

PROJECT ID: 2350-15-70  
WITH: N/A

COUNTY: RACINE

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 =



DESIGN DESIGNATION 2350-15-70

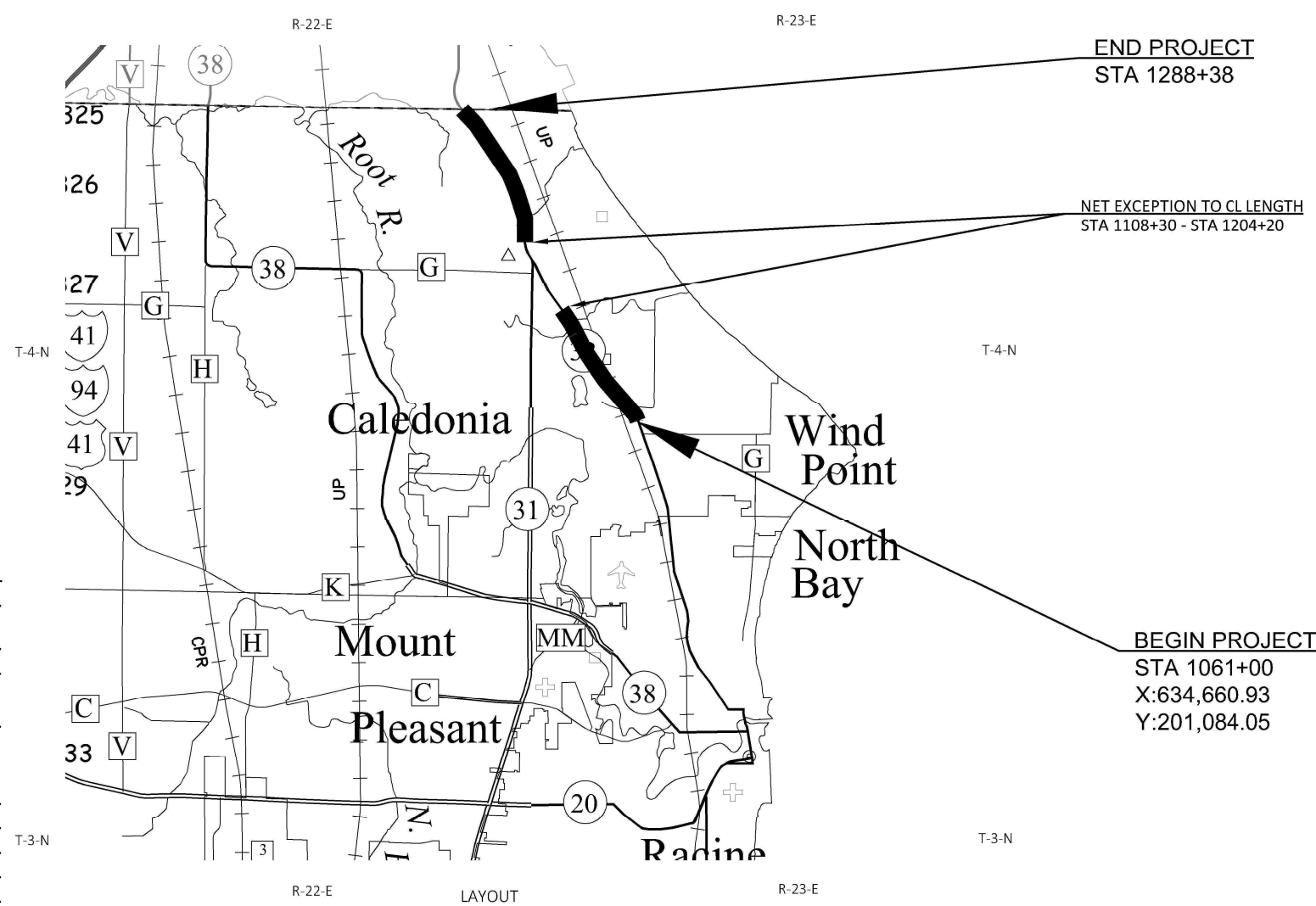
A.A.D.T.	2025	=	17500
A.A.D.T.	2045	=	19200
D.H.V.		=	
D.D.		=	59/41
T.		=	5.6%
DESIGN SPEED		=	50 MPH
ESALS		=	

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
PLAN OF PROPOSED IMPROVEMENT  
**DOUGLAS AVE, VILLAGE OF CALEDONIA**  
1400' N 4MI RD TO 800' S E CO LN RD  
**STH 32**  
**RACINE**

STATE PROJECT NUMBER  
**2350-15-70**



END PROJECT  
STA 1288+38

NET EXCEPTION TO CL LENGTH  
STA 1108+30 - STA 1204+20

BEGIN PROJECT  
STA 1061+00  
X:634,660.93  
Y:201,084.05

No construction is expected within the exception area, which was built in 2019

ORIGINAL PLANS PREPARED BY

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

DATE: \_\_\_\_\_ (Professional Engineer Signature)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	_____
Designer	DAAR Engineering
Project Manager	Justin Suydam
Regional Examiner	_____
Regional Supervisor	_____

APPROVED FOR THE DEPARTMENT

DATE: \_\_\_\_\_ (Signature)

E

**GENERAL NOTES**

**MISCELLANEOUS**

THE STH 32 REFERENCE LINE ALIGNMENT WAS CREATED OFF THE EXISTING STH 32 CENTERLINE AND IS NOT BASED ON AS-BUILT PLANS.

WITH THE EXCEPTION OF RIGHT OF WAY PLAT LOCATIONS, EXISTING RIGHT OF WAY WAS OBTAINED FROM RACINE COUNTY GIS AND SHALL BE CONSIDERED APPROXIMATE

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

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE 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**

SIGN LOCATIONS ARE APPROXIMATE. 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. NO "WORKING" LIGHTS SHALL BE VISIBLE ON A COVERED OR LAID DOWN SIGN.

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.

**EROSION CONTROL**

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

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THE DEVICE IS NO LONGER REQUIRED.

RESTORE AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED MATERIAL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, APPLY TEMPORARY SEED AND MULCH TO THE STOCKPILE.

WHEN PERFORMING ROADWAY CLEANING OPERATIONS, THE CONTRACTOR SHALL USE EQUIPMENT HAVING VACUUM OR WATER SPRAY MECHANISMS TO ELIMINATE 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.

**UTILITY CONTACTS**

Tony Marciniak  
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Derrin Wolford  
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**OTHER CONTACTS**

WISDOT SE REGION  
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OFFICE 262-548-8745  
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DAAR ENGINEERING, INC  
TODD BECKER, P.E.  
325 E CHICAGO ST  
MILWAUKEE, WI 53202  
OFFICE 414-936-4369  
todd.becker@daarcorp.com

**WDNR CONTACT**

WISCONSIN DNR  
BENTON STELZEL  
141 NW BARSTOW STREET, ROOM 180  
WAUKESHA, WI 53188  
OFFICE 262-623-0194  
benton-stelzel@wisconsin.gov

**ORDER OF SECTION 2 SHEETS**

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- EROSION CONTROL/ RESTORATION
- PERMANENT SIGNING
- PAVEMENT MARKING
- TRAFFIC CONTROL OVERVIEW
- DETOUR PLANS
- ALIGNMENT DETAIL
- SURVEY CONTROL

**HMA LAYERS**

PAVEMENT LOCATION (SEE TYPICAL SECTIONS FOR EXACT STATIONS)	ASPHALTIC SURFACE MILLING DEPTH	TOTAL PAVEMENT THICKNESS	TYPE
MAINLINE AND SIDEROADS	4"	1 3/4" UPPER 2 1/4" LOWER	4"



