WKE

MAY 2026

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 = 164

N

24

DESIGN DESIGNATION

A.A.D.T.	2021	=	5360
A.A.D.T.	2045	=	6460
D.H.V.	2045	=	633
D.D.		=	55/45
T.		=	6.8%
DESIGN SPEED		=	55 MPH
ESALS		=	1,034,250

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

PROJECT ID: 2290-24-71

WITH: 2290-25-70, 2290-26-70

COUNTY: RACINE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CALEDONIA - OAK CREEK

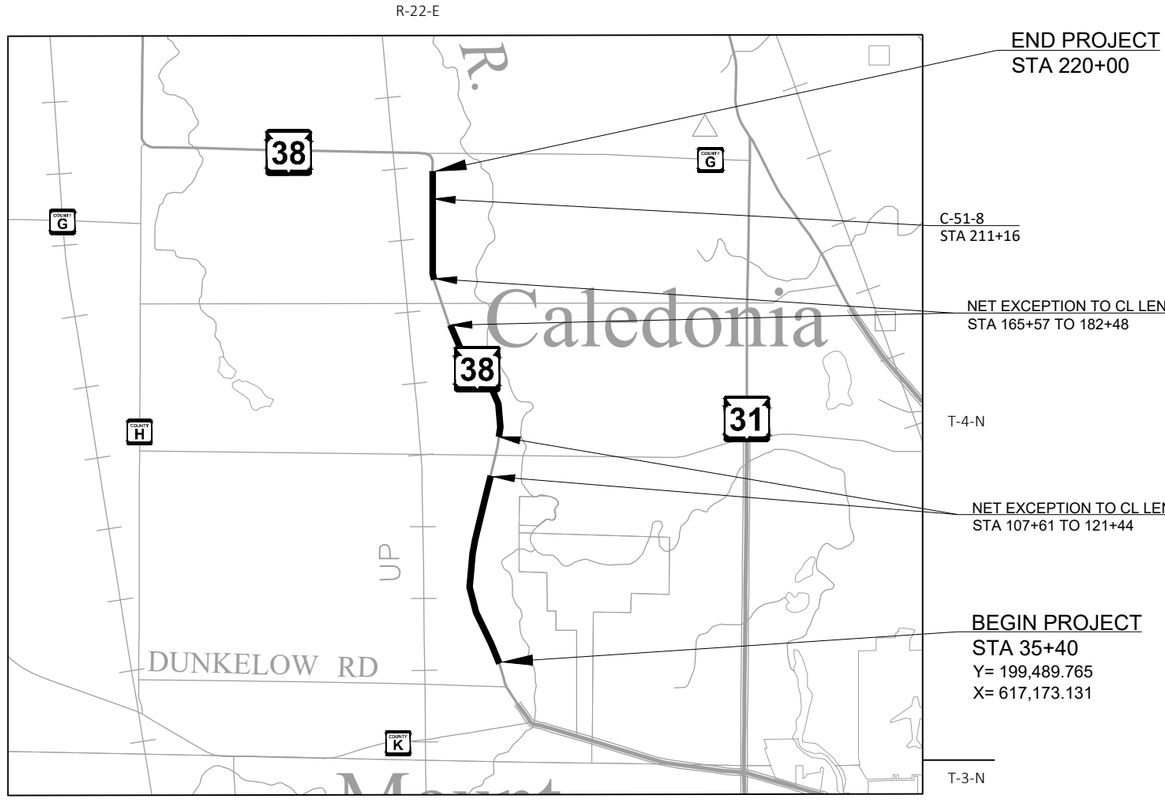
DUNKELOW RD TO LINWOOD RD

STH 38

RACINE COUNTY

STATE PROJECT NUMBER
2290-24-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2290-24-71		



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 2.914 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RACINE COUNTY, 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.

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

WISCONSIN
ANDREW J. SMIEJA
E-31137
WAUKESHA, WI
PROFESSIONAL ENGINEER

DATE: 12/16/2025

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DAAR ENGINEERING INC
Designer	DAAR ENGINEERING INC
Project Manager	JUSTIN SUYDAM, PE
Regional Examiner	SE REGION
Regional Supervisor	JANET CANNON, PE

APPROVED FOR THE DEPARTMENT

DATE: 12/17/2025 JUSTIN SUYDAM (Signature)

E

UTILITIES

AT&T WISCONSIN - COMMUNICATION LINE

MIKE VANBOVEN
411 7TH STREET
RACINE, WI 53403
(262) 676-3958
MV3658@ATT.COM

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION

CHRIS DAILEY
PO BOX 47
WAUKESHA, WI 53187
(262) 506-6884
CDAILEY@ATCLLC.COM

CALEDONIA STORM SEWER UTILITY COMISSION - STOWM WATER UTILITY

ANTHONY BUNKELMAN
5043 CHESTER LANE
CALEDONIA, WI 53402
(262) 835-6416
ABUNKELMAN@CALEDONIA-WI.GOV

SPECTRUM - COMMUNICATION LINE

DOMINIC KATCHA
1320 N. DR. MARTIN LUTHER KING JR DRIVE
MILWAUKEE, WI 53212
(414) 277-4020 DOMINIC.KATCHA@CHARTER.,COM

WE ENERGIES UTILITY COORDINATOR WE ENERGIES - ELECTRICITY

JASON CHAPIN
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
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JASON.CHAPIN@WE-ENERGIES.COM

WE-ENERGIES UTILITY COORDINATOR WE ENERGIES - GAS/PETROLEUM

CHRIS DEGRAVE
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
(262) 886-7018
CHRIS.DEGRAVE@WE-ENERGIES.COM

PROJECT CONTACTS

SEWRPC CONTACT

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PO BOX 1607
WAUKESHA, WI 53187-1607
(262) 953-4289
RMERRY@SEWRPC.ORG

SEWRPC CONSTRUCTION COORDINATOR

ANDY TRAEGER
W239 N1812 ROCKWOOD DRIVE
PO BOX 1607
WAUKESHA, WI 53187-1607
PHONE (262) 953-4296
CELL (262) 853-8463
ATRAEGER@SEWPRC.ORG

WISCONSIN DNR LIAISON

CRAIG WEBSTER
141 NW BARSTOW STREET, ROOM 180
WAUKESHA, WI 53187
(262) 574-2141
CRAIG.WEBSTER@WISCONSIN.GOV

WISDOT PROJECT MANAGER

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(262) 548-8745
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DAAR ENGINEERING PROJECT MANAGER

ANDY SMIEJA, PE
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ANDY.SMIEJA@DAARCORP.COM

WISDOT SIGNALS

JARETT GATES
141 NW BARSTOW ST
WAUKESHA, WI 53187
(262) 548-5894
JARRETT.GATES@DOT.WI.GOV

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

GENERAL NOTES

MISCELLANEOUS

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

UNLESS NOTED ON THE PLAN, ALL STATIONS AND OFFSETS ARE BASED OFF OF THE STH 38 REFERENCE LINE.

WITH THE EXCEPTION OF THE 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 APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

PIPE STATIONS, OFFESTS, AND ELEVATIONS PROVIDED ARE TO THE APRON END OF THE APRON ENDWALL.

TRAFFIC CONTROL

SIGN LOCATIONS ARE APPROXIMATE, THE ACTUAL LOCATIONS 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 LAND 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.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED 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 OR EROSION MATTED AT THE CONTRACTOR'S EXPENSE.

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 SEVEN (7) CALENDAR DAYS, APPLY TEMPORARY SEED 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.

SEE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL EROSION CONTROL REQUIREMENTS TO BE FOLLOWED.

CONTRACTOR TO PROVIDE ENGINEER STOCKPILE LOCATION PLAN FOR APPROVAL PRIOR TO START.

HMA PAVEMENT NOTES

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS

PAVEMENT LOCATIONS (SEE TYPICAL SECTIONS FOR EXACT STATIONS)	ASPHALTIC SURFACE MILLING DEPTH	TOTAL PAVEMENT THICKENSS	TYPE
DUNKELOW RD TO LINWOOD RD	2"	2" UPPER	4 MT 58-28 S

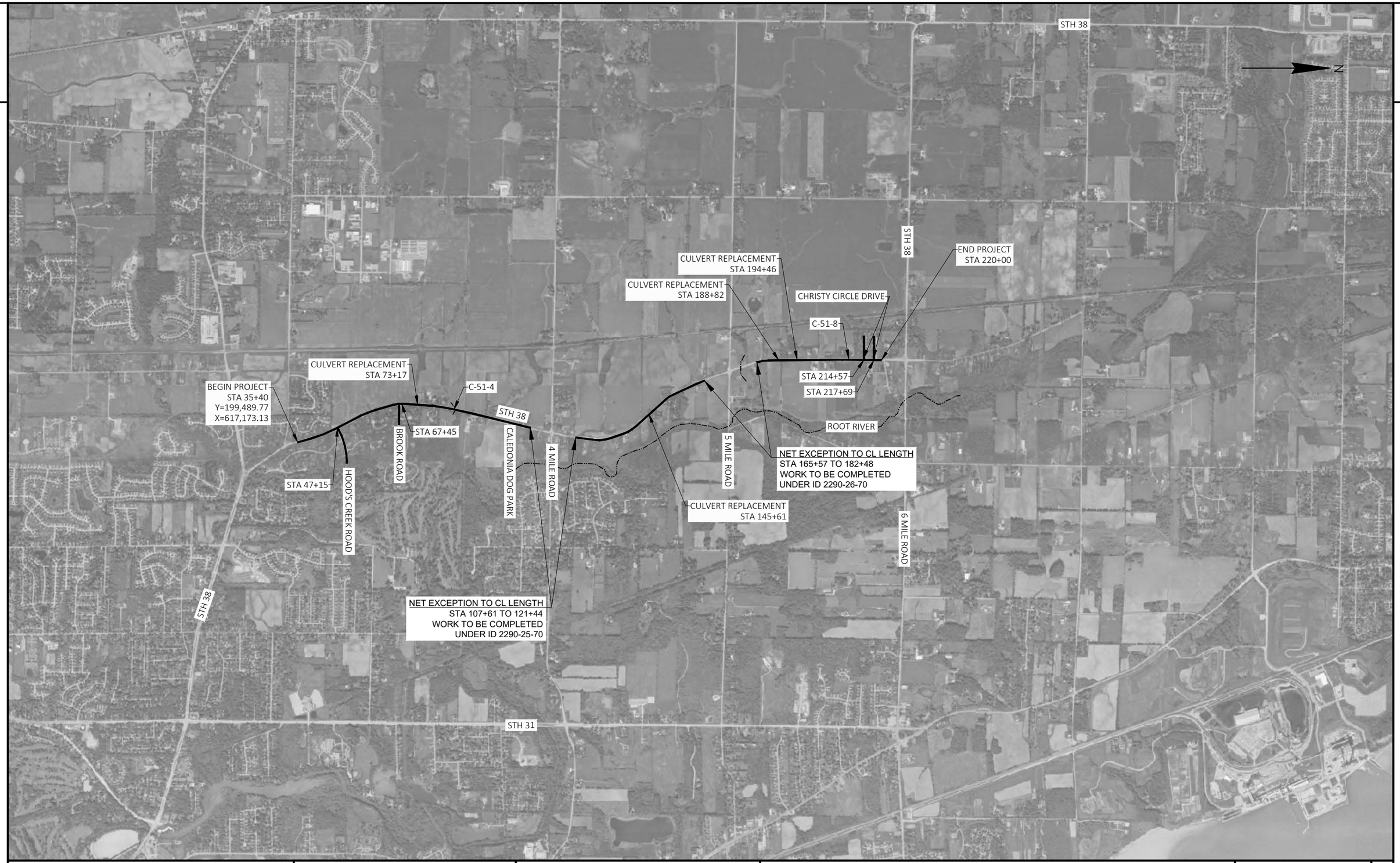
STANDARD ABBREVIATIONS

AGG	AGGREGATE
ASPH	ASPHALT
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
PE	PRIVATE ENTRANCE
FE	FIELD ENTRANCE

ORDER OF SECTION 2 DETAIL SHEETS

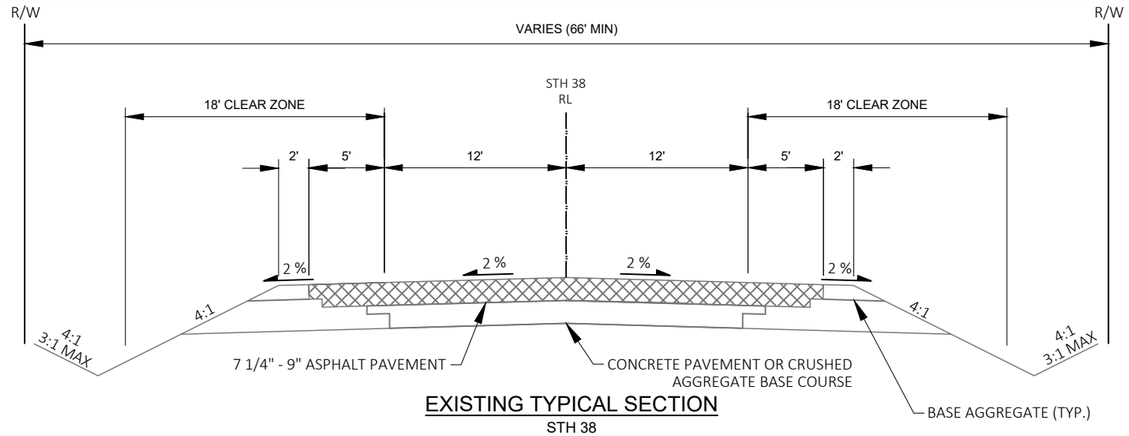
GENERAL NOTES & CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
GUARDRAIL/EROSION CONTROL
DRAINAGE/EROSION CONTROL
PERMANENT SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DETAILS
SURVEY CONTROL

2



PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E

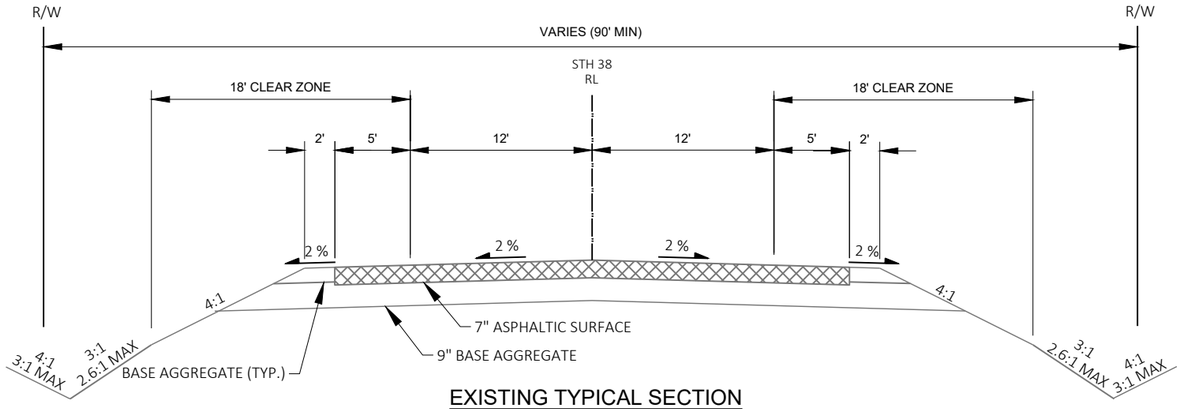
FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 11/5/2025 8:03 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION

STH 38

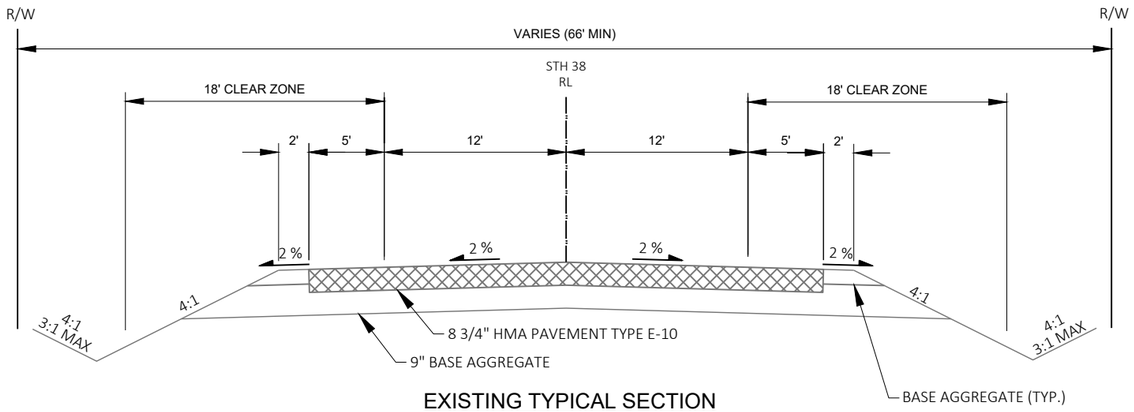
STA 35+40 - STA 94+35
STA 95+43 - STA 107+61
STA 124+00 TO STA 165+57
STA 182+48 - STA 220+00



EXISTING TYPICAL SECTION

STH 38

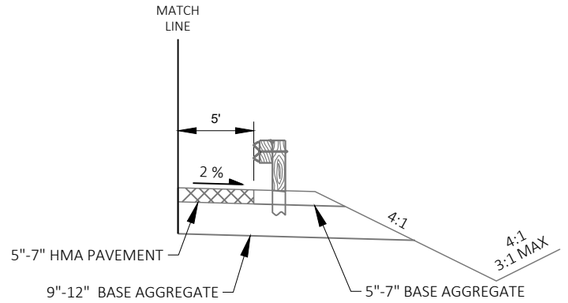
STA 94+35 - STA 95+43



EXISTING TYPICAL SECTION

STH 38

STA 121+44 - STA 124+00

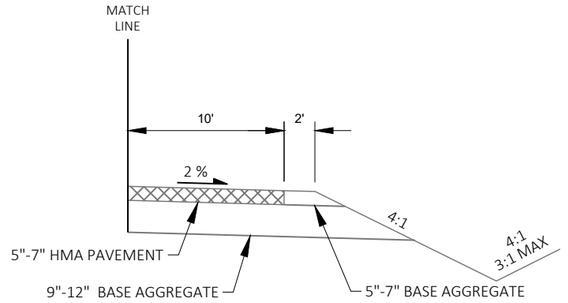


EXISTING GUARDRAIL

STH 38

RT SHOWN, LT IS MIRROR IMAGE

STA 121+42 - STA 122+17 LT
STA 121+25 - STA 122+01 RT
STA 157+40 - STA 159+18 RT
STA 157+12 - STA 161+23 LT



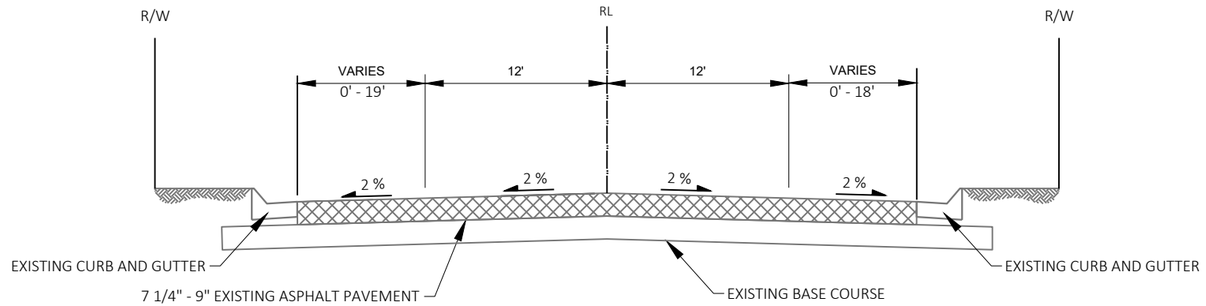
EXISTING TYPICAL BYPASS/TURN/TAPER LANE

STH 38

RT SHOWN, LT IS MIRROR IMAGE

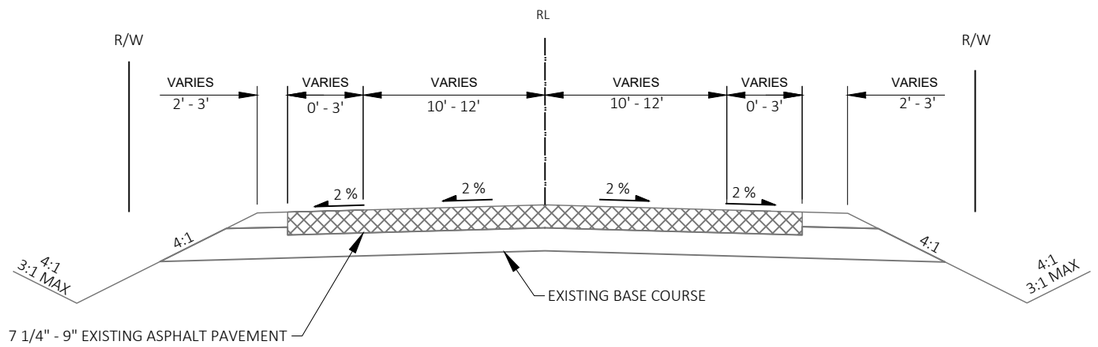
STA 43+53 - STA 48+28 RT
STA 45+60 - STA 49+20 LT
STA 63+38 - STA 68+75 RT
STA 63+85 - STA 70+55 LT
STA 121+44 - STA 124+00 LT
STA 121+44 - STA 124+00 RT
STA 213+05 - STA 220+00 RT
STA 213+75 - STA 218+75 LT

2



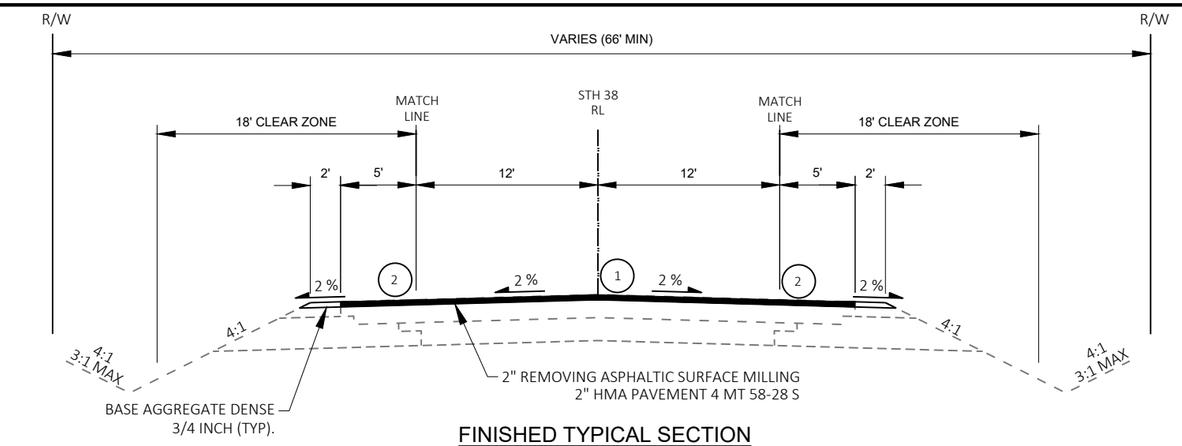
EXISTING TYPICAL SECTION
SIDE ROAD

HOODS CREEK RD
BROOK RD



EXISTING TYPICAL SECTION
SIDE ROAD

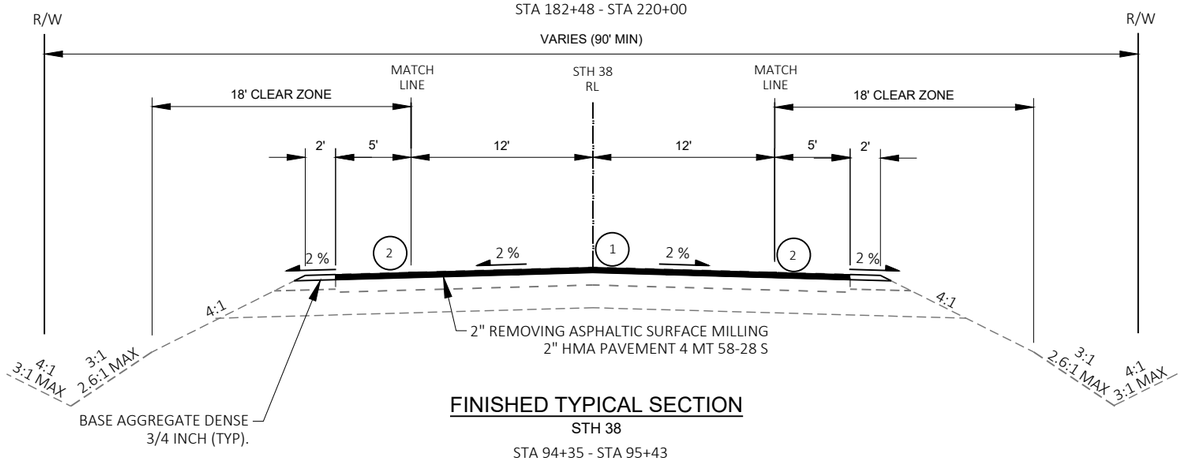
CHRISTY CIRCLE DR



FINISHED TYPICAL SECTION

STH 38

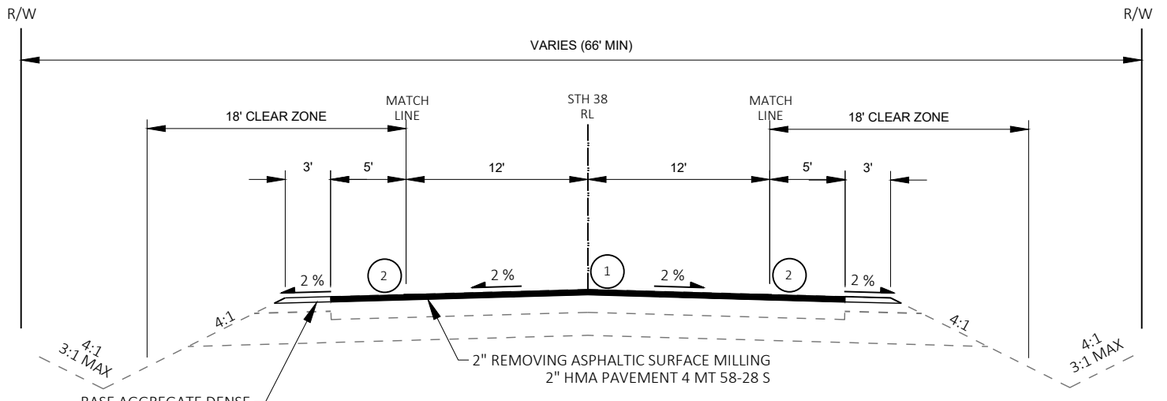
STA 35+40 - STA 94+35
STA 95+43 - STA 107+61
STA 124+00 TO STA 165+57
STA 182+48 - STA 220+00



FINISHED TYPICAL SECTION

STH 38

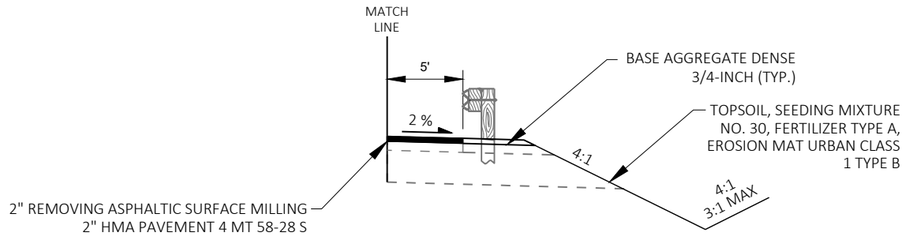
STA 94+35 - STA 95+43



FINISHED TYPICAL SECTION

STH 38

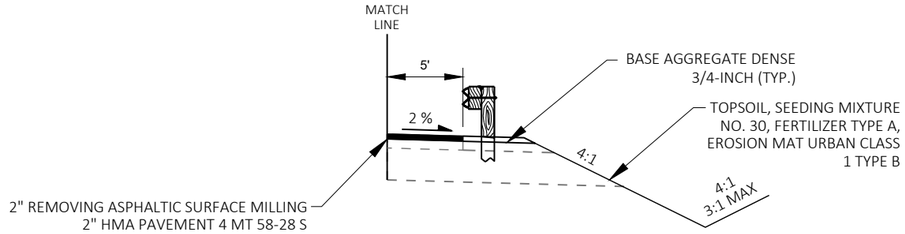
STA 121+44 - STA 124+00



FINISHED GRADING AT EXISTING GUARDRAIL

STH 38

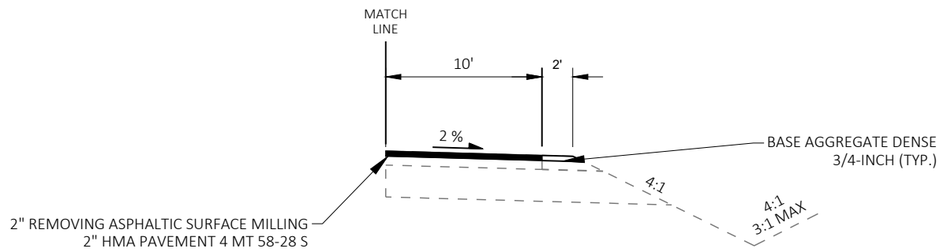
RT SHOWN, LT IS MIRROR IMAGE
STA 121+44 - STA 122+01 LT
STA 121+44 - STA 122+17 RT
STA 157+12 - STA 157+87 LT
STA 160+49 - STA 161+23 LT



FINISHED GRADING AT PROPOSED GUARDRAIL

STH 38

STA 155+22 - STA 156+79 RT



FINISHED TYPICAL BYPASS/TURN/TAPER LANE

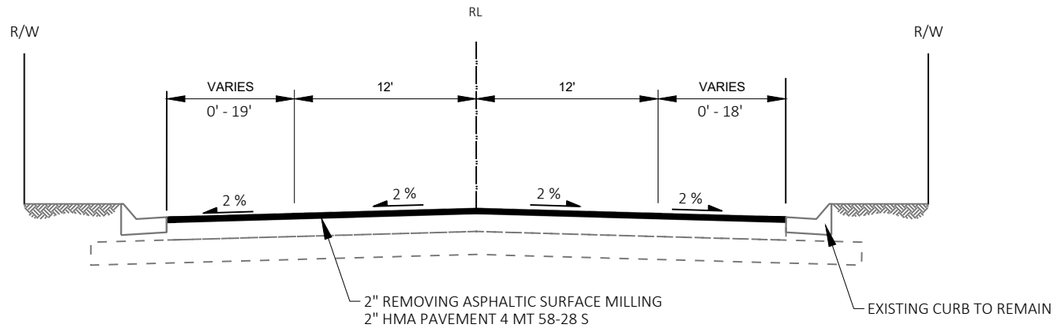
STH 38

RT SHOWN, LT IS MIRROR IMAGE
STA 43+53 - STA 48+28 RT
STA 45+60 - STA 49+20 LT
STA 63+38 - STA 68+75 RT
STA 63+85 - STA 70+55 LT
STA 121+44 - STA 124+00 LT
STA 121+44 - STA 124+00 RT
STA 213+05 - STA 220+00 RT
STA 213+75 - STA 218+75 LT

(1) ASPHALTIC RUMBLE STRIPS, CENTERLINE

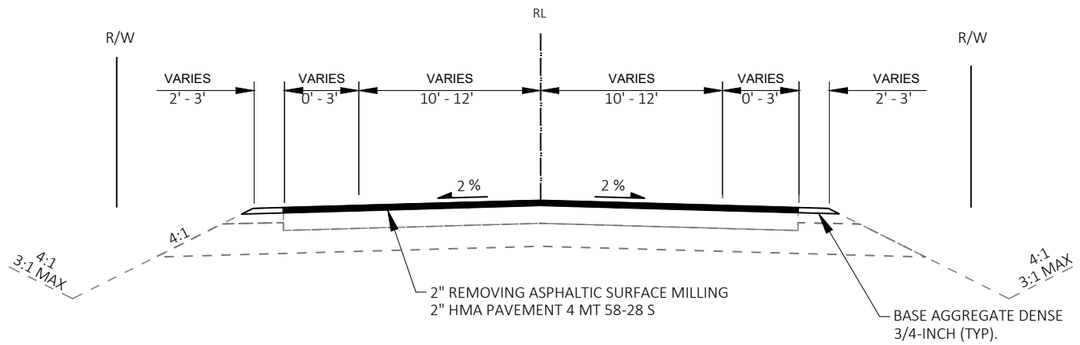
(2) ASPHALTIC RUMBLE STRIPS, SHOULDER

2



FINISHED TYPICAL SECTION
SIDE ROAD

HOODS CREEK RD
BROOK RD



FINISHED TYPICAL SECTION
SIDE ROAD

CHRISTY CIRCLE DR

2

LEGEND

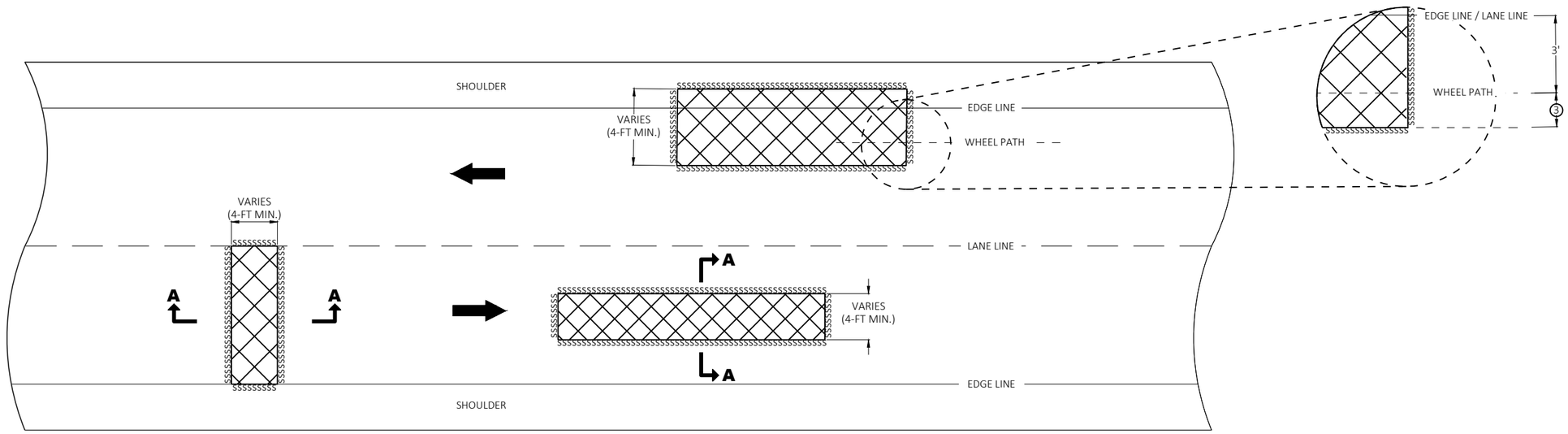
ASPHALTIC REPAIR

SSSSSS VERTICAL MILLED EDGE
SAW CUTTING AT THE CONTRACTORS DISCRETION

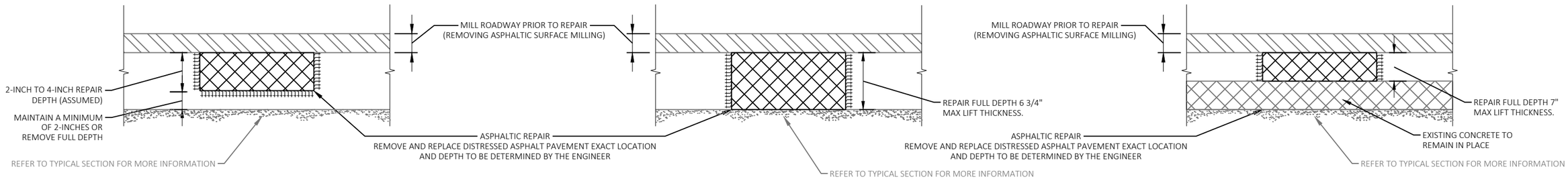
TTTTTTT TACK COAT

GENERAL NOTES

1. EXACT LOCATION, DEPTH AND SIZE OF REPAIR TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. MILL PAVEMENT PER PLAN PRIOR TO MAKING ASPHALTIC REPAIR.
3. LOCATE LONGITUDINAL REPAIR JOINTS OUTSIDE OF WHEEL PATH. 12-INCH MINIMUM (24-INCH RECOMMENDED) FROM THE CENTER OF THE WHEEL PATH.
4. ASPHALTIC REPAIR PAVING TO BE DONE ON THE SAME DAY AS REMOVAL.



PLAN VIEW



PARTIAL DEPTH
WITH OR WITHOUT CONCRETE BASE

FULL DEPTH
WITHOUT CONCRETE BASE

FULL DEPTH
WITH CONCRETE BASE

SECTION A-A

ASPHALTIC REPAIR

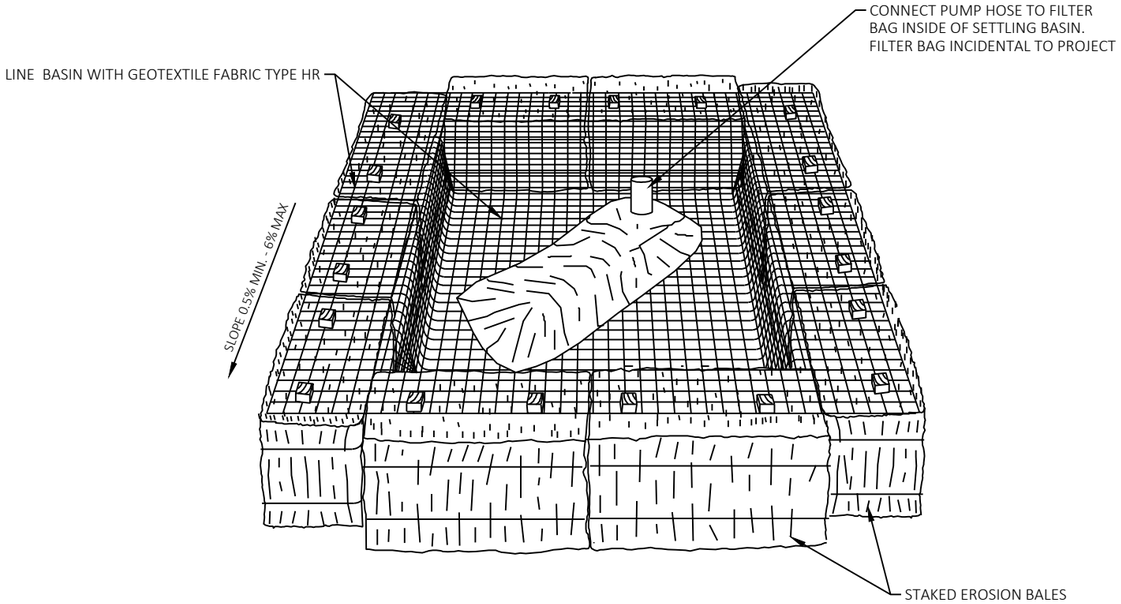
PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 8	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\021001-CD.DWG PLOT DATE : 12/31/2025 12:11 PM PLOT BY : EMMA VINDEDAHL PLOT NAME :

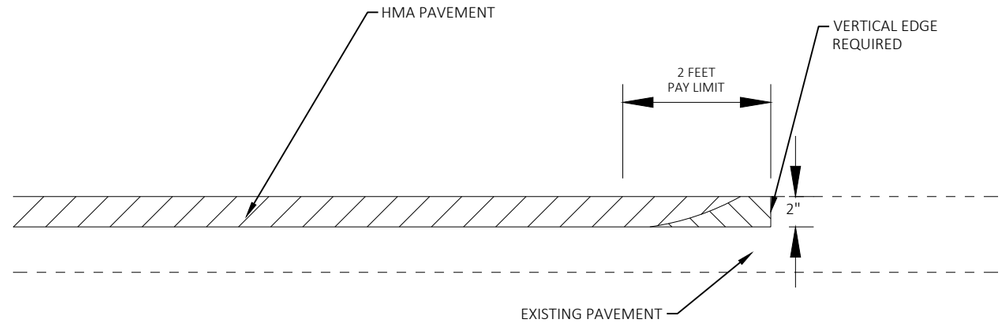
WISDOT/CADDS SHEET 42

NOTES:

1. PUMP FROM DEWATERING OPERATIONS INTO TEMPORARY SETTLING BASINS PRIOR TO DISCHARGING INTO ROADSIDE DITCHES.
2. BASIN SHALL BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED BY THE CONTRACTOR OFF THE PROJECT SITE.
3. SETTLING BASIN SHALL BE PLACED IN AN UPLAND,FLAT, VEGETATED AREA OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.
4. SIZE OF SETTLING BASIN AND FILTER BAG SHALL BE DETERMINED BY THE CONTRACTOR AS PART OF THE EROSION CONTROL IMPLEMENTATION PLAN.
5. ONLY ONE HOSE PER BAG ALLOWED AT A TIME. SIZE BASIN APPROPRIATELY FOR ADDITIONAL BAGS IF MORE THAN ONE HOSE IS NEEDED.
6. THE NECK OF THE BAG WHERE THE HOSE ATTACHES SHALL BE PLACED ON THE UPSTREAM CORNER OF THE SETTLING BASIN.
7. REPLACE SEDIMENT BAG, BALES, AND FABRIC AS NECESSARY OR AS DIRECTED BY THE ENGINEER. REMOVE SPENT BAGS PRIOR TO REPLACING. DO NOT STACK NEW BAG ON TOP OF SPENT BAG.
8. ALL ITEMS ARE INCIDENTAL TO THE CONTRACT. INCLUDING DISPOSAL AND REPLACEMENT OF BAGS AND BASIN MATERIALS



TEMPORARY SETTLING BASIN WITH SEDIMENT BAG

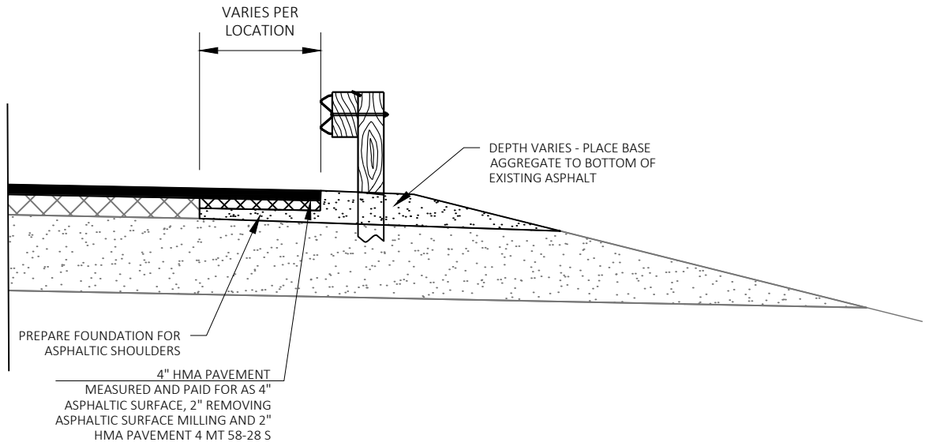


REMOVE MATERIAL UNDER ITEM 'REMOVING ASPHALTIC SURFACE BUTT JOINT'

REMOVING ASPHALTIC SURFACE MILLING

BUTT JOINT - NO CHANGE IN PROFILE

STA 35+40 - STA 35+42	PROJECT START
STA 47+14, 105'-107' RT	HOODS CREEK RD
STA 67+30, 115-117' RT	BROOK RD
STA 107+59 - STA 107+61	4 MILE RD S END OF INTERSECTION
STA 121+44 - STA 121+46	4 MILE RD N END OF INTERSECTION
STA 165+55 - STA 165+57	5 MILE RD S END OF INTERSECTION
STA 182+48 - STA 182+50	5 MILE RD N END OF INTERSECTION
STA 214+58, 84'-86' LT	CHRISTY CIRCLE DR
STA 217+70, 88'-90' LT	CHRISTY CIRCLE DR
STA 219+98 - STA 220+00	PROJECT END



EXISTING ASPHALTIC PAVEMENT

EXISTING BASE AGGREGATE

ASPHALTIC SURFACE (STEP 1 - 4" DEPTH)

BASE AGGREGATE DENSE 3/4-INCH

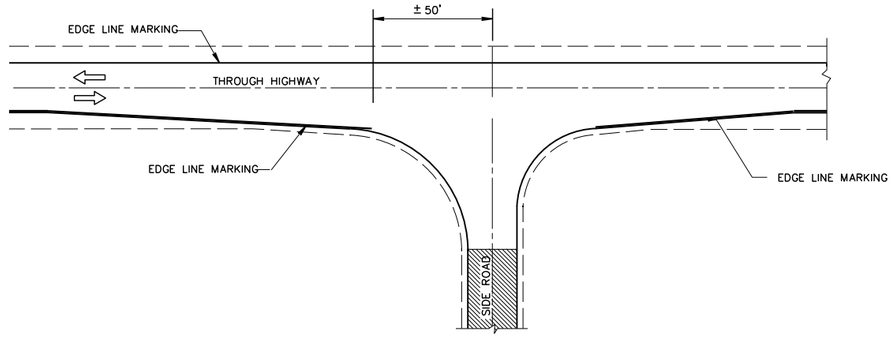
REMOVING ASPHALTIC SURFACE MILLING & HMA PAVEMENT 4 MT 58-28 S (STEP 2 - 2" DEPTH)

BEAM GUARD PAVING DETAIL

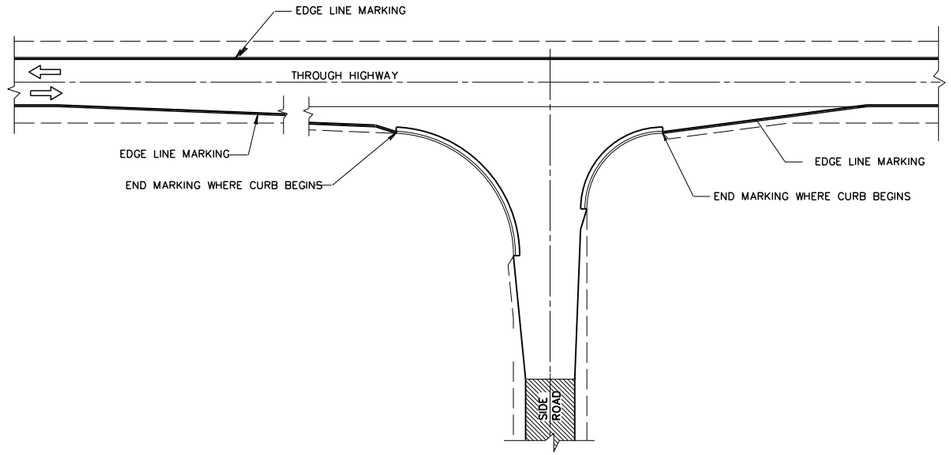
DETAIL APPLIES TO ALL BEAM GUARD LOCATIONS
WHERE ROADWAY IS NOT PAVED TO FACE OF RAIL.

NOTE:

SHOULDER WORK MUST BE COMPLETED PRIOR TO MILLING AND RESURFACING OF THE DRIVING LANES AND SHOULDERS.

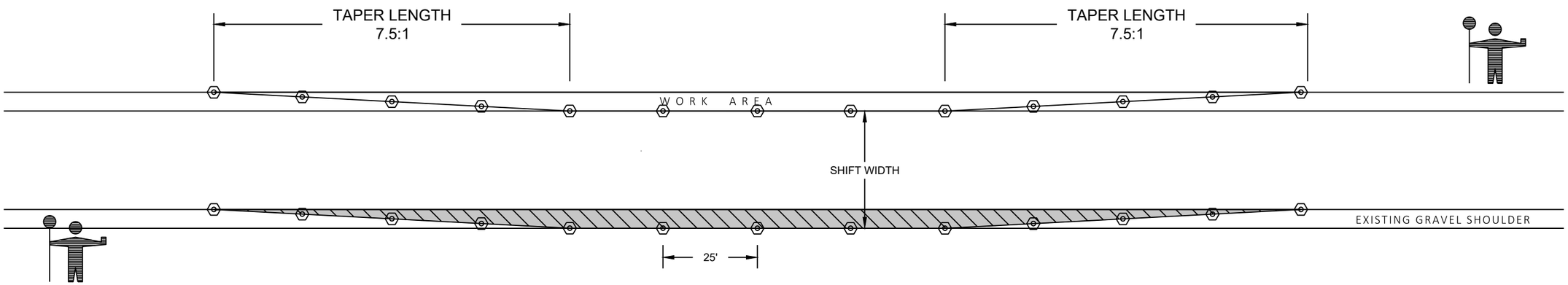


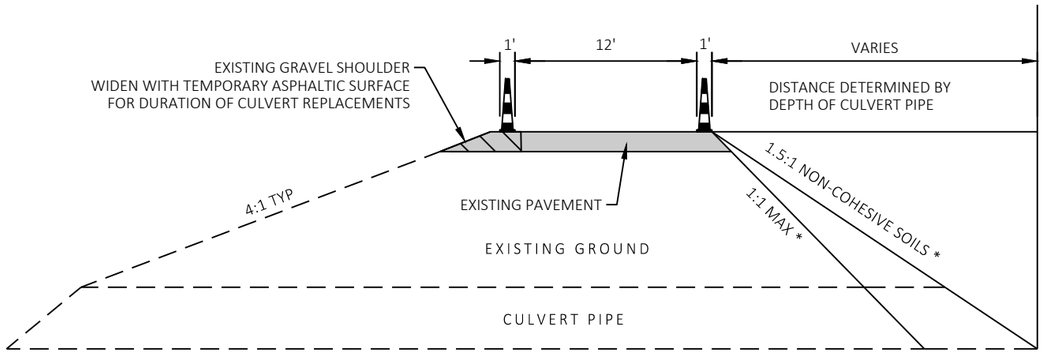
MINOR INTERSECTION WITHOUT CURBS
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)

EDGELINE MARKINGS AT MINOR INTERSECTIONS





NOTES

1. EXTEND TAPERS ACROSS THE SHOULDER
   UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION

2. WHEN WORK IS NOT IN PROGRESS:
   - REMOVE OR COVER ALL LANE CLOSURE SIGNS
   - MOVE ALL DEVICES A SAFE DISTANCE OUTSIDE THE SHOULDER
   - RESTORE LANES TO A SAFE OPERATING CONDITION

3. USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

* USE 1:1 FOR COHESIVE CLAYS AND SILTS,LOAMS, SANDY CLAYS, & ANGULAR GRAVEL SOILS
USE 1.5:1 FOR NON-COHESIVE SANDY SOILS

4. WHEN WORK IS COMPLETE, REMOVE TEMPORARY SURFACE AND RESTORE GRAVEL SHOULDER

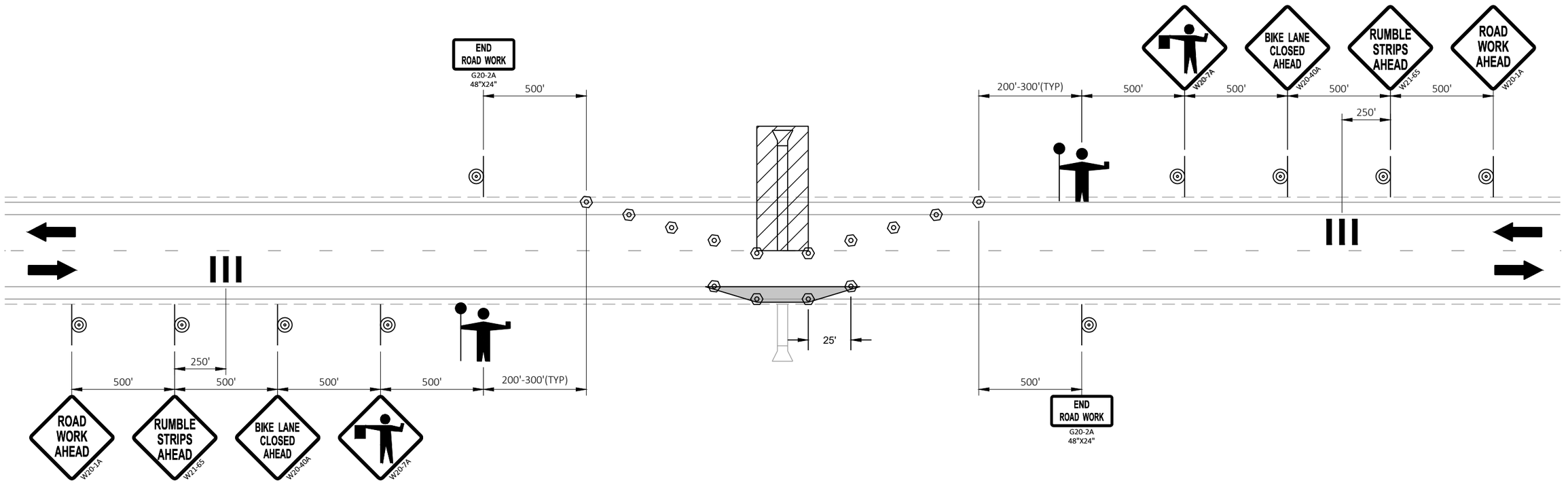
KEY

- 42-INCH CONE
- EXISTING PAVED SURFACE
- ASPHALTIC SURFACE TEMPORARY (5-INCH)
  TEMPORARY SHOULDER WIDENING

LANE SHIFT DETAIL

STA 73+17 (STH 38)
STA 145+61 (STH 38)
STA 188+82 / STA 194+46 (STH 38)

LANE CLOSURE WITH SHIFT AND FLAGGING OPERATIONS



NOTES

1. USE WITH "LANE SHIFT DETAIL"

2. USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

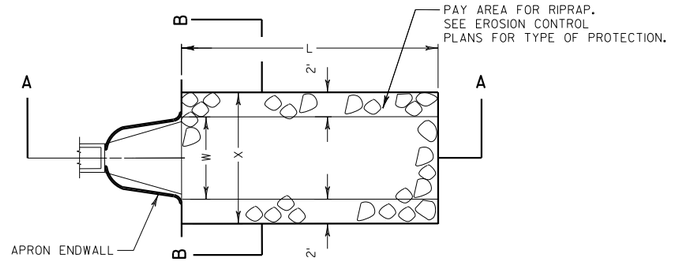
3. WHEN WORK IS NOT IN PROGRESS:
   - REMOVE OR COVER ALL LANE CLOSURE SIGNS
   - MOVE ALL DEVICES A SAFE DISTANCE OUTSIDE THE SHOULDER
   - RESTORE LANES TO A SAFE OPERATING CONDITION

4. WHEN WORK IS COMPLETE, REMOVE TEMPORARY SURFACE AND RESTORE GRAVEL SHOULDER

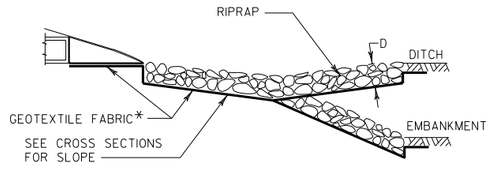
LEGEND

- 42-INCH CONE
- SIGN ON PORTABLE SUPPORT
- ASPHALTIC SURFACE TEMPORARY (5-INCH)
  TEMPORARY SHOULDER WIDENING (IF NEEDED)
- WORK AREA
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

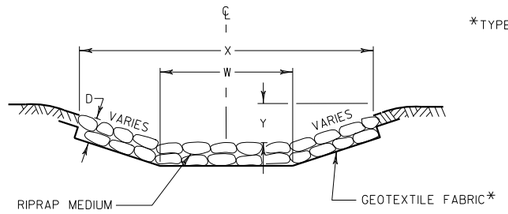
2



PLAN VIEW



SECTION A-A



SECTION B-B

L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

D = 18" FOR RIPRAP MEDIUM

X = W+4' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+6' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
6" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

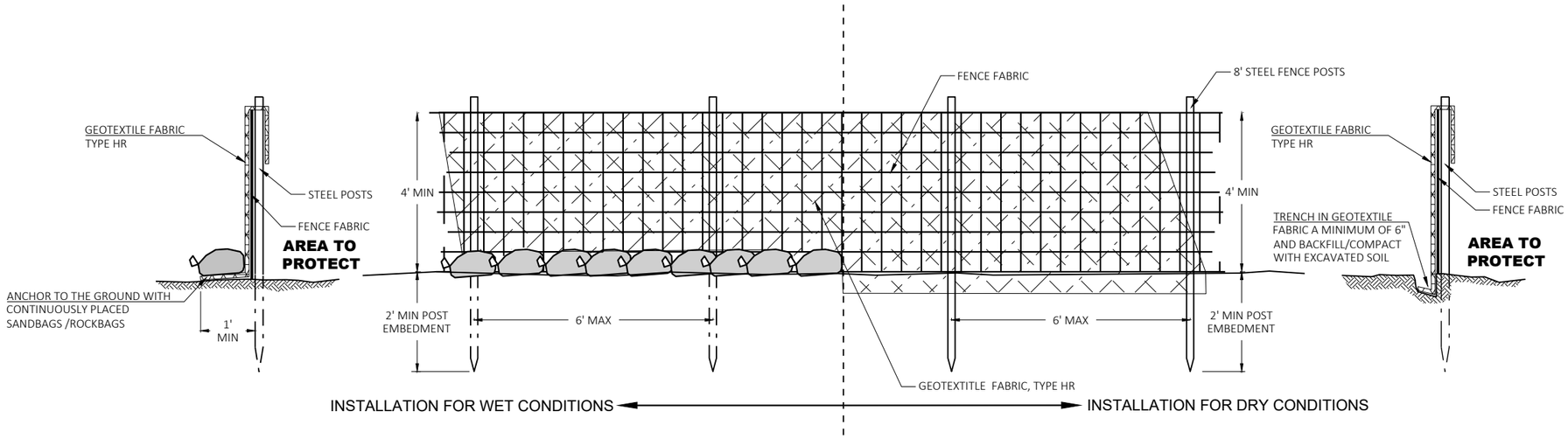
*TYPE HR (FOR RIPRAP HEAVY AND MEDIUM ONLY)

CONSTRUCTION NOTES:

1. GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO END WALL INSTALLATION.
2. COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

2



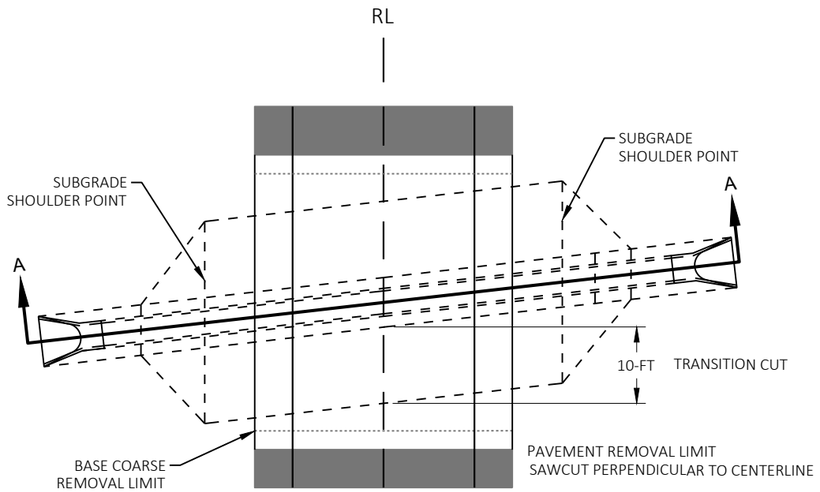
SILT FENCE HEAVY DUTY

GENERAL NOTES:

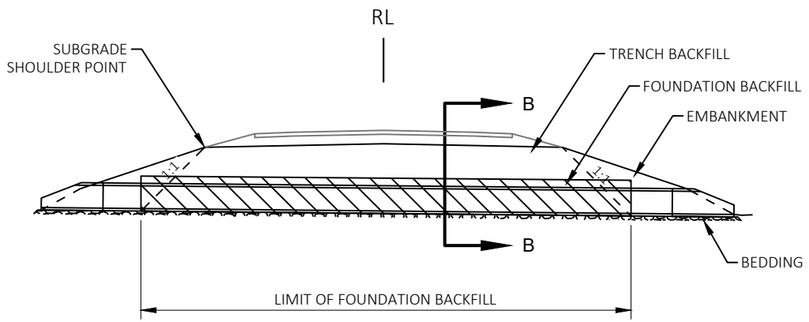
1. ATTACH FENCE FABRIC TO POSTS A MINIMUM OF 3 TIES PER POST (TOP, MIDDLE, BOTTOM)
2. ATTACH GEOTEXTILE FABRIC TO FENCE FABRIC AND/OR POSTS AT A MAXIMUM SPACING OF EVERY 2 FEET ALONG THE TOP AND ADDITIONALLY AS NECESSARY TO PREVENT DISPLACEMENT BY WIND AND WAVE ACTIONS.

CONSTRUCTION NOTES

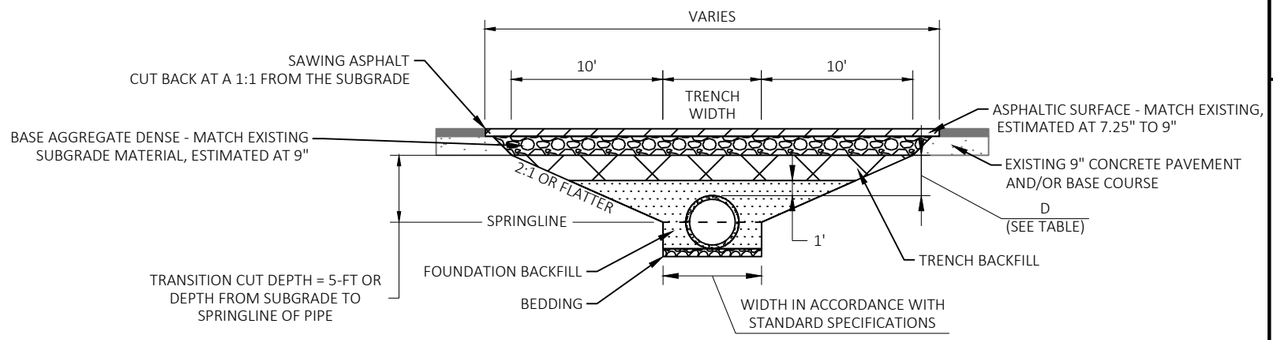
1. TRANSITION CUT IS PAID AS EXCAVATION COMMON
2. TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT
3. BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520. PAYMENT FOR BACKFILLING TRANSITION CUT IS INCIDENTAL.
4. PAYMENT FOR TRENCH EXCAVATION IS INCIDENTAL TO THE CULVERT PIPE BID ITEMS.



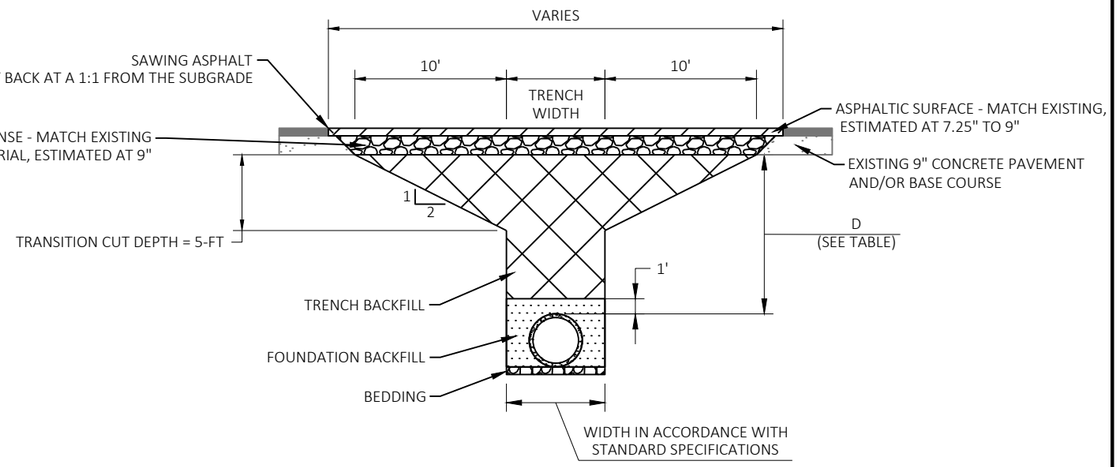
PLAN VIEW



SECTION A-A



SECTION B-B
(D < 6 FT)



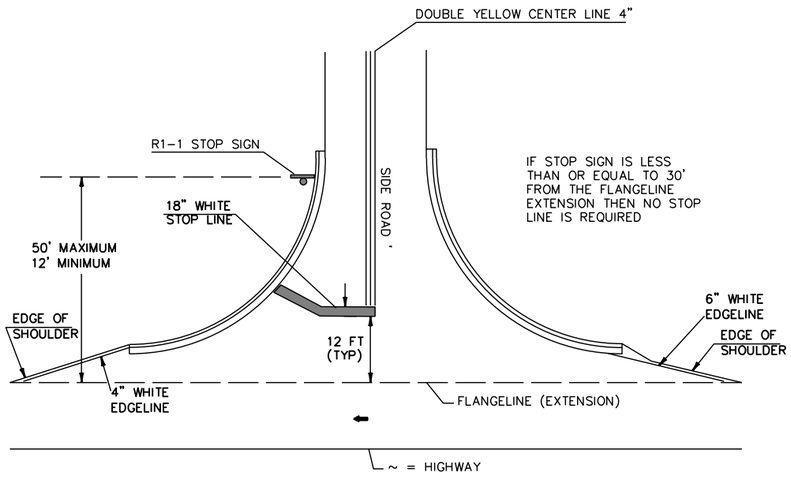
SECTION B-B
(D ≥ 6 FT)

CULVERT PIPE TRANSITIONS

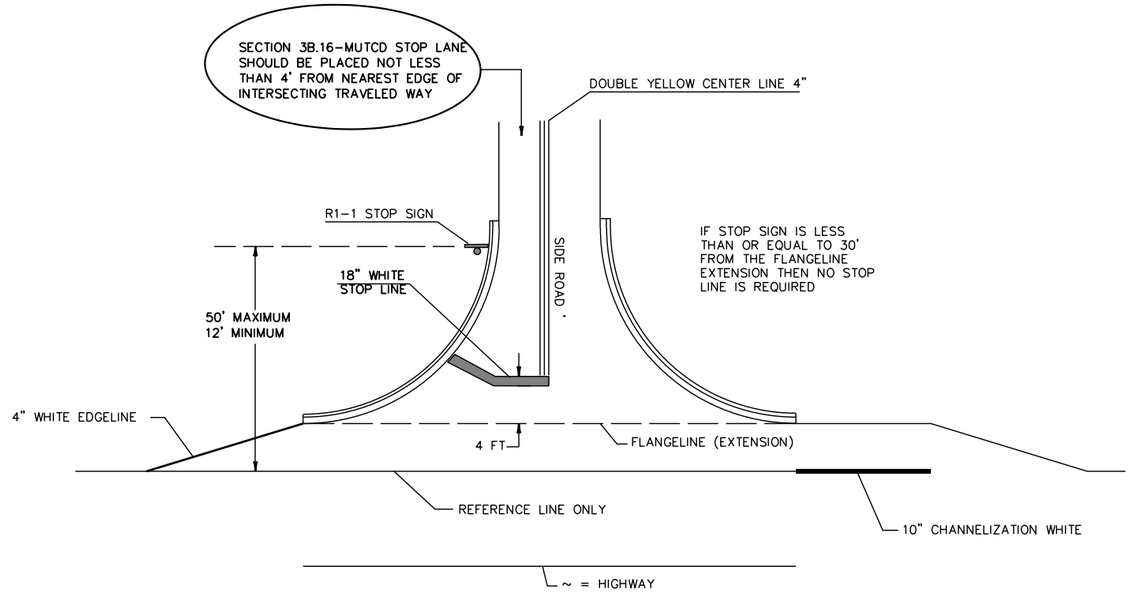
ROUTE	STA	DEPTH D (FT)	PIE DIA (IN)	REMARKS
STH 38	STA 73+17	3.50 FT	30 IN	
STH 38	STA 145+61	4.00 FT	30 IN	
STH 38	STA 188+82	2.60 FT	30 IN	
STH 38	STA 194+46	1.53 FT	24X38 IN	

NOTE:
CULVERT WORK MUST BE COMPLETED PRIOR TO MILLING AND RESURFACING OF THE DRIVING LANES AND SHOULDERS.

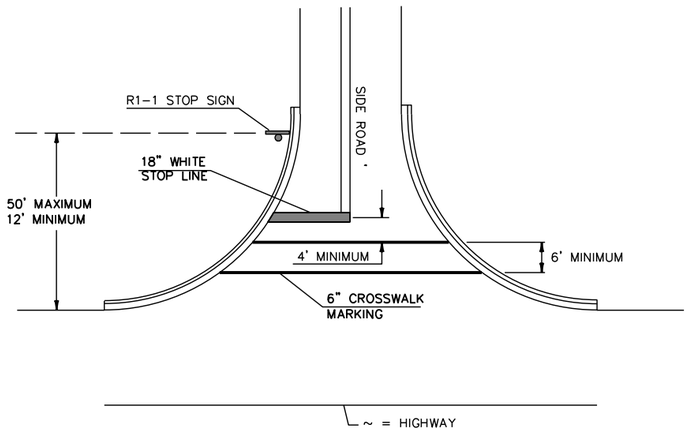
CULVERT REPLACEMENT



TYPICAL PAVEMENT MARKING FOR SIDEROADS



TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

NOTES:
18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

STOP LINES REQUIRED WHERE:

- CROSSWALK MARKINGS EXIST OR BEING PROVIDED
- LARGE RADII
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.

LEGEND

- SILT FENCE
- SILT FENCE HEAVY DUTY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- DRAINAGE FLOW
- EROSION MAT URBAN CLASS 1 TYPE B
- RIPRAP MEDIUM

N

WETLAND BOUNDARY

BARRIER SYSTEM GRADING, SHAPING AND FINISHING WITH EXISTING END TERMINAL REMAINING IN PLACE

SLOPE INTERCEPT

CAUTION

WATERWAY BOUNDARY

EXISTING R/W

WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION

WE ENERGIES - GAS

SEE FOUR MILE RD ROUNDABOUT PROJECT 2290-25-70

EXISTING BEAM GUARD TO REMAIN

SIGN

121+00 122+00 123+00 124+00 125+00 126+00

STH 38

STH 38 R/L

WE ENERGIES - GAS

EXISTING BEAM GUARD TO REMAIN

WE ENERGIES - OVERHEAD ELECTRIC

BARRIER SYSTEM GRADING, SHAPING AND FINISHING WITH EXISTING END TERMINAL REMAINING IN PLACE

SLOPE INTERCEPT

EXISTING R/W

WATERWAY BOUNDARY

AT&T - COMMUNICATION

WE ENERGIES - ELECTRIC

AT&T - COMMUNICATION

SPECTRUM - COMMUNICATION

TRIMMING OF TREE BRANCHES THAT MAY BE IMPACTED ON THE RIGHT/EAST SIDE OF STH 38 FOR THE GRADING WORK NEAR STATION 122+00 WILL BE COMPLETED BY OTHERS AHEAD OF THE PROJECT

FOOTBRIDGE

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	GUARDRAIL/EROSION CONTROL DETAILS	SHEET 17	E

2

2

LEGEND

- SILT FENCE
- SILT FENCE HEAVY DUTY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- DRAINAGE FLOW
- EROSION MAT URBAN CLASS 1 TYPE B
- RIPRAP MEDIUM

N

ATC - OVERHEAD ELECTRIC

BARRIER SYSTEM GRADING, SHAPING AND FINISHING WITH EXISTING END TERMINAL REMAINING IN PLACE

SLOPE INTERCEPT

PAVE TO FACE OF RAIL. SEE BEAM GUARD PAVING DETAIL. BARRIER SYSTEM GRADING, SHAPING AND FINISHING

CAUTION

WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION

EXISTING R/W

BARRIER SYSTEM GRADING, SHAPING AND FINISHING WITH EXISTING END TERMINAL REMAINING IN PLACE

SLOPE INTERCEPT

156+00 157+00 158+00 159+00 160+00 161+00

STH 38 R/L

STH 38

EAT POST #9
STA 155+75.91
17.0' RT

EAT POST #5
STA 155+49.37
18.0' RT

EAT POST #1
STA 155+22.42
19.0' RT

EAT POST #9
STA 156+25.91
17.0' RT

SLOPE INTERCEPT

EAT POST #5
STA 156+52.46
18.0' RT

EAT POST #1
STA 156+79.00
19.0' RT

EXISTING R/W

AT&T - COMMUNICATION

WATERWAY BOUNDARY

INSTALL NEW MGS GUARDRAIL:

MGS GUARDRAIL TERMINAL EAT: STA 155+22.42 - STA 155+75.91
MGS GUARDRAIL 3: STA 155+75.91 - STA 156+25.91
MGS GUARDRAIL TERMINAL EAT: STA 156+25.91 - STA 156+79.00

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	GUARDRAIL/EROSION CONTROL DETAILS	SHEET 18	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 2/18/2026 10:56 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

WATERWAY BOUNDARY

RIPRAP MEDIUM
17' X 2'
GEOTEXTILE TYPE HR

RIPRAP MEDIUM
10' X 3'
GEOTEXTILE TYPE HR

N

EXISTING R/W

WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION

84+00

STH 38

85+00

STH 38 R/L

86+00

STA. 84+93.00
C-51-004 BOX CULVERT
48"X60" CONCRETE
E INV. 663.44
W INV. 662.95
FLOWS EAST

RIPRAP MEDIUM
19' X 3'
GEOTEXTILE TYPE HR

RIPRAP MEDIUM
21' X 2'
GEOTEXTILE TYPE HR

WATERWAY BOUNDARY

AT&T - COMMUNICATION

EXISTING R/W

NOTE:
OFFSETS ARE MEASURED TO THE ENDWALL

LEGEND

- SILT FENCE
- SILT FENCE HEAVY DUTY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- DRAINAGE FLOW
- EROSION MAT URBAN CLASS 1 TYPE B
- RIPRAP MEDIUM

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	DRAINAGE/EROSION CONTROL	SHEET 19	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 1
PLOT DATE : 11/10/2025 11:37 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

AT&T - COMMUNICATION
WETLAND BOUNDARY
WE ENERGIES - ELECTRIC
SPECTRUM - COMMUNICATION
EXISTING R/W
RIPRAP MEDIUM
8'X10'
GEOTEXTILE TYPE HR
APRON ENDWALLS FOR CULVERT PIPE
REINFORCED CONCRETE 30-INCH
STA 73+17, 33.71' LT
INV = 686.36
SLOPE = 2.8%
SLOPE INTERCEPT
WE ENERGIES - OVERHEAD ELECTRIC
REMOVE EXISTING STRUCTURE
2'X2' CONCRETE BOX WITH
30" CPRC EXTENSIONS
REPLACE WITH CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH
CONCRETE COLLARS FOR PIPE REQUIRED AT MIDDLE JOINT
70+00
71+00
72+00
73+00
74+00
75+00
76+00
77+00
CAUTION
CALEDONIA - SANITARY
WE ENERGIES - GAS
RIPRAP MEDIUM
8'X2.5'
GEOTEXTILE TYPE HR
APRON ENDWALLS FOR CULVERT PIPE
REINFORCED CONCRETE 30-INCH
STA 73+17, 38.56' RT
INV = 684.32
SLOPE = 2.8%
TRIMMING OF TREE BRANCHES THAT MAY BE IMPACTED ON THE RIGHT/EAST SIDE OF STH 38 FOR THE CULVERT WORK NEAR STATION 73+00 WILL BE COMPLETED BY OTHERS AHEAD OF THE PROJECT

APRON ENDWALLS FOR CULVERT PIPE
REINFORCED CONCRETE 30-INCH
STA 145+61, 37.29' LT
INV = 683.12
SLOPE = 0.2%
RIPRAP MEDIUM
8'X10'
GEOTEXTILE TYPE HR
EXISTING R/W
WE ENERGIES - GAS
WETLAND BOUNDARY
SLOPE INTERCEPT
REMOVE EXISTING STRUCTURE
2'X2' CONCRETE BOX WITH
30" CPRC EXTENSIONS
REPLACE WITH CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH
CONCRETE COLLARS FOR PIPE REQUIRED AT MIDDLE JOINT
CAUTION
WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION
142+00
143+00
144+00
145+00
146+00
147+00
148+00
149+00
WETLAND BOUNDARY
EXISTING R/W
RIPRAP MEDIUM
8'X10'
GEOTEXTILE TYPE HR
APRON ENDWALLS FOR CULVERT PIPE
REINFORCED CONCRETE 30-INCH
STA 145+61, 41.00' RT
INV = 682.98
SLOPE = 0.2%
WE ENERGIES - ELECTRIC
AT&T - COMMUNICATION
TRIMMING OF TREE BRANCHES THAT MAY BE IMPACTED ON BOTH SIDES OF STH 38 FOR THE CULVERT WORK NEAR STATION 145+50 WILL BE COMPLETED BY OTHERS AHEAD OF THE PROJECT

LEGEND

- SILT FENCE
- SILT FENCE HEAVY DUTY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- DRAINAGE FLOW
- EROSION MAT URBAN CLASS 1 TYPE B
- RIPRAP MEDIUM

NOTE:
OFFSETS ARE MEASURED TO THE ENDWALL

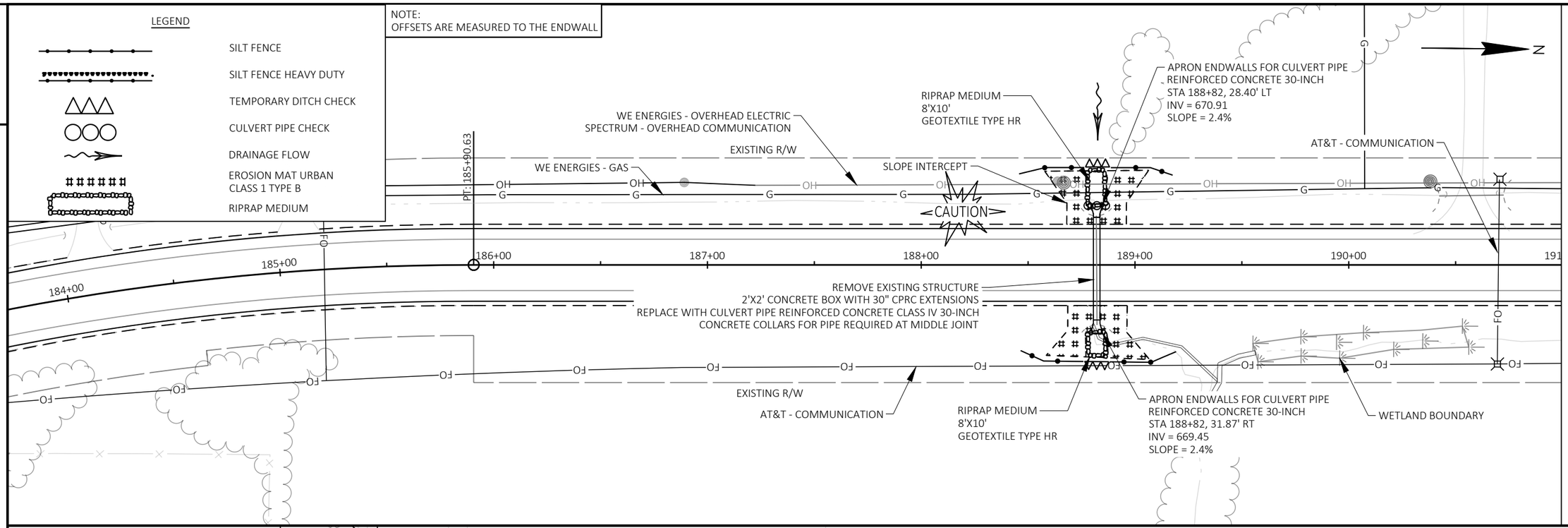
PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	DRAINAGE/EROSION CONTROL	SHEET 20	E

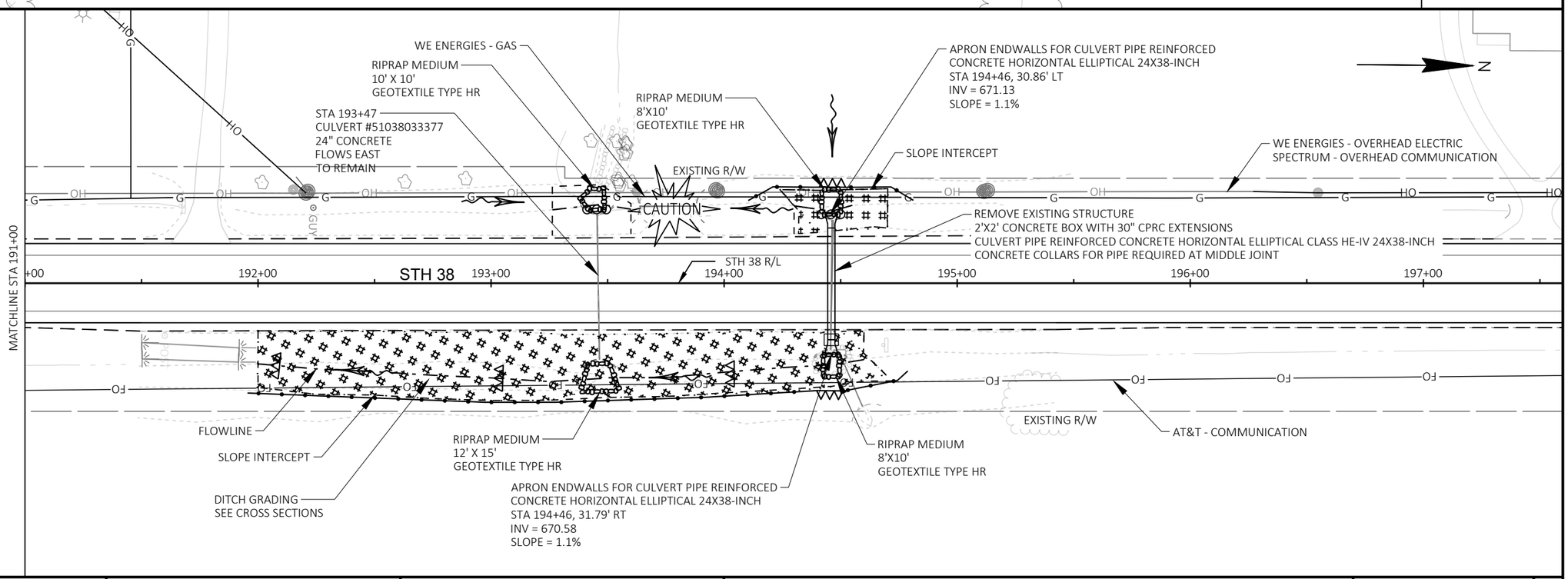
2

LEGEND

- SILT FENCE
- SILT FENCE HEAVY DUTY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- DRAINAGE FLOW
- EROSION MAT URBAN CLASS 1 TYPE B
- RIPRAP MEDIUM

NOTE:
OFFSETS ARE MEASURED TO THE ENDWALL





PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	DRAINAGE/EROSION CONTROL	SHEET 21	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\022002-EC.DWG
LAYOUT NAME - 02
PLOT DATE : 12/29/2025 9:22 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION

WE ENERGIES - GAS

STH 38 R/L

WETLAND BOUNDARY

220+00

RIPRAP MEDIUM
17' X 5'
GEOTEXTILE TYPE HR

STA 219+71
CULVERT #51038031600
FLOWS EAST
TO REMAIN

STH 38

AT&T - COMMUNICATION

EXISTING R/W

219+00

CAUTION

WE ENERGIES - GAS

N

NOTE:
OFFSETS ARE MEASURED TO THE ENDWALL

LEGEND

- SILT FENCE
- SILT FENCE HEAVY DUTY
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- DRAINAGE FLOW
- EROSION MAT URBAN CLASS 1 TYPE B
- RIPRAP MEDIUM

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	DRAINAGE/EROSION CONTROL	SHEET 22	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 4
PLOT DATE : 11/10/2025 11:37 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

Signing notes

Type II aluminum signs removed under the contract shall be delivered in accordance with 638.3.4(2) of the Standard Specifications.
Contact the following individual at the sign shop for distribution county location.

Signing Coordinator	County(s)	Phone #
• Bree Johns-Konkel	Milwaukee, Racine, Ozaukee, Washington	414-750-2814
• Chuck Saldivar	Kenosha, Walworth, Waukesha	414-750-1682

Signs shall be carefully removed from sign supports. The signs shall be palletized for handling with a forklift (see standard spec 638.3.4). The Regional sign shop (see above for phone number) shall be notified three working days prior to delivery of the signs.

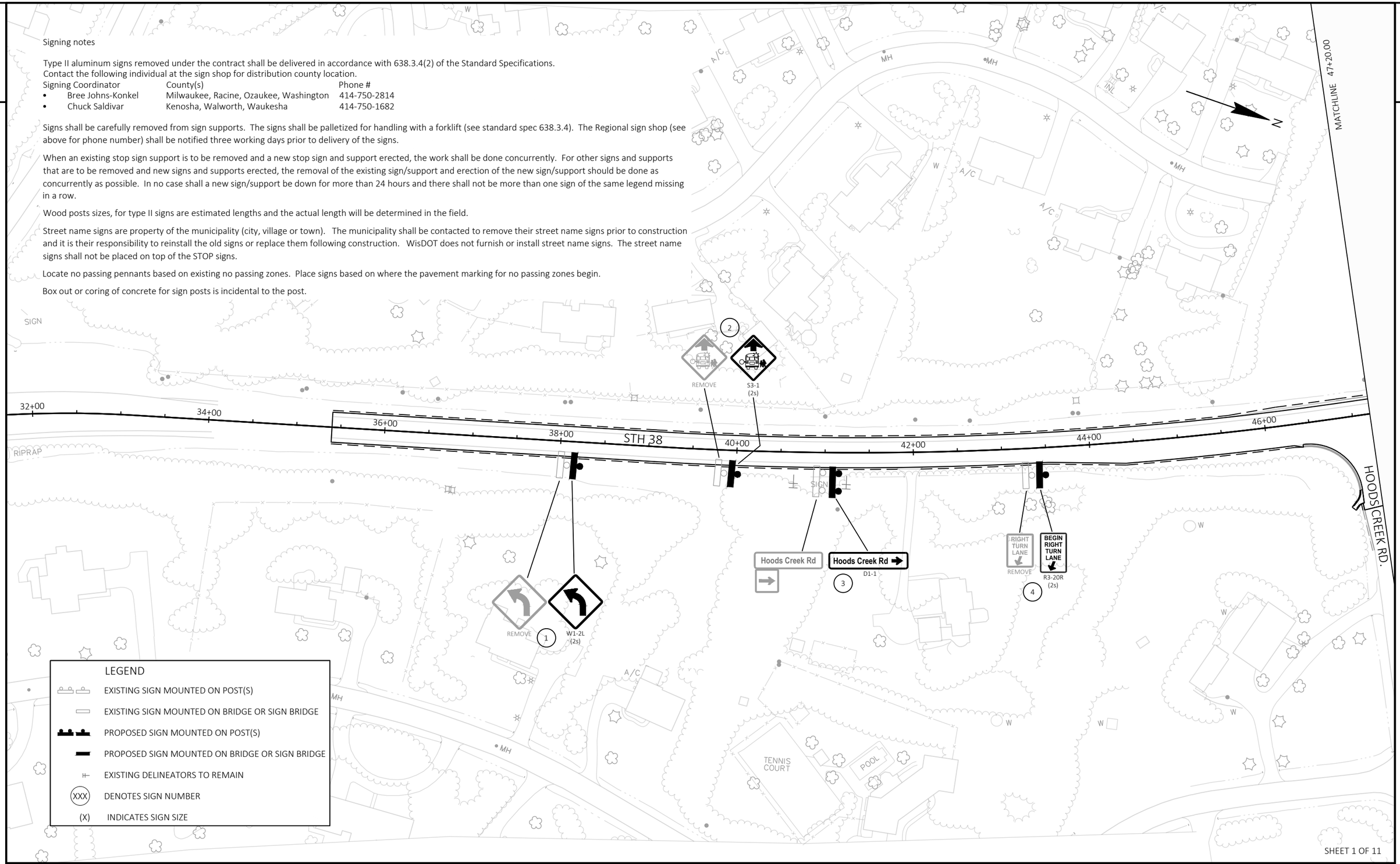
When an existing stop sign support is to be removed and a new stop sign and support erected, the work shall be done concurrently. For other signs and supports that are to be removed and new signs and supports erected, the removal of the existing sign/support and erection of the new sign/support should be done as concurrently as possible. In no case shall a new sign/support be down for more than 24 hours and there shall not be more than one sign of the same legend missing in a row.

Wood posts sizes, for type II signs are estimated lengths and the actual length will be determined in the field.

Street name signs are property of the municipality (city, village or town). The municipality shall be contacted to remove their street name signs prior to construction and it is their responsibility to reinstall the old signs or replace them following construction. WisDOT does not furnish or install street name signs. The street name signs shall not be placed on top of the STOP signs.

Locate no passing pennants based on existing no passing zones. Place signs based on where the pavement marking for no passing zones begin.

Box out or coring of concrete for sign posts is incidental to the post.



SHEET 1 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 23	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS1
PLOT DATE : 2/18/2026 11:37 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

STH 38

48+00 50+00 52+00 54+00 56+00 58+00 60+00 62+00

MATCHLINE 62+40.00

MATCHLINE 47+20.00

8 W1-4R (2s)

REMOVE

SIGN TO REMAIN

11 Hoods Creek Rd D1-1

Hoods Creek Rd

6 REMOVE

7 NEXT 3 MILES REMOVE

9 SPEED LIMIT 55 REMOVE; SPEED LIMIT 55 R2-1 (2s)

10 REMOVE; W1-2R (2s)

5 STOP R1-1 (3); STOP REMOVE

12 Brook Rd D1-1

Brook Rd

13 REMOVE; W2-2R (2s)

INL RIPRAP

POOL

MH

A/C

W

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING DELINEATORS TO REMAIN
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

SHEET 2 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 24	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS2

PLOT DATE : 2/18/2026 11:38 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SEPTIC

MATCHLINE 77+60.00

15

W1-2L
(2s)

REMOVE

16 17 18

REMOVE REMOVE

W1-8
(2s)

W1-8
(2s)

19 20 21

23 24 25

REMOVE REMOVE

W1-8
(2s)

W1-8
(2s)

26 27 28

29

W1-2R
(2s)

REMOVE

31

W2-2L
(2s)

REMOVE

34

Brook Rd
D1-1

Brook Rd
REMOVE

64+00

66+00

68+00

70+00

72+00

74+00

76+00

STH 38

MH

SIGN

STR
NAME
EET

SIGN TO REMAIN

W

BROOK RD.

MH

STOP
R1-1
(3)

STOP
REMOVE

22

SEPTIC

SEPTIC

SEPTIC

REMOVE

S3-1
(2s)

30

HILL
BLOCKS
VIEW
REMOVE

HILL
BLOCKS
VIEW
W7-6
(2s)

32

WATCH FOR
TURNING TRAFFIC
REMOVE

50
MPH
W13-1
(2s)

33

REMOVE

W1-2R
(2s)

14

ANT.

W

W

MH

MATCHLINE 62+40.00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING DELINEATORS TO REMAIN
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

SHEET 3 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 25	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS3

PLOT DATE : 2/18/2026 11:38 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 92+80.00

35

S3-1
(2s)

REMOVE

78+00 80+00 82+00 84+00 86+00 88+00 90+00 92+00

STH 38

W

W

RUINS

RUINS

RAMP

POOL

W

MATCHLINE 77+60.00

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING DELINEATORS TO REMAIN

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SHEET 4 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 26	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS4

PLOT DATE : 2/18/2026 11:38 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE 108+00.00

MATCHLINE 92+80.00

N

RUINS

RUINS

36

REMOVE

R7-1R (2s)

37

REMOVE

R7-1D (2s)

W

SEE PROJECT 2290-25-70

94+00 96+00 98+00 100+00 102+00 104+00 106+00 108

STH 38

W

W W

W

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING DELINEATORS TO REMAIN
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

SHEET 5 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 27	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS5

PLOT DATE : 2/18/2026 11:38 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE 123+20.00

MATCHLINE 138+40.00

N

SEE PROJECT 2290-25-70

SIGN

124+00

126+00

128+00

130+00

132+00

134+00

136+00

138+00

STH 38

SEPTIC

SEPTIC

SEPTIC

POOL

POOL

W1-2L (2s)

REMOVE

38

W

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING DELINEATORS TO REMAIN
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

SHEET 6 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 28	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS7

PLOT DATE : 2/18/2026 11:38 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE 138+40.00

MATCHLINE 153+60.00

39

REMOVE

W1-2R
(2s)

41

W1-2R
(2s)

REMOVE

140+00

142+00

144+00

146+00

148+00

150+00

152+00

STH 38

SEPTIC

SEPTIC

FOOT-
BRIDGES

W

W

W

W

LS

W1-2R
(2s)

REMOVE

40

REMOVE

W8-5
(2s)

42

N

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING DELINEATORS TO REMAIN

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

SHEET 7 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 29	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS8

PLOT DATE : 2/18/2026 11:39 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

NO SIGNS ON THIS SHEET

N

SEE PROJECT
2290-26-70

154+00 156+00 158+00 160+00 162+00 164+00 166+00 168+00

STH 38

MATCHLINE 153+60.00

MATCHLINE 168+80.00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING DELINEATORS TO REMAIN
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

SHEET 8 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 30	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS9

PLOT DATE : 2/18/2026 11:39 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE 199+20.00

2

N

RAMP

44

S3-1
(2s)

SCHOOL BUS STOP AHEAD
REMOVE

46

W1-2L
(3)

REMOVE

47

NO PASSING ZONE
W14-3
(2S)

NO PASSING ZONE
REMOVE

SEE PROJECT
2290-26-70

186+00

188+00

190+00

192+00

194+00

196+00

198+00

STH 38

SPEED LIMIT 55
REMOVE

SPEED LIMIT 55
R2-1
(2s)

43

NO PASSING ZONE
REMOVE

NO PASSING ZONE
W14-3
(2S)

45

RUINS

MATCHLINE 184+00.00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING DELINEATORS TO REMAIN
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

SHEET 9 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 31	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS11

PLOT DATE : 2/18/2026 11:39 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCHLINE 214+40.00

2

N

W

SEPTIC

ANT.

MH

49

SPEED LIMIT 55

R2-1 (2s)

SPEED LIMIT 55

REMOVE

51

M3-3

M1-6

SOUTH 38

J4-1 (2s)

SOUTH 38

REMOVE

53

STOP

R1-1 (3)

STOP

REMOVE

200+00 202+00 204+00 206+00 208+00 210+00 212+00 214+00

STH 38

SIGN

48

Christy Circle Dr

D1-1

M2-1

JCT

M1-5A

COUNTY G

50

J1-1 (2S)

52

Linwood Rd

D1-1

STH ME NA FE

SIGN TO REMAIN

SEPTIC

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING DELINEATORS TO REMAIN
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

MATCHLINE 199+20.00

SHEET 10 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 32	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS12

PLOT DATE : 2/18/2026 11:39 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

CHRISTY CIRCLE DR.

CHRISTY CIRCLE DR.

RUINS

POOL

SEPTIC

54 CHECK TURN SIGNAL W8-68 (2s)

CHECK TURN SIGNAL REMOVE

55 STOP R1-1 (3)

STOP REMOVE

57 W6-3 (2s)

REMOVE

216+00 218+00 220+00 222+00 224+00 226+00

230+00

228+00

STH 38

SIGN

SIGN TO REMAIN

56 W3-3 (2s)

REMOVE

58 W3-3 (2s)

LINWOOD RD.

6 MILE RD.

SEPTIC

MATCHLINE 214+40.00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING DELINEATORS TO REMAIN
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

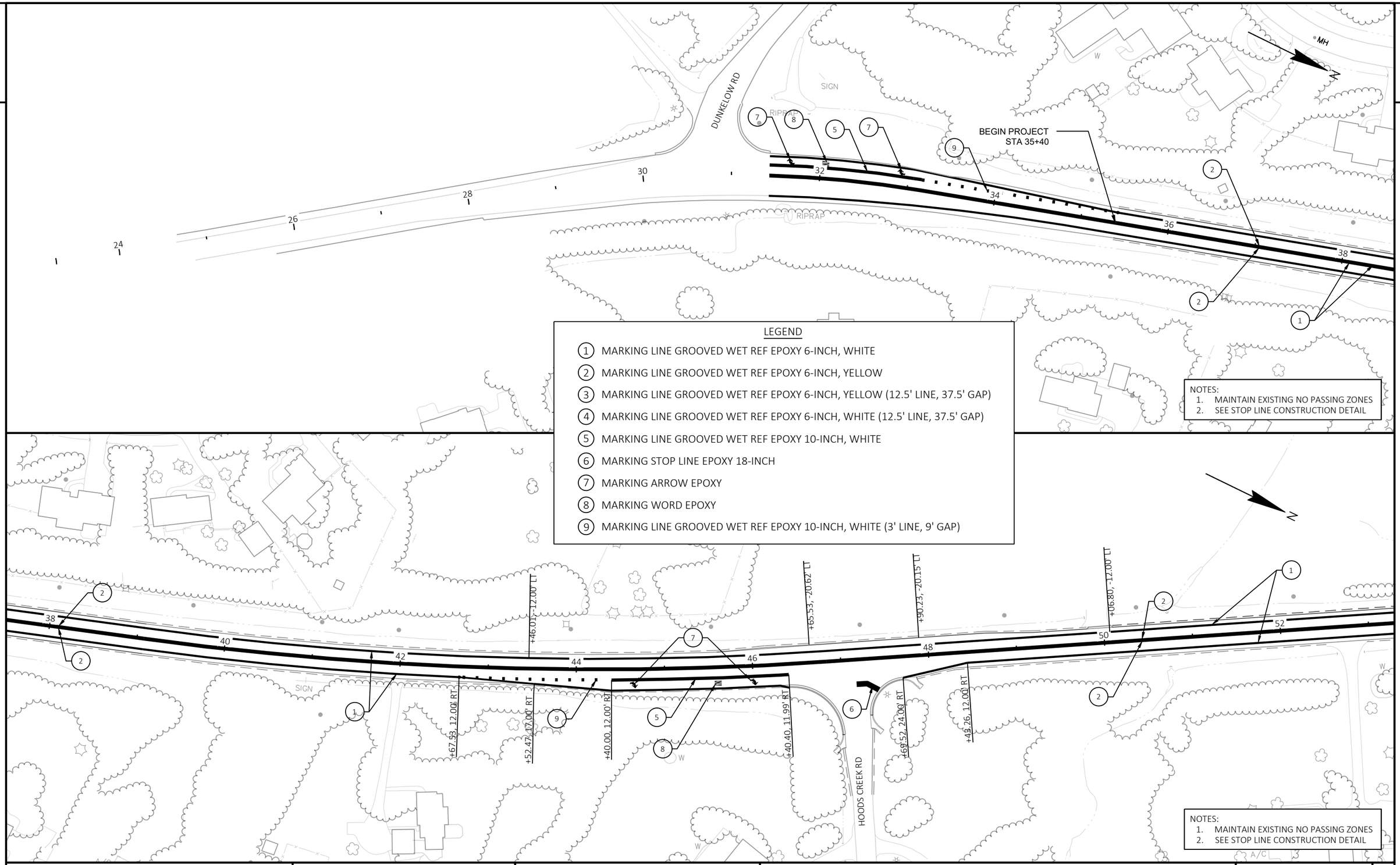
SHEET 11 OF 11

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET 33	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - PS13

PLOT DATE : 2/18/2026 11:39 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW (12.5' LINE, 37.5' GAP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE (12.5' LINE, 37.5' GAP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE (3' LINE, 9' GAP)

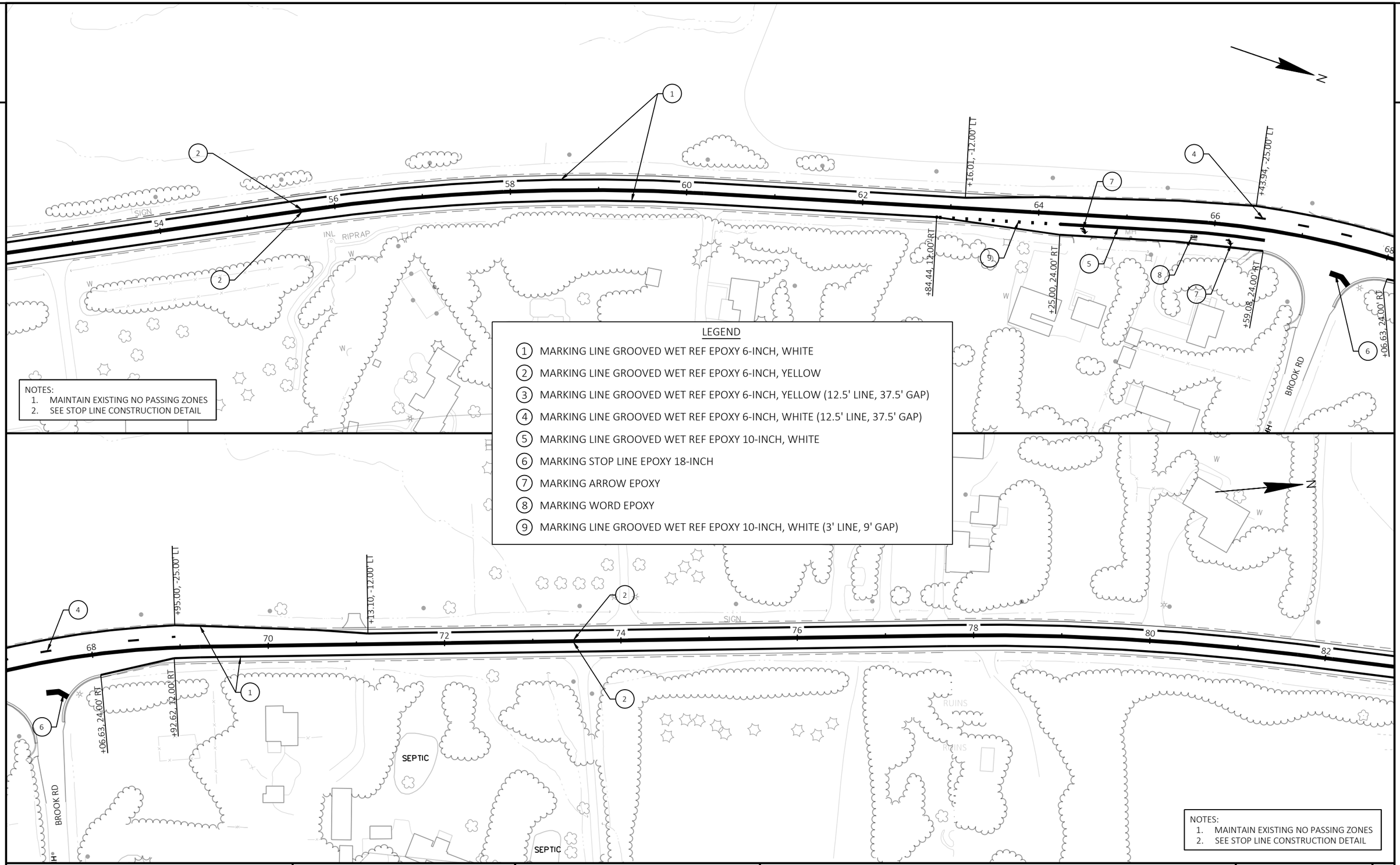
NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 34	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 1
PLOT DATE : 11/11/2025 6:26 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW (12.5' LINE, 37.5' GAP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE (12.5' LINE, 37.5' GAP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE (3' LINE, 9' GAP)

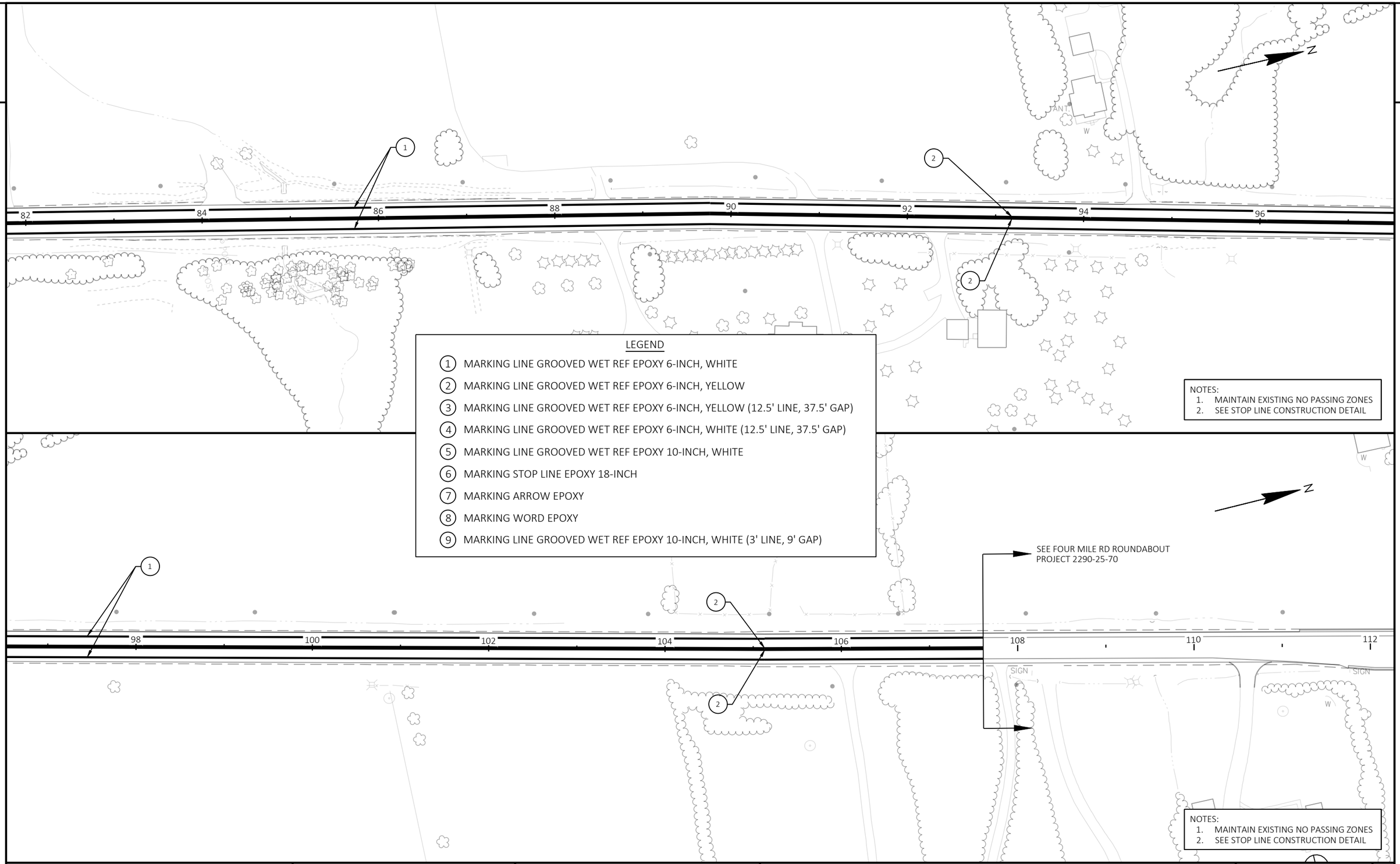
NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 35	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 2
PLOT DATE : 11/11/2025 6:26 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2



LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW (12.5' LINE, 37.5' GAP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE (12.5' LINE, 37.5' GAP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE (3' LINE, 9' GAP)

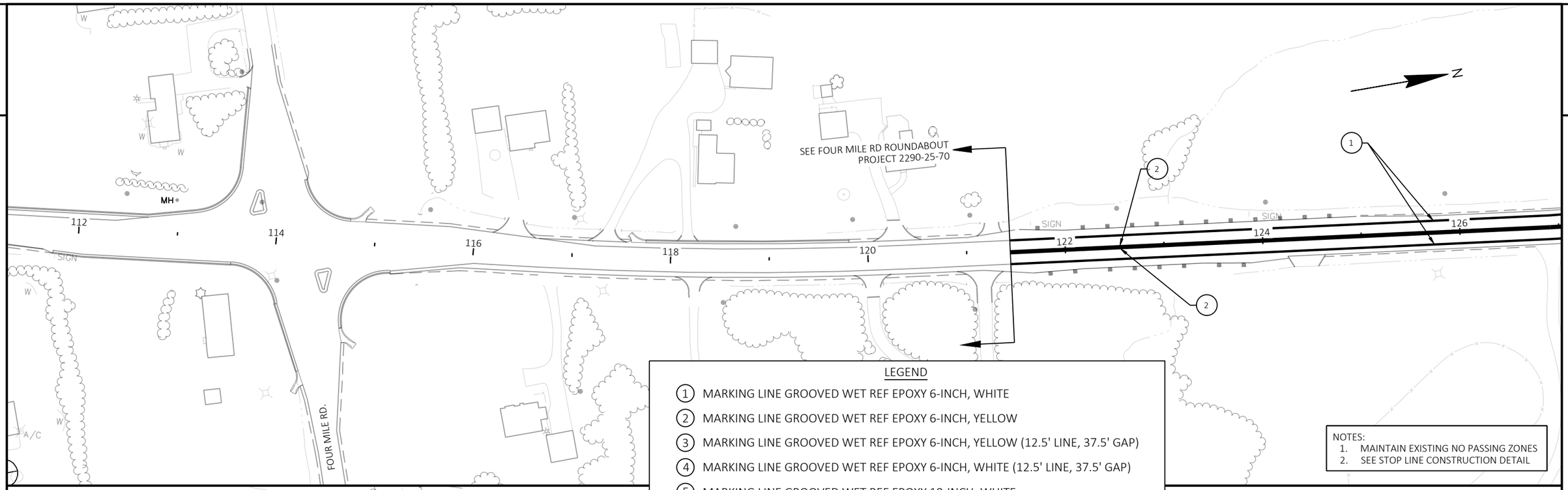
NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 36	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 3
PLOT DATE : 11/11/2025 6:26 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

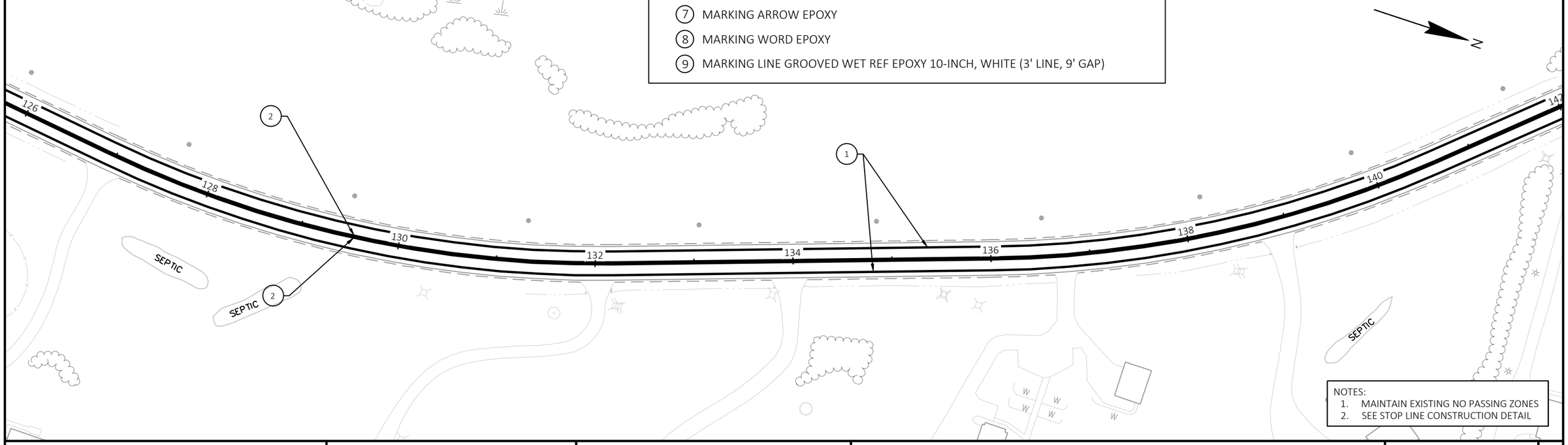
2



LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW (12.5' LINE, 37.5' GAP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE (12.5' LINE, 37.5' GAP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE (3' LINE, 9' GAP)

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL



NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 37	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 4
PLOT DATE : 11/11/2025 6:26 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

142 144 146 148 150 152 154 156

156 158 160 162 164 166 168 170

1 2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW (12.5' LINE, 37.5' GAP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE (12.5' LINE, 37.5' GAP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE (3' LINE, 9' GAP)

SEE FIVE MILE RD ROUNDABOUT
PROJECT 2290-24-70

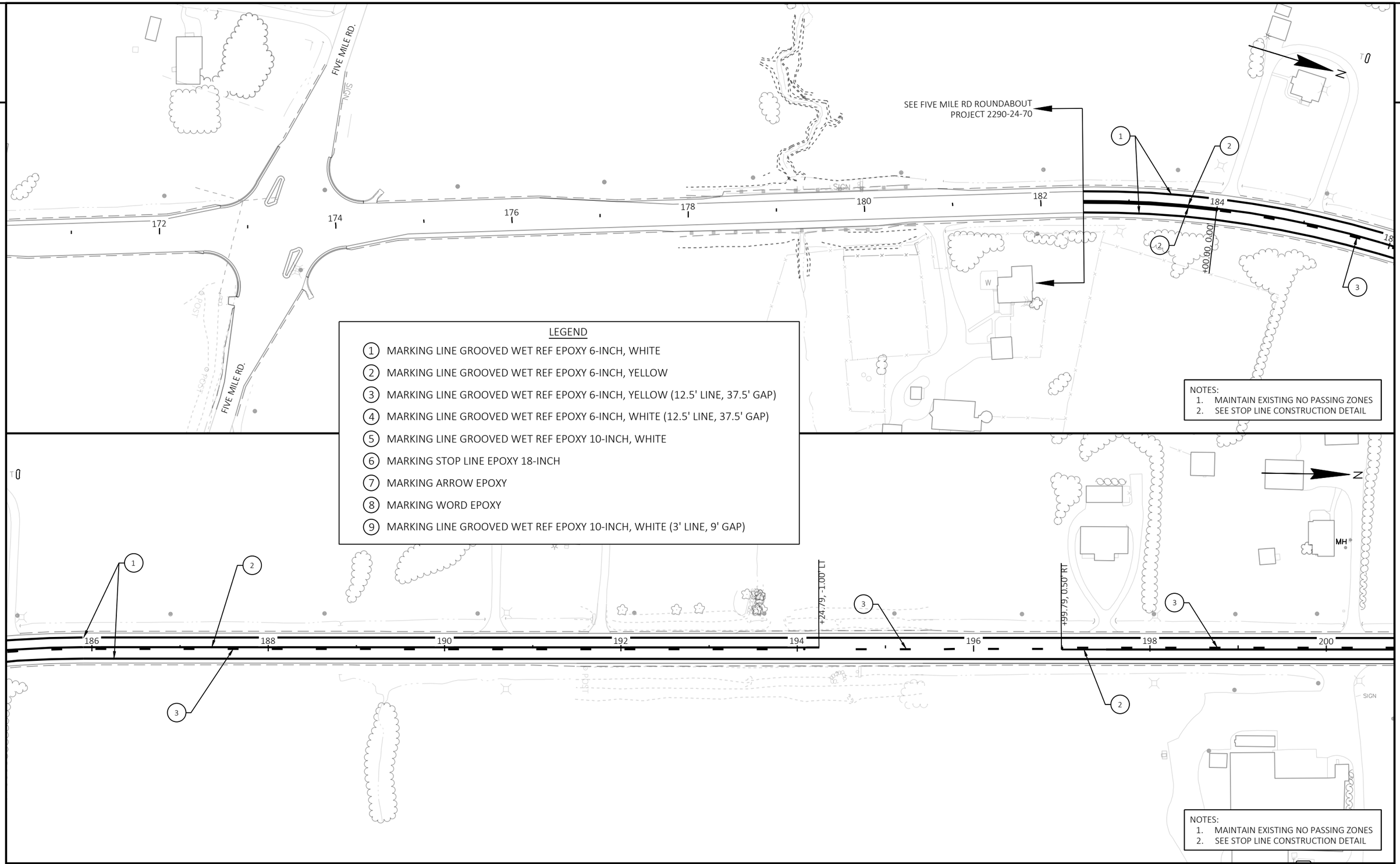
SIGN

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 38	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 5
PLOT DATE : 11/11/2025 6:26 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW (12.5' LINE, 37.5' GAP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE (12.5' LINE, 37.5' GAP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE (3' LINE, 9' GAP)

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 39	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 6
PLOT DATE : 11/11/2025 6:27 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

MH

ANT.

SIGN

SEPTIC

W

CRISTY CIRCLE DRIVE

+34.79, -0.01' LT

+19.51, -12.00' LT

+04.14, -20.00' LT

+08.09, -20.12' LT

200 202 204 206 208 210 212 214

1 2 3

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW (12.5' LINE, 37.5' GAP)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE (12.5' LINE, 37.5' GAP)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING ARROW EPOXY
8. MARKING WORD EPOXY
9. MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE (3' LINE, 9' GAP)

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

N

228 226 224 222 220 218 216 214

W RIVER RD.

6 MILE RD.

LINWOOD RD.

+29.10, -13.00' LT

+19.60, -12.00' LT

+21.50, -20.70' LT

+75.60, -12.00' LT

+28.20, 12.76' RT

+00.81, 20.76' RT

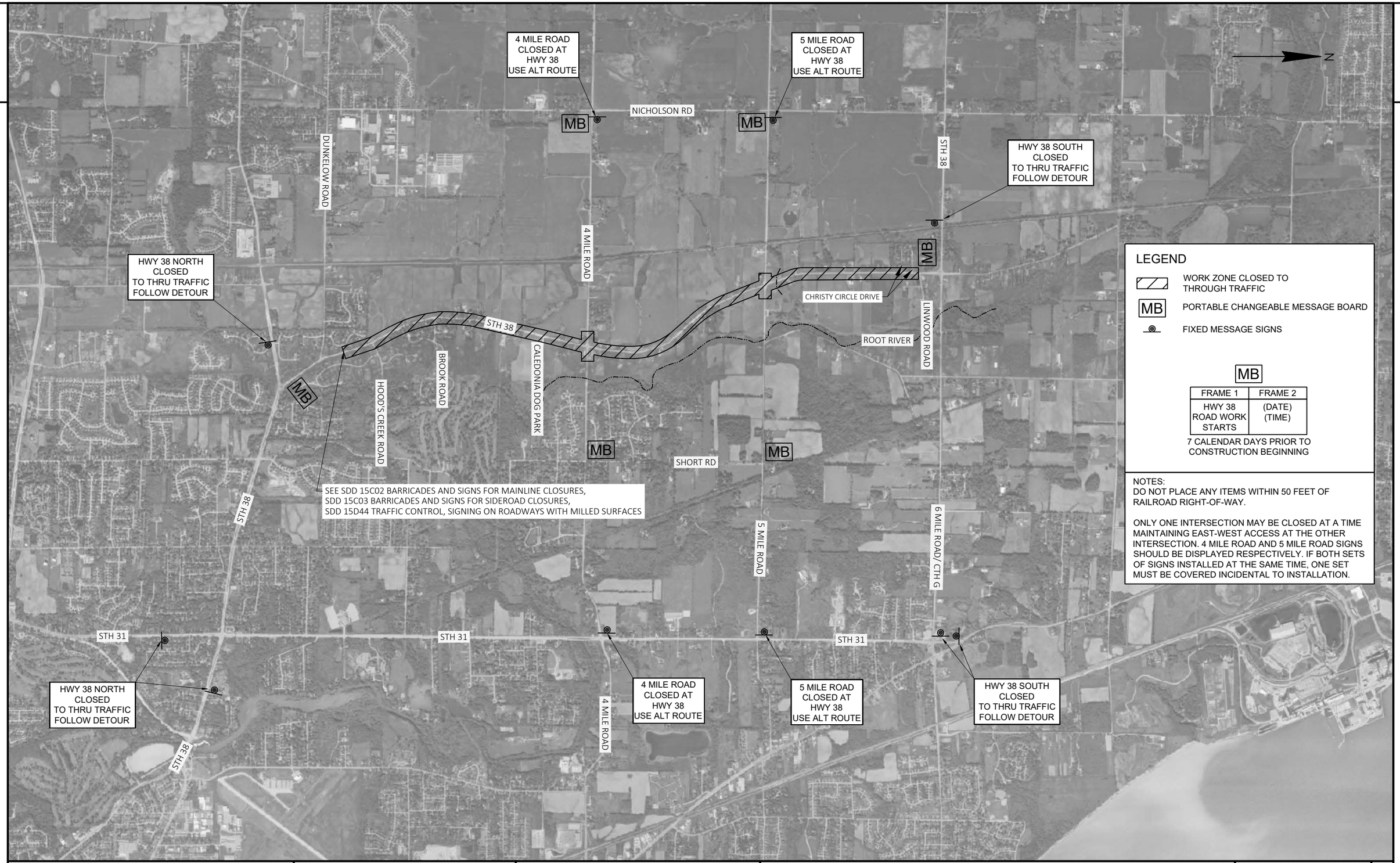
END PROJECT
STA 220+00

NOTES:
1. MAINTAIN EXISTING NO PASSING ZONES
2. SEE STOP LINE CONSTRUCTION DETAIL

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 40	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 7

PLOT DATE : 11/11/2025 6:27 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND

- WORK ZONE CLOSED TO THROUGH TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FIXED MESSAGE SIGNS

MB

FRAME 1	FRAME 2
HWY 38 ROAD WORK STARTS	(DATE) (TIME)

7 CALENDAR DAYS PRIOR TO CONSTRUCTION BEGINNING

NOTES:
DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT-OF-WAY.

ONLY ONE INTERSECTION MAY BE CLOSED AT A TIME MAINTAINING EAST-WEST ACCESS AT THE OTHER INTERSECTION. 4 MILE ROAD AND 5 MILE ROAD SIGNS SHOULD BE DISPLAYED RESPECTIVELY. IF BOTH SETS OF SIGNS INSTALLED AT THE SAME TIME, ONE SET MUST BE COVERED INCIDENTAL TO INSTALLATION.

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	TRAFFIC CONTROL OVERVIEW	SHEET 41	E

GENERAL NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.
4. THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK BLACK PANEL UNLESS OTHERWISE NOTED.
7. SEE STANDARD DETAIL DRAWING BARRICADES AND SIGNS FOR MAINLINE CLOSURES FOR ADDITIONAL DETAILS FOR SIGNS AND BARRICADES REQUIRED FOR THE CLOSURE.
8. DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT-OF-WAY.

LEGEND

- WORK ZONE CLOSED TO THROUGH TRAFFIC
- NB & SB DETOUR ROUTE
- EXISTING SIGN ON POST(S)
- PROPOSED SIGN ON POST(S)

1 — M4-8 24"X12" — DETOUR / SOUTH / 38 — M3-3 24"X12" — M1-6 24"X24"

2 — M4-8 24"X12" — DETOUR / NORTH / 38 — M3-1 24"X12" — M1-6 24"X24"

A — M05-1L 21"X21"

B — M05-1R 21"X21"

C — M06-1 21"X21"

E — M06-1 21"X21"

F — M06-1 21"X21"

G — M06-2 21"X21"

H — END DETOUR 38 — M4-8A 24"X18" — M1-6B 24"X24"

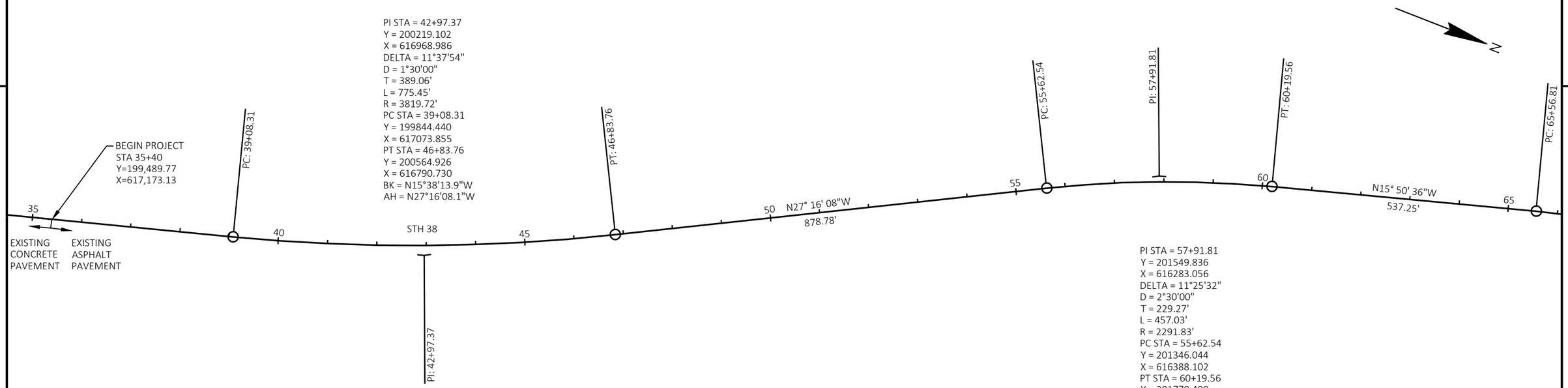
J — DETOUR AHEAD — W20-2A — 48"X48"

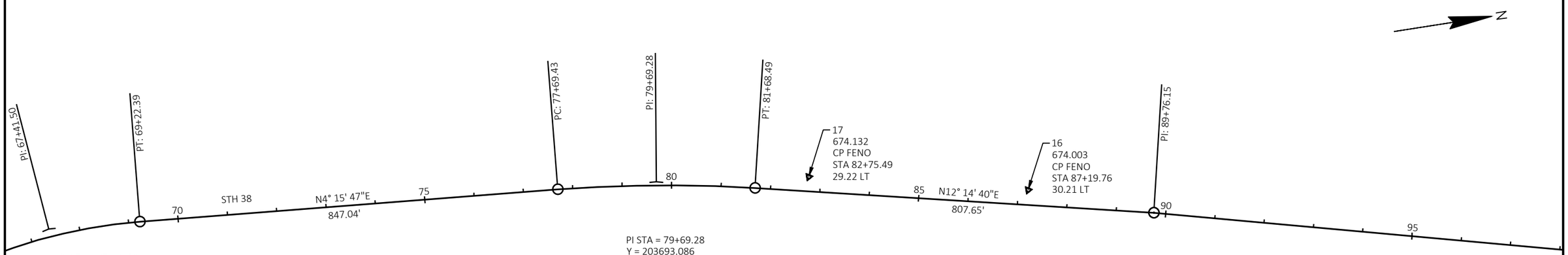
PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	DETOUR PLAN	SHEET 42	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 12/12/2025 1:25 PM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

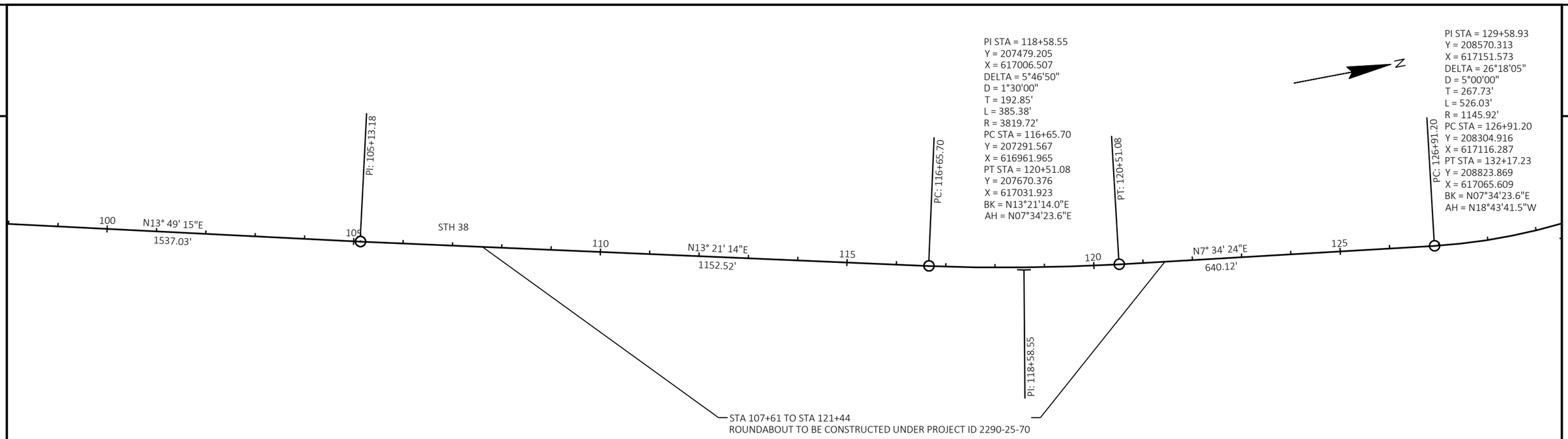
WISDOT/CADDS SHEET 42

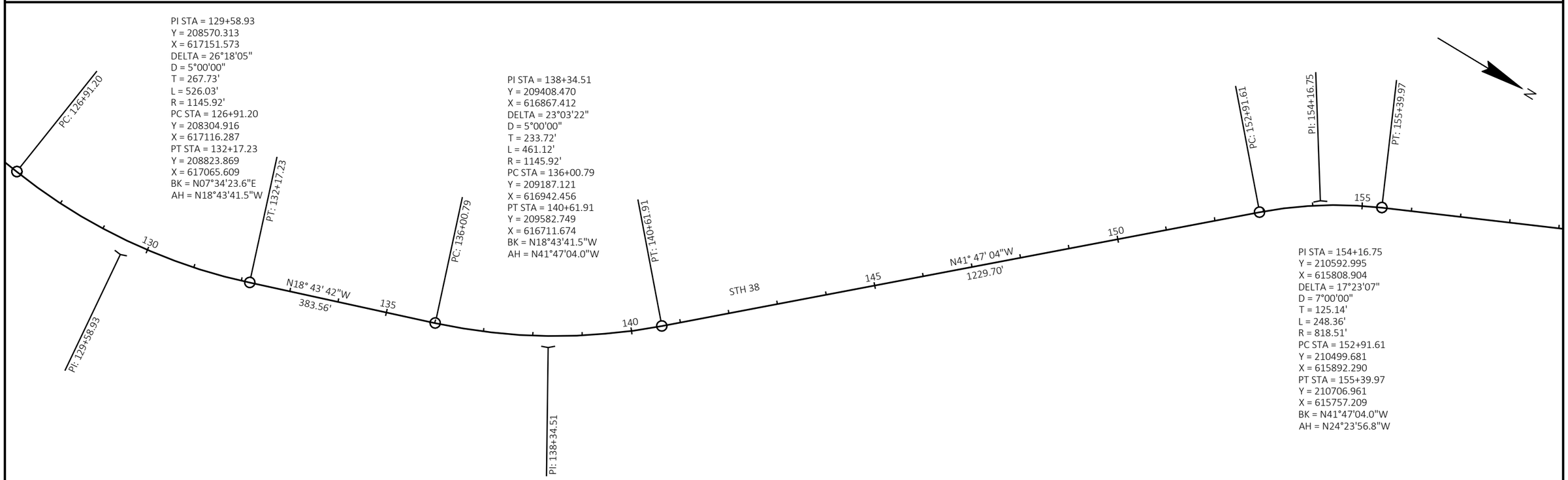




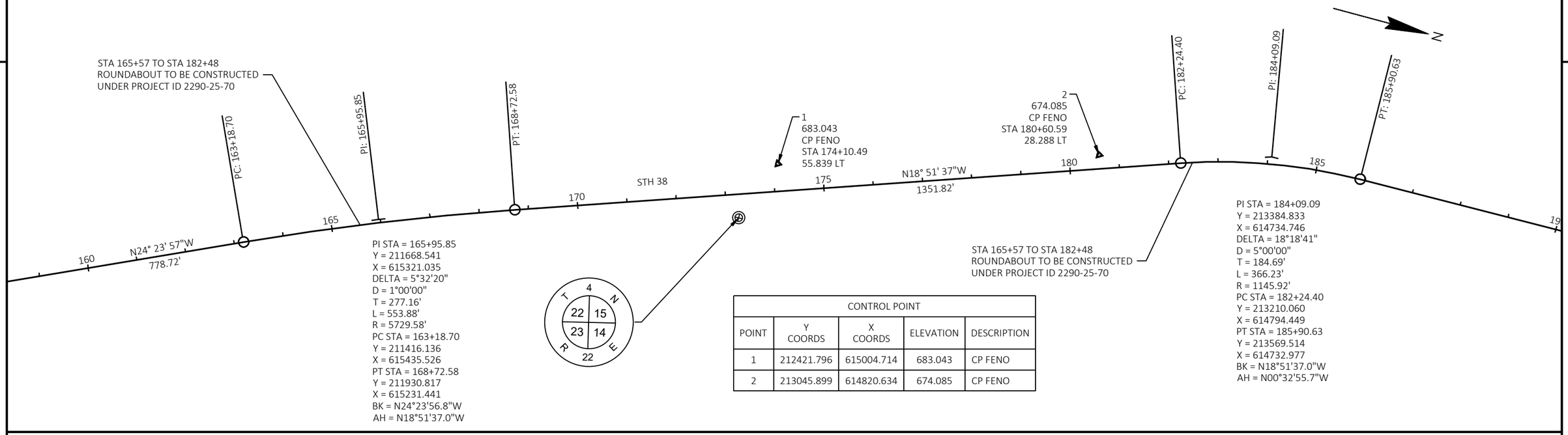
CONTROL POINT				
POINT	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
16	204433.533	616244.700	674.003	CP FENO
17	203999.158	616151.443	674.132	CP FENO

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS	SHEET 43	E

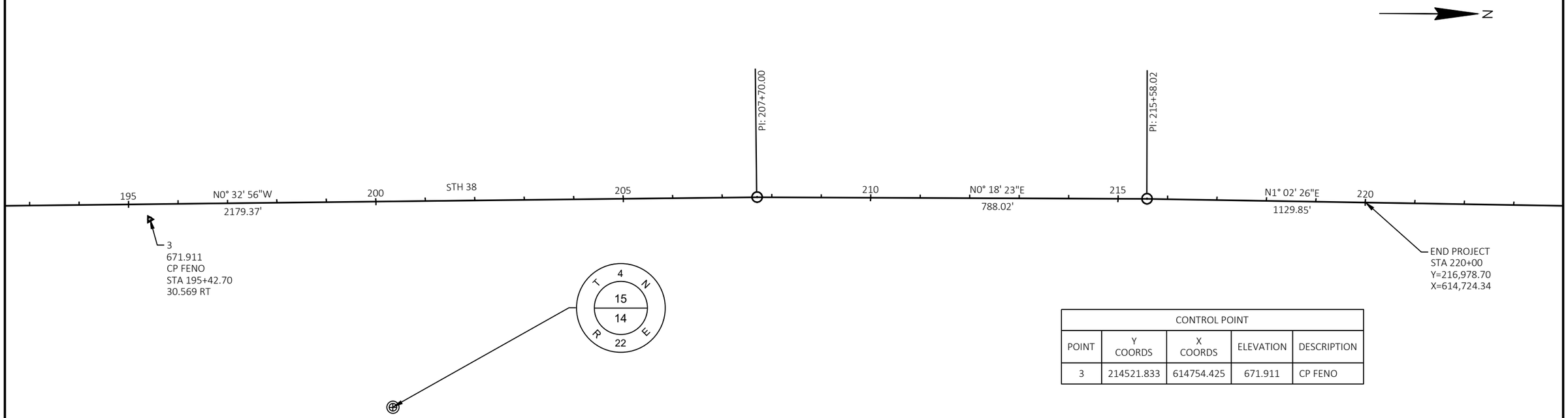




PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS	SHEET 44	E

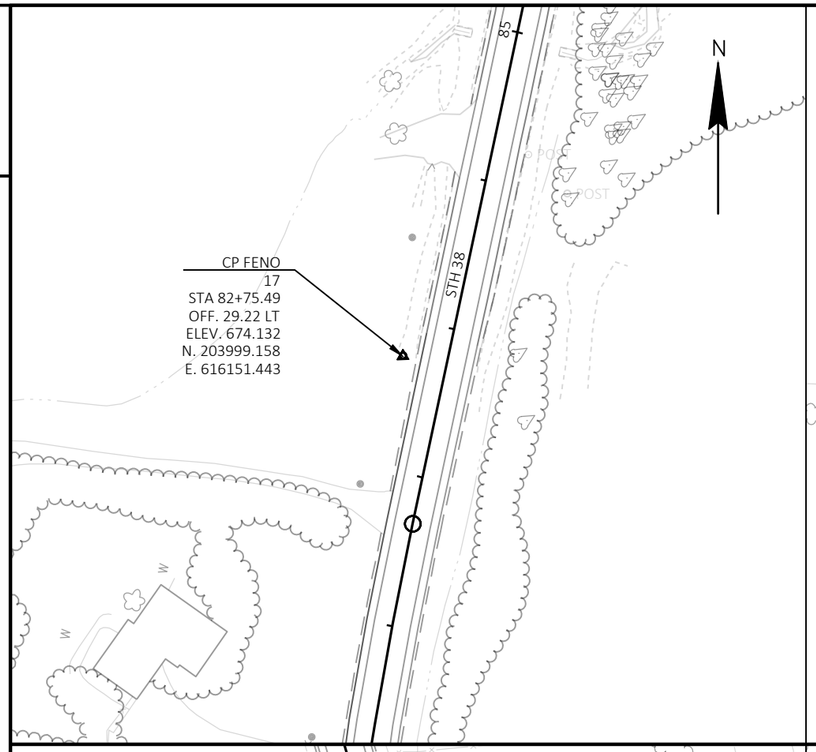


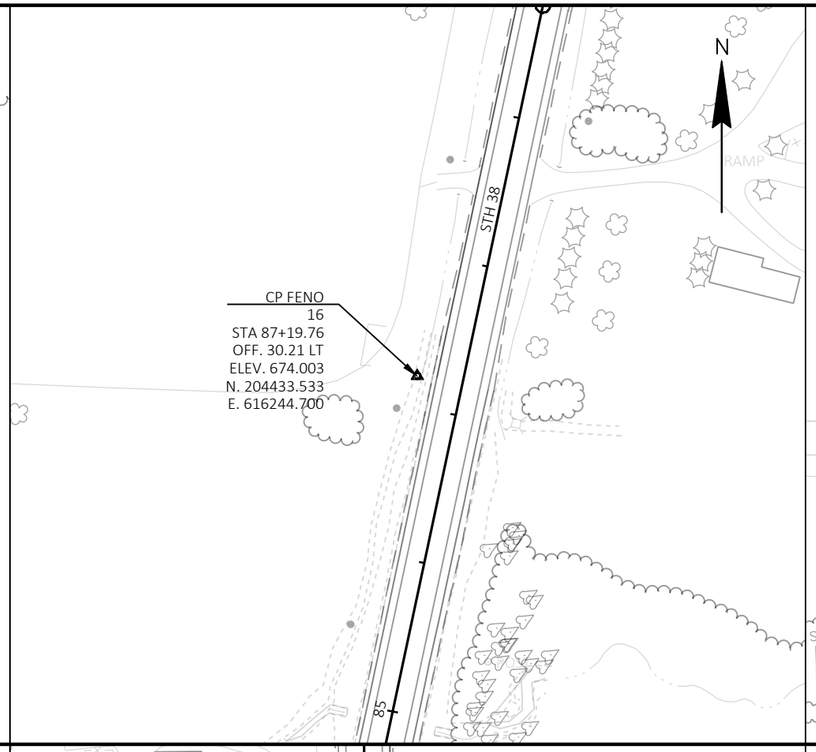
CONTROL POINT				
POINT	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
1	212421.796	615004.714	683.043	CP FENO
2	213045.899	614820.634	674.085	CP FENO

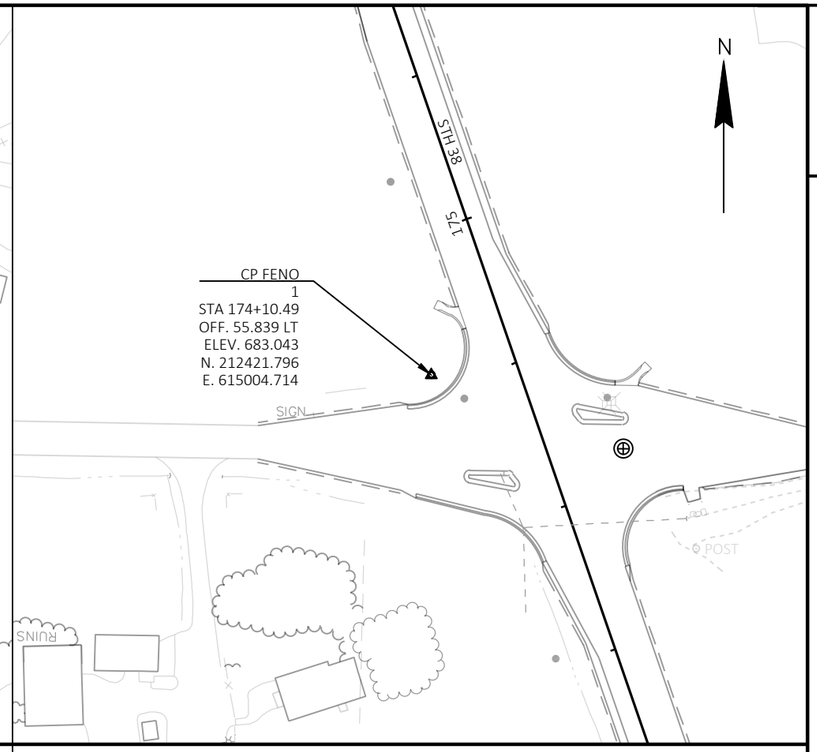


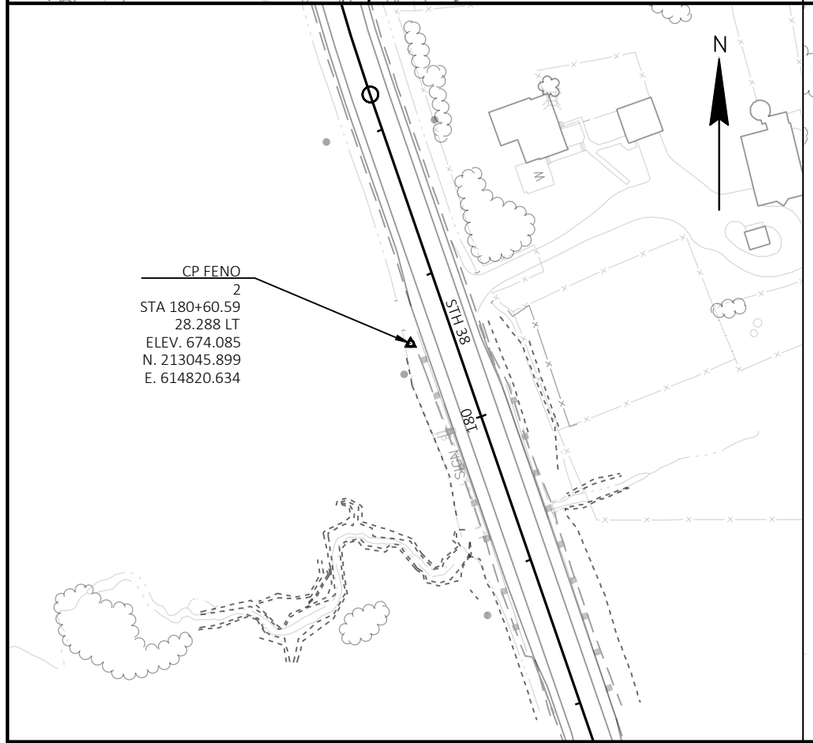
CONTROL POINT				
POINT	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
3	214521.833	614754.425	671.911	CP FENO

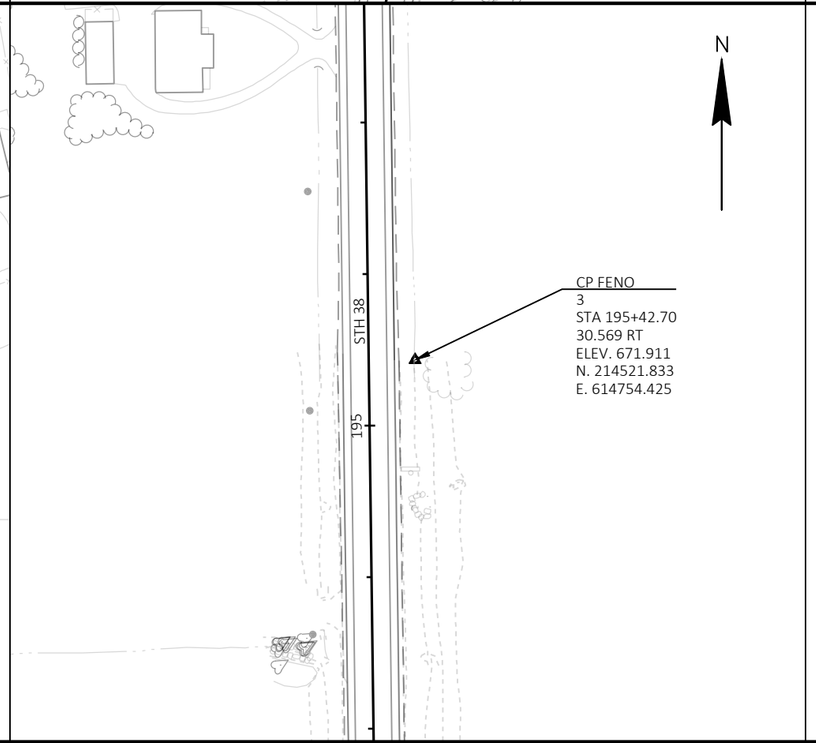
PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS	SHEET 45	E











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PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	SURVEY CONTROL	SHEET 46	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 1
PLOT DATE : 8/27/2025 2:22 PM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2290-24-71

Line	Item	Item Description	Unit	Total	Qty
0006	203.0220	Removing Structure (structure) 01. 2'X2' Box Culvert, STA 73+17	EACH	1.000	1.000
0008	203.0220	Removing Structure (structure) 02. 2'X2' Box Culvert, STA 145+61	EACH	1.000	1.000
0010	203.0220	Removing Structure (structure) 03. 2'X2' Box Culvert, STA 188+82	EACH	1.000	1.000
0012	203.0220	Removing Structure (structure) 04. 2'X2' Box Culvert, STA 194+46	EACH	1.000	1.000
0018	204.0110	Removing Asphaltic Surface	SY	183.000	183.000
0020	204.0115	Removing Asphaltic Surface Butt Joints	SY	74.000	74.000
0022	204.0120	Removing Asphaltic Surface Milling	SY	61,400.000	61,400.000
0042	205.0100	Excavation Common	CY	258.000	258.000
0048	209.2100	Backfill Granular Grade 2	CY	180.000	180.000
0052	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	2.000	2.000
0054	213.0100	Finishing Roadway (project) 01. 2240-24-71	EACH	1.000	1.000
0060	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,190.000	1,190.000
0062	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	310.000	310.000
0078	455.0605	Tack Coat	GAL	4,530.000	4,530.000
0080	460.2000	Incentive Density HMA Pavement	DOL	4,410.000	4,410.000
0082	460.6224	HMA Pavement 4 MT 58-28 S	TON	6,890.000	6,890.000
0084	465.0105	Asphaltic Surface	TON	330.000	330.000
0088	465.0125	Asphaltic Surface Temporary	TON	52.000	52.000
0090	465.0315	Asphaltic Flumes	SY	78.000	78.000
0092	465.0520	Asphaltic Rumble Strips, Shoulder	LF	23,500.000	23,500.000
0094	465.0560	Asphaltic Rumble Strips, Centerline	LF	13,220.000	13,220.000
0102	509.1500	Concrete Surface Repair	SF	50.000	50.000
0106	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000
0126	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	174.000	174.000
0132	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	6.000	6.000
0136	522.2424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	51.000	51.000
0140	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000
0160	606.0200	Riprap Medium	CY	58.000	58.000
0216	614.0010	Barrier System Grading Shaping Finishing	EACH	4.000	4.000
0222	614.2300	MGS Guardrail 3	LF	50.000	50.000
0224	614.2610	MGS Guardrail Terminal EAT	EACH	2.000	2.000
0226	618.0100	Maintenance and Repair of Haul Roads (project) 01. 2290-24-71	EACH	1.000	1.000
0232	619.1000	Mobilization	EACH	0.200	0.200
0236	624.0100	Water	MGAL	18.000	18.000
0238	625.0100	Topsoil	SY	1,565.000	1,565.000
0244	628.1504	Silt Fence	LF	1,090.000	1,090.000
0246	628.1520	Silt Fence Maintenance	LF	1,090.000	1,090.000
0248	628.1530.S	Silt Fence Heavy Duty	LF	100.000	100.000
0250	628.1535.S	Silt Fence Heavy Duty Maintenance	LF	100.000	100.000
0252	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0254	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0258	628.2008	Erosion Mat Urban Class I Type B	SY	1,565.000	1,565.000
0270	628.7504	Temporary Ditch Checks	LF	265.000	265.000
0272	628.7555	Culvert Pipe Checks	EACH	31.000	31.000
0278	629.0205	Fertilizer Type A	CWT	1.000	1.000
0280	630.0130	Seeding Mixture No. 30	LB	76.000	76.000
0282	630.0200	Seeding Temporary	LB	46.000	46.000
0284	630.0500	Seed Water	MGAL	19.000	19.000
0290	633.5200	Markers Culvert End	EACH	22.000	22.000

2290-24-71

Line	Item	Item Description	Unit	Total	Qty
0292	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	54.000	54.000
0298	637.2210	Signs Type II Reflective H	SF	130.720	130.720
0300	637.2230	Signs Type II Reflective F	SF	212.370	212.370
0304	638.2602	Removing Signs Type II	EACH	54.000	54.000
0306	638.3000	Removing Small Sign Supports	EACH	50.000	50.000
0308	642.5201	Field Office Type C	EACH	0.200	0.200
0312	643.0420	Traffic Control Barricades Type III	DAY	48.000	48.000
0314	643.0705	Traffic Control Warning Lights Type A	DAY	96.000	96.000
0316	643.0900	Traffic Control Signs	DAY	26,829.000	26,829.000
0318	643.0920	Traffic Control Covering Signs Type II	EACH	5.000	5.000
0320	643.1000	Traffic Control Signs Fixed Message	SF	208.000	208.000
0322	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0324	643.1070	Traffic Control Cones 42-Inch	DAY	474.000	474.000
0326	643.5000	Traffic Control	EACH	0.200	0.200
0332	645.0120	Geotextile Type HR	SY	136.000	136.000
0334	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	60,712.000	60,712.000
0336	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	736.000	736.000
0338	646.5020	Marking Arrow Epoxy	EACH	6.000	6.000
0340	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0344	646.6120	Marking Stop Line Epoxy 18-Inch	LF	54.000	54.000
0354	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	60,712.000	60,712.000
0356	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	736.000	736.000
0358	646.9210	Marking Removal Line Water Blasting Wide	LF	54.000	54.000
0364	650.6000	Construction Staking Pipe Culverts	EACH	4.000	4.000
0370	650.8000	Construction Staking Resurfacing Reference	LF	15,386.000	15,386.000
0380	650.9911	Construction Staking Supplemental Control (project) 01. 2290-24-71	EACH	1.000	1.000
0386	650.9920	Construction Staking Slope Stakes	LF	235.000	235.000
0424	690.0250	Sawing Concrete	LF	272.000	272.000
0430	740.0440	Incentive IRI Ride	DOL	12,000.000	12,000.000
0444	SPV.0060	Special 05. Utility Line Opening (ULO)	EACH	5.000	5.000
0452	SPV.0195	Special 01. Asphaltic Repair	TON	360.000	360.000

3

3

REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	203.0220.01 REMOVING STRUCTURE (STRUCTURE) (01. 2'X2' BOX CULVERT, STA 73+17) EACH	203.0220.02 REMOVING STRUCTURE (STRUCTURE) (02. 2'X2' BOX CULVERT, STA 145+61) EACH	203.0220.03 REMOVING STRUCTURE (STRUCTURE) (03. 2'X2' BOX CULVERT, STA 188+82) EACH	203.0220.04 REMOVING STRUCTURE (STRUCTURE) (04. 2'X2' BOX CULVERT, STA 194+46) EACH	REMARKS
1000	35+40	-	107+61	LT/RT	1	--	--	--	BOX CULVERT REPLACEMENTS
	121+44	-	165+57	LT/RT	--	1	--	--	BOX CULVERT REPLACEMENTS
	182+48	-	220+00	LT/RT	--	--	1	1	BOX CULVERT REPLACEMENTS
				TOTAL 0010	1	1	1	1	

REMOVING ASPHALTIC SURFACE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
1000	35+40	-	107+61	LT/RT	65	29	29,300	BEGIN PROJECT TO 4 MILE ROAD
	121+44	-	165+57	LT/RT	89	17	16,900	4 MILE ROAD TO FIVE MILE ROAD
	182+48	-	220+00	LT/RT	29	28	15,200	FIVE MILE ROAD TO END PROJECT
				TOTAL 0010	183	74	61,400	

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2)	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	COMMENT
CATEGORY 1000												
DITCH REGRADING	192+00.00/194+60.00	LT/RT	258	0	53	205	43	54	151			
CATEGORY 1000 SUBTOTAL			258	0	53	205	43	54	151	151	0	
GRAND TOTAL			258	0	53	205	43	54	151	151	0	
TOTAL COMMON EXC			258									

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25

EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH - REDUCED EBS) * FILL FACTOR

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	209.2100 BACKFILL GRANULAR GRADE 2 CY	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
1000	35+40	-	107+61	LT/RT	-	-	480	-	5	BEGIN PROJECT TO 4 MILE RD
	121+44	-	165+57	LT/RT	-	-	330	-	4	4 MILE RD TO 5 MILE RD
	182+48	-	220+00	LT/RT	-	-	250	-	3	5 MILE RD TO END PROJECT
	35+40	-	220+00	LT/RT	160	-	-	230	3	CULVERT REPLACEMENTS
	35+40	-	220+00	LT/RT	-	2	20	60	1	GUARDRAIL LOCATIONS
				UNDISTRIBUTED	20	-	110	20	2	
				TOTAL 0010	180	2	1,190	310	18	

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ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0315 ASPHALTIC FLUMES SY	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF	SPV.0195.01 SPECIAL (01. ASPHALTIC REPAIR) TON	REMARKS
1000	35+40	-	107+61	LT/RT	2,160	3,280	-	78	10,480	5,980	170	BEGIN PROJECT TO 4 MILE RD
	121+44	-	165+57	LT/RT	1,250	1,900	-	-	7,940	4,420	100	4 MILE RD TO FIVE MILE RD
	182+48	-	220+00	LT/RT	1,120	1,700	-	-	5,080	2,820	90	FIVE MILE RD TO END PROJECT
				UNDISTRIBUTED	-	-	230	-	-	-	-	CULVERT REPLACEMENTS
				UNDISTRIBUTED	-	10	100	-	-	-	-	BEAM GUARD PAVING
				TOTAL 0010	4,530	6,890	330	78	23,500	13,220	360	

RIPRAP ITEMS

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
1000	73+17	RT/LT	5	13	CULVERT REPLACEMENT
	84+93	RT/LT	10	23	C-51-004 BOX CULVERT
	145+61	RT/LT	8	19	CULVERT REPLACEMENT
	188+82	LT/RT	9	20	CULVERT REPLACEMENT
	193+47	RT/LT	12	28	CULVERT IMPROVEMENT
	194+46	RT/LT	8	20	CULVERT REPLACEMENT
	219+71	RT	5	12	CULVERT IMPROVEMENT
		TOTAL 0010	58	136	

CULVERT PIPE ITEMS

CATEGORY	STATION	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.2424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF	522.2624 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EACH	633.5200 MARKERS CULVERT END EACH	REMARKS
1000	73+17	LT/RT	1	60	2	-	-	2	CULVERT REPLACEMENT; COLLAR IN MIDDLE OF PIPE
	145+61	LT/RT	1	66	2	-	-	2	CULVERT REPLACEMENT; COLLAR IN MIDDLE OF PIPE
	188+82	LT/RT	1	48	2	-	-	2	CULVERT REPLACEMENT; COLLAR IN MIDDLE OF PIPE
	194+46	LT/RT	1	-	-	51	2	2	CULVERT REPLACEMENT; COLLAR IN MIDDLE OF PIPE
		UNDISTRIBUTED	-	-	-	-	-	14	
		TOTAL 0010	4	174	6	51	2	22	

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GUARDRAIL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
1000	121+42	-	122+17	LT	1	-	-
	121+25	-	122+01	RT	1	-	-
	154+98	-	157+03	RT	1	50	2
	157+12	-	161+23	LT	1	-	-
				TOTAL 0010	4	50	2

FOR INFORMATION ONLY

STATION	TO	STATION	LOCATION	BORROW CY	TOPSOIL SY	EROSION MAT URBAN CLASS I TYPE B SY	FERTILIZER TYPE A CWT	SEEDING MIXTURE NO. 30 LB	SEED WATER MGAL
121+42	-	122+17	LT	15	87	87	0.1	2	1
121+25	-	122+01	RT	12	124	124	0.1	2	1
154+98	-	157+03	RT	1	75	75	0.1	1	1
157+12	-	161+23	LT	4	214	214	0.1	4	2
			TOTAL 0010	32	499	499	0.4	9	6

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EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1530.S SILT FENCE HEAVY DUTY LF	628.1535.S SILT FENCE HEAVY DUTY MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	629.0205 FERTILIZER TYPE A CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
1000	35+40	-	220+00	RT/LT	-	100	100	80	80	-	-	-	30	1	-	-	-	-	GUARDRAIL IMPROVEMENTS
	73+17	-		RT/LT	140	150	150	-	-	-	-	140	30	6	-	6	4	2	CULVERT REPLACEMENT
	145+61	-		RT/LT	160	130	130	-	-	-	-	160	31	6	-	7	4	2	CULVERT REPLACEMENT
	188+82	-		RT/LT	110	130	130	-	-	-	-	110	31	6	-	5	3	1	CULVERT REPLACEMENT
	191+50	-	194+80	RT/LT	830	360	360	-	-	-	-	830	90	6	1	37	22	9	DITCH/CULVERT IMPROVEMENTS
	219+71	-		RT/LT	10	-	-	-	-	-	-	10	-	-	-	6	4	1	CULVERT IMPROVEMENTS
				UNDISTRIBUTED	315	220	220	20	20	6	6	315	53	6	-	15	9	4	
				TOTAL 0010	1,565	1,090	1,090	100	100	6	6	1,565	265	31	1	76	46	19	

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PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9012 MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	646.9210 MARKING LINE WATER BLASTING WIDE LF	REMARKS
1000	35+40	-	107+61	LT/RT	15,238	15,112	736	6	3	54	30,350	736	54	BEGIN PROJECT TO 4 MILE RD
	121+44	-	165+57	LT/RT	8,826	8,826	--	--	--	--	17,652	--	--	4 MILE RD TO 5 MILE RD
	182+48	-	220+00	LT/RT	5,290	7,420	--	--	--	--	12,710	--	--	5 MILE RD TO END PROJECT
				TOTAL 0010	29,354	31,358	736	6	3	54	60,712	736	54	
					60,712									

TRAFFIC CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	**DAYS**	465.0125 ASPHALTIC SURFACE TEMPORARY TON	643.0420 TRAFFIC CONTROL BARRICADES TYPE III **EACH**	643.0420 DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A **EACH**	643.0705 DAY	643.0900 TRAFFIC CONTROL SIGNS **EACH**	643.0900 DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS **EACH**	643.1050 DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH **EACH**	643.1070 DAY	REMARKS
1000	35+40	-	220+00	DETOUR	153	--	12	--	24	--	173	26,469	--	208	6	42	--	--	
	35+40	-	220+00	RESURFACING	9	--	--	--	--	--	8	72	--	--	--	--	--	--	
	47+00	-	98+00	CULVERT AT 73+17	3	10	2	6	4	12	12	36	--	--	--	--	30	90	CULVERT REPLACMENT STAGE 1
	47+00	-	98+00	CULVERT AT 73+17	3	10	2	6	4	12	12	36	--	--	--	--	30	90	CULVERT REPLACMENT STAGE 2
	120+00	-	171+00	CULVERT AT 145+61	3	12	2	6	4	12	12	36	--	--	--	--	30	90	CULVERT REPLACMENT STAGE 1
	120+00	-	171+00	CULVERT AT 145+61	3	12	2	6	4	12	12	36	--	--	--	--	30	90	CULVERT REPLACMENT STAGE 2
	164+00	-	214+00	CULVERT AT 188+82	3	4	2	6	4	12	12	36	--	--	--	--	19	57	CULVERT REPLACMENT STAGE 1
	164+00	-	214+00	CULVERT AT 188+82	3	4	2	6	4	12	12	36	--	--	--	--	19	57	CULVERT REPLACMENT STAGE 2
	170+00	-	219+00	CULVERT AT 194+46	3	--	2	6	4	12	12	36	--	--	--	--	--	--	CULVERT REPLACMENT STAGE 1
	170+00	-	219+00	CULVERT AT 194+46	3	--	2	6	4	12	12	36	--	--	--	--	--	--	CULVERT REPLACMENT STAGE 2
				UNDISTRIBUTED	--	--	--	--	--	--	--	--	5	--	--	--	--	--	
				TOTAL 0010		52		48		96		26,829	5	208		42		474	

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CONSTRUCTION STAKING

CATEGORY	PROJECT	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 2290-24-71) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
1000	2290-24-71	4	15,386	1	235
	TOTAL 0010	4	15,386	1	235

SAWING ITEMS

CATEGORY	STATION	LOCATION	690.0250 SAWING CONCRETE LF	REMARKS
1000	73+17	LT/RT	68	CULVERT REPLACEMENT
	145+61	LT/RT	68	CULVERT REPLACEMENT
	188+82	LT/RT	68	CULVERT REPLACEMENT
	194+46	LT/RT	68	CULVERT REPLACEMENT
		TOTAL 0010	272	

UTILITY ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.05 SPECIAL (05. UTILITY LINE OPENING (ULO)) EACH
1000	35+40	-	220+00	LT/RT	5
				TOTAL 0010	5

3

TYPE II PERMANENT SIGNING –

2290-24-71 STH 38 (Dunkelow Rd to Linwood Rd)

SIGN NO	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	X	H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	MOUNT ON SAME POST AS SIGN #	REMARKS/ NEW SIGN LOCATION
1	W1-2L (2s)		30	X	30		6.25	1	1	1		
2	S3-1 (2s)		36	X	36		9.00	1	1	1		
3	D1-1	HOODS CREEK RD	102	X	15	10.63		1	2	2		
4	R3-20R (2s)		24	X	36	6.00		1	1	1		
5	R1-1 (3)		36	X	36	7.46		1	1	1		
6	W11-3 (2s)		30	X	30			1	1			
7	W57-51 (2s)	NEXT 3 MILES	30	X	15			1	1			
8	W1-4R (2s)		30	X	30		6.25	1	1	1		
9	R2-1 (3)	SPEED LIMIT 55	36	X	48	12.00		1	1	1		
10	W1-2R (2s)		30	X	30		6.25	1	1	1		
11	D1-1	HOODS CREEK RD	102	X	15	10.63		1	2	2		
12	D1-1	BROOK RD	66	X	15	6.88		1	2	2		
13	W2-2R (2s)		30	X	30		6.25	1	1	1		
14	W1-2R (2s)		30	X	30		6.25	1	1	1		
15	W1-2L (2s)		30	X	30		6.25	1	1	1		
16	W1-8 (2s)		18	X	24		3.00	1	1	1		
17	W1-8 (2s)		18	X	24		3.00	1	1	1		
18	W1-8 (2s)		18	X	24		3.00	1	1	1		
19	W1-8 (2s)		18	X	24		3.00	1			16	MOUNT OPPOSITE W1-8
20	W1-8 (2s)		18	X	24		3.00	1			17	MOUNT OPPOSITE W1-8
21	W1-8 (2s)		18	X	24		3.00	1			18	MOUNT OPPOSITE W1-8
22	R1-1 (3)		36	X	36	7.46		1	1	1		
23	W1-8 (2s)		18	X	24		3.00	1	1	1		
24	W1-8 (2s)		18	X	24		3.00	1	1	1		
25	W1-8 (2s)		18	X	24		3.00	1	1	1		
26	W1-8 (2s)		18	X	24		3.00	1			23	MOUNT OPPOSITE W1-8
27	W1-8 (2s)		18	X	24		3.00	1			24	MOUNT OPPOSITE W1-8
28	W1-8 (2s)		18	X	24		3.00	1			25	MOUNT OPPOSITE W1-8
29	W1-2R (2s)		30	X	30		6.25	1	1	1		
30	S3-1 (2s)		36	X	36		9.00	1	1	1		
SUBTOTAL						61.05	97.75	30	27	25	--	--

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TYPE II PERMANENT SIGNING –

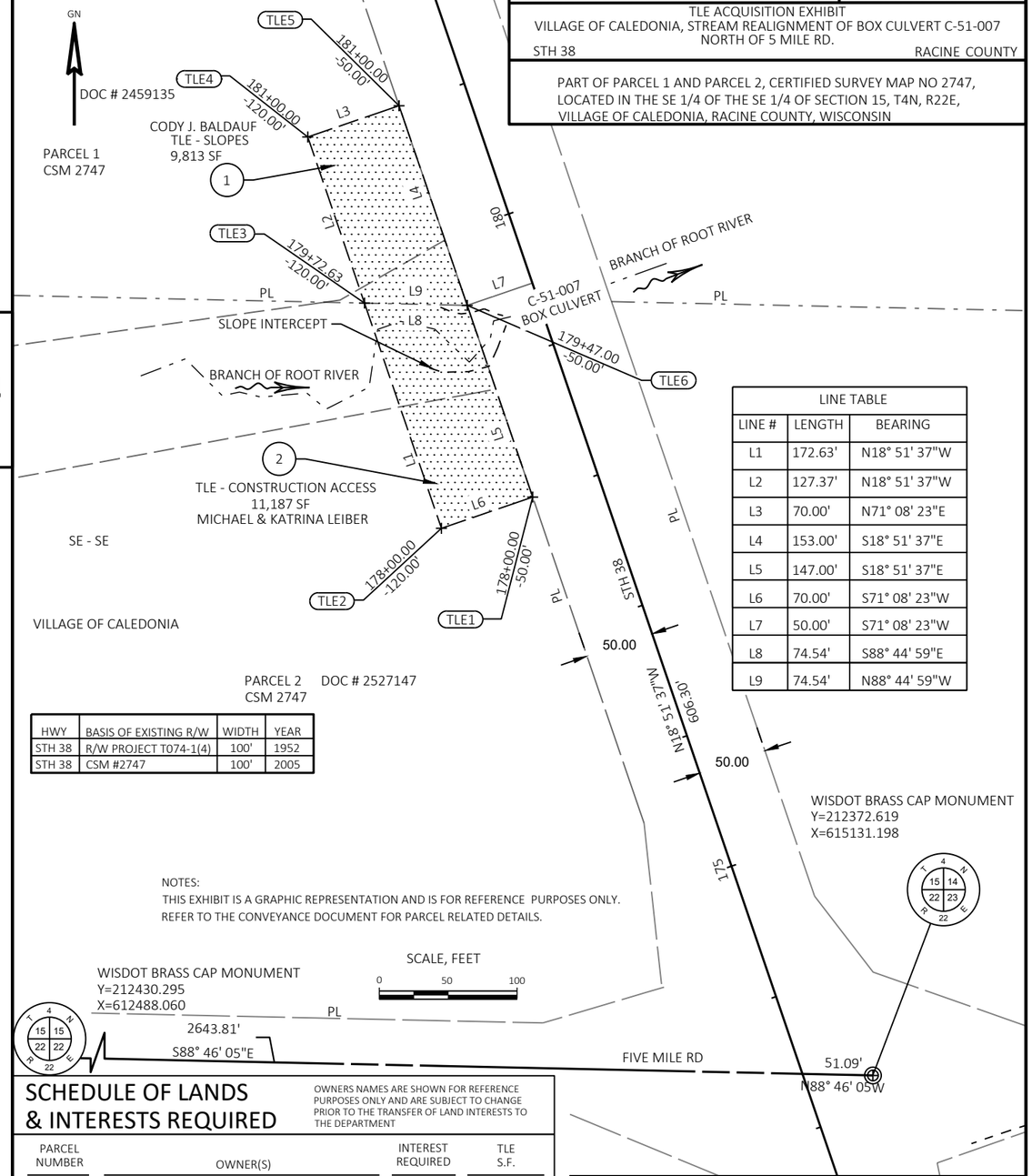
2290-24-71 STH 38 (Dunkelow Rd to Linwood Rd)

SIGN NO	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	X	H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	MOUNT ON SAME POST AS SIGN #	REMARKS/ NEW SIGN LOCATION
31	W2-2L (2s)		30	X	30		6.25	1	1	1		
32	W7-6 (2s)		30	X	30		6.25	1	1	1		
33	W13-1 (2s)	50 MPH	18	X	18		2.25	1			20	MOUNT BELOW W7-6
34	D1-1	BROOK RD	66	X	15	6.88		1	2	2		
35	S3-1 (2s)		36	X	36		9.00	1	1	1		
36	R7-1R (2s)		18	X	24	3.00		1	1	1		
37	R7-1D (2s)		18	X	24	3.00		1	1	1		
38	W1-2L (2s)		30	X	30		6.25	1	1	1		
39	W1-2R (2s)		30	X	30		6.25	1	1	1		
40	W1-2R (2s)		30	X	30		6.25	1	1	1		
41	W1-2R (2s)		30	X	30		6.25	1	1	1		
42	W8-5 (2s)		30	X	30		6.25	1	1	1		
43	R2-1 (2s)	SPEED LIMIT 55	24	X	30	5.00		1	1	1		
44	S3-1 (2s)		36	X	36		9.00	1	1	1		
45	W14-3 (2S)		48	X	36		5.56	1	1	1		
46	W1-2L (2s)		30	X	30		6.25	1	1	1		
47	W14-3 (2S)		48	X	36		5.56	1	1	1		
48	D1-1	CHRISTY CIRCLE DR	108	X	15	11.25				2		
49	R2-1 (2s)	SPEED LIMIT 55	24	X	30	5.00		1	1	1		
50	J1-1 (2s)		24	X	39	6.50				1		
	M2-1 (2s)		21	X	15							
	M1-5A (2s)	G	24	X	24							
51	J4-1 (2s)		24	X	36	6.00		1	1	1		
	M3-3 (2s)		24	X	12							
	M1-6 (2s)	STH 38	24	X	24							
52	D1-1	LINWOOD RD	78	X	15	8.13				2		
53	R1-1 (3)		36	X	36	7.46		1	1	1		
54	W8-68 (2s)		30	X	30		6.25	1	1	1		
55	R1-1 (3)		36	X	36	7.46		1	1	1		
56	W3-3 (2s)		36	X	36		9.00	1	1	1		
57	W6-3 (2s)		36	X	36		9.00	1			56	MOUNT OPPOSITE SIGN NO. 56
58	W3-3 (2s)		36	X	36		9.00			1		EXISTING SIGN WAS KNOCKED DOWN
SUBTOTAL						69.67	114.62	24	23	29	--	--
TOTAL						130.72	212.37	54	50	54	--	--

R/W PROJECT NUMBER: 2290-24-20	SHEET NUMBER: 4.01

TLE ACQUISITION EXHIBIT
VILLAGE OF CALEDONIA, STREAM REALIGNMENT OF BOX CULVERT C-51-007
NORTH OF 5 MILE RD.
STH 38 RACINE COUNTY

PART OF PARCEL 1 AND PARCEL 2, CERTIFIED SURVEY MAP NO 2747,
LOCATED IN THE SE 1/4 OF THE SE 1/4 OF SECTION 15, T4N, R22E,
VILLAGE OF CALEDONIA, RACINE COUNTY, WISCONSIN



HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 38	R/W PROJECT T074-1(4)	100'	1952
STH 38	CSM #2747	100'	2005

LINE TABLE		
LINE #	LENGTH	BEARING
L1	172.63'	N18° 51' 37"W
L2	127.37'	N18° 51' 37"W
L3	70.00'	N71° 08' 23"E
L4	153.00'	S18° 51' 37"E
L5	147.00'	S18° 51' 37"E
L6	70.00'	S71° 08' 23"W
L7	50.00'	S71° 08' 23"W
L8	74.54'	S88° 44' 59"E
L9	74.54'	N88° 44' 59"W

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1 (2)	CODY J BALDAUF	TLE	9,813
2 (2)	MICHAEL & KATRINA LEIBER	TLE	11,187

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

REVISION DATE: 5-11-2022 (2)
8-23-2022 (3)

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST - WAUKESHA REGION OFFICE

SIGNATURE: Robert A Duffeck DATE: 3/10/2022

PRINT NAME: ROBERT DUFFECK

FILE NAME : 040101-RP-EXHIBIT.DWG PLOT DATE : 8/24/2022 9:32 AM R/W PROJECT: 2290-24-20

4

R/W PROJECT NUMBER:	SHEET NUMBER:
	COUNTY

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.

SCALE, FEET
0 50 100

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

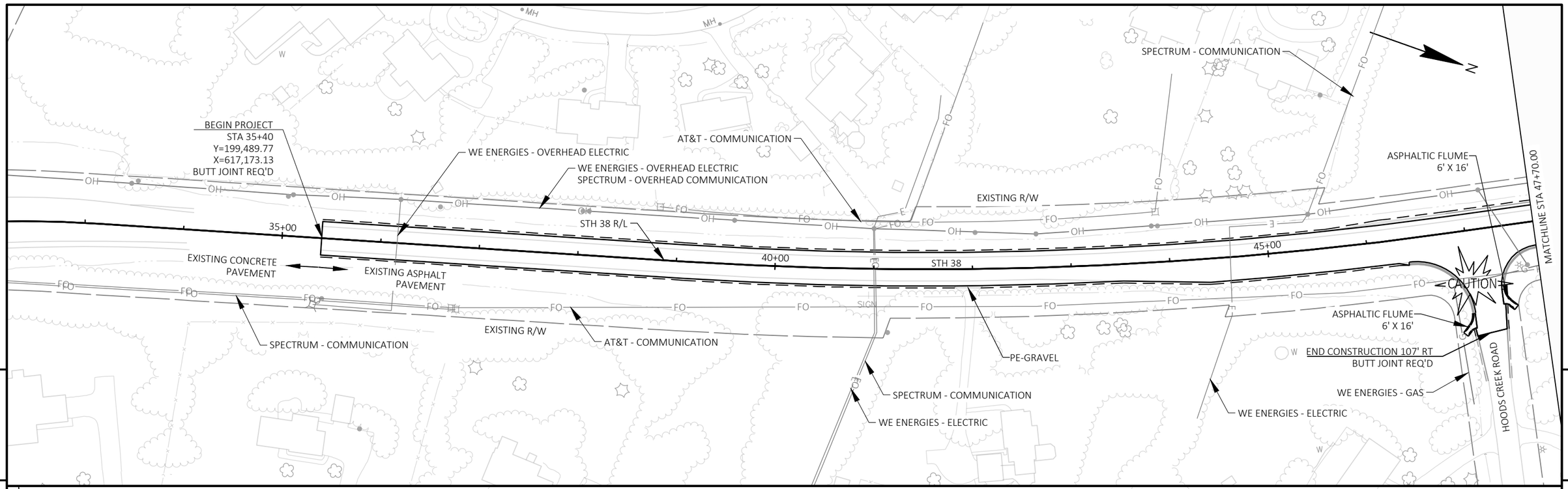
THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST - WAUKESHA REGION OFFICE

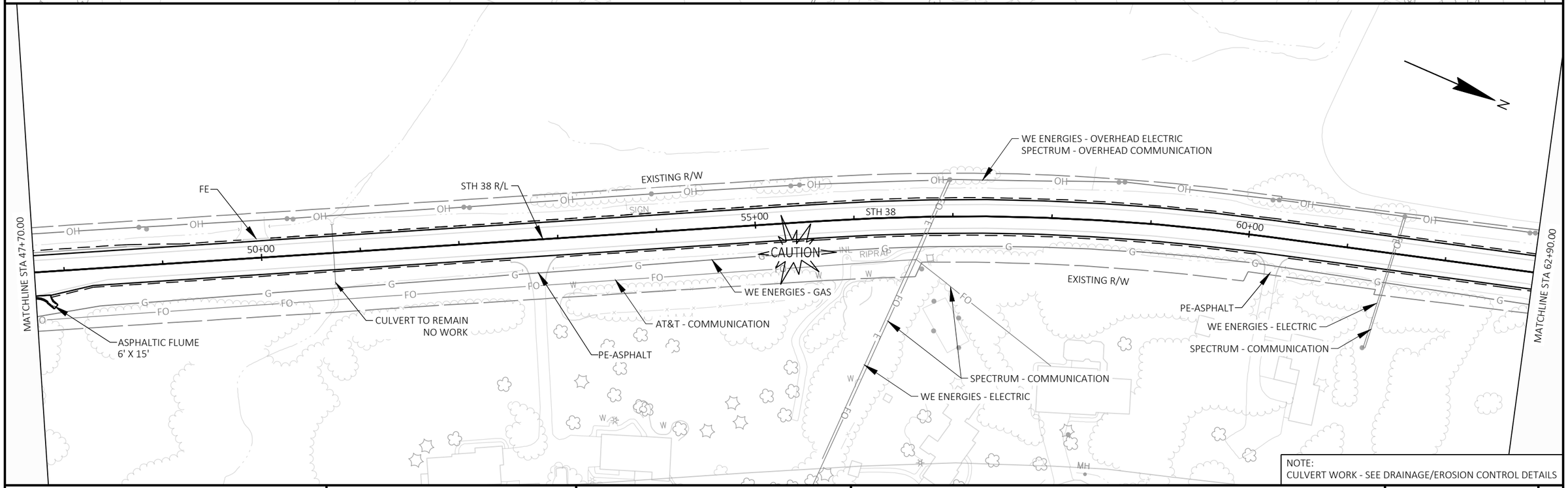
SIGNATURE: _____ DATE: _____

PRINT NAME:

FILE NAME : 040101-RP-EXHIBIT.DWG PLOT DATE : 8/24/2022 9:32 AM R/W PROJECT:

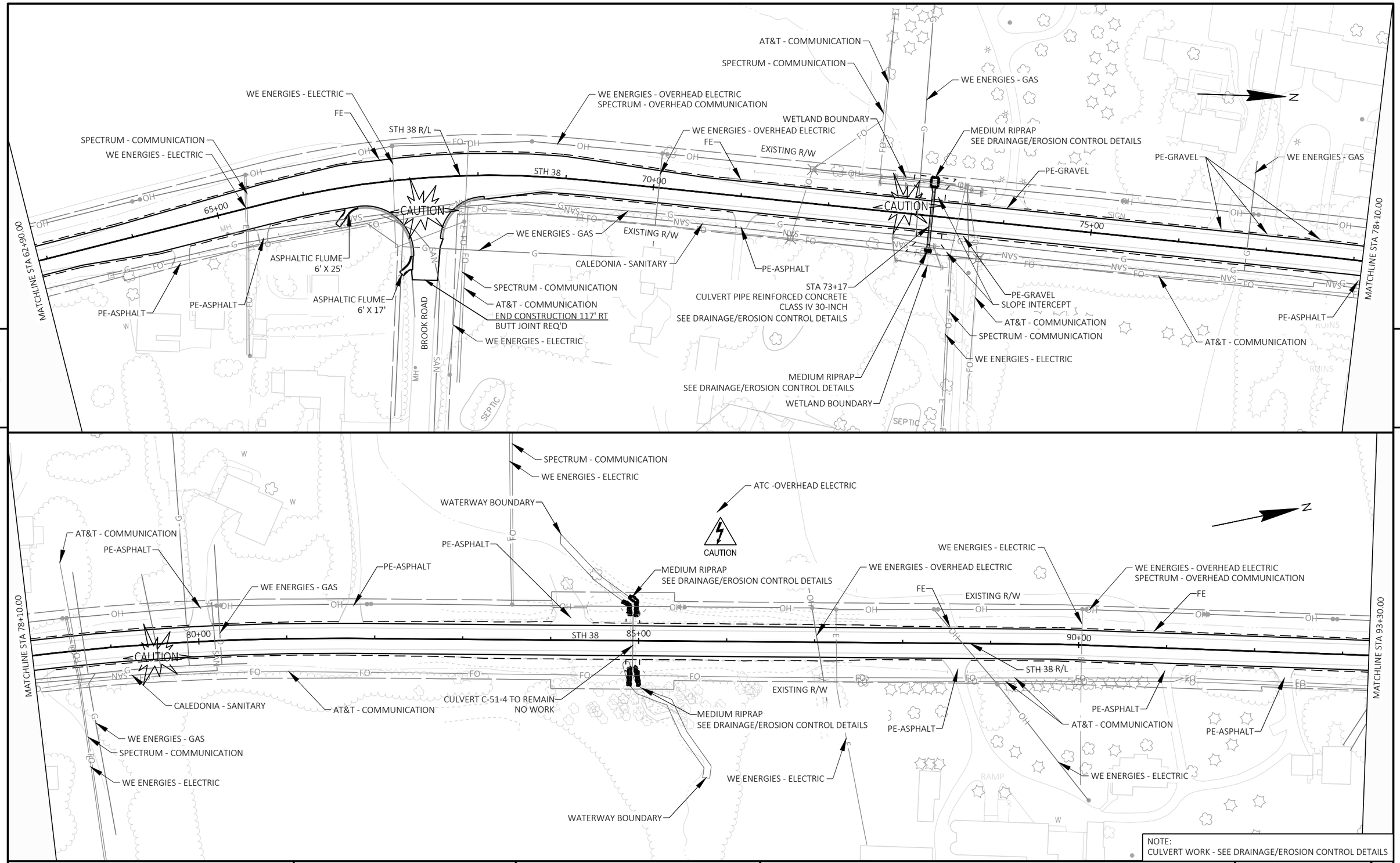
4





PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PLAN	SHEET 58 E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 01
PLOT DATE : 11/17/2025 8:36 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PLAN	SHEET 59 E

MATCHLINE STA 93+30.00

MATCHLINE STA 108+50.00

PE-ASPHALT

WATERWAY BOUNDARY

EXISTING R/W

WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION

STH 38 R/L

95+00

100+00

STH 38

105+00

FE

WE ENERGIES - OVERHEAD ELECTRIC

RUINS

ANT.

W

OH

FO

CULVERTS TO REMAIN
NO WORK

WE ENERGIES -
OVERHEAD ELECTRIC

WATERWAY BOUNDARY

AT&T - COMMUNICATION

CALEDONIA DOG PARK

EXISTING R/W

PE-ASPHALT

BUTT-JOINT REQ'D
STA 107+61

CAUTION

WE ENERGIES - OVERHEAD ELECTRIC

WE ENERGIES - GAS

WE ENERGIES - ELECTRIC

G

E

5

5

N

ROUNDABOUT TO BE CONSTRUCTED UNDER ID
2290-25-70

4 MILE RD

MATCHLINE STA 108+50.00

MATCHLINE STA 123+70.00

110+00

STH 38

115+00

120+00

STH 38 R/L

STH 38

WE ENERGIES - OVERHEAD ELECTRIC

WE ENERGIES - GAS

WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION

GUARDRAIL GRADING WORK
SEE GUARDRAIL DETAILS

WATERWAY BOUNDARY

WETLAND BOUNDARY

CULVERT TO REMAIN
NO WORK

EXISTING R/W

WE ENERGIES - GAS

CAUTION

AT&T - COMMUNICATION

BUTT-JOINT REQ'D
STA 121+44

SLOPE INTERCEPT

GUARDRAIL GRADING WORK
SEE GUARDRAIL DETAILS

WATERWAY BOUNDARY

A/C

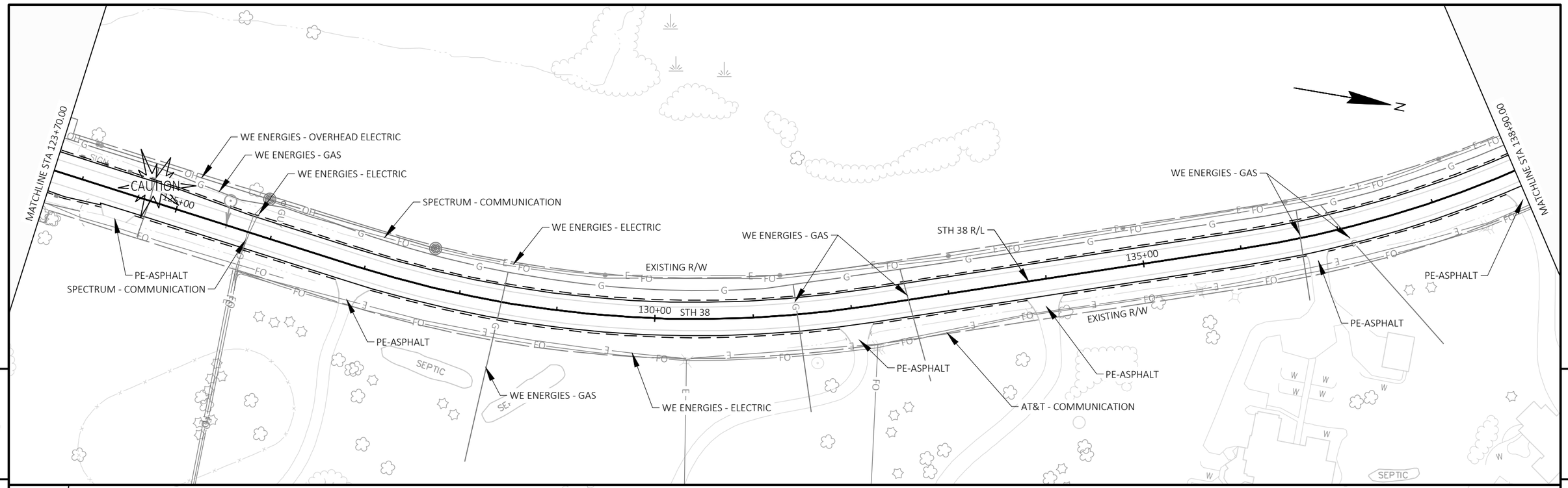
NOTE:
CULVERT WORK - SEE DRAINAGE/EROSION CONTROL DETAILS

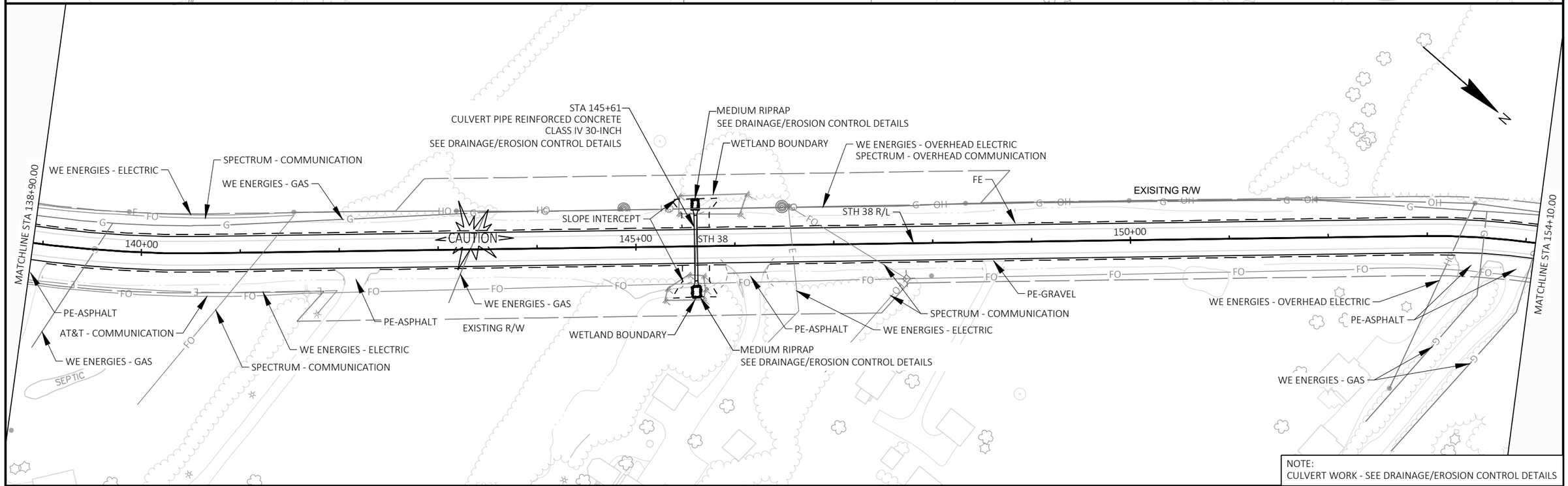
PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PLAN	SHEET 60	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 03

PLOT DATE : 11/17/2025 8:36 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

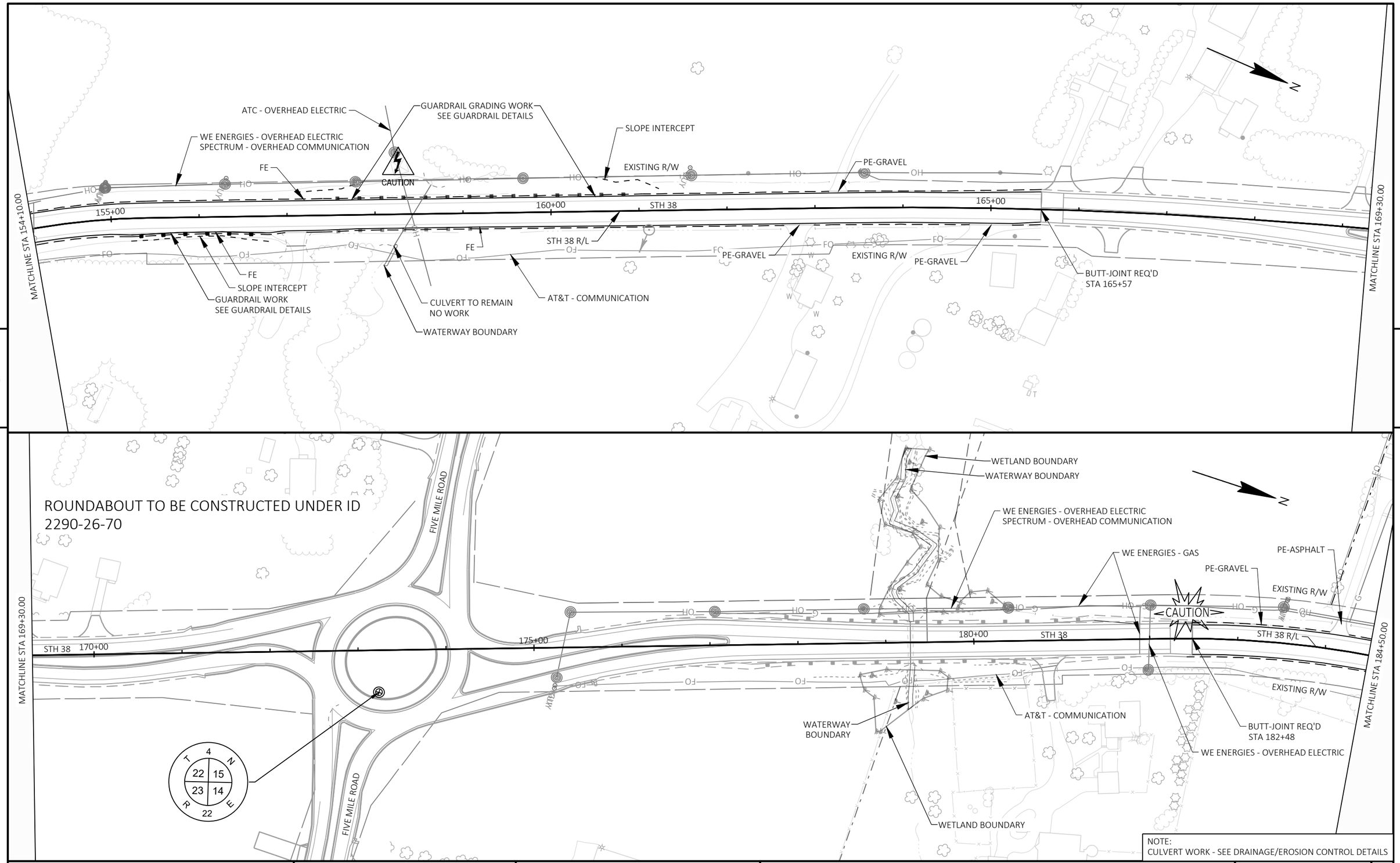




NOTE:
CULVERT WORK - SEE DRAINAGE/EROSION CONTROL DETAILS

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PLAN	SHEET 61	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04
PLOT DATE : 11/17/2025 8:37 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PLAN	SHEET 62	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 05
PLOT DATE : 11/17/2025 8:37 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

MEDIUM RIPRAP
SEE DRAINAGE/EROSION CONTROL DETAILS

STA 188+82
CULVERT PIPE REINFORCED CONCRETE
CLASS IV 30-INCH
SEE DRAINAGE/EROSION CONTROL DETAILS

WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION

AT&T - COMMUNICATION

MEDIUM RIPRAP
SEE DRAINAGE/EROSION CONTROL DETAILS

PE-ASPHALT

PE-GRAVEL

PE-ASPHALT

CULVERT TO REMAIN
NO WORK

MEDIUM RIPRAP
SEE DRAINAGE/EROSION CONTROL DETAILS

PE-GRAVEL

EXISTING R/W

PE-GRAVEL

WE ENERGIES - GAS

CAUTION

STH 38 R/L

STH 38

SLOPE INTERCEPT

SLOPE INTERCEPT

MATCHLINE STA 184+50.00

185+00

190+00

195+00

MATCHLINE STA 199+70.00

STA 194+46
CULVERT PIPE REINFORCED CONCRETE
HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH
SEE DRAINAGE/EROSION CONTROL DETAILS

AT&T - COMMUNICATION

MEDIUM RIPRAP
SEE DRAINAGE/EROSION CONTROL DETAILS

WATERWAY BOUNDARY

WETLAND BOUNDARY

EXISTING R/W

FLOWLINE

STA 193+47
CULVERT #51038033377
24" CONCRETE
E INV: 670.320
W INV: 671.100
FLOWS EAST
NO WORK

DITCH WORK
SEE CROSS SECTIONS

MEDIUM RIPRAP
SEE DRAINAGE/EROSION CONTROL DETAILS

MEDIUM RIPRAP
SEE DRAINAGE/EROSION CONTROLS DETAILS

AT&T - COMMUNICATION

N

5

5

WATERWAY BOUNDARY

WETLAND BOUNDARY

END CONSTRUCTION 86' LT
BUTT JOINT REQ'D

CRISTY CIRCLE DRIVE

135°

WE ENERGIES - OVERHEAD ELECTRIC
SPECTRUM - OVERHEAD COMMUNICATION

AT&T - COMMUNICATION

PE-GRAVEL

WE ENERGIES - GAS

EXISTING R/W

PE-ASPHALT

PE-ASPHALT

PE-ASPHALT

STH 38 R/L

STH 38

CAUTION

MATCHLINE STA 199+70.00

200+00

205+00

210+00

MATCHLINE STA 214+66.38

PE-GRAVEL

WE ENERGIES - GAS

PE-GRAVEL

PE-ASPHALT

EXISTING R/W

AT&T - COMMUNICATION

STA 211+16
C-51-008 BOX CULVERT
48"x48" CONCRETE
E INV: 675.238
W INV: 674.765
FLOWS EAST

PE-ASPHALT

PE-ASPHALT

STRUCTURE WORK
SEE STRUCTURE PLAN

WE ENERGIES - GAS

WATERWAY BOUNDARY

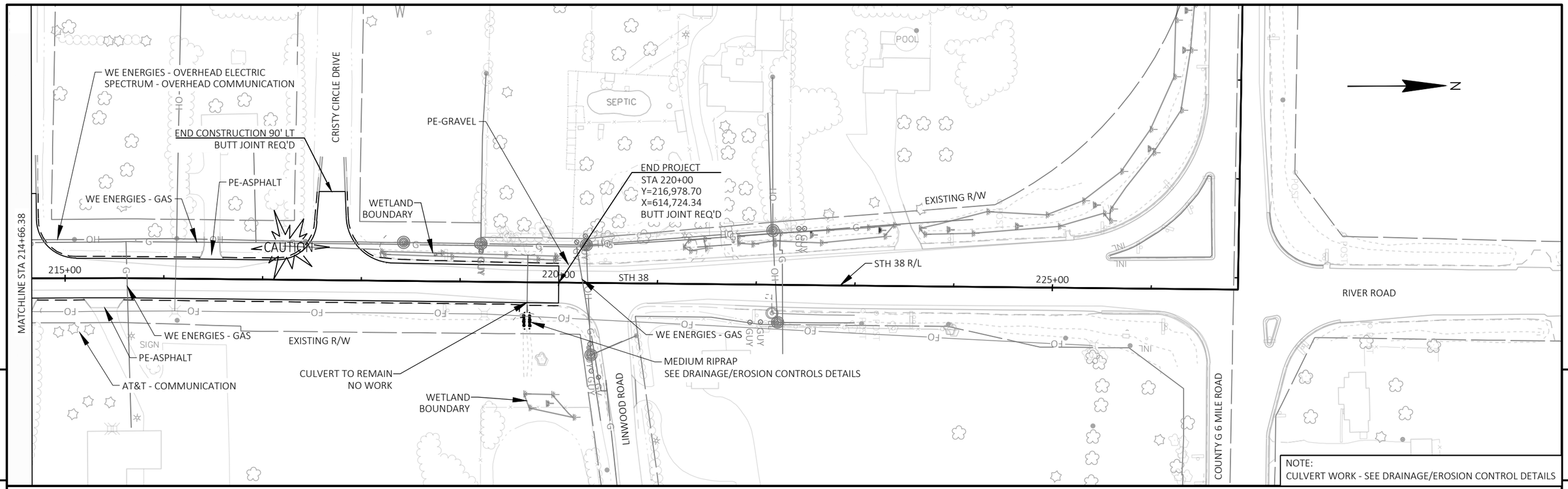
T 4 N
R 15 E
14
22

416'

NOTE:
CULVERT WORK - SEE DRAINAGE/EROSION CONTROL DETAILS

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PLAN	SHEET 63	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06
PLOT DATE : 11/17/2025 8:38 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	PLAN	SHEET 64	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 07
PLOT DATE : 11/17/2025 8:38 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

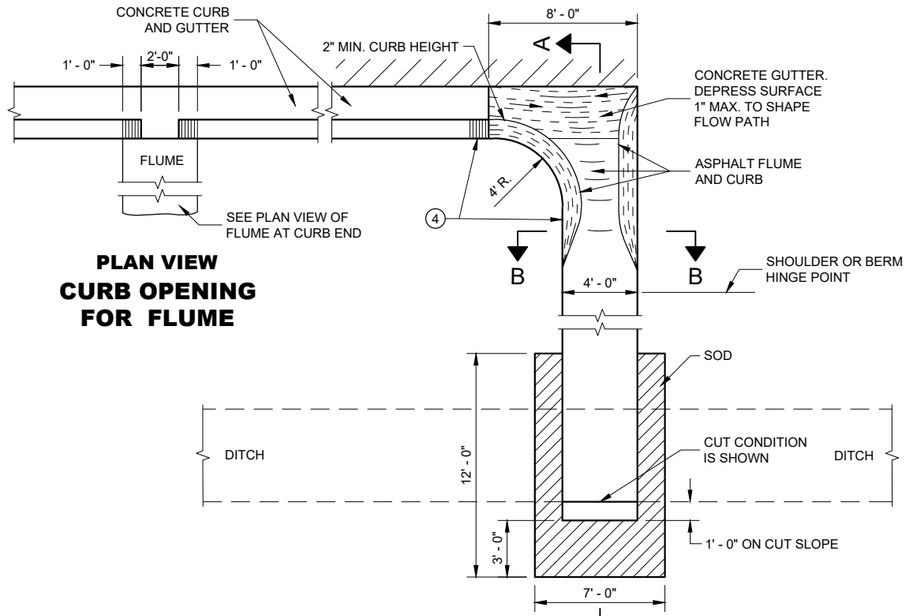
Standard Detail Drawing List

08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A15-01	DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-11B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-11C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

6

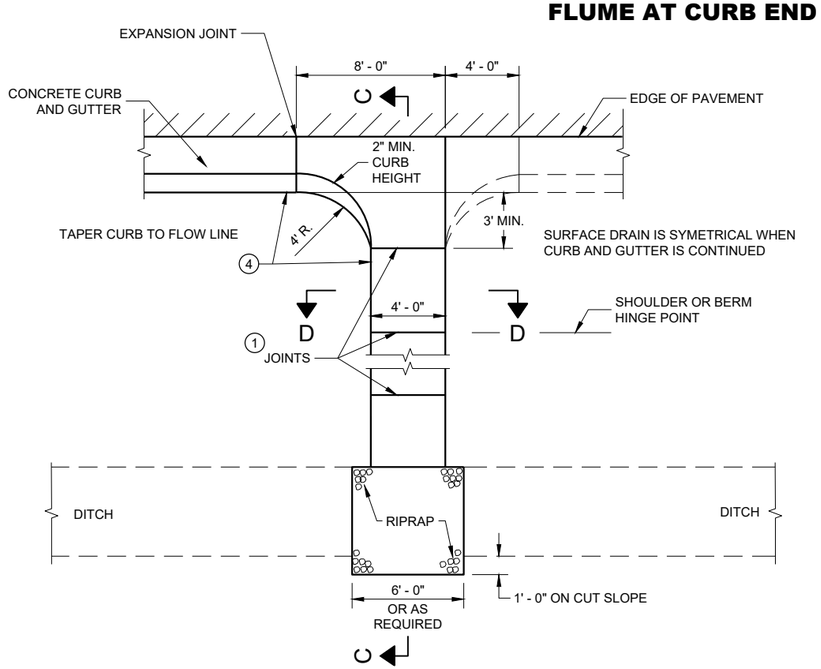
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



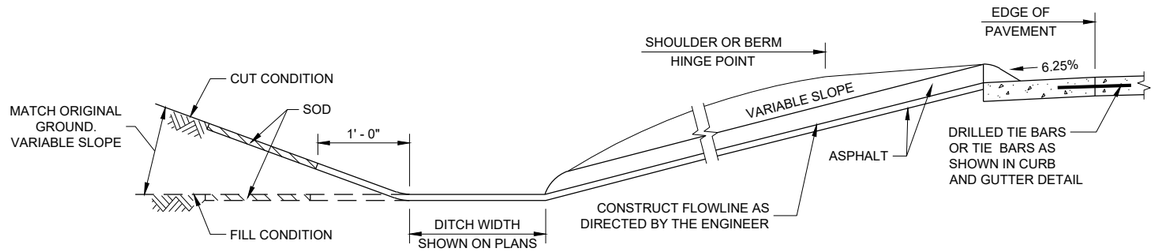
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

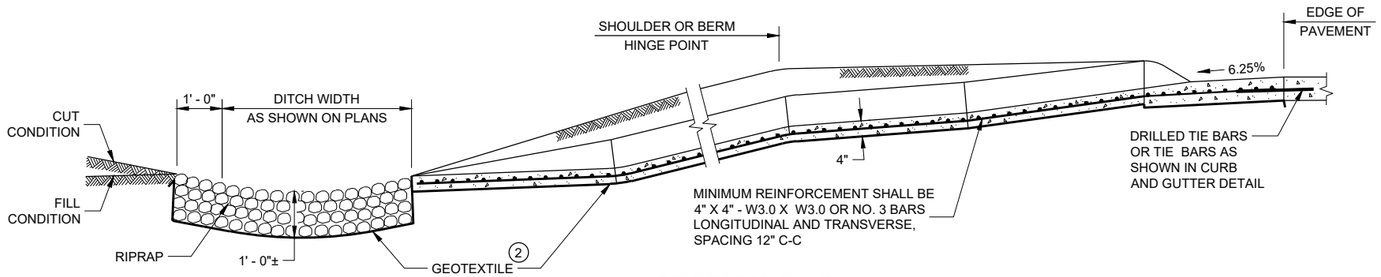
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

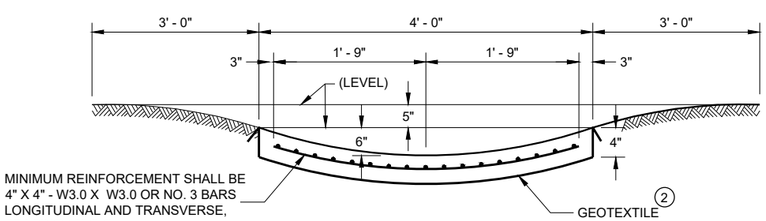


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

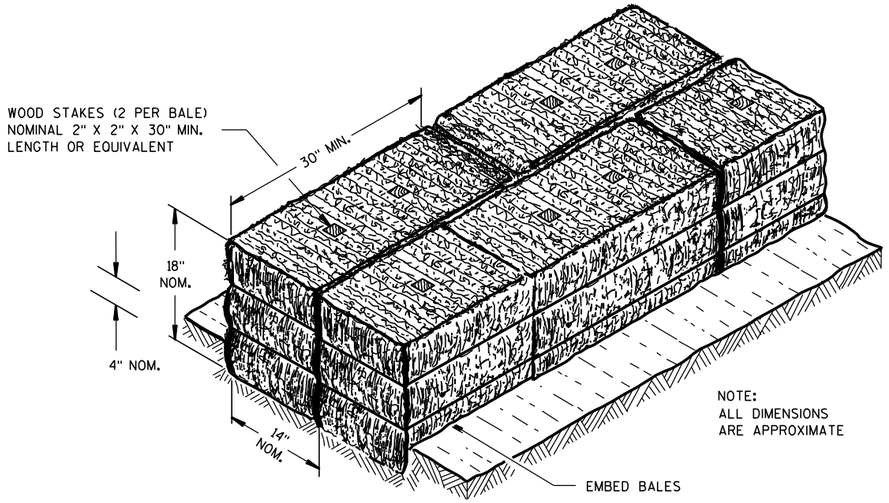
APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

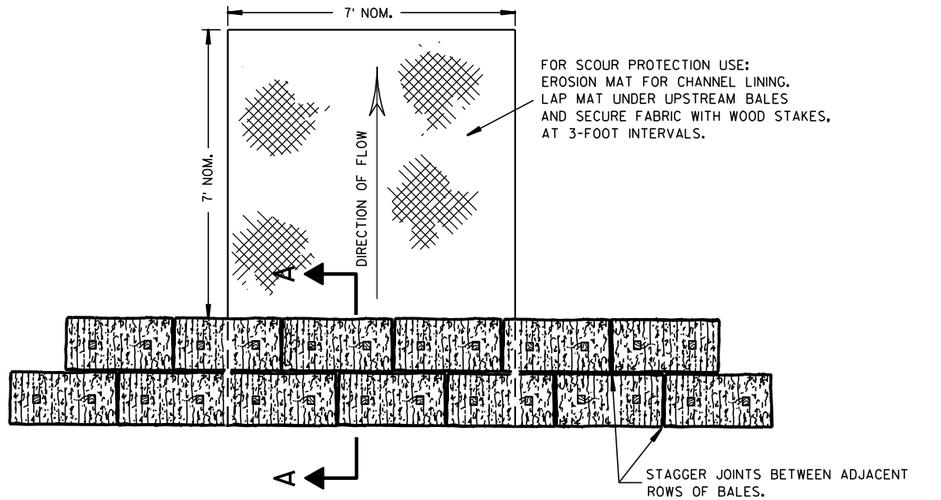
FHWA

6

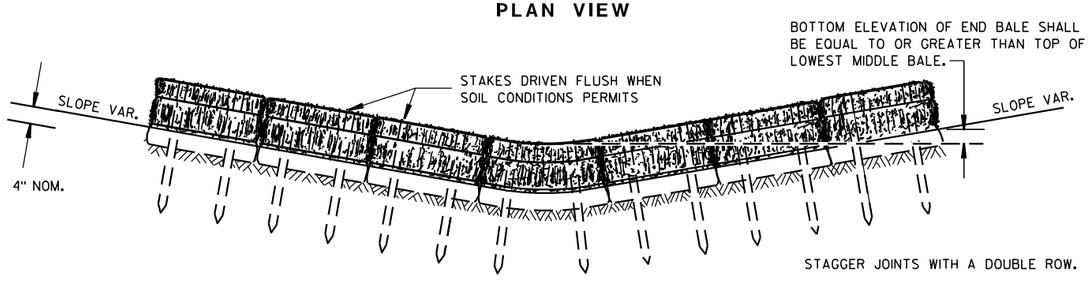
SDD 08D04 - 07



SECTION A-A



PLAN VIEW



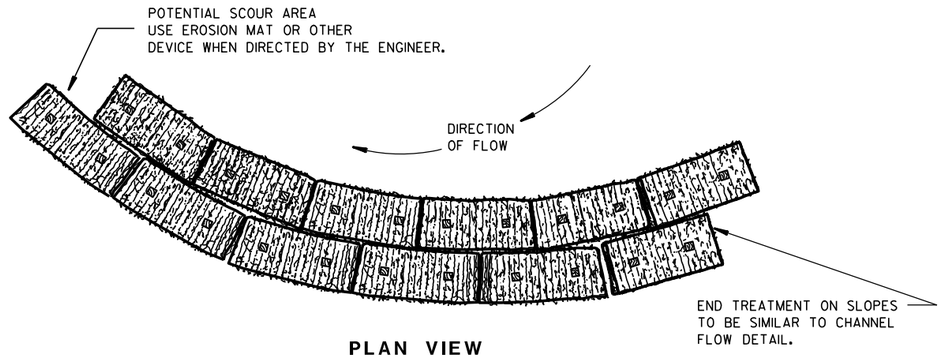
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

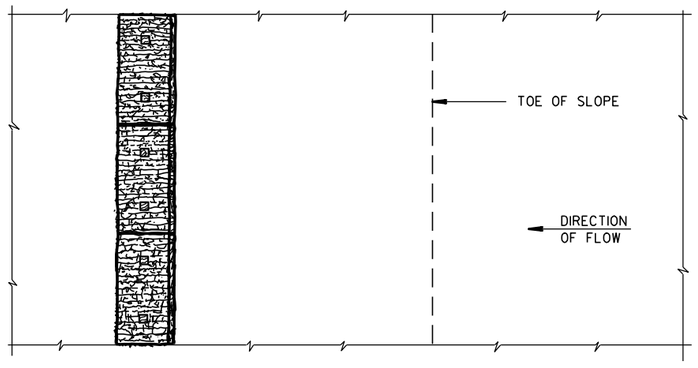
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

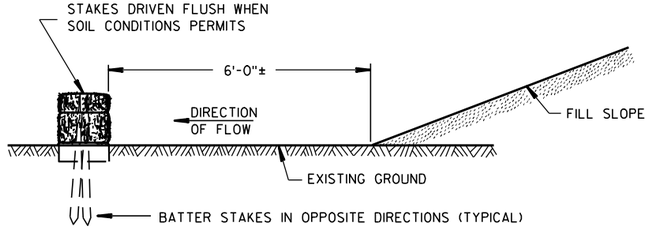


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

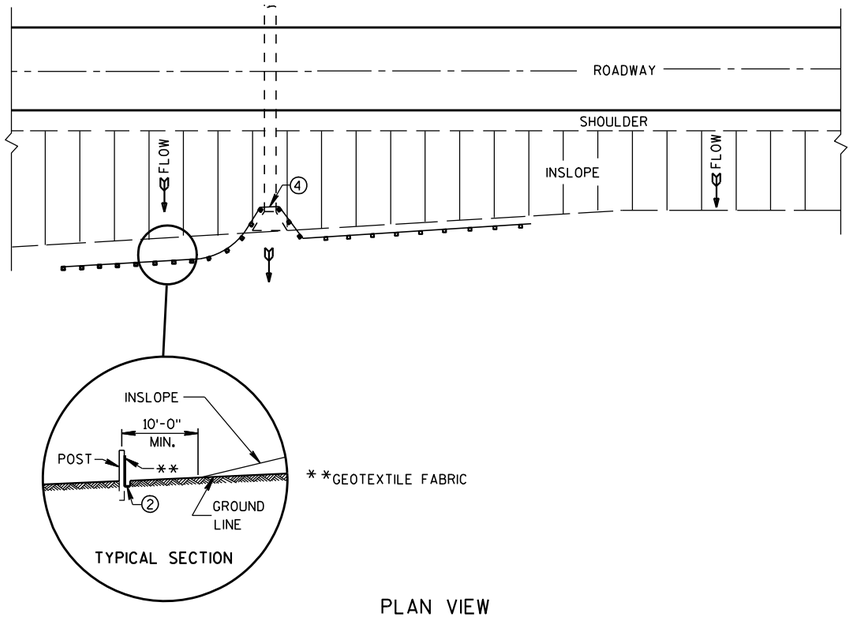
APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

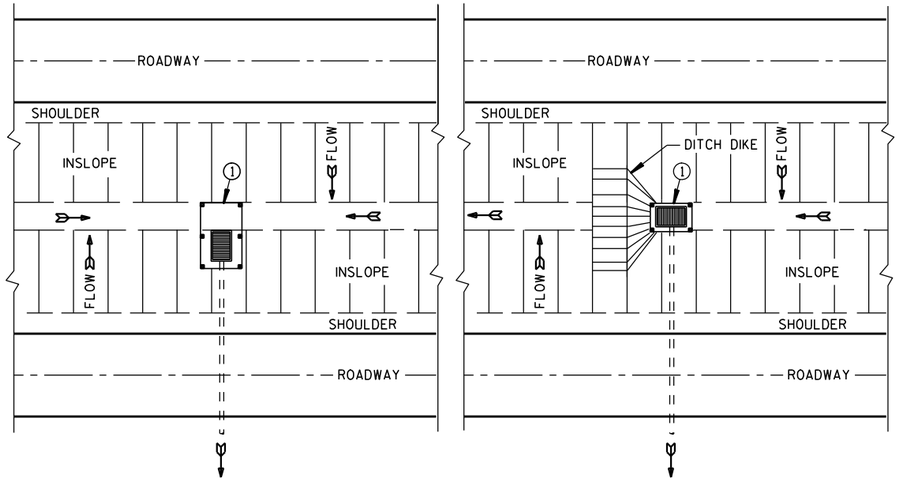
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



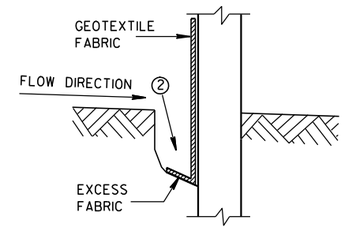
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

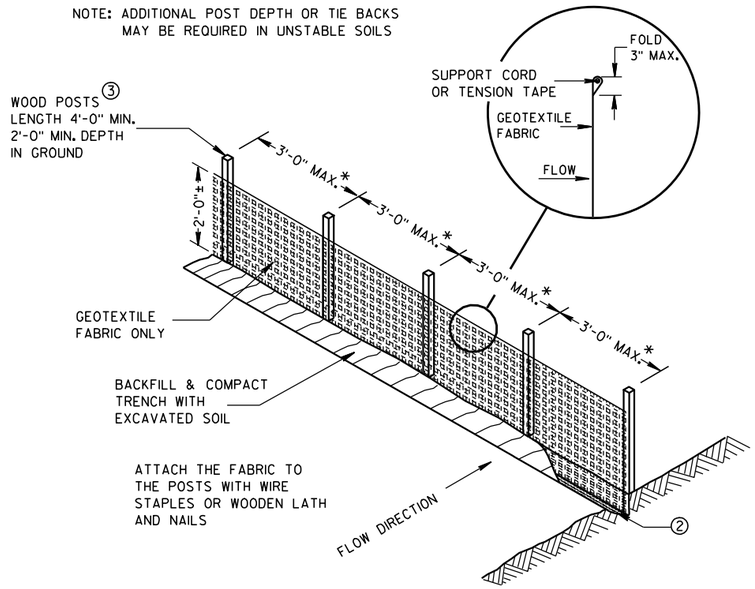
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

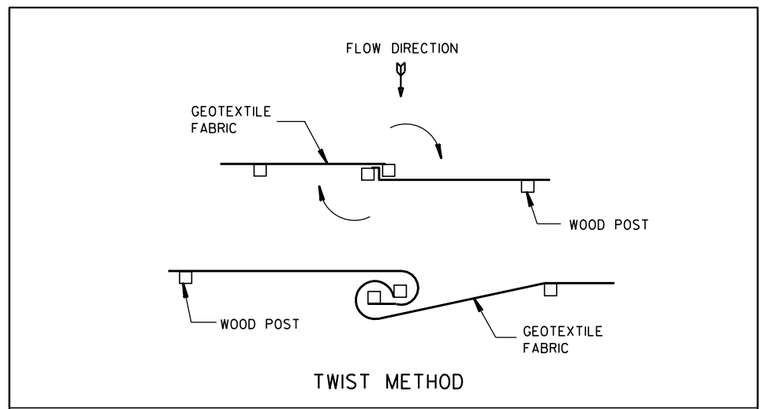
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



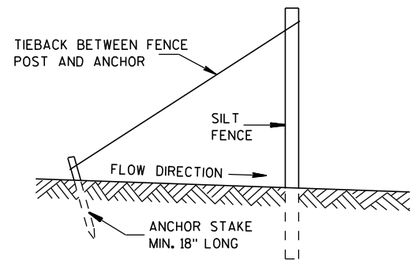
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

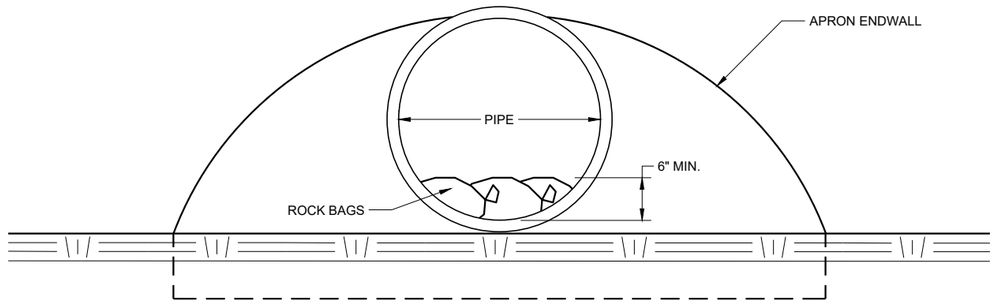
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

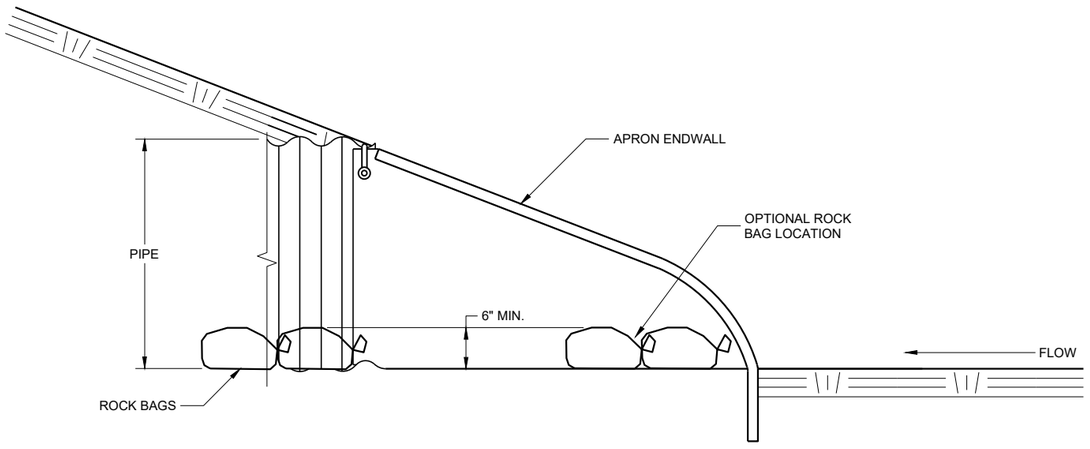
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

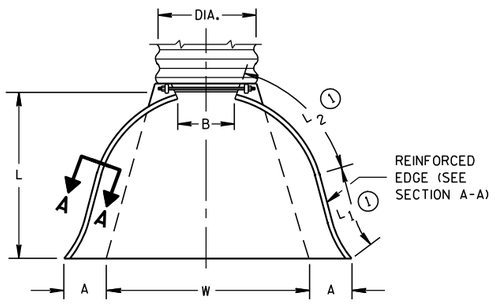
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

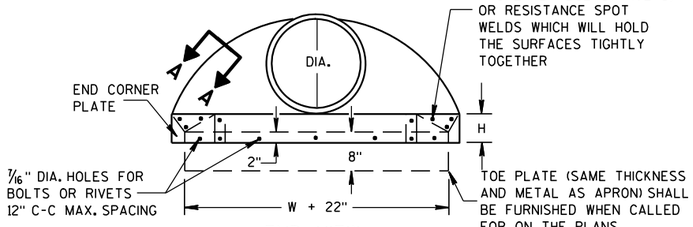
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

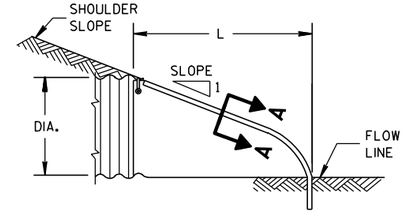
*MINIMUM
**MAXIMUM



PLAN VIEW

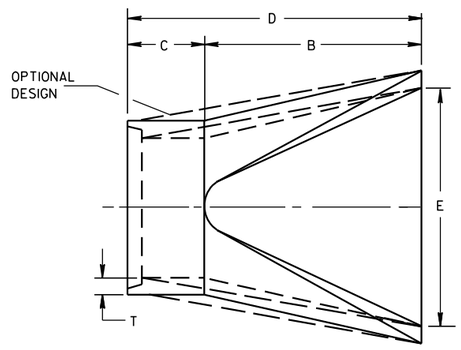


END VIEW

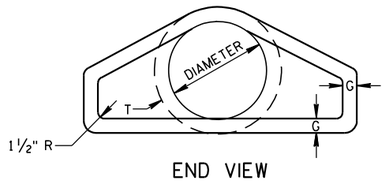


SIDE ELEVATION

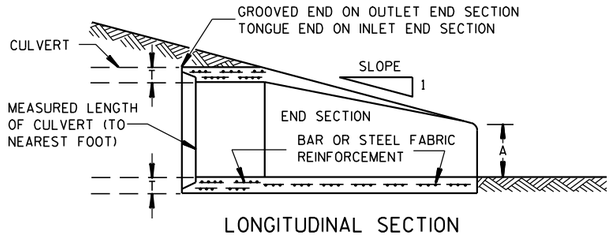
METAL ENDWALLS



PLAN

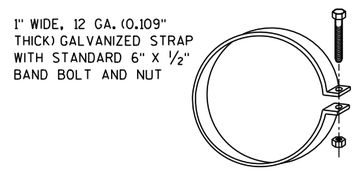


END VIEW



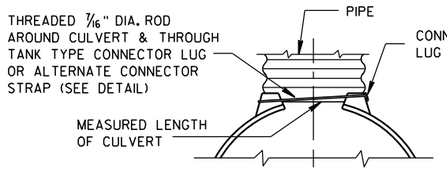
LONGITUDINAL SECTION

CONCRETE ENDWALLS

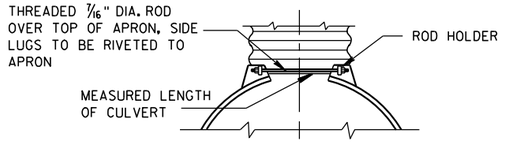


ALTERNATE FOR TYPE 1 CONNECTION

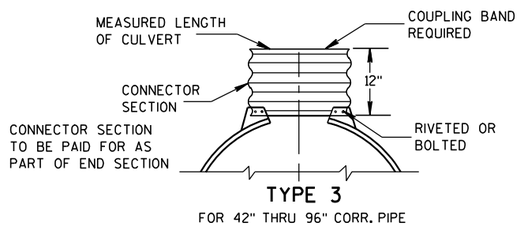
END SECTION CONNECTOR STRAP



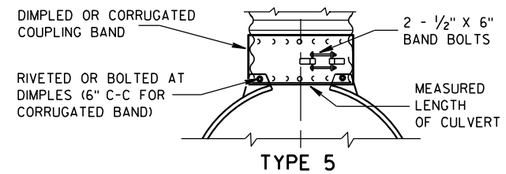
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

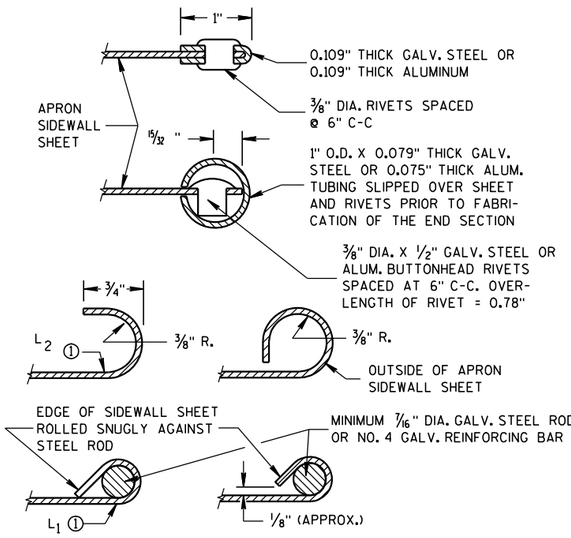
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

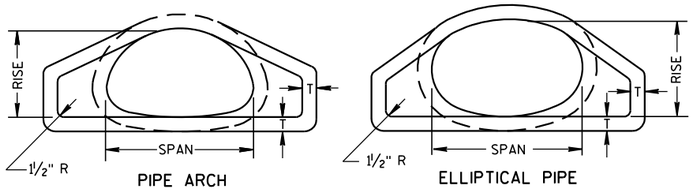
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

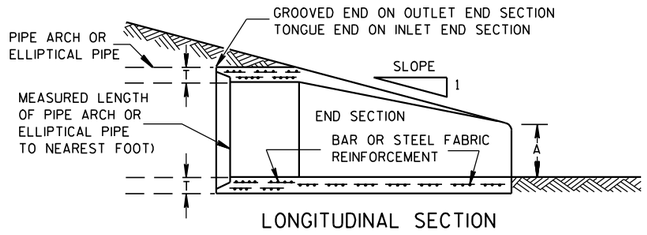
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

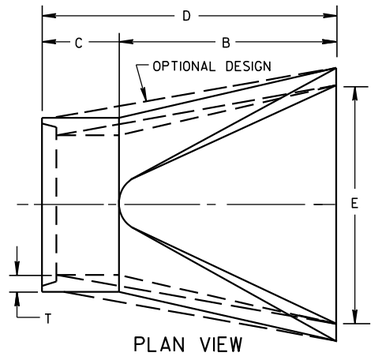
6
S.D.D. 8 F 1-11



END VIEW

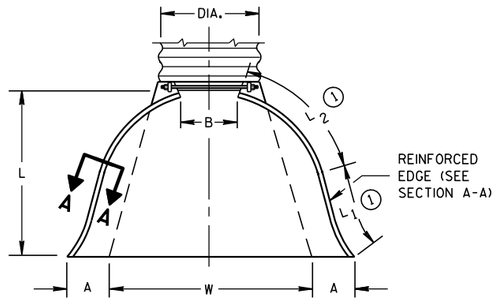


LONGITUDINAL SECTION

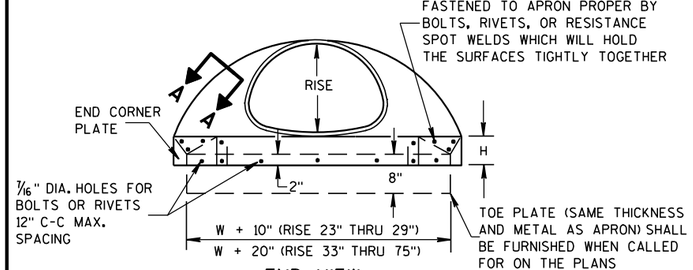


PLAN VIEW

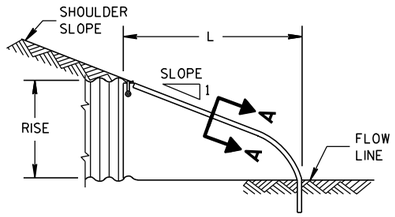
CONCRETE ENDWALLS



PLAN VIEW

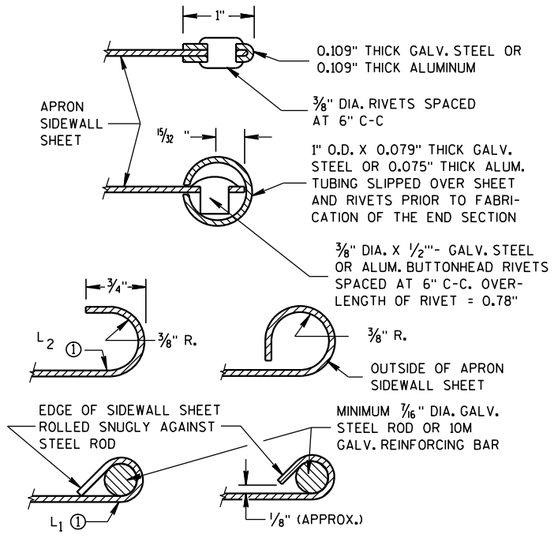


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

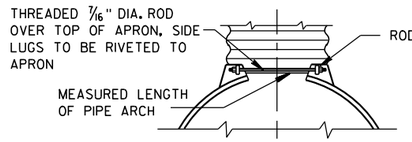
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

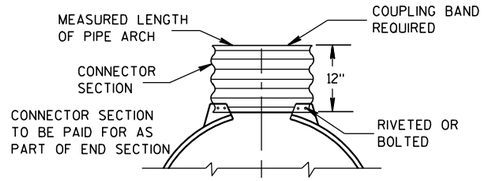
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



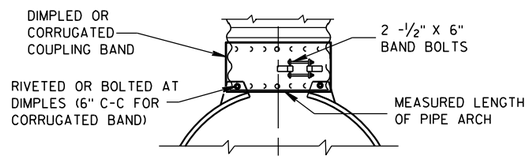
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 F 2-1

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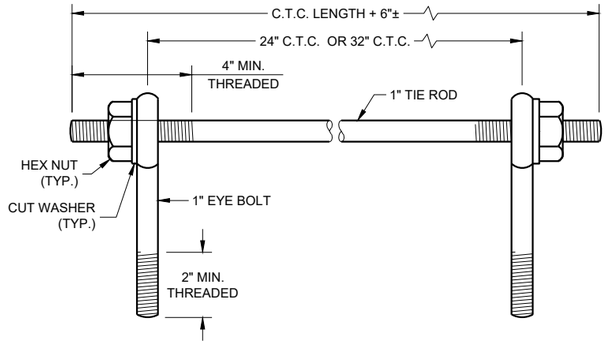
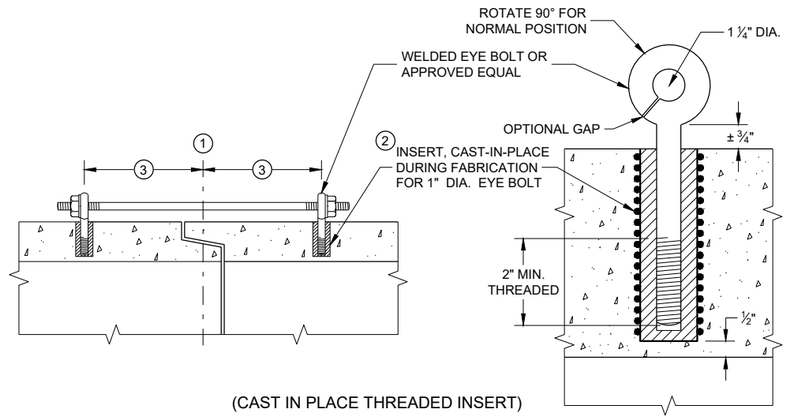
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

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.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

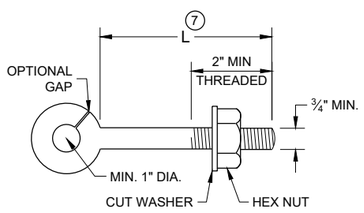
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

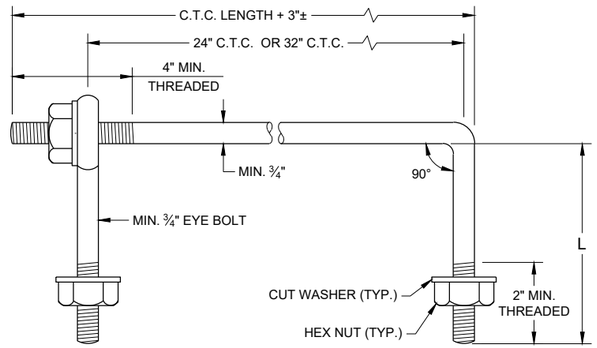
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

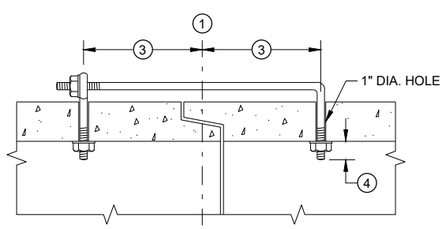


EYE BOLT (7)

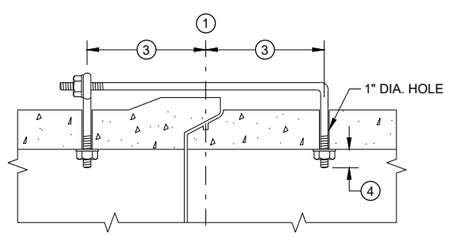
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

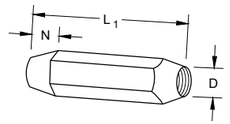
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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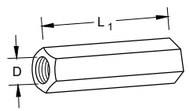
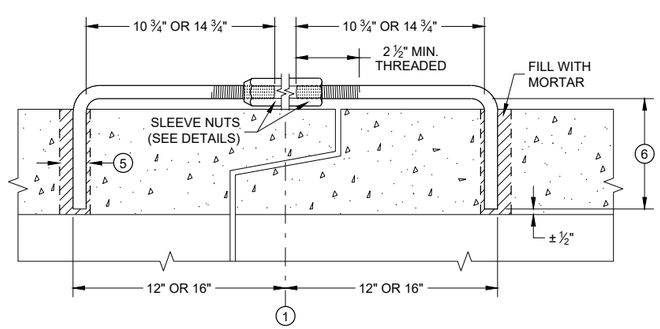


PLAIN

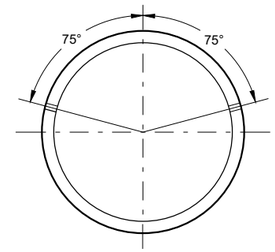
RIGHT AND LEFT THREADS

SLEEVE NUTS



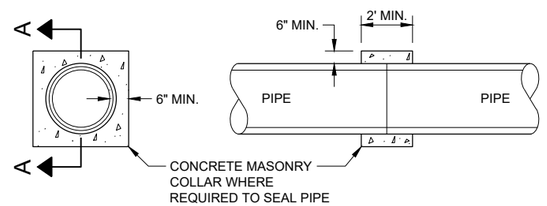
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

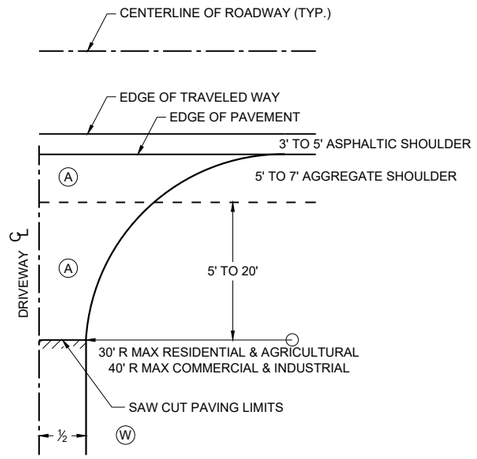
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

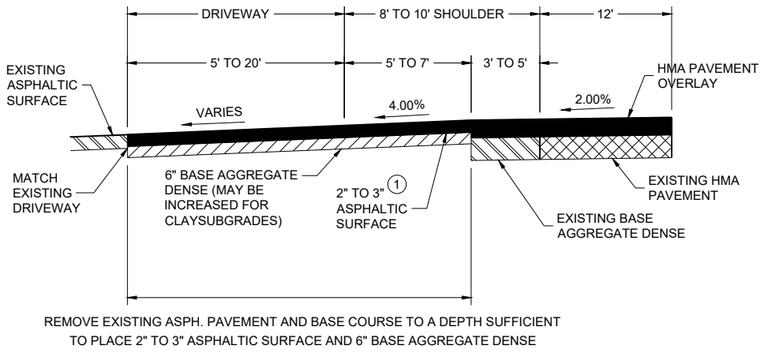
GENERAL NOTES

(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PLAN VIEW

HALF SECTION



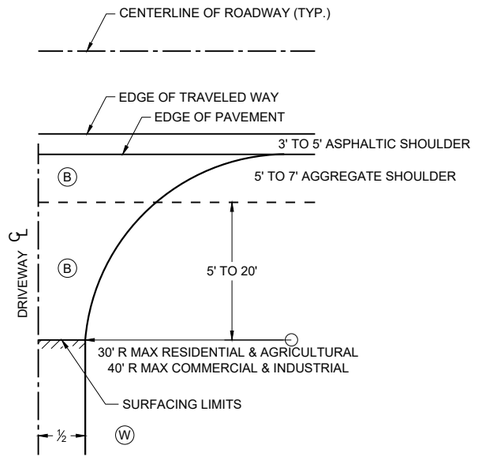
PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE RESURFACING PROJECTS

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

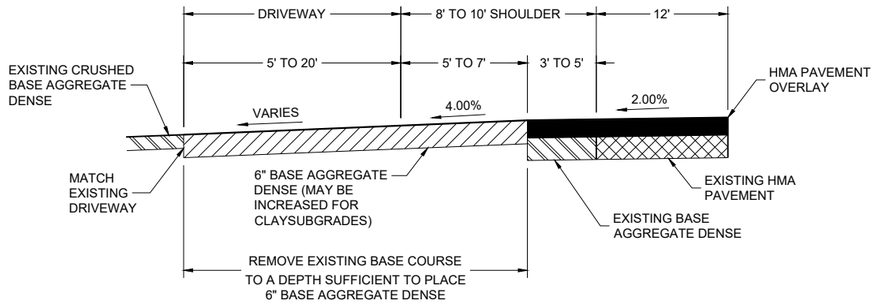
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)

(W) : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
- ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
- ~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

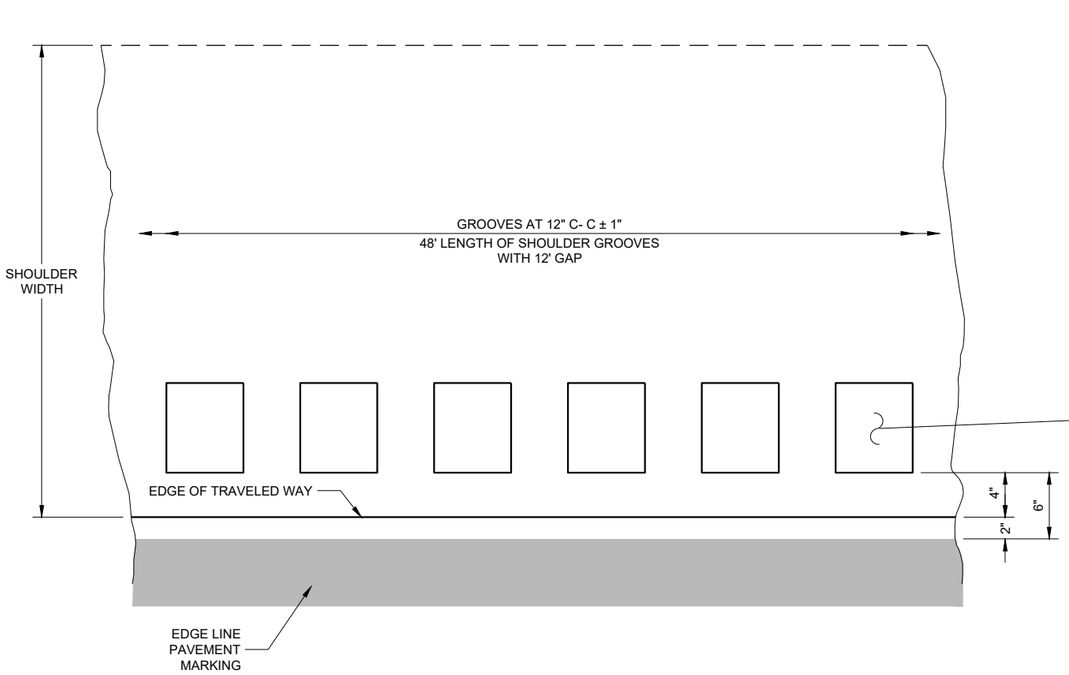
RURAL ENTRANCE WITH AGGREGATE SURFACE 6" BASE AGGREGATE DENSE RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

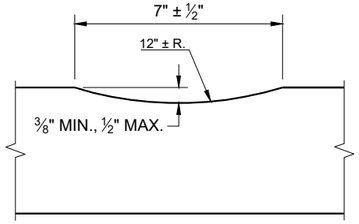
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

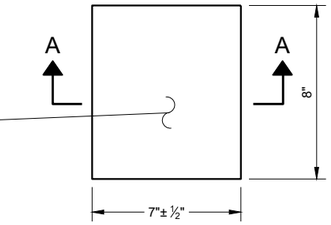
6
SDD 09A15-01



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

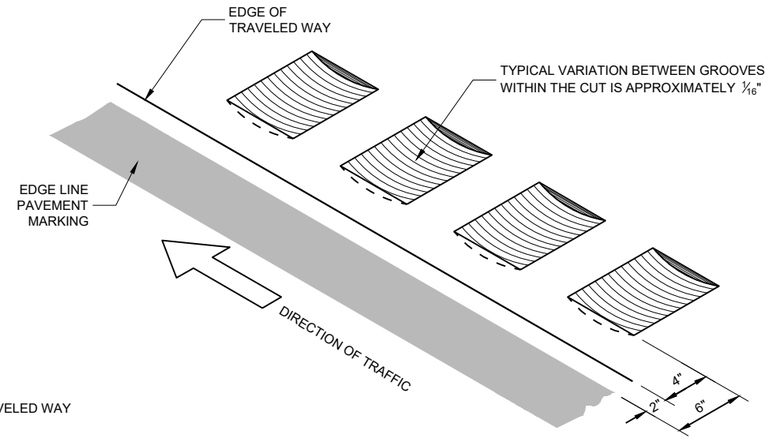


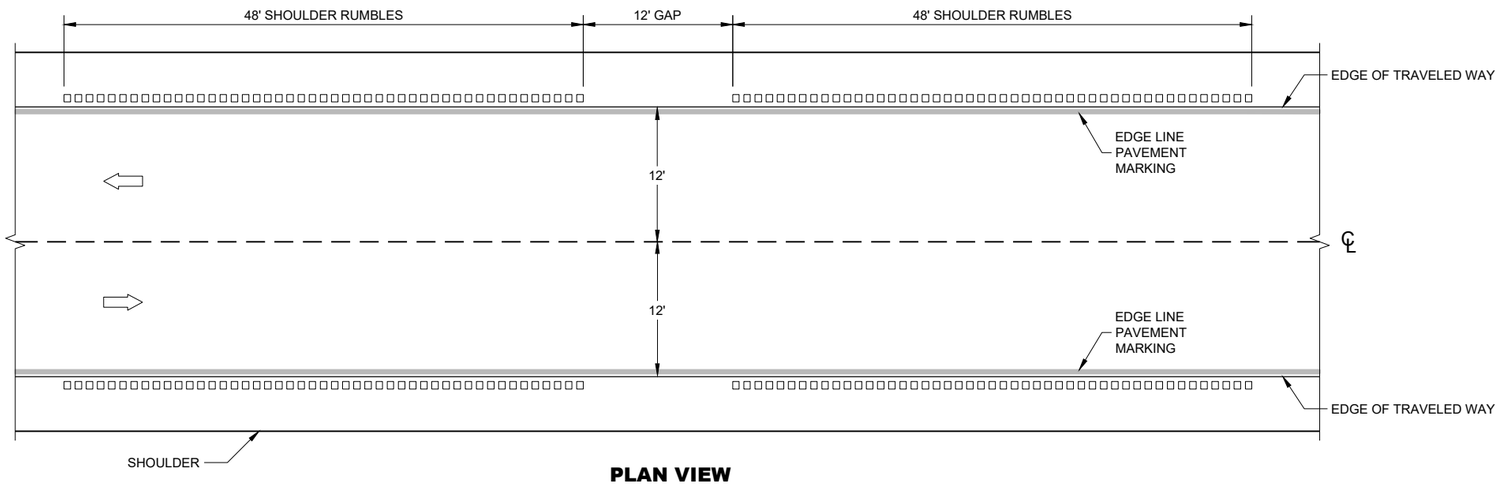
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.





PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT

6

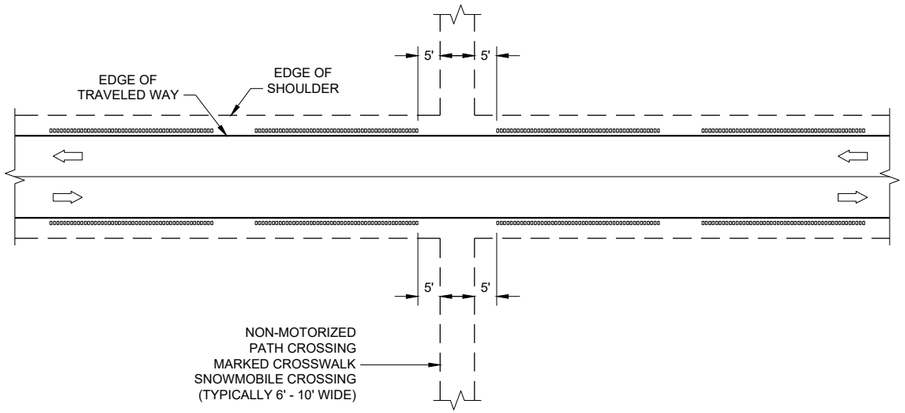
SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

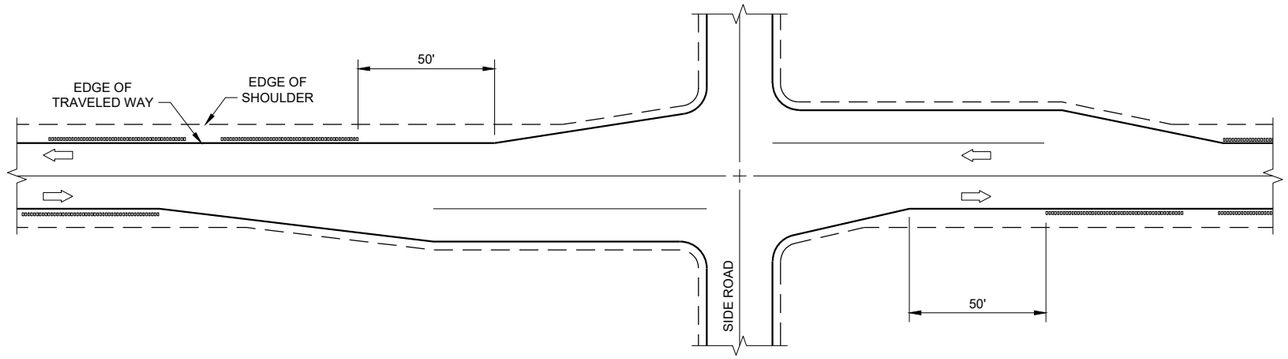
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

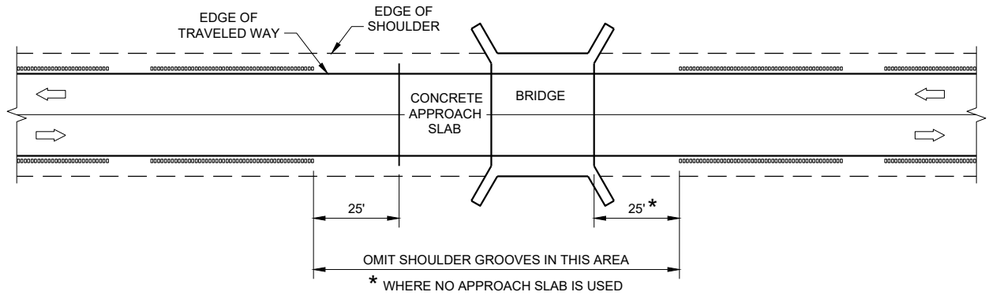
SDD 13A10 - 03a



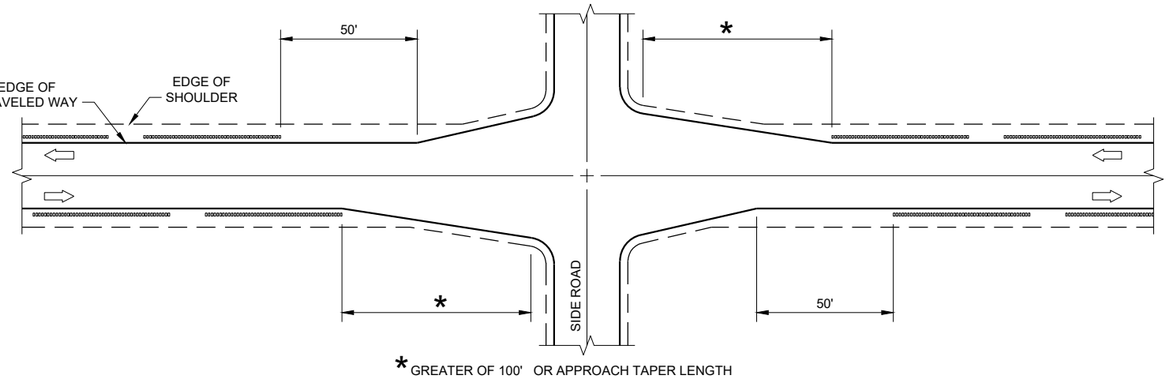
GROOVES AT MISCELLANEOUS CROSSINGS



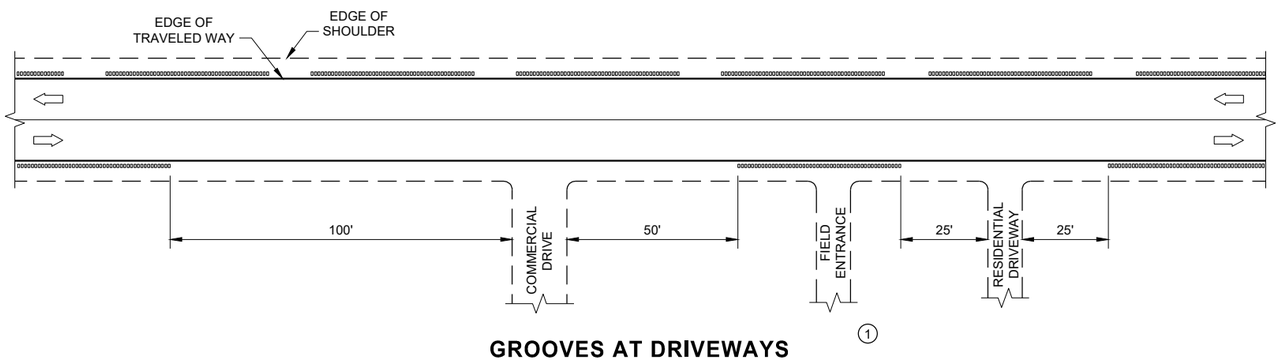
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

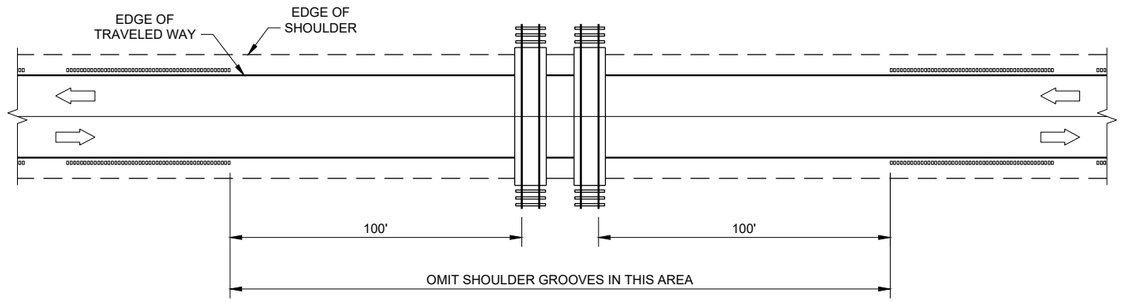
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

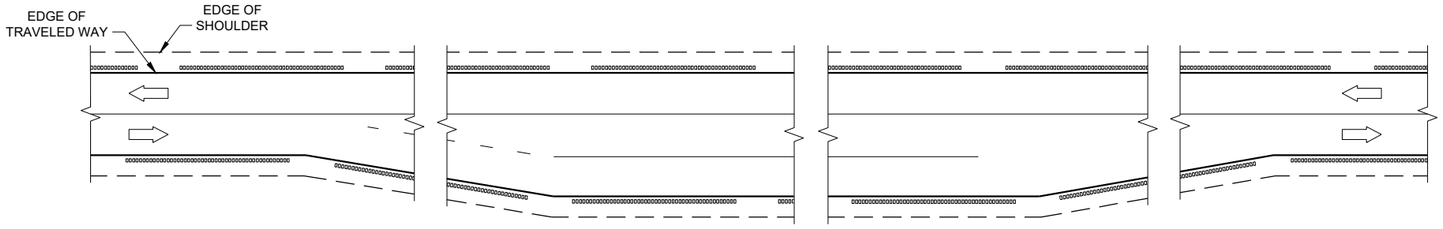
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

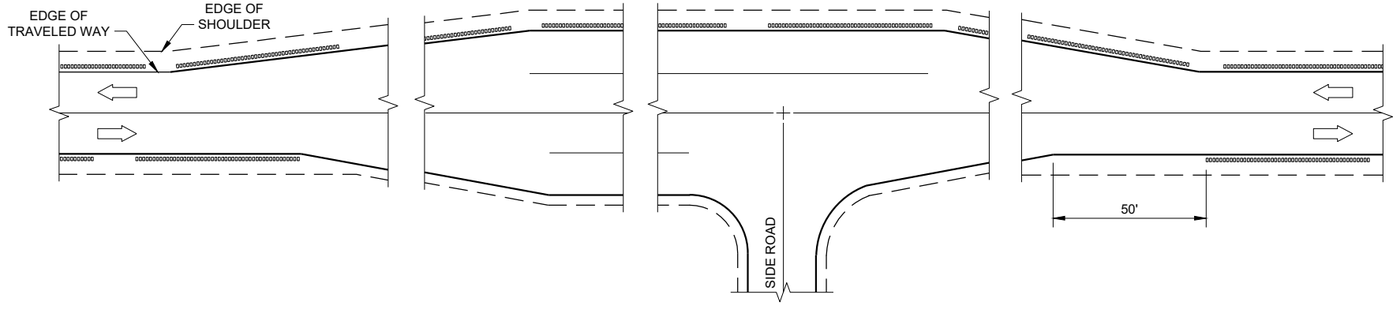
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

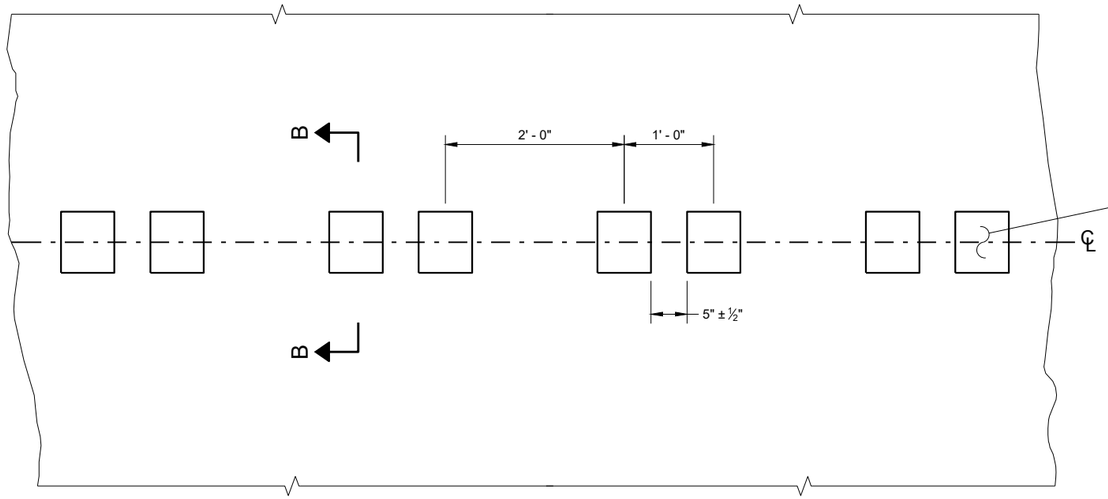
6

SDD 13A10 - 03h

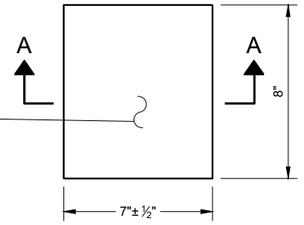
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

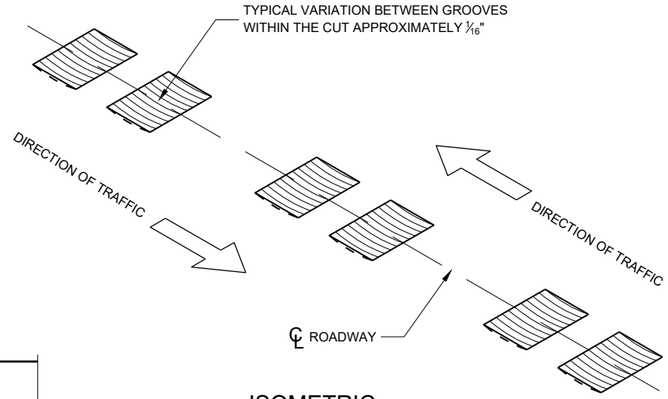
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



PLAN DETAIL VIEW



PLAN VIEW
(SINGLE GROOVE)



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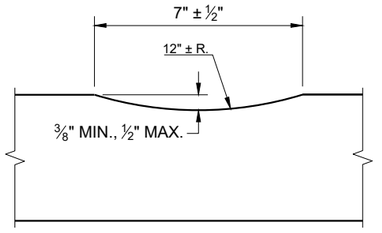
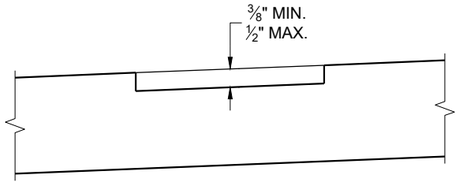
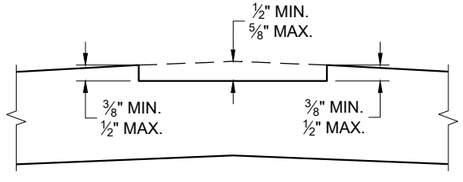


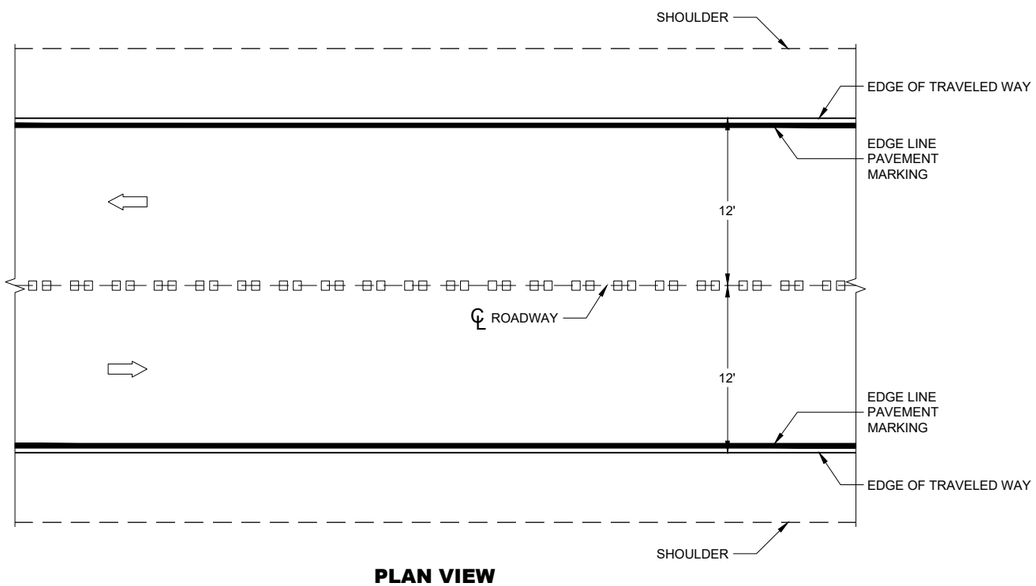
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

CENTERLINE RUMBLE STRIPS - ASPHALT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTA	77

6

SDD 13A11 - 04a

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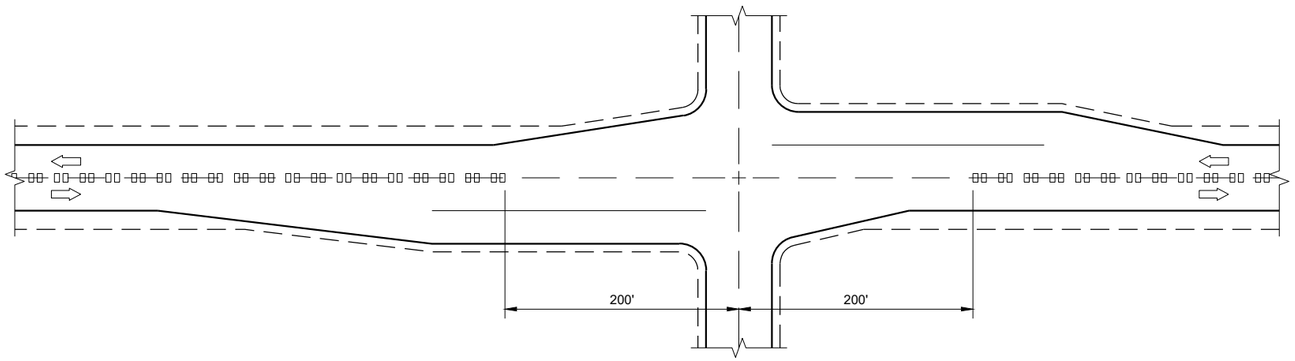
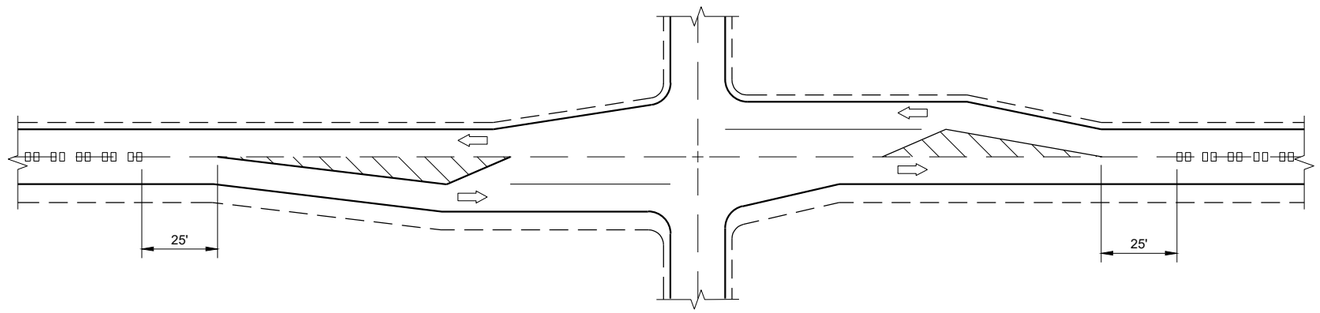
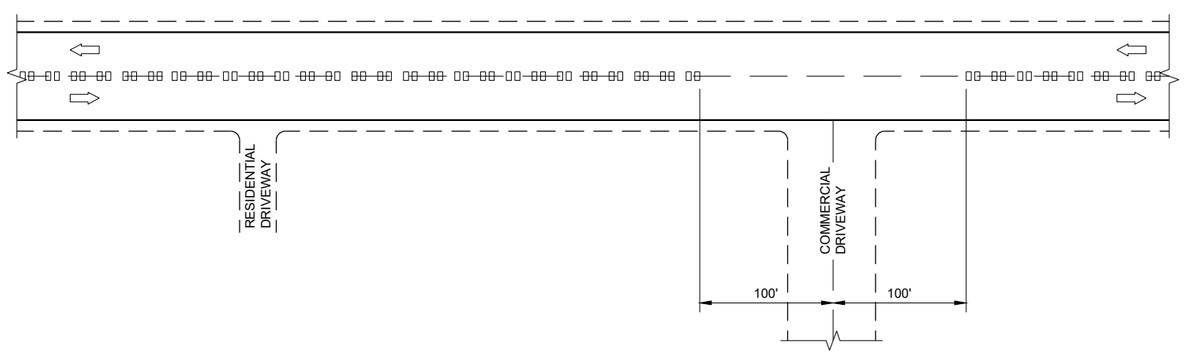
SDD13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



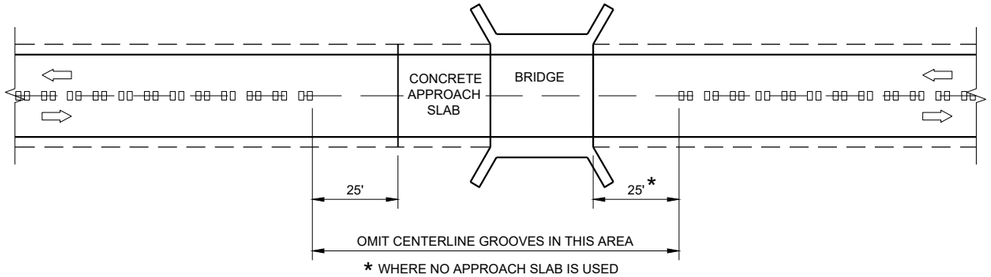
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



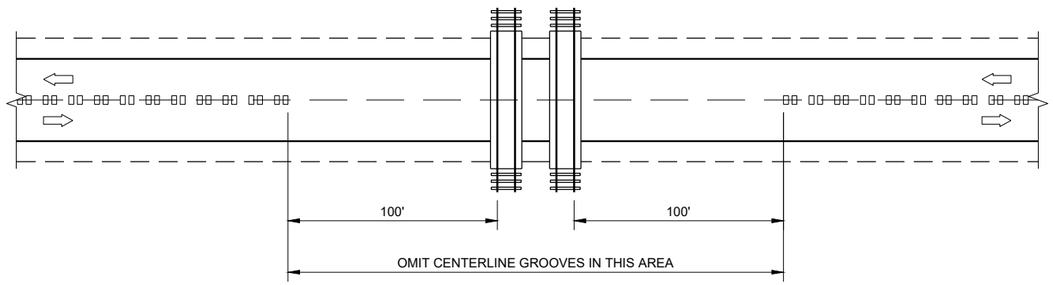
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

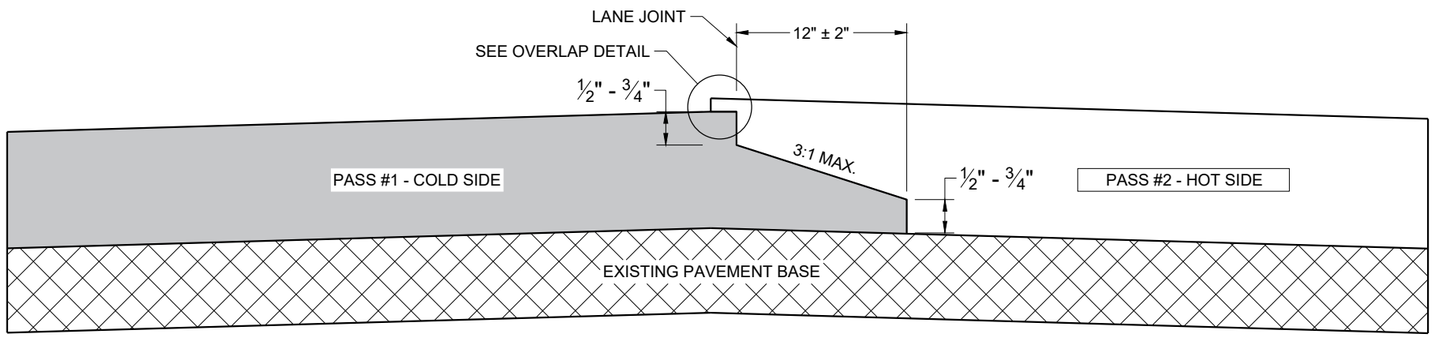
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

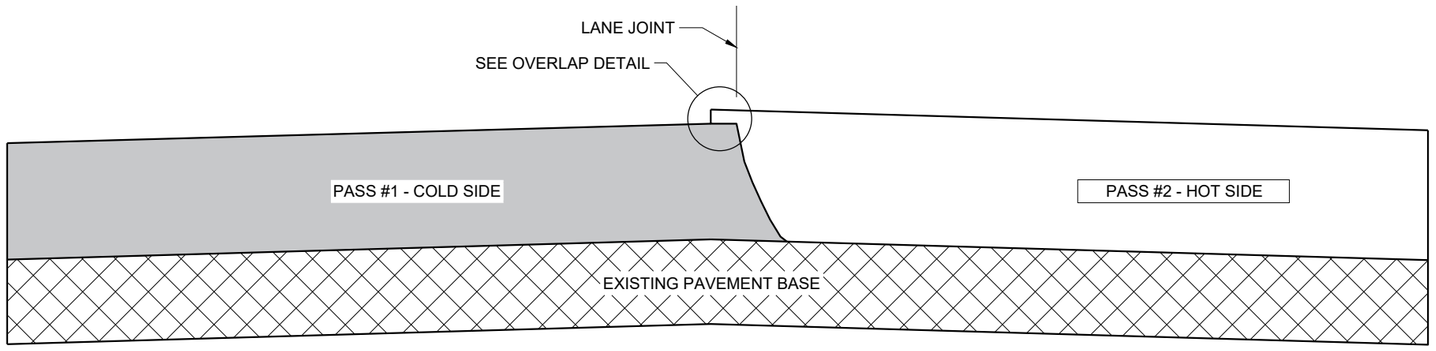
FHWA

6

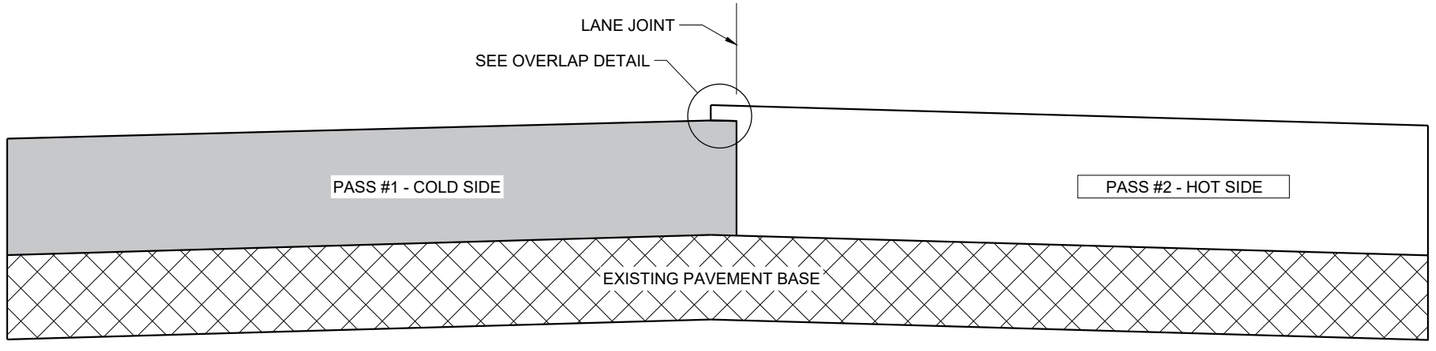
SDD 13A11 - 04d
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

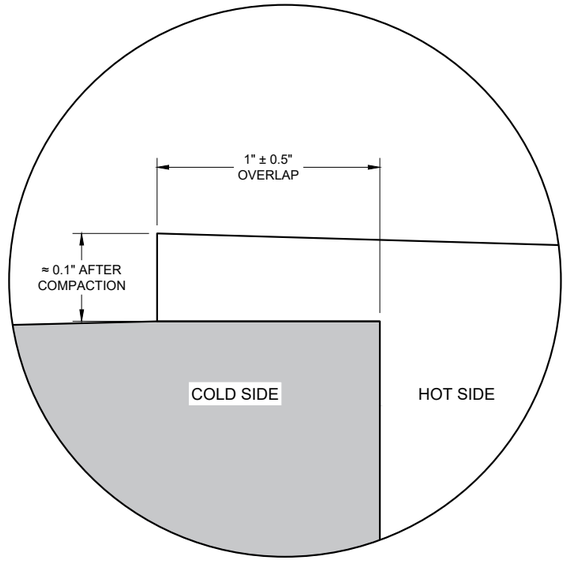
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

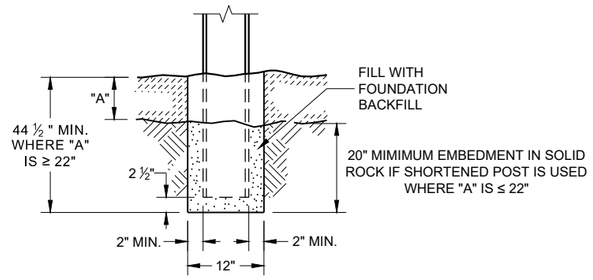
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

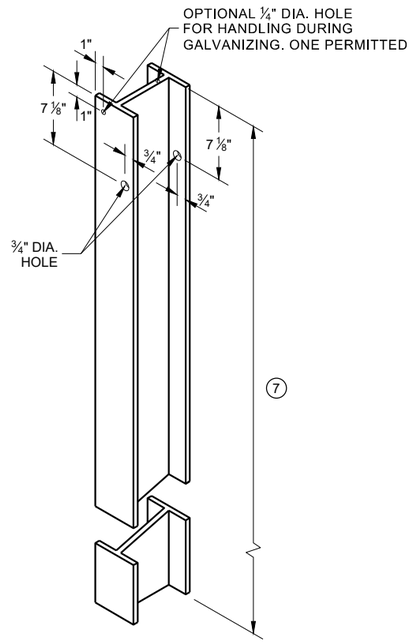
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

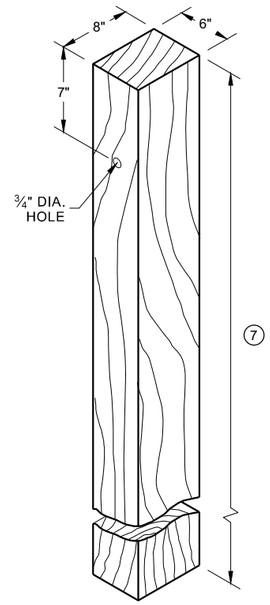
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



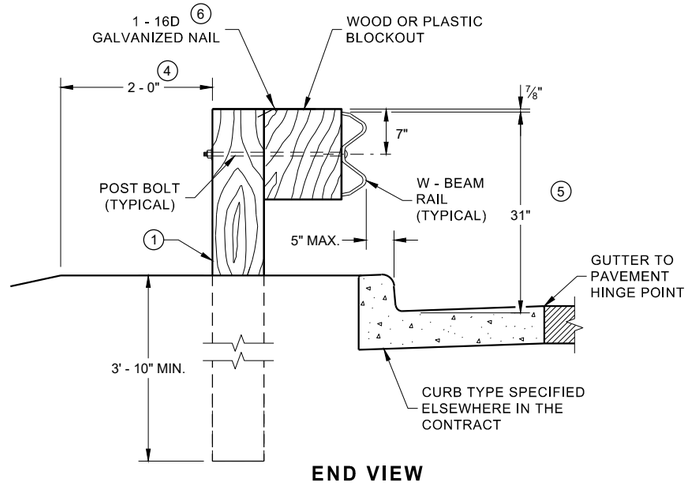
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



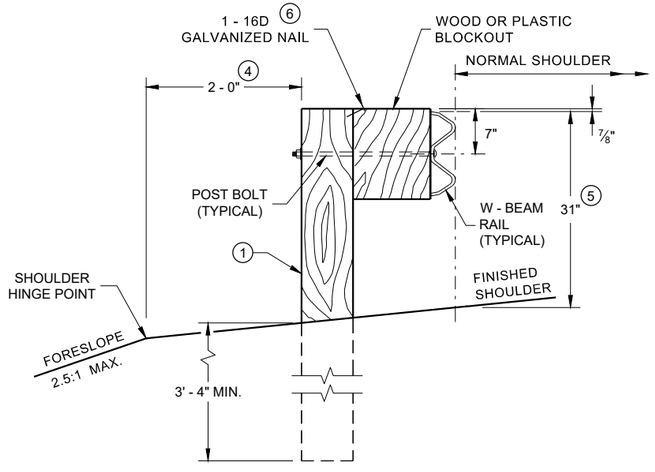
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



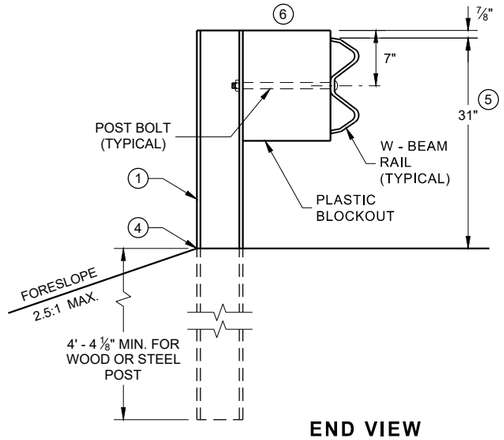
WOOD POST (6" X 8") NOMINAL (1)



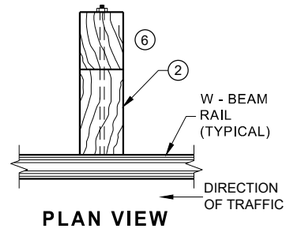
END VIEW
LOCATED ALONG A CURBED ROADWAY



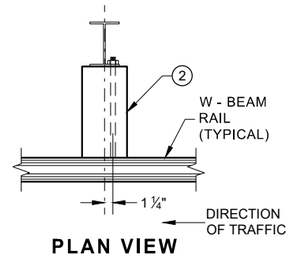
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



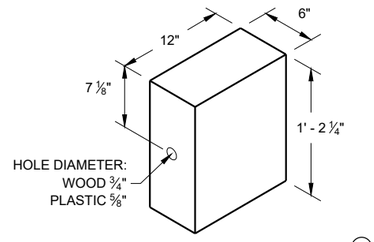
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



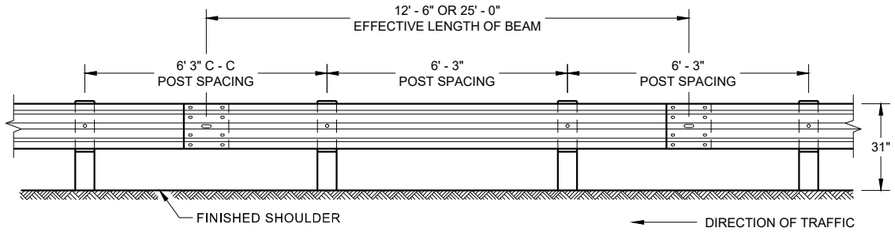
PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



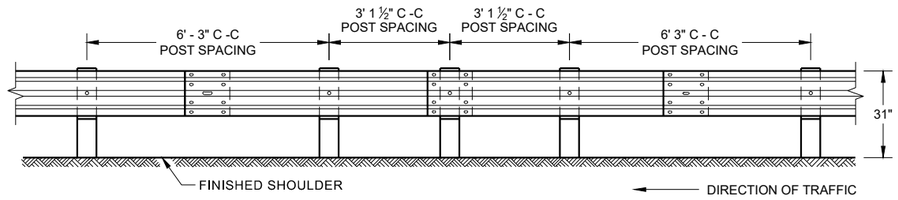
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

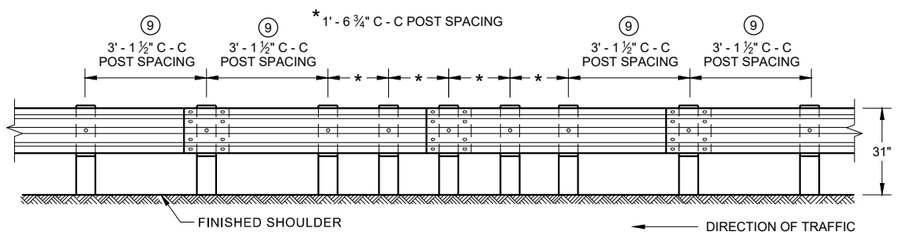
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



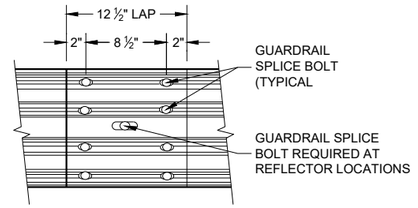
FRONT VIEW
POST SPACING STANDARD INSTALLATION



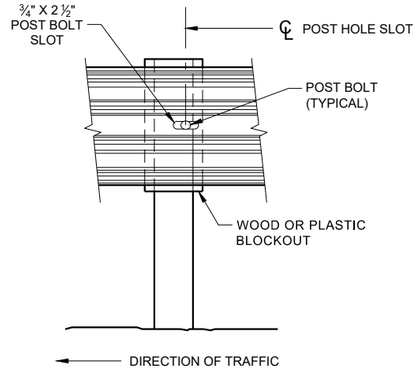
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



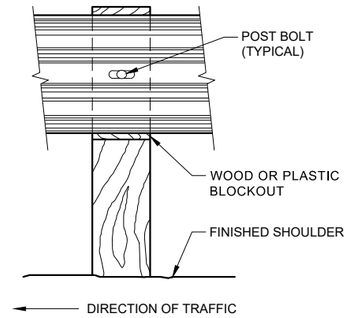
FRONT VIEW
QUARTER POST SPACING (QS)



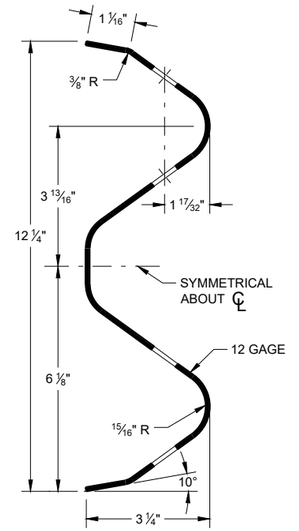
FRONT VIEW
MID-SPAN BEAM SPLICE



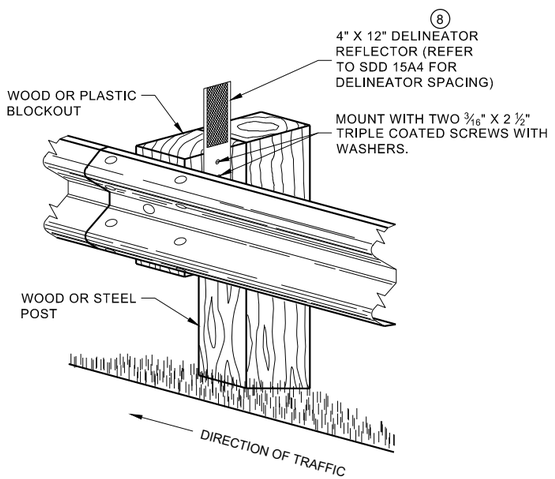
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

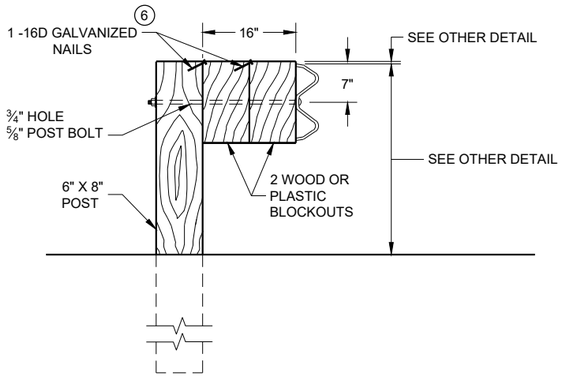
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

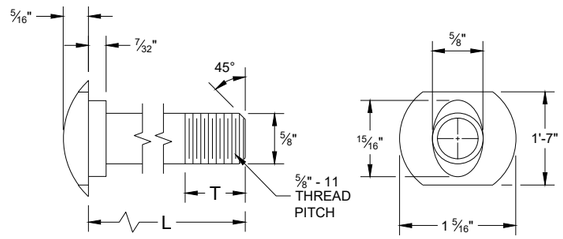


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

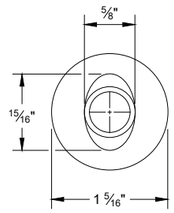
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

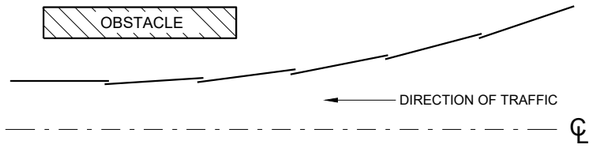


POST BOLT TABLE

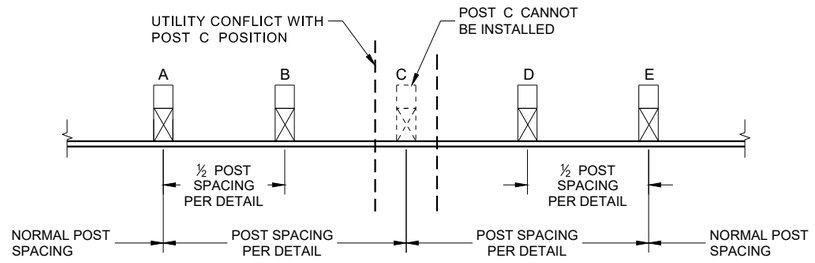
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



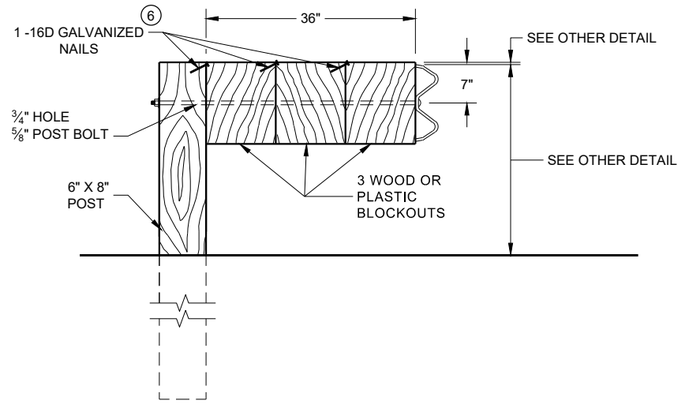
ALTERNATE BOLT HEAD



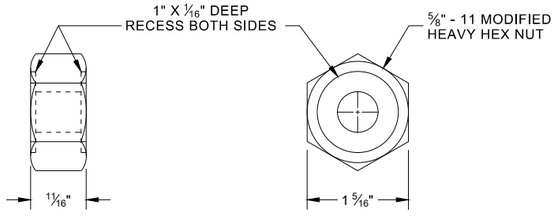
PLAN VIEW
BEAM LAPPING DETAIL



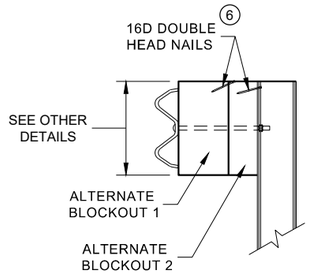
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



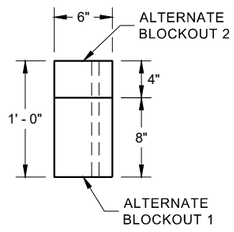
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

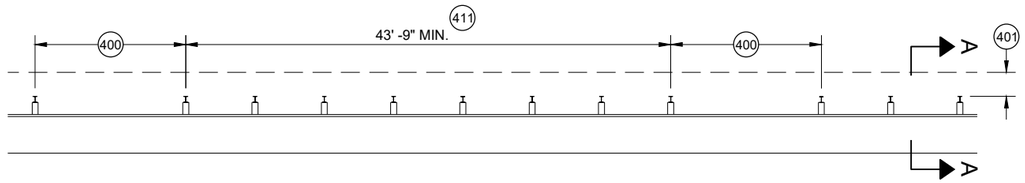
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

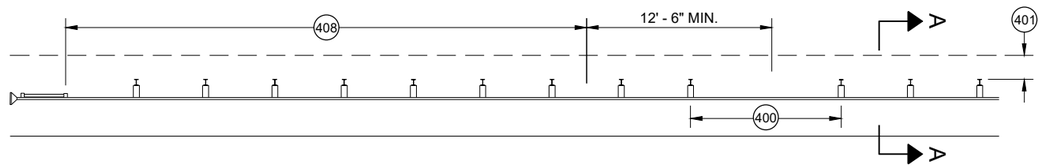
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

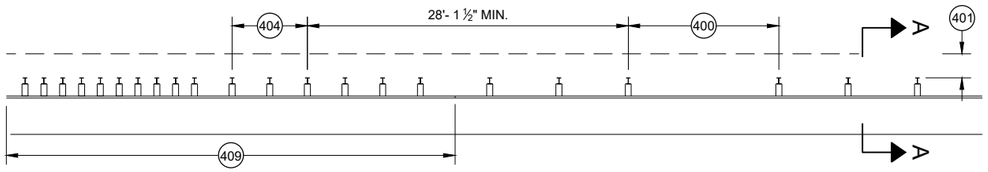
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



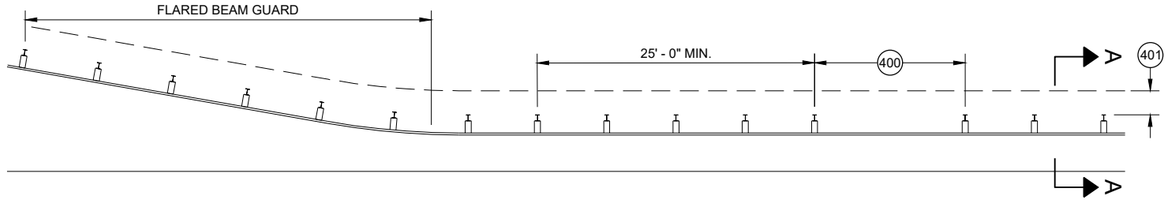
MISSING POST IN MGS GUARDRAIL



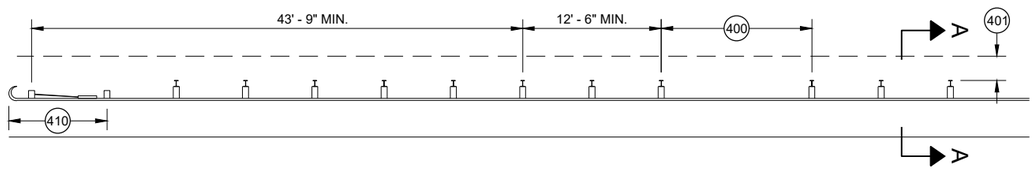
MISSING POST IN MGS GUARDRAIL NEAR EAT



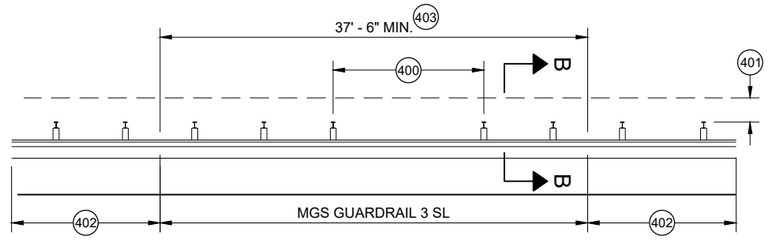
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

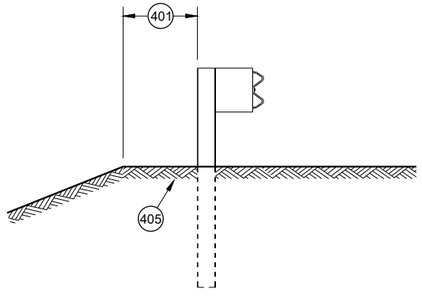


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

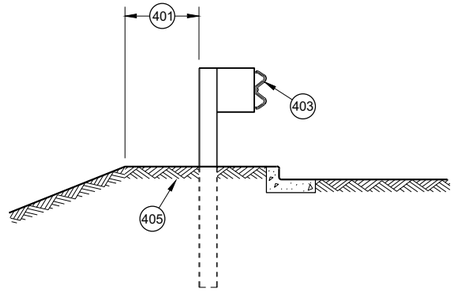


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

400 MAX SPAN 12' - 6"
401 2' MIN.
402 MGS GUARDRAIL 3
403 NESTING BEAM GUARD
404 ASYMMETRIC TRANSITION
405 SOIL WELL DRAINED AND COMPACTED
406 SEE OTHER DRAWINGS IN THIS SDD
407 SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
408 SEE SDD 14B44
409 SEE SDD 14B45
410 SEE SDD 14B47
411 MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

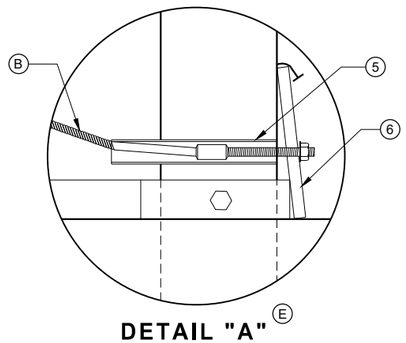
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

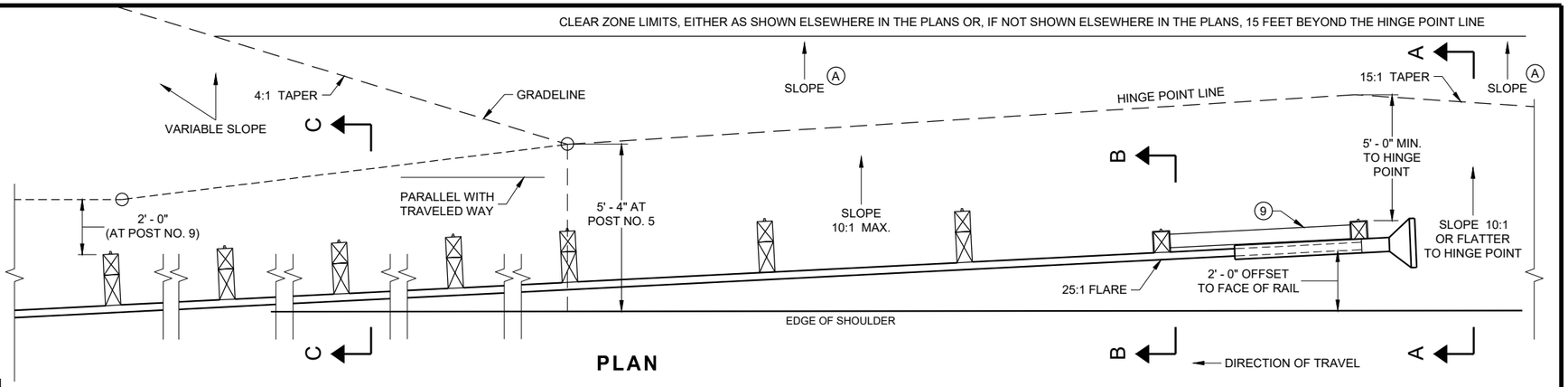
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

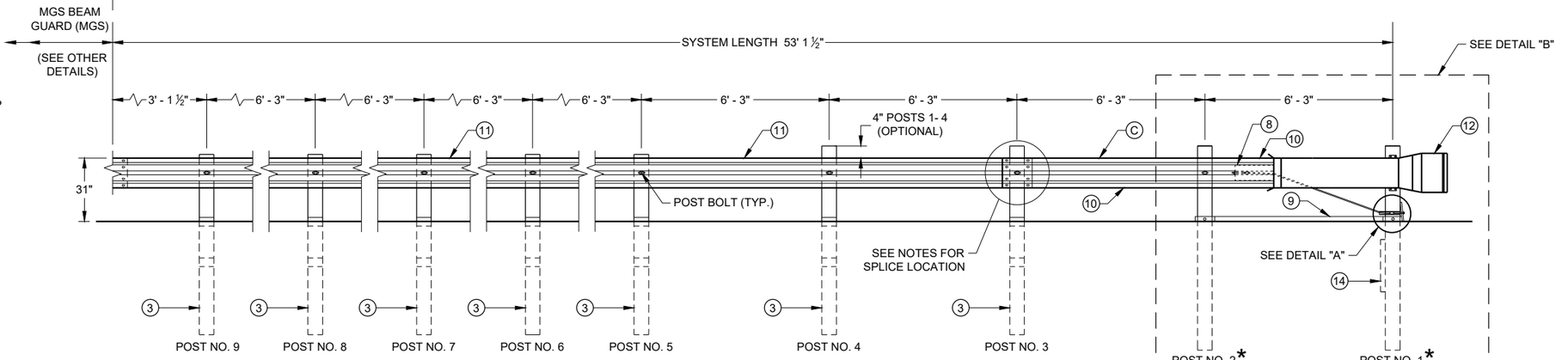
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



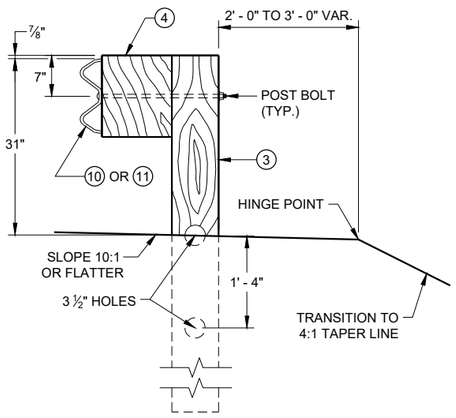
DETAIL "A" (E)



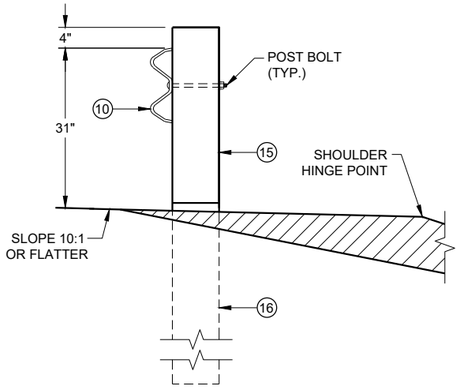
PLAN



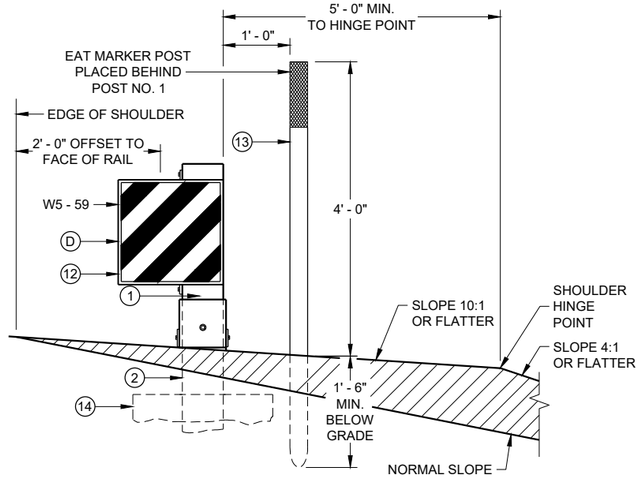
ELEVATION



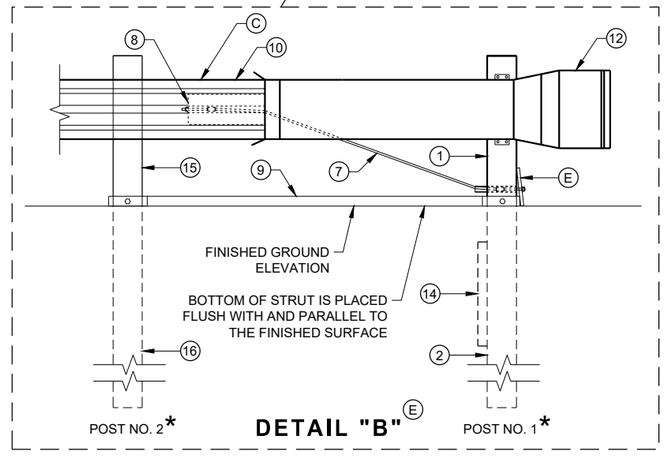
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



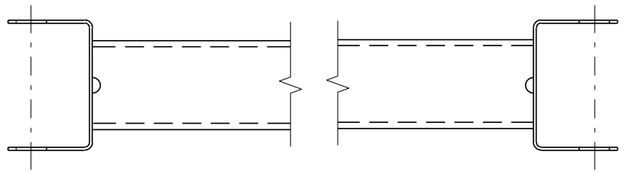
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

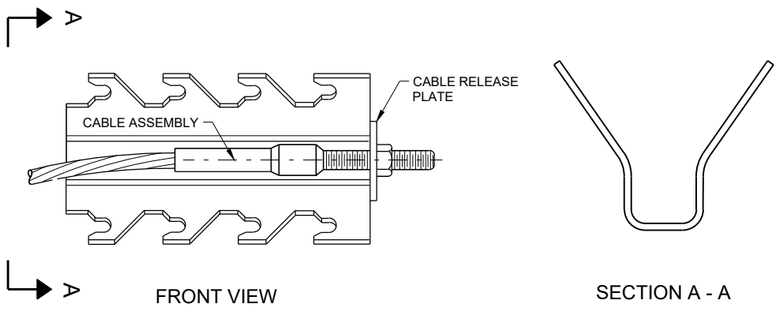
SDD 14B44 - 04a



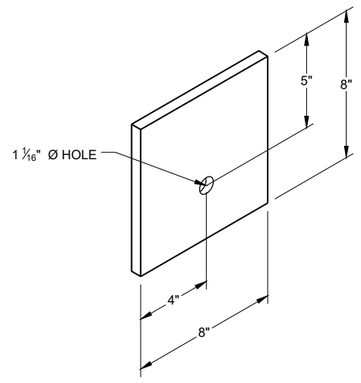
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

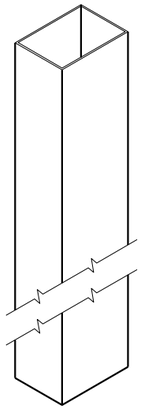
6

SDD 14B44 - 04b

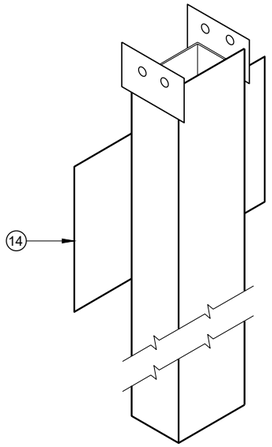
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

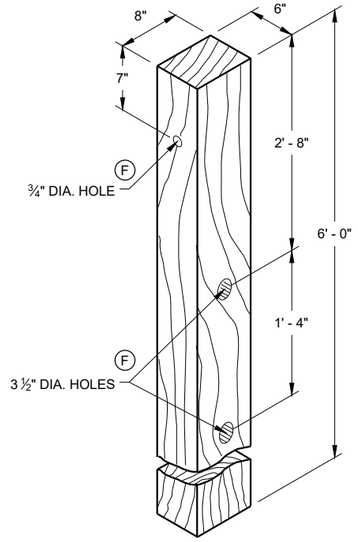
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



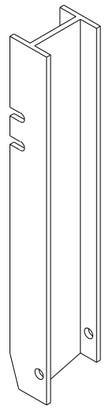
UPPER POST NO. 1 (1) (E)



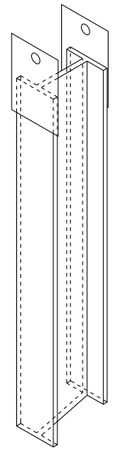
LOWER POST NO. 1 (2) (E)



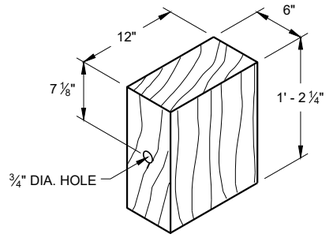
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



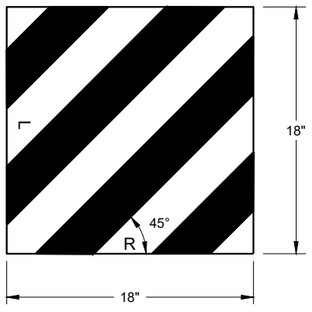
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

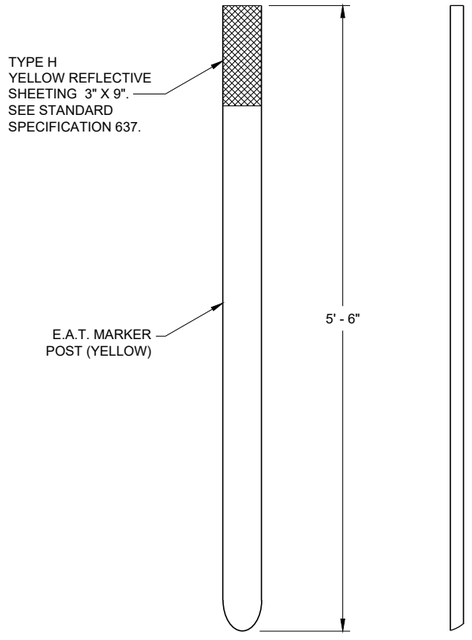


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



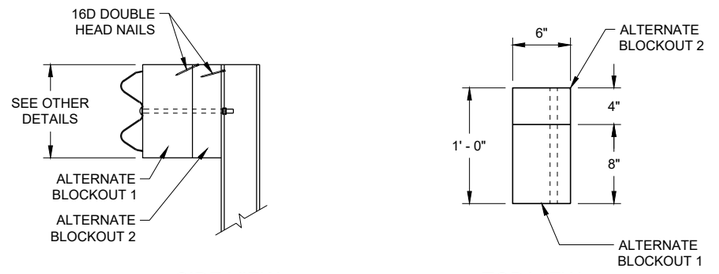
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

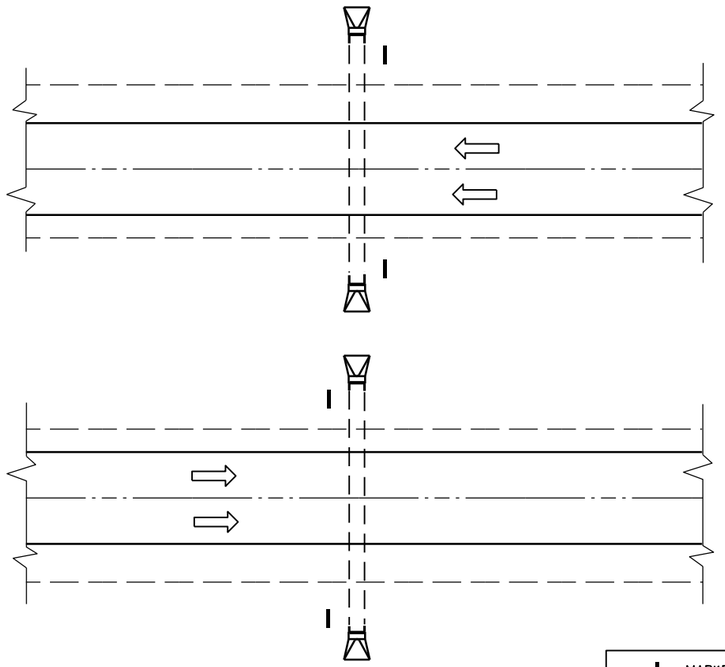
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

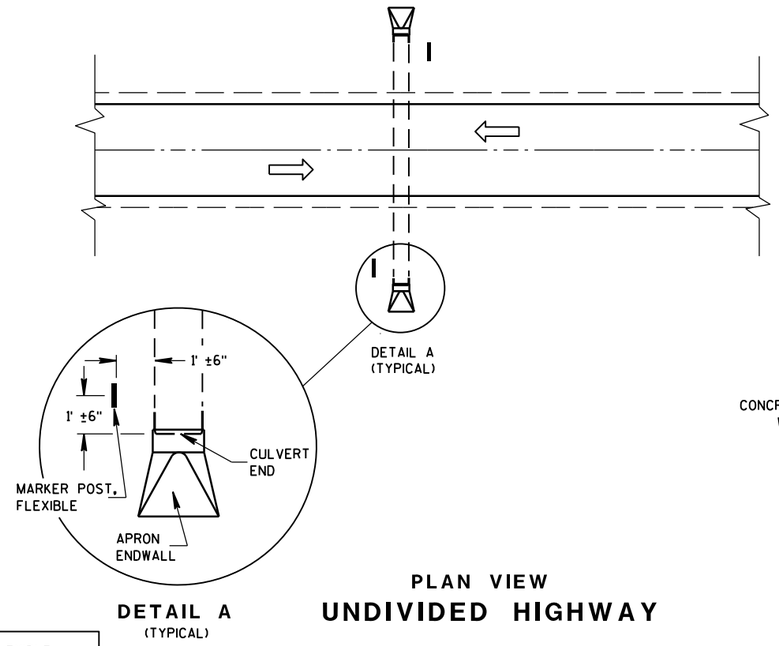
6

SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

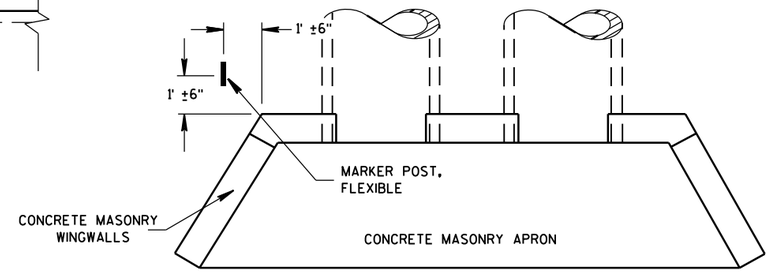
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

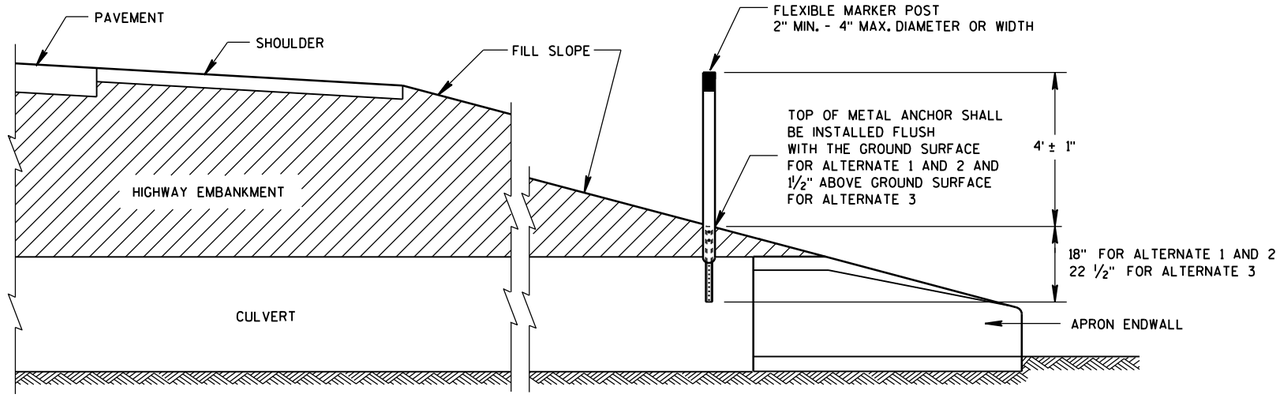
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

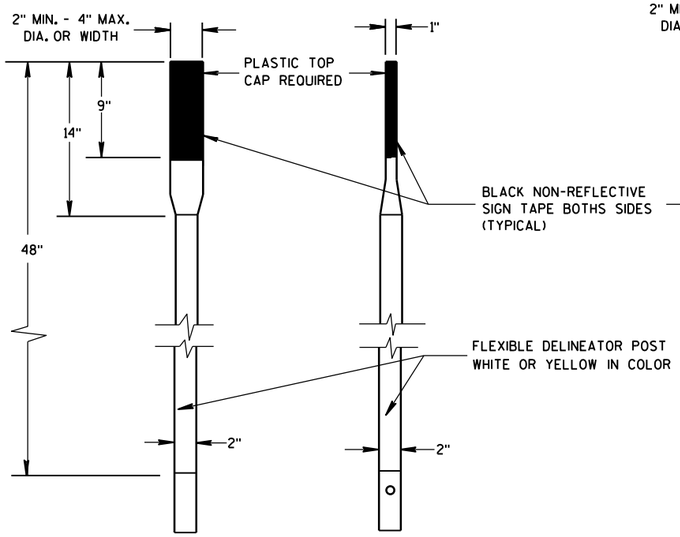
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

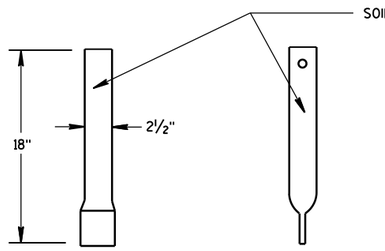
6

S.D.D. 15 A 3-2a

6

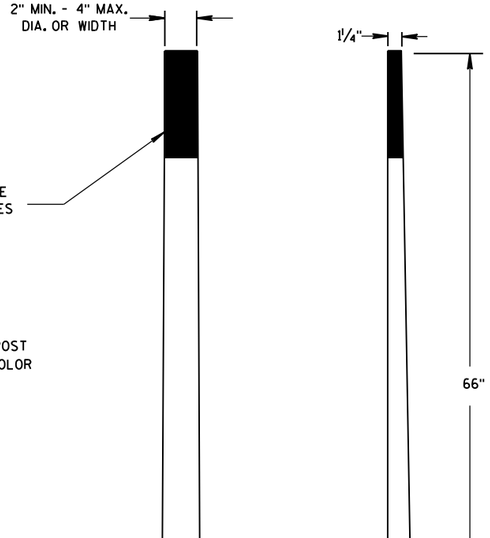
S.D.D. 15 A 3-2a





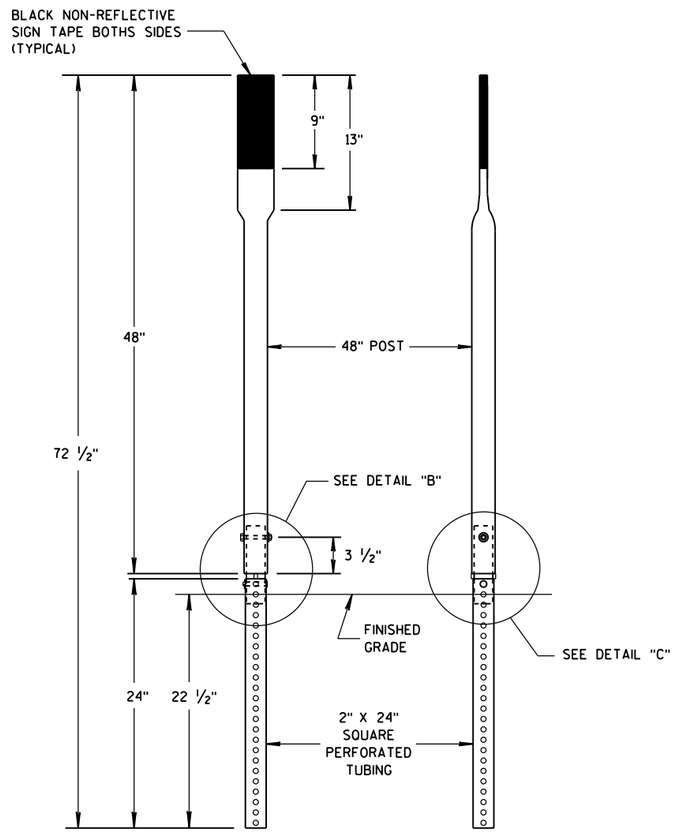
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

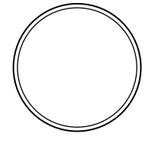
ALTERNATE 2



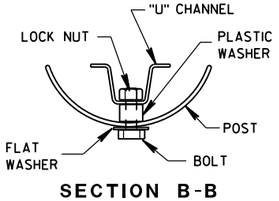
FRONT VIEW SIDE VIEW

ALTERNATE 3

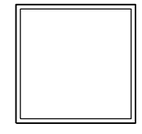
FLEXIBLE MARKER POSTS



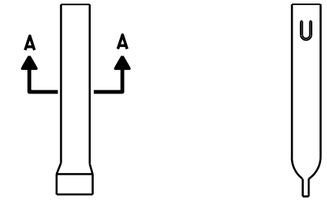
SECTION A-A



SECTION B-B

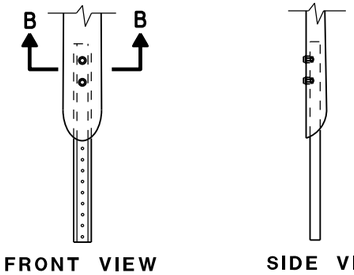


SECTION C-C



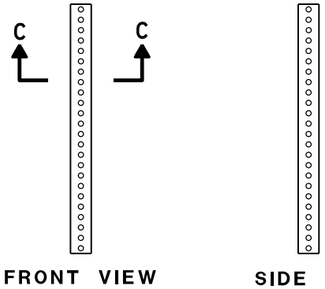
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

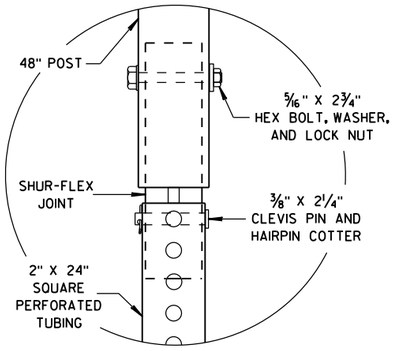
ALTERNATE 2



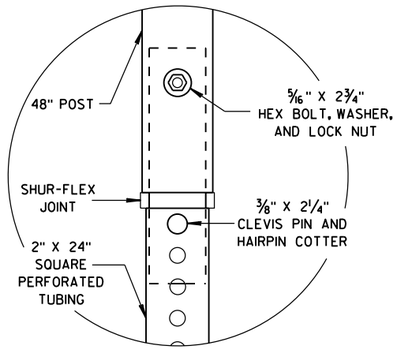
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

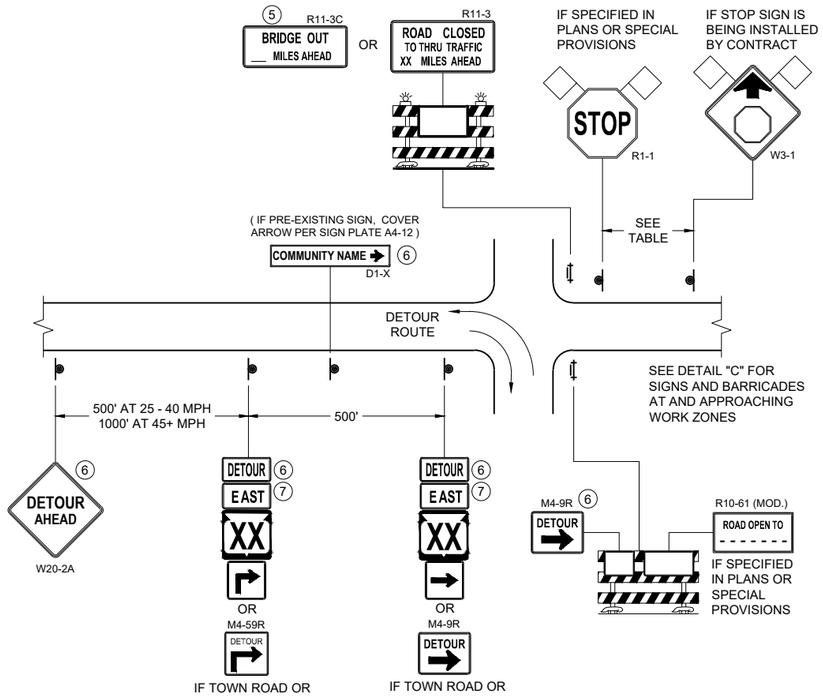
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

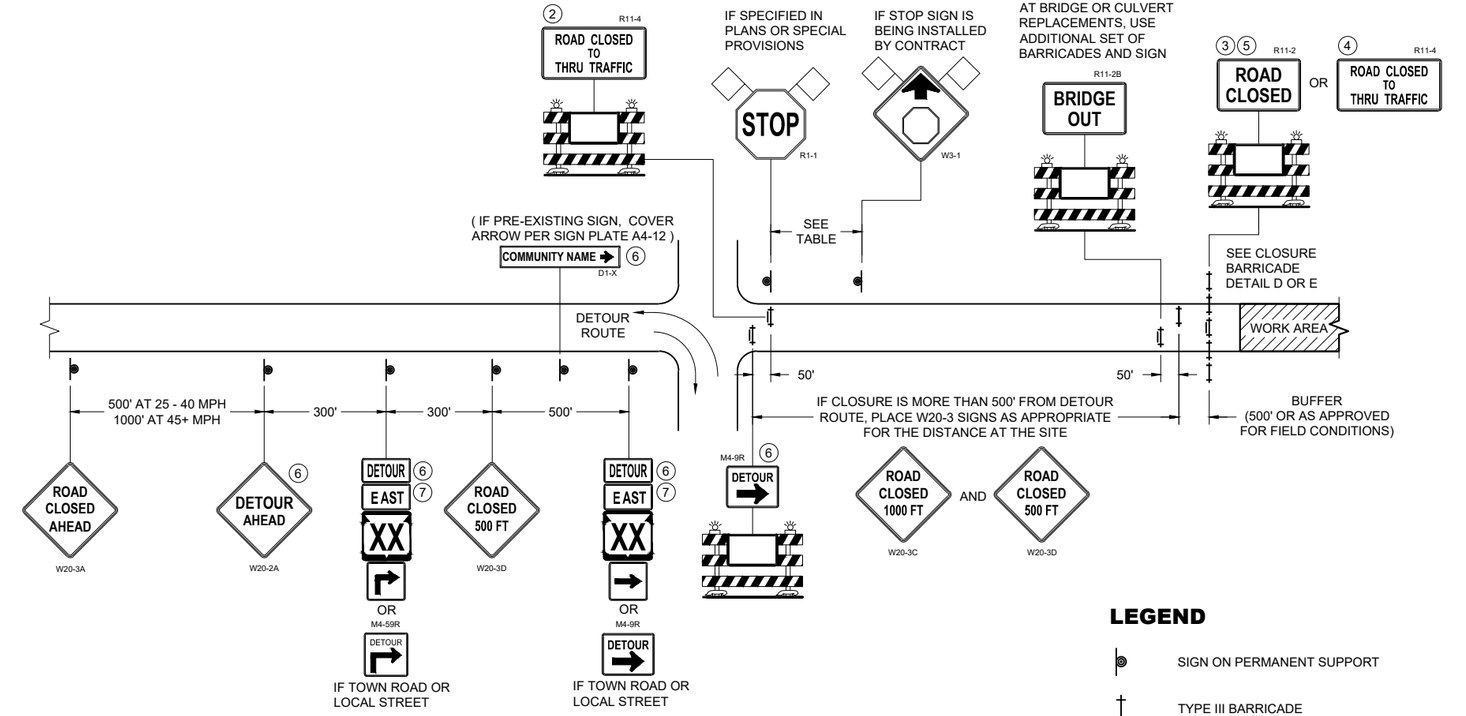
6

S.D.D. 15 A 3-2b



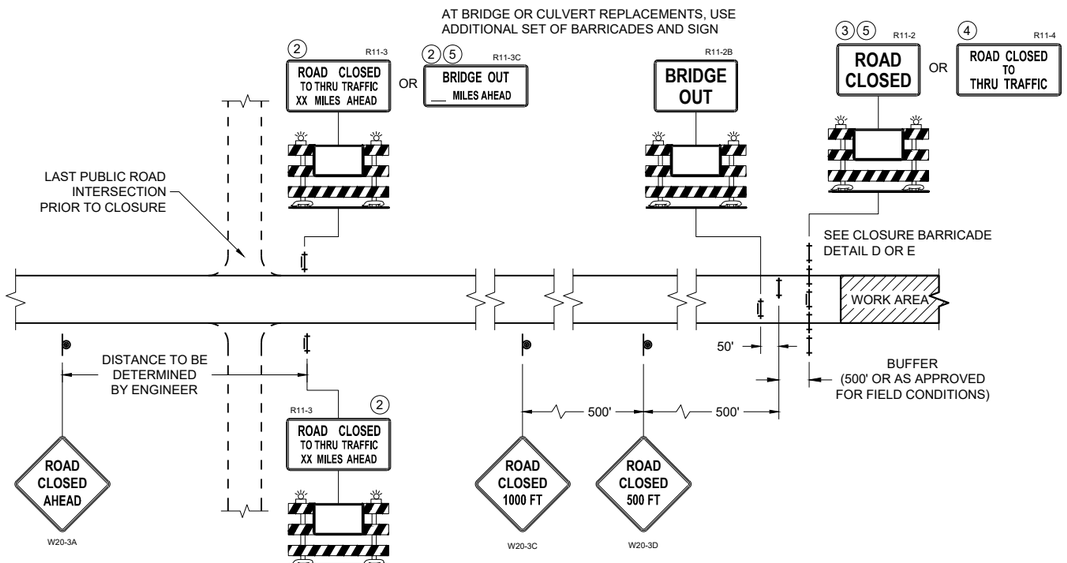
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

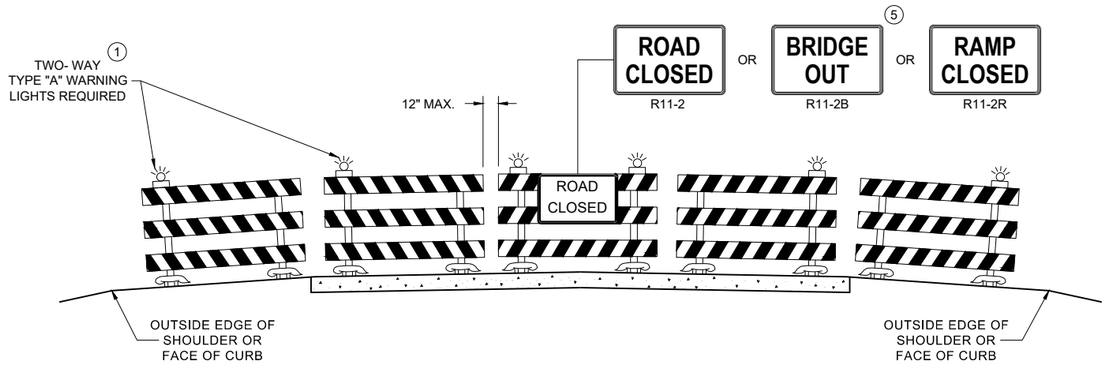
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

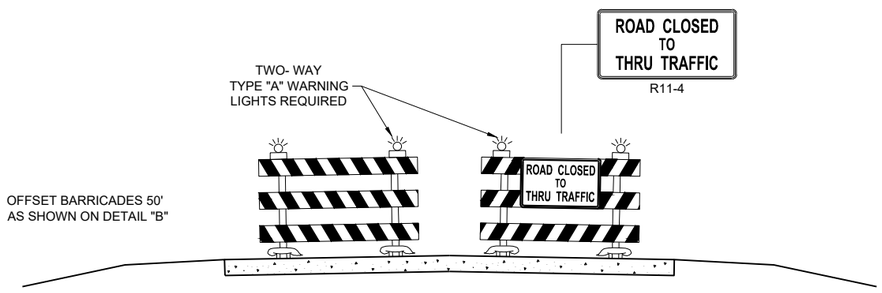
6
SDD 15C02-10a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

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SDD 15C02-10b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

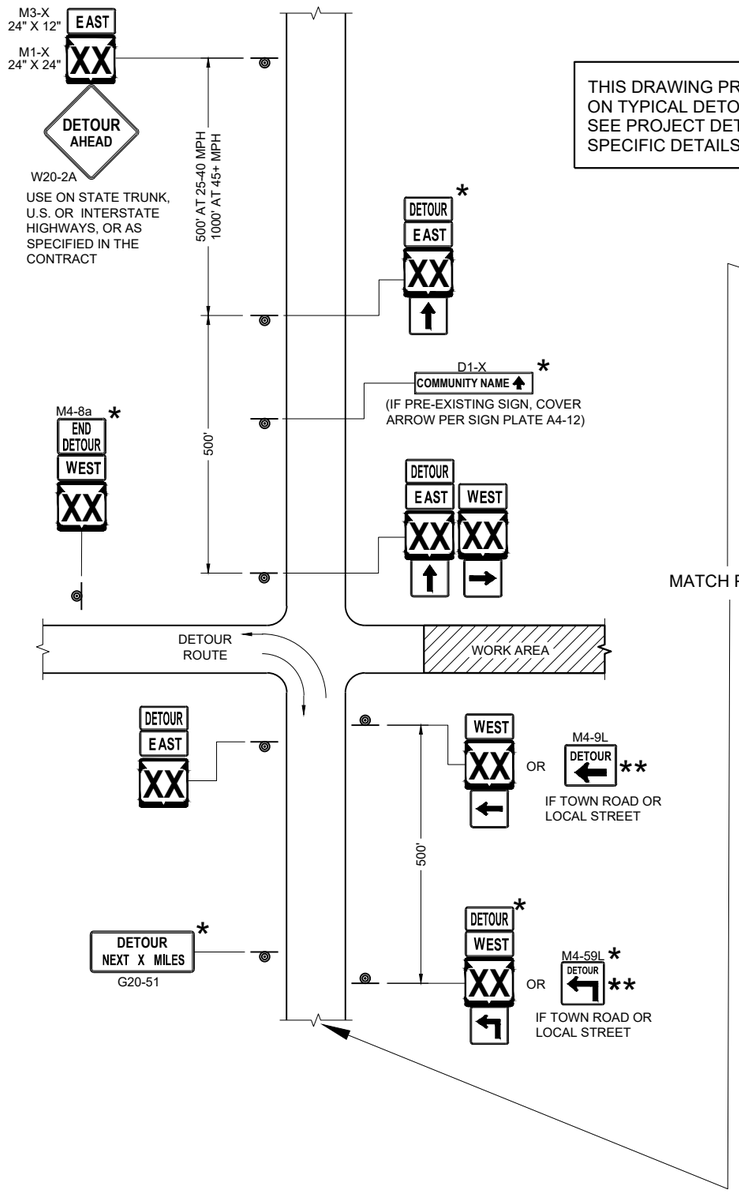
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

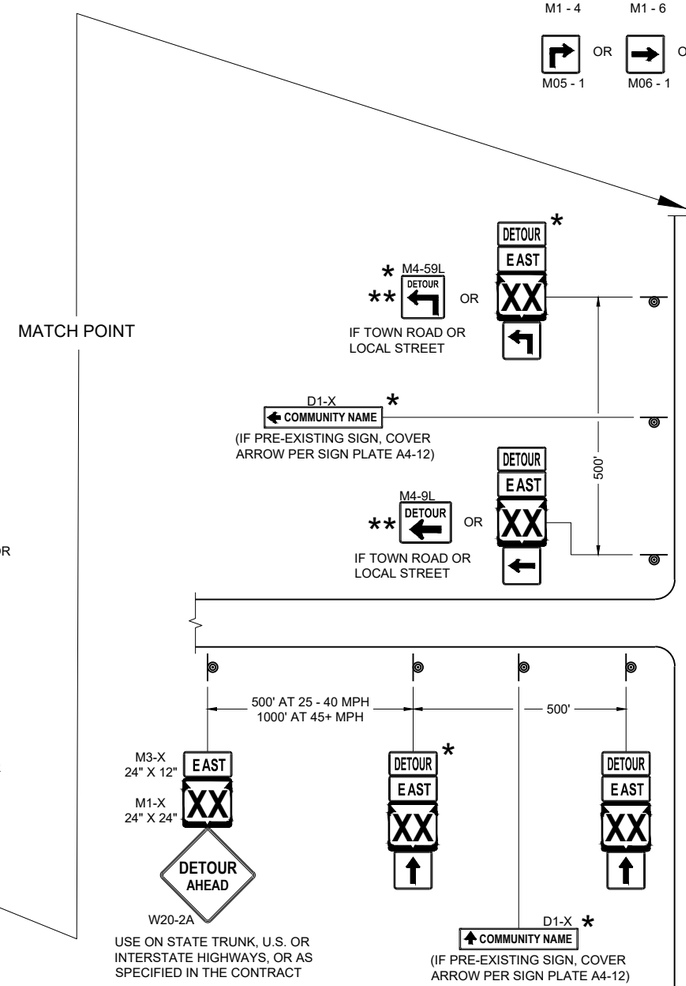
SIGN SIZES SHALL BE AS FOLLOWS:

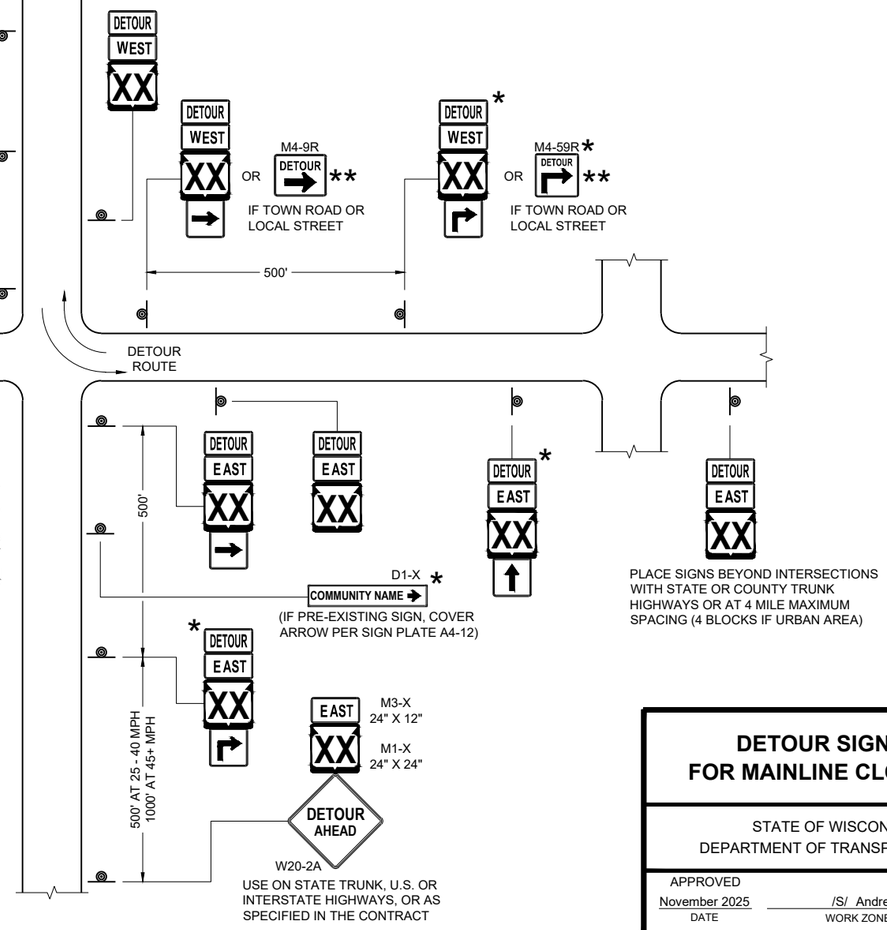
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.







SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

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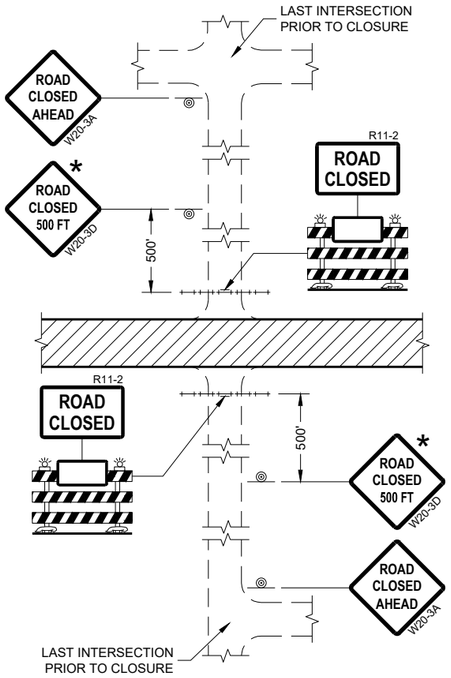
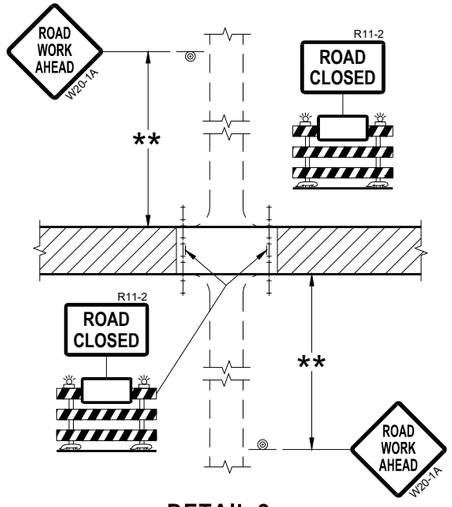
SDD 15C02-10c



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.

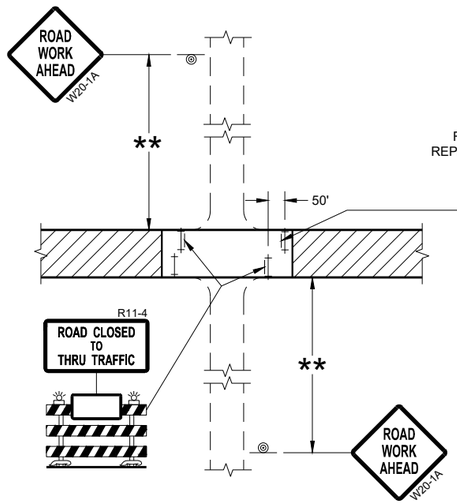
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

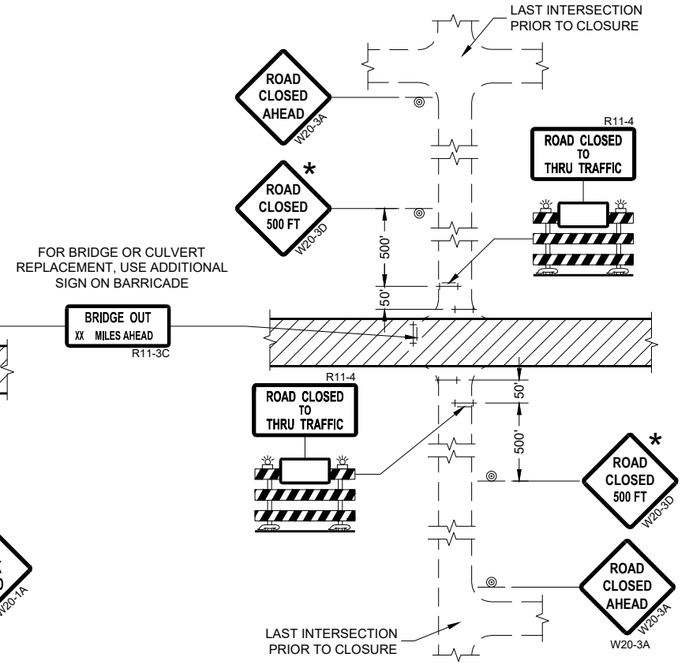
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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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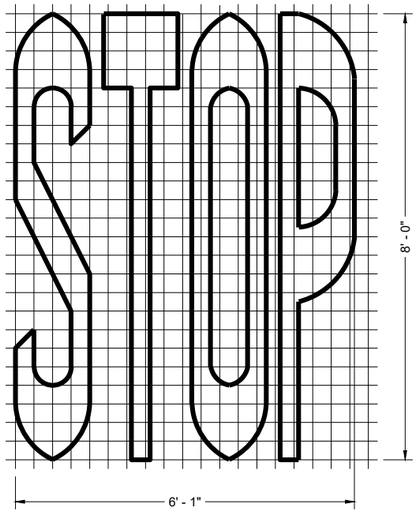
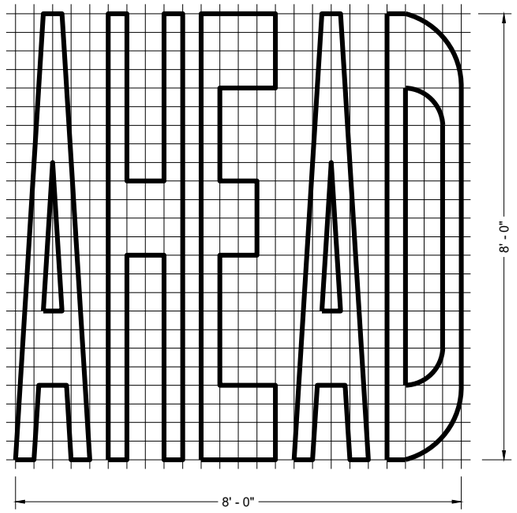
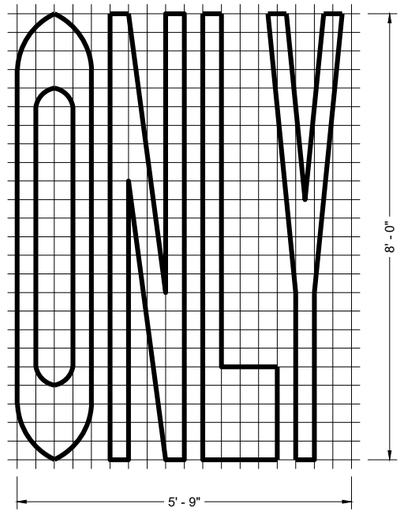
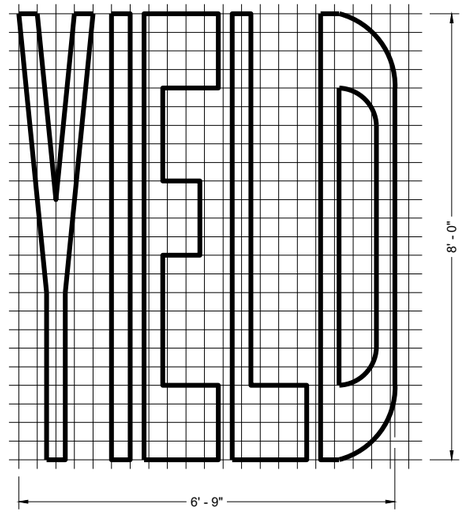
SDD 15C03 - 05

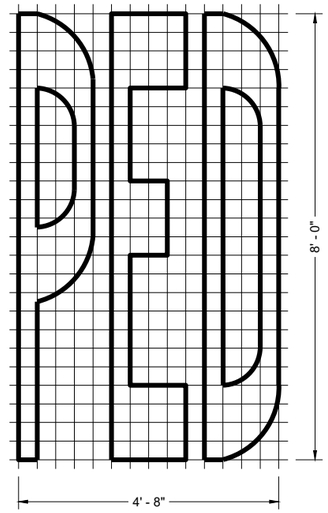
SDD 15C03 - 05

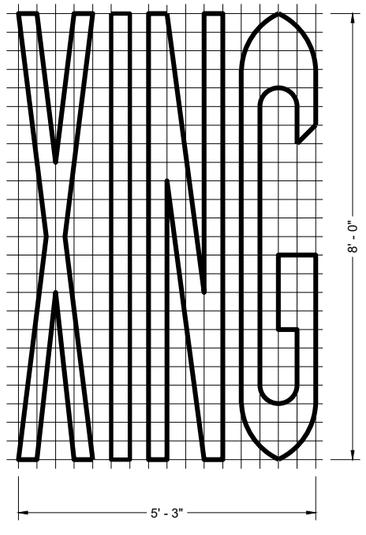


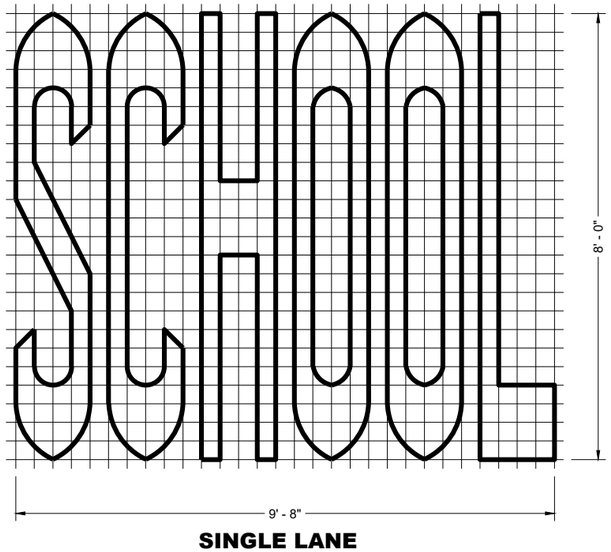




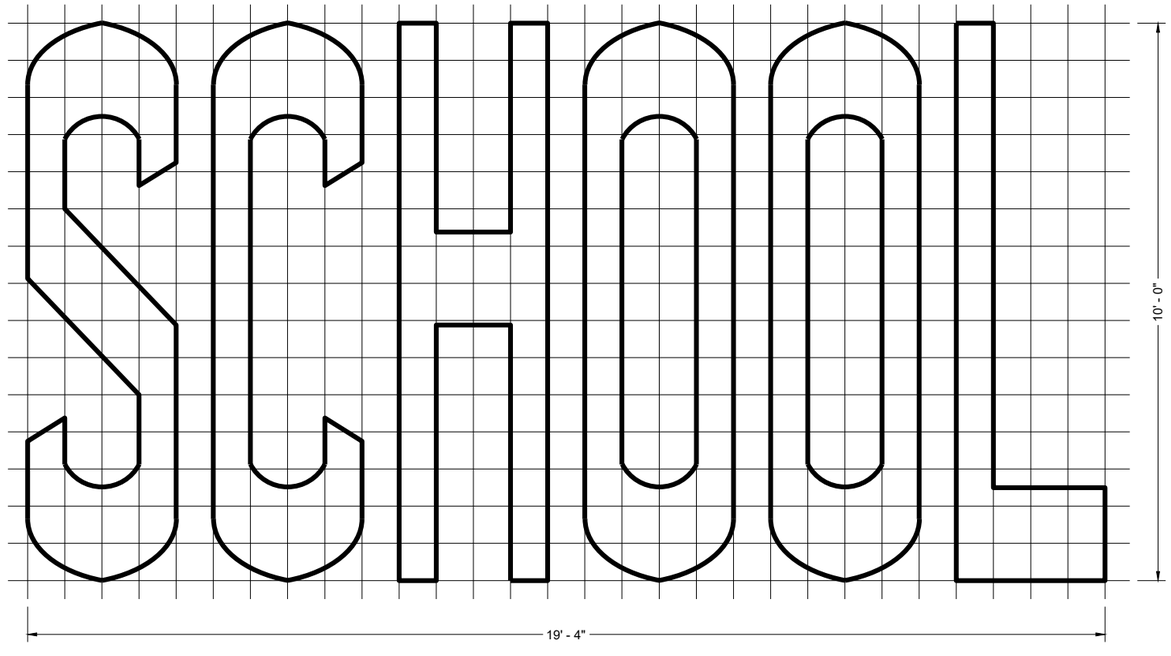








SINGLE LANE



TWO - LANE

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16b

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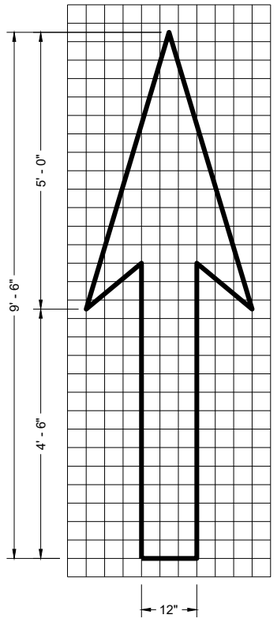
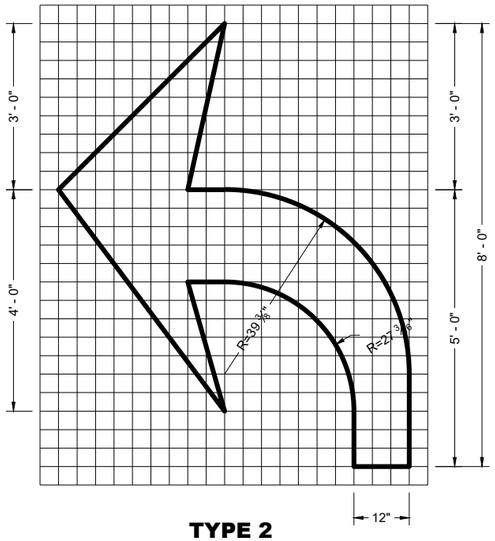
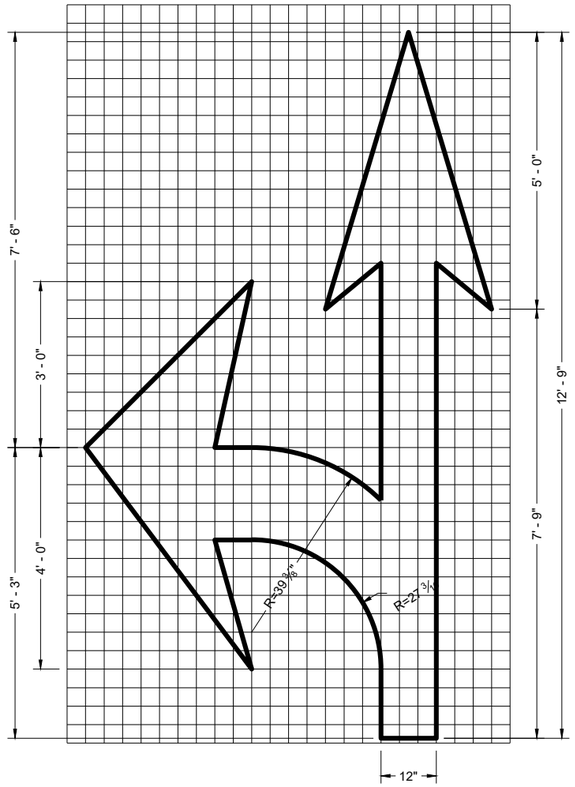
SDD 15C07-16b



TYPE 1



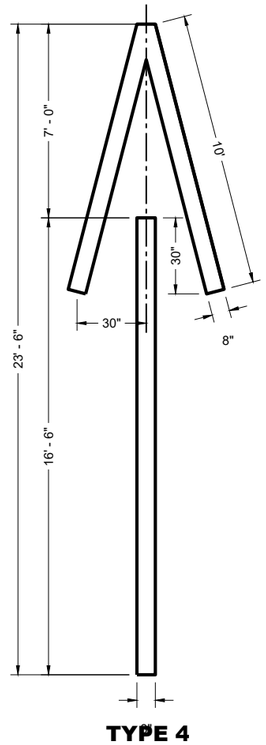
TYPE 2



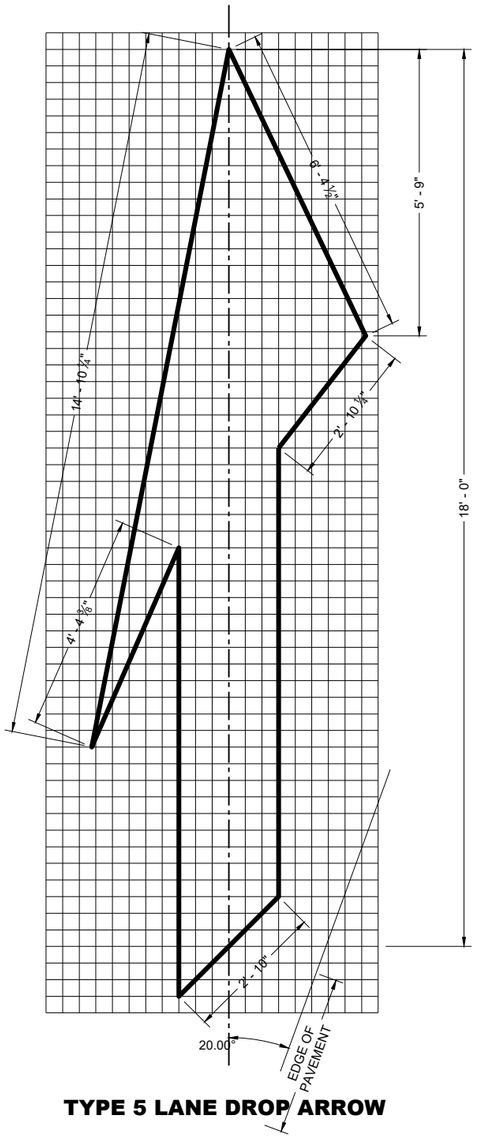
TYPE 3

GENERAL NOTES

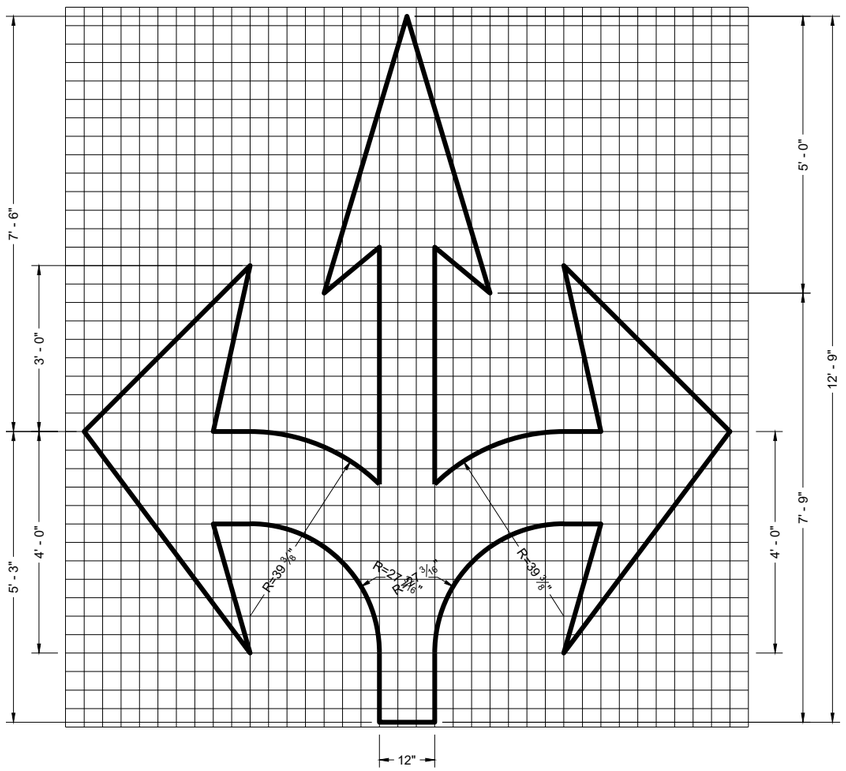
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



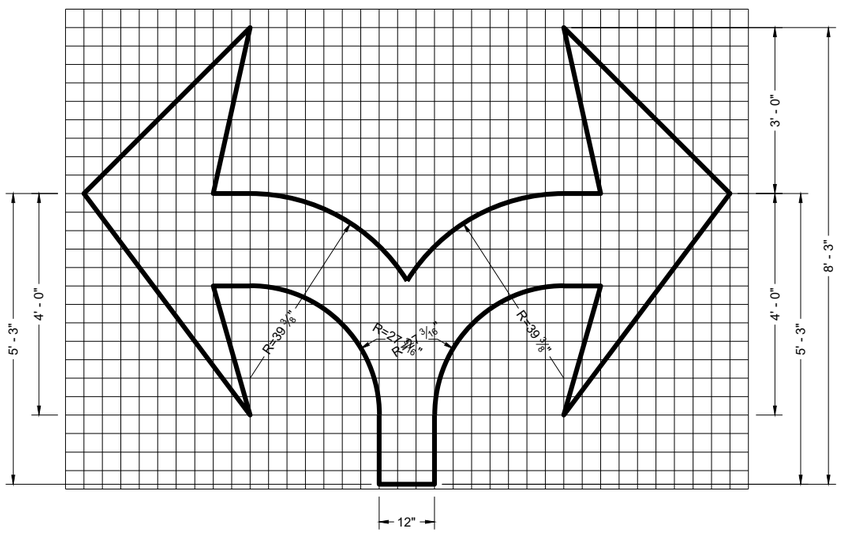
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

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SDD 15C07-16c

SDD 15C07-16c

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

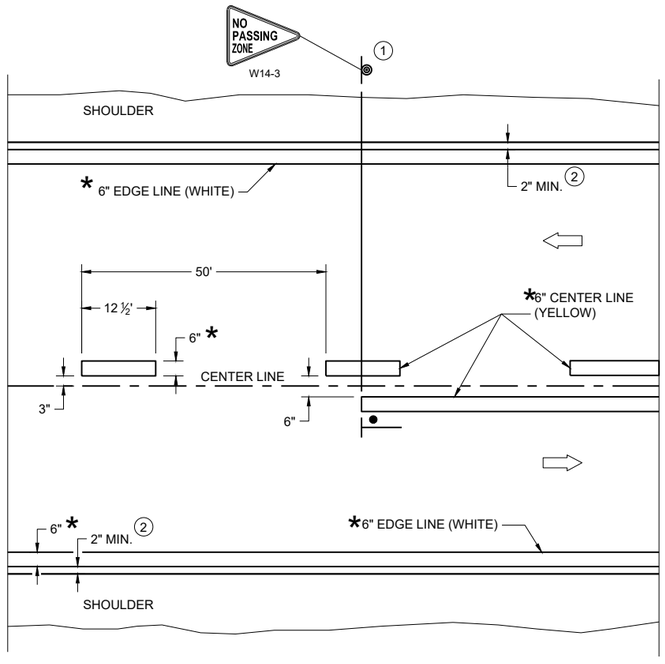
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

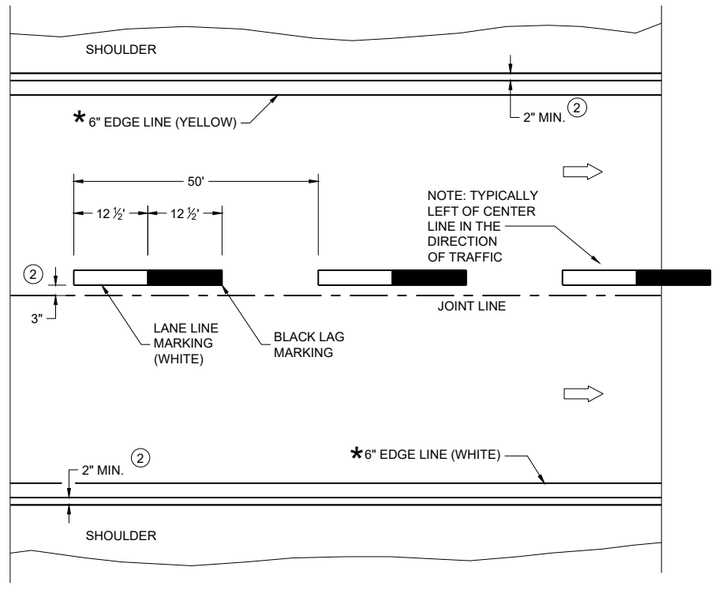
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

6

SDD 15C08-24a

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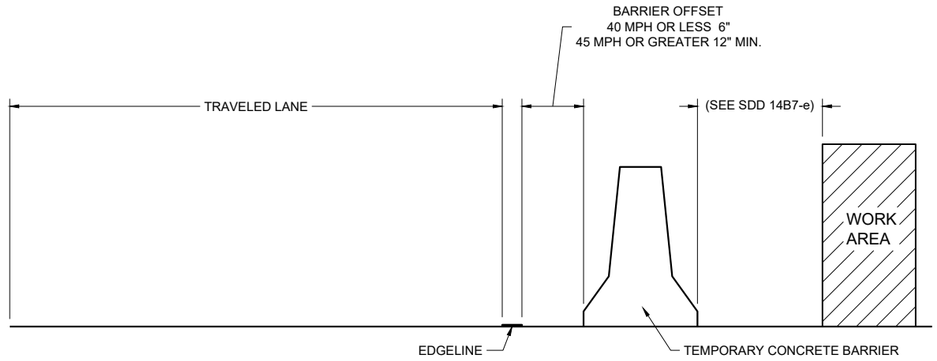
SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

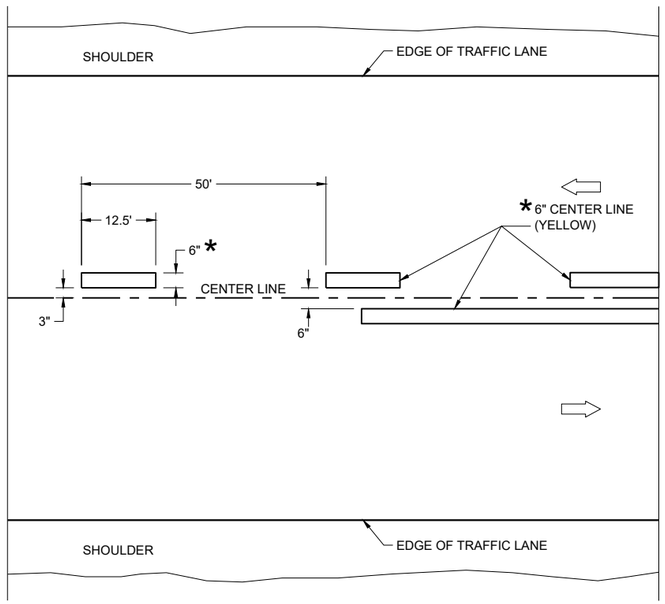
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

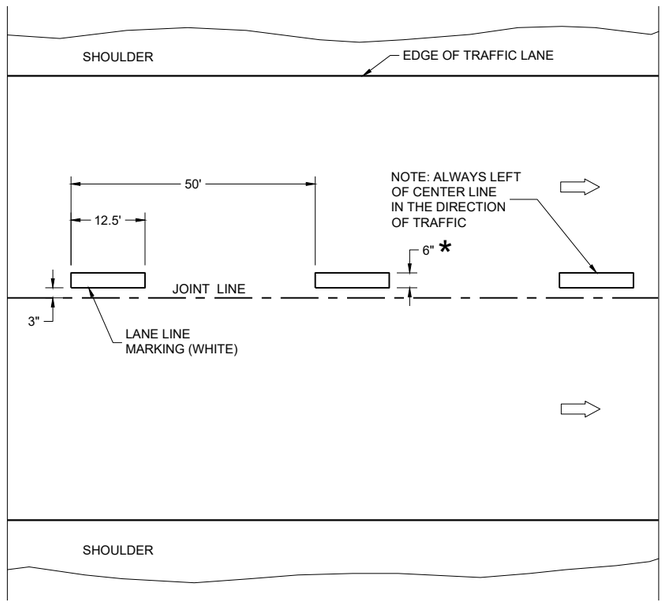
LEGEND

DIRECTION OF TRAFFIC

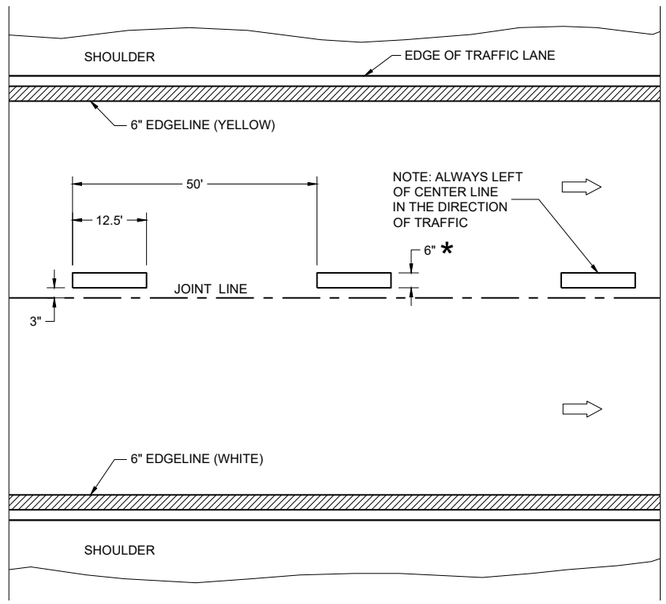
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-24b

6

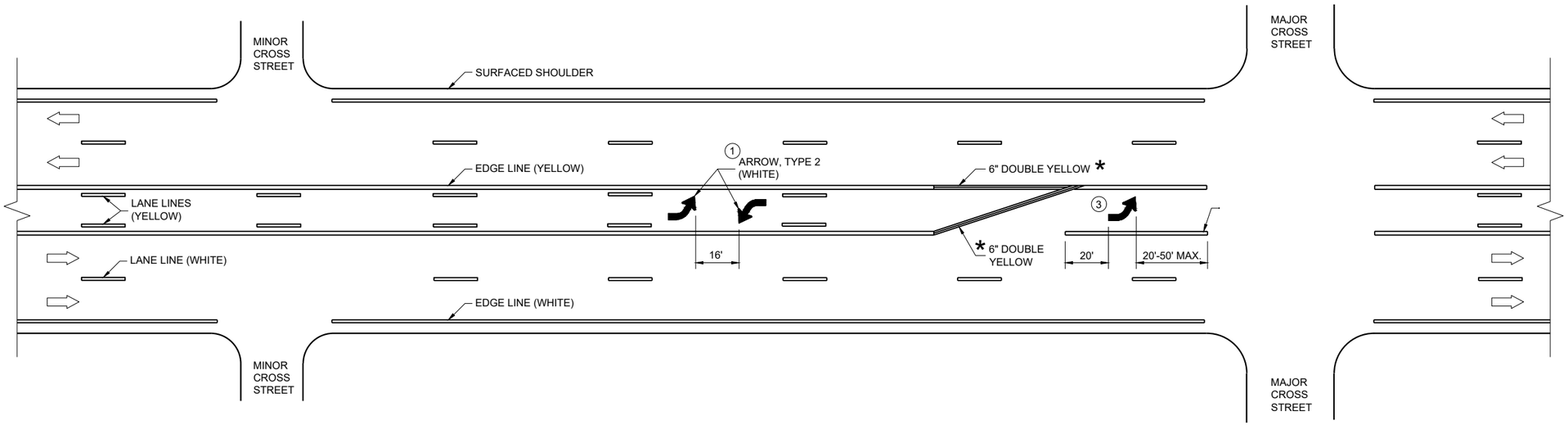
SDD 15C08-24b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



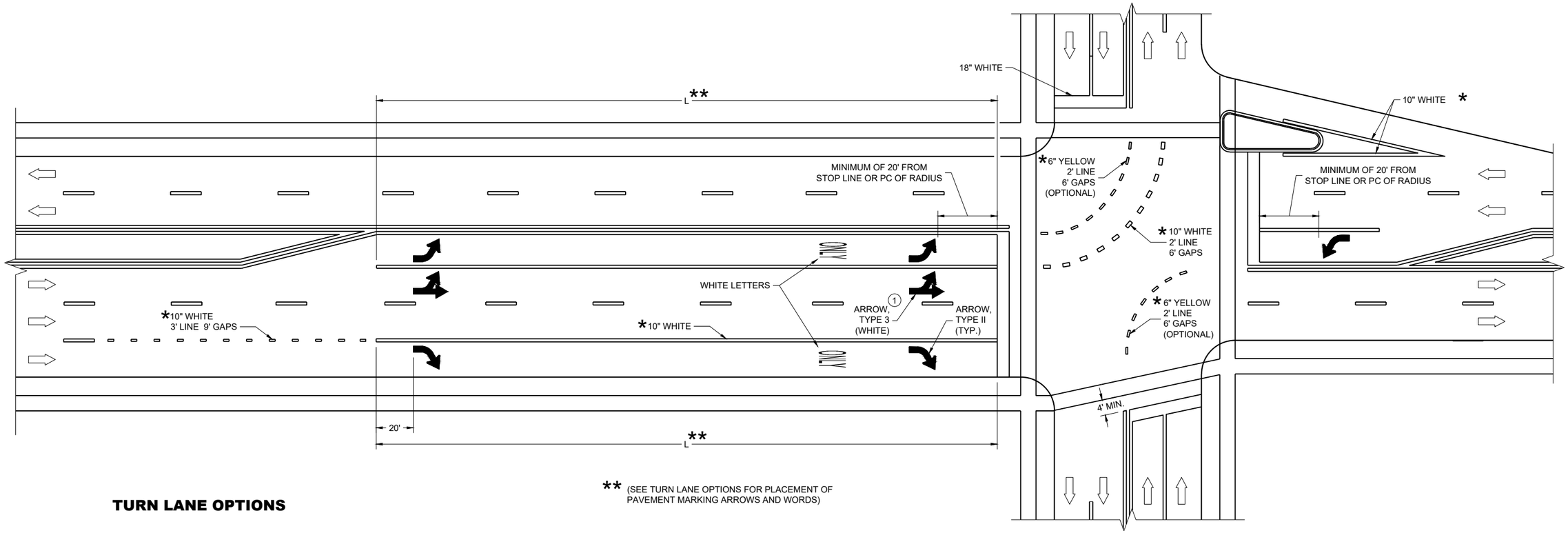
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

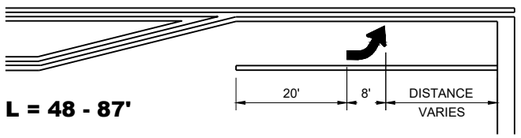
SDD 15C08-24c



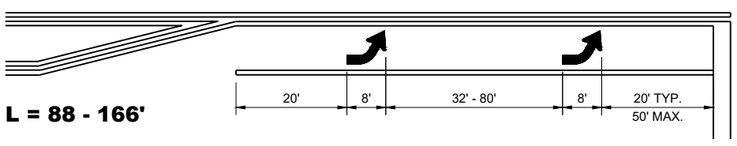
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

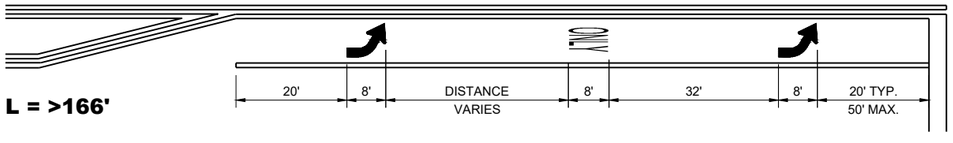
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

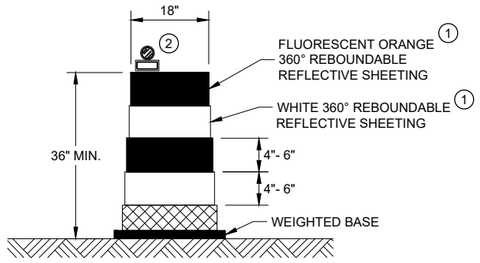
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

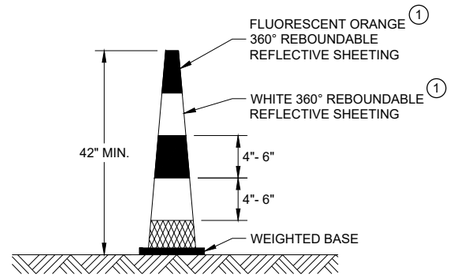
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

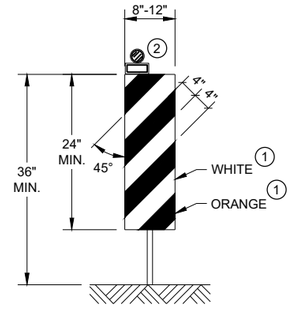
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

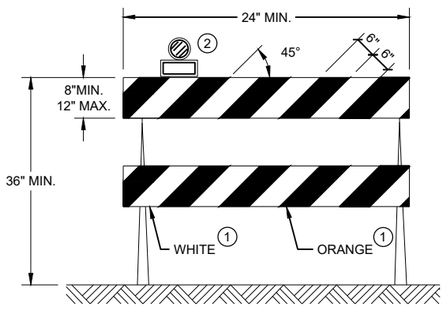
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



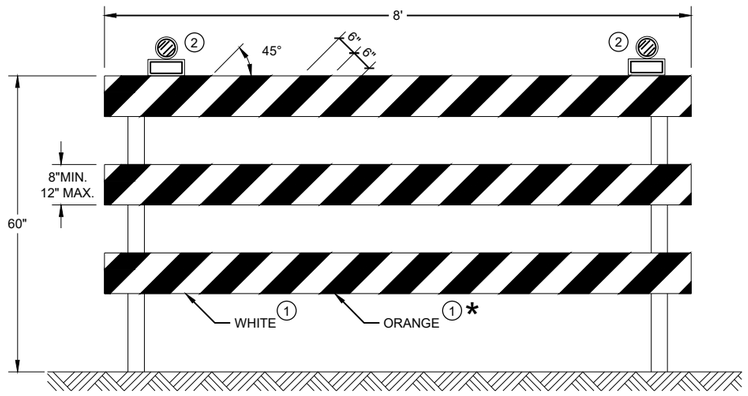
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 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
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C11 - 10b

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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

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.

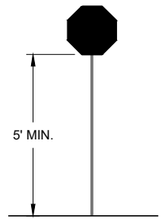
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM 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.



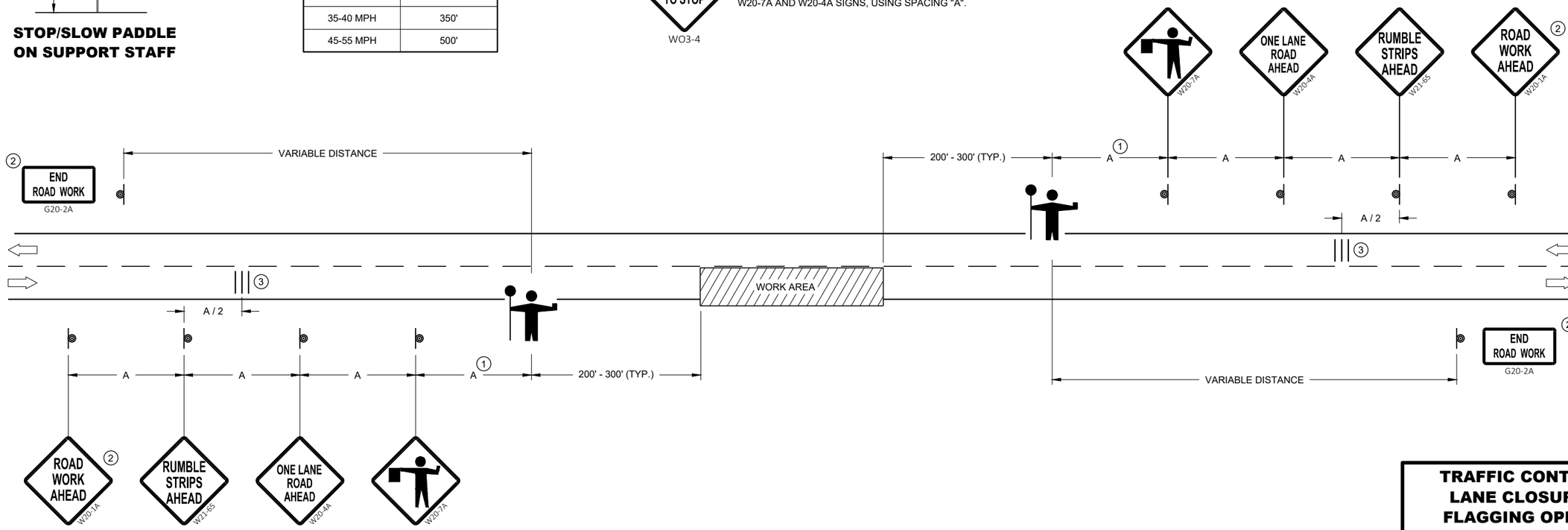
STOP/SLOW PADDLE ON SUPPORT STAFF

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09a

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SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

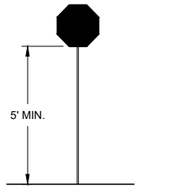
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

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.

