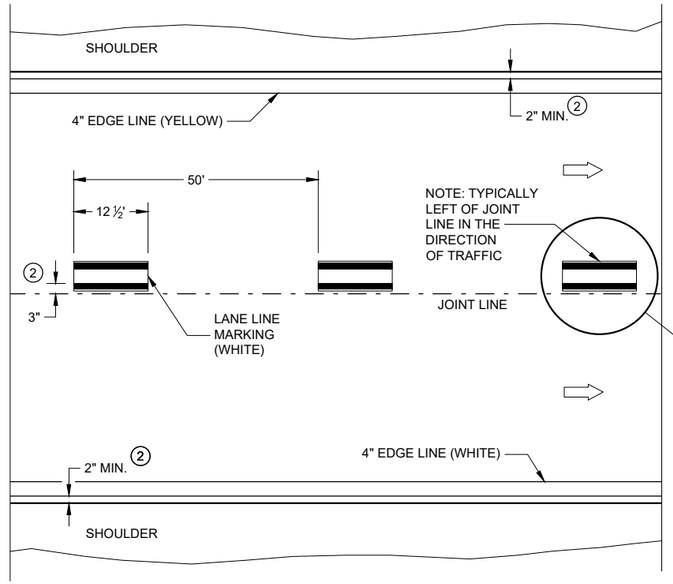
SDD 15C07 - 15c

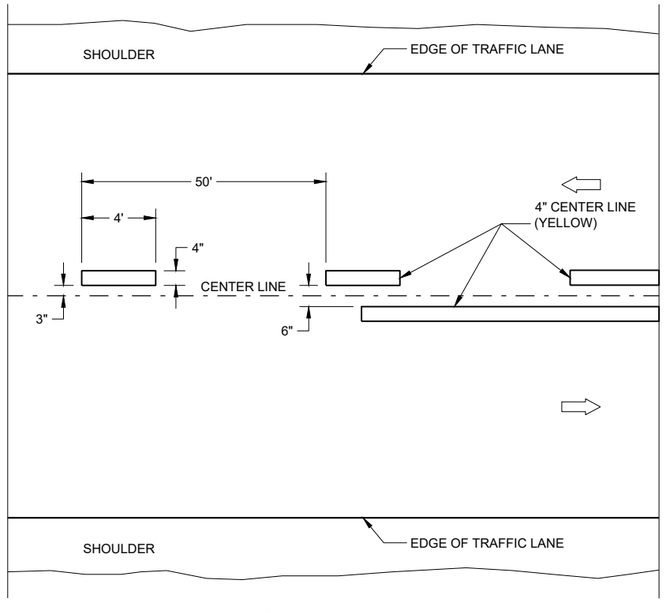


TWO WAY TRAFFIC

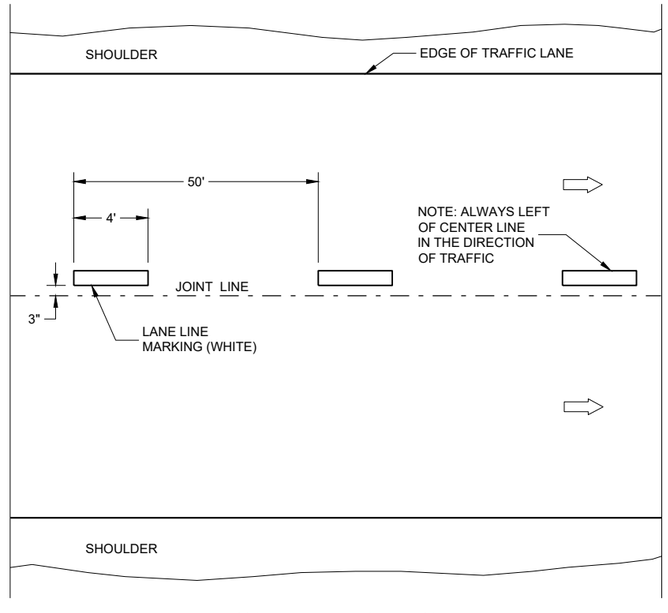


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

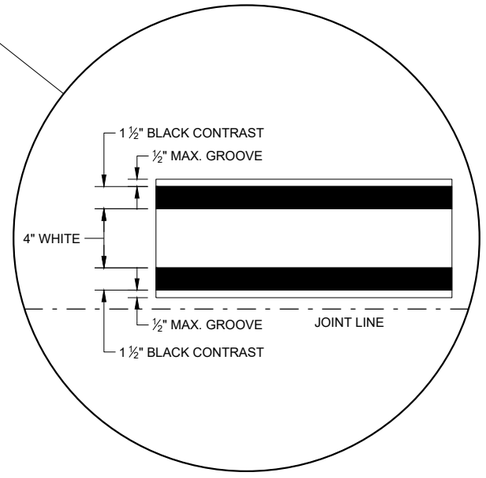
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND M ENGINEER

FHWA

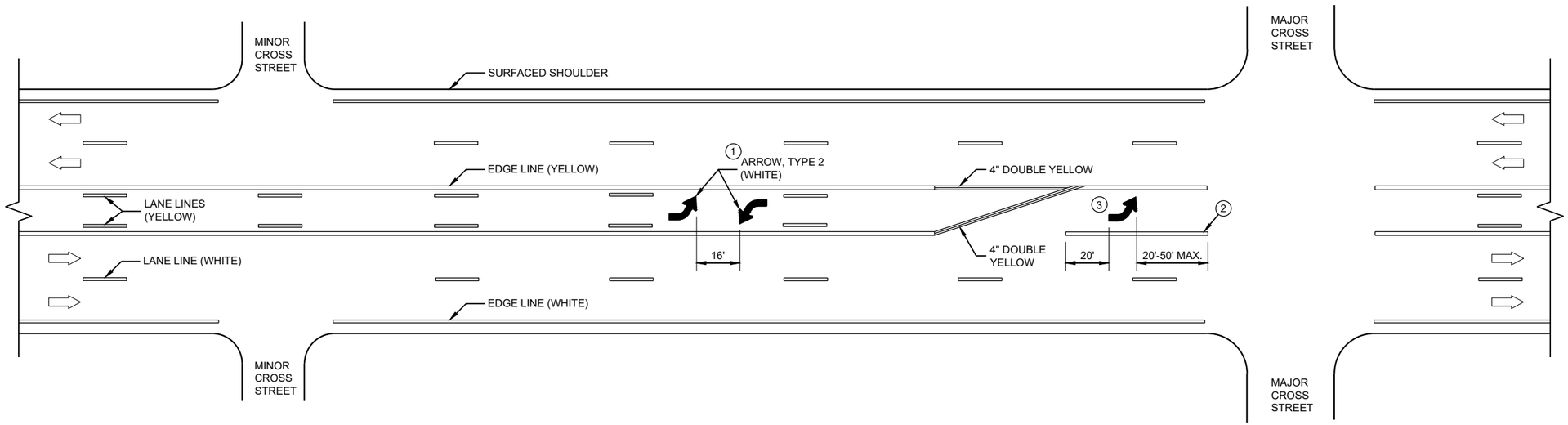
SDD 15C08 - 20a

SDD 15C08 - 20a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

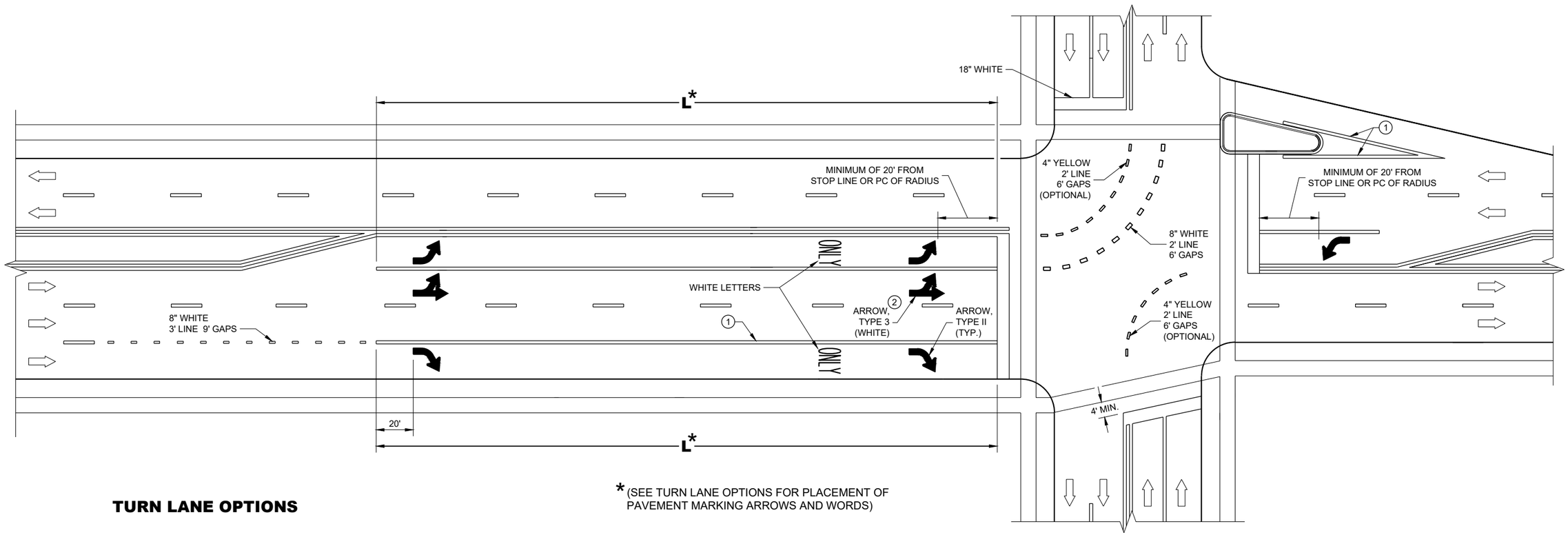
SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

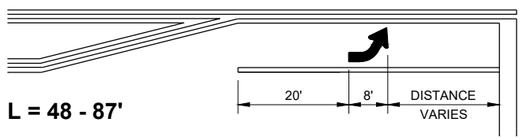
SDD 15C08 - 20b



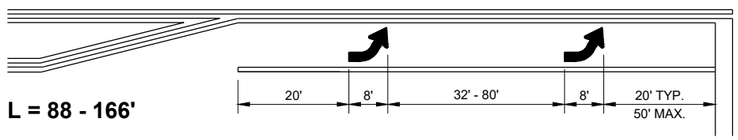
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

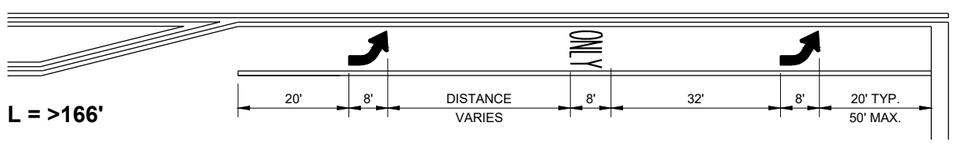
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

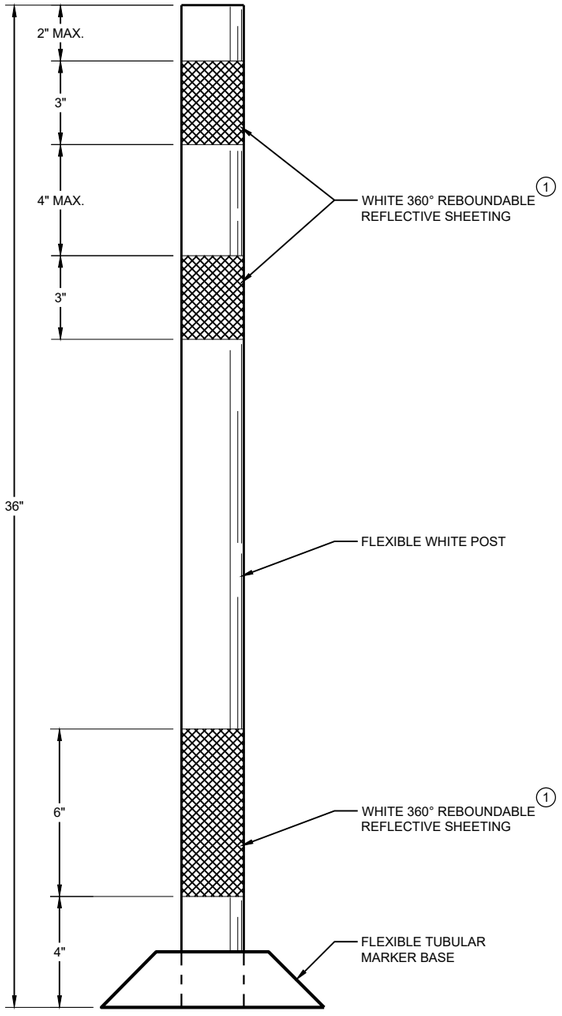
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

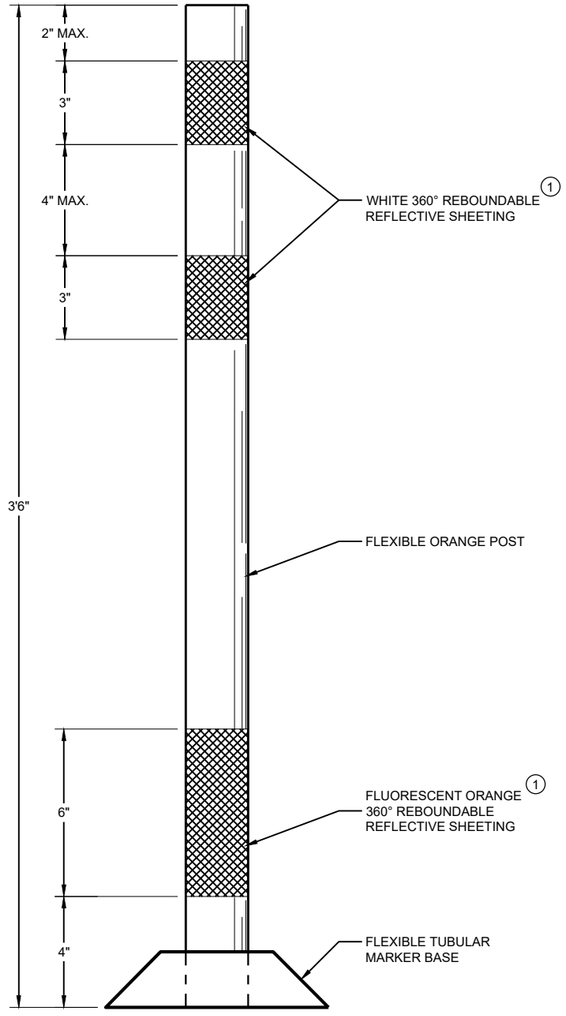
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 20c



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 THE APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 07a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

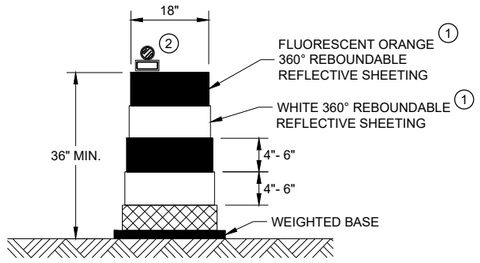
FHWA

6

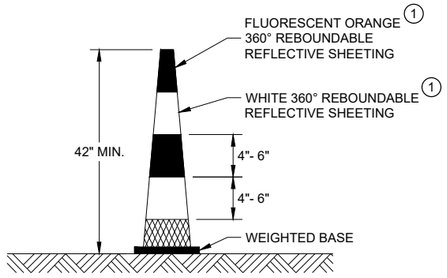
SDD 15C11 - 07a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

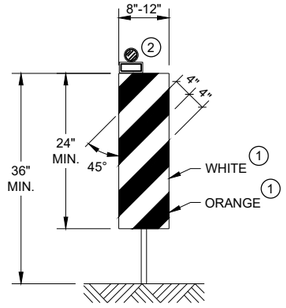


DRUM



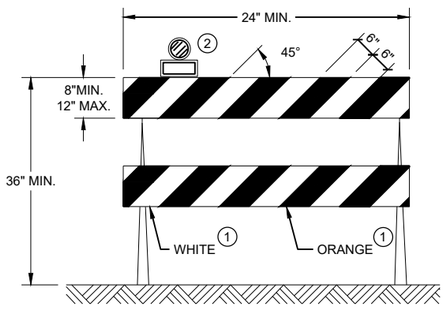
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



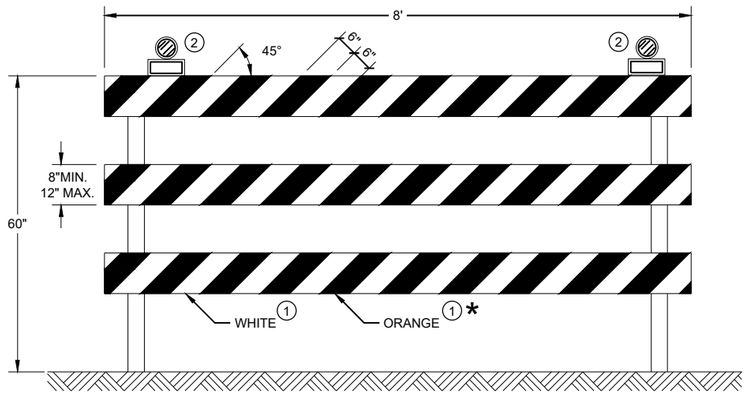
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 07b

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SDD 15C11 - 07b

LEGEND

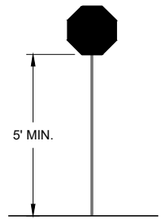
SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

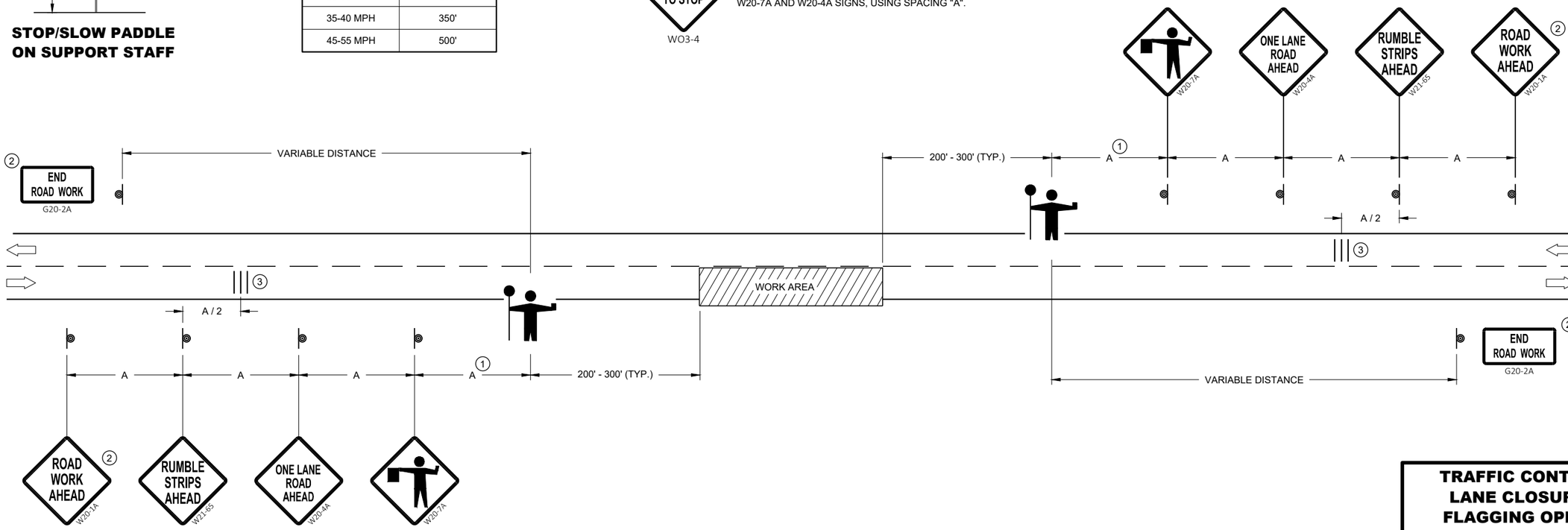
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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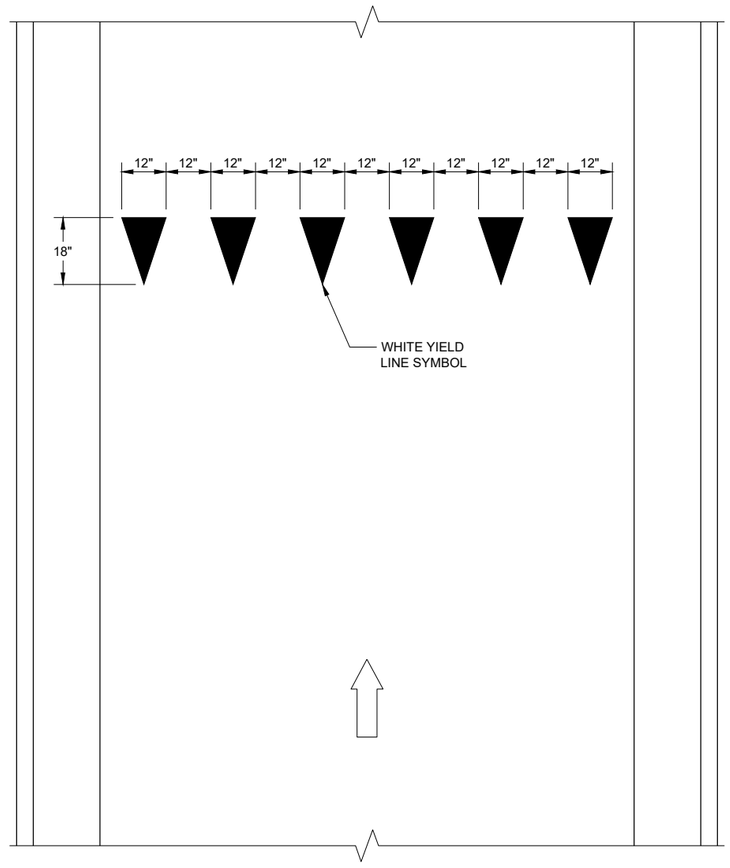
SDD 15C12 - 07

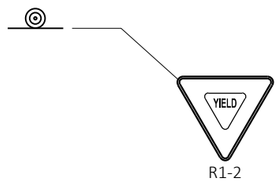


YIELD LINE

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

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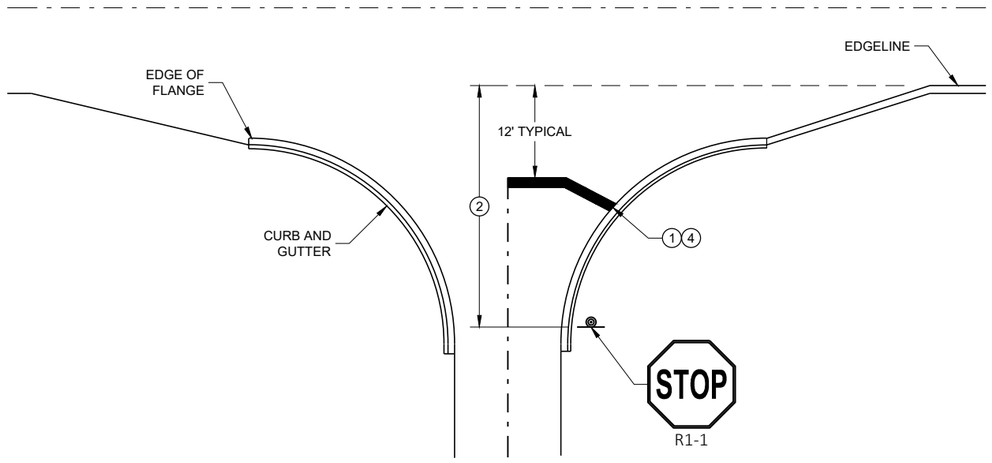
SDD 15C20 - 02

SDD 15C20 - 02

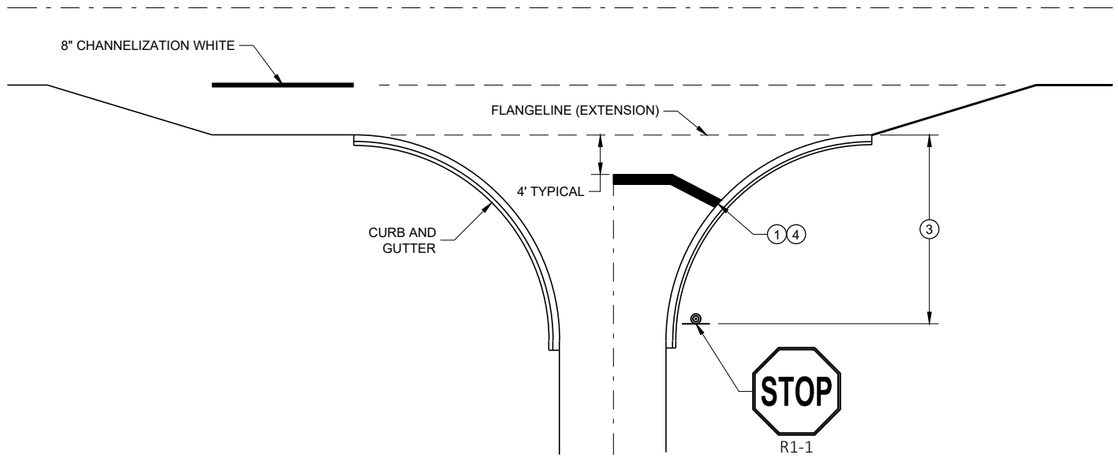
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