Dial **811** or (800) 242-8511

www.DiggersHotline.com



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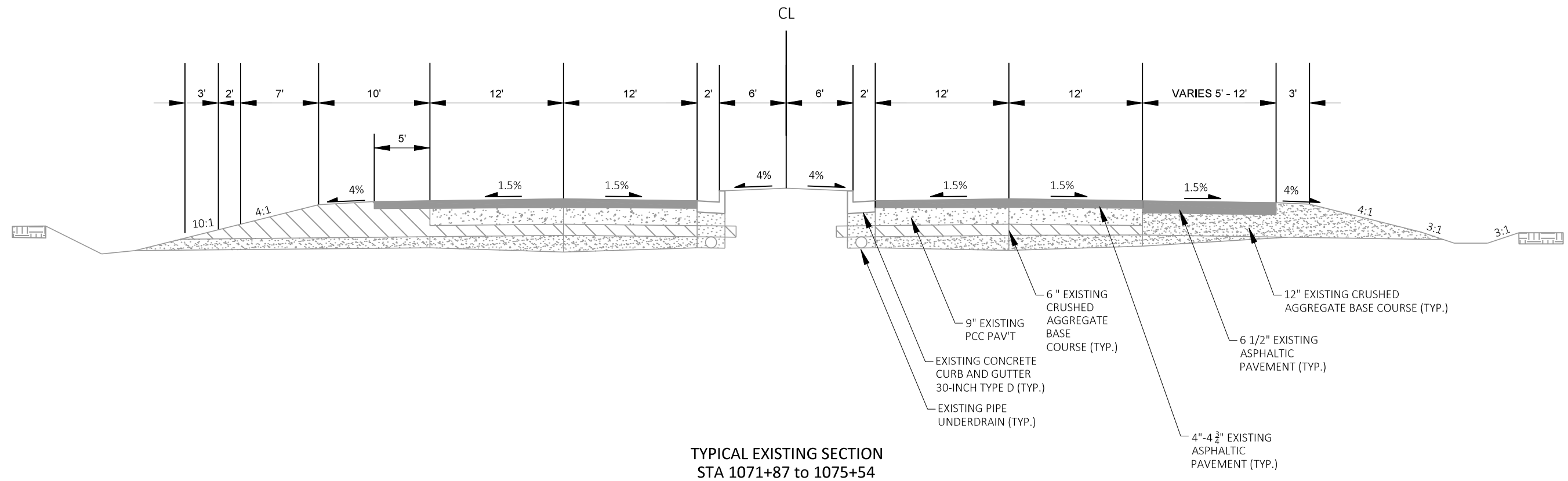
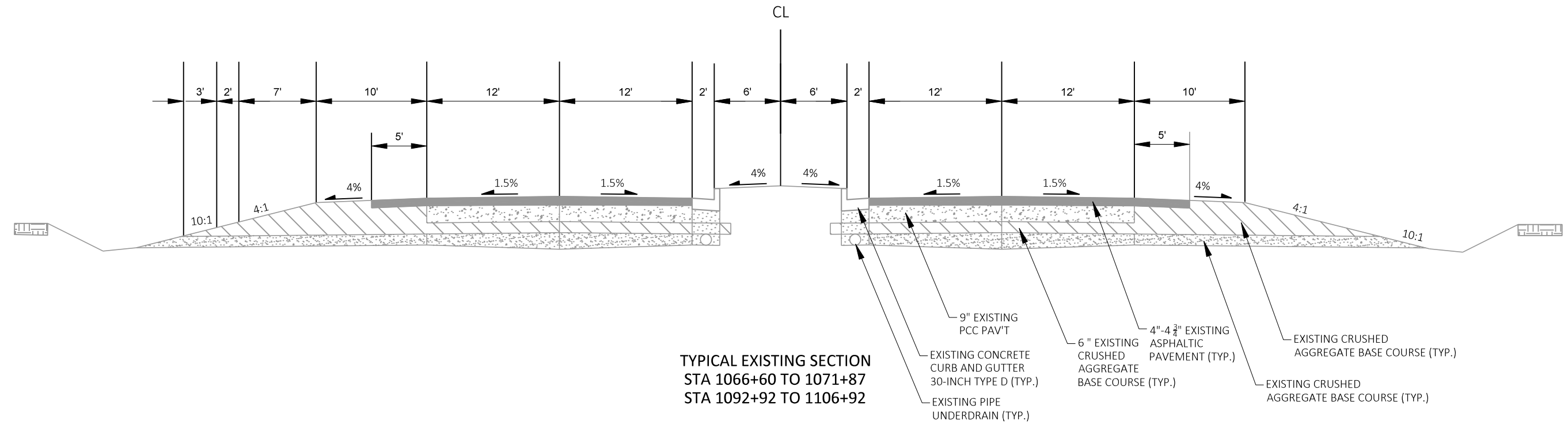
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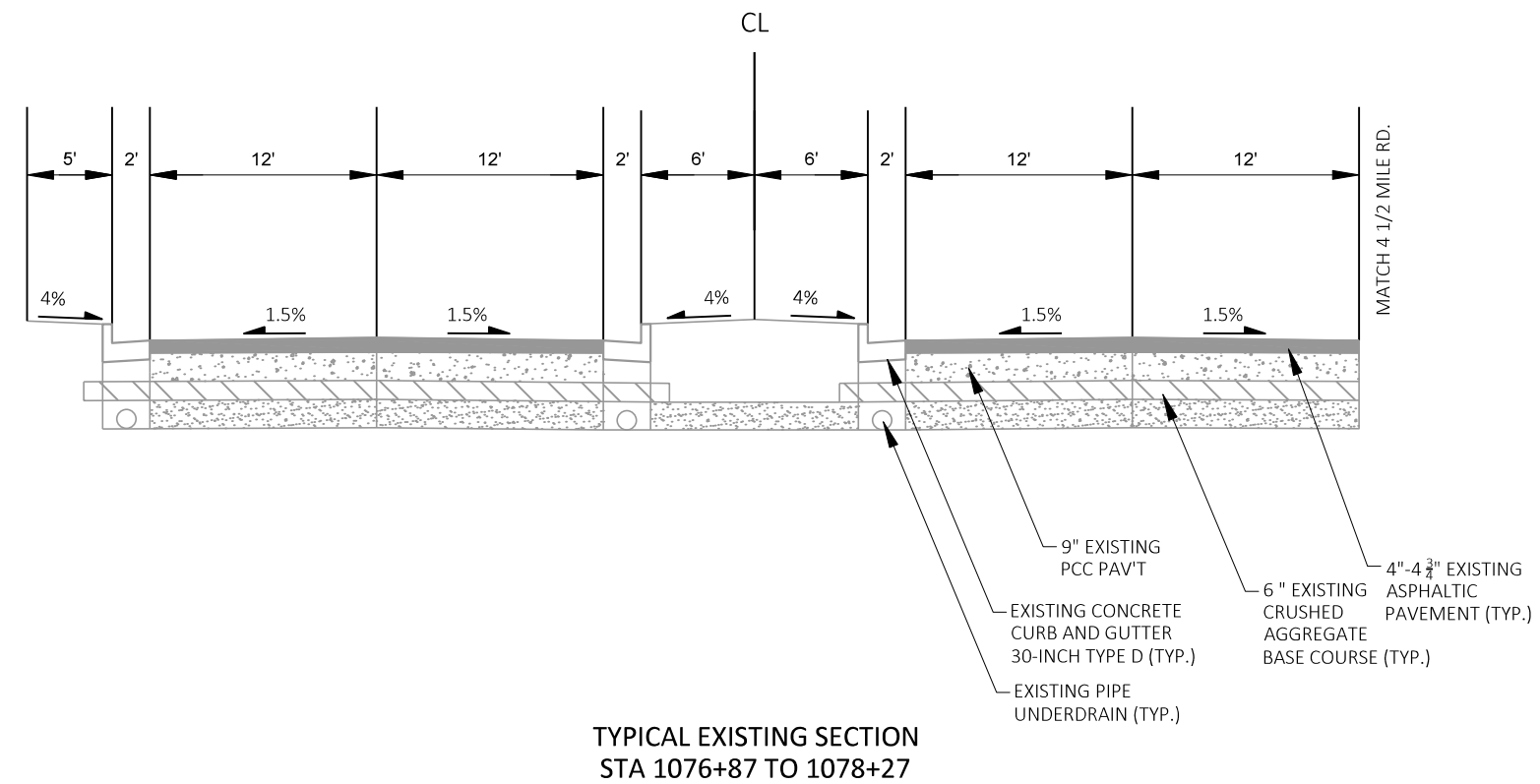
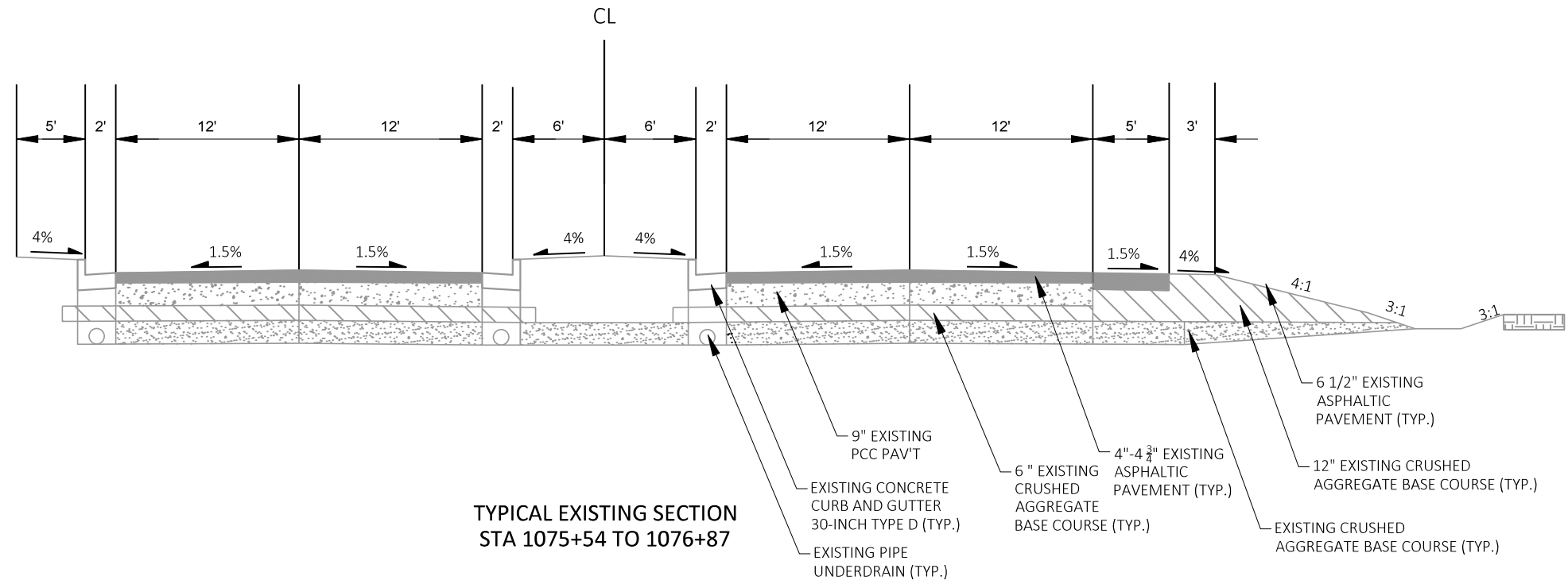
COUNTY: RACINE

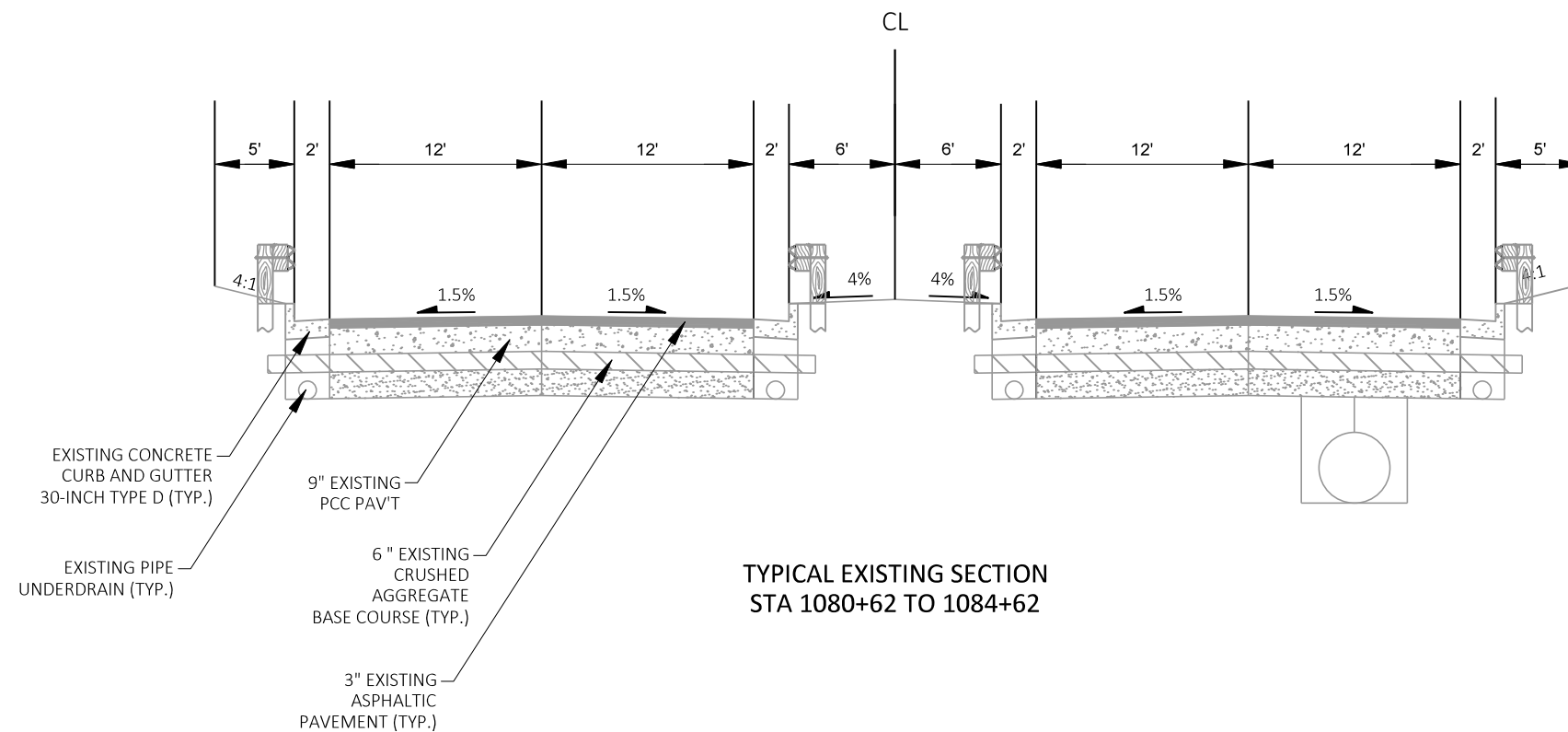
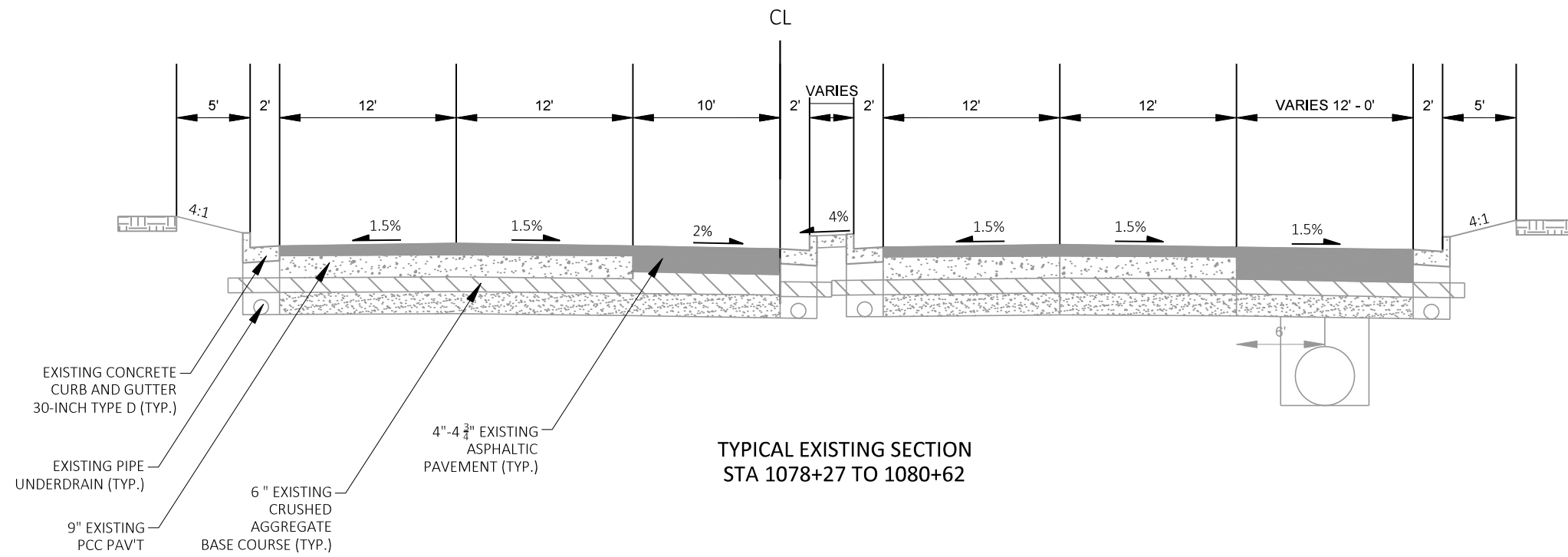
PROJECT OVERVIEW