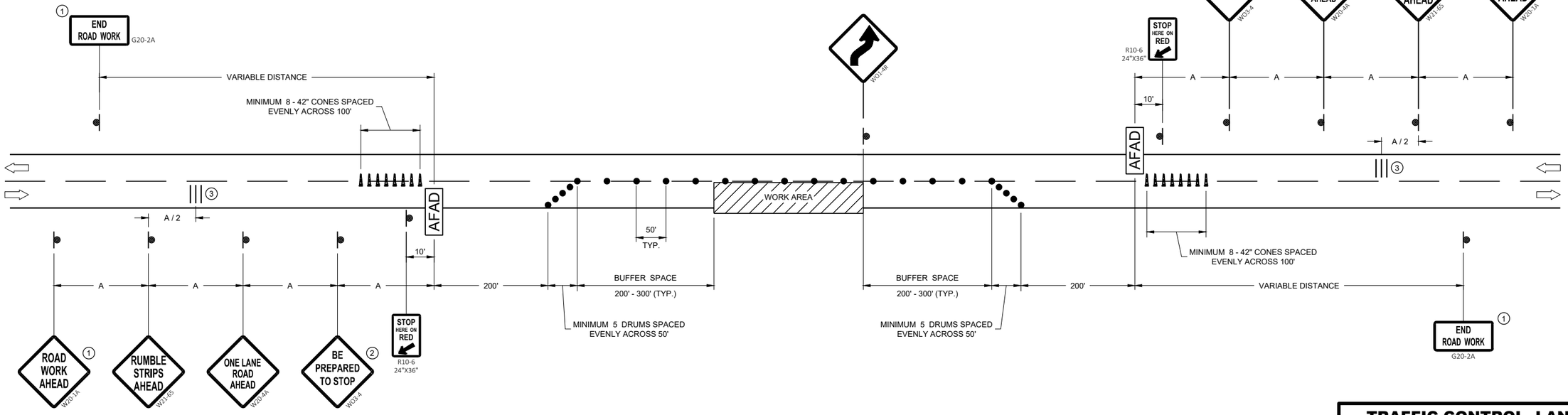
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15C12 - 09b

SDD 15C12 - 09b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

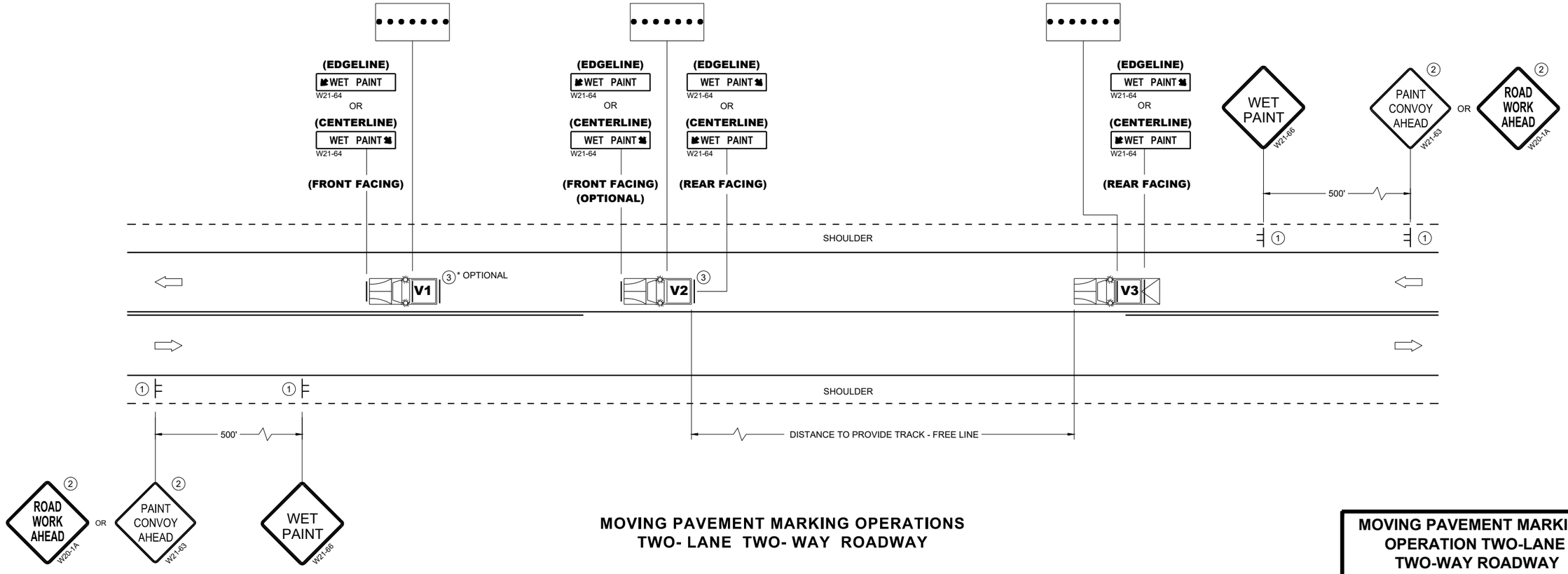
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

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SDD 15C19-11a

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LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

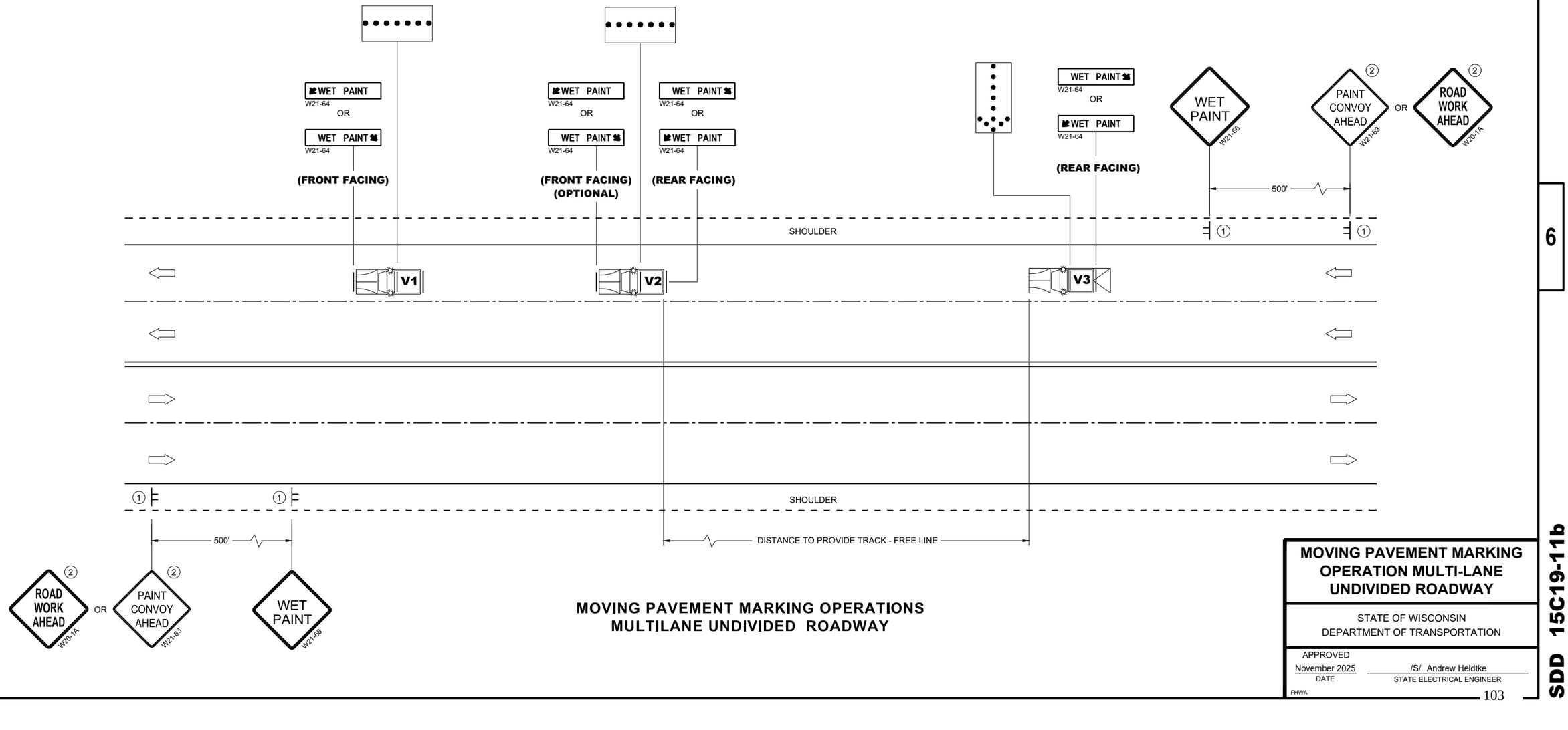
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

6
SDD 15C19-11b

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

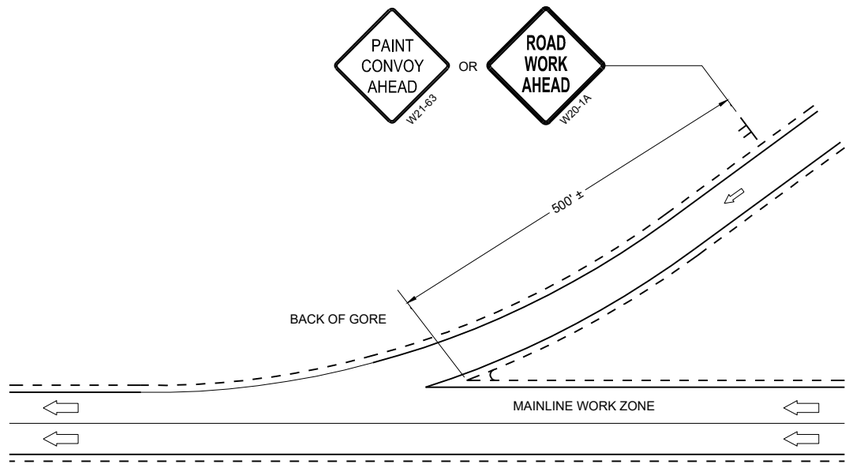
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

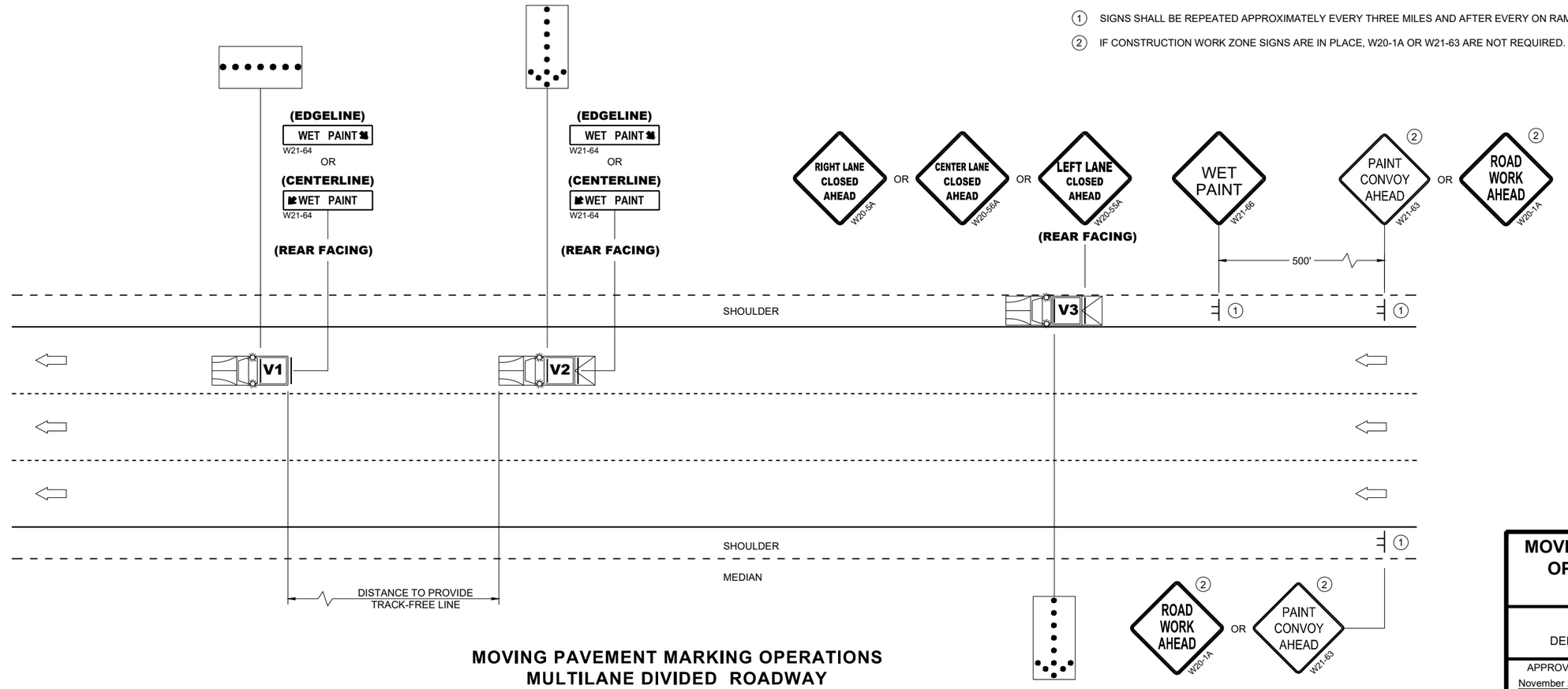
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
STATE ELECTRICAL ENGINEER

FHWA

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SDD 15C19-11c

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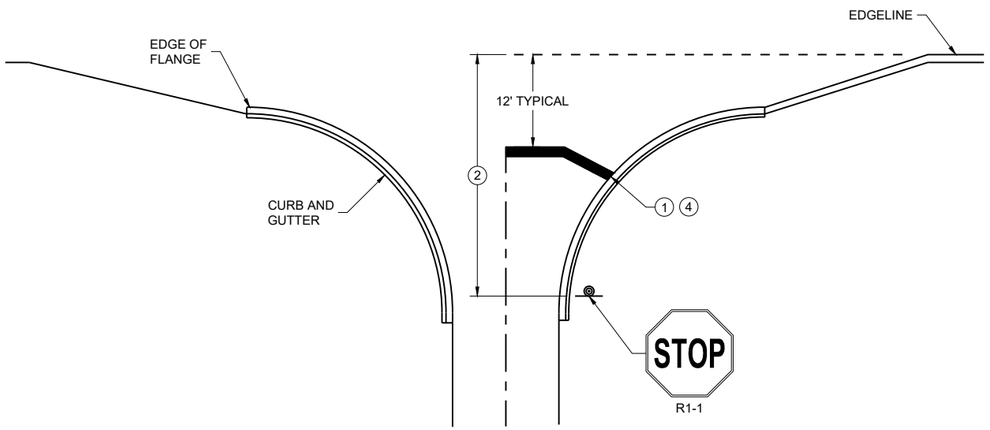
SDD 15C19-11c

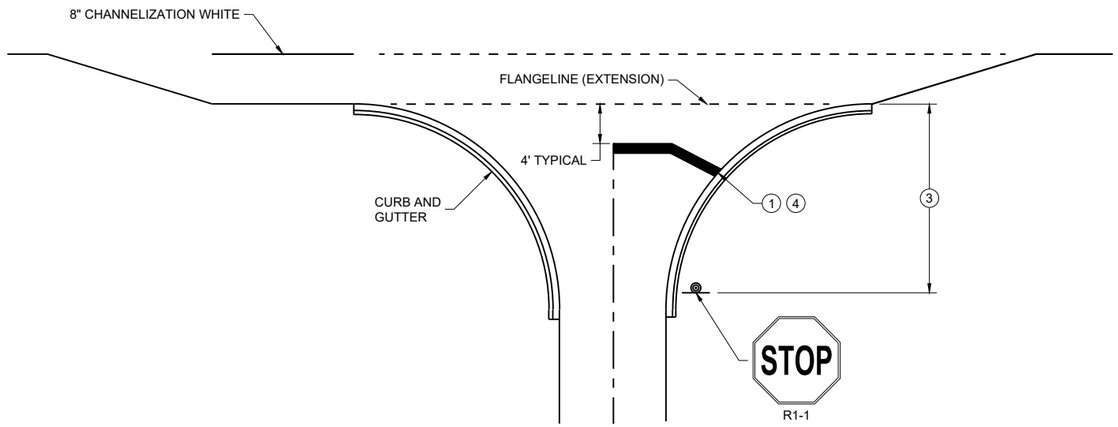
GENERAL NOTES

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

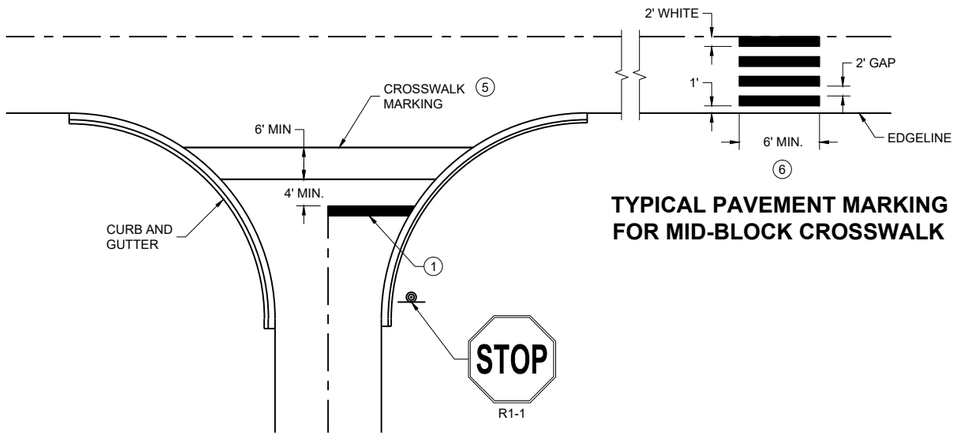
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

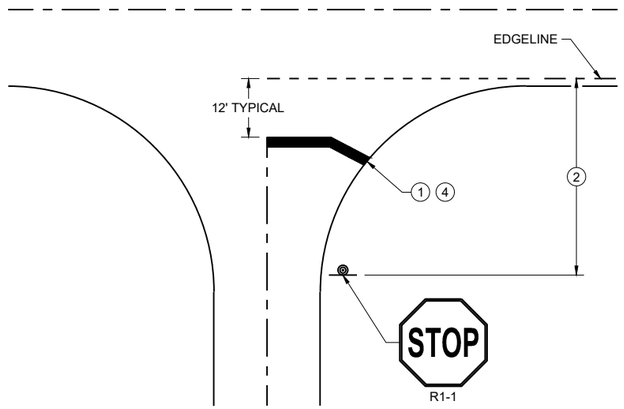


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

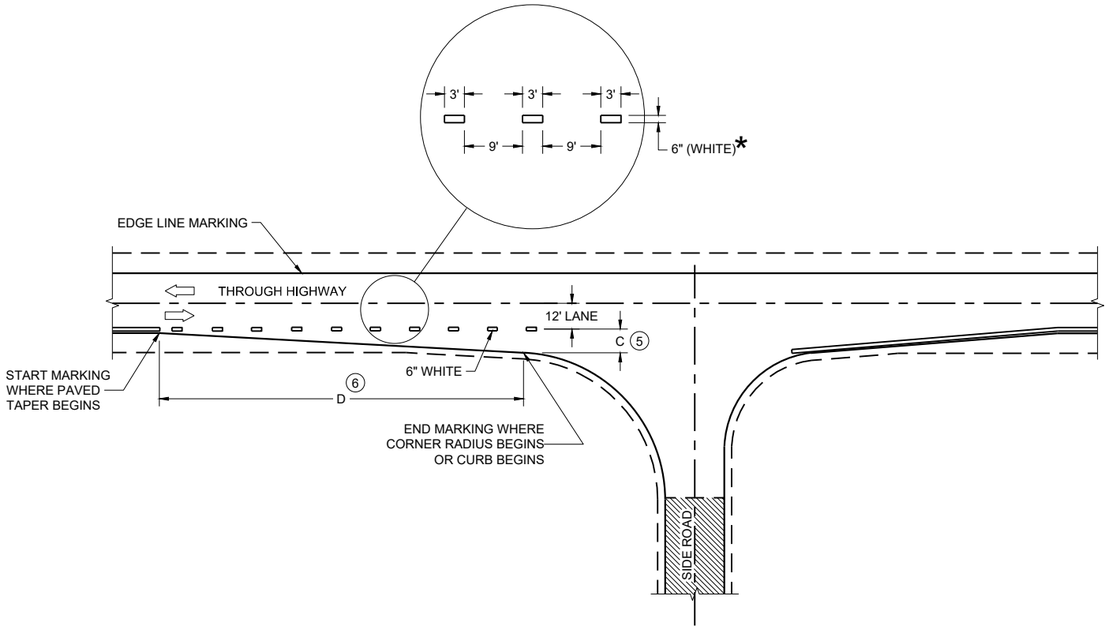
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

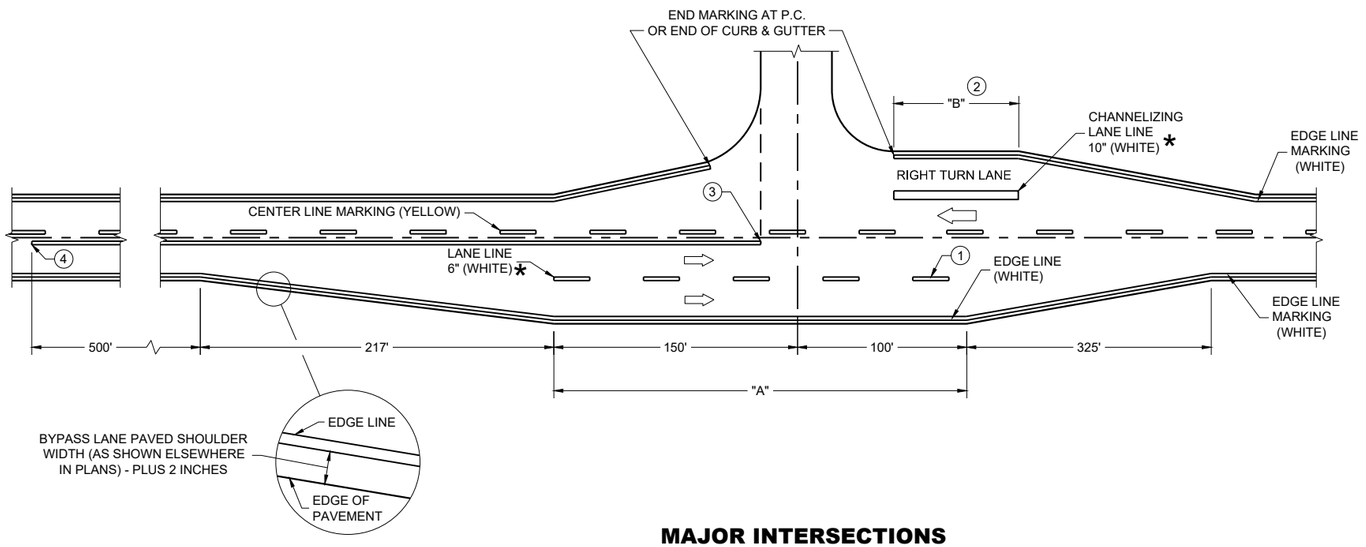
APPROVED
March 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6
SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

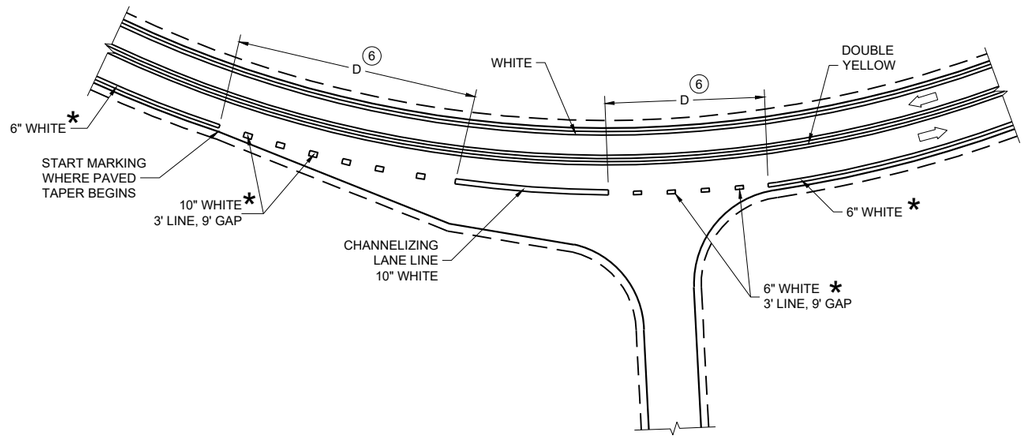
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

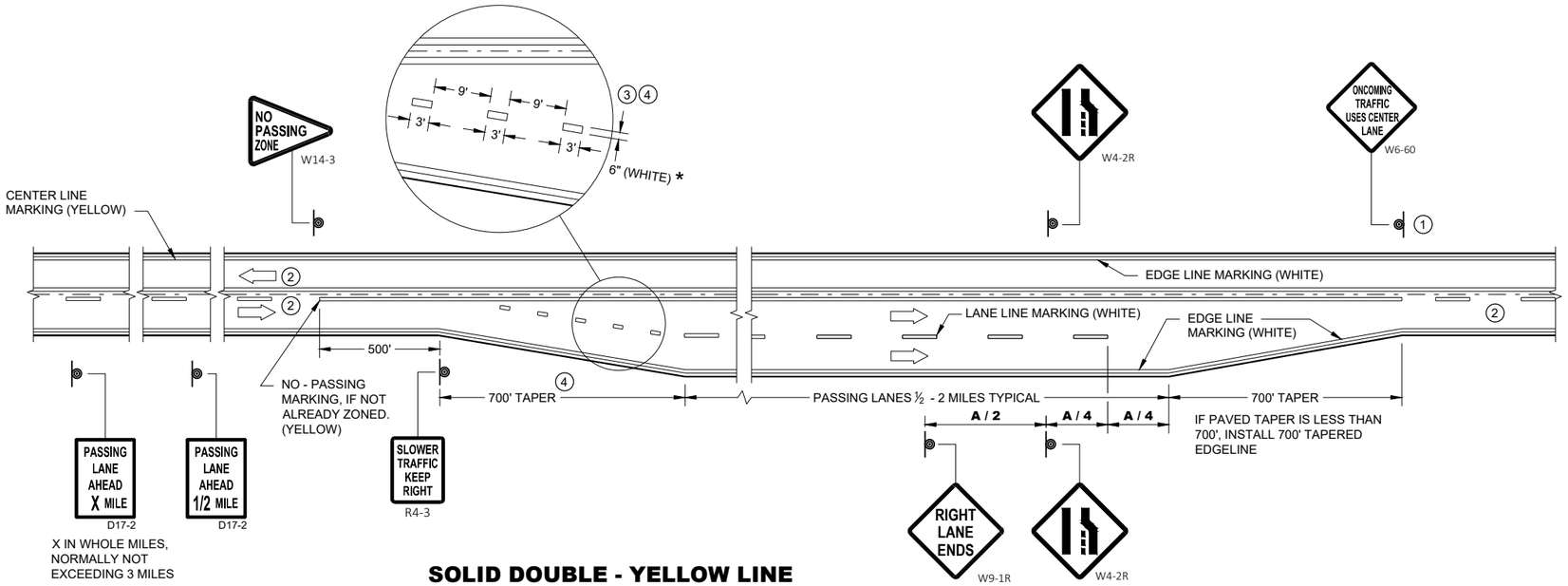
DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SOLID DOUBLE - YELLOW LINE
(THROUGHOUT ENTIRE PASSING / CLIMBING LANE)

GENERAL NOTES

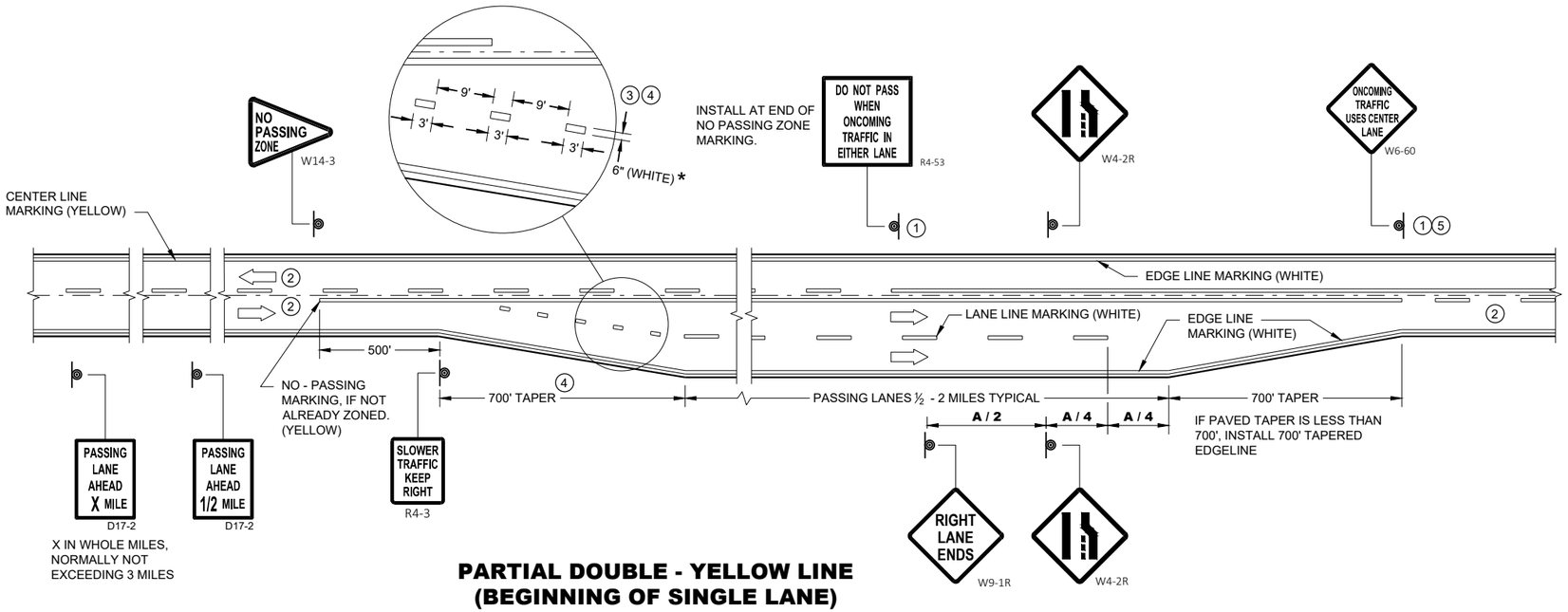
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

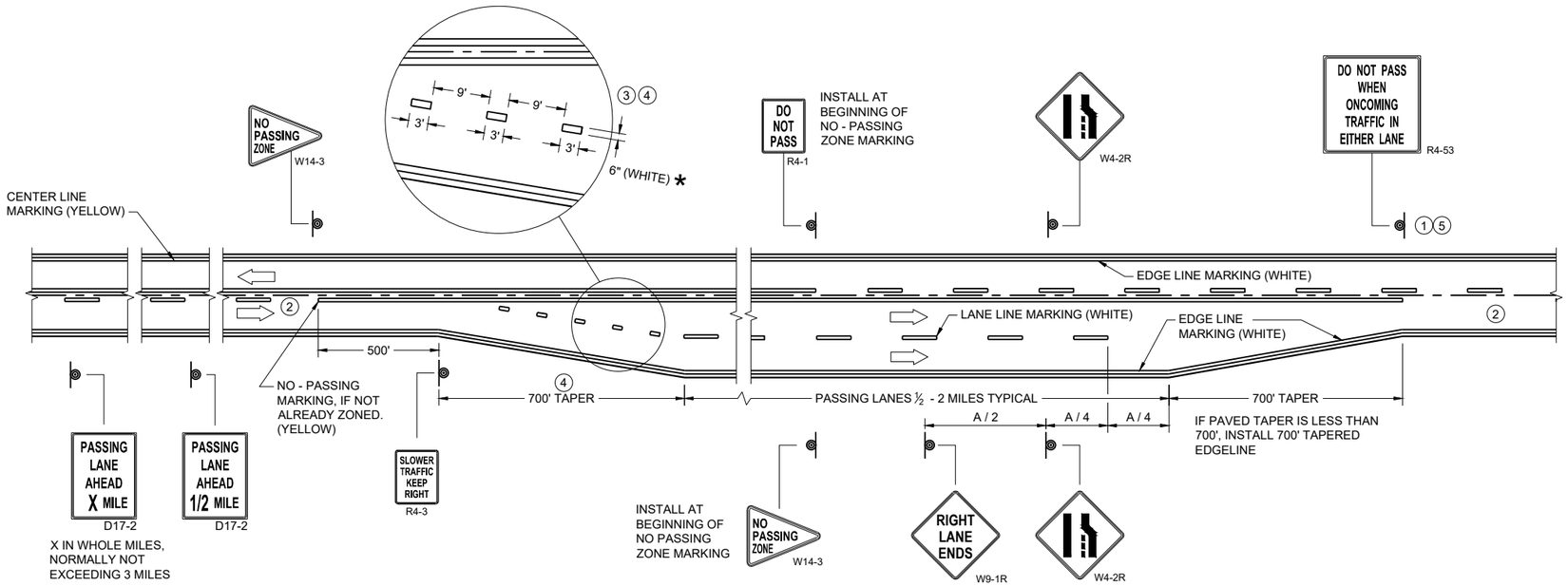
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PARTIAL DOUBLE - YELLOW LINE
(BEGINNING OF SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)



SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)

GENERAL NOTES

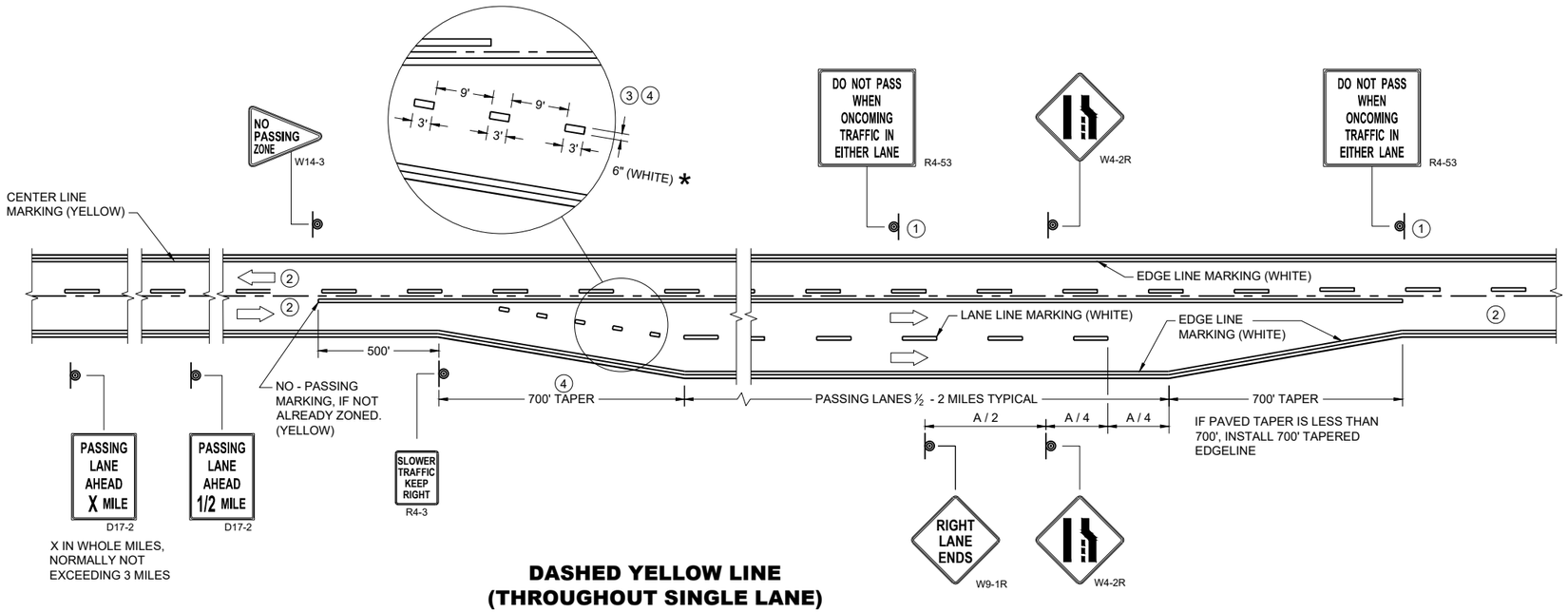
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

6

SDD 15C35-06c

SDD 15C35-06c

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

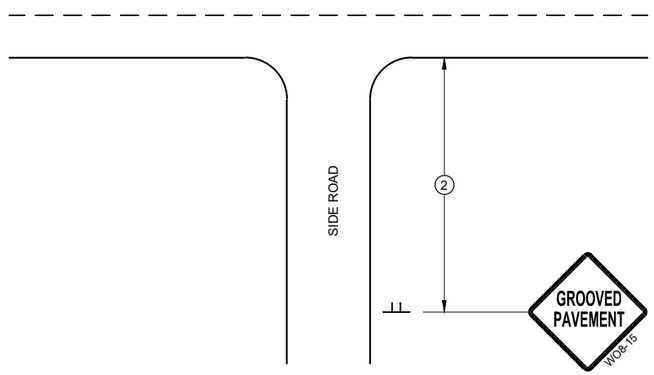
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

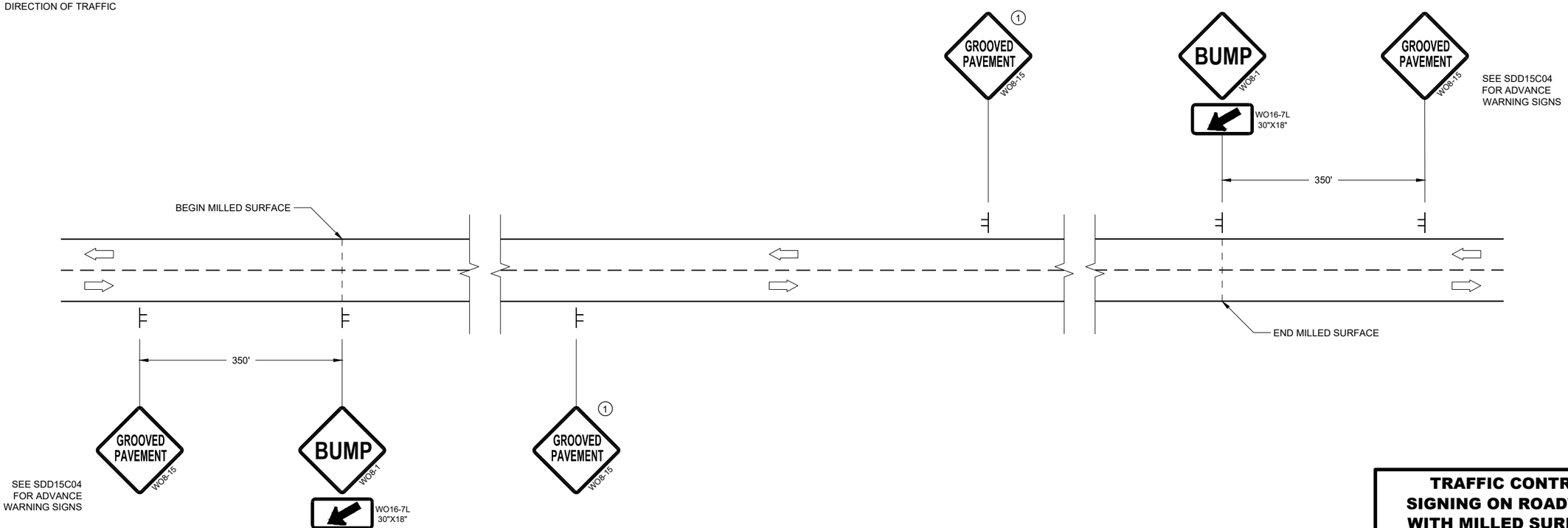
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

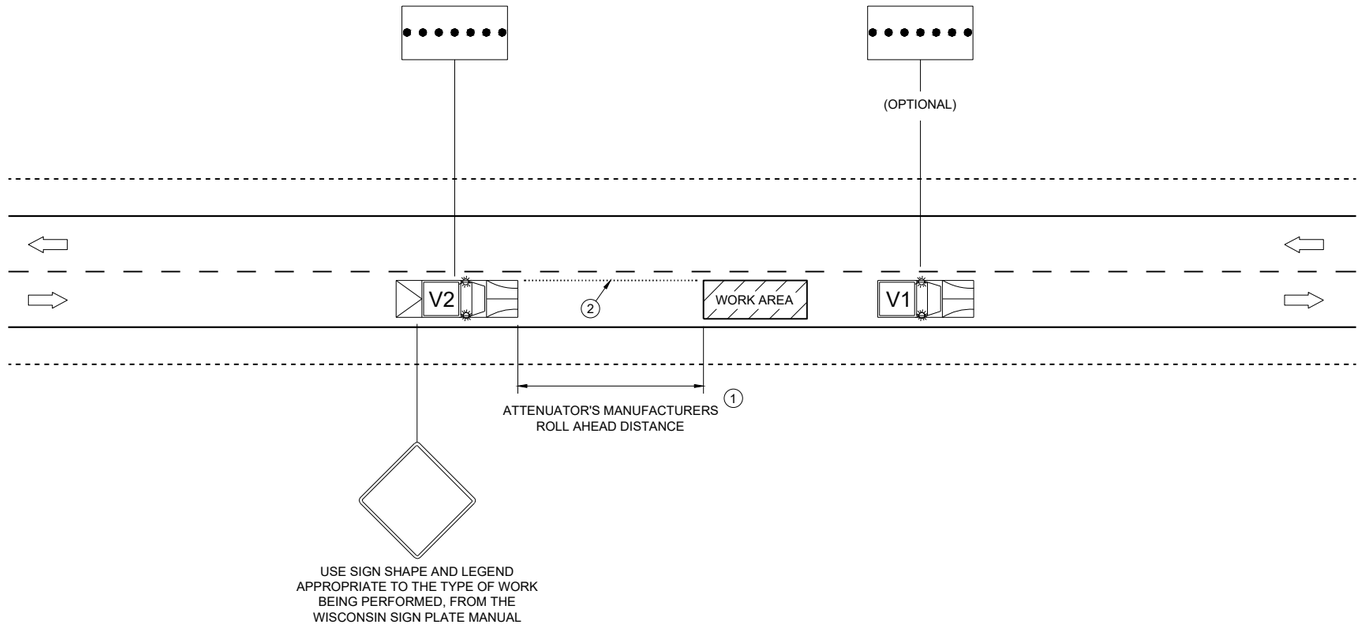
ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

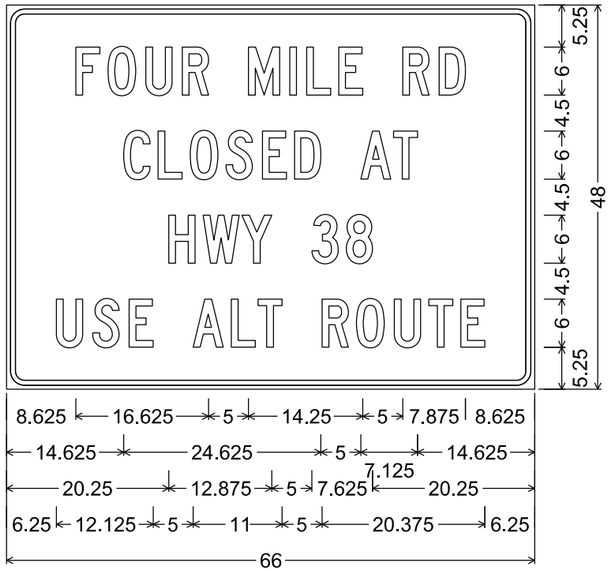
APPROVED

November 2025 — DATE

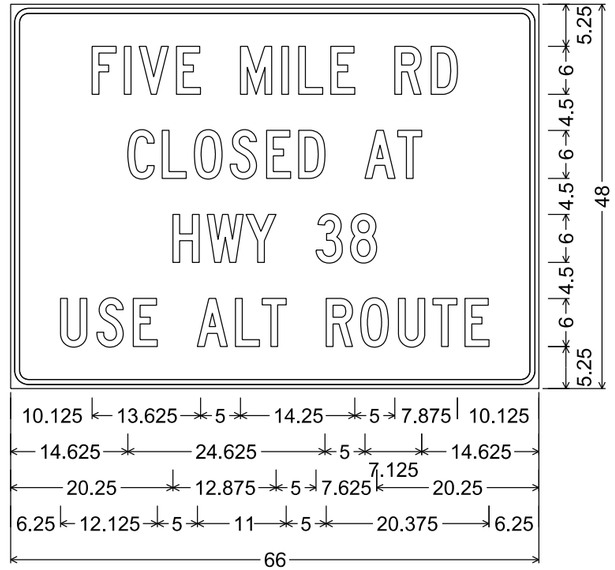
/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6 SDD 15D51-02



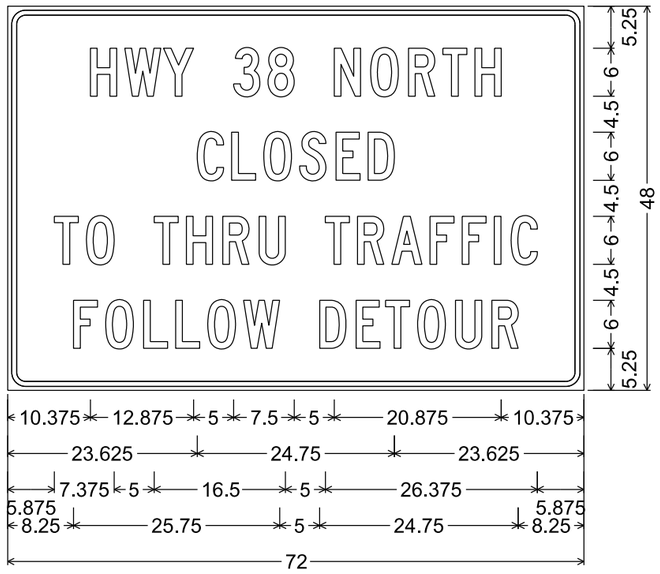
2.250" Radius, 0.625" Border, 0.500" Indent



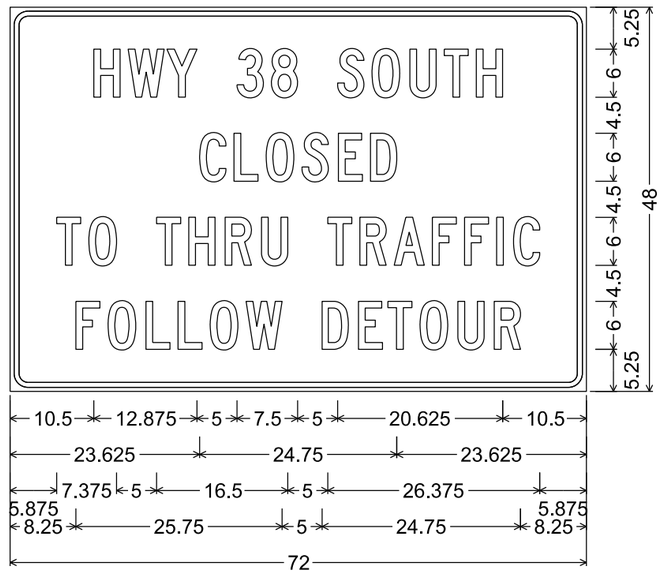
2.250" Radius, 0.625" Border, 0.500" Indent

NOTES

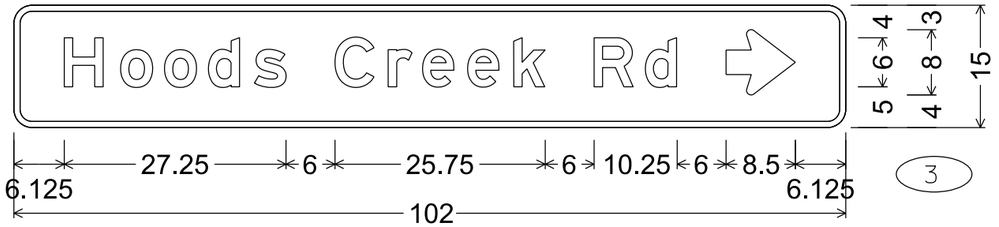
1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



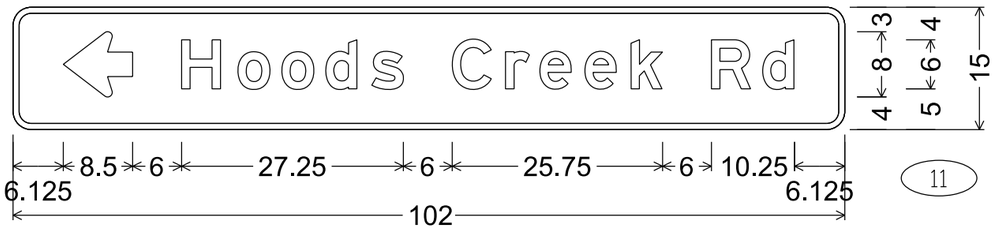
2.250" Radius, 0.625" Border, 0.500" Indent



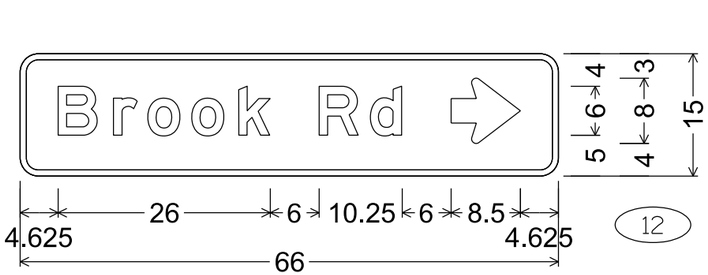
2.250" Radius, 0.625" Border, 0.500" Indent



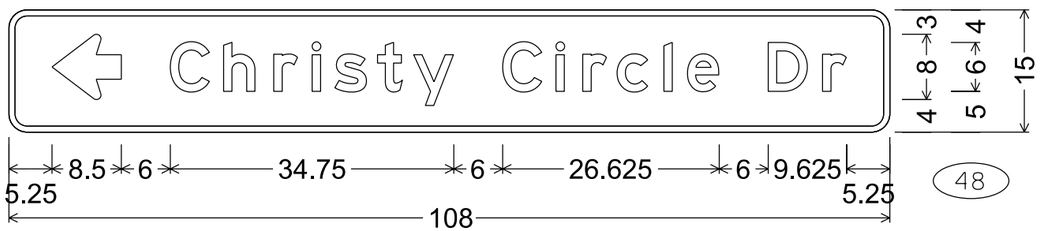
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



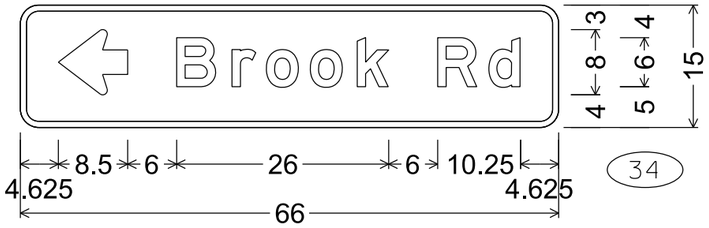
D1-1; 2.250" Radius, 0.750" Border

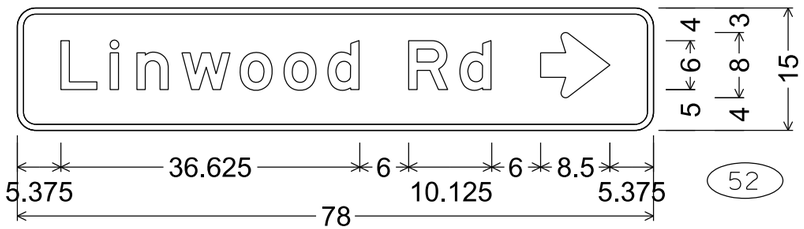


D1-1; 2.250" Radius, 0.750" Border

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E

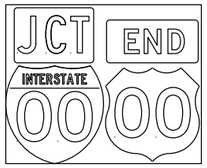




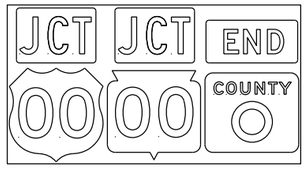
D1-1; 2.250" Radius, 0.750" Border

TYPICAL ASSEMBLIES

J1-1



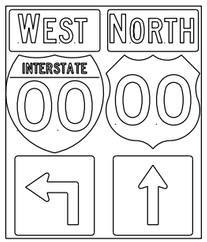
J1-2



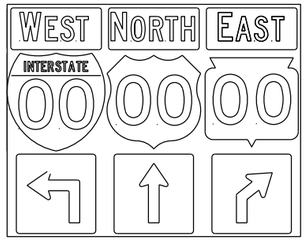
J1-3

JR1-1

J2-1

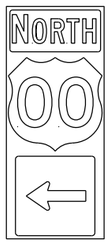


J2-2

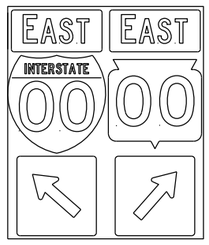


J2-3

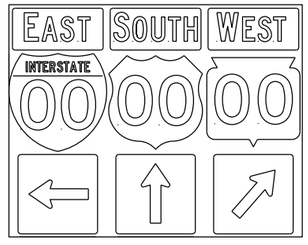
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1

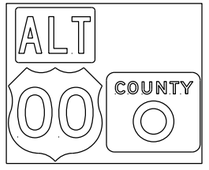


J3-2

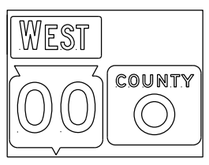


J3-3

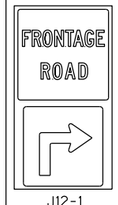
J4-1



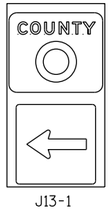
J4-2



J4-2



J12-1

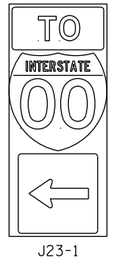


J13-1

J32-1

J33-1

J22-1

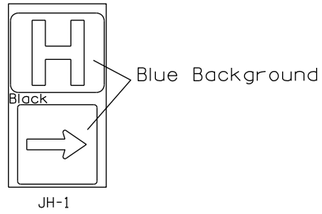


J23-1

JR13-1

JR23-1

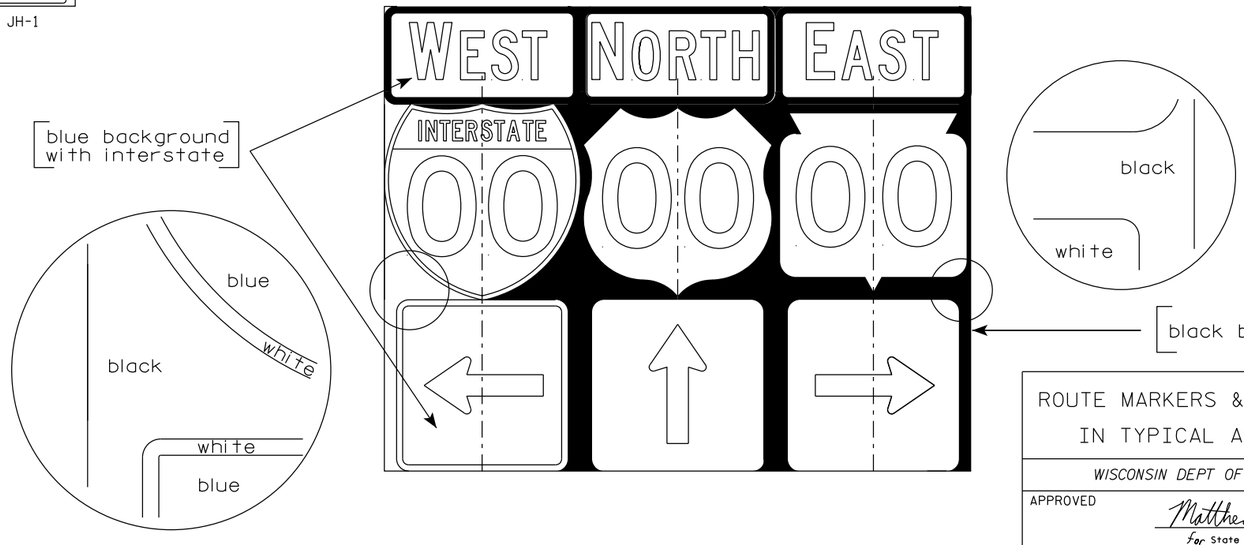
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

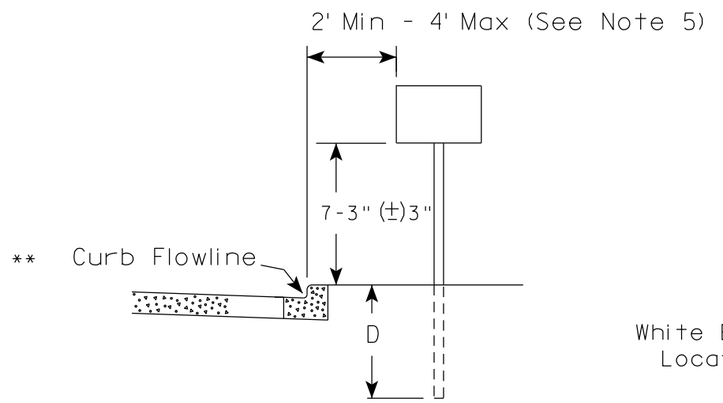
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

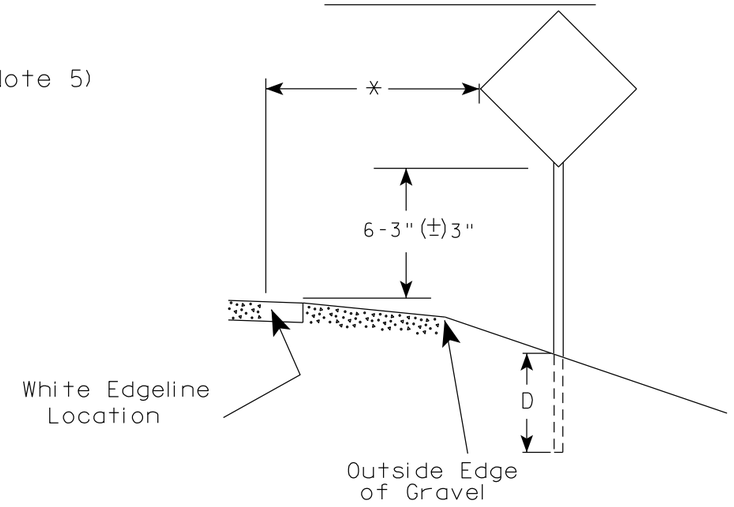
PROJECT NO:

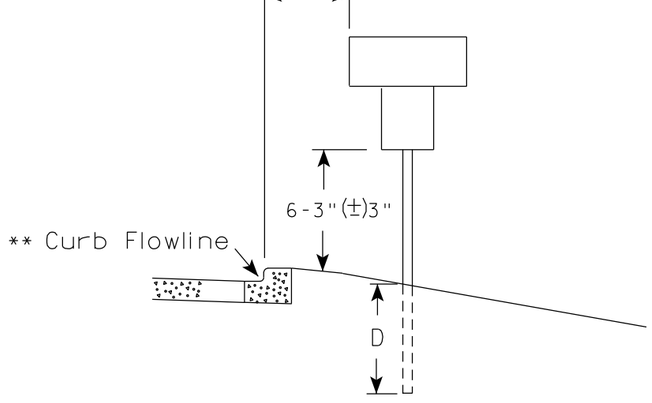
SHEET NO: 113 E

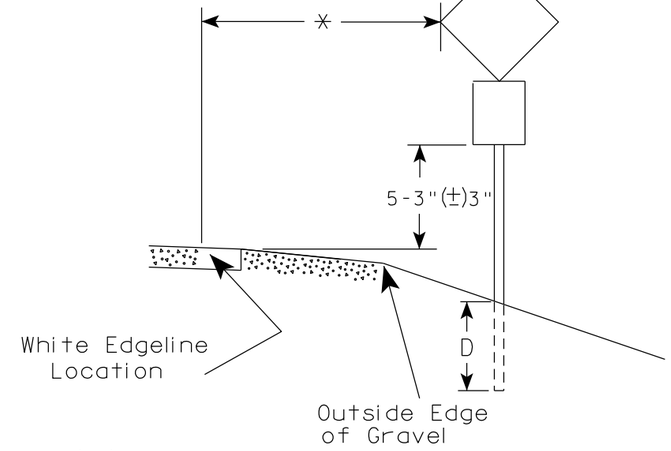
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

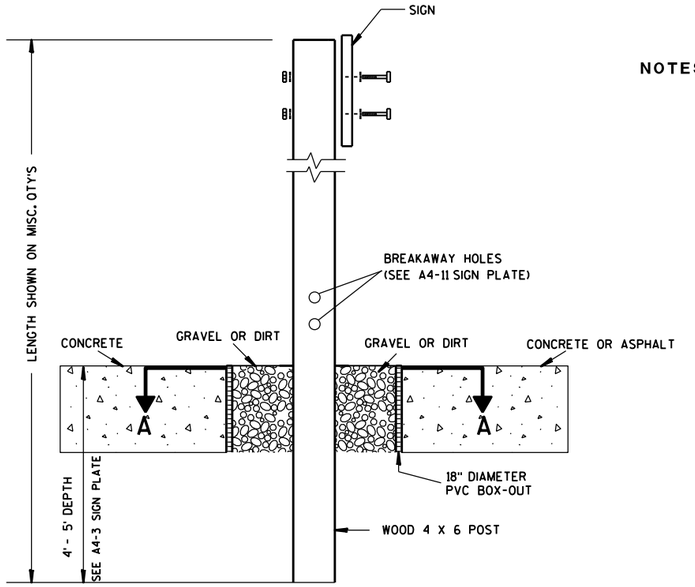
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

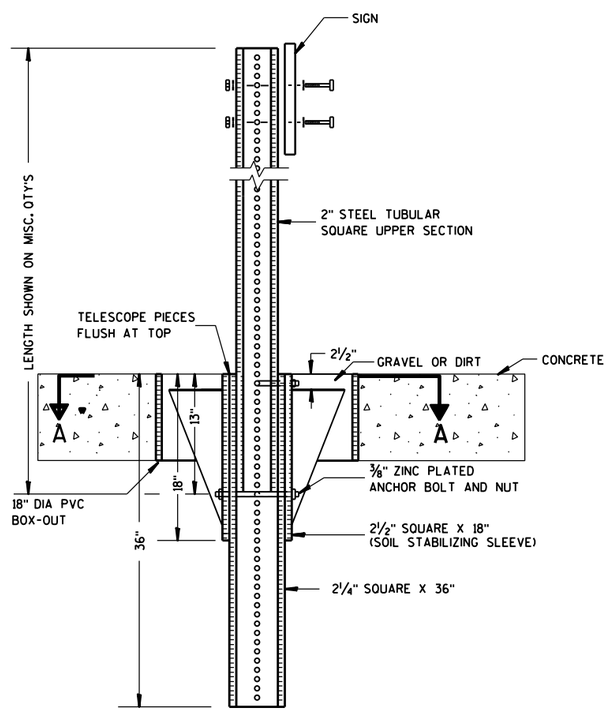
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 114	E



ELEVATION VIEW

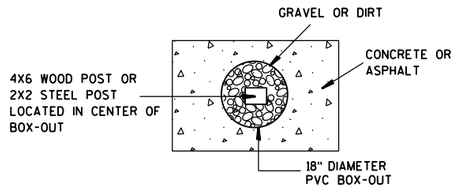
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

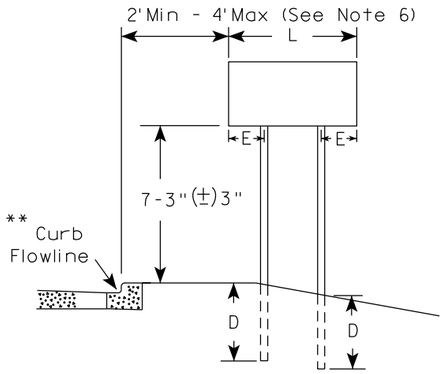
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

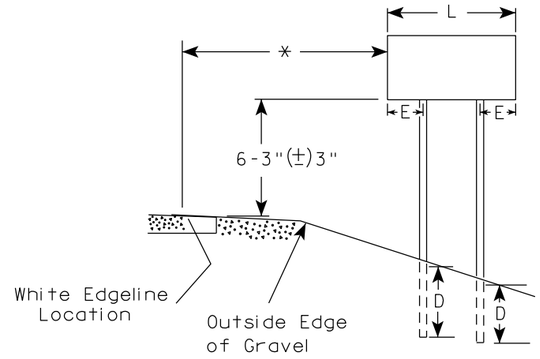
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

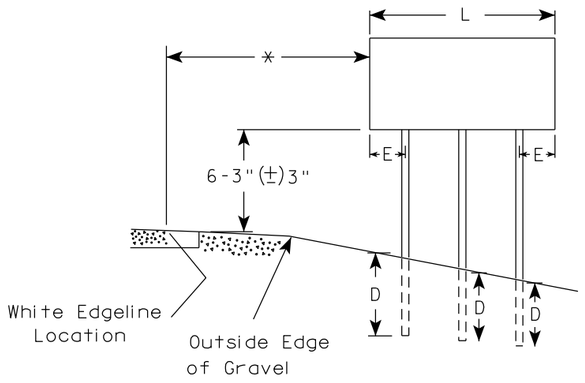
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

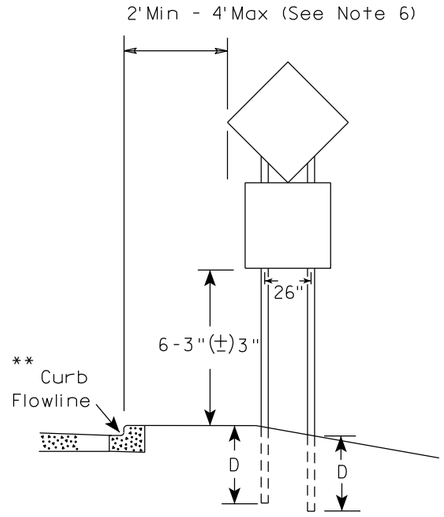
URBAN AREA



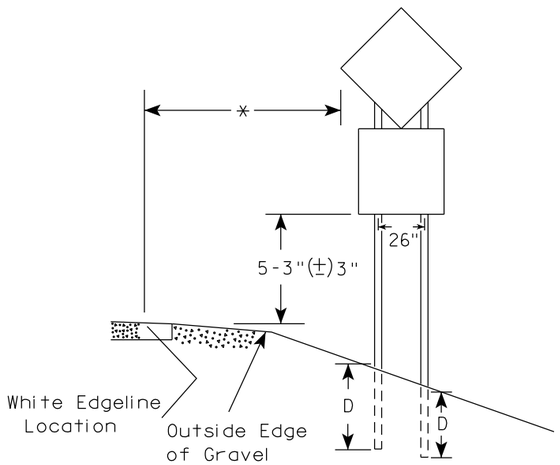
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

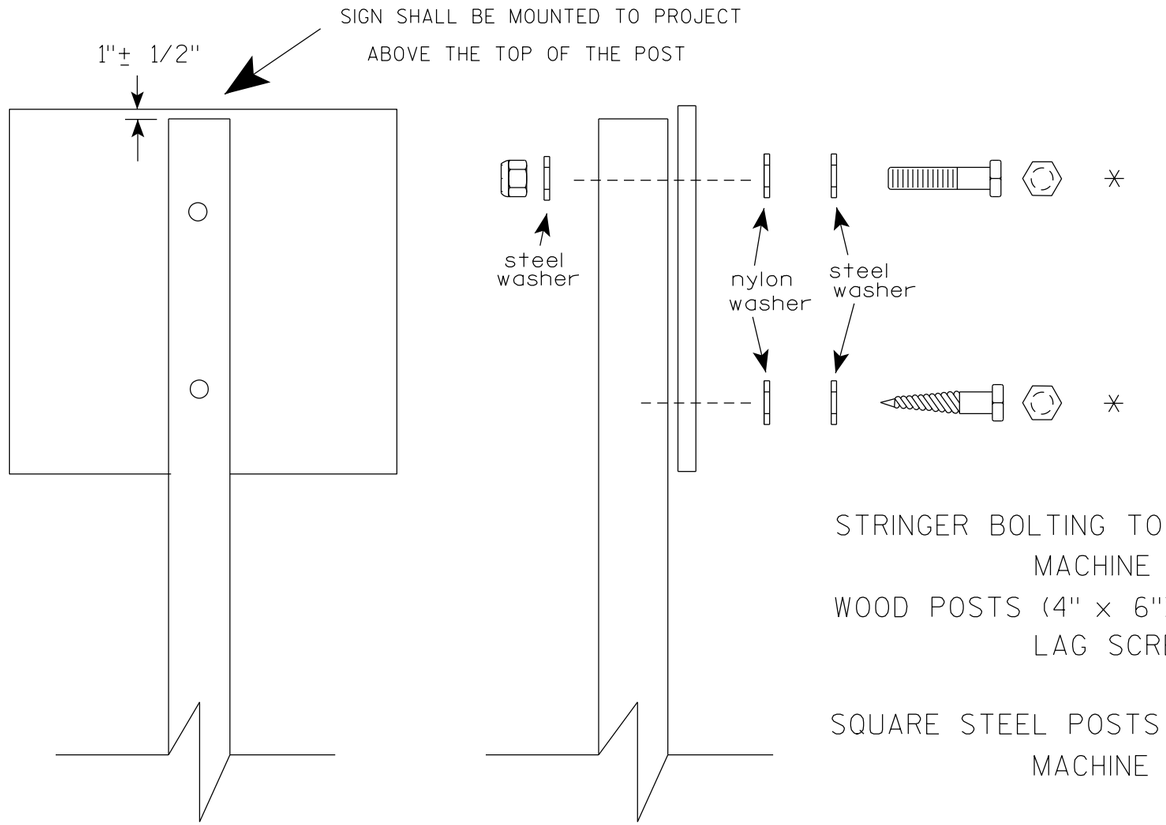
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 116	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

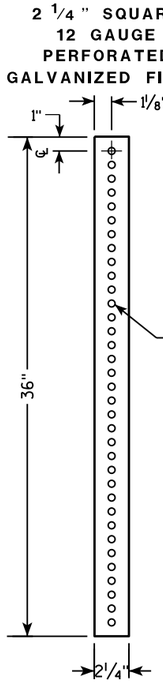
SHEET NO: 117 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

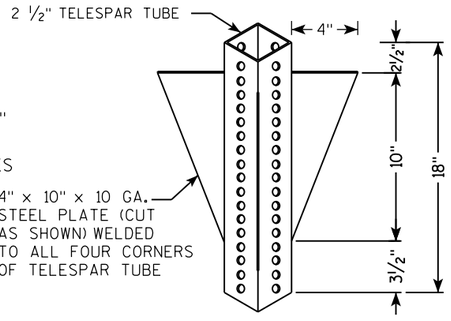
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

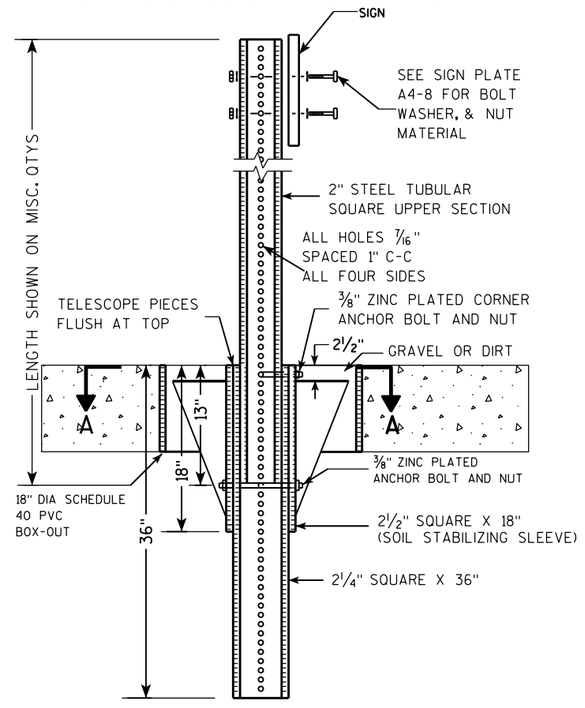
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



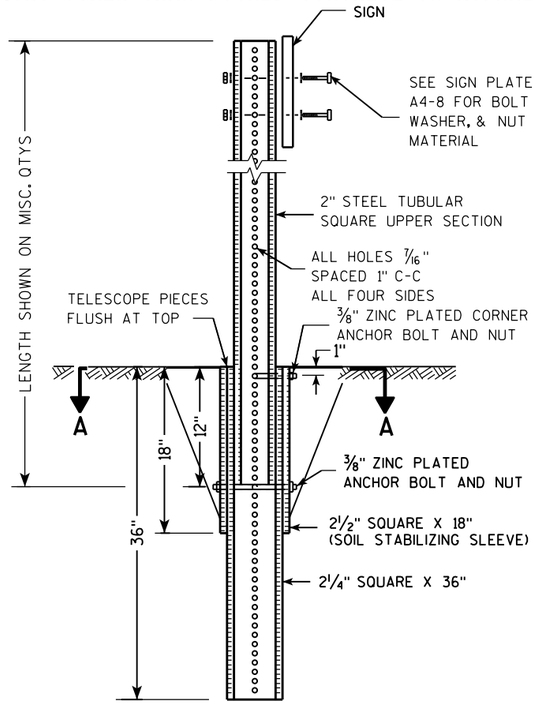
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

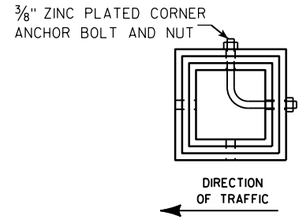


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

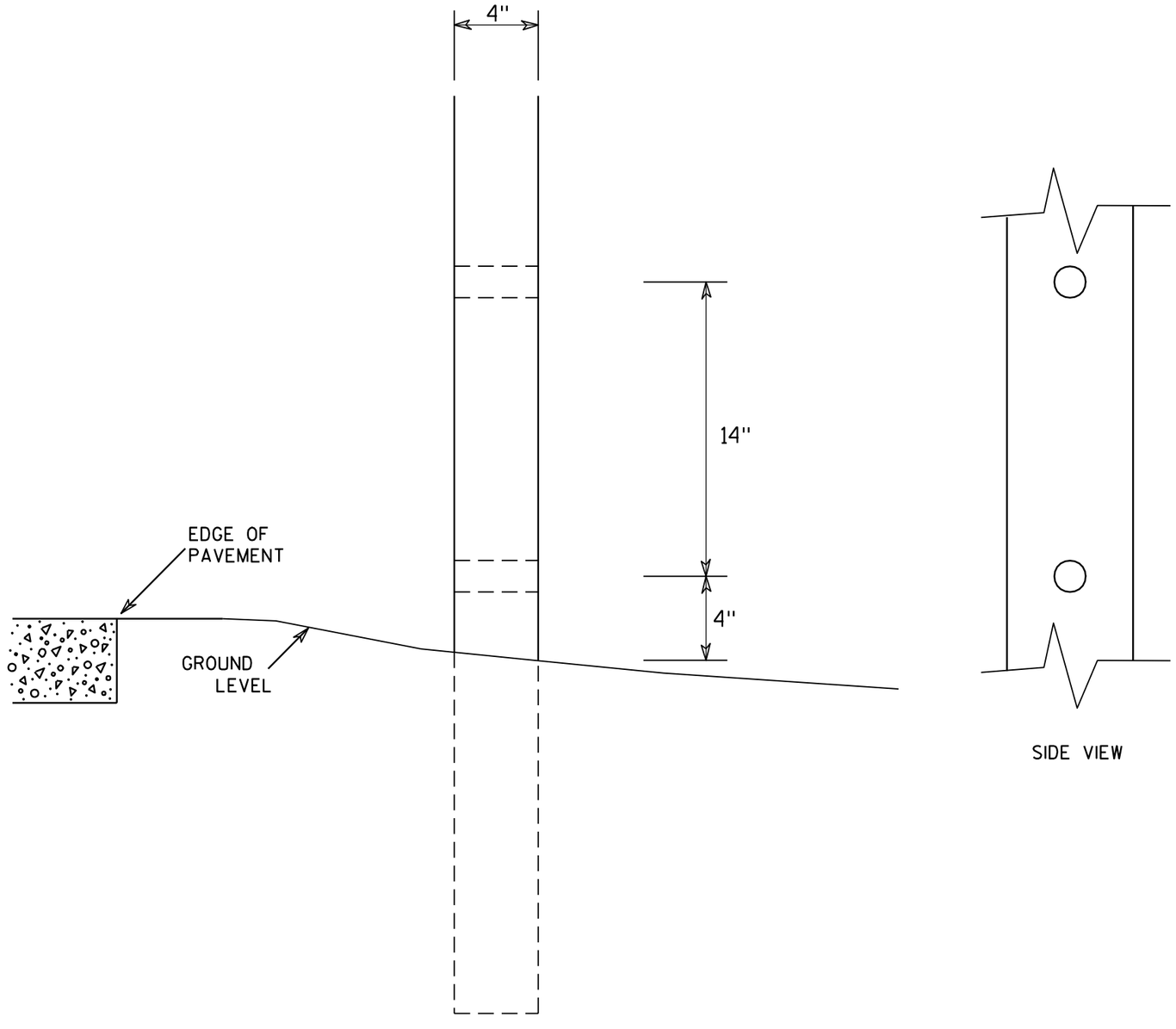
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

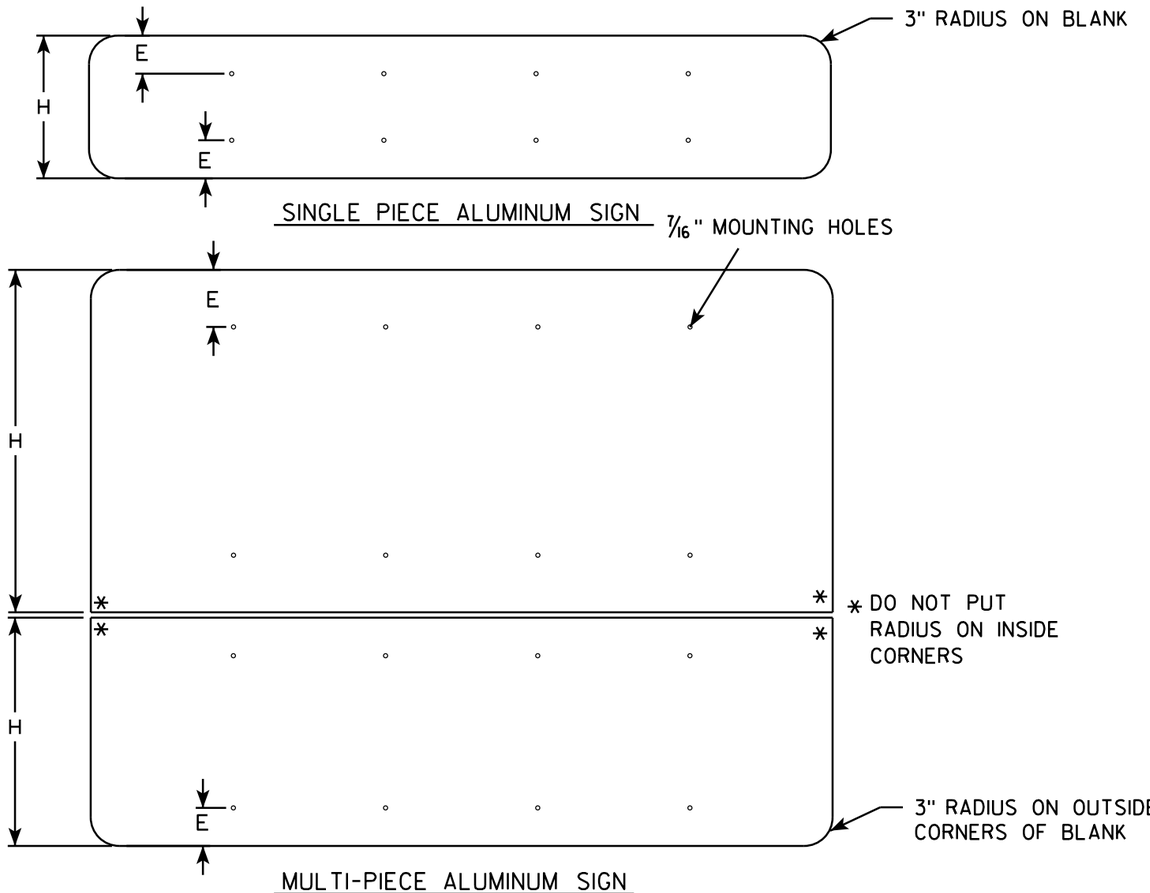
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

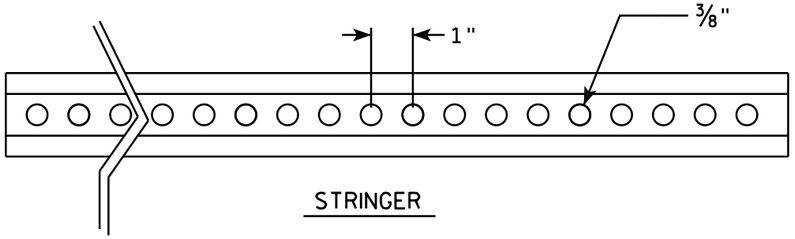
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 119	E



GENERAL NOTES

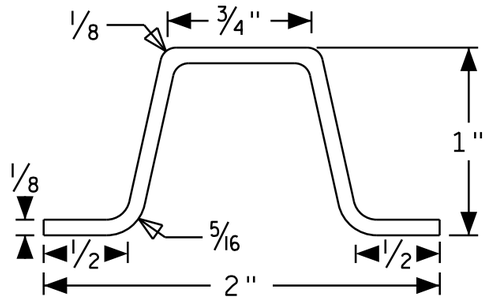
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

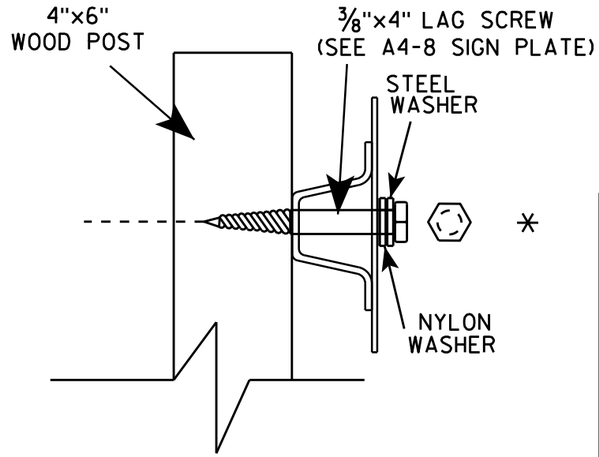


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

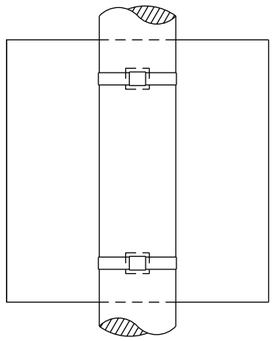
DATE 4/26/16 PLATE NO A4-18.1

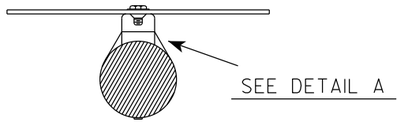
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

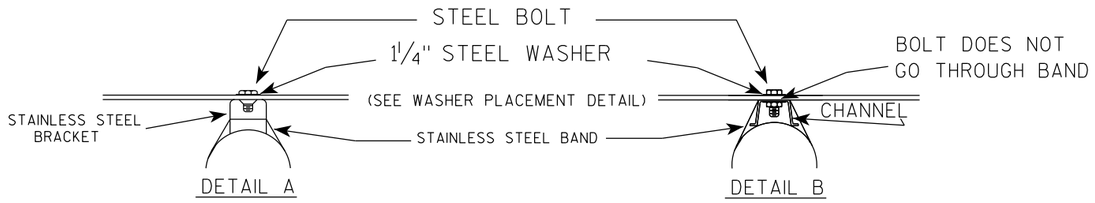
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000

BANDING

SINGLE SIGN



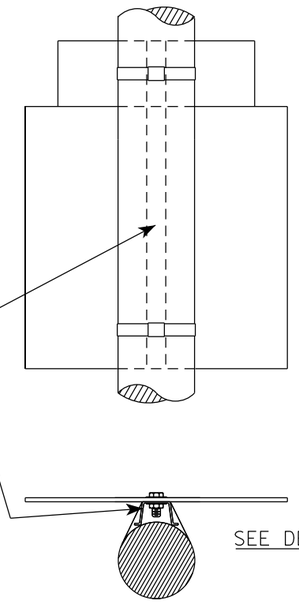




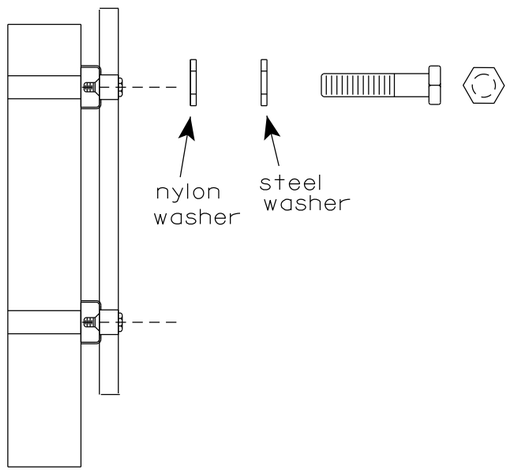
GENERAL NOTES

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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

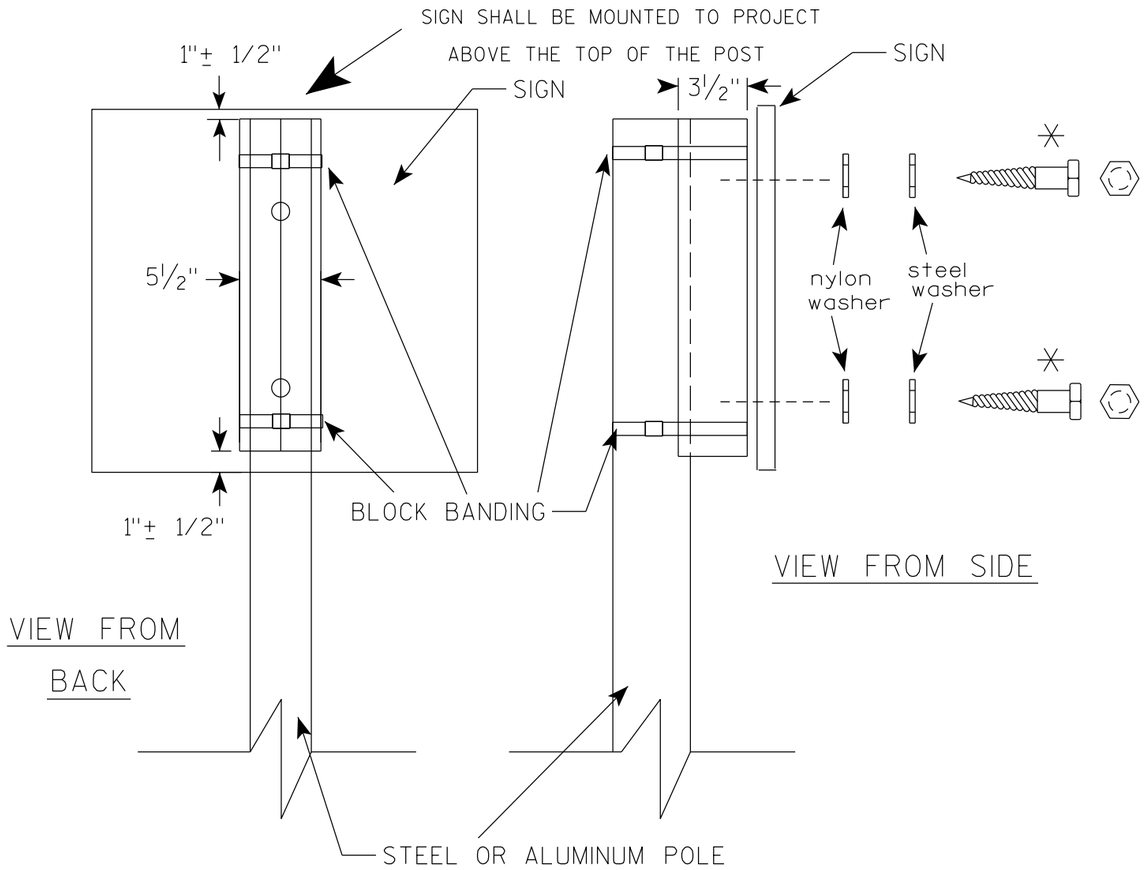
DATE 6/10/19 PLATE NO. A5-9.4

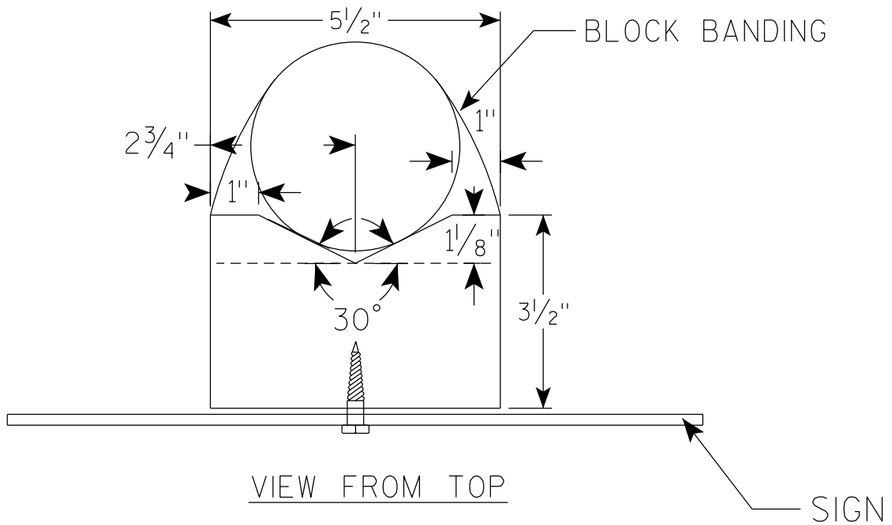
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 121	E

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)

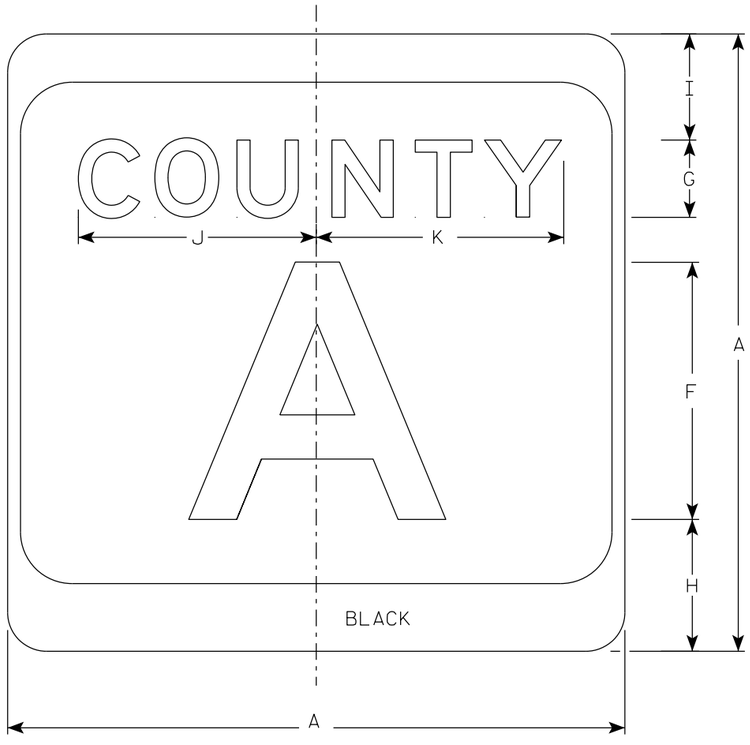
WISCONSIN DEPT OF TRANSPORTATION

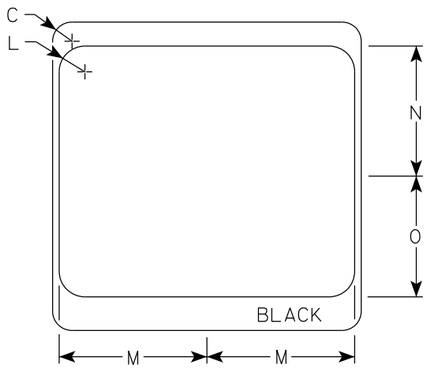
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

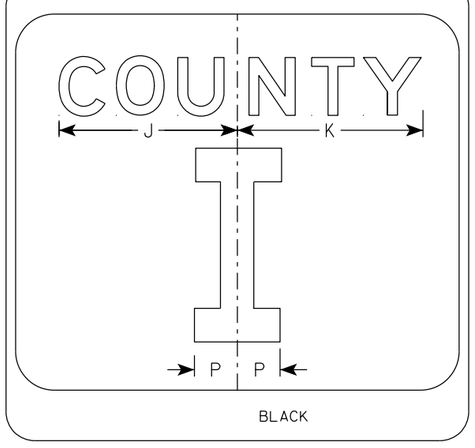
SHEET NO: 122 E

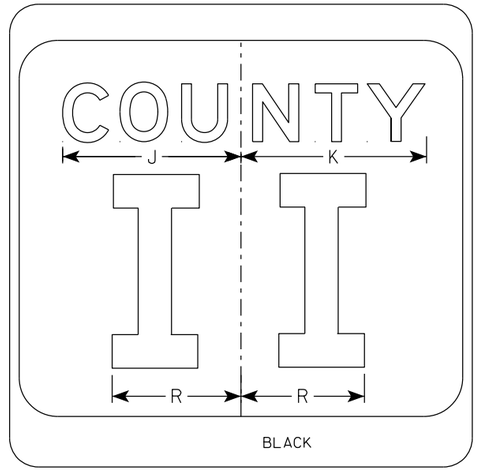




NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center to achieve proper balance.





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

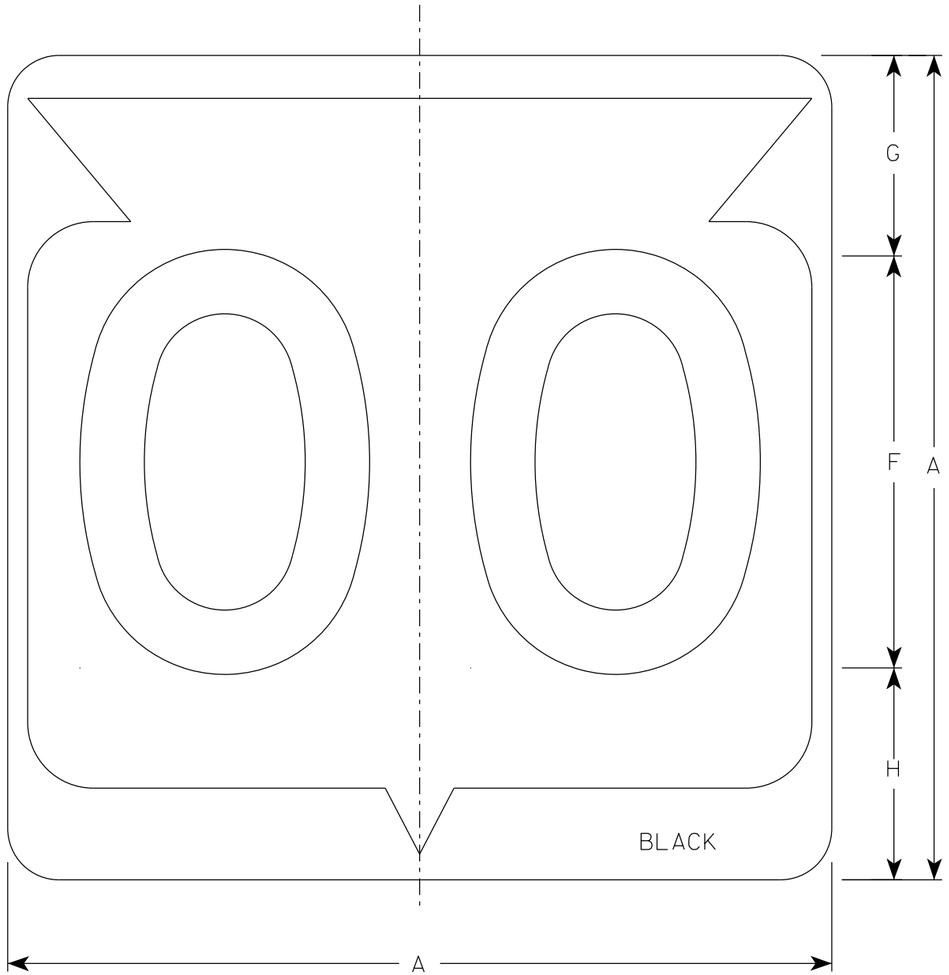
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

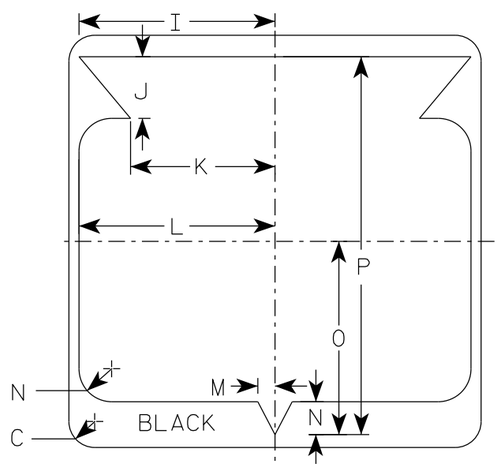
7



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

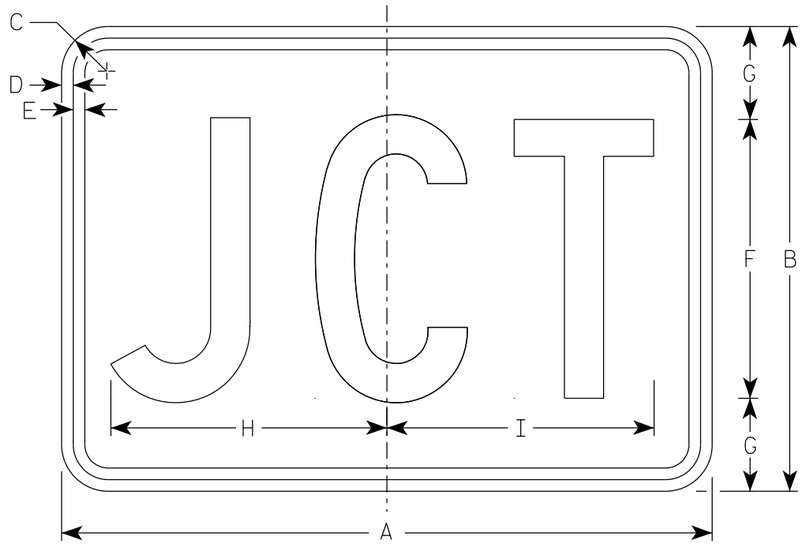
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

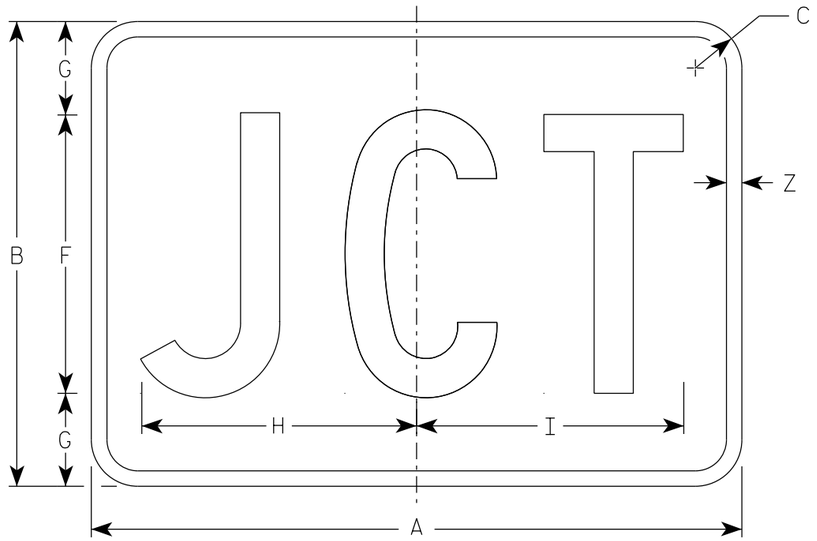
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 124	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

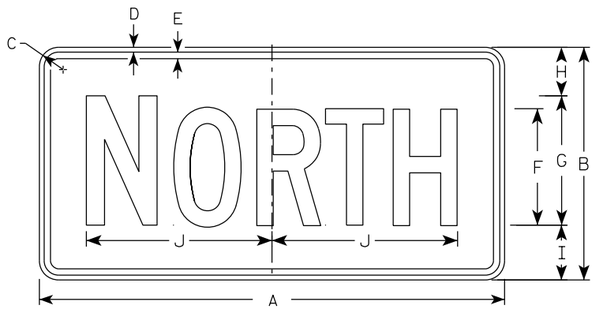
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

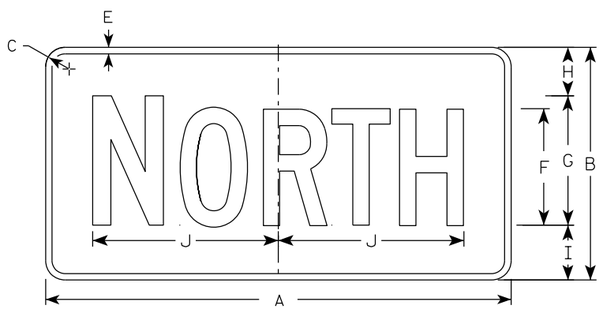
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

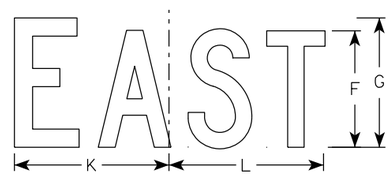
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 125 | E



M3-1
MM3-1
MP3-1

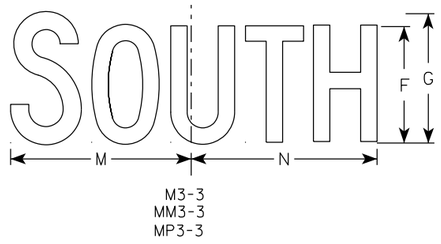


MB3-1
MK3-1
MN3-1

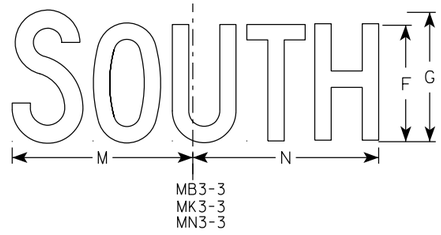


M3-2
MM3-2
MP3-2

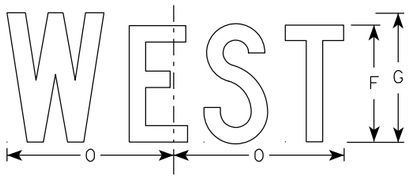
MB3-2
MK3-2
MN3-2



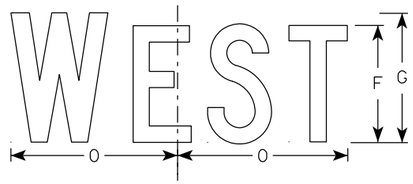
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

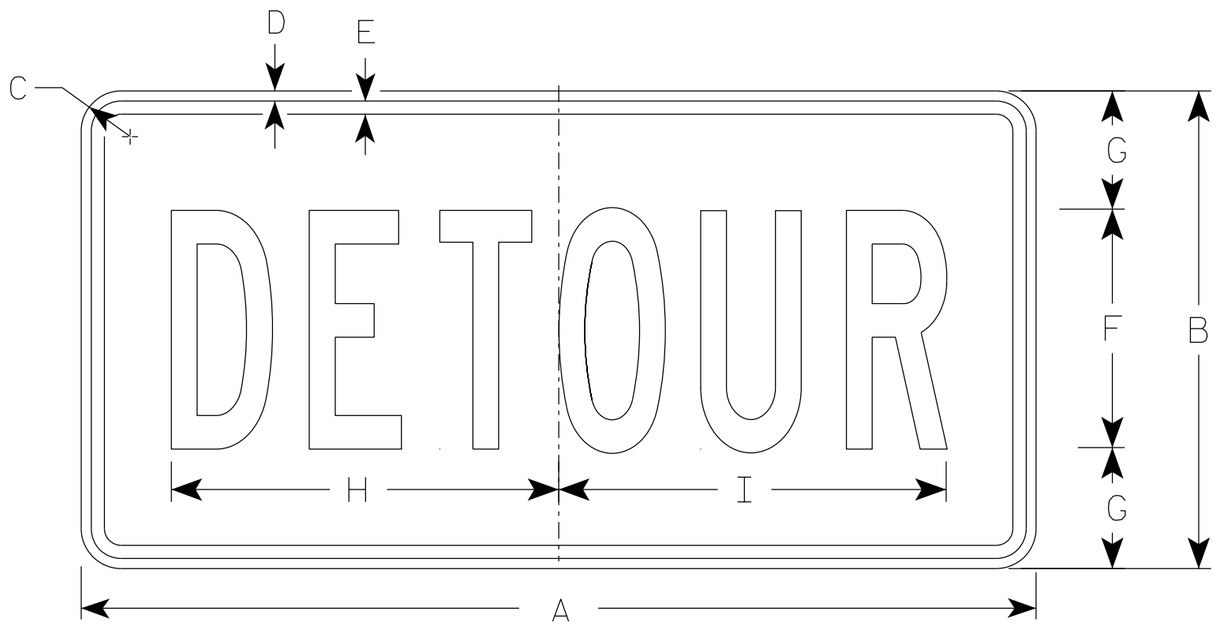
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 126 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

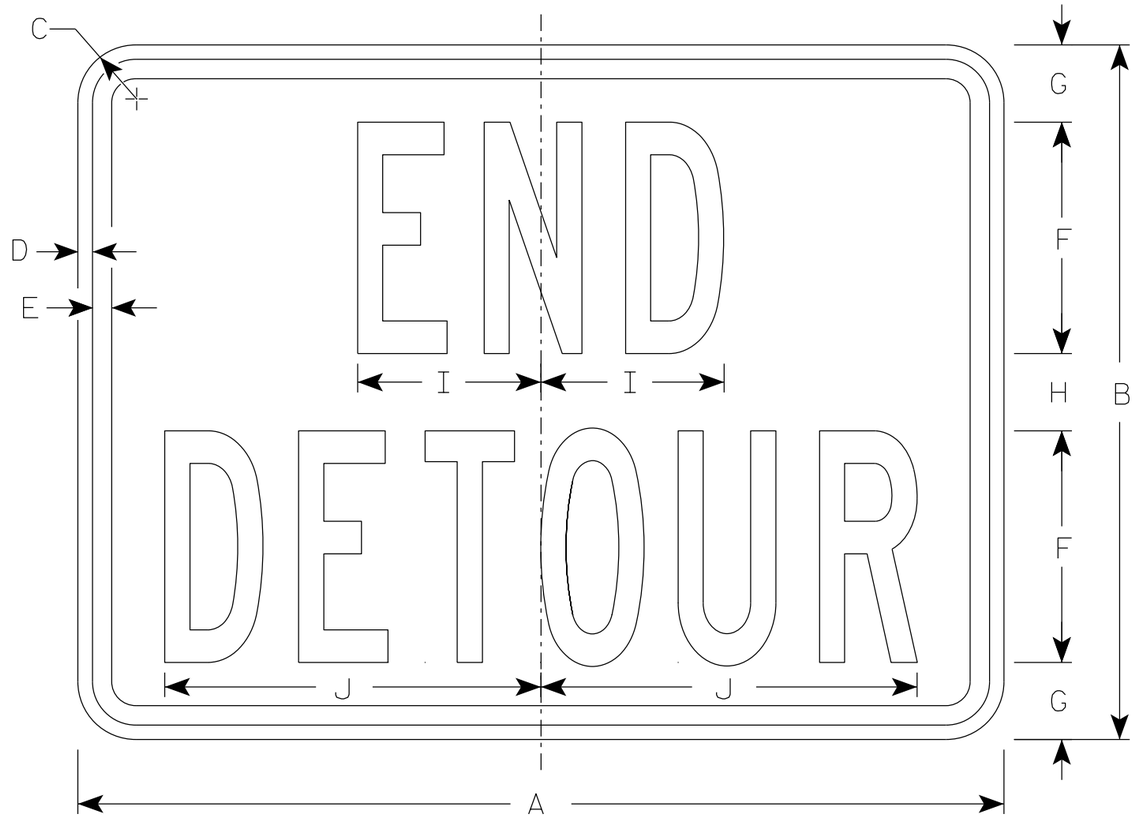
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

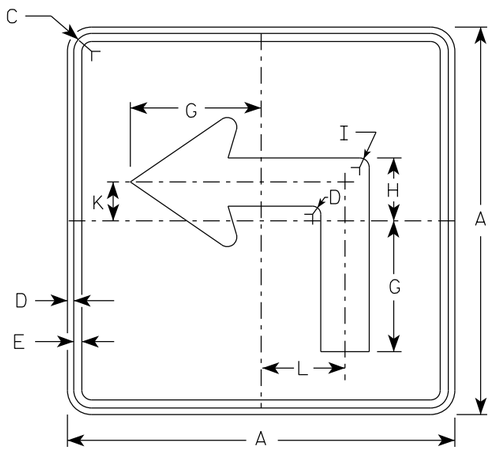
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

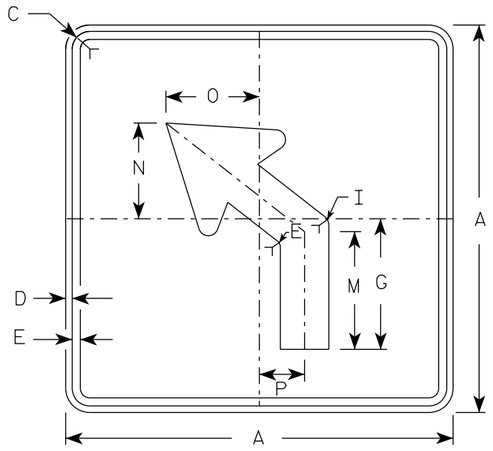
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

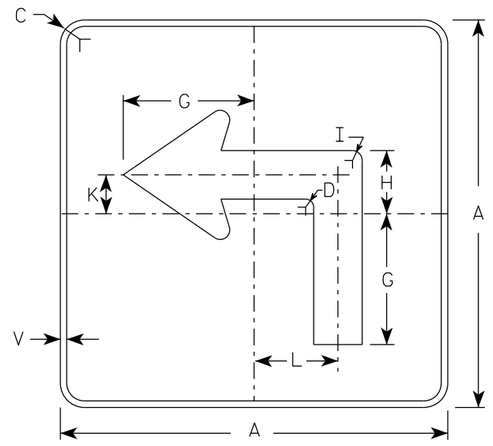
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 128 | E



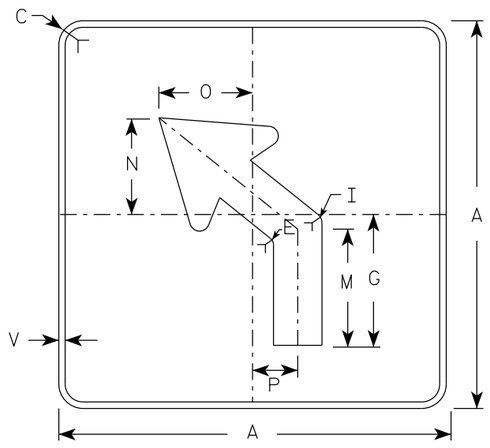
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

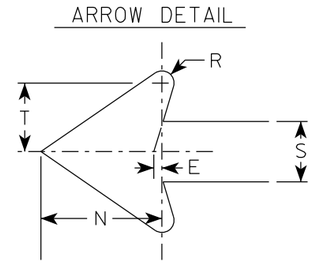


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

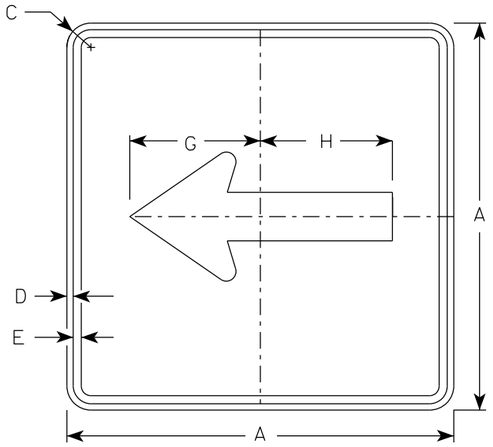
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

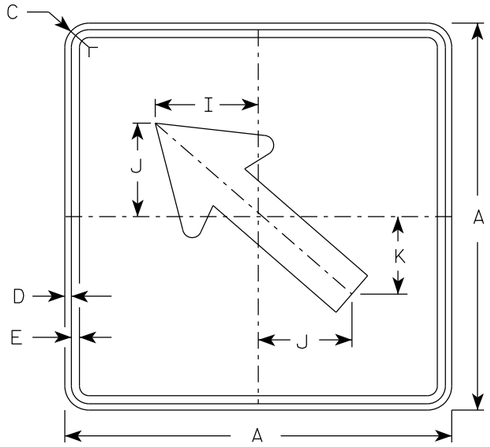
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

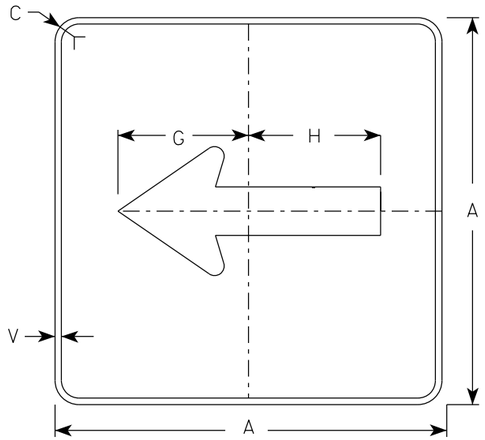
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 129 | E



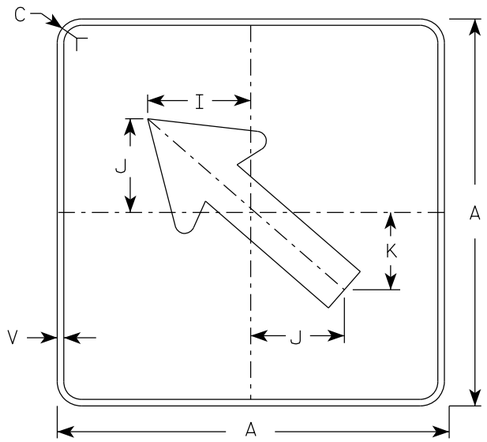
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

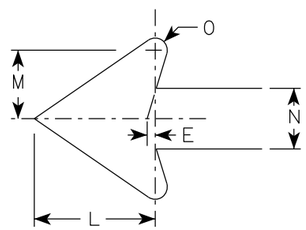


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

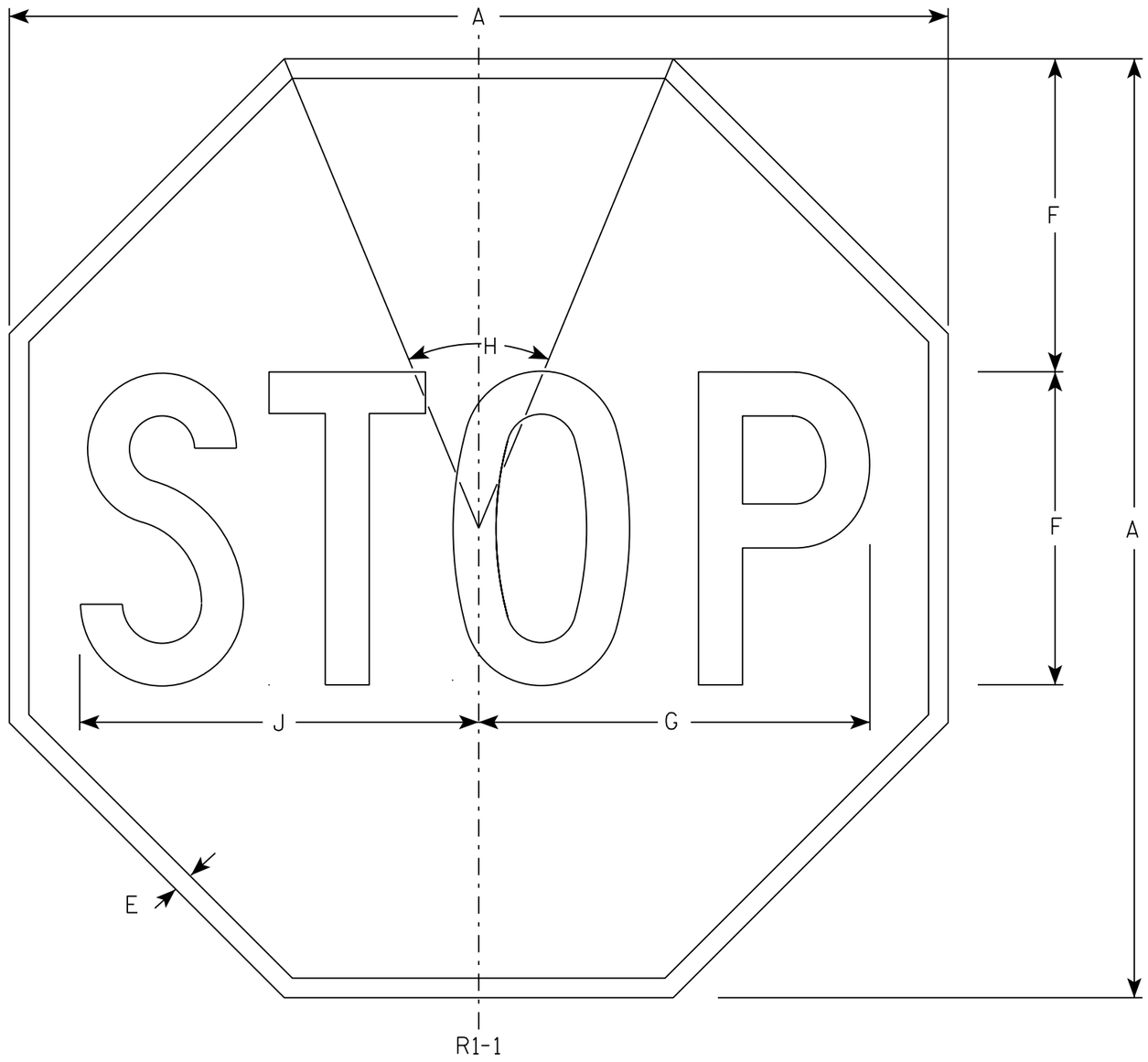
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 130 | E

7

7



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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

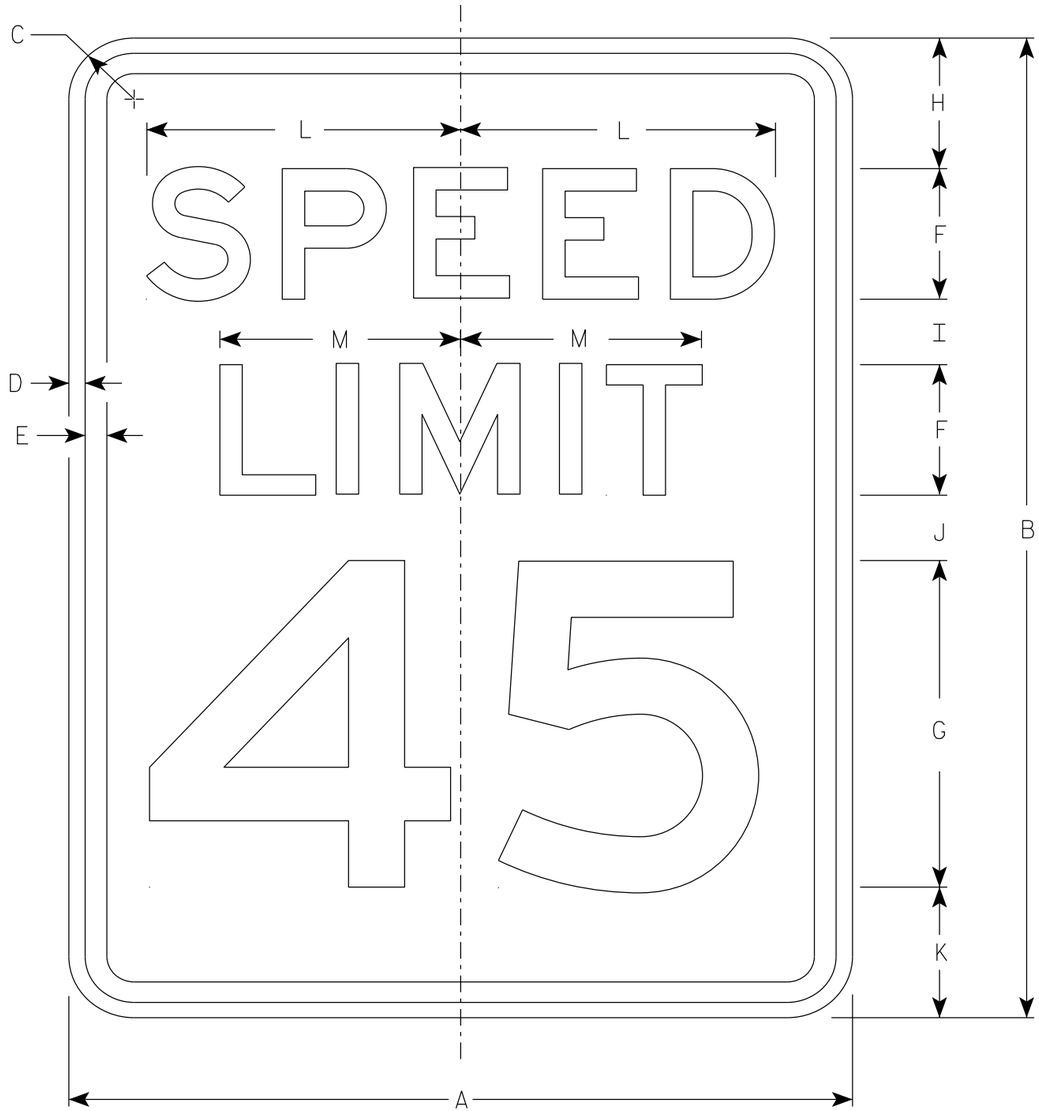
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 131	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

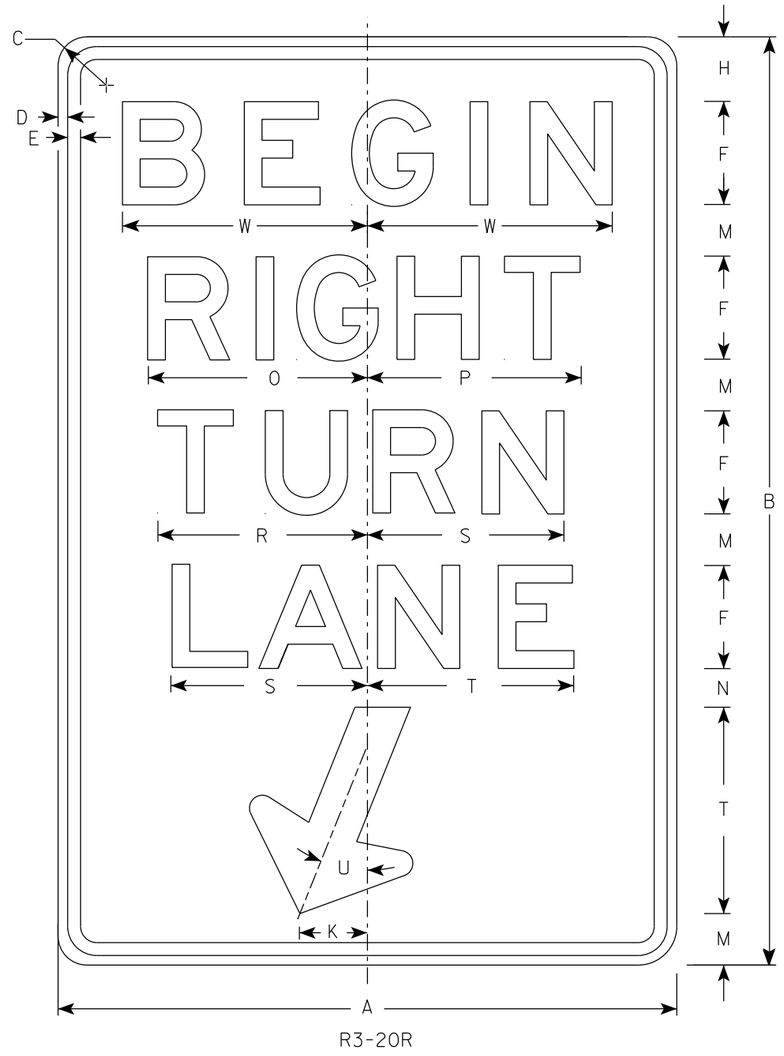
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

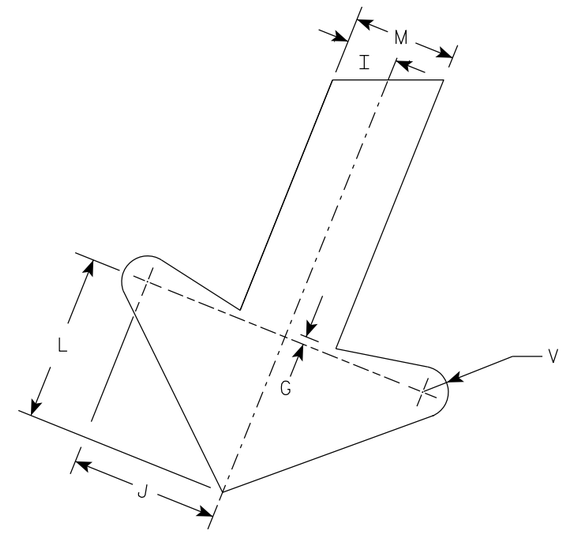
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 132 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

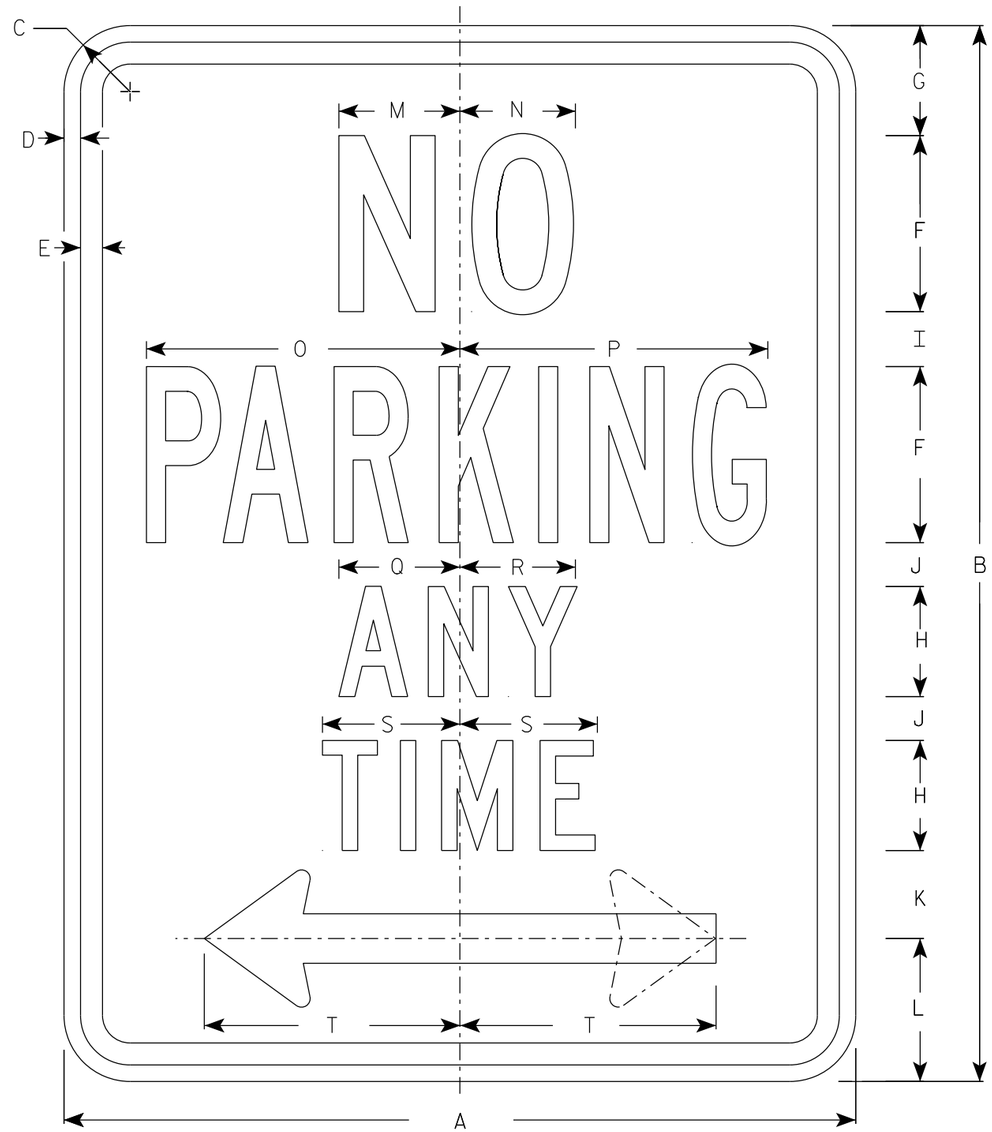
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20R.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 133 | E

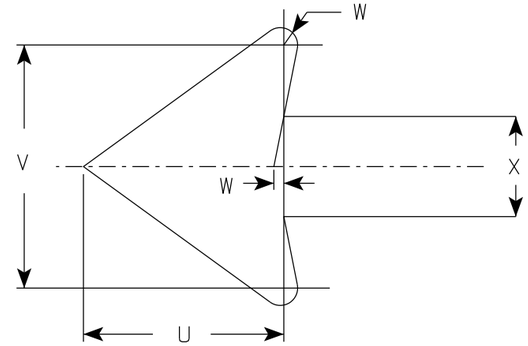


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

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 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

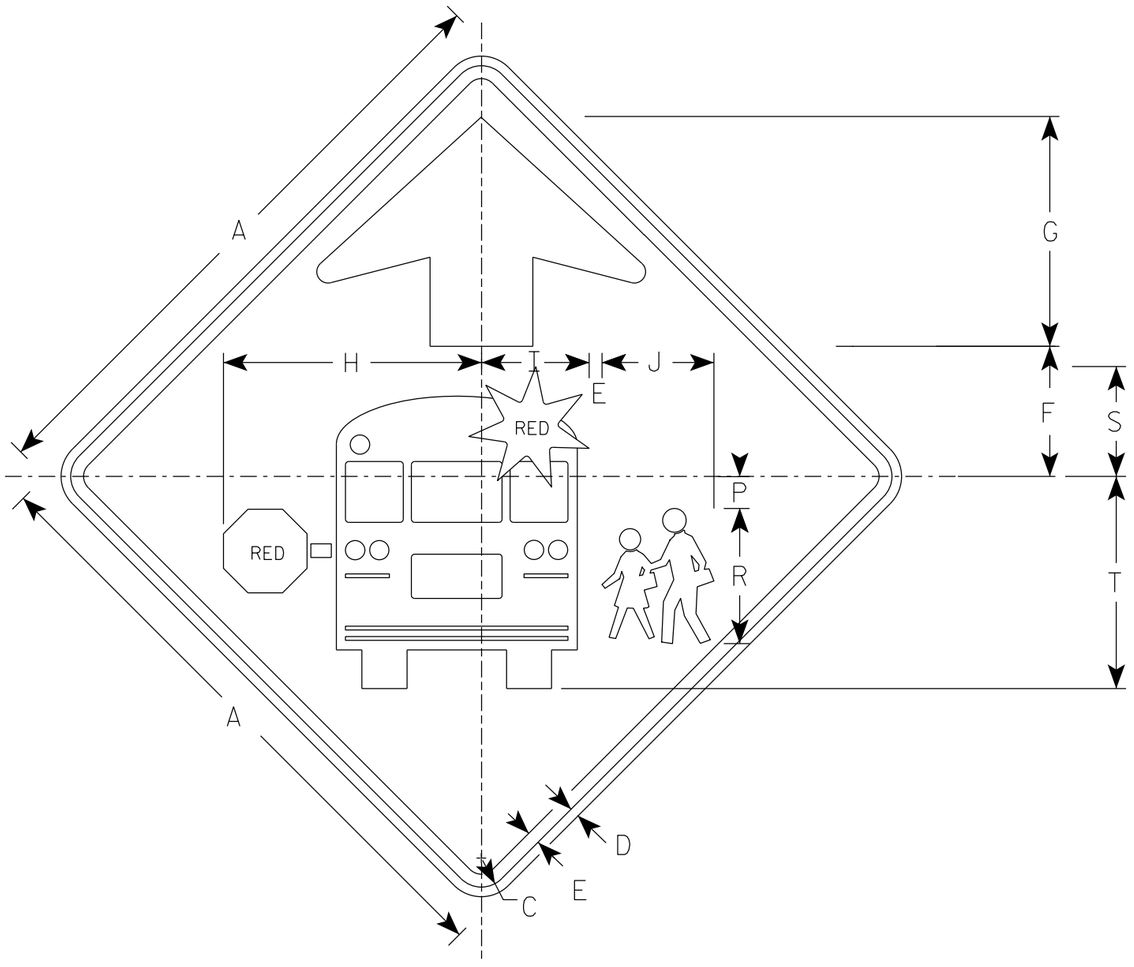
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.dgn PLOT DATE : 26-OCT 2023 2:48 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

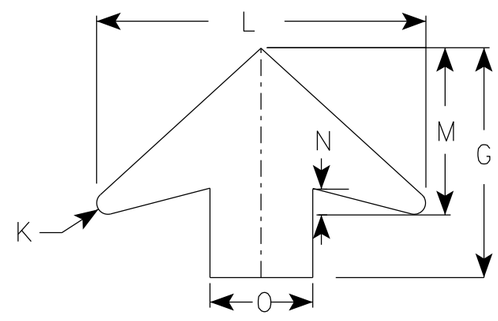
7



S3-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- 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	30		1 7/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2S	36		2 1/4	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
2M	36		2 1/4	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		3	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		3	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

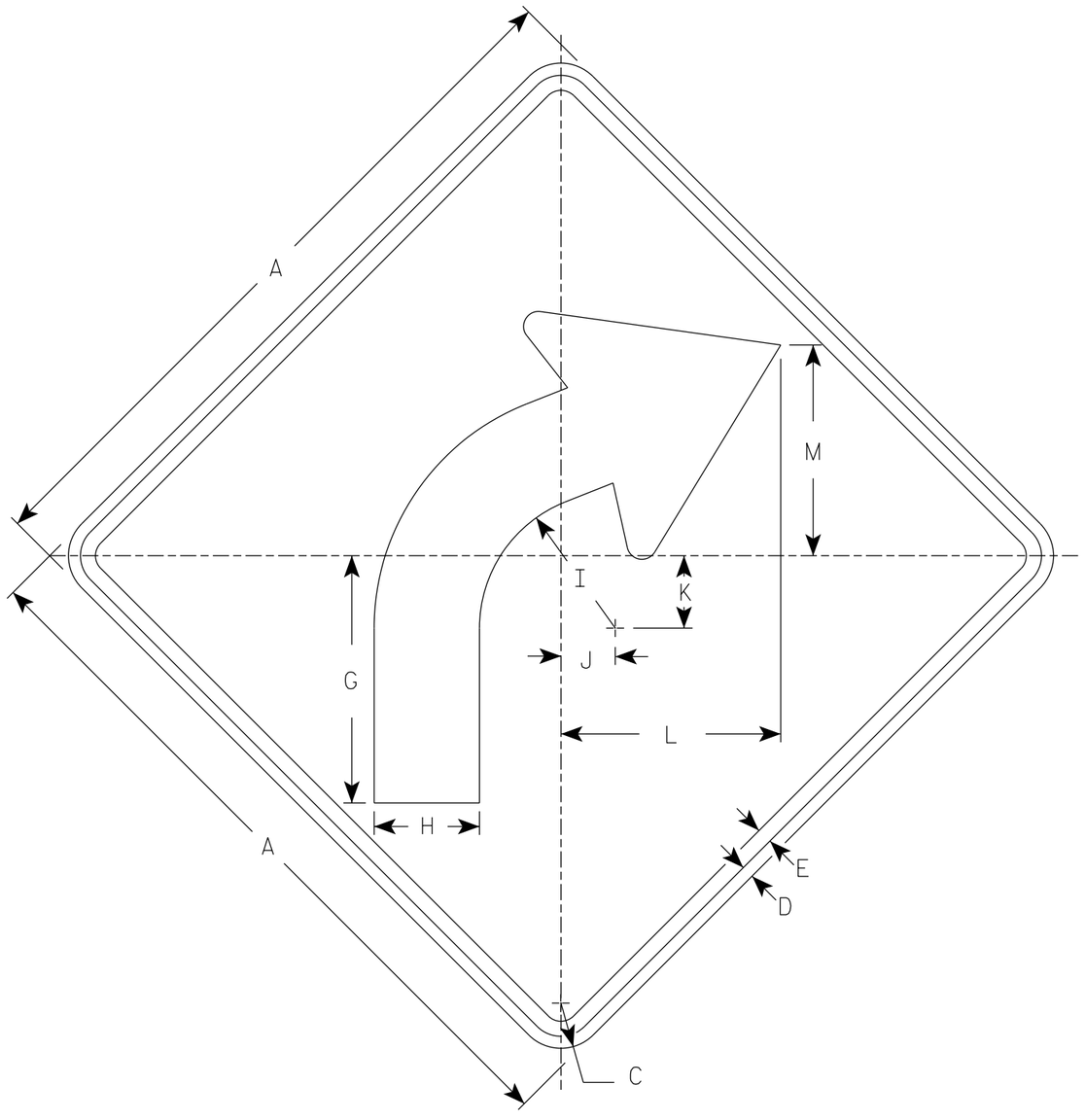
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/22/2023 PLATE NO. S3-1.7

PROJECT NO:

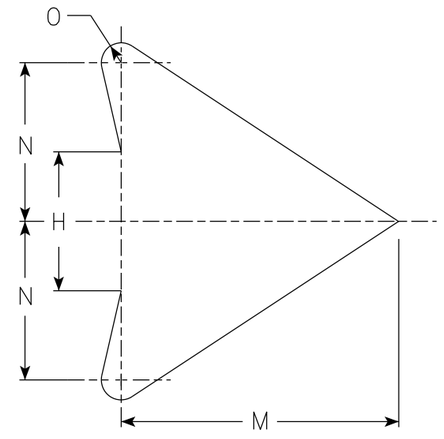
SHEET NO: 135 E



W1-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 7/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

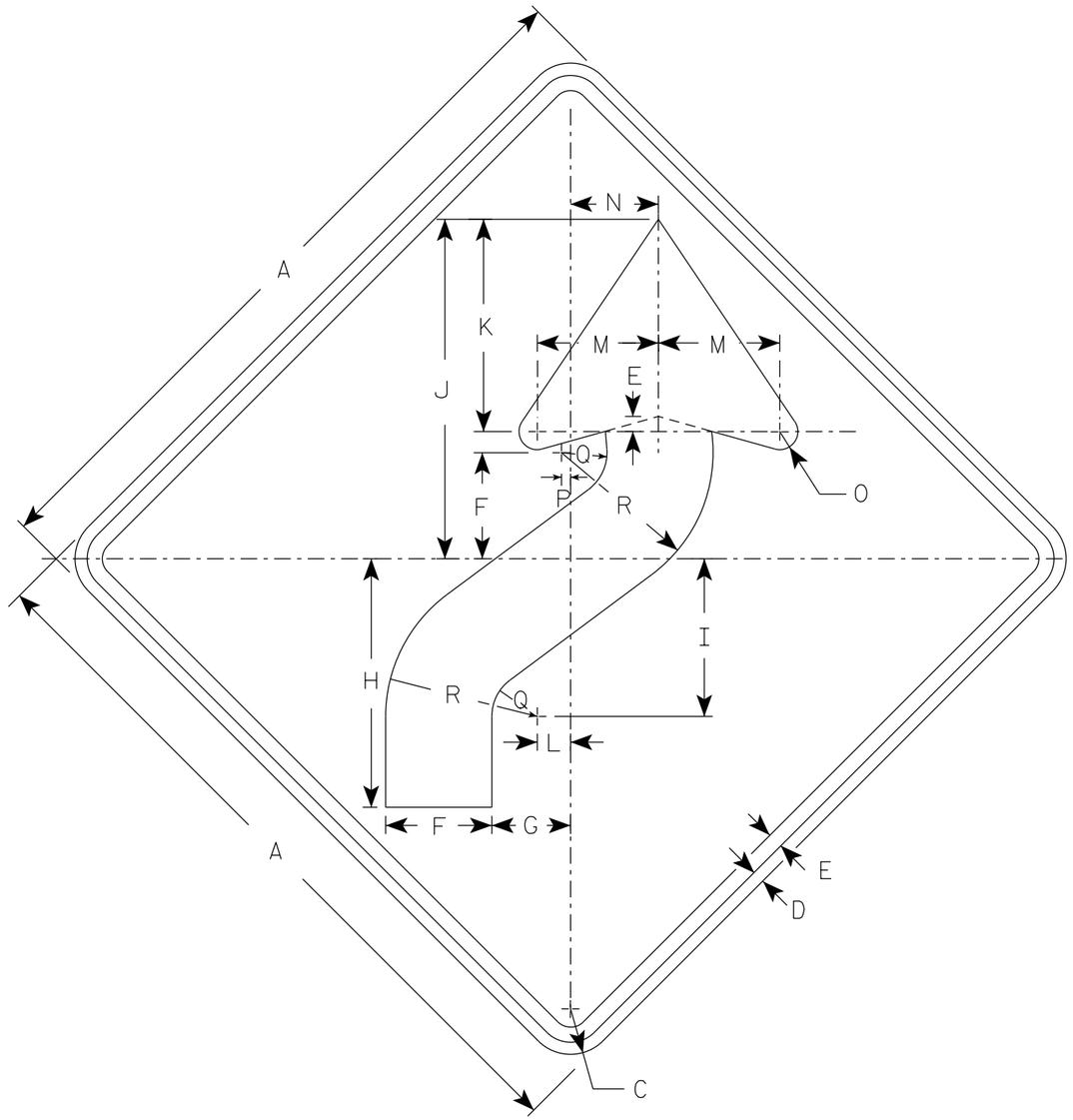
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 136	E



W1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 7/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
3	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
4	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

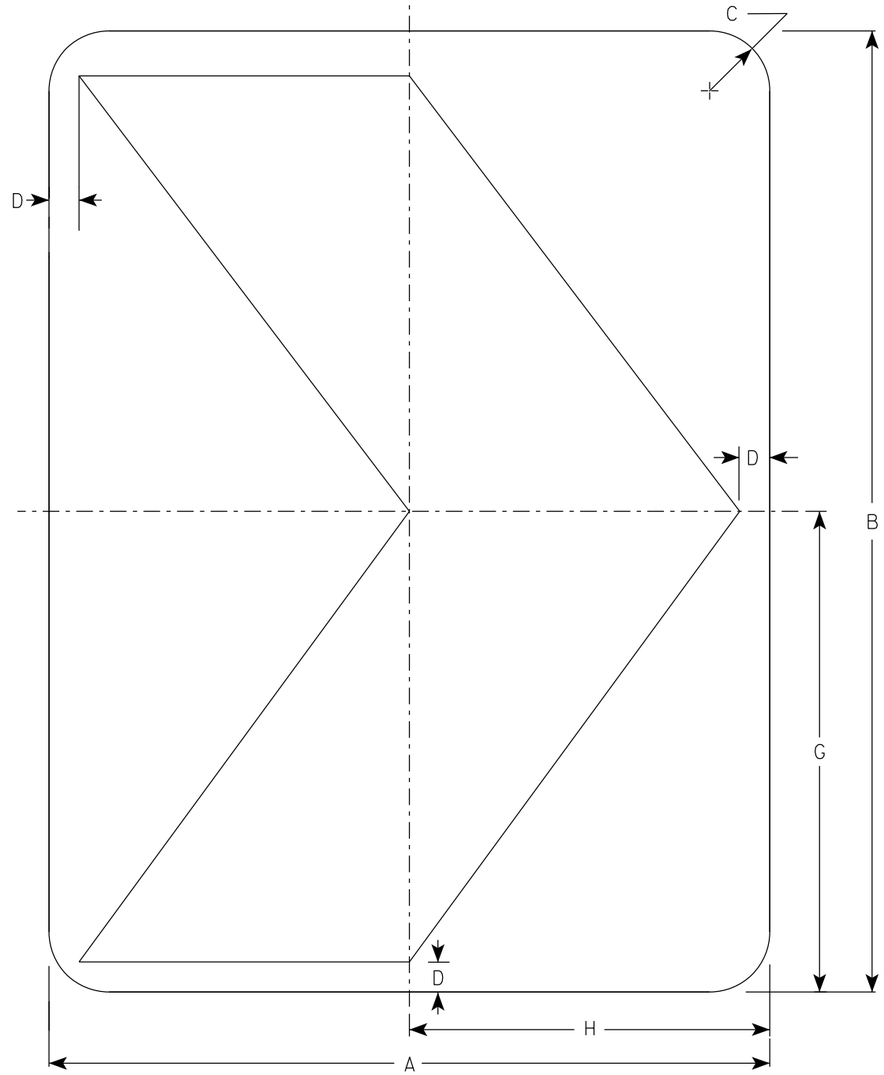
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-4.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E



W1-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	1 ⅞	1 ½			24	18																			12.0

STANDARD SIGN

W1-8

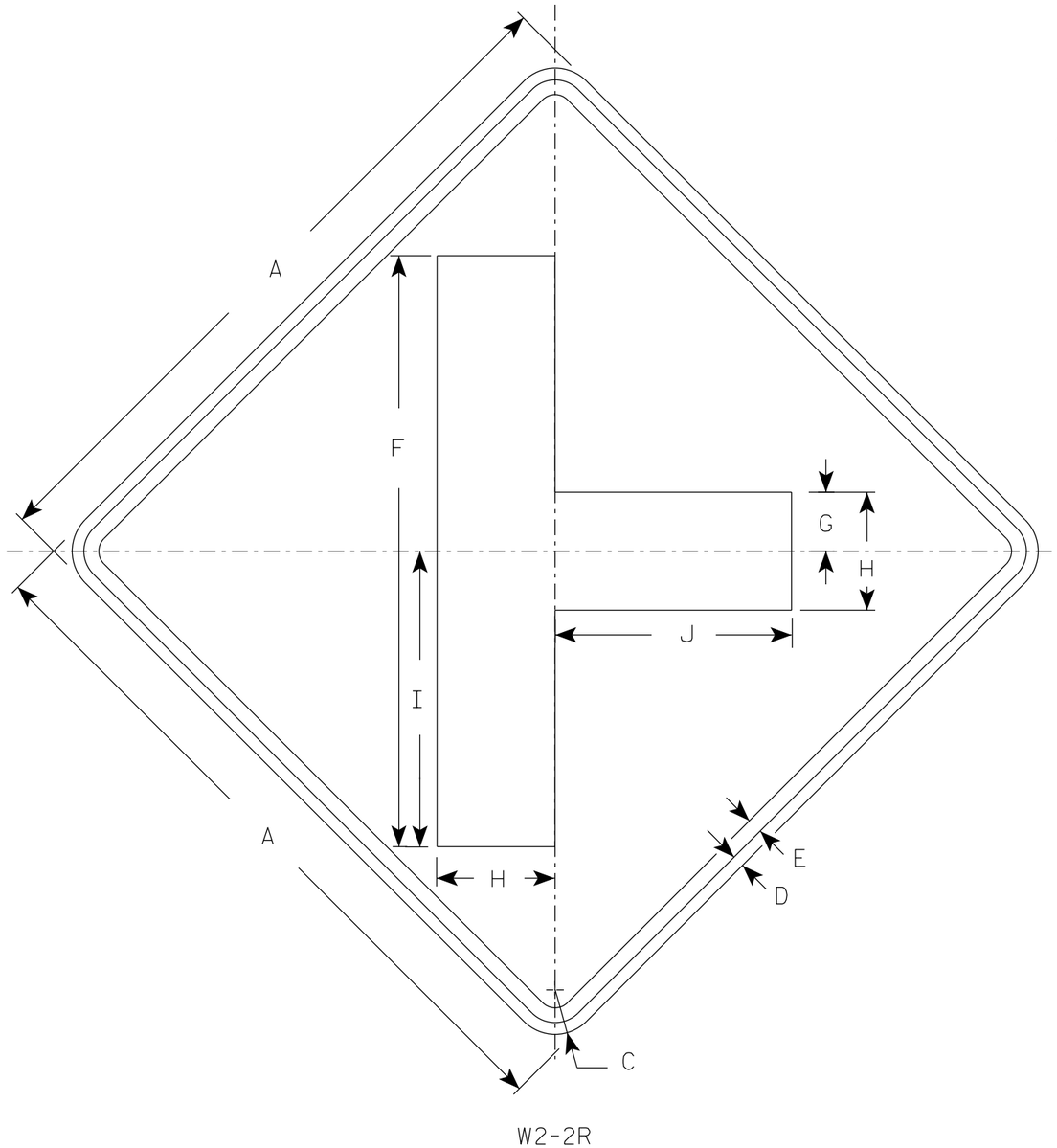
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/11/2023 PLATE NO. W1-8.7

PROJECT NO:

SHEET NO: 138 E



W2-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W2-2L same as W2-2R but is rotated 180° when mounted.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	20	2	4	10	8																	4.0
2S	30		1 7/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
2M	30		1 7/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
3	36		2 1/4	5/8	3/4	30	3	6	15	12																	9.0
4	48		3	3/4	1	40	4	8	20	16																	16.0
5																											

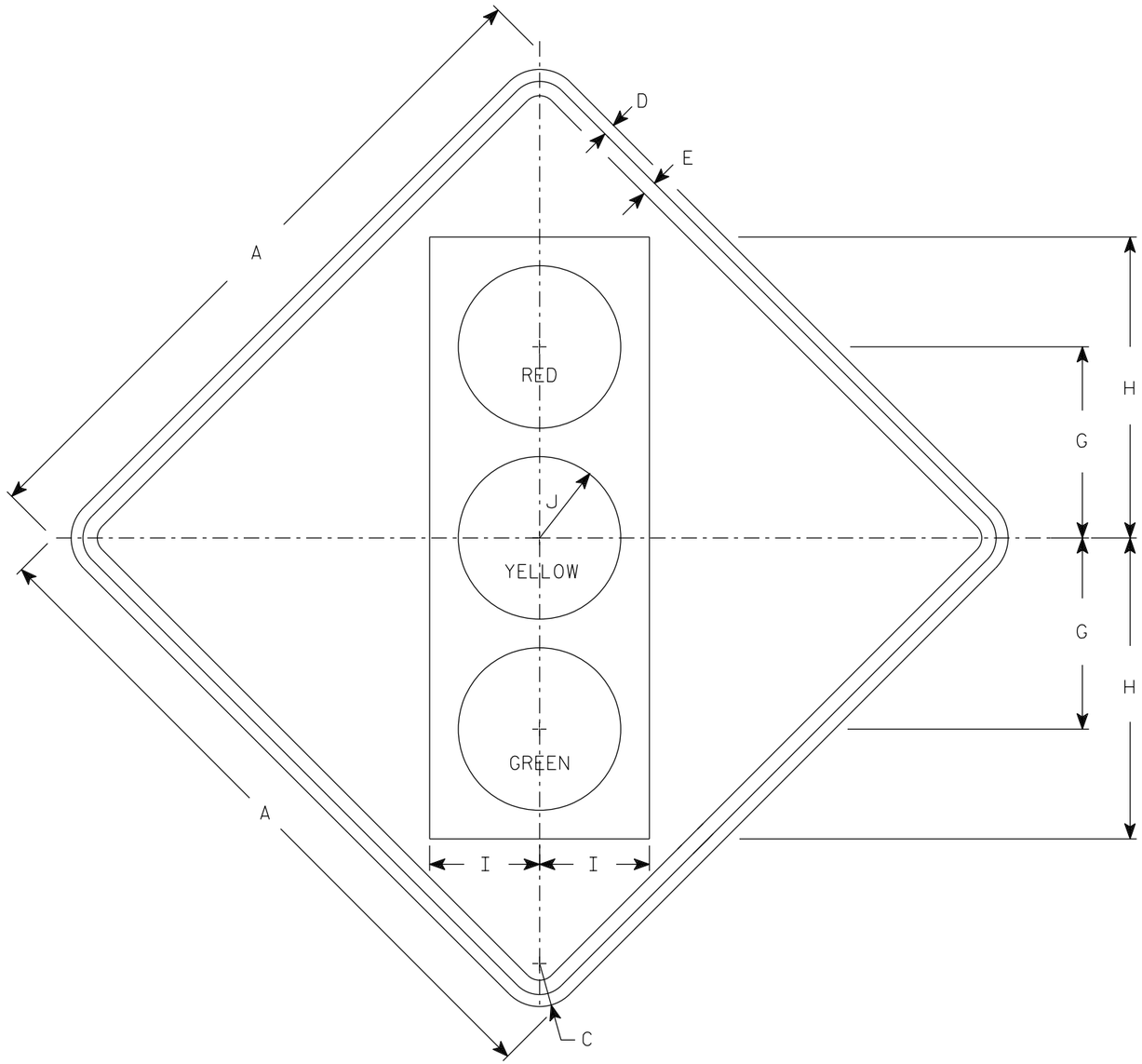
STANDARD SIGN
W2-2 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/16/2023 PLATE NO. W2-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 139 | E



W3-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - See Note 3
3. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0

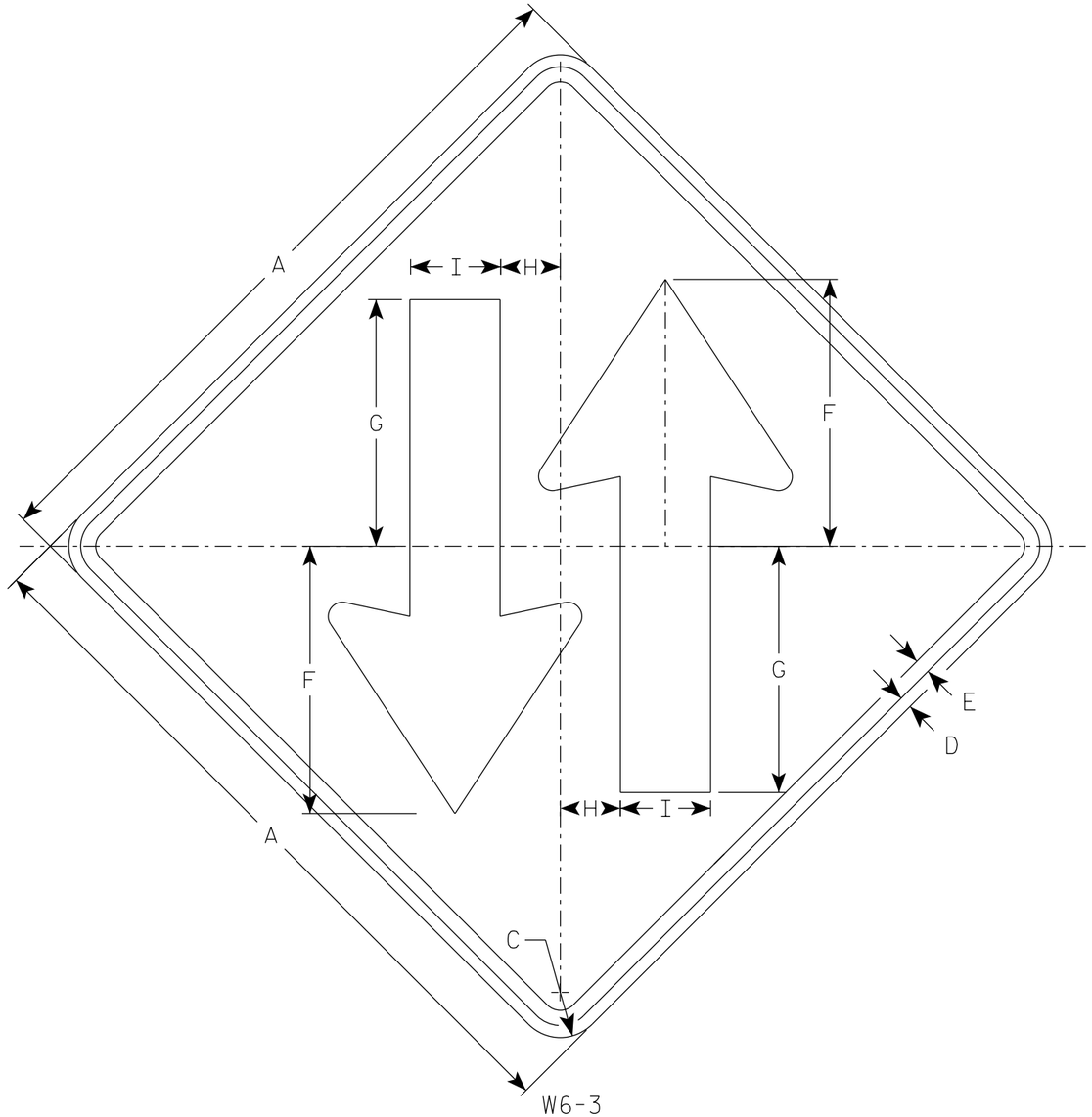
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

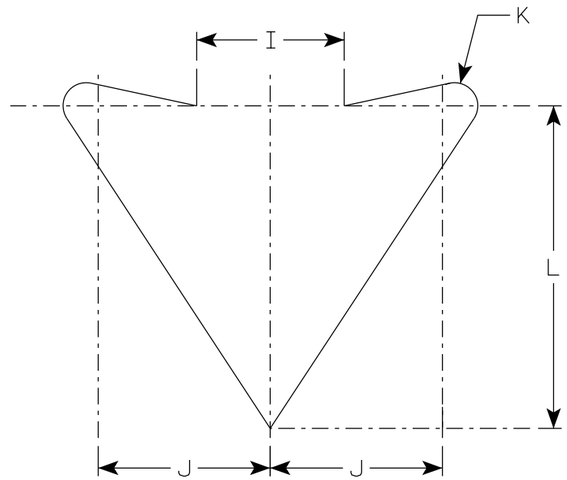
DATE 8/21/2023 PLATE NO. W3-3.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 140	E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - 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	30		1 7/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		2 1/4	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		2 1/4	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3	36		2 1/4	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
4	48		3	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		3	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN

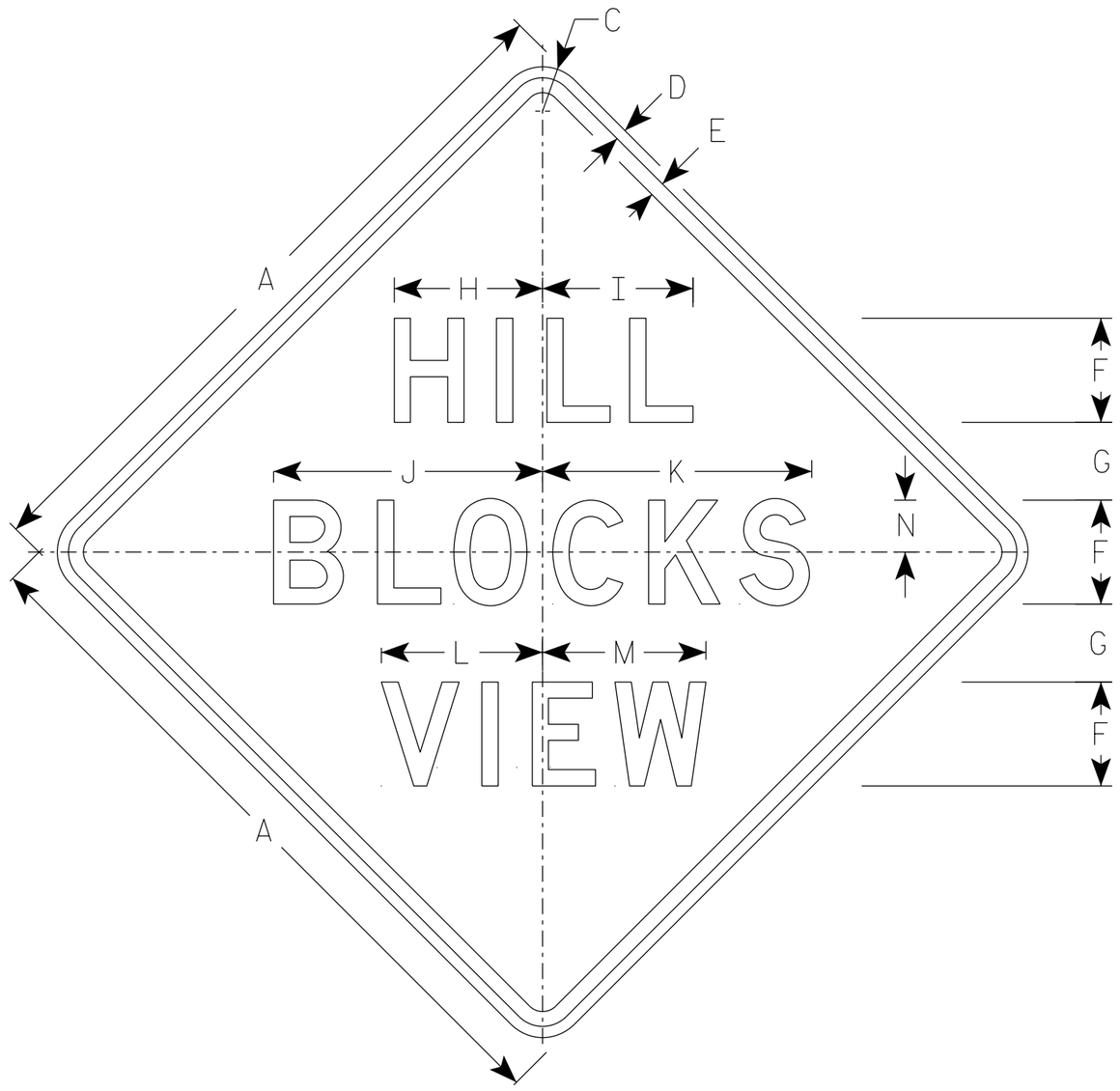
W6-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/6/2023 PLATE NO. W6-3.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W7-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8	1/2	5/8	5	3 3/4	6	8 3/8	12 7/8	13	7 7/8	7 3/4	2 1/2													6.25
2M	36		2 1/4	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
3	36		2 1/4	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
4	36		2 1/4	5/8	3/4	6	4 1/2	7 3/4	10 3/4	16	16 1/8	9 7/8	9 7/8	3													9.0
5	48		3	3/4	1	7	5 1/4	10	10 1/8	18 1/8	18 1/8	10 7/8	11	3 1/2													16.0

STANDARD SIGN
W7-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/24/2023 PLATE NO. W7-6.4

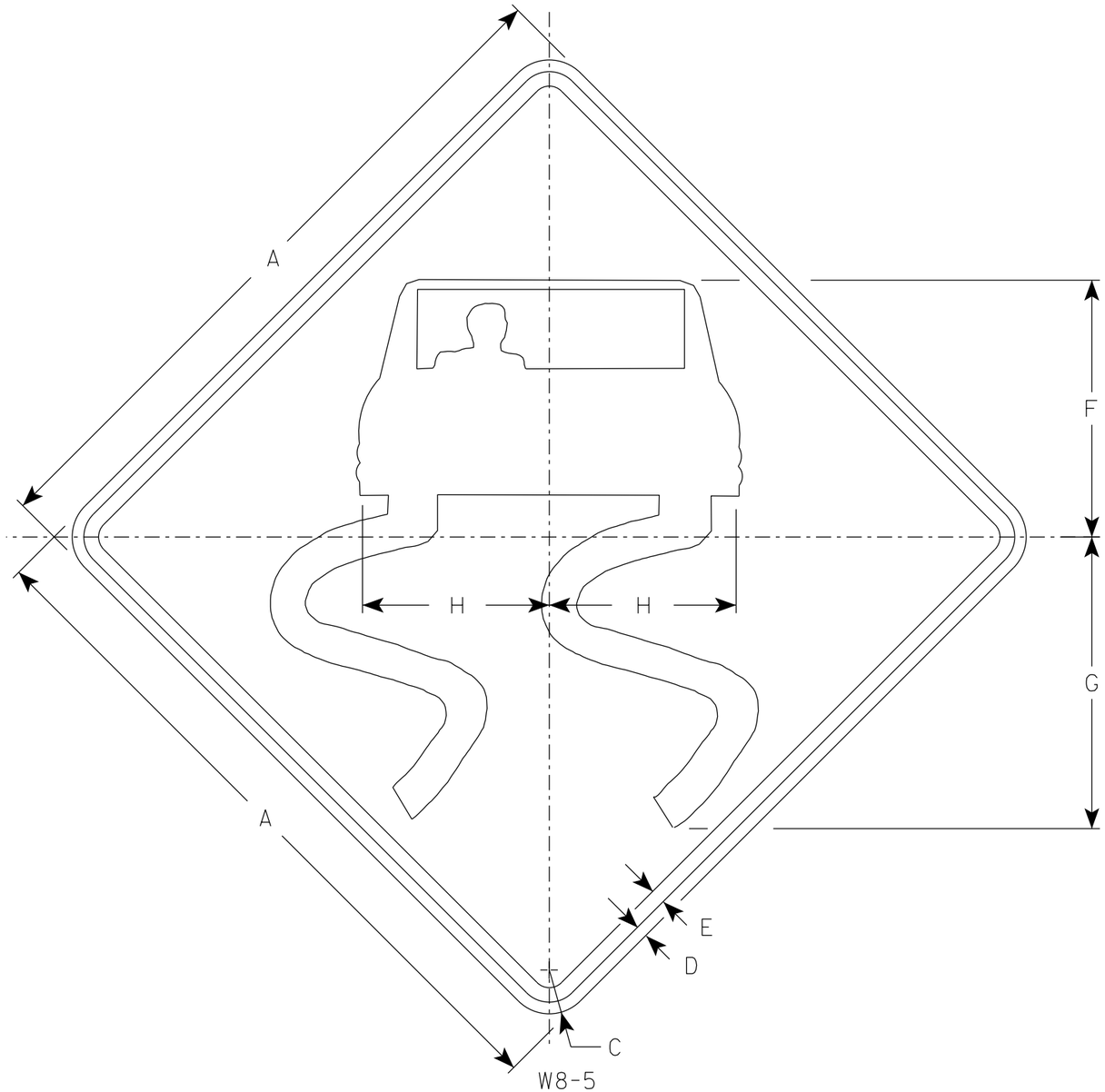
PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W76.dgn PLOT DATE : 24-OCT 2023 7:00 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	8 3/4	9 7/8	6 3/8																			4.0
2S	30		1 7/8	1/2	5/8	11	12 1/2	8																			6.25
2M	36		2 1/4	5/8	3/4	13	14 7/8	9 1/2																			9.0
3	36		2 1/4	5/8	3/4	13	14 7/8	9 1/2																			9.0
4	36		2 1/4	5/8	3/4	13	14 7/8	9 1/2																			9.0
5	48		3	3/4	1	17 3/8	19 3/4	12 5/8																			16.0

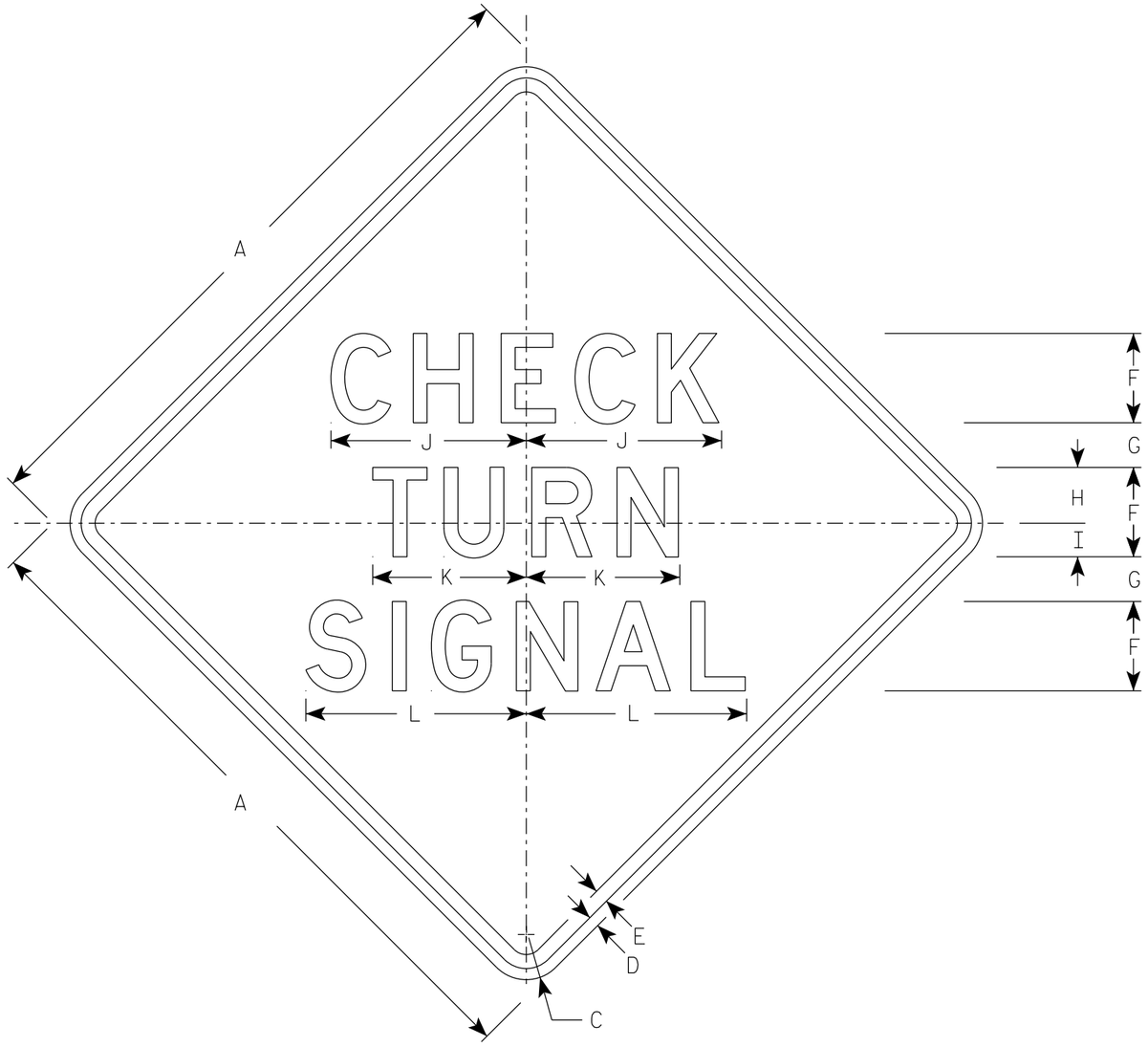
STANDARD SIGN
W8-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 10/24/2023 PLATE NO. W8-5.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 143	E



W8-68

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8	1/2	5/8	4	2	2 1/2	1 1/2	8 3/4	6 7/8	9 7/8															6.25
2M	30		1 7/8	1/2	5/8	4	2	2 1/2	1 1/2	8 3/4	6 7/8	9 7/8															6.25
3																											
4																											
5																											

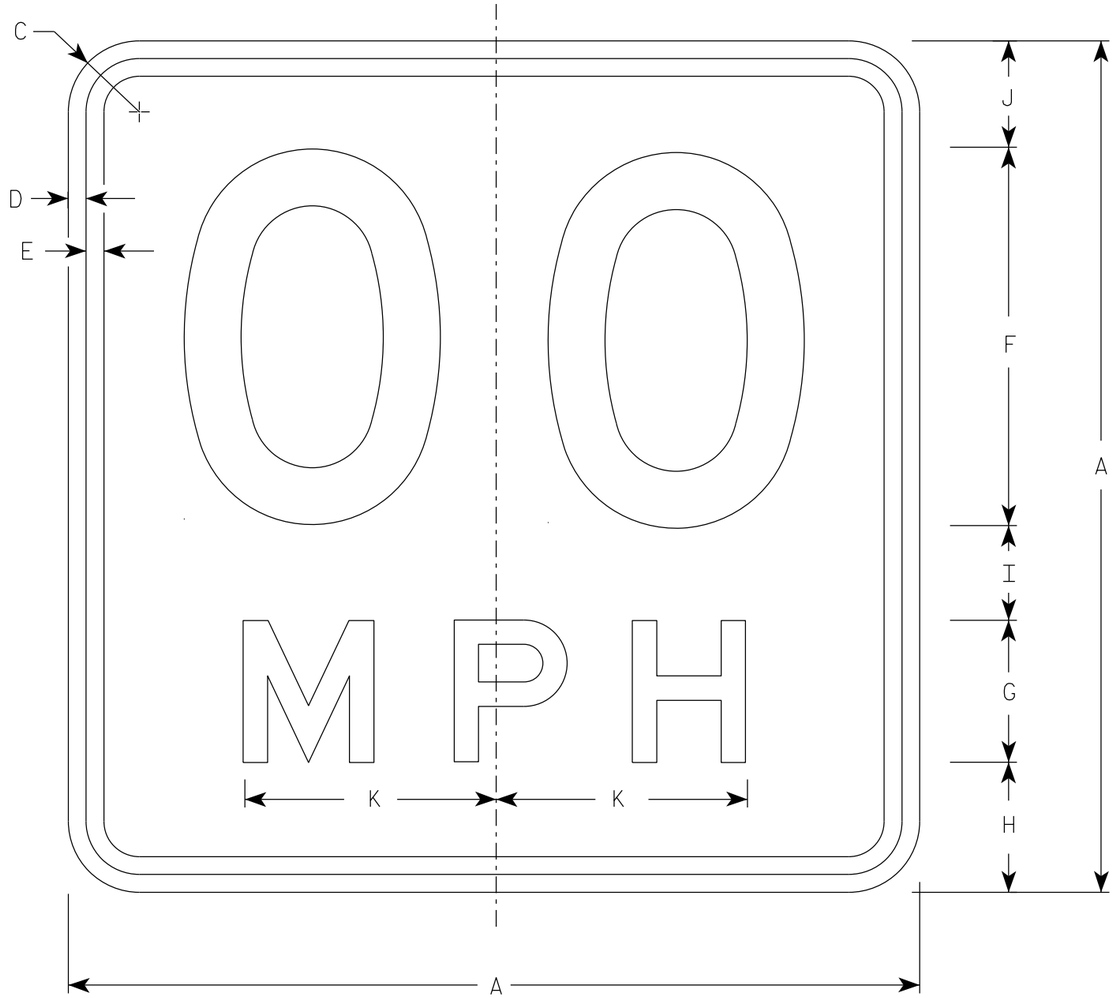
STANDARD SIGN
W8-68

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/8/2023 PLATE NO. W8-68.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 144 | E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

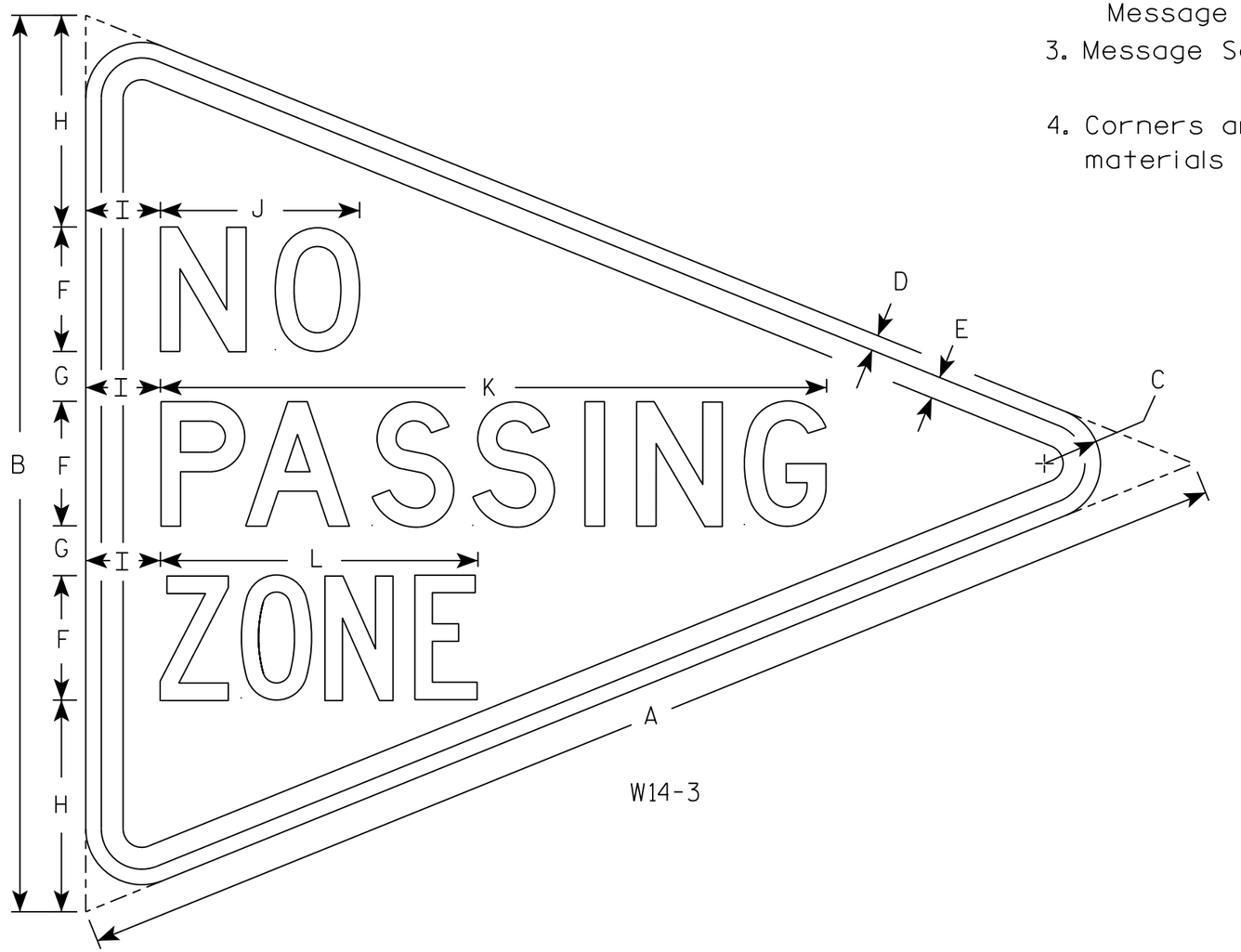
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

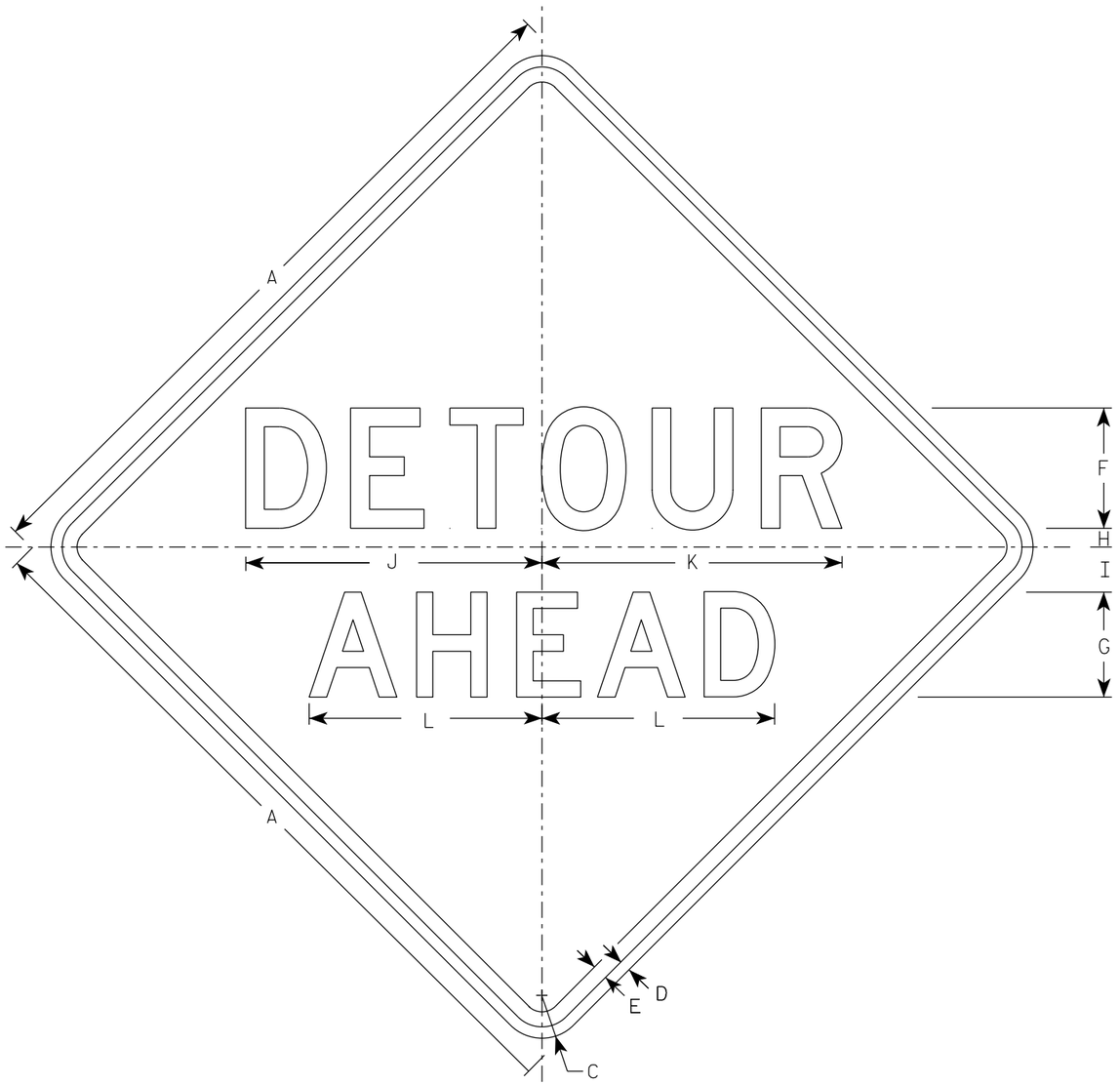
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

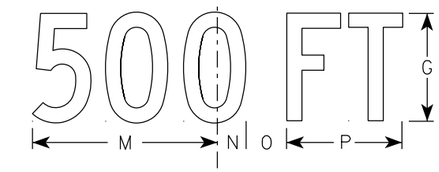
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

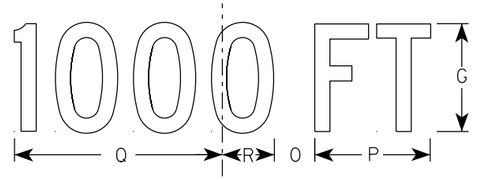
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146 | E



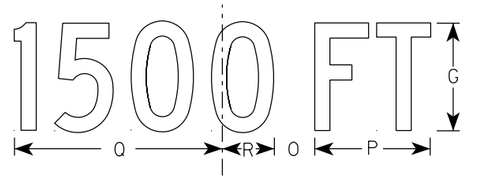
W20-2A



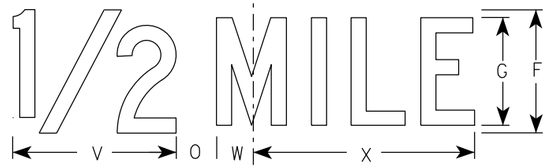
W20-2D



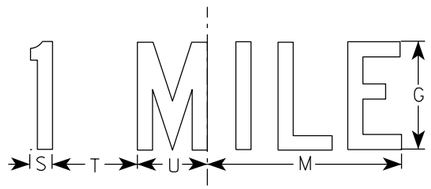
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

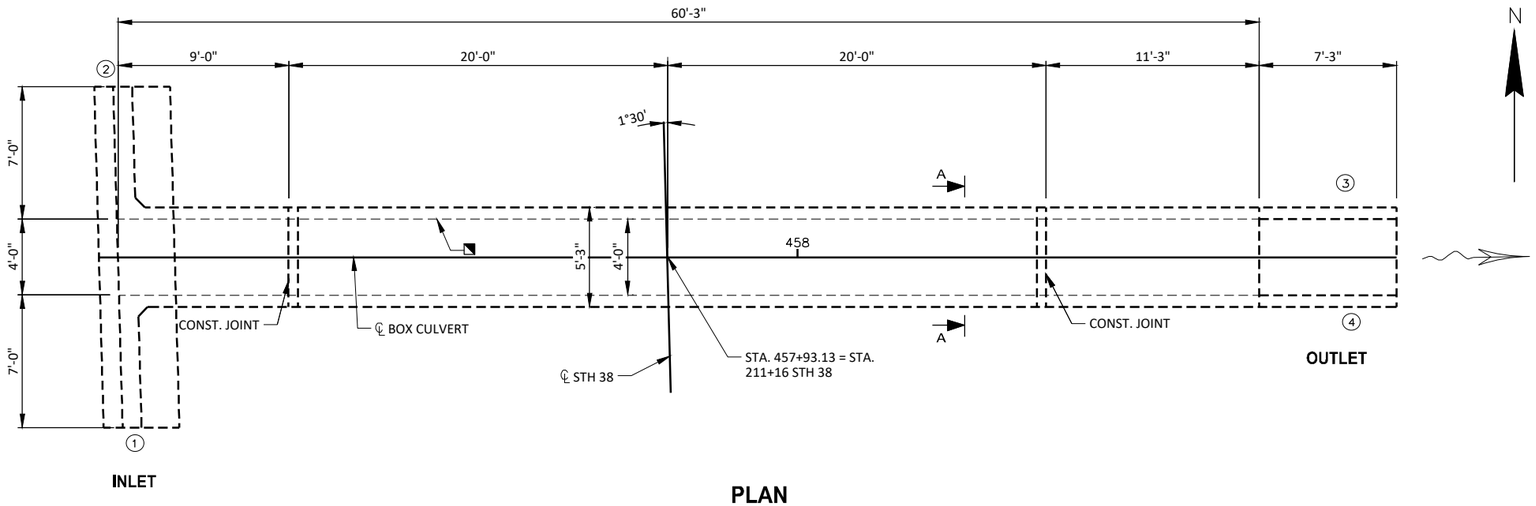
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

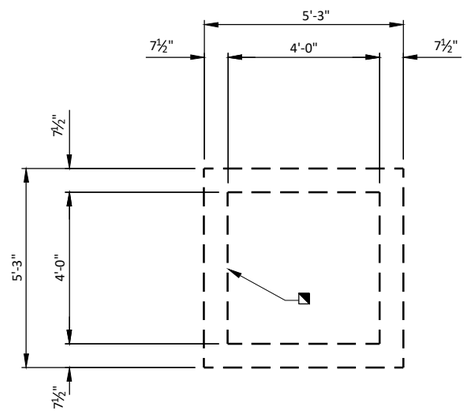
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PLAN
(SINGLE CELL BOX CULVERT)



SECTION A-A

	TOTAL ESTIMATED QUANTITIES		
ITEM NUMBER	BID ITEM	UNIT	TOTAL
509.1500	CONCRETE SURFACE REPAIR	SF	50

STATE PROJECT NUMBER

2290-24-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

THE PROPOSED REHABILITATION INCLUDES CONCRETE SURFACE REPAIR.

"CONCRETE SURFACE REPAIR" QUANTITIES ARE AN ESTIMATE ONLY. REPAIR LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1/2-INCH SAW CUT UNLESS SPECIFIED OTHERWISE

CONCRETE SURFACE REPAIR AREAS NEAR OR BELOW THE WATER LINE WITHIN THE BOX WILL BE ISOLATED WITH SAND BAGS, WHICH ARE INCIDENTAL TO THE WORK.

TRAFFIC DATA

STH 38
AADT (2045)_____6,460
DESIGN SPEED_____55 MPH

LIST OF DRAWINGS:

1. GENERAL PLAN

DESIGN DATA:

LIVE LOAD:

INVENTORY LOAD RATING: HS20
OPERATING LOAD RATING: HS33
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV): 190 kips
LOAD RATINGS PER WBM 45.8.2.1

MATERIAL PROPERTIES:

CONCRETE MASONRY_____f'c = 3,500 psi

WISCONSIN
ANDREW J. SMIEJA
E-31137
WAUKESHA, WI
PROFESSIONAL ENGINEER

11/18/2025
(DATE)

NO.	DATE	REVISION	BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Brookfield, WI 53005
414-225-9817

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR CHIEF STRUCTURES DESIGN ENGINEER 12/04/25 DATE

STRUCTURE C-51-8

STH 38 OVER BRANCH OF ROOT RIVER

COUNTY RACINE | ~~TOWN/CITY~~/VILLAGE CALEDONIA

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
EV	AS	EV	AS

DESIGN CONSULTANT
ANDY SMIEJA, PE
(414) 935-4350

BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

GENERAL PLAN

SHEET 1 OF 1
148

DIVISION 1 - ALI-STH 38

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
192+00.00	19200.00	0.00	12.64	5.67	0.70	0	0	0	0	0	0
192+25.00	19225.00	25.00	23.54	5.67	5.69	17	5	3	17	4	8
192+50.00	19250.00	25.00	24.97	5.67	5.89	22	5	5	39	10	19
192+75.00	19275.00	25.00	29.84	5.67	7.29	25	5	6	64	18	32
193+00.00	19300.00	25.00	29.73	5.67	5.10	28	5	6	92	25	47
193+25.00	19325.00	25.00	26.91	5.67	5.80	26	5	5	118	31	62
193+47.00	19347.00	22.00	35.57	5.67	4.58	25	5	4	143	36	77
193+50.00	19350.00	3.00	31.36	5.67	3.43	4	1	0	147	36	80
193+75.00	19375.00	25.00	31.06	5.67	6.39	29	5	5	176	43	98
194+00.00	19400.00	25.00	29.25	5.67	2.92	28	5	4	204	48	116
194+25.00	19425.00	25.00	23.66	5.67	0.16	24	5	1	228	49	133
194+30.00	19430.00	5.00	27.23	5.67	0.32	5	1	0	233	49	137
194+46.00	19446.00	16.00	25.01	5.67	4.00	15	3	1	248	50	148
194+50.00	19450.00	4.00	21.21	5.67	11.49	3	1	1	251	51	149
194+55.00	19455.00	5.00	17.82	5.67	4.61	4	1	1	255	53	151
194+60.00	19460.00	5.00	11.01	5.67	3.08	3	1	1	258	54	151

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL.

(8) REDUCED MARSH IN FILL - EXCAVATED MARSH MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE. MARSH IN FILL REDUCTION FACTOR = CUT

(9) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = SALVAGED/UNUSABLE PAVEMENT MATERIAL

(10) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL. MARSH BACKFILL FACTOR = FILL. ITEM NUMBER 208.1100

(13) EXPANDED FILL FACTOR = CUT

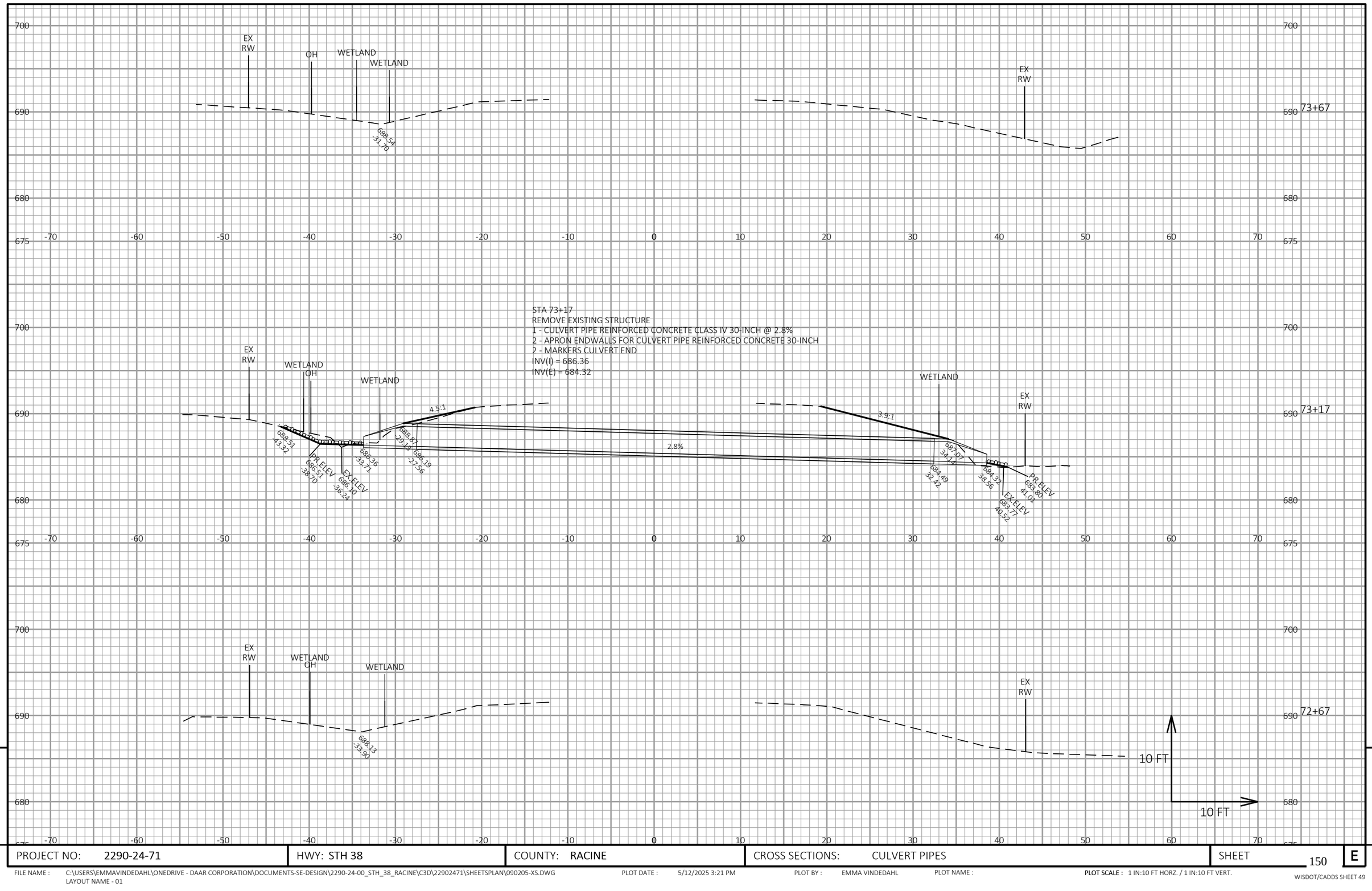
EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH - REDUCED EBS) * FILL FACTOR

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STA 73+17
REMOVE EXISTING STRUCTURE
1 - CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH @ 2.8%
2 - APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
2 - MARKERS CULVERT END
INV(I) = 686.36
INV(E) = 684.32



9

9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CULVERT PIPES	SHEET 150	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 01
PLOT DATE : 5/12/2025 3:21 PM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

146+11

WETLAND
OH
686.44
42.21

STA 145+61
REMOVE EXISTING STRUCTURE
1 - CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH @ 0.2%
2 - APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
2 - MARKERS CULVERT END
INV(I) = 683.12
INV(E) = 682.98

OH
WETLAND
3.8:1
4.7:1
WETLAND
0.2%
684.40
47.12
683.13
42.29
683.12
37.29
685.82
32.78
683.11
31.14
685.65
36.21
682.99
34.86
682.98
41.00
EX ELEV
681.85
43.41
PR ELEV
682.96
46.00
683.31
50.99

145+61

OH
687.78
34.09

145+11

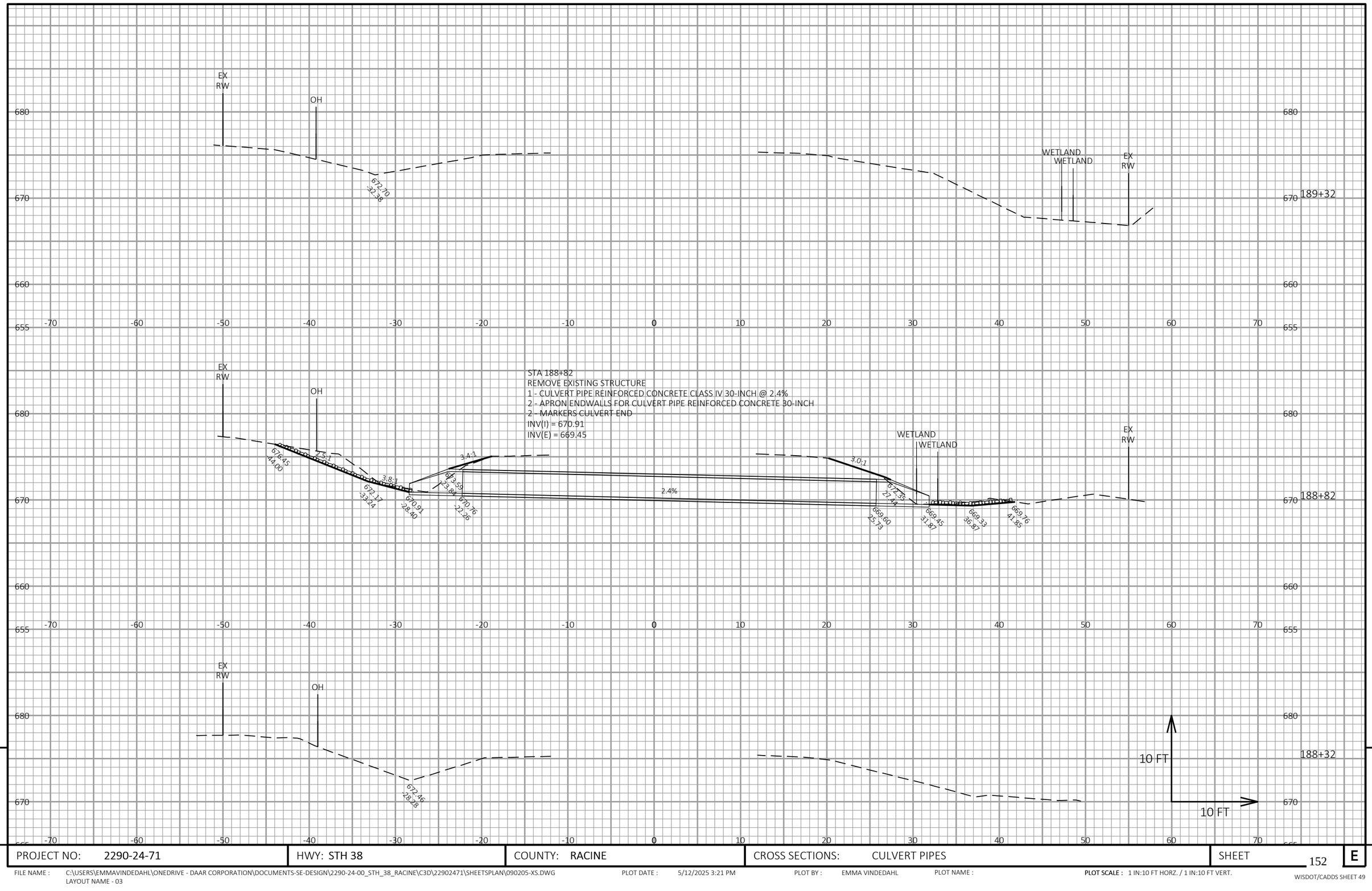
687.72
56.03
10 FT
10 FT

9

9

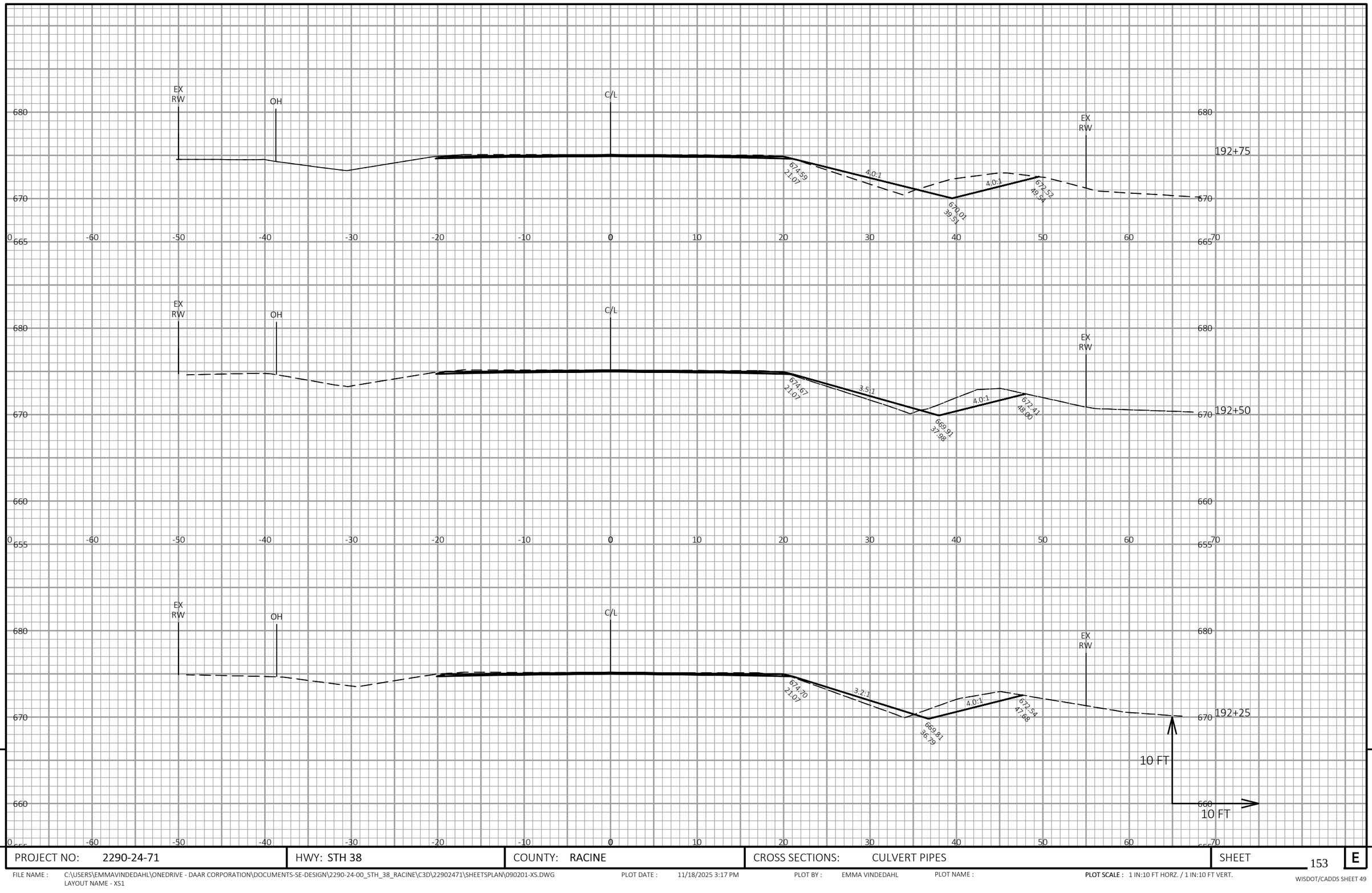
PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CULVERT PIPES	SHEET 151	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 02
PLOT DATE : 5/12/2025 3:21 PM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CULVERT PIPES	SHEET 152	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 03
PLOT DATE : 5/12/2025 3:21 PM PLOT BY : EMMA VINDEDAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CULVERT PIPES	SHEET 153	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - XS1

PLOT DATE : 11/18/2025 3:17 PM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

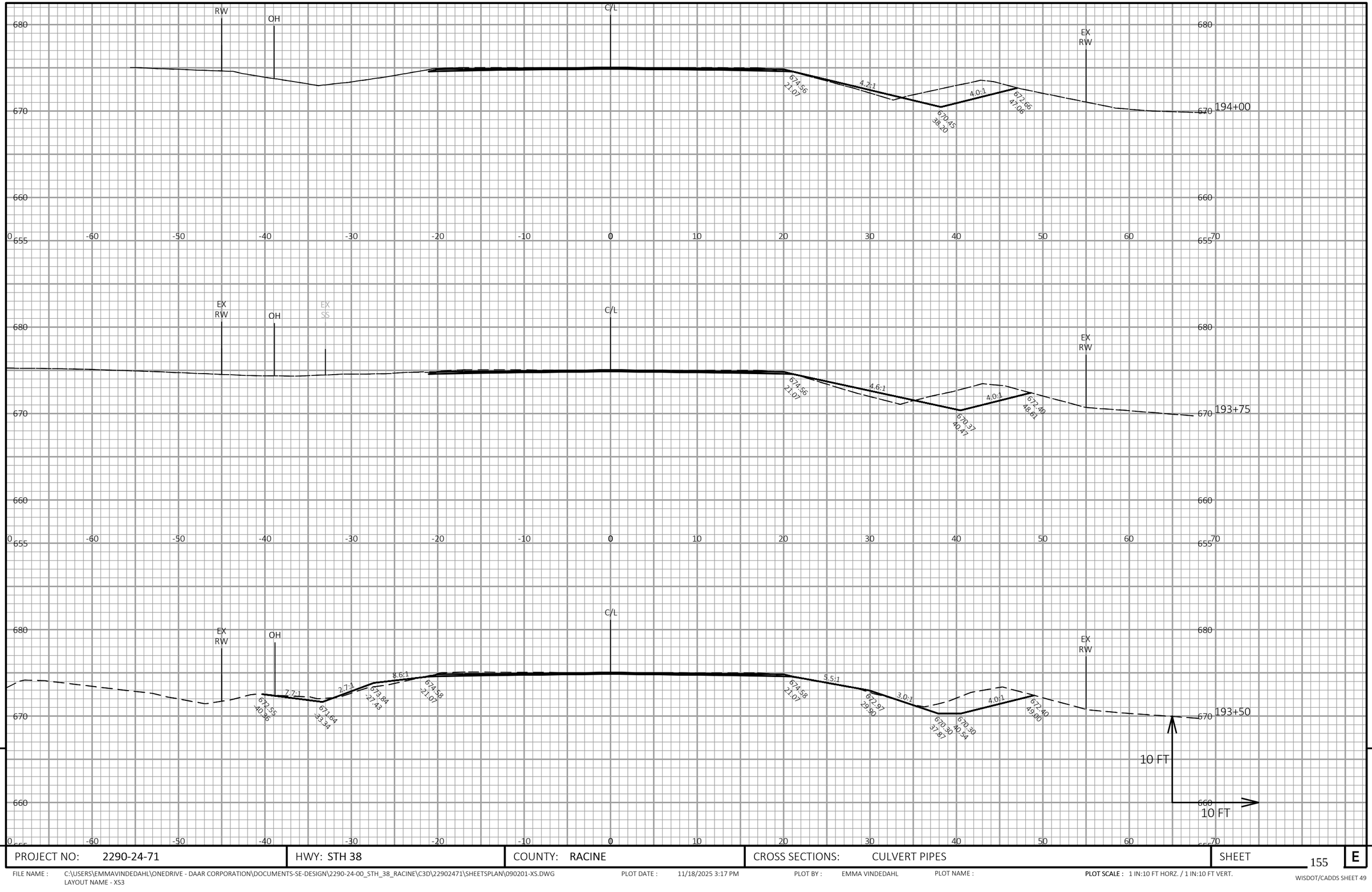
9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CULVERT PIPES	SHEET 154	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - XS2

PLOT DATE : 11/18/2025 3:17 PM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

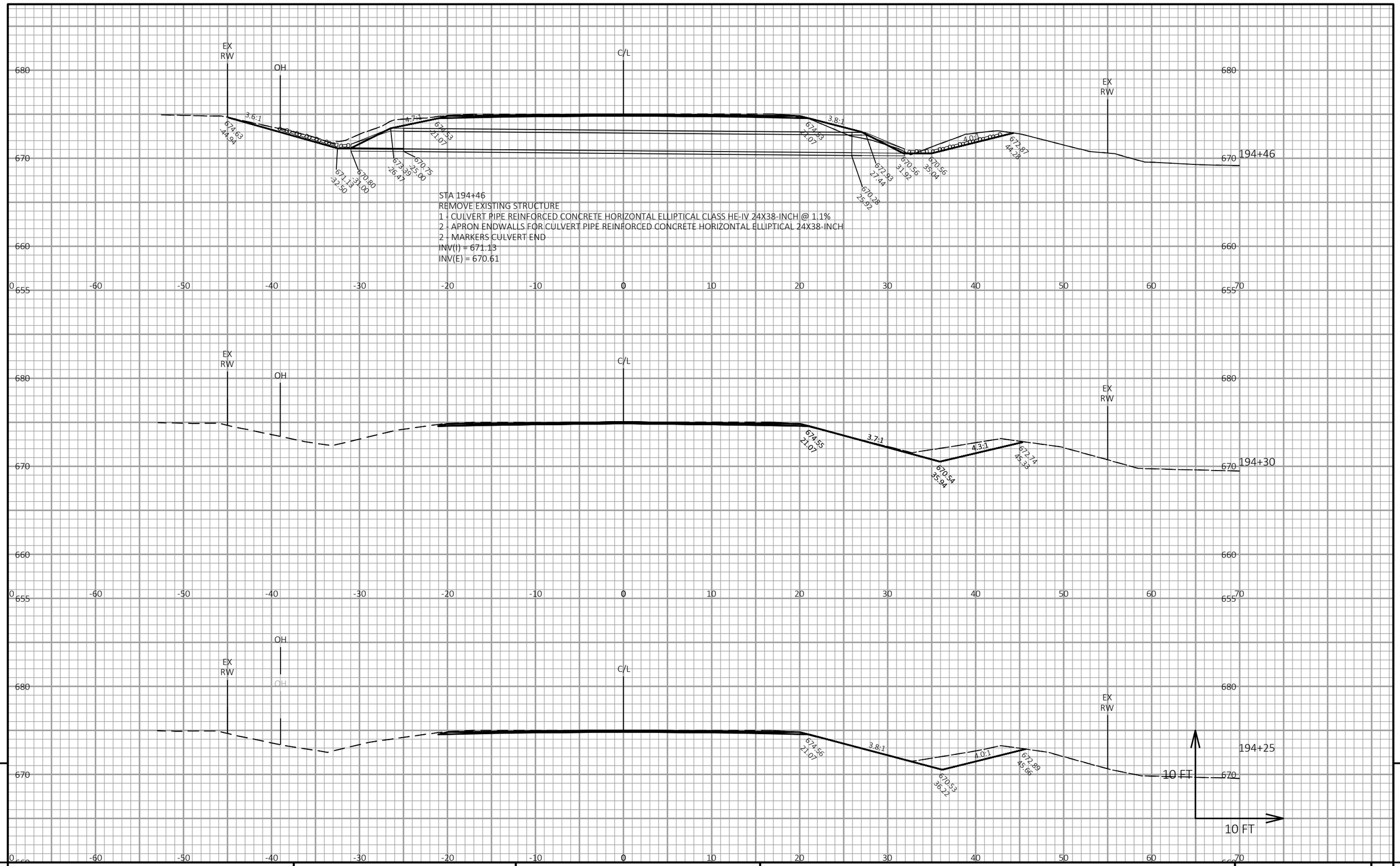
9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CULVERT PIPES	SHEET 155	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - XS3

PLOT DATE : 11/18/2025 3:17 PM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

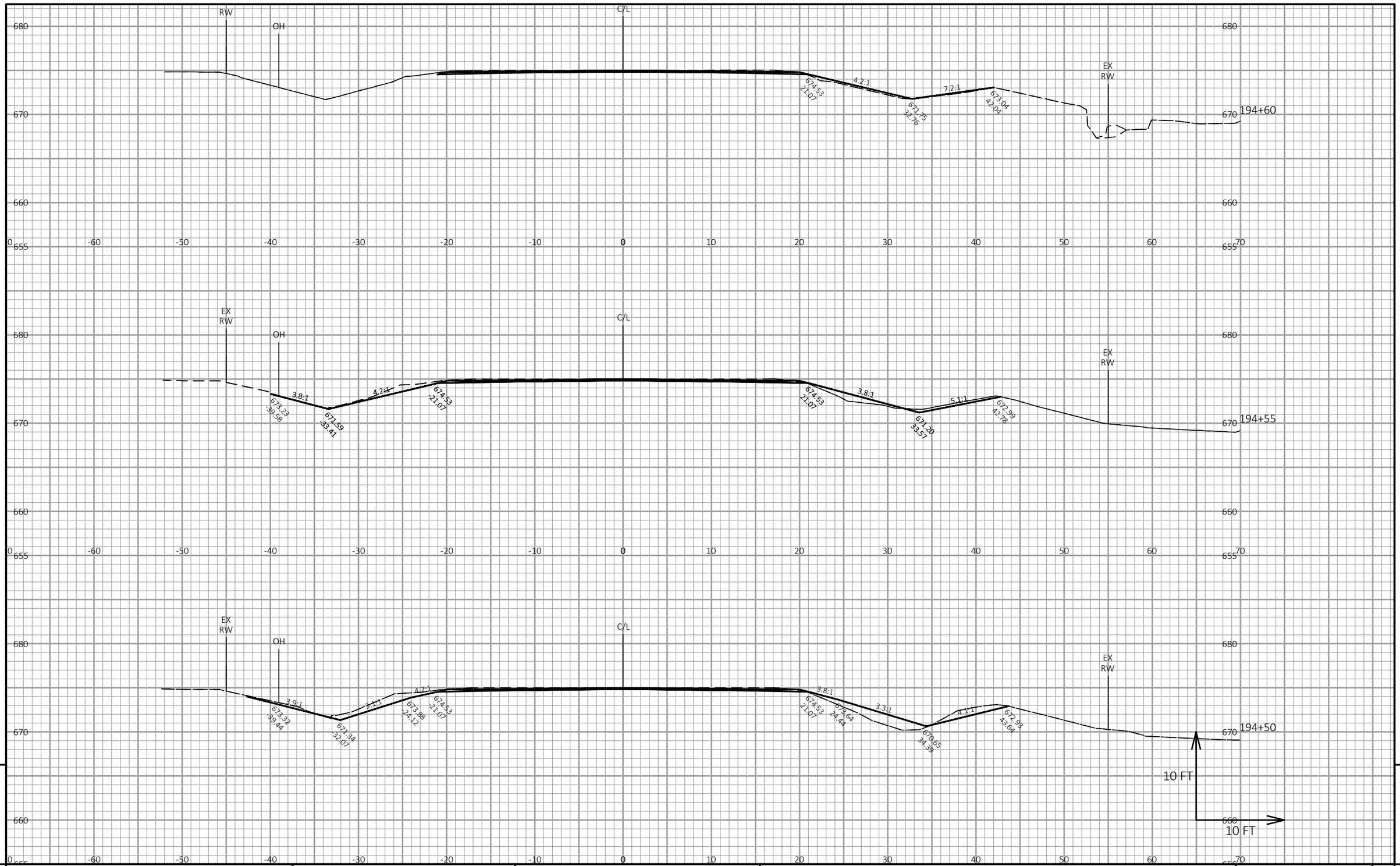
9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CULVERT PIPES	SHEET 156	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - XS4

PLOT DATE : 11/18/2025 3:17 PM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

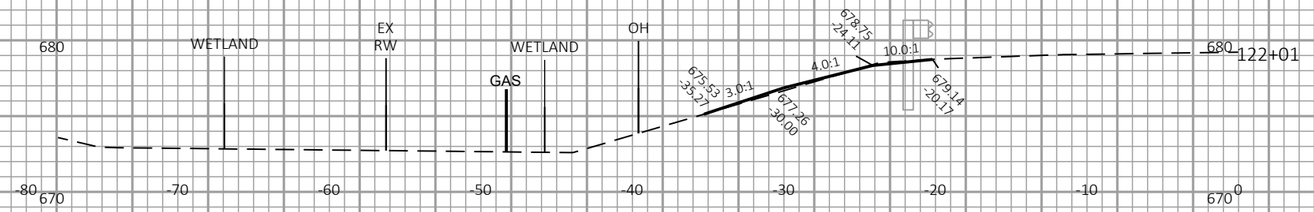
9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CULVERT PIPES	SHEET 157	E

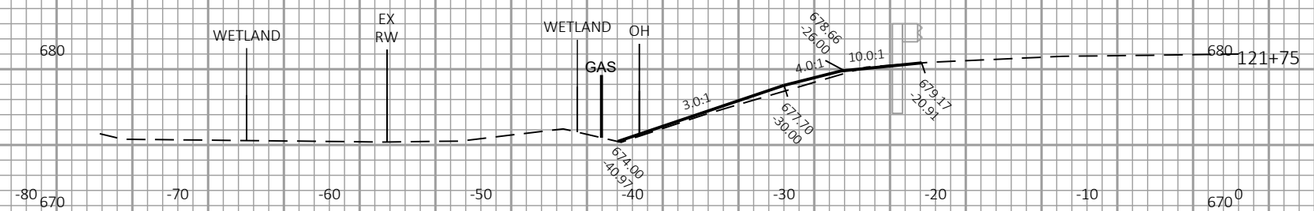
FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - XS5

PLOT DATE : 11/18/2025 3:18 PM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

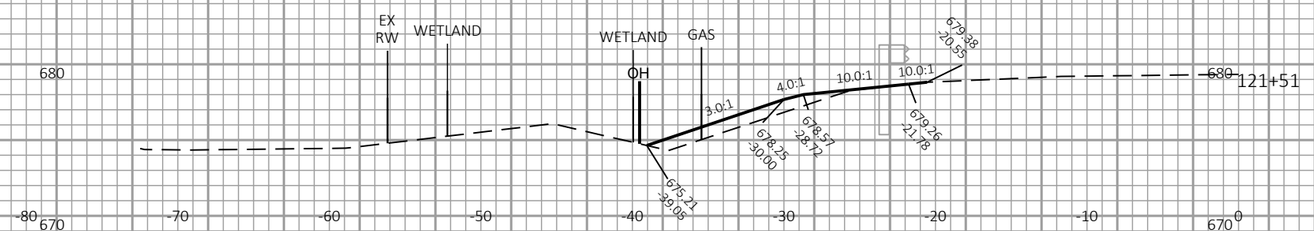
WISDOT/CADDS SHEET 49



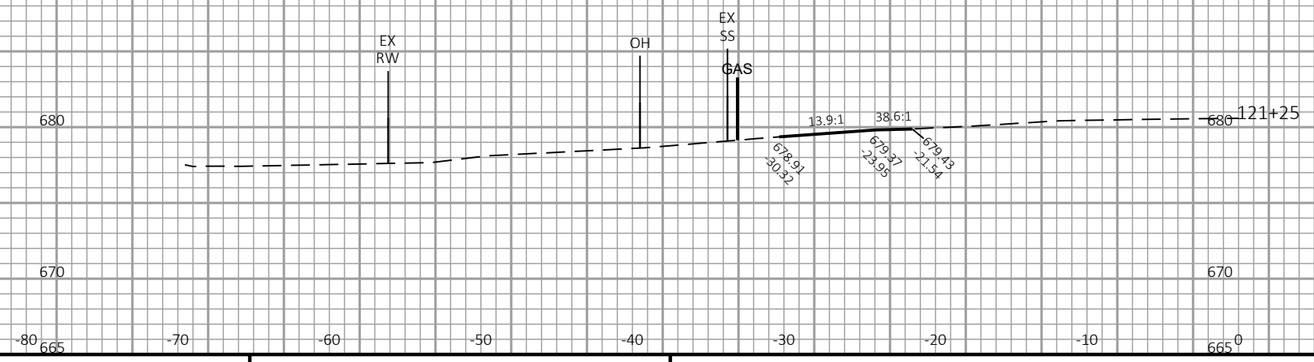
EAT POST #9



EAT POST #5



EAT POST #1



9

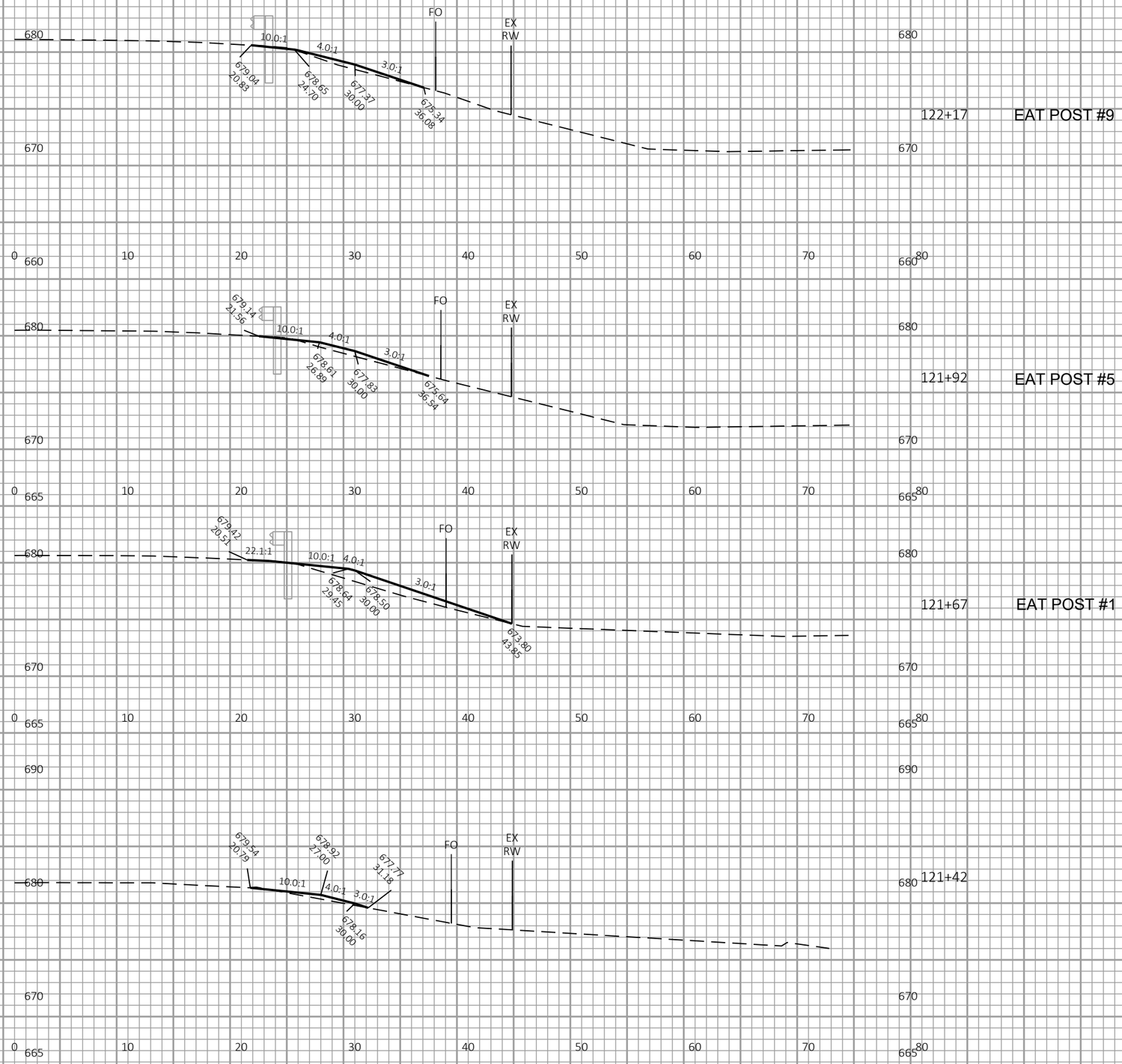
9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: GUARDRAIL	SHEET 158	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090204-XS-GUARDRAIL.DWG PLOT DATE : 12/29/2025 10:47 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

LAYOUT NAME - 02

WISDOT/CADDS SHEET 49



9

9

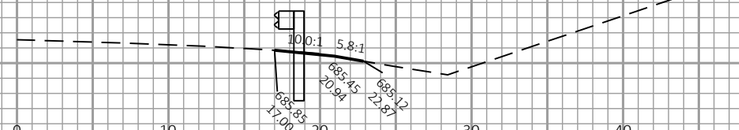
PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: GUARDRAIL	SHEET 159	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090204-XS-GUARDRAIL.DWG
LAYOUT NAME - 01

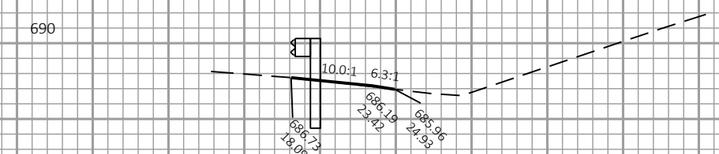
PLOT DATE : 12/29/2025 10:47 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

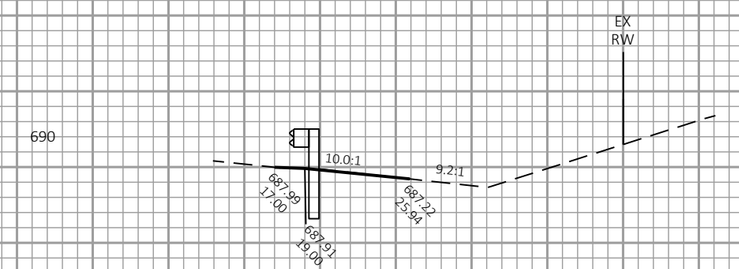
155+76 EAT POST #9



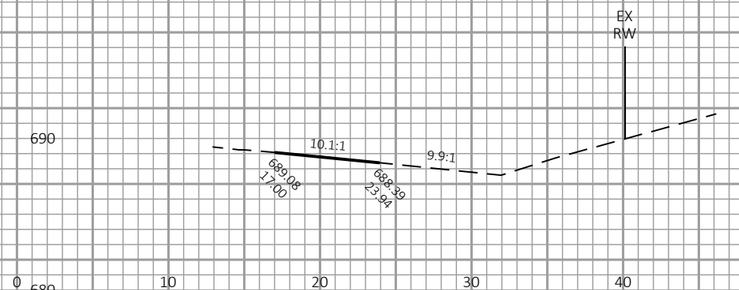
155+49 EAT POST #5

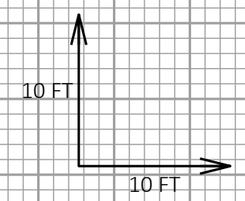


155+22 EAT POST #1



154+98





9

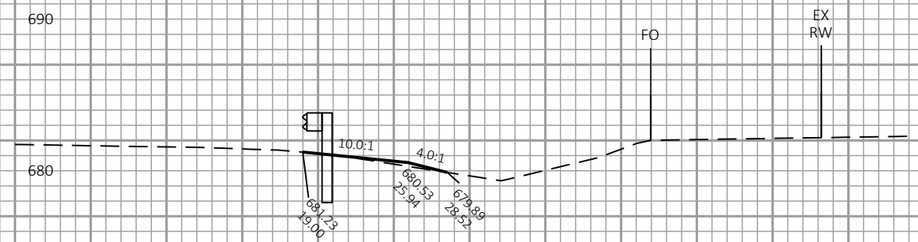
9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: GUARDRAIL	SHEET 160	E

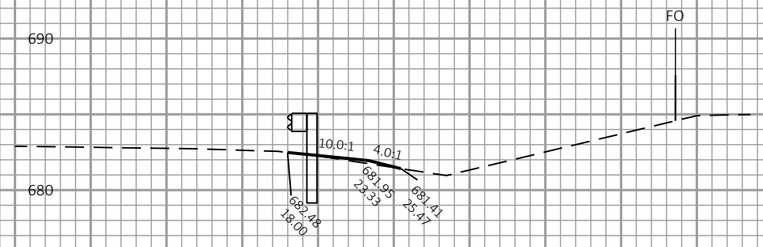
FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090204-XS-GUARDRAIL.DWG
LAYOUT NAME - 03

PLOT DATE : 12/29/2025 10:47 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

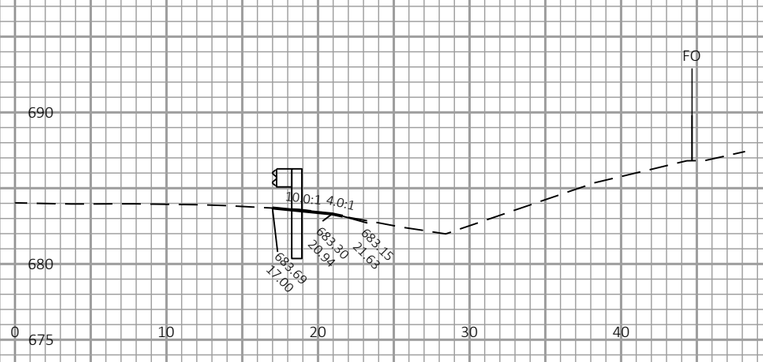
WISDOT/CADDS SHEET 49



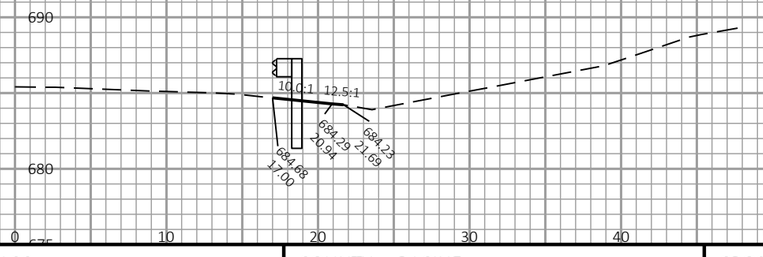
156+79 EAT POST #1



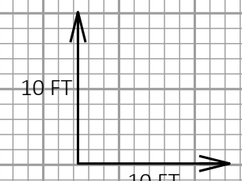
156+52 EAT POST #5



156+26 EAT POST #9



156+00

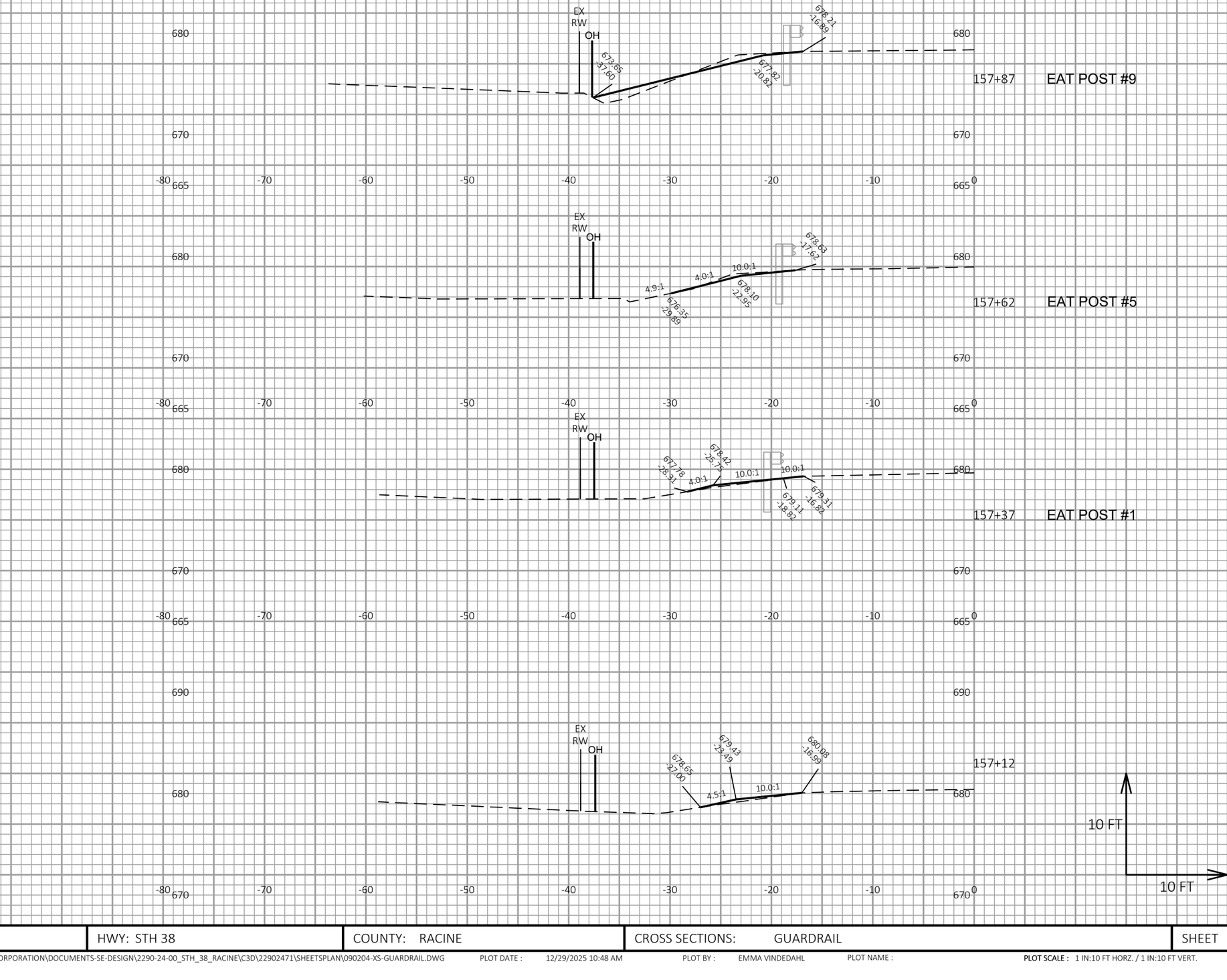


9

9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: GUARDRAIL	SHEET 161	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090204-XS-GUARDRAIL.DWG
LAYOUT NAME - 04
PLOT DATE : 12/29/2025 10:47 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

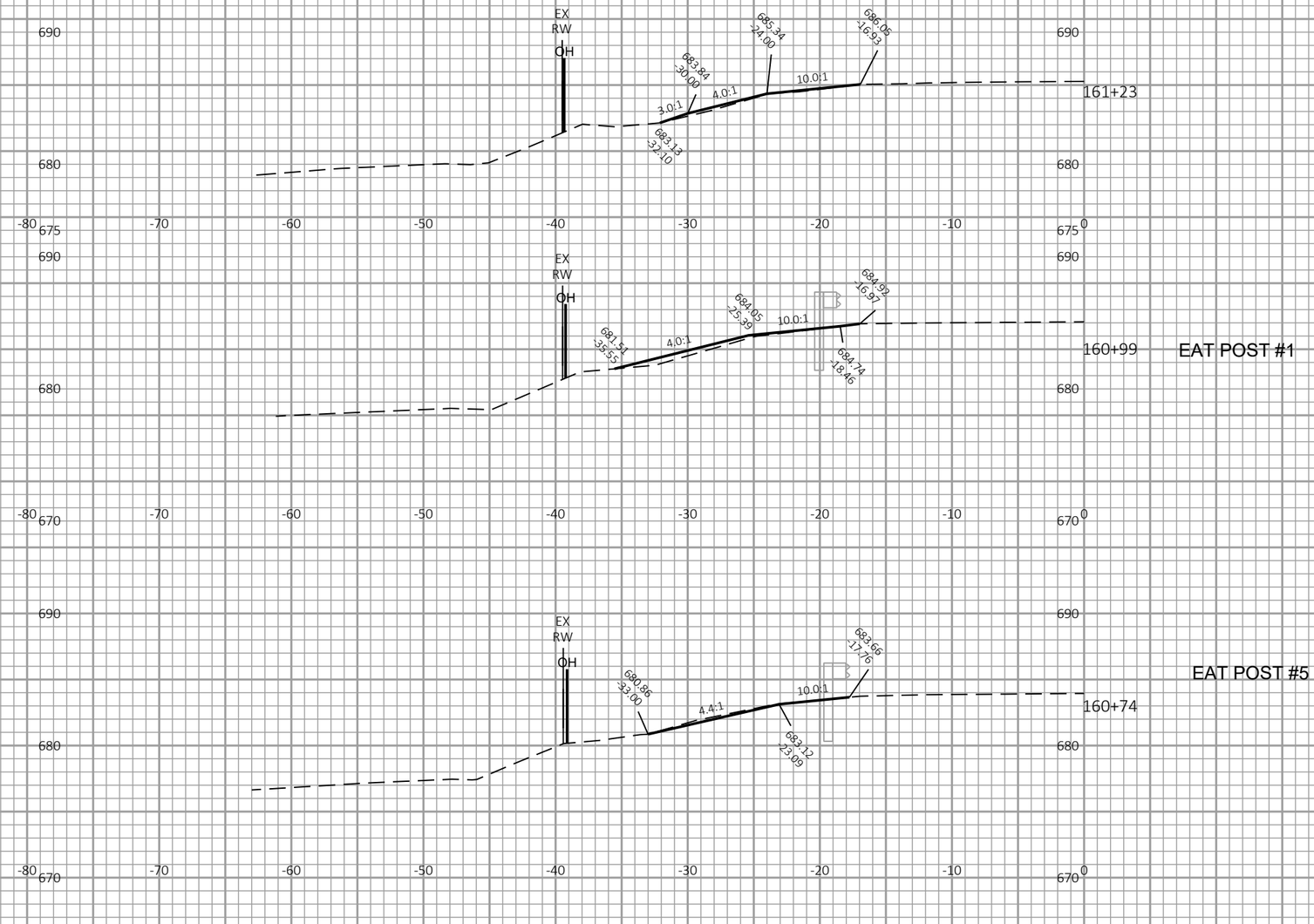
9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: GUARDRAIL	SHEET 162	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090204-XS-GUARDRAIL.DWG
LAYOUT NAME - 06

PLOT DATE : 12/29/2025 10:48 AM PLOT BY : EMMA VINDEDAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2290-24-71	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: GUARDRAIL	SHEET 163	E

FILE NAME : C:\USERS\EMMAVINDEDAHL\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SE-DESIGN\2290-24-00_STH_38_RACINE\C3D\22902471\SHEETSPLAN\090204-XS-GUARDRAIL.DWG
LAYOUT NAME - 07
PLOT DATE : 12/29/2025 10:48 AM
PLOT BY : EMMA VINDEDAHL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

MAY 2026

PROJECT ID: 2290-25-70

WITH: 2290-24-71 & 2290-26-70

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 = 262

N

24

DESIGN DESIGNATION 2290-25-00

A.A.D.T.	2026	=	9,700
A.A.D.T.	2046	=	10,500
D.H.V.		=	
D.D.		=	59 / 41
T.		=	11%
DESIGN SPEED		=	60 MPH
ESALS		=	3,600,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

V CALEDONIA, NORTHWESTERN AVE

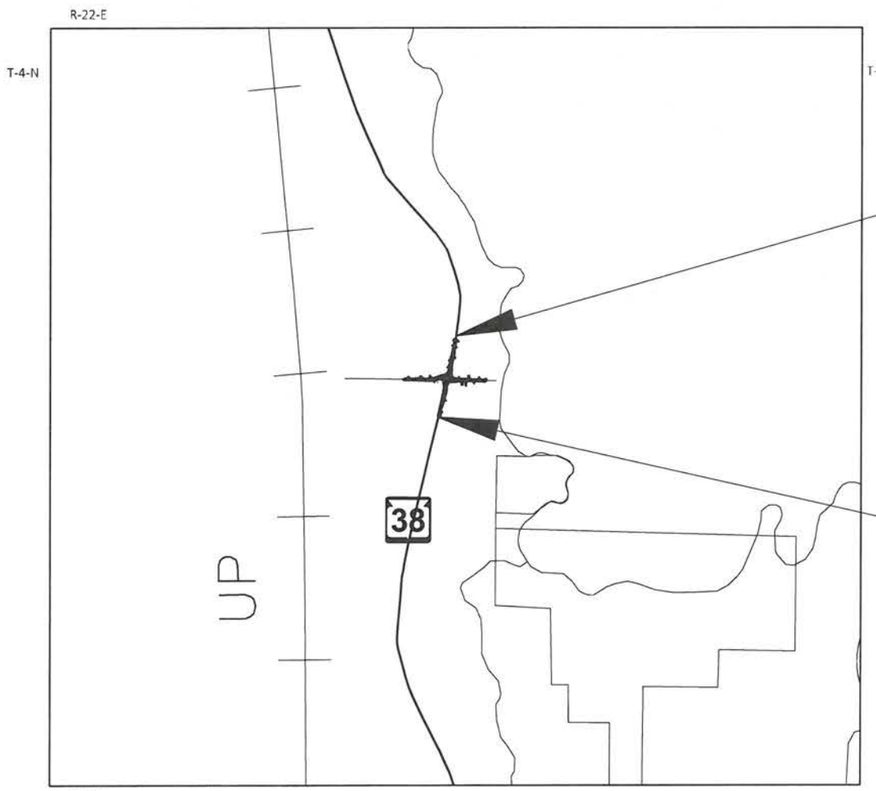
INTERSECTION WITH 4 MILE RD

STH 38

RACINE COUNTY

STATE PROJECT NUMBER
2290-25-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2290-25-70	WISC 2026277	1



END PROJECT
STA 121+44
X: 617044.1985
Y: 207762.7032

BEGIN PROJECT
STA 107+61
X: 616752.9739
Y: 206411.4117

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.26 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RACINE COUNTY, 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.

Foth
Foth Infrastructure & Environment, LLC
5117 WEST TERRACE DRIVE, SUITE 401
MADISON, WI 53718
608-242-5900

ORIGINAL PLANS PREPARED BY
FOTH INFRASTRUCTURE & ENVIRONMENT, LLC

WISCONSIN
CHRIS A. SAXBY
E-32744
MADISON, WI
PROFESSIONAL ENGINEER

DATE: 12/30/25 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	FOTH
Designer	FOTH
Project Manager	JUSTIN SUYDAM, PE
Regional Examiner	WISDOT SE REGION
Regional Supervisor	JANET CANNON, PE

APPROVED FOR THE DEPARTMENT

DATE: 12/30/2025 (Signature)

E

GENERAL NOTES

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

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

PURSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK IN ALL AREAS WHERE SUCH A LANDMARK MAY EXIST.

WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

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

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

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

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOIL, FERTILIZED AND SEEDED.

APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EARTHWORK MATCHLINES
PAVING DETAILS
EROSION CONTROL
STORM SEWER
SIGNING REMOVALS
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DETAILS - SURVEY CONTROL

STANDARD ABBREVIATIONS

AGG	AGGREGATE
ASPH	ASPHALTIC
AVG	AVERAGE
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ADT	AVERAGE DAILY TRAFFIC
BM	BENCH MARK
CL OR C/L	CENTER LINE
CONC	CONCRETE
CWT	HUNDREDWEIGHT
CY	CUBIC YARD
C & G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DG	DITCH GRADE
DWY	DRIVE WAY
EOR	END POINT OF RADIUS
EL	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENET SINGLE AXLE LOADS
EXIST	EXISTING
FC	FACE OF CURB
FF	FACE TO FACE
FL	FLOW LINE
FO	FIBER OPTIC
GAL	GALLON
HMA	HOT MELT ASPHALT
HYD	HYDRANT
IN	INCH
INV	INVERT
L	LENGTH OF CURVE
LBS	POUNDS
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
LT	LEFT
MH	MANHOLE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
NO	NUMBER
OBLIT	OBLITERATE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
RT	RIGHT
REF	REFLECTIVE
REQ'D	REQUIRED
R/W	RIGHT OF WAY
RDWY	ROADWAY
R/L OR ~	REFERENCE LINE
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SE	SUPERELEVATION RATE
T	TOTAL PERCENT TRUCK TRAFFIC
TC	TOP OF CROWN
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE
YD	YARD

CONTACTS

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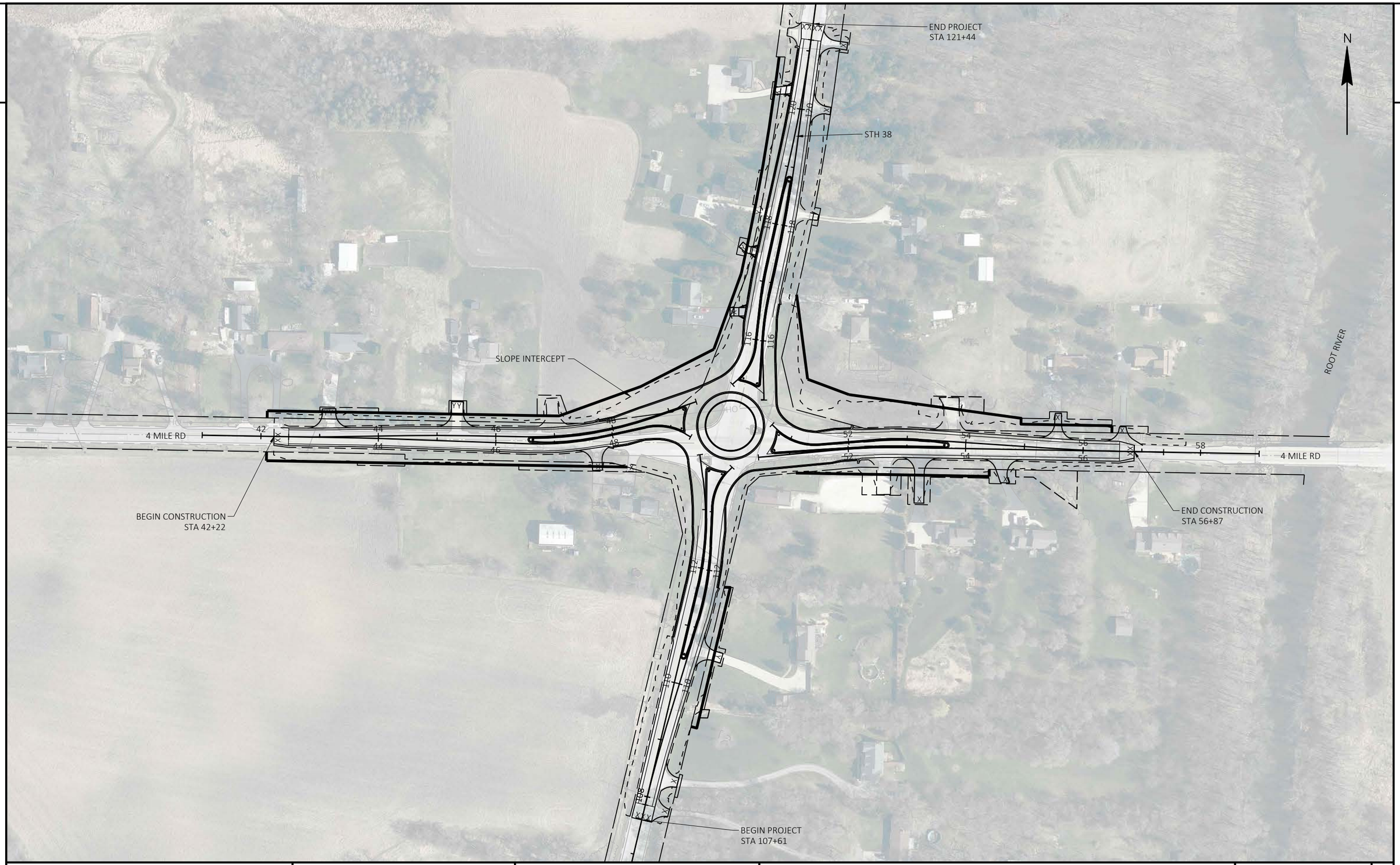
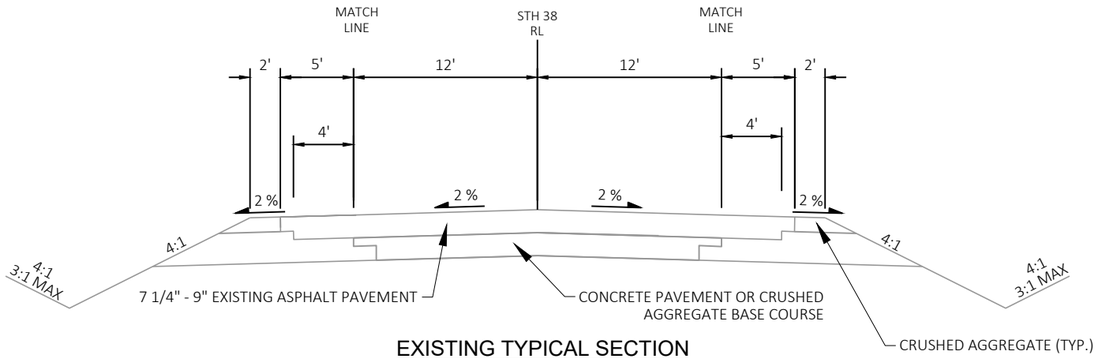
WE ENERGIES - GAS
ANDY GLATZEL
500 S 116TH ST
WEST ALLIS, WI 53214
414-588-4107
ANDREW.GLATZEL@WECENERGYGROUP.COM

2



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E

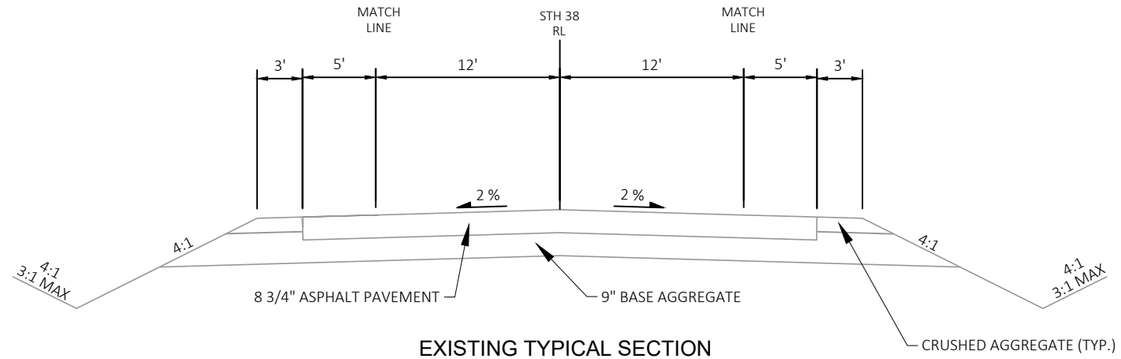
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 12/16/2025 9:09 AM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION

STH 38

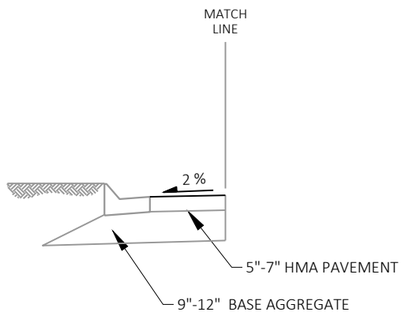
STA 107+61 - STA 108+00



EXISTING TYPICAL SECTION

STH 38

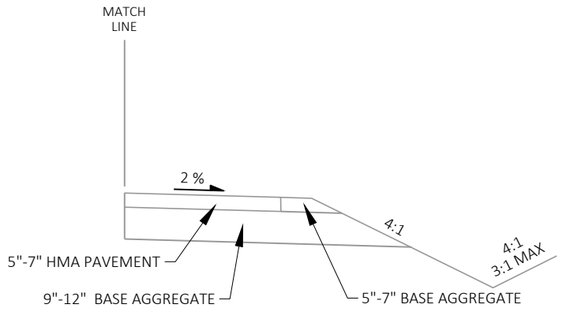
STA 108+00 - STA 121+44



EXISTING TYPICAL CURB & GUTTER

STH 38

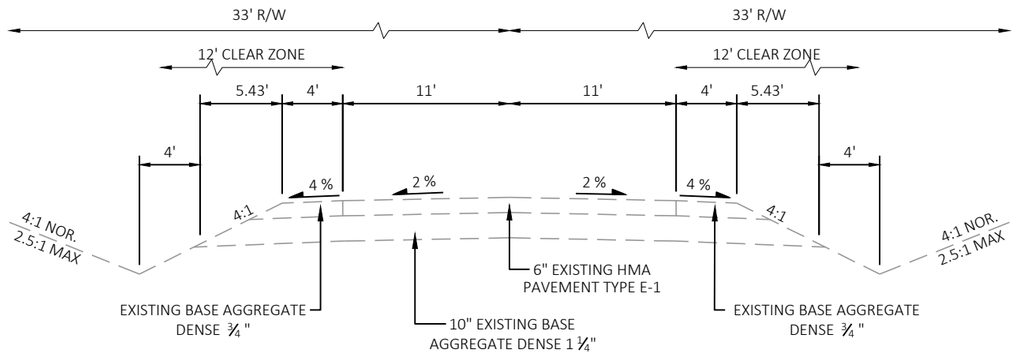
LT SHOWN, RT IS MIRROR IMAGE
STA 111+20 - STA 113+19 LT
STA 111+75 - STA 113+55 RT



EXISTING TYPICAL BYPASS/TURN/TAPER LANE

STH 38

RT SHOWN, LT IS MIRROR IMAGE
STA 111+15 - STA 111+75 RT
STA 114+74 - STA 116+65 LT
STA 115+17 - STA 115+85 RT



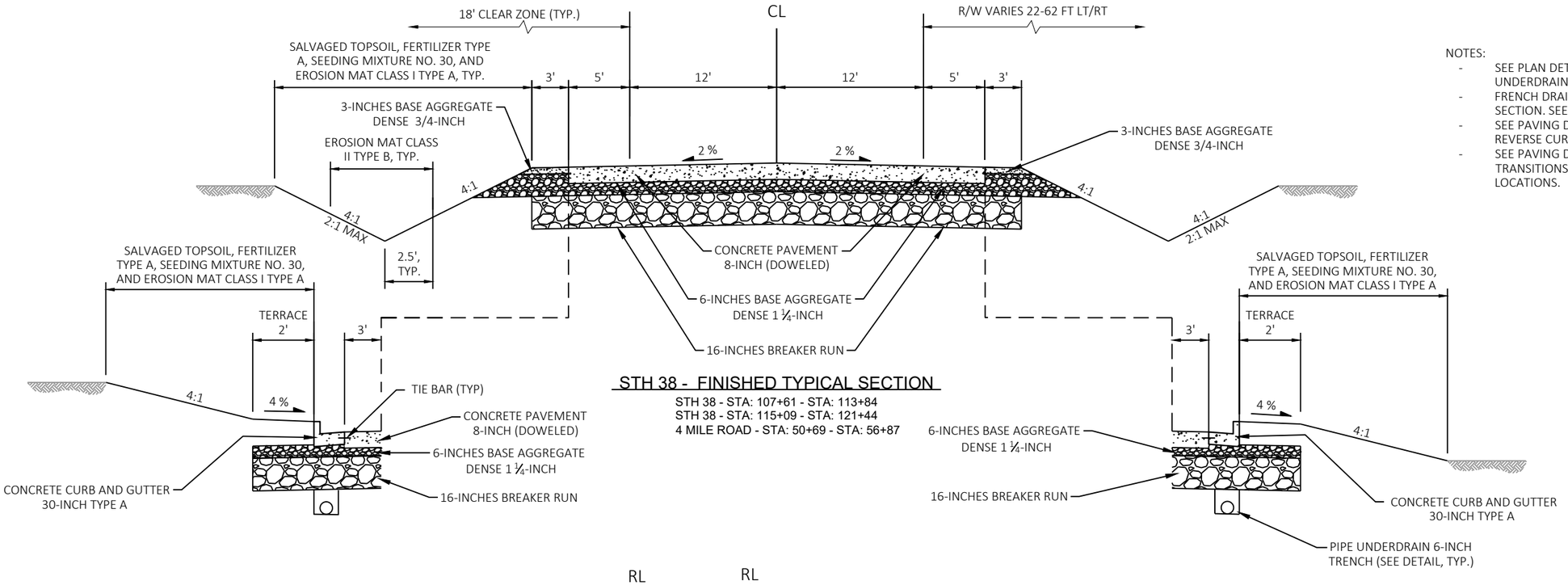
EXISTING TYPICAL SECTION

4 MILE RD

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\020301_TS.DWG
LAYOUT NAME - 01
PLOT DATE : 12/23/2025 11:09 AM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



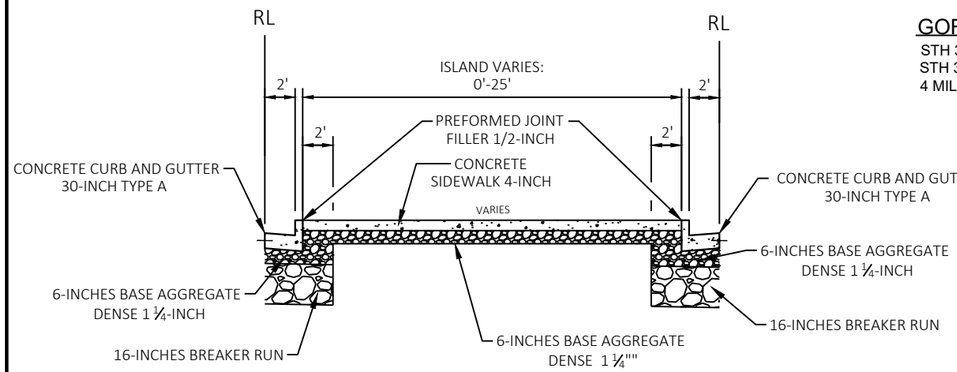
NOTES:
- SEE PLAN DETAILS FOR LOCATION OF PIPE UNDERDRAIN 6-INCH.
- FRENCH DRAINS REQUIRED ON RURAL SECTION. SEE CONSTRUCTION DETAIL.
- SEE PAVING DETAILS FOR LOCATIONS OF REVERSE CURB AND GUTTER.
- SEE PAVING DETAILS FOR SHOULDER TRANSITIONS AT ROADWAY TIE IN LOCATIONS.

STH 38 - FINISHED TYPICAL SECTION

STH 38 - STA: 107+61 - STA: 113+84
STH 38 - STA: 115+09 - STA: 121+44
4 MILE ROAD - STA: 50+69 - STA: 56+87

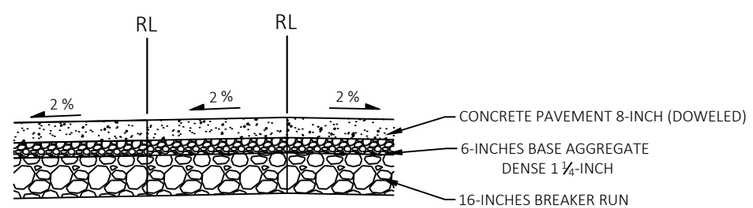
FINISHED CURB AND GUTTER SECTION

STH 38 - STA: 110+75 - STA: 113+84
STH 38 - STA: 115+09 - STA: 121+00
4 MILE ROAD - STA: 50+69 - STA: 52+05



FINISHED TYPICAL SECTION - SPLITTER ISLAND

STH 38 - STA: 112+16 - STA: 113+70
STH 38 - STA: 115+25 - STA: 116+78
4 MILE ROAD - STA: 50+69 - STA: 52+26

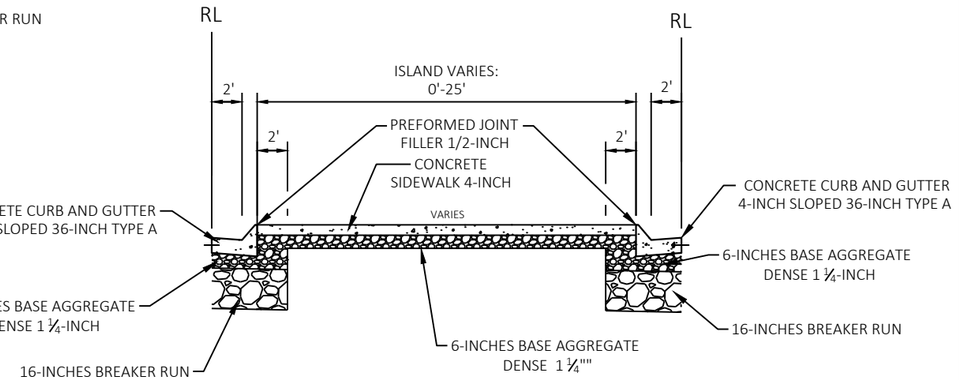


GORE TYPICAL SECTION

STH 38 - STA: 107+86 - STA: 110+42
STH 38 - STA: 118+84 - STA: 121+19
4 MILE ROAD - STA: 53+72 - STA: 56+62

FINISHED CURB AND GUTTER SECTION

STH 38 - STA: 111+73 - STH: 113+75
STH 38 - STA: 115+09 - STA: 116+67
4 MILE ROAD - STA: 50+69 - STA: 52+12



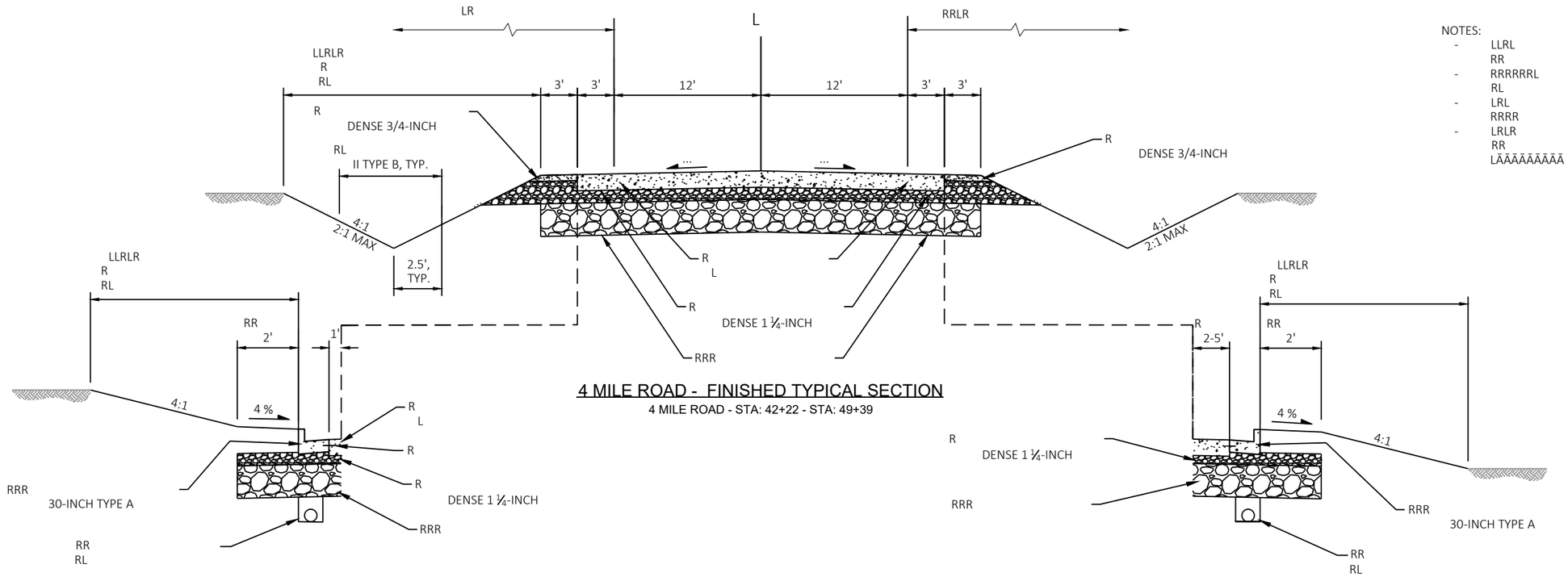
FINISHED TYPICAL SECTION - SPLITTER ISLAND

STH 38 - STA: 110+42 - STA: 112+16
STH 38 - STA: 116+78 - STA: 118+84
4 MILE ROAD - STA: 52+26 - STA: 53+72

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 5	E

2

NOTES:
- LLRL
  RR
- RRRRRRL
  RL
- LRL
  RRRR
- LRLR
  RR
  LĀĀĀĀĀĀĀĀĀ

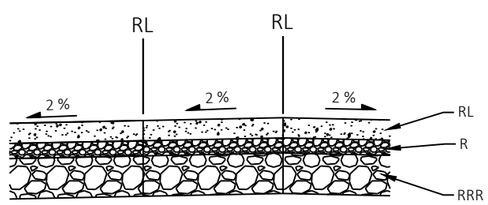


4 MILE ROAD - FINISHED TYPICAL SECTION

4 MILE ROAD - STA: 42+22 - STA: 49+39

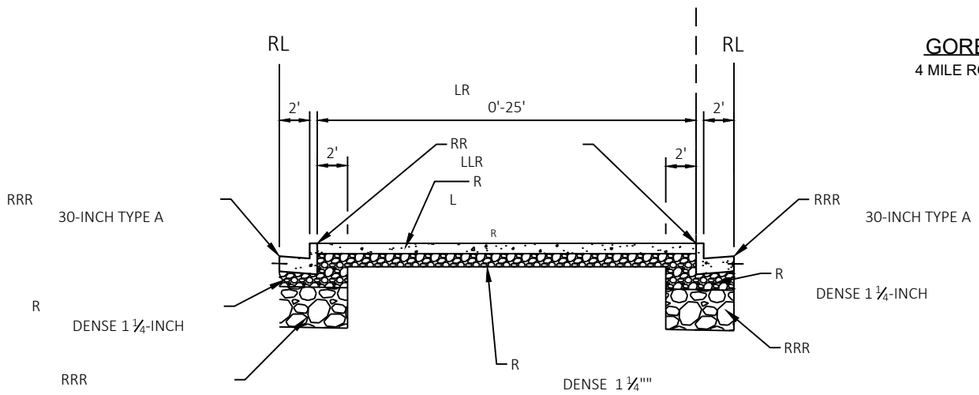
FINISHED CURB AND GUTTER SECTION

4 MILE ROAD - STA: 47+83 - STA: 49+39



GORE TYPICAL SECTION

4 MILE ROAD - STA: 42+47 - STA: 46+55

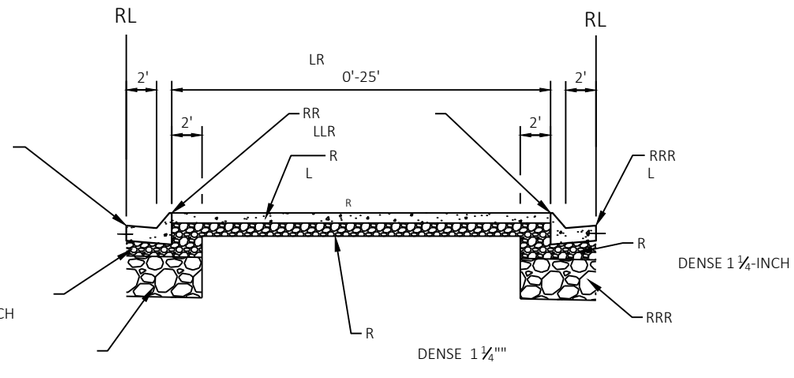


FINISHED TYPICAL SECTION - SPLITTER ISLAND

4 MILE ROAD - STA: 47+71 - STA: 49+25

FINISHED CURB AND GUTTER SECTION

4 MILE ROAD - STA: 47+94 - STH: 49+28



FINISHED TYPICAL SECTION - SPLITTER ISLAND

4 MILE ROAD - STA: 46+55 - STA: 47+71

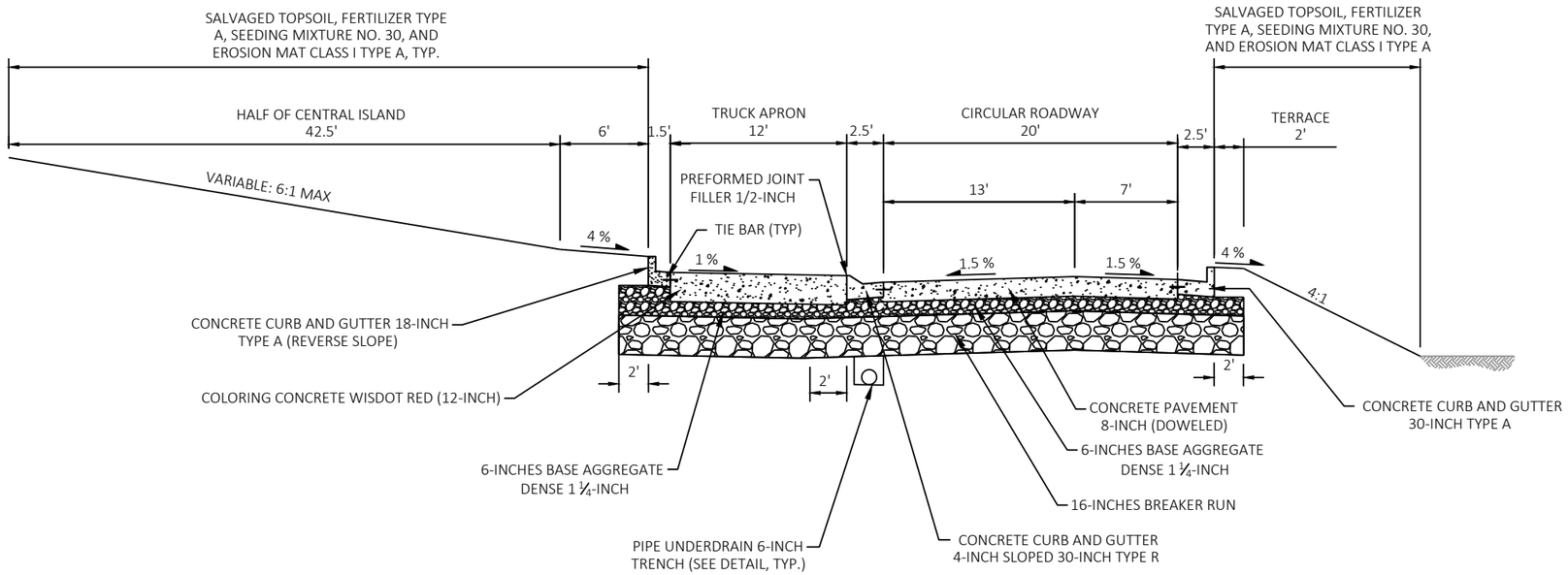
R	2290-25-70	HWY: STH 38	COUNTY: RĀĀĀĀĀ	L	SHEET 6

E

L RLRLR LĀĀĀĀĀĀĀĀĀ

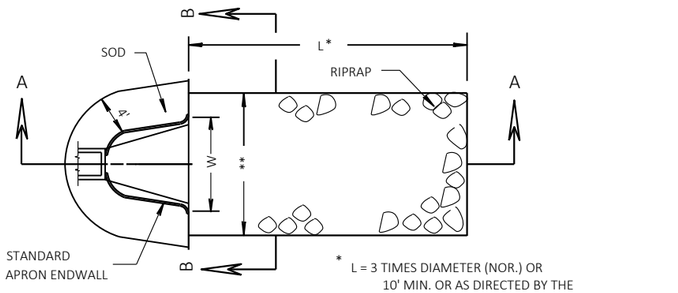
2

NOTES:
- SEE PLAN DETAILS FOR LOCATION OF PIPE UNDERDRAIN 6-INCH.
- FRENCH DRAINS REQUIRED ON RURAL SECTION. SEE CONSTRUCTION DETAIL.
- SEE PAVING DETAILS FOR LOCATIONS OF REVERSE CURB AND GUTTER.
- SEE PAVING DETAILS FOR SHOULDER TRANSITIONS AT ROADWAY TIE IN LOCATIONS.



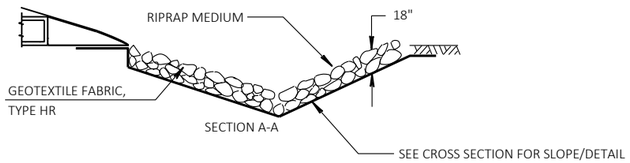
TYPICAL FINISHED HALF-SECTION - ROUNDABOUT

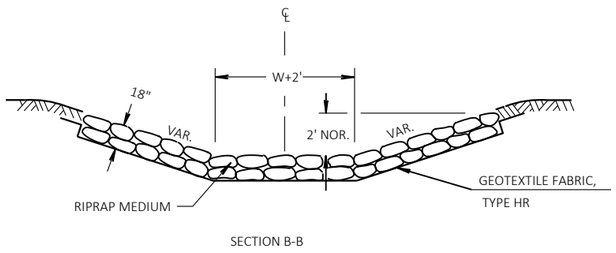
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 7	E



* L = 3 TIMES DIAMETER (NOR.) OR
10' MIN. OR AS DIRECTED BY THE
ENGINEER

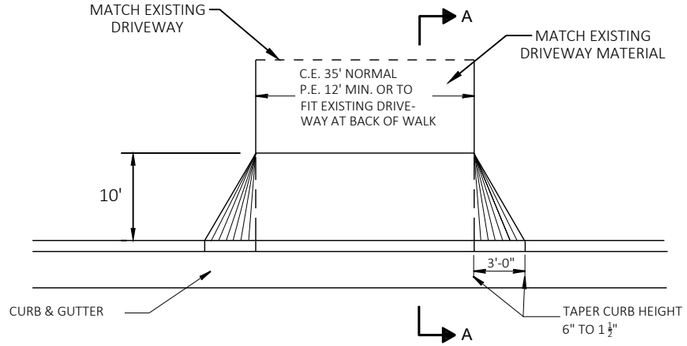
** W + 4', FOR DISCHARGE TO DITCH
W + 6', FOR DISCHARGE DOWN EMBANKMENT SLOPE

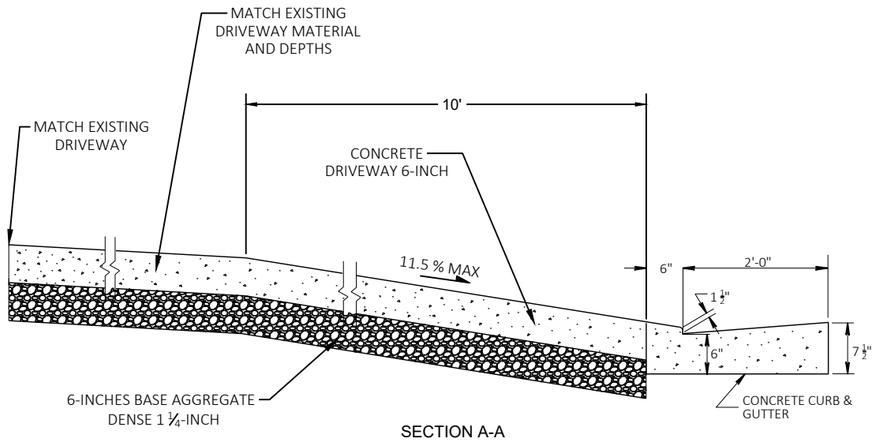




SOD, RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALLS

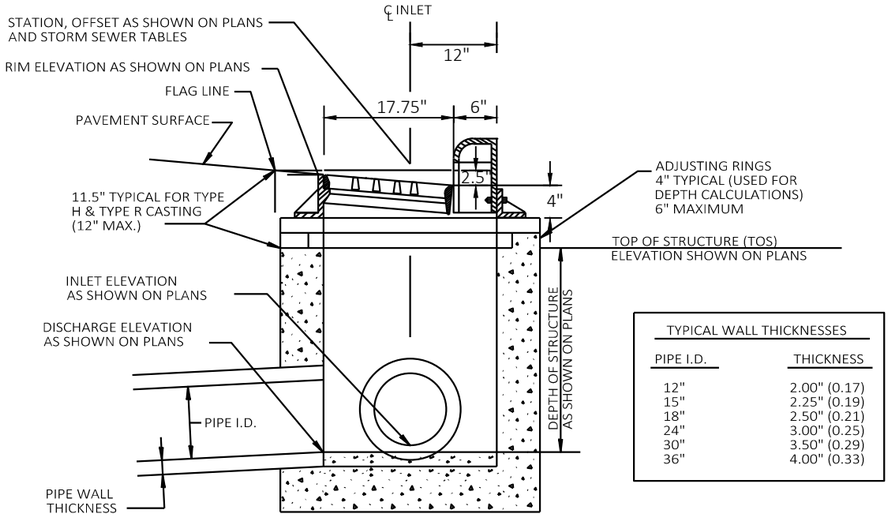
NOTES:
- GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO ENDWALL INSTALLATION.
- COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.





SECTION A-A

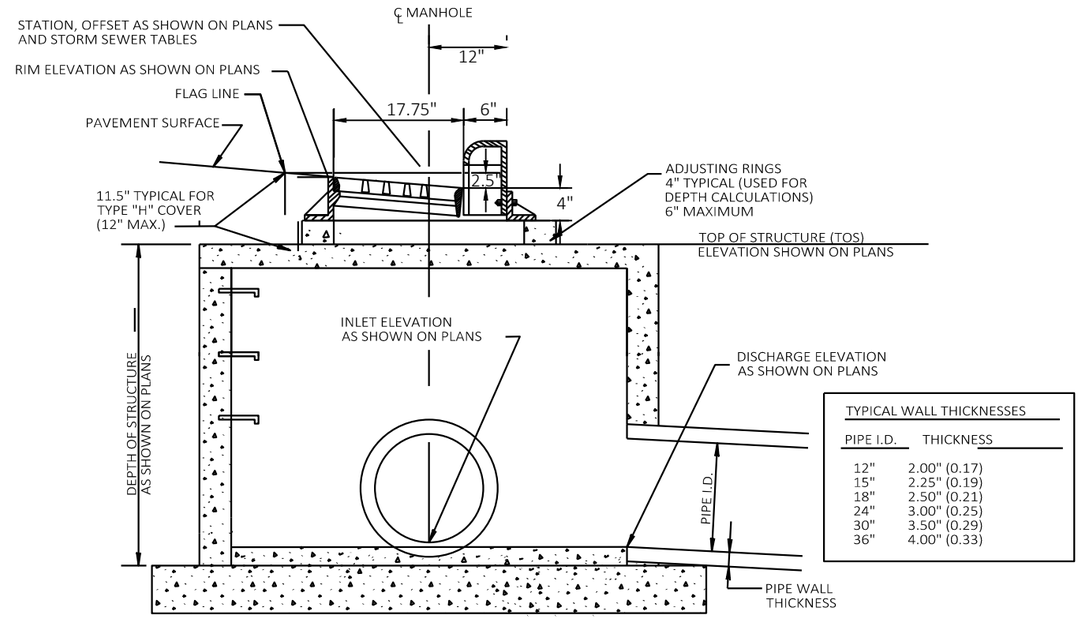
PRIVATE AND COMMERCIAL ENTRANCES



TYPICAL WALL THICKNESSES	
PIPE I.D.	THICKNESS
12"	2.00" (0.17)
15"	2.25" (0.19)
18"	2.50" (0.21)
24"	3.00" (0.25)
30"	3.50" (0.29)
36"	4.00" (0.33)

DETAIL AT INLET STRUCTURE

INLET 2X3-FT & INLET 2X2.5-FT (H COVER SHOWN)

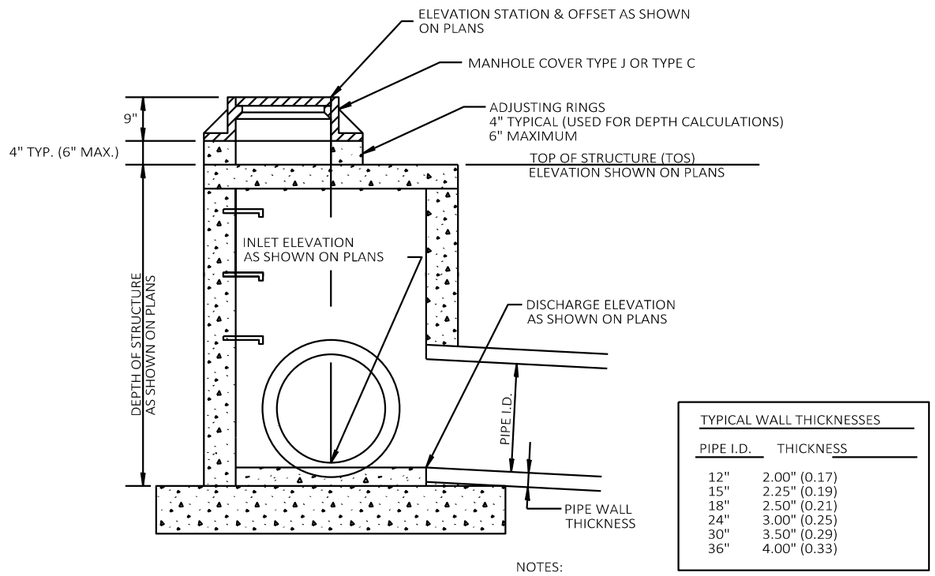


TYPICAL WALL THICKNESSES	
PIPE I.D.	THICKNESS
12"	2.00" (0.17)
15"	2.25" (0.19)
18"	2.50" (0.21)
24"	3.00" (0.25)
30"	3.50" (0.29)
36"	4.00" (0.33)

NOTES:

SEE S.D.D's FOR ADDITIONAL INFORMATION

DETAIL OF STORM SEWER INLETS 4 FT DIAMETER WITH TYPE "H" COVER



TYPICAL WALL THICKNESSES	
PIPE I.D.	THICKNESS
12"	2.00" (0.17)
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18"	2.50" (0.21)
24"	3.00" (0.25)
30"	3.50" (0.29)
36"	4.00" (0.33)

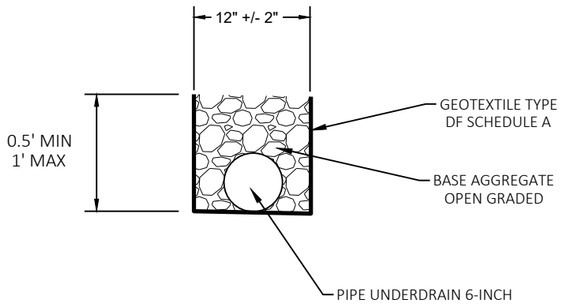
NOTES:

SEE S.D.D's FOR ADDITIONAL INFORMATION

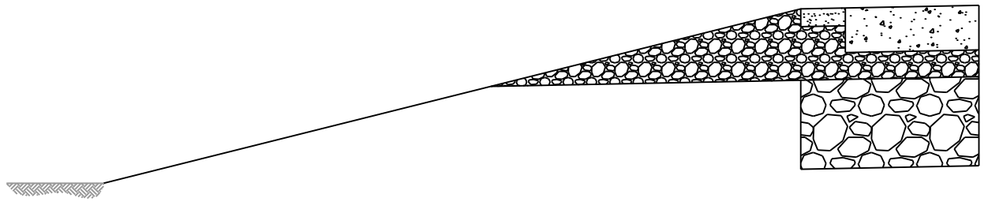
DETAIL OF MANHOLES WITH TYPE "J"

NOTES:

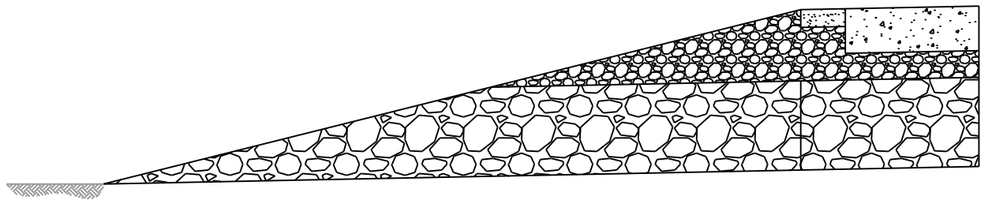
- SEE PAVING DETAIL SHEETS FOR LOCATION OF PIPE UNDERDRAIN.
- FOR UNDERDRAIN OUTFALL USE PIPE UNDERDRAIN UNPERFORATED 6-INCH.



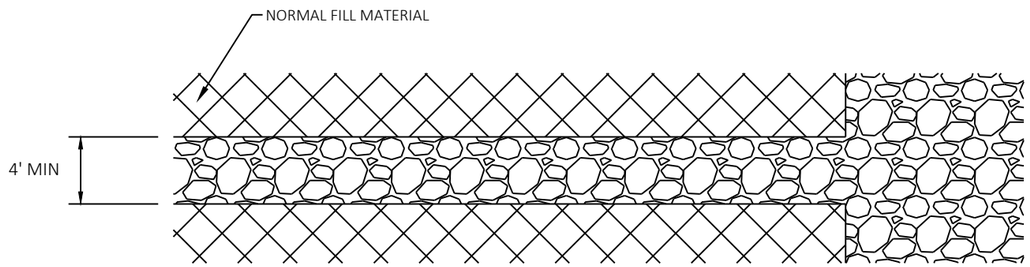
PIPE UNDERDRAIN



TYPICAL HALF SECTION WITHOUT RELIEF TRENCH

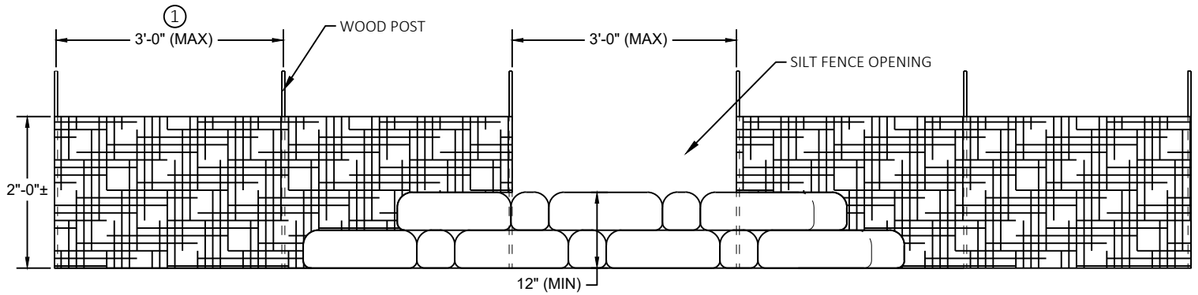


TYPICAL HALF SECTION WITH RELIEF TRENCH

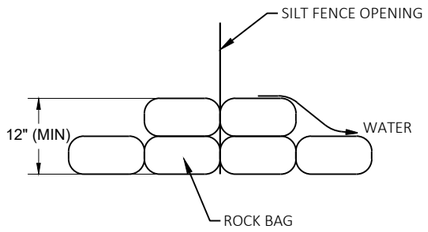


RELIEF TRENCH PLAN VIEW

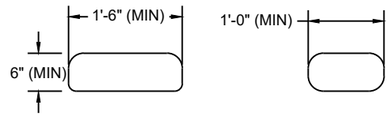
RELIEF TRENCH



SECTION VIEW



ROCK BAG DETAIL



NOTES:

THE SILT FENCE RELIEF DETAIL IS A SUPPLEMENTAL DETAIL TO THE SILT FENCE STANDARD DETAILS AND SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

INSTALL SILT FENCE PRIOR TO CONSTRUCTING THE SILT FENCE OPENING. PRIOR TO CONSTRUCTING THE SILT FENCE OPENING, PLACE ROCK BAGS AT THE SILT FENCE OPENING AS SHOWN IN THIS DETAIL.

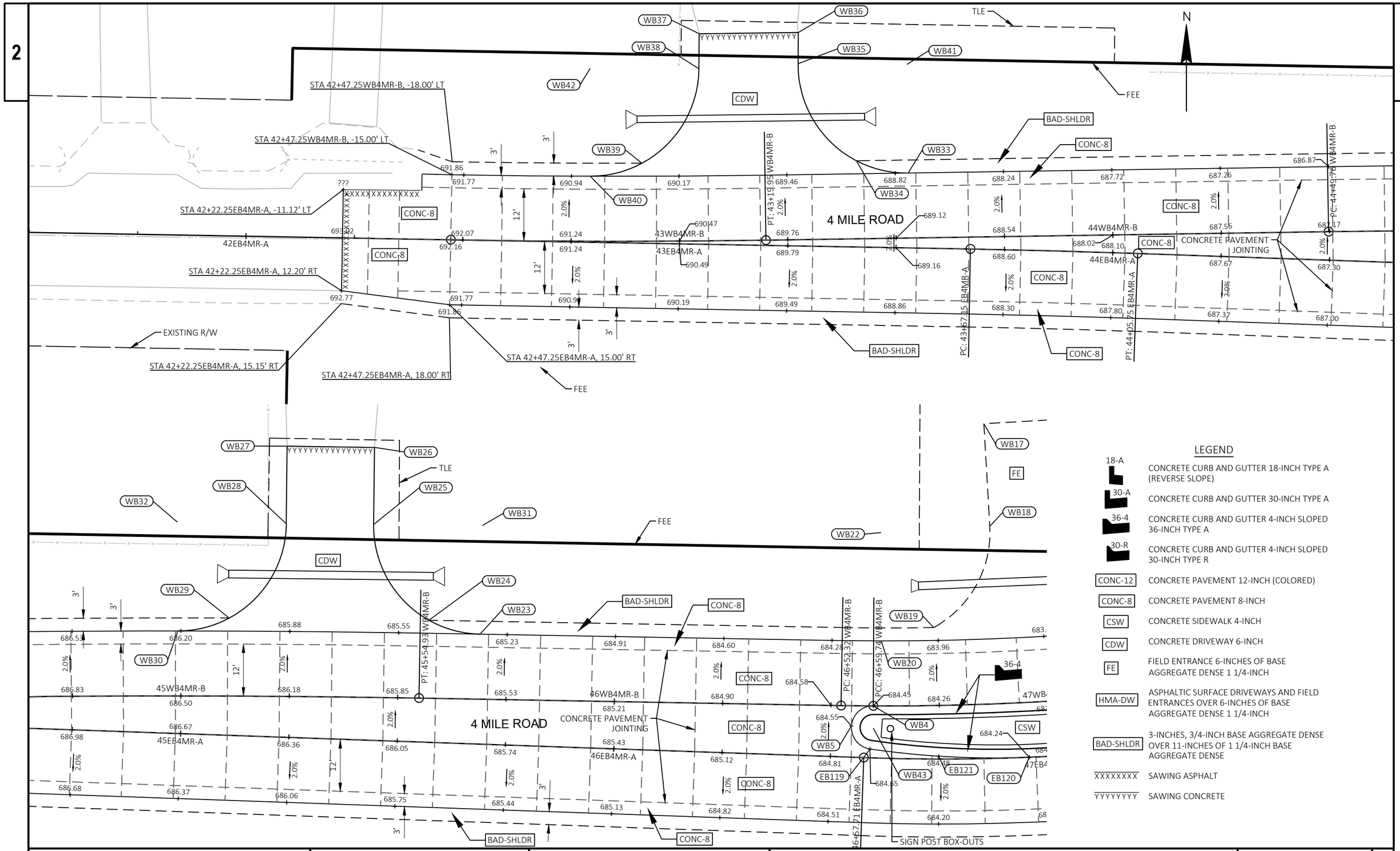
CONSTRUCTION OF THE SILT FENCE OPENING SHALL BE INCIDENTAL TO THE COST OF THE SILT FENCE BID ITEM.

PROVIDE A MINIMUM OF 22 ROCK BAGS MINIMUM PER 3 FOOT OPENING. ROCK BAGS SHALL BE PAID UNDER THE ROCK BAGS BID ITEM.

THE CONTRACTOR SHALL ADJUST THE SILT FENCE RELIEF OPENINGS WITHIN THE SILT FENCE AS NECESSARY TO PROVIDE RELIEF: AS SHOWN ON THE PLANS, TO FIT FIELD CONDITIONS AND AS DIRECTED BY THE FIELD ENGINEER

① REFER TO THE SILT FENCE STANDARD DETAILS FOR ALLOWABLE ADJUSTMENTS TO POST SPACING.

SILT FENCE RELIEF DETAIL



LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
CDW	CONCRETE DRIVEWAY 6-INCH
FE	FIELD ENTRANCE 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 12	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 12/30/2025 5:17 PM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
	HMA PAVEMENT 5 1/2-INCHES
FE	FIELD ENTRANCE 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

N

STA 47+69.54WB4MR-B, -15.00' LT

STA 47+87.15EB4MR-A, 16.22' RT

TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE A TO CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A

CONCRETE PAVEMENT JOINTING

SIGN POST BOX-OUTS

4 MILE ROAD

STH 38

EXISTING R/W

FEE

TLE

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 13 E

2

Int-4Mile-W						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
EB100	47+34.94	40.00' RT	684.43	207013.69	616643.43	CENTER OF 25' RADIUS
EB101	47+34.94	15.00' RT	683.45	207038.52	616640.53	BEGIN RADIUS
EB102	47+46.18	18.00' RT	683.19	207037.02	616652.42	DW AT SHOULDER
EB103	47+58.02	41.82' RT	683.93	207015.34	616668.37	END RADIUS
EB104	47+57.10	52.43' RT	684.75	207004.70	616669.08	MATCH EXISTING
EB105	47+98.15	42.01' RT	682.32	207023.46	616710.02	CENTER OF 25' RADIUS
EB106	47+87.76	19.27' RT	682.79	207043.43	616694.98	DW AT SHOULDER
EB107	47+74.32	38.40' RT	683.48	207021.81	616685.07	END RADIUS
EB108	47+72.45	54.53' RT	684.69	207005.59	616686.15	MATCH EXISTING
EB109	49+15.25	60.00' RT	NA	207017.00	616793.06	CENTER OF 37.5' RADIUS TO BC
EB110	49+28.05	95.00' RT	NA	206984.57	616779.89	CENTER OF 72.5' RADIUS TO BC
EB111	49+25.00	20.35' RT	683.49	207050.50	616814.91	49+25 EB
EB112	49+15.25	20.00' RT	683.35	207054.07	616808.10	PCC
EB113	49+00.00	20.00' RT	683.16	207057.68	616796.63	49+00 EB
EB114	48+78.38	20.00' RT	682.94	207059.57	616779.71	PCC
EB115	48+63.77	19.38' RT	682.85	207059.28	616768.13	MID POINT RADIUS
EB116	48+51.13	17.84' RT	682.82	207058.45	616756.56	PI
EB117	48+22.01	19.54' RT	682.73	207050.53	616728.49	PI
EB118	47+97.06	17.88' RT	682.83	207046.79	616703.77	END CURB
EB119	46+59.08	2.03' LT	684.65	207052.27	616563.13	PCC
EB120	46+95.91	0.00'	684.24	207050.38	616599.88	PCC
EB121	46+75.00	0.65' LT	684.48	207050.63	616578.98	MID POINT RADIUS
EB122	47+86.09	0.00'	683.24	207061.89	616689.22	47+86.09 PT EB
EB123	48+25.53	0.00'	683.12	207070.37	616727.73	LOW POINT
EB124	48+58.03	0.00'	683.20	207077.36	616759.47	48+58.03 PC EB
EB125	49+21.36	3.50' LT	684.29	207073.27	616822.74	CENTER OF 1' RADIUS TO BC
EB126	49+21.36	0.00'	683.84	207070.12	616821.21	PRC
EB127	49+24.39	1.89' LT	683.87	207070.44	616824.79	MID POINT RADIUS
EB128	48+27.72	19.20' RT	682.74	207052.08	616734.00	LOW POINT
EB129	48+18.09	19.28' RT	682.74	207049.94	616724.61	LOW POINT
EB130	47+71.16	0.00' LT	683.35	207058.90	616674.59	CURB CHANGE
WB1	49+24.44	0.00'	683.45	207114.03	616821.82	BEGIN RADIUS

Int-4Mile-W						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
WB2	48+68.34	0.00'	683.16	207095.81	616768.75	48+68.34 PT WB
WB3	48+16.17	0.00'	682.97	207080.97	616718.76	LOW POINT
WB4	46+59.74	0.00'	684.45	207062.22	616563.87	PRC
WB5	46+54.79	4.68' RT	684.55	207057.59	616558.86	MID POINT RADIUS
WB6	49+38.34	20.00' LT	683.13	207137.46	616828.47	BEGIN RADIUS
WB7	49+00.00	20.00' LT	682.93	207125.01	616792.21	49+00 WB
WB8	48+68.34	20.00' LT	682.76	207114.73	616762.26	48+68.34 PT WB
WB9	48+53.34	20.00' LT	682.68	207110.18	616748.47	PI
WB10	48+31.69	18.65' LT	682.62	207102.91	616728.76	LOW POINT
WB11	48+21.51	17.75' LT	682.62	207099.47	616719.45	LOW POINT
WB12	48+05.41	16.00' LT	682.66	207094.01	616704.67	PI
WB13	47+79.75	16.00' LT	682.76	207088.84	616680.21	END CURB
WB14	47+23.98	18.00' LT	683.21	207083.10	616626.26	DW AT SHOULDER
WB15	47+09.71	40.97' LT	681.66	207104.81	616610.74	END RADIUS
WB16	47+10.17	64.67' LT	680.20	207128.47	616609.37	FIELD ENTRANCE
WB17	46+87.84	64.66' LT	679.99	207127.31	616589.41	FIELD ENTRANCE
WB18	46+88.29	40.97' LT	682.06	207103.66	616590.77	END RADIUS
WB19	46+74.02	18.00' LT	683.85	207080.30	616577.85	DW AT SHOULDER
WB20	46+61.56	15.00' LT	684.13	207077.22	616565.74	BEGIN RADIUS
WB21	47+36.44	40.00' LT	NA	207106.25	616635.69	CENTER OF 25' RADIUS
WB22	46+61.56	40.00' LT	NA	207102.22	616565.81	CENTER OF 25' RADIUS
WB23	45+68.76	15.00' LT	685.31	207078.79	616473.18	BEGIN RADIUS
WB24	45+56.89	18.00' LT	685.35	207082.00	616461.36	DW AT SHOULDER
WB25	45+43.90	39.86' LT	683.97	207104.06	616448.62	END RADIUS
WB26	45+43.84	57.64' LT	683.56	207121.85	616448.82	MATCH EXISTING
WB27	45+24.04	57.73' LT	683.35	207122.15	616428.65	MATCH EXISTING
WB28	45+23.98	39.83' LT	683.97	207104.25	616428.46	END RADIUS
WB29	45+11.06	18.00' LT	685.94	207082.51	616415.28	DW AT SHOULDER
WB30	44+99.29	15.00' LT	686.21	207079.53	616403.45	BEGIN RADIUS
WB31	45+68.76	40.00' LT	NA	207103.78	616473.62	CENTER OF 25' RADIUS
WB32	44+99.29	40.00' LT	NA	207104.53	616403.46	CENTER OF 25' RADIUS
WB33	43+52.98	15.00' LT	688.75	207077.69	616256.92	BEGIN RADIUS

Int-4Mile-W						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
WB34	43+41.10	18.00' LT	688.92	207080.51	616245.00	DW AT SHOULDER
WB35	43+27.99	40.60' LT	689.26	207102.91	616231.54	END RADIUS
WB36	43+28.16	47.80' LT	689.34	207110.11	616231.60	MATCH EXISTING
WB37	43+04.96	47.80' LT	689.89	207109.81	616208.74	MATCH EXISTING
WB38	43+04.82	39.72' LT	689.99	207101.73	616208.67	END RADIUS
WB39	42+91.40	18.00' LT	690.31	207079.94	616195.53	DW AT SHOULDER
WB40	42+79.37	15.00' LT	690.80	207076.95	616183.59	BEGIN RADIUS
WB41	43+52.98	40.00' LT	687.93	207102.69	616256.54	CENTER OF 25' RADIUS
WB42	42+79.37	40.00' LT	NA	207101.95	616183.67	CENTER OF 25' RADIUS
WB43	46+59.74	5.00' RT	NA	207057.22	616563.84	CENTER OF 2' RADIUS TO BC
WB44	49+24.44	5.50' RT	NA	207108.83	616823.60	CENTER 3' RADIUS TO BC
WB45	49+29.34	3.00' RT	683.54	207112.79	616827.42	MID POINT RADIUS
WB46	47+92.58	16.00' LT	682.70	207091.30	616692.47	MID POINT RADIUS
WB47	47+69.75	0.00' LT	683.14	207071.33	616673.37	CURB CHANGE

2

LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
FE	FIELD ENTRANCE 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
CSD	CONCRETE SURFACE DRAIN
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

N

4 MILE ROAD

STH 38

EXISTING R/W

TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE A TO CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A

STA 52+08.91WB4MR-A, -20.55' LT

STA 52+13.52WB4MR-A, -19.31' LT

STA 52+17.33EB4MR-B, 17.99' RT

STA 52+22.07EB4MR-B, 17.00' RT

PC: 50+69.96 WB4MR-A

PT: 51+49.77 WB4MR-A

PC: 52+45.08 WB4MR-A

PC: 51+77.43 EB4MR-B

PT: 52+49.25 EB4MR-B

SIGN POST BOX-OUTS

CONCRETE PAVEMENT JOINTING

WELL

TLE

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 15	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\021202-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 12/29/2025 6:36 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
FE	FIELD ENTRANCE 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

N

WB224 WB226 WB223 WB227 WB225 WB222 WB228 WB231 WB221 WB229 WB220 WB230 WB205 WB206 WB207 WB208 WB209 WB210 WB235 WB237 WB236 WB234 WB238 WB241 WB232 WB233 WB239 WB240

TLE FE FEE HMA-DW BAD-SHLDR CONC-8 CSW 36-4 EB337 EB310 EB311 EB308 EB307 EB300 EB301 EB306 EB309 EB304 EB312 EB314 EB302 EB305 EB303 EB313

PT: 53+19.41 WB4MR-A

54WB4MR-A 54EB4MR-B 55WB4MR-A 55EB4MR-B 56WB4MR-A 56EB4MR-B

REVERSE SLOPE GUTTER

CONCRETE PAVEMENT JOINTING

SIGN POST BOX-OUTS

4 MILE ROAD

EXISTING R/W

XXXXXXXX XXXXXXXXXX XXXXXXXXXX

678.91 672.76 671.66 670.61 669.63 668.72 667.87 667.09 666.37 665.73 665.13 664.61 664.10
672.40 673.10 671.25 672.00 669.97 670.95 669.06 668.21 667.43 666.71 666.06 665.47 664.95
674.43 673.32 672.27 672.21 672.57 670.15 669.21 668.34 667.43 666.79 666.11 665.50 664.95 664.44 664.45
674.09 672.98 671.87 670.81 669.81 668.87 668.00 667.19 666.45 665.77 665.17 664.62 664.11

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 16 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\021202-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 12/29/2025 6:37 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT

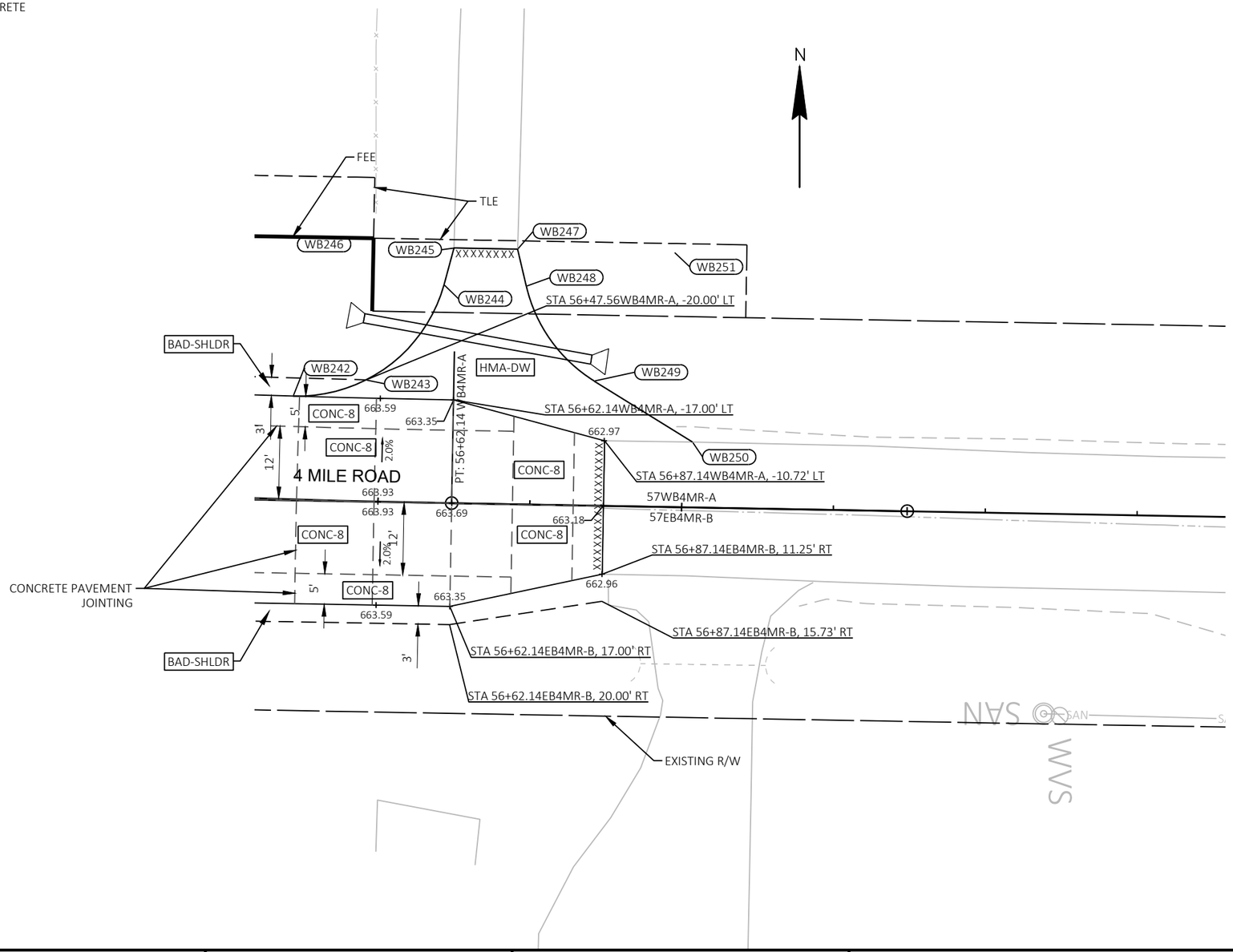
WISDOT/CADDS SHEET 42

2

2

LEGEND

CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 17 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\021202-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 12/29/2025 6:37 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

Int-4Mile-E						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
EB300	54+96.39	17.00' RT	667.31	207023.36	617400.07	BEGIN RADIUS
EB301	54+84.52	20.00' RT	667.57	207020.57	617388.15	DW AT SHOULDER
EB302	54+73.00	50.81' RT	667.03	206989.97	617376.08	END RADIUS
EB303	54+75.33	57.00' RT	667.06	206983.74	617378.30	MATCH EXISTING
EB304	54+96.39	42.00' RT	NA	206998.36	617399.63	CENTER 25' RADIUS
EB305	54+60.51	57.00' RT	NA	206984.00	617363.48	MATCH EXISTING
EB306	54+51.54	33.19' RT	668.27	207007.96	617354.94	END RADIUS
EB307	54+40.02	20.00' RT	669.12	207021.35	617343.66	DW AT SHOULDER
EB308	54+28.14	17.00' RT	669.69	207024.57	617331.84	BEGIN RADIUS
EB309	54+28.14	42.00' RT	NA	206999.57	617331.39	CENTER 25' RADIUS
EB310	53+53.84	17.00' RT	672.81	207025.88	617257.54	BEGIN RADIUS
EB311	53+43.48	20.00' RT	673.15	207023.06	617247.13	DW AT SHOULDER
EB312	53+30.35	42.00' RT	672.91	207001.30	617233.62	END RADIUS
EB313	53+30.35	94.00' RT	672.60	206949.31	617232.70	MATCH EXISTING
EB314	53+55.35	42.00' RT	669.21	207000.86	617258.61	CENTER 25' RADIUS
EB315	53+13.97	94.00' RT	672.83	206949.60	617216.32	MATCH EXISTING
EB316	53+13.97	42.01' RT	673.59	207001.58	617217.24	END RADIUS
EB317	53+00.83	20.00' RT	675.04	207023.82	617204.49	DW AT SHOULDER
EB318	52+93.50	17.00' RT	675.48	207026.95	617197.21	BEGIN RADIUS
EB319	52+88.83	42.00' RT	671.00	207002.02	617192.24	CENTER 25' RADIUS
EB320	52+86.01	20.00' RT	675.70	207024.06	617189.79	DW AT SHOULDER
EB321	52+72.21	42.01' RT	675.08	207002.12	617176.31	END RADIUS
EB322	52+71.72	80.00' RT	673.51	206964.12	617175.93	MATCH EXISTING
EB323	52+98.04	42.00' RT	670.80	207001.87	617201.31	CENTER 25' RADIUS
EB324	52+46.15	80.00' RT	674.44	206963.77	617152.37	MATCH EXISTING
EB325	52+47.59	43.08' RT	675.90	207000.71	617152.73	END RADIUS
EB326	52+33.78	20.00' RT	678.00	207023.34	617138.59	DW AT SHOULDER
EB327	52+22.06	17.01' RT	678.59	207025.81	617126.96	BEGIN RADIUS
EB328	52+21.53	42.00' RT	674.82	207000.82	617127.74	CENTER 25' RADIUS
EB329	50+50.00	20.00' RT	682.67	207007.55	616956.63	50+50 EB
EB330	51+00.00	20.00' RT	681.74	207012.29	617006.40	51+00 EB
EB331	51+29.93	20.00' RT	681.18	207015.13	617036.20	LOW POINT
EB332	51+50.00	20.00' RT	680.77	207017.03	617056.18	51+50 EB
EB333	51+69.39	20.00' RT	680.28	207018.87	617075.49	PI
EB334	51+86.45	18.00' RT	679.83	207022.42	617092.12	PI
EB335	52+00.00	18.00' RT	679.38	207023.47	617105.39	52+00 EB
EB336	52+11.90	18.00' RT	678.96	207024.26	617117.06	END CURB
EB337	53+66.97	0.00'	672.57	207042.64	617270.98	BEGIN RADIUS
EB339	52+92.25	0.00'	675.88	207043.97	617196.26	52+92.25 PT EB
EB340	52+00.00	0.05' LT	679.74	207041.47	617104.08	52+00 EB

Int-4Mile-E						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
EB341	52+27.74	0.00'	678.71	207043.07	617131.77	CURB TRANSITION
EB342	51+50.00	1.40' LT	681.20	207038.33	617054.15	51+50 EB
EB343	51+00.00	2.96' LT	682.20	207035.14	617004.23	51+00 EB
EB344	50+73.91	3.78' LT	682.71	207033.49	616978.18	BEGIN RADIUS
EB345	50+69.23	6.70' LT	682.77	207035.95	616973.24	MID POINT RADIUS
EB346	50+74.09	9.28' LT	NA	207038.98	616977.83	CENTER 3' RADIUS TO BC
WB200	50+76.64	3.50' RT	682.88	207068.87	616984.49	CENTER 1' RADIUS TO BC
WB201	50+73.61	1.91' RT	682.45	207072.10	616983.16	MID POINT RADIUS
WB202	50+76.64	0.00'	682.41	207071.56	616986.72	PRC
WB203	51+49.77	0.00'	681.26	207050.02	617054.72	51+49.77 PT WB
WB204	52+45.08	0.00'	677.93	207057.45	617149.74	52+45.08 PC WB
WB205	53+19.41	0.00'	674.51	207057.84	617224.00	53+19.41 PT WB
WB206	53+39.11	0.00'	673.61	207056.51	617243.66	END RADIUS
WB207	53+53.47	0.51' RT	672.96	207055.03	617257.95	MID POINT RADIUS
WB208	53+67.76	2.04' RT	672.40	207052.53	617272.11	PCC
WB209	53+72.04	7.22' RT	672.27	207047.08	617276.03	MID POINT RADIUS
WB210	53+67.05	6.99' RT	672.74	207047.64	617271.06	CENTER 2' RADIUS TO BC
WB211	50+69.96	95.00' LT	NA	207144.73	617047.31	CENTER 72.5' RADIUS TO BC
WB212	50+62.58	20.36' LT	682.09	207095.83	616990.44	PCC
WB213	50+75.00	20.00' LT	682.02	207087.80	616998.48	50+75 WB
WB214	51+00.00	20.00' LT	681.77	207077.06	617014.97	51+00 WB
WB215	51+25.00	20.00' LT	681.38	207070.98	617033.69	51+25 WB
WB216	51+29.42	20.00' LT	681.30	207070.43	617037.13	PCC
WB217	51+43.26	19.44' LT	681.02	207069.17	617048.03	PI
WB218	51+78.62	22.11' LT	680.03	207074.31	617081.76	PI
WB219	52+03.58	20.83' LT	679.22	207074.98	617106.75	END CURB
WB220	53+34.69	17.00' LT	673.47	207073.77	617240.40	BEGIN RADIUS
WB221	53+46.56	20.00' LT	672.80	207075.96	617252.45	DW AT SHOULDER
WB222	53+59.60	44.11' LT	670.04	207099.13	617267.08	END RADIUS
WB223	53+58.22	60.36' LT	668.87	207115.44	617266.81	PI
WB224	53+49.42	73.69' LT	668.50	207129.33	617258.93	MATCH EXISTING
WB225	53+34.69	42.00' LT	NA	207098.71	617242.09	CENTER 25' RADIUS
WB226	53+83.35	75.38' LT	668.02	207128.73	617292.90	MATCH EXISTING
WB227	53+84.42	62.83' LT	668.48	207116.13	617293.11	PI
WB228	53+86.36	39.89' LT	669.79	207093.11	617293.50	END RADIUS
WB229	53+99.40	20.00' LT	670.52	207072.39	617305.17	DW AT SHOULDER
WB230	54+11.28	17.00' LT	670.16	207068.59	617316.81	BEGIN RADIUS
WB231	54+11.28	42.00' LT	NA	207093.53	617318.50	CENTER 25' RADIUS
WB232	55+23.59	17.00' LT	666.41	207061.00	617428.86	BEGIN RADIUS
WB233	55+35.46	20.00' LT	665.97	207063.19	617440.91	DW AT SHOULDER

Int-4Mile-E						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
WB234	55+48.58	41.93' LT	666.76	207084.17	617455.49	END RADIUS
WB235	55+48.64	60.16' LT	668.05	207102.36	617456.78	MATCH EXISTING
WB236	55+23.59	42.00' LT	666.72	207085.94	617430.55	CENTER OF 25' RADIUS
WB237	55+58.97	60.71' LT	667.89	207102.24	617466.92	MATCH EXISTING
WB238	55+60.93	39.86' LT	666.27	207081.31	617467.50	END RADIUS
WB239	55+74.27	20.00' LT	665.03	207060.69	617479.44	DW AT SHOULDER
WB240	55+86.31	17.00' LT	664.89	207057.05	617491.19	BEGIN RADIUS
WB241	55+86.31	42.00' LT	665.20	207082.01	617492.49	CENTER OF 25' RADIUS
WB242	56+35.52	17.00' LT	663.89	207055.05	617539.98	BEGIN RADIUS
WB243	56+47.56	20.00' LT	663.52	207057.73	617552.00	DW AT SHOULDER
WB244	56+60.21	35.96' LT	662.93	207073.41	617564.83	END RADIUS
WB245	56+61.79	42.02' LT	663.07	207079.45	617566.49	MATCH EXISTING
WB246	56+35.52	42.00' LT	NA	207080.04	617540.73	CENTER OF 25' RADIUS
WB247	56+72.26	42.02' LT	662.87	207079.26	617576.95	MATCH EXISTING
WB248	56+73.77	35.94' LT	662.73	207073.16	617578.36	END RADIUS
WB249	56+85.23	20.53' LT	662.52	207057.54	617589.54	BEGIN RADIUS
WB250	57+01.60	10.76' LT	662.46	207047.49	617605.74	BEGIN TAPER
WB251	56+98.03	42.00' LT	NA	207078.78	617602.72	CENTER OF 25' RADIUS

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EXISTING R/W

STA 107+61.11SB38-B, -20.94' LT

STA 107+86.08SB38-B, -20.13' LT

STA 107+86.08SB38-B, -17.13' LT

STA 107+59.62SB38-B, -17.54' LT

STA 107+86.07NB38-A, 17.00' RT

STA 107+59.59SB38-B, 16.87' RT

686.84 686.76 686.71 686.64 686.56 686.48 686.40 686.32 686.23 686.11 685.96 685.77

687.19 687.10 687.06 108SB38-B 108NB38-A 687.06 686.98 686.97 686.90 686.88 686.82 686.78 686.74 109SB38-B 686.68 109NB38-A 686.66 686.57 686.57 686.45 686.45 110SB38-B 686.30 686.11

686.88 686.77 686.72 686.63 686.54 686.44 686.34 686.23 686.12 686.12 686.01 685.97 685.90 110NB38-A 686.12 685.78 685.73 685.56 685.31

3' 5' 12' 2.0% 3' 12' 5' 2.0%

CONCRETE PAVEMENT JOINTING

PT: 109+23.85 NB38-A

CONC-8

BAD-SHLDR

HMA-DW

STH38

SB508 NB400 NB401 36-4 NB430 NB429 NB431 NB428 NB427

SB532 SB531 SB533 SB530 NB440 NB442 NB443 NB439 NB444 NB441 NB445 NB446 NB438 NB437 NB432 NB433 NB434 NB435 NB436

XXXXXXXXXX XXXXXXXXXXXXX

EXISTING R/W TLE TLE FEE

LEGEND

36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 19	E

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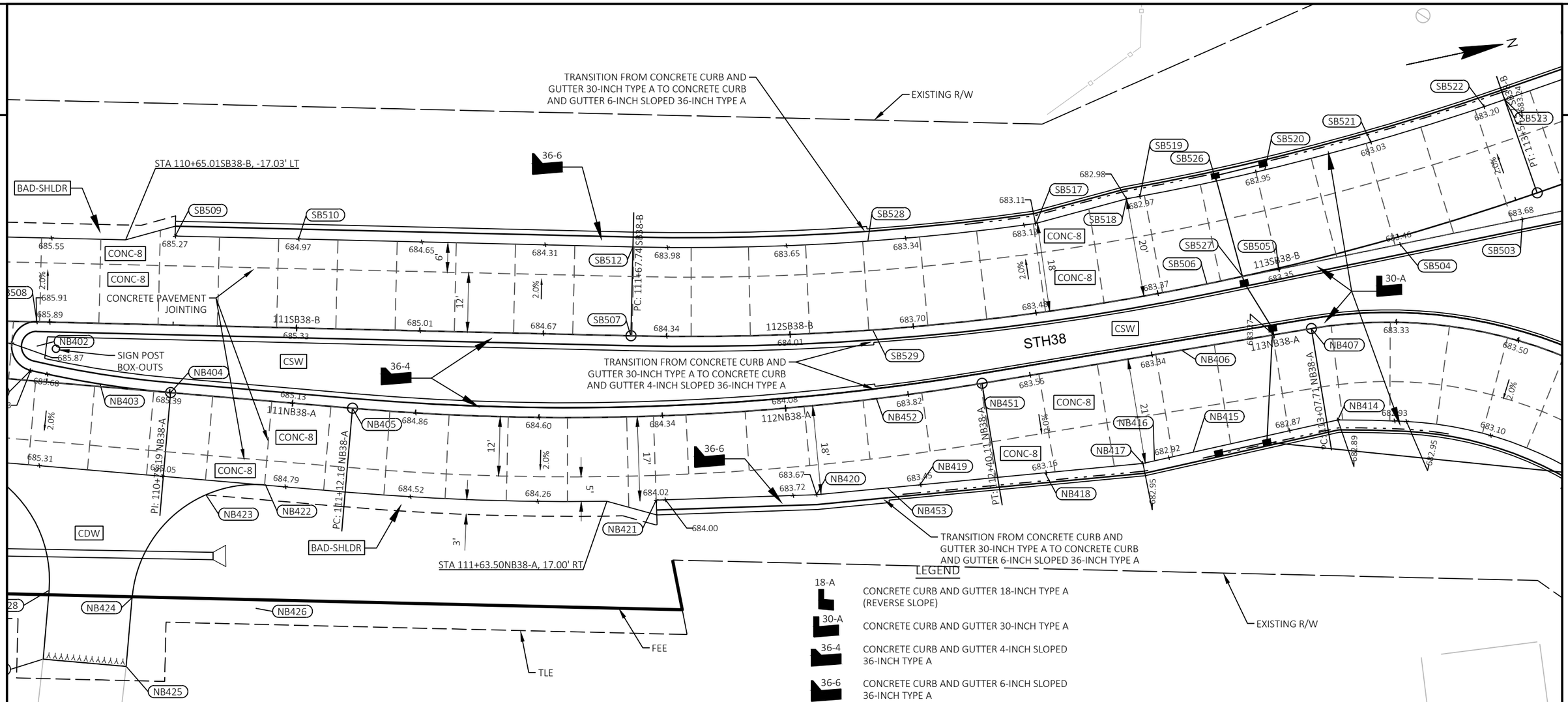
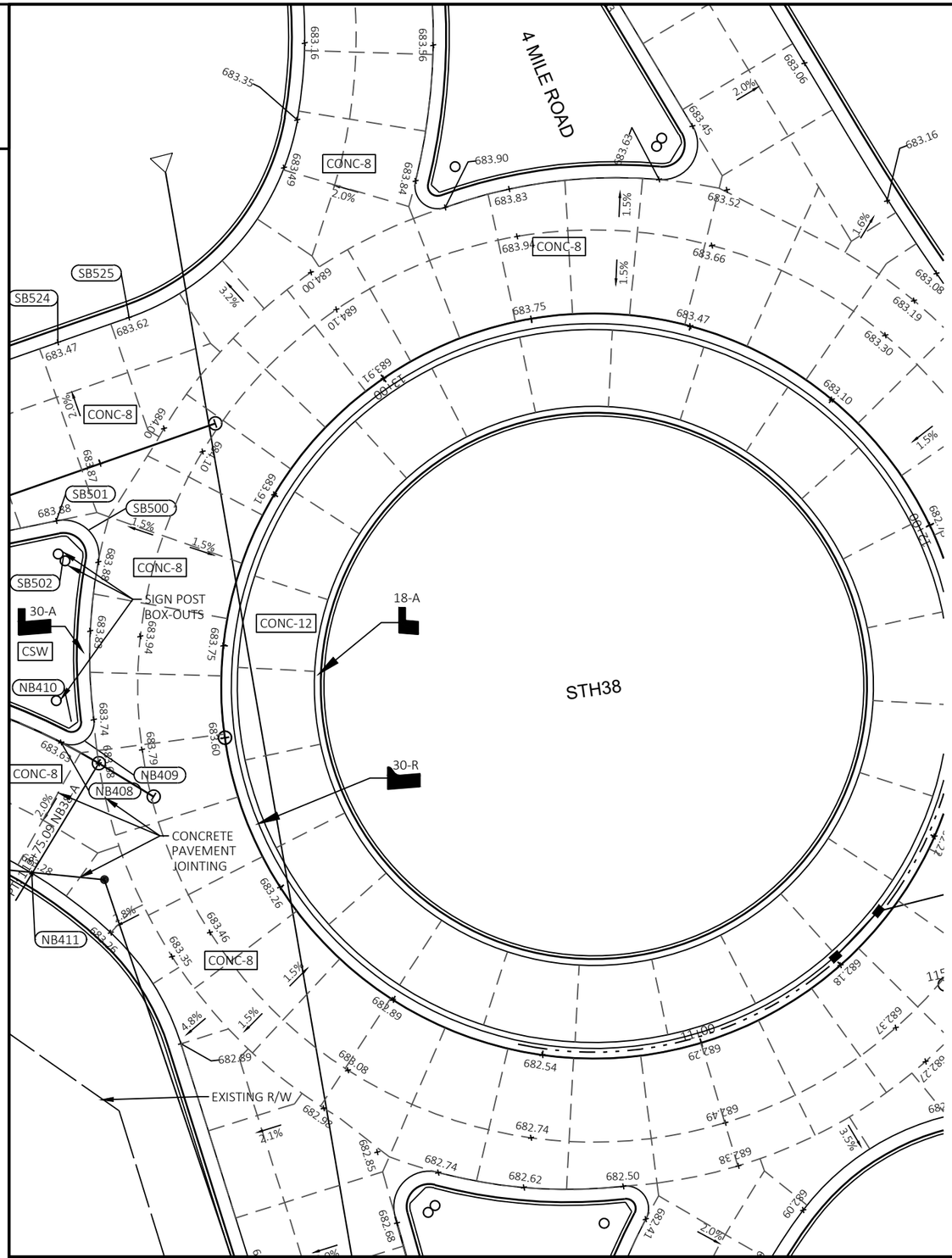


LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36-6	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
CDW	CONCRETE DRIVEWAY 6-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 20 E



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LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36-6	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

Int-38-S						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
NB400	110+42.29	7.19' LT	685.87	206684.15	616822.20	MID POINT RADIUS
NB401	110+46.58	2.04' LT	685.73	206686.75	616828.37	PCC
NB402	110+47.29	6.99' LT	686.07	206688.87	616823.84	CENTER 2' RADIUS TO BC
NB403	110+60.85	0.51' LT	685.55	206699.96	616833.98	MID POINT RADIUS
NB404	110+75.19	0.00'	685.39	206713.53	616838.65	110+75.19 PT NB
NB405	111+12.16	0.00'	685.00	206748.90	616849.41	111+12.16 PC NB
NB406	112+81.05	0.00'	683.31	206915.57	616872.81	LOW POINT
NB407	113+07.71	0.00'	683.27	206942.21	616873.99	113+07.71 PC NB
NB408	113+68.41	0.00'	683.63	206997.97	616895.24	PRC
NB409	113+71.44	1.92' LT	683.68	207001.55	616895.74	MID POINT RADIUS
NB410	113+68.41	3.50' LT	684.12	207000.18	616892.52	CENTER 1' RADIUS TO BC
NB411	113+75.00	20.00' RT	683.28	206989.26	616914.17	113+75 NB
NB412	113+49.97	20.00' RT	683.10	206973.24	616902.70	113+50 NB
NB413	113+28.06	20.00' RT	682.95	206957.17	616896.39	PCC
NB414	113+10.53	19.10' RT	682.89	206943.61	616893.21	PI
NB415	112+79.98	20.77' RT	682.90	206913.59	616893.51	LOW POINT
NB416	112+71.98	21.21' RT	682.94	206905.57	616893.60	LOW POINT
NB417	112+69.59	21.34' RT	682.95	206903.18	616893.62	PI
NB418	112+49.72	19.96' RT	683.16	206883.39	616891.35	112+50 NB
NB419	112+24.88	18.42' RT	683.45	206858.11	616888.45	112+25 NB
NB420	112+04.57	18.00' RT	683.67	206837.21	616886.06	PI
NB421	111+73.18	17.00' RT	684.02	206805.22	616880.38	END CURB
NB422	110+96.00	17.00' RT	684.83	206728.49	616860.97	BEGIN RADIUS
NB423	110+84.13	20.00' RT	684.79	206716.26	616860.38	DW AT SHOULDER
NB424	110+71.00	42.00' RT	683.69	206697.30	616877.61	END RADIUS
NB425	110+71.00	55.98' RT	683.12	206693.23	616890.98	MATCH EXISTING
NB426	110+96.00	42.00' RT	684.30	206721.22	616884.89	CENTER 25' RADIUS
NB427	110+54.11	55.98' RT	683.05	206677.07	616886.07	MATCH EXISTING
NB428	110+54.11	42.00' RT	683.82	206681.14	616872.69	END RADIUS
NB429	110+40.99	20.00' RT	NA	206674.99	616847.82	DW AT SHOULDER
NB430	110+29.11	17.00' RT	685.52	206664.50	616841.50	BEGIN RADIUS
NB431	110+29.11	42.00' RT	682.86	206657.22	616865.42	CENTER 25' RADIUS
NB432	108+70.32	17.00' RT	686.46	206512.80	616796.01	BEGIN RADIUS
NB433	108+58.28	20.00' RT	686.39	206500.49	616795.74	DW AT SHOULDER
NB434	108+44.85	42.84' RT	684.13	206481.77	616814.36	END RADIUS
NB435	108+44.89	44.42' RT	684.00	206481.41	616815.89	MATCH EXISTING

Int-38-S						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
NB436	108+70.32	42.00' RT	NA	206506.10	616820.10	CENTER 25' RADIUS
NB437	108+28.20	44.42' RT	684.03	206465.59	616811.76	MATCH EXISTING
NB438	108+27.31	38.50' RT	684.54	206466.22	616805.80	END RADIUS
NB439	108+14.15	20.00' RT	686.55	206458.17	616784.68	DW AT SHOULDER
NB440	108+02.10	17.00' RT	686.71	206447.31	616778.89	BEGIN RADIUS
NB441	108+02.10	42.00' RT	NA	206441.35	616803.17	CENTER 25' RADIUS
NB442	108+13.83	17.00' RT	686.67	206458.60	616781.69	BEGIN RADIUS
NB443	108+01.78	20.00' RT	686.59	206446.28	616781.73	DW AT SHOULDER
NB444	107+88.68	38.10' RT	685.08	206429.46	616796.28	END RADIUS
NB445	107+88.06	41.81' RT	684.83	206428.00	616799.75	MATCH EXISTING
NB446	108+13.83	42.00' RT	NA	206452.52	616805.94	CENTER 25' RADIUS
NB451	112+40.11	0.00' LT	683.66	206874.68	616870.99	112+40.11 PT NB
NB452	112+18.51	0.00' LT	683.88	206853.13	616869.57	CURB TRANSITION
NB453	112+18.51	18.20' RT	683.52	206851.55	616887.70	CURB TRANSITION
SB500	113+69.82	9.17' RT	683.88	207008.97	616863.81	MID POINT RADIUS
SB501	113+65.62	6.15' RT	683.88	207004.42	616861.34	BEGIN RADIUS
SB502	113+64.88	11.61' RT	684.28	207004.38	616866.84	CENTER 3' RADIUS TO BC
SB503	113+50.00	4.07' RT	683.68	206988.62	616861.23	113+50 SB
SB504	113+25.00	1.53' RT	683.46	206963.36	616861.06	113+25 SB
SB505	113+00.00	0.21' RT	683.35	206938.29	616860.88	113+00 SB
SB506	112+85.14	0.00' RT	683.35	206923.42	616860.78	PT
SB507	111+67.74	0.00'	684.44	206807.11	616846.77	111+67.74 PC SB
SB508	110+47.39	0.04' LT	685.91	206690.02	616818.98	END RADIUS
SB509	110+75.00	18.03' LT	685.27	206721.04	616807.84	END CURB
SB510	111+00.00	18.02' LT	684.97	206745.36	616813.61	111+00 SB
SB511	111+50.00	18.01' LT	684.31	206794.01	616825.16	111+50 SB
SB512	111+67.74	18.00' LT	684.08	206811.27	616829.26	111+67.74 PC SB
SB513	111+75.00	18.00' LT	683.98	206818.10	616830.83	111+75 SB
SB514	112+00.00	18.00' LT	683.65	206841.78	616835.50	112+00 SB
SB515	112+25.00	18.00' LT	683.34	206865.65	616839.02	112+25 SB
SB516	112+50.00	18.00' LT	683.12	206889.66	616841.40	112+50 SB
SB517	112+52.55	18.00' LT	683.11	206892.12	616841.58	PI
SB518	112+72.14	20.00' LT	682.98	206911.07	616840.54	PI
SB519	112+75.00	20.00' LT	682.97	206913.82	616840.62	112+75 SB
SB520	113+01.90	20.00' LT	682.95	206939.68	616840.63	LOW POINT
SB521	113+25.00	20.00' LT	683.03	206961.87	616839.58	113+25 SB

Int-38-S						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
SB522	113+50.00	20.00' LT	683.20	206985.80	616837.33	113+50 SB
SB523	113+54.57	20.00' LT	683.24	206990.16	616836.79	113+54.57 PT SB
SB524	113+75.00	20.00' LT	683.47	207010.42	616834.22	113+75 SB
SB525	113+86.72	20.00' LT	683.62	207022.05	616832.74	BEGIN RADIUS
SB526	112+91.39	20.00' LT	682.94	206929.58	616840.79	LOW POINT
SB527	112+92.54	0.05' RT	683.34	206930.83	616860.83	LOW POINT
SB528	112+17.04	18.00' LT	683.43	206858.03	616838.03	CURB TRANSITION
SB529	112+16.77	0.00' LT	683.79	206855.28	616855.82	CURB TRANSITION
SB530	107+75.34	41.69' RT	684.94	206415.68	616796.83	MATCH EXISTING
SB531	107+74.91	38.49' RT	685.16	206416.00	616793.62	END RADIUS
SB532	107+59.59	16.87' RT	686.88	206406.08	616769.04	DW AT SHOULDER
SB533	107+50.13	41.86' RT	NA	206391.11	616791.19	CENTER 25' RADIUS

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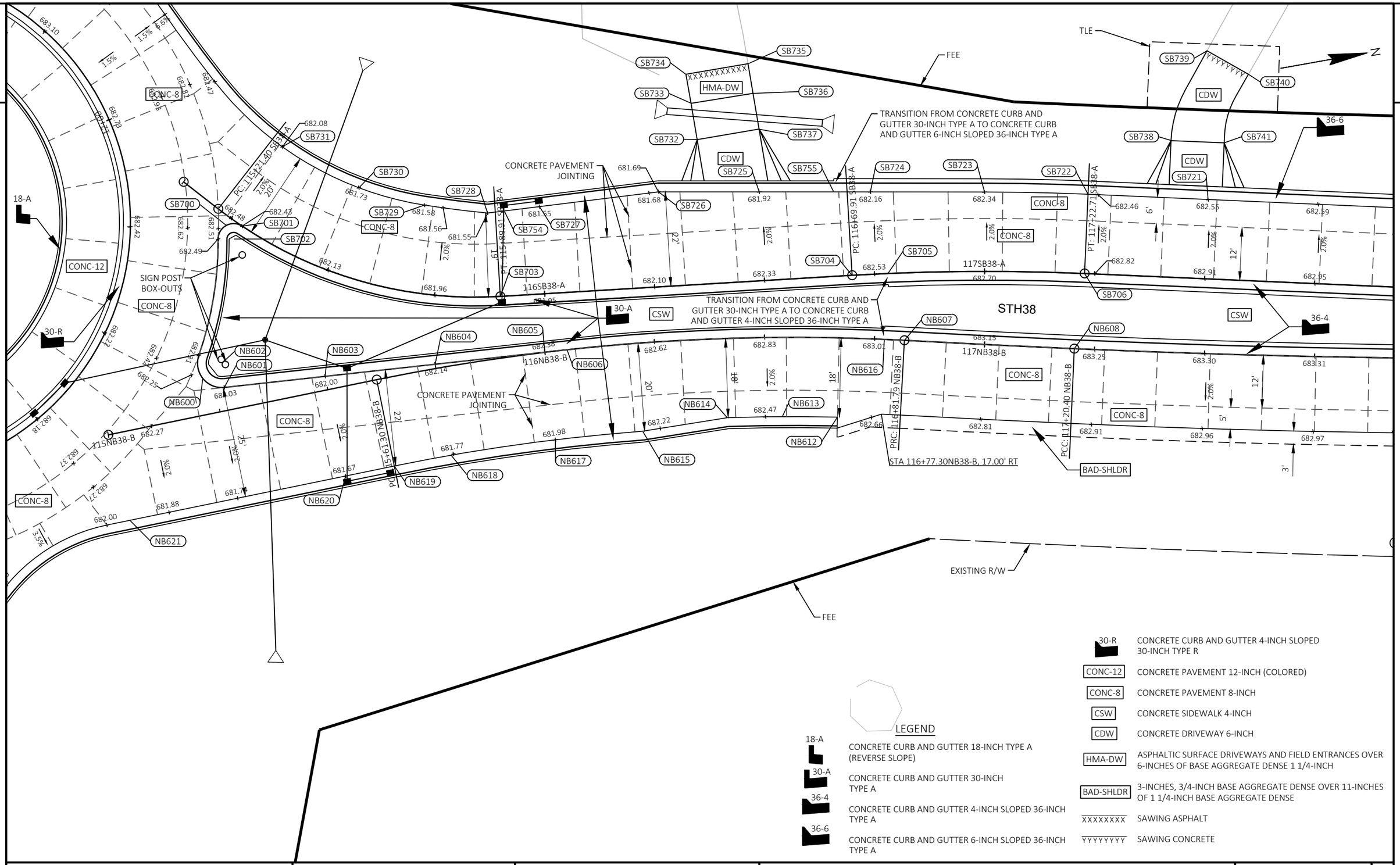

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 23	E

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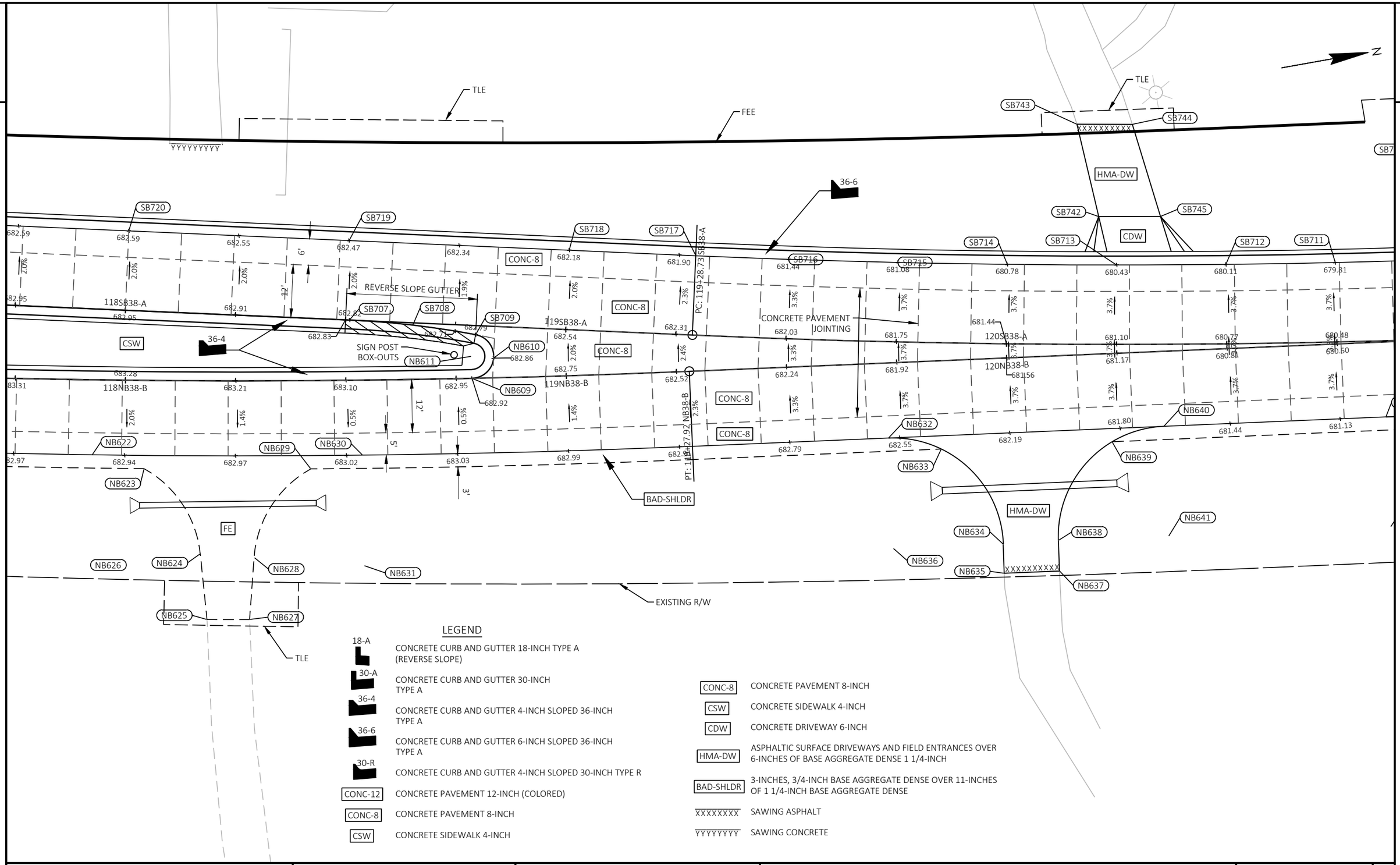

LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36-6	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH

CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
CDW	CONCRETE DRIVEWAY 6-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 24	E

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LAYOUT NAME - 02
PLOT DATE : 12/29/2025 6:43 PM
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PLOT NAME :
PLOT SCALE : 1 IN:20 FT
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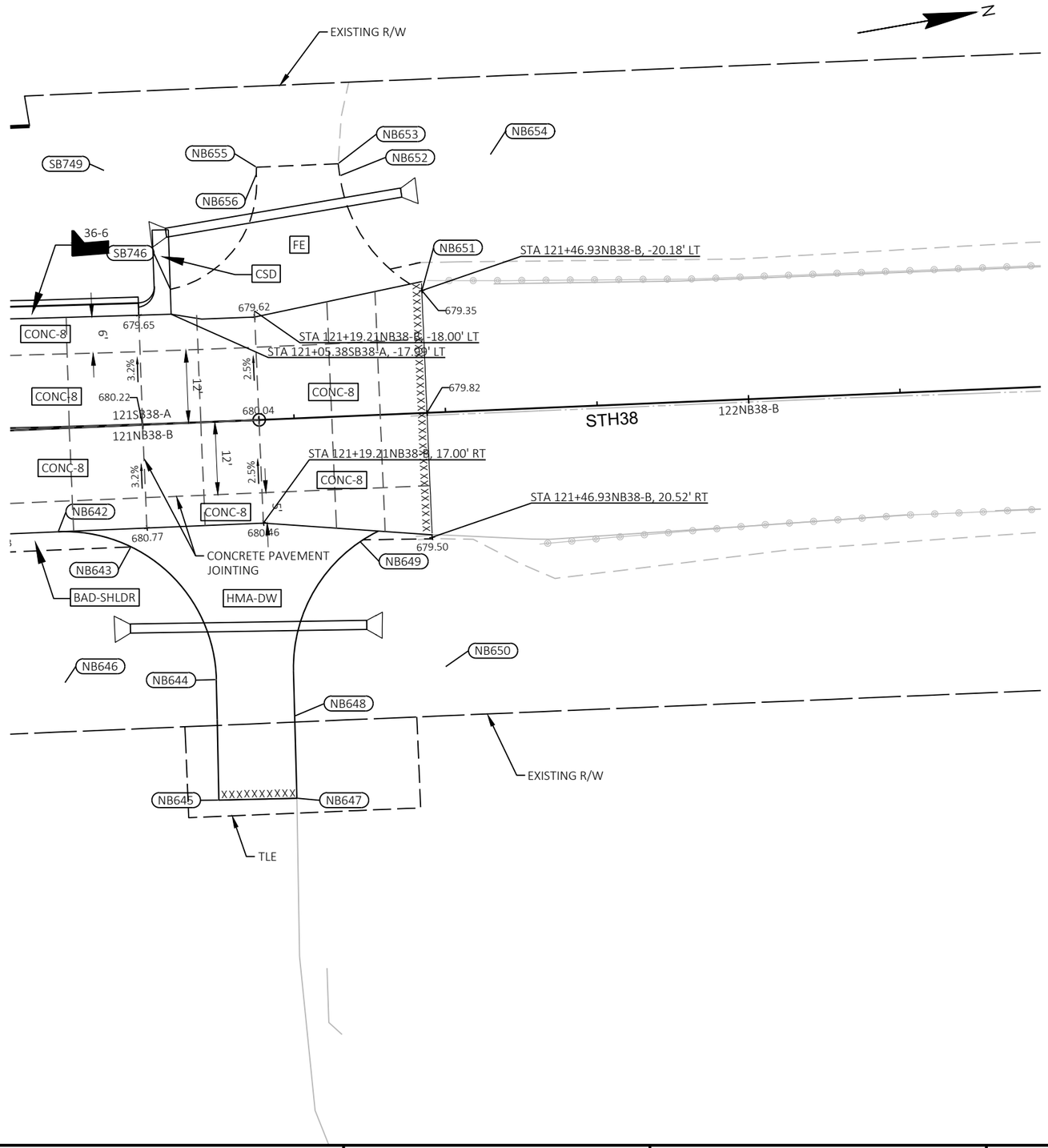


LEGEND

36-6	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CONC-8	CONCRETE PAVEMENT 8-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
CSD	CONCRETE SURFACE DRAIN
XXXXXXXX	SAWING ASPHALT

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 25	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\021204-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 12/29/2025 6:44 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

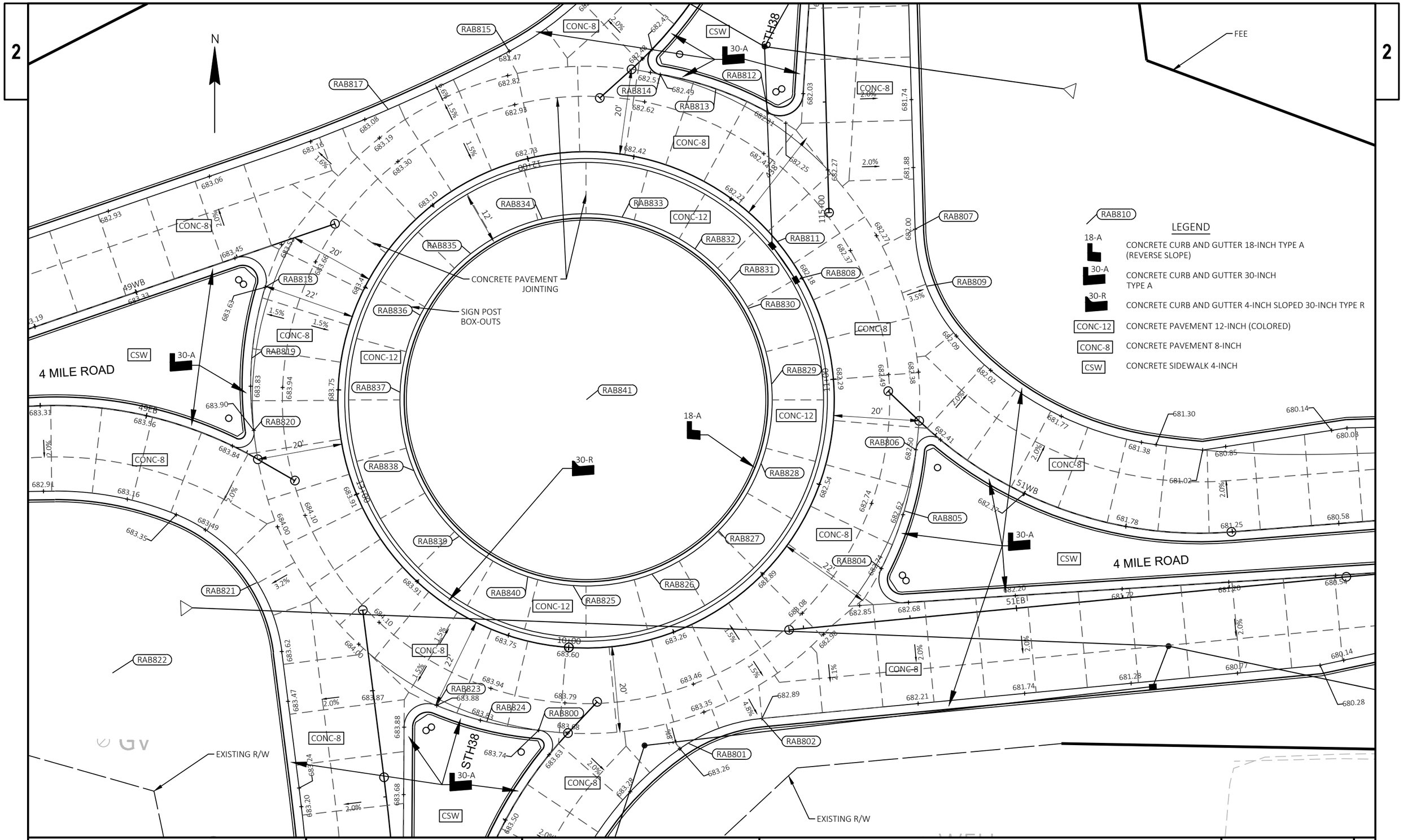
2

Int-38-N						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
NB600	115+22.69	8.23' LT	682.17	207147.99	616951.78	MID POINT RADIUS
NB601	115+27.08	5.25' LT	682.03	207152.47	616954.64	BEGIN RADIUS
NB602	115+27.59	10.72' LT	682.55	207152.82	616949.16	CENTER 3' RADIUS TO BC
NB603	115+50.00	3.10' LT	682.00	207175.43	616956.14	115+50 NB
NB604	115+75.00	0.97' LT	682.14	207200.52	616957.78	115+75 NB
NB605	116+00.00	0.03' LT	682.38	207225.50	616959.41	116+00 NB
NB606	116+05.10	0.00'	682.43	207230.59	616959.74	PC
NB607	116+81.79	0.00'	683.05	207306.37	616970.93	116+81.79 PRC NB
NB608	117+20.40	0.00'	683.23	207344.02	616979.49	117+20.40 PCC NB
NB609	118+78.62	0.00'	682.92	207499.50	617008.70	PCC
NB610	118+83.60	4.48' LT	682.86	207505.10	617005.02	MID POINT RADIUS
NB611	118+78.62	5.00' LT	683.11	207500.26	617003.75	CENTER 2' RADIUS BC
NB612	116+66.96	18.00' RT	682.60	207288.36	616985.46	END CURB
NB613	116+53.96	18.00' RT	682.51	207276.07	616983.19	MID POINT RADIUS
NB614	116+40.96	18.00' RT	682.40	207263.72	616981.25	PI
NB615	116+20.78	20.00' RT	682.18	207244.25	616980.92	PI
NB616	116+77.20	0.00'	683.03	207301.90	616969.92	CURB TRANSITION
NB617	116+00.00	20.00' RT	681.98	207224.42	616979.40	116+00 NB
NB618	115+75.00	20.00' RT	681.76	207200.49	616978.74	115+75 NB
NB619	115+61.30	20.00' RT	681.69	207187.38	616978.92	115+61.30 PC NB
NB620	115+50.00	20.00' RT	681.67	207176.08	616979.24	LOW POINT
NB621	115+00.00	20.00' RT	681.96	207126.10	616980.64	115+00 NB
NB622	117+92.69	17.00' RT	682.96	207411.64	617010.80	BEGIN RADIUS
NB623	118+04.41	20.00' RT	682.87	207422.69	617015.94	DW AT SHOULDER
NB624	118+17.12	39.22' RT	683.18	207431.89	617037.16	BEGIN RADIUS
NB625	118+18.68	54.09' RT	683.52	207430.81	617052.08	MATCH EXISTING
NB626	117+92.69	42.00' RT	NA	207406.95	617035.36	CENTER 25' RADIUS
NB627	118+28.12	54.09' RT	684.00	207440.32	617053.77	MATCH EXISTING
NB628	118+29.13	40.03' RT	683.56	207443.77	617040.10	BEGIN RADIUS
NB629	118+41.92	20.00' RT	682.99	207459.92	617022.55	DW AT SHOULDER
NB630	118+53.64	17.00' RT	683.02	207472.07	617021.54	BEGIN RADIUS
NB631	118+53.64	42.00' RT	NA	207468.01	617046.21	CENTER 25' RADIUS
NB632	119+72.41	17.00' RT	682.58	207590.16	617038.41	BEGIN RADIUS
NB633	119+84.28	20.00' RT	682.53	207601.53	617042.95	DW AT SHOULDER
NB634	119+97.41	42.16' RT	682.12	207611.63	617066.64	BEGIN RADIUS
NB635	119+97.37	48.75' RT	681.97	207610.72	617073.17	MATCH EXISTING
NB636	119+72.41	42.00' RT	NA	207586.86	617063.19	CENTER 25' RADIUS
NB637	120+09.90	48.75' RT	681.66	207623.14	617074.82	MATCH EXISTING
NB638	120+09.94	41.84' RT	681.70	207624.09	617067.98	BEGIN RADIUS
NB639	120+23.07	20.00' RT	681.94	207639.98	617048.06	DW AT SHOULDER
NB640	120+34.94	17.00' RT	681.65	207652.15	617046.65	BEGIN RADIUS
NB641	120+34.94	42.00' RT	NA	207648.85	617071.43	CENTER 25' RADIUS
NB642	120+85.35	17.00' RT	681.01	207702.11	617053.29	BEGIN RADIUS

Int-38-N						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
NB643	120+97.22	20.00' RT	680.91	207713.49	617057.83	DW AT SHOULDER
NB644	121+10.34	42.44' RT	678.60	207723.54	617081.80	BEGIN RADIUS
NB645	121+09.95	62.32' RT	676.54	207720.52	617101.46	MATCH EXISTING
NB646	120+85.35	42.00' RT	NA	207698.82	617078.07	CENTER 25' RADIUS
NB647	121+22.82	62.55' RT	676.43	207733.26	617103.38	MATCH EXISTING
NB648	121+23.01	49.00' RT	677.71	207735.23	617089.98	BEGIN RADIUS
NB649	121+34.99	20.73' RT	679.89	207750.83	617063.54	DW AT SHOULDER
NB650	121+48.14	42.00' RT	NA	207761.06	617086.35	CENTER 25' RADIUS
NB651	121+46.93	20.18' LT	679.35	207768.06	617024.56	DW AT SHOULDER
NB652	121+34.23	39.66' LT	677.58	207758.04	617003.57	BEGIN RADIUS
NB653	121+34.05	41.65' LT	677.43	207758.11	617001.57	MATCH EXISTING
NB654	121+59.12	42.00' LT	NA	207783.02	617004.53	CENTER 25' RADIUS
NB655	121+20.56	41.65' LT	678.43	207744.75	616999.80	MATCH EXISTING
NB656	121+20.48	40.48' LT	678.48	207744.52	617000.94	BEGIN RADIUS
SB700	115+25.05	1.91' RT	682.46	207159.29	616918.50	MID POINT RADIUS
SB701	115+28.08	0.00'	682.43	207162.81	616919.30	PRC
SB702	115+28.08	3.50' RT	682.88	207160.39	616921.82	CENTER 1' RADIUS TO BC
SB703	115+89.91	0.00'	681.93	207217.77	616945.18	115+89.91 PT SB
SB704	116+69.91	0.00'	682.50	207297.24	616954.34	116+69.91 PC SB
SB705	116+78.05	0.00'	682.56	207305.31	616955.34	CURB TRANSITION
SB706	117+22.71	0.00'	682.82	207349.29	616963.09	117+22.71 PT SB
SB707	118+50.90	0.00'	682.82	207474.43	616990.85	BEGIN RADIUS
SB708	118+65.30	0.51' RT	682.76	207488.37	616994.47	MID POINT RADIUS
SB709	118+79.62	2.05' RT	682.79	207502.03	616999.08	PCC
SB710	121+00.00	18.00' LT	679.65	207721.41	617020.47	121+00 SB END CURB
SB711	120+75.00	18.00' LT	679.81	207696.88	617016.85	120+75 SB
SB712	120+50.00	18.00' LT	680.11	207672.39	617012.95	120+50 SB
SB713	120+25.00	18.00' LT	680.43	207647.95	617008.78	120+25 SB
SB714	120+00.00	18.00' LT	680.78	207623.56	617004.33	120+00 SB
SB715	119+75.00	18.00' LT	681.08	207599.22	616999.60	119+75 SB
SB716	119+50.00	18.00' LT	681.44	207574.93	616994.60	119+50 SB
SB717	119+28.73	18.00' LT	681.83	207554.31	616990.13	119+28.73 PC SB
SB718	119+00.00	18.00' LT	682.18	207526.26	616983.91	119+00 SB
SB719	118+50.00	18.00' LT	682.47	207477.45	616973.08	118+50 SB
SB720	118+00.00	18.00' LT	682.59	207428.64	616962.26	118+00 SB
SB721	117+50.00	18.00' LT	682.55	207379.82	616951.43	117+50 SB
SB722	117+22.71	18.00' LT	682.46	207353.18	616945.52	117+22.71 PT SB
SB723	117+00.00	18.00' LT	682.34	207330.12	616940.94	117+00 SB
SB724	116+75.00	18.67' LT	682.16	207304.61	616936.42	116+75 SB
SB725	116+50.00	20.17' LT	681.92	207279.77	616932.03	116+50 SB
SB726	116+27.16	21.55' LT	681.69	207257.24	616928.04	PI
SB727	116+00.00	19.81' LT	681.55	207230.05	616926.66	LOW POINT
SB728	115+87.72	19.03' LT	681.55	207218.20	616926.05	PI

Int-38-N						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
SB729	115+69.56	20.00' LT	681.58	207204.41	616921.79	PCC
SB730	115+50.00	20.00' LT	681.73	207190.41	616915.33	115+50 SB
SB731	115+25.00	20.00' LT	682.08	207174.94	616903.16	115+25 SB
SB732	116+36.65	32.86' LT	680.75	207267.96	616917.89	DW APRON
SB733	116+35.75	41.16' LT	679.80	207268.01	616909.54	PI
SB734	116+34.98	47.81' LT	679.39	207268.01	616902.85	MATCH EXISTING
SB735	116+49.20	49.35' LT	680.09	207282.32	616902.94	MATCH EXISTING
SB736	116+49.94	42.58' LT	680.08	207282.27	616909.75	PI
SB737	116+50.83	34.38' LT	680.90	207282.22	616918.00	DW APRON
SB738	117+41.01	31.00' LT	682.70	207373.86	616936.79	DW APRON
SB739	117+48.28	51.73' LT	683.16	207385.44	616918.13	MATCH EXISTING
SB740	117+57.88	46.80' LT	683.26	207393.76	616925.02	MATCH EXISTING
SB741	117+53.07	31.00' LT	682.74	207385.63	616939.40	DW APRON
SB742	120+20.88	28.97' LT	680.99	207645.85	616997.27	DW APRON
SB743	120+15.78	49.88' LT	682.35	207644.63	616975.80	MATCH EXISTING
SB744	120+28.64	49.88' LT	682.20	207656.99	616978.00	MATCH EXISTING
SB745	120+35.08	28.99' LT	680.82	207659.66	616999.66	DW APRON
SB746	121+05.39	22.08' LT	679.05	207727.27	617017.17	DW AT SHOULDER
SB749	120+95.08	42.00' LT	NA	207720.00	616996.02	CENTER 25' RADIUS
SB754	115+91.98	19.30' LT	681.55	207222.03	616926.25	LOW POINT
SB755	116+66.88	19.15' LT	682.09	207296.42	616934.97	CURB TRANSITION

2



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 27	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\021205-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 12/31/2025 8:30 AM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

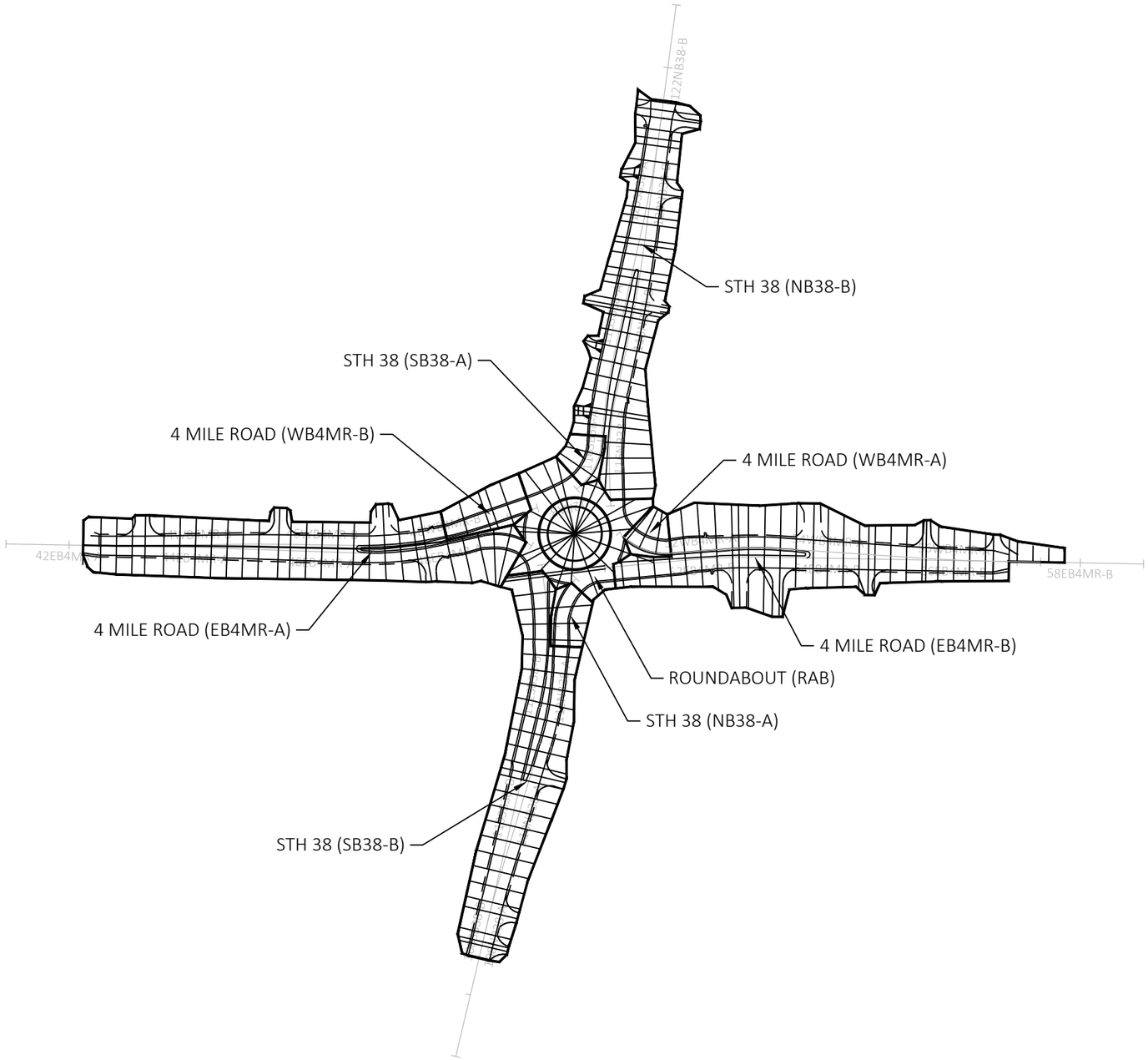
Int-RAB						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
RAB800	13+60.21	20.01' RT	683.74	207003.67	616892.80	PRC
RAB801	10+20.82	25.72' RT	683.23	207000.64	616927.74	MID POINT RADIUS
RAB802	10+33.32	27.04' RT	682.89	207006.45	616945.00	END RADIUS
RAB803	10+25.77	64.77' RT	NA	206966.63	616948.79	CENTER 37.5 RAD TO BC
RAB804	10+65.07	21.51' RT	682.74	207041.46	616972.92	PRC
RAB805	10+75.70	20.76' RT	682.61	207054.96	616978.25	MID POINT RADIUS
RAB806	10+86.44	20.00' RT	682.50	207069.21	616981.00	PRC
RAB807	11+22.91	28.65' RT	682.00	207120.79	616980.79	11+00 FLANGE
RAB808	11+25.00	0.00'	682.18	207109.43	616954.37	11+25 FLANGE
RAB809	11+13.85	25.91' RT	682.09	207107.46	616983.47	MID POINT RADIUS
RAB810	11+14.73	65.88' RT	673.47	207121.91	617020.77	CENTER 37.5' RADIUS TO BC
RAB811	11+35.27	0.00'	682.18	207117.88	616948.55	FLANGE
RAB812	11+53.48	21.51' RT	682.31	207148.03	616946.47	PRC
RAB813	11+63.31	20.76' RT	682.39	207153.56	616934.23	MID POINT RADIUS
RAB814	11+73.25	20.01' RT	682.49	207156.94	616921.24	PRC
RAB815	11+98.83	25.45' RT	682.47	207162.38	616885.94	PCC
RAB816	12+11.84	422.92' RT	NA	207515.79	616698.58	CENTER 397.5 RADIUS TO BC
RAB817	12+20.90	24.13' RT	683.01	207148.80	616857.69	MID POINT RADIUS
RAB818	12+57.78	21.50' RT	683.63	207107.23	616828.87	PRC
RAB819	12+70.17	20.76' RT	683.78	207090.63	616825.72	MID POINT RADIUS
RAB820	12+82.69	20.00' RT	683.90	207073.74	616826.20	PRC
RAB821	13+06.74	29.95' RT	683.69	207038.22	616826.96	MID POINT RADIUS
RAB822	13+07.70	69.92' RT	NA	207017.00	616793.06	CENTER 37.5 RADIUS TO BC
RAB823	13+42.10	21.51' RT	683.88	207009.45	616868.96	PRC
RAB824	13+51.11	20.76' RT	683.82	207005.62	616880.66	MID POINT RADIUS
RAB825	10+00.00	14.50' LT	683.99	207037.49	616900.84	10+00 TA FLANGE
RAB826	10+25.00	14.50' LT	683.66	207040.19	616919.25	10+25 TA FLANGE
RAB827	10+50.00	14.50' LT	683.28	207050.34	616934.85	10+50 TA FLANGE
RAB828	10+75.00	14.50' LT	682.94	207066.07	616944.78	10+75 TA FLANGE
RAB829	11+00.00	14.50' LT	682.69	207084.51	616947.23	11+00 TA FLANGE

Int-RAB						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
RAB830	11+25.00	14.50' LT	682.57	207102.29	616941.75	11+25 TA FLANGE
RAB831	11+35.27	14.50' LT	682.57	207108.63	616937.38	TA FLANGE
RAB832	11+50.00	14.50' LT	682.62	207116.16	616929.34	11+50 TA FLANGE
RAB833	11+75.00	14.50' LT	682.82	207123.57	616912.27	11+75 TA FLANGE
RAB834	12+00.00	14.50' LT	683.13	207123.17	616893.67	12+00 TA FLANGE
RAB835	12+25.00	14.50' LT	683.50	207115.04	616876.94	12+25 TA FLANGE
RAB836	12+50.00	14.50' LT	683.86	207100.66	616865.13	12+50 TA FLANGE
RAB837	12+75.00	14.50' LT	684.15	207082.66	616860.42	12+75 TA FLANGE
RAB838	13+00.00	14.50' LT	684.30	207064.34	616863.65	13+00 TA FLANGE
RAB839	13+25.00	14.50' LT	684.30	207049.04	616874.24	13+25 TA FLANGE
RAB840	13+50.00	14.50' LT	684.15	207039.57	616890.26	13+50 TA FLANGE
RAB841	12+38.36	58.00' LT	689.00	207080.89	616903.88	CENTER 42' AND 55' RADIUS TO BC

2

2

N

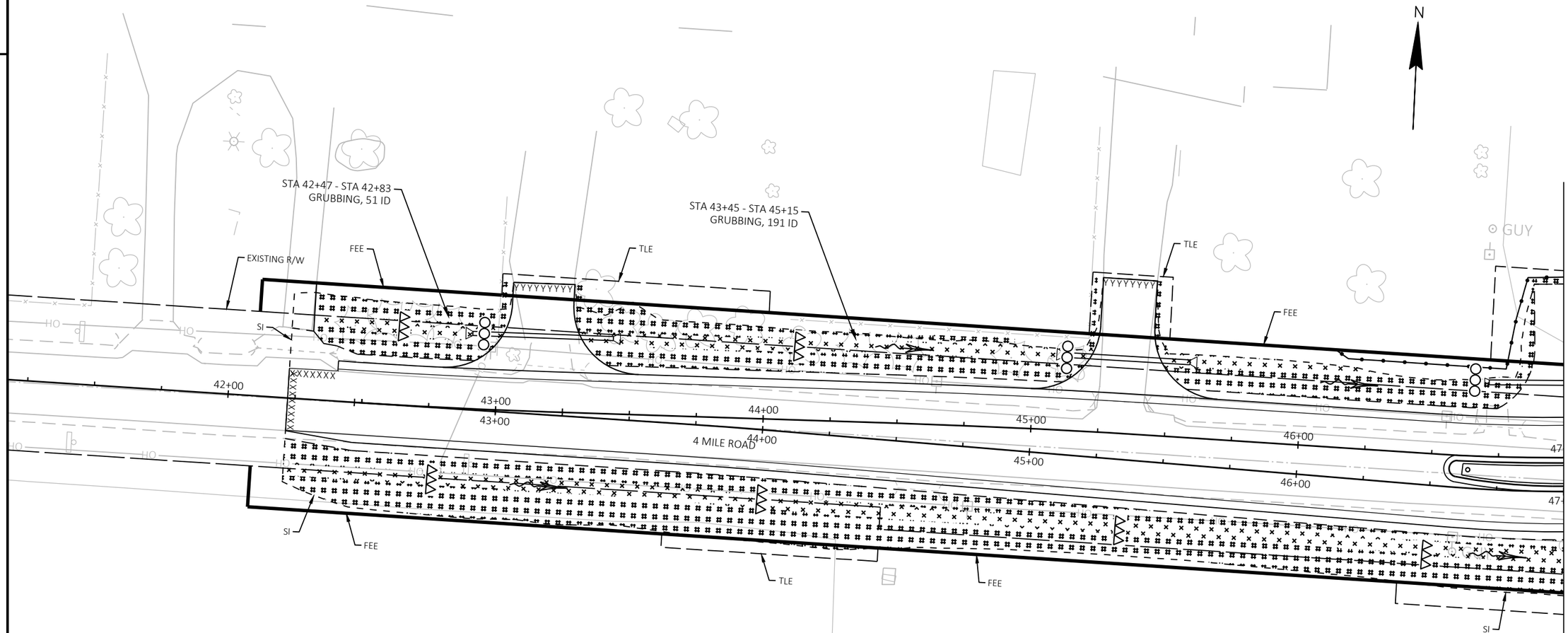


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	ROUNDABOUT EARTHWORK MATCHLINES	SHEET 29	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\021801-XM.DWG
LAYOUT NAME - 01

PLOT DATE : 12/15/2025 6:25 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- INLET PROTECTION
- A C — INLET PROTECTION TYPE
- SLOPE INTERCEPT
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- R — ROCK BAGS

NOTE: ADD SILT FENCE RELIEF AT LOW POINTS AS DIRECTED BY ENGINEER. SEE SILT FENCE RELIEF DETAIL

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 30	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 2/23/2026 11:11 AM PLOT BY : YELLICK, JOE W PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- INLET PROTECTION
- A C — INLET PROTECTION TYPE
- SLOPE INTERCEPT
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- R — ROCK BAGS

NOTE: ADD SILT FENCE RELIEF AT LOW POINTS AS DIRECTED BY ENGINEER. SEE SILT FENCE RELIEF DETAIL

MATCH LINE 47+00

MATCH LINE 116+70

MATCH LINE 113+00

MATCH LINE 53+00

N

WELL

VENT

GUY

HO

OHP

SI

TLE

FEE

SOD

EXISTING R/W

SEE CULVERT PIPE ENDWALL DETAIL

SEE SURFACE DRAIN DETAIL

SEE CULVERT PIPE ENDWALL DETAIL AND SURFACE DRAIN DETAIL

STH 38

4 MILE ROAD

STA 47+08
GRUBBING, 18 ID

STA 47+05
GRUBBING, 18 ID

STA 115+86
GRUBBING, 4 ID

STA 51+79 - STA 52+83
GRUBBING, 67 ID

STA 52+98
GRUBBING, 17 ID

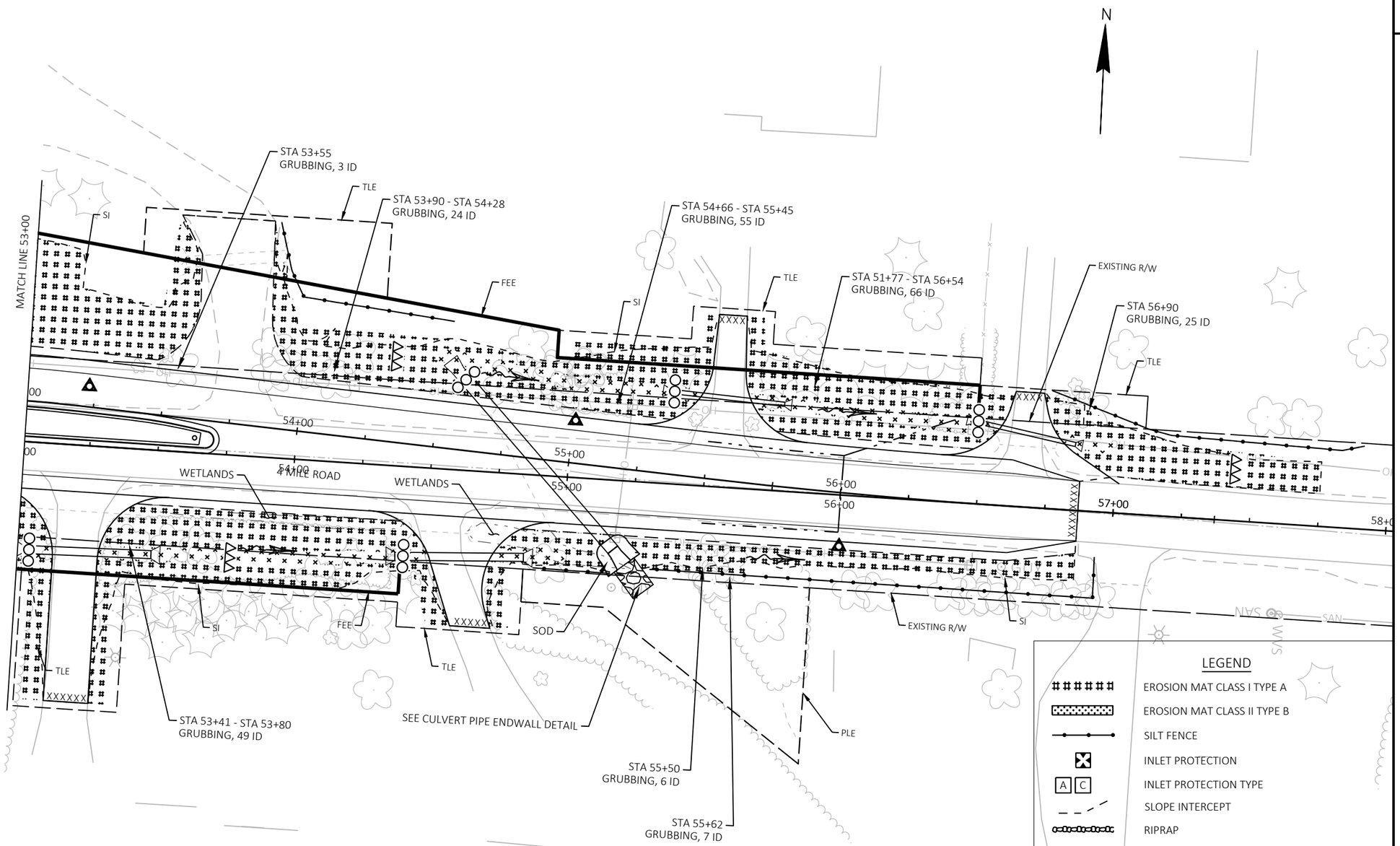
47+00 48+00 49+00 51+00 52+00 53+00 113+00 115+00 116+00

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 31	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\022001-EC.DWG
LAYOUT NAME - 02

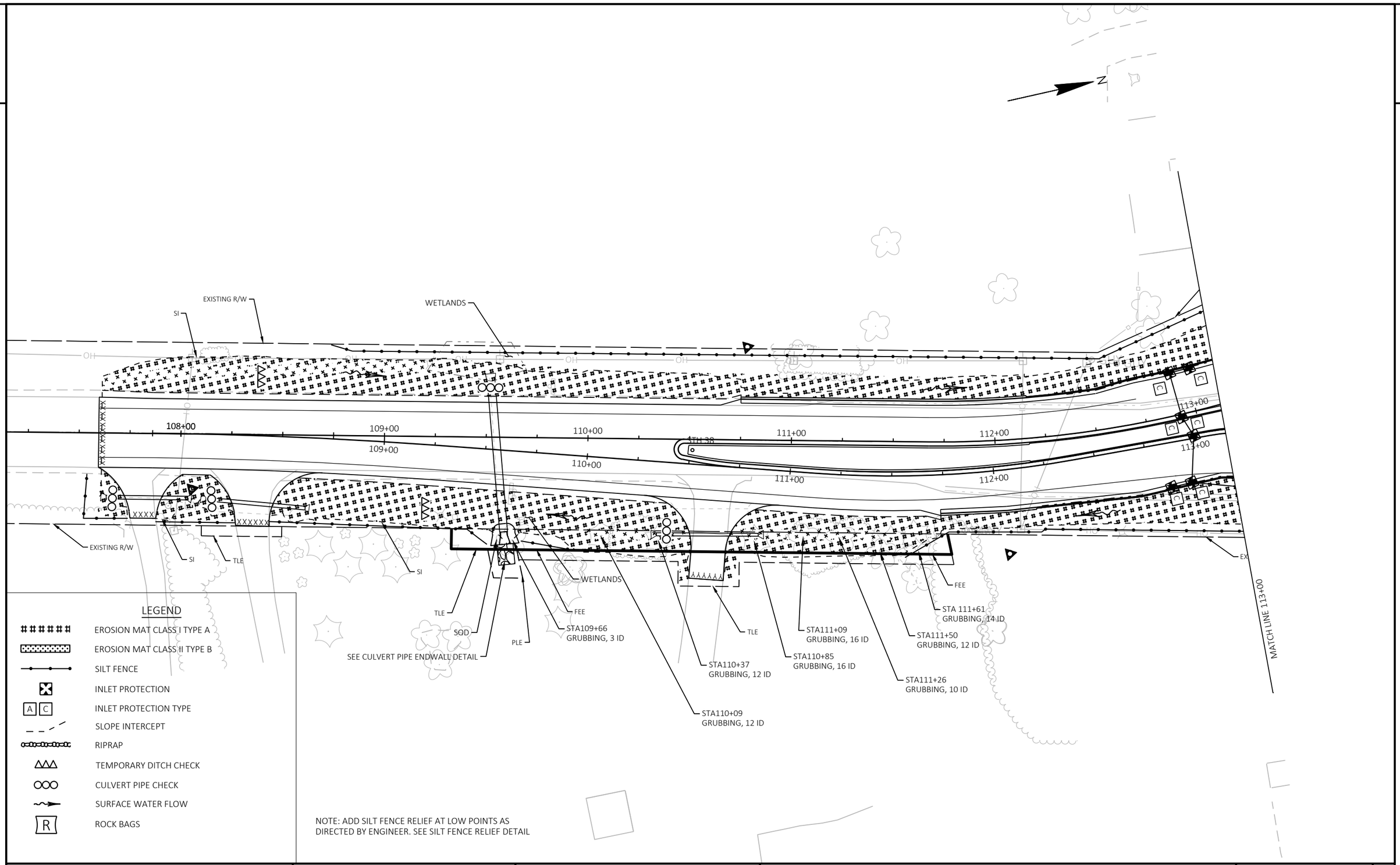
PLOT DATE : 2/23/2026 11:11 AM PLOT BY : YELLICK, JOE W PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 32	E

2



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 33	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\022001-EC.DWG
LAYOUT NAME - 04
PLOT DATE : 2/23/2026 11:12 AM
PLOT BY : YELLICK, JOE W
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2

N

TLE
FEE
TLE
STA 119+07
GRUBBING, 7 ID
SI
FEE
TLE
EXISTING R/W
SEE SURFACE DRAIN DETAIL
WETLANDS

117+00 STH 38 118+00 119+00 120+00 121+00 122+00

117+00 118+00 119+00 120+00

STA 121+28
GRUBBING, 10 ID

MATCH LINE 116+70

EXISTING R/W
SI
TLE
TLE
SI
EXISTING R/W

NOTE: ADD SILT FENCE RELIEF AT LOW POINTS AS DIRECTED BY ENGINEER. SEE SILT FENCE RELIEF DETAIL

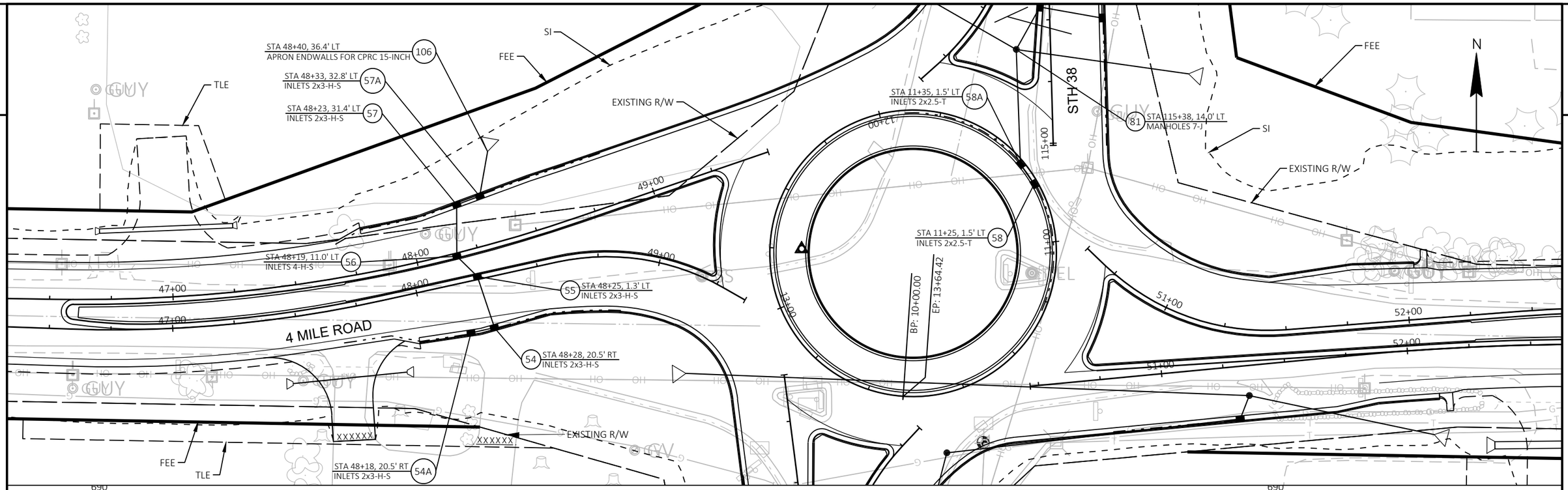
LEGEND

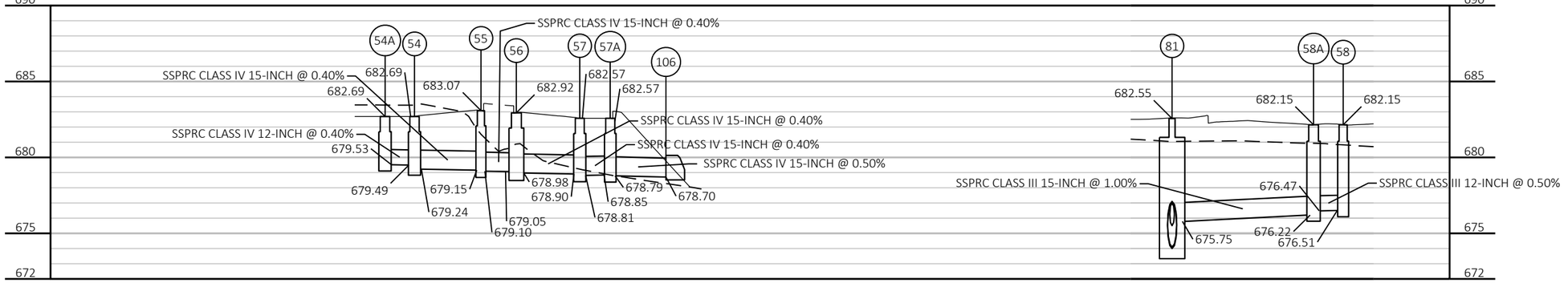
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- INLET PROTECTION
- A C — INLET PROTECTION TYPE
- SLOPE INTERCEPT
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- R — ROCK BAGS

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 34	E

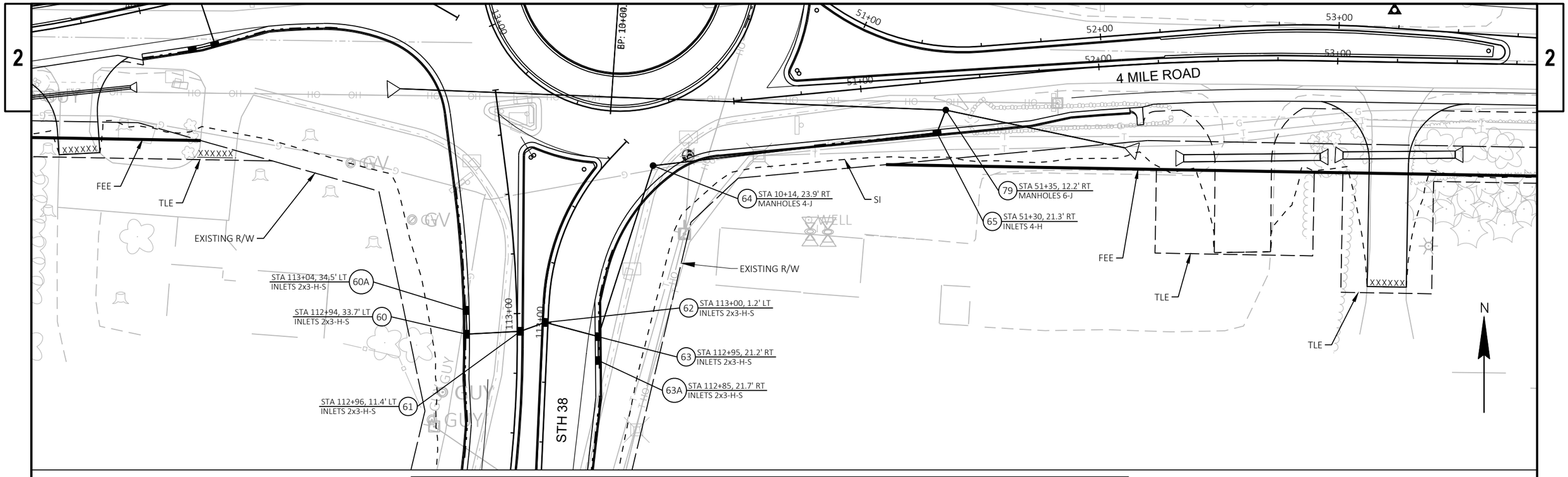
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\022001-EC.DWG
LAYOUT NAME - 05
PLOT DATE : 2/23/2026 11:12 AM
PLOT BY : YELLICK, JOE W
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

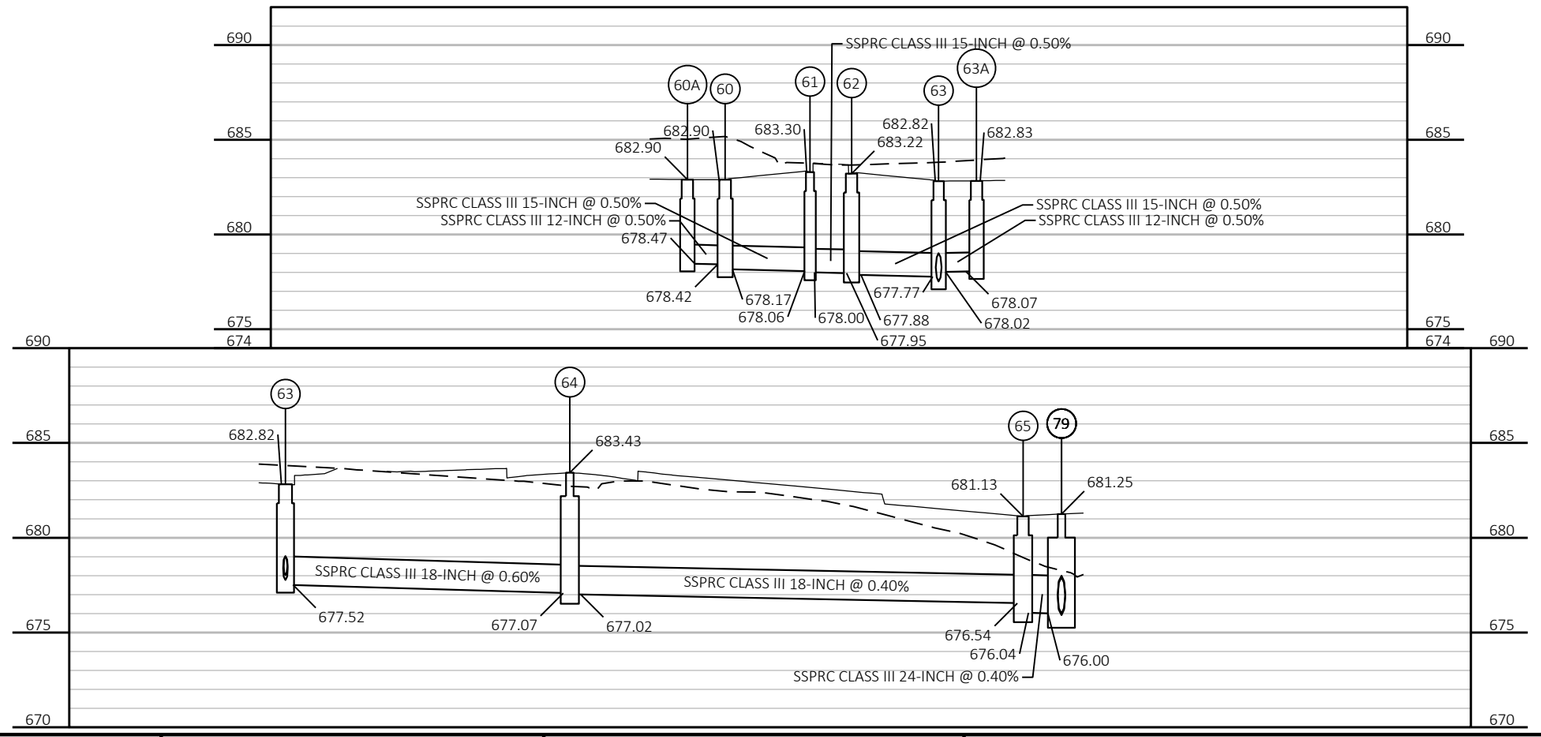
2





PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	STORM SEWER	SHEET 35	E

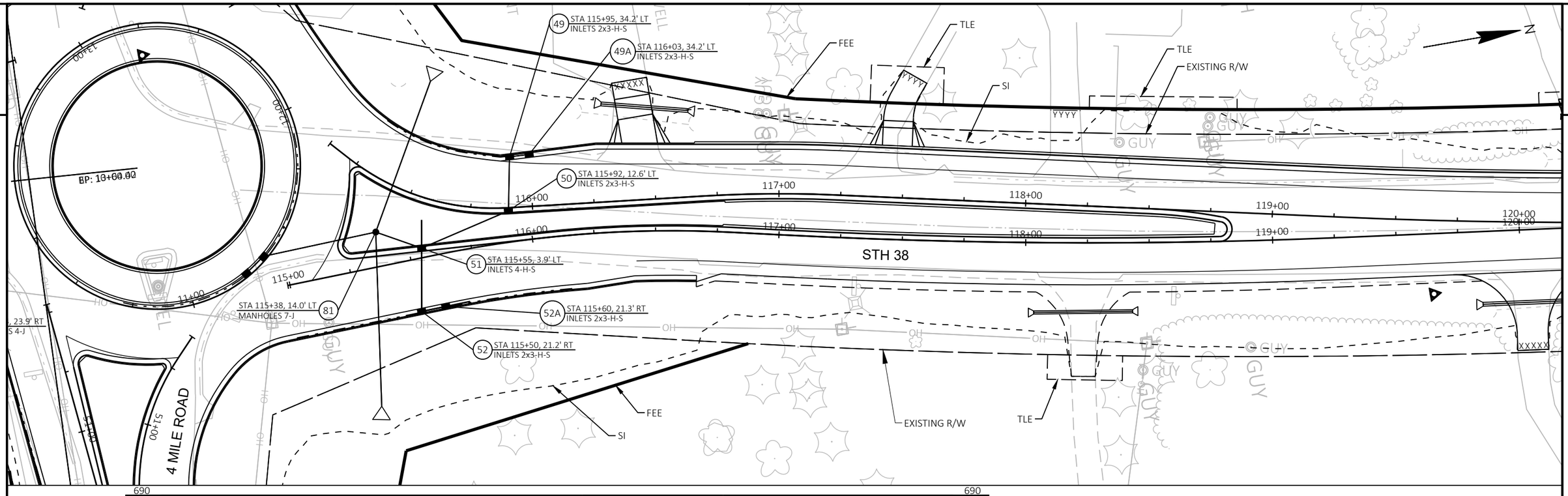


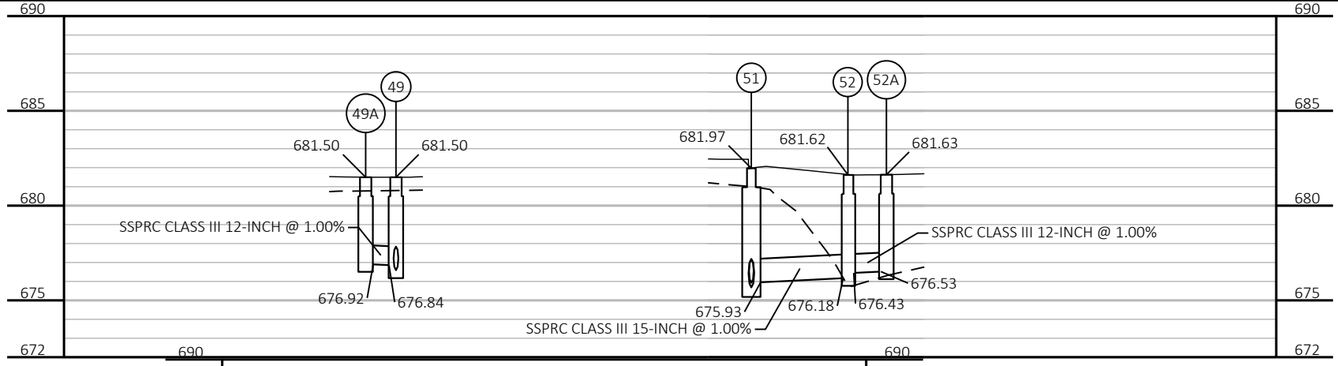


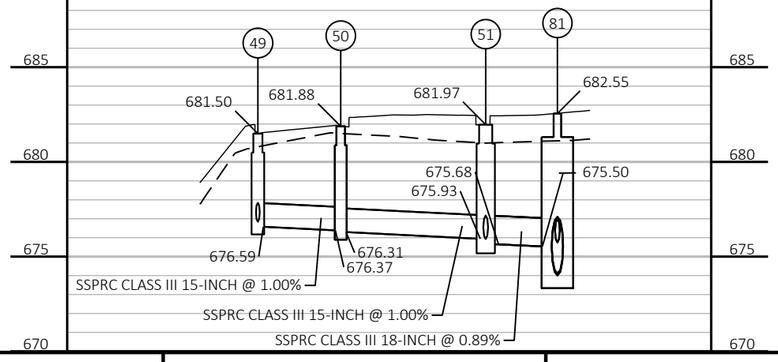
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	STORM SEWER	SHEET 36	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\022502_SS.DWG
LAYOUT NAME - 03

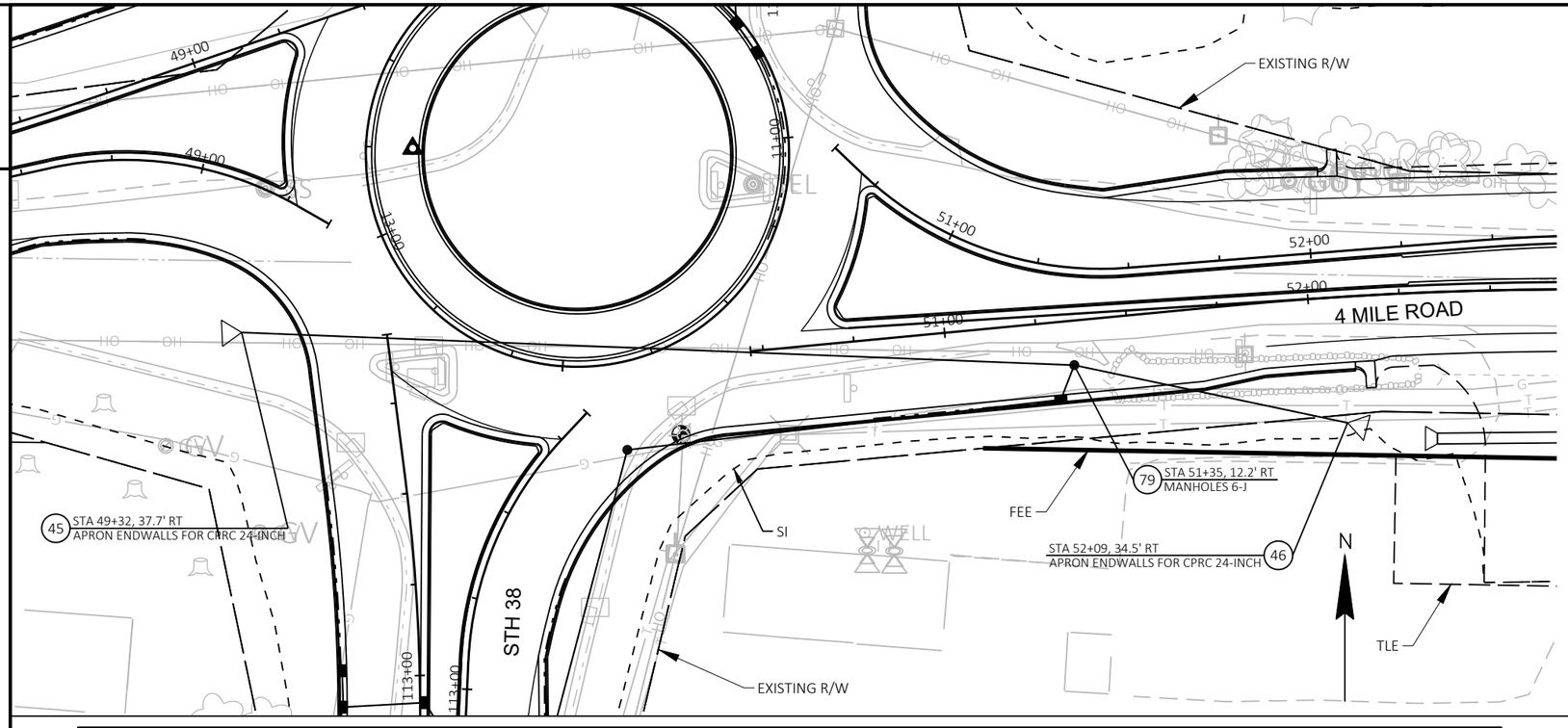
PLOT DATE : 12/19/2025 2:15 PM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

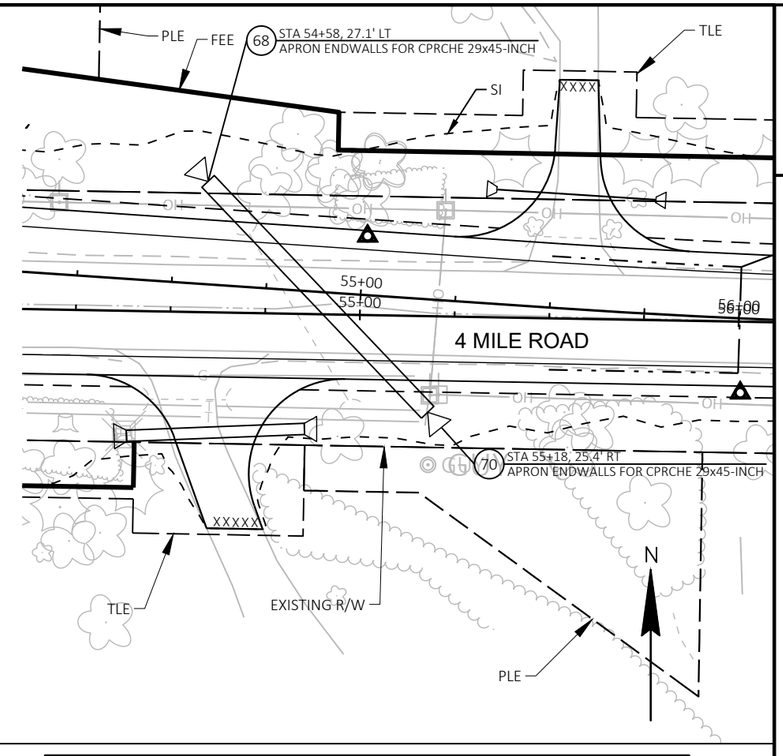


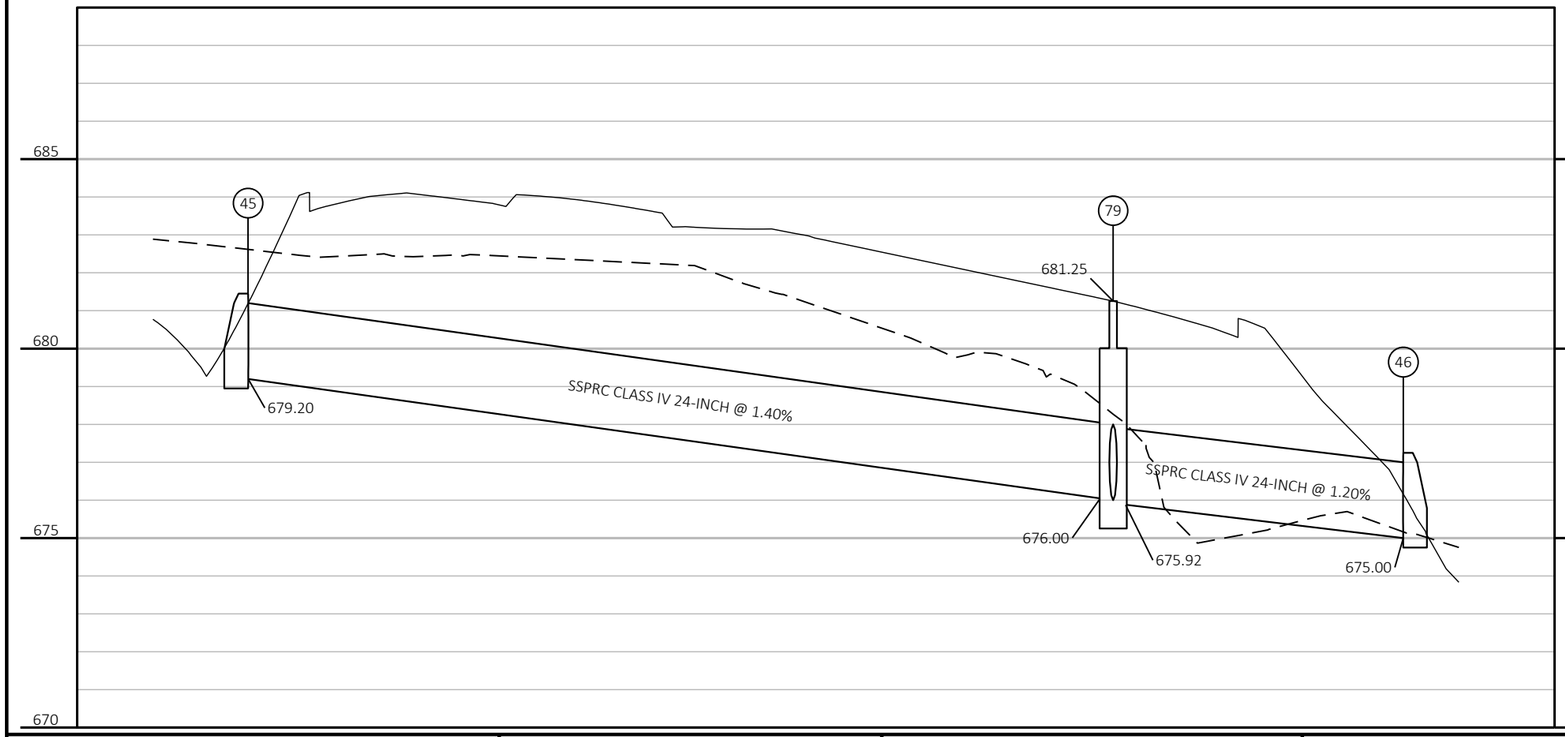


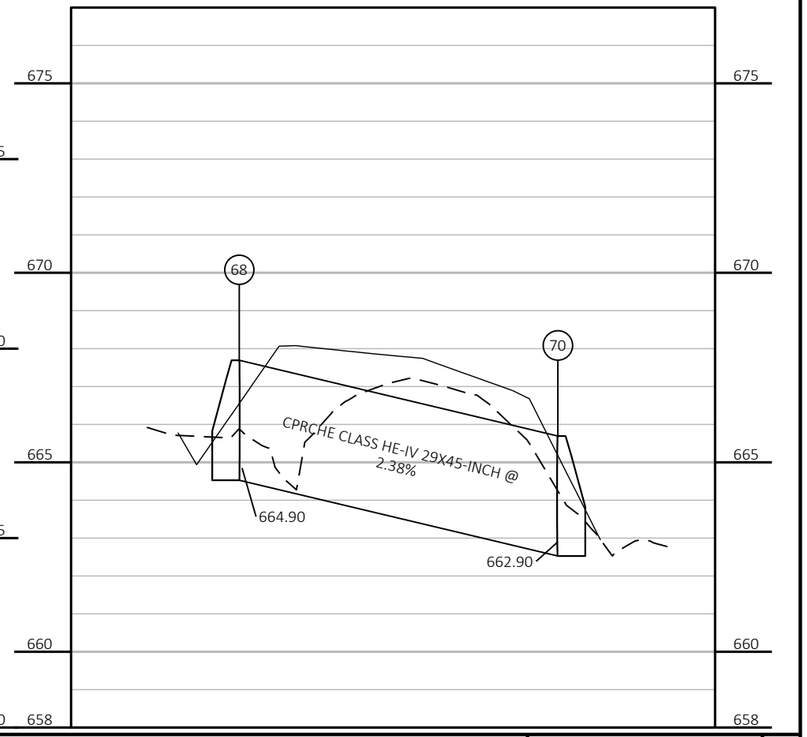


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	STORM SEWER	SHEET 37	E





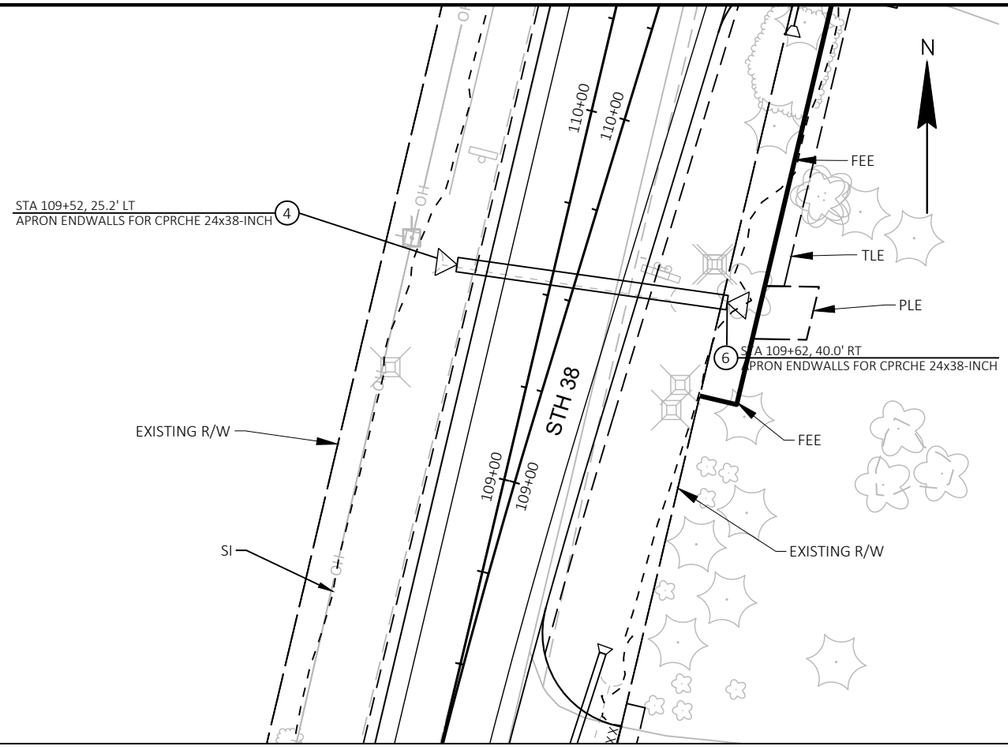


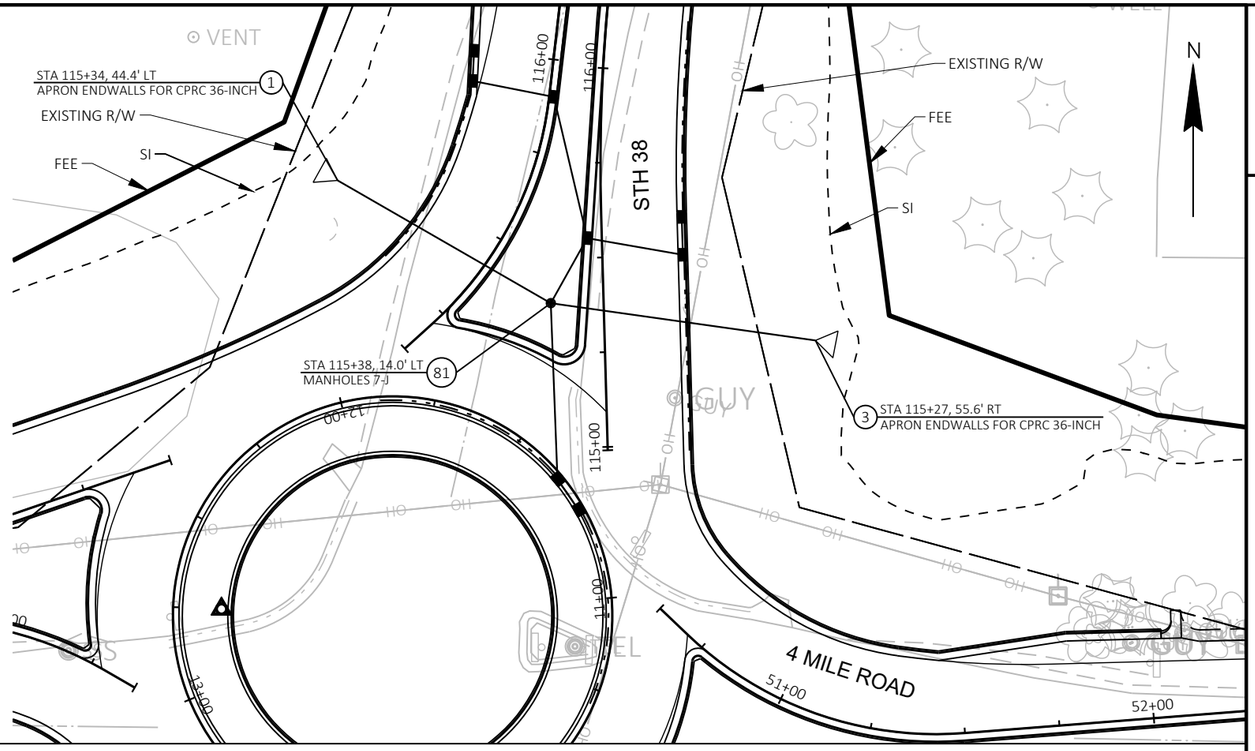


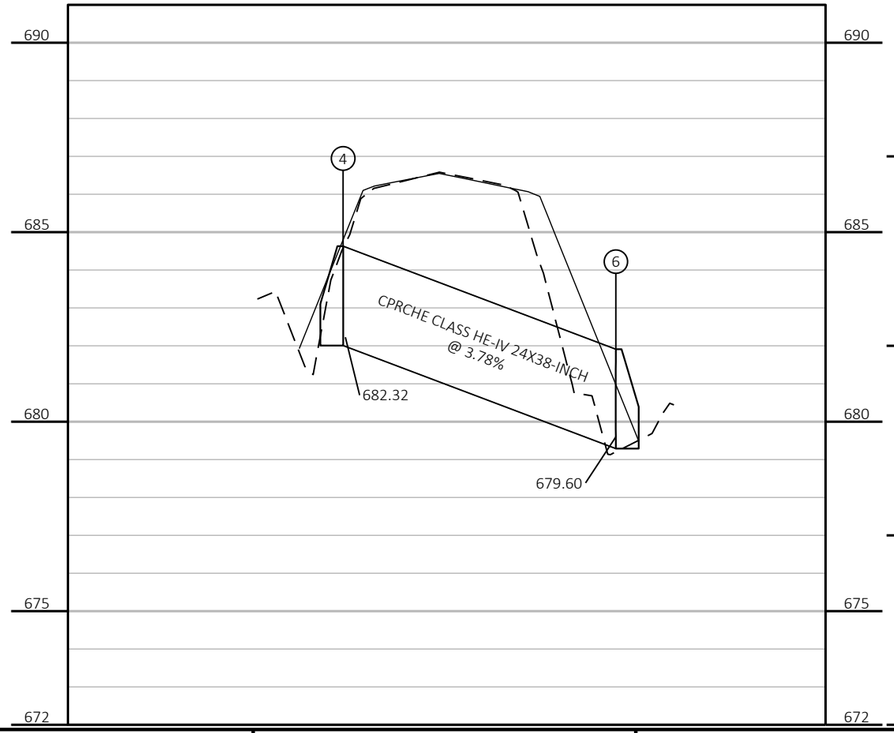
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	STORM SEWER	SHEET 38	E

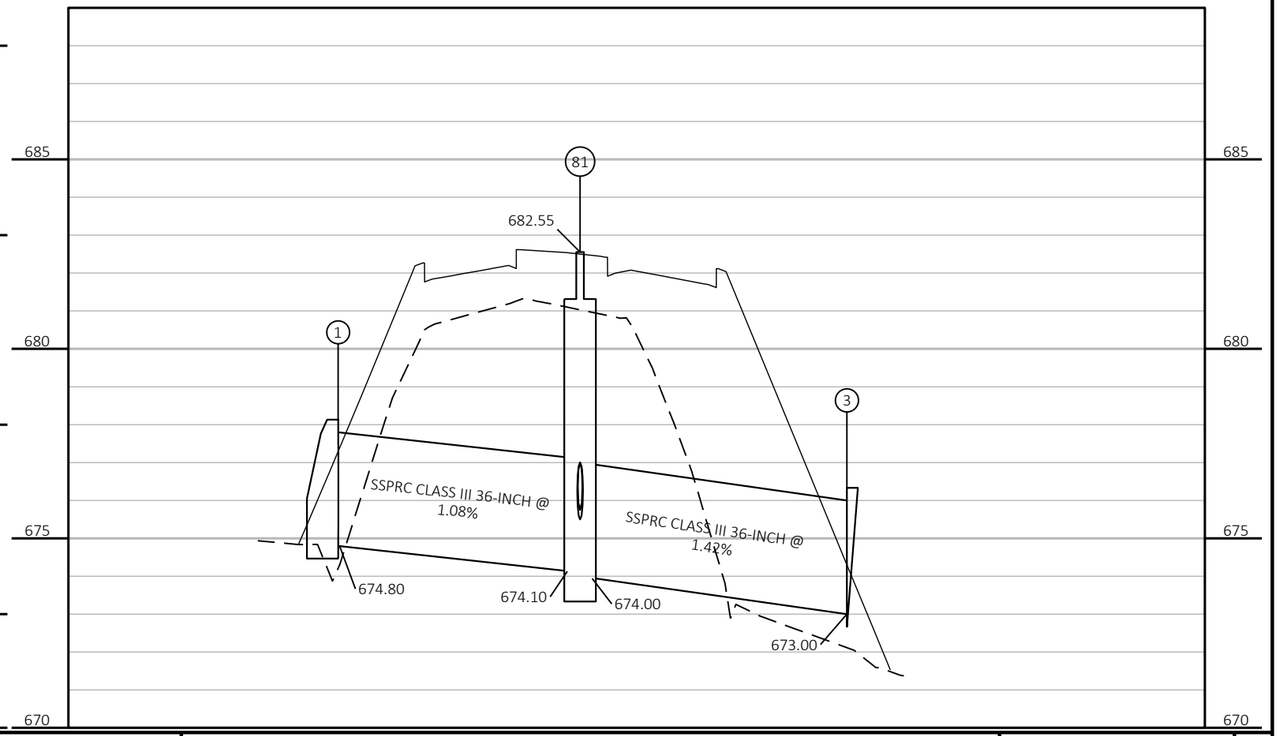
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\022503_SS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/11/2025 1:33 PM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT







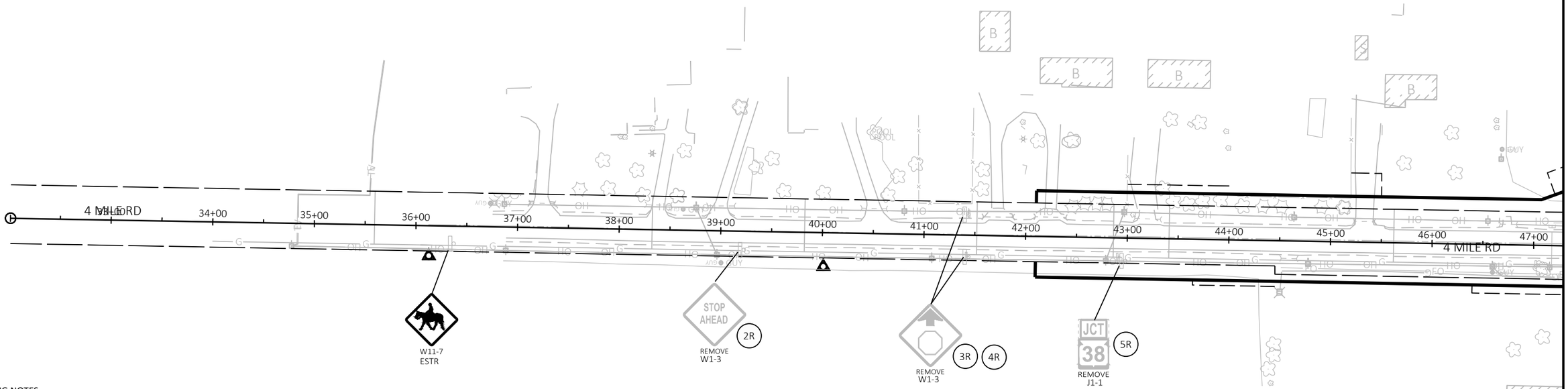


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	STORM SEWER	SHEET 39	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE



SIGNING NOTES

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED IN ACCORDANCE WITH 638.3.4(2) OF THE STANDARD SPECIFICATIONS.

CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.

SIGNING COORDINATOR	COUNTY(S)	PHONE #
• BREE JOHNS-KONKOL	MILWAUKEE, RACINE, OZAUKEE, WASHINGTON	414-750-2814
• CHUCK SALDIVAR	KENOSHA, WALWORTH, WAUKESHA	414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (SEE ABOVE FOR PHONE NUMBER) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON EXISTING NO PASSING ZONES. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE FOR SIGN POSTS IS INCIDENTAL TO THE POST.

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 4 MILE RD	SHEET 40	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023101_PS.DWG
LAYOUT NAME - 01
PLOT DATE : 2/23/2026 11:40 AM
PLOT BY : MARTENS, KAREN L
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

2

2

N

4 MILE RD

STH 38

47+00 48+00 49+00 50+00 51+00 52+00

113+00 114+00 115+00 116+00

19R SPEED LIMIT 45 — REMOVE R2-1

18R PERMANENT FLAGS — WEIGHT LIMIT CLASS B — REMOVE R12-53

17R STOP — REMOVE R1-1

10R PERMANENT FLAGS — STOP — REMOVE R1-1

REMOVE W4-4C (TRAFFIC ON 38 DOES NOT STOP)

9R REMOVE W12-1D

8R PERMANENT FLAGS — STOP — REMOVE R1-1

7R DO NOT ENTER — REMOVE R5-1

6R 38 — REMOVE J13-1

16R DO NOT ENTER — REMOVE R5-1

15R PERMANENT FLAGS — STOP — REMOVE R1-1

14R REMOVE W12-1D

20R 38 — REMOVE J13-1

13R STOP — REMOVE R1-1

REMOVE W4-4C (TRAFFIC ON 38 DOES NOT STOP)

PERMANENT FLAGS

12R STOP — REMOVE R1-1

11R WEIGHT LIMIT CLASS B — REMOVE R12-53

STREET NAME SIGNS BY OTHERS (TOWN)

4 MILE RD
HIGHWAY 38

SHEET 2 OF 5

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 4 MILE RD	SHEET 41	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023101_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 2/23/2026 11:41 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

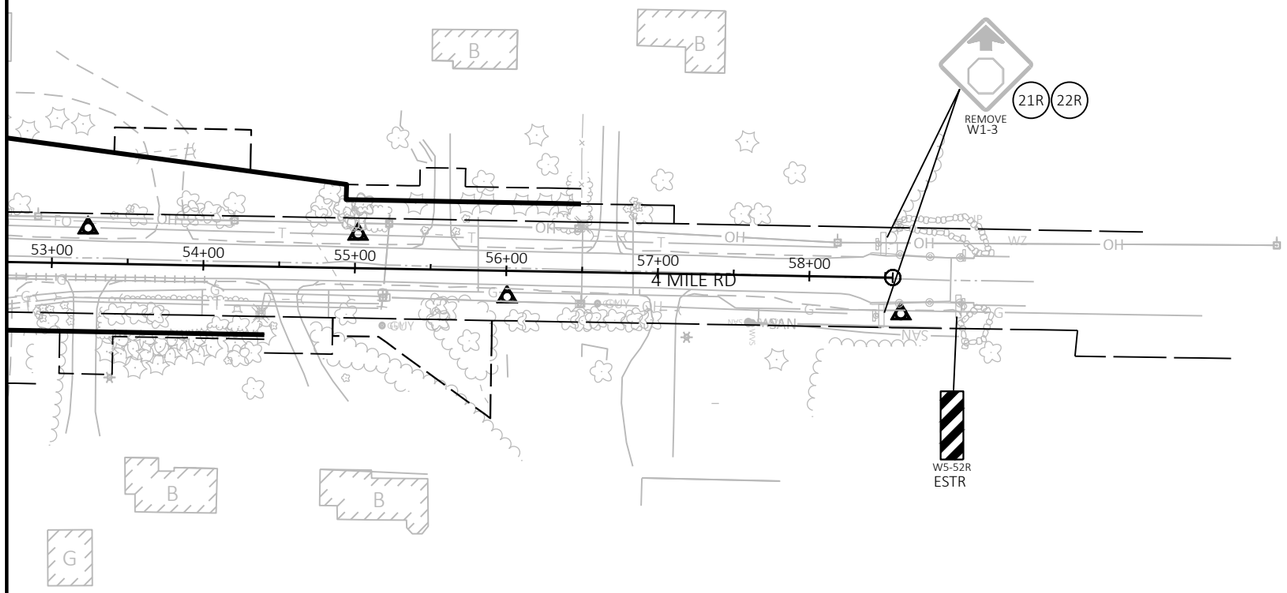
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

N



2

SHEET 3 OF 5

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 4 MILE RD	SHEET 42	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023101_PS.DWG
LAYOUT NAME - 03

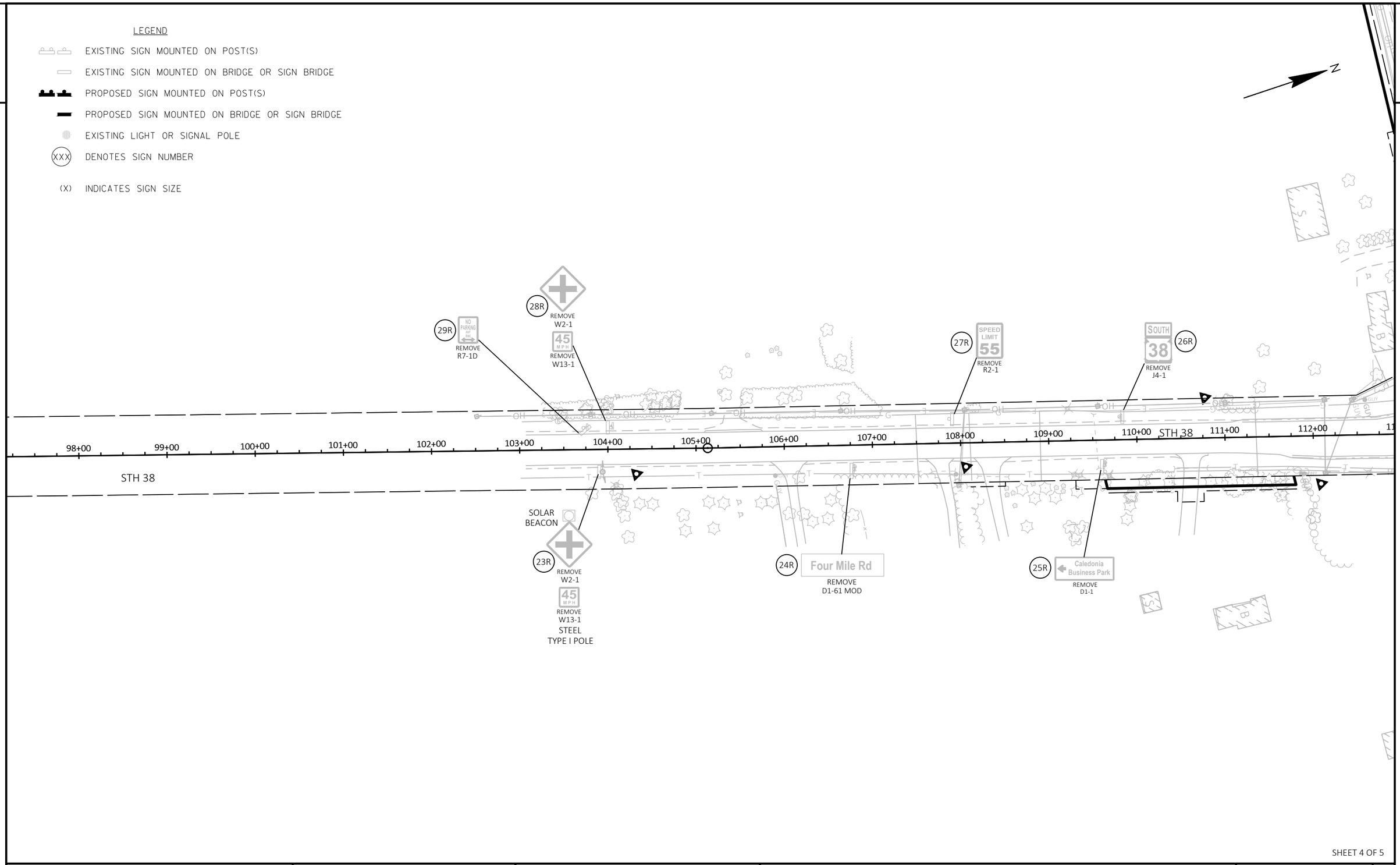
PLOT DATE : 2/23/2026 11:41 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE



SHEET 4 OF 5

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 4 MILE RD	SHEET 43	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023101_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 2/23/2026 11:41 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

N

35R Caledonia Business Park
REMOVE D1-1

34R Four Mile Rd
REMOVE D1-61 MOD

SOLAR BEACON
33R
REMOVE W2-1
45 MPH
REMOVE W13-1
STEEL TYPE I POLE

30R NORTH 38
REMOVE J4-1

31R
REMOVE W1-4L

32R
REMOVE W2-1
45 MPH
REMOVE W13-1

STH 38

117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00

WELL

SHEET 5 OF 5

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 4 MILE RD	SHEET 44	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023101_PS.DWG
LAYOUT NAME - 05

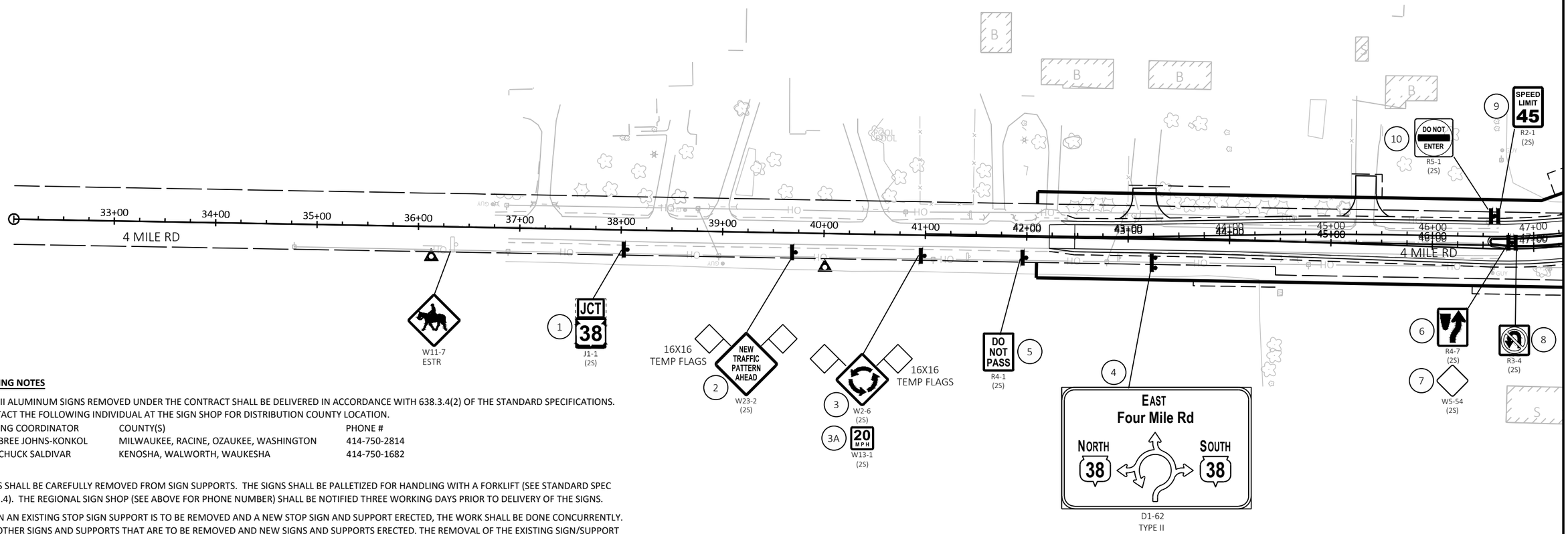
PLOT DATE : 2/23/2026 11:41 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE



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SIGNING COORDINATOR	COUNTY(S)	PHONE #
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BOX OUT OR CORING OF CONCRETE FOR SIGN POSTS IS INCIDENTAL TO THE POST.

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 4 MILE RD	SHEET 45	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023201_PS.DWG
LAYOUT NAME - 01
PLOT DATE : 2/23/2026 11:38 AM
PLOT BY : MARTENS, KAREN L
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE

22 23 YIELD R1-2 (2S) 16X16 TEMP FLAGS 7' MOUNT HEIGHT

24 WEIGHT LIMIT CLASS B R12-53 (2S) PERMANENT FLAGS

25 WEST Four Mile Rd D1-1(2S)

26 WRONG WAY R5-1A (2S)

27 29 31 33 ONE WAY R6-1R (2M)

28 30 32 34 W5-54 (2S)

21 NORTH 38 D1-1(2S)

19 20 YIELD R1-2 (2S) 16X16 TEMP FLAGS 7' MOUNT HEIGHT

11 12 YIELD R1-2 (2S) 16X16 TEMP FLAGS 7' MOUNT HEIGHT

13 SOUTH 38 D1-1(2S)

17 EAST Four Mile Rd D1-1(2S)

16 WEIGHT LIMIT CLASS B R12-53 (2S) PERMANENT FLAGS

18 WRONG WAY R5-1A (2S)

14 15 YIELD R1-2 (2S) 16X16 TEMP FLAGS 7' MOUNT HEIGHT

STH 38

4 MILE RD

SHEET 2 OF 5

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 4 MILE RD	SHEET 46	E

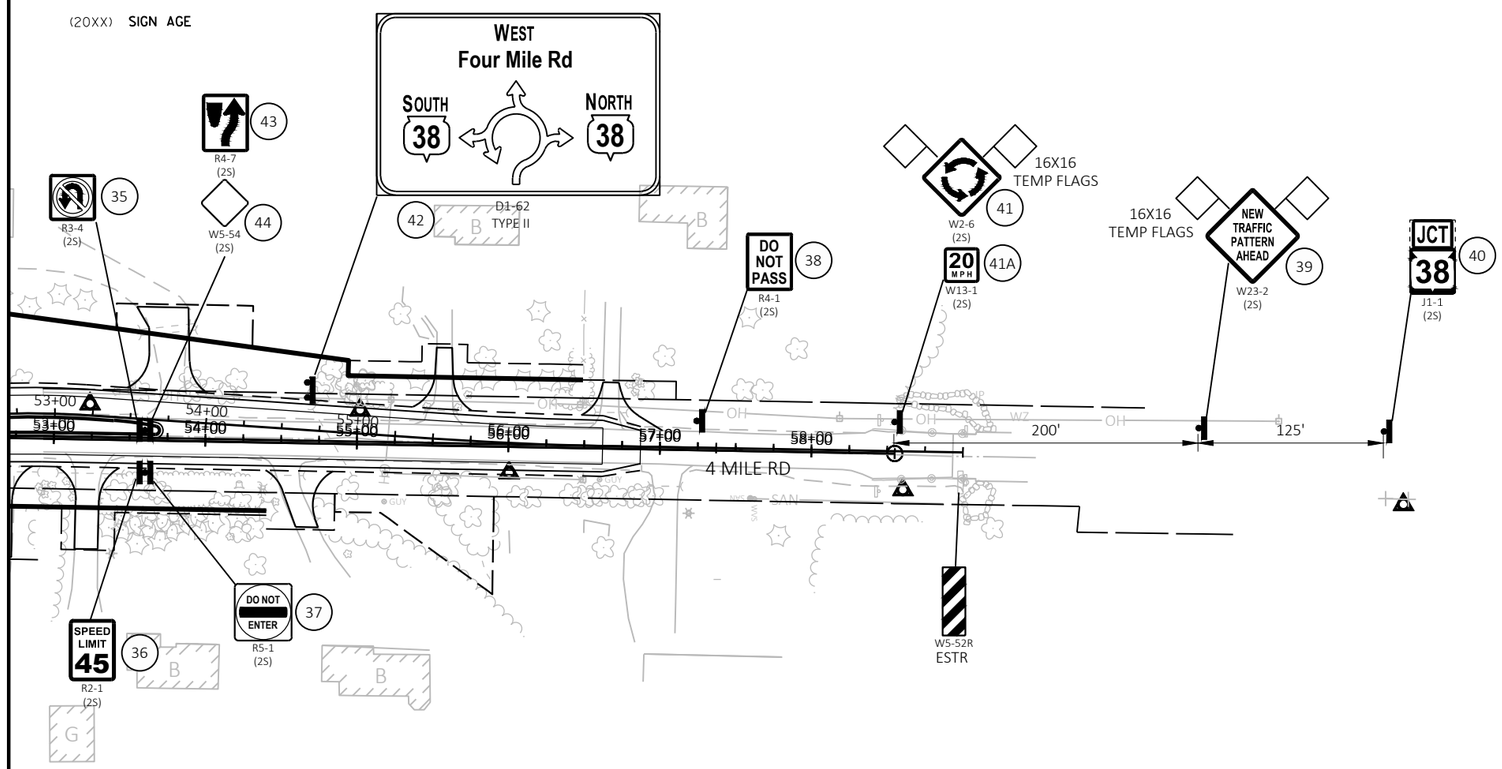
FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023201_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 2/23/2026 11:38 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE



N

2

SHEET 3 OF 5

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 4 MILE RD	SHEET 47	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023201_PS.DWG
LAYOUT NAME - 03

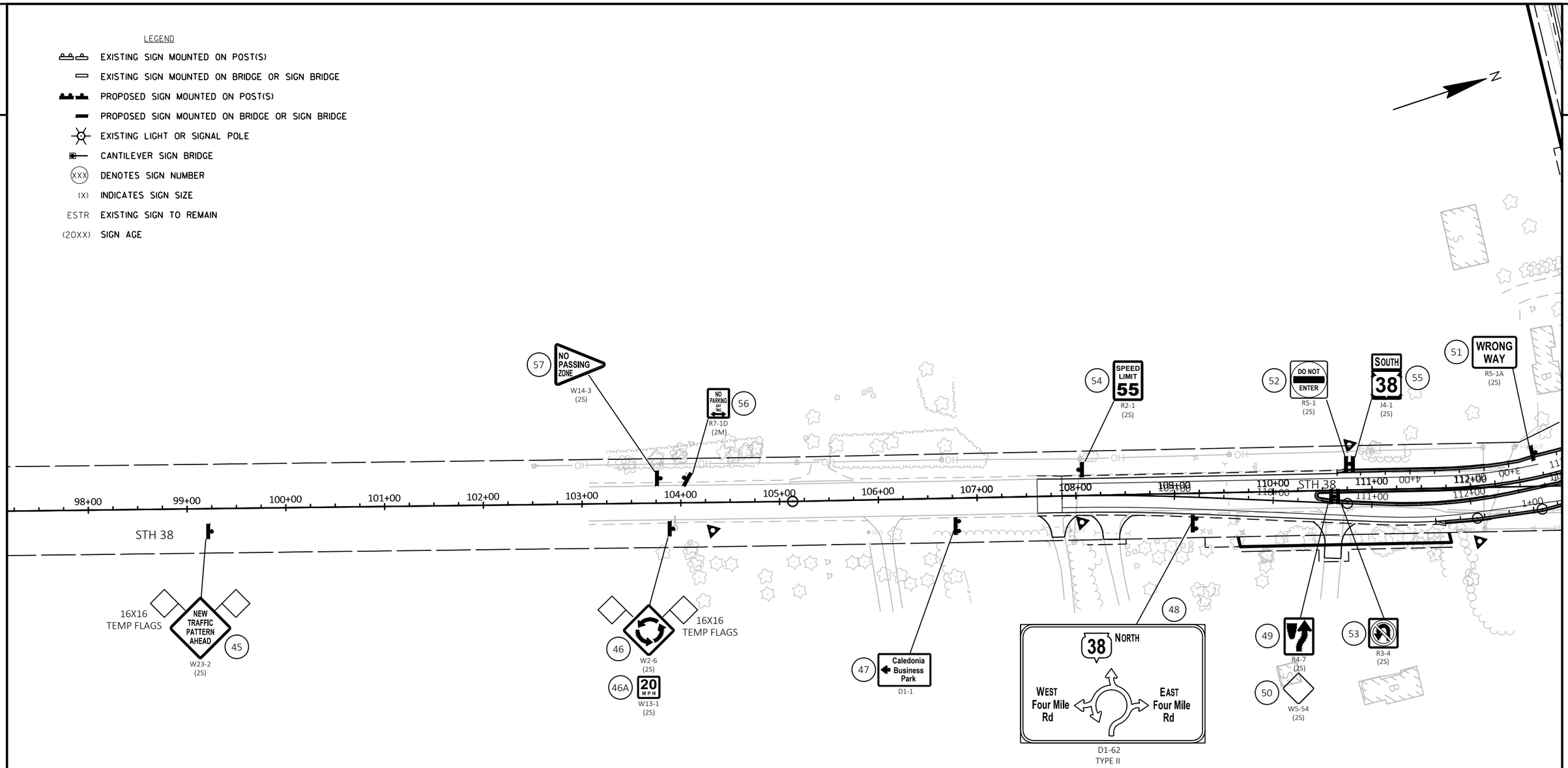
PLOT DATE : 2/23/2026 11:38 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE



SHEET 4 OF 5

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 4 MILE RD	SHEET 48	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023201_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 2/23/2026 11:38 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

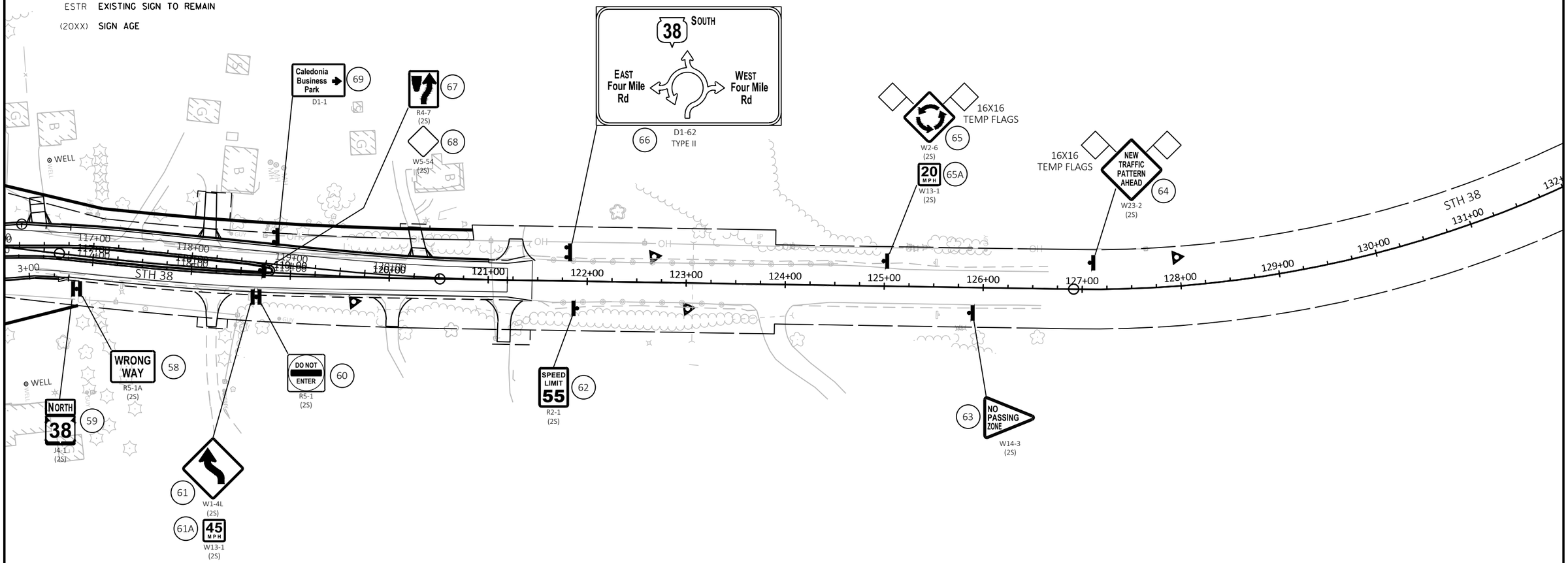
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE

N



SHEET 5 OF 5

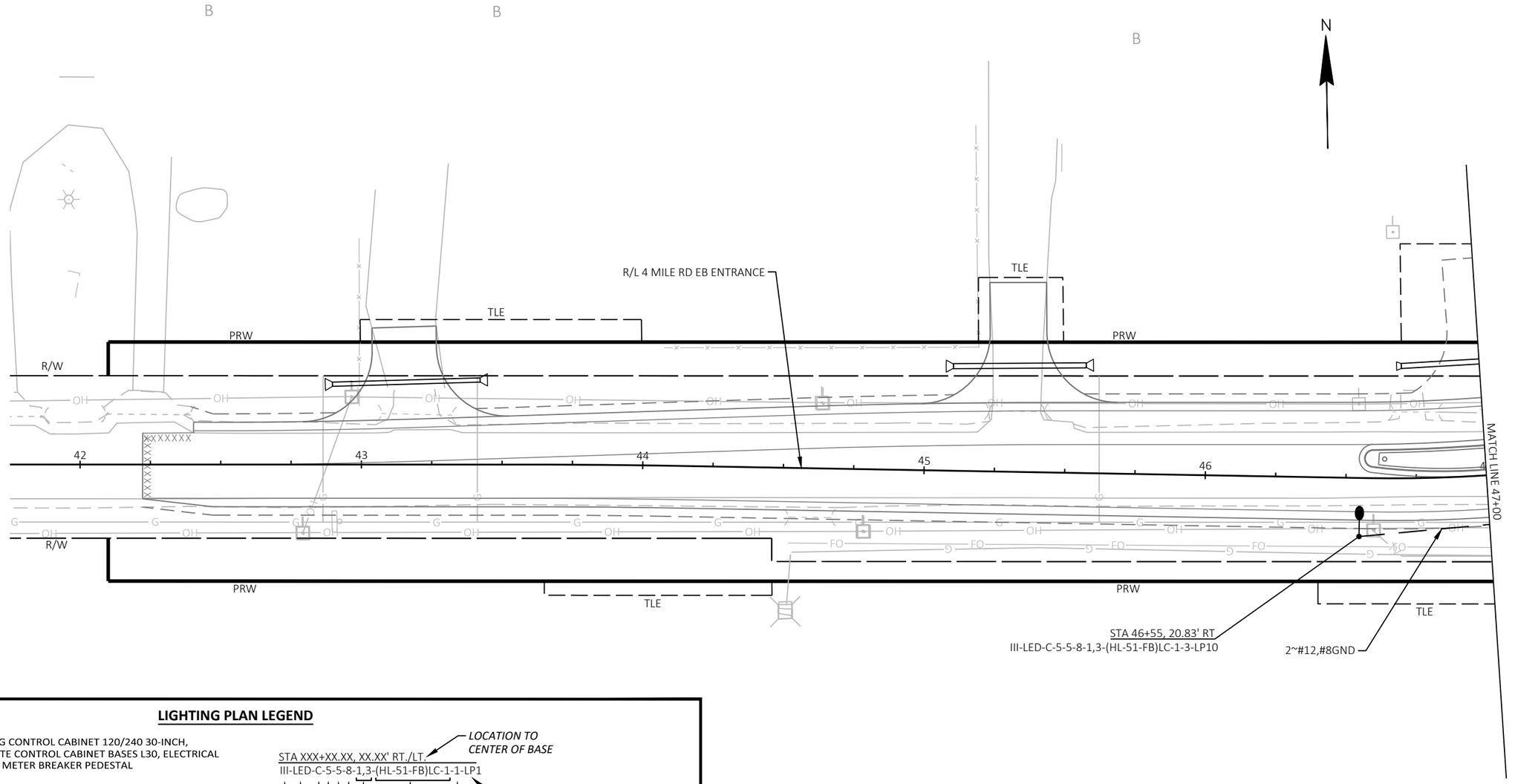
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 4 MILE RD	SHEET 49	E

FILE NAME : N:\PDS\C3D\CAD\22902500\SIGN\023201_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 2/23/2026 11:38 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LIGHTING PLAN LEGEND

LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL

PULL BOXES 24x42-INCH NON-CONDUCTIVE

CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE

CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT. — *LOCATION TO CENTER OF BASE*

III-LED-C-5-5-8-1,3-(HL-51-FB)LC-1-1-LP1

- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

NOTES:

1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.
4. TEMPORARY LIGHTING SYSTEM, 4 MILE ROUNDABOUT WAS INCLUDED IN CASE PERMANENT POLES COULD NOT BE PROVIDED IN TIME TO OPEN ROADWAY. INSTALL TEMPORARY LIGHT POLES NEAR PERMANENT INSTALLATIONS UNTIL PERMANENT LIGHT POLES AND LUMINARIES CAN BE INSTALLED.

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 50	E

LIGHTING PLAN LEGEND

LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL

PULL BOXES 24x42-INCH NON-CONDUCTIVE

CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE

CONDUIT STUBOUT

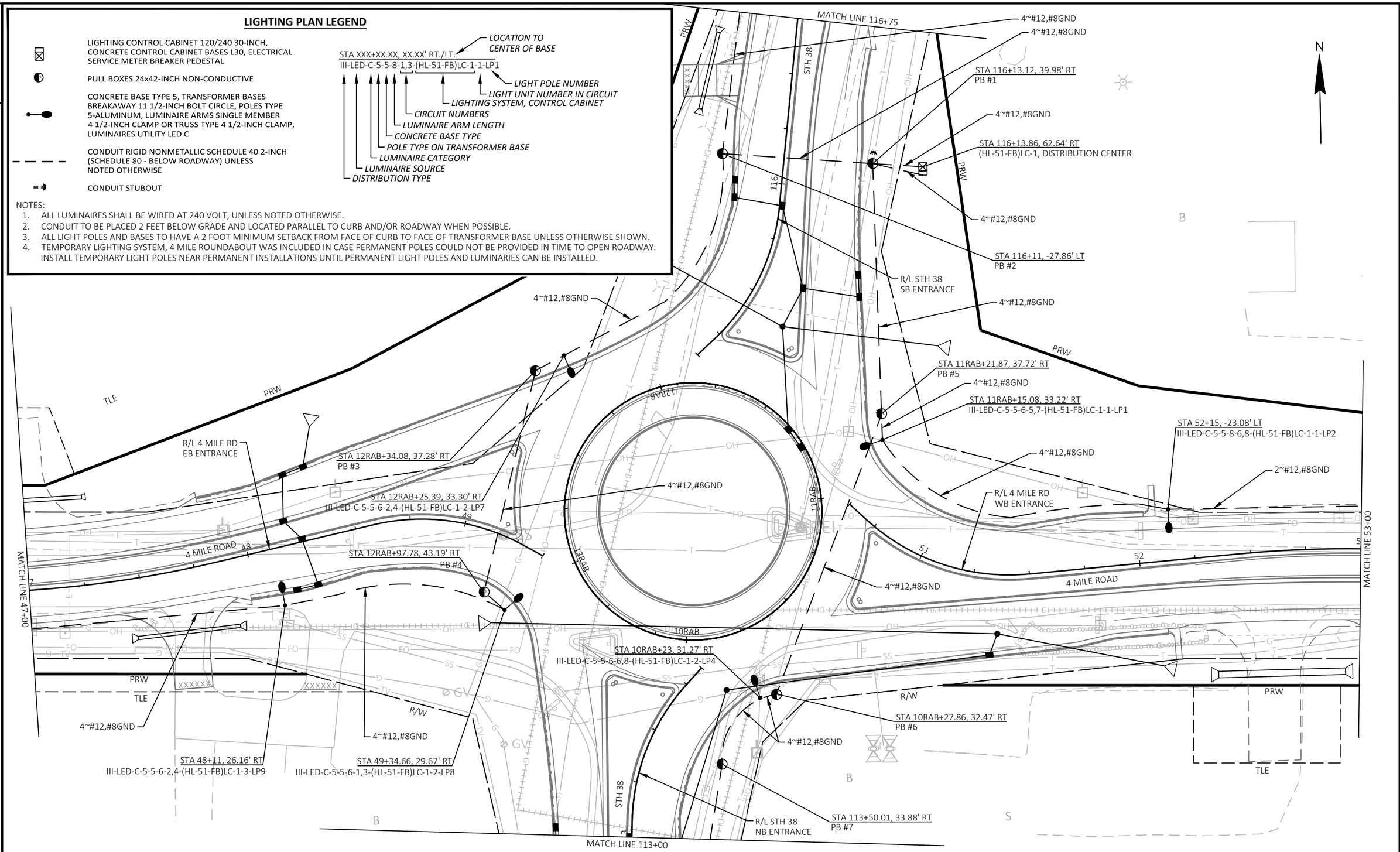
STA XXX+XX.XX, XX.XX' RT./LT — *LOCATION TO CENTER OF BASE*

III-LED-C-5-5-8-1,3-(HL-51-FB)LC-1-1-LP1

- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

NOTES:

1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.
4. TEMPORARY LIGHTING SYSTEM, 4 MILE ROUNDABOUT WAS INCLUDED IN CASE PERMANENT POLES COULD NOT BE PROVIDED IN TIME TO OPEN ROADWAY. INSTALL TEMPORARY LIGHT POLES NEAR PERMANENT INSTALLATIONS UNTIL PERMANENT LIGHT POLES AND LUMINARIES CAN BE INSTALLED.



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 51	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\PJD_023601-LP.DWG
LAYOUT NAME - 02
PLOT DATE : 12/31/2025 12:15 PM PLOT BY : DUGAN, PATRICK J PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LIGHTING PLAN LEGEND

LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL

PULL BOXES 24x42-INCH NON-CONDUCTIVE

CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C

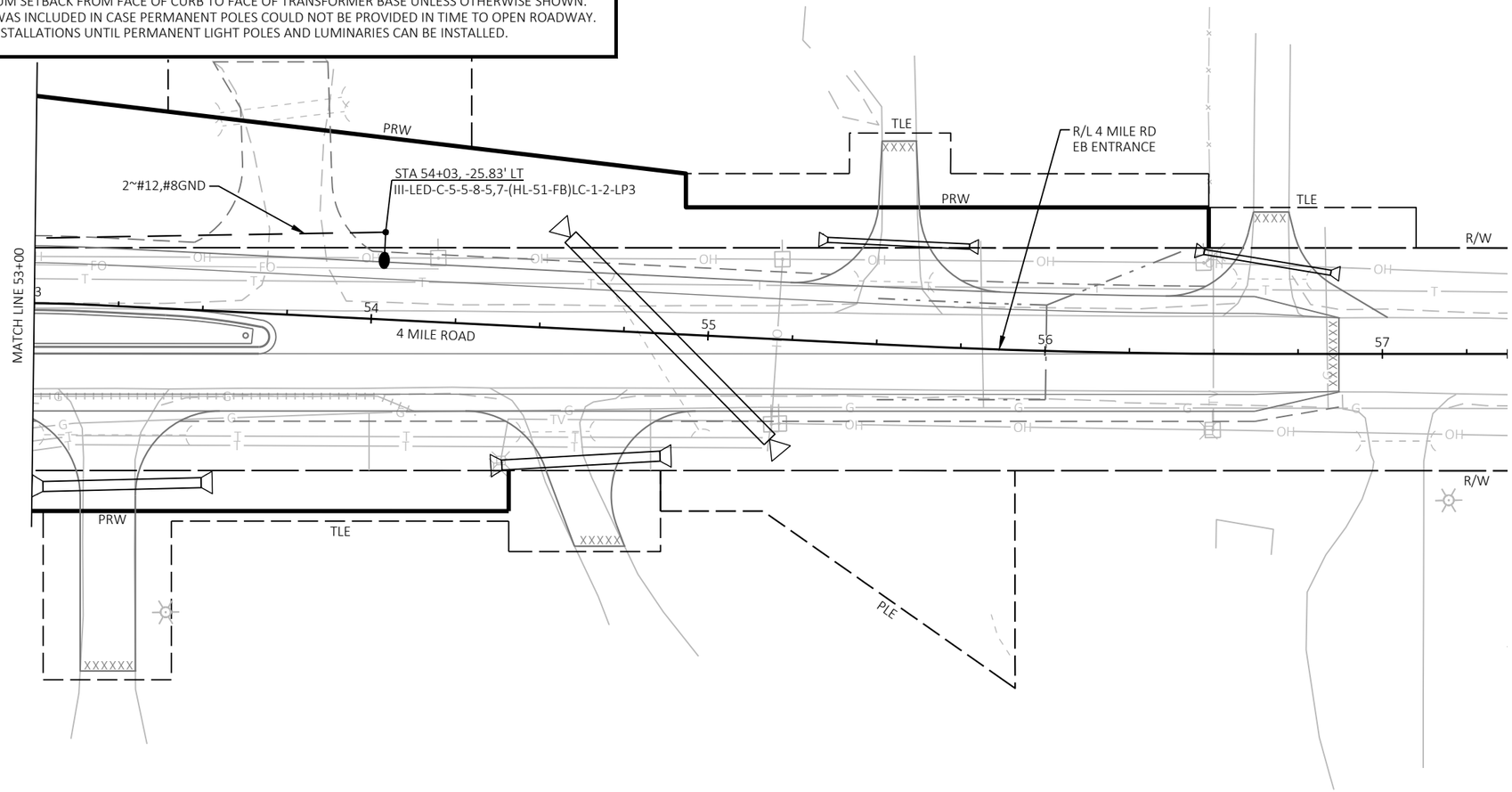
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE

CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT. — *LOCATION TO CENTER OF BASE*
III-LED-C-5-5-8-1,3-(HL-51-FB)LC-1-1-LP1

- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

NOTES:
1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.
4. TEMPORARY LIGHTING SYSTEM, 4 MILE ROUNDABOUT WAS INCLUDED IN CASE PERMANENT POLES COULD NOT BE PROVIDED IN TIME TO OPEN ROADWAY. INSTALL TEMPORARY LIGHT POLES NEAR PERMANENT INSTALLATIONS UNTIL PERMANENT LIGHT POLES AND LUMINARIES CAN BE INSTALLED.



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 52	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\PJD_023601-LP.DWG
LAYOUT NAME - 03
PLOT DATE : 12/31/2025 12:15 PM PLOT BY : DUGAN, PATRICK J PLOT NAME : PLOT SCALE : 1 IN:40 FT

LIGHTING PLAN LEGEND

LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL

PULL BOXES 24x42-INCH NON-CONDUCTIVE

CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C

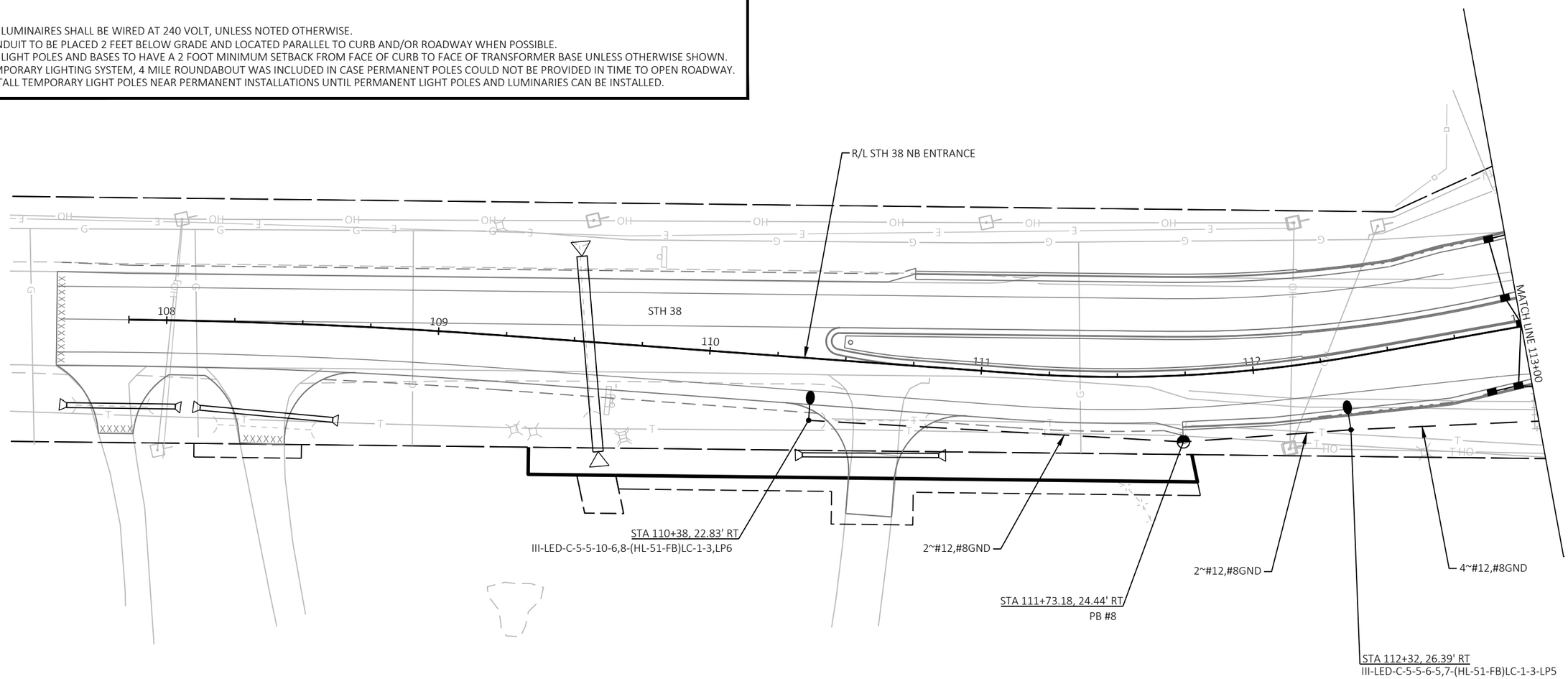
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE

CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT.
III-LED-C-5-5-8-1,3-(HL-51-FB)LC-1-1-LP1

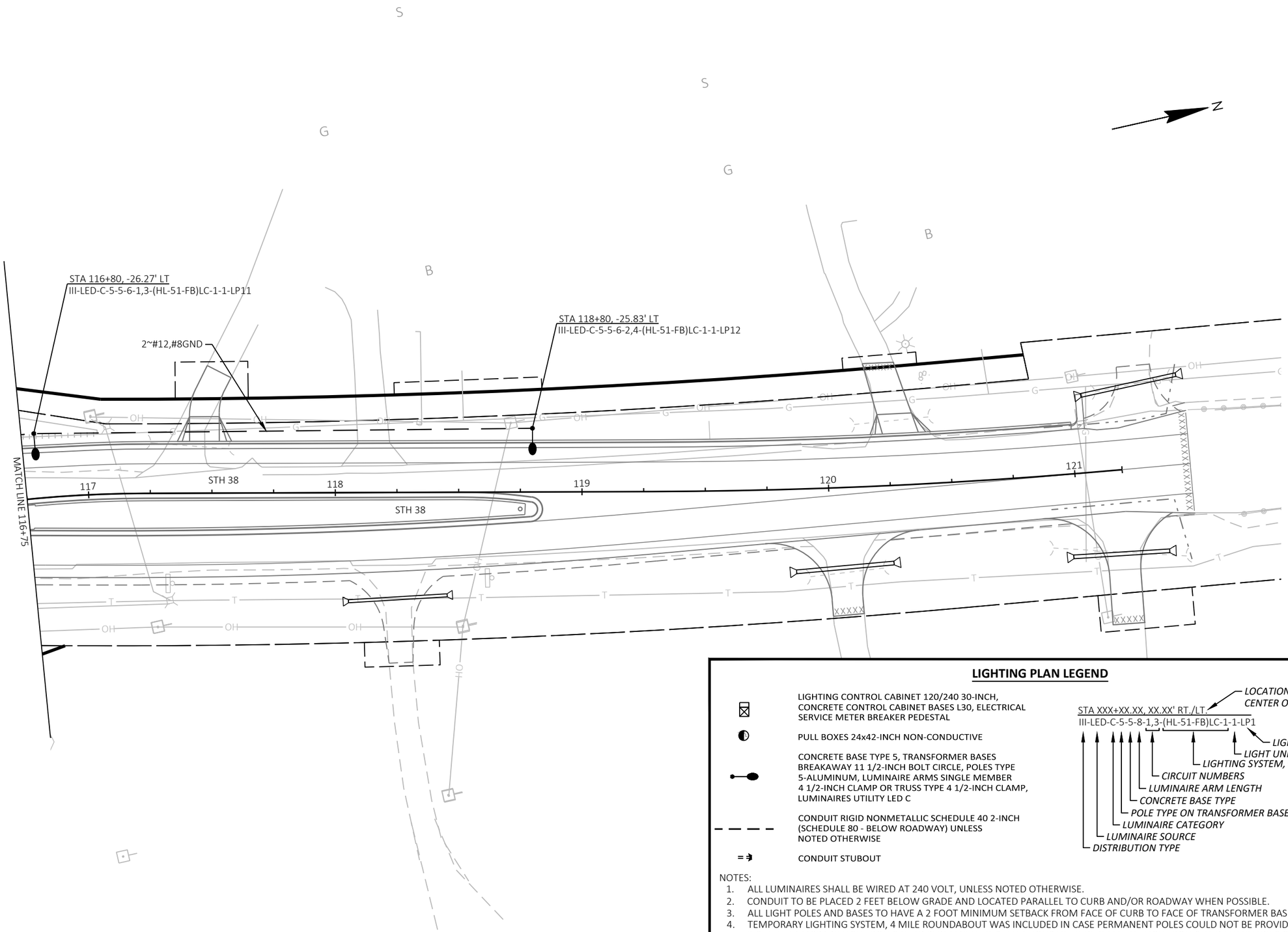
- LOCATION TO CENTER OF BASE
- LIGHT POLE NUMBER
- LIGHT UNIT NUMBER IN CIRCUIT
- LIGHTING SYSTEM, CONTROL CABINET
- CIRCUIT NUMBERS
- LUMINAIRE ARM LENGTH
- CONCRETE BASE TYPE
- POLE TYPE ON TRANSFORMER BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE
- DISTRIBUTION TYPE

NOTES:
1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.
4. TEMPORARY LIGHTING SYSTEM, 4 MILE ROUNDABOUT WAS INCLUDED IN CASE PERMANENT POLES COULD NOT BE PROVIDED IN TIME TO OPEN ROADWAY. INSTALL TEMPORARY LIGHT POLES NEAR PERMANENT INSTALLATIONS UNTIL PERMANENT LIGHT POLES AND LUMINARIES CAN BE INSTALLED.



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 53	E

2



LIGHTING PLAN LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL
- PULL BOXES 24x42-INCH NON-CONDUCTIVE
- CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE
- CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT. — *LOCATION TO CENTER OF BASE*

III-LED-C-5-5-8-1,3-(HL-51-FB)LC-1-1-LP1

- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

NOTES:

1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.
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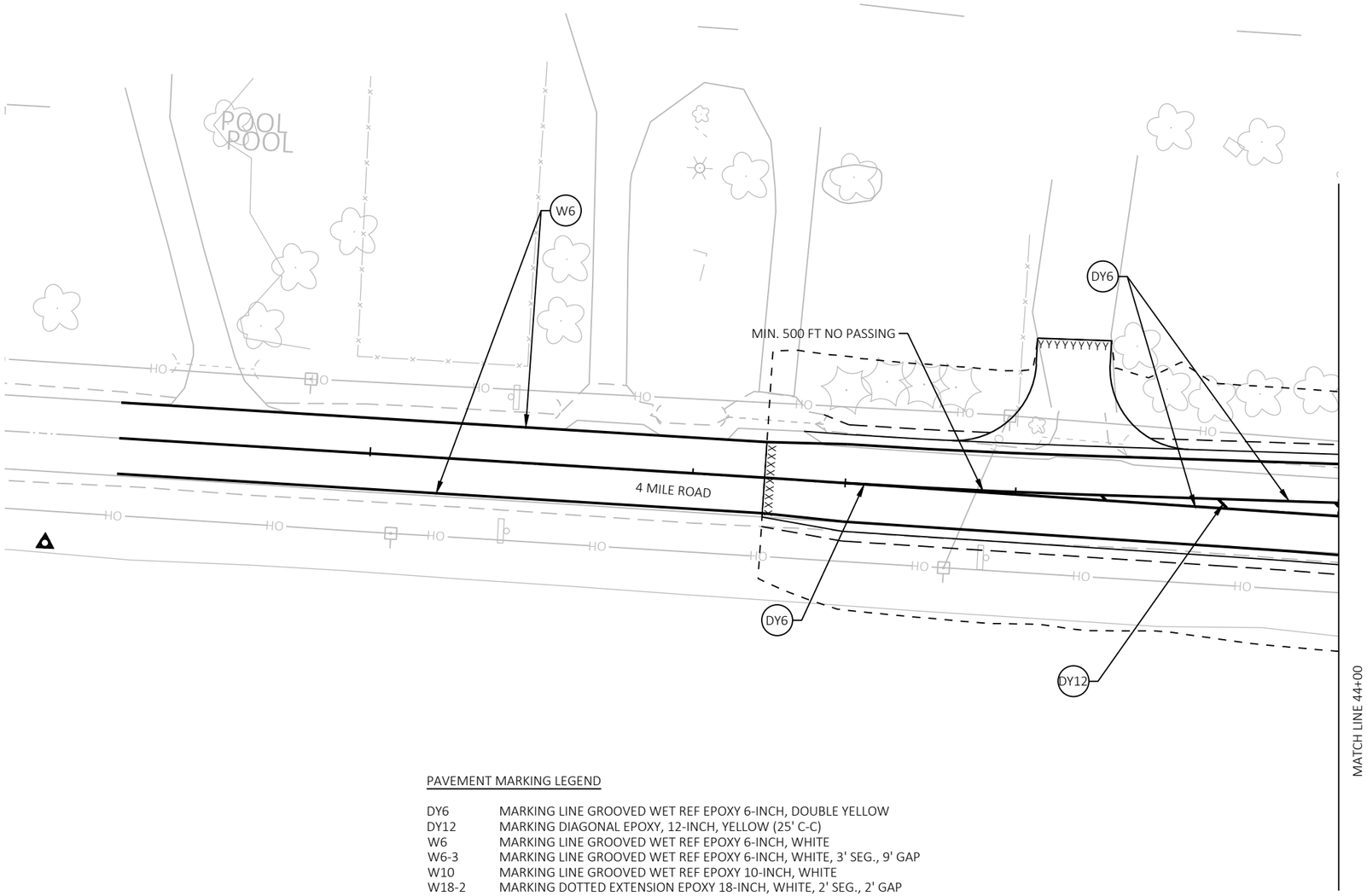
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 54	E

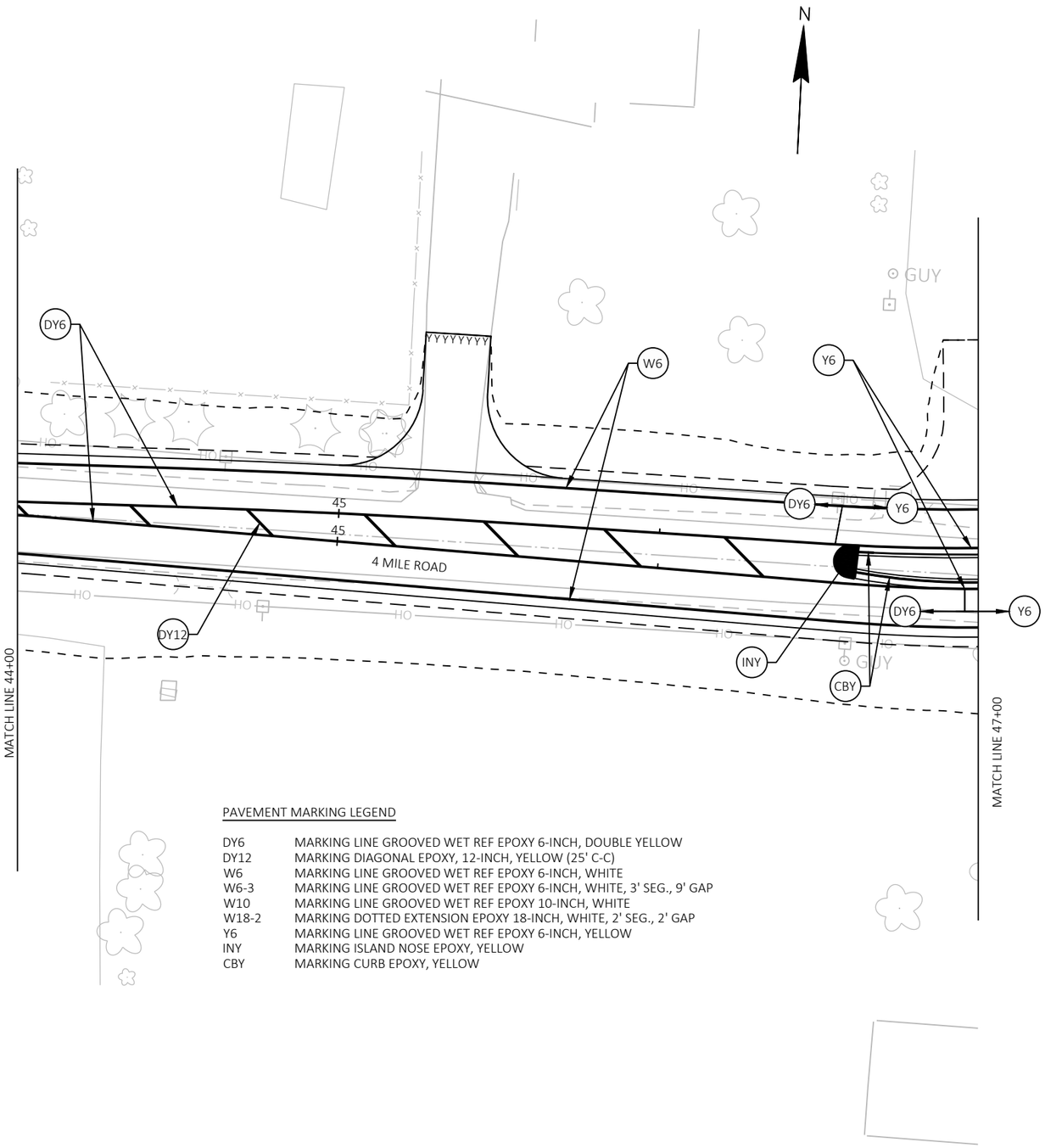
2



PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

2

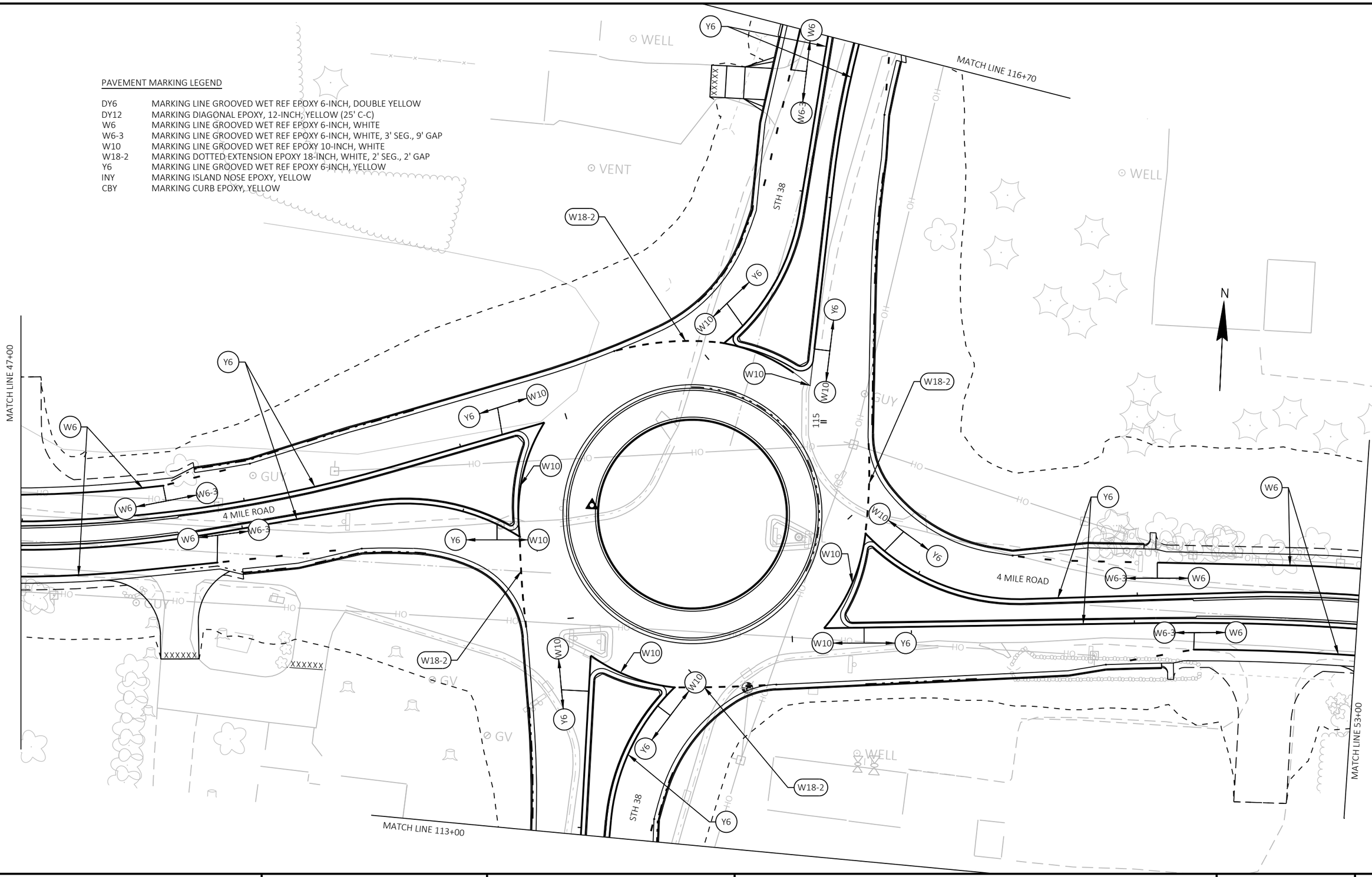


PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW



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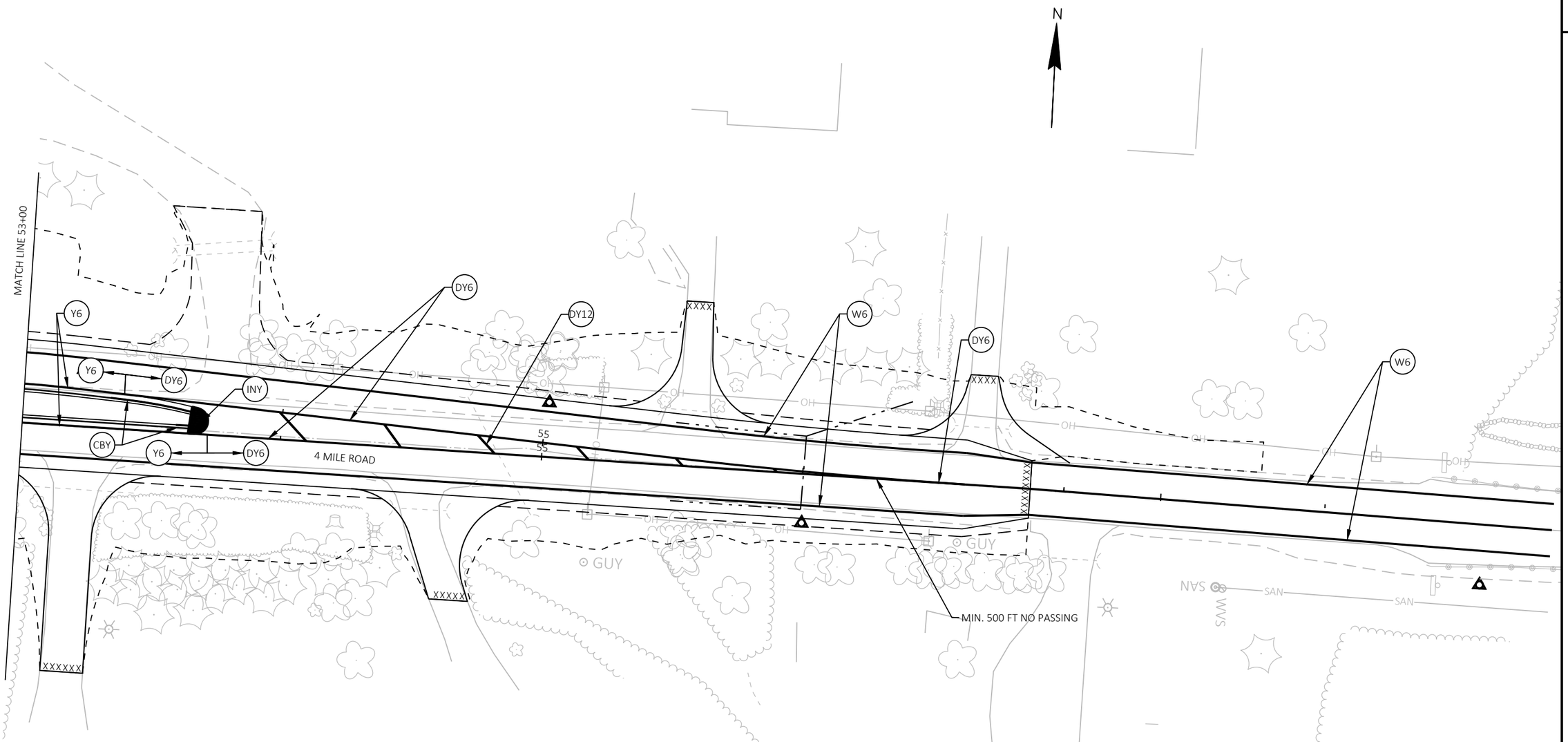


PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

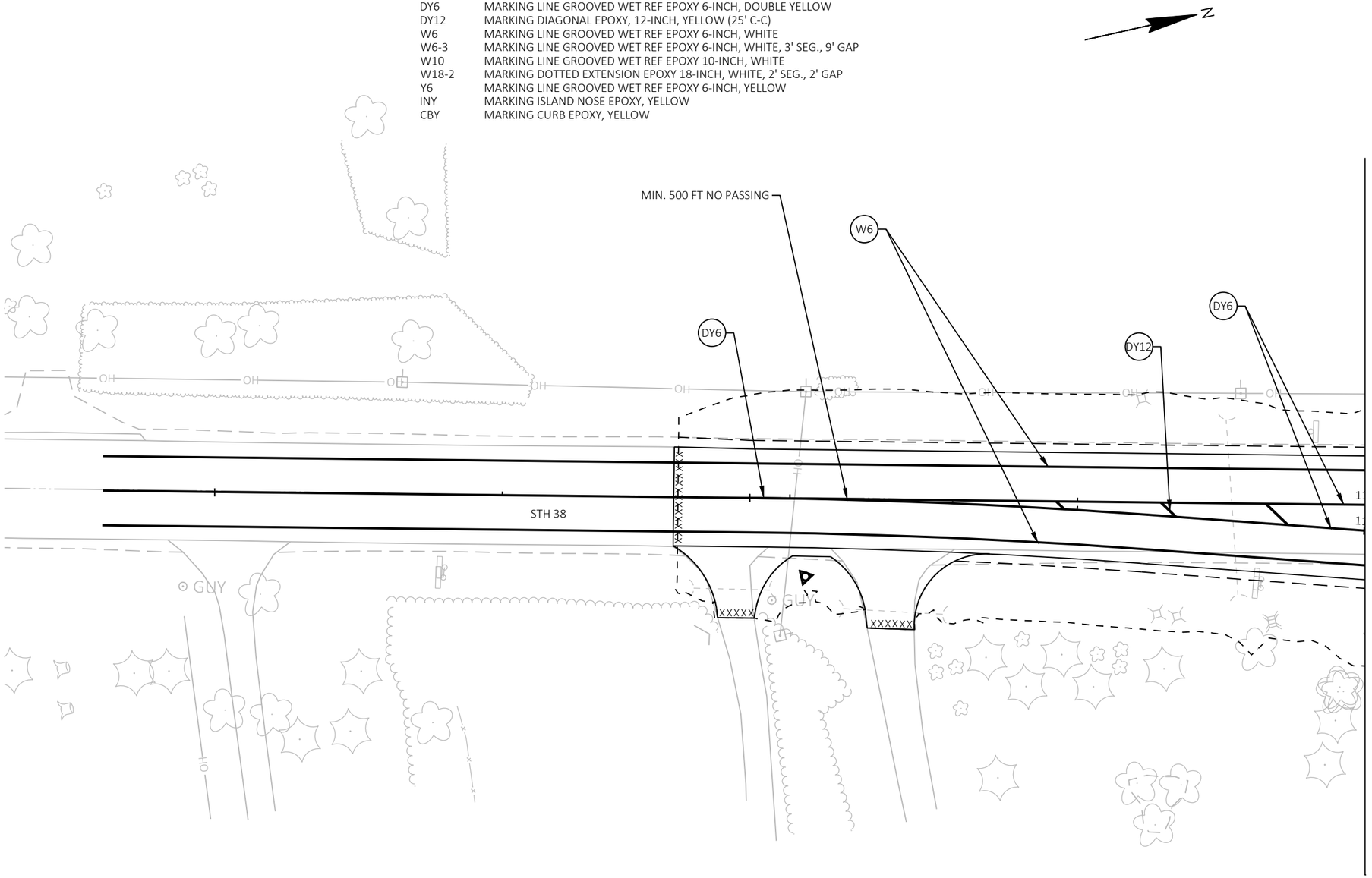
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 58	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\024501-PM.DWG
LAYOUT NAME - 04
PLOT DATE : 12/10/2025 6:30 PM
PLOT BY : RUBENZER, LIZ
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 59 E

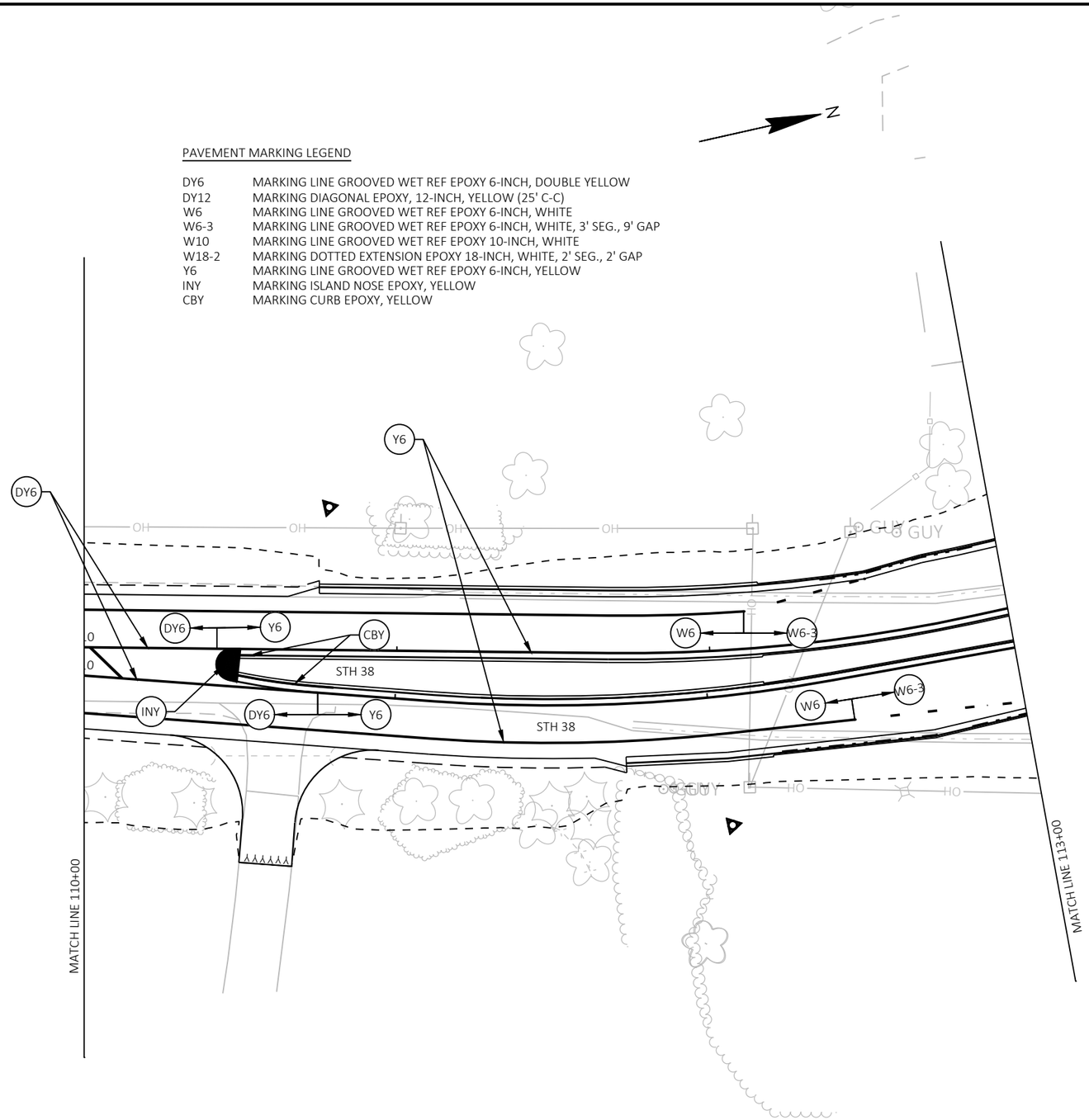
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\024501-PM.DWG
LAYOUT NAME - 05

PLOT DATE : 12/10/2025 6:30 PM PLOT BY : RUBENZER, LIZ PLOT NAME : PLOT SCALE : ##########

2

PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

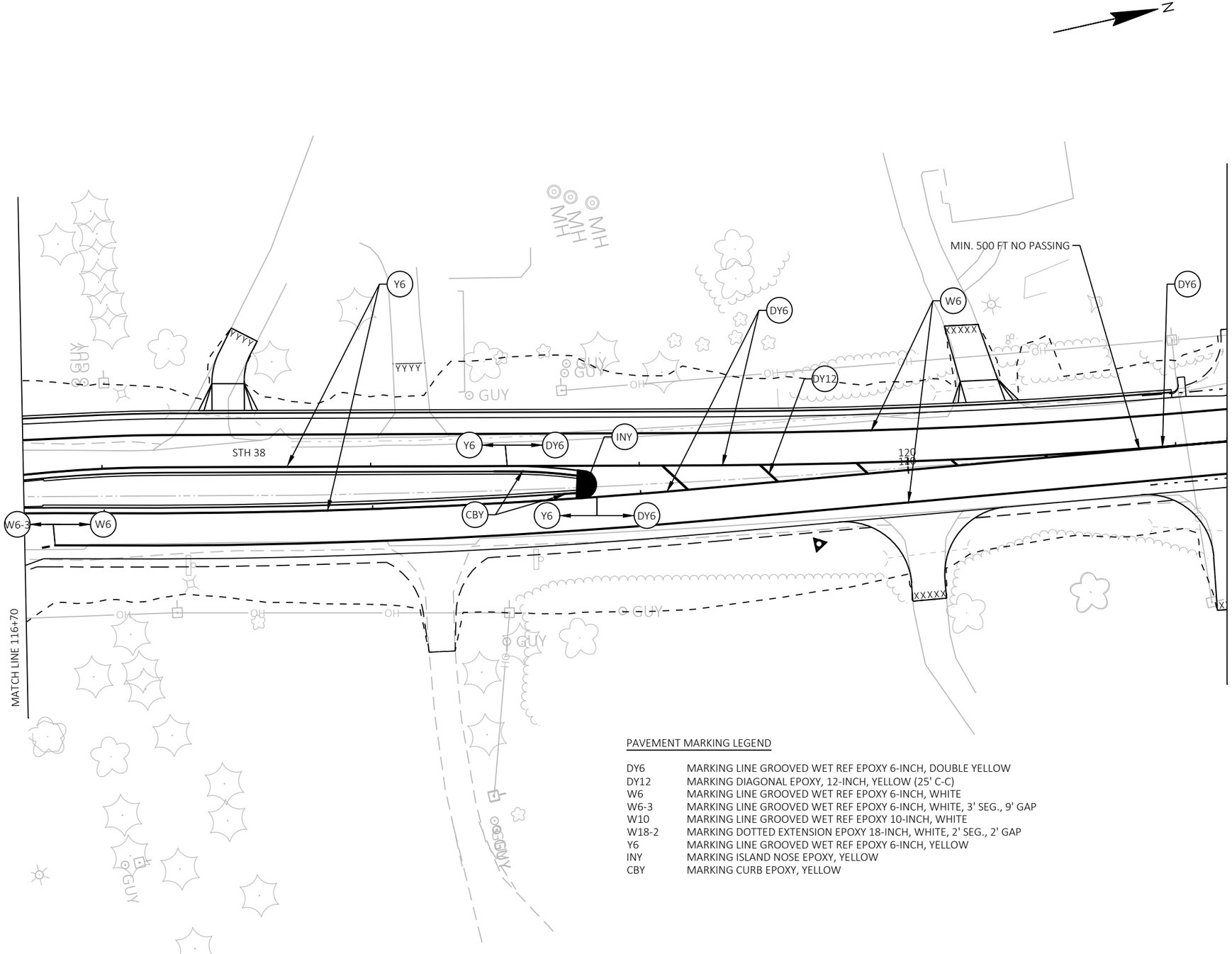


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 60 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\024501-PM.DWG
LAYOUT NAME - 06

PLOT DATE : 12/10/2025 6:30 PM PLOT BY : RUBENZER, LIZ PLOT NAME : PLOT SCALE : ##########

2



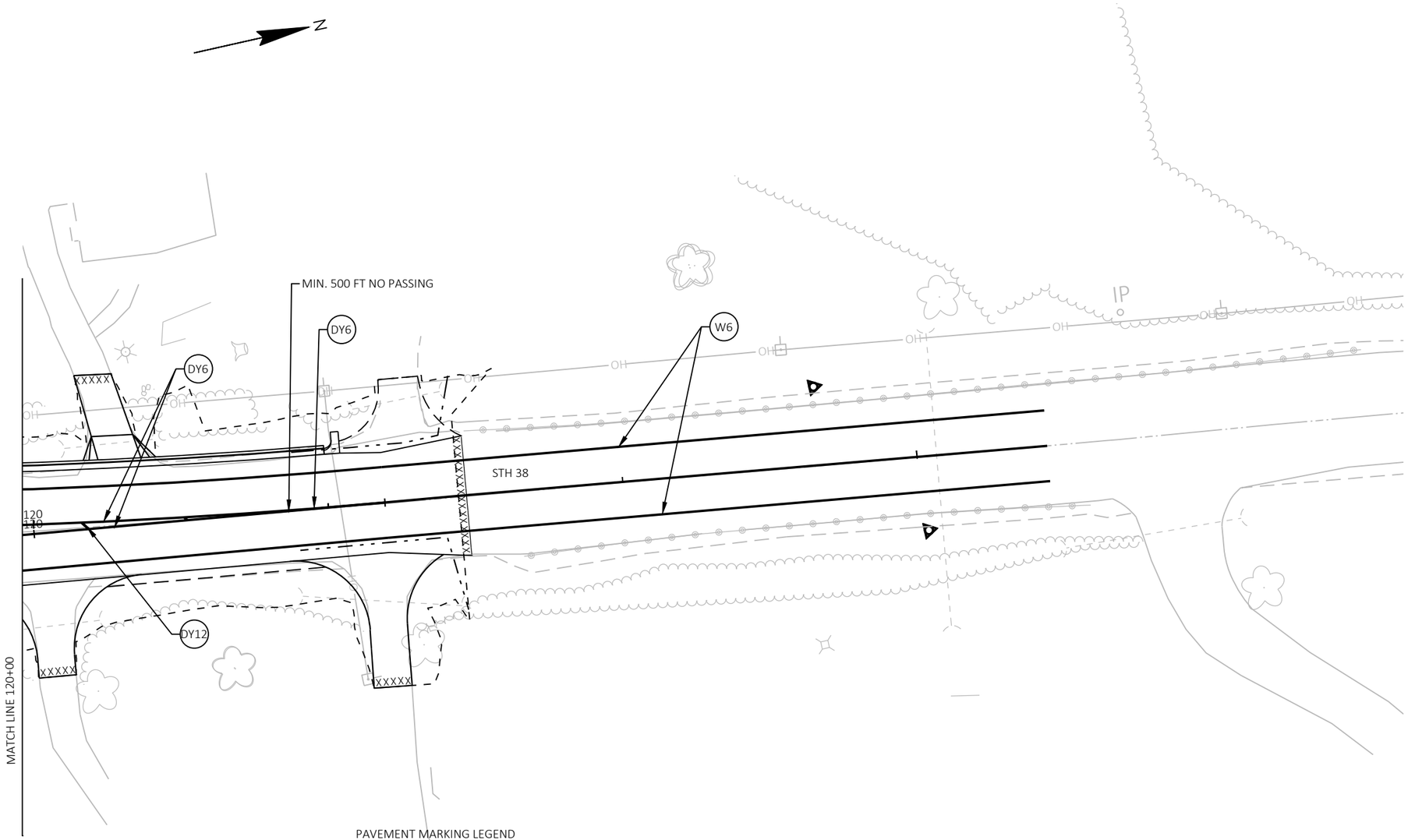
PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 61	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\024501-PM.DWG
LAYOUT NAME - 07
PLOT DATE : 12/10/2025 6:31 PM PLOT BY : RUBENZER, LIZ PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

2

LEGEND

TYPE III BARRICADE

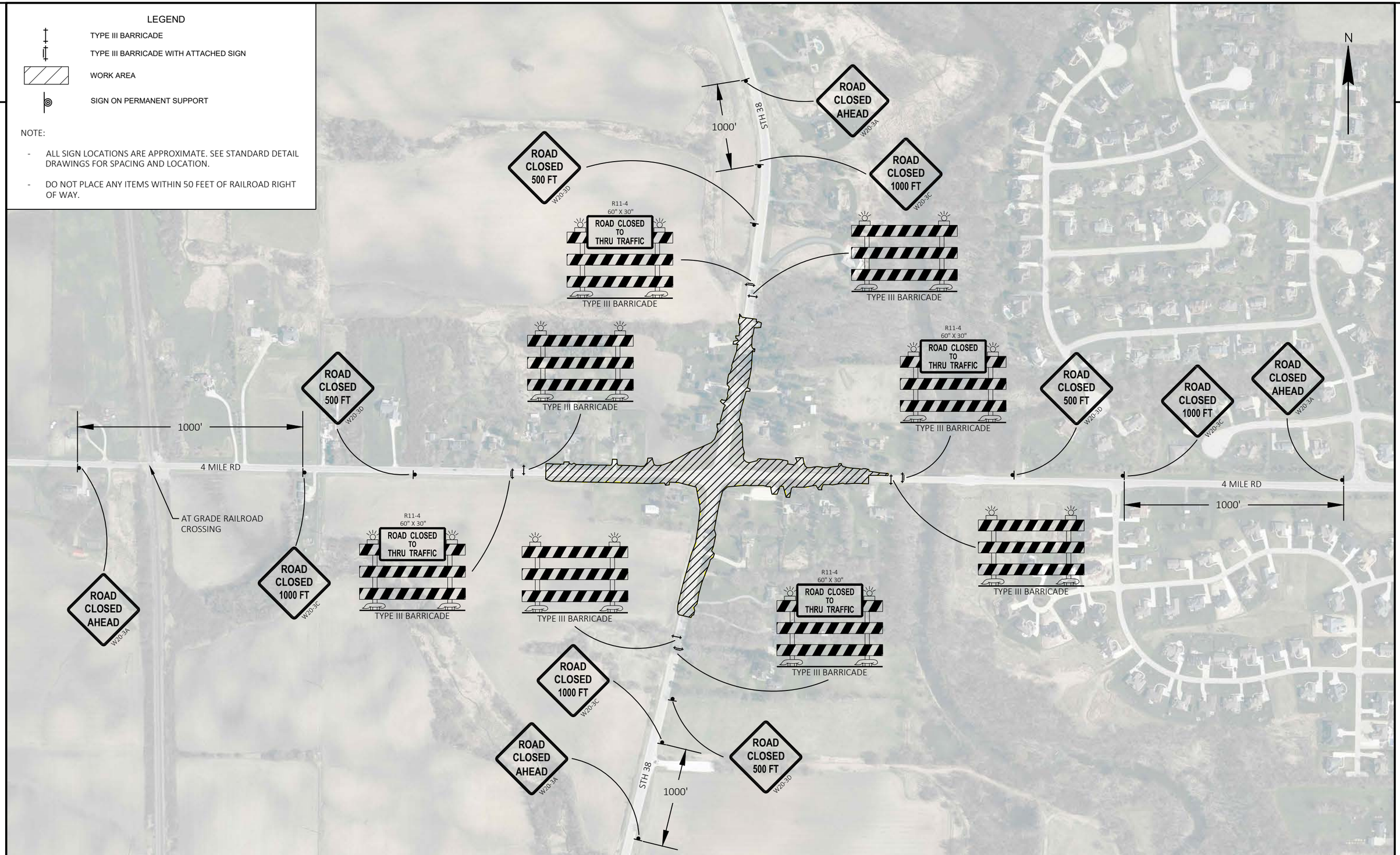
TYPE III BARRICADE WITH ATTACHED SIGN

WORK AREA

SIGN ON PERMANENT SUPPORT

NOTE:

- ALL SIGN LOCATIONS ARE APPROXIMATE. SEE STANDARD DETAIL DRAWINGS FOR SPACING AND LOCATION.
- DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT OF WAY.



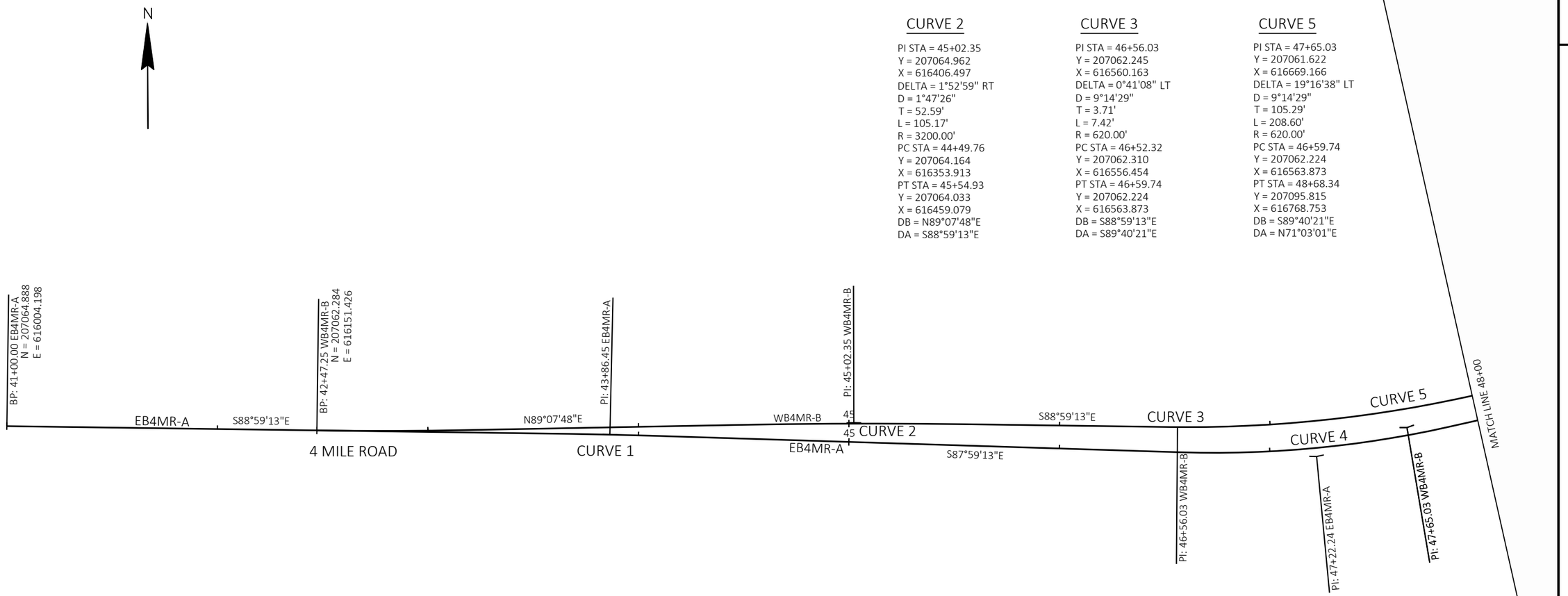
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TRAFFIC CONTROL	SHEET 63	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\025100-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 11/26/2025 1:54 PM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

2



CURVE 2

PI STA = 45+02.35
Y = 207064.962
X = 616406.497
DELTA = 1°52'59" RT
D = 1°47'26"
T = 52.59'
L = 105.17'
R = 3200.00'
PC STA = 44+49.76
Y = 207064.164
X = 616353.913
PT STA = 45+54.93
Y = 207064.033
X = 616459.079
DB = N89°07'48"E
DA = S88°59'13"E

CURVE 3

PI STA = 46+56.03
Y = 207062.245
X = 616560.163
DELTA = 0°41'08" LT
D = 9°14'29"
T = 3.71'
L = 7.42'
R = 620.00'
PC STA = 46+52.32
Y = 207062.310
X = 616556.454
PT STA = 46+59.74
Y = 207062.224
X = 616563.873
DB = S88°59'13"E
DA = S89°40'21"E

CURVE 5

PI STA = 47+65.03
Y = 207061.622
X = 616669.166
DELTA = 19°16'38" LT
D = 9°14'29"
T = 105.29'
L = 208.60'
R = 620.00'
PC STA = 46+59.74
Y = 207062.224
X = 616563.873
PT STA = 48+68.34
Y = 207095.815
X = 616768.753
DB = S89°40'21"E
DA = N71°03'01"E

CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
203	207042.485	615516.784	701.628	N/A	N/A	CP FENO

NOTE: POINT 203 IS NOT SHOWN ON THE PLAN SHEETS

CURVE 1

PI STA = 43+86.45
Y = 207059.823
X = 616290.602
DELTA = 1°00'00" RT
D = 2°35'25"
T = 19.30'
L = 38.61'
R = 2212.00'
PC STA = 43+67.15
Y = 207060.164
X = 616271.302
PT STA = 44+05.75
Y = 207059.145
X = 616309.894
DB = S88°59'13"E
DA = S87°59'13"E

CURVE 4

PI STA = 47+22.24
Y = 207048.027
X = 616626.191
DELTA = 14°25'23" LT
D = 11°14'04"
T = 64.53'
L = 128.38'
R = 510.00'
PC STA = 46+57.71
Y = 207050.294
X = 616561.698
PT STA = 47+86.09
Y = 207061.895
X = 616689.216
DB = S87°59'13"E
DA = N77°35'24"E

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS - SURVEY CONTROL	SHEET 64	E

2

CURVE 7

PI STA = 10+00.00
Y = 207023.027
X = 616899.832
DELTA = 359°59'56" LT
D = 98°47'09"
T = 0.00'
L = 364.42'
R = 58.00'
PC STA = 10+00.00
Y = 207023.027
X = 616899.833
PT STA = 13+64.42
Y = 207023.027
X = 616899.832
DB = S85°59'58"E
DA = S85°59'54"E

CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
209	206993.128	616821.514	683.855	113+37.58	-62.395	CP FENO

N

R/L SB38-A

NB38-B

STH 38

115 ft

CURVE 8

PI STA = 51+12.39
Y = 207046.711
X = 617012.421
DELTA = 48°07'57" LT
D = 60°18'41"
T = 42.43'
L = 79.81'
R = 95.00'
PC STA = 50+69.96
Y = 207076.003
X = 616981.726
PT STA = 51+49.77
Y = 207050.020
X = 617054.721
DB = S46°20'26"E
DA = N85°31'37"E

PI: 48+94.72 EB4MR-A

EP: 49+69.19 WB4MR-B
N = 207122.054
E = 616915.475

N71°03'01"E

4 MILE ROAD

WB4MR-B

N77°35'24"E

EB4MR-A

MATCH LINE 48+00

CURVE 6

S60°11'05"E

CURVE 7

EP: 13+64.42
BP: 10+00.00
N = 207023.027
E = 616899.833

EP: 49+38.05 EB4MR-A
N = 207062.028
E = 616835.801

209

50

PI: 10+00.00

R/L SB38-B

STH 38

R/L NB38-A

BP: 50+59.96 WB4MR-A
N = 207082.906
E = 616974.492

S46°20'26"E

CURVE 8

WB4MR-A

N85°31'37"E

PI: 52+34.90 EB4MR-B

PI: 52+82.31 WB4MR-A

CURVE 10

EB4MR-B

CURVE 9

4 MILE ROAD

N84°33'48"E

BP: 50+46.59 EB4MR-B
N = 206956.329
E = 616958.326

PI: 51+12.39 WB4MR-A

MATCH LINE 53+00

CURVE 6

PI STA = 48+94.72
Y = 207085.238
X = 616795.299
DELTA = 42°13'31" RT
D = 60°18'41"
T = 36.68'
L = 70.01'
R = 95.00'
PC STA = 48+58.03
Y = 207077.355
X = 616759.474
PT STA = 49+28.05
Y = 207067.000
X = 616827.125
DB = N77°35'24"E
DA = S60°11'05"E

CURVE 9

PI STA = 52+34.90
Y = 207044.982
X = 617138.801
DELTA = 6°26'59" RT
D = 5°37'02"
T = 57.47'
L = 114.82'
R = 1020.00'
PC STA = 51+77.43
Y = 207039.537
X = 617081.589
PT STA = 52+92.25
Y = 207043.965
X = 617196.263
DB = N84°33'48"E
DA = S88°59'13"E

CURVE 10

PI STA = 52+82.31
Y = 207060.358
X = 617186.859
DELTA = 8°21'01" RT
D = 11°14'04"
T = 37.23'
L = 74.33'
R = 510.00'
PC STA = 52+45.08
Y = 207057.454
X = 617149.743
PT STA = 53+19.41
Y = 207057.840
X = 617224.004
DB = N85°31'37"E
DA = S86°07'22"E

BENCHMARK INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
50	207004.324	616932.194	683.614	10+24.56	+23.629	BM PPOL

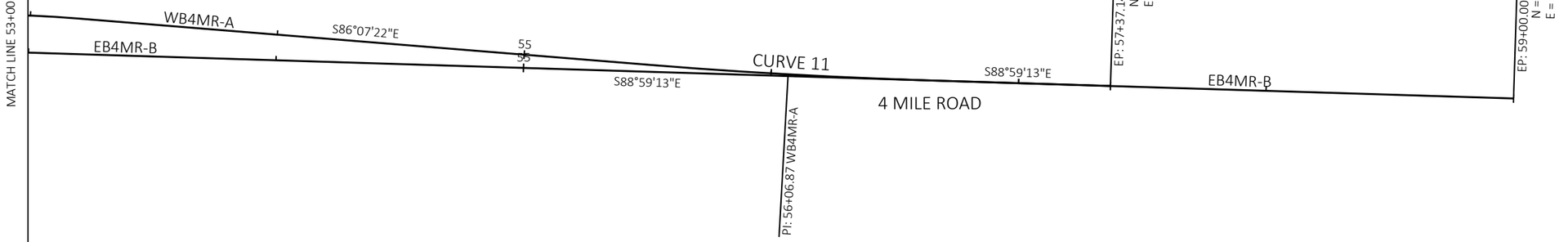
2

2

N

CURVE 11

PI STA = 56+06.87
Y = 207038.403
X = 617510.804
DELTA = 2°51'50" LT
D = 2°35'25"
T = 55.30'
L = 110.57'
R = 2212.00'
PC STA = 55+51.57
Y = 207042.142
X = 617455.634
PT STA = 56+62.14
Y = 207037.425
X = 617566.092
DB = S86°07'22"E
DA = S88°59'13"E



CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
202	206998.790	618094.578	656.751	N/A	N/A	CP FENO

NOTE: POINT 202 IS NOT SHOWN ON THE PLAN SHEETS

2

N

N = 206254.685
E = 616715.823
BP: 106+00.00 SB38-B

N = 206435.767
E = 616758.618
BP: 107+86.07 NB38-A

PI: 108+54.98 NB38-A

NB38-A

N13°20'07"E

CURVE 12

110

110

N16°55'22"E

SB38-B

N16°55'22"E

CURVE 13

CURVE 14

N2°32'53"E

NB38-A

SB38-B

MATCH LINE 113+00

PI: 110+75.19 NB38-A

PI: 111+76.47 NB38-A

PI: 112+62.17 SB38-B

CURVE 14

PI STA = 112+62.17
Y = 206899.002
X = 616868.553
DELTA = 20°35'10" LT
D = 11°01'06"
T = 94.44'
L = 186.83'
R = 520.00'
PC STA = 111+67.74
Y = 206807.113
X = 616846.771
PT STA = 113+54.57
Y = 206992.682
X = 616856.634
DB = N13°20'07"E
DA = N07°15'03"W

CURVE 12

PI STA = 108+54.98
Y = 206502.814
X = 616774.535
DELTA = 3°34'07" RT
D = 2°35'25"
T = 68.91'
L = 137.78'
R = 2212.00'
PC STA = 107+86.07
Y = 206435.767
X = 616758.618
PT STA = 109+23.85
Y = 206568.740
X = 616794.593
DB = N13°21'15"E
DA = N16°55'22"E

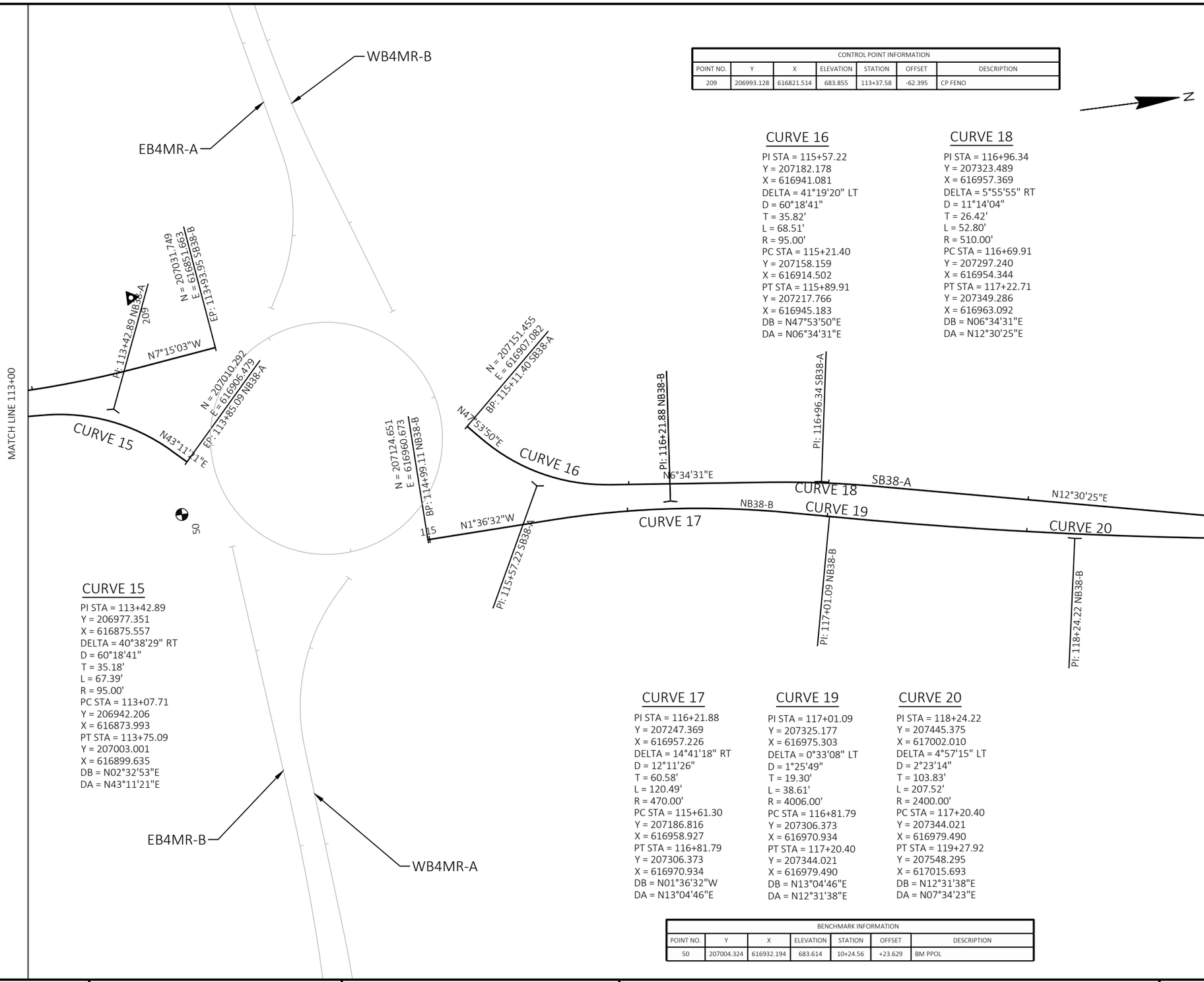
CURVE 13

PI STA = 111+76.47
Y = 206810.429
X = 616868.129
DELTA = 14°22'29" LT
D = 11°14'04"
T = 64.31'
L = 127.95'
R = 510.00'
PC STA = 111+12.16
Y = 206748.900
X = 616849.408
PT STA = 112+40.11
Y = 206874.679
X = 616870.988
DB = N16°55'22"E
DA = N02°32'53"E

CONTROL POINT INFORMATION

POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
16	204433.533	616244.700	674.004	N/A	N/A	CP FENO
17	203999.158	616151.443	674.132	N/A	N/A	CP FENO
208	206088.258	616707.005	685.315	N/A	N/A	CP FENO

NOTE: POINTS 16, 17, 208 ARE NOT SHOWN ON THE PLAN SHEETS



CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
209	206993.128	616821.514	683.855	113+37.58	-62.395	CP FENO

CURVE 15

PI STA = 113+42.89
Y = 206977.351
X = 616875.557
DELTA = 40°38'29" RT
D = 60°18'41"
T = 35.18'
L = 67.39'
R = 95.00'
PC STA = 113+07.71
Y = 206942.206
X = 616873.993
PT STA = 113+75.09
Y = 207003.001
X = 616899.635
DB = N02°32'53"E
DA = N43°11'21"E

CURVE 16

PI STA = 115+57.22
Y = 207182.178
X = 616941.081
DELTA = 41°19'20" LT
D = 60°18'41"
T = 35.82'
L = 68.51'
R = 95.00'
PC STA = 115+21.40
Y = 207158.159
X = 616914.502
PT STA = 115+89.91
Y = 207217.766
X = 616945.183
DB = N47°53'50"E
DA = N06°34'31"E

CURVE 17

PI STA = 116+21.88
Y = 207247.369
X = 616957.226
DELTA = 14°41'18" RT
D = 12°11'26"
T = 60.58'
L = 120.49'
R = 470.00'
PC STA = 115+61.30
Y = 207186.816
X = 616958.927
PT STA = 116+81.79
Y = 207306.373
X = 616970.934
DB = N01°36'32"W
DA = N13°04'46"E

CURVE 18

PI STA = 116+96.34
Y = 207323.489
X = 616957.369
DELTA = 5°55'55" RT
D = 11°14'04"
T = 26.42'
L = 52.80'
R = 510.00'
PC STA = 116+69.91
Y = 207297.240
X = 616954.344
PT STA = 117+22.71
Y = 207349.286
X = 616963.092
DB = N06°34'31"E
DA = N12°30'25"E

CURVE 19

PI STA = 117+01.09
Y = 207325.177
X = 616975.303
DELTA = 0°33'08" LT
D = 1°25'49"
T = 19.30'
L = 38.61'
R = 4006.00'
PC STA = 116+81.79
Y = 207306.373
X = 616970.934
PT STA = 117+20.40
Y = 207344.021
X = 616979.490
DB = N13°04'46"E
DA = N12°31'38"E

CURVE 20

PI STA = 118+24.22
Y = 207445.375
X = 617002.010
DELTA = 4°57'15" LT
D = 2°23'14"
T = 103.83'
L = 207.52'
R = 2400.00'
PC STA = 117+20.40
Y = 207344.021
X = 616979.490
PT STA = 119+27.92
Y = 207548.295
X = 617015.693
DB = N12°31'38"E
DA = N07°34'23"E

BENCHMARK INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
50	207004.324	616932.194	683.614	10+24.56	+23.629	BM PPOL

EB4MR-B
WB4MR-A

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS - SURVEY CONTROL	SHEET 68	E

2

N

CURVE 13

PI STA = 120+24.03
Y = 207643.450
X = 617028.344
DELTA = 4°56'03" LT
D = 2°35'25"
T = 95.30'
L = 190.49'
R = 2212.00'
PC STA = 119+28.73
Y = 207550.409
X = 617007.705
PT STA = 121+19.21
Y = 207737.921
X = 617040.904
DB = N12°30'25"E
DA = N07°34'23"E

MATCH LINE 119+00

SB38-A

NB38-B

120

CURVE 13

EP: 121+19.21 SB38-A
N = 207737.921
E = 617040.904

N7°34'23"E

NB38-B

EP: 123+00.00 NB38-B
N = 207917.132
E = 617064.730

STH 38

24

PI: 120+24.03 SB38-A

210

CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
24	207581.249	617044.709	682.152	119+64.36	+24.449	CP FENO
210	207924.246	617092.666	678.541	N/A	N/A	CP FENO

2290-25-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	713.000	713.000
0004	201.0220	Grubbing	ID	713.000	713.000
0006	203.0100	Removing Small Pipe Culverts	EACH	22.000	22.000
0018	204.0100	Removing Concrete Pavement	SY	250.000	250.000
0026	204.0150	Removing Curb & Gutter	LF	895.000	895.000
0032	204.0210	Removing Manholes	EACH	1.000	1.000
0034	204.0220	Removing Inlets	EACH	6.000	6.000
0036	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	95.000	95.000
0038	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	129.000	129.000
0040	204.0245	Removing Storm Sewer (size) 03. 19x30-Inch	LF	210.000	210.000
0044	205.0100	Excavation Common	CY	13,513.000	13,513.000
0048	209.1100	Backfill Granular Grade 1	CY	2,970.000	2,970.000
0058	213.0100	Finishing Roadway (project) 02. 2290-25-70	EACH	1.000	1.000
0062	305.0110	Base Aggregate Dense 3/4-Inch	TON	213.000	213.000
0064	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,095.000	7,095.000
0066	310.0115	Base Aggregate Open-Graded	CY	41.000	41.000
0068	311.0110	Breaker Run	TON	12,513.000	12,513.000
0072	312.0115	Select Crushed Material	CY	1,555.000	1,555.000
0074	405.0100	Coloring Concrete WisDOT Red	CY	139.000	139.000
0076	415.0080	Concrete Pavement 8-Inch	SY	11,892.000	11,892.000
0078	415.2010	Concrete Truck Apron 12-Inch	SY	415.000	415.000
0090	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	157.000	157.000
0112	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	2.000	2.000
0114	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	18.000	18.000
0116	521.1221	Apron Endwalls for Pipe Arch Steel 21x15-Inch	EACH	8.000	8.000
0118	521.1235	Apron Endwalls for Pipe Arch Steel 35x24-Inch	EACH	6.000	6.000
0120	521.3115	Culvert Pipe Corrugated Steel 15-Inch	LF	40.000	40.000
0122	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	382.000	382.000
0124	521.3721	Pipe Arch Corrugated Steel 21x15-Inch	LF	190.000	190.000
0126	521.3735	Pipe Arch Corrugated Steel 35x24-Inch	LF	151.000	151.000
0132	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	1.000	1.000
0134	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0138	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0140	522.2424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	72.000	72.000
0142	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	84.000	84.000
0144	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000
0146	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	2.000	2.000
0148	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	267.000	267.000
0150	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	2,825.000	2,825.000
0152	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	1,228.000	1,228.000
0154	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	621.000	621.000
0156	601.0581	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R	LF	354.000	354.000
0158	602.0405	Concrete Sidewalk 4-Inch	SF	12,555.000	12,555.000
0160	602.0810	Concrete Driveway 6-Inch	SY	488.000	488.000
0162	602.3010	Concrete Surface Drains	CY	3.000	3.000
0164	606.0200	Riprap Medium	CY	41.000	41.000
0168	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	48.000	48.000
0170	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	189.000	189.000
0172	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	215.000	215.000

2290-25-70

Line	Item	Item Description	Unit	Total	Qty
0174	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	10.000	10.000
0176	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	136.000	136.000
0178	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	10.000	10.000
0180	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	83.000	83.000
0182	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	305.000	305.000
0184	611.0530	Manhole Covers Type J	EACH	3.000	3.000
0188	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0190	611.0639	Inlet Covers Type H-S	EACH	18.000	18.000
0194	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0198	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0200	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0202	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0206	611.3004	Inlets 4-FT Diameter	EACH	3.000	3.000
0208	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0210	611.3230	Inlets 2x3-FT	EACH	16.000	16.000
0214	612.0106	Pipe Underdrain 6-Inch	LF	859.000	859.000
0216	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	117.000	117.000
0218	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	3.000	3.000
0232	618.0100	Maintenance and Repair of Haul Roads (project) 02. 2290-25-70	EACH	1.000	1.000
0236	619.1000	Mobilization	EACH	0.400	0.400
0238	620.0300	Concrete Median Sloped Nose	SF	401.000	401.000
0240	624.0100	Water	MGAL	379.000	379.000
0242	625.0100	Topsoil	SY	1,761.000	1,761.000
0244	625.0500	Salvaged Topsoil	SY	12,911.000	12,911.000
0246	627.0200	Mulching	SY	1,070.000	1,070.000
0248	628.1504	Silt Fence	LF	3,107.000	3,107.000
0250	628.1520	Silt Fence Maintenance	LF	3,107.000	3,107.000
0256	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0258	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0260	628.2002	Erosion Mat Class I Type A	SY	11,770.000	11,770.000
0264	628.2023	Erosion Mat Class II Type B	SY	1,091.000	1,091.000
0266	628.6510	Soil Stabilizer Type B	ACRE	0.330	0.330
0268	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0270	628.7015	Inlet Protection Type C	EACH	21.000	21.000
0272	628.7020	Inlet Protection Type D	EACH	3.000	3.000
0274	628.7504	Temporary Ditch Checks	LF	325.000	325.000
0276	628.7555	Culvert Pipe Checks	EACH	180.000	180.000
0278	628.7560	Tracking Pads	EACH	2.000	2.000
0280	628.7570	Rock Bags	EACH	88.000	88.000
0282	629.0205	Fertilizer Type A	CWT	9.000	9.000
0284	630.0130	Seeding Mixture No. 30	LB	581.000	581.000
0286	630.0200	Seeding Temporary	LB	581.000	581.000
0288	630.0500	Seed Water	MGAL	290.000	290.000
0290	631.1000	Sod Lawn	SY	51.000	51.000
0292	633.5100	Markers ROW	EACH	22.000	22.000
0294	633.5200	Markers Culvert End	EACH	8.000	8.000
0296	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	19.000	19.000
0298	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	12.000	12.000
0300	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	37.000	37.000

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Line	Item	Item Description	Unit	Total	Qty
0302	637.2210	Signs Type II Reflective H	SF	513.040	513.040
0304	637.2230	Signs Type II Reflective F	SF	110.370	110.370
0306	638.2102	Moving Signs Type II	EACH	2.000	2.000
0308	638.2602	Removing Signs Type II	EACH	34.000	34.000
0310	638.3000	Removing Small Sign Supports	EACH	40.000	40.000
0312	642.5201	Field Office Type C	EACH	0.400	0.400
0314	643.0300	Traffic Control Drums	DAY	1,840.000	1,840.000
0316	643.0420	Traffic Control Barricades Type III	DAY	736.000	736.000
0318	643.0705	Traffic Control Warning Lights Type A	DAY	1,472.000	1,472.000
0320	643.0900	Traffic Control Signs	DAY	1,472.000	1,472.000
0322	643.0920	Traffic Control Covering Signs Type II	EACH	5.000	5.000
0326	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0330	643.5000	Traffic Control	EACH	0.400	0.400
0334	645.0111	Geotextile Type DF Schedule A	SY	468.000	468.000
0336	645.0120	Geotextile Type HR	SY	133.000	133.000
0338	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	14,790.000	14,790.000
0340	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	305.000	305.000
0346	646.5520	Marking Outfall Epoxy	EACH	3.000	3.000
0350	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	93.000	93.000
0354	646.7120	Marking Diagonal Epoxy 12-Inch	LF	215.000	215.000
0356	646.8120	Marking Curb Epoxy	LF	152.000	152.000
0358	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0366	650.4000	Construction Staking Storm Sewer	EACH	29.000	29.000
0368	650.4500	Construction Staking Subgrade	LF	2,952.000	2,952.000
0370	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0374	650.7000	Construction Staking Concrete Pavement	LF	2,852.000	2,852.000
0378	650.8501	Construction Staking Electrical Installations (project) 01. 2290-25-70	EACH	1.000	1.000
0382	650.9500	Construction Staking Sidewalk (project) 01. 2290-25-70	EACH	1.000	1.000
0388	650.9911	Construction Staking Supplemental Control (project) 02. 2290-25-70	EACH	1.000	1.000
0392	650.9920	Construction Staking Slope Stakes	LF	2,952.000	2,952.000
0394	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,555.000	1,555.000
0396	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	306.000	306.000
0398	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	8.000	8.000
0400	654.0105	Concrete Bases Type 5	EACH	12.000	12.000
0402	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0404	655.0610	Electrical Wire Lighting 12 AWG	LF	9,320.000	9,320.000
0406	655.0620	Electrical Wire Lighting 8 AWG	LF	2,351.000	2,351.000
0408	655.0635	Electrical Wire Lighting 2 AWG	LF	30.000	30.000
0410	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. 4 Mile Road	EACH	1.000	1.000
0414	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	12.000	12.000
0416	657.0322	Poles Type 5-Aluminum	EACH	12.000	12.000
0418	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	7.000	7.000
0420	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	4.000	4.000
0422	657.0705	Luminaire Arms Truss Type 4 1/2-Inch Clamp 10-FT	EACH	1.000	1.000
0424	659.1125	Luminaires Utility LED C	EACH	12.000	12.000
0426	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0428	690.0150	Sawing Asphalt	LF	192.000	192.000
0430	690.0250	Sawing Concrete	LF	24.000	24.000
0434	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	3,693.000	3,693.000

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Line	Item	Item Description	Unit	Total	Qty
0436	740.0440	Incentive IRI Ride	DOL	2,160.000	2,160.000
0438	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000
0440	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,200.000	2,200.000
0442	SPV.0060	Special 01. Removing Solar Flashing Beacon And Pole STH 38 NB At 4 Mile Road	EACH	1.000	1.000
0444	SPV.0060	Special 02. Removing Solar Flashing Beacon And Pole STH 38 SB At 4 Mile Road	EACH	1.000	1.000
0450	SPV.0060	Special 05. Utility Line Opening (ULO)	EACH	5.000	5.000
0452	SPV.0060	Special 06. Temporary Lighting System, 4 Mile Rd Roundabout	EACH	1.000	1.000

CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	201.012 CLEARING ID	201.0220 GRUBBING ID	REMARKS
0010	42+47	-	42+83	EB4MR-B	29 LT	51	51	FOUR TREES- 15 ID, 12 ID, 12 ID, 12 ID
	43+45	-	45+15	EB4MR-B	28 LT	191	191	TEN TREES- 18 ID, 24 ID, 10 ID, 20 ID, 20 ID, 24 ID, 24 ID, 18 ID, 15 ID, 18 ID
	47+05	-	47+05	EB4MR-A	20 RT	18	18	
	47+08	-	47+08	EB4MR-A	21 RT	18	18	
	51+79	-	52+83	WB4MR-A	20 LT - 25 LT	67	67	ELEVEN TREES- 24 ID, 10 ID, 4 ID, 3 ID, 3 ID, 3 ID, 3 ID, 3 ID, 3 ID, 5 ID, 6 ID
	52+98	-	52+98	EB4MR-B	42 RT	17	17	
	53+41	-	53+80	EB4MR-B	36 RT	49	49	FOUR TREES- 4 ID, 20 ID, 11 ID, 14 ID
	55+50	-	55+50	EB4MR-B	30 RT	6	6	
	55+62	-	55+62	EB4MR-B	28 RT	7	7	
	53+55	-	53+55	WB4MR-A	19 LT	3	3	
	53+90	-	54+28	WB4MR-A	26 LT - 28 LT	24	24	SIX TREES- 3 ID, 5 ID, 5 ID, 4 ID, 3 ID, 4 ID
	54+66	-	55+45	WB4MR-A	25 LT - 29 LT	55	55	NINE TREES- 4 ID, 4 ID, 3 ID, 3 ID, 5 ID, 4 ID,8 ID, 8 ID, 16 ID
	55+71	-	56+54	WB4MR-A	31 LT	66	66	FIVE TREES- 14 ID, 11 ID, 20 ID, 7 ID, 14 ID
	56+90	-	56+90	WB4MR-A	37 LT	25	25	
	109+66	-	109+66	NB38-A	44 RT	3	3	
	110+09	-	110+09	NB38-A	39 RT	12	12	
	110+37	-	110+37	NB38-A	40 RT	12	12	
	110+85	-	110+85	NB38-A	35 RT	16	16	
	111+09	-	111+09	NB38-A	34 RT	16	16	
	111+26	-	111+26	NB38-A	31 RT	10	10	
	111+50	-	111+50	NB38-A	31 RT	12	12	
	111+61	-	111+61	NB38-A	30 RT	14	14	
	115+86	-	115+86	NB38-B	51 RT	4	4	
	119+07	-	119+07	SB38-A	34 LT	7	7	
	121+28	-	121+28	SB38-A	48 RT	10	10	
					TOTAL 0010	713	713	

REMOVING FLASHING BEACONS

CATEGORY	LOCATION	SPV.0060.01 SPECIAL (01. REMOVING SOLAR FLASHING BEACON AND POLE STH 38 NB AT 4 MILE ROAD) EACH	SPV.0060.02 SPECIAL (02. REMOVING SOLAR FLASHING BEACON AND POLE STH 38 SB AT 4 MILE ROAD) EACH
0010	STH 38 NB AT 4 MILE RD	1	--
	STH 38 SB AT 4 MILE RD	--	1
	TOTAL 0010	1	1

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	LF	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	44+52	-	44+67	EB4MR-A	RT	15	1	DRIVEWAY, CMCP 12-INCH
	47+58	-	47+77	EB4MR-A	RT	20	1	DRIVEWAY, CMCP 21-INCH
	43+08	-	43+33	EB4MR-A	LT	25	1	DRIVEWAY, CMCP 12-INCH
	45+23	-	45+43	EB4MR-A	LT	20	1	DRIVEWAY, CMCP 12-INCH
	46+67	-	46+83	EB4MR-A	LT	16	1	DRIVEWAY, CMCP 12-INCH
	53+26	-	52+90	WB4MR-A	RT	52	1	DRIVEWAY, CMCP 24-INCH
	53+03	-	53+45	WB4MR-A	RT	42	1	DRIVEWAY, CMCP 24-INCH
	54+45	-	54+65	WB4MR-A	RT	20	1	DRIVEWAY, CMCP 18X24-INCH
	54+70	-	54+97	WB4MR-A		51	1	ROADWAY, CMCP 24X36-INCH
	55+44	-	55+65	WB4MR-A	LT	20	1	DRIVEWAY, CMCP 18X24-INCH
	56+57	-	56+77	WB4MR-A	LT	20	1	DRIVEWAY, CMCP 18X24-INCH
	107+67	-	107+93	NB38-A	RT	27	1	DRIVEWAY, CMCP 18-INCH
	108+20	-	108+55	NB38-A	RT	35	1	DRIVEWAY, CMCP 18-INCH
	109+49	-	109+58	NB38-A		61	1	ROADWAY, RCCP 30-INCH
	110+44	-	110+81	NB38-A	RT	37	1	DRIVEWAY, CMCP 15-INCH
	119+89	-	120+19	SB38-A	RT	30	1	DRIVEWAY, CMCP 15-INCH
	120+89	-	121+42	SB38-A	RT	54	1	DRIVEWAY, CMCP 15-INCH
	115+19	-	115+57	SB38-A	LT/RT	93	1	ROADWAY, RCCP 30-INCH
	116+22	-	116+65	SB38-A	LT	44	1	DRIVEWAY, CMCP 15-INCH
	117+25	-	117+57	SB38-A	LT	32	1	DRIVEWAY, CMCP 15-INCH
	120+11	-	120+42	SB38-A	LT	30	1	DRIVEWAY, CMCP 15-INCH
	121+11	-	121+41	SB38-A	LT	30	1	DRIVEWAY, CMCP 15-INCH
						TOTAL 0010	22	

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REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	48+39	-	111+20	EB4MR-A / SB38-B	SW QUADRANT - OUTER	340	OUTER CURB RETURN
	13+24	-	13+24	RAB	SW QUADRANT - ISLAND	53	ISLAND
	111+76	-	51+12	NB38-A / EB4MR-B	SE QUADRANT	299	OUTER CURB RETURN
	115+16	-	50+79	NB38-B / WB4MR-A	NE QUADRANT - OUTER	85	OUTER CURB RETURN
	10+76	-	10+76	RAB	NE QUADRANT - ISLAND	52	ISLAND
	12+07	-	12+84	RAB	NW QUADRANT	66	OUTER CURB RETURN
					TOTAL 0010	895	

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	REMARKS
0010	43+05	-	43+30	WB4MR-B	LT	52	DRIVEWAY
	45+24	-	45+44	WB4MR-B	LT	49	DRIVEWAY
	13+25	-	13+39	RAB	RT	10	PAVED ISLAND SW QUADRANT
	110+54	-	110+72	NB38-A	RT	43	DRIVEWAY
	118+03	-	118+29	SB38-A	LT	79	DRIVEWAY
	10+76	-	10+95	RAB	LT	17	PAVED ISLAND NE QUADRANT
					TOTAL 0010	250	

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 15-INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 19X30-INCH) LF	REMARKS
0010	10+26	-	10+26	RAB	RT	--	1	--	--	--	
	10+85	-	10+85	RAB	RT	1	--	--	--	--	
	48+08	-	48+08	EB4MR-A	RT	--	1	--	--	--	
	113+29	-	113+29	NB38-A	RT	--	1	--	--	--	
	113+63	-	113+63	SB38-B	LT	--	1	--	--	--	
	113+77	-	113+77	SB38-B	RT	--	1	--	--	--	
	113+87	-	113+87	SB38-B	RT	--	1	--	--	--	
	48+08	-	113+63	EB4MR-A / SB38-B	--	--	--	--	129	--	RCCP
	113+63	-	113+78	SB38-B	--	--	--	26	--	--	RCCP
	113+78	-	113+87	SB38-B	--	--	--	9	--	--	RCCP
	113+63	-	10+26	SB38-B / RAB	--	--	--	--	--	91	RCCP
	10+26	-	113+29	RAB / NB38-A	--	--	--	60	--	--	RCCP
	10+26	-	51+45	RAB / EB4MR-B	--	--	--	--	--	119	RCCP
					TOTAL 0010	1	6	95	129	210	

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (CY) (1) CUT (2)	EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (CY) (4)	AVAILABLE MATERIAL (CY) (5)	209.1100 EXPANDED GRANULAR BACKFILL GRADE 1 (CY) (10) FACTOR 1.15	312.0115 SELECT CRUSHED MATERIAL (CY) EXPANDED EBS BACKFILL (11) FACTOR 1.15	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.30	MASS ORDINATE +/- (14)	WASTE	COMMENT
RAB-INNER FLANGE (RAB)	10+00 - 13+65	LT/RT	500	0	411	89	522	0	1,212	1,576	-554		
4 MILE-EB-ENTRANCE (EB4MR-A)	42+22 - 49+28	LT/RT	3,782	0	376	3,406	39	0	122	159	3,663		
4 MILE-WB-EXIT (WB4MR-B)	47+98 - 49+38	LT/RT	10	0	0	10	443	0	714	928	-475		
4 MILE-WB-ENTRANCE (WB4MR-A)	50+70 - 51+93	LT/RT	2	0	38	-36	170	0	578	751	-579		
4 MILE-EB-EXIT (EB4MR-B)	50+61 - 57+75	LT/RT	1,152	0	327	825	1,548	0	1,925	2,503	197		
38-NB-EXIT (NB38-B)	115+09 - 121+44	LT/RT	2,747	0	595	2,152	202	0	288	374	2,575		
38-SB-ENTRANCE (SB38-A)	115+21 - 116+28	LT/RT	188	0	58	130	0	0	100	130	58		
38-NB-ENTRANCE (NB38-A)	112+69 - 113+75	LT/RT	315	0	91	224	0	0	4	5	310		
38-SB-EXIT (SB38-B)	107+61 - 113+84	LT/RT	3,465	0	564	2,901	46	0	79	103	3,408		
UNDISTRIBUTED	-	-	0	1,352	0	0	0	1,555	0	0		1,352	
GRAND TOTAL			12,161	1,352	2,460	9,701	2,970	1,555	5,022	6,529	8,603		
	TOTAL COMMON EXC		13,513										

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. ITEM NUMBER 312.0115

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(10) EXPANDED GRANULAR BACKFILL - THIS IS TO BE FILLED WITH GRANULAR BACKFILL GRADE 1. BACKFILL FACTOR = 1.15. ITEM NUMBER 209.1100

(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.15. ITEM NUMBER 312.0115

(13) EXPANDED FILL FACTOR = 1.30

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

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BASE AGGREGATE

						305.0110	305.0120	311.0110	624.0100
CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON	BREAKER RUN TON	WATER MGAL
0010	42+22	-	49+28	EB4MR-A		72	1,529	2,832	87
	42+79	-	43+53	WB4MR-B	LT	--	36	--	--
	44+99	-	45+69	WB4MR-B	LT	--	39	--	--
	46+74	-	47+24	WB4MR-B	LT	--	39	--	--
	47+35	-	47+91	EB4MR-A	RT	--	32	--	--
	107+60	-	108+08	NB38-A	RT	--	23	--	--
	108+08	-	108+70	NB38-A	RT	--	23	--	--
	107+60	-	113+76	NB38-A		47	1,411	2,683	82
	110+29	-	110+96	NB38-A	RT	--	32	--	--
	50+69	-	56+87	EB4MR-B		61	1,426	2,644	81
	52+34	-	52+86	EB4MR-B	RT	--	55	--	--
	52+89	-	53+55	EB4MR-B	RT	--	53	--	--
	53+47	-	53+99	WB4MR-A	LT	--	58	--	--
	54+28	-	54+96	EB4MR-B	RT	--	33	--	--
	55+24	-	55+86	WB4MR-A	LT	--	27	--	--
	56+36	-	57+02	WB4MR-A	LT	--	24	--	--
	115+13	-	121+47	SB38-A		34	1,440	2,808	85
	116+33	-	116+57	SB38-A	LT	--	15	--	--
	117+35	-	117+58	SB38-A	LT	--	14	--	--
	118+04	-	118+42	NB38-B	RT	--	19	--	--
	118+04	-	118+27	SB38-A	LT	--	20	--	--
	119+72	-	120+35	NB38-B	RT	--	23	--	--
	120+18	-	120+43	SB38-A	LT	--	15	--	--
	120+85	-	121+37	NB38-B	RT	--	29	--	--
	121+07	-	121+47	SB38-A	LT	--	14	--	--
	10+00	-	13+64	RAB		--	667	1,546	44
					TOTAL 0010	213	7,095	12,513	379

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CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.2010 CONCRETE TRUCK APRON 12-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	REMARKS
0010	42+22	-	49+28	EB4MR-A	--	2,759	--	--	
	46+62	-	49+13	EB4MR-A	--	--	--	2,763	SPLITTER ISLAND
	107+60	-	113+76	NB38-A	--	2,596	--	--	
	110+49	-	113+69	NB38-A	--	--	--	3,211	SPLITTER ISLAND
	10+00	-	13+64	RAB	139	--	415	--	TRUCK APRON
	10+00	-	13+64	RAB	--	1,259	--	--	RAB
	50+60	-	56+87	WB4MR-A	--	2618	--	--	
	50+72	-	53+65	WB4MR-A	--	--	--	2,856	SPLITTER ISLAND
	115+13	-	121+47	SB38-A	--	2660	--	--	
	115+25	-	118+77	SB38-A	--	--	--	3,725	SPLITTER ISLAND
				TOTAL 0010	139	11,892	415	12,555	

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
0010	46+55	EB4MR-A	60
	49+24	EB4MR-A	13
	49+29	EB4MR-A	30
	110+42	NB38-A	60
	113+71	NB38-A	13
	113+70	NB38-A	25
	50+69	WB4MR-A	28
	50+74	WB4MR-A	13
	53+72	WB4MR-A	60
	115+23	SB4MR-A	26
	115+25	SB4MR-A	13
	118+84	SB4MR-A	60
		TOTAL 0010	401

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DRIVEWAYS

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	602.0810 CONCRETE DRIVEWAY 6-INCH SY	REMARKS
0010	42+79	-	43+53	WB4MR-B	LT	--	114	DRIVEWAY
	44+99	-	45+69	WB4MR-B	LT	--	125	DRIVEWAY
	47+35	-	47+91	EB4MR-A	RT	18	--	DRIVEWAY
	107+50	-	108+70	NB38-A	RT	26	--	DRIVEWAYS
	110+29	-	110+96	NB38-A	RT	--	103	DRIVEWAY
	52+89	-	53+55	EB4MR-B	RT	29	--	DRIVEWAY
	54+28	-	54+96	EB4MR-B	RT	18	--	DRIVEWAY
	55+24	-	55+86	WB4MR-A	LT	15	--	DRIVEWAY
	56+36	-	57+02	WB4MR-A	LT	13	--	DRIVEWAY
	116+33	-	116+57	SB38-A	LT	4	23	DRIVEWAY APRON AND DRIVEWAY
	117+35	-	117+58	SB38-A	LT	--	43	DRIVEWAY APRON AND DRIVEWAY
	118+04	-	118+27	SB38-A	LT	--	63	DRIVEWAY APRON AND DRIVEWAY
	119+72	-	120+35	NB38-B	RT	13	--	DRIVEWAY
	120+18	-	120+43	SB38-A	LT	5	17	DRIVEWAY APRON AND DRIVEWAY
	120+85	-	121+37	NB38-B	RT	16	--	DRIVEWAY
					TOTAL 0010	157	488	

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01.2290-25-70) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	42+22	-	49+28	WEST LEG	707	--	WEST LEG	1	707
	42+47	-	49+28	WEST LEG	--	682	--	--	--
	46+62	-	49+28	WEST LEG	--	--	--	--	--
	107+61	-	113+80	SOUTH LEG	620	--	SOUTH LEG	--	620
	107+86	-	113+80	SOUTH LEG	--	595	--	--	--
	110+50	-	113+80	SOUTH LEG	--	--	--	--	--
	50+60	-	56+87	EAST LEG	628	--	EAST LEG	--	628
	50+60	-	56+62	EAST LEG	--	603	--	--	--
	50+60	-	53+65	EAST LEG	--	--	--	--	--
	115+13	-	121+44	NORTH LEG	632	--	NORTH LEG	--	632
	115+13	-	121+19	NORTH LEG	--	607	--	--	--
	115+13	-	118+76	NORTH LEG	--	--	--	--	--
	10+00	-	13+64	RAB	365	365	RAB	--	365
				TOTAL 0010	2,952	2,852	0	1	2,952

CONCRETE CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0581 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R LF	REMARKS
0010	46+62	-	47+71	EB4MR-A	--	--	109	--	--	EB SPLITTER ISLAND
	47+71	-	49+21	EB4MR-A	--	151	--	--	--	EB SPLITTER ISLAND
	47+97	-	49+38	EB4MR-A	--	126	--	--	--	SW CURB RETURN
	46+62	-	47+70	WB4MR-A	--	--	108	--	--	WB SPLITTER ISLAND
	47+70	-	49+24	WB4MR-B	--	155	--	--	--	WB SPLITTER ISLAND
	47+80	-	49+49	WB4MR-B	--	167	--	--	--	NW CURB RETURN
	110+49	-	112+18	NB38-A	--	--	169	--	--	NB SPLITTER ISLAND
	112+18	-	113+68	NB38-A	--	302	--	--	--	NB SPLITTER ISLAND
	110+73	-	112+19	NB38-A	--	--	--	47	--	SE CURB RETURN
	112+19	-	113+85	NB38-A	--	152	--	--	--	SE CURB RETURN
	110+50	-	112+17	SB38-B	--	--	167	--	--	SB SPLITTER ISLAND
	112+17	-	113+65	SB38-B	--	150	--	--	--	SB SPLITTER ISLAND
	110+75	-	112+17	SB38-B	--	--	--	140	--	SW CURB RETURN
	112+17	-	113+94	SB38-B	--	171	--	--	--	SW CURB RETURN
	10+00	-	13+64	RAB	--	--	--	--	354	
	10+00	-	13+64	RAB	267	--	--	--	--	
	10+17	-	10+38	RAB	--	33	--	--	--	SE CURB RETURN
	10+65	-	10+87	RAB	--	30	--	--	--	EAST LEG SPLITTER ISLAND
	11+07	-	11+25	RAB	--	28	--	--	--	NE CURB RETURN
	11+54	-	11+73	RAB	--	28	--	--	--	NORTH LEG SPLITTER ISLAND
	11+94	-	12+34	RAB	--	60	--	--	--	NW CURB RETURN
	12+58	-	12+83	RAB	--	35	--	--	--	WEST LEG SPLITTER ISLAND
	13+05	-	13+13	RAB	--	13	--	--	--	SW CURB RETURN
	13+42	-	13+60	RAB	--	25	--	--	--	SOUTH LEG SPLITTER ISLAND
	50+74	-	52+28	EB4MR-B	--	154	--	--	--	EB SPLITTER ISLAND
	52+28	-	53+65	EB4MR-B	--	--	137	--	--	EB SPLITTER ISLAND
	50+47	-	52+12	EB4MR-B	--	165	--	--	--	SE CURB RETURN
	50+77	-	52+25	WB4MR-A	--	150	--	--	--	WB SPLITTER ISLAND
	52+25	-	53+65	WB4MR-A	--	--	140	--	--	WB SPLITTER ISLAND
	50+60	-	52+04	WB4MR-A	--	125	--	--	--	NE CURB RETURN
	115+27	-	116+77	NB38-B	--	151	--	--	--	NB SPLITTER ISLAND
	116+77	-	118+76	NB38-B	--	--	199	--	--	NB SPLITTER ISLAND
	114+99	-	116+67	NB38-B	--	163	--	--	--	NE CURB RETURN
	115+28	-	116+78	SB38-A	--	151	--	--	--	SB SPLITTER ISLAND
	116+78	-	118+77	SB38-A	--	--	199	--	--	SB SPLITTER ISLAND
	115+11	-	116+67	SB38-A	--	140	--	--	--	NW CURB RETURN
	116+67	-	121+00	SB38-A	--	--	--	434	--	NW CURB RETURN
				TOTAL 0010	267	2,825	1,228	621	354	

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PIPE UNDERDRAIN

CATEGORY	STATION	TO	STATION	LOCATION	310.0115 BASE AGGREGATE OPEN-GRADED CY	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	646.5520 MARKING OUTFALL EPOXY EACH	REMARKS
0010	47+97	-	48+16	EB4MR-A	2	19	--	--	23	--	EB WEST LEG
	48+29	-	48+86	EB4MR-A	2	50	--	--	23	--	EB WEST LEG
	47+80	-	48+20	WB4MR-A	2	40	--	--	23	--	WB EAST LEG
	48+33	-	48+84	WB4MR-A	2	50	--	--	23	--	WB EAST LEG
	112+21	-	112+70	NB38-A	2	50	--	--	23	--	NB SOUTH LEG
	112+82	-	113+39	NB38-A	2	50	--	--	23	--	NB SOUTH LEG
	112+38	-	112+90	SB38-B	2	50	--	--	23	--	SB SOUTH LEG
	113+04	-	113+56	SB38-B	2	50	--	--	23	--	SB SOUTH LEG
	10+71	-	11+24	RAB	2	50	--	--	23	--	RAB
	11+37	-	11+90	RAB	2	50	--	--	23	--	RAB
	50+78	-	51+28	EB4MR-B	2	50	--	--	23	--	EB EAST LEG
	55+50	-	56+00	EB4MR-B	2	50	--	--	23	--	EB EAST LEG
	56+00	-	56+00	EB4MR-B	1	--	28	--	13	--	EB EAST LEG
	55+50	-	56+00	WB4MR-A	2	50	--	--	23	--	WB EAST LEG
	56+00	-	56+40	WB4MR-A	2	--	43	--	20	--	WB EAST LEG
	56+40	-		WB4MR-A	--	--	--	1	--	1	WB EAST LEG
	114+98	-	115+48	NB38-B	2	50	--	--	23	--	NB NORTH LEG
	115+62	-	116+14	NB38-B	2	50	--	--	23	--	NB NORTH LEG
	120+89	-	120+39	NB38-B	2	50	--	--	23	--	NB NORTH LEG
	121+39	-	121+44	NB38-B	1	--	26	--	12	--	NB NORTH LEG
	121+44	-		NB38-B	--	--	--	1	--	1	NB NORTH LEG
	115+25	-	115+90	SB38-A	2	50	--	--	23	--	SB NORTH LEG
	120+89	-	121+39	SB38-A	2	50	--	--	23	--	SB NORTH LEG
	121+39	-	121+44	SB38-A	1	--	20	--	9	--	SB NORTH LEG
	121+44	-		SB38-A	--	--	--	1	--	1	SB NORTH LEG
				TOTAL 0010	41	859	117	3	468	3	

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2002 EROSION MAT CLASS I TYPE A SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0205 FERTILIZER TYPE A CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.1000 SOD LAWN SY
0010	42+22	-	47+58	EB4MR-A	RT	--	936	--	936	--	--	0.59	42	42	21.0	--
0010	42+22	-	47+58	EB4MR-A	RT	--	299	--	--	299	--	0.19	13	13	6.7	--
	47+74	-	107+61	EB4MR-A	RT	--	1,434	--	1,434	--	--	0.90	65	65	32.2	--
	47+74	-	49+30	EB4MR-A	RT	--	69	--	--	69	--	0.04	3	3	1.5	
	42+30	-	43+05	EB4MR-A	LT	--	114	--	114		--	0.07	5	5	2.6	--
	42+30	-	43+05	EB4MR-A	LT	--	36	--	--	36	--	0.02	2	2	0.8	--
	43+28	-	45+24	EB4MR-A	LT	--	243	--	243	--	--	0.15	11	11	5.4	--
	43+28	-	45+24	EB4MR-A	LT	--	67	--	--	67	--	0.04	3	3	1.5	--
	45+44	-	116+37	EB4MR-A	LT	--	1,204	--	1,204	--	--	0.76	54	54	27.0	--
	45+44	-	46+35	EB4MR-A	LT	--	35	--	--	35	--	0.02	2	2	0.8	--
	48+35	-	48+48	EB4MR-A	LT	--	5	--	--	--	--	0.00	0	0	0.1	6
	107+61		109+25	NB38-A	LT	--	91	--	--	91	--	0.06	4	4	2.0	--
	107+61	-	107+75	NB38-A	RT	--	27	--	27	--	--	0.02	1	1	0.6	--
	107+88	-	108+28	NB38-A	RT	--	76	--	76	--	--	0.05	3	3	1.7	--
	108+45	-	110+54	NB38-A	RT	--	448	--	448	--	--	0.28	20	20	10.1	--
	110+02	-	110+54	NB38-A	RT	--	29	--	--	29	--	0.02	1	1	0.6	--
	109+57	-	109+71	NB38-A	RT	--	10	--	--	--	--	0.01	0	0	0.2	10
	110+71	-	52+46	NB38-A	RT	--	795	--	795	--	--	0.50	36	36	17.9	--
	52+04	-	52+17	WB4MR-A	RT	--	10	--	--	--	--	0.01	1	1	0.2	10
	52+72	-	53+14	WB4MR-A	RT	--	160	--	160	--	--	0.10	7	7	3.6	--
	52+72	-	53+14	WB4MR-A	RT	--	23	--	--	23	--	0.01	1	1	0.5	--
	53+30	-	54+61	WB4MR-A	RT	--	306	--	306	--	--	0.19	14	14	6.9	--
	53+30	-	54+61	WB4MR-A	RT	--	67	--	--	67	--	0.04	3	3	1.5	--
	54+71	-	56+87	WB4MR-A	RT	--	204	--	204	--	--	0.13	9	9	4.6	--
	54+71	-	55+00	WB4MR-A	RT	--	15	--	--	15	--	0.01	1	1	0.3	
	55+13	-	55+28	WB4MR-A	RT	--	11	--	--	--	--	0.01	1	1	0.2	11
	118+18	-	53+60	WB4MR-A	LT	--	2,218	--	2,218	--	--	1.40	100	100	49.8	--
	52+04	-	53+00	WB4MR-A	LT	--	53	--	--	53	--	0.03	2	2	1.2	
	53+84	-	55+49	WB4MR-A	LT	--	331	--	331	--	--	0.21	15	15	7.4	--
	54+50	-	55+49	WB4MR-A	LT	--	55	--	--	55	--	0.03	2	2	1.2	--
	55+59	-	56+62	WB4MR-A	LT	--	200	--	200	--	--	0.13	9	9	4.5	--
	55+59	-	57+75	WB4MR-A	LT	--	63	--		63	--	0.04	3	3	1.4	--
	56+72	-	57+75	WB4MR-A	LT	--	154	--	154	--	--	0.10	7	7	3.5	--
	115+18	-	115+32	WB4MR-A	RT	--	10	--	--	--	--	0.01	1	1	0.2	10
	118+29	-	119+97	SB38-A	RT	--	325	--	325	--	--	0.20	15	15	7.3	--
	118+29	-	119+97	SB38-A	RT	--	90	--		90	--	0.06	4	4	2.0	--
	120+10	-	121+10	SB38-A	RT	--	152	--	152	--	--	0.10	7	7	3.4	--
	121+23	-	121+44	SB38-A	RT	--	67	--	67	--	--	0.04	3	3	1.5	--
	116+51	-	118+07	SB38-A	LT	--	221	--	221	--	--	0.14	10	10	5.0	--
	118+18	-	120+21	SB38-A	LT	--	342	--	342	--	--	0.22	15	15	7.7	--
	120+35	-	120+21	SB38-A	LT	--	118	--	118	--	--	0.07	5	5	2.6	--
	121+34	-	121+54	SB38-A	LT	--	24	--	24	--	--	0.01	1	1	0.5	--
	10+00	-	13+64	RAB	LT	--	601	--	601	--	--	0.38	27	27	13.5	--
					UNDISTRIBUTED	1,761	1,174	1,070	1,070	100	0.33	0.74	53	53	26.0	5
					TOTAL 0010	1,761	12,911	1,070	11,770	1,091	0.33	9	581	581	290	51

EROSION CONTROL

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH
0010	42+77	-		EB4MR-A	27.1 RT	--	--	--	--	--	--	--	25	--	--
	44+01	-		EB4MR-A	26.0 RT	--	--	--	--	--	--	--	25	--	--
	45+35	-		EB4MR-A	26.6 RT	--	--	--	--	--	--	--	25	--	--
	46+51	-		EB4MR-A	27.1 RT	--	--	--	--	--	--	--	25	--	--
	47+48	-		EB4MR-A	29.7 RT			--	--	--	--	--	--	10	--
	47+94	-	108+79	EB4MR-A / SB38-B		574	574	--	--	--	--	--	--	--	--
	48+18	-		EB4MR-A	20.8 RT	--	--	--	--	--	1	--	--	--	--
	48+20	-		EB4MR-A	10.7 LT	--	--	--	--	--	1	--	--	--	--
	48+24	-		EB4MR-A	31.3 LT	--	--	--	--	--	1	--	--	--	--
	48+33	-		EB4MR-A	33.0 LT	--	--	--	--	--	1	--	--	--	--
	48+26	-		EB4MR-A	1.15 LT	--	--	--	--	--	1	--	--	--	--
	48+28	-		EB4MR-A	20.6 RT	--	--	--	--	--	1	--	--	--	--
	49+28	-		EB4MR-A	40.6 RT	--	--	--	--	1	--	--	--	--	--
	42+64	-		EB4MR-A	29.3 LT	--	--	--	--	--	--	--	25	--	--
	42+98	-		EB4MR-A	30.9 LT	--	--	--	--	--	--	--	--	10	--
	44+13	-		EB4MR-A	27.6 LT	--	--	--	--	--	--	--	25	--	--
	45+12	-		EB4MR-A	27.2 LT	--	--	--	--	--	--	--	--	10	--
	46+16	-	116+31	EB4MR-A / SB38-A		490	490	--	--	--	--	--	--	--	--
	46+65	-		EB4MR-A	28.3 LT	--	--	--	--	--	--	--	--	10	--
	107+54	-	107+74	NB38-A	RT	44	44	--	--	--	--	--	--	--	--
	107+88	-	108+28	NB38-A	RT	39	39	--	--	--	--	--	--	--	--
	107+66			NB38-A	35.5 RT	--	--	--	--	--	--	--	--	10	--
	108+17	-		NB38-A	34.9 RT	--	--	--	--	--	--	--	--	10	--
	108+45	-	110+13	NB38-A	RT	149	149	--	--	--	--	--	--	--	--
	109+22			NB38-A	31.8 RT	--	--	--	--	--	--	--	25	--	--
	110+42	-		NB38-A	33.7 RT	--	--	--	--	--	--	--	--	10	--
	111+56	-	52+42	NB38-A / WB5MR-A		430	430	--	--	--	--	--	--	--	--
	112+84	-		NB38-A	22.1RT	--	--	--	--	--	1	--	--	--	--
	112+80	-		NB38-A	22.1 RT	--	--	--	--	--	1	--	--	--	--
	108+38			NB38-A	28.7 LT	--	--	--	--	--	--	--	25	--	--
	112+96	-		NB38-A	11.1 LT	--	--	--	--	--	1	--	--	--	--
	112+93	-		NB38-A	33.7 LT	--	--	--	--	--	1	--	--	--	--
	113+00	-		NB38-A	1.3 RT	--	--	--	--	--	1	--	--	--	--
	113+02	-		NB38-A	34.8 LT	--	--	--	--	--	1	--	--	--	--
	11+25	-		WB4MR-A	1.2 LT	--	--	--	--	--	1	--	--	--	--
	11+35	-		WB4MR-A	1.4 LT	--	--	--	--	--	1	--	--	--	--
	51+30	-		WB4MR-A	21.3 RT	--	--	--	--	--	1	--	--	--	--
	52+34	-		WB4MR-A	53.6 RT	--	--	--	--	--	--	--	--	10	--
	53+06	-		WB4MR-A	54.2 RT	--	--	--	--	--	--	--	--	10	--
	54+43	-		WB4MR-A	41.2 RT	--	--	--	--	--	--	--	--	10	--
	53+80			WB4MR-A	48.9 RT	--	--	--	--	--	--	--	25	--	--
	54+89	-	56+94	WB4MR-A	RT	207	207	--	--	--	--	--	--	--	--
	52+25	-	117+78	WB4MR-A / NB38-B	LT	323	323	--	--	--	--	--	--	--	--
	54+32			WB4MR-A	31.4 LT	--	--	--	--	--	--	--	25	--	--
	54+59	-		WB4MR-A	25.5 LT	--	--	--	--	--	--	--	--	10	--
	55+36	-		WB4MR-A	30.2 LT	--	--	--	--	--	--	--	--	10	--
	56+45	-		WB4MR-A	30.3 LT	--	--	--	--	--	--	--	--	10	--
	56+75	-	57+83	WB4MR-A	LT	117	117	--	--	--	--	--	--	--	--
	53+86	-	54+53	WB4MR-A	LT	85	85	--	--	--	--	--	--	--	--
	115+50	-		SB38-A	21.4 RT	--	--	--	--	--	1	--	--	--	--
	115+55	-		SB38-A	3.6 LT	--	--	--	--	--	1	--	--	--	--
	115+60	-		SB38-A	21.2 RT	--	--	--	--	--	1	--	--	--	--
	118+07	-		SB38-A	44.1 RT	--	--	--	--	--	--	--	--	10	--
	120+11	-	121+06	SB38-A	RT	97	97	--	--	--	--	--	--	--	--
	191+18			SB38-A	37.9 RT	--	--	--	--	--	--	--	25	--	--
	120+23	-		SB38-A	31.9 RT	--	--	--	--	--	--	--	--	10	--
	121+23	-	121+46	SB38-A	RT	36	36	--	--	--	--	--	--	--	--
	121+34	-		SB38-A	33.8 RT	--	--	--	--	--	--	--	--	10	--
	115+90	-		SB38-A	1.3 RT	--	--	--	--	--	1	--	--	--	--
	121+43			SB38-A	37.5 RT	--	--	--	--	--	--	--	25	--	--
	115+92	-		SB38-A	20.3 LT	--	--	--	--	--	1	--	--	--	--
	116+00	-		SB38-A	21.1 LT	--	--	--	--	--	1	--	--	--	--
	116+52	-	118+05	SB38-A	LT	173	173	--	--	--	--	--	--	--	--
	116+62			SB38-A	34.5 LT	--	--	--	--	--	--	--	--	10	--
	115+37			SB38-A	42.5 LT	--	--	--	--	--	--	--	--	10	--
	121+49			SB38-A	37.1 LT	--	--	--	--	--	--	--	25	--	--
	118+20	-	120+16	SB38-A	LT	209	209	--	--	--	--	--	--	--	--
	120+30	-	121+56	SB38-A	LT	135	135	--	--	--	--	--	--	--	--
					UNDISTRIBUTED	--	--	4	4	--	--	3	--	--	2
					TOTAL 0010	3,107	3,107	4	4	1	21	3	325	180	2

STORM SEWER STRUCTURES

				522.1015	522.1024	522.1036	611.0530	611.0624	611.0639	611.0652	611.2004	611.2006	611.2007	611.3004	611.3225	611.3230	650.4000			
				APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE			MANHOLE COVERS TYPE J	INLET COVERS			MANHOLES			INLETS			CONSTRUCTION STAKING STORM SEWER			
				15-INCH	24-INCH	36-INCH		TYPE H	TYPE H-S	TYPE T	MANHOLES 4-FT DIAMETER	MANHOLES 6-FT DIAMETER	MANHOLES 7-FT DIAMETER	INLETS 4-FT DIAMETER	INLETS 2X2.5-FT	INLETS 2X3-FT		RIM**	INVERT***	DEPTH****
STRUCTURE	STATION	OFFSET*	LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	ELEVATION	ELEVATION	FT
1	115+33.87	44.40' LT	38-SB-ENTRANCE	--	--	1	--	--	--	--	--	--	--	--	--	--	1	--	674.80	--
3	115+26.53	55.60' RT	38-NB-EXIT	--	--	1	--	--	--	--	--	--	--	--	--	--	1	--	673.00	--
45	13+05.54	46.06' RT	RAB-INNER FLANGE	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	679.20	--
46	52+08.71	34.54' RT	4MILE-EB-EXIT	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	675.00	--
49	115+91.93	20.55' LT	38-SB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	681.50	676.59	4.09
49A	115+99.91	21.06' LT	38-SB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	681.50	676.92	3.75
50	115+90.19	1.25' RT	38-SB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	681.88	676.31	4.76
51	115+55.23	3.87' LT	38-NB-EXIT	--	--	--	--	--	1	--	--	--	--	1	--	--	1	681.97	675.68	5.50
52	115+50.12	21.25' RT	38-NB-EXIT	--	--	--	--	--	1	--	--	--	--	--	--	1	1	681.62	676.18	4.62
52A	115+60.12	21.25' RT	38-NB-EXIT	--	--	--	--	--	1	--	--	--	--	--	--	1	1	681.63	676.53	4.27
54	48+27.75	20.45' RT	4MILE-EB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	682.69	679.24	2.64
54A	48+18.06	20.53' RT	4MILE-EB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	682.69	679.53	2.33
55	48+25.43	1.25' LT	4MILE-EB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	683.07	679.10	3.16
56	48+16.18	1.25' RT	4MILE-WB-EXIT	--	--	--	--	--	1	--	--	--	--	1	--	--	1	682.92	678.98	3.13
57	48+21.32	18.99' LT	4MILE-WB-EXIT	--	--	--	--	--	1	--	--	--	--	--	--	1	1	682.57	678.81	2.95
57A	48+31.60	19.89' LT	4MILE-WB-EXIT	--	--	--	--	--	1	--	--	--	--	--	--	1	1	682.57	678.79	2.97
58	11+25.28	1.50' LT	RAB-INNER FLANGE	--	--	--	--	--	--	1	--	--	--	--	1	--	1	682.15	676.51	4.72
58A	11+35.28	1.50' LT	RAB-INNER FLANGE	--	--	--	--	--	--	1	--	--	--	--	1	--	1	682.15	676.22	5.04
60	112+91.45	21.09' LT	38-SB-EXIT	--	--	--	--	--	1	--	--	--	--	--	--	1	1	682.90	678.17	3.92
60A	113+01.83	21.25' LT	38-SB-EXIT	--	--	--	--	--	1	--	--	--	--	--	--	1	1	682.90	678.47	3.60
61	112+92.56	1.30' RT	38-SB-EXIT	--	--	--	--	--	1	--	--	--	--	--	--	1	1	683.30	678.00	4.48
62	113+00.00	1.25' LT	38-NB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	683.22	677.88	4.52
63	112+95.07	21.20' RT	38-NB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	682.82	677.52	4.51
63A	112+85.08	21.75' RT	38-NB-ENTRANCE	--	--	--	--	--	1	--	--	--	--	--	--	1	1	682.83	678.07	3.93
64	10+13.77	23.92' RT	RAB-INNER FLANGE	--	--	--	1	--	--	--	1	--	--	--	--	--	1	683.43	677.02	5.38
65	51+30.00	21.25' RT	4MILE-EB-EXIT	--	--	--	--	1	--	--	--	--	--	1	--	--	1	681.13	676.04	4.34
79	51+34.53	12.18' RT	4MILE-EB-EXIT	--	--	--	1	--	--	--	--	1	--	--	--	--	1	681.25	675.92	4.34
81	115+38.33	13.96' LT	38-NB-EXIT	--	--	--	1	--	--	--	--	--	1	--	--	--	1	682.55	674.00	7.65
106	48+40.02	36.39' LT	4MILE-WB-EXIT	1	--	--	--	1		--	--	--	--	--	--	--	1	--	678.70	--
			TOTALS	1	2	2	3	2	18	2	1	1	1	3	2	16	29			

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE WITH EXCEPTION TO STRUCTURES 1,3, 45, 46 AND 106 WHERE IT IS MEASURED TO THE END OF PIPE.
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

STORM SEWER PIPES

				608.0312	608.0315	608.0318	608.0324	608.0336	608.0412	608.0415	608.0424			
				STORM SEWER PIPE REINFORCED CONCRETE CLASS III					STORM SEWER PIPE REINFORCED CONCRETE CLASS IV					
				12-INCH	15-INCH	18-INCH	24-INCH	36-INCH	12-INCH	15-INCH	24-INCH	INLET	DISCHARGE	SLOPE
FROM	-	TO	LOCATION	LF	LF	LF	LF	LF	LF	LF	LF	ELEVATION	ELEVATION	FT/FT
1	-	81	NORTH LEG	--	--	--	--	65	--	--	--	674.80	674.10	0.0108
45	-	79	SOUTH LEG	--	--	--	--	--	--	--	228	679.20	676.00	0.0140
49	-	50	NORTH LEG	--	22	--	--	--	--	--	--	676.59	676.37	0.0100
49A	-	49	NORTH LEG	8	--	--	--	--	--	--	--	676.92	676.84	0.0100
50	-	51	NORTH LEG	--	38	--	--	--	--	--	--	676.31	675.93	0.0100
51	-	81	NORTH LEG	--	--	20	--	--	--	--	--	675.68	675.50	0.0089
51	-	52	NORTH LEG	--	26	--	--	--	--	--	--	676.18	675.93	-0.0100
52A	-	52	NORTH LEG	10	--	--	--	--	--	--	--	676.53	676.43	0.0100
54	-	55	WEST LEG	--	--	--	--	--	--	22	--	679.24	679.15	0.0040
54A	-	54	WEST LEG	--	--	--	--	--	10	--	--	679.53	679.49	0.0040
56	-	55	WEST LEG	--	--	--	--	--	--	12	--	679.10	679.05	-0.0040
56	-	57	WEST LEG	--	--	--	--	--	--	21	--	678.98	678.90	-0.0040
57A	-	57	WEST LEG	--	--	--	--	--	--	10	--	678.85	678.81	0.0040
57A	-	106	WEST LEG	--	--	--	--	--	--	18	--	678.79	678.00	0.0050
58A	-	58	CIRCLE	10	--	--	--	--	--	--	--	676.51	676.47	-0.0050
58A	-	81	CIRCLE	--	47	--	--	--	--	--	--	676.22	675.75	0.0100
60	-	61	SOUTH LEG	--	22	--	--	--	--	--	--	678.17	678.06	0.0050
60A	-	60	SOUTH LEG	10	--	--	--	--	--	--	--	678.47	678.42	0.0050
61	-	62	SOUTH LEG	--	11	--	--	--	--	--	--	678.00	677.95	0.0050
62	-	63	SOUTH LEG	--	23	--	--	--	--	--	--	677.88	677.77	0.0050
63	-	64	SOUTH LEG	--	--	75	--	--	--	--	--	677.52	677.07	0.0060
63A	-	63	SOUTH LEG	10	--	--	--	--	--	--	--	678.07	678.02	0.0050
64	-	65	SOUTH LEG	--	--	120	--	--	--	--	--	677.02	676.54	0.0040
65	-	79	EAST LEG	--	--	--	10	--	--	--	--	676.04	676.00	0.0040
79	-	46	EAST LEG	--	--	--	--	--	--	--	77	675.92	675.00	0.0120
81	-	3	NORTH LEG	--	--	--	--	71	--	--	--	674.00	673.00	0.0142
			TOTALS	48	189	215	10	136	10	83	305			

DRIVEWAY AND CROSS CULVERT PIPES

				521.3115	521.3118	521.3721	521.3735	522.2424	522.2429	650.6000					
				CULVERT PIPE CORRUGATED STEEL		PIPE ARCH CORRUGATED STEEL		CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV		CONSTRUCTION STAKING PIPE CULVERTS					
				15-INCH	18-INCH	21X15-INCH	35X24-INCH	24X38-INCH	29X45-INCH		INLET	DISCHARGE	SLOPE	MINIMUM	
FROM	-	TO	LOCATION	LF	LF	LF	LF	LF	LF	EACH	ELEVATION	ELEVATION	FT/FT	THICKNESS	
4	-	6	SOUTH LEG	--	--	--	--	72	--	1	682.32	679.60	0.0378		
7	-	9	WEST LEG	--	53	--	--	--	--	--	687.85	686.30	0.0295	STEEL 0.064	ALUMINUM 0.060
10	-	11	WEST LEG	--	--	47	--	--	--	--	683.40	682.80	0.0127	STEEL 0.064	
12	-	14	WEST LEG	--	46	--	--	--	--	--	681.00	680.20	0.0172	STEEL 0.064	ALUMINUM 0.060
15	-	17	SOUTH LEG	--	--	40	--	--	--	--	684.28	683.75	0.0133	STEEL 0.064	
18	-	20	SOUTH LEG	--	--	49	--	--	--	--	683.60	682.70	0.0184	STEEL 0.064	
21	-	22	SOUTH LEG	--	50	--	--	--	--	--	681.70	681.45	0.0050	STEEL 0.064	ALUMINUM 0.060
23	-	74	EAST LEG	--	--	--	57	--	--	--	673.05	670.30	0.0481	STEEL 0.079	
25	-	75	EAST LEG	--	--	--	47	--	--	--	670.15	668.30	0.0394	STEEL 0.079	
32	-	73	EAST LEG	--	38	--	--	--	--	--	661.00	660.35	0.0171	STEEL 0.064	ALUMINUM 0.060
34	-	35	NORTH LEG	--	35	--	--	--	--	--	679.30	678.55	0.0212	STEEL 0.064	ALUMINUM 0.060
38	-	40	NORTH LEG	--	40	--	--	--	--	--	680.15	679.55	0.0151	STEEL 0.064	ALUMINUM 0.060
41	-	42	NORTH LEG	--	39	--	--	--	--	--	677.55	676.80	0.0192	STEEL 0.064	ALUMINUM 0.060
48	-	47	NORTH LEG	--	39	--	--	--	--	--	677.20	676.20	0.0254	STEEL 0.064	ALUMINUM 0.060
68	-	70	EAST LEG	--		--	--	--	84	1	664.90	662.90	0.0238		
72	-	31	EAST LEG	--	42	--	--	--	--	--	663.50	662.45	0.0250	STEEL 0.064	ALUMINUM 0.060
76	-	29	EAST LEG	--	--	--	47	--	--	--	665.95	664.90	0.0223	STEEL 0.079	
77	-	78	NORTH LEG	40	--	--	--	--	--	--	681.00	680.80	0.0050	STEEL 0.064	ALUMINUM 0.060
96	-	97	WEST LEG	--	--	54	--	--	--	--	681.45	680.95	0.0093	STEEL 0.064	
			TOTALS	40	382	190	151	72	84	2					

DRIVEWAY AND CROSS CULVERT STRUCTURES

				521.1015	521.1018	521.1221	521.1235	522.2624	522.2629	
				APRON ENDWALLS FOR CULVERT PIPE STEEL				APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL		
				15-INCH	18-INCH	21X15-INCH	35X24-INCH	24X38-INCH	29X45-INCH	INVERT**
STRUCTURE	STATION*	OFFSET*	LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	ELEVATION
4	109+52.35	25.21' LT	38-SB-EXIT	--	--	--	--	1	--	682.32
6	109+61.70	39.98' RT	38-NB-ENTRANCE	--	--	--	--	1	--	679.60
7	42+90.27	28.14' LT	4MILE-WB-EXIT	--	1	--	--	--	--	687.85
9	43+43.16	28.14' LT	4MILE-WB-EXIT	--	1	--	--	--	--	686.30
10	45+10.93	28.14' LT	4MILE-WB-EXIT	--	--	1	--	--	--	683.40
11	45+57.75	28.14' LT	4MILE-WB-EXIT	--	--	1	--	--	--	682.80
12	47+45.34	26.81' RT	4MILE-EB-ENTRANCE	--	1		--	--	--	681.00
14	47+89.40	30.44' RT	4MILE-EB-ENTRANCE	--	1		--	--	--	680.20
15	107+63.54	31.53' RT	38-SB-EXIT	--	--	1	--	--	--	684.28
17	108+03.50	31.61' RT	38-SB-EXIT	--	--	1	--	--	--	683.75
18	108+13.02	31.92' RT	38-NB-ENTRANCE	--	--	1	--	--	--	683.60
20	108+62.63	34.67' RT	38-NB-ENTRANCE	--	--	1	--	--	--	682.70
21	110+86.61	32.22' RT	38-NB-ENTRANCE	--	1	--	--	--	--	681.70
22	110+36.64	35.62' RT	38-NB-ENTRANCE	--	1	--	--	--	--	681.45
23	52+33.95	40.15' RT	4MILE-EB-EXIT	--	--	--	1	--	--	673.05
25	53+02.94	39.37' RT	4MILE-EB-EXIT	--	--	--	1	--	--	670.15
29	54+85.86	30.33' RT	4MILE-EB-EXIT	--	--	--	1	--	--	664.90
31	55+76.42	30.14' LT	4MILE-WB-ENTRANCE	--	1	--	--	--	--	662.45
32	56+46.98	30.14' LT	4MILE-WB-ENTRANCE	--	1	--	--	--	--	661.00
34	116+65.22	34.93' LT	38-SB-ENTRANCE	--	1	--	--	--	--	679.30
35	116+30.21	39.71' LT	38-SB-ENTRANCE	--	1	--	--	--	--	678.55
38	119+84.12	29.43' RT	38-NB-EXIT	--	1	--	--	--	--	680.15
40	120+23.76	29.44' RT	38-NB-EXIT	--	1	--	--	--	--	679.55
41	120+96.57	33.45' RT	38-NB-EXIT	--	1	--	--	--	--	677.55
42	121+35.53	34.50' RT	38-NB-EXIT	--	1	--	--	--	--	676.80
47	121+44.21	36.45' LT	38-NB-EXIT	--	1	--	--	--	--	676.20
48	121+05.20	31.48' LT	38-NB-EXIT	--	1	--	--	--	--	677.20
68	54+57.79	27.11' LT	4MILE-WB-ENTRANCE	--	--	--	--	--	1	664.90
70	55+18.32	25.37' RT	4MILE-EB-EXIT	--	--	--	--	--	1	662.90
72	55+34.00	30.14' LT	4MILE-WB-ENTRANCE	--	1	--	--	--	--	663.50
73	56+84.71	24.04' LT	4MILE-WB-ENTRANCE	--	1	--	--	--	--	660.35
74	52+93.42	40.20' RT	4MILE-EB-EXIT	--	--	--	1	--	--	670.30
75	53+49.85	38.21' RT	4MILE-EB-EXIT	--	--	--	1	--	--	668.30
76	54+38.94	32.98' RT	4MILE-EB-EXIT	--	--	--	1	--	--	665.95
77	118+43.09	27.76' RT	38-NB-EXIT	1	--	--	--	--	--	681.00
78	118+03.48	28.32' RT	38-NB-EXIT	1	--	--	--	--	--	680.80
96	46+70.52	27.68' LT	4MILE-WB-EXIT	--	--	1	--	--	--	681.45
97	47+27.02	26.81' LT	4MILE-WB-EXIT	--	--	1	--	--	--	680.95
			TOTALS	2	18	8	6	2	2	

REMARKS:
*STATIONS AND OFFSETS ARE TO END OF PIPE
**FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

3

MARKERS CULVERT END

CATEGORY	STATION	REFERENCE ALIGNMENT	LOCATION	633.5200 MARKERS CULVERT END EACH
0010	48+41.4	WB4MR-B	33.8 LT	1
	49+32.1	EB4MR-A	34.6 RT	1
	109+55.6	SB38-B	23.8 LT	1
	109+59.4	NB38-A	37.8 RT	1
	55+14.4	EB4MR-B	26.8 RT	1
	54+61.6	WB4MR-A	28.7 LT	1
	115+23.7	NB38-B	53.1 RT	1
	115+40.6	SB38-A	43.3 LT	1
			TOTAL 0010	8

MARKERS ROW

CATEGORY	STATION	REFERENCE ALIGNMENT	LOCATION	633.5100 MARKERS ROW EACH	REMARKS
0010	48+25.01	FM - SEE PLAT	FM - SEE PLAT	1	POINT 107
	42+10.00	FM - SEE PLAT	FM - SEE PLAT	1	POINT 102
	42+10.00	FM - SEE PLAT	FM - SEE PLAT	1	POINT 103
	42+10.00	FM - SEE PLAT	FM - SEE PLAT	1	POINT 141
	42+10.00	FM - SEE PLAT	FM - SEE PLAT	1	POINT 142
	47+06.85	FM - SEE PLAT	FM - SEE PLAT	1	POINT 148
	48+45.11	FM - SEE PLAT	FM - SEE PLAT	1	POINT 149
	115+67.53	38 - SEE PLAT	38 - SEE PLAT	1	POINT 150
	117+04.33	38 - SEE PLAT	38 - SEE PLAT	1	POINT 155
	120+51.09	38 - SEE PLAT	38 - SEE PLAT	1	POINT 160
	120+83.48	38 - SEE PLAT	38 - SEE PLAT	1	POINT 161
	116+90.22	38 - SEE PLAT	38 - SEE PLAT	1	POINT 165
	116+84.44	38 - SEE PLAT	38 - SEE PLAT	1	POINT 174
	115+54.77	38 - SEE PLAT	38 - SEE PLAT	1	POINT 175
	52+00.00	FM - SEE PLAT	FM - SEE PLAT	1	POINT 176
	54+93.53	FM - SEE PLAT	FM - SEE PLAT	1	POINT 177
	54+93.51	FM - SEE PLAT	FM - SEE PLAT	1	POINT 178
	56+48.51	FM - SEE PLAT	FM - SEE PLAT	1	POINT 180
	56+48.48	FM - SEE PLAT	FM - SEE PLAT	1	POINT 179
	54+41.01	FM - SEE PLAT	FM - SEE PLAT	1	POINT 129
	54+41.01	FM - SEE PLAT	FM - SEE PLAT	1	POINT 130
	51+11.79	FM - SEE PLAT	FM - SEE PLAT	1	POINT 127
			TOTAL 0010	22	

3

TRAFFIC CONTROL

CATEGORY	LOCATION	QUANTITY (EACH)	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	STH 38 / 4 MILE RD	4	7	--	--	--	--	--	28
	4 MILE RD - WEST LEG	4	92	--	--	368	368	--	--
	4 MILE RD - WEST LEG	2	92	--	184	--	--	--	--
	STH 38 - SOUTH LEG	4	92	--	--	368	368	--	--
	STH 38 - SOUTH LEG	2	92	--	184	--	--	--	--
	4 MILE RD - EAST LEG	4	92	--	--	368	368	--	--
	4 MILE RD - EAST LEG	2	92	--	184	--	--	--	--
	STH 38 - NORTH LEG	4	92	--	--	368	368	--	--
	STH 38 - NORTH LEG	2	92	--	184	--	--	--	--
	UNDISTRIBUTED	20	92	1,840	--	--	--	5	--
			TOTAL 0010	1,840	736	1,472	1,472	5	28

TYPE II SIGN REMOVAL **2290-25-70 STH 38 at 4 Mile road**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
1R	NOT USED				
2R	W1-3		1	1	
3R	W1-3		1	1	
4R	W1-3		1	1	
5R	J1-1		1	1	
6R	J13-1		1	1	
7R	R5-1		1	1	
8R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO WISDOT SIGN SHOP - WEST ALLIS
9R	W12-1D		1	1	
10R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO WISDOT SIGN SHOP - WEST ALLIS
11R	R12-53		1	1	INCLUDES REMOVAL OF W4-4C
12R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO WISDOT SIGN SHOP - WEST ALLIS
13R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO WISDOT SIGN SHOP - WEST ALLIS
14R	W12-1D		1	1	INCLUDES REMOVAL OF W4-4C
15R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO WISDOT SIGN SHOP - WEST ALLIS
16R	R5-1		1	1	
17R	R1-1		1	1	
18R	R12-53		1	1	
19R	R2-1	SPEED LIMIT 45	1	1	
20R	J13-1		1	1	
21R	W1-3		1	1	
22R	W1-3		1	1	
23R	W2-1		1		REMOVE STEEL TYPE I POLE, SOLAR BEACON AND FOOTING (SEE SEPARATE QTYS TABLE)
24R	D1-61		1	2	TURN OVER TO SIGN SHOP/ELECTRICAL UNIT WEST ALLIS INCLUDES REMOVAL OF W13-1 PLAQUE
25R	D1-1		1	2	
26R	J4-1		1	1	
27R	R2-1	SPEED LIMIT 55 MPH	1	1	
28R	W2-1		1	1	INCLUDES REMOVAL OF W13-1
29R	R71-D		1	1	
30R	J4-1		1	1	

PROJECT NO: 2290-25-70	HWY: STH 38 AT 4 MILE ROAD	COUNTY: RACINE	MISCELLANEOUS QUANTITIES – SIGNING REMOVALS	SHEET:	E

TYPE II SIGN REMOVAL

2290-25-70 STH 38 at 4 Mile road

SIGN NO.	SIGN CODE	SIGN MESSAGE	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
31R	W1-4L		1	1	
32R	W2-1		1	1	INCLUDES REMOVAL OF W13-1
33R	W2-1		1		REMOVE STEEL TYPE I POLE, SOLAR BEACON AND FOOTING. SEE SEPARATE QTYS TABLE.
					TURN OVER TO SIGN SHOP/ELECTRICAL UNIT WEST ALLIS
					INCLUDES REMOVAL OF W13-1 PLAQUE
34R	D1-61		1	2	
35R	D1-1		1	2	
TOTALS			34	36	

PROJECT NO: 2290-25-70	HWY: STH 38 AT 4 MILE ROAD	COUNTY: RACINE	MISCELLANEOUS QUANTITIES – SIGNING REMOVALS	SHEET:	E

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	J1-1(2S)		24	X	39	6.500			1					
	M2-1		21	X	15									
	M1-6	STH 38	24	X	24									
2	W23-2		36	X	36		9.000		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
3	W2-6(2S)		30	X	30		6.250		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
3A	W13-1(2S)	20 MPH	18	X	18		2.250						3	
4	D1-62	DIAGRAMMATIC	102	X	66	46.750				3				
5	R4-1(2S)		24	X	30	5.000			1					
6	R4-7(2S)		24	X	30	5.000					1			
7	W5-54(2S)		18	X	18		2.250						6	
8	R3-4(2S)		24	X	24	4.000							6	
9	R2-1(2S)	SPEED LIMIT 45 MPH	24	X	30	5.000					1			
10	R5-1(2S)		30	X	30	6.250							9	
11	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
12	R1-2(2S		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
13	D1-1(2S)	SOUTH 38 TILT ARROW RIGHT	42	X	30	8.750					1			
14	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
15	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
16	R12-53(2S)		24	X	30	5.000					1			PERMANENT FLAGS - MOVE TO NEW SIGN
17	D1-1(2S)	EAST FOUR MILE RD (TILT ARROW RIGHT	84	X	24	14.000					2			INCIDENTAL
18	R5-1A(2S)		36	X	24	6.000					1			
19	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
20	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
21	D1-1(2S)	NORTH 38 TILT ARROW RIGHT	42	X	30	8.750					1			
22	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
23	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
24	R12-53(2S)		24	X	30	5.000					1			MOVE PERMANENT FLAGS TO NEW SIGN INCIDENTAL
25	D1-1(2S)	WEST FOUR MILE RD TILT ARROW RIGHT	84	X	24	14.000					2			
26	R5-1A(2S)		36	X	24	6.000					1			
27	R6-1R(2M)		48	X	18	6.000					1			
28	W5-54(2S)		18	X	18		2.250						27	
29	R6-1R(2M)		48	X	18	6.000					1			
30	W5-54(2S)		18	X	18		2.250						29	

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
31	R6-1R(2M)		48	X	18	6.000					1			
32	W5-54(2S)		18	X	18		2.250						31	
33	R6-1R(2M)		48	X	18	6.000					1			
34	W5-54(2S)		18	X	18		2.250						33	
35	R3-4(2S)		24	X	24	4.000					1			
36	R2-1(2S)	SPEED LIMIT 45 MPH	24	X	30	5.000					1			
37	R5-1A(2S)		30	X	30	6.250							36	
38	R4-1(2S)		24	X	30	5.000			1					
39	W23-2(2S)		36	X	36		9.000		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
40	J1-1(2S)		24	X	39	6.500			1					
	M2-1		21	X	15									
	M1-6	STH 38	24	X	24									
41	W2-6(2S)		30	X	30		6.250		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
41A	W13-1(2S)	20 MPH	18	X	18		2.250						41	
42	D1-62	DIAGRAMMATIC	102	X	66	46.750				3				
43	R4-7(2S)		24	X	30	5.000							35	
44	W5-54(2S)		18	X	18		2.250						43	
45	W23-2(2S)		36	X	36		9.000		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
46	W2-6(2S)		30	X	30		6.250		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
46A	W13-1(2S)	20 MPH	18	X	18		2.250						46	
47	D1-1	CALEDONIA BUSINESS PARK ARROW LEFT	72	X	36	18.000			2					
48	D1-62	DIAGRAMMATIC	144	X	66	66.000				3				
49	R4-7(2S)		24	X	30	5.000					1			
50	W5-54(2S)		18	X	18		2.250						49	
51	R5-1A(2S)		36	X	24	6.000					1			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
52	R5-1(2S)		30	X	30	6.250					1			
53	R3-4(2S)		24	X	24	4.000							49	
54	R2-2(2S)	SPEED LIIMIT 55 MPH	24	X	30	5.000			1					
55	J4-1(2S)		24	X	36	6.000					1			
	M3-3		24	X	12									
	M1-6	STH 38	24	X	24									
56	R7-1D(2M)		24	X	30	5.000			1					
57	W14-3(2S)		48	X	36		5.560		1					
58	R5-1A(2S)		36	X	24	6.000					1			
59	J4-1(2S)		24	X	36	6.000					1			
	M3-1		24	X	12									
	M1-6	STH 38	24	X	24									
60	R5-1(2S)		30	X	30	6.250							61	
61	W1-4L(2S)		36	X	36		9.000				2			
61A	W13-1(2S)	45 MPH	18	X	18		2.250						61	
62	R2-1(2S)	SPEED LIIMIT 55 MPH	24	X	30	5.000			1					
63	W14-3(2S)		48	X	36		5.560		1					
64	W13-2(2S)		36	X	36		9.000		1					16 X 16 TEMPORARY ORANGE FLAGS
														INCIDENTAL
65	W2-6(2S)		30	X	30		6.250		1					16 X 16 TEMPORARY ORANGE FLAGS
														INCIDENTAL
65A	W13-1(2S)	20 MPH	18	X	18		2.250						65	
66	D1-62	DIAGRAMMATIC	144	X	66	66.000				3				
67	R4-7(2S)		24	X	30	5.000					1			
68	W5-54(2S)		18	X	18		2.250						67	
69	D1-1	CALEDONIA BUSINESS PARK	72	X	36	18.000					2			
		ARROW RIGHT												
--	--	UNDISTRIBUTED	--	x	--	--	--	4	--	--	--	2	--	--
	TOTALS					513.040	110.370	4	19	12	37	2		

3

STREET LIGHTING SUMMARY

CATEGORY	LIGHT POLE NO.	STATION	REFERENCE ALIGNMENT	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 6-FT EACH	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT EACH	657.0705 LUMINAIRE ARMS TRUSS TYPE 4 1/2 -INCH CLAMP 10-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF
0010	LP1	11+15.08	RAB	33.22 RT	1	1	1	1	--	--	1	88	44
	LP2	52+15	WB4MR-A	23.08 LT	1	1	1	--	1	--	1	92	46
	LP3	54+03	WB4MR-A	25.83 LT	1	1	1	--	1	--	1	92	46
	LP4	10+23	RAB	27.00 RT	1	1	1	--	1	--	1	92	46
	LP5	112+73.18	NB38-A	24.44 RT	1	1	1	1	--	--	1	88	44
	LP6	110+38	NB38-A	22.83 RT	1	1	1	--	--	1	1	96	48
	LP7	12+25.39	RAB	33.30 RT	1	1	1	1	--	--	1	88	44
	LP8	49+34.66	EB4MR-A	29.67 RT	1	1	1	1	--	--	1	88	44
	LP9	48+11	EB4MR-A	26.16 RT	1	1	1	1	--	--	1	88	44
	LP10	46+55	EB4MR-A	20.83 RT	1	1	1	--	1	--	1	92	46
	LP11	116+80	SB38-A	256.27 LT	1	1	1	1	--	--	1	88	44
	LP12	118+80	SB38-A	25.83 LT	1	1	1	1	--	--	1	88	44
				TOTAL 0010	12	12	12	7	4	1	12	1080	540

* ADDITIONAL QUANTITY LISTED ELSEWHERE

LIGHTING CONTROL CABINET SUMMARY

CATEGORY	CABINET NO.	STATION	REFERENCE ALIGNMENT	LOCATION	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDASTAL (4 MILE ROAD) EACH	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH
0010	1	116+14	NB38-B	62.64 RT	1	30	1	1
				TOTAL 0010	1	30	1	1

LIGHTING PULL BOXES

CATEGORY	PULL BOX NO.	STATION	REFERENCE ALIGNMENT	LOCATION	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
0010	PB1	116+13.12	NB38-B	39.98 RT	1
	PB2	116+11.00	SB38-A	27.86 LT	1
	PB3	12+34.08	RAB	37.28 RT	1
	PB4	12+97.78	RAB	43.19 RT	1
	PB5	11+21.87	RAB	37.72 RT	1
	PB6	10+27.86	RAB	32.47 RT	1
	PB7	113+50.01	NB38-A	33.88 RT	1
	PB8	111+73.18	NB38-A	24.44 RT	1
				TOTAL 0010	8

LIGHTING CONDUIT & WIRE SUMMARY

CATEGORY	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG (GROUND) LF
0010	LC1	PB1	23	--	212	53
	LC1	PB1	23	--	212	53
	PB1	PB2	--	68	392	98
	PB2	LP11	70	--	372	93
	LP11	LP12	203	--	438	219
	PB2	LP7	128	--	604	151
	LP7	PB3	15	--	152	38
	PB3	PB4	--	103	532	133
	PB4	LP8	12	--	140	35
	LP8	LP9	103	--	476	119
	LP9	LP10	162	--	356	178
	PB1	PB5	115	--	580	145
	PB5	LP1	12	--	140	35
	LP1	LP2	145	--	644	161
	LP2	LP3	193	--	418	209
	PB5	PB6	--	135	660	165
	PB6	LP4	10	--	132	33
	LP4	PB7	38	--	244	61
	PB7	LP5	103	--	504	126
	LP5	PB8	62	--	170	85
	PB8	LP6	138	--	322	161
		TOTAL 0010	1555	306	7700	2351

* ADDITIONAL QUANTITY LISTED ELSEWHERE

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	REMARKS
0010	40+22	-	47+86	EB4MR-A	RT	767	--	--	--	--	--	WHITE EDGE RT
	40+22	-	42+47	EB4MR-A	CL	450	--	--	--	--	--	DOUBLE YELLOW
	40+22	-	47+65	EB4MR-A	LT	740	--	--	--	--	--	WHITE EDGE LT
	42+47	-	46+96	EB4MR-A	CL RT	898	--	--	--	--	--	DOUBLE YELLOW GORE RT
	42+47	-	46+55	EB4MR-A	CL LT	816	--	--	--	--	--	DOUBLE YELLOW GORE LT
	42+47	-	46+55	EB4MR-A	CL	--	--	--	96	--	--	GORE YELLOW
	46+55	-	49+19	EB4MR-A		264	--	--	--	--	--	YELLOW LT
	46+62	-	46+67	EB4MR-A		--	--	--	--	5	--	LT
	46+61	-	47+01	EB4MR-A		--	--	--	--	39	--	RT
	46+58	-		EB4MR-A		--	--	--	--	--	1	YELLOW
	46+96	-	49+16	EB4MR-A		220	--	--	--	--	--	YELLOW RT
	47+86	-	48+51	EB4MR-A		16	--	--	--	--	--	WHITE EDGE RT, 3' SEG., 9' GAP
	47+65	-	48+05	EB4MR-A		10	--	--	--	--	--	WHITE EDGE LT, 3' SEG., 9' GAP
	49+16	-	49+28	EB4MR-A		--	12	--	--	--	--	WHITE RT
	49+19	-	49+39	EB4MR-A		--	20	--	--	--	--	WHITE LT
	105+61	-	107+86	NB38-A	CL	450	--	--	--	--	--	DOUBLE YELLOW
	105+61	-	112+45	NB38-A	RT	684	--	--	--	--	--	WHITE EDGE RT
	105+61	-	112+12	NB38-A	LT	651	--	--	--	--	--	WHITE EGDE LT
	107+86	-	110+75	NB38-A	RT	578	--	--	--	--	--	DOUBLE YELLOW GORE RT
	107+86	-	110+42	NB38-A	LT	513	--	--	--	--	--	DOUBLE YELLOW GORE LT
	107+86	-	110+42	NB38-A	CL	--	--	--	38	--	--	GORE YELLOW
	110+75	-	113+63	NB38-A	RT	288	--	--	--	--	--	YELLOW RT
	110+42	-	113+61	NB38-A	LT	319	--	--	--	--	--	YELLOW LT
	110+46	-		NB38-A		--	--	--	--	--	1	YELLOW
	110+49	-	110+80	NB38-A	RT	--	--	--	--	31	--	RT
	110+50	-	110+55	NB38-A	LT	--	--	--	--	5	--	LT
	112+45	-	113+11	NB38-A	RT	16	--	--	--	--	--	WHITE EDGE RT, 3' SEG., 9' GAP
	112+12	-	112+52	NB38-A	LT	10	--	--	--	--	--	WHITE EDGE LT, 3' SEG., 9' GAP
	113+63	-	113+75	NB38-A	RT	--	12	--	--	--	--	WHITE RT
	113+61	-	113+77	NB38-A	LT	--	16	--	--	--	--	WHITE LT
	50+61	-	50+79	WB4MR-A	RT	--	18	--	--	--	--	WHITE RT
	50+70	-	50+82	WB4MR-A	LT	--	12	--	--	--	--	WHITE LT
	50+82	-	53+39	WB4MR-A	LT	258	--	--	--	--	--	YELLOW LT
	50+79	-	53+72	WB4MR-A	RT	293	--	--	--	--	--	YELLOW RT
	51+87	-	52+27	WB4MR-A	RT	10	--	--	--	--	--	WHITE EDGE RT, 3' SEG., 9' GAP
	51+43	-	52+09	WB4MR-A	LT	17	--	--	--	--	--	WHITE EDGE LT, 3' SEG., 9' GAP
	52+27	-	58+87	WB4MR-A	RT	661	--	--	--	--	--	WHITE EDGE LINE RT
	52+09	-	58+87	WB4MR-A	LT	678	--	--	--	--	--	WHITE EDGE LINE LT
	53+34	-	53+65	WB4MR-A	LT	--	--	--	--	31	--	LT
	53+60	-	53+65	WB4MR-A	RT	--	--	--	--	5	--	RT
	53+69	-		WB4MR-A		--	--	--	--	--	1	YELLOW
	53+72	-	56+62	WB4MR-A	RT	580	--	--	--	--	--	DOUBLE YELLOW GORE RT
	53+39	-	56+62	WB4MR-A	LT	646	--	--	--	--	--	DOUBLE YELLOW GORE LT
	53+64	-	56+62	WB4MR-A		--	--	--	48	--	--	GORE YELLOW
	56+62	-	58+87	WB4MR-A	CL	450	--	--	--	--	--	DOUBLE YELLOW
	115+15	-	115+32	SB38-A	RT	--	17	--	--	--	--	WHITE RT
	115+21	-	115+33	SB38-A	LT	--	12	--	--	--	--	WHITE LT
	115+33	-	118+51	SB38-A	LT	318	--	--	--	--	--	YELLOW LT
	115+32	-	118+84	SB38-A	RT	352	--	--	--	--	--	YELLOW RT
	116+41	-	116+82	SB38-A	RT	10	--	--	--	--	--	WHITE EDGE RT, 3' SEG., 9' GAP
	115+88	-	116+53	SB38-A	LT	16	--	--	--	--	--	WHITE EDGE LT, 3' SEG., 9' GAP
	116+82	-	123+44	SB38-A	RT	662	--	--	--	--	--	WHITE EDGE LINE RT
	116+53	-	123+44	SB38-A	LT	691	--	--	--	--	--	WHITE EDGE LINE LT
	118+46	-	118+77	SB38-A	LT	--	--	--	--	31	--	LT
	118+71	-	118+76	SB38-A	RT	--	--	--	--	5	--	RT
	118+81	-		SB38-A		--	--	--	--	--	1	YELLOW
	118+51	-	121+19	SB38-A	LT	537	--	--	--	--	--	DOUBLE YELLOW GORE LT
	118+84	-	121+19	SB38-A	RT	471	--	--	--	--	--	DOUBLE YELLOW GORE RT
	118+84	-	121+19	SB38-A		--	--	--	33	--	--	GORE YELLOW
	121+19	-	123+44	SB38-A	CL	450	--	--	--	--	--	DOUBLE YELLOW
	10+01	-	10+33	SB38-A	RT	--	--	23	--	--	--	WHITE 2' SEGMENT, 2' GAP
	10+57	-	10+92	SB38-A	RT	--	47	--	--	--	--	WHITE
	10+92	-	11+23	SB38-A	RT	--	--	22	--	--	--	WHITE 2' SEGMENT, 2' GAP
	11+46	-	11+78	SB38-A	RT	--	44	--	--	--	--	WHITE
	11+78	-	12+15	SB38-A	RT	--	--	25	--	--	--	WHITE 2' SEGMENT, 2' GAP
	12+48	-	12+88	SB38-A	RT	--	54	--	--	--	--	WHITE
	12+88	-	13+17	SB38-A	RT	--	--	23	--	--	--	WHITE 2' SEGMENT, 2' GAP
	13+35	-	10+01	SB38-A	RT	--	41	--	--	--	--	WHITE
					TOTAL 0010	14,790	305	93	215	152	4	

3

SAWING

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	116+35	-	116+49	SB38-A	LT	14	--	DRIVEWAY
	117+36	-	117+47	SB38-A	LT	--	12	DRIVEWAY
	118+07	-	118+18	SB38-A	LT	--	12	DRIVEWAY
	119+97	-	120+10	NB38-B	RT	13	--	DRIVEWAY
	120+16	-	120+29	SB38-A	LT	13	--	DRIVEWAY
	121+10	-	121+23	NB38-B	RT	13	--	DRIVEWAY
	121+44	-	121+44	SB38-A	LT /RT	41	--	NORTH LEG LIMITS
	56+87	-	56+87	WB4MR-A	LT/RT	22	--	EAST LEG LIMITS
	42+25	-	42+40	EB4MR-A	LT/RT	41	--	WEST LEG LIMITS
	107+59	-	107+59	NB38-A	LT/RT	35	--	SOUTH LEG LIMITS
					TOTAL 0010	192	24	

RIPRAP ITEMS

CATEGORY	STATION	REFERENCE ALIGNMNET	LOCATION	602.3010 CONCRETE SURFACE DRAINS CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
0010	48+50	WB4MR-B	LT	--	7	14	WEST LEG
	109+70	NB38-A	RT	--	4	19	SOUTH LEG
	52+33	EB4MR-B	RT	--	8	28	EAST LEG
	55+34	EB4MR-B	RT	--	6	23	EAST LEG
	115+29	NB38-B	RT	--	4	19	NORTH LEG
	52+07	WB4MR-A	LT	1	4	10	
	52+15	EB4MR-B	RT	1	4	10	
	121+03	SB38-A	LT	1	4	10	
			TOTAL 0010	3	41	133	

SILT FENCE RELIEF POINTS

CATEGORY	LOCATION	628.7570 ROCK BAGS EACH
0010	UNDISTRIBUTED	88
	TOTAL 0010	88

TEMPORARY LIGHTING

CATEGORY	LOCATION	SPV.0060.06 SPECIAL (06. TEMPORARY LIGHTING SYSTEM, 4 MILE RD ROUNDABOUT) EACH
0010	STH 38 / 4 MILE RD ROUNDABOUT	1
	TOTAL 0010	1

UTILITY LINE OPENING

CATEGORY	LOCATION	SPV.0060.05 SPECIAL (05. UTILITY LINE OPENING (ULO)) EACH
0010	UNDISTRIBUTED	5
	TOTAL 0010	5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
2290-25-20
V CALEDONIA, NORTHWESTERN AVENUE
INTERSECTION WITH 4 MILE RD
STH 38
RACINE COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

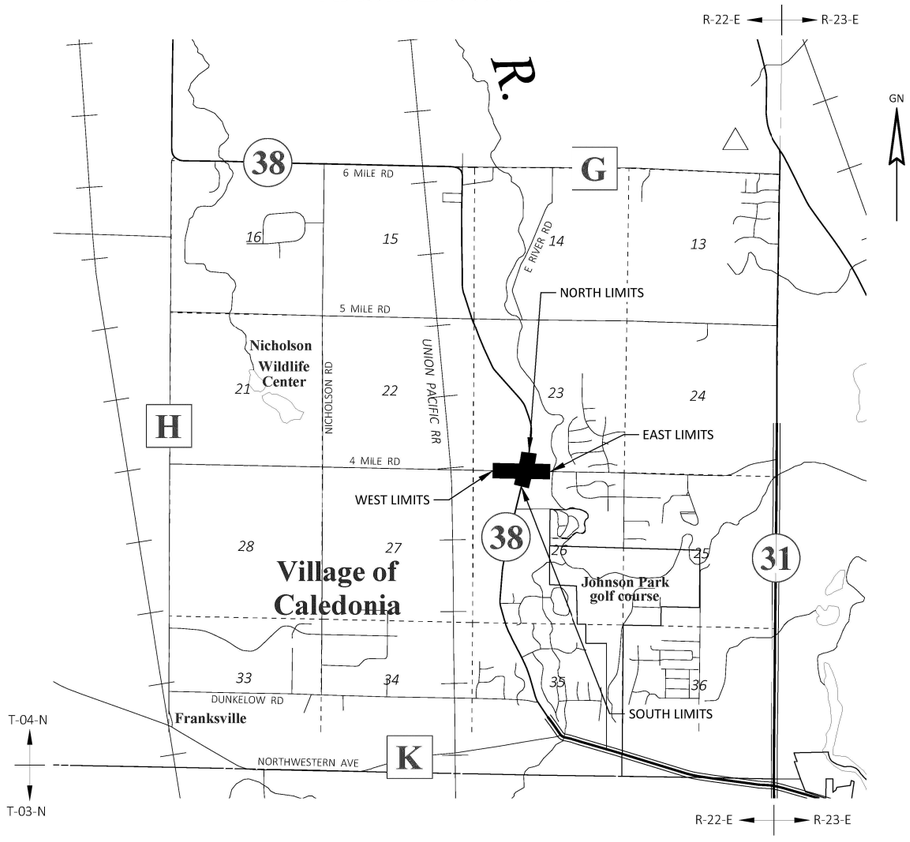
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF CURVATURE	PC
ACRES	AC	POINT OF COMPOUND CURVE	PCC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
BUILDING	B	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COORDINATE	CRD	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SHED OR POLE BARN	S
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GARAGE	G	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNDERGROUND	UG
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB



LAYOUT
SCALE 0 0.5 MI.

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ABANDONED UTILITY	
ELECTRIC TOWER	

THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 2290-25-20

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE SOUTHEAST REGION, 141 NW BARSTOW STREET WAUKESHA, WI 53188

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY FOINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

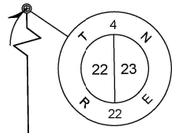
PROJECT NUMBER 2290-25-20 · 4. 01
SHEET 2 OF 3

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\RW\DWG\SHEETS\040100-RT.DWG
LAYOUT NAME: TPP 01-rt
PLOT DATE : 3/13/25 PLOT BY : DEW, KURT PLOT NAME : 22x34 SHEET
CONST. 2290-25-70 STH 38 R/W 2290-25-20 4.00

Document # 2712797
RACINE COUNTY REGISTER OF DEEDS
October 23, 2025 9:33 AM
KARIE POPE
RACINE COUNTY
REGISTER OF DEEDS
Fee Amount: $25.00
The above recording information verifies this document has been electronically recorded
Returned to WisDOT - SE Region - Waukesha PO# 39500-0000025249
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2290-25-20 - 4.01
SHEET 1 OF 2
AMENDMENT NO: 2

4



Y=209,722.298
X=615,117.002
FND CONC MON W/
SEWRPC BRASS CAP

R/W COURSE TABLE			
FROM PT #	TO PT #	DIR/LC BEARING	DIST/LC LEN
700	705	N01° 00' 47"E	33.00'
705	141	S88° 59' 13"E	135.23'
141	142	N01° 00' 47"E	12.00'
142	148	S88° 59' 13"E	496.85'
148	149	N70° 11' 27"E	147.92'
149	150	N62° 58' 57"E	139.60'
150	155	N19° 53' 25"E	137.19'
155	160	SEE CURVE TABLE C23	
160	161	N07° 34' 23"E	32.38'
161	706	S89° 28' 39"E	50.38'
706	709	S07° 34' 23"W	38.57'
709	710	SEE CURVE TABLE C28	
710	711	S13° 21' 15"W	250.81'
711	722	S13° 21' 15"W	164.88'
722	109	N76° 38' 45"W	45.00'
109	108	N11° 50' 49"W	93.94'
108	107	N74° 07' 53"W	77.48'
107	102	N88° 59' 13"W	615.01'
102	103	N01° 00' 47"E	15.25'
103	704	N88° 59' 13"W	135.23'
704	700	N01° 00' 47"E	24.75'

R/W STA & OFF TABLE		
POINT #	STATION	OFFSET
102	42FM+10.00	40.00' RT
103	42FM+10.00	24.75' RT
107	48FM+25.01	40.00' RT
108	48FM+99.90	59.86' RT
109	112+50.00	45.00' LT
141	42FM+10.00	33.00' LT
142	42FM+10.00	45.00' LT
148	47FM+06.85	45.00' LT
149	48FM+45.11	97.58' LT
150	115+57.53	65.81' LT
155	117+34.33	50.00' LT
160	120+51.09	50.00' LT
161	120+83.48	50.00' LT
700	40FM+74.77	0.00' RT
704	40FM+74.77	24.75' RT
705	40FM+74.77	33.00' LT
706	120+89.66	0.00' RT
709	120+51.10	0.00' RT
710	116+65.69	0.00' RT
722	112+50.04	0.00' RT

FOUND MONUMENT TABLE			
POINT NO.	Y	X	DESCRIPTION
5000	207084.922	616657.976	IR 5/8" WISDOT CAP
5001	207086.421	616574.427	IR 5/8" WISDOT CAP
5002	207089.304	616424.212	IP 3/4"
5004	207093.364	616204.101	IP 3/4" BENT NW
5005	207096.663	615979.289	IP 3/4" BENT SW
5006	207100.335	615779.494	IP 1"
5007	207024.402	616349.552	IR 5/8" WISDOT CAP
5008	206989.486	616802.965	IR 5/8" WISDOT CAP
5009	206897.545	616822.175	IR 5/8" WISDOT CAP
5010	206825.709	616804.701	IR 5/8" WISDOT CAP
5034	207587.586	616977.725	IP 1"
5035	207331.529	616929.781	IR 1/2"
5036	207104.329	616804.976	IR 5/8" WISDOT CAP

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

CURVE TABLE				
CURVE	CHORD BEARING	CHORD DIST	RADIUS	ARC LENGTH
C23	N10° 10' 25"E	342.11'	3769.72'	342.22'
C28	S10° 27' 49"W	385.25'	3819.72'	385.41'

SW-SW SE-SW NW-NW NE-NW

VILLAGE OF CALEDONIA

SECTION LINE N0°15'22"E 2642.98'

1/16 LINE

4 MILE ROAD

PL 35FM 33' PL 40FM 33' PL 45FM 33' PL

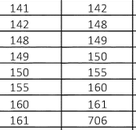
S/L = R/L PL 873.89' S88°59'13"E R/L PL 925.24' PL

24.75' 40' 40' 45'

IP 5006 IP 5005 IP 5004 IP 5002 IP 5001 IP 5000 IP 5036 IP 5008 IP 5009 IP 5010

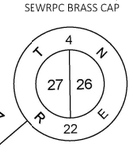
705 700 704 103 102 107 108 109 722 711 710

WEST LIMITS
STA 40FM+74.77
Y=207,063.888
X=615,978.941



Y=207,079.340
X=615,105.190
STA 32FM+00.88
FND RACINE CO
CAST IRON MON
W/ BRASS CAP

SECTION LINE N0°20'02"E 2649.19'



Y=204,430.173
X=615,089.755
FND CONC MON W/
SEWRPC BRASS CAP

15' INGRESS/EGRESS EASEMENT DOC 911795

TLE - DETAIL A
TLE - DETAIL B
FEE - 2,523 SF
FEE - 12,339 SF

10 11 12 13 14 15 1 2

141 142 148 149 150 155 160 161 706 709 710 711 722

NORTH LIMITS
STA 122+00.00
Y=207,818.002
X=617,051.552

PT 120+51.10
PI: 118+58.55
PC 116+65.69

N07°34'23"E R/L 55' 40' 120' 50' 115' 110'

S13°21'15"W R/L

STH 38 (W RIVER RD)

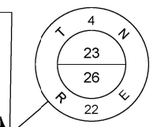
SOUTH LIMITS
STA 107+50.00
Y=206,400.629
X=616,750.469

STA 50FM+00.00 R/L 4 MILE ROAD =
STA 114+14.88 R/L STH 38 (W RIVER RD)
Y=207,047.528
X=616,904.034

N88°59'13"W 2654.18'

SECTION LINE
S88°59'13"E 855.05'

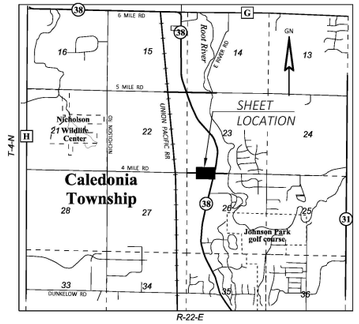
EAST LIMITS
STA 58FM+55.07
Y=207,032.409
X=617,758.955
FND SEWRPC
CONC MON
W/ BRASS CAP



FOR CONTINUATION SEE SHEET 4.02

GN

SCALE, FEET
0 100 200



LOCATION SKETCH (NOT TO SCALE)

SCHEDULE OF LANDS & INTERESTS REQUIRED						
NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT OF TRANSPORTATION.						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (SF) NEW	EXISTING	TOTAL	TLE SQ FT
1	RJTTEC, LP	FEE, TLE	3597	0	3597	405
2	DANIEL TELLO	FEE, TLE	2562	0	2562	1601
10	GLEN A STARK	FEE	1076	7432	8508	
11	ALVARO PEREZ-GARNICA	FEE, TLE	2640	7260	9900	800
12	JEREMY & BREANNE BRYAN	FEE, TLE	1800	4952	6752	689
13	MILOMIR & MILIJANA DURUTOVIC	FEE, TLE	14862	0	14862	2327
14	JUSTIN HERGINS	FEE	1045	0	1045	
15	WAYNE OJA	FEE, TLE	1223	4955	6178	151

BASIS OF EXISTING RIGHT-OF-WAY			
ROUTE	YEAR	WIDTH	BASIS
STH 38 (W RIVER ROAD)	2007 1952	40', 45', 55' 40', 45', 55'	STATE R/W PROJECT NUMBER 2290-09-20 T 074 - I (4)
4 MILE ROAD	--	66'	BY STATUTE 82.31(2)

TRANSPORTATION PROJECT PLAT NO: 2290-25-20 - 4.01

AMENDMENT NO.2 - AMENDS PARCEL 13 OF TRANSPORTATION PROJECT PLAT NUMBER 2290-25-20 - 4.01, RECORDED AS DOCUMENT NUMBER 2696985 AND AMENDS UTILITY NUMBERS 101 AND 102 OF TRANSPORTATION PROJECT PLAT 2290-25-20 - 4.01 AMENDMENT NO.1, RECORDED AS DOCUMENT 2702795.

THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26 AND THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 AND THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, ALL IN TOWNSHIP 4 NORTH, RANGE 22 EAST, IN THE VILLAGE OF CALEDONIA, RACINE COUNTY, WISCONSIN.

RELOCATION ORDER STH 38 V CALEDONIA, NORTHWESTERN AVENUE INTERSECTION WITH 4 MILE RD RACINE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

1. POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS AND GRID BEARINGS. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
2. ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"x24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
3. FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE SOUTHEAST REGION, 141 NW BARSTOW STREET, WAUKESHA, WI 53188.
4. SEE TPP EXTENSION SHEET 2 OF 2 FOR DETAILS, UTILITY INFORMATION AND TLE STATION & OFFSETS.
5. FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, TRANSPORTATION PROJECT PLAT NO. 2290-25-20 - 4.01, RECORDED AS SHEET 2 OF 3 OF DOCUMENT 2696985.

Foth

I, ANDREW J. MIAZGA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/22/25
PRINT NAME: ANDREW MIAZGA, PLS
REGISTRATION NUMBER: S-2826

WISCONSIN ANDREW J. MIAZGA S-2826 MUKWONAGO WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: _____ DATE: 10/22/25
PRINT NAME: BAO TRAN, PE

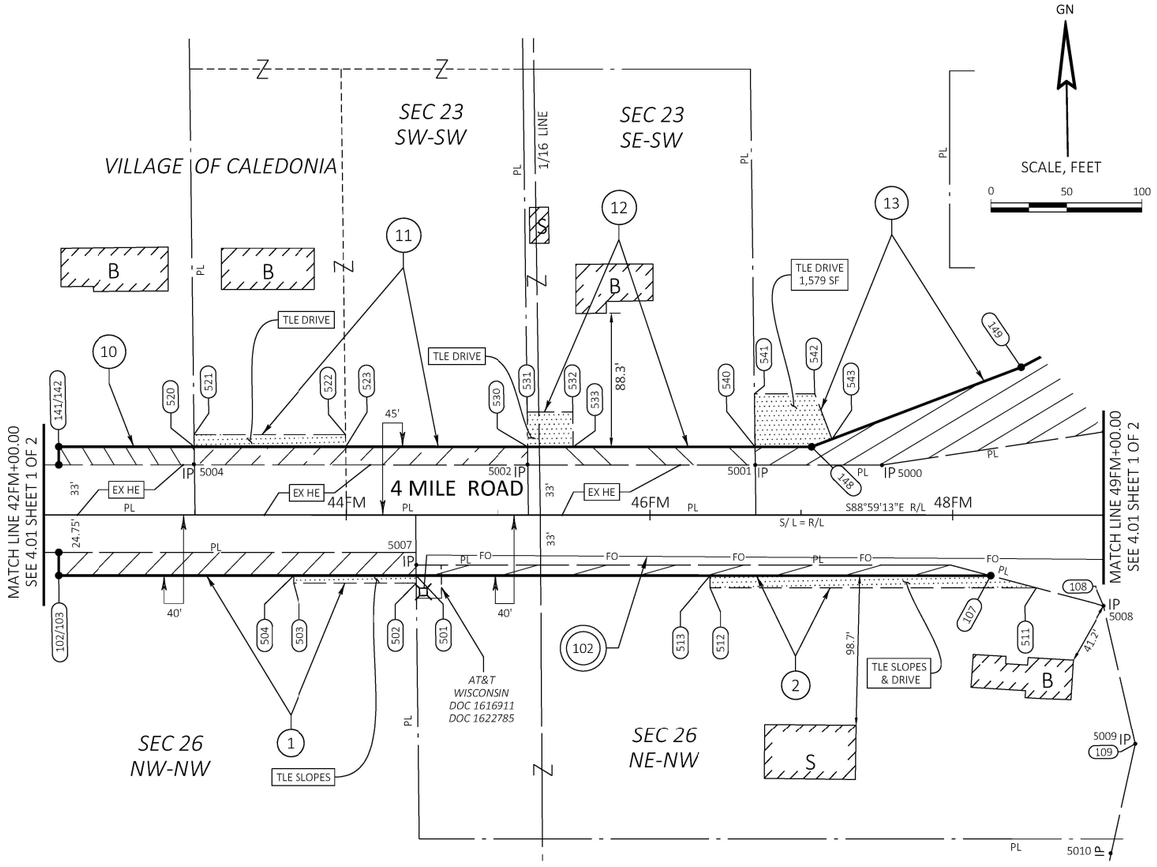
TRANSPORTATION PROJECT PLAT NO: 2290-25-20 - 4.01 AMENDMENT NO. 2
UTILITY & EXTENSION SHEET

RELOCATION ORDER STH 38 V CALEDONIA, NORTHWESTERN AVENUE INTERSECTION WITH 4 MILE RD RACINE COUNTY

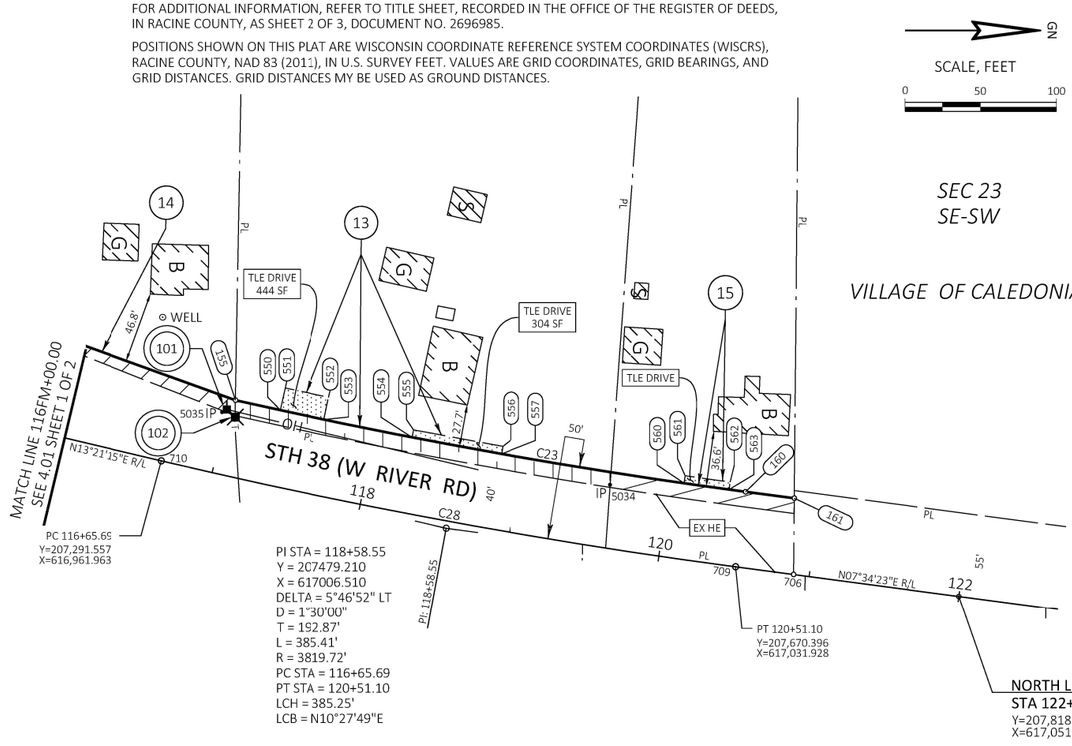
NOTES:

FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN RACINE COUNTY, AS SHEET 2 OF 3, DOCUMENT NO. 2696985.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD 83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MY BE USED AS GROUND DISTANCES.



DETAIL A



DETAIL B

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
501	44FM+45.91	40.00' RT
502	44FM+45.97	45.00' RT
503	43FM+65.00	45.00' RT
504	43FM+65.00	40.00' RT
511	48FM+55.17	48.00' RT
512	46FM+40.00	48.00' RT
513	46FM+40.00	40.00' RT
520	42FM+99.62	45.00' LT
521	42FM+99.52	53.00' LT
522	43FM+99.52	53.00' LT
523	43FM+99.62	45.00' LT
530	45FM+19.62	45.00' LT
531	45FM+19.33	68.00' LT
532	45FM+49.30	68.00' LT
533	45FM+49.59	45.00' LT
540	46FM+69.62	45.00' LT
541	46FM+69.18	80.00' LT
542	47FM+08.99	80.00' LT
543	47FM+20.35	50.13' LT

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
101	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	13 & 14
102	ATT WISCONSIN - TELEPHONE	RELEASE OF RIGHTS	DOC 1616911 & 1622785 NO EASEMENT OF RECORD	2 13 & 14

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
550	117+35.00	50.00' LT
551	117+35.00	65.00' LT
552	117+65.00	65.00' LT
553	117+65.00	50.00' LT
554	118+25.00	50.00' LT
555	118+25.00	55.00' LT
556	118+85.67	55.00' LT
557	118+85.67	50.00' LT
560	120+09.60	50.00' LT
561	120+09.56	55.00' LT
562	120+40.00	55.00' LT
563	120+40.00	50.00' LT

PROJECT NUMBER 2290-25-20 - 4.01
SHEET 2 OF 2 AMENDMENT NO. 2

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\RW\DWG\SHEETS\040103-RE.DWG
APPRAISAL PLAT DATE : 06/10/2025 & 09/14/2025
PLOT DATE : 10/21/2025 8:56 AM PLOT BY : DEW, KURT PLOT NAME : 22x34 SHEET PLOT SCALE : 1" = 50'
CONST # 2290-25-70 STH 38 2290-25-20 4.01 AMENDMENT NO. 2

Document # 2714713
RACINE COUNTY REGISTER OF DEEDS
November 17, 2025 10:47 AM
KARIE POPE
RACINE COUNTY
REGISTER OF DEEDS
Fee Amount: $25.00

The above recording information verifies this document has been electronically recorded
Returned to WisDOT - SE Region - Waukesha PO#39500-0000025249
Pages: 2

TRANSPORTATION PROJECT PLAT NO: 2290-25-20 - 4.02

THAT PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26 AND PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 4 NORTH, RANGE 22 EAST, IN THE VILLAGE OF CALEDONIA, RACINE COUNTY, WISCONSIN.

RELOCATION ORDER STH 38 V CALEDONIA, NORTHWESTERN AVENUE INTERSECTION WITH 4 MILE RD RACINE COUNTY

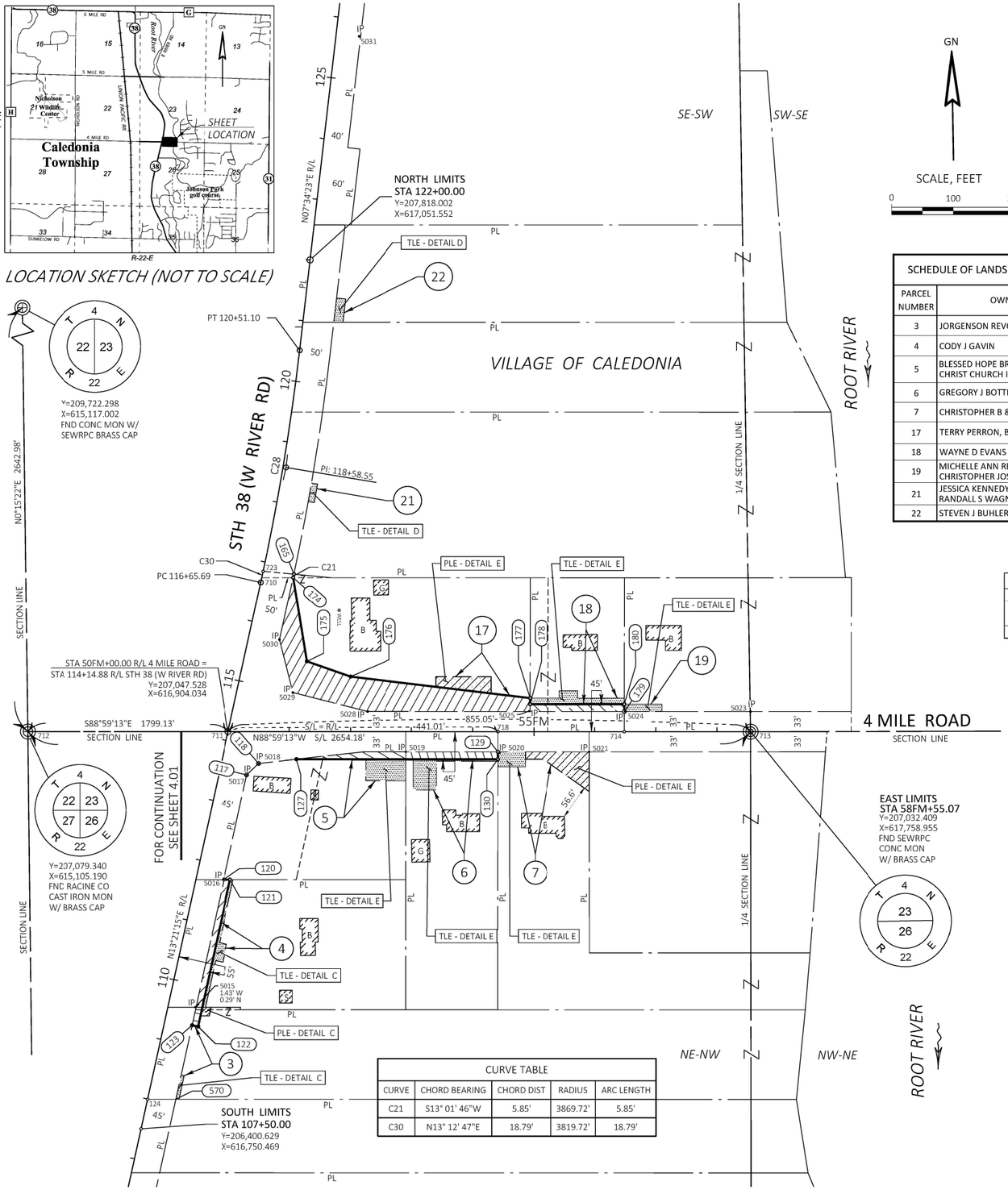
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2290-25-20 - 4.02
SHEET 1 OF 2

LOCATION SKETCH (NOT TO SCALE)

Y=209,722.298
X=615,117.002
FND CONC MON W/ SEWRPC BRASS CAP



CURVE TABLE				
CURVE	CHORD BEARING	CHORD DIST	RADIUS	ARC LENGTH
C21	S13° 01' 46"W	5.85'	3869.72'	5.85'
C30	N13° 12' 47"E	18.79'	3819.72'	18.79'

GN

SCALE, FEET
0 100 200

SCHEDULE OF LANDS & INTERESTS REQUIRED

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT OF TRANSPORTATION.

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (SF) NEW	EXISTING	TOTAL	TLE SQ FT	PLE SQ FT
3	JORGENSON REVOCABLE TRUST DTD	FEE, PLE, TLE	311	6931	7242	200	201
4	CODY J GAVIN	FEE, TLE	2138	9622	11760	1429	0
5	BLESSED HOPE BRETHREN IN CHRIST CHURCH INC	FEE, TLE	1495	0	1495	2311	0
6	GREGORY J BOTTING, JAMES A DEHNE	FEE, TLE	1800	4950	6750	2200	0
7	CHRISTOPHER B & MARCIA L CLARK	TLE, PLE	0	0	0	1080	3220
17	TERRY PERRON, BOBBIE BRAUN	FEE, PLE	20179	414	20593	0	1985
18	WAYNE D EVANS	FEE, TLE	1860	4125	5985	1910	0
19	MICHELLE ANN REBER, CHRISTOPHER JOSEPH REBER	TLE	0	0	0	738	0
21	JESSICA KENNEDY WAGNER, RANDALL S WAGNER	TLE	0	0	0	304	0
22	STEVEN J BUHLER	TLE	0	0	0	587	0

BASIS OF EXISTING RIGHT-OF-WAY			
ROUTE	YEAR	WIDTH	BASIS
STH 38 (W RIVER ROAD)	2007 1952	40', 45', 50', 60'	STATE R/W PROJECT NUMBER 2290-09-20 T 074 - I (4)
4 MILE ROAD	--	66'	BY STATUTE 82.31(2)

FOUND MONUMENT TABLE			
POINT NO.	Y	X	DESCRIPTION
5015	206598.189	616842.120	IR 5/8"
5016	206806.248	616892.140	IP 1-1/4"
5017	206976.486	616933.419	IR 5/8" WISDOT CAP
5018	206994.875	616953.288	IR 5/8" WISDOT CAP
5019	207009.409	617194.475	IP 1-1/4"
5020	207005.363	617347.257	IR 1/2"
5021	207004.165	617494.412	IR 5/8"
5023	207065.369	617759.244	IR 3/4"
5024	207069.282	617553.764	IP 1"
5025	207072.490	617396.332	IP 1"
5028	207076.497	617132.272	IR 5/8" WISDOT CAP
5029	207109.630	617011.248	IR 5/8" WISDOT CAP
5030	207196.702	616990.828	IR 5/8" WISDOT CAP
5031	208182.341	617137.954	IR 5/8"

FOUND MONUMENT INFORMATICN SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

R/W COURSE TABLE

FROM PT #	TO PT #	DIR/LC BEARING	DIST/LC LEN
713	714	N88° 59' 13"W	206.64'
714	718	N88° 59' 13"W	207.40'
718	129	S01° 00' 47"W	33.00'
129	130	S01° 00' 47"W	12.00'
130	127	N88° 59' 13"W	329.22'
127	118	S84° 44' 36"W	62.07'
118	117	* S47° 02' 39"W	* 27.04'
117	120	S13° 21' 15"W	175.24'
120	121	S89° 00' 13"E	10.24'
121	122	S13° 21' 15"W	246.01'
122	123	N76° 38' 45"W	10.00'
123	570	S13° 21' 15"W	124.02'
570	124	N88° 59' 13"W	46.06'
124	711	N13° 21' 15"E	615.31'
711	710	N13° 21' 15"E	250.81'
710	723	SEE CURVE TABLE C30	
723	165	S83° 33' 29"E	50.33'
165	174	SEE CURVE TABLE C21	
174	175	S08° 13' 38"E	139.71'
175	176	S69° 36' 47"E	75.36'
176	177	S82° 11' 13"E	295.61'
177	178	S01° 07' 52"W	10.00'
178	180	S88° 59' 13"E	155.00'
180	179	S01° 07' 52"W	12.00'
179	714	S01° 07' 52"W	33.00'

* MEASURED INFORMATION SAME AS RECORD INFORMATION.

R/W STA & OFF TABLE

POINT #	STATION	OFFSET
117	113+52.50	45.00' RT
118	50FM+50.10	51.78' RT
120	111+77.26	45.00' RT
121	111+79.45	55.00' RT
122	109+33.44	55.00' RT
123	109+33.44	45.00' RT
124	107+99.57	0.00' RT
127	51FM+11.79	45.00' RT
129	54FM+41.01	33.00' RT
130	54FM+41.01	45.00' RT
165	116+90.22	50.00' RT
174	116+84.44	50.00' RT
175	115+54.77	101.34' RT
176	52FM+00.00	90.00' LT
177	54FM+93.53	55.00' LT
178	54FM+93.51	45.00' LT
179	56FM+48.48	33.00' LT
180	56FM+48.51	45.00' LT
570	108+09.41	45.00' RT
710	116+65.59	0.00' LT
711	114+14.88	0.00' RT
713	58FM+55.07	0.00' RT
714	56FM+48.41	0.00' RT
718	54FM+41.01	0.00' RT
723	116+84.48	0.00' RT

NOTES:

1. POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS AND GRID BEARINGS. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
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3. FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE SOUTHEAST REGION, 141 NW BARSTOW STREET, WAUKESHA, WI 53188.
4. SEE TPP EXTENSION SHEET 2 OF 2 FOR DETAILS, UTILITY INFORMATION, TLE STATION & OFFSETS, PLE STATION & OFFSETS AND PLE COURSE TABLES .
5. FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, TRANSPORTATION PROJECT PLAT NO. 2990-25-20 - 4.01, RECORDED AS SHEET 2 OF 3 OF DOCUMENT # 2696985

Foth

I, ANDREW J. MIAZGA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 11/14/25
PRINT NAME: ANDREW MIAZGA, PLS
REGISTRATION NUMBER: S-2826

WISCONSIN ANDREW J. MIAZGA S-2826 MUKWONAGO WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: DATE: 11/14/25
PRINT NAME: BAO TRAN, PE

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\RW\DWG\SHEETS\040102-RP.DWG
PLOT DATE : 11/14/2025 8:12 AM PLOT BY : DEW, KURT PLOT NAME : 22x34 SHEET PLOT SCALE : 1" = 100'
APPRAISAL PLAT DATES : 06/10/2025 & 09/14/2025
CONST # 2290-25-70 STH 38 2290-25-20 4.02

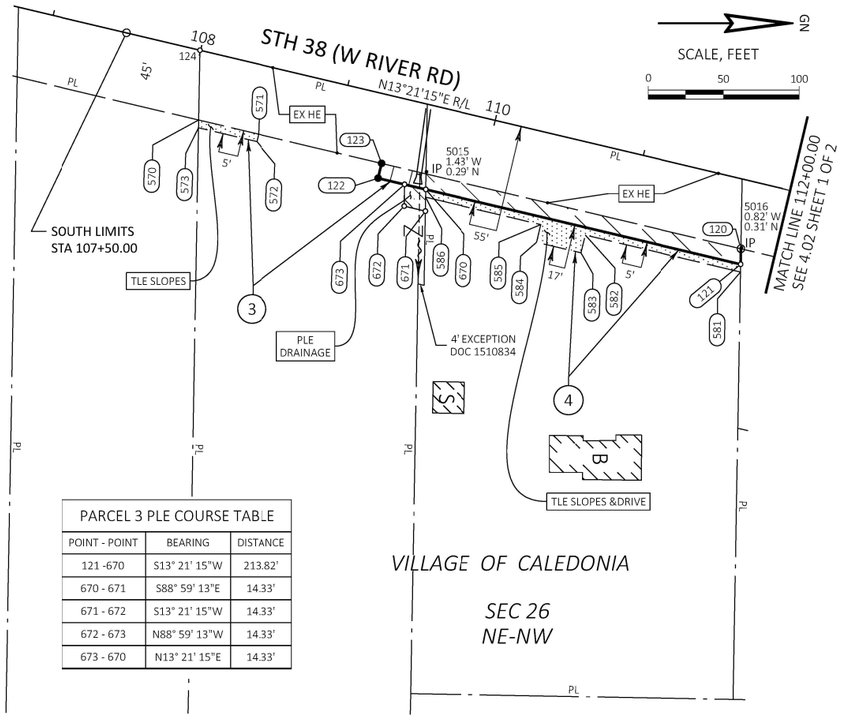
TRANSPORTATION PROJECT PLAT NO: 2290-25-20 - 4.02
UTILITY & EXTENSION SHEET

RELOCATION ORDER STH 38 V CALDEONIA, NORTHWESTERN AVENUE INTERSECTION WITH 4 MILE RD RACINE COUNTY

NOTES:

FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN RACINE COUNTY, AS SHEET 2 OF 3 OF DOCUMENT NO. 2696985

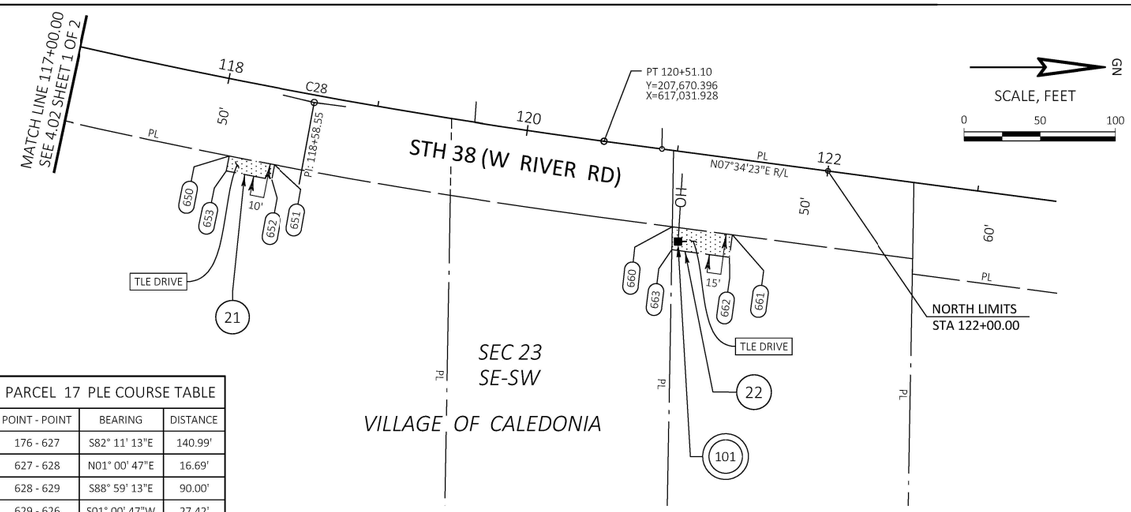
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD 83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MY BE USED AS GROUND DISTANCES.



DETAIL C

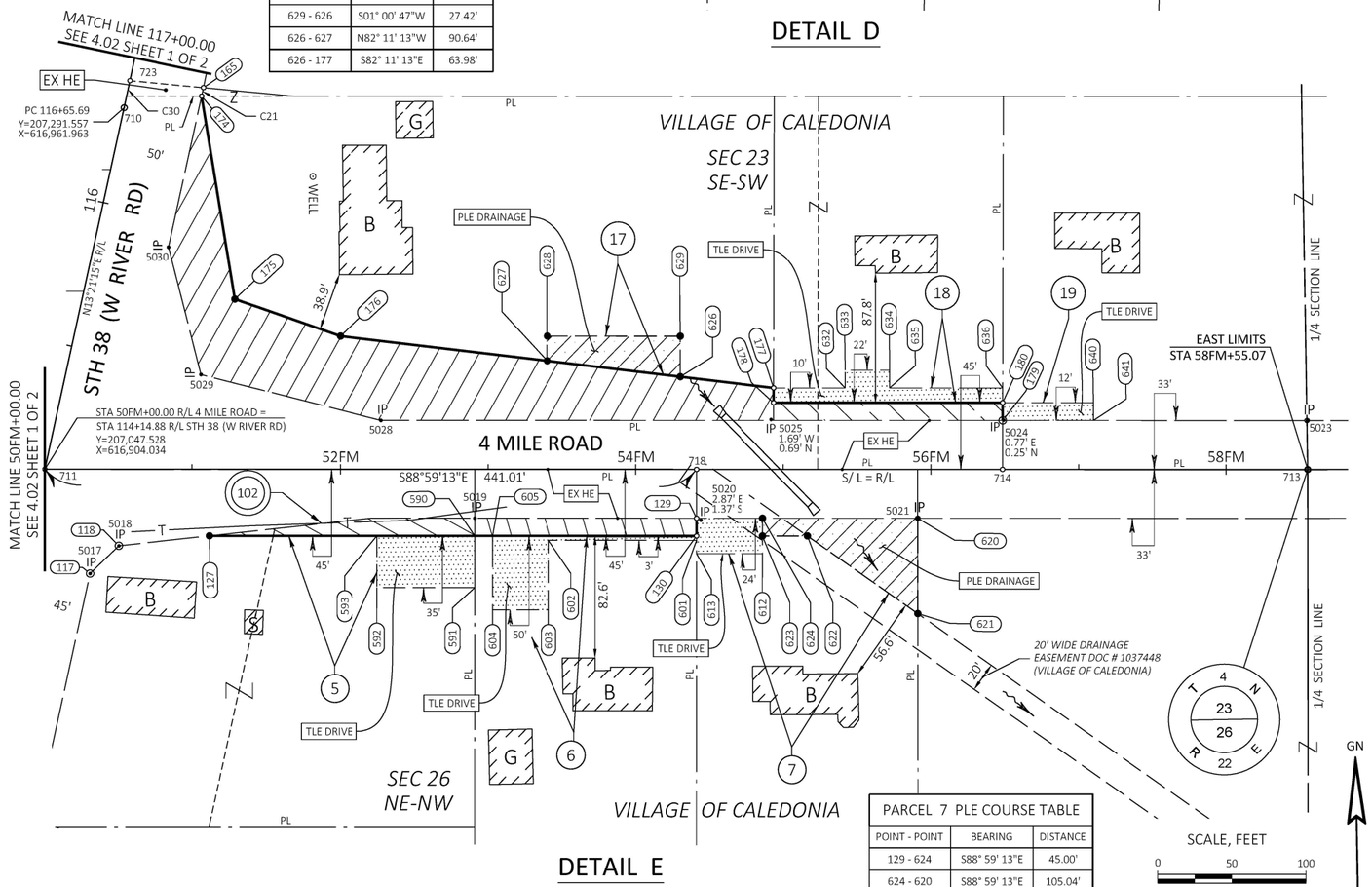
PARCEL 3 PLE COURSE TABLE		
POINT - POINT	BEARING	DISTANCE
121 -670	S13° 21' 15"W	213.82'
670 - 671	S88° 59' 13"E	14.33'
671 - 672	S13° 21' 15"W	14.33'
672 - 673	N88° 59' 13"W	14.33'
673 - 670	N13° 21' 15"E	14.33'

CURVE C28
PI STA = 118+58.55
Y = 207479.210
X = 617006.510
DELTA = 5°46'52" LT
D = 1°30'00"
T = 192.87'
L = 385.41'
R = 3819.72'
PC = 116+65.69
PT = 120+51.10
LCH = 385.25'
LCB = N10°27'49"E



PARCEL 17 PLE COURSE TABLE		
POINT - POINT	BEARING	DISTANCE
176 - 627	S82° 11' 13"E	140.99'
627 - 628	N01° 00' 47"E	16.69'
628 - 629	S88° 59' 13"E	90.00'
629 - 626	S01° 00' 47"W	27.42'
626 - 627	N82° 11' 13"W	90.64'
626 - 177	S82° 11' 13"E	63.98'

DETAIL D



DETAIL E

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
570	108+09.41	45.00' RT
571	108+50.00	45.00' RT
572	108+50.00	50.00' RT
573	108+10.51	50.00' RT
581	111+80.54	60.00' RT
582	110+75.00	60.00' RT
583	110+75.00	72.00' RT
584	110+45.00	72.00' RT
585	110+45.00	60.00' RT
586	109+66.72	60.00' RT

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
590	52FM+91.01	45.00' RT
591	52FM+91.01	80.00' RT
592	52FM+25.00	80.00' RT
593	52FM+25.00	45.00' RT
601	54FM+41.01	48.00' RT
602	53FM+41.01	48.00' RT
603	53FM+41.01	95.00' RT
604	53FM+03.01	95.00' RT
605	53FM+03.01	45.00' RT
612	54FM+86.01	57.00' RT
613	54FM+41.01	57.00' RT

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
632	55FM+42.00	55.00' LT
633	55FM+42.00	67.00' LT
634	55FM+72.00	67.00' LT
635	55FM+72.00	55.00' LT
636	56FM+48.53	55.00' LT
640	57FM+10.00	45.00' LT
641	57FM+10.00	33.00' LT
650	118+10.00	50.00' RT
651	118+40.00	50.00' RT
652	118+40.00	60.00' RT
653	118+10.00	60.00' RT
660	121+03.15	50.00' RT
661	121+43.15	50.00' RT
662	121+43.15	65.00' RT
663	121+04.87	65.00' RT

PLE STA & OFF TABLE		
POINT #	STATION	OFFSET
620	55FM+91.06	33.00' RT
621	55FM+91.14	97.49' RT
622	55FM+16.42	45.00' RT
623	54FM+86.01	45.00' RT
624	54FM+86.01	33.00' RT
626	54FM+30.00	62.58' LT
627	53FM+40.00	73.31' LT
628	53FM+40.00	90.00' LT
629	54FM+30.00	90.00' LT
670	109+65.62	55.00' RT
671	109+68.69	69.00' RT
672	109+54.36	69.00' RT
673	109+51.29	55.00' RT

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
101	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	22
102	ATT WISCONSIN - TELEPHONE	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	5

PARCEL 7 PLE COURSE TABLE		
POINT - POINT	BEARING	DISTANCE
129 - 624	S88° 59' 13"E	45.00'
624 - 620	S88° 59' 13"E	105.04'
620 - 621	S00° 56' 20"W	64.49'
621 - 622	N53° 54' 05"W	91.32'
622 - 623	N88° 59' 13"W	30.40'
623 - 624	N01° 00' 47"E	12.00'

PROJECT NUMBER 2290-25-20 - 4.02
SHEET 2 OF 2

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\RW\DWG\SHEETS\040104-RE.DWG
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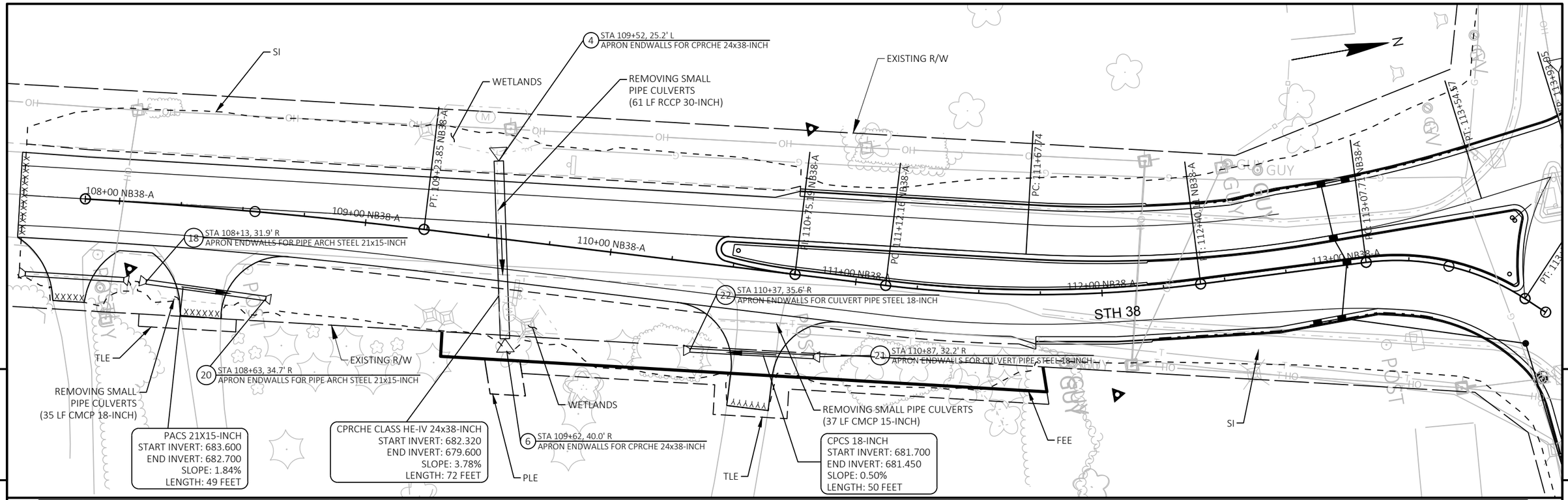
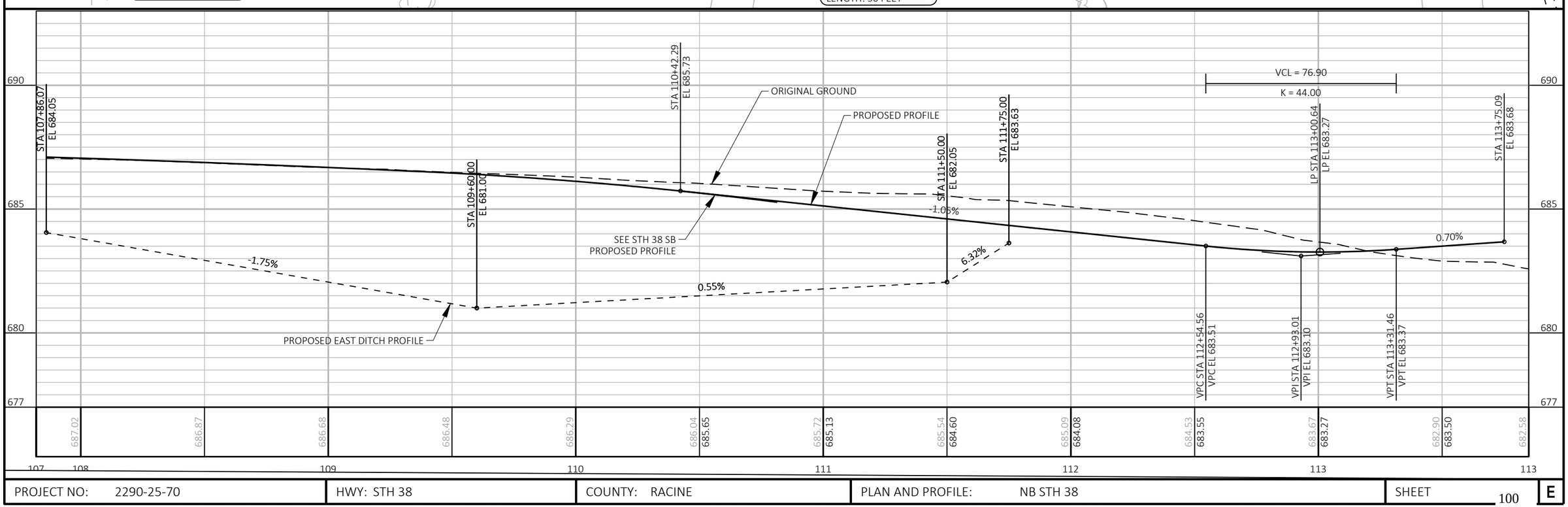
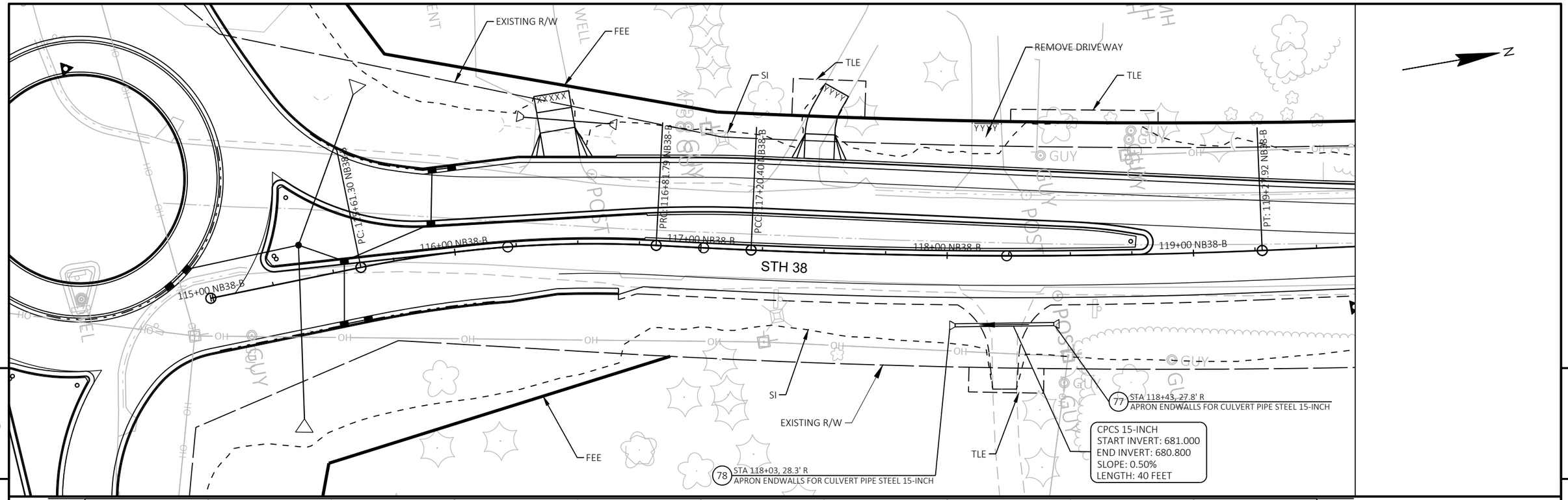
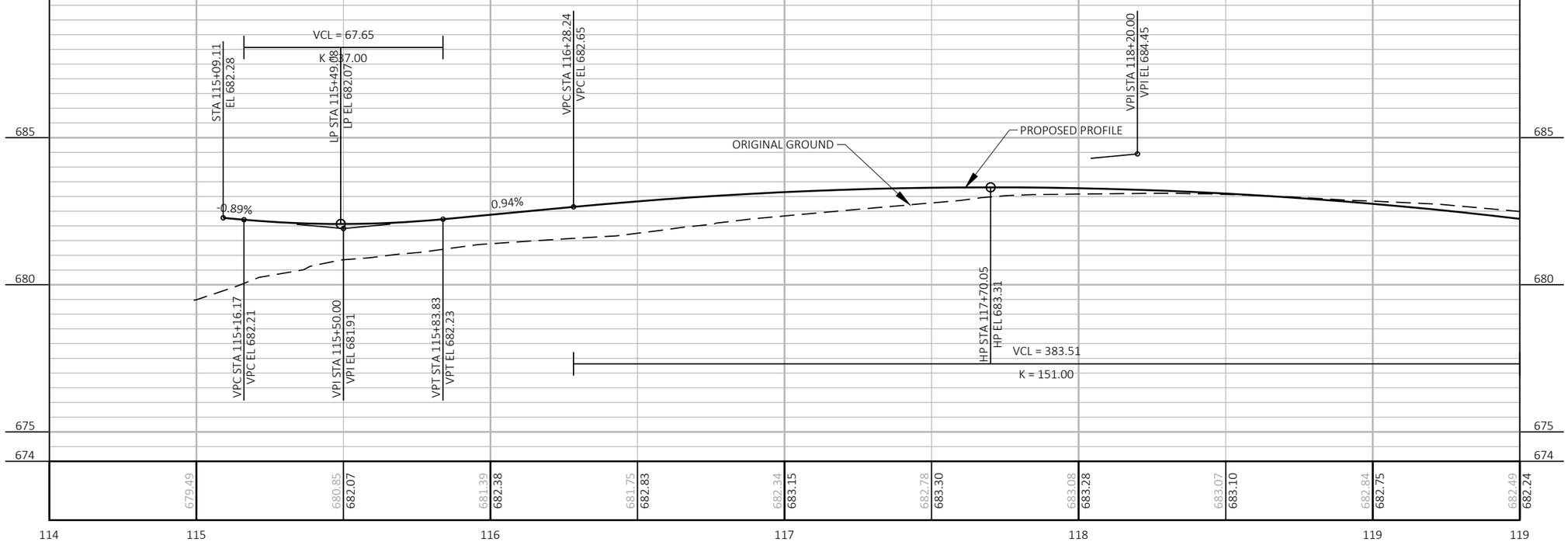
PLOT DATE : 11/14/2025 8:08 AM PLOT BY : DEW, KURT PLOT NAME : 22x34 SHEET PLOT SCALE : 1" = 50'
CONST # 2290-25-70 STH 38 2290-25-20 4.02



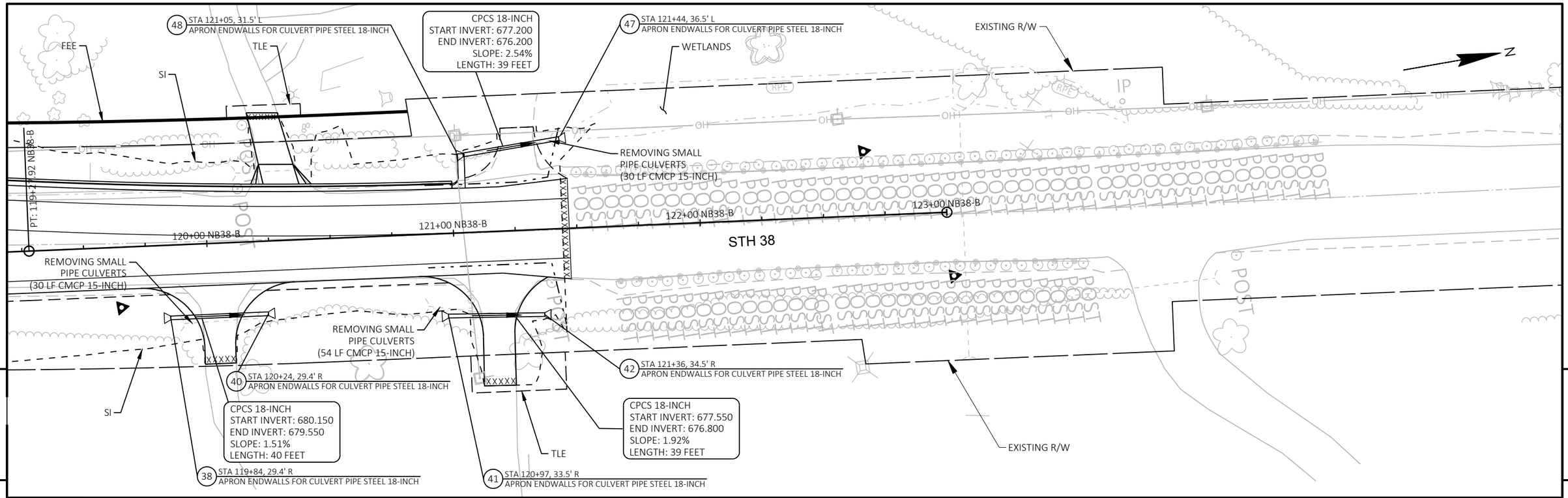


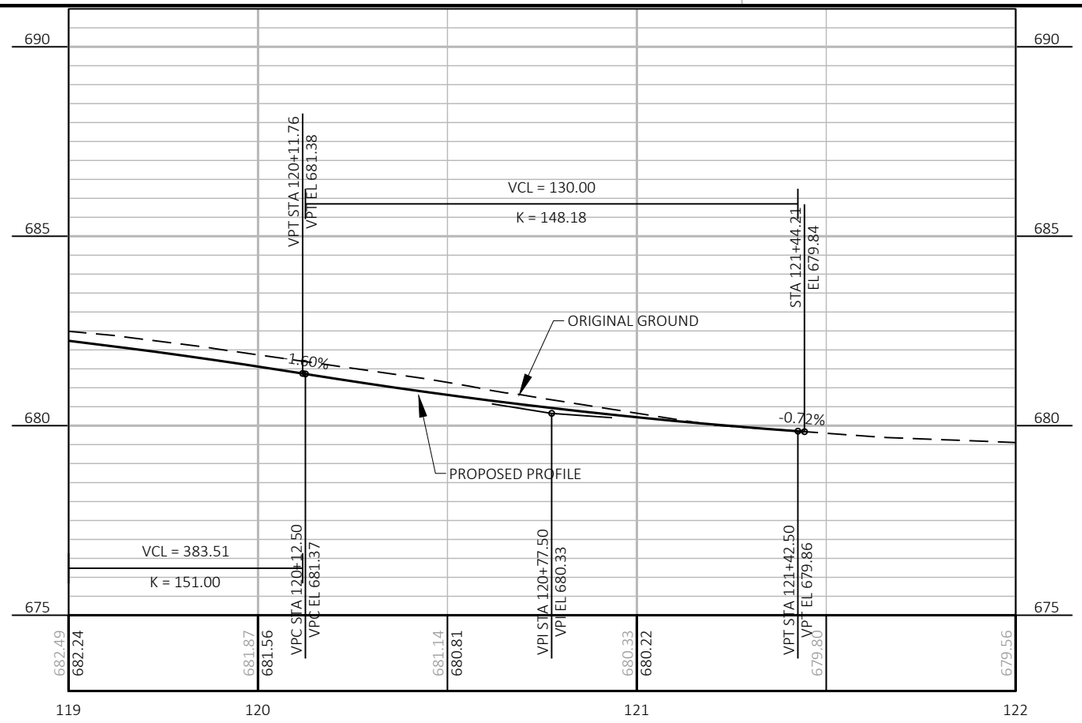
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: NB STH 38	SHEET 100	E



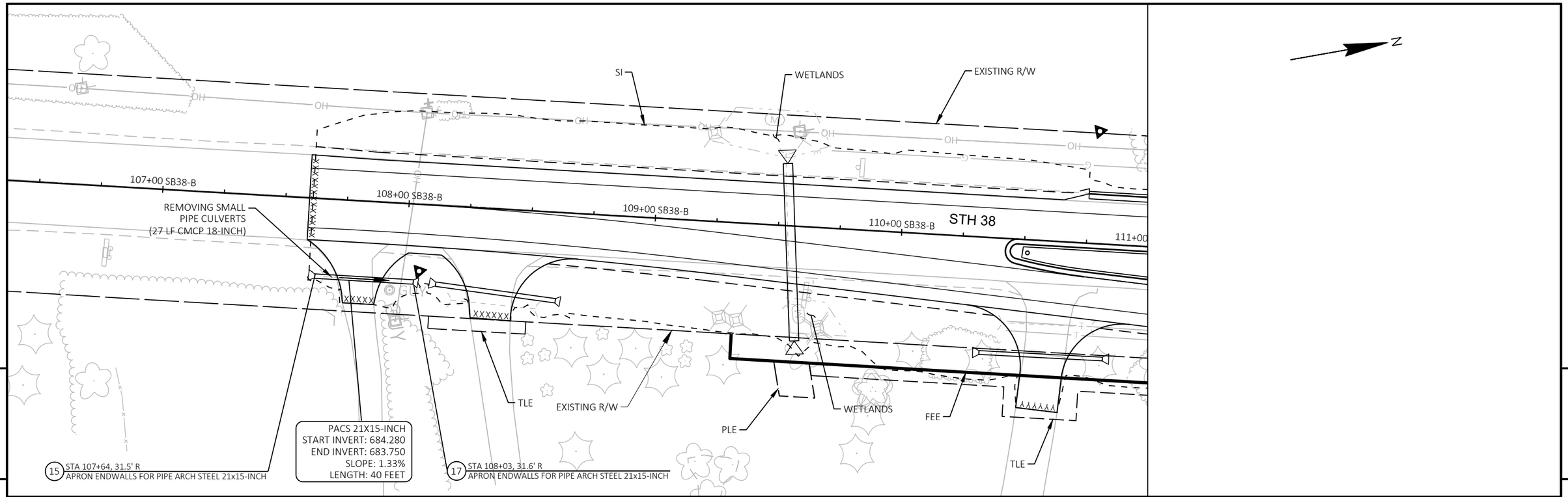


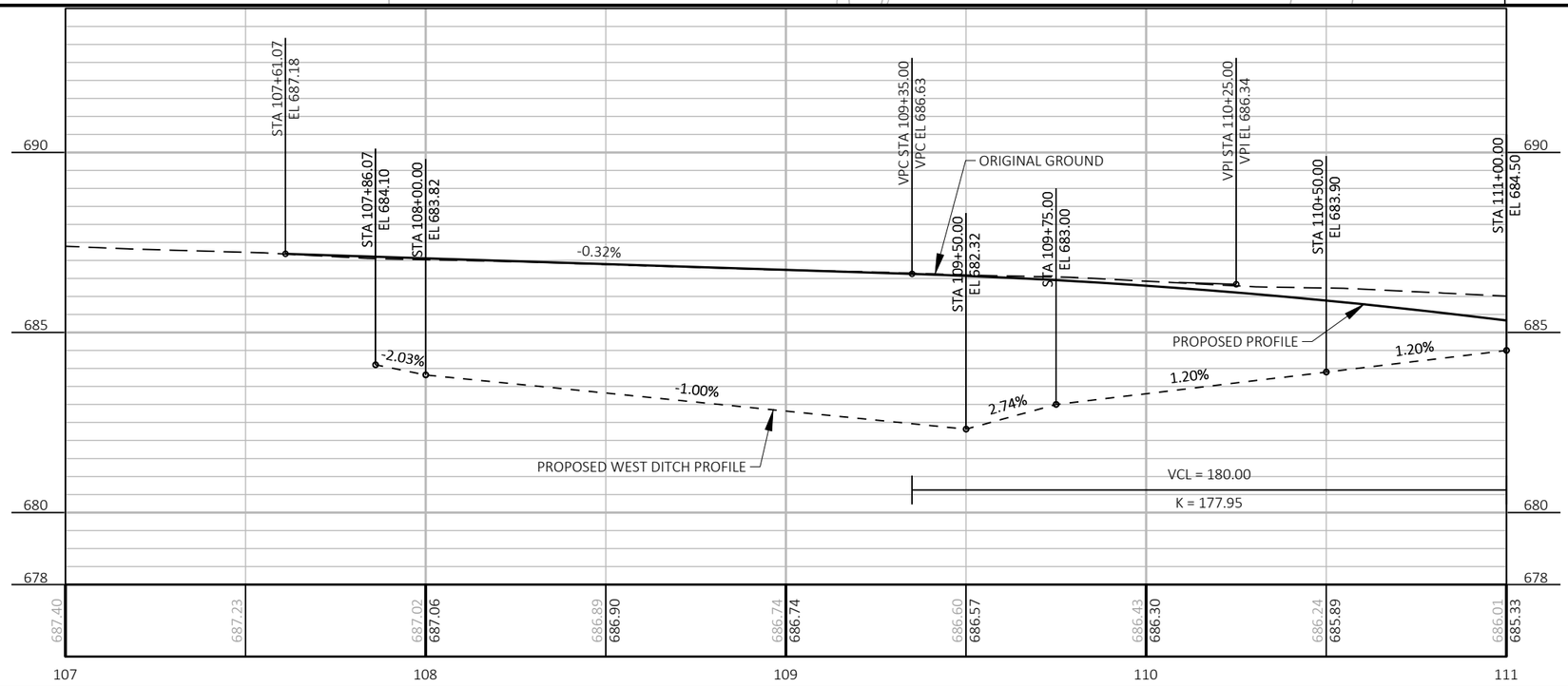
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: NB STH 38	SHEET 101	E



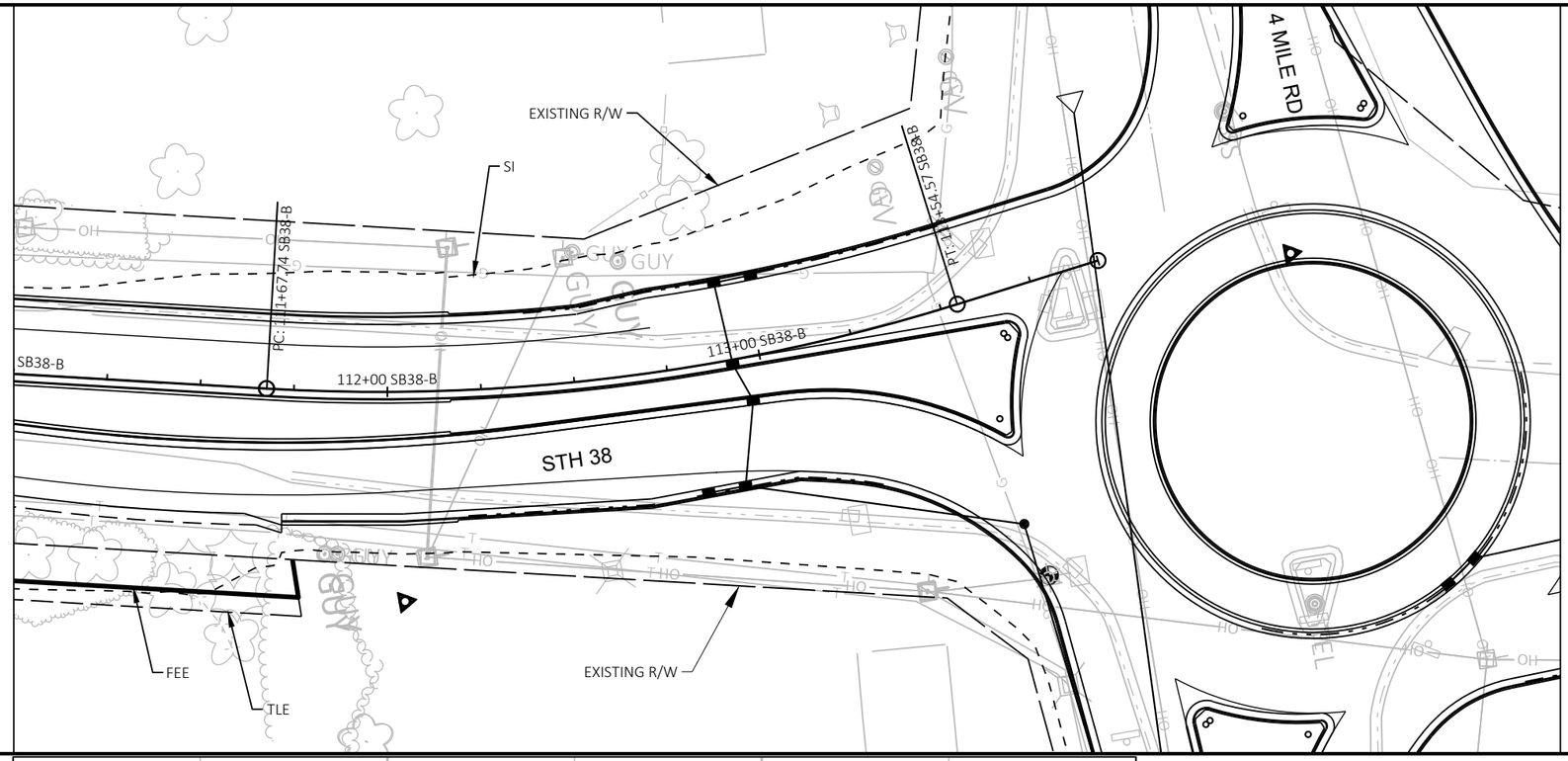


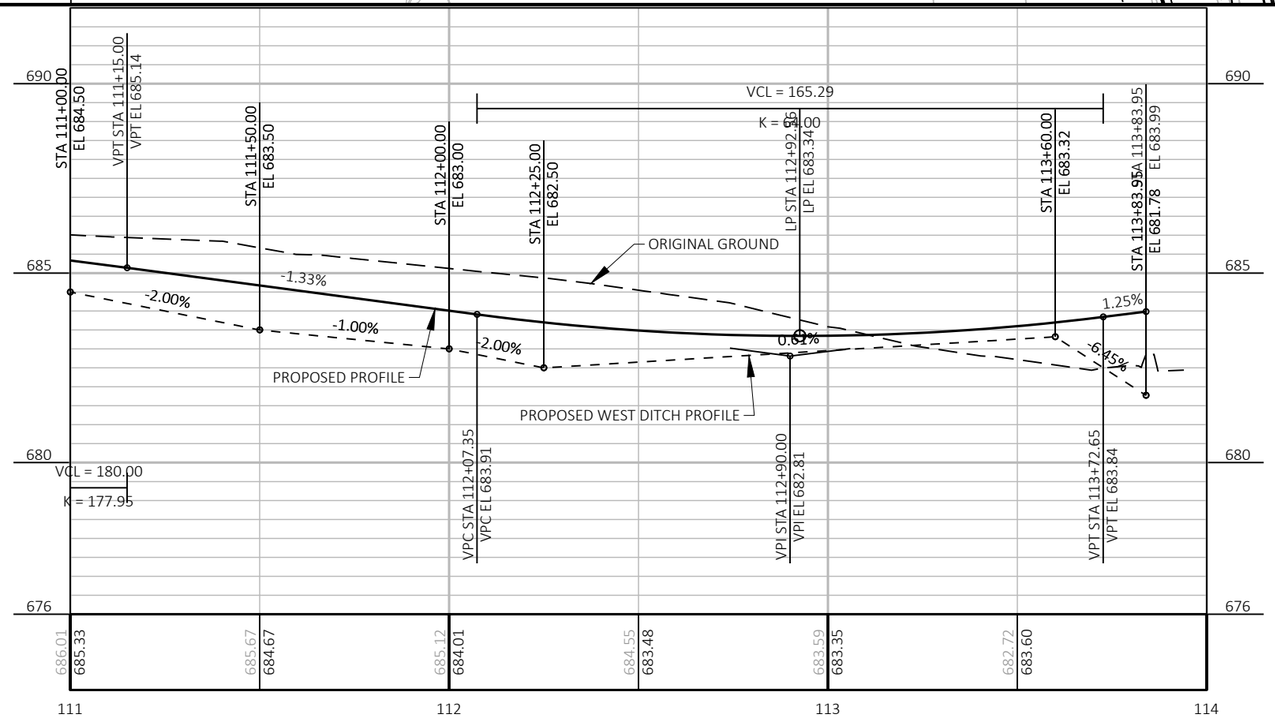
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: NB STH 38	SHEET 102	E





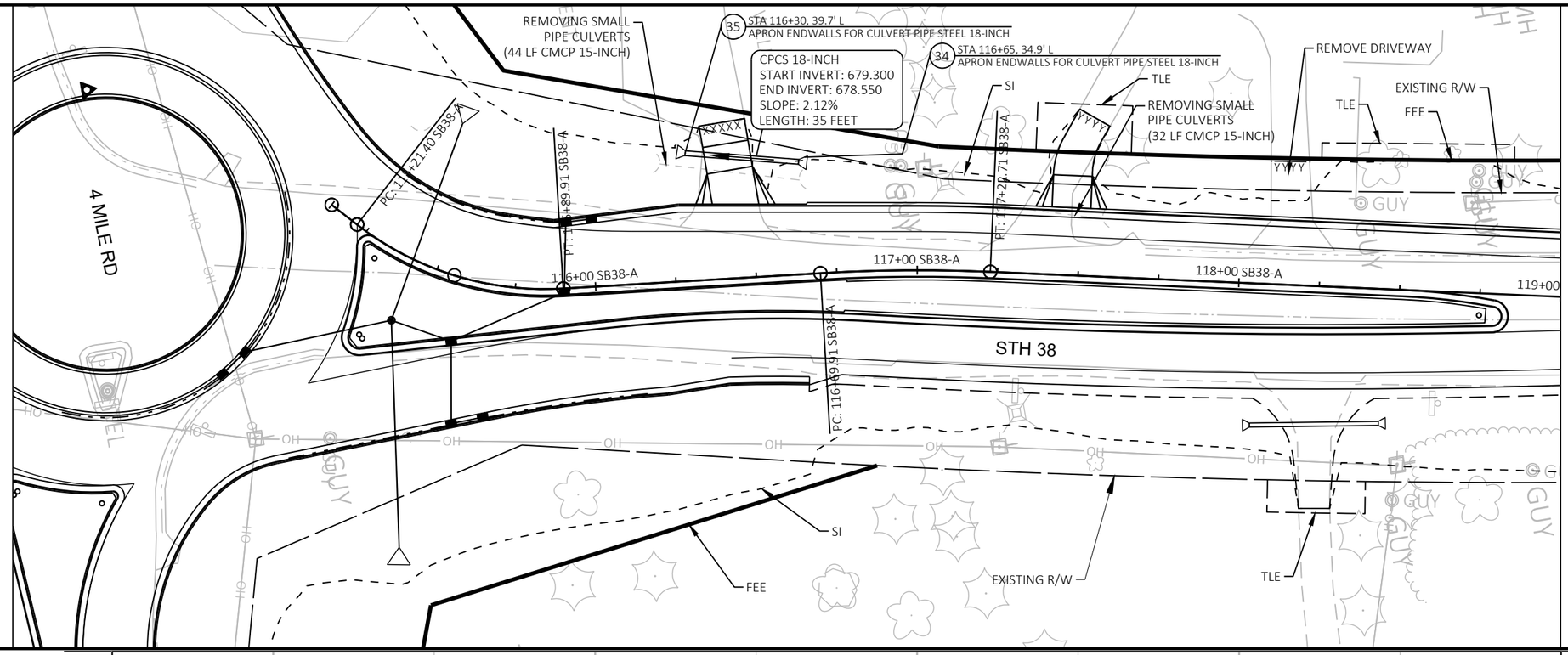
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: SB STH 38	SHEET 103	E

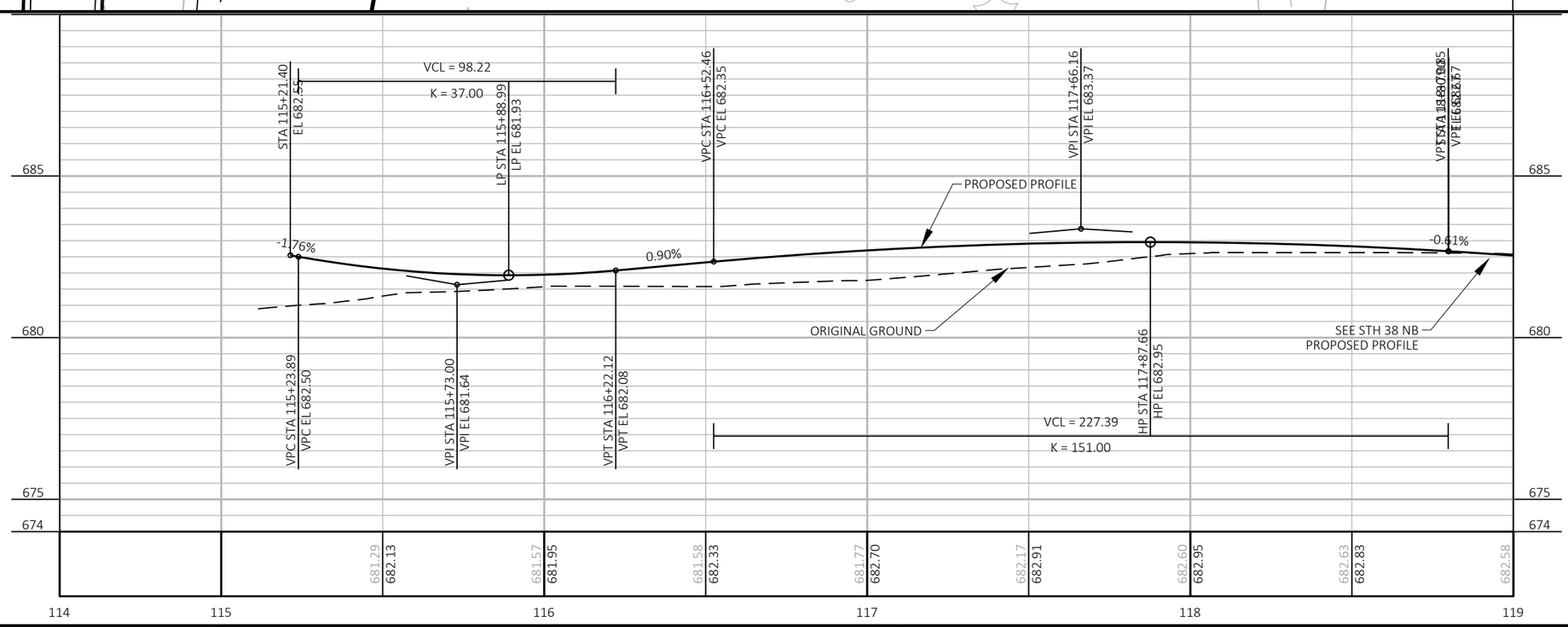




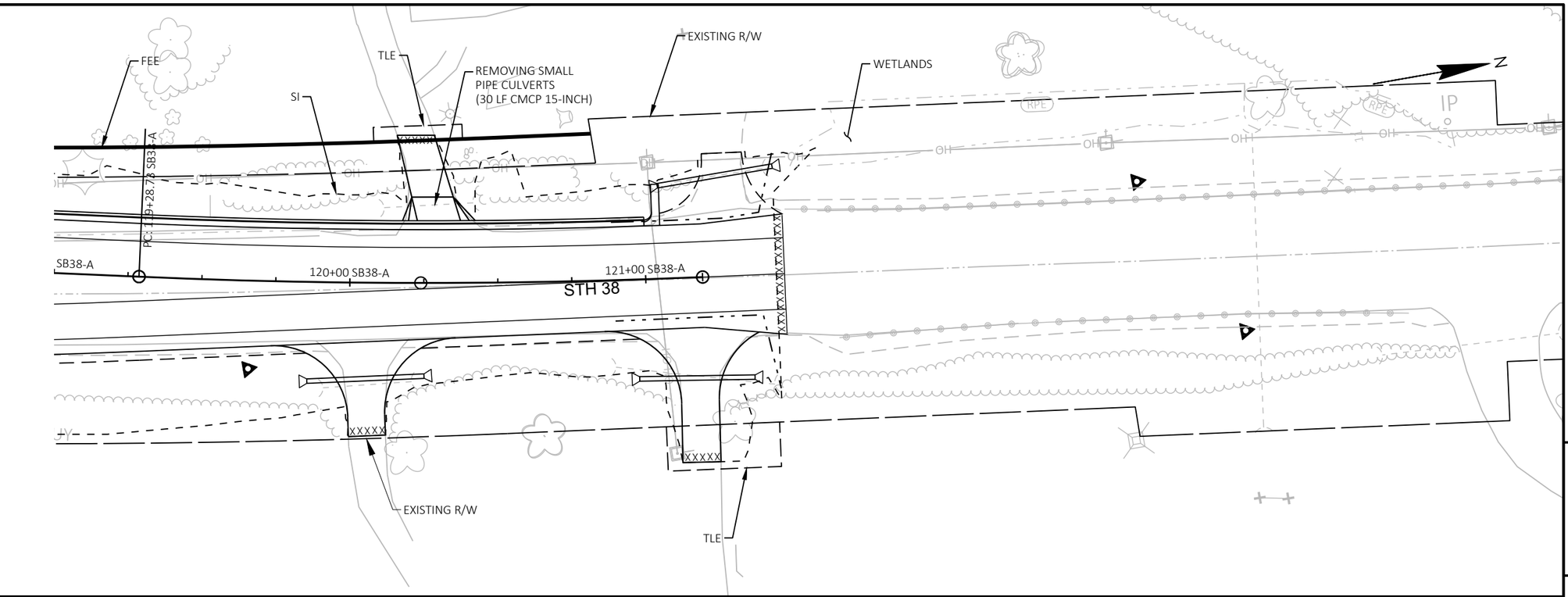
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: SB STH 38	SHEET 104	E

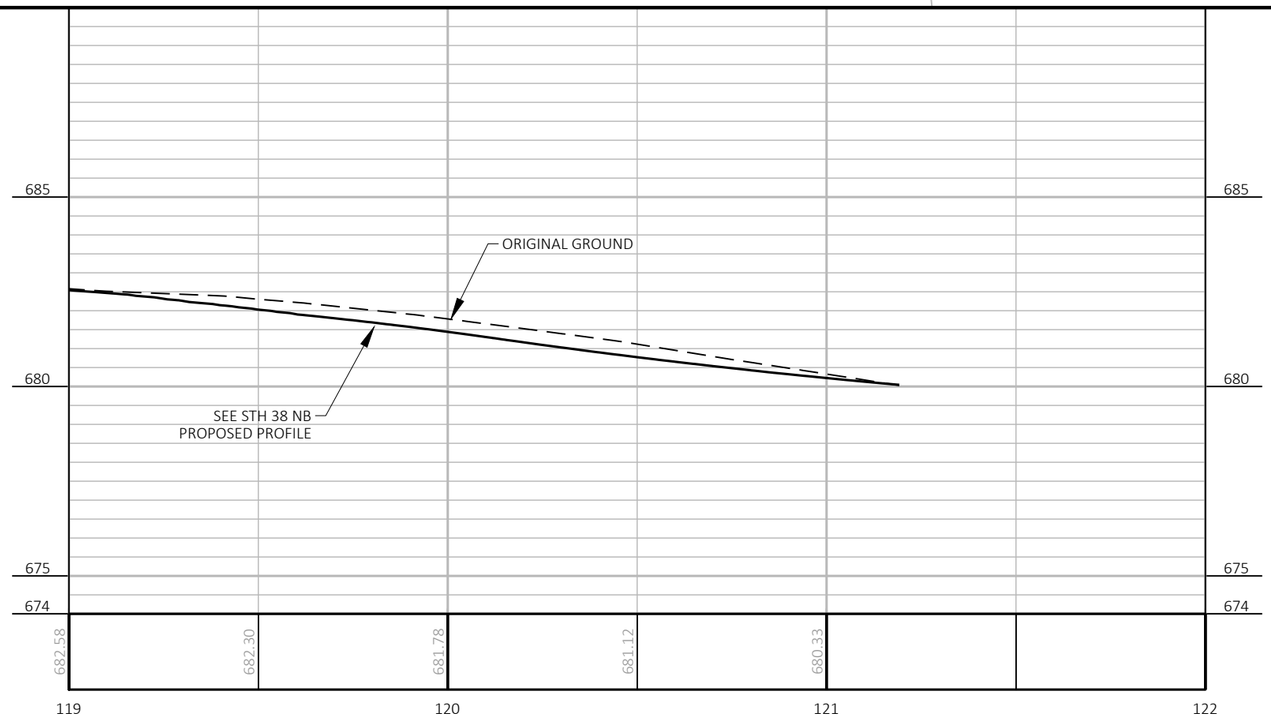
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\050102-PP.DWG
LAYOUT NAME - 02
PLOT DATE : 12/29/2025 10:31 AM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



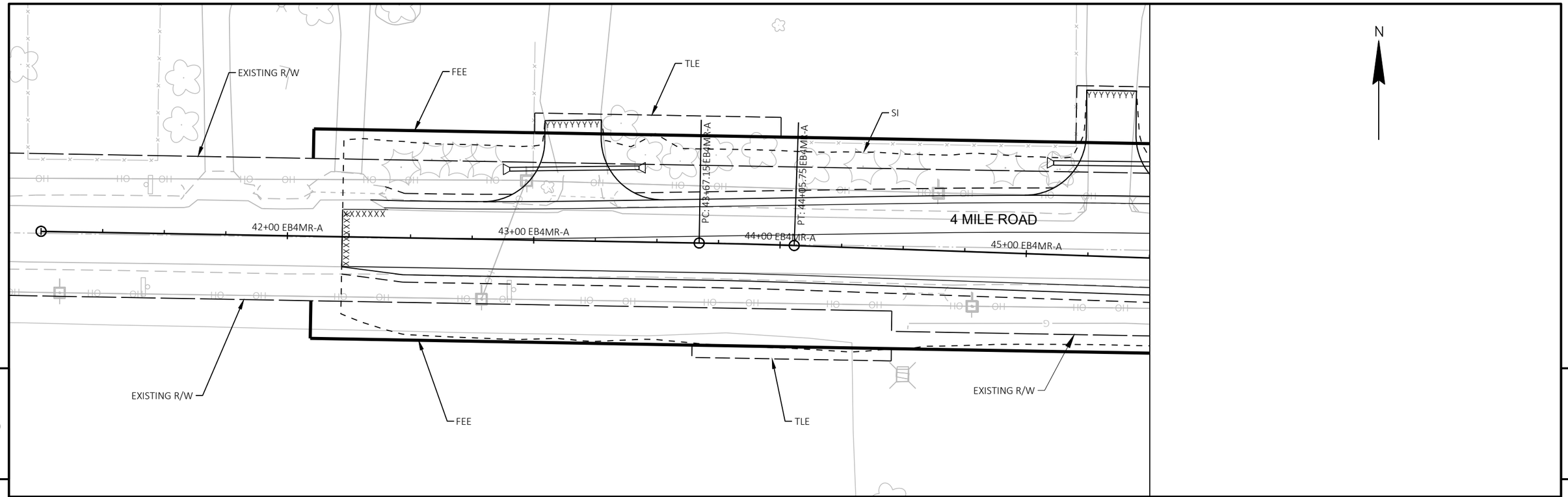


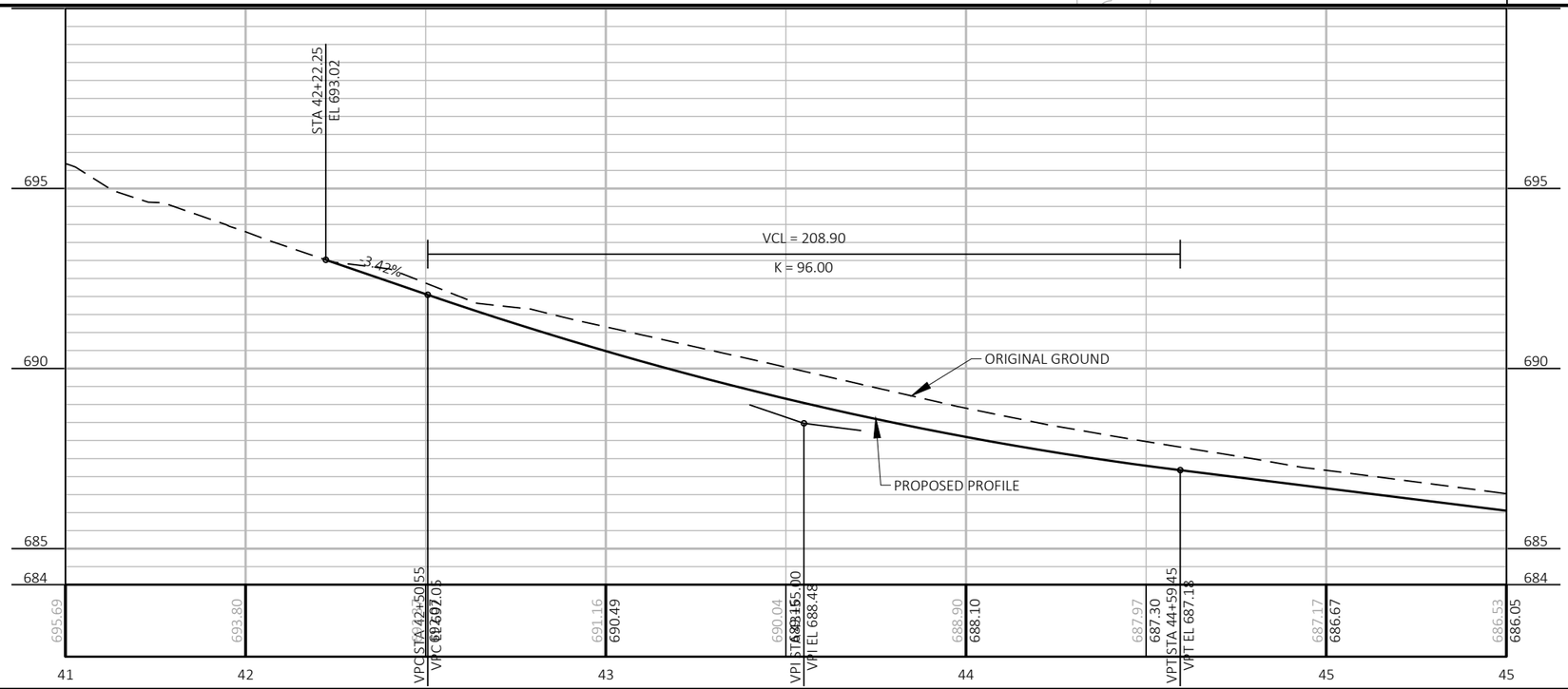
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: SB STH 38	SHEET 105 E



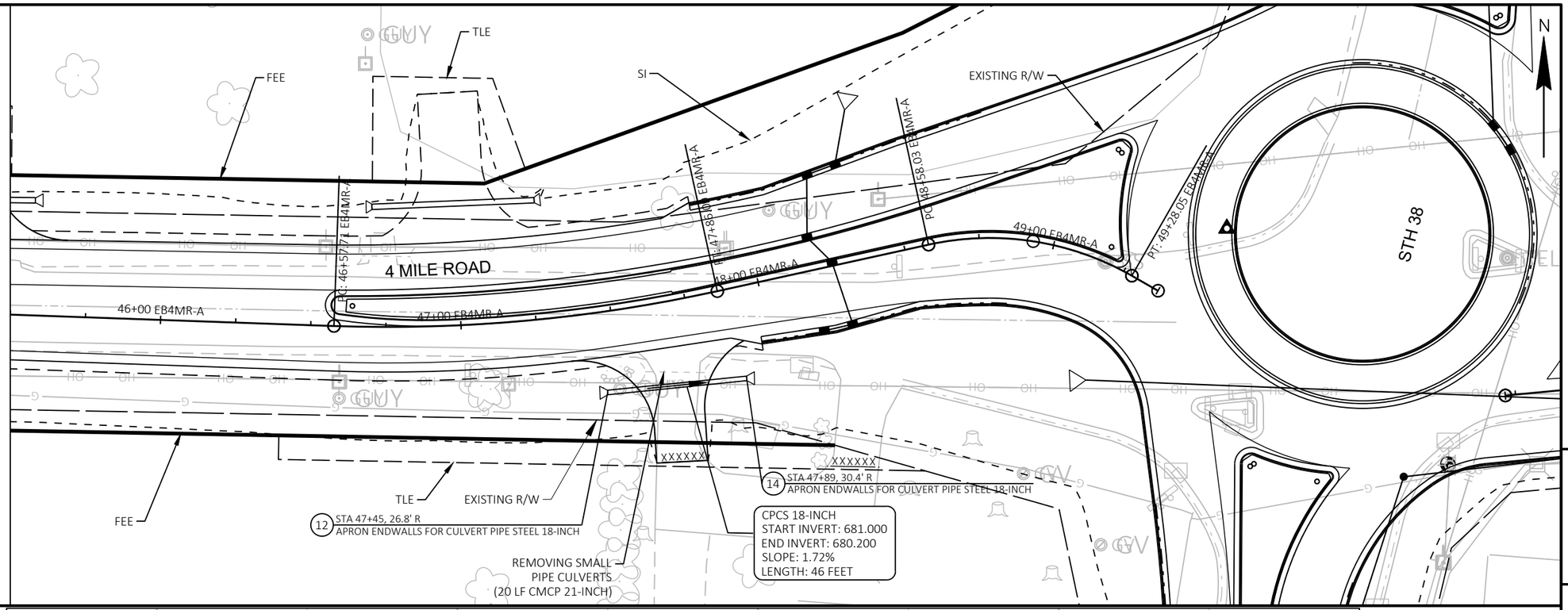


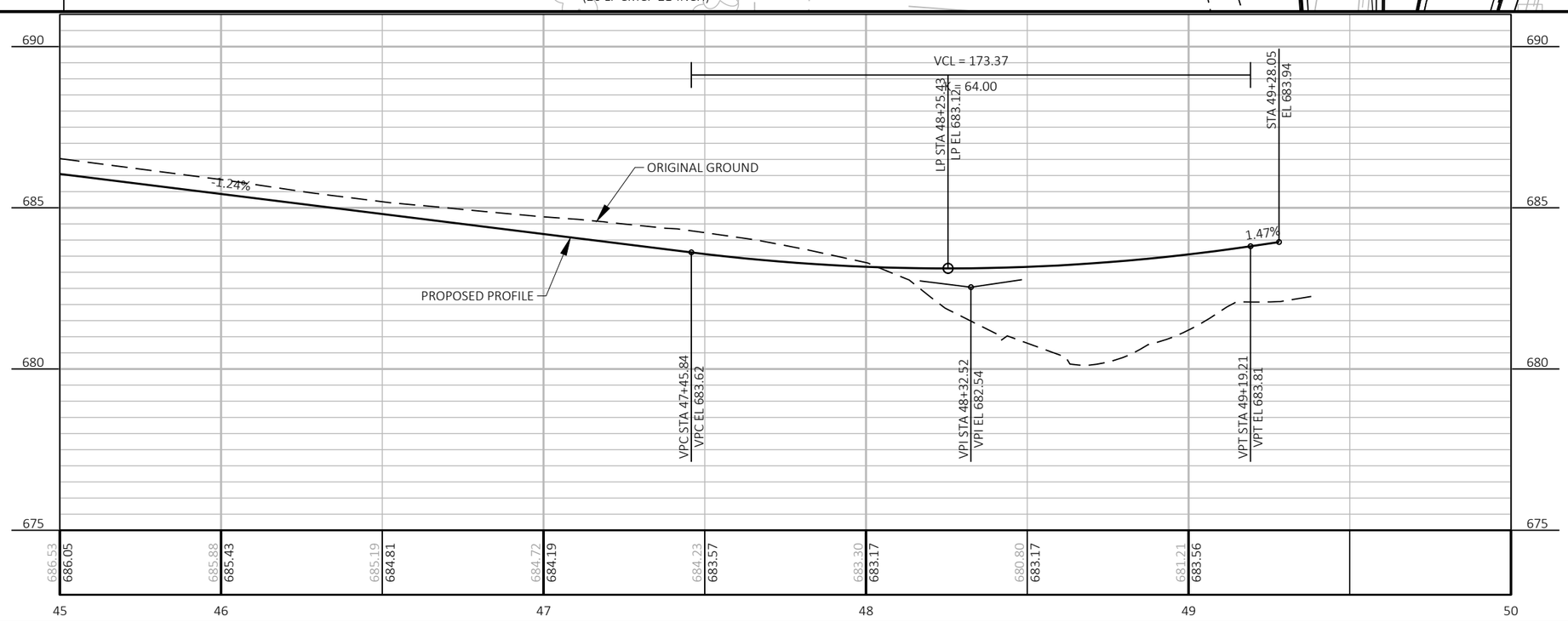
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PLOTTING: SB STH 38	SHEET 106	E



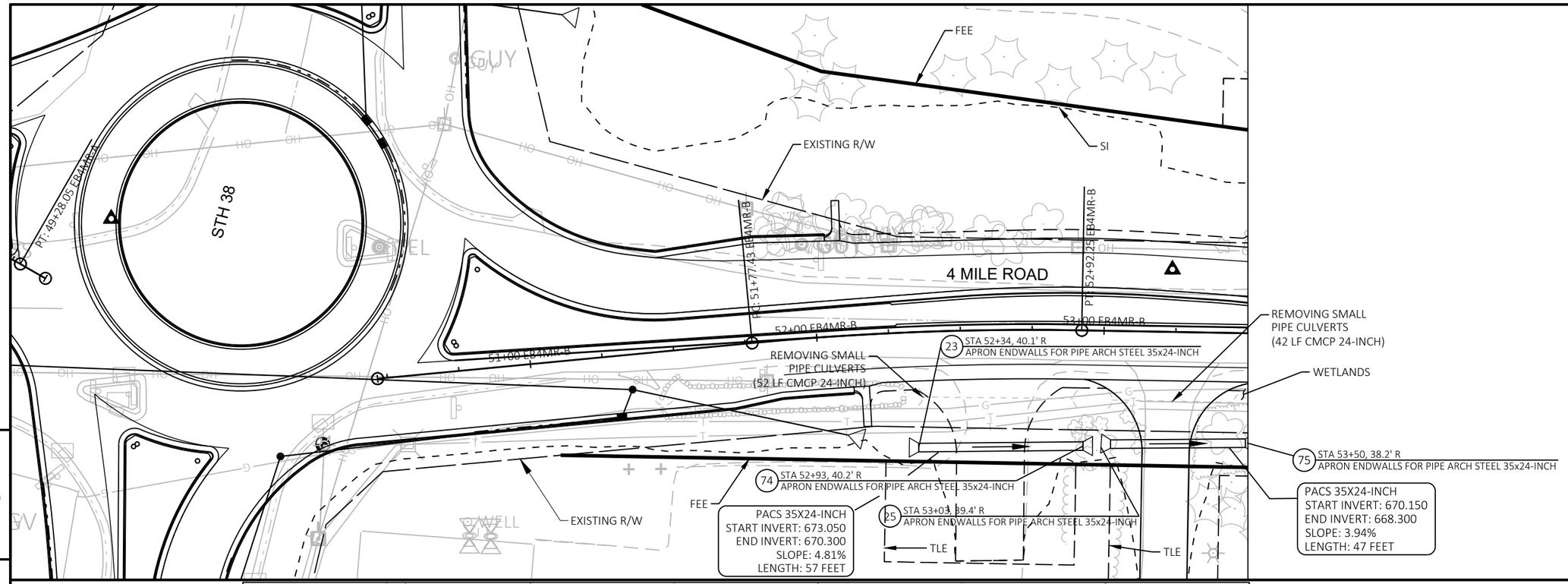


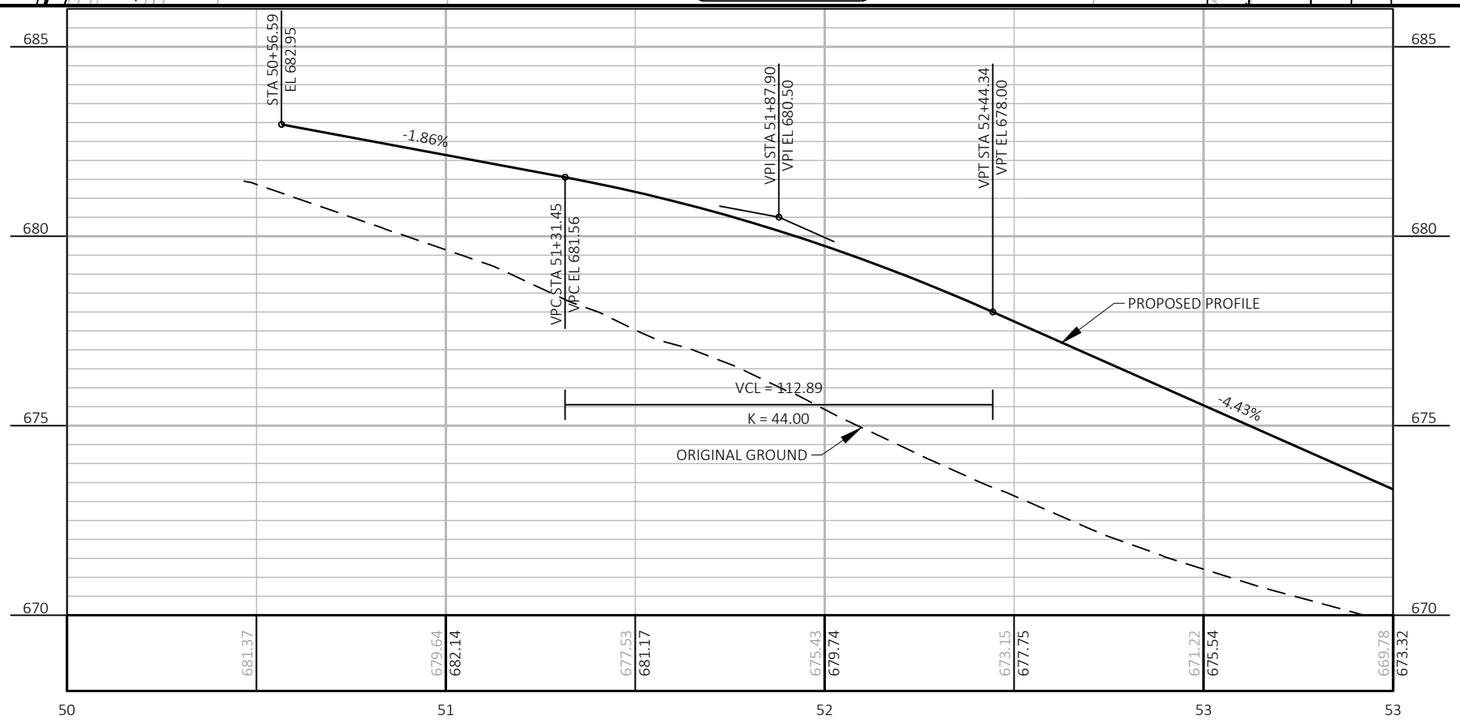
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: EB 4 MILE ROAD	SHEET 107	E



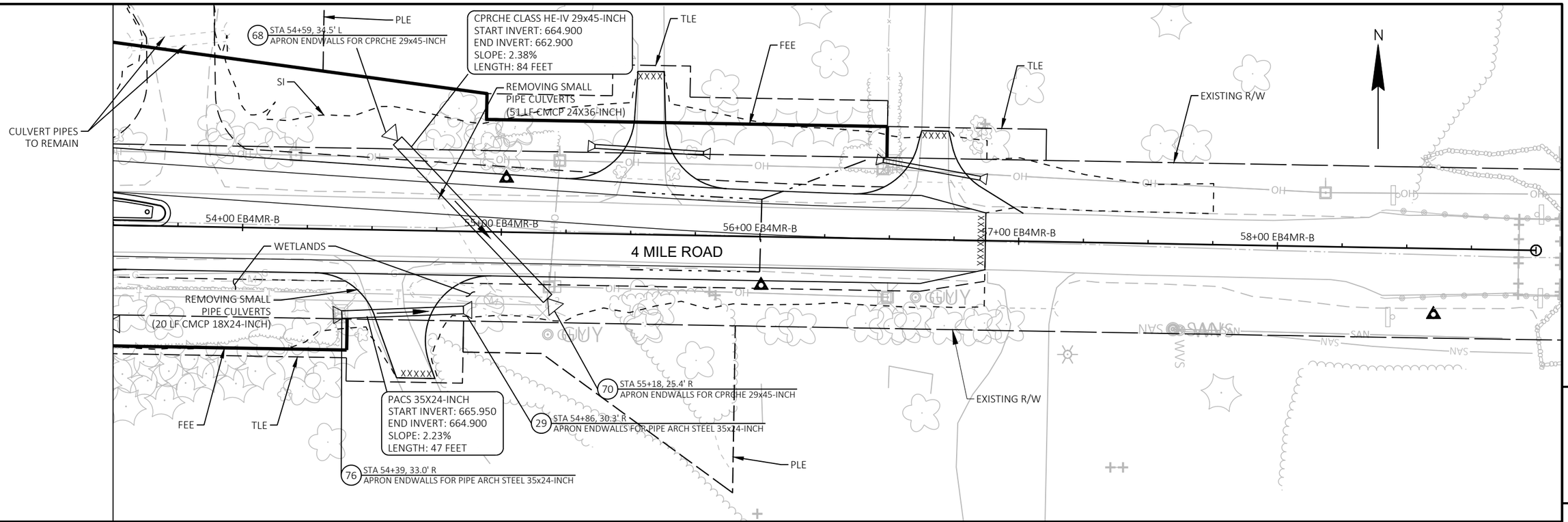


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: EB 4 MILE ROAD	SHEET 108	E



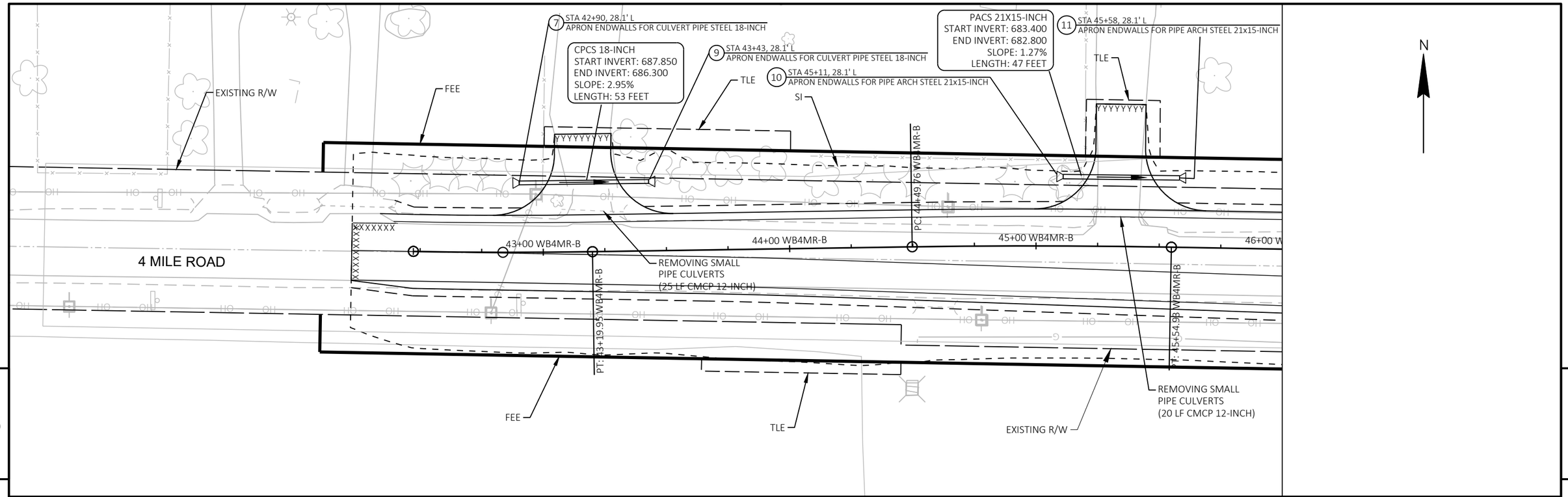


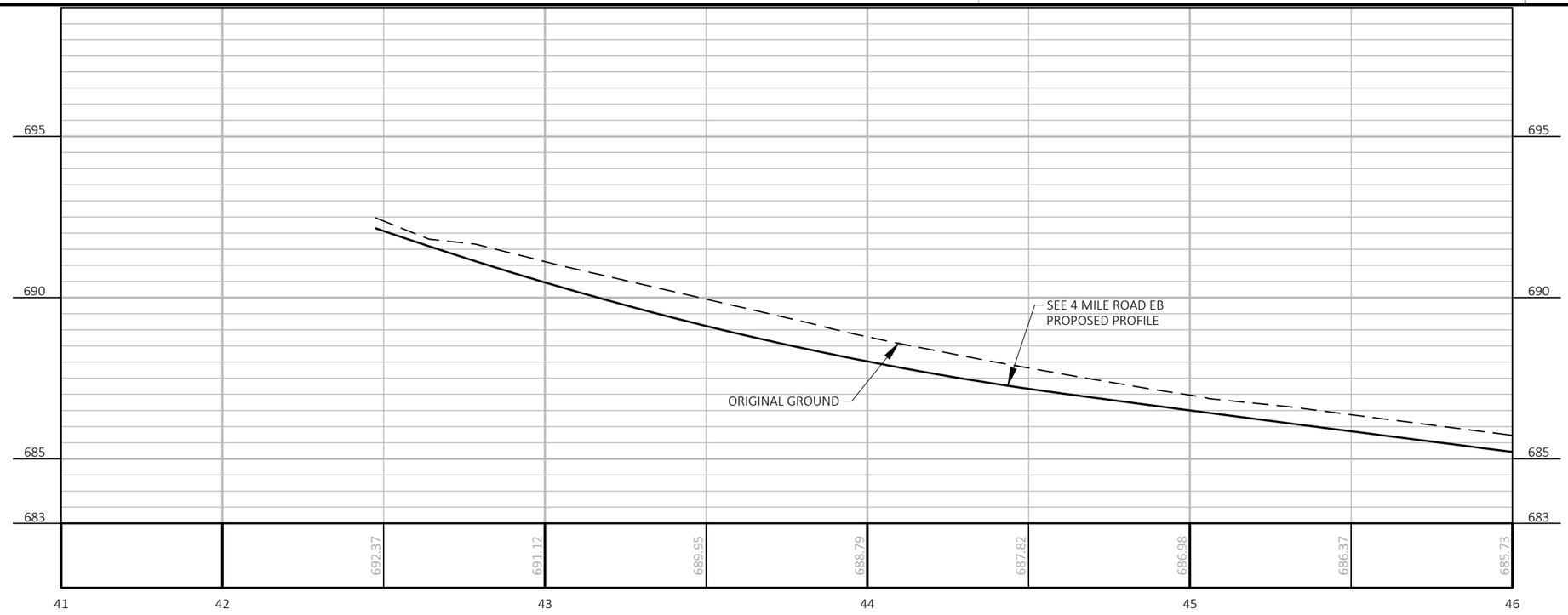
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: EB 4 MILE ROAD	SHEET 109	E



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: EB 4 MILE ROAD	SHEET 110	E

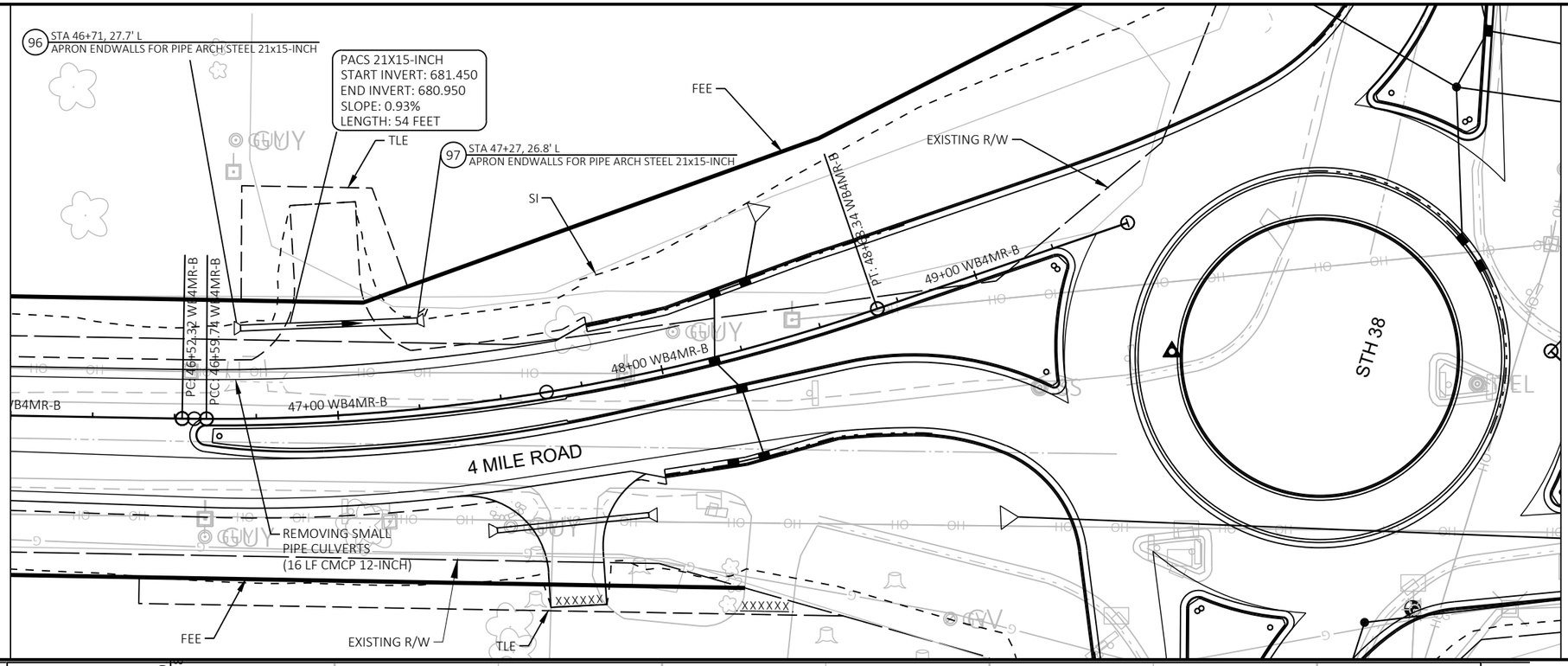
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\050103-PP.DWG
LAYOUT NAME - 04
PLOT DATE : 12/29/2025 12:11 PM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

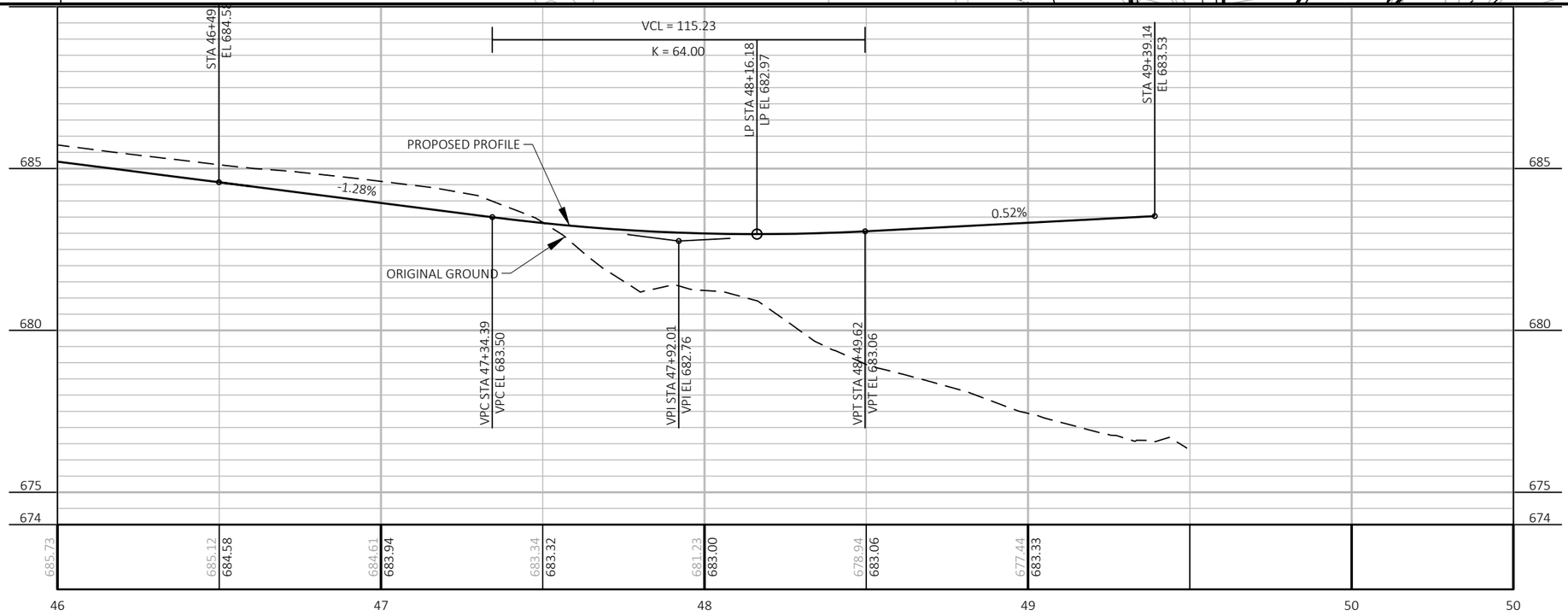




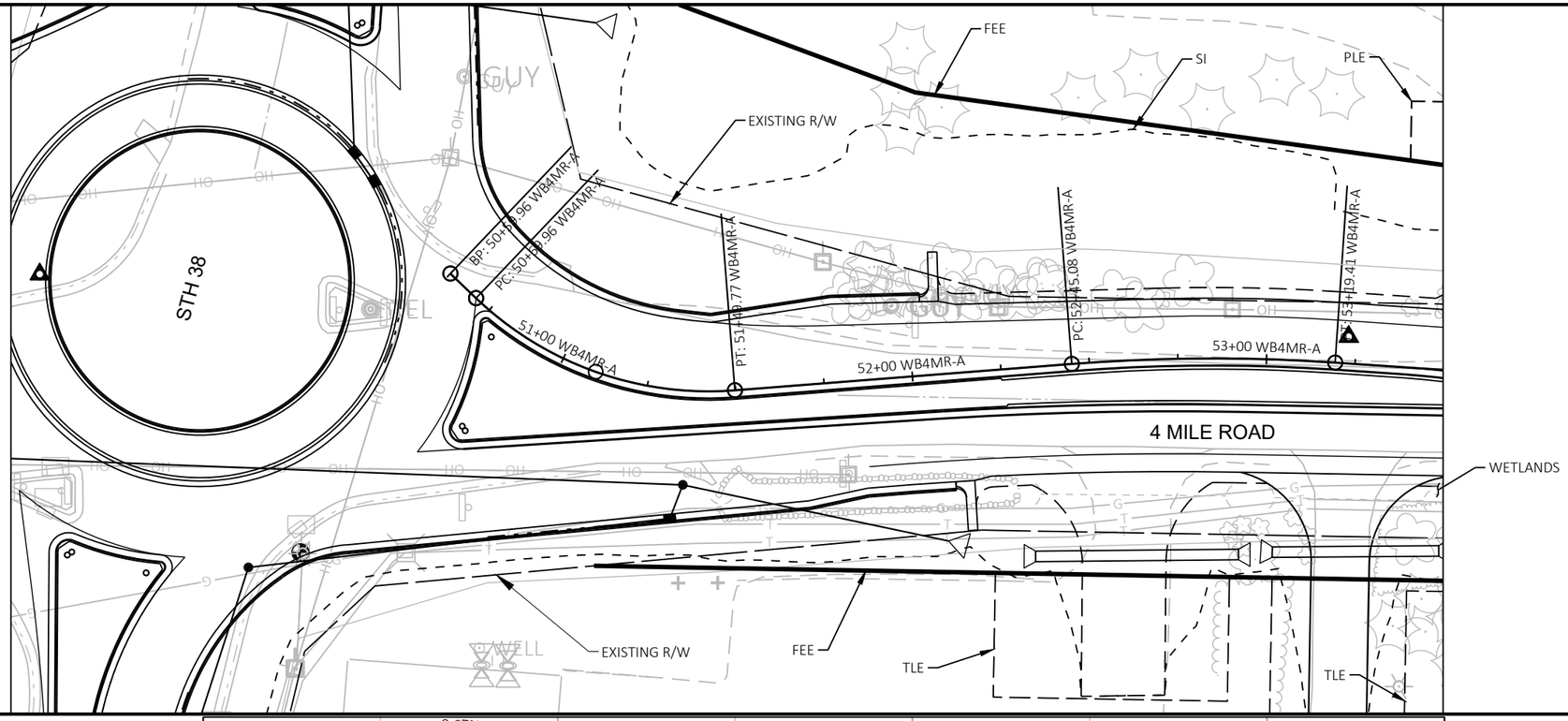
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: WB 4 MILE ROAD	SHEET 111	E

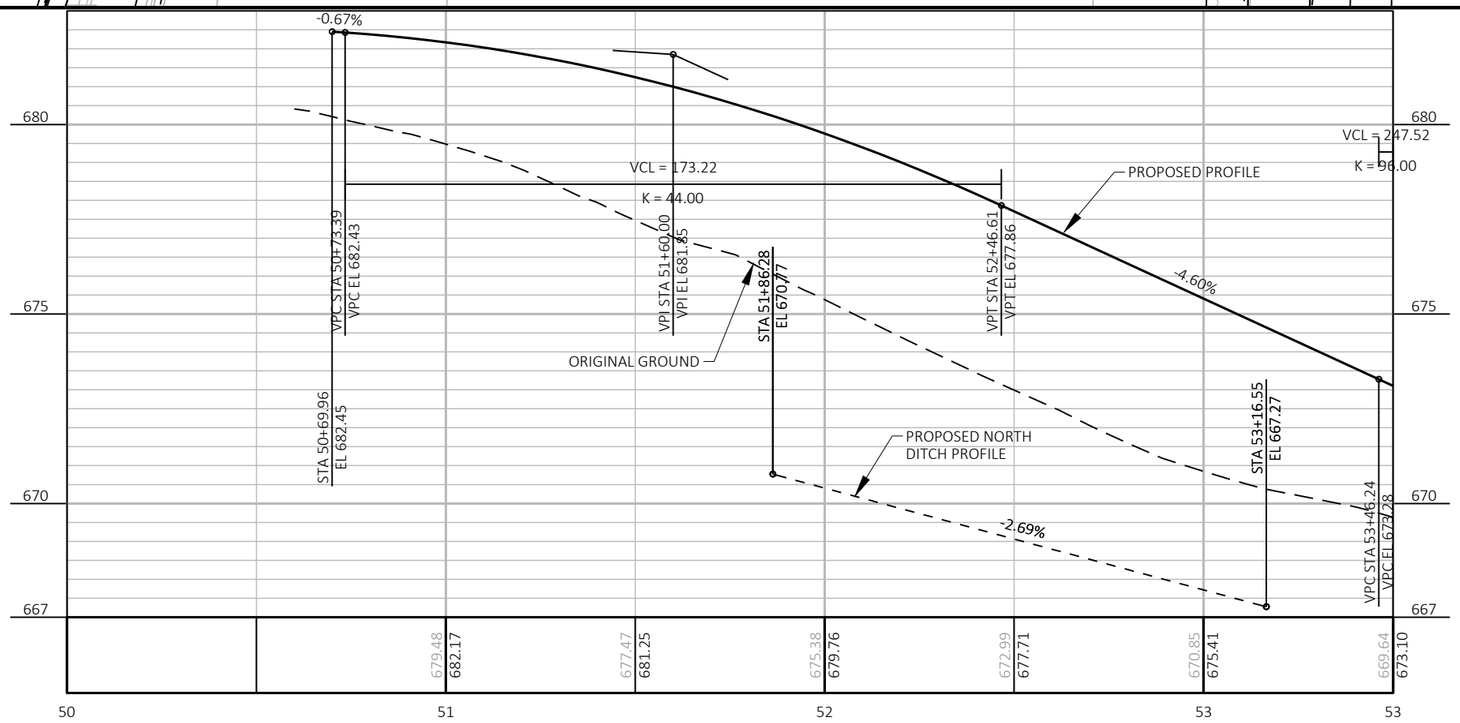
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\050104-PP.DWG
LAYOUT NAME - 01
PLOT DATE : 12/29/2025 1:01 PM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



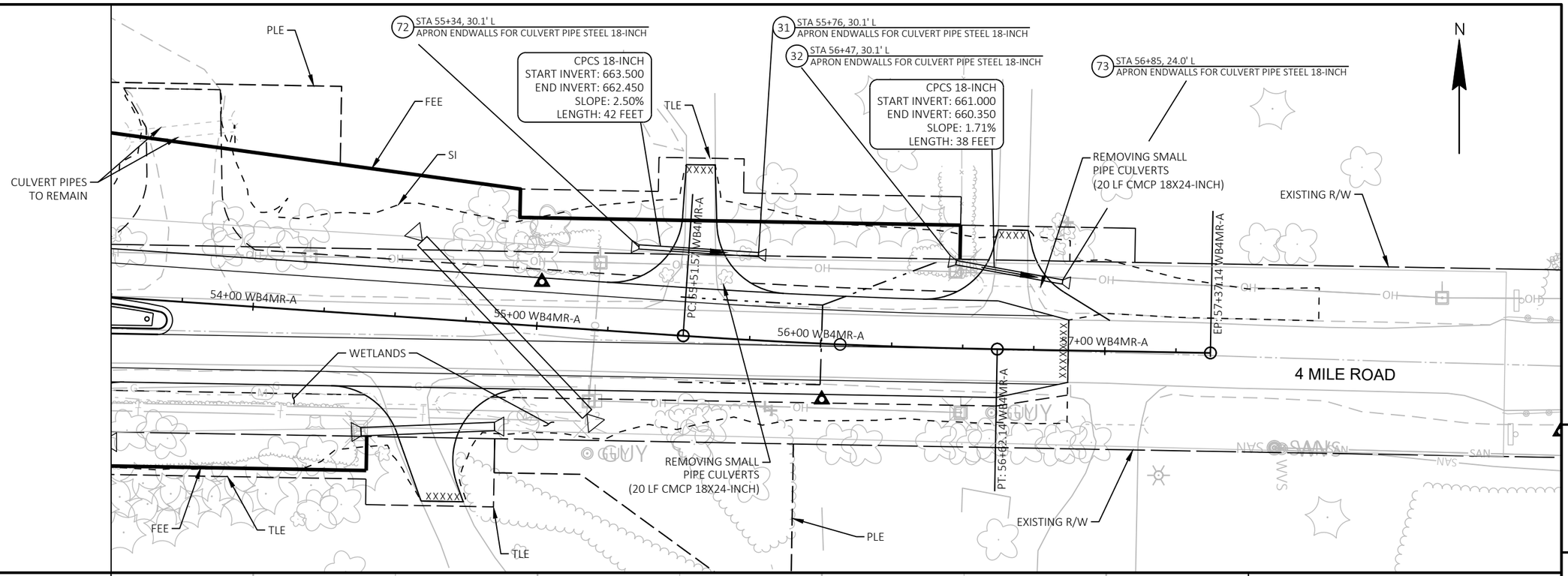


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: WB 4 MILE ROAD	SHEET 112	E



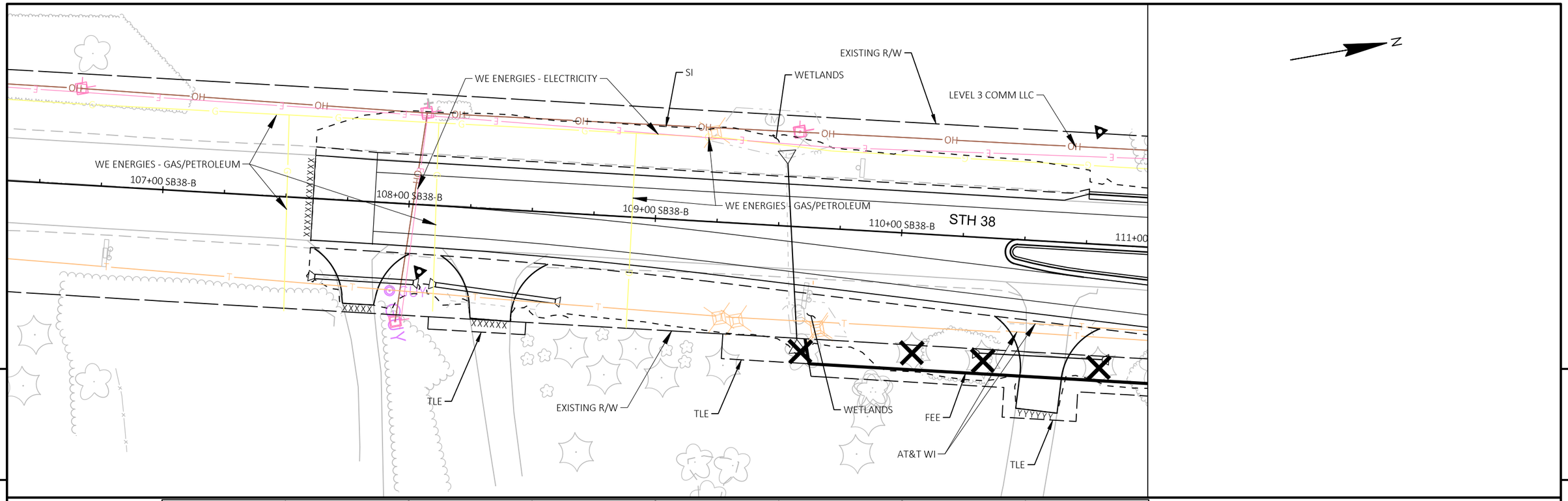


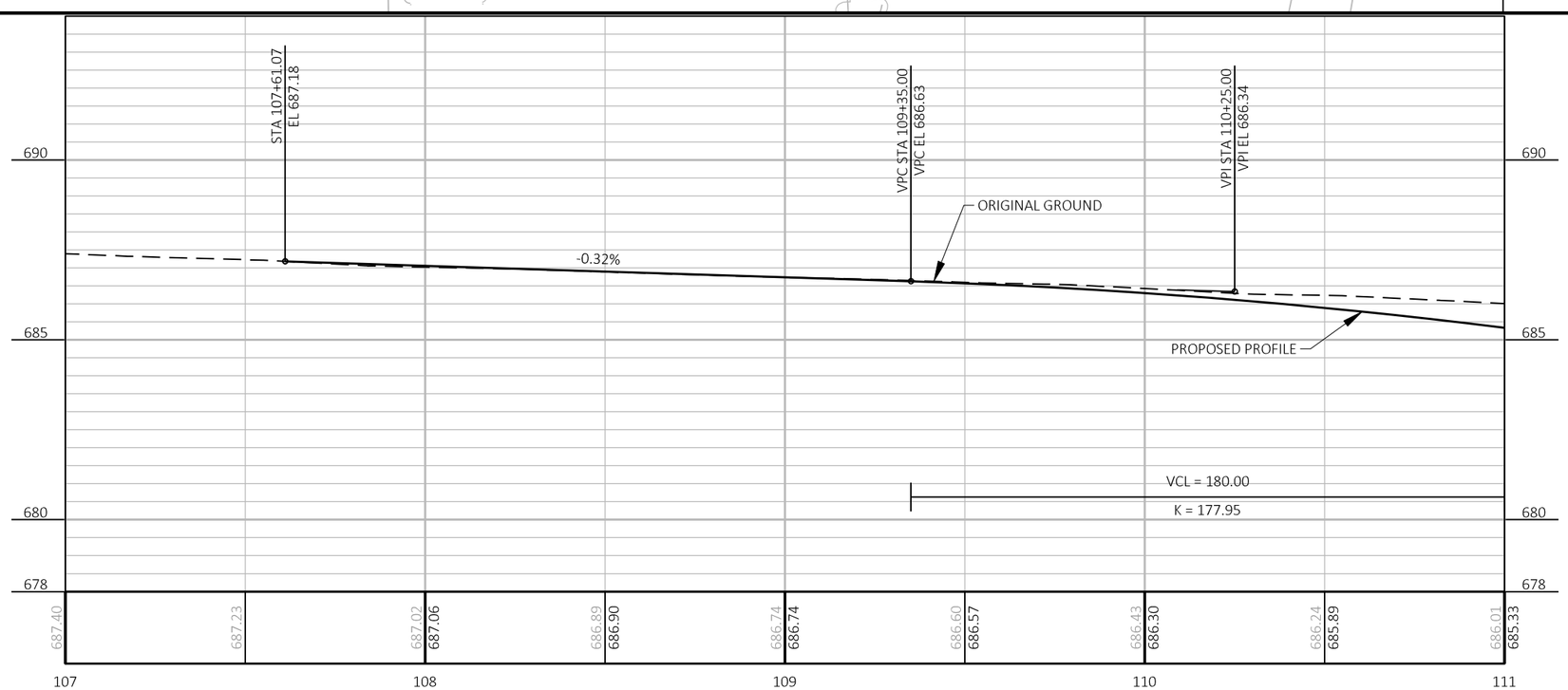
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: WB 4 MILE ROAD	SHEET 113	E



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: WB 4 MILE ROAD	SHEET 114	E

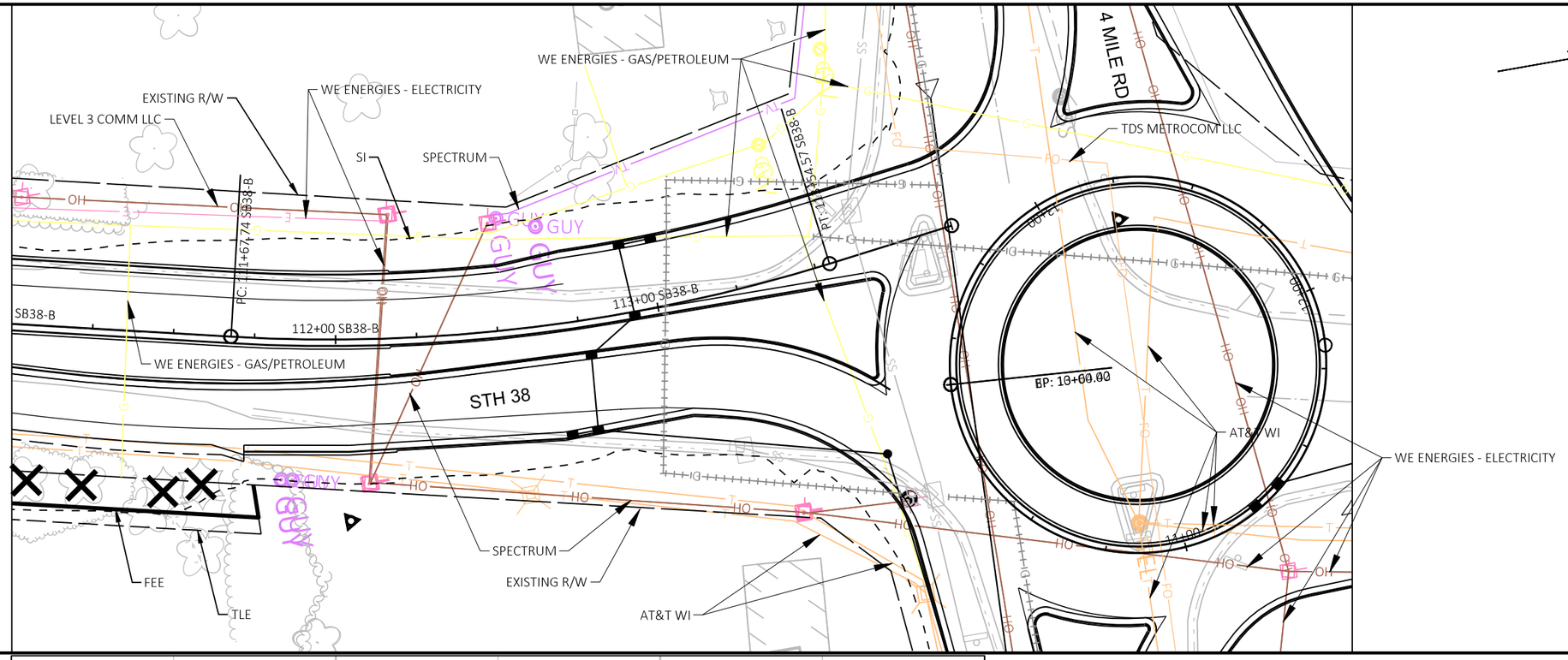
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\050104-PP.DWG
LAYOUT NAME - 04
PLOT DATE : 12/29/2025 1:01 PM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

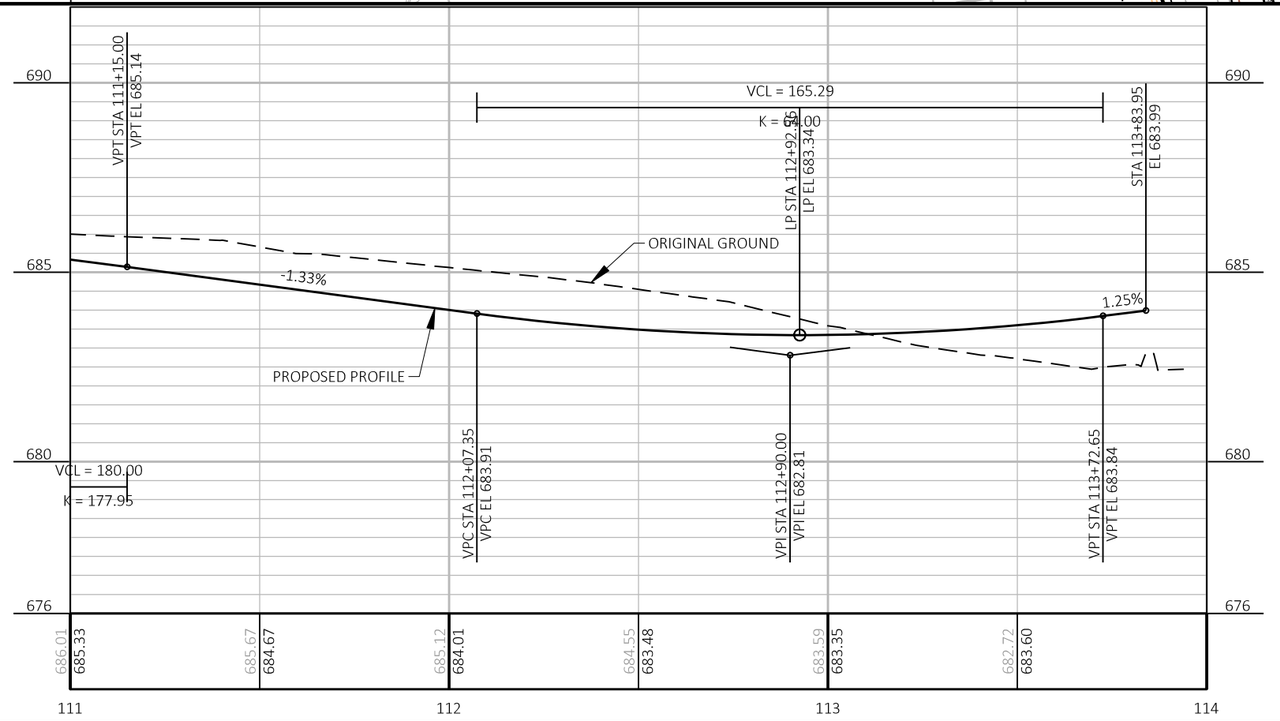




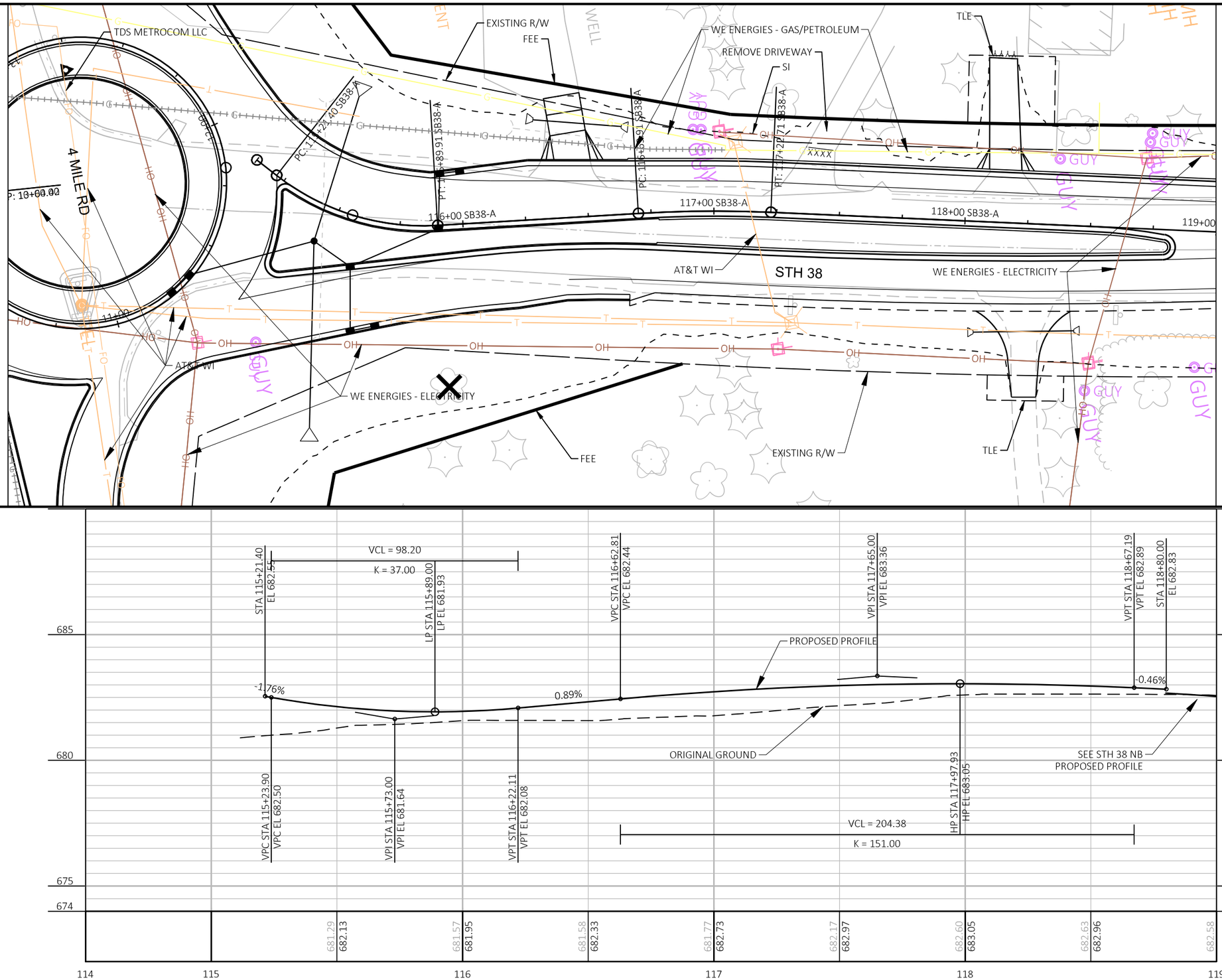
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TREE CLEARING	SHEET 115	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\UTILITIES\050102-PP-UTI.DWG
LAYOUT NAME - 01
PLOT DATE : 6/5/2025 1:05 PM
PLOT BY : RUBENZER, LIZ
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

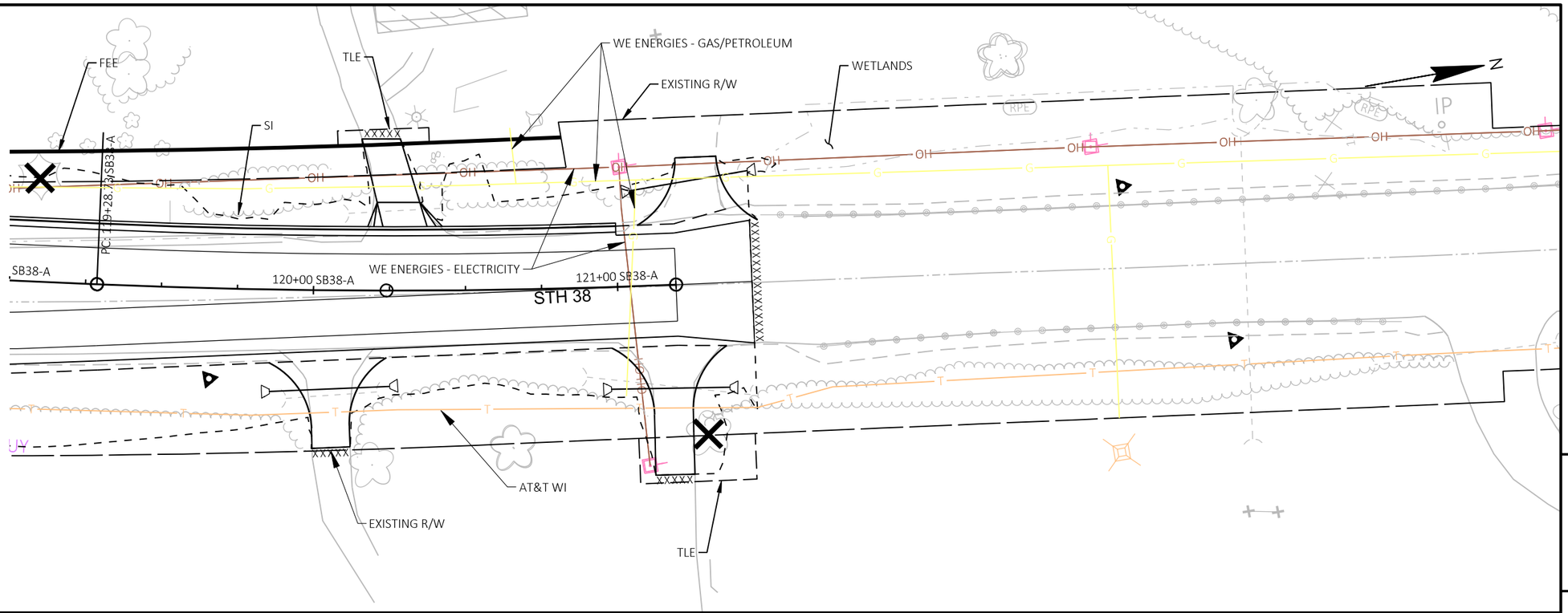


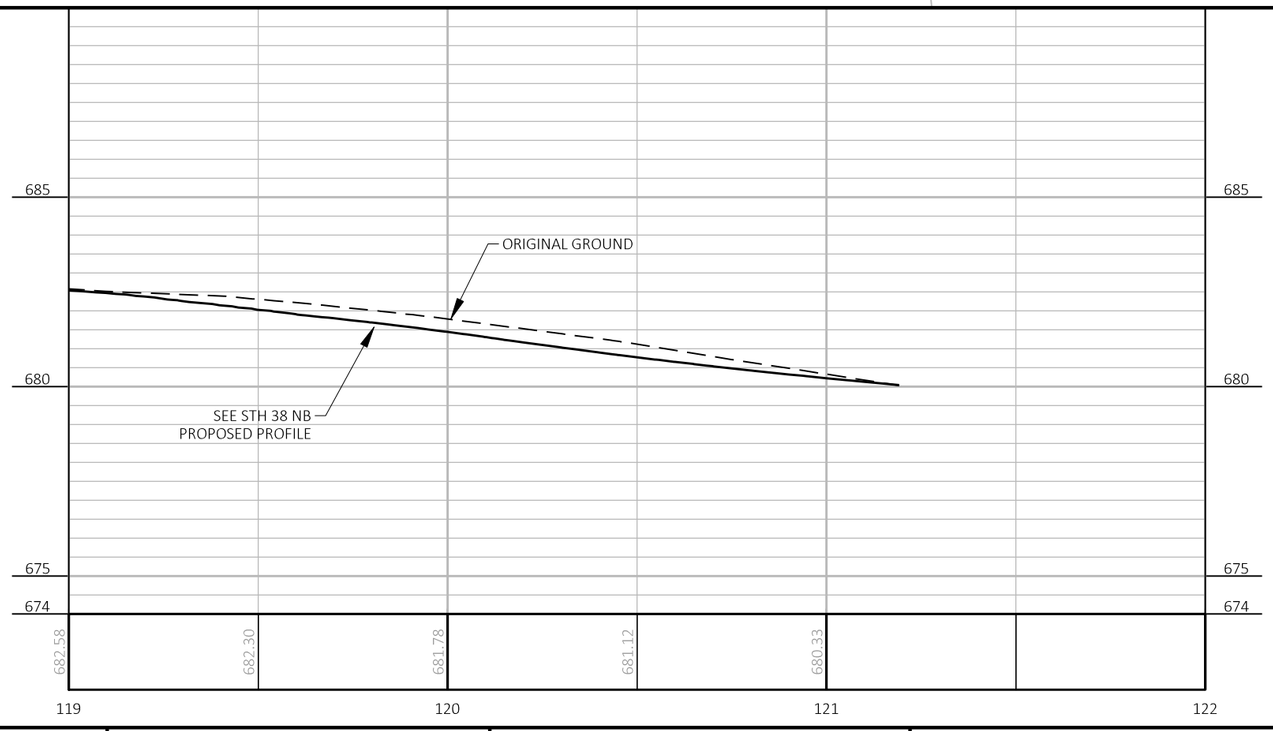


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TREE CLEARING	SHEET 116	E

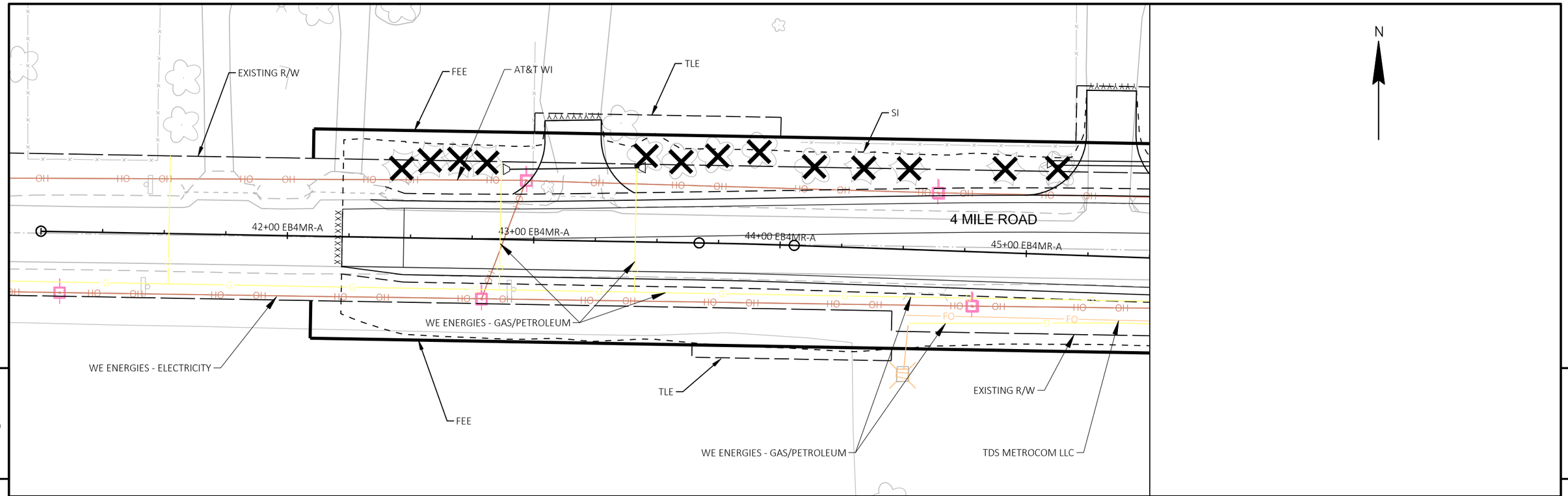


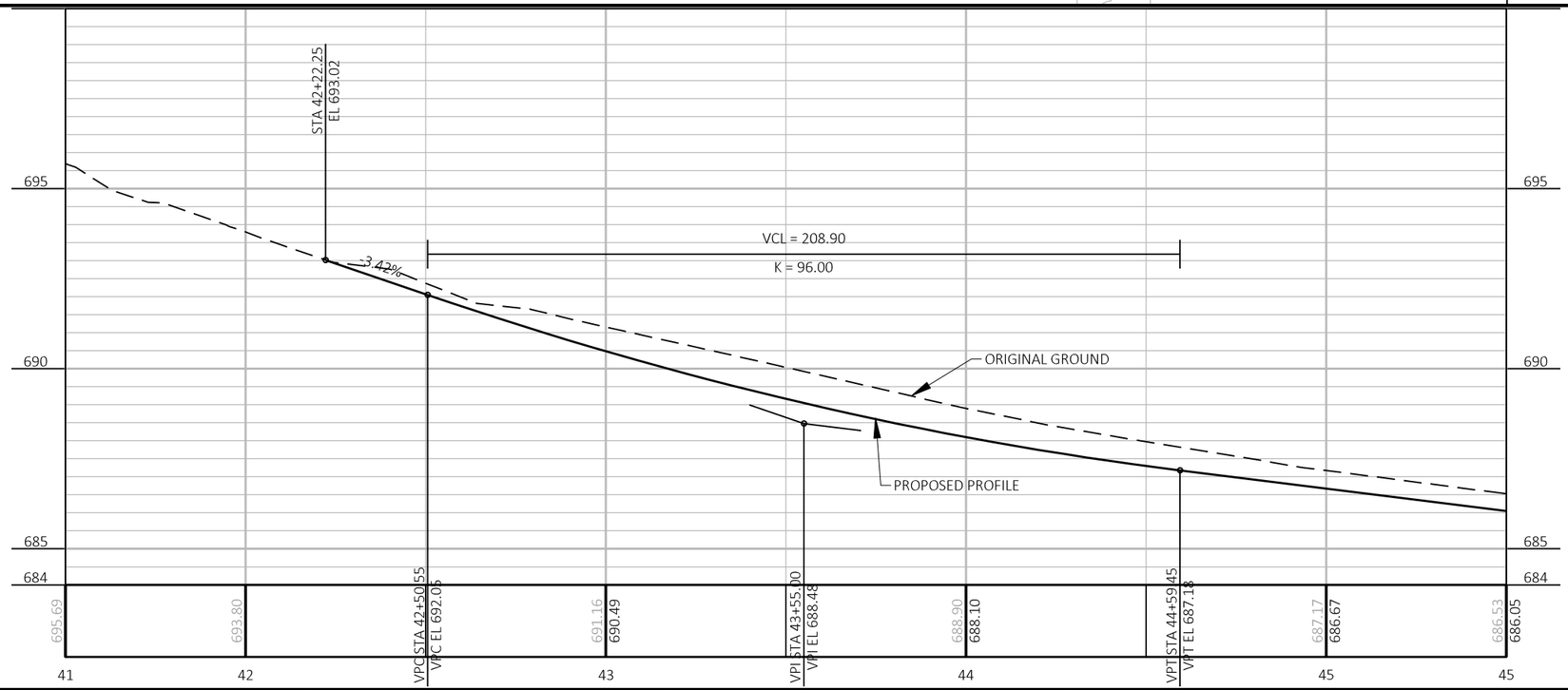
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TREE CLEARING	SHEET 117	E



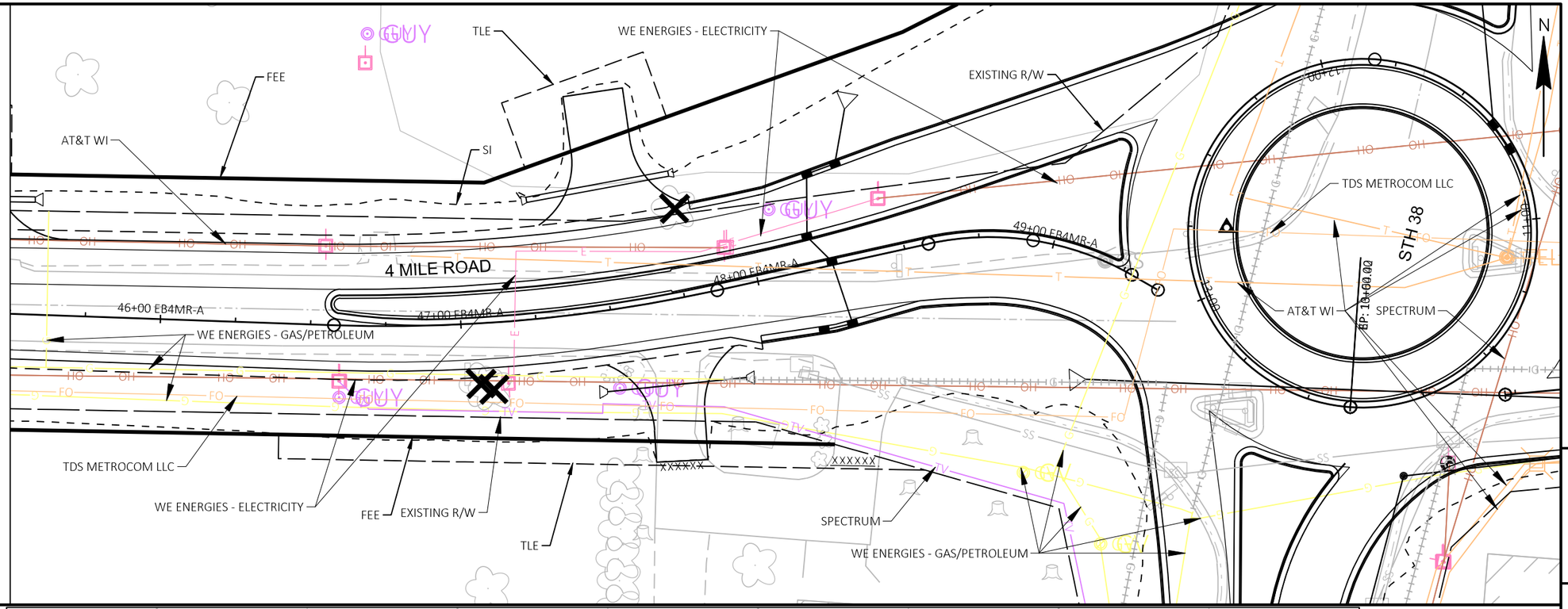


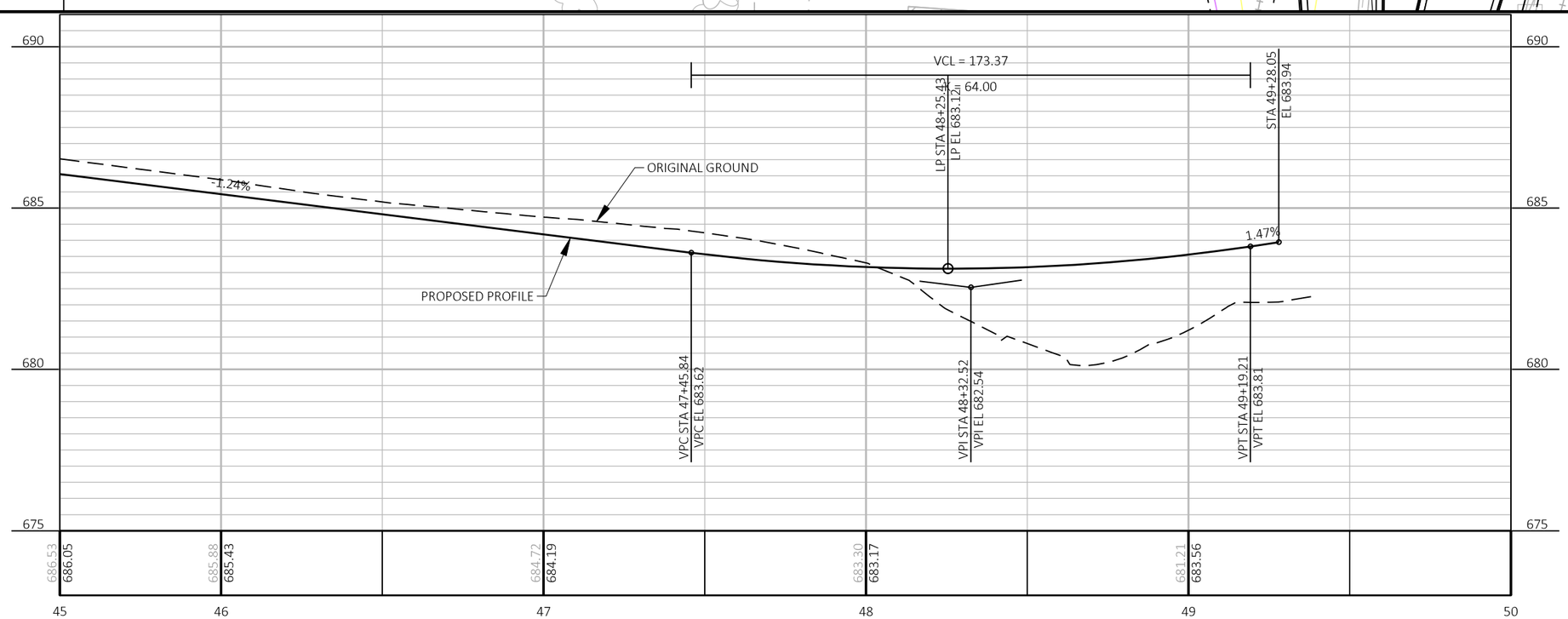
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TREE CLEARING	SHEET 118	E



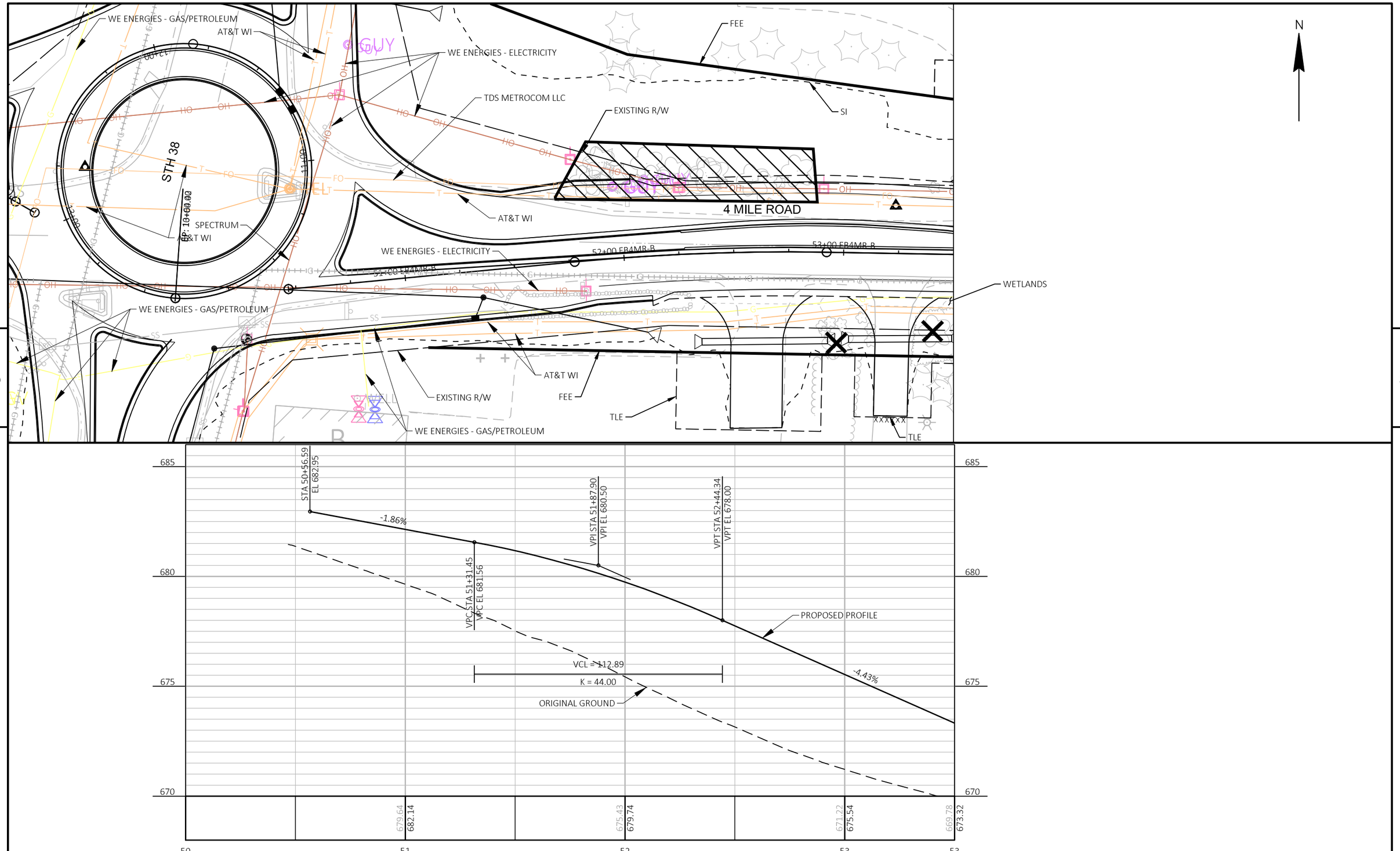


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TREE CLEARING	SHEET 119	E





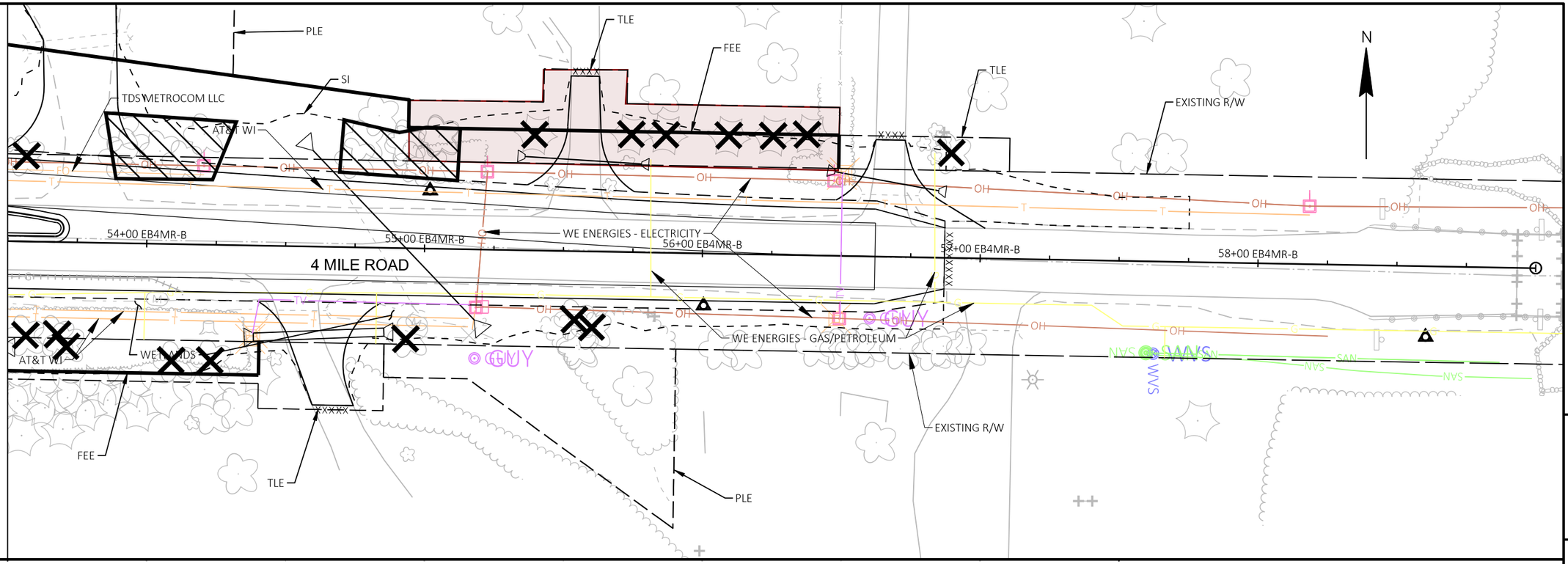
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TREE CLEARING	SHEET 120	E



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TREE CLEARING	SHEET 121	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\UTILITIES\050103-PP-UTI.DWG
LAYOUT NAME - 03
PLOT DATE : 6/5/2025 1:47 PM
PLOT BY : RUBENZER, LIZ
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

*FOR INFORMATION ONLY



5

5

LEGEND

X CLEARING **(ID)**

CLEARING **(ID)**

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	TREE CLEARING	SHEET 122	E

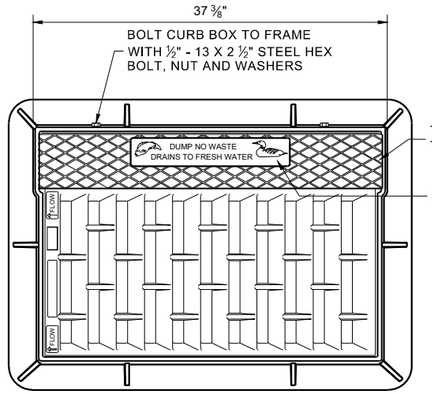
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\UTILITIES\050103-PP-UTI.DWG
LAYOUT NAME - 04

PLOT DATE : 6/5/2025 1:47 PM PLOT BY : RUBENZER, LIZ PLOT NAME : PLOT SCALE : ##########

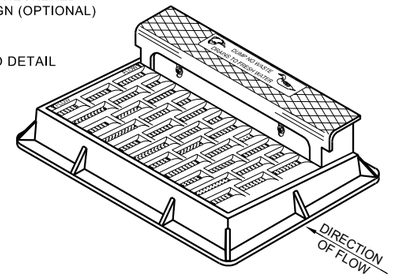
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
09B02-10	CONDUIT
09B16-03	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
13A03-07	CONCRETE PAVEMENT SHOULDERS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-14A	RURAL DOWELED CONCRETE PAVEMENT
13C11-14B	RURAL DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C22-01	DOTTED EXTENSION FOR ROUNDABOUT

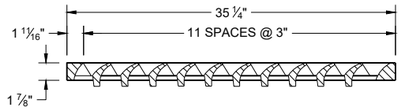
6

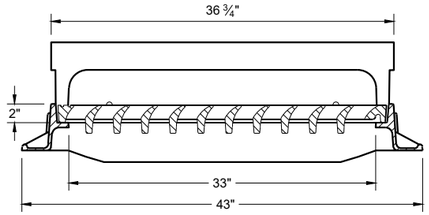


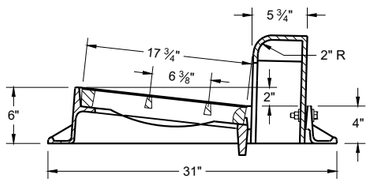
NOTE: EITHER CASTING IS ACCEPTABLE

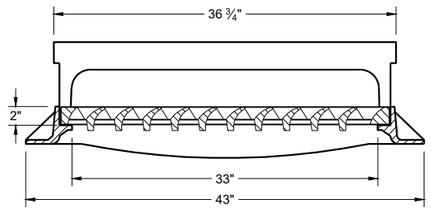


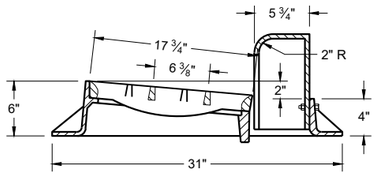
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







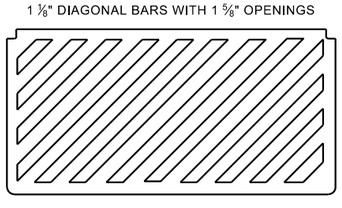




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

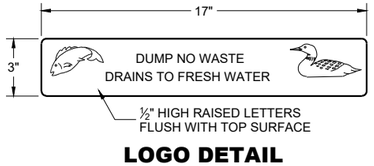
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



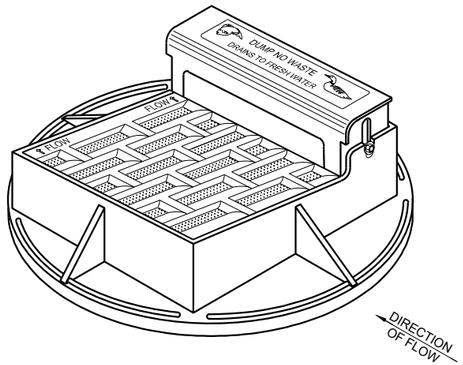
LOGO DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

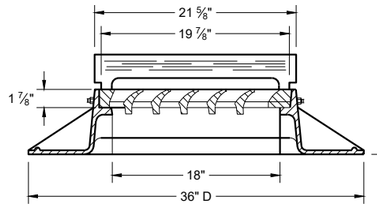
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

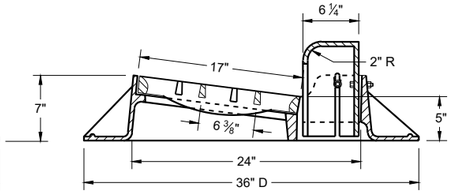
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

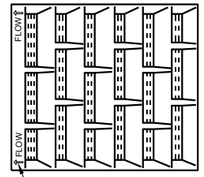


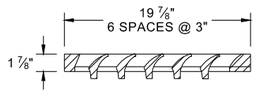
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE

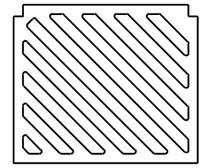








1" DIAGONAL BARS
WITH 1 ½" OPENINGS

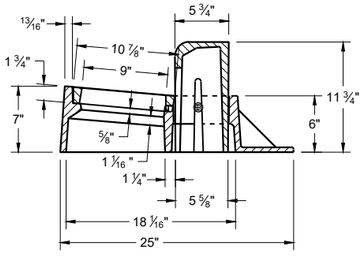


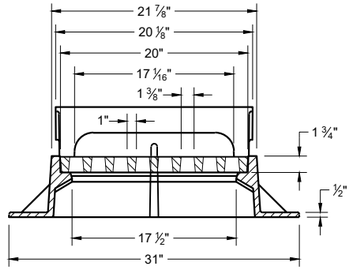
SPECIAL GRATE FOR TYPE "A" COVER

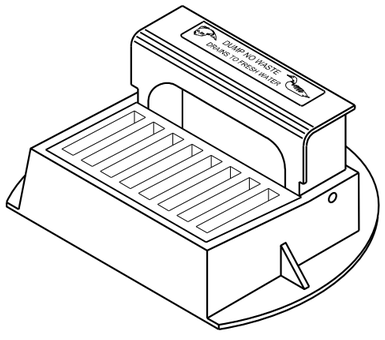
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

TYPE "A"







TYPE "Z"

INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

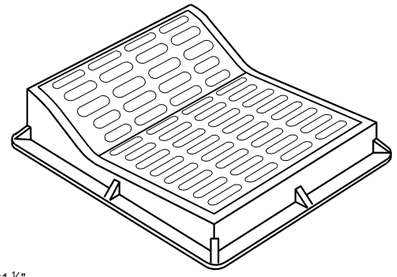
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

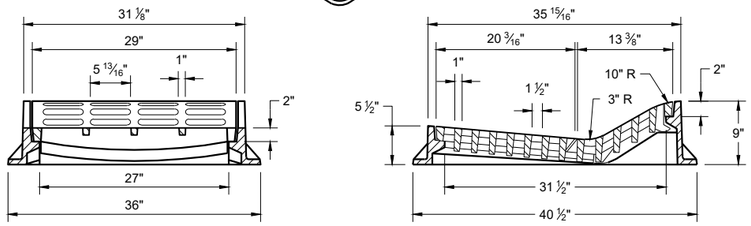
FHWA

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

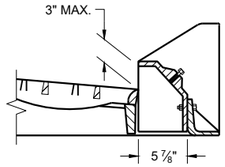
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

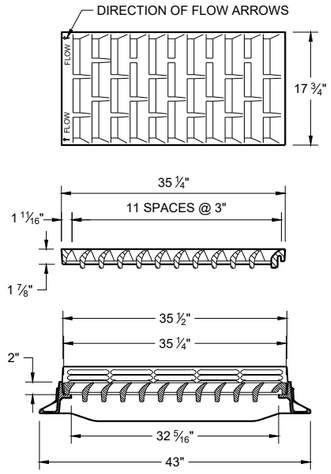


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

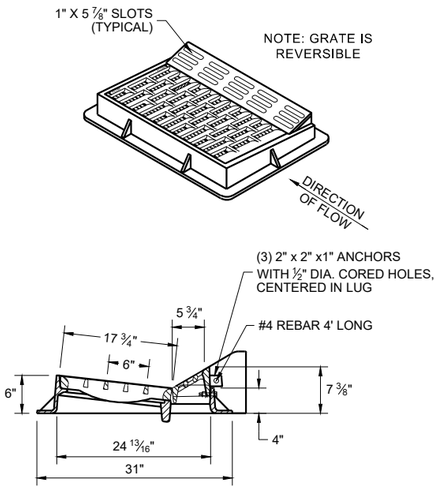
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



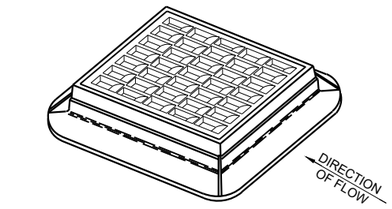
TYPE "HM"

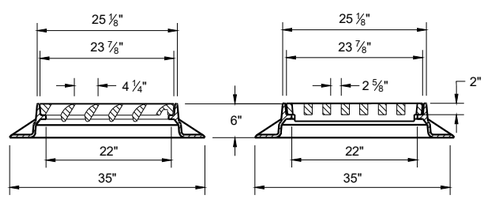
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



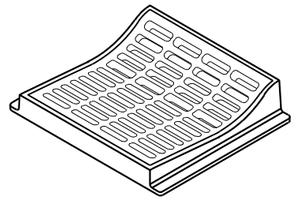
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

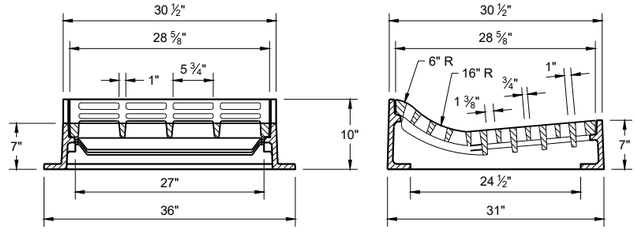
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

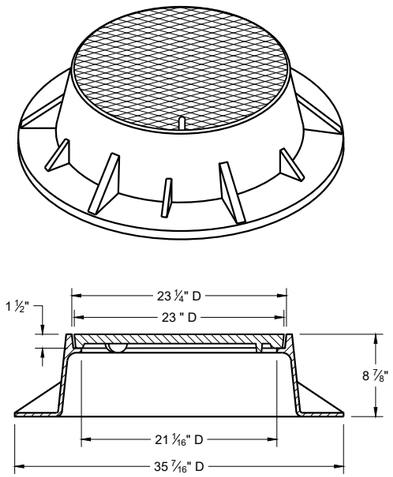
6
SDD 08A05-22c

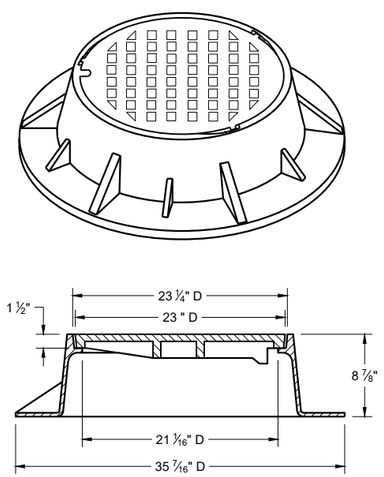
GENERAL NOTES

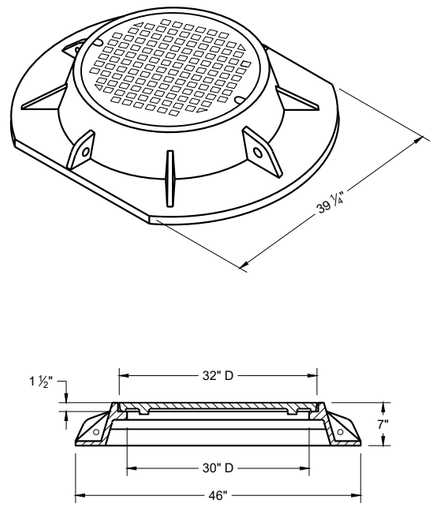
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

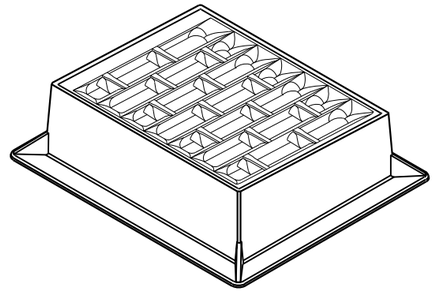
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

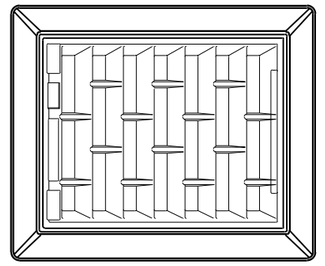


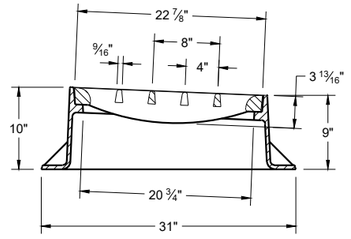


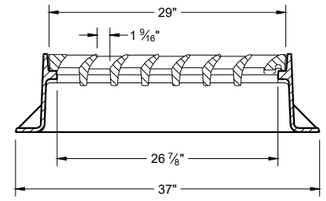


TYPE "K"

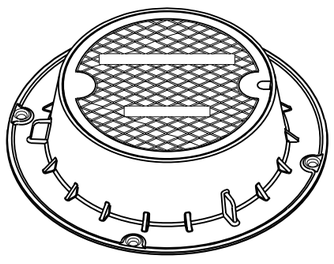


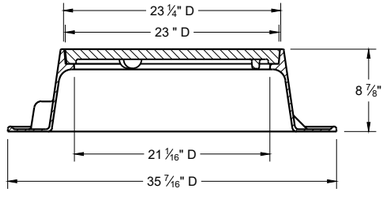






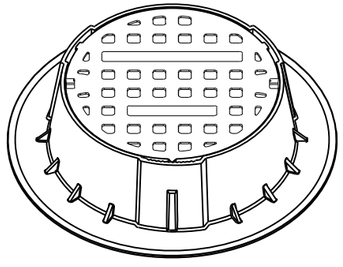
INLET COVER TYPE "BW"

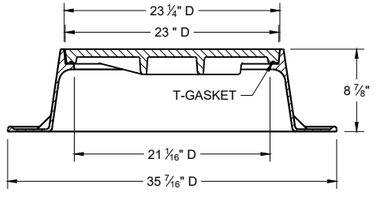




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

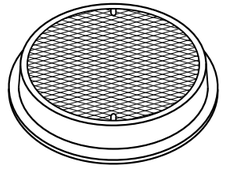


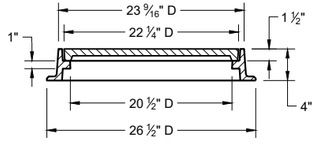


TYPE "J" SPECIAL

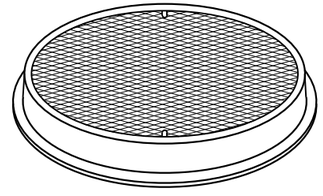
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

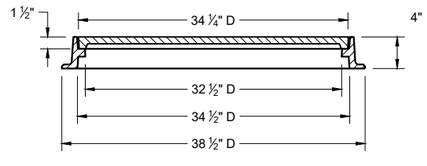
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

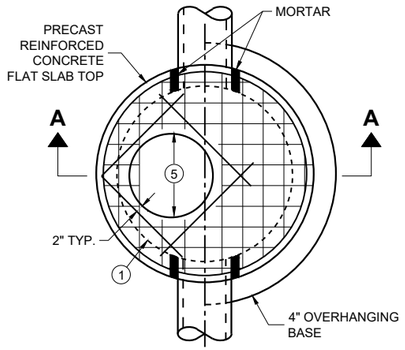
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

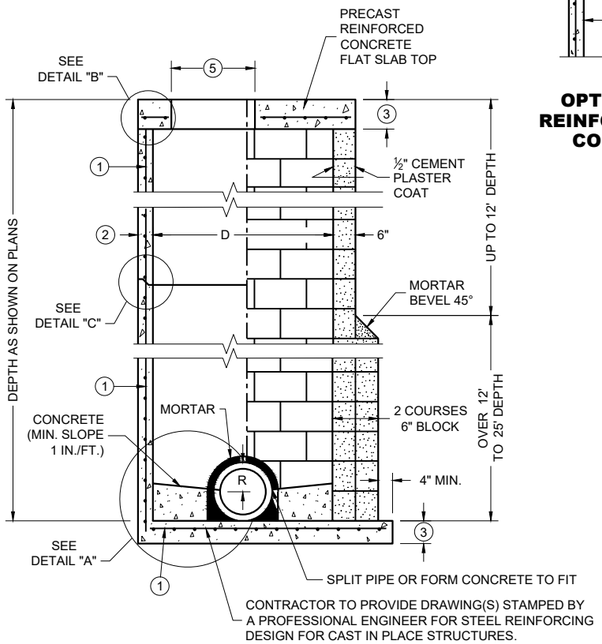
FHWA

6
SDD 08A05-22e



PLAN VIEW

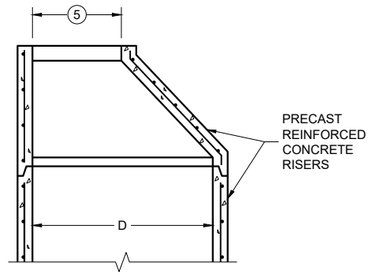
CIRCULAR OPENING



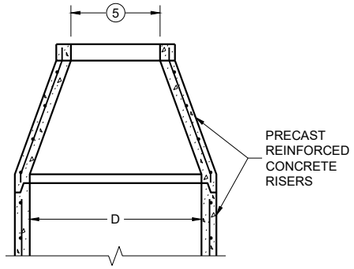
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

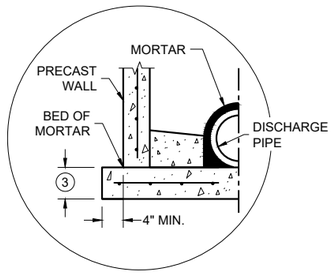
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



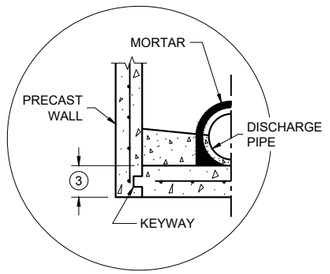
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

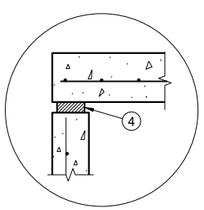


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

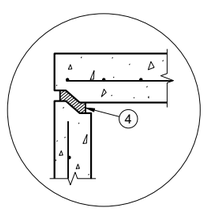


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

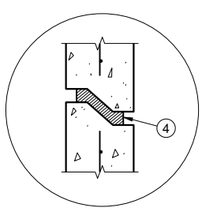
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

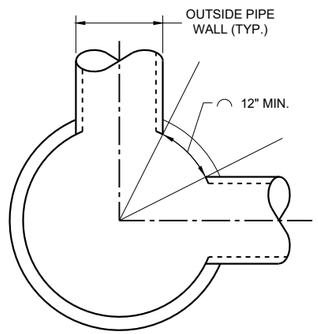
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

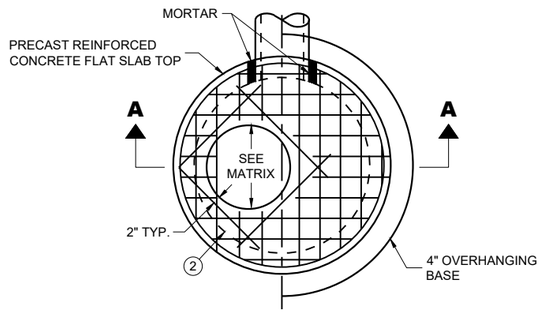
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

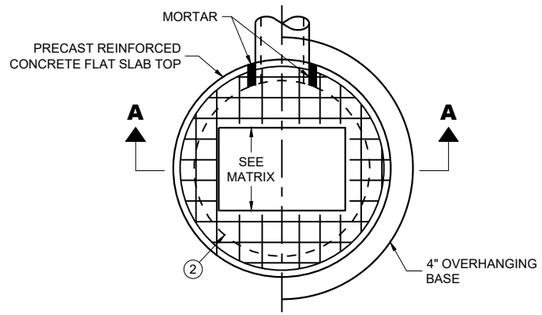
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

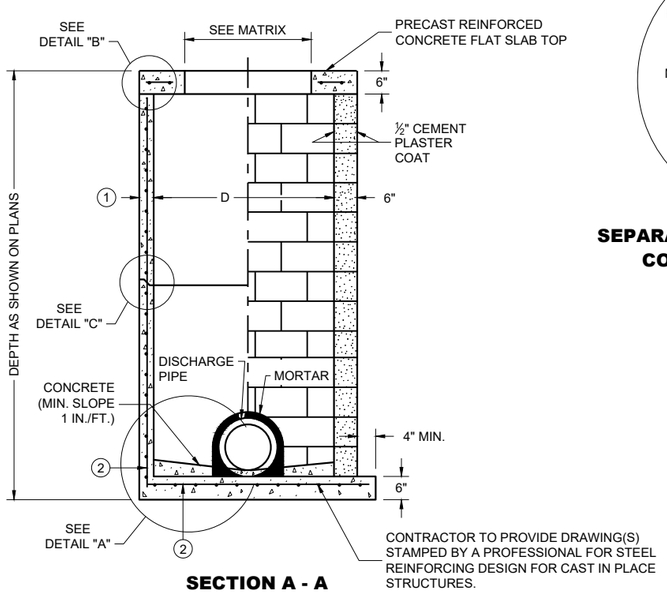
FHWA



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

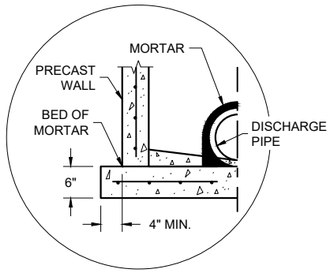
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

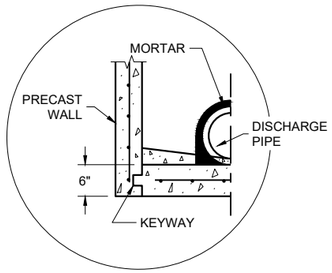
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

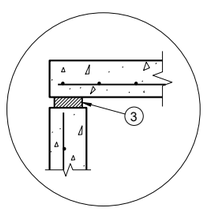


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

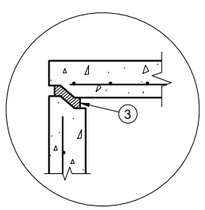


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

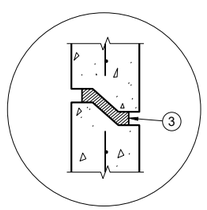
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

GENERAL NOTES

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ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

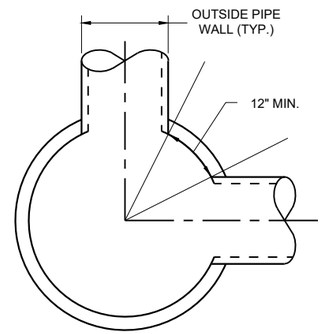
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
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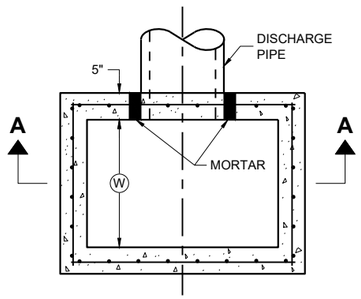
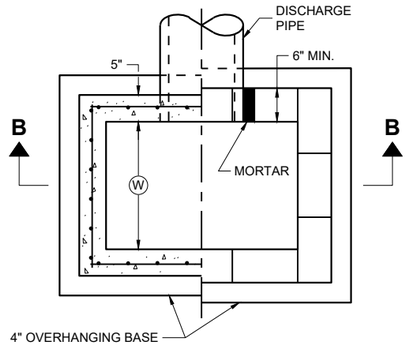
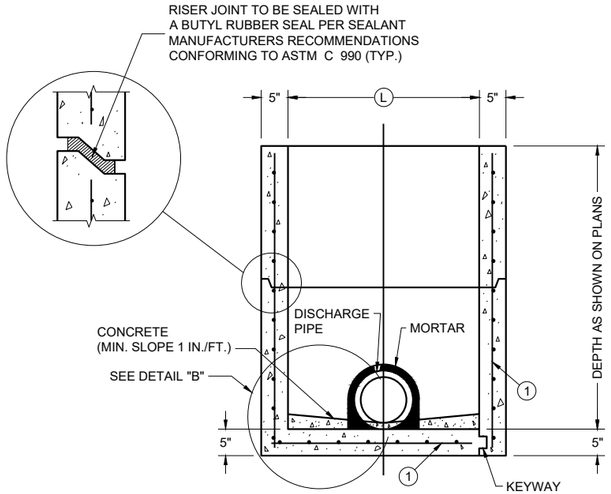


PLAN VIEW



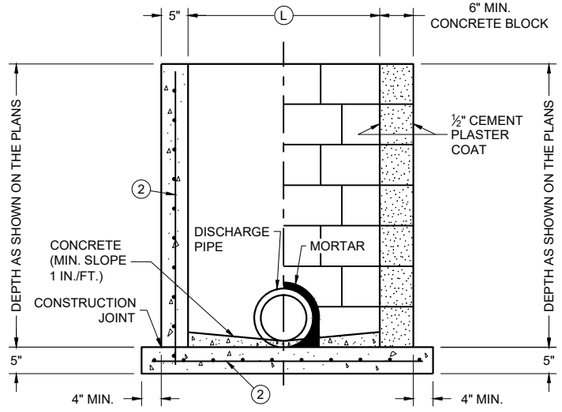
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

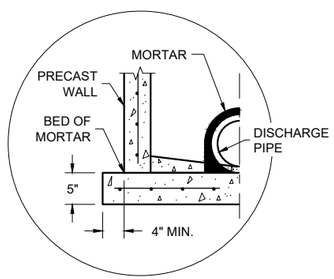
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

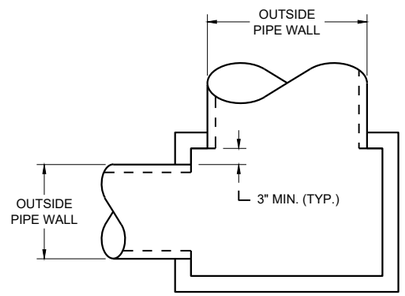
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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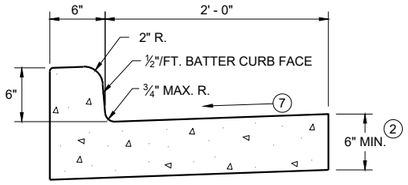
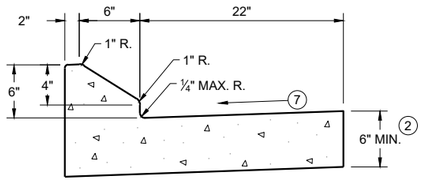
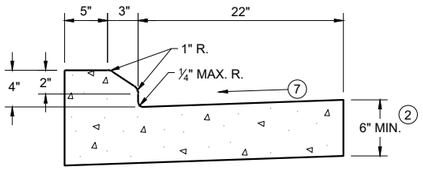
SDD 08C07-03



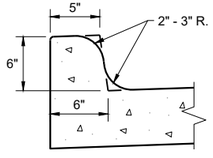
TYPES A (1) & D



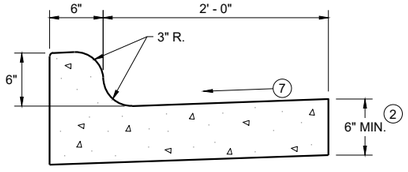
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

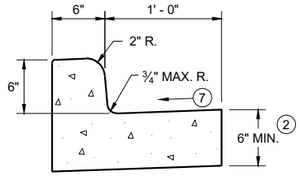


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



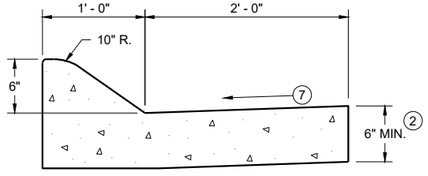
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

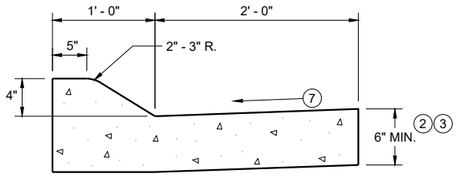


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

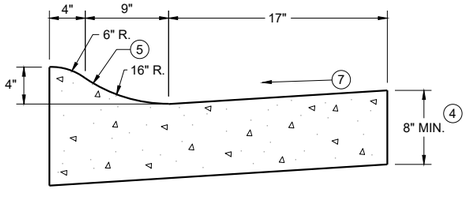


6" SLOPED CURB TYPES A (1) & D



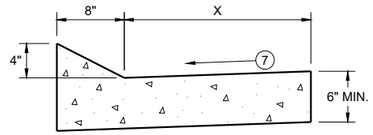
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

TBT & TBTT	X
30"	22"
36"	28"

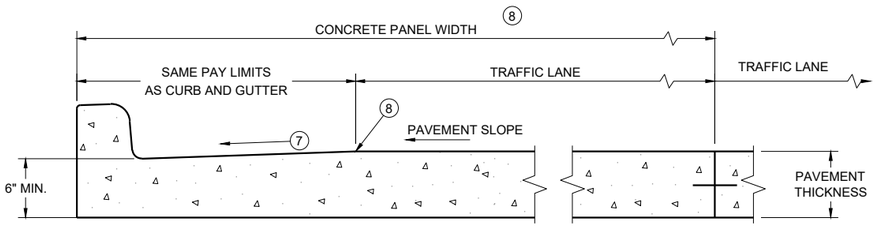


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

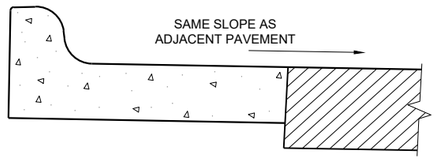
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

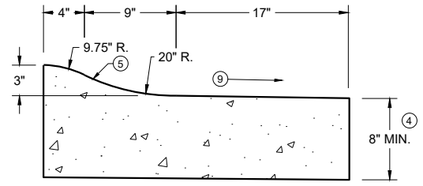
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

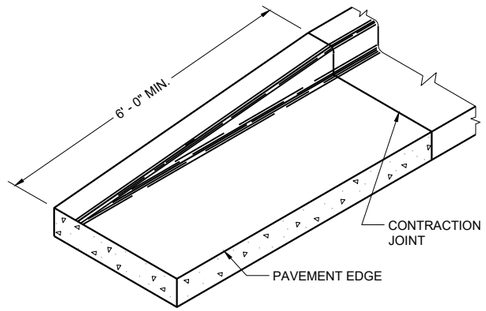
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



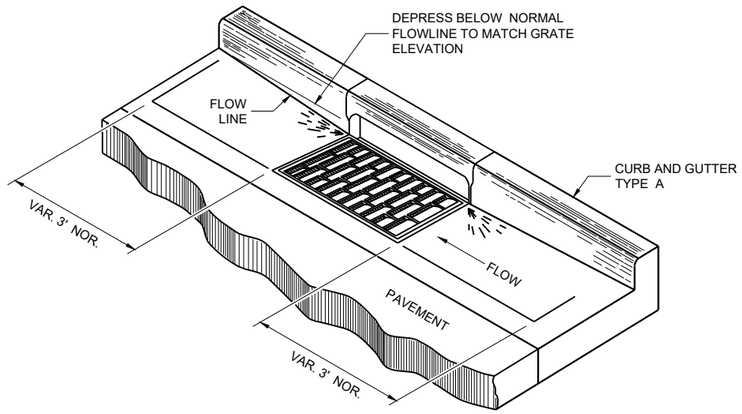
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB 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.