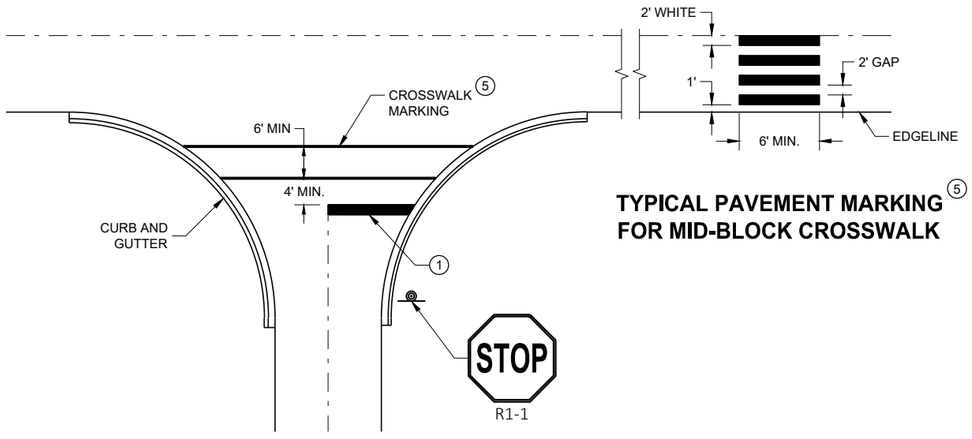
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

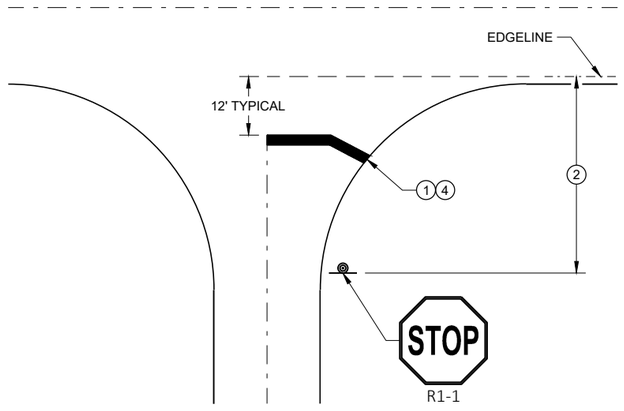


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C33 - 04

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

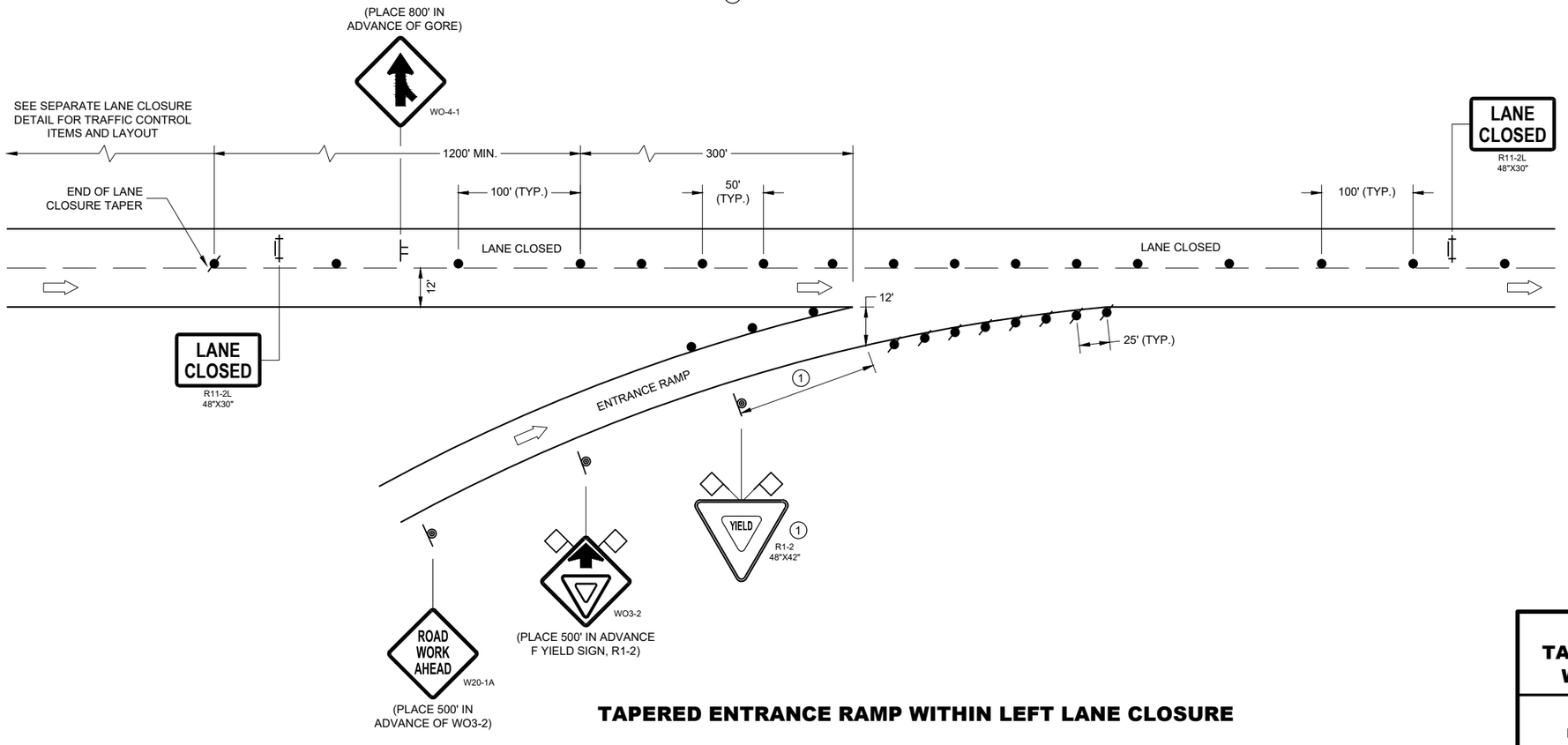
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05d

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SDD15D15 - 05d

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

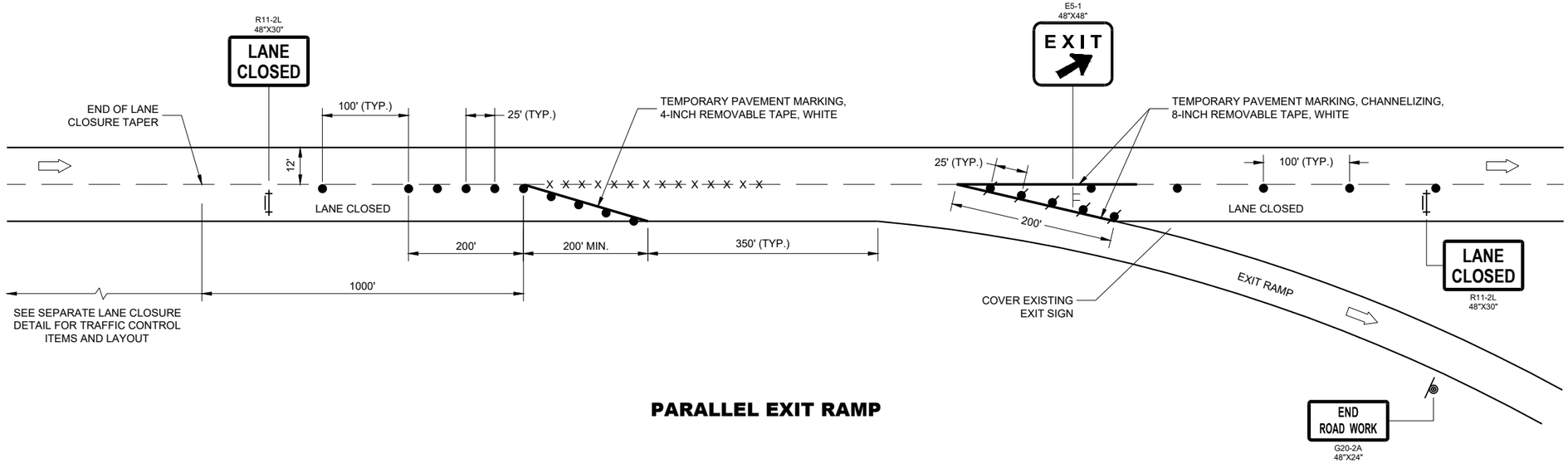
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05e

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SDD15D15 - 05e

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

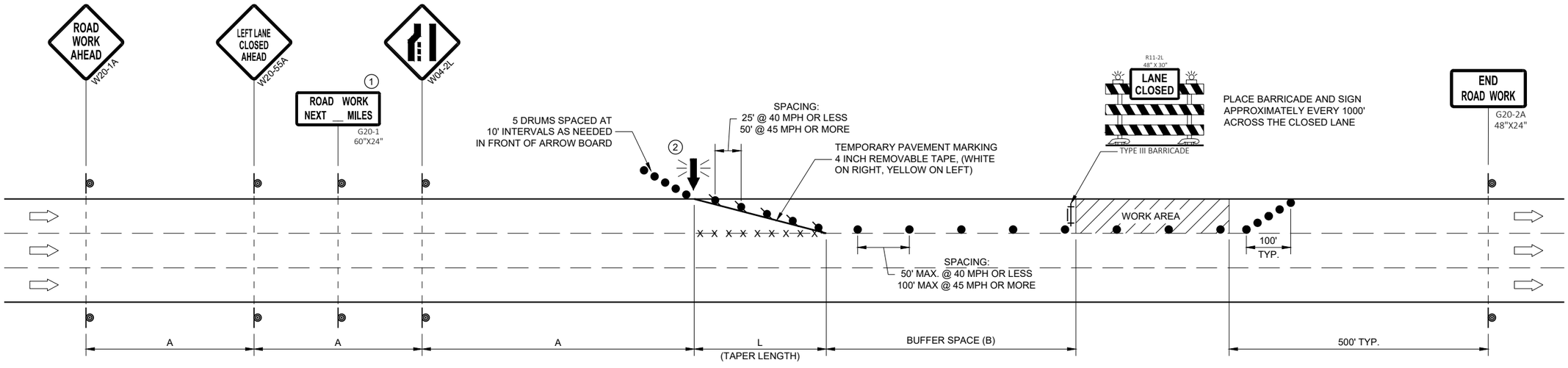
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

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SDD 15D20 - 05a

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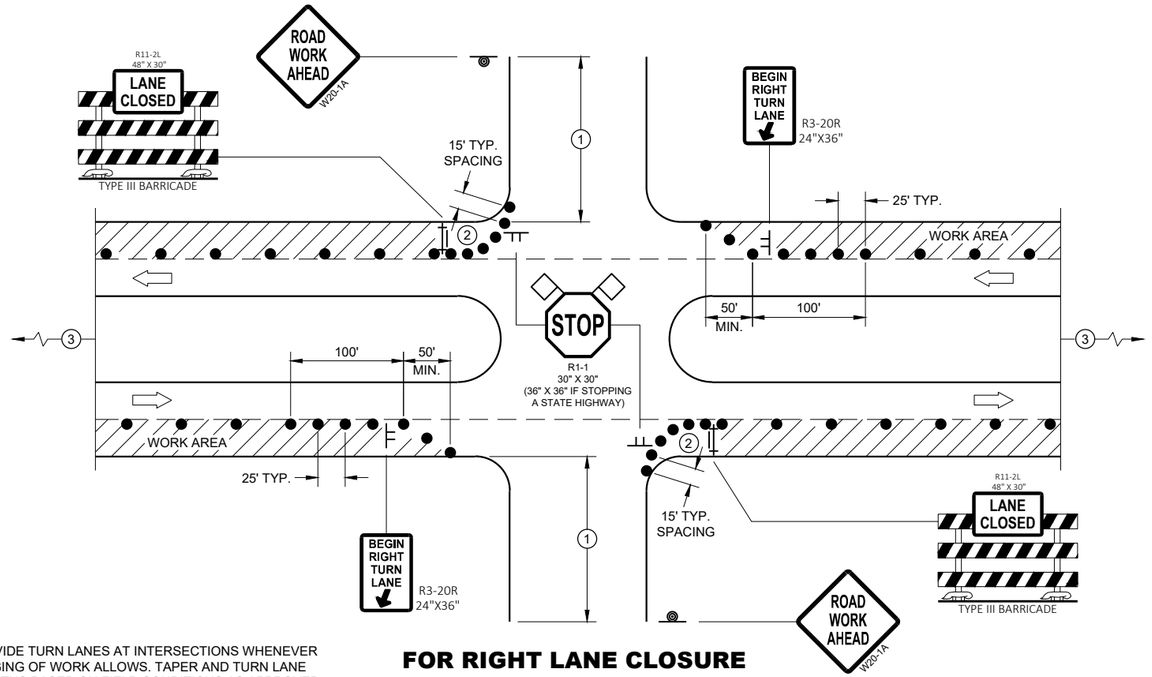
SDD15D20 - 05a



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

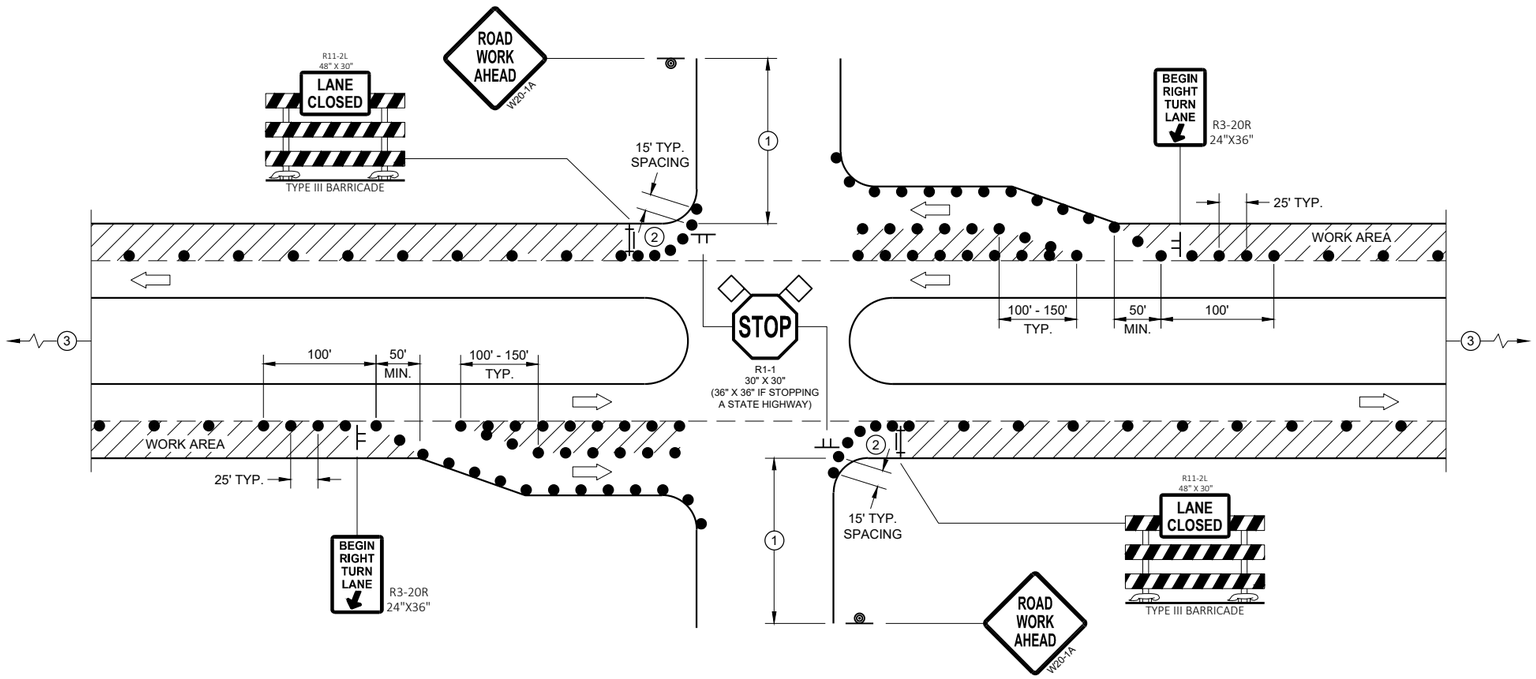
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D21 - 06a

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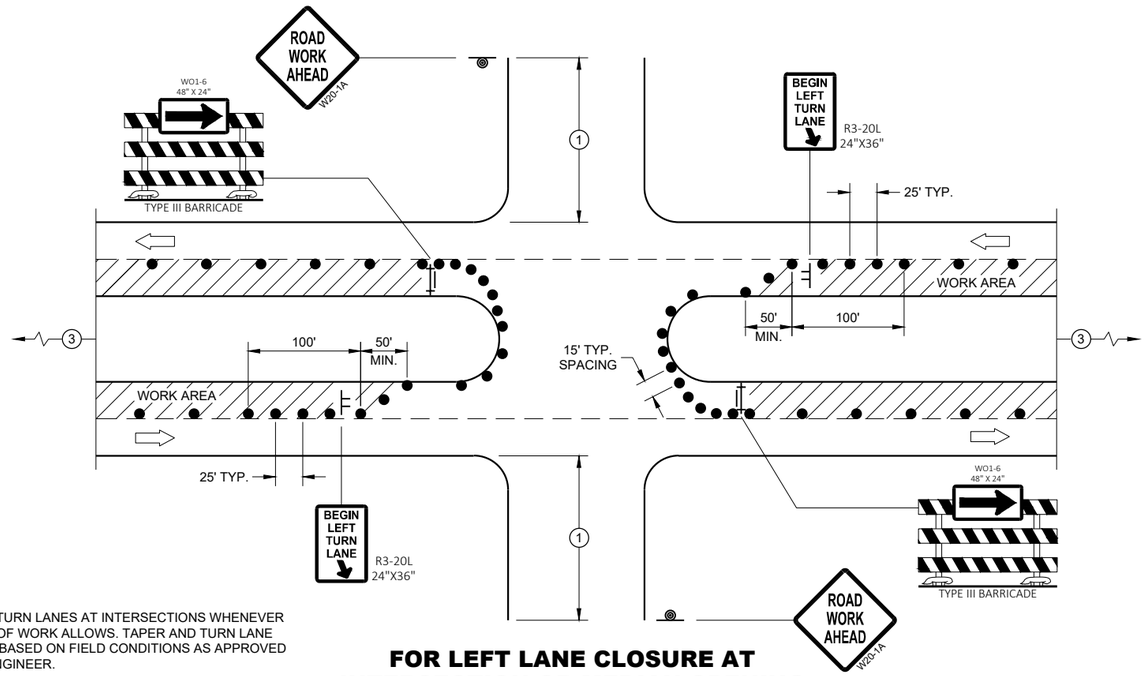


PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

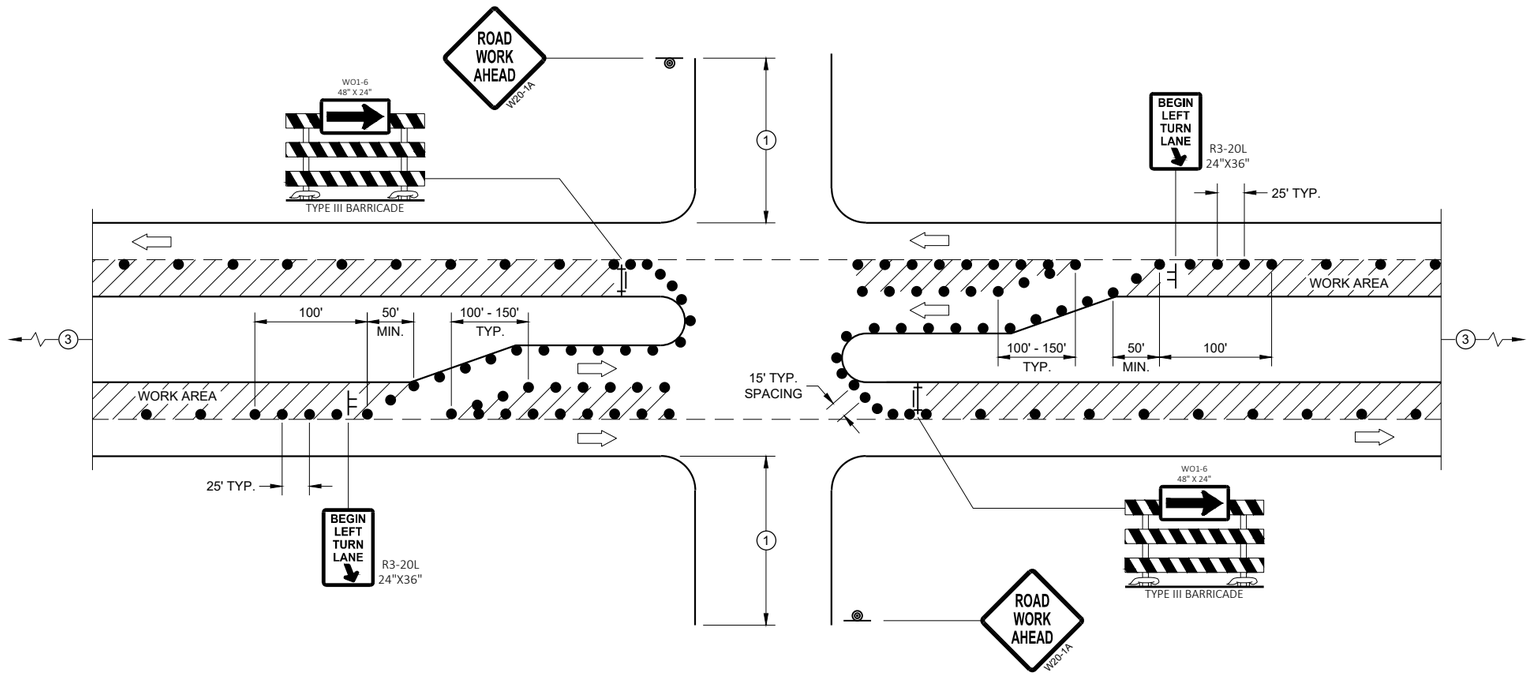
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 06b

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SDD 15D21 - 06b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

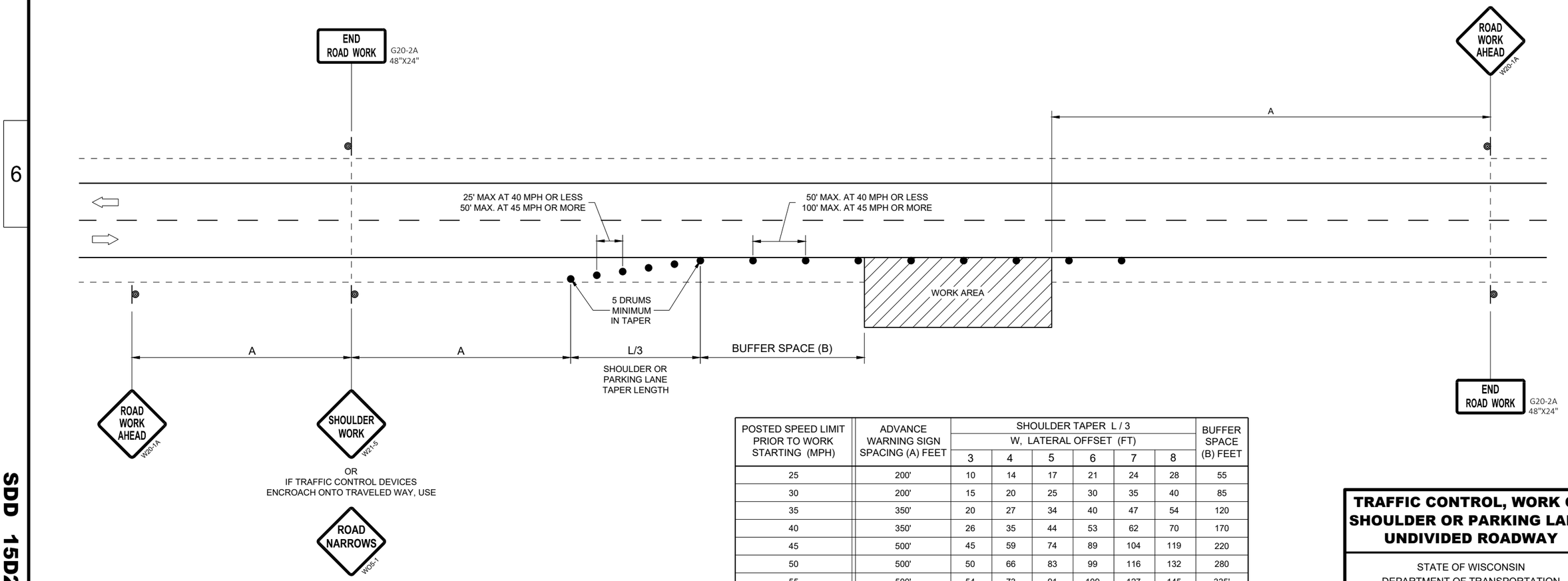
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