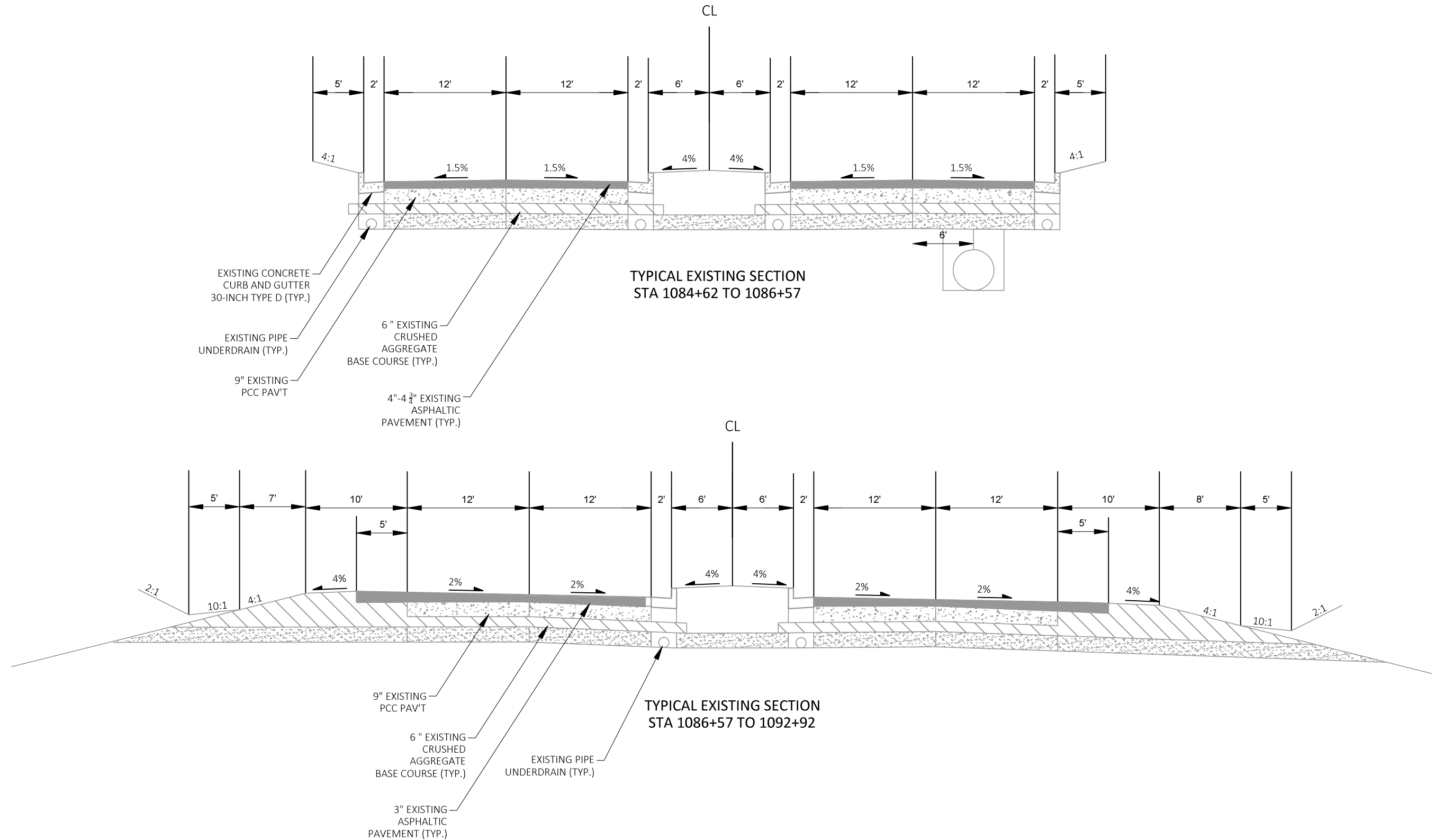
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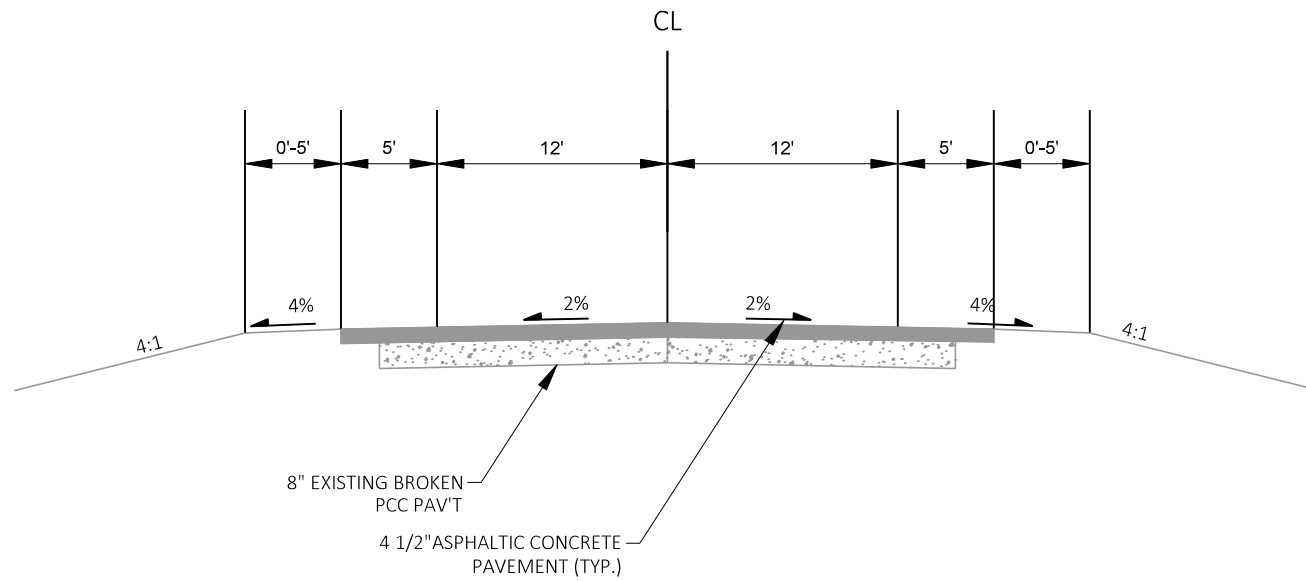
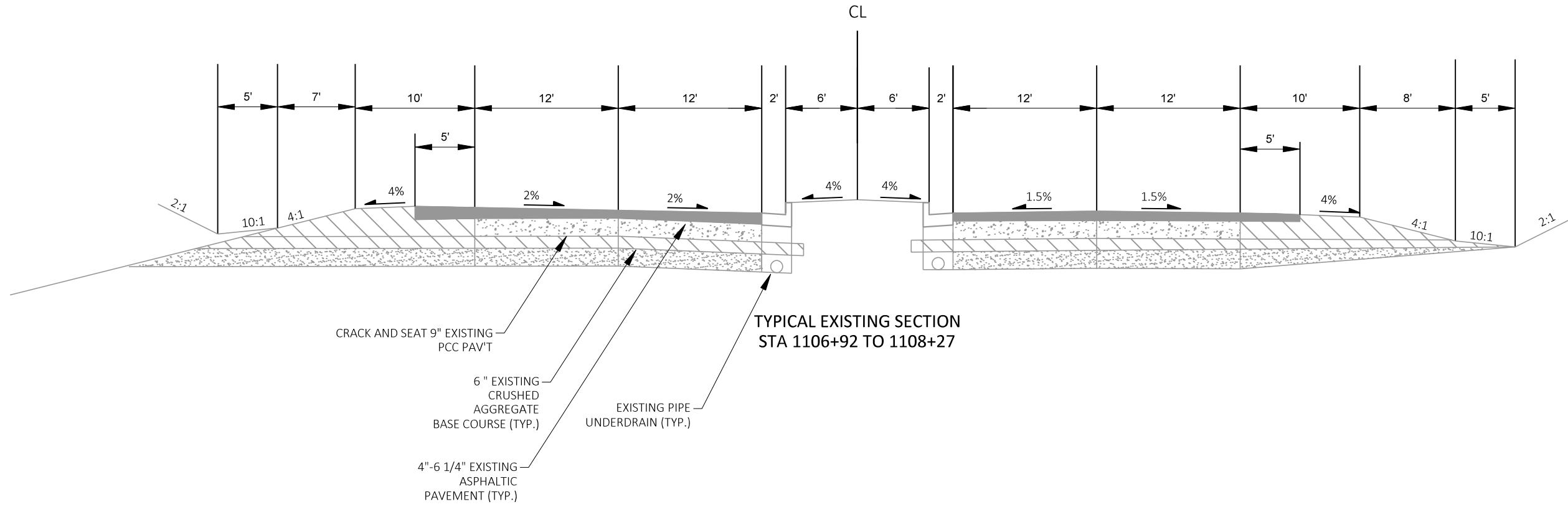
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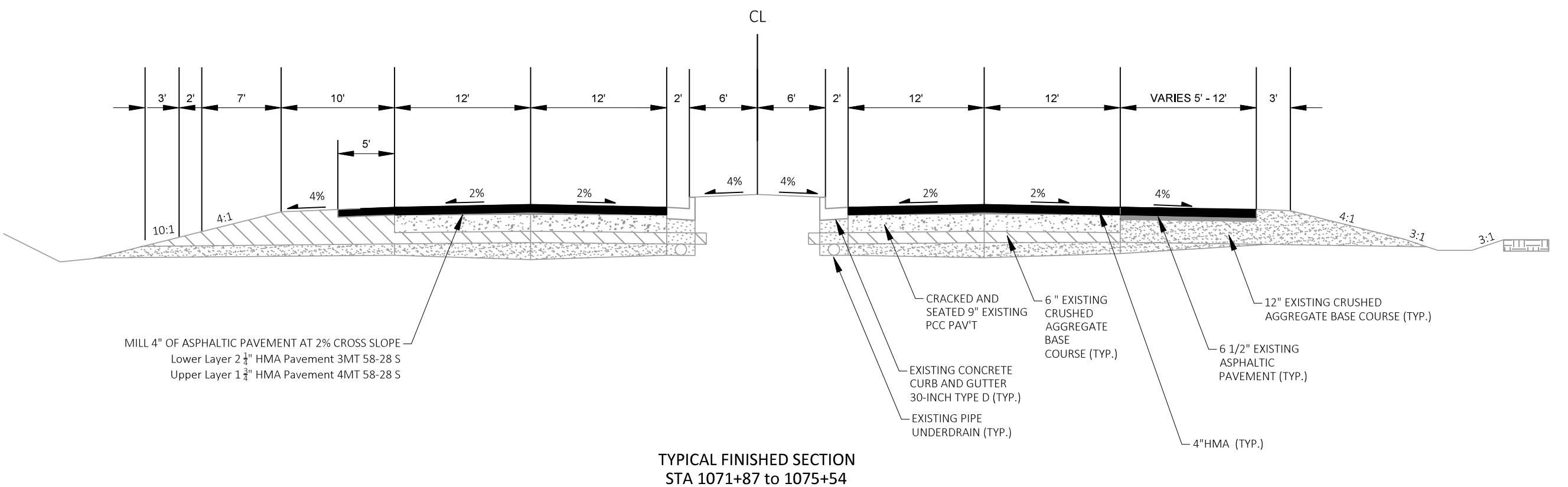
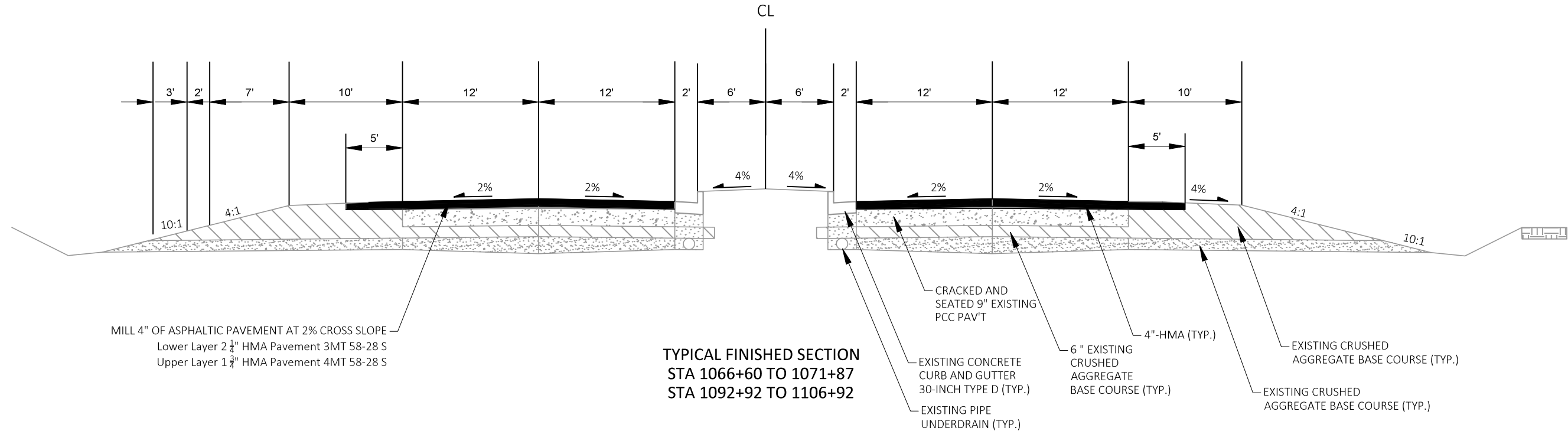


