

RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER, AND GREEN INFRASTRUCTURE AT NORTH POINT

NORTH POINT PARKING LOT
2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202

Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203



Project #: **P320-20141**
Site #: **783**
Building #: **1800**
Date: **04/13/2021**
90% PLANS

POINT OF CONTACT

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Ecologist
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johnf@ibcengineering.com

INDEX OF DRAWINGS (INCLUDED IN 50% PLAN SET)

T100 PROJECT COVER SHEET

SITE & CIVIL

C001	GENERAL NOTES
C101-102	PHASING, STAGING, TRAFFIC CONTROL, DETOUR PLAN
C103-105	TYPICAL SECTIONS
C201-212	CONSTRUCTION DETAILS
C301	EXISTING CONDITION PLAN
C401	SOIL BORING PLAN
CD101	DEMOLITION PLAN
CE101-106	EROSION CONTROL PLAN
CG101	GRADING PLAN
CS100-102	SITE PLAN
CS200-201	GREEN IFRASTRUCTURE PLAN
CU101-105	UTILITY PLAN
CU201-208	WATERMAIN PLAN AND PROFILE
CU301-303	STORM SEWER PLAN AND PROFILE

ELECTRICAL

E001	ELECTRICAL LEGEND, ABBREVIATIONS, AND NOTES
EP101	PHOTOMETRIC PLAN

LANDSCAPE

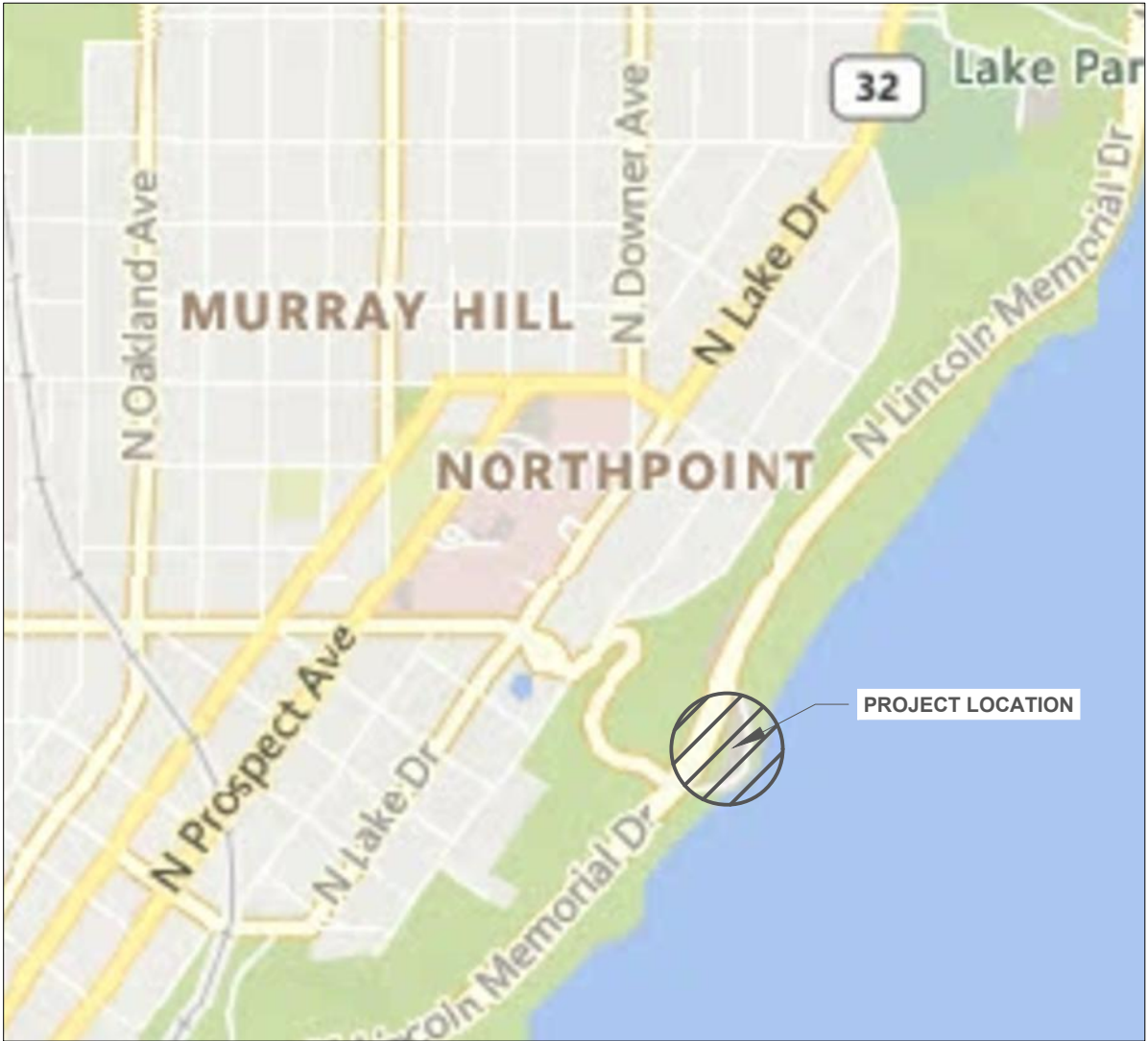
LS101	LANDSCAPE AND RESTORATION PLAN
LS501	LANDSCAPE DETAILS

COASTAL ENGINEERING

RV101-102	REVTMENT PLAN VIEW
RV102	REVTMENT SECTION VIEW

CIVIL/SITE SECTION VIEWS

XS101	CIVIL/SITE SECTION VIEWS
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PROJECT LOCATION MAP

DIRECTOR, (OWNER DEPT.): _____ GUY SMITH - PARKS DIRECTOR





































DIRECTOR, AE&ES SECTION, DAS - FM: _____ GREG HIGH, P.E.

DAS - AE&ES UNIT HEAD: _____ KARL STAVE, P.E.

DAS - AE&ES PROJECT MANAGER: _____ CLIFTON JANSSEN, P.E.

PROJECT MILESTONES

- ## LEGEND

	EXISTING CATCH BASIN OR INLET		700	EXISTING CONTOURS		PROPOSED FENCE CHAIN LINK
	EXISTING LIGHT POLE			EXISTING PAVEMENT		BUTT JOINT
	EXISTING GAS METER			EXISTING CURB FACE		EXISTING TREE/ BUSH LINE
	EXISTING TELEPHONE BOX			IRON PIPE (PROPERTY CORNER)		PROPOSED TREE/ BUSH LINE
	EXISTING TRANSFORMER			PROPOSED CATCH BASIN		EXISTING PROFILE
	EXISTING MANHOLE			SURVEY CONTROL POINT		PROPOSED PROFILE
	EXISTING FENCE			PROPOSED LIGHT POLE		EXISTING CONIFEROUS TREE
	EXISTING UNDERGROUND WATER LINE			PROPOSED SANITARY SEWER		EXISTING DECIDUOUS TREE
	EXISTING UNDERGROUND ELECTRIC LINE			PROPOSED STORM SEWER		PROPOSED DECIDUOUS TREE
	EXISTING UNDERGROUND LIGHTING			PROPOSED PAVEMENT		TREE TO BE REMOVED
	EXISTING TELEPHONE/COMMUNICATION LINE			PROPOSED CURB FACE		BIOFILTRATION POND AREA
	EXISTING STORM SEWER		700	PROPOSED CONTOURS		
				PROPOSED UNDERGROUND LIGHTING		

PROJECT MILESTONES

1. THE NORTH POINT PARKING LOT SHALL BEGIN CONSTRUCTION BY xx/xx/21 (OR EARLIER IF POSSIBLE), AND SHALL BE SUBSTANTIALLY COMPLETED BY 10/xx/21. LANDSCAPING SHALL BE SUBSTANTIALLY COMPLETED BY xx/xx/21 FOR THE ENTIRE PROJECT. EROSION CONTROL MEASURES SHALL BE IN PLACE DURING THE ENTIRE CONSTRUCTION PROJECT, REFER TO EROSION CONTROL PLAN. CONTRACTOR SHALL MAINTAIN EXISTING LIGHTING OR PROVIDE TEMPORARY LIGHTING UNTIL THE PERMANENT LIGHT POLES ARE INSTALLED.

WORK RESTRICTIONS

1. CONTRACTOR SHALL PROVIDE ACCEPTABLE ACCOMMODATIONS AND ACCESSIBILITY TO NORTH POINT PARKING LOT TO AND DURING SPECIAL EVENTS AT NORTH POINT PARKING LOT. PROVIDE ACCESS TO MILWAUKEE COUNTY PARKS STAFF AND EQUIPMENT. WEEKEND WORK WILL BE ALLOWED AT THE NORTH POINT PARKING LOT WITH SOME EXCEPTIONS OF SPECIAL EVENTS.
2. CONTRACTOR SHALL NOT PERFORM WORK ON, NOR HAUL MATERIALS OF ANY KIND NEAR THE NORTH POINT PARKING LOT OR ADJACENT REVETMENT PROJECT DURING THE FOLLOWING SCHEDULED EVENTS:
 - JULY 24 - 25, 2021
3. CONTRACTOR SHALL NOT PERFORM WORK ON, NOR HAUL MATERIALS OF ANY KIND NEAR THE NORTH POINT PARKING LOT OR ADJACENT REVETMENT PROJECT DURING THE FOLLOWING SCHEDULED EVENTS. THE PARKING LOT SHALL BE AT MINIMUM GRAVEL, GRADED SMOOTH AND ACCESSIBLE FOR THE FOLLOWING EVENTS:

TO OBTAIN LOCATION OF PARTICIPANTS'
UNDERGROUND FACILITIES BEFORE YOU DIG IN
WISCONSIN



WIS. STATUTE 182.0175 (1974) REQUIRES
MIN. OF 3 WORK DAYS NOTICE BEFORE
YOU EXCAVATE.

PARKS MAINTENANCE DIVISION

(414) 258-2322

PARKS MAINTENANCE WHICH IS NOT A MEMBER OF DIGGERS
HOTLINE MUST ALSO BE CONTACTED SEPARATELY AT LEAST 10
DAYS IN ADVANCE OF EXCAVATION

1. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HEREIN IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES, MILWAUKEE COUNTY, LOCAL MUNICIPALITIES, AND UTILITY LOCATORS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED TO.
2. CONTRACTOR SHALL VERIFY ALL EXISTING UTILITY LOCATIONS (VERTICALLY AND HORIZONTALLY) PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE ENGINEER.

ASP	ASPHALT	HOR	HORIZONTAL	RT	RIGHT
CABC	CRUSHED AGGREGATE BASE COURSE	HP	HIGH POINT	RCP	REINFORCED CONCRETE PIPE
CB	CATCH BASIN	I.E.	INVERT ELEVATION	RD	ROAD
C.I.	CAST IRON	LT	LEFT	SAN	SANITARY SEWER
CL	CENTERLINE	L	LIGHTING CABLE/ CONDUIT	STM	STORM SEWER
CMP	CORRUGATED METAL PIPE	MAX	MAXIMUM	ST	STREET
CONC	CONCRETE	MIN	MINIMUM	STA	STATION
COND	CONDUIT	MH	MANHOLE	TUG	TELEPHONE UNDER GROUND
DIA	DIAMETER	N	NORTHING	TYP.	TYPICAL
E	ELECTRICAL	PAVT	PAVEMENT	UD	UNDER DRAIN
ELEV	ELEVATION	PKG	PARKING	VERT	VERTICAL
EX.	EXISTING	PKWY	PARKWAY	W	WATER
E	EASTING	PROP	PROPOSED	X	EXTRA
F TO F	FACE TO FACE	PVC	POLYVINYL CHLORIDE	XW	WOOD FENCE
G	GAS	R	RADIUS	XC	CHAINLINK FENCE

GENERAL NOTES

RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER, AND GREEN INFRASTRUCTURE



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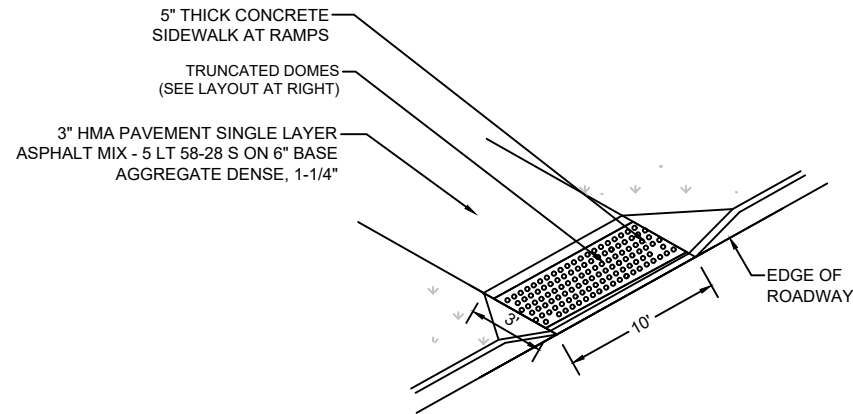
PROJECT:
P320-20141

SITE NO:
783

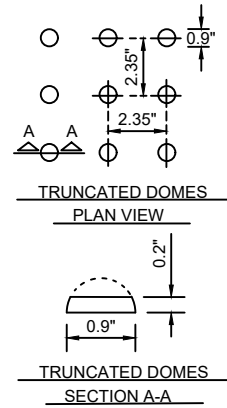
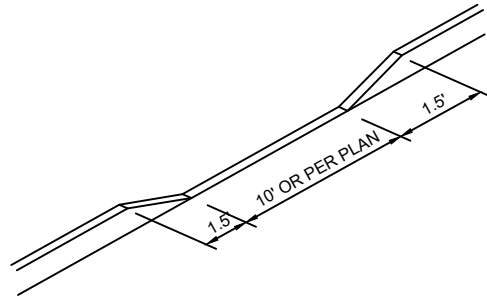
BUILDING NO:
1800

C100

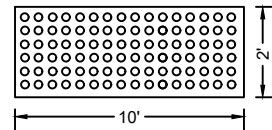
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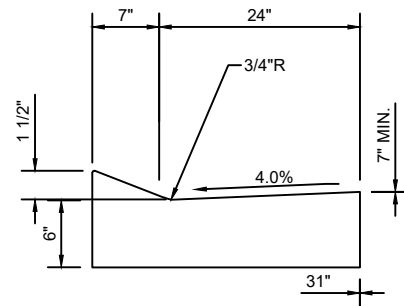
TYPICAL DEPRESSED CURB HEAD C001
NTS



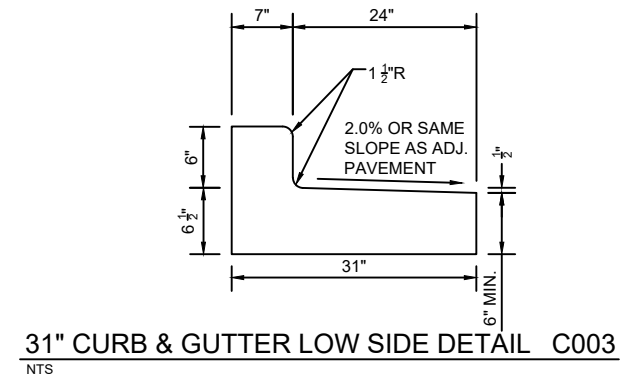
DETECTABLE WARNING FIELD DETAIL C002
NTS



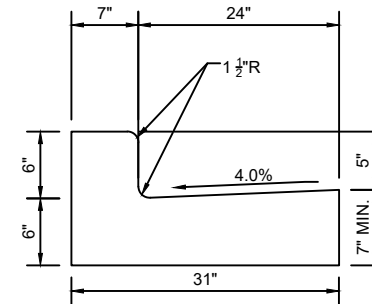
DETECTABLE WARNING FIELD (DWF) NOTE
1) DWF'S SHALL BE INSTALLED IN ACCORDANCE WITH WISDOT STANDARD SPECIFICATIONS - CURB RAMP DETAILS AND NOTES



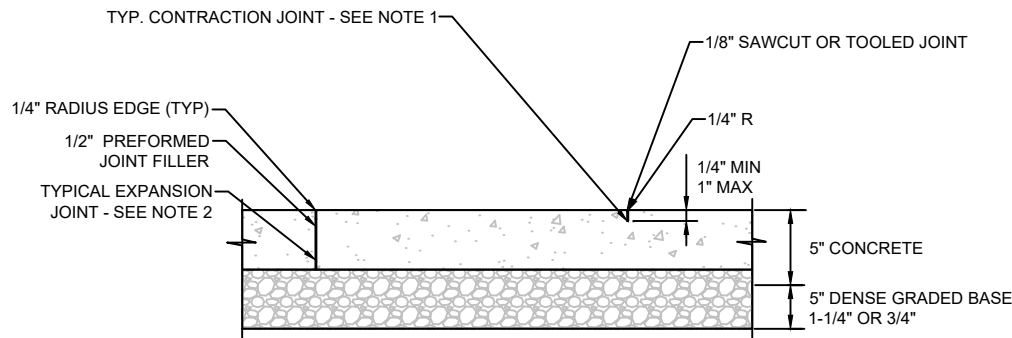
31" CURB & GUTTER MOUNTABLE/DRIVEWAY DETAIL C005
NTS



31" CURB & GUTTER LOW SIDE DETAIL C003
NTS

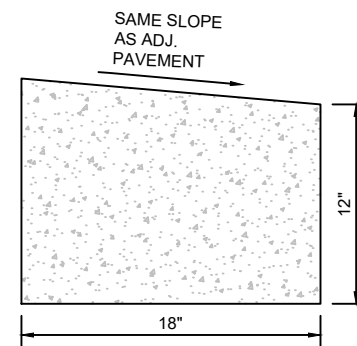


31" CURB & GUTTER HIGH SIDE DETAIL C004
NTS

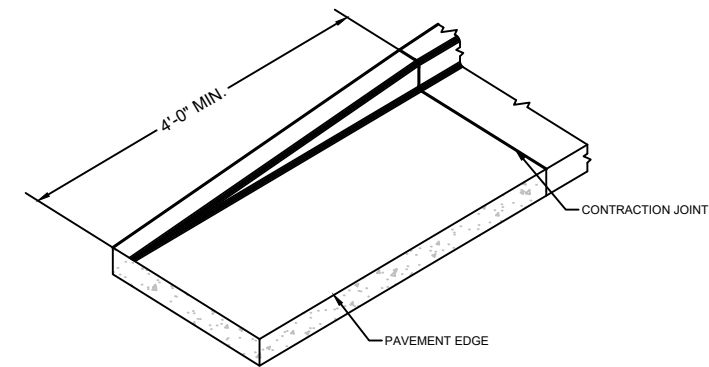


- NOTES:
1. CONTRACTION JOINTS TO BE SPACED 5'-0" O.C. MAXIMUM EACH DIRECTION.
 2. EXPANSION JOINTS TO BE SPACED AT 50' MAXIMUM EACH DIRECTION AND WHERE SIDEWALK MEETS BUILDINGS, CURBS, AND EXISTING SIDEWALKS WHICH REMAIN IN PLACE.
 3. LONGITUDIAL SLOPES TO MATCH PROPOSED GRADE, CROSS SLOPE OF NEW SIDEWALK SHALL BE 1.5%, MAX 2.0%.