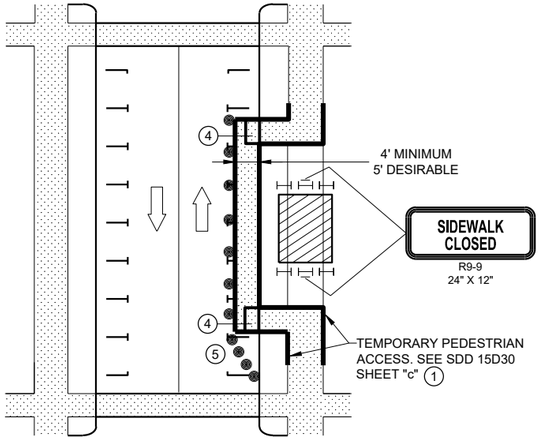
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

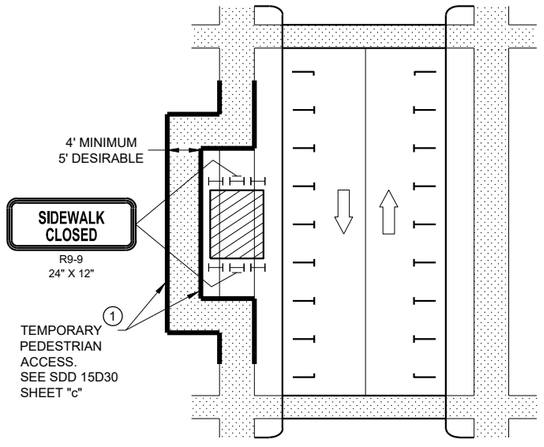
SDD 15D28 - 04

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

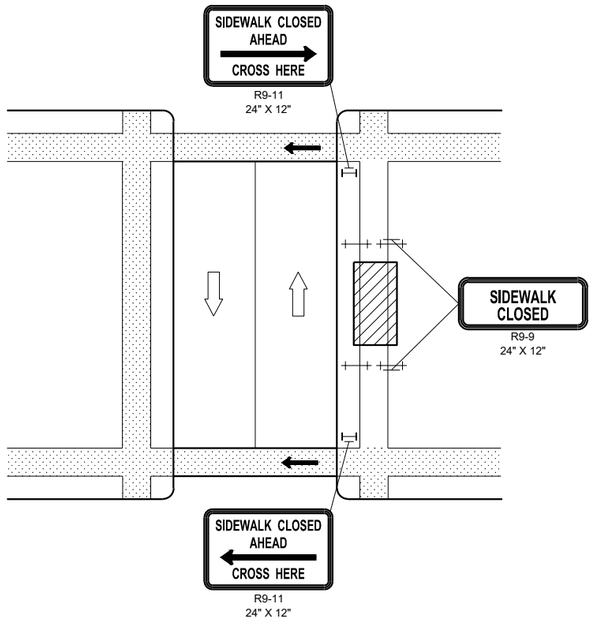


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

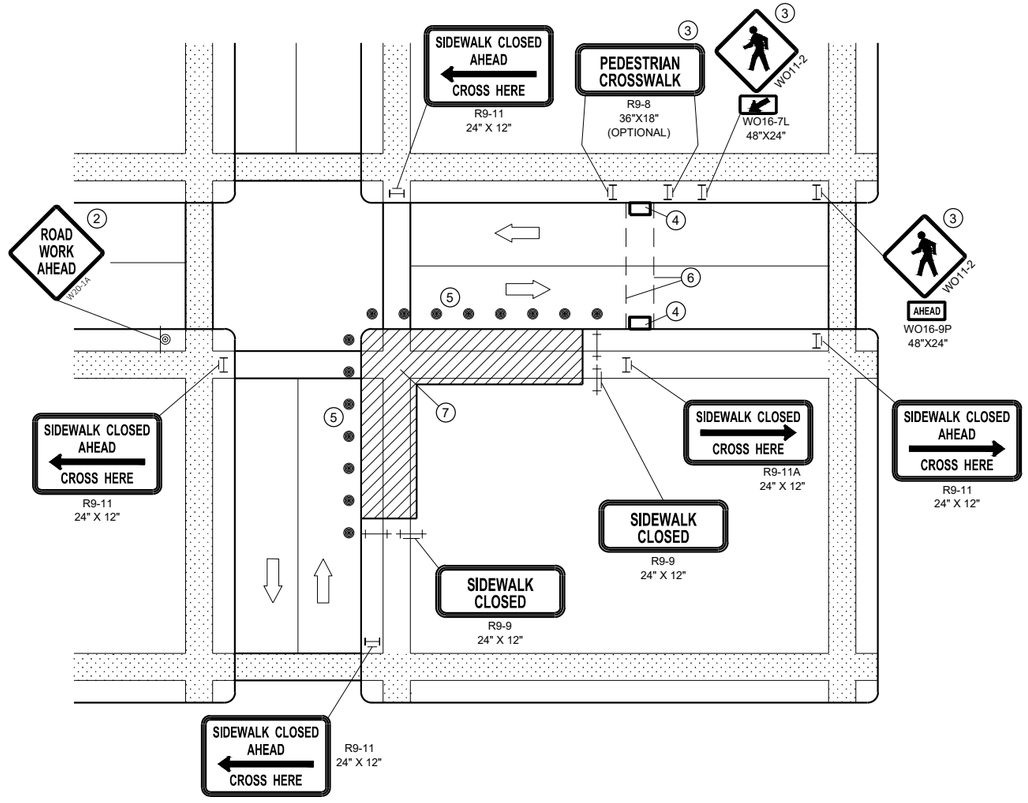
NOTE: LAYOUT SAME AS ABOVE.



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 NIGHTIME 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 BETWEEK 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 WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15D30 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

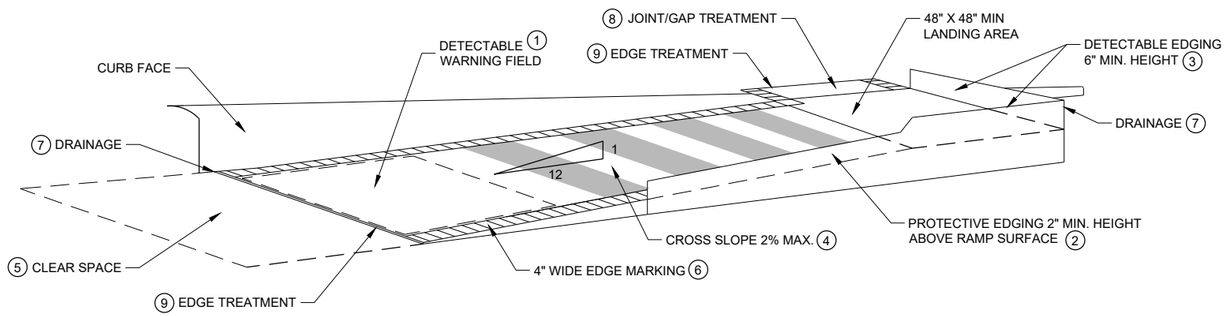
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

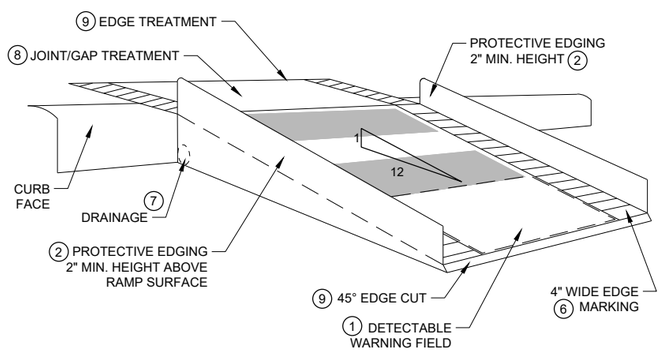
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

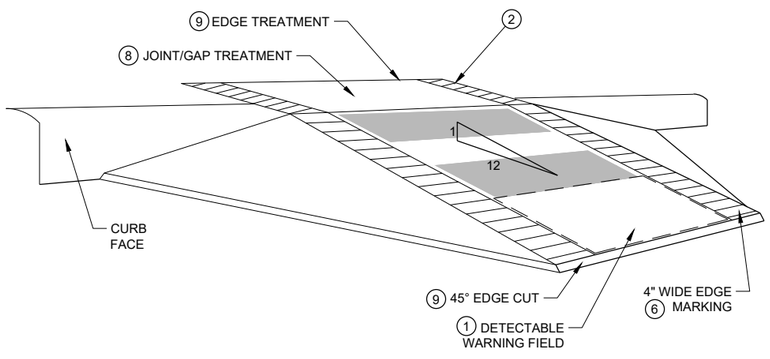
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

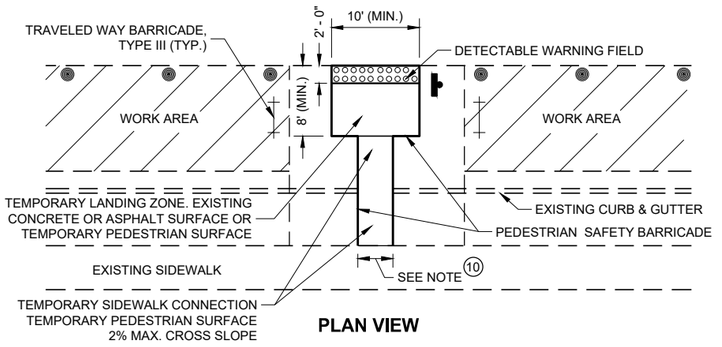
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

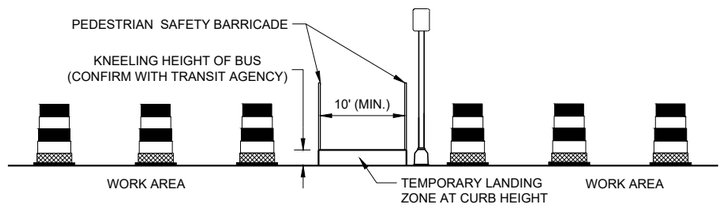
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, 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" X 48" 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 ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 06b

6

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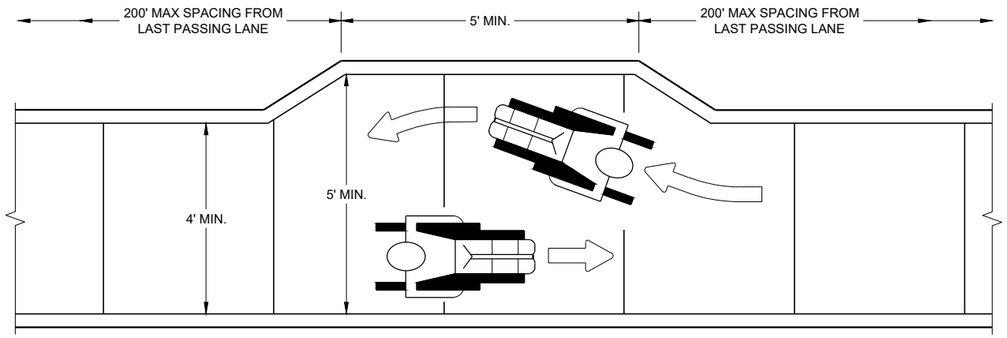
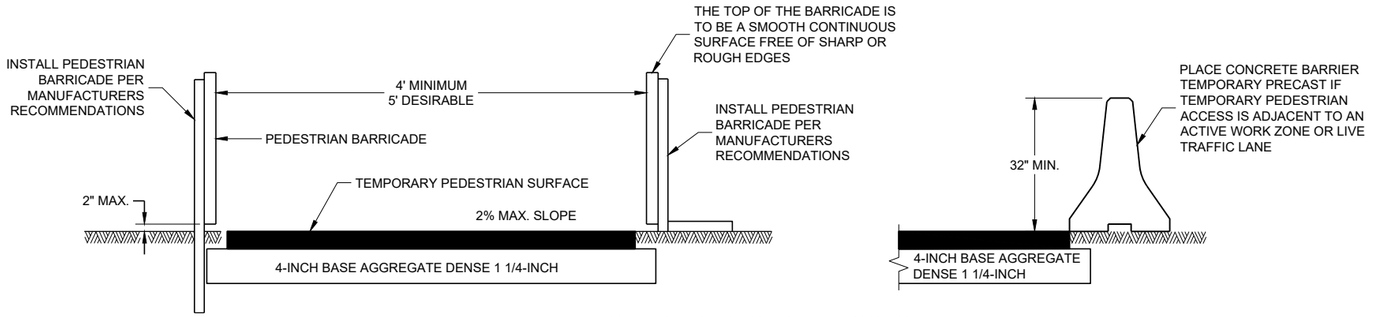
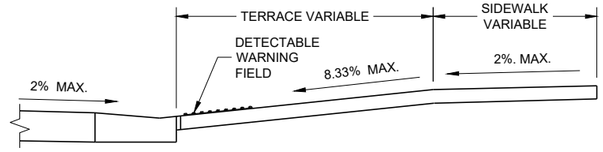


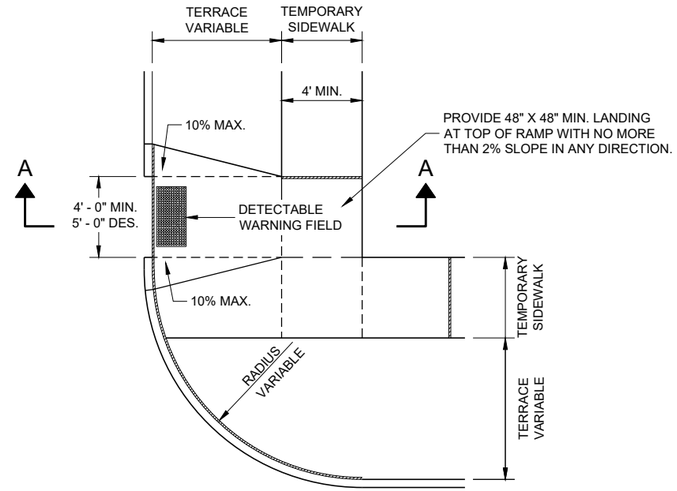
NARROW SIDEWALK PASSING DETAIL



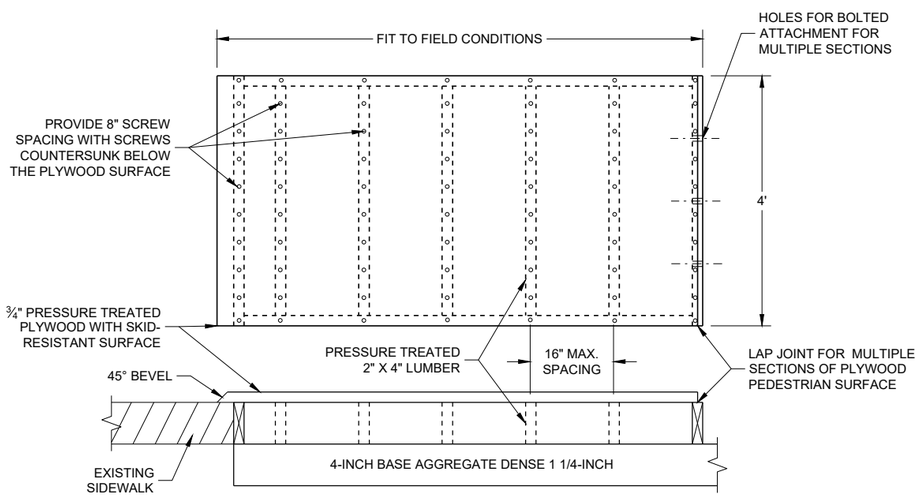
TEMPORARY PEDESTRIAN ACCESS



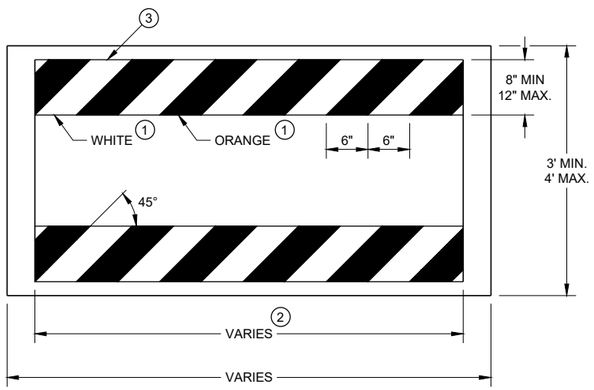
SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

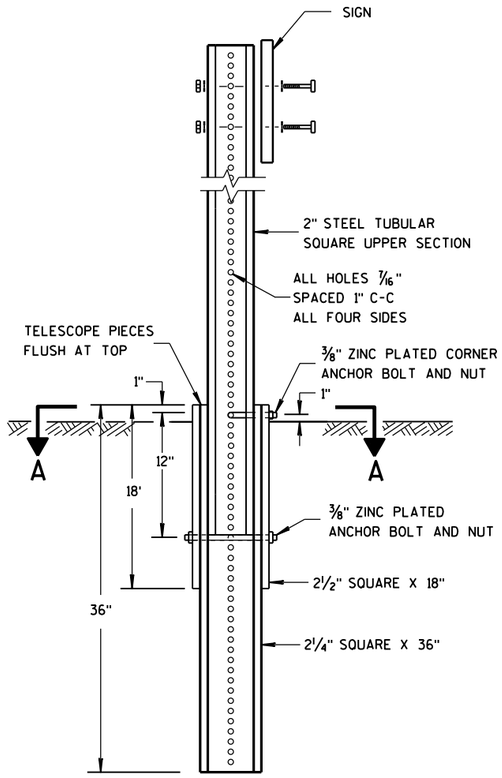
APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

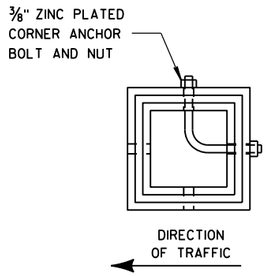
FHWA

SDD 15D30 - 06c

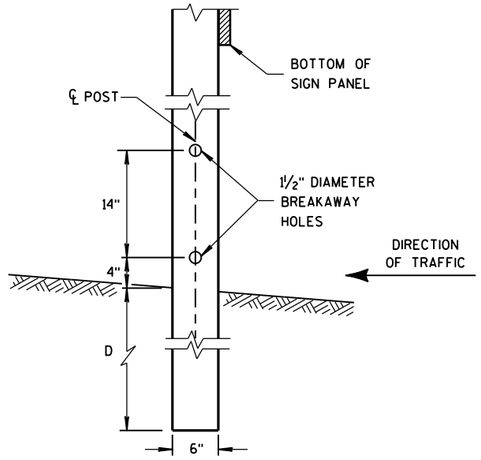
SDD 15D30 - 06c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



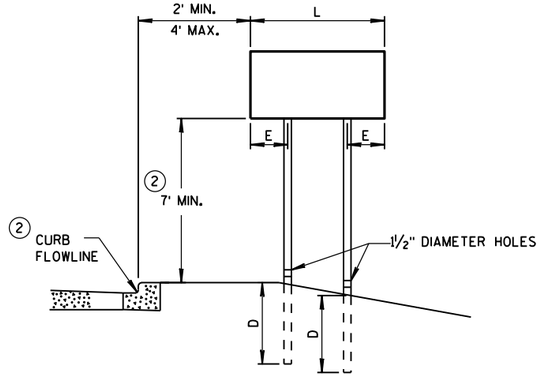
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

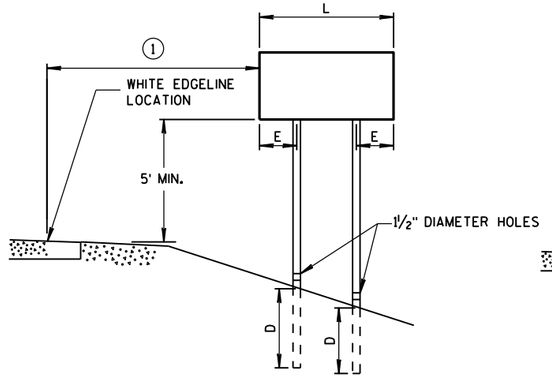
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

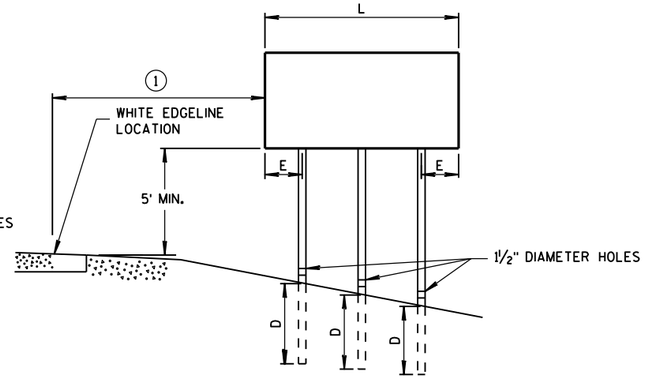
(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA



RURAL AREA



POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

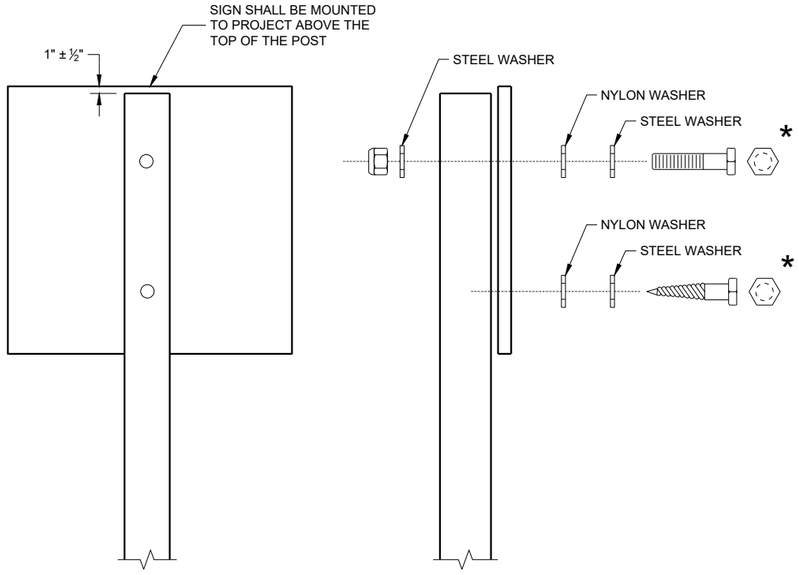
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-2a



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

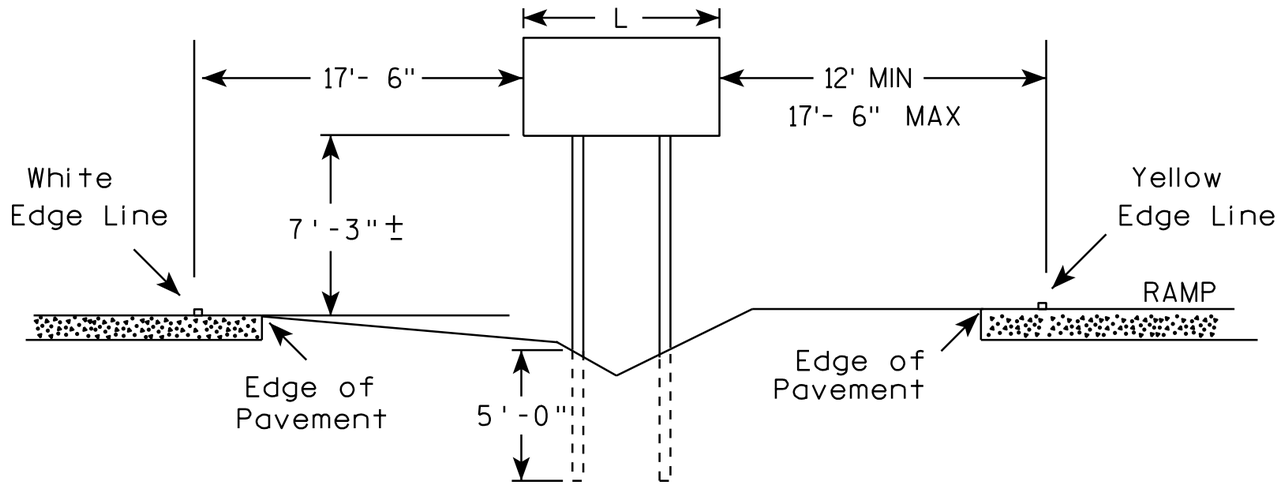
SDD 15D38 - 02b

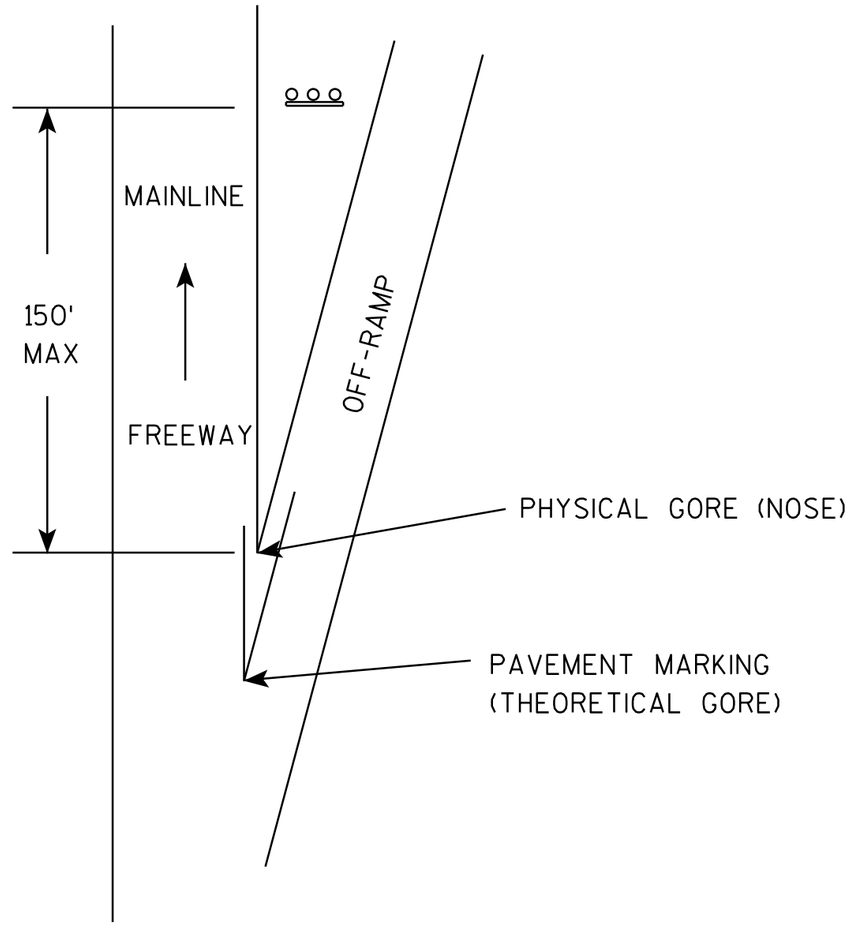
SDD15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