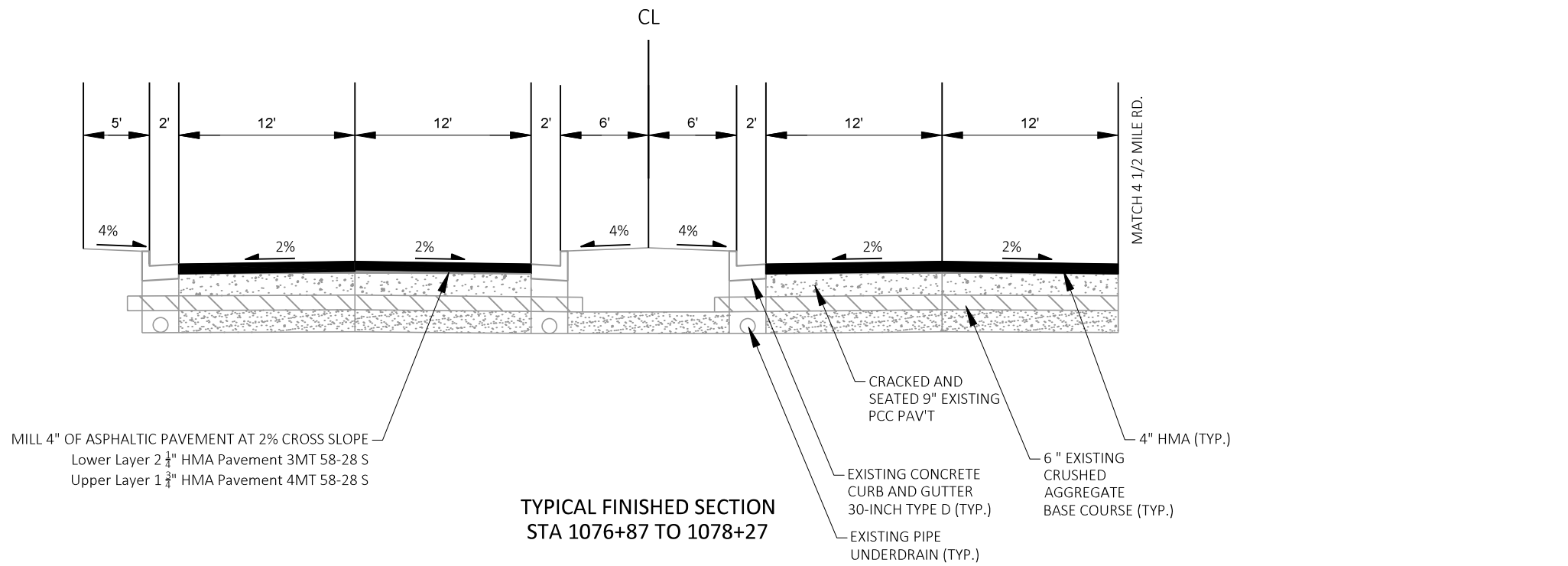
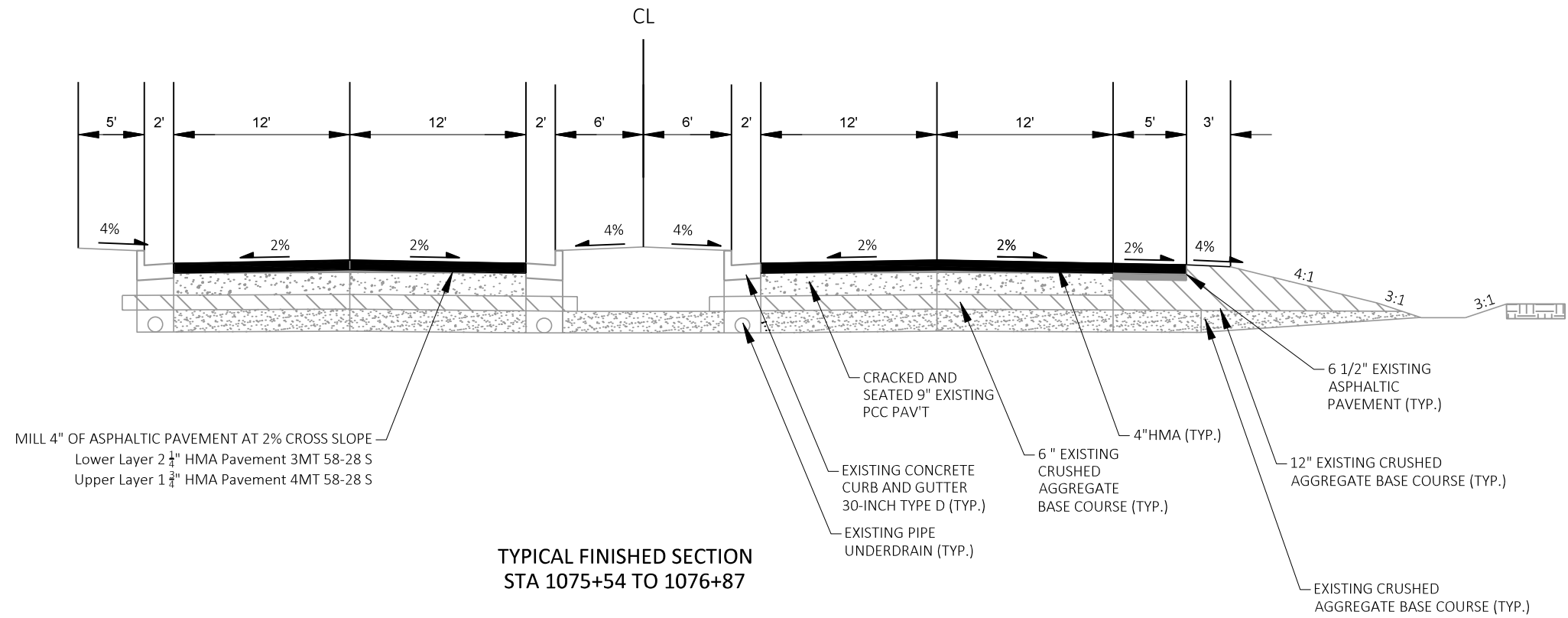