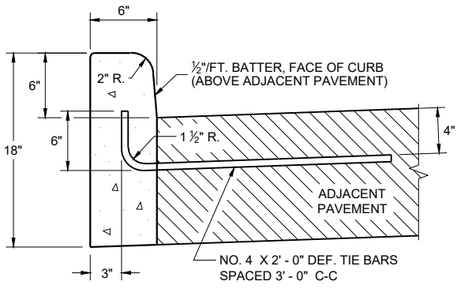
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

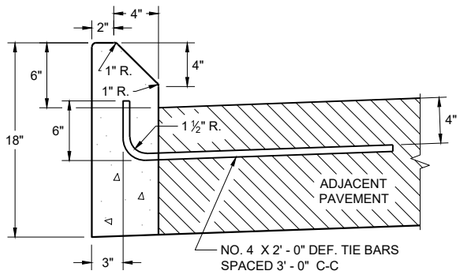
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

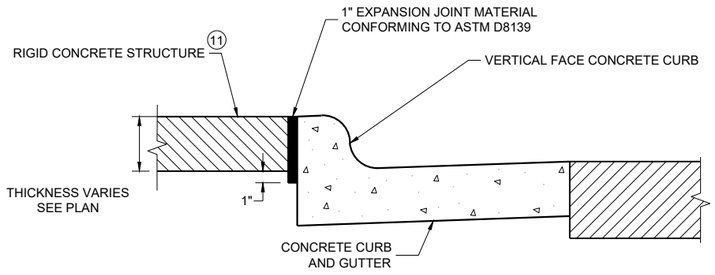


TYPES A (1) & D

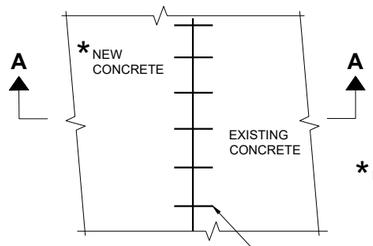


TYPES G (1) & J

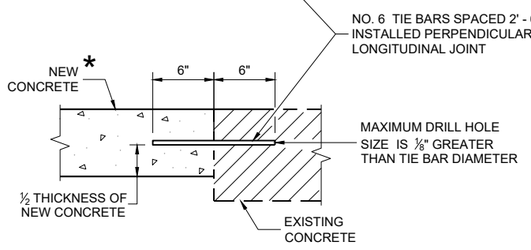
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

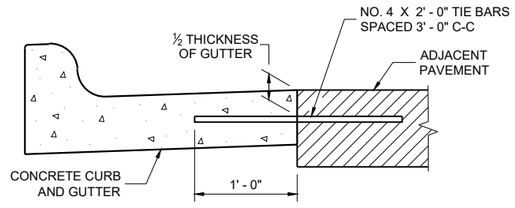


PLAN VIEW

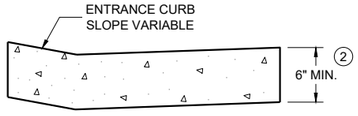


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

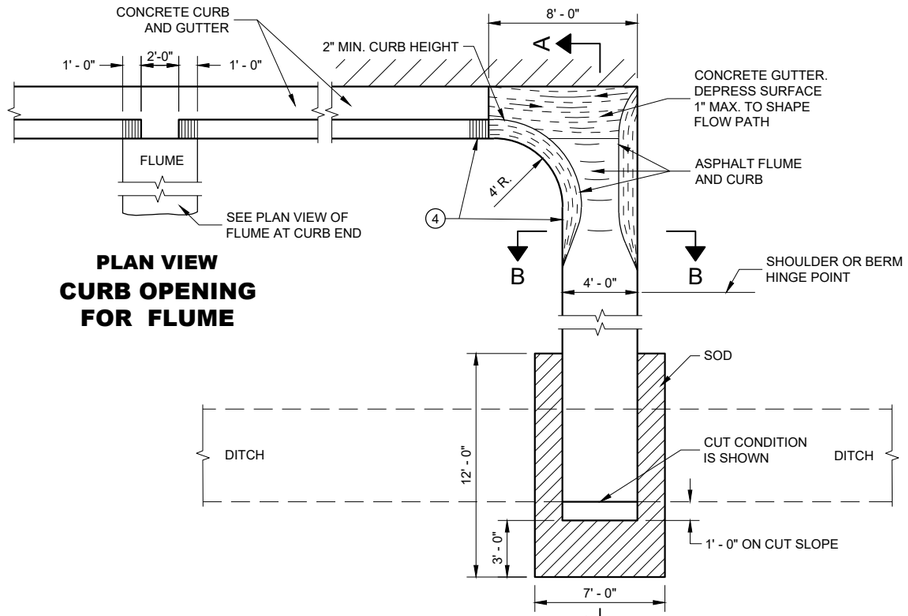
APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 08D01-24b

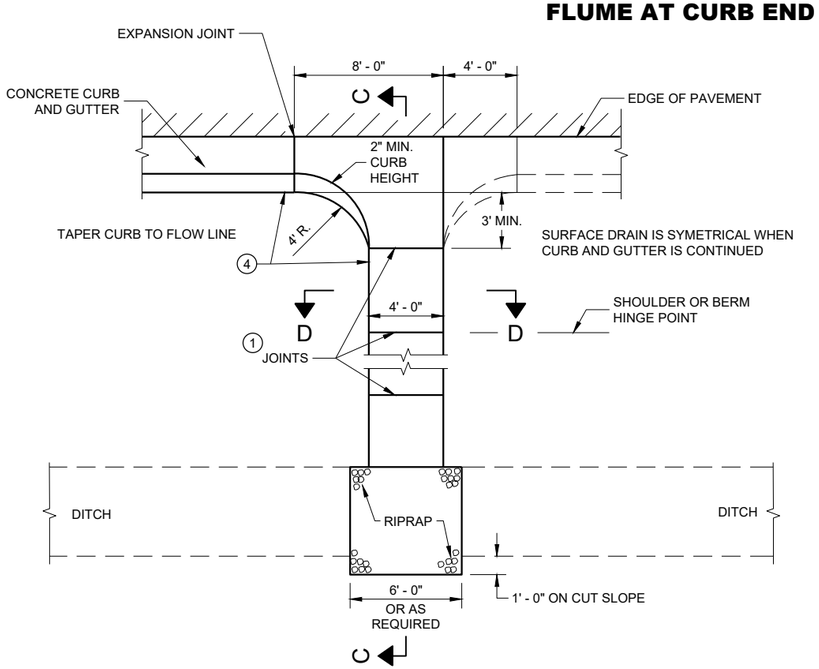
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



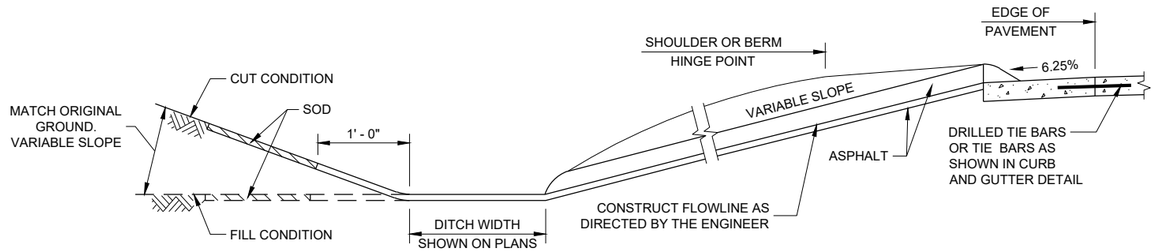
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

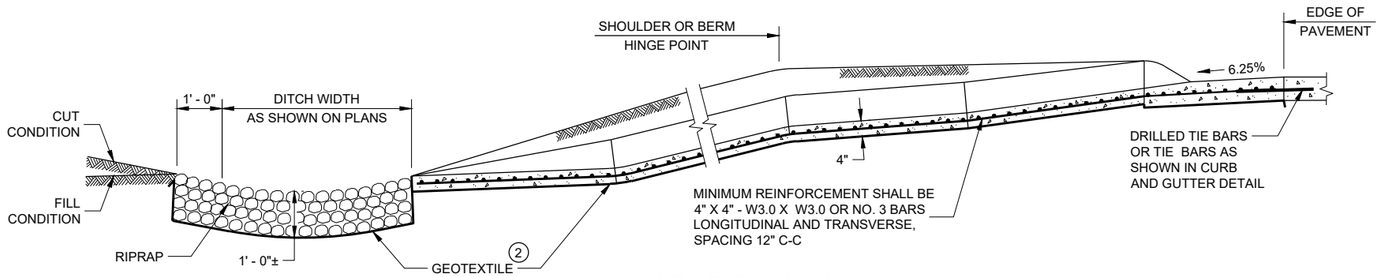
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

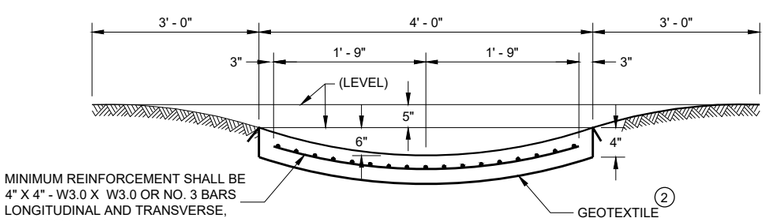


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

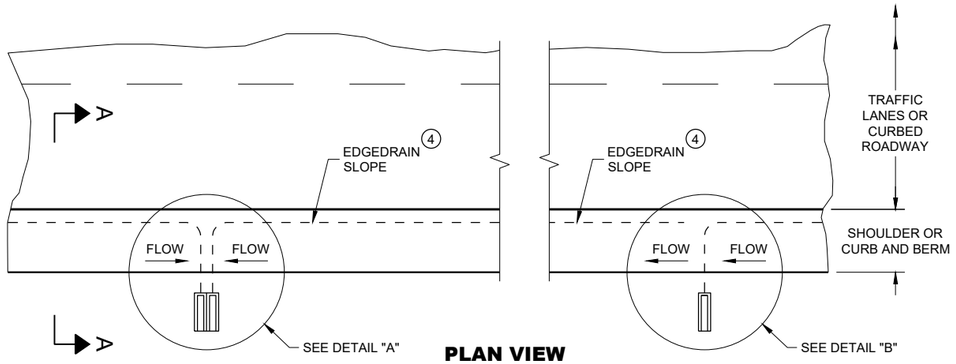
FHWA

6

SDD 08D04 - 07

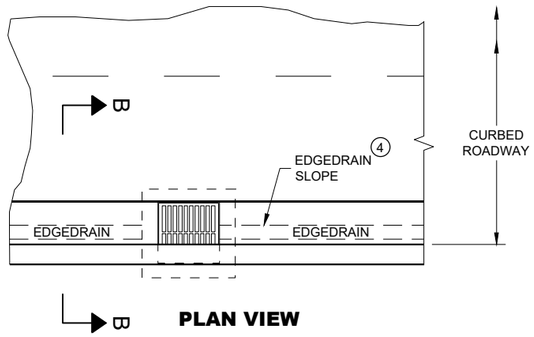
6

SDD 08D04 - 07



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS
(EDGEDRAIN CONNECTS TO ROADSIDE) (2)



PLAN VIEW

ROADWAY WITH CURBS
(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

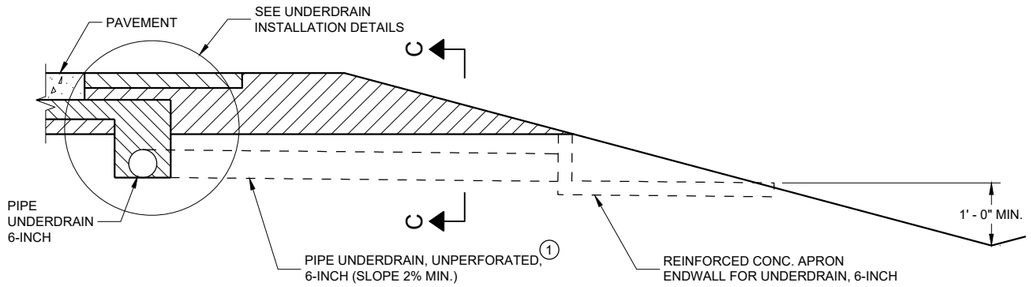
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

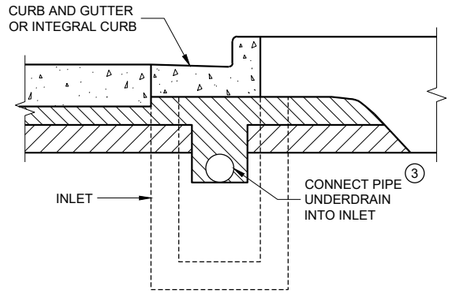
(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



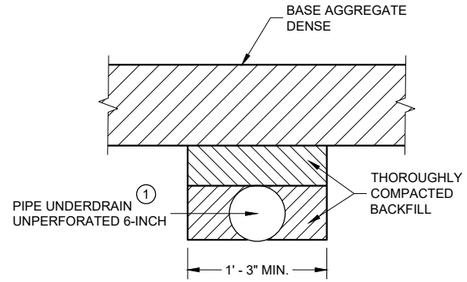
SECTION A - A

RURAL CROSS SECTION



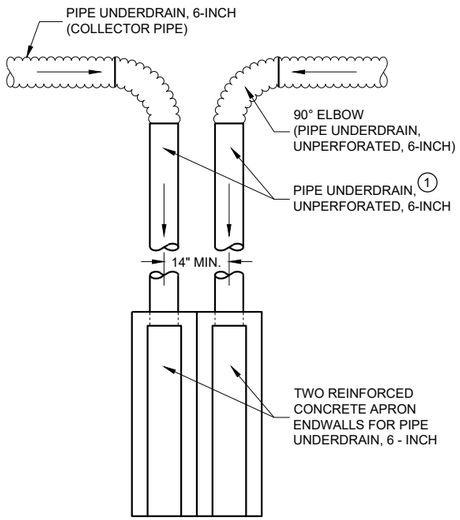
SECTION B - B

URBAN CROSS SECTION

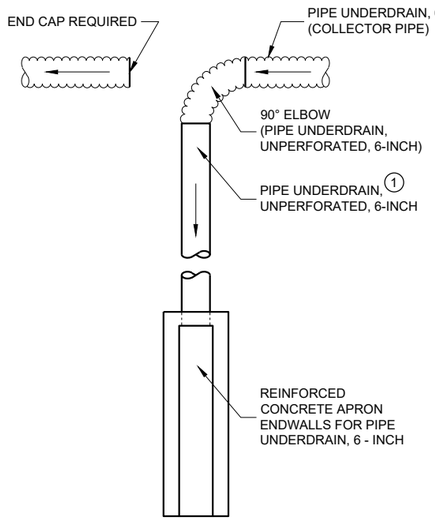


SECTION C - C

TRENCH FOR OUTFALL PIPE

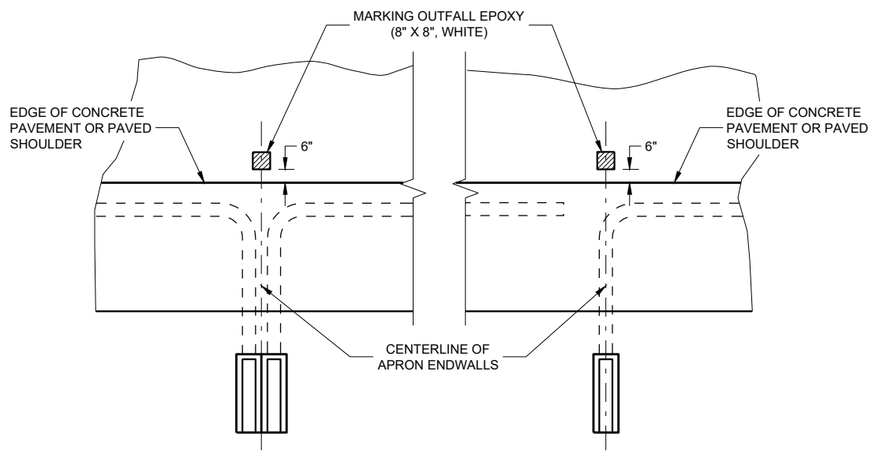


DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS



DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



LOW POINT LOCATIONS — INTERMEDIATE LOCATIONS

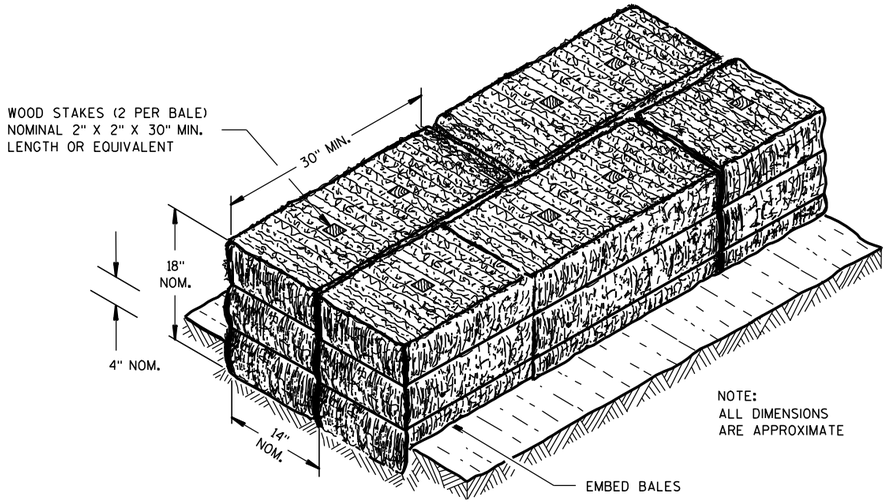
PAVEMENT MARKINGS FOR OUTFALL MARKERS

EDGEDRAIN OUTLET AND OUTFALL MARKERS

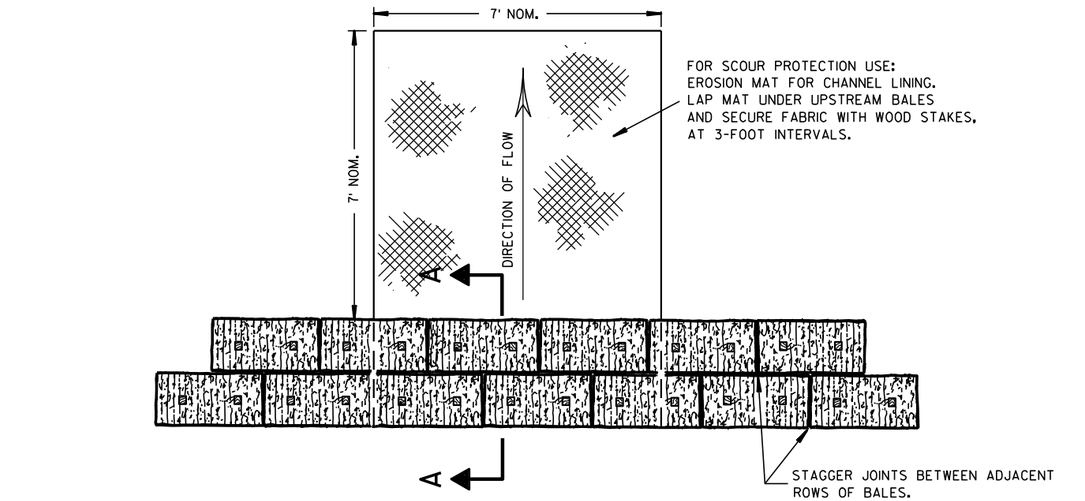
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD08D15 - 05a

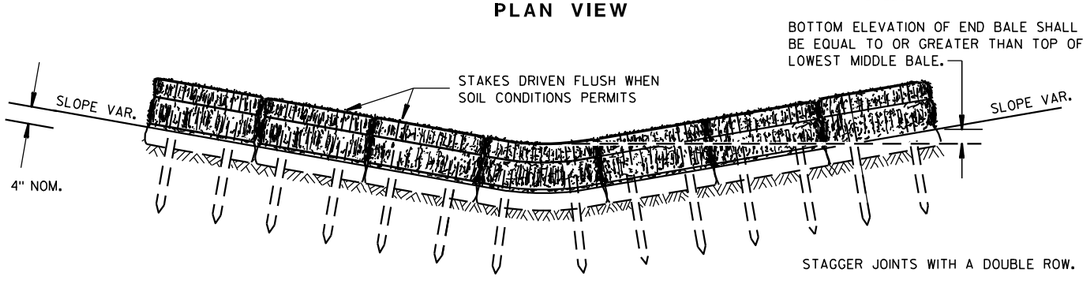
SDD08D15 - 05a



SECTION A-A



PLAN VIEW



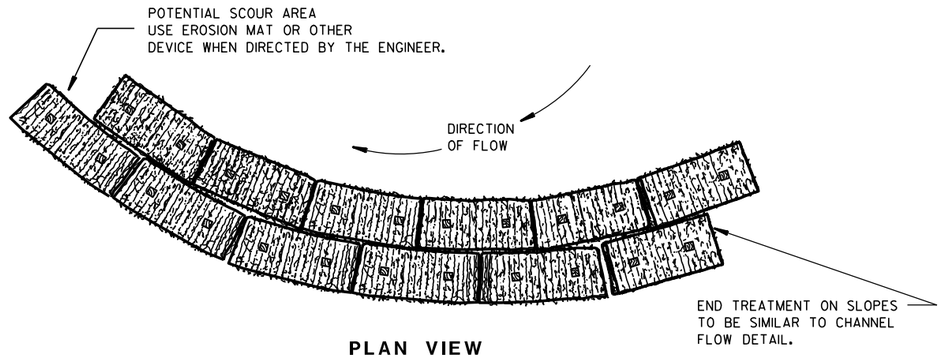
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

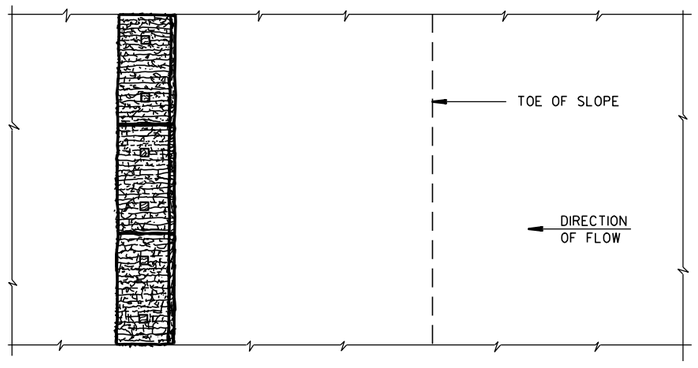
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

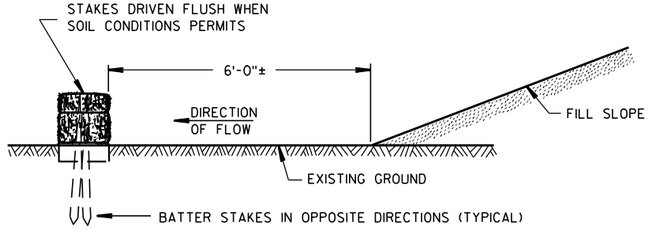


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

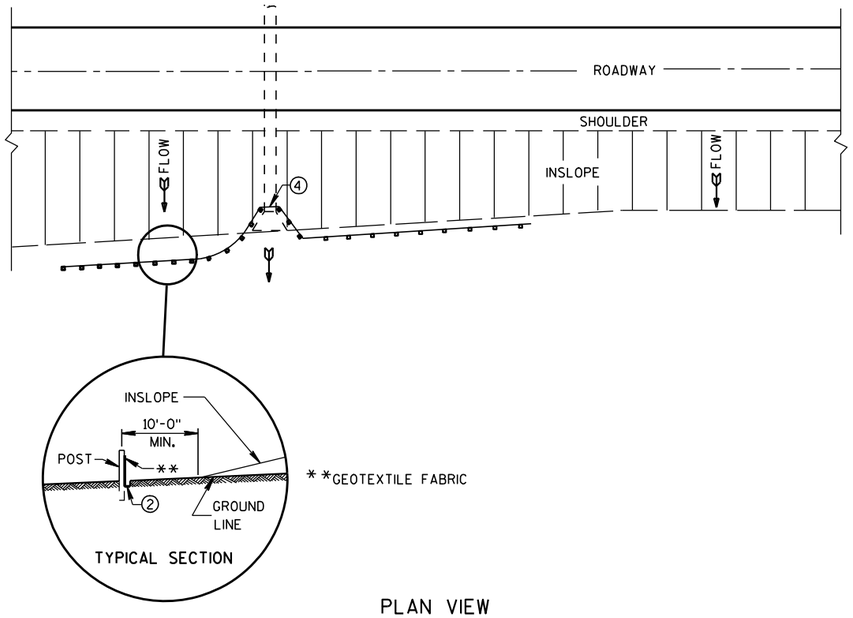
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 DATE — /S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER

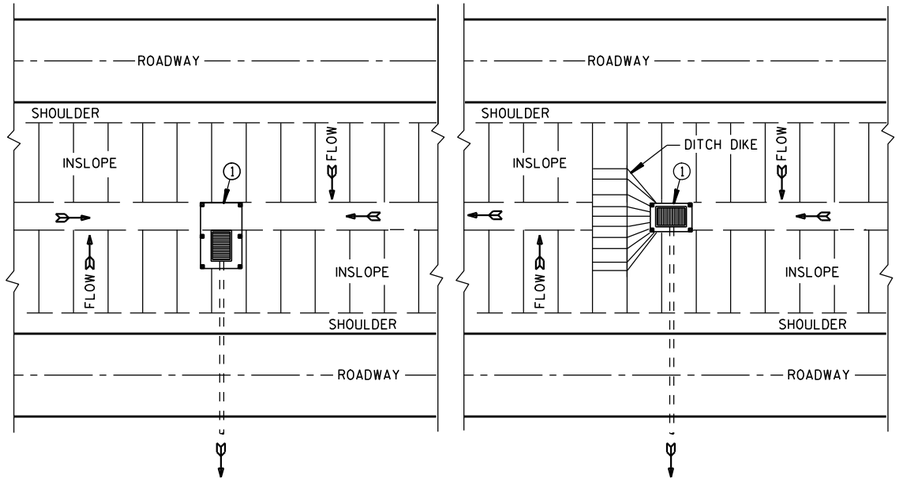
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

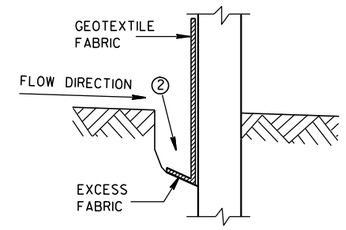
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE 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.

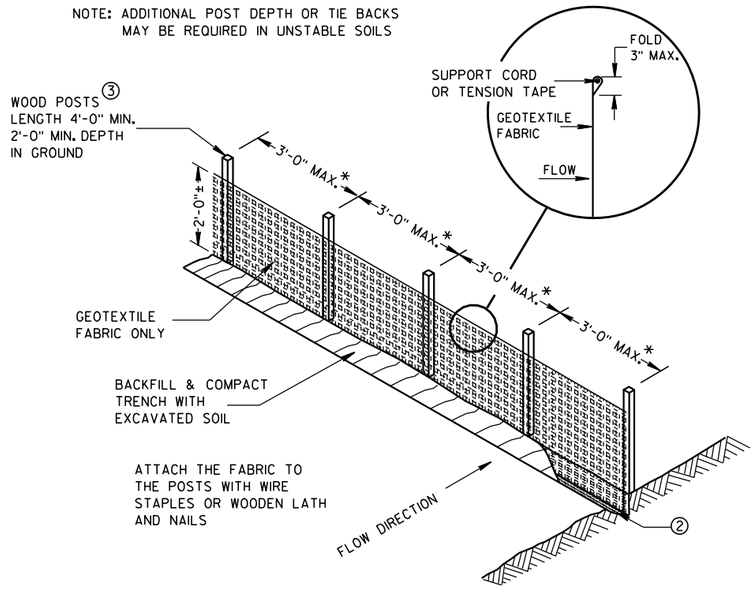
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

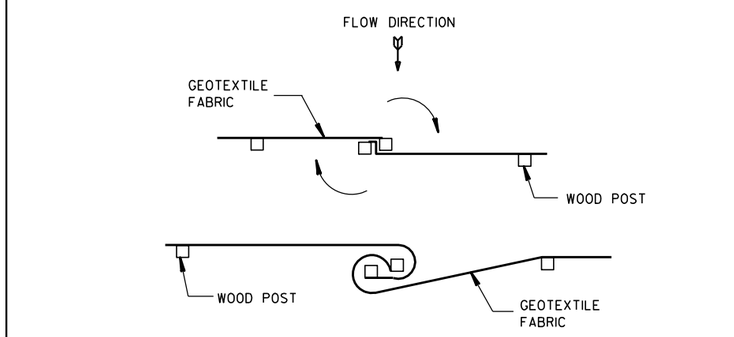
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



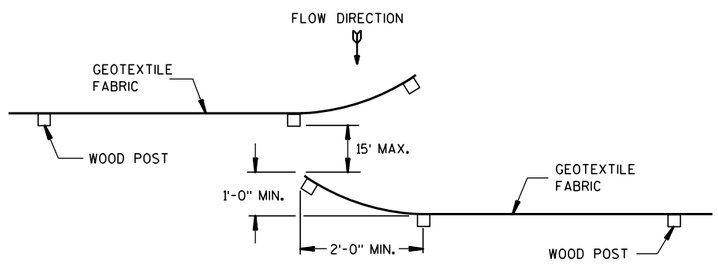
TRENCH DETAIL



SILT FENCE

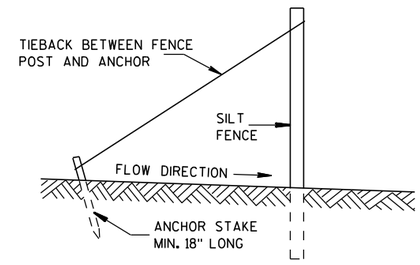


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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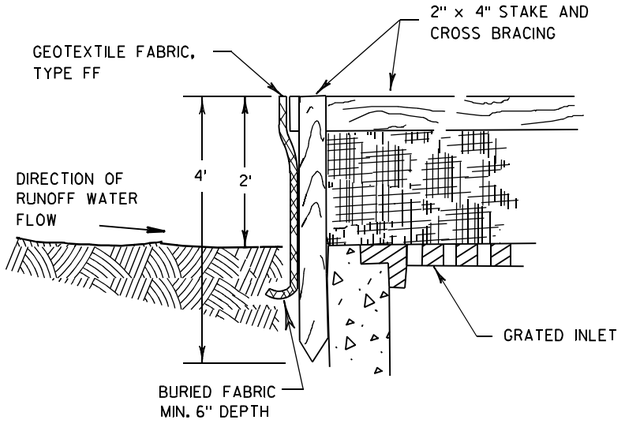
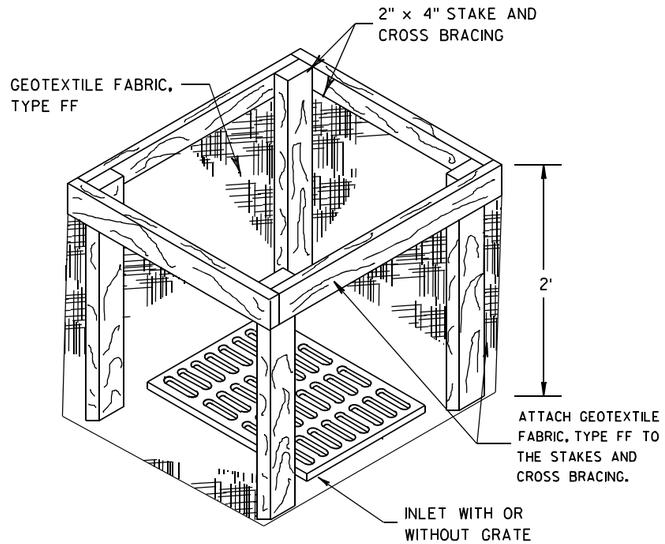
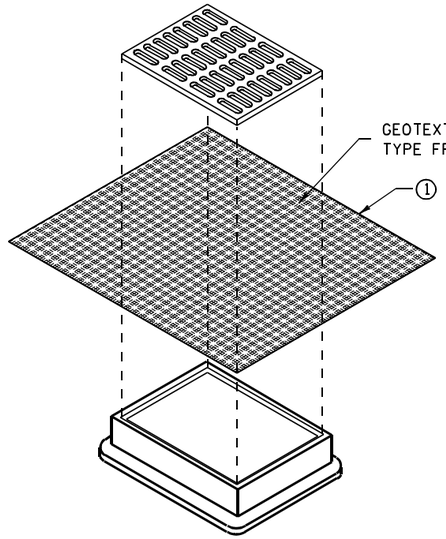
S.D.D. 8 E 9-6



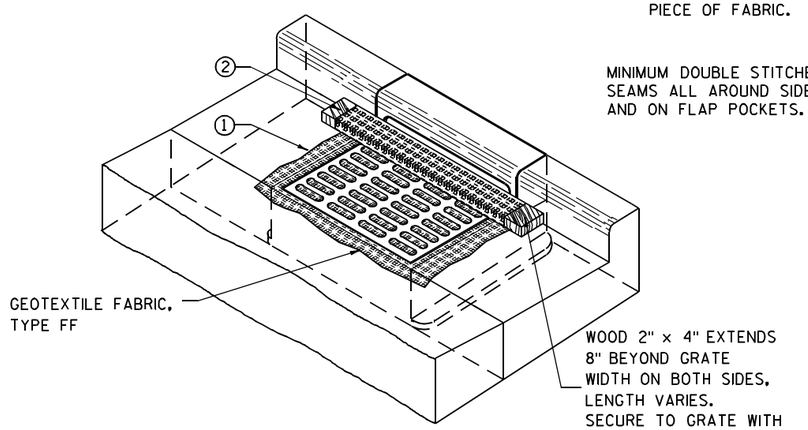


INLET PROTECTION, TYPE A

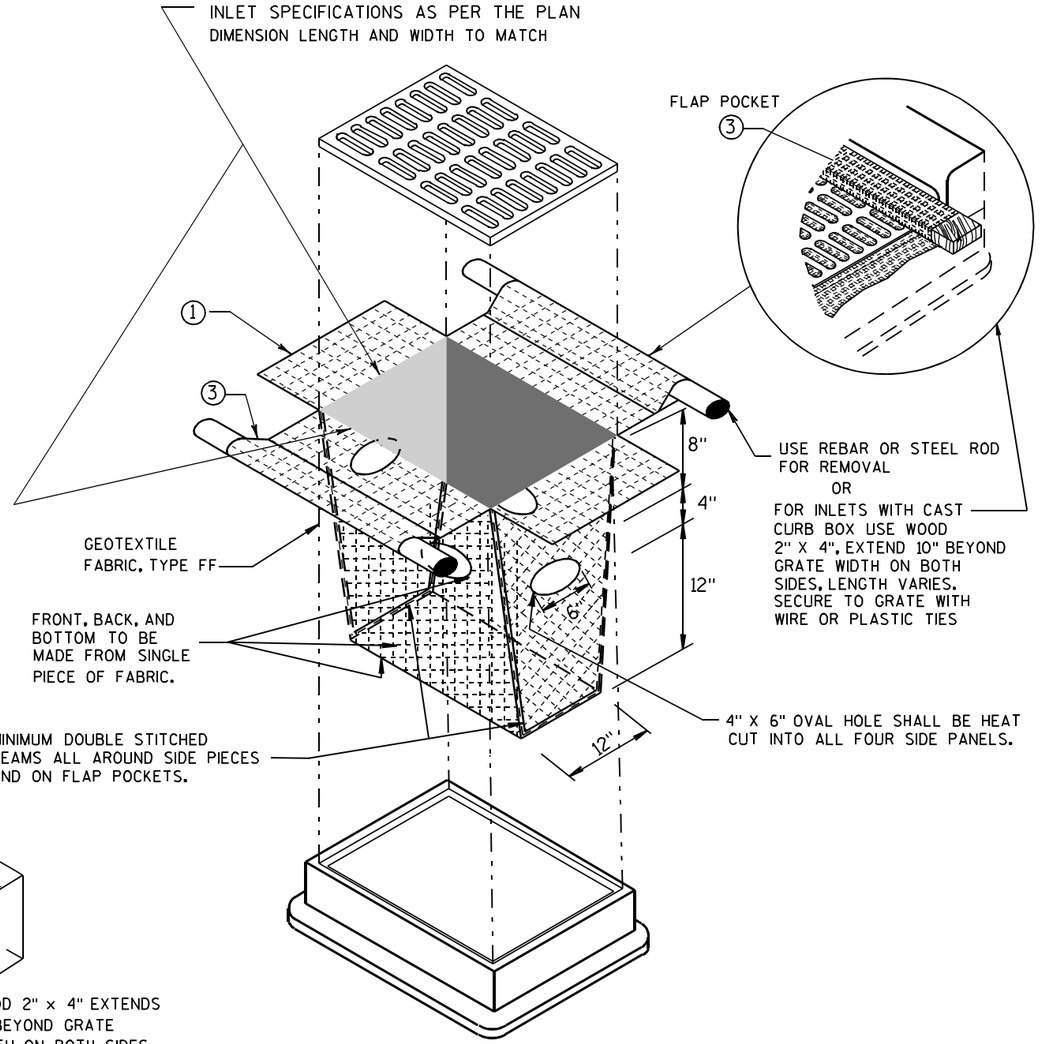


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

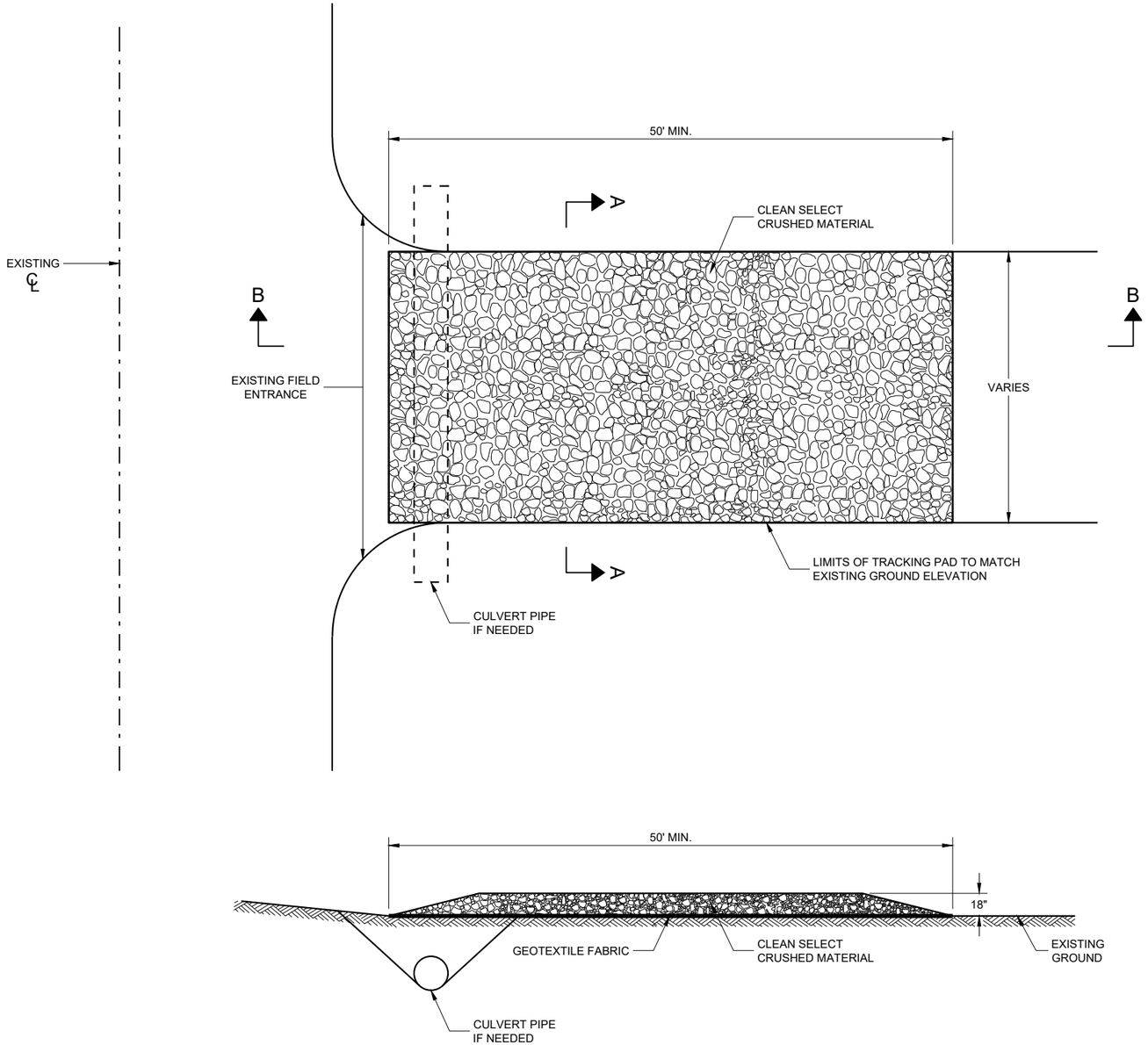
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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



SECTION B - B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

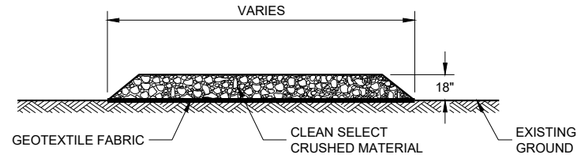
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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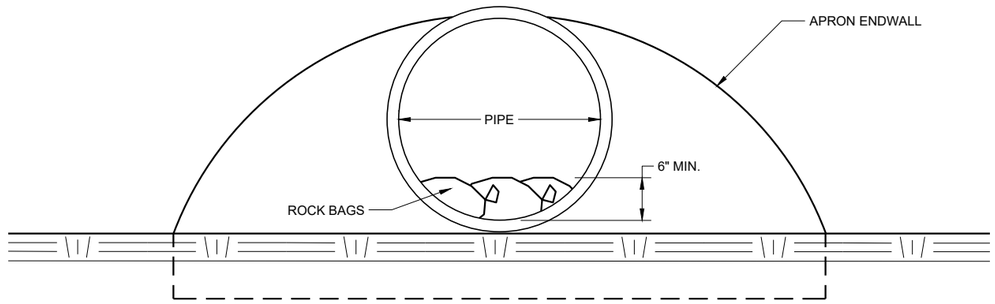
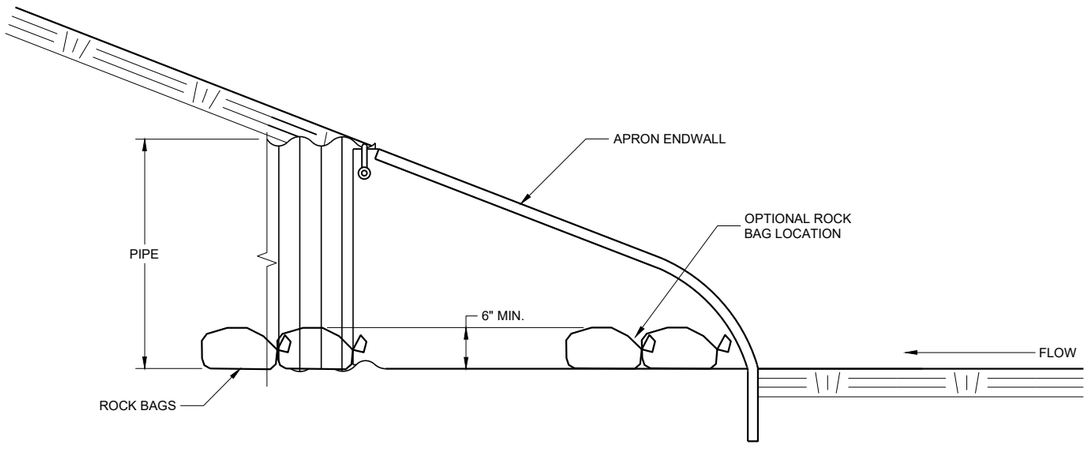
SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

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SDD 08E15 - 01

METAL APRON ENDWALLS

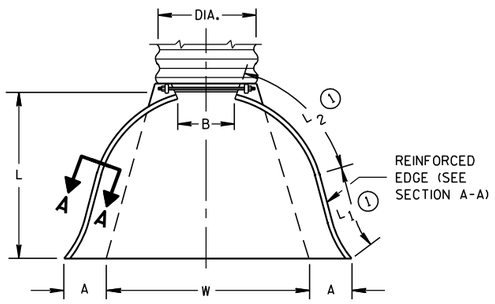
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

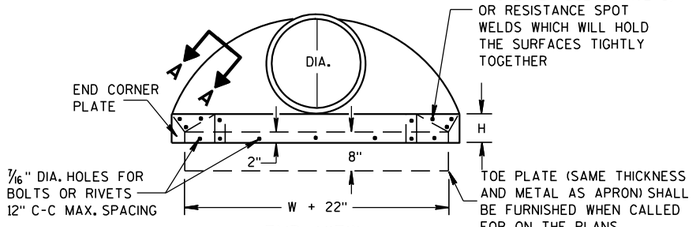
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

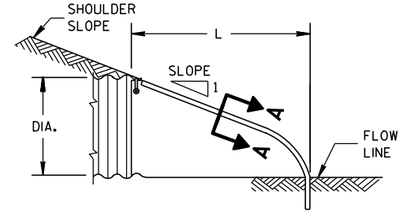
*MINIMUM
**MAXIMUM



PLAN VIEW

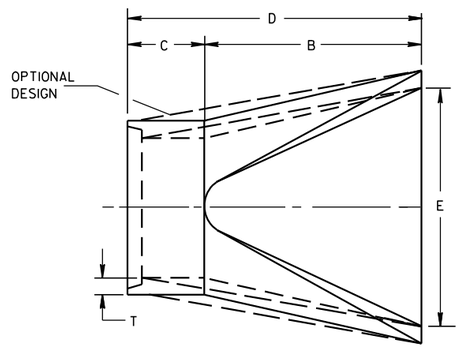


END VIEW

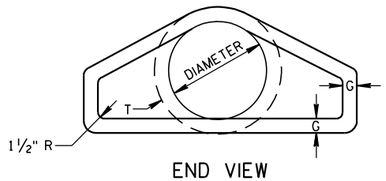


SIDE ELEVATION

METAL ENDWALLS



PLAN



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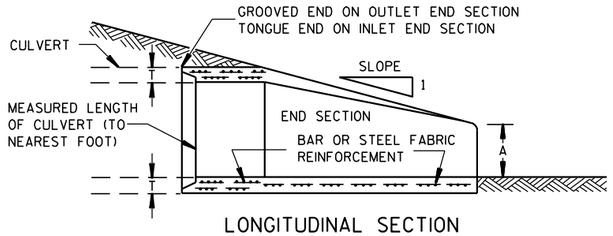
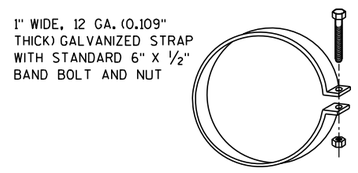


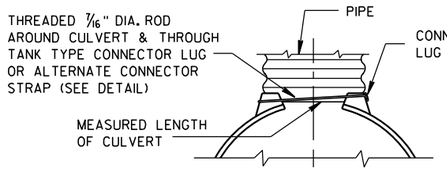
LONGITUDINAL SECTION

CONCRETE ENDWALLS

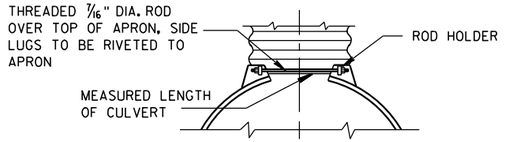


ALTERNATE FOR TYPE 1 CONNECTION

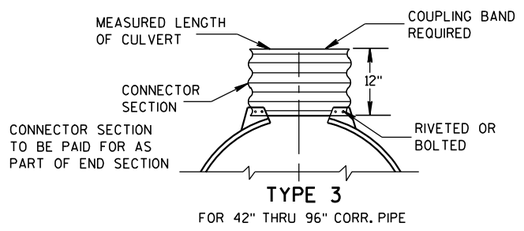
END SECTION CONNECTOR STRAP



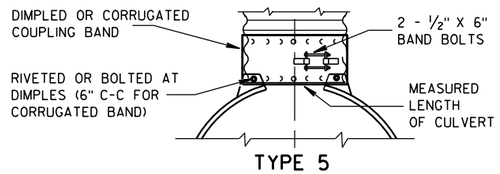
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

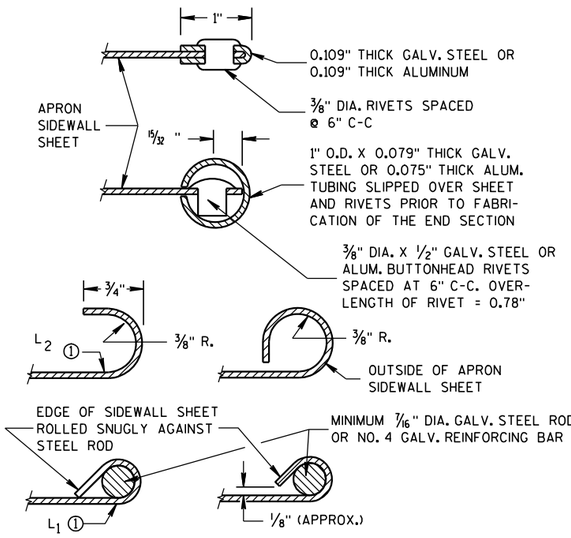
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

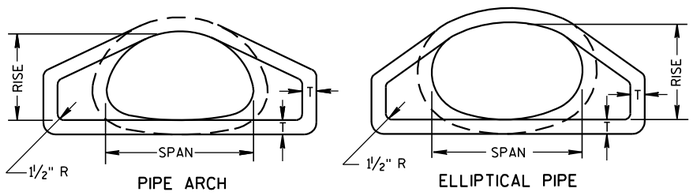
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

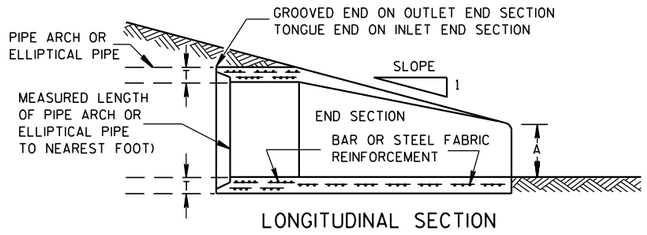
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

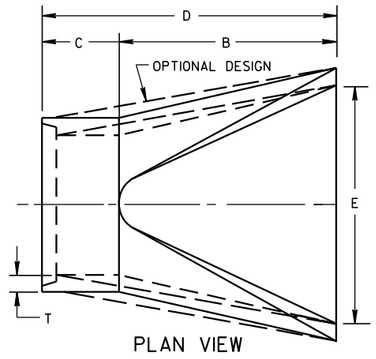
6
S.D.D. 8 F 1-11



END VIEW

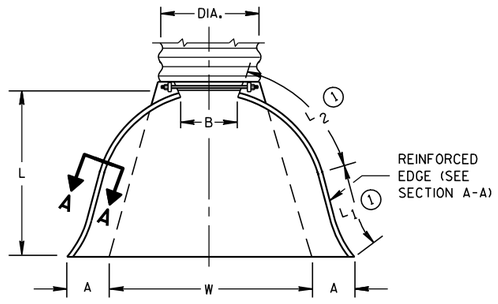


LONGITUDINAL SECTION

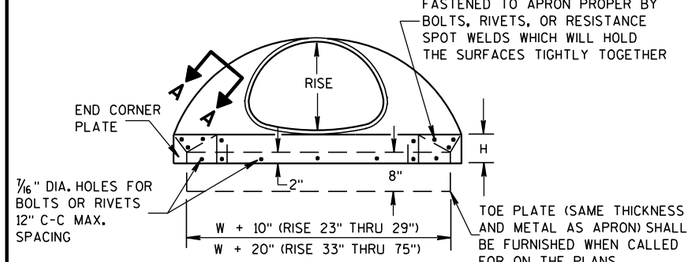


PLAN VIEW

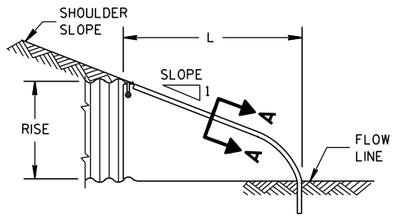
CONCRETE ENDWALLS



PLAN VIEW

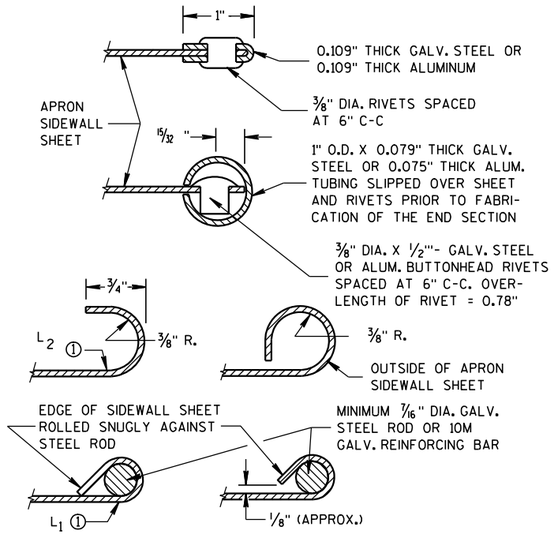


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

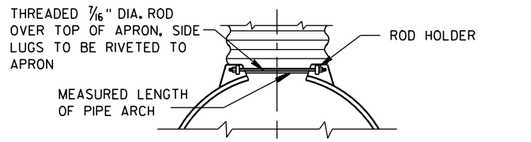
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

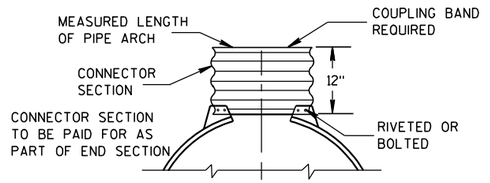
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



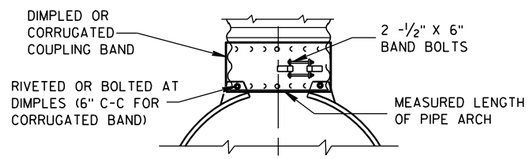
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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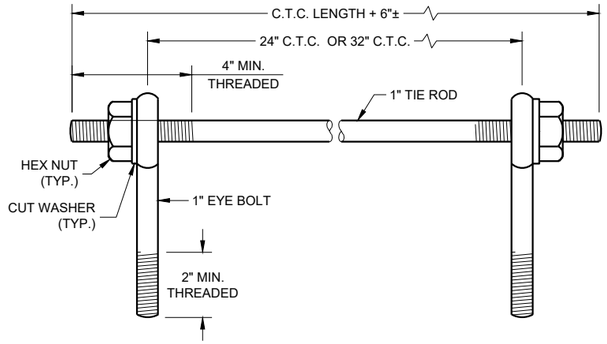
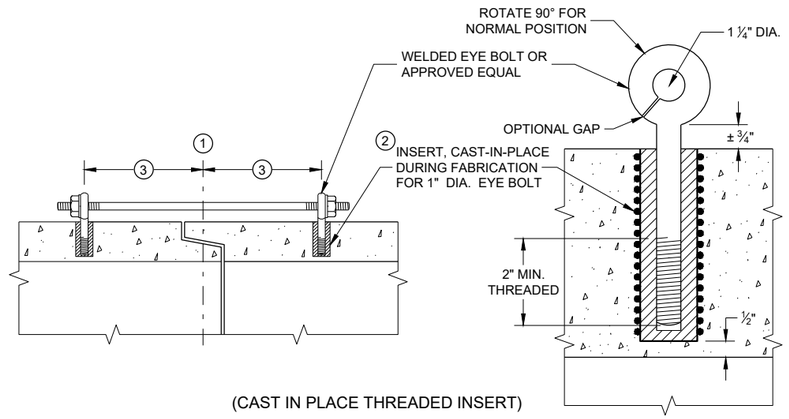
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

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.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

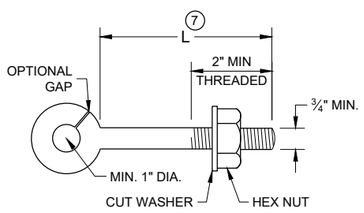
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

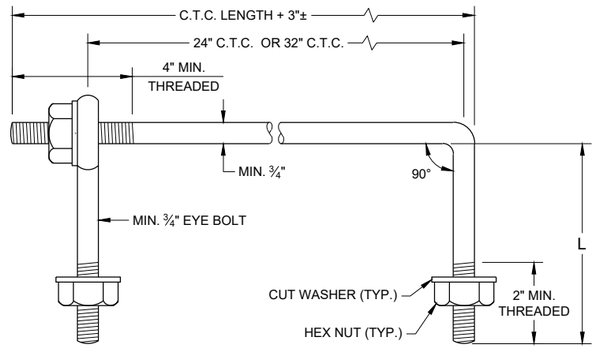
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

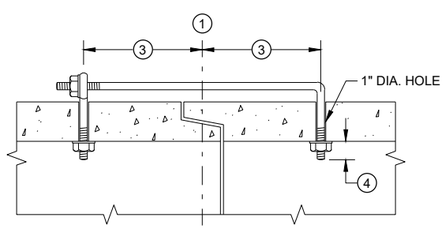


EYE BOLT (7)

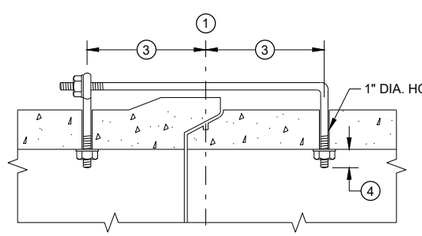
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

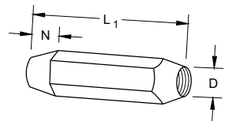
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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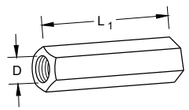
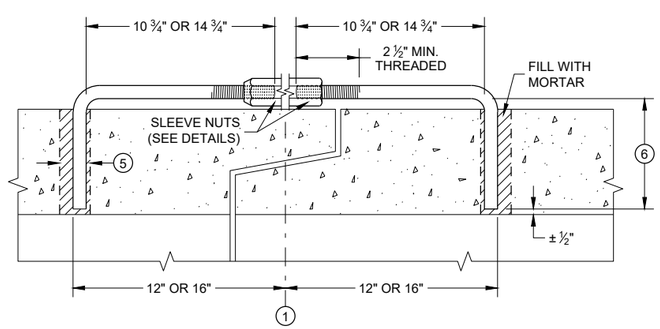


PLAIN

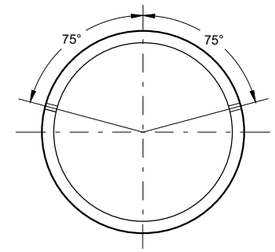
RIGHT AND LEFT THREADS

SLEEVE NUTS



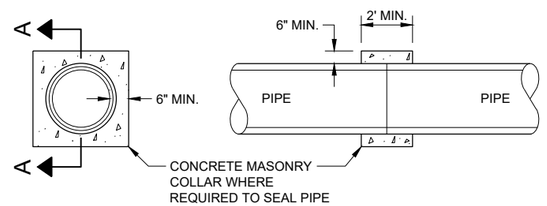
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

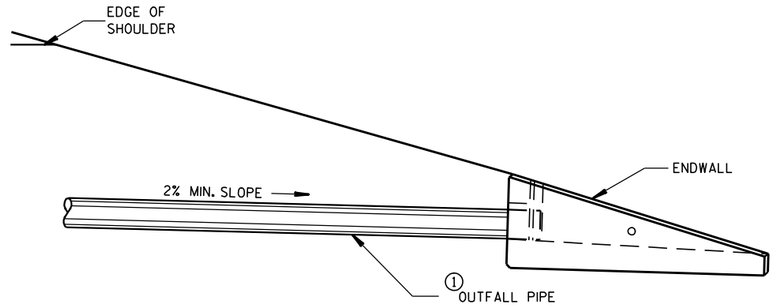
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

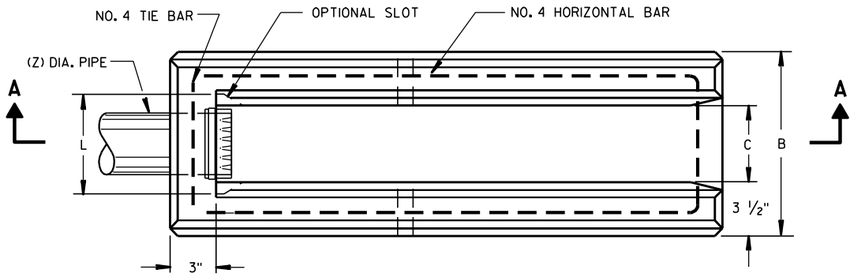
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

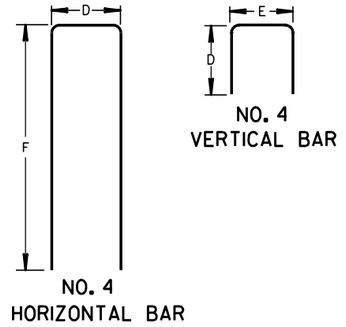
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

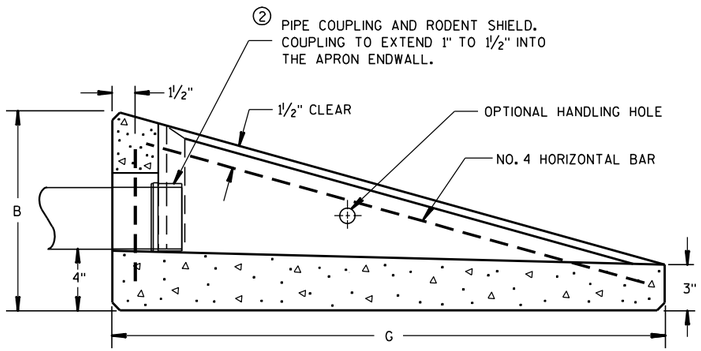
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



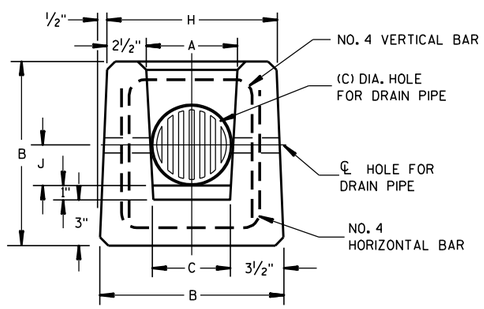
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

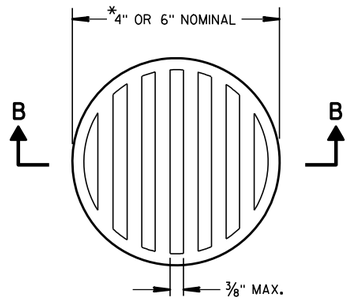


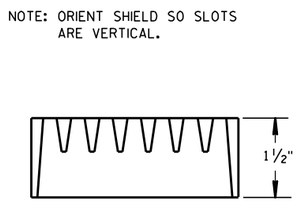
SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN





SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 F 6-4

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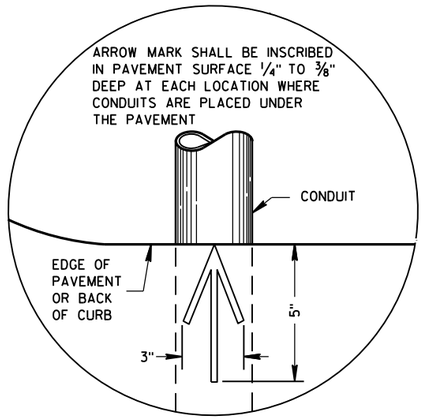
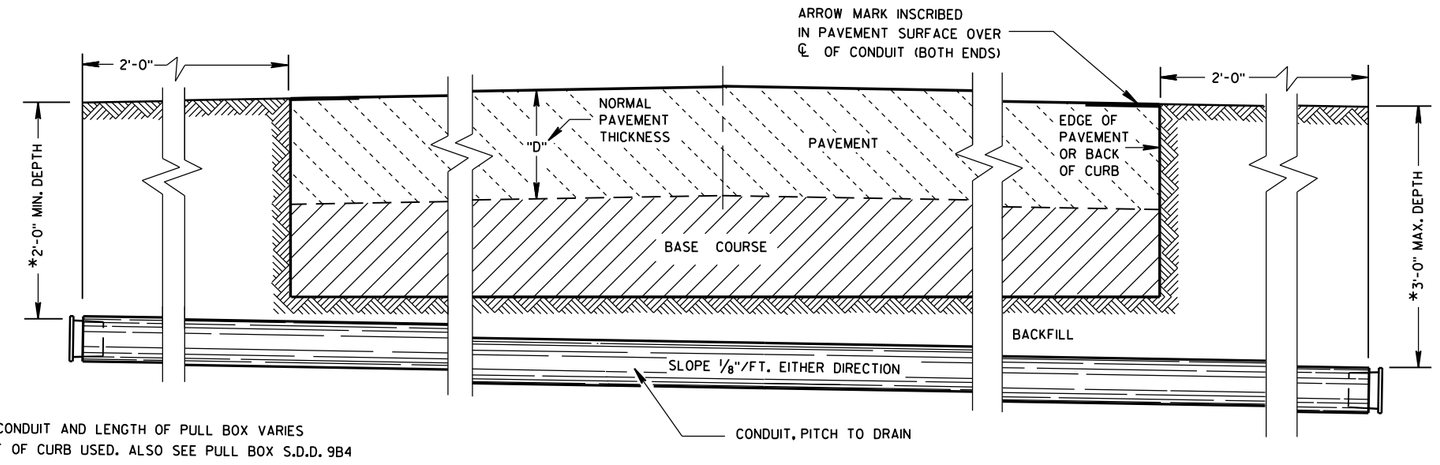
S.D.D. 8 F 6-4



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

6

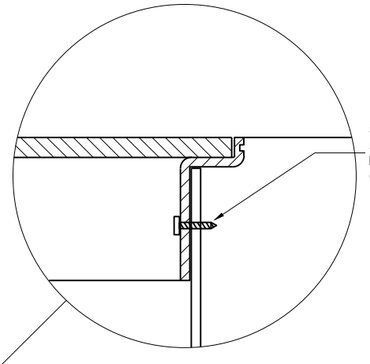
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

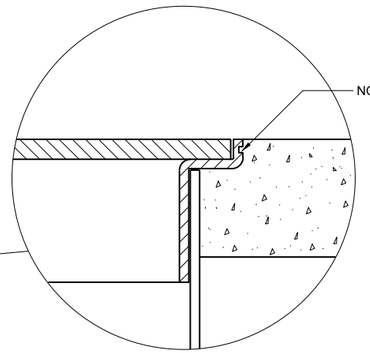
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

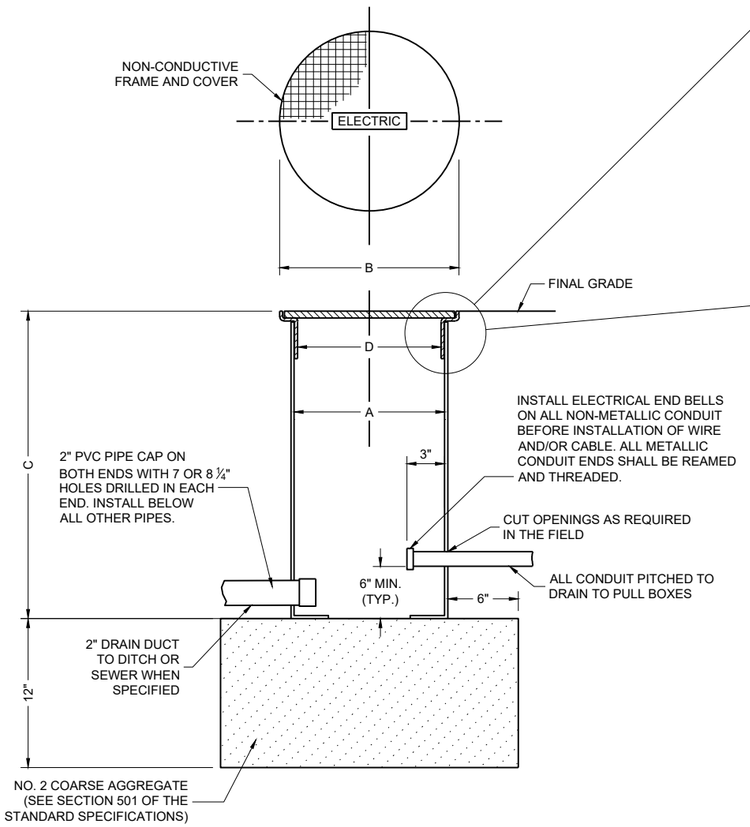
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



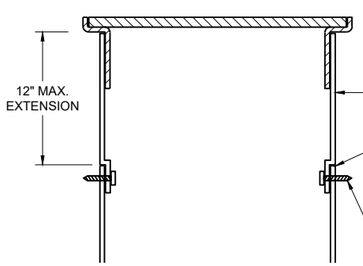
INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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 ¼".

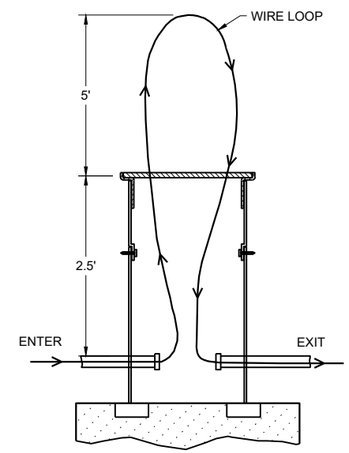
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

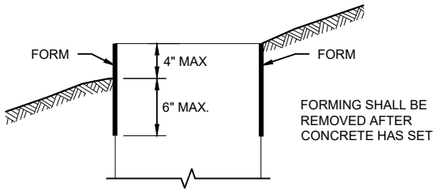
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

6
SDD 09B16-03

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.

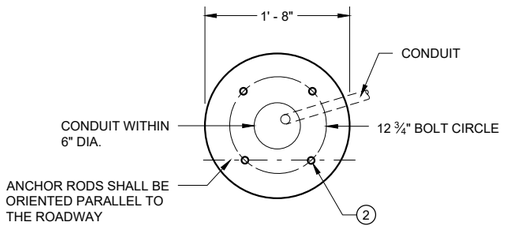
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

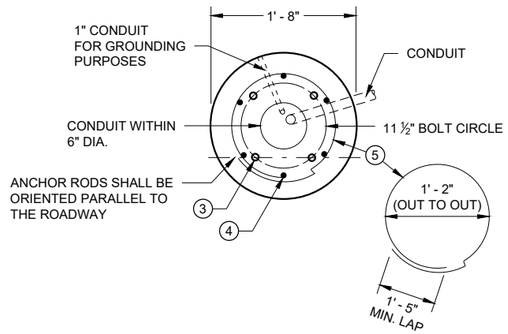
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

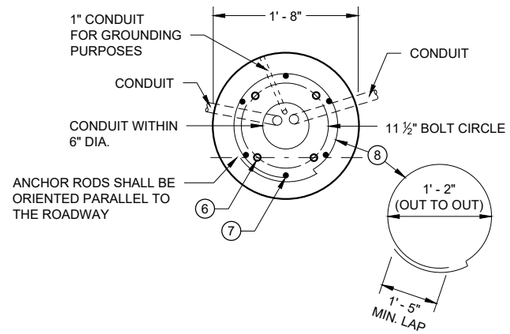
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

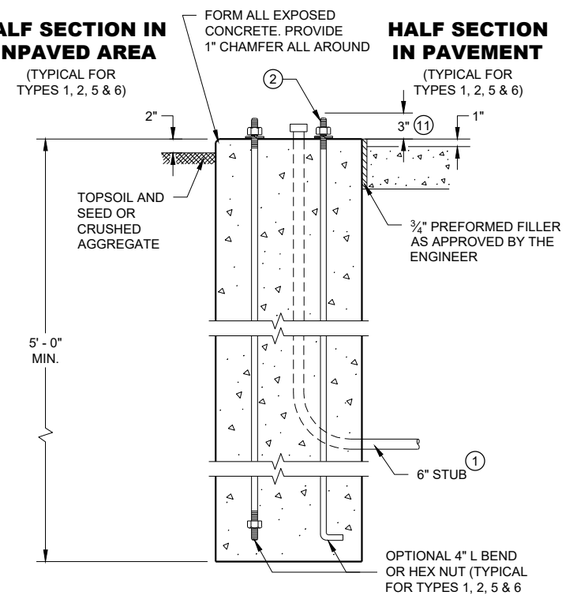
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

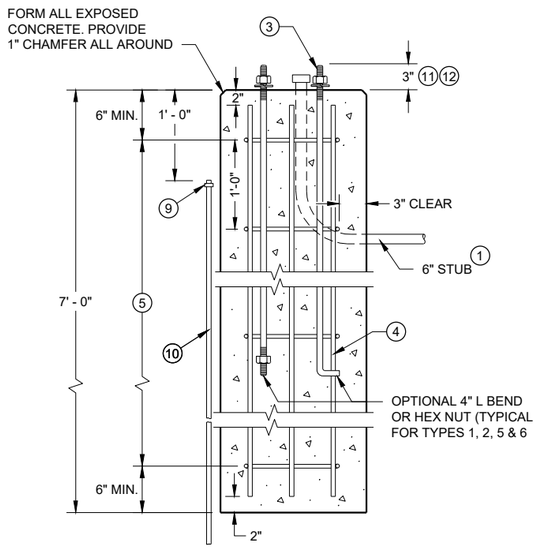
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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



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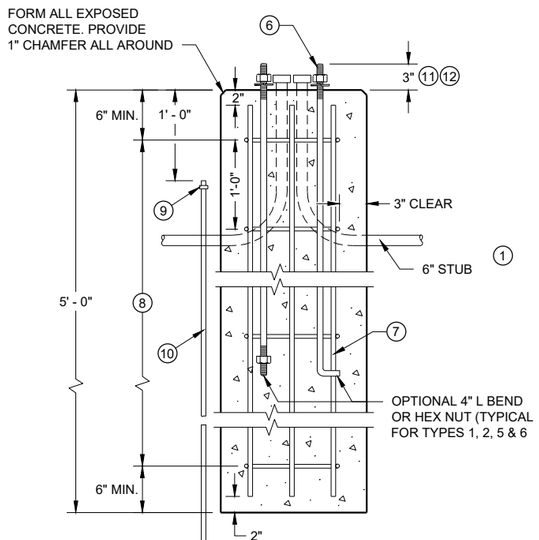


TYPE 5 & 6

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

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.

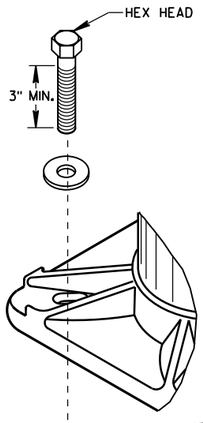
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

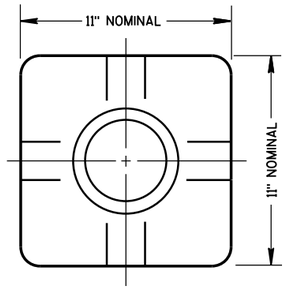
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

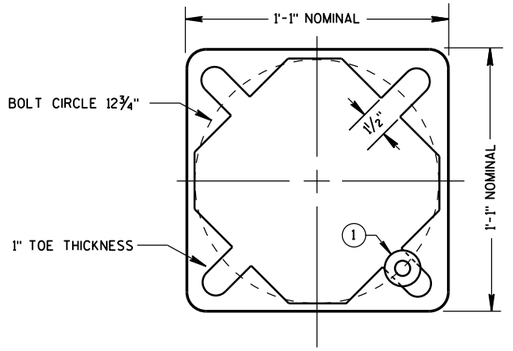
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

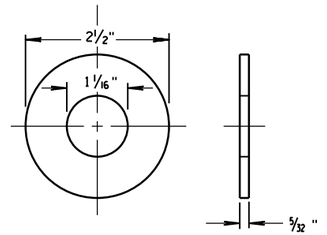




TOP VIEW
(PEDESTAL BASE)

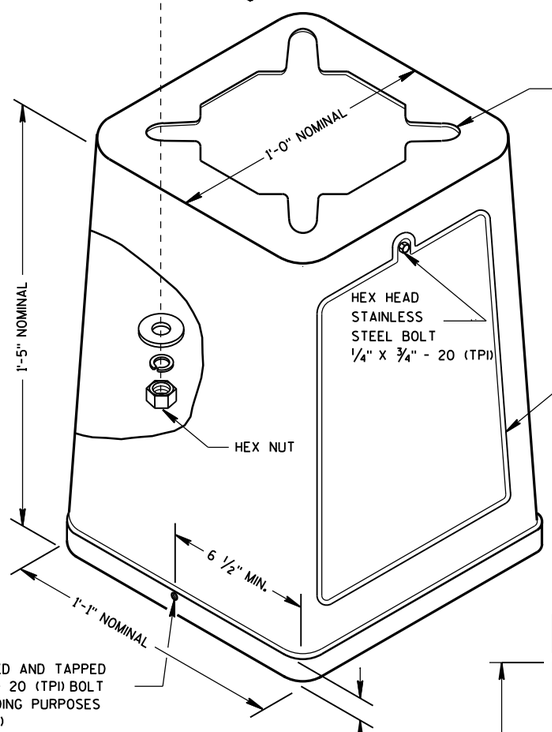


BOTTOM VIEW
(PEDESTAL BASE)

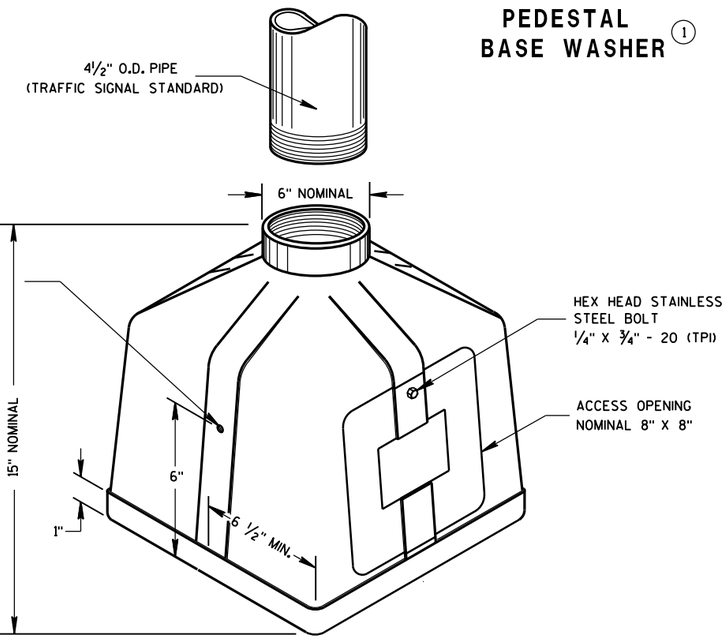


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

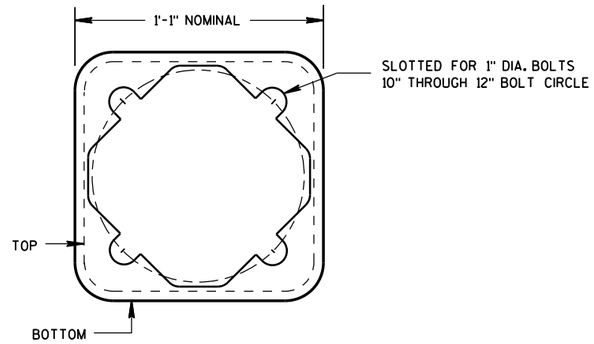


ISOMETRIC VIEW

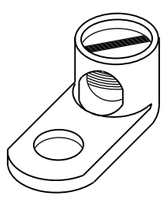


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

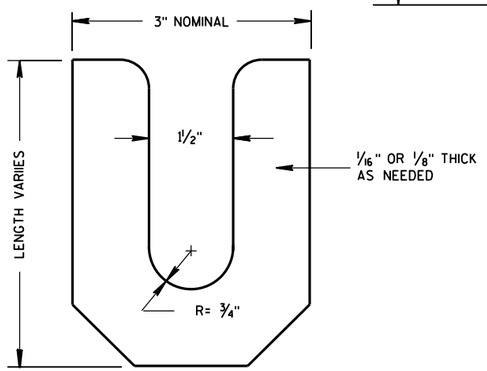


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

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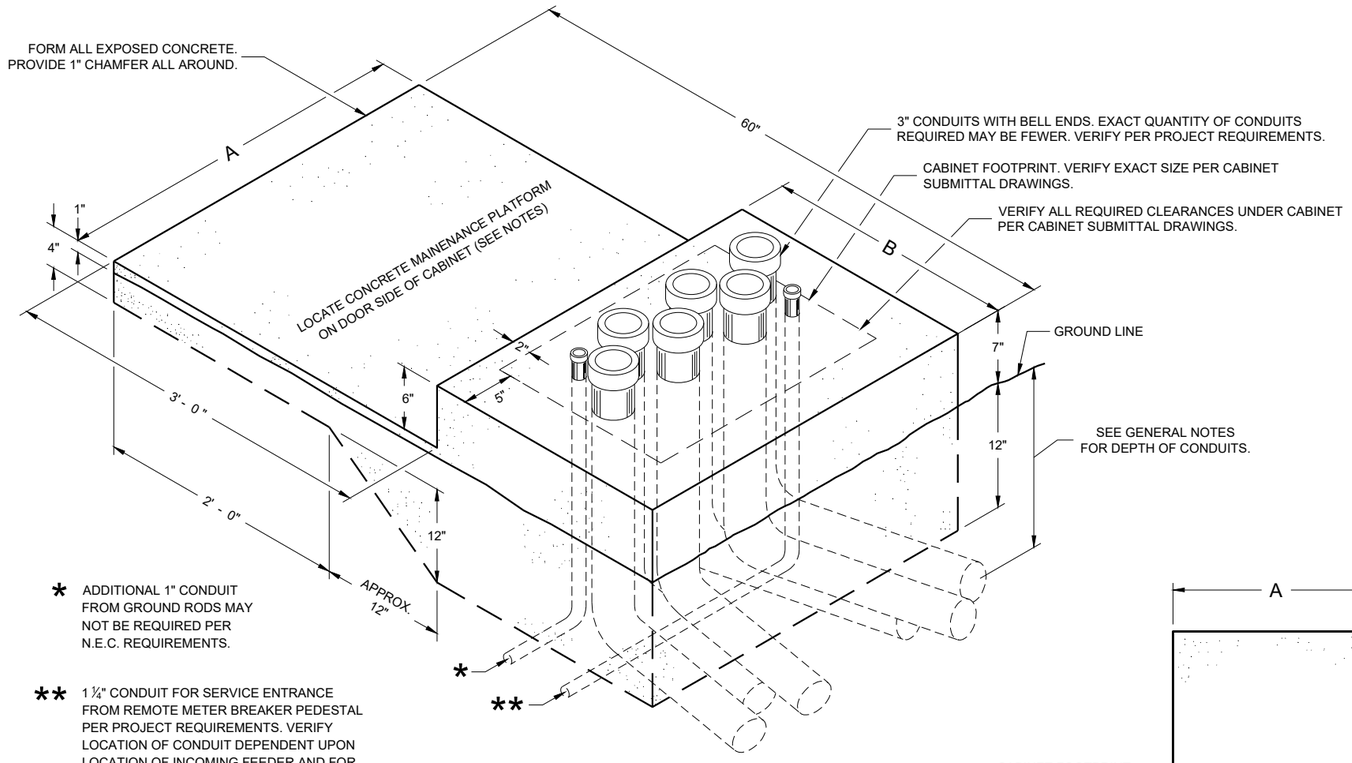


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

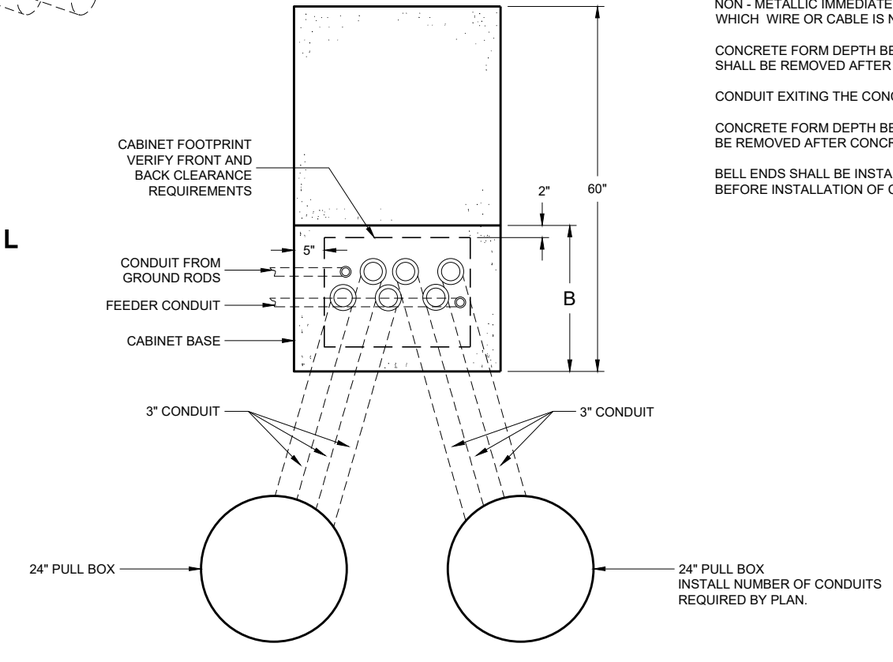
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC 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.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

CONCRETE CONTROL CABINET BASE, TYPE L

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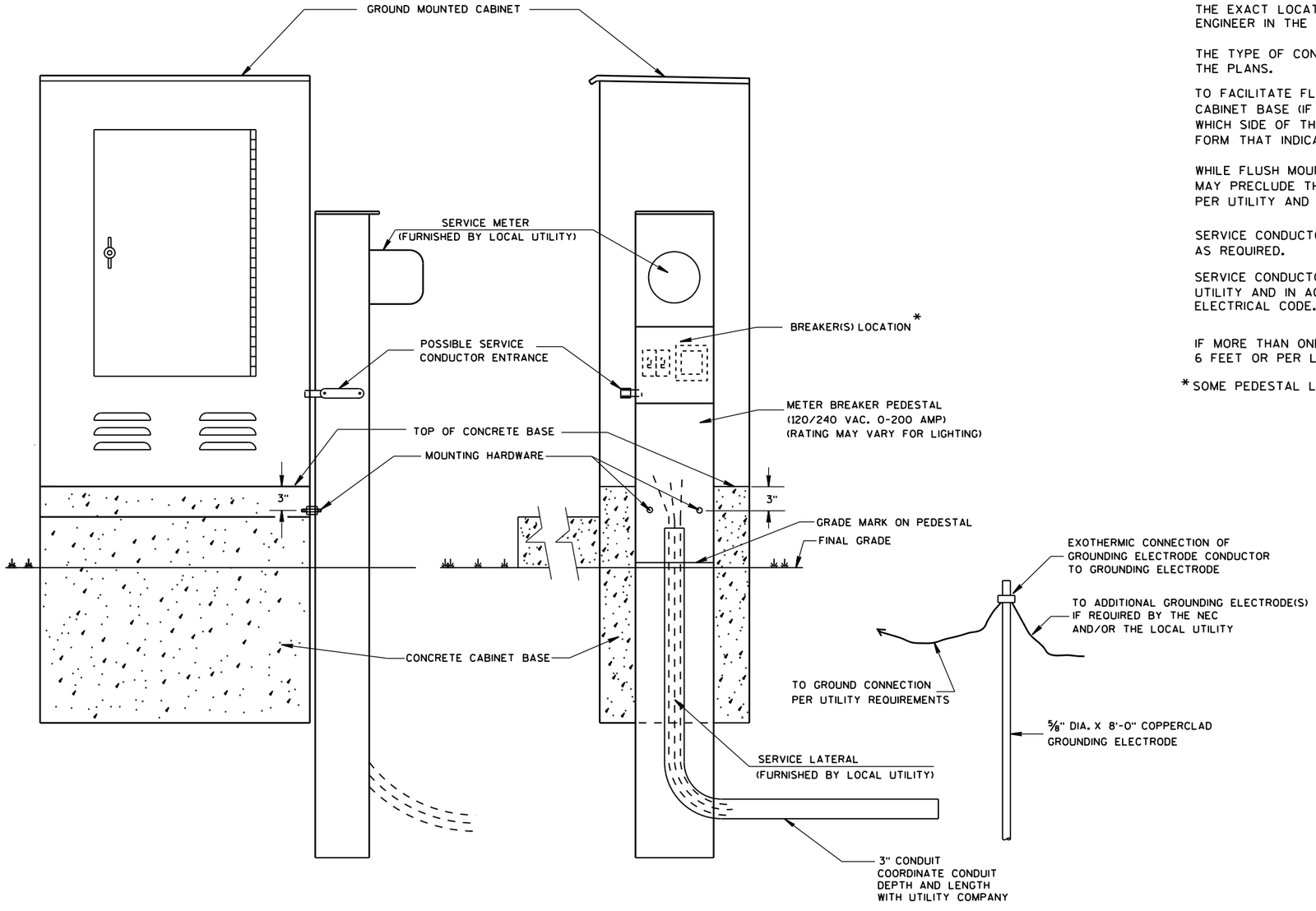

TYPICAL CABINET SERVICE INSTALLATION

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)

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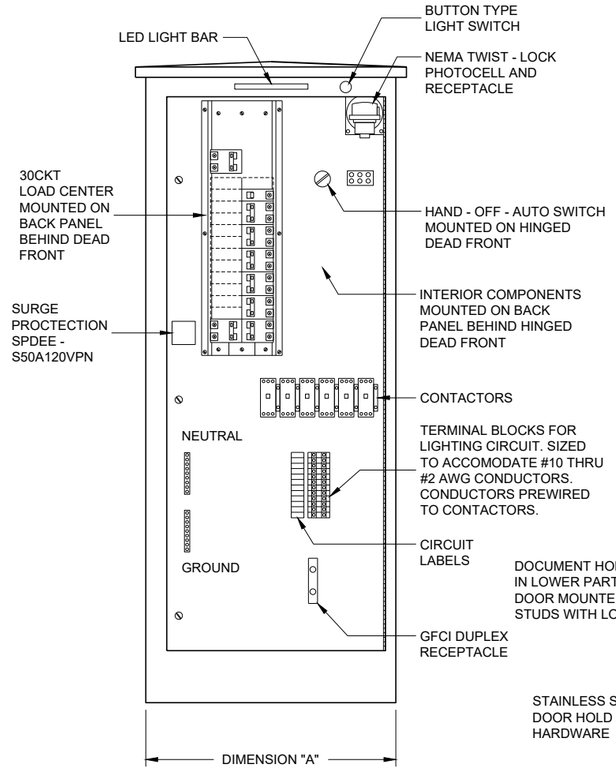
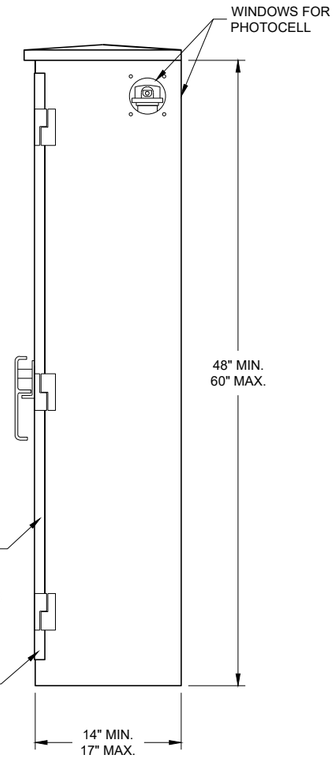
FRONT INTERIOR ELEVATION



SIDE VIEW



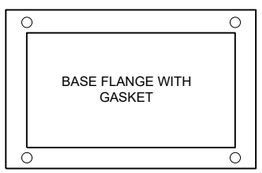
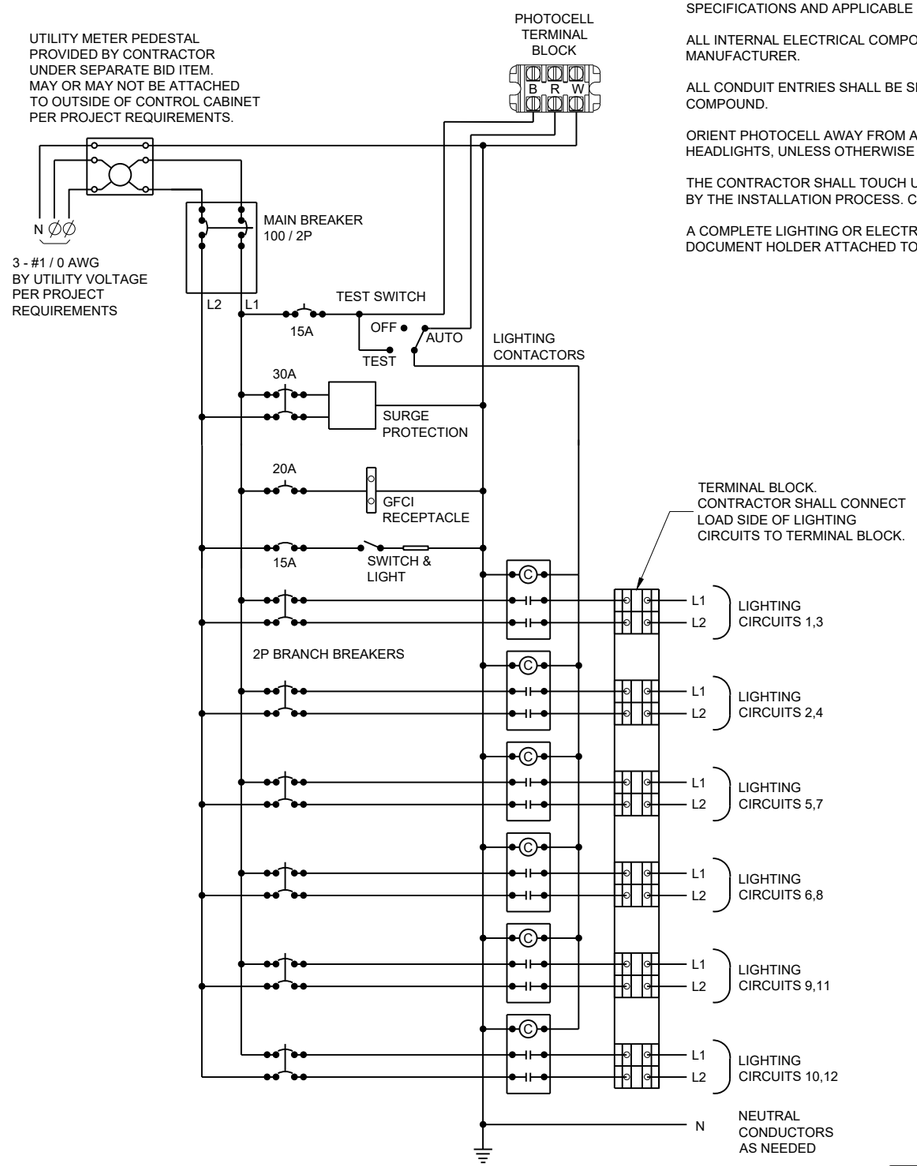


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

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.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

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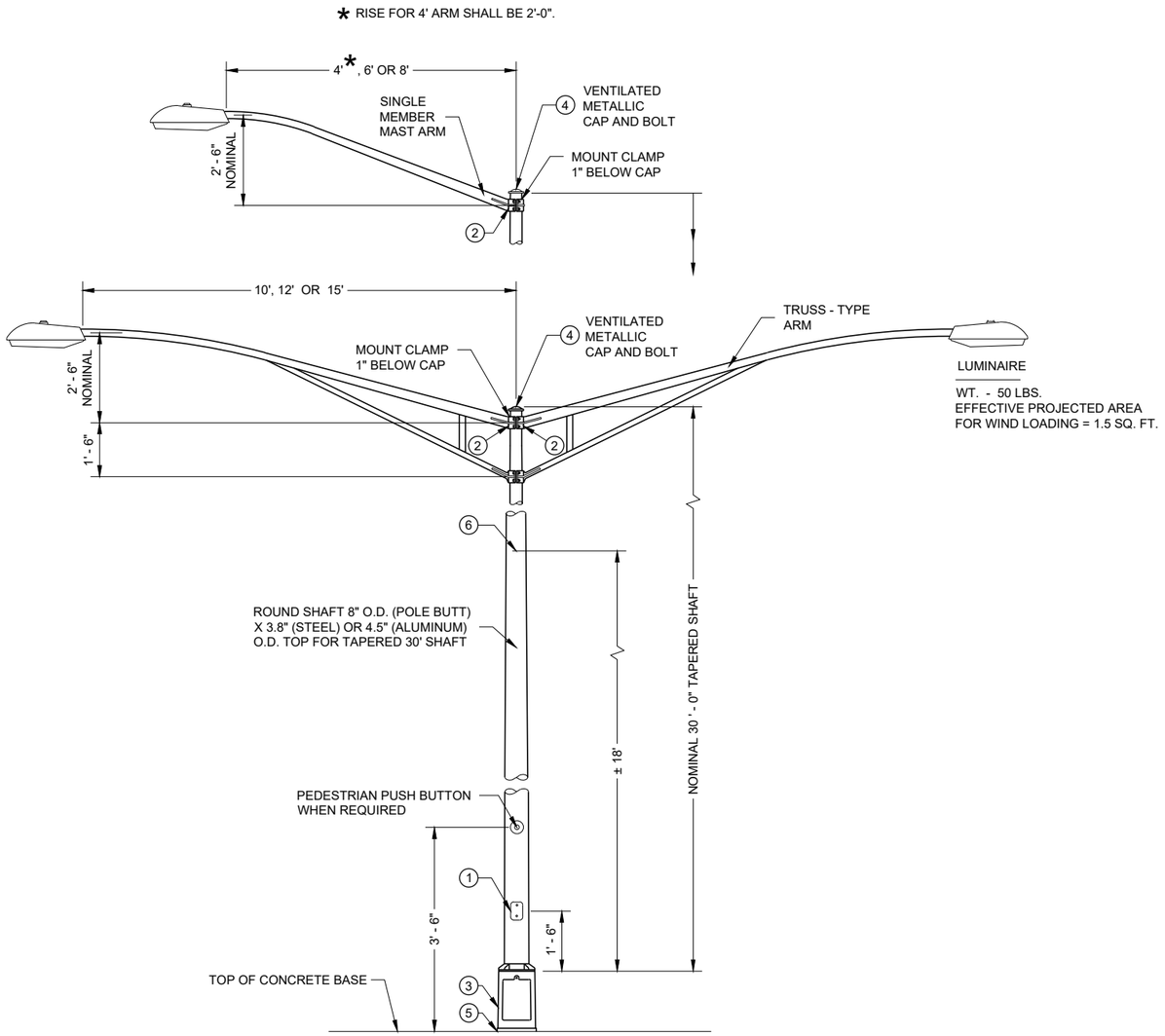


TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

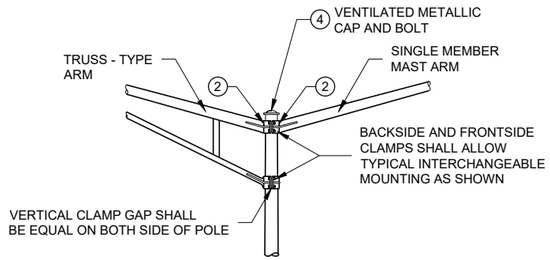
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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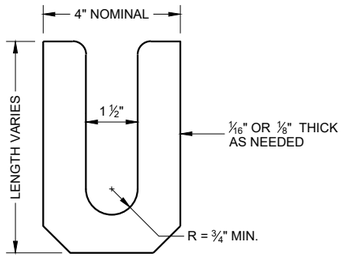
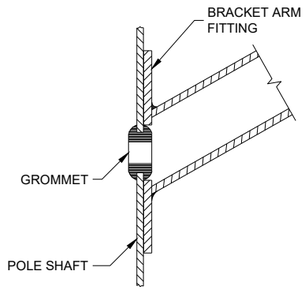
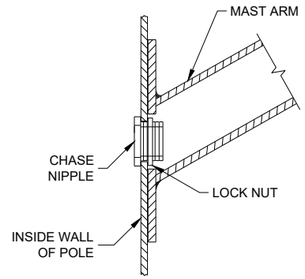


LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

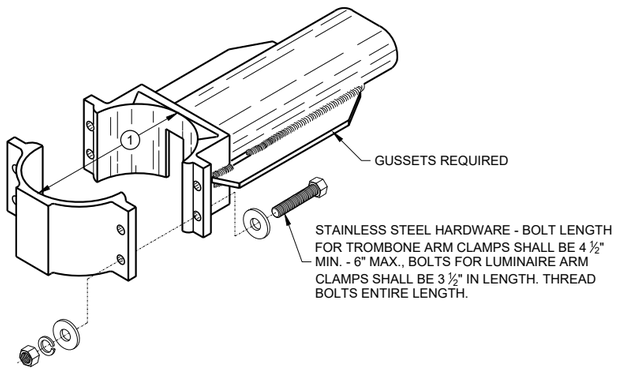
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

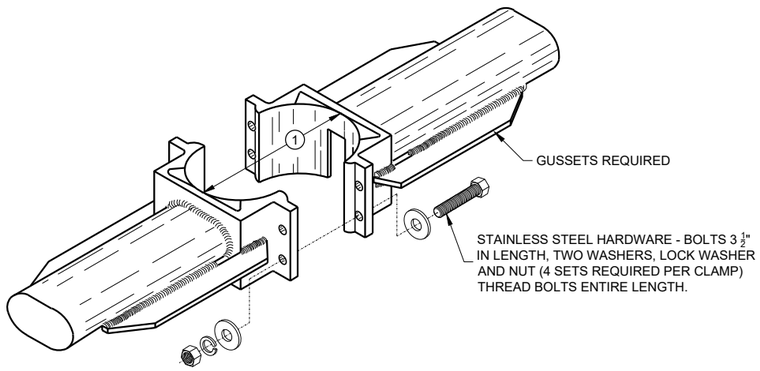
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

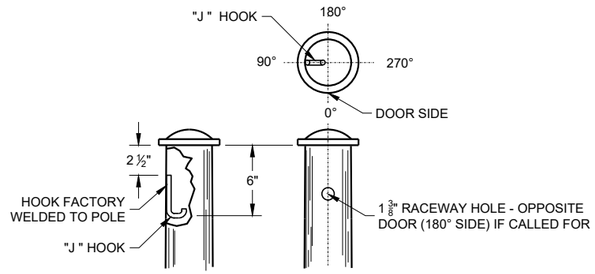
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



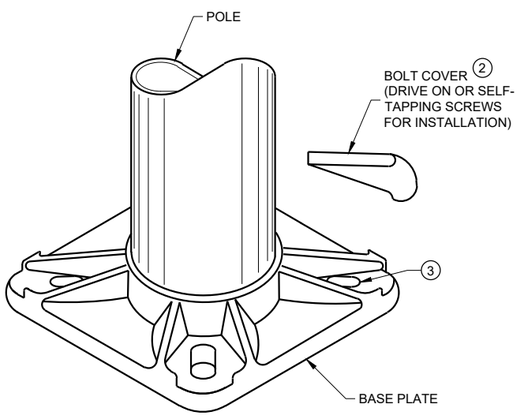
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



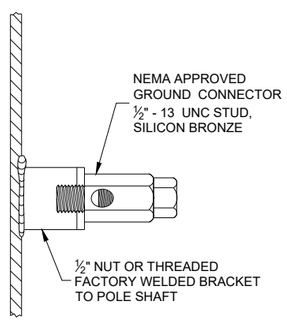
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

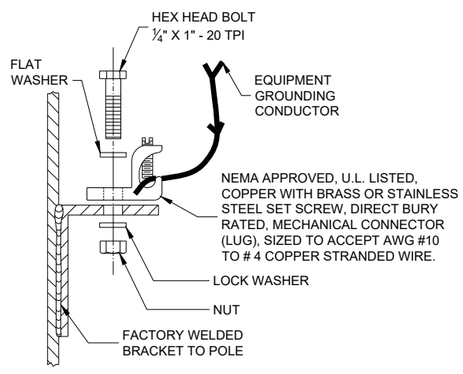


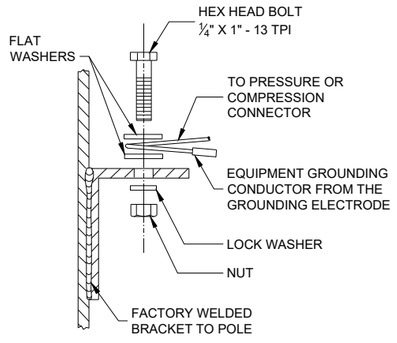
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

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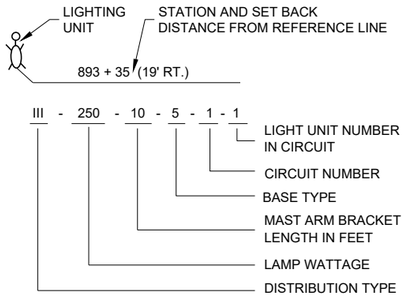
GENERAL NOTES

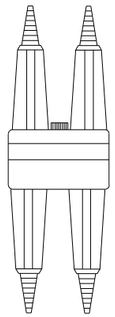
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

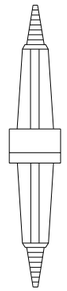
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



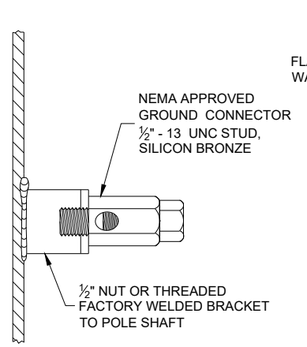
LIGHTING UNIT CODE
(TYPICAL)



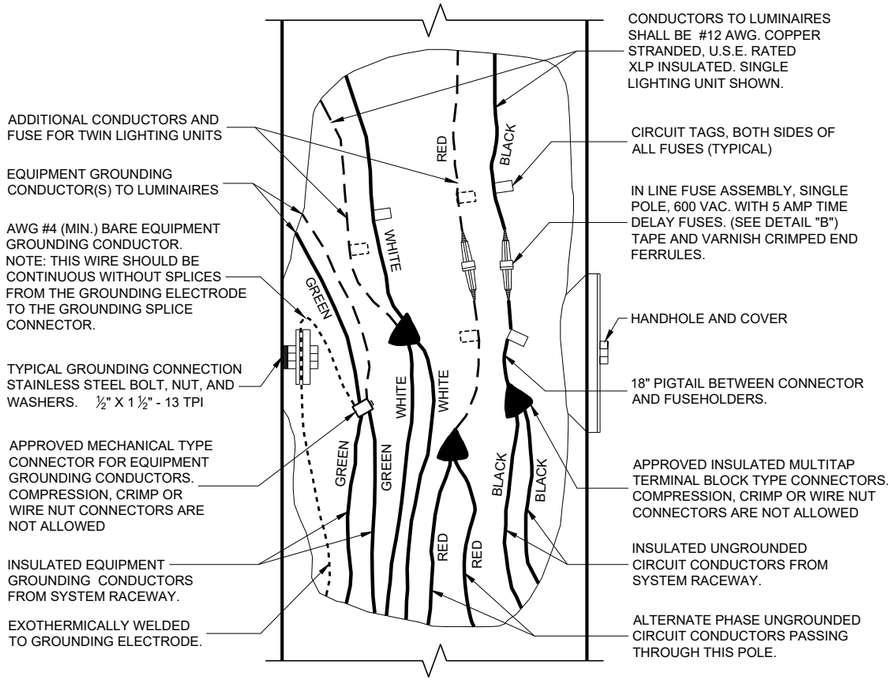
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



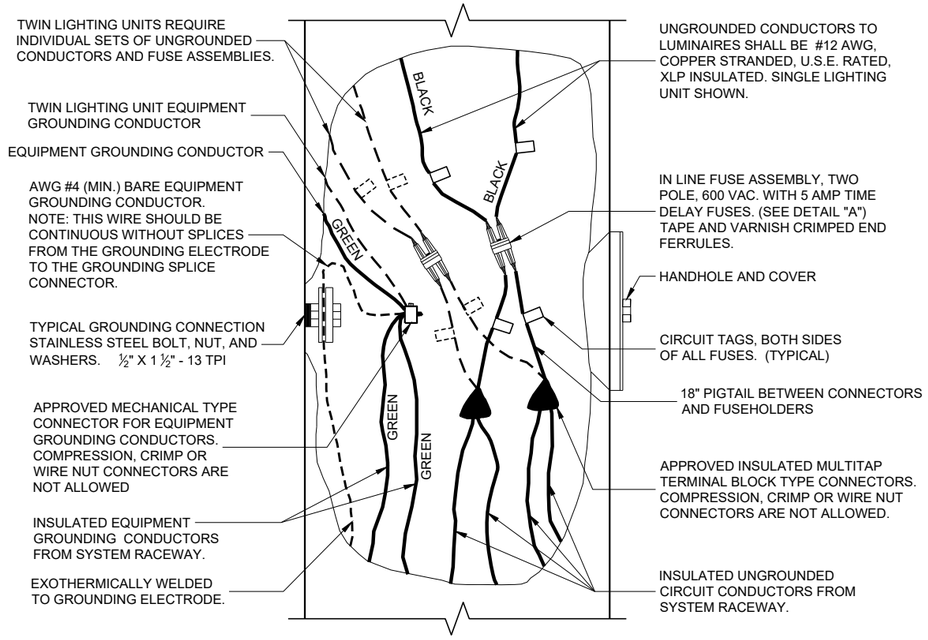
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

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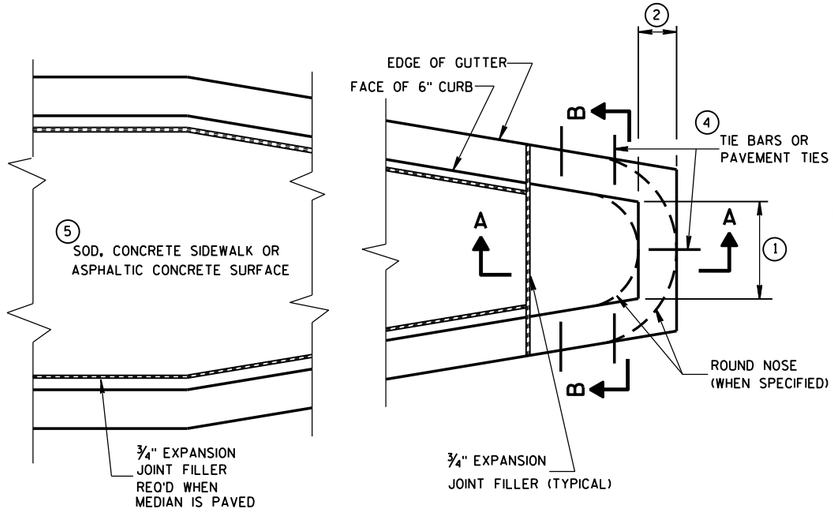
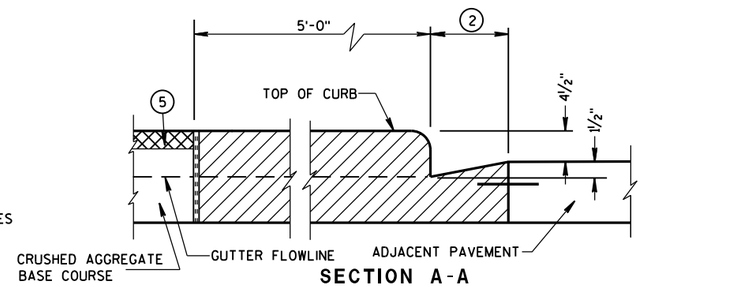
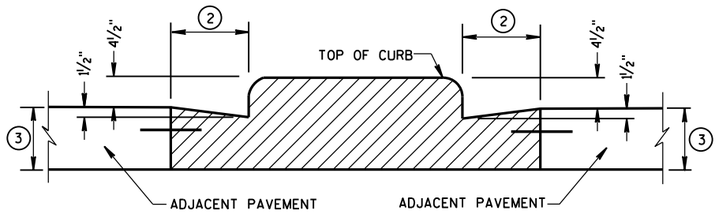






CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

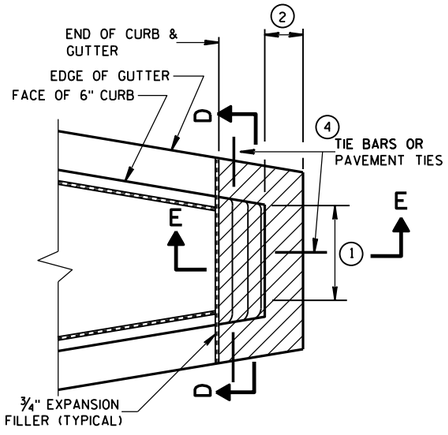
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

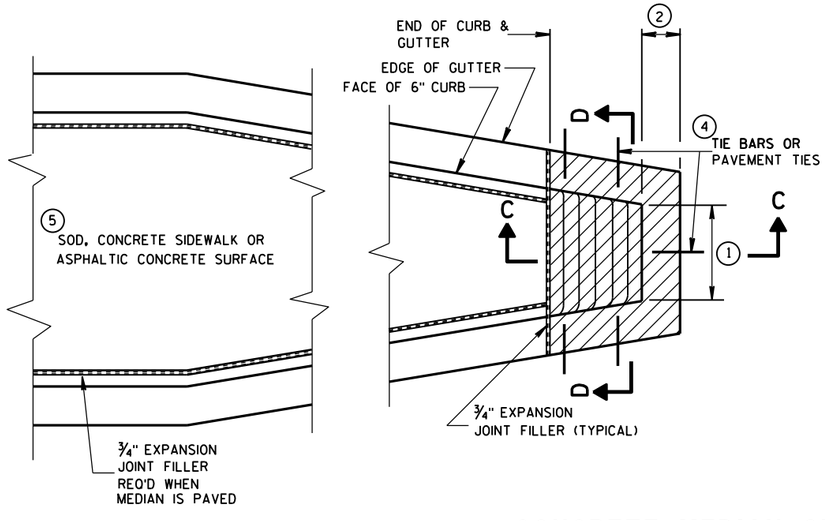
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

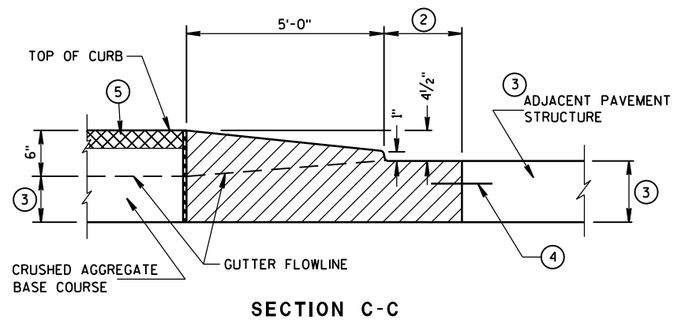
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

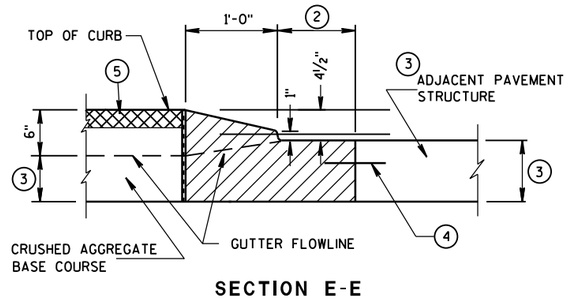
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



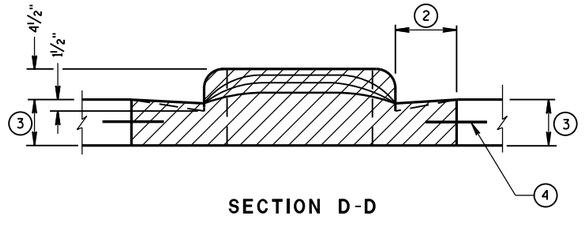






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 11 B 2-2

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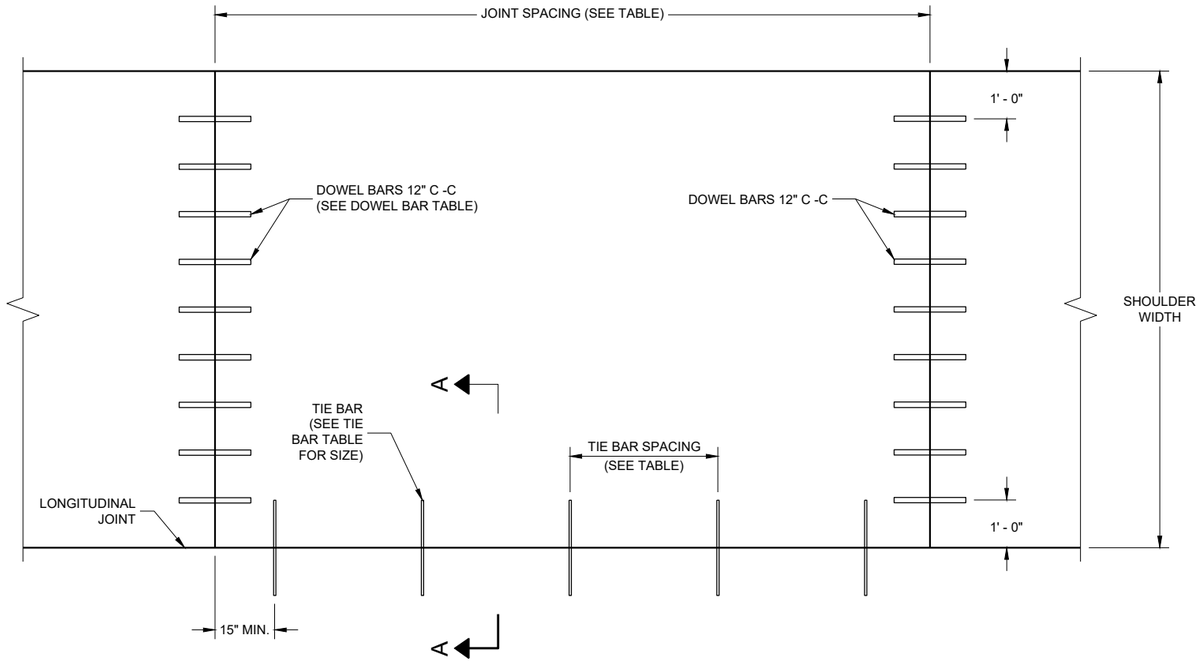
S.D.D. 11 B 2-2



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

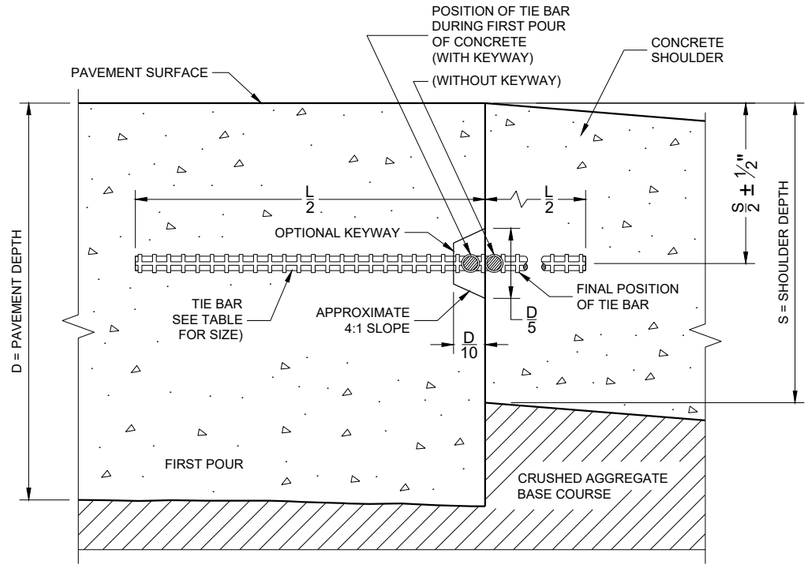
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

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 BATS 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.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp
PAVEMENT SUPERVIS

FHWA

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SDD 13A03 - 07

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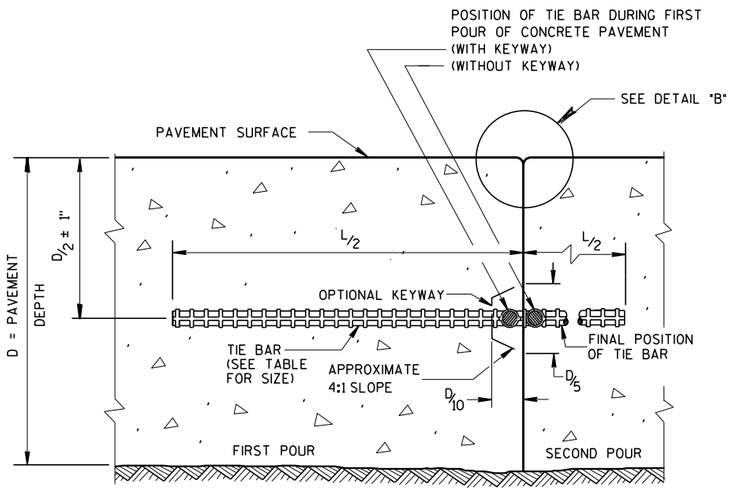
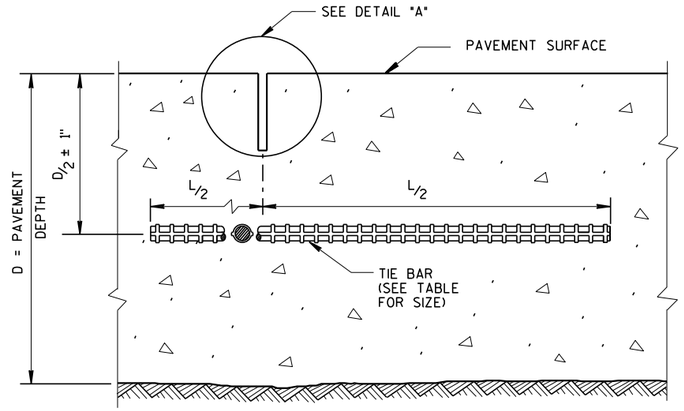
SDD 13A03 - 07



CONSTRUCTION JOINT



SAWED JOINT

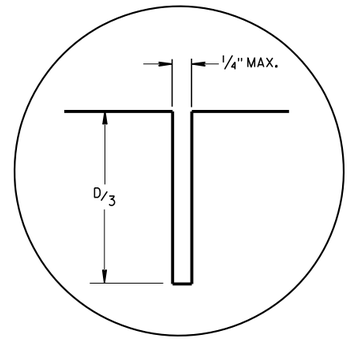
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

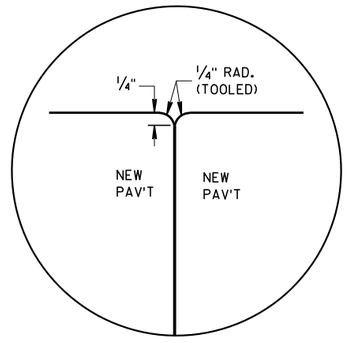
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

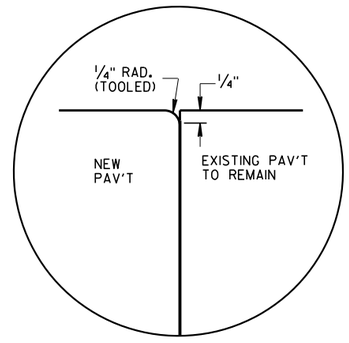
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



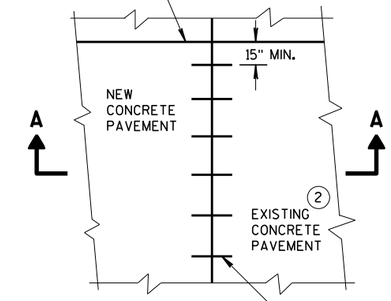
DETAIL "A"



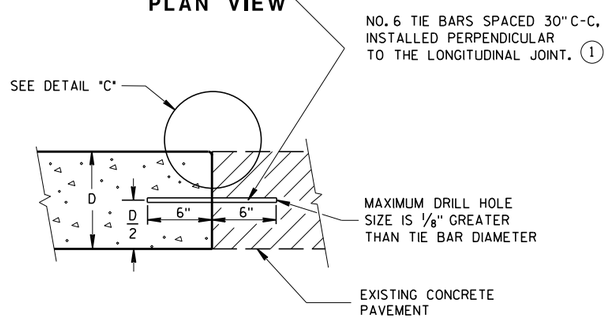
DETAIL "B"



DETAIL "C"



PLAN VIEW



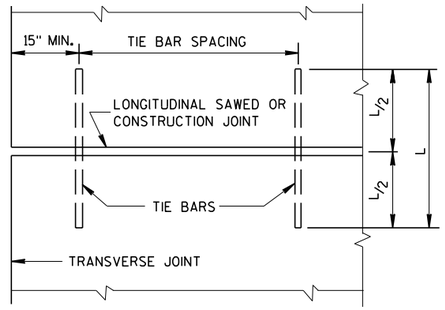
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
FHWA

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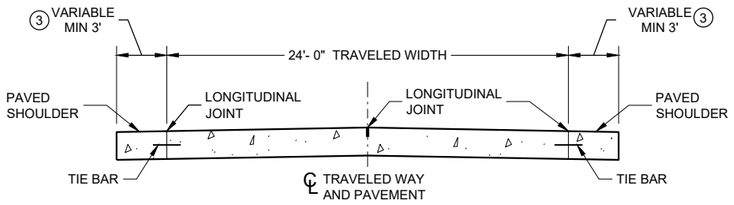
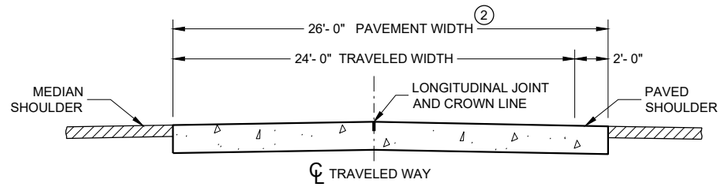
S.D.D. 13 C 1-19

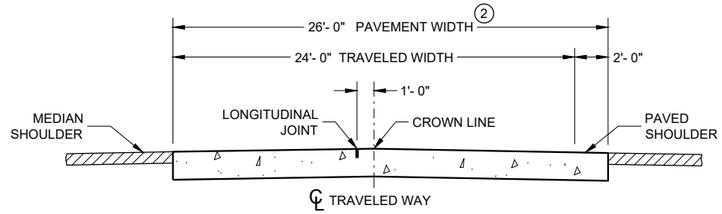


SECTION A - A

TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B - B



ALTERNATIVE SECTION B - B

DIVIDED HIGHWAY (1)

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

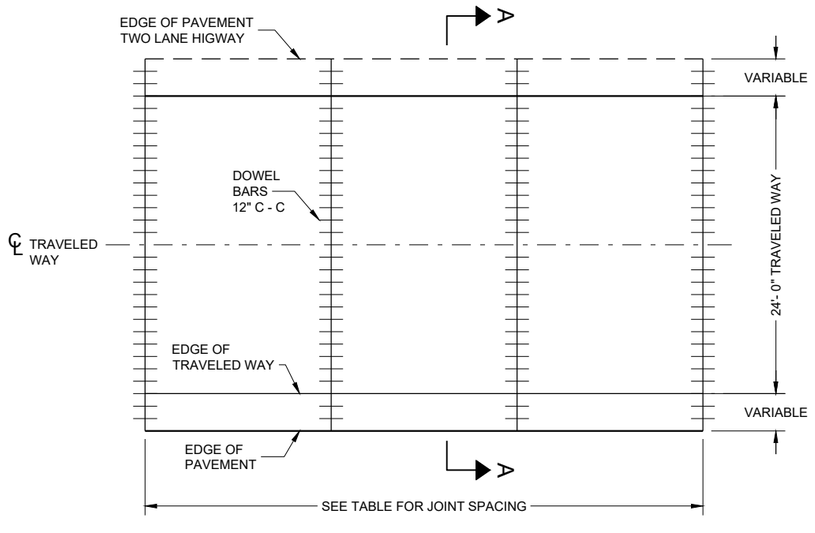
(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

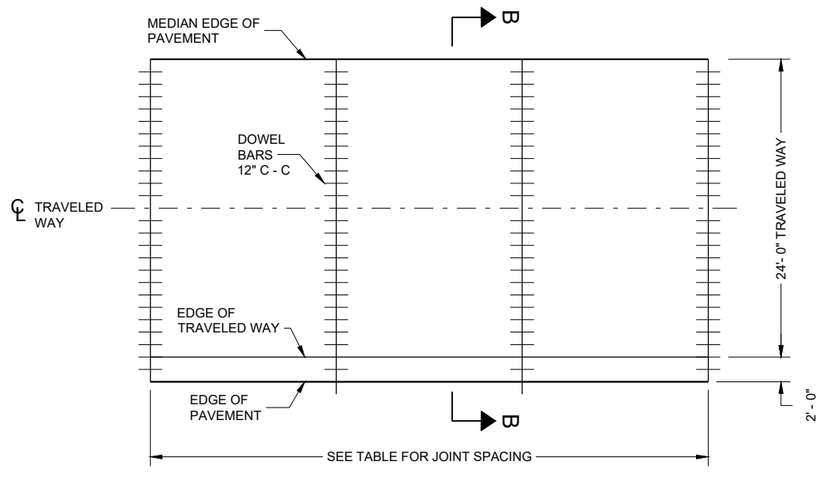
(3) SHOULDER WIDTHS LESS THAN 3 FEET SHALL BE PAVED INTEGRAL TO THE MAINLINE CONCRETE PAVEMENT, SEE SECTION B-B.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C11 - 14a

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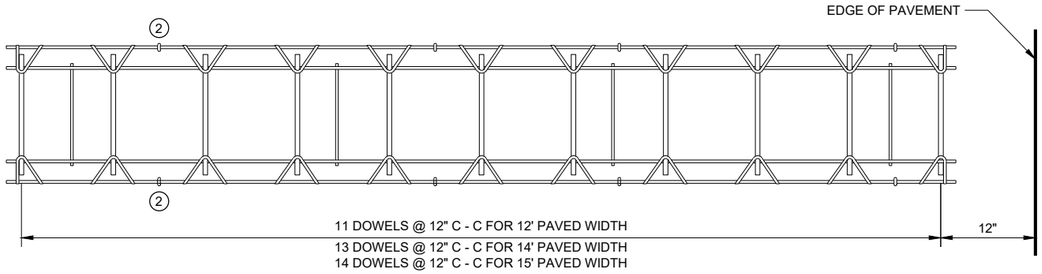
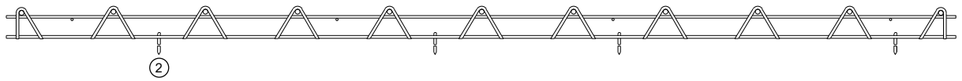


PLAN VIEW



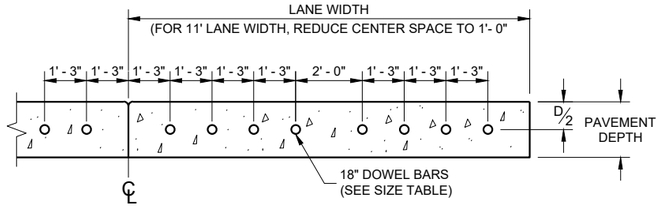
SIDE VIEW

(NORMAL TO CENTERLINE)

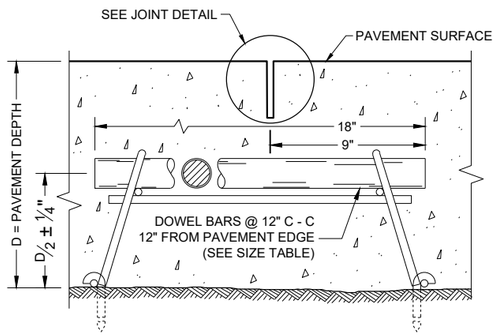
CONTRACTION JOINT DOWEL ASSEMBLY (1)

GENERAL NOTES

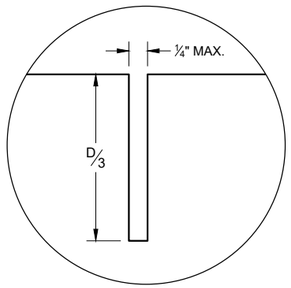
1. OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.
2. SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
3. FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.
4. PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
5. INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.
6. APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
7. ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



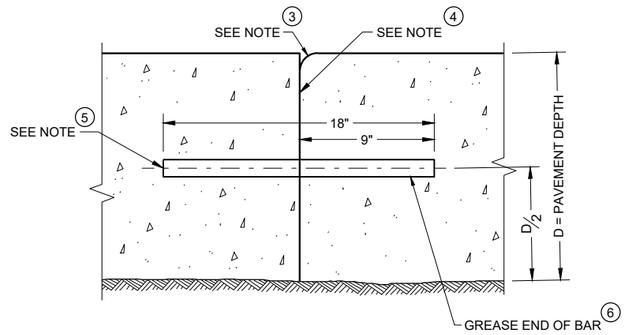
DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

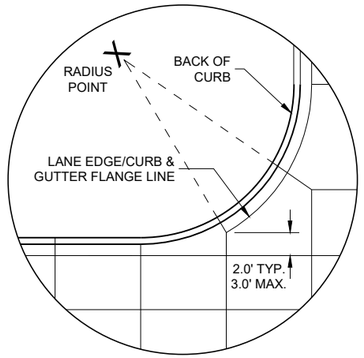
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

6

SDD 13C11 - 14b



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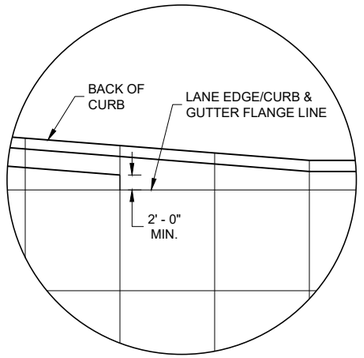

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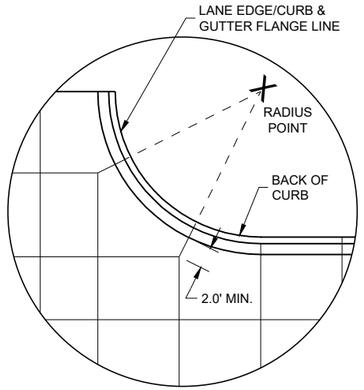

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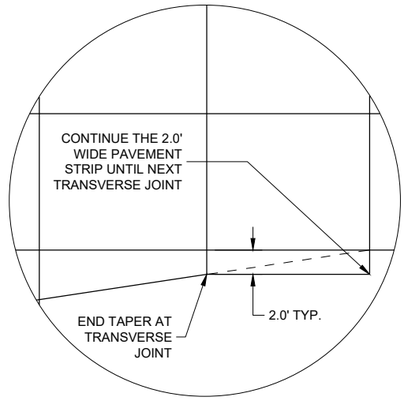


DETAIL "D"

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.

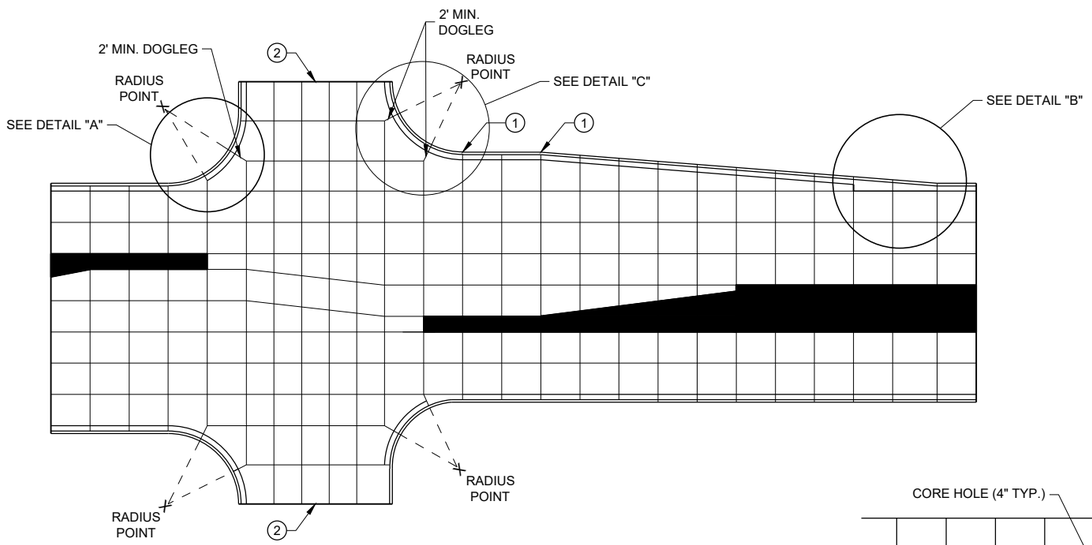
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

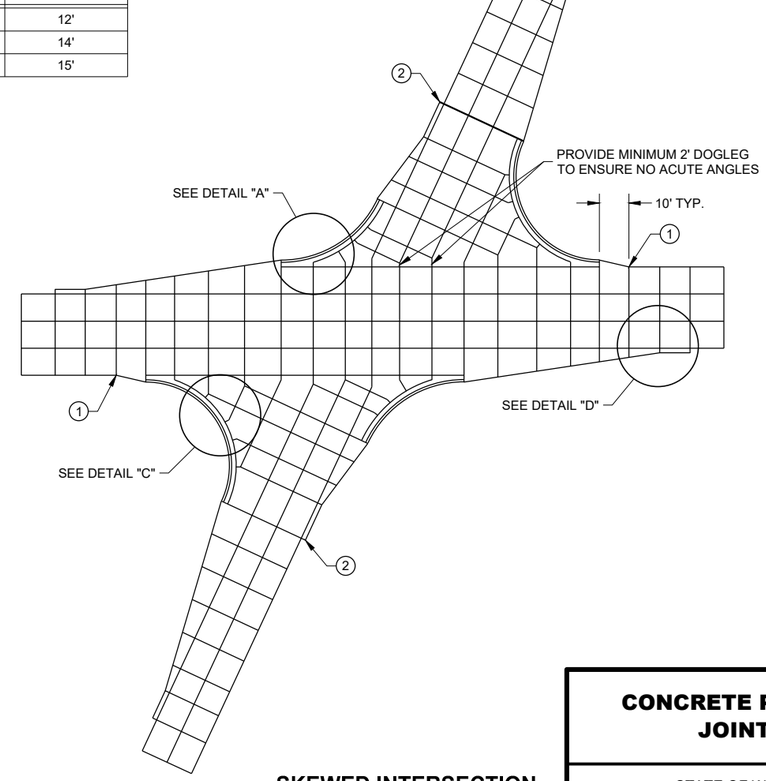
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



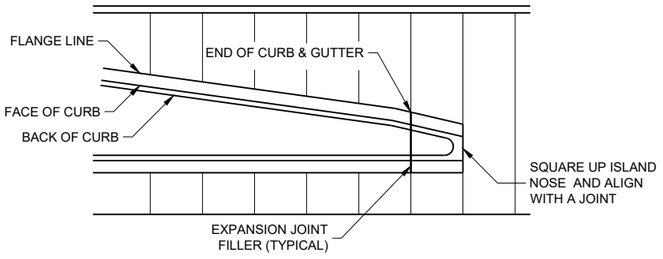
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

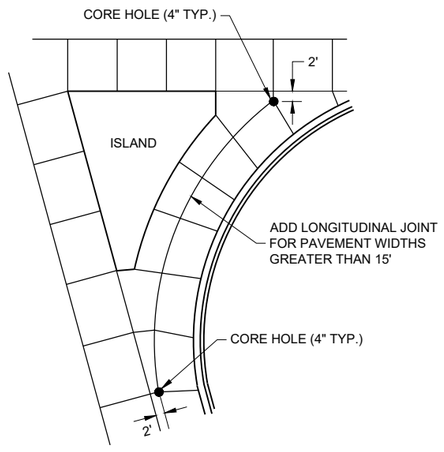
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

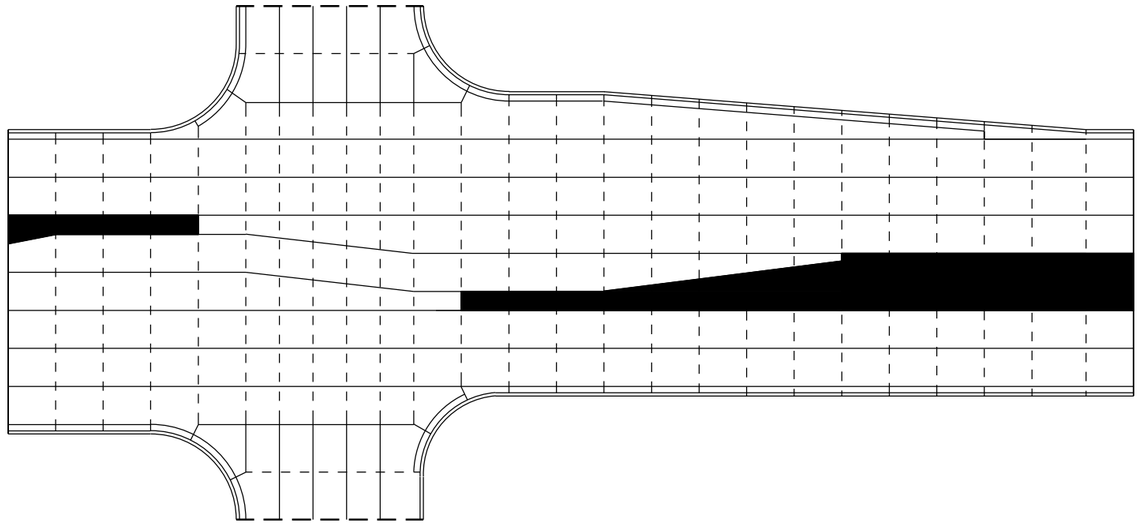
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

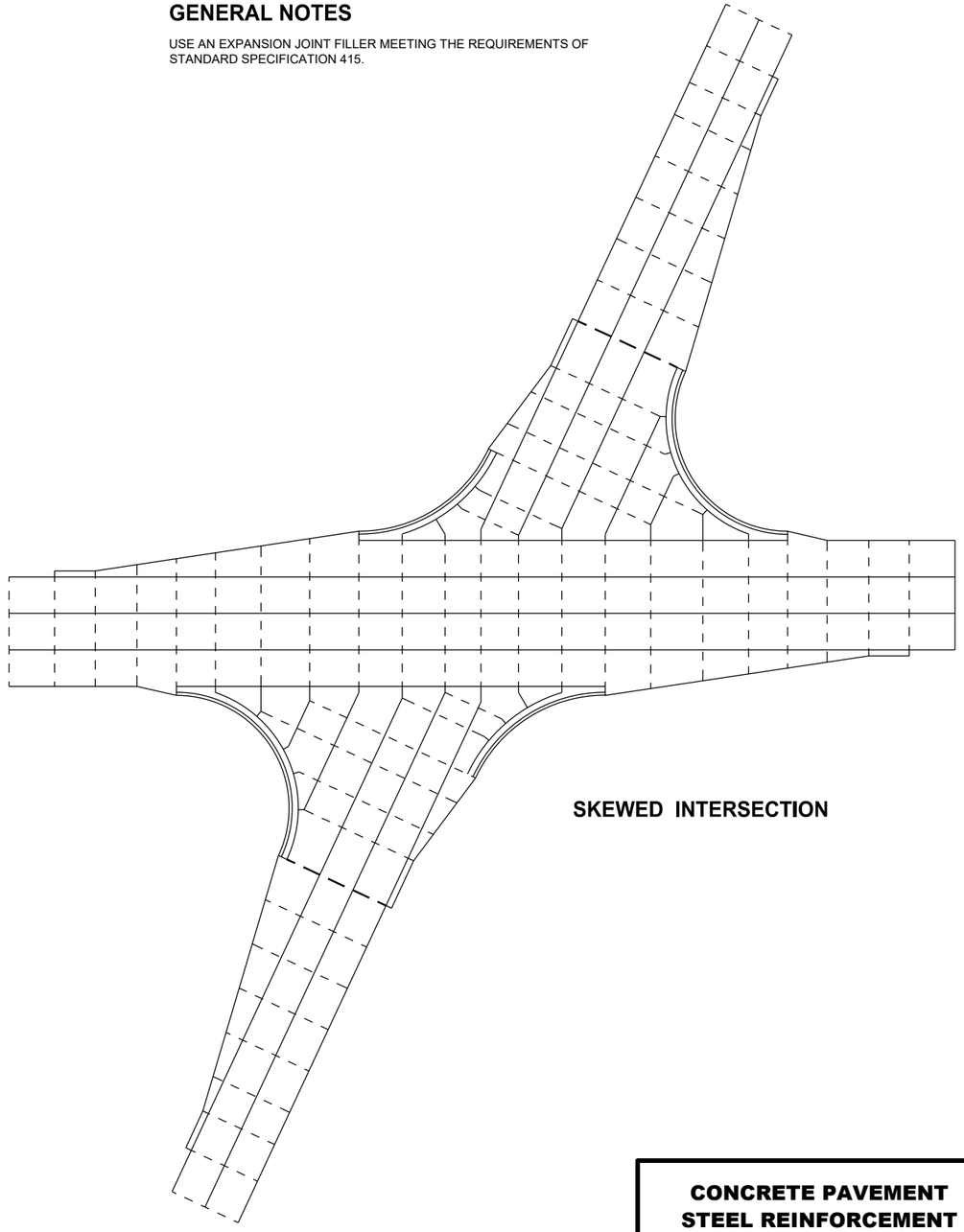
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

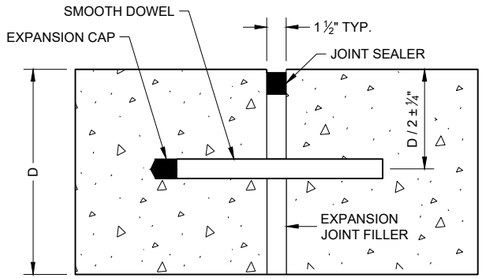
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

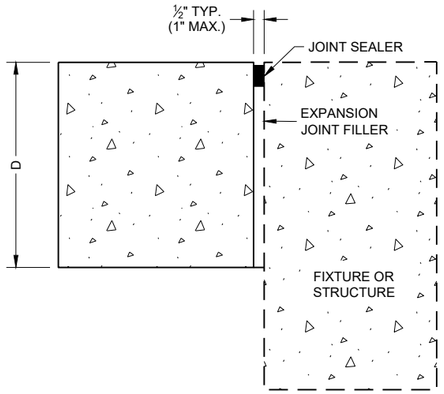
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

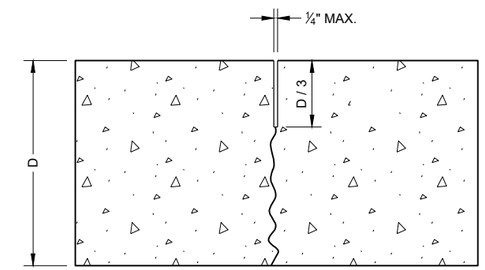
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

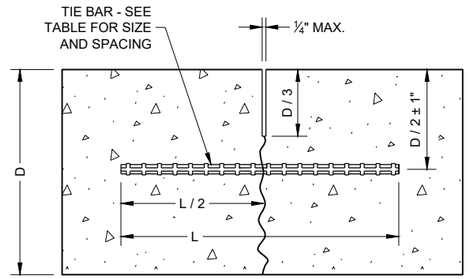
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

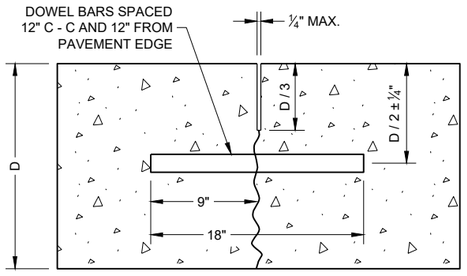
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

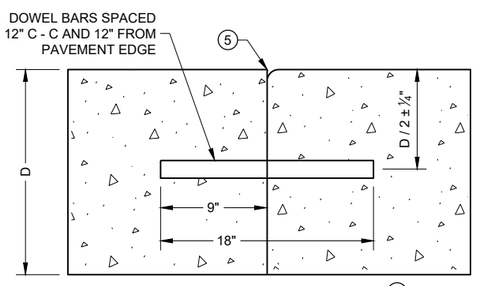


TIED LONGITUDINAL

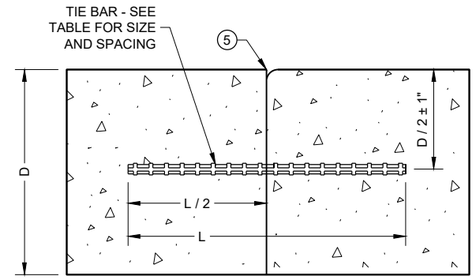


DOWELED TRANSVERSE

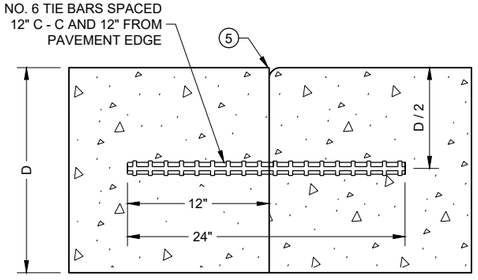
CONTRACTION JOINTS (2)



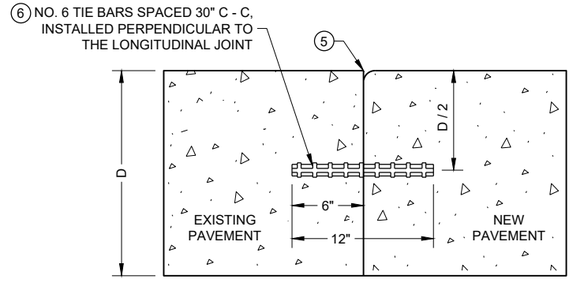
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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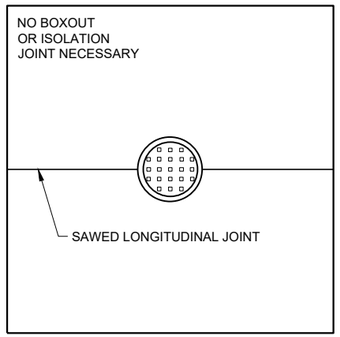
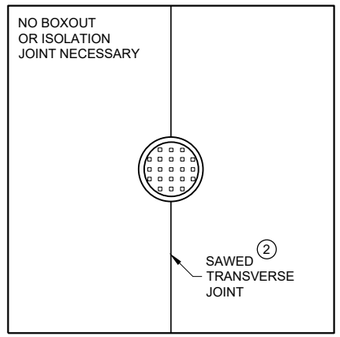
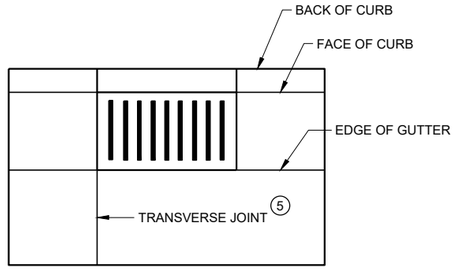
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



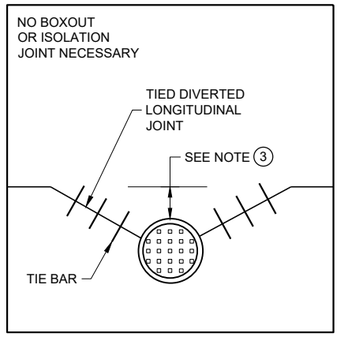
MANHOLE WITH TRANSVERSE JOINT



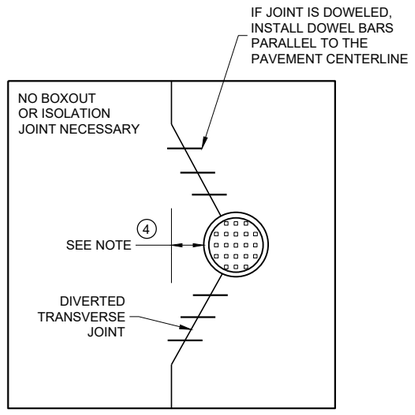
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

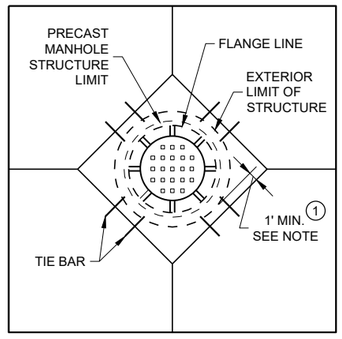
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

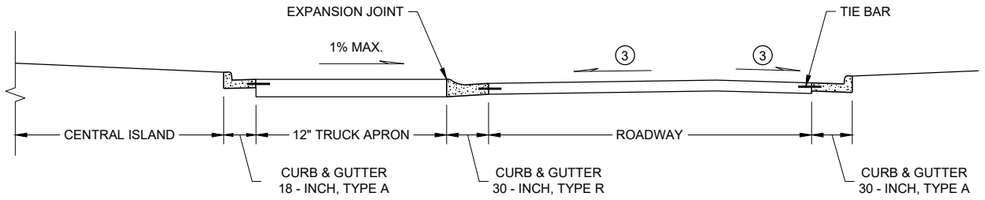
APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

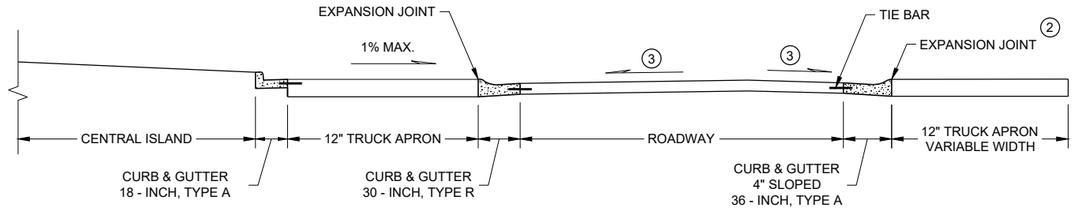
FHWA

6

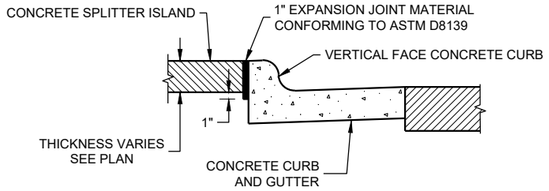
SDD 13C18 - 08d



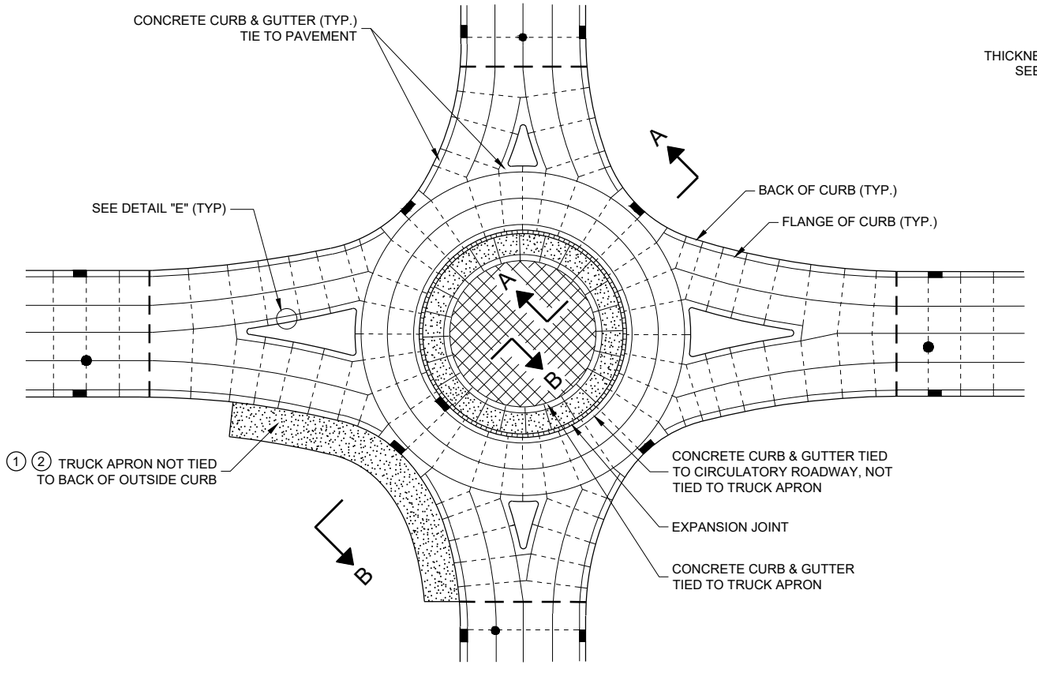
SECTION A - A



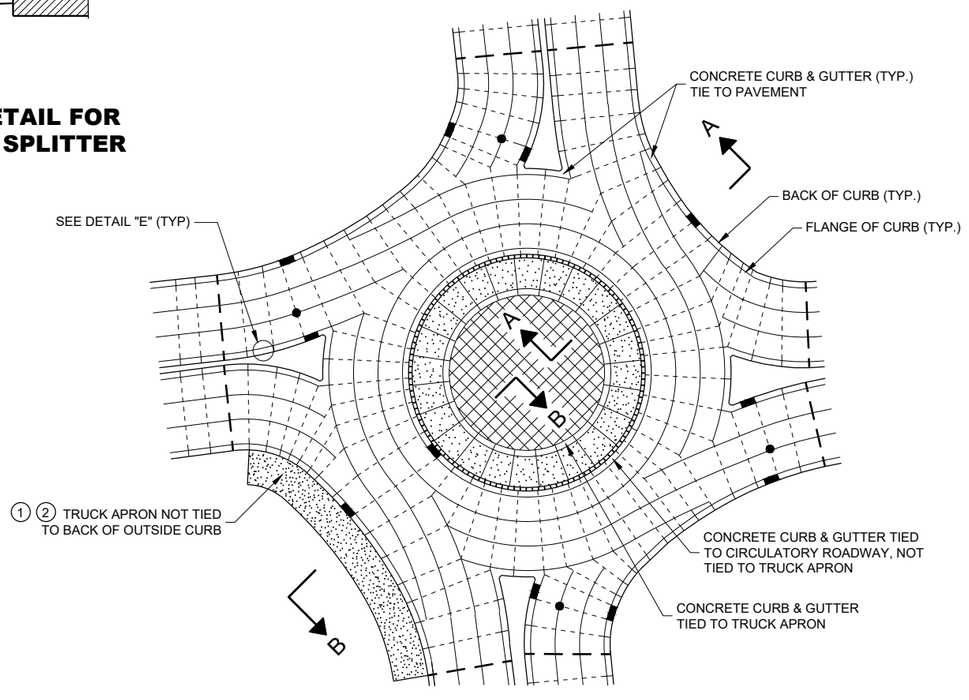
SECTION B - B



DETAIL 'E'
EXPANSION JOINT DETAIL FOR VERTICAL CURB AT A SPLITTER ISLAND



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13C18 - 08e

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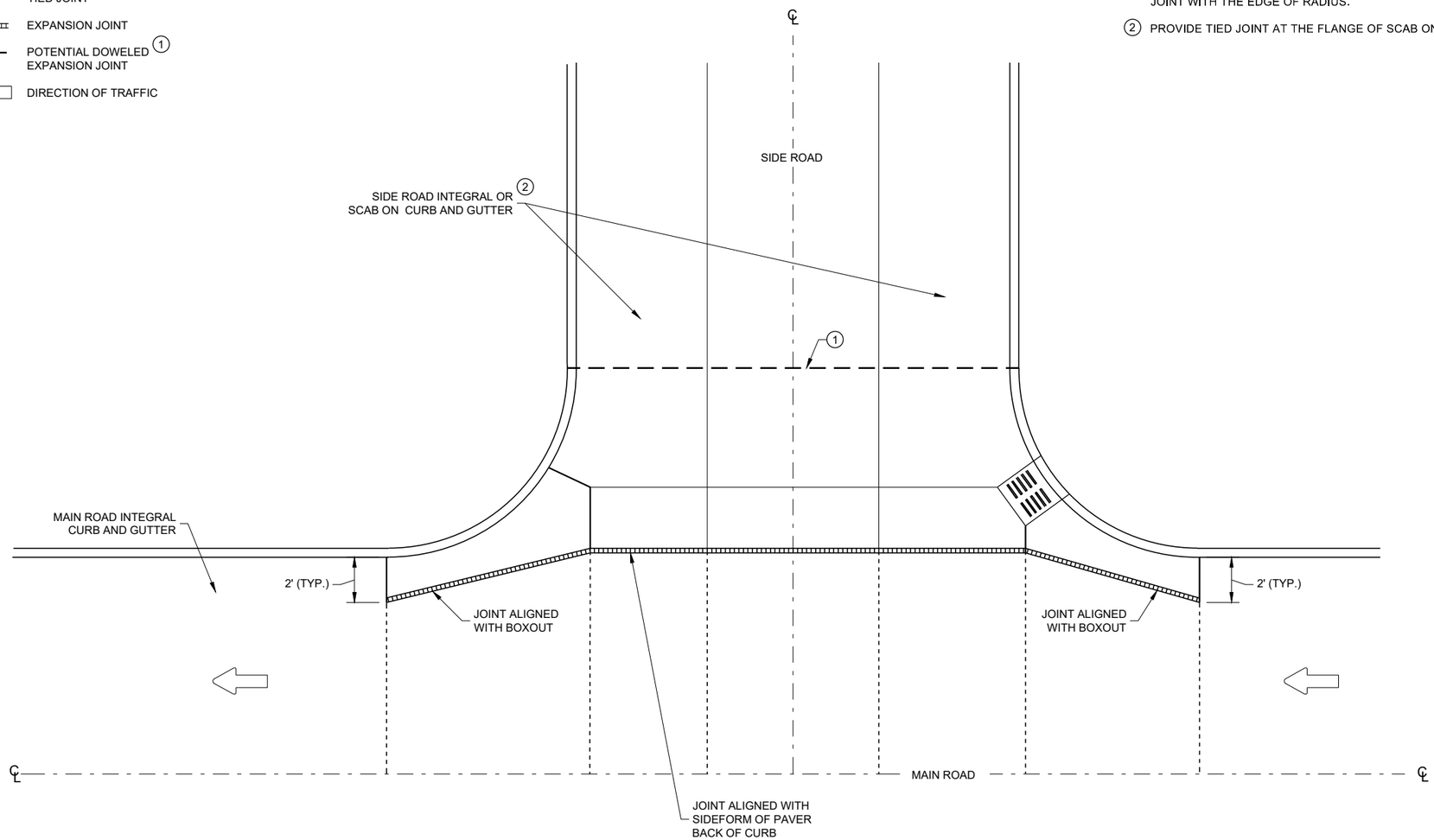
SDD 13C18 - 08e

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

6

SDD 13C18 - 08f

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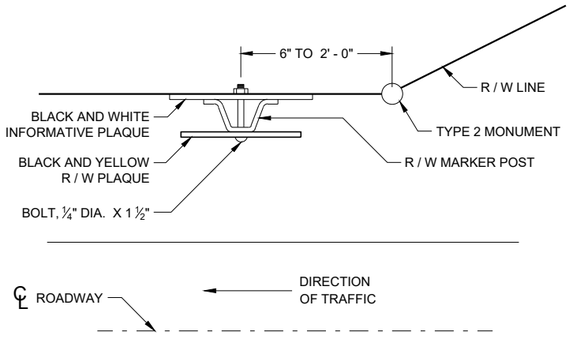
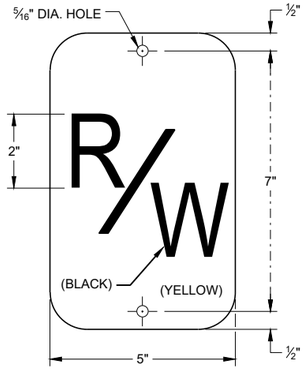
SDD 13C18 - 08f

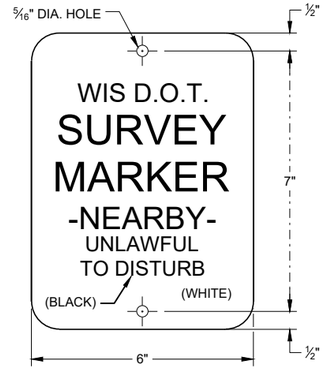


PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

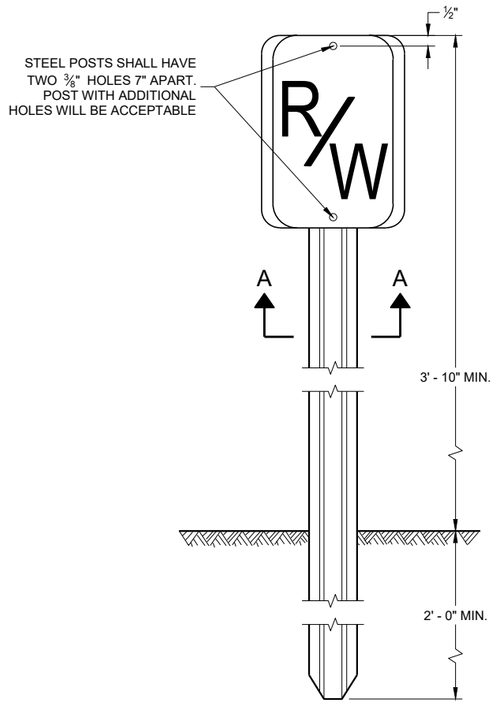
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

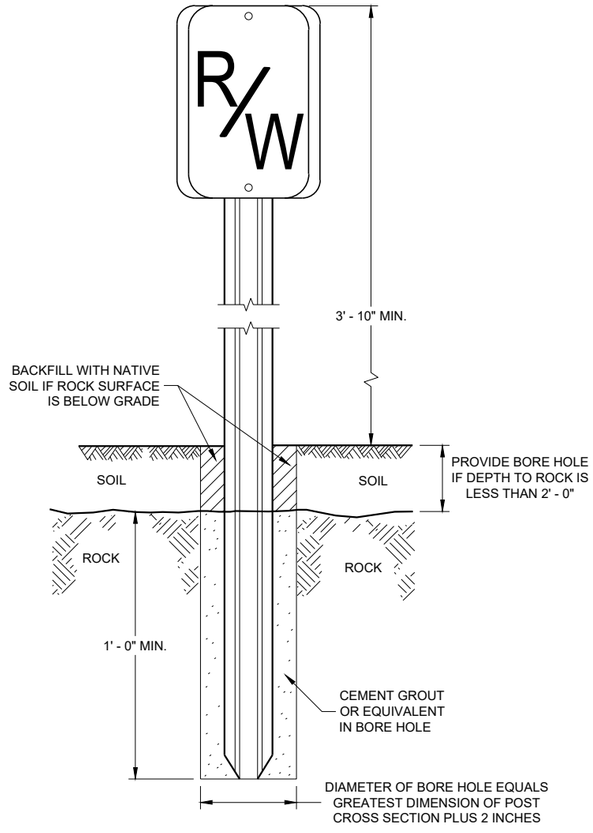
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

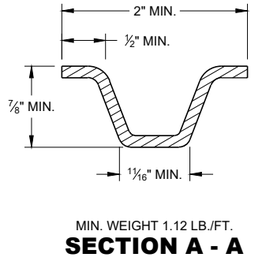
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



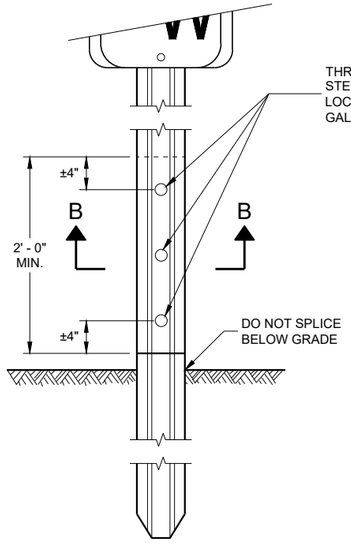
FRONT VIEW
STEEL MARKER POST



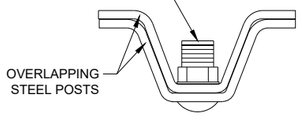
FRONT VIEW
ROCK INSTALLATION (1)



MIN. WEIGHT 1.12 LB./FT.
SECTION A - A



FRONT VIEW
SPLICE DETAIL



SECTION B - B

MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016 — DATE
/S/ Ray Kumapayi — CHIEF SURVEYING AND MA ENGINEER

FHWA

6

SDD 15A01 - 13a

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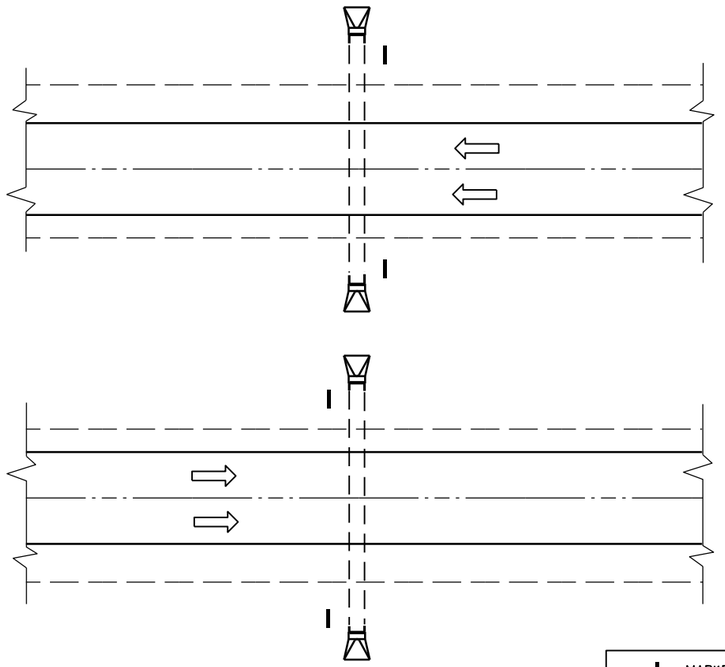
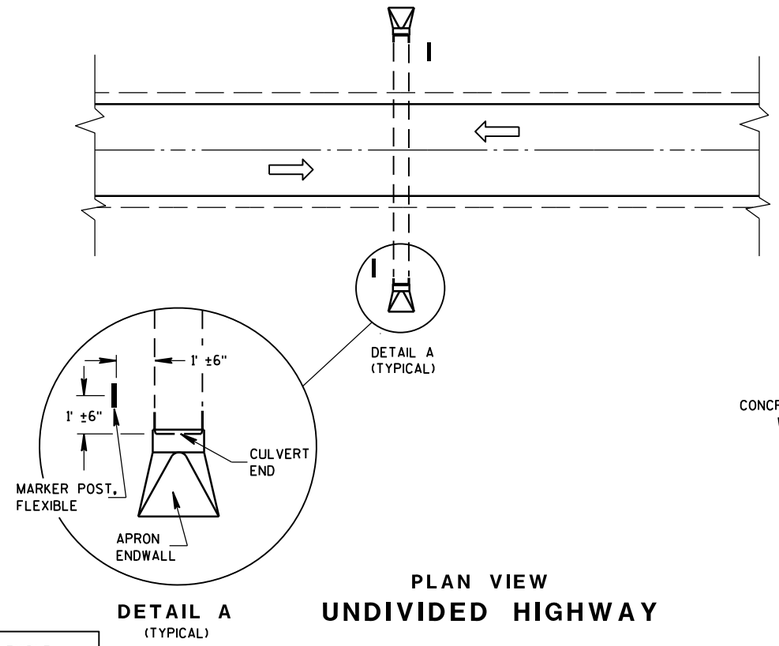
SDD15A01 - 13a



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

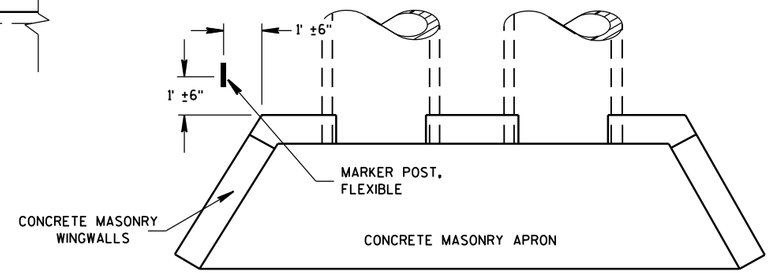
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

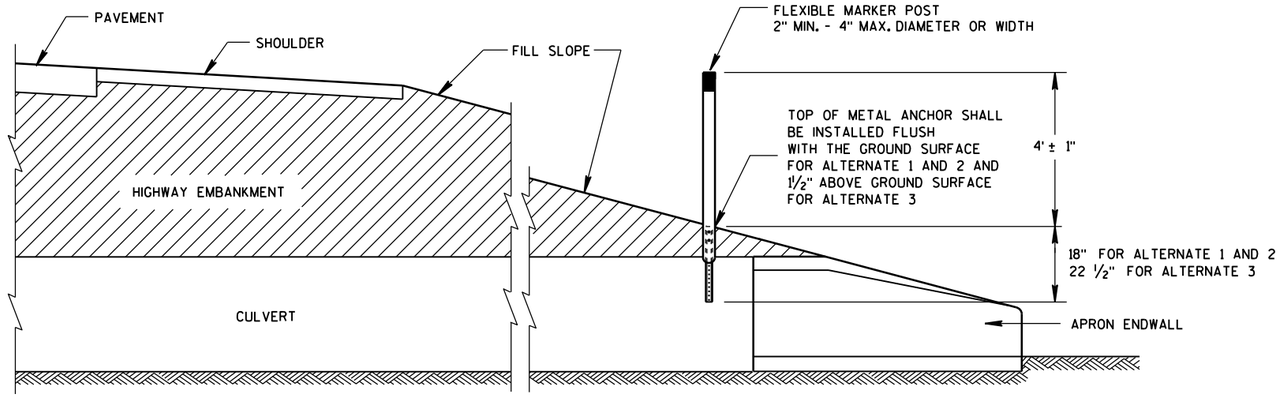
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 A 3-2a

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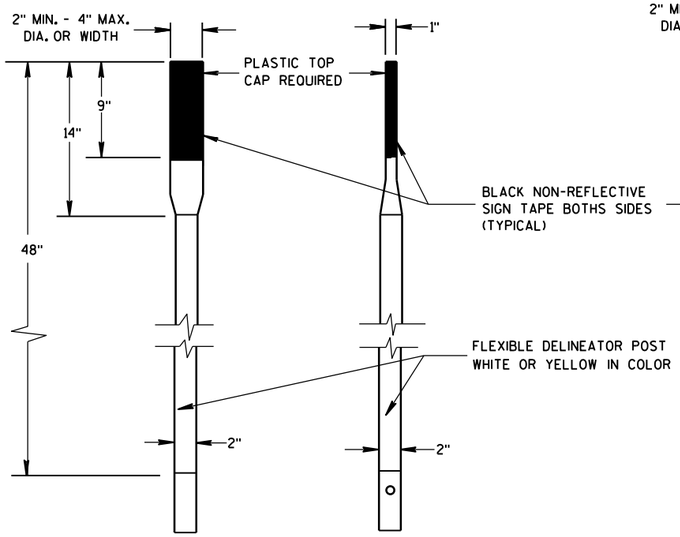
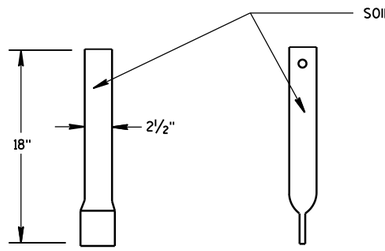
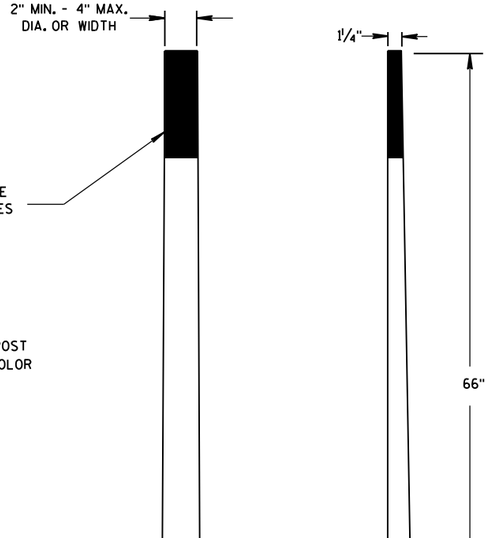
S.D.D. 15 A 3-2a





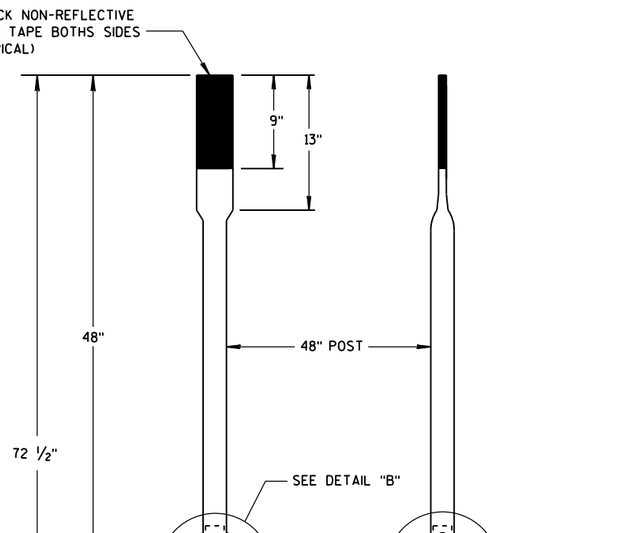
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

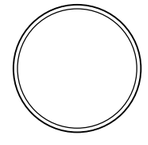
ALTERNATE 2



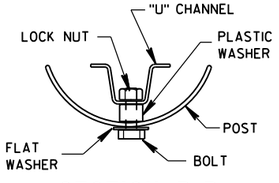
FRONT VIEW SIDE VIEW

ALTERNATE 3

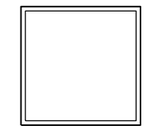
FLEXIBLE MARKER POSTS



SECTION A-A



SECTION B-B



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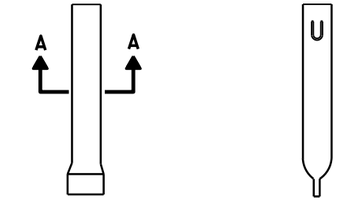
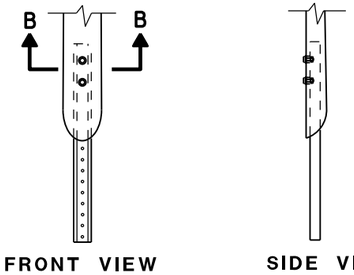


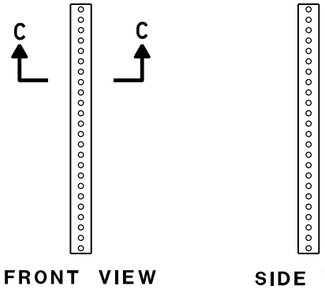
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

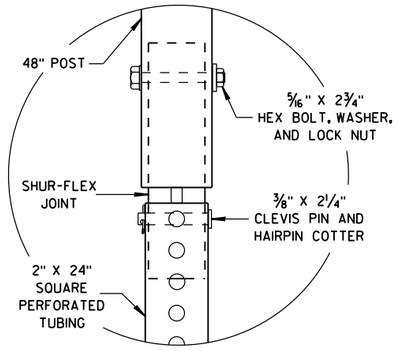
ALTERNATE 2



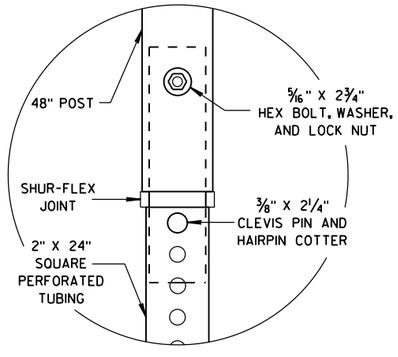
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

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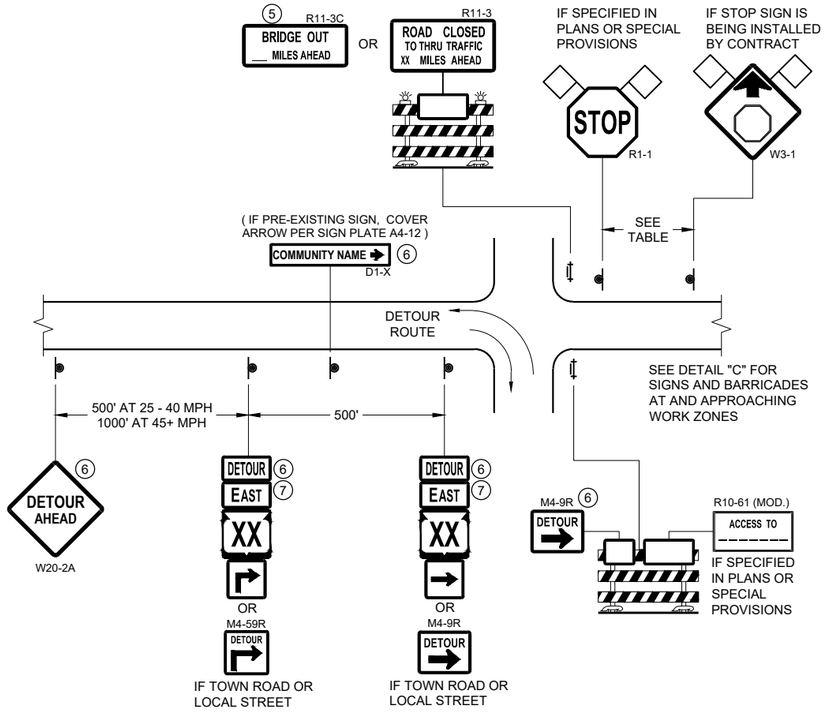
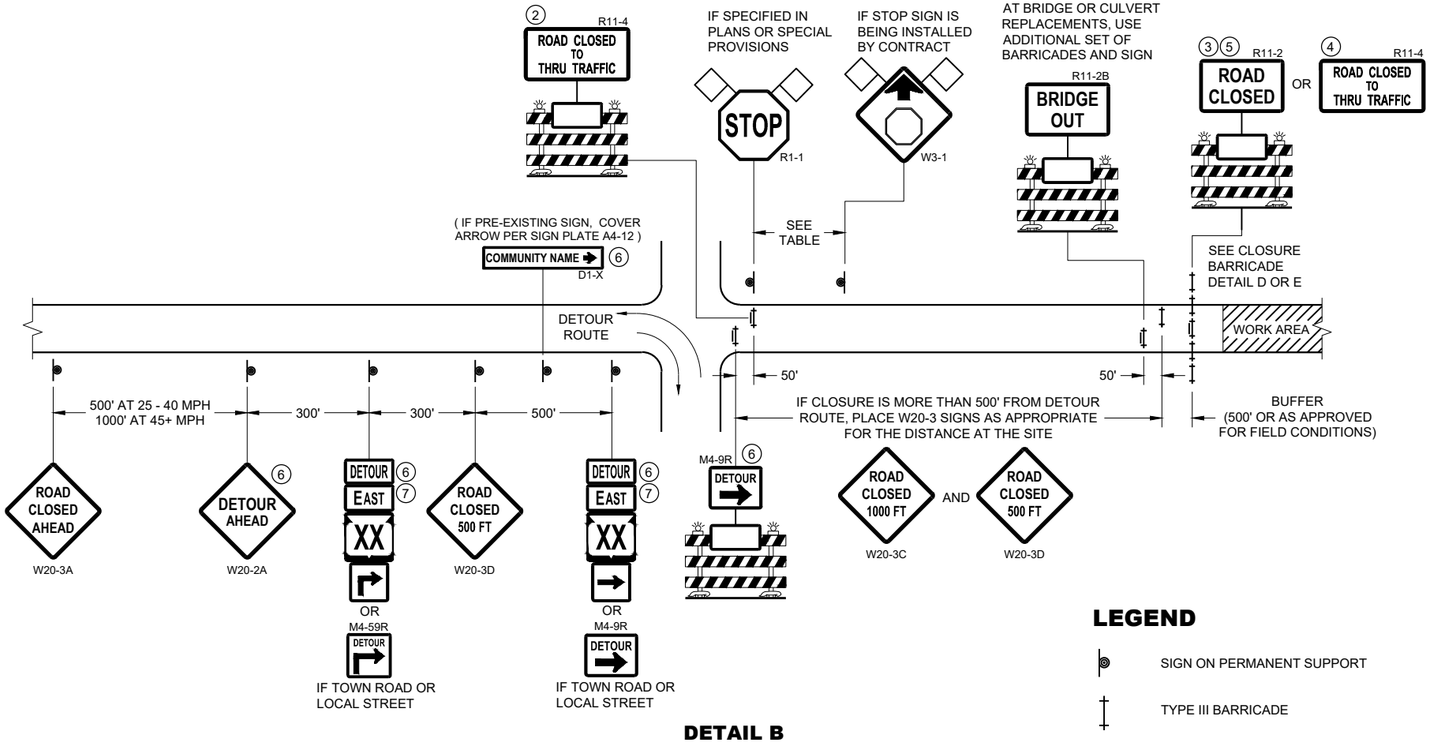


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

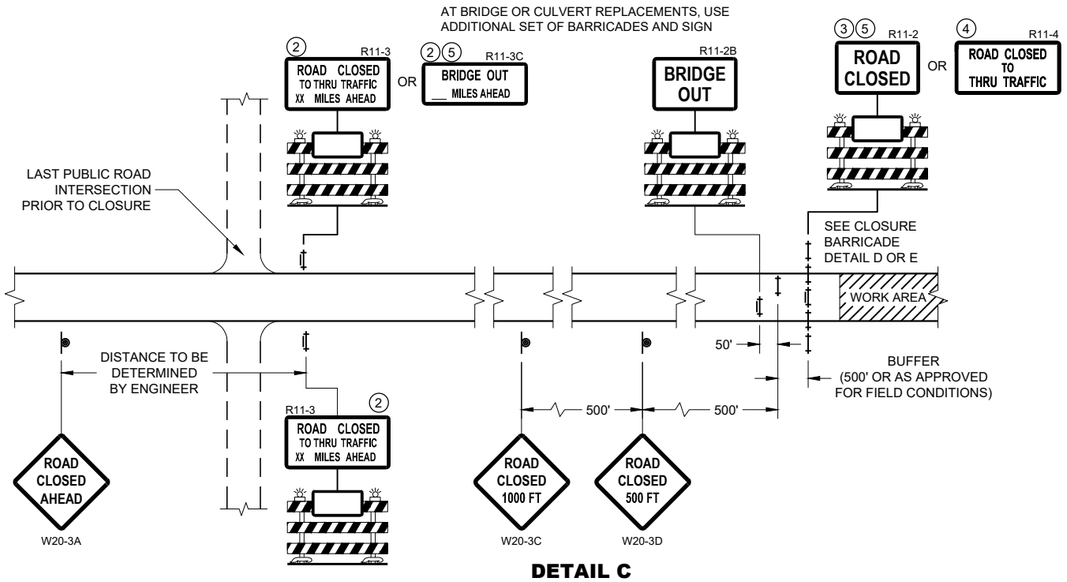
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C02 - 09a

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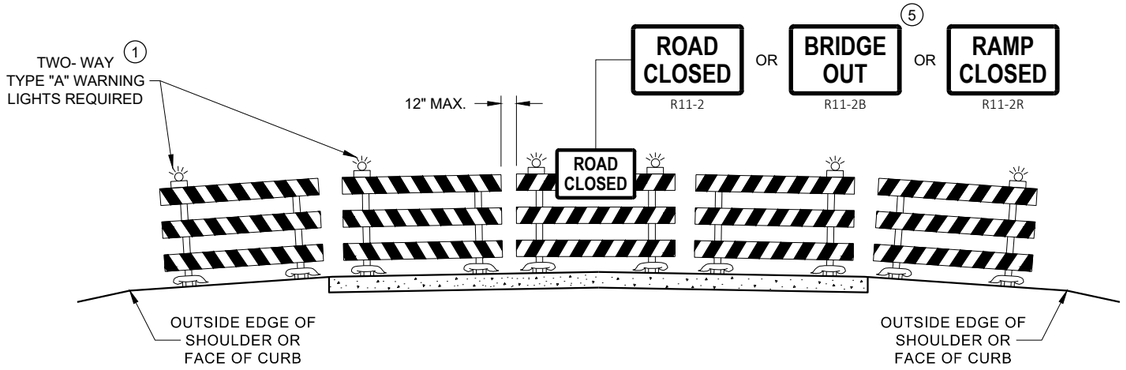
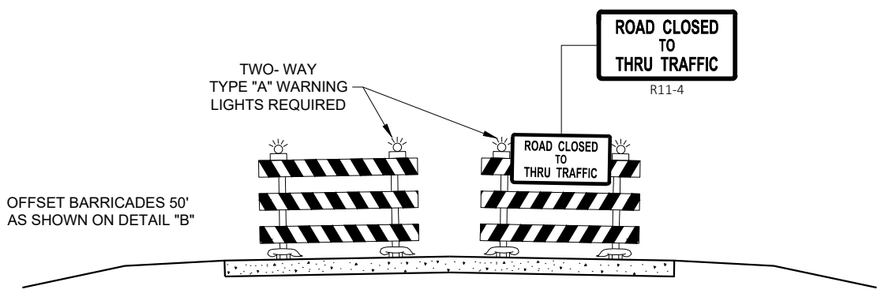
SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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SDD 15C02 - 09b

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

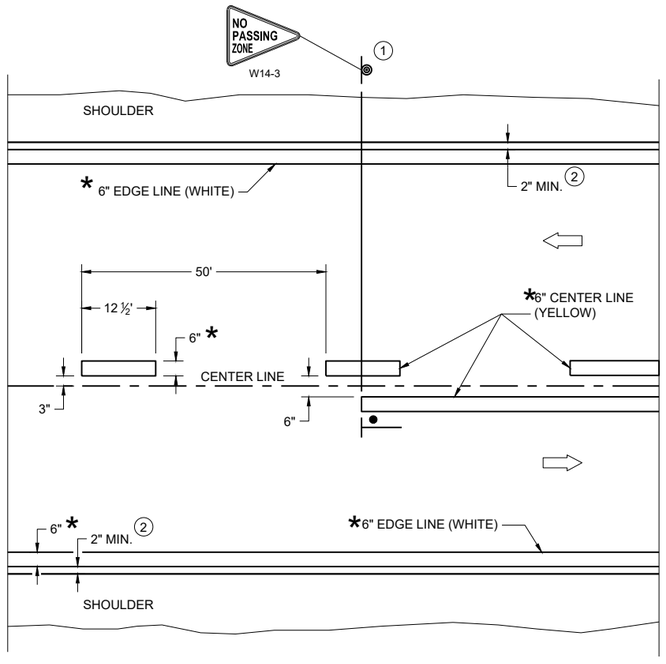
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

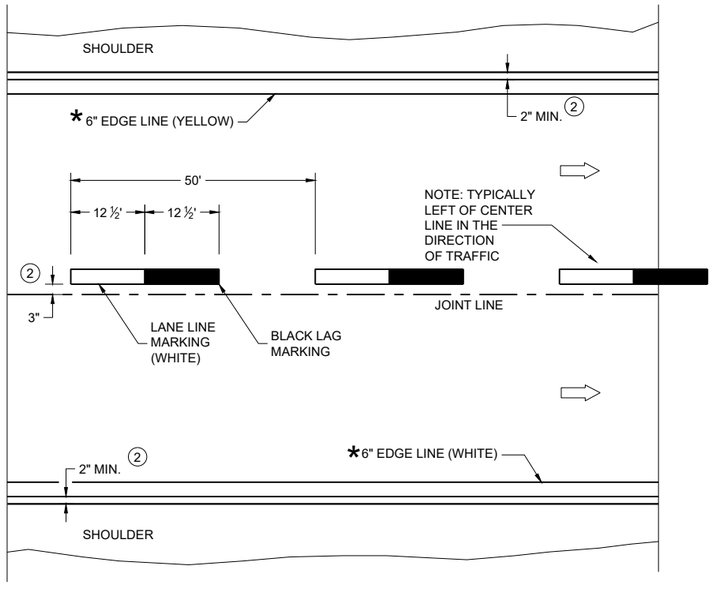
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

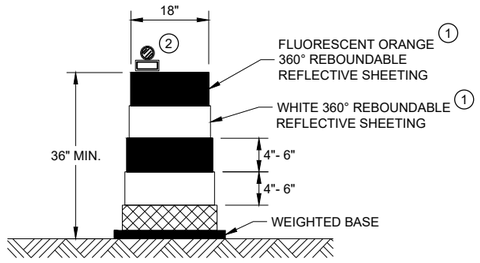
FHWA

6

SDD 15C08-24a
SDD 15C08-24a

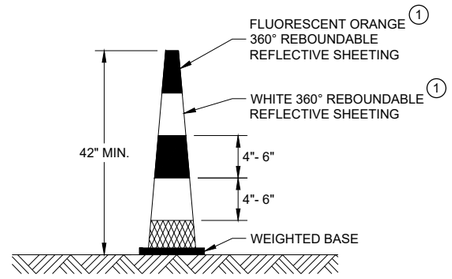
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

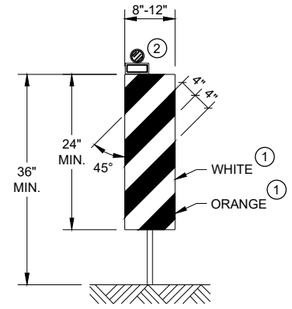
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

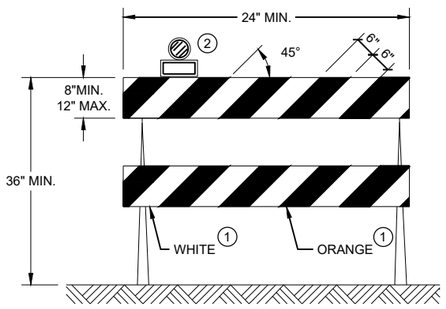
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



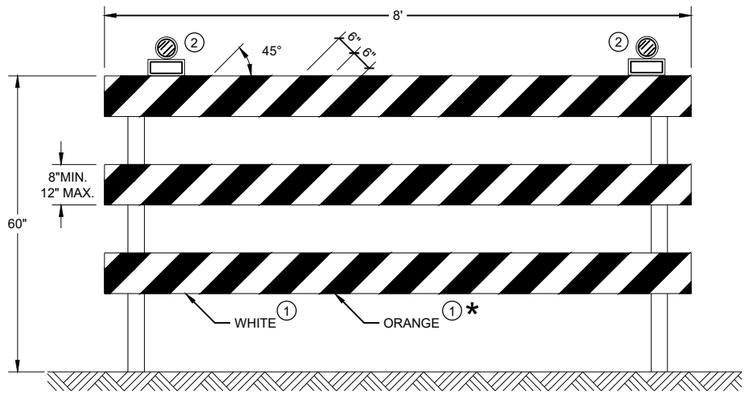
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 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
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C11 - 10b

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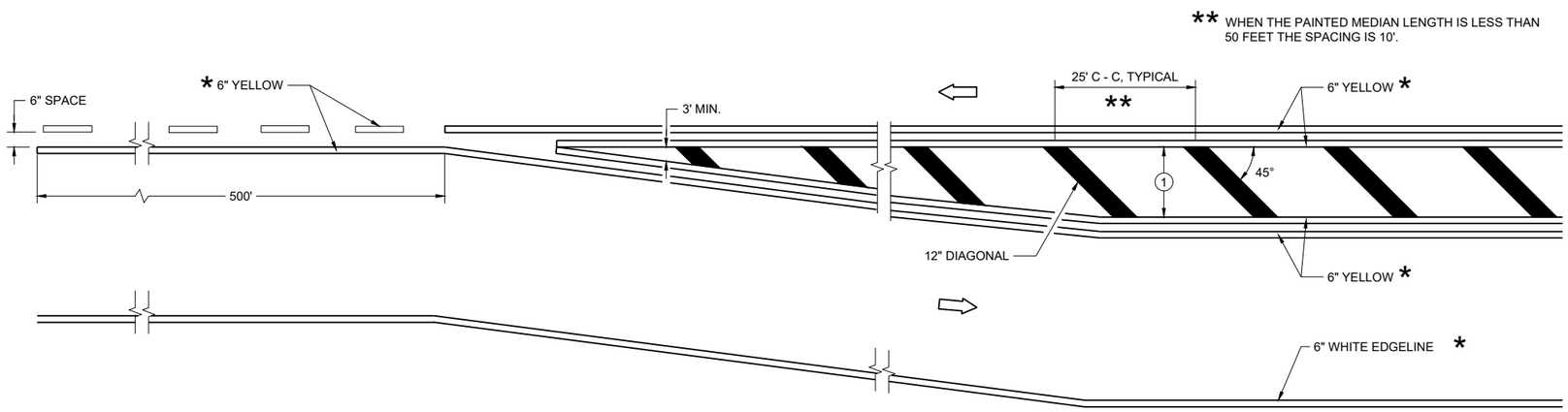
SDD 15C11 - 10b



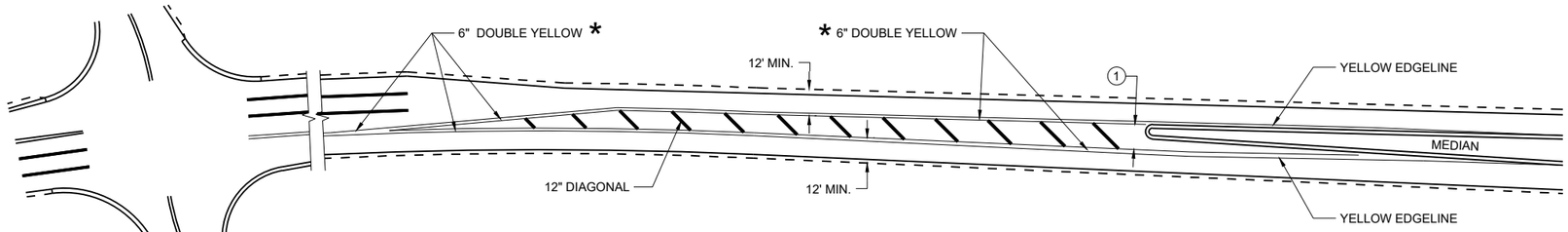
MEDIAN ISLAND DETAIL

GENERAL NOTES

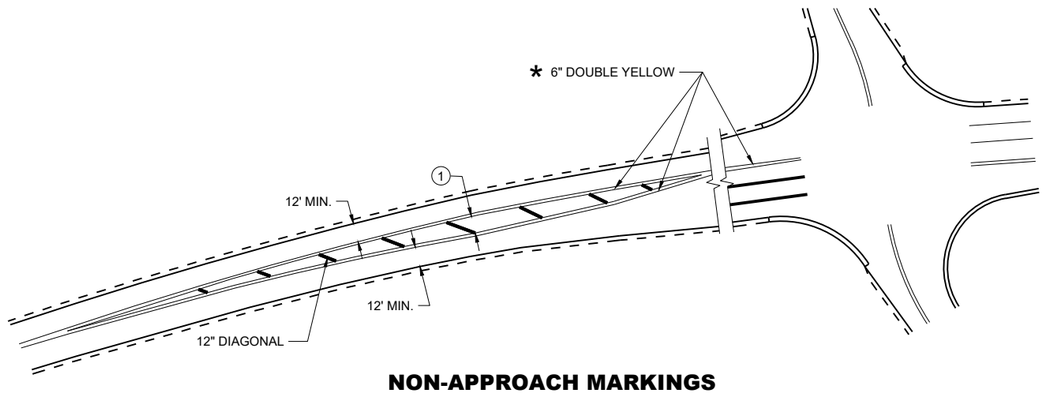
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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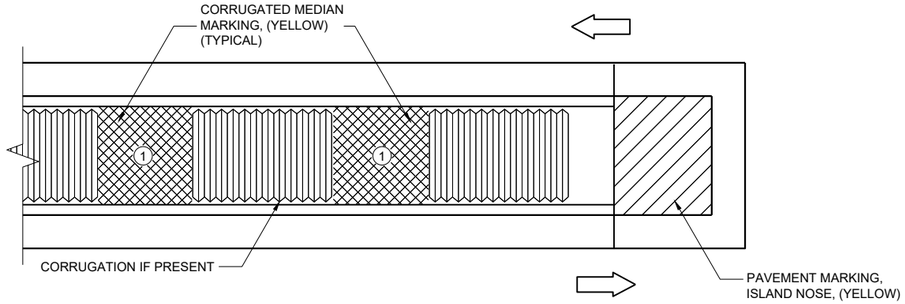
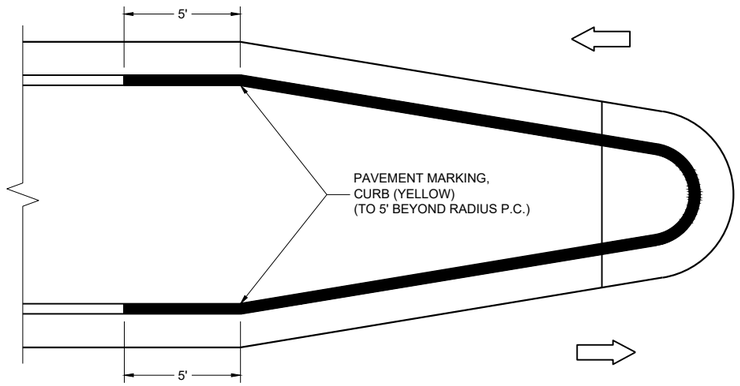
SDD 15C18-09a

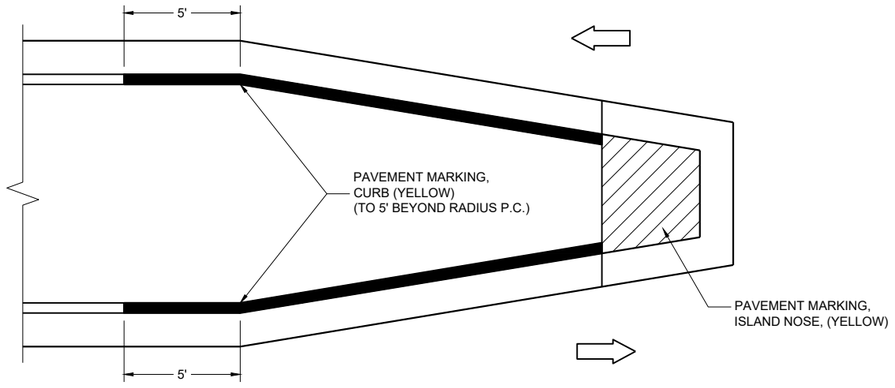
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

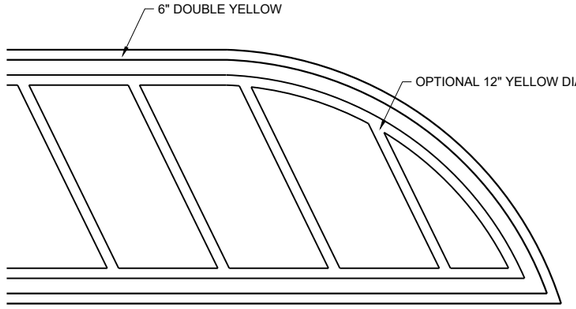
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

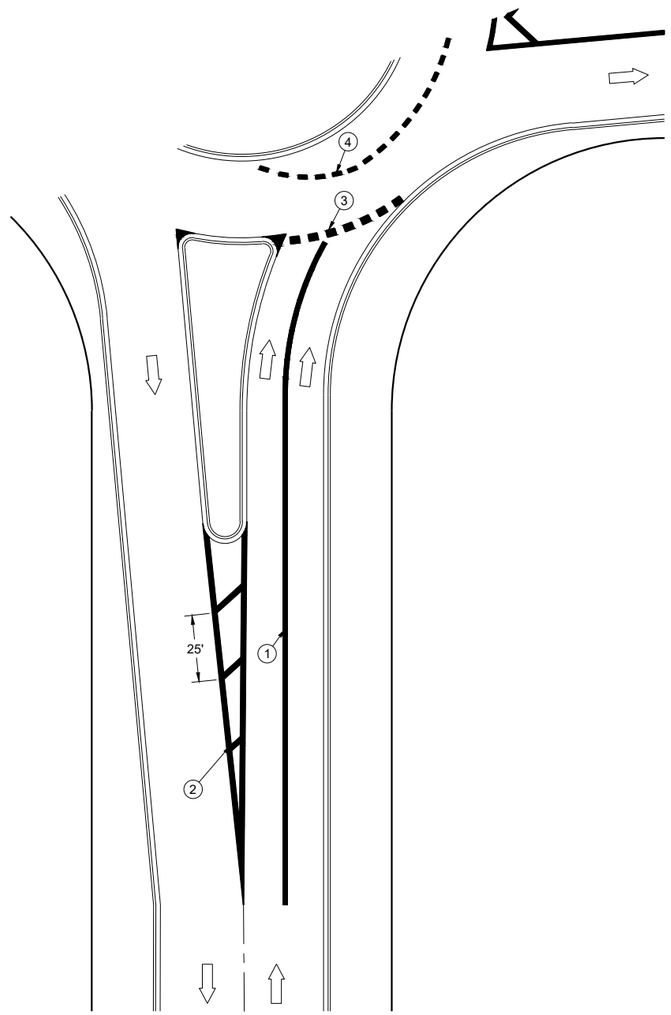
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C18-09b

LEGEND

- (1) 10" WHITE
- (2) 12" DIAGONALS AT 25' SPACING. (CAN BE OMITTED IF LESS THAN 6')
- (3) 18" WHITE, 2' LINE, 2' GAP
- (4) 6" LINE (6 FT LINE, 3'GAP)
- DIRECTION OF TRAFFIC
- CURB AND GUTTER
- RIGHT OF WAY



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SDD 15C22-01

DOTTED EXTENSION FOR ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

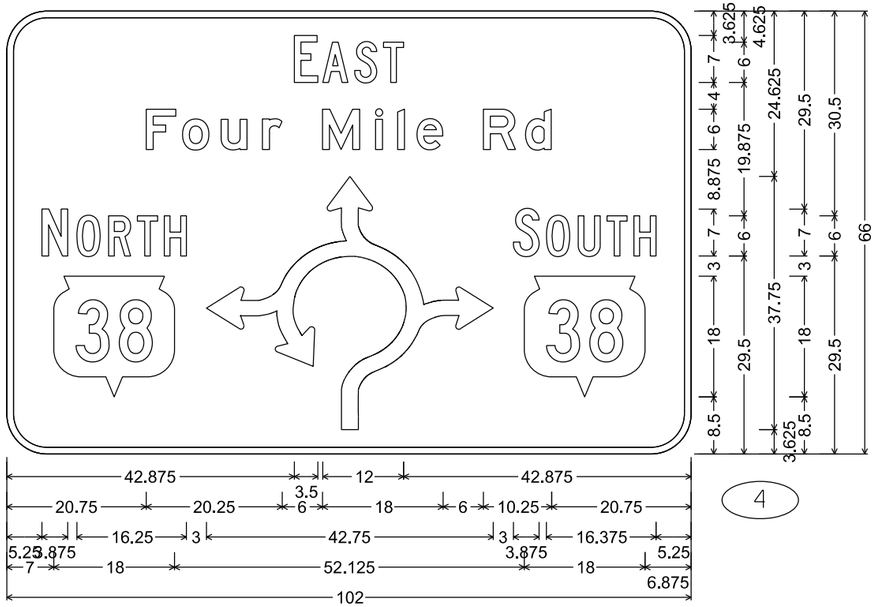
APPROVED
August 2024
DATE

/S/ Matthew Rauch
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

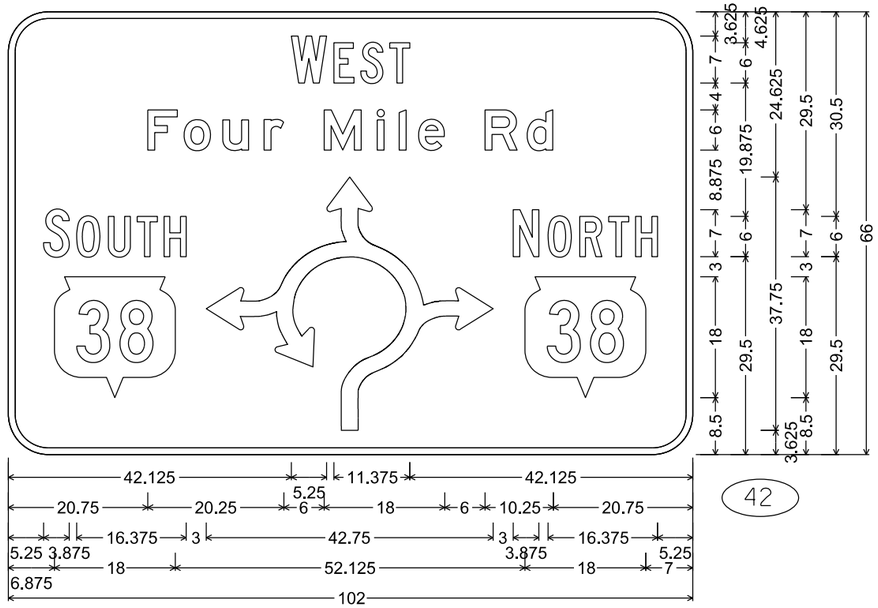
FHWA

6

SDD 15C22-01



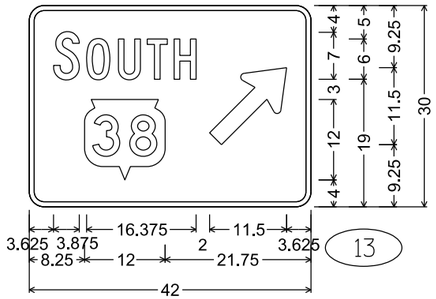
D1-62; 6.000" Radius, 1.000" Border,
"EAST", C; "NORTH", C; "SOUTH", C



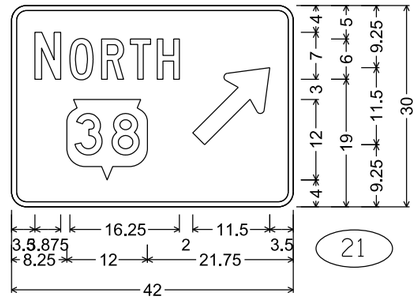
D1-62; 6.000" Radius, 1.000" Border,
"WEST", C; "SOUTH", C; "NORTH", C

NOTES

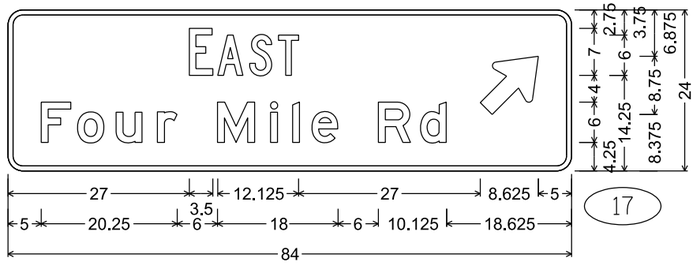
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E or except as noted



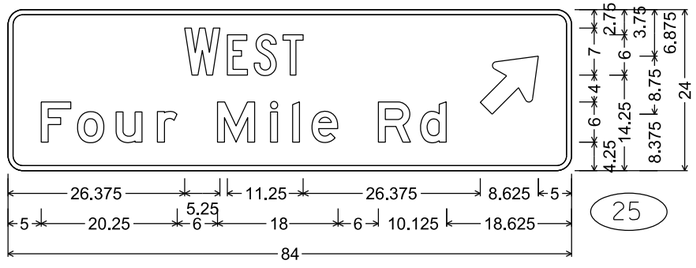
D1-67; 2.250" Radius, 0.750" Border,
"SOUTH", C



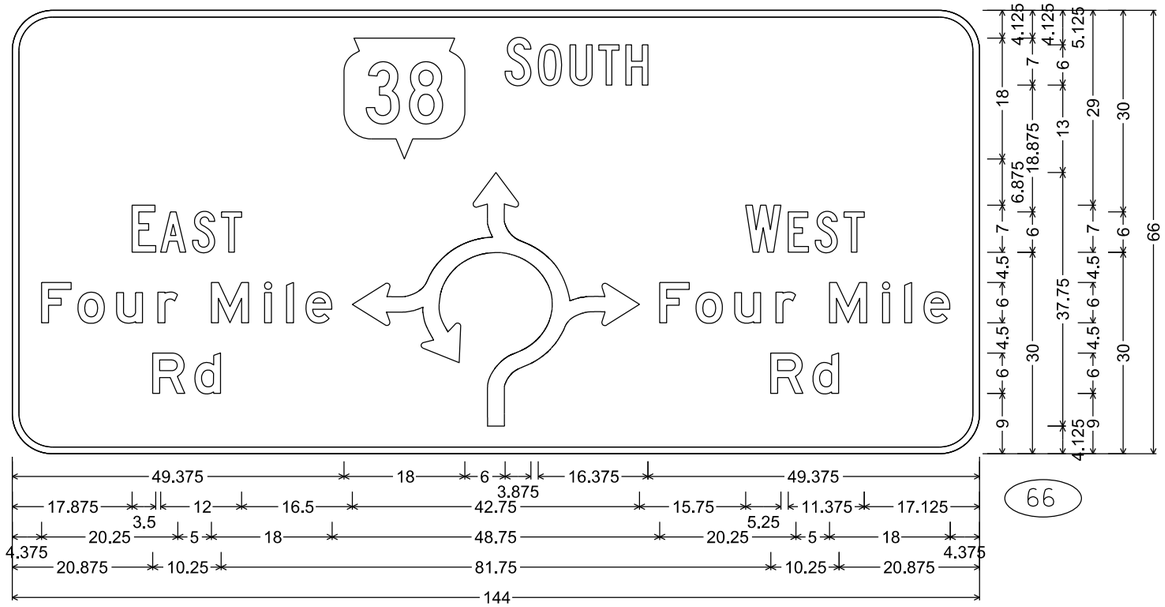
D1-67; 2.250" Radius, 0.750" Border,
"NORTH", C



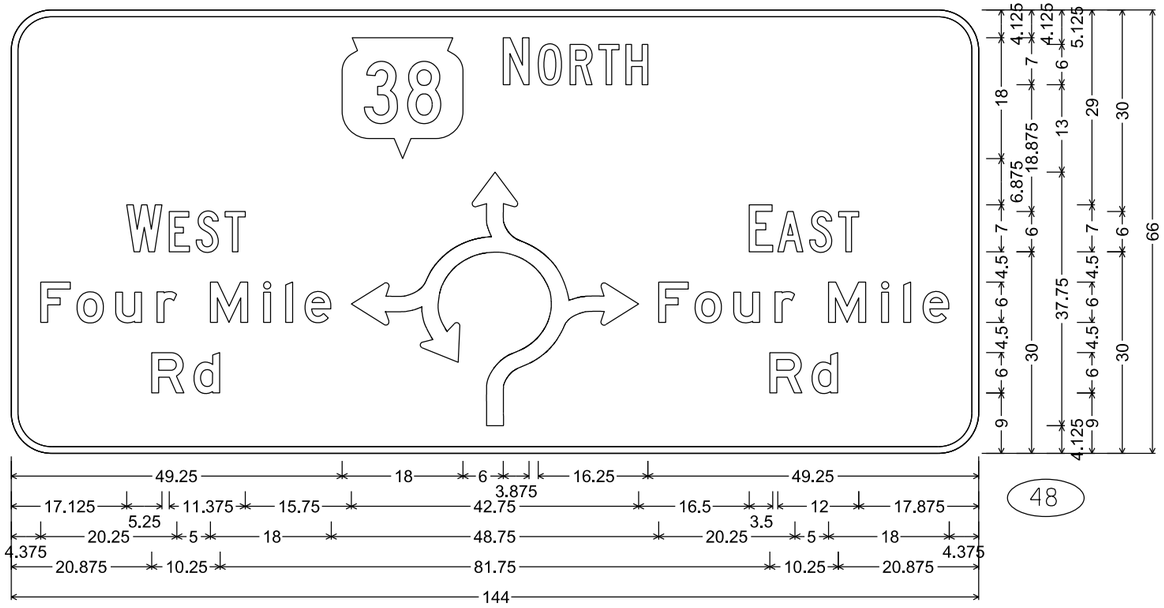
D1-2; 2.250" Radius, 0.750" Border,
"EAST", C



D1-2; 2.250" Radius, 0.750" Border,
"WEST", C



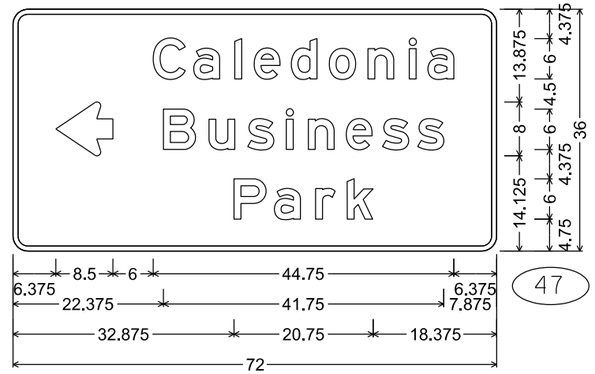
D1-62; 6.000" Radius, 1.000" Border,
"SOUTH", C; "EAST", C; "WEST", C



D1-62; 6.000" Radius, 1.000" Border,
"NORTH", C; "WEST", C; "EAST", C

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E or except as noted

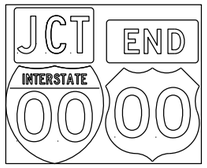


D1-3; 2.250" Radius, 0.750" Border

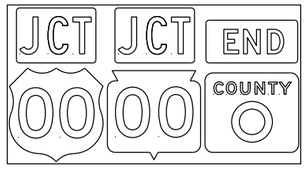
D1-3; 2.250" Radius, 0.750" Border

TYPICAL ASSEMBLIES

J1-1



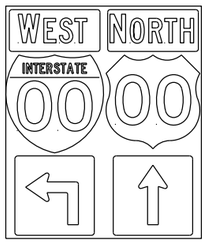
J1-2



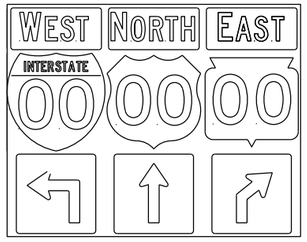
J1-3

JR1-1

J2-1

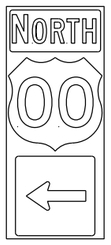


J2-2

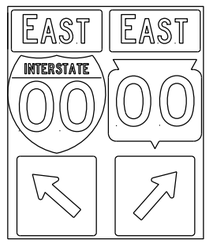


J2-3

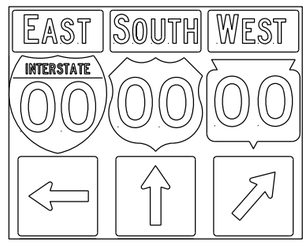
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1

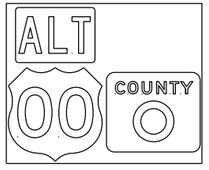


J3-2

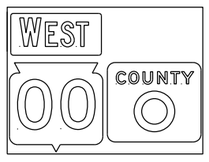


J3-3

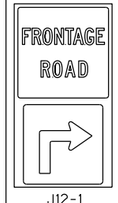
J4-1



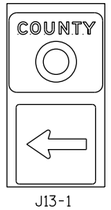
J4-2



J4-2



J12-1

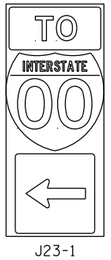


J13-1

J32-1

J33-1

J22-1

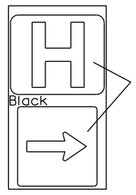


J23-1

JR13-1

JR23-1

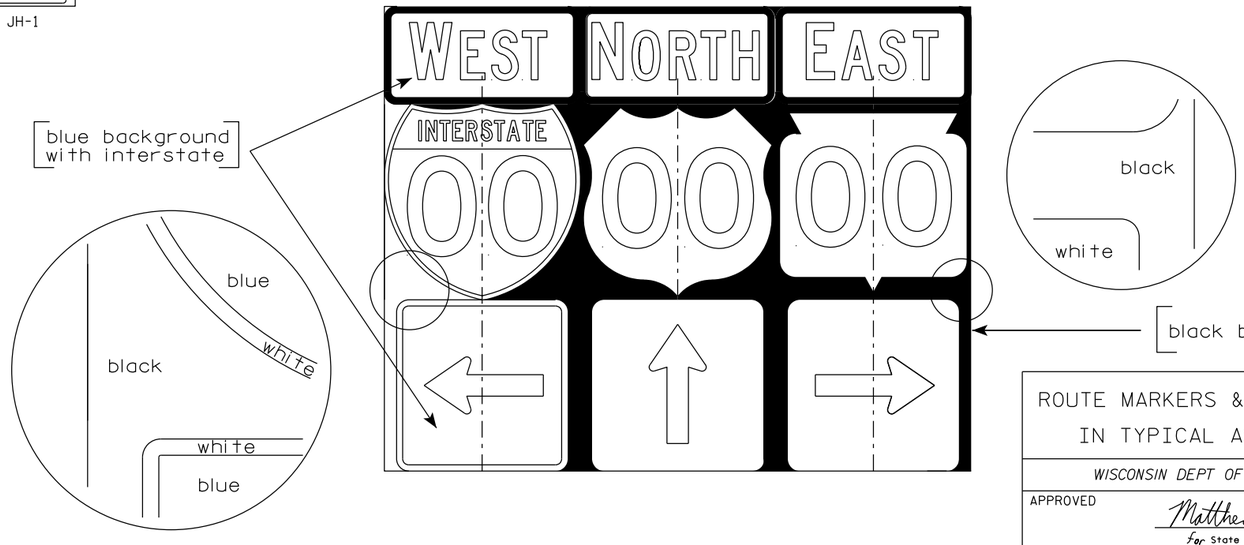
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

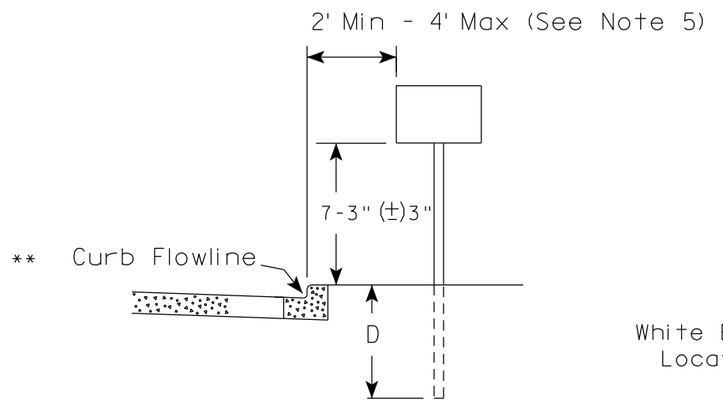
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

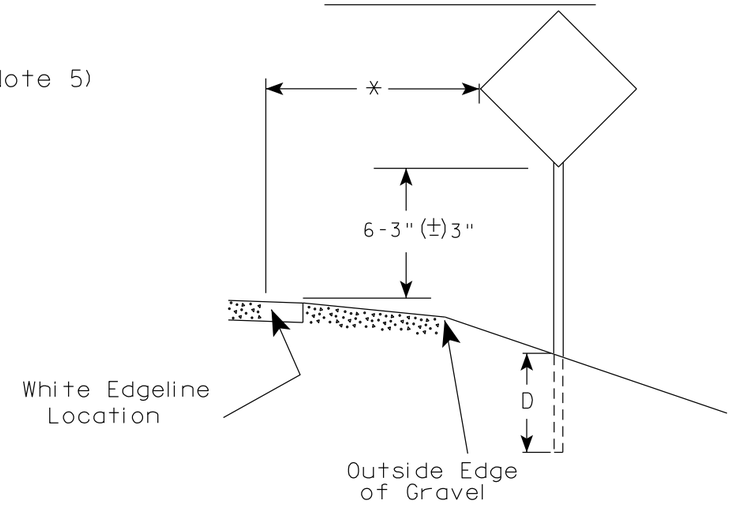
PROJECT NO:

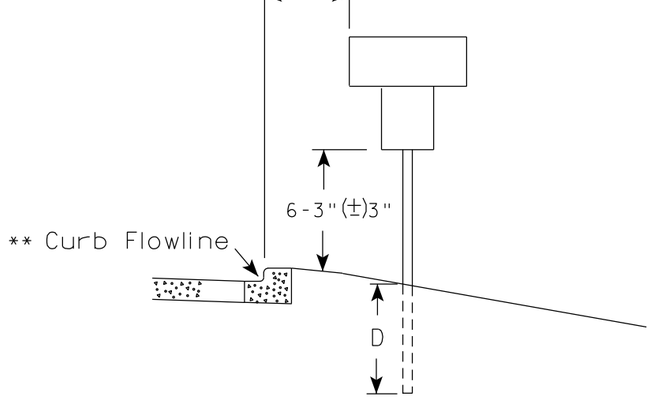
SHEET NO: 176 E

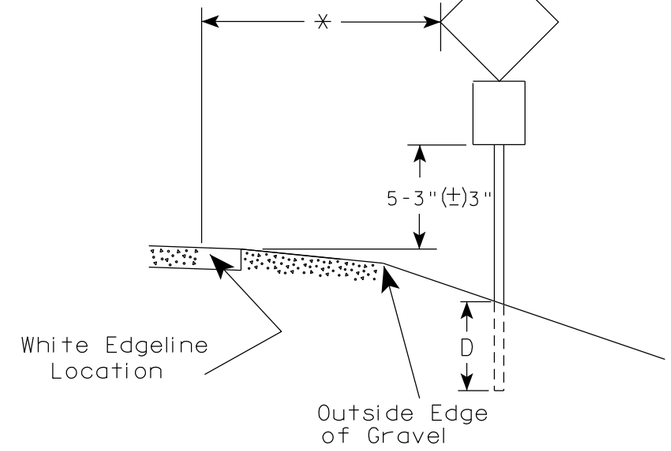
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

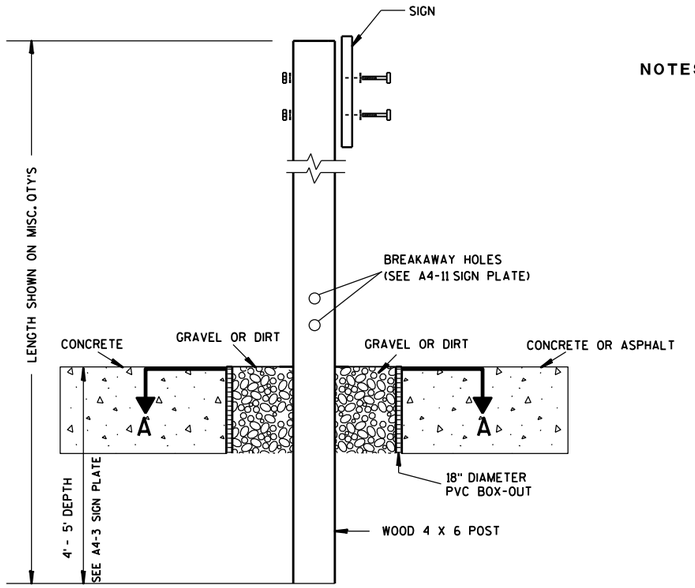
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

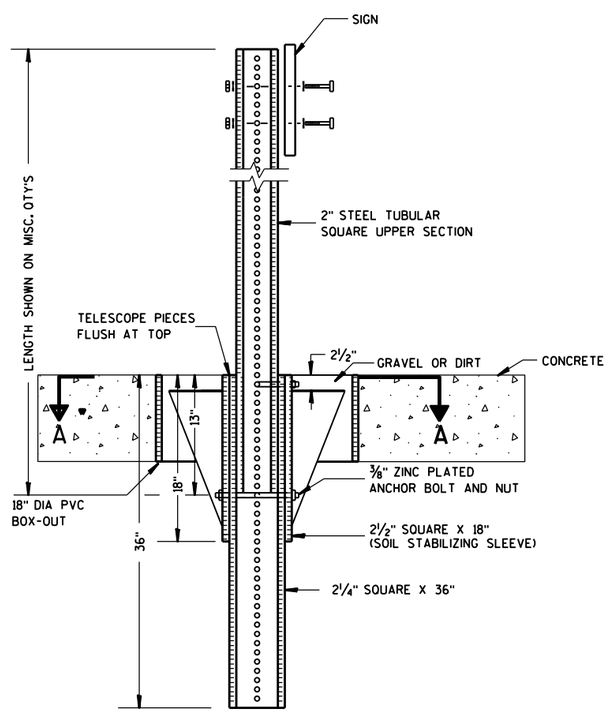
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 177	E



ELEVATION VIEW

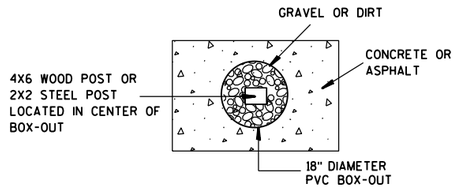
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

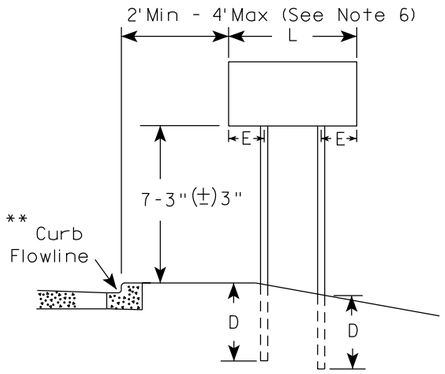
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

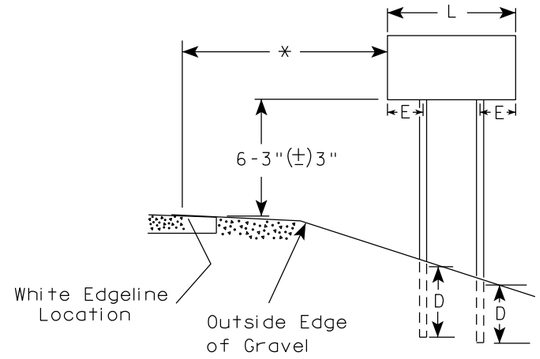
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

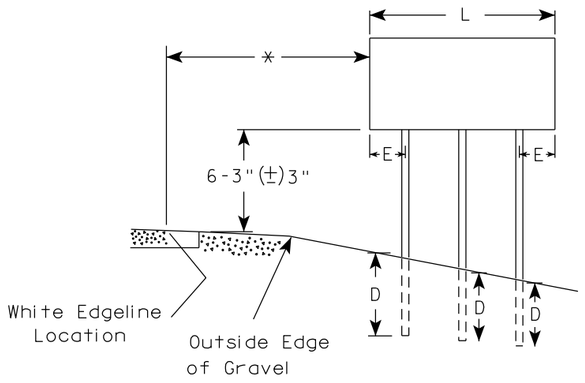
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

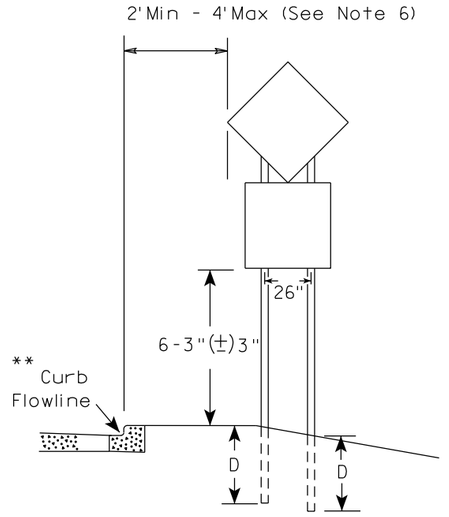
URBAN AREA



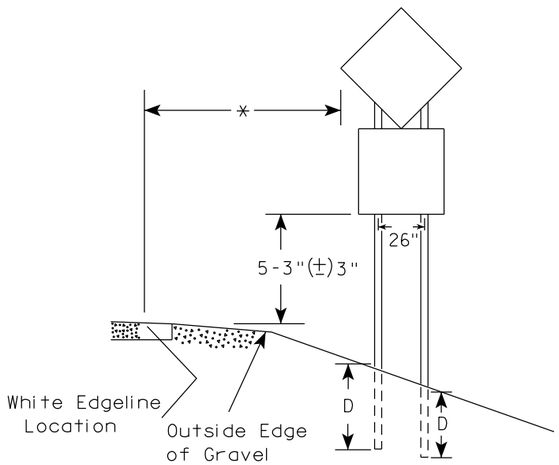
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

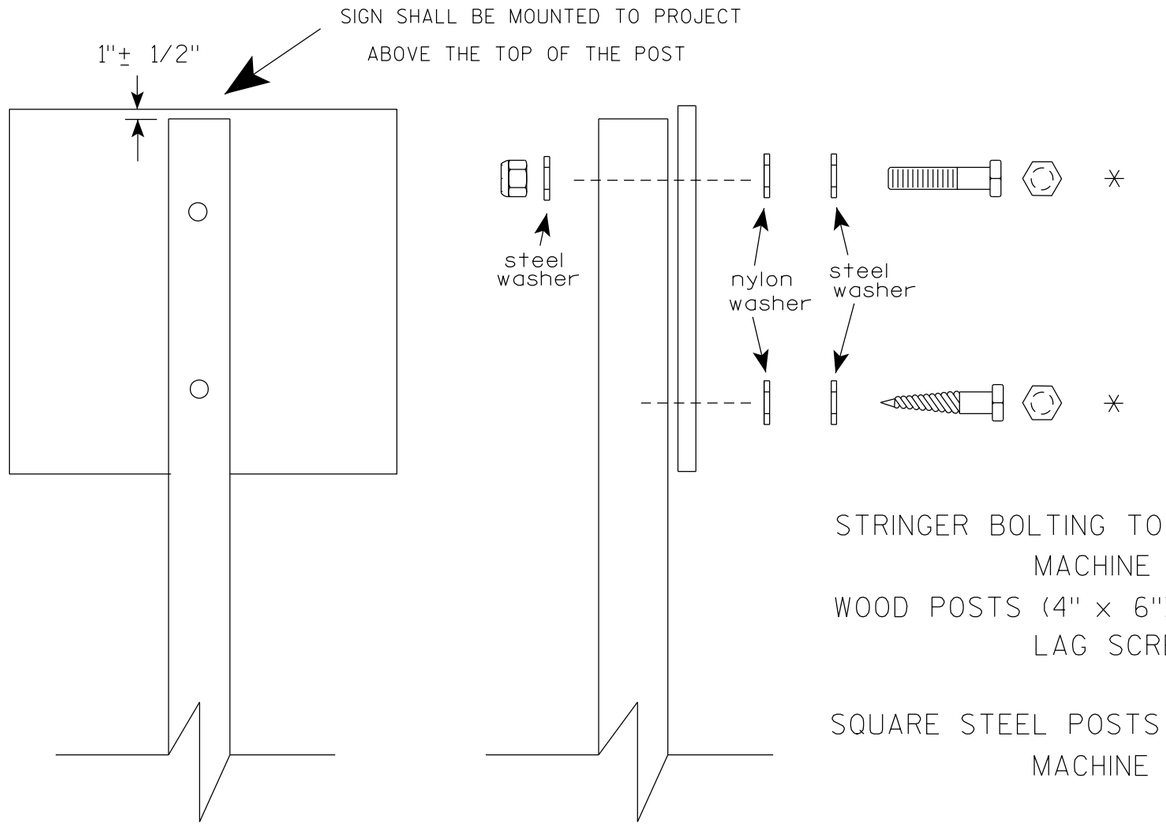
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 179	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

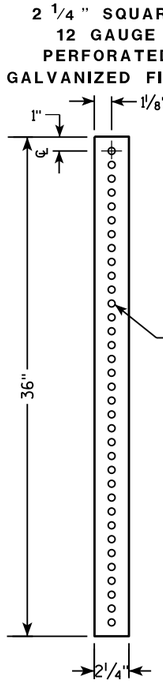
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

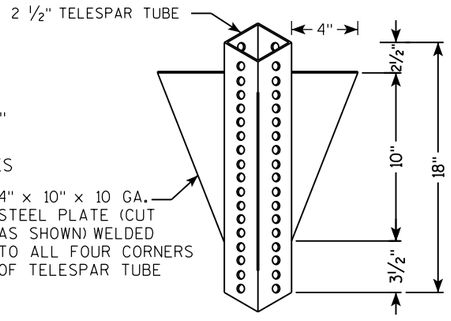
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

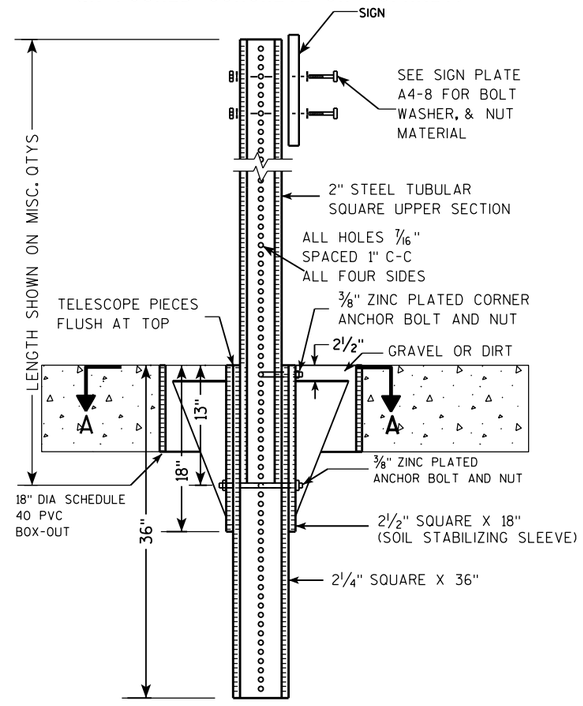
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



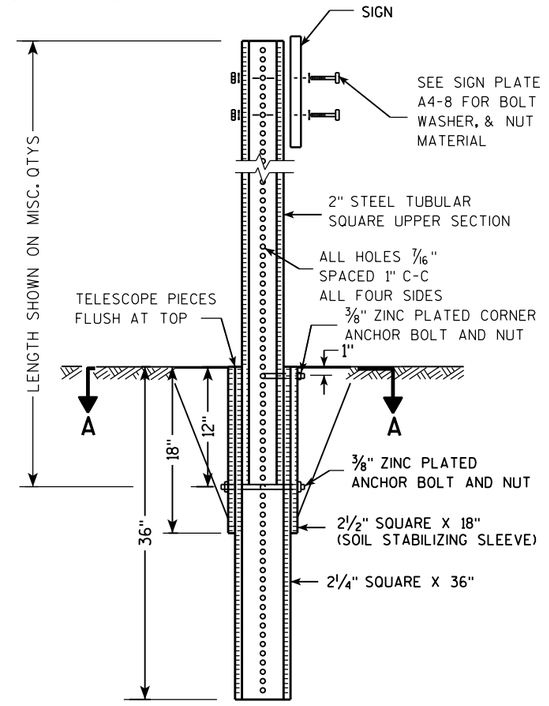
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

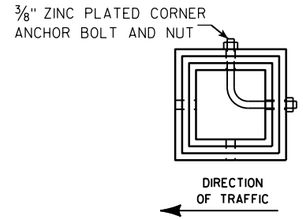


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

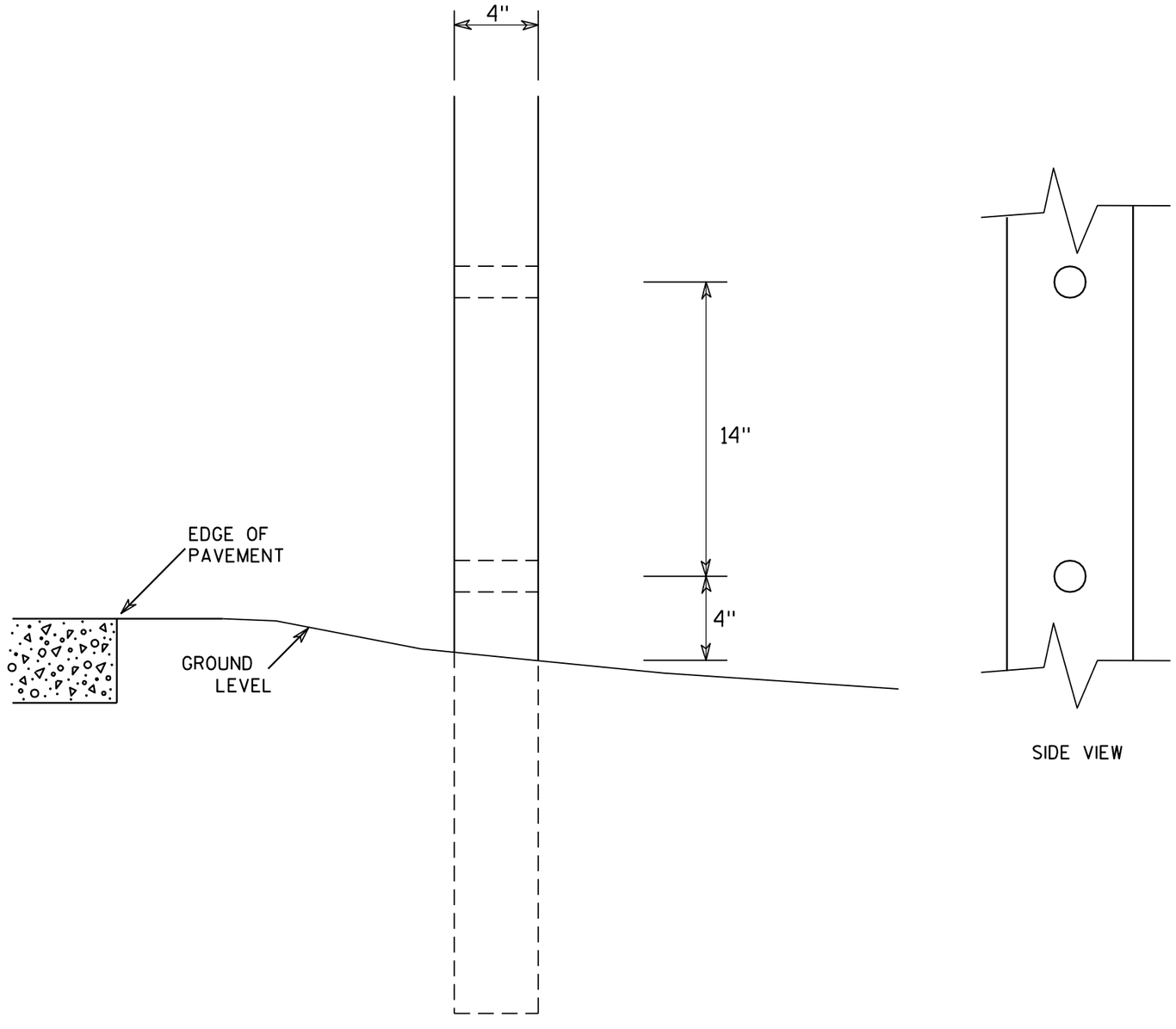
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

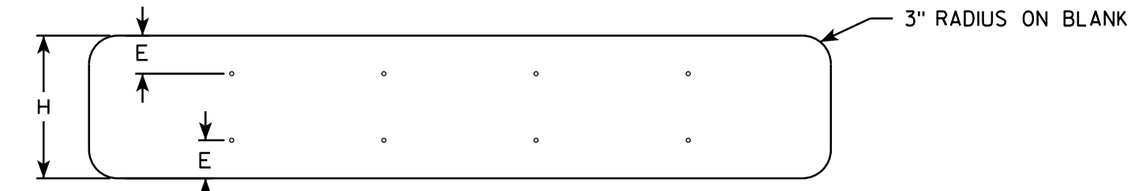
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

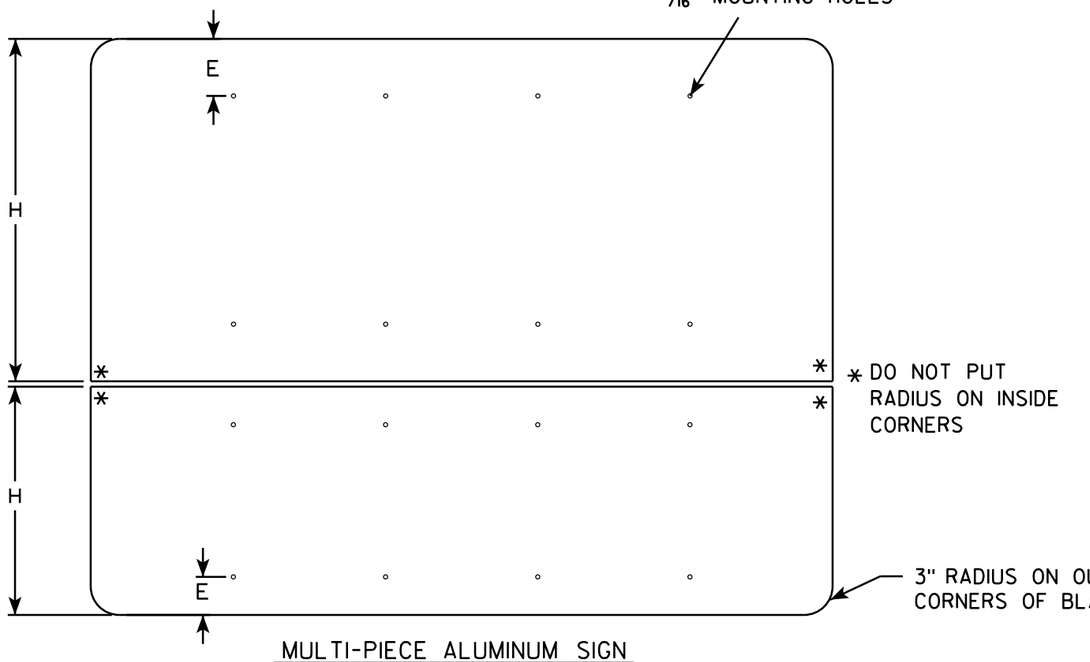
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E



SINGLE PIECE ALUMINUM SIGN

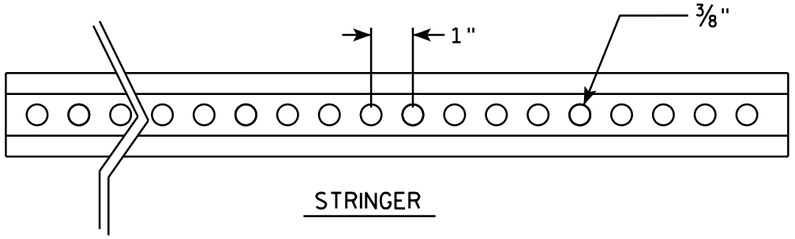


MULTI-PIECE ALUMINUM SIGN

GENERAL NOTES

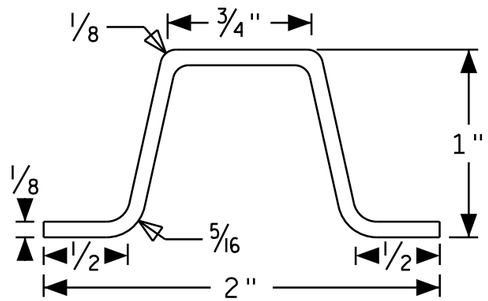
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

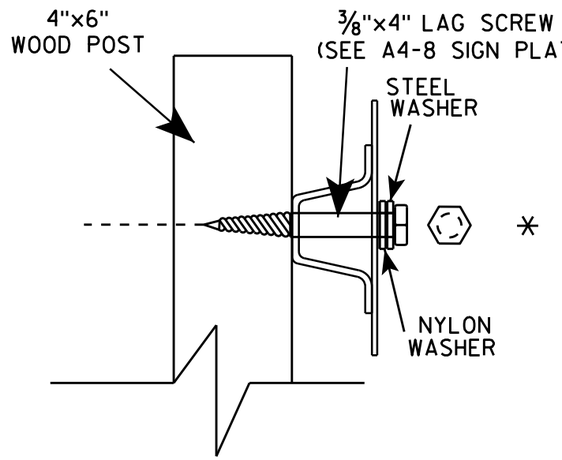


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

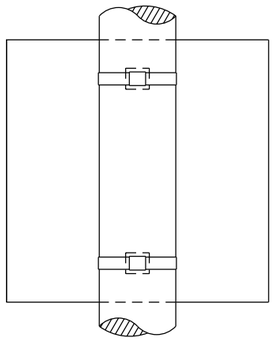
DATE 4/26/16 PLATE NO A4-18.1

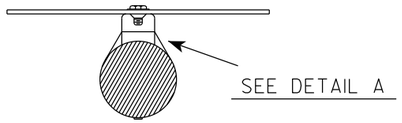
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

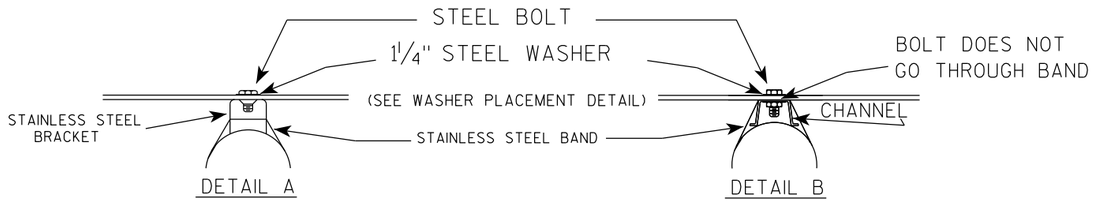
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

SINGLE SIGN



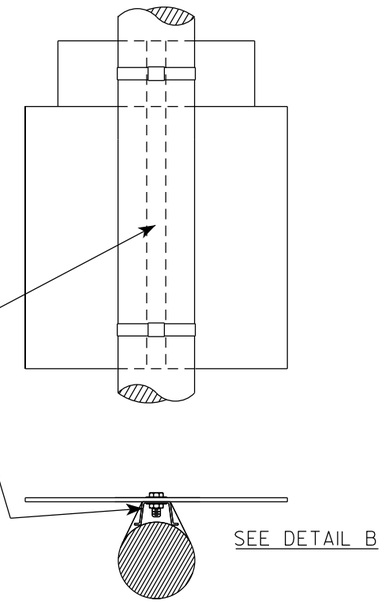




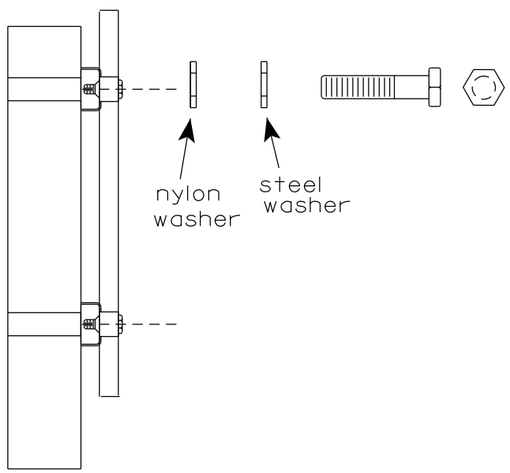
GENERAL NOTES

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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

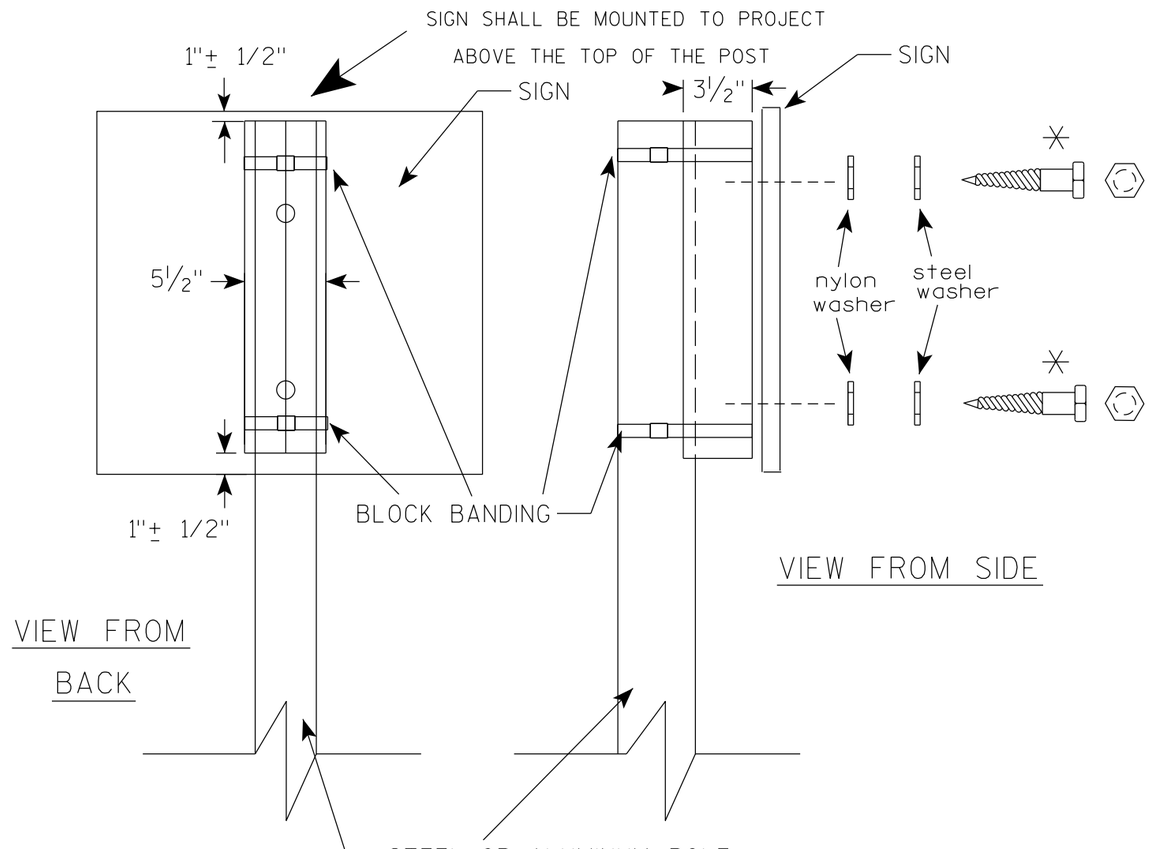
DATE 6/10/19 PLATE NO. A5-9.4

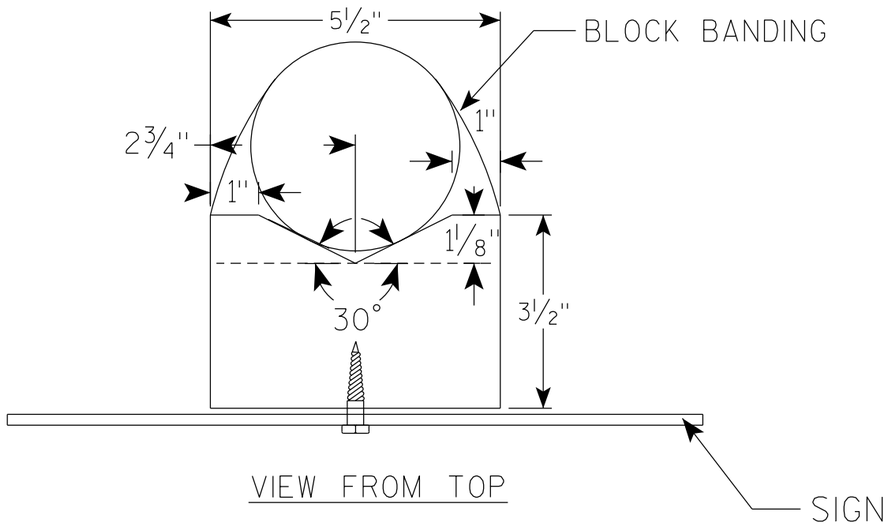
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E

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)

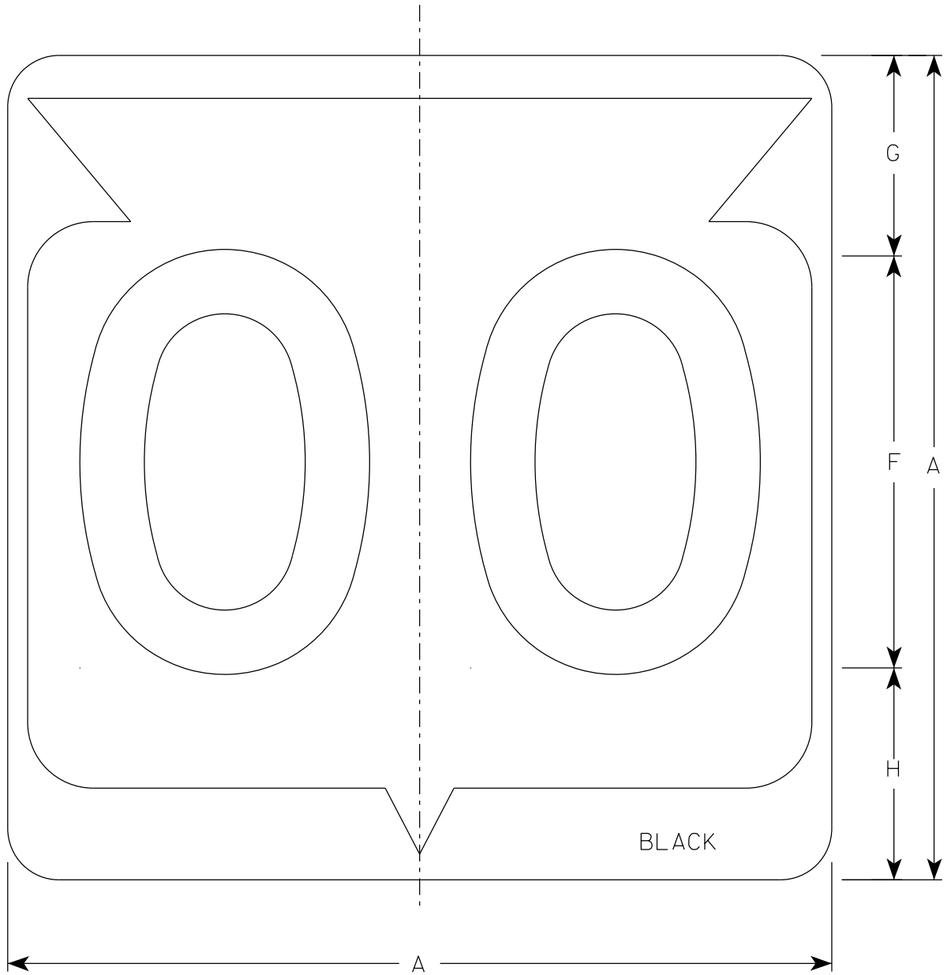
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

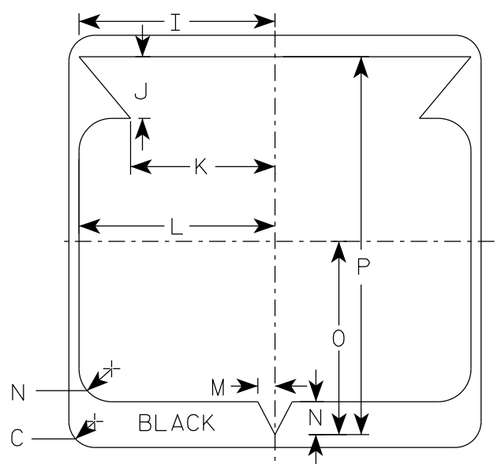
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 185 E



M1-6



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

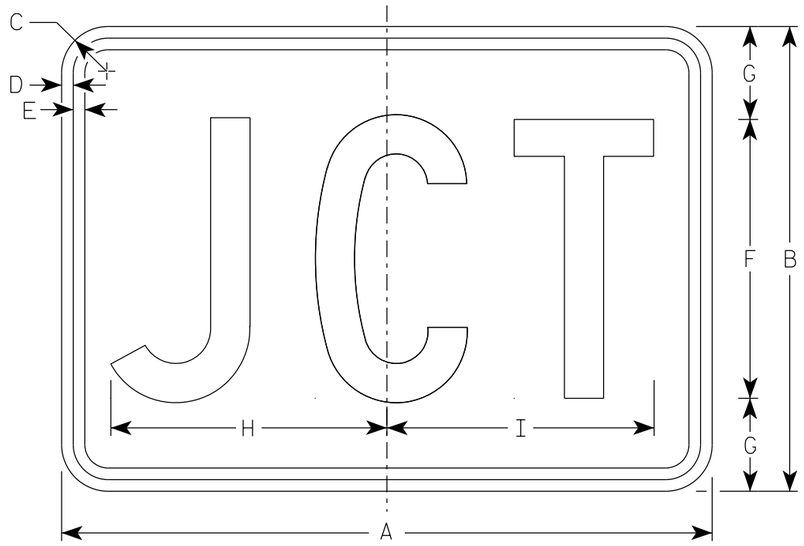
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

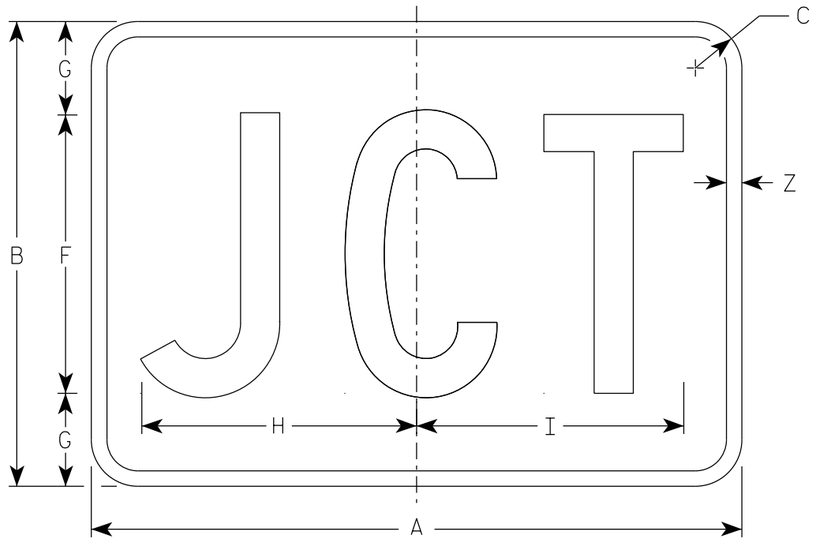
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

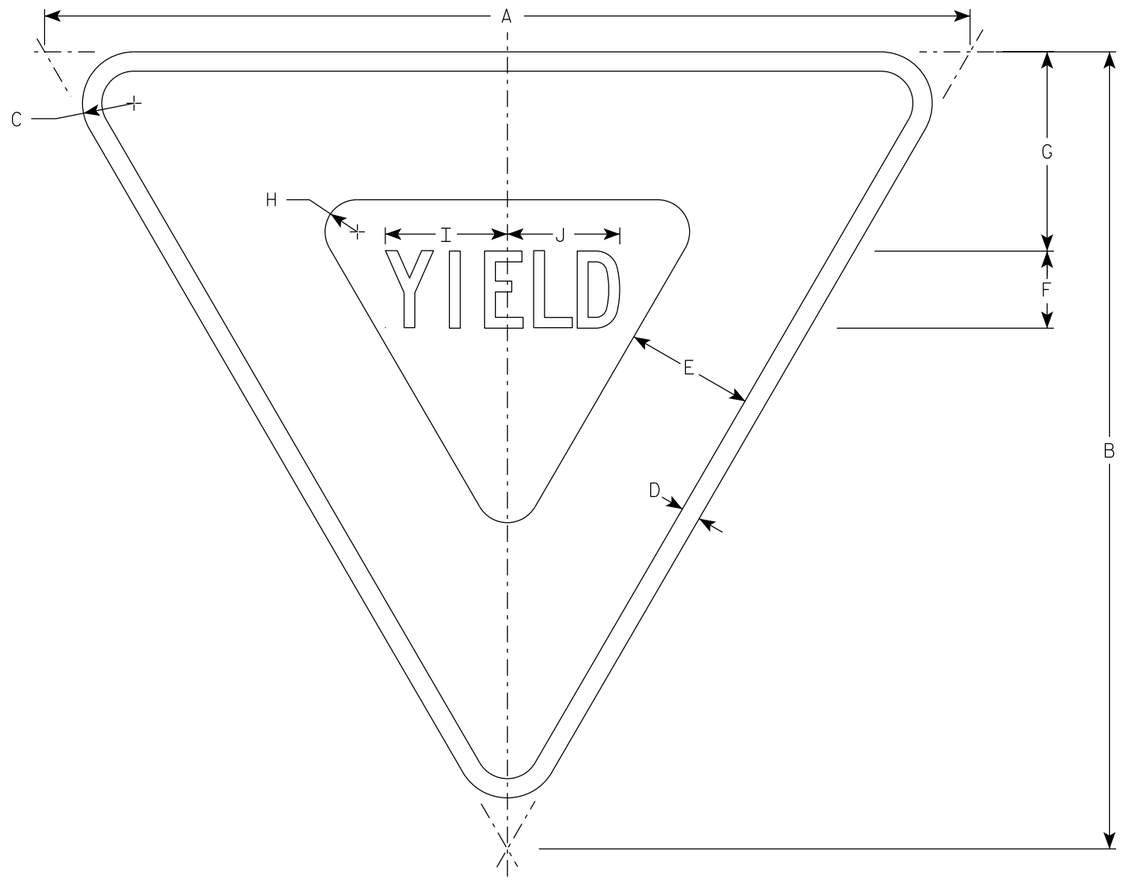
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 187 | E



R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. 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	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

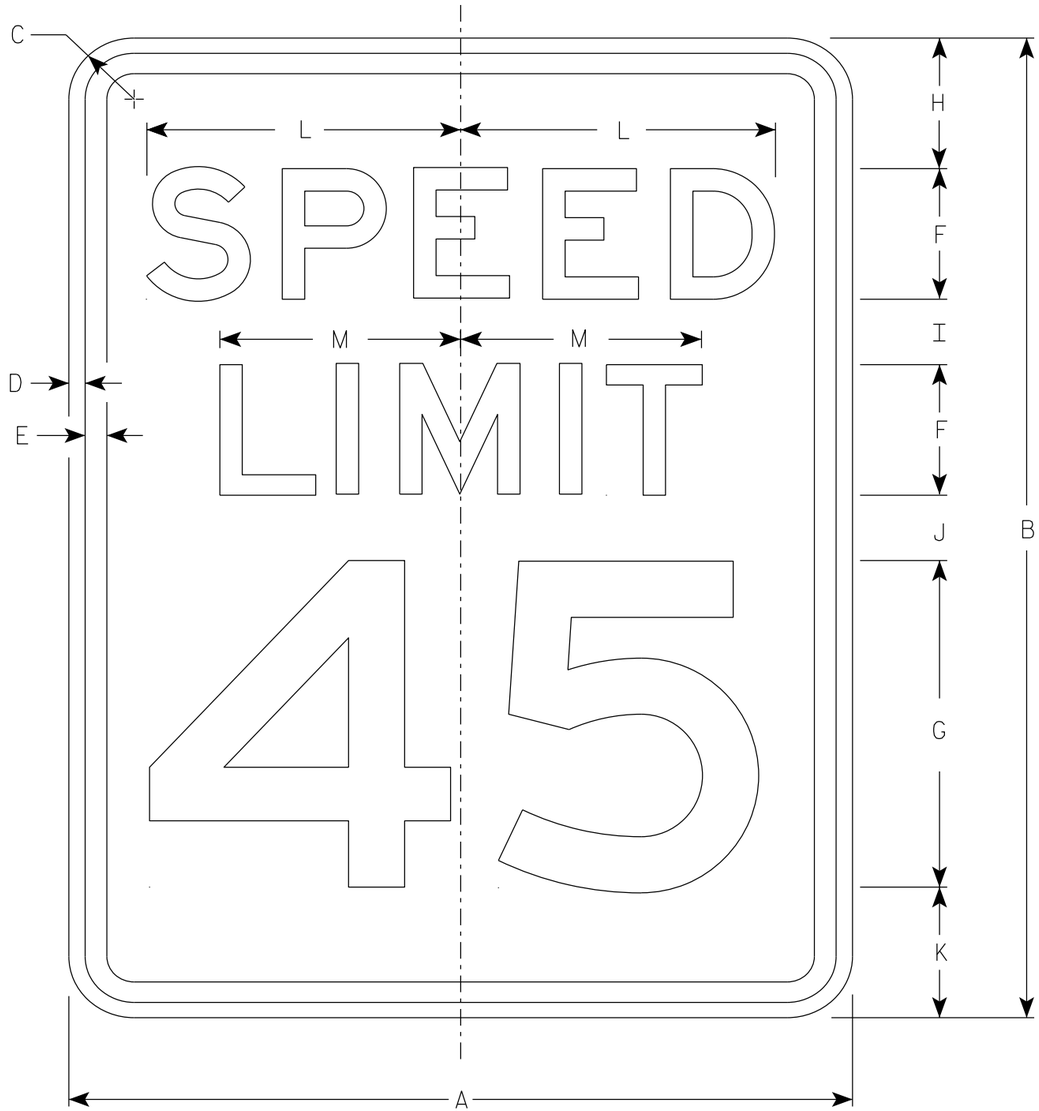
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

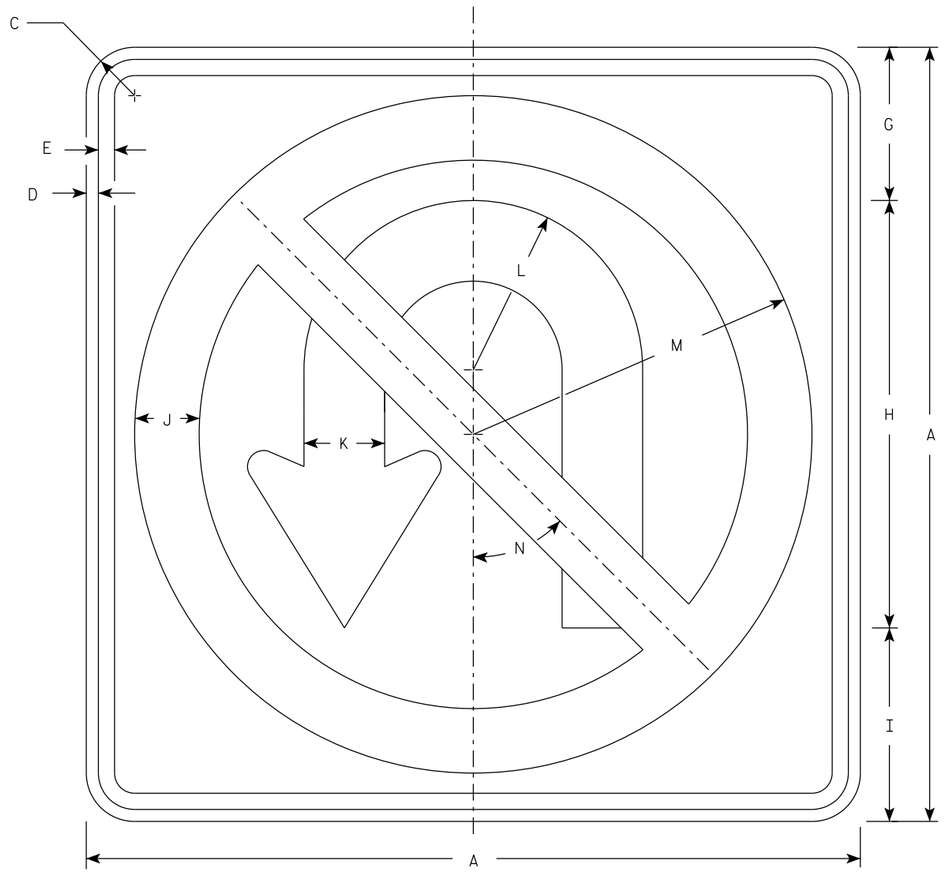
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

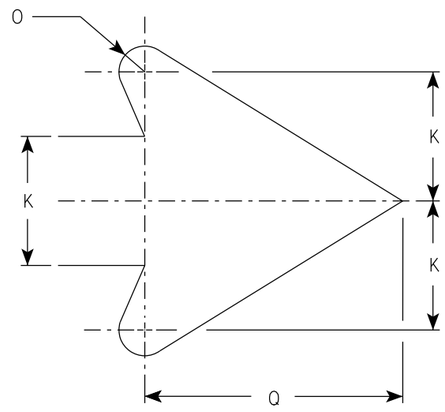
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 189 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

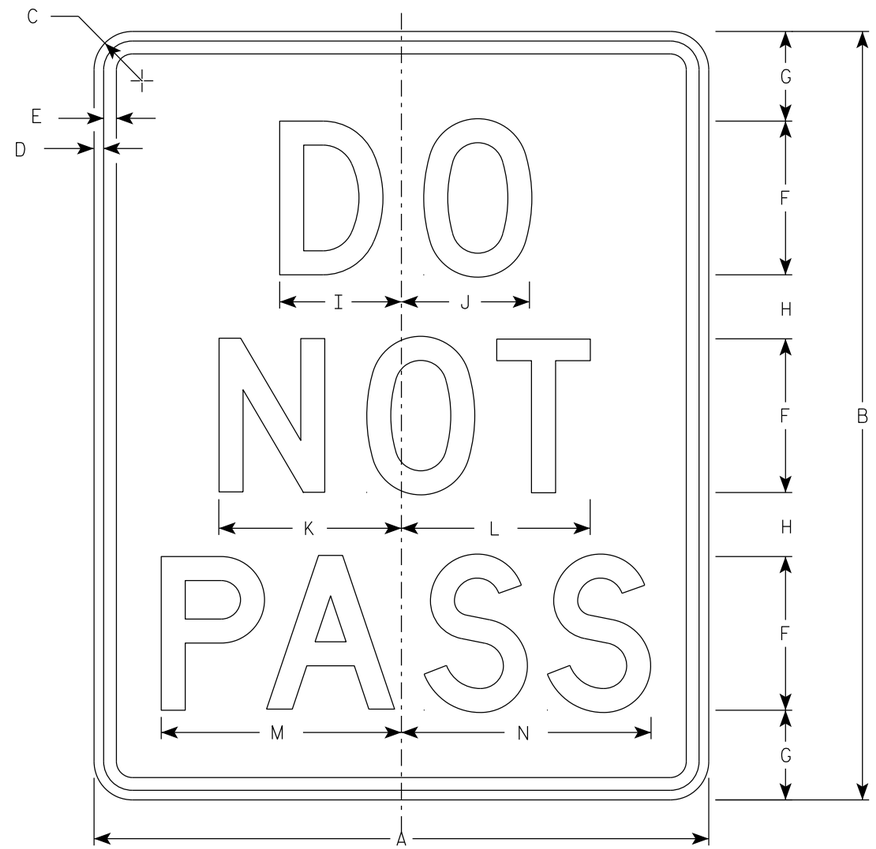
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-4.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R4-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
4	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	3	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

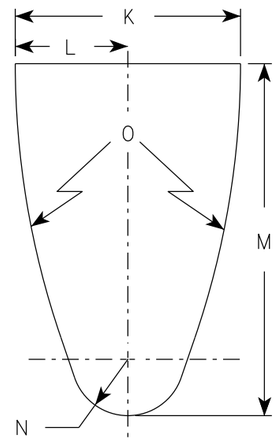
DATE 3/16/23 PLATE NO. R4-1.8

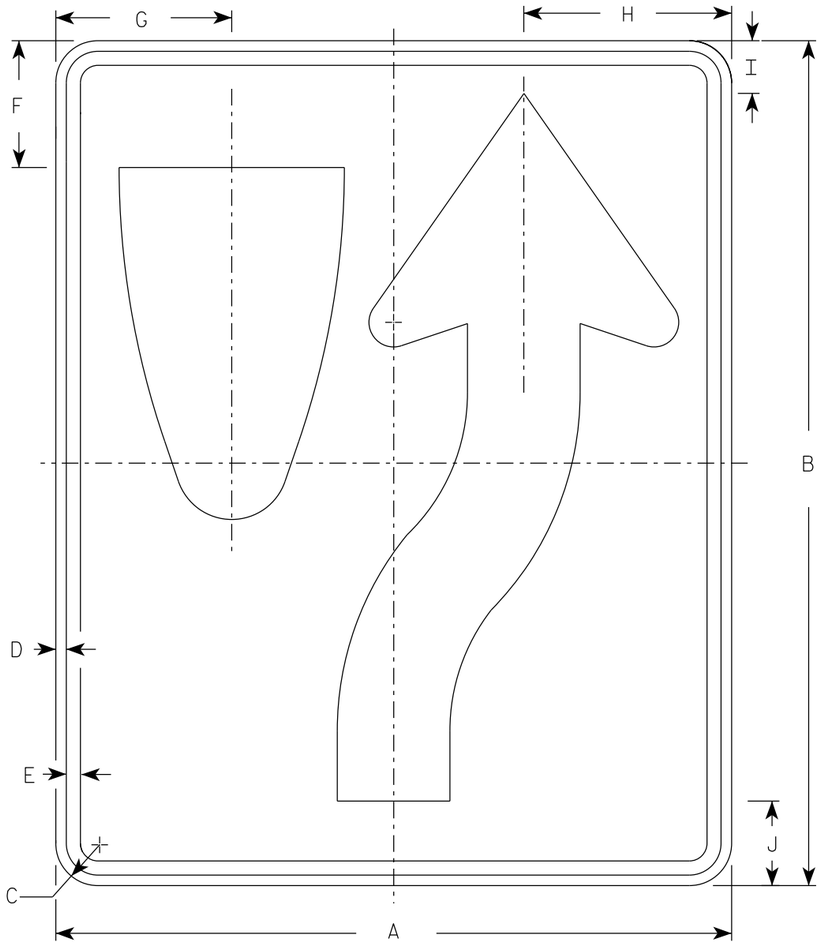
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 191 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

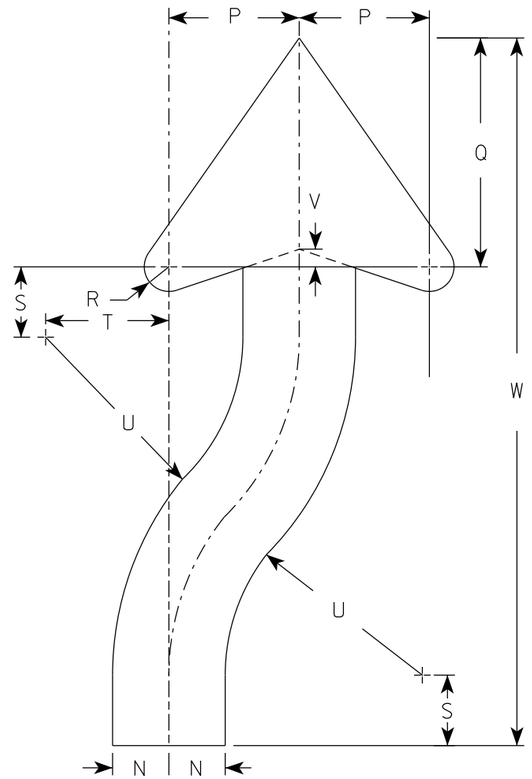
DIVIDER DETAIL





R4-7

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

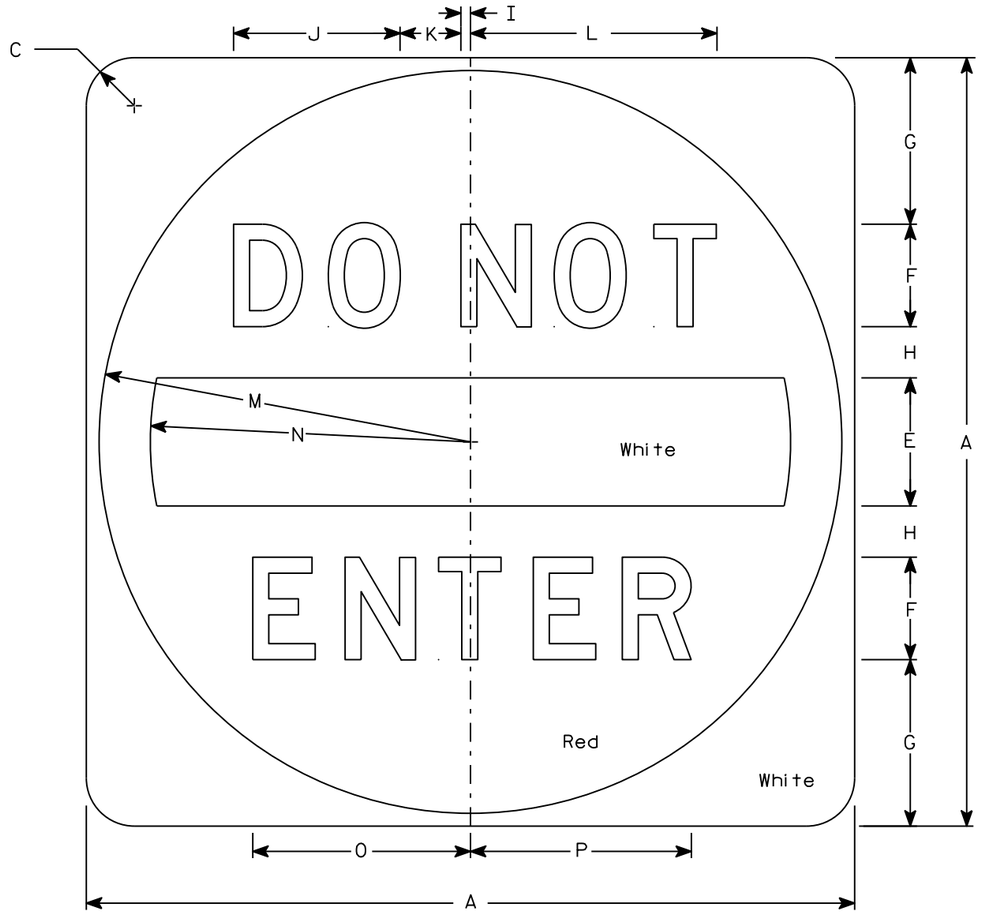
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 192	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

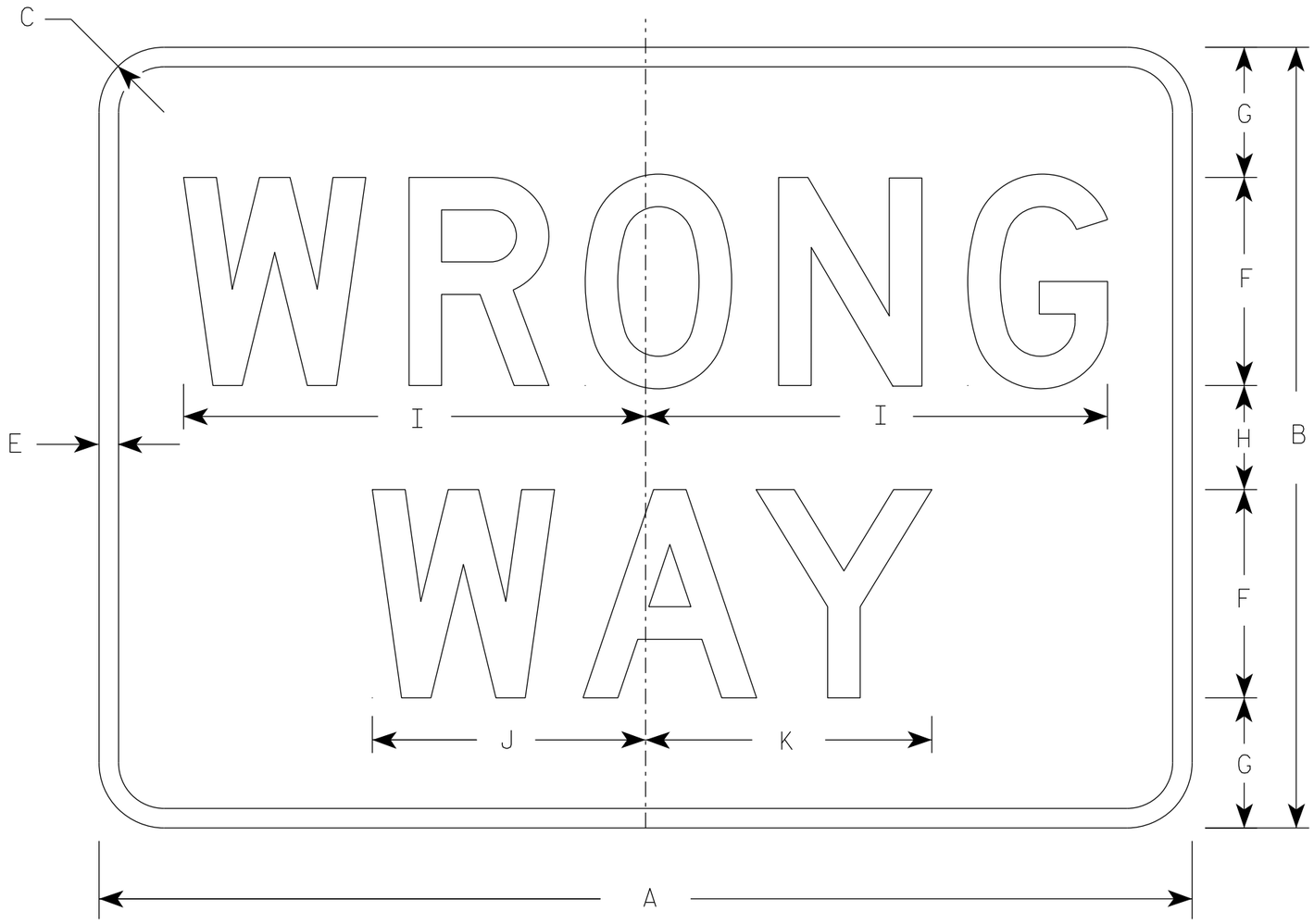
STANDARD SIGN
R5-1

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: 193 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

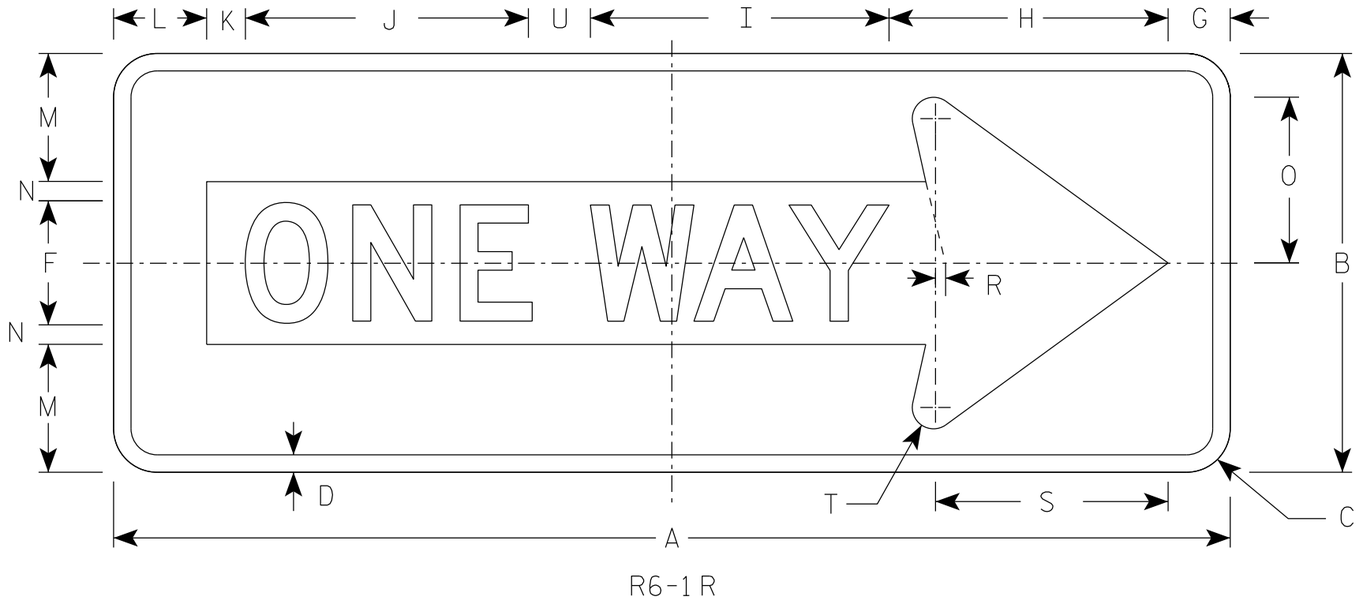
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

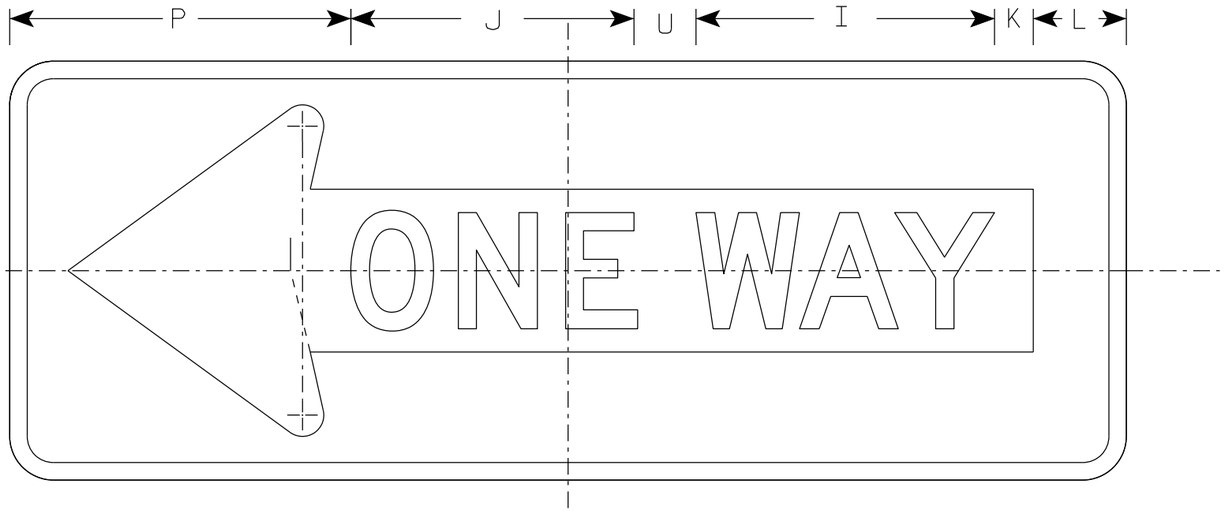
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E



R6-1R



R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
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	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½	¾	2						3.0
2M	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
3	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
4	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
5																											

STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

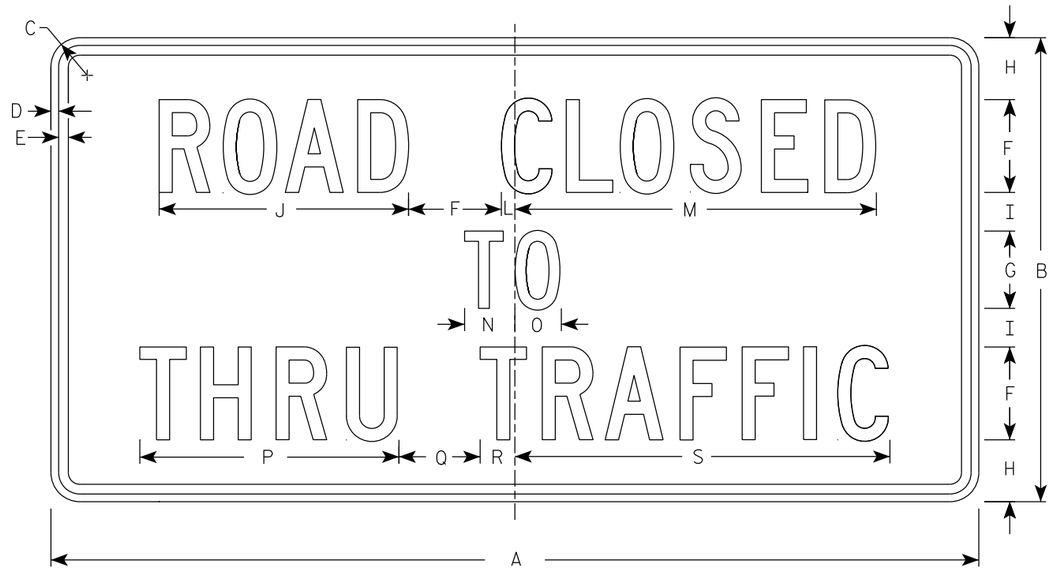
SHEET NO: 195 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn PLOT DATE : 7-APR 2025 1:18 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

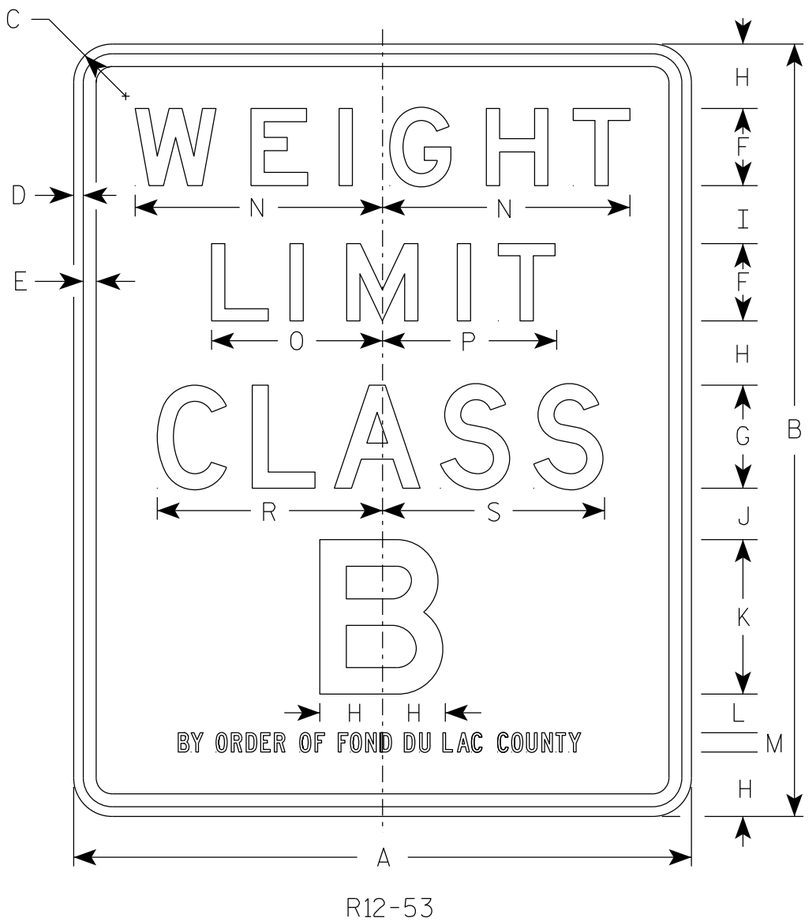
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E



R12-53

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2 & 4 are Series E.
   Line 3 is Series D.
   Line 5 is Series C.
4. Line 5 of the sign shall vary with the name of the maintaining authority.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	3	4	2 1/2	2 1/4	2	6	1 1/2	3/4	9 5/8	6 5/8	6 3/4		8 3/4	8 5/8								5.0
2M	24	30	1 1/2	3/8	1/2	3	4	2 1/2	2 1/4	2	6	1 1/2	3/4	9 5/8	6 5/8	6 3/4		8 3/4	8 5/8								5.0
3																											
4																											
5																											

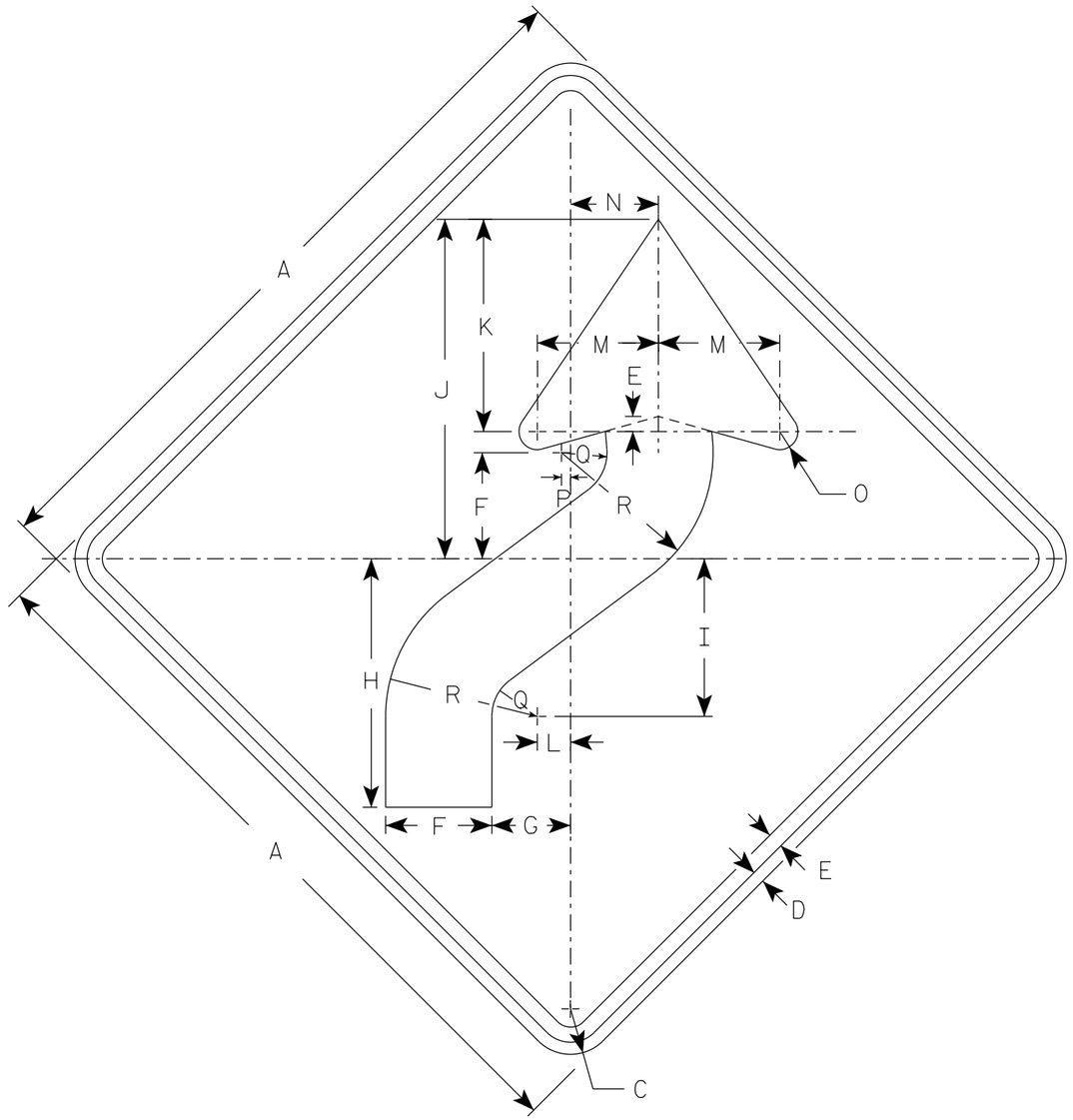
STANDARD SIGN
R12-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/24 PLATE NO. R12-53.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E



W1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 7/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
3	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
4	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

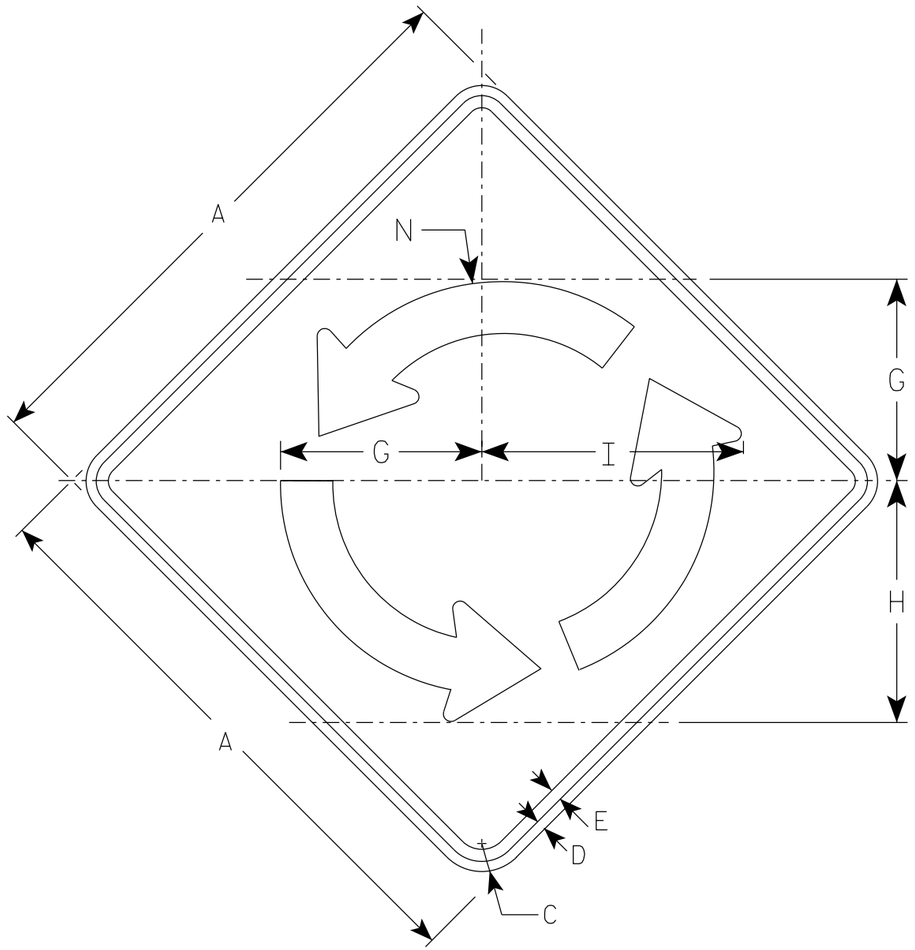
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-4.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

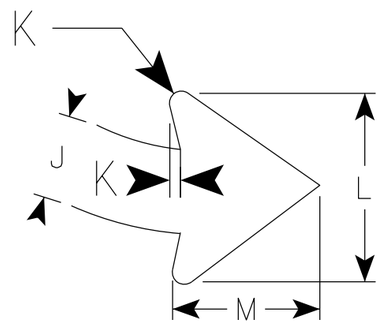


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - 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	Area sq. ft.
1																									
2S	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		2 1/4	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		3	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

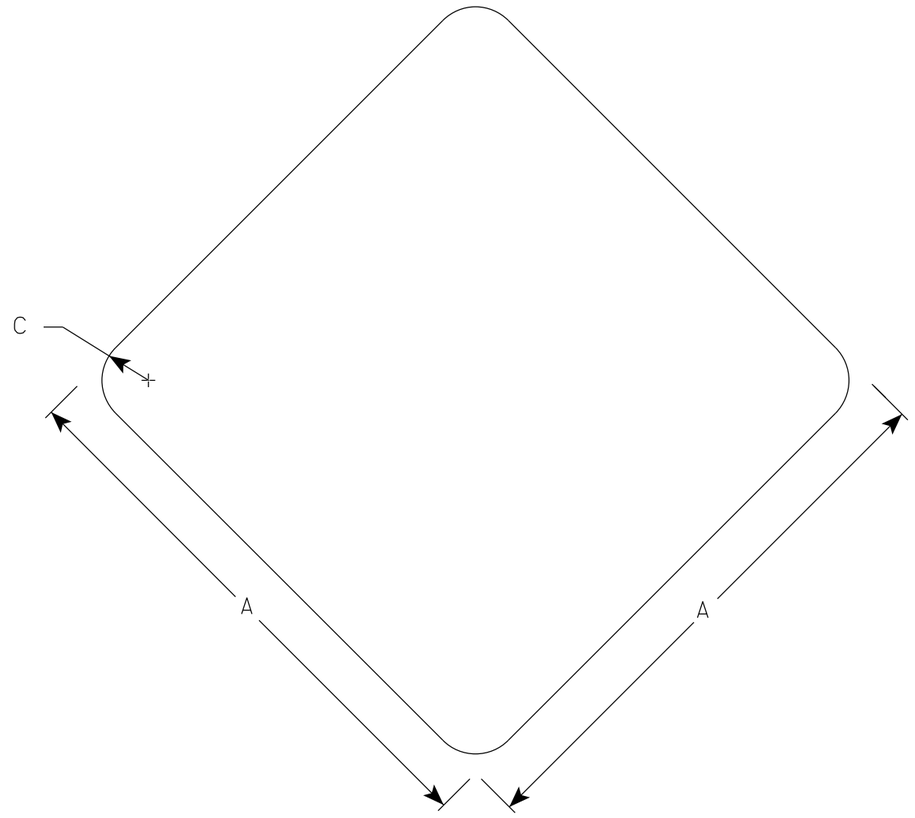
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

SHEET NO: 199 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12		1 ½																								1.0
2S	18		1 ½																								2.25
2M	18		1 ½																								2.25
3																											
4																											
5																											

STANDARD SIGN
W5-54

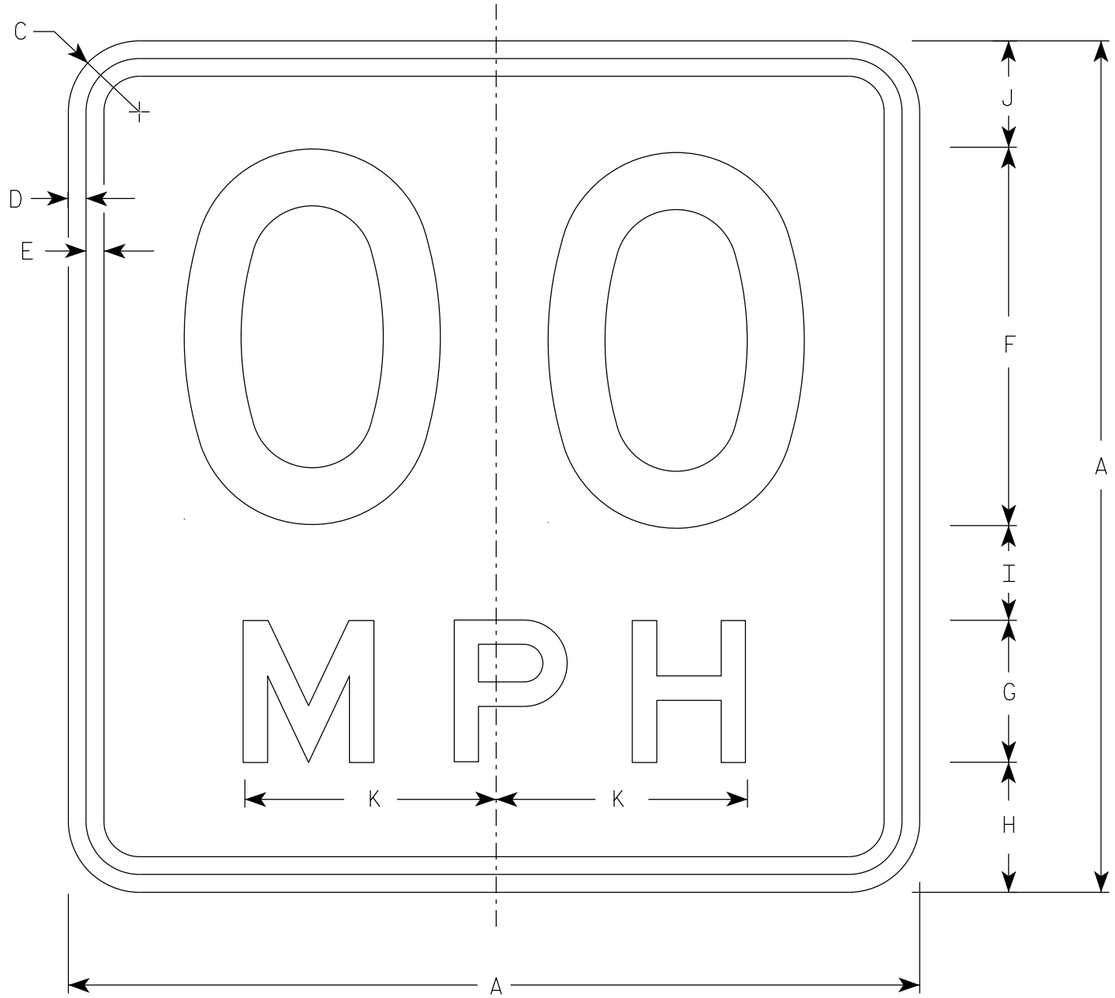
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

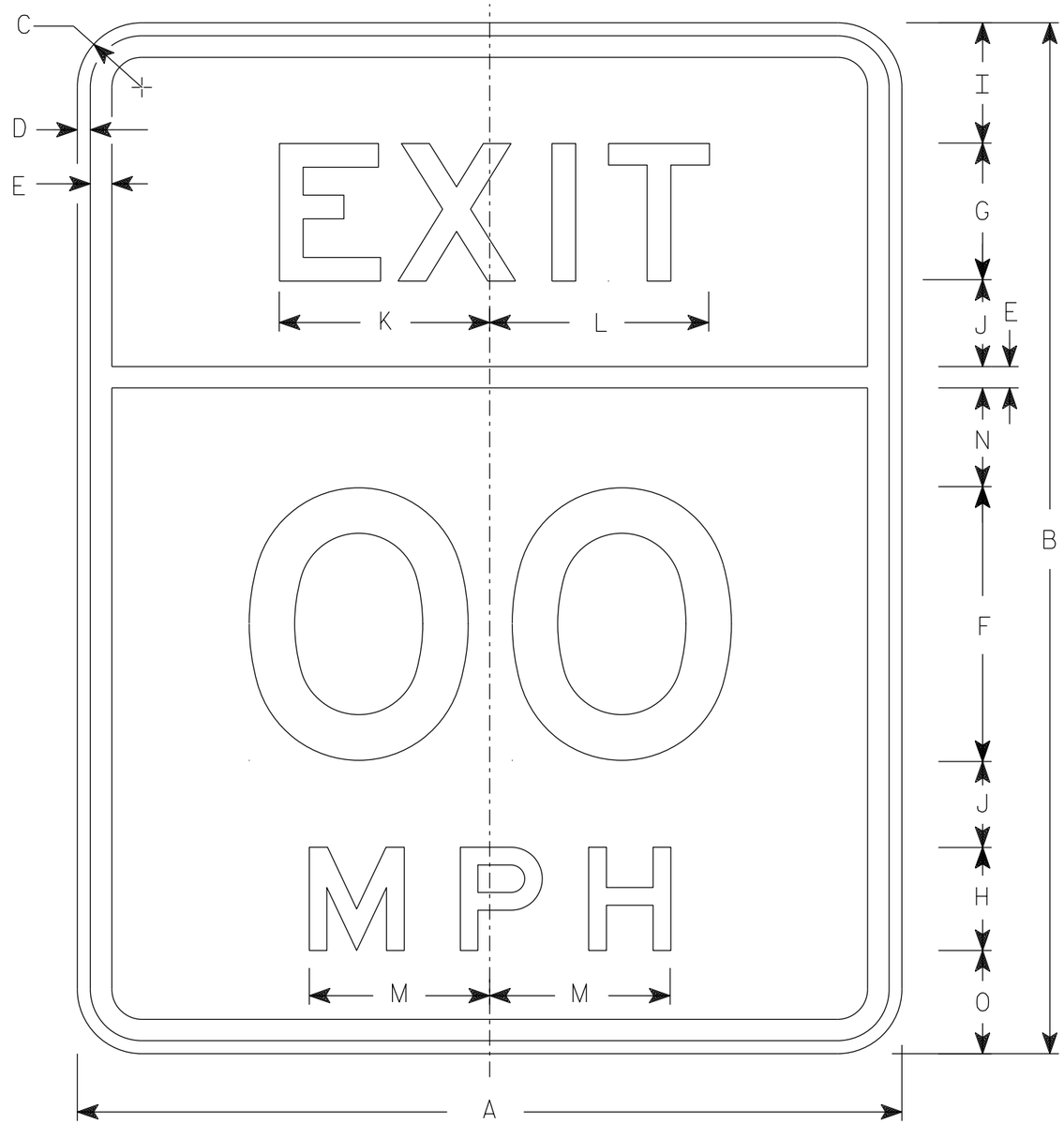
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W13-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
2M	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
3	36	48	1 7/8	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
4	36	48	1 7/8	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
5	48	60	3	3/4	1	16	8	6	7	5	12 1/4	12 3/4	10 5/8	5 3/4	6												20.0

STANDARD SIGN
W13-2

WISCONSIN DEPT OF TRANSPORTATION

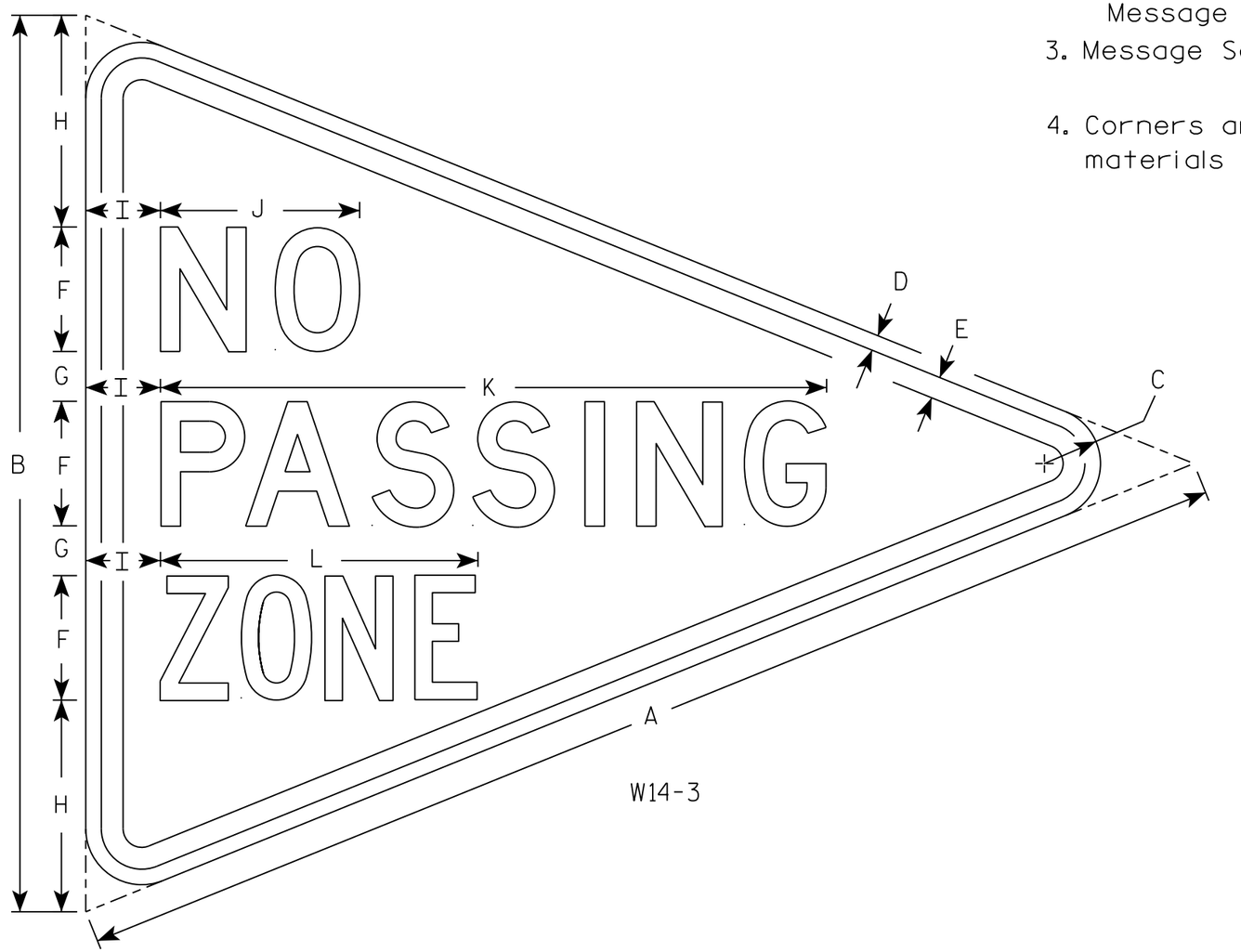
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/16/2024 PLATE NO. W13-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

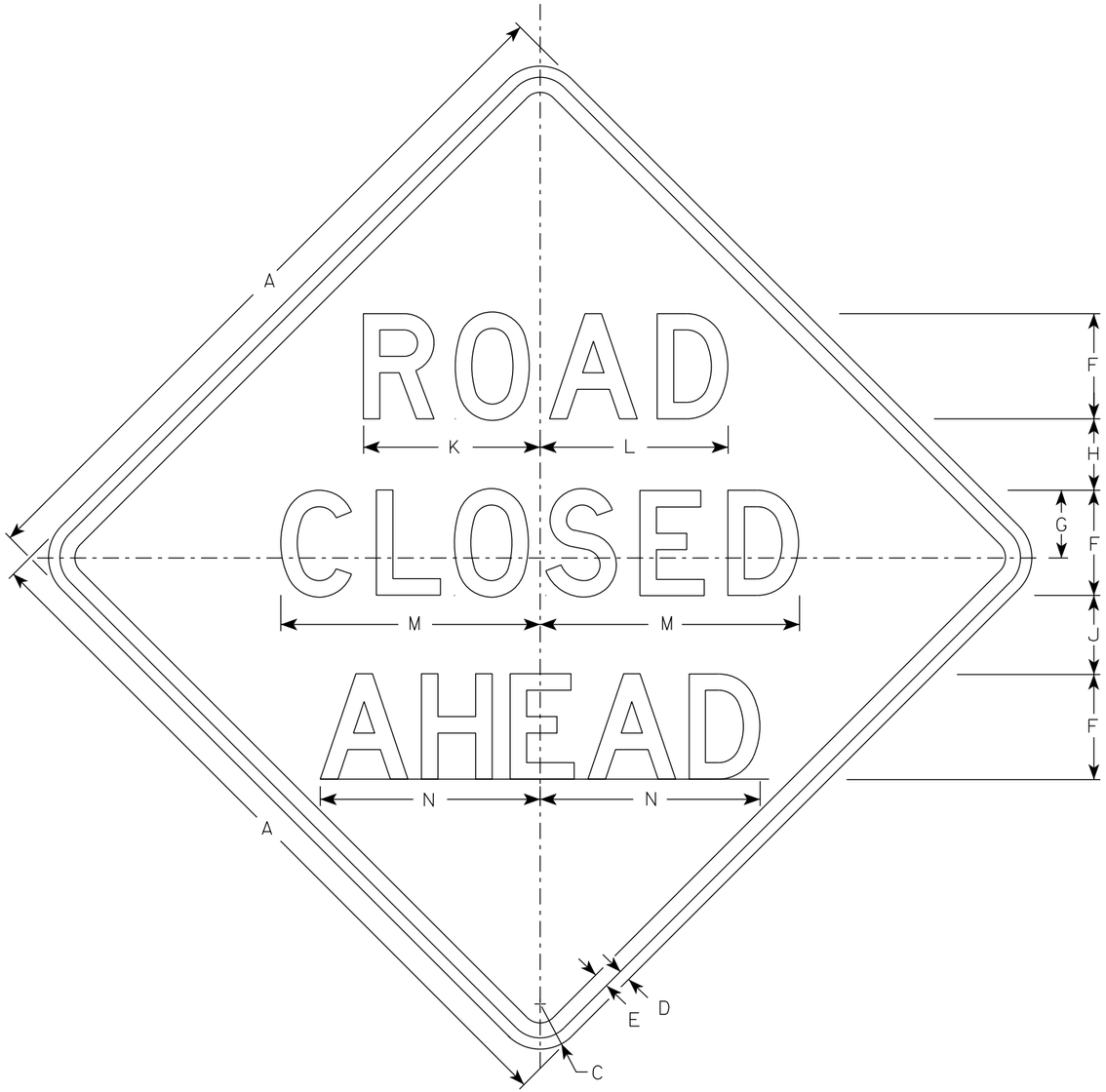
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

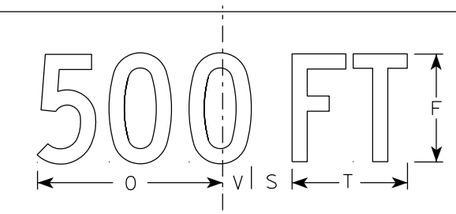
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E

7

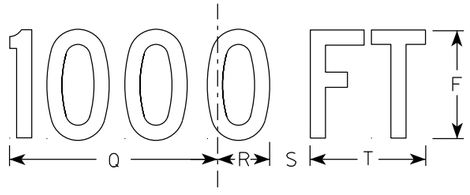
7



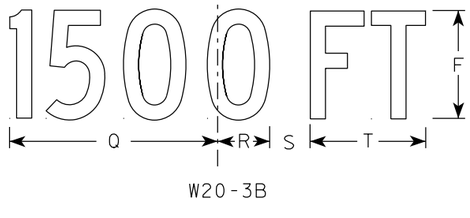
W20-3A



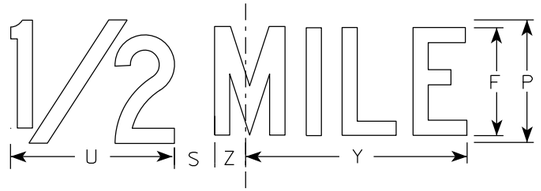
W20-3D



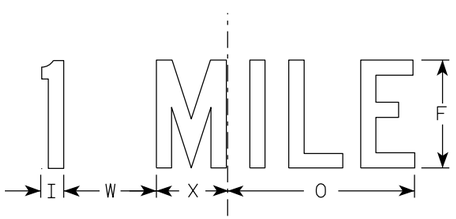
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

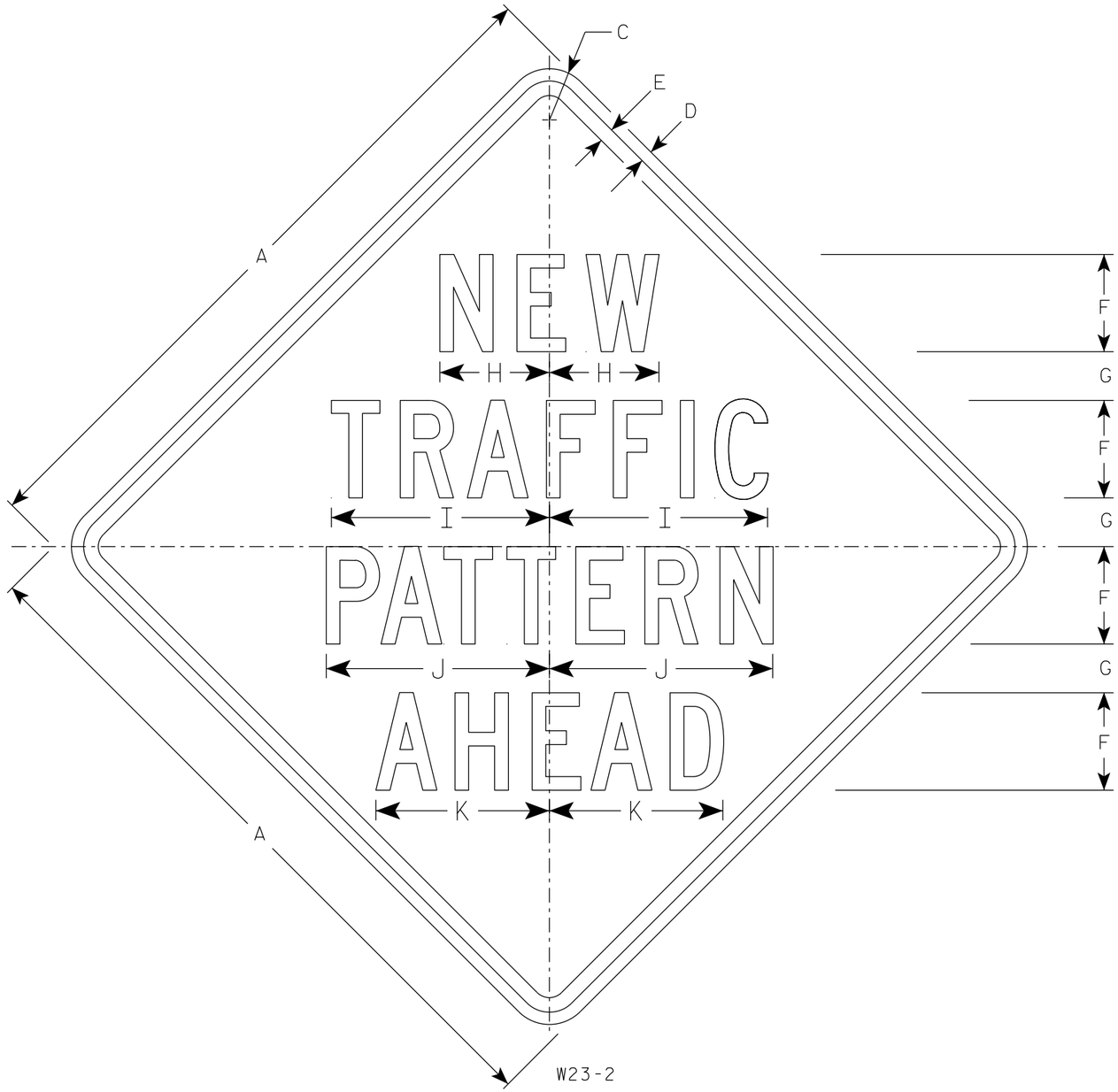
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		2 1/4	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
2M	36		2 1/4	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
3																											
4																											
5																											

STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/2024 PLATE NO. W23-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

DIVISION - RAB-INNER FLANGE(RAB)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
10+00.00	1000.00	0.00	49.63	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0
10+00.89	1000.89	0.89	48.97	0.00	0.00	0.00	2	0	0	0	0	2	0	0	0	2
10+05.00	1005.00	4.11	58.85	0.00	0.00	0.00	8	0	0	0	0	10	0	0	0	10
10+10.00	1010.00	5.00	75.77	0.00	0.00	0.00	12	0	0	0	0	22	0	0	0	22
10+15.00	1015.00	5.00	80.83	0.00	0.33	0.00	15	0	0	0	0	37	0	0	0	37
10+20.00	1020.00	5.00	75.57	0.00	0.26	0.00	14	0	0	0	0	51	0	0	0	51
10+25.00	1025.00	5.00	73.58	0.00	0.00	0.00	14	0	0	0	0	65	0	0	0	65
10+30.00	1030.00	5.00	73.37	0.00	0.00	0.00	14	0	0	0	0	79	0	0	0	79
10+35.00	1035.00	5.00	75.02	0.00	0.31	0.00	14	0	0	0	0	93	0	0	0	93
10+40.00	1040.00	5.00	77.89	0.00	0.36	0.00	14	0	0	0	0	107	0	0	0	107
10+45.00	1045.00	5.00	77.55	0.00	0.00	0.00	14	0	0	0	0	121	0	0	0	121
10+50.00	1050.00	5.00	48.93	0.00	0.00	0.00	12	0	0	0	0	133	0	0	0	133
10+55.00	1055.00	5.00	40.37	0.00	0.00	0.00	8	0	0	0	0	141	0	0	0	141
10+56.50	1056.50	1.50	38.58	0.00	0.00	0.00	2	0	0	0	0	143	0	0	0	143
10+60.00	1060.00	3.50	39.02	0.00	0.00	0.00	5	0	0	0	0	148	0	0	0	148
10+65.00	1065.00	5.00	38.83	0.00	0.00	0.00	7	0	0	0	0	155	0	0	0	155
10+70.00	1070.00	5.00	37.78	0.00	0.00	0.00	7	0	0	0	0	162	0	0	0	162
10+75.00	1075.00	5.00	36.82	0.00	0.00	0.00	7	0	0	0	0	169	0	0	0	169
10+80.00	1080.00	5.00	37.26	0.00	182.05	0.00	7	0	17	0	0	176	22	0	22	154
10+85.00	1085.00	5.00	40.76	0.00	181.40	0.00	7	0	34	0	0	183	66	0	66	117
10+90.00	1090.00	5.00	37.01	0.00	180.81	0.00	7	0	34	0	0	190	111	0	111	80
10+91.52	1091.52	1.52	35.50	0.00	180.72	0.00	2	0	10	0	0	192	124	0	124	69
10+95.00	1095.00	3.48	35.30	0.00	0.00	0.00	5	0	12	0	0	197	139	0	139	58
11+00.00	1100.00	5.00	33.81	0.00	1.41	1.39	6	0	0	0	0	203	139	0	139	64
11+05.00	1105.00	5.00	31.17	0.00	29.31	34.46	6	0	3	3	0	209	143	3	140	66
11+10.00	1110.00	5.00	29.22	0.00	347.07	50.56	6	0	35	8	0	215	189	13	176	27
11+14.74	1114.74	4.74	28.57	0.00	207.94	69.77	5	0	49	11	0	220	252	25	227	32
11+20.00	1120.00	5.26	29.39	0.00	256.10	91.48	6	0	45	16	0	226	311	44	267	-85
11+25.00	1125.00	5.00	30.61	0.00	268.61	106.34	6	0	49	18	0	232	374	64	310	142
11+30.00	1130.00	5.00	32.06	0.00	261.57	82.85	6	0	49	18	0	238	438	85	353	-200
11+35.00	1135.00	5.00	37.38	0.00	193.74	15.42	6	0	42	9	0	244	493	95	397	249
11+39.26	1139.26	4.26	44.57	0.00	178.15	0.00	6	0	29	1	0	250	530	97	434	-280
11+40.00	1140.00	0.74	45.97	0.00	178.13	0.00	1	0	5	0	0	251	537	97	440	286
11+45.00	1145.00	5.00	52.44	0.00	178.05	0.00	9	0	33	0	0	260	580	97	483	-320
11+50.00	1150.00	5.00	58.01	0.00	178.10	0.00	10	0	33	0	0	270	623	97	526	353
11+55.00	1155.00	5.00	63.28	0.00	180.02	0.00	11	0	33	0	0	281	666	97	569	-385
11+60.00	1160.00	5.00	65.78	0.00	184.14	0.00	12	0	34	0	0	293	710	97	613	417
11+62.50	1162.50	2.50	66.90	0.00	185.64	0.00	6	0	17	0	0	299	732	97	635	-433
11+65.00	1165.00	2.50	67.15	0.00	184.11	0.00	6	0	17	0	0	305	754	97	657	449
11+70.00	1170.00	5.00	61.27	0.00	182.70	0.00	12	0	34	0	0	317	798	97	702	-481
11+75.00	1175.00	5.00	50.41	0.00	0.00	0.00	10	0	17	0	0	327	820	97	724	493
11+78.34	1178.34	3.34	43.30	0.00	0.00	0.00	6	0	0	0	0	333	820	97	724	-487
11+80.00	1180.00	1.66	42.72	0.00	0.00	0.00	3	0	0	0	0	336	820	97	724	-484
11+85.00	1185.00	5.00	40.07	0.00	0.00	0.00	8	0	0	0	0	344	820	97	724	-476
11+90.00	1190.00	5.00	22.89	0.00	10.51	10.86	6	0	1	1	0	350	822	98	724	-472
11+95.00	1195.00	5.00	12.93	0.00	39.00	43.84	3	0	5	5	0	353	828	104	725	-475
12+00.00	1200.00	5.00	5.29	0.00	71.64	82.65	2	0	10	12	0	355	841	117	724	-486
12+05.00	1205.00	5.00	2.45	0.00	103.04	116.42	1	0	16	18	0	356	862	138	724	-506
12+10.57	1210.57	5.57	2.05	0.00	121.52	131.67	0	0	23	26	0	356	892	168	724	-536
12+15.00	1215.00	4.43	0.80	0.00	133.91	146.61	0	0	21	23	0	356	919	194	725	-563
12+20.00	1220.00	5.00	0.06	0.00	151.23	164.31	0	0	26	29	0	356	953	228	725	-597
12+25.00	1225.00	5.00	0.00	0.00	371.51	183.03	0	0	48	32	0	356	1015	255	758	-659
12+30.00	1230.00	5.00	0.00	0.00	389.65	200.11	0	0	70	35	0	356	1106	305	802	-750
12+35.00	1235.00	5.00	0.00	0.00	406.44	215.64	0	0	74	38	0	356	1203	348	854	-847
12+40.00	1240.00	5.00	0.00	0.00	400.91	196.25	0	0	75	38	0	356	1300	392	908	-944

DIVISION - RAB-INNER FLANGE(RAB)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT	EXPANDED TOTAL FILL	EXPANDED GRANULAR BACKFILL GRADE 1	EXPANDED FILL OUTSIDE GRANULAR BACKFILL	MASS ORDINATE
												1.00	1.30	1.15	1.30	
							NOTE 1	NOTE 2	NOTE 3			NOTE 1		NOTE 4	NOTE 5	NOTE 8
12+45.00	1245.00	5.00	0.00	0.00	343.37	137.92	0	0	69	31	0	356	1390	428	962	-1,034
12+48.36	1248.36	3.36	0.00	0.00	309.14	103.62	0	0	41	15	0	356	1443	445	998	1,087
12+50.00	1250.00	1.64	0.00	0.00	308.17	102.89	0	0	19	6	0	356	1468	452	1,016	-1,112
12+55.00	1255.00	5.00	0.03	0.00	100.10	99.93	0	0	38	19	0	356	1517	474	1,043	1,161
12+60.00	1260.00	5.00	0.28	0.00	80.53	88.58	0	0	17	17	0	356	1539	493	1,045	-1,183
12+65.00	1265.00	5.00	0.69	0.00	50.50	56.05	0	0	12	13	0	356	1555	508	1,047	-1,199
12+70.00	1270.00	5.00	1.68	0.00	24.57	26.83	0	0	7	8	0	356	1564	518	1,046	-1,208
12+75.00	1275.00	5.00	5.87	0.00	7.94	8.29	1	0	3	3	0	357	1568	521	1,047	-1,211
12+80.00	1280.00	5.00	16.11	0.00	0.00	0.00	2	0	1	1	0	359	1569	522	1,047	-1,210
12+85.00	1285.00	5.00	21.08	0.00	0.00	0.00	3	0	0	0	0	362	1569	522	1,047	-1,207
12+87.75	1287.75	2.75	22.13	0.00	0.00	0.00	2	0	0	0	0	364	1569	522	1,047	-1,205
12+90.00	1290.00	2.25	26.21	0.00	0.00	0.00	2	0	0	0	0	366	1569	522	1,047	-1,203
12+95.00	1295.00	5.00	40.08	0.00	0.00	0.00	6	0	0	0	0	372	1569	522	1,047	-1,197
13+00.00	1300.00	5.00	56.91	0.00	1.67	0.00	9	0	0	0	0	381	1569	522	1,047	-1,188
13+05.00	1305.00	5.00	67.25	0.00	4.01	0.00	11	0	1	0	0	392	1570	522	1,048	-1,178
13+07.46	1307.46	2.46	65.95	0.00	4.51	0.00	6	0	0	0	0	398	1570	522	1,048	-1,172
13+10.00	1310.00	2.54	56.68	0.00	5.00	0.00	6	0	0	0	0	404	1570	522	1,048	-1,166
13+15.00	1315.00	5.00	52.69	0.00	5.89	0.00	10	0	1	0	0	414	1572	522	1,050	-1,158
13+20.00	1320.00	5.00	47.34	0.00	0.00	0.00	9	0	1	0	0	423	1573	522	1,051	1,150
13+25.00	1325.00	5.00	36.80	0.00	0.00	0.00	8	0	0	0	0	431	1573	522	1,051	-1,142
13+27.19	1327.19	2.19	35.07	0.00	0.00	0.00	3	0	0	0	0	434	1573	522	1,051	1,139
13+30.00	1330.00	2.81	37.68	0.00	0.00	0.00	4	0	0	0	0	438	1573	522	1,051	-1,135
13+35.00	1335.00	5.00	42.95	0.00	0.00	0.00	7	0	0	0	0	445	1573	522	1,051	1,128
13+40.00	1340.00	5.00	47.12	0.00	0.00	0.00	8	0	0	0	0	453	1573	522	1,051	-1,120
13+45.00	1345.00	5.00	50.80	0.00	2.42	0.00	9	0	0	0	0	462	1573	522	1,051	-1,111
13+50.00	1350.00	5.00	52.42	0.00	4.70	0.00	10	0	1	0	0	472	1574	522	1,052	-1,102
13+55.00	1355.00	5.00	53.90	0.00	1.64	0.00	10	0	1	0	0	482	1576	522	1,054	-1,094
13+60.00	1360.00	5.00	53.83	0.00	0.00	0.00	10	0	0	0	0	492	1576	522	1,054	-1,084
13+64.42	1364.42	4.42	49.67	0.00	0.00	0.00	8	0	0	0	0	500	1576	522	1,054	-1,076
EXIST. PAVEMENT	-		0.00	16652.00	0.00	0.00	0	411	0	0	0	500	1,576	522	1,054	-1,487

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - TOTAL FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 EXPANDED GRANULAR BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL GRADE 1
5 - EXPANDED FILL OUTSIDE GRANULAR BACKFILL	WILL BE BACKFILLED WITH COMMON
8 - MASS ORDINATE	CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - EXPANDED TOTAL FILL