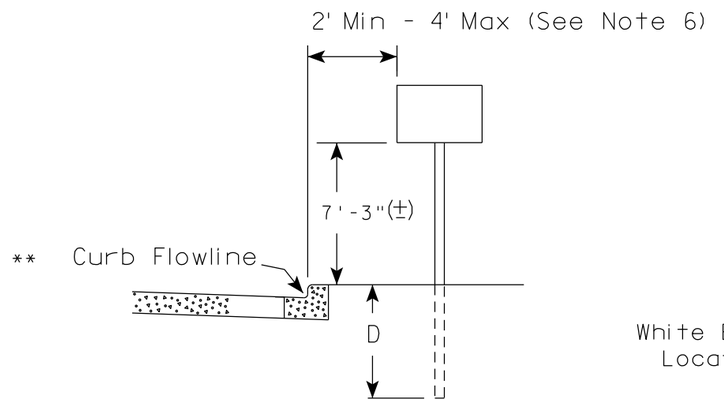
DATE 2/06/14 PLATE A4-2.3

PROJECT NO: | SHEET NO: E

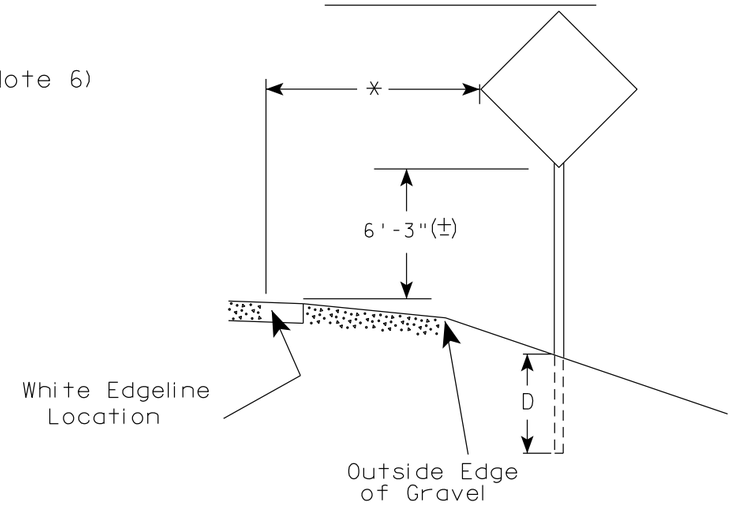
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

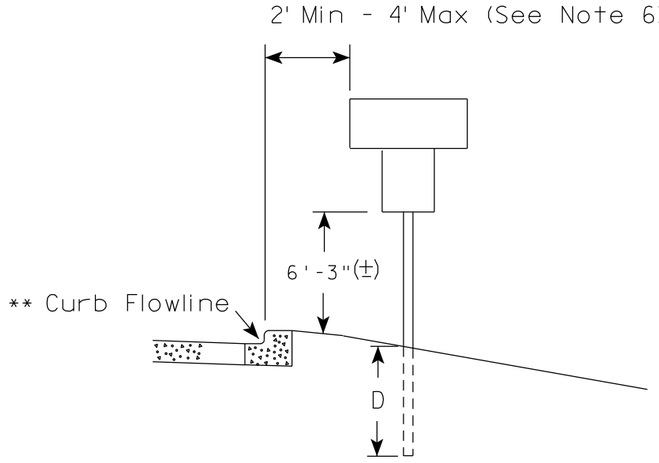
WISDOT/CADDS SHEET 42

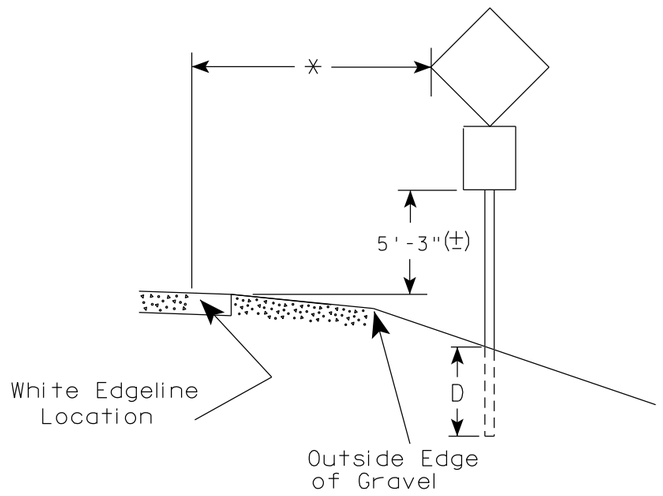
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

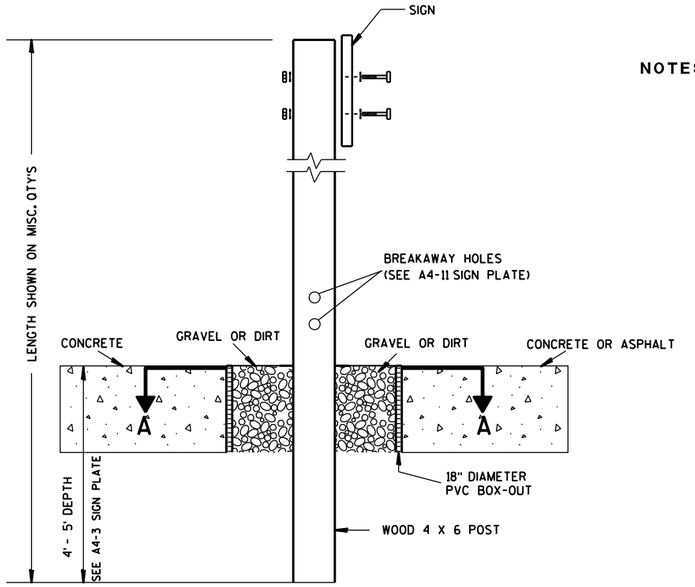
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

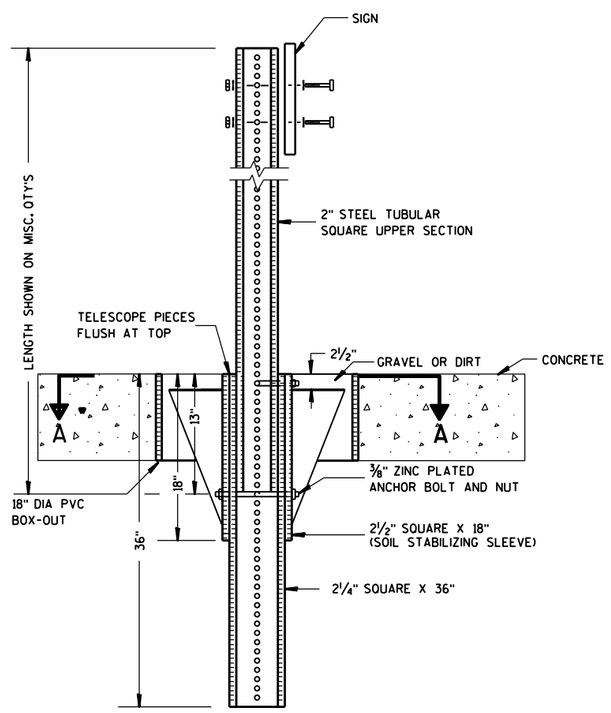
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 236	E



ELEVATION VIEW

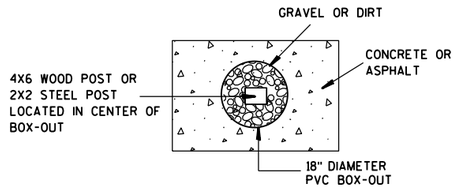
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

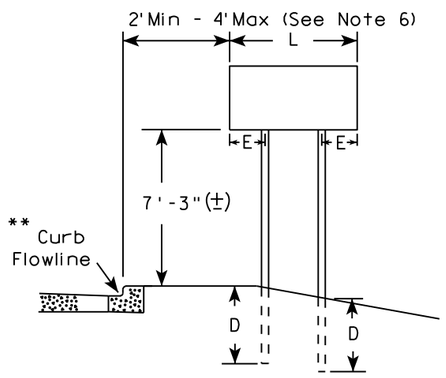
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

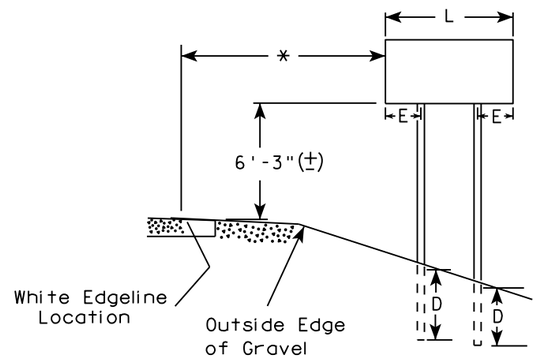
DATE 1/27/14 PLATE NO. A4-3B.1

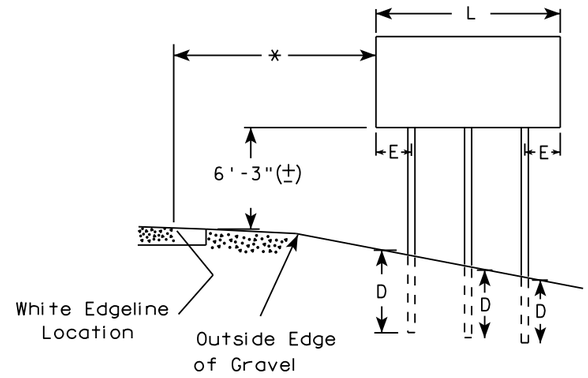
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

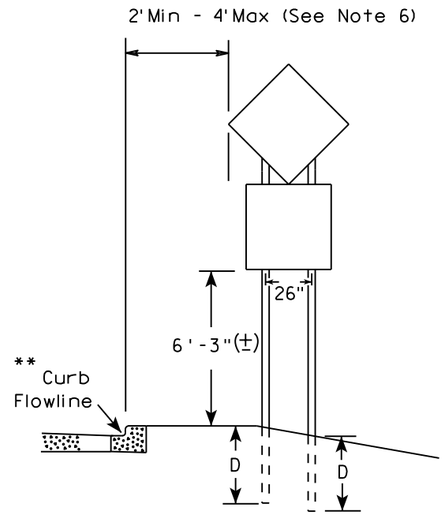
URBAN AREA



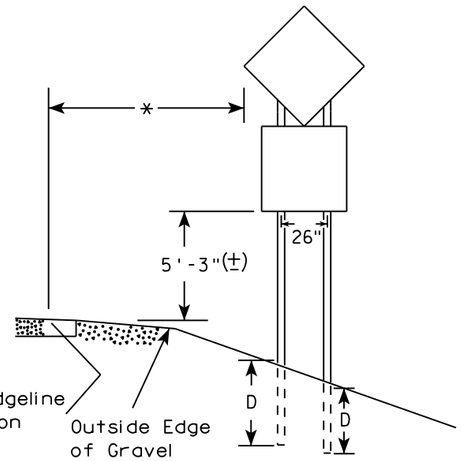
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

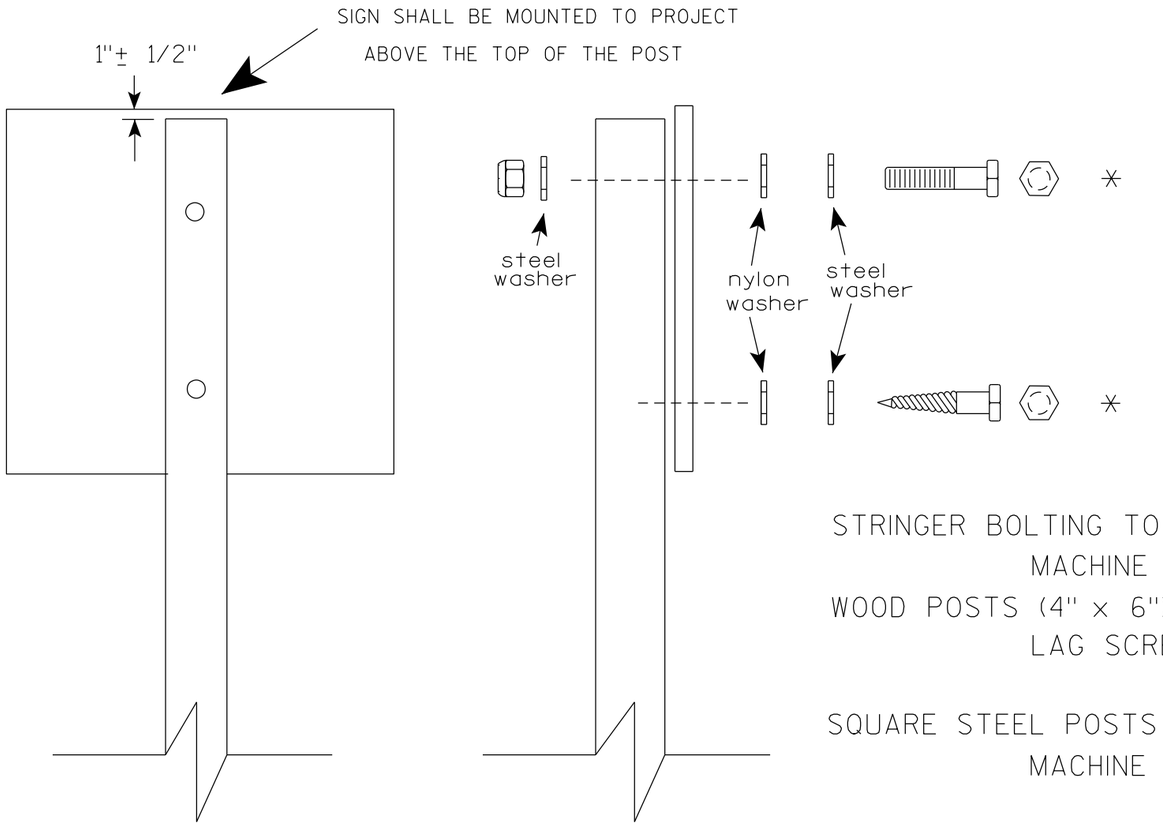
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

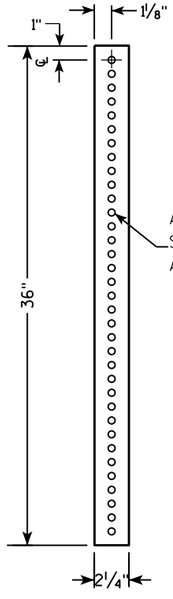
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

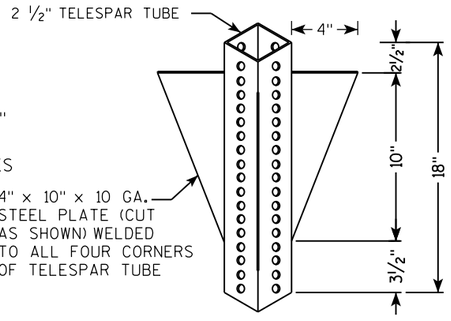
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

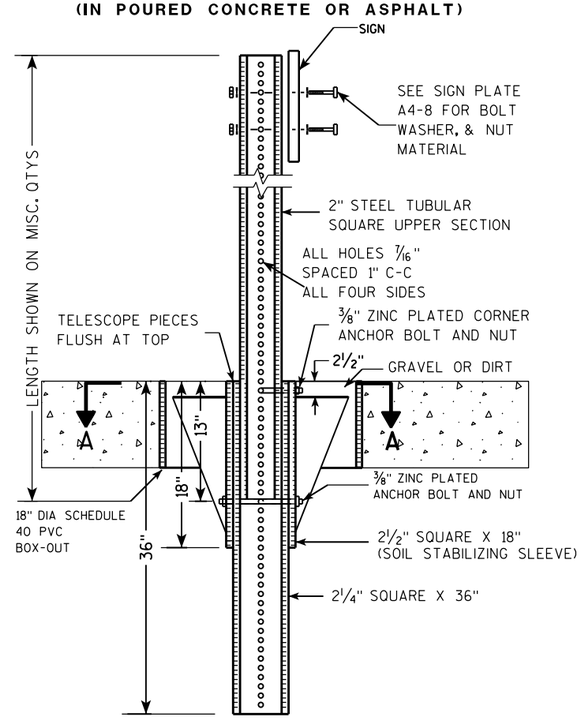
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



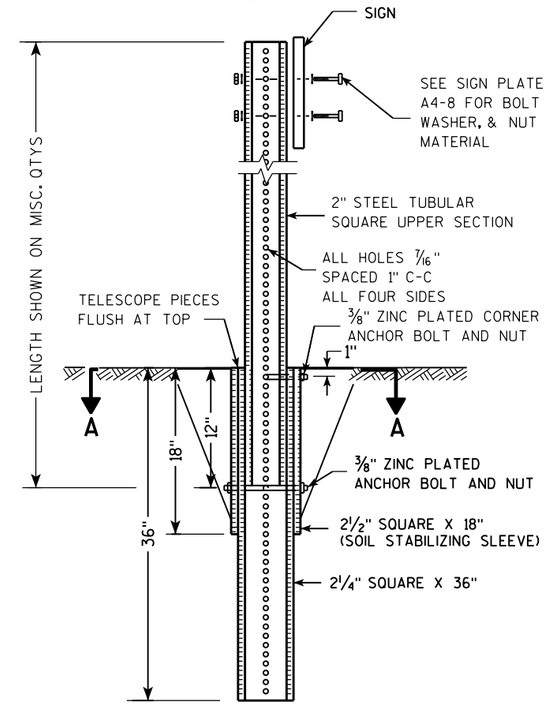
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

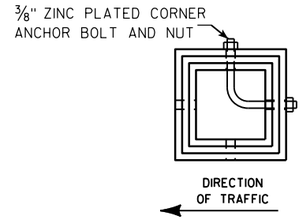


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

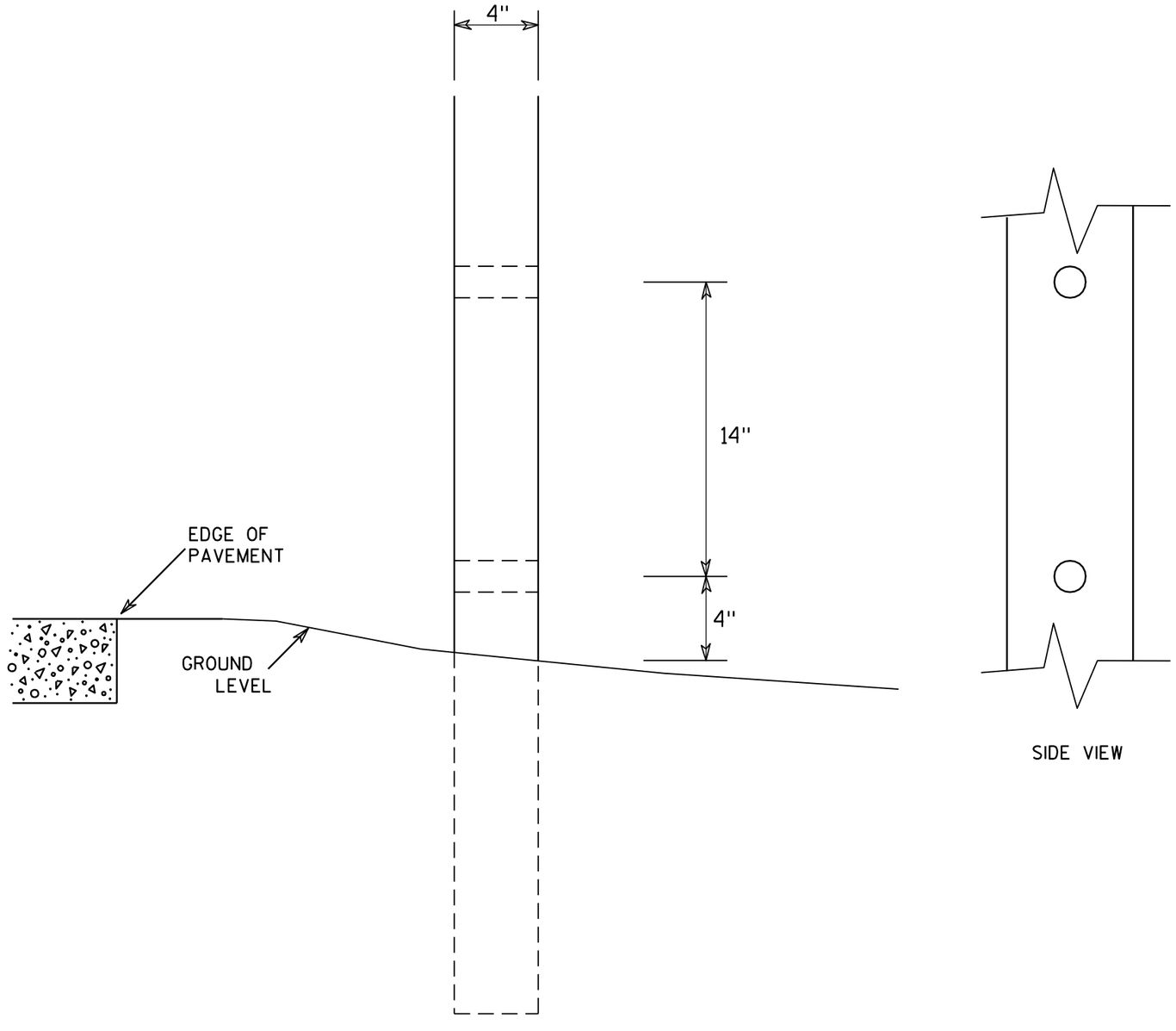
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 240 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

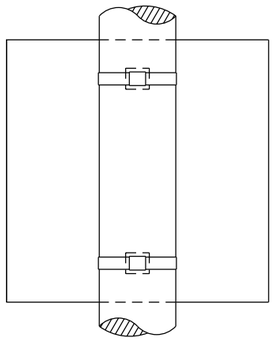
APPROVED Chester J Spang for State Traffic Engineer

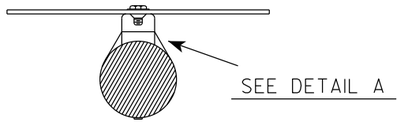
DATE 3/27/97 PLATE NO. A4-11.2

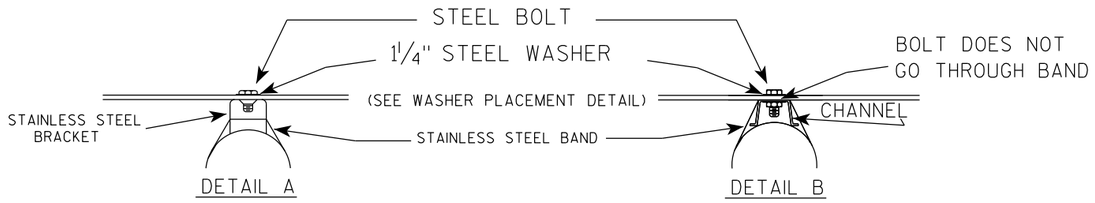
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 241	E