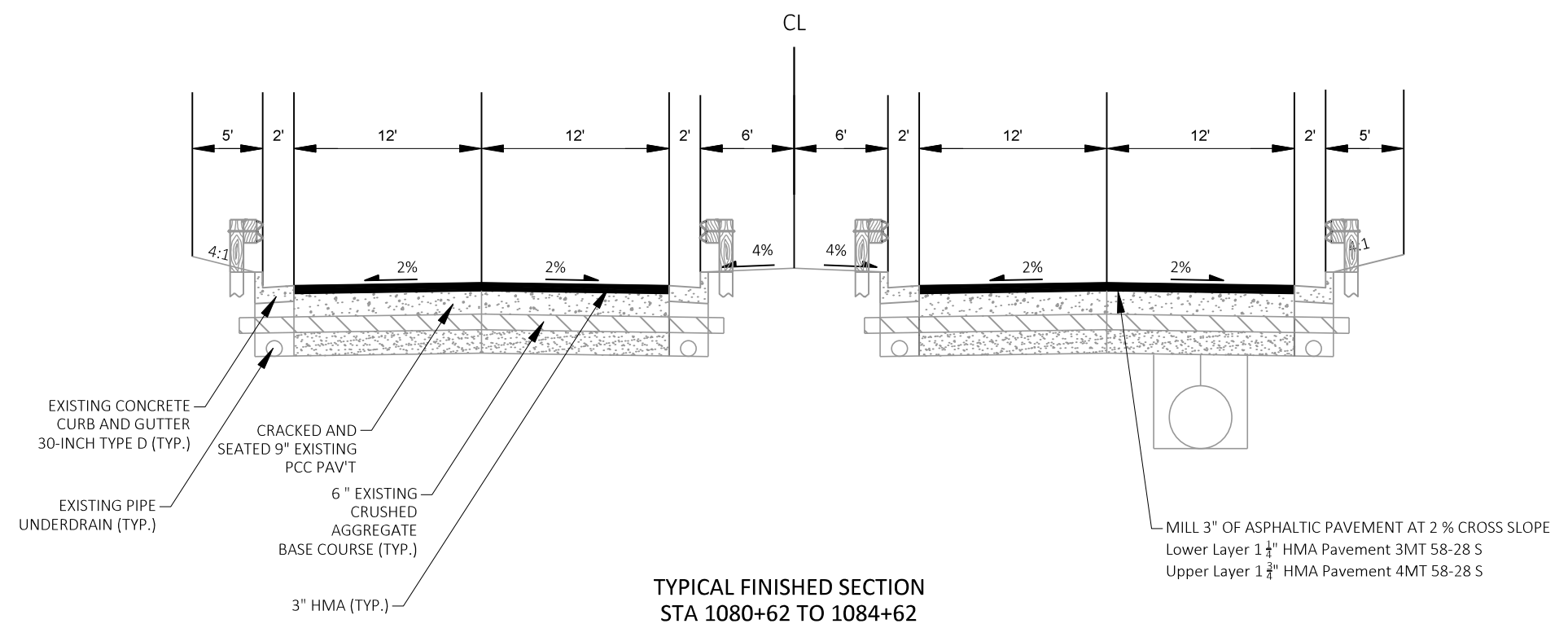
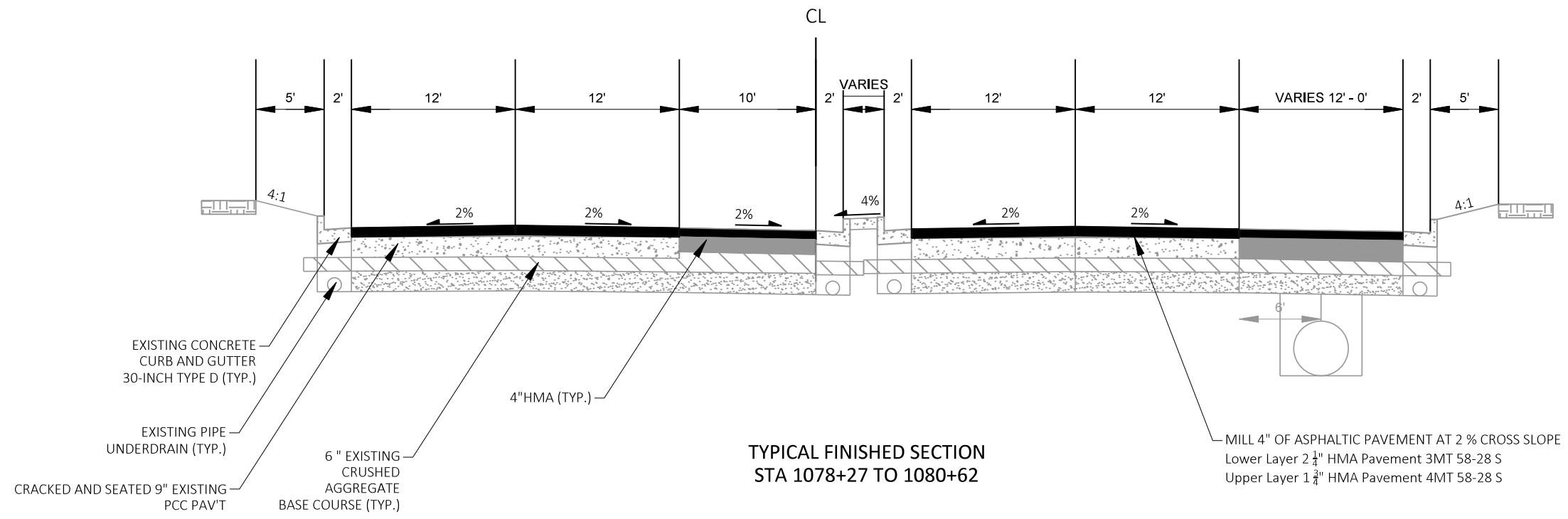


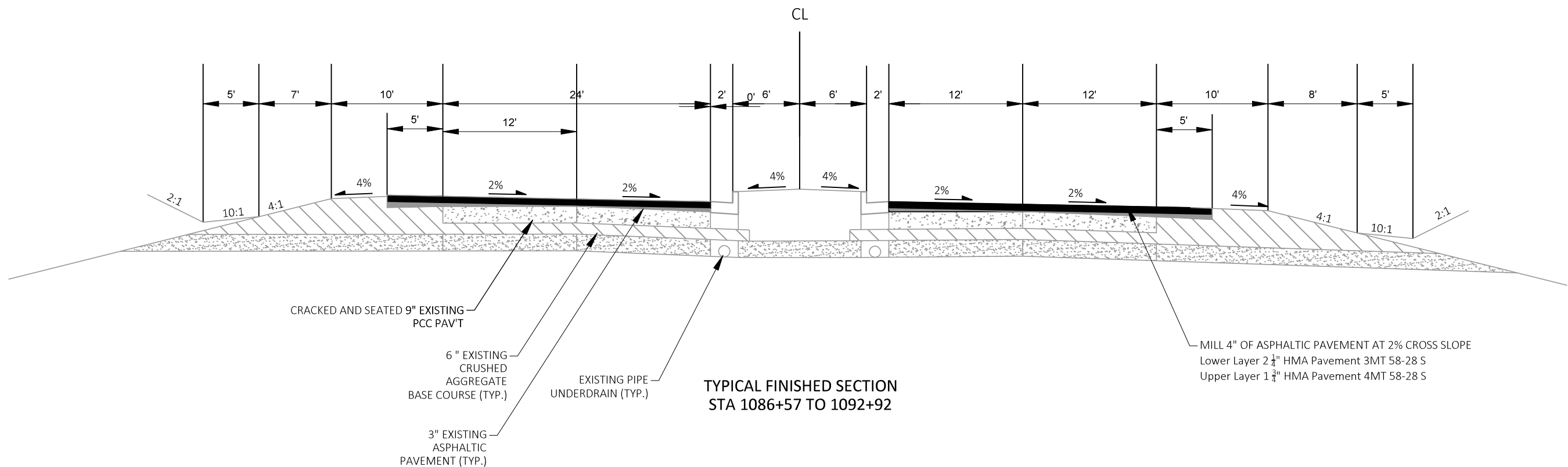
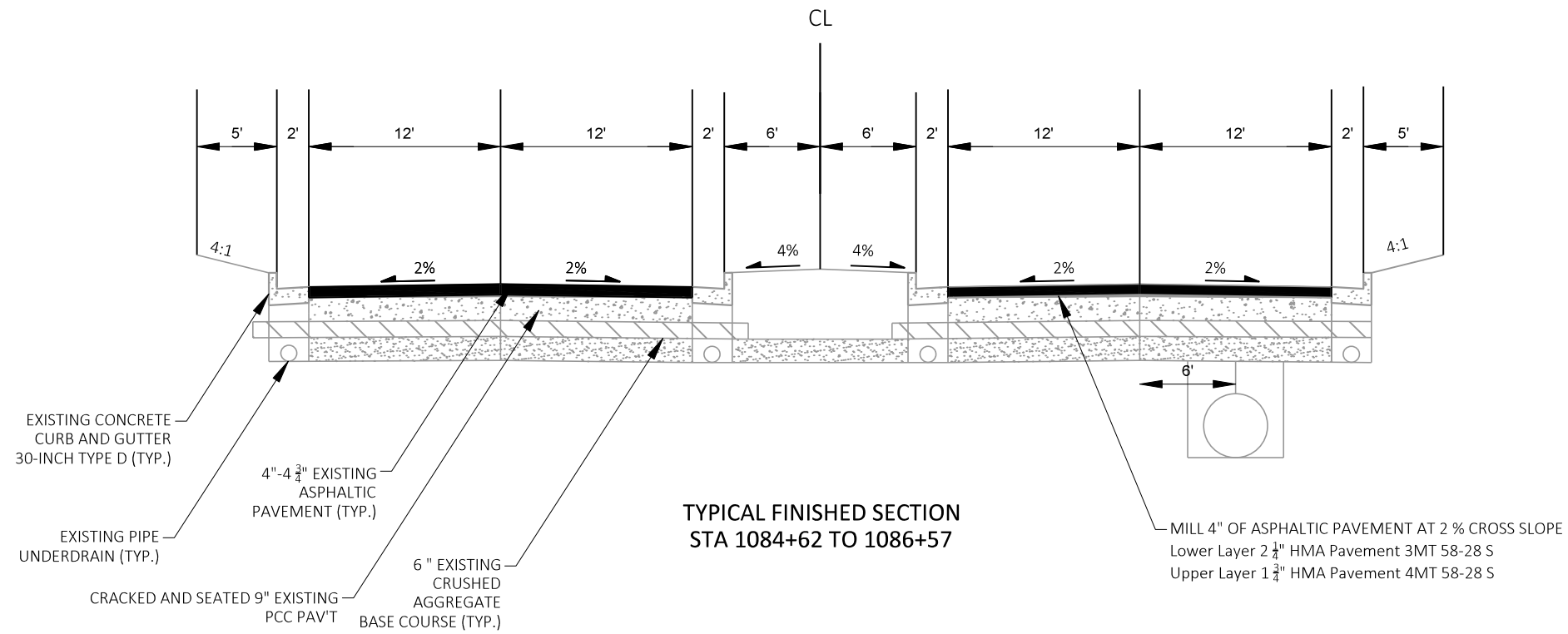