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DIVISION - 4MILE-EB-ENTRANCE (EB4MR-A)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
42+22.25	4222.25	0.00	157.18	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0
42+47.25	4247.25	25.00	167.33	0.00	0.00	0.00	150	0	0	0	0	150	0	0	0	150
42+50.00	4250.00	2.75	160.91	0.00	0.00	0.00	17	0	0	0	0	167	0	0	0	167
42+75.00	4275.00	25.00	167.88	0.00	0.00	0.00	152	0	0	0	0	319	0	0	0	319
43+00.00	4300.00	25.00	159.80	0.00	0.61	0.00	152	0	0	0	0	471	0	0	0	471
43+20.18	4320.18	20.18	186.93	0.00	0.00	0.00	130	0	0	0	0	601	0	0	0	601
43+25.00	4325.00	4.82	188.88	0.00	0.00	0.00	34	0	0	0	0	635	0	0	0	635
43+50.00	4350.00	25.00	177.32	0.00	0.00	0.00	170	0	0	0	0	805	0	0	0	805
43+67.15	4367.15	17.15	176.49	0.00	0.00	0.00	112	0	0	0	0	917	0	0	0	917
43+75.00	4375.00	7.85	176.22	0.00	0.00	0.00	51	0	0	0	0	968	0	0	0	968
43+86.45	4386.45	11.45	175.77	0.00	0.00	0.00	75	0	0	0	0	1043	0	0	0	1043
44+00.00	4400.00	13.55	173.60	0.00	0.00	0.00	88	0	0	0	0	1131	0	0	0	1131
44+05.75	4405.75	5.75	171.53	0.00	0.00	0.00	37	0	0	0	0	1168	0	0	0	1168
44+25.00	4425.00	19.25	172.02	0.00	0.00	0.00	122	0	0	0	0	1290	0	0	0	1290
44+50.00	4450.00	25.00	167.73	0.00	0.00	0.00	153	0	0	0	0	1443	0	0	0	1443
44+75.00	4475.00	25.00	147.81	0.00	0.89	0.76	141	0	0	0	0	1584	0	0	0	1584
45+00.00	4500.00	25.00	135.03	0.00	2.37	1.82	131	0	2	1	1	1715	3	1	1	1712
45+25.00	4525.00	25.00	155.75	0.00	0.04	0.00	135	0	1	1	0	1850	4	2	2	1846
45+31.23	4531.23	6.23	153.53	0.00	0.06	0.00	36	0	0	0	0	1886	4	2	2	1882
45+50.00	4550.00	18.77	127.88	0.00	6.45	2.19	98	0	2	1	1	1984	7	3	3	1978
45+75.00	4575.00	25.00	130.68	0.00	3.71	3.20	120	0	5	2	3	2104	13	6	7	2091
46+00.00	4600.00	25.00	134.00	0.00	3.59	3.12	123	0	3	3	0	2227	17	9	8	2210
46+25.00	4625.00	25.00	131.42	0.00	4.61	3.67	123	0	4	3	1	2350	22	13	9	2328
46+50.00	4650.00	25.00	136.34	0.00	6.76	5.03	124	0	5	4	1	2474	29	17	11	2445
46+57.71	4657.71	7.71	139.39	0.00	5.78	4.46	39	0	2	1	1	2513	31	18	13	2482
46+75.00	4675.00	17.29	161.93	0.00	0.65	0.14	96	0	2	1	1	2609	34	20	14	2575
47+00.00	4700.00	25.00	157.04	0.00	22.29	7.18	148	0	11	1	10	2757	48	21	27	2709
47+21.90	4721.90	21.90	150.47	0.00	5.96	2.49	129	0	11	2	9	2886	62	23	39	2824
47+25.00	4725.00	3.10	150.82	0.00	4.15	2.23	18	0	1	0	1	2904	64	23	41	2840
47+50.00	4750.00	25.00	154.69	0.00	1.78	1.27	146	0	3	2	1	3050	68	25	42	2982
47+65.00	4765.00	15.00	157.90	0.00	2.74	2.00	87	0	1	1	0	3137	69	26	42	3068
47+75.00	4775.00	10.00	134.79	0.00	3.93	2.88	54	0	1	1	0	3191	70	28	43	3121
47+86.09	4786.09	11.09	140.79	0.00	0.20	0.00	57	0	1	1	0	3248	72	29	43	3177
48+00.00	4800.00	13.91	130.93	0.00	0.00	0.00	70	0	0	0	0	3318	72	29	43	3247
48+00.45	4800.45	0.45	130.38	0.00	0.00	0.00	2	0	0	0	0	3320	72	29	43	3249
48+00.46	4800.46	0.01	118.43	0.00	1.00	0.00	0	0	0	0	0	3320	72	29	43	3249
48+25.00	4825.00	24.54	119.85	0.00	3.77	0.00	108	0	2	0	2	3428	74	29	45	3354
48+50.00	4850.00	25.00	96.83	0.00	5.72	0.83	100	0	4	0	4	3528	79	29	51	3449
48+58.03	4858.03	8.03	94.44	0.00	8.26	2.67	28	0	2	1	1	3556	82	30	52	3474
48+75.00	4875.00	16.97	91.57	0.00	21.15	7.86	58	0	9	3	6	3614	94	33	60	3520
48+93.04	4893.04	18.04	88.65	0.00	41.91	3.09	60	0	21	4	17	3674	121	38	83	3553
49+00.00	4900.00	6.96	88.20	0.00	52.51	1.63	23	0	12	1	11	3697	137	39	97	3561
49+01.86	4901.86	1.86	88.14	0.00	56.06	1.27	6	0	4	0	4	3703	142	39	103	3561
49+05.00	4905.00	3.14	88.09	0.00	38.94	0.75	10	0	6	0	6	3713	150	39	110	3564
49+10.00	4910.00	5.00	87.98	0.00	19.91	0.14	16	0	5	0	5	3729	156	39	117	3573
49+15.00	4915.00	5.00	87.81	0.00	0.00	0.00	16	0	2	0	0	3745	159	39	120	3586
49+20.00	4920.00	5.00	82.93	0.00	1.84	0.00	16	0	0	0	0	3761	159	39	120	3602
49+25.00	4925.00	5.00	69.42	0.00	2.34	0.00	14	0	0	0	0	3775	159	39	120	3616
49+28.04	4928.04	3.04	62.68	0.00	2.69	0.00	7	0	0	0	0	3782	159	39	120	3623
EXIST. PAVEMENT	-		0.00	20297.00	0.00	0.00	0	376	0	0	0	3782	159	39	120	3247

DIVISION - 4MILE-WB-EXIT(WB4MR-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
47+97.58	4797.58	0.00	11.93	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0
48+00.00	4800.00	2.42	9.75	0.00	20.89	0.00	1	0	1	0	0	1	1	0	1	0
48+50.00	4850.00	50.00	0.00	0.00	103.68	54.97	9	0	115	51	0	10	151	59	92	-141
48+68.34	4868.34	18.34	0.00	0.00	138.28	76.16	0	0	82	45	0	10	257	110	147	-247
48+75.00	4875.00	6.66	0.00	0.00	150.99	83.51	0	0	36	20	0	10	304	133	171	-294
49+00.00	4900.00	25.00	0.00	0.00	199.37	111.88	0	0	162	90	0	10	515	237	278	-505
49+04.72	4904.72	4.72	0.00	0.00	206.78	116.98	0	0	36	20	0	10	562	260	302	-552
49+05.00	4905.00	0.28	0.00	0.00	207.21	117.29	0	0	2	1	0	10	564	261	303	-554
49+10.00	4910.00	5.00	0.00	0.00	214.75	122.63	0	0	39	22	0	10	615	286	329	-605
49+15.00	4915.00	5.00	0.00	0.00	222.00	127.93	0	0	40	23	0	10	667	313	354	657
49+20.00	4920.00	5.00	0.00	0.00	228.97	133.06	0	0	42	24	0	10	722	340	381	-712
49+25.00	4925.00	5.00	0.00	0.00	236.37	133.89	0	0	43	25	0	10	777	369	408	767
49+30.00	4930.00	5.00	0.00	0.00	238.40	131.19	0	0	44	25	0	10	835	398	437	-825
49+35.00	4935.00	5.00	0.00	0.00	237.87	128.07	0	0	44	24	0	10	892	426	466	882
49+38.19	4938.19	3.19	0.00	0.00	236.90	125.47	0	0	28	15	0	10	928	443	485	-918

DIVISION - 4MILE-WB-ENTRANCE(WB4MR-A)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
50+69.97	5069.97	0.00	3.04	0.00	134.52	12.81	0	0	0	0	0	0	0	0	0	0
50+70.00	5070.00	0.03	3.04	0.00	134.45	12.78	0	0	0	0	0	0	0	0	0	0
50+75.00	5075.00	5.00	2.71	0.00	123.34	8.43	1	0	24	2	0	1	31	2	29	-30
50+80.00	5080.00	5.00	1.44	0.00	113.68	5.76	0	0	22	1	0	1	60	3	56	-59
50+85.00	5085.00	5.00	0.46	0.00	106.00	5.07	0	0	20	1	0	1	86	5	81	-85
50+90.00	5090.00	5.00	0.00	0.00	99.72	4.04	0	0	19	1	0	1	111	6	105	-110
50+93.03	5093.03	3.03	0.00	0.00	97.61	4.52	0	0	11	0	0	1	125	6	119	-124
51+00.00	5100.00	6.97	0.00	0.00	95.19	6.48	0	0	25	1	0	1	157	7	150	-156
51+09.86	5109.86	9.86	0.00	0.00	94.65	10.02	0	0	35	3	0	1	203	10	192	202
51+25.00	5125.00	15.14	0.00	0.00	100.54	17.85	0	0	55	8	0	1	274	20	255	-273
51+49.77	5149.77	24.77	0.00	0.00	126.83	35.95	0	0	104	25	0	1	410	48	361	-409
51+50.00	5150.00	0.23	0.00	0.00	127.40	36.32	0	0	1	0	0	1	411	48	363	-410
51+75.00	5175.00	25.00	0.03	0.00	174.10	74.38	0	0	140	51	0	1	593	107	486	-592
51+92.88	5192.88	17.88	2.84	0.00	195.32	97.07	1	0	122	55	0	2	751	170	581	-749
EXIST. PAVEMENT	-		0.00	2066.00	0.00	0.00	0	38	0	0	0	2	751	170	581	-787

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DIVISION - 4MILE-EB-EXIT(EB4MR-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
							NOTE 1	NOTE 2	NOTE 3							
50+60.91	5060.91	0.00	39.90	0.00	0.17	0.00	0	0	0	0	0	0	0	0	0	0
50+65.00	5065.00	4.09	39.08	0.00	0.21	0.00	6	0	0	0	0	6	0	0	0	6
50+70.00	5070.00	5.00	37.71	0.00	0.25	0.00	7	0	0	0	0	13	0	0	0	13
50+73.91	5073.91	3.91	36.38	0.00	0.29	0.00	5	0	0	0	0	18	0	0	0	18
50+80.00	5080.00	6.09	33.09	0.00	0.36	0.00	8	0	0	0	0	26	0	0	0	26
50+85.00	5085.00	5.00	30.30	0.00	0.45	0.00	6	0	0	0	0	32	0	0	0	32
50+89.45	5089.45	4.45	27.29	0.00	0.72	0.00	5	0	0	0	0	37	0	0	0	37
51+00.00	5100.00	10.55	20.68	0.00	18.68	0.58	9	0	4	0	0	46	5	0	5	41
51+25.00	5125.00	25.00	6.15	0.00	14.73	7.89	12	0	15	4	0	58	25	5	20	33
51+50.00	5150.00	25.00	0.00	0.00	56.70	51.96	3	0	33	28	0	61	68	37	31	-7
51+75.00	5175.00	25.00	0.00	0.00	66.33	66.21	0	0	57	55	0	61	142	100	42	-81
51+77.43	5177.43	2.43	0.00	0.00	66.86	66.86	0	0	6	6	0	61	150	107	43	-89
51+94.57	5194.57	17.14	0.00	0.00	73.47	73.47	0	0	45	45	0	61	208	159	49	-147
51+94.58	5194.58	0.01	2.84	0.00	268.17	165.50	0	0	0	0	0	61	208	159	49	147
52+00.00	5200.00	5.42	4.35	0.00	267.89	170.20	1	0	54	34	0	62	278	198	80	-216
52+25.00	5225.00	25.00	13.19	0.00	294.27	224.35	8	0	260	183	0	70	616	408	208	-546
52+34.84	5234.84	9.84	13.61	0.00	285.07	217.08	5	0	106	80	0	75	754	500	254	-679
52+50.00	5250.00	15.16	15.73	0.00	320.69	199.78	8	0	170	117	0	83	975	635	340	892
52+60.00	5260.00	10.00	16.88	0.00	313.61	186.85	6	0	117	72	0	89	1127	718	410	-1,038
52+75.00	5275.00	15.00	14.38	0.00	294.94	175.43	9	0	169	101	0	98	1347	834	513	1,249
52+92.25	5292.25	17.25	16.96	0.00	227.10	171.80	10	0	167	111	0	108	1564	961	603	-1,456
53+00.00	5300.00	7.75	13.45	0.00	210.34	160.52	4	0	63	48	0	112	1646	1017	629	1,534
53+25.00	5325.00	25.00	10.59	0.00	214.52	121.72	11	0	197	131	0	123	1902	1167	735	1,779
53+50.00	5350.00	25.00	13.02	0.00	134.37	108.48	11	0	162	107	0	134	2113	1290	822	-1,979
53+75.00	5375.00	25.00	18.10	0.00	122.11	74.21	14	0	119	85	0	148	2267	1388	879	2,119
53+77.36	5377.36	2.36	15.99	0.00	117.12	70.82	1	0	10	6	0	149	2280	1395	885	-2,131
54+00.00	5400.00	22.64	6.95	0.00	57.86	45.62	10	0	73	49	0	159	2375	1451	924	-2,216
54+25.00	5425.00	25.00	19.72	0.00	31.07	24.92	12	0	41	33	0	171	2428	1489	939	-2,257
54+50.00	5450.00	25.00	35.11	0.00	10.71	10.71	25	0	19	16	0	196	2453	1508	945	-2,257
54+64.80	5464.80	14.80	56.11	0.00	21.40	21.40	25	0	9	9	0	221	2465	1518	947	-2,244
54+75.00	5475.00	10.20	55.71	0.00	15.34	15.34	21	0	7	7	0	242	2474	1526	948	-2,232
55+00.00	5500.00	25.00	81.91	0.00	8.60	8.60	64	0	11	11	0	306	2488	1539	950	-2,182
55+25.00	5525.00	25.00	118.89	0.00	2.87	2.87	93	0	5	5	0	399	2495	1544	950	-2,096
55+50.00	5550.00	25.00	127.24	0.00	3.07	3.07	114	0	3	3	0	513	2499	1548	951	-1,986
55+55.97	5555.97	5.97	151.75	0.00	0.66	0.66	31	0	0	0	0	544	2499	1548	951	-1,955
55+75.00	5575.00	19.03	134.22	0.00	0.00	0.00	101	0	0	0	0	645	2499	1548	951	-1,854
56+00.00	5600.00	25.00	123.21	0.00	0.26	0.00	119	0	0	0	0	764	2499	1548	951	-1,735
56+25.00	5625.00	25.00	118.56	0.00	0.15	0.00	112	0	0	0	0	876	2499	1548	951	-1,623
56+50.00	5650.00	25.00	109.82	0.00	1.81	0.00	106	0	1	0	0	982	2500	1548	952	-1,518
56+62.12	5662.12	12.12	114.35	0.00	0.00	0.00	50	0	0	0	0	1032	2500	1548	952	-1,468
56+62.14	5662.14	0.02	116.92	0.00	0.00	0.00	0	0	0	0	0	1032	2500	1548	952	-1,468
56+75.00	5675.00	12.86	89.00	0.00	0.05	0.00	49	0	0	0	0	1081	2500	1548	952	-1,419
56+87.13	5687.13	12.13	69.65	0.00	4.19	0.00	36	0	1	0	0	1117	2501	1548	953	-1,384
57+00.00	5700.00	12.87	9.40	0.00	0.00	0.00	19	0	1	0	0	1136	2503	1548	955	-1,367
57+25.00	5725.00	25.00	5.62	0.00	0.00	0.00	7	0	0	0	0	1143	2503	1548	955	-1,360
57+50.00	5750.00	25.00	4.76	0.00	0.00	0.00	5	0	0	0	0	1148	2503	1548	955	-1,355
57+75.00	5775.00	25.00	3.69	0.00	0.00	0.00	4	0	0	0	0	1152	2503	1548	955	-1,351
EXIST. PAVEMENT			0.00	17669.00	0.00	0.00	0	327	0	0	0	1,152	2,503	1,548	955	1,678

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DIVISION - 38-SB-EXIT(SB38-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
107+61.09	10761.09	0.00	108.39	0.00	0.16	0.00	0	0	0	0	0	0	0	0	0	0
107+80.00	10780.00	18.91	114.88	0.00	0.16	0.01	78	0	0	0	0	78	0	0	0	78
107+86.08	10786.08	6.08	116.82	0.00	0.11	0.00	26	0	0	0	0	104	0	0	0	104
107+86.08	10786.08	0.00	56.24	0.00	0.11	0.00	0	0	0	0	0	104	0	0	0	104
108+00.00	10800.00	13.92	109.66	0.00	4.72	0.00	43	0	1	0	0	147	1	0	1	146
108+25.00	10825.00	25.00	115.48	0.00	1.08	0.11	104	0	3	0	0	251	5	0	5	246
108+34.05	10834.05	9.05	125.09	0.00	1.03	0.13	40	0	0	0	0	291	5	0	5	286
108+50.00	10850.00	15.95	108.05	0.00	2.29	0.03	69	0	1	0	0	360	7	0	7	354
108+75.00	10875.00	25.00	110.45	0.00	4.15	0.24	101	0	3	0	0	461	10	0	10	451
109+00.00	10900.00	25.00	111.84	0.00	10.11	0.94	103	0	7	1	0	564	20	1	18	545
109+25.00	10925.00	25.00	114.59	0.00	16.15	2.34	105	0	12	2	0	669	35	3	32	634
109+50.00	10950.00	25.00	112.02	0.00	10.23	8.43	105	0	12	5	0	774	51	9	42	723
109+75.00	10975.00	25.00	116.54	0.00	12.03	12.03	106	0	10	9	0	880	64	20	44	816
110+00.00	11000.00	25.00	146.38	0.00	8.88	8.88	122	0	10	10	0	1002	77	31	46	925
110+25.00	11025.00	25.00	166.42	0.00	8.89	8.89	145	0	8	8	0	1147	87	40	47	1,060
110+50.00	11050.00	25.00	151.68	0.00	2.05	0.19	147	0	5	4	0	1294	94	45	49	1,200
110+61.15	11061.15	11.15	173.35	0.00	0.00	0.00	67	0	0	0	0	1361	94	45	49	1,267
110+75.00	11075.00	13.85	159.84	0.00	1.63	1.63	85	0	0	0	0	1446	94	45	49	1,352
111+00.00	11100.00	25.00	217.99	0.00	0.04	0.00	175	0	1	1	0	1621	95	45	49	1,526
111+25.00	11125.00	25.00	237.78	0.00	0.00	0.00	211	0	0	0	0	1832	95	46	49	1,737
111+50.00	11150.00	25.00	252.36	0.00	0.00	0.00	227	0	0	0	0	2059	95	46	49	1,964
111+67.74	11167.74	17.74	236.99	0.00	0.00	0.00	161	0	0	0	0	2220	95	46	49	2,125
111+75.00	11175.00	7.26	233.15	0.00	0.00	0.00	63	0	0	0	0	2283	95	46	49	2,188
112+00.00	11200.00	25.00	237.78	0.00	0.00	0.00	218	0	0	0	0	2501	95	46	49	2,406
112+25.00	11225.00	25.00	235.63	0.00	0.00	0.00	219	0	0	0	0	2720	95	46	49	2,625
112+50.00	11250.00	25.00	235.75	0.00	0.00	0.00	218	0	0	0	0	2938	95	46	49	2,843
112+61.15	11261.15	11.15	238.52	0.00	0.00	0.00	98	0	0	0	0	3036	95	46	49	2,941
112+65.64	11265.64	4.49	239.58	0.00	0.00	0.00	40	0	0	0	0	3076	95	46	49	2,981
112+65.65	11265.65	0.01	120.92	0.00	0.00	0.00	0	0	0	0	0	3076	95	46	49	2,981
112+75.00	11275.00	9.35	127.53	0.00	0.00	0.00	43	0	0	0	0	3119	95	46	49	3,024
113+00.00	11300.00	25.00	113.56	0.00	0.00	0.00	112	0	0	0	0	3231	95	46	49	3,136
113+25.00	11325.00	25.00	99.19	0.00	0.00	0.00	98	0	0	0	0	3329	95	46	49	3,234
113+50.00	11350.00	25.00	68.41	0.00	3.62	0.00	78	0	2	0	0	3407	98	46	52	3,310
113+52.70	11352.70	2.70	64.68	0.00	4.23	0.00	7	0	0	0	0	3414	98	46	52	3,317
113+54.57	11354.57	1.87	61.92	0.00	3.92	0.00	4	0	0	0	0	3418	98	46	52	3,321
113+55.00	11355.00	0.43	61.28	0.00	3.85	0.00	1	0	0	0	0	3419	98	46	52	3,322
113+60.00	11360.00	5.00	54.10	0.00	2.87	0.00	11	0	1	0	0	3430	99	46	53	3,331
113+65.00	11365.00	5.00	47.28	0.00	1.10	0.00	9	0	0	0	0	3439	99	46	53	3,340
113+70.00	11370.00	5.00	40.64	0.00	2.39	0.00	8	0	0	0	0	3447	99	46	53	3,348
113+75.00	11375.00	5.00	36.75	0.00	4.75	0.00	7	0	1	0	0	3454	100	46	54	3,354
113+80.00	11380.00	5.00	33.41	0.00	4.88	0.00	6	0	1	0	0	3460	101	46	55	3,359
113+83.94	11383.94	3.94	31.27	0.00	5.04	0.00	5	0	1	0	0	3465	103	46	57	3,362
EXIST. PAVEMENT	-		0.00	22835.00	0.00	0.00	0	564	0	0	0	3,465	103	46	57	2,798

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PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	EARTHWORK DATA	SHEET 211	E

DIVISION - 38-NB-ENTRANCE(NB38-A)

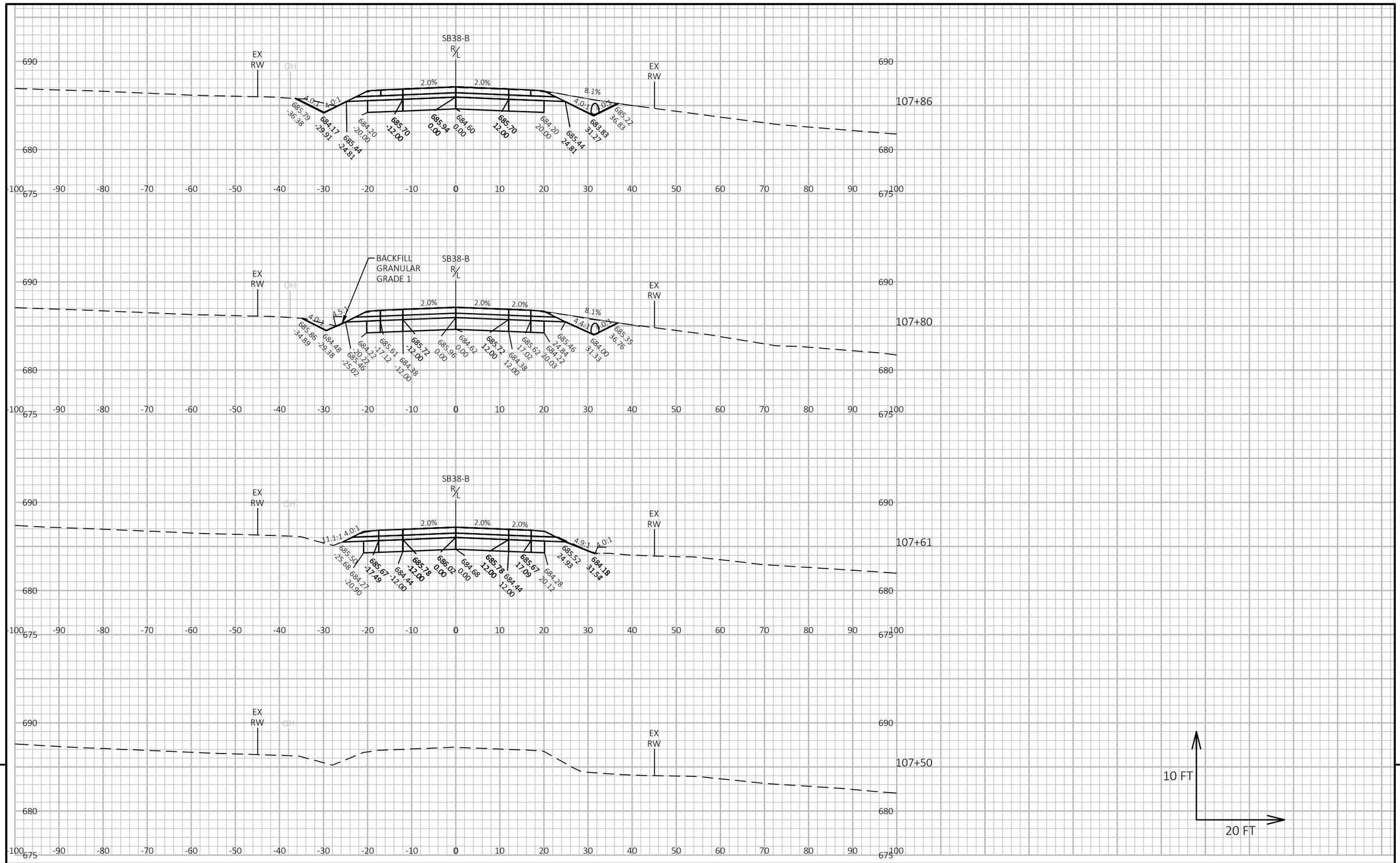
STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
112+68.87	11268.87	0.00	112.66	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0
112+75.00	11275.00	6.13	109.71	0.00	0.00	0.00	25	0	0	0	0	25	0	0	0	25
113+00.00	11300.00	25.00	92.53	0.00	0.00	0.00	94	0	0	0	0	119	0	0	0	119
113+02.50	11302.50	2.50	91.06	0.00	0.00	0.00	8	0	0	0	0	127	0	0	0	127
113+05.00	11305.00	2.50	89.59	0.00	0.00	0.00	8	0	0	0	0	135	0	0	0	135
113+07.71	11307.71	2.71	87.92	0.00	0.00	0.00	9	0	0	0	0	144	0	0	0	144
113+10.00	11310.00	2.29	86.29	0.00	0.00	0.00	7	0	0	0	0	151	0	0	0	151
113+15.00	11315.00	5.00	84.01	0.00	0.00	0.00	16	0	0	0	0	167	0	0	0	167
113+20.00	11320.00	5.00	81.25	0.00	0.00	0.00	15	0	0	0	0	182	0	0	0	182
113+25.00	11325.00	5.00	78.60	0.00	0.00	0.00	15	0	0	0	0	197	0	0	0	197
113+30.00	11330.00	5.00	75.54	0.00	0.77	0.00	14	0	0	0	0	211	0	0	0	211
113+35.00	11335.00	5.00	72.40	0.00	1.64	0.00	14	0	0	0	0	225	0	0	0	225
113+40.00	11340.00	5.00	69.66	0.00	2.36	0.00	13	0	0	0	0	238	0	0	0	238
113+41.40	11341.40	1.40	68.92	0.00	2.75	0.00	4	0	0	0	0	242	0	0	0	242
113+45.00	11345.00	3.60	67.04	0.00	3.83	0.00	9	0	0	0	0	251	0	0	0	251
113+50.00	11350.00	5.00	64.58	0.00	5.38	0.00	12	0	1	0	0	263	1	0	1	262
113+53.55	11353.55	3.55	63.04	0.00	6.66	0.00	8	0	1	0	0	271	3	0	3	268
113+55.00	11355.00	1.45	62.46	0.00	6.38	0.00	3	0	0	0	0	274	3	0	3	271
113+60.00	11360.00	5.00	60.63	0.00	5.35	0.00	11	0	1	0	0	285	4	0	4	281
113+65.00	11365.00	5.00	59.02	0.00	2.75	0.00	11	0	1	0	0	296	5	0	5	291
113+70.00	11370.00	5.00	54.20	0.00	1.81	0.00	10	0	0	0	0	306	5	0	5	301
113+75.00	11375.00	5.00	48.07	0.00	1.41	0.00	9	0	0	0	0	315	5	0	5	310
113+75.08	11375.08	0.08	47.98	0.00	0.46	0.00	0	0	0	0	0	315	5	0	5	310
EXIST. PAVEMENT	-		0.00	3649.00	0.00	0.00	0	91	0	0	0	315	5	0	5	219

DIVISION - 38-SB-ENTRANCE(SB38-A)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
115+21.41	11521.41	0.00	13.70	0.00	98.22	2.81	0	0	0	0	0	0	0	0	0	0
115+25.00	11525.00	3.59	18.89	0.00	88.81	1.13	2	0	12	0	0	2	16	0	16	-14
115+30.00	11530.00	5.00	27.72	0.00	77.48	0.01	4	0	15	0	0	6	35	0	35	-29
115+35.00	11535.00	5.00	33.13	0.00	0.00	0.00	6	0	7	0	0	12	44	0	44	-32
115+40.00	11540.00	5.00	37.87	0.00	4.22	0.00	7	0	0	0	0	19	44	0	44	-25
115+43.80	11543.80	3.80	40.88	0.00	5.85	0.00	6	0	1	0	0	25	46	0	46	-21
115+50.00	11550.00	6.20	44.98	0.00	45.76	0.00	10	0	6	0	0	35	53	0	53	-18
115+55.66	11555.66	5.66	47.96	0.00	36.59	0.00	10	0	9	0	0	45	65	0	65	-20
115+75.00	11575.00	19.34	54.60	0.00	20.53	0.00	37	0	20	0	0	82	91	0	91	-9
115+89.91	11589.91	14.91	55.19	0.00	18.23	0.00	30	0	11	0	0	112	105	0	105	7
116+00.00	11600.00	10.09	56.04	0.00	23.78	0.00	21	0	8	0	0	133	116	0	116	17
116+24.12	11624.12	24.12	50.67	0.00	0.18	0.00	48	0	11	0	0	181	130	0	130	51
116+27.64	11627.64	3.52	51.51	0.00	0.22	0.00	7	0	0	0	0	188	130	0	130	58
EXIST. PAVEMENT	-		0.00	2336.00	0.00	0.00	0	58	0	0	0	188	130	0	130	58

DIVISION - 38-NB-EXIT(NB38-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTIAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
115+09.12	11509.12	0.00	0.00	0.00	87.34	87.34	0	0	0	0	0	0	0	0	0	0
115+10.00	11510.00	0.88	0.08	0.00	86.71	86.71	0	0	3	3	0	0	4	3	0	-4
115+15.00	11515.00	5.00	2.62	0.00	81.98	81.98	0	0	16	16	0	0	25	22	3	-25
115+20.00	11520.00	5.00	7.18	0.00	75.88	75.88	1	0	15	15	0	1	44	39	5	-43
115+25.00	11525.00	5.00	11.98	0.00	70.56	70.56	2	0	14	14	0	3	62	55	7	-59
115+30.00	11530.00	5.00	13.47	0.00	65.86	65.86	2	0	13	13	0	5	79	70	9	-74
115+35.00	11535.00	5.00	13.54	0.00	69.12	69.12	3	0	12	12	0	8	95	84	11	-87
115+40.00	11540.00	5.00	14.61	0.00	59.60	59.60	3	0	12	12	0	11	111	98	13	-100
115+41.33	11541.33	1.33	14.98	0.00	55.63	55.63	1	0	3	3	0	12	114	101	13	-102
115+50.00	11550.00	8.67	16.64	0.00	45.12	45.12	5	0	16	16	0	17	135	120	16	-118
115+61.30	11561.30	11.30	17.79	0.00	34.52	34.52	7	0	17	17	0	24	157	139	18	-133
115+75.00	11575.00	13.70	19.26	0.00	25.26	25.26	9	0	15	15	0	33	177	156	20	144
116+00.00	11600.00	25.00	24.93	0.00	13.01	13.01	20	0	18	18	0	53	200	177	23	-147
116+21.54	11621.54	21.54	29.70	0.00	5.66	5.66	22	0	7	7	0	75	209	185	24	134
116+25.00	11625.00	3.46	30.52	0.00	4.24	4.24	4	0	1	1	0	79	211	186	24	-132
116+28.42	11628.42	3.42	31.28	0.00	3.10	3.03	4	0	0	0	0	83	211	186	24	-128
116+28.43	11628.43	0.01	88.53	0.00	3.32	3.03	0	0	0	0	0	83	211	186	24	-128
116+42.61	11642.61	14.18	97.07	0.00	85.59	0.21	49	0	23	1	0	132	241	187	53	109
116+50.00	11650.00	7.39	92.25	0.00	1.65	0.00	26	0	12	0	0	158	256	187	69	-98
116+75.00	11675.00	25.00	74.03	0.00	37.03	5.41	77	0	18	3	0	235	280	191	89	45
116+81.79	11681.79	6.79	83.09	0.00	27.71	3.45	20	0	8	1	0	255	290	192	98	-35
117+00.00	11700.00	18.21	85.86	0.00	7.56	2.68	57	0	12	2	0	312	306	194	111	7
117+01.09	11701.09	1.09	86.08	0.00	7.33	2.55	3	0	0	0	0	315	306	194	111	10
117+20.40	11720.40	19.31	92.30	0.00	8.42	3.62	64	0	6	2	0	379	313	197	117	66
117+25.00	11725.00	4.60	94.28	0.00	8.20	4.29	16	0	1	1	0	395	315	198	117	80
117+50.00	11750.00	25.00	133.54	0.00	1.44	1.17	105	0	4	3	0	500	320	201	119	180
117+75.00	11775.00	25.00	135.47	0.00	0.07	0.00	125	0	1	1	0	625	321	202	119	304
118+00.00	11800.00	25.00	160.24	0.00	0.00	0.00	137	0	0	0	0	762	321	202	119	441
118+09.21	11809.21	9.21	159.71	0.00	0.00	0.00	55	0	0	0	0	817	321	202	119	496
118+15.00	11815.00	5.79	162.68	0.00	0.00	0.00	35	0	0	0	0	852	321	202	119	531
118+24.16	11824.16	9.16	183.86	0.00	0.14	0.00	59	0	0	0	0	911	321	202	119	590
118+25.00	11825.00	0.84	186.41	0.00	0.06	0.00	6	0	0	0	0	917	321	202	119	596
118+50.00	11850.00	25.00	212.69	0.00	0.00	0.00	185	0	0	0	0	1102	321	202	119	781
118+62.72	11862.72	12.72	207.64	0.00	0.00	0.00	99	0	0	0	0	1201	321	202	119	880
118+75.00	11875.00	12.28	208.00	0.00	0.00	0.00	95	0	0	0	0	1296	321	202	119	975
119+00.00	11900.00	25.00	184.38	0.00	0.00	0.00	182	0	0	0	0	1478	321	202	119	1,157
119+16.24	11916.24	16.24	182.22	0.00	0.00	0.00	110	0	0	0	0	1588	321	202	119	1,267
119+25.00	11925.00	8.76	178.82	0.00	0.00	0.00	59	0	0	0	0	1647	321	202	119	1,326
119+27.92	11927.92	2.92	177.01	0.00	0.00	0.00	19	0	0	0	0	1666	321	202	119	1,345
119+50.00	11950.00	22.08	167.04	0.00	0.00	0.00	141	0	0	0	0	1807	321	202	119	1,486
119+61.72	11961.72	11.72	157.86	0.00	0.00	0.00	71	0	0	0	0	1878	321	202	119	1,557
119+75.00	11975.00	13.28	148.04	0.00	0.03	0.00	75	0	0	0	0	1953	321	202	119	1,632
120+00.00	12000.00	25.00	146.90	0.00	2.49	0.00	137	0	1	0	0	2090	322	202	120	1,768
120+25.00	12025.00	25.00	165.71	0.00	0.00	0.00	145	0	1	0	0	2235	324	202	121	1,911
120+50.00	12050.00	25.00	123.11	0.00	15.54	0.00	134	0	7	0	0	2369	333	202	130	2,036
120+75.00	12075.00	25.00	115.26	0.00	9.25	0.00	110	0	11	0	0	2479	347	202	145	2,132
120+86.21	12086.21	11.21	111.88	0.00	14.54	0.00	47	0	5	0	0	2526	354	202	151	2,172
121+00.00	12100.00	13.79	108.38	0.00	5.37	0.00	56	0	5	0	0	2582	360	202	158	2,222
121+19.21	12119.21	19.21	50.40	0.00	0.68	0.00	56	0	2	0	0	2638	363	202	160	2,275
121+19.21	12119.21	0.00	109.39	0.00	0.90	0.00	0	0	0	0	0	2638	363	202	160	2,275
121+25.00	12125.00	5.79	110.26	0.00	19.50	0.00	24	0	2	0	0	2662	365	202	163	2,297
121+31.70	12131.70	6.70	121.81	0.00	2.31	0.00	29	0	3	0	0	2691	369	202	167	2,322
121+44.21	12144.21	12.51	120.56	0.00	16.21	0.00	56	0	4	0	0	2747	374	202	172	2,373
EXIST. PAVEMENT	-		0.00	23997.00	0.00	0.00	0	595	0	0	0	2,747	374	202	172	1,778



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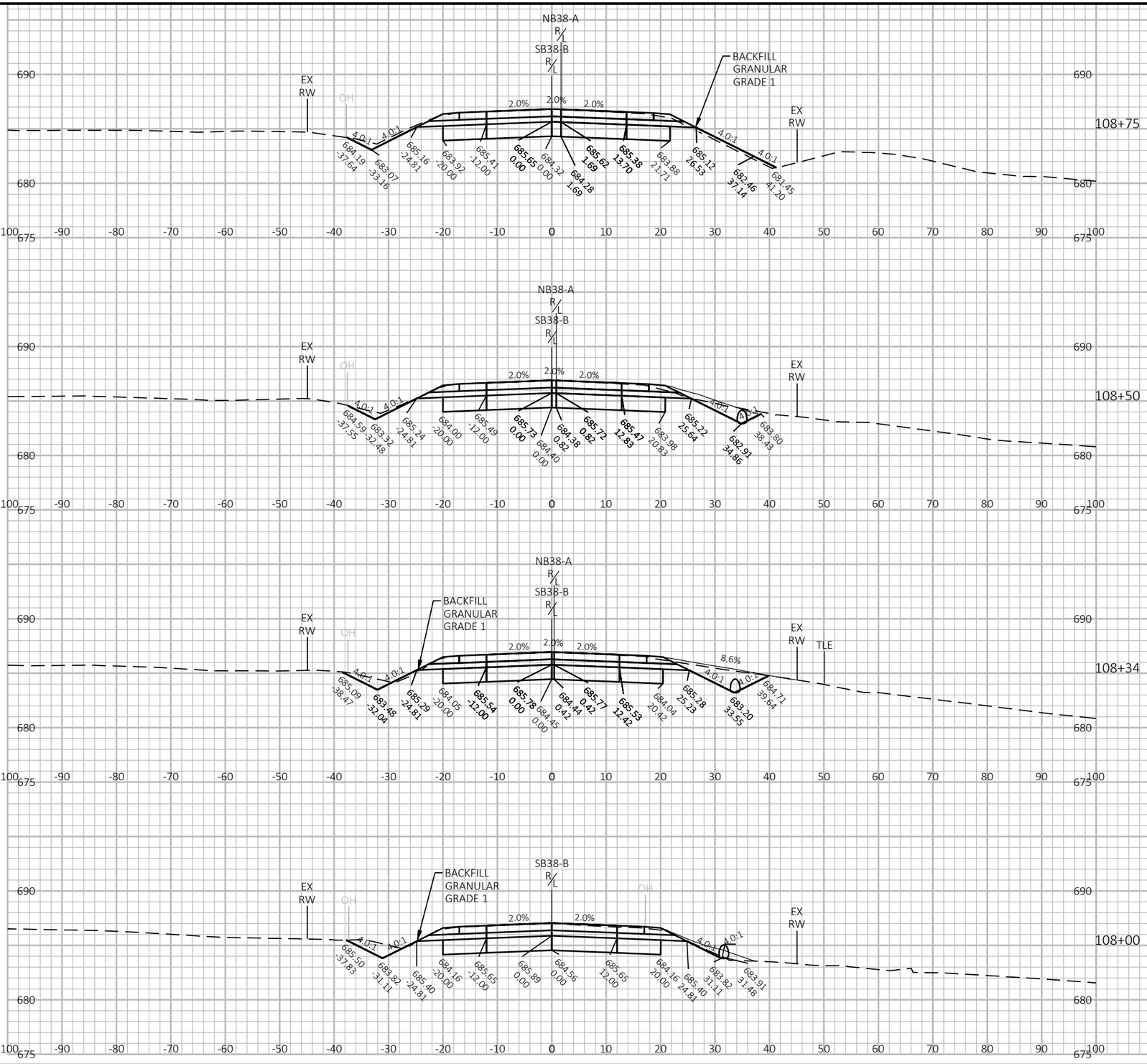
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 214	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/29/2025 1:25 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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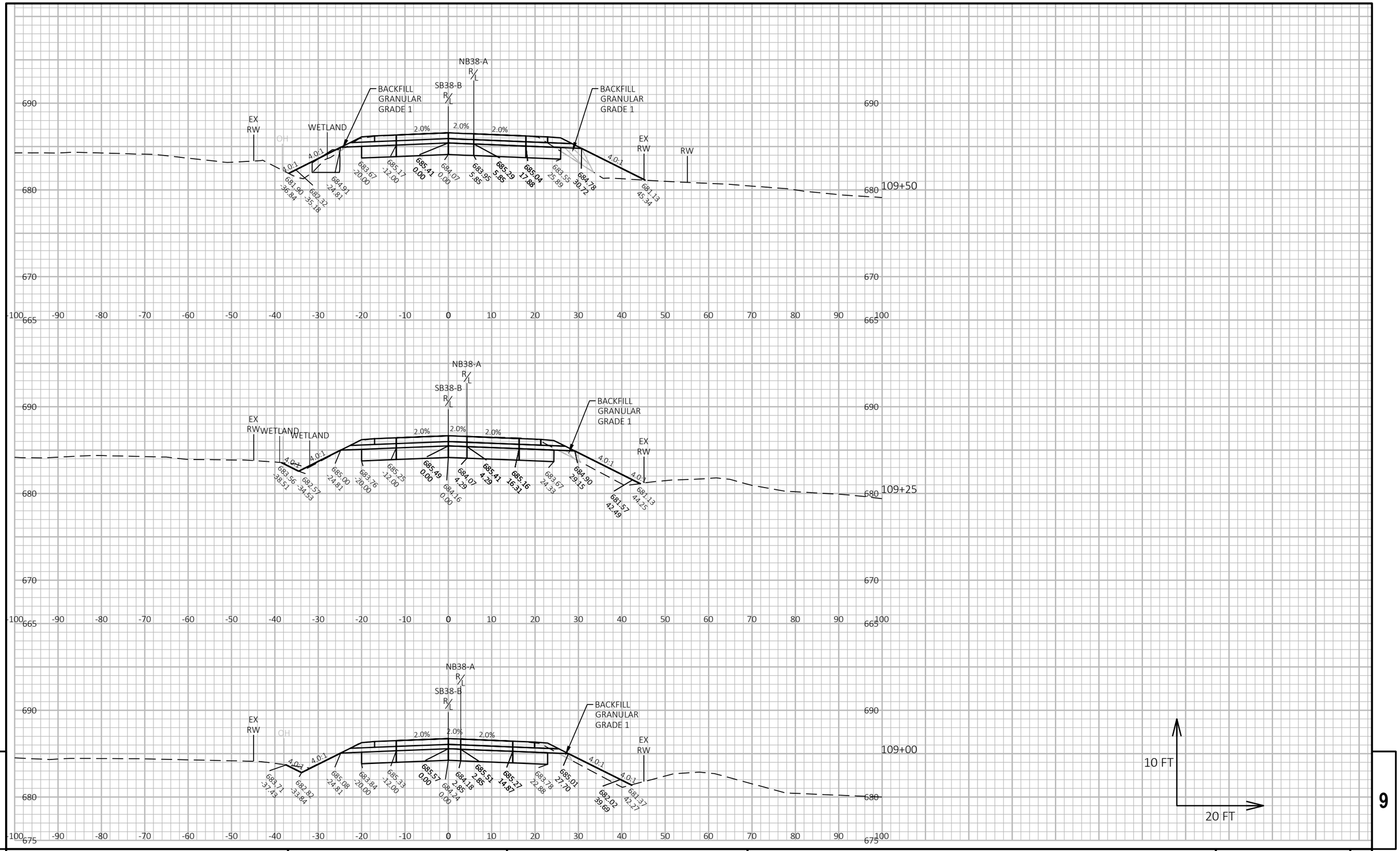
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 215	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 12/23/2025 6:18 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

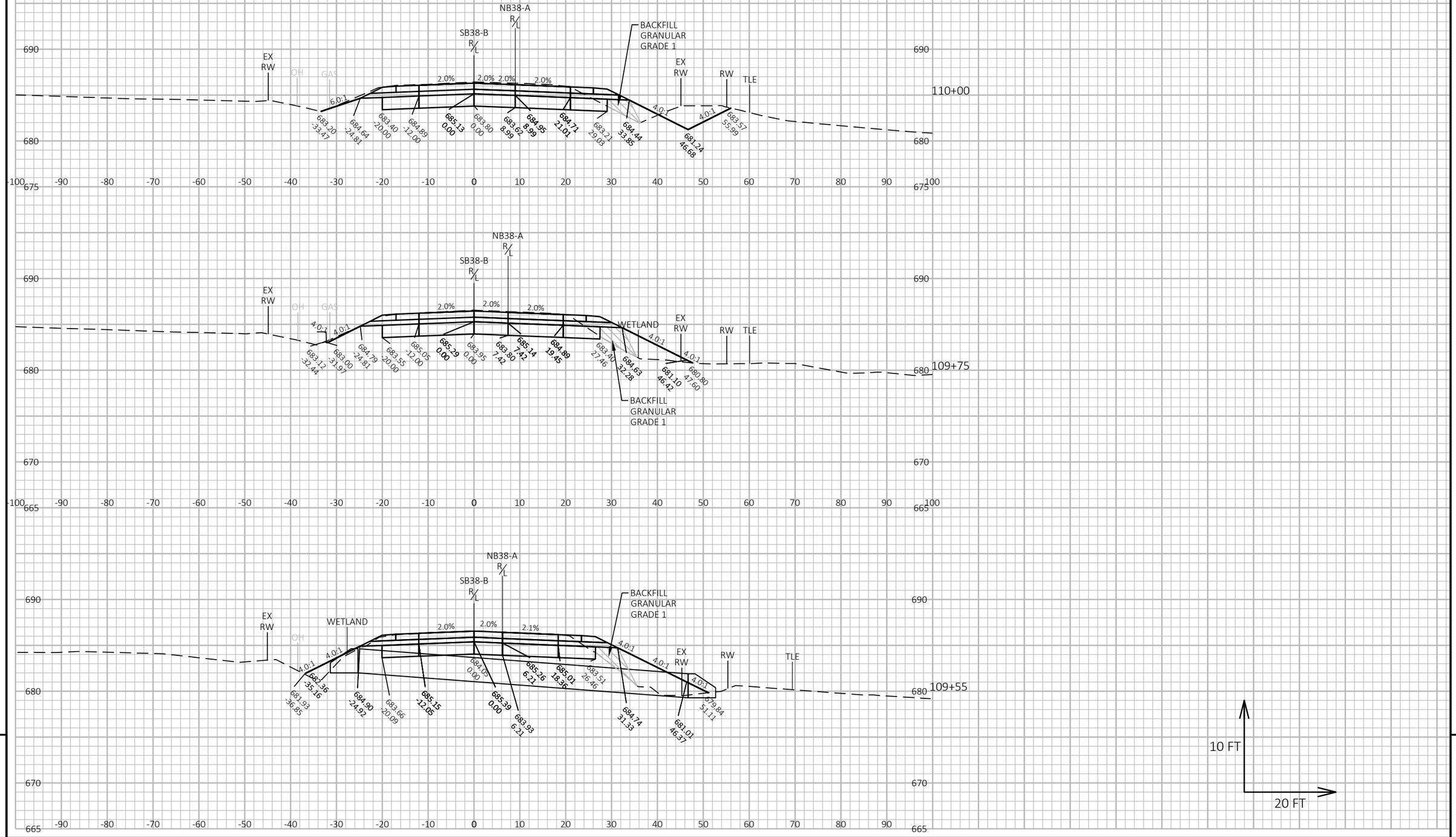


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 216 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 12/23/2025 6:18 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

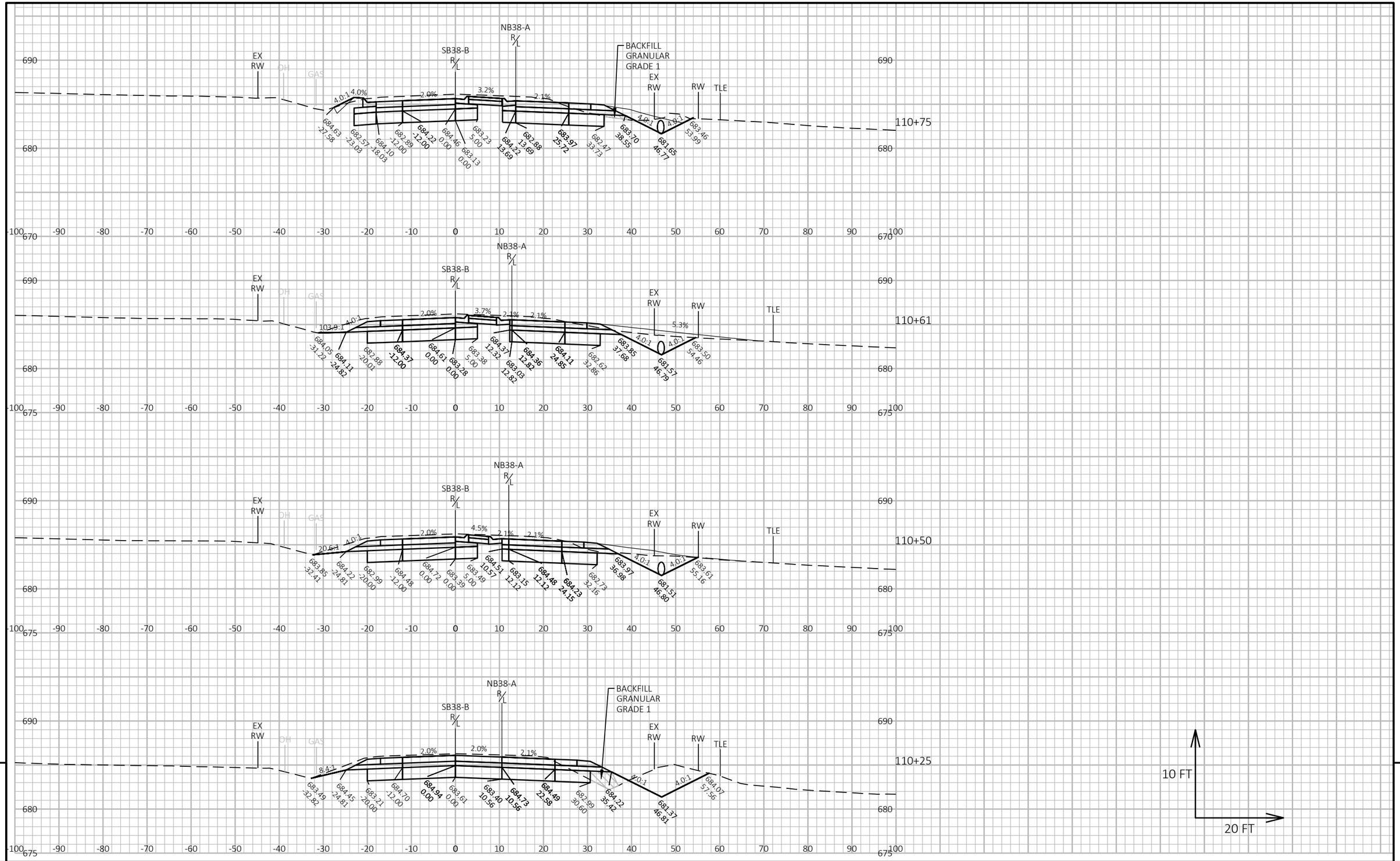


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 217	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/23/2025 6:18 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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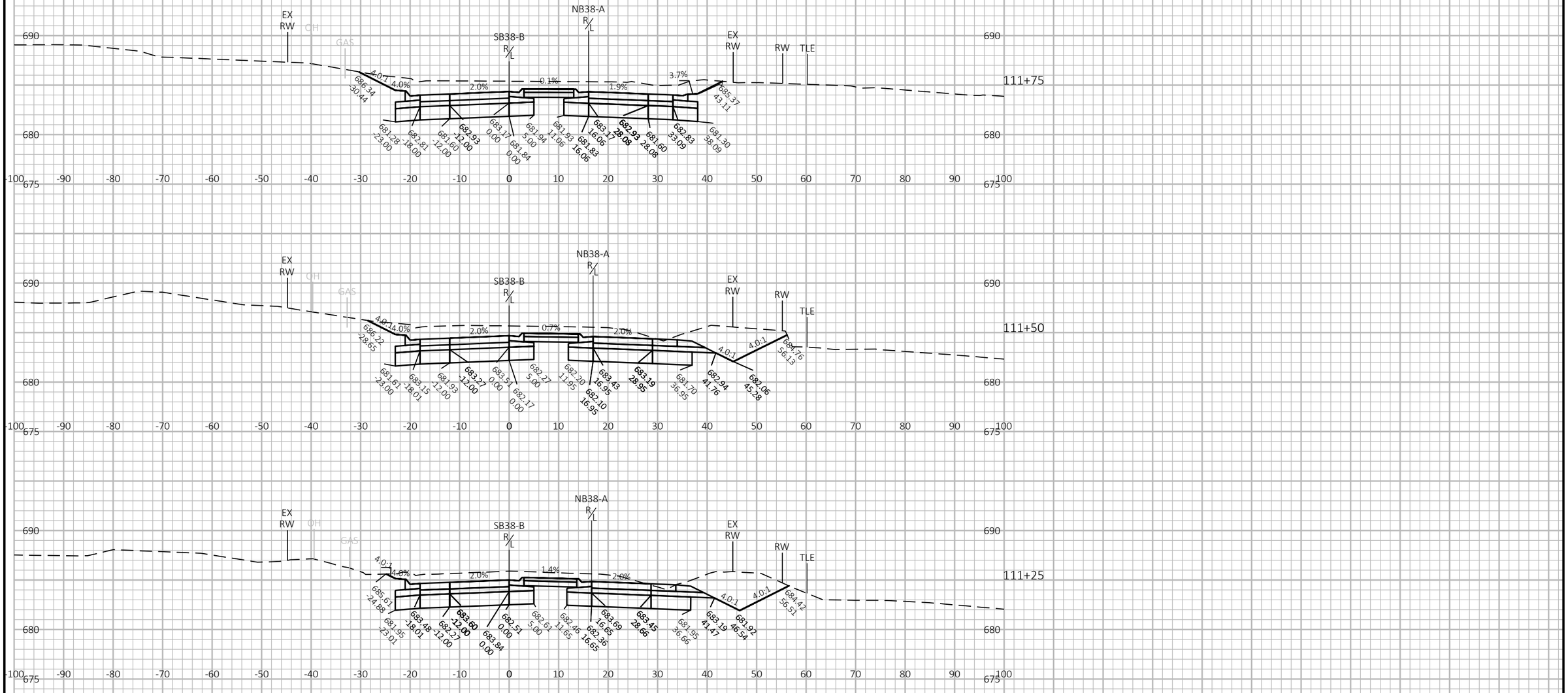
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 218	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/23/2025 6:18 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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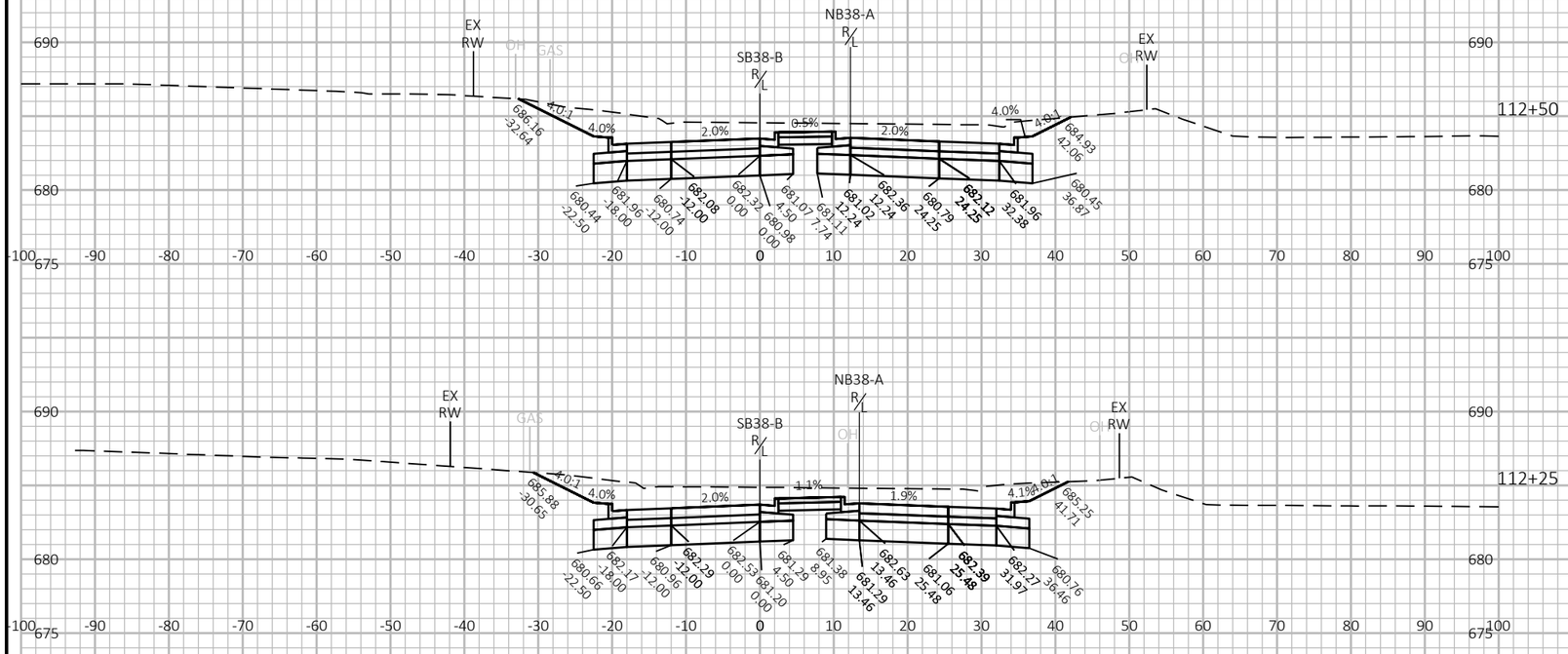
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 219	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 12/23/2025 6:18 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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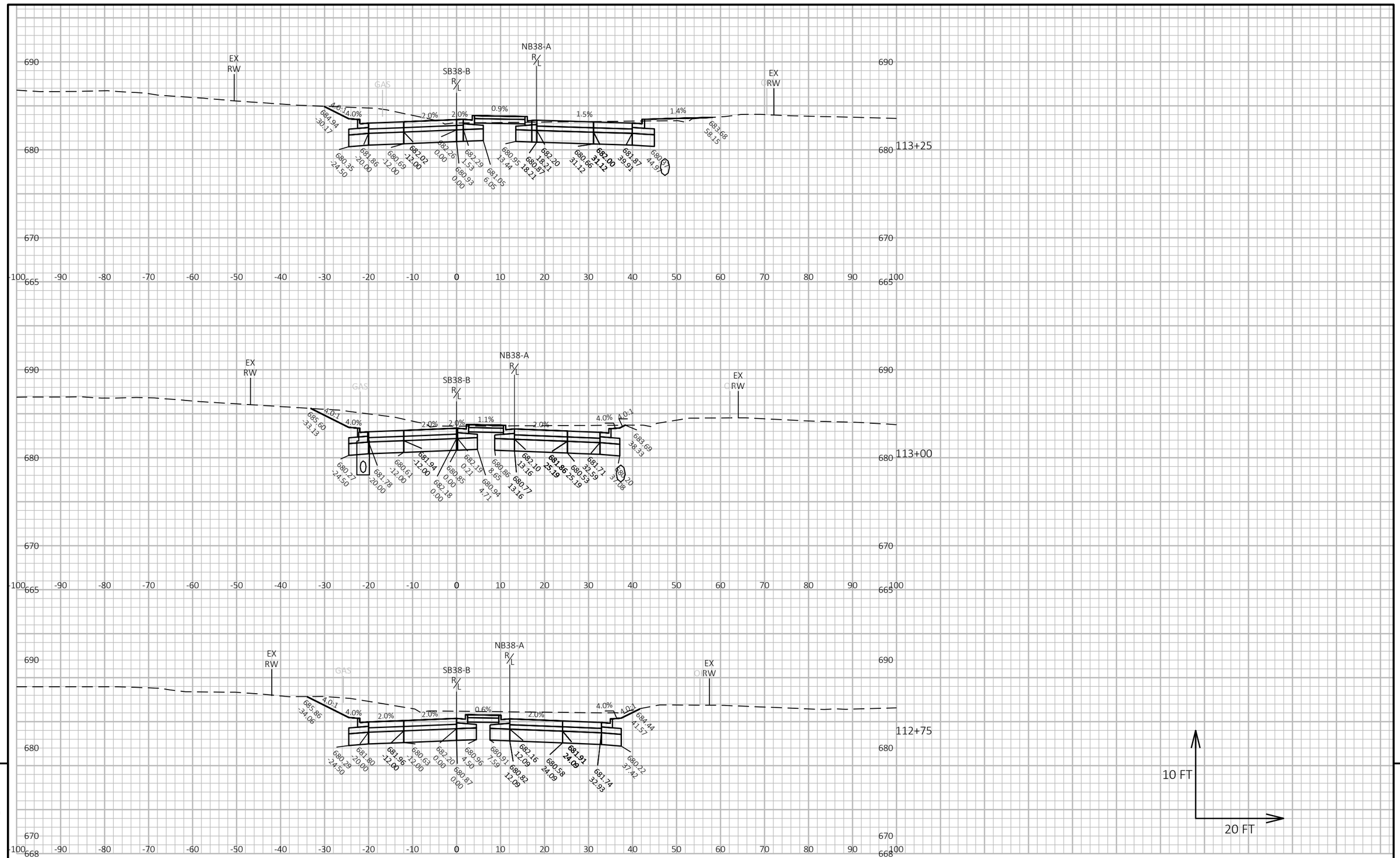
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 220	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 12/23/2025 6:17 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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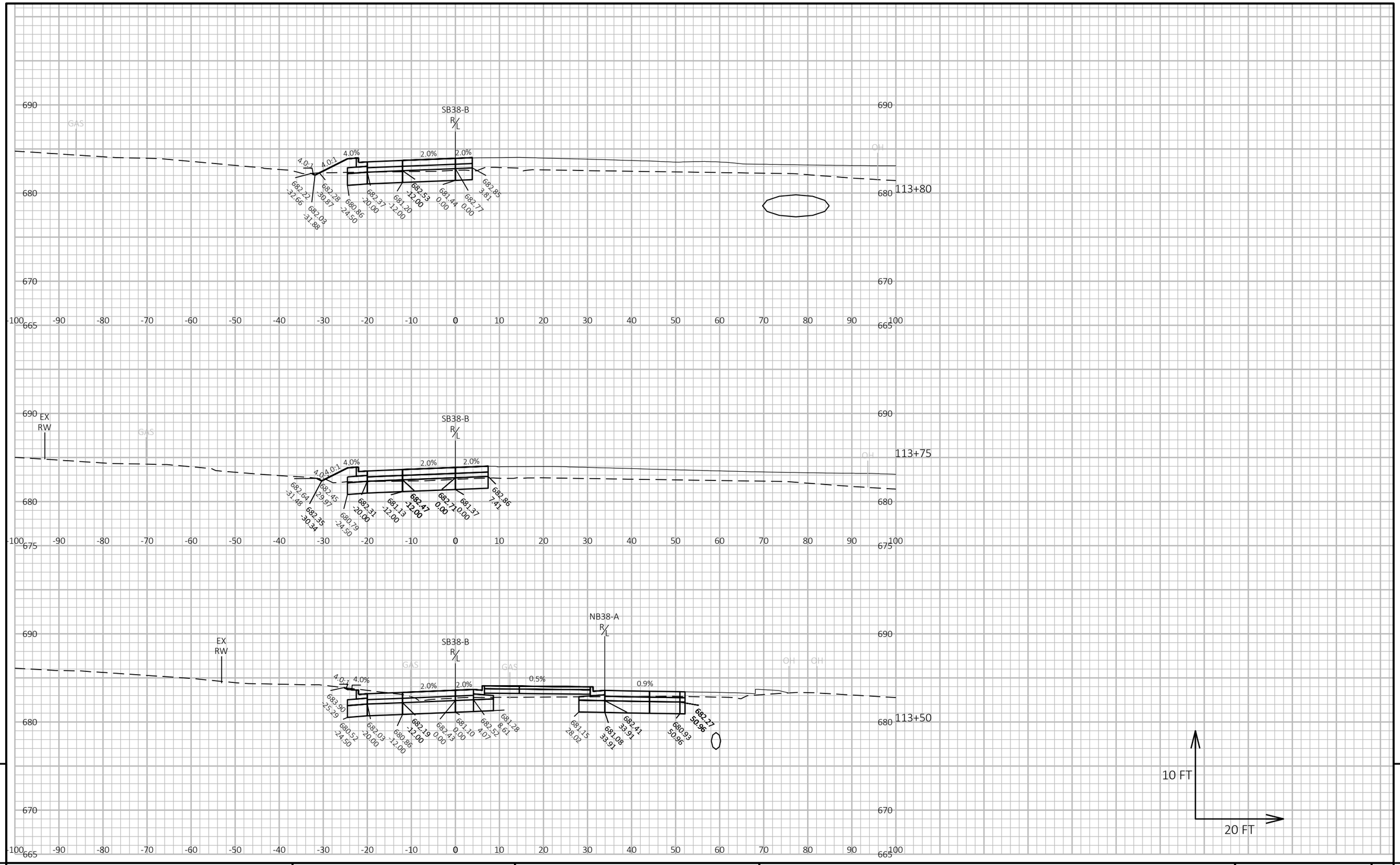
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 221	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 12/23/2025 6:17 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

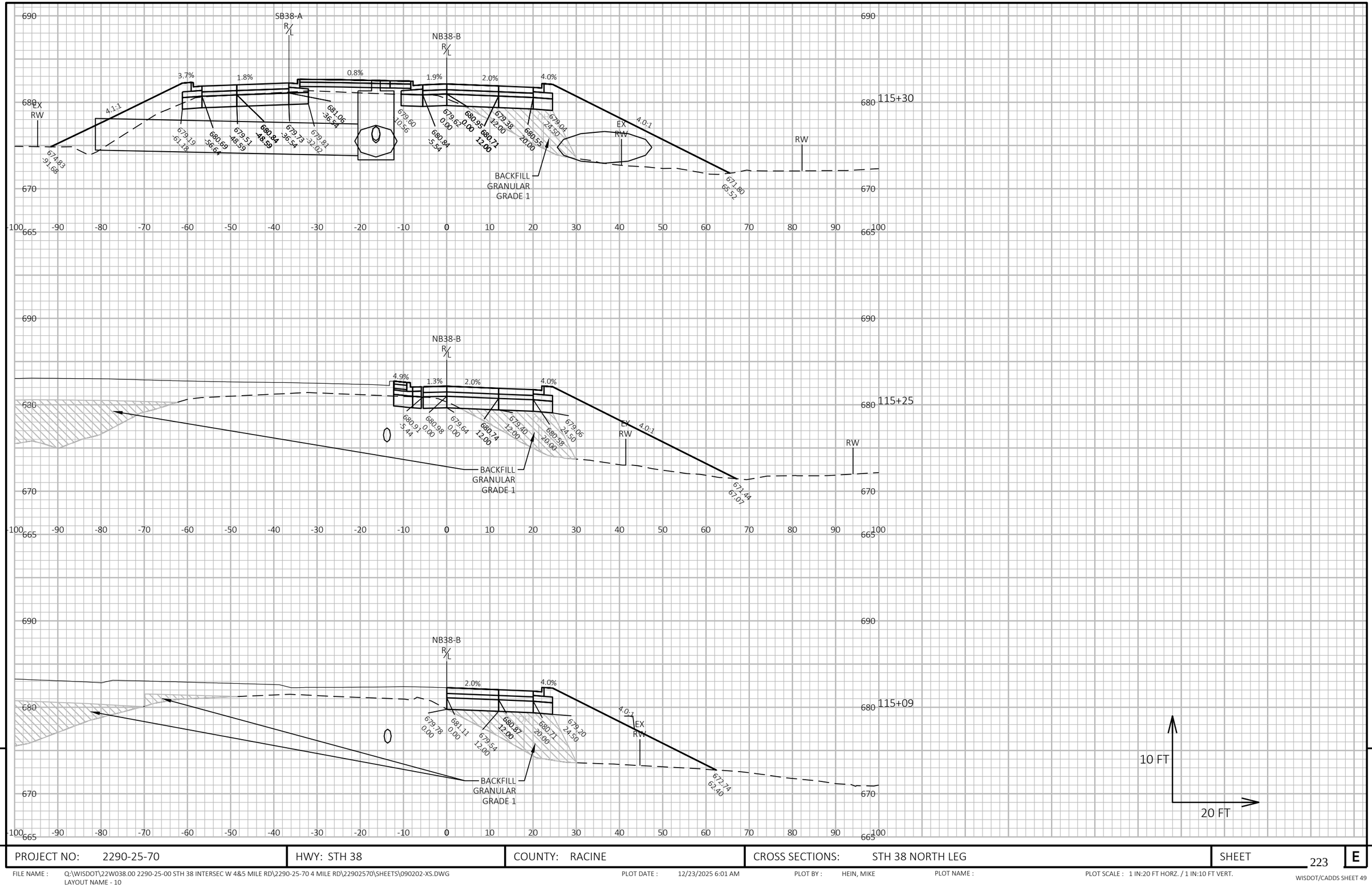


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 222 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 12/23/2025 6:17 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

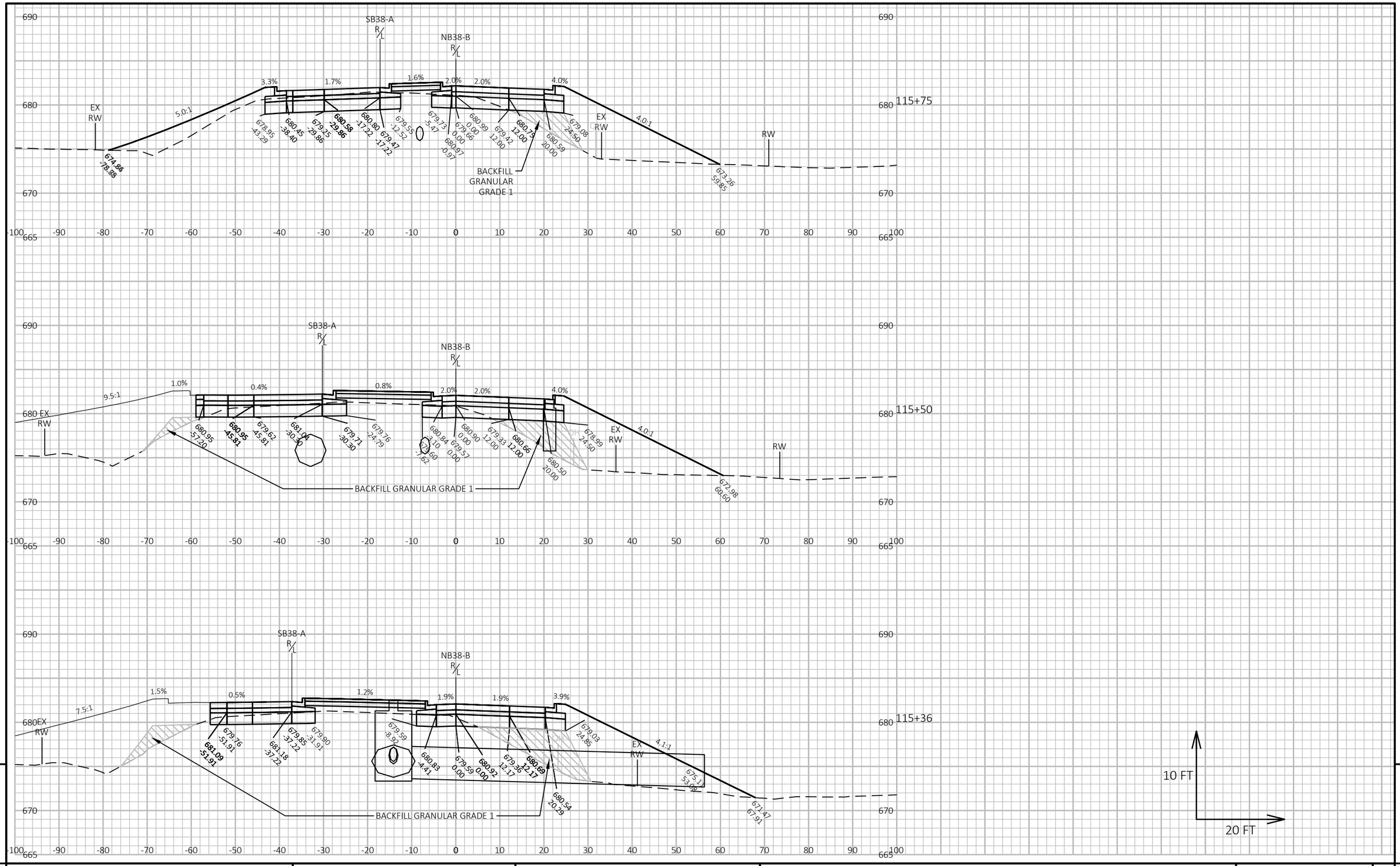


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 223	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 10

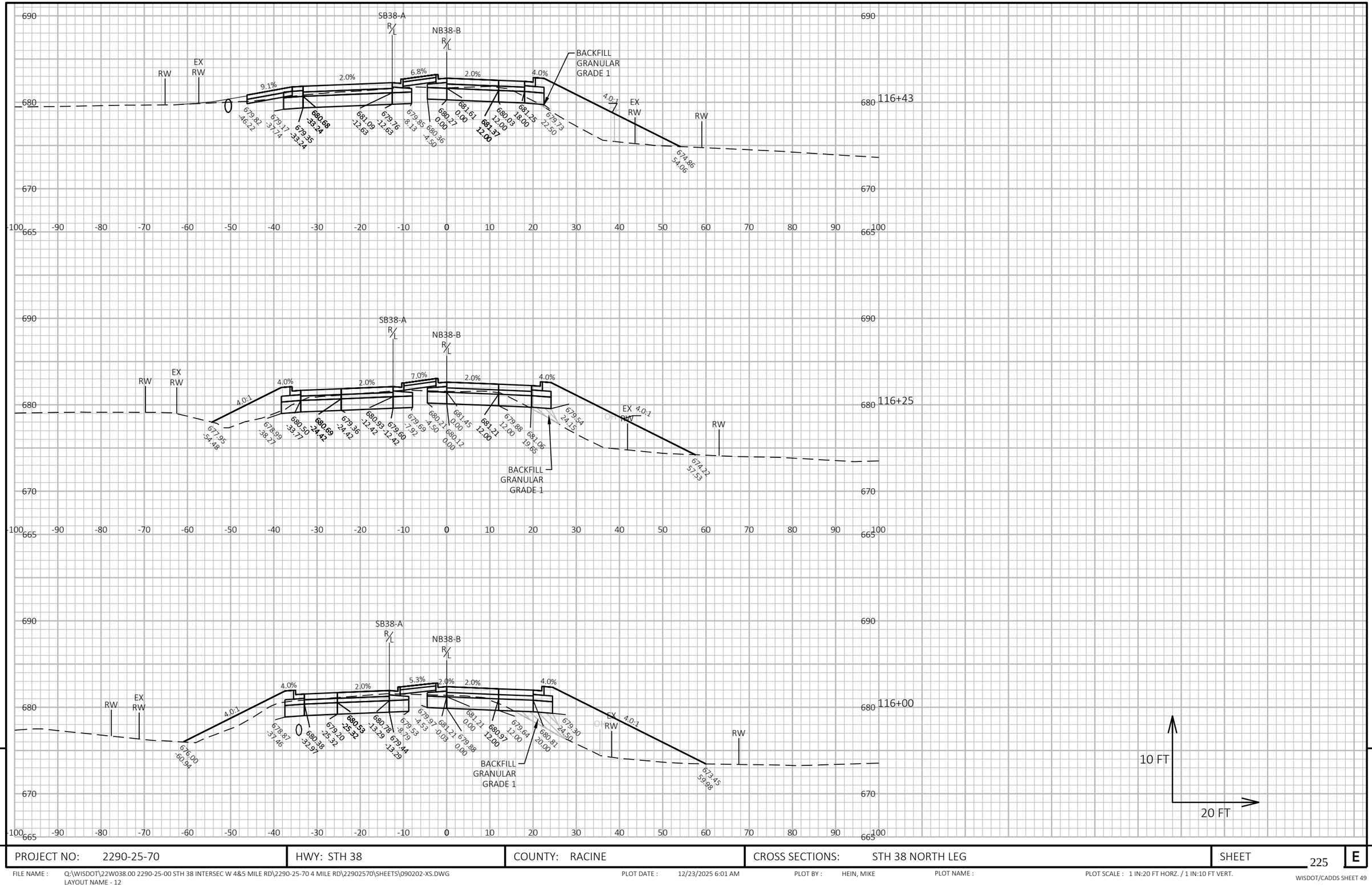
PLOT DATE : 12/23/2025 6:01 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 224	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 11
PLOT DATE : 12/23/2025 6:01 AM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

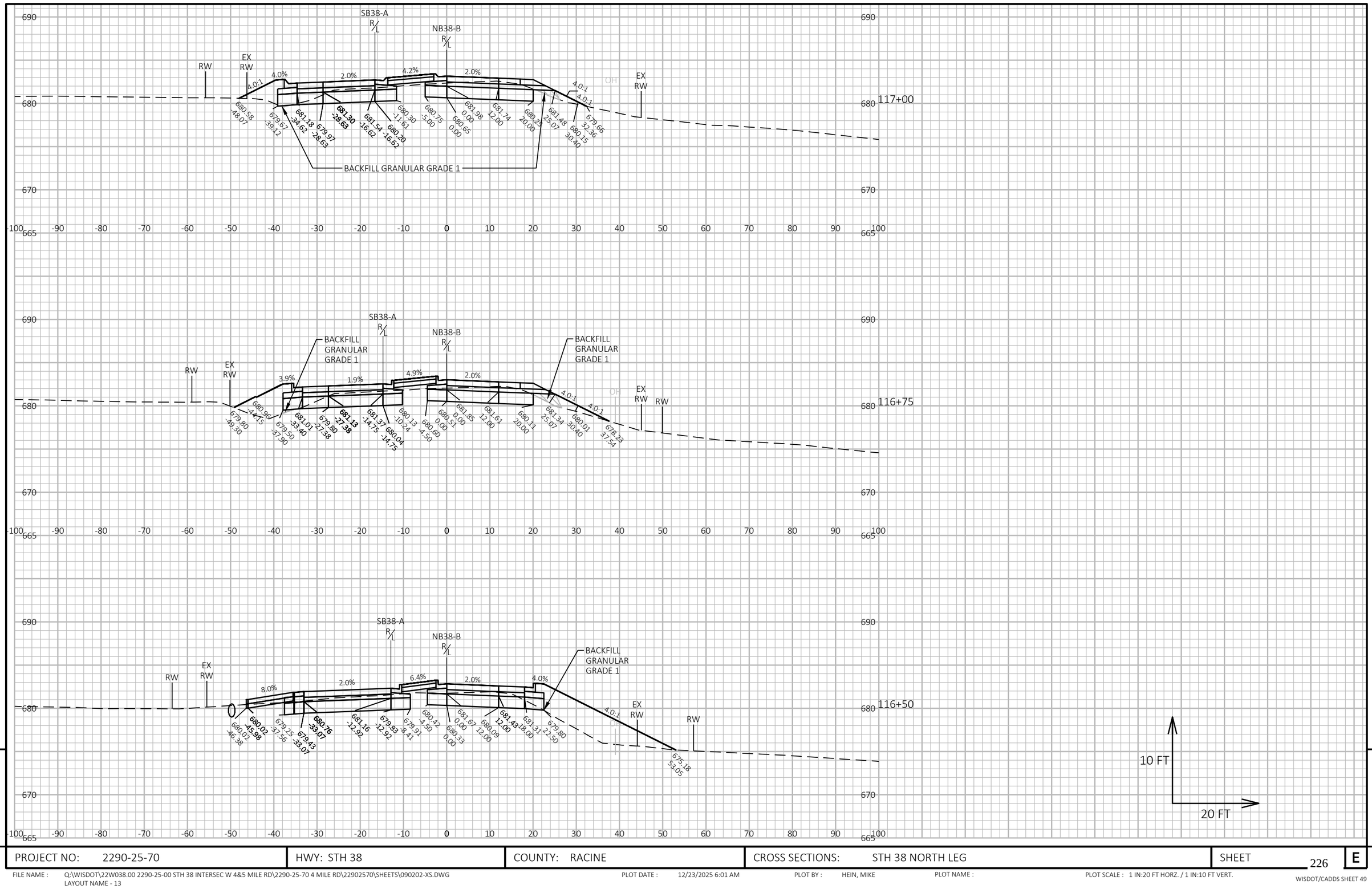


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 225	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 12/23/2025 6:01 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

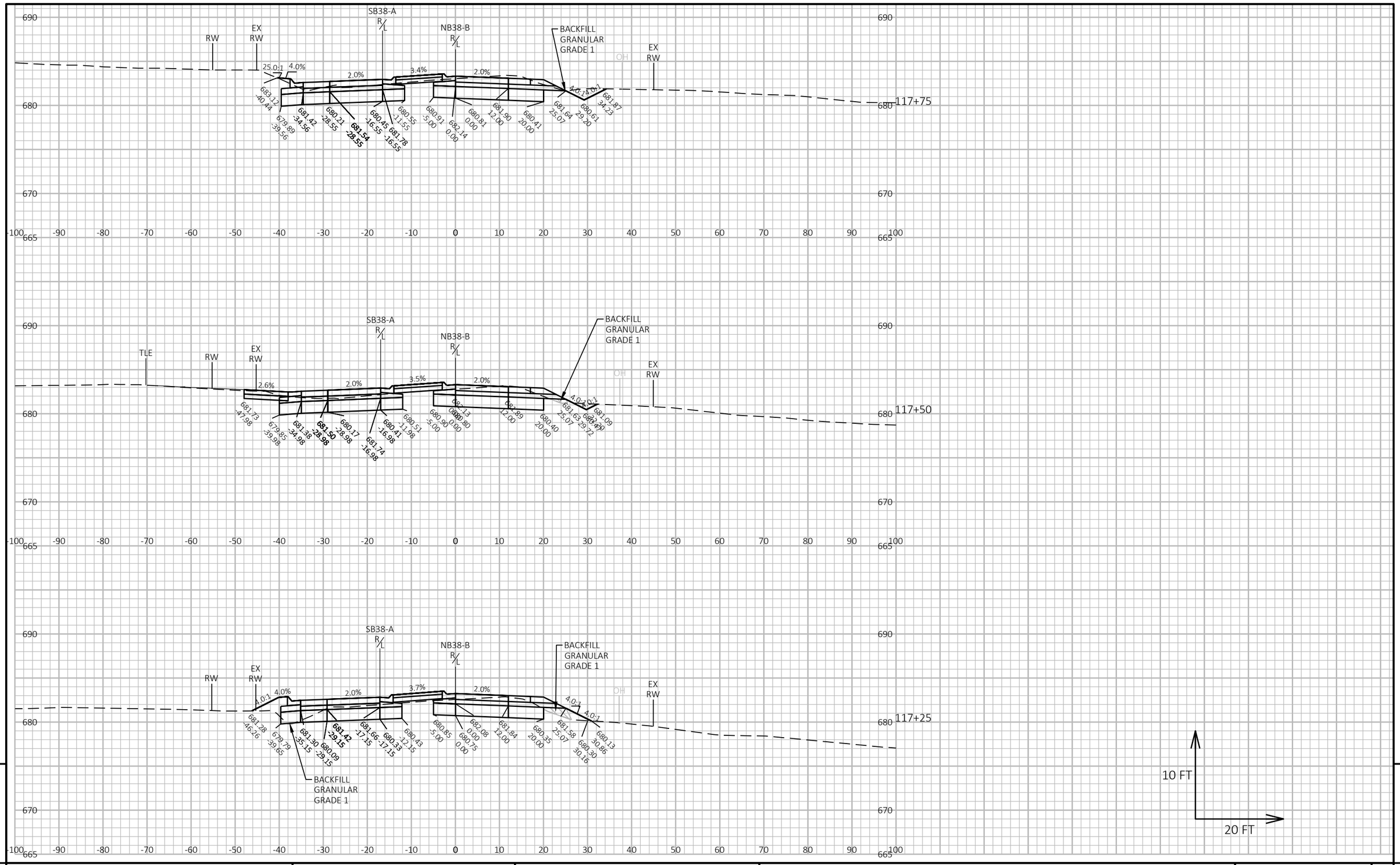


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 226 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 13

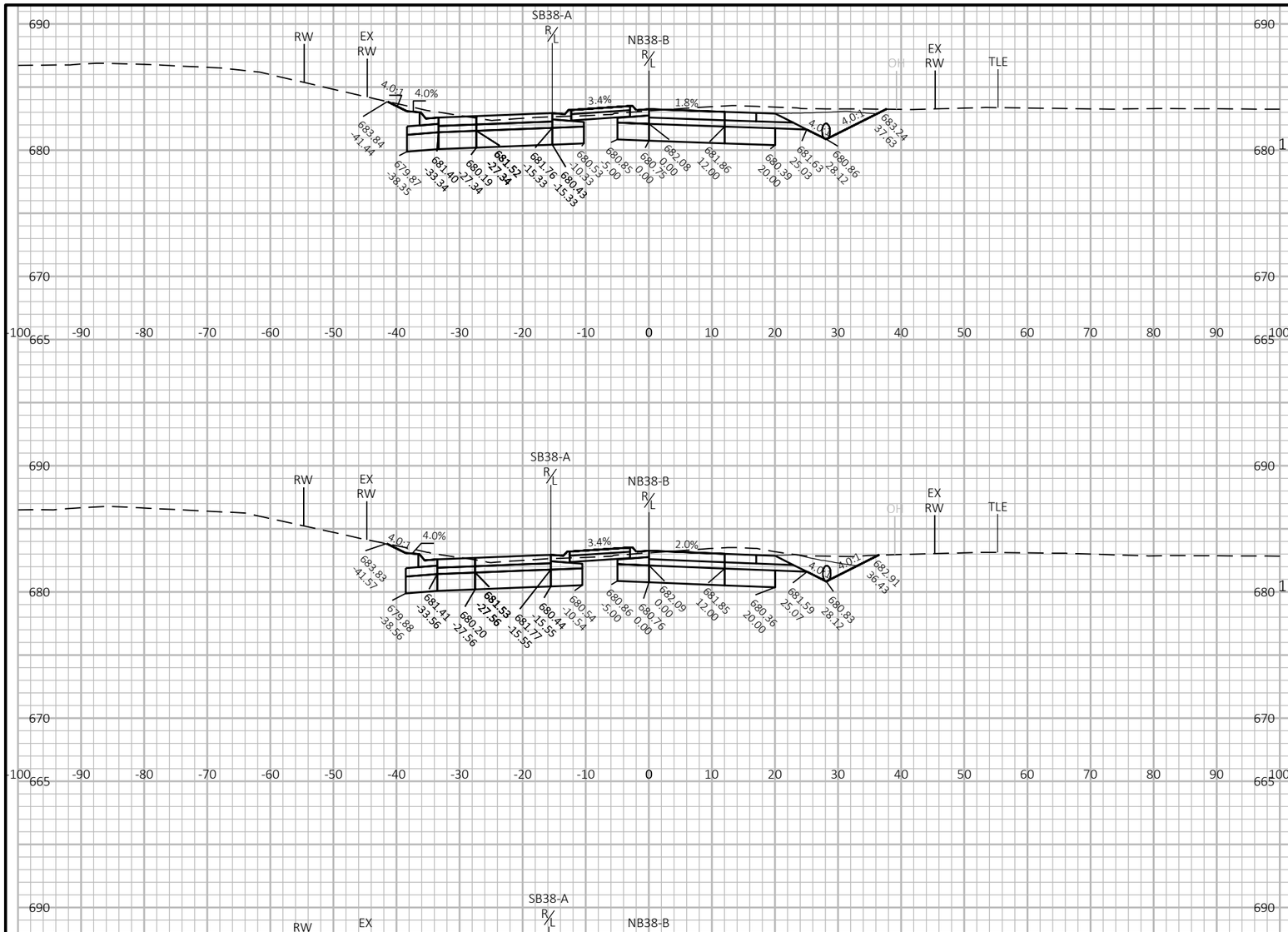
PLOT DATE : 12/23/2025 6:01 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

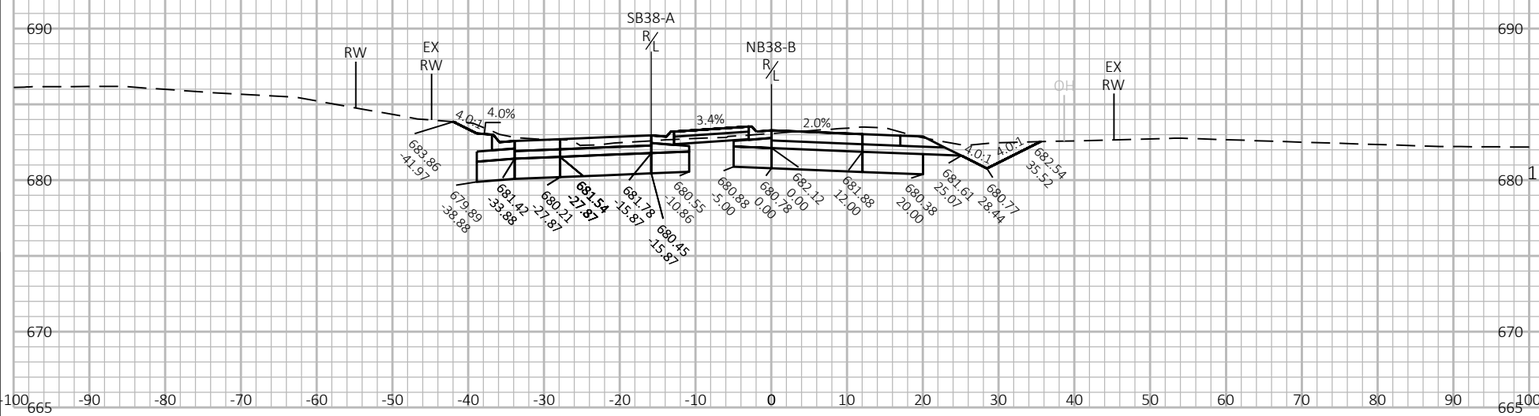
WISDOT/CADDS SHEET 49

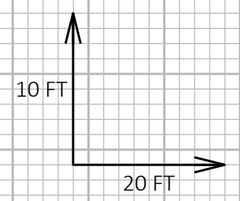


9

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 227	E







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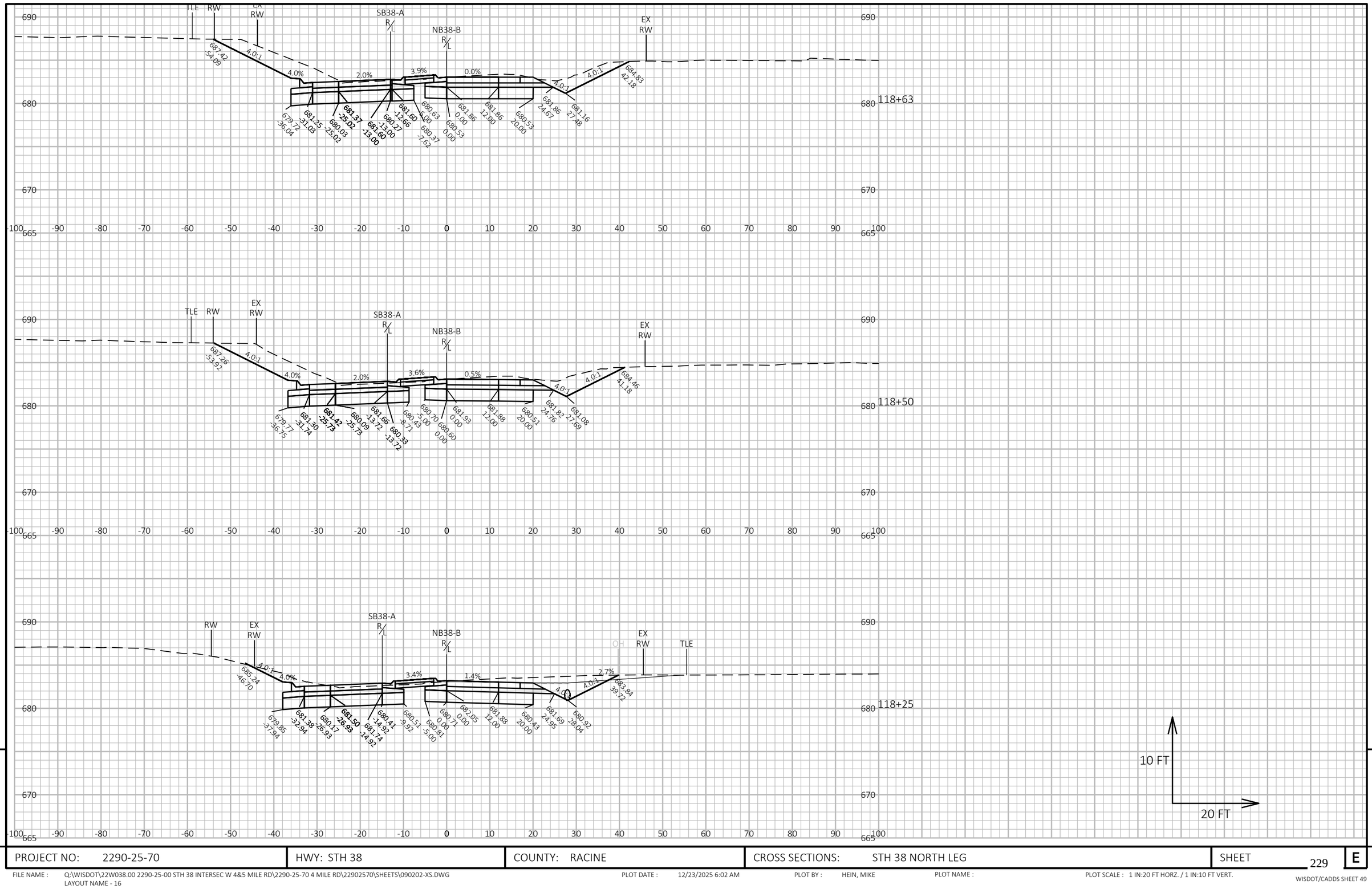
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 228	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 12/23/2025 6:02 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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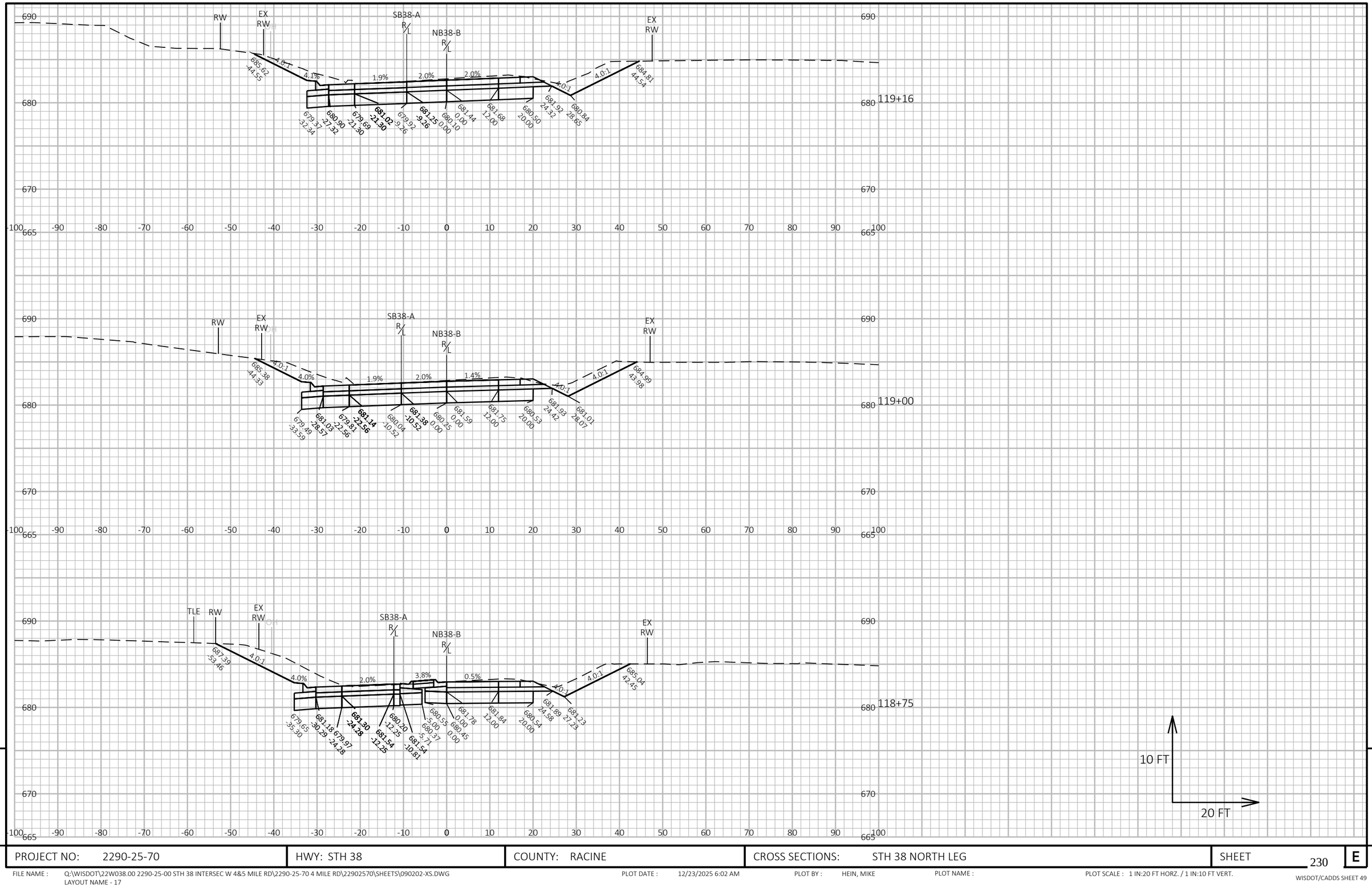
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 229	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 12/23/2025 6:02 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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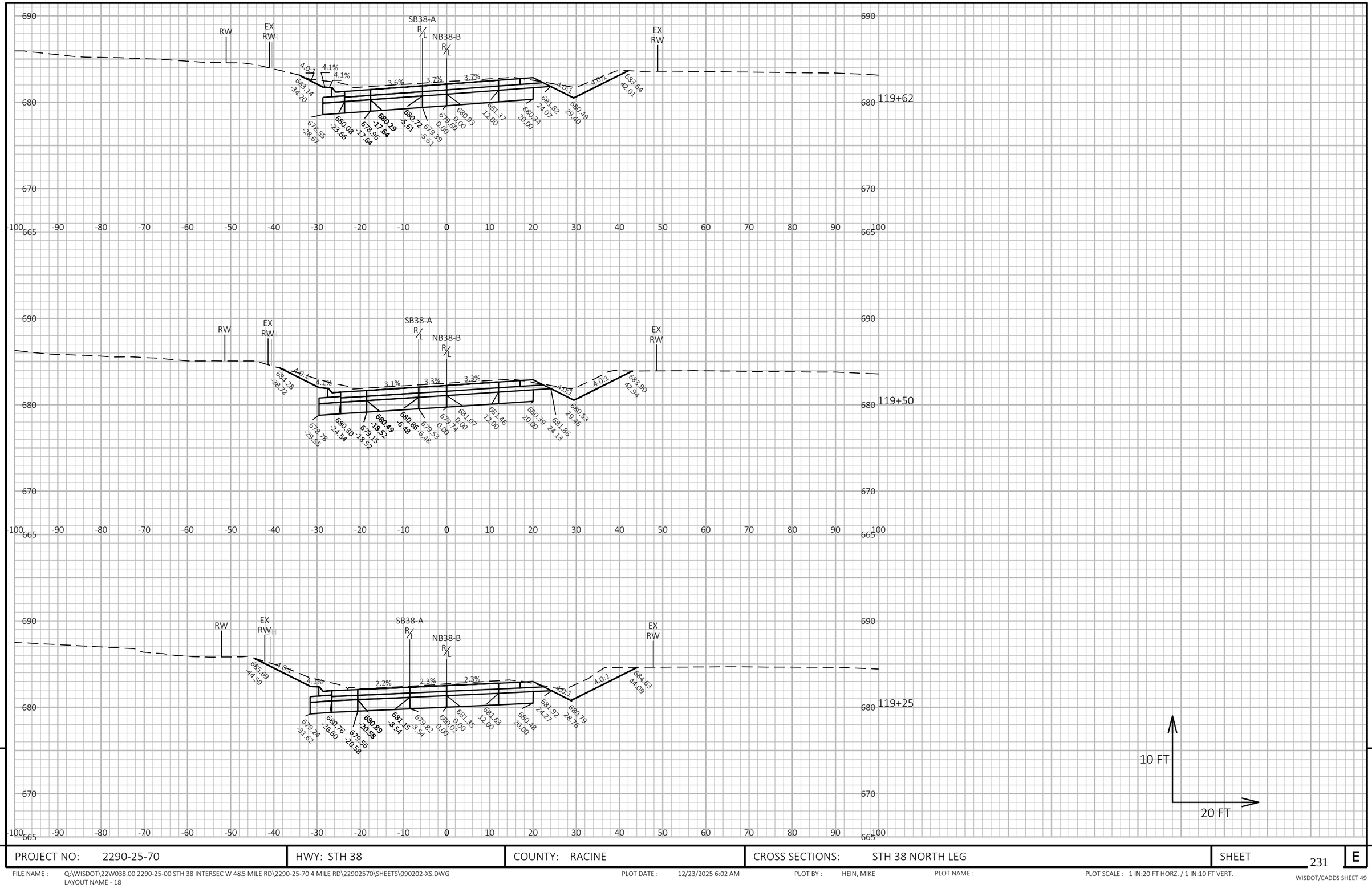
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 230	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 12/23/2025 6:02 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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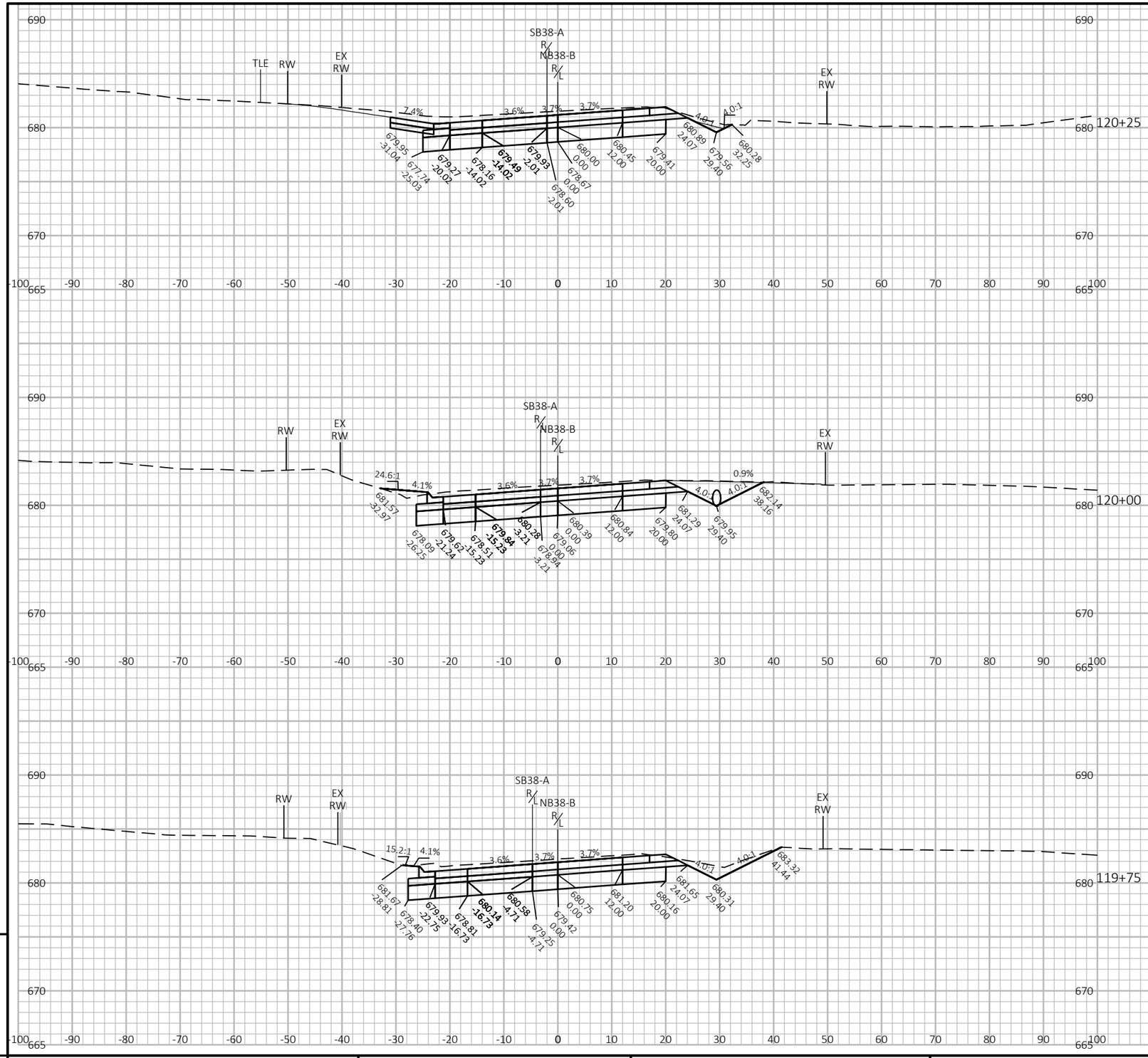
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 231	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 12/23/2025 6:02 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

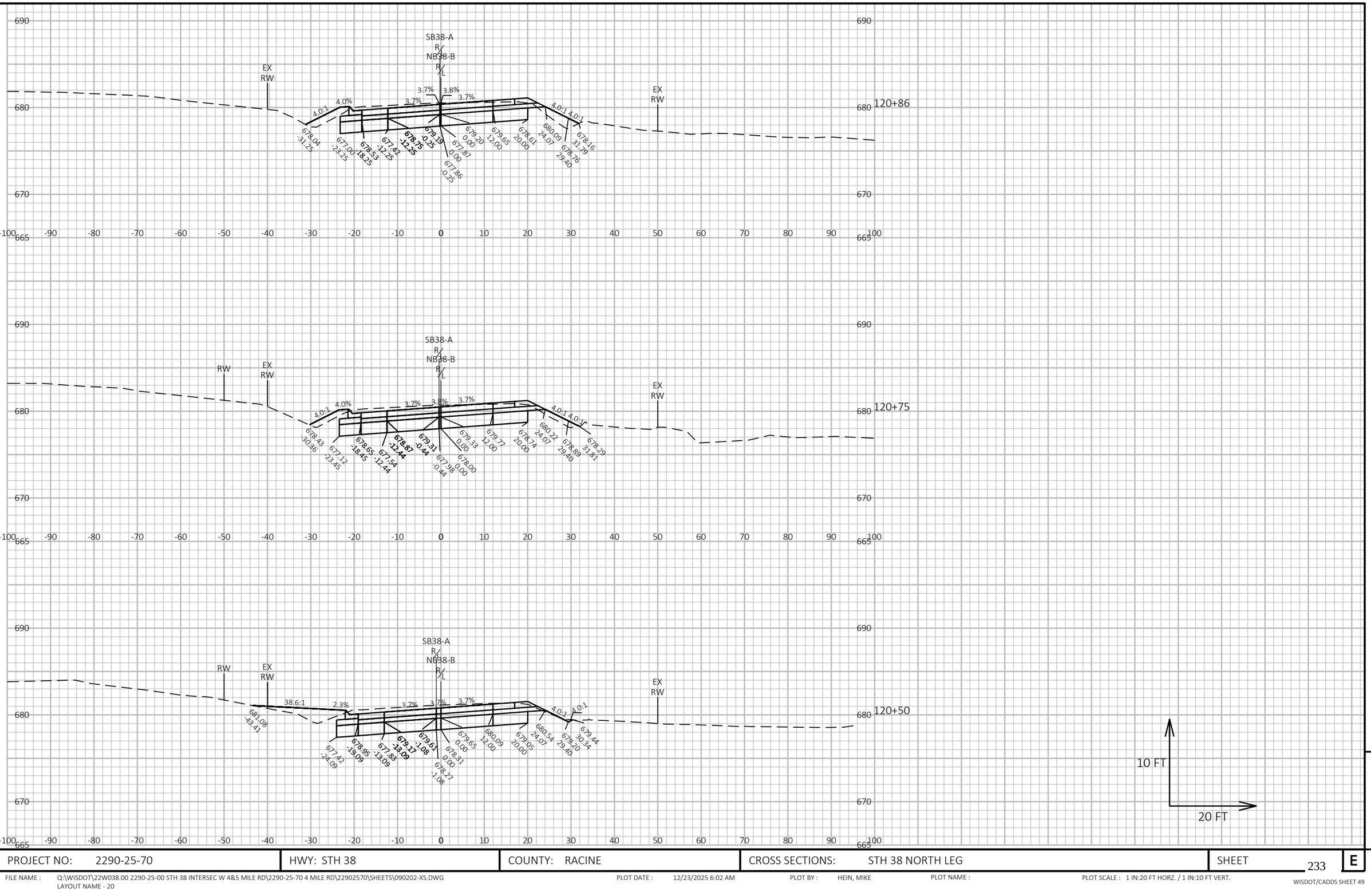


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 232 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 12/23/2025 6:02 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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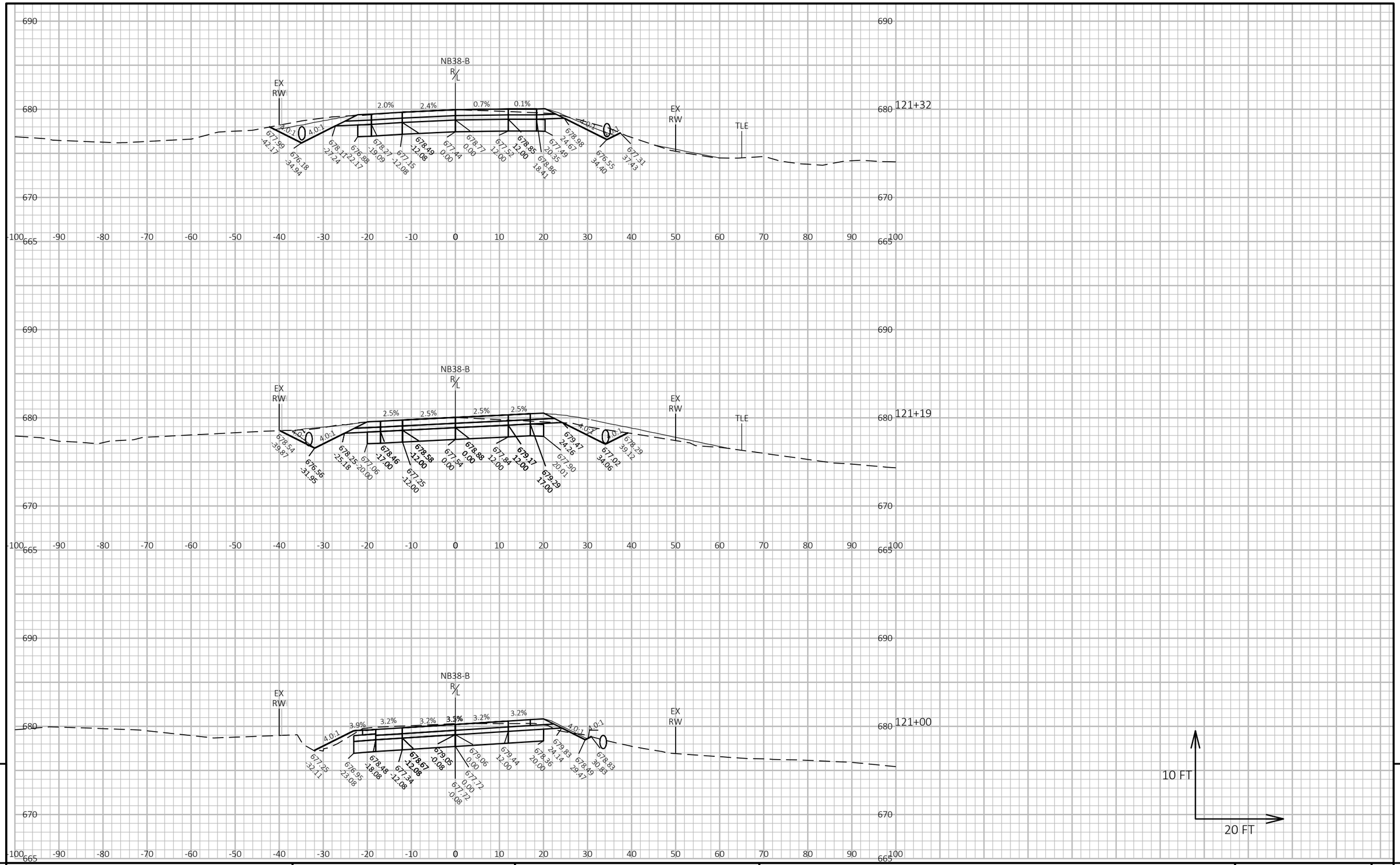
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 233	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 12/23/2025 6:02 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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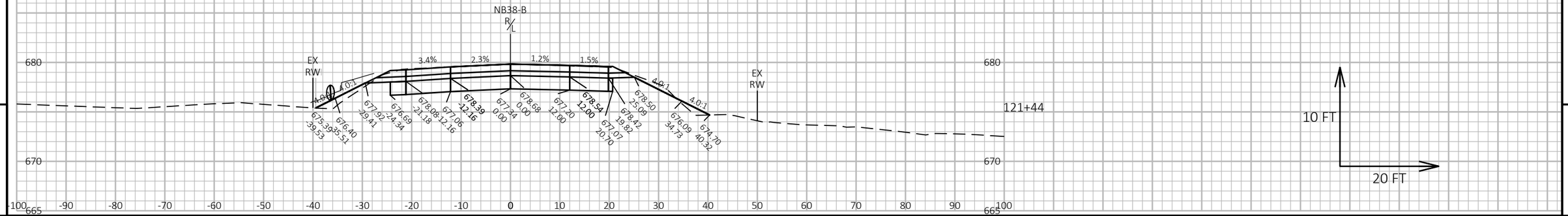
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 234	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 12/29/2025 3:24 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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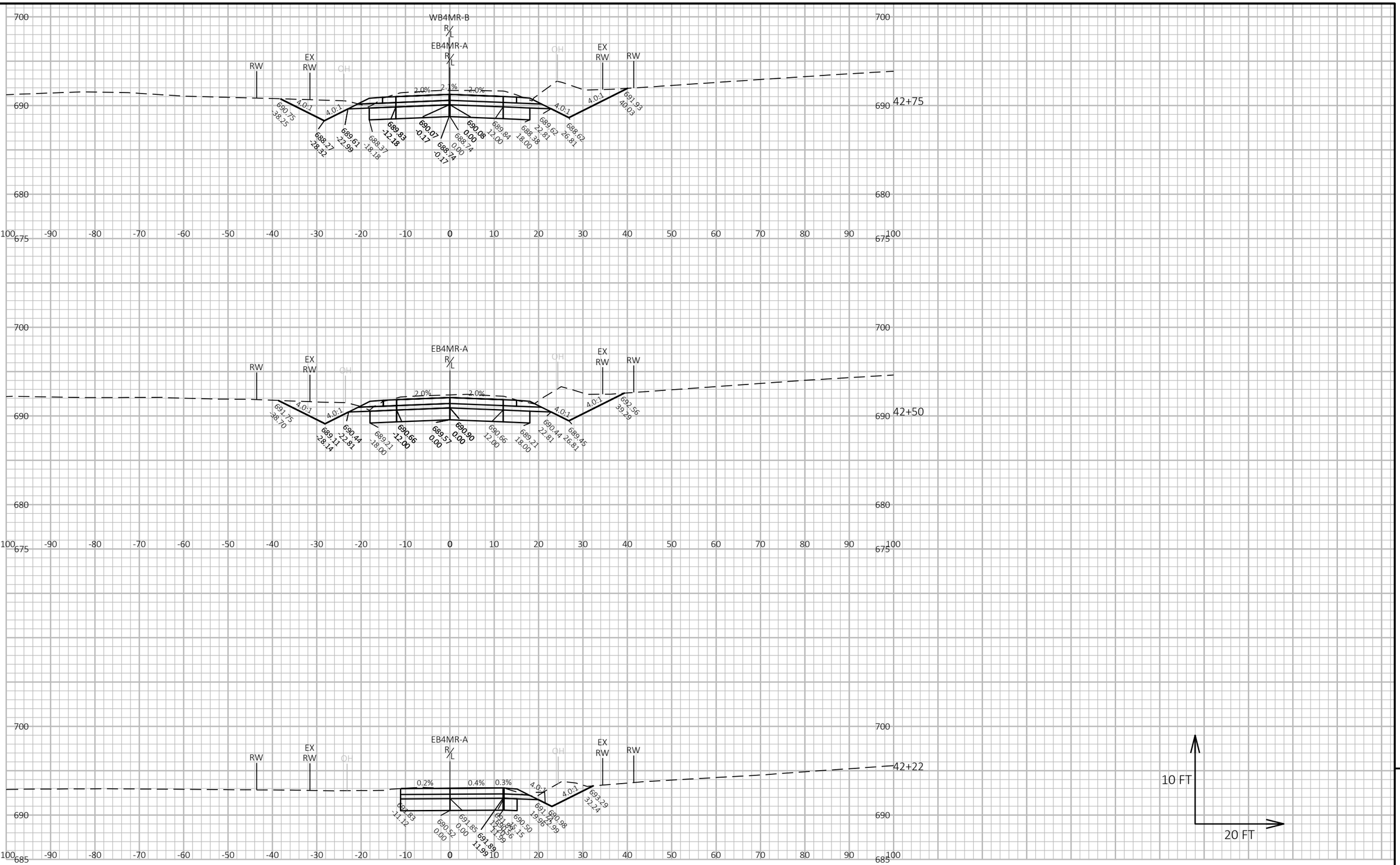
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 235	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090202-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 12/29/2025 1:29 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

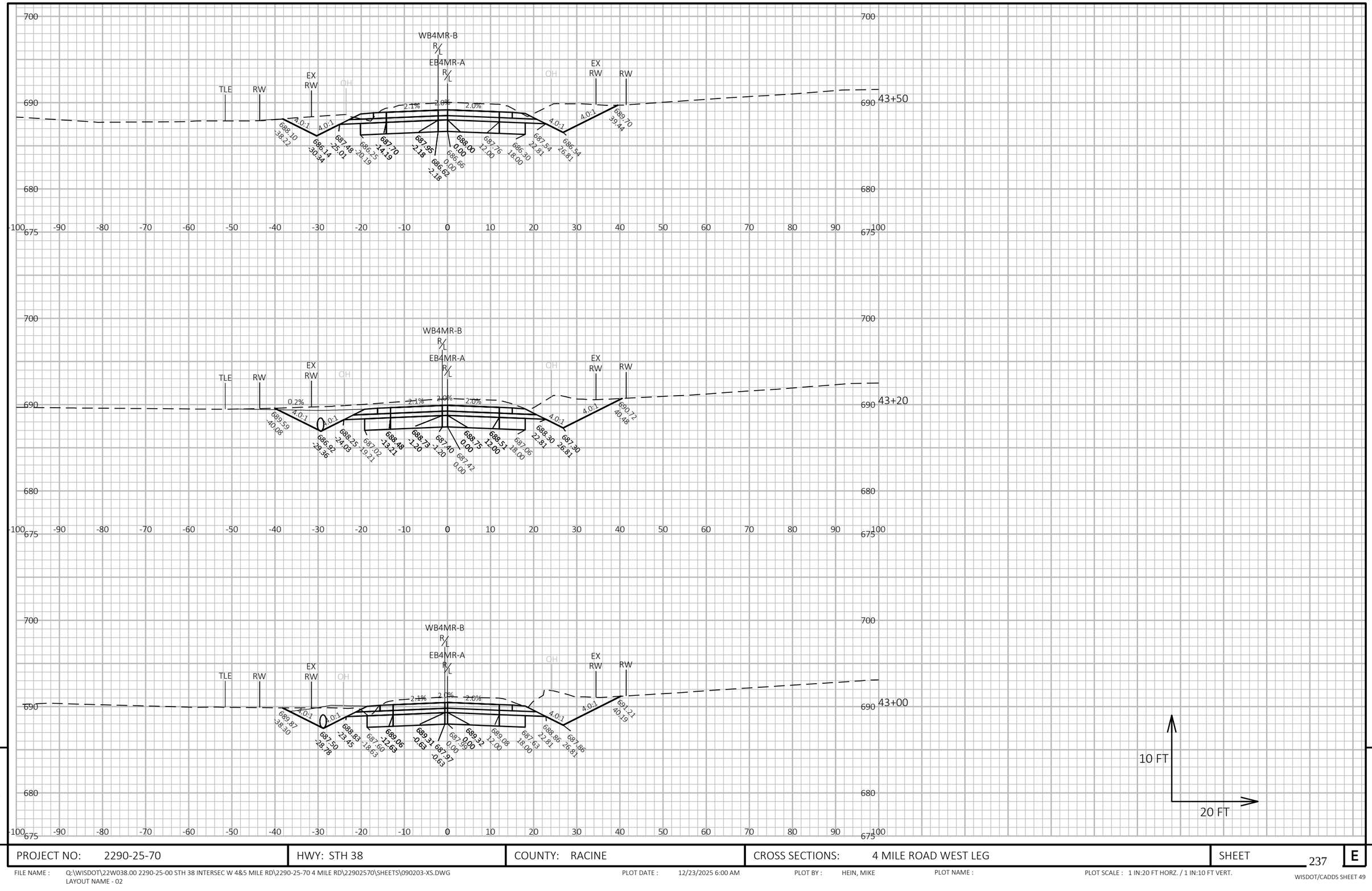


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 236	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090203-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/29/2025 3:39 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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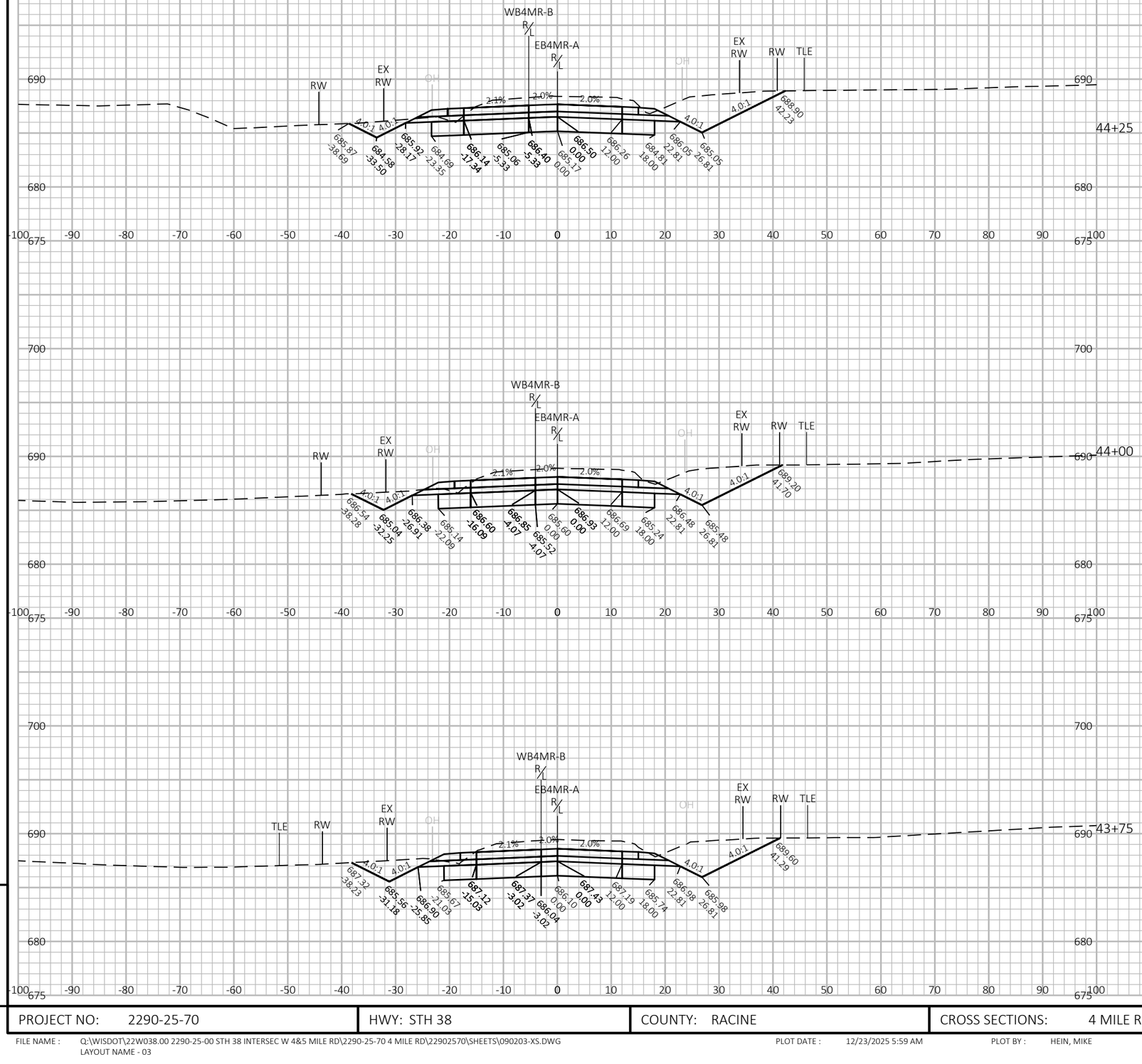
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 237	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090203-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 12/23/2025 6:00 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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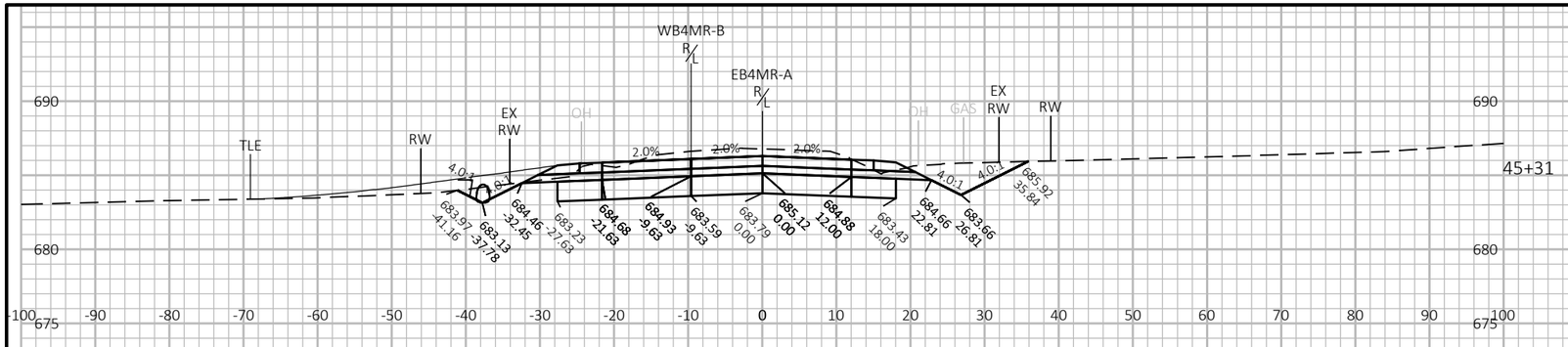
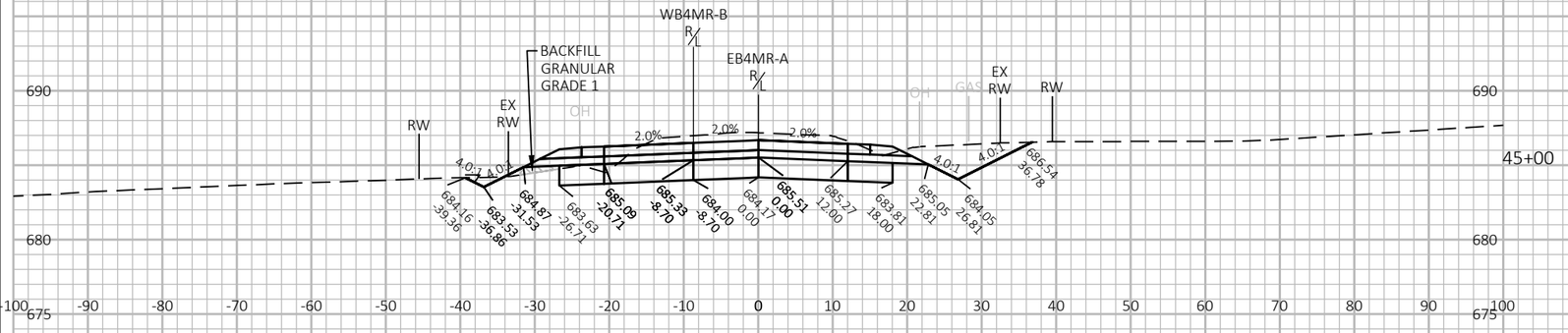
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 238	E

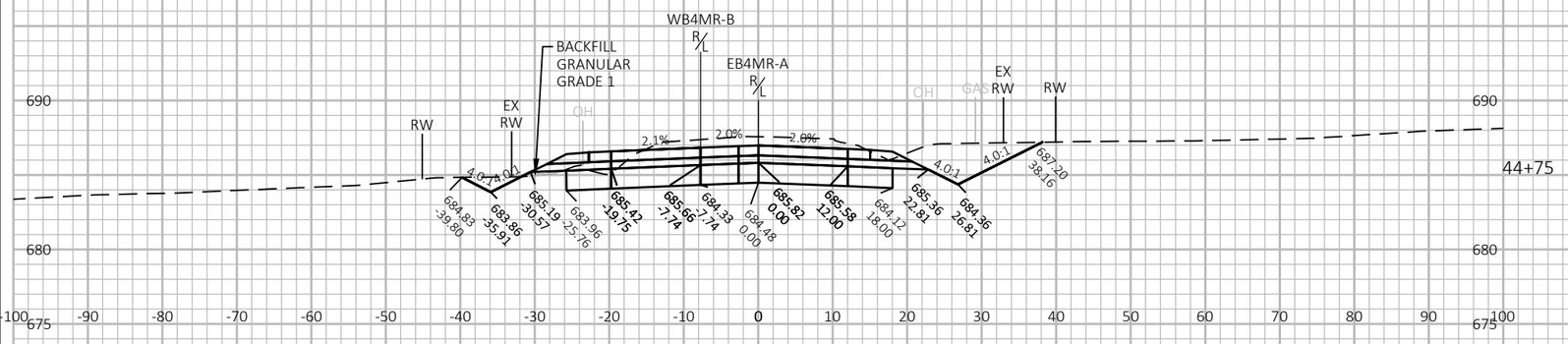
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090203-XS.DWG
LAYOUT NAME - 03

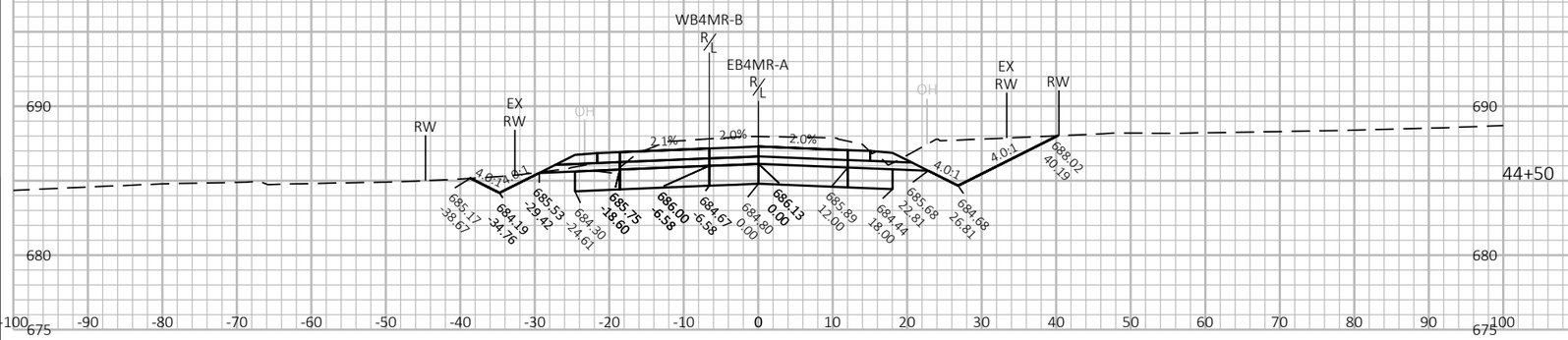
PLOT DATE : 12/23/2025 5:59 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

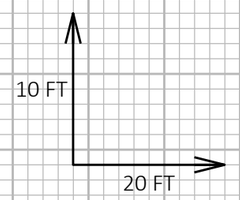
WISDOT/CADDS SHEET 49











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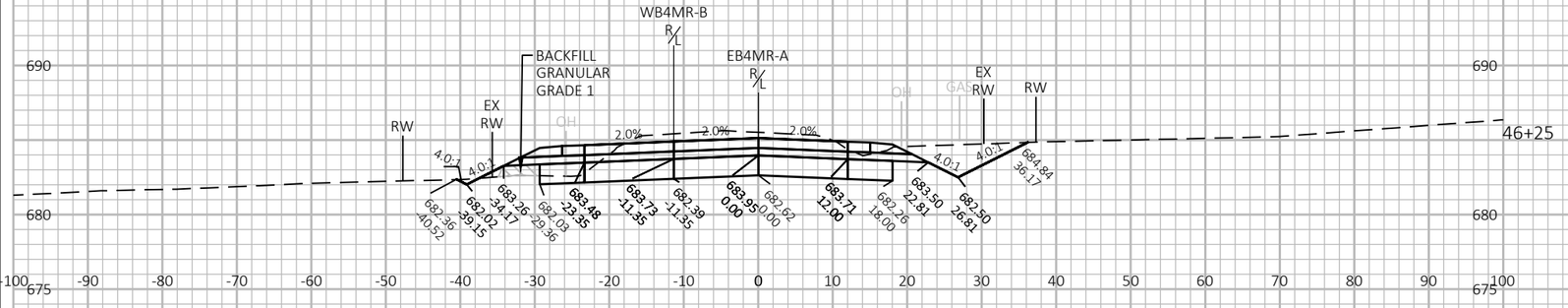
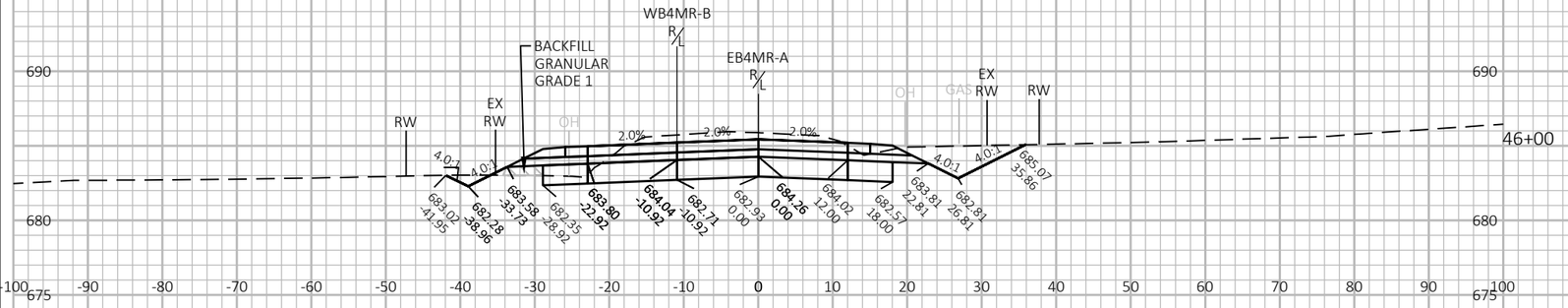
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 239	E

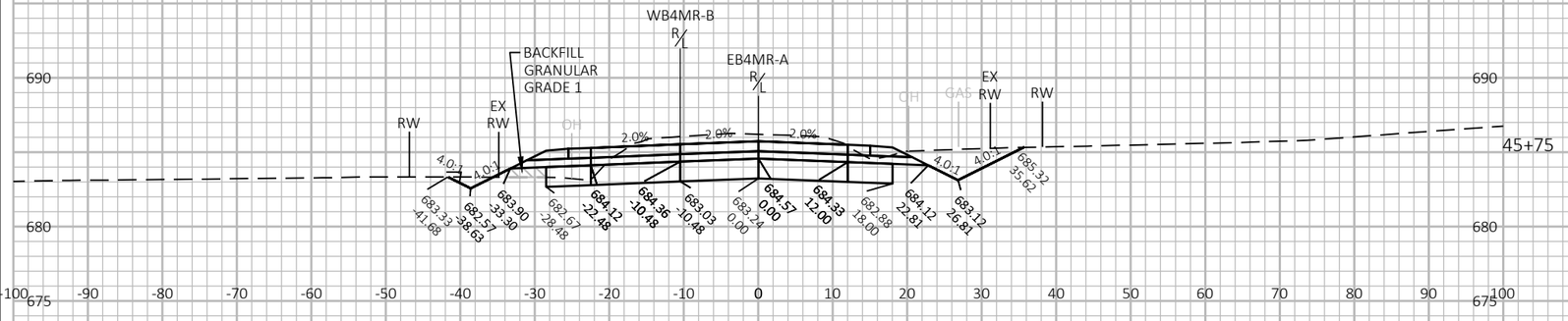
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090203-XS.DWG
LAYOUT NAME - 04

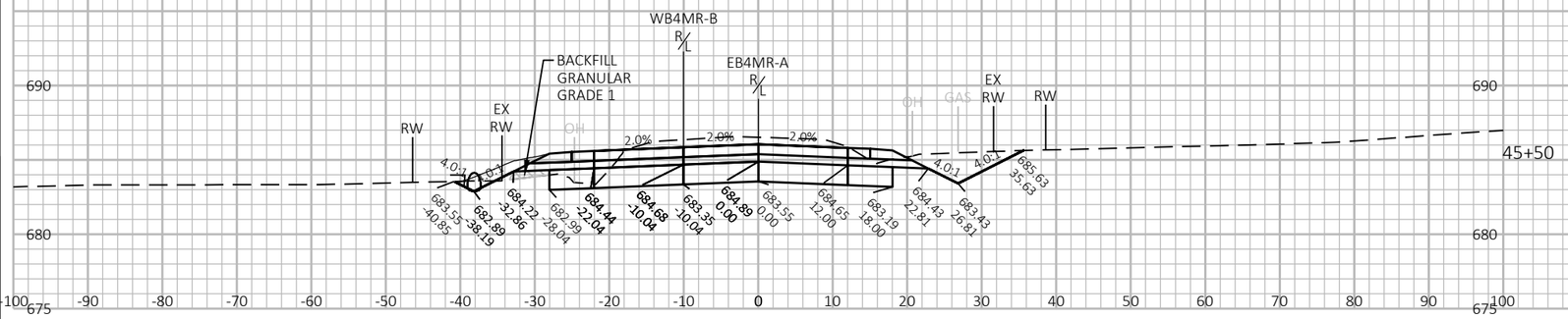
PLOT DATE : 12/23/2025 5:59 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









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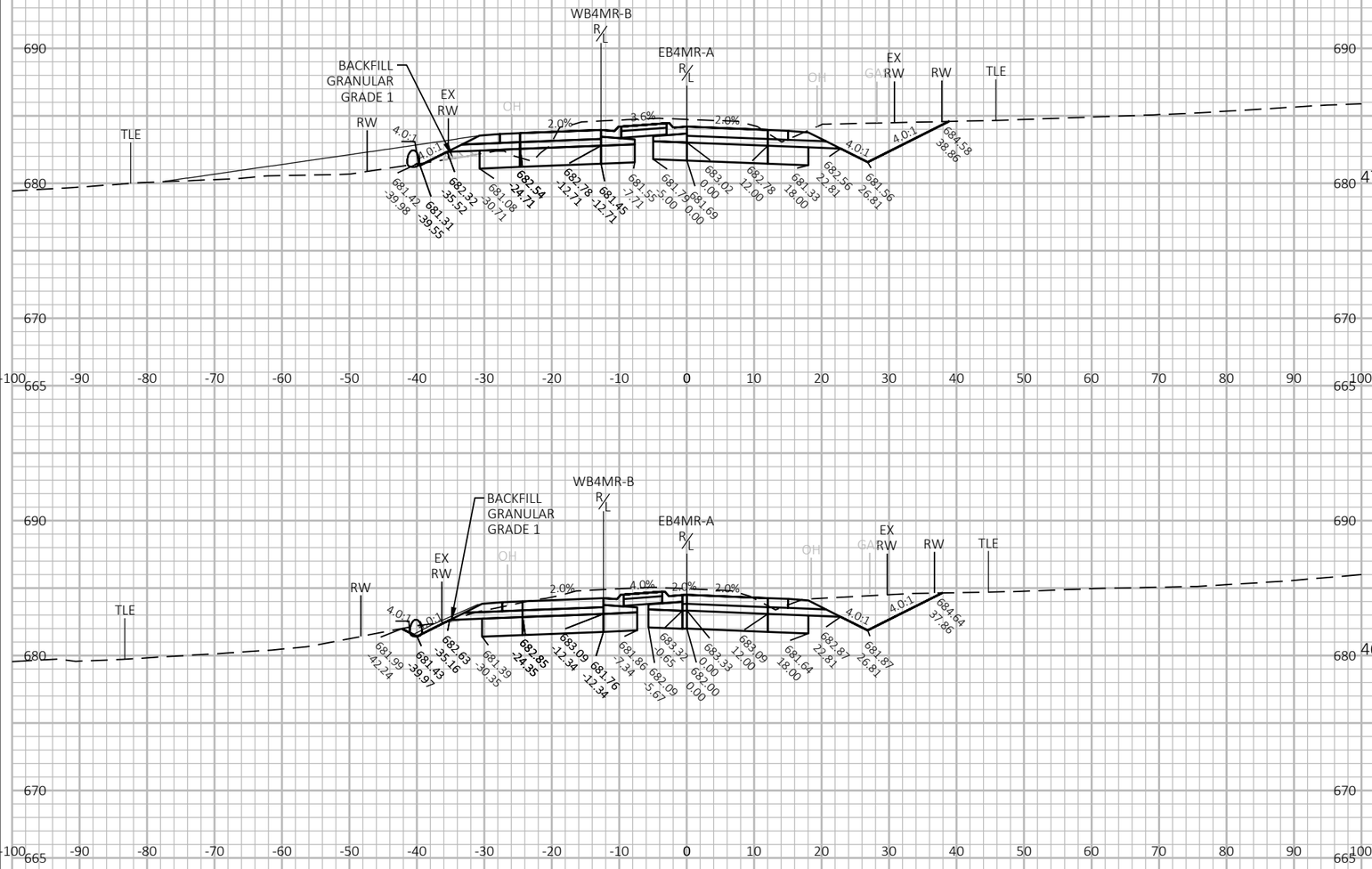
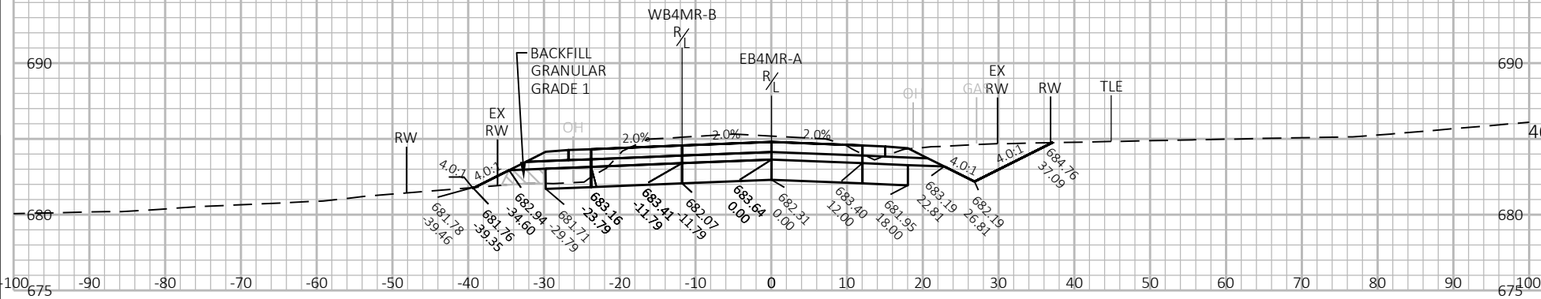
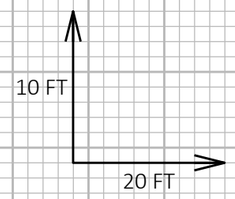
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 240	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090203-XS.DWG
LAYOUT NAME - 05
PLOT DATE : 12/23/2025 5:59 AM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49







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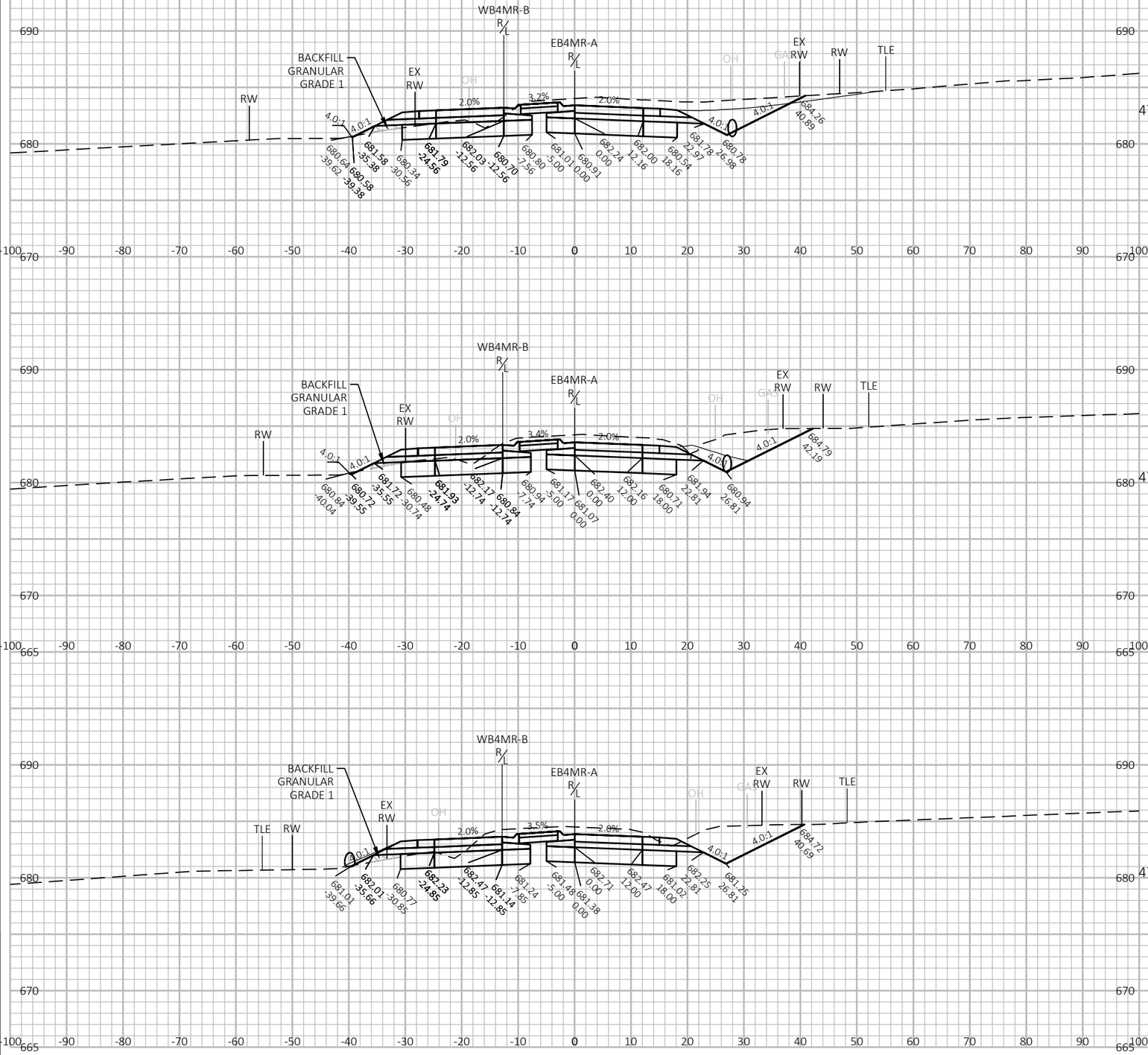
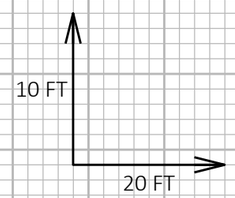
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 241	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090203-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 12/23/2025 5:59 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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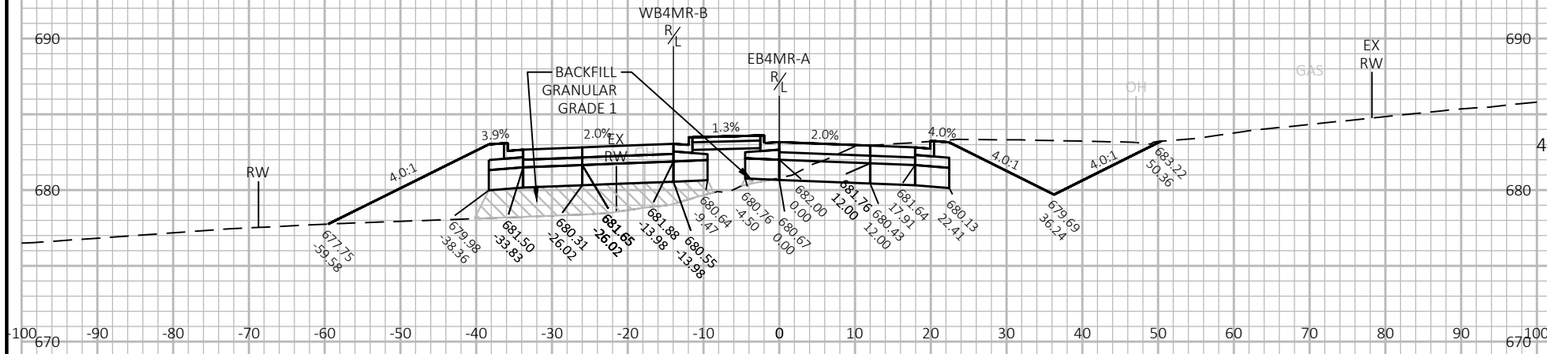
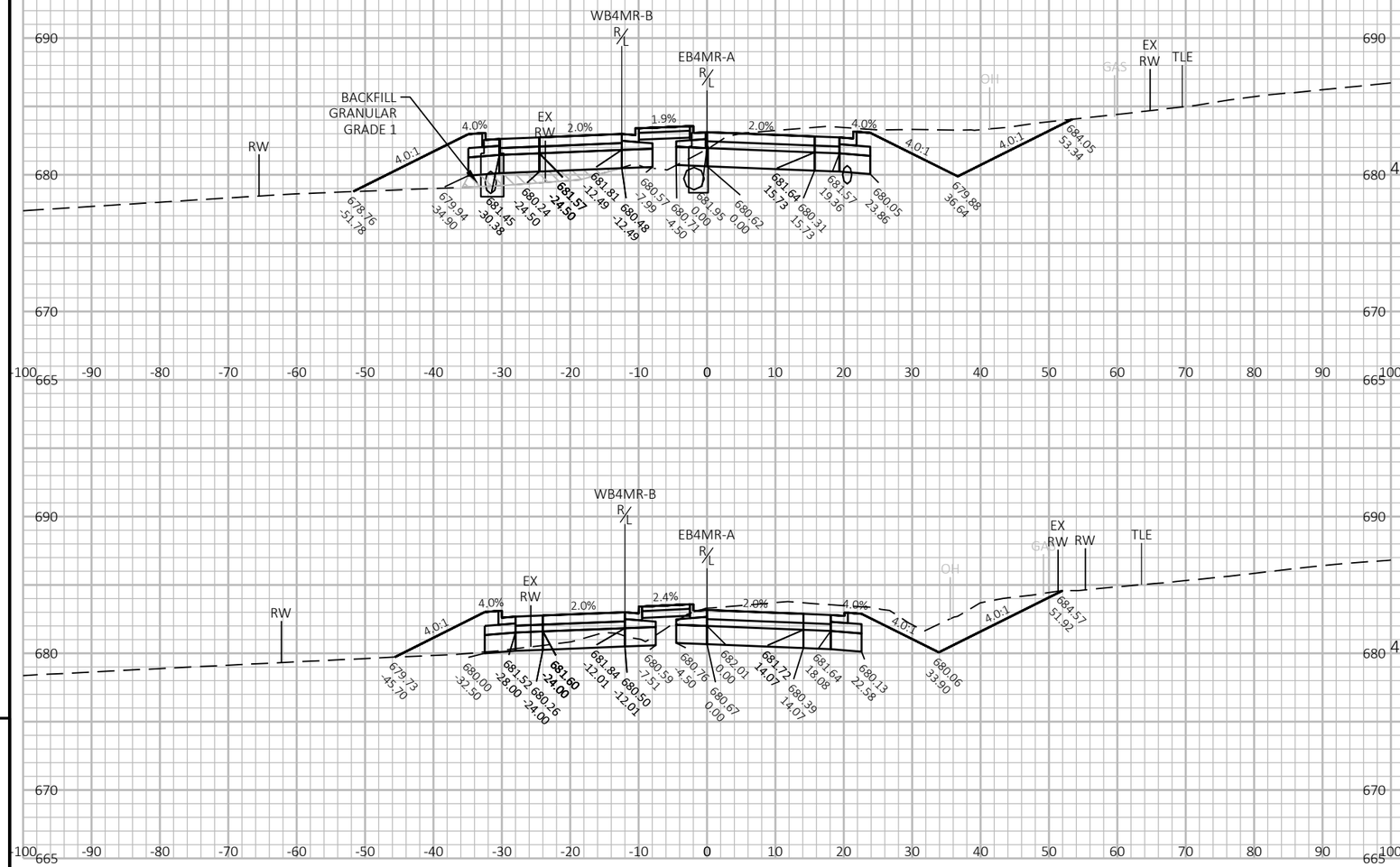
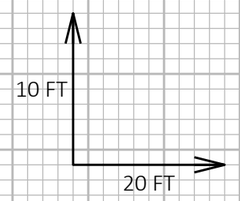
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 242	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090203-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 12/23/2025 5:59 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.







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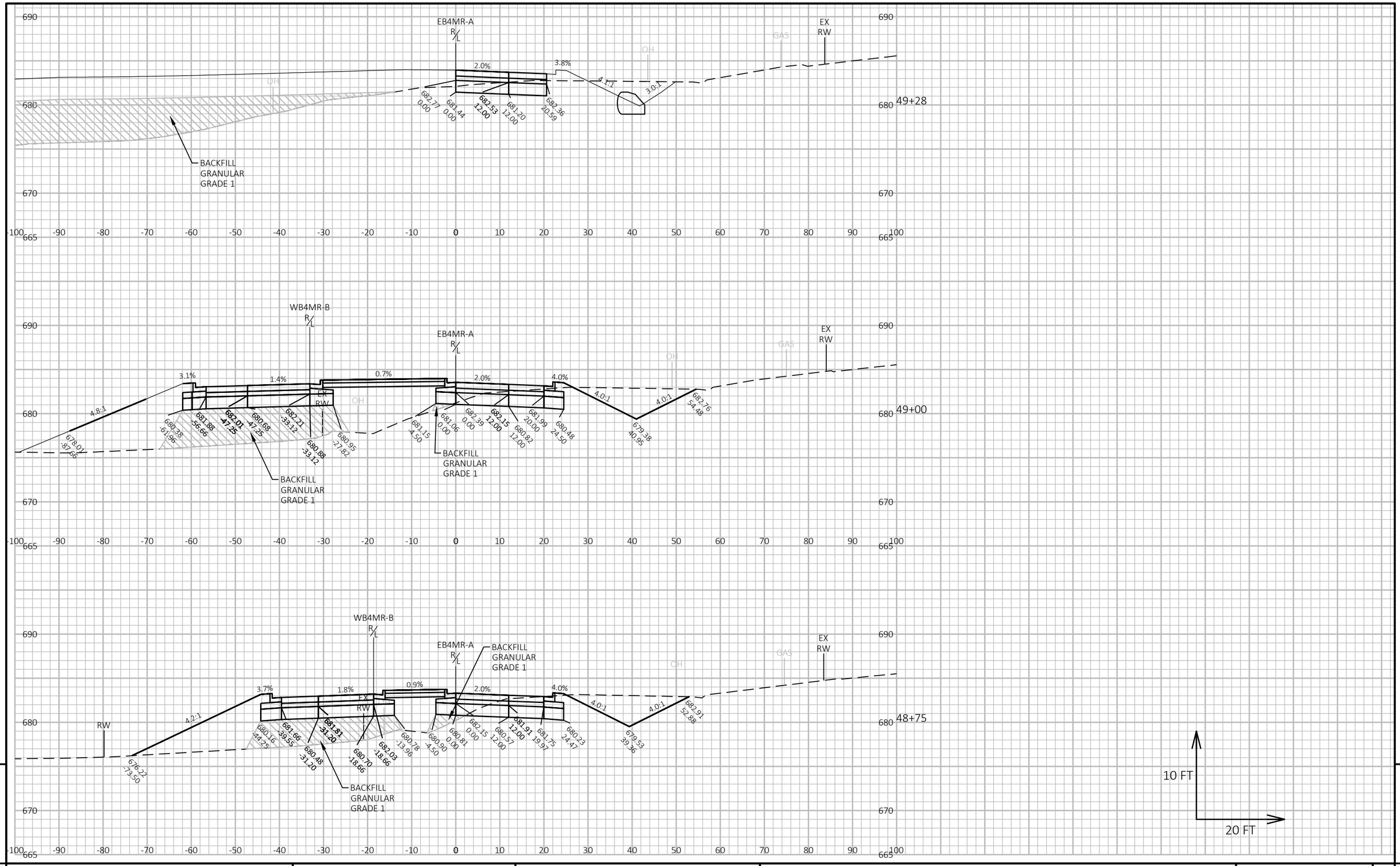
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 243	E

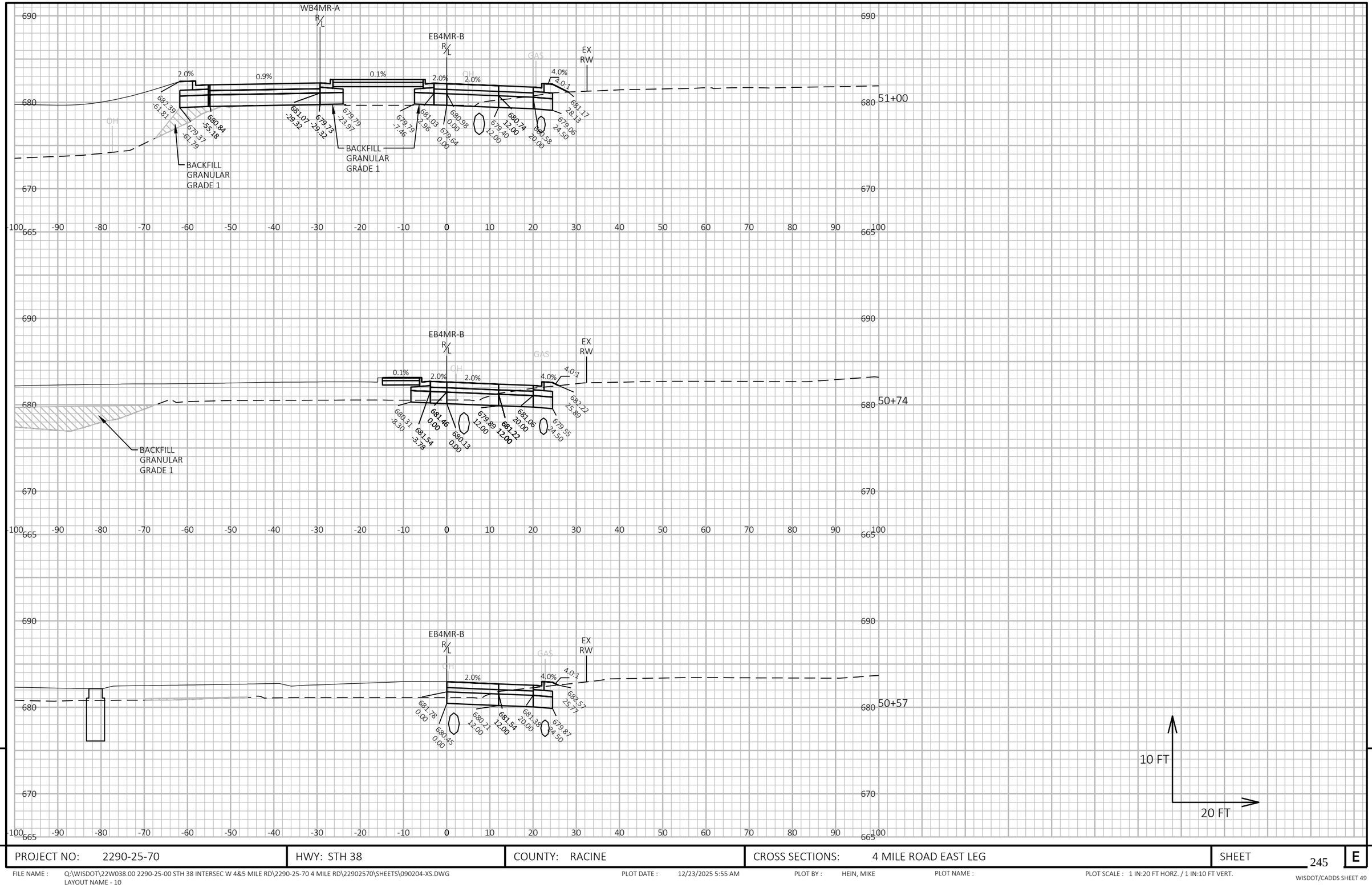


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD WEST LEG	SHEET 244 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090203-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 12/23/2025 5:58 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

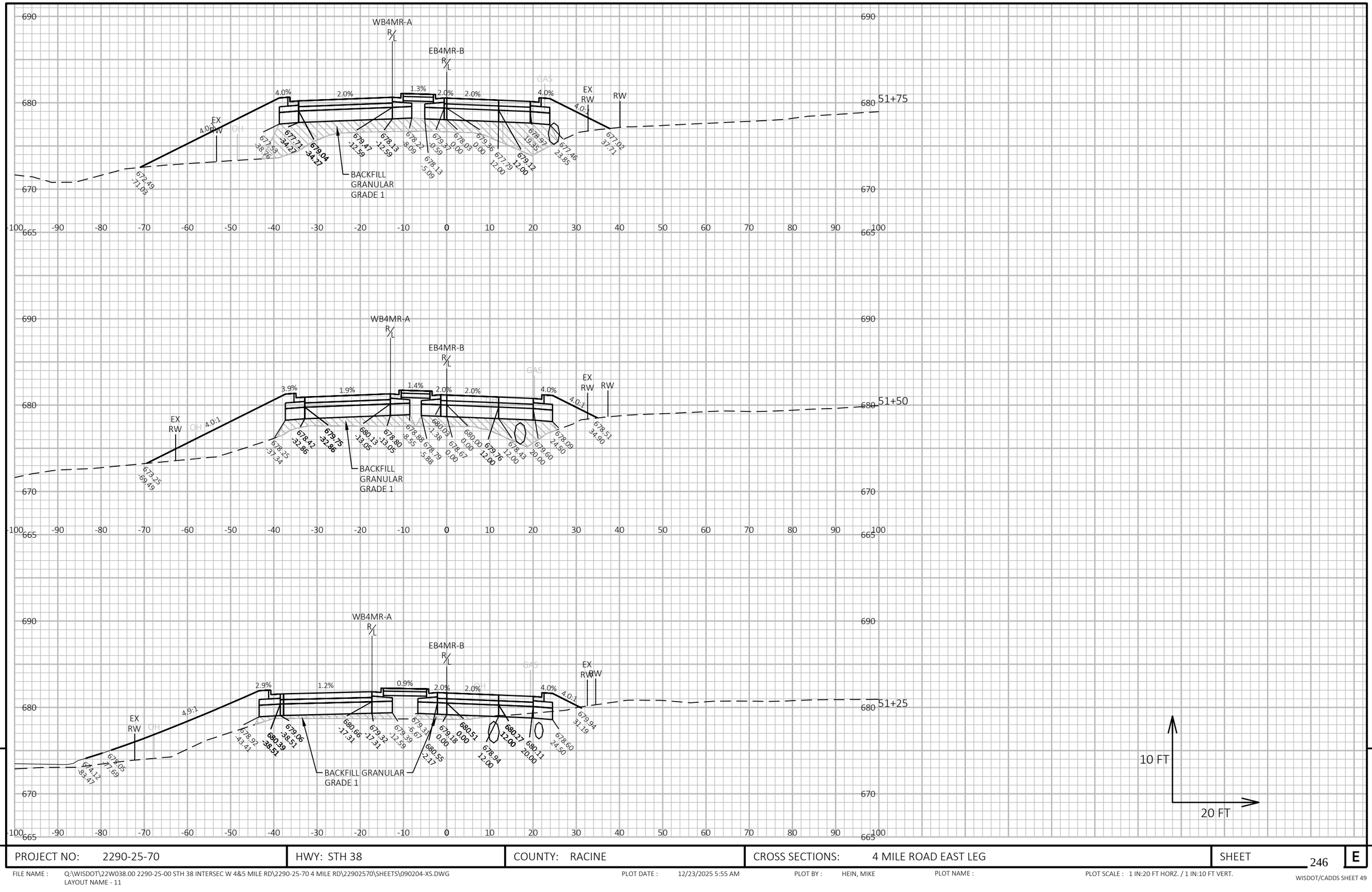


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 245	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 12/23/2025 5:55 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 246	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 12/23/2025 5:55 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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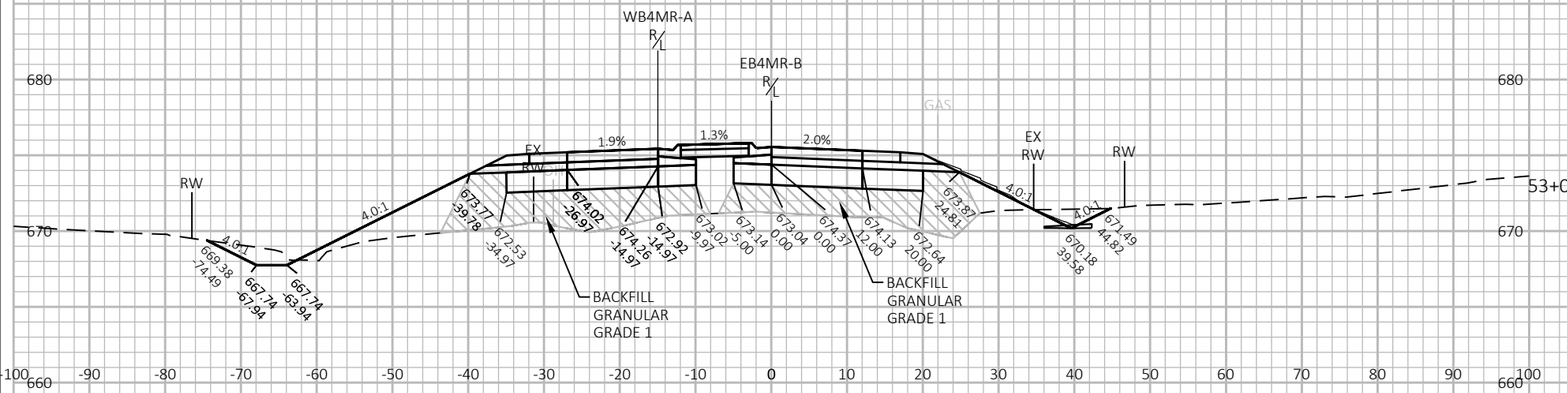
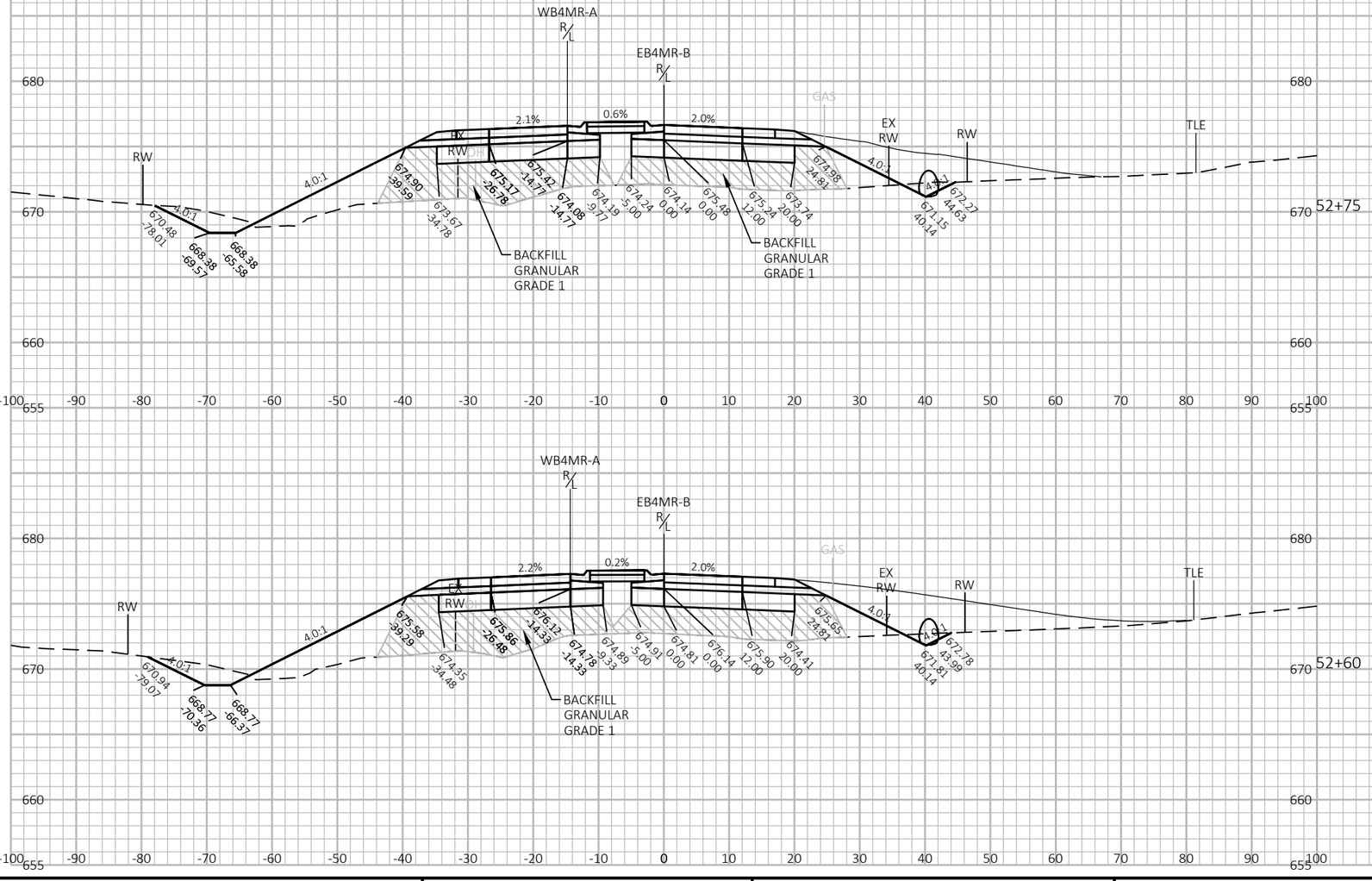
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 247	E

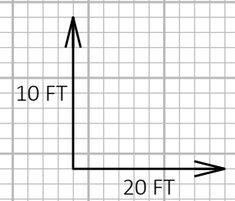
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 12/23/2025 5:56 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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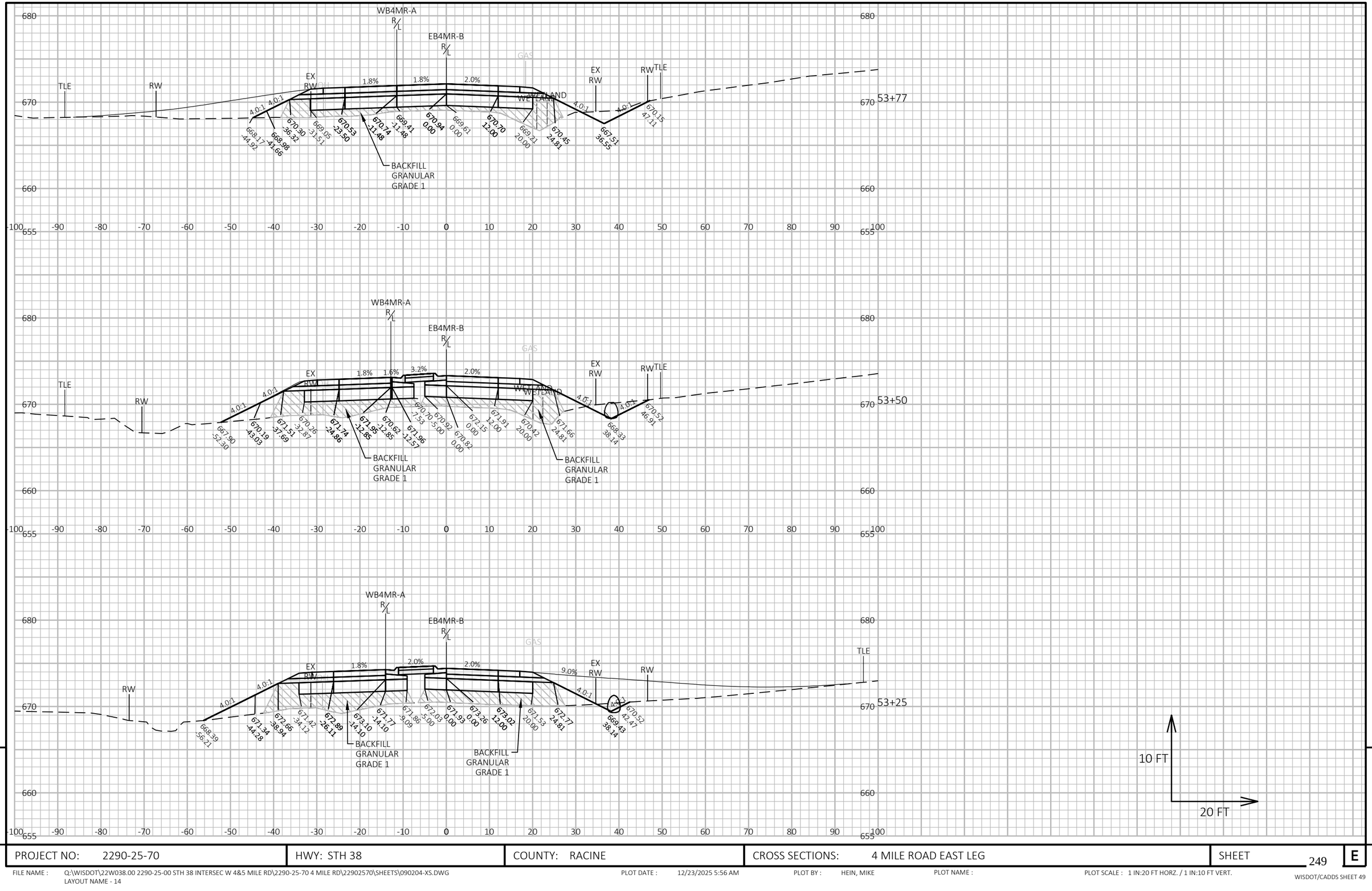
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 248	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 12/23/2025 5:56 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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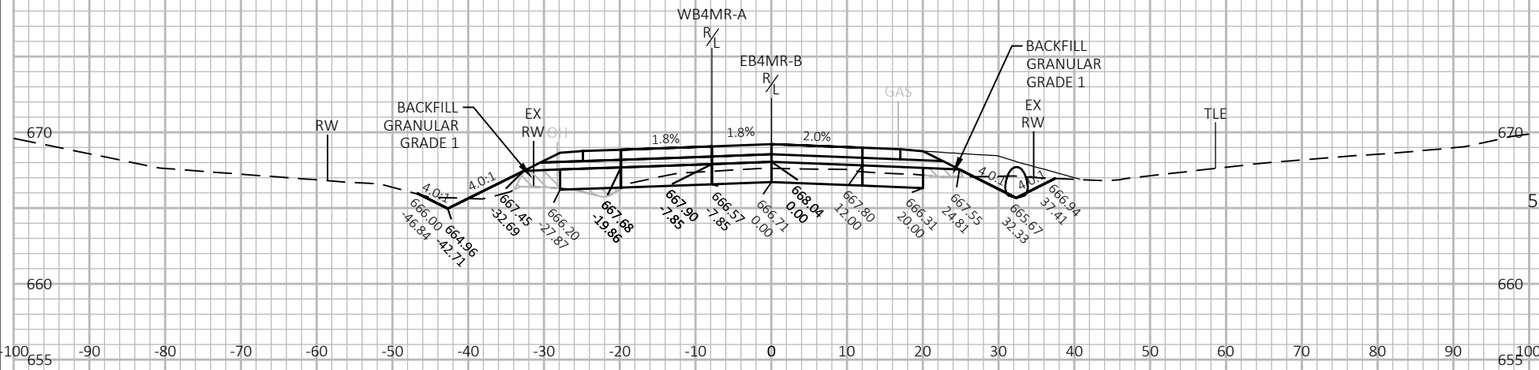
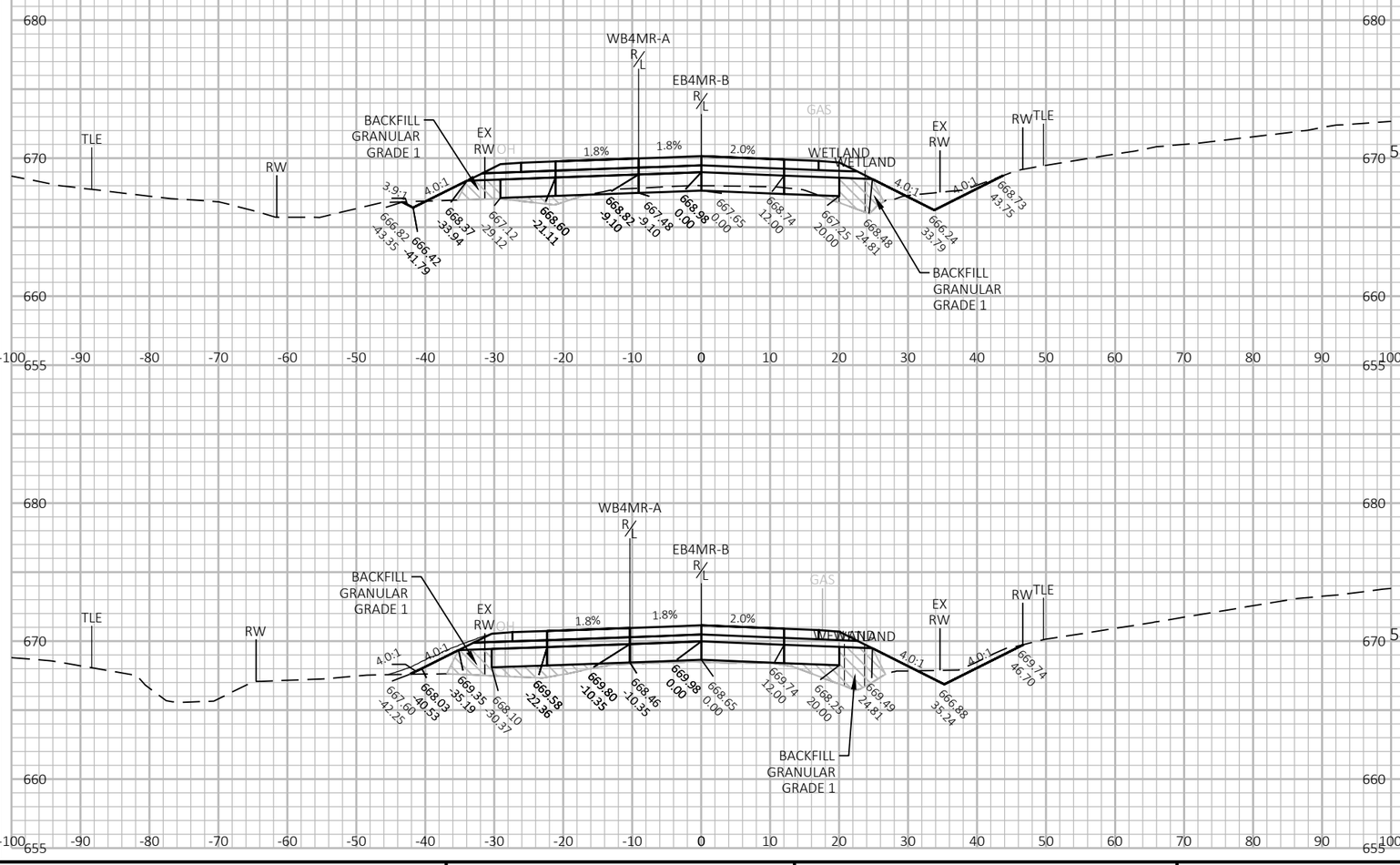
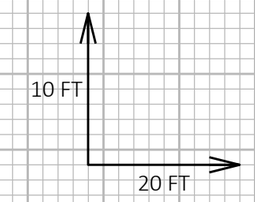
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 249	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 12/23/2025 5:56 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.





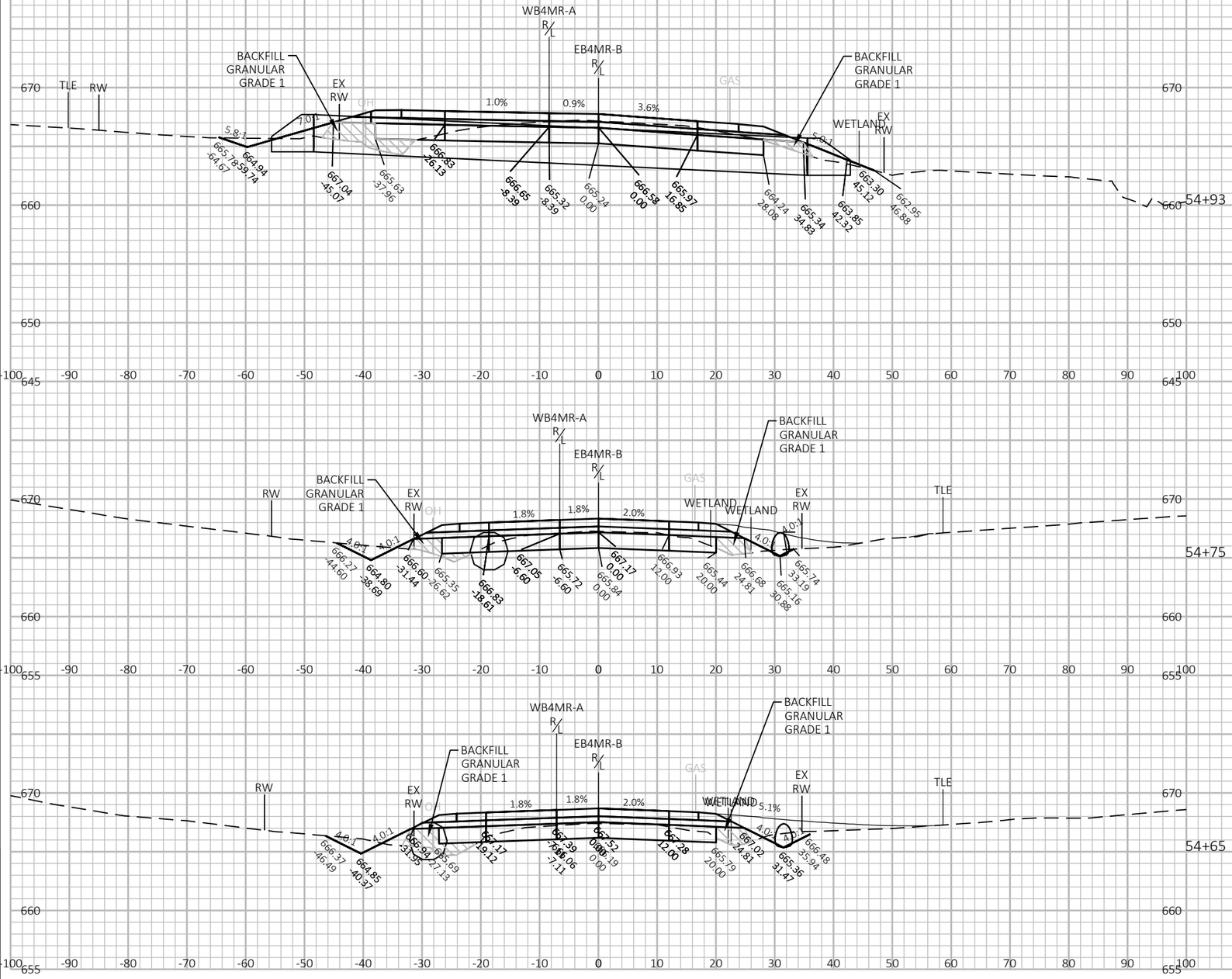


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 250	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 12/23/2025 5:56 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

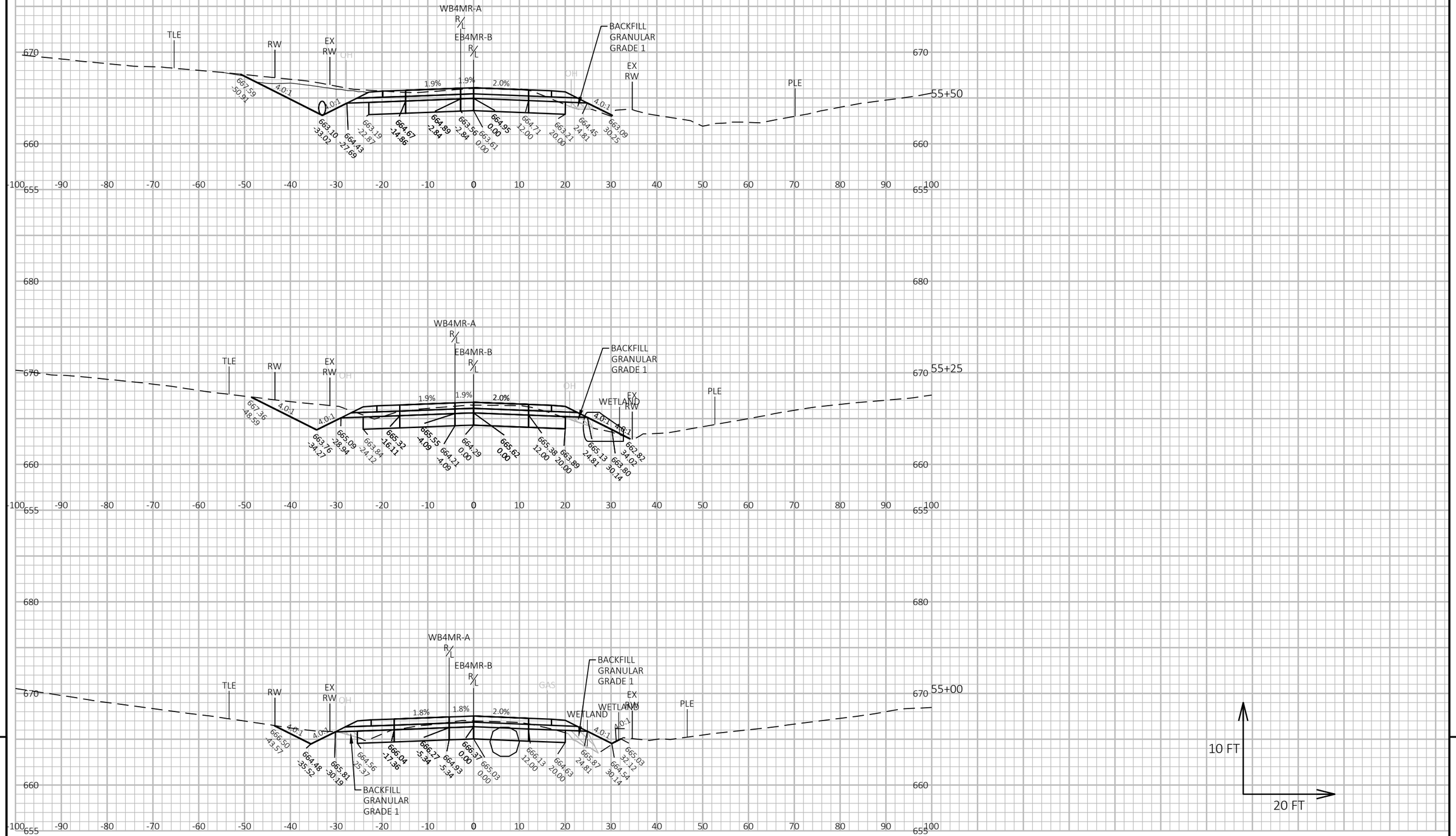


PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 251	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 16

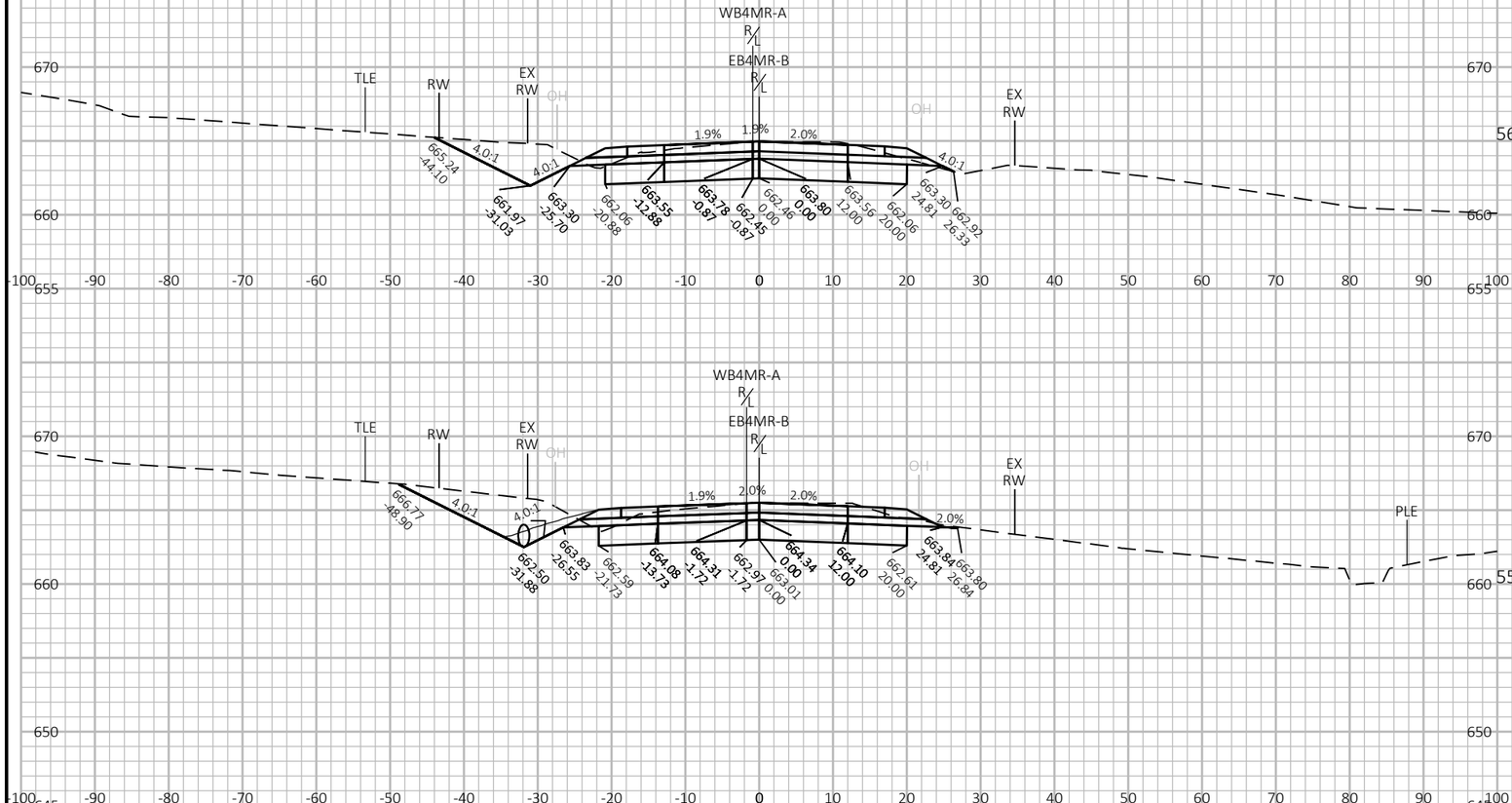
PLOT DATE : 12/23/2025 5:56 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

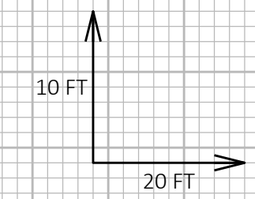
WISDOT/CADDS SHEET 49



PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 252 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 17
PLOT DATE : 12/23/2025 5:57 AM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49





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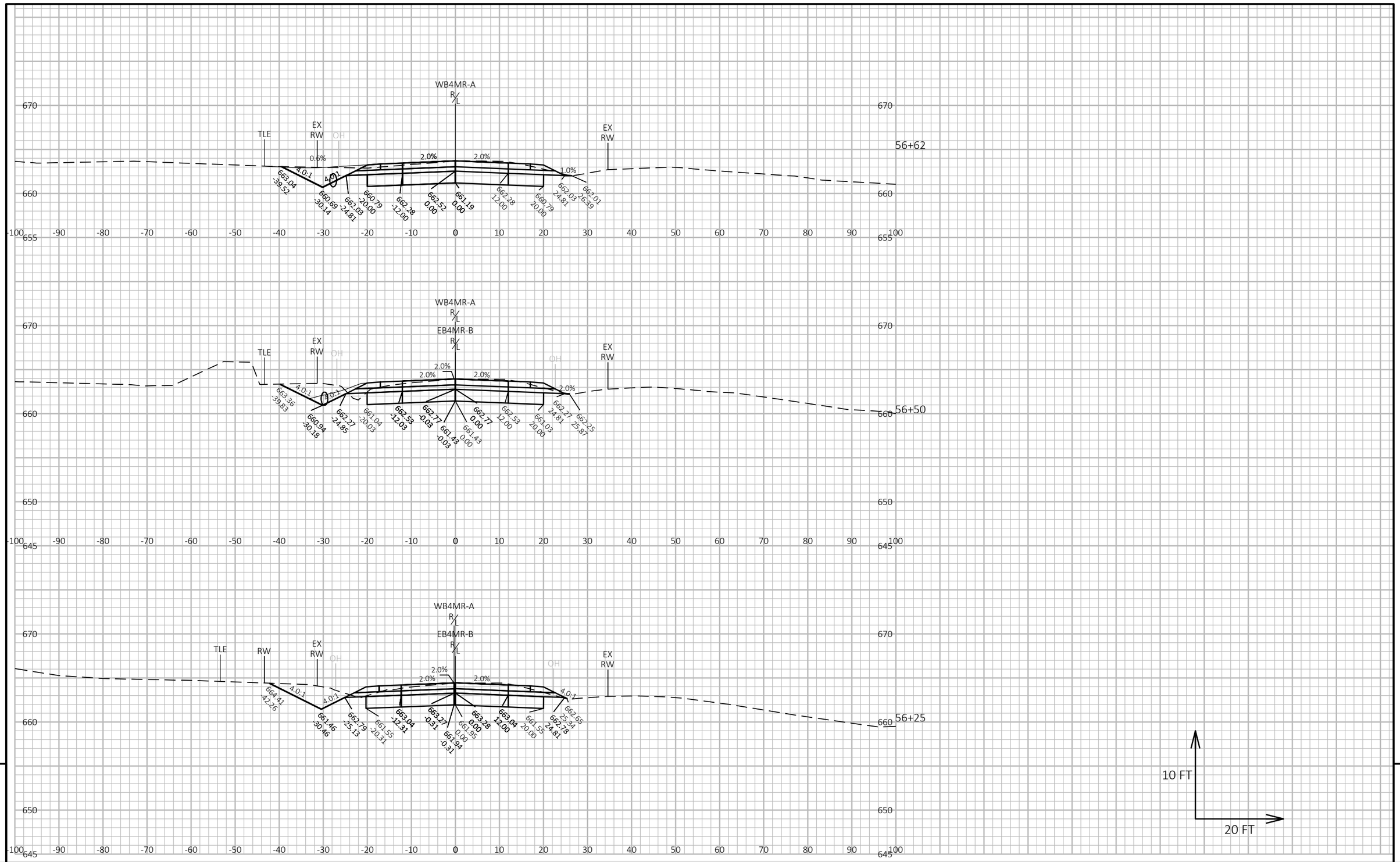
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 253	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 18

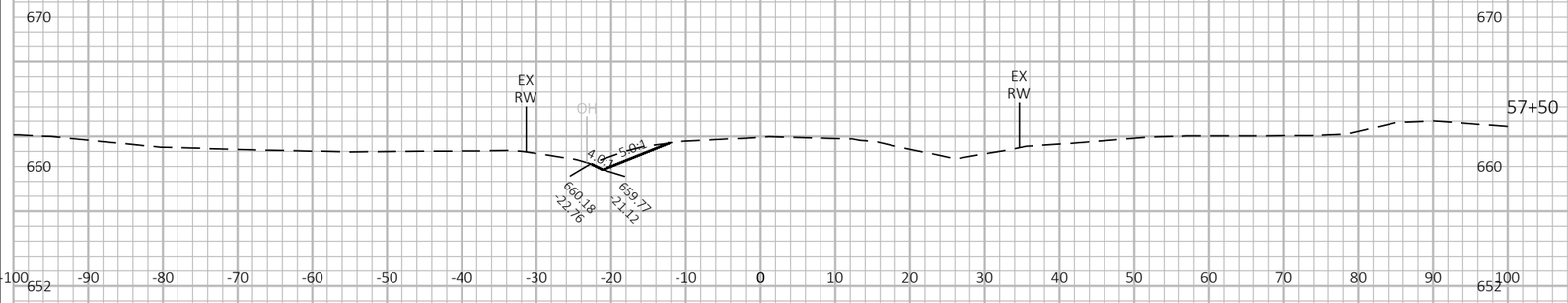
PLOT DATE : 12/23/2025 5:57 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

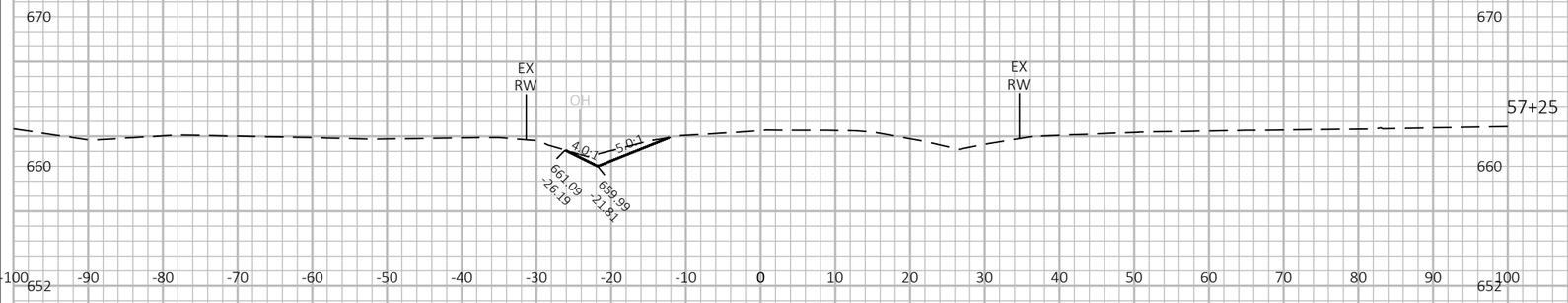
WISDOT/CADDS SHEET 49

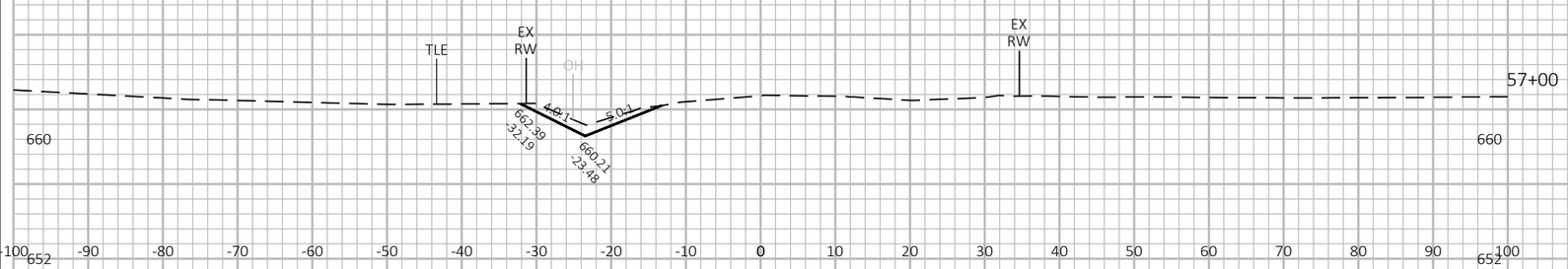


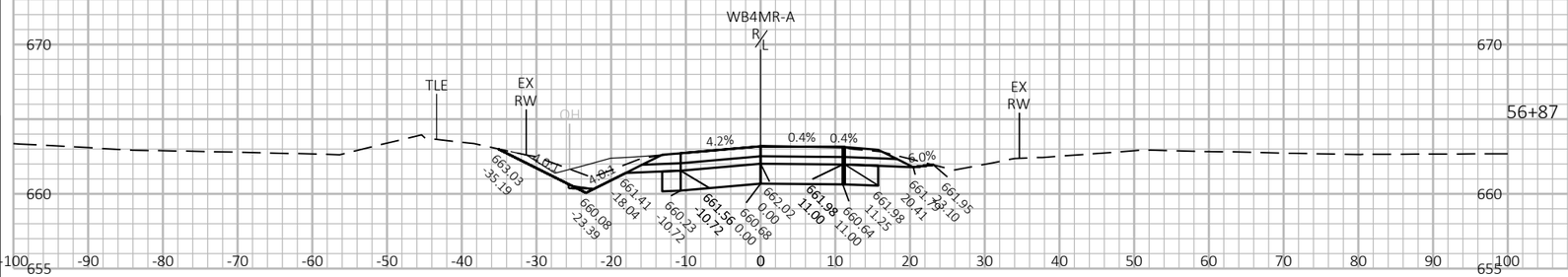
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 254	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 19
PLOT DATE : 12/29/2025 3:46 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49









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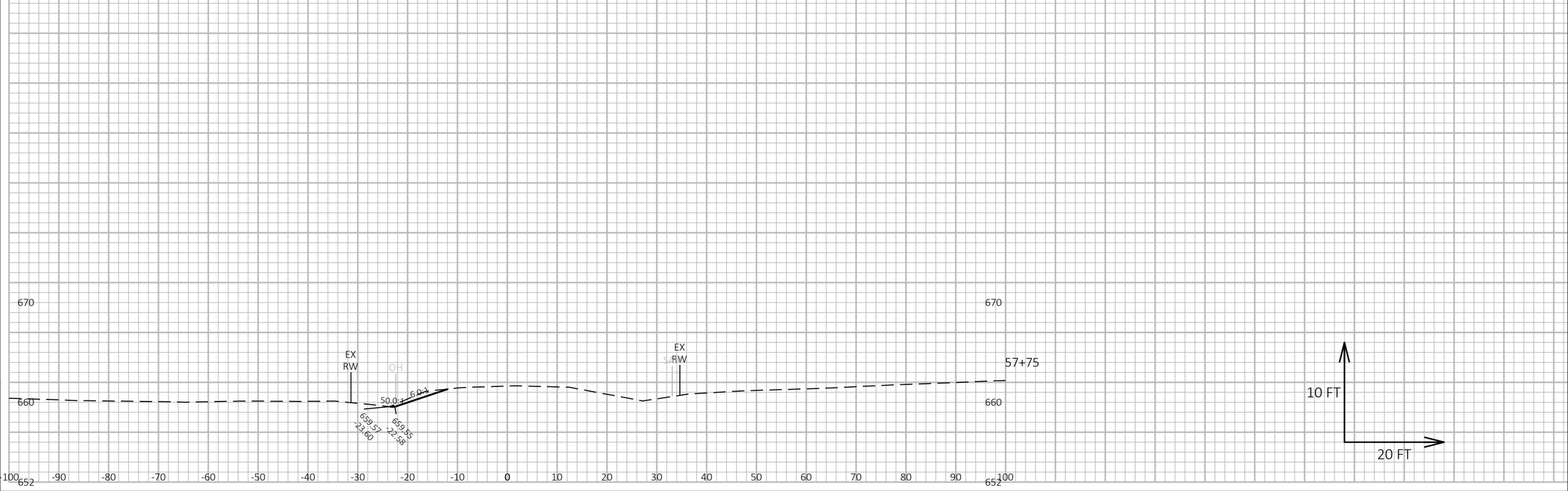
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 255	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 12/29/2025 3:46 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

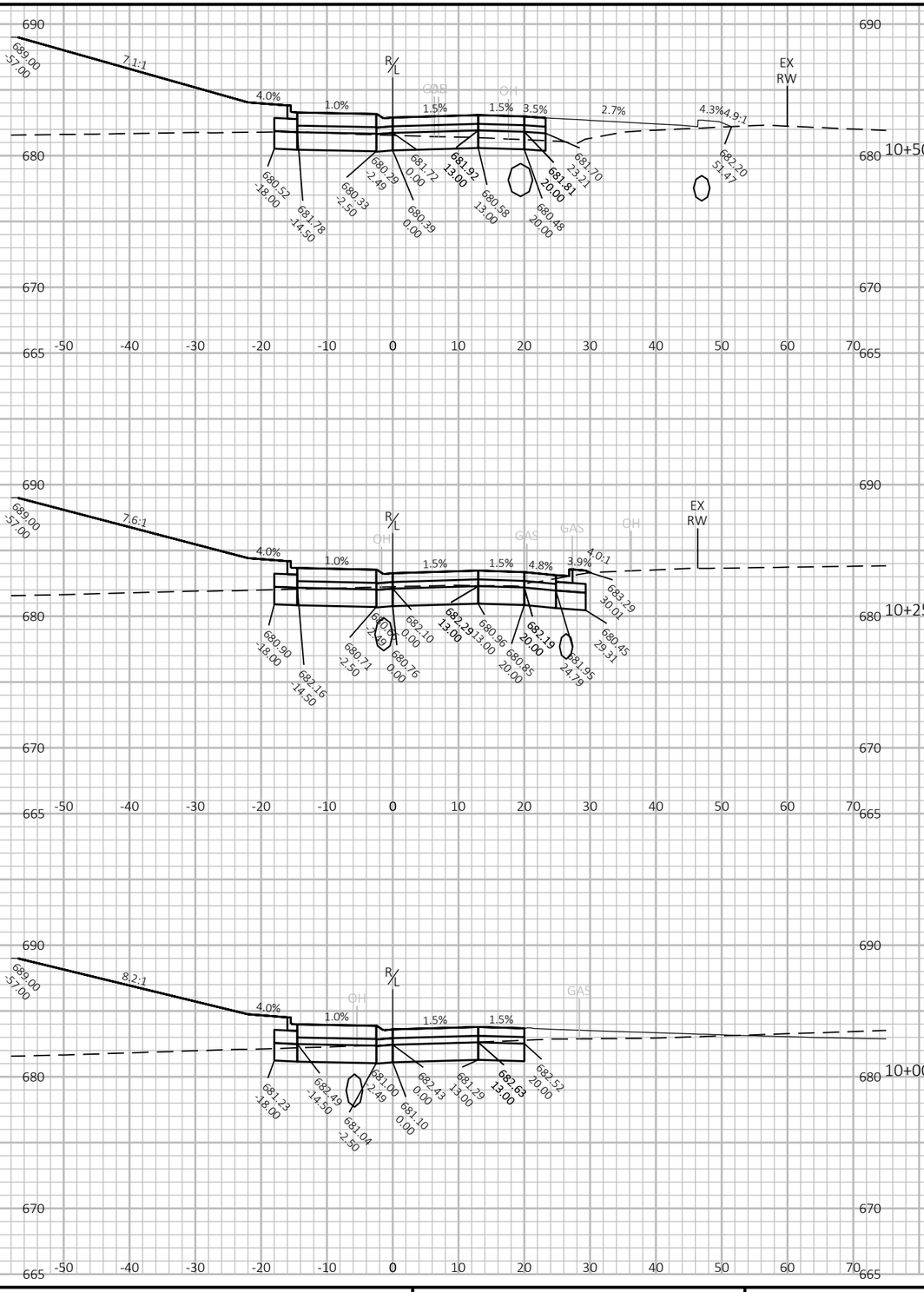
9

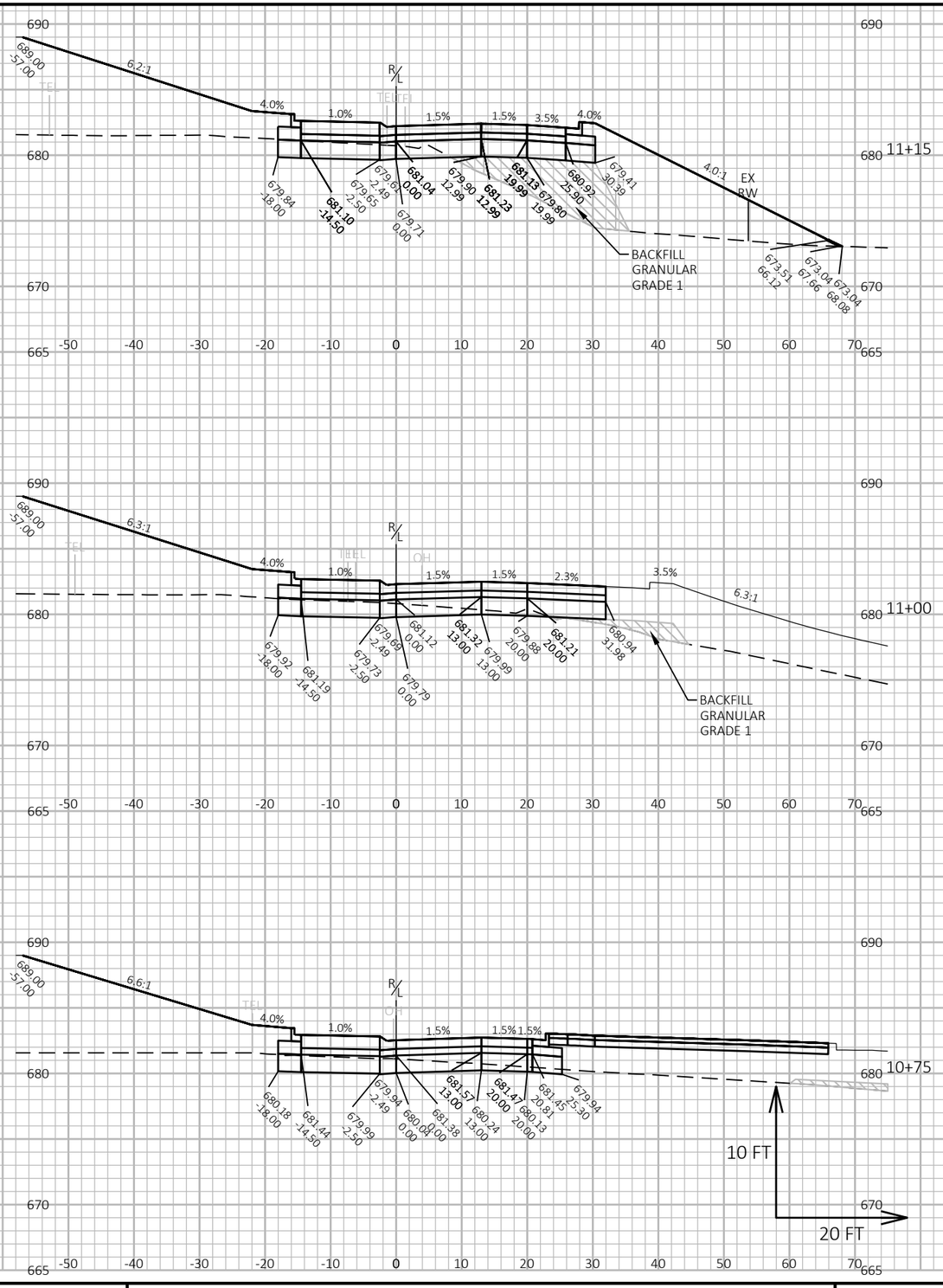
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 4 MILE ROAD EAST LEG	SHEET 256	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090204-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 12/23/2025 5:58 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

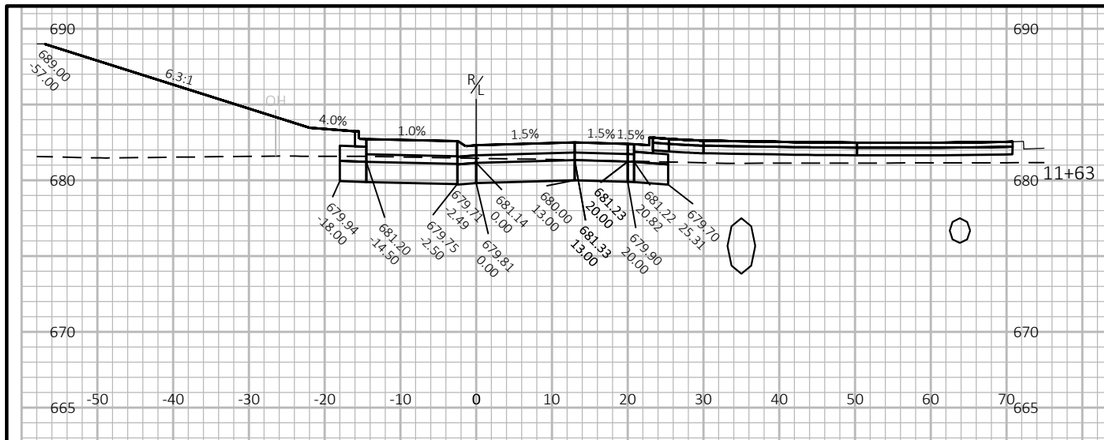
9

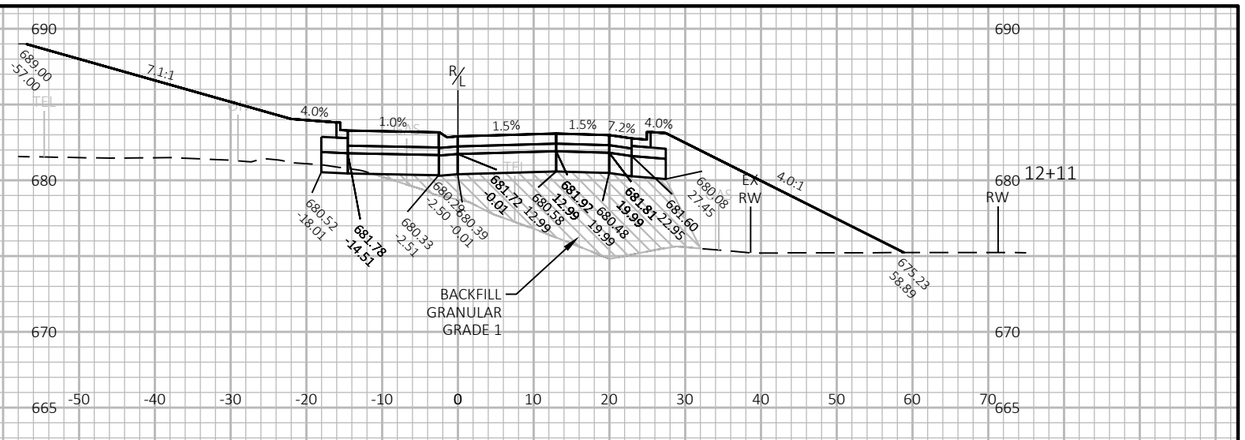
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 257	E

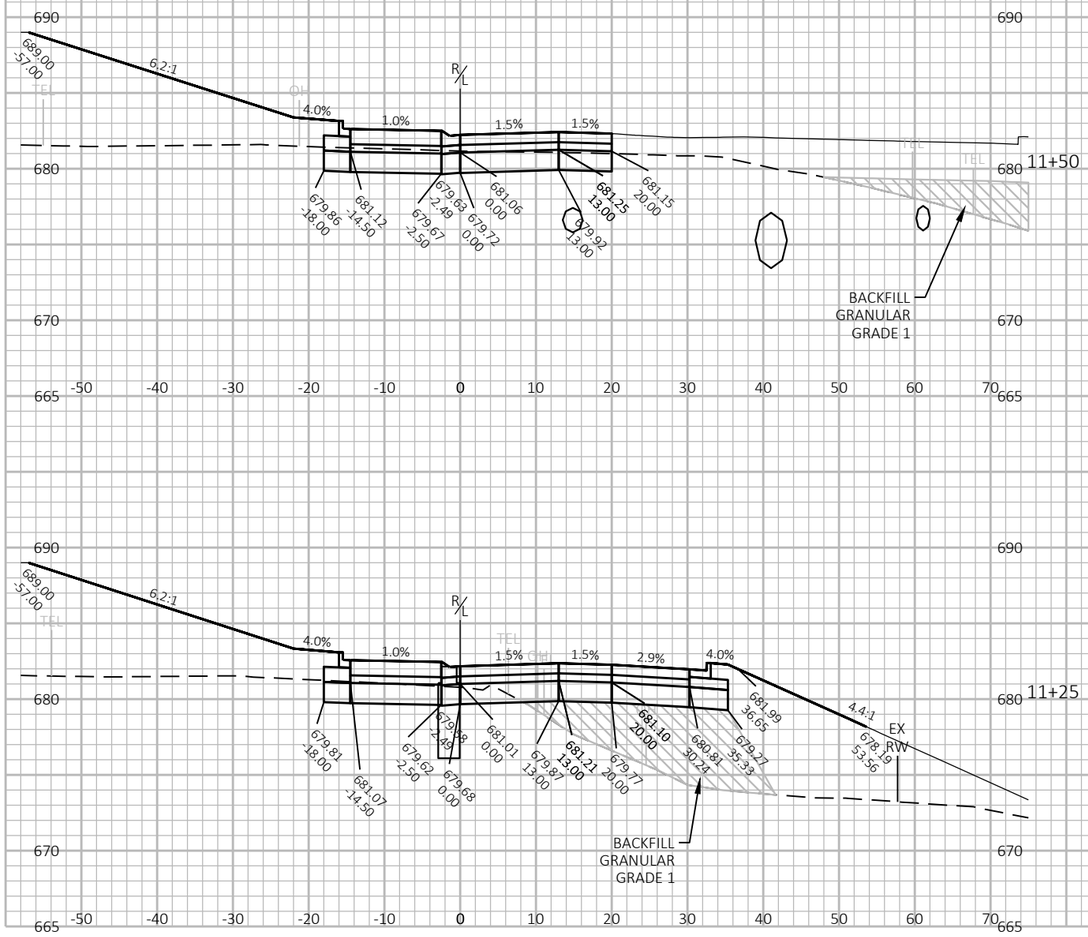
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090205-XS.DWG
LAYOUT NAME - 01

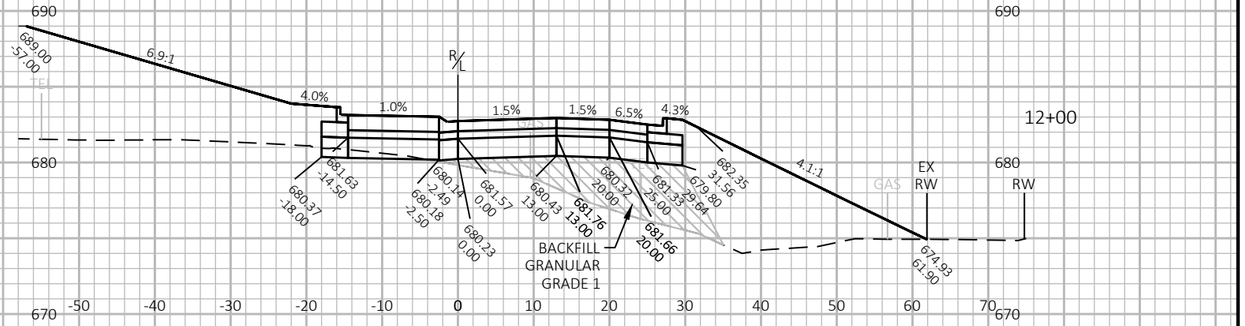
PLOT DATE : 12/29/2025 9:29 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









9

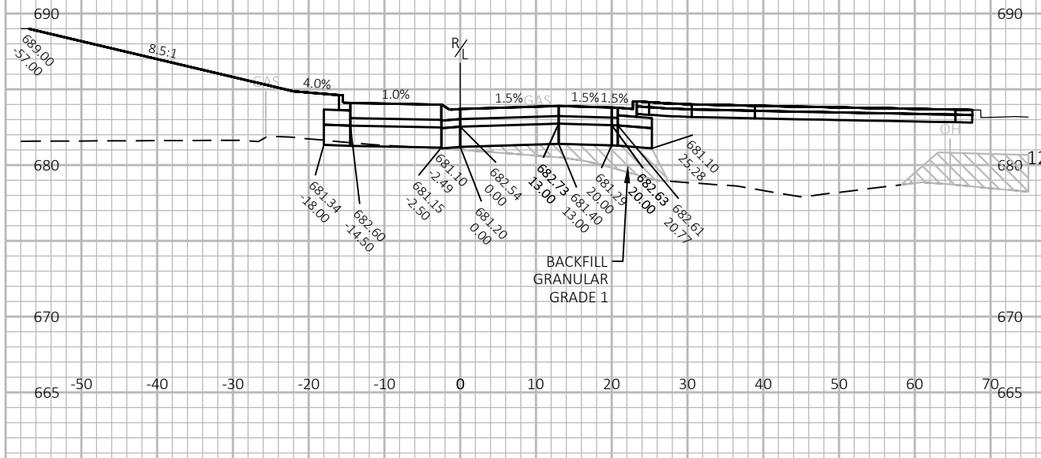
9

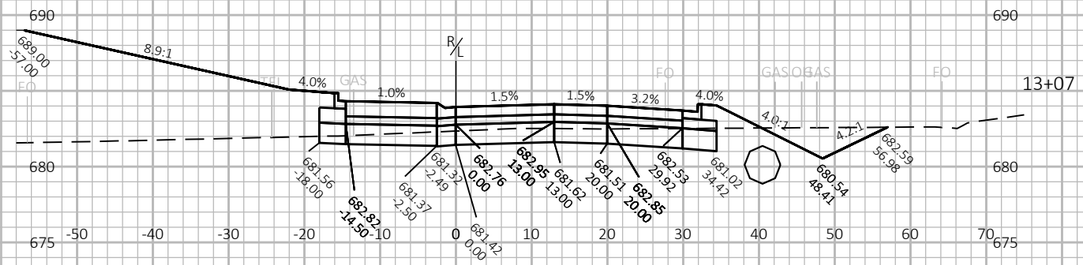
PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 258	E

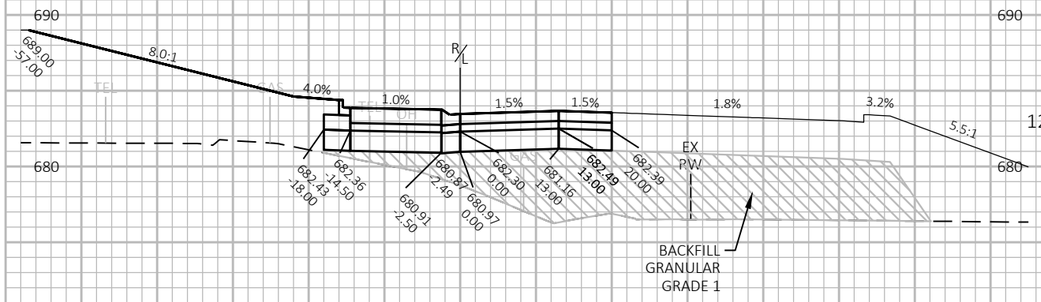
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090205-XS.DWG
LAYOUT NAME - 02

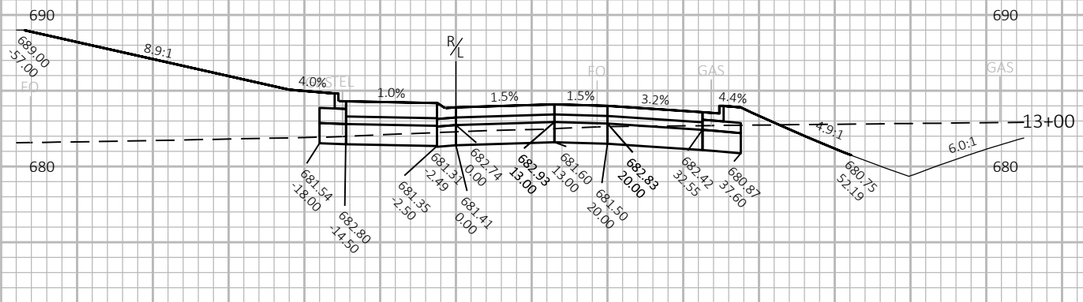
PLOT DATE : 12/29/2025 9:29 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

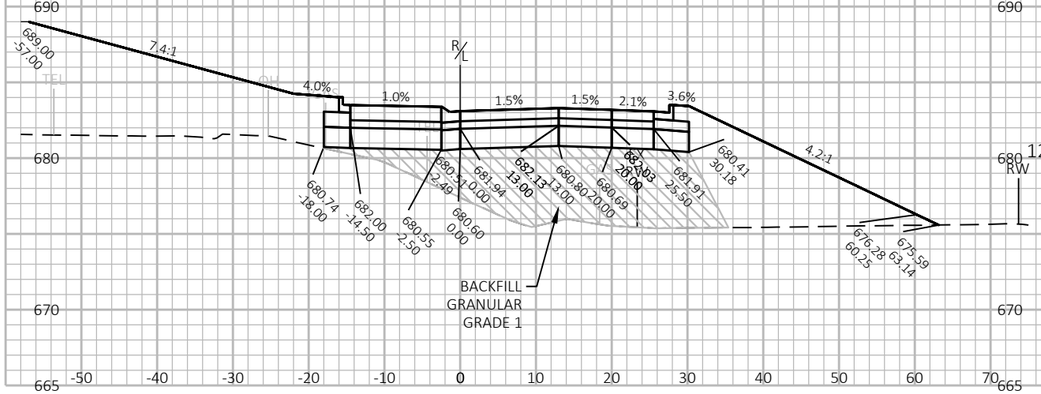
WISDOT/CADDS SHEET 49

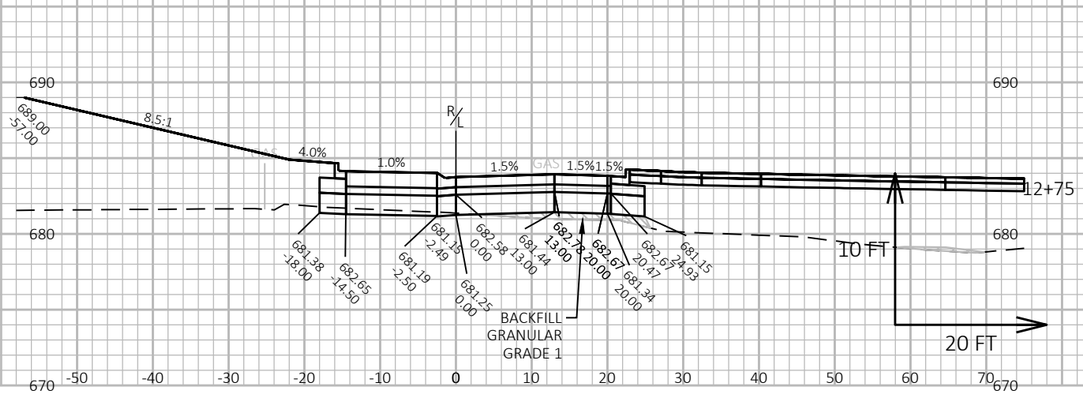










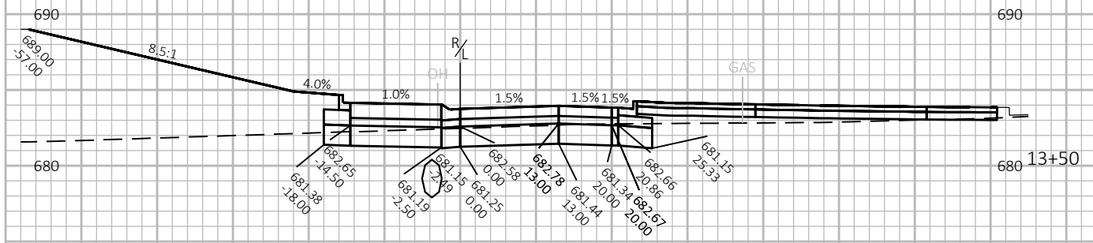


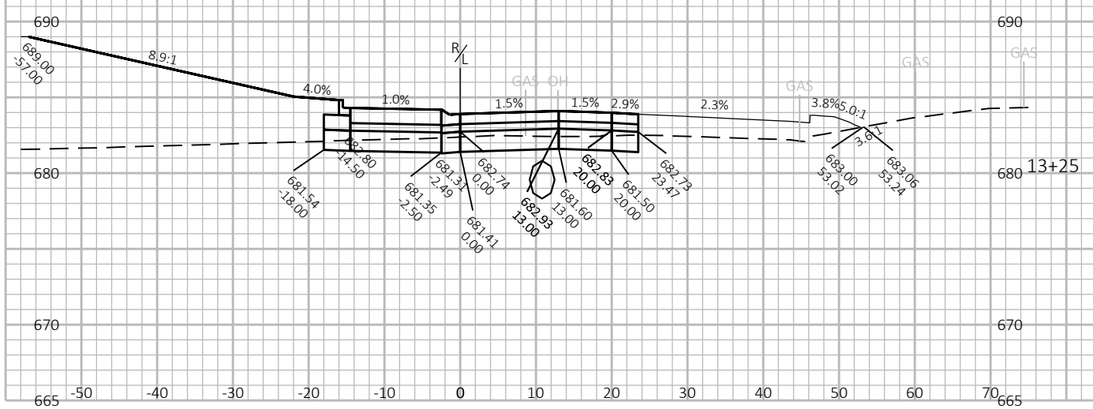
9

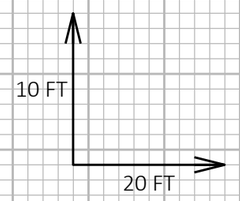
9

PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 259	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090205-XS.DWG
LAYOUT NAME - 03
PLOT DATE : 12/29/2025 9:28 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49







PROJECT NO: 2290-25-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 260	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-25-70 4 MILE RD\22902570\SHEETS\090205-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/29/2025 9:28 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

MAY 2026

PROJECT ID: 2290-26-70

WITH: 2290-24-71 & 2290-25-70

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 = 308

N

24

DESIGN DESIGNATION 2290-26-00

A.A.D.T.	2026	=	9,700
A.A.D.T.	2046	=	10,500
D.H.V.		=	
D.D.		=	59 / 41
T.		=	11%
DESIGN SPEED		=	60 MPH
ESALS		=	3,600,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

V CALEDONIA, NORTHWESTERN AVE

INTERSECTION WITH 5 MILE RD

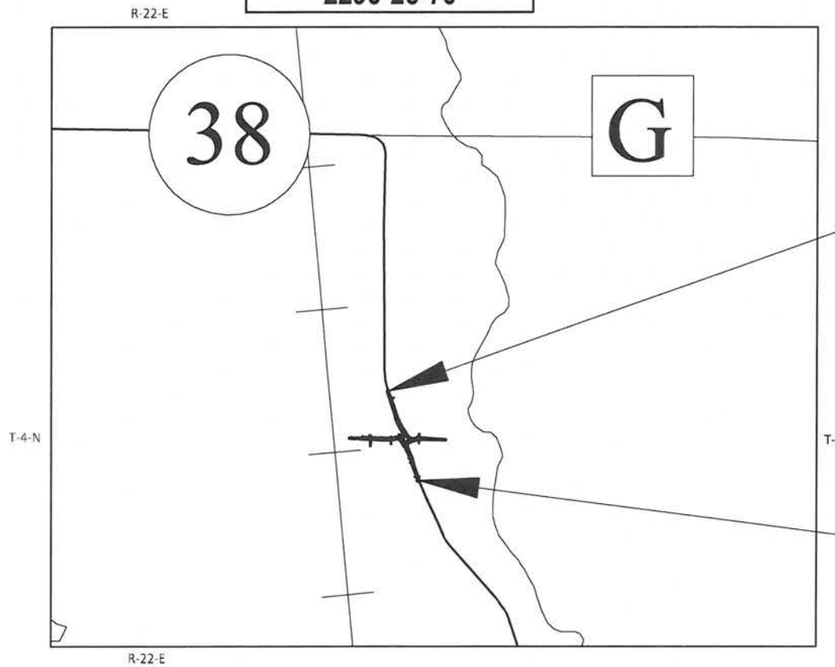
STH 38

RACINE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2290-26-70	WISC 2026278	1

STATE PROJECT NUMBER

2290-26-70



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.32 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RACINE COUNTY, 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.

Foth

Foth Infrastructure & Environment, LLC

5117 WEST TERRACE DRIVE, SUITE 401
MADISON, WI 53718
608-242-5600

ORIGINAL PLANS PREPARED BY

FOTH INFRASTRUCTURE & ENVIRONMENT, LLC

WISCONSIN
CHRIS A. SAXBY
E-32744
MADISON, WI
PROFESSIONAL ENGINEER

DATE: 12/30/25 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	FOTH
Designer	FOTH
Project Manager	JUSTIN SUYDAM, PE
Regional Examiner	WISDOT SE REGION
Regional Supervisor	JANET CANNON, PE

APPROVED FOR THE DEPARTMENT

DATE: 12/30/2025 (Signature)

E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\010101-TI.DWG

PLOT DATE : 12/18/2025 5:43 PM PLOT BY : LEX, BRANDON PLOT NAME :

GENERAL NOTES

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

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

PURSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK IN ALL AREAS WHERE SUCH A LANDMARK MAY EXIST.

WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

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

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

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

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOIL, FERTILIZED AND SEEDED.

APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EARTHWORK MATCHLINES
PAVING DETAILS
EROSION CONTROL
STORM SEWER
SIGNING REMOVALS
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DETAILS - SURVEY CONTROL

STANDARD ABBREVIATIONS

AGG	AGGREGATE
ASPH	ASPHALTIC
AVG	AVERAGE
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ADT	AVERAGE DAILY TRAFFIC
BM	BENCH MARK
CL OR C/L	CENTER LINE
CONC	CONCRETE
CWT	HUNDREDWEIGHT
CY	CUBIC YARD
C & G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DG	DITCH GRADE
DWY	DRIVE WAY
EOR	END POINT OF RADIUS
EL	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENET SINGLE AXLE LOADS
EXIST	EXISTING
FC	FACE OF CURB
FF	FACE TO FACE
FL	FLOW LINE
FO	FIBER OPTIC
GAL	GALLON
HMA	HOT MELT ASPHALT
HYD	HYDRANT
IN	INCH
INV	INVERT
L	LENGTH OF CURVE
LBS	POUNDS
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
LT	LEFT
MH	MANHOLE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
NO	NUMBER
OBLIT	OBLITERATE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
RT	RIGHT
REF	REFLECTIVE
REQ'D	REQUIRED
R/W	RIGHT OF WAY
RDWY	ROADWAY
R/L OR ~	REFERENCE LINE
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SE	SUPERELEVATION RATE
T	TOTAL PERCENT TRUCK TRAFFIC
TC	TOP OF CROWN
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE
YD	YARD

CONTACTS

WISDOT PROJECT MANAGER
JUSTIN SUYDAM
141 NW BARSTOW ST
WAUKESHA, WI 53188
262-548-8745
JUSTIN.SUYDAM@DOT.WI.GOV

FOTH PROJECT MANAGER
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MADISON, WI 53718
608-242-5942
CHRIS.SAXBY@FOTH.COM

SEWRPC CHIEF SURVEYOR
ROB MERRY
W239 N1812 ROCKWOOD DR
P.O. BOX 1607
WAUKESHA, WI 53187
262-953-4289
RMERRY@SEWRPC.ORG

SEWRPC CONSTRUCTION COORDINATOR
ANDY TRAEGER
W239 N1812 ROCKWOOD DR
P.O. BOX 1607
WAUKESHA, WI 53187
262-953-4296
ATRAEGER@SEWRPC.ORG

RACINE COUNTY HIGHWAY COMMISSIONER
DAVID PROTT
14200 WASHINGTON AVENUE
STURTEVANT, WI 53177
262-866-8440
DAVID.PROTT@RACINECOUNTY.COM

DNR LIASON
CRAIG WEBSTER
141 NW BARSTOW ST
WAUKESHA, WI 53188
262-574-2141
CRAIG.WEBSTER@WISCONSIN.GOV

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

UTILITY CONTACTS

AT&T WI - COMMUNICATION LINE
MICHAEL VANBOVEN
411 7TH ST
RACINE, WI 53140
262-676-3958
MV3658@ATT.COM

SPECTRUM - COMMUNICATION LINE
DAVE YOPPS
12405 POWERSCOURT DRIVE
ST. LOUIS, MO 63131
414-277-4281
CHTR_WI_CONST@CHARTER.COM

WE ENERGIES - ELECTRIC
DAN BANDOR
7815 NORTHWESTERN AVE
RACINE, WI 53406
414-254-1865
DANIEL.BANDOR@WE-ENERGIES.COM

WE ENERGIES - GAS
231 W. MICHIGAN AVENUE
MILWAUKEE, WI 53203
414-944-5738
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

2

2

END PROJECT
STA 182+48

C-51-007
STRUCTURE TO BE REMOVED

C-51-094
BOX CULVERT

ABOVE GRADE
RAILROAD CROSSING

BEGIN CONSTRUCTION
STA 40+33

END CONSTRUCTION
STA 57+40

SLOPE INTERCEPT

BEGIN PROJECT
STA 165+57

ROOT RIVER

N

5 MILE RD

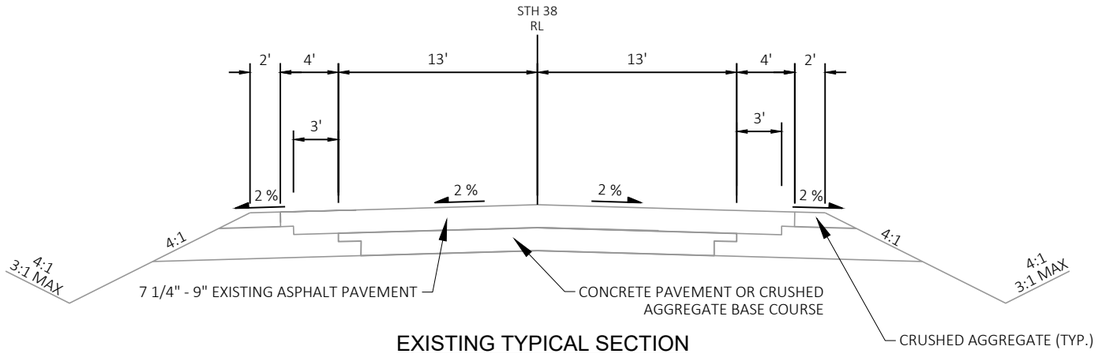
STH 38

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\020201-PO.DWG
LAYOUT NAME - 01

PLOT DATE : 12/19/2025 11:49 AM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

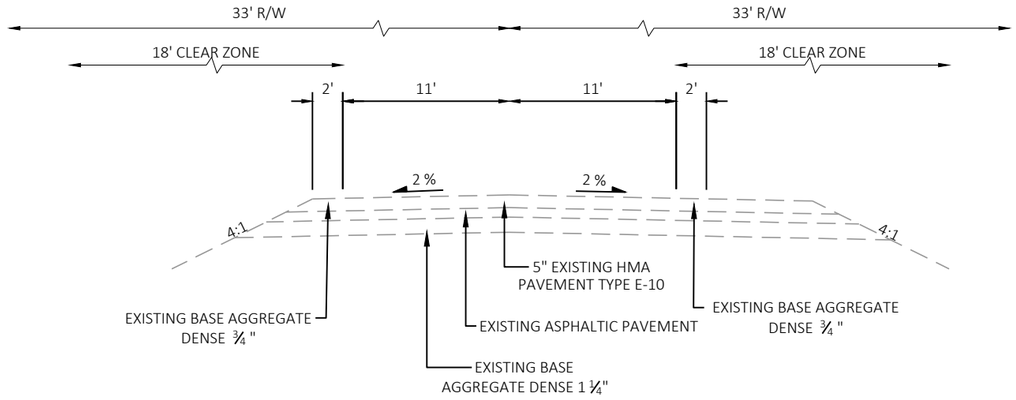
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION

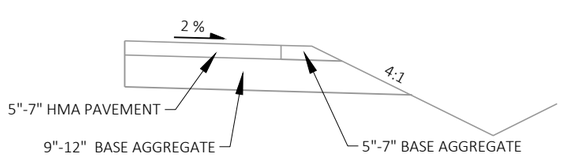
STH 38

STA 124+00 - STA 191+00



EXISTING TYPICAL SECTION

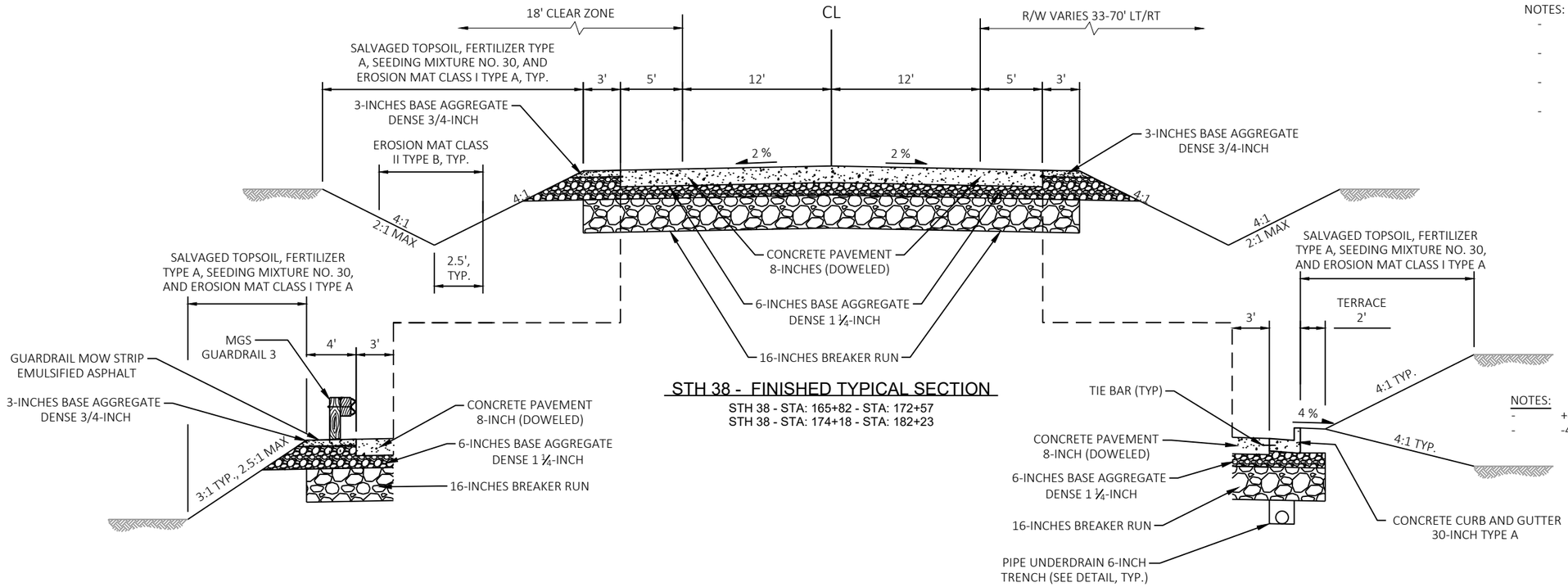
5 MILE RD



EXISTING TYPICAL BYPASS/TURN/TAPER LANE

STH 38

RT SHOWN, LT IS MIRROR IMAGE
STA 169+62 - STA 174+70 RT
STA 172+10 - STA 177+20 LT



NOTES:
- SEE PLAN DETAILS FOR LOCATION OF PIPE UNDERDRAIN 6-INCH.
- FRENCH DRAINS REQUIRED ON RURAL SECTION. SEE CONSTRUCTION DETAIL.
- SEE PAVING DETAILS FOR LOCATIONS OF REVERSE CURB AND GUTTER.
- SEE PAVING DETAILS FOR SHOULDER TRANSITIONS AT ROADWAY TIE IN LOCATIONS.

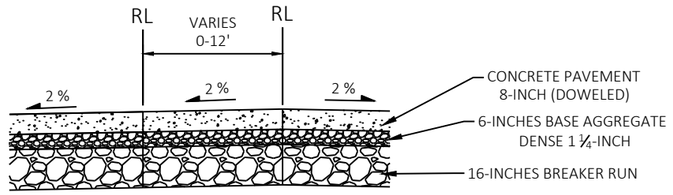
STH 38 - FINISHED TYPICAL SECTION

STH 38 - STA: 165+82 - STA: 172+57
STH 38 - STA: 174+18 - STA: 182+23

NOTES:
- +4% TERRACE SLOPE FOR CUT CONDITION
- -4% TERRACE SLOPE FOR FILL CONDITION

FINISHED GUARDRAIL SECTION

STH 38 - STA: 177+68 - STA: 181+37 LT
STH 38 - STA: 177+46 - STA: 180+65 RT

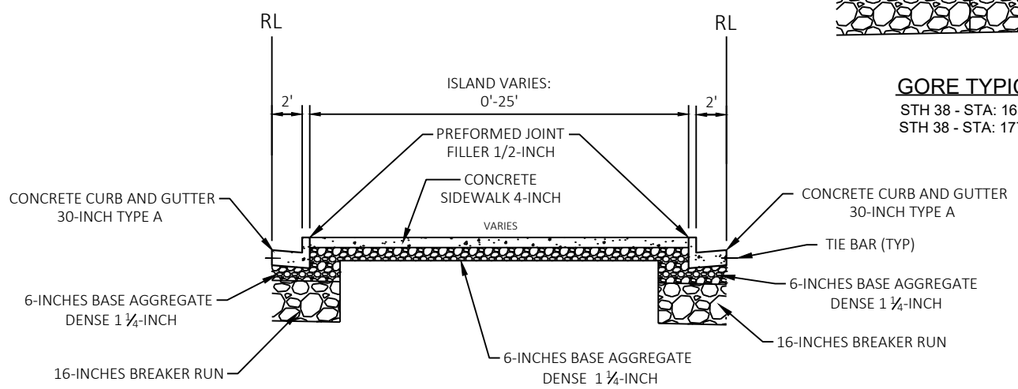


GORE TYPICAL SECTION

STH 38 - STA: 165+82 - STA: 169+05
STH 38 - STA: 177+23 - STA: 179+94

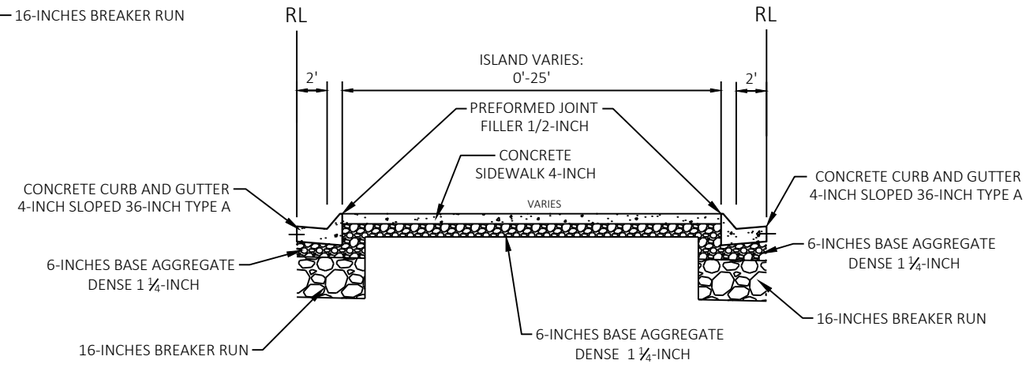
FINISHED CURB AND GUTTER SECTION

STH 38 - STA: 171+24 - STH: 172+57 RT - FILL
STH 38 - STA: 173+99 - STA: 175+61 RT - FILL
STH 38 - STA. 171+14 - STA: 172+73 LT - CUT
STH 38 - STA: 174+18 - STA: 175+51 LT - CUT



FINISHED TYPICAL SECTION - SPLITTER ISLAND

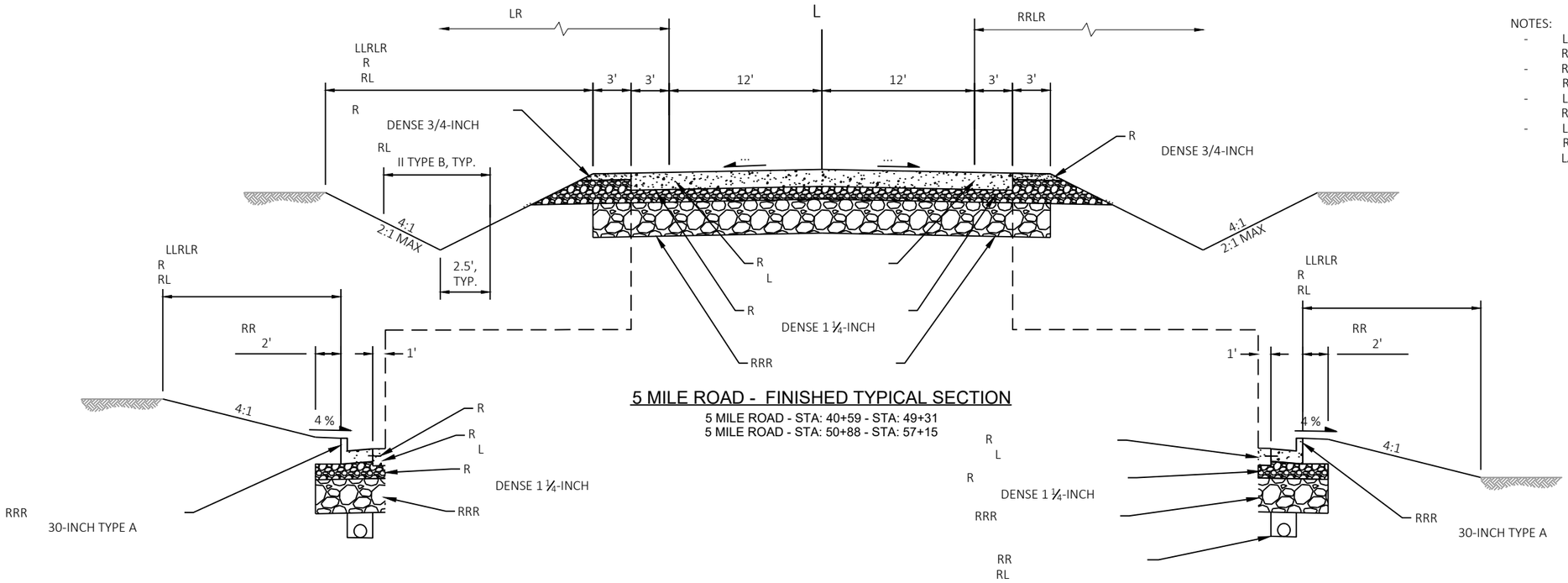
STH 38 - STA: 171+01 - STA: 172+61
STH 38 - STA: 174+12 - STA: 175+76



FINISHED TYPICAL SECTION - SPLITTER ISLAND

STH 38 - STA: 169+05 - STA: 171+01
STH 38 - STA: 175+76 - STA: 177+23

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 5	E



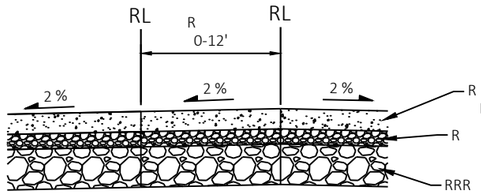
5 MILE ROAD - FINISHED TYPICAL SECTION

5 MILE ROAD - STA: 40+59 - STA: 49+31
5 MILE ROAD - STA: 50+88 - STA: 57+15

NOTES:
- LLRL
  RR
- RRRRRRL
  RL
- LRL
  RRRR
- LRLR
  RR
  LĀĀĀĀĀĀĀĀĀ

FINISHED CURB AND GUTTER SECTION

5 MILE ROAD - STA: 42+75 - STA: 49+50
5 MILE ROAD - STA: 50+78 - STA: 52+19

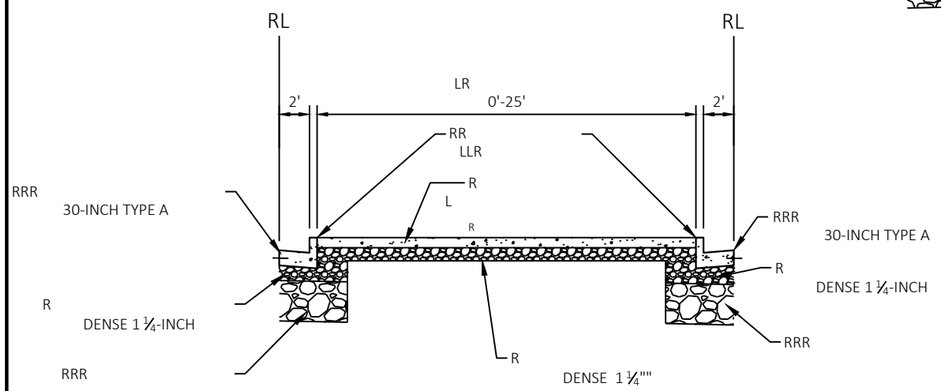


GORE TYPICAL SECTION

5 MILE ROAD - STA: 40+59 - STA: 44+56
5 MILE ROAD - STA: 54+37 - STA: 56+90

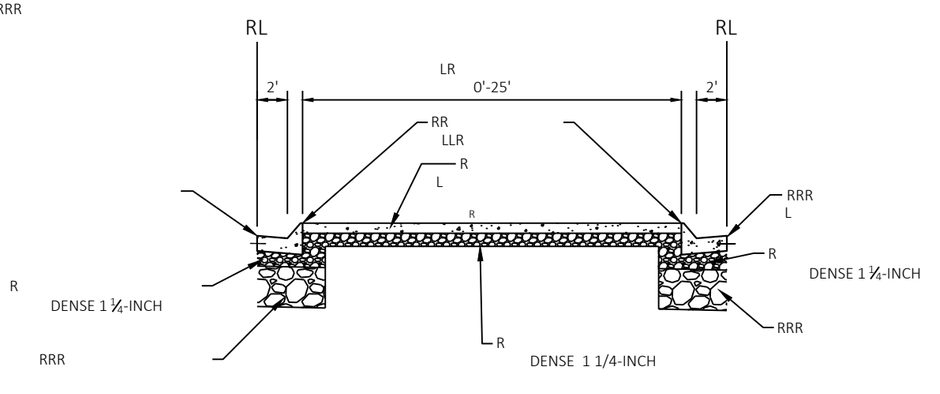
FINISHED CURB AND GUTTER SECTION

5 MILE ROAD - STA: 42+30 - STH: 49+40
5 MILE ROAD - STA: 50+70 - STA: 52+77



FINISHED TYPICAL SECTION - SPLITTER ISLAND

5 MILE ROAD - STA: 47+68 - STA: 49+25
5 MILE ROAD - STA: 50+92 - STA: 52+49



FINISHED TYPICAL SECTION - SPLITTER ISLAND

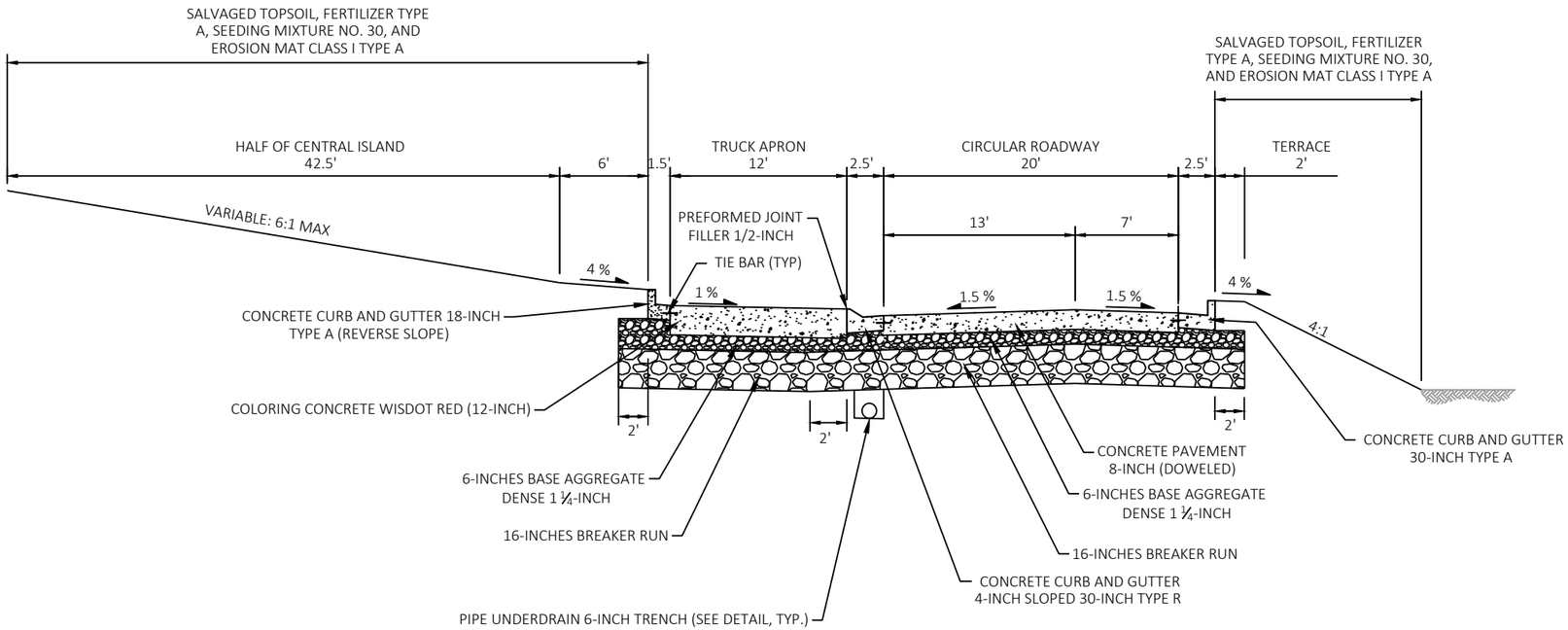
5 MILE ROAD - STA: 44+56 - STA: 47+68
5 MILE ROAD - STA: 52+49 - STA: 54+37

R	2290-26-70	HWY: STH 38	COUNTY: RĀĀĀĀĀ	L	SHEET 6	E

L RLRLR LĀĀĀĀĀĀĀĀĀ

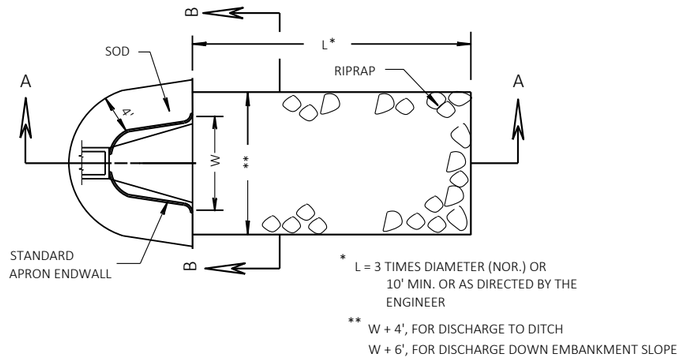
2

NOTES:
- SEE PLAN DETAILS FOR LOCATION OF PIPE UNDERDRAIN 6-INCH.
- FRENCH DRAINS REQUIRED ON RURAL SECTION. SEE CONSTRUCTION DETAIL.
- SEE PAVING DETAILS FOR LOCATIONS OF REVERSE CURB AND GUTTER.
- SEE PAVING DETAILS FOR SHOULDER TRANSITIONS AT ROADWAY TIE IN LOCATIONS.



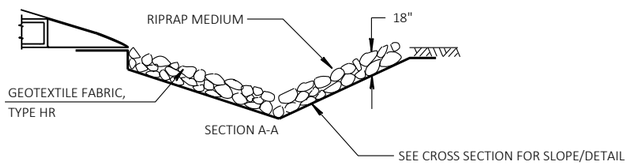
TYPICAL FINISHED HALF-SECTION - ROUNDABOUT

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 7	E



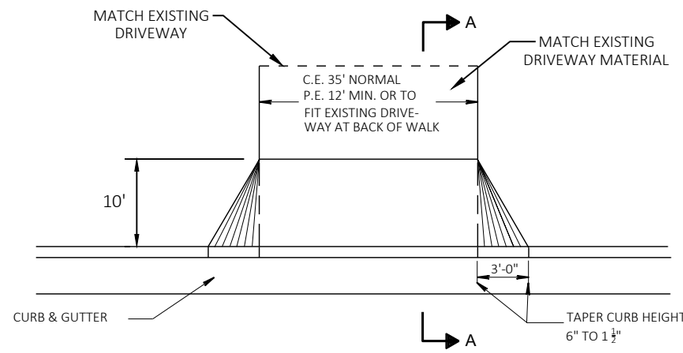
* L = 3 TIMES DIAMETER (NOR.) OR
10' MIN. OR AS DIRECTED BY THE
ENGINEER

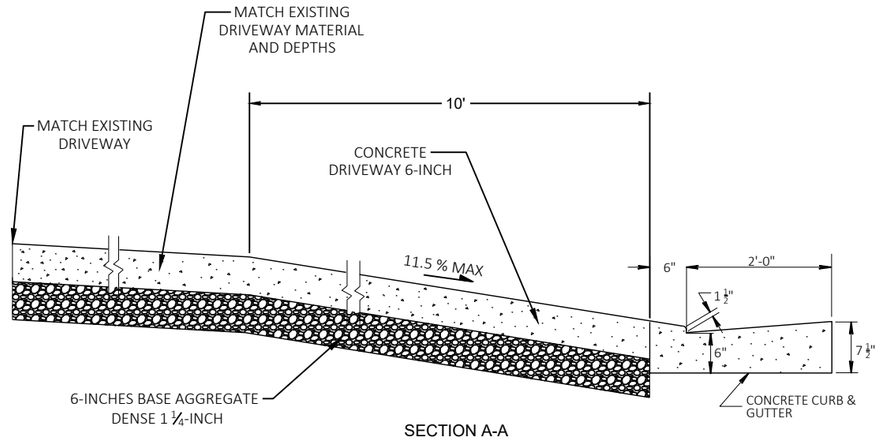
** W + 4', FOR DISCHARGE TO DITCH
W + 6', FOR DISCHARGE DOWN EMBANKMENT SLOPE



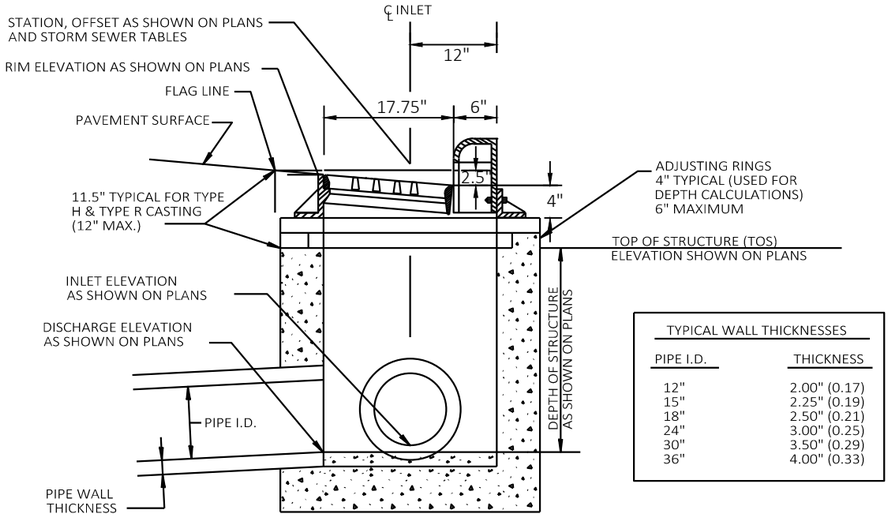
SOD, RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALLS

NOTES:
- GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO ENDWALL INSTALLATION.
- COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.





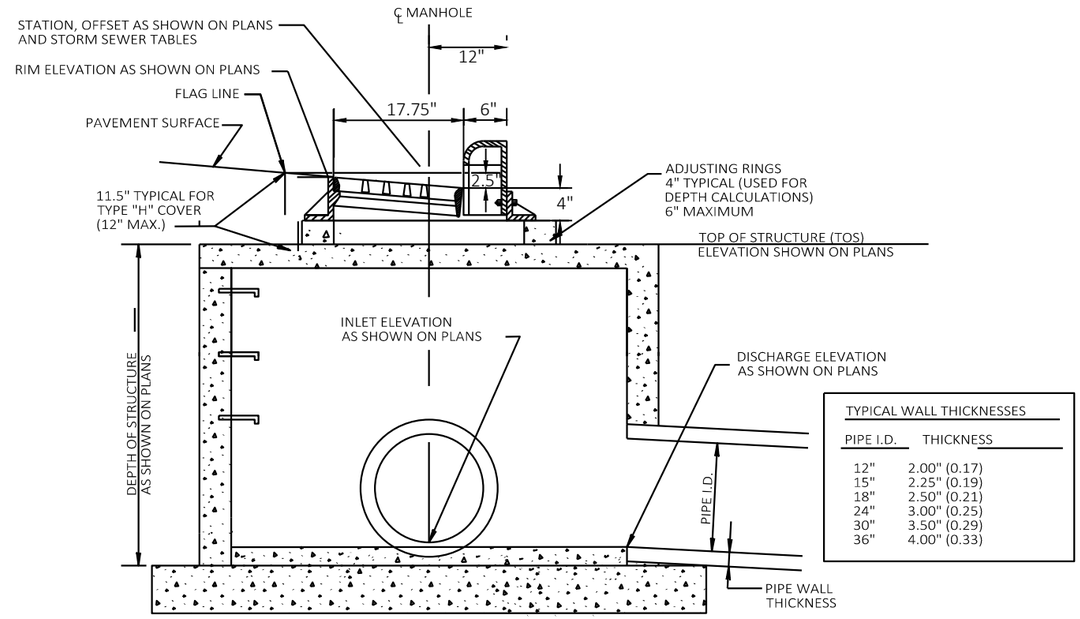
PRIVATE AND COMMERCIAL ENTRANCES



TYPICAL WALL THICKNESSES	
PIPE I.D.	THICKNESS
12"	2.00" (0.17)
15"	2.25" (0.19)
18"	2.50" (0.21)
24"	3.00" (0.25)
30"	3.50" (0.29)
36"	4.00" (0.33)

DETAIL AT INLET STRUCTURE

INLET 2X3-FT & INLET 2X2.5-FT (H COVER SHOWN)

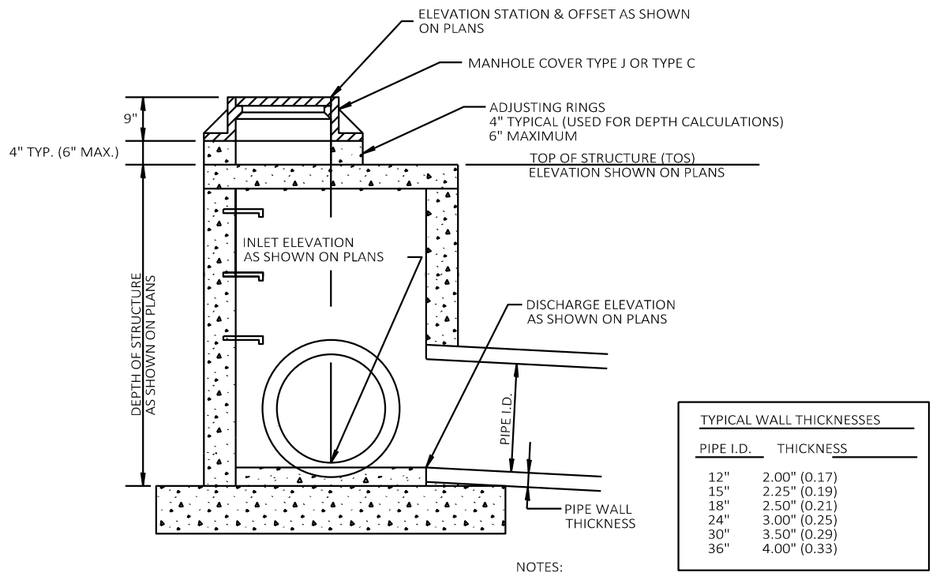


TYPICAL WALL THICKNESSES	
PIPE I.D.	THICKNESS
12"	2.00" (0.17)
15"	2.25" (0.19)
18"	2.50" (0.21)
24"	3.00" (0.25)
30"	3.50" (0.29)
36"	4.00" (0.33)

NOTES:

SEE S.D.D's FOR ADDITIONAL INFORMATION

DETAIL OF STORM SEWER INLETS 3&4 FT DIAMETER WITH TYPE "H" COVER



TYPICAL WALL THICKNESSES	
PIPE I.D.	THICKNESS
12"	2.00" (0.17)
15"	2.25" (0.19)
18"	2.50" (0.21)
24"	3.00" (0.25)
30"	3.50" (0.29)
36"	4.00" (0.33)

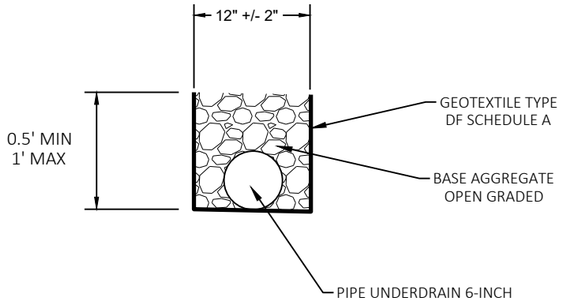
NOTES:

SEE S.D.D's FOR ADDITIONAL INFORMATION

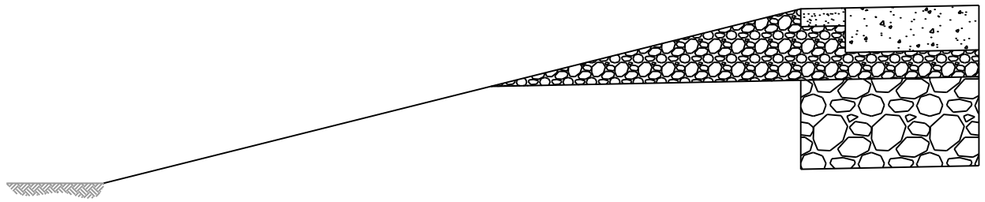
DETAIL OF MANHOLES WITH TYPE "J"

NOTES:

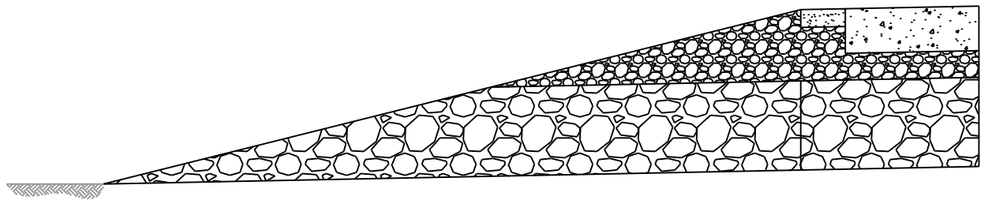
- SEE PAVING DETAIL SHEETS FOR LOCATION OF PIPE UNDERDRAIN.
- FOR UNDERDRAIN OUTFALL USE PIPE UNDERDRAIN UNPERFORATED 6-INCH.



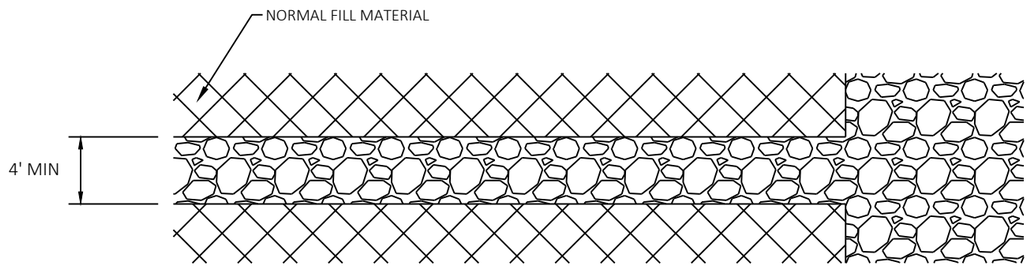
PIPE UNDERDRAIN



TYPICAL HALF SECTION WITHOUT RELIEF TRENCH



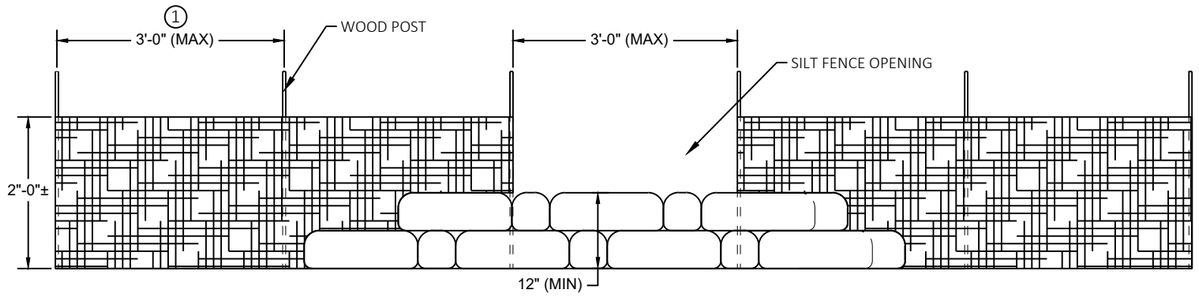
TYPICAL HALF SECTION WITH RELIEF TRENCH



RELIEF TRENCH PLAN VIEW

RELIEF TRENCH

2



SECTION VIEW

ROCK BAG DETAIL

NOTES:

THE SILT FENCE RELIEF DETAIL IS A SUPPLEMENTAL DETAIL TO THE SILT FENCE STANDARD DETAILS AND SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

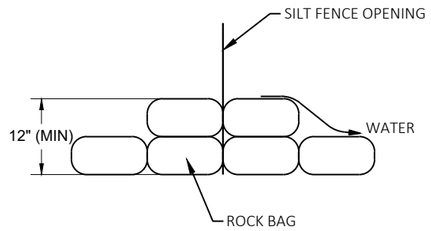
INSTALL SILT FENCE PRIOR TO CONSTRUCTING THE SILT FENCE OPENING. PRIOR TO CONSTRUCTING THE SILT FENCE OPENING, PLACE ROCK BAGS AT THE SILT FENCE OPENING AS SHOWN IN THIS DETAIL.

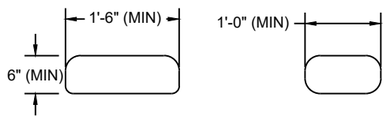
CONSTRUCTION OF THE SILT FENCE OPENING SHALL BE INCIDENTAL TO THE COST OF THE SILT FENCE BID ITEM.

PROVIDE A MINIMUM OF 22 ROCK BAGS MINIMUM PER 3 FOOT OPENING. ROCK BAGS SHALL BE PAID UNDER THE ROCK BAGS BID ITEM.

THE CONTRACTOR SHALL ADJUST THE SILT FENCE RELIEF OPENINGS WITHIN THE SILT FENCE AS NECESSARY TO PROVIDE RELIEF: AS SHOWN ON THE PLANS, TO FIT FIELD CONDITIONS AND AS DIRECTED BY THE FIELD ENGINEER

① REFER TO THE SILT FENCE STANDARD DETAILS FOR ALLOWABLE ADJUSTMENTS TO POST SPACING.





SILT FENCE RELIEF DETAIL

2

NOTES:

1. NO IN WATER WORK DISTURBANCES, INCLUDING DIVERSION CHANNEL, BETWEEN MARCH 1 AND JUNE 15, 2026 AND 2027, PER WISDNR.
2. SEE SPECIFICATIONS FOR TEMPORARY WATER DIVERSION FOR TEMPORARY SHEET PILE / ROCK BAGS AND RESTORATION INFORMATION.
3. LOCATION OF TEMPORARY SETTLING BASIN TO BE PROVIDED IN ECIP.

LEGEND

- EXISTING STREAM BED TO BE ABANDONED
- APPROXIMATE LIMITS OF TEMPORARY WATER DIVERSION (SEE DETAIL)
- ROCK BAGS OR TEMPORARY SHEET PILE TO ISOLATE WORK SITE

N

HEAVY RIPRAP LIMITS. TOP OF RIPRAP ON BANK TO BE AT 2 YEAR FLOOD ELEVATION. RIPRAP ON CHANNEL BOTTOM TO BE PLACED TO STREAM BED ELEVATION. RIPRAP 2 FEET THICK. NO FABRIC TO BE INSTALLED UNDER RIPRAP.

TLE

PLE

FEE

HEAVY RIPRAP, NO FABRIC TO BE INSTALLED

EXISTING BOX CULVERT, C-51-07

LIMITS OF RIPRAP CUTOFF WALL (SEE DETAIL)

ROCK BAGS OR SHEET PILE TO ISOLATE WORK SITE

180+00

PT: 179+94.26

BOX CULVERT, C-51-94

ROCK BAGS OR SHEET PILE FOR TEMPORARY DIVERSION CHANNEL (TYP.)

179+00

179+00

ROCK BAGS OR SHEET PILE TO ISOLATE WORK SITE

3'

APPROXIMATE LIMITS OF BOX CULVERT THAT CAN BE CONSTRUCTED WITHOUT TEMPORARY WATER DIVERSION

HEAVY RIPRAP LIMITS. TOP OF RIPRAP ON BANK TO BE AT 2 YEAR FLOOD ELEVATION. RIPRAP ON CHANNEL BOTTOM TO BE PLACED TO STREAM BED ELEVATION. RIPRAP 2 FEET THICK. NO FABRIC TO BE INSTALLED UNDER RIPRAP.

PC: 178+84.23

TLE ACQUIRED BY OTHERS

HEAVY RIPRAP 2 FEET THICK. WIDTH EQUAL TO BOX CULVERT CUTOFF WALL. NO FABRIC TO BE INSTALLED UNDER RIPRAP. TOP OF RIPRAP 6 INCHES ABOVE BOX CULVERT FLOW LINE.

HEAVY RIPRAP LIMITS. TOP OF RIPRAP AT 2 YEAR FLOOD ELEVATION. BOTTOM OF RIPRAP AT TOE OF BANK. NO RIPRAP TO BE PLACED AT BOTTOM OF CHANNEL. RIPRAP 2 FEET THICK. NO FABRIC TO BE INSTALLED UNDER RIPRAP.

STH 38

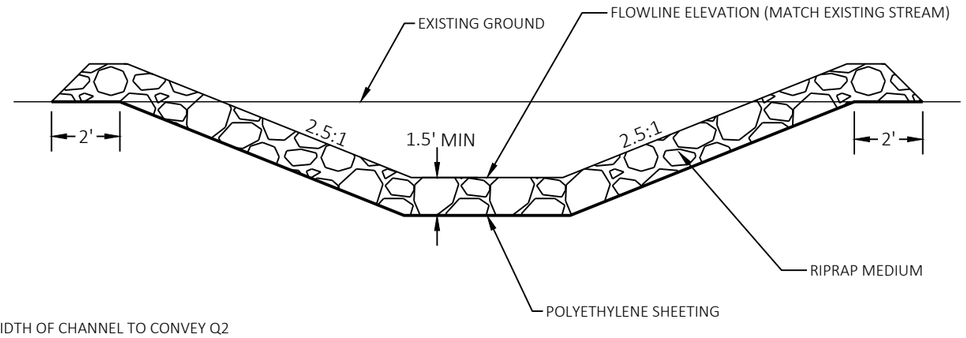
EXISTING R/W

FEE

EXISTING R/W

2

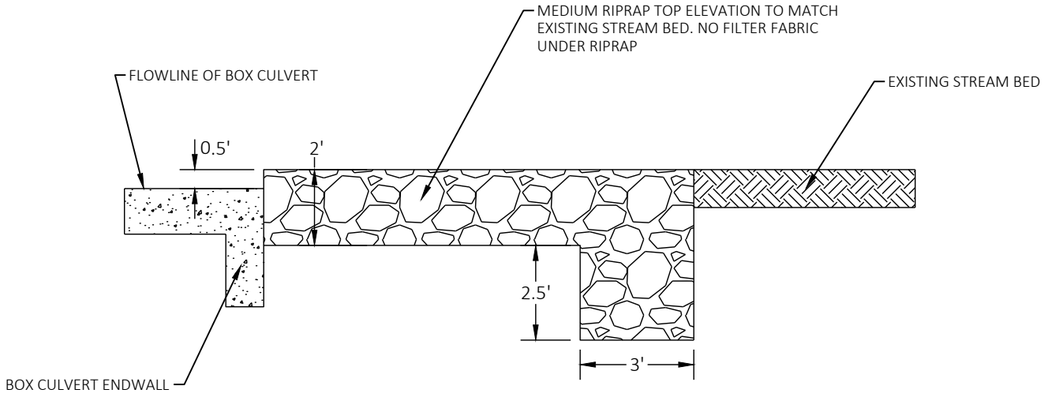
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 12	E



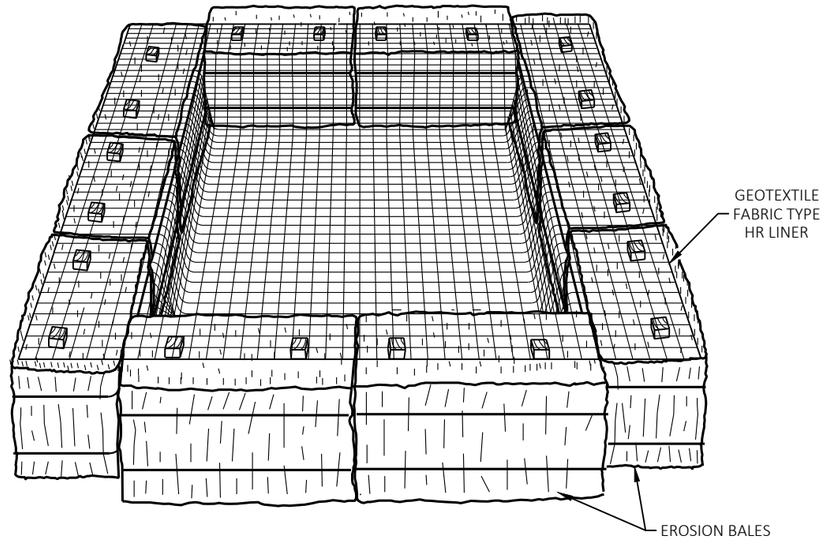
NOTES

1. WIDTH OF CHANNEL TO CONVEY Q2 FLOW OF 105 CFS.
2. RESTORE WATER DIVERSION AREA TO EXISTING ELEVATION

TEMPORARY WATER DIVERSION CHANNEL DETAIL



RIPRAP CUTOFF WALL DETAIL



NOTES

1. WHEN DEWATERING IS REQUIRED, CONTRACTOR SHALL PUMP TURBID WATER FROM EXCAVATION TO SEDIMENT BAG PLACED INSIDE FABRIC LINED STAKED BALE ENCLOSURE PRIOR TO DISCHARGING TO DITCHES/INLETS/WETLANDS OR WATERWAYS.
2. SEDIMENT BAG TO BE PLACED IN AN UPLAND VEGETATED AREA OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.
3. BASIN TO BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS TO BE DISPOSED BY THE CONTRACTOR OFF OF THE PROJECT SITE.
4. TEMPORARY SETTLING BASIN AND SEDIMENT BAG TO BE INCIDENTAL TO CONTRACT. ANY REQUIRED MAINTENANCE OR REPLACEMENT OF EROSION BALES, GEOTEXTILE FABRIC, AND SEDIMENT BAG IS INCIDENTAL TO CONTRACT.
5. SIZE TO BE DETERMINED BY THE CONTRACTOR AS PART OF THE ECIP SUBMITTAL.

EXAMPLE TEMPORARY SETTLING BASIN DETAIL FOR DEWATERING

2

NOTES:

1. IF C-51-94 IS BUILT IN CONSTRUCTION WITH 5 MILE ROAD ROUNDABOUT, THIS DETAIL AND ASSOCIATED BID ITEMS ARE NOT NEEDED.
2. EXISTING ASPHALTIC PAVEMENT AND BASE REMOVALS ARE INCIDENTAL TO REMOVING STRUCTURE (01. C-51-007).
3. EXISTING GUARDRAIL TO BE REMOVED AS REQUIRED OR AS DIRECTED BY THE ENGINEER. GUARDRAIL MUST BE REINSTALLED PRIOR TO STH 38 BEING OPENED TO TRAFFIC.

LEGEND

EXISTING PAVEMENT TO BE REMOVED FOR BOX CULVERT CONSTRUCTION AND REMOVAL. REPLACE WITH 7 INCHES OF ASPHALTIC SURFACE AND BASE AGGREGATE DENSE TO MATCH EXISTING PROFILE.

N

2

STA 179+60, RT
SAWING ASPHALT
STA 179+51
STA 179+50.99
20.04' RT
STA 179+51.01
23.84' RT
STA 179+60, LT
STA 179+50.79
-20.55' LT
STA 179+50.77
-23.90' LT
C-51-007 TO BE REMOVED
AFTER COMPLETION OF C-51-94
TLE
PLE
FEE
C-51-94
STA 178+60 - 179+10 RT AND LT
REMOVE EXISTING GUARDRAIL AND
REPLACE WITH STEEL PLATE BEAM GUARD
OVER LOW FILL CULVERTS CLASS A
STA 178+85.14
23.89' RT
STA 178+85.17
20.10' RT
TLE ACQUIRED
BY OTHERS
STA 178+85.50
-20.17' LT
FEE
STA 178+85.53
-24.55' LT
STA 178+60, RT
EXISTING R/W
SAWING ASPHALT
STA 178+85
STA 178+60, LT
STH 38
EXISTING R/W
179+00
180+00
OHU
POST

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 14	E

2

N

TLE

EXISTING R/W

STA 40+33.77, -14.51' LT (WB5MR-B)

STA 40+33.77, -11.57' LT (WB5MR-B)

STA 40+58.77, -18.00' LT (WB5MR-B)

STA 40+58.77, -15.00' LT (WB5MR-B)

BAD-SHLDR

CONC-8

CONCRETE PAVEMENT JOINTING (TYP)

STA 42+69.67, -16.00' LT (WB5MR-B)

STA 42+59.67, -15.00' LT (WB5MR-B)

CSD

STA 42+75, -16.00' LT (WB5MR-B)

WB28

WB32

5 MILE ROAD

41WB5MR-B

41EB5MR-A

42WB5MR-B

42EB5MR-A

43WB5MR-B

43EB5MR-A

EB148

EB147

EB146

STA 40+58.88, 15.00' RT (EB5MR-A)

STA 40+58.65, 18.00' RT (EB5MR-A)

STA 40+44.49, 15.79' RT (EB5MR-A)

STA 40+33.80, 11.05' RT (EB5MR-A)

STA 42+14.65, 15.00' RT (EB5MR-A)

STA 42+24.67, 16.00' RT (EB5MR-A)

STA 42+53.15, 12.00' RT (EB5MR-A)

EXISTING R/W

FEE

TLE

LEGEND

36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36-6	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CONC-8	CONCRETE PAVEMENT 8-INCH
CSD	CONCRETE SURFACE DRAIN
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 15	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\021201-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 12/30/2025 4:05 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

N

WB30 WB29 TLE CDW CSD EXISTING R/W WB31 WB27 WB46 WB33 CDW WB26 WB43 WB42 WB41 WB45 WB34 WB25 WB44 WB22 CONC-8 5 MILE ROAD 44WB5MR-B β6-6 CONC-8 45WB5MR-β 46WB5MR-B SIGN POST BOX-OUTS WB24 EB101 EB102 WB23 CONCRETE PAVEMENT JOINTING (TYP) CSW 36-4 EB145 EB144 EB100 45EB5MR-A CONC-8 46EB5MR-A EB103 EB141 EB140 CDW EB137 EB136 EB135 EB134 EB133 EB132 EB131 EB139 EB138 HMA-DW FEE TLE FE

PC: 46+47.36 EB5MR-A

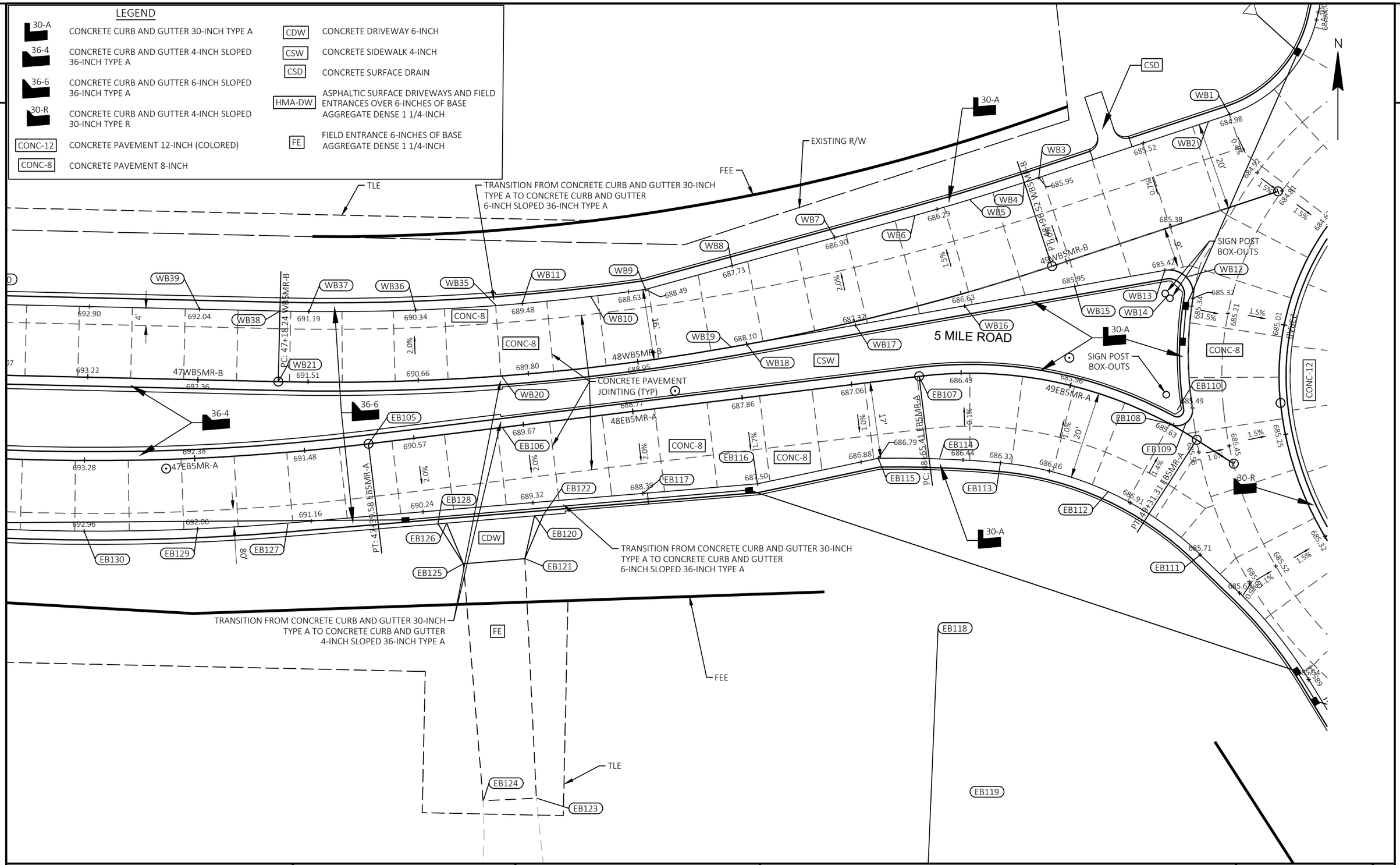
LEGEND

36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36-6	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
CONC-8	CONCRETE PAVEMENT 8-INCH
CDW	CONCRETE DRIVEWAY 6-INCH
CSW	CONCRETE SIDEWALK 4-INCH
CSD	CONCRETE SURFACE DRAIN
FE	FIELD ENTRANCE 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
XXXXXXXX	SAWING ASPHALT
YYYYYYYY	SAWING CONCRETE

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 16	E

LEGEND

30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36-6	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CDW	CONCRETE DRIVEWAY 6-INCH
CSW	CONCRETE SIDEWALK 4-INCH
CSD	CONCRETE SURFACE DRAIN
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
FE	FIELD ENTRANCE 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 17	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\021201-PD.DWG
LAYOUT NAME - 03

PLOT DATE : 12/28/2025 4:35 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : ##########

2

Int-5Mile-W						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
EB100	44+60.97	2.16' LT	697.92	212375.91	614540.90	PCC EB
EB101	44+75.64	0.54' LT	697.81	212373.44	614555.45	MID POINT RADIUS EB
EB102	44+90.40	0.00'	697.69	212372.03	614570.15	PT EB
EB103	46+47.36	0.00'	694.28	212362.80	614726.83	46+47.36 PC EB
EB104	46+75.00	0.00'	693.28	212361.93	614754.46	46+75 EB
EB105	47+39.58	0.00'	690.95	212365.71	614818.89	47+39.58 PT EB
EB106	47+70.15	0.00'	689.85	212369.43	614849.23	CURB TRANSITION EB
EB107	48+65.41	0.00'	686.65	212381.03	614943.78	48+65.41 PC EB
EB108	49+24.22	0.00'	685.63	212370.24	615000.64	PRC
EB109	49+27.29	2.00' LT	685.56	212370.46	615004.32	MID POINT RADIUS
EB110	49+24.22	3.50' LT	685.98	212373.32	615002.31	CENTER 1' RADIUS TO BC
EB111	???	???' ???	685.71	212340.57	615007.57	END RADIUS
EB112	49+17.97	20.00' RT	685.97	212354.87	614986.69	MID POINT RADIUS
EB113	48+85.76	20.00' RT	686.32	212361.42	614962.25	PCC
EB114	48+68.31	19.11' RT	686.52	212362.31	614948.41	MID POINT RADIUS
EB115	48+53.98	17.33' RT	686.79	212362.43	614934.55	PI
EB116	48+26.05	19.73' RT	687.50	212356.65	614907.12	PI
EB117	48+00.00	18.73' RT	688.39	212354.48	614881.14	END CURB
EB118	???	???' ???	NA	212112.48	614939.23	CENTER 247.5' RADIUS TO BC
EB119	48+65.41	95.00' RT	NA	212286.73	614955.35	CENTER 72.5' RADIUS TO BC
EB120	47+75.00	20.76' RT	689.24	212349.42	614856.57	DW APRON
EB121	47+71.64	30.14' RT	690.12	212339.70	614854.37	DW APRON
EB122	47+77.00	20.84' RT	689.66	212349.58	614858.57	DW APRON
EB123	47+67.62	84.34' RT	694.14	212285.41	614856.98	MATCH EXISTING
EB124	47+55.56	83.49' RT	694.03	212284.79	614844.91	MATCH EXISTING
EB125	47+57.65	29.60' RT	690.64	212338.54	614840.42	DW APRON
EB126	47+55.02	19.99' RT	689.97	212347.75	614836.64	DW APRON
EB127	47+19.89	16.00' RT	691.34	212347.75	614800.64	47+19.89 EB PT
EB128	47+53.02	19.91' RT	690.55	212347.59	614834.65	DW APRON
EB129	47+00.00	16.00' RT	692.06	212346.44	614780.16	47+00 EB
EB130	46+75.00	16.00' RT	692.96	212345.93	614754.39	46+75 EB
EB131	46+47.36	16.00' RT	693.96	212346.83	614725.89	46+47.36 EB PC
EB132	46+00.00	16.00' RT	695.41	212349.61	614678.62	46+00 EB
EB133	45+50.00	16.00' RT	696.55	212352.55	614628.71	45+50 EB
EB134	45+00.00	16.00' RT	697.27	212355.49	614578.79	45+00 EB
EB135	44+50.00	16.00' RT	697.59	212358.43	614528.88	44+50 EB
EB136	44+32.15	19.00' RT	698.03	212356.49	614510.88	DW APRON
EB137	44+30.15	19.00' RT	697.52	212356.60	614508.89	DW APRON

Int-5Mile-W						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
EB138	44+27.15	29.00' RT	698.32	212346.80	614505.30	DW APRON
EB139	44+07.15	29.00' RT	698.26	212347.97	614485.34	DW APRON
EB140	44+04.15	19.00' RT	697.44	212358.13	614482.93	DW APRON
EB141	44+02.15	19.00' RT	697.93	212358.25	614480.93	DW APRON
EB142	44+07.15	124.07' RT	705.81	212253.07	614479.75	END DW
EB143	44+27.15	124.07' RT	706.03	212251.89	614499.71	END DW
EB144	44+00.00	16.00' RT	697.50	212361.37	614478.97	44+00 EB
EB145	43+50.00	16.00' RT	697.00	212364.31	614429.05	43+50 EB
EB146	43+00.00	16.00' RT	696.08	212367.25	614379.14	43+00 EB
EB147	42+50.00	16.00' RT	694.76	212370.19	614329.23	42+50 EB
EB148	42+30.00	16.00' RT	694.12	212371.37	614309.26	42+30 EB END CURB
WB1	49+45.58	20.00' LT	684.98	212440.38	615014.21	BEGIN RADIUS WB
WB2	49+40.54	19.96' LT	685.12	212438.76	615009.43	49+50 WB
WB3	49+00.00	20.00' LT	685.95	212426.07	614970.93	49+00 WB
WB4	48+96.52	20.00' LT	686.00	212424.98	614967.63	48+96.52 PT WB
WB5	48+83.04	20.00' LT	686.16	212421.06	614955.27	MID POINT RADIUS WB
WB6	48+69.55	20.00' LT	686.40	212417.47	614942.81	BEGIN RADIUS WB
WB7	48+50.00	19.65' LT	686.90	212412.50	614924.67	48+50 WB
WB8	48+25.00	18.16' LT	687.73	212406.12	614901.40	48+25 WB
WB9	48+04.00	16.00' LT	688.49	212400.71	614881.70	PI WB
WB10	47+91.10	16.00' LT	688.93	212399.10	614869.30	MID POINT RADIUS WB
WB11	47+75.00	16.00' LT	689.48	212397.53	614853.78	47+75 WB
WB12	49+24.63	11.90' RT	685.37	212403.52	615004.34	MID POINT RADIUS WB
WB13	49+20.52	8.95' RT	685.42	212405.03	614999.51	BEGIN RADIUS WB
WB14	49+19.73	14.39' RT	685.82	212399.61	615000.47	CENTER 3' RADIUS TO BC
WB15	49+00.00	5.97' RT	685.95	212401.41	614979.09	49+00 WB
WB16	48+75.00	2.77' RT	686.63	212396.99	614954.11	48+75 WB
WB17	48+50.00	0.78' RT	687.32	212392.61	614929.33	48+50 WB
WB18	48+25.00	0.01' RT	688.10	212388.24	614904.69	48+25 WB
WB19	48+21.48	0.00'	688.22	212387.63	614901.22	PT WB
WB20	47+68.88	0.00'	690.01	212381.10	614849.05	CURB TRANSITION WB
WB21	47+18.24	0.00'	691.74	212379.81	614798.44	47+18.24 PC WB
WB22	44+61.76	0.00'	697.64	212385.81	614542.03	PC WB
WB23	44+56.78	4.55' RT	697.75	212381.38	614536.95	MID POINT RADIUS WB
WB24	44+61.76	5.00' RT	697.99	212380.81	614541.91	CENTER 2' RADIUS TO BC
WB25	44+28.32	29.93' LT	697.80	212405.56	614509.94	DW APRON
WB26	44+26.32	29.86' LT	697.30	212405.61	614507.94	DW APRON
WB27	44+22.97	39.75' LT	698.10	212415.67	614505.17	DW APRON

Int-5Mile-W						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
WB28	42+99.30	22.35' LT	695.95	212405.58	614380.69	43+00 WB
WB29	44+01.51	73.29' LT	699.18	212450.42	614485.72	MATCH EXISTING
WB30	43+79.42	72.51' LT	699.24	212450.94	614463.62	MATCH EXISTING
WB31	44+02.98	39.04' LT	698.04	212416.14	614485.18	DW APRON
WB32	42+74.31	21.47' LT	695.36	212406.16	614355.70	42+75 WB END CURB
WB33	44+00.34	28.94' LT	697.22	212406.21	614481.94	DW APRON
WB34	43+98.34	28.87' LT	697.71	212406.26	614479.94	DW APRON
WB35	47+68.88	16.00' LT	689.69	212397.05	614847.87	CURB TRANSITION WB
WB36	47+50.00	16.00' LT	690.34	212396.03	614829.60	47+50 WB
WB37	47+25.00	16.00' LT	691.19	212395.70	614805.37	47+25 WB
WB38	47+18.24	16.00' LT	691.42	212395.81	614798.81	47+18.24 PC WB
WB39	47+00.00	16.00' LT	692.04	212396.24	614780.58	47+00 WB
WB40	46+50.00	16.00' LT	693.75	212397.40	614730.60	46+50 WB
WB41	46+00.00	16.00' LT	695.26	212398.57	614680.61	46+00 WB
WB42	45+50.00	16.00' LT	696.37	212399.74	614630.63	45+50 WB
WB43	45+00.00	16.00' LT	697.06	212400.91	614580.64	45+00 WB
WB44	44+50.00	16.00' LT	697.36	212402.08	614530.65	44+50 WB
WB45	44+00.00	16.00' LT	697.30	212403.24	614480.67	44+00 WB
WB46	43+50.00	16.00' LT	696.83	212404.41	614430.68	43+50 WB

2

LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36-6	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R

CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
CDW	CONCRETE DRIVEWAY 6-INCH
CSD	CONCRETE SURFACE DRAIN
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT

N

WB206 WB212 XXXXXXXXXXXXXXX WB213 WB215 WB214 WB211 WB210 WB209 WB208 WB207 WB204 WB203 WB202 WB201 WB200 WB227 WB228 WB229 WB226 WB225 WB224 WB223 WB216 WB217

TLE FEE HMA-DW

STA 52+28.71, -16.90' LT (WB5MR-A)
STA 52+24.10, -18.13' LT (WB5MR-A)
STA 52+79.02, -15.00' LT (WB5MR-A)
STA 52+86.92, 15.00' RT (EB5MR-B)
STA 52+82.12, 15.97' RT (EB5MR-B)

TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE A TO CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A

TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE A TO CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A

CONCRETE PAVEMENT JOINTING (TYP)

5 MILE ROAD

SIGN POST BOX-OUTS

SIGN POST BOX-OUTS

EXISTING R/W

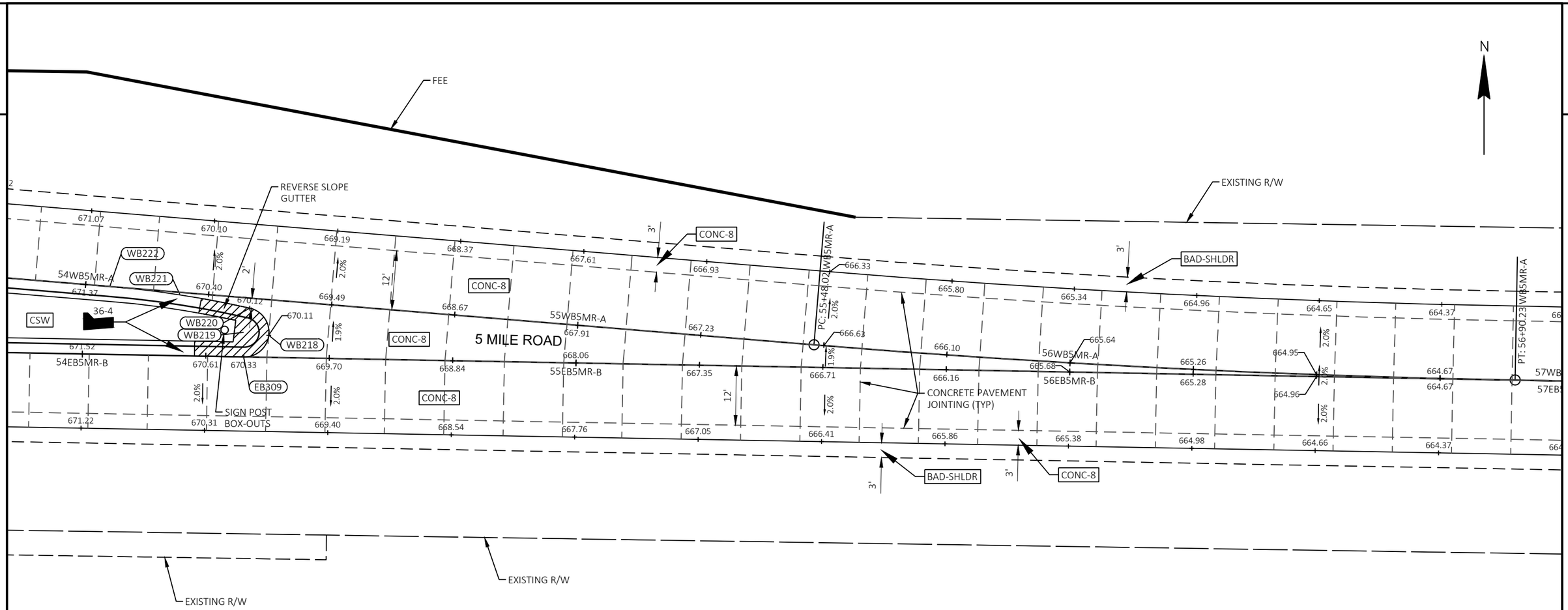
PROPOSED R/W

EB300 EB301 EB302 EB303 EB304 EB305 EB306 EB307 EB308 EB310 EB311 EB312 EB313 EB314 EB315 EB316 EB317 EB318 EB319 EB320 EB321 EB322 EB323 EB324 EB325 EB326 EB327 EB328

PC: 50+88.26 WB5MR-A
PT: 51+59.51 WB5MR-A
PC: 52+53.58 WB5MR-A
PT: 53+70.93 WB5MR-A
PC: 53+33.72 EB5WR-B
PT: 53+10.38 EB5MR-B

52WB5MR-A 53WB5MR-A 51WB5MR-A 52EB5MR-B 53EB5MR-B 51EB5MR-B

30-A 30-R 36-4 36-6 CSD CSW CDW CONC-8 BAD-SHLDR



LEGEND

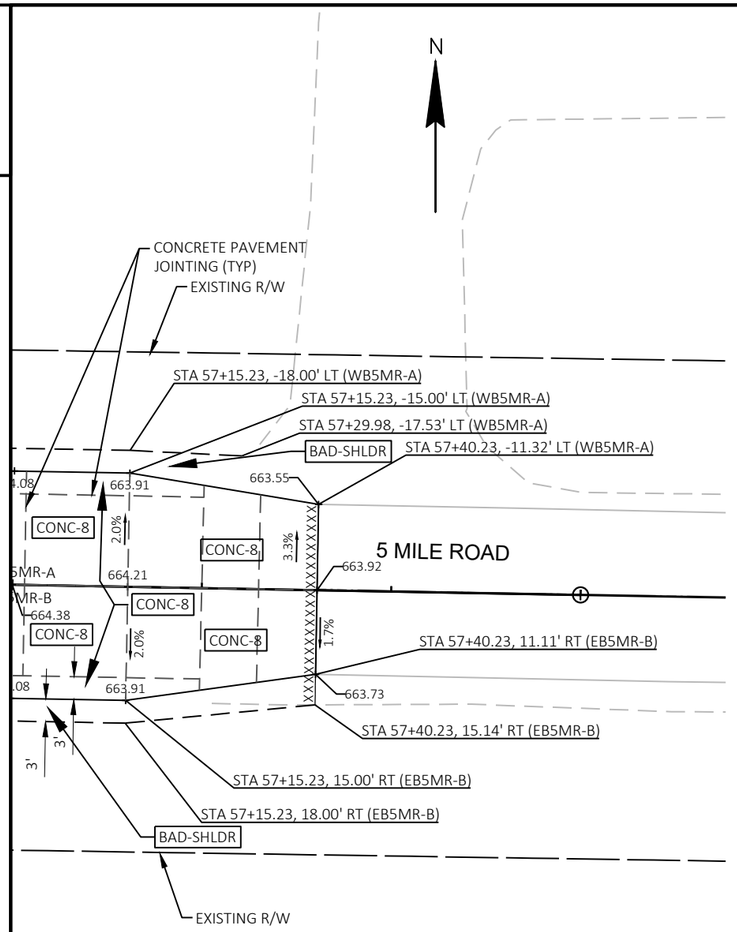
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 20	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\021202-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 12/28/2025 8:20 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



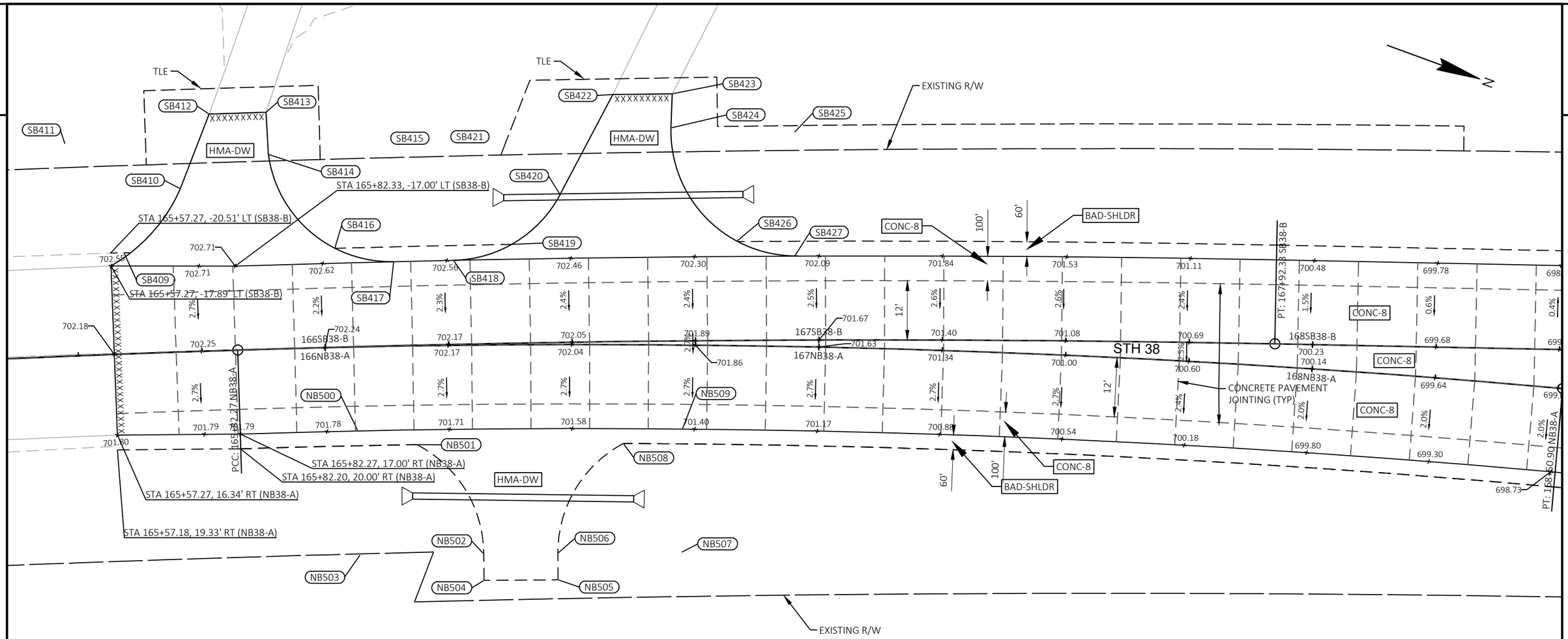
LEGEND

CONC-8	CONCRETE PAVEMENT 8-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT

Int-5Mile-E						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
EB300	50+93.81	10.37' LT	683.30	212342.35	615175.61	MID POINT RADIUS EB
EB301	50+98.08	7.41' LT	683.25	212340.90	615180.59	END RADIUS EB
EB302	50+98.70	12.88' LT	683.67	212346.28	615179.45	CENTER 3' RADIUS TO BC
EB303	51+25.00	4.35' LT	682.58	212346.51	615207.10	51+25 EB
EB304	51+50.00	1.75' LT	681.86	212351.73	615231.77	51+50 EB
EB305	51+75.00	0.30' LT	681.02	212356.92	615256.31	51+75 EB
EB306	51+92.65	0.00'	680.37	212360.58	615273.59	PC EB
EB307	52+51.81	0.00'	677.78	212369.51	615332.04	CURB TRANSITION EB
EB308	53+10.58	0.00'	675.14	212371.76	615390.73	53+10.58 PT EB
EB309	54+32.70	0.00'	670.33	212369.54	615512.83	BEGIN RADIUS EB
EB310	52+76.62	16.00' RT	676.34	212355.29	615357.53	END CURB EB
EB311	52+50.04	16.00' RT	677.54	212353.42	615331.84	52+50 EB
EB312	52+25.06	16.00' RT	678.68	212350.47	615307.81	52+25 EB
EB313	52+14.73	16.00' RT	679.14	212348.91	615297.92	PI EB
EB314	52+00.00	17.60' RT	679.72	212344.78	615284.19	52+00 EB
EB315	51+75.00	19.38' RT	680.63	212337.82	615261.04	51+75 EB
EB316	51+49.17	20.00' RT	681.45	212330.66	615237.24	PT EB
EB317	51+33.72	20.00' RT	681.88	212326.17	615223.08	51+33.72 PC EB
EB318	51+00.00	20.00' RT	682.74	212315.50	615191.09	51+00 EB
EB319	???	???' ???	683.63	212305.56	615161.28	END RADIUS EB
EB320	50+95.90	20.00' RT	682.86	212314.20	615187.20	EB
EB321	52+41.03	27.00' RT	677.39	212341.56	615324.43	DW APRON
EB322	52+62.21	27.00' RT	676.43	212343.47	615344.42	DW APRON
EB323	52+56.29	78.05' RT	675.35	212292.16	615343.22	MATCH EXISTING
EB324	52+33.84	75.65' RT	675.54	212292.48	615323.94	MATCH EXISTING
EB325	52+36.83	19.00' RT	678.56	212349.02	615319.49	DW APRON
EB326	52+38.91	19.00' RT	677.97	212349.27	615321.48	DW APRON
EB327	52+66.20	19.00' RT	676.73	212351.72	615347.65	DW APRON
EB328	52+68.28	19.00' RT	677.14	212351.85	615349.65	DW APRON
WB200	???	???' ???	682.85	212407.91	615172.22	PCC WB
WB201	51+02.28	20.00' LT	682.45	212393.63	615193.74	MID POINT RADIUS WB
WB202	51+35.16	20.00' LT	681.85	212387.50	615218.83	PCC WB
WB203	51+51.56	19.21' LT	681.48	212386.97	615231.85	MID POINT RADIUS WB
WB204	51+65.27	17.51' LT	681.14	212387.12	615244.88	PI WB
WB205	???	???' ???	NA	212636.94	615235.48	CENTER 247.5' RADIUS TO BC
WB206	50+88.26	95.00' LT	NA	212462.33	615223.83	CENTER 72.5' RADIUS TO BC
WB207	51+93.80	19.64' LT	680.19	212393.42	615272.78	PI WB
WB208	52+18.77	18.39' LT	679.27	212395.86	615297.66	END CURB WB

Int-5Mile-E						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
WB209	52+43.73	19.15' LT	678.10	212400.28	615322.24	DW AT SHOULDER
WB210	52+57.63	41.08' LT	675.86	212424.05	615333.09	END RADIUS
WB211	52+32.97	41.71' LT	673.07	212421.02	615308.28	CENTER 25' RADIUS
WB212	52+58.55	90.11' LT	673.34	212472.75	615327.33	MATCH EXISTING
WB213	52+76.03	87.80' LT	673.21	212472.92	615348.00	MATCH EXISTING
WB214	52+76.18	38.98' LT	675.51	212424.38	615353.20	END RADIUS
WB215	52+99.36	40.00' LT	671.51	212427.41	615378.01	CENTER 25' RADIUS
WB216	52+88.12	18.00' LT	676.04	212404.65	615367.68	DW AT SHOULDER
WB217	52+99.36	15.00' LT	675.63	212402.45	615379.46	BEGIN RADIUS
WB218	54+37.80	7.18' RT	670.11	212373.93	615517.88	MID POINT RADIUS WB
WB219	54+32.81	6.99' RT	670.48	212374.53	615512.92	CENTER 2' RADIUS TO BC
WB220	54+33.52	2.04' RT	670.12	212379.41	615514.03	PCC WB
WB221	54+19.25	0.51' RT	670.63	212382.11	615499.94	MID POINT RADIUS WB
WB222	54+04.91	0.00'	671.18	212383.80	615485.69	BEGIN RADIUS WB
WB223	53+70.93	0.00'	672.60	212386.60	615451.83	53+70.93 PT WB
WB224	52+53.58	0.00'	678.09	212382.79	615334.80	52+53.58 PC WB
WB225	52+50.42	0.00'	678.23	212382.32	615331.67	CURB TRANSITION WB
WB226	51+55.51	0.00'	681.76	212368.37	615237.80	51+55.51 PT WB
WB227	50+95.36	0.00'	682.94	212378.31	615179.49	PRC WB
WB228	50+92.29	1.99' RT	682.98	212378.06	615175.81	MID POINT RADIUS WB
WB229	50+95.36	3.50' RT	683.40	212375.22	615177.85	CENTER 1' RADIUS TO BC

2

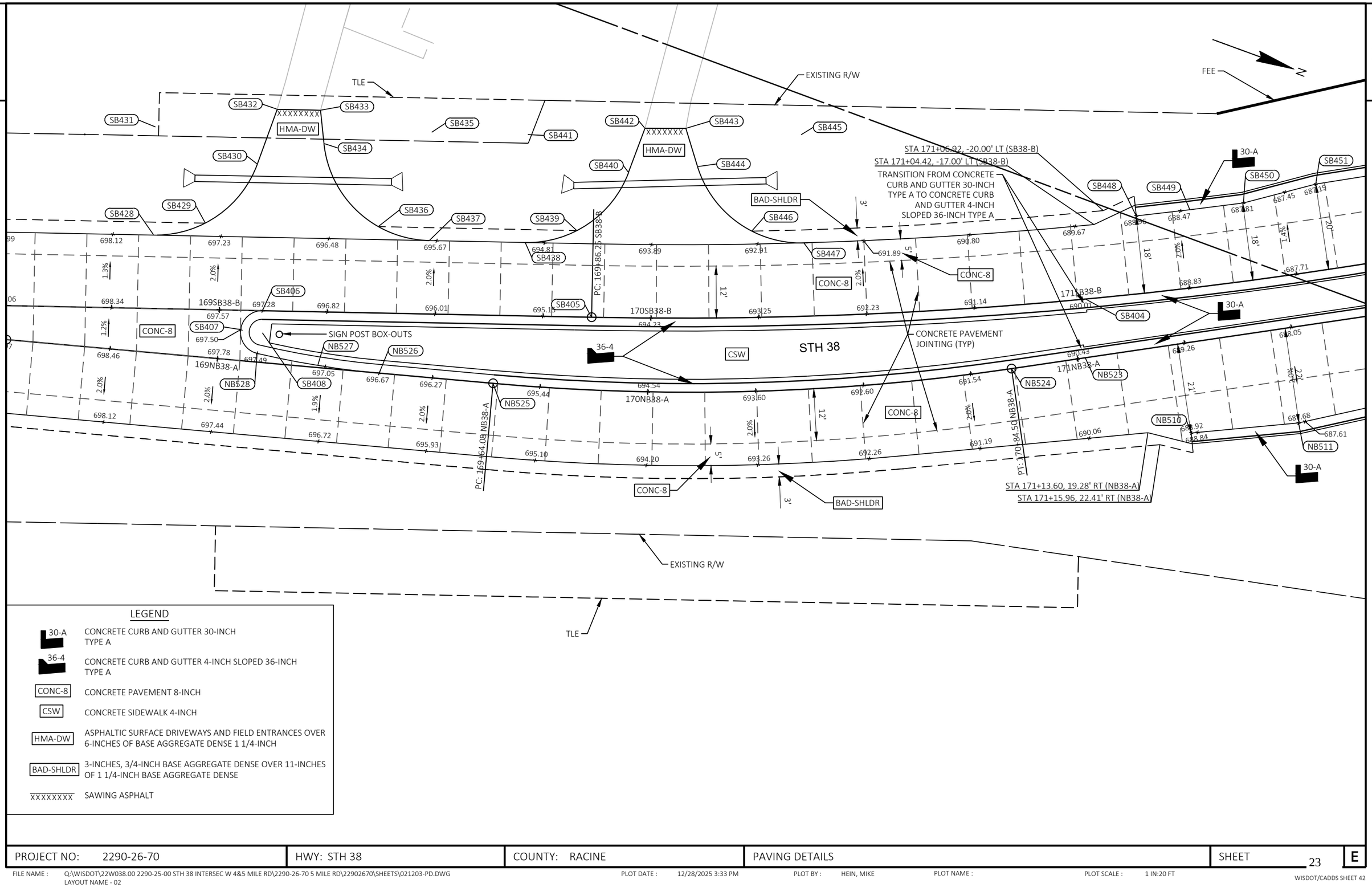


LEGEND

CONC-8	CONCRETE PAVEMENT 8-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 22	E

2

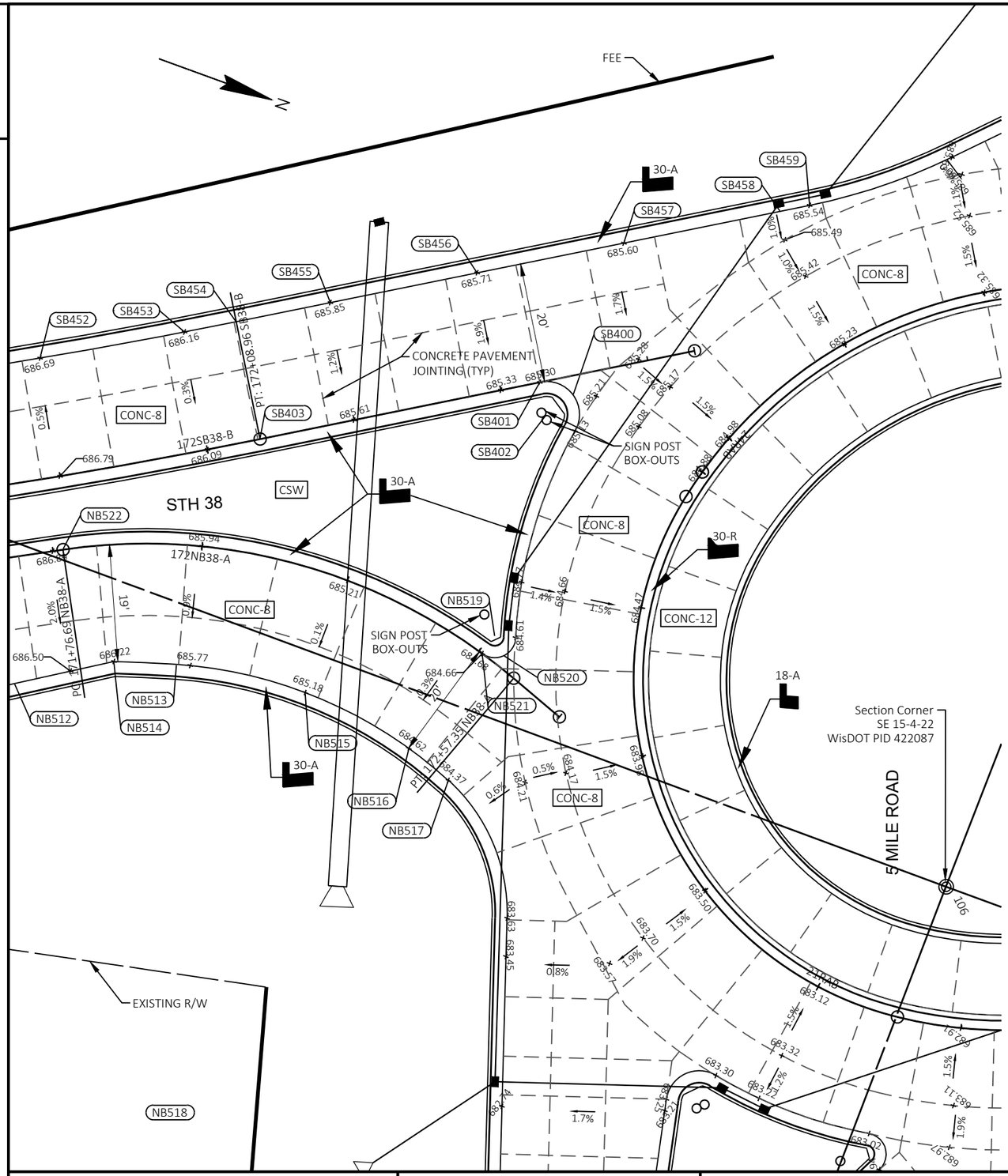


LEGEND

30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 23	E

2



LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 24 E

2

Int-STH38-S						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
NB500	166+06.25	17.00' RT	701.76	211686.29	615337.49	BEGIN RADIUS
NB501	166+18.29	20.00' RT	701.65	211698.51	615336.00	DW AT SHOULDER
NB502	166+31.73	42.23' RT	700.57	211718.77	615352.11	END RADIUS
NB503	166+06.25	42.00' RT	NA	211695.33	615360.79	CENTER 25' RADIUS
NB504	166+31.72	47.62' RT	700.36	211720.64	615357.16	MATCH EXISTING
NB505	166+47.05	47.62' RT	699.67	211734.70	615351.94	MATCH EXISTING
NB506	166+47.03	42.23' RT	699.96	211732.83	615346.89	END RADIUS
NB507	166+72.51	42.00' RT	NA	211756.27	615338.20	CENTER 25' RADIUS
NB508	166+60.47	20.00' RT	701.43	211737.70	615321.47	DW AT SHOULDER
NB509	166+72.51	17.00' RT	701.42	211747.94	615314.63	BEGIN RADIUS
NB510	171+23.54	20.81' RT	688.92	212177.97	615172.41	END CURB NB
NB511	171+48.46	22.13' RT	687.68	212200.53	615161.72	PI NB
NB512	171+65.42	20.92' RT	686.90	212214.88	615152.59	NB
NB513	171+97.04	20.00' RT	685.85	212239.19	615140.35	PCC NB
NB514	171+83.86	19.49' RT	686.22	212229.22	615143.45	PI NB
NB515	172+25.00	20.00' RT	685.18	212260.99	615137.41	172+25 NB
NB516	172+50.00	20.00' RT	684.62	212280.46	615140.24	172+50 NB
NB517	172+60.05	20.05' RT	684.37	212288.49	615143.02	PCC NB
NB518	172+57.35	95.00' RT	NA	212260.01	615212.40	CENTER 72.5' RADIUS TO BC
NB519	172+50.67	3.50' LT	685.07	212287.54	615117.83	CENTER 1' RADIUS TO BC
NB520	172+53.69	1.89' LT	684.59	212290.03	615120.28	MID POINT RADIUS NB
NB521	172+50.67	0.00'	684.66	212286.56	615121.19	PRC NB
NB522	171+76.69	0.00'	686.82	212214.84	615128.82	171+76.69 PC NB
NB523	171+01.79	0.00'	690.35	212148.95	615164.43	171+00 NB
NB524	170+84.50	0.00'	691.12	212133.74	615172.66	170+84.50 PT NB
NB525	169+64.08	0.00'	695.81	212022.05	615216.93	169+64.08 PC NB
NB526	169+37.61	0.00'	696.67	211996.46	615223.72	PT NB
NB527	169+23.28	0.51' LT	697.08	211982.48	615226.90	MID POINT RADIUS NB
NB528	169+09.02	2.03' LT	697.49	211968.31	615229.09	PCC NB
SB400	172+61.63	3.21' RT	685.21	212286.04	615075.47	MID POINT SB
SB401	172+56.63	0.00'	685.30	212280.10	615075.34	PT SB
SB402	172+56.63	5.50' RT	685.63	212282.97	615080.03	CENTER 3' RADIUS TO BC
SB403	172+08.96	0.00'	685.89	212239.44	615100.23	172+08.96 SB
SB404	171+00.83	0.00'	689.97	212144.38	615151.64	CURB TRANSITION SB
SB405	169+86.25	0.00'	694.74	212038.28	615194.74	169+86.25 SB
SB406	169+09.99	0.00'	697.28	211966.11	615219.39	BEGIN RADIUS SB
SB407	169+05.01	4.47' RT	697.50	211962.85	615225.23	MID POINT RADIUS

Int-STH38-S						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
SB408	169+09.99	5.00' RT	697.63	211967.73	615224.12	CENTER 2' RADIUS TO BC
SB409	165+60.03	20.45' LT	702.75	211629.50	615319.81	DW AT SHOULDER
SB410	165+71.79	33.01' LT	702.47	211635.76	615303.72	END RADIUS
SB411	165+49.03	42.86' LT	NA	211610.76	615303.25	CENTER 25' RADIUS
SB412	165+78.06	47.92' LT	701.37	211636.06	615287.53	MATCH EXISTING
SB413	165+89.45	47.91' LT	701.49	211646.76	615283.26	MATCH EXISTING
SB414	165+89.67	39.37' LT	701.80	211650.14	615291.11	END RADIUS
SB415	166+14.29	42.00' LT	NA	211672.30	615279.53	CENTER 25' RADIUS
SB416	166+02.50	20.00' LT	702.68	211669.29	615304.35	DW AT SHOULDER
SB417	166+14.29	17.00' LT	702.59	211681.41	615302.81	BEGIN RADIUS
SB418	166+26.34	17.00' LT	702.56	211692.68	615298.42	BEGIN RADIUS
SB419	166+38.12	20.00' LT	702.58	211702.64	615291.36	DW AT SHOULDER
SB420	166+48.03	29.92' LT	702.56	211708.40	615278.53	END RADIUS
SB421	166+26.34	42.00' LT	NA	211683.64	615275.11	CENTER 25' RADIUS
SB422	166+58.91	50.00' LT	702.55	211711.54	615255.86	MATCH EXISTING
SB423	166+70.80	50.00' LT	702.33	211722.80	615251.61	MATCH EXISTING
SB424	166+70.47	43.13' LT	702.33	211724.91	615258.16	END RADIUS
SB425	166+95.19	42.00' LT	NA	211748.71	615250.51	CENTER 25' RADIUS
SB426	166+83.41	20.00' LT	702.31	211745.21	615275.26	DW AT SHOULDER
SB427	166+95.19	17.00' LT	702.14	211757.35	615273.97	BEGIN RADIUS
SB428	168+84.47	17.00' LT	697.79	211936.47	615211.55	BEGIN RADIUS
SB429	168+96.34	20.00' LT	697.21	211946.74	615204.87	DW AT SHOULDER
SB430	169+08.13	33.92' LT	696.96	211953.39	615187.89	END RADIUS
SB431	168+84.47	42.00' LT	NA	211928.39	615187.89	CENTER 25' RADIUS
SB432	169+12.49	46.68' LT	696.78	211953.39	615174.41	MATCH EXISTING
SB433	169+22.52	46.68' LT	696.56	211962.88	615171.16	MATCH EXISTING
SB434	169+23.45	39.01' LT	696.41	211966.24	615178.12	END RADIUS
SB435	169+48.27	42.00' LT	695.97	211988.76	615167.27	CENTER 25' RADIUS
SB436	169+36.40	20.00' LT	695.97	211984.64	615191.93	DW AT SHOULDER
SB437	169+48.27	17.00' LT	695.73	211996.84	615190.93	BEGIN RADIUS
SB438	169+70.53	17.00' LT	694.96	212017.91	615183.73	BEGIN RADIUS
SB439	169+82.40	20.00' LT	694.48	212028.17	615177.05	DW AT SHOULDER
SB440	169+94.38	33.68' LT	693.02	212034.82	615160.30	END RADIUS
SB441	169+70.53	42.00' LT	NA	212009.82	615160.07	CENTER 25' RADIUS
SB442	169+98.26	43.94' LT	692.69	212034.92	615149.38	MATCH EXISTING
SB443	170+08.15	43.94' LT	692.39	212043.82	615146.17	MATCH EXISTING
SB444	170+10.94	35.08' LT	692.49	212049.40	615153.56	END RADIUS

Int-STH38-S						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
SB445	170+35.92	42.00' LT	NA	212069.35	615138.50	CENTER 25' RADIUS
SB446	170+23.66	20.00' LT	692.91	212066.29	615163.32	DW AT SHOULDER
SB447	170+35.92	17.00' LT	692.47	212078.59	615161.74	BEGIN RADIUS
SB448	171+14.54	18.00' LT	688.96	212148.81	615129.53	END CURB SB
SB449	171+27.27	18.00' LT	688.37	212160.00	615123.95	MID POINT RADIUS SB
SB450	171+40.00	18.00' LT	687.81	212171.11	615118.24	PI SB
SB451	171+57.54	20.00' LT	687.19	212185.36	615108.38	PI SB
SB452	171+75.00	20.00' LT	686.69	212200.32	615100.07	171+75 SB
SB453	172+00.00	20.00' LT	686.16	212221.49	615087.72	172+00 SB
SB454	172+08.96	20.00' LT	686.02	212229.00	615083.17	172+08.96 PT SB
SB455	172+25.00	20.00' LT	685.85	212242.68	615074.79	172+25 SB
SB456	172+50.00	20.00' LT	685.71	212264.01	615061.74	172+50 SB
SB457	172+75.00	20.00' LT	685.60	212285.33	615048.69	172+75 SB
SB458	???	???' ???	685.54	212308.05	615034.79	LOW POINT SB
SB459	???	???' ???	685.54	212312.32	615032.17	PC SB

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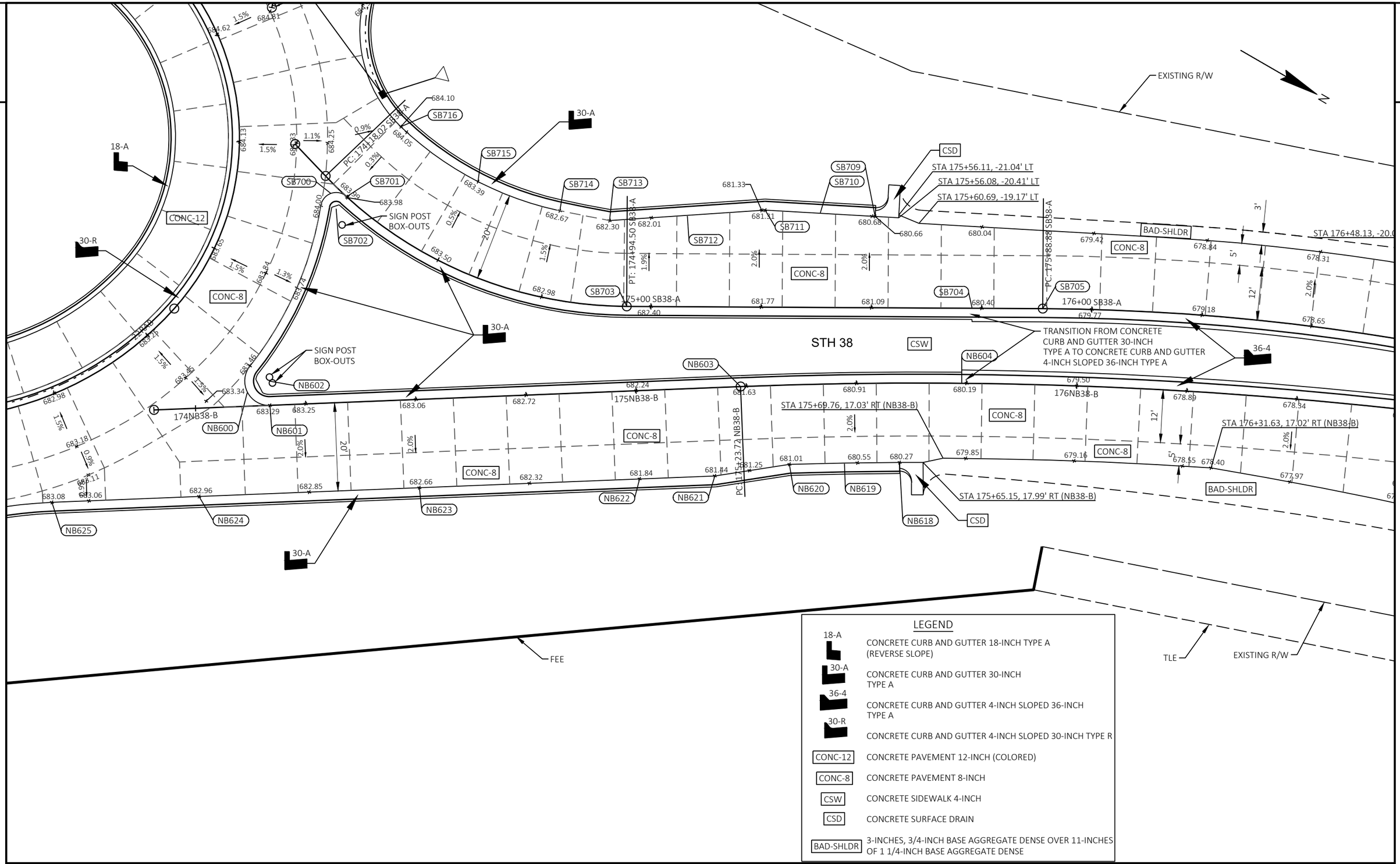


LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
CSD	CONCRETE SURFACE DRAIN
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 26	E

2

2

EXISTING R/W

FEE

N

STA 177+42.59, -27.94' LT (SB38-A)

STA 177+42.59, -22.00' LT (SB38-A)

STA 177+92.56, -24.06' LT

STA 177+95.68, -20.00' LT

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3

PT: 177+10.59 SB38-A

PC: 178+84.23 SB38-A

SIGN POST BOX-OUTS

177+00 SB38-A

178+00 SB38-A

179+00 SB38-A

SB706

SB707

SB708

CSW

NB607

NB606

NB605

177NB38-B

178NB38-B

179NB38-B

36-4

REVERSE SLOPE GUTTER

PT: 177+60.79 NB38-B

STH 38

CONC-8

BAD-SHLDR

677.83 677.39 676.96 676.60 676.35 676.15 675.98 675.86 675.80 675.79 675.88 675.93 676.08

678.17 678.04 677.74 677.42 677.36 677.32 677.04 676.76 676.55 676.38 676.26 676.20 676.19 676.23 676.21 676.33 676.32 676.48 676.48

677.87 677.46 677.22 677.13 676.84 676.73 676.60 676.41 676.26 676.17 676.14 676.15

677.30 677.44 677.04 676.72 676.44 676.33 676.20 676.01 675.86 675.77 675.74 675.75 675.81 675.92 676.08

STA 176+82.63, 22.00' RT (NB38-B)

STA 176+82.64, 27.95' RT (NB38-B)

STA 177+36.85, 20.00' RT (NB38-B)

STA 177+33.67, 24.06' RT (NB38-B)

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3

EXISTING R/W

TLE

FEE

TLE

PLE

LEGEND

36-4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS	SHEET 27	E

2

EXISTING R/W

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL EAT

STA 180+87.29, -24.06' LT (SB38-A)

STA 181+37.26, -27.94' LT (SB38-A)

STA 181+37.26, -22.00' LT (SB38-A)

STA 180+84.17, -20.00' LT (SB38-A)

STA 182+23.27, -17.00' LT (SB38-A)

STA 181+87.26, -17.00' LT (SB38-A)

STA 182+35.14, -21.45' LT (SB38-A)

STA 182+48.28, -17.78' LT (SB38-A)

STA 182+48.28, -15.56' LT (SB38-A)

PT: 179+94.26 SB38-A

PC: 182+24.39 SB38-A

180+00 SB38-A

180NB38-B

181+00 SB38-A

181NB38-B

182+00 SB38-A

182NB38-B

183+00 S

183NB3

STH 38

BAD-SHLDR

CONC-8

HMA-DW

NB608

NB609

NB610

NB611

NB612

NB613

NB614

NB615

NB616

NB617

676.28 676.53 676.83 677.27 677.86 678.52 679.23 679.93 680.69 681.45 682.12

676.68 676.93 677.23 677.59 678.00 678.46 678.98 679.54 680.16 680.78 681.36

676.28 676.52 676.81 677.01 677.17 677.63 677.94 678.12 678.64 679.18 679.64 680.10 680.47

4' 8' 6' 10' 12' 8' 4' 6' 10' 12'

2.0% 1.6% 0.7% 0.3% 1.2% 2.1% 3.1% 4.0%

STA 180+12.33, 20.00' RT (NB38-B)

STA 180+15.45, 24.06' RT (NB38-B)

STA 180+65.41, 27.94' RT (NB38-B)

STA 180+65.41, 22.00' RT (NB38-B)

STA 181+84.48, 20.00' RT (NB38-B)

STA 182+23.27, 17.00' RT (NB38-B)

STA 182+23.27, 20.00' RT (NB38-B)

STA 182+41.76, 20.88' RT (NB38-B)

STA 182+48.28, 18.12' RT (NB38-B)

EXISTING R/W

TLE

LEGEND

CONC-8	CONCRETE PAVEMENT 8-INCH
HMA-DW	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH
BAD-SHLDR	3-INCHES, 3/4-INCH BASE AGGREGATE DENSE OVER 11-INCHES OF 1 1/4-INCH BASE AGGREGATE DENSE
XXXXXXXX	SAWING ASPHALT

Int-STH38-N						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
NB600	174+11.88	3.21' LT	683.37	212461.72	615103.43	MID POINT RAD NB
NB601	174+16.88	0.00'	683.29	212467.66	615103.48	END RADIUS NB
NB602	174+16.88	5.50' LT	683.80	212464.72	615098.83	CENTER 3' RADIUS TO BC
NB603	175+23.72	0.00'	681.66	212557.98	615046.41	175+23.72 PC NB
NB604	175+73.88	0.00'	680.22	212601.03	615020.69	CURB TRANSITION NB
NB605	177+17.50	0.00'	677.22	212730.69	614959.18	PRC NB
NB606	177+22.45	4.47' LT	677.32	212733.70	614953.22	MID POINT RADIUS
NB607	177+17.50	5.00' LT	677.58	212728.88	614954.53	CENTER 2' RADIUS TO BC
NB608	181+11.73	17.37' RT	677.86	213109.06	614847.31	BEGIN RADIUS
NB609	180+90.46	42.97' RT	675.39	213097.20	614878.41	END RADIUS
NB610	181+15.10	41.81' RT	675.45	213120.14	614869.35	CENTER 25' RADIUS
NB611	180+96.26	25.88' RT	676.90	213097.17	614860.37	DW AT SHOULDER
NB612	180+91.64	67.94' RT	673.22	213106.39	614901.66	MATCH EXISTING
NB613	180+82.24	68.97' RT	673.11	213097.83	614905.67	MATCH EXISTING
NB614	180+77.74	37.99' RT	675.95	213083.55	614877.81	END RADIUS
NB615	180+53.06	42.00' RT	672.05	213061.50	614889.58	CENTER 25' RADIUS
NB616	180+73.36	27.41' RT	676.50	213075.99	614869.21	DW AT SHOULDER
NB617	180+67.75	21.77' RT	677.05	213068.86	614865.69	BEGIN RADIUS
NB618	175+59.72	18.00' RT	680.27	212597.82	615043.28	END CURB NB
NB619	175+47.00	18.00' RT	680.64	212587.07	615049.64	MID POINT RADIUS NB
NB620	175+34.27	18.00' RT	681.01	212576.39	615056.14	PI NB
NB621	175+17.08	20.00' RT	681.44	212563.05	615066.87	PI NB
NB622	175+00.00	20.00' RT	681.84	212548.61	615075.99	175+00 NB
NB623	174+50.00	20.00' RT	682.66	212506.34	615102.70	174+50 NB
NB624	174+00.00	20.00' RT	682.96	212464.07	615129.40	174+00 NB
NB625	???	???' ???	683.08	212435.83	615147.24	END RADIUS NB
SB700	174+21.68	1.88' RT	684.02	212455.66	615054.97	MID POINT RADIUS SB
SB701	174+24.70	0.00'	683.99	212459.06	615053.83	PRC SB
SB702	174+24.70	3.50' RT	684.41	212458.31	615057.25	CENTER 1' RADIUS TO BC
SB703	174+94.50	0.00'	682.53	212526.52	615043.59	174+94.50 PT SB
SB704	175+72.85	0.00'	680.46	212594.59	615004.79	CURB TRANSITION SB
SB705	175+88.88	0.00'	680.04	212608.52	614996.85	175+88.88 PC SB

Int-STH38-N						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
SB706	176+81.90	0.00'	678.04	212693.07	614958.39	PCC SB
SB707	176+99.97	0.49' RT	677.73	212710.39	614953.20	MID POINT RADIUS SB
SB708	177+18.01	2.01' RT	677.42	212728.10	614949.59	PCC SB
SB709	175+50.75	20.69' LT	680.66	212565.15	614997.76	END CURB SB
SB710	175+38.27	21.33' LT	680.99	212553.98	615003.38	SB
SB711	175+25.78	21.98' LT	681.31	212542.82	615009.00	PI SB
SB712	175+08.15	20.70' LT	681.79	212528.13	615018.85	SB
SB713	174+89.50	19.31' LT	682.30	212513.45	615028.69	PI SB
SB714	174+75.00	20.00' LT	682.67	212502.56	615032.42	174+75 SB
SB715	174+50.00	20.00' LT	683.39	212483.20	615035.96	174+50 SB
SB716	174+22.67	20.00' LT	684.10	212461.79	615033.94	PCC SB
SB717	174+18.02	95.00' LT	NA	212479.48	614961.05	CENTER 72.5' RADIUS TO BC

2

2

2

LEGEND

18-A	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
30-R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R
CONC-12	CONCRETE PAVEMENT 12-INCH (COLORED)
CONC-8	CONCRETE PAVEMENT 8-INCH
CSW	CONCRETE SIDEWALK 4-INCH

N

STH 38

5 MILE ROAD

FEE

CONCRETE PAVEMENT JOINTING (TYP)

Section Corner
SE 15-4-22
WisDOT PID 422087

PCC: 22+52.78 RAB

PCC: 21+98.19 RAB

PCC: 20+04.93 RAB

51WB

52WB

51EB

52EB

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVING DETAILS

SHEET 30 E

Int-RAB						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
RAB801	20+04.93	0.00'	684.81	212309.53	615084.93	20+04.93 PCC FLANGE
RAB802	21+14.19	0.00'	682.98	212372.44	615154.52	21+14.19 PCC FLANGE
RAB803	21+36.61	0.00'	682.87	212394.05	615148.87	FLANGE
RAB804	21+44.78	0.00'	682.86	212401.37	615145.25	FLANGE
RAB805	22+08.52	0.00'	683.37	212437.89	615095.35	22+08.52 PCC FLANGE
RAB806	23+17.78	0.00'	685.20	212374.98	615025.76	23+17.78 PCC FLANGE
RAB807	24+07.19	14.50' LT	685.28	212324.66	615084.05	20+00 TA FLANGE
RAB808	20+04.93	14.50' LT	685.21	212323.72	615087.91	20+04.93 PCC TA FLANGE
RAB809	20+25.00	14.50' LT	684.87	212323.21	615102.88	20+25 TA FLANGE
RAB810	20+50.00	14.50' LT	684.38	212329.67	615120.33	20+50 TA FLANGE
RAB811	20+75.00	14.50' LT	683.90	212342.83	615133.48	20+75 TA FLANGE
RAB812	21+00.00	14.50' LT	683.52	212360.28	615139.93	21+00 TA FLANGE
RAB813	21+25.00	14.50' LT	683.31	212379.47	615138.56	21+25 TA FLANGE
RAB814	21+14.19	14.50' LT	683.38	212370.90	615140.10	21+14.19 PCC TA FLANGE
RAB815	21+50.00	14.50' LT	683.26	212397.83	615130.43	21+50 TA FLANGE
RAB816	21+44.78	14.50' LT	683.26	212394.24	615132.62	TA FLANGE
RAB817	21+36.61	14.50' LT	683.26	212388.33	615135.54	TA FLANGE
RAB818	21+75.00	14.50' LT	683.38	212412.51	615116.74	21+75 TA FLANGE
RAB819	22+00.00	14.50' LT	683.65	212421.91	615099.00	22+00 TA FLANGE
RAB820	22+08.52	14.50' LT	683.77	212423.70	615092.37	22+08.52 PCC TA FLANGE
RAB821	22+25.00	14.50' LT	684.04	212424.50	615080.08	22+25 TA FLANGE
RAB822	22+50.00	14.50' LT	684.53	212419.13	615062.26	22+50 TA FLANGE
RAB823	22+75.00	14.50' LT	685.01	212406.81	615048.32	22+75 TA FLANGE
RAB824	23+00.00	14.50' LT	685.41	212389.79	615040.80	23+00 TA FLANGE
RAB825	23+17.78	14.50' LT	685.60	212376.52	615040.18	23+17.78 PCC TA FLANGE
RAB826	23+25.00	14.50' LT	685.65	212370.77	615041.07	23+25 TA FLANGE
RAB827	23+50.00	14.50' LT	685.72	212352.05	615048.31	23+50 TA FLANGE
RAB828	23+75.00	14.50' LT	685.62	212336.73	615061.28	23+75 TA FLANGE
RAB829	24+00.00	14.50' LT	685.38	212326.49	615078.55	24+00 TA FLANGE
RAB830	21+14.19	58.00' LT	691.00	212366.29	615096.84	CENTER 41.5' RADIUS TO BC

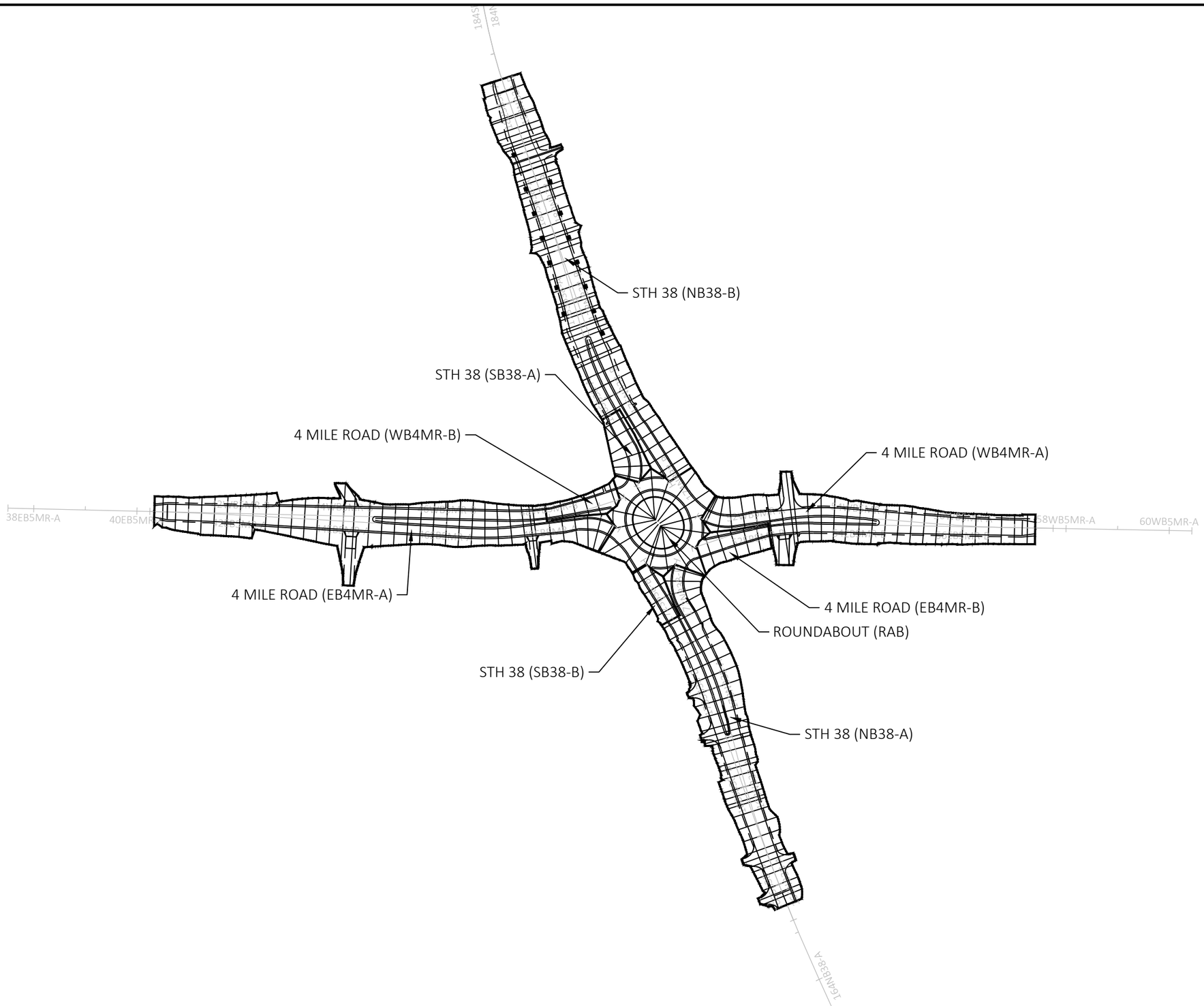
Int-RAB						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
RAB831	23+64.95	47.50' LT	689.48	212364.49	615079.94	CENTER 58.5' RADIUS TO BC
RAB832	22+08.52	58.00' LT	691.00	212381.13	615083.43	CENTER 41.5' RADIUS TO BC
RAB833	21+61.36	47.50' LT	688.68	212382.93	615100.34	CENTER 58.5' RADIUS TO BC
RAB834	20+05.23	21.50' RT	685.13	212288.40	615080.92	PRC FLANGE
RAB835	20+18.52	20.76' RT	684.89	212287.56	615099.00	MID POINT RADIUS
RAB836	20+24.60	20.42' RT	684.77	212288.56	615107.18	FLANGE
RAB837	20+30.45	20.09' RT	684.65	212290.32	615114.88	FLANGE
RAB838	20+31.93	20.00' RT	684.61	212290.88	615116.79	PRC FLANGE
RAB839	20+47.99	32.47' RT	684.37	212288.49	615143.02	PCC FLANGE
RAB840	20+55.86	27.92' RT	684.00	212299.02	615150.29	MID POINT RADIUS FLANGE
RAB841	20+64.20	30.55' RT	683.63	212305.56	615161.28	PT FLANGE
RAB842	20+57.07	57.85' RT	678.33	212277.10	615170.77	CENTER 27.5' RADIUS TO BC
RAB843	20+94.05	21.51' RT	683.30	212347.30	615174.05	PRC FLANGE
RAB844	20+95.44	21.41' RT	683.29	212349.18	615174.38	FLANGE
RAB845	21+01.19	20.98' RT	683.21	212356.99	615175.27	FLANGE
RAB846	21+04.11	20.76' RT	683.17	212360.96	615175.43	MID POINT RADIUS FLANGE
RAB847	21+14.27	20.01' RT	683.02	212374.65	615174.40	PRC FLANGE
RAB848	21+39.21	26.99' RT	682.85	212407.91	615172.22	PT FLANGE
RAB849	21+48.30	23.07' RT	682.98	212416.67	615162.98	PC FLANGE
RAB850	21+57.81	21.52' RT	683.06	212425.76	615154.52	MID POINT RADIUS FLANGE
RAB851	21+67.32	23.07' RT	683.08	212435.83	615147.24	PT FLANGE
RAB852	21+57.81	121.52' RT	NA	212489.24	615231.79	CENTER 97.5' RADIUS TO BC
RAB853	22+09.83	21.50' RT	683.46	212459.28	615098.01	PRC FLANGE
RAB854	22+24.54	20.76' RT	683.73	212459.70	615077.98	MID POINT RADIUS FLANGE
RAB855	22+39.40	20.00' RT	684.00	212455.04	615058.50	PRC FLANGE
RAB856	22+52.44	36.64' RT	684.10	212461.79	615033.94	PCC FLANGE
RAB857	22+56.83	31.83' RT	684.35	212453.92	615030.80	FLANGE
RAB858	22+61.03	30.01' RT	684.54	212448.53	615026.84	MID POINT RADIUS FLANGE
RAB859	22+70.57	33.12' RT	684.98	212440.38	615014.21	PT FLANGE
RAB860	22+62.91	59.83' RT	NA	212468.87	615004.79	CENTER 27.5' RADIUS TO BC

Int-RAB						
POINT NUMB	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
RAB861	22+98.69	21.51' RT	685.32	212398.71	615005.89	PRC FLANGE
RAB862	23+00.10	21.40' RT	685.34	212396.81	615005.60	FLANGE
RAB863	23+06.01	20.91' RT	685.40	212388.77	615004.89	FLANGE
RAB864	23+07.83	20.76' RT	685.42	212386.29	615004.84	MID POINT RADIUS FLANGE
RAB865	23+17.04	20.01' RT	685.49	212373.86	615005.77	PRC FLANGE
RAB866	23+41.95	26.99' RT	685.71	212340.57	615007.57	PT FLANGE
RAB867	23+50.84	23.14' RT	685.63	212331.90	615016.51	PC FLANGE
RAB868	23+60.44	21.55' RT	685.57	212322.60	615024.95	MID POINT RADIUS FLANGE
RAB869	23+70.05	23.14' RT	685.54	212312.32	615032.17	PT FLANGE
RAB870	23+67.80	22.48' RT	685.55	212314.87	615030.56	FLANGE
RAB871	23+60.44	121.55' RT	NA	212260.12	614946.88	CENTER 97.5' RADIUS TO BC

2

2

N



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	RAB EARTHWORK MATCHLINES	SHEET 32	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\021801-XM.DWG
LAYOUT NAME - 01
PLOT DATE : 12/18/2025 1:49 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

WELL

STA 43+19
GRUBBING, 8 ID

STA 43+66
GRUBBING, 12 ID

TLE

SI

EXISTING R/W

PC: 40+19.41

SI

40+00

41+00

42+00

43+00

5 MILE ROAD

44+00

45+00

46+

MATCH LINE 46+00

TLE

FEE

SI

LEGEND

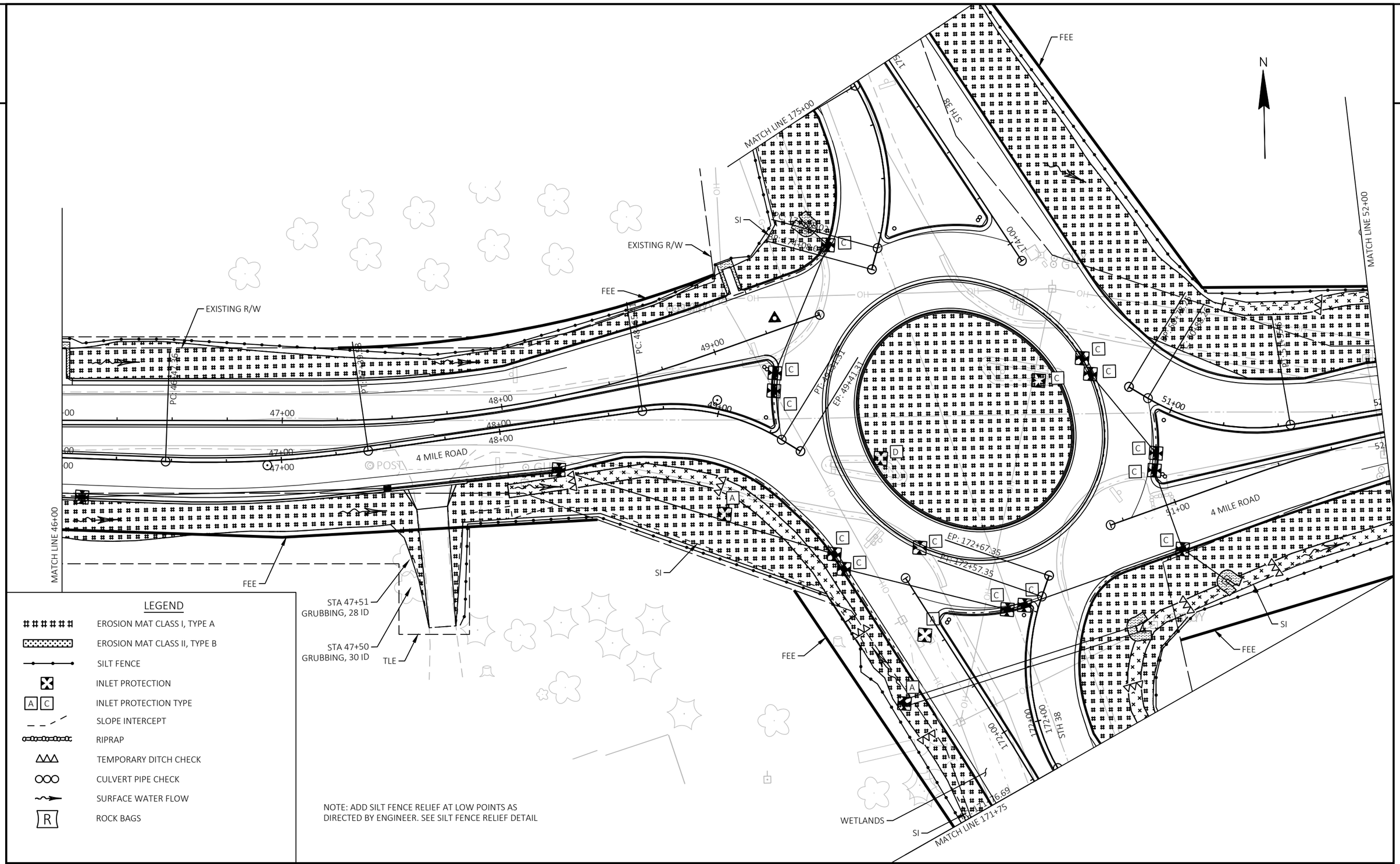
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- INLET PROTECTION
- A C — INLET PROTECTION TYPE
- SLOPE INTERCEPT
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- R — ROCK BAGS

NOTE: ADD SILT FENCE RELIEF AT LOW POINTS AS
DIRECTED BY ENGINEER. SEE SILT FENCE RELIEF DETAIL

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 33	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 2/23/2026 10:51 AM
PLOT BY : YELLICK, JOE W
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

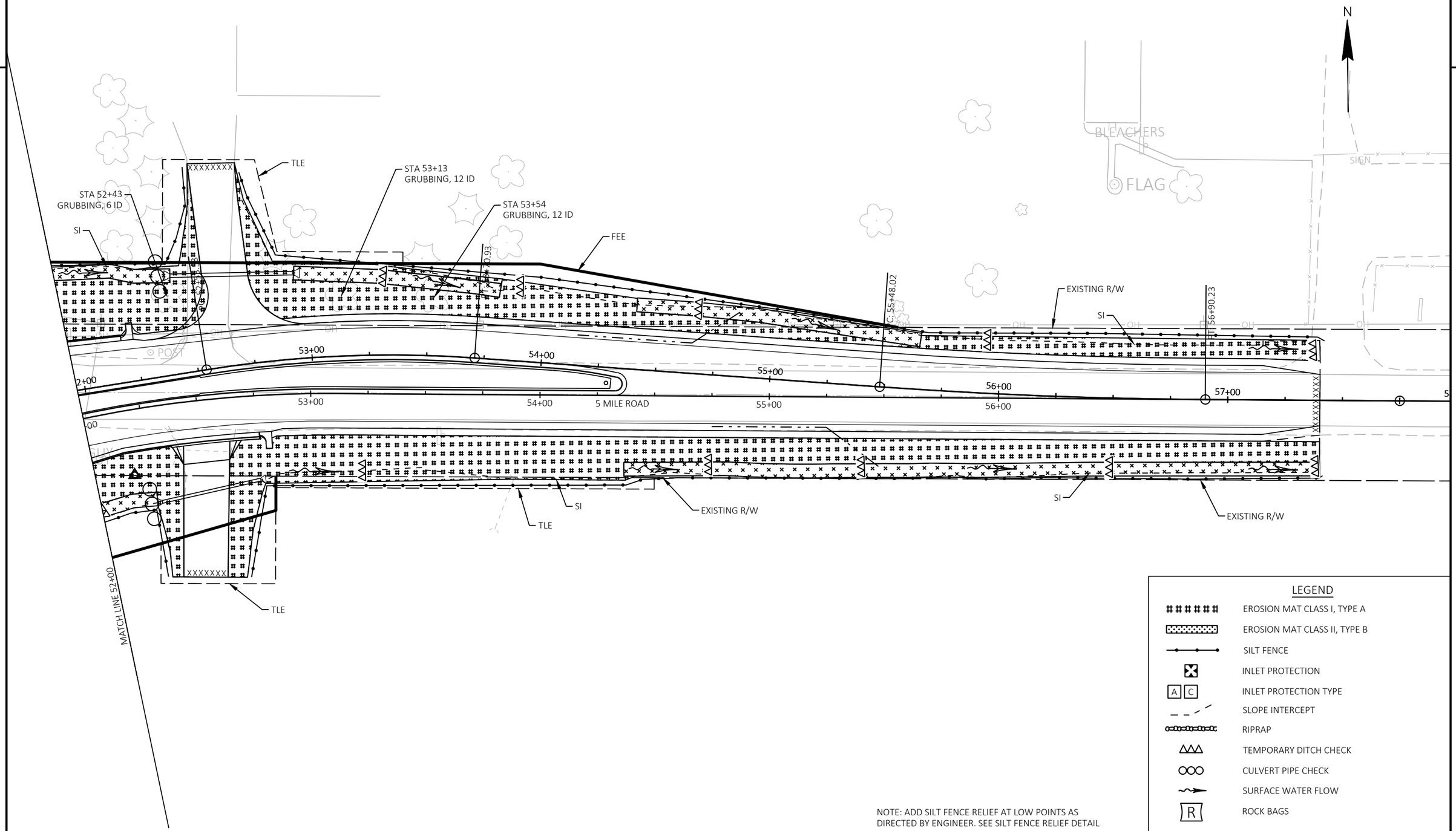
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- INLET PROTECTION
- A C — INLET PROTECTION TYPE
- SLOPE INTERCEPT
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- R — ROCK BAGS

NOTE: ADD SILT FENCE RELIEF AT LOW POINTS AS DIRECTED BY ENGINEER. SEE SILT FENCE RELIEF DETAIL

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 34	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\022001-EC.DWG
LAYOUT NAME - 02
PLOT DATE : 2/23/2026 10:51 AM
PLOT BY : YELLICK, JOE W
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

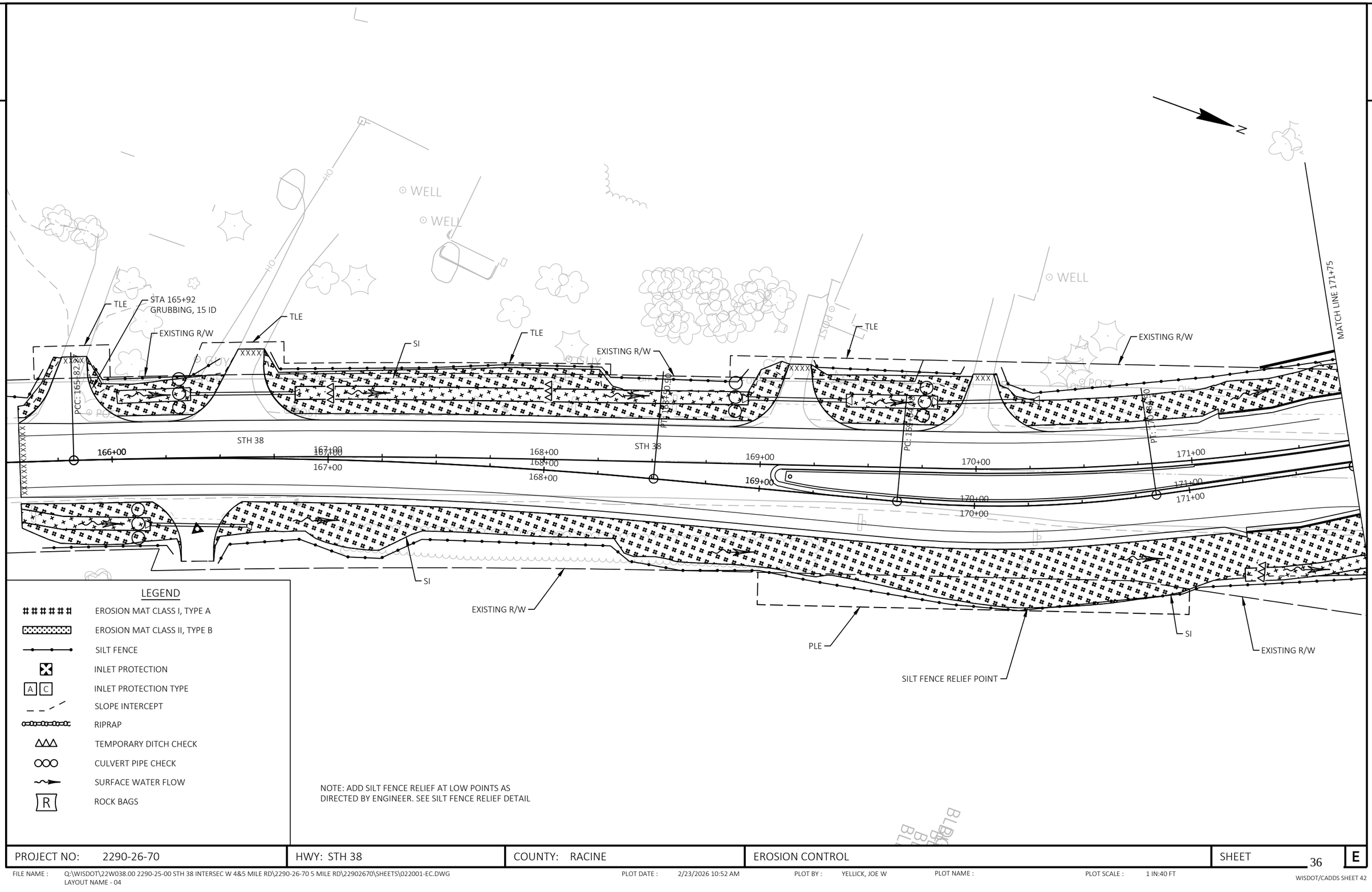


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 35	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\022001-EC.DWG
LAYOUT NAME - 03
PLOT DATE : 2/23/2026 10:51 AM
PLOT BY : YELLICK, JOE W
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2



LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- INLET PROTECTION
- A C — INLET PROTECTION TYPE
- SLOPE INTERCEPT
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- R — ROCK BAGS

NOTE: ADD SILT FENCE RELIEF AT LOW POINTS AS DIRECTED BY ENGINEER. SEE SILT FENCE RELIEF DETAIL

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 36	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 2/23/2026 10:52 AM PLOT BY : YELLICK, JOE W PLOT NAME : PLOT SCALE : 1 IN:40 FT

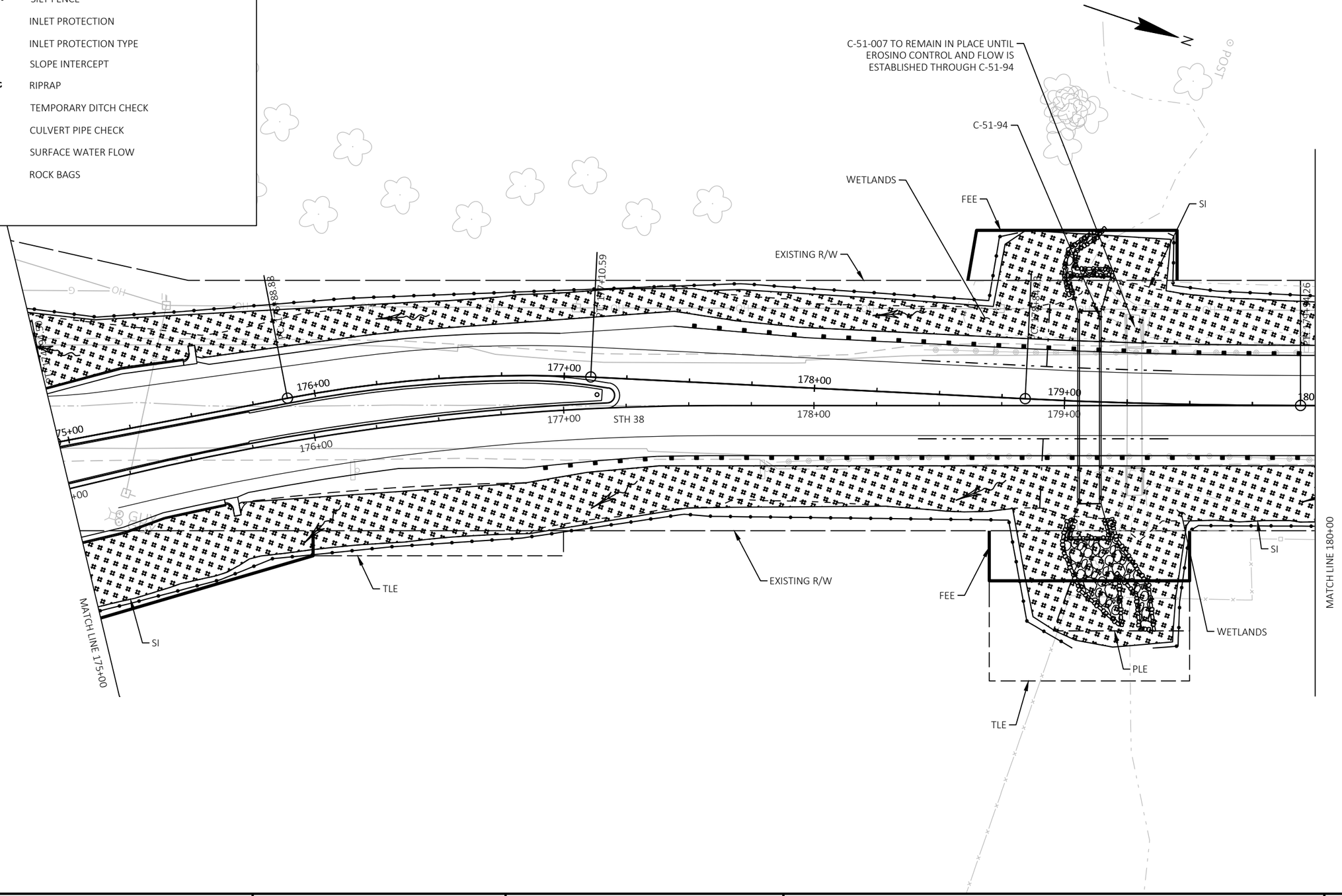
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- INLET PROTECTION
- A C — INLET PROTECTION TYPE
- SLOPE INTERCEPT
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- R — ROCK BAGS

NOTE: ADD SILT FENCE RELIEF AT LOW POINTS AS DIRECTED BY ENGINEER. SEE SILT FENCE RELIEF DETAIL



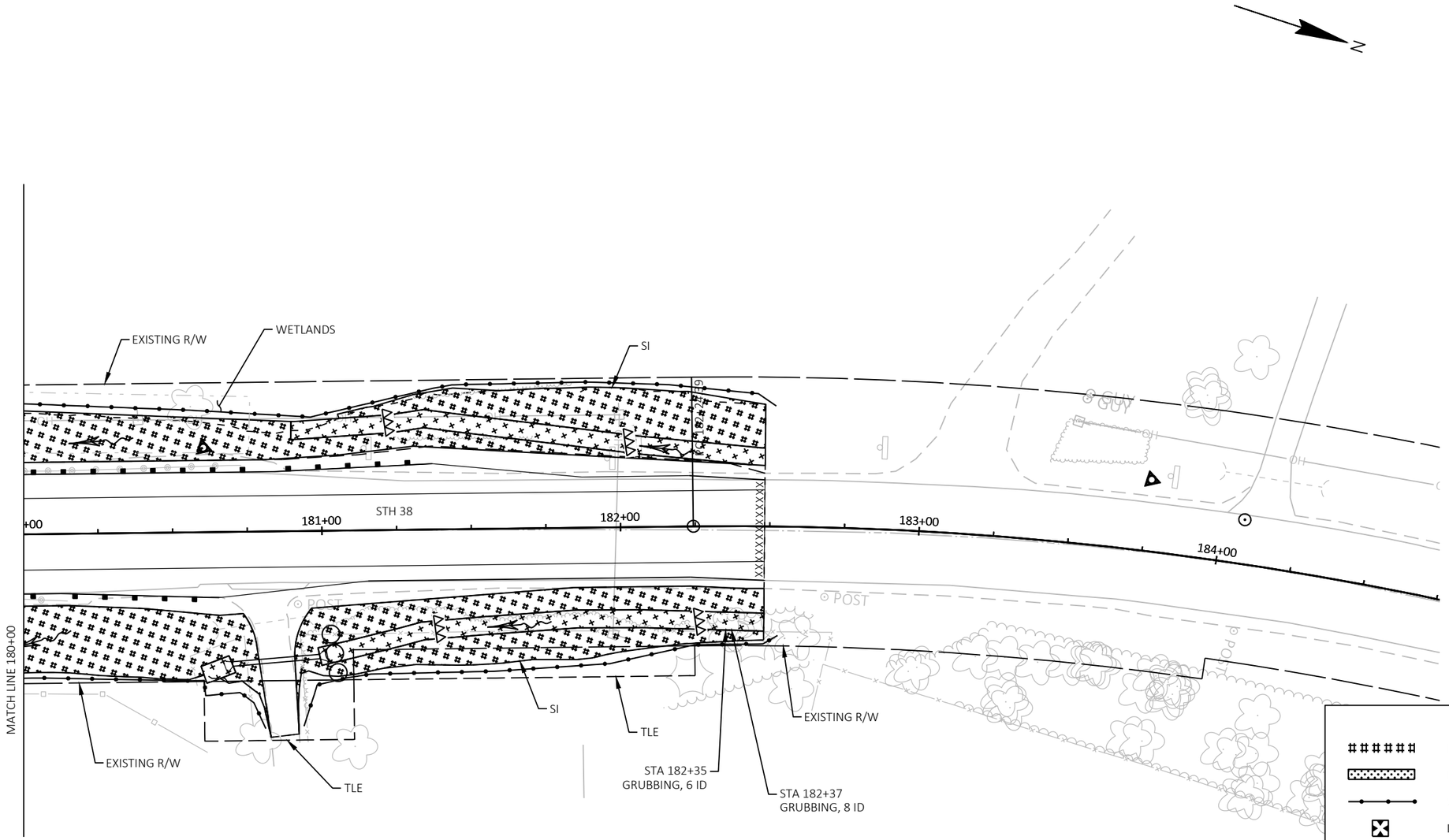
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 37	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 2/23/2026 10:52 AM PLOT BY : YELLICK, JOE W PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



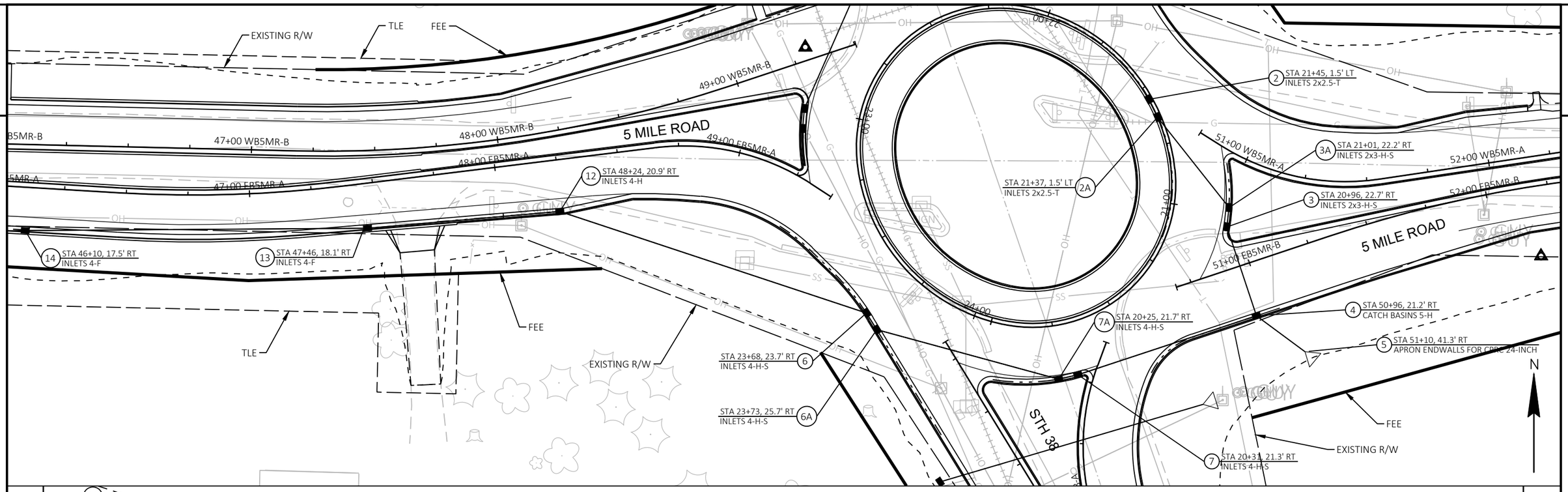
LEGEND

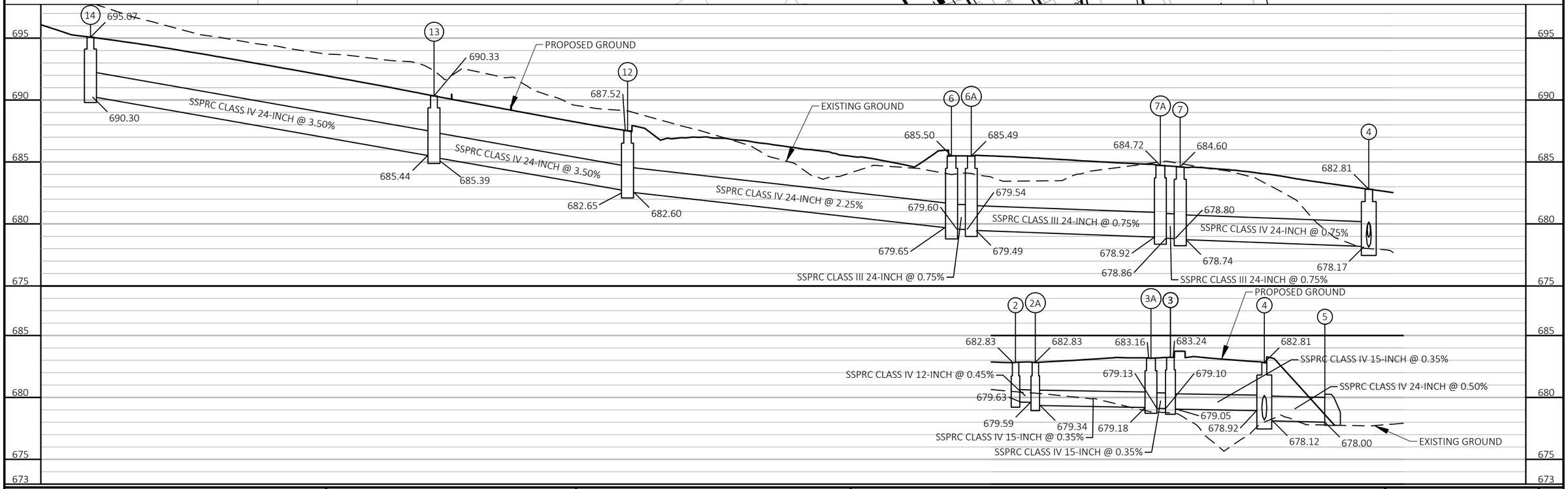
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- INLET PROTECTION
- A C — INLET PROTECTION TYPE
- SLOPE INTERCEPT
- RIPRAP
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- R — ROCK BAGS

NOTE: ADD SILT FENCE RELIEF AT LOW POINTS AS DIRECTED BY ENGINEER. SEE SILT FENCE RELIEF DETAIL

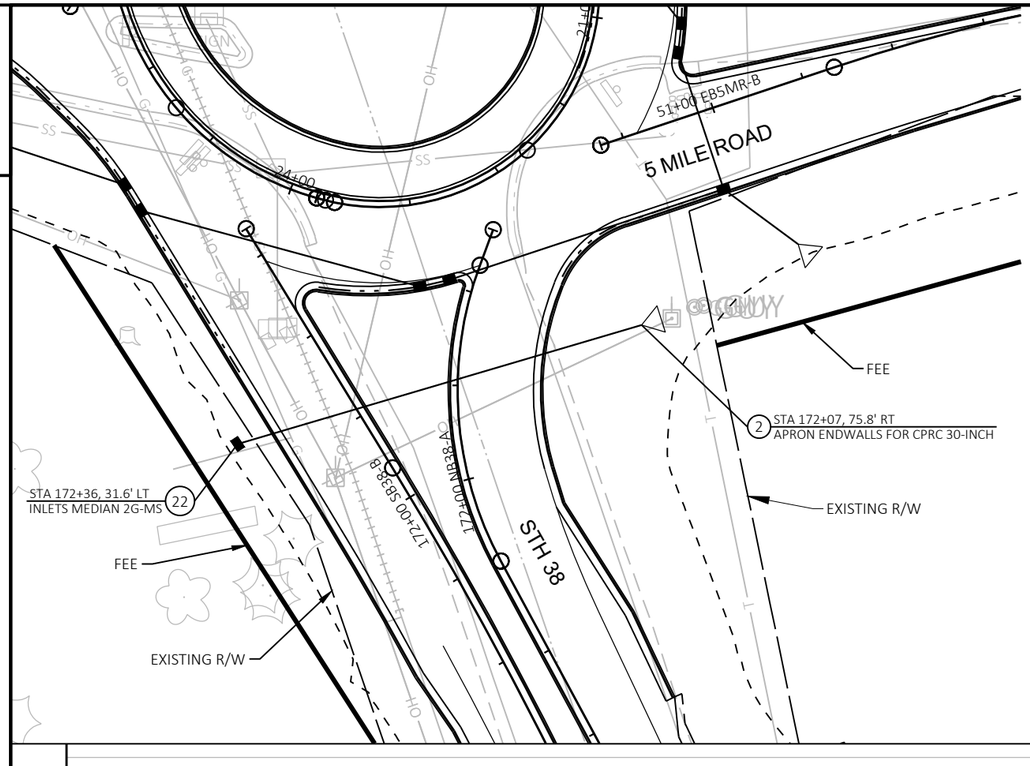
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	EROSION CONTROL	SHEET 38	E

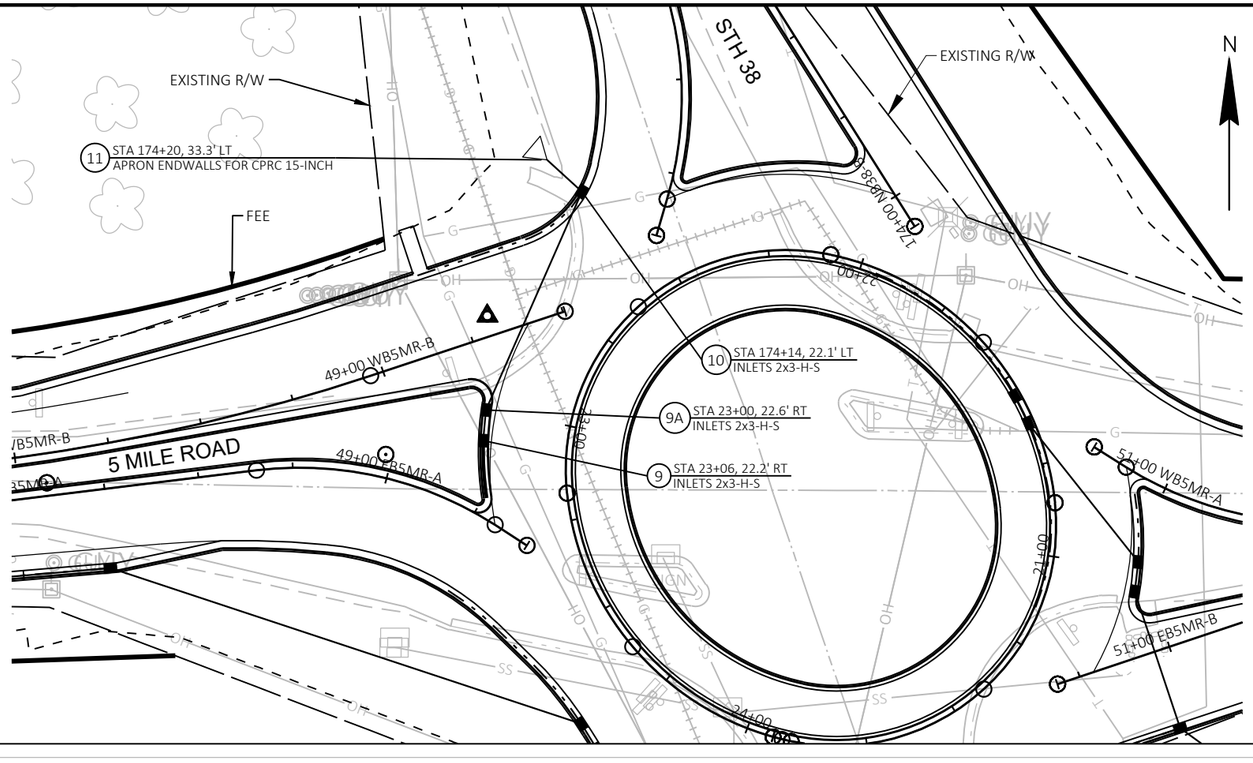
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\022001-EC.DWG
LAYOUT NAME - 06
PLOT DATE : 2/23/2026 10:52 AM
PLOT BY : YELLICK, JOE W
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

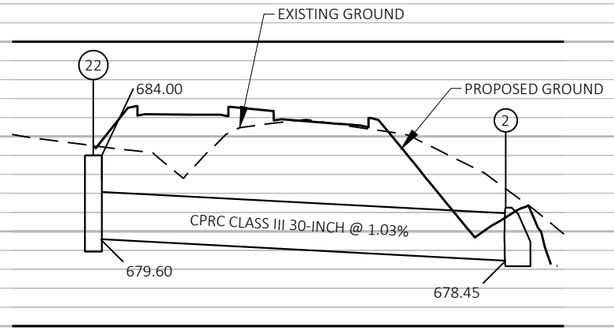


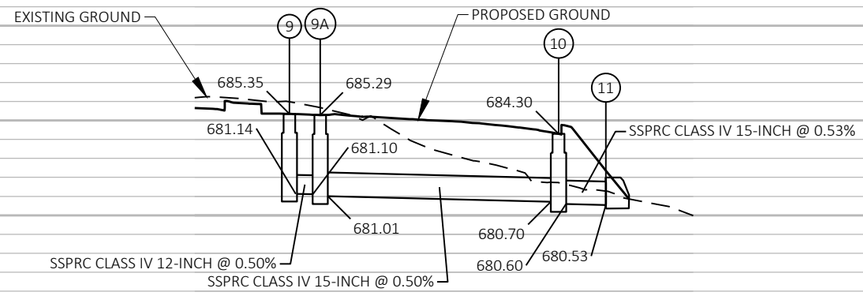


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	STORM SEWER	SHEET 39	E









700 695 690 685 680 675 670 665

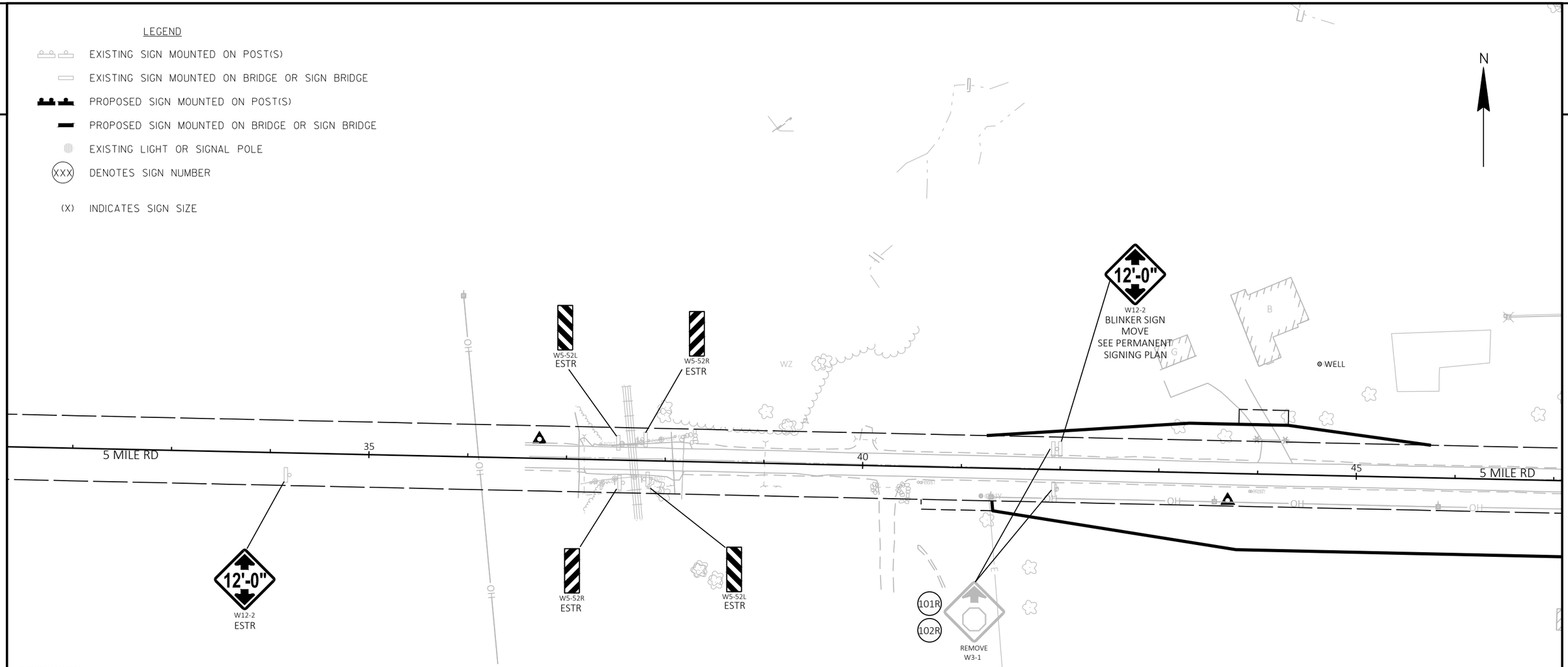
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	STORM SEWER	SHEET 40	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\022502-SS.DWG
LAYOUT NAME - 03
PLOT DATE : 12/11/2025 4:37 PM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE



SIGNING NOTES

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED IN ACCORDANCE WITH 638.3.4(2) OF THE STANDARD SPECIFICATIONS. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.

SIGNING COORDINATOR	COUNTY(S)	PHONE #
• BREE JOHNS-KONKOL	MILWAUKEE, RACINE, OZAUKEE, WASHINGTON	414-750-2814
• CHUCK SALDIVAR	KENOSHA, WALWORTH, WAUKESHA	414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (SEE ABOVE FOR PHONE NUMBER) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON EXISTING NO PASSING ZONES. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE FOR SIGN POSTS IS INCIDENTAL TO THE POST.

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 5 MILE RD	SHEET 41	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023101_PS.DWG
LAYOUT NAME - 01
PLOT DATE : 2/23/2026 11:47 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

N

STH 38

175+00

174+00

173+00

172+00

PI: 50+00.00

PI: 50+51.16

5 MILE RD

PERMANENT FLAGS

STOP

REMOVE R1-1

106R

12'-0"

W12-2 LOW CLEARANCE

REMOVE

105R

WEIGHT LIMIT CLASS B

REMOVE R12-53

104R

DO NOT ENTER

REMOVE R5-1

116R

38

REMOVE J13-1

115R

PERMANENT FLAGS

STOP

REMOVE R1-1

113R 114R

TRAFFIC ON 38 DOES NOT STOP

REMOVE W4-4C

REMOVE W12-1D

112R

38

REMOVE J13-1

117R

38

REMOVE J13-1

103R

REMOVE W12-1D

107R

PERMANENT FLAGS

STOP

REMOVE R1-1

109R 110R

TRAFFIC ON 38 DOES NOT STOP

REMOVE W4-4C

DO NOT ENTER

REMOVE R5-1

108R

PERMANENT FLAGS

STOP

REMOVE R1-1

111R

SHEET 2 OF 5

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 5 MILE RD	SHEET 42	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023101_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 2/23/2026 11:47 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

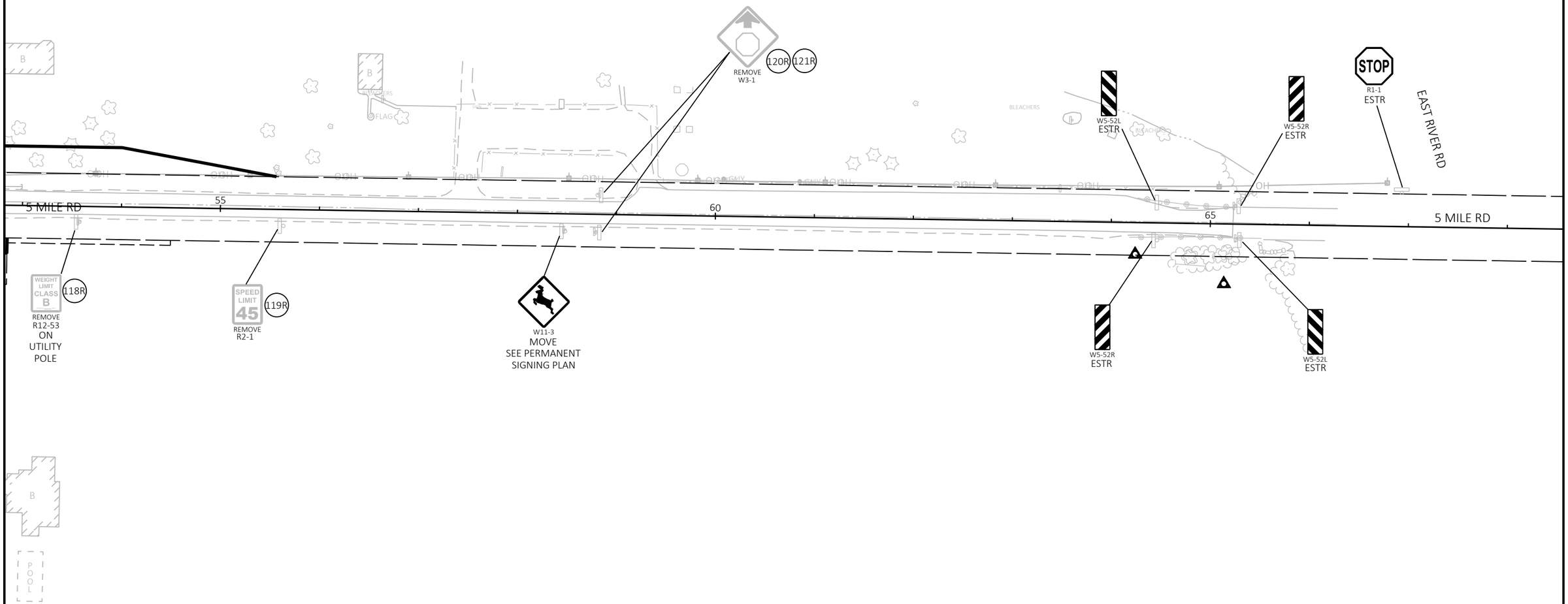
2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

2



SHEET 3 OF 5

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 5 MILE RD	SHEET 43	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023101_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 2/23/2026 11:47 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

N

129R
REMOVE
W2-1
45 MPH
REMOVE
W13-1
STA 162+00

130R
REMOVE
W1-2L
STA 164+00

128R
ADOPT A HIGHWAY
REMOVE
I55-56
SOUTHEAST GATEWAY
REMOVE
I55-56P

127R
SOUTH
38
REMOVE
J4-1

126R
REMOVE
W8-5

WELL
WELL
WELL
WELL
GUY
GUY
POST
POST
POST
OH
FO
G
T

166+00
167+00
168+00
169+00
170+00
171+00
172+0

STH 38
STH 38

SOLAR
BEACON
122R
REMOVE
W2-1
45 MPH
REMOVE
W13-1
STA 162+00
STEEL
TYPE I POLE

123R
REMOVE
W2-1
45 MPH
REMOVE
W13-1

124R
Five Mile Rd
REMOVE
D1-61 MOD

125R
REMOVE
S3-1

POST
NO SIGN

SHEET 4 OF 5

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 5 MILE RD	SHEET 44	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023101_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 2/23/2026 11:47 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

143R Five Mile Rd
REMOVE D1-61 MOD

141R
REMOVE W2-1
45 MPH
REMOVE W13-1

140R
REMOVE W1-8
REMOVE W1-8

139R
REMOVE W1-8
REMOVE W1-8

138R
REMOVE W1-8

137R
REMOVE W1-8
REMOVE W1-8

SOLAR BEACON
135R
REMOVE W2-1
45 MPH
REMOVE W13-1
STEEL TYPE I POLE

STH 38

175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 STH 38 189+00 190+

50+00.00

+51.16

131R
REMOVE I55-56
REMOVE I55-56P

132R
REMOVE W1-2R

133R
NORTH 38
REMOVE J4-1

142R
REMOVE W1-8
REMOVE W1-8

134R
SPEED LIMIT 55
REMOVE R2-1

REMOVE W2-1
136R
45 MPH
REMOVE W13-1

SHEET 5 OF 5

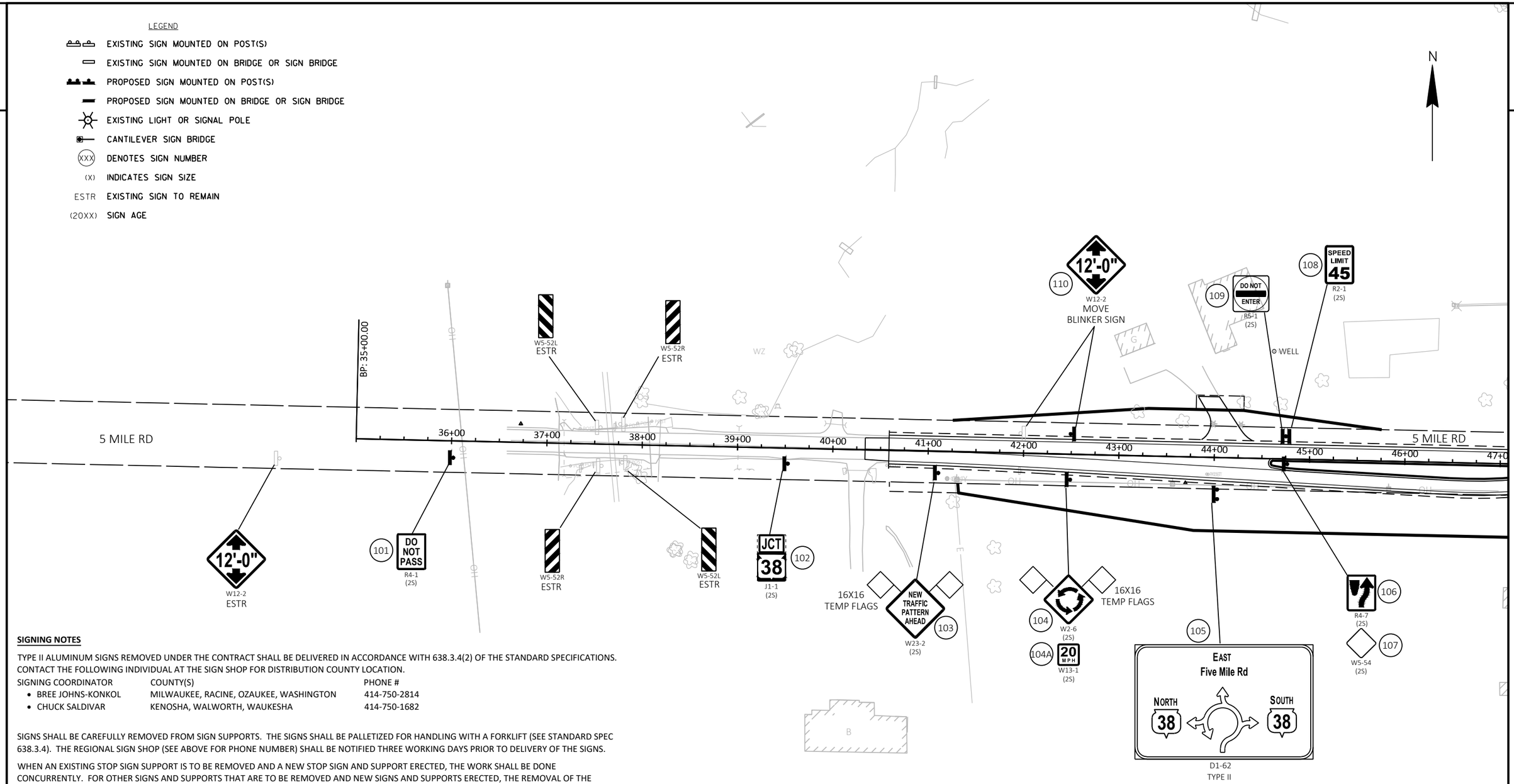
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	SIGNING REMOVAL PLAN - 5 MILE RD	SHEET 45	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023101_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 2/23/2026 11:47 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE



SIGNING NOTES

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED IN ACCORDANCE WITH 638.3.4(2) OF THE STANDARD SPECIFICATIONS. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.

SIGNING COORDINATOR	COUNTY(S)	PHONE #
• BREE JOHNS-KONKOL	MILWAUKEE, RACINE, OZAUKEE, WASHINGTON	414-750-2814
• CHUCK SALDIVAR	KENOSHA, WALWORTH, WAUKESHA	414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (SEE ABOVE FOR PHONE NUMBER) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON EXISTING NO PASSING ZONES. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE FOR SIGN POSTS IS INCIDENTAL TO THE POST.

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 5 MILE RD	SHEET 46	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023201_PS.DWG
LAYOUT NAME - 01
PLOT DATE : 2/23/2026 11:50 AM
PLOT BY : MARTENS, KAREN L
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE

N

STH 38

16X16 TEMP FLAGS
124 125
R1-2 (2S)
7' MOUNT HEIGHT

12'-0"
128
W12-2
128A LOW CLEARANCE

126 WEIGHT LIMIT CLASS B
R12-53 (2S)

127 WRONG WAY
R5-1A (2S)

123 WEST Five Mile Rd
D1-1(2S)

122 NORTH 38
D1-1(2S)

16X16 TEMP FLAGS
120 121
R1-2 (2S)
7' MOUNT HEIGHT

129 130 131 132 133 134 135 136
ONE WAY R6-1R (2M)
W5-54 (2S)

PI: 50+81.16

17+00
17+400
17+200

47+00 48+00 49+00 50+00 51+00 52+00 53+00

5 MILE RD

16X16 TEMP FLAGS
111 112
R1-2 (2S)
7' MOUNT HEIGHT

113 SOUTH 38
D1-1(2S)

114 SOUTH 38
J4-1 (2S)

EAST Five Mile Rd 119
D1-1(2S)

117 WEIGHT LIMIT CLASS B
R12-53 (2S)

118 WRONG WAY
R5-1A (2S)

16X16 TEMP FLAGS
115 116
R1-2 (2S)
7' MOUNT HEIGHT

SHEET 2 OF 6

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 5 MILE RD	SHEET 47	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023201_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 2/23/2026 11:50 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE

N

2

145 R4-7 (2S)

146 W5-54 (2S)

WEST Five Mile Rd
SOUTH 38 NORTH 38
144 D1-62 TYPE II

16X16 TEMP FLAGS
143 W2-6 (2S)
20 MPH 143A W13-1 (2S)

JCT 38 142 J1-1 (2S)

16X16 TEMP FLAGS
NEW TRAFFIC PATTERN AHEAD
141 W23-2 (2S)

W5-52L ESTR

W5-52R ESTR

STOP R1-1 ESTR

EAST RIVER RD

5 MILE RD

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00

5 MILE RD

SPEED LIMIT 45 137 R2-1 (2S)

DO NOT ENTER 138 R5-1 (2S)

139 DO NOT PASS R4-1 (2S)

W11-3 ESTR

W5-52R ESTR

W5-52L ESTR

SHEET 3 OF 6

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 5 MILE RD	SHEET 48	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023201_PS.DWG
LAYOUT NAME - 03

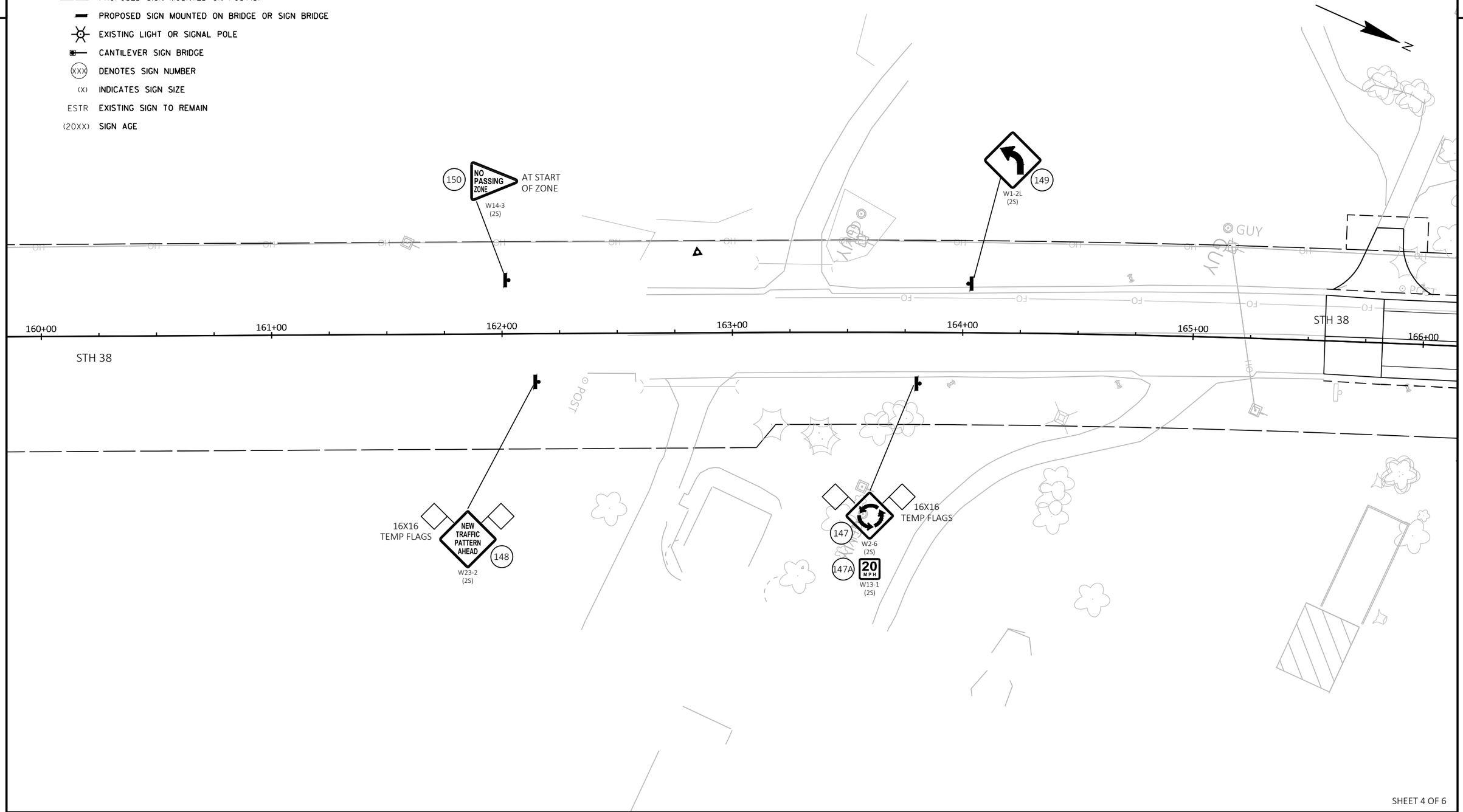
PLOT DATE : 2/23/2026 11:50 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE



SHEET 4 OF 6

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 5 MILE RD	SHEET 49	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023201_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 2/23/2026 11:50 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE

N

160 ADOPT A HIGHWAY I55-56 (2S)

160A SOUTHEAST GATEWAY I55-56P (2S)

159 DO NOT ENTER R5-1 (2S)

156 SPEED LIMIT 55 R2-1 (2S)

155 WRONG WAY R5-1A (2S)

154 W8-5 (2S)

STH 38

166+00 167+00 168+00 169+00 170+00 171+00 172+0

151 38 NORTH WEST Five Mile Rd EAST Five Mile Rd D1-62 TYPE II

157 R4-7 (2S)

158 W5-54 (2S)

152 R3-4 (2S)

153 S3-1 (2S)

181 12'-0" W12-2

181A W16-5PL MOVE

SHEET 5 OF 6

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 5 MILE RD	SHEET 50	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023201_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 2/23/2026 11:50 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- (20XX) SIGN AGE

N

182 12'-0" W12-2
182A W16-5PR MOVE
179 R4-7 (2S)
180 W5-54 (2S)
178 38 SOUTH EAST Five Mile Rd WEST Five Mile Rd D1-62 TYPE II
177 W1-8 (2S)
176 W1-8 (2S)
168 W2-6 (2S)
16X16 TEMP FLAGS
168A 20 MPH W13-1 (2S)
173 174 175 W1-8 (2S)
16X16 TEMP FLAGS NEW TRAFFIC PATTERN AHEAD W23-2 (2S) 169

175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+

STH 38

161 I55-56 (2S) ADOPT A HIGHWAY
161A I55-56P (2S) C THELEN AND FRIENDS
163 WRONG WAY R5-1A (2S)
162 W1-2R (2S)
165 DO NOT ENTER R5-1 (2S)
164 NORTH 38 J4-1 (2S)
170 171 172 W1-8 (2S)
166 NO PASSING ZONE W14-3 (2S) AT START OF ZONE
167 SPEED LIMIT 55 R2-1 (2S)

SHEET 6 OF 6

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING PLAN - 5 MILE RD	SHEET 51	E

FILE NAME : N:\PDS\C3D\CAD\22902600\SIGN\023201_PS.DWG
LAYOUT NAME - 06

PLOT DATE : 2/23/2026 11:50 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LIGHTING PLAN LEGEND

LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL

PULL BOXES 24x42-INCH NON-CONDUCTIVE

CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE

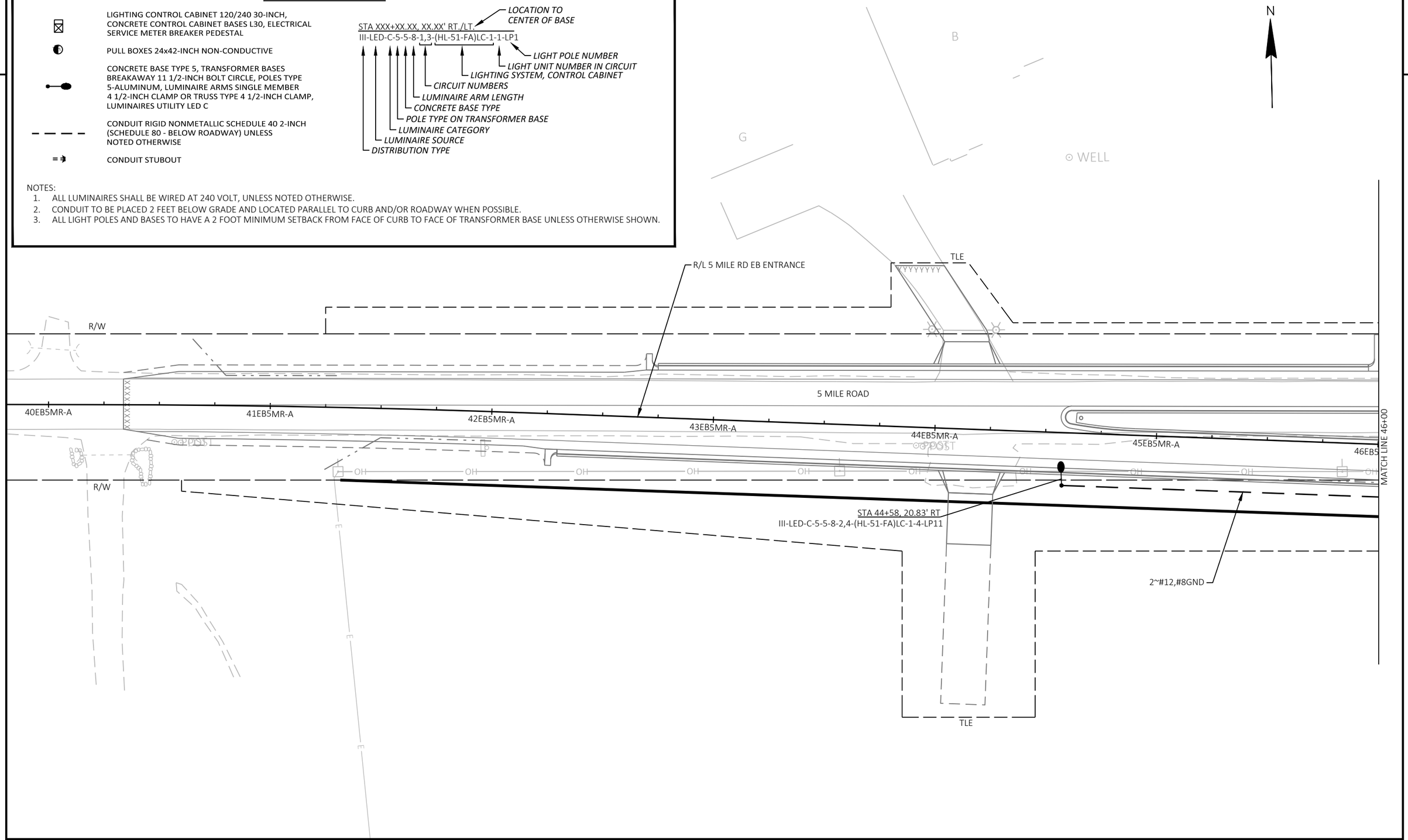
CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT. — *LOCATION TO CENTER OF BASE*

III-LED-C-5-5-8-1,3-(HL-51-FA)LC-1-1-LP1

- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

NOTES:
1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.



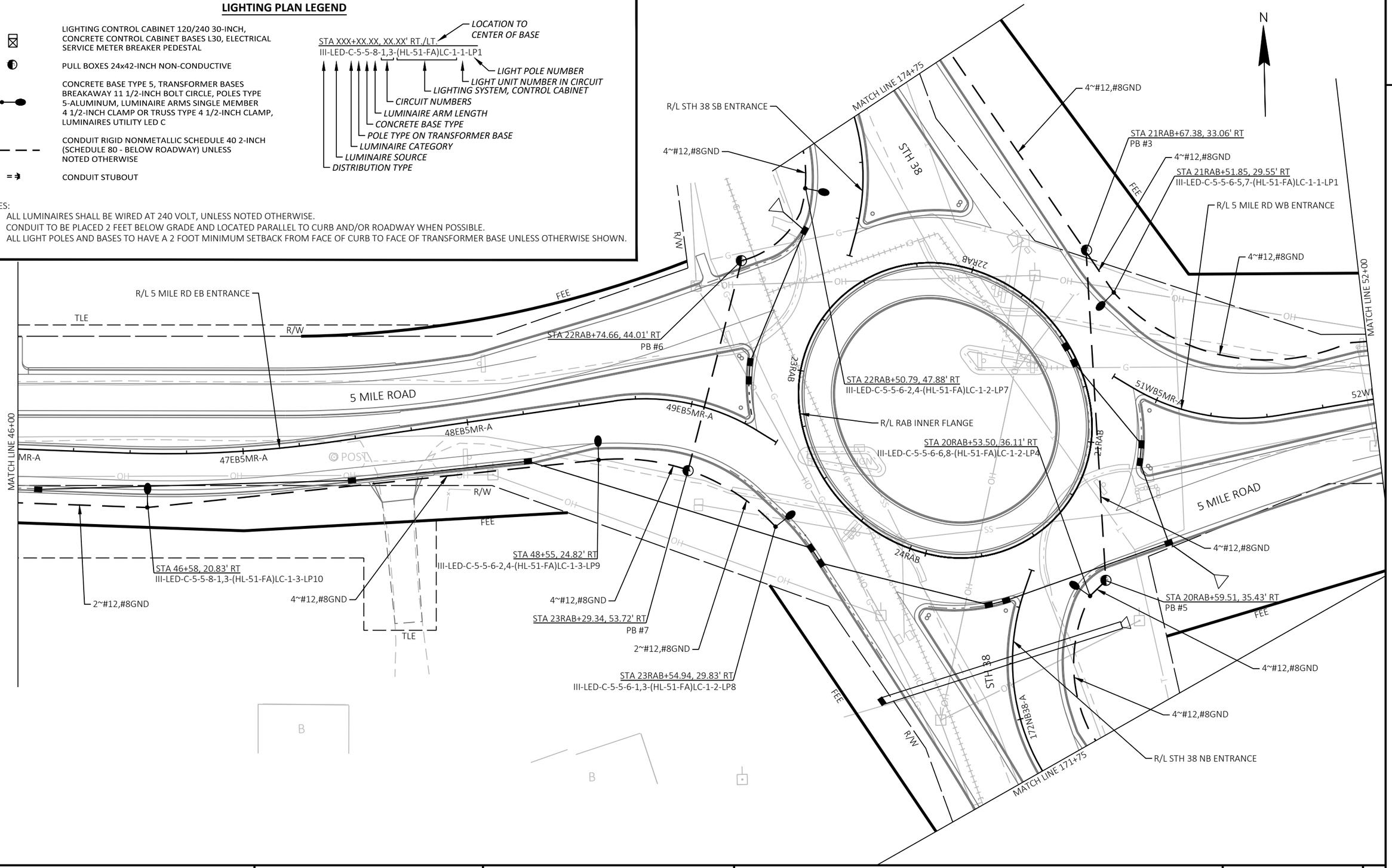
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 52	E

LIGHTING PLAN LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL
- PULL BOXES 24x42-INCH NON-CONDUCTIVE
- CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE
- CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT. — *LOCATION TO CENTER OF BASE*
III-LED-C-5-5-8-1,3-(HL-51-FA)LC-1-1-LP1
- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

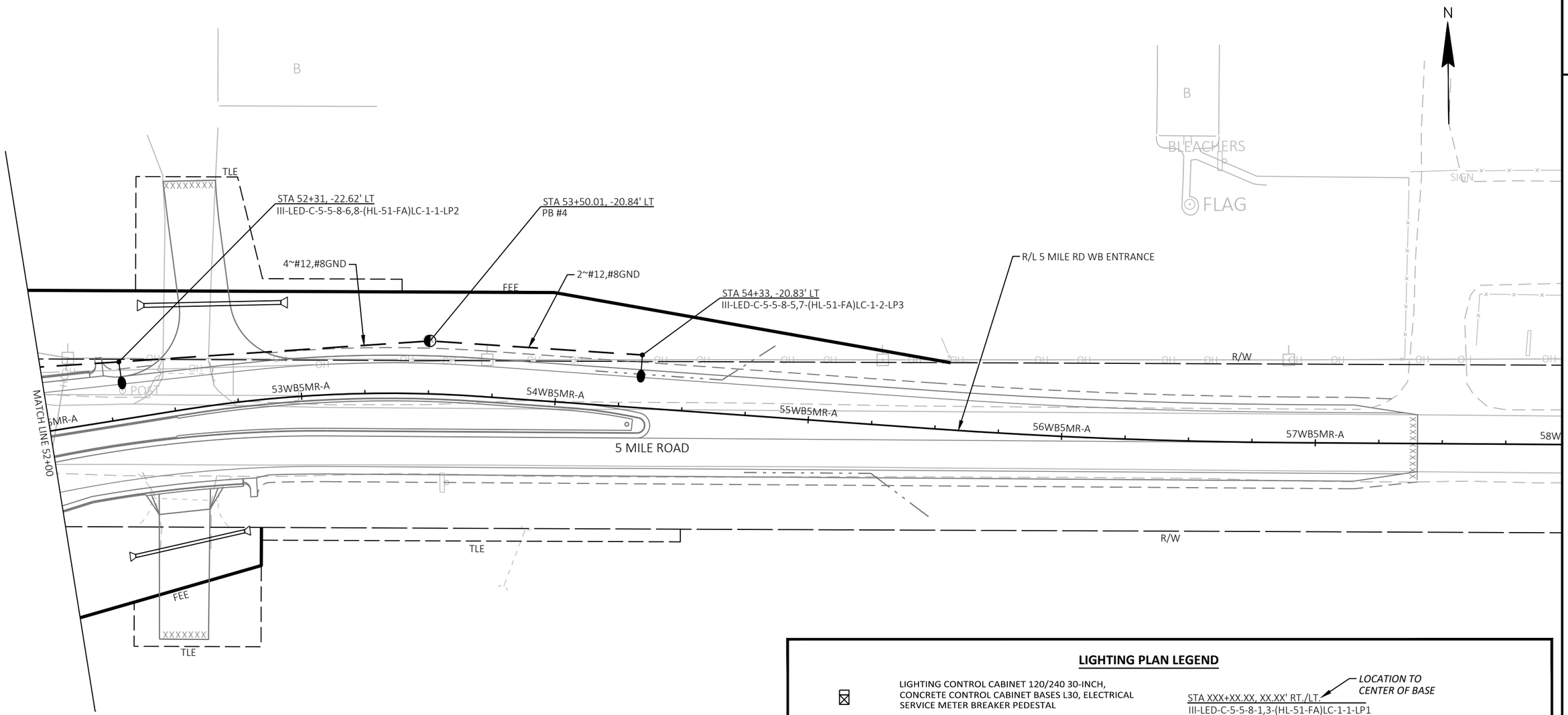
NOTES:
1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 53	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\023601-LP.DWG
LAYOUT NAME - 02
PLOT DATE : 12/31/2025 1:38 PM PLOT BY : DUGAN, PATRICK J PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LIGHTING PLAN LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL
- PULL BOXES 24x42-INCH NON-CONDUCTIVE
- CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE
- CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT.: *LOCATION TO CENTER OF BASE*
III-LED-C-5-5-8-1,3-(HL-51-FA)LC-1-1-LP1
- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

NOTES:
1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 54	E

LIGHTING PLAN LEGEND

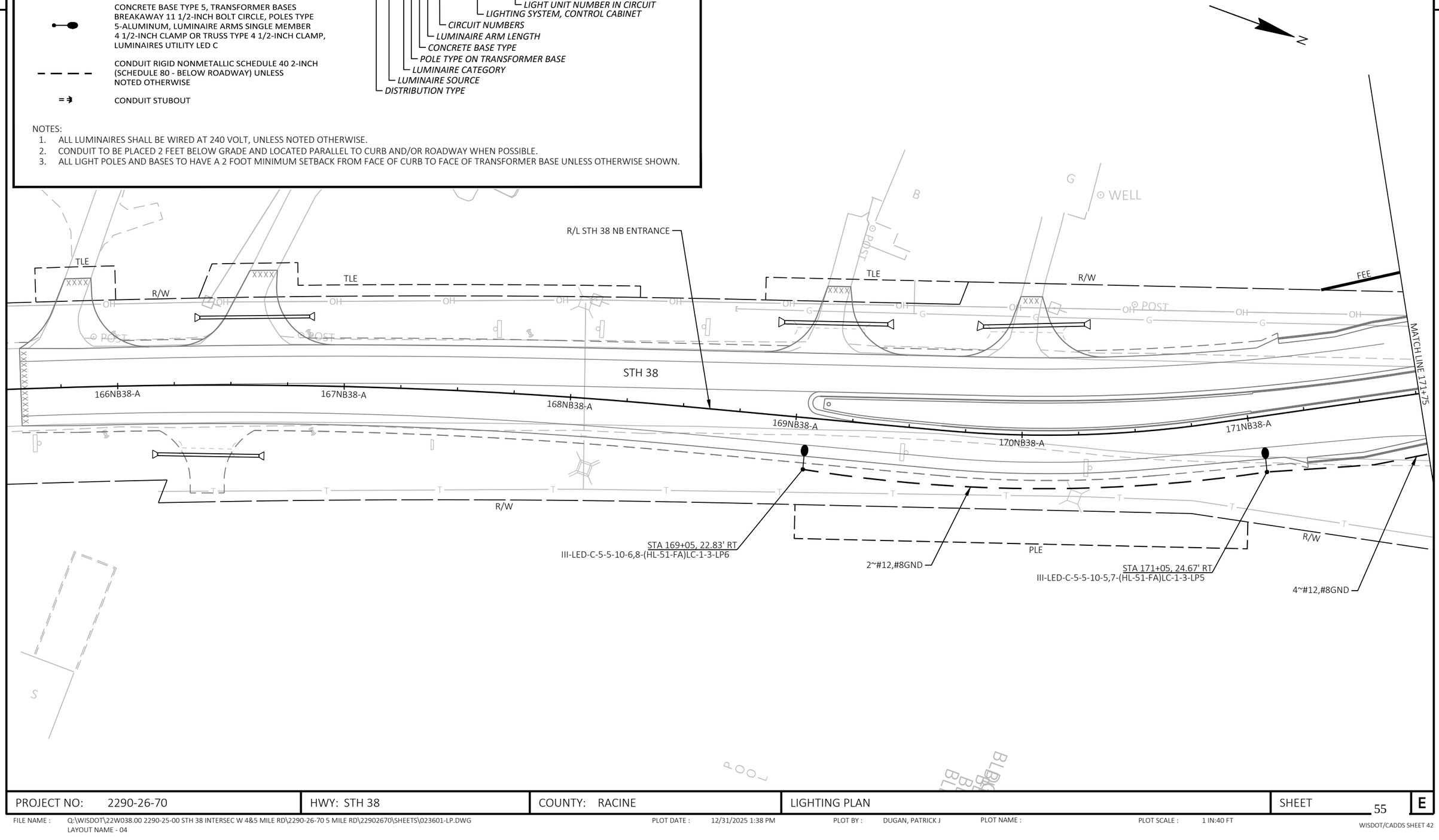
- LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL
- PULL BOXES 24x42-INCH NON-CONDUCTIVE
- CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE
- CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT. — *LOCATION TO CENTER OF BASE*

III-LED-C-5-5-8-1,3-(HL-51-FA)LC-1-1-LP1

- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

NOTES:
1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 55	E

2

2

LIGHTING PLAN LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH, CONCRETE CONTROL CABINET BASES L30, ELECTRICAL SERVICE METER BREAKER PEDESTAL
- PULL BOXES 24x42-INCH NON-CONDUCTIVE
- CONCRETE BASE TYPE 5, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 5-ALUMINUM, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP OR TRUSS TYPE 4 1/2-INCH CLAMP, LUMINAIRES UTILITY LED C
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 - BELOW ROADWAY) UNLESS NOTED OTHERWISE
- CONDUIT STUBOUT

STA XXX+XX.XX, XX.XX' RT./LT. — *LOCATION TO CENTER OF BASE*

III-LED-C-5-5-8-1,3-(HL-51-FA)LC-1-1-LP1

- *LIGHT POLE NUMBER*
- *LIGHT UNIT NUMBER IN CIRCUIT*
- *LIGHTING SYSTEM, CONTROL CABINET*
- *CIRCUIT NUMBERS*
- *LUMINAIRE ARM LENGTH*
- *CONCRETE BASE TYPE*
- *POLE TYPE ON TRANSFORMER BASE*
- *LUMINAIRE CATEGORY*
- *LUMINAIRE SOURCE*
- *DISTRIBUTION TYPE*

NOTES:
1. ALL LUMINAIRES SHALL BE WIRED AT 240 VOLT, UNLESS NOTED OTHERWISE.
2. CONDUIT TO BE PLACED 2 FEET BELOW GRADE AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.
3. ALL LIGHT POLES AND BASES TO HAVE A 2 FOOT MINIMUM SETBACK FROM FACE OF CURB TO FACE OF TRANSFORMER BASE UNLESS OTHERWISE SHOWN.

4~#12,#8GND

STA 174+93.57, -26.99' LT
PB #2

4~#12,#8GND

R/W

STA 175+30, -29.10' LT
III-LED-C-5-5-6-1,3-(HL-51-FA)LC-1-1-LP12

2~#12,#8GND

STA 177+21, -25.00' LT
III-LED-C-5-5-10-2,4-(HL-51-FA)LC-1-1-LP13

FEE

R/W

176SB38-A

177SB38-A

178SB38-A

179SB38-A

180SB38-A

175SB38-A

STH 38

MATCH LINE 174+75

4~#12,#8GND

R/L STH 38 SB ENTRANCE

R/W

TLE

STA 174SB38-A+97.97, 46.43' RT
PB #1

FEE

4~#12,#8GND

4~#12,#8GND

FEE

PLE

TLE

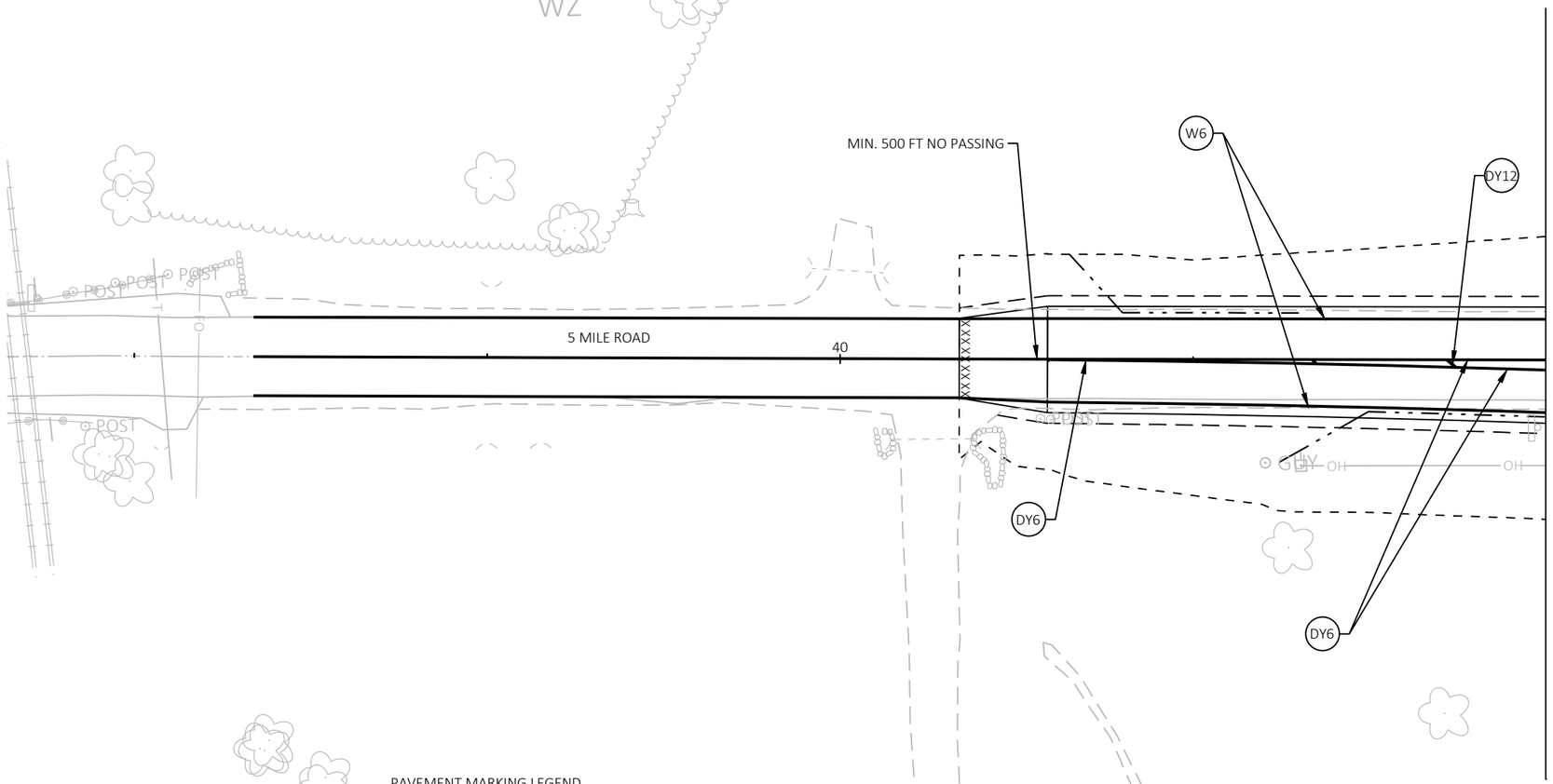
STA 174+98.55, 59.07' RT
(HL-51-FA)LC-1, DISTRIBUTION CENTER

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	LIGHTING PLAN	SHEET 56	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\023601-LP.DWG
LAYOUT NAME - 05
PLOT DATE : 12/31/2025 1:38 PM
PLOT BY : DUGAN, PATRICK J
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



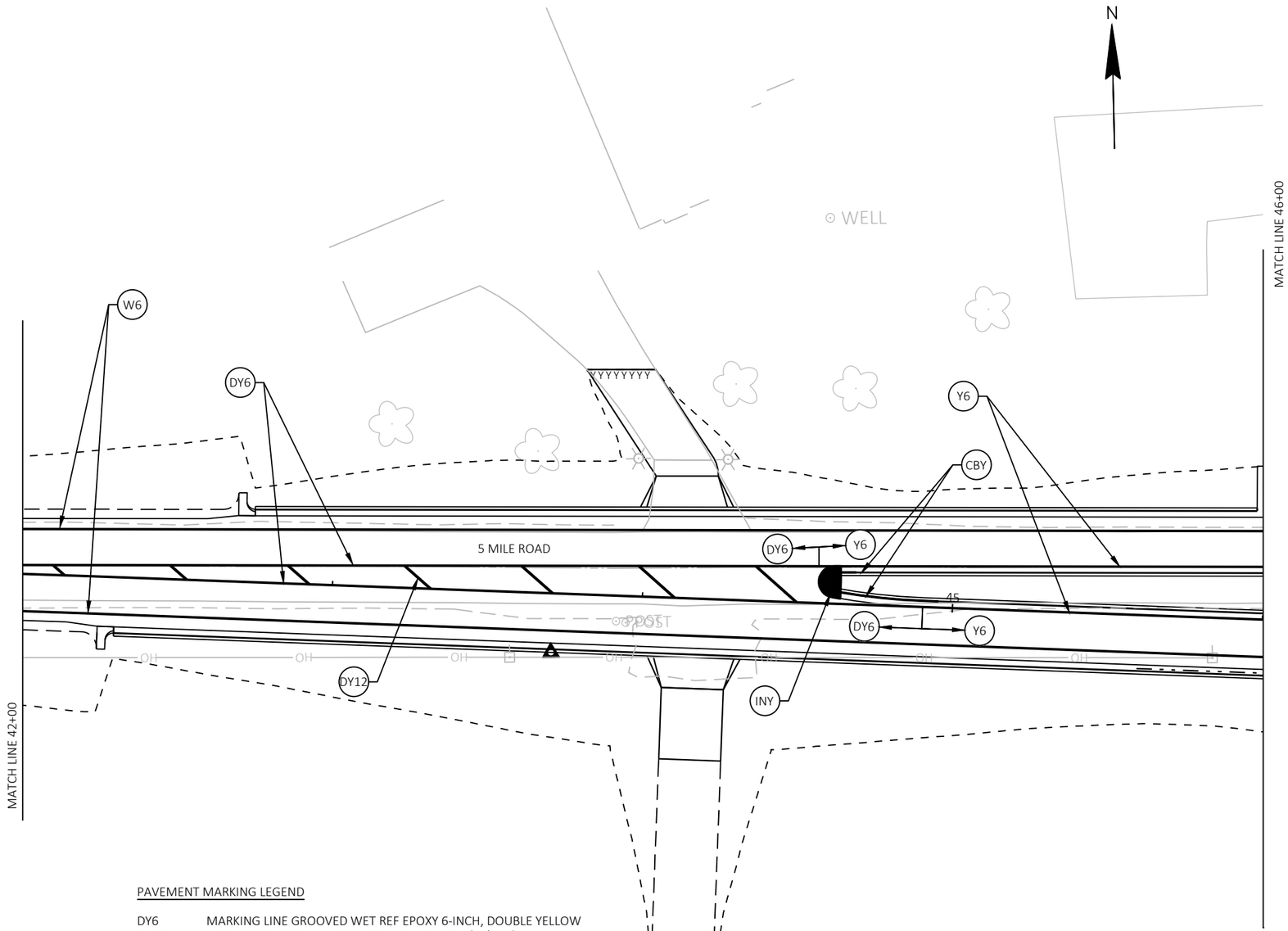
PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 57	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 12/10/2025 5:47 PM
PLOT BY : RUBENZER, LIZ
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
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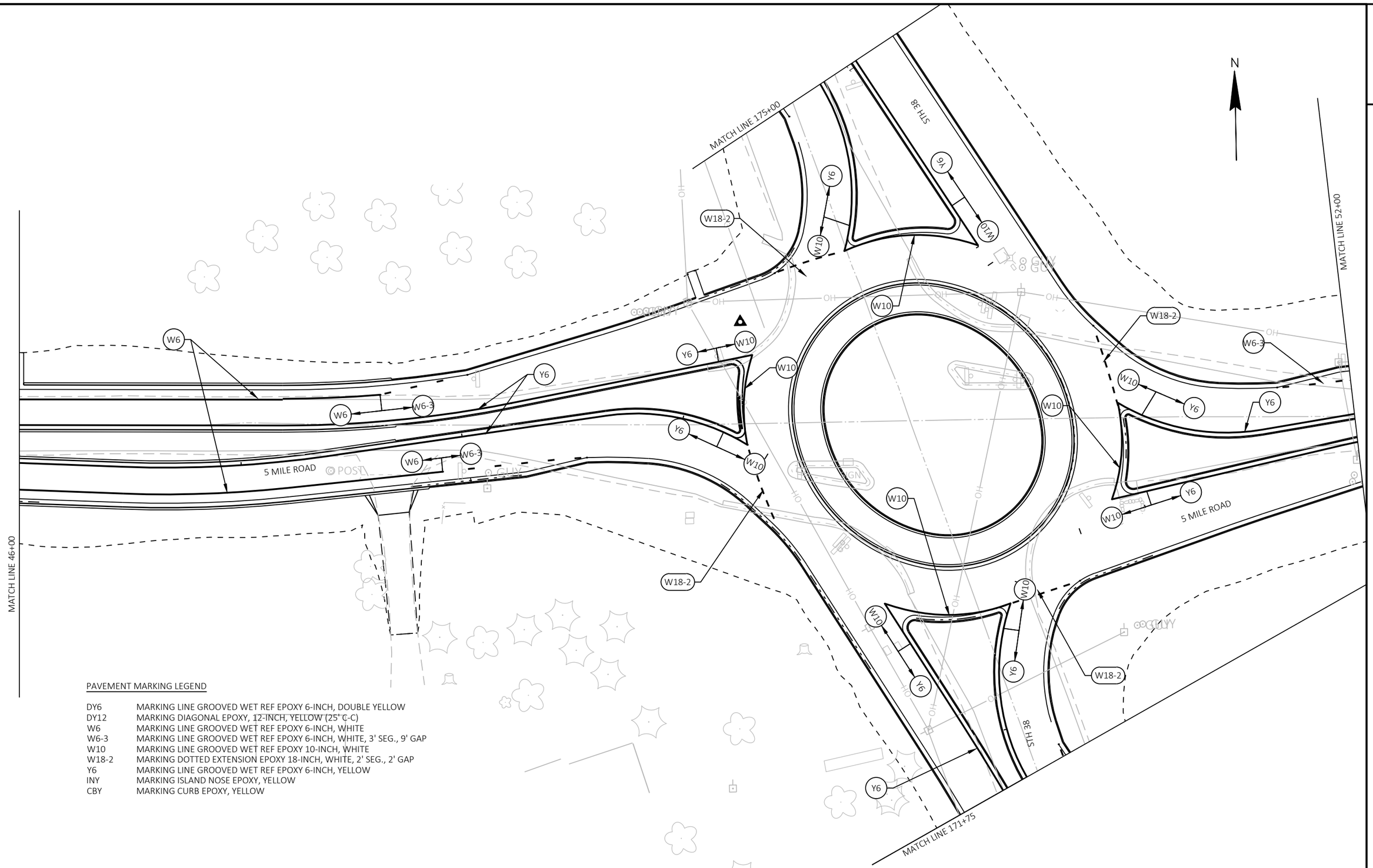
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

2



PAVEMENT MARKING LEGEND

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DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
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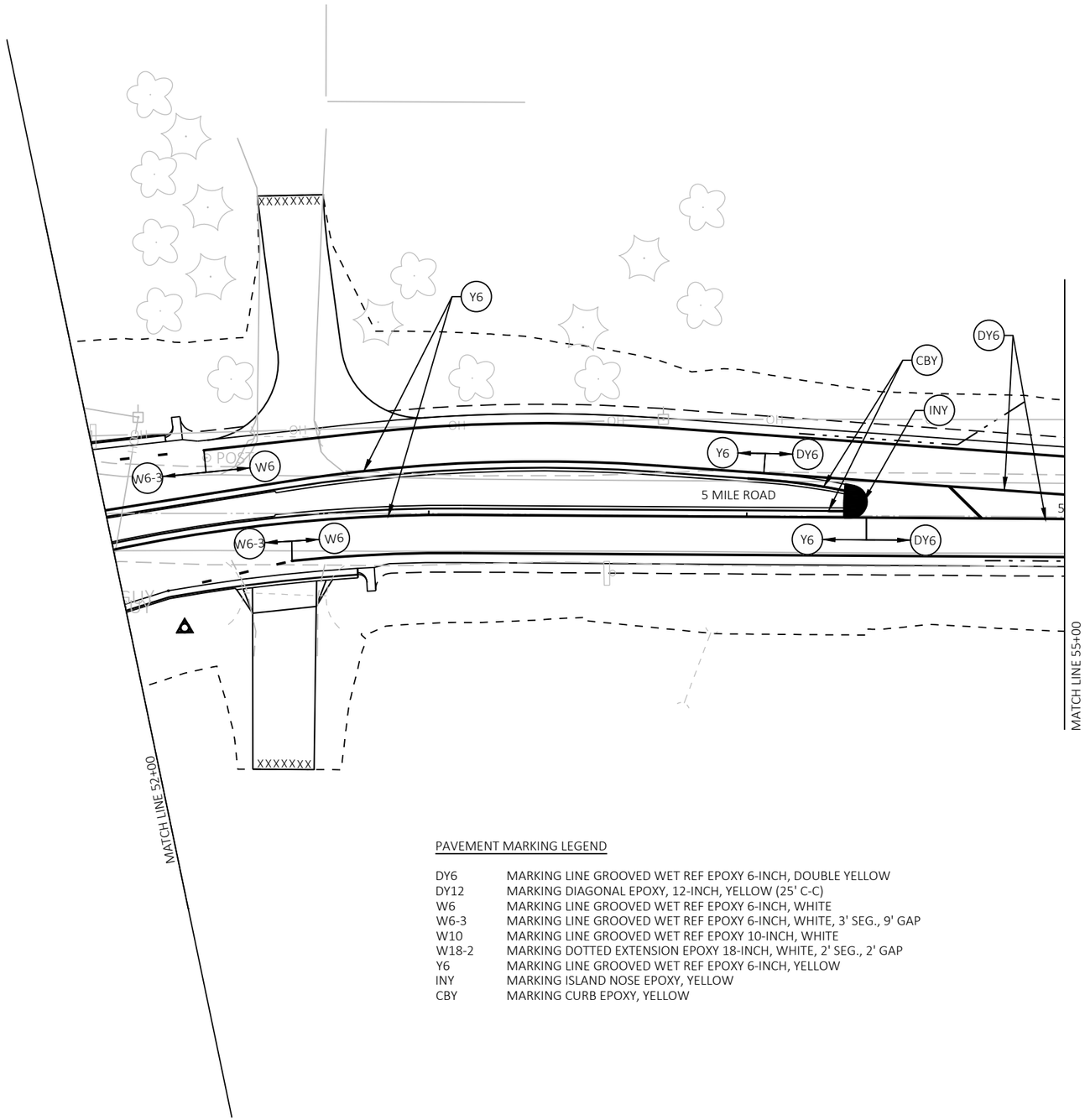
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 59	E

2

N



PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
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W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
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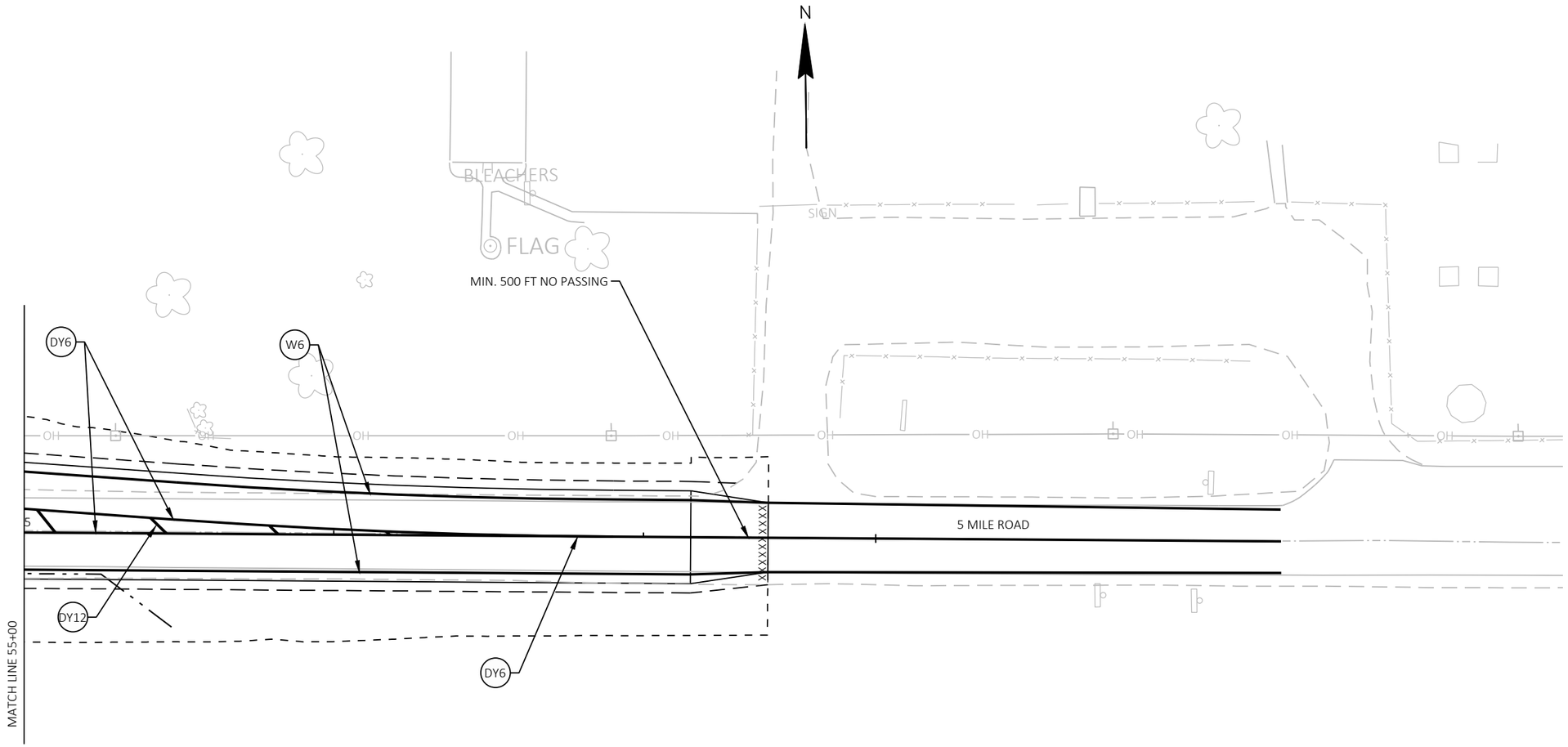
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

2



PAVEMENT MARKING LEGEND

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W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

2

PAVEMENT MARKING LEGEND

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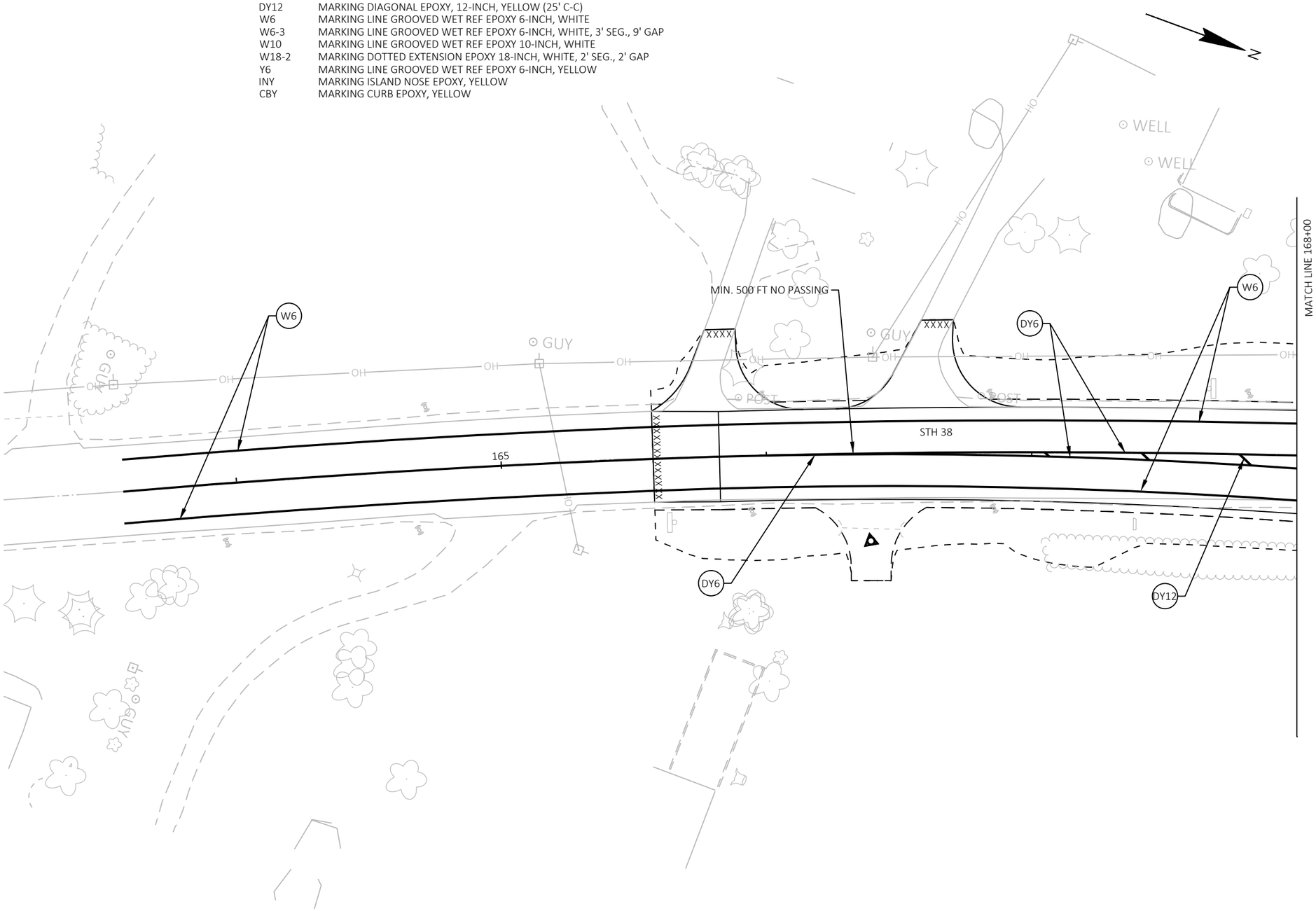
DY12	MARKING DIAGONAL EPOXY, 12-INCH, YELLOW (25' C-C)
W6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

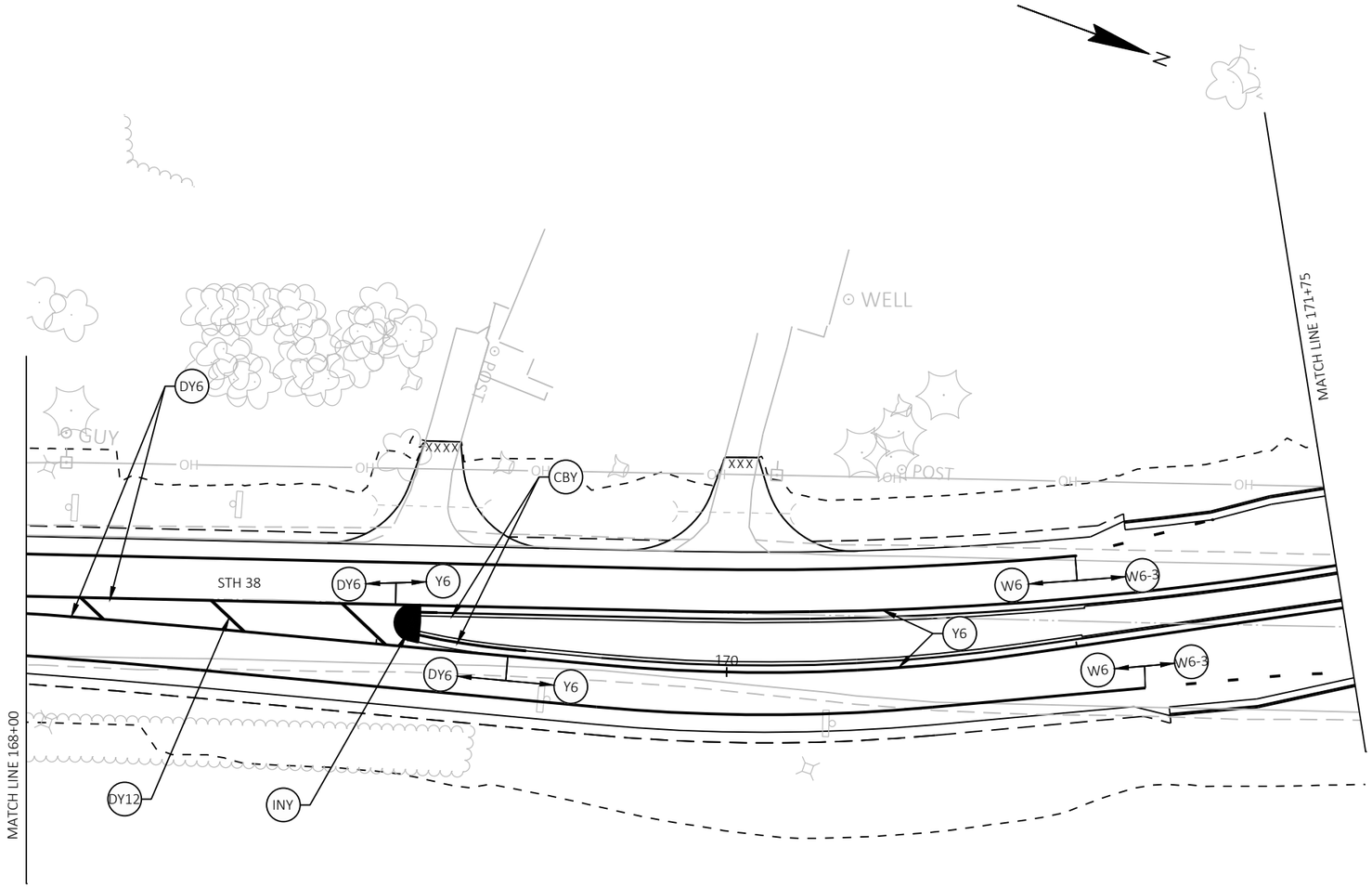


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 62	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\024501-PM.DWG
LAYOUT NAME - 06

PLOT DATE : 12/10/2025 5:47 PM PLOT BY : RUBENZER, LIZ PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PAVEMENT MARKING LEGEND

DY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
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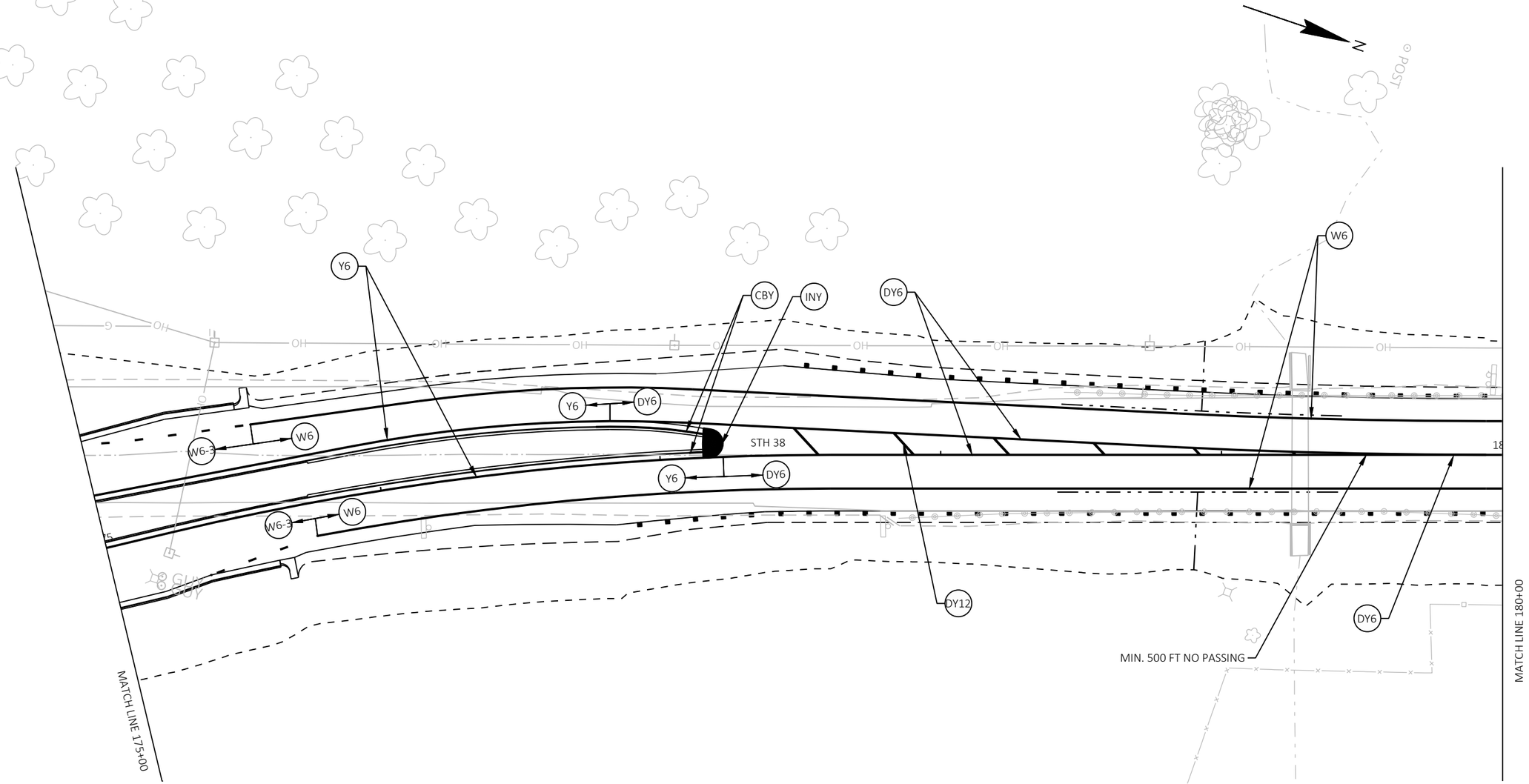
CBY	MARKING CURB EPOXY, YELLOW

2



PAVEMENT MARKING LEGEND

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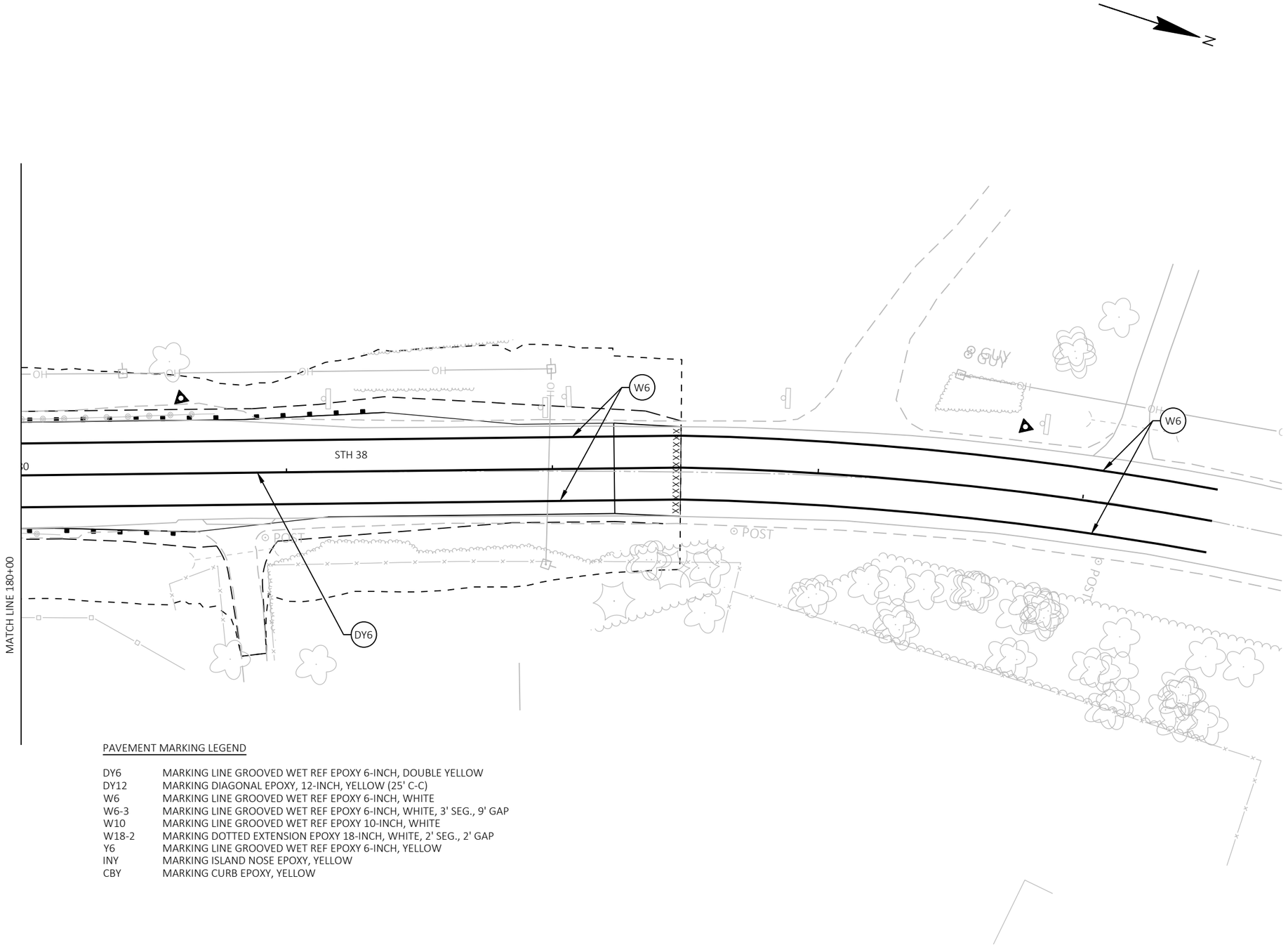
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PAVEMENT MARKING	SHEET 64	E

2



PAVEMENT MARKING LEGEND

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W6-3	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
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Y6	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB EPOXY, YELLOW

2

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

WORK AREA

SIGN ON PERMANENT SUPPORT

NOTE:

- ALL SIGN LOCATIONS ARE APPROXIMATE. SEE STANDARD DETAIL DRAWINGS FOR SPACING AND LOCATION.
- DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT OF WAY.

N

1000'

STH 38

ROAD CLOSED AHEAD W20-3A

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED 1000 FT W20-3C

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

ABOVE GRADE RAILROAD CROSSING

5 MILE RD

1000'

STH 38

1000'

2

2

LEGEND

TYPE III BARRICADE

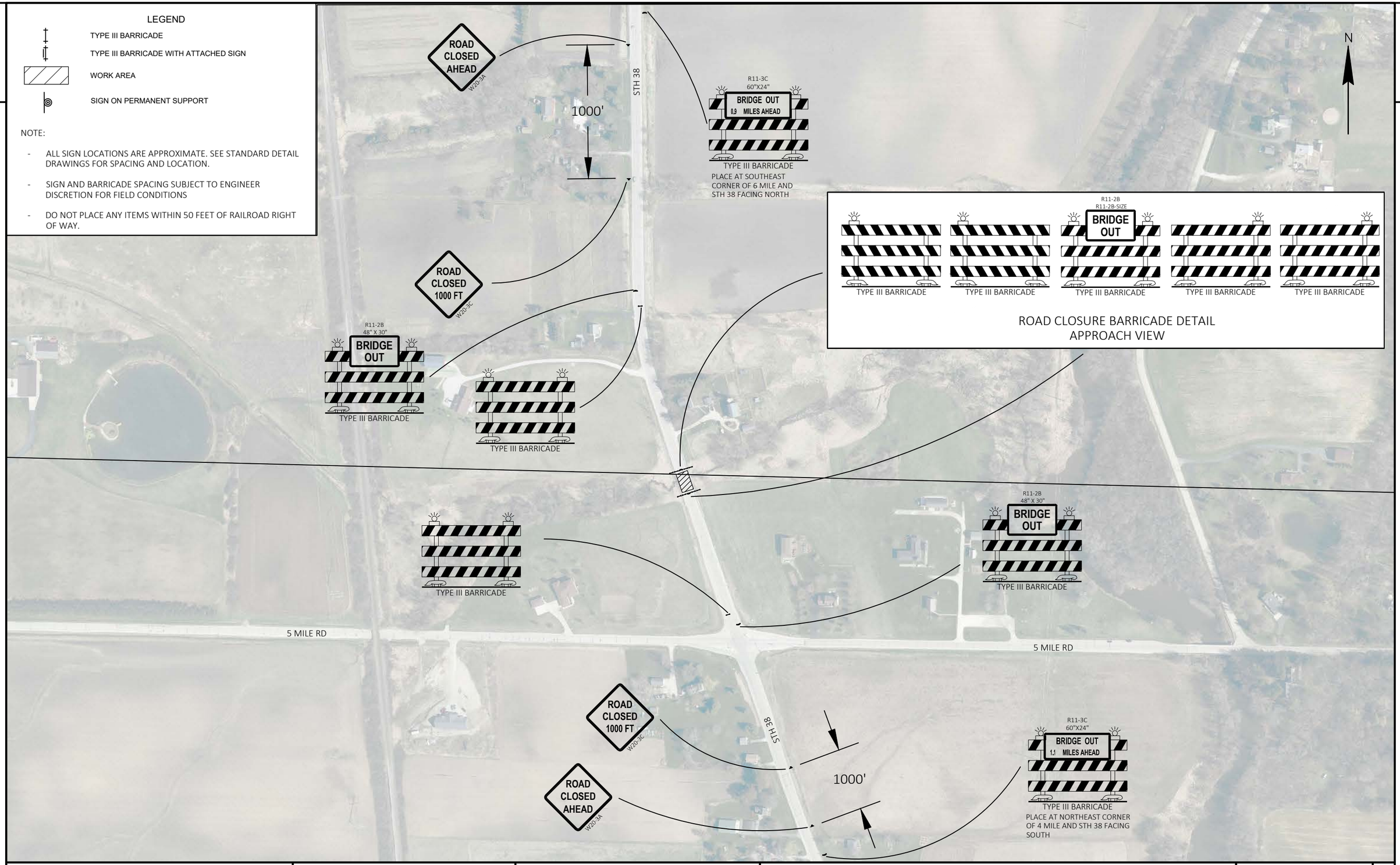
TYPE III BARRICADE WITH ATTACHED SIGN

WORK AREA

SIGN ON PERMANENT SUPPORT

NOTE:

- ALL SIGN LOCATIONS ARE APPROXIMATE. SEE STANDARD DETAIL DRAWINGS FOR SPACING AND LOCATION.
- SIGN AND BARRICADE SPACING SUBJECT TO ENGINEER DISCRETION FOR FIELD CONDITIONS
- DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT OF WAY.

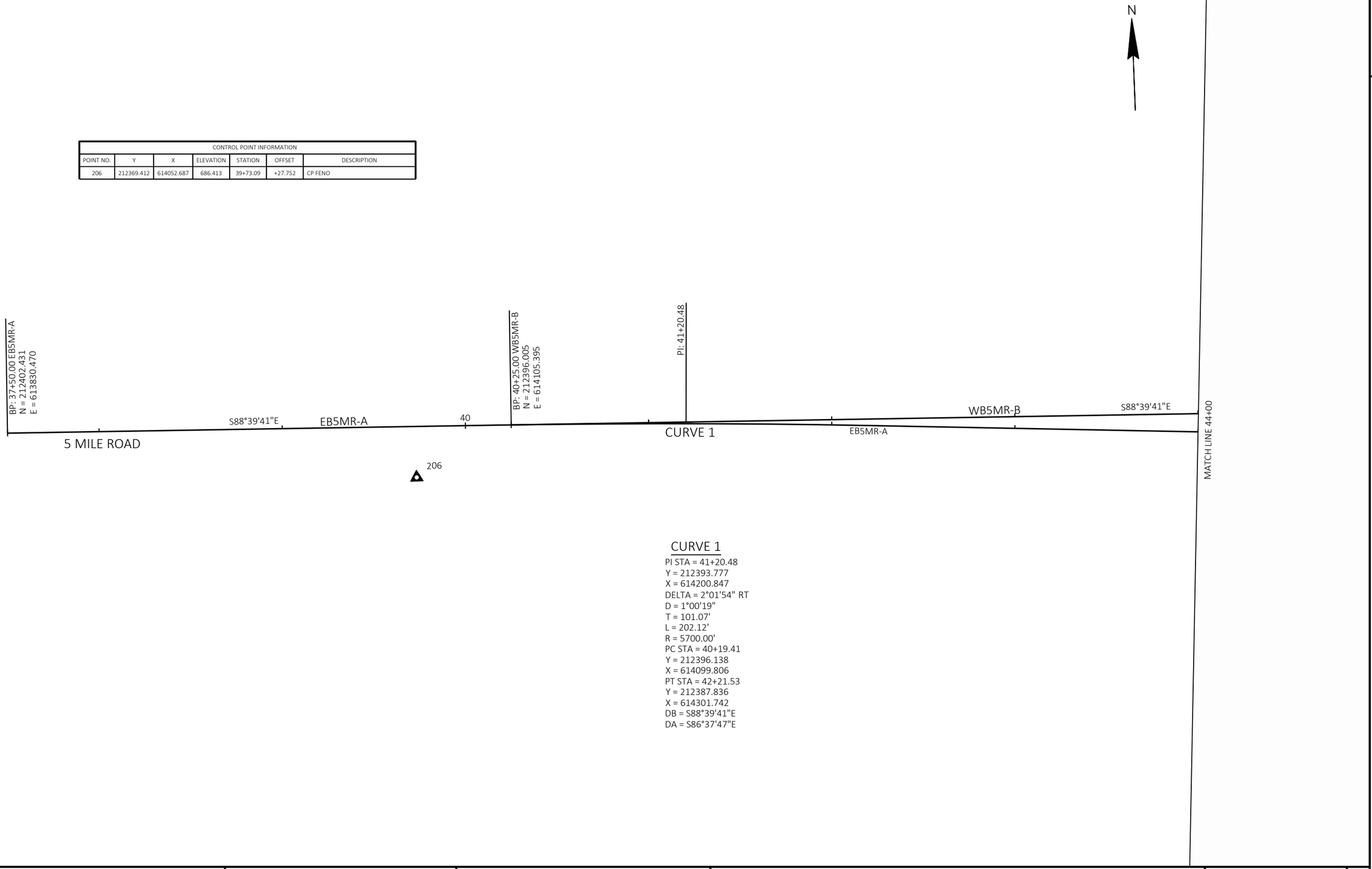


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	TRAFFIC CONTROL	SHEET 67	E

2

2

CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
206	212369.412	614052.687	686.413	39+73.09	+27.752	CP FENO



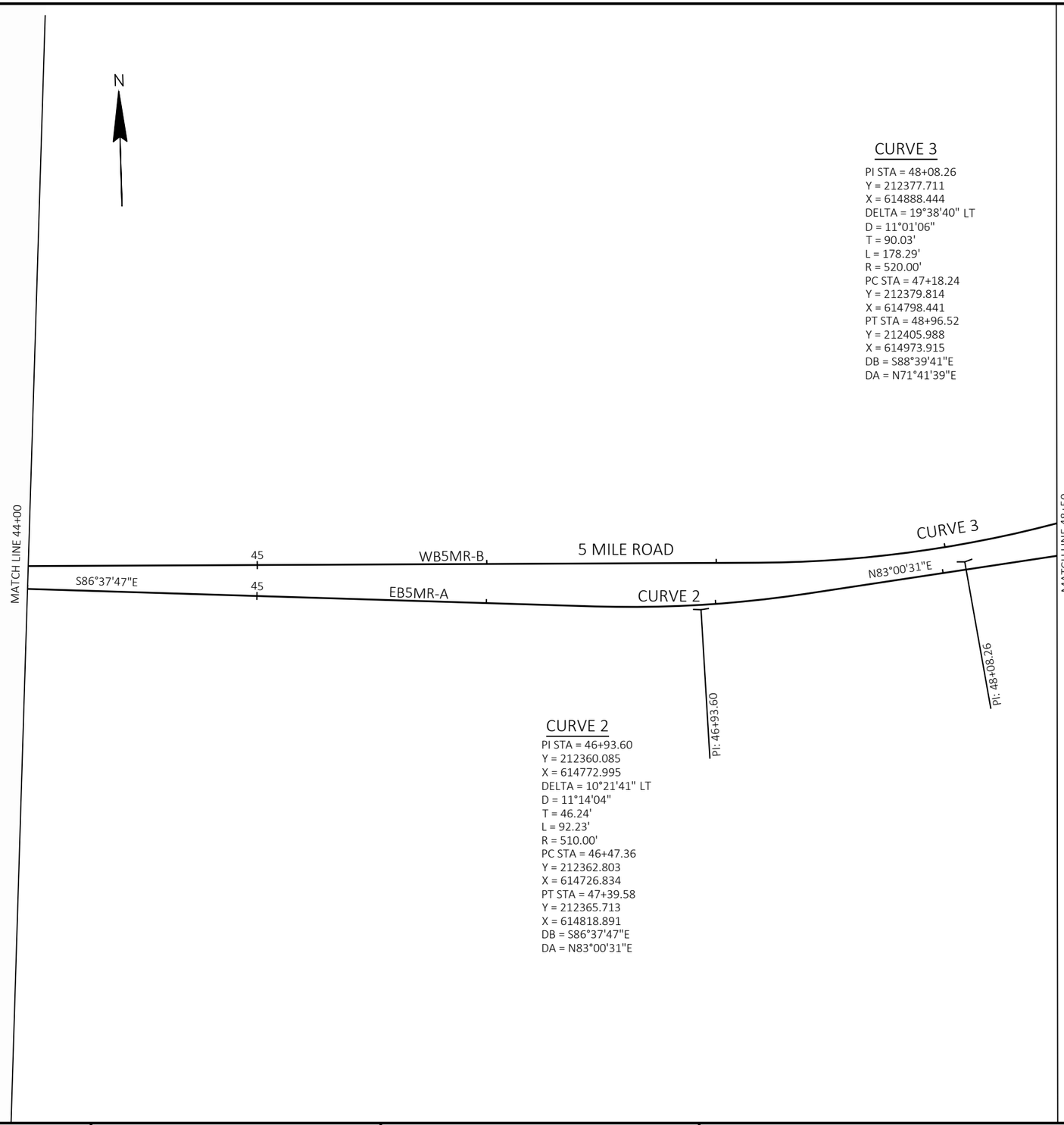
CURVE 1

PI STA = 41+20.48
Y = 212393.777
X = 614200.847
DELTA = 2°01'54" RT
D = 1°00'19"
T = 101.07'
L = 202.12'
R = 5700.00'
PC STA = 40+19.41
Y = 212396.138
X = 614099.806
PT STA = 42+21.53
Y = 212387.836
X = 614301.742
DB = S88°39'41"E
DA = S86°37'47"E

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS - SURVEY CONTROL	SHEET 68	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 12/23/2025 2:42 PM PLOT BY : DUGAN, PATRICK J PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



CURVE 3

PI STA = 48+08.26
Y = 212377.711
X = 614888.444
DELTA = 19°38'40" LT
D = 11°01'06"
T = 90.03'
L = 178.29'
R = 520.00'
PC STA = 47+18.24
Y = 212379.814
X = 614798.441
PT STA = 48+96.52
Y = 212405.988
X = 614973.915
DB = S88°39'41"E
DA = N71°41'39"E

CURVE 2

PI STA = 46+93.60
Y = 212360.085
X = 614772.995
DELTA = 10°21'41" LT
D = 11°14'04"
T = 46.24'
L = 92.23'
R = 510.00'
PC STA = 46+47.36
Y = 212362.803
X = 614726.834
PT STA = 47+39.58
Y = 212365.713
X = 614818.891
DB = S86°37'47"E
DA = N83°00'31"E

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS - SURVEY CONTROL	SHEET 69	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\027201-AD.DWG
LAYOUT NAME - 02
PLOT DATE : 12/23/2025 2:42 PM
PLOT BY : DUGAN, PATRICK J
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

R/L NB38-B

R/L SB38-A

STH 38

MATCH LINE 48+50

MATCH LINE 55+00

5 MILE ROAD

5 MILE ROAD

CURVE 4

CURVE 5

CURVE 6

CURVE 7

CURVE 8

CURVE 9

CURVE 10

CURVE 11

CURVE 12

WB5MR-A

EB5MR-B

R/L NB38-A

R/L SB38-B

PI: 22+88.26

PI: 48+99.75

PI: 21+68.75

PI: 52+23.01

PI: 53+12.51

PI: 23+68.66

PI: 20+02.46

PI: 51+23.36

PI: 20+84.66

1

EP: 49+07.54 WB5MR-B
N = 212422.953
E = 615025.195

N71°41'39"E

EP: 49+41.31 EB5MR-A
N = 212360.482
E = 615014.682

S57°14'39"E

BP: 20+00.00
N = 212310.699
E = 615080.143

EP: 24+07.19
N = 212310.699
E = 615080.143

BP: 50+68.82 EB5MR-B
N = 212304.607
E = 615155.182

N71°33'26"E

BP: 50+78.76 WB5MR-A
N = 212387.173
E = 615164.868

S57°53'51"E

N81°32'38"E

S85°16'22"E

CURVE 5

PI STA = 23+68.66
Y = 212324.397
X = 615031.148
DELTA = 68°17'57" LT
D = 76°23'40"
T = 50.87'
L = 89.40'
R = 75.00'
PC STA = 23+17.78
Y = 212374.984
X = 615025.759
PT STA = 24+07.19
Y = 212310.699
X = 615080.143
DB = S06°04'52"E
DA = S74°22'48"E

CURVE 6

PI STA = 22+88.26
Y = 212454.272
X = 615017.312
DELTA = 107°56'10" LT
D = 98°47'09"
T = 79.74'
L = 109.26'
R = 58.00'
PC STA = 22+08.52
Y = 212437.891
X = 615095.348
PT STA = 23+17.78
Y = 212374.984
X = 615025.759
DB = N78°08'41"W
DA = S06°04'52"E

CURVE 7

PI STA = 21+68.75
Y = 212426.684
X = 615148.739
DELTA = 72°03'50" LT
D = 76°23'40"
T = 54.55'
L = 94.33'
R = 75.00'
PC STA = 21+14.19
Y = 212372.436
X = 615154.518
PT STA = 22+08.52
Y = 212437.891
X = 615095.348
DB = N06°04'52"W
DA = N78°08'41"W

CURVE 8

PI STA = 20+84.66
Y = 212293.148
X = 615162.965
DELTA = 107°56'10" LT
D = 98°47'09"
T = 79.74'
L = 109.26'
R = 58.00'
PC STA = 20+04.93
Y = 212309.529
X = 615084.929
PT STA = 21+14.19
Y = 212372.436
X = 615154.518
DB = S78°08'41"E
DA = N06°04'52"W

CURVE 9

PI STA = 20+02.46
Y = 212310.036
X = 615082.516
DELTA = 3°45'53" LT
D = 76°23'40"
T = 2.46'
L = 4.93'
R = 75.00'
PC STA = 20+00.00
Y = 212310.699
X = 615080.143
PT STA = 20+04.93
Y = 212309.529
X = 615084.929
DB = S74°22'48"E
DA = S78°08'41"E

CURVE 4

PI STA = 48+99.75
Y = 212385.208
X = 614977.866
DELTA = 39°44'50" RT
D = 60°18'41"
T = 34.34'
L = 65.90'
R = 95.00'
PC STA = 48+65.41
Y = 212381.028
X = 614943.782
PT STA = 49+31.31
Y = 212366.628
X = 615006.746
DB = N83°00'31"E
DA = S57°14'39"E

CURVE 10

PI STA = 51+23.36
Y = 212363.203
X = 615203.074
DELTA = 40°33'31" LT
D = 60°18'41"
T = 35.10'
L = 67.25'
R = 95.00'
PC STA = 50+88.26
Y = 212381.858
X = 615173.339
PT STA = 51+55.51
Y = 212368.365
X = 615237.795
DB = S57°53'51"E
DA = N81°32'38"E

CURVE 11

PI STA = 52+23.01
Y = 212373.387
X = 615301.455
DELTA = 19°29'13" RT
D = 11°01'06"
T = 89.29'
L = 176.86'
R = 520.00'
PC STA = 51+33.72
Y = 212345.139
X = 615216.750
PT STA = 53+10.58
Y = 212371.760
X = 615390.731
DB = N71°33'26"E
DA = S88°57'22"E

CURVE 12

PI STA = 53+12.51
Y = 212391.453
X = 615393.092
DELTA = 13°11'00" RT
D = 11°14'04"
T = 58.93'
L = 117.35'
R = 510.00'
PC STA = 52+53.58
Y = 212382.787
X = 615334.799
PT STA = 53+70.93
Y = 212386.596
X = 615451.825
DB = N81°32'38"E
DA = S85°16'22"E

CONTROL POINT INFORMATION

POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
1	212421.796	615004.714	683.045	49+30.74	-5.392	CP FENO

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS - SURVEY CONTROL	SHEET 70	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\027201-AD.DWG
LAYOUT NAME - 03

PLOT DATE : 12/23/2025 2:42 PM PLOT BY : DUGAN, PATRICK J PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

CURVE 13

PI STA = 56+19.15
Y = 212366.139
X = 615699.205
DELTA = 3°41'00" LT
D = 2°35'25"
T = 71.13'
L = 142.20'
R = 2212.00'
PC STA = 55+48.02
Y = 212372.001
X = 615628.322
PT STA = 56+90.23
Y = 212364.843
X = 615770.319
DB = S85°16'22"E
DA = S88°57'22"E

MATCH LINE 55+00

5

5

CURVE 13

S88°57'22"E

EP: 57+75.00 EB5MR-B
N = 212363.299
E = 615855.078

S88°57'22"E

60

EP: 60+43.75 WB5MR-A
N = 212358.402
E = 616123.784

5 MILE ROAD

205

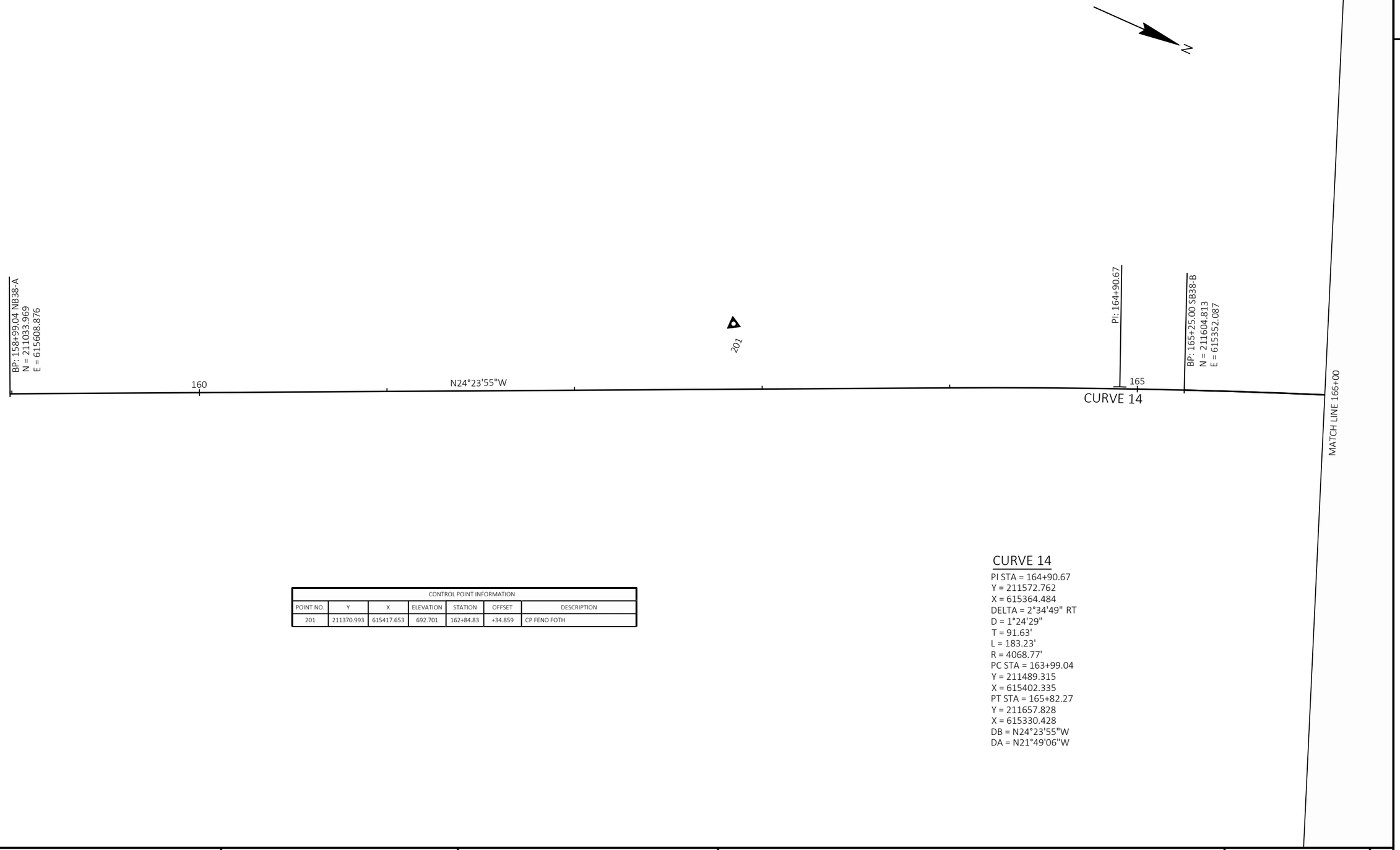
PI: 56+19.15

CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
200	212319.368	616503.922	656.417	N/A	N/A	CP FENO
205	212336.232	615920.516	660.794	58+40.90	+25.873	CP FENO

NOTE: POINT 200 IS NOT SHOWN ON THE PLAN SHEETS

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS - SURVEY CONTROL	SHEET 71	E

2



CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
201	211370.993	615417.653	692.701	162+84.83	+34.859	CP FENO FOTH

CURVE 14

PI STA = 164+90.67
Y = 211572.762
X = 615364.484
DELTA = 2°34'49" RT
D = 1°24'29"
T = 91.63'
L = 183.23'
R = 4068.77'
PC STA = 163+99.04
Y = 211489.315
X = 615402.335
PT STA = 165+82.27
Y = 211657.828
X = 615330.428
DB = N24°23'55"W
DA = N21°49'06"W

2

N

R/L EB5MR-A

CURVE 15

PI STA = 166+58.71
Y = 211728.238
X = 615300.647
DELTA = 3°45'52" RT
D = 1°24'29"
T = 133.71'
L = 267.33'
R = 4068.77'
PC STA = 165+25.00
Y = 211604.813
X = 615352.087
PT STA = 167+92.33
Y = 211854.774
X = 615257.422
DB = N22°37'30"W
DA = N18°51'37"W

CURVE 18

PI STA = 170+98.05
Y = 212144.081
X = 615158.594
DELTA = 12°36'32" LT
D = 5°39'42"
T = 111.81'
L = 222.71'
R = 1012.00'
PC STA = 169+86.25
Y = 212038.278
X = 615194.736
PT STA = 172+08.96
Y = 212239.442
X = 615100.227
DB = N18°51'37"W
DA = N31°28'09"W

MATCH LINE 166+00

PI: 166+58.71

PI: 167+16.75

CURVE 15

CURVE 16

SB38-B

NB38-A

N18°51'37"W

N14°51'37"W

170

CURVE 17

170

CURVE 18

SB38-B

N28°23'19"W

NB38-A

CURVE 19

N20°15'39"E

PI: 172+19.63

N31°28'09"W

EP: 172+82.97 SB38-B
N = 212302.572
E = 615061.587

EP: 172+67.35 NB38-A
N = 212302.289
E = 615126.741

PI: 170+98.05

PI: 170+24.57

EB5MR-B

WB5MR-A

CURVE 16

PI STA = 167+16.75
Y = 211782.675
X = 615280.447
DELTA = 6°57'29" RT
D = 2°35'25"
T = 134.48'
L = 268.63'
R = 2212.00'
PC STA = 165+82.27
Y = 211657.828
X = 615330.428
PT STA = 168+50.90
Y = 211912.657
X = 615245.957
DB = N21°49'06"W
DA = N14°51'37"W

CURVE 17

PI STA = 170+24.57
Y = 212080.522
X = 615201.416
DELTA = 13°31'42" LT
D = 11°14'04"
T = 60.49'
L = 120.42'
R = 510.00'
PC STA = 169+64.08
Y = 212022.055
X = 615216.930
PT STA = 170+84.50
Y = 212133.737
X = 615172.657
DB = N14°51'37"W
DA = N28°23'19"W

CURVE 19

PI STA = 172+19.63
Y = 212252.621
X = 615108.407
DELTA = 48°38'58" RT
D = 60°18'41"
T = 42.94'
L = 80.66'
R = 95.00'
PC STA = 171+76.69
Y = 212214.842
X = 615128.824
PT STA = 172+57.35
Y = 212292.908
X = 615123.278
DB = N28°23'19"W
DA = N20°15'39"E

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	ALIGNMENT DETAILS	SHEET 73	E

2

R/L EB5MR-A

R/L WB5MR-B

CURVE 20

PI STA = 174+58.47
Y = 212491.384
X = 615063.618
DELTA = 46°07'34" LT
D = 60°18'41"
T = 40.45'
L = 76.48'
R = 95.00'
PC STA = 174+18.02
Y = 212452.589
X = 615052.170
PT STA = 174+94.50
Y = 212526.524
X = 615043.587
DB = N16°26'30"E
DA = N29°41'04"W

CURVE 22

PI STA = 176+50.03
Y = 212661.640
X = 614966.567
DELTA = 13°40'27" RT
D = 11°14'04"
T = 61.15'
L = 121.72'
R = 510.00'
PC STA = 175+88.88
Y = 212608.516
X = 614996.849
PT STA = 177+10.59
Y = 212720.417
X = 614949.701
DB = N29°41'04"W
DA = N16°00'37"W

CURVE 23

PI STA = 179+39.25
Y = 212940.206
X = 614886.635
DELTA = 2°51'00" LT
D = 2°35'25"
T = 55.03'
L = 110.03'
R = 2212.00'
PC STA = 178+84.23
Y = 212887.315
X = 614901.812
PT STA = 179+94.26
Y = 212992.278
X = 614868.847
DB = N16°00'37"W
DA = N18°51'37"W

N

1

N = 212442.998
E = 615049.339

N16°26'30"E

CURVE 20

175 SB38-A N29°41'04"W

PI: 176+42.80

PI: 176+50.03

CURVE 22

SB38-A

N16°00'37"W

BP: 173+90.54 NB38-B
N = 212445.390
E = 615117.545

N32°16'58"W

175 NB38-B

CURVE 21

NB38-B

CURVE 23

N18°51'37"W 18

MATCH LINE 180+00

PI: 174+58.47

207

PI: 179+39.25

B5MR-A

CURVE 21

PI STA = 176+42.80
Y = 212658.659
X = 614982.812
DELTA = 13°25'20" RT
D = 5°39'42"
T = 119.08'
L = 237.07'
R = 1012.00'
PC STA = 175+23.72
Y = 212557.984
X = 615046.414
PT STA = 177+60.79
Y = 212771.348
X = 614944.317
DB = N32°16'58"W
DA = N18°51'37"W

CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
1	212421.796	615004.714	683.045	49+30.74	-5.392	CP FENO
207	212785.287	614987.041	671.325	177+60.09	+45.074	CP FENO

2

N

CURVE 24

PI STA = 184+09.08
Y = 213384.830
X = 614734.750
DELTA = 18°18'41" RT
D = 5°00'00"
T = 184.69'
L = 366.23'
R = 1145.92'
PC STA = 182+24.39
Y = 213210.057
X = 614794.453
PT STA = 185+90.62
Y = 213569.511
X = 614732.980
DB = N18°51'37"W
DA = N00°32'56"W

PI: 184+09.08

MATCH LINE 180+00

N18°51'37"W

CURVE 24

185

N0°32'56"W

EP: 187+00.00 NB38-8
N = 213678.883
E = 614731.933

CONTROL POINT INFORMATION						
POINT NO.	Y	X	ELEVATION	STATION	OFFSET	DESCRIPTION
2	213045.899	614820.634	674.070	180+60.52	-28.417	CP FENO
3	214521.833	614754.425	671.911	N/A	N/A	CP FENO

NOTE: POINT 3 IS NOT SHOWN ON THE PLAN SHEETS

2290-26-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	137.000	137.000
0004	201.0220	Grubbing	ID	137.000	137.000
0006	203.0100	Removing Small Pipe Culverts	EACH	7.000	7.000
0016	203.0220	Removing Structure (structure) 05. C-51-7	EACH	1.000	1.000
0018	204.0100	Removing Concrete Pavement	SY	160.000	160.000
0026	204.0150	Removing Curb & Gutter	LF	456.000	456.000
0028	204.0165	Removing Guardrail	LF	659.000	659.000
0030	204.0190	Removing Surface Drains	EACH	3.000	3.000
0034	204.0220	Removing Inlets	EACH	5.000	5.000
0036	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	174.000	174.000
0042	204.0245	Removing Storm Sewer (size) 04. 14x23-Inch	LF	147.000	147.000
0044	205.0100	Excavation Common	CY	14,979.000	14,979.000
0046	206.2001	Excavation for Structures Culverts (structure) 01. C-51-94	EACH	1.000	1.000
0048	209.1100	Backfill Granular Grade 1	CY	4,093.000	4,093.000
0052	210.2500	Backfill Structure Type B	TON	999.000	999.000
0060	213.0100	Finishing Roadway (project) 03. 2290-26-70	EACH	1.000	1.000
0062	305.0110	Base Aggregate Dense 3/4-Inch	TON	296.000	296.000
0064	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	8,198.000	8,198.000
0066	310.0115	Base Aggregate Open-Graded	CY	35.000	35.000
0068	311.0110	Breaker Run	TON	14,808.000	14,808.000
0070	311.0115	Breaker Run	CY	63.000	63.000
0072	312.0115	Select Crushed Material	CY	1,835.000	1,835.000
0074	405.0100	Coloring Concrete WisDOT Red	CY	157.000	157.000
0076	415.0080	Concrete Pavement 8-Inch	SY	13,973.000	13,973.000
0078	415.2010	Concrete Truck Apron 12-Inch	SY	472.000	472.000
0080	450.4000	HMA Cold Weather Paving	TON	115.000	115.000
0088	465.0105	Asphaltic Surface	TON	115.000	115.000
0090	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	136.000	136.000
0100	504.0100	Concrete Masonry Culverts	CY	87.000	87.000
0102	505.0400	Bar Steel Reinforcement HS Structures	LB	11,220.000	11,220.000
0104	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	1,140.000	1,140.000
0108	516.0500	Rubberized Membrane Waterproofing	SY	18.000	18.000
0112	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	6.000	6.000
0114	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	8.000	8.000
0120	521.3115	Culvert Pipe Corrugated Steel 15-Inch	LF	137.000	137.000
0122	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	174.000	174.000
0128	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	111.000	111.000
0132	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	1.000	1.000
0134	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0136	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0148	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	310.000	310.000
0150	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	2,721.000	2,721.000
0152	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	1,635.000	1,635.000
0154	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	1,086.000	1,086.000
0156	601.0581	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R	LF	397.000	397.000
0158	602.0405	Concrete Sidewalk 4-Inch	SF	16,310.000	16,310.000
0160	602.0810	Concrete Driveway 6-Inch	SY	234.000	234.000
0162	602.3010	Concrete Surface Drains	CY	7.000	7.000
0164	606.0200	Riprap Medium	CY	35.000	35.000

2290-26-70

Line	Item	Item Description	Unit	Total	Qty
0166	606.0300	Riprap Heavy	CY	37.000	37.000
0174	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	92.000	92.000
0178	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	16.000	16.000
0180	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	169.000	169.000
0182	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	448.000	448.000
0186	611.0615	Inlet Covers Type F	EACH	2.000	2.000
0188	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0190	611.0639	Inlet Covers Type H-S	EACH	9.000	9.000
0192	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0194	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0196	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0204	611.3003	Inlets 3-FT Diameter	EACH	2.000	2.000
0206	611.3004	Inlets 4-FT Diameter	EACH	5.000	5.000
0208	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0210	611.3230	Inlets 2x3-FT	EACH	5.000	5.000
0212	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000
0214	612.0106	Pipe Underdrain 6-Inch	LF	860.000	860.000
0216	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	153.000	153.000
0218	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	8.000	8.000
0222	614.0340	Steel Plate Beam Guard Over Low-Fill Culverts Class A	LF	200.000	200.000
0224	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	195.000	195.000
0226	614.2300	MGS Guardrail 3	LF	563.500	563.500
0228	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0234	618.0100	Maintenance and Repair of Haul Roads (project) 03. 2290-26-70	EACH	1.000	1.000
0236	619.1000	Mobilization	EACH	0.400	0.400
0238	620.0300	Concrete Median Sloped Nose	SF	353.000	353.000
0240	624.0100	Water	MGAL	470.000	470.000
0242	625.0100	Topsoil	SY	2,073.000	2,073.000
0244	625.0500	Salvaged Topsoil	SY	15,203.000	15,203.000
0246	627.0200	Mulching	SY	2,470.000	2,470.000
0248	628.1504	Silt Fence	LF	5,585.000	5,585.000
0250	628.1520	Silt Fence Maintenance	LF	5,585.000	5,585.000
0256	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0258	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0260	628.2002	Erosion Mat Class I Type A	SY	13,584.000	13,584.000
0264	628.2023	Erosion Mat Class II Type B	SY	1,577.000	1,577.000
0266	628.6510	Soil Stabilizer Type B	ACRE	0.330	0.330
0268	628.7005	Inlet Protection Type A	EACH	3.000	3.000
0270	628.7015	Inlet Protection Type C	EACH	15.000	15.000
0272	628.7020	Inlet Protection Type D	EACH	3.000	3.000
0274	628.7504	Temporary Ditch Checks	LF	925.000	925.000
0276	628.7555	Culvert Pipe Checks	EACH	80.000	80.000
0278	628.7560	Tracking Pads	EACH	2.000	2.000
0280	628.7570	Rock Bags	EACH	66.000	66.000
0282	629.0205	Fertilizer Type A	CWT	10.000	10.000
0284	630.0130	Seeding Mixture No. 30	LB	707.000	707.000
0286	630.0200	Seeding Temporary	LB	685.000	685.000
0288	630.0500	Seed Water	MGAL	366.000	366.000
0290	631.1000	Sod Lawn	SY	42.000	42.000

2290-26-70

Line	Item	Item Description	Unit	Total	Qty
0292	633.5100	Markers ROW	EACH	24.000	24.000
0294	633.5200	Markers Culvert End	EACH	3.000	3.000
0296	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	26.000	26.000
0298	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	12.000	12.000
0300	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	36.000	36.000
0302	637.2210	Signs Type II Reflective H	SF	472.790	472.790
0304	637.2230	Signs Type II Reflective F	SF	168.120	168.120
0306	638.2102	Moving Signs Type II	EACH	7.000	7.000
0308	638.2602	Removing Signs Type II	EACH	43.000	43.000
0310	638.3000	Removing Small Sign Supports	EACH	46.000	46.000
0312	642.5201	Field Office Type C	EACH	0.400	0.400
0314	643.0300	Traffic Control Drums	DAY	2,360.000	2,360.000
0316	643.0420	Traffic Control Barricades Type III	DAY	2,064.000	2,064.000
0318	643.0705	Traffic Control Warning Lights Type A	DAY	3,568.000	3,568.000
0320	643.0900	Traffic Control Signs	DAY	2,588.000	2,588.000
0322	643.0920	Traffic Control Covering Signs Type II	EACH	5.000	5.000
0326	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0330	643.5000	Traffic Control	EACH	0.400	0.400
0332	645.0105	Geotextile Type C	SY	211.000	211.000
0334	645.0111	Geotextile Type DF Schedule A	SY	396.000	396.000
0336	645.0120	Geotextile Type HR	SY	162.000	162.000
0338	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	17,045.000	17,045.000
0340	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	327.000	327.000
0346	646.5520	Marking Outfall Epoxy	EACH	8.000	8.000
0350	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	65.000	65.000
0352	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	264.000	264.000
0354	646.7120	Marking Diagonal Epoxy 12-Inch	LF	215.000	215.000
0356	646.8120	Marking Curb Epoxy	LF	155.000	155.000
0358	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0366	650.4000	Construction Staking Storm Sewer	EACH	17.000	17.000
0368	650.4500	Construction Staking Subgrade	LF	3,506.000	3,506.000
0370	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0372	650.6501	Construction Staking Structure Layout (structure) 01. C-51-94	EACH	1.000	1.000
0374	650.7000	Construction Staking Concrete Pavement	LF	3,405.000	3,405.000
0380	650.8501	Construction Staking Electrical Installations (project) 02. 2290-26-70	EACH	1.000	1.000
0384	650.9500	Construction Staking Sidewalk (project) 02. 2290-26-70	EACH	1.000	1.000
0390	650.9911	Construction Staking Supplemental Control (project) 03. 2290-26-70	EACH	1.000	1.000
0392	650.9920	Construction Staking Slope Stakes	LF	3,506.000	3,506.000
0394	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,720.000	1,720.000
0396	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	318.000	318.000
0398	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	7.000	7.000
0400	654.0105	Concrete Bases Type 5	EACH	13.000	13.000
0402	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0404	655.0610	Electrical Wire Lighting 12 AWG	LF	9,894.000	9,894.000
0406	655.0620	Electrical Wire Lighting 8 AWG	LF	2,521.000	2,521.000
0408	655.0635	Electrical Wire Lighting 2 AWG	LF	30.000	30.000
0412	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. 5 Mile Road	EACH	1.000	1.000
0414	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	13.000	13.000
0416	657.0322	Poles Type 5-Aluminum	EACH	13.000	13.000

2290-26-70

Line	Item	Item Description	Unit	Total	Qty
0418	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	6.000	6.000
0420	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	5.000	5.000
0422	657.0705	Luminaire Arms Truss Type 4 1/2-Inch Clamp 10-FT	EACH	2.000	2.000
0424	659.1125	Luminaires Utility LED C	EACH	13.000	13.000
0426	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0428	690.0150	Sawing Asphalt	LF	197.000	197.000
0430	690.0250	Sawing Concrete	LF	22.000	22.000
0432	715.0502	Incentive Strength Concrete Structures	DOL	522.000	522.000
0434	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	4,234.000	4,234.000
0436	740.0440	Incentive IRI Ride	DOL	2,570.000	2,570.000
0438	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000
0440	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,200.000	2,200.000
0446	SPV.0060	Special 03. Removing Solar Flashing Beacon And Pole STH 38 NB At 5 Mile Road	EACH	1.000	1.000
0448	SPV.0060	Special 04. Removing Solar Flashing Beacon And Pole STH 38 SB At 5 Mile Road	EACH	1.000	1.000
0450	SPV.0060	Special 05. Utility Line Opening (ULO)	EACH	5.000	5.000
0454	SPV.0060	Special 07. Temporary Water Diversion - Box Culvert C-51-94	EACH	1.000	1.000
0456	SPV.0060	Special 08. Section Corner Monuments	EACH	1.000	1.000

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CLEARING AND GRUBBING

CATEGORY	STATION	REFERENCE ALIGNMENT	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	43+17	EB5MR-A	53 LT	8	8
	43+65	EB5MR-A	46 LT	12	12
	47+50	EB5MR-A	65 RT	30	30
	47+51	EB5MR-A	52 RT	28	28
	52+43	EB5MR-A	47 LT	6	6
	53+13	EB5MR-A	43 LT	12	12
	53+54	EB5MR-A	42 LT	12	12
	165+92	NB38-A	33 LT	15	15
	182+35	NB38-A	35 RT	6	6
	182+37	NB38-A	34 RT	8	8
			TOTAL 0010	137	137

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	LF	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	47+53	-	47+82	EB5MR-A	RT	30	1	DRIVEWAY, CMCP 12-INCH
	166+28	-	166+50	NB38-A	RT	22	1	DRIVEWAY, CMCP 18-INCH
	168+99	-	169+29	SB38-B	LT	30	1	DRIVEWAY, CMCP 18-INCH
	169+85	-	170+18	SB38-B	LT	32	1	DRIVEWAY, CMCP 18-INCH
	52+39	-	52+66	EB5MR-B	RT	26	1	DRIVEWAY, CMCP 15-INCH
	52+47	-	52+66	WB5MR-A	LT	20	1	DRIVEWAY, CMCP 15-INCH
	180+65	-	180+95	NB38-B	RT	30	1	DRIVEWAY, CMCP 18-INCH
						TOTAL 0010	7	

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REMOVING FLASHING BEACONS

CATEGORY	LOCATION	SPV.0060.03 SPECIAL (03. REMOVING SOLAR FLASHING BEACON AND POLE STH 38 NB AT 4 MILE ROAD) EACH	SPV.0060.04 SPECIAL (04. REMOVING SOLAR FLASHING BEACON AND POLE STH 38 SB AT 5 MILE ROAD) EACH
0010	STH 38 NB AT 5 MILE ROAD	1	--
	STH 38 SB AT 5 MILE RD	--	1
	TOTAL 0010	1	1

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	204.0165 REMOVING GUARDRAIL LF	REMARKS
0010	177+85	-	180+15	NB38-B	RT	230	
	178+43	-	180+73	SB38-A	LT	229	
	178+60	-	179+60	SB38-A	LT	100	FOR C-51-94 INSTALLATION
	178+60	-	179+60	NB38-B	RT	100	FOR C-51-94 INSTALLATION
					TOTAL 0010	659	

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 14X23-INCH) LF	REMARKS
0010	20+00	-	20+00	RAB	RT	1	--	--	
	21+47	-	21+47	RAB	LT	1	--	--	
	23+39	-	23+39	RAB	RT	1	--	--	
	23+47	-	23+47	RAB	LT	1	--	--	
	23+94	-	23+94	RAB	LT	1	--	--	
	23+39	-	23+94	RAB	--	--	90	--	RCCP
	20+00	-	23+94	RAB	--	--	--	42	RCCP
	20+80	-	23+94	RAB	--	--	--	105	RCCP
	23+47	-	23+94	RAB	--	--	44	--	RCCP
	21+47	-	21+59	RAB	--	--	40	--	RCCP
					TOTAL 0010	5	174	147	

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REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	20+45	-	20+93	RAB	SE QUADRANT - OUTER	73	OUTER CURB RETURN
	21+41	-	21+84	RAB	NE QUADRANT - ISLAND	77	ISLAND
	21+70	-	22+22	RAB	NE QUADRANT	58	OUTER CURB RETURN
	22+60	-	22+99	RAB	NW QUADRANT - OUTER	72	OUTER CURB RETURN
	23+36	-	23+64	RAB	SW QUADRANT - ISLAND	77	ISLAND
	23+39	-	20+01	RAB	SW QUADRANT	99	OUTER CURB RETURN
					TOTAL 0010	456	

REMOVING CONCRETE

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0190 REMOVING SURFACE DRAINS EACH	REMARKS
0010	44+00	-	44+35	WB5MR-B	LT	131	--	DRIVEWAY
	21+41	-	21+83	RAB	LT	14	--	PAVED ISLAND NE QUADRANT
	23+37	-	23+62	RAB	LT	15	--	PAVED ISLAND SW QUADRANT
	50+90	-	50+99	EB5MR-A	RT	--	1	SE CORNER
	21+63	-	21+70	RAB	LT	--	1	NE CORNER
	174+10	-	174+16	SB38-A	LT	--	1	NW CORNER
					TOTAL 0010	160	3	

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (CY) (1) CUT (2)	205.0100 EXCAVATION COMMON (CY) (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (CY) (4)	AVAILABLE MATERIAL (CY) (5)	209.1100 EXPANDED GRANULAR BACKFILL GRADE 1 (CY) (10) FACTOR 1.15	312.0115 SELECT CRUSHED MATERIAL (CY) EXPANDED EBS BACKFILL (11) FACTOR 1.15	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) (13) FACTOR 1.30	MASS ORDINATE +/- (CY) (14)	WASTE (CY)	COMMENT
RAB-INNER FLANGE (RAB)	20+00 - 24+07	LT/RT	816	0	461	355	212	0	1,475	1,918	-890		
5 MILE-EB-ENTRANCE (EB5MR-A)	40+34 - 49+31	LT/RT	8,135	0	348	7,787	24	0	86	112	8,047		
5 MILE-WB-EXIT (WB5MR-B)	47+94 - 49+41	LT/RT	387	0	19	368	1	0	24	31	357		
5 MILE-WB-ENTRANCE (WB5MR-A)	50+88 - 57+40	LT/RT	1,076	0	264	812	1,255	0	1,674	2,176	154		
5 MILE-EB-EXIT (EB5MR-B)	50+79 - 52+24	LT/RT	5	0	12	-7	637	0	596	775	-133		
38-NB-EXIT (NB38-B)	174+01 - 182+48	LT/RT	984	0	590	394	1,457	0	1,909	2,482	-41		
38-SB-ENTRANCE (SB38-A)	174+18 - 175+66	LT/RT	105	0	124	-19	1	0	1	1	105		
38-NB-ENTRANCE (NB38-A)	165+57 - 172+57	LT/RT	1,821	0	591	1,230	470	0	640	832	1,459		
38-SB-EXIT (SB38-B)	171+55 - 172+73	LT/RT	54	0	10	44	36	0	32	42	48		
UNDISTRIBUTED	-	-	0	1,596	0	0	0	1,835	0	0		1,596	
GRAND TOTAL			13,383	1,596	2,419	10,964	4,093	1,835	6,437	8,368	9,108		
	TOTAL COMMON EXC		14,979										

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. ITEM NUMBER 312.0115

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(10) EXPANDED GRANULAR BACKFILL - THIS IS TO BE FILLED WITH GRANULAR BACKFILL GRADE 1. BACKFILL FACTOR = 1.15. ITEM NUMBER 209.1100

(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.15. ITEM NUMBER 312.0115

(13) EXPANDED FILL FACTOR = 1.30

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

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BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL	REMARKS
0010	40+34	-	40+59	EB5MR-A	LT/RT	6	63	70	2.8	CONCRETE TRANSITION
	40+59	-	49+31	EB5MR-A	LT/RT	25	1,832	3,800	113.1	CONCRETE PAVEMENT
	44+02	-	44+32	EB5MR-A	RT	--	75	--	1.5	DRIVEWAY
	43+99	-	44+29	WB5MR-B	LT	--	35	--	0.7	DRIVEWAY
	47+53	-	47+77	EB5MR-A	RT	--	31	--	0.6	DRIVEWAY
	165+57	-	165+82	NB38-A	LT/RT	6	76	87	3.4	CONCRETE TRANSITION
	165+82	-	172+51	NB39-A	LT/RT	73	1,560	2,855	89.8	CONCRETE PAVEMENT
	165+60	-	166+03	SB38-B	LT	--	21	--	0.4	DRIVEWAY
	166+18	-	166+60	NB38-A	RT	--	20	--	0.4	DRIVEWAY
	166+38	-	166+83	SB38-B	LT	--	24	--	0.5	DRIVEWAY
	168+96	-	169+36	SB38-B	LT	--	18	--	0.4	DRIVEWAY
	169+82	-	170+24	SB38-B	LT	--	17	--	0.3	DRIVEWAY
	50+69	-	57+15	EB5MR-A	LT/RT	60	1,365	2,698	82.5	CONCRETE PAVEMENT
	52+64	-	52+68	EB5MR-B	RT	--	41	--	0.8	DRIVEWAY
	52+44	-	52+88	WB5MR-A	LT	--	55	--	1.1	DRIVEWAY
	57+15	-	57+40	EB5MR-B	LT/RT	6	63	70	2.8	CONCRETE TRANSITION
	174+17	-	182+23	NB5MR-B	LT/RT	90	1,895	3,695	113.6	CONCRETE PAVEMENT
	180+73	-	180+96	NB38-B	RT	--	18	--	0.4	DRIVEWAY
	182+23	-	182+48	NB38-B	LT/RT	6	75	87	3.4	CONCRETE TRANSITION
	20+00	-	24+07	RAB	LT/RT	--	223	--	4.5	TRUCK APRON
	20+00	-	24+07	RAB	LT/RT	--	574	1,446	40.4	CONCRETE PAVEMENT
					TOTAL 0010	272	8,081	14,808	470	

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C-51-94 ASPHALTIC PATCH

CATEGORY	STATION	TO	STATION	LOCATION	* 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	450.4000 HMA COLD WEATHER PAVING TON	465.0105 ASPHALTIC SURFACE TON	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	REMARKS
0010	178+85	-	179+51	C-51-94	24	117	115	115	--	USE IF C-51-94 IS CONSTRUCTED IN 2026
	178+85	-	179+51	C-51-94	--	--	--	--	264	DOUBLE YELLOW C/L, WHITE EDGELINE
				TOTAL 0010	24	117	115	115	264	

* QUANTITY SHOWN ELSEWHERE ON PLANS

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CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.2010 CONCRETE TRUCK APRON 12-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	REMARKS
0010	40+59	-	49+24	WEST LEG	--	3,495	--	--	
	44+64	-	49+25	WEST LEG	--	--	--	4,631	SPLITTER ISLAND
	165+82	-	172+51	SOUTH LEG	--	2,797	--	--	
	169+12	-	172+51	SOUTH LEG	--	--	--	3,859	SPLITTER ISLAND
	20+00	-	24+07	RAB	157	--	472	--	TRUCK APRON
	20+00	-	24+07	RAB	--	1,527	--	--	RAB
	50+96	-	57+15	EAST LEG	--	2,460	--	--	
	50+96	-	54+31	EAST LEG	--	--	--	3,495	SPLITTER ISLAND
	174+17	-	182+23	NORTH LEG	--	3,694	--	--	
	174+14	-	177+16	NORTH LEG	--	--	--	4,325	SPLITTER ISLAND
				TOTAL 0010	157	13,973	472	16,310	

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
0010	44+60	EB5MR-A	58	WEST LEG
	49+26	EB5MR-A	14	WEST LEG
	49+23	EB5MR-A	17	WEST LEG
	169.06.7	NB38-A	57	SOUTH LEG
	172+52	NB38-A	14	SOUTH LEG
	172+60	NB38-A	17	SOUTH LEG
	50+96	EB5MR-B	17	EAST LEG
	50+94	EB5MR-B	14	EAST LEG
	54+36	EB5MR-B	57	EAST LEG
	174+14	NB38-B	17	NORTH LEG
	174+23	NB38-B	14	NORTH LEG
	177+20	NB38-B	57	NORTH LEG
		TOTAL 0010	353	

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DRIVEWAY PAVING

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	602.0810 CONCRETE DRIVEWAY 6-INCH SY	REMARKS
0010	43+99	-	44+29	WB5MR-B	LT	--	112	DRIVEWAY APRON AND DRIVEWAY
	44+02	-	44+32	EB5MR-A	RT	--	79	DRIVEWAY APRON AND DRIVEWAY
	47+53	-	47+77	EB5MR-A	RT	--	20	DRIVEWAY APRON
	165+60	-	166+02	SB38-B	LT	15	--	DRIVEWAY
	166+18	-	166+60	NB38-A	RT	15	--	DRIVEWAY
	166+38	-	166+83	SB38-B	LT	17	--	DRIVEWAY
	168+96	-	169+36	SB38-B	LT	13	--	DRIVEWAY
	169+82	-	170+24	SB38-B	LT	12	--	DRIVEWAY
	52+37	-	52+68	EB5MR-B	RT	25	23	DRIVEWAY APRON AND DRIVEWAY
	52+44	-	52+88	WB5MR-A	LT	39	--	DRIVEWAY
					TOTAL 0010	136	234	

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 2290-26-70) EACH	REMARKS
0010	40+34	-	49+31	EB5MR-A	898	--	898	1.00	WEST LEG
	40+59	-	49+31	EB5MR-A	--	872	--	--	WEST LEG
	42+30	-	49+31	EB5MR-A	--	--	--	--	WEST LEG
	165+57	-	172+57	NB38-A	700	--	700	--	SOUTH LEG
	165+82	-	172+57	NB38-A	--	675	--	--	SOUTH LEG
	169+11	-	172+57	NB38-A	--	--	--	--	SOUTH LEG
	50+87	-	57+40	EB5MR-B	653	--	653	--	EAST LEG
	50+87	-	57+15	EB5MR-B	--	628	--	--	EAST LEG
	50+87	-	54+31	EB5MR-B	--	--	--	--	EAST LEG
	174+01	-	182+48	NB38-B	848	--	848	--	NORTH LEG
	174+01	-	182+23	NB38-B	--	823	--	--	NORTH LEG
	174+01	-	177+16	NB38-B	--	--	--	--	NORTH LEG
	20+00	-	24+07	RAB	407	407	407	--	RAB
	20+00	-	24+07	RAB	--	--	--	--	RAB
								--	
				TOTAL 0010	3,506	3,405	3,506	1.00	

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CONCRETE CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0511 CONCRETE CURB & GUTTER INTEGRAL 6-INCH SLOPED 36-INCH LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0581 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R LF	REMARKS
0010	42+30	-	47+82	EB5MR-A	--	--	--	555	--	
	47+82	-	49+31	EB5MR-A	--	134	--	--	--	
	44+63	-	47+70	EB5MR-A	--	--	307	--	--	EB SPLITTER ISLAND
	47+70	-	49+24	EB5MR-A	--	155	--	--	--	EB SPLITTER ISLAND
	42+75	-	47+69	WB5MR-B	--	--	--	492	--	
	47+69	-	49+50	WB5MR-B	--	177	--	--	--	
	44+64	-	47+69	WB5MR-B	--	--	305	--	--	WB SPLITTER ISLAND
	47+69	-	49+21	WB5MR-B	--	153	--	--	--	WB SPLITTER ISLAND
	169+11	-	171+02	NB38-A	--	--	190	--	--	NB SPLITTER ISLAND
	171+02	-	172+50	NB38-A	--	150	--	--	--	NB SPLITTER ISLAND
	171+23	-	172+51	NB38-A	--	110	--	--	--	
	169+12	-	171+01	SB38-B	--	--	189	--	--	SB SPLITTER ISLAND
	171+01	-	172+58	SB38-B	--	157	--	--	--	SB SPLITTER ISLAND
	171+15	-	172+57	SB38-B	--	140	--	--	--	
	20+00	-	24+07	RAB	--	--	--	--	397	
	20+00	-	24+07	RAB	310	--	--	--	--	
	20+04	-	20+32	RAB	--	38	--	--	--	
	20+45	-	20+78	RAB	--	61	--	--	--	SE CURB RETURN
	20+94	-	21+14	RAB	--	29	--	--	--	
	21+28	-	21+98	RAB	--	107	--	--	--	NE CURB RETURN
	22+09	-	22+39	RAB	--	42	--	--	--	
	22+53	-	22+67	RAB	--	25	--	--	--	NW CURB RETURN
	22+98	-	23+17	RAB	--	26	--	--	--	
	23+34	-	24+00	RAB	--	102	--	--	--	SW CURB RETURN
	50+98	-	52+37	EB5MR-B	--	135	--	--	--	
	52+37	-	52+77	EB5MR-B	--	--	--	39	--	
	50+98	-	52+52	EB5MR-B	--	155	--	--	--	EB SPLITTER ISLAND
	52+52	-	54+31	EB5MR-B	--	--	179	--	--	EB SPLITTER ISLAND
	50+95	-	52+19	WB5MR-A	--	110	--	--	--	
	50+96	-	52+50	WB5MR-A	--	156	--	--	--	WB SPLITTER ISLAND
	52+50	-	54+31	WB5MR-A	--	--	180	--	--	WB SPLITTER ISLAND
	174+17	-	175+60	NB38-B	--	142	--	--	--	
	174+16	-	175+74	NB38-B	--	158	--	--	--	NB SPLITTER ISLAND
	175+74	-	177+16	NB38-B	--	--	142	--	--	NB SPLITTER ISLAND
	174+25	-	175+51	SB38-B	--	110	--	--	--	
	174+25	-	175+73	SB38-B	--	149	--	--	--	SB SPLITTER ISLAND
	175+73	-	177+16	SB38-B	--	--	143	--	--	SB SPLITTER ISLAND
				TOTAL 0010	310	2,721	1,635	1,086	397	

RESTORATION

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2002 EROSION MAT CLASS I TYPE A SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.6510 SOIL STABILIZER TYPE B ACRE	629.0205 FERTILIZER TYPE A CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.1000 SOD LAWN SY
0010	40+34	-	44+07	EB5MR-A	RT	--	756	--	756	--	--	0.48	35	34	17	--
	40+34	-	42+27	EB5MR-A	RT	--	129	--	--	129	--	0.08	6	6	3	--
	44+27	-	47+58	EB5MR-A	RT	--	765	--	765	--	--	0.48	35	34	18	--
	47+72	-	170+08	EB5MR-A / SB38-B	RT	--	815	--	815	--	--	0.51	37	37	19	--
	48+00	-	172+81	EB5MR-A / SB38-B	RT	--	123	--	--	123	--	0.08	6	6	3	--
	40+34	-	44+04	WB5MR-B	LT	--	454	--	454	--	--	0.29	21	20	11	--
	40+34	-	42+72	WB5MR-B	LT	--	158	--	--	158	--	0.10	8	7	4	--
	44+24	-	45+97	WB5MR-B	LT	--	220	--	220	--	--	0.14	10	10	5	--
	45+97	-	46+04	WB5MR-B	LT	--	7	--	--	--	--	0.00	1	1	1	7
	46+04	-	49+14	WB5MR-B	LT	--	341	--	341	--	--	0.21	16	15	8	--
	49+14	-	49+21	WB5MR-B	LT	--	6	--	--	--	--	0.00	1	1	1	6
	49+21	-	182+44	WB5MR-B / SB38-A	LT	--	1,475	--	1,475	--	--	0.93	67	66	34	--
	165+57	-	166+32	38NB-A	RT	--	97	--	97	--	--	0.06	5	4	3	--
	165+57	-	166+17	38NB-A	RT	--	40	--	--	40	--	0.03	2	2	1	--
	166+47	-	52+41	38NB-A / EB5MR-B	RT	--	1,652	--	1,652	--	--	1.04	75	74	38	--
	172+47	-	172+66	NB38-A	RT	--	9	--	--	--	--	0.01	1	1	1	9
	165+57	-	165+78	SB38-B	LT	--	17	--	17	--	--	0.01	1	1	1	--
	166+00		166+36	SB38-B	LT	--	23	--		23	--	0.01	2	1	1	--
	165+90	-	166+53	SB38-B	LT	--	75	--	75	--	--	0.05	4	3	2	--
	166+71	-	169+13	SB38-B	LT	--	352	--	352	--	--	0.22	16	16	8	--
	166+85	-	168+94	SB38-B	LT	--	140	--	--	140	--	0.09	7	6	4	--
	169+35		169+80	SB38-B	LT	--	28	--	--	28	--	0.02	2	1	1	--
	169+23	-	169+98	SB38-B	LT	--	137	--	137	--	--	0.09	7	6	4	--
	20+00	-	24+07	RAB	LT	--	808	--	808	--	--	0.51	37	36	19	--
	171+20		172+52	NB38-A	RT	--	63	--	--	63	--	0.04	3	3	2	--
	51+09	-	51+17	EB5MR-B	RT	--	8	--	--	--	--	0.01	1	1	1	8
	52+56	-	57+40	EB5MR-B	RT	--	771	--	771	--	--	0.49	35	35	18	--
	54+37	-	57+40	EB5MR-B	RT	--	202	--		202	--	0.13	10	9	5	--
	180+78	-	52+58	NB38-B / WB5MR-A	LT	--	2,622	--	2,622		--	1.65	118	118	59	--
	51+04	-	52+45	WB5MR-A	LT	--	74	--	--	74	--	0.05	4	3	2	--
	51+16		52+23	EB5MR-B	RT	--	97	--	--	97	--	0.06	5	4	3	--
	52+76	-	57+40	WB5MR-A	LT	--	537	--	537	--	--	0.34	25	24	13	--
	52+94	-	53+80	WB5MR-A	LT	--	60	--	--	60	--	0.04	3	3	2	--
	54+40	-	55+65	WB5MR-A	LT	--	83	--	--	83	--	0.05	4	4	2	--
	180+59	-	180+71	NB38-B	RT	--	7	--	--	7	--	0.00	1	1	1	--
	180+91	-	182+48	NB38-B	RT	--	277	--	277	--	--	0.17	13	12	7	--
	180+98	-	182+48	NB38-B	RT	--	100	--	--	100	--	0.06	5	4	3	--
	174+15	-	174+30	SB38-A	LT	--	8	--	--	--	--	0.01	1	1	1	8
	180+90	-	182+48	SB38-A	LT	--	107	--	--	107	--	0.07	5	5	3	--
	181+06	-	182+48	SB38-A	LT	--	178	--	178	--	--	0.11	8	8	4	--
					UNDISTRIBUTED	2,073	1,382	2,470	1,235	143	0.33	1	64	62	33	4
					TOTAL 0010	2,073	15,203	2,470	13,584	1,577	0.33	10	707	685	366	42

EROSION CONTROL

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	REMARKS
0010	40+35	-		EB5MR-A	22.5 RT	--	--	--	--	--	--	--	--	10	--	EB 5 MILE WEST LEG
	40+34	-	42+33	EB5MR-A	RT	205	205	--	--	--	--	--	--	--	--	EB 5 MILE WEST LEG
	41+23	-		EB5MR-A	26.8 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE WEST LEG
	41+80	-		EB5MR-A	28.3 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE WEST LEG
	42+19	-		EB5MR-A	28.6 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE WEST LEG
	43+00	-		EB5MR-A	27.2 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE WEST LEG
	43+75	-		EB5MR-A	29.5 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE WEST LEG
	46+10	-		EB5MR-A	17.8 RT	--	--	--	--	--	1	--	--	--	--	EB 5 MILE WEST LEG
	47+70	-	49+41	EB5MR-A	RT	170	170	--	--	--	--	--	--	--	--	EB 5 MILE WEST LEG
	48+24	-		EB5MR-A	21.1 RT	--	--	--	--	--	1	--	--	--	--	EB 5 MILE WEST LEG
	48+30	-		EB5MR-A	27.2 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE WEST LEG
	49+12	-		EB5MR-A	31.2 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE WEST LEG
	49+23	-		EB5MR-A	42.4 RT	--	--	--	--	1	--	--	--	--	--	EB 5 MILE WEST LEG
	40+32	-		EB5MR-A	27.9 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE WEST LEG
	40+33	-	42+84	EB5MR-A	LT	256	256	--	--	--	--	--	--	--	--	WB 5 MILE WEST LEG
	40+90	-		EB5MR-A	27.8 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE WEST LEG
	41+52	-		EB5MR-A	28.6 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE WEST LEG
	41+98	-		EB5MR-A	28.1 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE WEST LEG
	42+63	-		EB5MR-A	27.3 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE WEST LEG
	43+22	-		EB5MR-A	33.5 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE WEST LEG
	43+84	-		EB5MR-A	35.8 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE WEST LEG
	44+06	-	49+43	EB5MR-A	LT	550	550	--	--	--	--	--	--	--	--	WB 5 MILE WEST LEG
	165+66	-	166+28	NB38-A	RT	63	63	--	--	--	--	--	--	--	--	NB STH 38 SOUTH LEG
	166+12	-		NB38-A	30.1 RT	--	--	--	--	--	--	--	--	10	--	NB STH 38 SOUTH LEG
	166+49	-	172+41	NB38-A	RT	577	577	--	--	--	--	--	--	--	--	NB STH 38 SOUTH LEG
	171+28	-		NB38-A	43.1 RT	--	--	--	--	--	--	--	25	--	--	SB STH 38 SOUTH LEG
	172+08	-		NB38-A	46.5 RT	--	--	--	--	--	--	--	25	--	--	SB STH 38 SOUTH LEG
	165+47	-	165+70	NB38-A	LT	31	31	--	--	--	--	--	--	--	--	SB STH 38 SOUTH LEG
	165+92	-	166+51	NB38-A	LT	65	65	--	--	--	--	--	--	--	--	SB STH 38 SOUTH LEG
	166+31	-		NB38-A	29.9 LT	--	--	--	--	--	--	--	--	10	--	SB STH 38 SOUTH LEG
	166+74	-	168+94	NB38-A	LT	231	231	--	--	--	--	--	--	--	--	SB STH 38 SOUTH LEG
	167+00	-		NB38-A	27.4 LT	--	--	--	--	--	--	--	25	--	--	SB STH 38 SOUTH LEG
	168+01	-		NB38-A	29.6 LT	--	--	--	--	--	--	--	25	--	--	SB STH 38 SOUTH LEG
	168+88	-		NB38-A	30.6 LT	--	--	--	--	--	--	--	--	10	--	SB STH 38 SOUTH LEG
	169+24	-	169+94	NB38-A	LT	74	74	--	--	--	--	--	--	--	--	SB STH 38 SOUTH LEG
	169+75	-		NB38-A	30.6 LT	--	--	--	--	--	--	--	--	10	--	SB STH 38 SOUTH LEG
	170+12	-	172+83	NB38-A	LT	273	273	--	--	--	--	--	--	--	--	SB STH 38 SOUTH LEG
	172+16	-		NB38-A	33.3 LT	--	--	--	--	--	--	--	25	--	--	SB STH 38 SOUTH LEG
	172+35	-		NB38-A	31.3 LT	--	--	--	--	1	--	--	--	--	--	SB STH 38 SOUTH LEG
	172+57	-		NB38-A	6.6 LT	--	--	--	--	1	--	--	--	--	--	SB STH 38 SOUTH LEG
					SHEET 1 TOTAL	2,495	2,495	0	0	3	2	0	475	50	0	

EROSION CONTROL

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	REMARKS
	50+78	-	52+32	WB5MR-A	RT	164	164	--	--	--	--	--	--	--	--	EB 5 MILE EAST LEG
	50+96	-		WB5MR-A	21.3 RT	--	--	--	--	--	1	--	--	--	--	EB 5 MILE EAST LEG
	51+23	-		WB5MR-A	83.9 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE EAST LEG
	51+45	-		WB5MR-A	64.4 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE EAST LEG
	56+00	-		WB5MR-A	52.6 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE EAST LEG
	52+24	-		WB5MR-A	41.7 RT	--	--	--	--	--	--	--	--	10	--	EB 5 MILE EAST LEG
	52+64	-	57+40	WB5MR-A	RT	502	502	--	--	--	--	--	--	--	--	EB 5 MILE EAST LEG
	53+23	-		WB5MR-A	33.5 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE EAST LEG
	54+74	-		WB5MR-A	30.2 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE EAST LEG
	55+41	-		WB5MR-A	30.4 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE EAST LEG
	56+49	-		WB5MR-A	30.0 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE EAST LEG
	57+39	-		WB5MR-A	29.4 RT	--	--	--	--	--	--	--	25	--	--	EB 5 MILE EAST LEG
	50+78	-	52+57	WB5MR-A	LT	169	169	--	--	--	--	--	--	--	--	WB 5 MILE EAST LEG
	51+77	-		WB5MR-A	51.6 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE EAST LEG
	52+39	-		WB5MR-A	43.5 LT	--	--	--	--	--	--	--	--	10	--	WB 5 MILE EAST LEG
	52+77	-	57+41	WB5MR-A	LT	500	500	--	--	--	--	--	--	--	--	WB 5 MILE EAST LEG
	53+31	-		WB5MR-A	34.2 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE EAST LEG
	53+89	-		WB5MR-A	32.4 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE EAST LEG
	54+67	-		WB5MR-A	28.2 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE EAST LEG
	55+94	-		WB5MR-A	23.4 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE EAST LEG
	57+37	-		WB5MR-A	21.5 LT	--	--	--	--	--	--	--	25	--	--	WB 5 MILE EAST LEG
	173+91	-	179+03	SB38-A	RT	540	540	--	--	--	--	--	--	--	--	NB STH 38 NORTH LEG
	179+35	-	180+81	SB38-A	RT	199	199	--	--	--	--	--	--	--	--	NB STH 38 NORTH LEG
	180+93	-	182+50	SB38-A	RT	170	170	--	--	--	--	--	--	--	--	NB STH 38 NORTH LEG
	181+04	-		SB38-A	41.2 RT	--	--	--	--	--	--	--	--	10	--	NB STH 38 NORTH LEG
	181+38	-		SB38-A	33.5 RT	--	--	--	--	--	--	--	25	--	--	NB STH 38 NORTH LEG
	182+26	-		SB38-A	31.9 RT	--	--	--	--	--	--	--	25	--	--	NB STH 38 NORTH LEG
	174+14	-		SB38-A	22.0 LT	--	--	--	--	--	1	--	--	--	--	SB STH 38 NORTH LEG
	174+15	-	178+78	SB38-A	LT	454	454	--	--	--	--	--	--	--	--	SB STH 38 NORTH LEG
	179+16	-	182+49	SB38-A	LT	334	334	--	--	--	--	--	--	--	--	SB STH 38 NORTH LEG
	181+09	-		SB38-A	34.8 LT	--	--	--	--	--	--	--	25	--	--	SB STH 38 NORTH LEG
	182+03	-		SB38-A	29.3 LT	--	--	--	--	--	--	--	25	--	--	SB STH 38 NORTH LEG
	20+25	-		RAB	21.6 RT	--	--	--	--	--	1	--	--	--	--	RAB
	20+30	-		RAB	21.5 RT	--	--	--	--	--	1	--	--	--	--	RAB
	20+96	-		RAB	22.6 RT	--	--	--	--	--	1	--	--	--	--	RAB
	21+01	-		RAB	22.2 RT	--	--	--	--	--	1	--	--	--	--	RAB
	21+37	-		RAB	1.4 LT	--	--	--	--	--	1	--	--	--	--	RAB
	21+45	-		RAB	1.5 LT	--	--	--	--	--	1	--	--	--	--	RAB
	21+47	-		RAB	23.6 LT	--	--	--	--	--	1	--	--	--	--	RAB
	22+57	-		RAB	32.8 RT	--	--	--	--	--	1	--	--	--	--	RAB
	23+00	-		RAB	22.7 RT	--	--	--	--	--	1	--	--	--	--	RAB
	23+06	-		RAB	22.2 RT	--	--	--	--	--	1	--	--	--	--	RAB
	23+51	-	23+82	RAB	RT	58	58	--	--	--	--	--	--	--	--	RAB
	23+94	-		RAB	0.7 LT	--	--	--	--	--	1	--	--	--	--	RAB
					UNDISTRIBUTED	--	--	4	4	--	--	3	--	--	2	
					SHEET 2 TOTAL	3,090	3,090	4	4	0	13	3	450	30	2	
					SHEET 1 TOTAL	2,495	2,495	0	0	3	2	0	475	50	0	
					TOTAL 001	5,585	5,585	4	4	3	15	3	925	80	2	

STORM SEWER STRUCTURES

				522.1015	522.1024	611.0615	611.0624	611.0639	611.0642	611.0652	611.1005	611.3003	611.3004	611.3225	611.3230	611.3902	650.4000			
				APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE		INLET COVERS					CATCH BASINS 5-FT DIAMETER	INLETS					CONSTRUCTION STAKING STORM SEWER			
STRUCTURE	STATION	OFFSET*	LOCATION	15-INCH EACH	24-INCH EACH	TYPE F EACH	TYPE H EACH	TYPE H-S EACH	TYPE MS EACH	TYPE T EACH	EACH	3-FT DIAMETER EACH	4-FT DIAMETER EACH	2X2.5-FT EACH	2X3-FT EACH	MEDIAN 2 GRATE EACH	EACH	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
2	21+44.78	1.50' LT	RAB-INNER FLNG	--	--	--	--	--	--	1	--	--	--	1	--	--	1	682.83	679.63	2.28
2A	21+36.60	1.50' LT	RAB-INNER FLNG	--	--	--	--	--	--	1	--	--	--	1	--	--	1	682.83	679.34	2.59
3	50+95.93	16.68' LT	5 MILE-EB-EXIT	--	--	--	--	1	--	--	--	--	--	--	1	--	1	683.24	679.05	3.37
3A	50+99.26	23.82' LT	5 MILE-EB-EXIT	--	--	--	--	1	--	--	--	--	--	--	1	--	1	683.16	679.13	3.22
4	50+95.93	21.25' RT	5 MILE-EB-EXIT	--	--	--	1	--	--	--	1	--	--	--	--	--	1	682.81	678.12	3.94
5	51+10.00	41.27' RT	5 MILE-EB-EXIT	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--	678.00	--
6	23+67.64	23.71' RT	RAB-INNER FLNG	--	--	--	--	1	--	--	--	--	1	--	--	--	1	685.50	679.29	5.21
6A	23+73.43	25.71' RT	RAB-INNER FLNG	--	--	--	--	1	--	--	--	--	1	--	--	--	1	685.49	679.49	5.25
7	172+51.43	6.40' LT	STH38 NB-ENTRANCE	--	--	--	--	1	--	--	--	--	1	--	--	--	1	684.60	678.74	5.11
7A	172+47.97	13.44' LT	STH38 NB-ENTRANCE	--	--	--	--	1	--	--	--	--	1	--	--	--	1	684.72	678.86	5.11
9	49+18.96	17.98' LT	5 MILE-EB-ENTRANCE	--	--	--	--	1	--	--	--	--	--	--	1	--	1	685.35	681.14	3.38
9A	49+16.75	25.64' LT	5 MILE-EB-ENTRANCE	--	--	--	--	1	--	--	--	--	--	--	1	--	1	685.29	681.01	3.46
10	174+13.54	22.09' LT	STH38-SB-ENTRANCE	--	--	--	--	1	--	--	--	--	--	--	1	--	1	684.30	680.60	2.89
11	174+19.52	33.35' LT	STH38-SB-ENTRANCE	1	--	--	--	--	--	--	--	--	--	--	--	--	1	--	680.53	--
12	48+24.00	20.90' RT	5 MILE-EB-ENTRANCE	--	--	--	1	--	--	--	--	--	1	--	--	--	1	687.52	682.60	4.17
13	47+45.83	18.13' RT	5 MILE-EB-ENTRANCE	--	--	1	--	--	--	--	--	1	--	--	--	--	1	690.33	685.39	4.24
14	46+10.00	17.50' RT	5 MILE-EB-ENTRANCE	--	--	1	--	--	--	--	--	1	--	--	--	--	1	695.07	690.30	4.07
22	172+35.69	31.57' LT	STH38 SB-EXIT	--	--	--	--	--	1	--	--	--	--	--	--	1	--	684.00	679.60	4.69
			TOTALS	1	1	2	2	9	1	2	1	2	5	2	5	1	17			

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE WITH EXCEPTION TO STRUCTURES 5 AND 11 WHERE IT IS MEASURED TO THE END OF PIPE.
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

DRIVEWAY AND CROSS CULVERT STRUCTURES

				521.1015	521.1018	522.1030	
				APRON ENDWALLS FOR CULVERT PIPE STEEL		APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	
STRUCTURE	STATION*	OFFSET*	LOCATION	15-INCH EACH	18-INCH EACH	EACH	INVERT** ELEVATION
2	172+57.35	45.50' RT	STH38 NB-ENTRANCE	--	--	1	678.45
7	166+36.71	29.47' LT	STH38 SB-EXIT	1	--	--	700.20
8	166+84.83	29.51' LT	STH38 SB-EXIT	1	--	--	699.90
9	168+93.75	30.36' LT	STH38 SB-EXIT	--	1	--	694.75
10	169+39.25	30.40' LT	STH38 SB-EXIT	--	1	--	693.20
11	169+81.52	30.40' LT	STH38 SB-EXIT	--	1	--	691.90
12	170+27.32	31.59' LT	STH38 SB-EXIT	--	1	--	689.75
15	52+44.27	43.02' LT	5 MILE-WB-ENTRANCE	--	1	--	672.10
16	52+94.76	37.41' LT	5 MILE-WB-ENTRANCE	--	1	--	670.90
17	180+98.82	42.12' RT	STH38-NB-EXIT	--	1	--	673.40
18	180+69.56	44.28' RT	STH38-NB-EXIT	--	1	--	671.80
19	166+17.01	30.49' RT	STH38 SB-EXIT	1	--	--	699.00
23	166+62.63	31.21' RT	STH38 NB-ENTRANCE	1	--	--	698.60
25	52+28.75	41.90' RT	5 MILE-EB-EXIT	1	--	--	673.45
26	52+76.05	36.70' RT	5 MILE-EB-EXIT	1	--	--	672.20
			TOTALS	6	8	1	

REMARKS:
*STATIONS AND OFFSETS ARE TO END OF PIPE
**FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

STORM SEWER PIPES

FROM	- TO	LOCATION	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0424 24-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
2	- 2A	CIRCLE	--	8	--	--	679.63	679.59	0.0045
2A	- 3A	CIRCLE	--	--	47	--	679.34	679.18	0.0035
3	- 4	EAST LEG	--	--	38	--	679.05	678.92	0.0035
3A	- 3	EAST LEG	--	--	8	--	679.13	679.10	0.0035
4	- 5	EAST LEG	--	--	--	24	678.12	678.00	0.0050
6	- 6A	CIRCLE	8	--	--	--	679.60	679.54	0.0075
6A	- 7A	SOUTH LEG	76	--	--	--	679.49	678.92	0.0075
7	- 4	SOUTH LEG	--	--	--	76	678.74	678.17	0.0075
7A	- 7	SOUTH LEG	8	--	--	--	678.86	678.80	0.0075
9	- 9A	WEST LEG	--	8	--	--	681.14	681.10	0.0050
9A	- 10	WEST LEG	--	--	63	--	681.01	680.70	0.0050
10	- 11	NORTH LEG	--	--	13	--	680.60	680.53	0.0053
12	- 6	WEST LEG	--	--	--	131	682.60	679.65	0.0225
13	- 12	WEST LEG	--	--	--	78	685.39	682.65	0.0350
14	- 13	WEST LEG	--	--	--	139	690.30	685.44	0.0350
		TOTALS	92	16	169	448			

DRIVEWAY AND CROSS CULVERT PIPES

FROM	- TO	LOCATION	521.3115 CULVERT PIPE CORRUGATED STEEL 15-INCH LF	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	MINIMUM THICKNESS
7	- 8	SOUTH LEG	48	--	--	--	700.20	699.90	0.0062	STEEL 0.064 ALUMINUM 0.060
9	- 10	SOUTH LEG	--	46	--	--	694.75	693.20	0.0341	STEEL 0.064 ALUMINUM 0.060
11	- 12	SOUTH LEG	--	45	--	--	691.90	689.75	0.0483	STEEL 0.064 ALUMINUM 0.060
15	- 16	EAST LEG	--	54	--	--	672.10	670.90	0.0222	STEEL 0.064 ALUMINUM 0.060
17	- 18	NORTH LEG	--	29	--	--	673.40	671.80	0.0545	STEEL 0.064 ALUMINUM 0.060
19	- 23	SOUTH LEG	45	--	--	--	699.00	698.60	0.0089	STEEL 0.064 ALUMINUM 0.060
22	- 2	SOUTH LEG	--	--	111	1	679.60	678.45	0.0103	STEEL 0.064 ALUMINUM 0.060
25	- 26	EAST LEG	44	--	--	--	673.45	672.20	0.0284	STEEL 0.064 ALUMINUM 0.060
		TOTALS	137	174	111	1				

3

GUARDRAIL

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	614.0340 STEEL PLATE BEAM GUARD OVER LOW-FILL CULVERTS CLASS A LF	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	REMARKS
0010	176+83	-	177+37	NB38-B	RT	--	11	--	1	PERMANENT INSTALLATION
	177+37	-	180+12	NB38-B	RT	--	54	275	--	PERMANENT INSTALLATION
	180+12	-	180+65	NB38-B	RT	--	11	--	1	PERMANENT INSTALLATION
	177+43	-	177+96	SB38-A	LT	--	11	--	1	PERMANENT INSTALLATION
	177+96	-	180+84	SB38-A	LT	--	57	288.5	--	PERMANENT INSTALLATION
	180+84	-	181+37	SB38-A	LT	--	11	--	1	PERMANENT INSTALLATION
	178+60	-	179+60	SB38-A	LT	100	20	--	--	C-51-94 RE-INSTALLATION
	178+60	-	179+60	NB38-B	RT	100	20	--	--	C-51-94 RE-INSTALLATION
					TOTAL 0010	200	195	563.5	4	

MARKERS ROW

633.5100

CATEGORY	STATION	REFERENCE ALIGNMENT	LOCATION	MARKERS ROW EACH	REMARKS
0010	47+25.27	VM - SEE PLAT	33 LT	1	POINT 240
	48+95.85	VM - SEE PLAT	66.19 LT	1	POINT 241
	178+61.41	38 - SEE PLAT	50 LT	1	POINT 215
	178+64.89	38 - SEE PLAT	70 LT	1	POINT 216
	179+45.00	38 - SEE PLAT	70 LT	1	POINT 218
	179+45.00	38 - SEE PLAT	50 LT	1	POINT 219
	179+50.00	38 - SEE PLAT	50 RT	1	POINT 210
	179+50.00	38 - SEE PLAT	70 RT	1	POINT 211
	178+70.00	38 - SEE PLAT	70 RT	1	POINT 213
	178+70.00	38 - SEE PLAT	50 RT	1	POINT 214
	176+00.00	38 - SEE PLAT	50 RT	1	POINT 234
	176+00.00	38 - SEE PLAT	60 RT	1	POINT 235
	174+69.36	38 - SEE PLAT	98.27 RT	1	POINT 236
	51+18.00	VM - SEE PLAT	60 LT	1	POINT 237
	54+00.00	VM - SEE PLAT	60 LT	1	POINT 238
	171+83.51	38 - SEE PLAT	534.49 RT	1	POINT 230
	52+85.00	VM - SEE PLAT	33 RT	1	POINT 221
	52+85.00	VM - SEE PLAT	48 RT	1	POINT 222
	172+09.95	38 - SEE PLAT	67.05 RT	1	POINT 223
	171+30.00	38 - SEE PLAT	50 LT	1	POINT 205
	49+32.40	VM - SEE PLAT	77 RT	1	POINT 206
	48+43.14	VM - SEE PLAT	45 RT	1	POINT 207
	47+00.00	VM - SEE PLAT	53 RT	1	POINT 208
	41+31.58	VM - SEE PLAT	33 RT	1	POINT 209
			TOTAL 0010	24	

MARKERS CULVERT END

CATEGORY	STATION	REFERENCE ALIGNMENT	LOCATION	633.5200 MARKERS CULVERT END EACH
0010	172+57	NB38-A	45.5 RT	1
	51+10	EB5MR-B	41.4 RT	1
	174+21	SB38-A	31.0 LT	1
			TOTAL 0010	3

TYPE II SIGN REMOVAL **2290-26-70 STH 38 at 5 Mile Road**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
101R	W3-1		1	1	
102R	W3-1		1	1	
103R	J13-1		1	1	
104R	R12-53		1	1	
105R	W12-2		1	1	INCLUDES REMOVAL OF PLAQUE
106R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO SIGN SHOP WISDOT WEST ALLIS
107R	W12-1D		1	1	
108R	R5-1		1	1	
109R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO SIGN SHOP
110R	R1-1		1	1	WISDOT WEST ALLIS INCLUDES REMOVAL OF W4-4C PLAQUE TURN OVER PERMANENT FLAGS TO SIGN SHOP WISDOT WEST ALLIS INCLUDES REMOVAL OF W4-4C PLAQUE
111R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO SIGN SHOP WISDOT WEST ALLIS
112R	W12-1D		1	1	
113R	R1-1		1	1	TURN OVER PERMANENT FLAGS TO SIGN SHOP WISDOT WEST ALLIS
114R	R1-1		1	1	INCLUDE REMOVAL OF W4-4C PLAQUE TURN OVER PERMANENT FLAGS TO SIGN SHOP WISDOT WEST ALLIS
115R	J13-1		1	1	INCLUDE REMOVAL OF W4-4C PLAQUE
116R	R5-1		1	1	
117R	J13-1		1	1	
118R	R12-53		1		ON UTILITY POLE
119R	R2-1	SPEED LIMIT 45 MPH	1	1	
120R	W3-1		1	1	
121R	W3-1		1	1	
122R	W2-1		1		SEE REMOVAL PLAN FOR TYPE I POLE MISC QTYS. TURN OVER ASSEBLY TO SIGN SHOP WISDOT WEST ALLIS
123R	W2-1		1	1	INCLUDE REMOVAL OF W13-1 PLAQUE
124R	D1-61	FIVE MILE RD	1	2	
125R	S3-1		1	1	
126R	W8-5		1	1	
127R	J4-1		1	1	
128R	I55-56		1	1	INCLUDES REMOVAL OF PLAQUE
129R	W2-1		1	1	INCLUDES REMOVAL OF PLAQUE
130R	W1-2L		1	1	

PROJECT NO: 2290-26-70	HWY: STH 38 AT 5 MILE ROAD	COUNTY: RACINE	MISCELLANEOUS QUANTITIES – SIGNING REMOVALS	SHEET:	E

TYPE II SIGN REMOVAL

2290-26-70 STH 38 at 5 Mile Road

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
131R	I55-56		1	1	INCLUDES REMOVAL OF PLAQUE
132R	W1-2R		1	1	
133R	J4-1		1	1	
134R	R2-1	SPEED LIMIT 55	1	1	
135R	W2-1		1		REMOVAL OF TYPE I POLE ASSEMBLY ON SEPARATE QTYS TABLE. TURN OVER TO SIGN SHOP , WISDOT WEST ALLIS
136R	W2-1		1	1	INCLUDES REMOVAL OF PLAQUE
137R	W1-8		1	1	BACK TO BACK SIGN
138R	W1-8		1	1	BACK TO BACK SIGN
139R	W1-8		1	1	BACK TO BACK SIGN
140R	W1-8		1	1	BACK TO BACK SIGN
141R	W2-1		1	1	INCLUDES REMOVAL OF PLAQUE
142R	W1-8		1	1	BACK TO BACK SIGN
143R	D1-61	FIVE MILE RD	1	2	
TOTALS			43	42	

PROJECT NO: 2290-25-70	HWY: STH 38 AT 4 MILE ROAD	COUNTY: RACINE	MISCELLANEOUS QUANTITIES – SIGNING REMOVALS	SHEET:	E

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
101	R4-1(2S)		24	X	30	5.000			1					
102	J1-1(2S)		24	X	39	6.500			1					
	M2-1		21	X	15									
	M1-6	STH 38	24	X	24									
103	W23-2(2S)		36	X	36		9.000		1					16 X 16 TEMPORARY ORANGE FLAGS
104	W2-6(2S)		30	X	30		6.250		1					INCIDENTAL 16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
104A	W13-1(2S)	20 MPH	18	X	18		2.250						104	
105	D1-62	DIAGRAMMATIC	102	X	66	46.750				3				
106	R4-7(2S)		24	X	30	5.000					1			
107	W5-54(2S		18	X	18		2.L25						106	
108	R2-1(2S)	SPEED LIMIT 45 MPH	24	X	30	5.000					1			
109	R5-1(2S)		30	X	30		6.250						108	
110	W12-2								1			1		BLINKER SIGN - MUNICIPALITY OWNED
111	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS
112	R1-2(2S)		36	X	31	3.880					1			INCIDENTAL 16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
113	D1-1(2S)	SOUTH 38 TILT ARROW RIGHT	42	X	30	8.750					1			
114	J4-1		24	X	36	6.000					1			
	M3-3		24	X	12									
	M1-6	STH 38	24	X	24									
115	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
116	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
117	R12-53(2S)		24	X	30	5.000					1			
118	R5-1A(2S)		36	X	24	6.000							117	
119	D1-1(2S)	EAST FIVE MILE RD TILT ARROW RIGHTY	84	X	24	14.000					2			
120	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS
121	R1-2(2S)		36	X	31	3.880					1			INCIDENTAL 16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
122	D1-1(2S)	NORTH 38 TILT ARROW RIGHT	42	X	30	8.750					1			
123	D1-1(2S)	WEST FIVE MILE RD TILT ARROW RIGHT	84	X	24	14.000					2			
124	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
125	R1-2(2S)		36	X	31	3.880					1			16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
126	R12-53(2S)		24	X	30	5.000					1			
127	R5-1A(2S)		36	X	24	6.000					1			
128	W12-2(2S)		36	X	36		9.000				1			
128A	NONE	LOW CLEARANCE	30	X	18		3.750						128	
129	R6-1R(2M)		48	X	18	6.000					1			
130	R6-1R(2M)		48	X	18	6.000					1			

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
131	R6-1R(2M)		48	X 18		6.000					1			
132	R6-1R(2M)		48	X 18		6.000					1			
133	W5-54(2S)		18	X 18			2.250						129	
134	W5-54(2S)		18	X 18			2.250						130	
135	W5-54(2S)		18	X 18			2.250						131	
136	W5-54(2S)		18	X 18			2.250						132	
137	R2-1(2S)	SPEED LIMIT 45 MPH	24	X 30		5.000					1			
138	R5-1(2S)		30	X 30		6.250							137	
139	R4-1(2S)		24	X 30		5.000			1					
140	NOT USED													
141	W23-2(2S)		36	X 36			9.000		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
142	J1-1		24	X 39		6.500			1					
	M2-1		21	X 15										
	M1-6	STH 38	24	X 24										
143	W2-6(2S)		30	X 30			6.250		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
144	D1-62	DIAGRAMMATIC	102	X 66		46.750				3				
145	R4-7(2S)		24	X 30		5.000					1			
146	W5-54(2S)		18	X 18			2.250						145	
147	W2-6(2S)		30	X 30			6.250		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
147A	W13-1(2S)	20 MPH	18	X 18			2.250						147	
148	W23-2		36	X 36			9.000		1					16 X 16 TEMPORARY ORANGE FLAGS INCIDENTAL
149	W1-2L(2S)		30	X 30			6.250		1					
150	W14-3(2S)		48	X 36			5.560		1					
151	D1-62	DIAGRAMMATIC	144	X 66		66.000				3				
152	R3-4(2S)		24	X 24		4.000					1			
153	S3-1		36	X 36			9.000				2			
154	W8-5(2S)		36	X 36			9.000				2			
155	R5-1A(2S)		36	X 24		6.000							154	
156	R2-1(2S)	SPEED LIMIT 55 MPH	24	X 30		5.000			1					
157	R4-7(2S)		24	X 30		5.000					1			
158	W5-54(2S)		18	X 18			2.250						157	
159	R5-1(2S)		30	X 30		6.250							156	
160	I55-56		30	X 18		3.750			1					
160A	I55-56P		30	X 18		3.750							160	

TYPE II PERMANENT SIGNING -

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
161	I55-56		30 X 18	3.750					1			
161A	I55-56P		30 X 18	3.750							161	
162	W1-2R(2S)		30 X 30		6.250				1			
163	R5-1A(2S)		36 X 24	6.000							161	
164	J4-1(2S)		24 X 36	6.000			1					
	M3-1		24 X 12									
	M1-6	STH 38	24 X 24									
165	R5-1(2S)		30 X 30	6.250							162	
166	W14-3(2S)		48 X 36		5.560		1					
167	R2-1(2S)	SPEED LIMIT 55 MPH	24 X 30	5.000			1					
168	W2-6(2S)		30 X 30		6.250		1					16 X 16 TEMPORARY ORANGE FLAGS
168A	W13-1(2S)	20 MPH	18 X 18		2.250							INCIDENTAL
169	W23-2(2S)		36 X 36		9.000		1					16 X 16 TEMPORARY ORANGE FLAGS
170	W1-8(2S)		18 X 24		3.000		1					INCIDENTAL
171	W1-8(2S)		18 X 24		3.000		1					
172	W1-8(2S)		18 X 24		3.000		1					
173	W1-8(2S)		18 X 24		3.000						170	
174	W1-8(2S)		18 X 24		3.000						171	
175	W1-8(2S)		18 X 24		3.000						172	
176	W1-8(2S)		18 X 24		3.000		1					
177	W1-8(2S)		18 X 24		3.000						176	
178	D1-62	DIAGRAMMATIC	144 X 66	66.000				3				
179	R4-7(2S)		24 X 30	5.000					1			
180	W5-54(2S)		18 X 18		2.250						179	
181	W12-2					1	1			1		
181A	W16-5PL									1	181	
182	W12-2					1	1			1		
182A	W16-5PR									1	182	
--	--	UNDISTRIBUTED	-- x --	--	--	2	--	--	--	2	--	--
	TOTALS			472.790	168.120	4	26	12	36	7		

PROJECT NO: 2290-26-70	HWY: STH 38 AT FIVE MILE ROAD	COUNTY: RACINE	MISCELLANEOUS QUANTITIES – PERMANENT SIGNING	SHEET:	E

TRAFFIC CONTROL

CATEGORY	LOCATION	QUANTITY (EACH)	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	STH 38 / 5 MILE RD	4	7	--	--	--	--	--	28
	5 MILE RD - WEST LEG	4	118	--	--	472	472	--	--
	5 MILE RD - WEST LEG	2	118	--	236	--	--	--	--
	STH 38 - SOUTH LEG	4	118	--	--	472	472	--	--
	STH 38 - SOUTH LEG	2	118	--	236	--	--	--	--
	5 MILE RD - EAST LEG	4	118	--	--	472	472	--	--
	5 MILE RD - EAST LEG	2	118	--	236	--	--	--	--
	STH 38 - NORTH LEG	4	118	--	--	472	472	--	--
	STH 38 - NORTH LEG	2	118	--	236	--	--	--	--
	C-51-94 BOX CULVERT	16	70	--	1,120	--	--	--	--
	C-51-94 BOX CULVERT	24	70	--	--	1680	--	--	--
	C-51-94 BOX CULVERT	10	70	--	--	--	700	--	--
	UNDISTRIBUTED	20	118	2,360	--	--	--	5	--
			TOTAL 0010	2,360	2,064	3,568	2,588	5	28

PIPE UNDERDRAIN

CATEGORY	STATION	TO	STATION	LOCATION	310.0115 BASE AGGREGATE OPEN-GRADED CY	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	646.5520 MARKING OUTFALL EPOXY EACH
0010	40+65	-	40+80	EB5MR-A	--	--	22	1	--	1
	40+80	-	41+30	EB5MR-A	2	50	--	--	23	--
	41+25	-	41+50	EB5MR-A	--	--	25	1	--	1
	41+50	-	42+00	EB5MR-A	2	50	--	--	23	--
	45+60	-	46+10	EB5MR-A	2	50	--	--	23	--
	47+74	-	48+24	EB5MR-A	2	50	--	--	23	--
	20+50	-	45+96	EB5MR-B	2	50	--	--	23	--
	54+15	-	54+65	WB5MR-A	2	50	--	--	23	--
	54+65	-	54+85	WB5MR-A	--	--	25	1	--	1
	54+75	-	55+25	EB5MR-B	2	50	--	--	23	--
	55+25	-	55+48	EB5MR-B	--	--	28	1	--	1
	178+41	-	178+91	NB38-B	2	50	--	--	23	--
	178+91	-	178+90	NB38-B	--	--	28	2	--	2
	178+91	-	179+41	NB38-B	2	50	--	--	23	--
	178+42	-	178+92	SB38-A	2	50	--	--	23	--
	178+92	-	178+92	SB38-A	--	--	25	2	--	2
	178+92	-	179+43	SB38-A	2	50	--	--	23	--
	20+05	-	20+25	RAB	1	27	--	--	13	--
	20+86	-	21+37	RAB	2	50	--	--	23	--
	21+01	-	21+14	RAB	1	18	--	--	8	--
	21+45	-	21+96	RAB	2	50	--	--	23	--
	22+57	-	22+83	RAB	2	50	--	--	23	--
	23+06	-	23+17	RAB	1	15	--	--	7	--
	23+33	-	23+68	RAB	2	50	--	--	23	--
	23+73	-	24+03	RAB	2	50	--	--	23	--
				TOTAL 0010	35	860	153	8	396	8

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STREET LIGHTING SUMMARY

CATEGORY	LIGHT POLE NO.	STATION	REFERENCE ALIGNMENT	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 6-FT EACH	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2 -INCH CLAMP 8-FT EACH	657.0705 LUMINAIRE ARMS TRUSS TYPE 4 1/2 -INCH CLAMP 10-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF
0010	LP1	21+51.85	RAB	29.55 RT	1	1	1	1	--	--	1	88	44
	LP2	52+31	WB5MR-A	22.62 LT	1	1	1	--	1	--	1	92	46
	LP3	54+33	WB5MR-A	20.83 LT	1	1	1	--	1	--	1	92	46
	LP4	20+53.50	RAB	36.11 RT	1	1	1	1	--	--	1	88	44
	LP5	171+05	NB38-A	24.67 RT	1	1	1	--	--	1	1	96	48
	LP6	169+05	NB38-A	22.83 RT	1	1	1	--	1	--	1	92	46
	LP7	22+50.79	RAB	47.88 RT	1	1	1	1	--	--	1	88	44
	LP8	23+54.94	RAB	29.83 RT	1	1	1	1	--	--	1	88	44
	LP9	48+55	EB5MR-A	24.82 RT	1	1	1	1	--	--	1	88	44
	LP10	46+58	EB5MR-A	20.83 RT	1	1	1	--	1	--	1	92	46
	LP11	44+58	EB5MR-A	20.83 RT	1	1	1	--	1	--	1	92	46
	LP12	175+30	SB38-A	29.10 LT	1	1	1	1	--	--	1	88	44
	LP13	177+21	SB38-A	25.00 LT	1	1	1	--	--	1	1	96	48
				TOTAL 0010	13	13	13	6	5	2	13	1180	590

* ADDITIONAL QUANTITY LISTED ELSEWHERE

LIGHTING CONTROL CABINET SUMMARY

CATEGORY	CABINET NO.	STATION	LOCATION	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDASTAL (5 MILE ROAD) EACH	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH
0010	1	174+98	46.43 RT	1	30	1	1
			TOTAL 0010	1	30	1	1

LIGHTING PULL BOXES

CATEGORY	PULL BOX NO.	STATION	REFERENCE ALIGNMENT	LOCATION	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
0010	PB1	174+97.97	NB38-B	46.43 RT	1
	PB2	174+93.57	NB38-B	26.99 LT	1
	PB3	21+67.38	RAB	33.06 RT	1
	PB4	53+50.01	WB5MR-A	20.84 LT	1
	PB5	20+59.51	RAB	35.43 RT	1
	PB6	22+74.66	RAB	44.01 RT	1
	PB7	23+29.34	RAB	53.72	1
				TOTAL 0010	7

LIGHTING CONDUIT & WIRE SUMMARY

CATEGORY	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG (GROUND) LF
0010	LC1	PB1	15	--	180	45
	LC1	PB1	15	--	180	45
	PB1	PB2	--	75	420	105
	PB2	LP12	35	--	232	58
	LP12	LP13	200	--	432	216
	PB2	LP7	45	--	272	68
	LP7	PB6	48	--	284	71
	PB6	PB7	--	95	500	125
	PB7	LP8	47	--	140	70
	PB7	LP9	40	--	252	63
	LP9	LP10	200	--	864	216
	LP10	LP11	200	--	432	216
	PB1	PB3	133	--	652	163
	PB3	LP1	25	--	192	48
	LP1	LP2	153	--	676	169
	LP2	PB4	123	--	292	146
	PB4	LP3	85	--	216	108
	PB3	PB5	--	148	712	178
	PB5	LP4	10	--	132	33
	LP4	LP5	138	--	616	154
	LP5	LP6	208	--	448	224
		TOTAL 0010	1720	318	8124	2521

* ADDITIONAL QUANTITY LISTED ELSEWHERE

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	REMARKS
0010	38+34	-	47+89	EB5MR-A	RT	955	--	--	--	--	--	WHITE EDGE RT
	38+34	-	40+59	EB5MR-A	CL	450	--	--	--	--	--	DOUBLE YELLOW
	38+34	-	47+63	EB5MR-A	LT	929	--	--	--	--	--	WHITE EDGE LINE LT
	40+59	-	44+90	EB5MR-A	CL RT	864	--	--	--	--	--	DOUBLE YELLOW GORE RT
	40+59	-	44+57	EB5MR-A	CL LT	796	--	--	--	--	--	DOUBLE YELLOW GORE LT
	40+59	-	44+59	EB5MR-A	CL	--	--	--	85	--	--	GORE YELLOW
	44+57	-	49+16	EB5MR-A		459	--	--	--	--	--	YELLOW LT
	46+62	-	44+67	EB5MR-A		--	--	--	--	5	--	LT
	44+61	-	44+95	EB5MR-A		--	--	--	--	34	--	RT
	44+61	-		EB5MR-A		--	--	--	--	--	1	YELLOW
	44+90	-	49+19	EB5MR-A		429	--	--	--	--	--	YELLOW RT
	47+89	-	48+54	EB5MR-A	RT	16	--	--	--	--	--	WHITE EDGE RT, 3' SEG., 9' GAP
	47+63	-	48+04	EB5MR-A	LT	10	--	--	--	--	--	WHITE EDGE LT, 3' SEG., 9' GAP
	49+19	-	49+31	EB5MR-A		--	12	--	--	--	--	WHITE RT
	49+16	-	49+31	EB5MR-A		--	15	--	--	--	--	WHITE LT
	163+57	-	165+82	NB38-A	CL	450	--	--	--	--	--	DOUBLE YELLOW
	163+57	-	171+18	NB38-A	RT	760	--	--	--	--	--	WHITE EDGE RT
	163+57	-	171+00	NB38-A	LT	742	--	--	--	--	--	WHITE EGDE LT
	165+82	-	169+38	NB38-A	RT	710	--	--	--	--	--	DOUBLE YELLOW GORE RT
	165+82	-	169+05	NB38-A	LT	646	--	--	--	--	--	DOUBLE YELLOW GORE LT
	165+82	-	169+05	NB38-A	CL	--	--	--	51	--	--	GORE YELLOW
	169+38	-	172+46	NB38-A	RT	308	--	--	--	--	--	YELLOW RT
	169+05	-	172+52	NB38-A	LT	347	--	--	--	--	--	YELLOW LT
	169+09	-		NB38-A		--	--	--	--	--	1	YELLOW
	169+11	-	169+43	NB38-A	RT	--	--	--	--	31	--	RT
	169+12	-	169+17	NB38-A	LT	--	--	--	--	5	--	LT
	171+18	-	171+84	NB38-A	RT	17	--	--	--	--	--	WHITE EDGE RT, 3' SEG., 9' GAP
	171+00	-	171+40	NB38-A	LT	10	--	--	--	--	--	WHITE EDGE LT, 3' SEG., 9' GAP
	172+46	-	172+57	NB38-A	RT	--	12	--	--	--	--	WHITE RT
	172+52	-	172+73	NB38-A	LT	--	21	--	--	--	--	WHITE LT
	50+87	-	51+03	WB5MR-A	RT	--	16	--	--	--	--	WHITE RT
	50+88	-	51+00	WB5MR-A	LT	--	12	--	--	--	--	WHITE LT
	51+00	-	54+05	WB5MR-A	LT	305	--	--	--	--	--	YELLOW LT
	51+03	-	54+38	WB5MR-A	RT	335	--	--	--	--	--	YELLOW RT
	52+15	-	52+56	WB5MR-A	RT	10	--	--	--	--	--	WHITE EDGE RT, 3' SEG., 9' GAP
	51+65	-	52+30	WB5MR-A	LT	16	--	--	--	--	--	WHITE EDGE LT, 3' SEG., 9' GAP
	52+56	-	59+40	WB5MR-A	RT	685	--	--	--	--	--	WHITE EDGE LINE RT
	52+30	-	59+40	WB5MR-A	LT	710	--	--	--	--	--	WHITE EDGE LINE LT
	54+00	-	54+31	WB5MR-A	LT	--	--	--	--	31	--	LT
				SHEET 1 TOTAL		10,958	89	0	136	106	2	

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PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	REMARKS
	54+26	-	54+31	WB5MR-A	RT	--	--	--	--	5	--	RT
	54+34	-		WB5MR-A		--	--	--	--	--	1	YELLOW
	54+38	-	56+90	WB5MR-A	RT	506	--	--	--	--	--	DOUBLE YELLOW GORE RT
	53+60	-	56+90	WB5MR-A	LT	660	--	--	--	--	--	DOUBLE YELLOW GORE LT
	54+38	-	56+90	WB5MR-A		--	--	--	37	--	--	GORE YELLOW
	56+90	-	59+40	WB5MR-A	CL	500	--	--	--	--	--	DOUBLE YELLOW
	174+01	-	174+22	SB38-A	RT	--	21	--	--	--	--	WHITE RT
	174+18	-	174+30	SB38-A	LT	--	12	--	--	--	--	WHITE LT
	174+30	-	176+82	SB38-A	LT	252	--	--	--	--	--	YELLOW LT
	174+22	-	177+22	SB38-A	RT	301	--	--	--	--	--	YELLOW RT
	175+34	-	175+75	SB38-A	RT	10	--	--	--	--	--	WHITE EDGE RT, 3' SEG., 9' GAP
	174+90	-	175+55	SB38-A	LT	16	--	--	--	--	--	WHITE EDGE LT, 3' SEG., 9' GAP
	175+75	-	184+48	SB38-A	RT	874	--	--	--	--	--	WHITE EDGE LINE RT
	175+55	-	184+48	SB38-A	LT	893	--	--	--	--	--	WHITE EDGE LINE LT
	176+77	-	177+15	SB38-A	LT	--	--	--	--	39	--	LT
	177+11	-	177+16	SB38-A	RT	--	--	--	--	5	--	RT
	177+20	-		SB38-A		--	--	--	--	--	1	YELLOW
	176+82	-	179+94	SB38-A	LT	624	--	--	--	--	--	DOUBLE YELLOW GORE LT
	177+22	-	179+94	SB38-A	RT	544	--	--	--	--	--	DOUBLE YELLOW GORE RT
	177+22	-	179+95	SB38-A		--	--	--	42	--	--	GORE YELLOW
	179+94	-	184+48	SB38-A	CL	908	--	--	--	--	--	DOUBLE YELLOW
	24+01	-	20+37	RAB	RT	--	58	--	--	--	--	WHITE
	20+37	-	20+61	RAB	RT	--	--	16	--	--	--	WHITE 2' SEGMENT, 2' GAP
	20+87	-	21+20	RAB	RT	--	44	--	--	--	--	WHITE
	21+20	-	21+46	RAB	RT	--	--	16	--	--	--	WHITE 2' SEGMENT, 2' GAP
	21+98	-	22+44	RAB	RT	--	62	--	--	--	--	WHITE
	22+44	-	22+64	RAB	RT	--	--	13	--	--	--	WHITE 2' SEGMENT, 2' GAP
	22+92	-	23+23	RAB	RT	--	41	--	--	--	--	WHITE
	23+23	-	23+54	RAB	RT	--	--	20	--	--	--	WHITE 2' SEGMENT, 2' GAP
					SHEET 2 TOTAL	6,087	238	65	79	49	2	
					SHEET 1 TOTAL	10,958	89	0	136	106	2	
					TOTAL 0010	**17,045**	**327**	**65**	**215**	**155**	**4**	

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SAWING PAVEMENT

CATEGORY	STATION	TO	STATION	REFERENCE ALIGNMENT	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	40+34	-	40+34	EB5MR-A	LT/RT	23	--	WEST LEG LIMITS
	43+82	-	44+04	WB5MR-B	LT	--	22	DRIVEWAY
	165+57	-	165+57	NB38-A	LT/RT	34	--	SOUTH LEG LIMITS
	165+78	-	165+89	NB38-A	LT	12	--	DRIVEWAY
	166+59	-	166+71	SB38-B	LT	12	--	DRIVEWAY
	169+12	-	169+23	SB38-B	LT	10	--	DRIVEWAY
	169+98	-	170+08	SB38-B	LT	10	--	DRIVEWAY
	52+34	-	52+56	EB5MR-B	RT	19	--	DRIVEWAY
	52+59	-	52+76	WB5MR-A	LT	21	--	DRIVEWAY
	57+40	-	57+40	WB5MR-A	LT/RT	22	--	EAST LEG LIMITS
	182+48	-	182+48	SB38-A	LT/RT	34	--	NORTH LEG LIMITS
					TOTAL 0010	197	22	

RIPRAP

CATEGORY	STATION	REFERENCE ALIGNMENT	LOCATION	602.3010 CONCRETE SURFACE DRAINS CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	22+59	RAB	RT	--	2	11
	20+58	RAB	RT	--	3	15
	20+76	RAB	RT	--	2	11
	42+26	EB5MR-A	RT	1	4	10
	42+71	WB5MR-B	LT	1	4	10
	46+00	WB5MR-B	LT	1	4	10
	52+22	WB5MR-A	LT	1	4	10
	52+80	EB5MR-B	RT	1	4	10
	175+54	SB38-A	RT	1	4	10
	175+62	NB38-B	RT	1	4	10
			TOTAL 0010	7	35	107

SILT FENCE RELIEF POINTS

CATEGORY	LOCATION	628.7570 ROCK BAGS EACH
0010	UNDISTRIBUTED	66
	TOTAL 0010	66

SECTION CORNER MONUMENTS

CATEGORY	LOCATION	SPV.0060.08 SPECIAL (08. SECTION CORNER MONUMENTS) EACH	REMARKS
0010	SEC SE 15-14-22-23	1	SEE PLAT FOR LOCATION COORDINATES
	TOTAL 0010	1	

TEMPORARY WATER DIVERSION

CATEGORY	LOCATION	SPV.0060.07 SPECIAL (07. TEMPORARY WATER DIVERSION - BOX CULVERT C-51-94) EACH	REMARKS
0010	C-51-94	1	
	TOTAL 0010	1	

UTILITY LINE OPENING

CATEGORY	LOCATION	SPV.0060.05 SPECIAL (05. UTILITY LINE OPENING (ULO)) EACH
0010	UNDISTRIBUTED	5
	TOTAL 0010	5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
2290-26-20
V CALEDONIA, NORTHWESTERN AVENUE
INTERSECTION WITH 5 MILE RD
STH 38
RACINE COUNTY

THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 2290-26-20

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

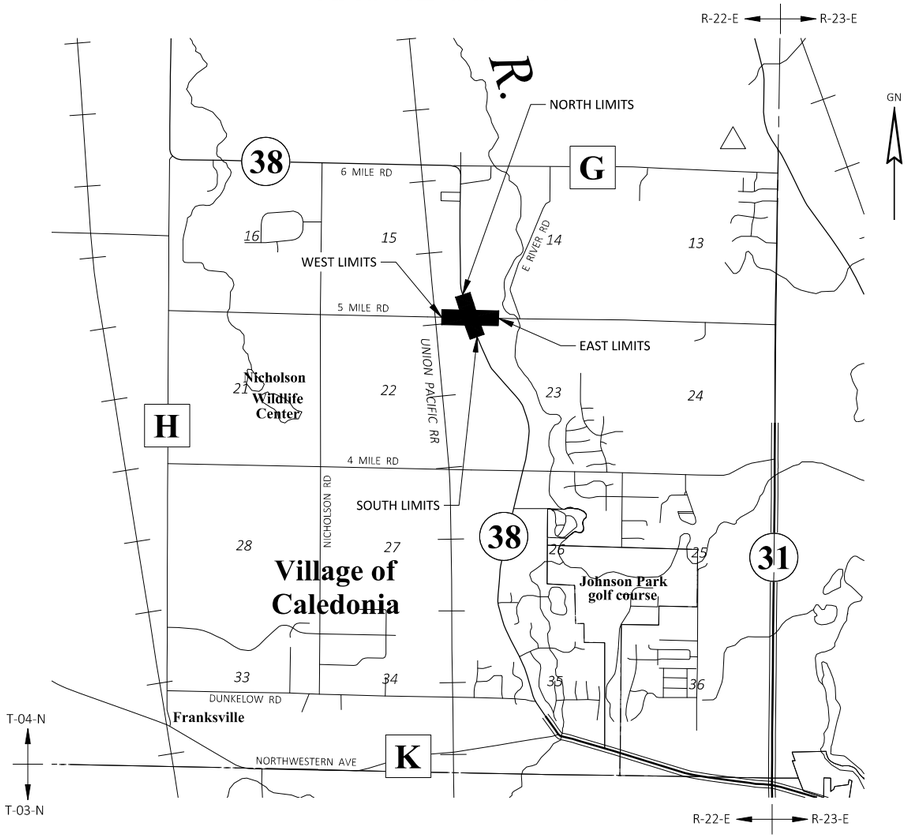
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE SOUTHEAST REGION, 141 NW BARSTOW STREET WAUKESHA, WI 53188

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

CONVENTIONAL UTILITY SYMBOLS

		COMPENSABLE	NON-COMPENSABLE
UTILITY NUMBER	40		
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH		
ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
COMBINED SEWER	SSS		
ELECTRIC TOWER	⊠		
TRANSMISSION STRUCTURES	⊠—⊠		
ELECTRIC POLE		●	○
TELEPHONE POLE		◉	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		⊠	⌑



LAYOUT
SCALE 0 0.5 MI.

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF BEGINNING	POB
ACRES	AC	POINT OF CURVATURE	PC
AHEAD	AH	POINT OF COMPOUND CURVE	PCC
ALUMINUM	ALUM	POINT OF INTERSECTION	PI
AND OTHERS	ET AL	PROPERTY LINE	PL
BACK	BK	RADIUS	RAD
BLOCK	BLK	RECORDED AS	(100')
CENTERLINE	C/L	REEL / IMAGE	R/I
CERTIFIED SURVEY MAP	CSM	REFERENCE LINE	R/L
CONCRETE	CONC	REMAINING	REM
COUNTY	CO	RESTRICTIVE DEVELOPMENT EASE	RDE
COORDINATE	CRD	RIGHT	RT
COUNTY TRUNK HIGHWAY	CTH	RIGHT OF WAY	R/W
DISTANCE	DIST	SECTION	SEC
CORNER	COR	SEPTIC VENT	SEPV
DOCUMENT NUMBER	DOC	SQUARE FEET	SF
EASEMENT	EASE	STATE TRUNK HIGHWAY	STH
EXISTING	EX	STATION	STA
GAS VALVE	GV	TELEPHONE PEDESTAL	TP
GRID NORTH	GN	TEMPORARY LIMITED EASEMENT	TLE
HIGHWAY EASEMENT	HE	TRANSPORTATION PROJECT PLAT	TPP
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LONG CHORD	LC	VOLUME	V
LEFT	LT		
LENGTH	LEN		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
OFFSET	OFS		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE — CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET) ●
NON-MONUMENTED R/W POINT ○
FOUND IRON PIN (1-INCH UNLESS NOTED) IP ●
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — SIGN
OFF-PREMISE SIGN #1-25 — SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	●	○
TELEPHONE POLE	◉	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⊠	⌑

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25 — UTILITY NUMBER 40

PARALLEL OFFSETS

Foth

PROJECT NUMBER 2290-26-20 - 4. 01
SHEET 2 OF 3

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\RW\DWG\SHEETS\040101-RT.DWG
LAYOUT NAME: TPP 01-rt
PLOT DATE : 12/19/25 PLOT BY : DEW, KURT PLOT NAME : _____
CONST. 2290-26-70 STH 38 R/W 2290-26-20 4.00

Document # 2718678
RACINE COUNTY REGISTER OF DEEDS
January 12, 2026 8:51 AM
Kariz Pope
KARIE POPE
RACINE COUNTY
REGISTER OF DEEDS
Fee Amount: $25.00
**The above recording information verifies this document has been electronically recorded*
Returned to WisDOT - SE Region - Waukesha PO# 29500-1
Pages: 3

TRANSPORTATION PROJECT PLAT NO: 2290-26-20 - 4.01

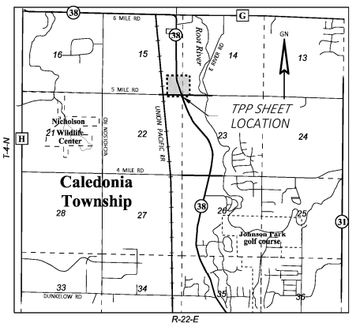
THAT PART OF PARCELS 1 AND 2 OF CSM 2747, V. 8 P. 752-755, DOC. NO. 2062810 IN AND INCLUDING THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 15 AND THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 14, ALL IN TOWNSHIP 4 NORTH, RANGE 22 EAST, IN THE VILLAGE OF CALEDONIA, RACINE COUNTY, WISCONSIN.

RELOCATION ORDER STH 38 V CALEDONIA, NORTHWESTERN AVENUE INTERSECTION WITH 5 MILE RD RACINE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2290-26-20 - 4.01
SHEET 1 OF 3



LOCATION SKETCH (NOT TO SCALE)

FOUND MONUMENT TABLE			
POINT NO.	Y	X	DESCRIPTION
5050	212397.981	615636.969	IP 1-1/2"
5051	212403.756	615256.838	IR 5/8" WISDOT CAP
5052	212447.753	615131.451	IR 5/8" WISDOT CAP
5053	212502.890	615088.811	IR 5/8" WISDOT CAP
5054	212928.756	614943.552	IR 5/8" WISDOT CAP
5055	212916.679	614841.948	IR 5/8" WISDOT CAP
5056	213367.914	614700.764	IP 1"
5057	213387.835	614781.488	IP 1"
5058	213387.733	614788.499	IP 1"
899	212555.784	614965.105	IR 5/8" WISDOT CAP
5061	212439.131	614977.785	IP 3/4"
5062	212410.962	614890.572	IR 5/8" WISDOT CAP

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

SCHEDULE OF LANDS & INTERESTS REQUIRED

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT OF TRANSPORTATION.

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (SF) NEW	EXISTING	TOTAL	TLE SQ FT	PLE SQ FT
37	ANTRANIG S & SARA R MIKAELIAN	FEE, TLE	18558	0	18558	4347	
38	MICHAEL & KATRINA LEIBER	FEE, TLE	2067	0	2067	6205	
39	NICOLE & HEATH BLANK	FEE	199	0	199		
40	SUSAN E JENSEN	FEE, PLE, TLE	873	24246	25119	3306	1017

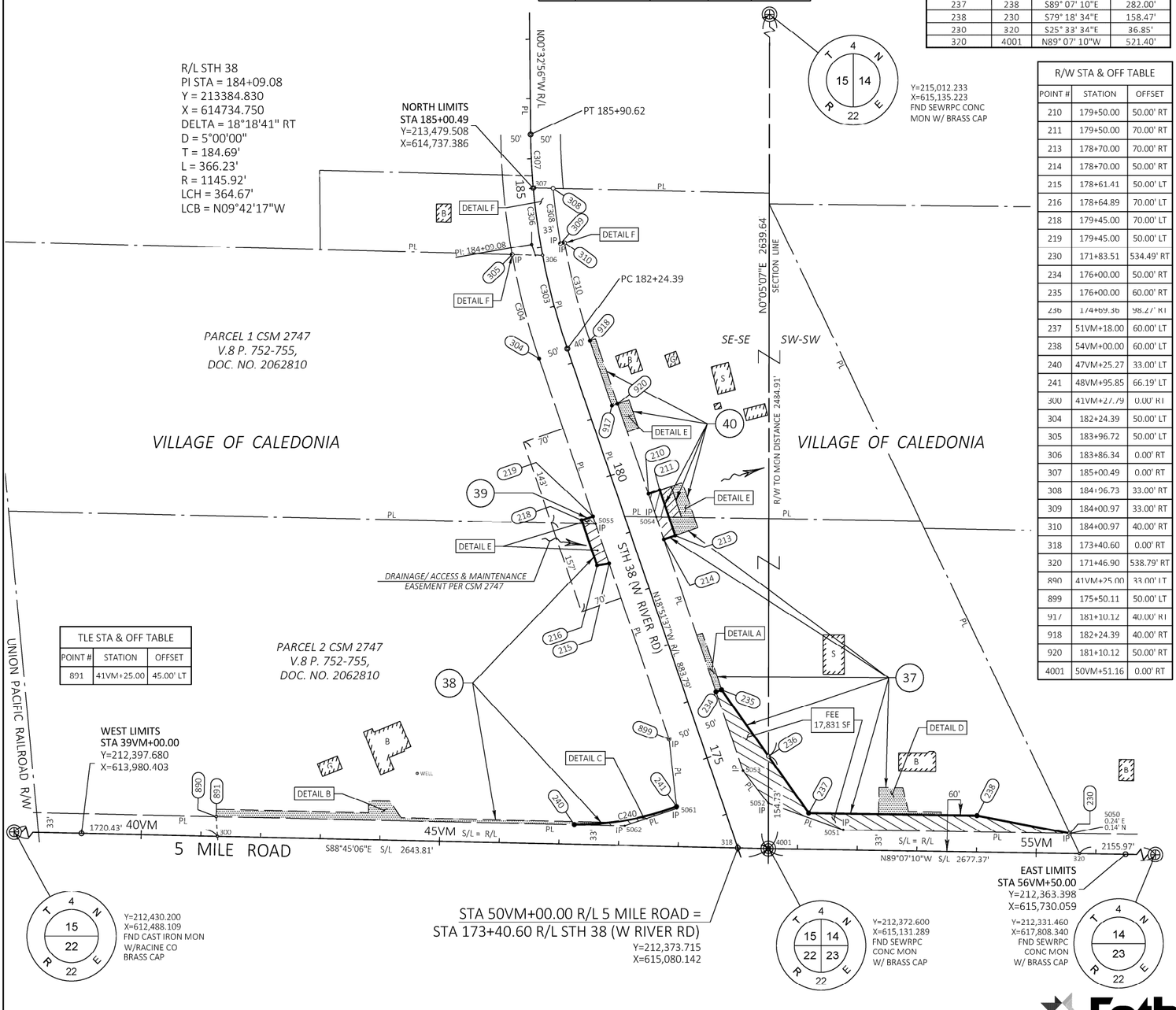
BASIS OF EXISTING RIGHT-OF-WAY			
ROUTE	YEAR	WIDTH	BASIS
STH 38 (W RIVER ROAD)	2007 1953 1952	100' 40', 50' 83', 90', 100'	2290-09-20 DOC. 601512, V. 545, P. 49 T 074 - I (4)
5 MILE ROAD	2020 2007 1958	33' 33' 33', 66'	CSM 2747 2290-09-20 V. 2, P. 55

CURVE TABLE				
CURVE	CHORD BEARING	CHORD DIST	RADIUS	ARC LENGTH
C240	N80° 14' 21"E	173.78'	487.00'	174.71'
C303	N14° 48' 42"W	161.81'	1145.92'	161.95'
C304	N14°33' 08"W	179.67'	1195.92'	179.84'
C306	N07° 54' 33"W	114.10'	1145.92'	114.15'
C307	N02° 48' 08"W	90.11'	1145.92'	90.13'
C308	S07° 38' 15"E	92.98'	1112.92'	93.01'
C310	S14° 26' 46"E	170.24'	1105.92'	170.41'

R/W COURSE TABLE			
FROM PT #	TO PT #	DIR/LC BEARING	DIST/LC LEN
4001	318	N88° 45' 06"W	51.16'
318	300	N88° 45' 06"W	872.21'
300	890	N03° 34' 29"W	33.12'
890	240	S88° 45' 06"E	600.27'
240	241	SEE CURVE TABLE C240	
241	899	N06° 12' 01"W	114.32'
899	215	N18° 51' 37"W	311.30'
215	216	S81° 00' 22"W	20.30'
216	218	N18° 51' 41"W	80.11'
218	219	N71° 08' 19"E	20.00'
219	304	N18° 51' 37"W	279.40'
304	305	SEE CURVE TABLE C304	
305	306	S88° 31' 53"E	51.11'
306	307	SEE CURVE TABLE C306	
307	308	S88° 45' 02"E	33.21'
308	309	SEE CURVE TABLE C308	
309	310	N79° 58' 07"E	7.00'
310	918	SEE CURVE TABLE C310	
918	917	S18° 51' 37"E	114.28'
917	920	N71° 08' 23"E	10.00'
920	210	S18° 51' 37"E	160.12'
210	211	N71° 08' 23"E	20.00'
211	213	S18° 51' 37"E	80.00'
213	214	S71° 08' 23"W	20.00'
214	234	S18° 51' 37"E	270.00'
234	235	N71° 08' 23"E	10.00'
235	236	S35° 11' 17"E	136.13'
236	237	S35° 11' 17"E	117.18'
237	238	S89° 07' 10"E	282.00'
238	230	S79° 18' 34"E	158.47'
230	320	S25° 33' 34"E	36.85'
320	4001	N89° 07' 10"W	521.40'

R/W STA & OFF TABLE		
POINT #	STATION	OFFSET
210	179+50.00	50.00' RT
211	179+50.00	70.00' RT
213	178+70.00	70.00' RT
214	178+70.00	50.00' RT
215	178+61.41	50.00' LT
216	178+64.89	70.00' LT
218	179+45.00	70.00' LT
219	179+45.00	50.00' LT
230	171+83.51	534.49' RT
234	176+00.00	50.00' RT
235	176+00.00	60.00' RT
236	174+09.96	98.27' RT
237	51VM+18.00	60.00' LT
238	54VM+00.00	60.00' LT
240	47VM+25.27	33.00' LT
241	48VM+95.85	66.19' LT
300	41VM+27.79	0.00' RT
304	182+24.39	50.00' LT
305	183+96.72	50.00' LT
306	183+86.34	0.00' RT
307	185+00.49	0.00' RT
308	184+96.73	33.00' RT
309	184+00.97	33.00' RT
310	184+00.97	40.00' RT
318	173+40.60	0.00' RT
320	171+46.90	538.79' RT
890	41VM+25.00	33.00' LT
899	175+50.11	50.00' LT
917	181+10.12	40.00' RT
918	182+24.39	40.00' RT
920	181+10.12	50.00' RT
4001	50VM+51.16	0.00' RT

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
891	41VM+25.00	45.00' LT



Y=212,430.200
X=612,488.109
FND CAST IRON MON W/RACINE CO BRASS CAP

STA 50VM+00.00 R/L 5 MILE ROAD =
STA 173+40.60 R/L STH 38 (W RIVER RD)
Y=212,373.715
X=615,080.142

Y=212,372.600
X=615,131.289
FND SEWRPC CONC MON W/ BRASS CAP

Y=212,331.460
X=617,808.340
FND SEWRPC CONC MON W/ BRASS CAP

Foth

NOTES:
1. POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS AND GRID BEARINGS. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
2. ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/ 4"x24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
3. FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE SOUTHEAST REGION, 141 NW BARSTOW STREET, WAUKESHA, WI 53188.
4. SEE TPP EXTENSION SHEET 3 OF 3 FOR DETAILS, UTILITY INFORMATION AND TLE/PLE STATION & OFFSETS.
5. FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, TRANSPORTATION PROJECT PLAT NO. 2290-26-20 - 4.01, RECORDED AS SHEET 2 OF 3 OF THIS DOCUMENT.

I, ANDREW J. MIAZGA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 01/09/26
PRINT NAME: ANDREW MIAZGA, PLS
REGISTRATION NUMBER: S-2826

ANDREW J. MIAZGA S-2826 MUKWONAGO WI WISCONSIN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: DATE: 01/09/26
PRINT NAME: BAO TRAN, PE

CONST # 2290-26-70 STH 38 2290-26-20 4.01
PLOT SCALE : 1" = 100'
PLOT NAME : 22x34 Sheet
PLOT BY : DEW, KURT
PLOT DATE : 12/19/25
FILE NAME : C:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2293-26-7C 5 MILE RD\290267\0\RW\DWG\SHEETS\04C101-RP.DWG
APPRAISAL PLAT DATE : 06/10/2025 & 9/14/2025

TRANSPORTATION PROJECT PLAT NO: 2290-26-20 - 4.01
UTILITY AND EXTENSION SHEET

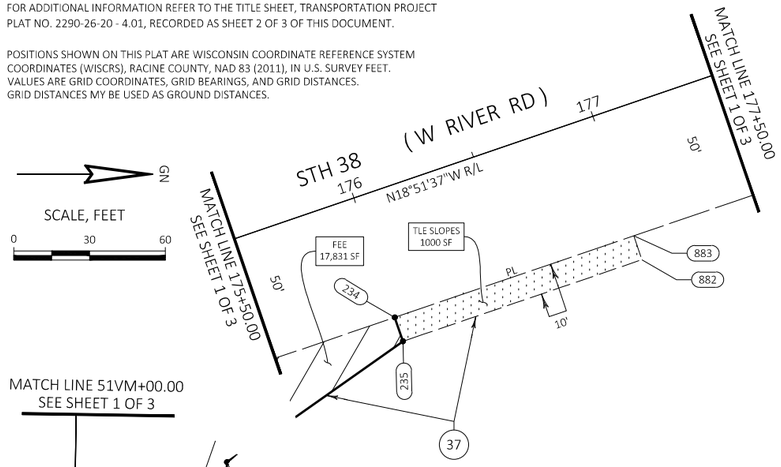
RELOCATION ORDER STH 38 V CALEDONIA, NORTHWESTERN AVENUE INTERSECTION WITH 5 MILE RD RACINE COUNTY

NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, TRANSPORTATION PROJECT PLAT NO. 2290-26-20 - 4.01, RECORDED AS SHEET 2 OF 3 OF THIS DOCUMENT.

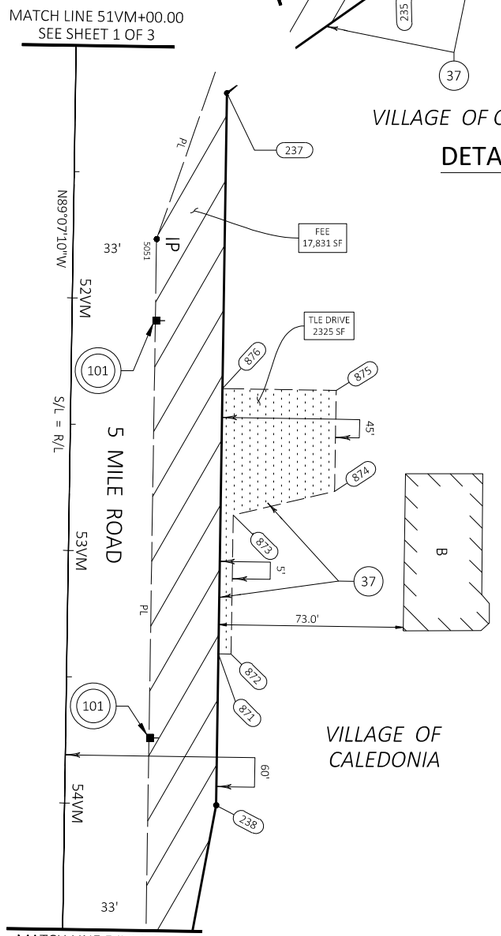
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD 83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MY BE USED AS GROUND DISTANCES.

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
101	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	37
--	--	--	--	--

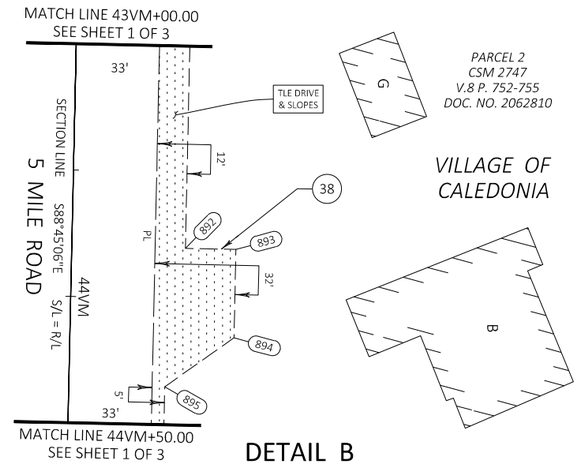


VILLAGE OF CALEDONIA

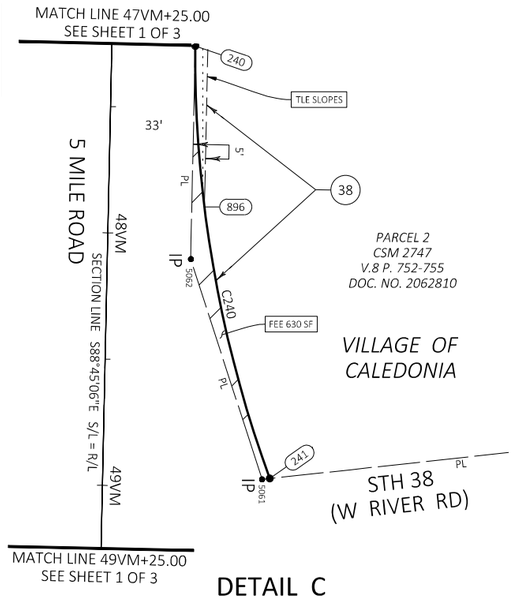
DETAIL A



DETAIL D



DETAIL B

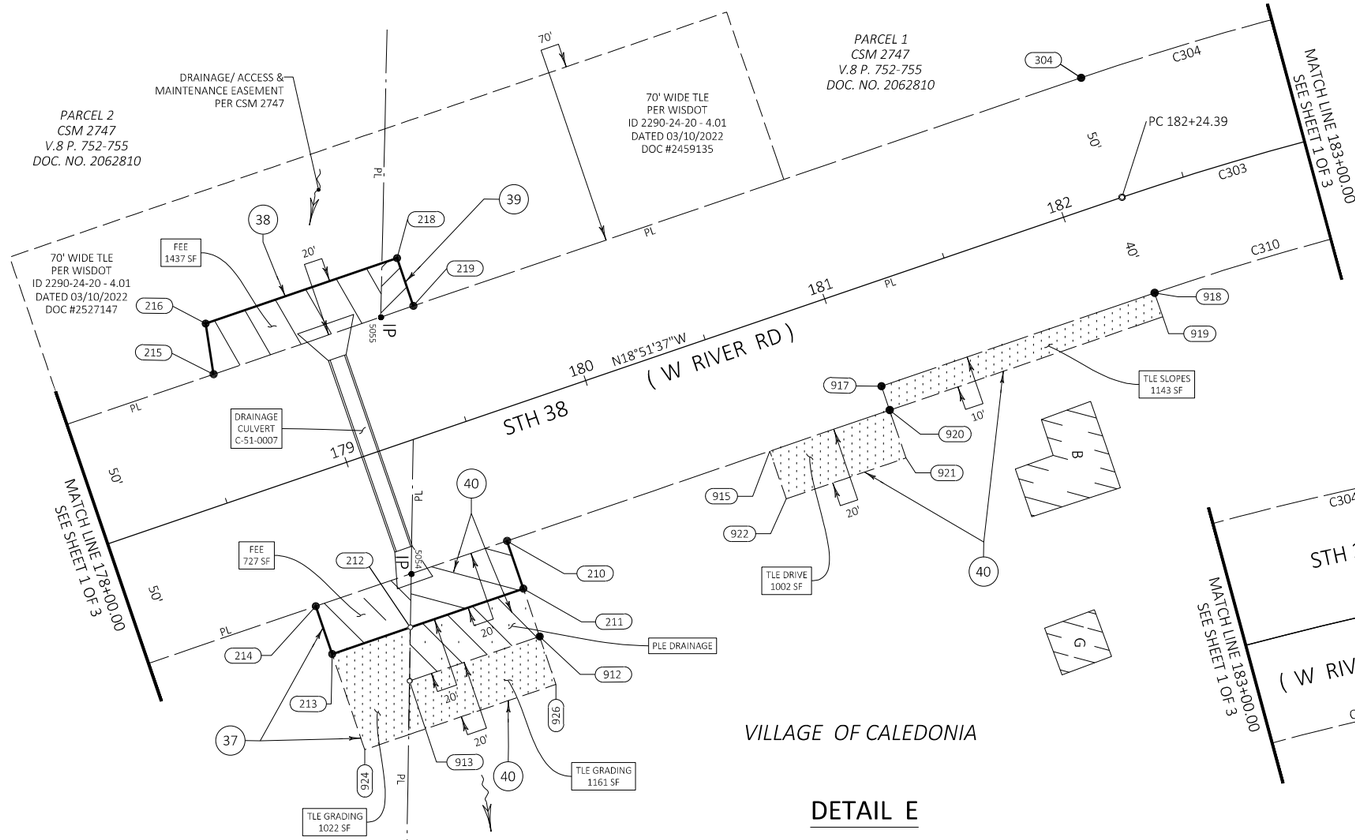


DETAIL C

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
871	53VM+40.00	60.00' LT
872	53VM+40.00	65.00' LT
873	52VM+85.00	65.00' LT
874	52VM+75.00	105.00' LT
875	52VM+35.00	105.00' LT
876	52VM+35.00	60.00' LT
882	177+00.00	60.00' RT
883	177+00.00	50.00' RT
892	43VM+80.00	45.00' LT
893	43VM+80.00	65.00' LT
894	44VM+15.00	65.00' LT
895	44VM+35.00	38.00' LT
896	47VM+88.93	38.00' LT
915	180+60.00	50.00' RT
919	182+24.39	50.00' RT
921	181+10.12	70.00' RT
922	180+60.00	70.00' RT
924	178+70.00	110.00' RT
926	179+50.00	110.00' RT

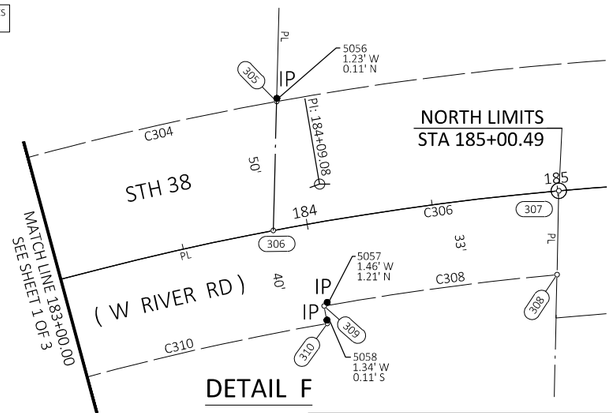
PLE STA & OFF TABLE		
POINT #	STATION	OFFSET
212	179+02.74	70.00' RT
912	179+50.00	90.00' RT
913	178+95.56	90.00' RT

PARCEL 40 PLE COURSE TABLE		
POINT - POINT	BEARING	DISTANCE
213 - 212	N18° 51' 37"W	32.74'
211 - 912	N71° 08' 23"E	20.00'
912 - 913	S18° 51' 37"E	54.44'
913 - 212	N89° 06' 59"W	21.25'
212 - 211	N18° 51' 37"W	47.26'



VILLAGE OF CALEDONIA

DETAIL E



DETAIL F

PROJECT NUMBER 2290-26-20 - 4.01
SHEET 3 OF 3

104

Document # 2721270
RACINE COUNTY REGISTER OF DEEDS
February 20, 2026 9:09 AM
KARIE POPE
RACINE COUNTY
REGISTER OF DEEDS
Fee Amount: $25.00
**The above recording information verifies this document has been electronically recorded*
Returned to WisDOT - SE Region - Waukesha PO# 39500-I
Pages: 2

TRANSPORTATION PROJECT PLAT NO: 2290-26-20 - 4.02

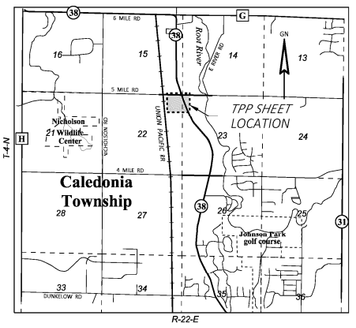
THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 22 AND THAT PART OF LOTS 1 AND 2, CSM 3423 IN AND INCLUDING THAT PART THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 23, ALL IN TOWNSHIP 4 NORTH, RANGE 22 EAST, IN THE VILLAGE OF CALEDONIA, RACINE COUNTY, WISCONSIN.

RELOCATION ORDER STH 38 V CALEDONIA, NORTHWESTERN AVENUE INTERSECTION WITH 5 MILE RD RACINE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2290-26-20 - 4.02
SHEET 1 OF 2



LOCATION SKETCH (NOT TO SCALE)

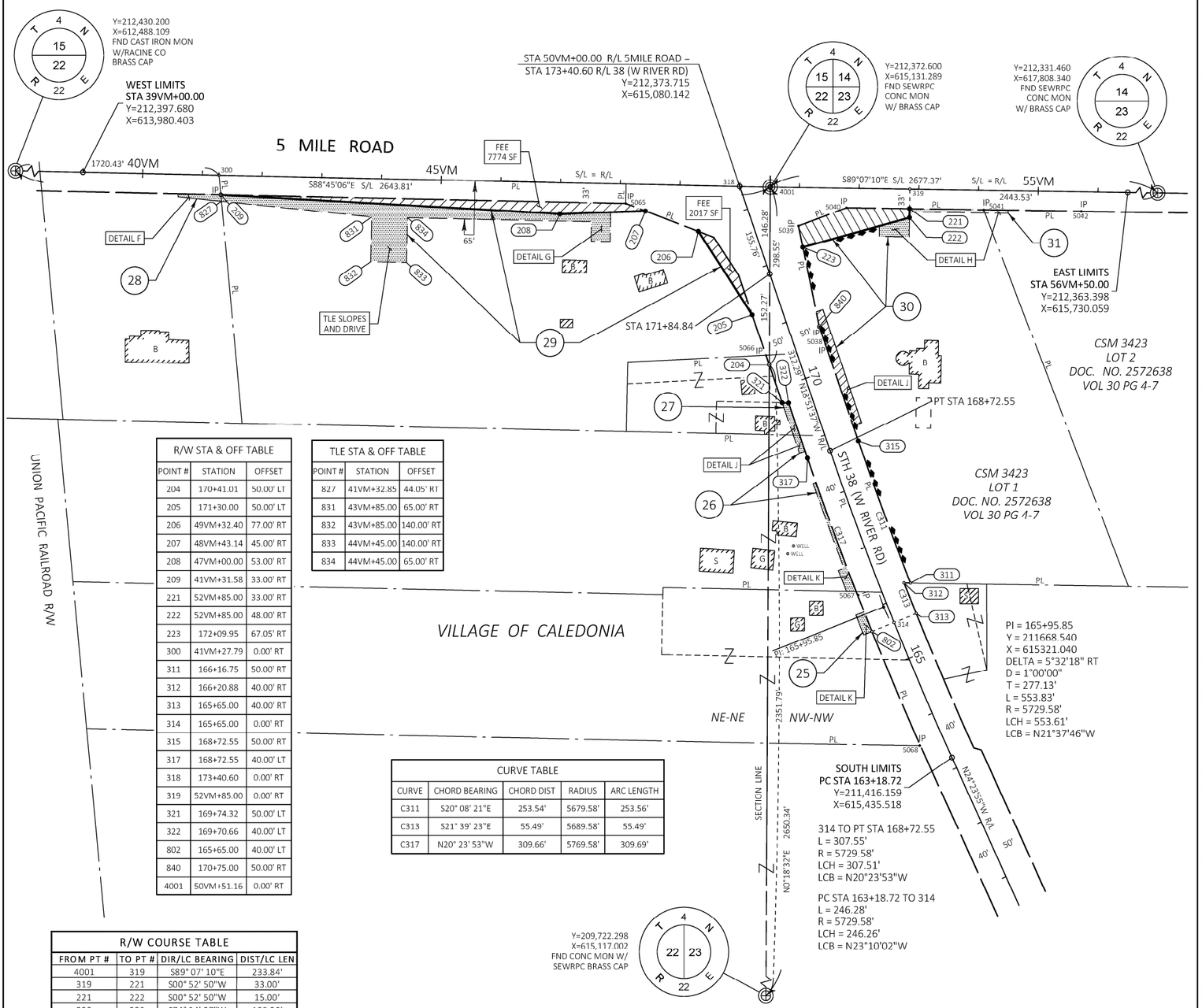
BASIS OF EXISTING RIGHT-OF-WAY			
ROUTE	YEAR	WIDTH	BASIS
STH 38 (W RIVER ROAD)	2007	40', 50'	2290-09-20
	1952	66'	T 074 - I (4)
	1953	50'	CONVEYANCE, DOC 601508, V. 545, P. 41-42
	1953	50'	CONVEYANCE, DOC 601510, V. 545, P. 45-46
5 MILE ROAD	2020	33'	CSM 3423, DOC 2572638, V. 30, P. 4-7
	2007	33'	2290-09-20
	1958	33', 66'	V. 2, P. 55

FOUND MONUMENT TABLE			
POINT NO.	Y	X	DESCRIPTION
209	212359.643	614211.207	IP 3/4"
840	212138.538	615213.324	IR 5/8" WISDOT CAP
5038	212109.088	615223.418	IR 5/8" WISDOT CAP
5039	212307.351	615178.556	IR 5/8" WISDOT CAP
5040	212337.710	615258.823	IR 5/8" WISDOT CAP
5041	212334.179	615488.693	IP 3/4"
5042	212331.595	615652.138	IR 5/8" WISDOT CAP
5065	212344.992	614889.160	IR 5/8" WISDOT CAP
5066	212090.230	615124.037	IR 5/8" WISDOT CAP
5067	211688.693	615278.479	IP 1-1/4"
5068	211436.431	615381.554	IP 1"

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

SCHEDULE OF LANDS & INTERESTS REQUIRED							
NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT OF TRANSPORTATION.							
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (SF)			TLE SQ FT	PLE SQ FT
			NEW	EXISTING	TOTAL		
25	PHILLIP J WESTBERG, KATHLEEN M BURG-WESTBERG	TLE	0	0	0	530	
26	CHARITY L GUTSCH	TLE	0	0	0	1673	
27	PAUL S & JON P SUPRAK	TLE	0	0	0	572	
28	THOMAS G PUTIRSKIS	TLE	0	0	0	578	
29	MICHAEL T & KATRINA LEIBER	FEE, TLE	9791	22440	32231	16576	
30	RAULPH J & ROBIN L VALLIN	FEE, PLE, TLE	6413	0	6413	1860	2961
31	ANTONIO & CONSUELO COVARRUBIAS	TLE	0	0	0	200	

SCALE, FEET
0 100 200
GN



R/W STA & OFF TABLE		
POINT #	STATION	OFFSET
204	170+41.01	50.00' LT
205	171+30.00	50.00' LT
206	49VM+32.40	77.00' RT
207	48VM+43.14	45.00' RT
208	47VM+00.00	53.00' RT
209	41VM+31.58	33.00' RT
221	52VM+85.00	33.00' RT
222	52VM+85.00	48.00' RT
223	172+09.95	67.05' RT
300	41VM+27.79	0.00' RT
311	166+16.75	50.00' RT
312	166+20.88	40.00' RT
313	165+65.00	40.00' RT
314	165+65.00	0.00' RT
315	168+72.55	50.00' RT
317	168+72.55	40.00' LT
318	173+40.60	0.00' RT
319	52VM+85.00	0.00' RT
321	169+74.32	50.00' LT
322	169+70.66	40.00' LT
802	165+65.00	40.00' LT
840	170+75.00	50.00' RT
4001	50VM+51.16	0.00' RT

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
827	41VM+32.85	44.05' RT
831	43VM+85.00	65.00' RT
832	43VM+85.00	140.00' RT
833	44VM+45.00	140.00' RT
834	44VM+45.00	65.00' RT

CURVE TABLE				
CURVE	CHORD BEARING	CHORD DIST	RADIUS	ARC LENGTH
C311	S20° 08' 21"E	253.54'	5679.58'	253.56'
C313	S21° 39' 23"E	55.49'	5689.58'	55.49'
C317	N20° 23' 53"W	309.66'	5769.58'	309.69'

R/W COURSE TABLE			
FROM PT #	TO PT #	DIR/LC BEARING	DIST/LC LEN
4001	319	S89° 07' 10"E	233.84'
319	221	S00° 52' 50"W	33.00'
221	222	S00° 52' 50"W	15.00'
222	223	S74° 34' 27"W	185.20'
223	840	S11° 39' 38"E	136.02'
840	315	S18° 51' 37"E	202.45'
315	311	SEE CURVE TABLE C311	
311	312	N89° 08' 13"W	10.81'
312	313	SEE CURVE TABLE C313	
313	314	S68° 03' 51"W	40.00'
314	802	S68° 03' 51"W	40.00'
802	317	SEE CURVE TABLE C317	
317	322	N18° 51' 37"W	98.11'
322	321	N88° 45' 06"W	10.65'
321	204	N18° 51' 37"W	66.69'
204	205	N18° 51' 37"W	88.99'
205	206	N32° 45' 20"W	166.41'
206	207	N69° 01' 40"W	94.82'
207	208	S88° 02' 58"W	143.36'
208	209	N86° 44' 11"W	568.77'
209	300	N05° 18' 23"W	33.22'
300	318	S88° 45' 06"E	872.21'
318	4001	S88° 45' 06"E	51.16'

NOTES:
1. POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RACINE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS AND GRID BEARINGS. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
2. ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"x24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
3. FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE SOUTHEAST REGION, 141 NW BARSTOW STREET, WAUKESHA, WI 53188.
4. SEE TPP EXTENSION SHEET 2 OF 2 FOR DETAILS, UTILITY INFORMATION, TLE STATION & OFFSETS, PLE STATION & OFFSETS AND PLE COURSE TABLES.
5. FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, TRANSPORTATION PROJECT PLAT NO. 2290-26-20 - 4.01, RECORDED AS SHEET 2 OF 3, DOCUMENT #2718678
6. SEE CERTIFIED SURVEY MAP NUMBER 3423 FOR ACCESS RESTRICTIONS

Foth

I, ANDREW J. MIAZGA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 02/19/26
PRINT NAME: ANDREW MIAZGA, PLS
REGISTRATION NUMBER: S-2826

WISCONSIN ANDREW J. MIAZGA S-2826 MUKWONAGO WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: DATE: 02/19/26
PRINT NAME: BAO TRAN, PE

105
STH 38 2290-26-20 4.02
CONST # 2290-26-70
PLOT SCALE : 1" = 100'
PLOT NAME : 22x34 Sheet
PLOT BY : DEW, KURT
PLOT DATE : 2/9/26
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2293-26-70\5 MILE RD\2290267070\RW\DWG\SHEETS\04C102-RP.DWG
APPRAISAL PLAT DATE : 06/10/2025 & 9/14/2025

TRANSPORTATION PROJECT PLAT NO: 2290-26-20 - 4.02
UTILITY AND EXTENSION SHEET

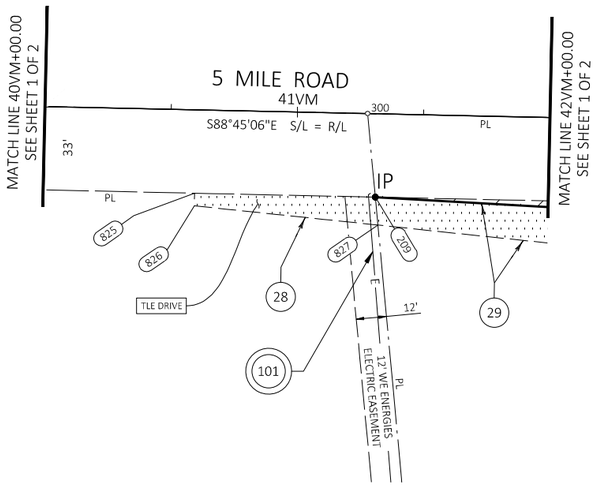
RELOCATION ORDER STH 38 V CALEDONIA, NORTHWESTERN AVENUE INTERSECTION WITH 5 MILE RACINE COUNTY

NOTE:

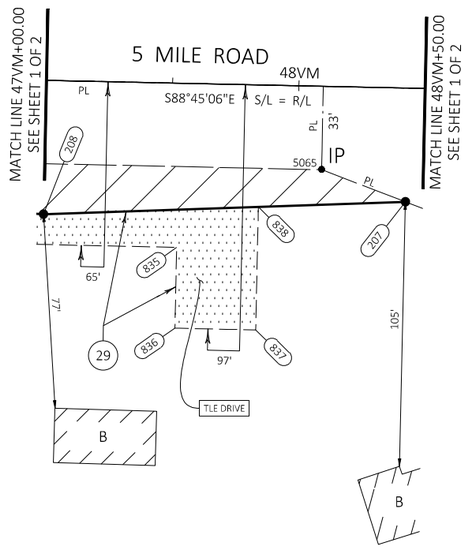
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, TRANSPORTATION PROJECT PLAT NO. 2290-26-20 - 4.01, RECORDED AS SHEET 2 OF 3, DOCUMENT #2718678.

GN

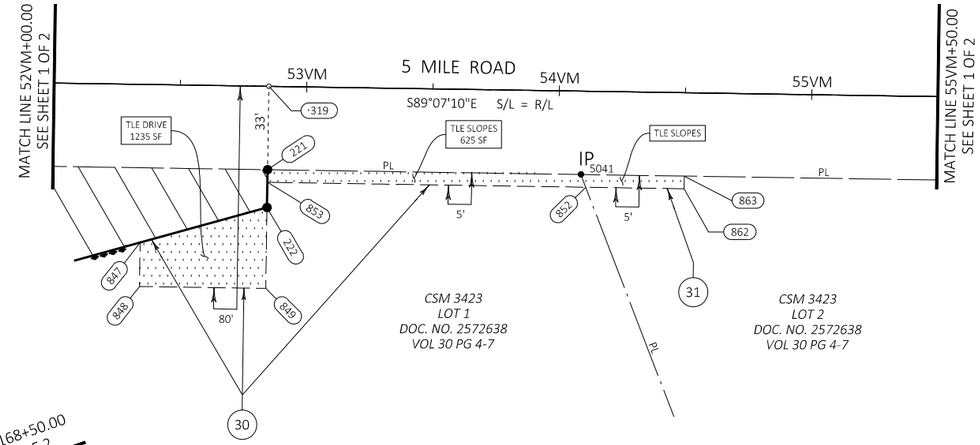
SCALE, FEET 0 30 60



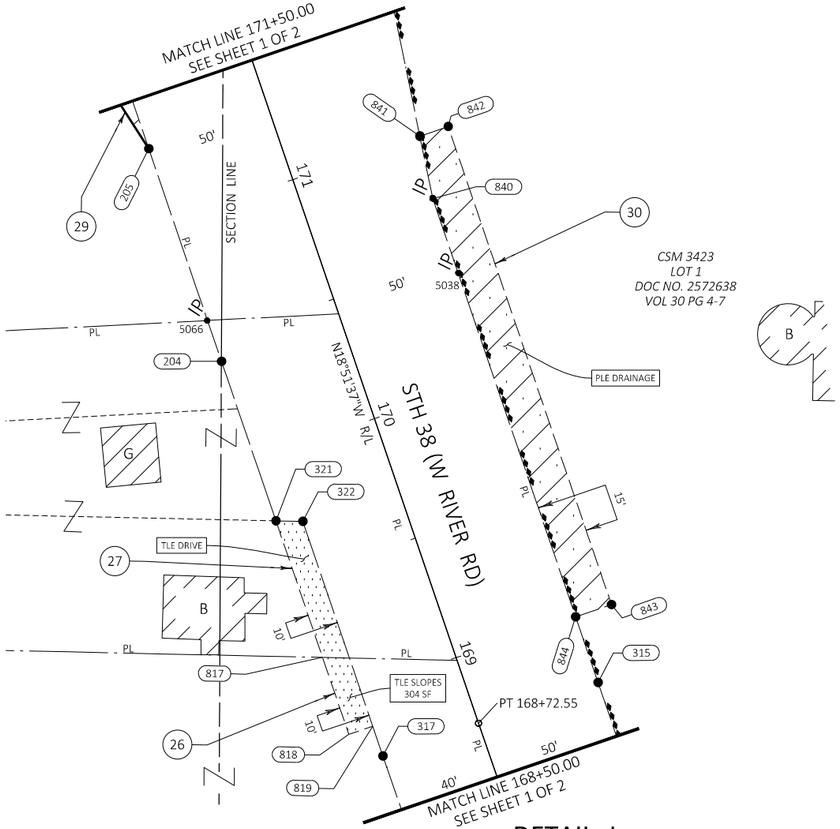
DETAIL F



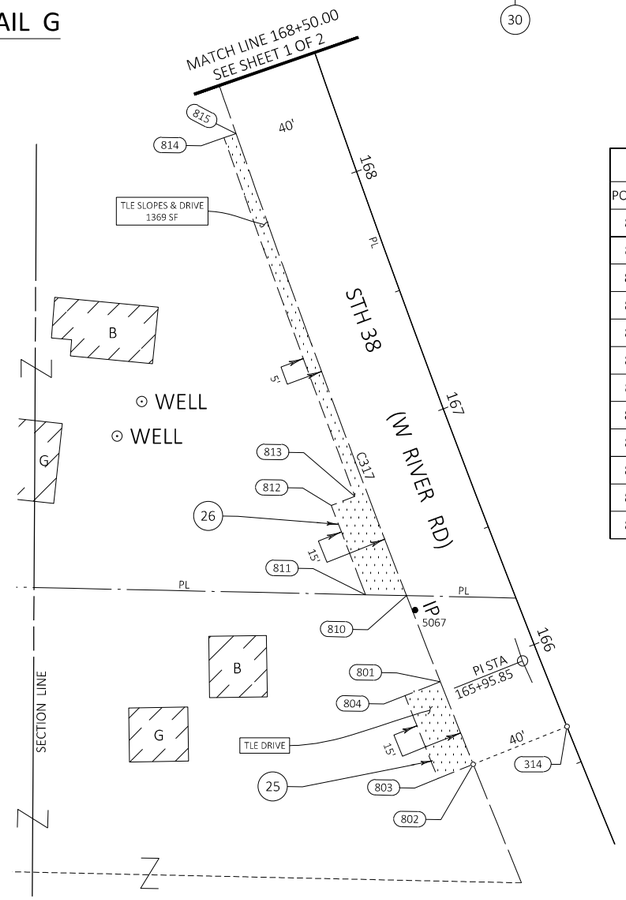
DETAIL G



DETAIL H



DETAIL J



DETAIL K

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
801	166+00.00	40.00' LT
803	165+65.00	55.00' LT
804	166+00.00	55.00' LT
810	166+36.33	40.00' LT
811	166+42.48	55.00' LT
812	166+80.00	55.00' LT
813	166+80.00	45.00' LT
814	168+30.00	45.00' LT
815	168+30.00	40.00' LT
817	169+17.19	50.00' LT
818	168+85.00	50.00' LT
819	168+85.00	40.00' LT

TLE STA & OFF TABLE		
POINT #	STATION	OFFSET
825	40VM+60.00	33.00' RT
826	40VM+60.00	38.00' RT
827	41VM+32.85	44.05' RT
835	47VM+53.00	65.00' RT
836	47VM+53.00	97.00' RT
837	47VM+85.00	97.00' RT
838	47VM+85.00	48.25' RT
847	52VM+35.00	62.61' RT
848	52VM+35.00	80.00' RT
849	52VM+85.00	80.00' RT
852	54VM+11.07	38.00' RT
853	52VM+85.00	38.00' RT
862	54VM+50.00	38.00' RT
863	54VM+50.00	33.00' RT

PARCEL 30 PLE COURSE TABLE		
POINT - POINT	BEARING	DISTANCE
223 - 841	S11° 39' 38"E	110.82'
841 - 842	N71° 08' 23"E	11.84'
842 - 843	S18° 51' 37"E	200.00'
843 - 844	S71° 08' 23"W	15.00'
844 - 315	S18° 51' 37"W	27.45'
844 - 840	N18° 51' 37"W	175.00'
840 - 841	N11° 39' 58"W	25.20'

PLE STA & OFF TABLE		
POINT #	STATION	OFFSET
841	171+00.00	53.16' RT
842	171+00.00	65.00' RT
843	169+00.00	65.00' RT
844	169+00.00	50.00' RT

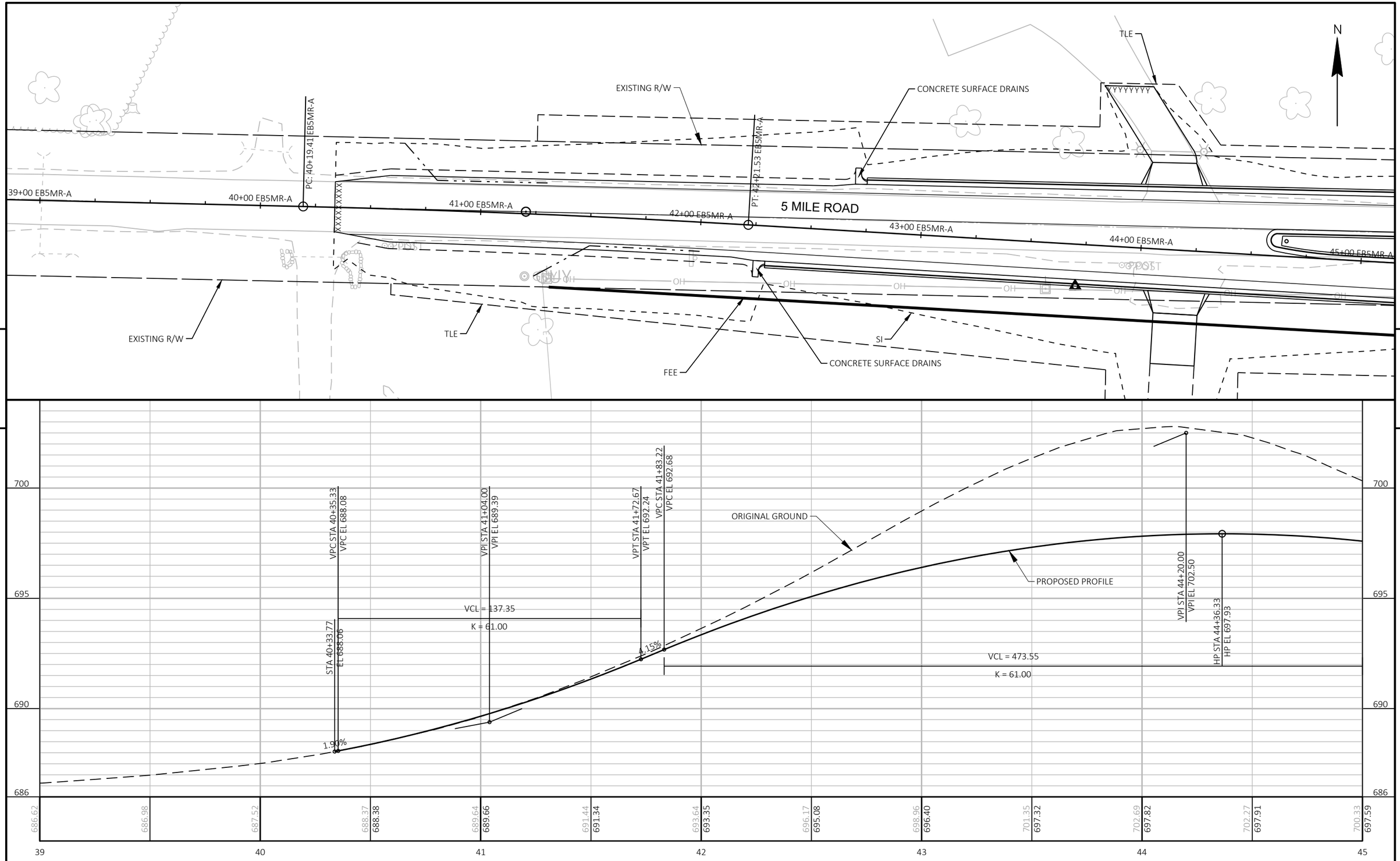
UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
101	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	DOC NO. 2540673 VOL. 30 PG. 3-5	28

PROJECT NUMBER 2290-26-20 - 4.02
SHEET 2 OF 2

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\RW\DWG\SHEETS\040104-RE.DWG
APPRAISAL PLAT DATE : 06/10/2025 & 9/14/2025

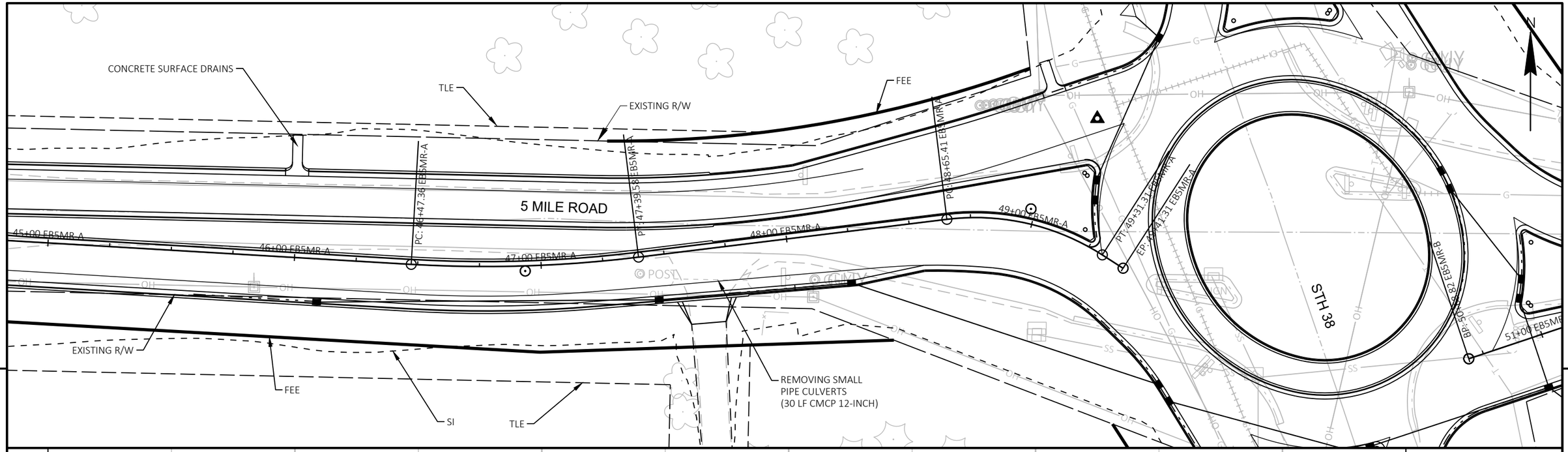
PLOT DATE : 2/19/26 PLOT BY : DEW, KURT PLOT NAME : 22x34 Sheet PLOT SCALE : 1" = 30'

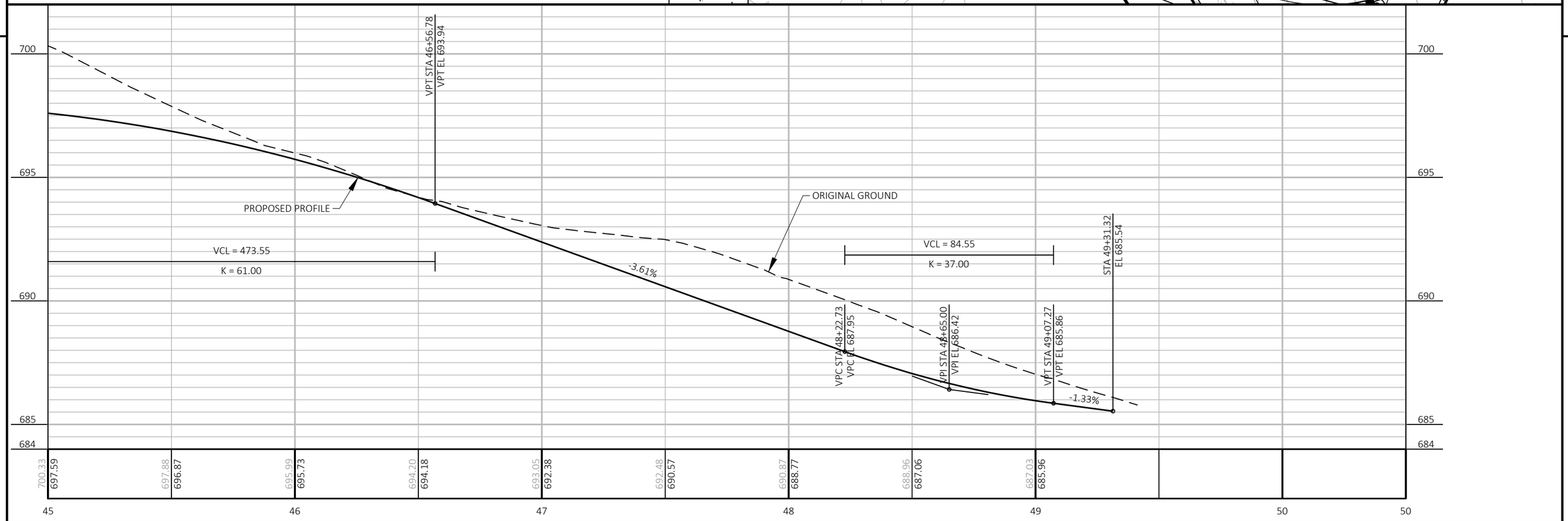
CONST # 2290-26-70 STH 38 2290-26-20 4.02



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: 5 MILE ROAD EB	SHEET 107	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050101-PP.DWG
LAYOUT NAME - 01
PLOT DATE : 12/30/2025 9:44 AM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

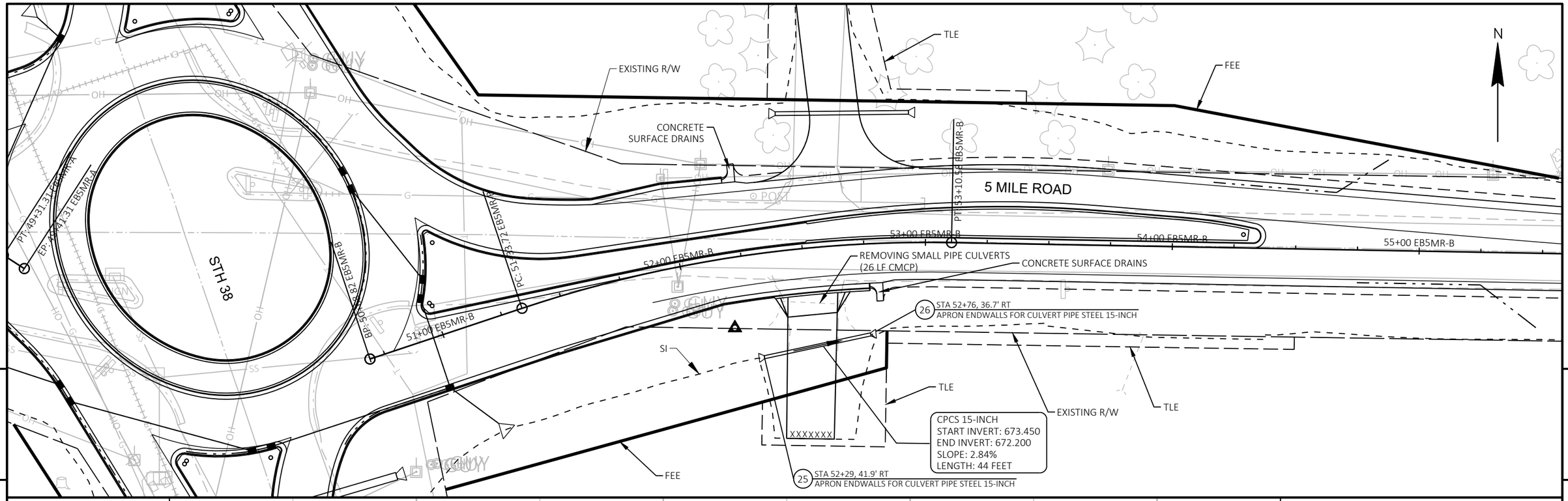


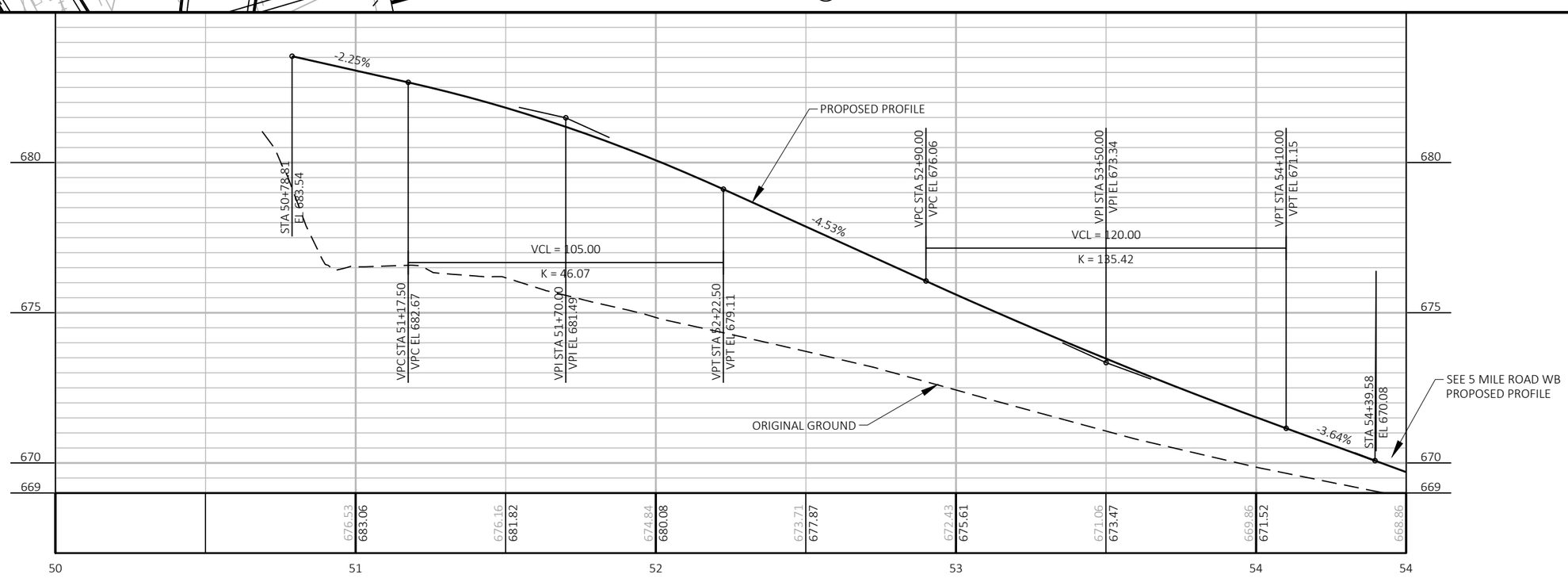


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: 5 MILE ROAD EB	SHEET 108	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050101-PP.DWG
LAYOUT NAME - 02

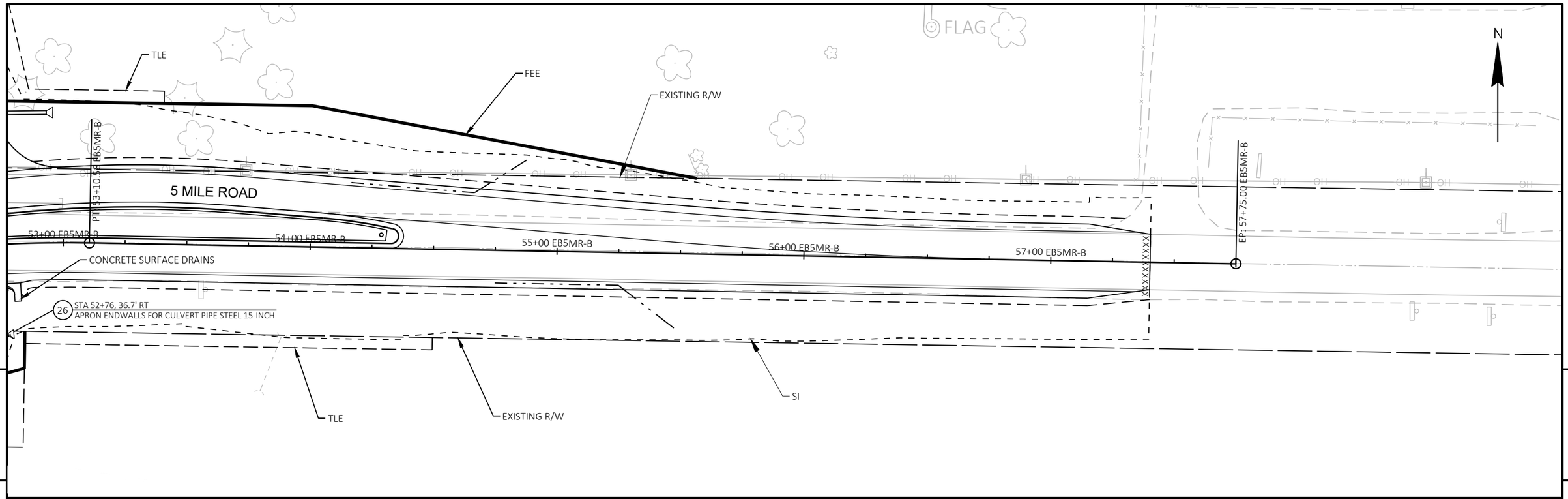
PLOT DATE : 12/30/2025 9:44 AM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

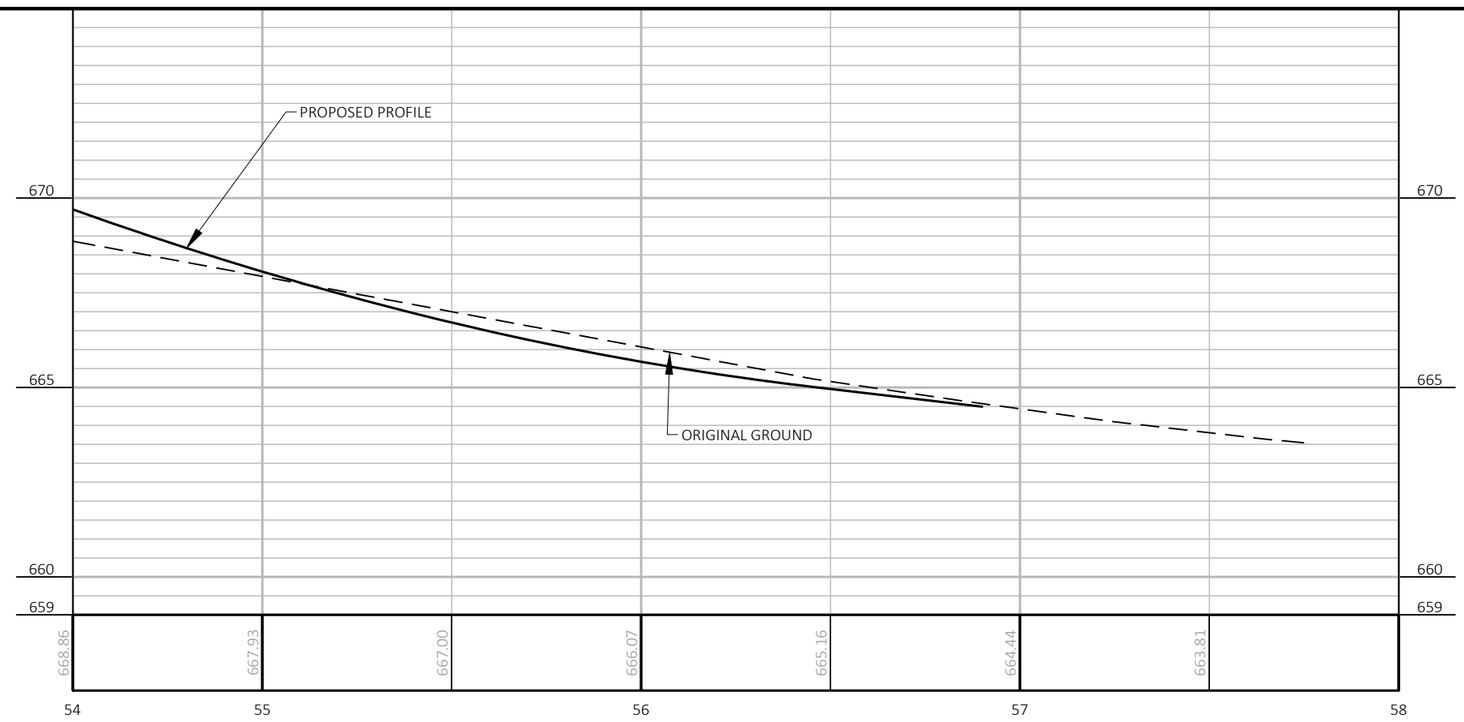




PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: 5 MILE ROAD EB	SHEET 109	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050101-PP.DWG
LAYOUT NAME - 03
PLOT DATE : 12/30/2025 9:44 AM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

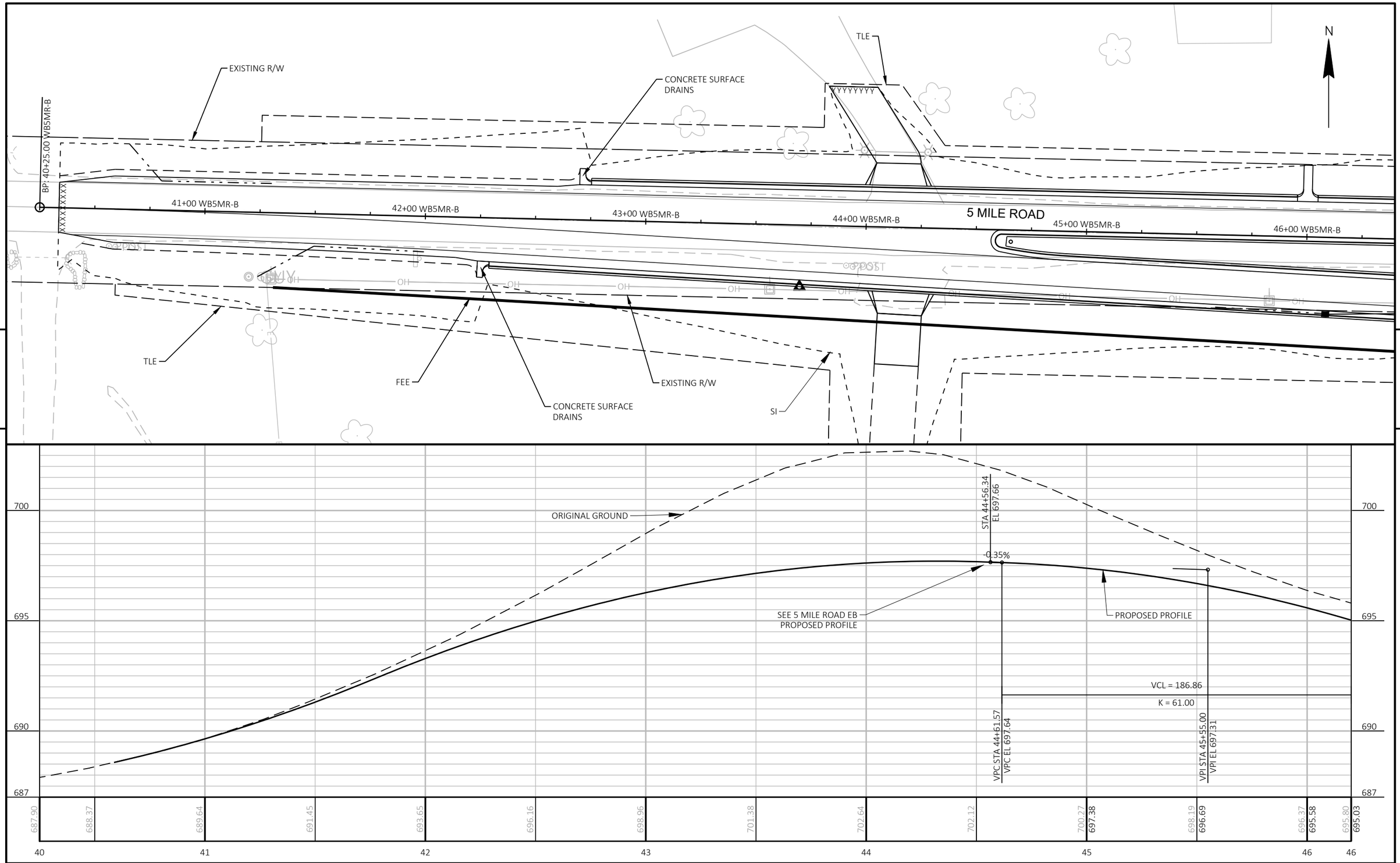




PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: 5 MILE ROAD EB	SHEET 110	E

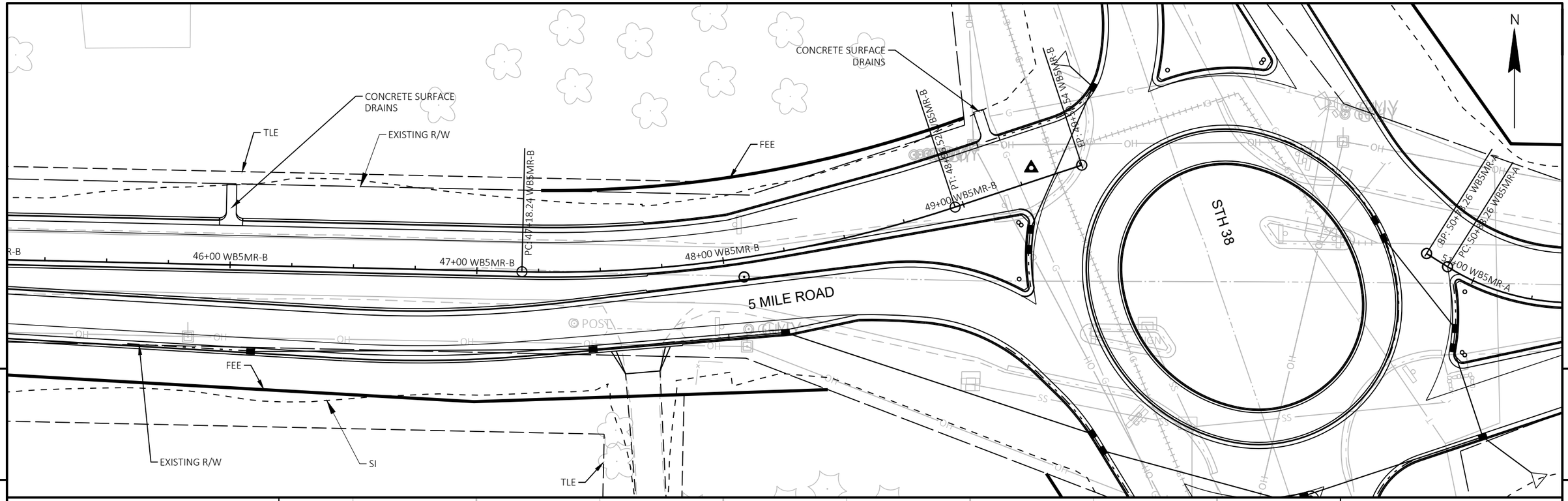
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050101-PP.DWG
LAYOUT NAME - 04

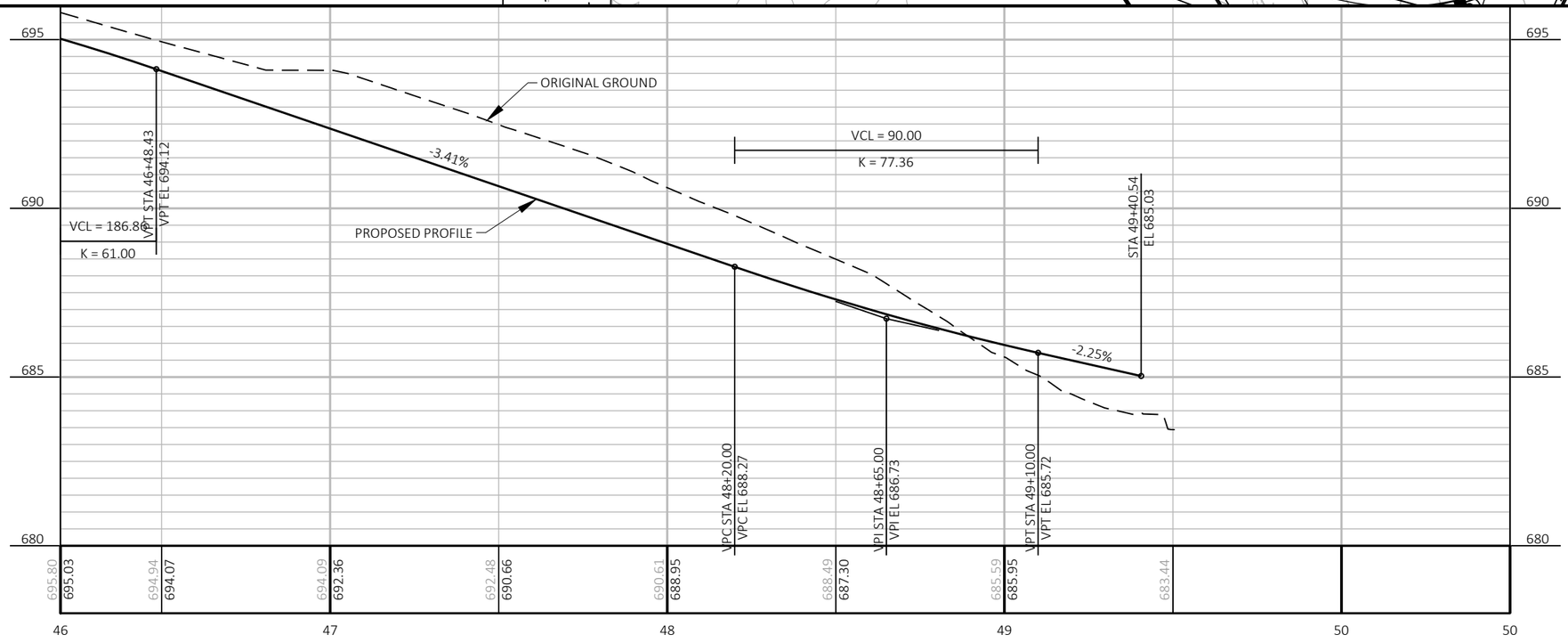
PLOT DATE : 12/30/2025 9:44 AM PLOT BY : LEX, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT



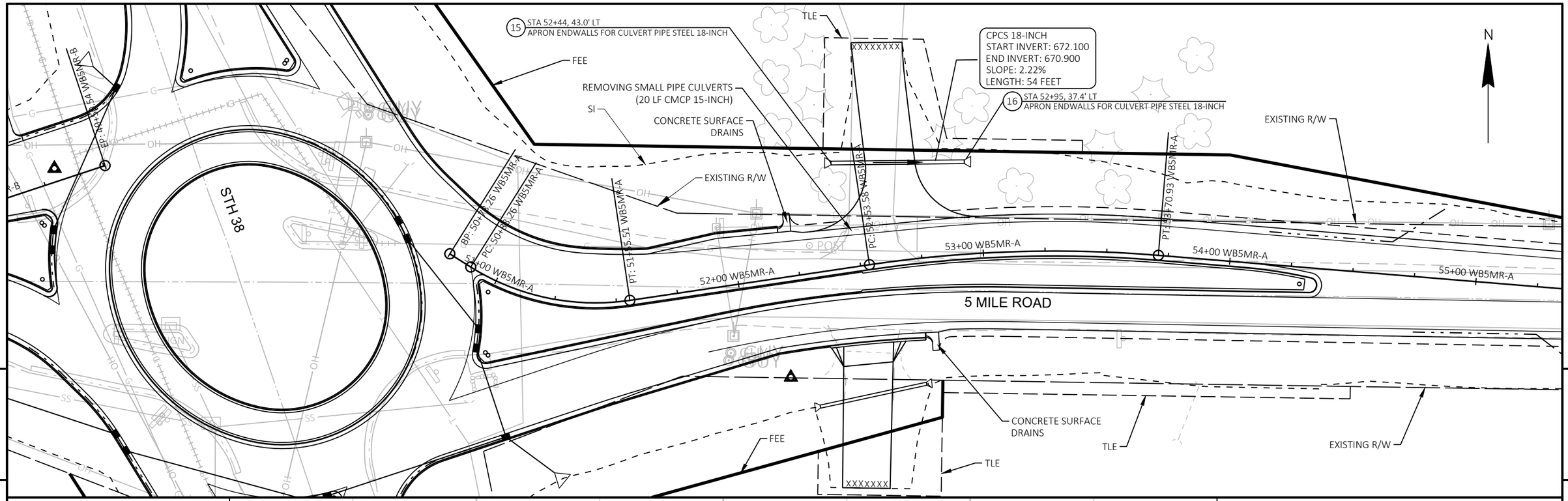
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: 5 MILE ROAD WB	SHEET 111	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050102-PP.DWG
LAYOUT NAME - 01
PLOT DATE : 12/30/2025 1:03 PM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

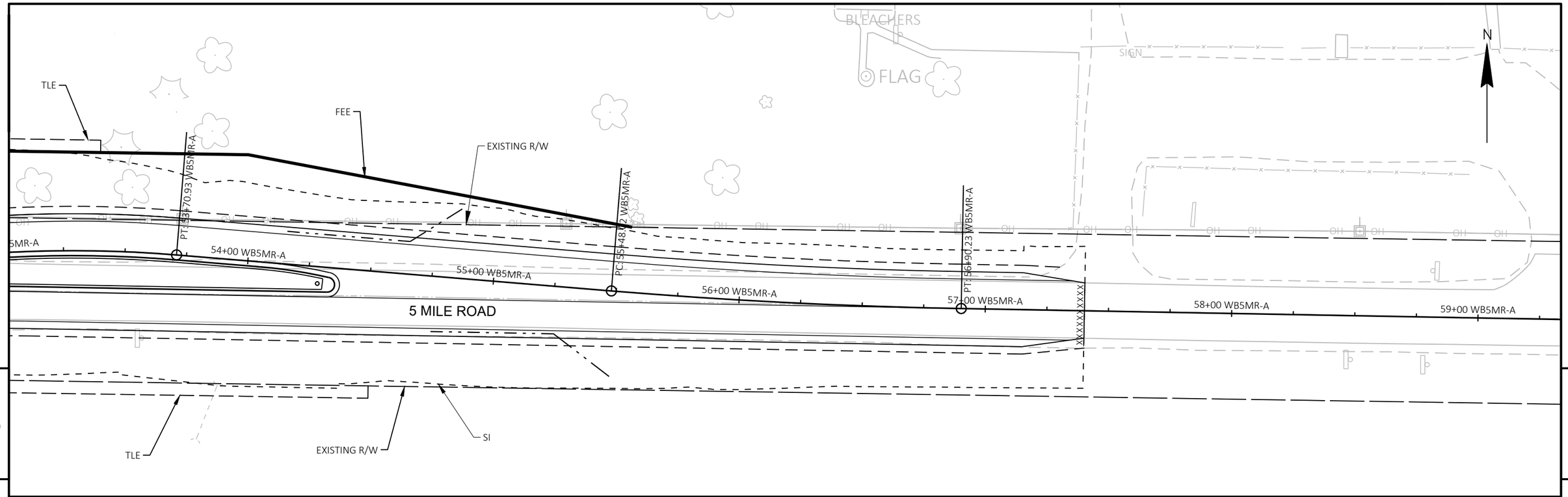


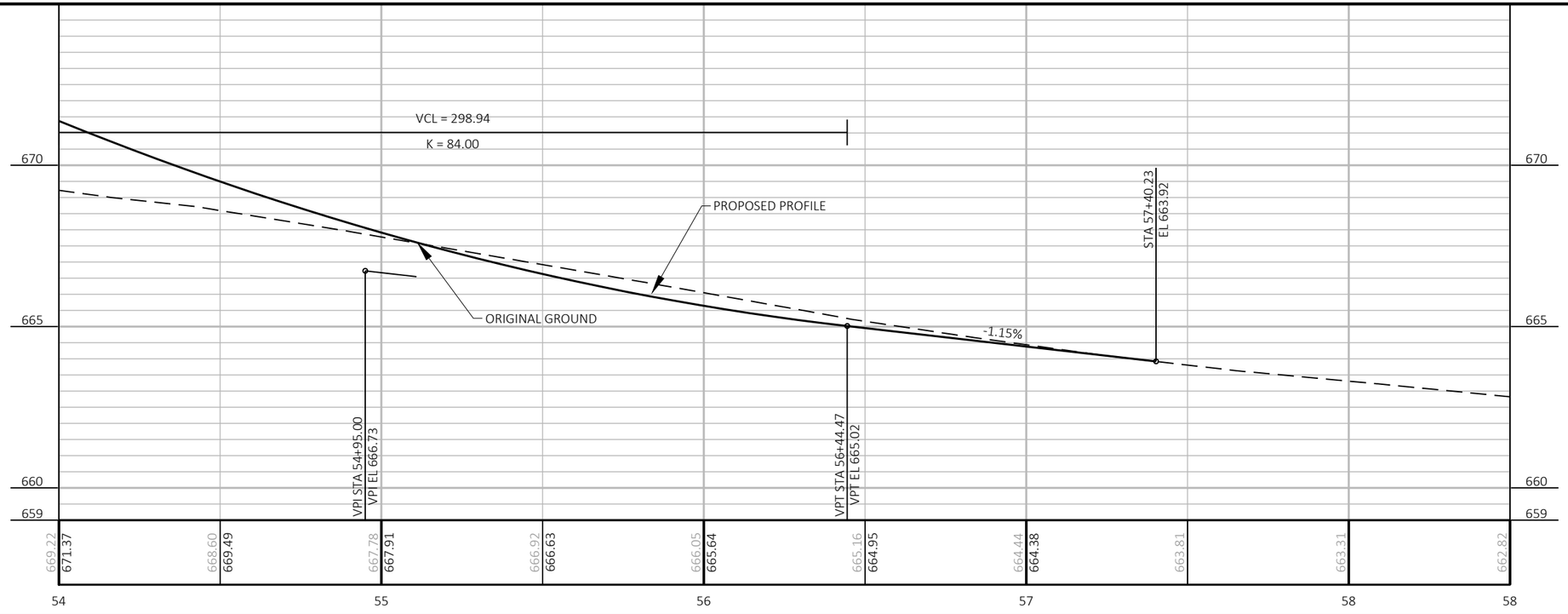


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: 5 MILE ROAD WB	SHEET 112	E

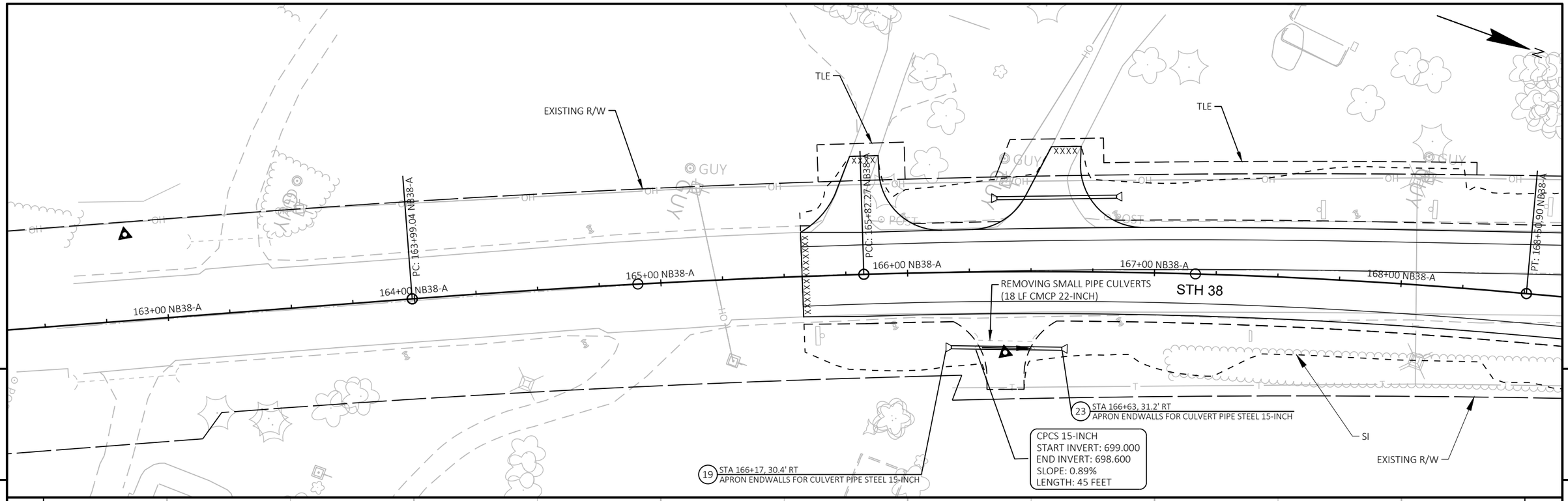


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: 5 MILE ROAD WB	SHEET 113	E



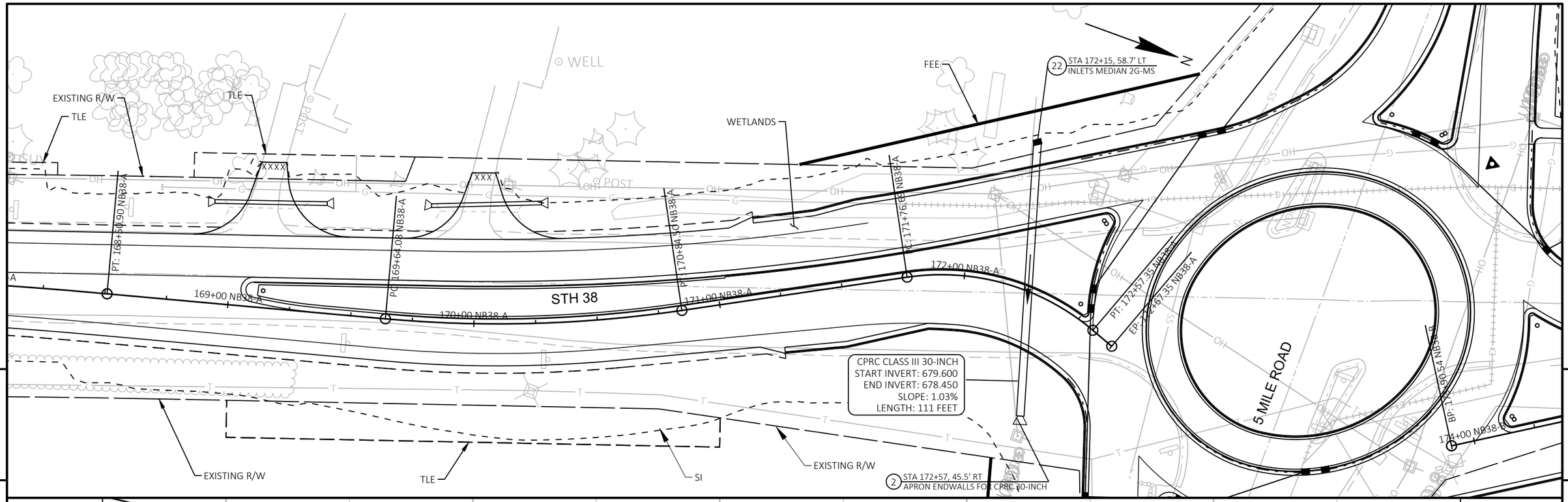


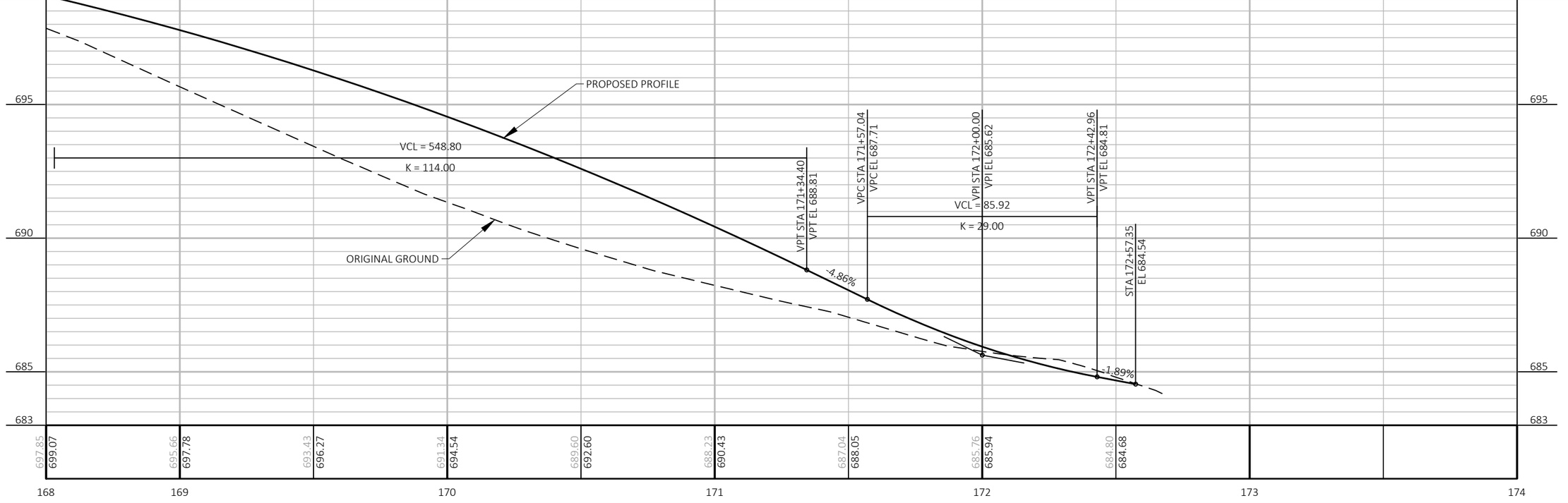
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: 5 MILE ROAD WB	SHEET 114 E



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: STH 38 NB	SHEET 115	E

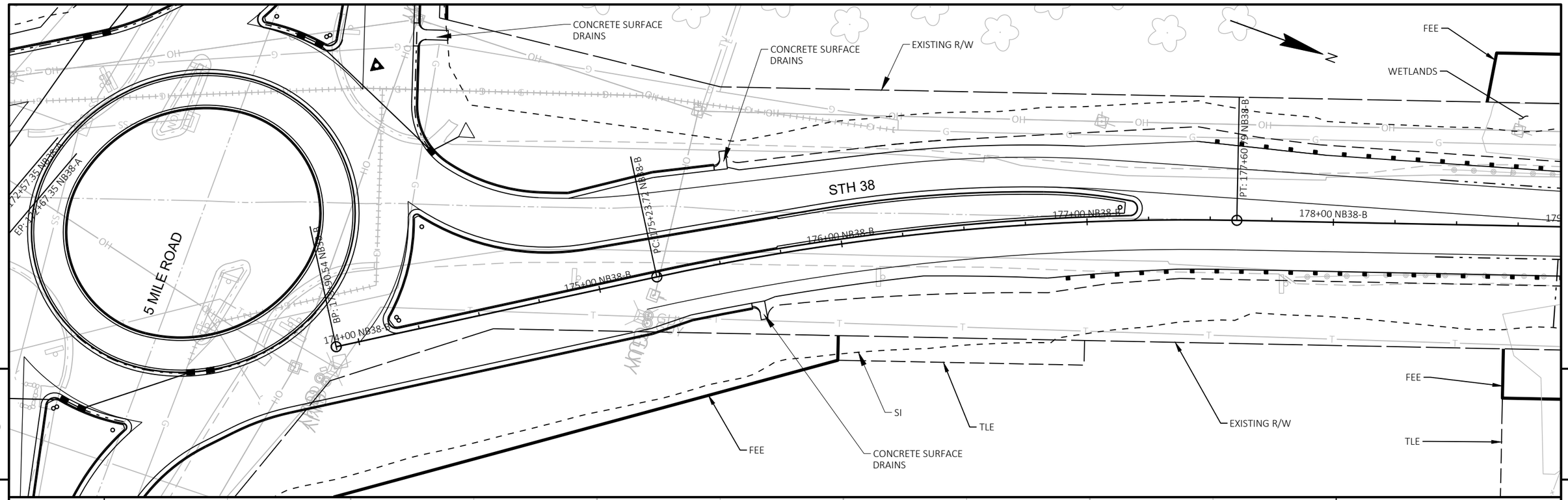
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050103-PP.DWG
LAYOUT NAME - 01
PLOT DATE : 12/30/2025 1:35 PM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

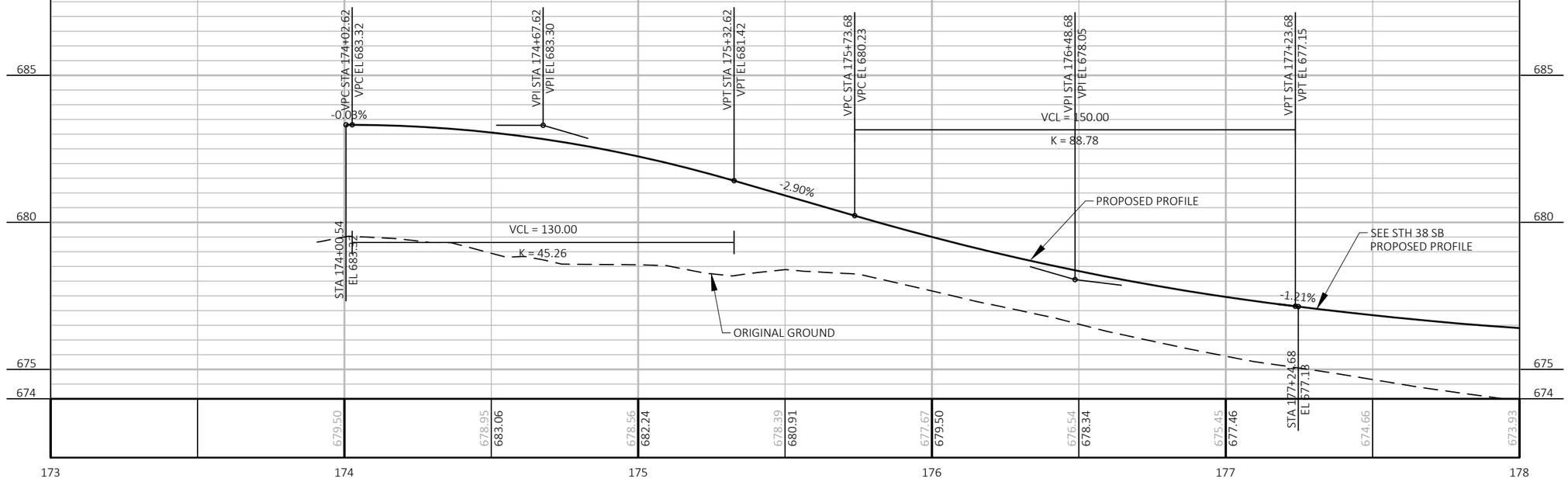




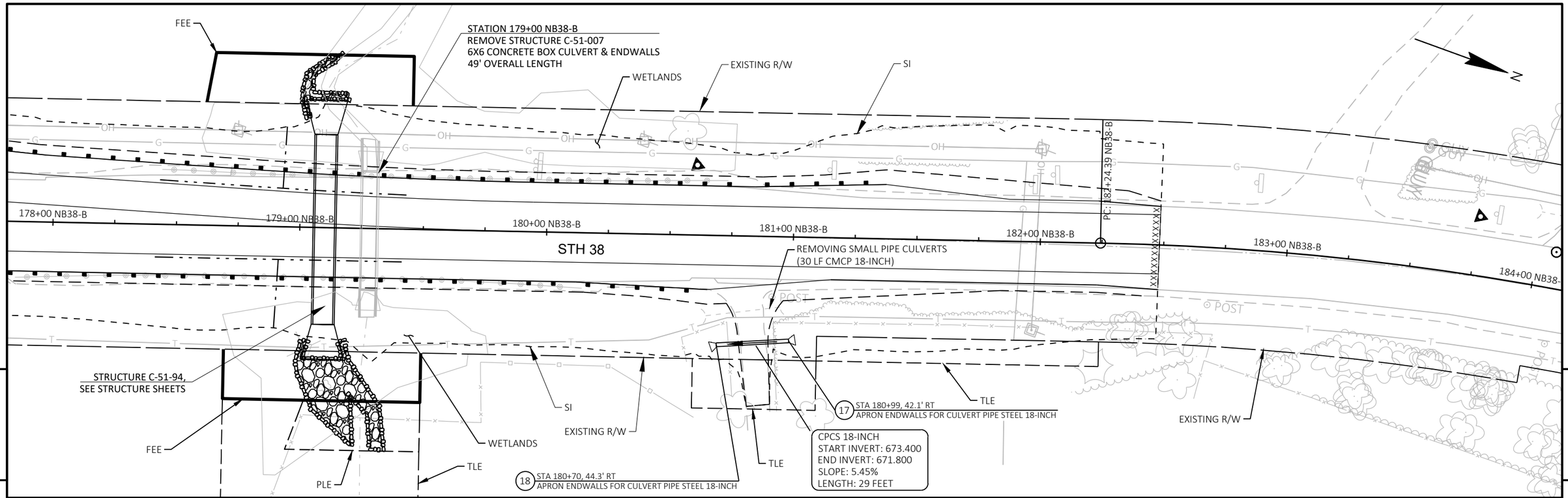
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: STH 38 NB	SHEET 116	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050103-PP.DWG
LAYOUT NAME - 02
PLOT DATE : 12/30/2025 1:35 PM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



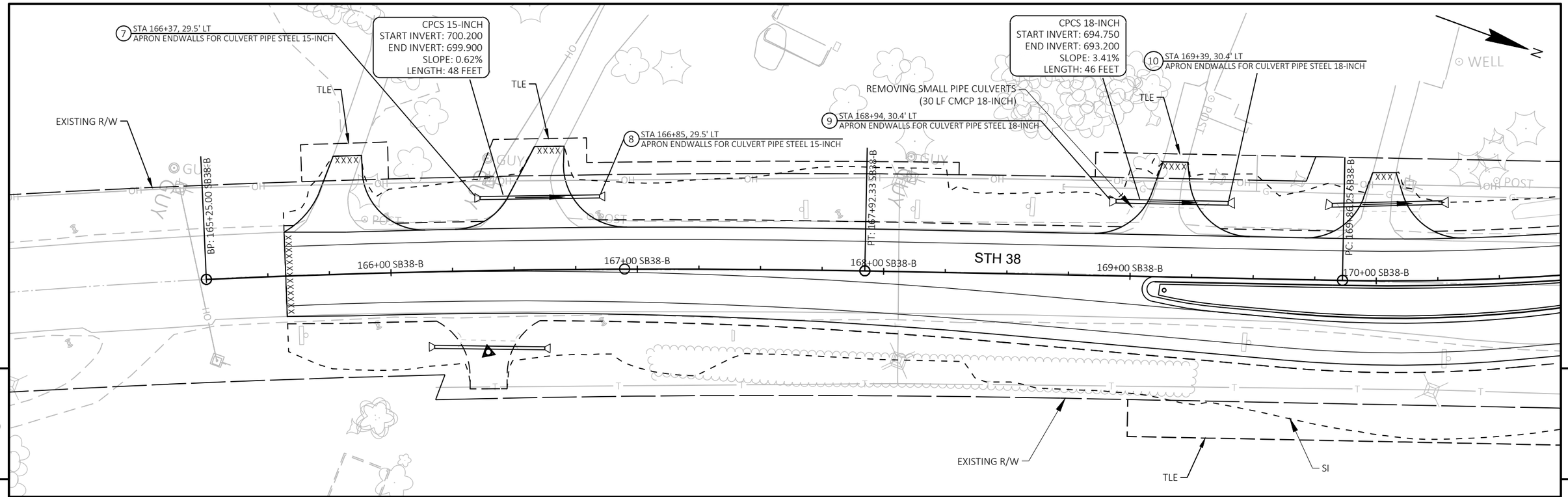


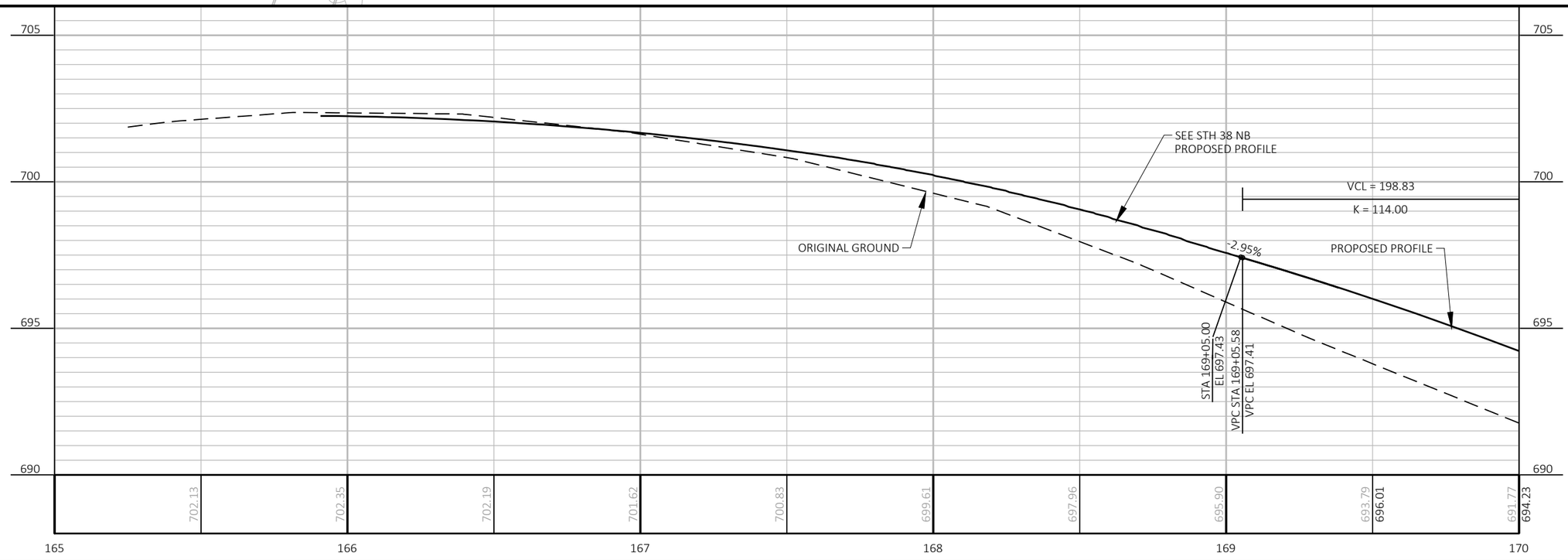
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: STH 38 NB	SHEET 117	E



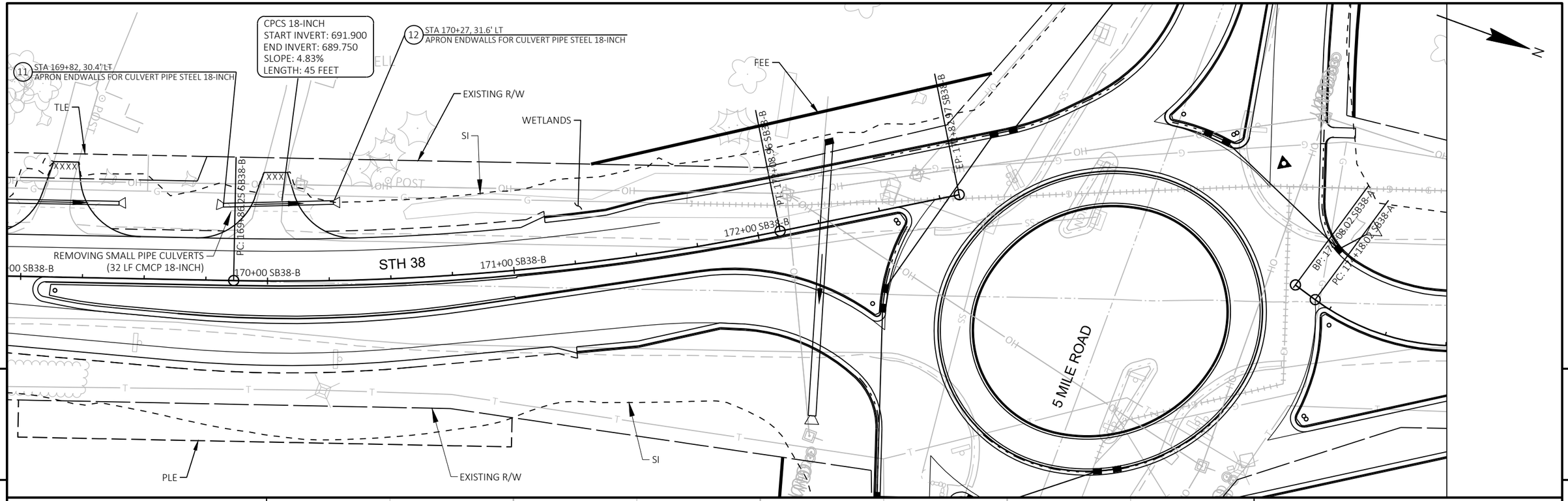
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: STH 38 NB	SHEET 118	E

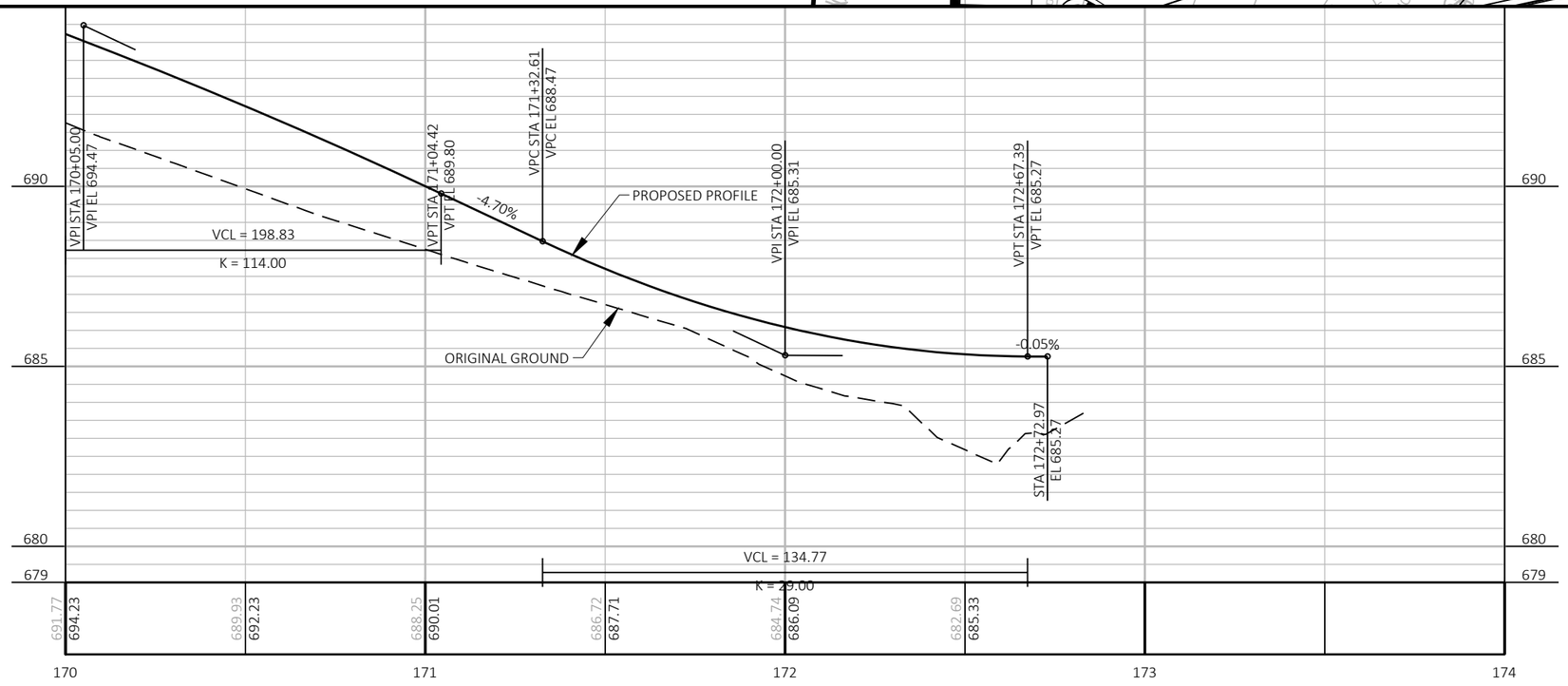
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050103-PP.DWG
LAYOUT NAME - 04
PLOT DATE : 2/23/2026 11:00 AM
PLOT BY : YELLICK, JOE W
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: STH 38 SB	SHEET 119	E





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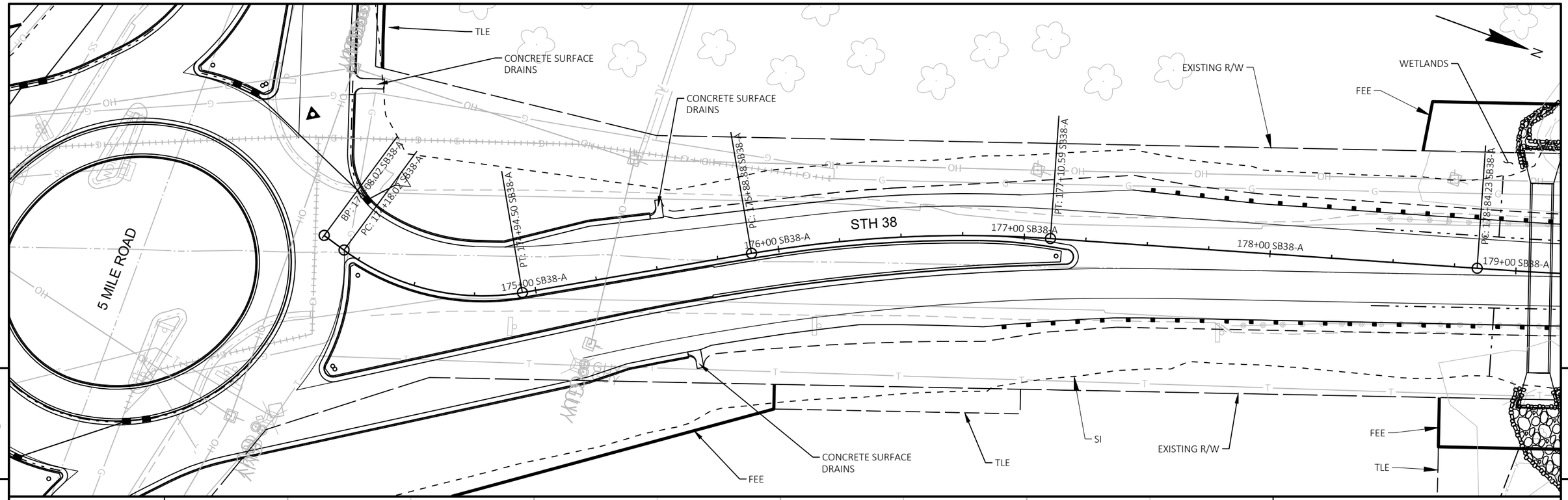
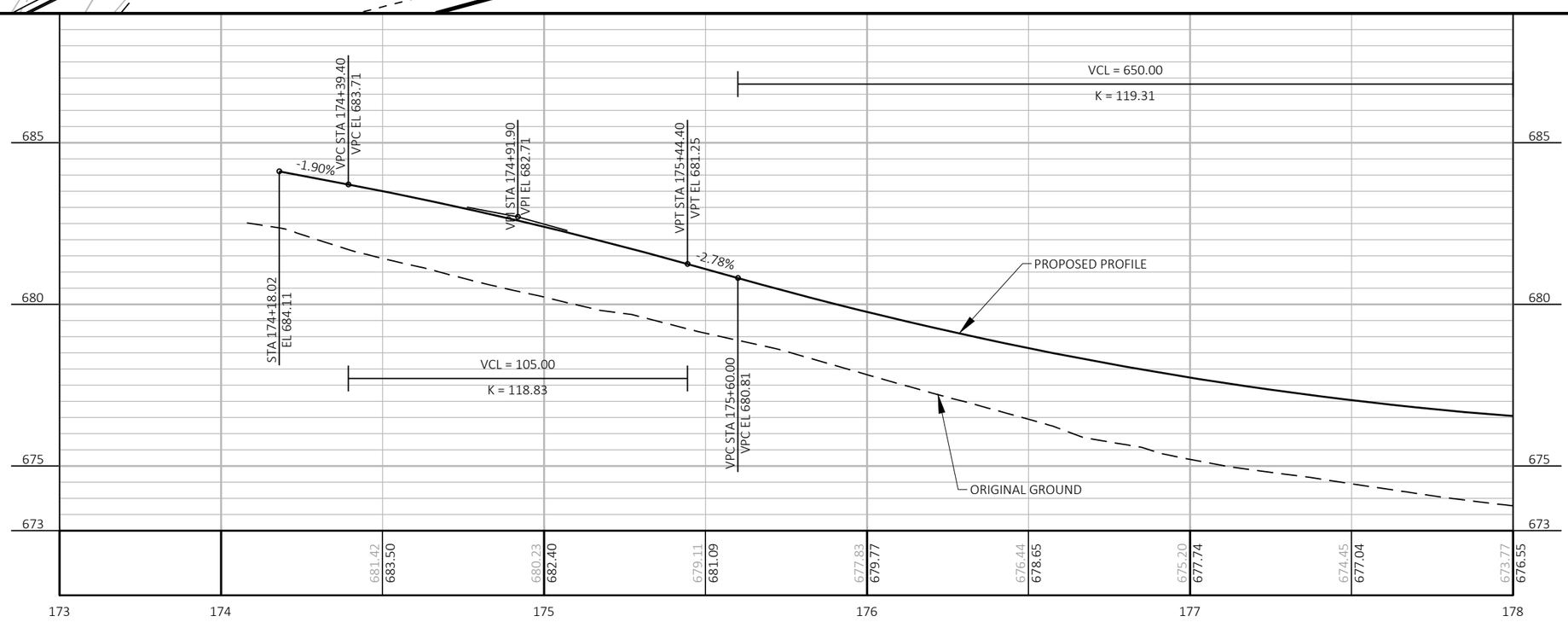
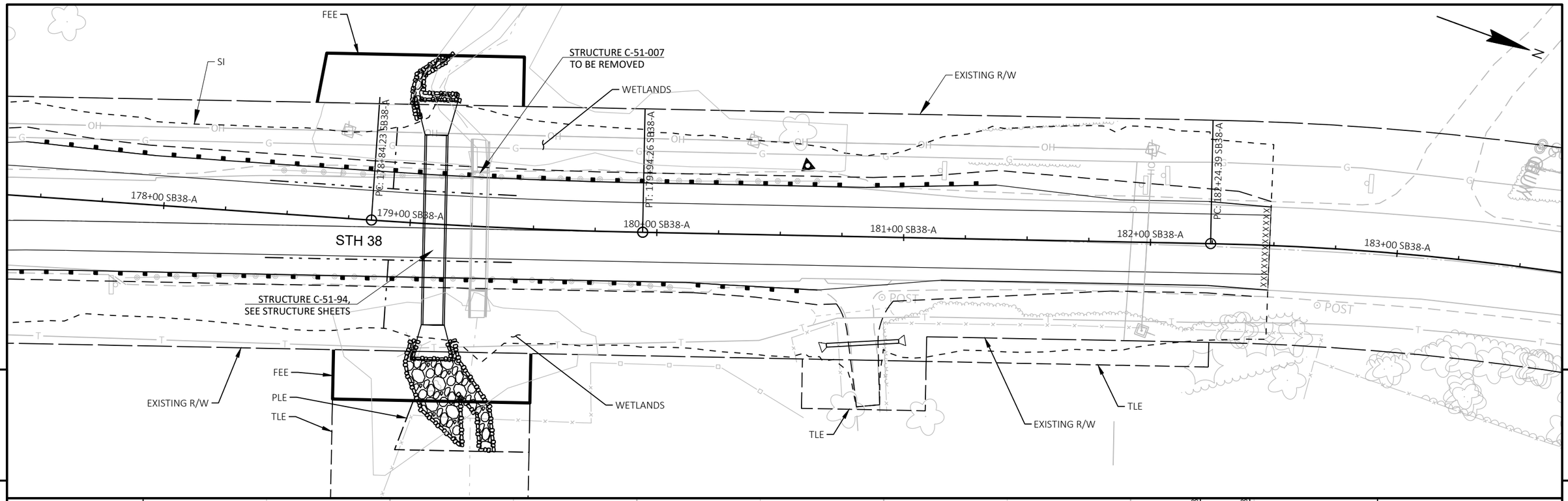
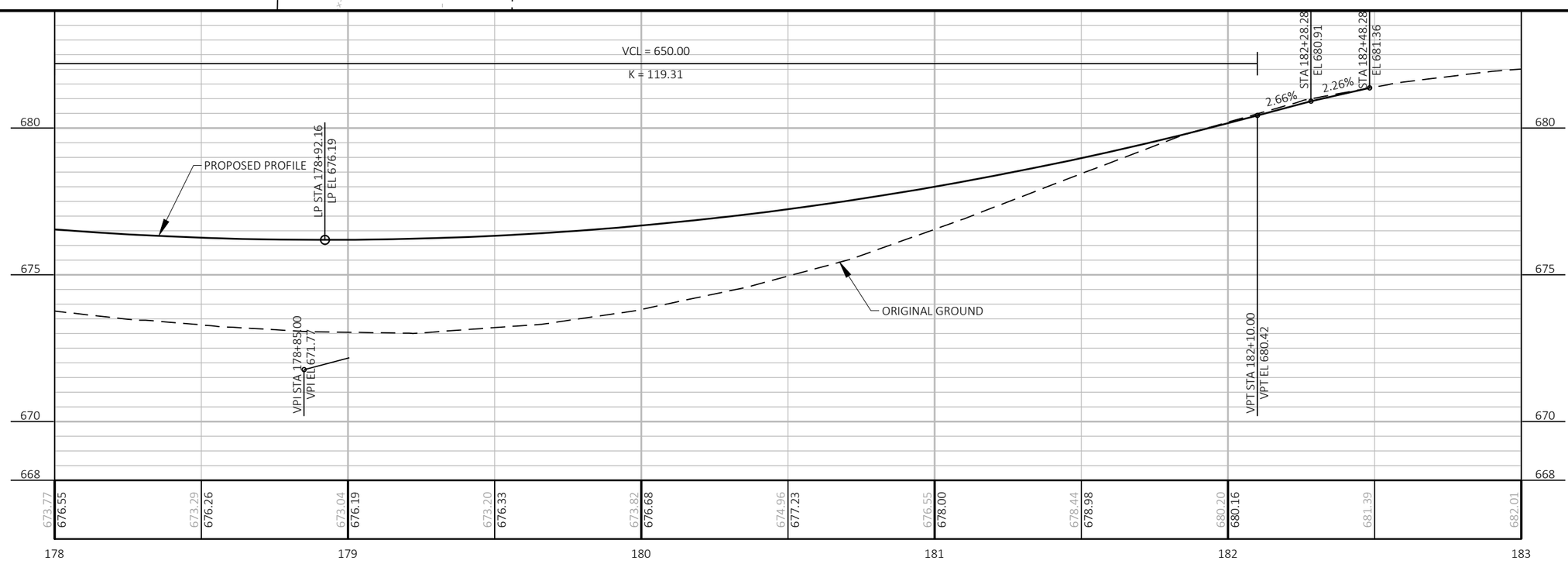




PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: STH 38 SB	SHEET 121	E





PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PLAN AND PROFILE: STH 38 SB	SHEET 122 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\050104-PP.DWG
LAYOUT NAME - 04
PLOT DATE : 12/30/2025 1:55 PM
PLOT BY : LEX, BRANDON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

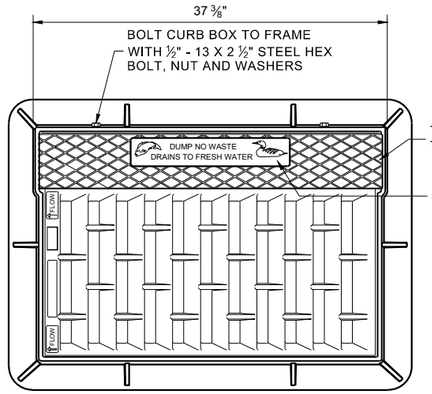
08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09B02-10	CONDUIT
09B16-03	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13A03-07	CONCRETE PAVEMENT SHOULDERS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-14A	RURAL DOWELED CONCRETE PAVEMENT
13C11-14B	RURAL DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B25-01	STEEL PLATE BEAM GUARD, CLASS "A", OVER LOW FILL CULVERTS
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

6

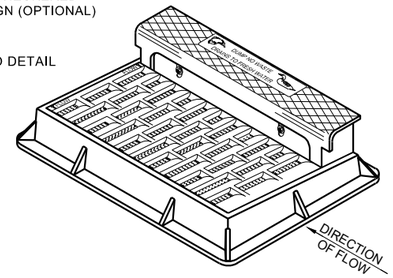
Standard Detail Drawing List

15C22-01 DOTTED EXTENSION FOR ROUNDABOUT

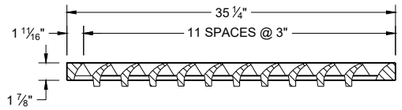
6

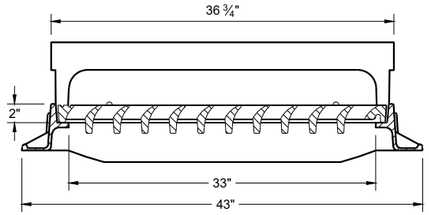


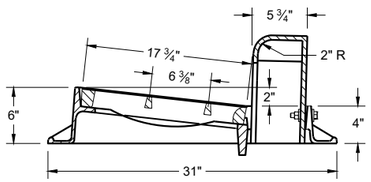
NOTE: EITHER CASTING IS ACCEPTABLE

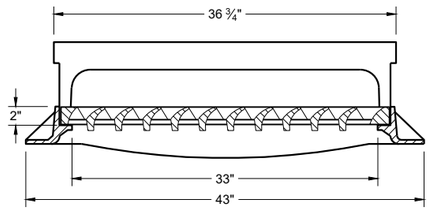


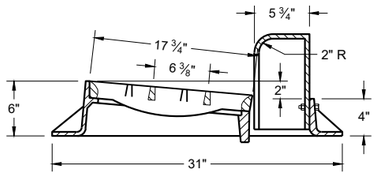
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







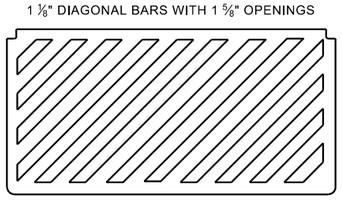




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

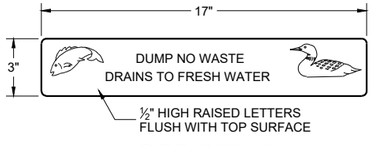
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



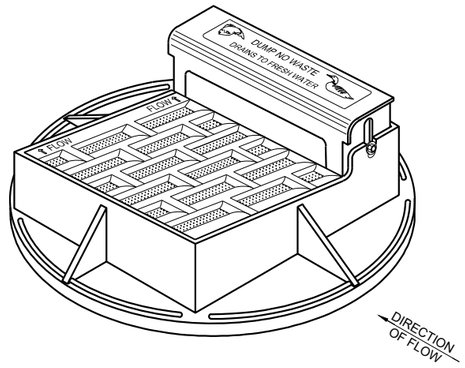
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

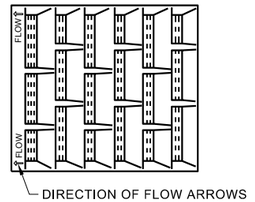


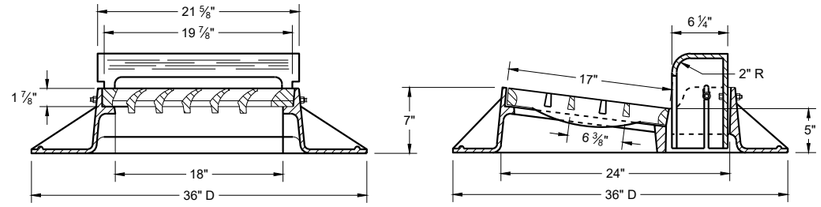
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "A"

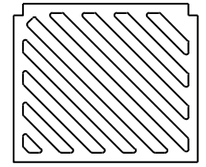
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

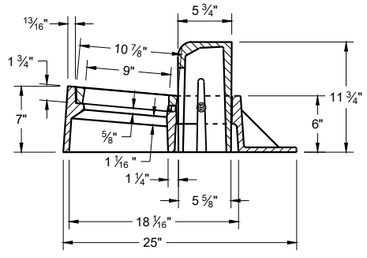
1" DIAGONAL BARS
WITH 1 ½" OPENINGS



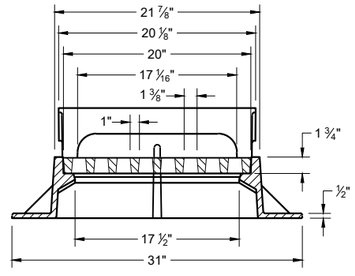
SPECIAL GRATE FOR TYPE "A" COVER

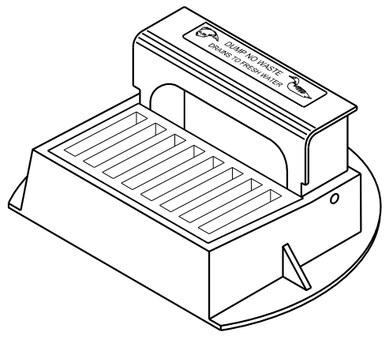
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





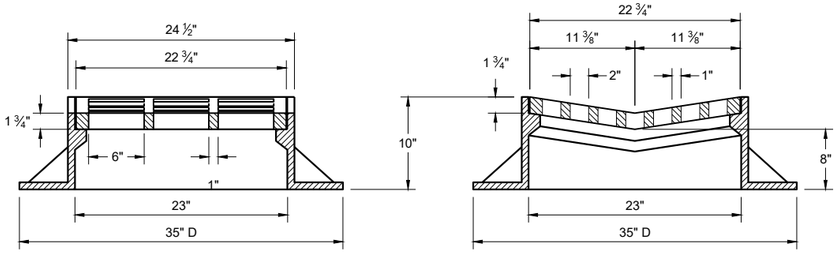
INLET COVERS
TYPES A, H, A-S, H-S AND Z

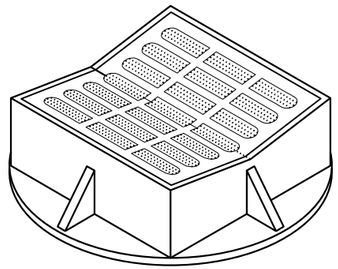
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

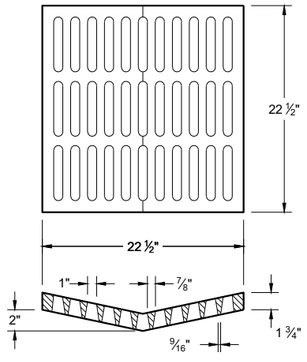
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





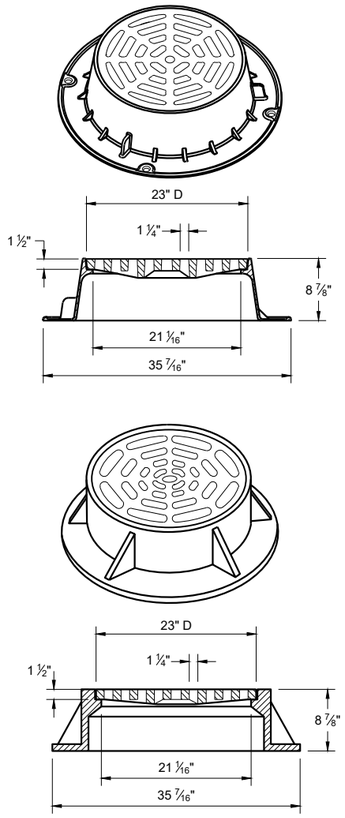
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

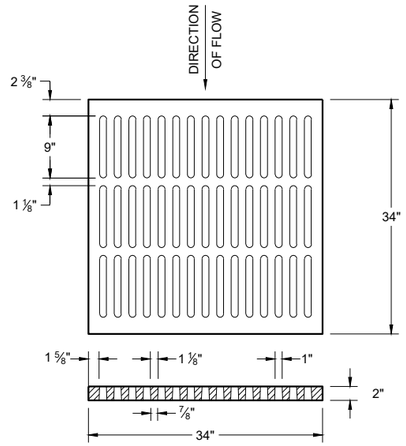
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

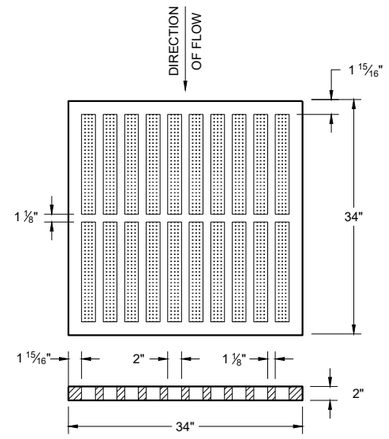
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

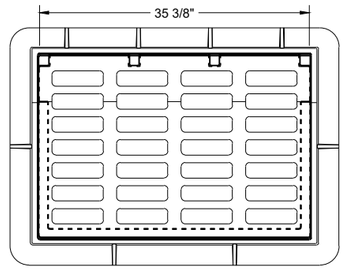
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

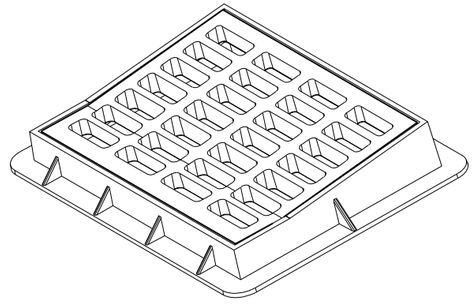


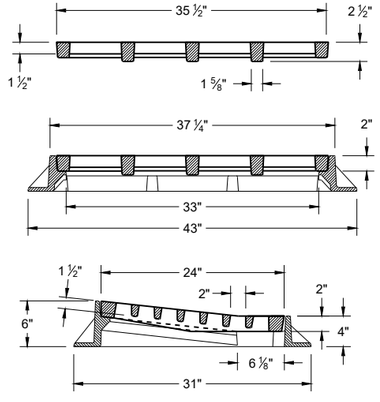
TYPE "MS"

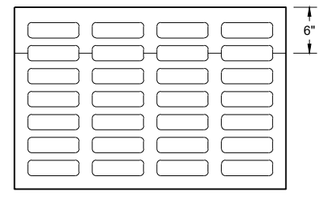
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



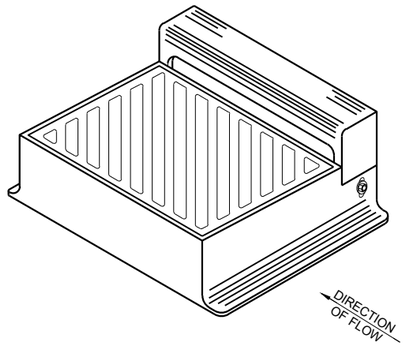




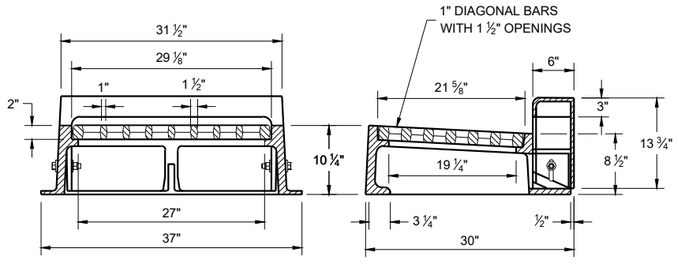


TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.



DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

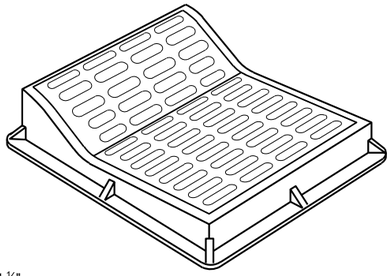
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

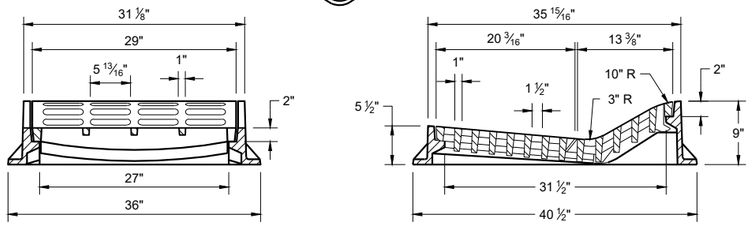
FHWA

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

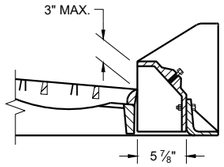
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

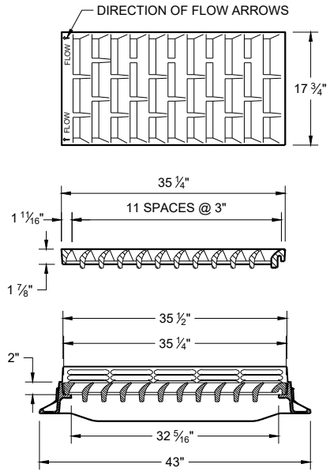


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

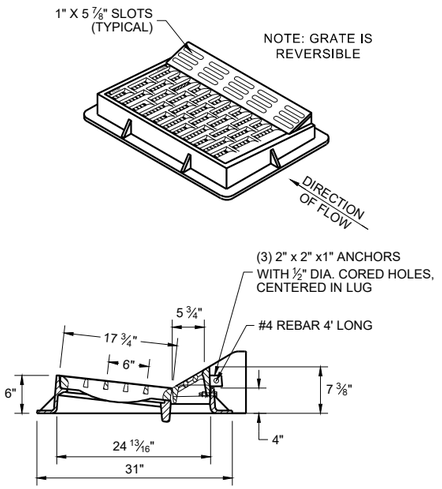
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



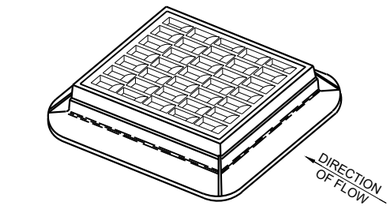
TYPE "HM"

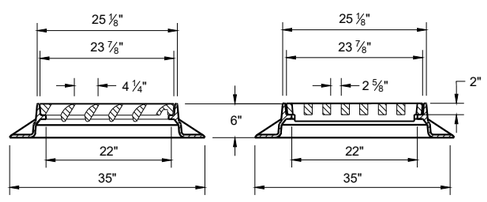
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



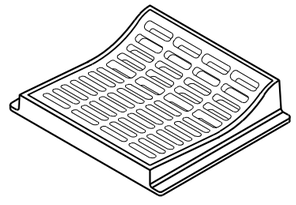
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

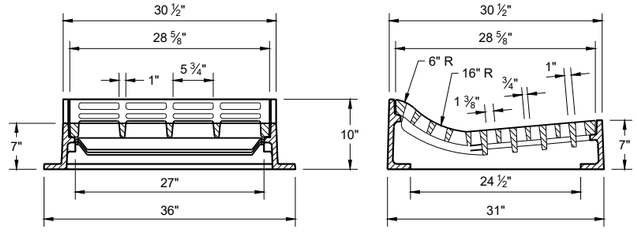
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

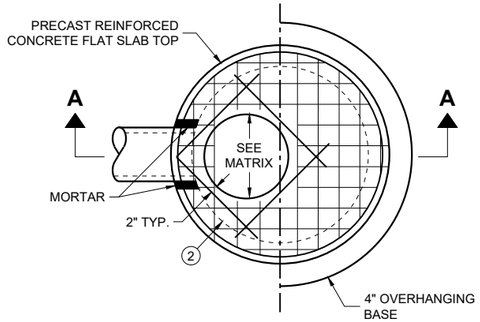
INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

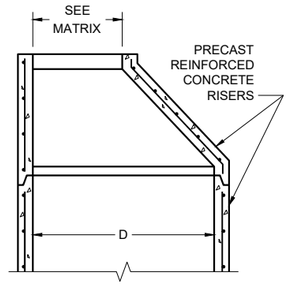
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 08A05-22c



PLAN VIEW CIRCULAR OPENING

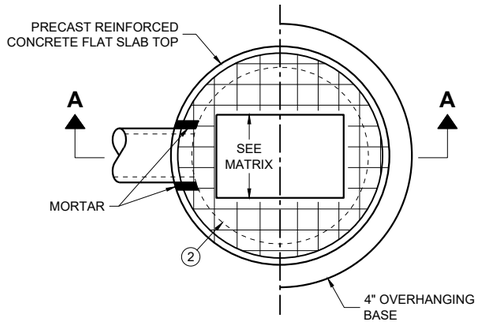


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

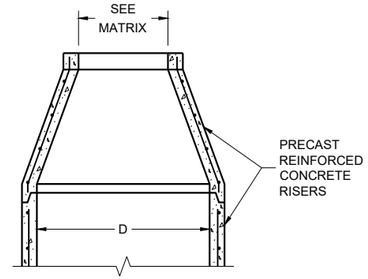
COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS
3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USE ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

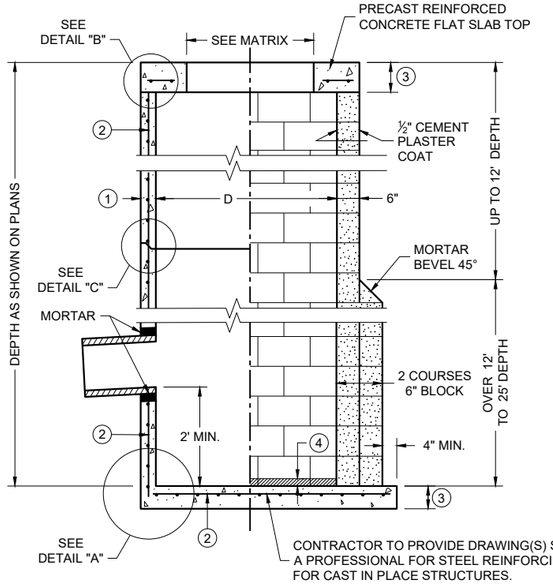
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

(4) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

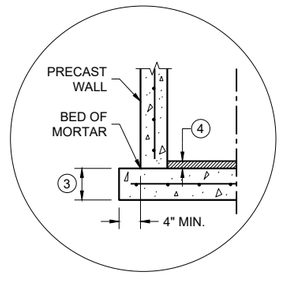
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



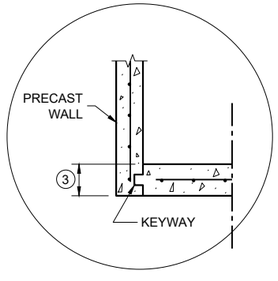
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

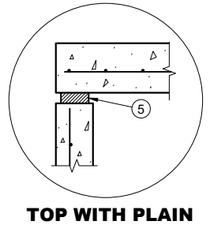


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

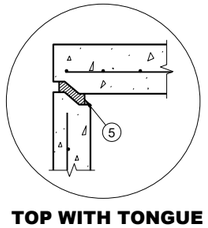


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

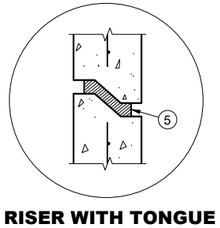
DETAIL "A"



TOP WITH PLAIN END JOINT

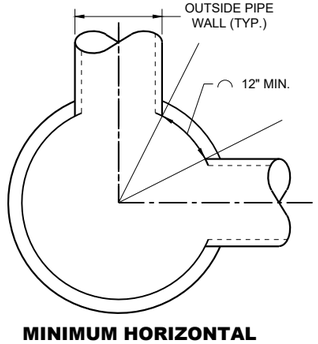


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

CATCH BASINS, 3-FT. 4-FT., 5 FT., AND 6-FT. DIAMETER

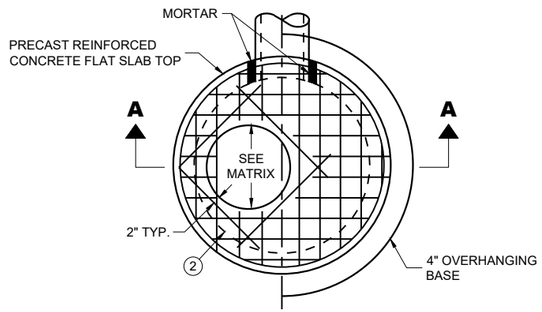
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

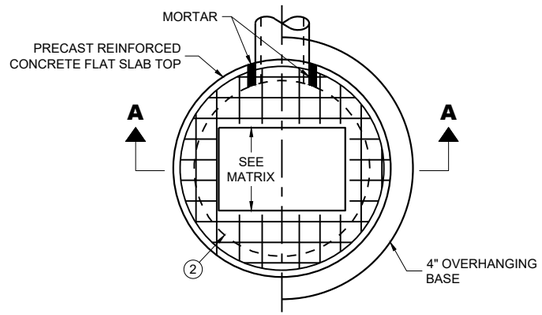
FHWA

SDD 08A08-03

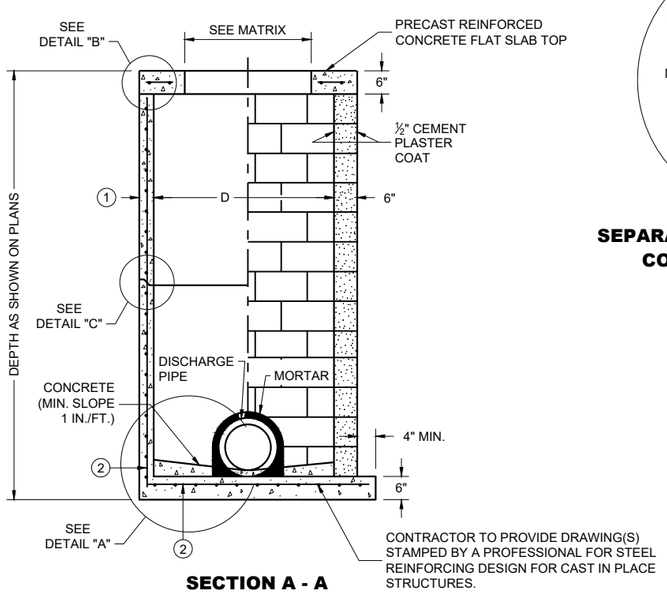
SDD 08A08-03



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

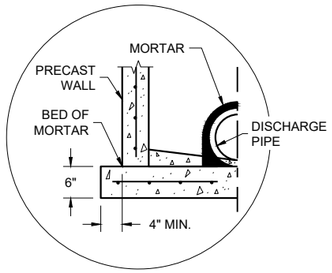
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

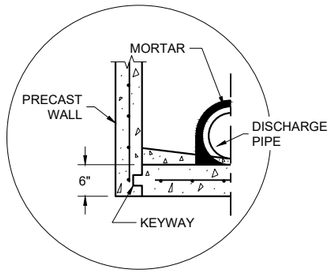
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

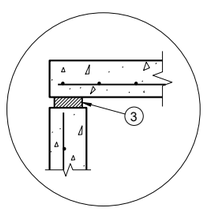


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

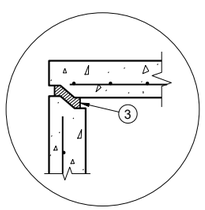


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

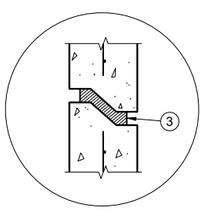
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

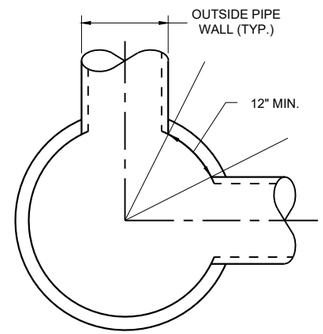
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

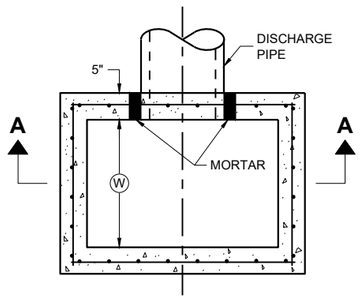
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

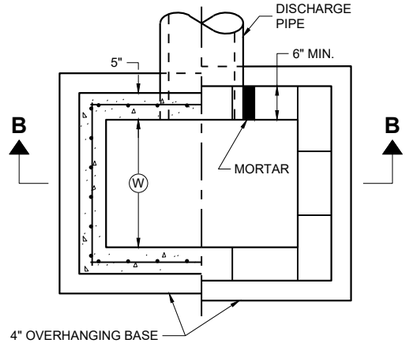
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

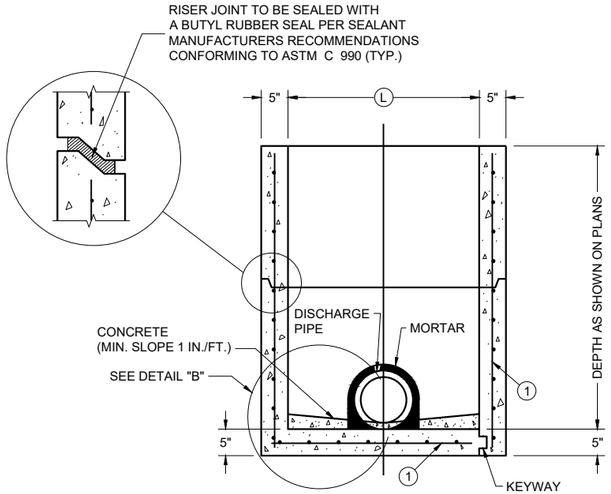
6
SDD 08C06-03



PLAN VIEW



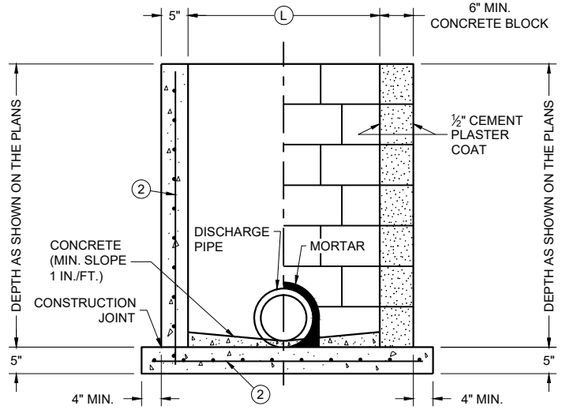
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

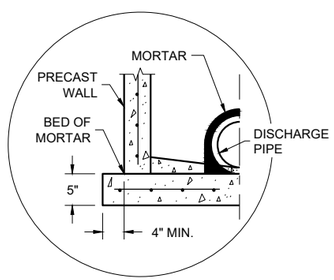
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

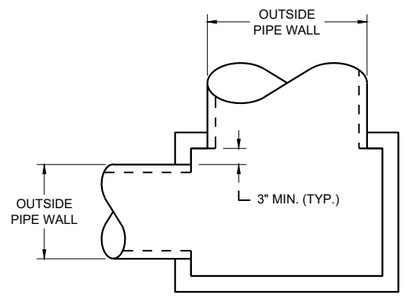
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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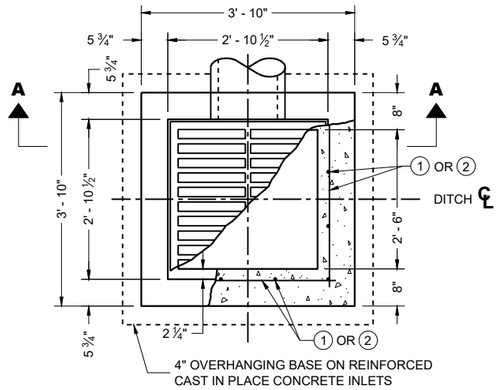
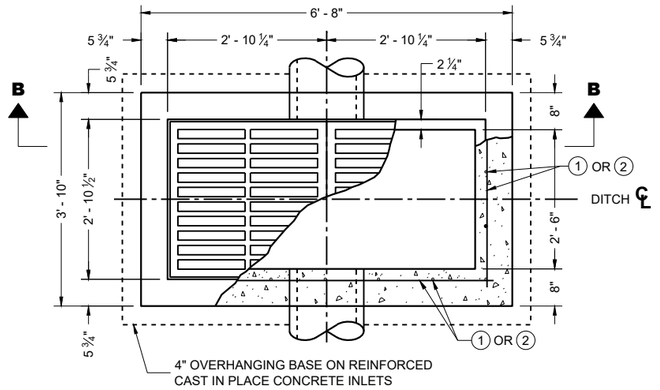
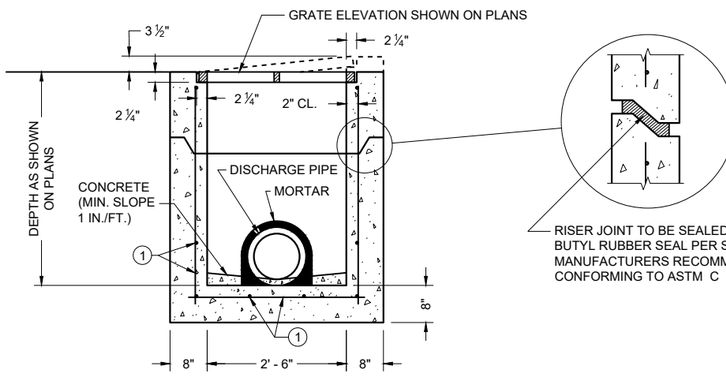
SDD 08C07-03



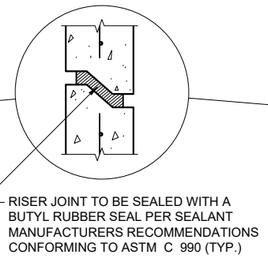
PLAN VIEW

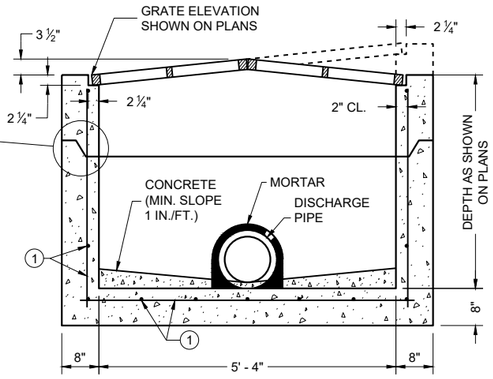


PLAN VIEW

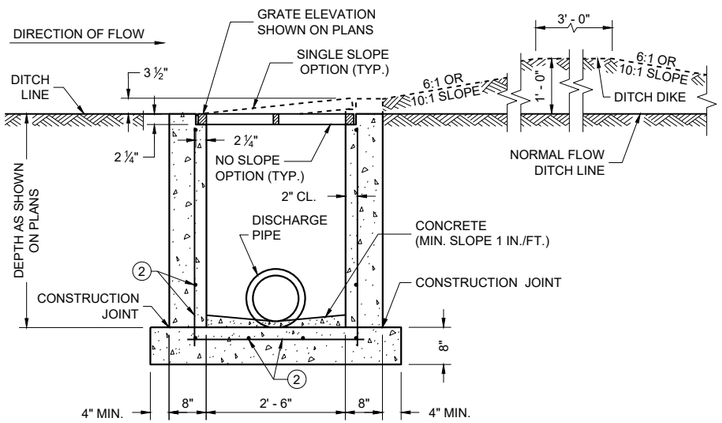


PRECAST REINFORCED CONCRETE SECTION A - A



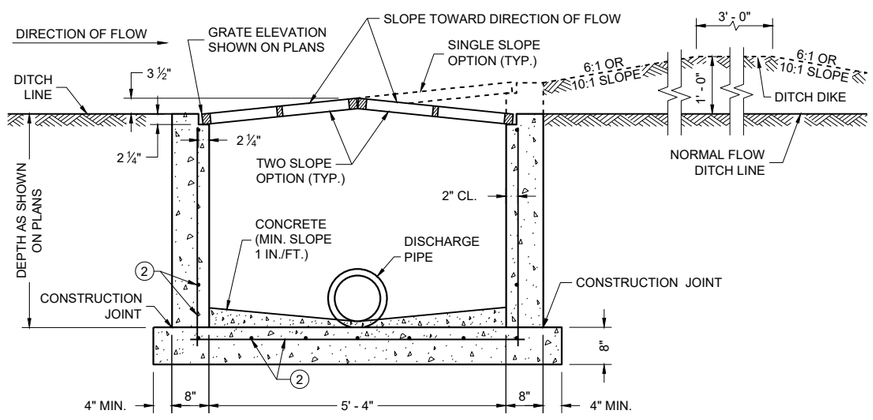


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

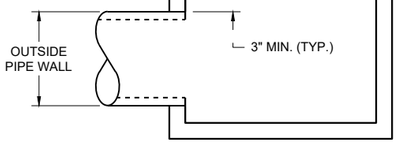
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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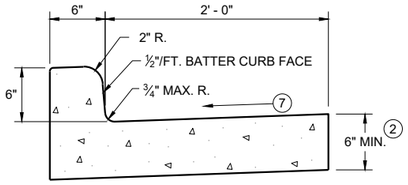
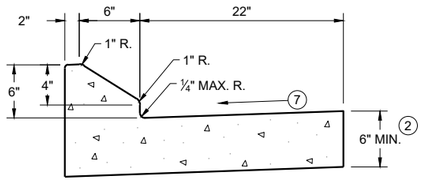
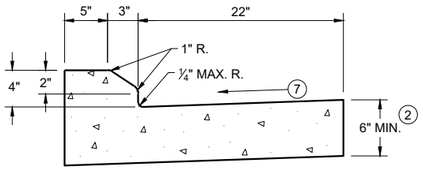
SDD 08C08-03



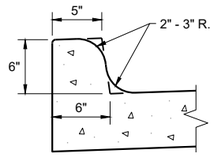
TYPES A (1) & D



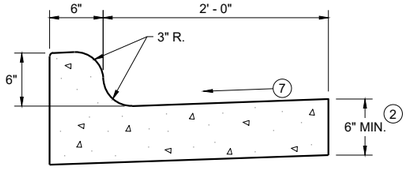
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

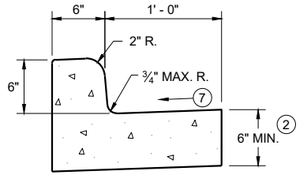


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



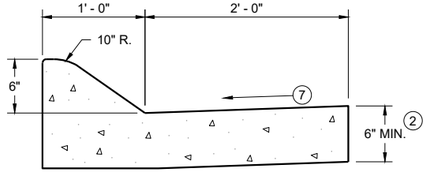
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

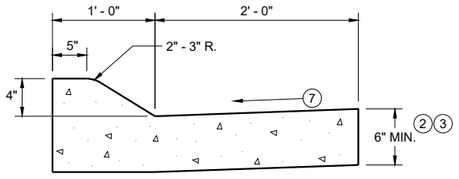


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

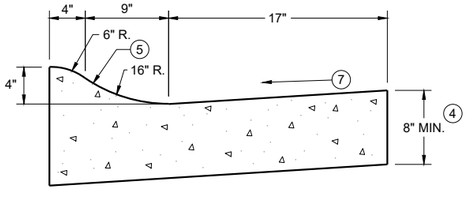


6" SLOPED CURB TYPES A (1) & D



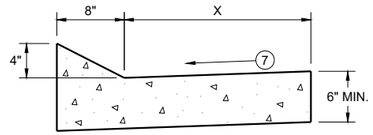
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

TBT & TBTT	X
30"	22"
36"	28"

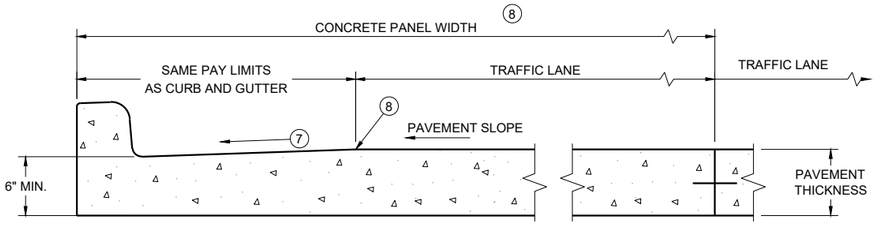


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

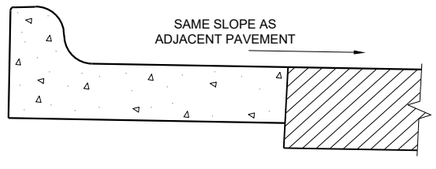
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

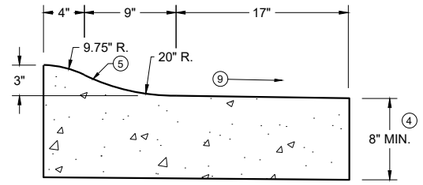
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

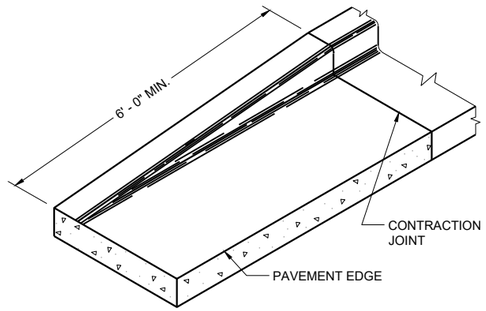
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



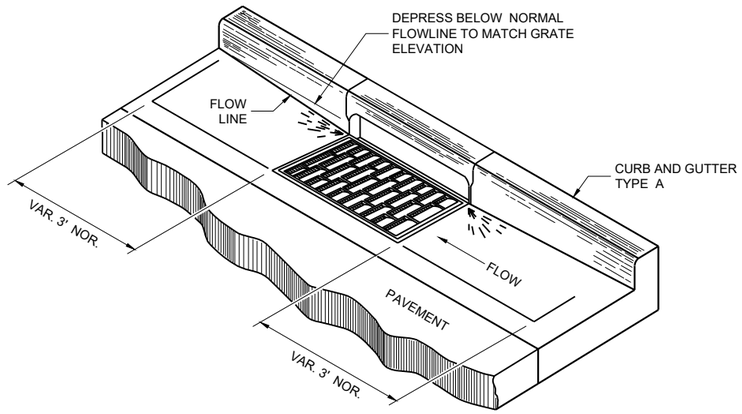
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB 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.

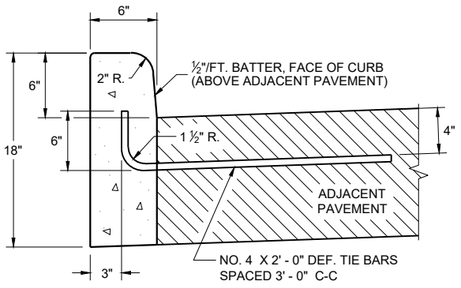
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

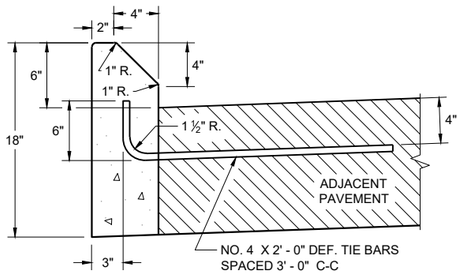
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

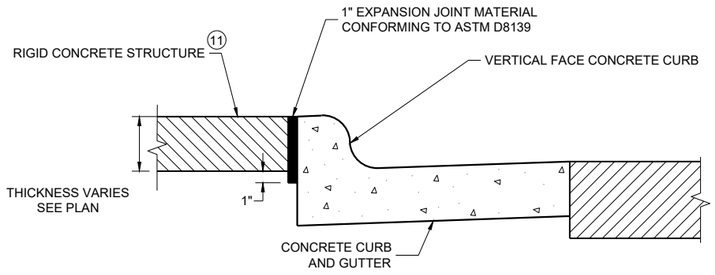


TYPES A (1) & D

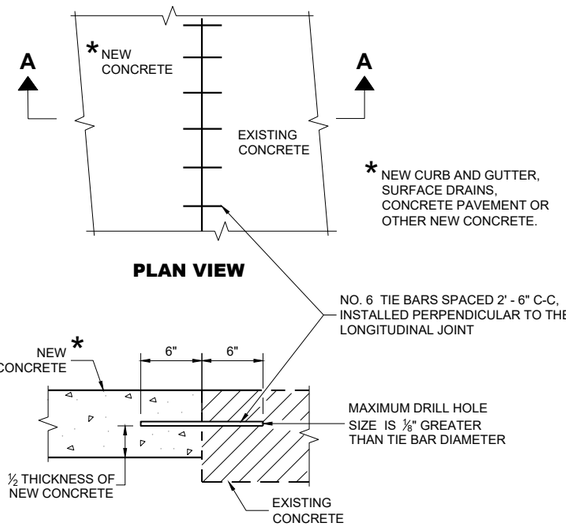


TYPES G (1) & J

CONCRETE CURB



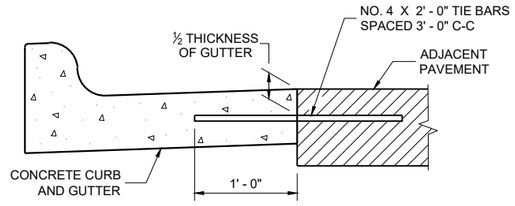
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



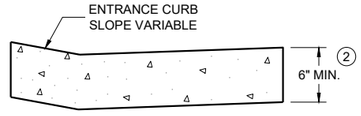
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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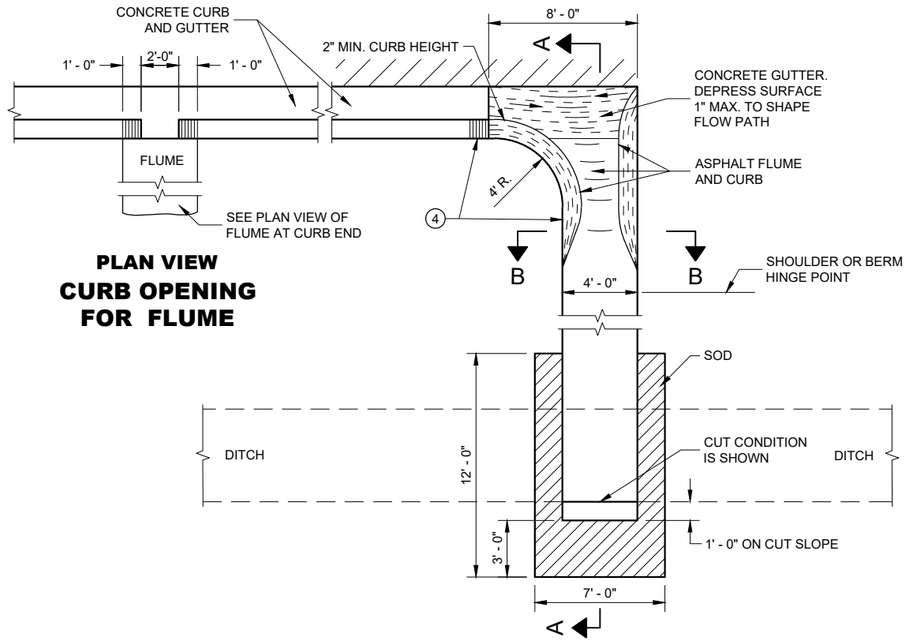
SDD 08D01-24b

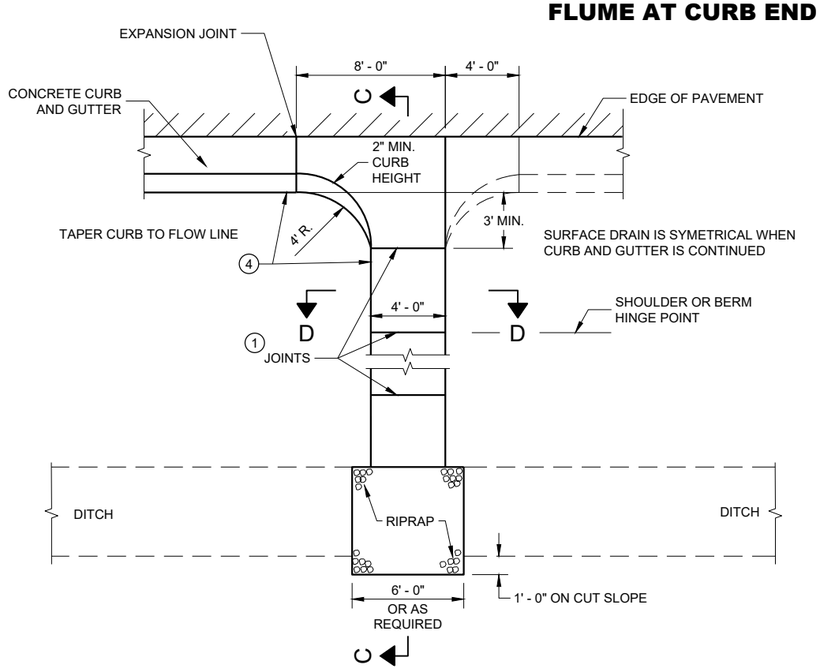
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



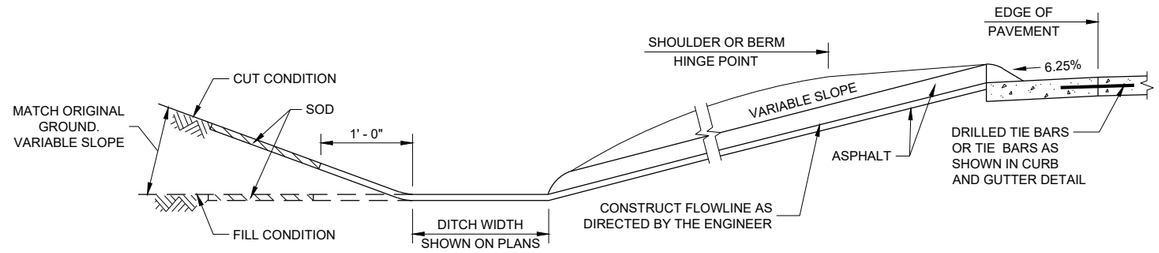
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

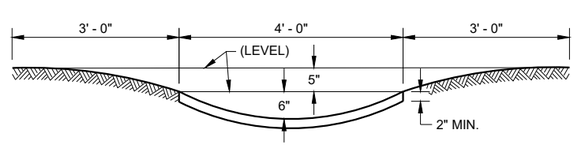
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

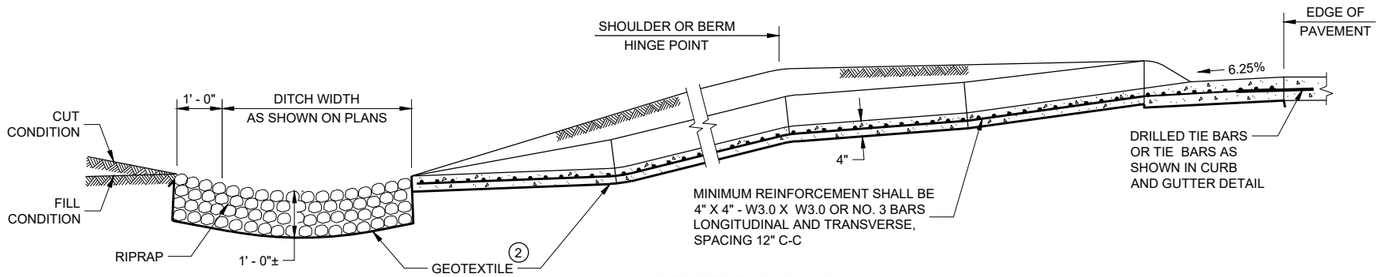
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



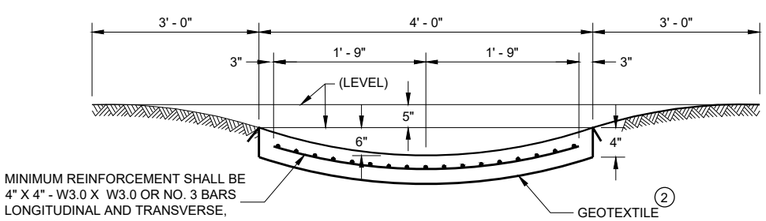
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 08D04 - 07

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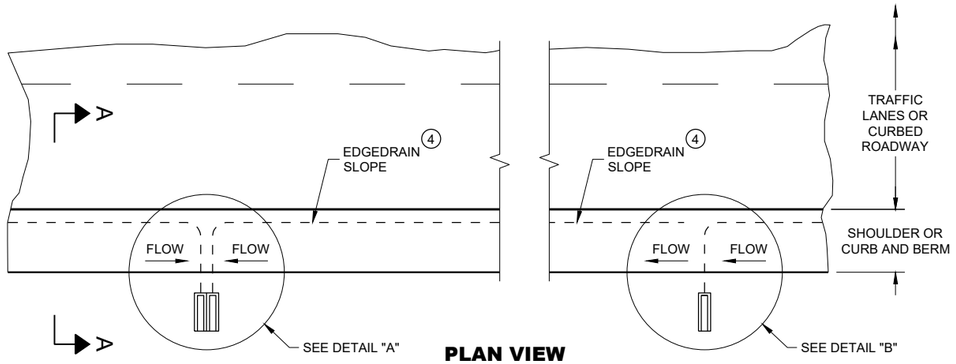
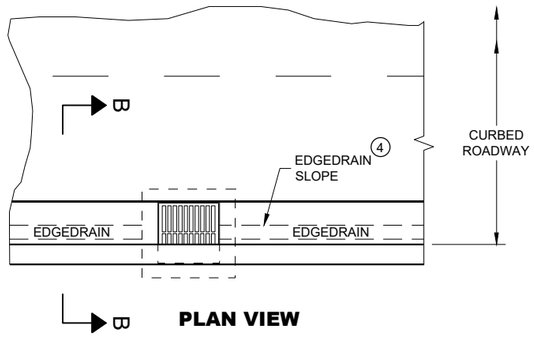
SDD 08D04 - 07



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS
(EDGEDRAIN CONNECTS TO ROADSIDE) (2)



PLAN VIEW

ROADWAY WITH CURBS
(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

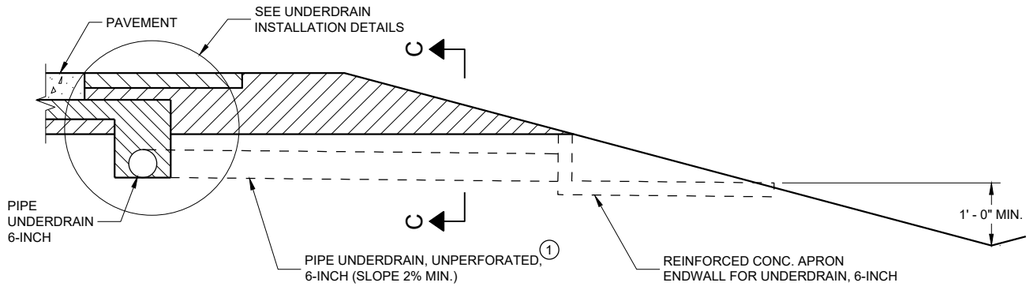
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

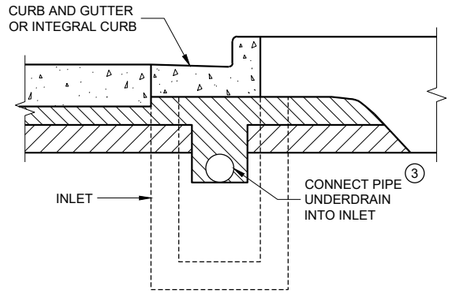
(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



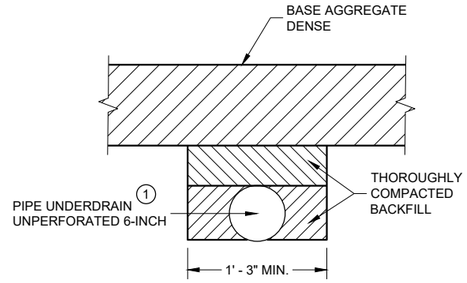
SECTION A - A

RURAL CROSS SECTION



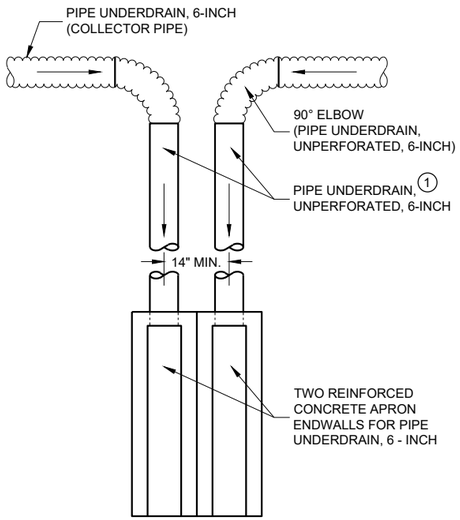
SECTION B - B

URBAN CROSS SECTION

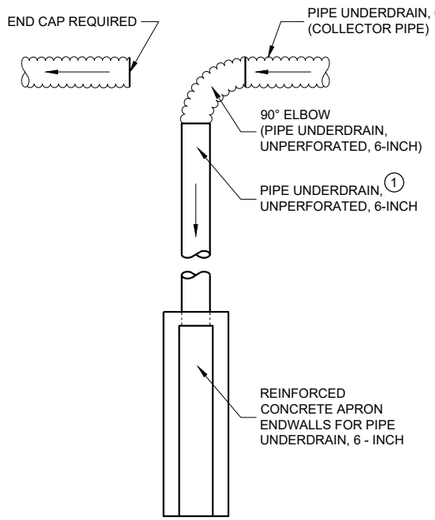


SECTION C - C

TRENCH FOR OUTFALL PIPE

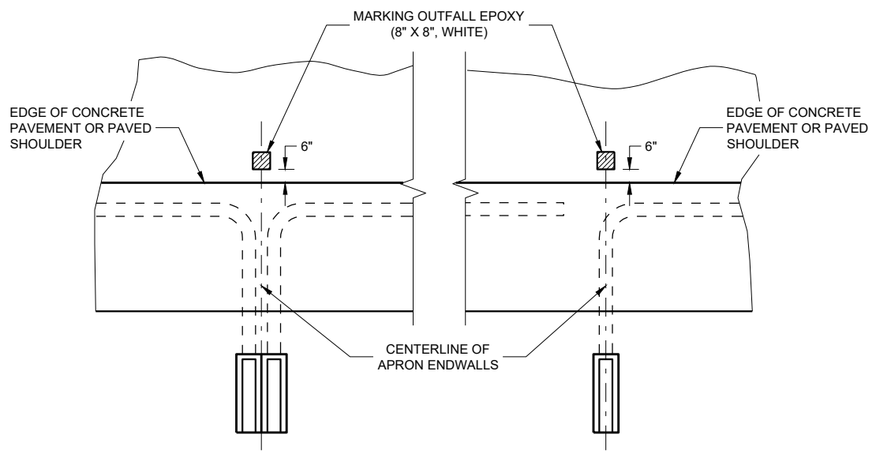


DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS



DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



LOW POINT LOCATIONS — INTERMEDIATE LOCATIONS

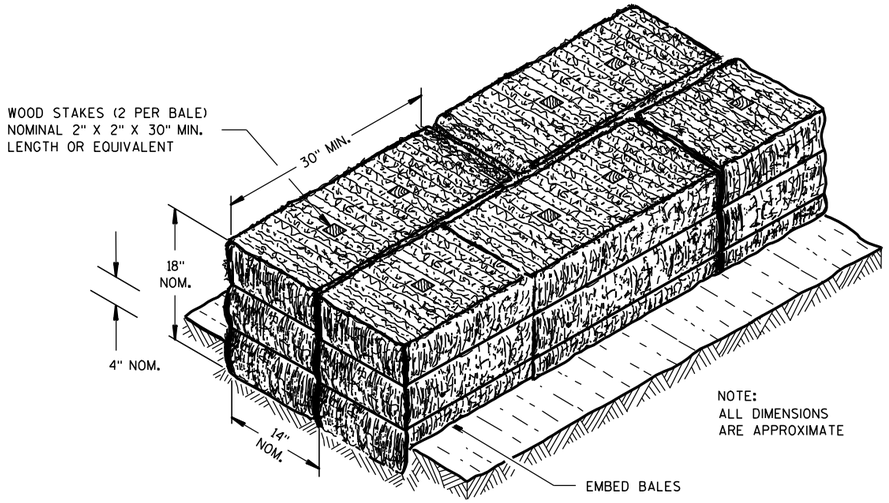
PAVEMENT MARKINGS FOR OUTFALL MARKERS

EDGEDRAIN OUTLET AND OUTFALL MARKERS

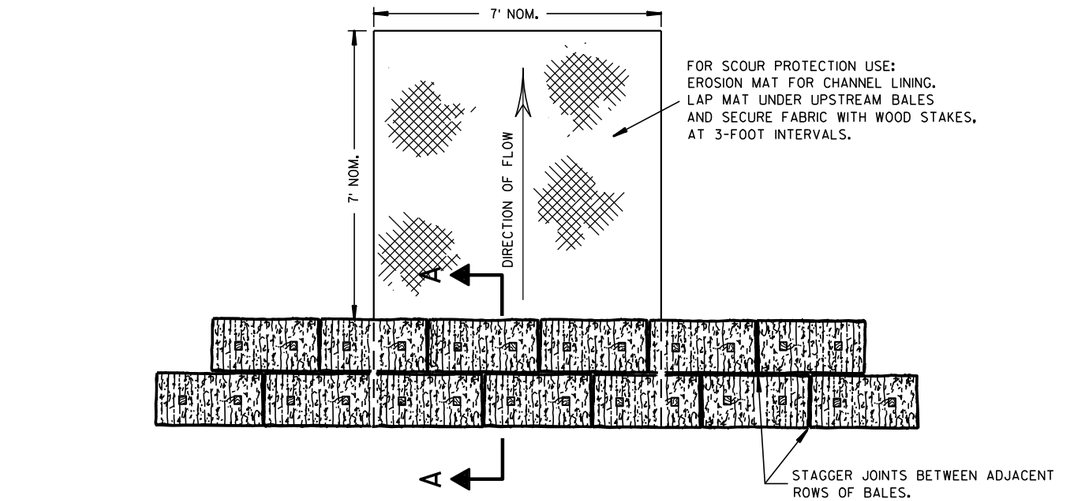
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD08D15 - 05a

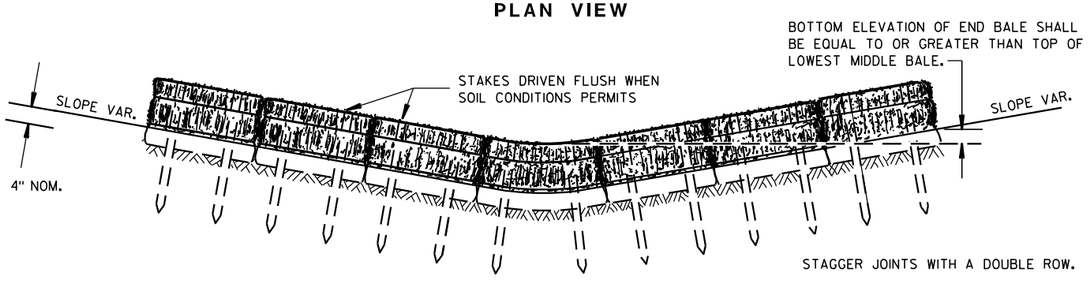
SDD08D15 - 05a



SECTION A-A



PLAN VIEW



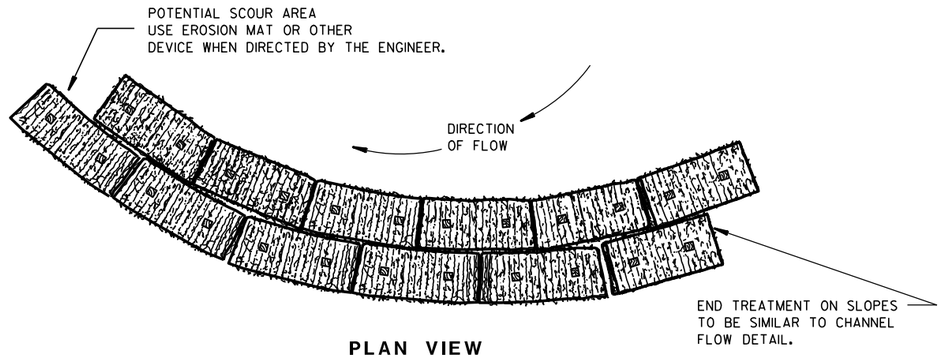
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

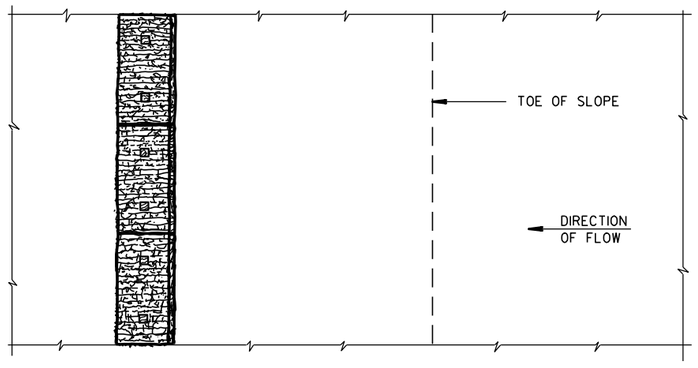
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

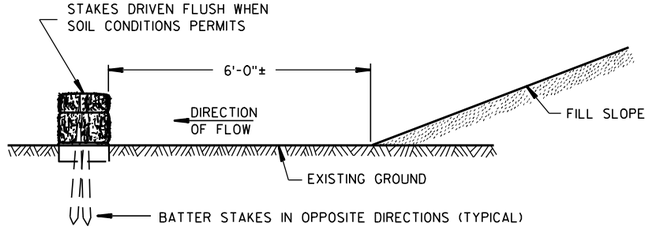


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 8-3

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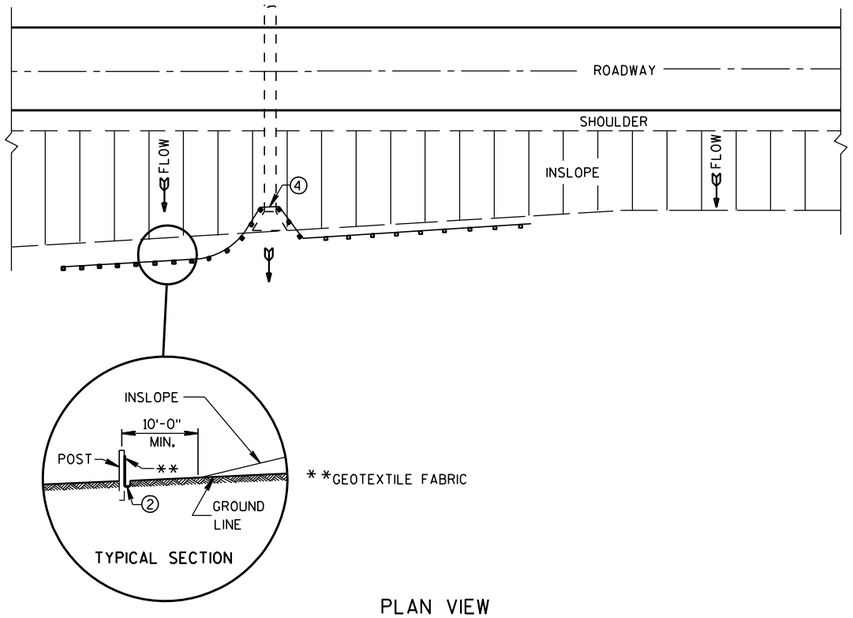
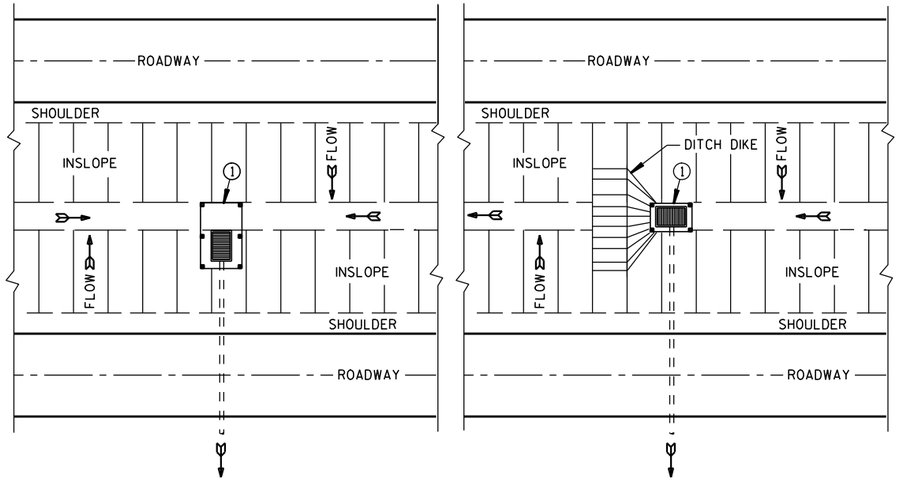
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



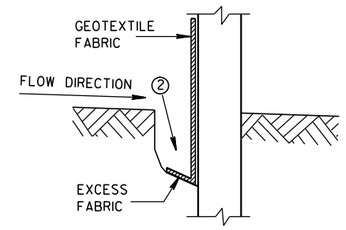
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

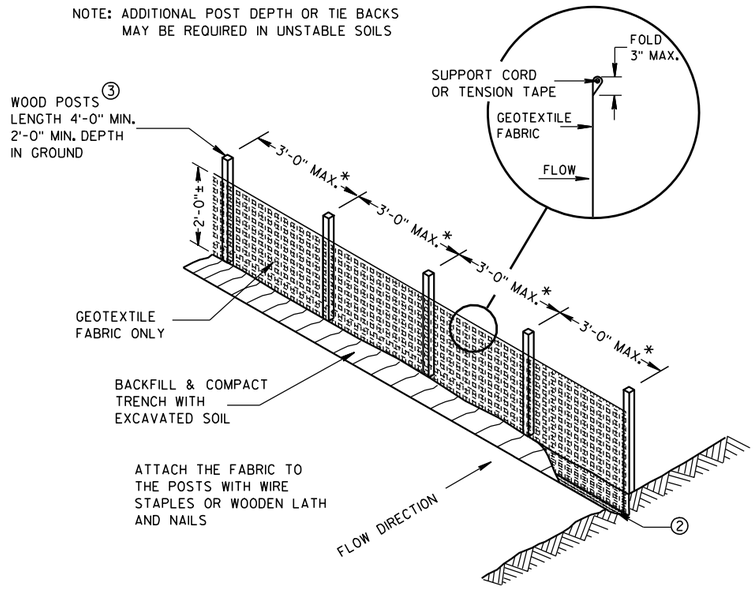
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE 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.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

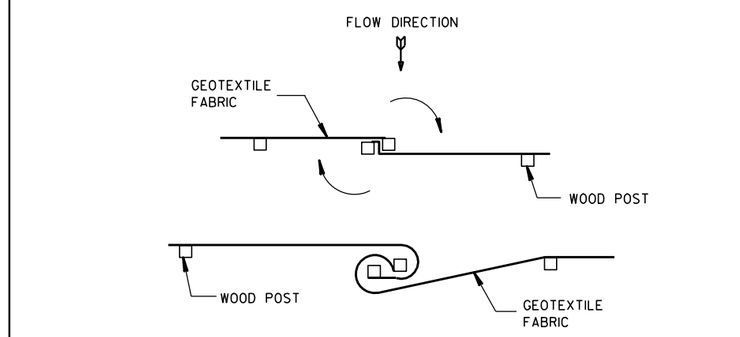


TRENCH DETAIL

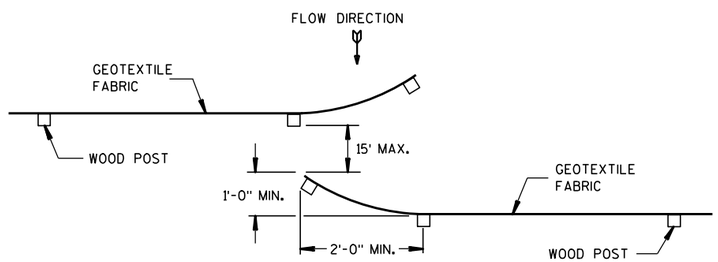


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

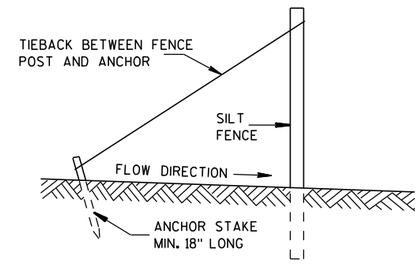


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 9-6

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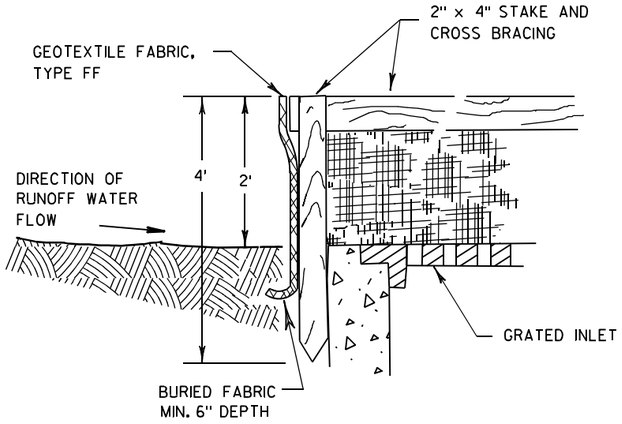
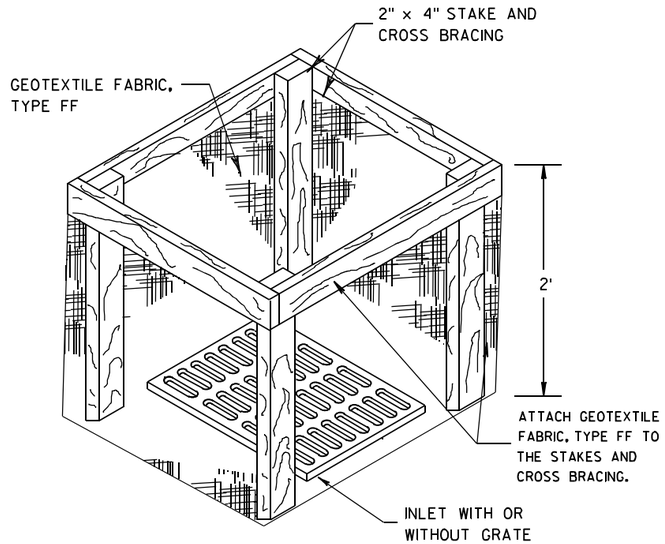
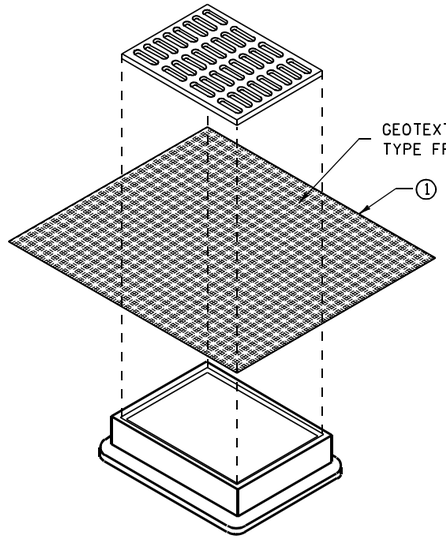
S.D.D. 8 E 9-6



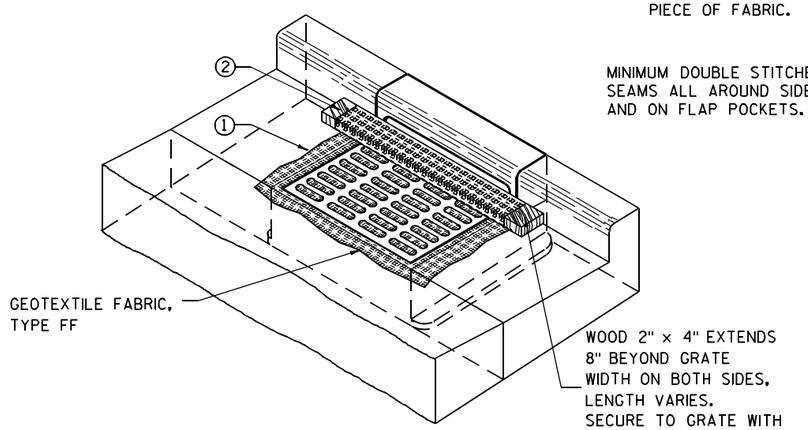


INLET PROTECTION, TYPE A

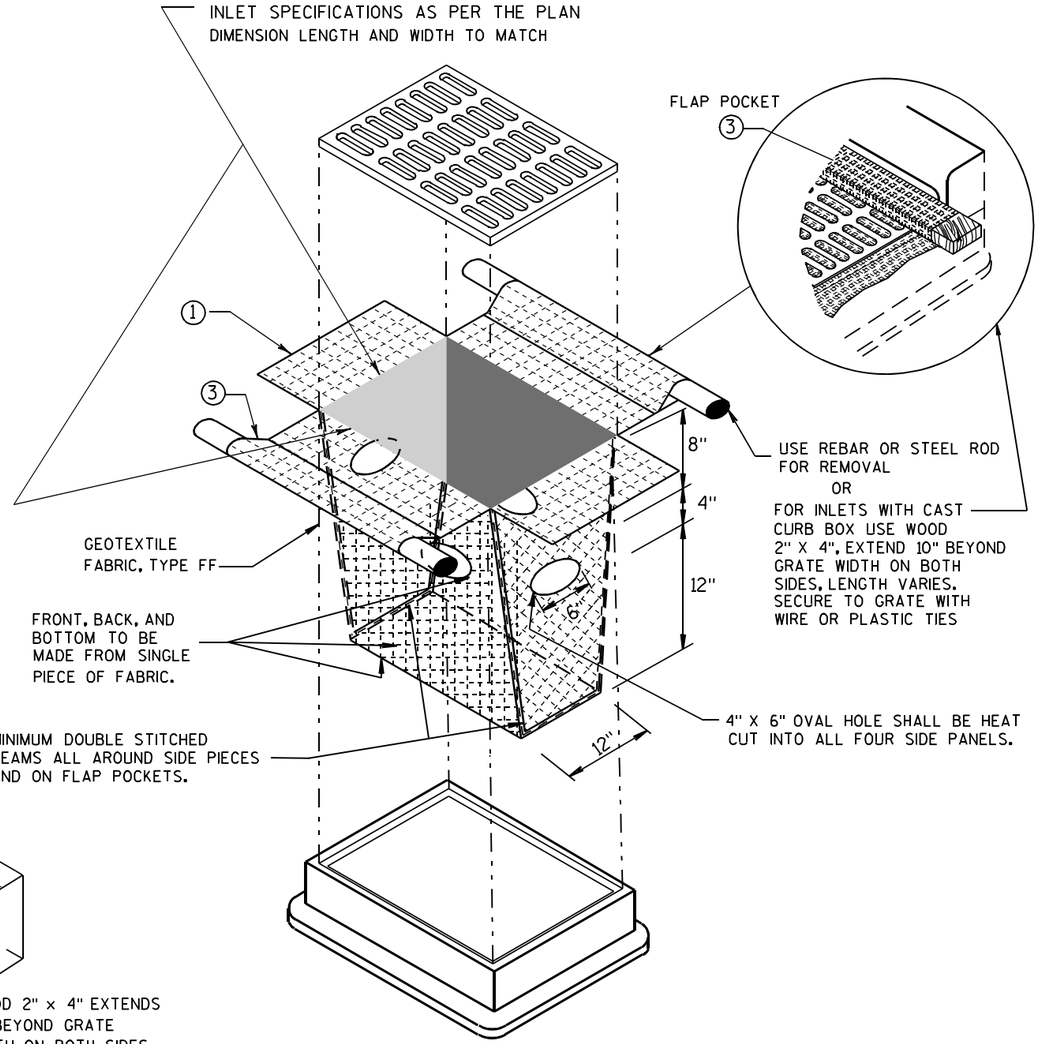


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

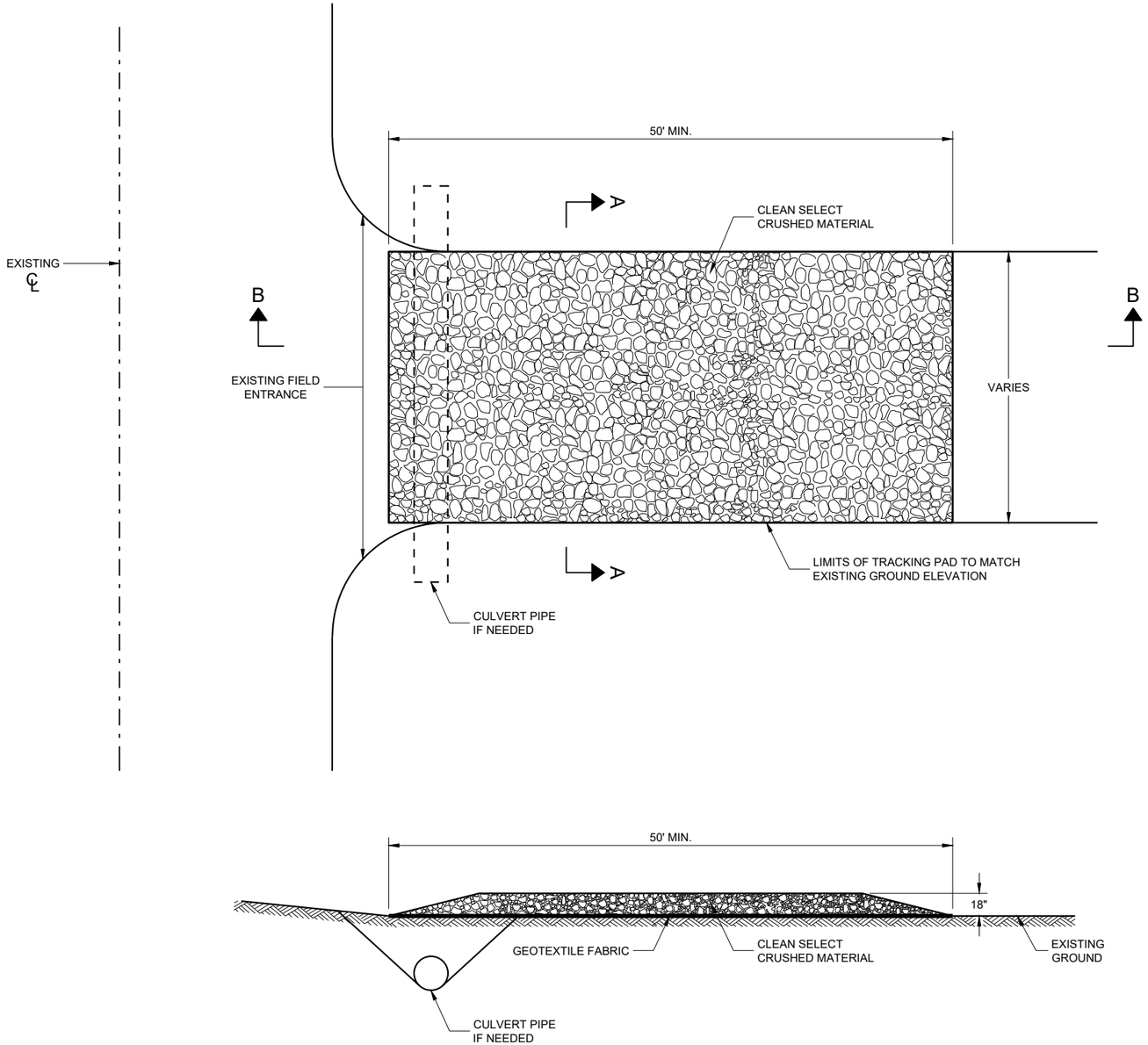
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE 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

6
S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

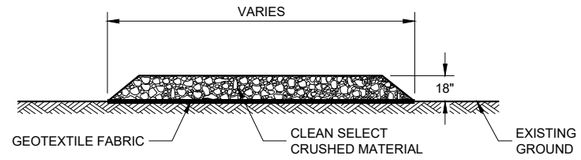
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

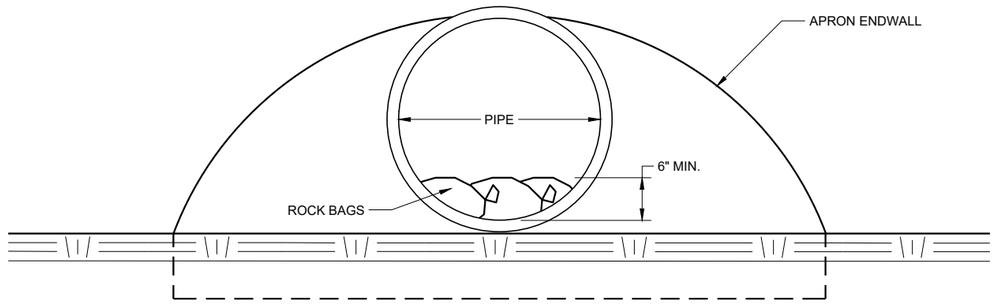
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

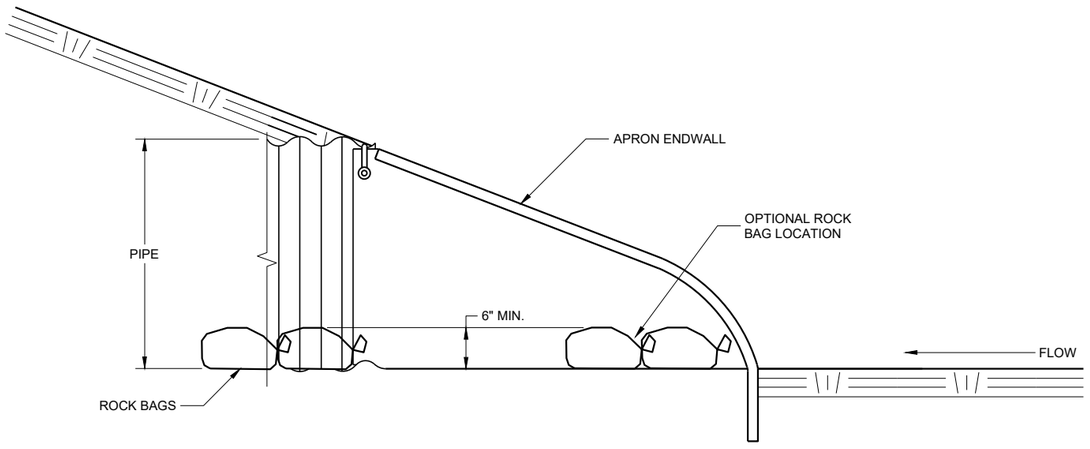
FHWA

6

SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

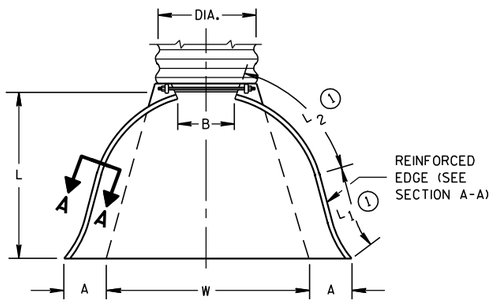
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

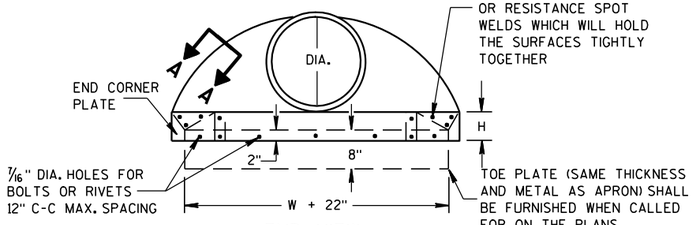
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

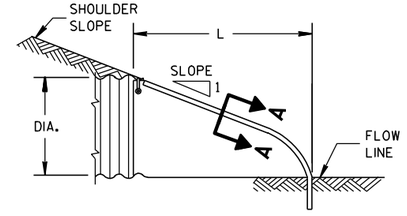
*MINIMUM
**MAXIMUM



PLAN VIEW

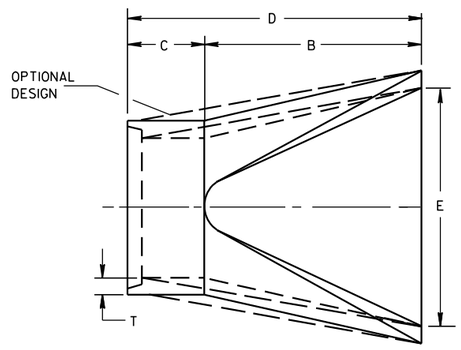


END VIEW

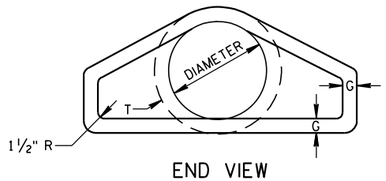


SIDE ELEVATION

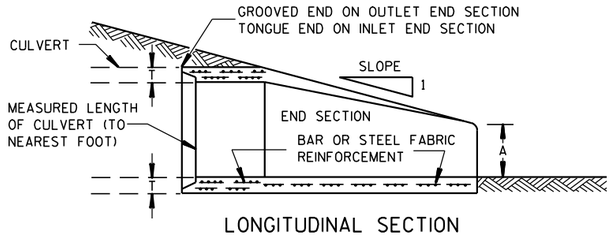
METAL ENDWALLS



PLAN

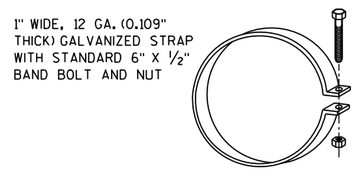


END VIEW



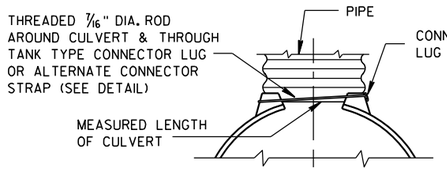
LONGITUDINAL SECTION

CONCRETE ENDWALLS

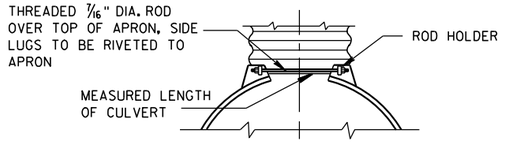


ALTERNATE FOR TYPE 1 CONNECTION

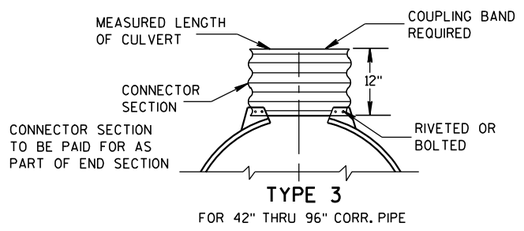
END SECTION CONNECTOR STRAP



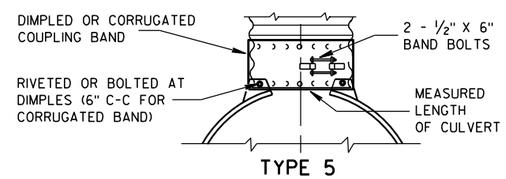
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

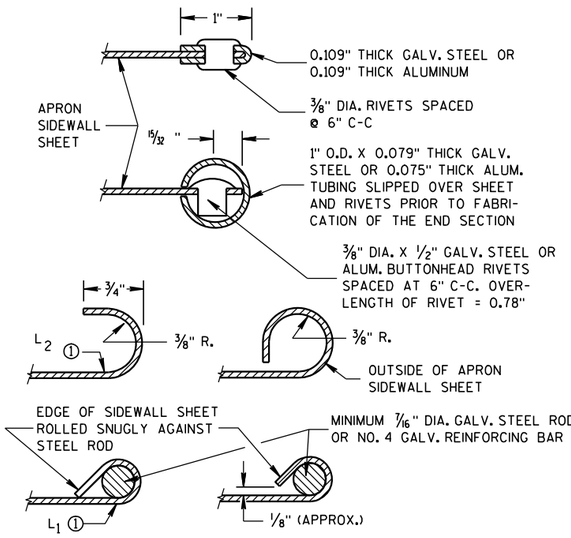
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

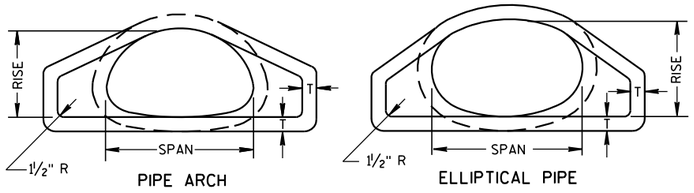
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

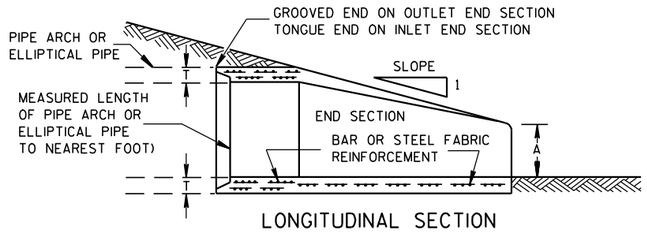
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

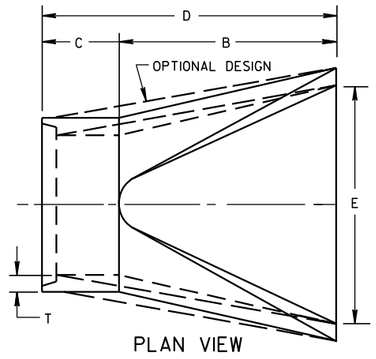
6
S.D.D. 8 F 1-11



END VIEW

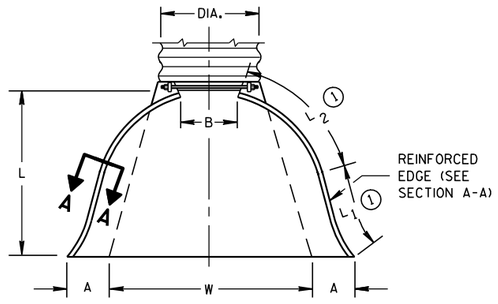


LONGITUDINAL SECTION

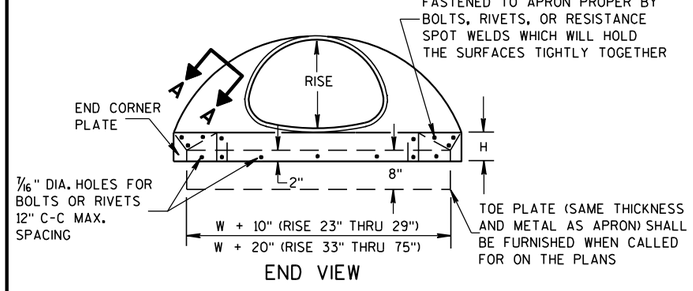


PLAN VIEW

CONCRETE ENDWALLS

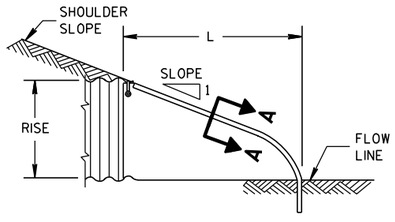


PLAN VIEW



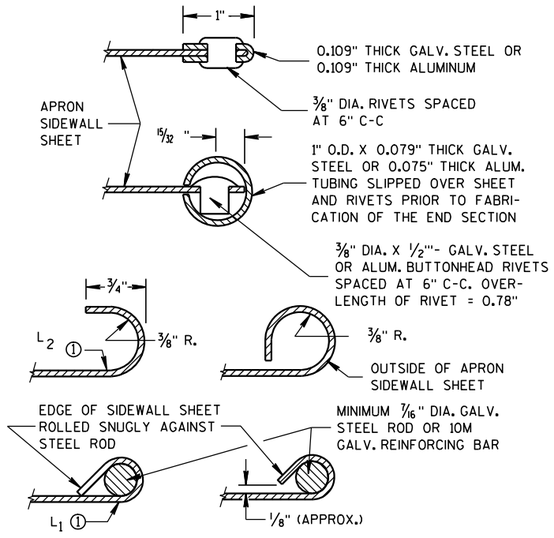
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

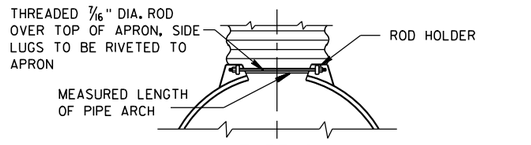
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

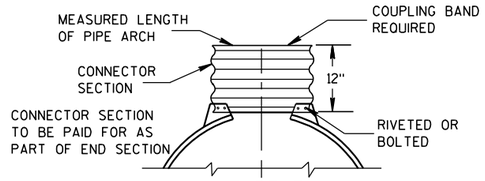
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



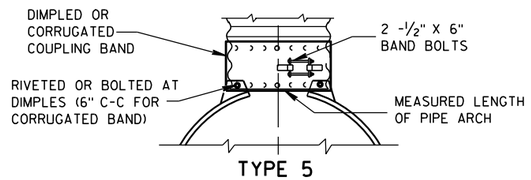
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

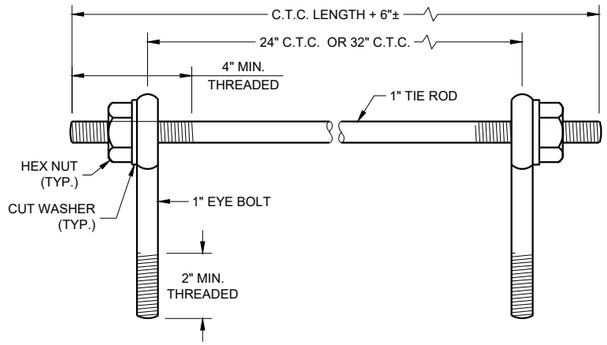
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

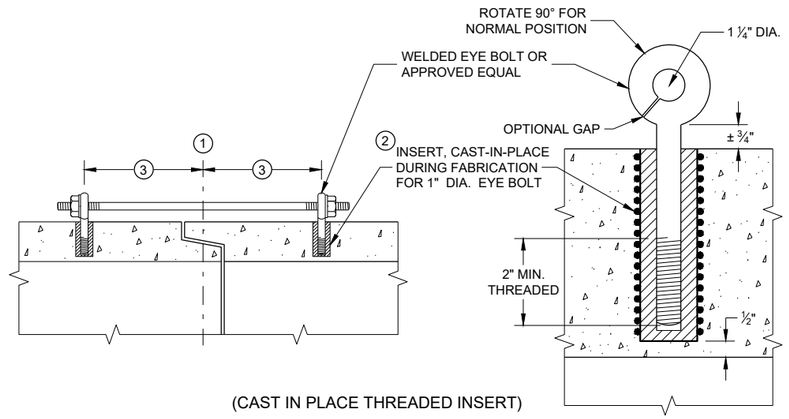
FHWA

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

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.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

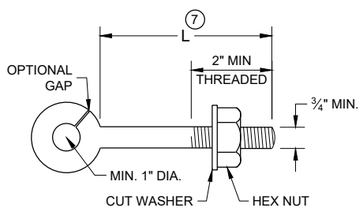
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

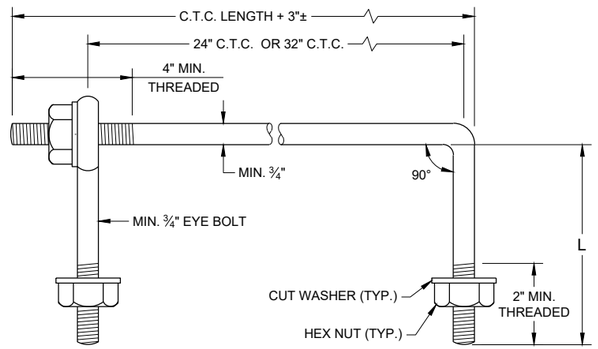
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

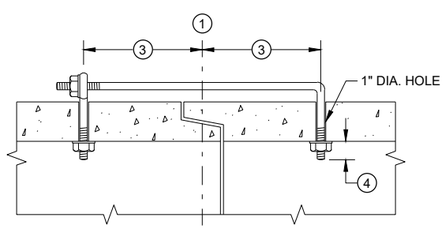


EYE BOLT (7)

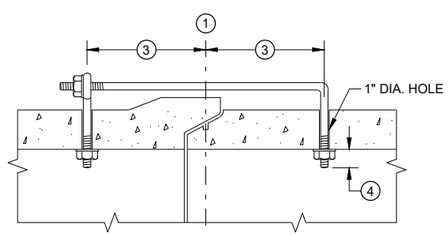
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

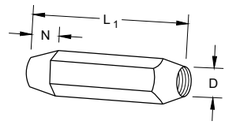
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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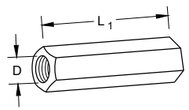
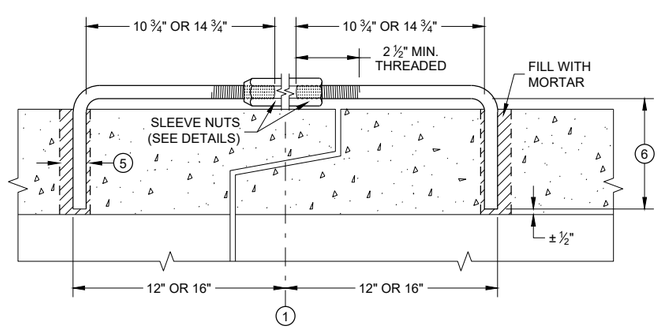


PLAIN

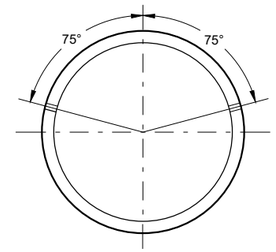
RIGHT AND LEFT THREADS

SLEEVE NUTS



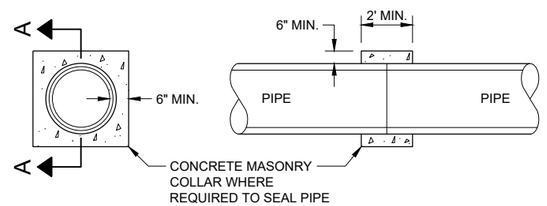
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

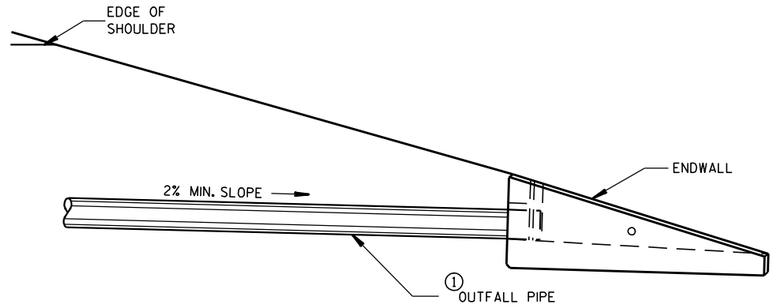
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

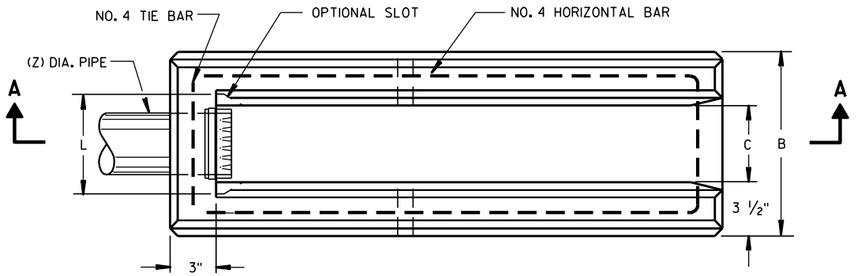
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

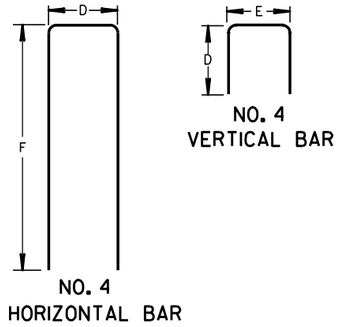
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

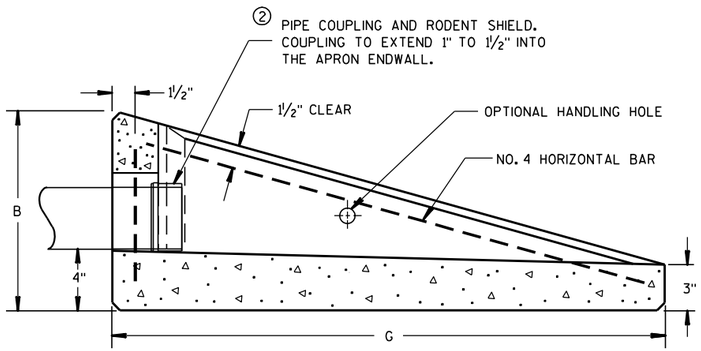
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



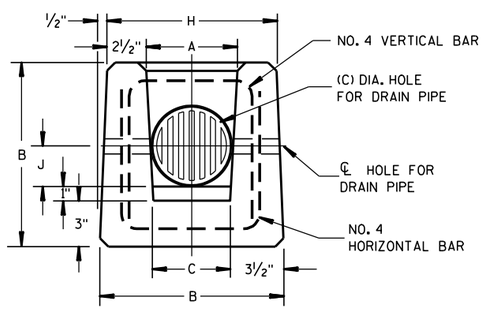
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

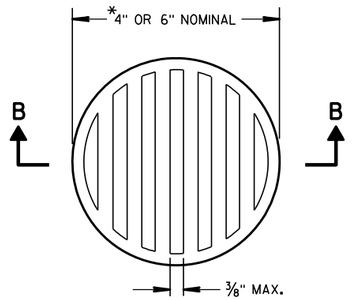


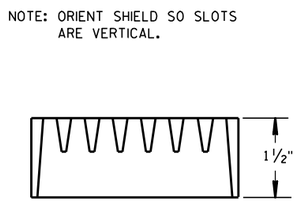
SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN





SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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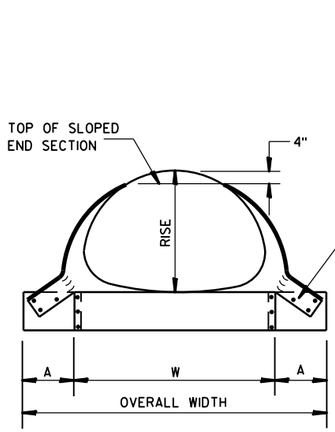
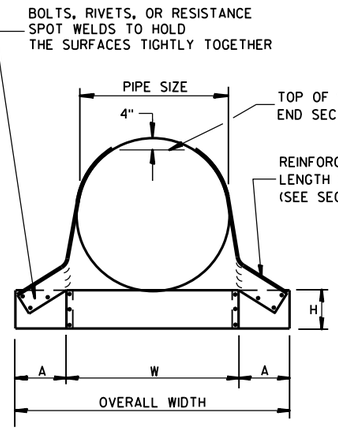
S.D.D. 8 F 6-4

6

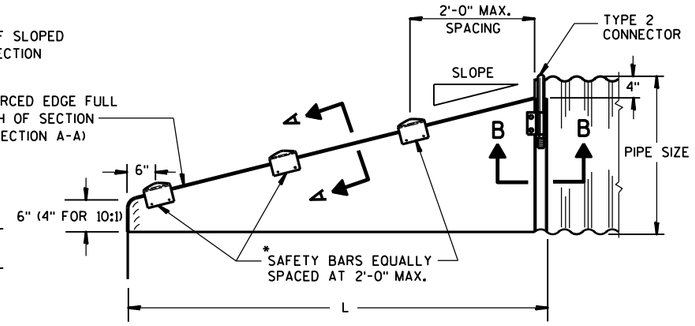
S.D.D. 8 F 6-4



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

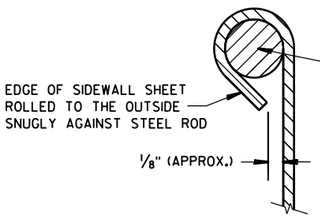
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

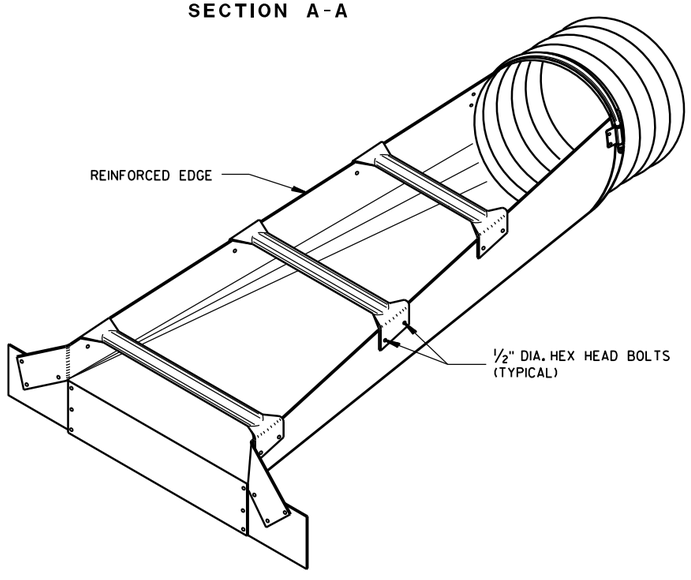
SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



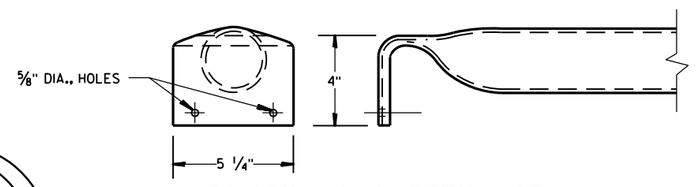
SECTION A-A



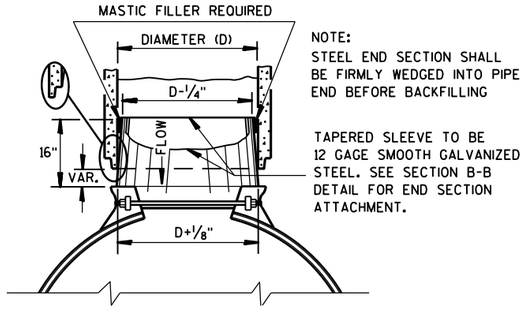
ISOMETRIC VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



DETAIL OF SAFETY BAR

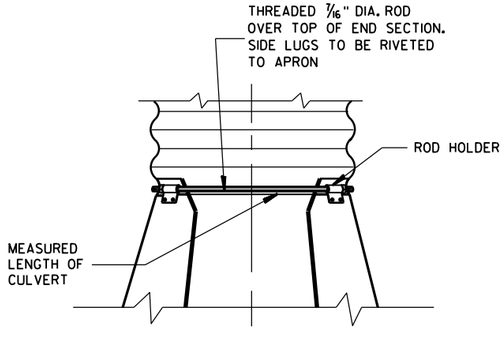


STEEL ADAPTER SLEEVE FOR CONCRETE PIPE

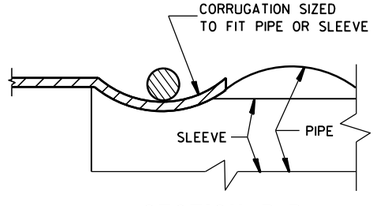
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



TYPE 2
CONNECTION DETAIL



SECTION B-B

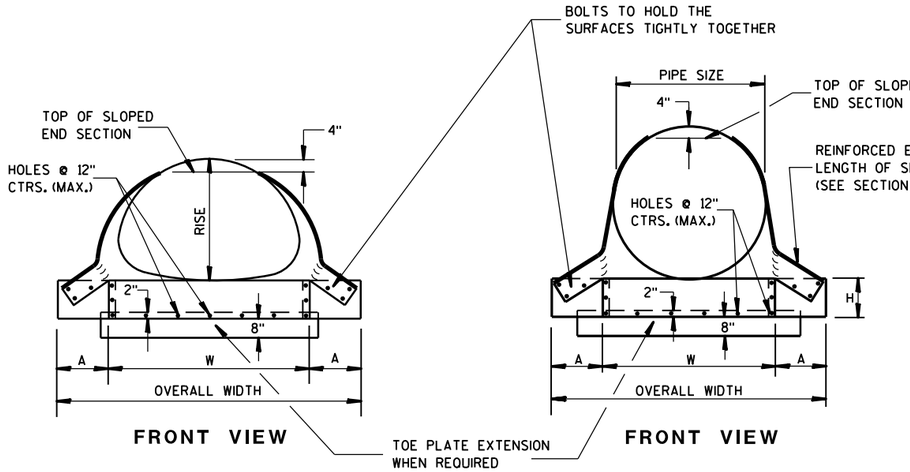
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

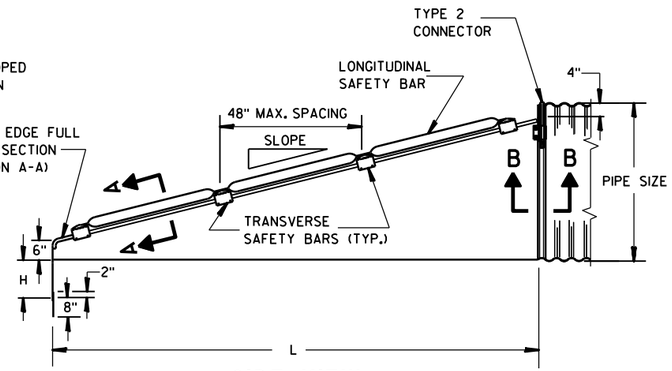
6

S.D.D. 8 F 7-5



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

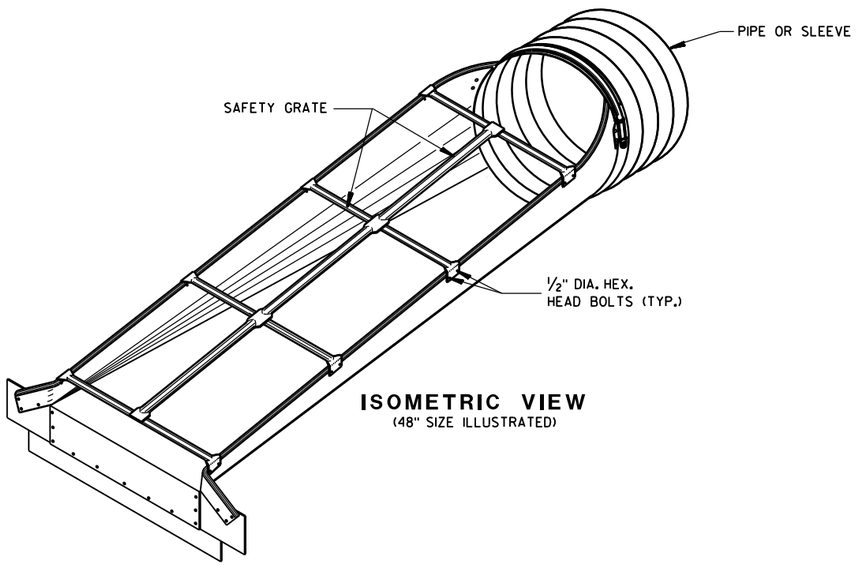
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

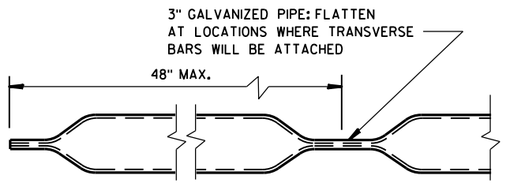
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

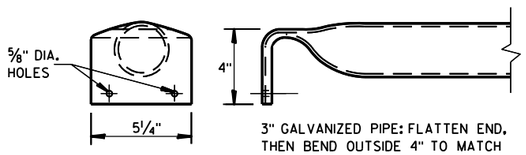
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



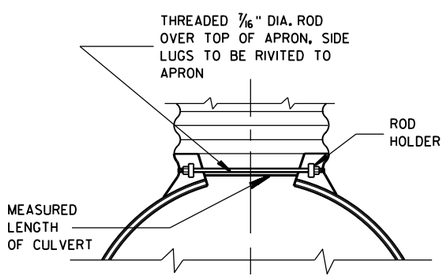
LONGITUDINAL SAFETY BAR



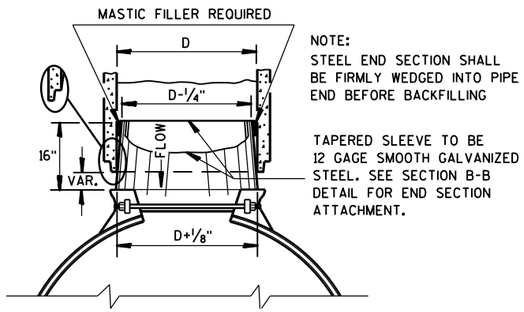
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

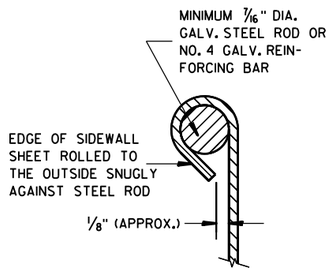
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



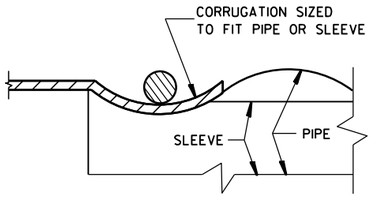
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

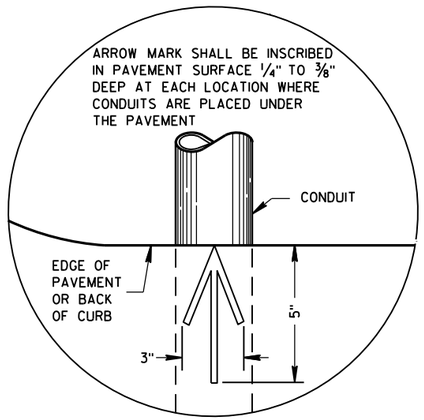
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

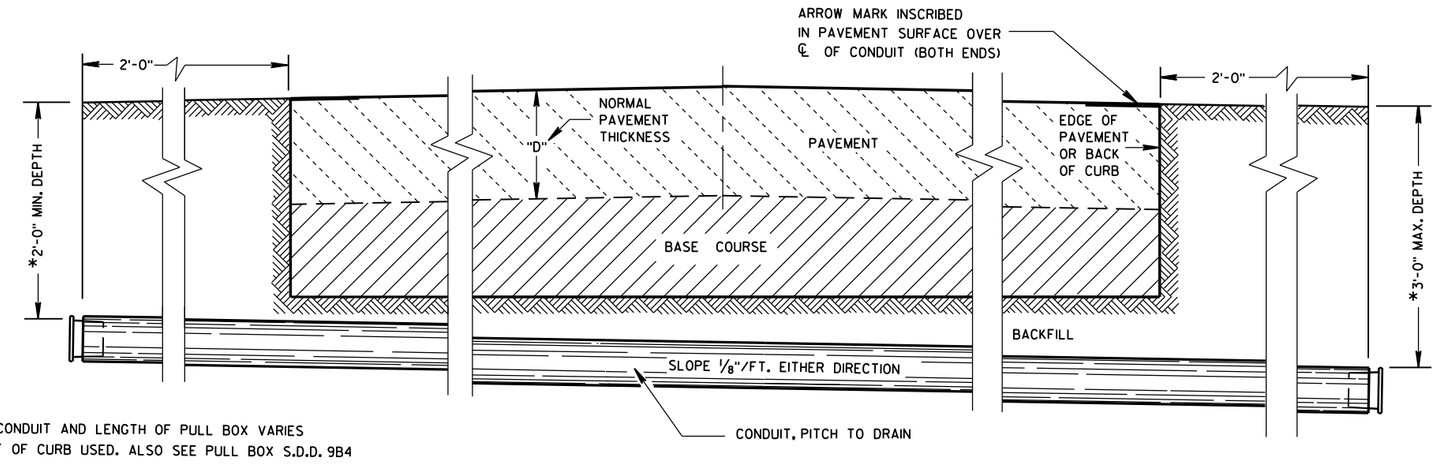
6

S.D.D. 8 F 8-2



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

6

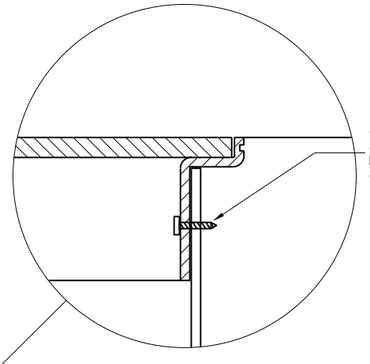
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

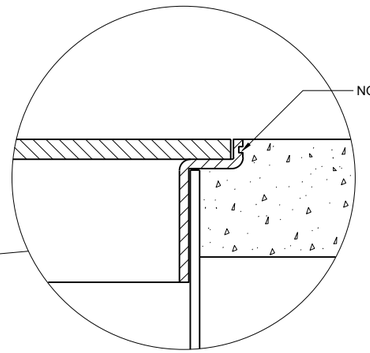
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

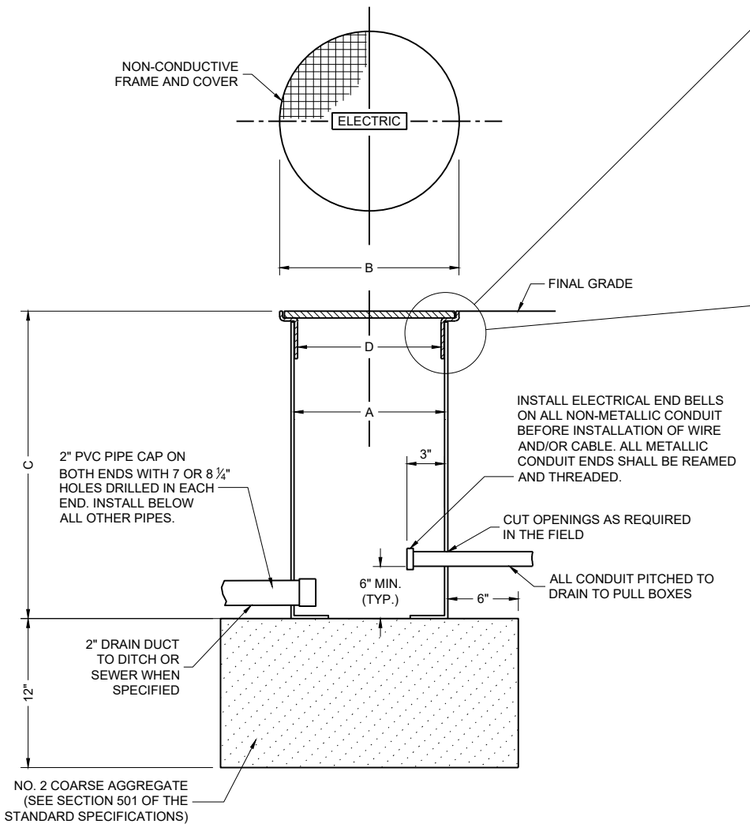
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



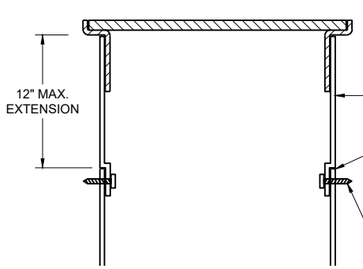
INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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 ¼".

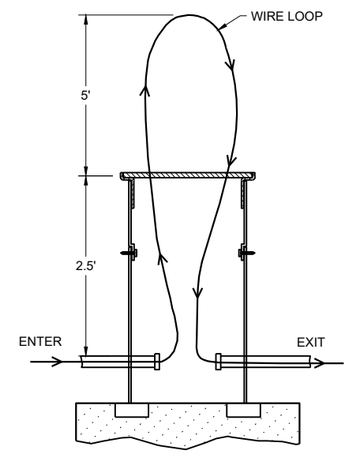
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

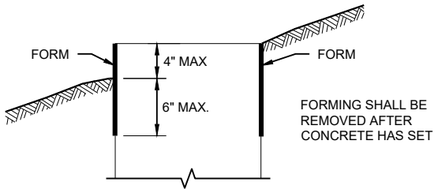
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

6
SDD 09B16-03

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.

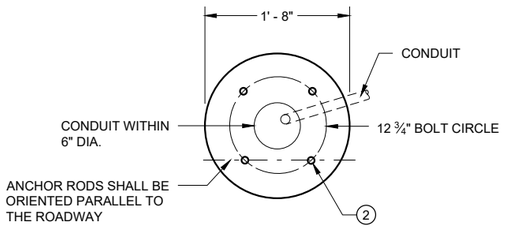
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

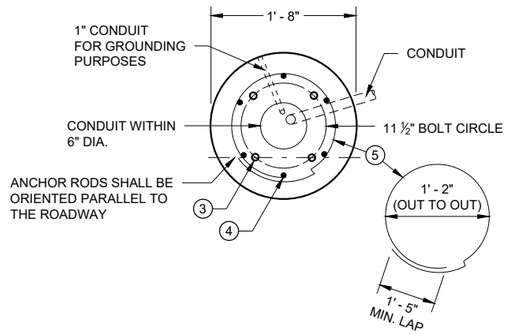
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

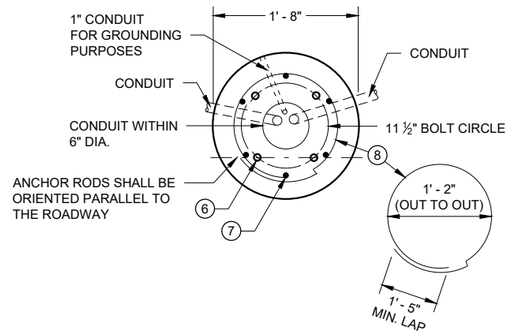
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

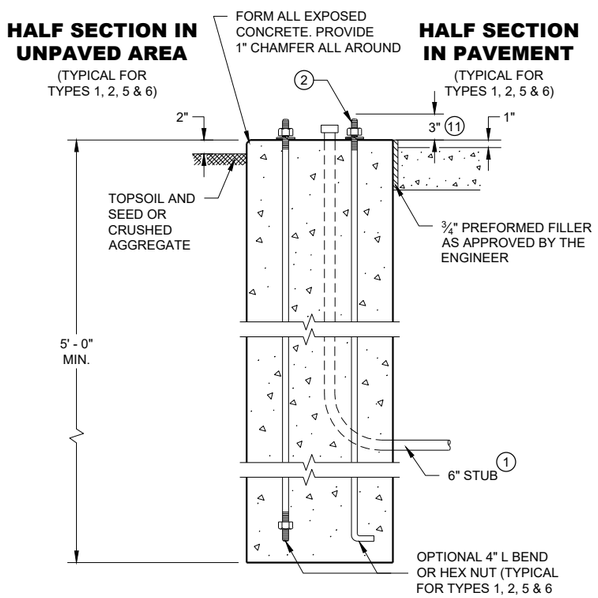
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

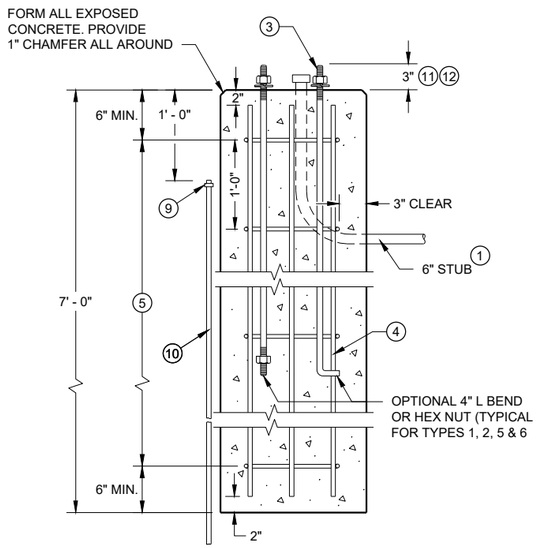




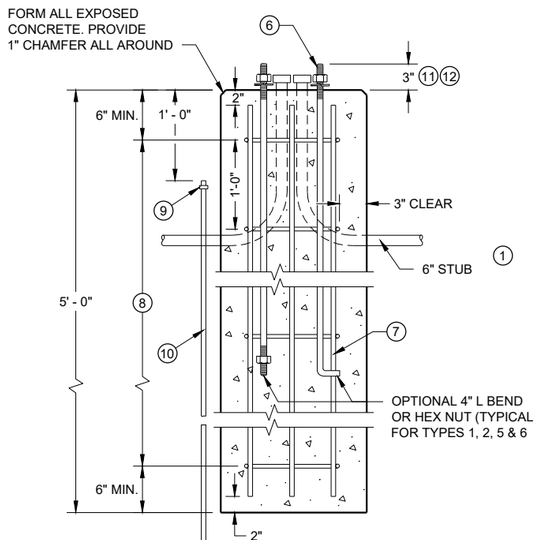




TYPE 1



TYPE 2



TYPE 5 & 6

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.

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

6
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.

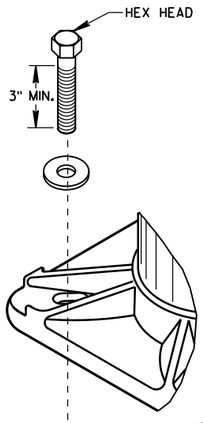
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

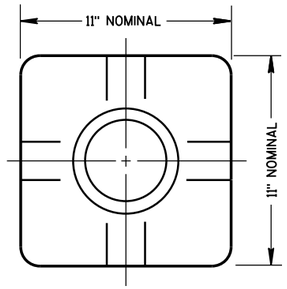
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

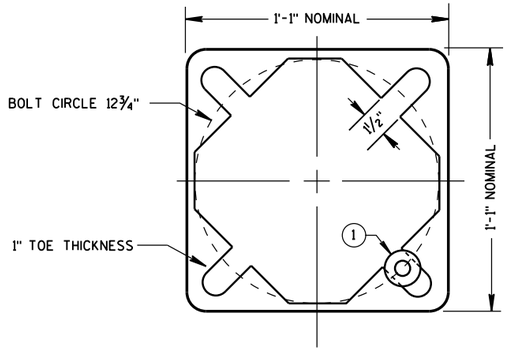
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

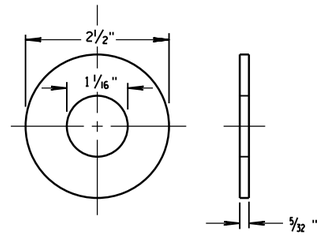




TOP VIEW
(PEDESTAL BASE)

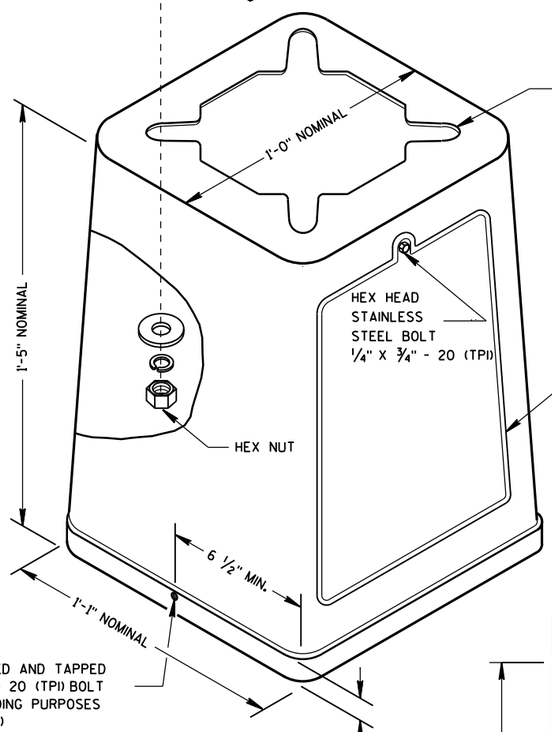


BOTTOM VIEW
(PEDESTAL BASE)

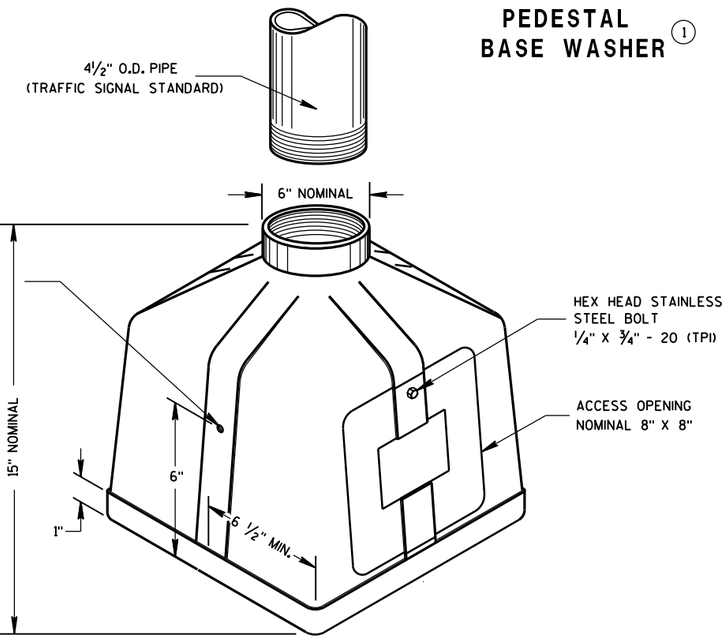


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

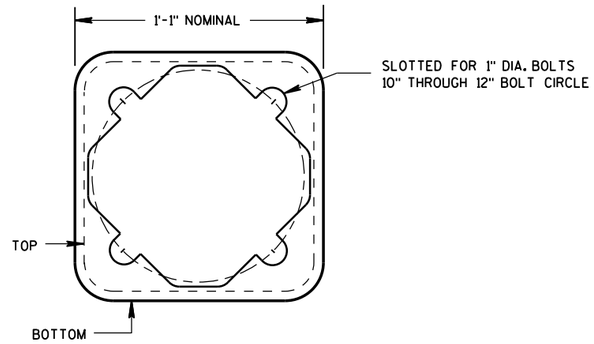
PEDESTAL BASE WASHER (1)



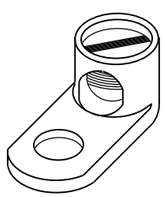
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

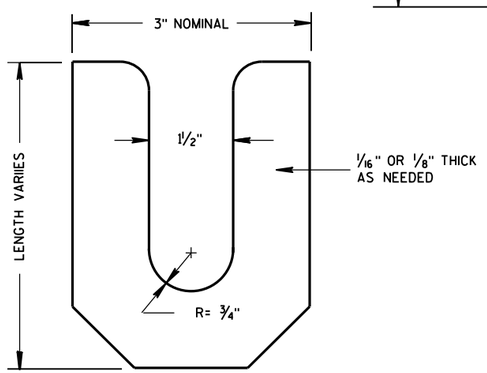


BOTTOM VIEW
(TRANSFORMER BASE)



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
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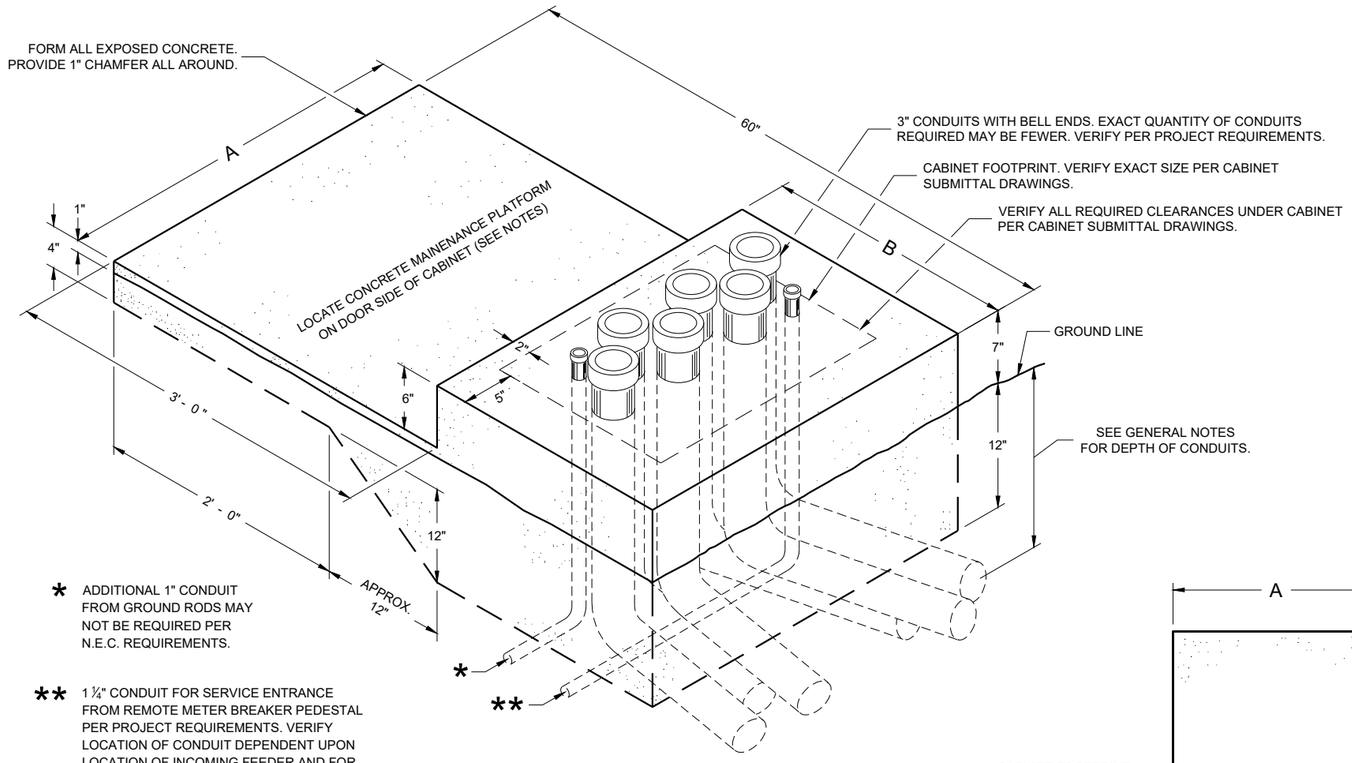


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

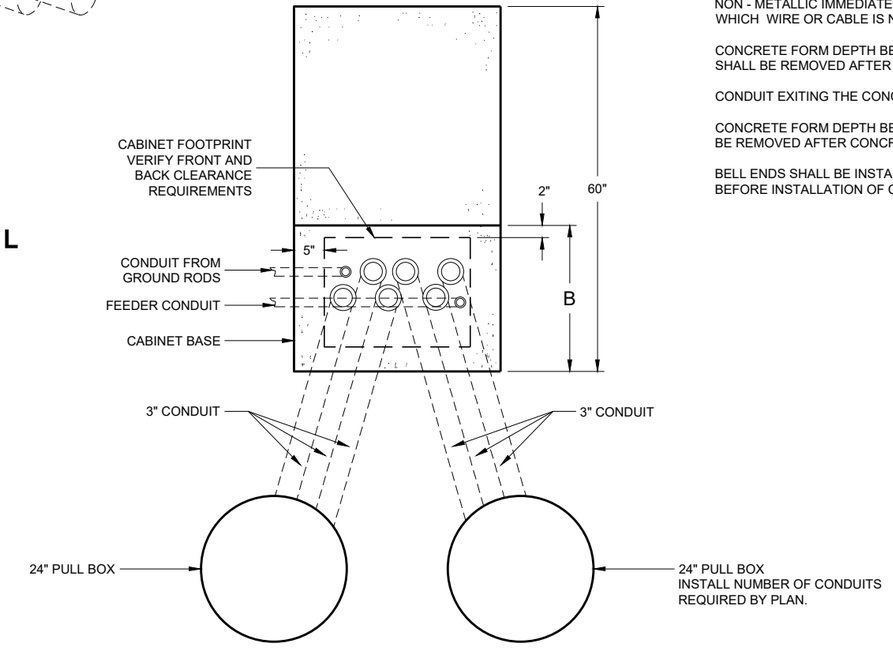
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC 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.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

CONCRETE CONTROL CABINET BASE, TYPE L

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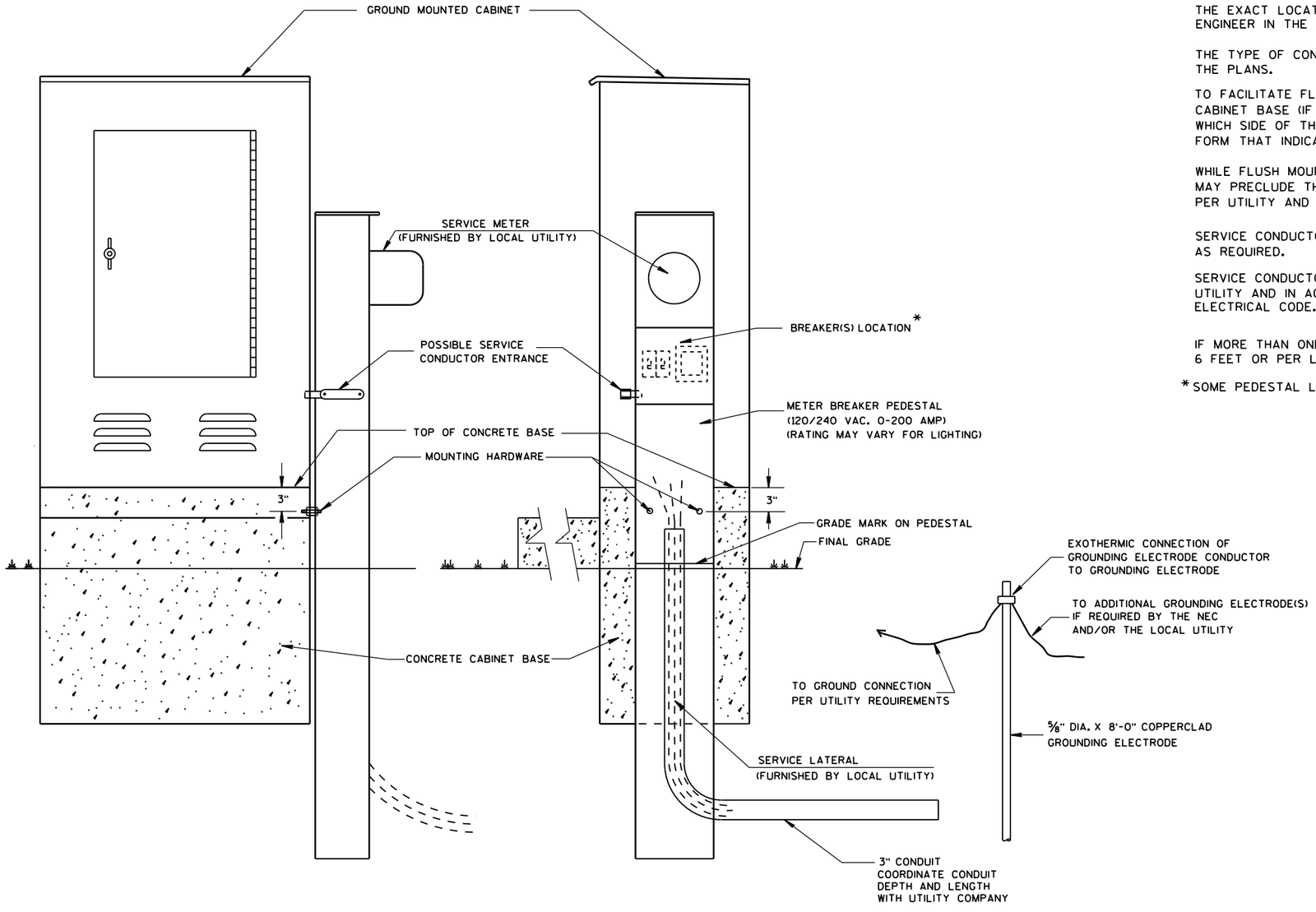

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
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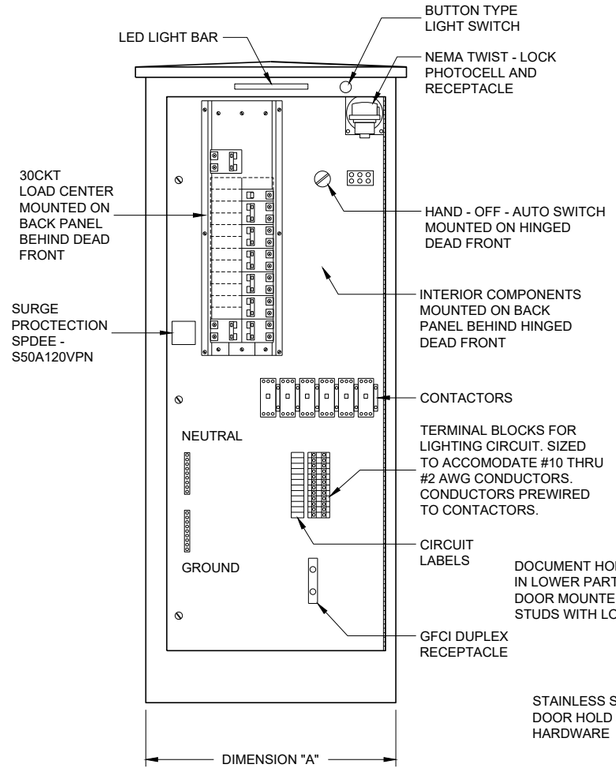
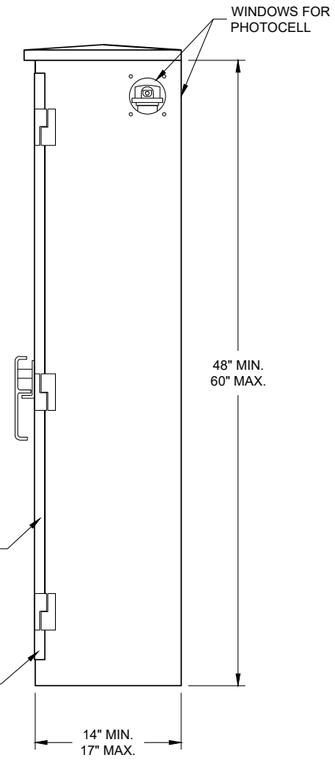
FRONT INTERIOR ELEVATION



SIDE VIEW



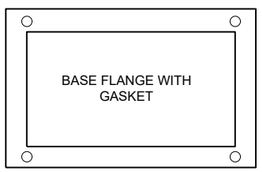
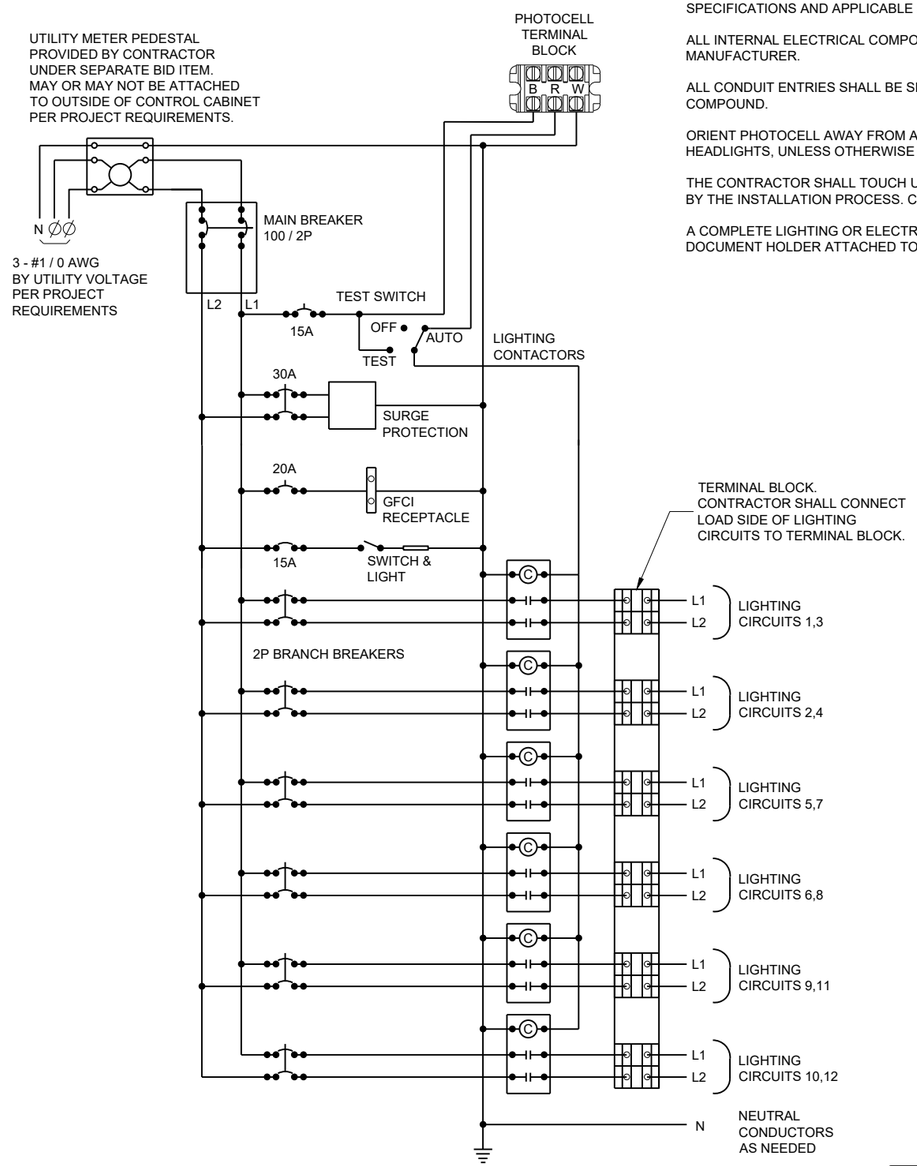


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

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.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

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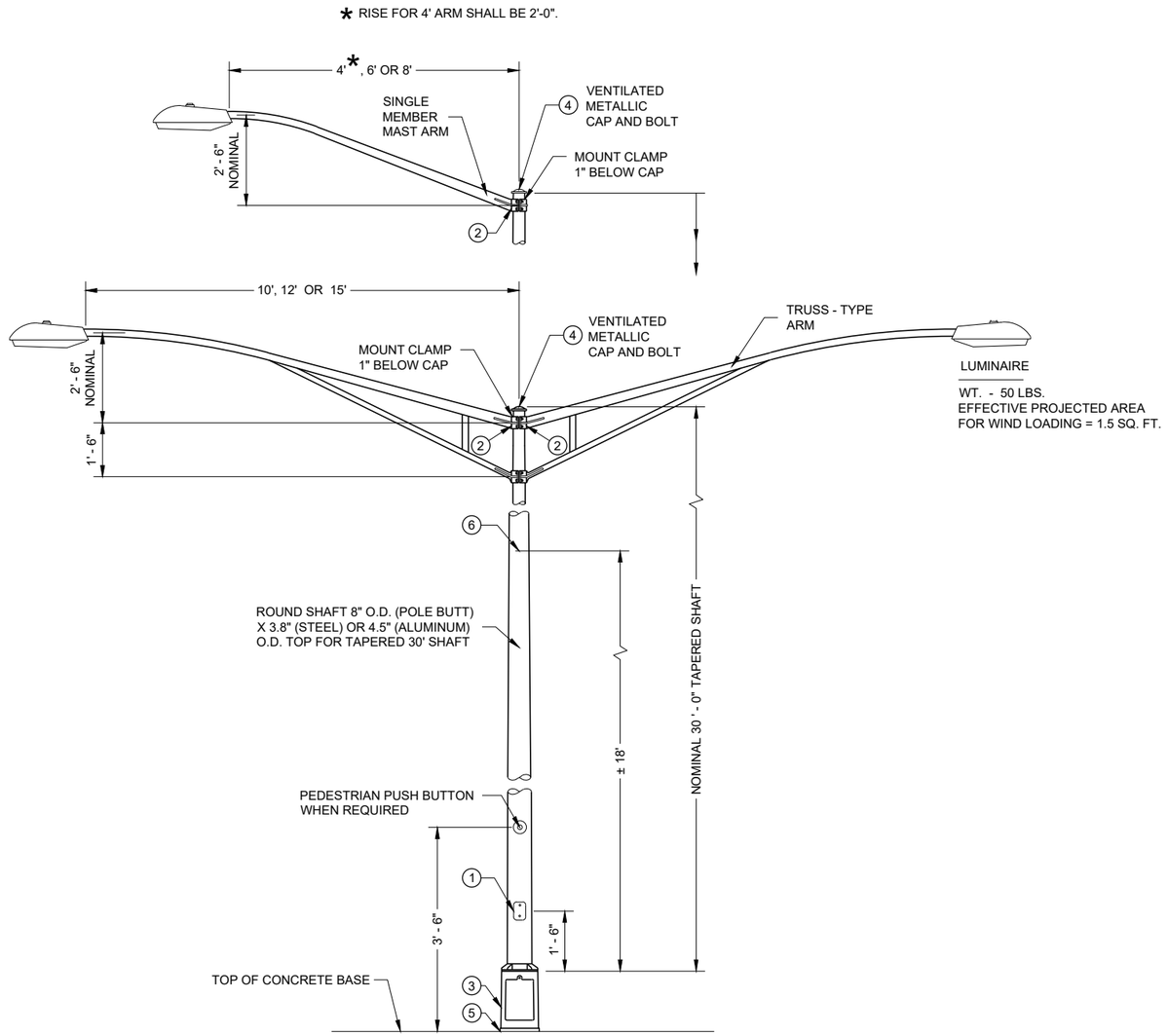


TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

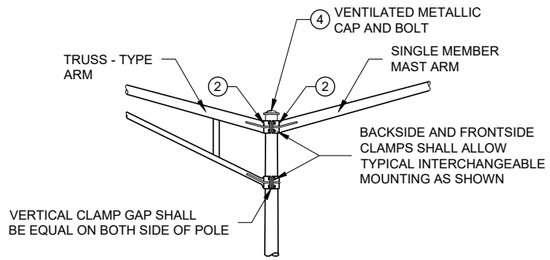
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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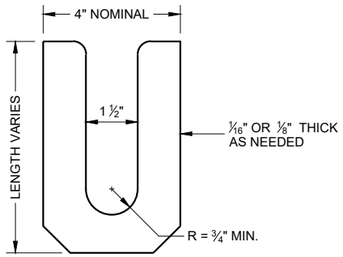
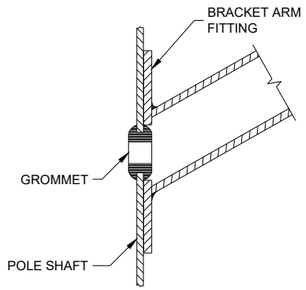
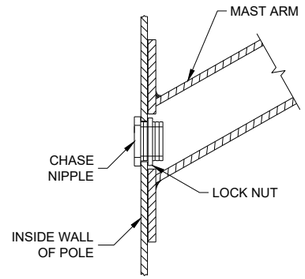


LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

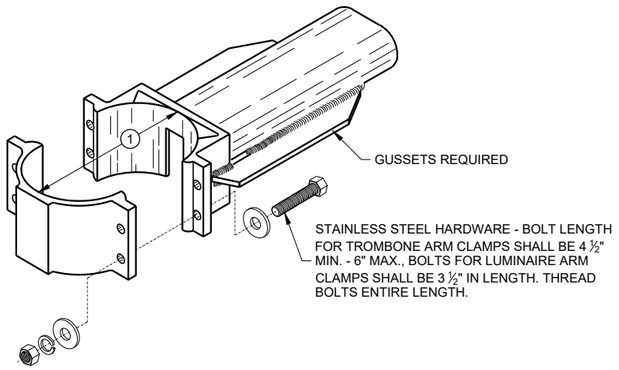
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

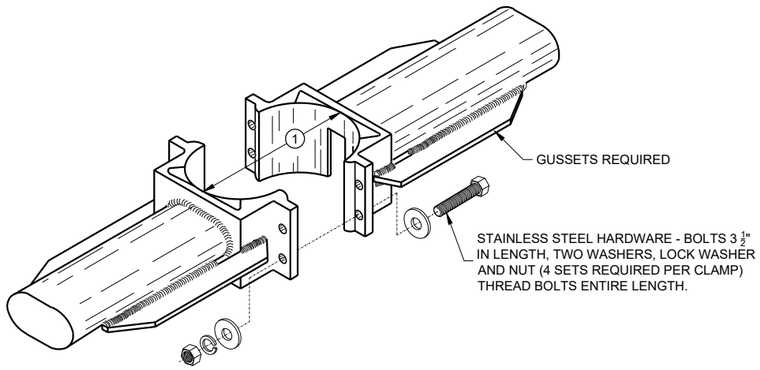
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

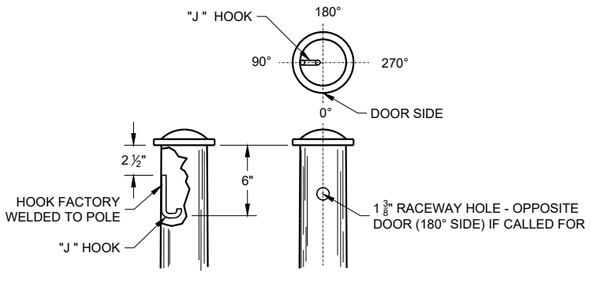
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



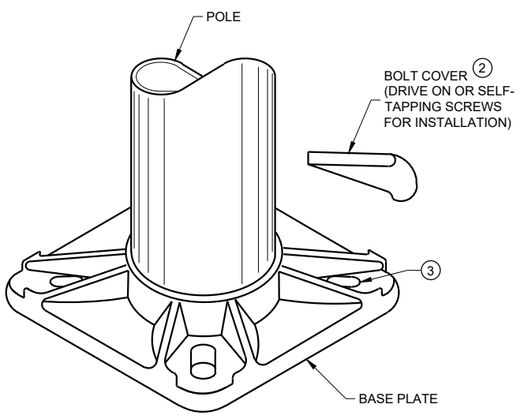
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



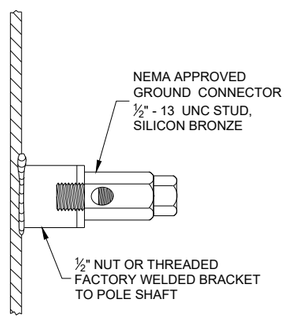
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

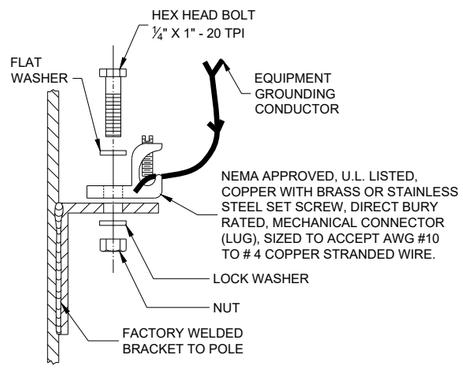


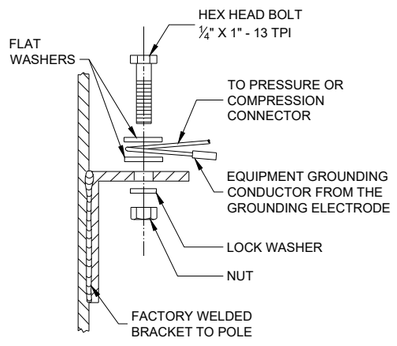
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
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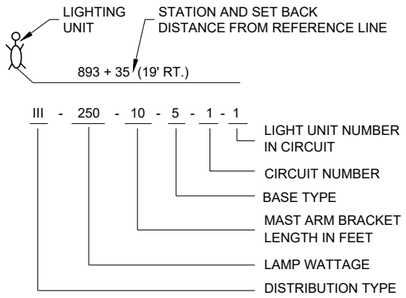
GENERAL NOTES

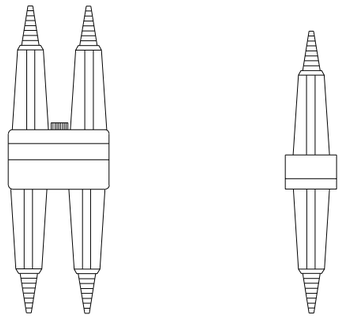
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

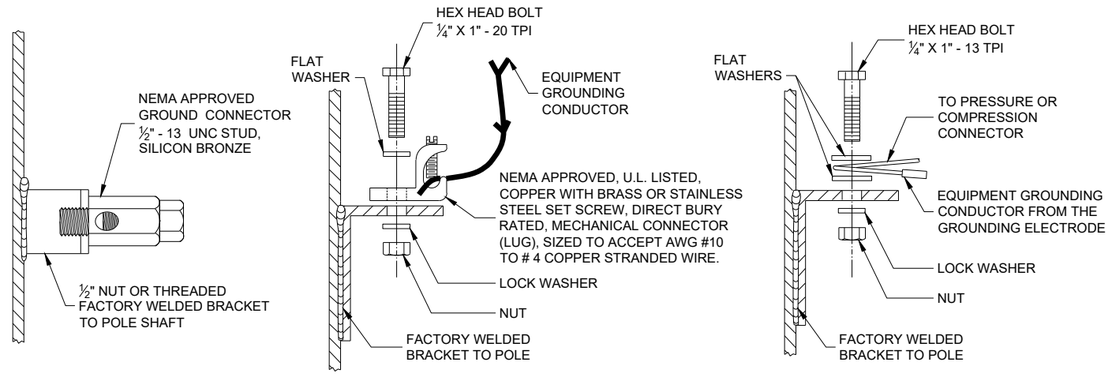


LIGHTING UNIT CODE
(TYPICAL)

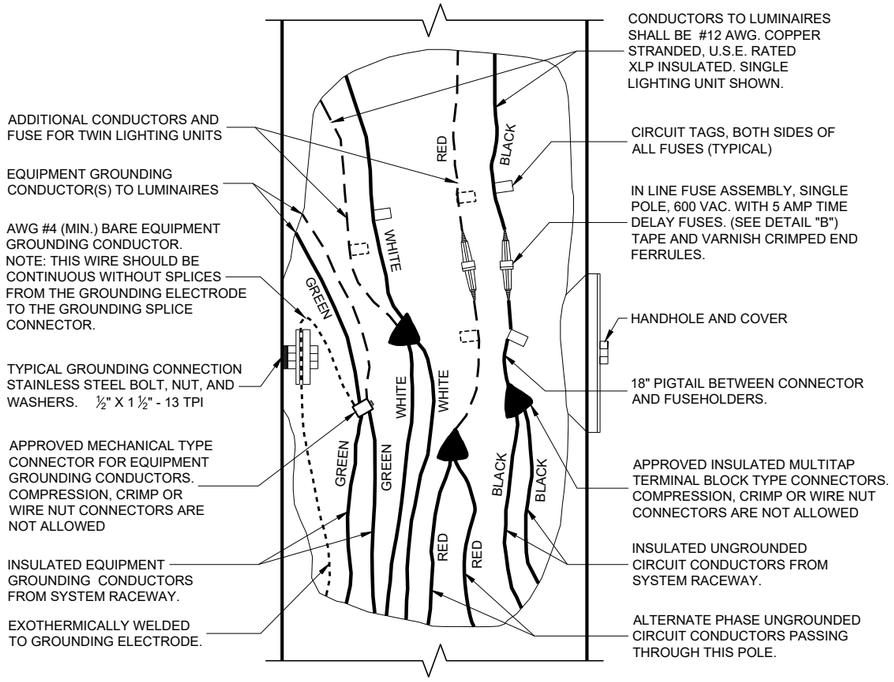


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

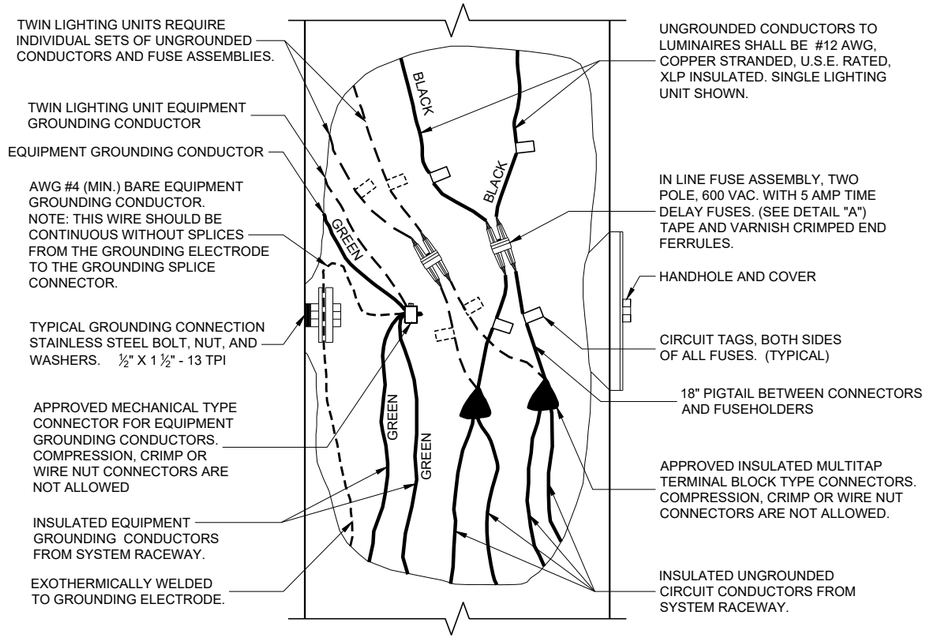
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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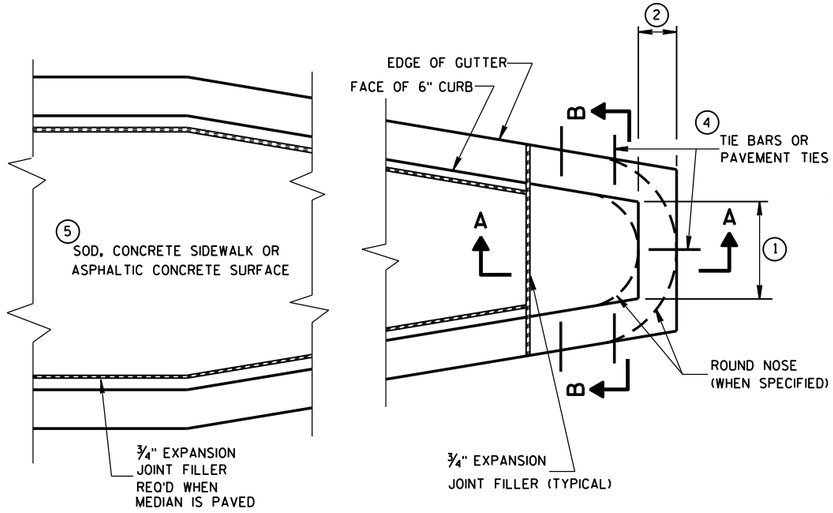
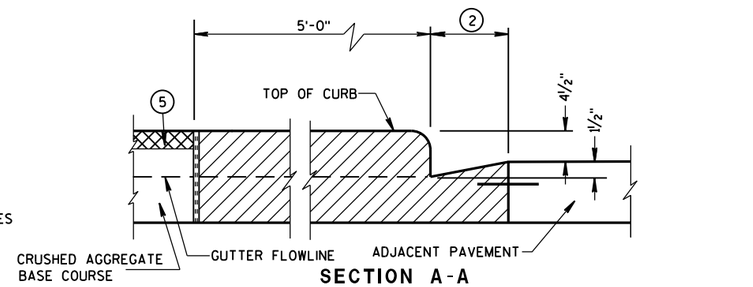
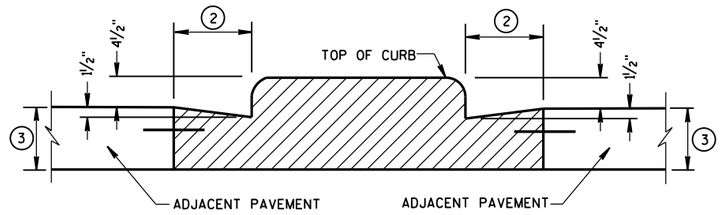




SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

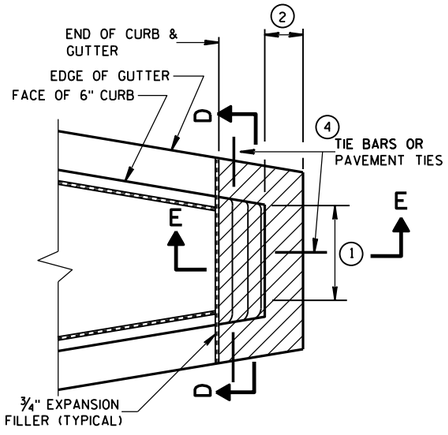
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

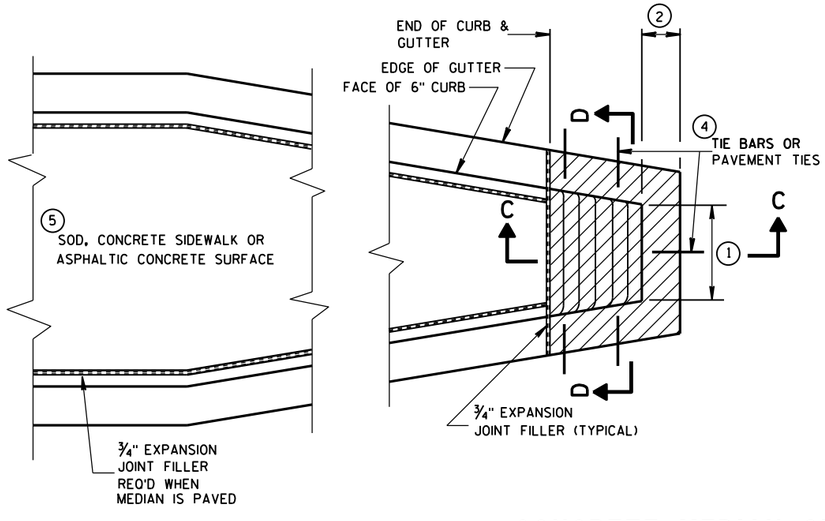
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

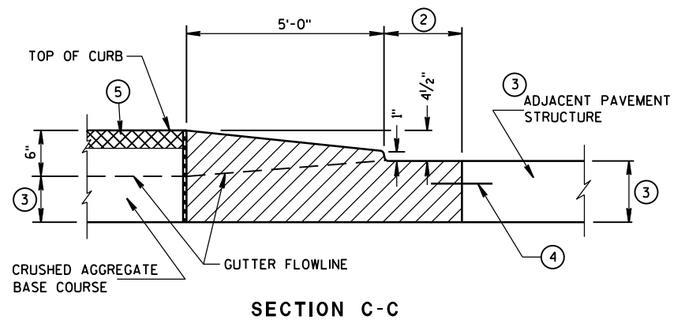
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

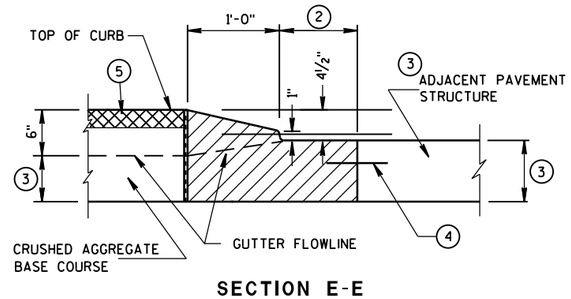




CONCRETE MEDIAN SLOPED NOSE TYPE 1

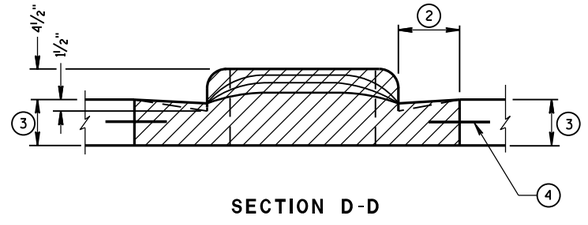


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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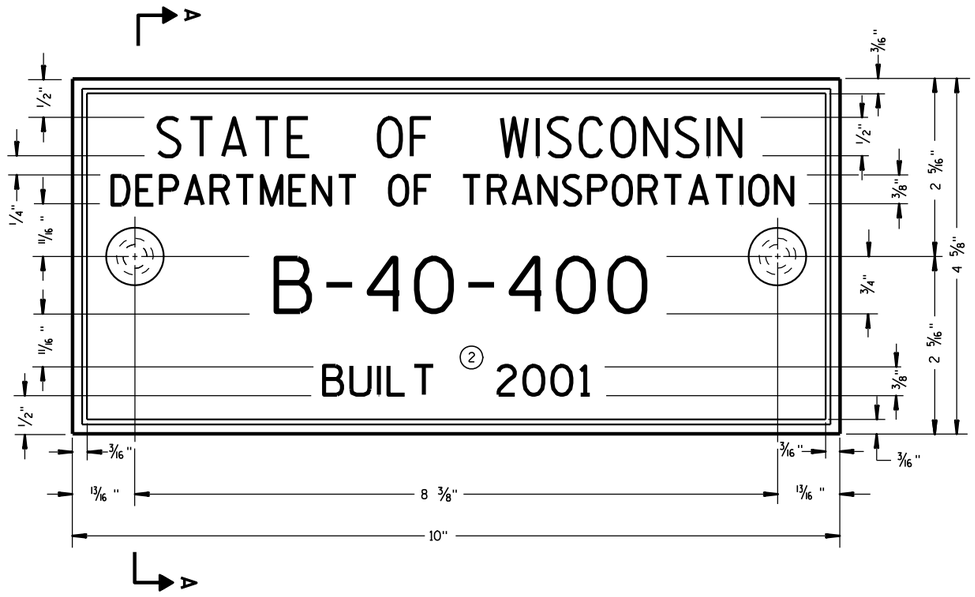
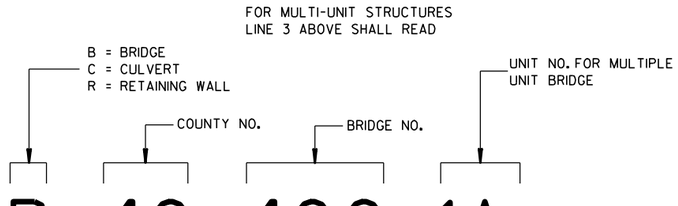
S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

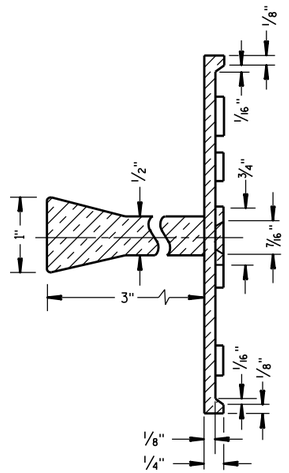
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

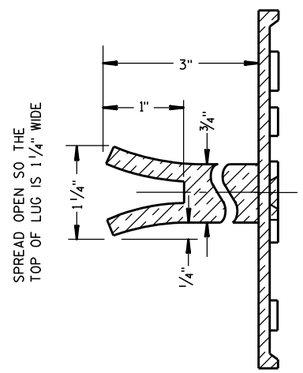
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

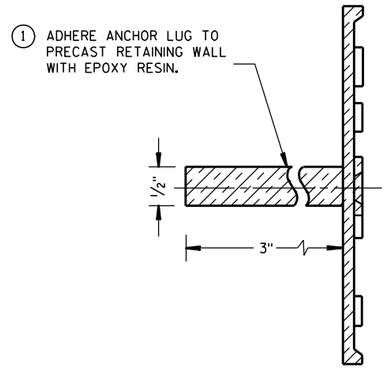
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

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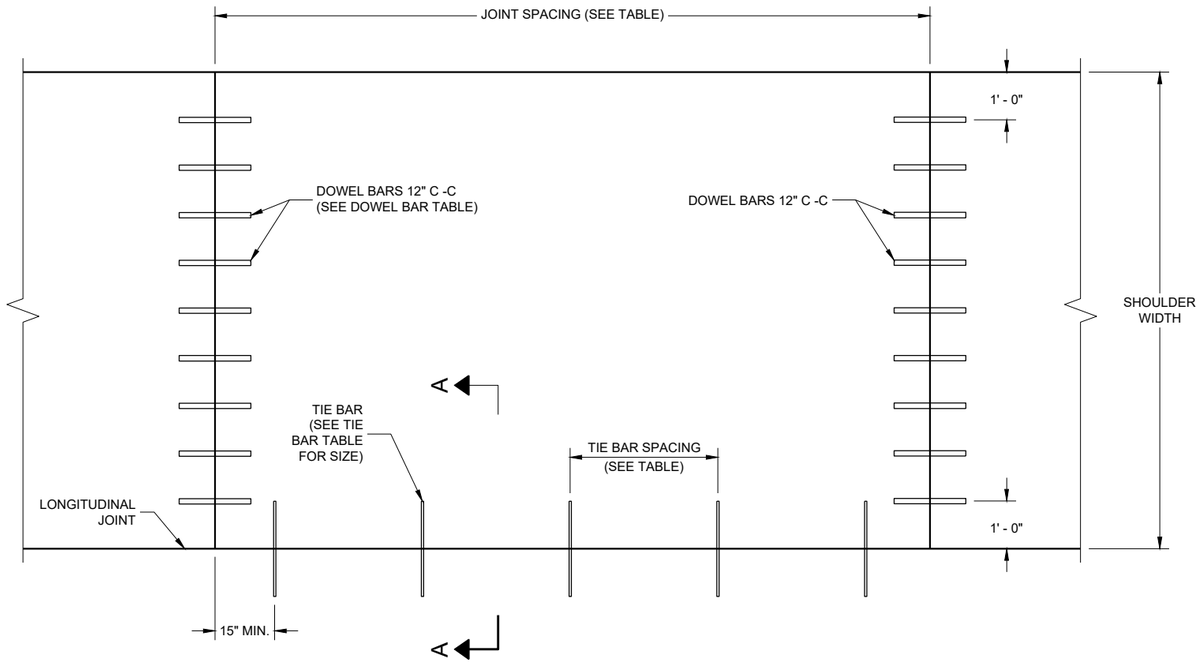
S.D.D. 12 A 3-10



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

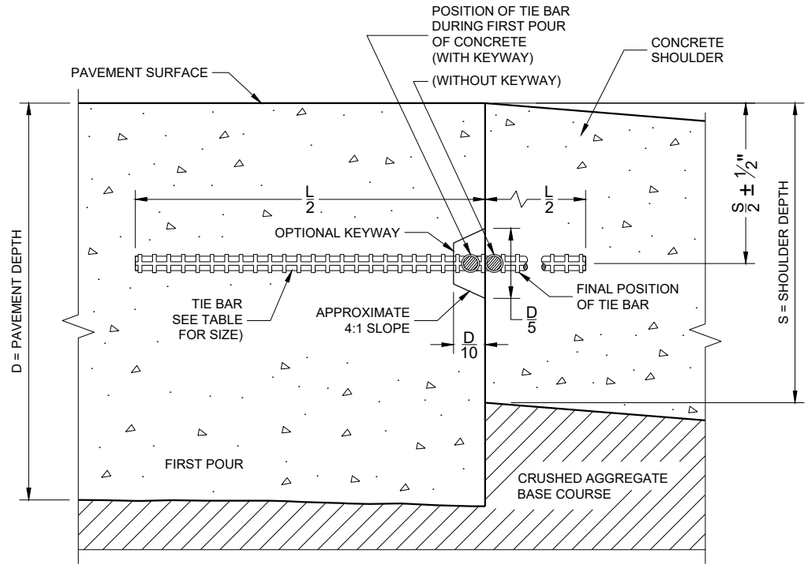
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

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 BATS 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.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Peter Kemp — PAVEMENT SUPERVISOR

FHWA

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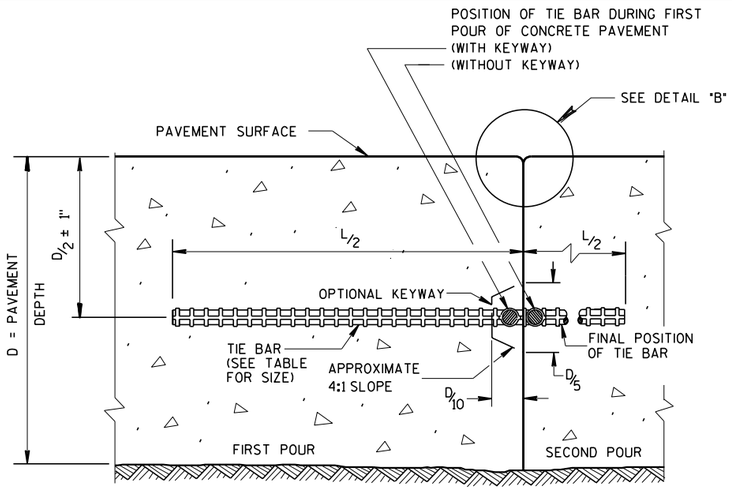
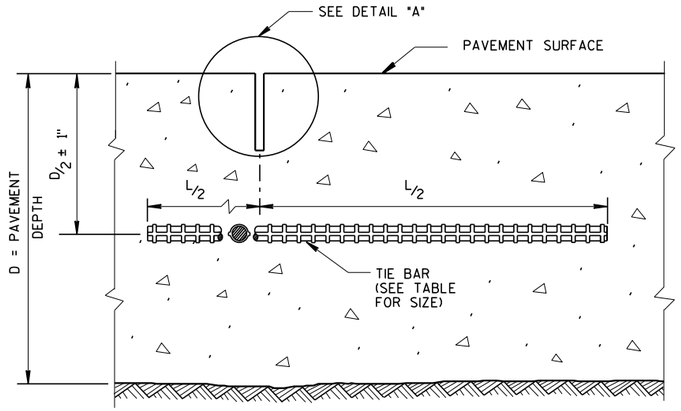
SDD 13A03 - 07



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.

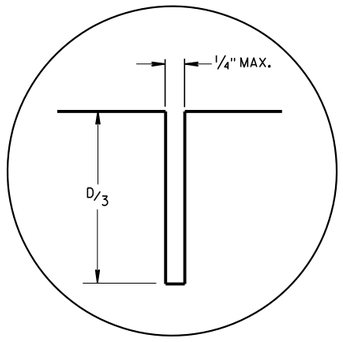
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

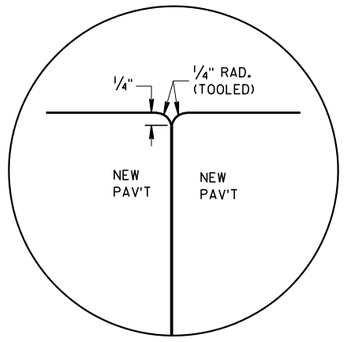
PLAN VIEW

SECTION A-A

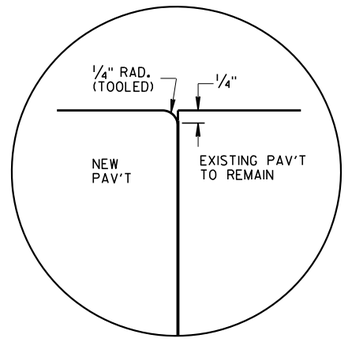
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



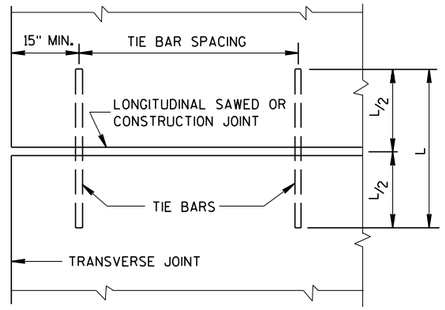
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp, PE
PAVEMENT SUPE
FHWA

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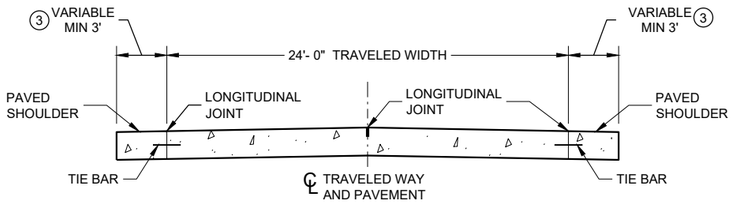
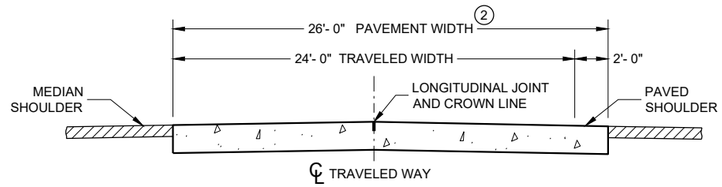
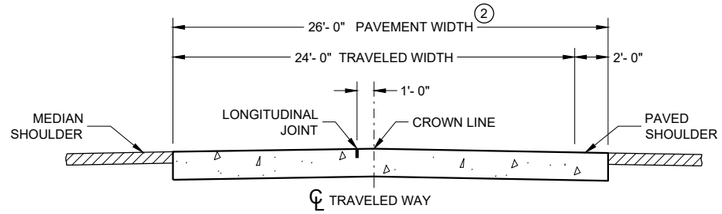


SECTION A - A

TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B - B



ALTERNATIVE SECTION B - B

DIVIDED HIGHWAY (1)

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

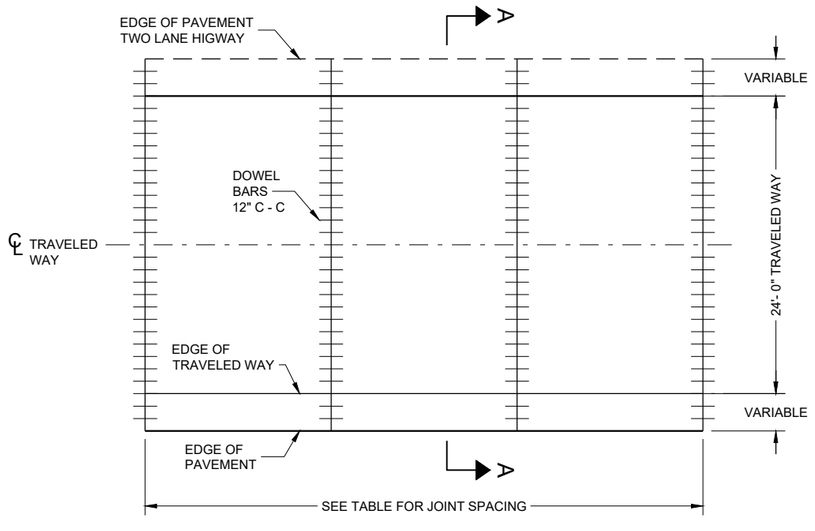
(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

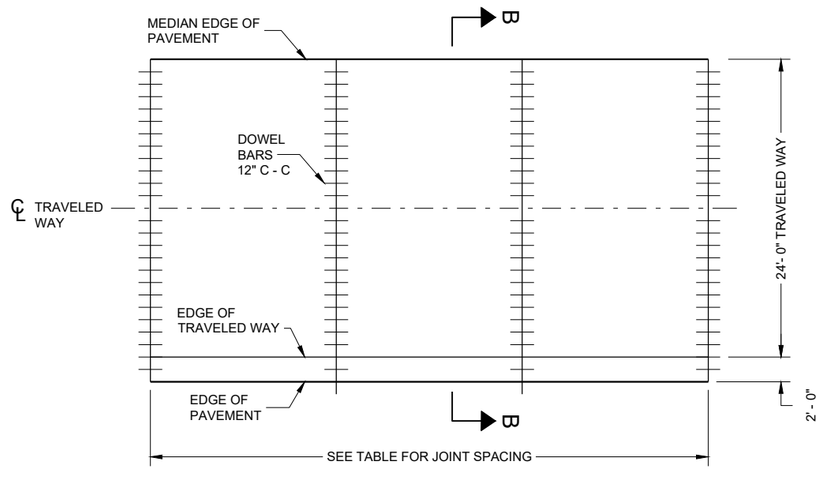
(3) SHOULDER WIDTHS LESS THAN 3 FEET SHALL BE PAVED INTEGRAL TO THE MAINLINE CONCRETE PAVEMENT, SEE SECTION B-B.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C11 - 14a

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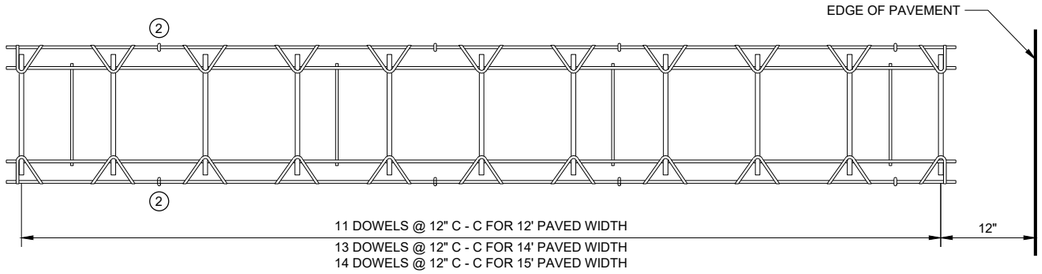


PLAN VIEW

SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY (1)

GENERAL NOTES

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

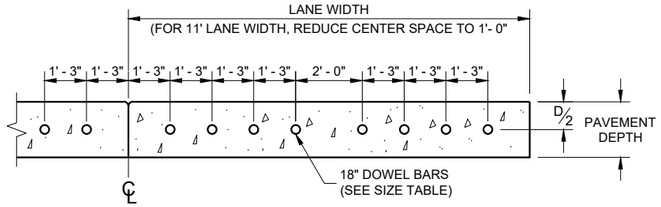
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

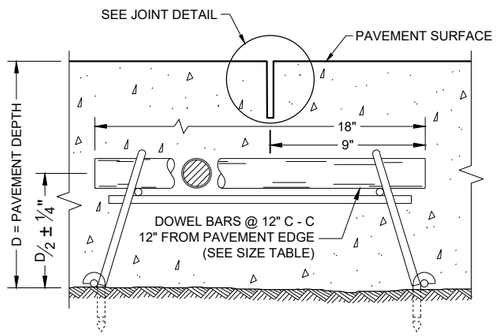
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

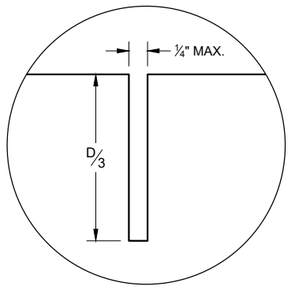
(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



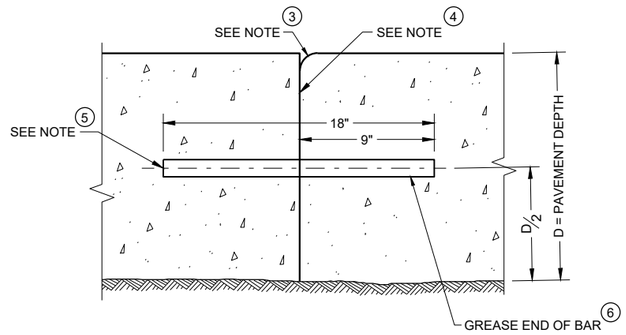
DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

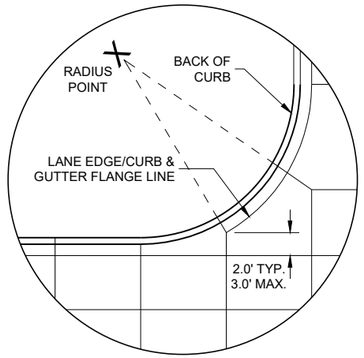
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

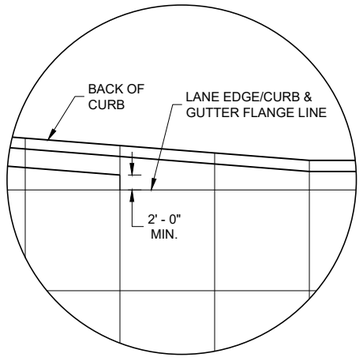
6

SDD 13C11 - 14b

SDD 13C11 - 14b



DETAIL "A"



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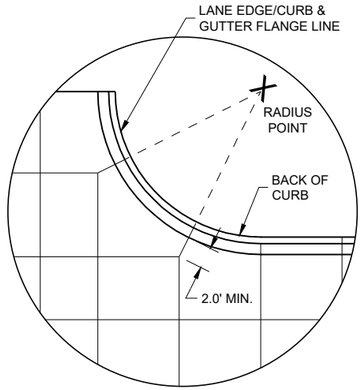

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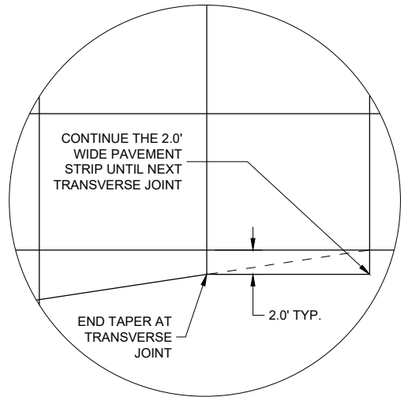


DETAIL "D"

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.

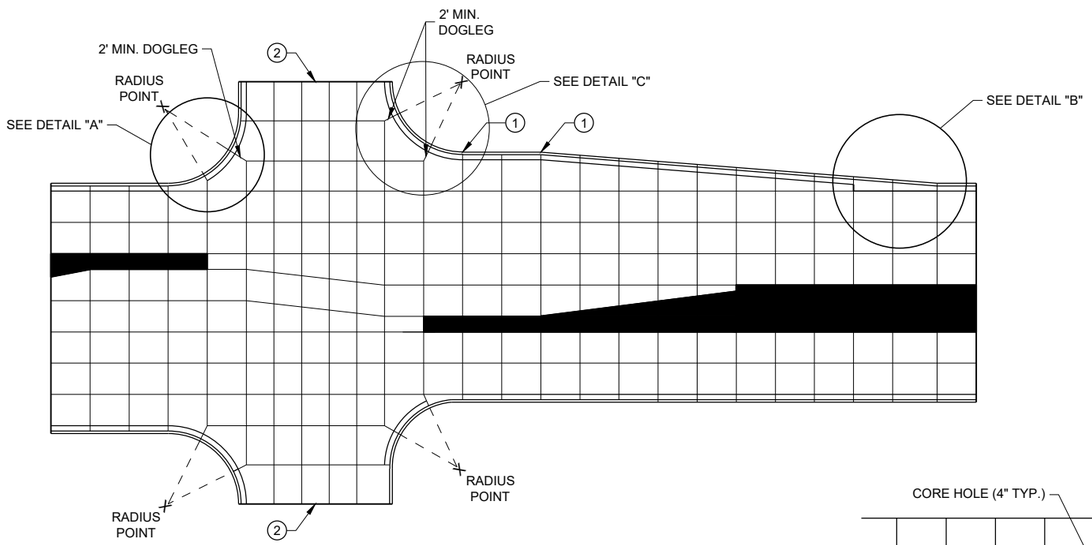
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

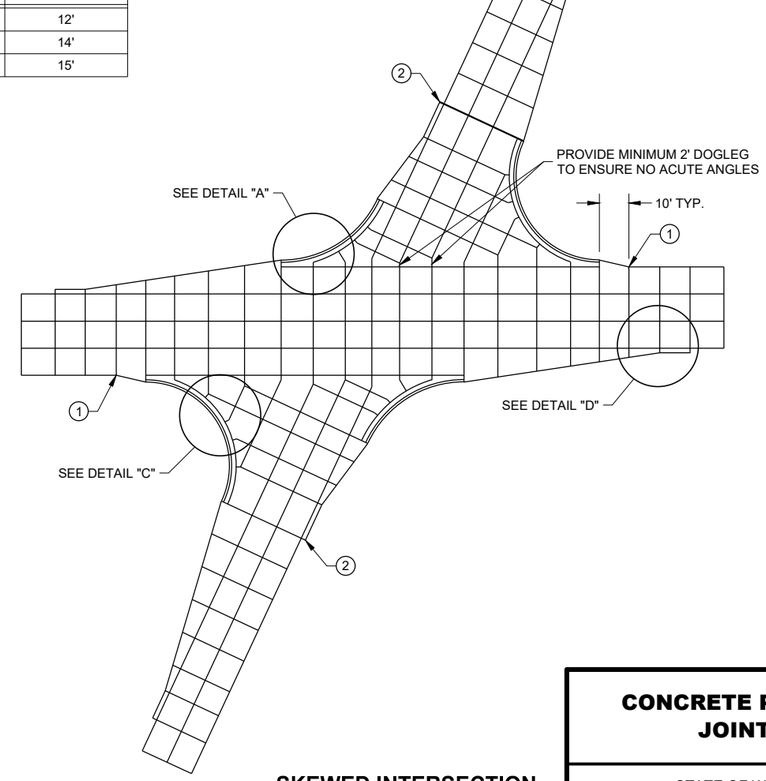
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



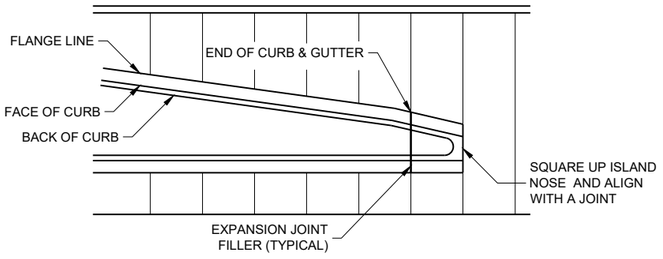
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

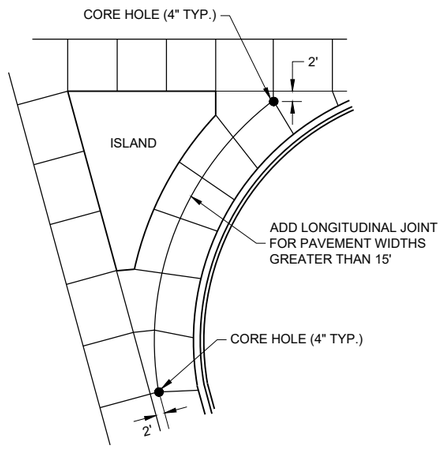
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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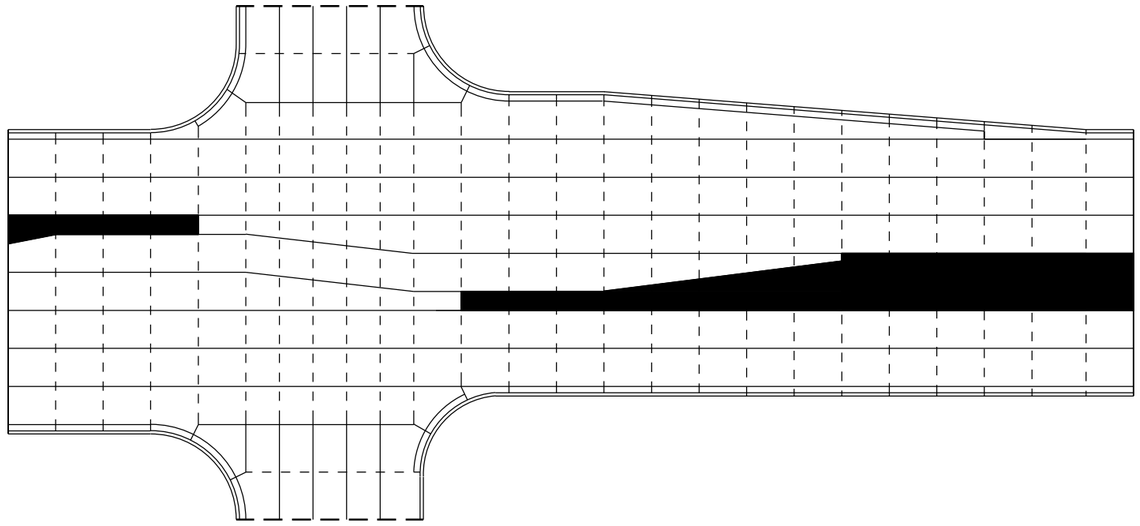
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

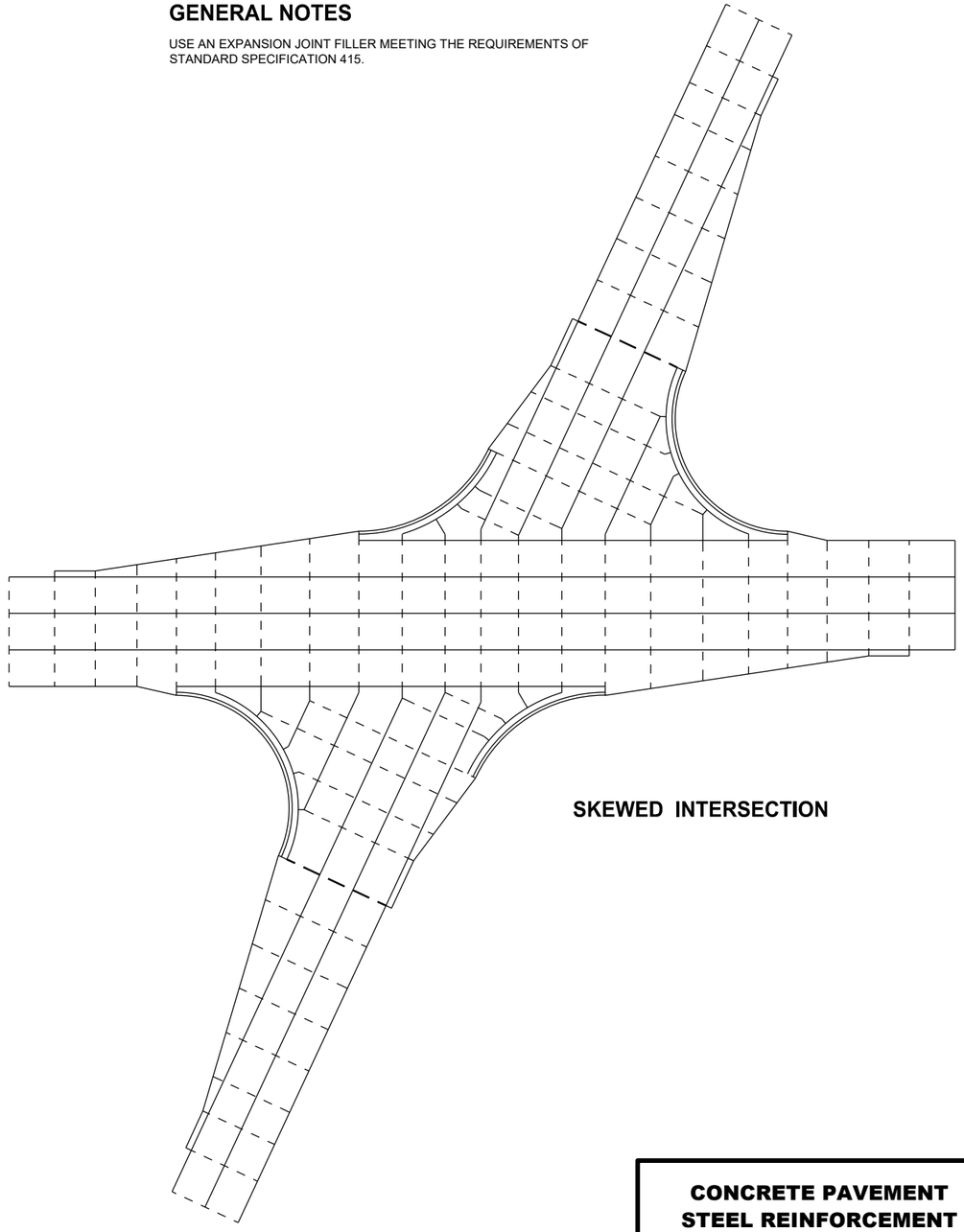
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

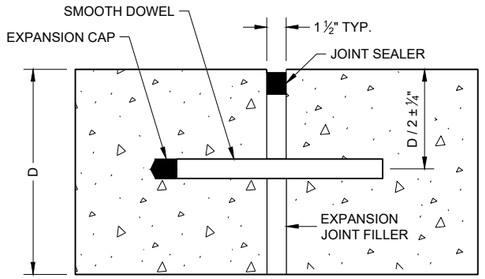
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

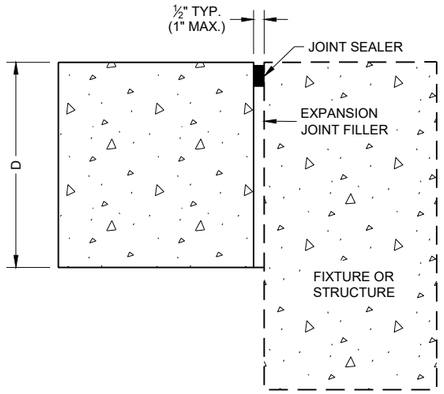
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

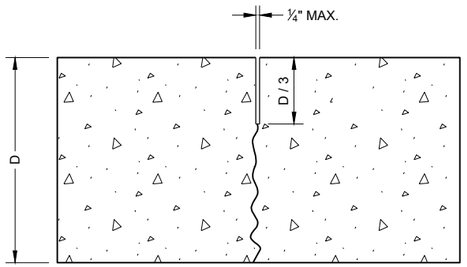
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

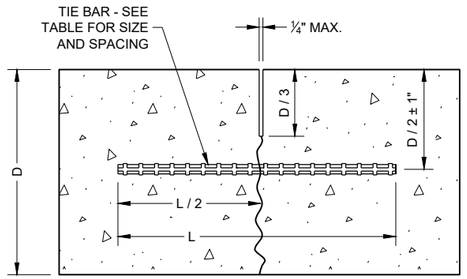
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

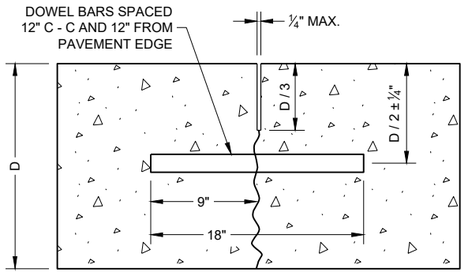
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

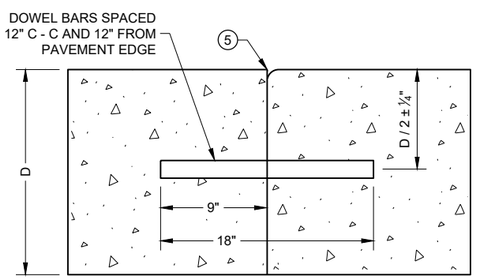


TIED LONGITUDINAL

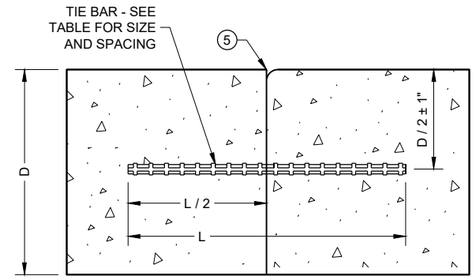


DOWELED TRANSVERSE

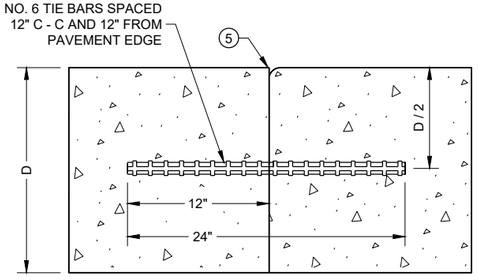
CONTRACTION JOINTS (2)



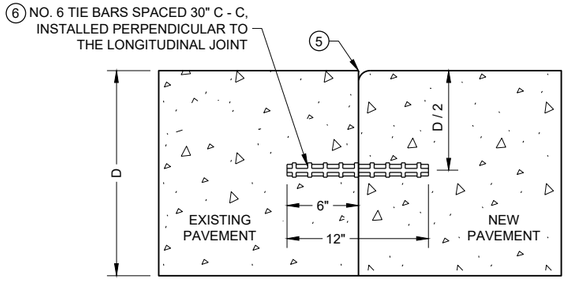
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

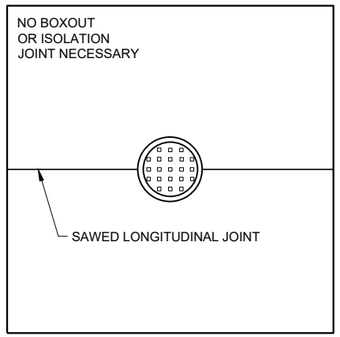
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

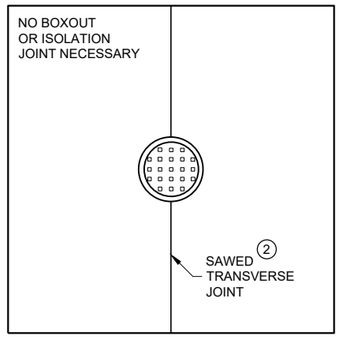
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

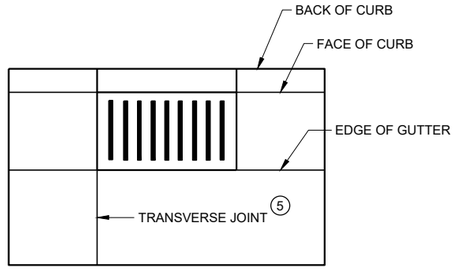
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



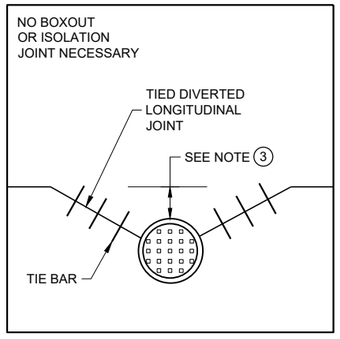
MANHOLE WITH TRANSVERSE JOINT



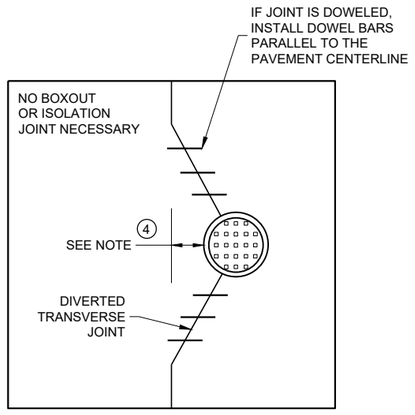
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

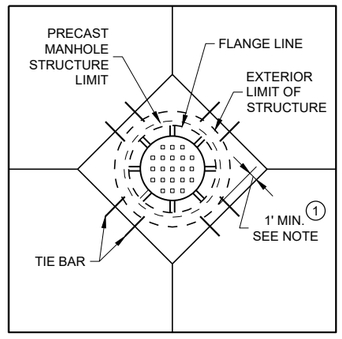
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

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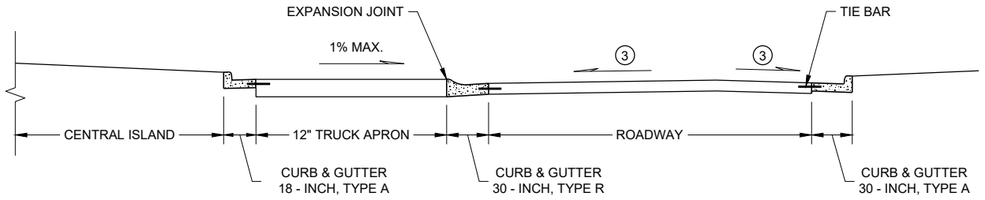
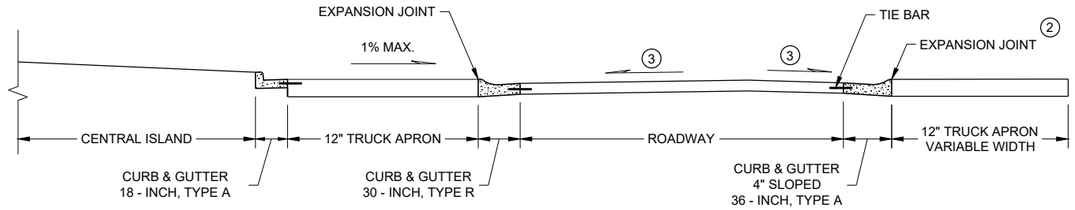
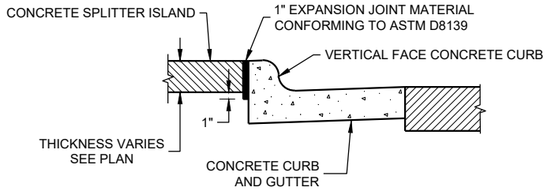
SDD13C18 - 08d



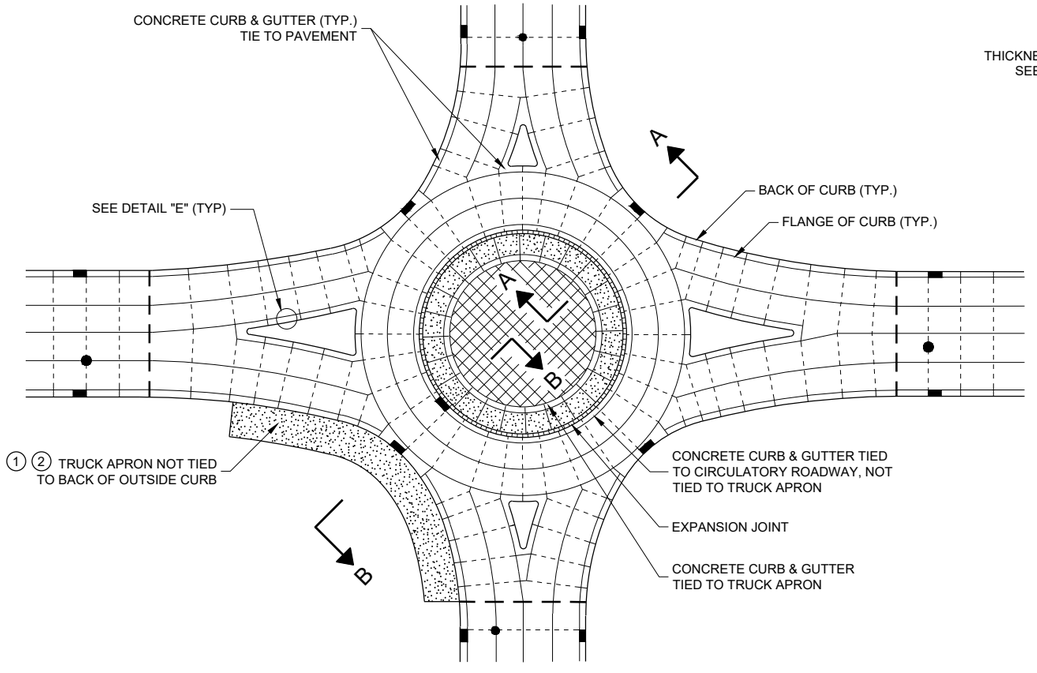
SECTION A - A



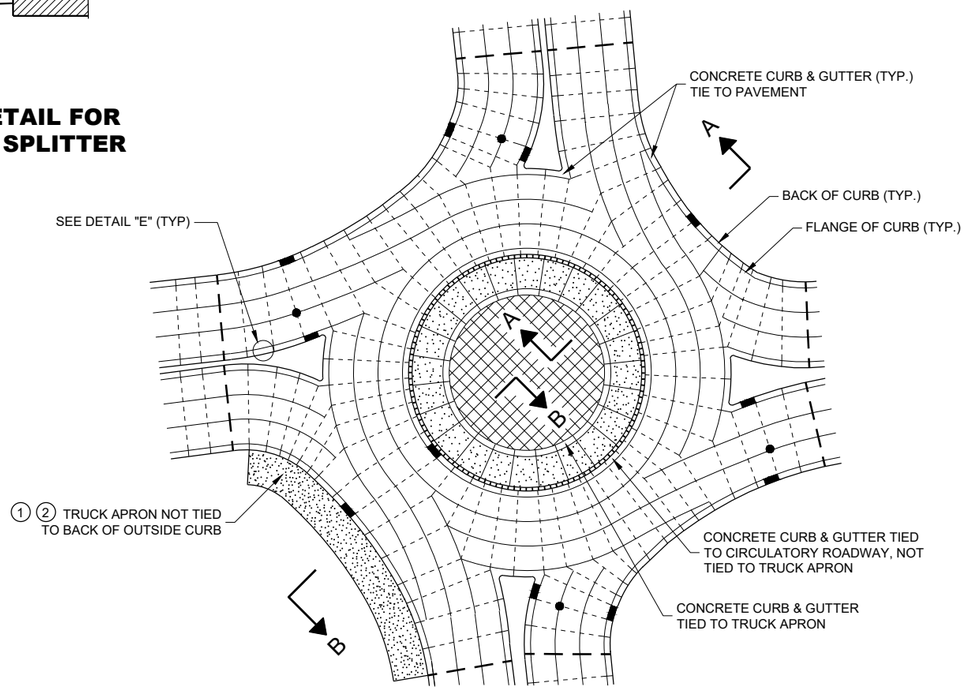
SECTION B - B



DETAIL 'E'
EXPANSION JOINT DETAIL FOR VERTICAL CURB AT A SPLITTER ISLAND



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
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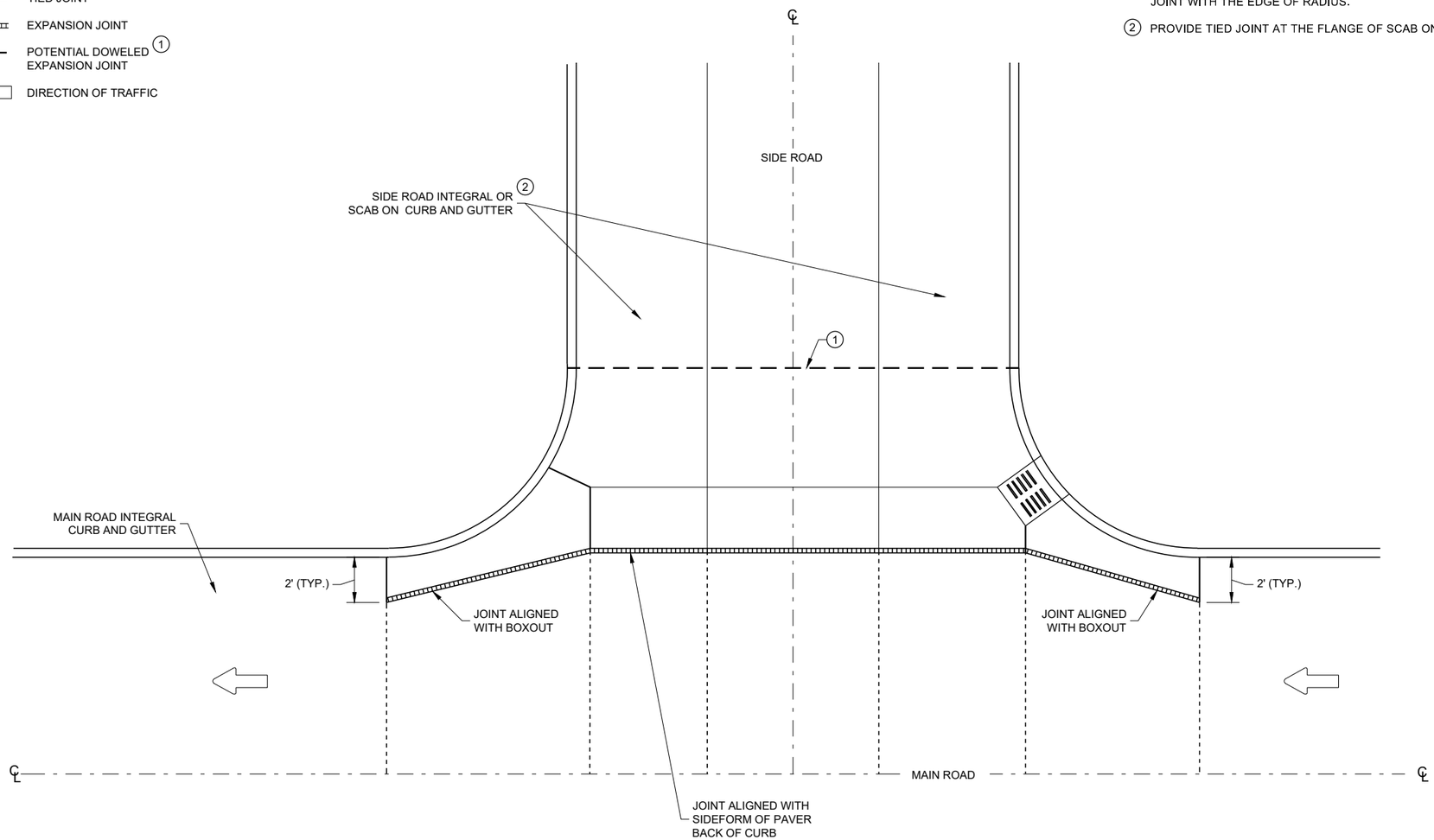
LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May 2023 DATE	/S/ Peter Kemp P.E. PAVEMENT SUPERVIS
FHWA	

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SDD 13C18 - 08f

6

SDD 13C18 - 08f

SDD 14B15a Steel Plate Beam Guard, Class "A", Installation and Elements

GENERAL NOTES

1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6"X8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS. DO NOT MIX STEEL AND WOOD POSTS IN A SINGLE INSTALLATION.

2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGE SPELTER COATING ON GALVANIZED POSTS.

3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

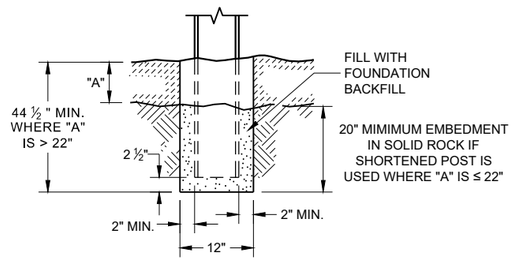
5. IF THE DISTACE FROM BACK OF POST TO SHOULDER HIGHE POINT IS LESS THAN 2 FEET, INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCHES IN DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT ADEQUATELY.

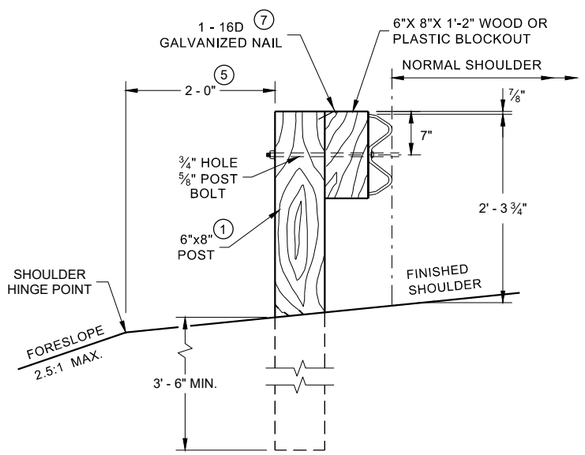
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS, INSTALL FOUR 16d GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

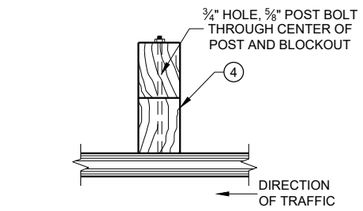
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



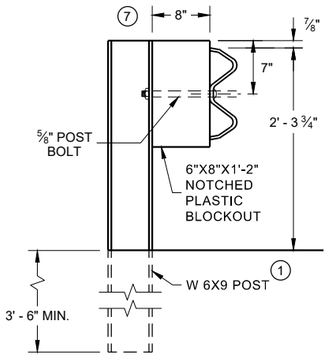
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



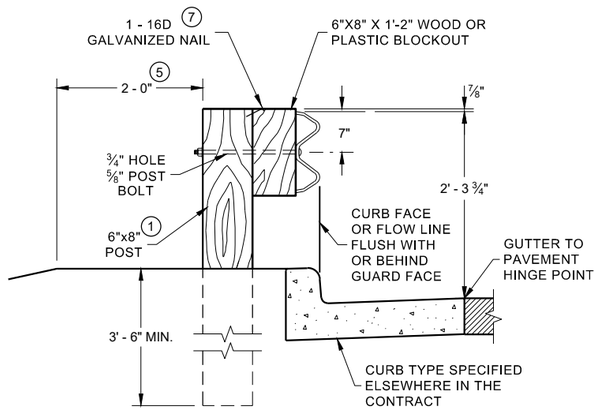
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



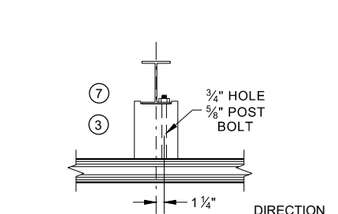
PLAN VIEW
WOOD POST, BLOCKOUT AND BEAM



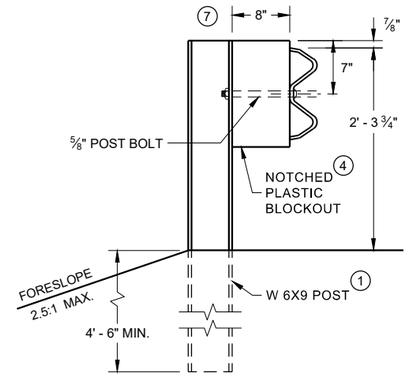
END VIEW
STEEL POST AND NOTCHED PLASTIC BLOCKOUT ALTERNATIVE STANDARD INSTALLATION



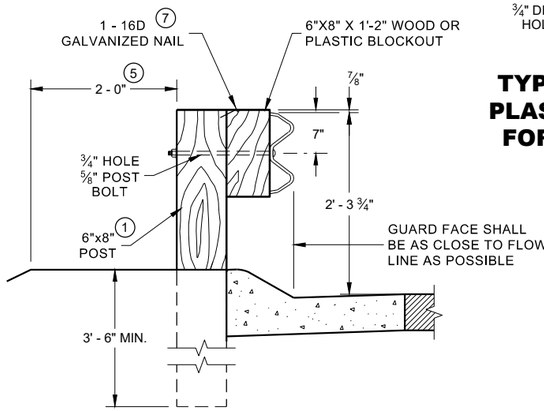
END VIEW
LOCATED ALONG A CURBED ROADWAY



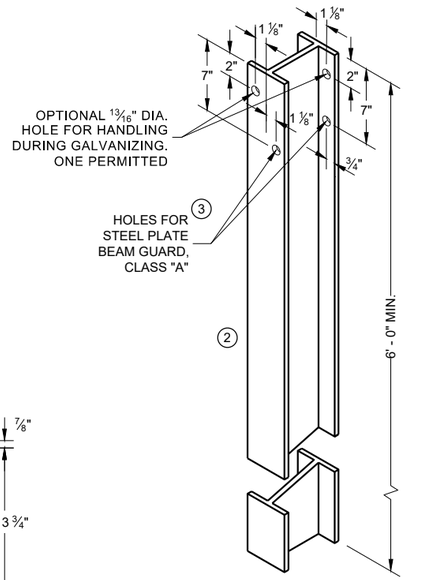
PLAN VIEW
WOOD POST, BLOCKOUT AND BEAM



END VIEW
LONGER POST AT HALF POST SPACING W BEAM (LHW)

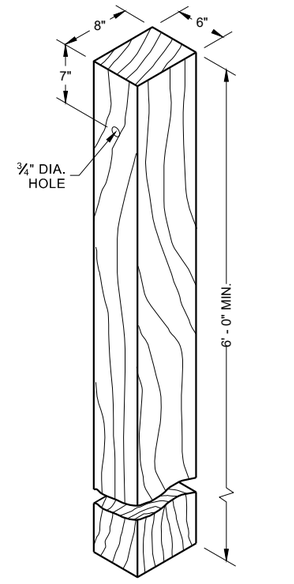


END VIEW
LOCATED ALONG A MOUNTABLE CURBED ROADWAY

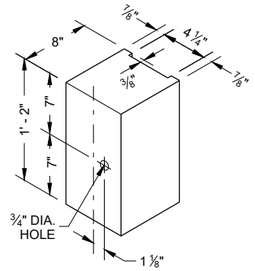


STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)

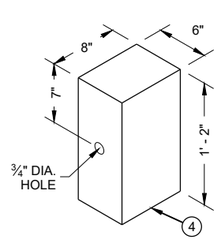
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



WOOD POST (6" X 8") NOMINAL (1)



TYPICAL NOTCHED PLASTIC BLOCKOUT FOR STEEL POSTS



WOOD OR PLASTIC BLOCKOUT FOR WOOD POSTS

STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION AND ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B15 -11a

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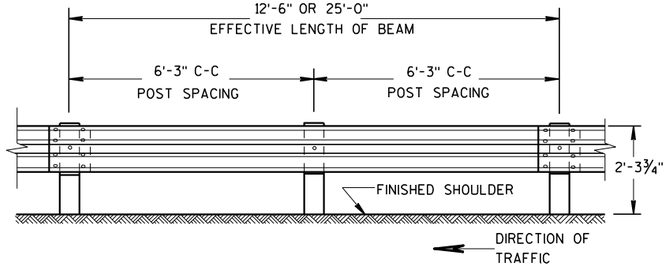
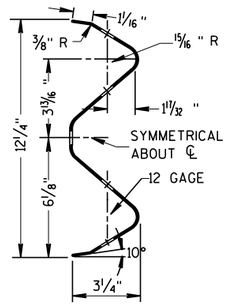
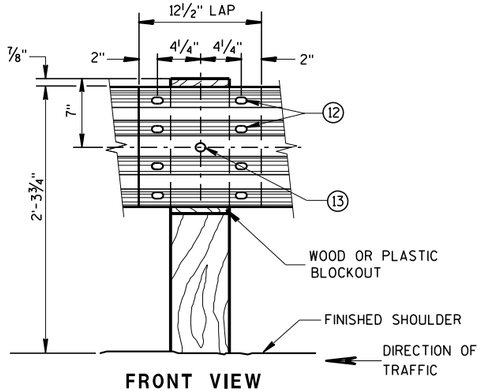


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

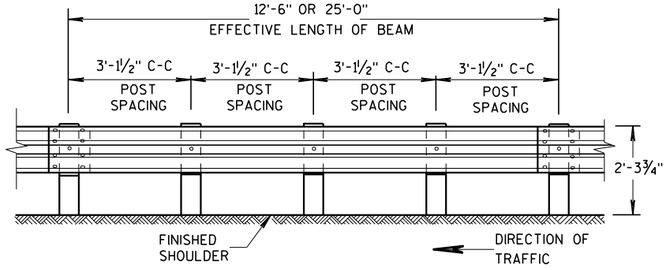
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

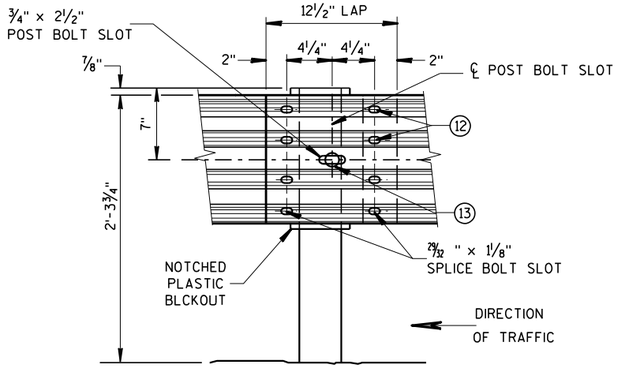
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

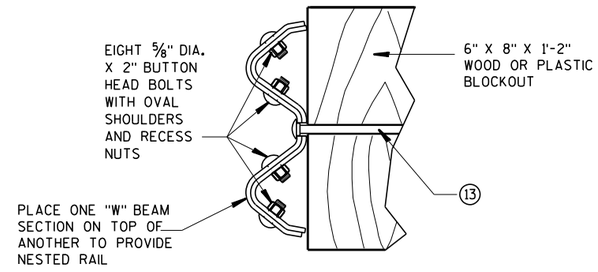
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

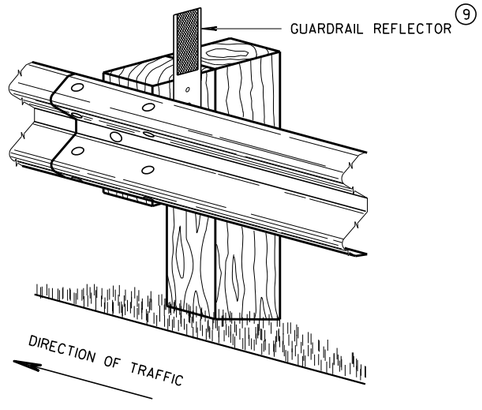
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



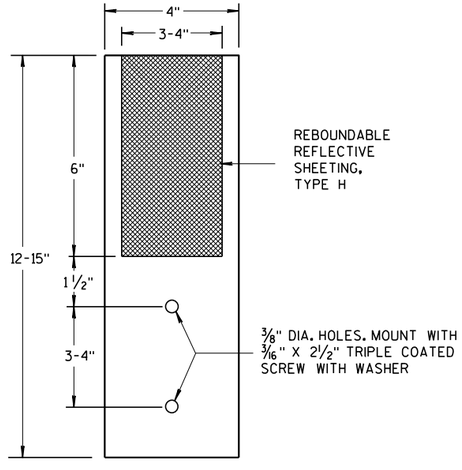
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCO 170
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 15-11b

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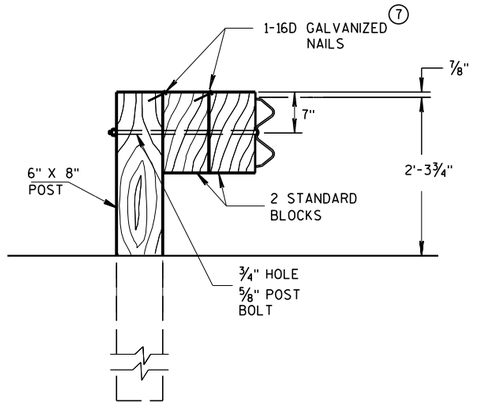
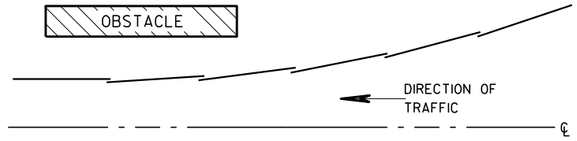
S.D.D. 14 B 15-11b

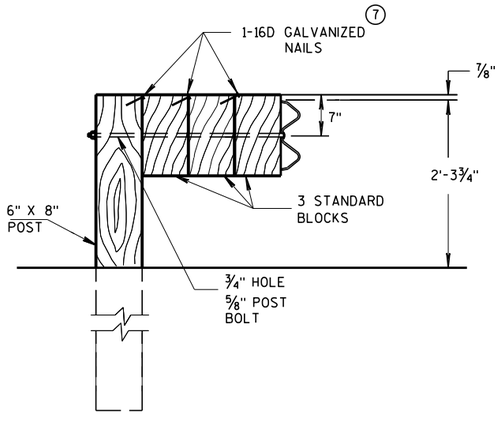


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

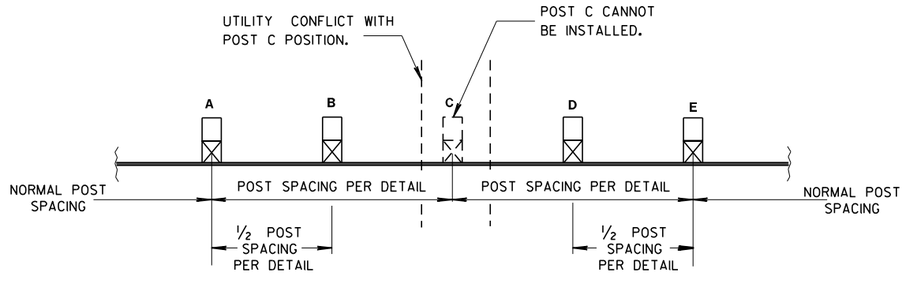


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

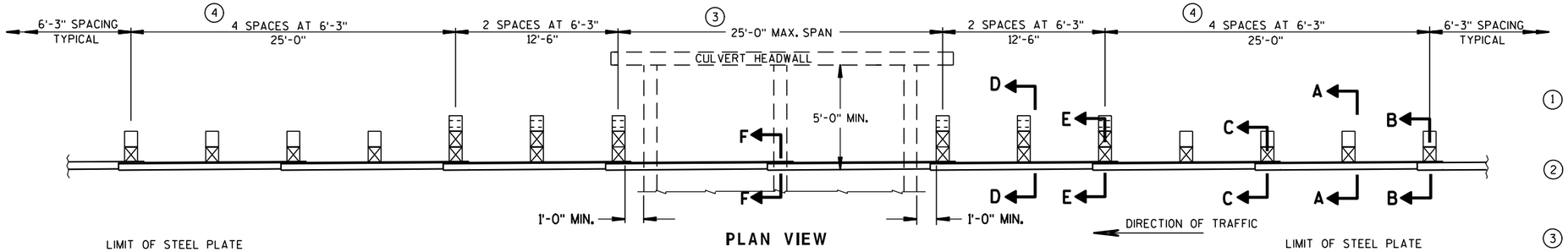
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR

6

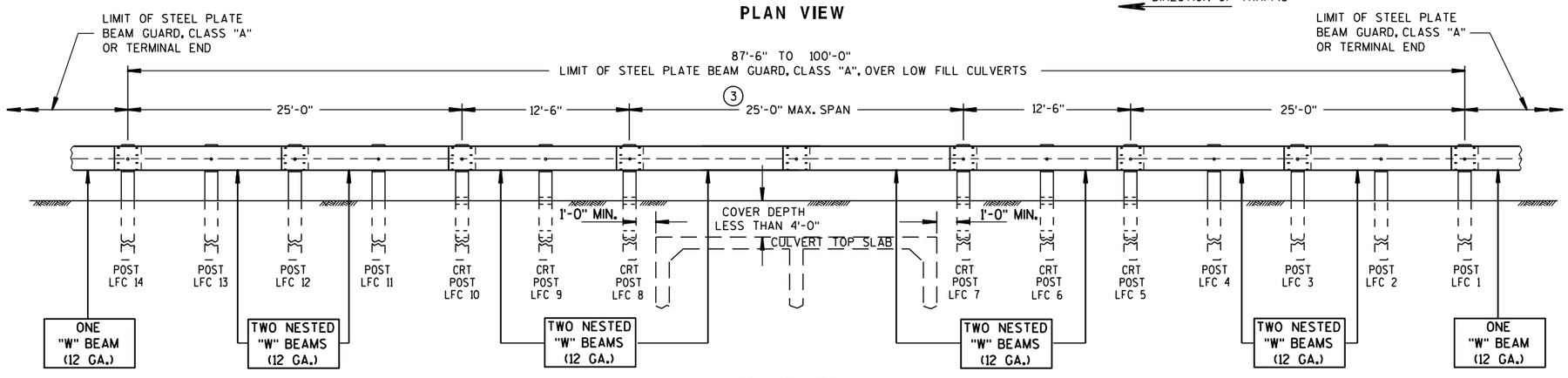
S.D.D. 14 B 15-11c

6

S.D.D. 14 B 15-11c



PLAN VIEW



FRONT VIEW

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD OVER LOW FILL CULVERTS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

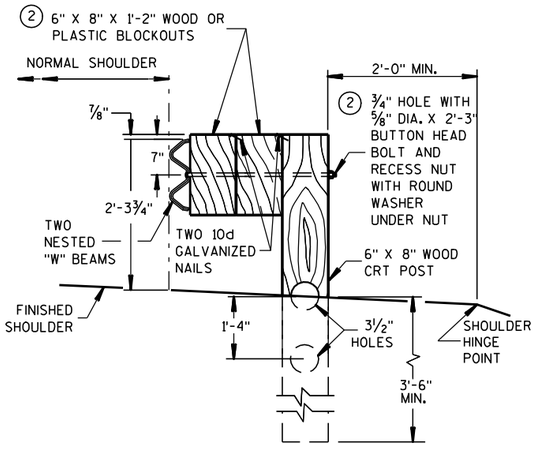
(1) MAINTAIN THE NESTING OF EACH NESTED PAIR OF "W" BEAM SECTIONS THROUGH SPLICES. ORIENTATE NESTED "W" BEAM SPLICES IN THE DIRECTION OF TRAFFIC AS THE PLAN VIEW SHOWS. SEE S.D.D. 14 B 15 FOR SPLICE INSTALLATION.

(2) THE CONTRACTOR MAY USE APPROVED PLASTIC BLOCKOUTS IN LIEU OF WOOD BLOCKOUTS. SEE S.D.D. 14 B 15 FOR TYPICAL BLOCKOUT, SPLICE AND REFLECTOR INSTALLATIONS. USE BOLT SIZES AND LENGTHS AS SHOWN ON THIS DETAIL.

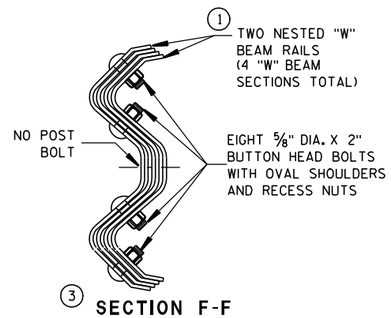
(3) PROVIDE 12'-6", 18'-9" AND 25'-0" SPANS ONLY. USE A MAXIMUM OF ONE SPLICE LOCATED ANYWHERE WITHIN THE SPAN SECTION. LOCATE ALL OTHER SPLICES AT BEAM GUARD POSTS.

(4) IN THE FIRST AND LAST 25 FOOT SECTIONS (POSTS LFC 1-4 & LFC 11-14), THE CONTRACTOR MAY USE W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS OR 6" X 8" WOOD POSTS WITH EITHER WOOD OR PLASTIC BLOCKOUTS. DO NOT MIX STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS AND WOOD POSTS WITH EITHER WOOD OR PLASTIC BLOCKOUTS IN THE SAME INSTALLATION.

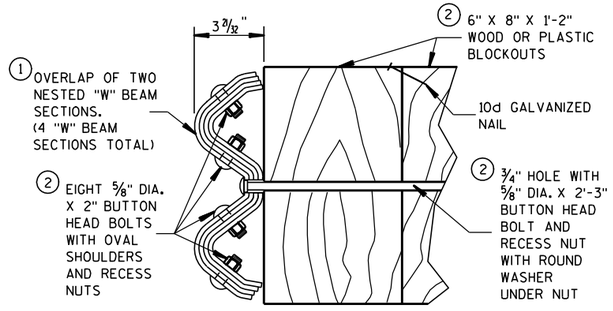
(5) WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK, THE PLAN TYPICAL SECTIONS OR DETAILS MAY SHOW, OR THE ENGINEER MAY ALLOW, THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. BUILD AS THE PLAN SHOWS OR ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST SOIL DEPTH TO 4'-6" OR MORE.



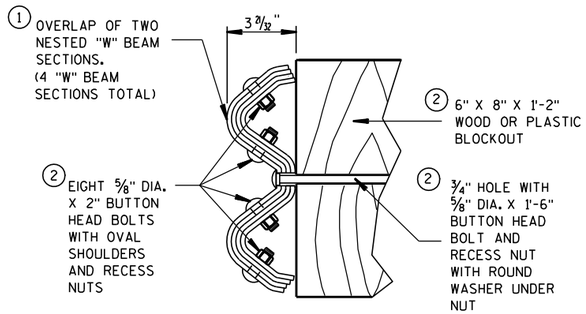
SECTION D-D
TYPICAL CRT POST LFC 6 AND 9



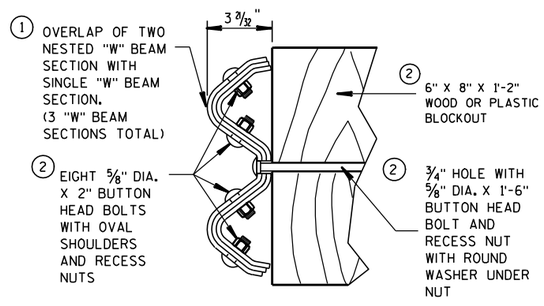
(3) SECTION F-F
BEAM SPLICE IN SPAN OVER CULVERT



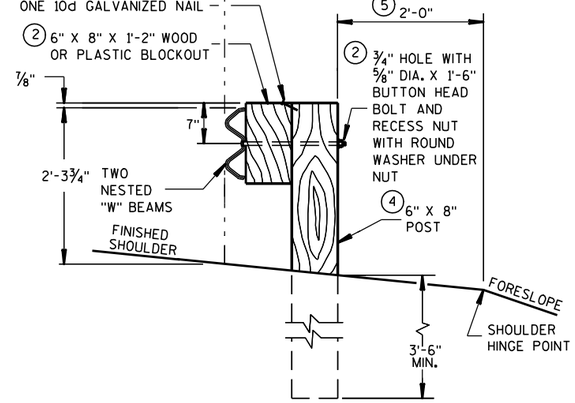
SECTION E-E
TYPICAL CRT POST LFC 5, 7, 8 AND 10



SECTION C-C
TYPICAL AT POSTS LFC 3 AND 12



SECTION B-B
TYPICAL AT POSTS LFC 1 AND 14



SECTION A-A
TYPICAL AT POST LFC 2,4,11,13

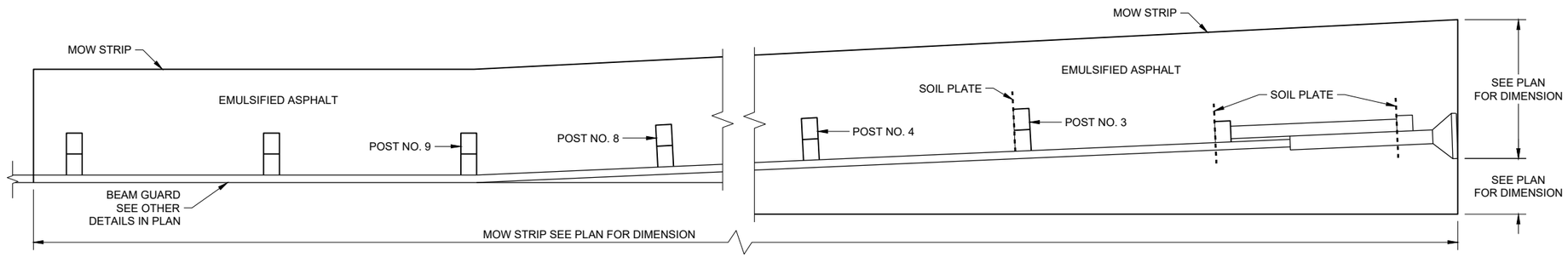
STEEL PLATE BEAM GUARD, CLASS "A", OVER LOW FILL CULVERTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/8/00 DATE
/S/ John Have... CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 25-1



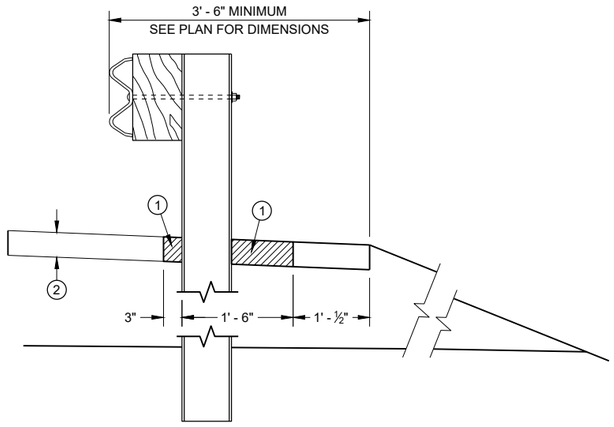
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

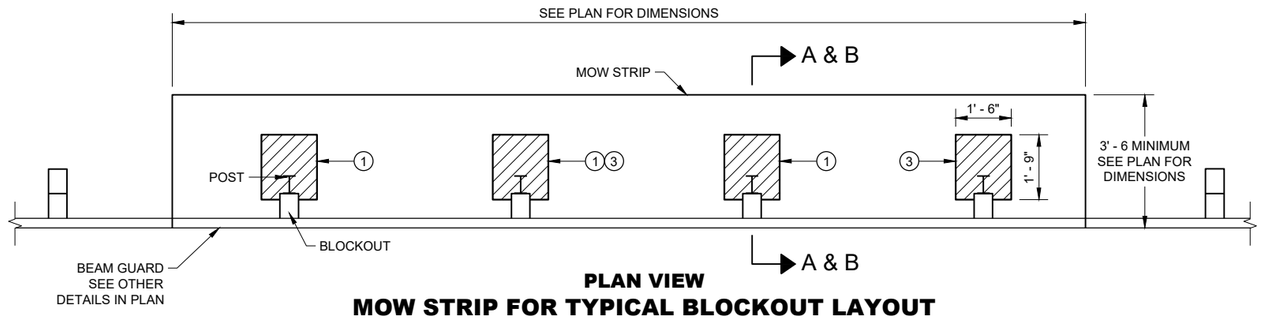
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)

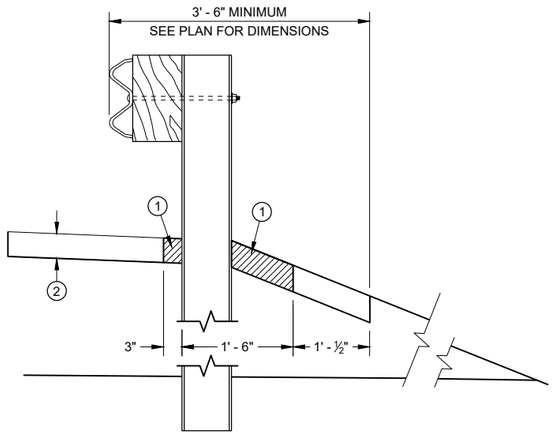


SECTION A - A

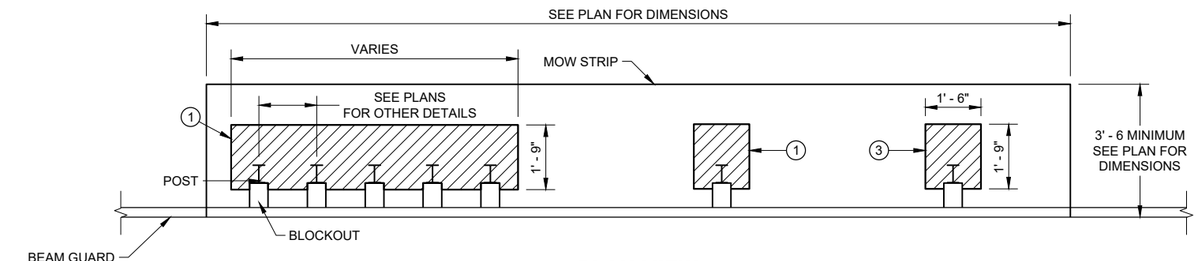


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

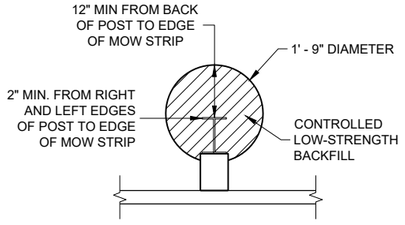


SECTION B - B

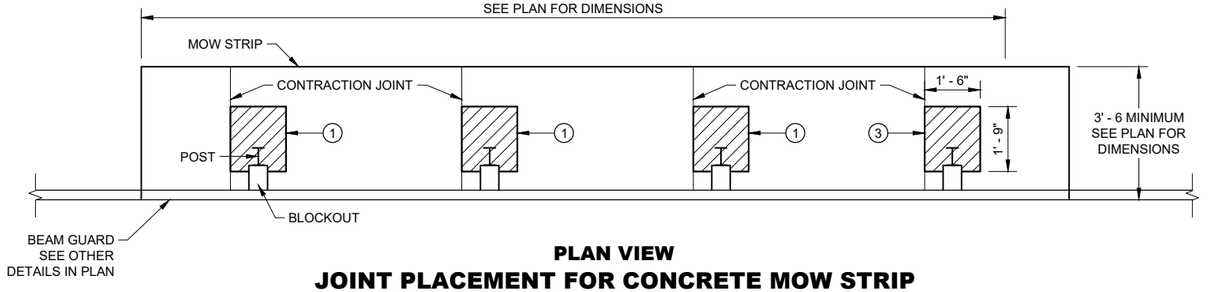


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B28 - 04a

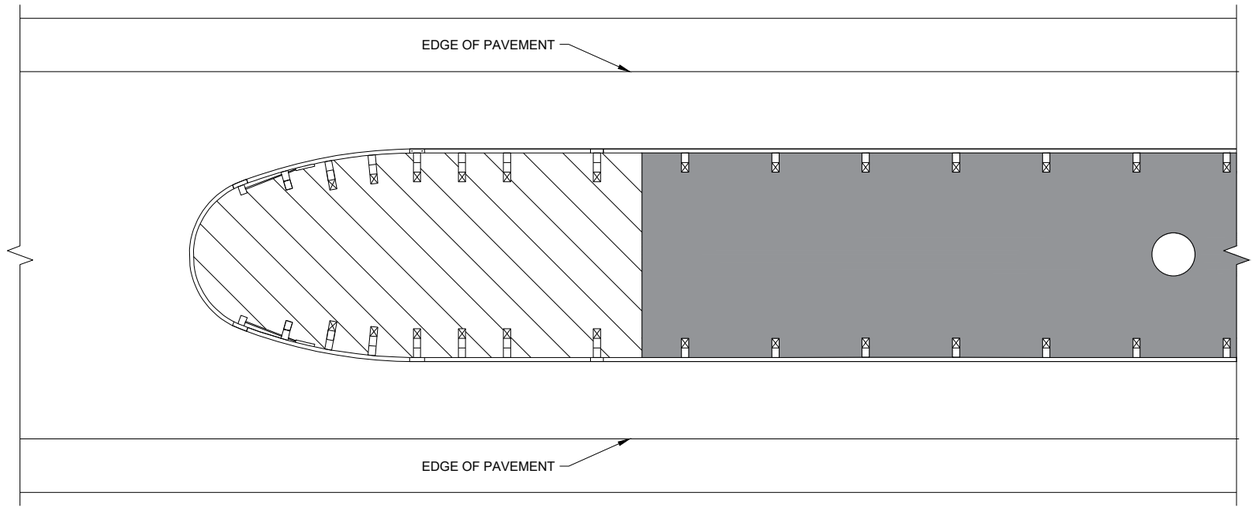
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

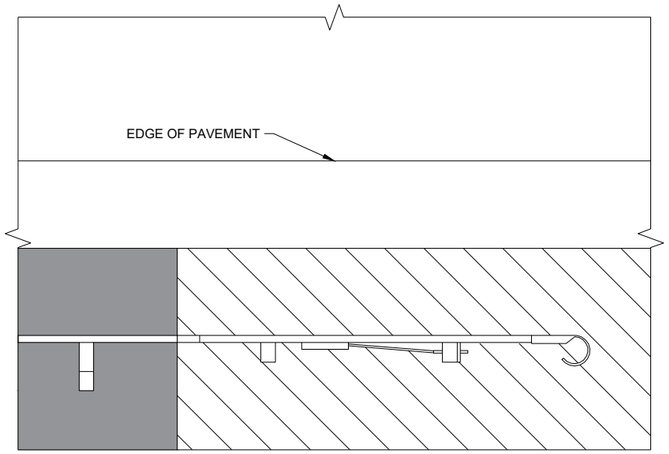
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

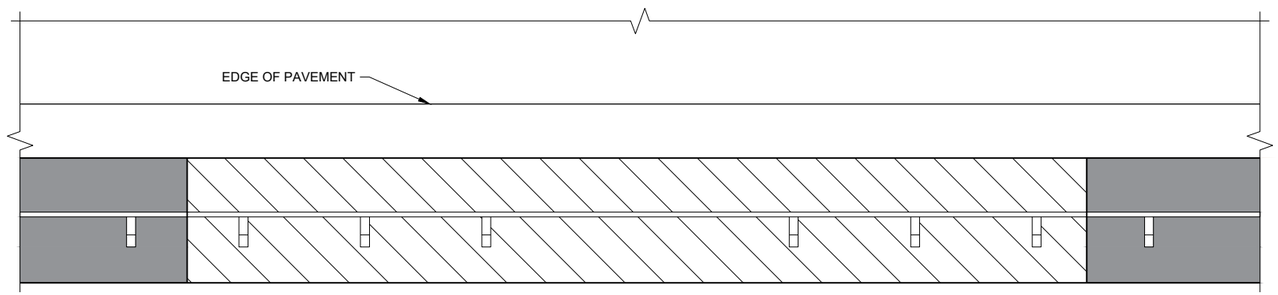
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



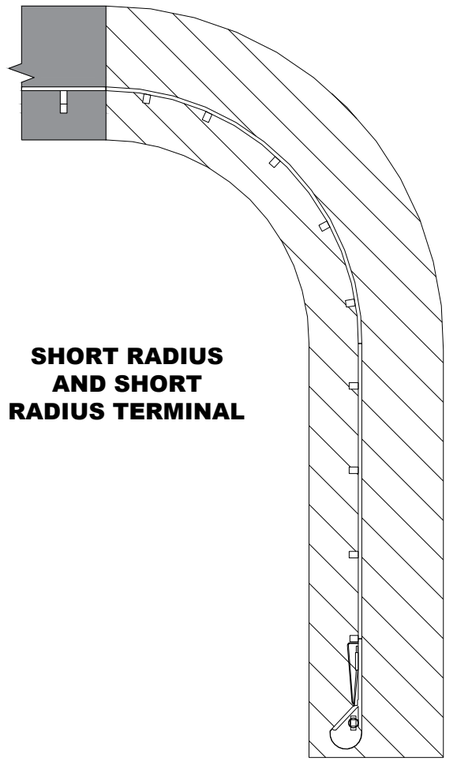
THRIE BEAM BULLNOSE



TYPE 2 TERMINAL



LONG - SPAN



SHORT RADIUS AND SHORT RADIUS TERMINAL

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 14B28 - 04b

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SDD 14B28 - 04b

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

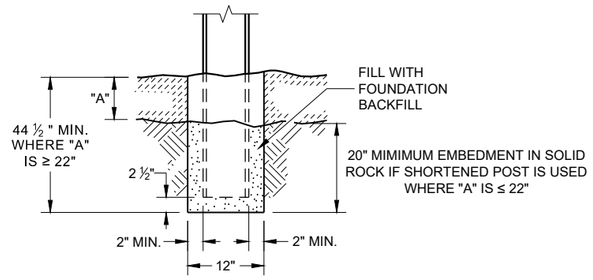
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

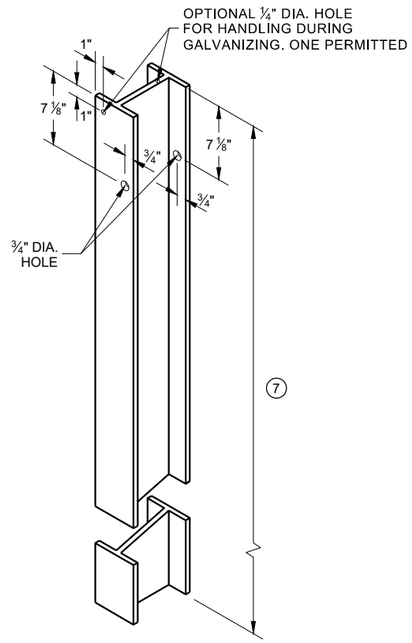
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

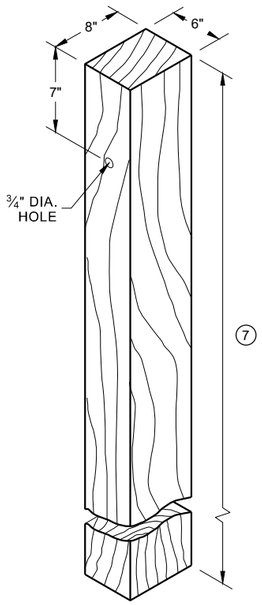
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



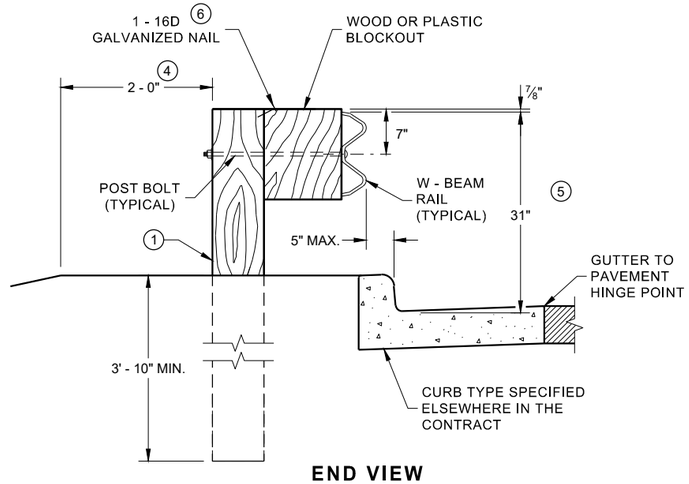
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



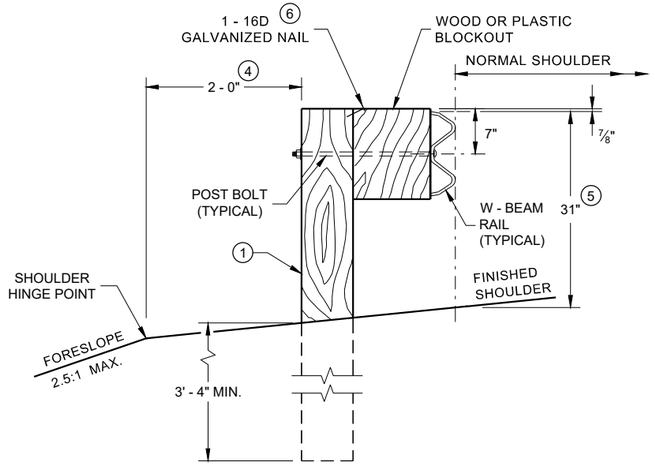
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



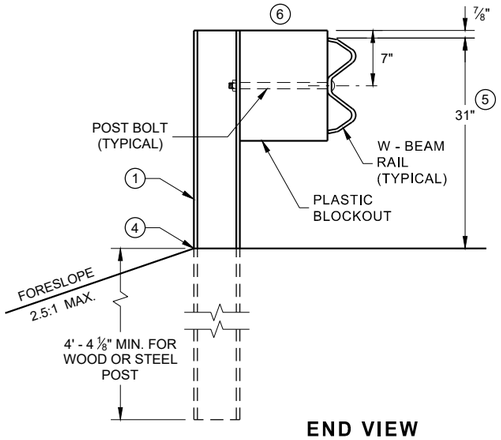
WOOD POST (6" X 8") NOMINAL (1)



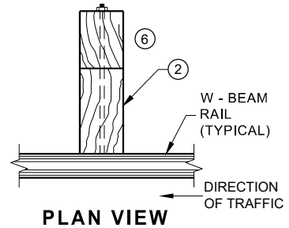
END VIEW
LOCATED ALONG A CURBED ROADWAY



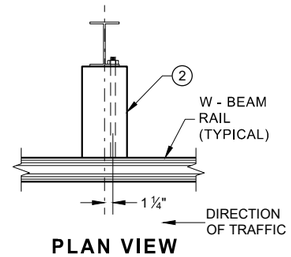
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



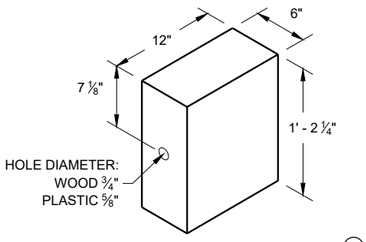
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07a

6

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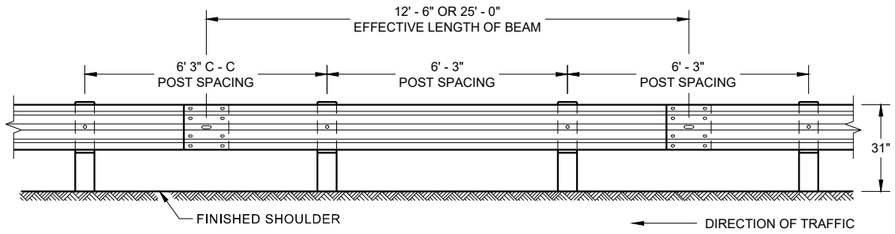
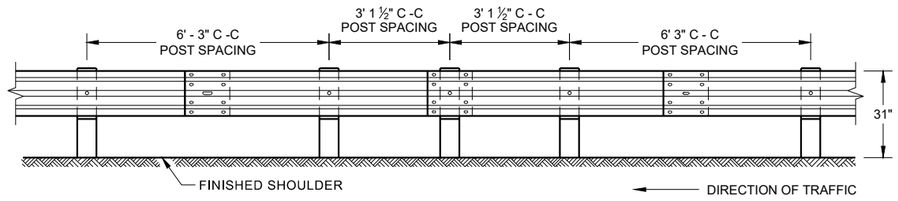
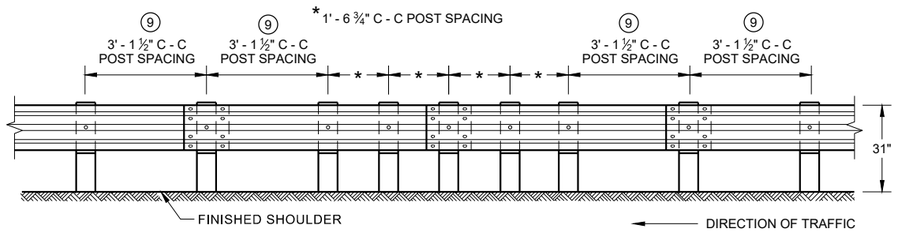


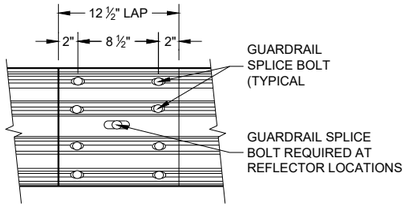
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

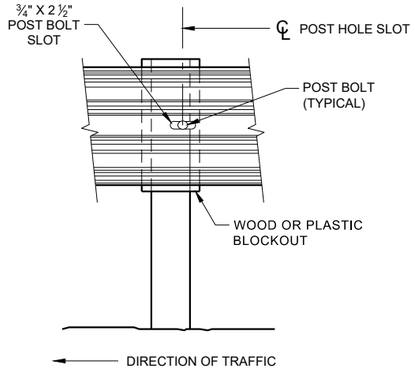
GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

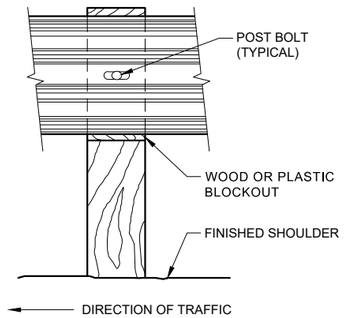
(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

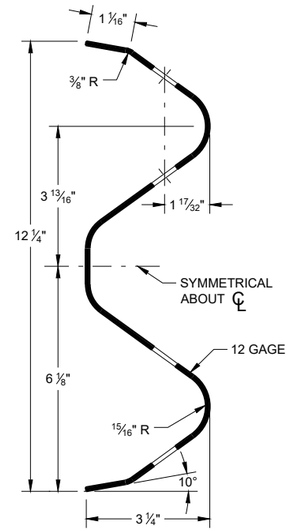
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



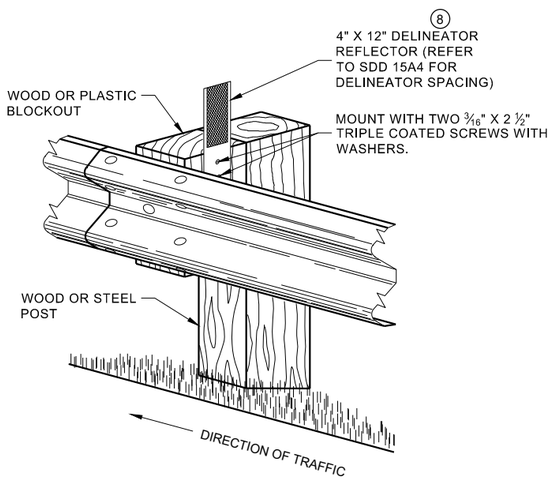
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



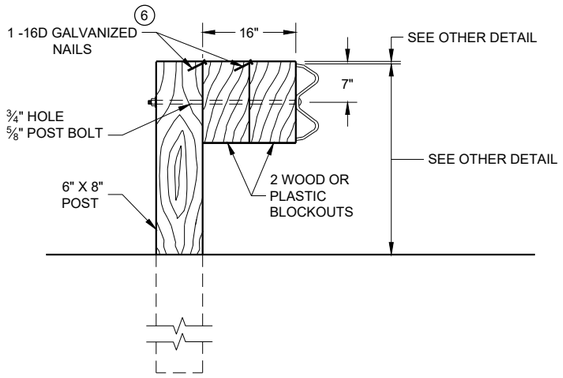
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

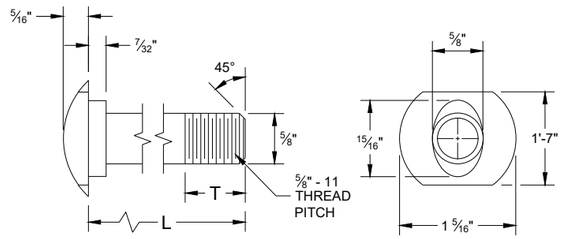


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

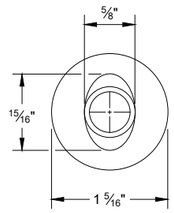
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

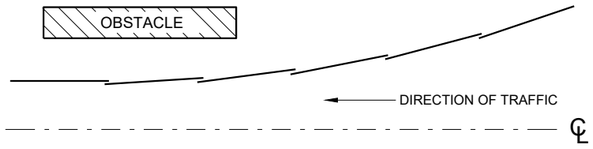


POST BOLT TABLE

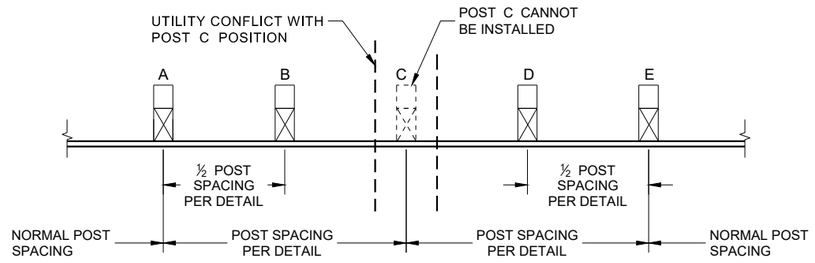
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



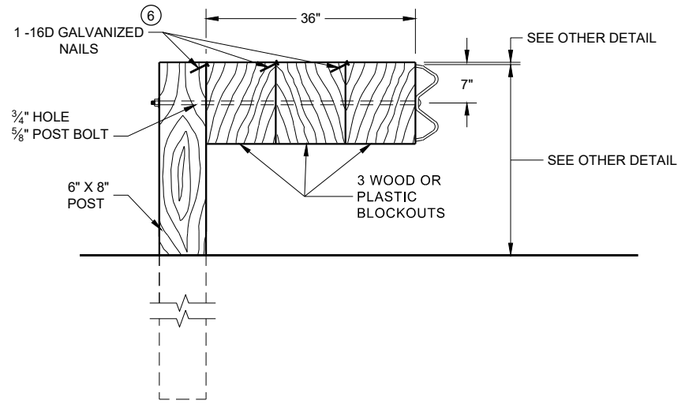
ALTERNATE BOLT HEAD



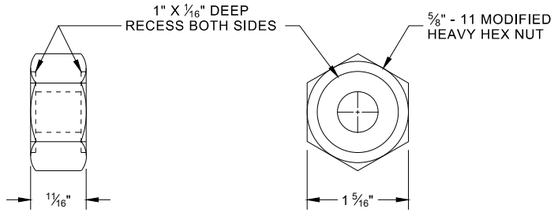
PLAN VIEW
BEAM LAPPING DETAIL



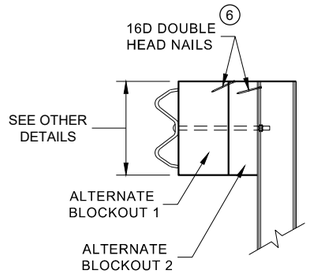
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



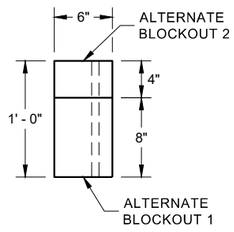
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

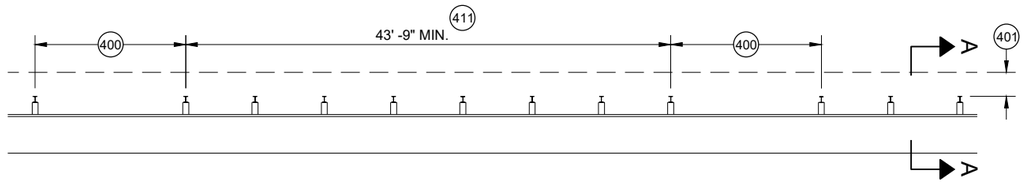
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

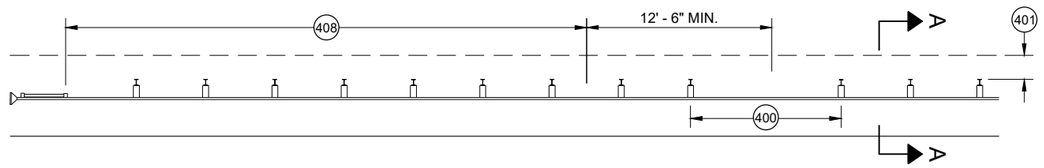
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

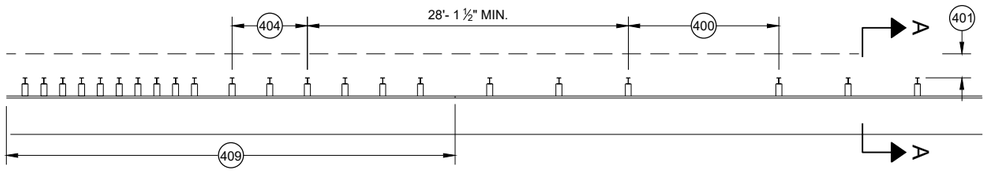
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



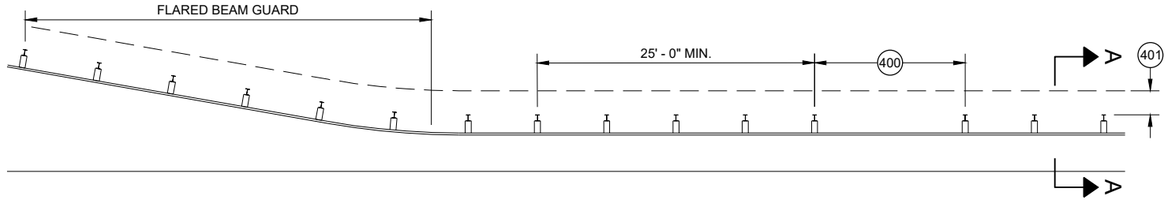
MISSING POST IN MGS GUARDRAIL



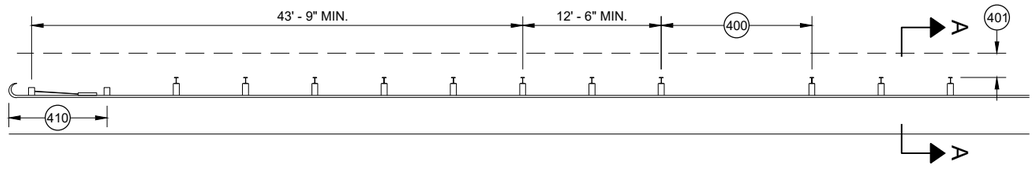
MISSING POST IN MGS GUARDRAIL NEAR EAT



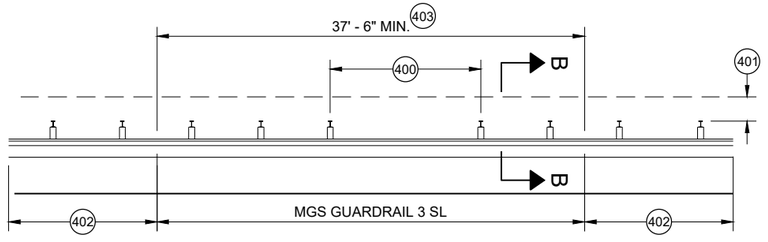
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

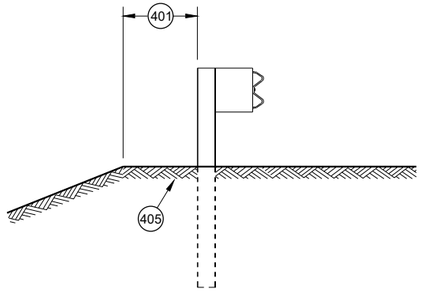


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

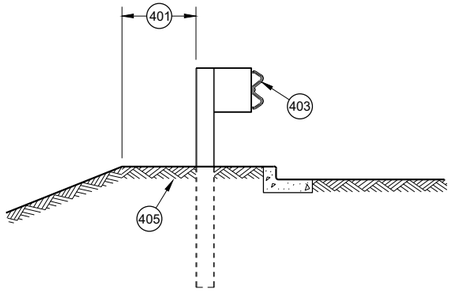


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

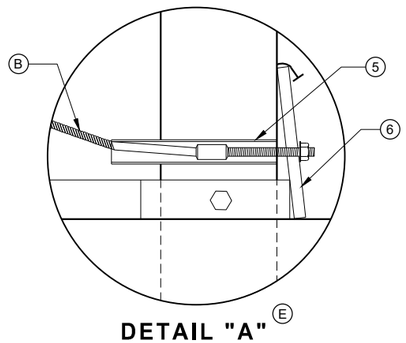
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

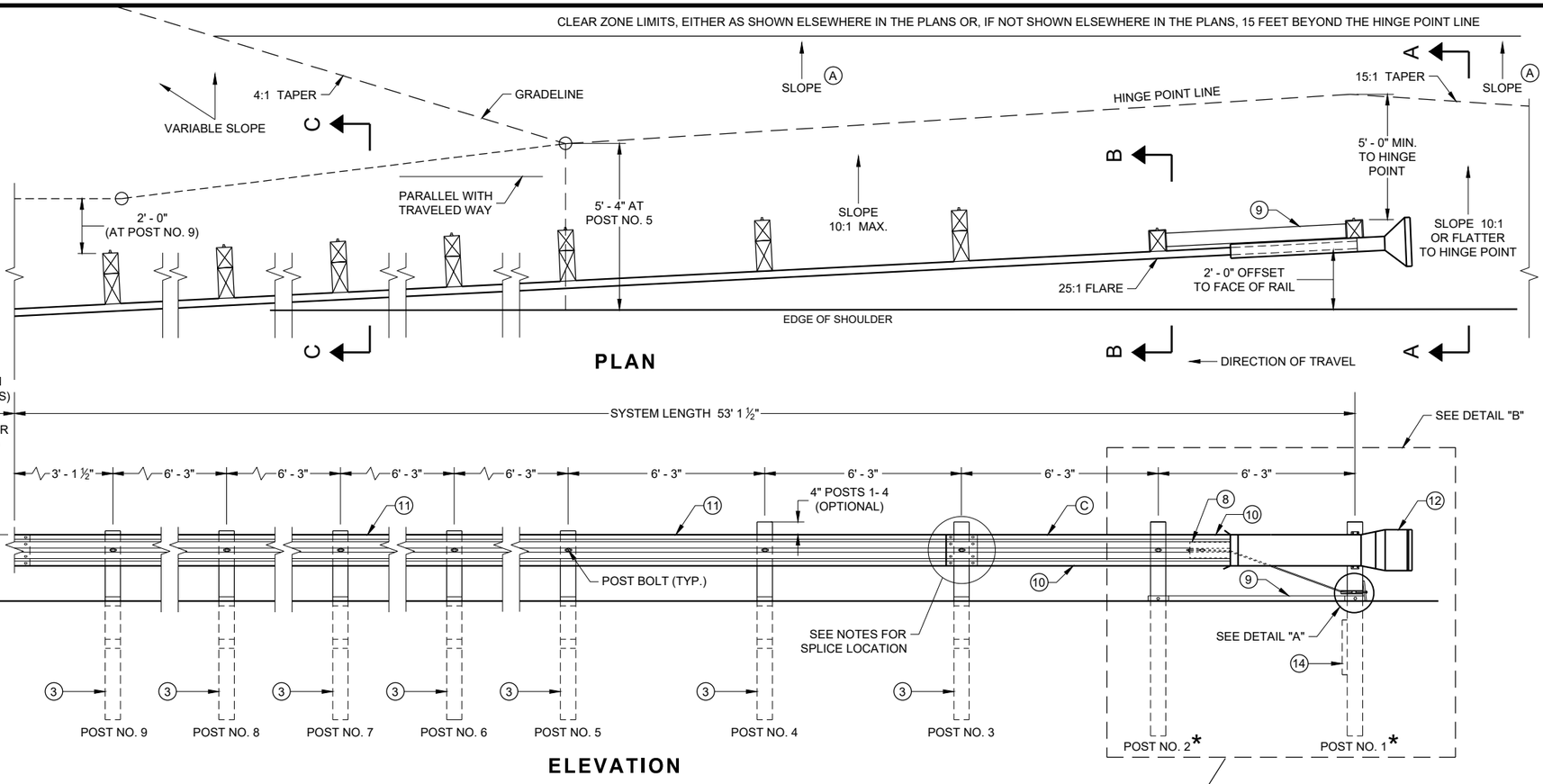
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

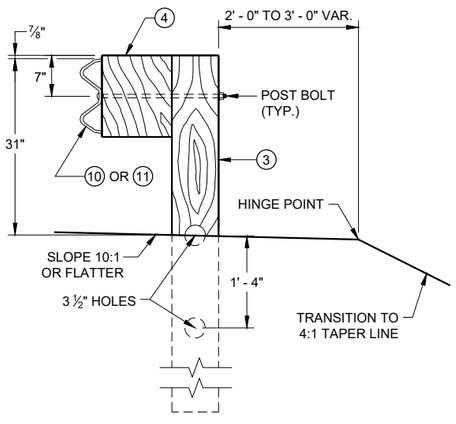
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

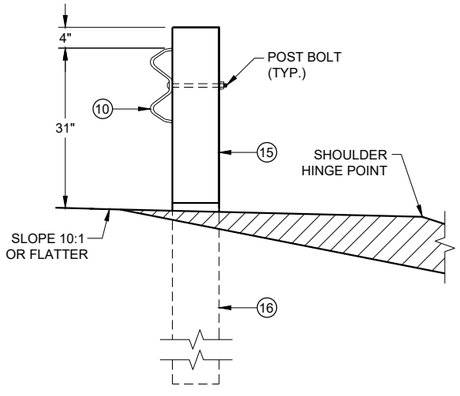


DETAIL "A" (E)

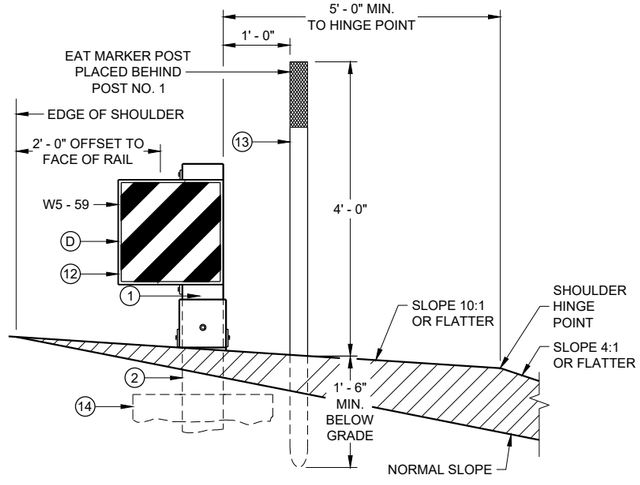




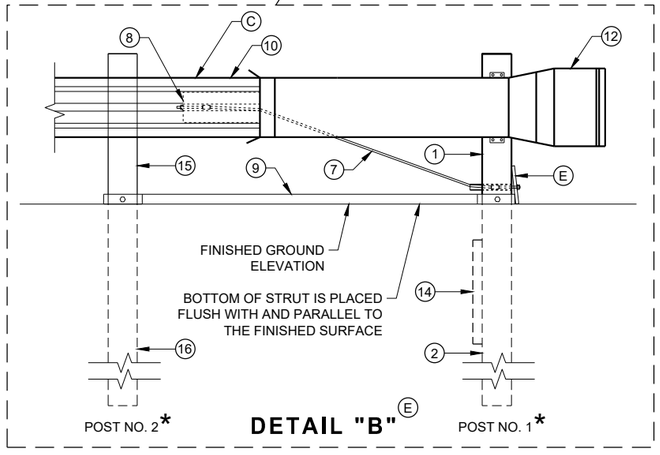
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B44 - 04a

6

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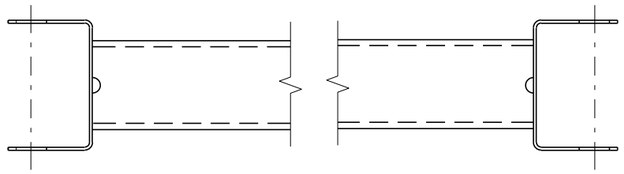
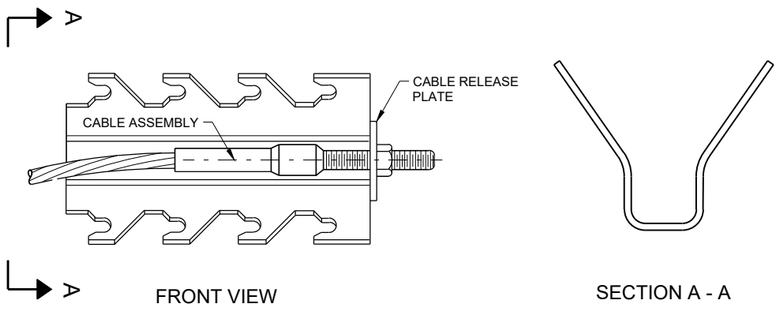


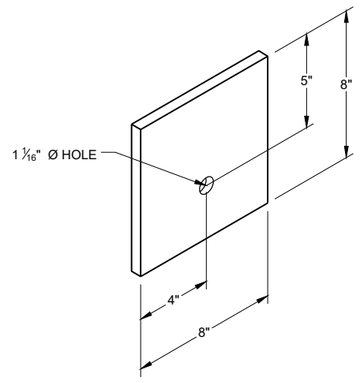
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



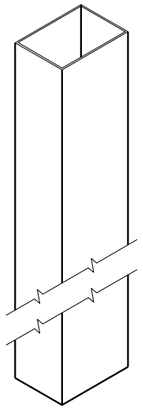
BEARING PLATE ⑥ Ⓔ

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

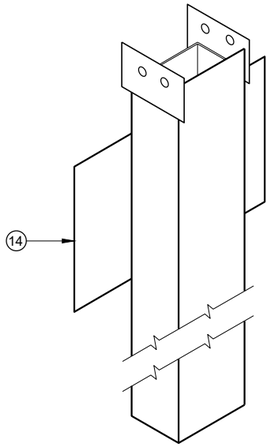
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

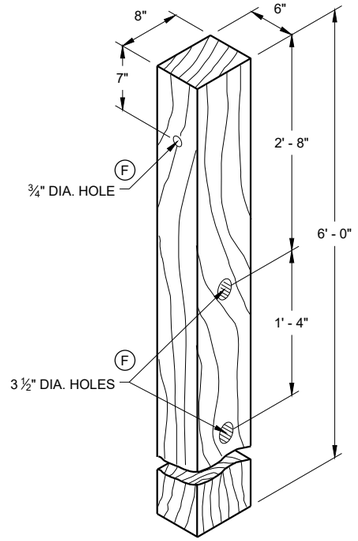
SDD 14B44 - 04b



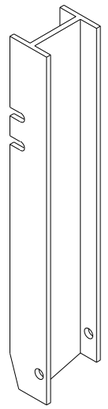
UPPER POST NO. 1 (1) (E)



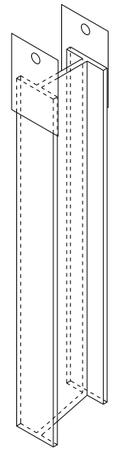
LOWER POST NO. 1 (2) (E)



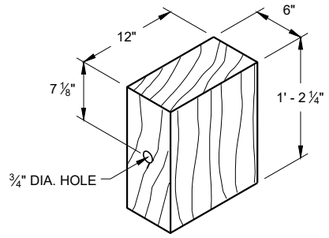
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



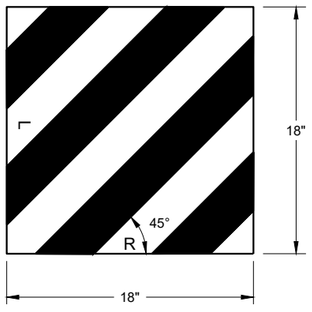
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

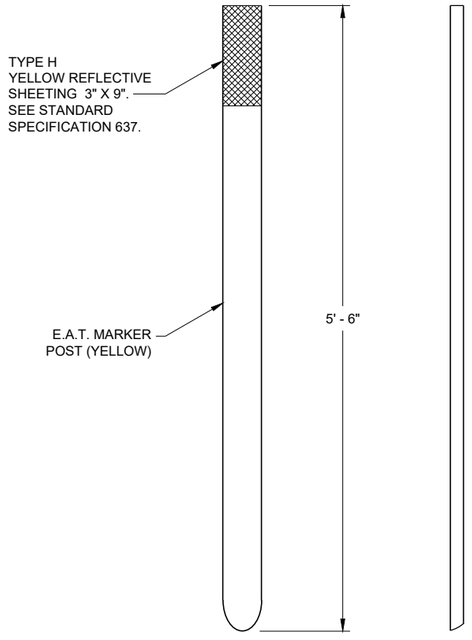


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



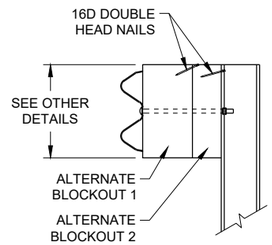
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

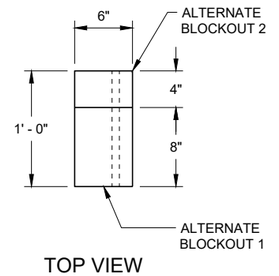


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

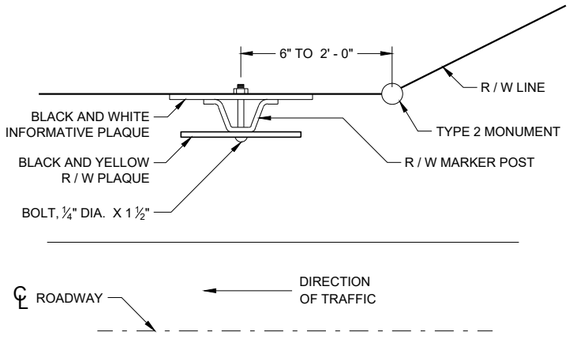
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

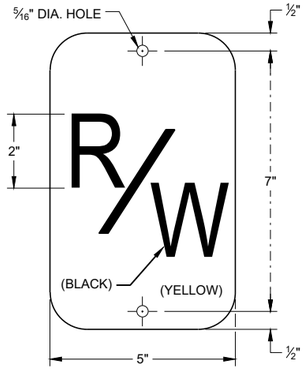
FHWA

6

SDD 14B44 - 04c

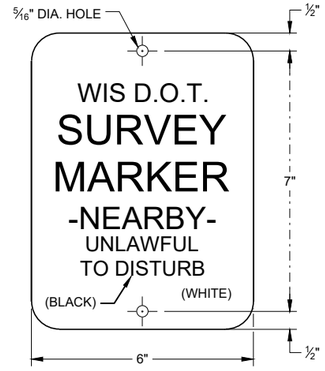


PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

GENERAL NOTES

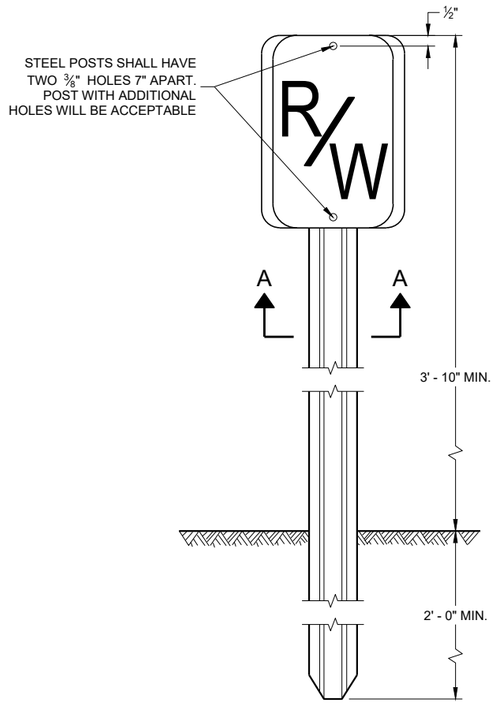
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

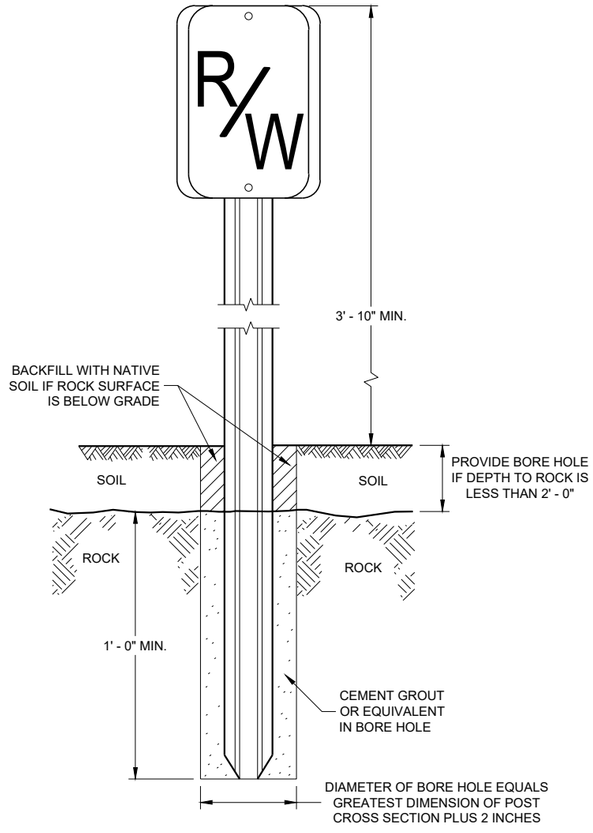
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

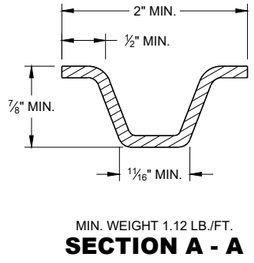
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



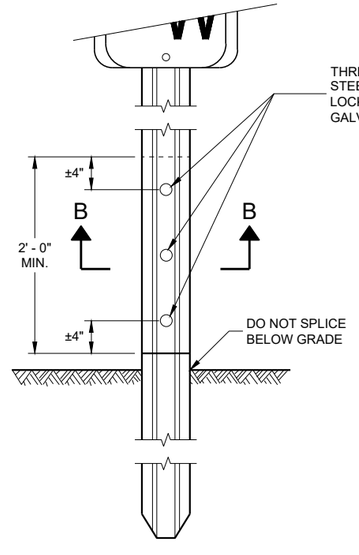
FRONT VIEW
STEEL MARKER POST



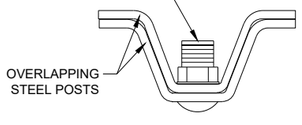
FRONT VIEW
ROCK INSTALLATION (1)



MIN. WEIGHT 1.12 LB./FT.
SECTION A - A



FRONT VIEW
SPLICE DETAIL



SECTION B - B

MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016
DATE
/S/ Ray Kumapayi
CHIEF SURVEYING AND MA
ENGINEER

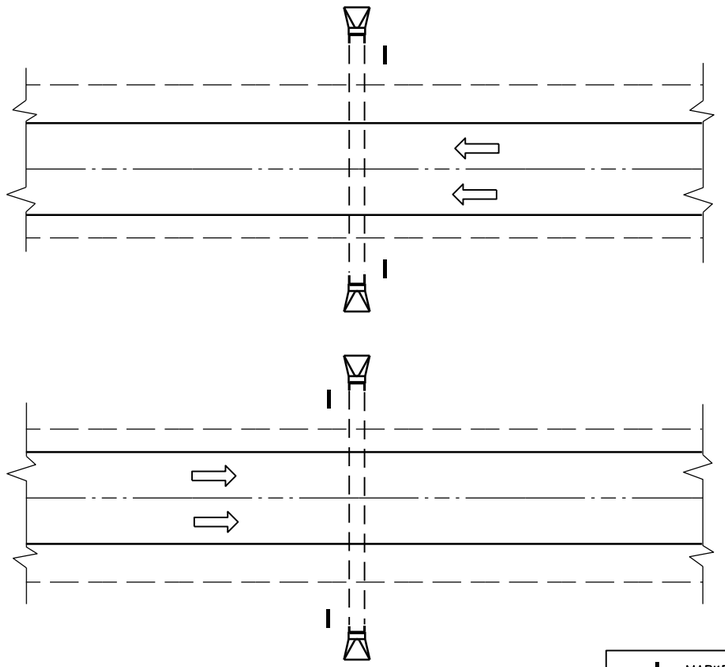
FHWA

6

SDD 15A01 - 13a

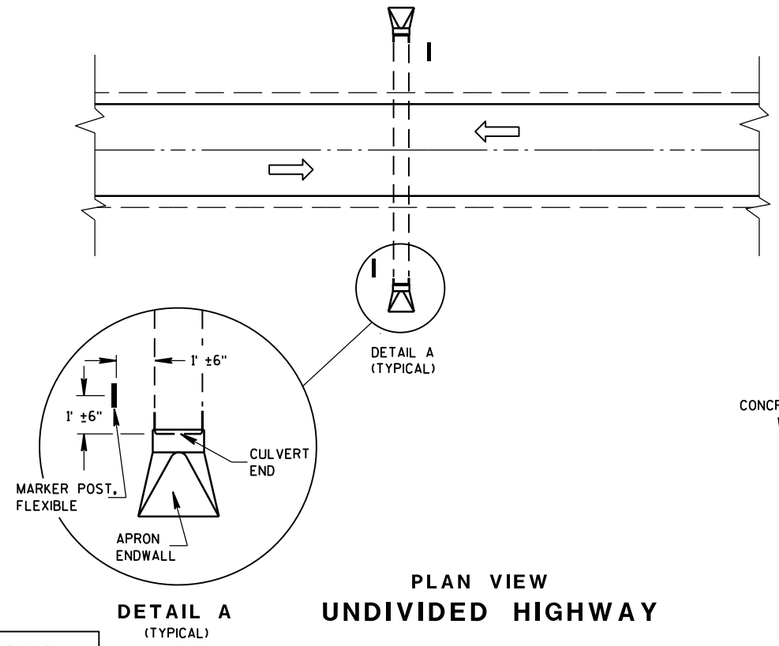
6

SDD15A01 - 13a



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

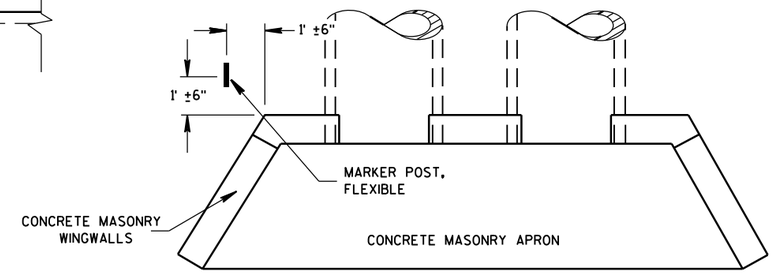
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

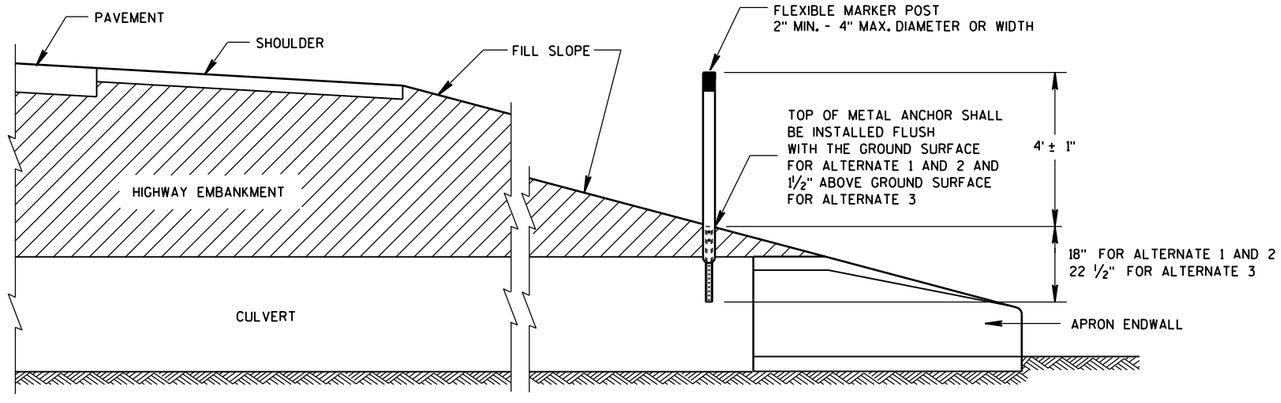
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

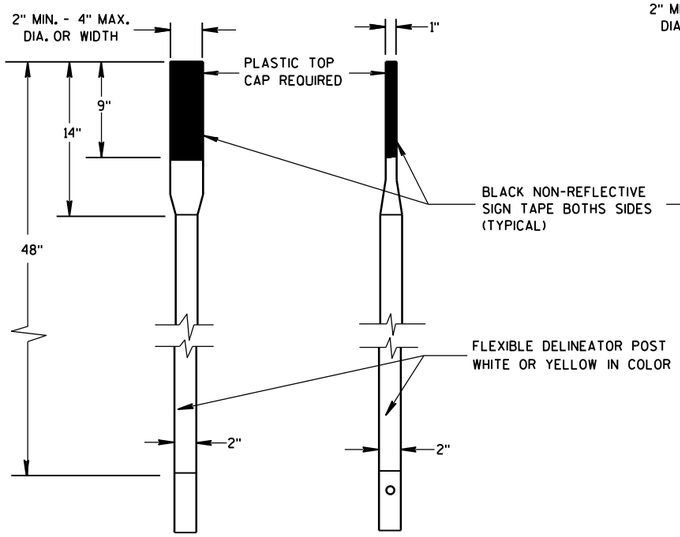
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

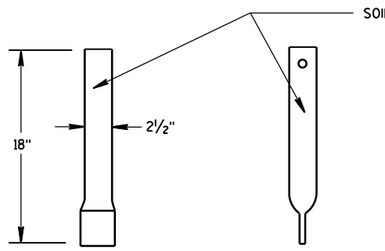
6

S.D.D. 15 A 3-2a

6

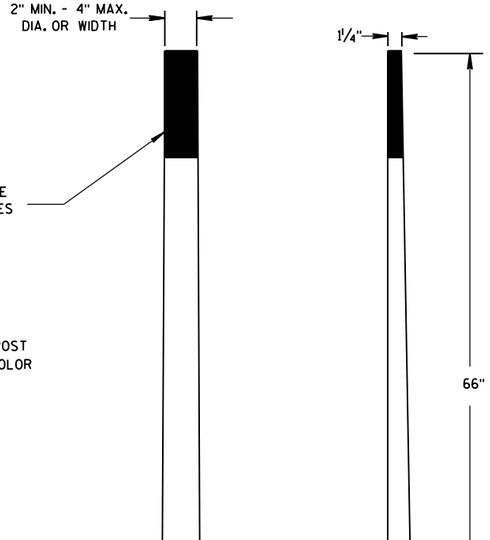
S.D.D. 15 A 3-2a





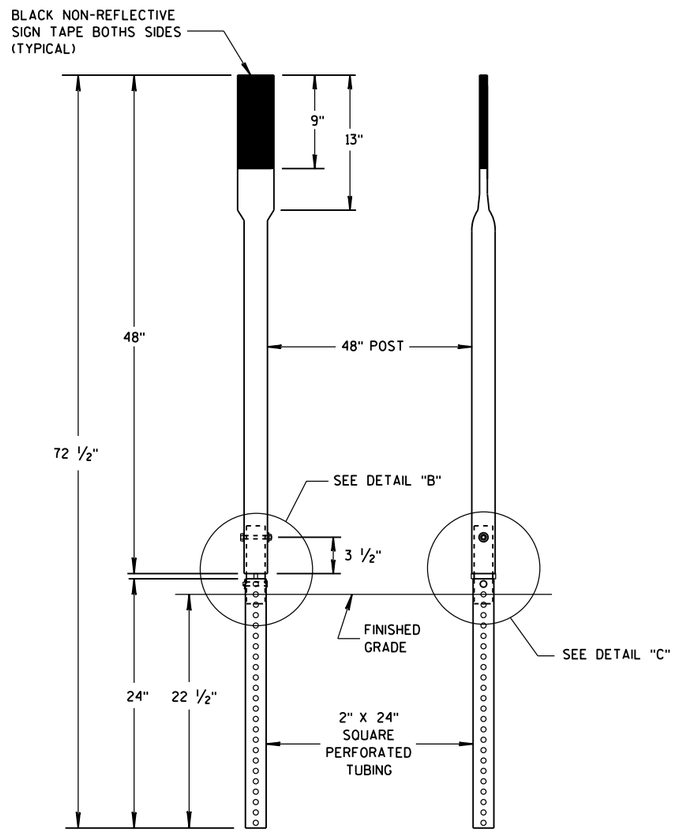
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

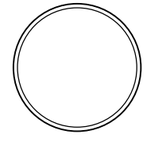
ALTERNATE 2



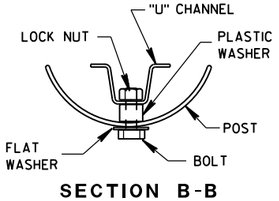
FRONT VIEW SIDE VIEW

ALTERNATE 3

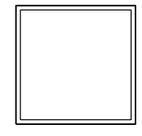
FLEXIBLE MARKER POSTS



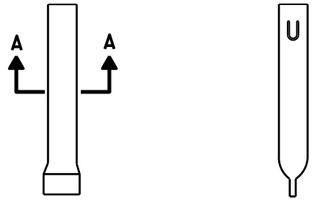
SECTION A-A



SECTION B-B

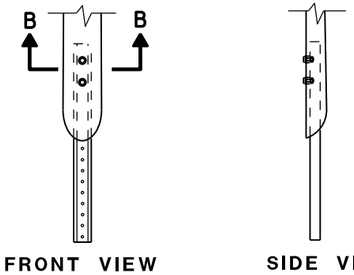


SECTION C-C



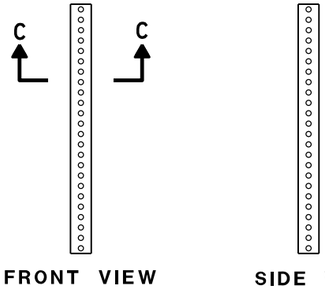
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

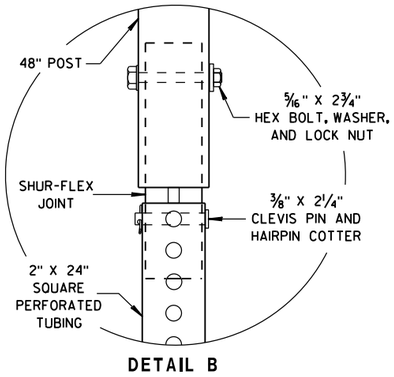
ALTERNATE 2



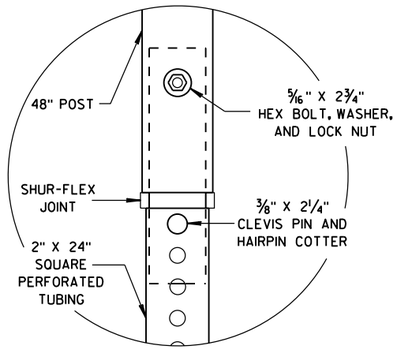
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

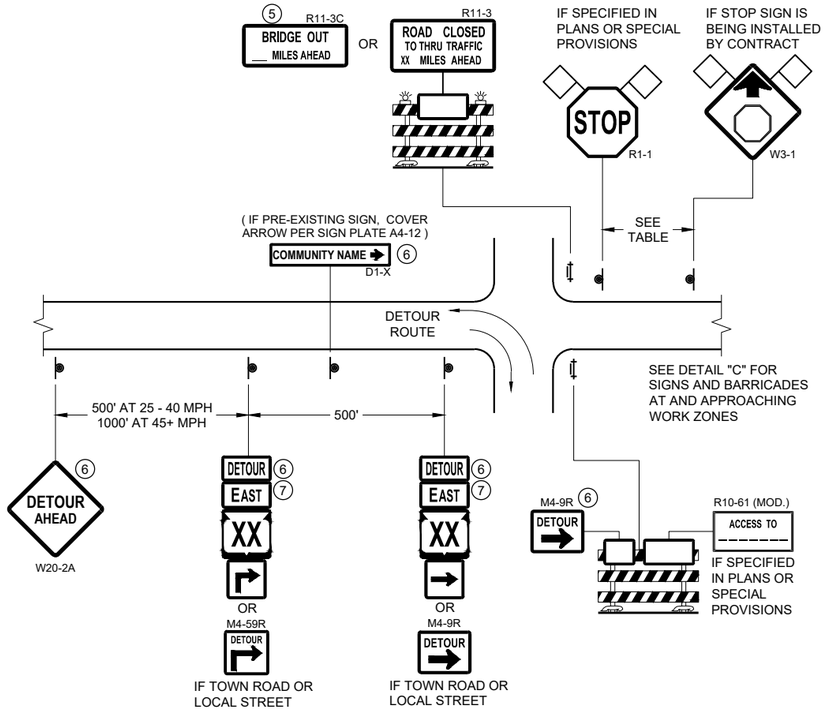
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

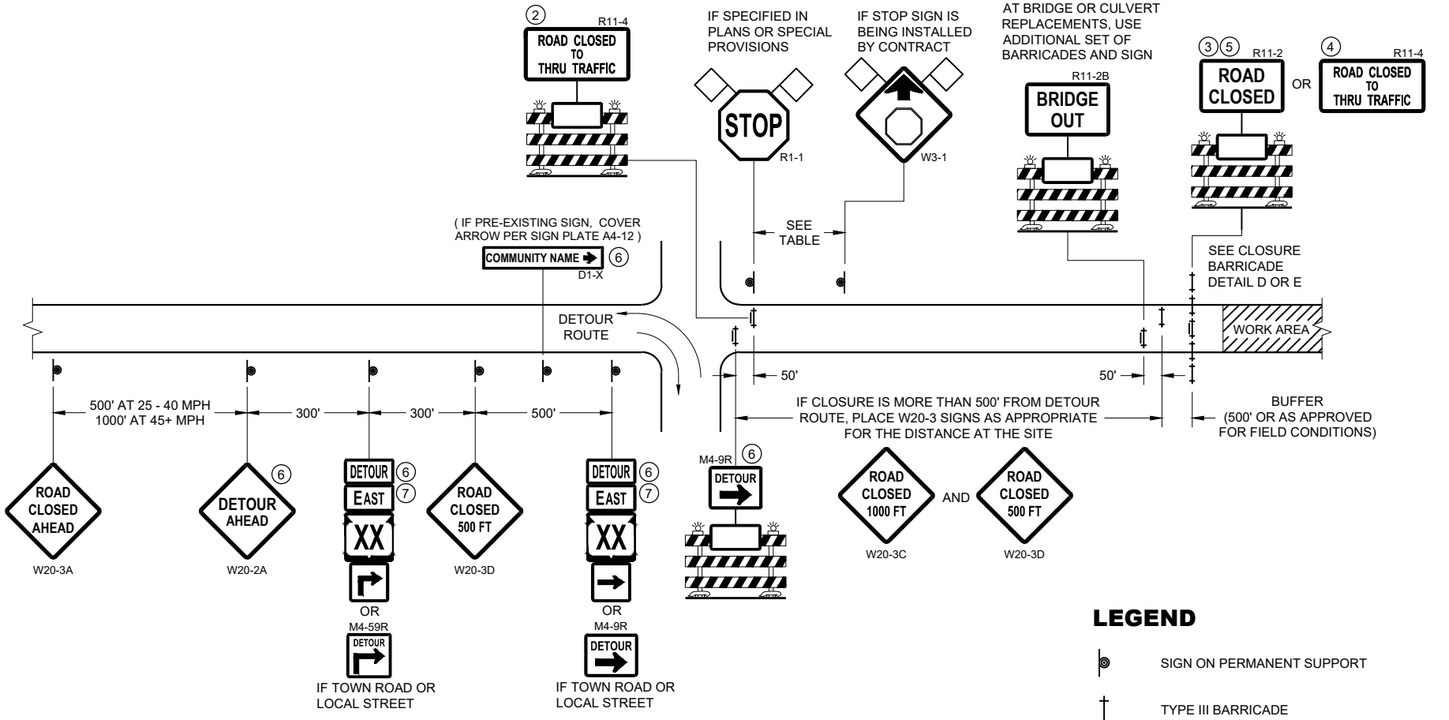
6

S.D.D. 15 A 3-2b



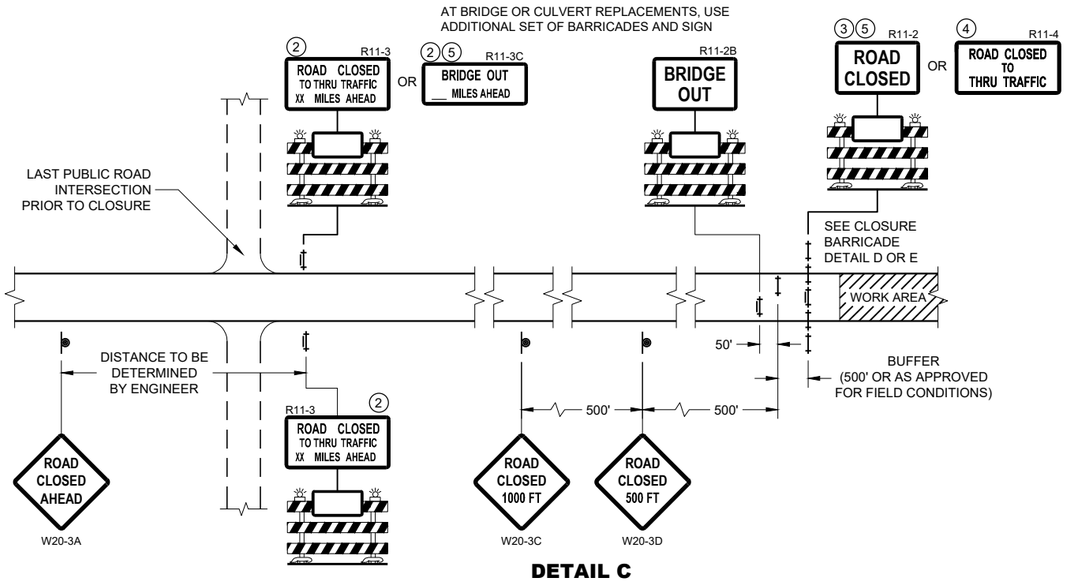
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

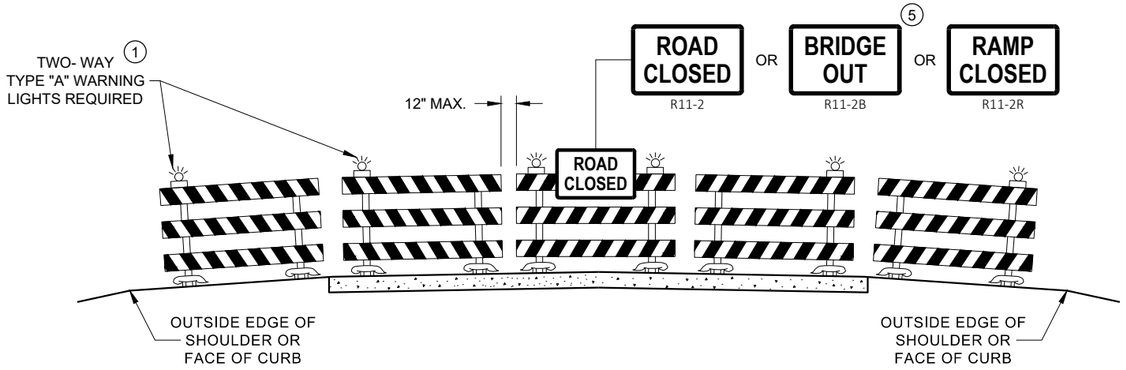
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

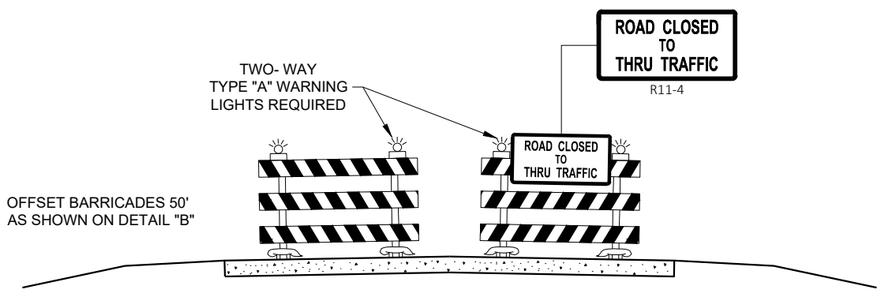
6

SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

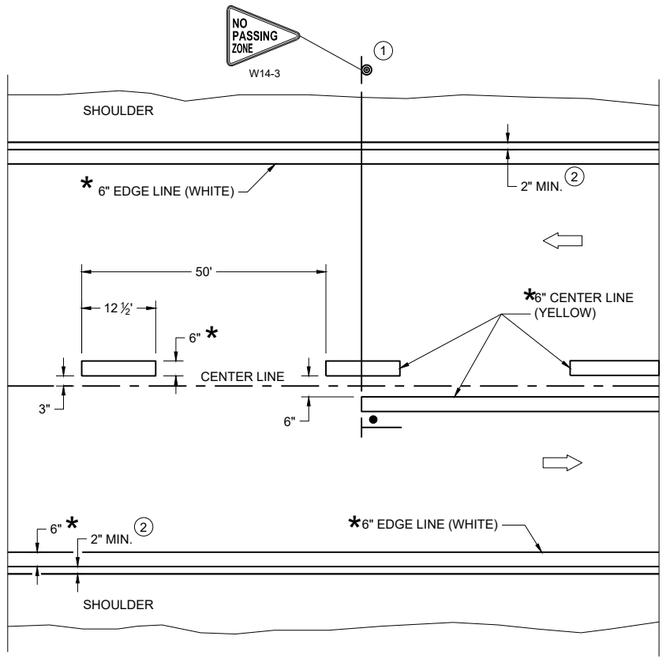
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

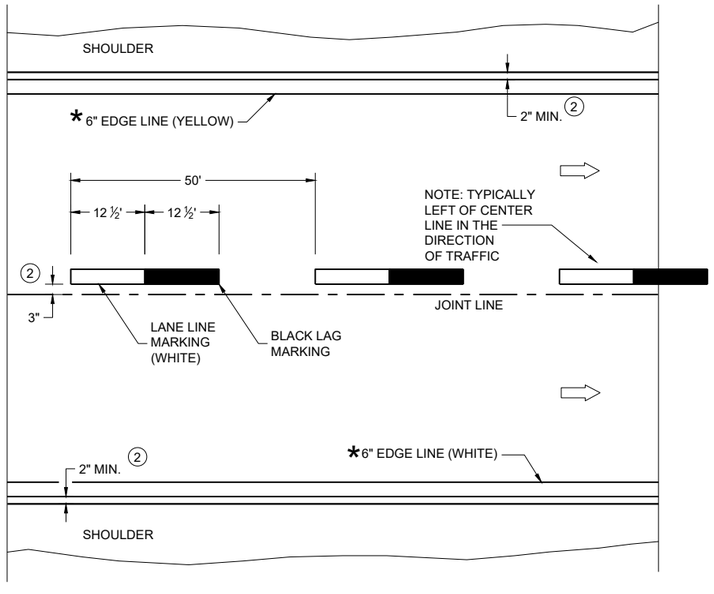
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

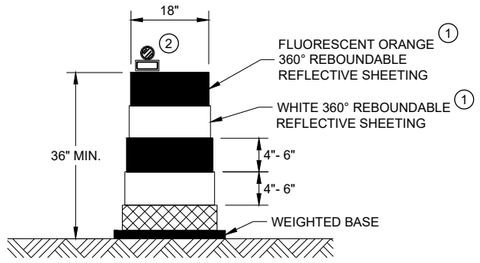
FHWA

SDD 15C08-24a

SDD 15C08-24a

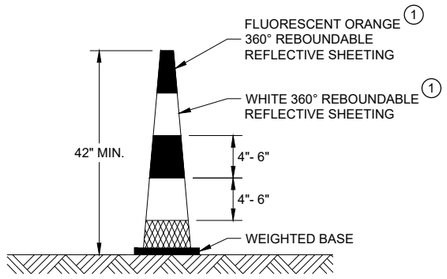
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

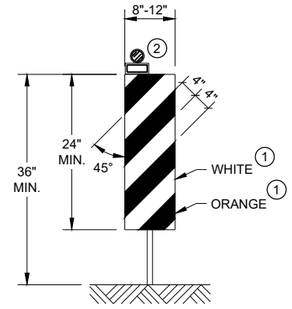
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

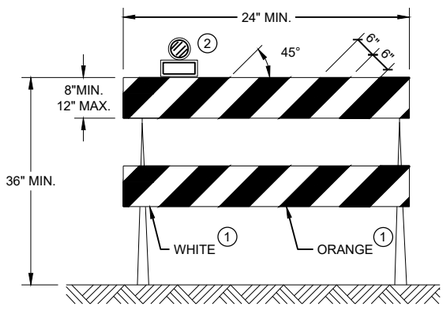
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



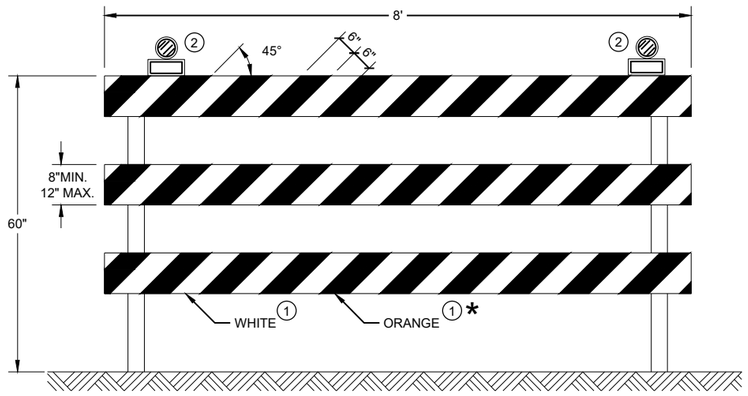
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 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
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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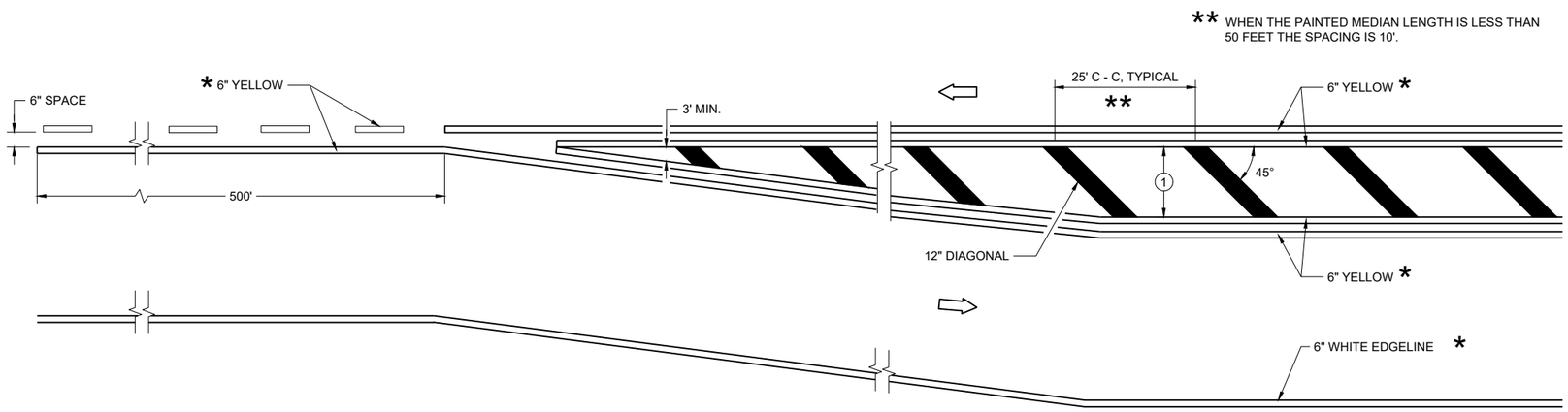
SDD 15C11 - 10b

6

SDD 15C11 - 10b



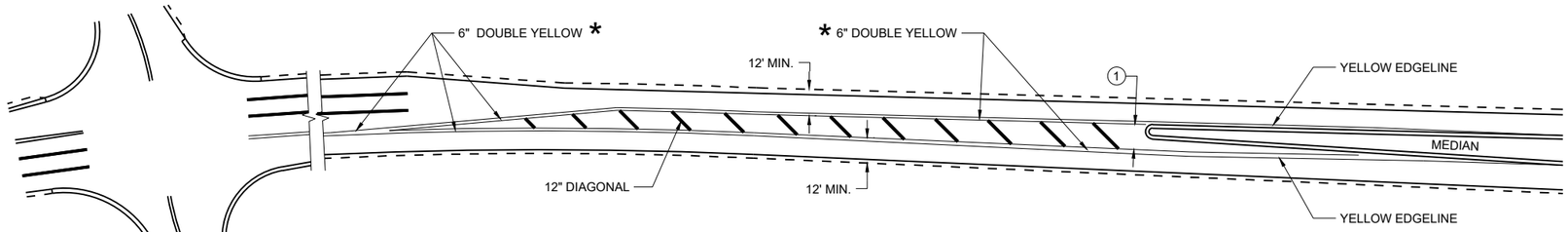
MEDIAN ISLAND DETAIL

GENERAL NOTES

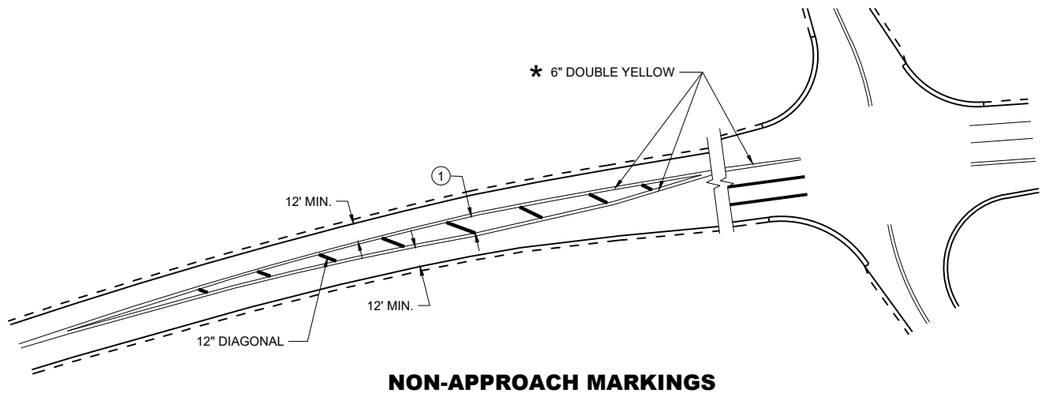
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

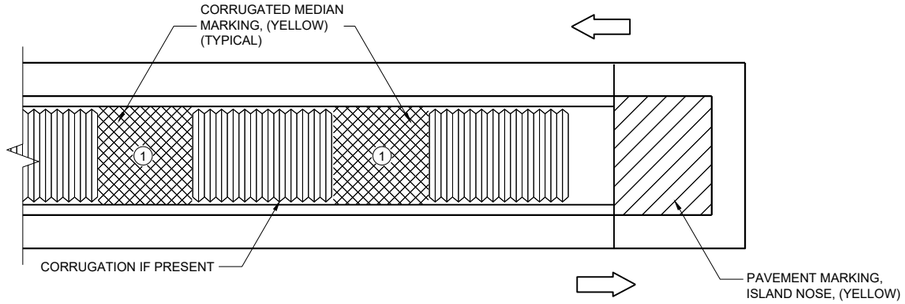
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

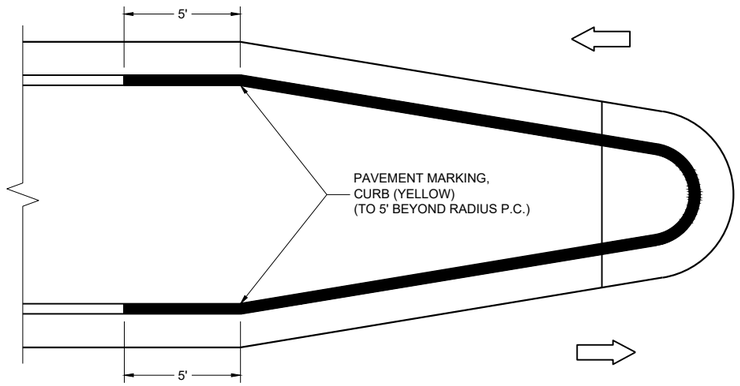
6

SDD 15C18-09a

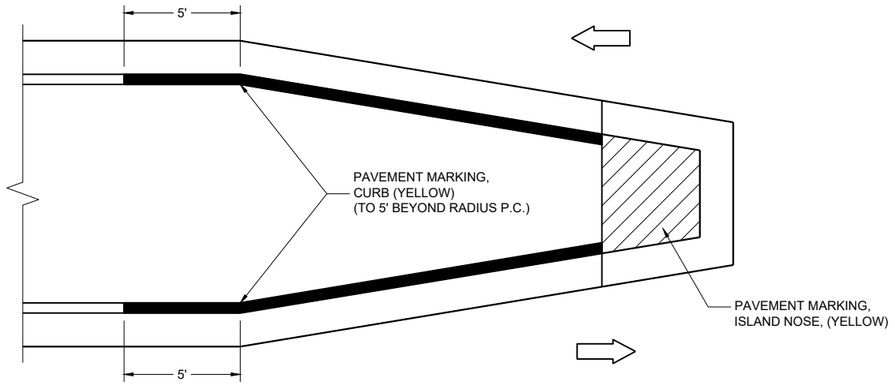
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

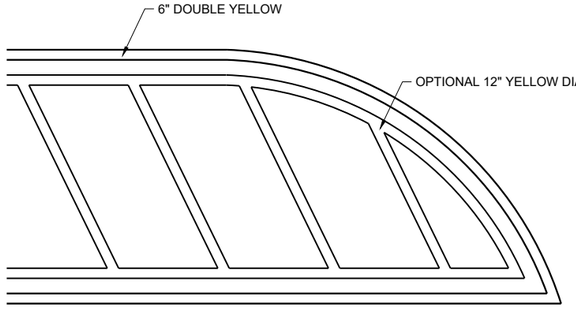
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

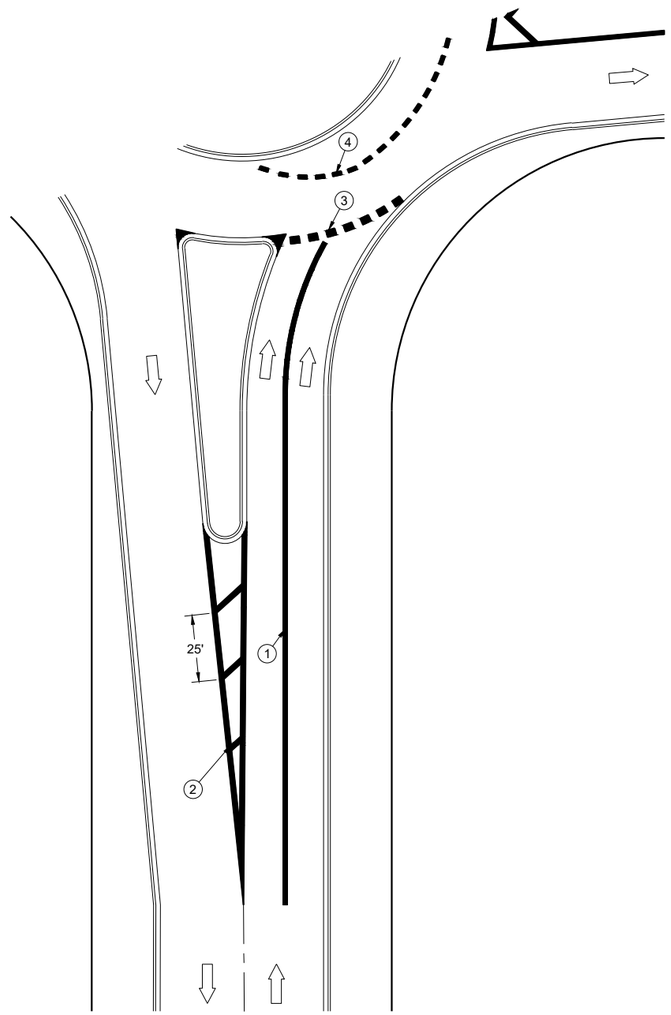
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C18-09b

LEGEND

- (1) 10" WHITE
- (2) 12" DIAGONALS AT 25' SPACING. (CAN BE OMITTED IF LESS THAN 6')
- (3) 18" WHITE, 2' LINE, 2' GAP
- (4) 6" LINE (6 FT LINE, 3'GAP)
- DIRECTION OF TRAFFIC
- CURB AND GUTTER
- RIGHT OF WAY



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SDD 15C22-01

DOTTED EXTENSION FOR ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Matthew Rauch
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

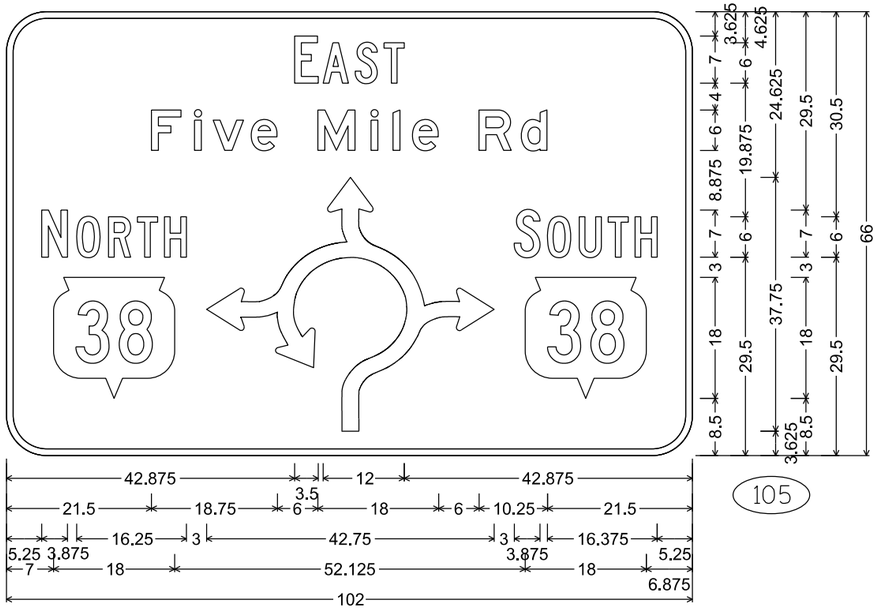
FHWA

6

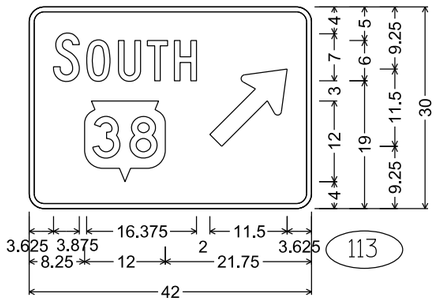
SDD 15C22-01

NOTES

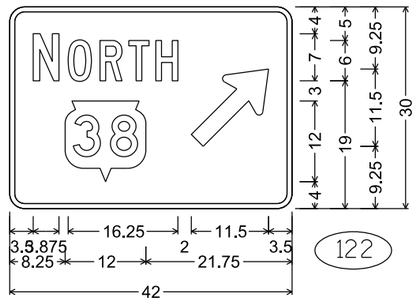
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E or except as noted



D1-62; 6.000" Radius, 1.000" Border,
"EAST", C; "NORTH", C; "SOUTH", C

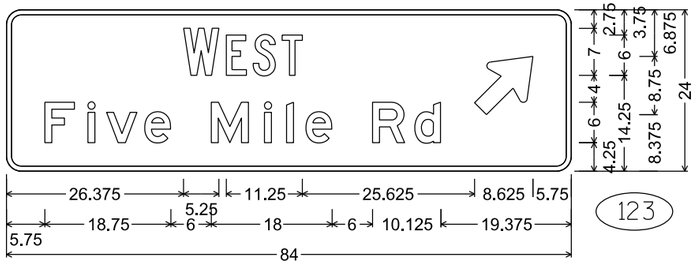


D1-67; 2.250" Radius, 0.750" Border,
"SOUTH", C

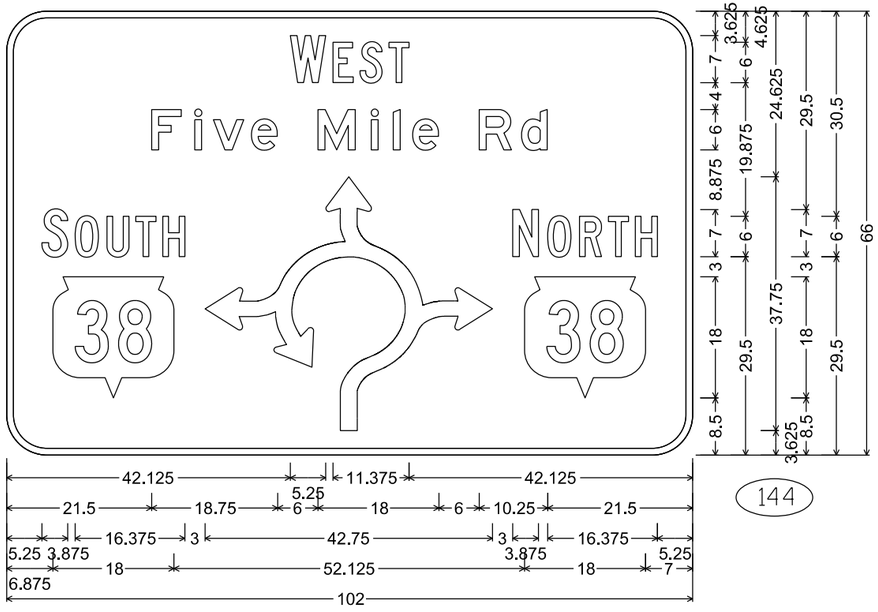


D1-67; 2.250" Radius, 0.750" Border,
"NORTH", C

D1-2; 2.250" Radius, 0.750" Border,
"EAST", C



D1-2; 2.250" Radius, 0.750" Border,
"WEST", C

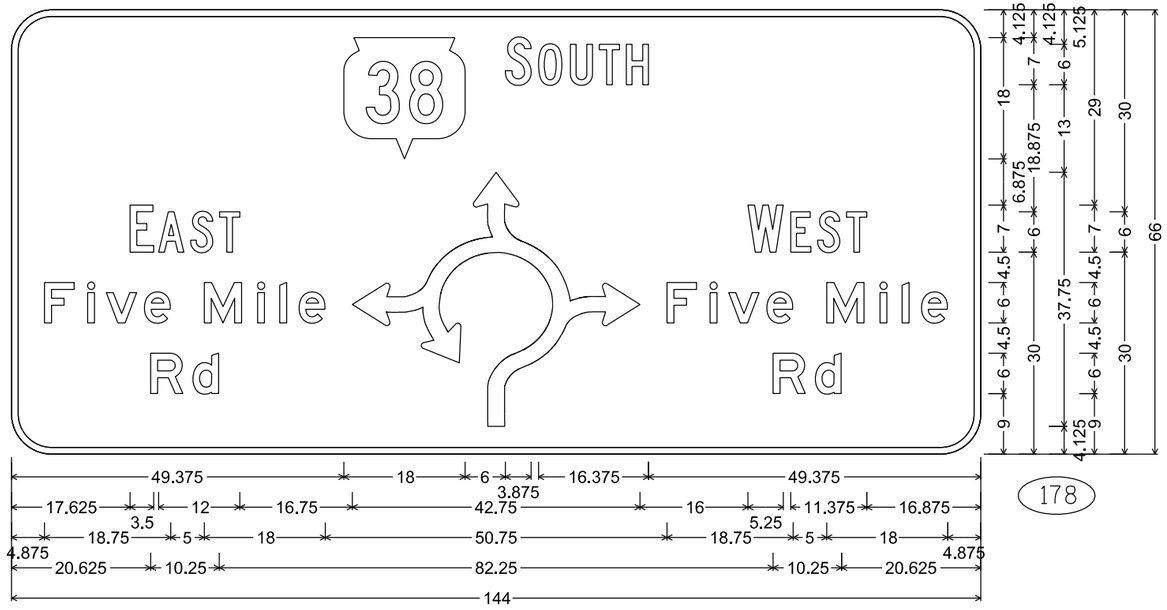


D1-62; 6.000" Radius, 1.000" Border,
"WEST", C; "SOUTH", C; "NORTH", C

7

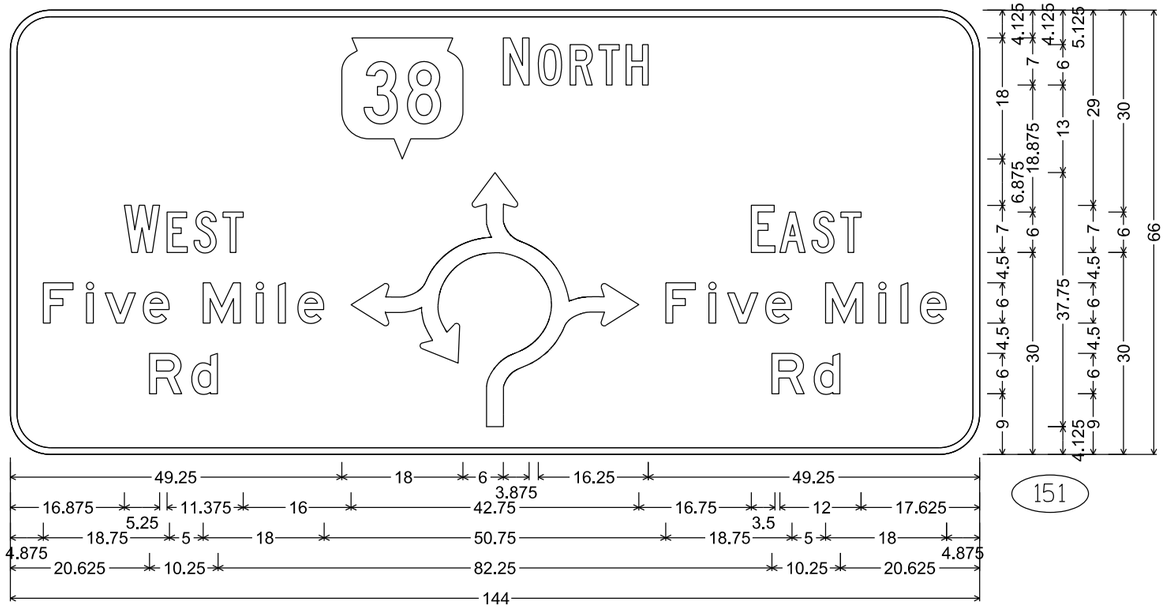
7

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 192	E



178

D1-62; 6.000" Radius, 1.000" Border,
"SOUTH", C; "EAST", C; "WEST", C



151

D1-62; 6.000" Radius, 1.000" Border,
"NORTH", C; "WEST", C; "EAST", C

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E or except as noted

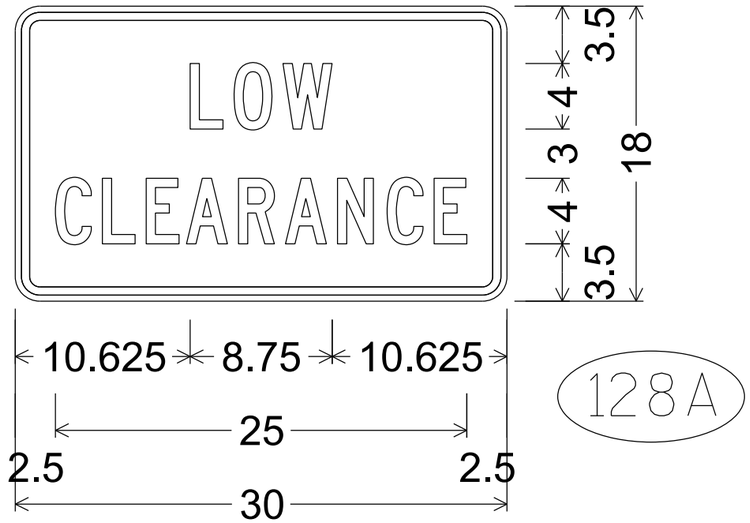
7

7

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 193	E

NOTES

1. Signs are Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



128A

1.500" Radius, 0.500" Border, 0.375" Indent

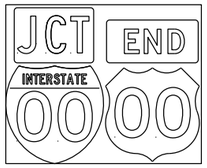
7

7

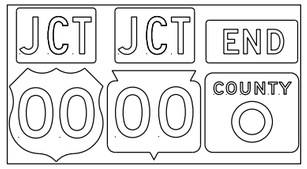
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 194	E

TYPICAL ASSEMBLIES

J1-1



J1-2

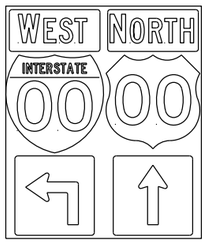


J1-3

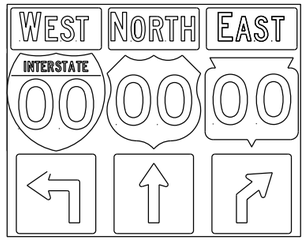
JR1-1

JV
(Typical Vertical J-Assembly
See Note 10 and 11)

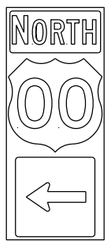
J2-1



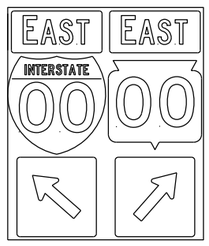
J2-2



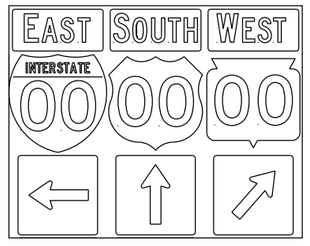
J2-3



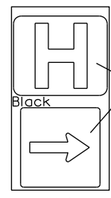
J3-1



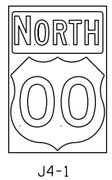
J3-2



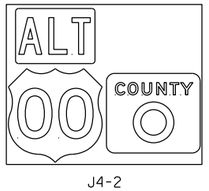
J3-3



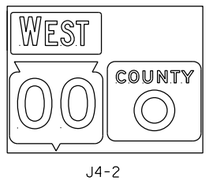
JH-1



J4-1

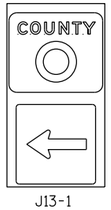


J4-2



J4-2

J12-1



J13-1

J32-1

J33-1

J22-1

J23-1

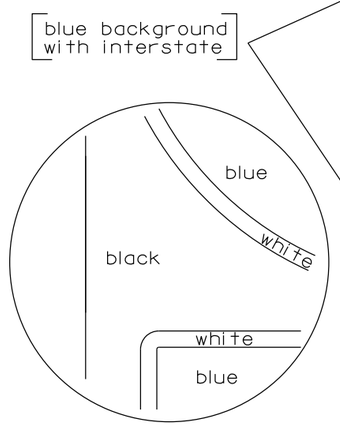
JR13-1

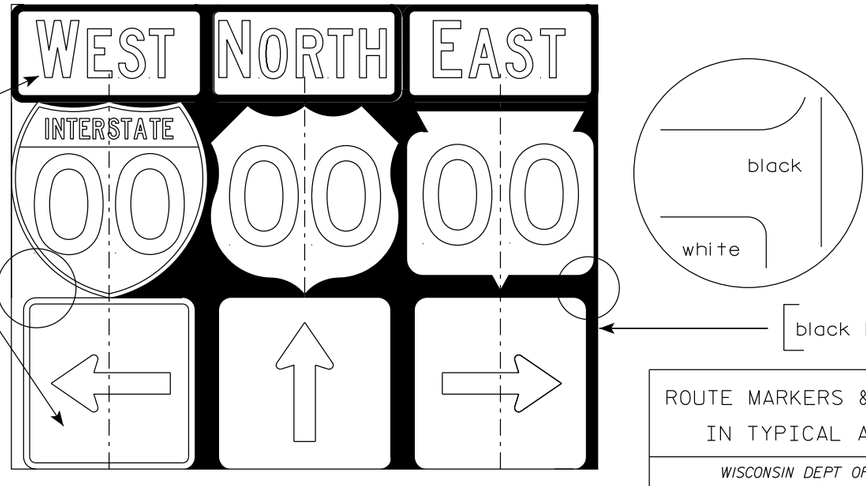
JR23-1

JR99-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.





ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

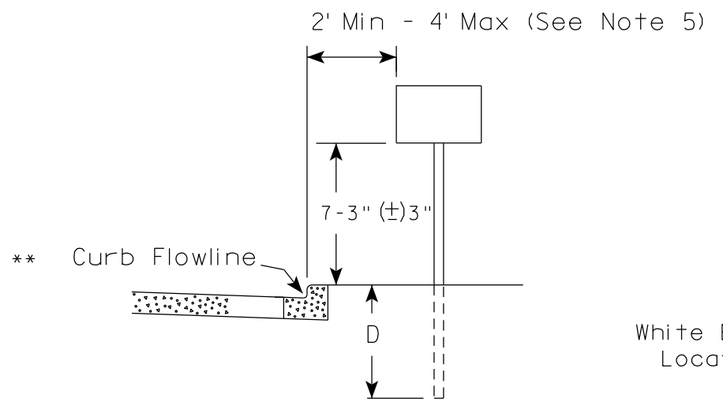
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

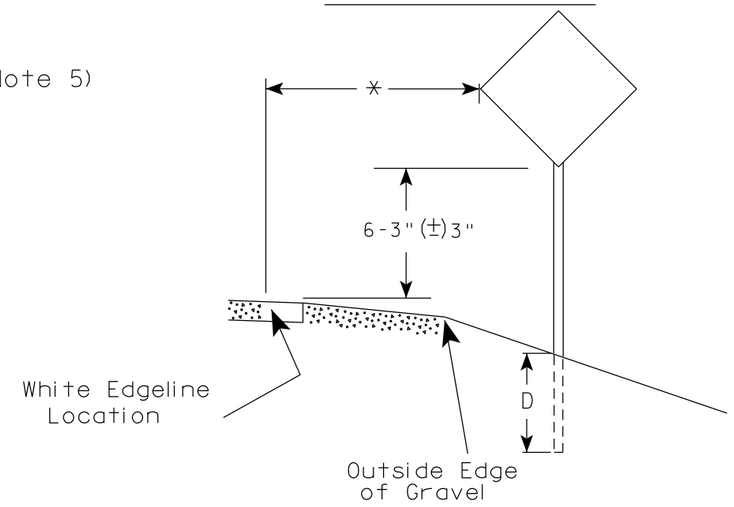
PROJECT NO:

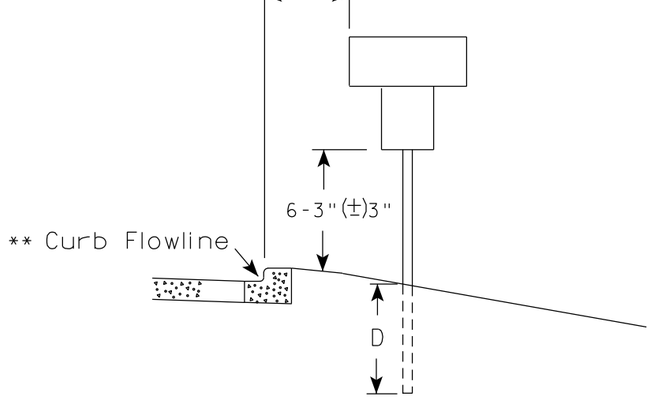
SHEET NO: 195 E

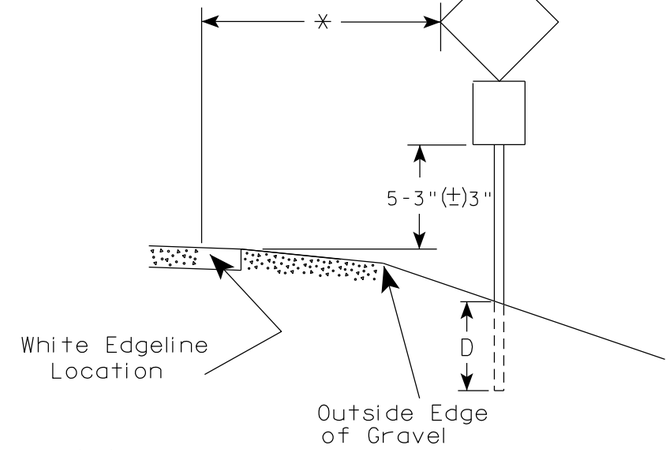
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

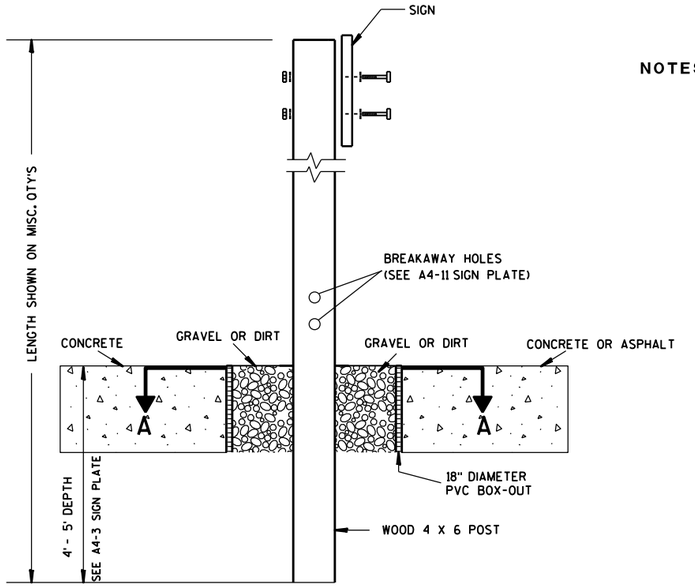
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

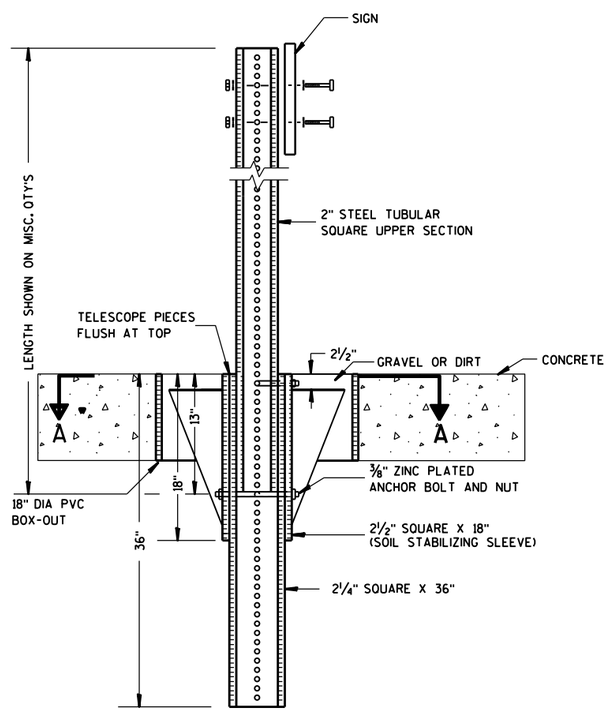
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E



ELEVATION VIEW

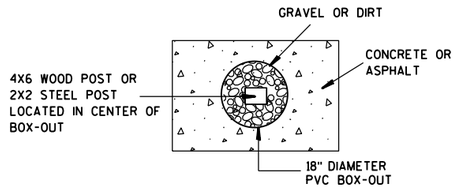
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

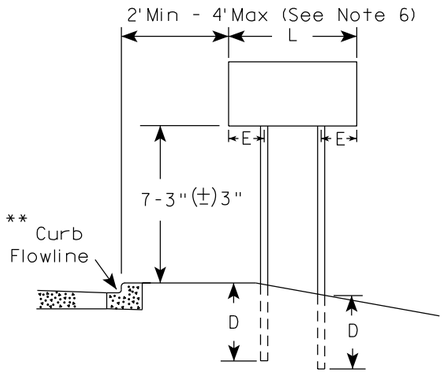
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

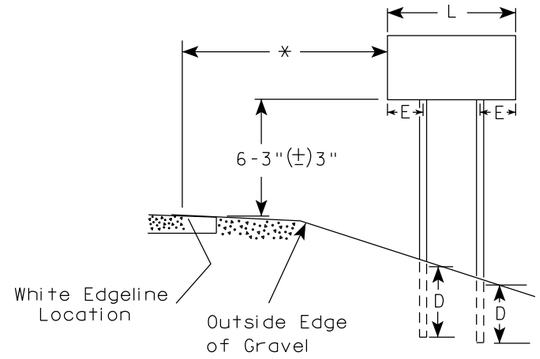
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

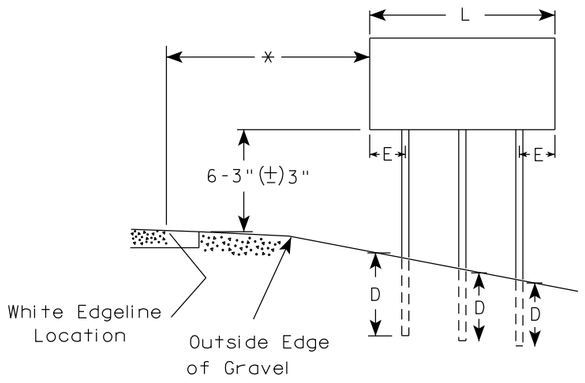
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

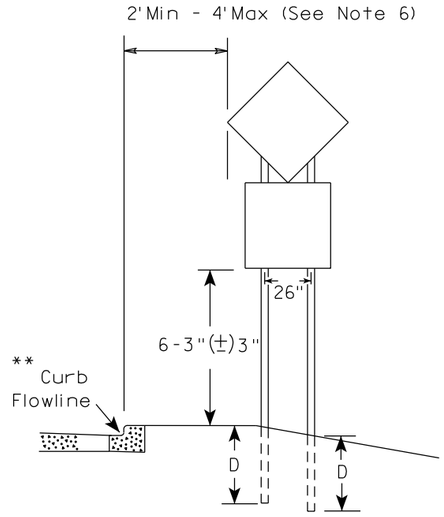
URBAN AREA



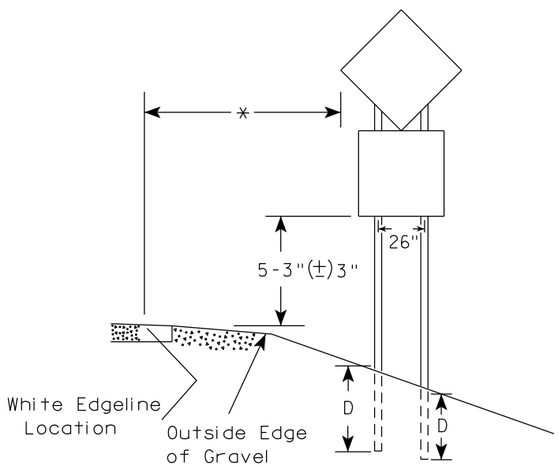
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

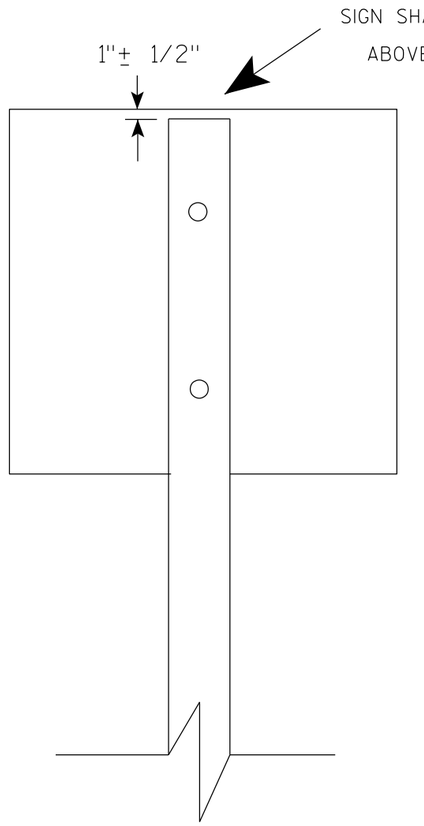
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

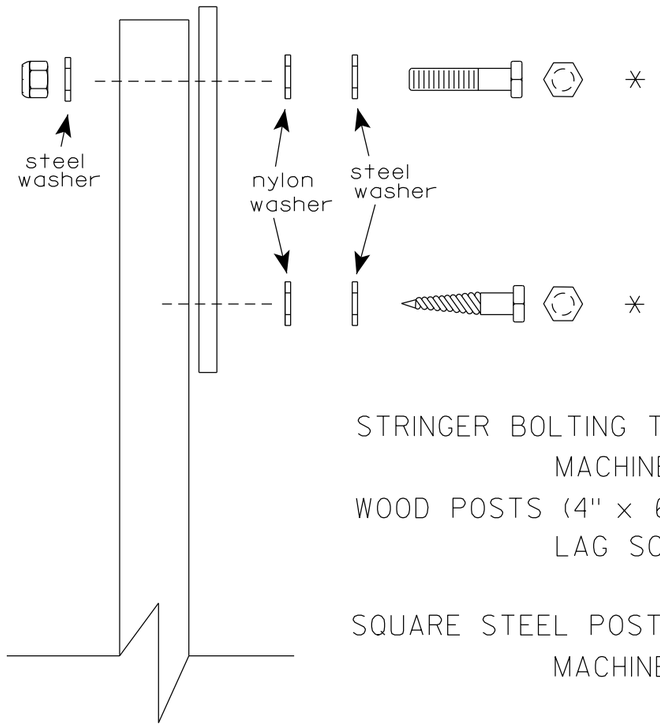
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	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

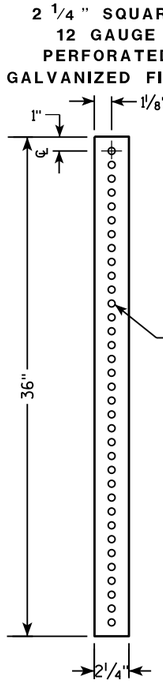
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

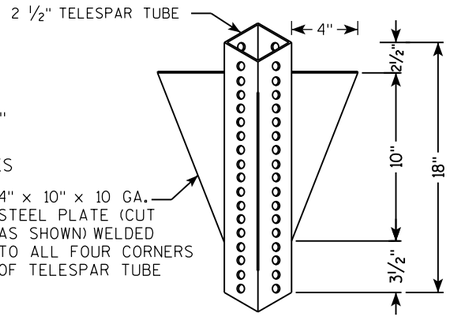
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

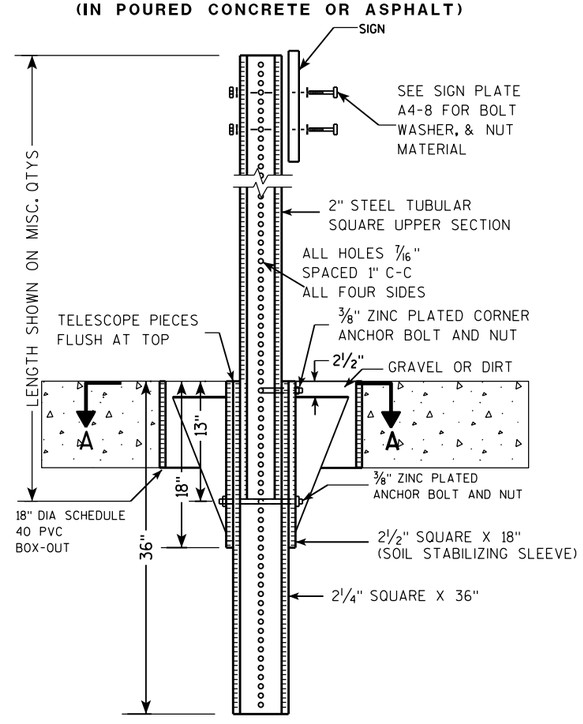
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



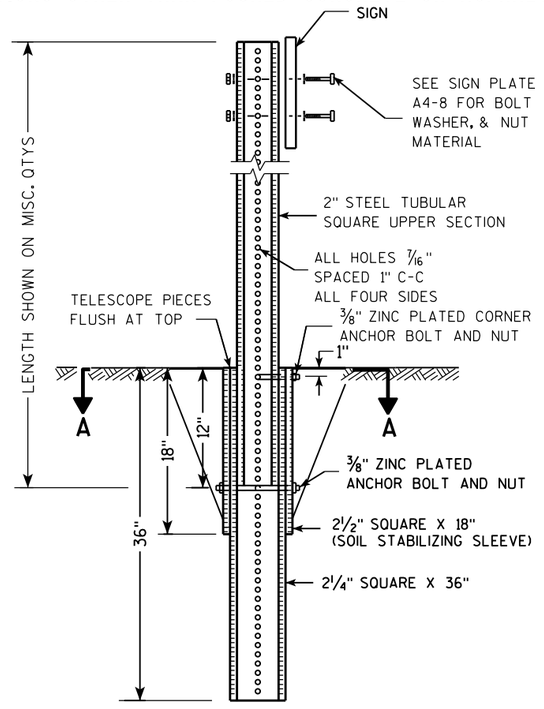
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

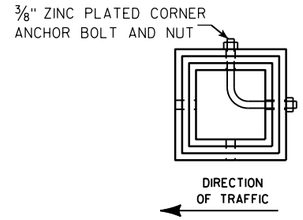


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

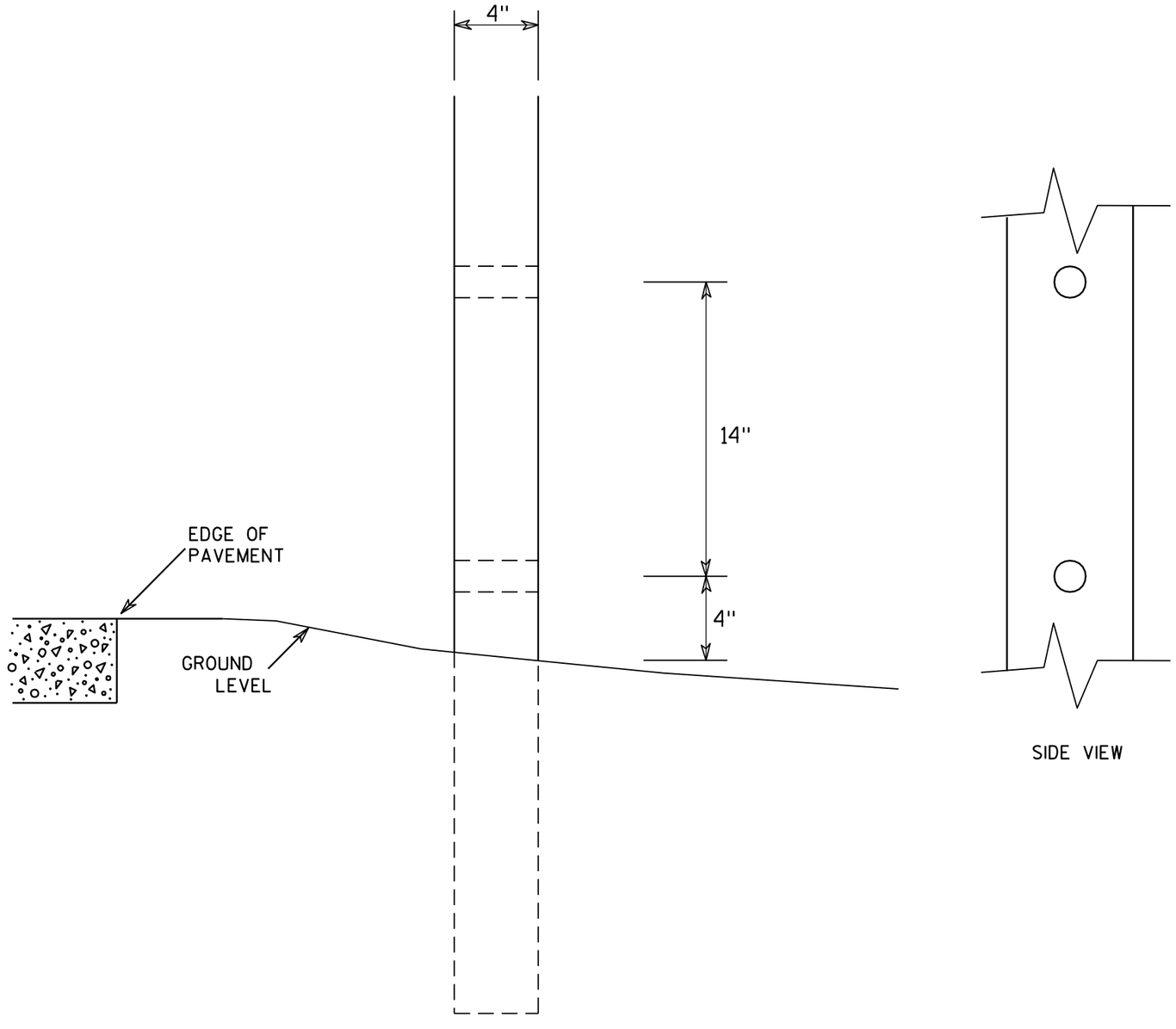
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 200 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

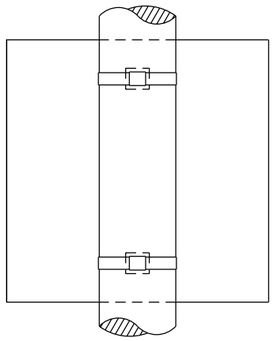
APPROVED Chester J Spang for State Traffic Engineer

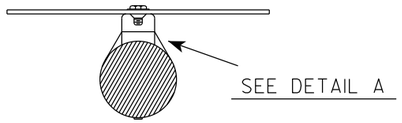
DATE 3/27/97 PLATE NO. A4-11.2

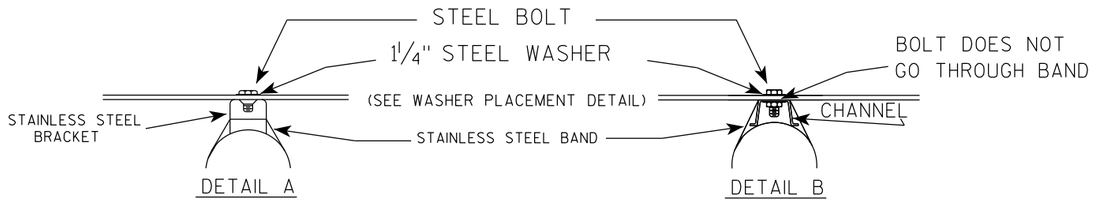
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E

BANDING

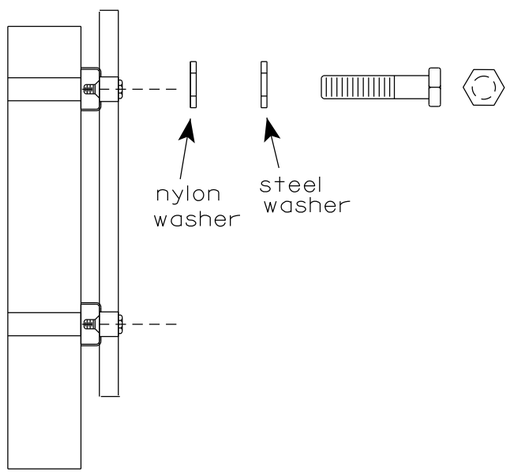
SINGLE SIGN







WASHER PLACEMENT

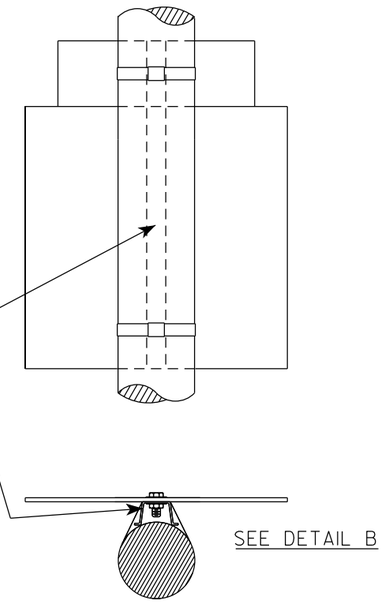


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

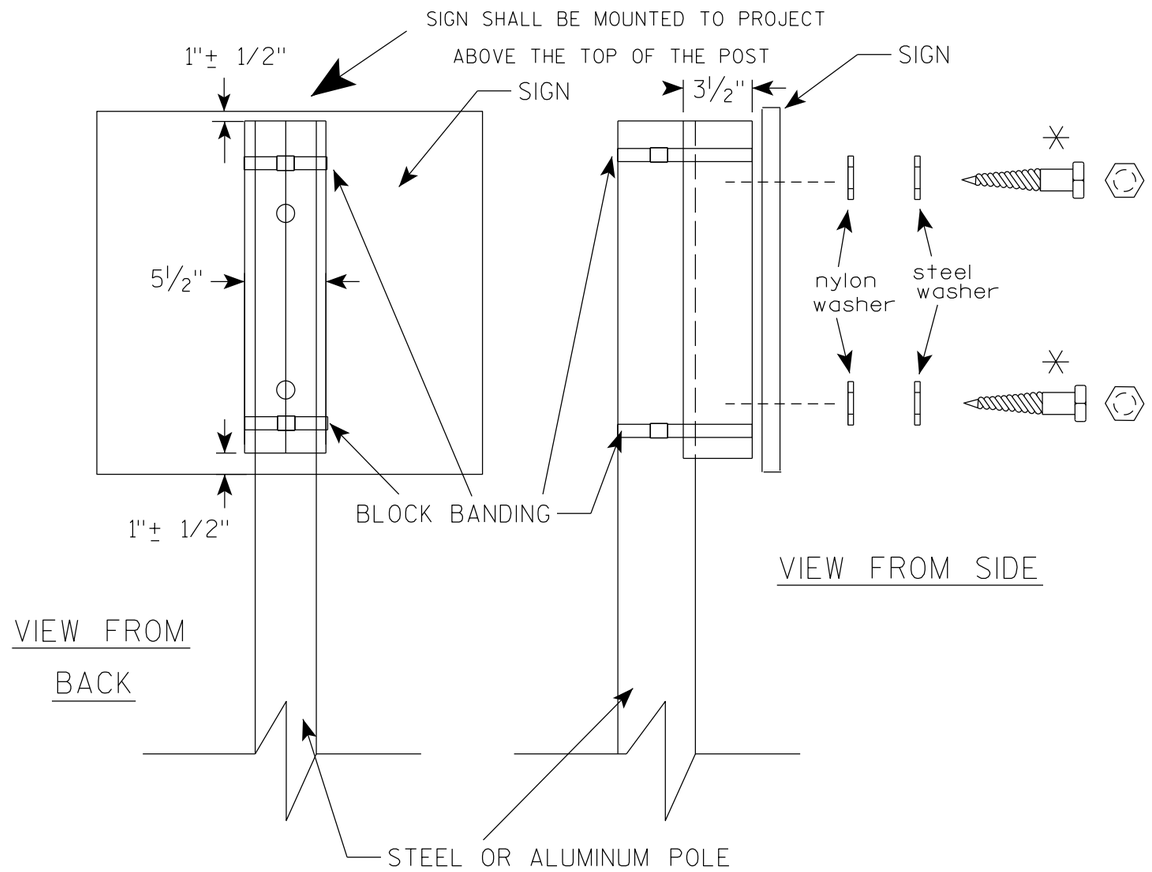
DATE 6/10/19 PLATE NO. A5-9.4

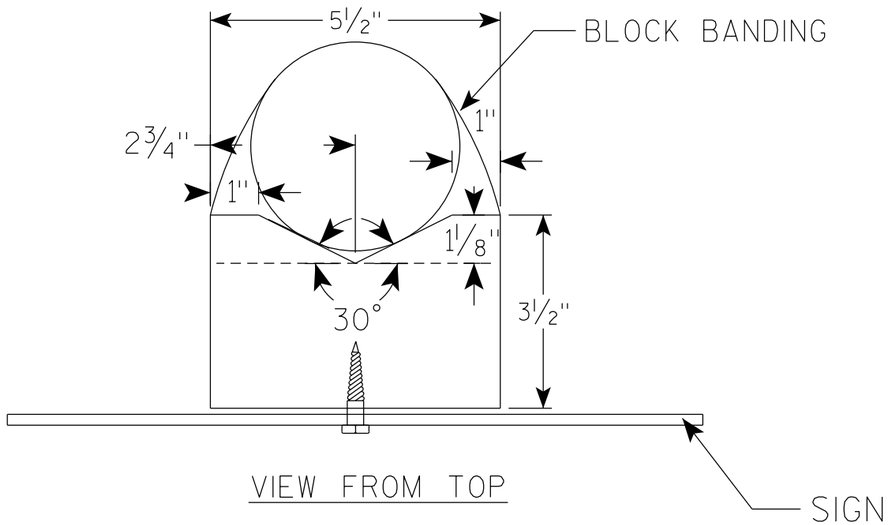
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	E

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)

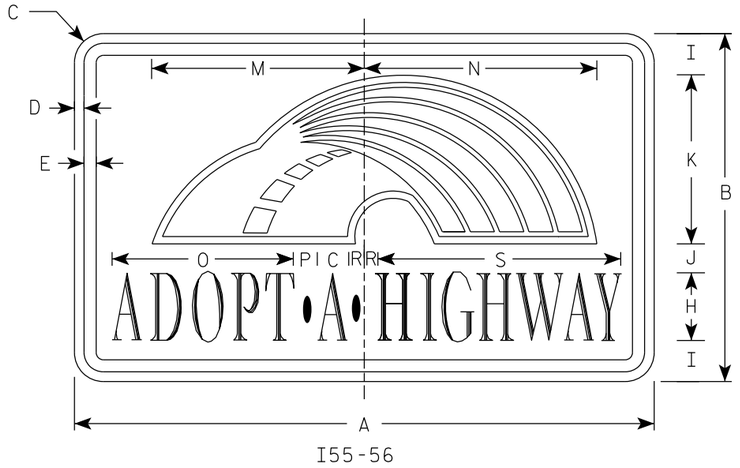
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

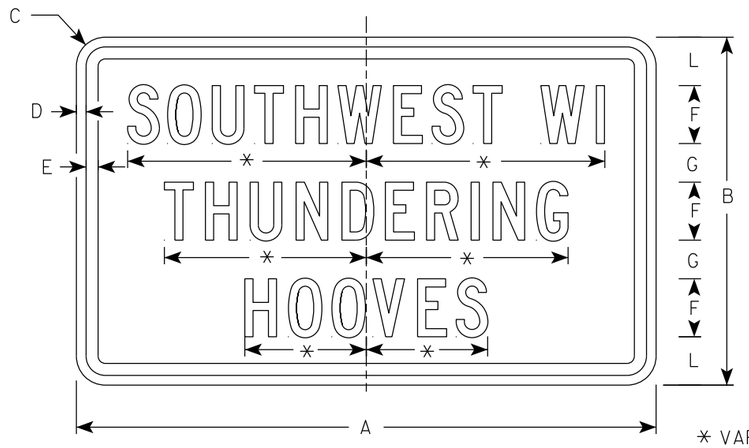
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 203 E



I55-56



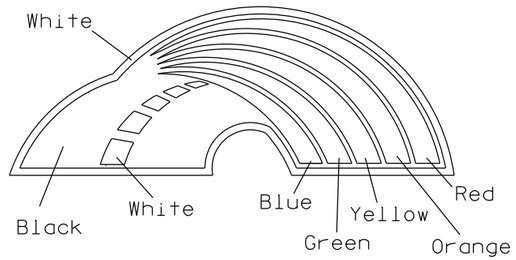
I55-56P

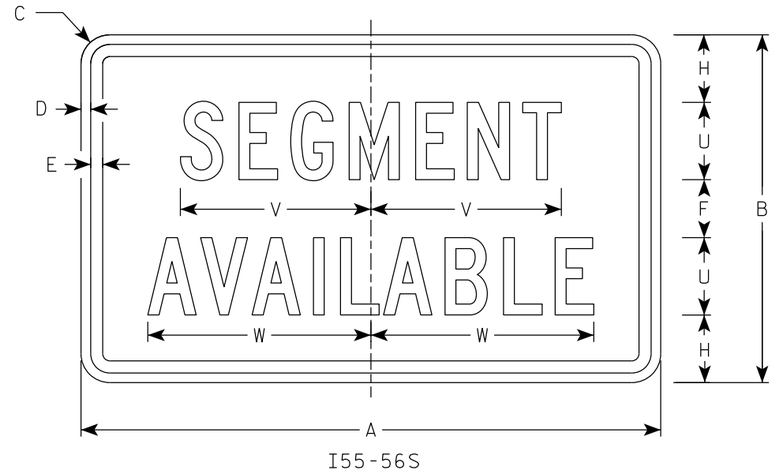
* VARIES

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Blue
   Message - White
   Rainbow detail - See Below
3. Message Series - Adopt a Highway - Dutch 8011L
   All other Text - Series C
4. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*





I55-56S

*1/4" Black Border between each color of rainbow and border of rainbow

*3/8" White Border surrounds the whole image of the rainbow

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	18	1 1/2	1/2	5/8	3	2	3 1/2	2 1/4	1 1/2	8 1/2	2 1/2	11	12	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

STANDARD SIGN
I55-56

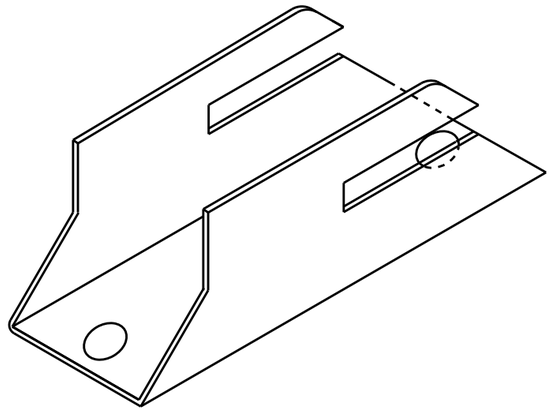
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/2025 PLATE NO. 155-56.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 204 | E

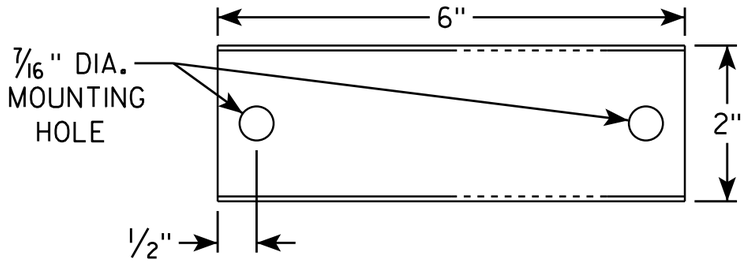
ISOMETRIC VIEW



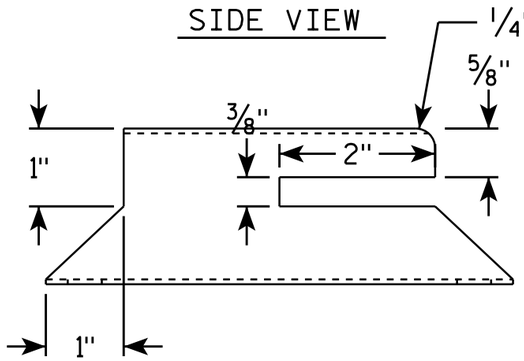
NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

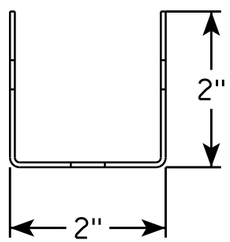
TOP VIEW



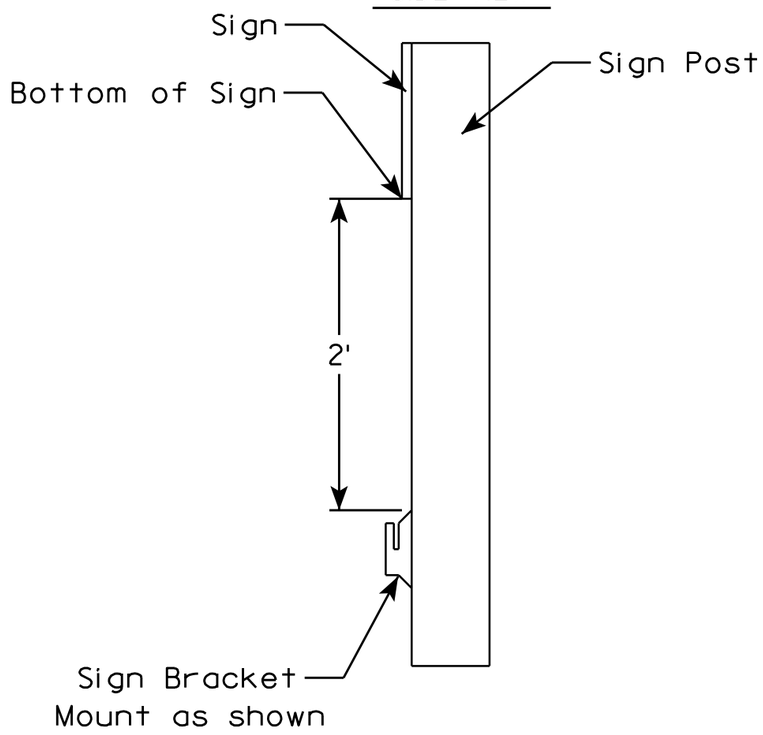
SIDE VIEW



END VIEW



SIDE VIEW



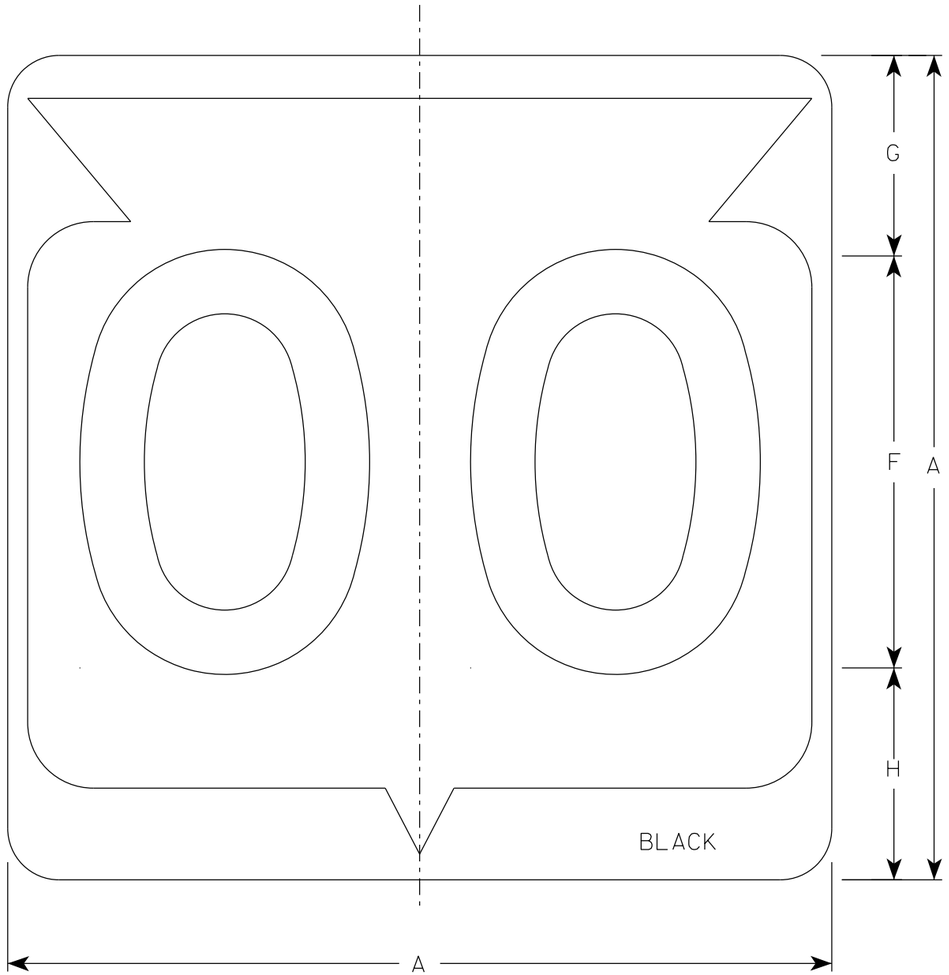
ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/16 PLATE I55-56B.2

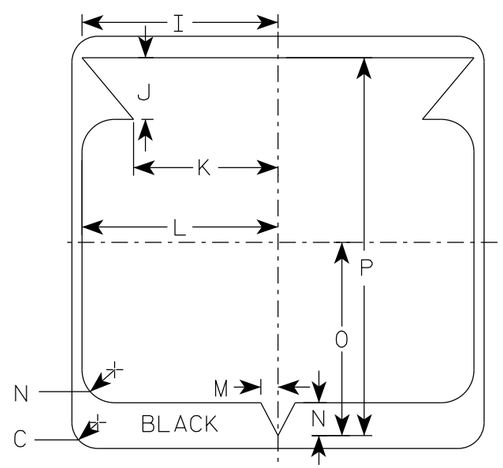
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

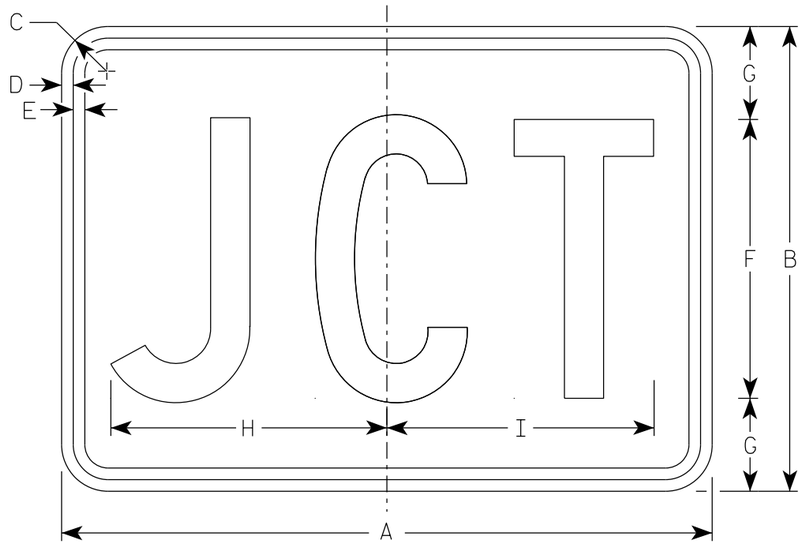
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

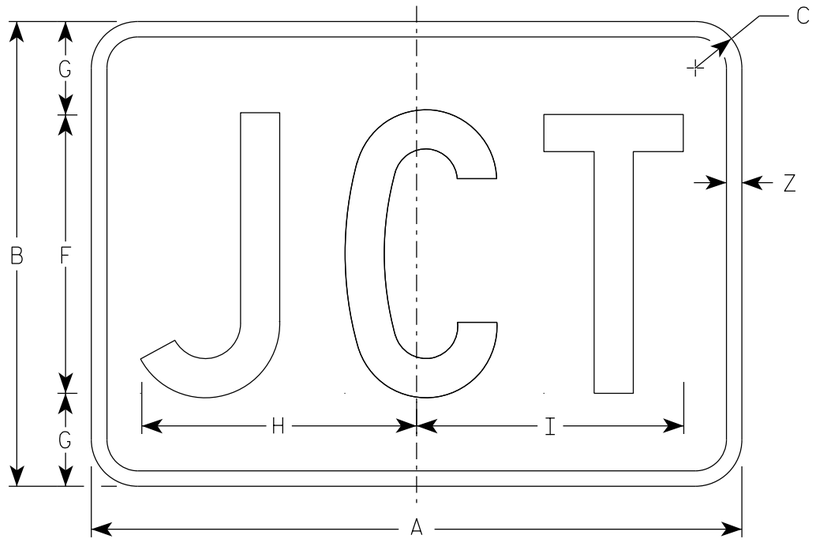
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

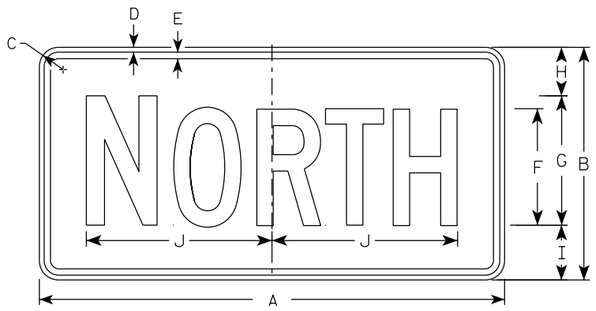
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

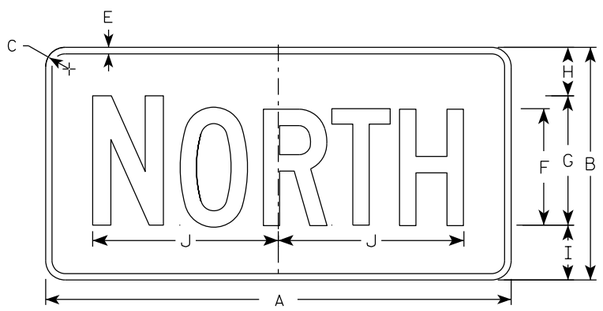
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

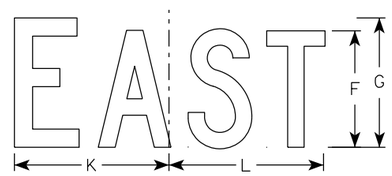
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E



M3-1
MM3-1
MP3-1

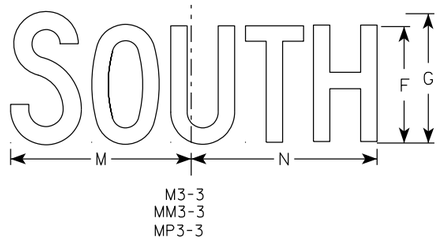


MB3-1
MK3-1
MN3-1

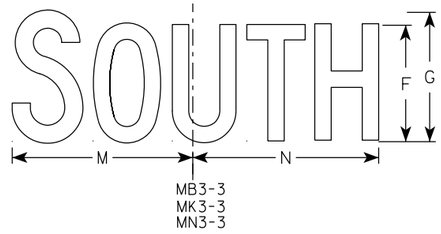


M3-2
MM3-2
MP3-2

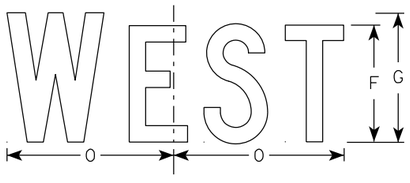
MB3-2
MK3-2
MN3-2



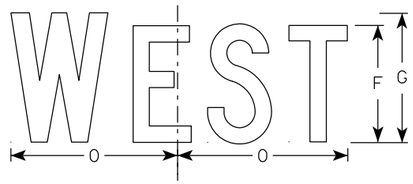
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

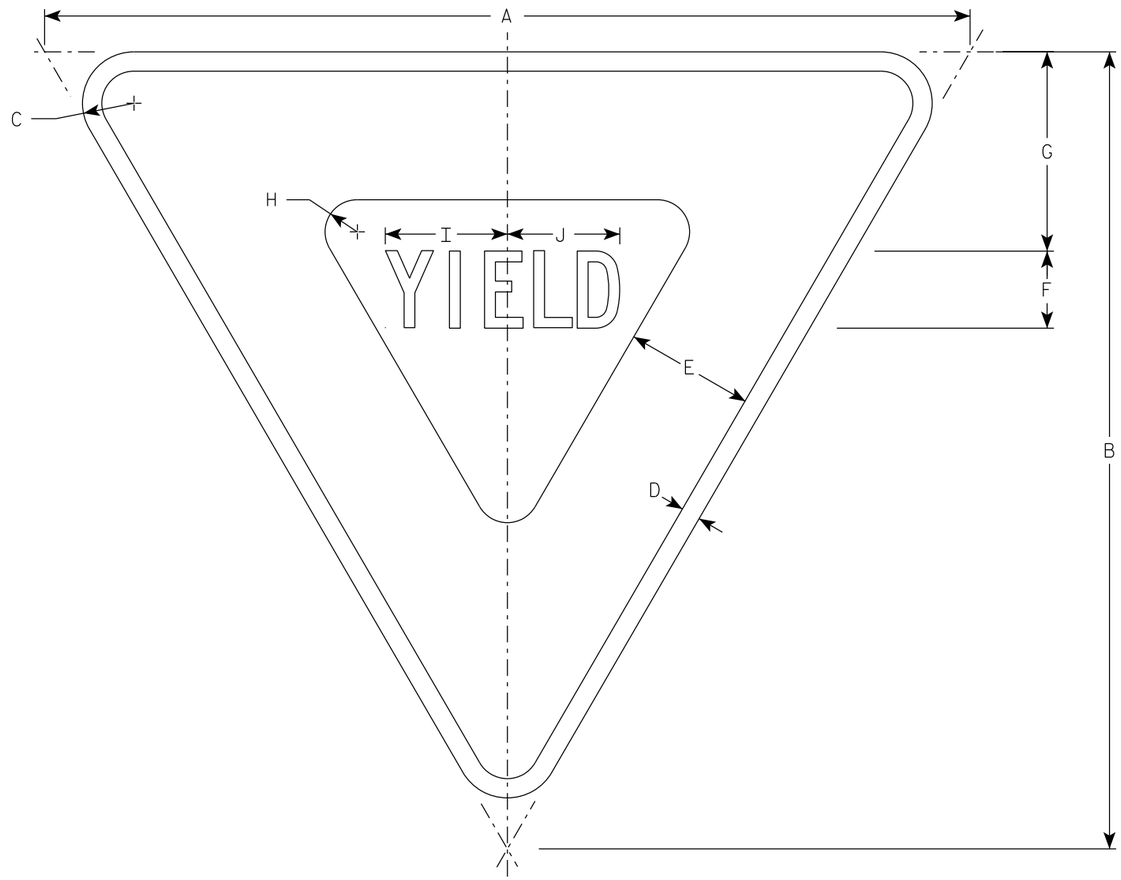
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E



R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. 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	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

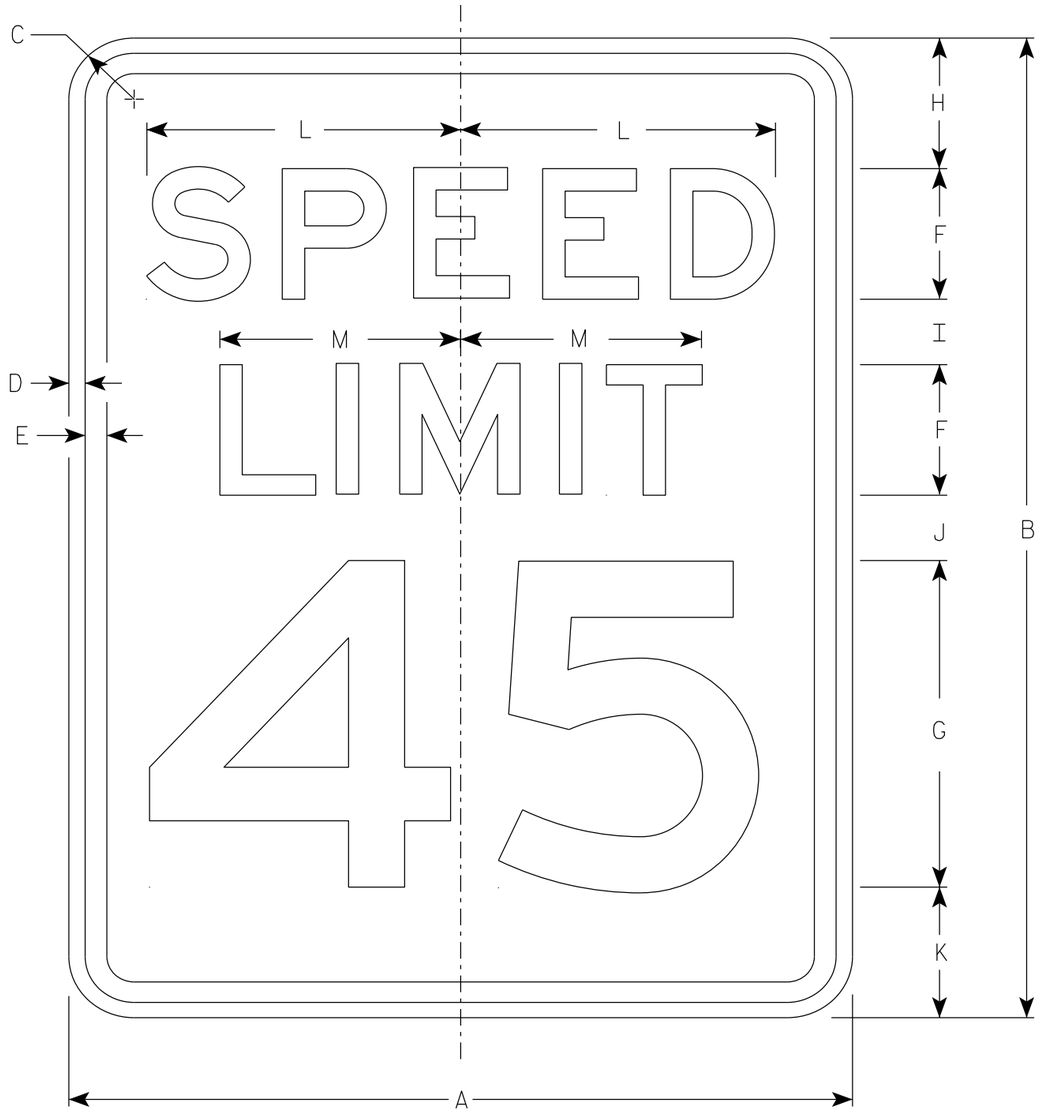
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

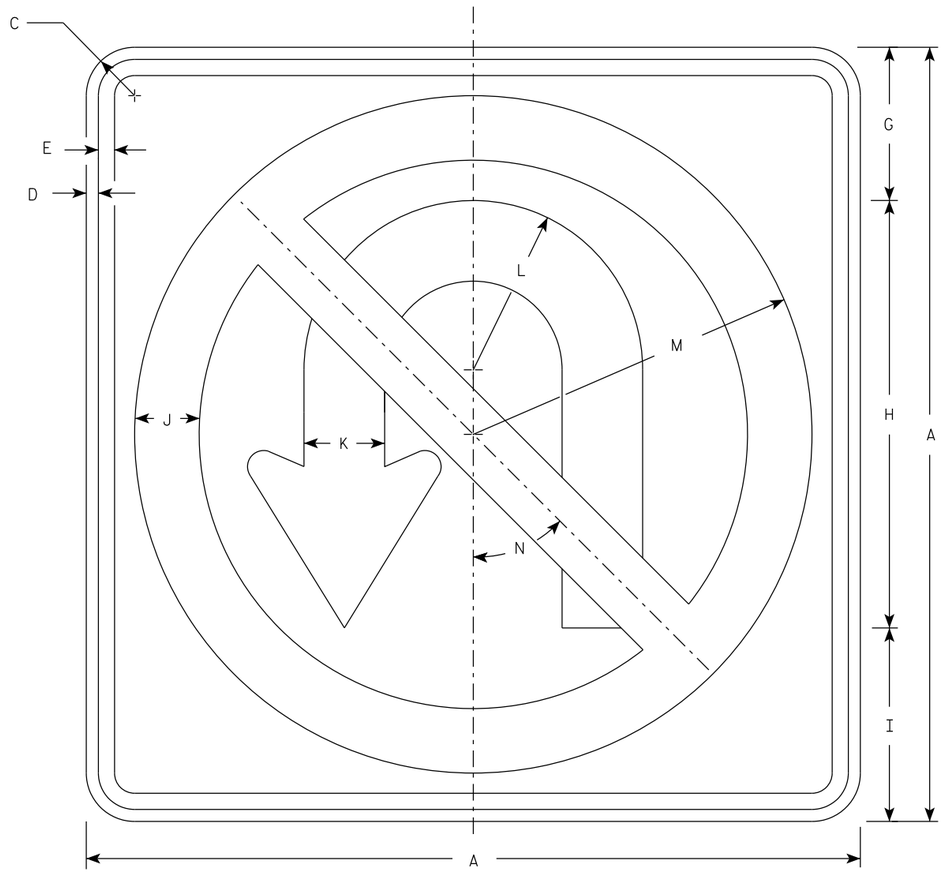
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

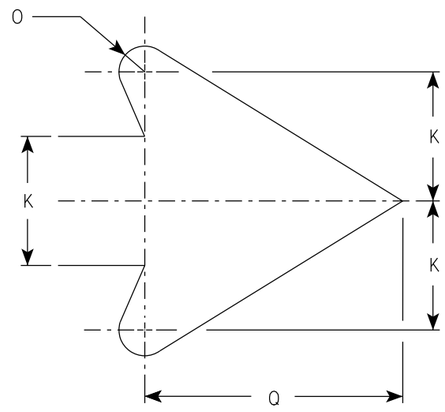
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

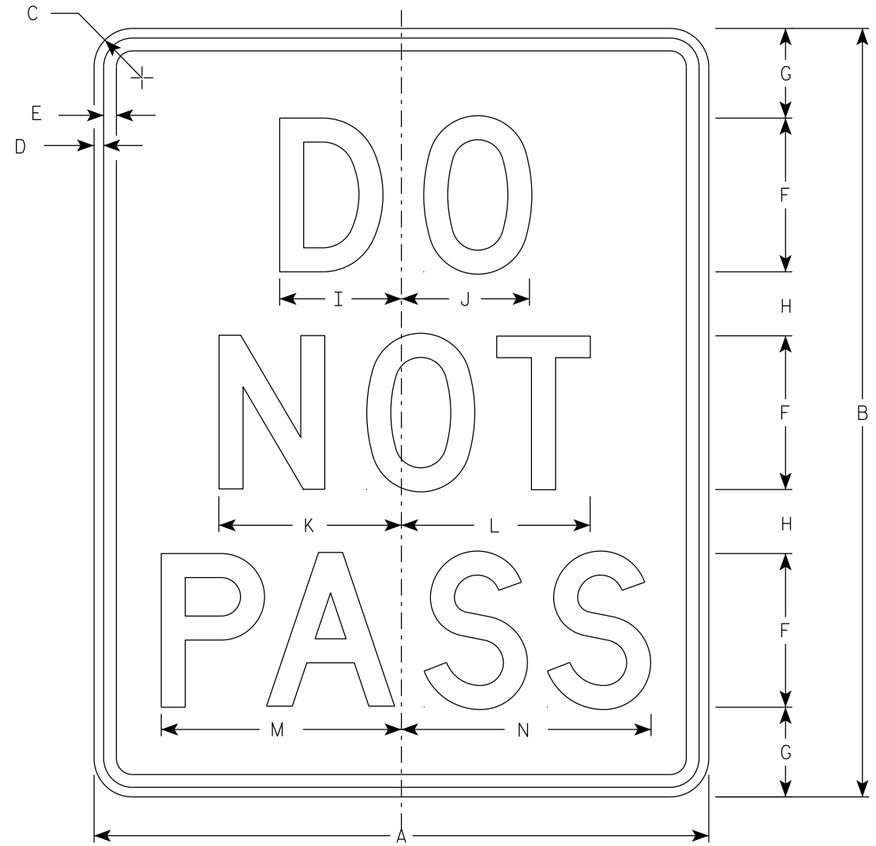
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-4.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 211	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R4-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
4	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	3	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

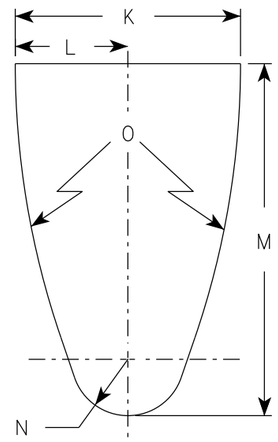
DATE 3/16/23 PLATE NO. R4-1.8

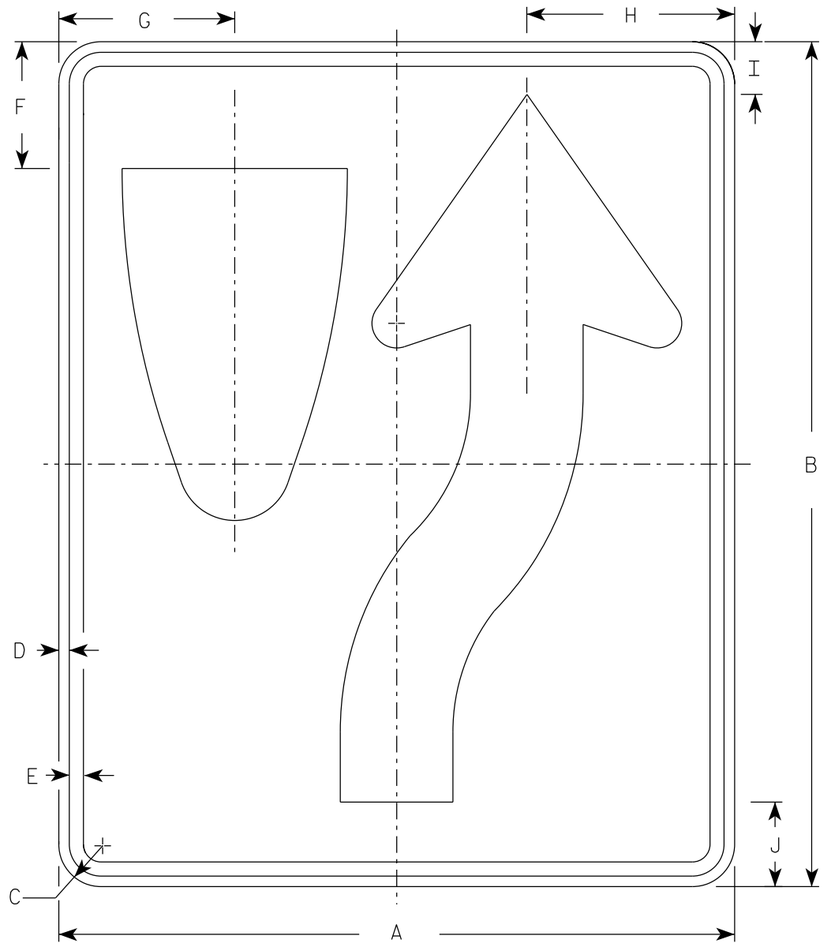
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

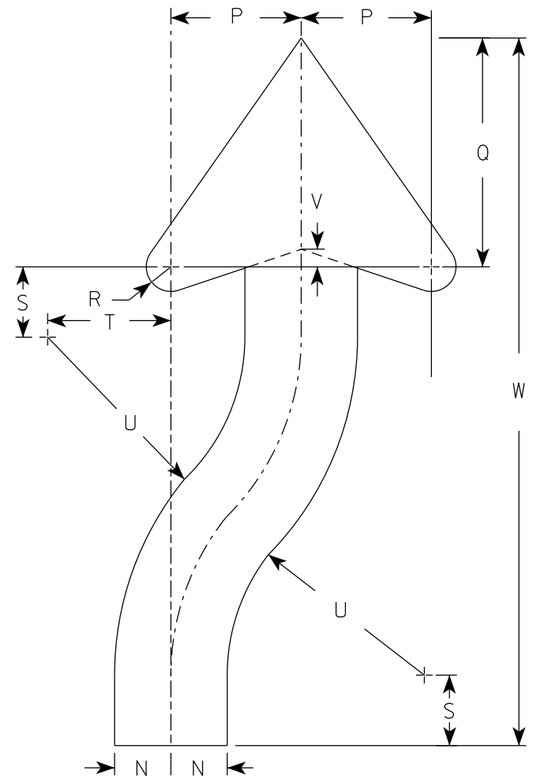
DIVIDER DETAIL





R4-7

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

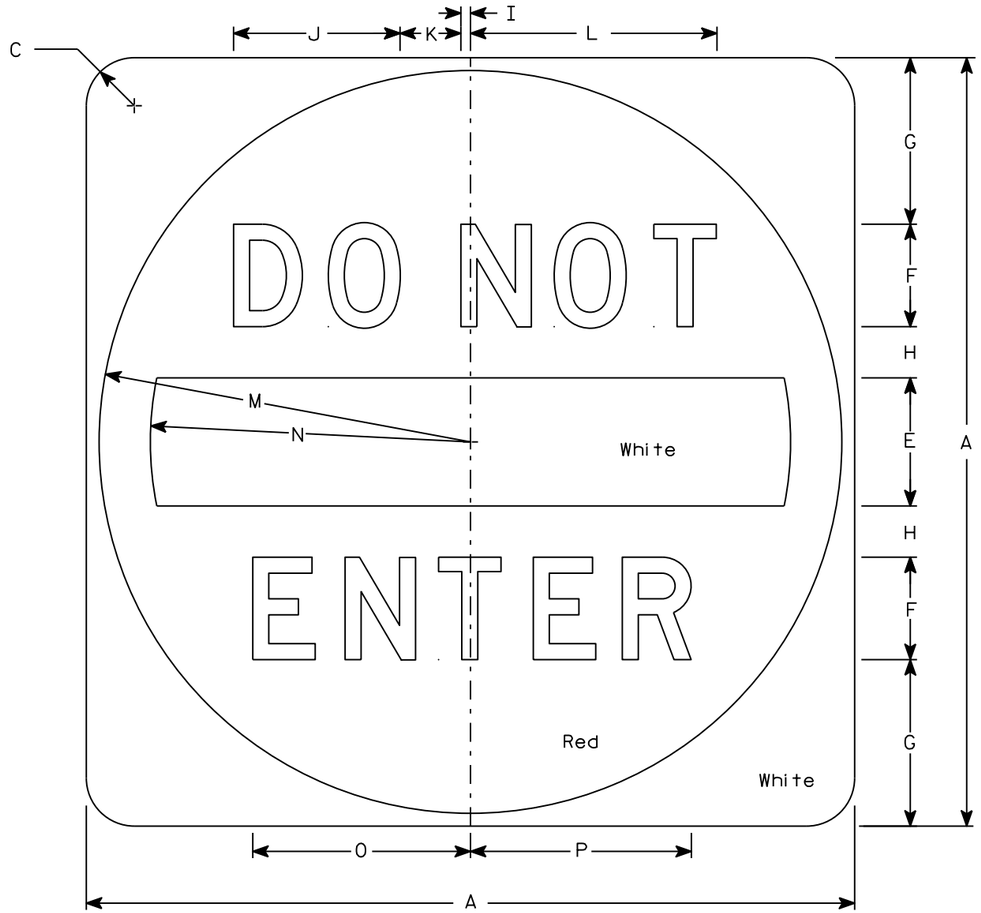
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 213	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

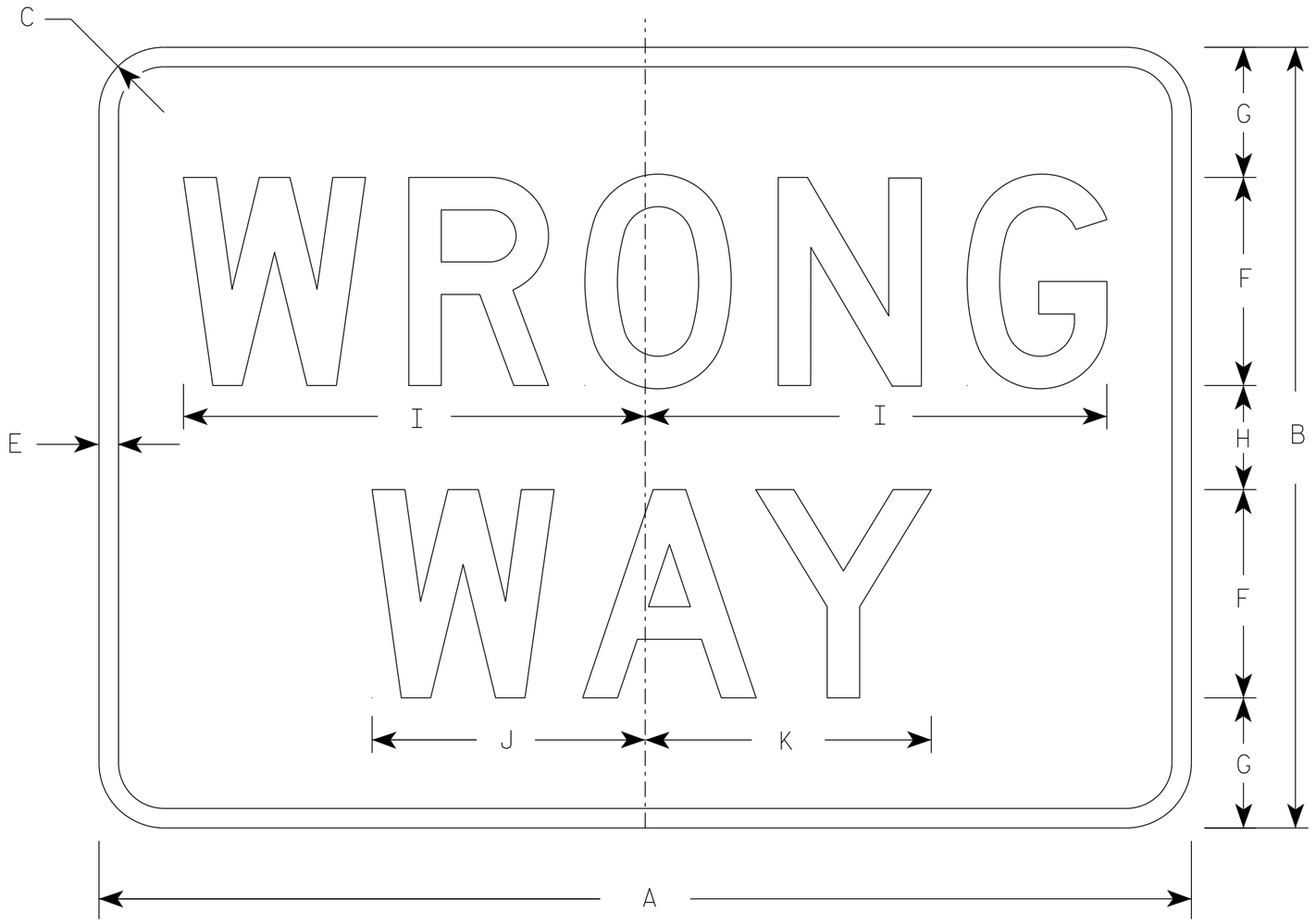
STANDARD SIGN
R5-1

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: 214 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

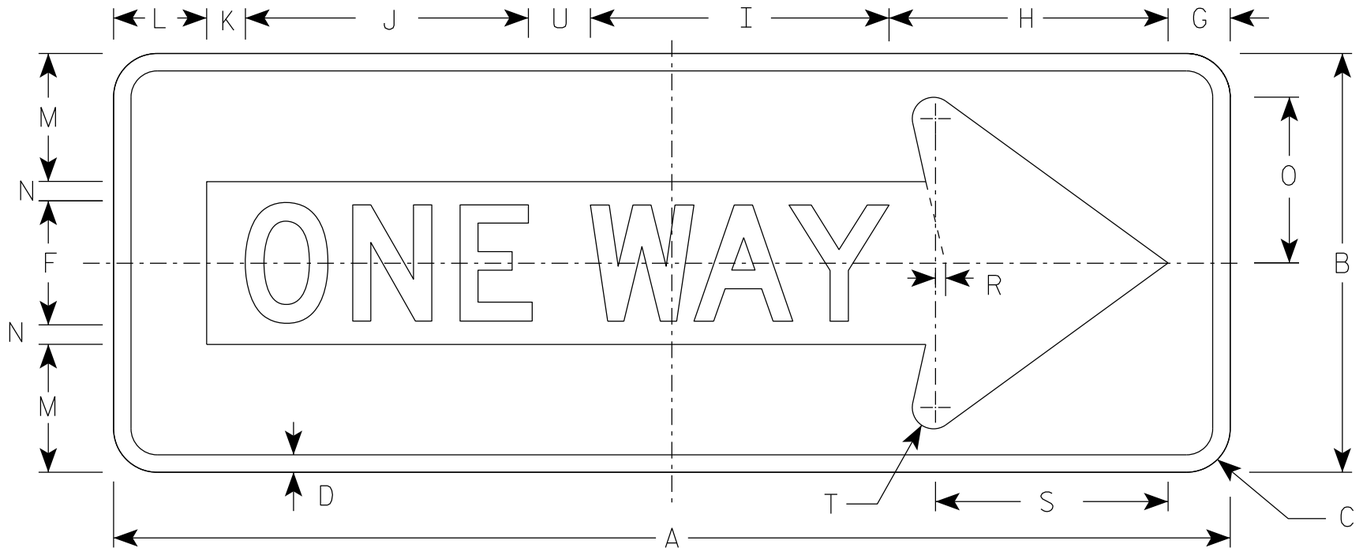
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

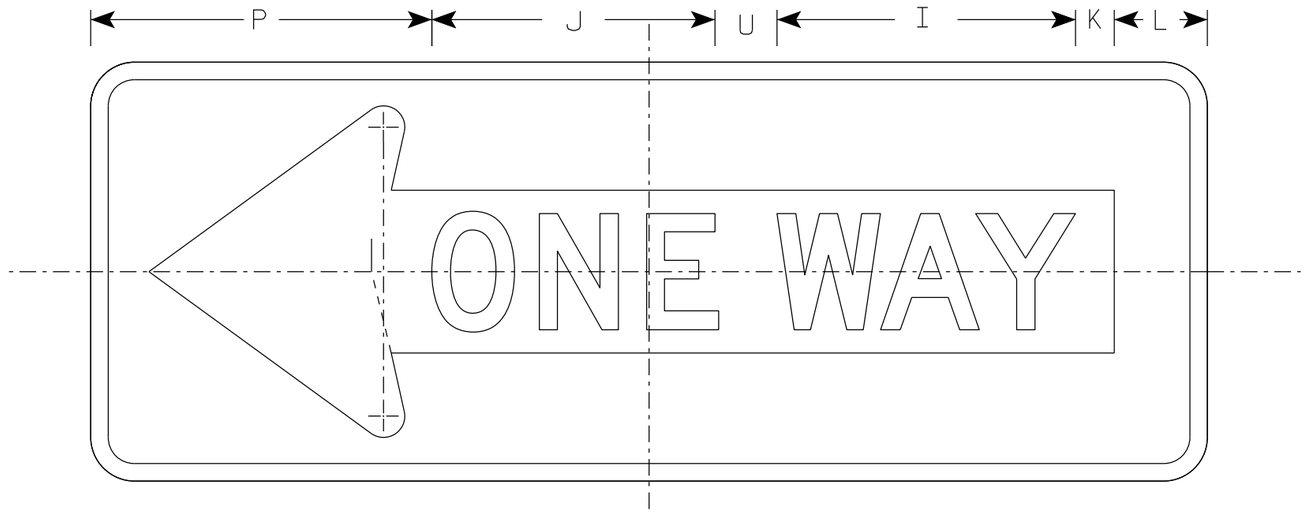
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E



R6-1R



R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
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	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½	¾	2						3.0
2M	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
3	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
4	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
5																											

STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

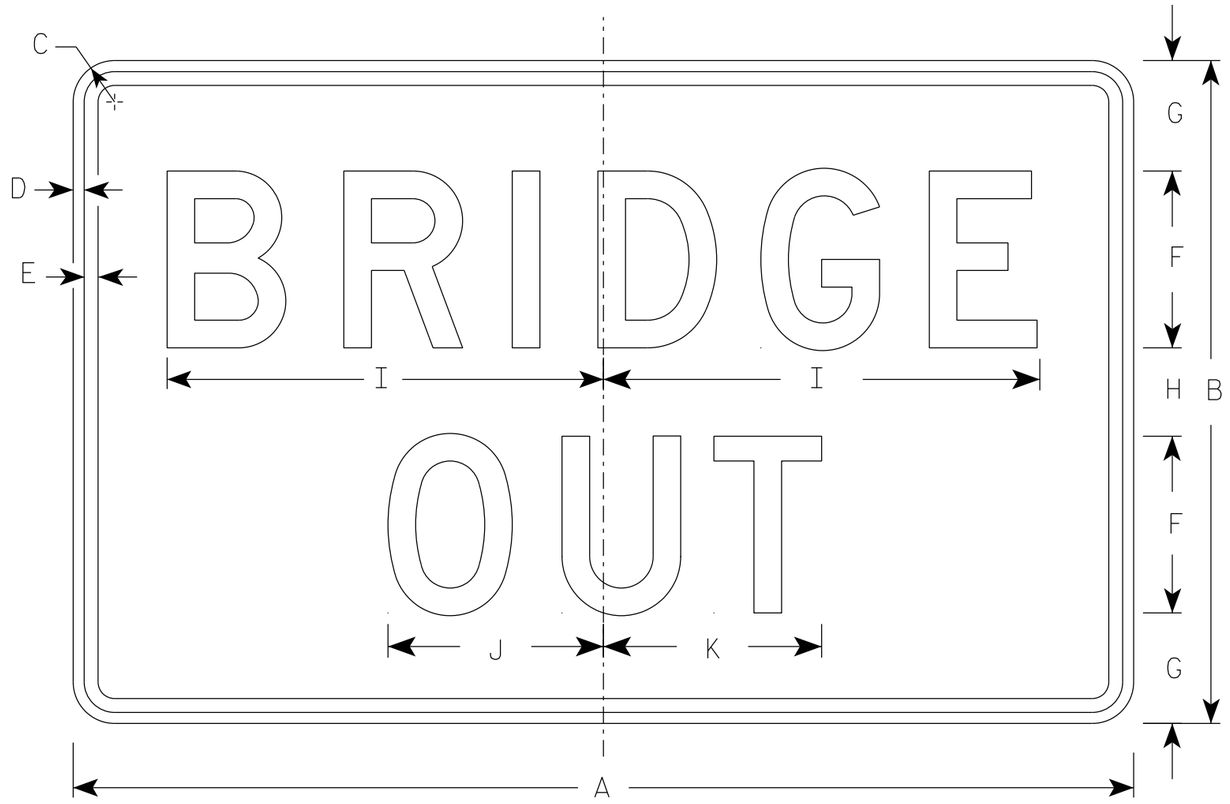
SHEET NO: 216 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn PLOT DATE : 7-APR 2025 1:18 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



R11-2B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

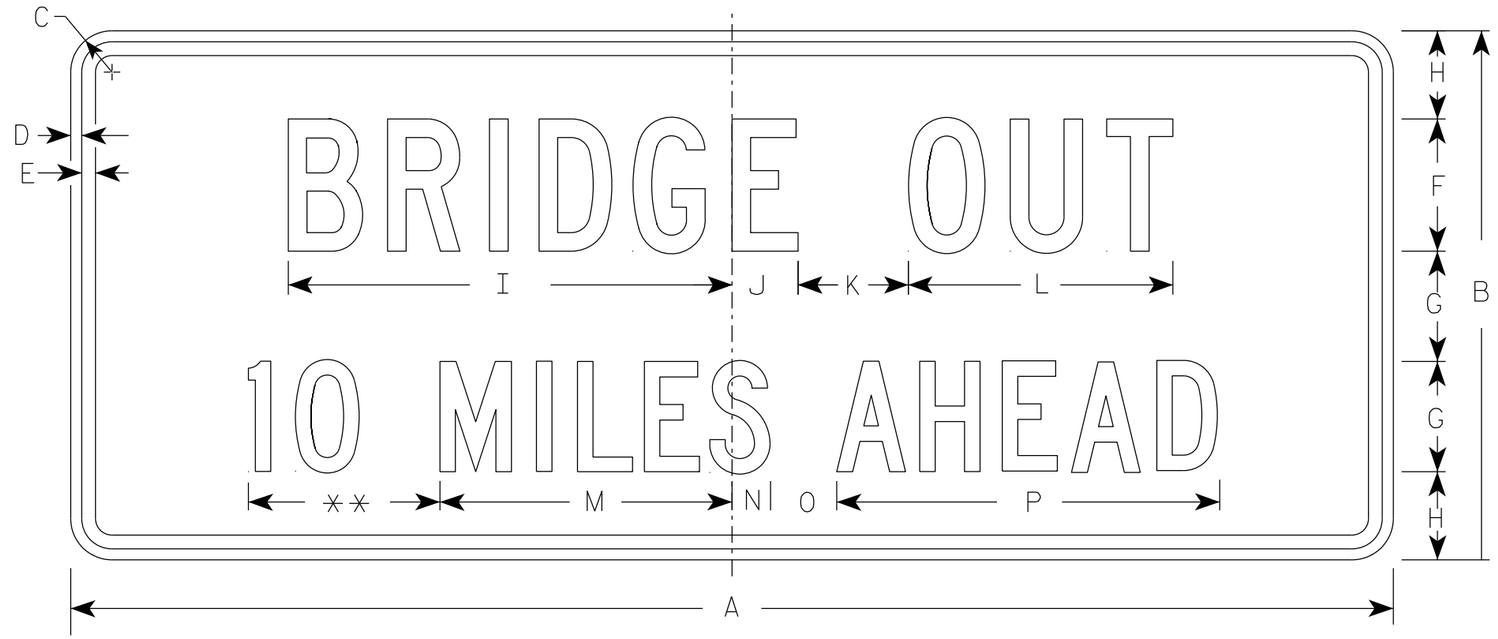
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 217 E

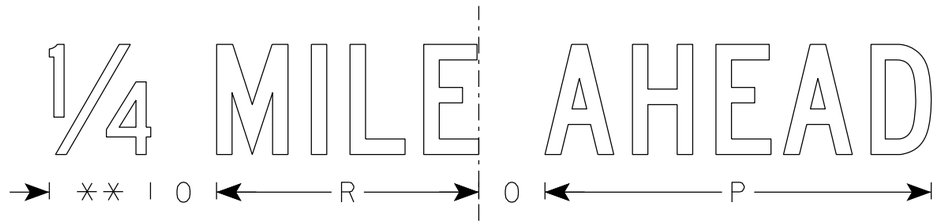
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

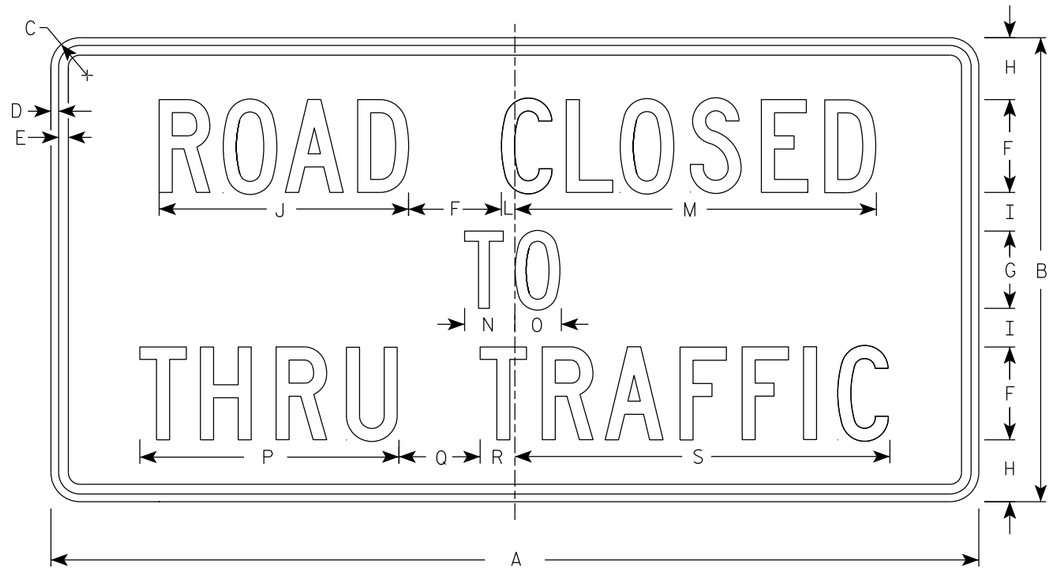
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

SHEET NO: 218 E



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

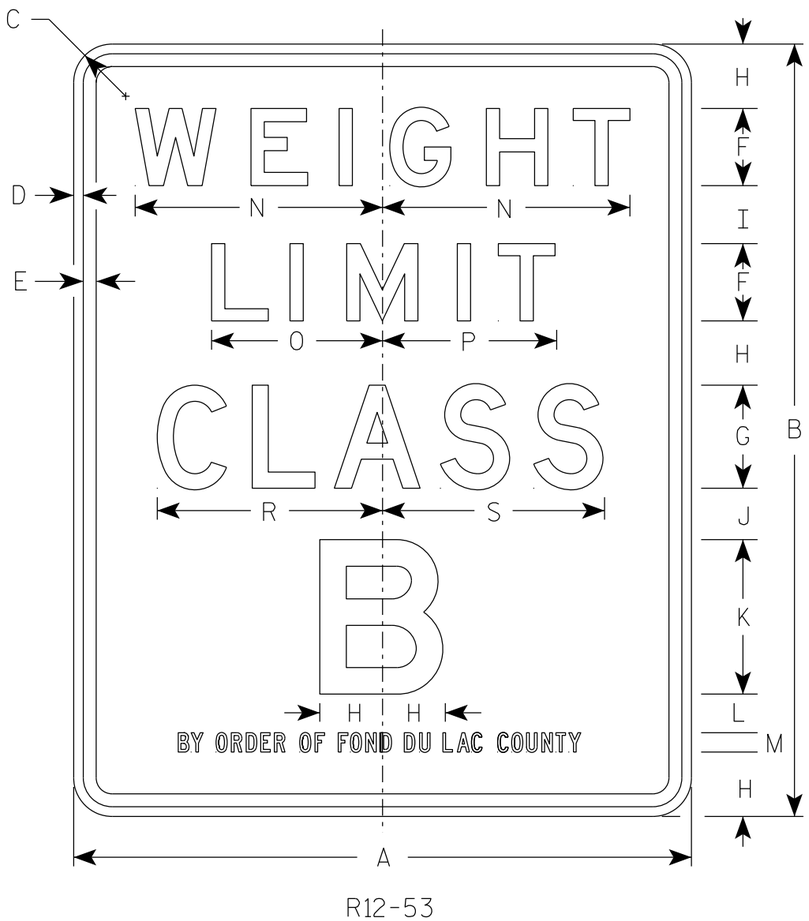
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | E



R12-53

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2 & 4 are Series E.
   Line 3 is Series D.
   Line 5 is Series C.
4. Line 5 of the sign shall vary with the name of the maintaining authority.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	3	4	2 1/2	2 1/4	2	6	1 1/2	3/4	9 5/8	6 5/8	6 3/4		8 3/4	8 5/8								5.0
2M	24	30	1 1/2	3/8	1/2	3	4	2 1/2	2 1/4	2	6	1 1/2	3/4	9 5/8	6 5/8	6 3/4		8 3/4	8 5/8								5.0
3																											
4																											
5																											

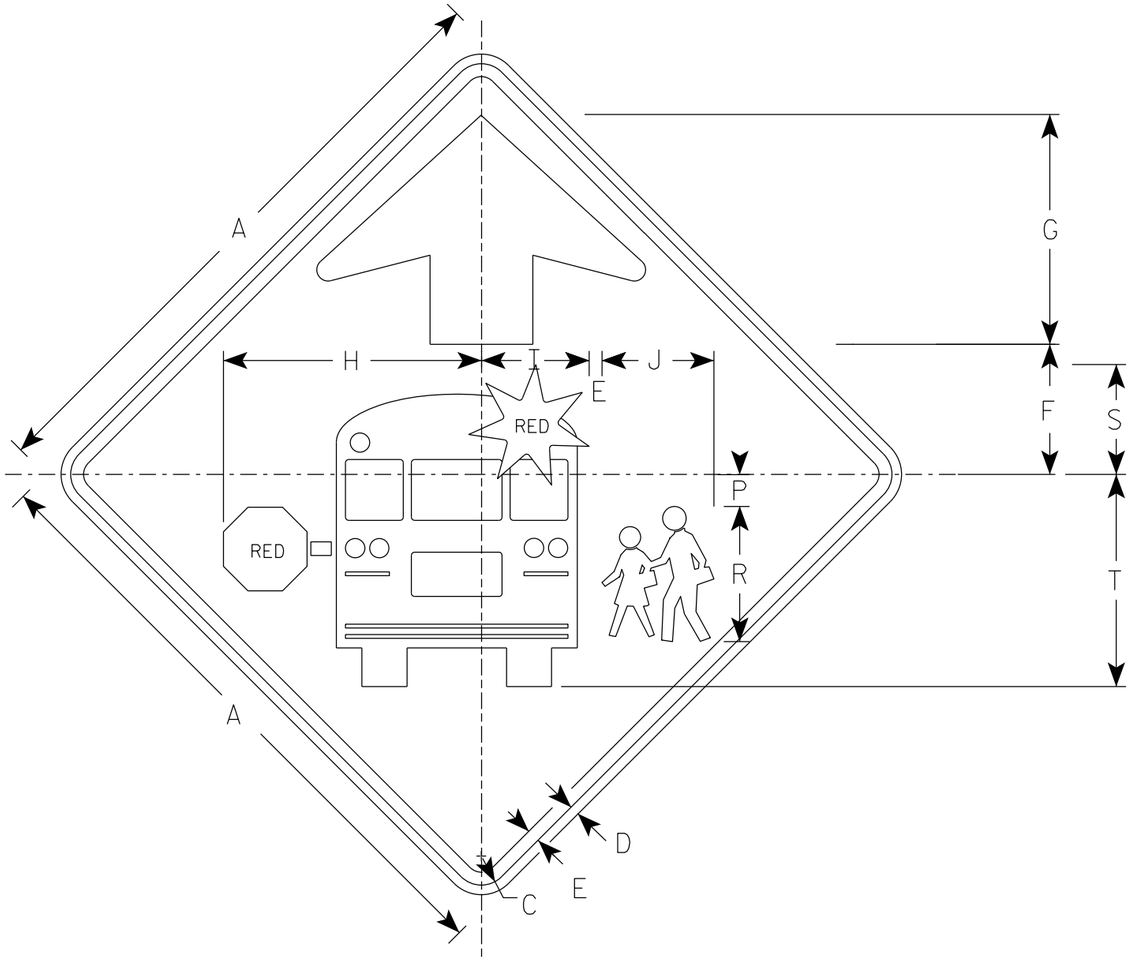
STANDARD SIGN
R12-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/24 PLATE NO. R12-53.4

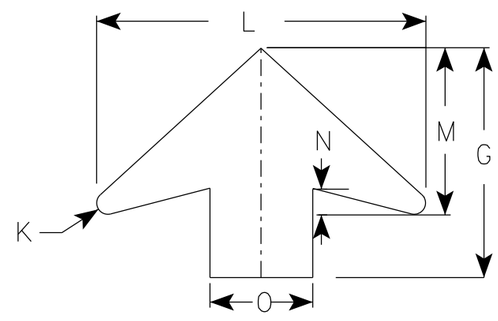
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 E



S3-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- 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	30		1 7/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2S	36		2 1/4	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
2M	36		2 1/4	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		3	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		3	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

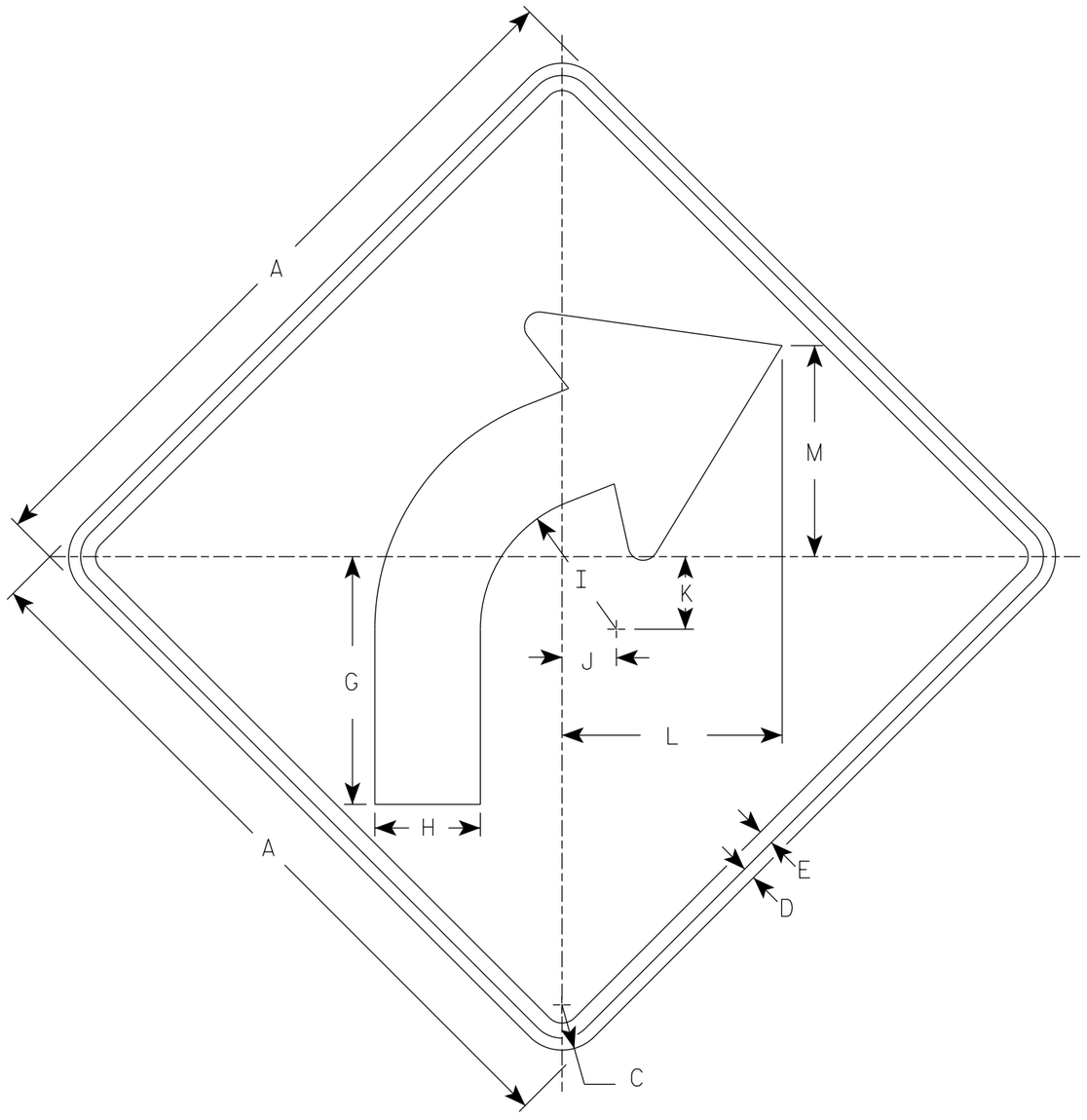
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/22/2023 PLATE NO. S3-1.7

PROJECT NO:

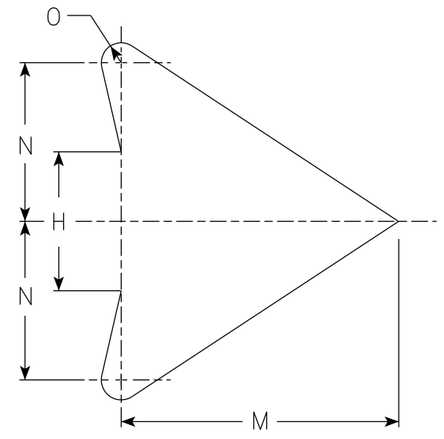
SHEET NO: 221 E



W1-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 7/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

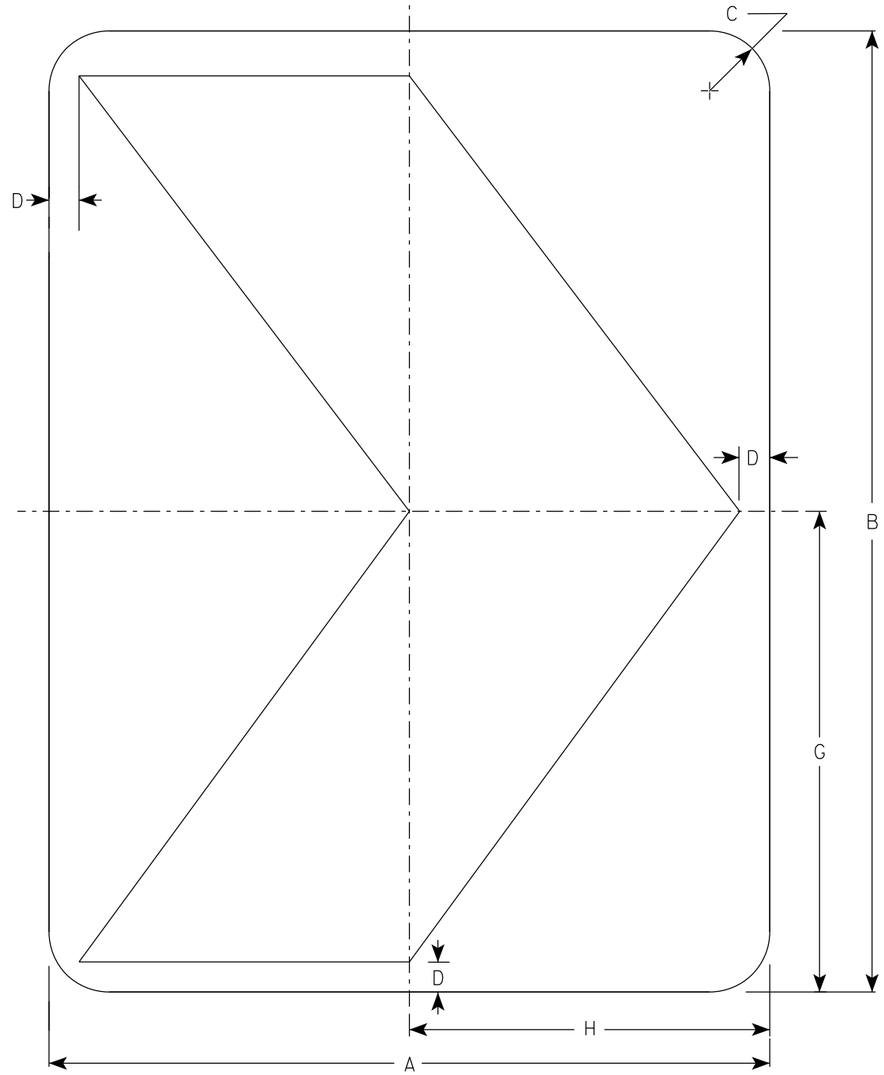
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 222	E



W1-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	1 ⅞	1 ½			24	18																			12.0

STANDARD SIGN

W1-8

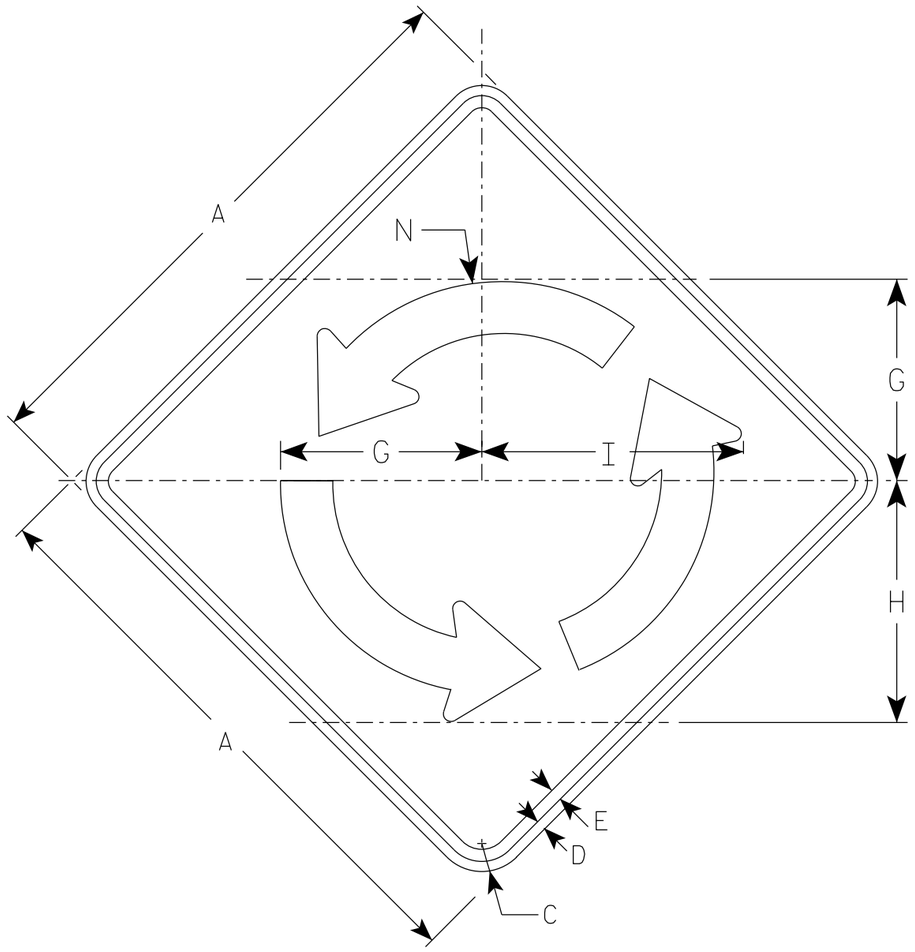
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/11/2023 PLATE NO. W1-8.7

PROJECT NO:

SHEET NO: 223 **E**

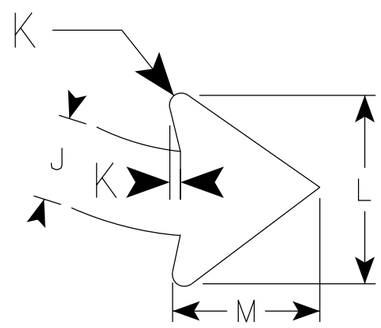


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - 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	Area sq. ft.
1																									
2S	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		2 1/4	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		3	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

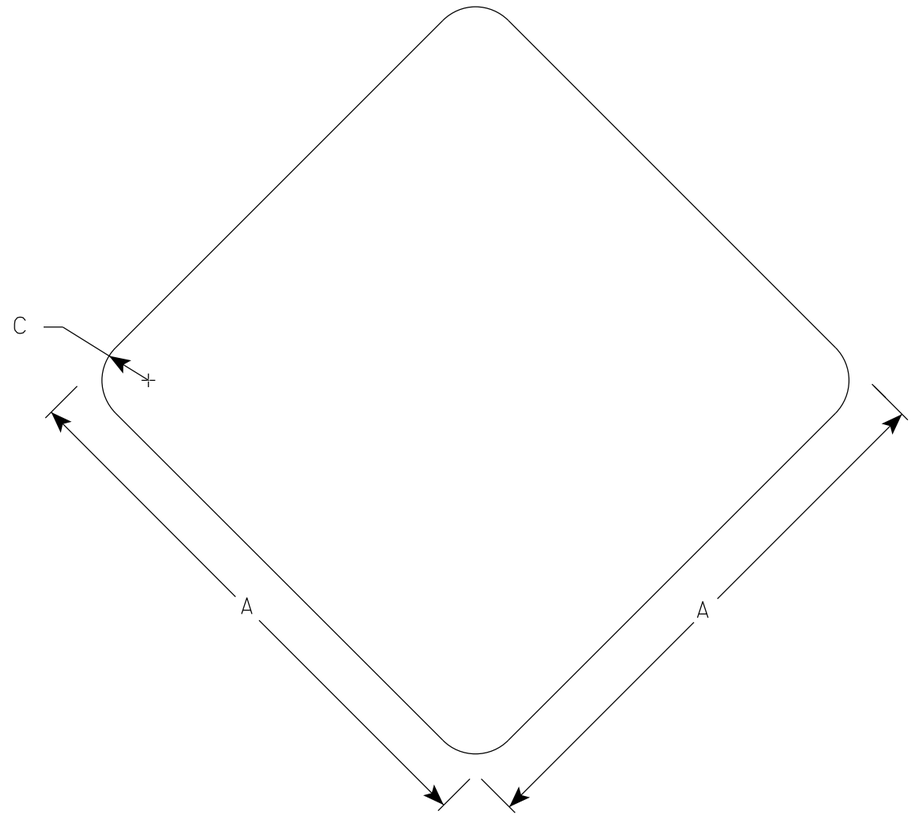
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

SHEET NO: 224 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12		1 ½																								1.0
2S	18		1 ½																								2.25
2M	18		1 ½																								2.25
3																											
4																											
5																											

STANDARD SIGN
W5-54

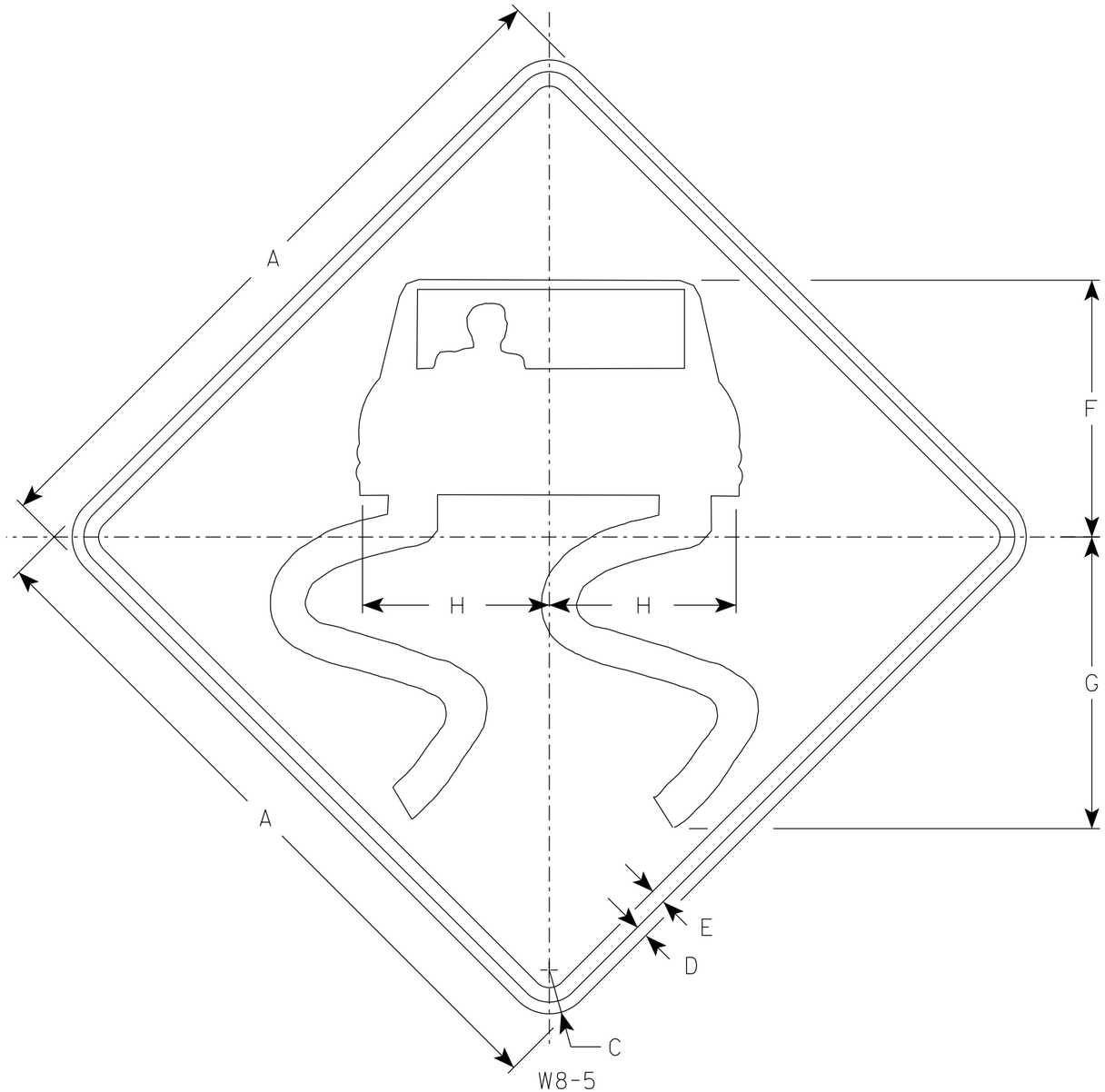
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	8 3/4	9 7/8	6 3/8																			4.0
2S	30		1 7/8	1/2	5/8	11	12 1/2	8																			6.25
2M	36		2 1/4	5/8	3/4	13	14 7/8	9 1/2																			9.0
3	36		2 1/4	5/8	3/4	13	14 7/8	9 1/2																			9.0
4	36		2 1/4	5/8	3/4	13	14 7/8	9 1/2																			9.0
5	48		3	3/4	1	17 3/8	19 3/4	12 5/8																			16.0

STANDARD SIGN

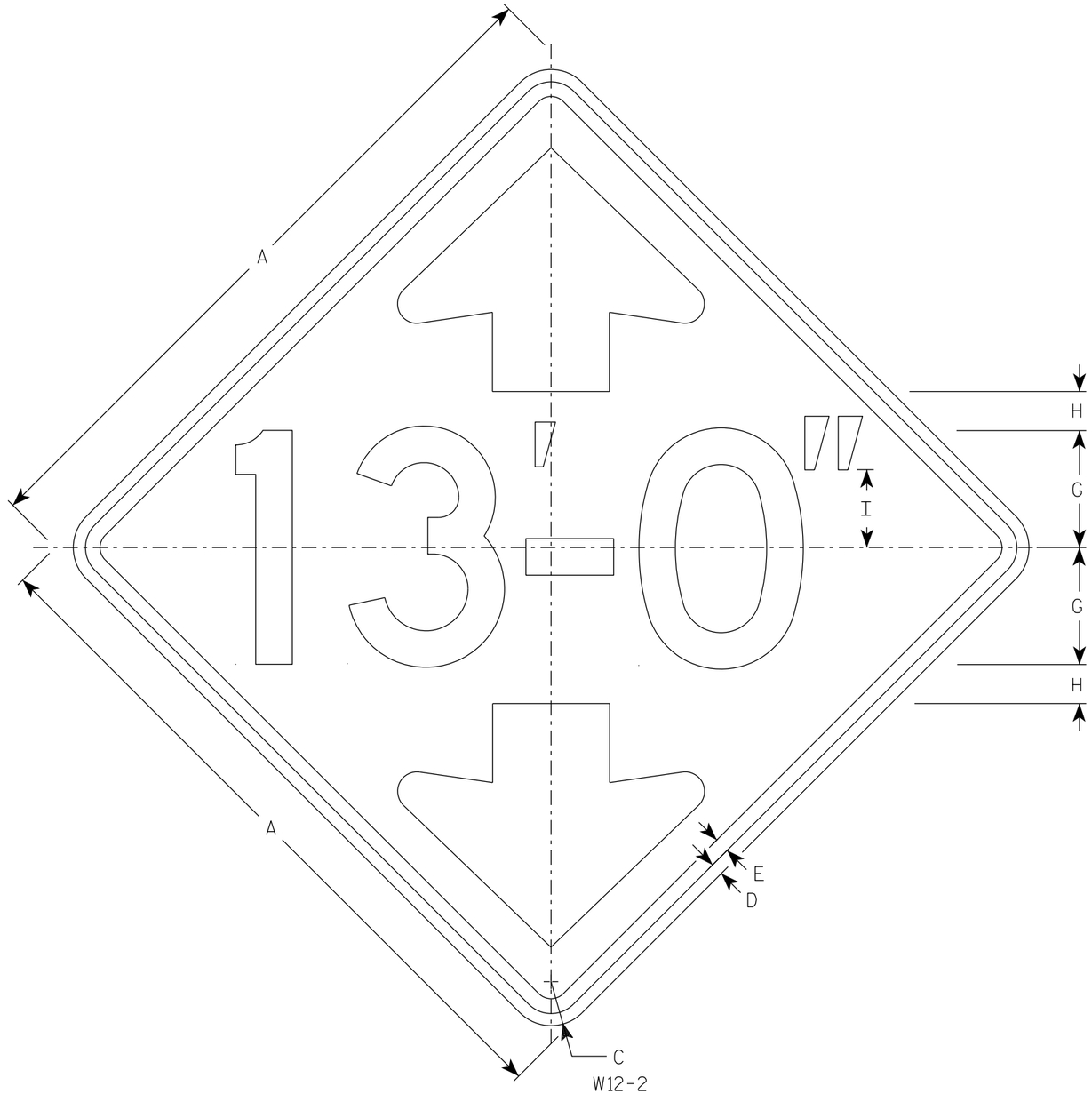
W8-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

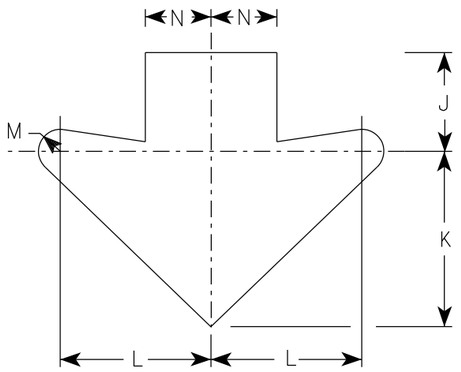
DATE 10/24/2023 PLATE NO. W8-5.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E

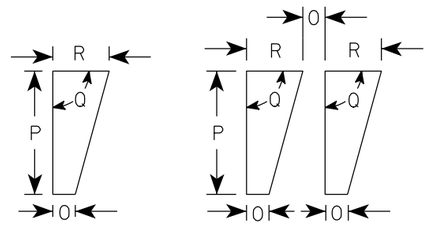


NOTES

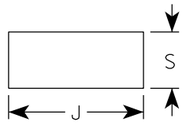
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Substitute appropriate numerals and optically adjust spacing of numerals, hyphen, foot & inch marks to achieve proper balance.



Arrow Detail



Foot Mark & Inch Mark Detail



Hyphen 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	30		1 7/8	1/2	5/8		5	1 5/8	3 3/8	3 3/4	6 5/8	5 3/4	3/4	2 1/2	1/2	2 1/4	90°	1	1 5/8								6.25
2S	36		2 1/4	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.0
2M	36		2 1/4	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.0
3	36		2 1/4	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.0
4	36		2 1/4	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.0
5	48		3	3/4	1		8	2 5/8	5 1/2	5 7/8	10 5/8	9 1/4	1 3/8	4	5/8	3 5/8	90°	1 5/8	2 1/2								16.0

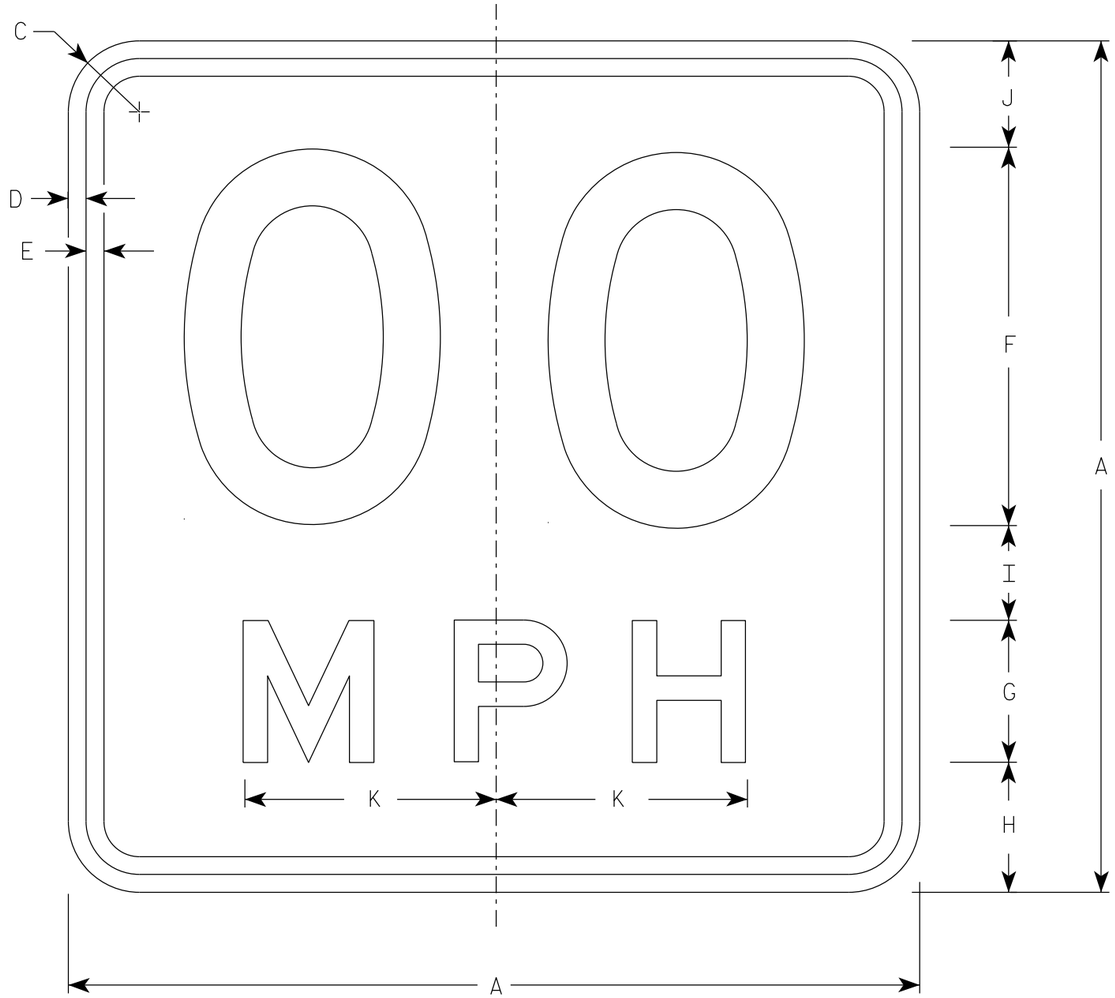
STANDARD SIGN
W12-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 227 E



W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

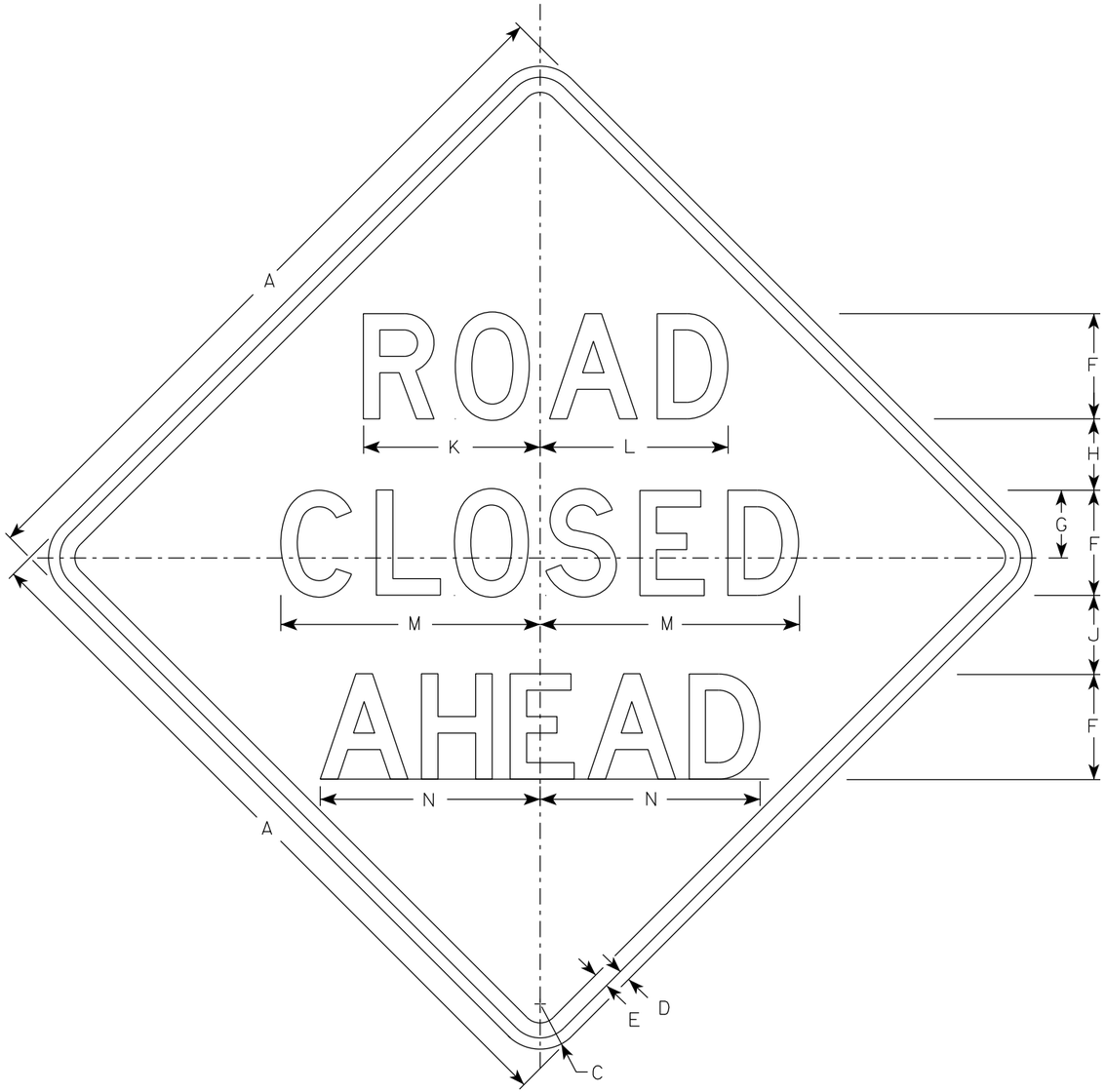
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

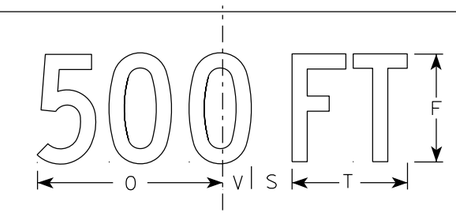
DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

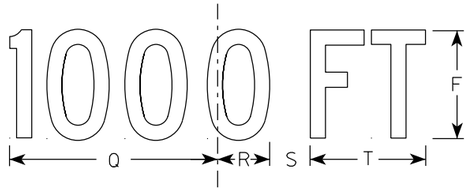
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



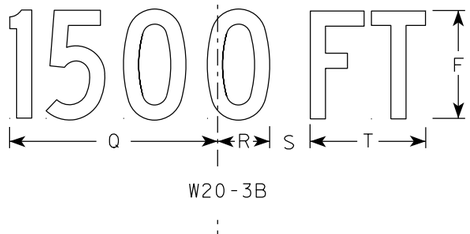
W20-3A



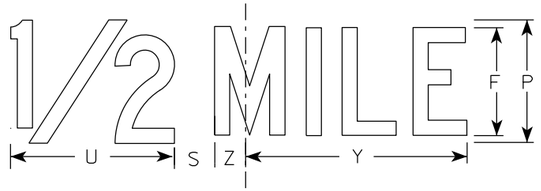
W20-3D



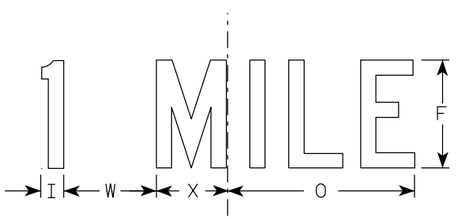
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

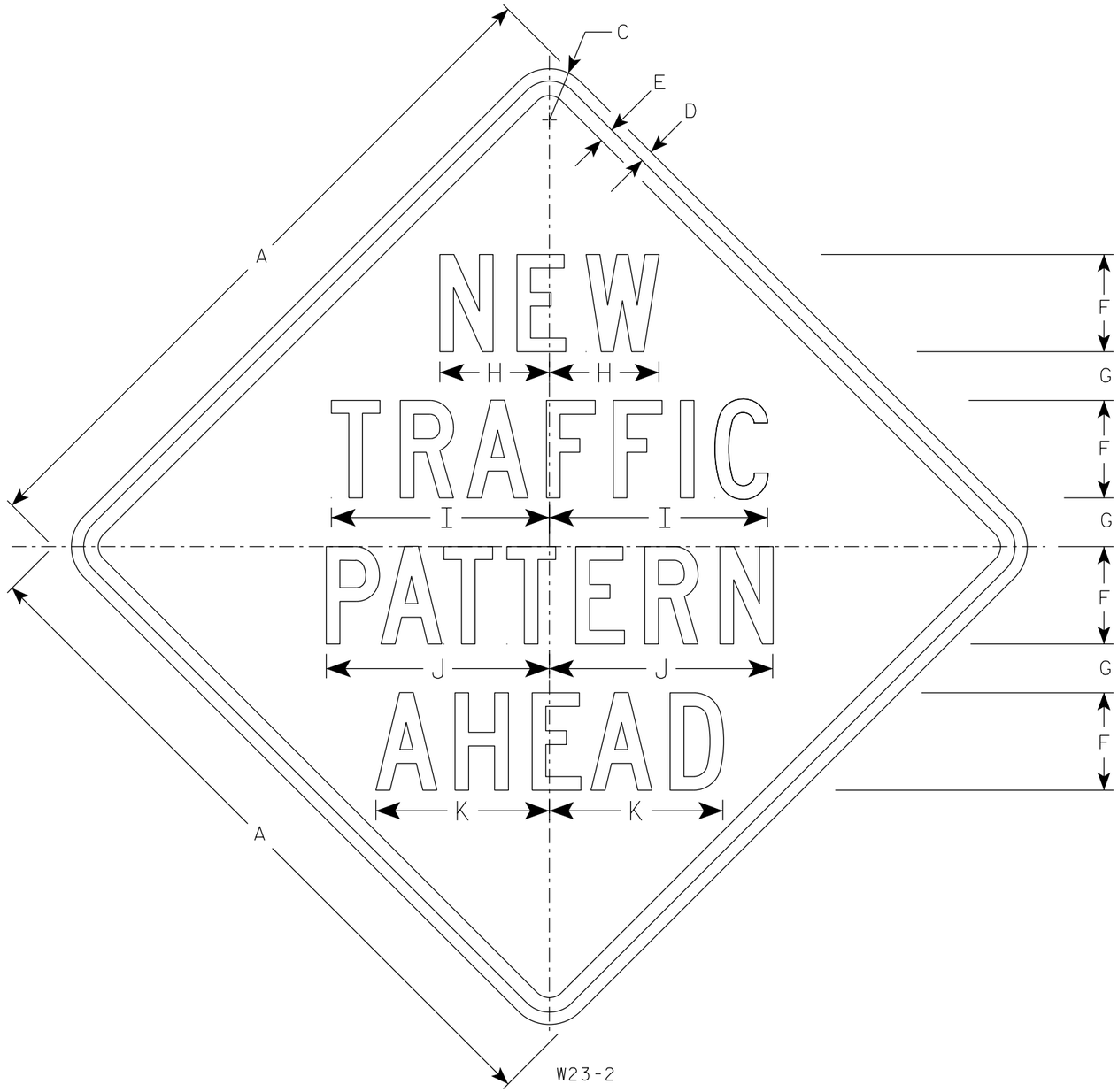
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		2 1/4	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
2M	36		2 1/4	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
3																											
4																											
5																											

STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

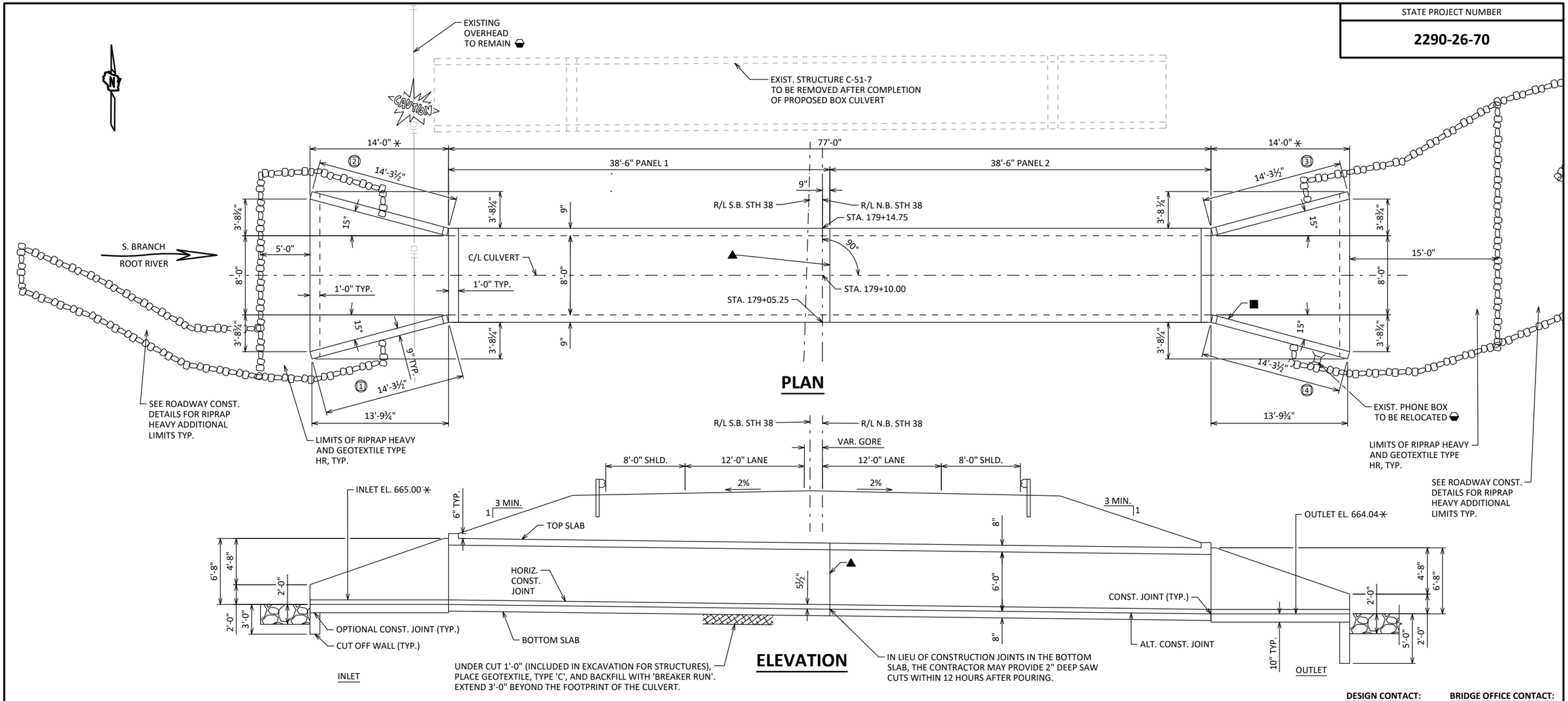
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/2024 PLATE NO. W23-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

STATE PROJECT NUMBER

2290-26-70



DESIGN CONTACT:
MATT BUSKA, P.E.
(414) 336-7928

BRIDGE OFFICE CONTACT:
AARON BONK, P.E.
(608) 261-0261

NO.	DATE	REVISION	BY

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.63
OPERATING RATING: RF = 2.12
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

EARTHLOAD:

DESIGNED FOR 4 TO 5 FT. OF FILL.

MATERIAL PROPERTIES:

CONCRETE MASONRY —— f'_c = 3,500 PSI
BAR STEEL REINFORCEMENT
GRADE 60 —— f_y = 60,000 PSI

HYDRAULIC DATA

100-YEAR FREQUENCY:

Q_{100} = 440 C.F.S.
V_{100} = 12.10 F.P.S.
HW_{100} = EL. 672.87
WATERWAY AREA = 36.4 SQ. FT.
DRAINAGE AREA = 0.6 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2-YEAR FREQUENCY:

Q_2 = 105 C.F.S.
V_2 = 7.5 F.P.S.
HW_2 = EL. 668.32

TRAFFIC DATA

STH 38:

ADT = 9,700 (2026)
ADT= 10,500 (2046)
R.D.S= 60 MPH

WISCONSIN
MATTHEW J. BUSKA
E-42408
MUSKEGO
WI
PROFESSIONAL ENGINEER
11/21/2025

LIST OF DRAWINGS

1. LAYOUT
2. QUANTITIES & NOTES
3. BOX DETAILS
4. APRON DETAILS
5. APRON DETAILS
6. SUBSURFACE EXPLORATION

- NAME PLATE LOCATION (SEE "DETAILS" SHEET)
- BUILD APRON AND END OF BOX LEVEL
- INDICATES WING NUMBER
- VERT. CONST. JOINT (TYP.)
- SEE ROADWAY PLANS FOR UTILITY COORDINATION

Foth

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 12/04/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-51-94

STH 38 OVER S. BRANCH OF ROOT RIVER

COUNTY	VILLAGE
RACINE	CALEDONIA

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
TJC	MJB	BGH	MJB

SHEET 1 OF 6
231

I.D.
DATE:

STATE PROJECT NUMBER

2290-26-70

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

INVERTS ARE DESIGNED TO BE CONSTRUCTED APPROXIMATELY 6" BELOW NATURAL STREAMBED.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS (C-51-94)" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE B" REQUIRED ON THE BOX CULVERT SIDES AND BEHIND APRON WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND 6" MIN. BELOW TOP OF BOTTOM SLAB.

IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE COARSE AGGREGATE AASHTO NO. 67 OR AASHTO NO. 4 IN ACCORDANCE WITH STANDARD SPEC 310 AND 604, RESPECTIVELY, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

THE CONTRACTOR MAY FURNISH A PRECAST BOX CULVERT BARREL SECTIONS, WINGWALLS, HEADERS, AND CUT OFF WALLS IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL AND SPECIAL PROVISIONS. PAYMENT FOR THE PRECAST CULVERT SYSTEM SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES" FOR THE CAST-IN-PLACE CULVERT SYSTEM. ADDITIONAL ITEMS REQUIRED FOR THE PRECAST SYSTEM SHALL BE INCIDENTAL TO "CONCRETE MASONRY CULVERTS".

THE CONTRACTOR SHALL FOLLOW THESE NOTES WHEN PRECAST ELEMENTS ARE USED IN LIEU OF THE CAST-IN-PLACE ELEMENTS:

THE FOLLOWING SPECIAL PROVISIONS SHALL BE USED:

PRECAST CONCRETE WINGWALLS (STRUCTURE) (SPV.0060)

PRECAST CONCRETE BOX CULVERT, (SPAN SIZE) FT X (RISE SIZE) FT (SPV.00090)

THE FOLLOWING STANDARDS SHALL BE USED:

PRECAST CONCRETE BOX CULVERT DETAILS (STANDARD 36.05)

PRECAST WINGS, HEADERS, AND CUTOFF WALLS FOR PRECAST CONCRETE BOX CULVERT (STANDARD 36.06)

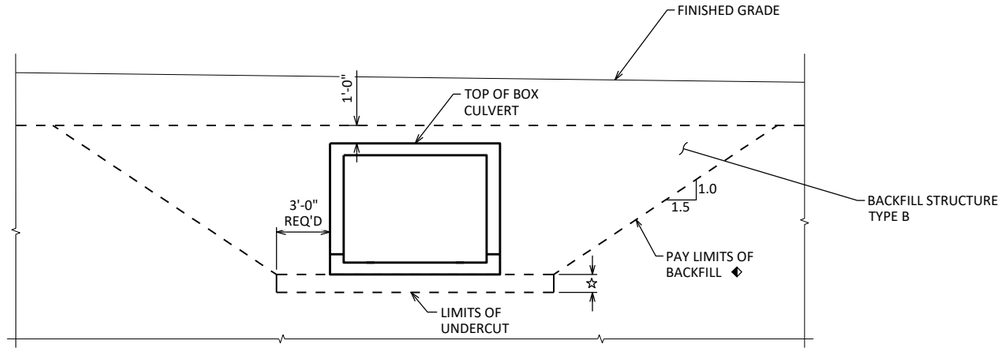
THE MOST CURRENT STANDARDS AND SPECIAL PROVISIONS CAN BE OBTAINED ON THE BUREAU OF STRUCTURES' WEBSITE:
https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/strct/design-policy-memos.aspx

JOINT TIES ARE REQUIRED BETWEEN THE LAST THREE BARREL SECTIONS AT EACH END OF CULVERT.

PRECAST ELEMENTS SHALL BE PLACED ON A BEDDING OF "BACKFILL STRUCTURE TYPE B" OF 6" MINIMUM DEPTH AND AS APPROVED BY THE ENGINEER.

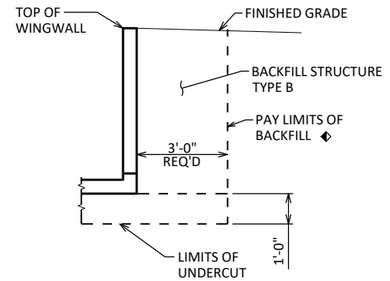
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE (C-51-7)	EACH	1
206.2001	EXCAVATION FOR STRUCTURES CULVERTS (C-51-94)	EACH	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	999
311.0115	BREAKER RUN	CY	63
504.0100	CONCRETE MASONRY CULVERTS	CY	87
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	11,220
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1140
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	18
606.0300	RIPRAP HEAVY	CY	37
645.0105	GEOTEXTILE TYPE C	SY	211
645.0120	GEOTEXTILE TYPE HR	SY	55
	NON-BID ITEMS		
	FILLER	SIZE	¾"



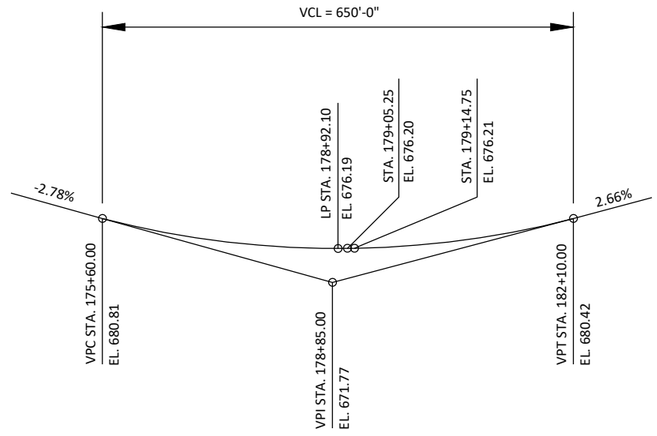
TYPICAL SECTION THRU BOX CULVERT

☆ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".



TYPICAL SECTION THRU BOX CULVERT WINGWALL

◆ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



S.B. STH 38
PROFILE GRADE LINE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-94

DRAWN BY BGH | PLANS CK'D MJB

QUANTITIES & NOTES

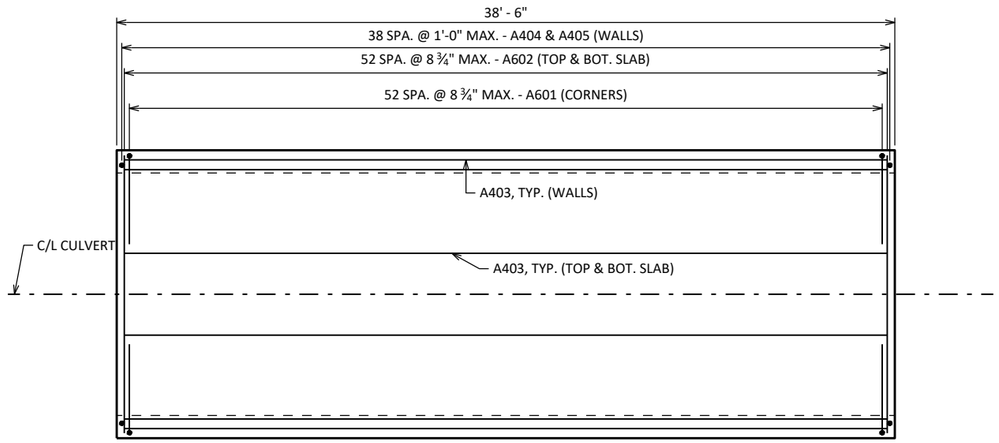
SHEET 2 OF 6

8

8

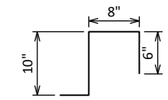
STATE PROJECT NUMBER

2290-26-70

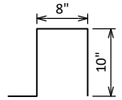


PLAN - PANELS 1-2

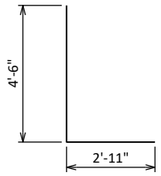
HEADER AND APRON NOT SHOWN



A307



A308



A601

BILL OF BARS

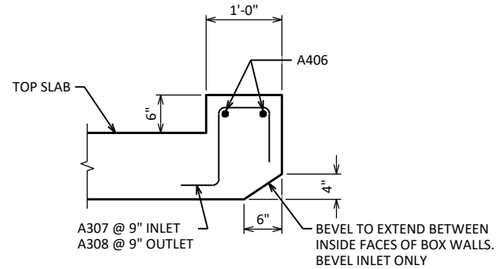
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	0 # COATED; 10,400 # UNCOATED LOCATION
A601		424	7'-3"	X		CORNERS - ALL PANELS
A602		212	9'-2"			TOP & BOT. SLAB - TRANS. - PANELS
A403		72	38'-2"			TOP & BOT. SLAB & WALL - LONGIT. - ALL PANELS
A404		156	6'-0"			WALL - VERT. - ALL PANELS
A405		156	2'-1"			WALL - VERT. - DOWELS - ALL PANELS
A406		4	9'-2"			HEADERS - HORIZ.
A307		13	2'-3"	X		INLET HEADER - VERT.
A308		13	2'-7"	X		OUTLET HEADER - VERT.
A509		32	4'-0"			VERT. CONST. JOINT

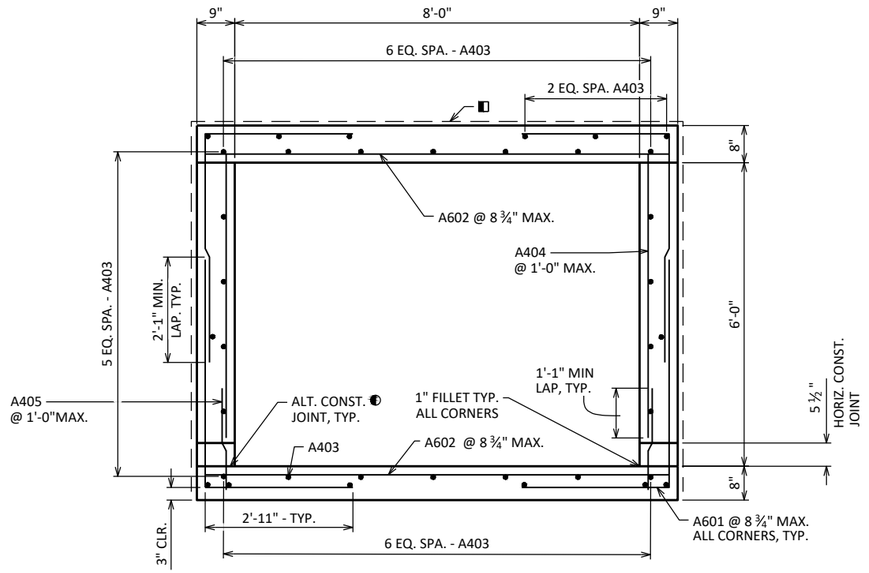
◧ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS AND ACROSS TOP OF SLAB AT VERTICAL CONST. JOINTS. EXTEND 6" MIN. BELOW TOP OF BOTTOM SLAB.

◐ OMIT 1" FILLET IF ALT. CONST. JOINT IS USED

⚠ IN LIEU OF KEYED CONST. JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. #5 BARS 4'-0" AT 1'-0" CENTERS REQUIRED FOR KEYED CONST. JOINTS AND SAW CUT JOINTS.

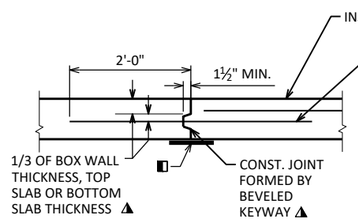


SECTION THRU HEADER



TYPICAL SECTION THRU PANELS 1-2

ALL LONGITUDINAL BARS NOT LABELED ARE A403



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-94

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BOX DETAILS

SHEET 3 OF 6

233

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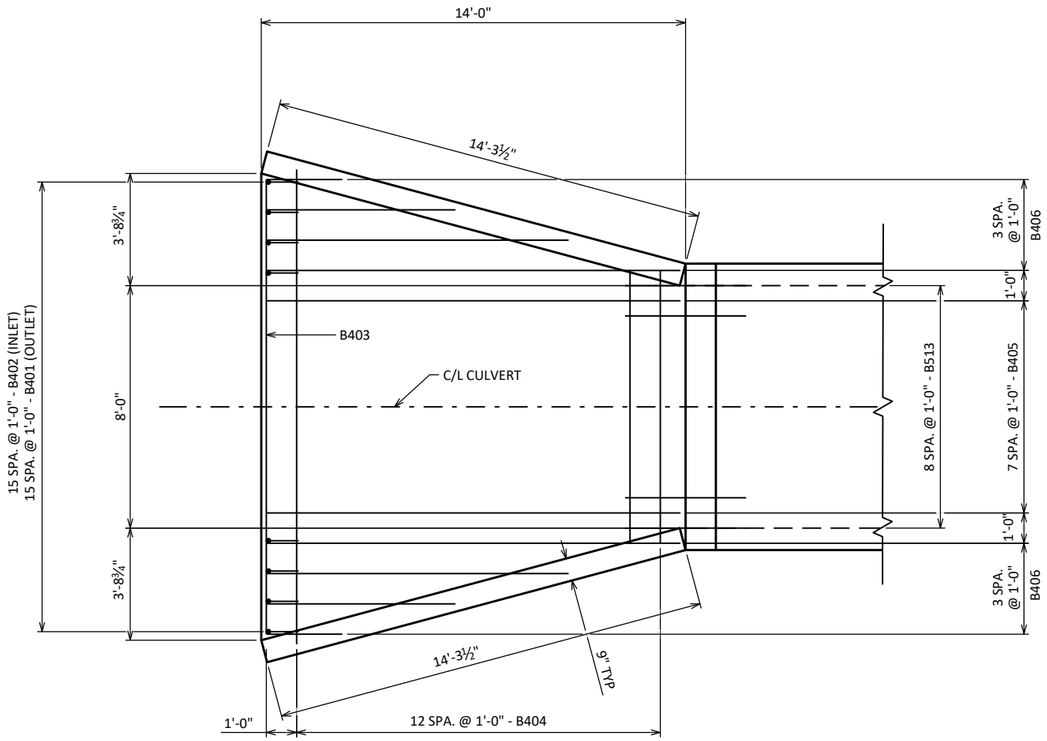
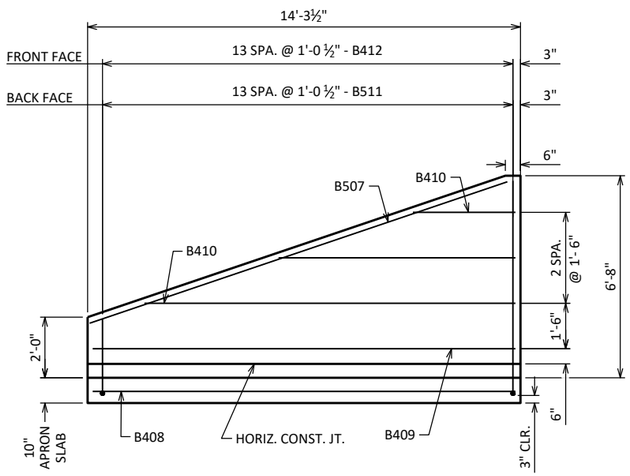
STATE PROJECT NUMBER

2290-26-70



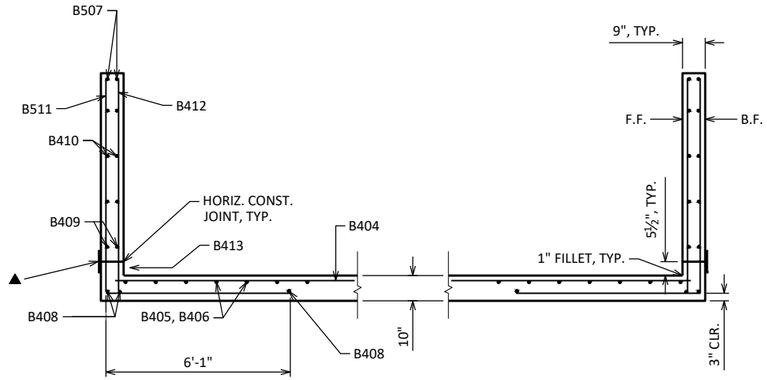
INLET & OUTLET PLAN



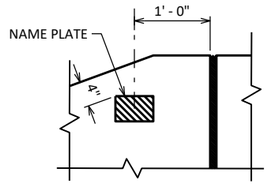
WINGS 1 - 4

SHOWING BACK FACE REINFORCEMENT

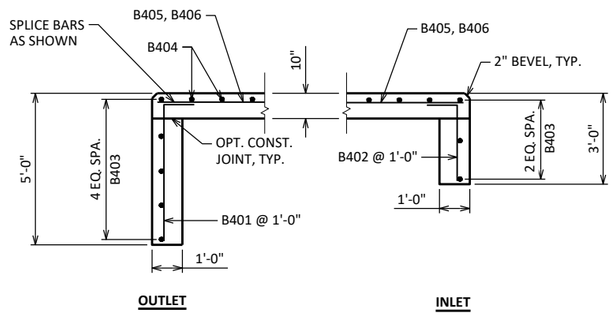
▲ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORZ. CONSTR. JOINT IN WINGS



SECTION THRU WINGS



NAME PLATE LOCATION WING 4



CUT-OFF WALLS

LOOKING SOUTH

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-94

DRAWN BY BGH | PLANS CK'D MJB

APRON DETAILS

SHEET 4 OF 6

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STATE PROJECT NUMBER

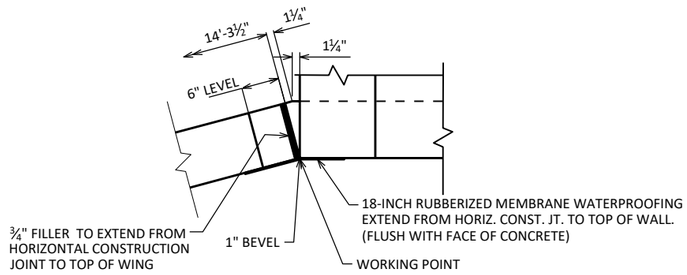
2290-26-70

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	1140 # COATED; 820 # UNCOATED LOCATION
B401		16	5'-6"	X		OUTLET CUTOFF WALL - VERTICAL
B402		16	3'-6"	X		INLET CUTOFF WALL - VERTICAL
B403		8	15'-7"			INLET & OUTLET CUTOFF WALL - HORIZONTAL
B404		26	12'-7"		⚠	INLET & OUTLET APRON - TRANSVERSE
B405		16	13'-8"			INLET & OUTLET APRON - LONGITUDINAL
B406		16	8'-1"		⚠	INLET & OUTLET APRON - LONGITUDINAL
B507	X	8	14'-4"			WINGS 1 THRU 4 - HORIZONTAL - BOTH FACES
B408		12	13'-10"			WINGS 1 THRU 4 - HORIZONTAL - APRON BOT. SLAB
B409	X	8	13'-10"			WINGS 1 THRU 4 - HORIZONTAL - BOTH FACES
B410	X	24	7'-8"		⚠	WINGS 1 THRU 4 - HORIZONTAL - BOTH FACES
B511	X	56	10'-10"	X	⚠	WINGS 1 THRU 4 - VERTICAL - BACK FACE
B412	X	56	4'-11"		⚠	WINGS 1 THRU 4 - VERTICAL - FRONT FACE
B513		18	4'-0"			INLET & OUTLET APRON - CONSTRUCTION JOINT

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES FOR ACTUAL LENGTHS.

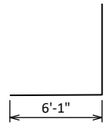


TYPICAL CORNER DETAIL

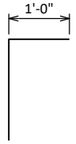
BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
B404	2 SERIES OF 13	9'-4" TO 15'-10"
B406	4 SERIES OF 4	2'-6" TO 13'-8"
B410	8 SERIES OF 3	3'-3" TO 12'-1"
B511	4 SERIES OF 14	8'-6" TO 13'-1"
B412	4 SERIES OF 14	2'-7" TO 7'-2"

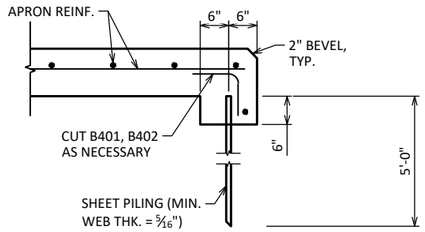
BUNDLE AND TAG EACH SERIES SEPERATELY



B511

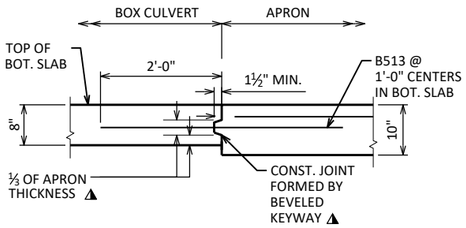


B401, B402



ALTERNATE CUT-OFF WALLS

THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.



APRON CONNECTION DETAIL

⚠ IN LIEU OF KEYED CONST. JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. #5 BARS 4'-0" AT 1'-0" CENTERS REQUIRED FOR KEYED CONST. JOINTS AND SAW CUT JOINTS.

8

8

NO.	DATE	REVISION	BY

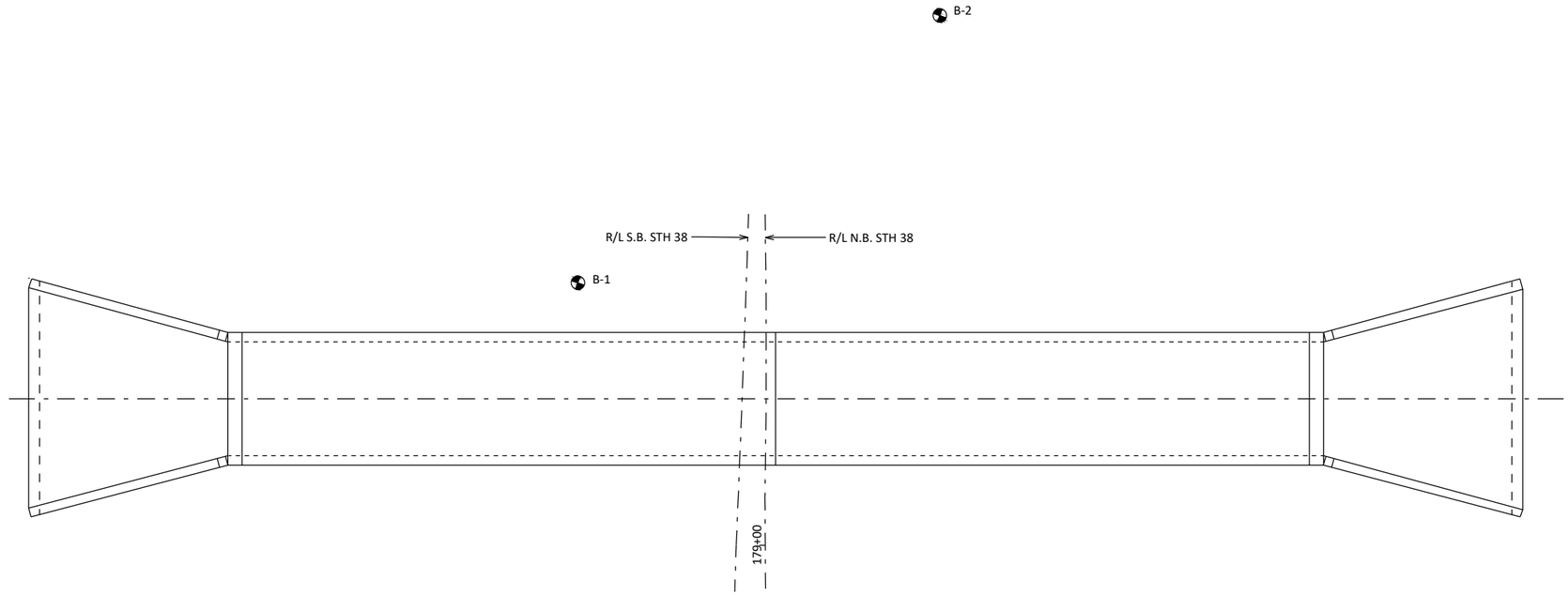
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-94

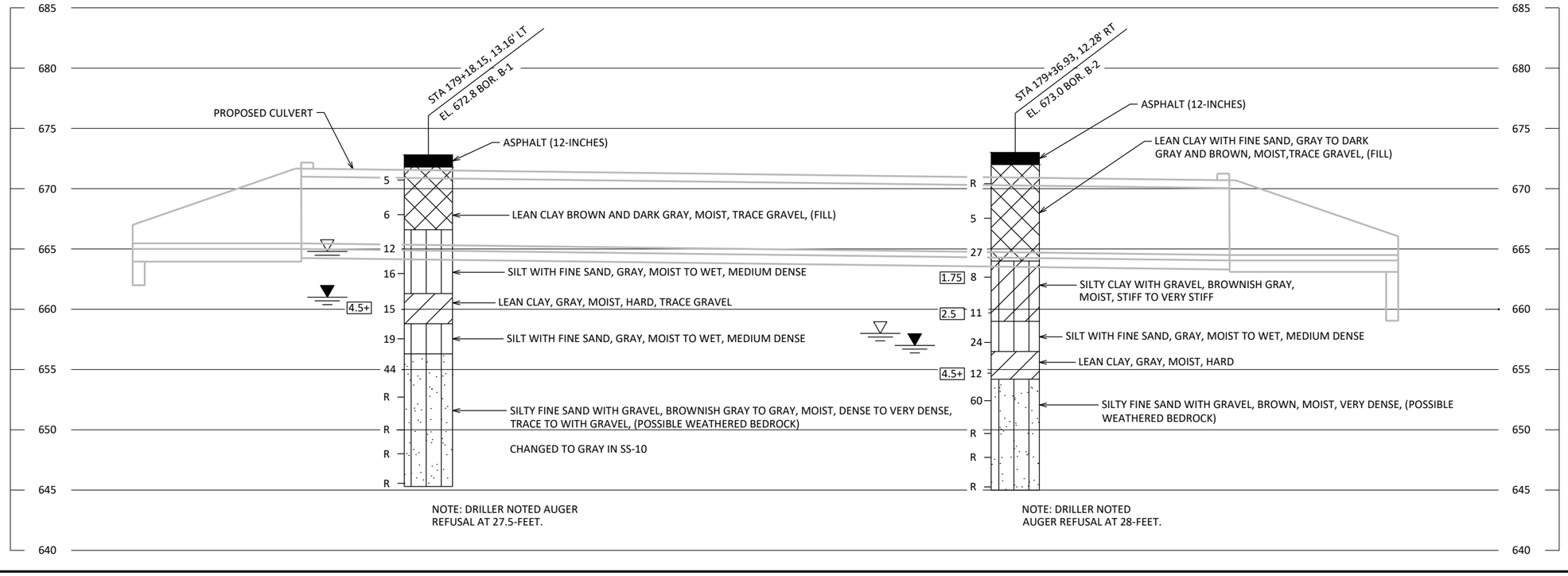
DRAWN BY BGH | PLANS CK'D MJB

APRON DETAILS

SHEET 5 OF 6



BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-1	12/17/2024	212916	614881
B-2	12/17/2024	212942	614889
BORINGS COMPLETED BY: GESTRA ENGINEERING, INC.			
REPORT COMPLETED BY: GESTRA ENGINEERING, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83		RACINE COUNTY	



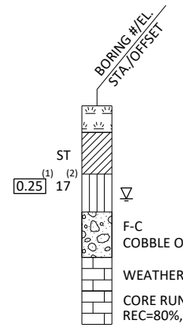
STATE PROJECT NUMBER

2290-26-70

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING

END OF DRILLING

AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-51-94

DRAWN BY BGH | PLANS CK'D MJB

SUBSURFACE EXPLORATION

SHEET 6 OF 6

DIVISION - RAB-INNER FLNG (RAB)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3			NOTE 1		NOTE 4	NOTE 5	NOTE 8
20+00.00	2000.00	0.00	57.42	0.00	169.28	0.00	0	0	0	0	0	0	0	0	0	0
20+01.00	2001.00	1.00	68.70	0.00	168.92	0.00	3	0	6	0	0	3	8	0	8	-5
20+01.60	2001.60	0.60	69.48	0.00	168.71	0.00	2	0	4	0	0	5	13	0	13	-8
20+02.46	2002.46	0.86	71.83	0.00	168.42	0.00	2	0	5	0	0	7	20	0	20	-13
20+04.00	2004.00	1.54	77.69	0.00	167.82	0.00	4	0	10	0	0	11	33	0	33	-22
20+04.93	2004.93	0.93	81.23	0.00	167.49	0.00	3	0	6	0	0	14	40	0	40	-26
20+07.00	2007.00	2.07	87.35	0.00	168.22	0.00	6	0	13	0	0	20	57	0	57	37
20+10.00	2010.00	3.00	92.89	0.00	166.68	0.00	10	0	19	0	0	30	82	0	82	-52
20+13.00	2013.00	3.00	98.27	0.00	165.26	0.00	11	0	18	0	0	41	105	0	105	-64
20+16.00	2016.00	3.00	104.49	0.00	164.49	0.00	11	0	18	0	0	52	129	0	129	-77
20+18.66	2018.66	2.66	111.11	0.00	164.35	0.00	11	0	16	0	0	63	150	0	150	-87
20+19.00	2019.00	0.34	111.77	0.00	164.36	0.00	1	0	2	0	0	64	152	0	152	-88
20+22.00	2022.00	3.00	116.52	0.00	164.27	0.00	13	0	28	0	0	77	176	0	176	-99
20+25.00	2025.00	3.00	118.05	0.00	164.32	0.00	13	0	28	0	0	90	199	0	199	-109
20+28.00	2028.00	3.00	114.23	0.00	164.26	0.00	13	0	28	0	0	103	222	0	222	-119
20+31.00	2031.00	3.00	107.64	0.00	164.25	0.00	12	0	28	0	0	115	246	0	246	-131
20+34.00	2034.00	3.00	98.12	0.00	164.42	0.00	11	0	28	0	0	126	269	0	269	-143
20+36.98	2036.98	2.98	89.51	0.00	164.93	0.00	10	0	28	0	0	136	293	0	293	-157
20+37.00	2037.00	0.02	89.54	0.00	164.93	0.00	0	0	0	0	0	136	293	0	293	-157
20+40.00	2040.00	3.00	95.14	0.00	165.52	0.00	10	0	28	0	0	146	316	0	316	-170
20+43.00	2043.00	3.00	101.77	0.00	166.08	0.00	11	0	28	0	0	157	339	0	339	-182
20+46.00	2046.00	3.00	109.08	0.00	166.92	0.00	12	0	29	0	0	169	364	0	364	-195
20+49.00	2049.00	3.00	114.68	0.00	169.01	0.00	12	0	29	0	0	181	389	0	389	208
20+52.00	2052.00	3.00	106.18	0.00	171.13	0.00	12	0	29	0	0	193	413	0	413	-220
20+55.00	2055.00	3.00	114.24	0.00	173.07	0.00	12	0	29	0	0	205	438	0	438	-233
20+58.00	2058.00	3.00	129.32	0.00	175.65	0.00	14	0	29	0	0	219	463	0	463	-244
20+59.56	2059.56	1.56	119.99	0.00	170.64	0.00	7	0	10	0	0	226	476	0	476	-250
20+59.69	2059.69	0.13	119.05	0.00	170.67	0.00	1	0	1	0	0	227	477	0	477	-250
20+61.00	2061.00	1.31	106.86	0.00	170.96	0.00	5	0	8	0	0	232	488	0	488	-256
20+64.00	2064.00	3.00	56.17	0.00	171.74	0.00	9	0	19	0	0	241	512	0	512	-271
20+67.00	2067.00	3.00	37.01	0.00	177.68	5.11	5	0	19	0	0	246	537	0	537	291
20+70.00	2070.00	3.00	24.16	0.00	11.86	11.86	3	0	11	1	0	249	551	1	550	-302
20+73.00	2073.00	3.00	17.28	0.00	14.92	14.92	2	0	1	1	0	251	553	2	550	-302
20+76.00	2076.00	3.00	12.63	0.00	14.88	14.88	2	0	2	2	0	253	555	5	551	-302
20+78.08	2078.08	2.08	10.24	0.00	12.67	12.67	1	0	1	1	0	254	556	6	551	-302
20+79.00	2079.00	0.92	9.44	0.00	14.23	14.23	0	0	0	0	0	254	556	6	551	-302
20+82.00	2082.00	3.00	7.78	0.00	19.88	19.88	1	0	2	2	0	255	559	8	551	-304
20+85.00	2085.00	3.00	6.70	0.00	21.91	21.91	1	0	2	2	0	256	562	10	551	-306
20+86.99	2086.99	1.99	6.14	0.00	23.41	23.41	0	0	2	2	0	256	564	13	552	-308
20+88.00	2088.00	1.01	5.87	0.00	26.10	26.10	0	0	1	1	0	256	565	14	552	310
20+91.00	2091.00	3.00	5.13	0.00	34.75	34.71	1	0	3	3	0	257	569	17	552	-312
20+94.00	2094.00	3.00	4.53	0.00	43.55	42.47	1	0	4	4	0	258	575	22	553	-317
20+97.00	2097.00	3.00	4.13	0.00	41.70	41.70	0	0	5	5	0	258	581	28	554	-323
21+00.00	2100.00	3.00	3.79	0.00	39.41	39.41	0	0	5	5	0	258	588	33	554	-330
21+01.47	2101.47	1.47	3.71	0.00	38.15	38.15	0	0	2	2	0	258	590	36	555	-332
21+03.00	2103.00	1.53	3.66	0.00	36.64	36.64	0	0	2	2	0	258	593	38	555	-335
21+06.00	2106.00	3.00	3.66	0.00	33.30	33.30	0	0	4	4	0	258	598	43	555	-340
21+09.00	2109.00	3.00	3.94	0.00	29.78	29.78	0	0	4	4	0	258	603	47	556	-345
21+12.00	2112.00	3.00	4.63	0.00	26.83	26.83	0	0	3	3	0	258	607	51	557	349
21+14.19	2114.19	2.19	5.34	0.00	21.72	21.72	0	0	2	2	0	258	610	53	557	-352
21+15.00	2115.00	0.81	5.67	0.00	20.22	20.22	0	0	1	1	0	258	611	54	557	-353
21+18.00	2118.00	3.00	6.85	0.00	18.29	18.26	1	0	2	2	0	259	614	56	557	-355
21+20.02	2120.02	2.02	7.01	0.00	16.89	16.88	1	0	1	1	0	260	615	58	557	-355
21+21.00	2121.00	0.98	6.98	0.00	18.58	18.58	0	0	1	1	0	260	616	59	558	-356
21+24.00	2124.00	3.00	6.89	0.00	24.32	24.32	1	0	2	2	0	261	619	61	558	-358
21+27.00	2127.00	3.00	6.88	0.00	31.21	31.21	1	0	3	3	0	262	623	64	558	361
21+30.00	2130.00	3.00	6.91	0.00	39.50	39.50	1	0	4	4	0	263	628	69	559	-365
21+33.00	2133.00	3.00	7.06	0.00	58.22	46.65	1	0	5	5	0	264	634	75	560	-370

DIVISION - RAB-INNER FLNG (RAB)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
21+36.00	2136.00	3.00	7.27	0.00	42.16	42.16	1	0	6	5	0	265	642	81	562	-377
21+39.00	2139.00	3.00	7.55	0.00	40.24	40.24	1	0	5	5	0	266	649	86	562	-383
21+42.00	2142.00	3.00	8.39	0.00	39.71	39.71	1	0	4	4	0	267	654	91	563	-387
21+45.00	2145.00	3.00	9.98	0.00	39.10	39.10	1	0	4	4	0	268	659	95	564	-391
21+46.41	2146.41	1.41	10.09	0.00	39.01	39.01	1	0	2	2	0	269	662	98	564	-393
21+48.00	2148.00	1.59	10.32	0.00	39.05	39.05	1	0	2	2	0	270	664	100	564	-394
21+51.00	2151.00	3.00	11.43	0.00	40.30	40.30	1	0	4	4	0	271	670	105	565	-399
21+54.00	2154.00	3.00	12.58	0.00	45.85	45.85	1	0	5	5	0	272	676	110	566	-404
21+57.00	2157.00	3.00	13.66	0.00	50.00	50.00	1	0	5	5	0	273	683	116	566	-410
21+60.00	2160.00	3.00	14.37	0.00	54.94	54.94	2	0	6	6	0	275	690	123	567	-415
21+61.36	2161.36	1.36	14.72	0.00	77.72	52.51	1	0	3	3	0	276	694	127	568	-418
21+63.00	2163.00	1.64	15.16	0.00	46.17	46.17	1	0	4	3	0	277	699	130	569	-422
21+66.00	2166.00	3.00	15.75	0.00	41.43	41.43	2	0	5	5	0	279	706	136	570	-427
21+69.00	2169.00	3.00	15.98	0.00	45.07	45.07	2	0	5	5	0	281	712	141	571	-431
21+72.00	2172.00	3.00	15.72	0.00	49.89	49.89	2	0	5	5	0	283	719	147	572	-436
21+75.00	2175.00	3.00	15.04	0.00	54.01	54.01	2	0	6	6	0	285	727	154	573	-442
21+78.00	2178.00	3.00	14.27	0.00	57.03	57.03	2	0	6	6	0	287	735	161	574	-448
21+78.69	2178.69	0.69	14.07	0.00	57.57	57.57	0	0	1	1	0	287	736	162	574	-449
21+81.00	2181.00	2.31	13.65	0.00	59.45	59.45	1	0	5	5	0	288	742	168	574	-454
21+84.00	2184.00	3.00	13.27	0.00	61.33	61.33	1	0	7	7	0	289	751	176	575	462
21+87.00	2187.00	3.00	12.96	0.00	63.41	63.41	1	0	7	7	0	290	761	184	577	-471
21+90.00	2190.00	3.00	12.97	0.00	48.71	48.71	1	0	6	6	0	291	768	191	577	477
21+93.00	2193.00	3.00	13.52	0.00	33.43	33.43	1	0	5	5	0	292	775	197	578	-483
21+96.00	2196.00	3.00	14.52	0.00	21.82	21.82	2	0	3	3	0	294	779	200	579	485
21+98.05	2198.05	2.05	15.43	0.00	15.33	15.33	1	0	1	1	0	295	780	201	579	-485
21+99.00	2199.00	0.95	15.92	0.00	15.21	15.21	1	0	1	1	0	296	781	202	579	485
22+02.00	2202.00	3.00	17.73	0.00	14.96	14.96	2	0	2	2	0	298	784	205	579	486
22+05.00	2205.00	3.00	19.76	0.00	15.01	15.01	2	0	2	2	0	300	787	207	580	-487
22+06.26	2206.26	1.26	20.72	0.00	15.12	15.12	1	0	1	1	0	301	788	208	580	487
22+08.00	2208.00	1.74	21.99	0.00	14.73	14.73	1	0	1	1	0	302	789	209	580	-487
22+08.52	2208.52	0.52	22.36	0.00	14.58	14.58	0	0	0	0	0	302	789	209	580	487
22+11.00	2211.00	2.48	24.00	0.00	11.32	11.32	2	0	1	1	0	304	790	210	580	-486
22+14.00	2214.00	3.00	26.32	0.00	6.45	6.45	3	0	1	1	0	307	792	212	580	-485
22+17.00	2217.00	3.00	29.17	0.00	2.32	2.32	3	0	0	0	0	310	792	212	580	-482
22+20.00	2220.00	3.00	33.23	0.00	0.00	0.00	3	0	0	0	0	313	792	212	580	-479
22+23.00	2223.00	3.00	38.22	0.00	0.00	0.00	4	0	0	0	0	317	792	212	580	-475
22+24.83	2224.83	1.83	39.79	0.00	0.00	0.00	3	0	0	0	0	320	792	212	580	-472
22+26.00	2226.00	1.17	40.45	0.00	0.00	0.00	2	0	0	0	0	322	792	212	580	-470
22+29.00	2229.00	3.00	41.69	0.00	0.00	0.00	5	0	0	0	0	327	792	212	580	-465
22+32.00	2232.00	3.00	43.00	0.00	175.64	0.00	5	0	10	0	0	332	805	212	593	-473
22+35.00	2235.00	3.00	44.14	0.00	175.55	0.00	5	0	20	0	0	337	831	212	619	-494
22+38.00	2238.00	3.00	45.07	0.00	175.12	0.00	5	0	19	0	0	342	855	212	644	-513
22+41.00	2241.00	3.00	45.42	0.00	174.72	0.00	5	0	19	0	0	347	880	212	669	-533
22+44.00	2244.00	3.00	45.59	0.00	0.00	0.00	5	0	10	0	0	352	893	212	682	-541
22+44.44	2244.44	0.44	45.50	0.00	0.00	0.00	1	0	0	0	0	353	893	212	682	-540
22+47.00	2247.00	2.56	46.42	0.00	173.85	0.00	4	0	8	0	0	357	904	212	692	-547
22+50.00	2250.00	3.00	45.66	0.00	174.01	0.00	5	0	19	0	0	362	928	212	717	-566
22+53.00	2253.00	3.00	43.87	0.00	174.80	0.00	5	0	19	0	0	367	953	212	741	-586
22+56.00	2256.00	3.00	39.14	0.00	0.10	0.09	5	0	10	0	0	372	966	212	754	-594
22+59.00	2259.00	3.00	34.94	0.00	1.25	1.25	4	0	0	0	0	376	966	212	754	-590
22+62.00	2262.00	3.00	33.27	0.00	0.22	0.22	4	0	0	0	0	380	966	212	754	-586
22+63.15	2263.15	1.15	34.19	0.00	0.00	0.00	1	0	0	0	0	381	966	212	754	-585
22+64.98	2264.98	1.83	35.91	0.00	0.00	0.00	2	0	0	0	0	383	966	212	754	-583
22+65.00	2265.00	0.02	35.93	0.00	0.00	0.00	0	0	0	0	0	383	966	212	754	-583
22+68.00	2268.00	3.00	38.46	0.00	1.03	1.03	4	0	0	0	0	387	966	212	754	-579
22+71.00	2271.00	3.00	41.51	0.00	4.61	4.61	4	0	0	0	0	391	966	212	754	-575
22+74.00	2274.00	3.00	45.62	0.00	1.55	1.55	5	0	0	0	0	396	966	212	754	-570

DIVISION - RAB-INNER FLNG (RAB)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
22+77.00	2277.00	3.00	50.66	0.00	0.00	0.00	5	0	0	0	0	401	966	212	754	-565
22+80.00	2280.00	3.00	52.88	0.00	0.00	0.00	6	0	0	0	0	407	966	212	754	-559
22+81.53	2281.53	1.53	52.75	0.00	0.00	0.00	3	0	0	0	0	410	966	212	754	-556
22+83.00	2283.00	1.47	55.46	0.00	0.00	0.00	3	0	0	0	0	413	966	212	754	-553
22+86.00	2286.00	3.00	60.86	0.00	0.00	0.00	6	0	0	0	0	419	966	212	754	-547
22+89.00	2289.00	3.00	65.76	0.00	0.00	0.00	7	0	0	0	0	426	966	212	754	-540
22+92.00	2292.00	3.00	70.50	0.00	0.00	0.00	8	0	0	0	0	434	966	212	754	-532
22+92.14	2292.14	0.14	70.73	0.00	0.00	0.00	0	0	0	0	0	434	966	212	754	532
22+95.00	2295.00	2.86	82.08	0.00	0.00	0.00	8	0	0	0	0	442	966	212	754	-524
22+98.00	2298.00	3.00	95.80	0.00	187.62	0.00	10	0	10	0	0	452	979	212	767	527
23+01.00	2301.00	3.00	104.71	0.00	187.10	0.00	11	0	21	0	0	463	1006	212	795	-543
23+04.00	2304.00	3.00	114.56	0.00	186.40	0.00	12	0	21	0	0	475	1034	212	822	559
23+05.20	2305.20	1.20	118.96	0.00	186.14	0.00	5	0	8	0	0	480	1044	212	832	-564
23+07.00	2307.00	1.80	118.20	0.00	185.48	0.00	8	0	12	0	0	488	1060	212	848	-572
23+10.00	2310.00	3.00	114.28	0.00	184.71	0.00	13	0	21	0	0	501	1087	212	875	-586
23+13.00	2313.00	3.00	111.88	0.00	183.61	0.00	13	0	20	0	0	514	1113	212	901	-599
23+16.00	2316.00	3.00	108.48	0.00	183.09	0.00	12	0	20	0	0	526	1139	212	927	-613
23+17.78	2317.78	1.78	104.57	0.00	182.81	0.00	7	0	12	0	0	533	1154	212	943	-621
23+19.00	2319.00	1.22	102.15	0.00	182.51	0.00	5	0	8	0	0	538	1165	212	953	-627
23+22.00	2322.00	3.00	96.29	0.00	181.89	0.00	11	0	20	0	0	549	1191	212	979	-642
23+22.76	2322.76	0.76	94.88	0.00	181.76	0.00	3	0	5	0	0	552	1197	212	986	-645
23+25.00	2325.00	2.24	102.74	0.00	181.27	0.00	8	0	15	0	0	560	1217	212	1,005	-657
23+28.00	2328.00	3.00	113.30	0.00	180.31	0.00	12	0	20	0	0	572	1243	212	1,031	-671
23+31.00	2331.00	3.00	123.72	0.00	179.09	0.00	13	0	20	0	0	585	1269	212	1,057	-684
23+34.00	2334.00	3.00	134.82	0.00	177.49	0.00	14	0	20	0	0	599	1295	212	1,083	-696
23+37.00	2337.00	3.00	133.12	0.00	175.79	0.00	15	0	20	0	0	614	1321	212	1,109	-707
23+40.00	2340.00	3.00	126.61	0.00	177.42	0.00	14	0	20	0	0	628	1347	212	1,135	-719
23+43.00	2343.00	3.00	119.41	0.00	191.86	0.00	14	0	21	0	0	642	1374	212	1,163	-732
23+46.00	2346.00	3.00	112.44	0.00	192.07	0.00	13	0	21	0	0	655	1401	212	1,190	-746
23+49.00	2349.00	3.00	105.30	0.00	183.58	0.00	12	0	21	0	0	667	1429	212	1,217	-762
23+49.54	2349.54	0.54	104.02	0.00	182.39	0.00	2	0	4	0	0	669	1434	212	1,222	-765
23+52.00	2352.00	2.46	98.98	0.00	176.91	0.00	9	0	16	0	0	678	1455	212	1,243	-777
23+55.00	2355.00	3.00	93.17	0.00	175.26	0.00	11	0	20	0	0	689	1481	212	1,269	-792
23+58.00	2358.00	3.00	87.67	0.00	174.44	0.00	10	0	19	0	0	699	1505	212	1,294	-806
23+61.00	2361.00	3.00	82.40	0.00	174.47	0.00	9	0	19	0	0	708	1530	212	1,319	-822
23+62.49	2362.49	1.49	80.25	0.00	174.89	0.00	4	0	10	0	0	712	1543	212	1,332	831
23+64.00	2364.00	1.51	77.88	0.00	171.25	0.00	4	0	10	0	0	716	1556	212	1,345	-840
23+67.00	2367.00	3.00	74.28	0.00	175.90	0.00	8	0	19	0	0	724	1581	212	1,369	857
23+70.00	2370.00	3.00	70.43	0.00	176.05	0.00	8	0	20	0	0	732	1607	212	1,395	-875
23+73.00	2373.00	3.00	67.31	0.00	176.70	0.00	8	0	20	0	0	740	1633	212	1,421	893
23+76.00	2376.00	3.00	66.26	0.00	177.14	0.00	7	0	20	0	0	747	1659	212	1,447	-912
23+79.00	2379.00	3.00	65.22	0.00	177.53	0.00	7	0	20	0	0	754	1685	212	1,473	931
23+82.00	2382.00	3.00	64.18	0.00	178.27	0.00	7	0	20	0	0	761	1711	212	1,499	-950
23+82.96	2382.96	0.96	63.51	0.00	173.49	0.00	2	0	6	0	0	763	1719	212	1,507	-956
23+85.00	2385.00	2.04	62.16	0.00	173.60	0.00	5	0	13	0	0	768	1736	212	1,524	-968
23+88.00	2388.00	3.00	60.39	0.00	173.59	0.00	7	0	19	0	0	775	1760	212	1,549	-985
23+91.00	2391.00	3.00	57.17	0.00	173.58	0.00	7	0	19	0	0	782	1785	212	1,573	-1,003
23+94.00	2394.00	3.00	51.22	0.00	173.32	0.20	6	0	19	0	0	788	1810	212	1,598	-1,022
23+97.00	2397.00	3.00	52.27	0.00	172.59	0.34	6	0	19	0	0	794	1834	212	1,623	-1,040
24+00.00	2400.00	3.00	53.68	0.00	171.42	0.00	6	0	19	0	0	800	1859	212	1,647	-1,059
24+00.58	2400.58	0.58	53.74	0.00	171.26	0.00	1	0	4	0	0	801	1864	212	1,653	-1,063
24+03.00	2403.00	2.42	58.44	0.00	170.50	0.00	5	0	15	0	0	806	1884	212	1,672	-1,078
24+06.00	2406.00	3.00	65.74	0.00	169.65	0.00	7	0	19	0	0	813	1908	212	1,697	-1,095
24+07.19	2407.19	1.19	67.42	0.00	169.28	0.00	3	0	7	0	0	816	1918	212	1,706	-1,102
EXIST PAVEMENT	-	-	0.00	20749.00	0.00	0.00	0	461	0	0	0	816	1918	212	1,706	-1,563

DIVISION - 5 MILE-EB-ENTRANCE (EB5MR-A)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
							NOTE 1	NOTE 2	NOTE 3							
40+33.77	4033.77	0.00	37.43	0.00	3.92	0.01	0	0	0	0	0	0	0	0	0	0
40+50.00	4050.00	16.23	85.77	0.00	7.86	3.85	37	0	4	1	0	37	5	1	4	32
40+58.77	4058.77	8.77	88.98	0.00	4.82	4.82	28	0	2	1	0	65	8	2	6	57
40+58.78	4058.78	0.01	88.98	0.00	4.82	4.82	0	0	0	0	0	65	8	2	6	57
40+75.00	4075.00	16.22	92.42	0.00	5.29	5.29	54	0	3	3	0	119	12	6	6	107
41+00.00	4100.00	25.00	101.66	0.00	5.61	5.61	90	0	5	5	0	209	18	12	7	191
41+20.47	4120.47	20.47	113.91	0.00	4.47	4.47	82	0	4	4	0	291	23	16	7	268
41+25.00	4125.00	4.53	119.64	0.00	4.17	4.17	20	0	1	1	0	311	25	17	7	286
41+50.00	4150.00	25.00	125.75	0.00	2.76	2.76	114	0	3	3	0	425	29	21	8	396
41+75.00	4175.00	25.00	133.02	0.00	1.79	1.79	120	0	2	2	0	545	31	23	8	514
42+00.00	4200.00	25.00	150.78	0.00	0.09	0.09	131	0	2	1	0	676	33	24	8	644
42+21.53	4221.53	21.53	183.12	0.00	0.00	0.00	133	0	0	0	0	809	33	24	8	777
42+25.00	4225.00	3.47	189.33	0.00	0.00	0.00	24	0	0	0	0	833	33	24	8	801
42+50.00	4250.00	25.00	190.58	0.00	0.00	0.00	176	0	0	0	0	1009	33	24	8	977
42+75.00	4275.00	25.00	228.40	0.00	0.00	0.00	194	0	0	0	0	1203	33	24	8	1,171
43+00.00	4300.00	25.00	266.94	0.00	0.00	0.00	229	0	0	0	0	1432	33	24	8	1,400
43+25.00	4325.00	25.00	332.83	0.00	0.00	0.00	278	0	0	0	0	1710	33	24	8	1,678
43+50.00	4350.00	25.00	398.77	0.00	0.00	0.00	339	0	0	0	0	2049	33	24	8	2,017
43+75.00	4375.00	25.00	454.15	0.00	0.00	0.00	395	0	0	0	0	2444	33	24	8	2,412
44+00.00	4400.00	25.00	623.26	0.00	0.00	0.00	499	0	0	0	0	2943	33	24	8	2,911
44+20.38	4420.38	20.38	795.58	0.00	0.00	0.00	535	0	0	0	0	3478	33	24	8	3,446
44+25.00	4425.00	4.62	764.68	0.00	0.00	0.00	133	0	0	0	0	3611	33	24	8	3,579
44+50.00	4450.00	25.00	444.14	0.00	0.00	0.00	560	0	0	0	0	4171	33	24	8	4,139
44+75.00	4475.00	25.00	383.68	0.00	0.00	0.00	383	0	0	0	0	4554	33	24	8	4,522
45+00.00	4500.00	25.00	323.23	0.00	0.72	0.00	327	0	0	0	0	4881	33	24	8	4,849
45+25.00	4525.00	25.00	273.78	0.00	2.13	0.00	276	0	1	0	0	5157	34	24	10	5,123
45+50.00	4550.00	25.00	235.38	0.00	6.28	0.00	236	0	4	0	0	5393	39	24	15	5,354
45+75.00	4575.00	25.00	213.25	0.00	0.00	0.00	208	0	3	0	0	5601	43	24	19	5,558
46+00.00	4600.00	25.00	206.87	0.00	0.00	0.00	194	0	0	0	0	5795	43	24	19	5,752
46+25.00	4625.00	25.00	206.93	0.00	0.00	0.00	192	0	0	0	0	5987	43	24	19	5,944
46+47.36	4647.36	22.36	203.16	0.00	0.00	0.00	170	0	0	0	0	6157	43	24	19	6,114
46+50.00	4650.00	2.64	203.37	0.00	0.00	0.00	20	0	0	0	0	6177	43	24	19	6,134
46+75.00	4675.00	25.00	210.14	0.00	0.00	0.00	191	0	0	0	0	6368	43	24	19	6,325
46+93.47	4693.47	18.47	222.06	0.00	0.00	0.00	148	0	0	0	0	6516	43	24	19	6,473
47+00.00	4700.00	6.53	226.79	0.00	0.00	0.00	54	0	0	0	0	6570	43	24	19	6,527
47+25.00	4725.00	25.00	240.58	0.00	7.07	0.00	216	0	3	0	0	6786	47	24	23	6,739
47+39.58	4739.58	14.58	244.83	0.00	5.30	0.00	131	0	3	0	0	6917	51	24	27	6,866
47+50.00	4750.00	10.42	227.10	0.00	4.14	0.00	91	0	2	0	0	7008	53	24	29	6,955
47+65.00	4765.00	15.00	341.10	0.00	2.71	0.00	158	0	2	0	0	7166	56	24	32	7,110
47+71.65	4771.65	6.65	295.37	0.00	2.44	0.00	78	0	1	0	0	7244	57	24	33	7,187
47+75.00	4775.00	3.35	266.72	0.00	2.26	0.00	35	0	0	0	0	7279	57	24	33	7,222
47+96.33	4796.33	21.33	240.86	0.00	3.01	0.00	200	0	2	0	0	7479	60	24	36	7,419
47+96.34	4796.34	0.01	147.25	0.00	0.00	0.00	0	0	0	0	0	7479	60	24	36	7,419
48+00.00	4800.00	3.66	144.37	0.00	0.05	0.00	20	0	0	0	0	7499	60	24	36	7,439
48+25.00	4825.00	25.00	141.99	0.00	0.00	0.00	133	0	0	0	0	7632	60	24	36	7,572
48+50.00	4850.00	25.00	137.24	0.00	1.96	0.00	129	0	1	0	0	7761	61	24	37	7,700
48+65.41	4865.41	15.41	139.31	0.00	4.06	0.00	79	0	2	0	0	7840	64	24	40	7,776
48+75.00	4875.00	9.59	138.18	0.00	5.11	0.00	49	0	2	0	0	7889	66	24	42	7,823
48+98.36	4898.36	23.36	128.63	0.00	11.50	0.00	115	0	7	0	0	8004	75	24	51	7,929
49+00.00	4900.00	1.64	127.86	0.00	12.03	0.00	8	0	1	0	0	8012	77	24	53	7,935
49+07.38	4907.38	7.38	124.44	0.00	16.61	0.00	34	0	4	0	0	8046	82	24	58	7,964
49+09.98	4909.98	2.60	118.85	0.00	19.12	0.00	12	0	2	0	0	8058	85	24	60	7,974
49+15.00	4915.00	5.02	107.67	0.00	24.31	0.00	21	0	4	0	0	8079	90	24	66	7,989
49+20.00	4920.00	5.00	99.26	0.00	28.80	0.00	19	0	5	0	0	8098	96	24	72	8,002
49+25.00	4925.00	5.00	90.08	0.00	29.47	0.00	18	0	5	0	0	8116	103	24	79	8,013
49+31.30	4931.30	6.30	76.37	0.00	29.73	0.00	19	0	7	0	0	8135	112	24	88	8,023
EXIST PAVEMENT	-	-	0.00	22398.00	0.00	0.00	0	348	0	0	0	8135	112	24	88	7,675

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PROJECT NO: 2290-26-70 | HWY: STH 38 | COUNTY: RACINE | EARTHWORK DATA | SHEET 240 | E

DIVISION - 5 MILE-WB-EXIT (WB5MR-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3			NOTE 1		NOTE 4	NOTE 5	NOTE 8
47+93.83	4793.83	0.00	89.85	0.00	3.01	0.00	0	0	0	0	0	0	0	0	0	0
48+00.00	4800.00	6.17	87.45	0.00	2.74	0.00	20	0	1	0	0	20	1	0	1	19
48+07.38	4807.38	7.38	86.20	0.00	2.57	0.00	24	0	1	0	0	44	3	0	3	41
48+25.00	4825.00	17.62	86.73	0.00	2.28	0.00	56	0	2	0	0	100	5	0	5	95
48+50.00	4850.00	25.00	83.69	0.00	1.70	0.00	79	0	2	0	0	179	8	0	8	171
48+75.00	4875.00	25.00	76.39	0.00	2.46	0.00	74	0	2	0	0	253	10	0	10	243
48+96.52	4896.52	21.52	68.08	0.00	4.58	0.00	58	0	3	0	0	311	14	0	14	297
49+00.00	4900.00	3.48	66.98	0.00	5.09	0.00	9	0	1	0	0	320	16	0	16	304
49+07.30	4907.30	7.30	65.81	0.00	5.98	0.00	18	0	1	0	0	338	17	0	17	321
49+10.00	4910.00	2.70	63.97	0.00	6.36	0.00	6	0	1	0	0	344	18	0	18	326
49+15.00	4915.00	5.00	59.24	0.00	0.00	0.00	11	0	1	0	0	355	20	0	20	336
49+20.00	4920.00	5.00	54.13	0.00	0.00	0.00	10	0	0	0	0	365	20	0	20	346
49+25.00	4925.00	5.00	44.82	0.00	0.00	0.00	9	0	0	0	0	374	20	0	20	355
49+30.00	4930.00	5.00	31.88	0.00	0.07	0.07	7	0	0	0	0	381	20	0	20	362
49+35.00	4935.00	5.00	15.20	0.00	25.49	4.06	4	0	2	0	0	385	22	0	22	363
49+40.53	4940.53	5.53	7.67	0.00	39.81	7.37	2	0	7	1	0	387	31	1	30	356
EXIST PAVEMENT	-	-	0.00	1225.00	0.00	0.00	0	19	0	0	0	387	31	1	30	337

DIVISION - 5 MILE-EB-EXIT (EB5MR-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3			NOTE 1		NOTE 4	NOTE 5	NOTE 8
50+78.83	5078.83	0.00	27.26	0.00	41.85	41.85	0	0	0	0	0	0	0	0	0	0
50+80.00	5080.00	1.17	24.25	0.00	50.50	50.50	1	0	2	2	0	1	3	2	0	-2
50+85.00	5085.00	5.00	11.66	0.00	88.35	88.35	3	0	13	13	0	4	20	17	2	-16
50+90.00	5090.00	5.00	3.72	0.00	120.81	120.81	1	0	19	19	0	5	44	39	5	-39
50+95.00	5095.00	5.00	1.23	0.00	127.17	127.17	0	0	23	23	0	5	74	66	9	-69
51+00.00	5100.00	5.00	0.34	0.00	131.36	128.29	0	0	24	24	0	5	105	93	12	-100
51+05.00	5105.00	5.00	0.13	0.00	140.36	127.32	0	0	25	24	0	5	138	121	17	-133
51+10.00	5110.00	5.00	0.02	0.00	148.49	125.26	0	0	27	23	0	5	173	147	26	-168
51+12.78	5112.78	2.78	0.00	0.00	152.52	123.53	0	0	15	13	0	5	192	162	30	-187
51+25.00	5125.00	12.22	0.00	0.00	142.82	119.66	0	0	67	55	0	5	280	225	54	-275
51+33.72	5133.72	8.72	0.00	0.00	135.53	116.58	0	0	45	38	0	5	338	269	69	-333
51+50.00	5150.00	16.28	0.00	0.00	117.35	106.17	0	0	76	67	0	5	437	346	91	-432
51+75.00	5175.00	25.00	0.00	0.00	99.50	97.78	0	0	100	94	0	5	567	454	113	-562
52+00.00	5200.00	25.00	0.00	0.00	88.63	87.81	0	0	87	86	0	5	680	553	127	-675
52+22.15	5222.15	22.15	0.00	0.00	75.72	75.72	0	0	67	67	0	5	767	630	137	-762
52+24.36	5224.36	2.21	0.00	0.00	74.28	74.28	0	0	6	6	0	5	775	637	138	-770
EXIST PAVEMENT	-	-	0.00	756.00	0.00	0.00	0	12	0	0	0	5	775	637	138	-782

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - TOTAL FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED GRANULAR BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL GRADE 1
5 EXPANDED FILL OUTSIDE GRANULAR BACKFILL	WILL BE BACKFILLED WITH COMMON
8 - MASS ORDINATE	CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL - EXPANDED TOTAL FILL

DIVISION - 5 MILE-WB-ENTRANCE (WB5MR-A)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
50+88.27	5088.27	0.00	0.00	0.00	123.68	42.56	0	0	0	0	0	0	0	0	0	0
50+90.00	5090.00	1.73	0.00	0.00	125.27	44.39	0	0	8	3	0	0	10	3	7	10
50+94.53	5094.53	4.53	0.00	0.00	129.91	49.65	0	0	21	8	0	0	38	13	25	-38
51+00.00	5100.00	5.47	0.01	0.00	134.75	56.35	0	0	27	11	0	0	73	25	48	73
51+05.00	5105.00	5	0.04	0.00	137.49	59.68	0	0	25	11	0	0	105	38	67	-105
51+10.00	5110.00	5	0.09	0.00	140.37	62.97	0	0	26	11	0	0	139	51	89	139
51+13.31	5113.31	3.31	0.12	0.00	142.47	65.18	0	0	17	8	0	0	161	60	101	-161
51+21.88	5121.88	8.57	0.23	0.00	147.04	70.48	0	0	46	22	0	0	221	85	136	-221
51+25.00	5125.00	3.12	0.27	0.00	148.77	72.30	0	0	17	8	0	0	243	94	149	-243
51+50.00	5150.00	25	1.05	0.00	160.12	84.04	1	0	143	72	0	1	429	177	252	-428
51+55.51	5155.51	5.51	1.37	0.00	160.63	85.23	0	0	33	17	0	1	472	197	275	-471
51+75.00	5175.00	19.49	0.86	0.00	166.85	95.71	1	0	118	65	0	2	625	271	354	-623
52+00.00	5200.00	25	0.64	0.00	170.98	101.04	1	0	156	91	0	3	828	375	452	-825
52+21.46	5221.46	21.46	1.60	0.00	144.73	115.15	1	0	125	86	0	4	991	475	516	-987
52+21.47	5221.47	0.01	1.60	0.00	228.47	188.10	0	0	0	0	0	4	991	475	516	-987
52+25.00	5225.00	3.53	2.24	0.00	209.69	186.46	0	0	28	24	0	4	1027	503	524	-1,023
52+50.00	5250.00	25	0.00	0.00	167.59	126.62	1	0	175	145	0	5	1255	669	585	-1,250
52+53.58	5253.58	3.58	0.00	0.00	189.88	121.72	0	0	24	16	0	5	1286	688	598	-1,281
52+67.09	5267.09	13.51	10.27	0.00	191.30	115.04	3	0	95	59	0	8	1409	756	654	-1,401
52+75.00	5275.00	7.91	10.30	0.00	215.87	121.87	3	0	60	35	0	11	1487	796	691	-1,476
53+00.00	5300.00	25	6.14	0.00	134.93	106.12	8	0	162	106	0	19	1698	918	780	-1,679
53+12.25	5312.25	12.25	5.88	0.00	121.82	94.73	3	0	58	46	0	22	1773	971	803	1,751
53+25.00	5325.00	12.75	5.72	0.00	104.51	81.71	3	0	53	42	0	25	1842	1019	823	-1,817
53+50.00	5350.00	25	4.06	0.00	71.25	56.25	5	0	81	64	0	30	1947	1093	855	1,917
53+70.93	5370.93	20.93	7.23	0.00	51.16	40.91	4	0	47	38	0	34	2009	1136	872	-1,975
53+75.00	5375.00	4.07	7.95	0.00	49.14	38.65	1	0	8	6	0	35	2019	1143	876	-1,984
54+00.00	5400.00	25	18.77	0.00	41.16	30.10	12	0	42	32	0	47	2074	1180	894	-2,027
54+25.00	5425.00	25	35.03	0.00	15.82	15.82	25	0	26	21	0	72	2107	1204	903	-2,035
54+50.00	5450.00	25	55.71	0.00	11.17	11.17	42	0	12	12	0	114	2123	1218	905	-2,009
54+75.00	5475.00	25	74.58	0.00	7.78	7.78	60	0	9	9	0	174	2135	1228	906	-1,961
55+00.00	5500.00	25	89.96	0.00	3.81	3.81	76	0	5	5	0	250	2141	1234	907	-1,891
55+25.00	5525.00	25	95.61	0.00	3.79	3.79	86	0	4	4	0	336	2146	1239	908	-1,810
55+48.02	5548.02	23.02	100.52	0.00	2.14	2.14	84	0	3	3	0	420	2150	1242	908	-1,730
55+50.00	5550.00	1.98	101.05	0.00	2.09	2.09	7	0	0	0	0	427	2150	1242	908	-1,723
55+75.00	5575.00	25	102.01	0.00	2.15	1.76	94	0	2	2	0	521	2153	1244	909	-1,632
56+00.00	5600.00	25	100.41	0.00	2.55	1.36	94	0	2	1	0	615	2155	1245	910	-1,540
56+19.13	5619.13	19.13	97.44	0.00	2.37	1.21	70	0	2	1	0	685	2158	1247	911	-1,473
56+25.00	5625.00	5.87	96.36	0.00	2.26	1.07	21	0	1	0	0	706	2159	1247	913	-1,453
56+50.00	5650.00	25	91.45	0.00	3.45	1.84	87	0	3	1	0	793	2163	1248	915	1,370
56+75.00	5675.00	25	87.52	0.00	3.70	2.01	83	0	3	2	0	876	2167	1250	917	-1,291
56+90.22	5690.22	15.22	85.32	0.00	4.06	2.49	49	0	2	1	0	925	2170	1251	919	1,245
57+00.00	5700.00	9.78	84.63	0.00	2.82	2.54	31	0	1	1	0	956	2171	1252	919	-1,215
57+25.00	5725.00	25	79.63	0.00	2.92	1.55	76	0	3	2	0	1032	2175	1255	920	-1,143
57+40.23	5740.23	15.23	76.21	0.00	0.37	0.06	44	0	1	0	0	1076	2176	1255	922	-1,100
EXIST PAVEMENT	-	-	0.00	16978	0.00	0.00	0	264	0	0	0	1076	2176	1255	922	-1,364

DIVISION - STH38 NB-ENTRANCE (NB38-A)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	TOTAL FILL NOTE 3	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
165+57.28	16557.28	0.00	109.38	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0
165+75.00	16575.00	17.72	131.33	0.00	0.57	0.00	79	0	0	0	0	79	0	0	0	79
165+82.27	16582.27	7.27	141.76	0.00	0.00	0.00	37	0	0	0	0	116	0	0	0	116
165+82.32	16582.32	0.05	141.83	0.00	0.00	0.00	0	0	0	0	0	116	0	0	0	116
165+85.00	16585.00	2.68	144.35	0.00	0.00	0.00	14	0	0	0	0	130	0	0	0	130
166+00.00	16600.00	15.00	143.38	0.00	0.00	0.00	80	0	0	0	0	210	0	0	0	210
166+25.00	16625.00	25.00	131.67	0.00	0.96	0.00	127	0	0	0	0	337	0	0	0	337
166+39.25	16639.25	14.25	134.49	0.00	0.00	0.00	70	0	0	0	0	407	0	0	0	407
166+50.00	16650.00	10.75	125.93	0.00	0.37	0.00	52	0	0	0	0	459	0	0	0	459
166+61.72	16661.72	11.72	128.67	0.00	0.00	0.00	55	0	0	0	0	514	0	0	0	514
166+75.00	16675.00	13.28	111.42	0.00	3.18	0.00	59	0	1	0	0	573	1	0	1	572
167+00.00	16700.00	25.00	106.49	0.00	0.36	0.06	101	0	2	0	0	674	4	0	4	670
167+16.58	16716.58	16.58	101.72	0.00	3.07	1.25	64	0	1	0	0	738	5	0	5	733
167+25.00	16725.00	8.42	100.58	0.00	4.37	1.97	32	0	1	1	0	770	7	1	5	764
167+50.00	16750.00	25.00	95.33	0.00	8.82	4.66	91	0	6	3	0	861	14	5	10	847
167+68.33	16768.33	18.33	92.94	0.00	6.57	6.01	64	0	5	4	0	925	21	9	12	904
167+75.00	16775.00	6.67	92.39	0.00	6.92	6.28	23	0	2	2	0	948	23	12	12	925
167+87.00	16787.00	12.00	87.96	0.00	6.96	6.96	40	0	3	3	0	988	27	15	12	961
168+00.00	16800.00	13.00	84.04	0.00	7.67	7.67	41	0	4	4	0	1029	33	20	13	997
168+25.00	16825.00	25.00	67.98	0.00	10.42	10.42	70	0	8	8	0	1099	43	29	14	1,056
168+40.33	16840.33	15.33	59.02	0.00	11.48	11.48	36	0	6	6	0	1135	51	36	15	1,084
168+50.00	16850.00	9.67	53.97	0.00	14.12	12.97	20	0	5	4	0	1155	57	40	17	1,098
168+50.90	16850.90	0.90	53.52	0.00	14.31	13.14	2	0	0	0	0	1157	57	40	17	1,100
168+75.00	16875.00	24.10	39.81	0.00	18.24	15.03	42	0	15	13	0	1199	77	55	22	1,122
168+93.66	16893.66	18.66	33.85	0.00	21.30	18.96	25	0	14	12	0	1224	95	69	26	1,129
169+00.00	16900.00	6.34	30.75	0.00	21.79	17.74	8	0	5	4	0	1232	101	74	28	1,131
169+12.20	16912.20	12.20	25.74	0.00	24.33	18.65	13	0	10	8	0	1245	114	83	32	1,131
169+25.00	16925.00	12.80	12.85	0.00	31.13	25.15	9	0	13	10	0	1254	131	94	37	1,123
169+50.00	16950.00	25.00	7.26	0.00	44.82	38.10	9	0	35	29	0	1263	177	128	49	1,086
169+64.08	16964.08	14.08	3.57	0.00	57.33	46.87	3	0	27	22	0	1266	212	153	59	1,054
169+75.00	16975.00	10.92	2.39	0.00	67.99	53.26	1	0	25	20	0	1267	244	176	68	1,023
170+00.00	17000.00	25.00	8.09	0.00	89.42	59.21	5	0	73	52	0	1272	339	236	104	933
170+24.29	17024.29	24.29	1.22	0.00	95.47	64.57	4	0	83	56	0	1276	447	300	147	829
170+25.00	17025.00	0.71	1.27	0.00	95.13	64.46	0	0	3	2	0	1276	451	302	149	825
170+50.00	17050.00	25.00	4.02	0.00	97.46	53.82	2	0	89	55	0	1278	567	366	201	711
170+75.00	17075.00	25.00	8.02	0.00	75.74	41.08	6	0	80	44	0	1284	671	416	255	613
170+84.50	17084.50	9.50	10.08	0.00	63.52	34.23	3	0	24	13	0	1287	702	431	271	585
171+00.00	17100.00	15.50	19.18	0.00	47.58	26.56	8	0	32	17	0	1295	744	451	293	551
171+25.00	17125.00	25.00	42.30	0.00	23.36	2.38	28	0	33	13	0	1323	787	466	321	537
171+50.00	17150.00	25.00	73.33	0.00	30.57	5.05	54	0	25	3	0	1377	819	469	350	558
171+57.53	17157.53	7.53	83.95	0.00	11.70	5.02	22	0	6	1	0	1399	827	470	356	572
171+57.54	17157.54	0.01	58.96	0.00	6.16	0.00	0	0	0	0	0	1399	827	470	356	572
171+75.00	17175.00	17.46	85.45	0.00	2.64	0.00	47	0	3	0	0	1446	831	470	360	615
171+76.69	17176.69	1.69	87.94	0.00	2.44	0.00	5	0	0	0	0	1451	831	470	360	620
172+00.00	17200.00	23.31	115.82	0.00	0.92	0.00	88	0	1	0	0	1539	832	470	362	707
172+17.02	17217.02	17.02	131.67	0.00	0.57	0.00	78	0	0	0	0	1617	832	470	362	785
172+25.00	17225.00	7.98	137.43	0.00	0.49	0.00	40	0	0	0	0	1657	832	470	362	825
172+31.94	17231.94	6.94	140.97	0.00	0.46	0.00	36	0	0	0	0	1693	832	470	362	861
172+35.00	17235.00	3.06	141.83	0.00	0.48	0.00	16	0	0	0	0	1709	832	470	362	877
172+40.00	17240.00	5.00	140.73	0.00	0.64	0.00	26	0	0	0	0	1735	832	470	362	903
172+45.00	17245.00	5.00	137.22	0.00	0.91	0.00	26	0	0	0	0	1761	832	470	362	929
172+50.00	17250.00	5.00	132.18	0.00	1.25	0.00	25	0	0	0	0	1786	832	470	362	954
172+55.00	17255.00	5.00	123.55	0.00	1.66	0.00	24	0	0	0	0	1810	832	470	362	978
172+57.34	17257.34	2.34	119.63	0.00	1.82	0.00	11	0	0	0	0	1821	832	470	362	989
EXIST PAVEMENT	-	-	0.00	26584.00	0.00	0.00	0	591	0	0	0	1821	832	470	362	398

DIVISION - STH38-NB-EXIT (NB38-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT 1.00 NOTE 1	EXPANDED TOTAL FILL 1.30	EXPANDED GRANULAR BACKFILL GRADE 1 1.15 NOTE 4	EXPANDED FILL OUTSIDE GRANULAR BACKFILL 1.30 NOTE 5	MASS ORDINATE NOTE 8
							NOTE 1	NOTE 2	NOTE 3							
174+00.55	17400.55	0.00	0.00	0.00	44.85	44.85	0	0	0	0	0	0	0	0	0	0
174+05.00	17405.00	4.45	0.00	0.00	45.92	45.92	0	0	7	7	0	0	9	8	1	-9
174+10.00	17410.00	5	0.00	0.00	47.84	47.84	0	0	9	9	0	0	21	18	2	-21
174+15.00	17415.00	5	0.00	0.00	51.22	51.22	0	0	9	9	0	0	33	29	4	-33
174+20.00	17420.00	5	0.00	0.00	57.45	52.70	0	0	10	10	0	0	46	40	5	-46
174+25.00	17425.00	5	0.00	0.00	65.34	53.34	0	0	11	10	0	0	60	52	8	-60
174+30.00	17430.00	5	0.00	0.00	71.79	53.15	0	0	13	10	0	0	77	63	13	-77
174+35.00	17435.00	5	0.00	0.00	76.66	52.38	0	0	14	10	0	0	95	75	20	-95
174+40.00	17440.00	5	0.00	0.00	81.37	52.23	0	0	15	10	0	0	114	86	28	-114
174+41.54	17441.54	1.54	0.00	0.00	82.89	52.29	0	0	5	3	0	0	121	90	31	-121
174+50.00	17450.00	8.46	0.00	0.00	82.39	53.76	0	0	26	17	0	0	155	109	45	-155
174+75.00	17475.00	25	0.00	0.00	79.10	56.04	0	0	75	51	0	0	252	168	84	-252
175+00.00	17500.00	25	0.00	0.00	58.40	44.09	0	0	64	46	0	0	335	221	115	-335
175+23.72	17523.72	23.72	0.00	0.00	50.18	43.52	0	0	48	38	0	0	398	265	133	-398
175+25.00	17525.00	1.28	0.00	0.00	49.81	43.40	0	0	2	2	0	0	400	267	134	-400
175+50.00	17550.00	25	0.72	0.00	34.70	34.70	0	0	39	36	0	0	451	308	143	451
175+69.60	17569.60	19.6	3.32	0.00	70.48	46.29	1	0	38	29	0	1	501	342	159	-500
175+69.62	17569.62	0.02	21.75	0.00	70.47	49.56	0	0	0	0	0	1	501	342	159	-500
175+75.00	17575.00	5.38	22.74	0.00	69.84	48.96	4	0	14	10	0	5	519	353	166	514
176+00.00	17600.00	25	23.67	0.00	64.06	45.74	21	0	62	44	0	26	599	404	196	-573
176+25.00	17625.00	25	22.67	0.00	61.72	46.04	21	0	58	42	0	47	675	452	223	628
176+42.26	17642.26	17.26	20.83	0.00	74.89	47.68	14	0	44	30	0	61	732	486	245	-671
176+50.00	17650.00	7.74	19.18	0.00	71.45	45.37	6	0	21	13	0	67	759	501	258	692
176+75.00	17675.00	25	14.86	0.00	65.19	41.74	16	0	63	40	0	83	841	547	294	-758
176+82.63	17682.63	7.63	14.78	0.00	61.95	41.45	4	0	18	12	0	87	865	561	303	778
177+00.00	17700.00	17.37	12.96	0.00	55.15	36.77	9	0	38	25	0	96	914	590	324	818
177+08.16	17708.16	8.16	12.36	0.00	52.48	34.41	4	0	16	11	0	100	935	603	332	-835
177+25.00	17725.00	16.84	11.39	0.00	48.33	31.25	7	0	31	20	0	107	975	626	349	868
177+33.66	17733.66	8.66	10.60	0.00	46.64	30.92	4	0	15	10	0	111	995	637	357	-884
177+44.42	17744.42	10.76	9.54	0.00	30.18	30.18	4	0	15	12	0	115	1014	651	363	899
177+50.00	17750.00	5.58	8.81	0.00	30.34	30.34	2	0	6	6	0	117	1022	658	364	-905
177+60.79	17760.79	10.79	7.30	0.00	31.45	31.45	3	0	12	12	0	120	1037	672	366	917
177+68.76	17768.76	7.97	6.07	0.00	40.77	29.53	2	0	11	9	0	122	1052	682	370	-930
177+75.00	17775.00	6.24	5.67	0.00	29.23	29.23	1	0	8	7	0	123	1062	690	372	939
177+93.71	17793.71	18.71	3.04	0.00	29.72	29.72	3	0	20	20	0	126	1088	713	375	-962
178+00.00	17800.00	6.29	1.98	0.00	30.77	30.77	1	0	7	7	0	127	1097	721	376	-970
178+25.00	17825.00	25	0.00	0.00	53.89	39.06	1	0	39	32	0	128	1148	758	390	-1020
178+50.00	17850.00	25	0.00	0.00	68.90	48.27	0	0	57	40	0	128	1222	804	418	-1094
178+75.00	17875.00	25	0.00	0.00	77.02	55.50	0	0	68	48	0	128	1310	859	451	-1182
179+00.00	17900.00	25	0.00	0.00	122.99	82.20	0	0	93	64	0	128	1431	933	499	-1303
179+10.00	17910.00	10	0.00	0.00	165.94	95.08	0	0	54	33	0	128	1502	971	531	-1374
179+25.00	17925.00	15	0.00	0.00	308.32	185.49	0	0	132	78	0	128	1673	1060	613	-1545
179+32.71	17932.71	7.71	0.65	0.00	211.50	117.19	0	0	74	43	0	128	1769	1110	660	-1641
179+50.00	17950.00	17.29	0.00	0.00	149.87	87.44	0	0	116	66	0	128	1920	1186	734	-1792
179+75.00	17975.00	25	0.06	0.00	116.35	64.60	0	0	123	70	0	128	2080	1266	814	-1952
179+94.26	17994.26	19.26	0.00	0.00	107.06	58.81	0	0	80	44	0	128	2184	1317	867	-2056
180+00.00	18000.00	5.74	0.00	0.00	103.79	57.79	0	0	22	12	0	128	2213	1331	882	-2085
180+15.45	18015.45	15.45	0.00	0.00	87.45	40.15	0	0	55	26	0	128	2284	1360	924	-2156
180+25.00	18025.00	9.55	0.00	0.00	80.26	33.58	0	0	30	13	0	128	2323	1375	948	-2195
180+40.43	18040.43	15.43	3.66	0.00	72.25	28.53	1	0	44	18	0	129	2380	1396	984	-2251
180+50.00	18050.00	9.57	9.41	0.00	55.81	32.28	2	0	23	11	0	131	2410	1409	1,001	-2279
180+64.39	18064.39	14.39	19.29	0.00	45.24	31.04	8	0	27	17	0	139	2445	1428	1,017	-2306
180+65.41	18065.41	1.02	19.99	0.00	41.72	28.51	1	0	2	1	0	140	2448	1429	1,018	-2308
180+75.00	18075.00	9.59	26.54	0.00	11.38	11.38	8	0	9	7	0	148	2460	1438	1,022	-2322
180+75.00	18075.00	0	0.00	0.00	0.00	0.00	0	0	0	0	0	148	2460	1438	1,022	-2322

DIVISION - STH38-NB-EXIT (NB38-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT	EXPANDED TOTAL FILL	EXPANDED GRANULAR BACKFILL GRADE 1	EXPANDED FILL OUTSIDE GRANULAR BACKFILL	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3			1.00 NOTE 1	1.30	1.15 NOTE 4	1.30 NOTE 5	NOTE 8
180+85.00	18085.00	10	40.18	0.00	9.76	9.76	7	0	2	2	0	155	2462	1440	1,022	-2307
180+87.30	18087.30	2.3	42.24	0.00	9.53	9.53	4	0	1	1	0	159	2464	1441	1,023	-2305
181+00.00	18100.00	12.7	66.49	0.00	16.02	16.02	26	0	6	6	0	185	2471	1448	1,023	-2286
181+12.28	18112.28	12.28	94.44	0.00	5.63	5.63	37	0	5	5	0	222	2478	1454	1,024	-2256
181+17.72	18117.72	5.44	104.22	0.00	4.38	4.38	20	0	1	1	0	242	2479	1455	1,024	-2237
181+25.00	18125.00	7.28	114.17	0.00	3.06	3.06	29	0	1	1	0	271	2480	1456	1,025	-2209
181+37.26	18137.26	12.26	136.67	0.00	0.86	0.86	57	0	1	1	0	328	2482	1457	1,025	-2154
181+50.00	18150.00	12.74	159.01	0.00	0.17	0.17	70	0	0	0	0	398	2482	1457	1,025	-2084
181+71.06	18171.06	21.06	172.71	0.00	0.00	0.00	129	0	0	0	0	527	2482	1457	1,025	-1955
181+75.00	18175.00	3.94	170.04	0.00	0.00	0.00	25	0	0	0	0	552	2482	1457	1,025	-1930
182+00.00	18200.00	25	179.51	0.00	0.00	0.00	162	0	0	0	0	714	2482	1457	1,025	-1768
182+23.26	18223.26	23.26	150.10	0.00	0.00	0.00	142	0	0	0	0	856	2482	1457	1,025	-1626
182+23.28	18223.28	0.02	150.08	0.00	0.00	0.00	0	0	0	0	0	856	2482	1457	1,025	-1626
182+24.39	18224.39	1.11	149.12	0.00	0.00	0.00	6	0	0	0	0	862	2482	1457	1,025	-1620
182+25.00	18225.00	0.61	148.59	0.00	0.00	0.00	3	0	0	0	0	865	2482	1457	1,025	-1617
182+48.28	18248.28	23.28	126.80	0.00	0.11	0.00	119	0	0	0	0	984	2482	1457	1,025	-1498
EXIST PAVEMENT	-	-	0.00	26531	0.00	0.00	0	590	0	0	0	984	2482	1457	1,025	-2088

DIVISION - STH38 SB-EXIT (SB38-B)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT	EXPANDED TOTAL FILL	EXPANDED GRANULAR BACKFILL GRADE 1	EXPANDED FILL OUTSIDE GRANULAR BACKFILL	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3			1.00 NOTE 1	1.30	1.15 NOTE 4	1.30 NOTE 5	NOTE 8
171+54.54	17154.54	0.00	20.48	0.00	5.53	5.02	0	0	0	0	0	0	0	0	0	0
171+75.00	17175.00	20.46	18.37	0.00	4.69	4.30	15	0	4	4	0	15	5	5	1	10
172+00.00	17200.00	25	14.79	0.00	4.48	3.88	15	0	4	4	0	30	10	9	1	20
172+08.96	17208.96	8.96	15.23	0.00	4.23	3.55	5	0	1	1	0	35	12	10	1	23
172+25.00	17225.00	16.04	14.56	0.00	5.13	4.15	9	0	3	2	0	44	16	13	3	28
172+35.06	17235.06	10.06	10.12	0.00	7.87	7.87	5	0	2	2	0	49	18	15	3	31
172+40.00	17240.00	4.94	6.82	0.00	10.91	10.91	2	0	2	2	0	51	21	17	4	30
172+45.00	17245.00	5	4.46	0.00	15.00	14.97	1	0	2	2	0	52	23	20	4	29
172+50.00	17250.00	5	2.82	0.00	18.90	18.90	1	0	3	3	0	53	27	23	4	26
172+55.00	17255.00	5	1.58	0.00	22.32	22.32	0	0	4	4	0	53	33	28	5	21
172+60.00	17260.00	5	1.40	0.00	16.28	16.28	0	0	4	4	0	53	38	32	6	15
172+65.00	17265.00	5	2.39	0.00	7.62	7.62	0	0	2	2	0	53	40	35	6	13
172+70.00	17270.00	5	3.38	0.00	2.20	2.20	1	0	1	1	0	54	42	36	6	12
172+72.96	17272.96	2.96	5.28	0.00	1.03	1.03	0	0	0	0	0	54	42	36	6	12
EXIST PAVEMENT	-	-	0.00	457.00	0.00	0.00	0	10	0	0	0	54	42	36	6	2

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DIVISION - STH38-SB-ENTRANCE (SB38-A)

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	TOTAL FILL	GRANULAR BACKFILL GRADE 1	FILL OUTSIDE GRANULAR BACKFILL	CUT	EXPANDED TOTAL FILL	EXPANDED GRANULAR BACKFILL GRADE 1	EXPANDED FILL OUTSIDE GRANULAR BACKFILL	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3			1.00 NOTE 1	1.30	1.15 NOTE 4	1.30 NOTE 5	NOTE 8
174+18.03	17418.03	0.00	10.16	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0
174+20.00	17420.00	1.97	11.55	0.00	0.00	0.00	1	0	0	0	0	1	0	0	0	1
174+25.00	17425.00	5	14.40	0.00	0.00	0.00	2	0	0	0	0	3	0	0	0	3
174+30.00	17430.00	5	15.35	0.00	0.00	0.00	3	0	0	0	0	6	0	0	0	6
174+35.00	17435.00	5	15.58	0.00	0.00	0.00	3	0	0	0	0	9	0	0	0	9
174+40.00	17440.00	5	15.67	0.00	0.00	0.00	3	0	0	0	0	12	0	0	0	12
174+45.00	17445.00	5	16.03	0.00	0.00	0.00	3	0	0	0	0	15	0	0	0	15
174+45.33	17445.33	0.33	16.03	0.00	0.00	0.00	0	0	0	0	0	15	0	0	0	15
174+50.00	17450.00	4.67	16.54	0.00	0.00	0.00	3	0	0	0	0	18	0	0	0	18
174+56.26	17456.26	6.26	17.22	0.00	0.00	0.00	4	0	0	0	0	22	0	0	0	22
174+75.00	17475.00	18.74	18.43	0.00	0.08	0.00	12	0	0	0	0	34	0	0	0	34
174+94.50	17494.50	19.5	19.63	0.00	0.01	0.00	14	0	0	0	0	48	0	0	0	48
175+00.00	17500.00	5.5	20.35	0.00	0.00	0.00	4	0	0	0	0	52	0	0	0	52
175+25.00	17525.00	25	23.43	0.00	0.00	0.00	20	0	0	0	0	72	0	0	0	72
175+50.00	17550.00	25	21.20	0.00	0.00	0.00	21	0	0	0	0	93	0	0	0	93
175+66.31	17566.31	16.31	18.43	0.00	3.28	3.28	12	0	1	1	0	105	1	1	0	104
EXIST PAVEMENT	-	-	0.00	5574	0.00	0.00	0	124	0	0	0	105	1.3	1	0	-20

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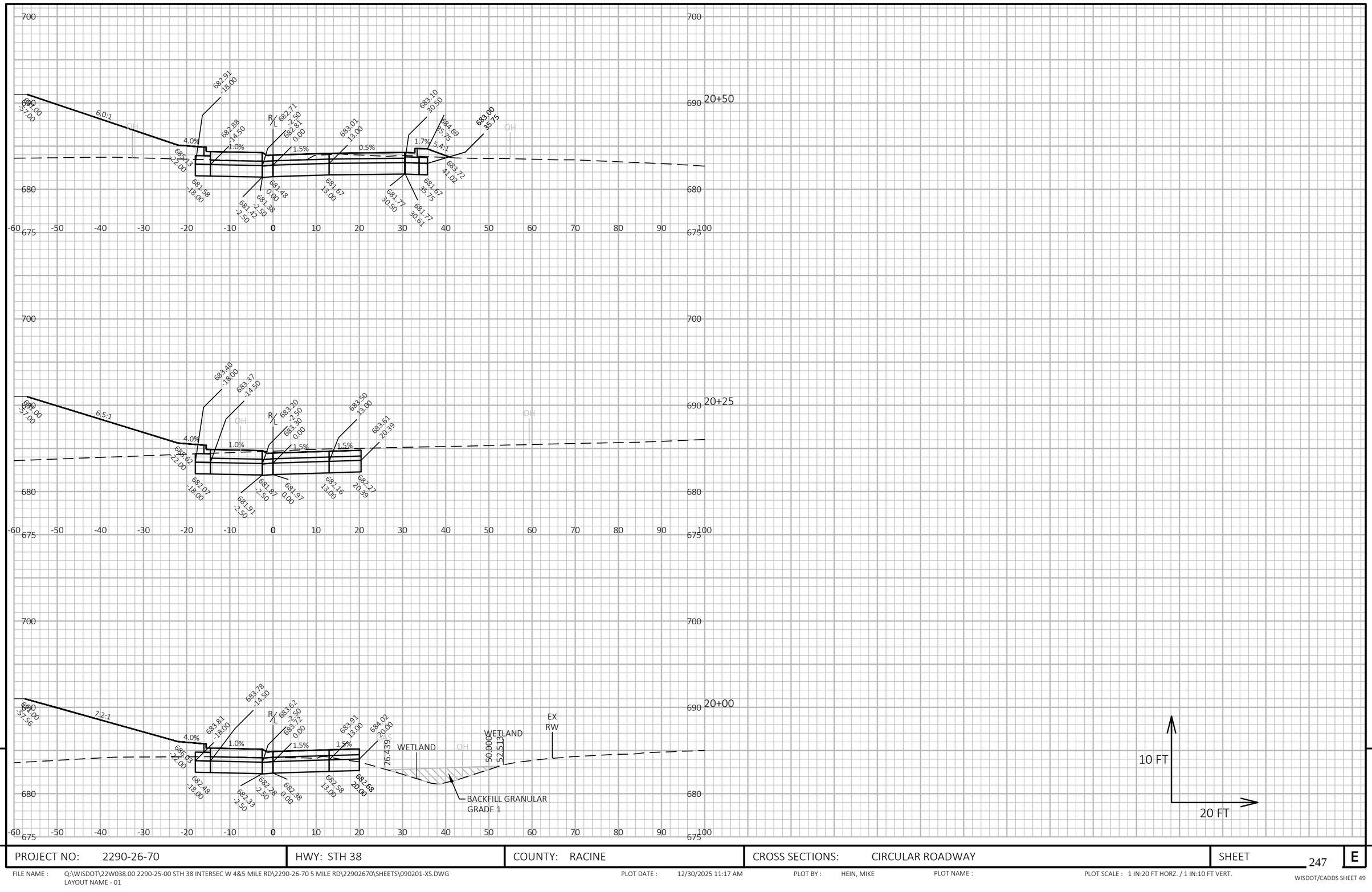
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	EARTHWORK DATA	SHEET 246	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090101-EW.DWG
LAYOUT NAME - 10

PLOT DATE : 12/30/2025 12:47 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1" = 1'



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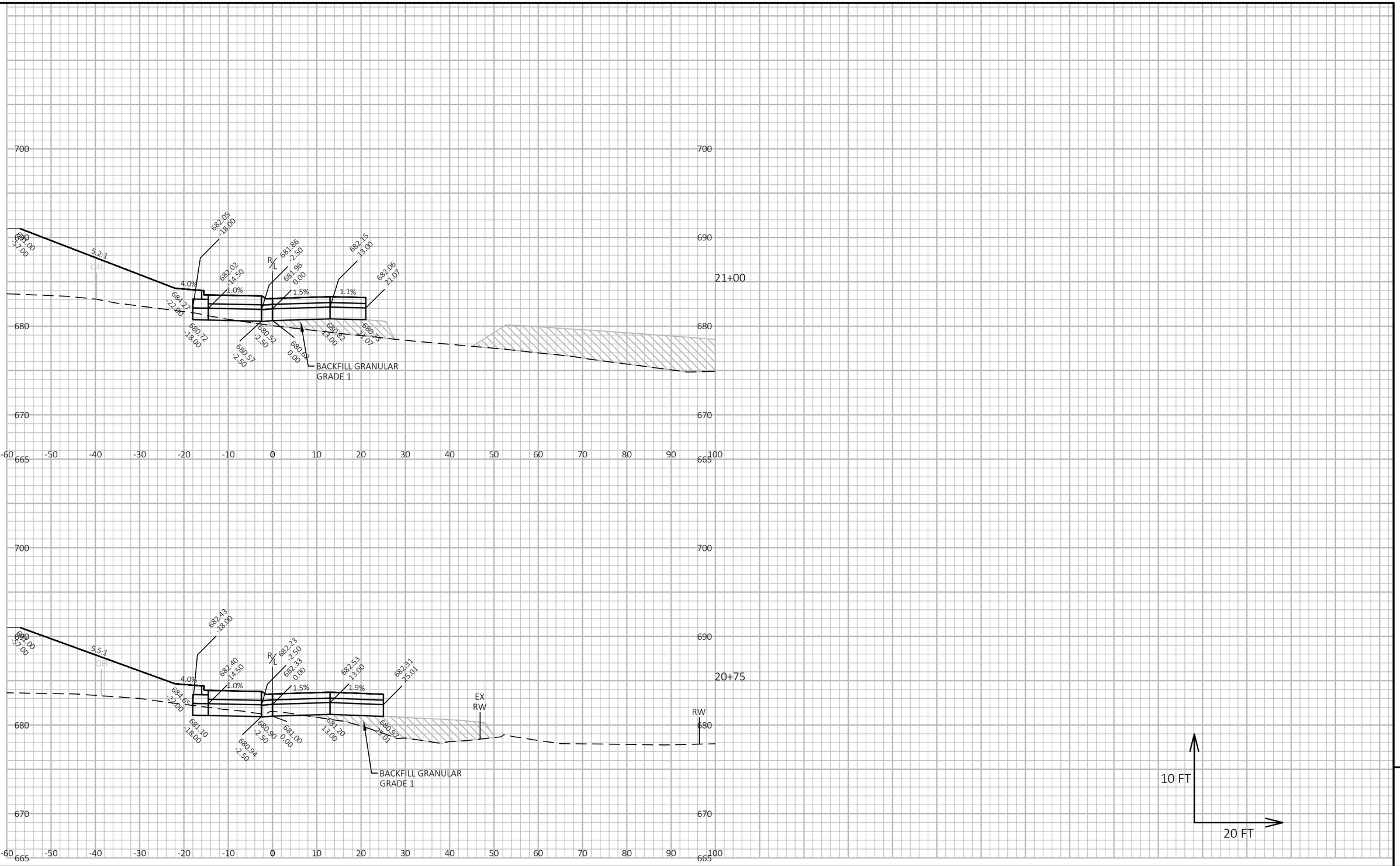
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 247	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/30/2025 11:17 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

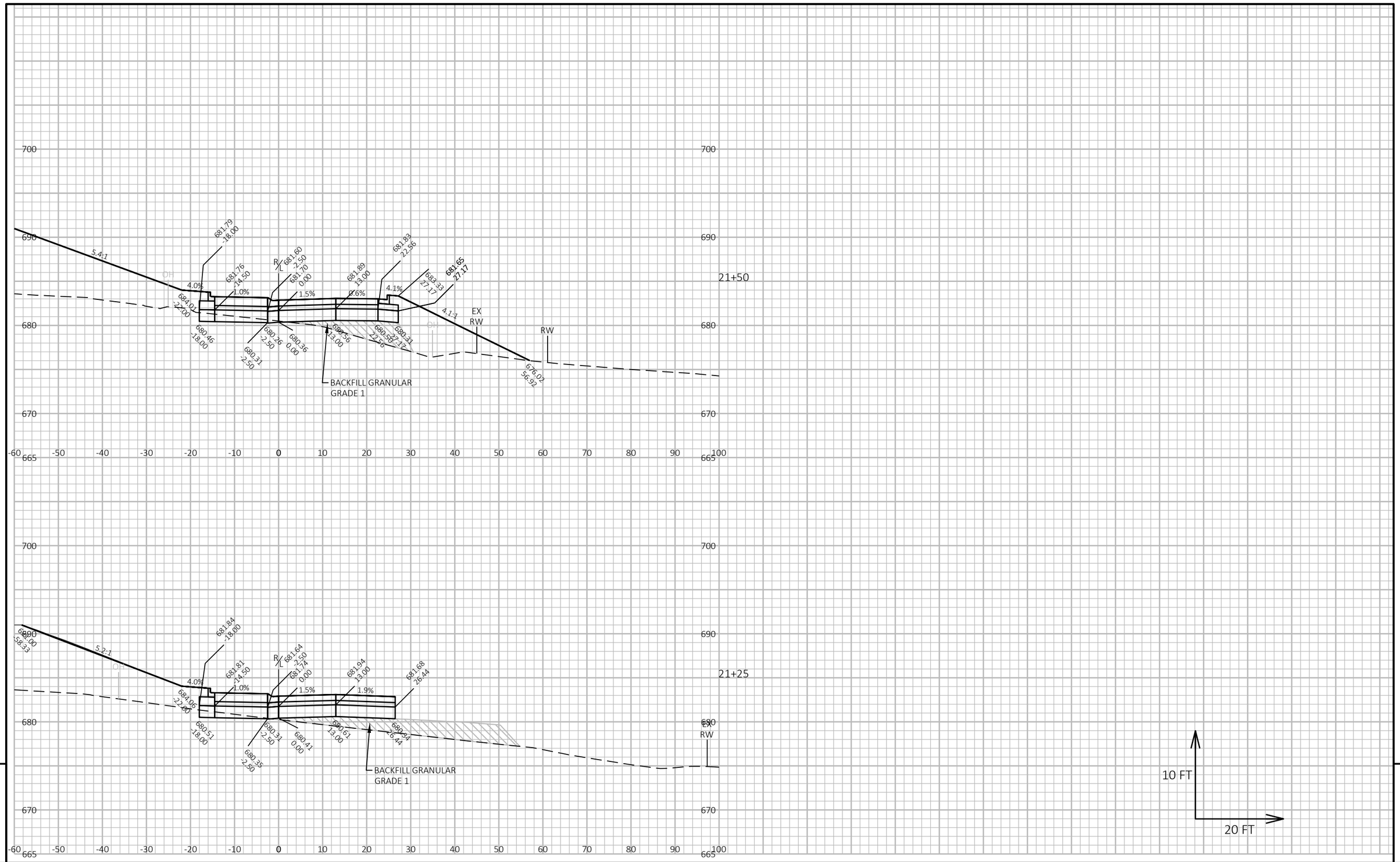


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 248	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 12/30/2025 11:18 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

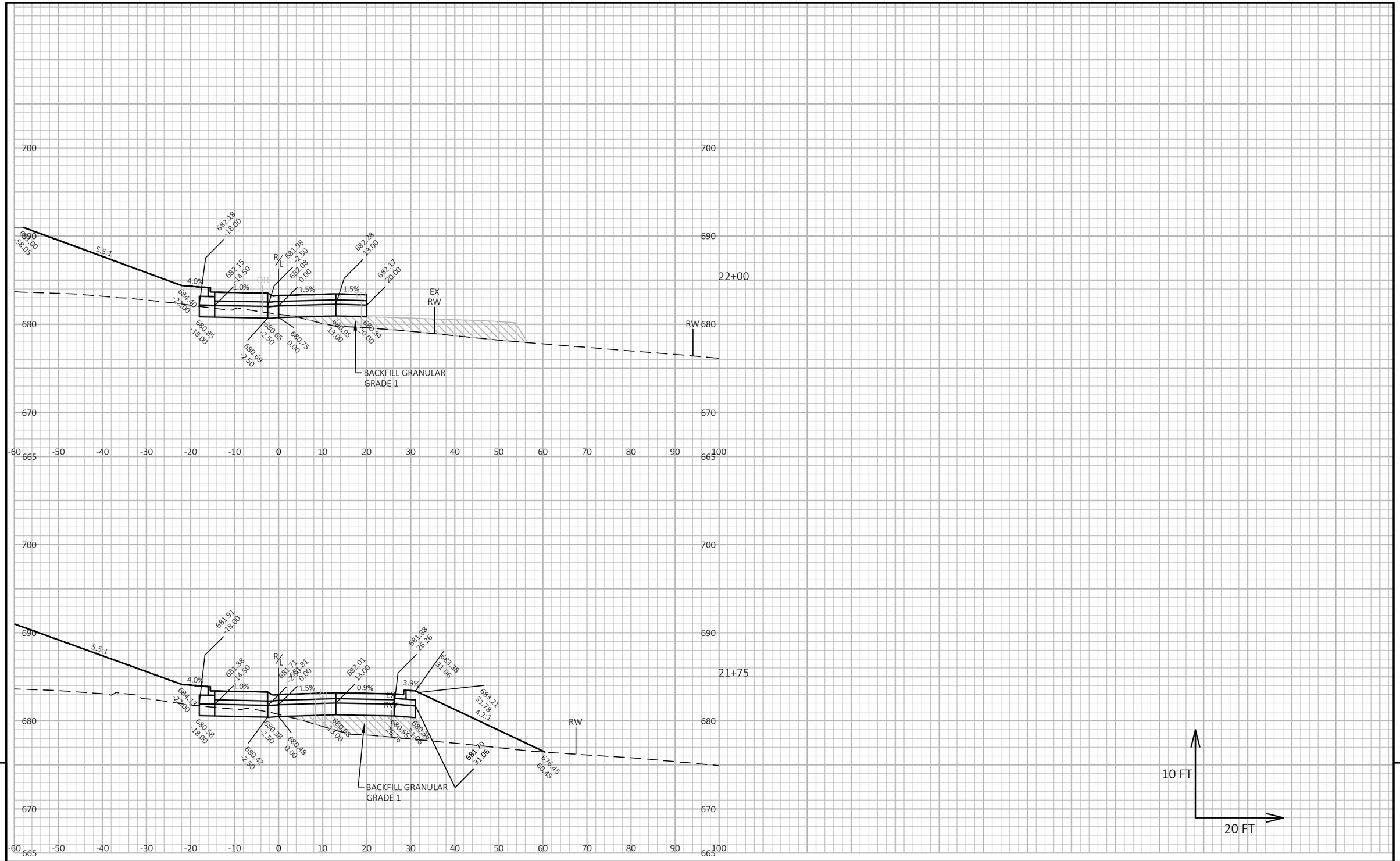
WISDOT/CADDS SHEET 49



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 249	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 12/30/2025 11:18 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

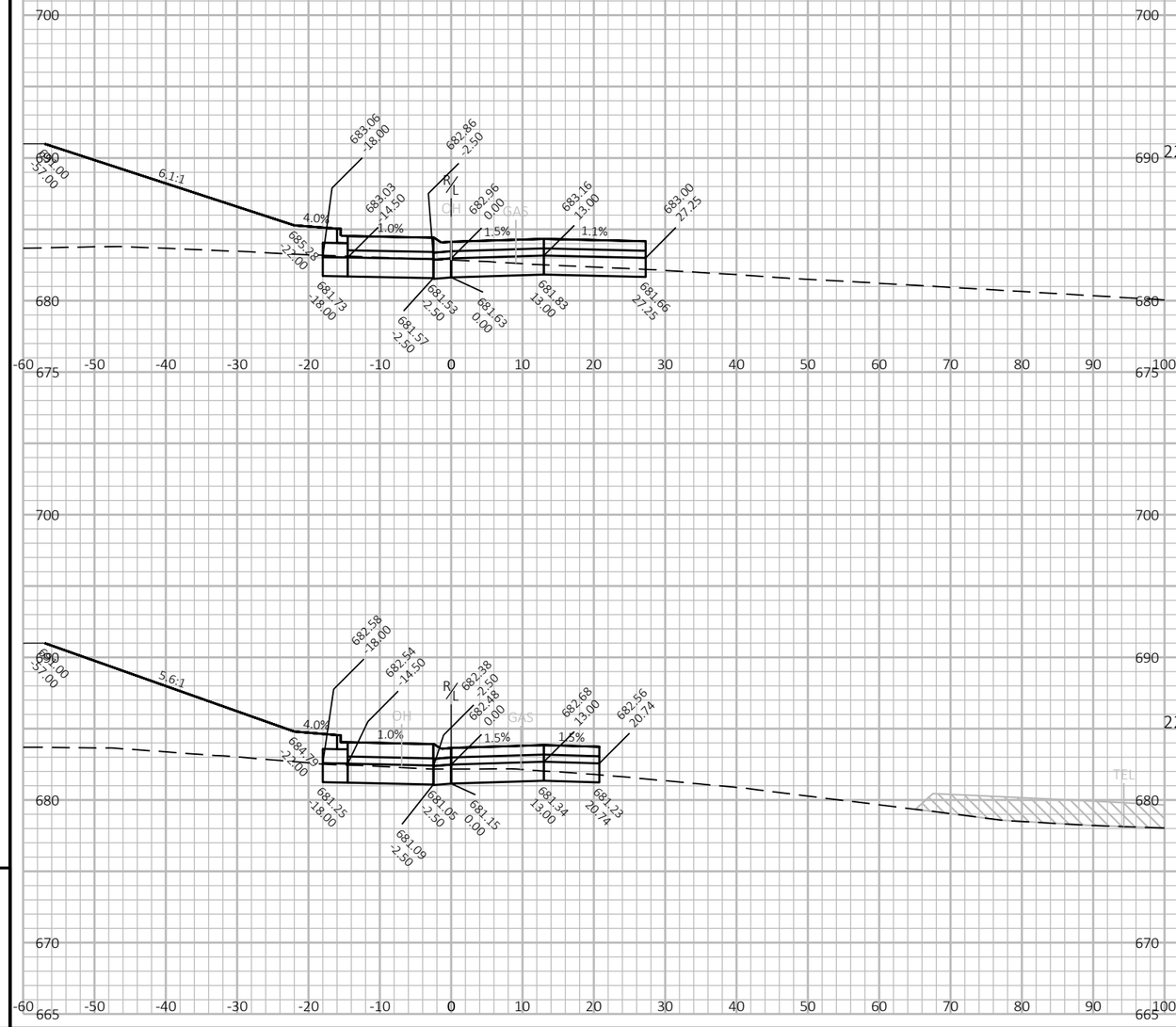


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 250	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/30/2025 11:18 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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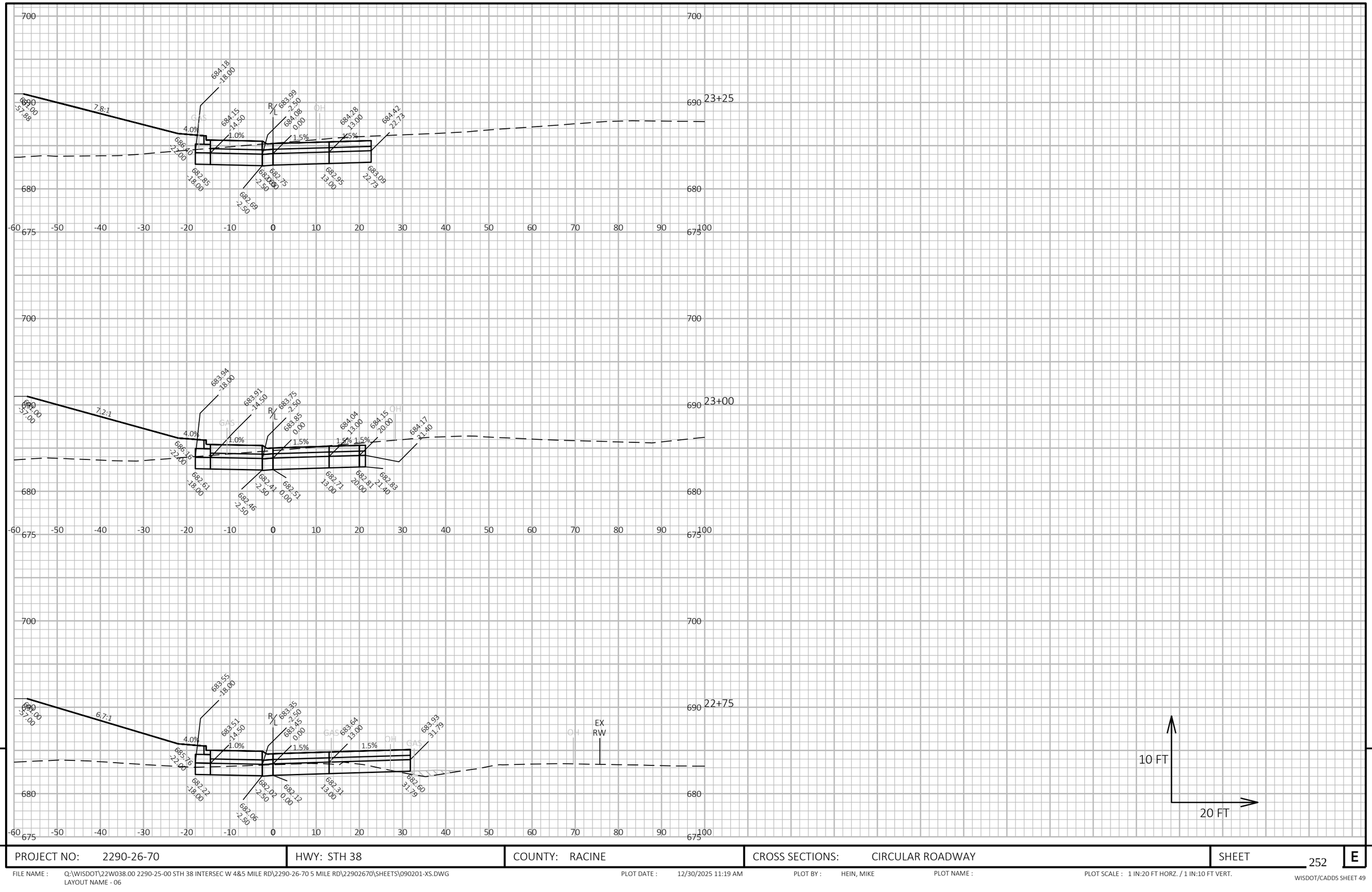
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 251	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/30/2025 11:19 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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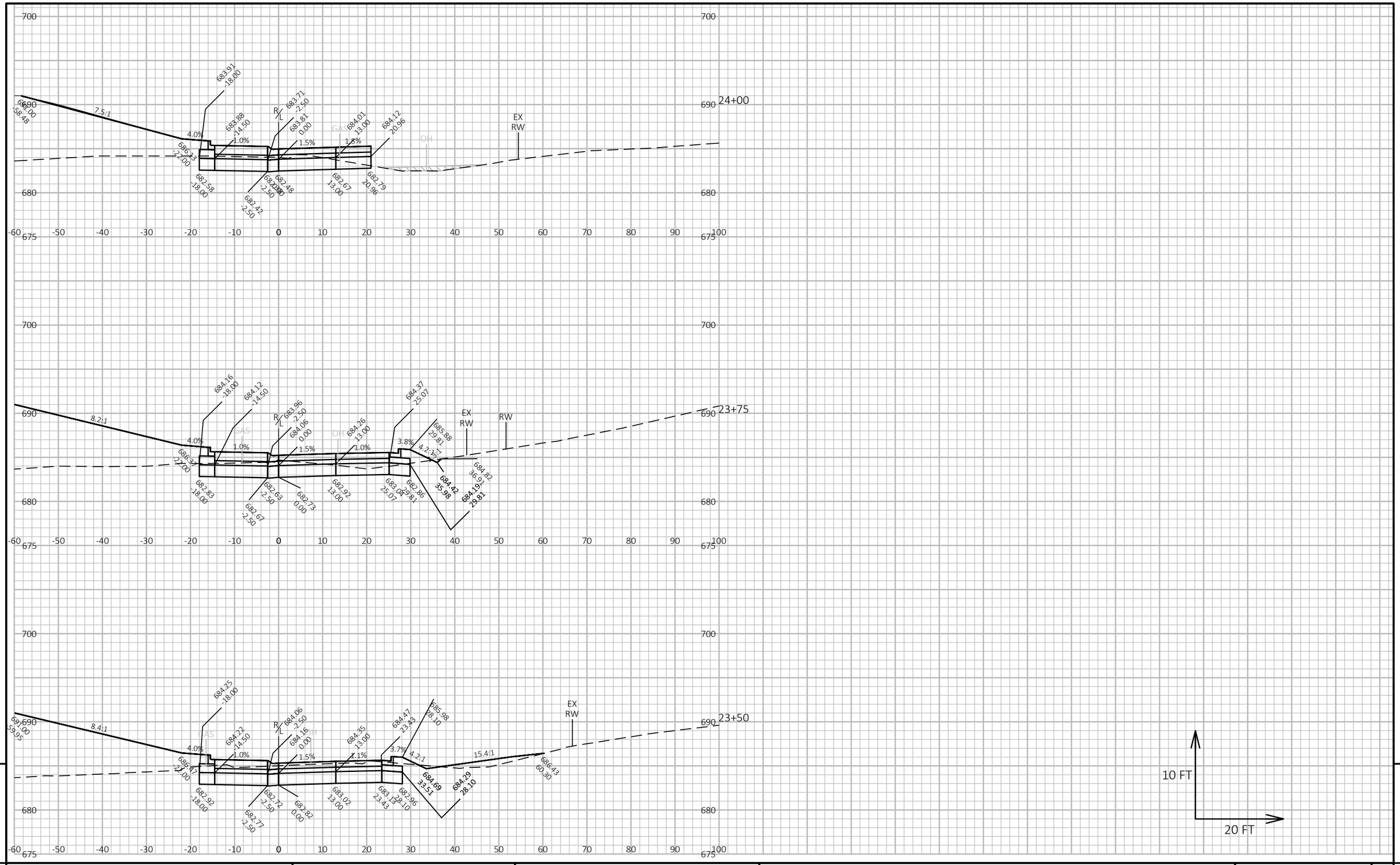
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 252	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 12/30/2025 11:19 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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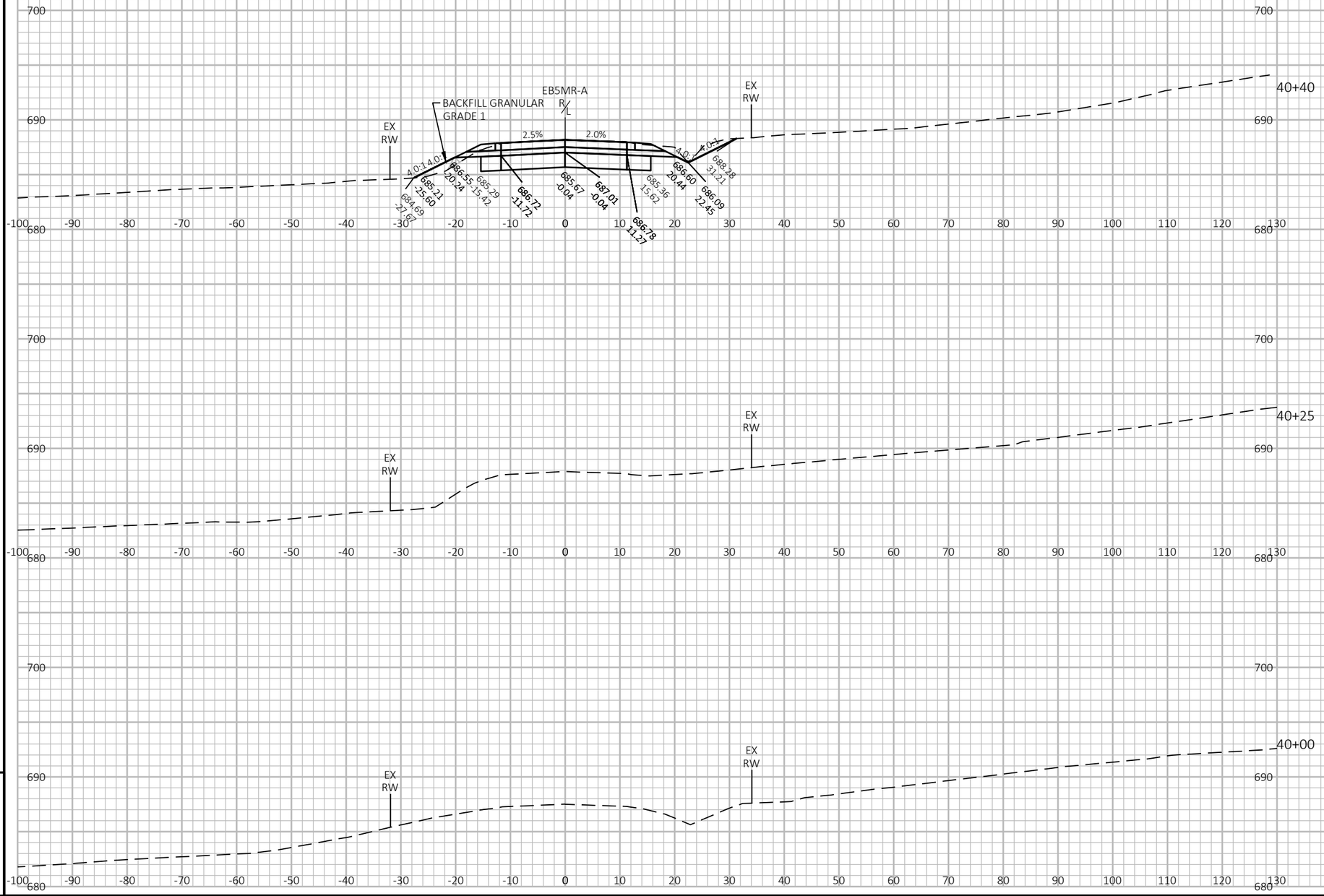
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: CIRCULAR ROADWAY	SHEET 253	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 12/30/2025 11:19 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

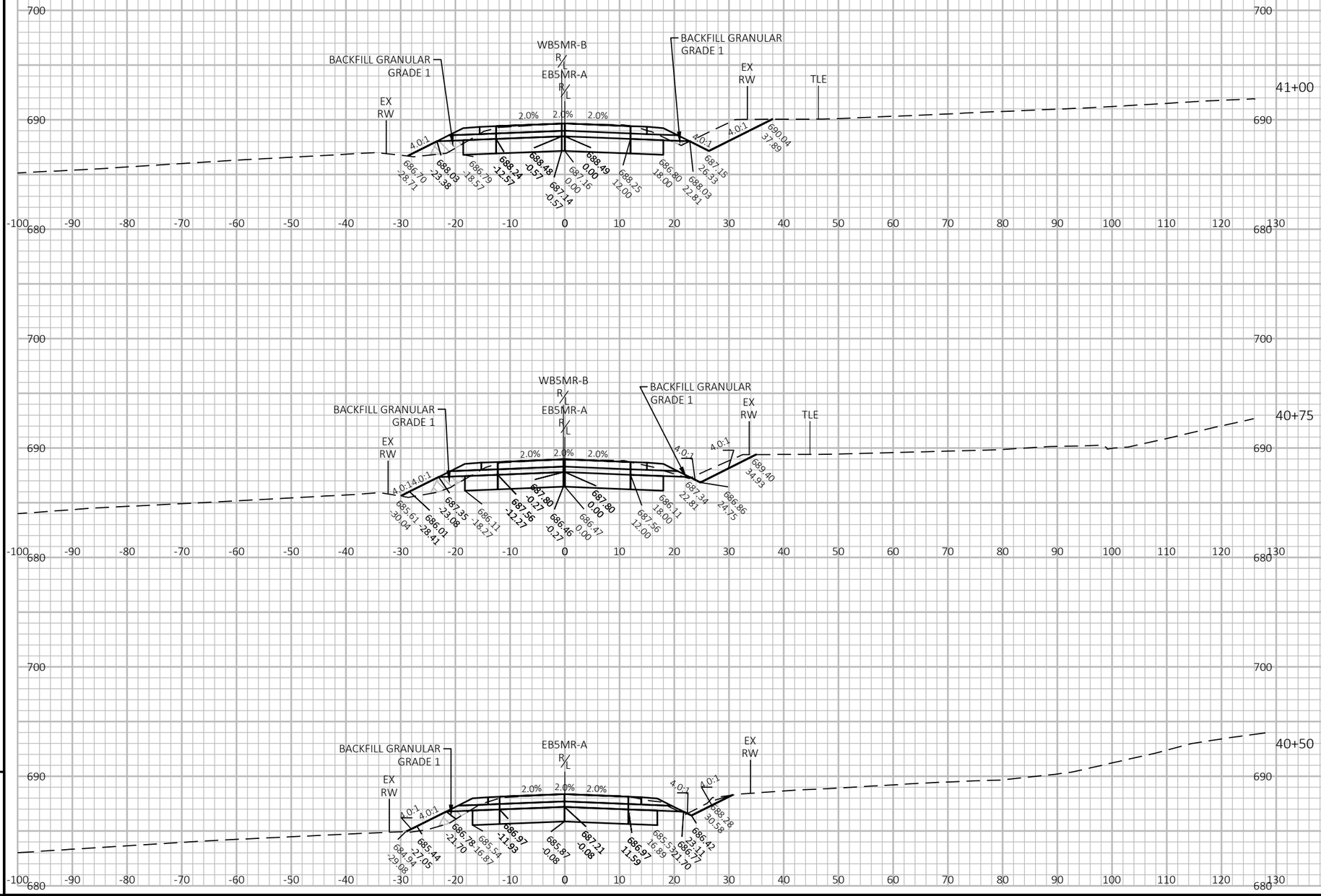


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 254	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/30/2025 11:10 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

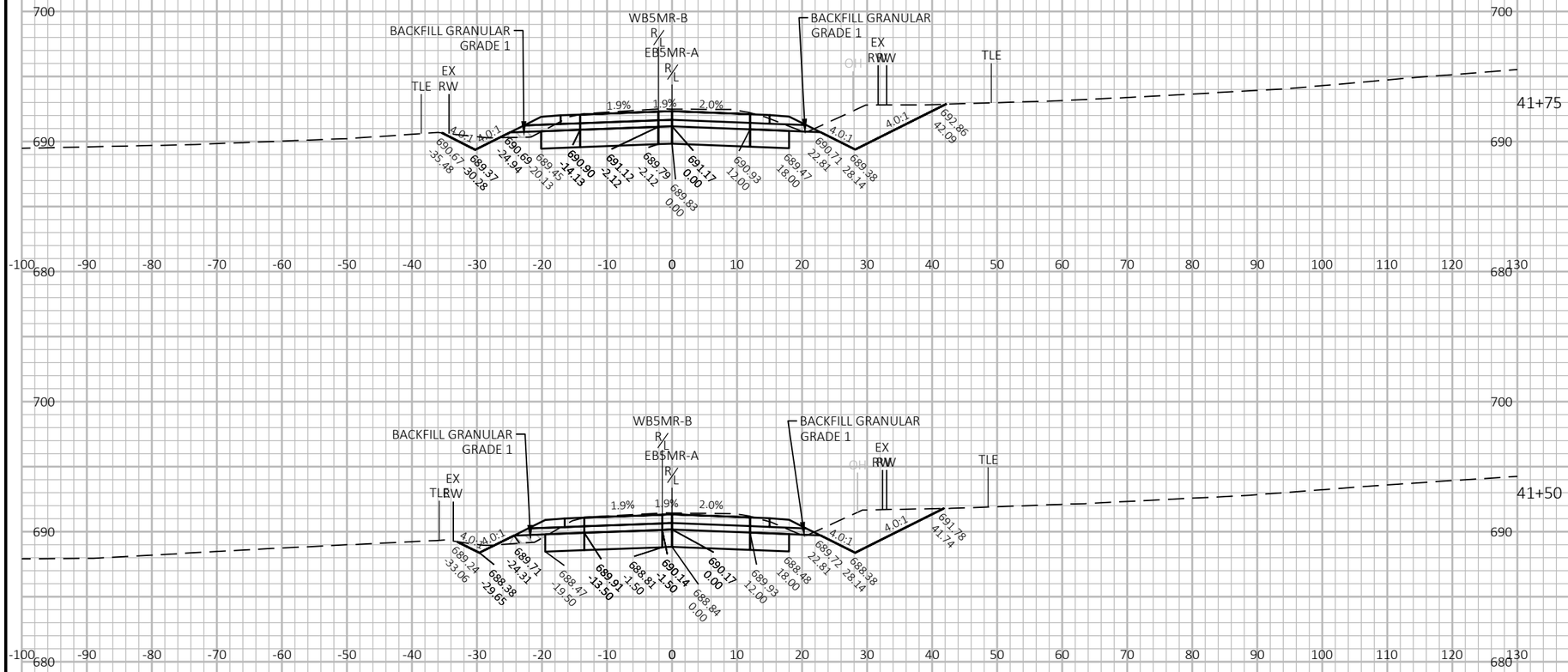


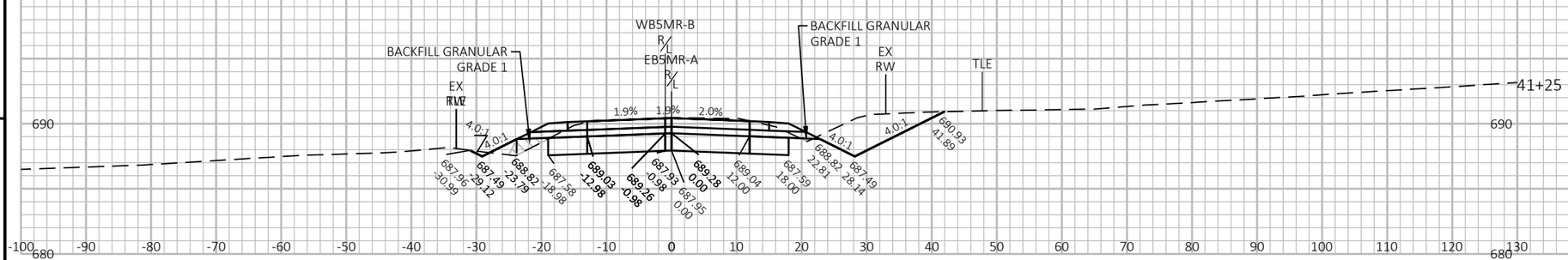
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 255 E

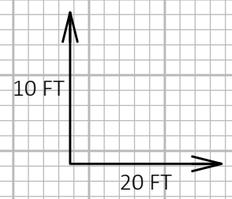
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 12/30/2025 11:10 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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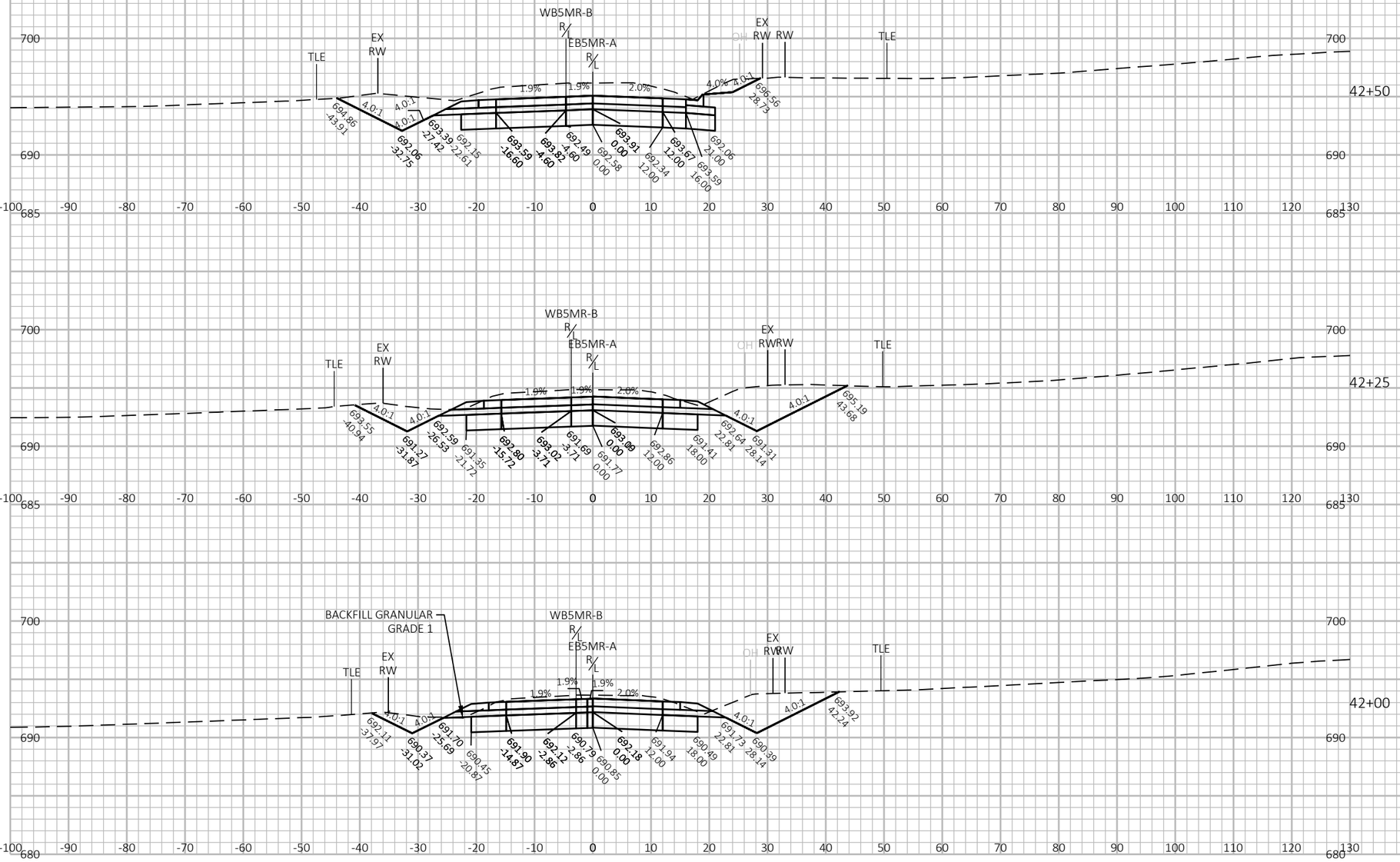
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 256	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 12/26/2025 11:29 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

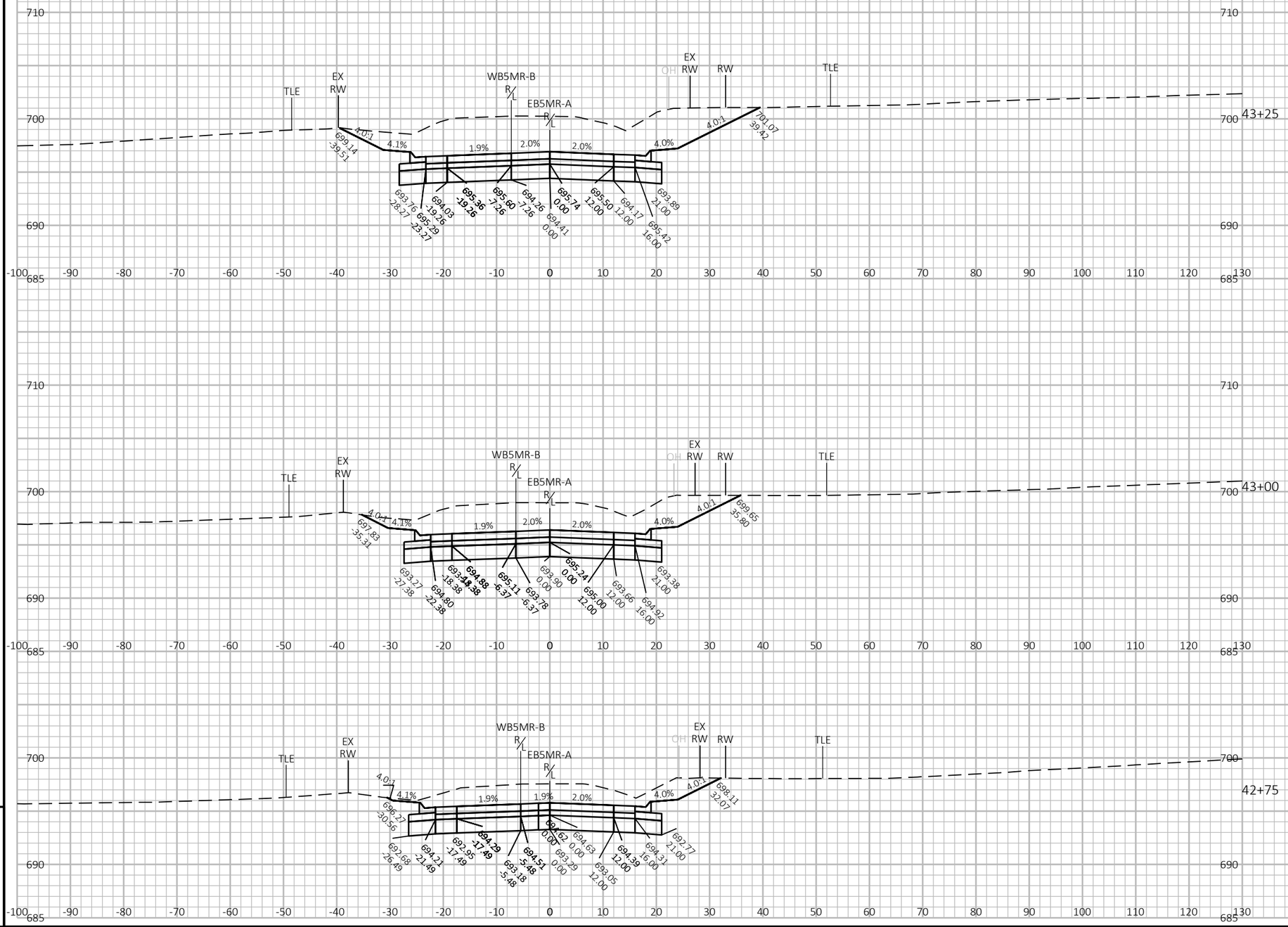


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 257 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/26/2025 11:30 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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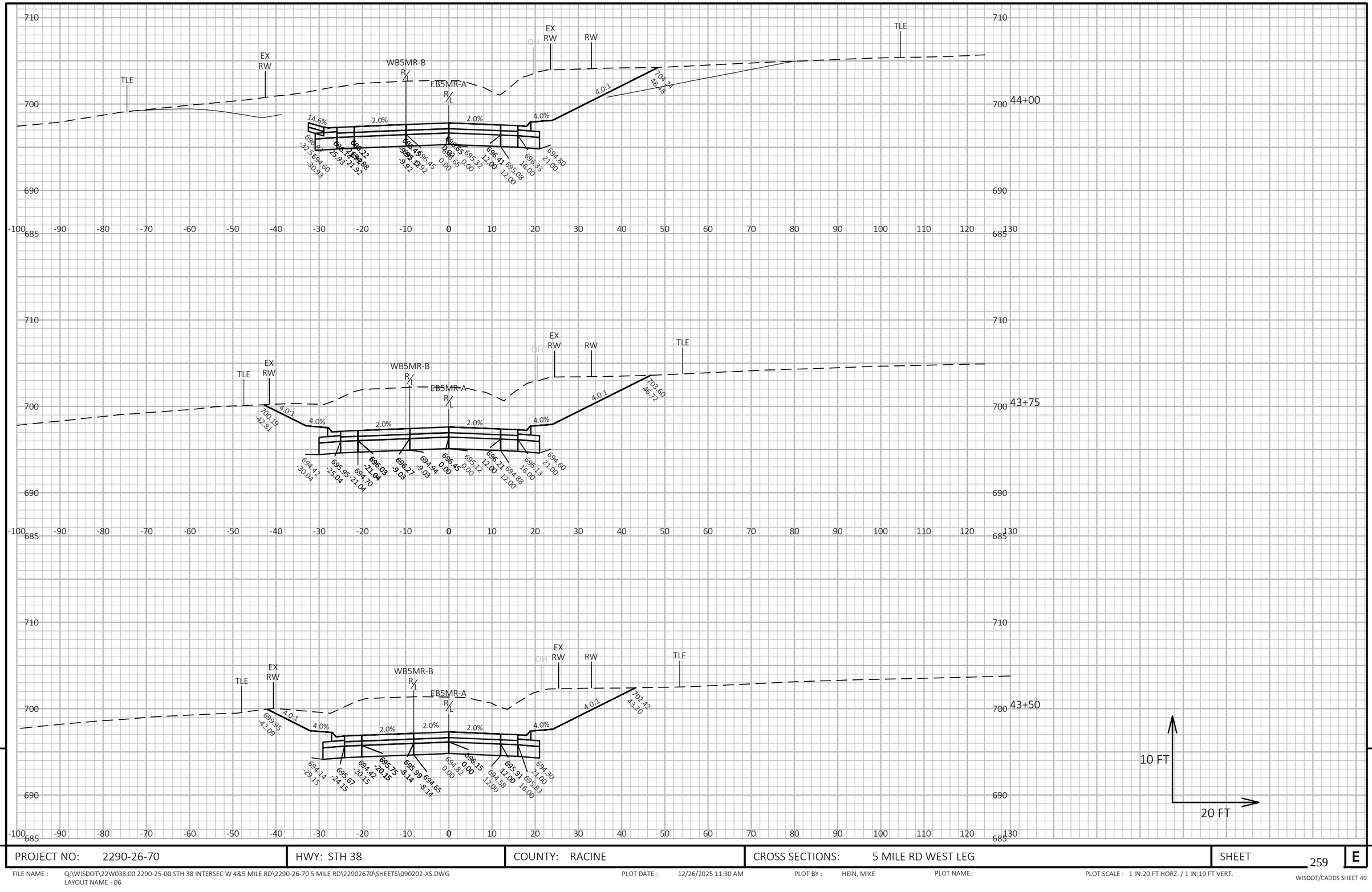
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 258	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/26/2025 11:30 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

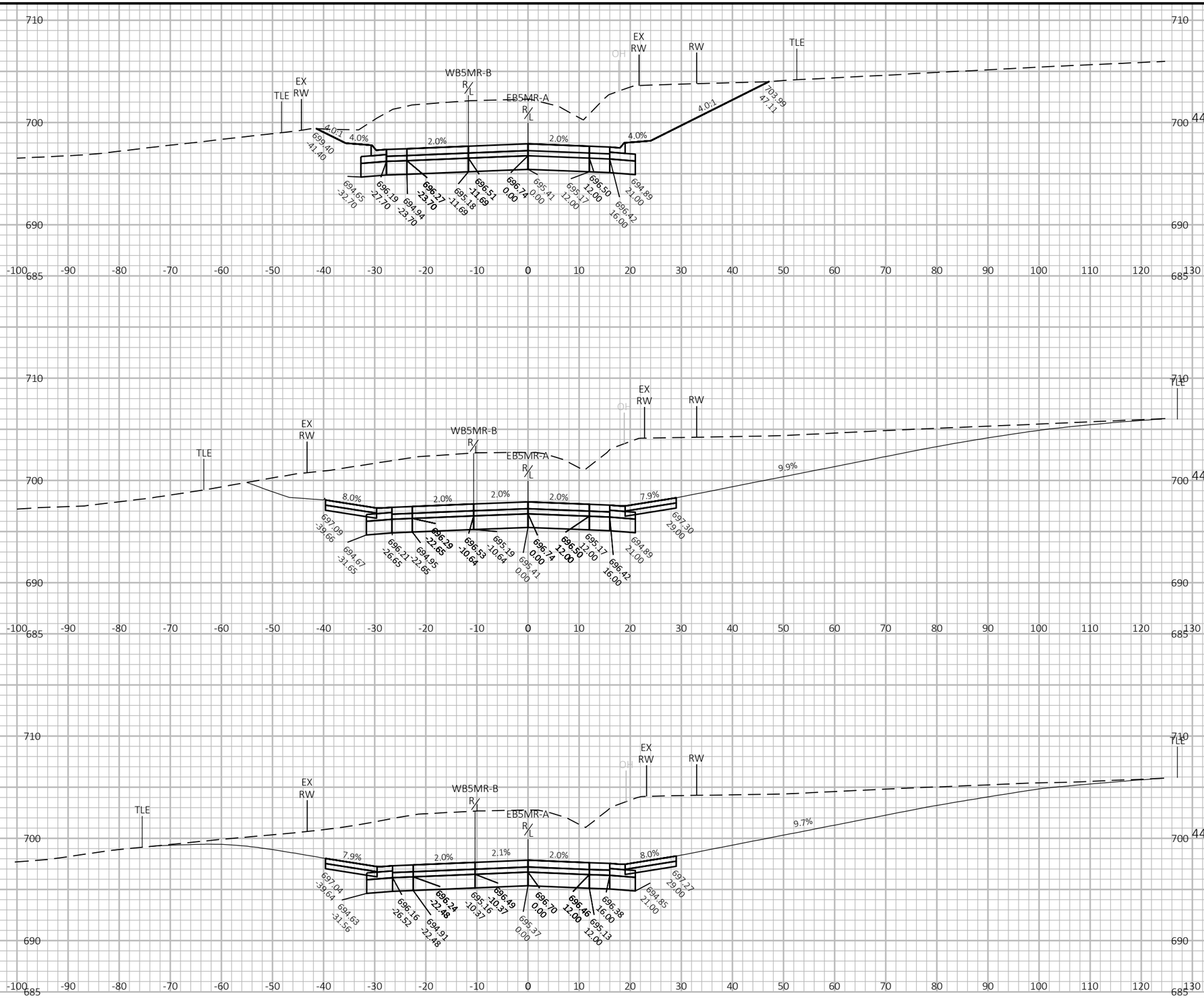


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 259 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 12/26/2025 11:30 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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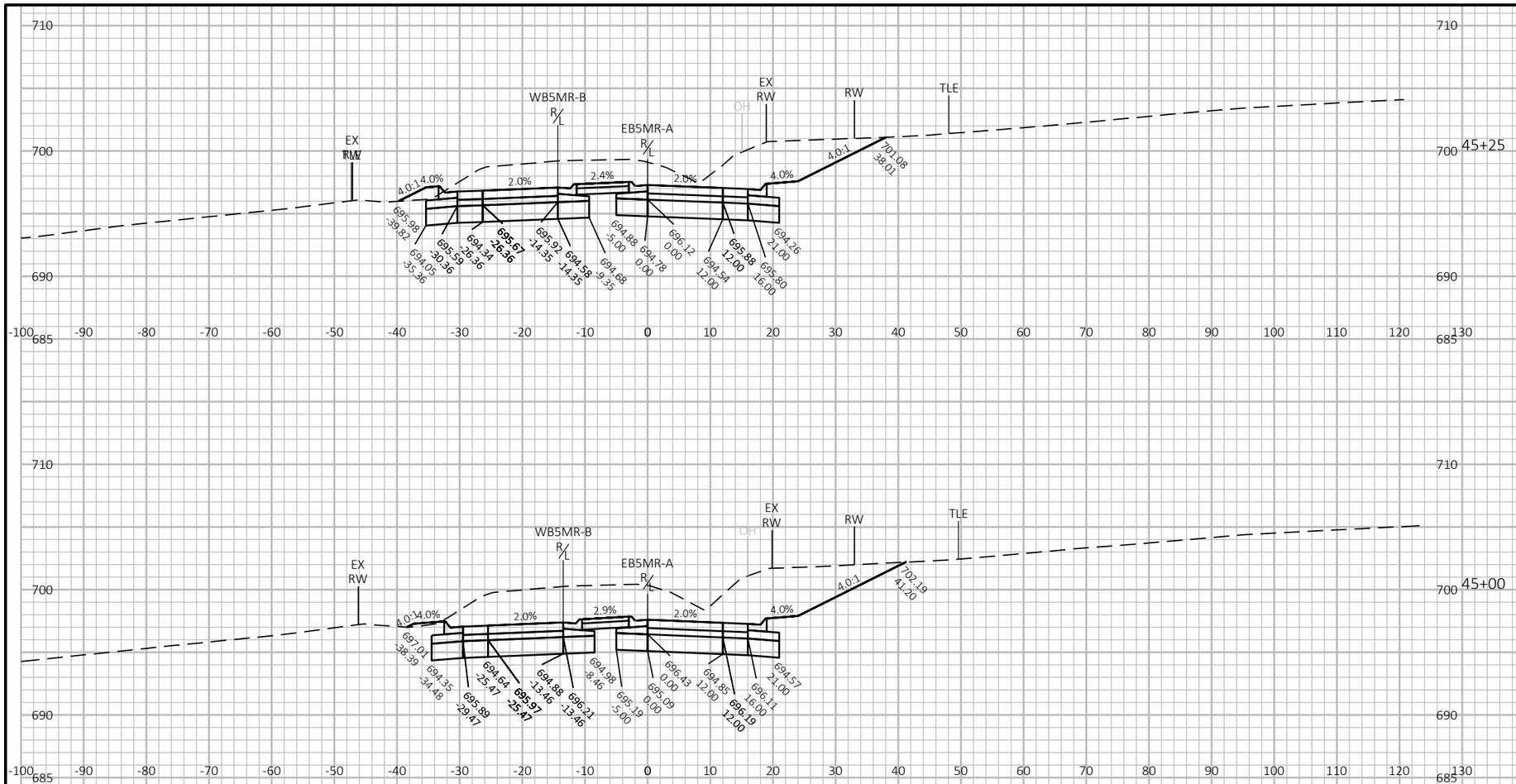
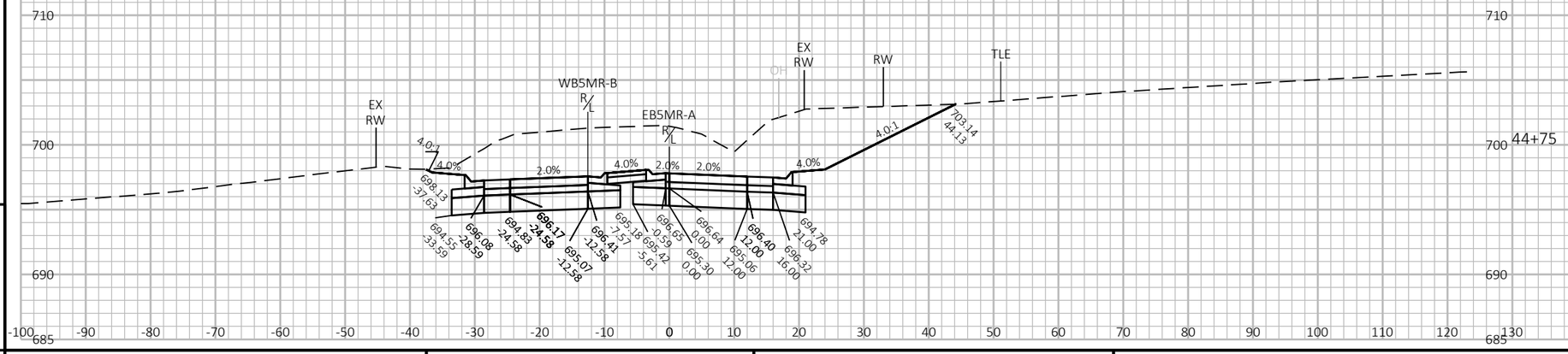
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 260	E

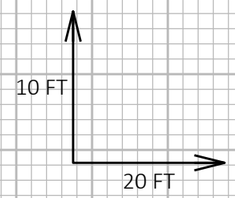
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 12/26/2025 11:31 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 261	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 12/26/2025 11:31 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

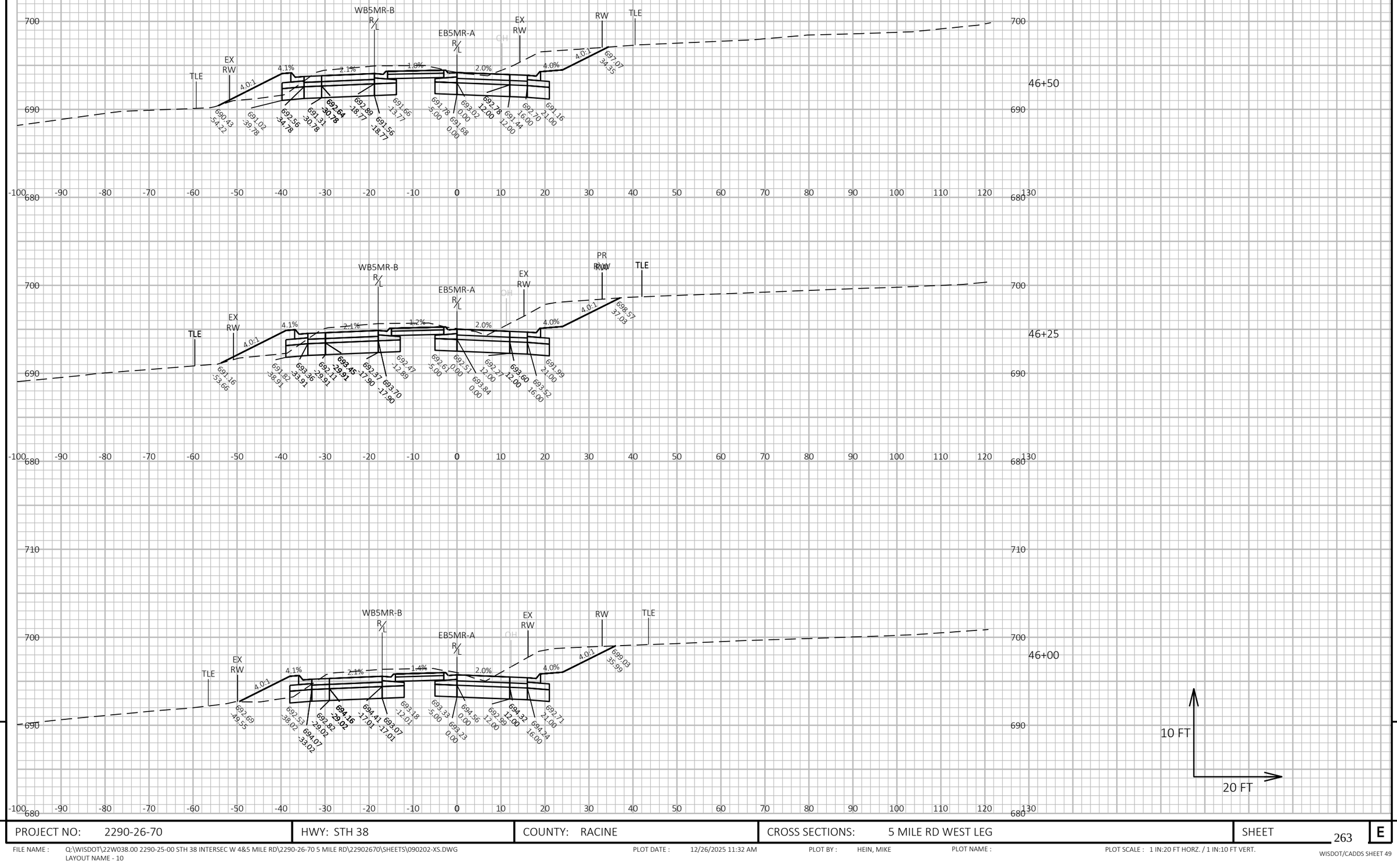
WISDOT/CADDS SHEET 49

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 262 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 12/26/2025 11:31 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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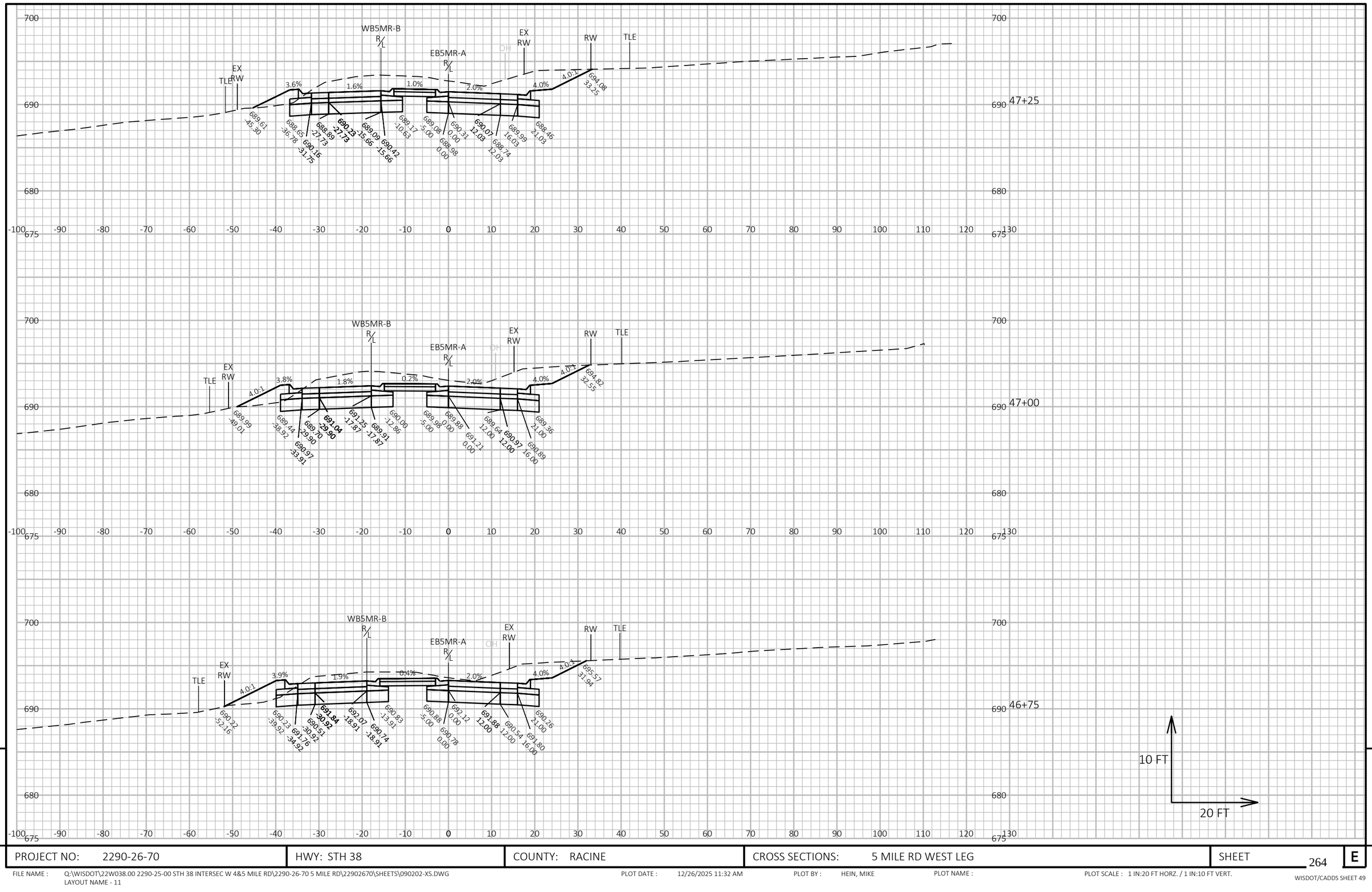
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 263	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 12/26/2025 11:32 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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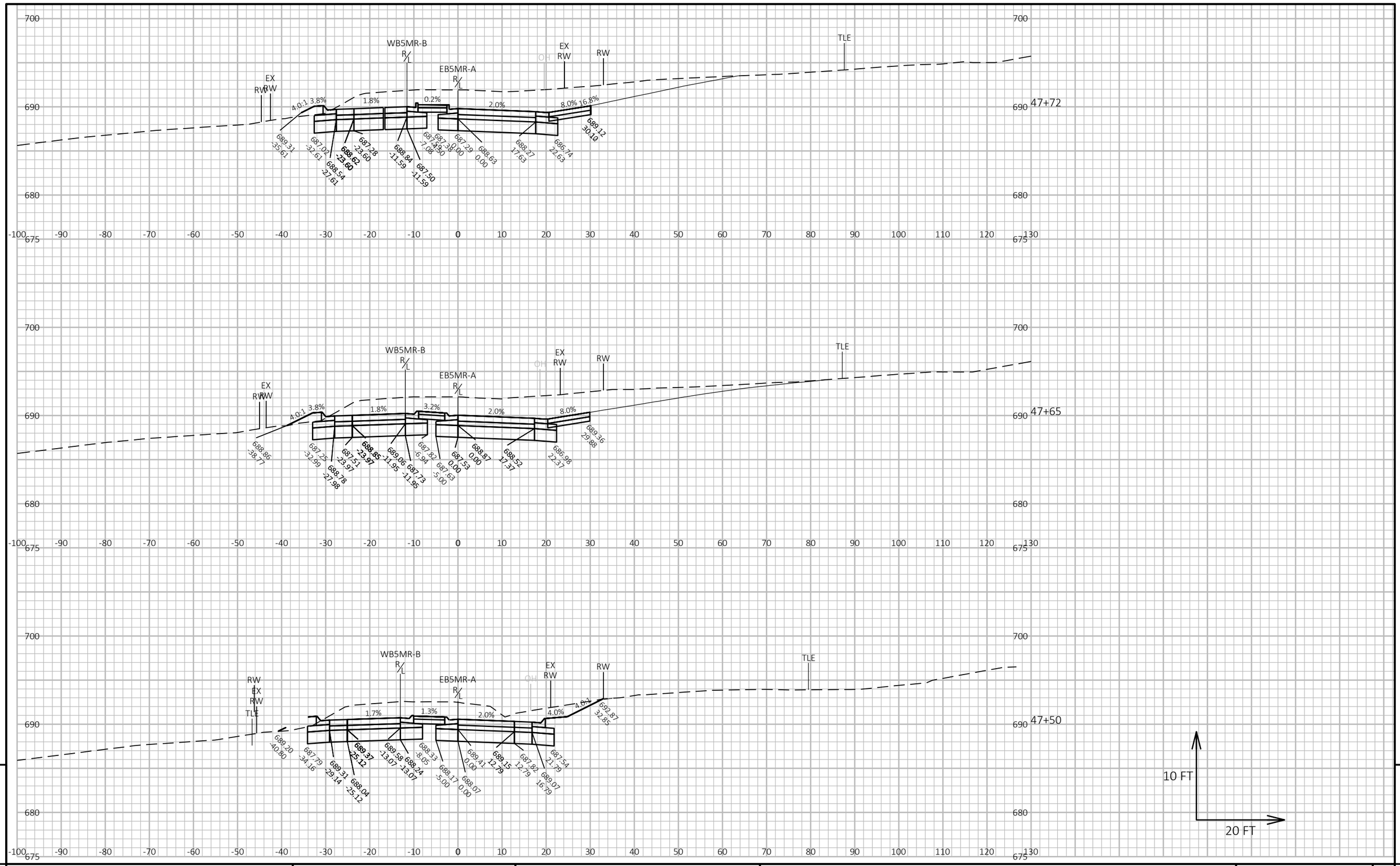
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 264	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 12/26/2025 11:32 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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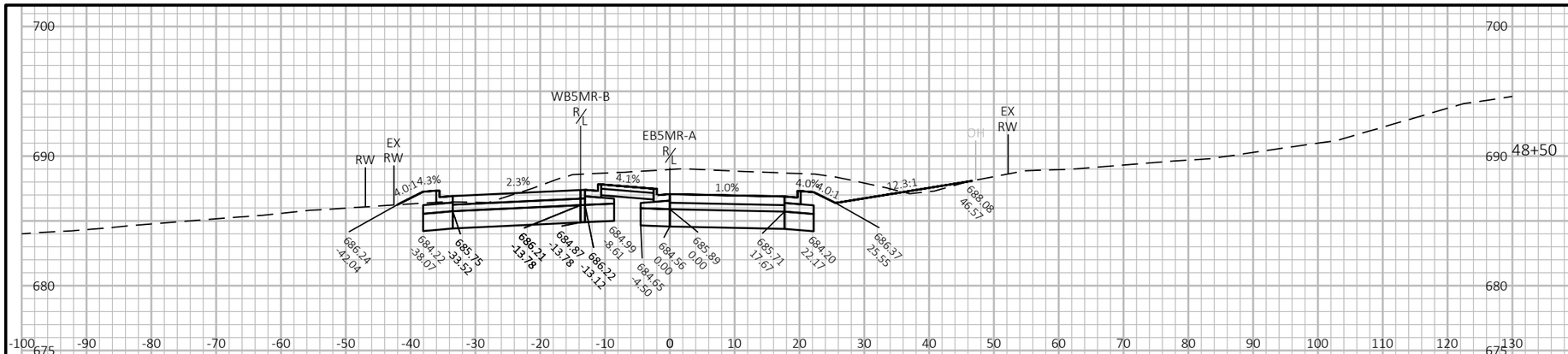
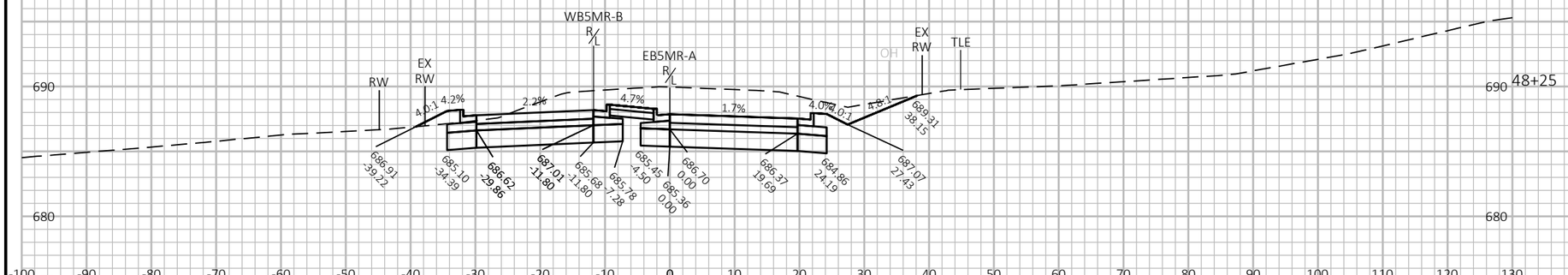
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 265	E

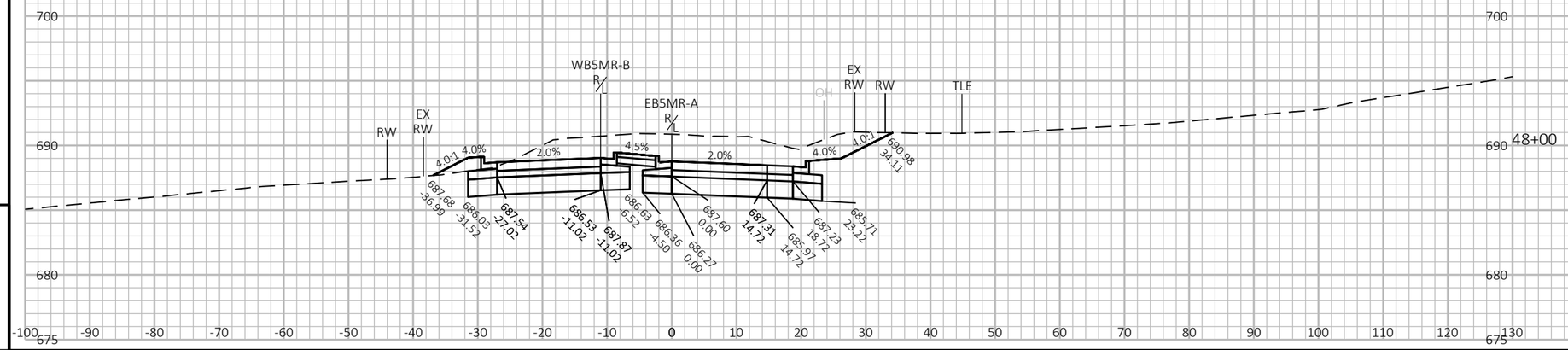
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 12/26/2025 11:32 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





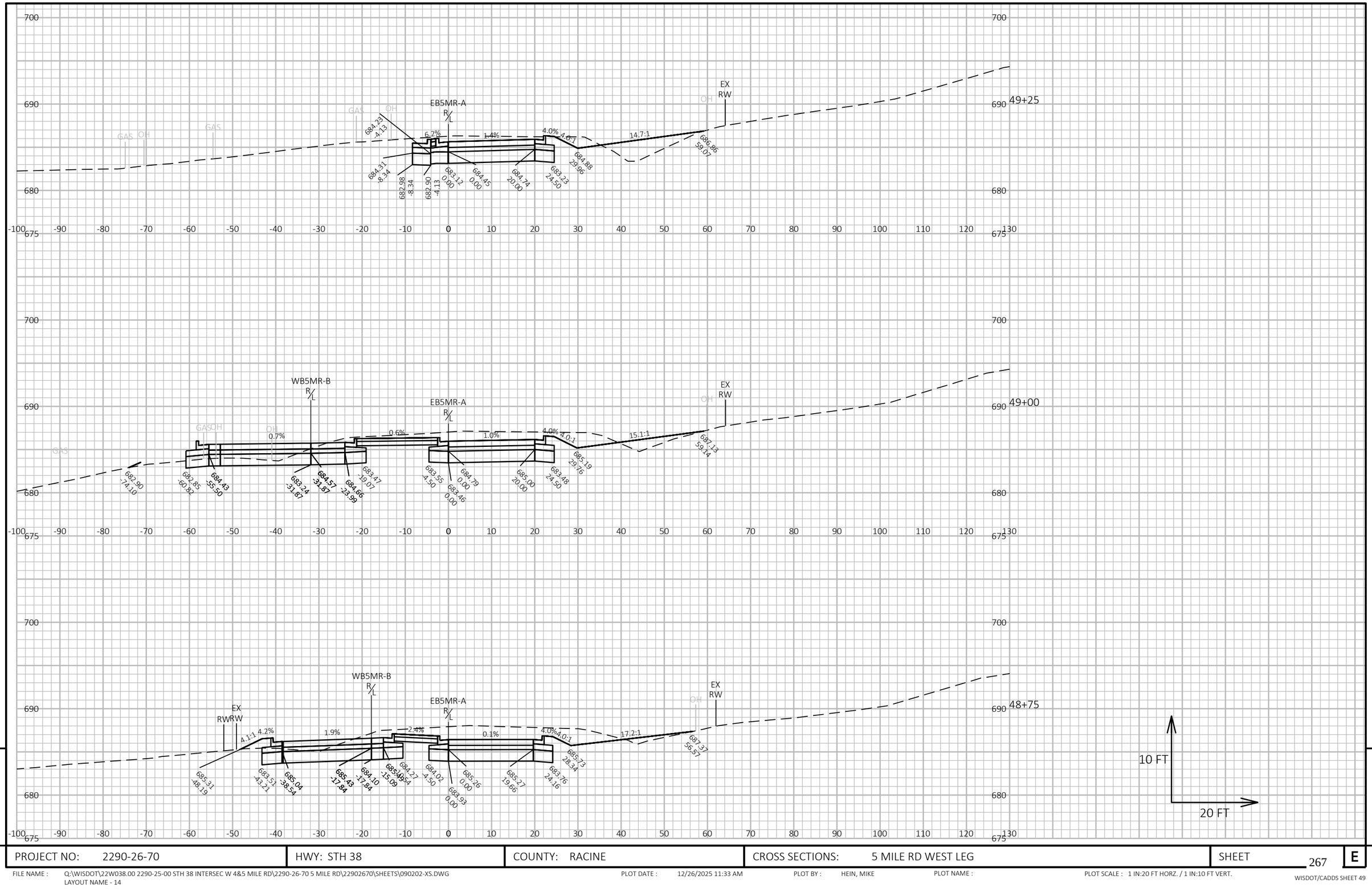


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 266	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 12/26/2025 11:33 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD WEST LEG	SHEET 267	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090202-XS.DWG
LAYOUT NAME - 14

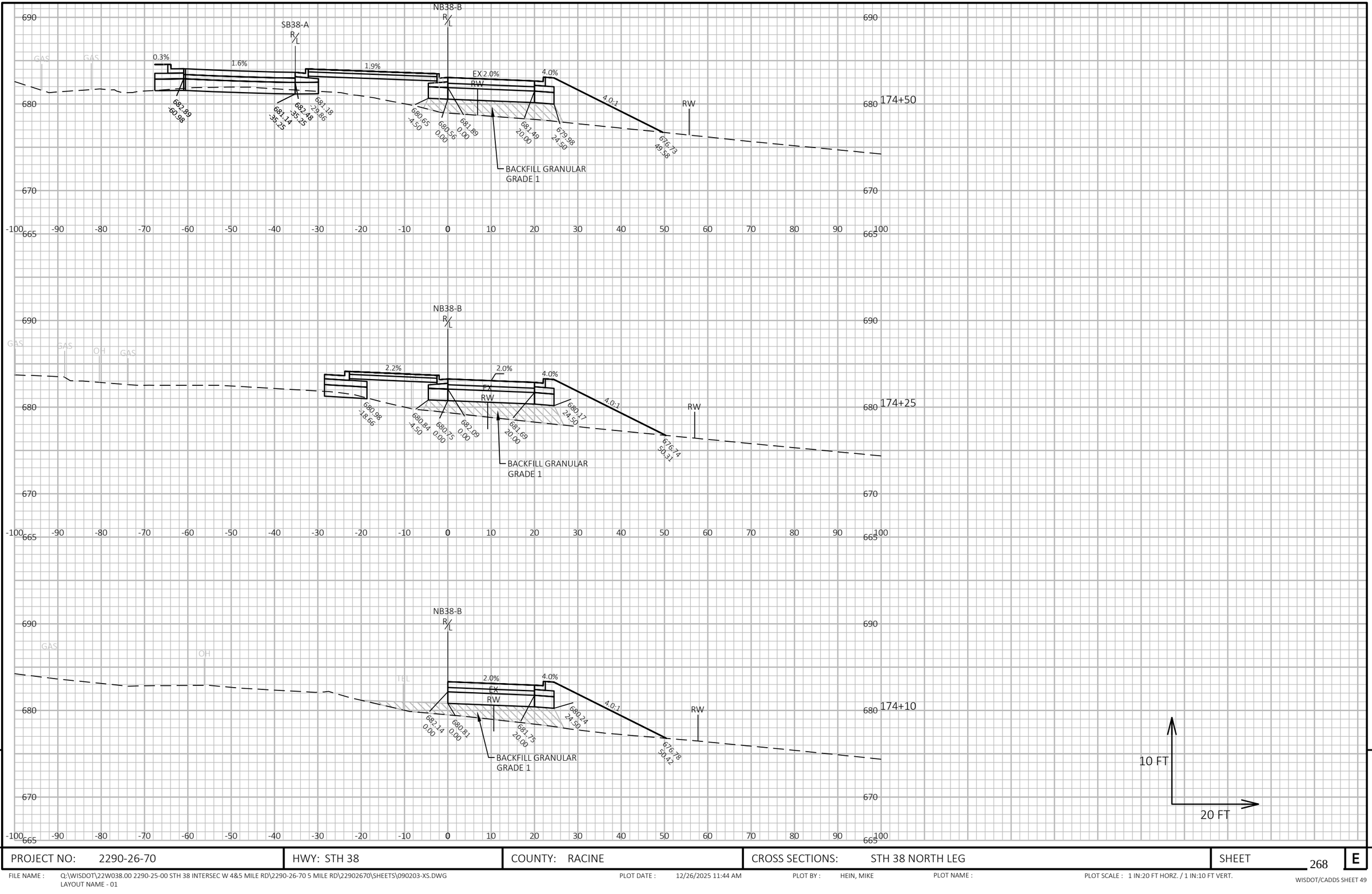
PLOT DATE : 12/26/2025 11:33 AM

PLOT BY : HEIN, MIKE

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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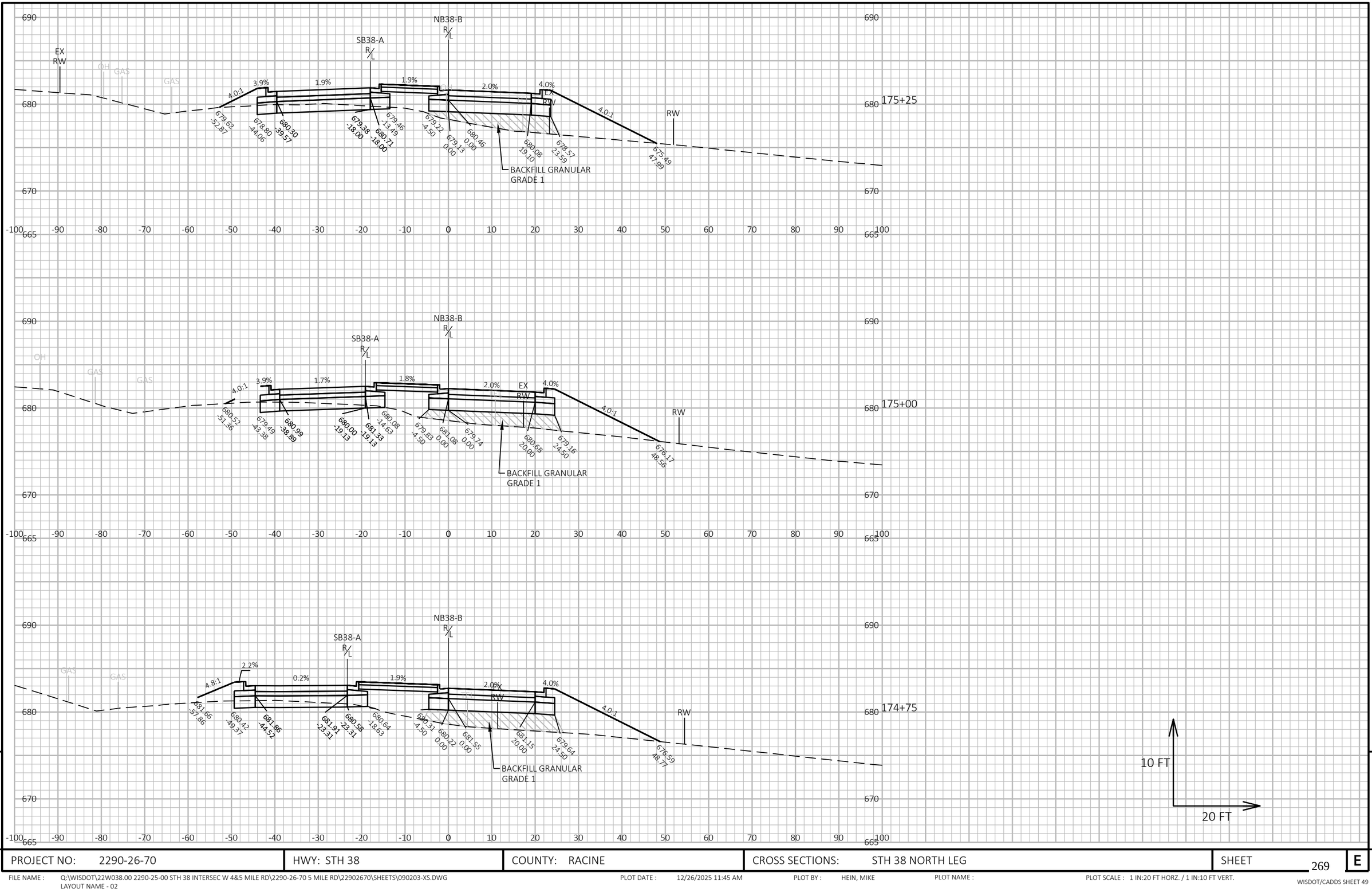
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 268	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/26/2025 11:44 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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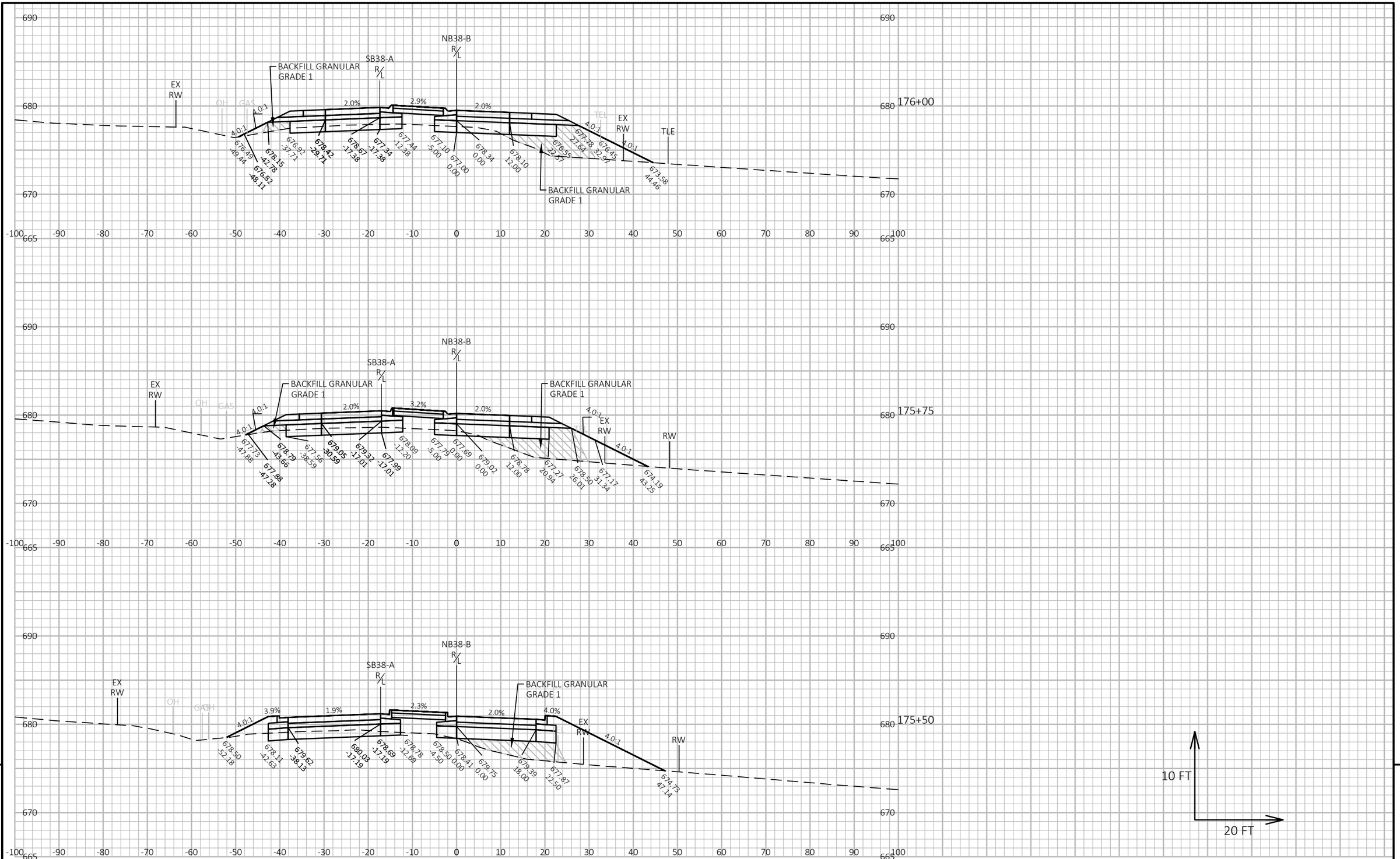
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 269	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 12/26/2025 11:45 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

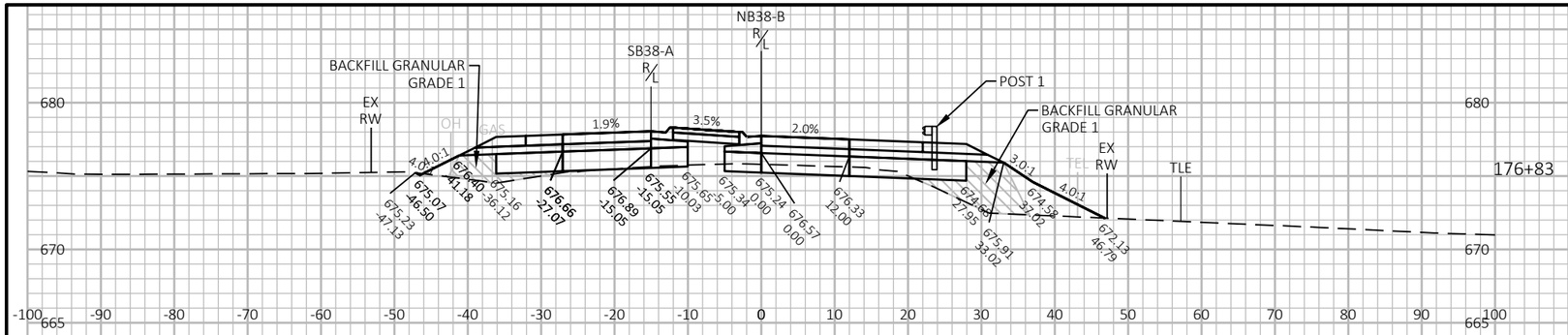


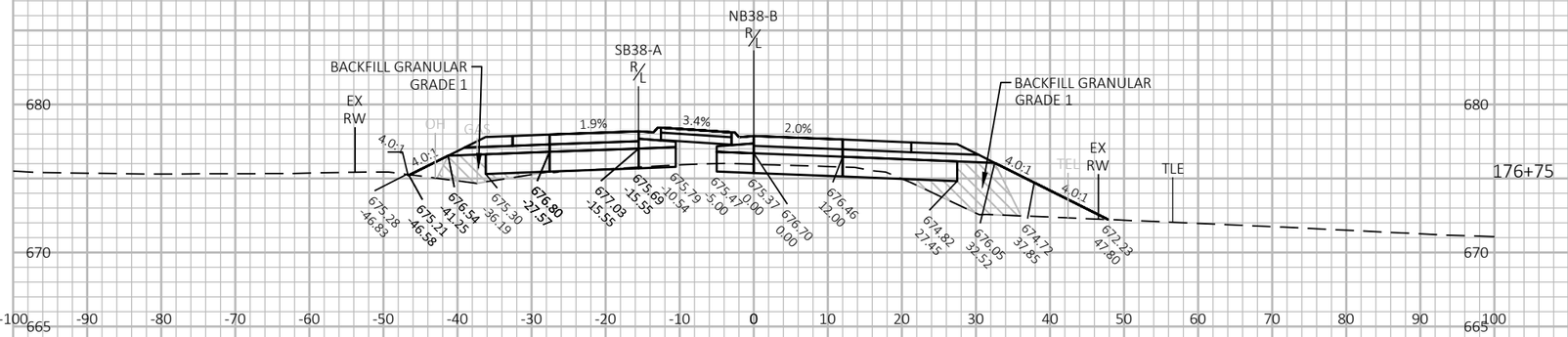
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 270	E

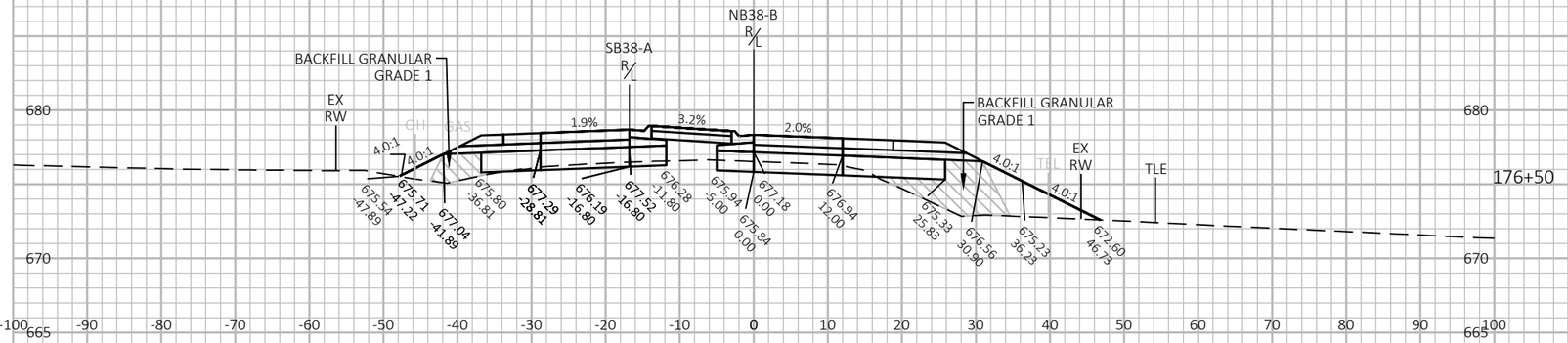
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 03

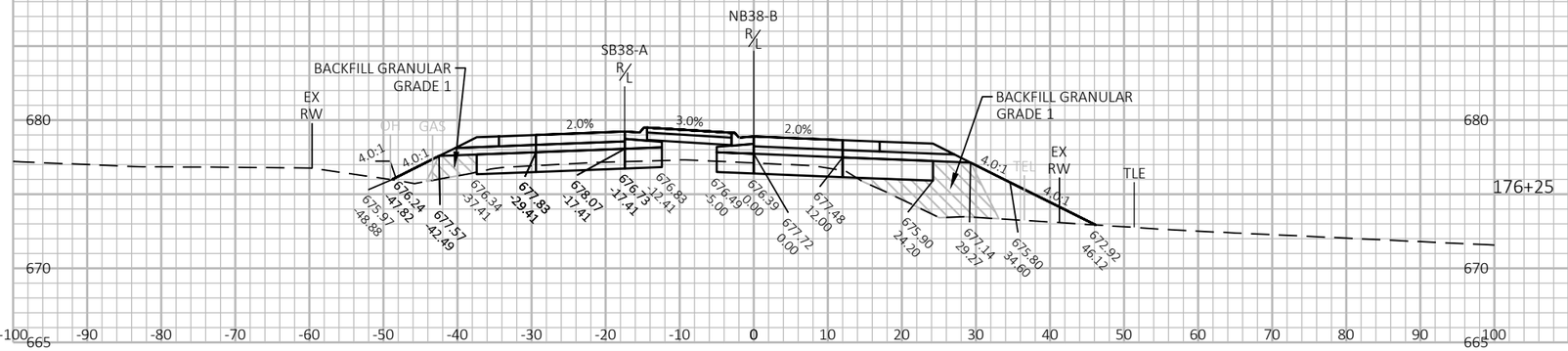
PLOT DATE : 12/26/2025 11:46 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

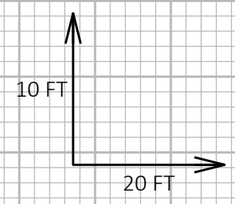
WISDOT/CADDS SHEET 49











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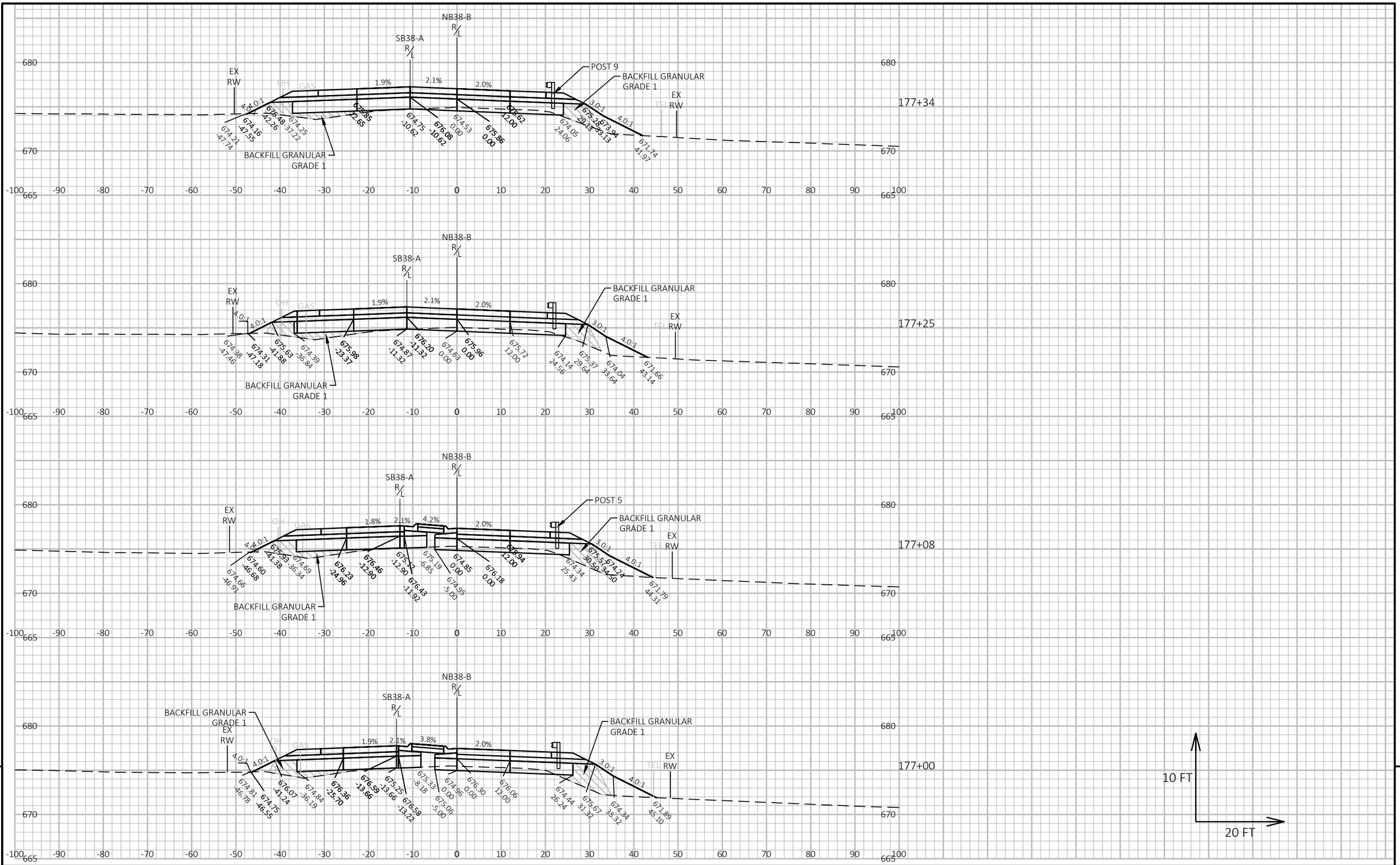
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 271	E



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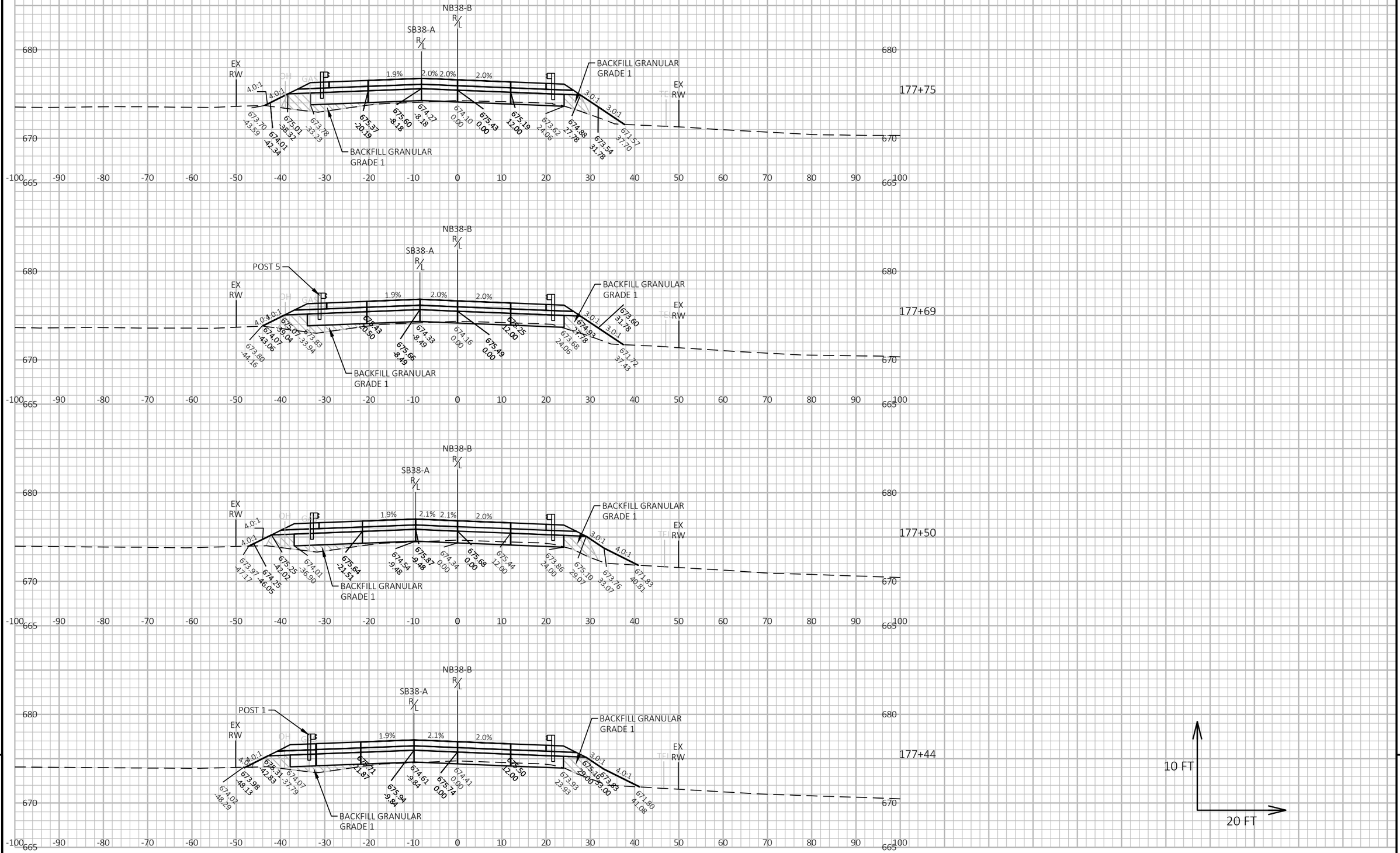
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 272	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/26/2025 11:49 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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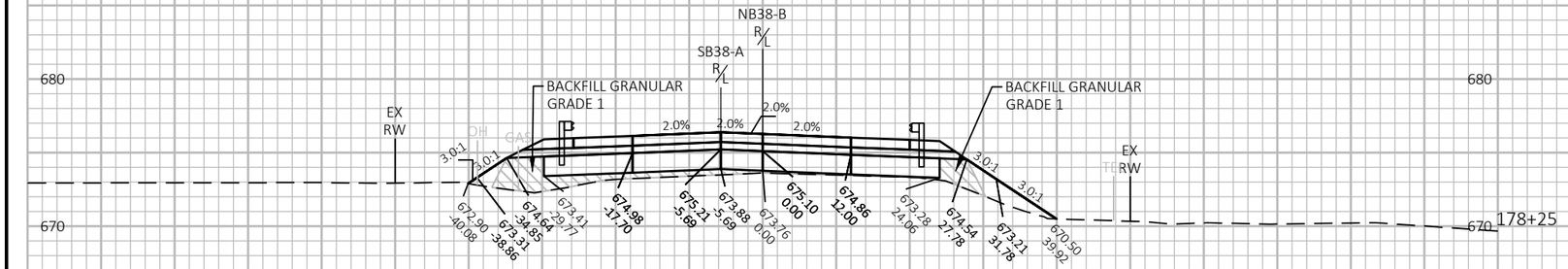
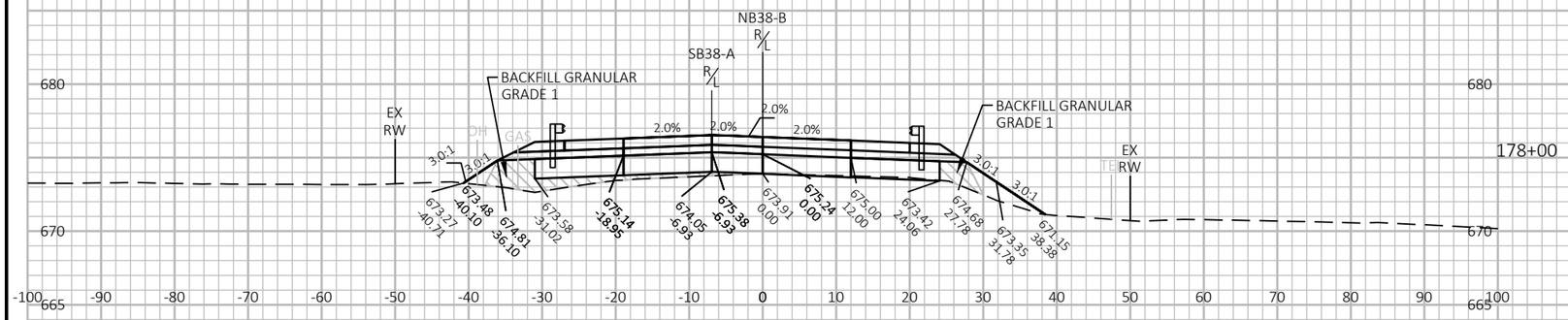
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 273	E

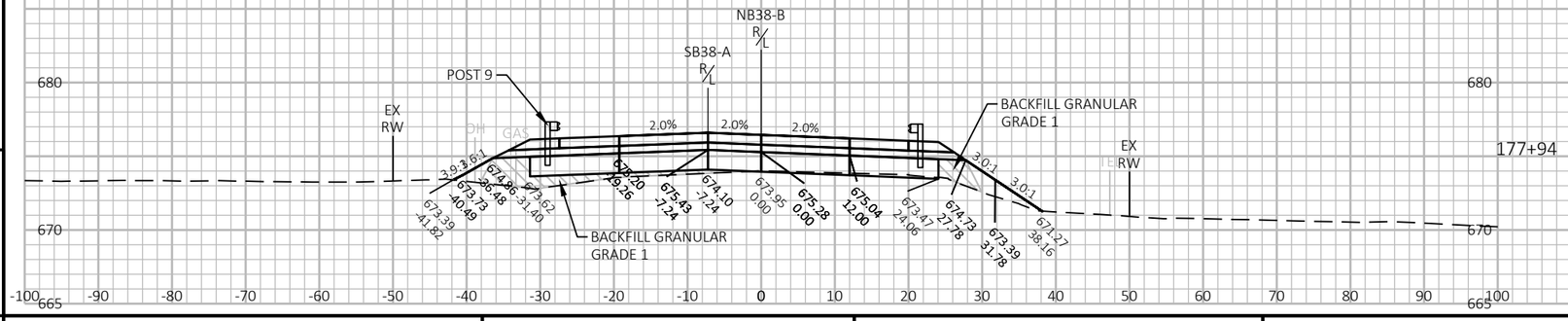
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 12/26/2025 11:51 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

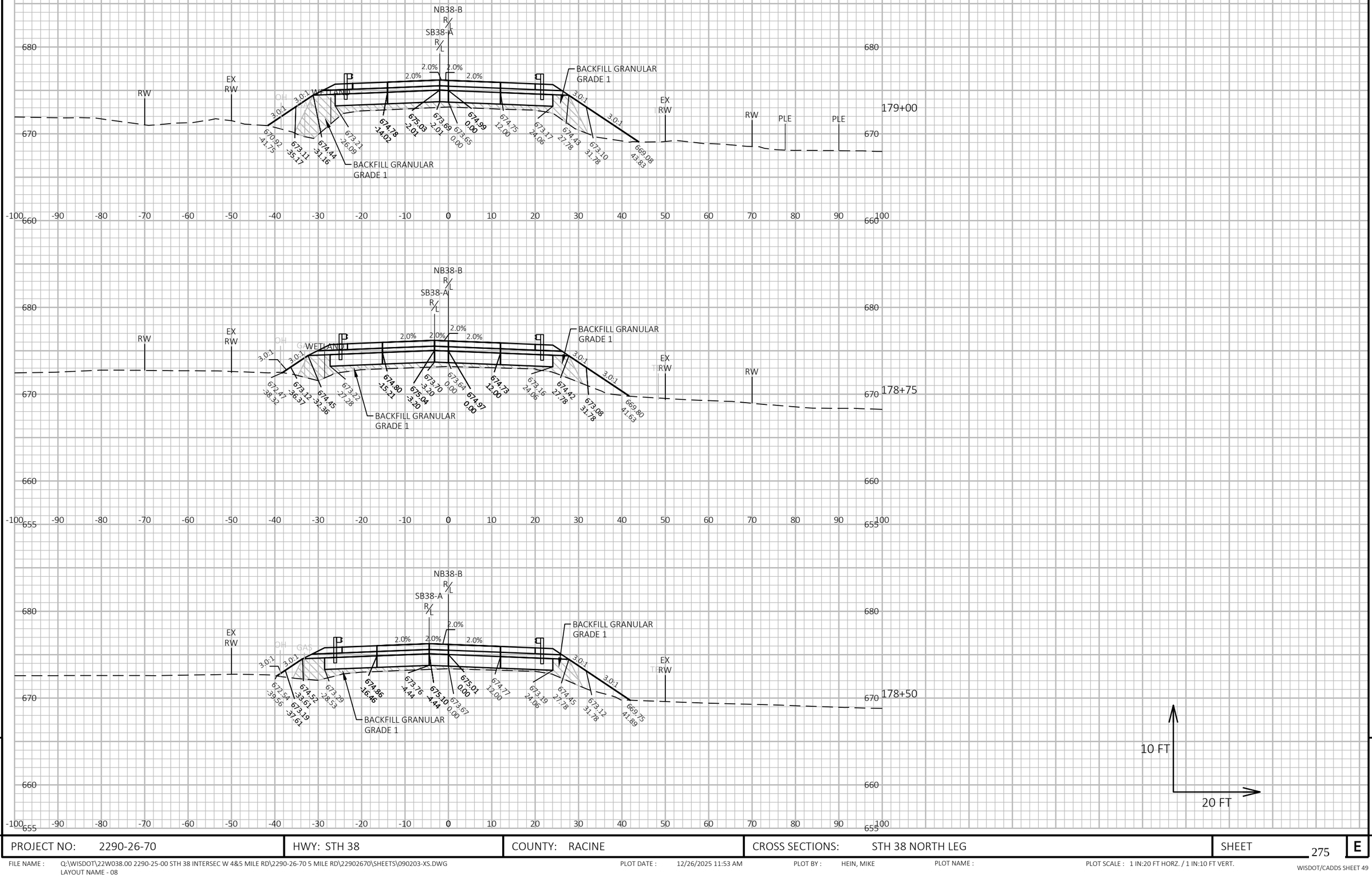






PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 274	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 07
PLOT DATE : 12/26/2025 11:52 AM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

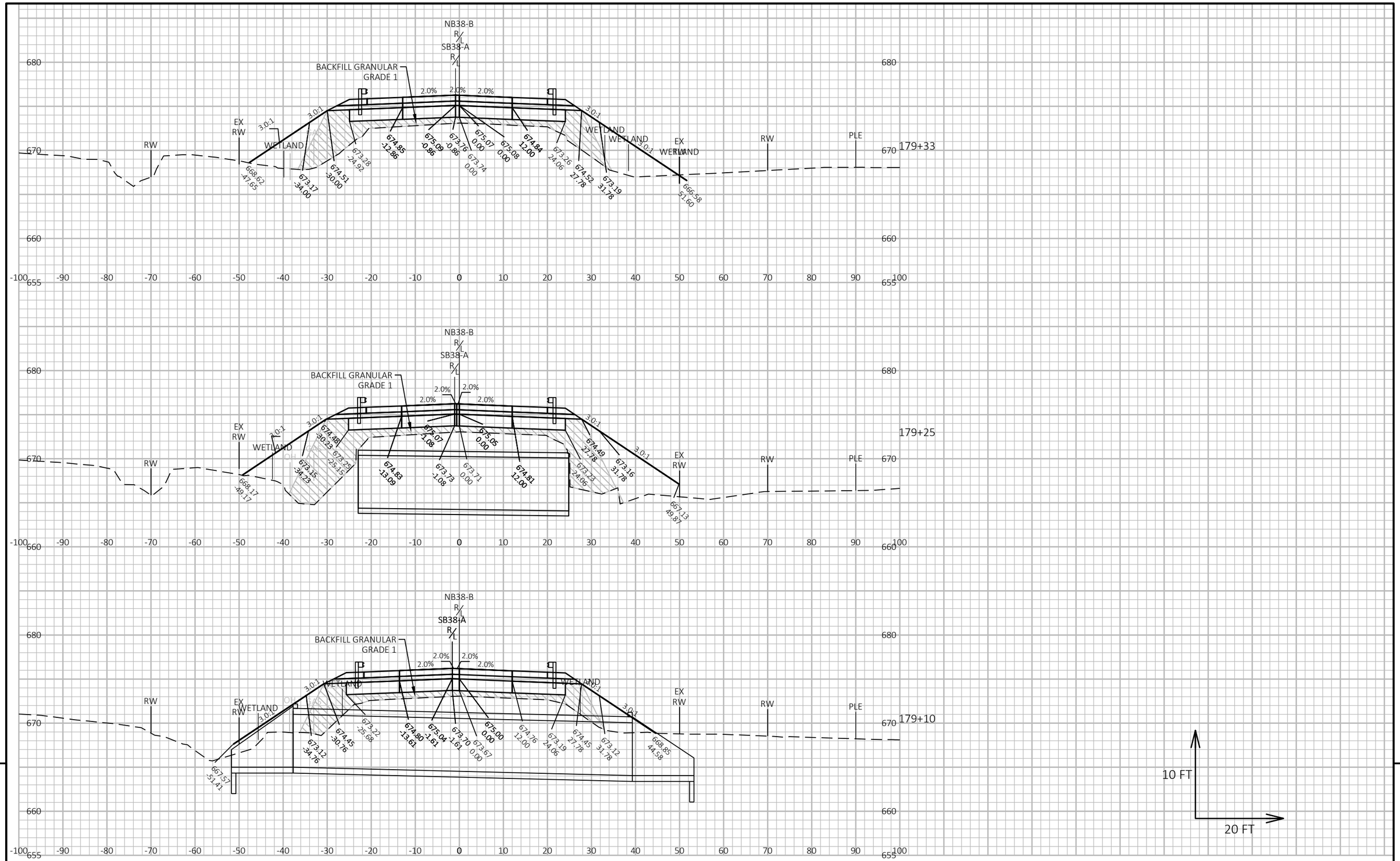


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 275	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 12/26/2025 11:53 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

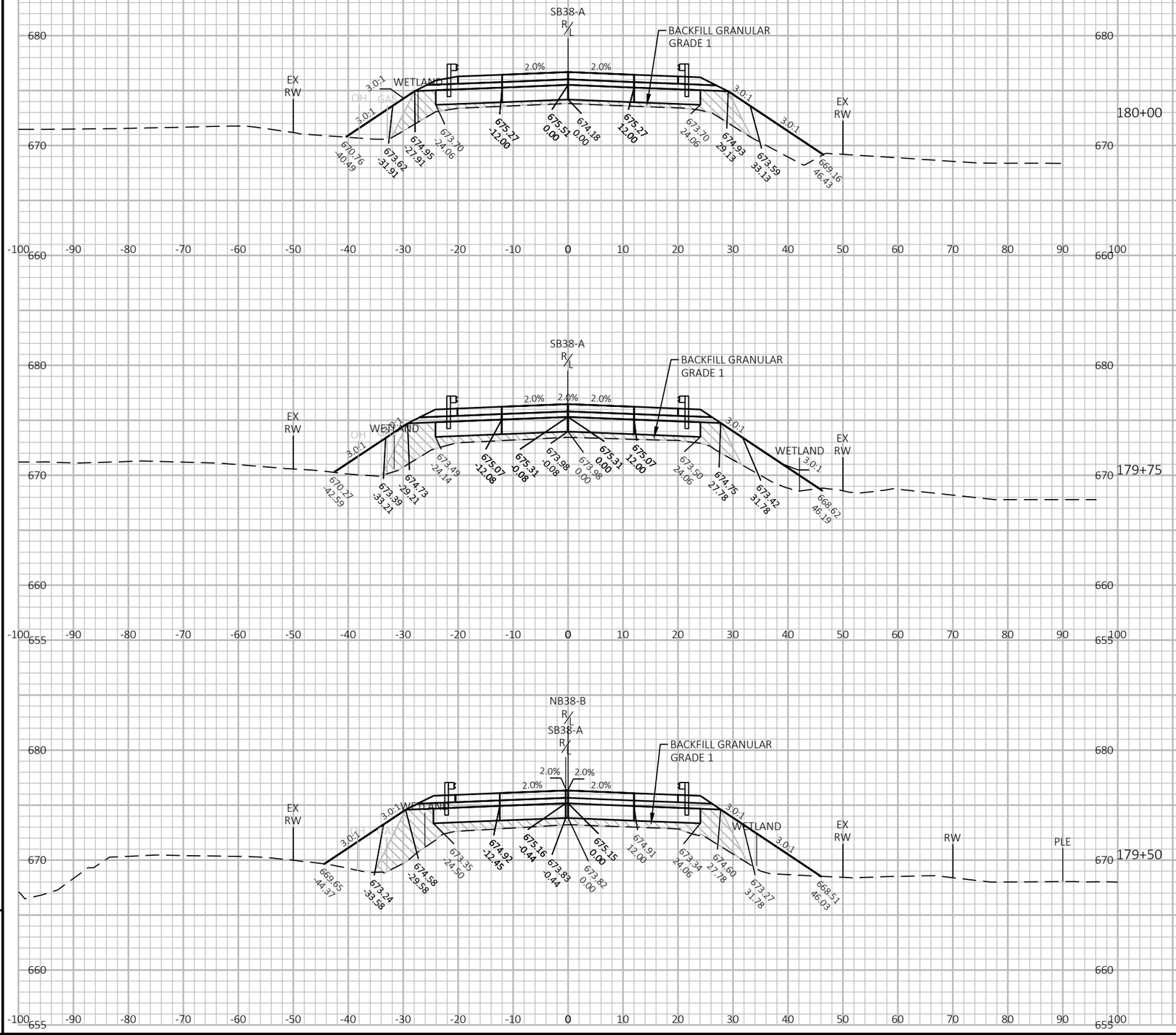


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 276	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 09

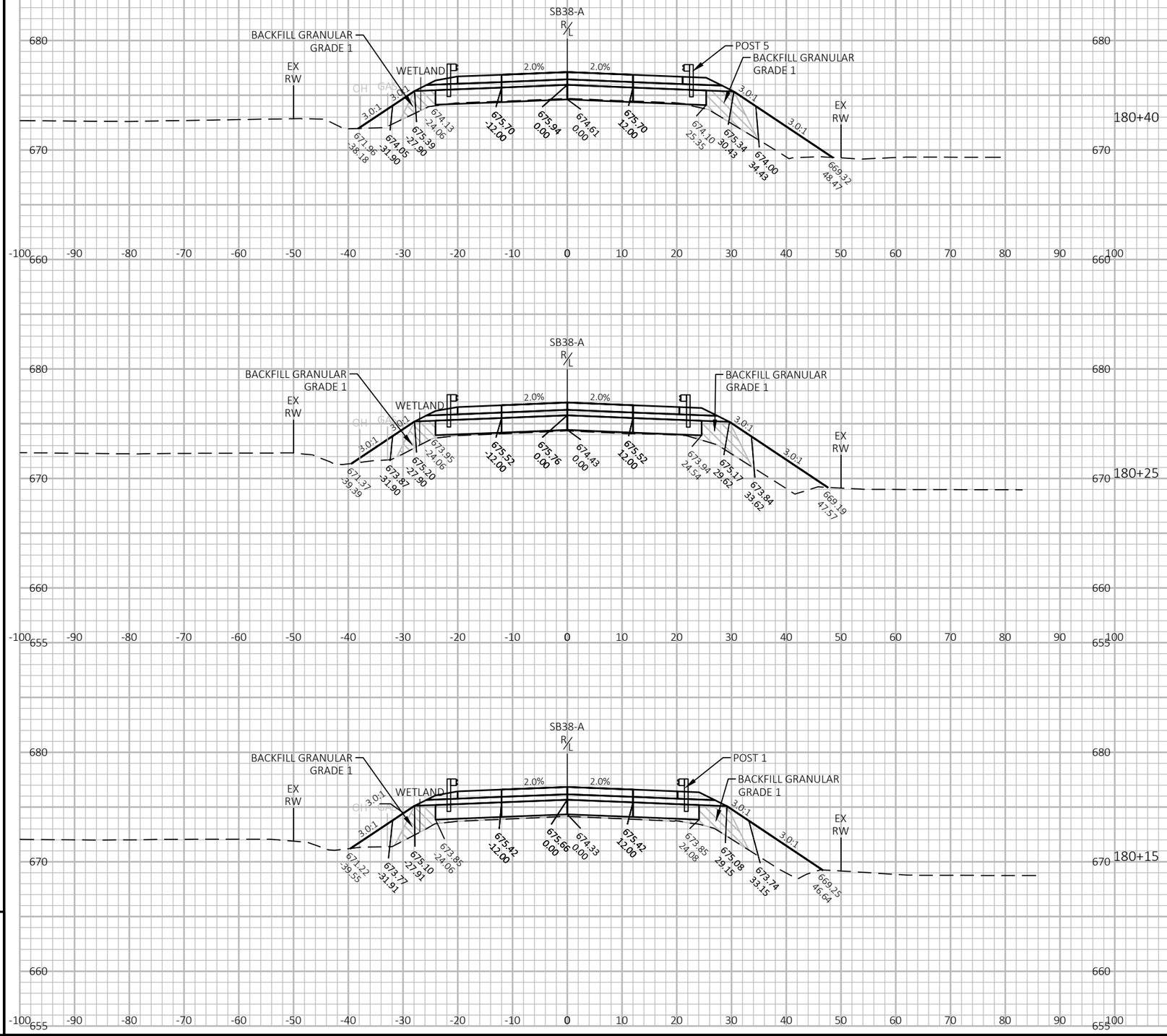
PLOT DATE : 12/26/2025 11:54 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 277	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 10
PLOT DATE : 12/26/2025 11:55 AM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

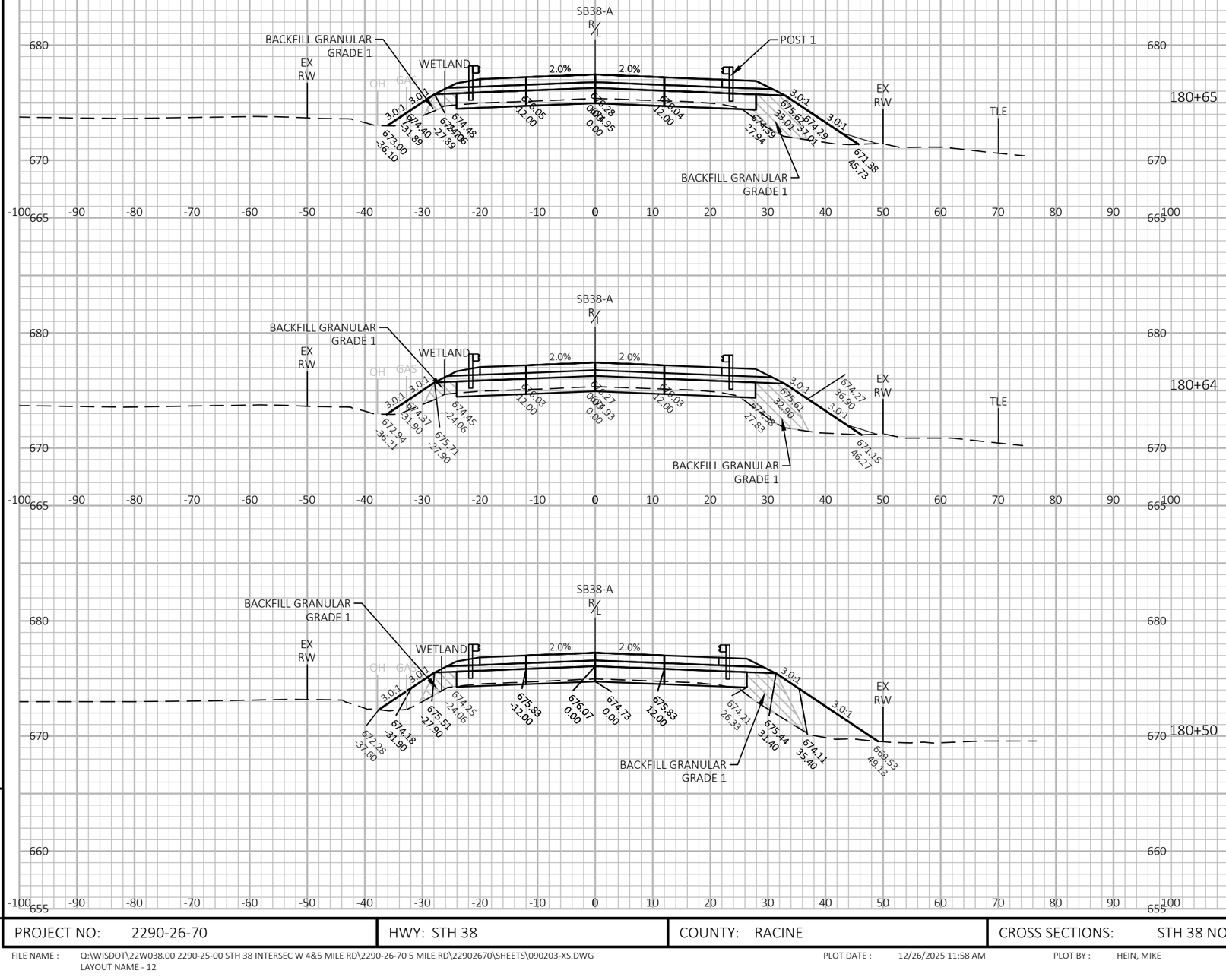


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 278	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 12/26/2025 11:57 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

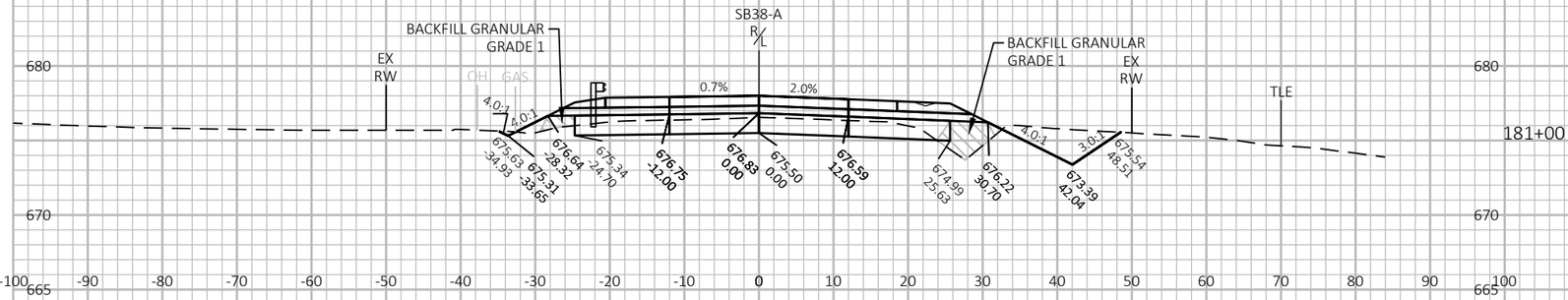


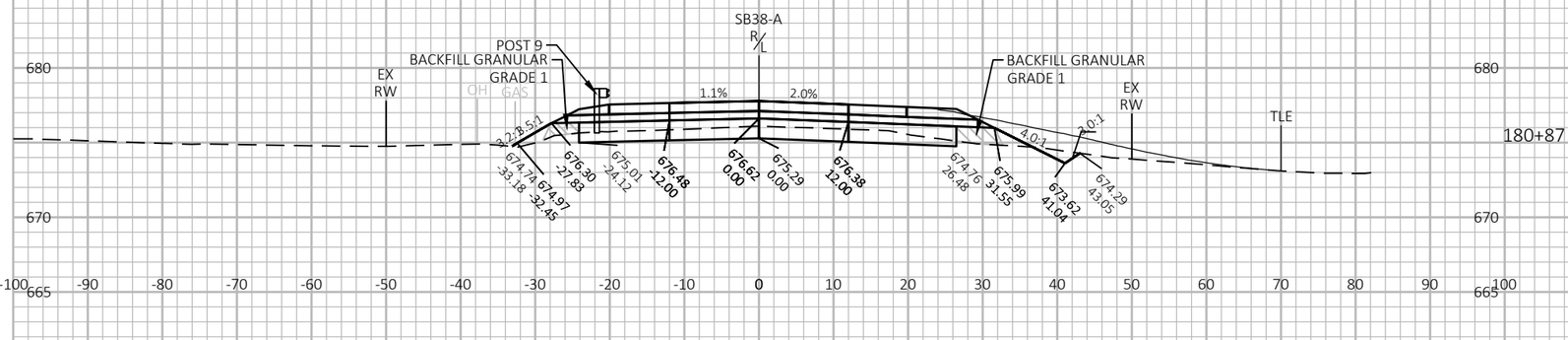
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 279	E

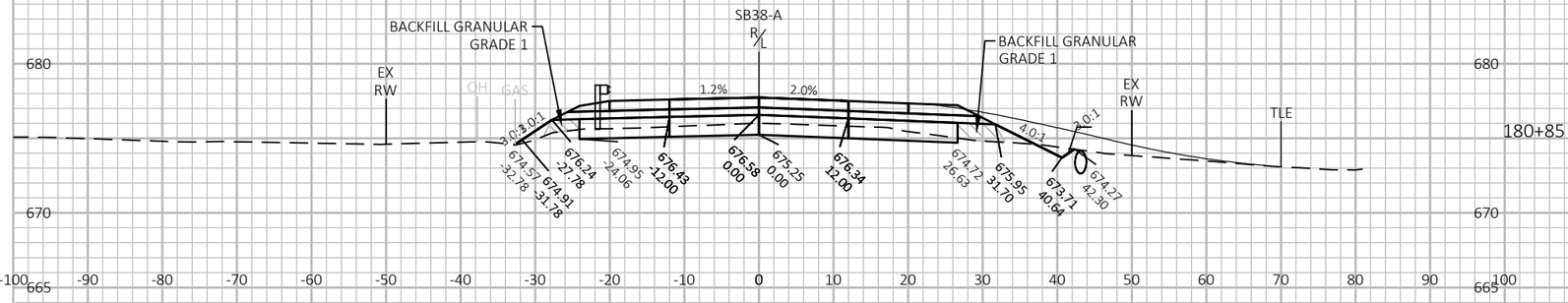
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 12

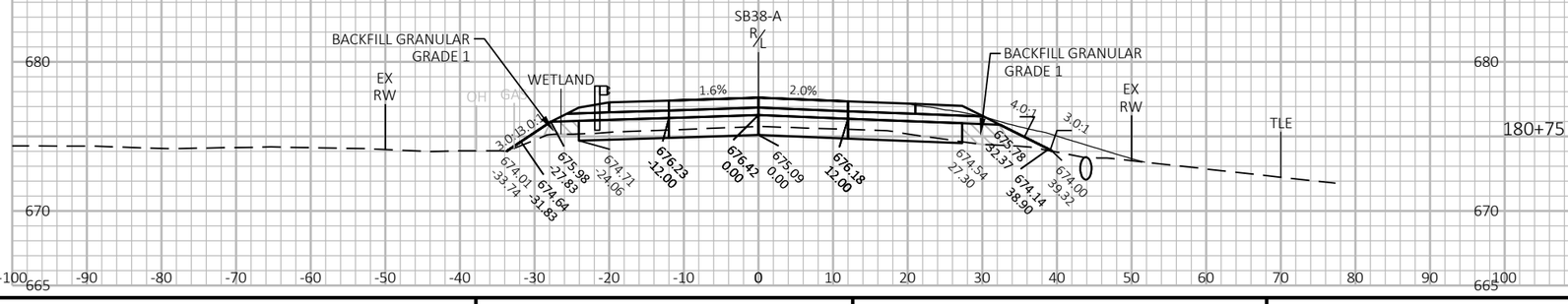
PLOT DATE : 12/26/2025 11:58 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

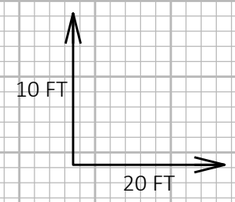
WISDOT/CADDS SHEET 49











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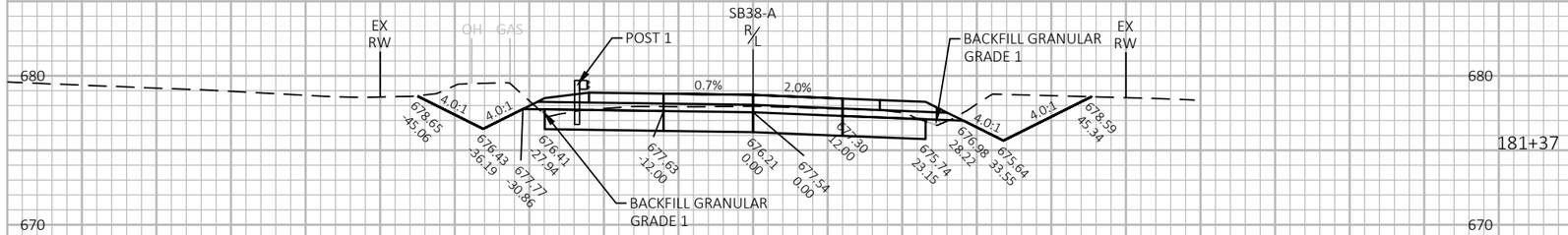
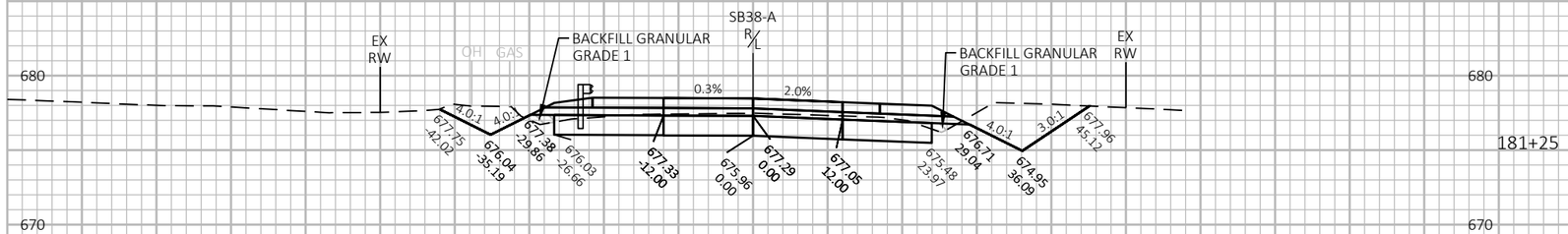
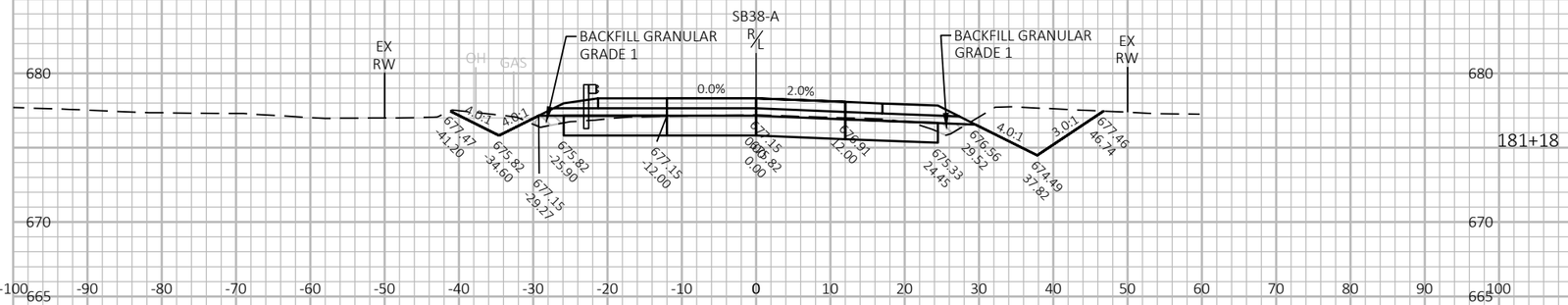
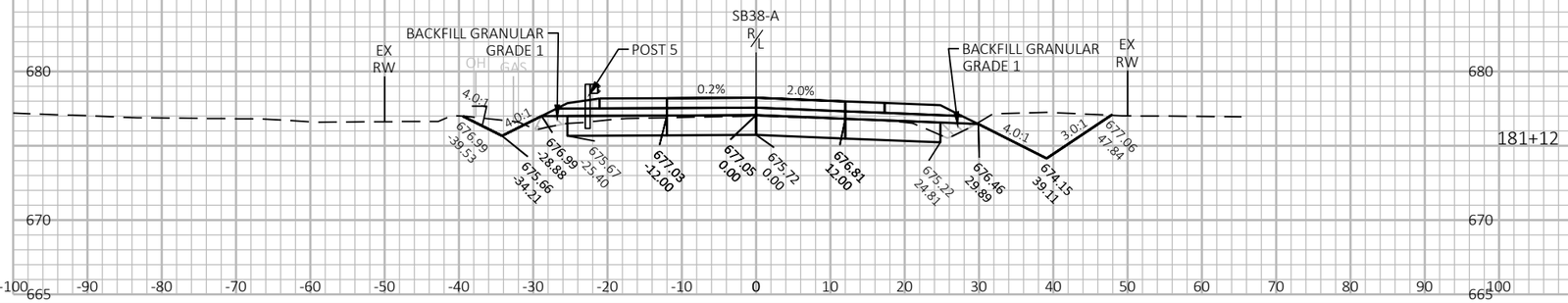
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 280	E

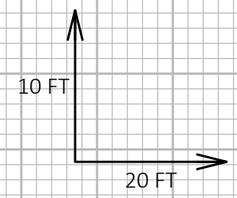
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 13
PLOT DATE : 12/26/2025 12:00 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49











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PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 281	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 12/26/2025 12:02 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

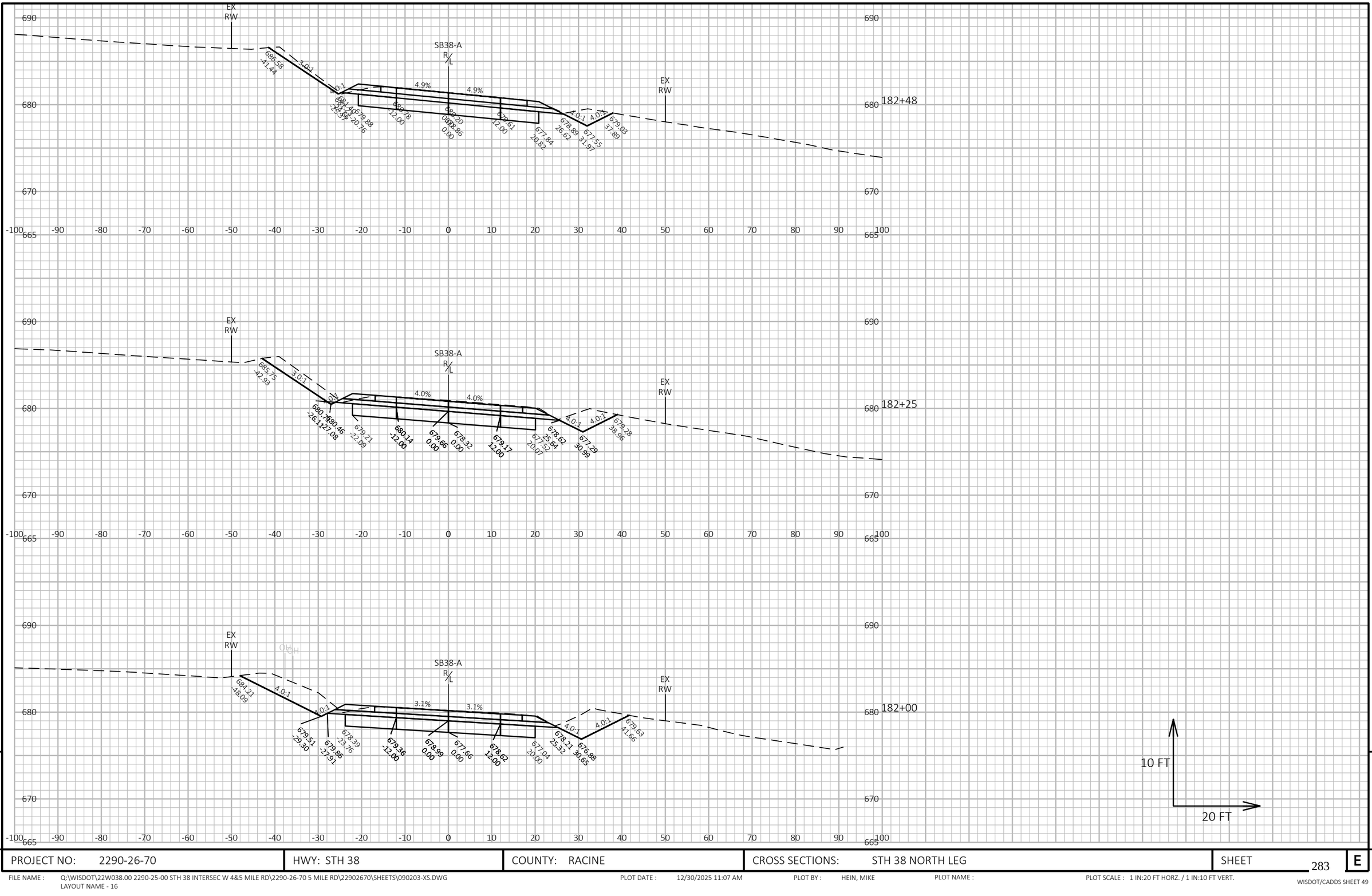
WISDOT/CADDS SHEET 49

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 282	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 12/26/2025 12:03 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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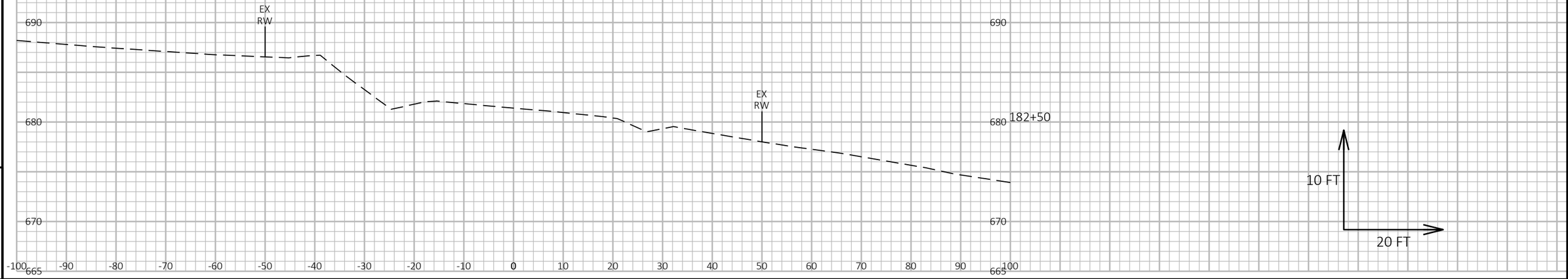
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 283	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090203-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 12/30/2025 11:07 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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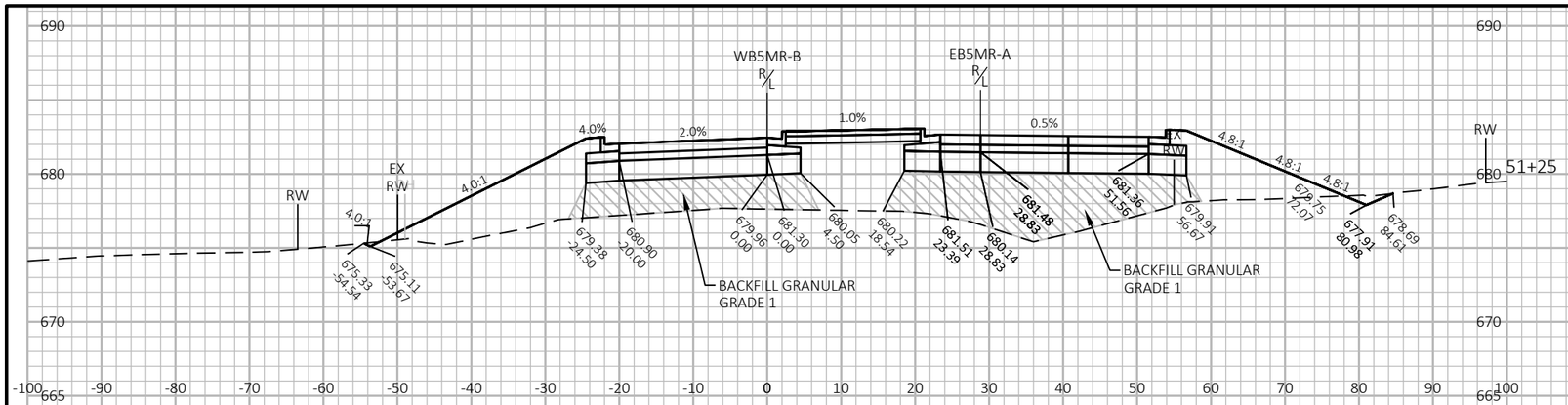
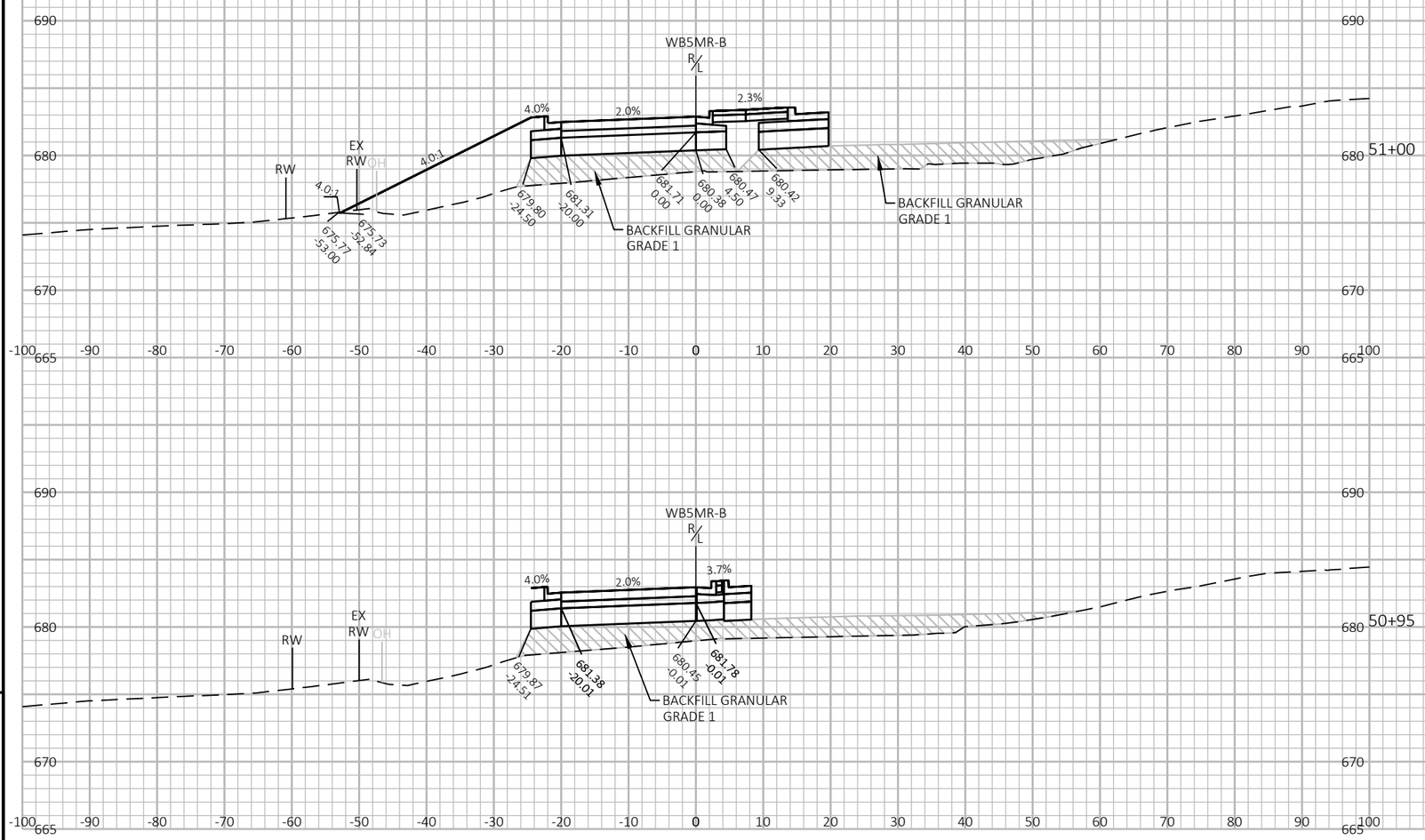
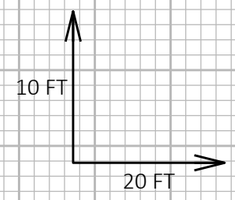
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 NORTH LEG	SHEET 284	E







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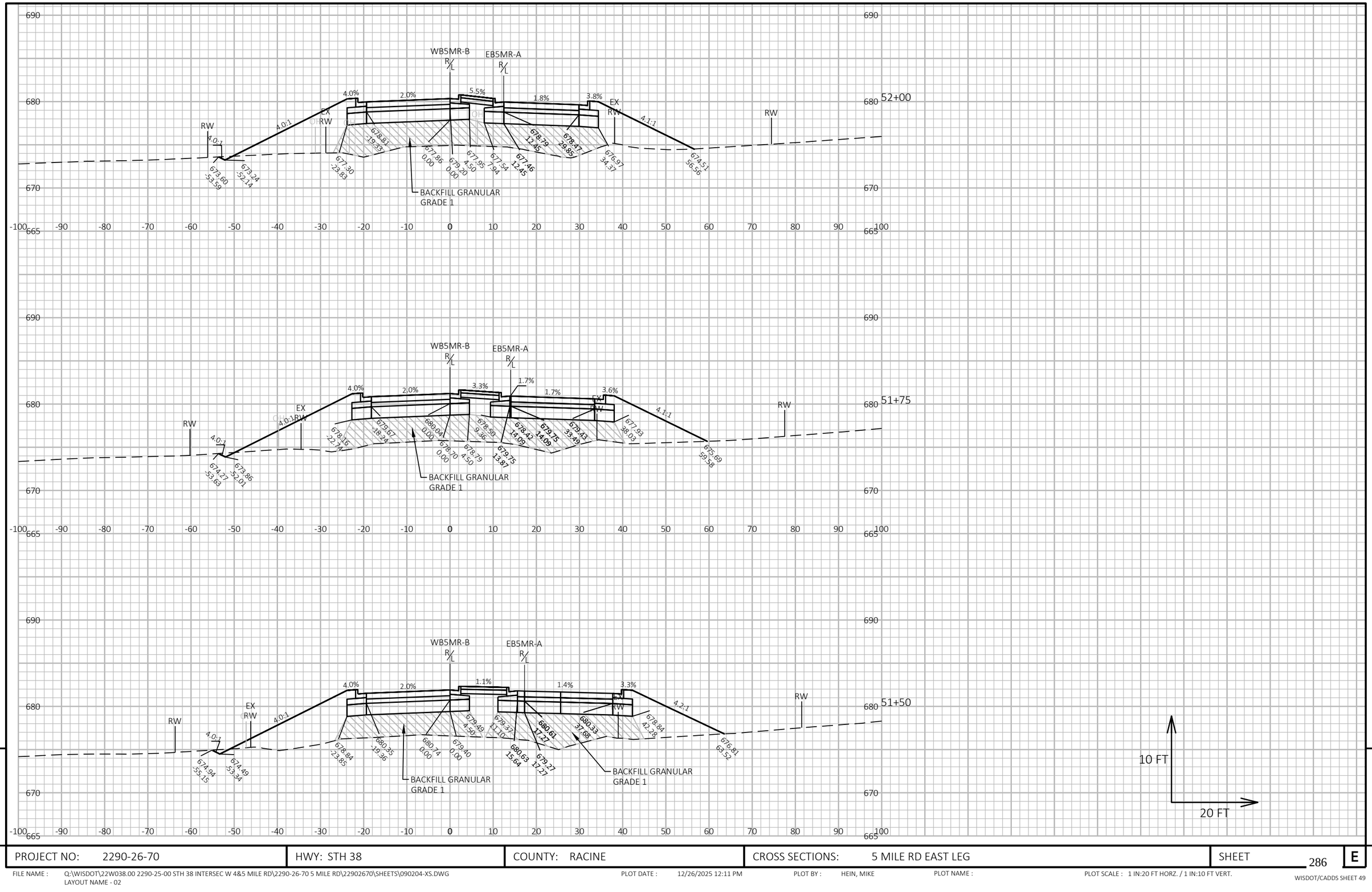
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 285	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/26/2025 12:10 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

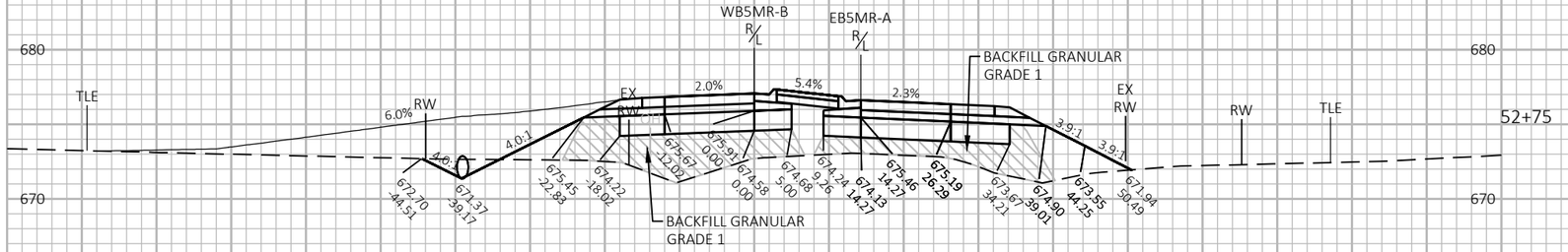


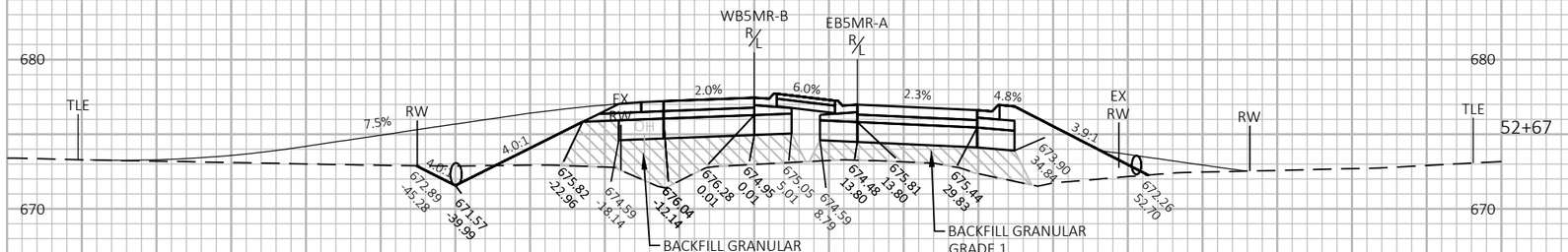
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 286	E

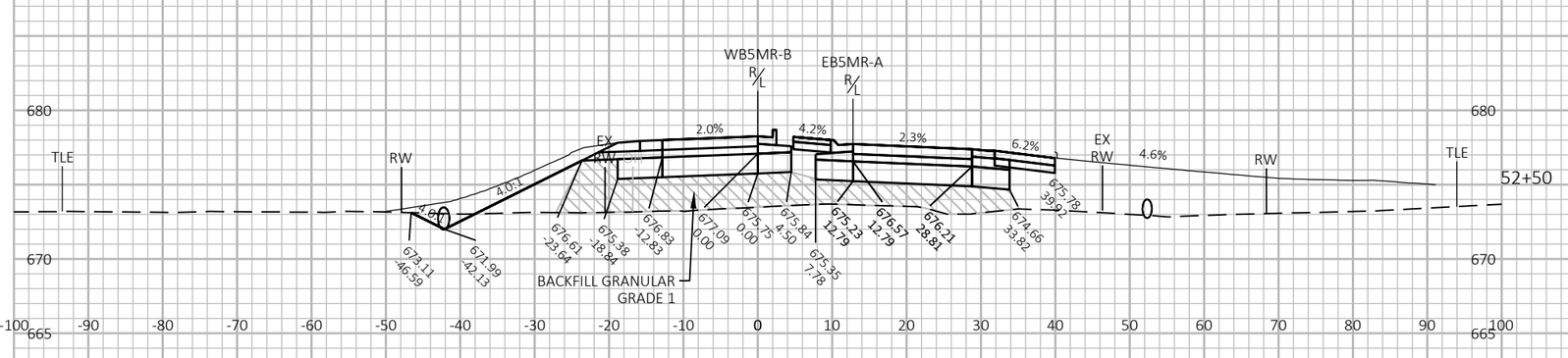
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 02

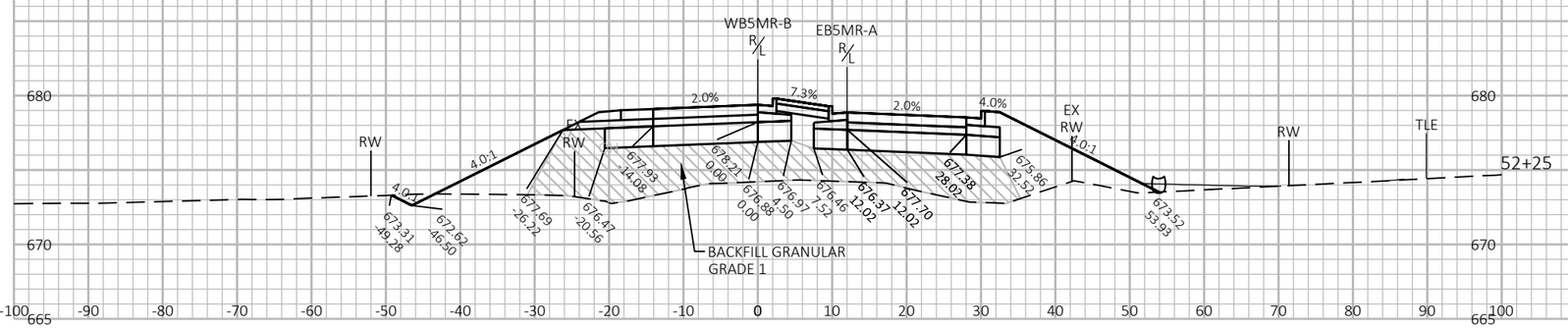
PLOT DATE : 12/26/2025 12:11 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

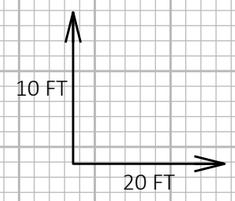
WISDOT/CADDS SHEET 49











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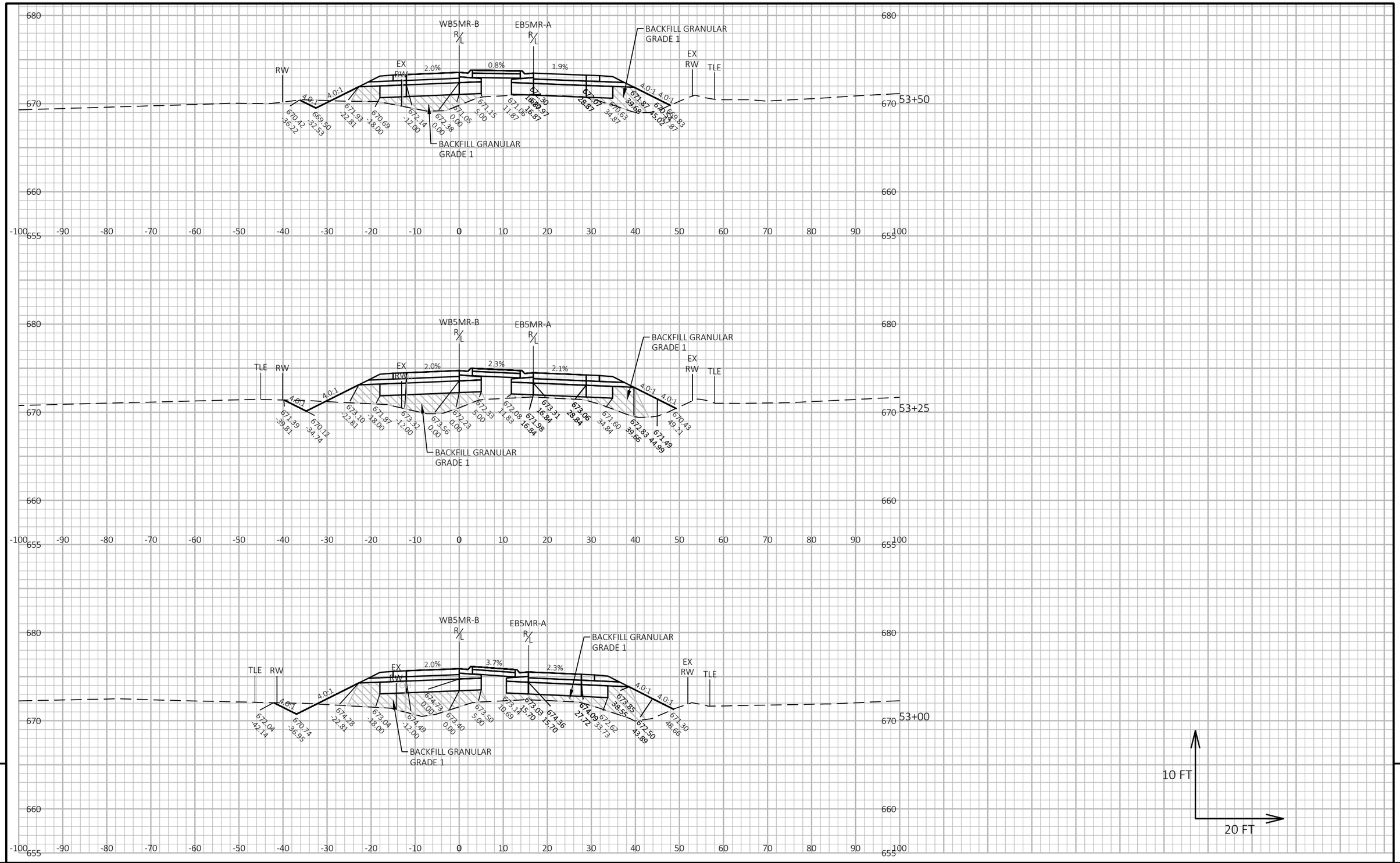
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 287	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 12/26/2025 12:12 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

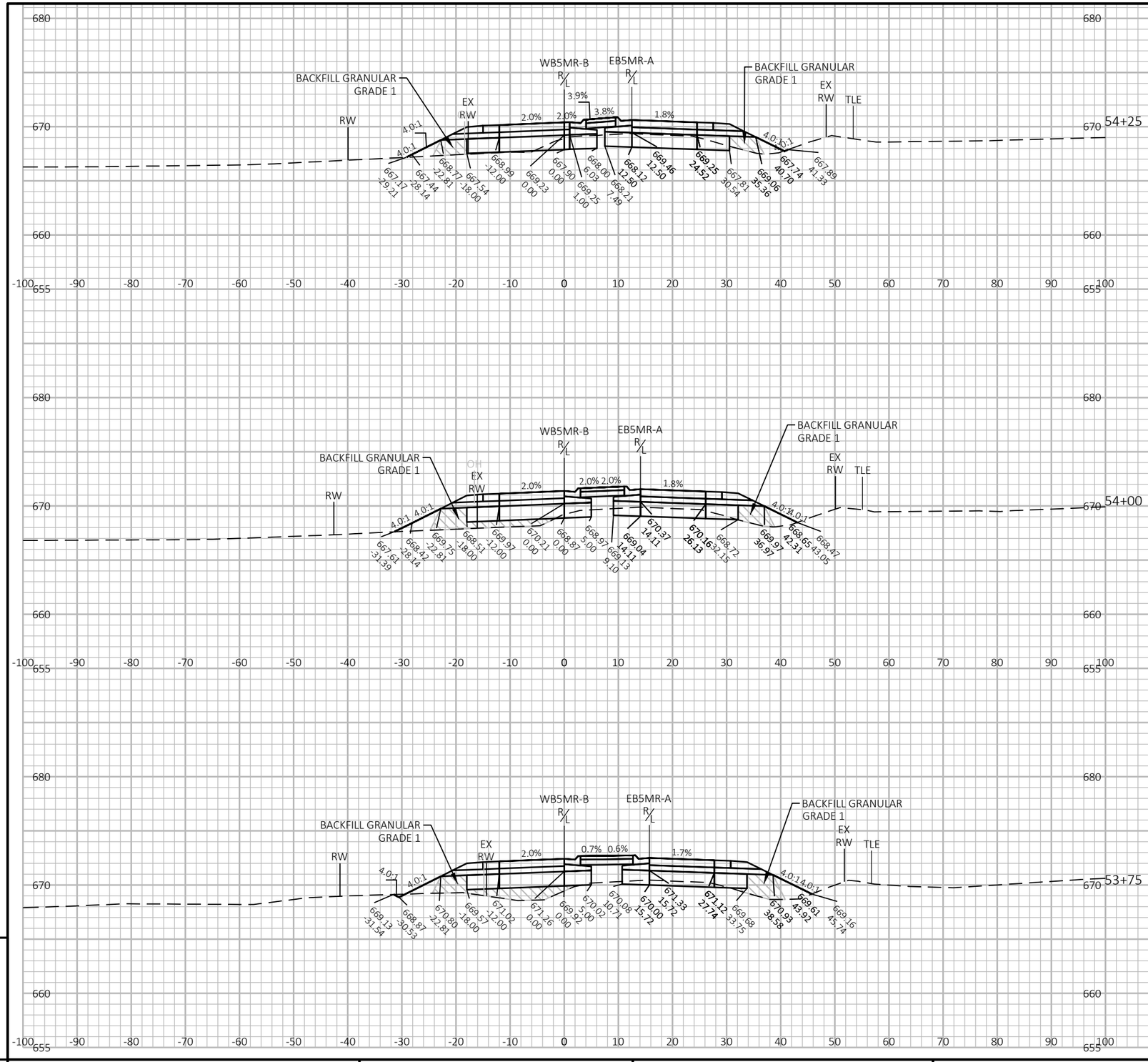


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 288 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/26/2025 12:13 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

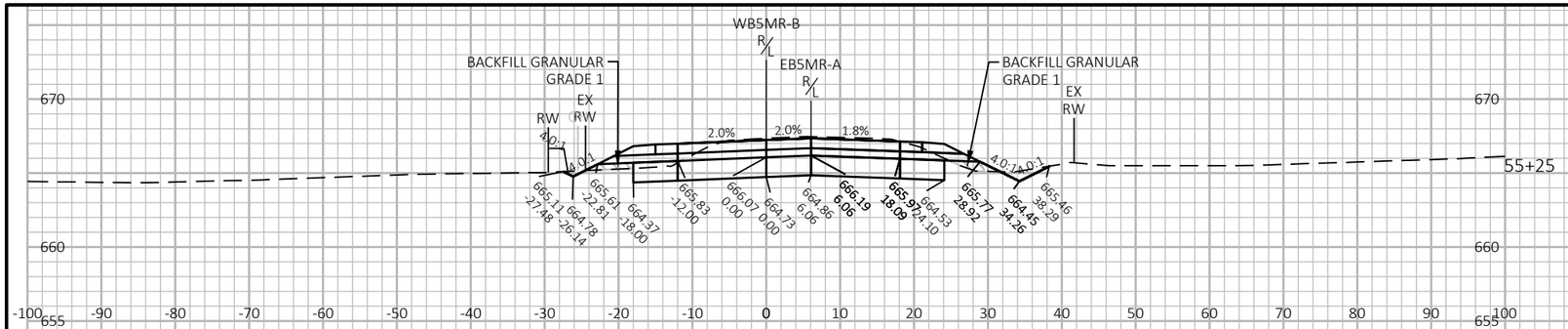


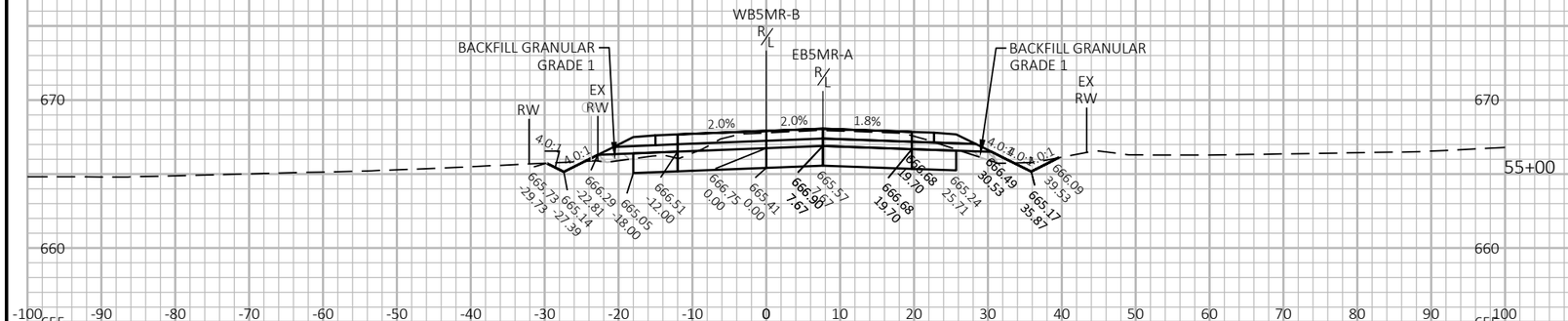
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 289	E

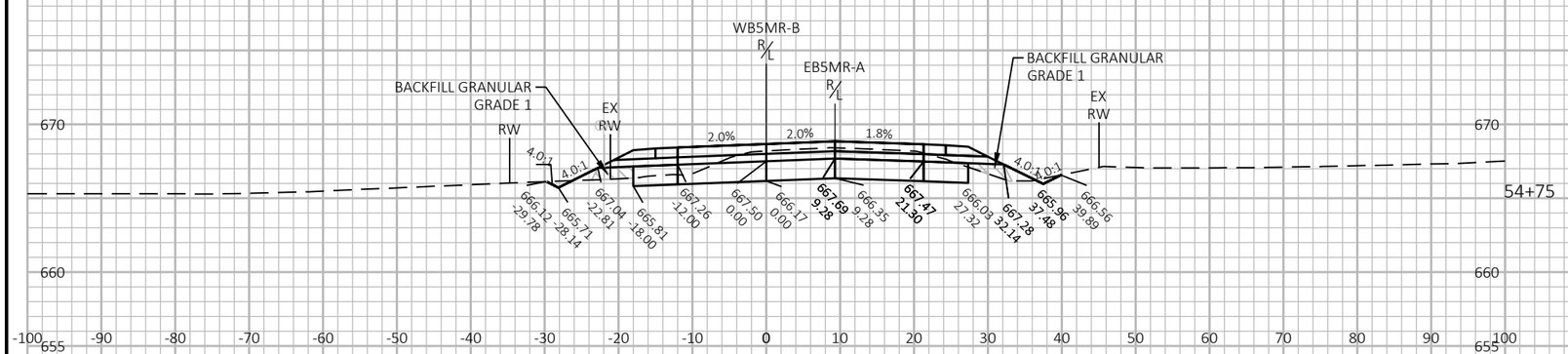
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 05

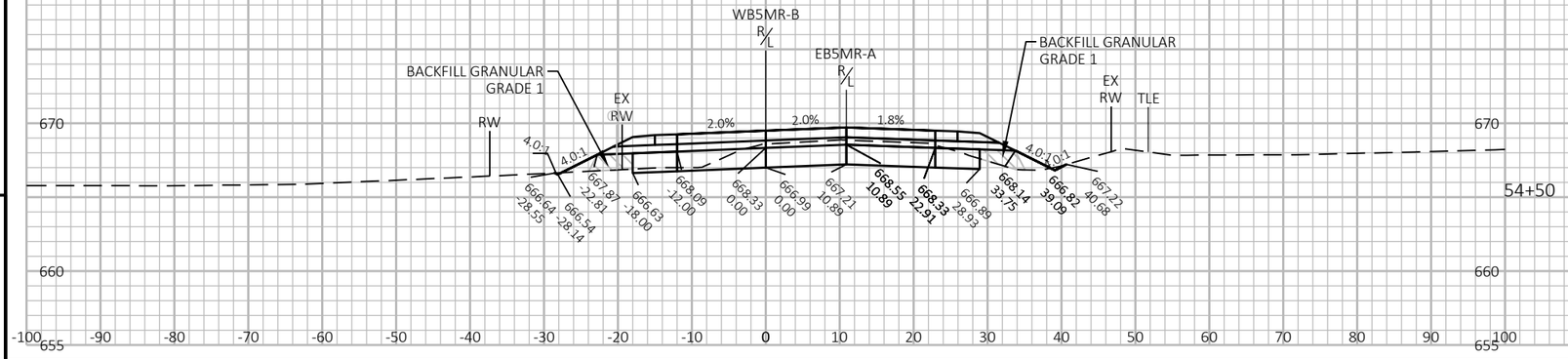
PLOT DATE : 12/26/2025 12:24 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

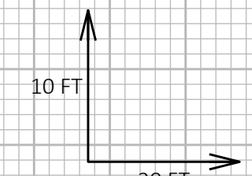
WISDOT/CADDS SHEET 49











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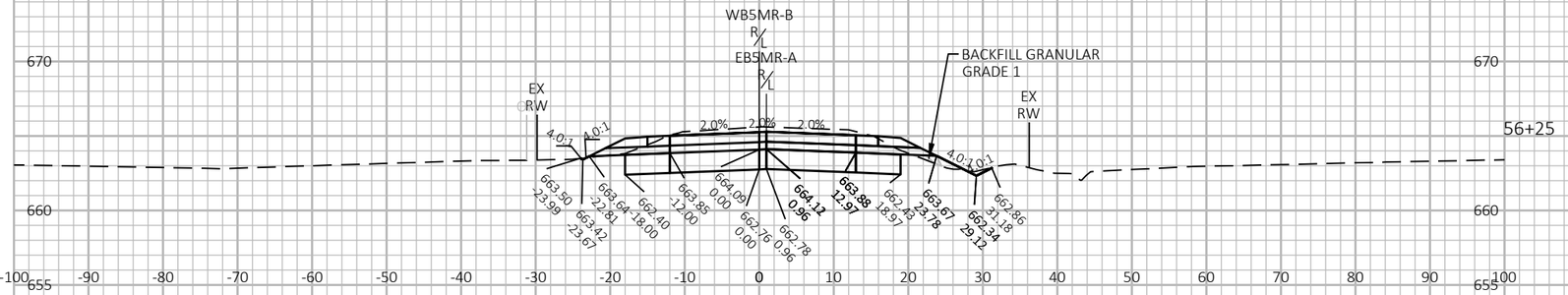
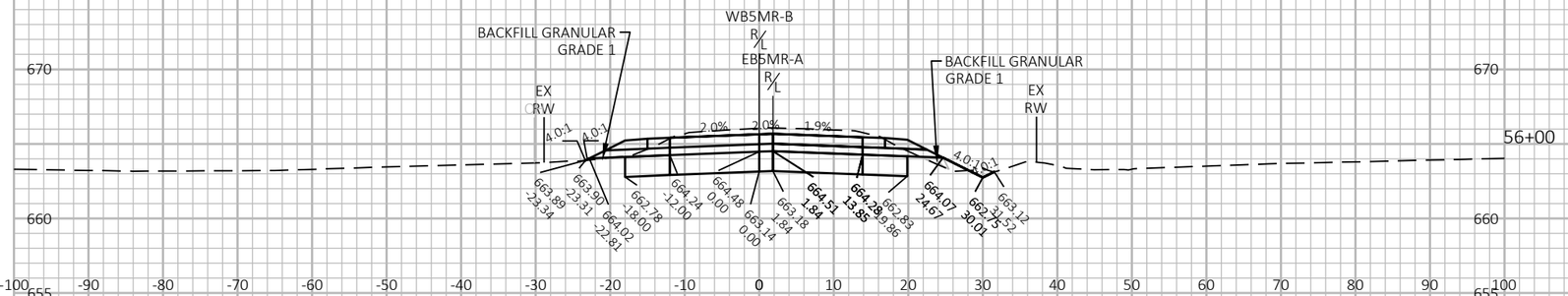
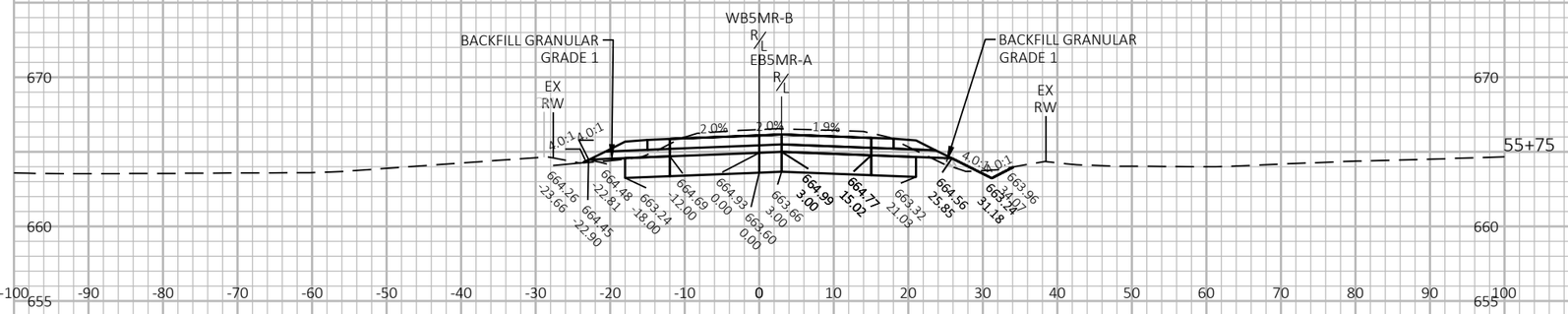
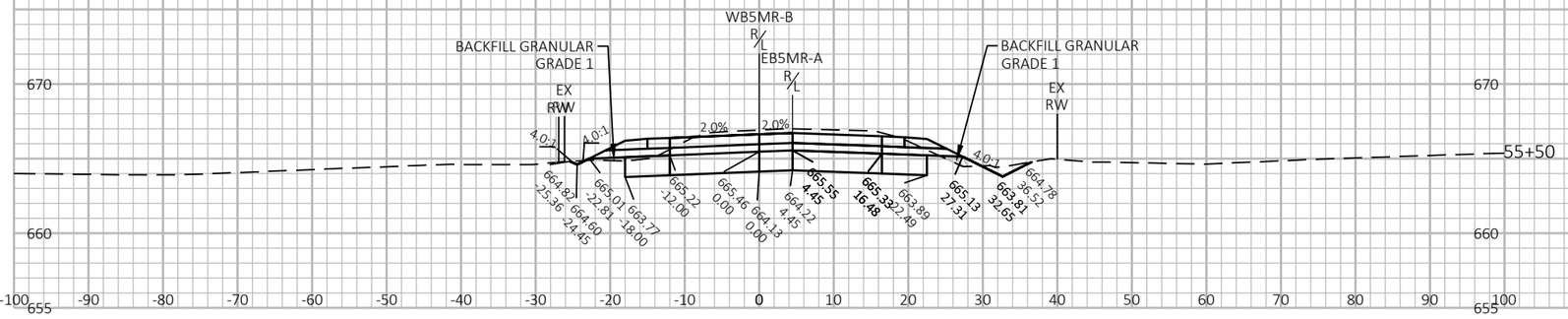
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 290	E

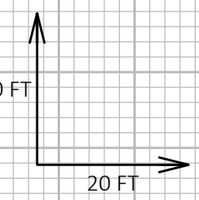
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 06
PLOT DATE : 12/26/2025 12:34 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49











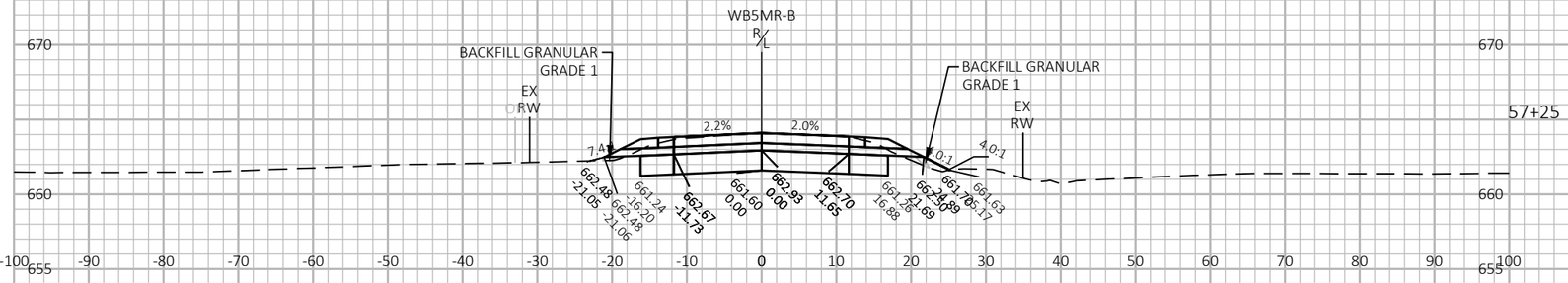
9 9

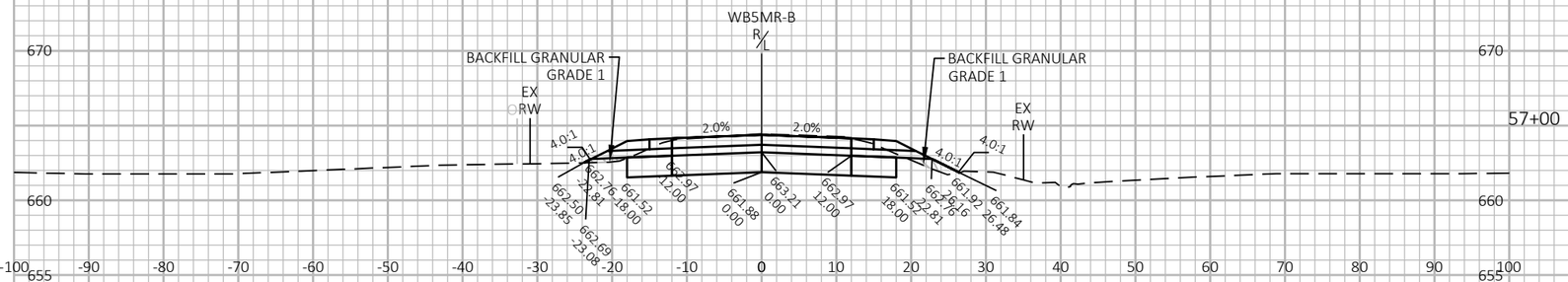
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 291	E

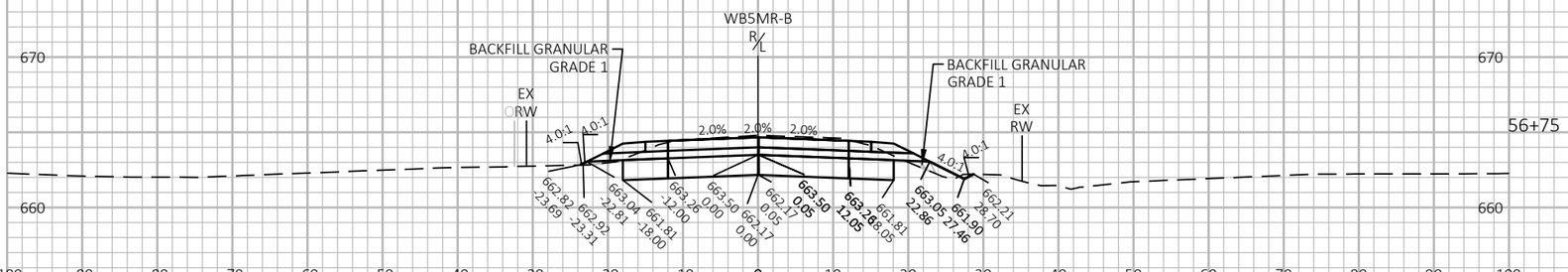
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 07

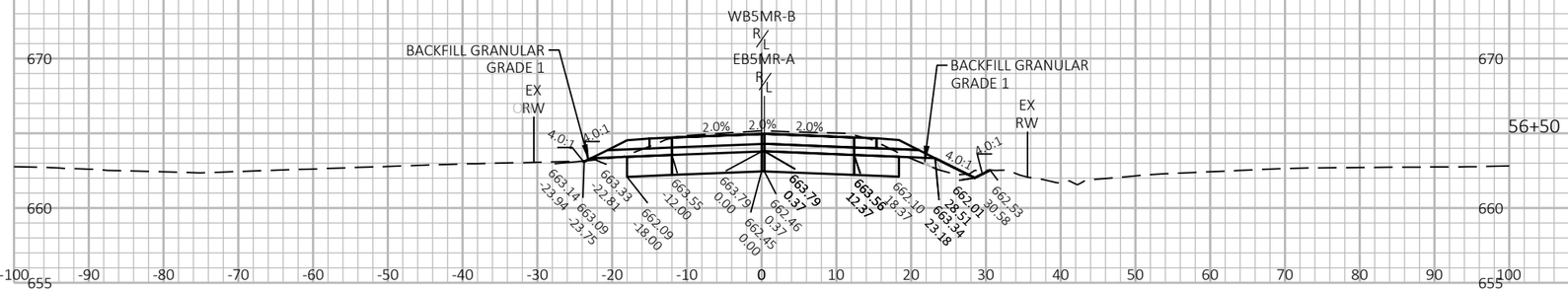
PLOT DATE : 12/26/2025 12:34 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

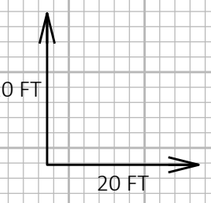
WISDOT/CADDS SHEET 49











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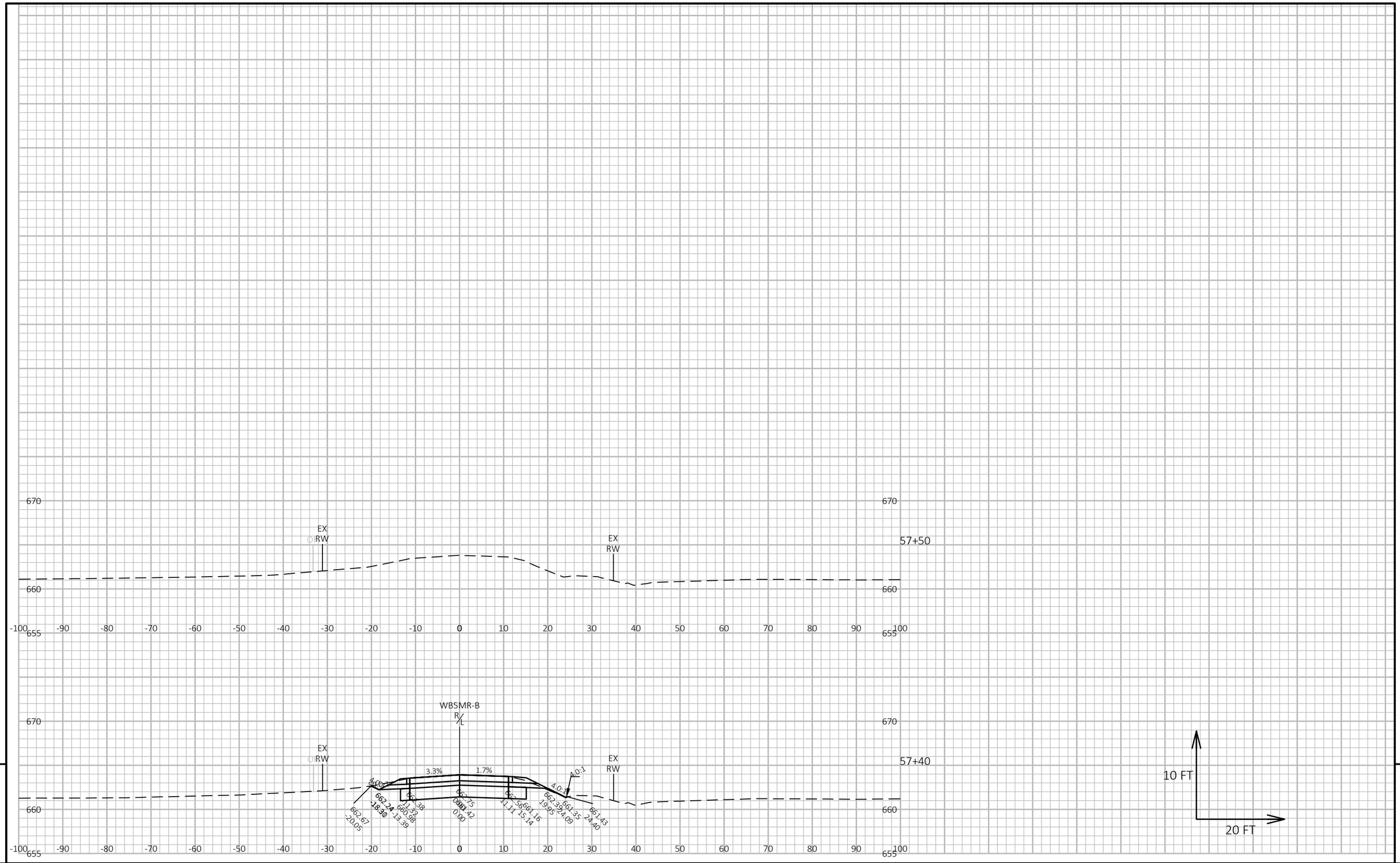
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 292	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 12/30/2025 11:03 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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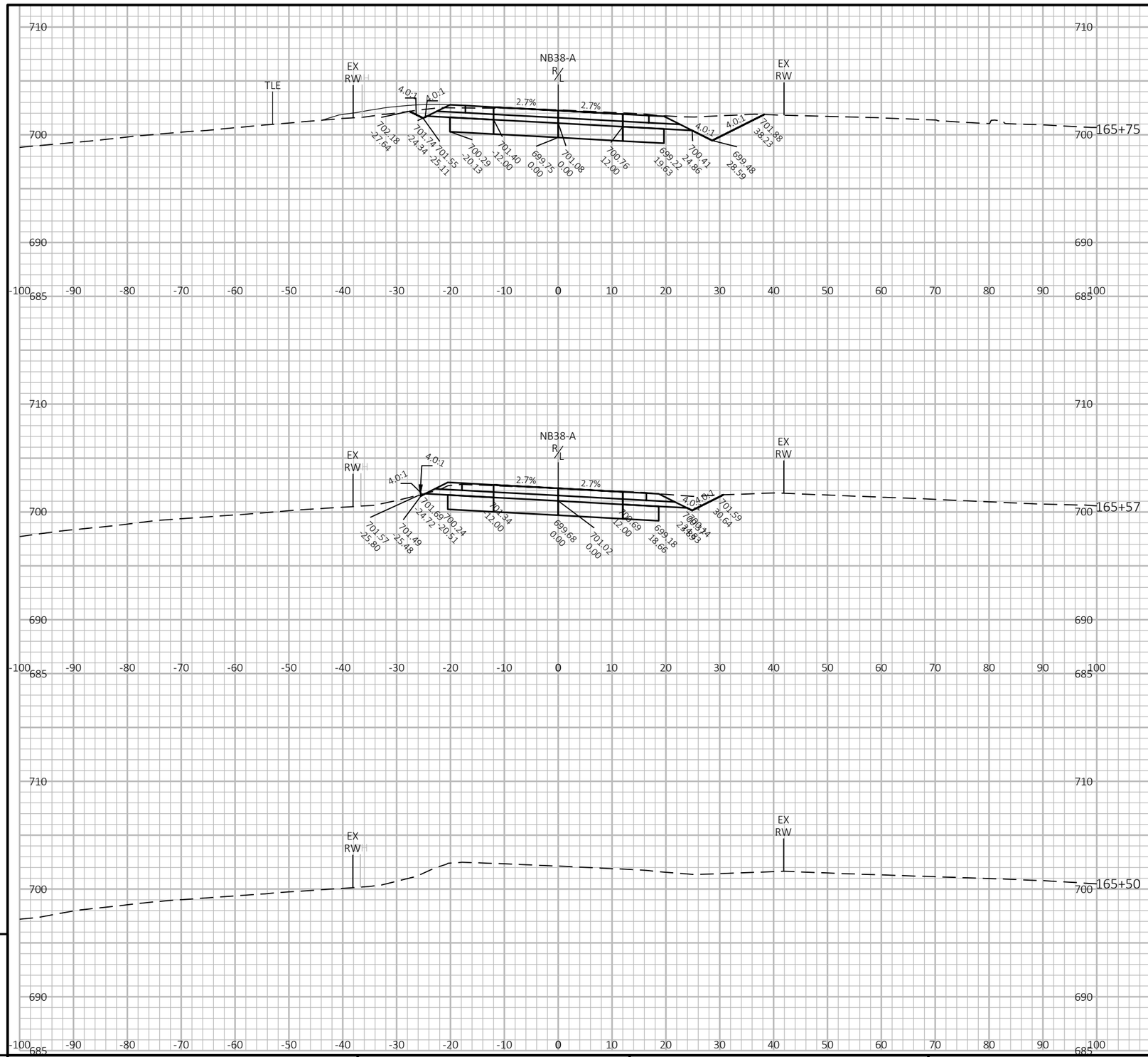
9

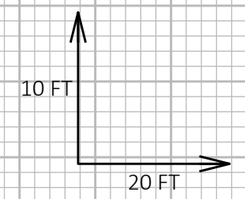
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: 5 MILE RD EAST LEG	SHEET 293	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090204-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 12/30/2025 11:02 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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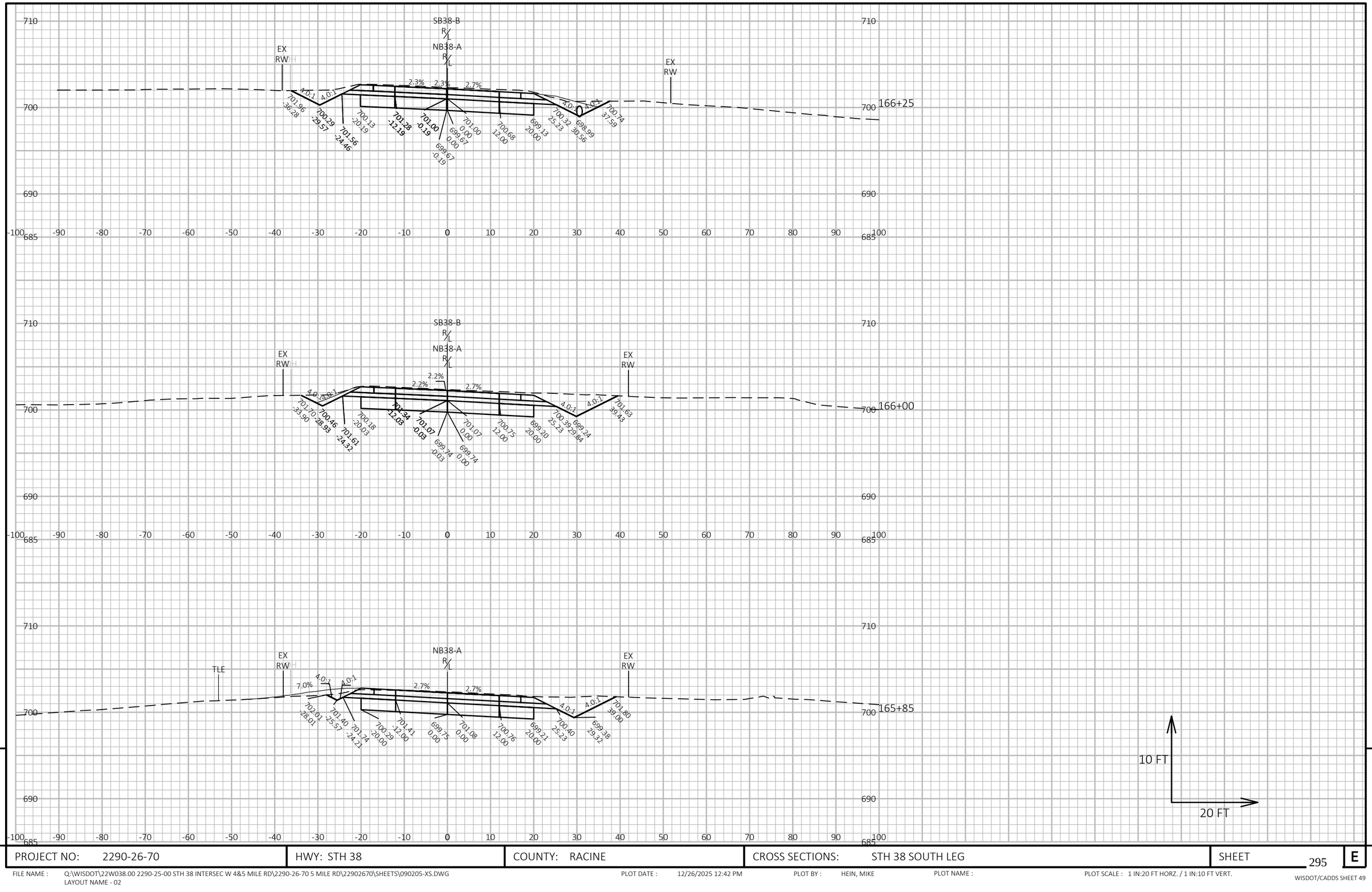
9

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 294	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/30/2025 11:20 AM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 295	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 02

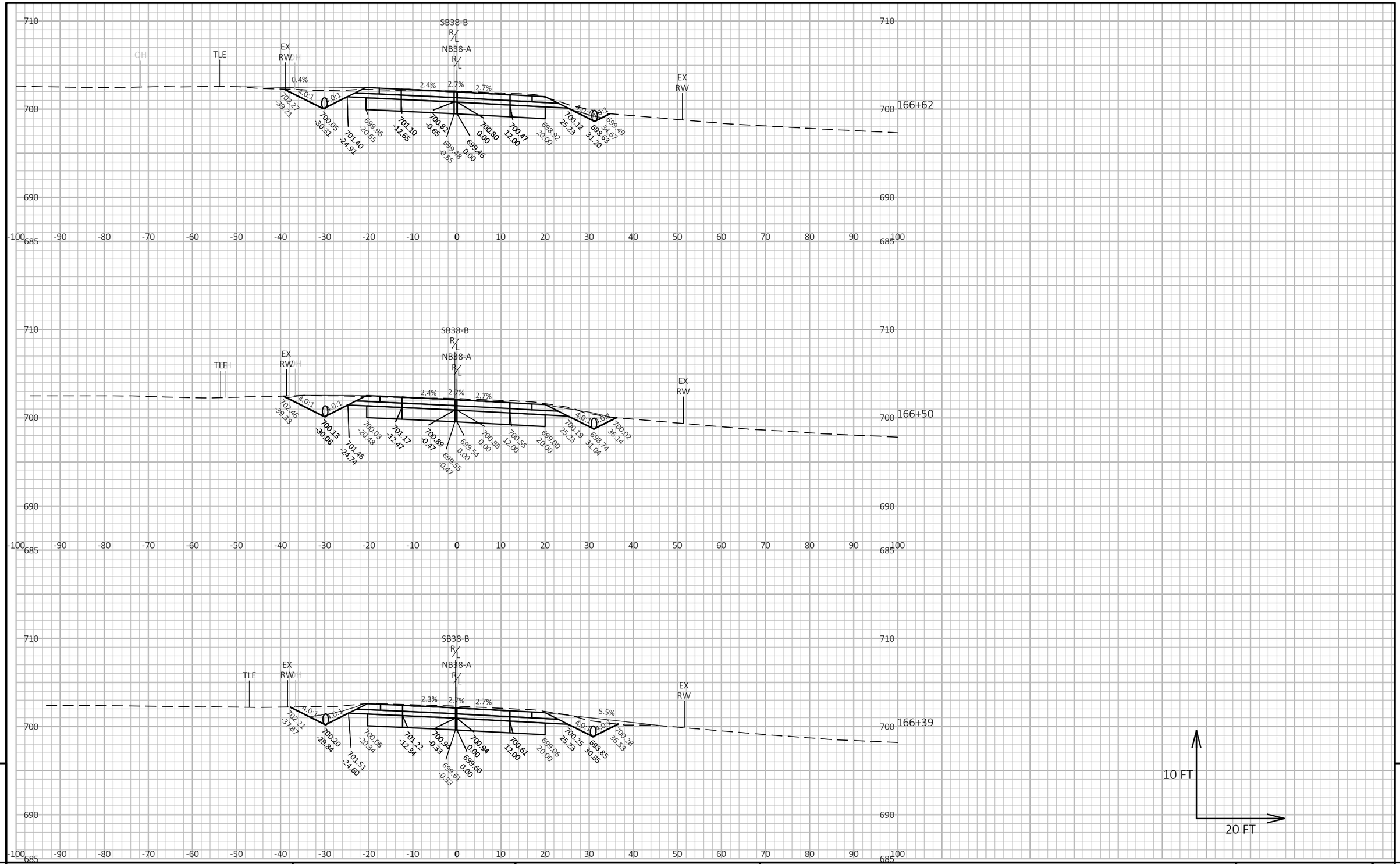
PLOT DATE : 12/26/2025 12:42 PM

PLOT BY : HEIN, MIKE

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 296	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 03

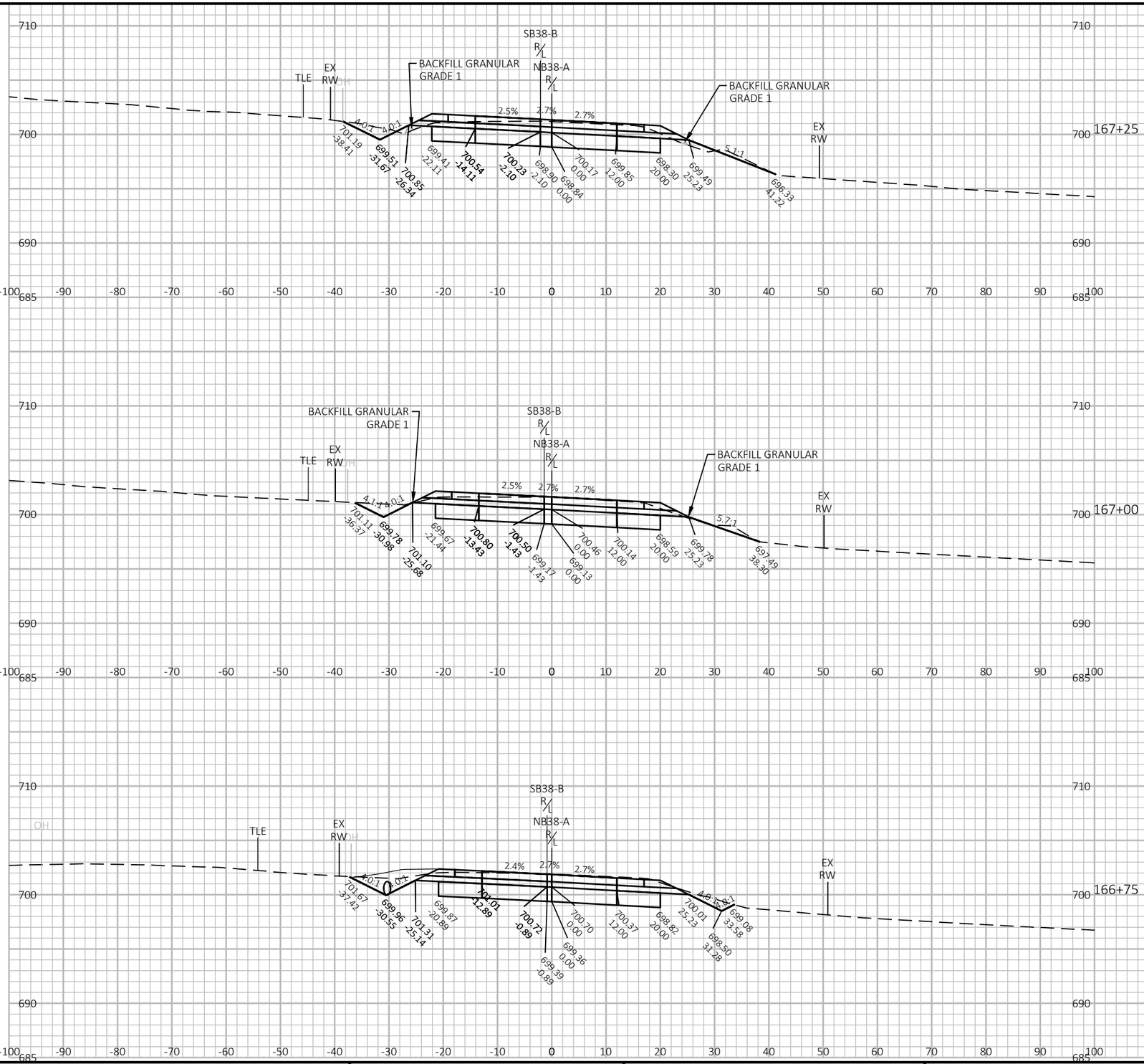
PLOT DATE : 12/26/2025 12:42 PM

PLOT BY : HEIN, MIKE

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

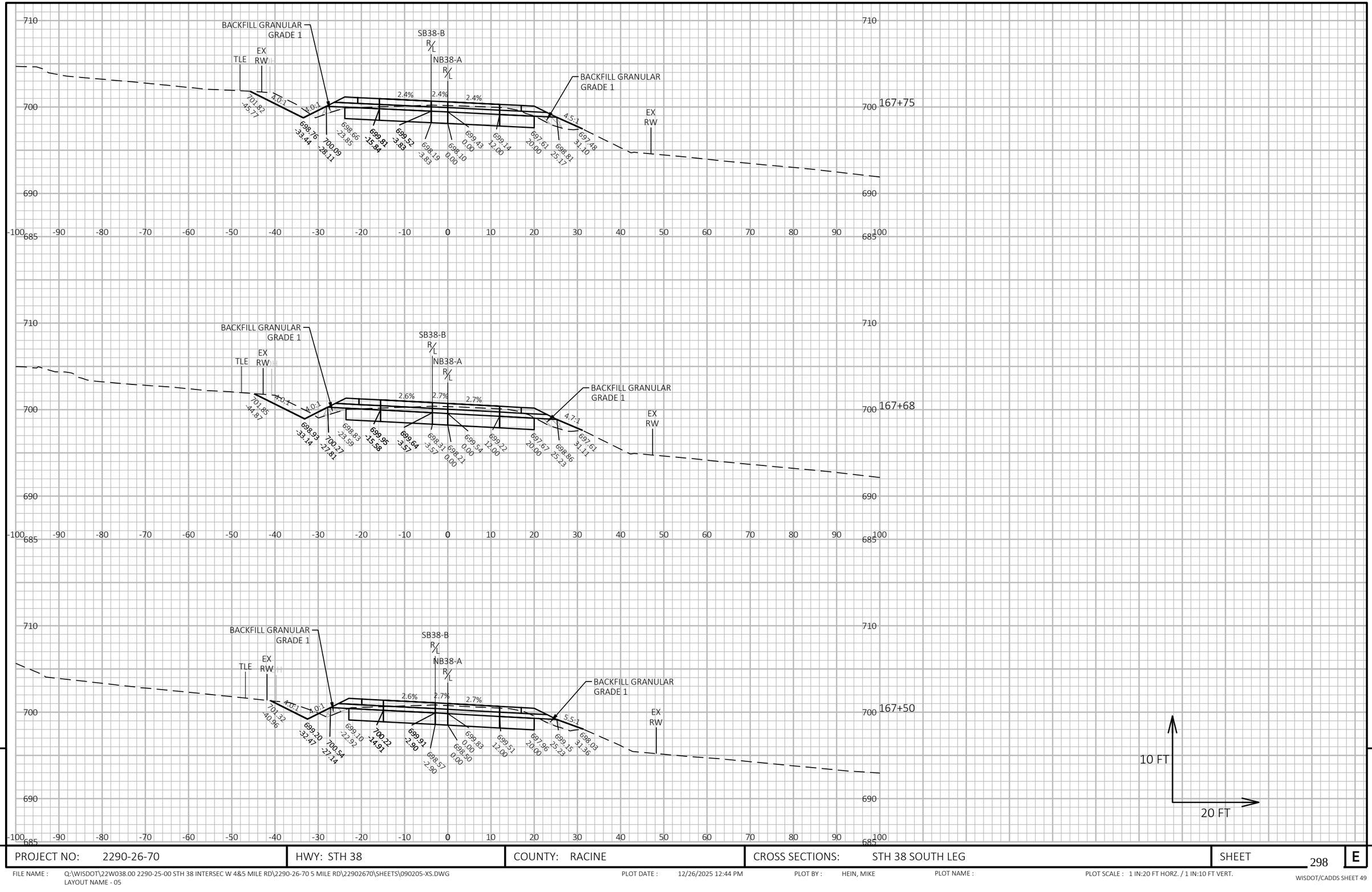


PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 297	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/26/2025 12:43 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

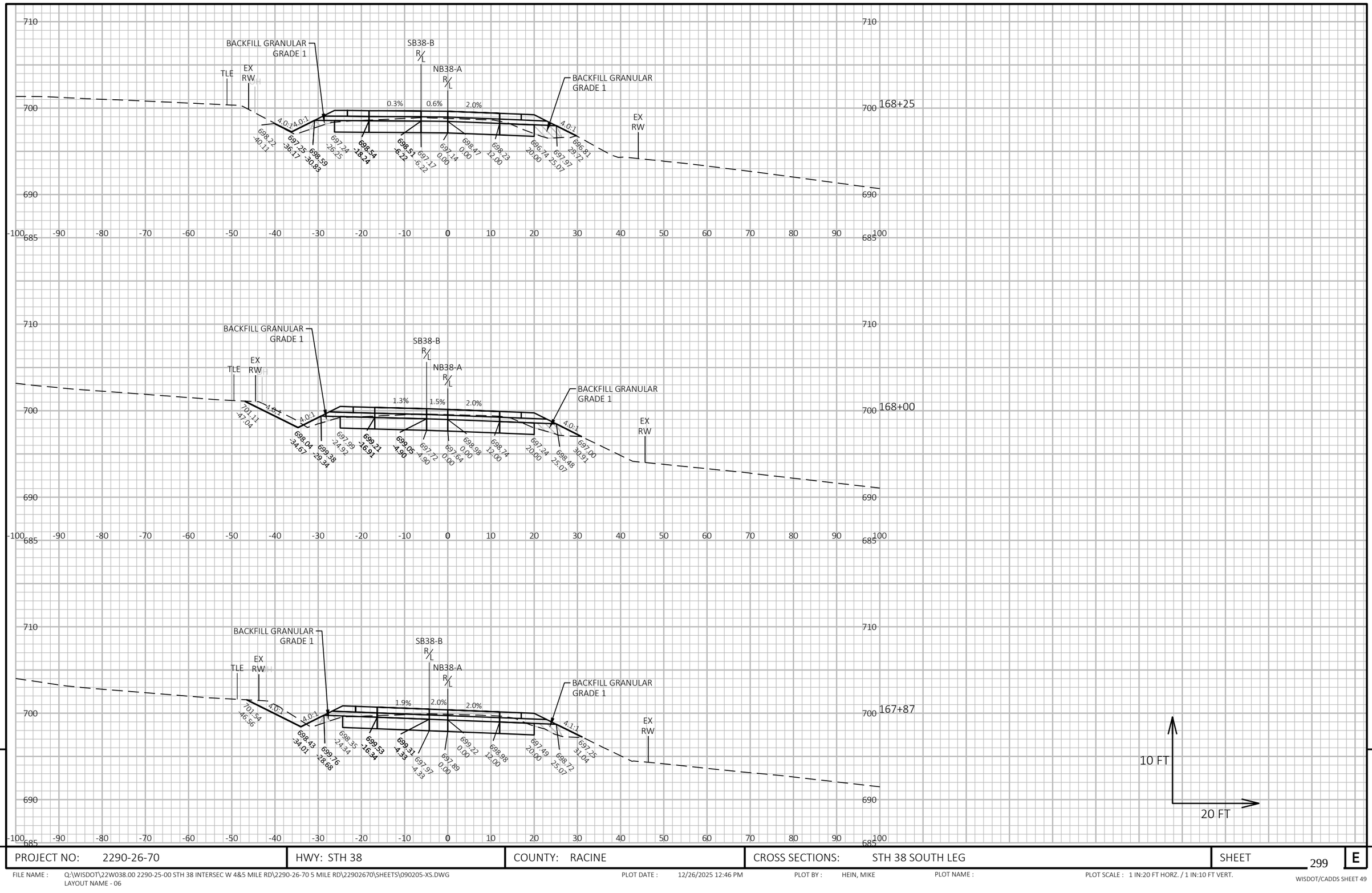


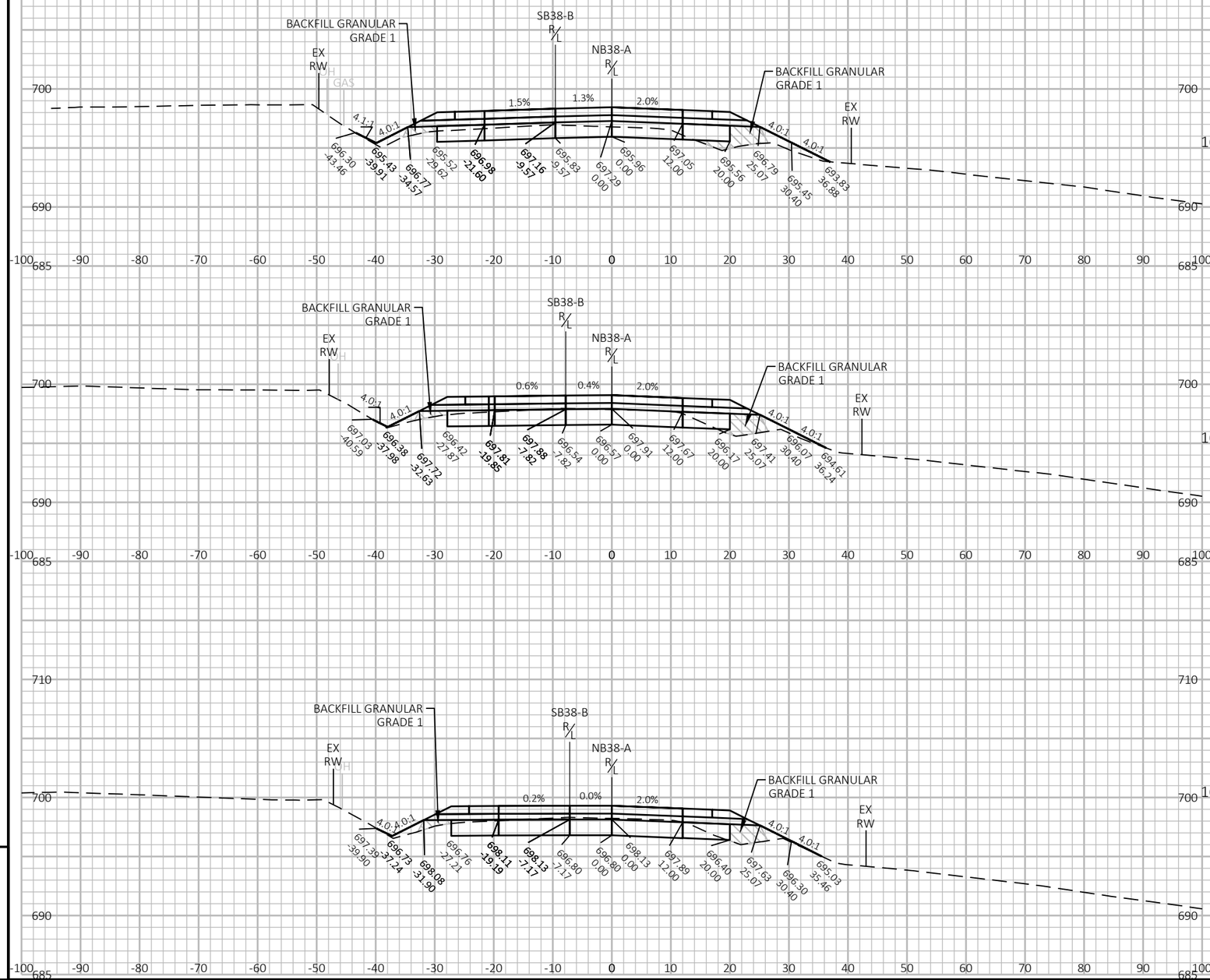
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 298 E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/26/2025 12:44 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49


BACKFILL GRANULAR GRADE 1
TLE
EX RW
SB38-B R/L
NB38-A R/L
BACKFILL GRANULAR GRADE 1
EX RW
168+25
0.3%
0.6%
2.0%
4.0:1
4.0:1
4.0:1
698.22 -40.11
697.25 -36.17
698.59 -30.93
697.24 -26.25
698.54 -19.24
698.51 -6.22
697.17 -6.22
697.14 0.00
698.47 0.00
698.23 12.00
696.74 20.00
697.97 25.07
696.81 29.72
BACKFILL GRANULAR GRADE 1
TLE
EX RW
SB38-B R/L
NB38-A R/L
BACKFILL GRANULAR GRADE 1
EX RW
168+00
1.3%
1.5%
2.0%
4.0:1
4.0:1
4.0:1
701.11 -47.04
698.04 -34.67
699.38 -29.34
697.99 -24.92
699.21 -16.91
699.05 -4.90
697.72 -4.90
697.64 0.00
698.98 0.00
698.74 12.00
697.24 20.00
698.48 25.07
697.00 30.91
BACKFILL GRANULAR GRADE 1
TLE
EX RW
SB38-B R/L
NB38-A R/L
BACKFILL GRANULAR GRADE 1
EX RW
167+87
1.9%
2.0%
2.0%
4.0:1
4.0:1
4.1:1
701.54 -46.56
698.43 -34.01
699.76 -28.68
698.35 -24.34
699.53 -16.34
699.31 -4.33
697.97 -4.33
697.89 0.00
699.22 0.00
698.98 12.00
697.49 20.00
698.72 25.07
697.25 31.04
10 FT
20 FT



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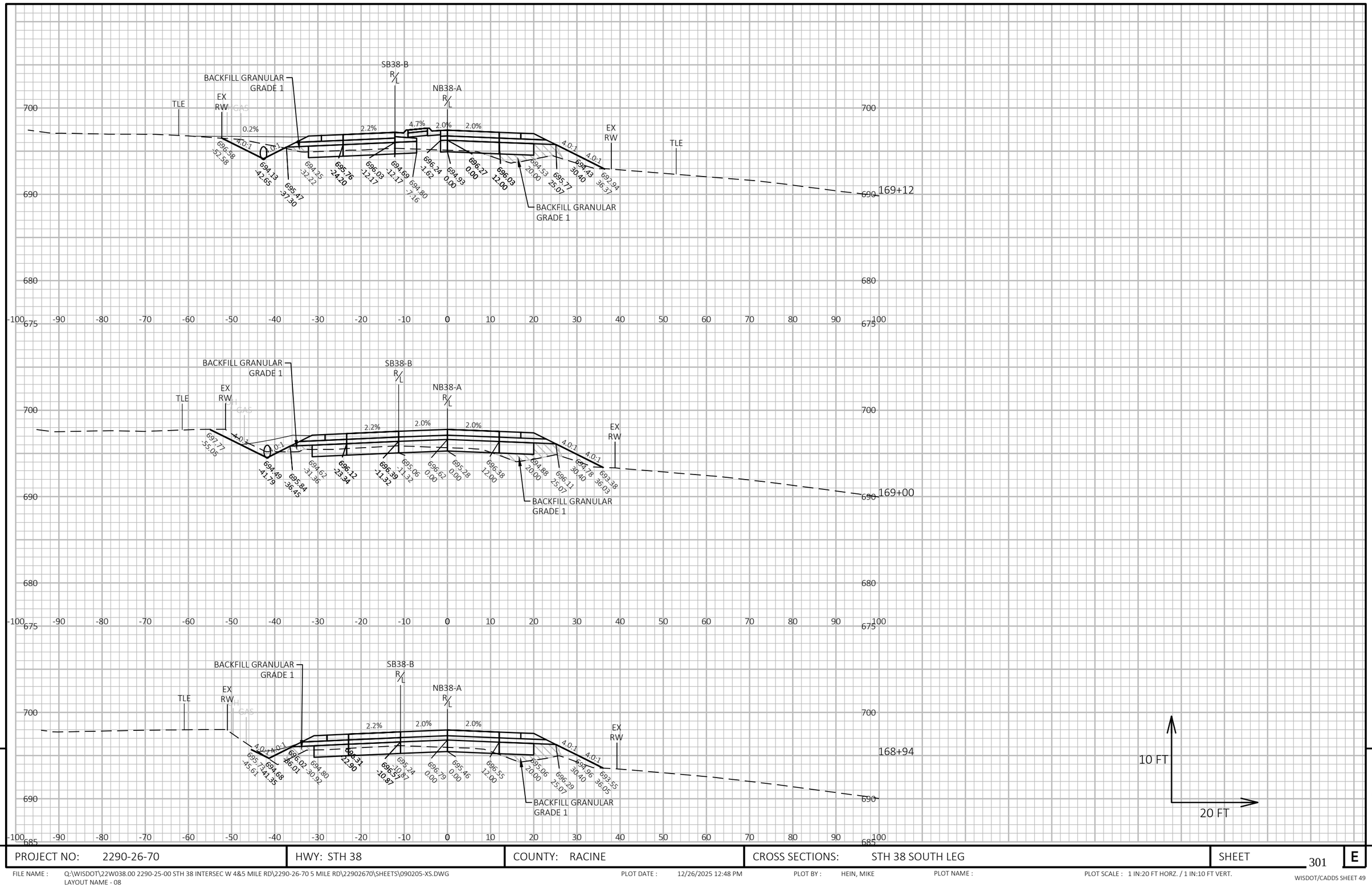
9

PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 300	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 07

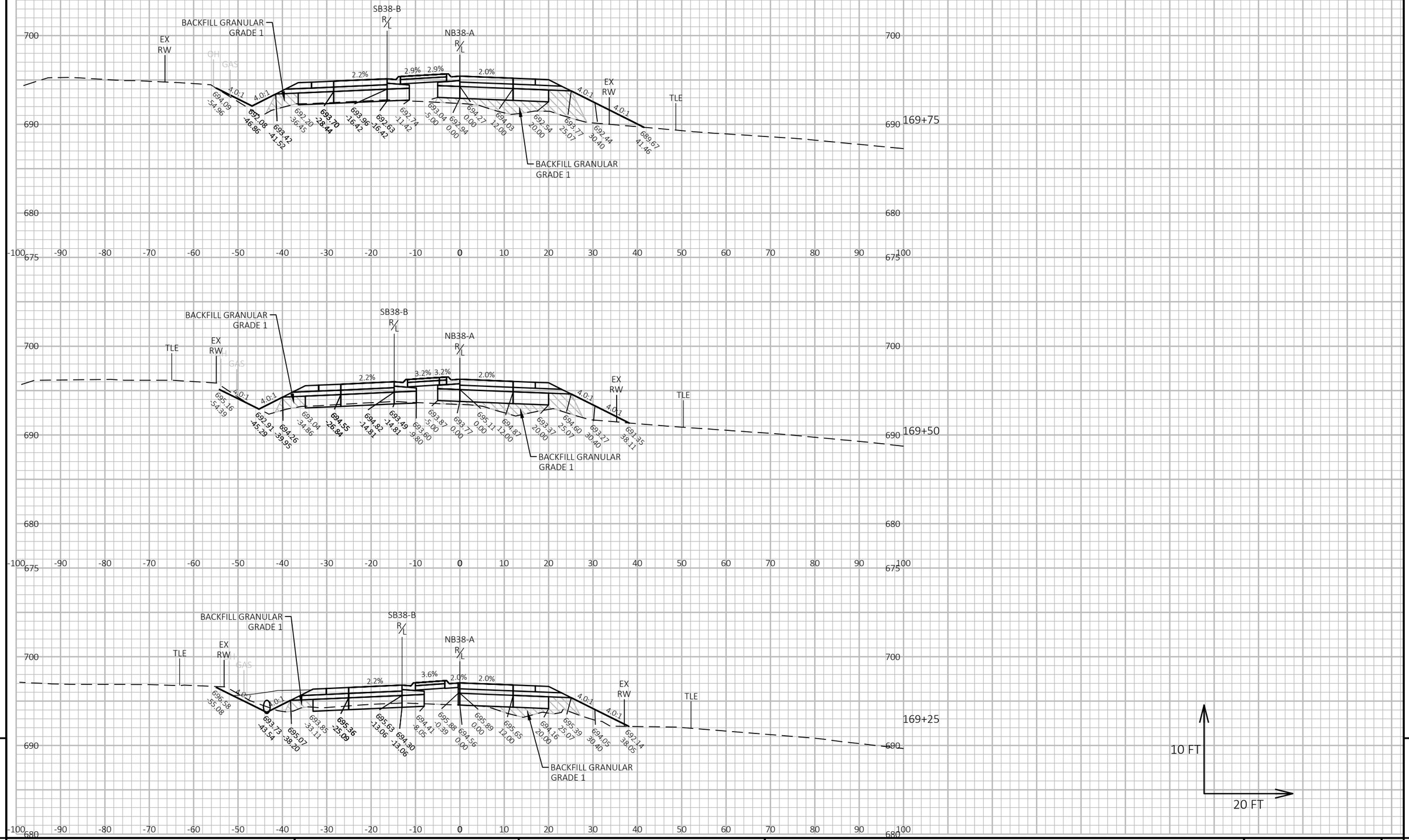
PLOT DATE : 12/26/2025 12:47 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 301	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 08
PLOT DATE : 12/26/2025 12:48 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

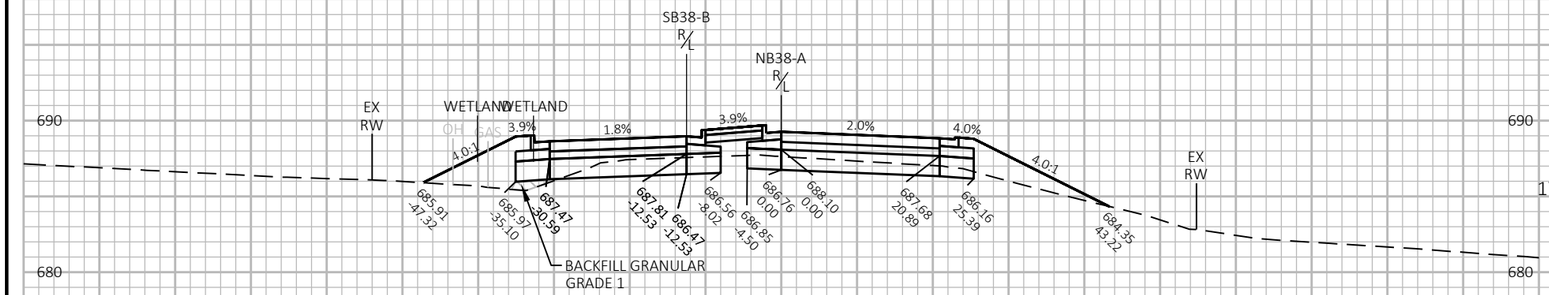


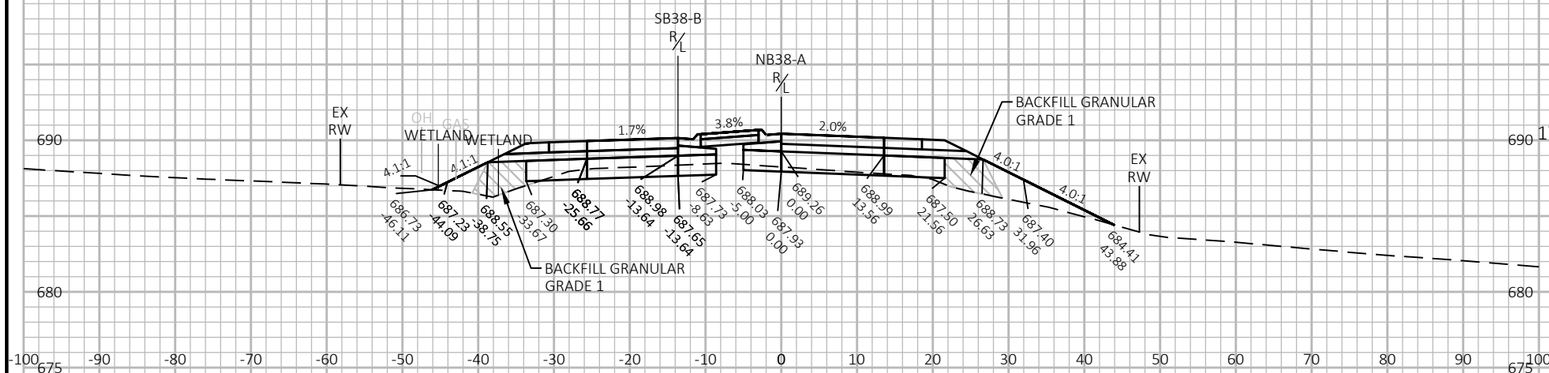
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 302	E

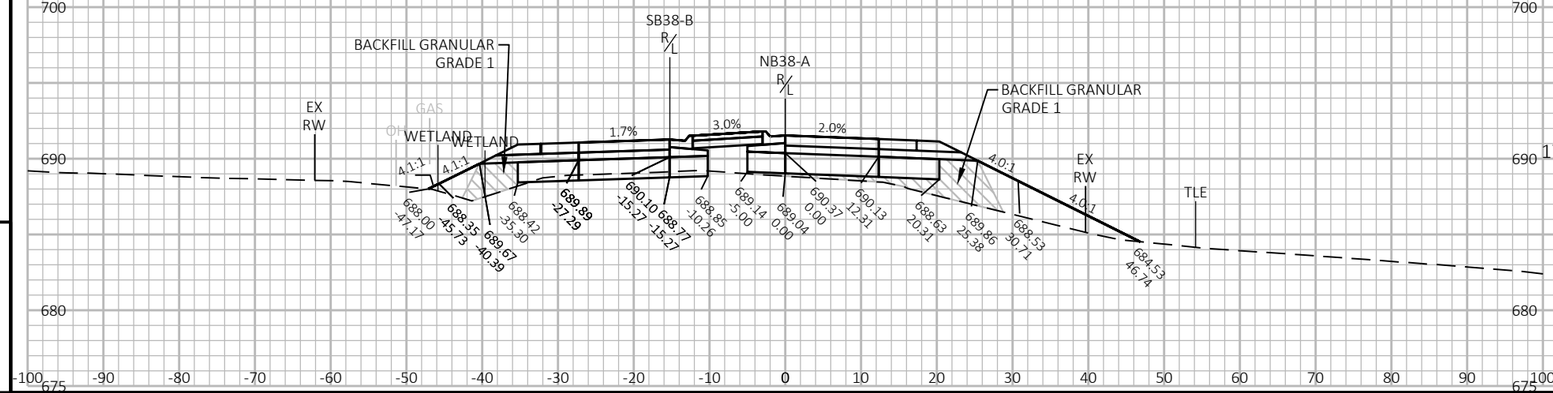
FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 09
PLOT DATE : 12/26/2025 12:49 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

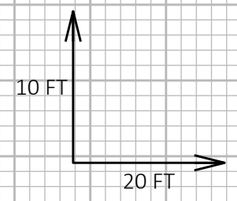
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 303	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 10
PLOT DATE : 12/26/2025 12:50 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49









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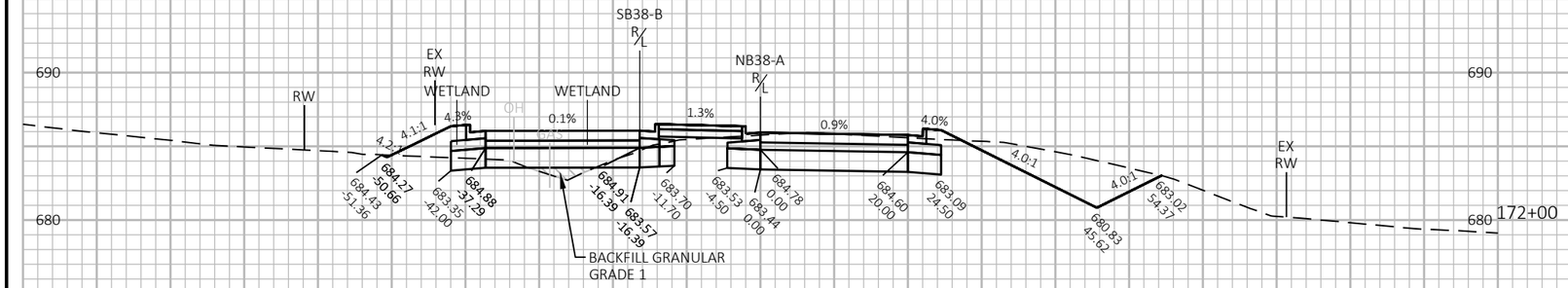
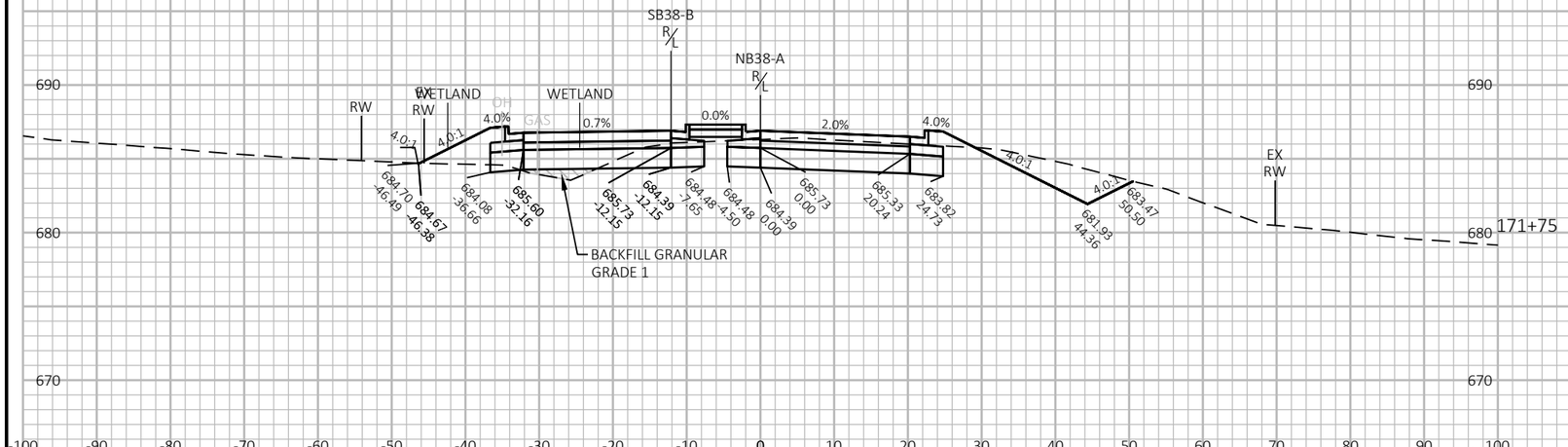
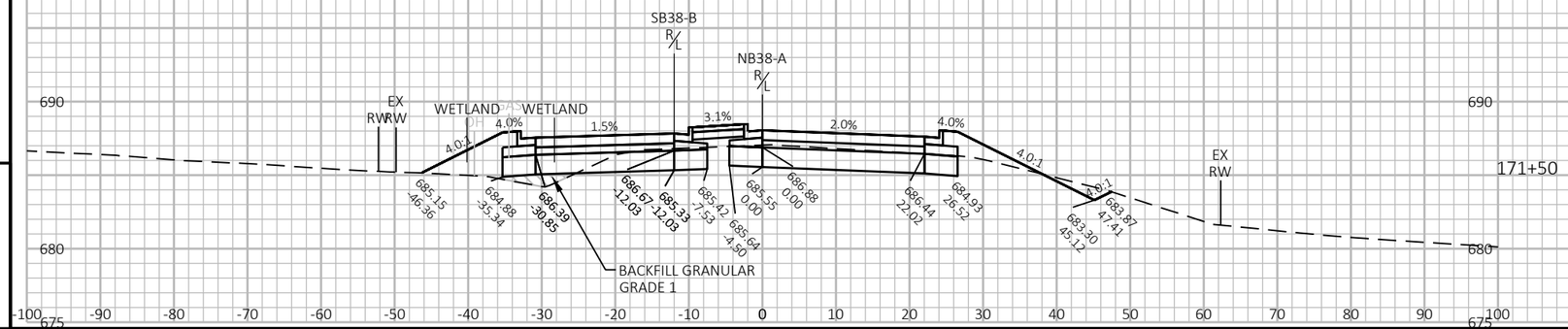
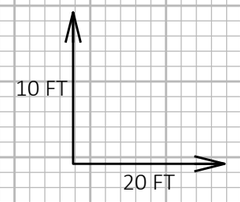
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 304	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 11
PLOT DATE : 12/26/2025 12:52 PM
PLOT BY : HEIN, MIKE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49









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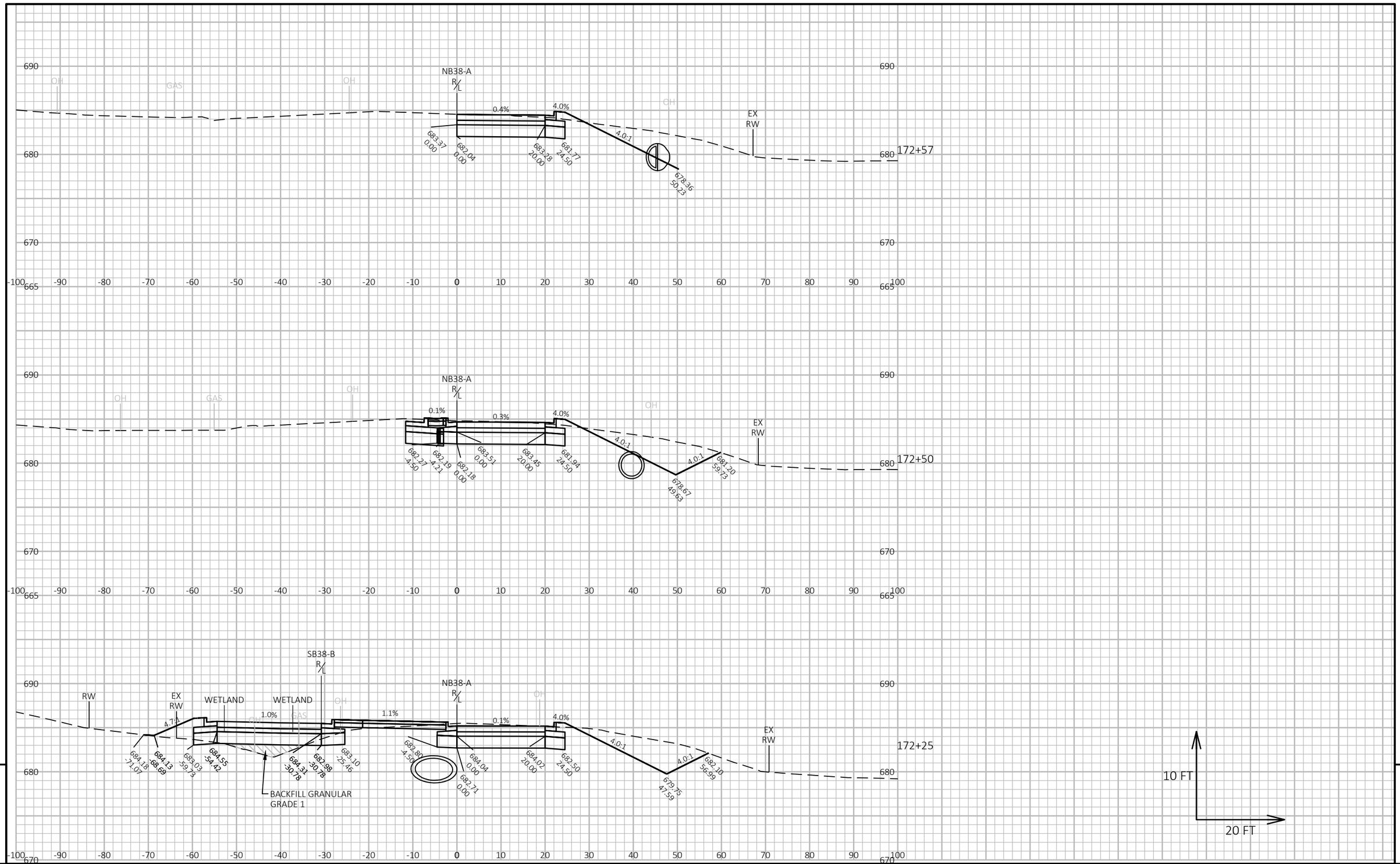
PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 305	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 12/26/2025 12:52 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 2290-26-70	HWY: STH 38	COUNTY: RACINE	CROSS SECTIONS: STH 38 SOUTH LEG	SHEET 306	E

FILE NAME : Q:\WISDOT\22W038.00 2290-25-00 STH 38 INTERSEC W 4&5 MILE RD\2290-26-70 5 MILE RD\22902670\SHEETS\090205-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 12/26/2025 12:53 PM PLOT BY : HEIN, MIKE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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through innovation and exceptional service.

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