BANDING

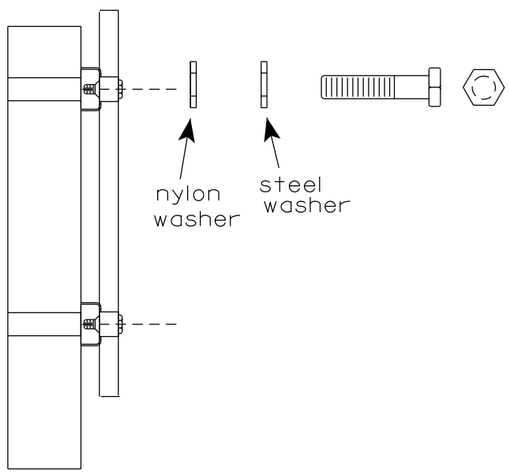
SINGLE SIGN







WASHER PLACEMENT

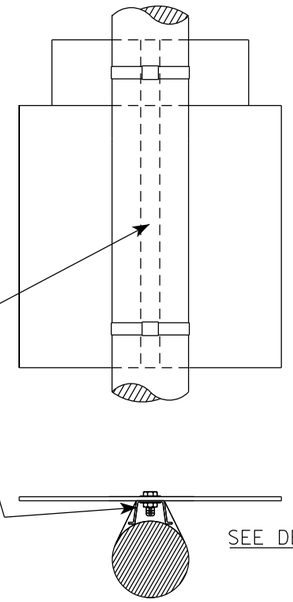


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

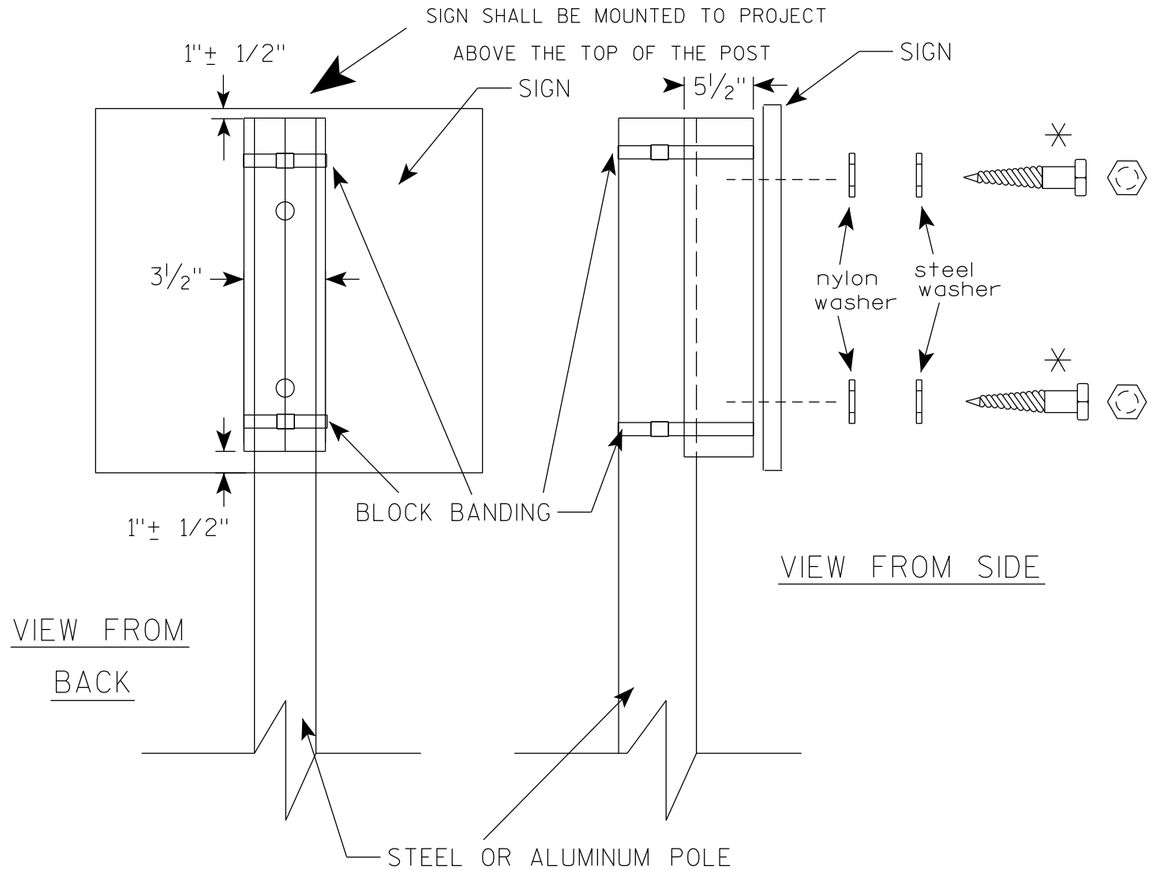
DATE 6/10/19 PLATE NO. A5-9.4

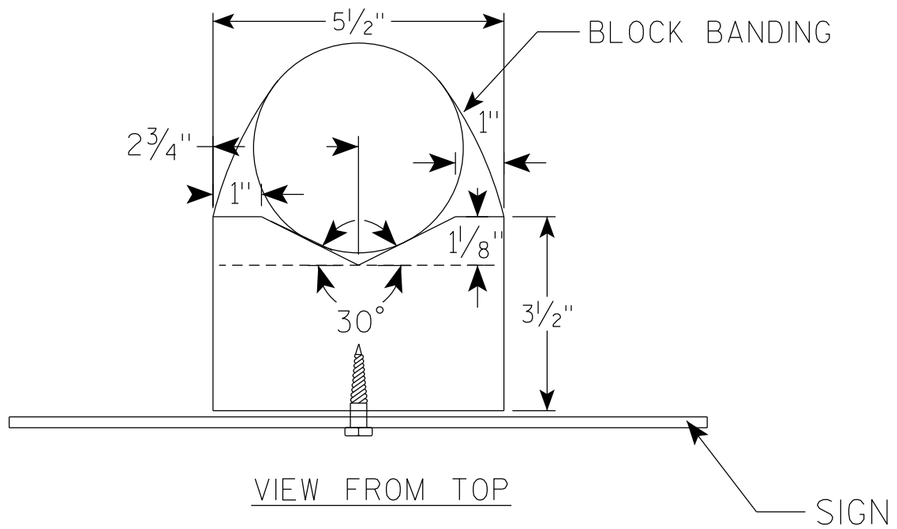
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 242	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

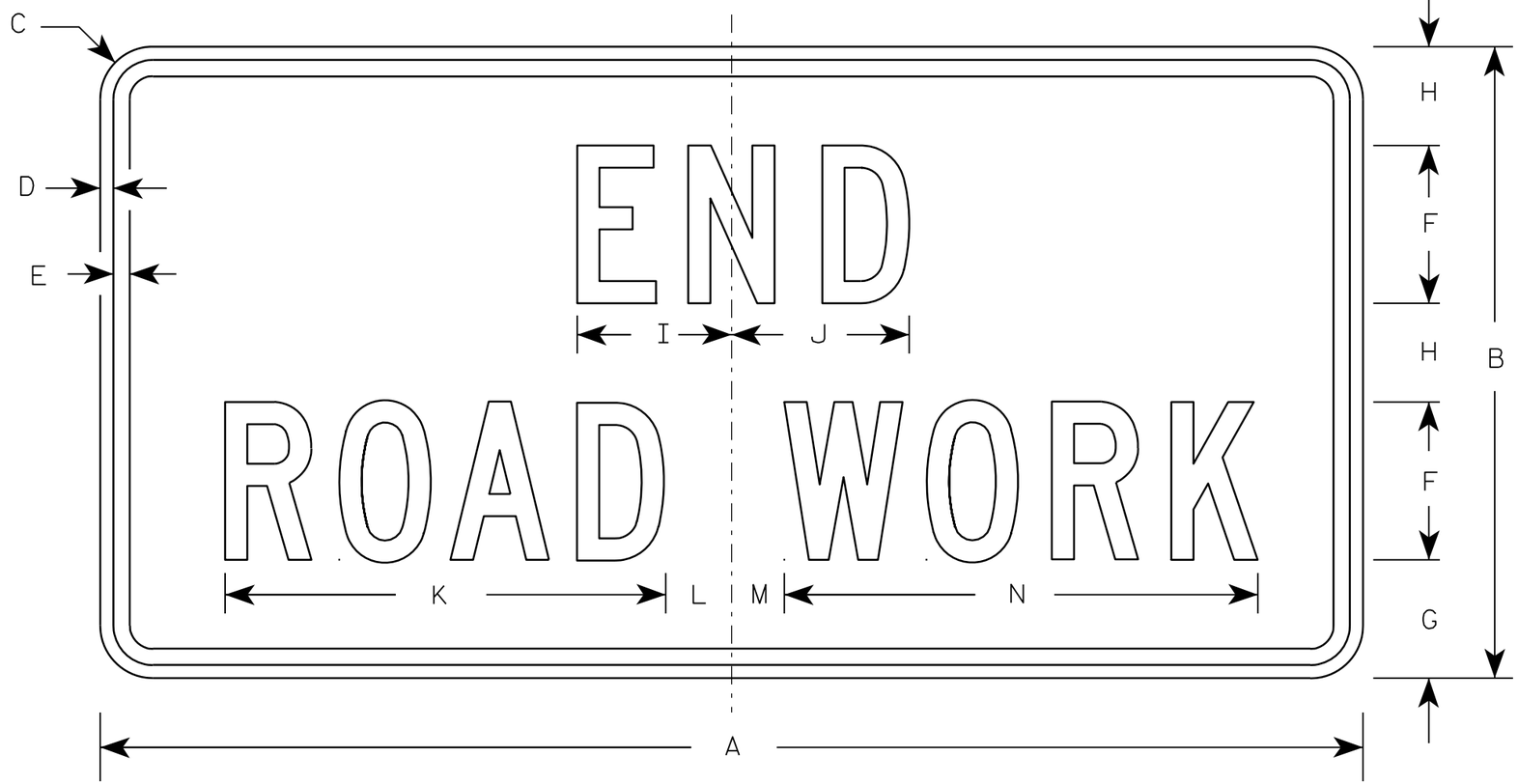
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 243	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

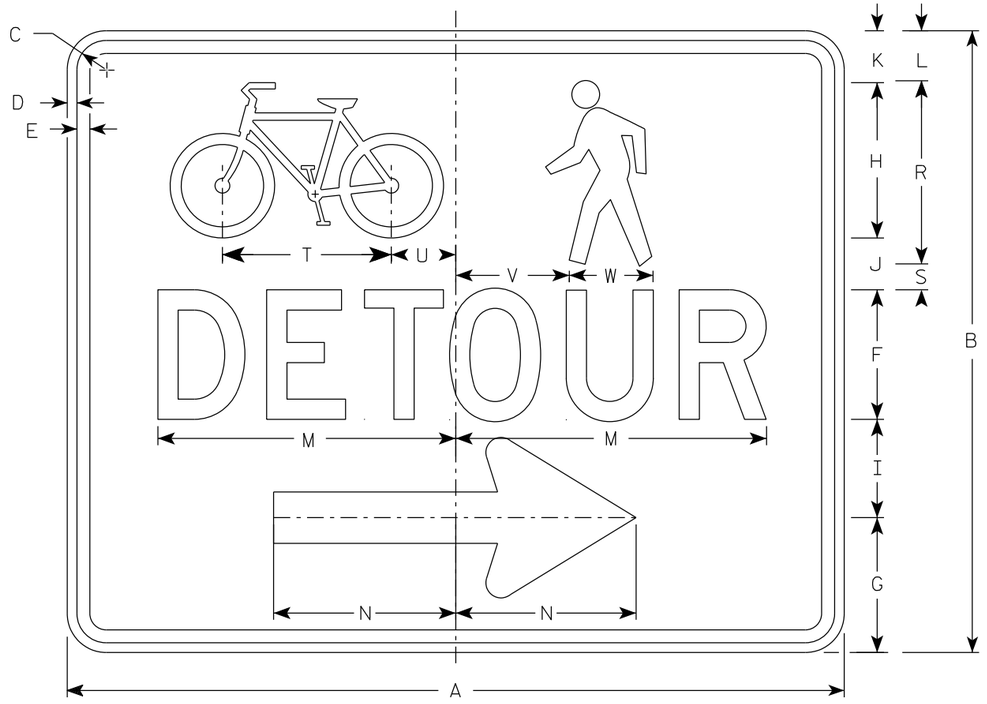
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

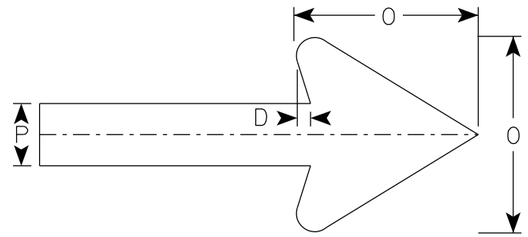
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E



M4-9AR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9AL is the same as M4-9AR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	6	3 3/4	2	2	1 7/8	11 3/4	7	6	2		7 1/8	1	6 1/2	2 1/2	4 3/8	3 1/4				5.00
3																											
4																											
5																											

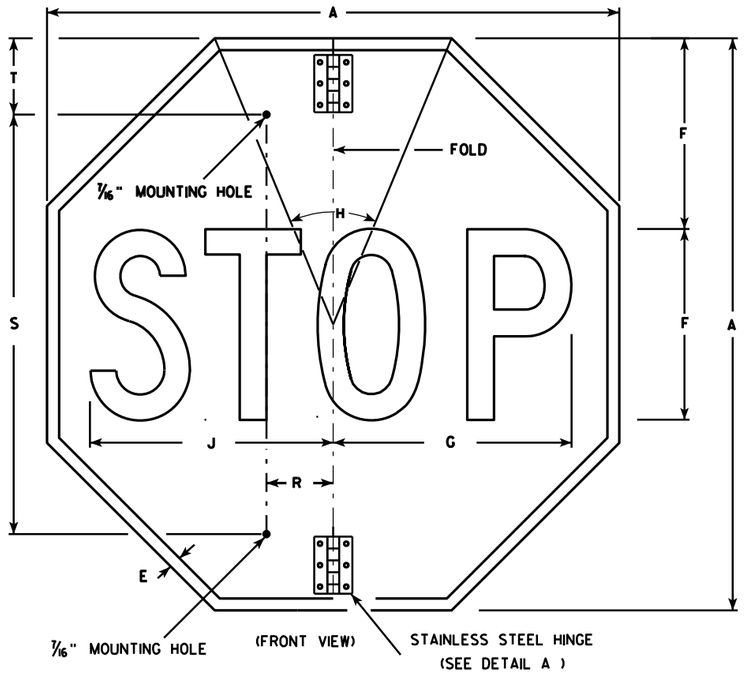
STANDARD SIGN
M4-9A L&R

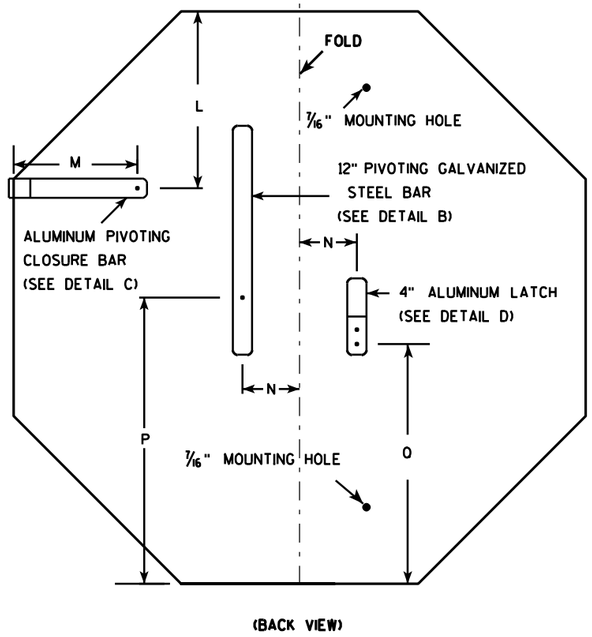
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/2/19 PLATE NO. M4-9A.1

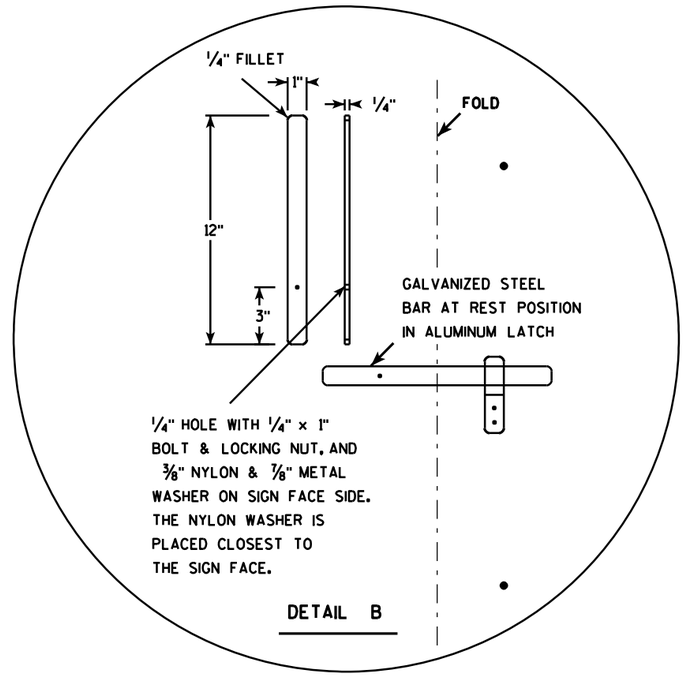
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 245 | E

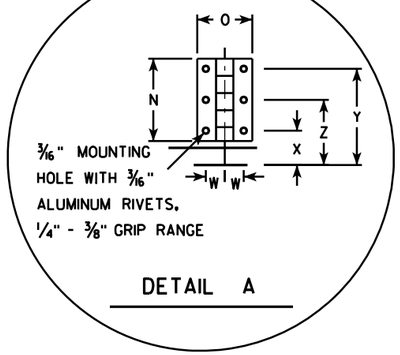


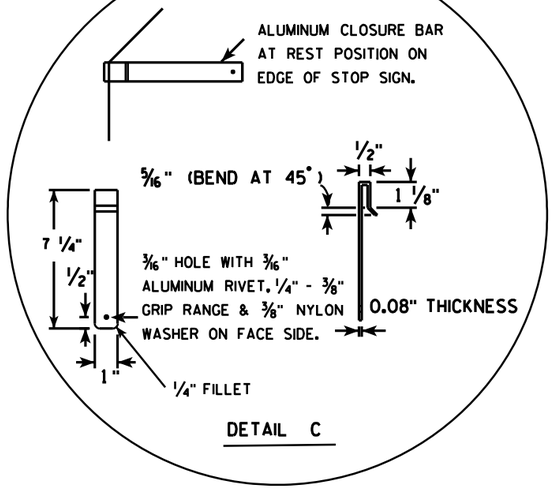


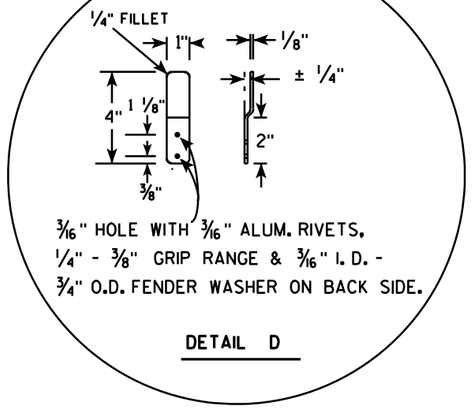
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

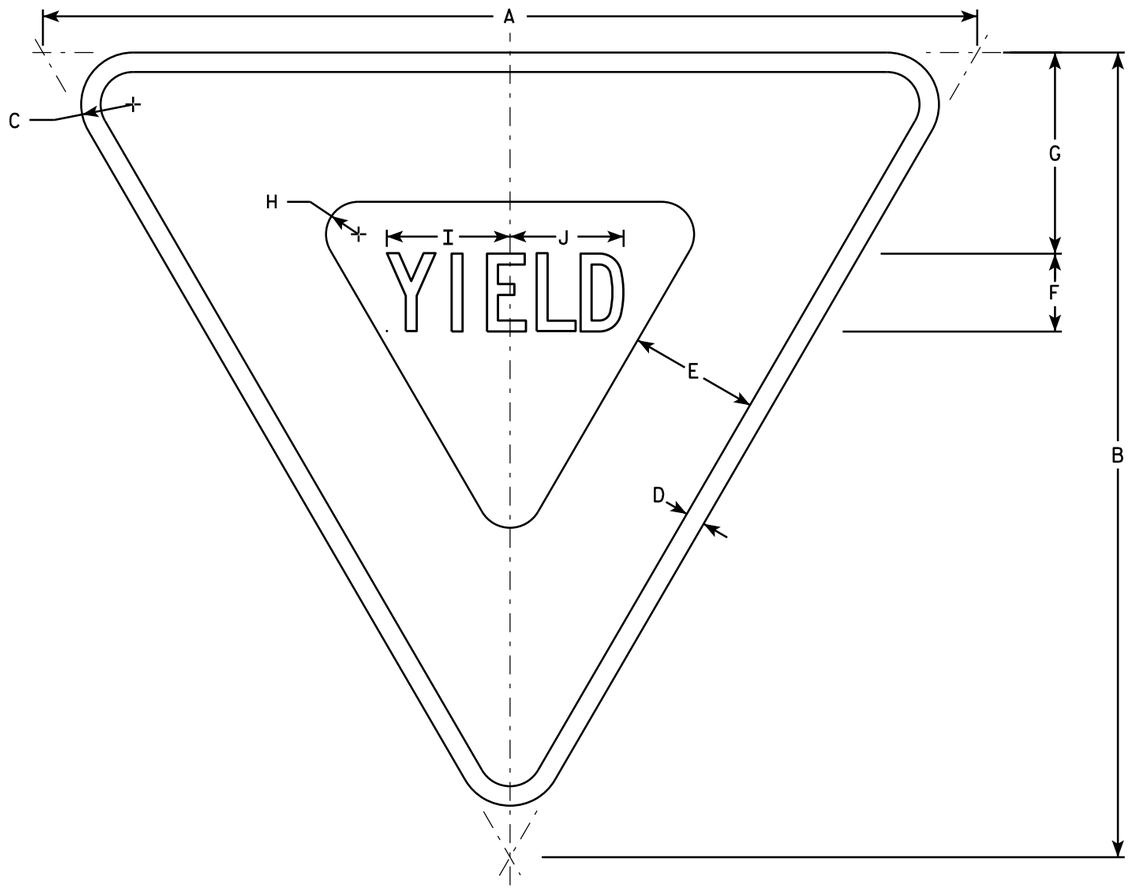
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 246	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

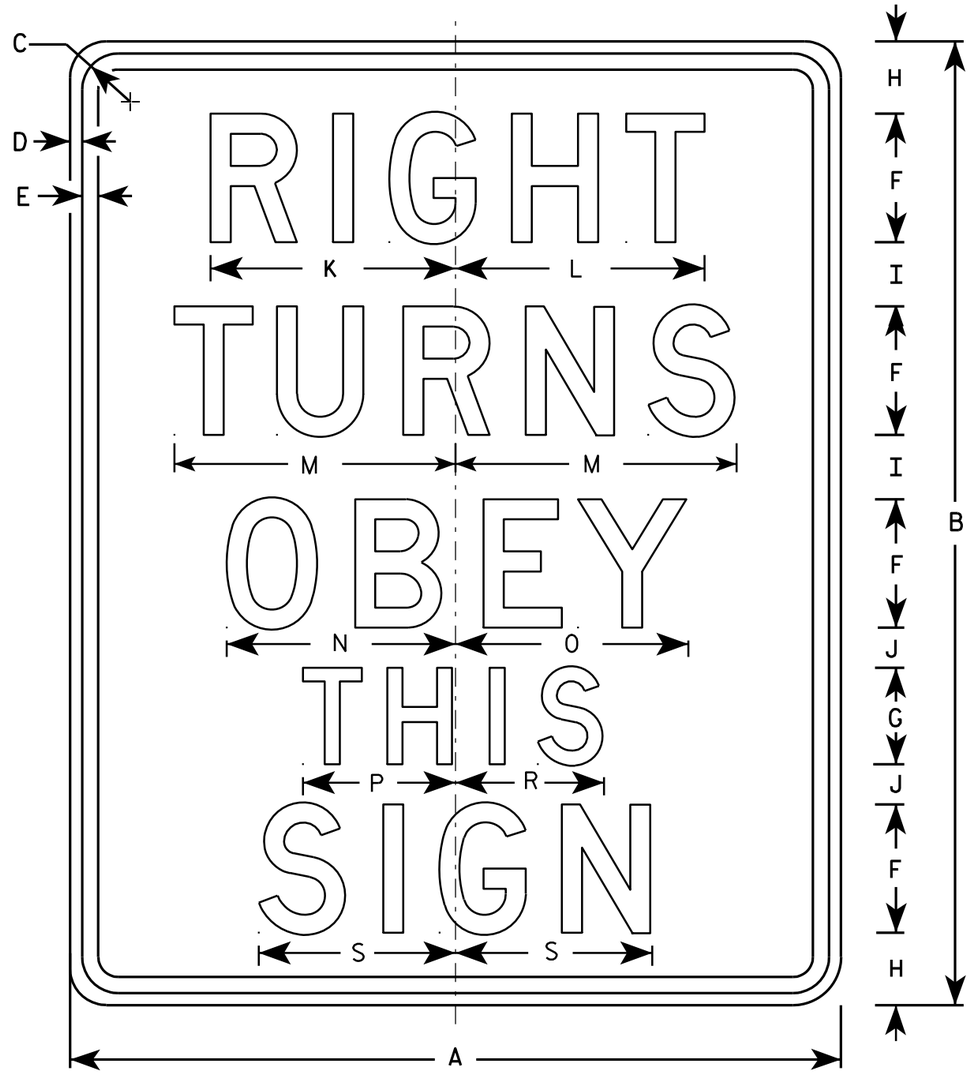
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-53

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	3	2 1/4	2	1 1/4	7 5/8	7 3/4	8 3/4	7 1/8	7 1/4	4 3/4		4 5/8	6 1/8								5.0
2M	24	30	1 1/8	3/8	1/2	4	3	2 1/4	2	1 1/4	7 5/8	7 3/4	8 3/4	7 1/8	7 1/4	4 3/4		4 5/8	6 1/8								5.0
3																											
4																											
5																											