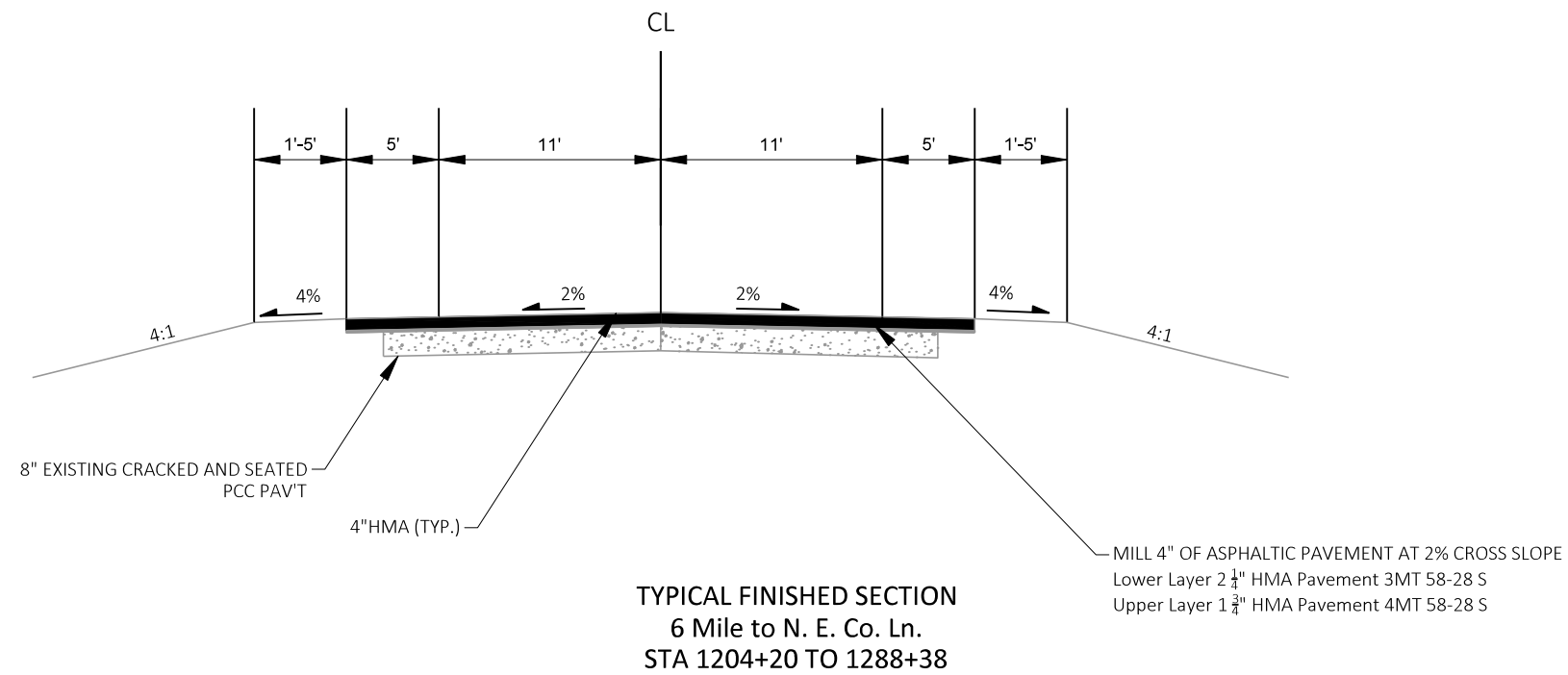
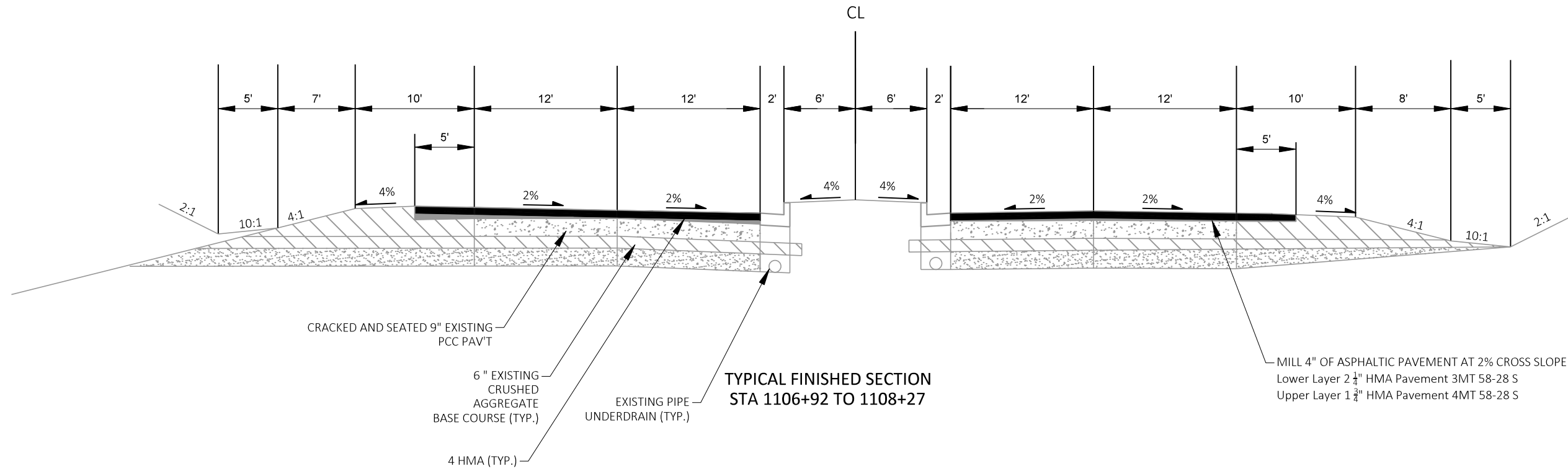


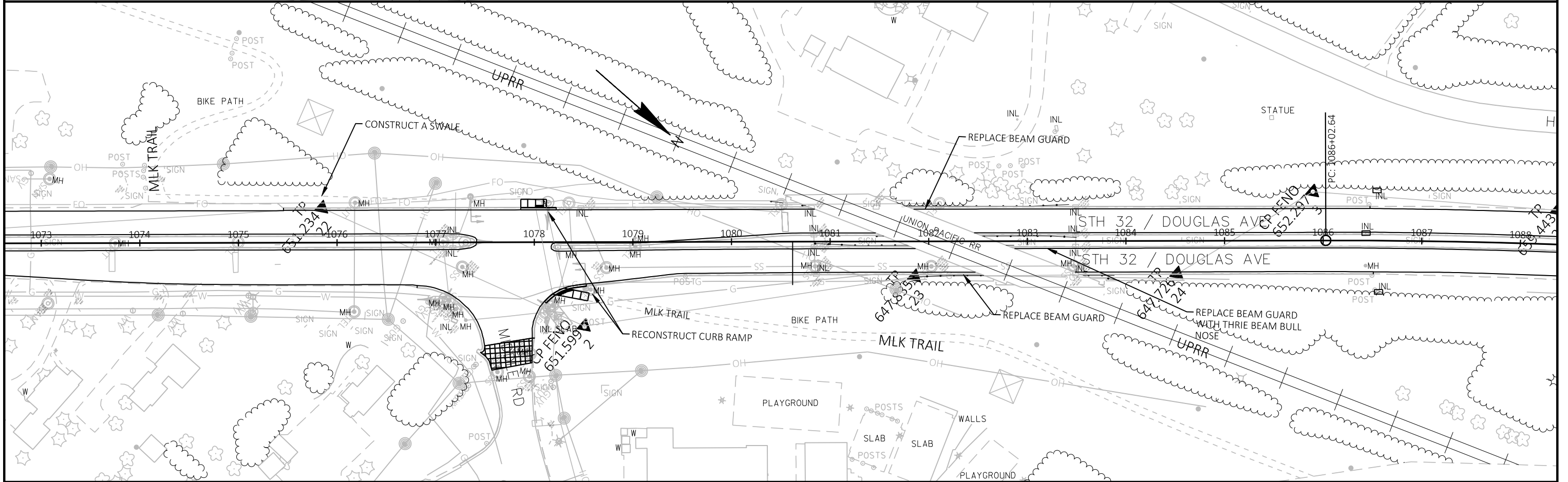
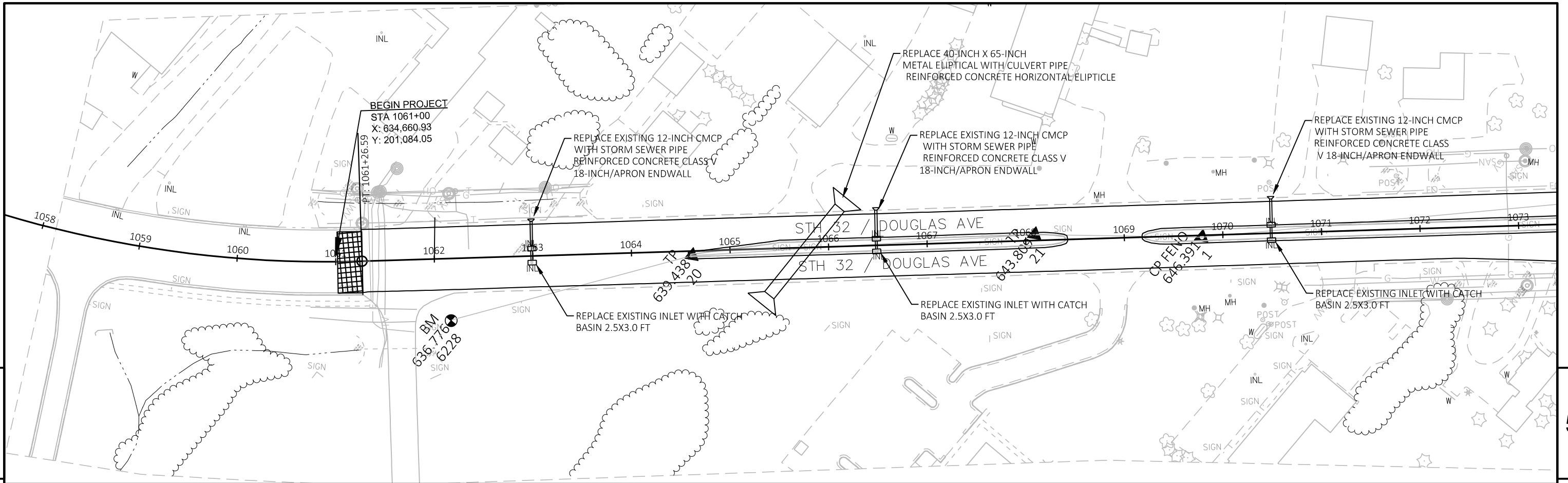




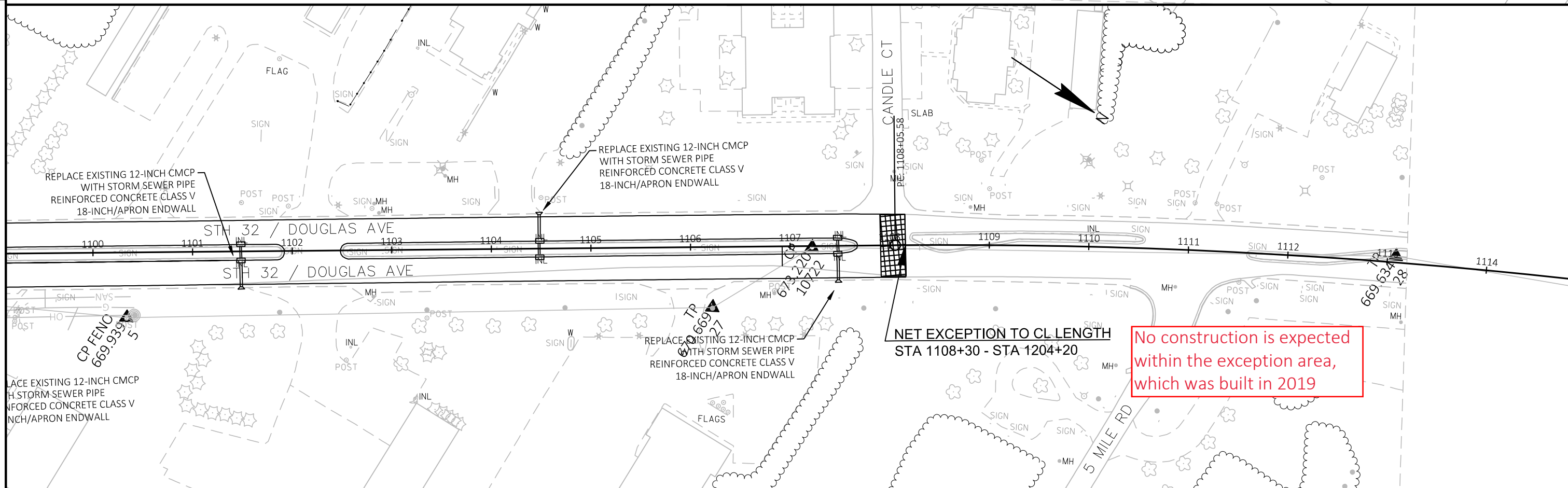
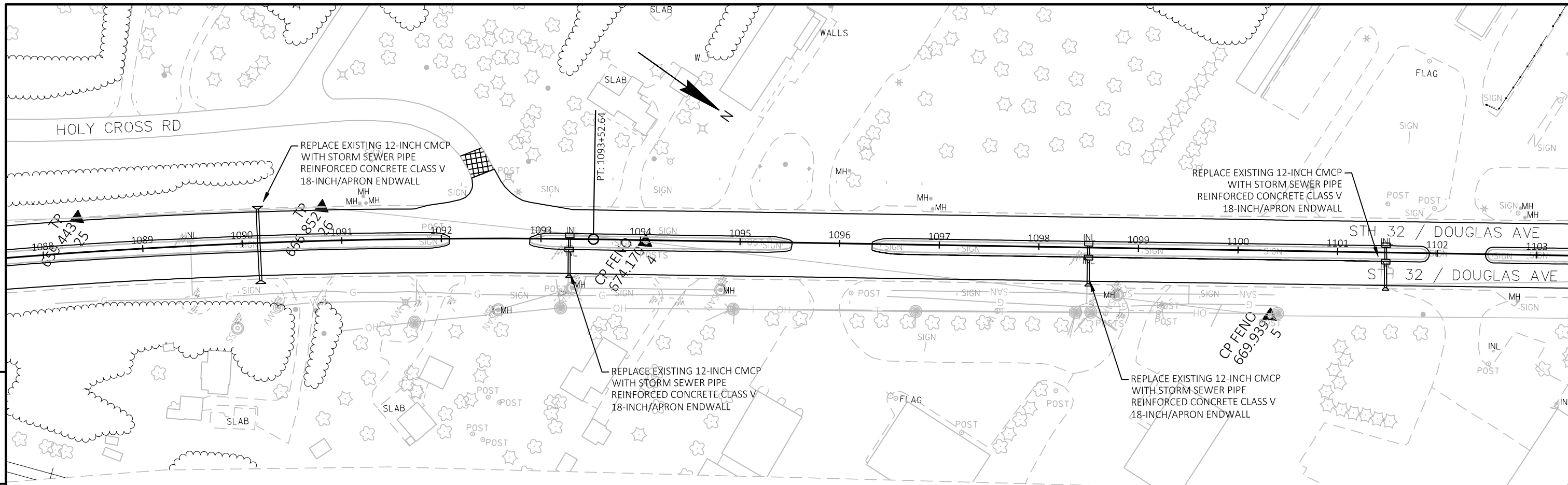








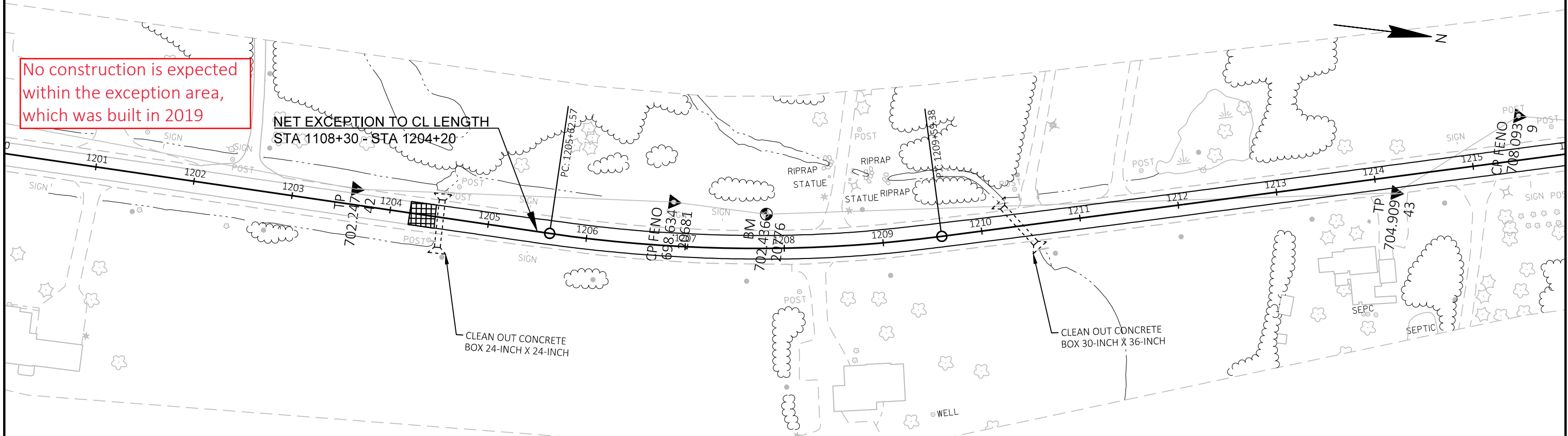
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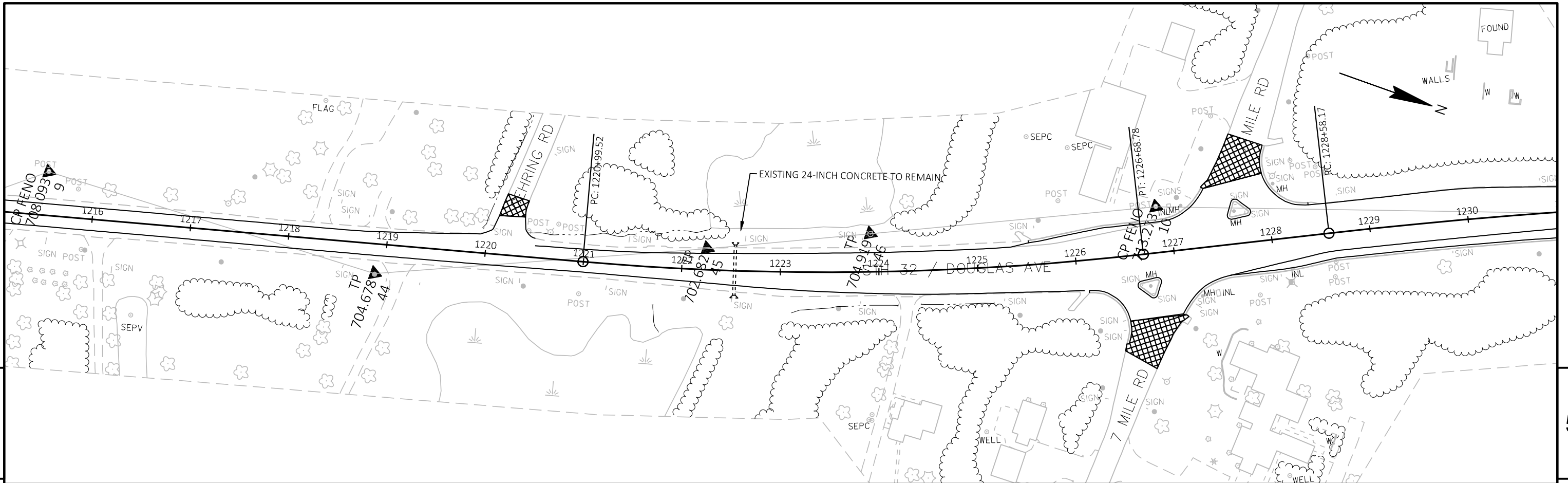


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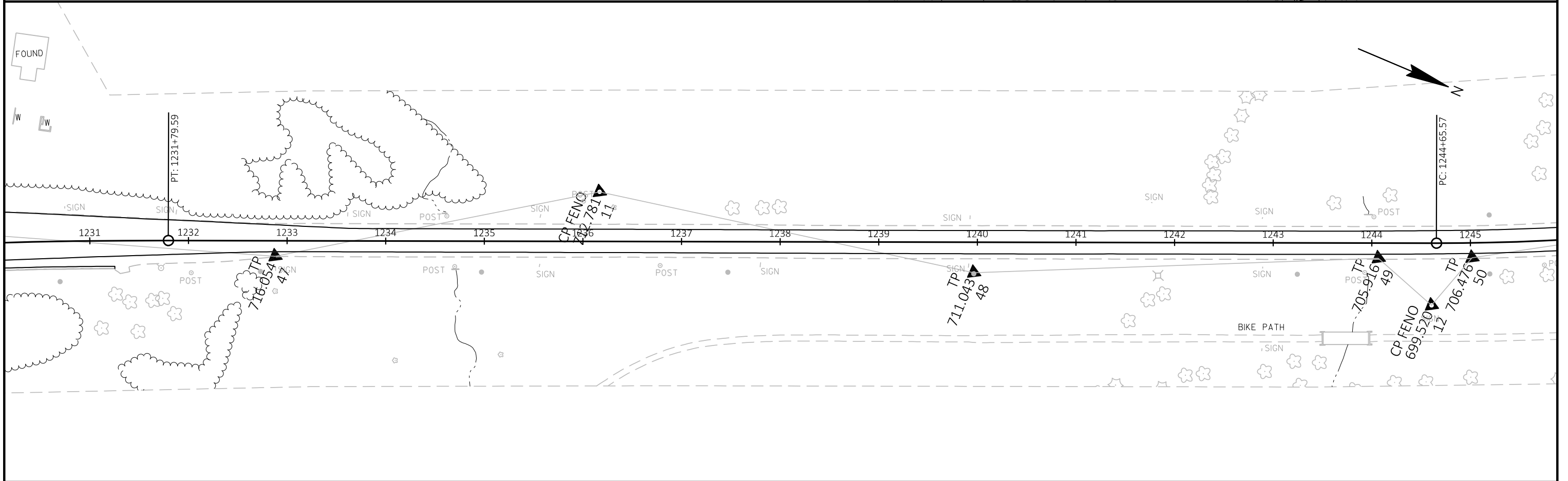
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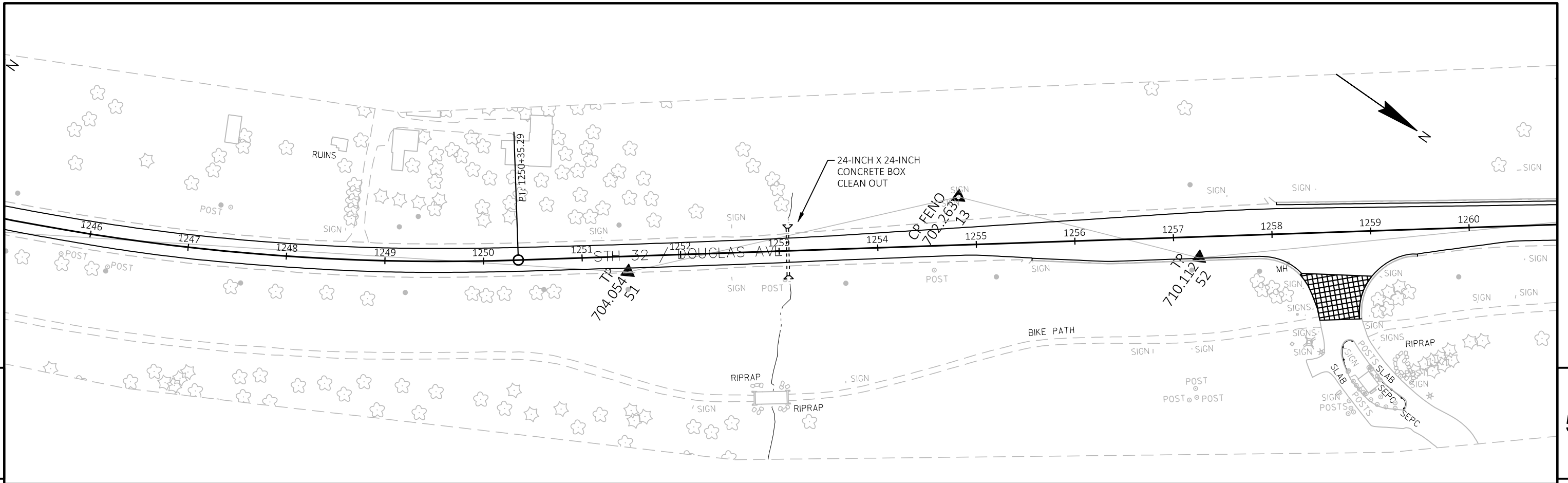


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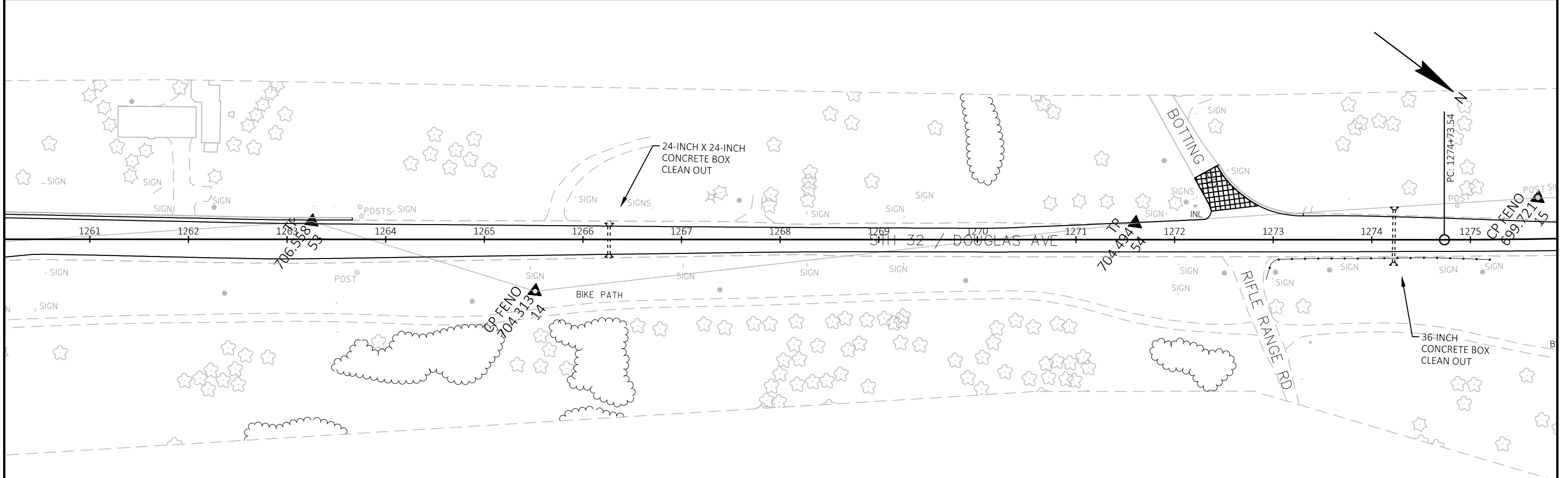


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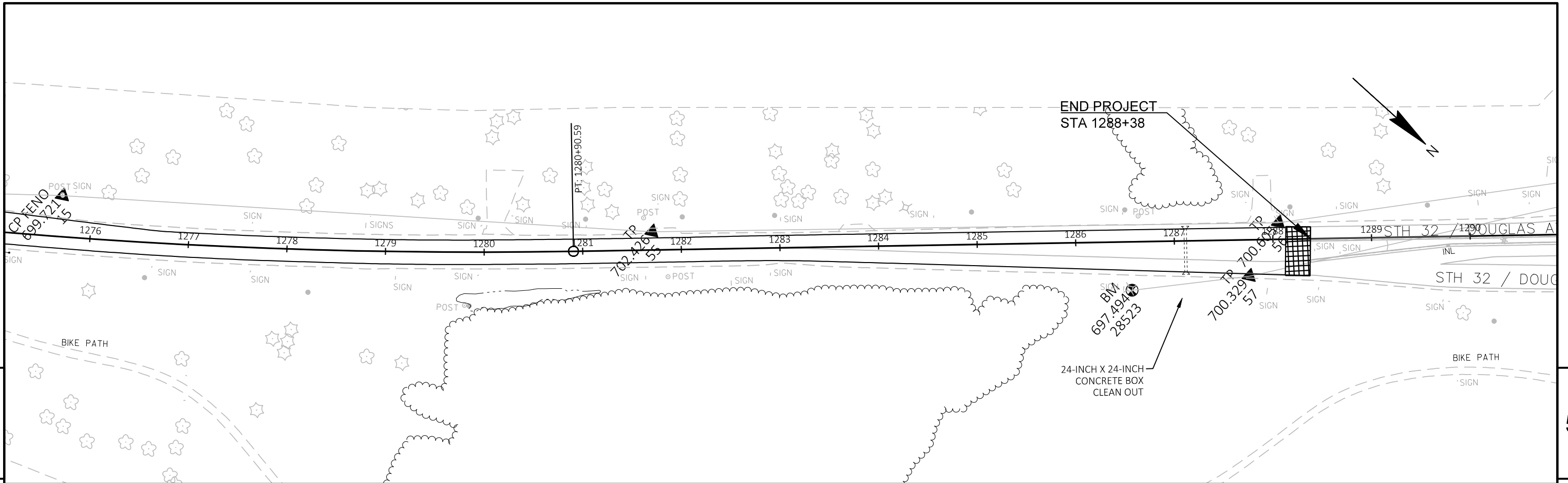


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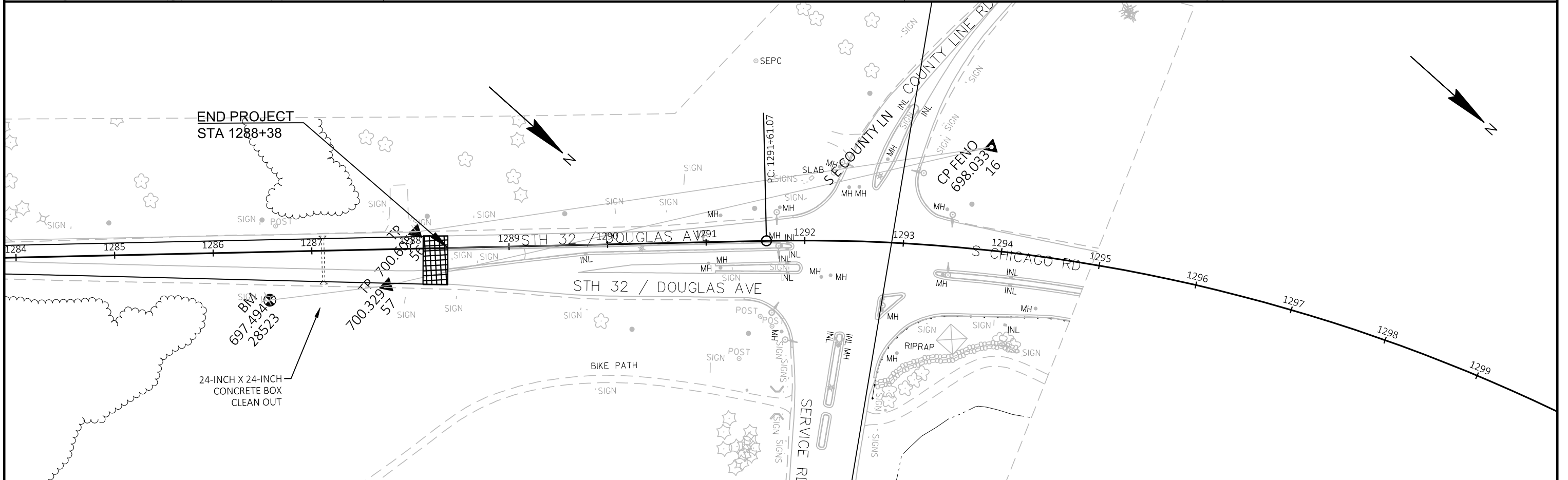


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