UNREINFORCED CONCRETE SIDEWALK DETAIL C006
NTS



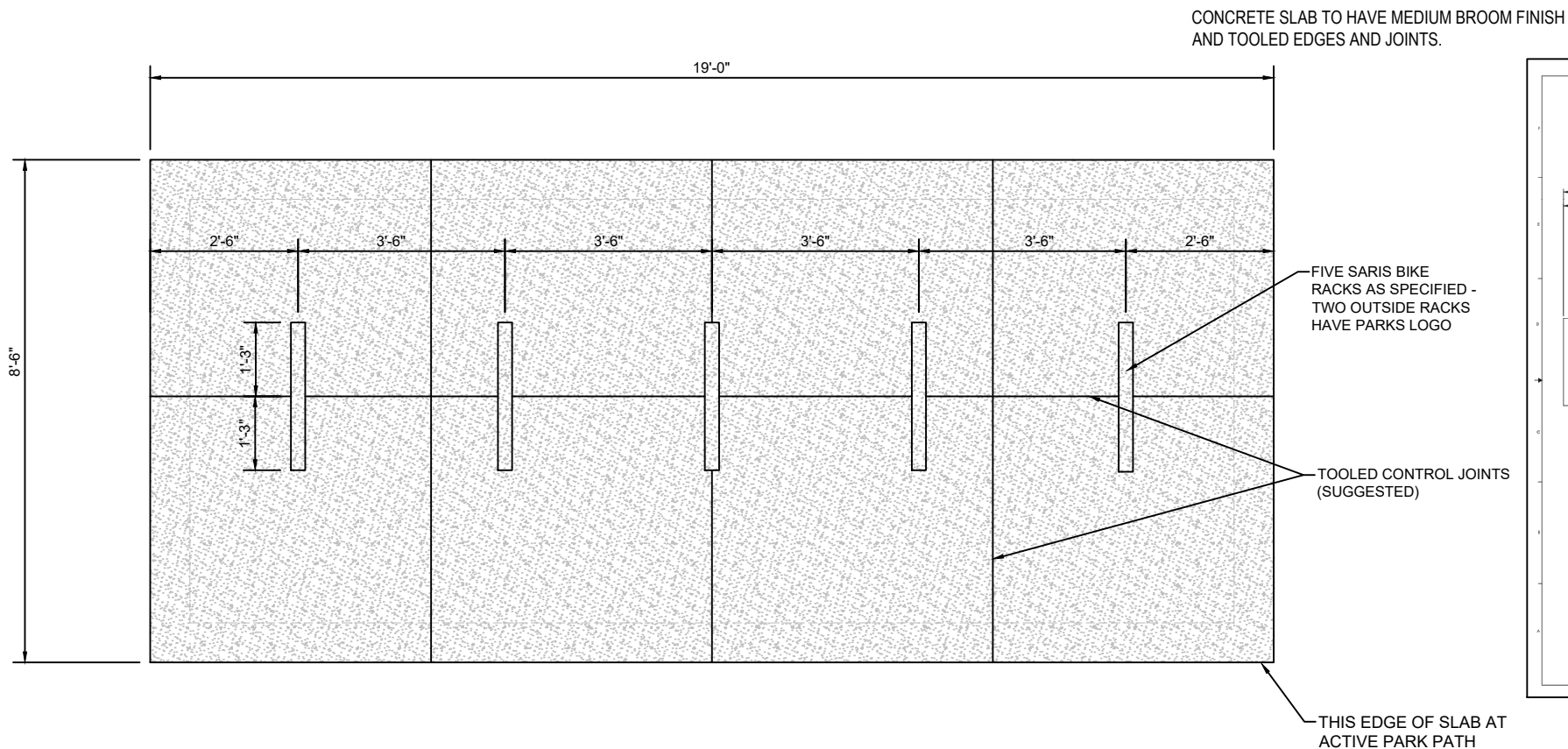
18" CONCRETE RIBBON DETAIL C007
NTS



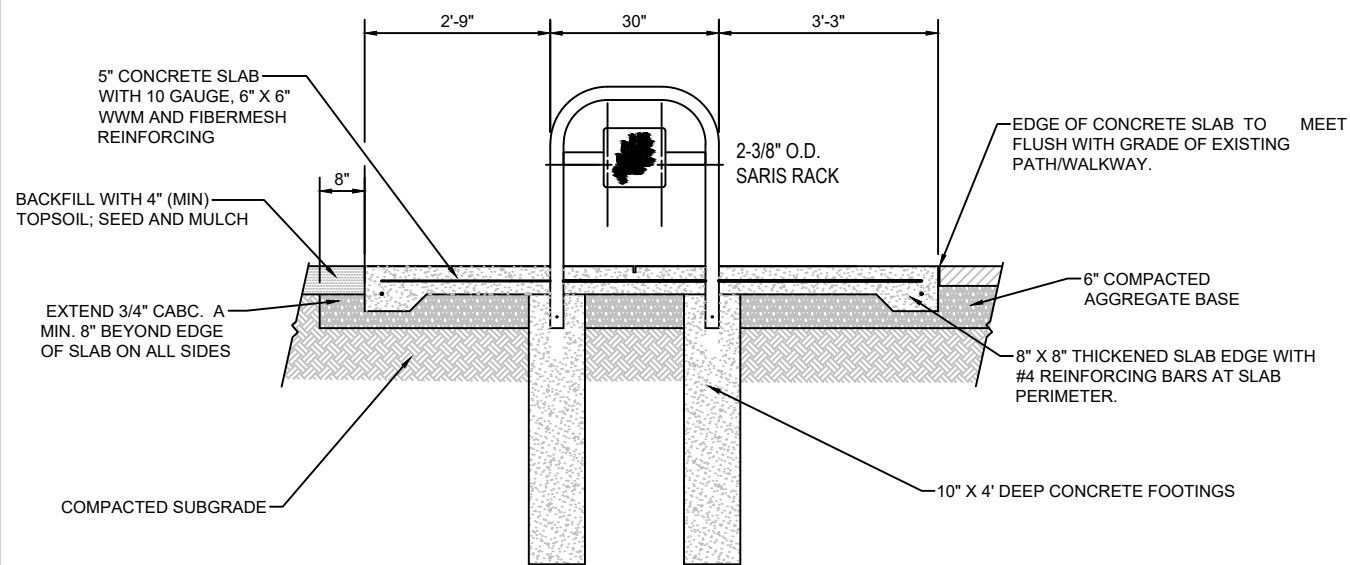
END SECTION CURB AND GUTTER DETAIL C008
NTS



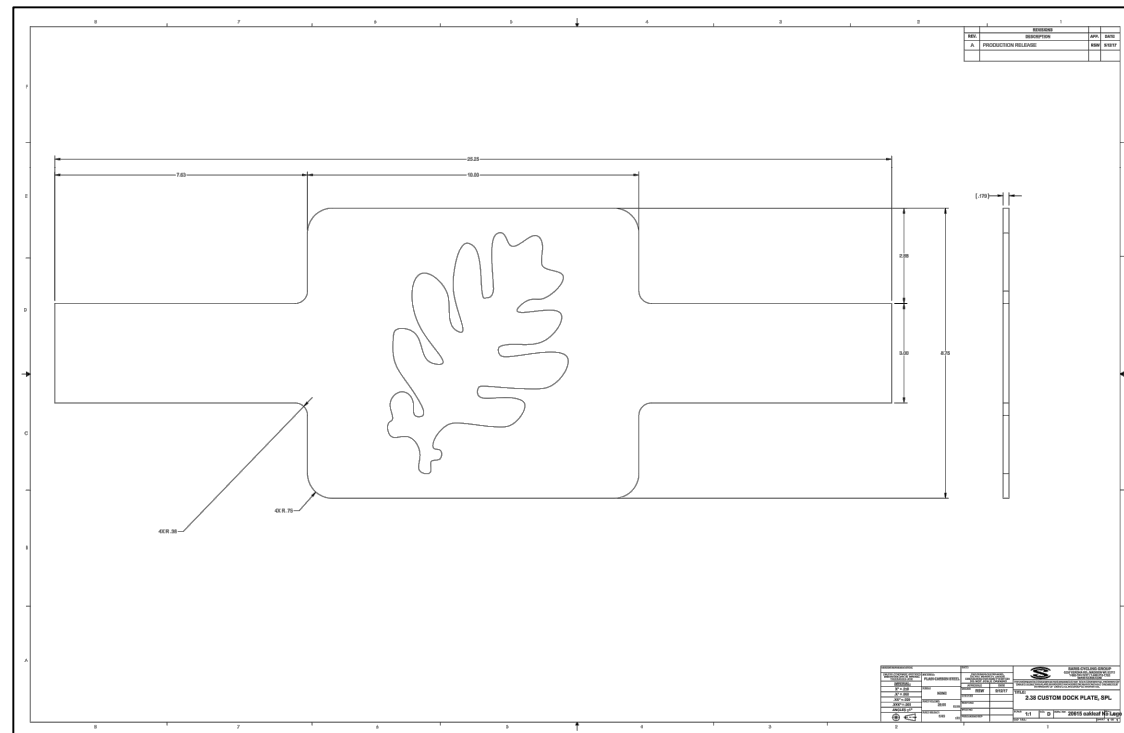
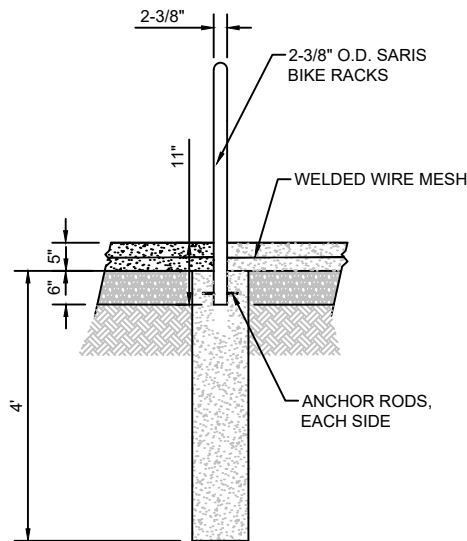
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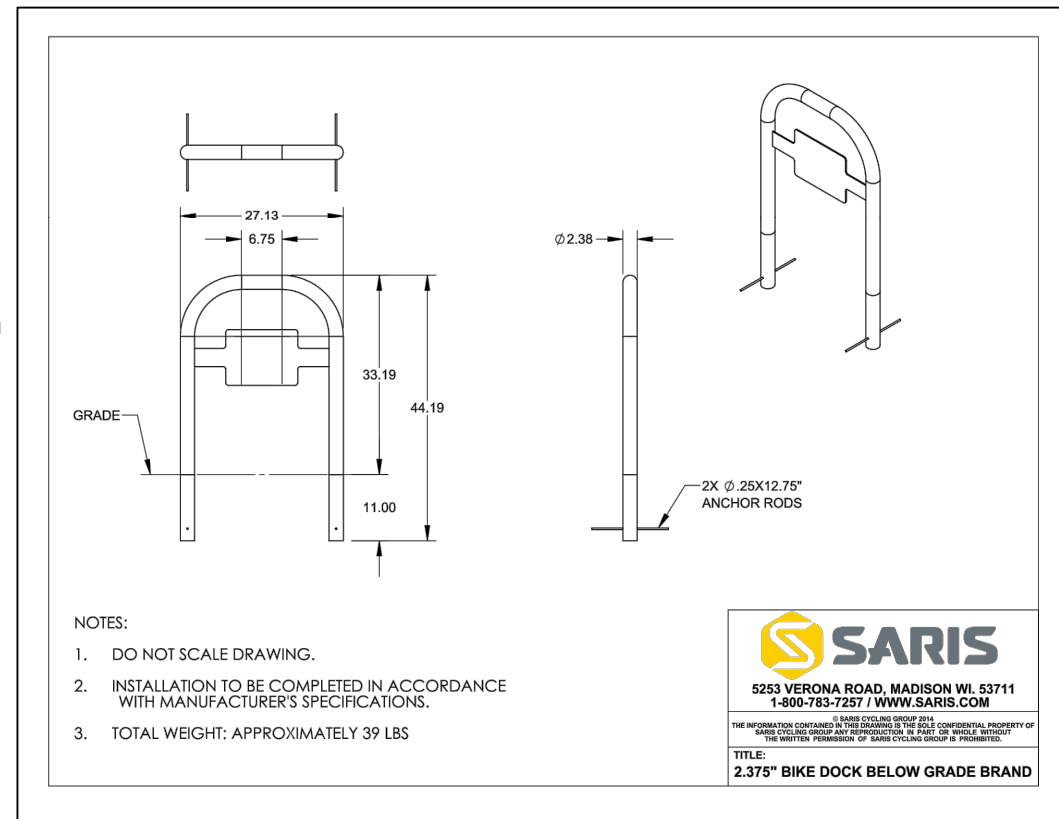
BIKE RACKS ON CONCRETE PAD W/ THICKENED EDGE
NTS

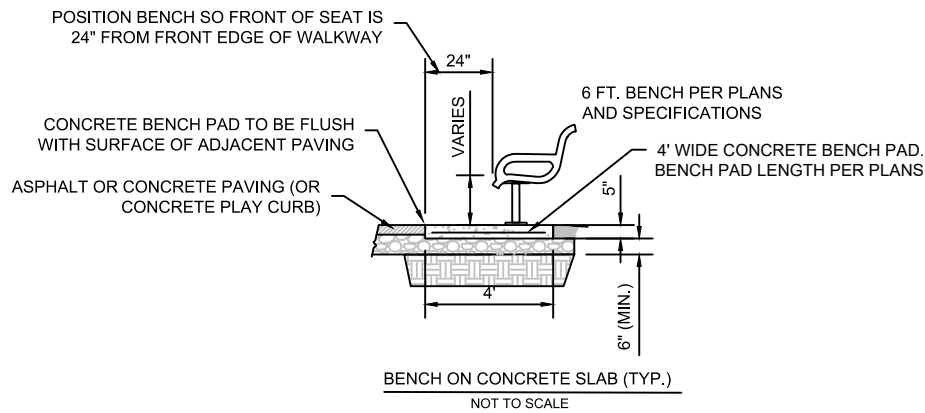
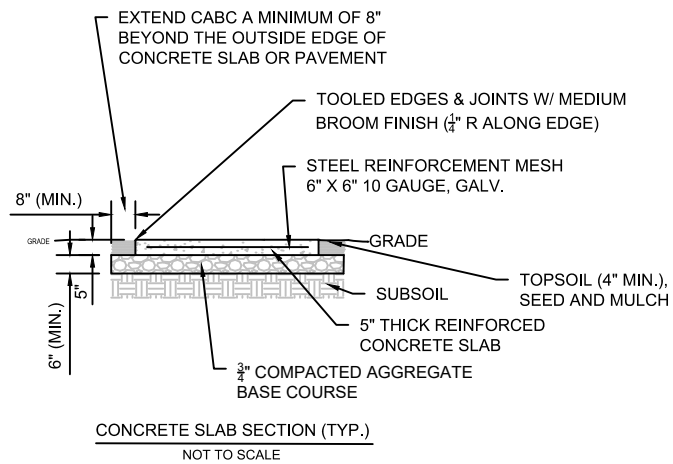
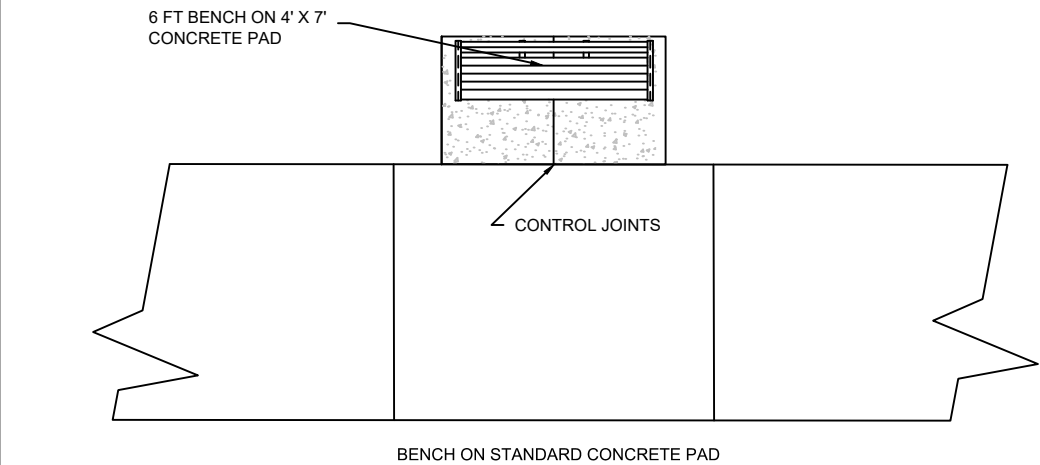
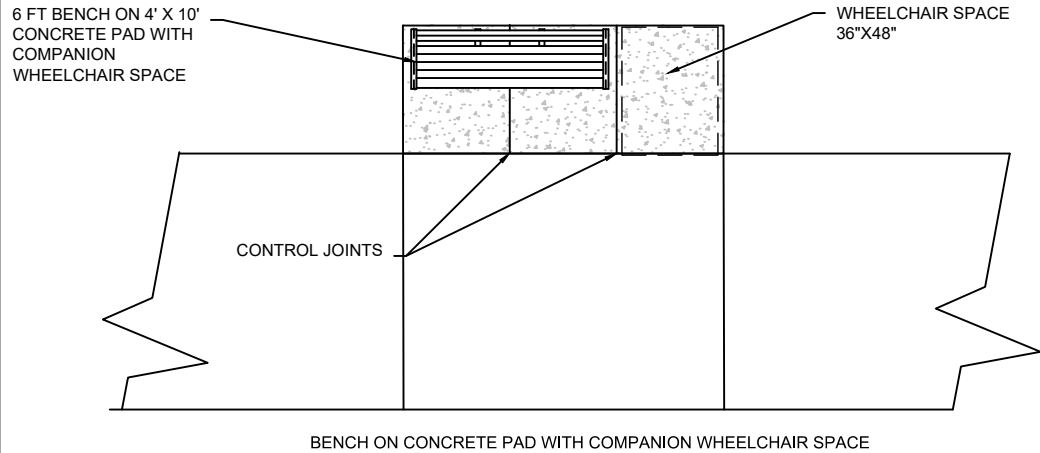


BIKE RACKS INSTALLATIONS
NTS

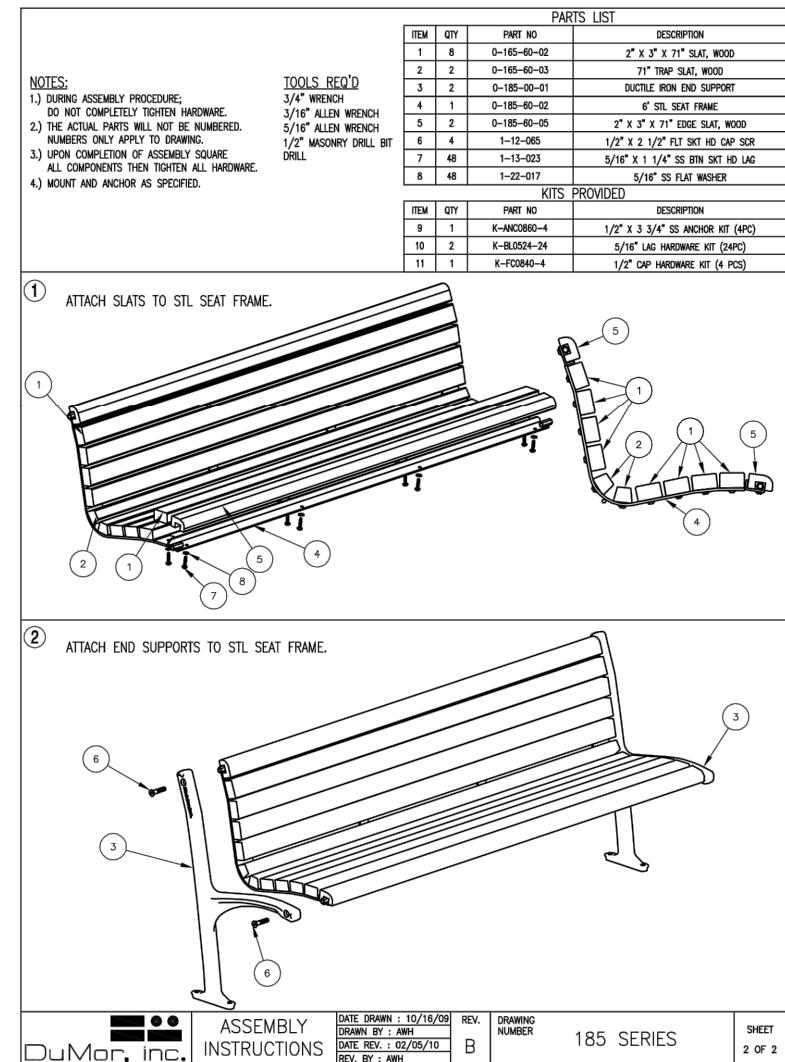
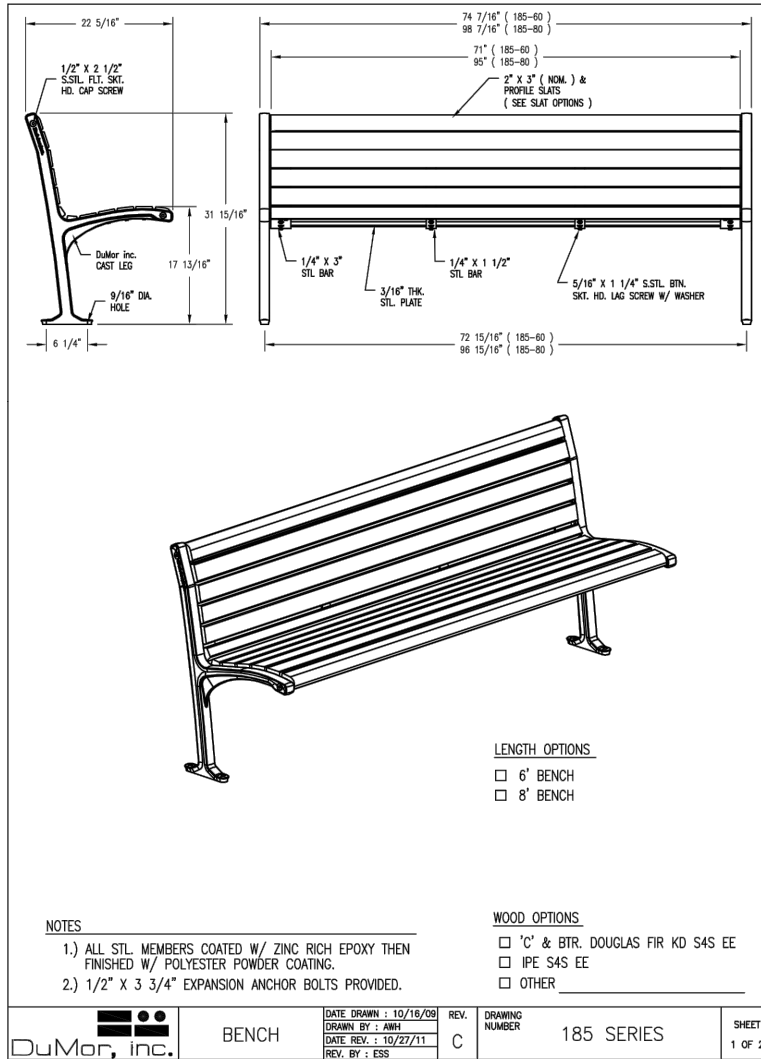


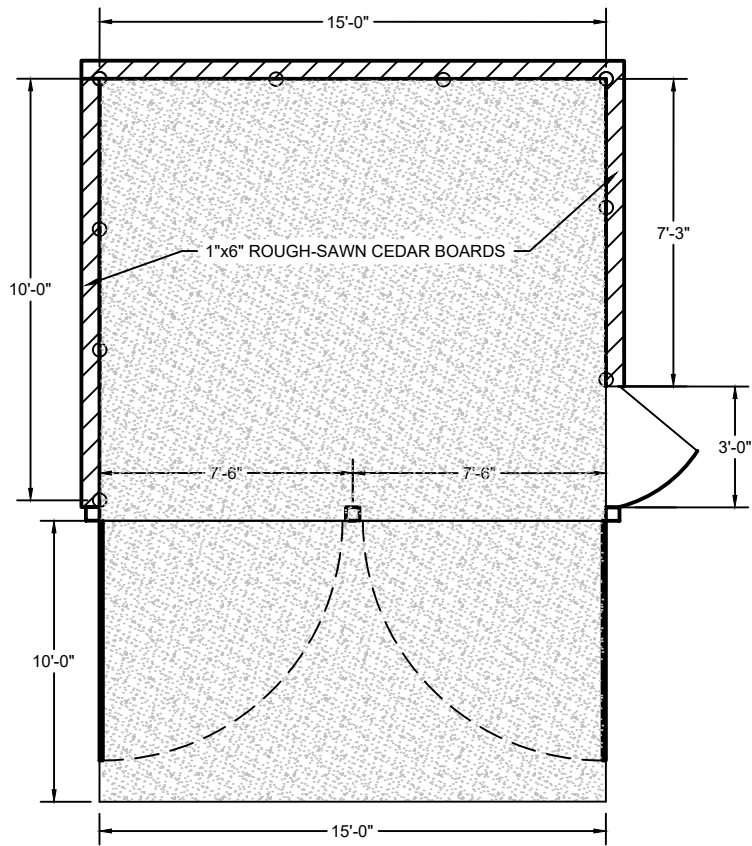
- BIKE RACK NOTES:**
- BIKE RACKS SHALL BE SARIS BRAND RACKS CONSISTING OF (3) MODEL 27941 STANDARD RACKS AND (2) MODEL 28011 BRANDED RACKS WITH MILWAUKEE COUNTY PARKS LEAF LOGO.
 - BIKE RACKS SHALL BE 2-3/8" OD, SCHEDULE 40 STEEL PIPE WITH POWDER COAT FINISH AND BELOW GRADE MOUNTING OPTION.
 - THE BRANDED RACKS WITH LOGO SHALL BE MOUNTED ON THE OUTSIDES/ENDS OF THE FIVE RACKS.





BENCH ON CONCRETE PAD DETAIL 205

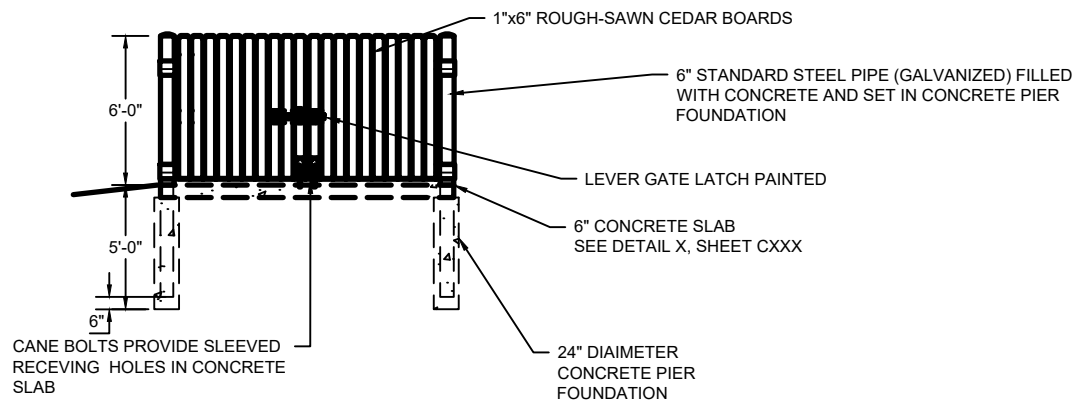




PLAN VIEW

NOTES

- COORDINATE COLOR TO MATCH WITH DARK BRICK PORTION OF BUILDING. CONSULT WITH OWNER PRIOR TO CONSTRUCTION
- INSTALL IN ACCORDANCE WITH PROJECT SPECIFICATIONS AND DETAILS.



ELEVATION VIEWS

CEDAR BOARD DUMPSTER ENCLOSURE

NTS

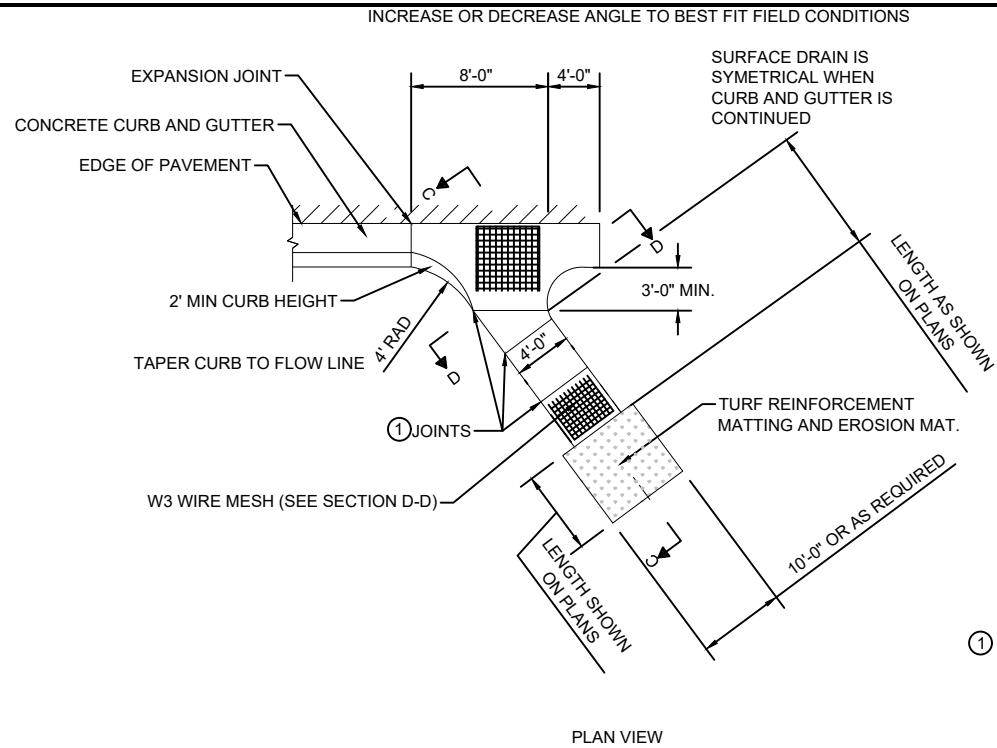


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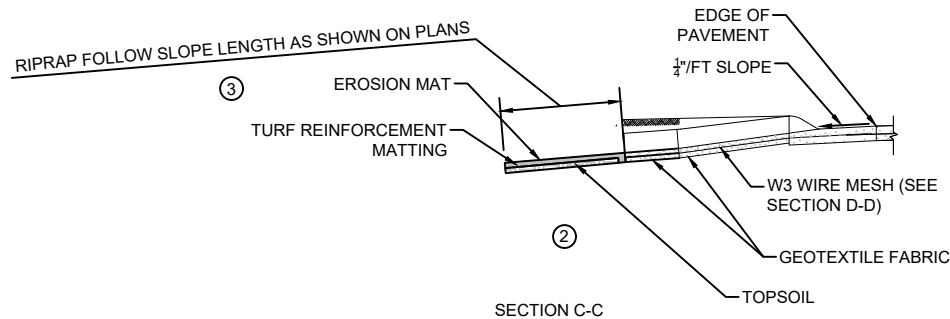
RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER AND GREEN INFRASTRUCTURE
NORTH POINT PARKING LOT
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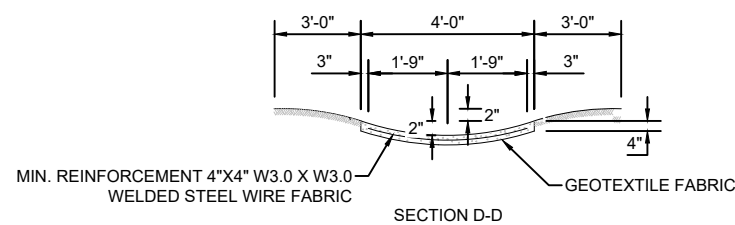
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PLAN VIEW



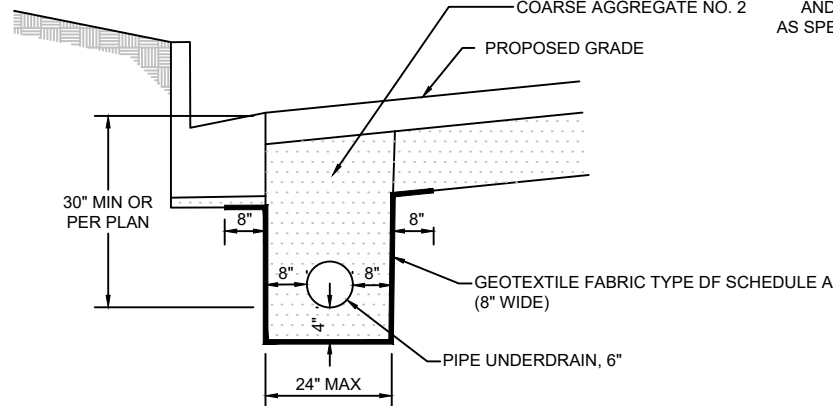
SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAIN

NTS



NOTES:
UNDERDRAIN PIPE SHALL BE LAID AT MINIMUM 0.5% SLOPE TOWARD UNDERDRAIN OUTFALL; OR PER PLAN.

UNDERDRAIN AT PERMEABLE PAVERS

NTS

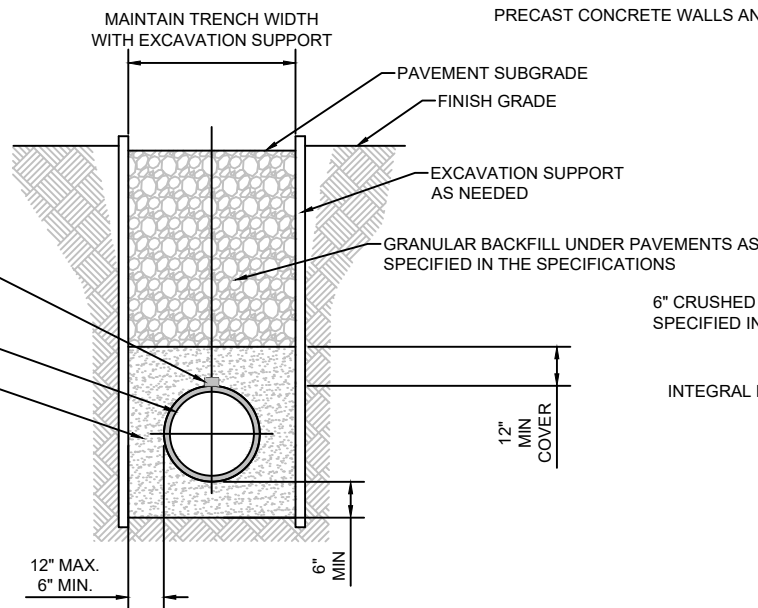
GENERAL NOTES
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

JOINTS SHALL BE 1/8 TO 1/4 INCH WIDE BY 1 1/2 INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

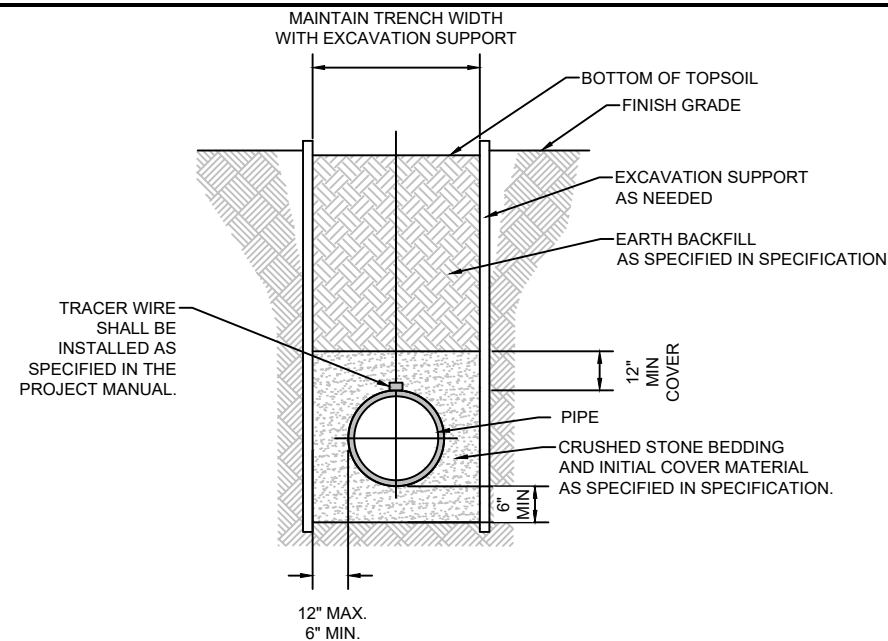
GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP. SEE WISCONSIN DEPARTMENT OF TRANSPORTATION, LATEST ADDITION FOR TYPE R, SECTION 645

MEDIUM RIPRAP SHALL CONFORM TO WISCONSIN DEPARTMENT OF TRANSPORTATION, LATEST ADDITION, SECTION 606.



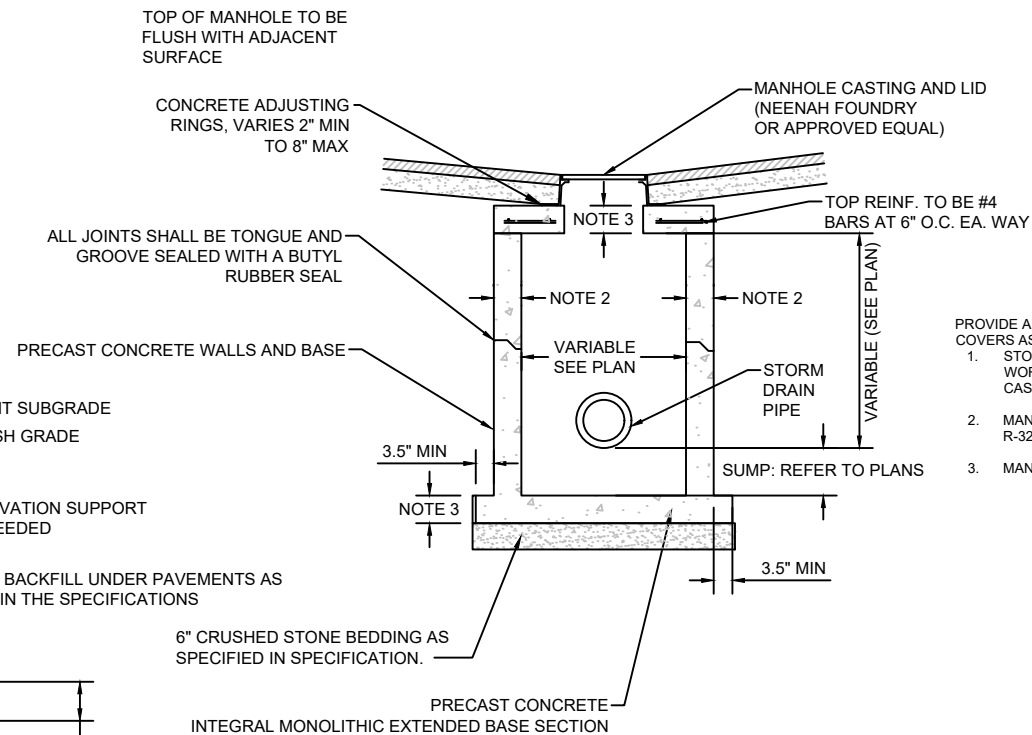
TYPICAL PIPE UTILITY TRENCH UNDER PAVEMENT DETAIL

NTS



TYPICAL PIPE UTILITY TRENCH BELOW LANDSCAPING DETAIL

NTS



PROVIDE ALL STORM SEWER FRAMES, GRATINGS AND COVERS AS FOLLOWS:

1. STORM MANHOLE: NEEHAH R-1500 OR EQUAL. WORDING "STORM" IN 2-INCH HIGH LETTERS CAST INTO COVER.
2. MANHOLE 42" CURB CATCH BASINS: NEENAH R-3222-LA
3. MANHOLE CATCH BASINS: NEENAH R-2540

NOTES:

1. ALL MANHOLES SHALL INCLUDE STEPS ON 16" CENTERS WHEN DEPTH (GRATE TO BOTTOM) IS 4.0' OR GREATER.
2. MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT, AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.
3. PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB AND BASES WITH A DIAMETER LARGER THAN A MINIMUM THICKNESS OF 8"

STORM MANHOLE AND CATCH BASIN TYPICAL DETAIL

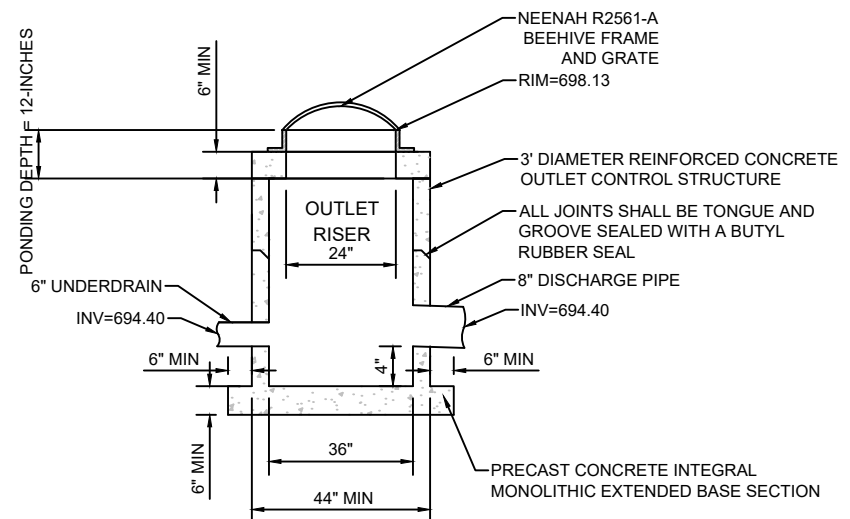
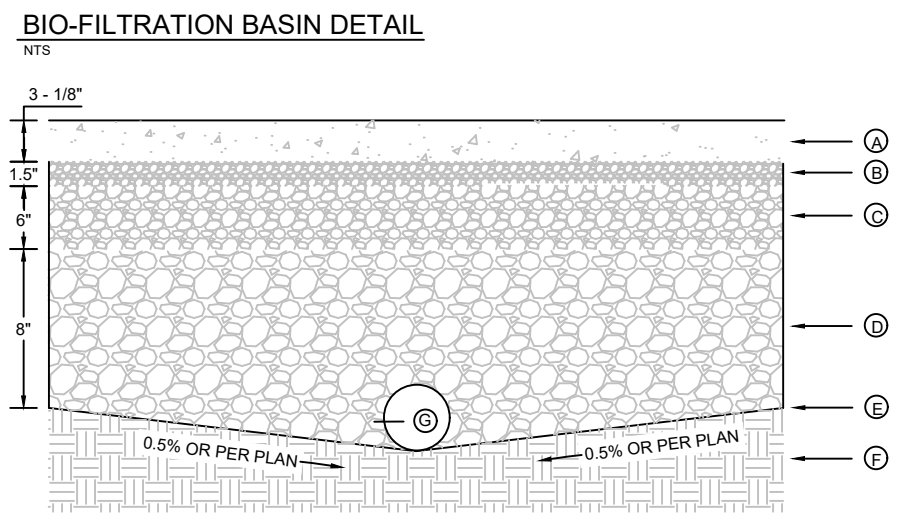
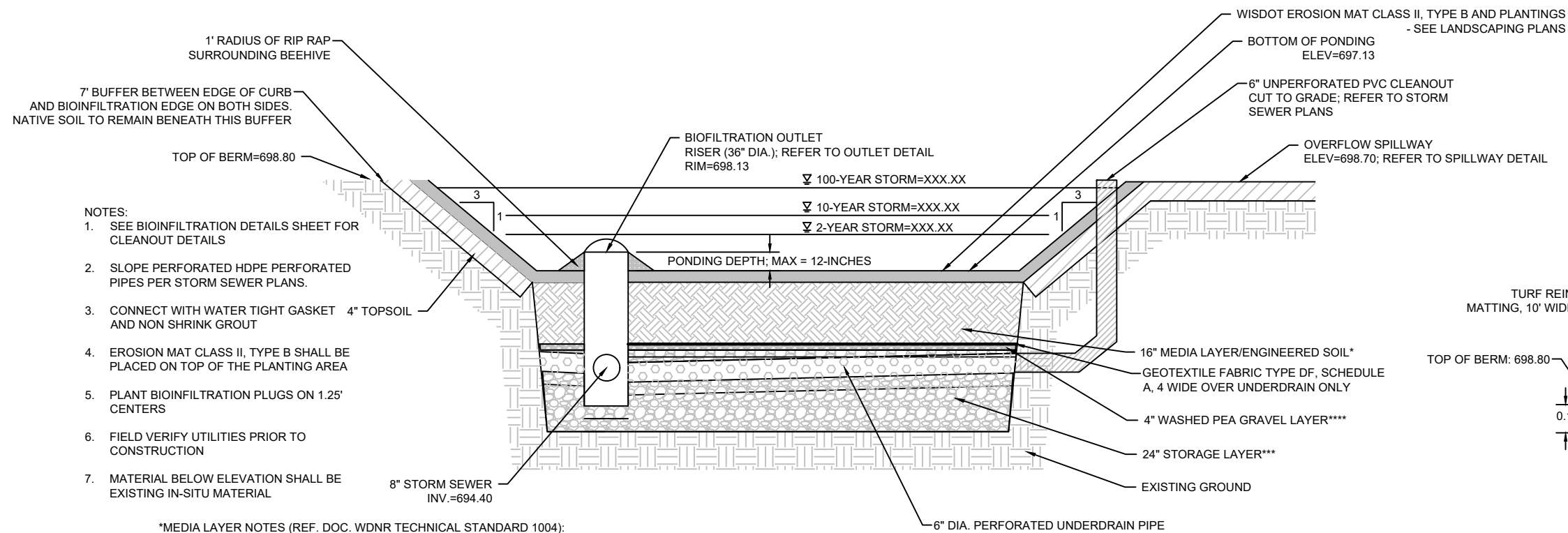
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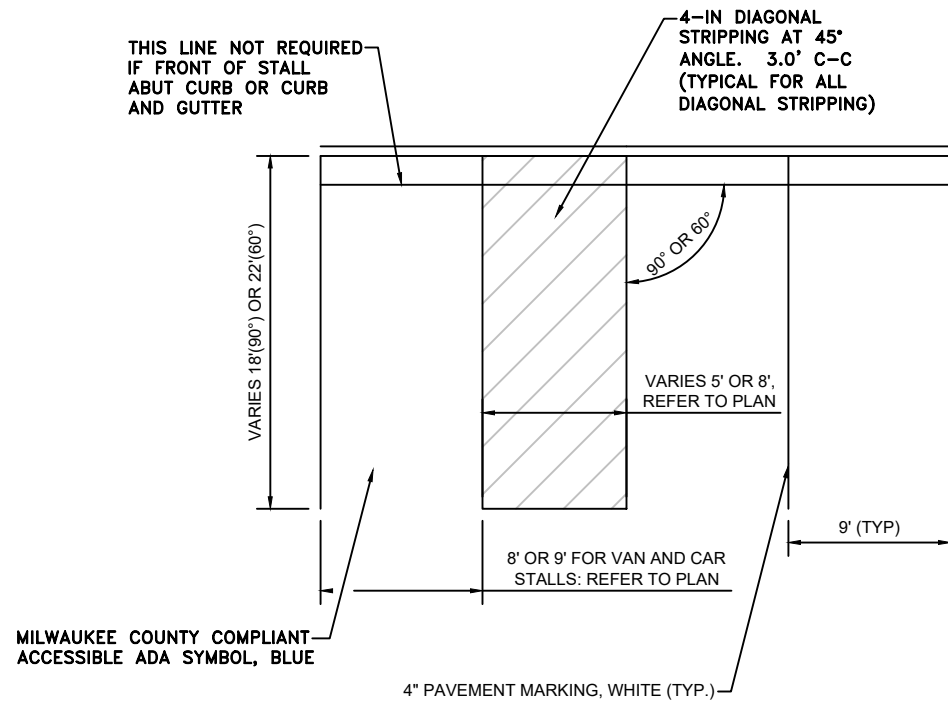
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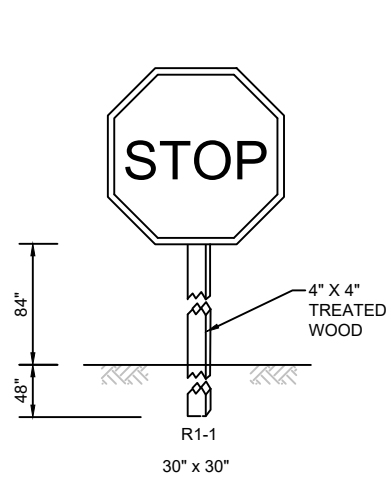
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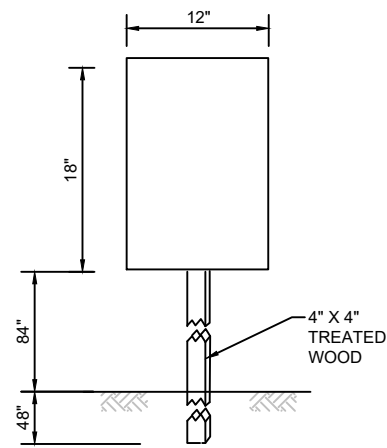
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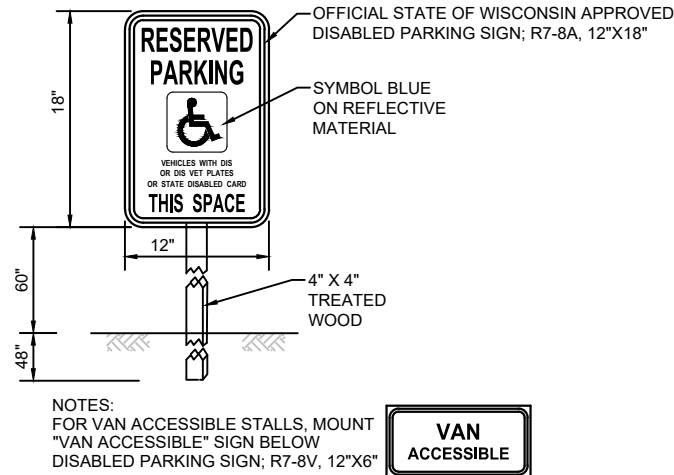
VAN AND CAR ACCESSIBLE PARKING PAVEMENT MARKING DETAIL
NTS



STOP SIGN DETAIL
NTS



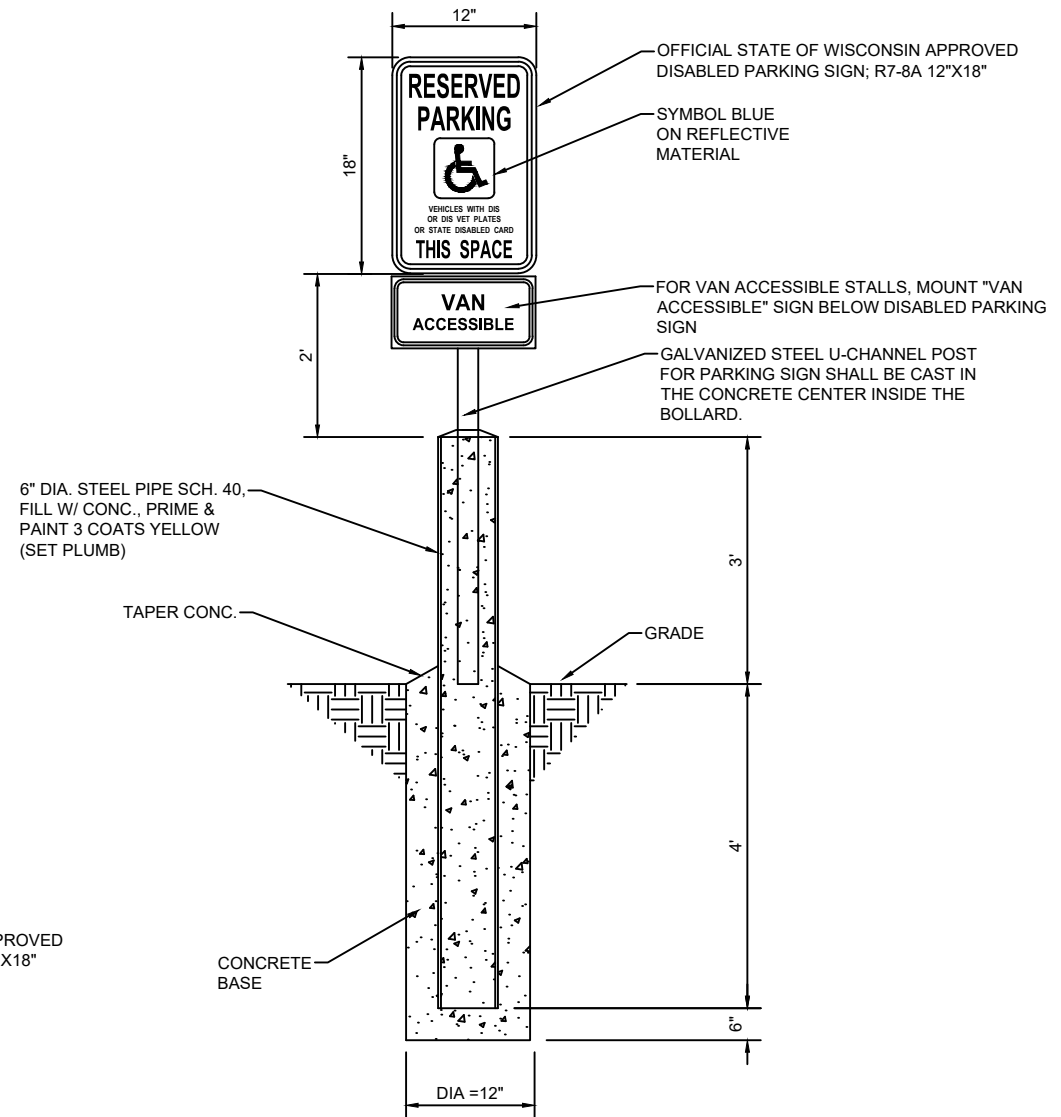
SIGN DETAIL
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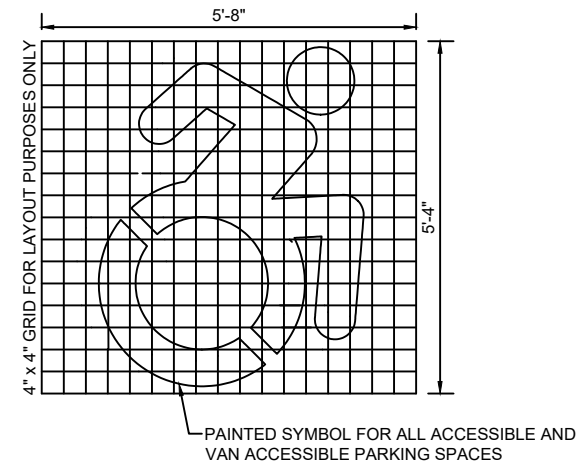
NOTES:
FOR VAN ACCESSIBLE STALLS, MOUNT
"VAN ACCESSIBLE" SIGN BELOW
DISABLED PARKING SIGN; R7-8V, 12"x6"



ACCESSIBLE PARKING SIGN DETAIL
NTS



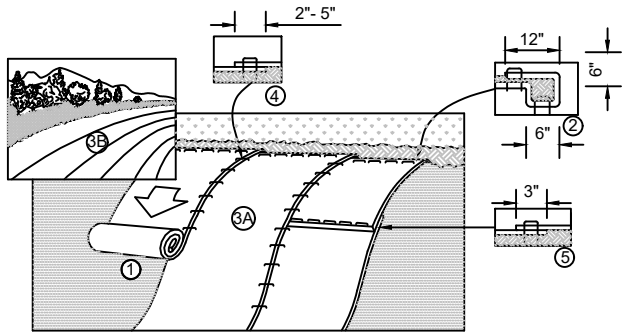
BOLLARD AND ACCESSIBLE PARKING SIGN DETAIL
NTS



ACCESSIBLE SYMBOL DETAIL
NTS



FILE NAME: \\W3027502\DP\PROJECT\SPP320 - NORTH POINT PARKING LOT\02-CAD\CONSTRUCTION SHEETS\201-214 CONSTRUCTION DETAILS.DWG PLOT DATE: 13/04/2021 PLOT BY: JANSSEN CLIFTON



SLOPE INSTALLATION:

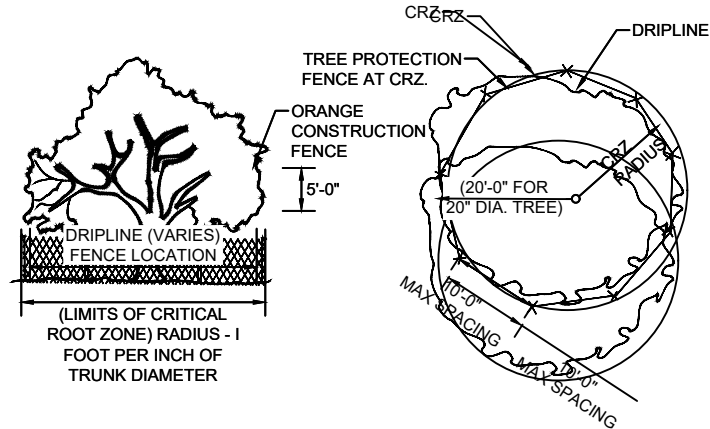
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15CM) DEEP X 6" (15CM) WIDE TRENCH WITH APPROXIMATELY 12" (30CM) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30CM) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30CM) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5CM-12.5CM) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30CM) APART ACROSS ENTIRE BLANKET WIDTH.

NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. IN LOOSE SOIL CONDITIONS THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15CM) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

EROSION MAT INSTALLATION DETAIL

NTS



NOTES:

1. ALL TREES SHOWN TO BE RETAINED WITHIN THE LIMITS OF CONSTRUCTION ON THE PLANS, SHALL BE PROTECTED DURING CONSTRUCTION WITH FENCING. AS SHOWN.
2. TREE PROTECTION FENCES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY SITE PREPARATION WORK (CLEARING, GRUBBING, OR GRADING) AND SHALL BE MAINTAINED THROUGHOUT ALL PHASES OF THE CONSTRUCTION PROJECT.
3. EROSION AND SEDIMENTATION CONTROL BARRIERS SHALL BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILD-UP WITHIN TREE DRIPLINES.
4. FENCES SHALL COMPLETELY SURROUND THE TREE OR CLUSTERS OF TREES, LOCATED AT THE OUTERMOST LIMITS OF THE TREE BRANCHES (DRIPLINE) OR CRITICAL ROOT ZONE (CRZ), WHICHEVER IS GREATER.
5. ANY ROOTS EXPOSED BY CONSTRUCTION ACTIVITY SHALL BE PRUNED FLUSH WITH THE SOIL AND BACKFILLED WITH GOOD QUALITY TOP SOIL WITHIN TWO DAYS. IF EXPOSED ROOT AREAS CANNOT BY BACKFILLED WITHIN 2 DAYS, AN ORGANIC MATERIAL WHICH REDUCES SOIL, TEMPERATURE AND MINIMIZES WATER LOSS DUE TO EVAPORATION SHALL BE PLACED TO COVER THE ROOTS UNTIL BACKFILL CAN OCCUR.
6. PRIOR TO EXCAVATION OR GRADE CUTTING WITHIN TREE DRIPLINES, A CLEAN CUT SHALL BE MADE WITH A ROCK SAW OR SIMILAR EQUIPMENT, TO MINIMIZE DAMAGE TO REMAINING ROOTS.
7. NO LANDSCAPE TOPSOIL DRESSING GREATER THAN FOUR (4) INCHES SHALL BE PERMITTED WITHIN THE DRIPLINE OR CRZ OF TREES, WHICHEVER IS GREATER. NO TOPSOIL IS PERMITTED ON ROOT FLARES OF ANY TREE.
8. PRUNING TO PROVIDE CLEARANCE FOR STRUCTURES, VEHICULAR TRAFFIC, AND CONSTRUCTION EQUIPMENT SHALL TAKE PLACE BEFORE CONSTRUCTION BEGINS. ALL PRINING MUST BE DONE AS OUTLINED IN LITERATURE PROVIDED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA PRUNING TECHNIQUES).

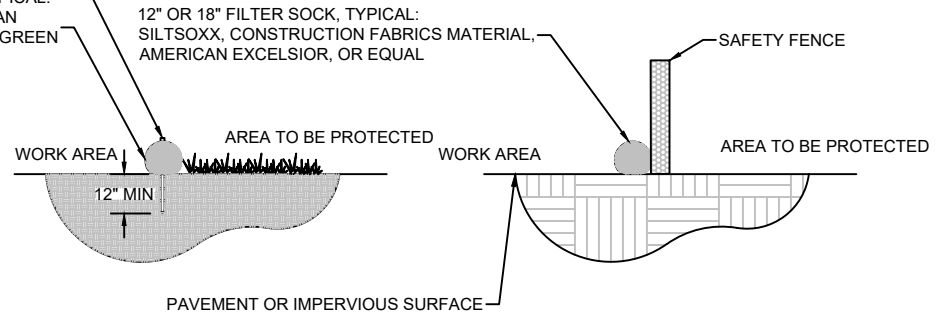
TREE PROTECTION DETAIL

NTS

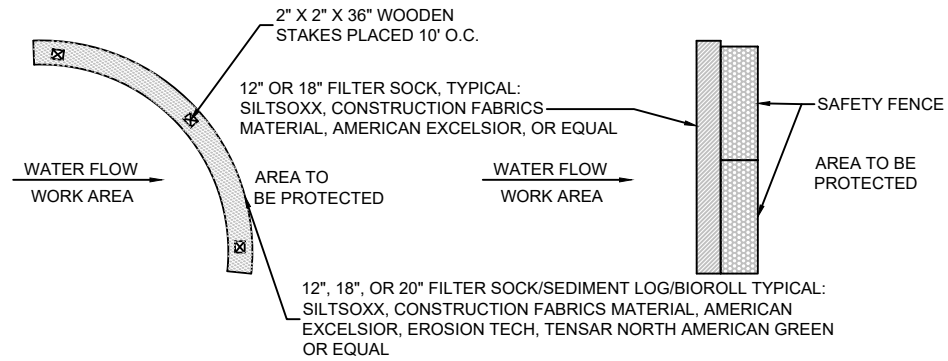
12", 18", OR 20" FILTER SOCK/SEDIMENT LOG/BIOROLL TYPICAL: SILTSOXX, CONSTRUCTION FABRICS MATERIAL, AMERICAN EXCELSIOR, EROSION TECH, TENSAR NORTH AMERICAN GREEN OR EQUAL

2" X 2" X 36" WOODEN STAKES PLACED 10' O.C.

SECTION VIEW

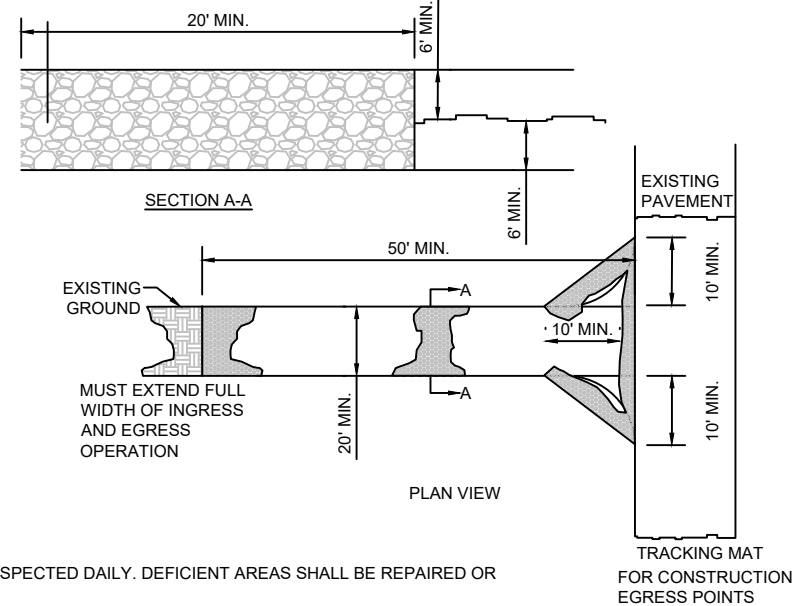


PLAN VIEW



FILTER SOCK DETAIL

NTS



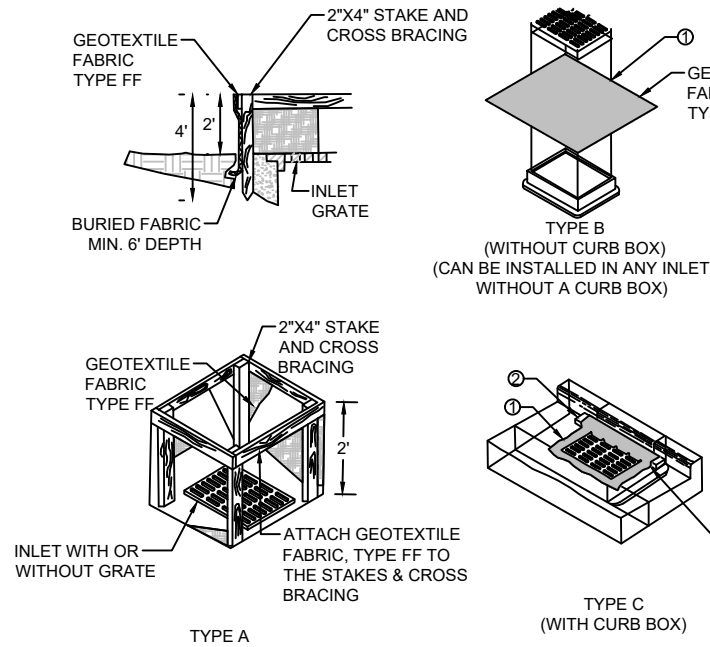
NOTES:

1. TRACKING MATS SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.
2. STONE - CLEAR OR WASHED (3"-6" NOMINAL DIAMETER) SHALL BE PLACED AT LEAST 12" DEEP OVER THE LENGTH AND WIDTH OF ENTRANCE).
3. SURFACE WATER - ALL SURFACE WATER FLOWING TO OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED THROUGH THE ENTRANCE MAINTAINING POSITIVE DRAINAGE. PIPE INSTALLED THROUGH THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROTECTED WITH A MOUNTABLE BERM WITH 5:1 SLOPES AND MINIMUM OF 6" OF STONE OVER THE PIPE TO BE SIZED ACCORDING TO THE DRAINAGE. WHEN THE TRACKING PAD IS LOCATED AT A HIGH SPOT AND HAS NO DRAINAGE TO CONVEY, A PIPE WILL NOT BE NECESSARY. PIPE SHOULD BE SIZED ACCORDING TO THE AMOUNT OF RUNOFF TO BE CONVEYED. A 6" MINIMUM WILL BE REQUIRED.
4. LOCATION - A STABILIZED CONSTRUCTION ENTRANCE SHALL BE LOCATED AT EVERY POINT WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES A CONSTRUCTION SITE. VEHICLES LEAVING THE SITE MUST TRAVEL OVER THE ENTIRE LENGTH OF THE STABILIZED CONSTRUCTION ENTRANCE. REFER TO EROSION CONTROL PLAN

TRACKING PAD DETAIL

NTS



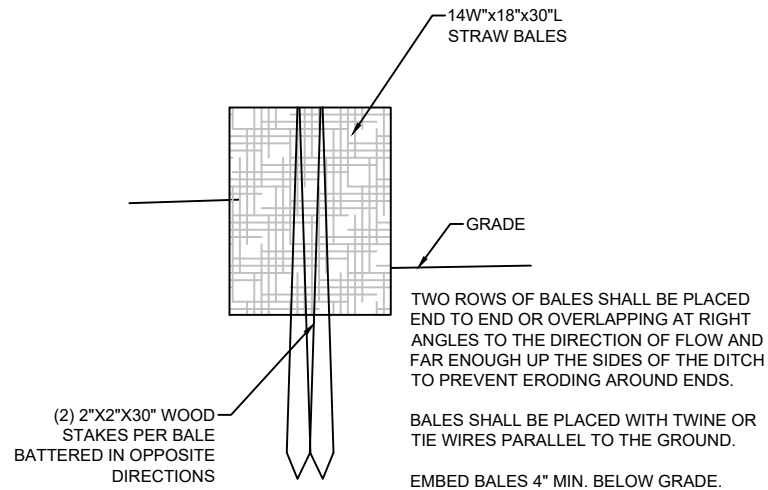


GENERAL NOTES:

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 2"X4". THE REBAR, STEEL PIPE OR WOOD SHALL BE INSTALLED IN THE REAR FLAP AND SHALL NOT BLOCK THE TOP HALF OF THE CURB FACE OPENING.
4. FRONT LIFTING FLAP IS TO BE USED WHEN REMOVING AND MAINTAINING FILTER BAG.
5. INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.
6. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.
7. 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.

INLET PROTECTION DETAIL

NTS



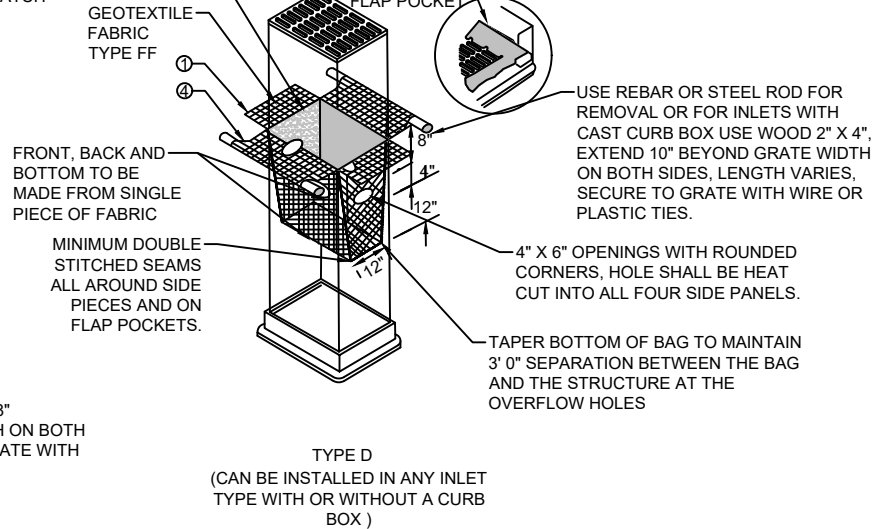
EROSION BALE OR EQUAL DITCH CHECK DETAIL

NTS

INSTALLATION NOTES:

- TYPE B & C
1. TYPE FF GEOTEXTILE FABRIC (EXTEND FABRIC A MINIMUM OF 10" AROUND GRATE PERIMETER FOR MAINTENANCE OR REMOVAL.
 2. 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
1. 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.
 2. 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 SPECIFICATIONS AS PER THE PLAN DIMENSION LENGTH AND WIDTH TO MATCH



PROVIDE WOVEN GOETEXTILE FABRIC. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVILANT IS REQUIRED. FOLD FABRIC 3" OVER NYLON CORD.

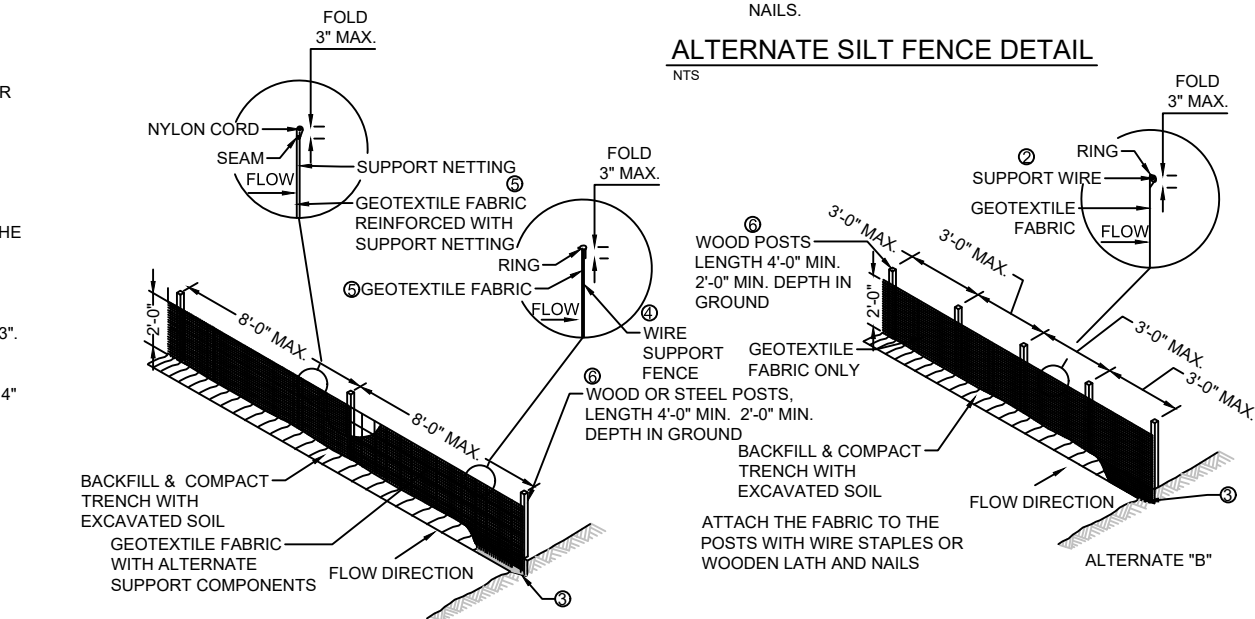
EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR 8" OF THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH. BACKFILL & COMPACT WITH EXCAVATED SOIL.

NOTES:

1. CONTRACTOR SHALL INSPECT SILT FENCE DAILY AND REPAIR OR REPLACE AS NEEDED. SEDIMENT SHALL BE REMOVED AND PROPERLY DISPOSED OF WHEN DEPOSITS REACH 1/2 THE HEIGHT OF THE FENCE.
2. ATTACH THE FABRIC TO THE POSTS WITH WIRE STAPLES OR WOODEN LATH AND NAILS.

ALTERNATE SILT FENCE DETAIL

NTS



GENERAL SILT FENCE NOTES

DETAIL OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS. WHEN POSSIBLE THE SILT FENCE SHOULD BE CONSTRUCTED IN AN ARC OR HORSESHOE SHAPE, WITH THE ENDS POINTING UPSLOPE TO MAXIMIZE BOTH STRENGTH AND EFFECTIVENESS.

1. CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP 1 OF POSTS AS DIRECTED BY THE ENGINEER.
2. MINIMUM 14 GAGE WIRE REQUIRED, FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.
3. EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
4. WIRE SUPPORT FENCE SHALL BE 14 GAGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C-C.
5. GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF 3/4" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED.
6. STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.28 LBS/LINEAL FOOT (WITHOUT ANCHOR). FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 4" DIA. OR 1 1/2" X 3 1/2" EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OAK OR HICKORY.
7. ALTERNATES A & B ARE EQUAL AND EITHER MAY BE USED.

NOTES:

ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

SILT FENCE DETAIL

NTS



Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203

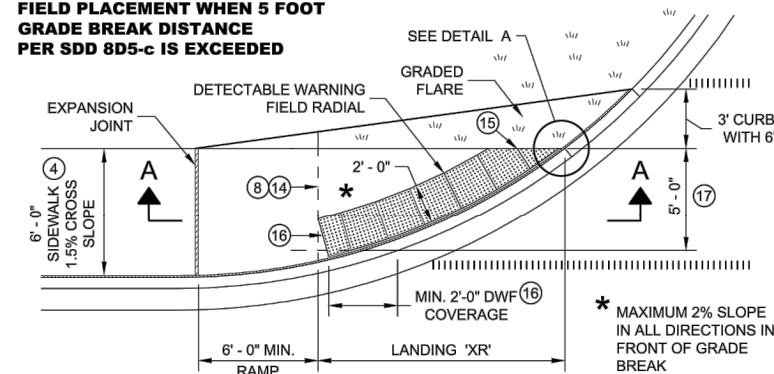
DATE:
4/14/2021
PROJECT:
P320-20141
SITE NO:
783
BUILDING NO:
1800

FILE NAME: \\W302\S02\DP\PROJECT\SPP320 - NORTH POINT PARKING LOT\02-CAD\CONSTRUCTION SHEETS\201-214 CONSTRUCTION DETAILS.DWG PLOT DATE: 13/04/2021 PLOT BY: JANSSEN, CLIFTON

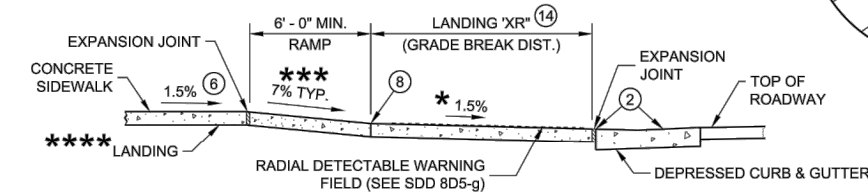


SDD 08D05-f Curb Ramps Radial Detectable Warning Field Applications

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED

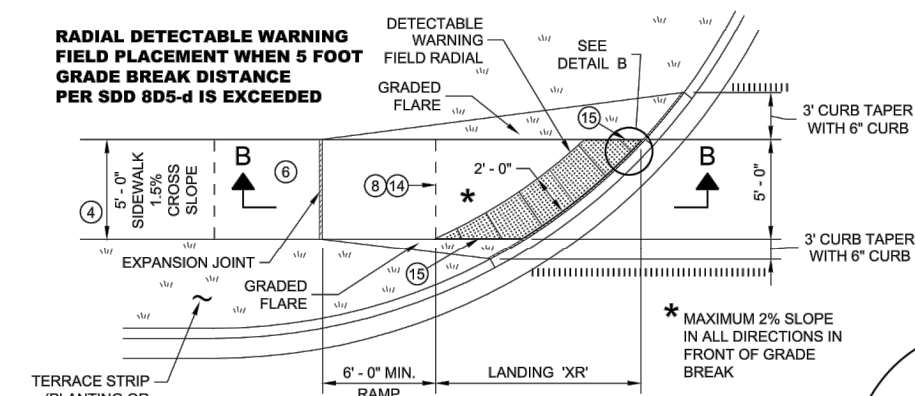


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

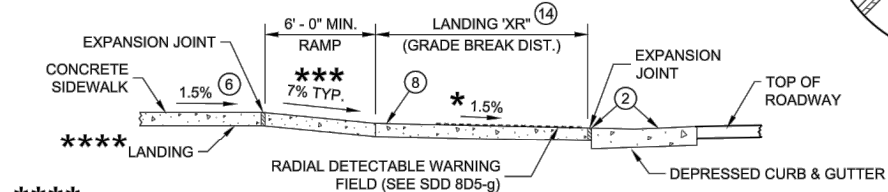


SECTION A - A FOR TYPE 4A1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



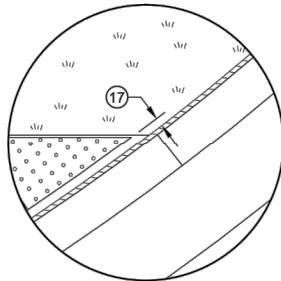
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



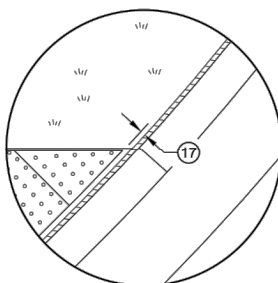
SECTION B - B FOR TYPE 4B1

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



DETAIL A



DETAIL B

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 RAMP AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMP. TYPE 4A AND 4B CURB RAMP ARE NOT SHOWN.

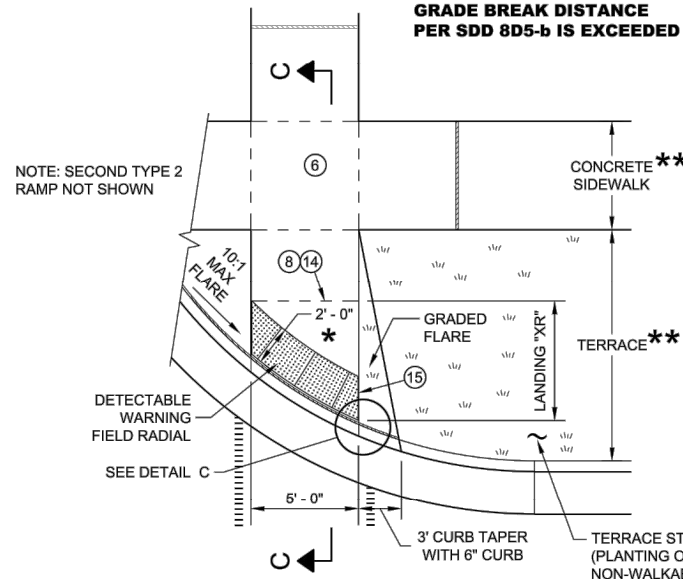
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

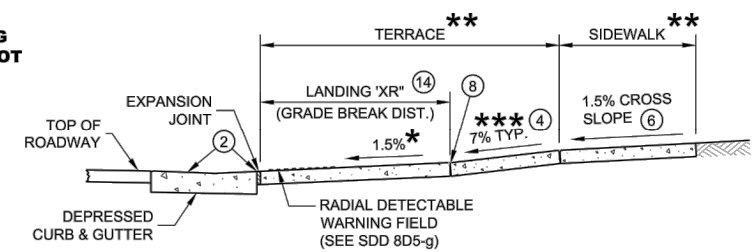
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 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.
- 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.

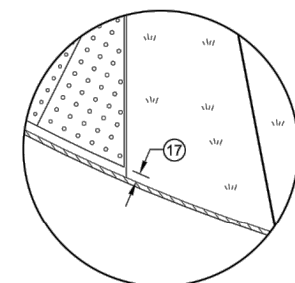
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED



**PLAN VIEW
CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)**



SECTION C - C FOR TYPE 2



DETAIL C

**CURB RAMP
RADIAL DETECTABLE WARNING
FIELD APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER AND GREEN INFRASTRUCTURE
NORTH POINT PARKING LOT
2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202



Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203

DATE:
4/14/2021
PROJECT:
P320-20141
SITE NO:
783
BUILDING NO:
1800

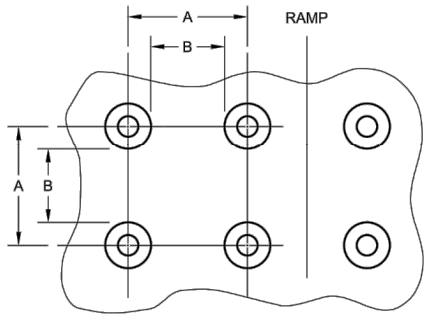
FILE NAME: \\W302\S02\DP\PROJECTS\P320 - NORTH POINT PARKING LOT\02-CAD\CONSTRUCTION SHEETS\201-214 CONSTRUCTION DETAILS.DWG PLOT DATE: 13/04/2021 PLOT BY: JANSSEN, CLIFTON



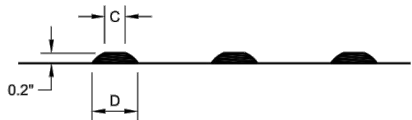
SDD 08D05-g: Curb Ramps Rectangular and Radial Detectable Warning Plates

	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.

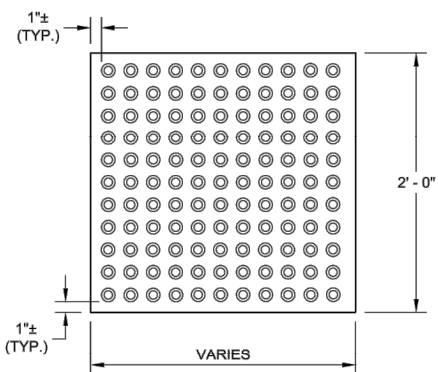


PLAN VIEW

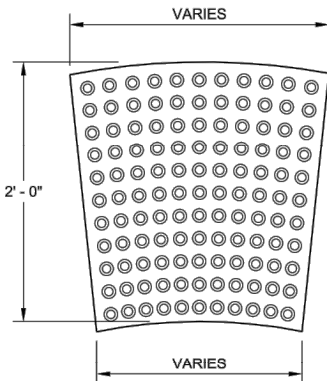


ELEVATION VIEW

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.

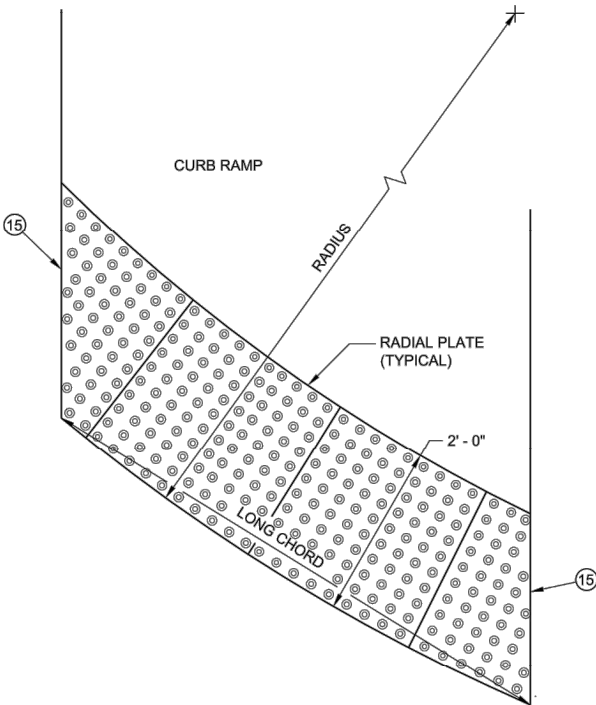
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

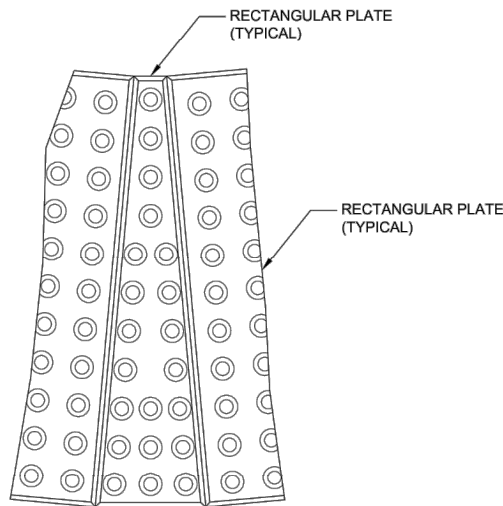
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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 1/8" 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 DEVELOPMENT UNIT SUPERVISOR



Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
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RECONSTRUCT PARKING LOT, CONSRUCT BREAK WATER AND GREEN INFRASTRUCTURE
NORTH POINT PARKING LOT
2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202

FILE NAME: \\W302\S02\DP\PROJECTS\P320 - NORTH POINT PARKING LOT\02-CAD\CONSTRUCTION SHEETS\201-214 CONSTRUCTION DETAILS.DWG PLOT DATE: 13/04/2021 PLOT BY: JANSSEN, CLIFTON

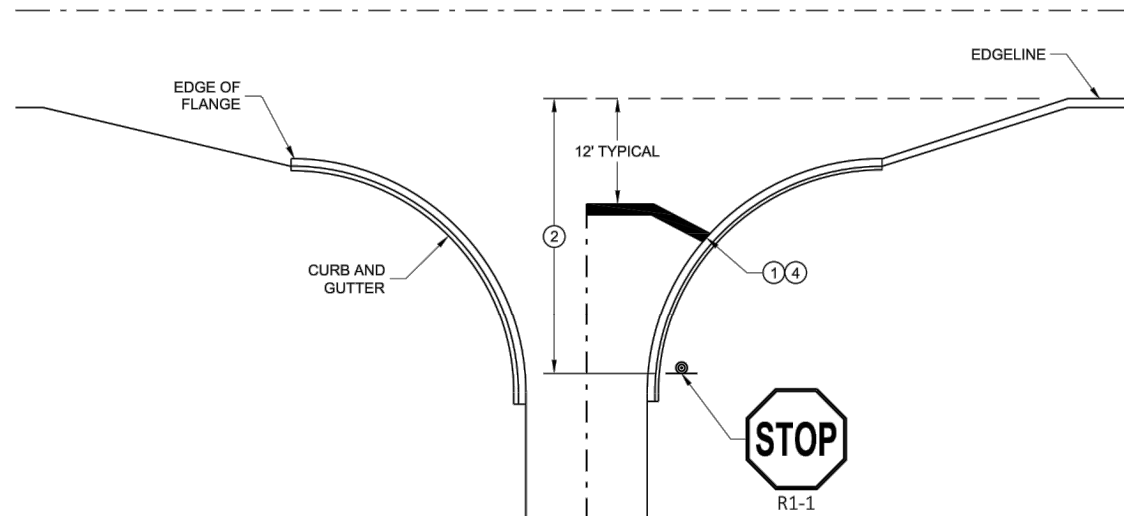


SDD 15C33 Stop Line and Crosswalk Pavement Marking

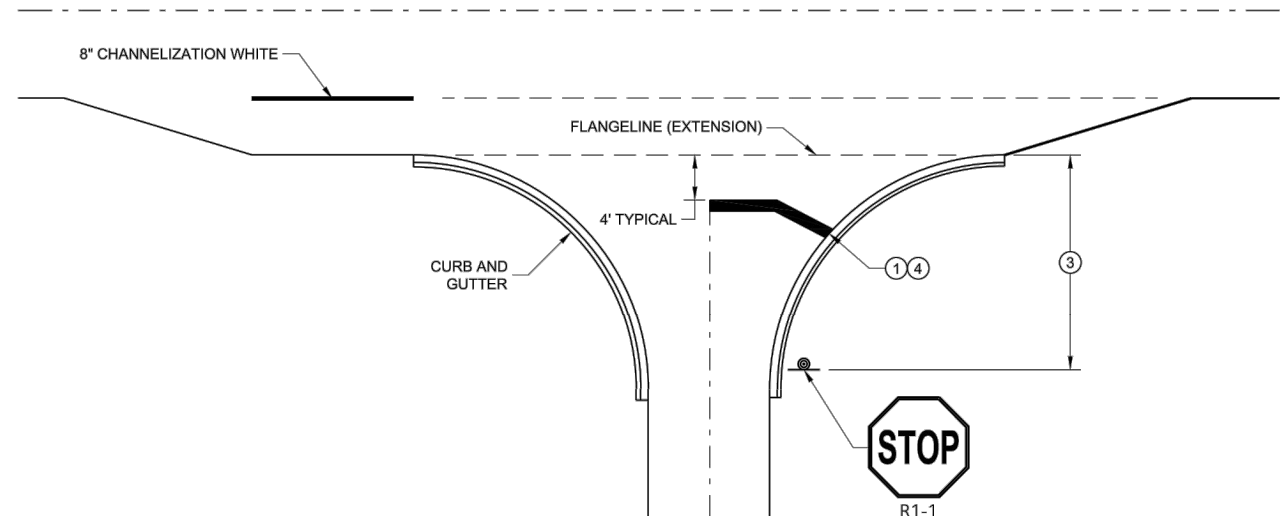
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

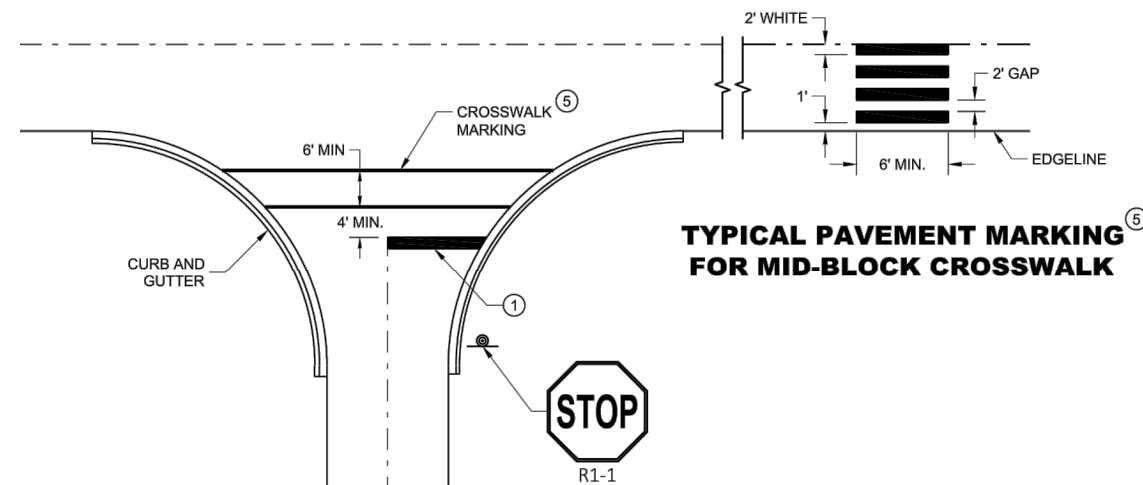
- 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- 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

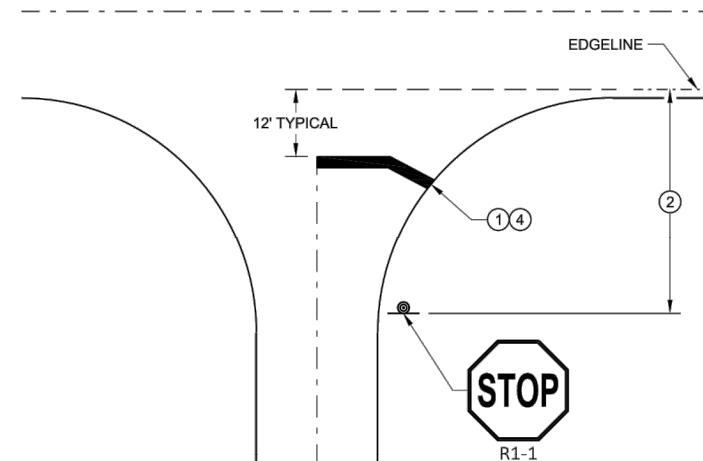


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK



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 MARKING
ENGINEER

FWHA

RECONSTRUCT PARKING LOT, CONSRUCT BREAK WATER AND GREEN INFRASTRUCTURE
NORTH POINT PARKING LOT
2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202



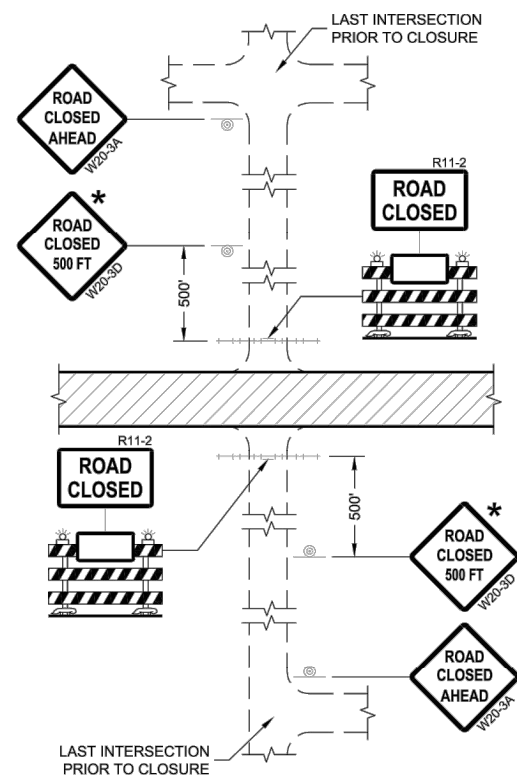
Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203

DATE:
4/14/2021
PROJECT:
P320-20141
SITE NO:
783
BUILDING NO:
1800

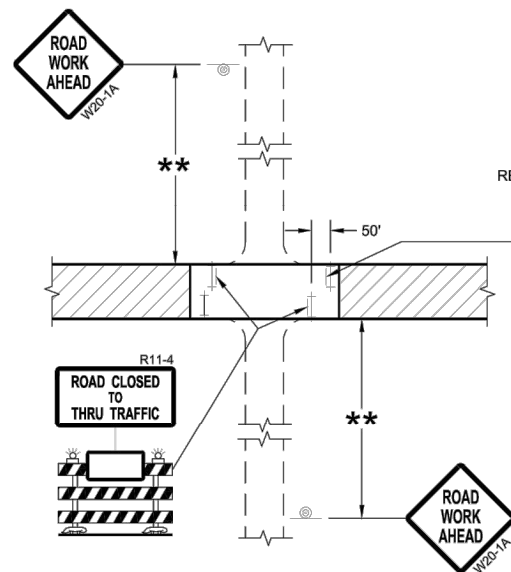
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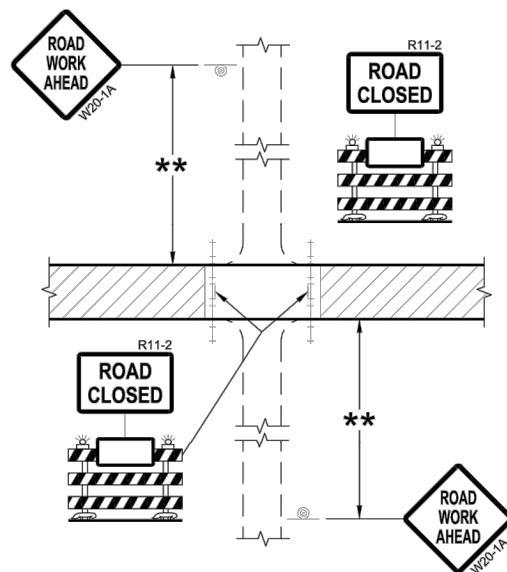
SDD 15C03 Barricades and Signs for Sideroad Closures



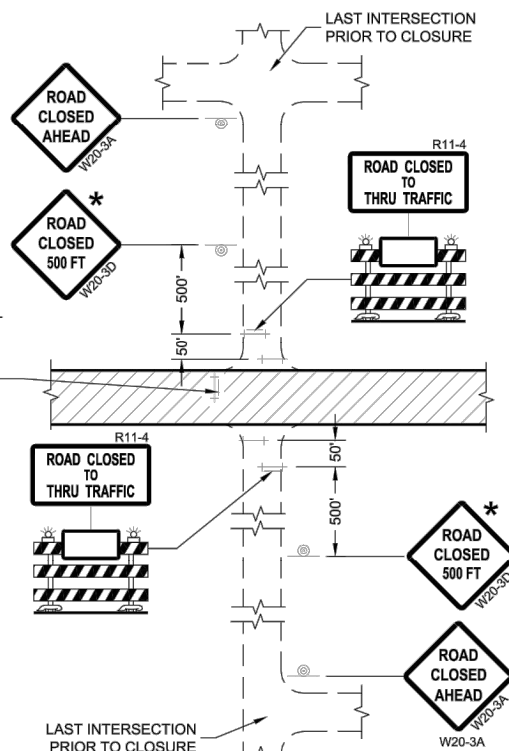
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C03 - 05

RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER AND GREEN INFRASTRUCTURE
NORTH POINT PARKING LOT
2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202



Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203

DATE:
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P320-20141
SITE NO:
783
BUILDING NO:
1800



SDD 08D05 - 20e



SDD 08D05 - 20e

SECTION B - B FOR TYPE 7A

C214

PLOT BY: Heather Stabo

PLOT DATE: 4/22/2021 10:55:19 AM

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NOTES:
THE UNDERGROUND UTILITY INFORMATION AS SHOWN HEREIN IS BASED, IN PART, ON INFORMATION FURNISHED BY UTILITY COMPANIES, MILWAUKEE COUNTY, LOCAL MUNICIPALITIES, MILWAUKEE METROPOLITAN SEWERAGE DISTRICT, WISCONSIN DEPARTMENT OF TRANSPORTATION, PRIVATE LOCATORS, AND MILWAUKEE COUNTY PARKS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.

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CONTRACTOR SHALL VERIFY ALL EXISTING UTILITY LOCATIONS (VERTICALLY AND HORIZONTALLY) PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE ENGINEER.

HORIZONTAL DATUM: WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 1983(2011) IN U.S. SURVEY FEET; GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES.

VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM (NADV) OF 1988(12). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.



EXISTING CONDITIONS - TOPOGRAPHY

RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER, AND GREEN INFRASTRUCTURE



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2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202

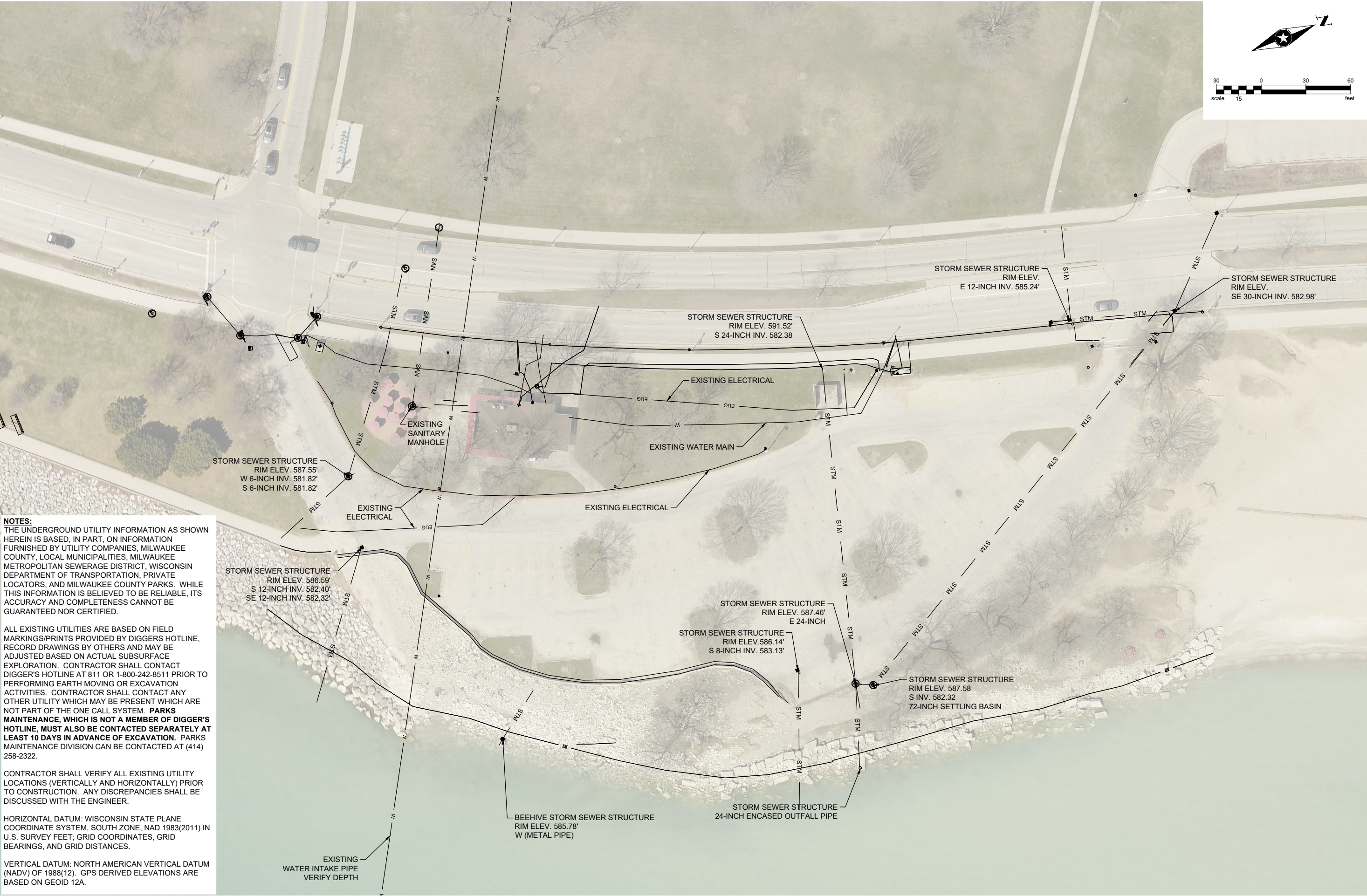
NORTH POINT PARKING LOT

DATE:
04/13/2021
PROJECT:
P320-20141
SITE NO:
783
BUILDING NO:
1800

PLOT BY: Heather Stabo

PLOT DATE: 4/22/2021 12:05:46 PM

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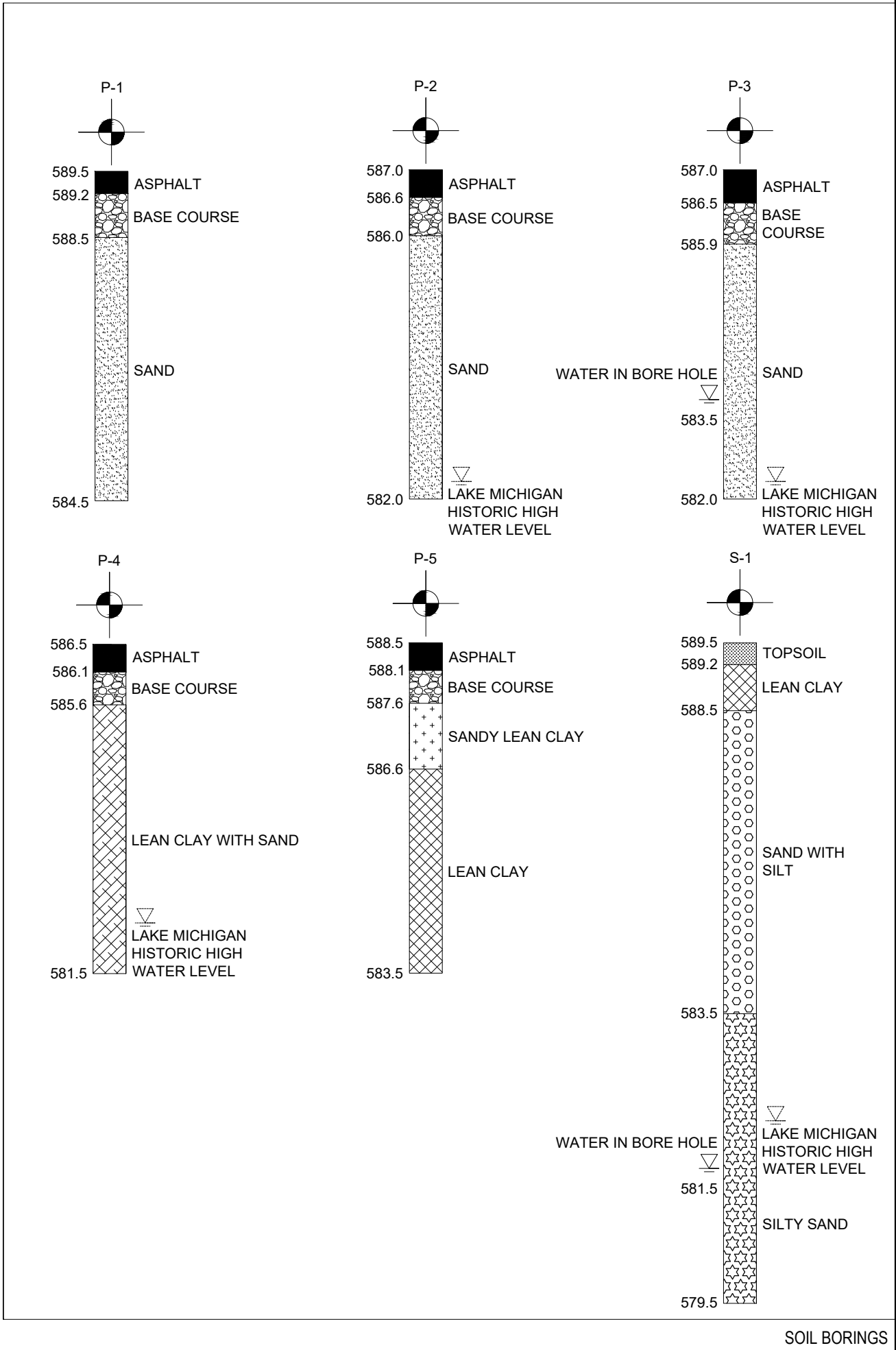
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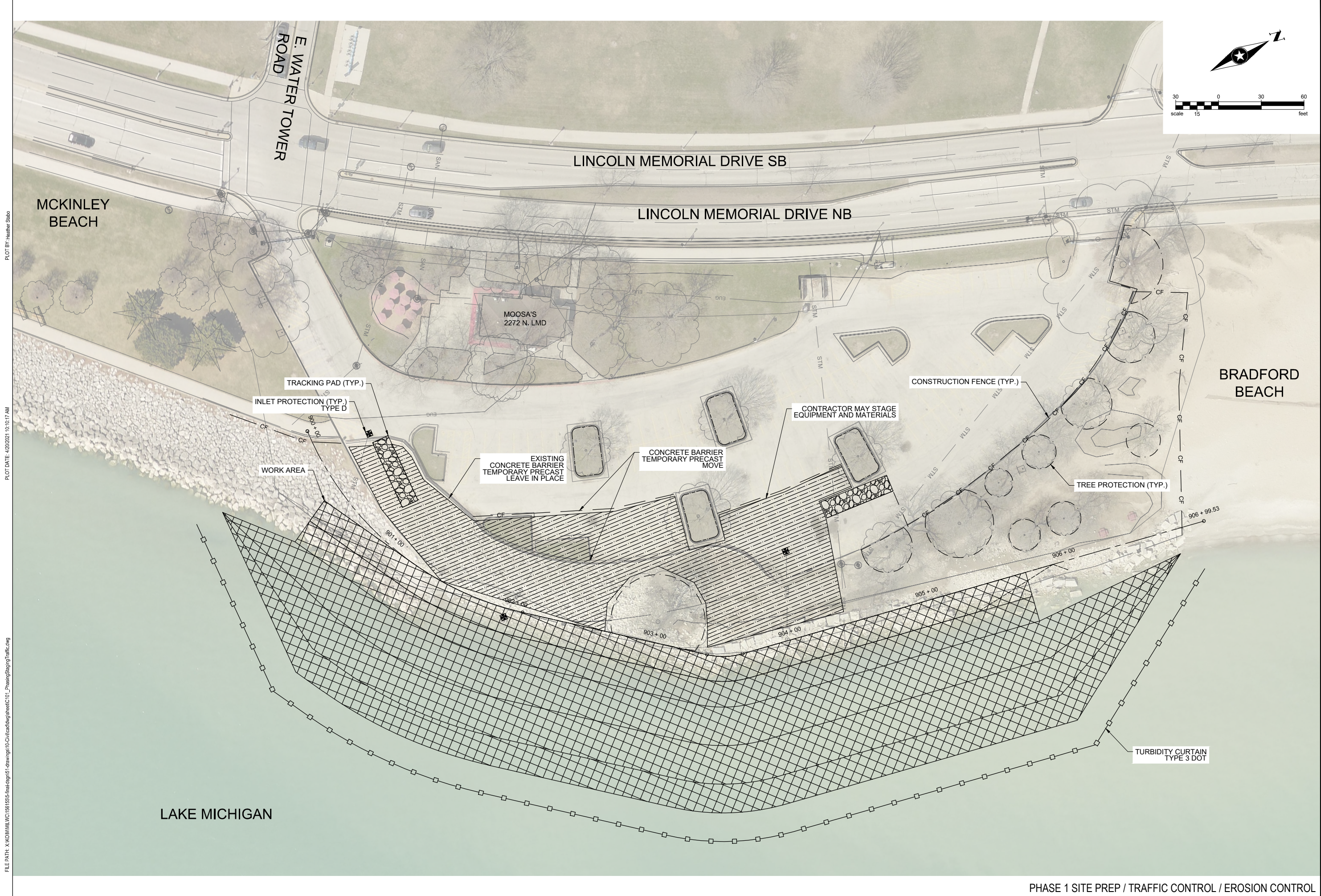
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Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203

RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER, AND GREEN INFRASTRUCTURE
NORTH POINT PARKING LOT
2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202



DATE:
04/13/2021
PROJECT:
P320-20141
SITE NO:
783
BUILDING NO:
1800





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PLOT BY: Heather Stabo

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Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203

RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER, AND GREEN INFRASTRUCTURE

NORTH POINT PARKING LOT

2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202

DATE:
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P320-20141

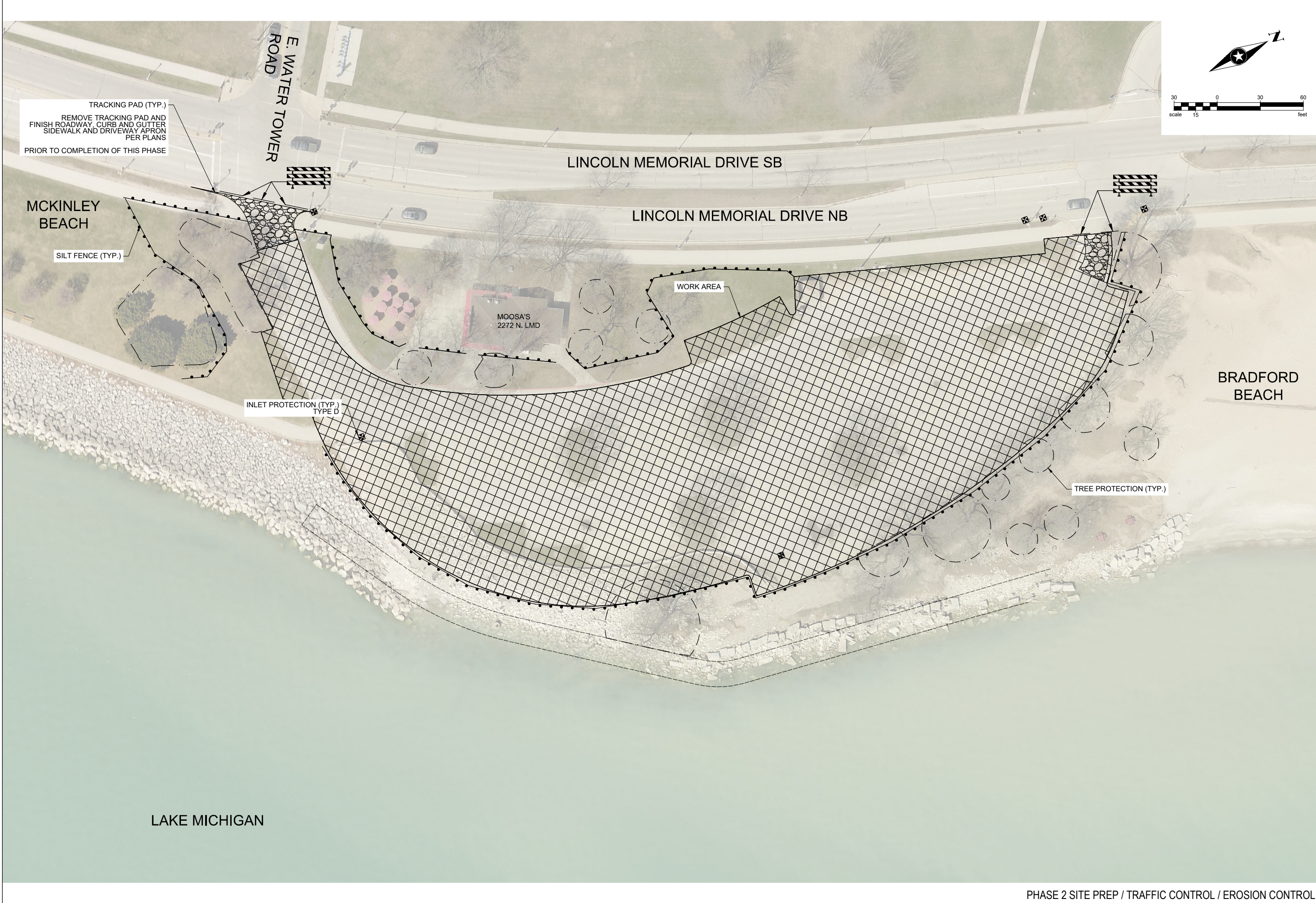
SITE NO:
783

BUILDING NO:
1800

PHASE 1 SITE PREP / TRAFFIC CONTROL / EROSION CONTROL

C101

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DATE:
04/13/2021

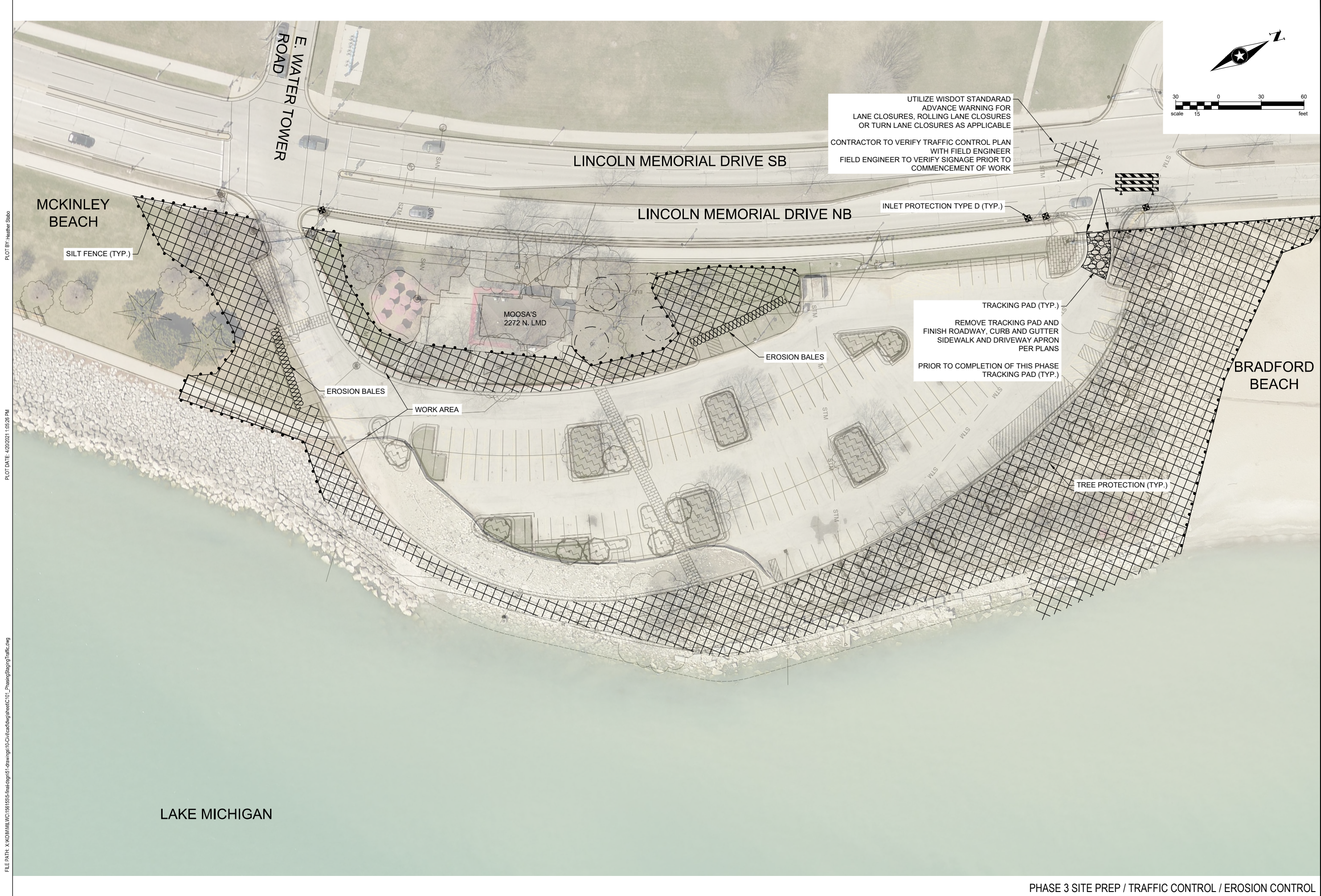
PROJECT:
P320-20141

SITE NO:
783

BUILDING NO:
1800

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Architectural, Engineering & Environmental Services
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RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER, AND GREEN INFRASTRUCTURE
NORTH POINT PARKING LOT
2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202



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DATE:
04/13/2021

PROJECT:
P320-20141

SITE NO:
783

BUILDING NO:
1800

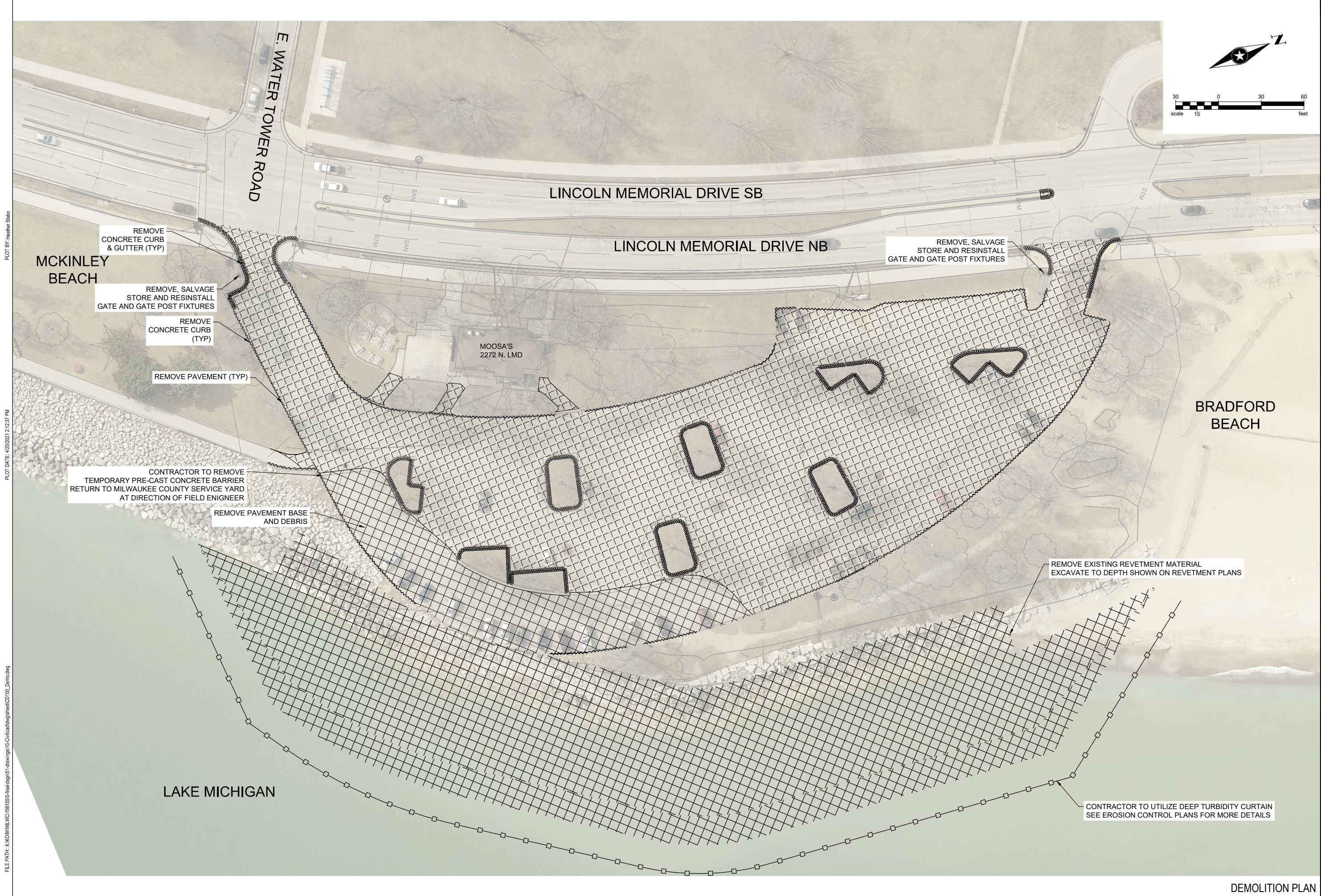
Milwaukee County Dept. of Administrative Services
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RECONSTRUCT PARKING LOT, CONSTRUCT BREAK WATER, AND GREEN INFRASTRUCTURE
NORTH POINT PARKING LOT
2272 N. LINCOLN MEMORIAL DR., MILWAUKEE, WI 53202

PHASE 3 SITE PREP / TRAFFIC CONTROL / EROSION CONTROL

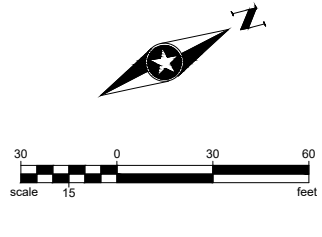
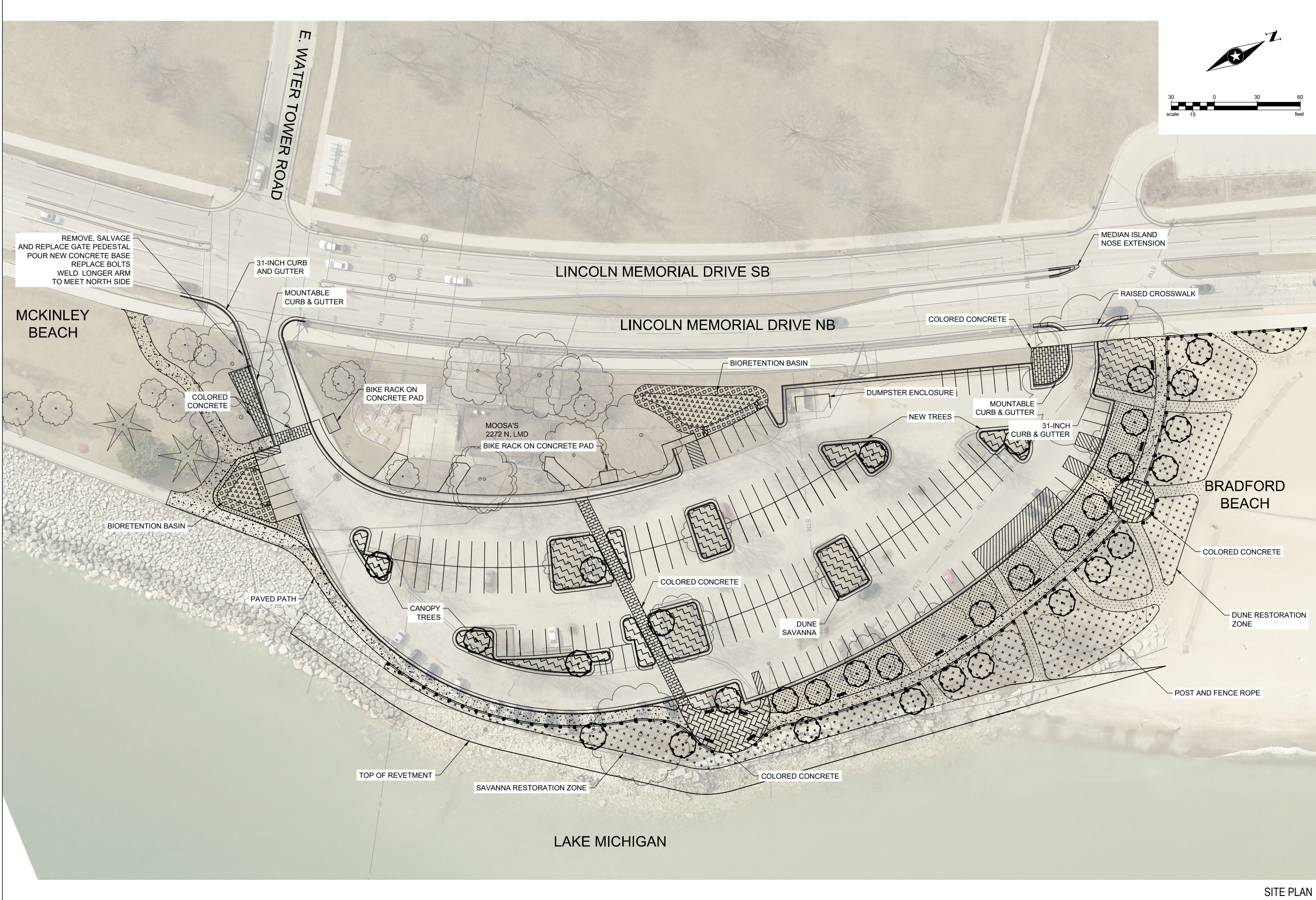
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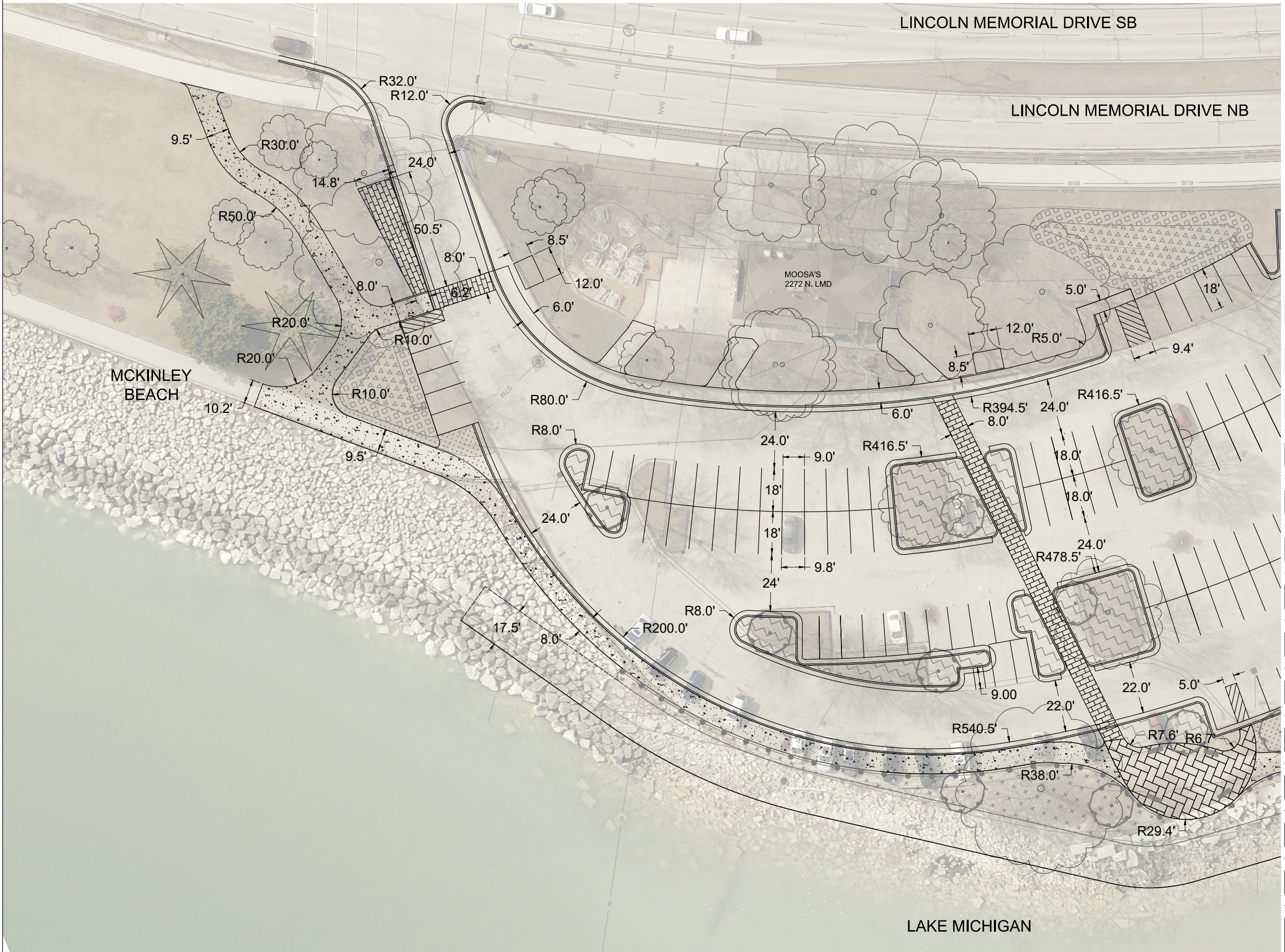
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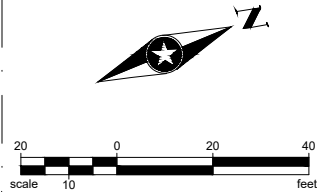
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PLOT BY: Heather Stobo



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PLOT BY: Heather Stabo



MATCH LINE A-A



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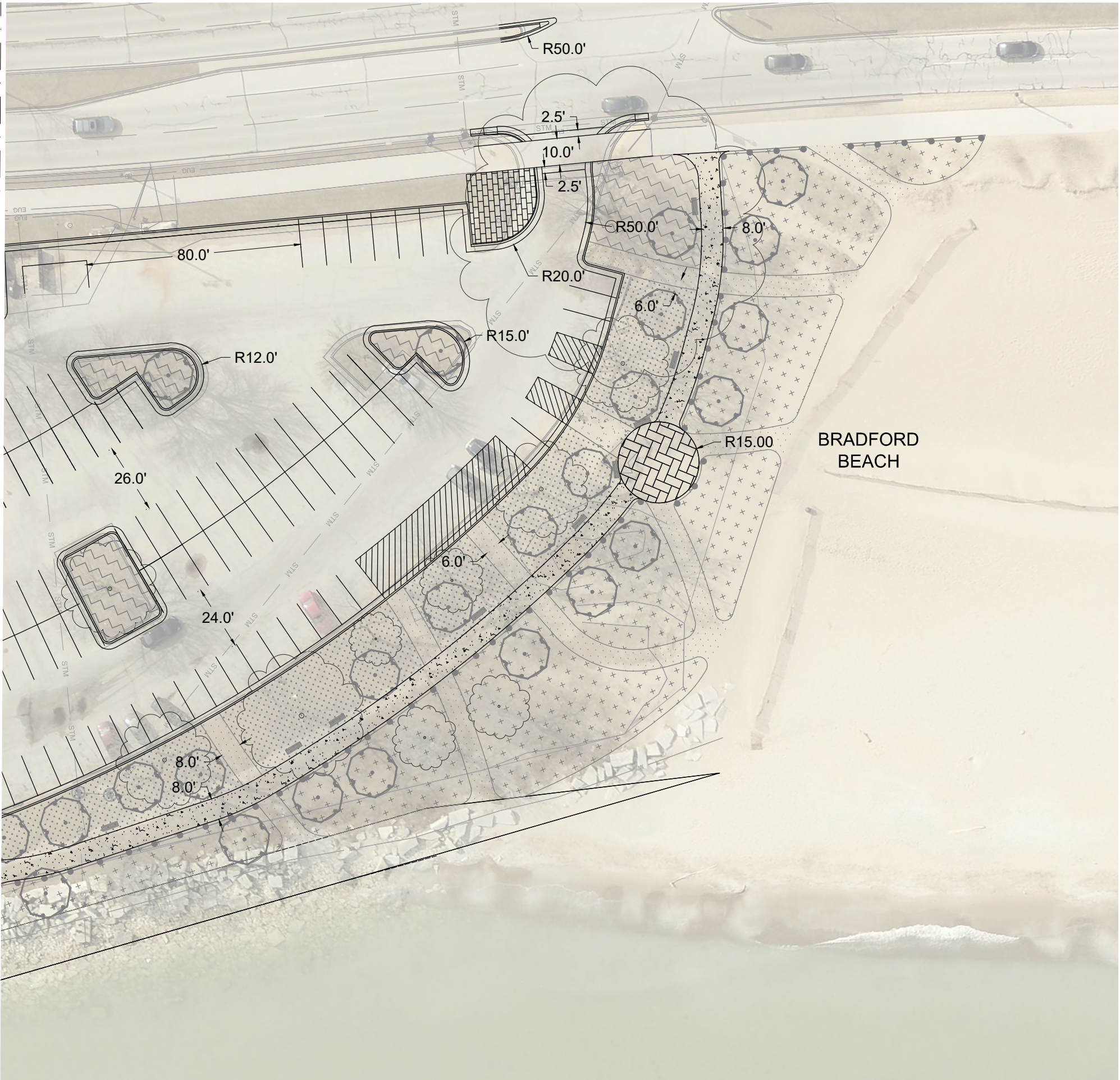
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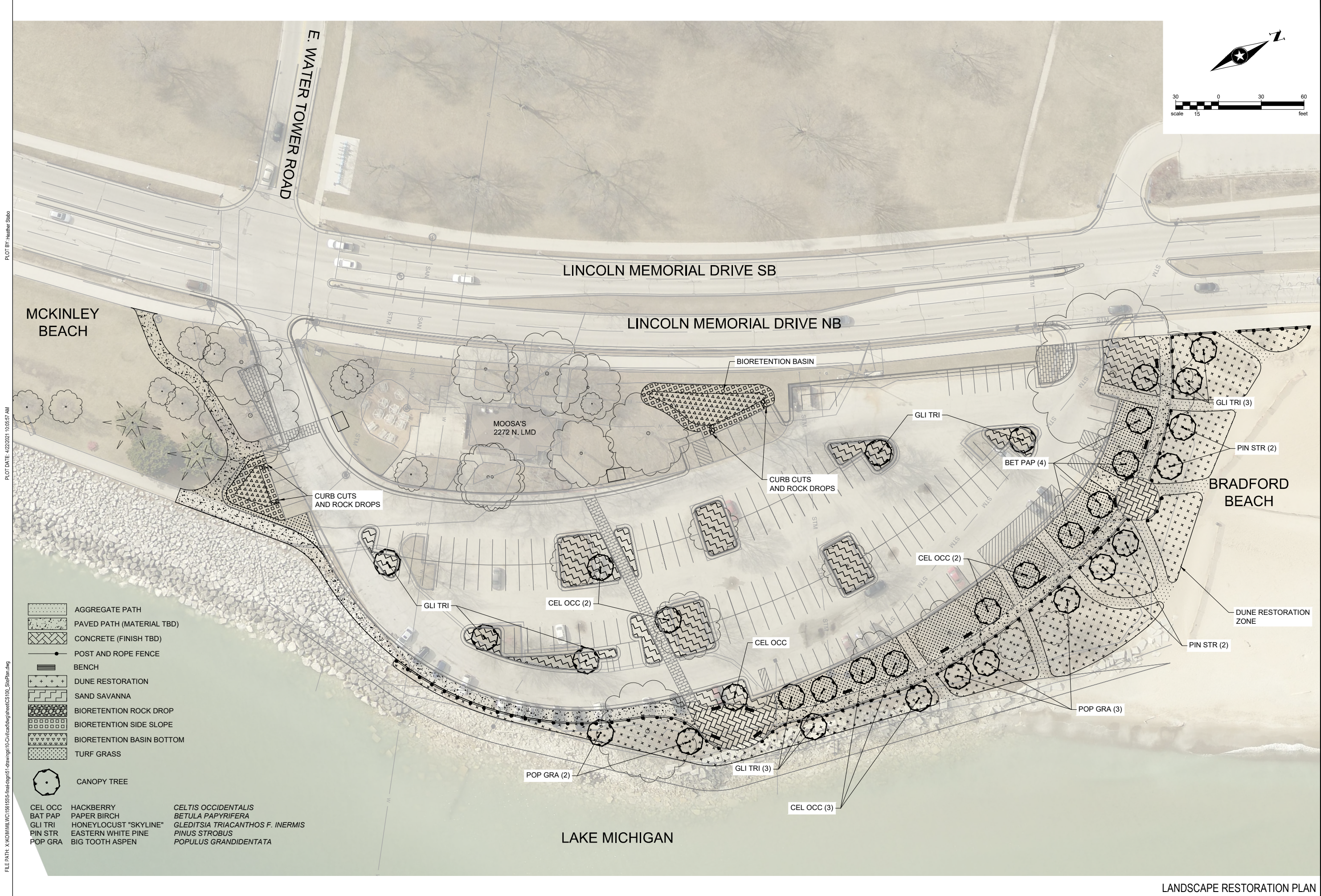
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CIVIL PLANVIEW

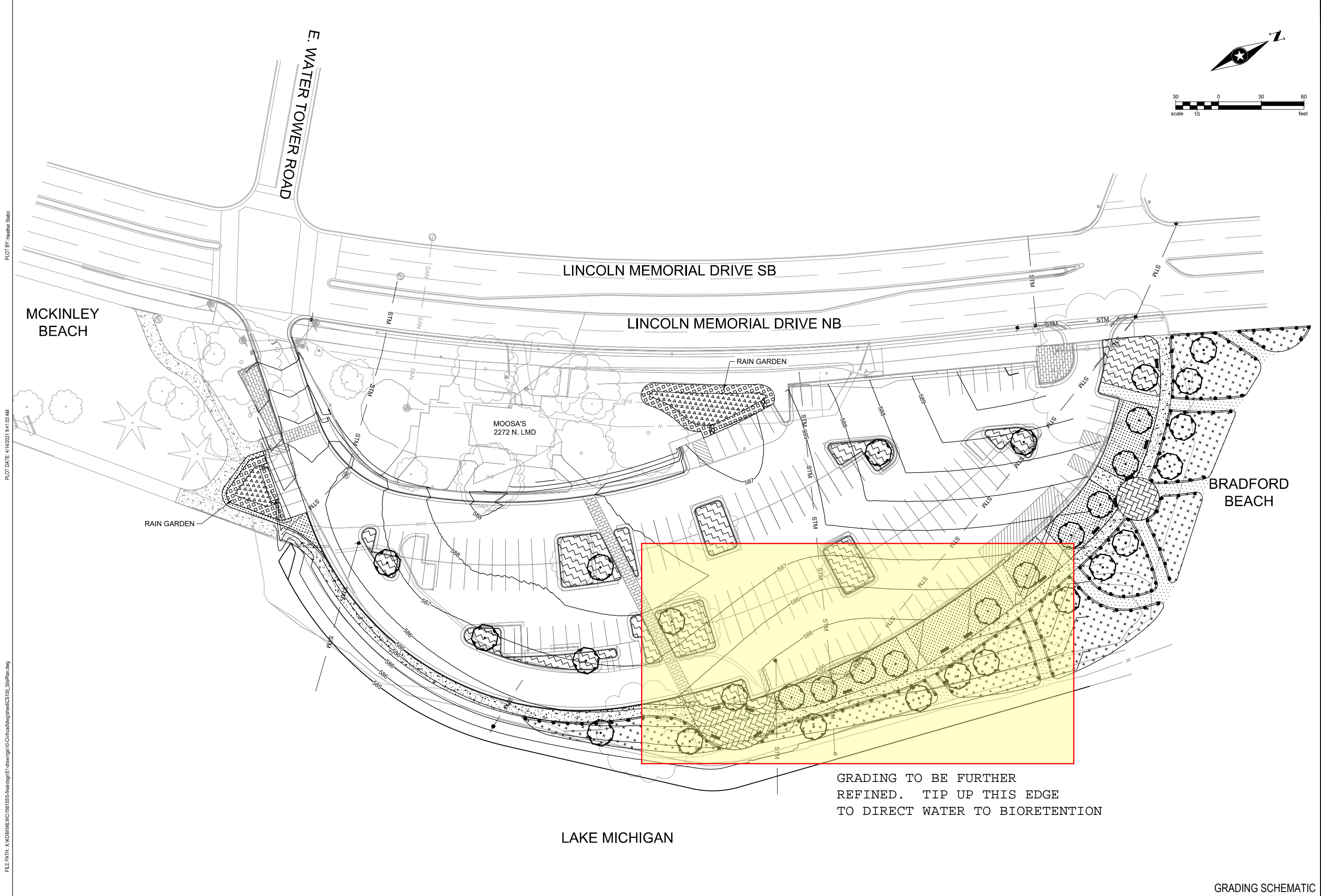
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MATCH LINE A-A





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PLOT BY: Heather Stobo

GRADING SCHEMATIC

CG101

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633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203



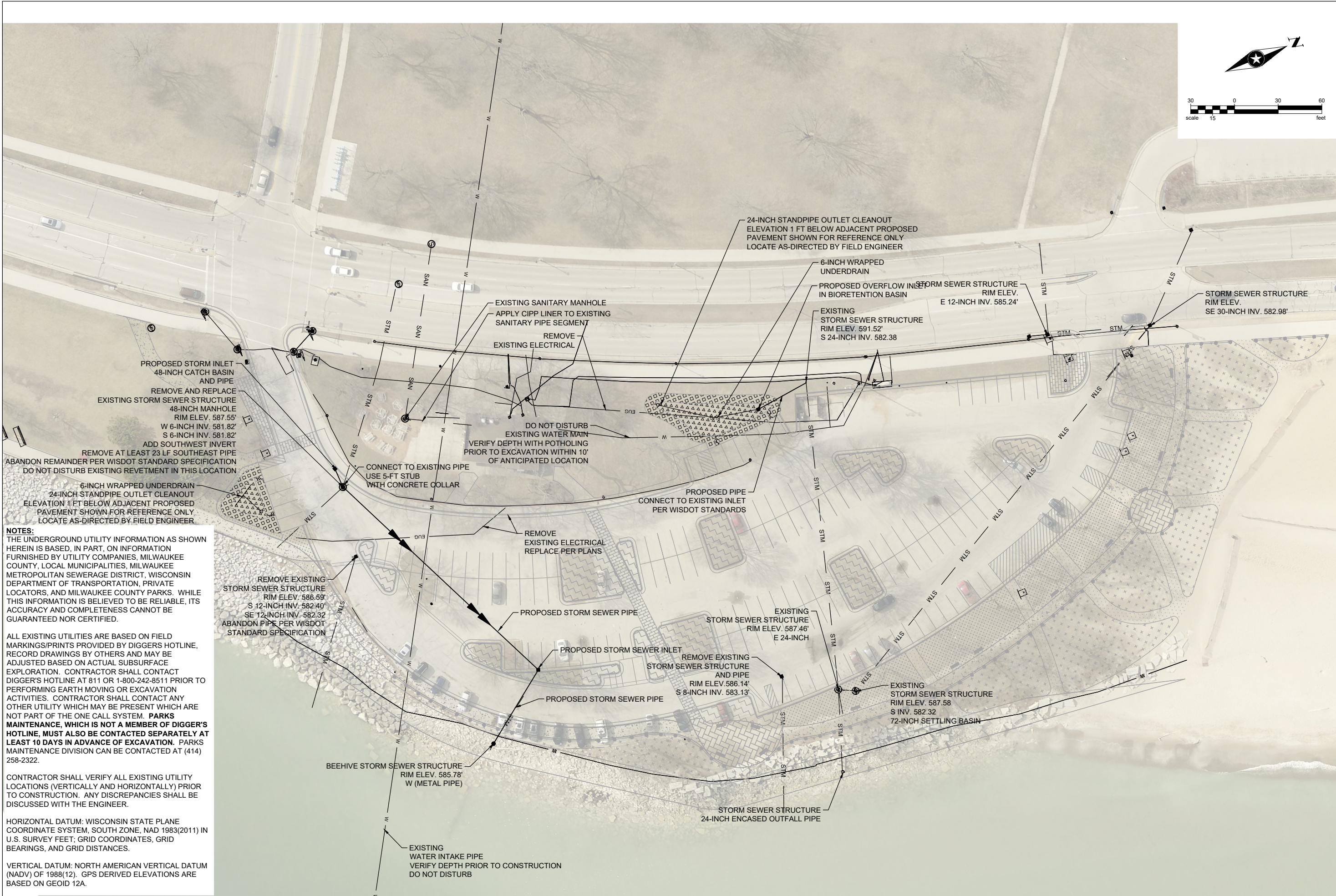
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PLOT BY: Heather Stabo

PLOT DATE: 4/22/2021 9:49:24 AM

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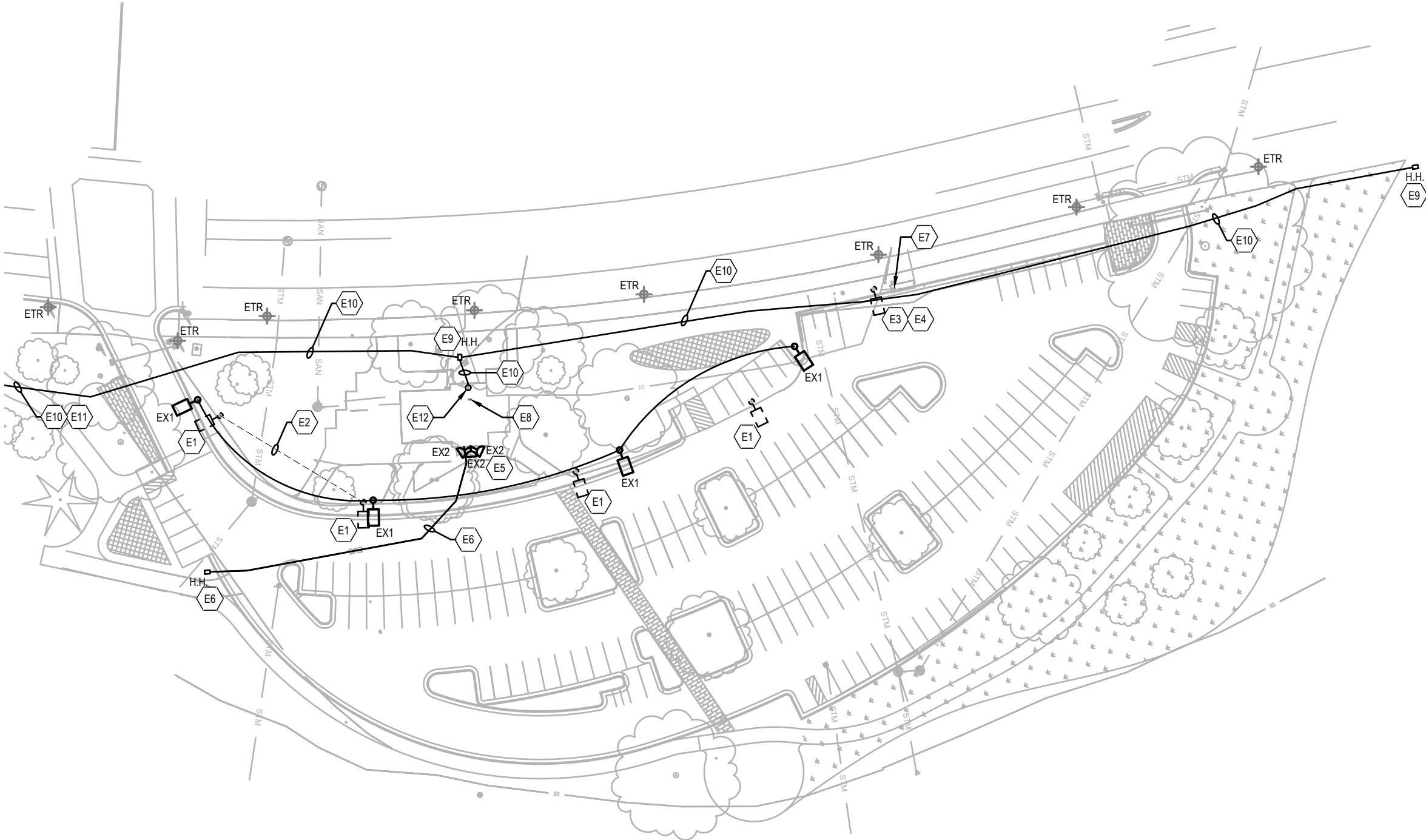
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Milwaukee County Dept. of Administrative Services
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Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203

PLOT BY: John Fry

PLOT DATE: 4/20/2021 8:02:50 AM

FILE PATH: M:\2020\202008 - North Point Parking Lot\Drawings\E101 ELECTRICAL PLAN - NORTH POINT CONCESSIONS PARKING LOT.dwg



1 ELECTRICAL PLAN - NORTH POINT CONCESSIONS PARKING LOT
SCALE: 1/64" = 1'-0"

SHEET NOTES

- EXISTING CONDITIONS ARE DEPICTED BASED ON EXISTING DOCUMENTATION AVAILABLE AND LIMITED SITE VERIFICATION. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS.
- ALL EXTERIOR BRANCH CIRCUIT WIRING SHALL BE TYPE XHHW, #8 AWG MINIMUM CONDUCTOR SIZE.
- ALL EXTERIOR UNDERGROUND CONDUIT SHALL BE TYPE HDPE, 1-1/4" DIA. MINIMUM UNLESS OTHERWISE NOTED.

KEY NOTES

- | | |
|-----|--|
| E1 | DISCONNECT AND REMOVE EXISTING LIGHT FIXTURE, CONCRETE POLE, AND ASSOCIATED UNDERGROUND BRANCH CIRCUIT WIRING BACK TO PANEL IN BUILDING. |
| E2 | REMOVE EXISTING OVERHEAD WIRING BETWEEN POLES. |
| E3 | DISCONNECT AND REMOVE EXISTING FLOODLIGHTS, WOOD POLE, AND ASSOCIATED UNDERGROUND BRANCH CIRCUIT WIRING BACK TO PANEL IN BUILDING. |
| E4 | DISCONNECT AND REMOVE EXISTING ABANDONED WEATHERPROOF DISCONNECT SWITCH, TIME CLOCK, AND TELEPHONE BOX FROM WOOD POLE, AND ASSOCIATED UNDERGROUND BRANCH CIRCUIT WIRING BACK TO PANEL IN BUILDING. |
| E5 | DISCONNECT AND REMOVE (3) EXISTING FLOODLIGHTS FROM MAST-ARM MOUNT ON BUILDING. EXISTING CIRCUIT TO REMAIN TO SERVE NEW LED FLOODLIGHTS (TYPE EX2). PROVIDE NEW LIGHT SWITCH CONTROL FOR FLOODLIGHTS. |
| E6 | PROVIDE NEW HANDHOLE (WITH "ELECTRIC" LEGEND) TO INTERCEPT THE EXISTING UNDERGROUND BRANCH CIRCUIT TO NORTH JETTY LIGHTS. REPLACE PORTION OF UNDERGROUND BRANCH CIRCUIT CONDUIT AND WIRING BACK TO PANEL IN BUILDING. |
| E7 | EXISTING IRRIGATION SYSTEM CONTROL PANEL AND UNDERGROUND BRANCH CIRCUIT TO REMAIN. |
| E8 | EXISTING PANEL IN CONCESSION BUILDING - SQUARE D TYPE NQO, 400A MLO, 120/240V, 1PH, 3W. REUSE EXISTING CIRCUIT 36 (40A/2P) AND TIME CLOCK TO SERVE NEW PARKING LOT LIGHTS. |
| E9 | PROVIDE 24"x36"x24" HANDHOLE (WITH "COMMUNICATIONS" LEGEND) FOR FUTURE FIBER OPTIC COMMUNICATION CABLE. |
| E10 | PROVIDE 2" HDPE DUCT WITH NYLON PULL ROPE FOR FUTURE FIBER COMMUNICATION CABLE. INSTALL DETECTABLE WARNING TAPE IN TRENCH ABOVE THE DUCT. |
| E11 | EXTEND 2" HDPE DUCT TO COMMUNICATIONS HANDHOLE LOCATED ON SOUTH SIDE OF WALKWAY. SEE SHEET CS100 FOR EXACT LOCATION. |
| E12 | TRANSITION FROM 2" HDPE DUCT TO 2" RIGID CONDUIT AND ENTER THROUGH BUILDING WALL. PROVIDE JUNCTION BOX AT EXTERIOR WALL INSIDE WOMENS REST ROOM, THEN EXTEND 2" EMT FROM JUNCTION BOX UP THE WALL AND ACROSS THE CEILING INTO THE UTILITY ROOM. COORDINATE WITH MILWAUKEE COUNTY FOR FINAL TERMINATION OF THE CONDUIT. NOTE THAT WALL AND CEILING PANELS IN WOMENS RESTROOM ARE ASBESTOS. ASBESTOS ABATEMENT TO BE DONE BY MILWAUKEE COUNTY UNDER SEPARATE CONTRACT PRIOR TO CONDUIT INSTALLATION. |

RECONSTRUCT ROADWAY AT NORTH POINT CONCESSIONS
NORTH POINT CONCESSIONS PARKING LOT
XXX, MILWAUKEE, WI 53209

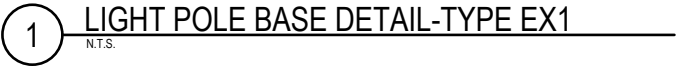


Milwaukee County Dept. of Administrative Services
FACILITIES MANAGEMENT DIVISION
Architectural, Engineering & Environmental Services
633 WEST WISCONSIN AVENUE, SUITE 1000 MILWAUKEE, WI 53203

DATE:
05/07/2021
PROJECT:
P320-20141
SITE NO:
783
BUILDING NO:
1800

LIGHTING FIXTURE SCHEDULE								
FIXT.	DESCRIPTION	LAMPING		VOLT	MANUFACTURER	CATALOG NUMBER	MOUNTING	SEE NOTE
		TYPE	INPUT					
EX1	SINGLE HEAD, TYPE IV, LED ROADWAY FIXTURE WITH 20' RTA ALUMINUM POLE	16,022 LUMENS, 3000K LED	130W	UNV	CREE HAPCO	OSQ-DA-BK / OSQ-A-NM-4ME-K-30K-UL-BK RTA20B5A4-BA	DIRECT ARM MOUNT ON 20' POLE	1,2
EX2	LED FLOODLIGHT	21,349 LUMENS, 3000K LED	166W	UNV	CREE	OSQ-A-UB-60D-T-30K-UL-BZ	2" TENON ON EXISTING ARM	3

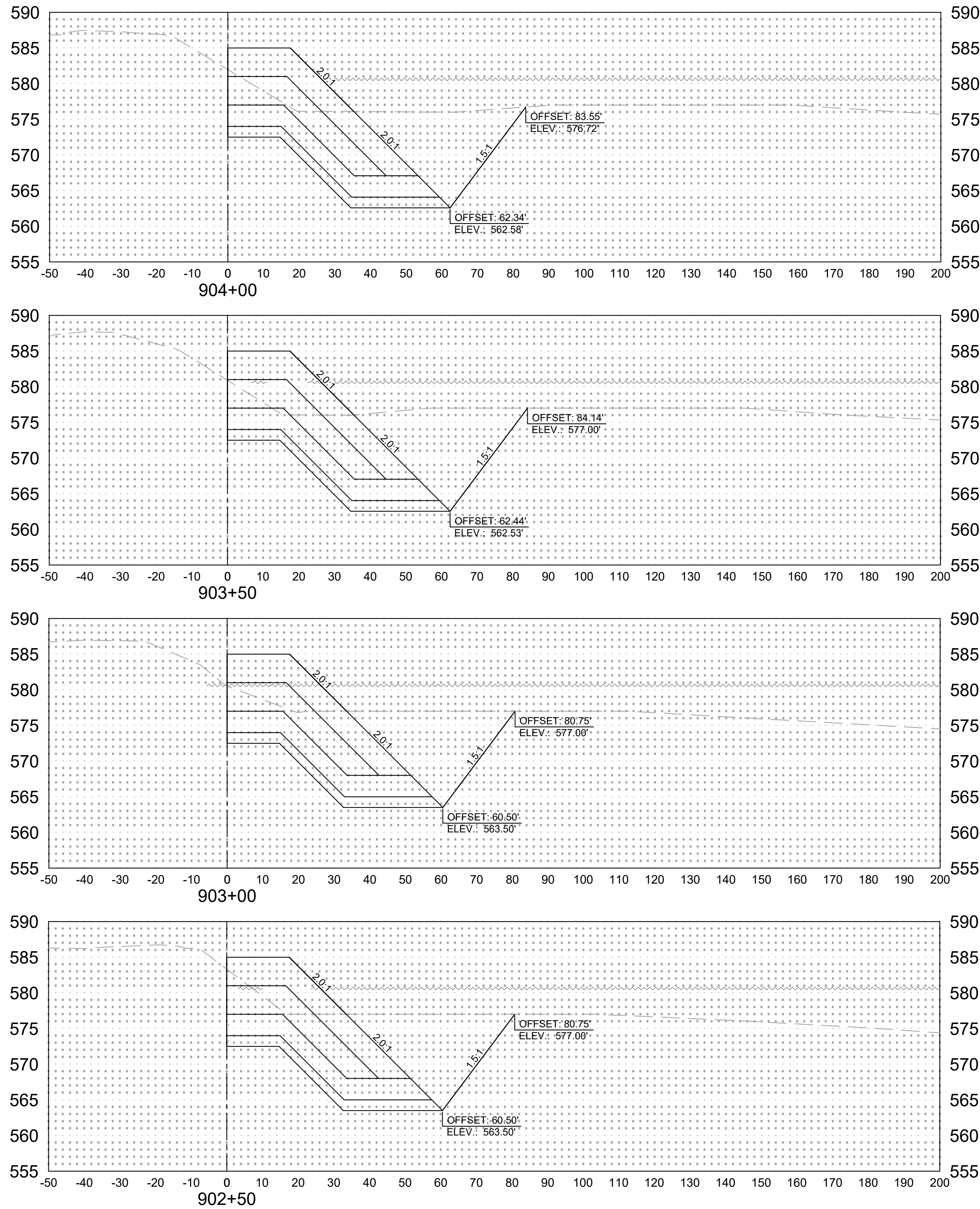
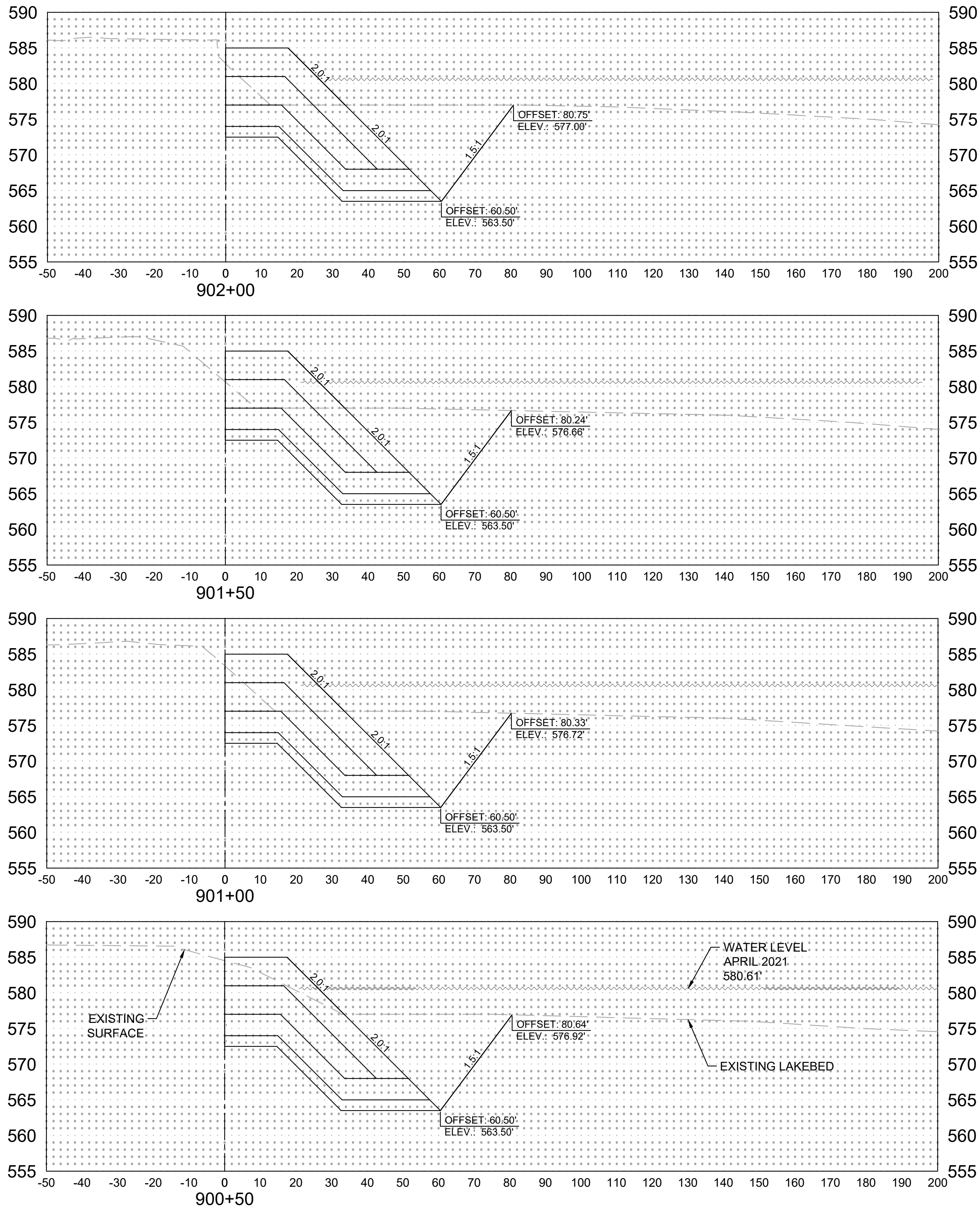
NOTE 3. MOUNT ON EXISTING 3-FIXTURE MOUNTING ARM BRACKET AT ROOF PEAK.



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