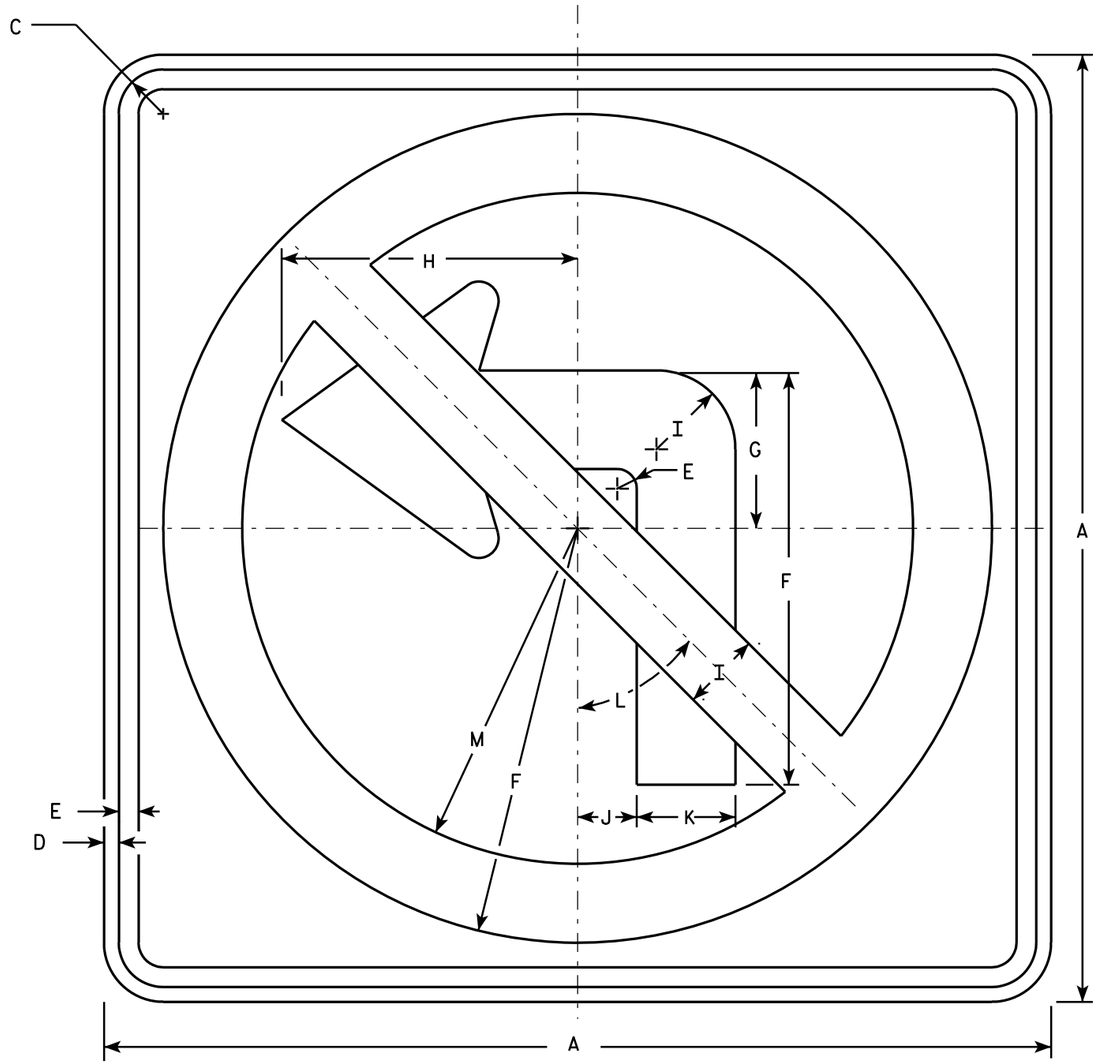
STANDARD SIGN
R1-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-53.10

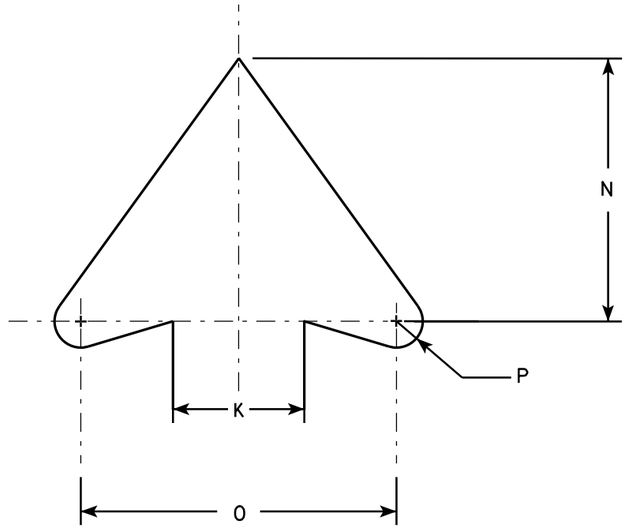
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

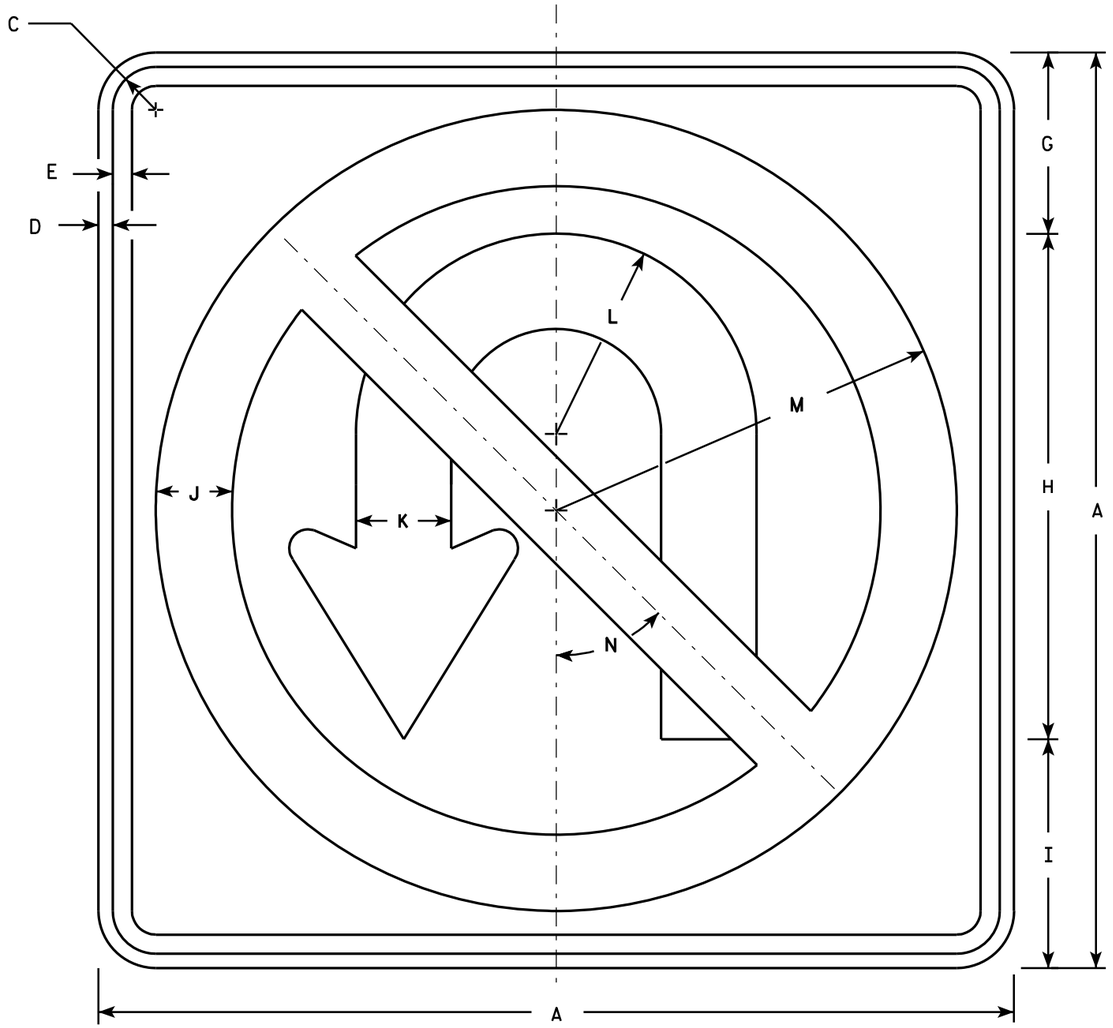
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

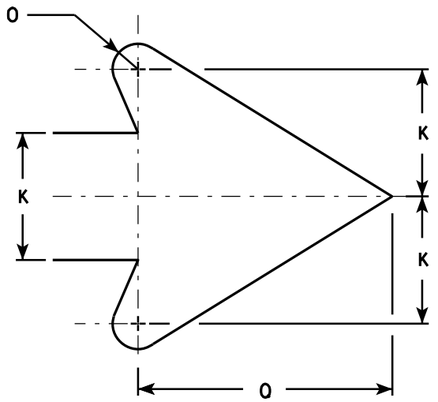
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

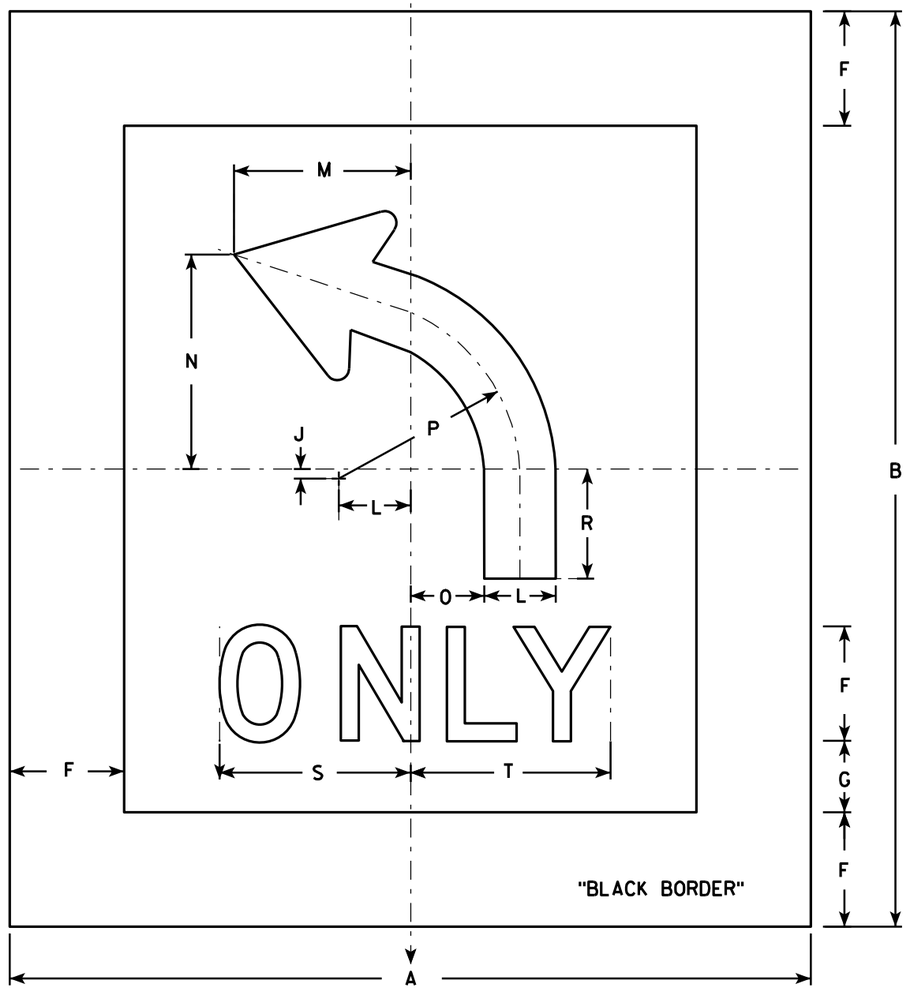
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

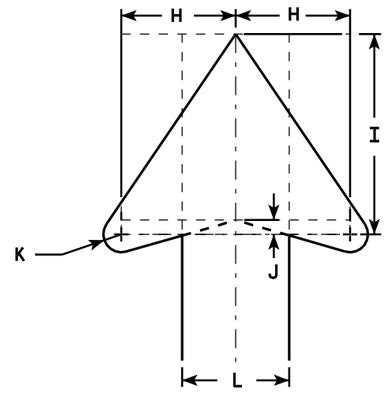
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 250	E



R3-5L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

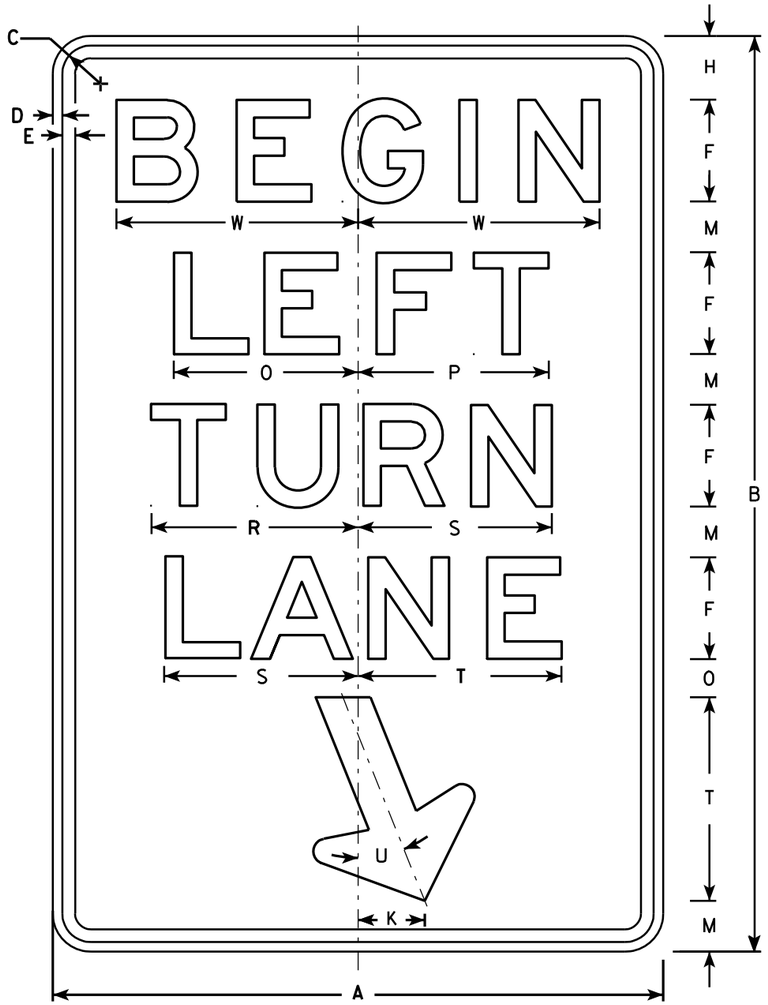
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

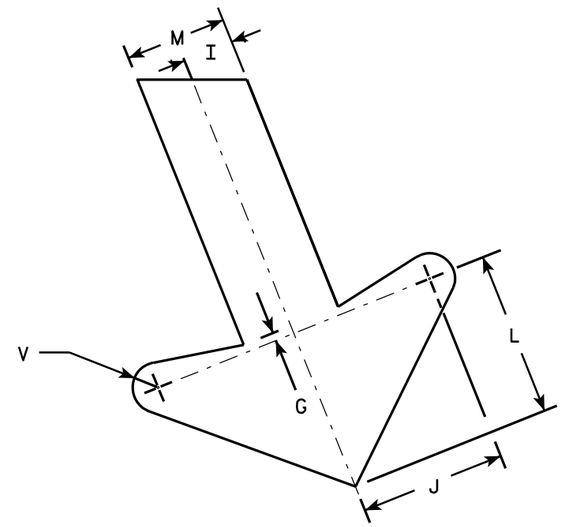
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 251 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

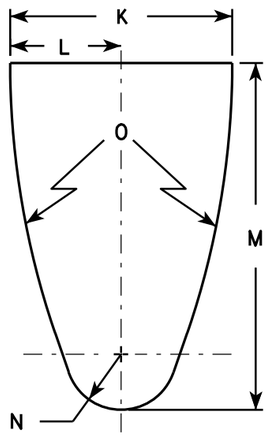
STANDARD SIGN
R3-20L

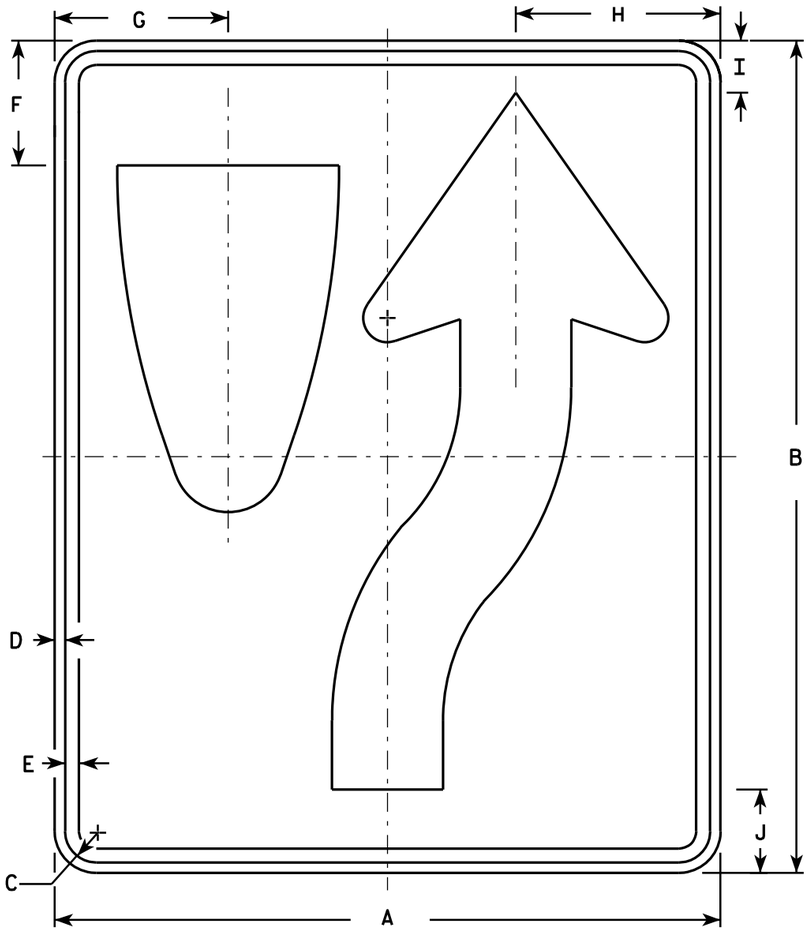
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E

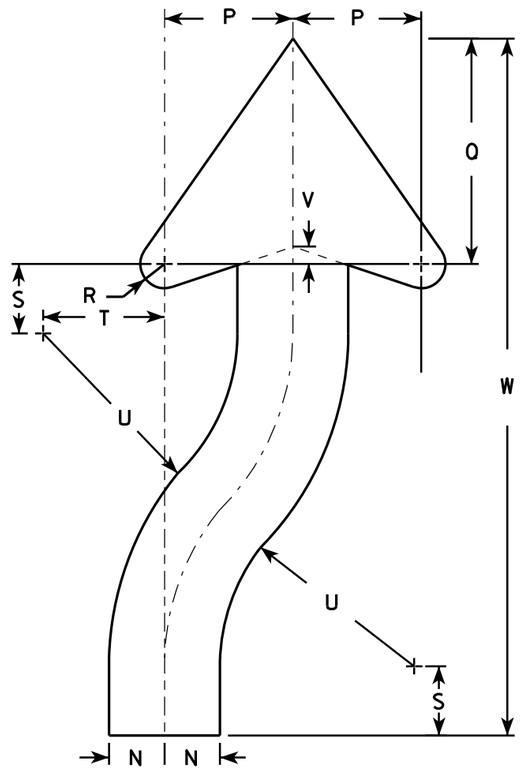




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

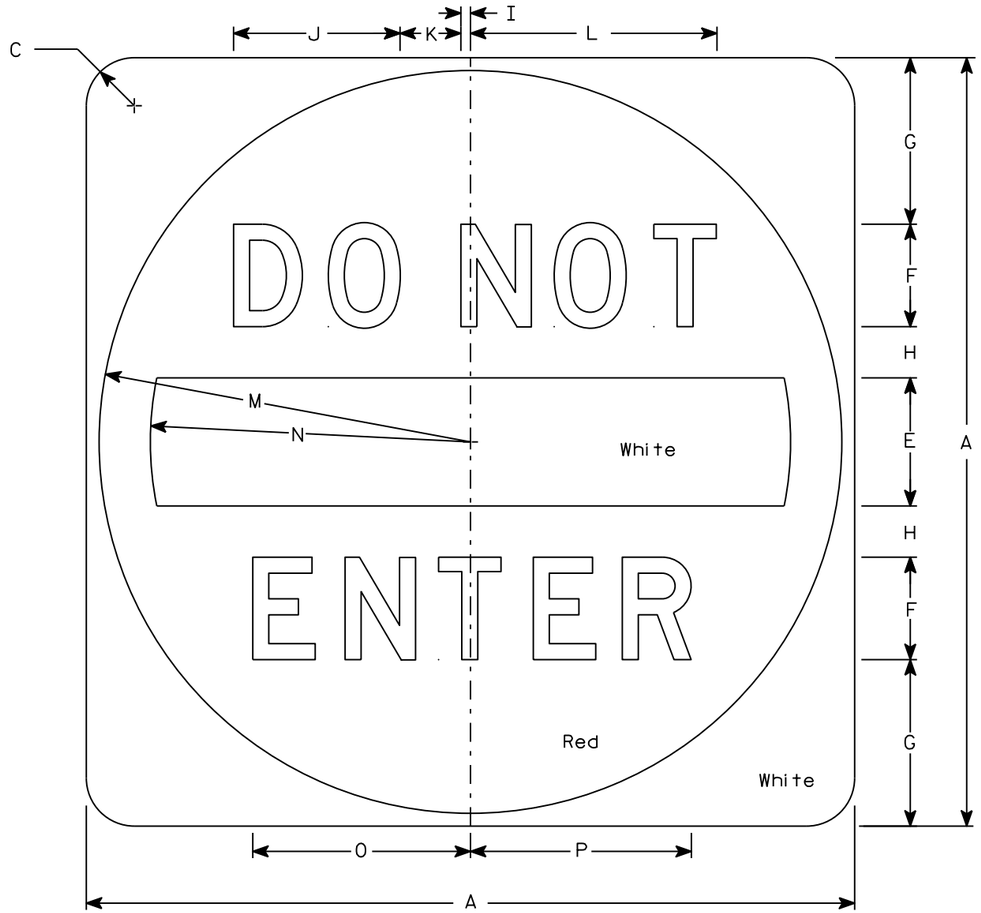
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

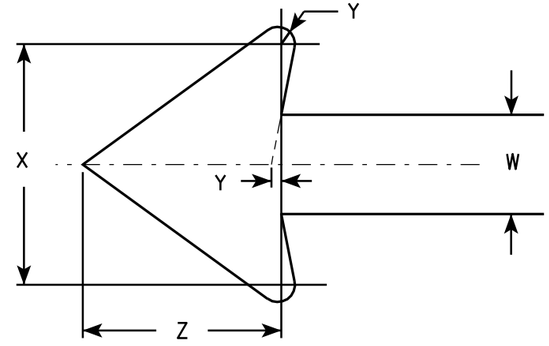
DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E

R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

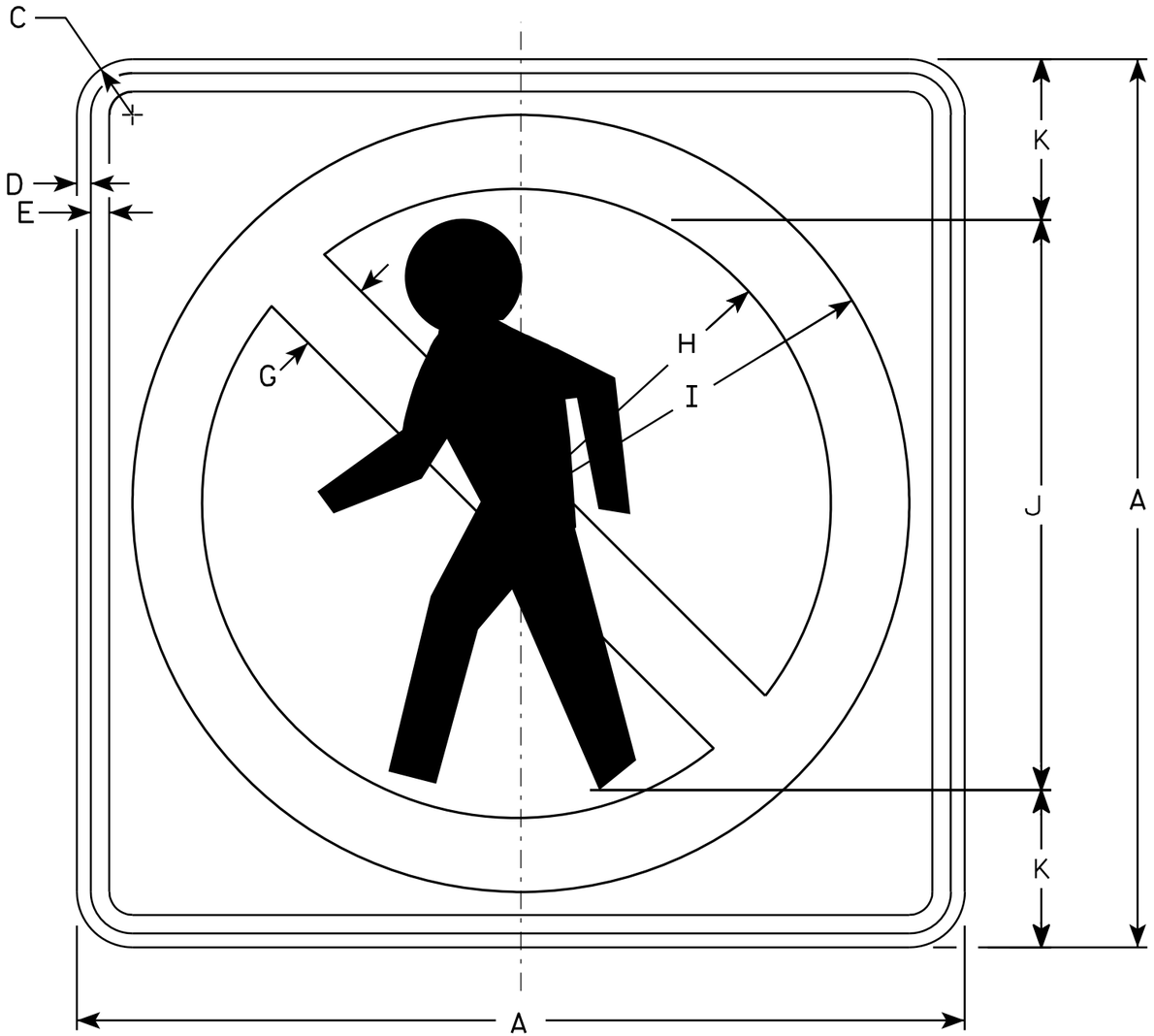
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-51.6

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 255	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Pedistrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

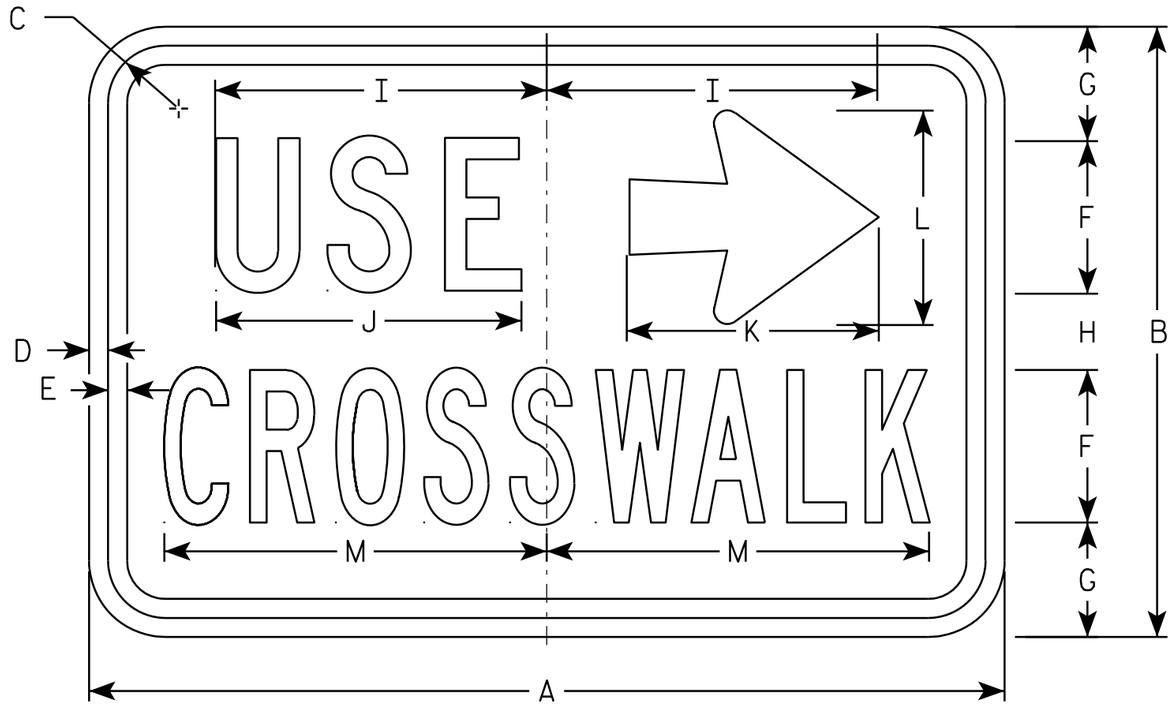
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E



R9-3BR

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

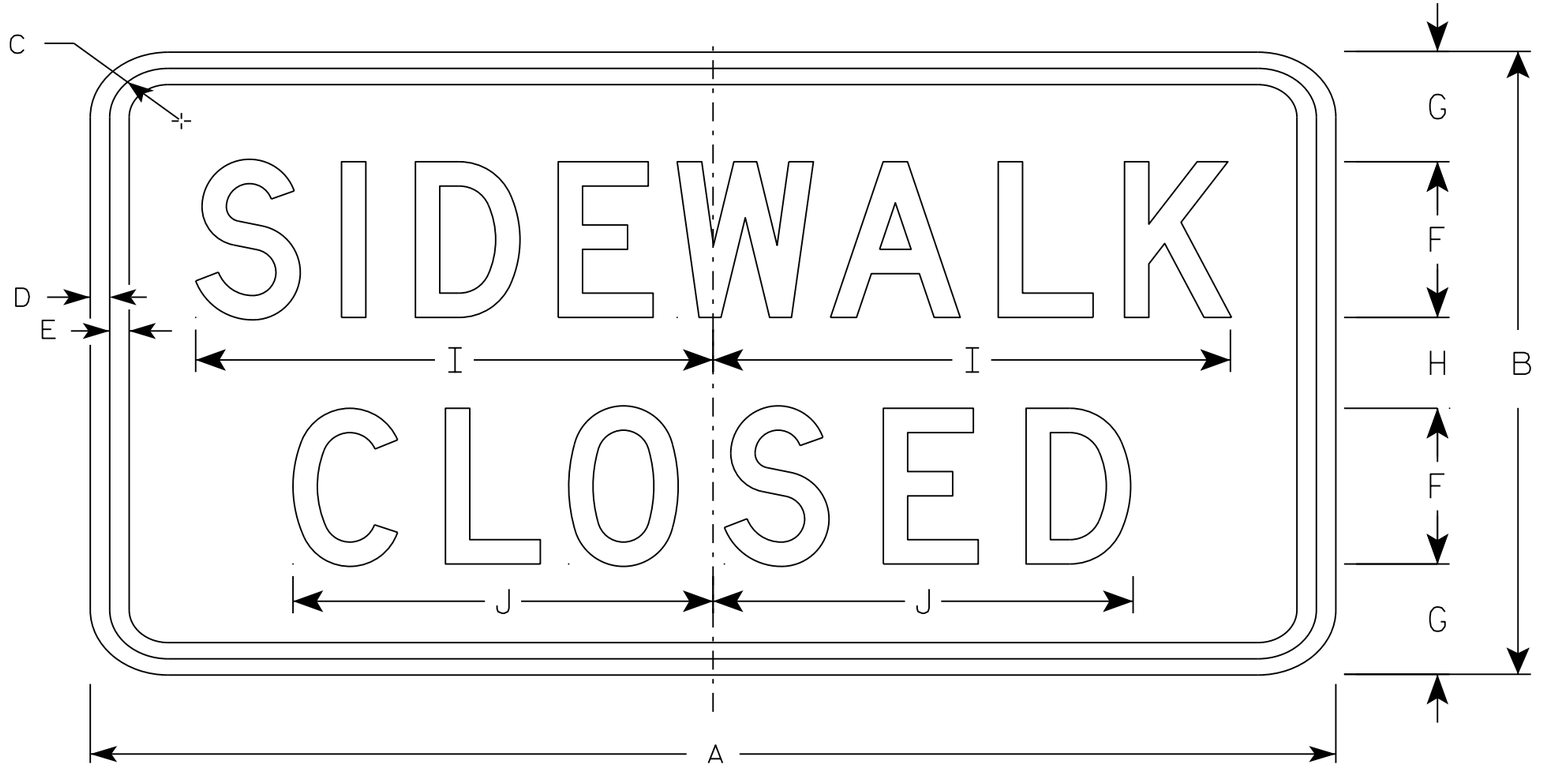
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 257 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

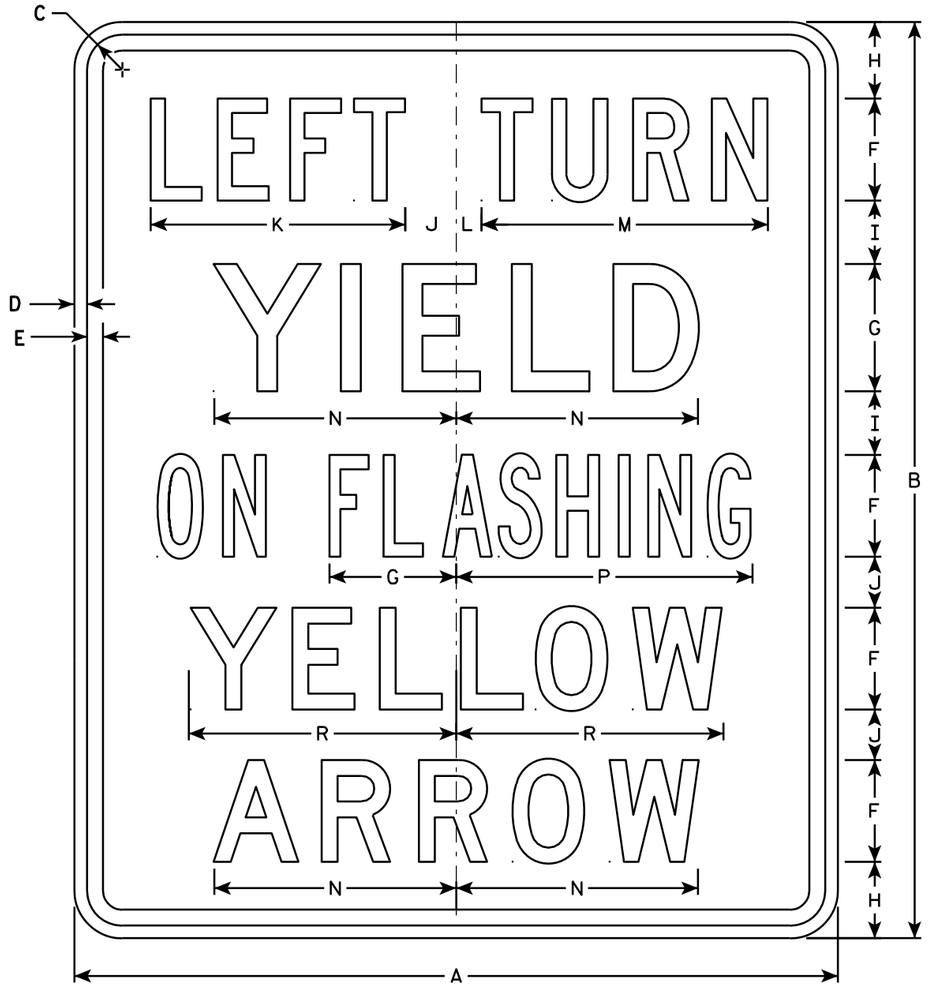
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 258 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000

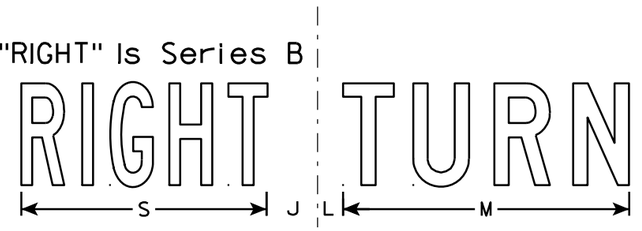


R10-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

"RIGHT" Is Series B



R10-50R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

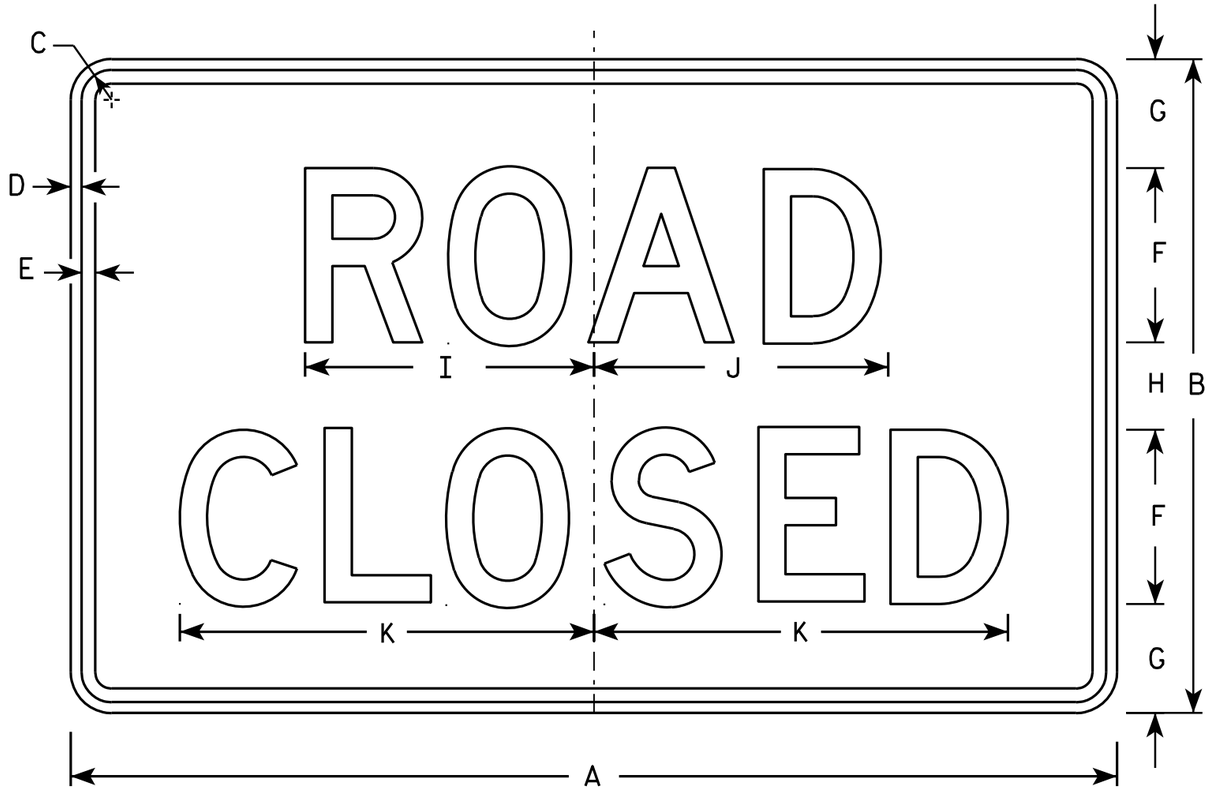
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

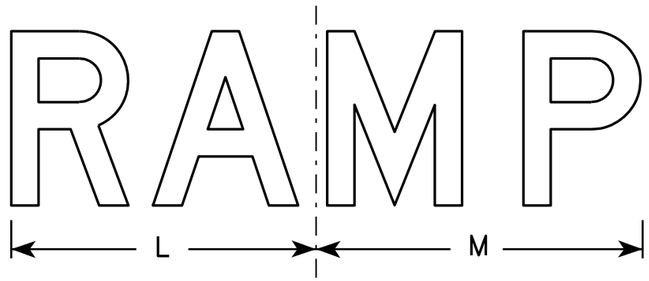
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 259	E



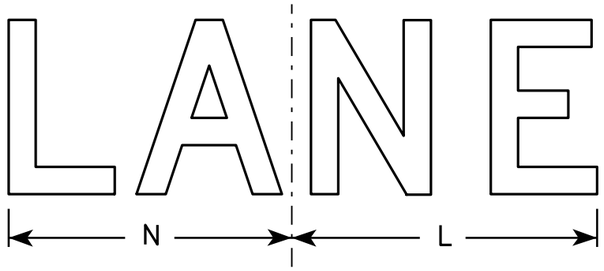
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

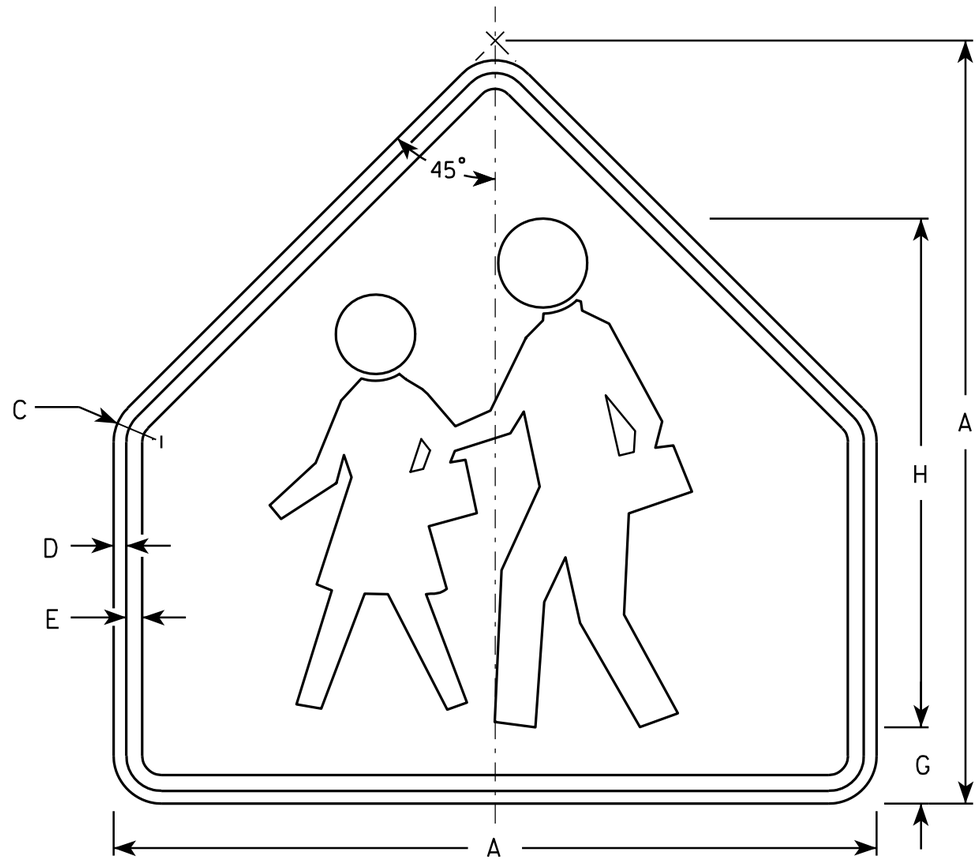
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 | E



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

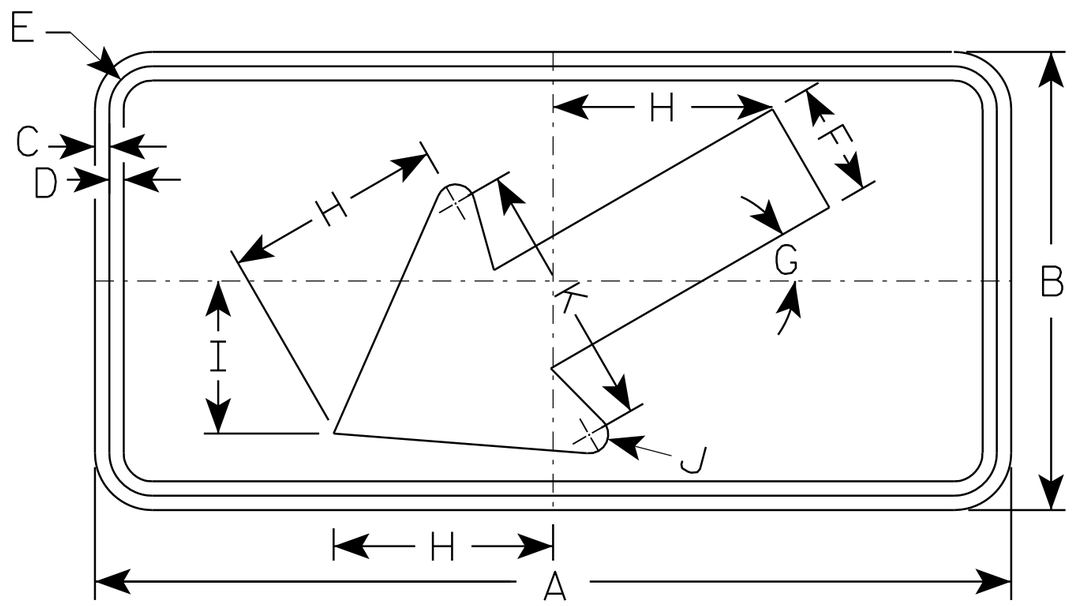
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 261	E



S16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. S16-7R are the same as S16-7L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

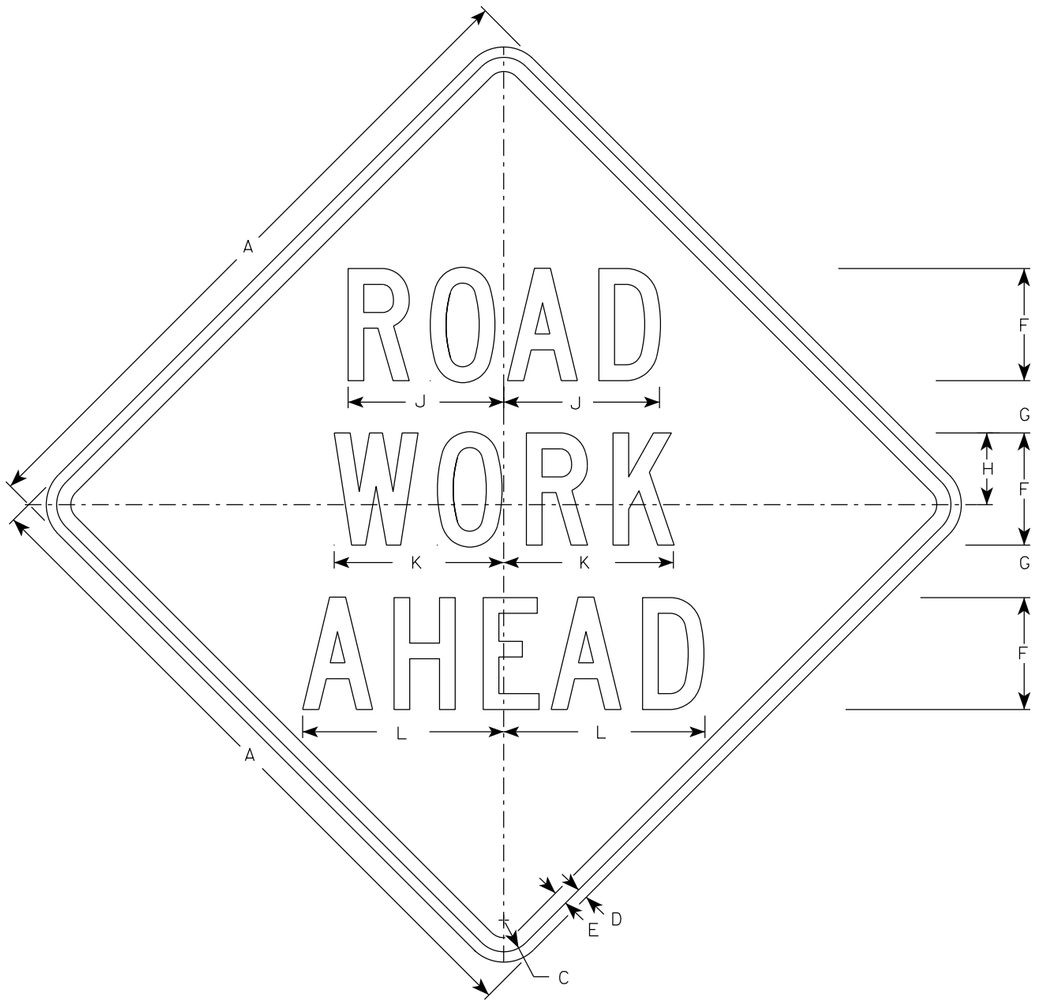
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-7.1

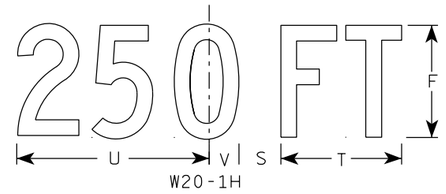
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 262 | E

NOTES

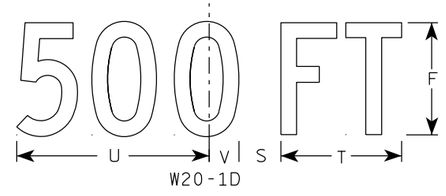
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

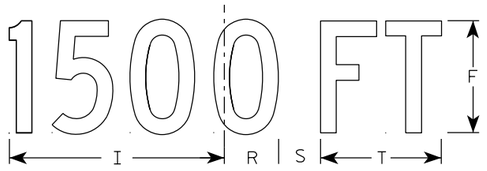


W20-1H

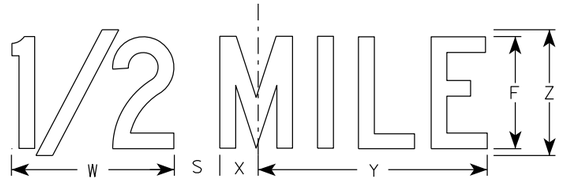


W20-1D

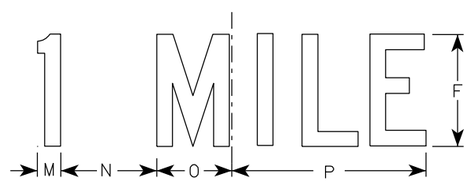
W20-1C



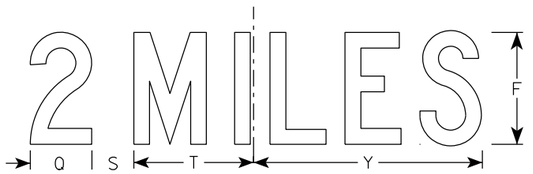
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

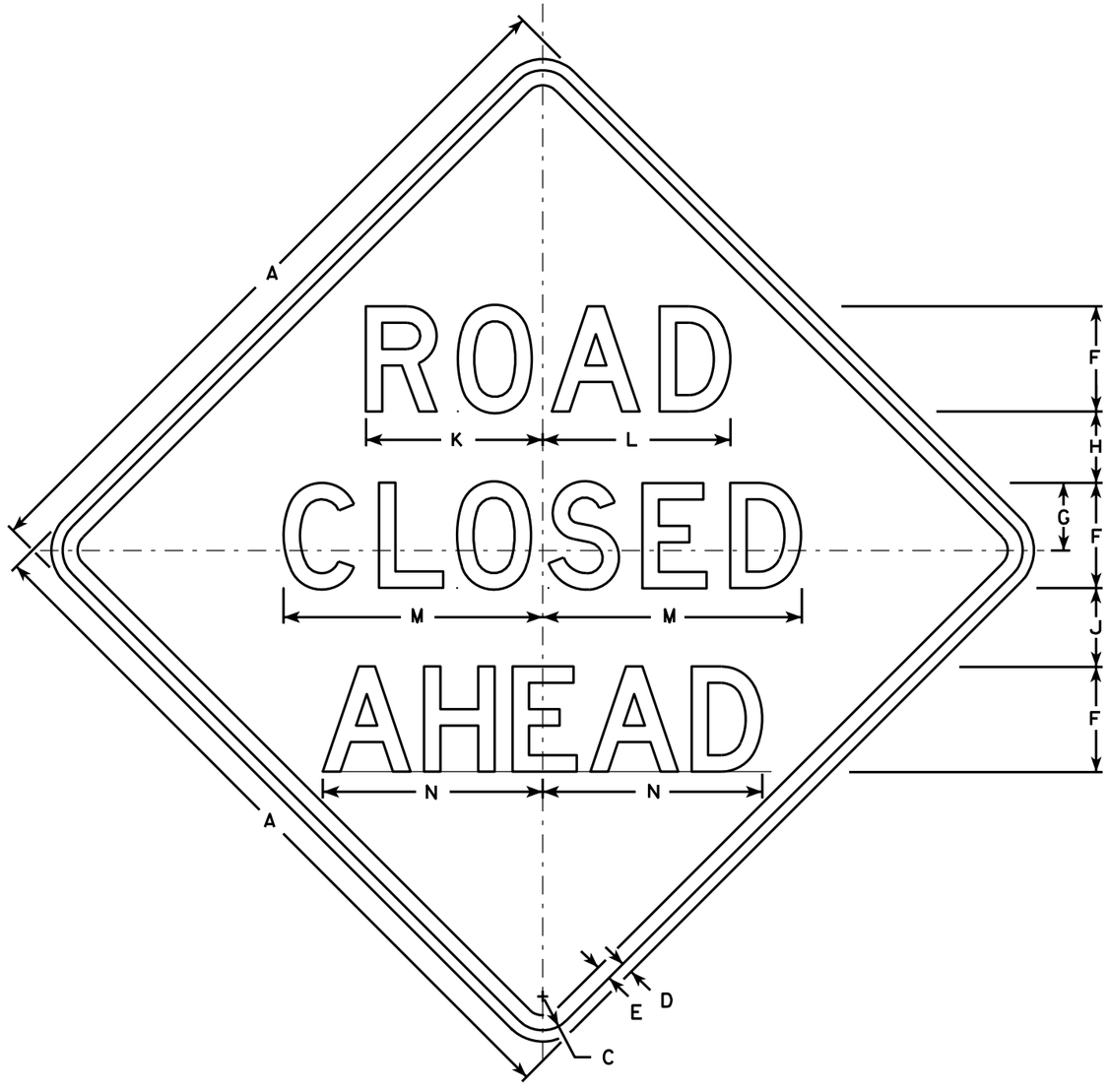
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

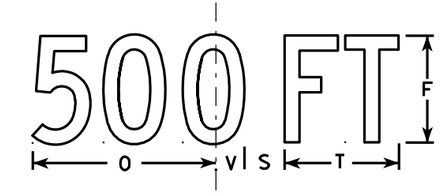
WISDOT/CADDS SHEET 42

7

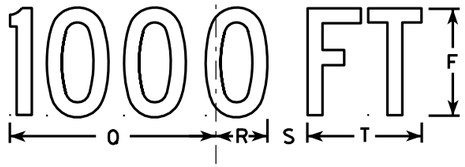
7



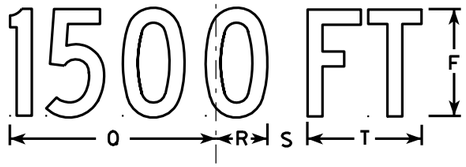
W20-3A



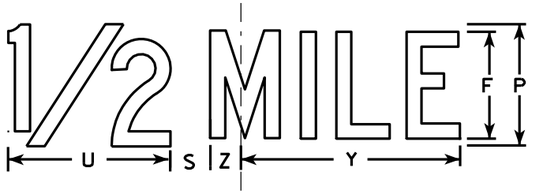
W20-3D



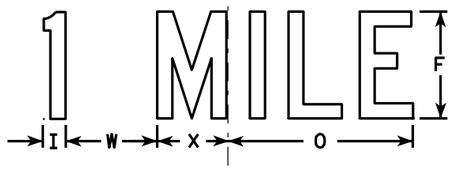
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 264 | E

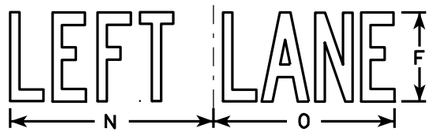
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

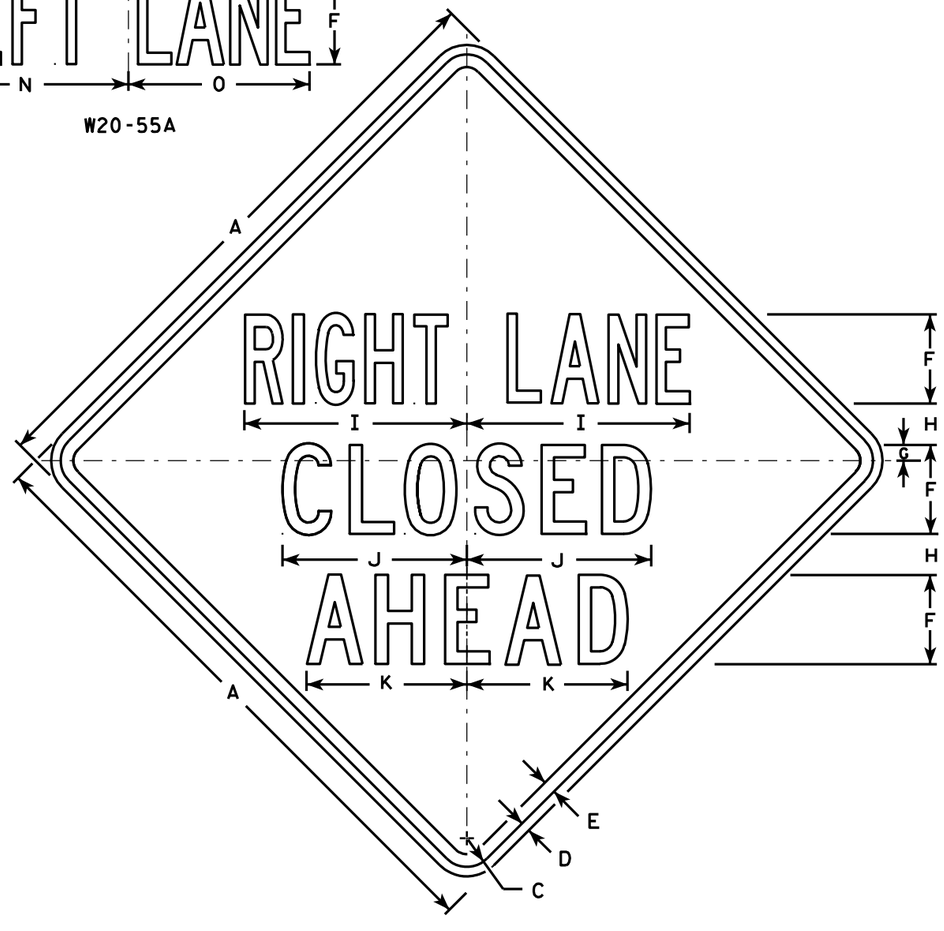
7

7

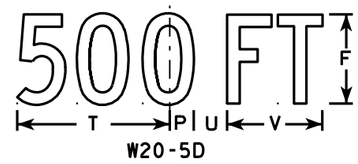
W20-56A



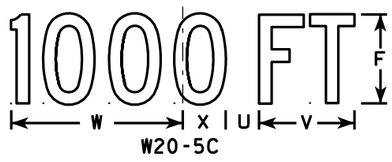
W20-55A



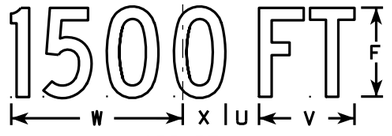
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

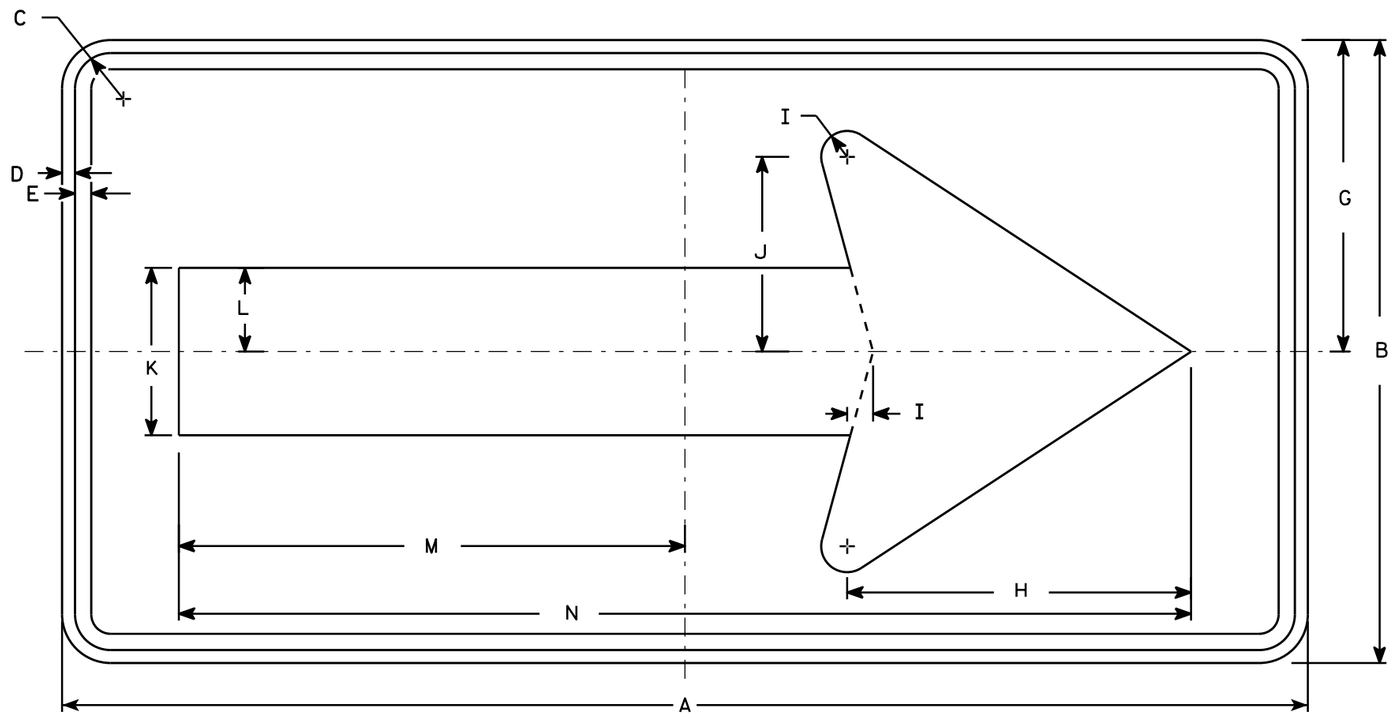
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 265	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000 WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

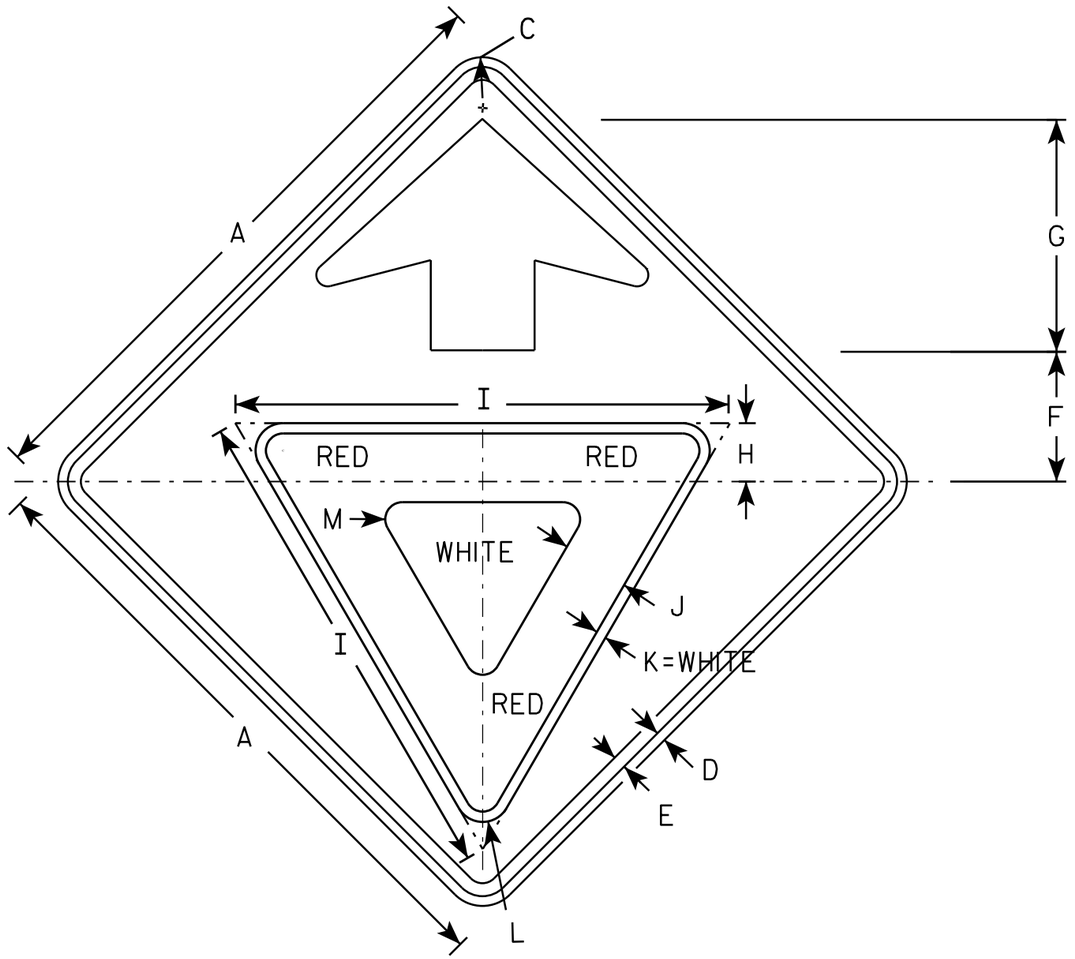
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

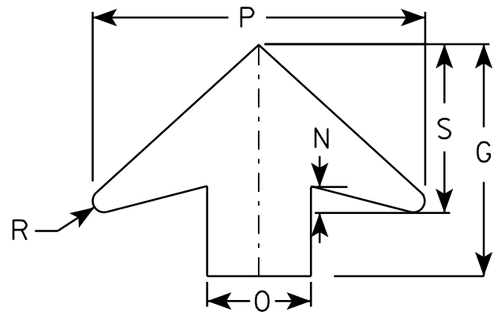
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W03-2

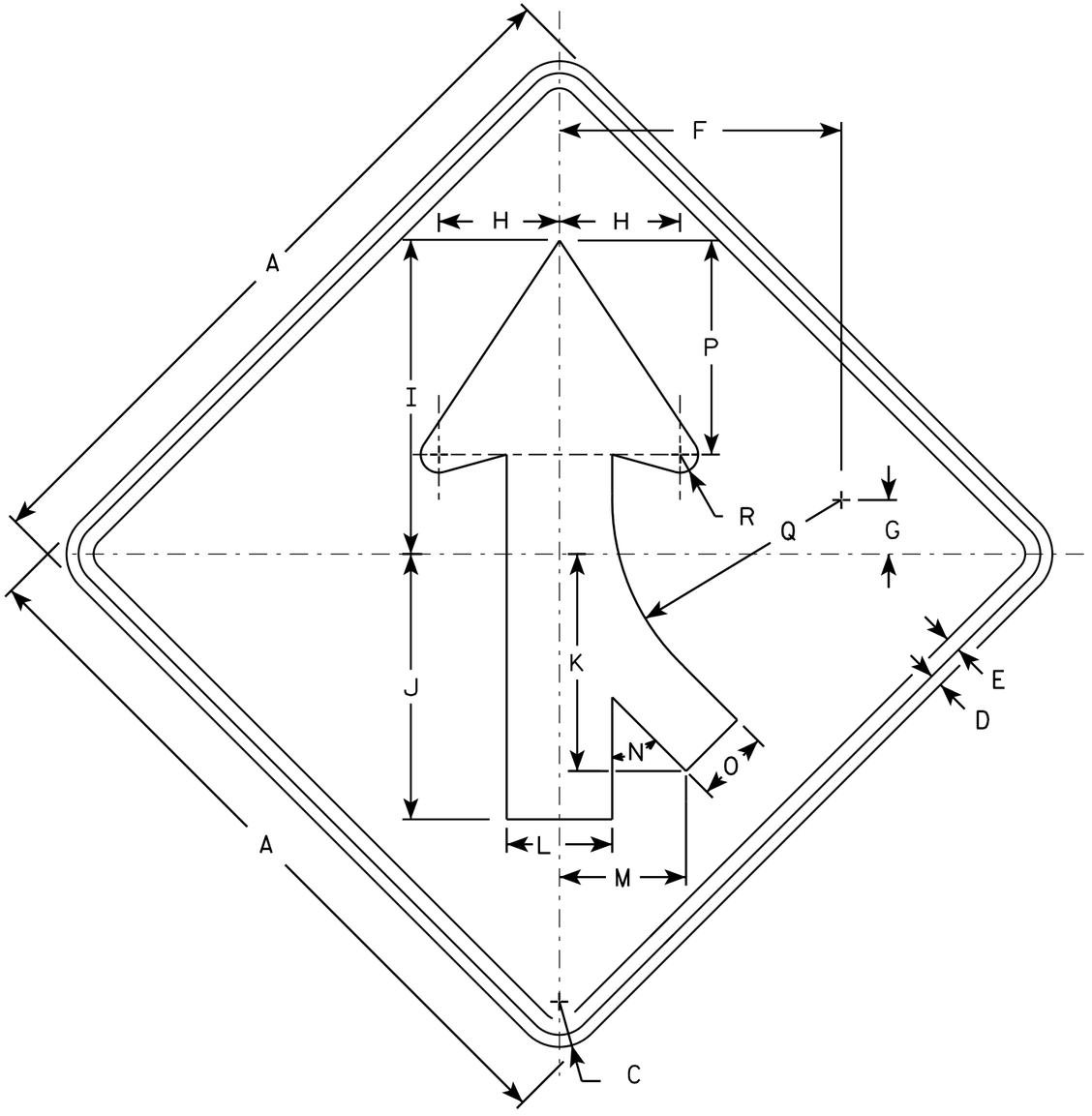
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO. W03-2.1

PROJECT NO:

SHEET NO: E



W04-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

STANDARD SIGN
W04-1

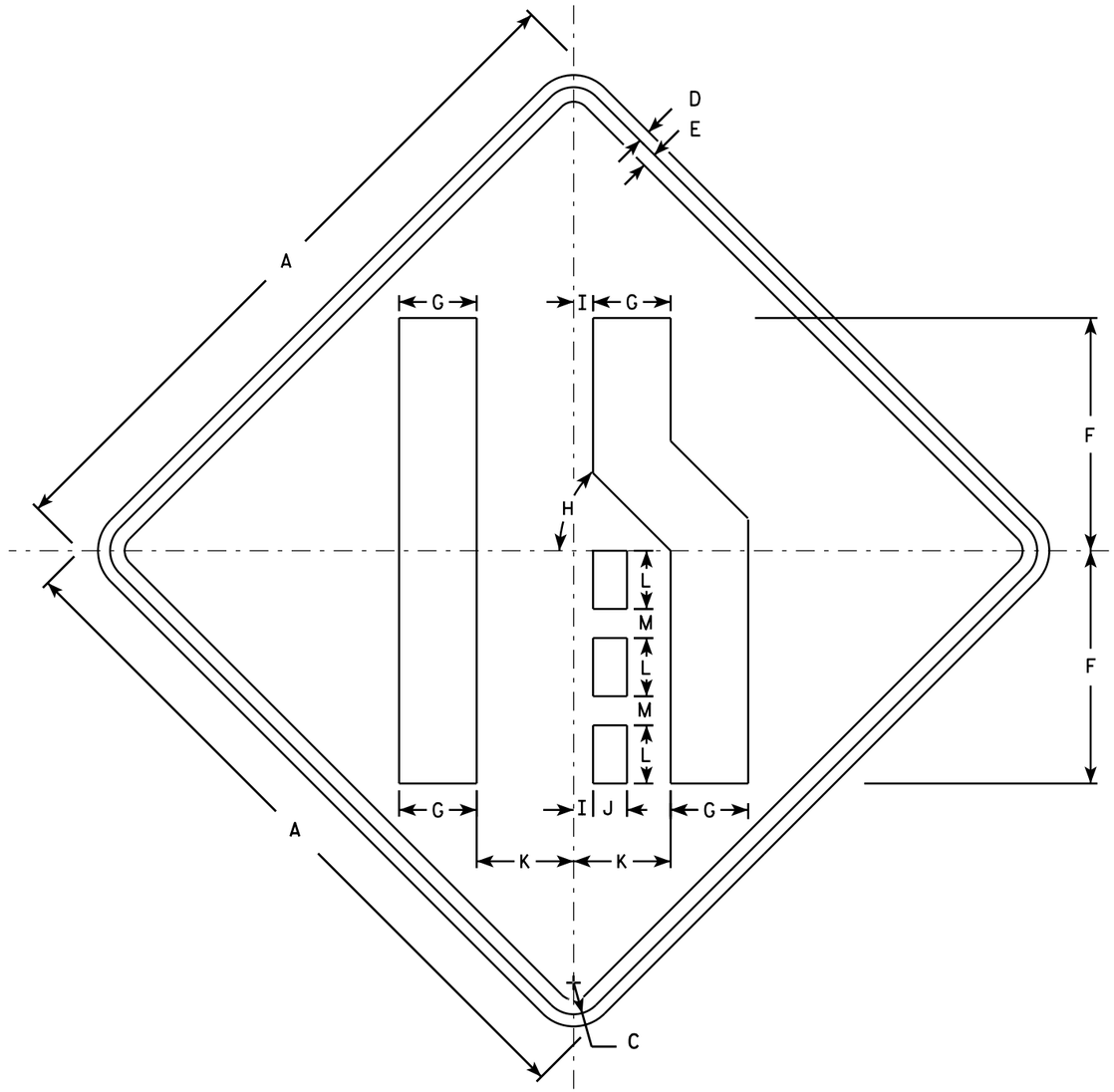
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W04-1.1

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W041.DGN PLOT DATE : 20-NOV-2013 11:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

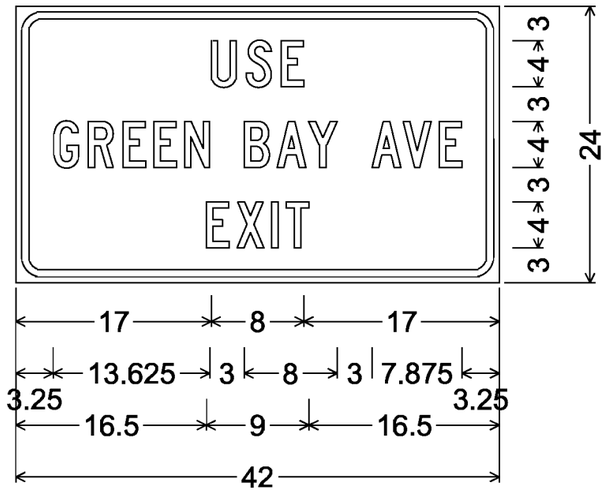
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 269 W04-2.1

PROJECT NO: | SHEET NO: E

NOTES

1. Fixed Message Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



2.250" Radius, 0.625" Border, 0.500" Indent

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov