WKE

PROJECT ID: 1060-27-76

WITH: N/A

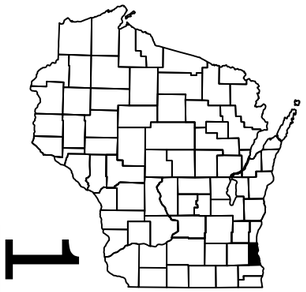
COUNTY: MILWAUKEE

DECEMBER 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 = 218



N

18

DESIGN DESIGNATION

| | | IH 94 BETWEEN STADIUM INT AND 35TH STREET | IH 94 AT 26TH STREET |
|---|---|---|---|
| A.A.D.T. 2030 | = | 190,000 | 166,000 |
| A.A.D.T. 2050 | = | 200,500 | 176,500 |
| D.H.V. 2050 | = | 6,235 EB / 7,170 WB | 6,275 EB / 6,980 WB |
| D.D. | = | 47%/53% | 47%/53% |
| T. | = | 4.3% | 5.3% |
| DESIGN SPEED | = | 60 MPH | 60 MPH |
| ESALS | = | 23,000,000 | 23,000,000 |

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**

# IH 94 EAST WEST, EARLY GRADING

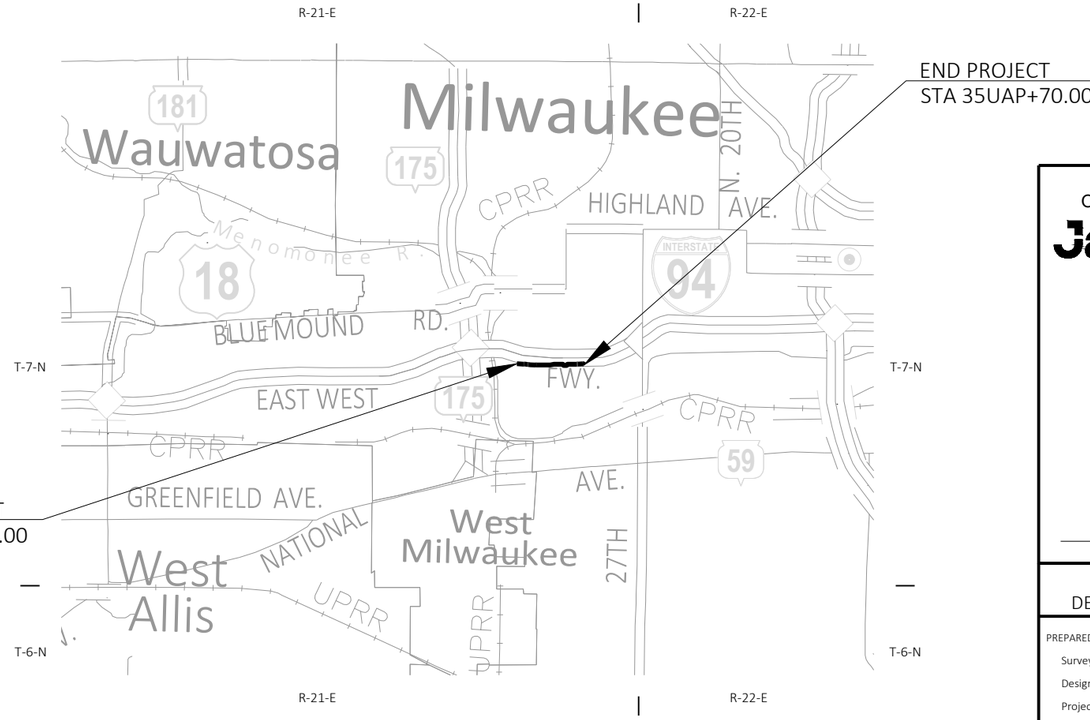
**MENOMONEE RIVER TO 32ND STREET**

## IH 94

## MILWAUKEE COUNTY

| STATE PROJECT NUMBER |
|---|
| 1060-27-76 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1060-27-76 | WISC 2027073 | 1 |
| | | |
| | | |
| | | |




LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.454 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MILWAUKEE COUNTY, NAD83 ( 2007 ), 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 ( 2007 ). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 9


ORIGINAL PLANS PREPARED BY

Jacobs 1610 N. 2ND STREET #201 MILWAUKEE, WI 53212

WISCONSIN PROFESSIONAL ENGINEER JULIE A. FERGUSON 42129-6 WAUWATOSA, WI

7/31/26 (Date) (Signature)


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | KAPUR & ASSOCIATES |
| Designer | JACOBS ENGINEERING |
| Project Manager | CHRISTOPHER ZACHARIAS, P.E. |
| Regional Examiner | |
| Regional Supervisor | WILLIAM S. MOHR, P.E. |

APPROVED FOR THE DEPARTMENT

DATE: 7/31/26 (Signature)

E

## REFERENCE LINE ALIGNMENT ABBREVIATIONS

| ABBREVIATION | ROAD NAME | DESCRIPTION |
|---|---|---|
| EW | IH 94 EB & IH 94 WB | IH 94 EASTBOUND & IH 94 WESTBOUND |
| BAP | BILLBOARD ACCESS PATH | ACCESS PATH FROM MAIN PATH TO BILLBOARD |
| UAP | ACCESS PATH | ACCESS PATH ALONG SOUTH SIDE OF IH 94 |
| TAP | TEMPORARY ACCESS PATH | TEMPORARY CONNECTION TO EXISTING PATH EAST OF 35TH STREET |

## STANDARD ABBREVIATIONS

| | |
|---|---|
| AEW | APRON END WALL |
| AGG | AGGREGATE |
| ASPH | ASPHALTIC |
| BAD | BASE AGGREGATE DENSE |
| BM | BENCH MARK |
| C&G | CURB AND GUTTER |
| C/L | CENTER OR CONSTRUCTION LINE |
| CMCP | CULVERT PIPE CORRUGATED METAL |
| CONC | CONCRETE |
| CP | CULVERT PIPE |
| CPRC | CULVERT PIPE REINFORCED CONCRETE |
| CSD | CONCRETE SURFACE DRAIN |
| CY | CUBIC YARD |
| D | DEGREE OF CURVE |
| Δ | DELTA |
| DISCH | DISCHARGE |
| EB | EASTBOUND |
| FE | FIELD ENTRANCE |
| FL | FLOW LINE |
| HE | HIGHWAY EASEMENT |
| HMA | HOT MIX ASPHALT |
| INV | INVERT |
| L | LENGTH OF CURVE |
| LHF | LEFT HAND FORWARD |
| LP | LOW POINT |
| LT | LEFT |
| MIN | MINIMUM |
| M/L | MATCHLINE |
| NB | NORTHBOUND |
| NC | NORMAL CROWN |
| PAVT | PAVEMENT |
| PC | POINT OF CURVE |
| PCC | POINT OF COMPOUND CURVE |
| PE | PRIVATE ENTRANCE |
| PGL | PROFILE GRADE LINE |
| PI | POINT OF INTERSECTION |
| PL | PROPERTY LINE |
| PLE | PERMANENT LIMITED EASEMENT |
| PRC | POINT OF REVERSE CURVE |
| PT | POINT OF TANGENT |
| R | RADIUS OF CURVE |
| R/L | REFERENCE LINE |
| R/W | RIGHT OF WAY |
| RC | REVERSE CROWN |
| RCAEWAPRON | ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE |
| REQD | REQUIRED |
| RHF | RIGHT HAND FORWARD |
| RO | RUN OFF LENGTH |
| RRSP | RAILROAD SPIKE |
| RT | RIGHT |
| SALV | SALVAGED |
| SAPBC | SALVAGED ASPHALTIC PAVEMENT BASE COARSE |
| SB | SOUTHBOUND |
| SDD | STANDARD DETAIL DRAWING |
| SE | SUPER ELEVATION |
| SF | SQUARE FOOT |
| SSPRC | STORM SEWER PIPE REINFORCED CONCRETE |
| STA | STATION |
| SY | SQUARE YARD |
| T | TANGENT LENGTH |
| TLE | TEMPORARY LIMITED EASEMENT |
| VCL | VERTICAL CURVE LENGTH |
| VPC | POINT OF VERTICAL CURVE |
| VPI | POINT OF VERTICAL INTERSECTION |
| VPT | POINT OF VERTICAL TANGENT |
| WB | WESTBOUND |

## UTILITIES CONTACTS

### AT&T LEGACY
COMMUNICATION LINE
KENNETH NINE
110 N. MAIN STREET
CULVER, IN, 46511
PHONE: (574) 904-6336
KNINE@JMCEAINC.COM

### AT&T WISCONSIN
COMMUNICATION LINE
JAY BULANEK
435 S 95TH STREET
MILWAUKEE, WI 53214-1226
CELL: (414) 491-2855
JB5175@ATT.COM

### ATC MANAGEMENT, INC.
ELECTRICITY-TRANSMISSION
CHRIS DAILEY
P.O. BOX 47
WAUKESHA, WI 53187
PHONE: (262) 506-6884
CDAILEY@ATCLLC.COM

### CITY OF MILWAUKEE
CONDUIT (CUC)
KAREN ROGNEY
841 N BROADWAY
MILWAUKEE, WI 53202
PHONE: (414) 286-3243
KAREN.ROGNEY@MILWAUKEE.GOV

### CITY OF MILWAUKEE
SEWER
ZAFAR YOUSUF
841 N BROADWAY, 4TH FLOOR
MILWAUKEE, WI 53202
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ZYOUSU@MILWAUKEE.GOV

### CITY OF MILWAUKEE
WATER WORKS
JOSHUA IWEN
841 N BROADWAY, ROOM 409
MILWAUKEE, WI 53202
PHONE: (414) 286-3640
JIWEN@MILWAUKEE.GOV
MWW CONTROL CENTER (24/7 CONTACT): (414) 286-3710

### LEVEL 3 COMMUNICATIONS LLC
COMMUNICATION LINE
BRAHIM GADDOUR
3235 INTERTECH DRIVE, SUITE 600
BROOKFIELD, WI 53045
PHONE: (414) 908-1027
BRAHIM.GADDOUR@LUMEN.COM

### MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
SEWER
JEREMY METZ
260 W SEEBOTH STREET
MILWAUKEE, WI 53204
PHONE: (414) 225-2241
CELL: (414) 617-1429
JMETZ@MMSD.COM

### ROGERS TELECOM
COMMUNICATION LINE
JULIE PAULSON
4804 N 40TH STREET
SHEBOYGAN, WI 53083
PHONE: (920) 395-7124
JPAULSON@GABES.COM

### SPECTRUM COMMUNICATIONS
COMMUNICATION LINE
LUIS ROSADO
1320 N DR MARTIN LUTHER KING JR DRIVE
MILWAUKEE, WI 53212
PHONE: (414) 277-4245
LUIS.ROSADO@CHARTER.COM

### VERIZON BUSINESS
COMMUNICATION LINE
RJ CICATELLO JR
15725 W RYERSON ROAD
NEW BERLIN, WI 53151
PHONE: (262) 782-9836
CELL: (262) 232-1323
RANDY.CICATELLO@VERIZON.COM

### WE ENERGIES
ELECTRICITY
PHIL MCDONNELL
500 S 116TH STREET
WEST ALLIS, WI 53214
PHONE: (414) 944-5620
PHIL.MCDONNELL@WE-ENERGIES.COM
ADDITIONAL CONTACT:
NICHOLAS WELCH (262) 502-6882
ELECTRIC DISPATCH: (800) 662-4797

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

## STATE AGENCIES

### WISCONSIN DEPARTMENT OF NATURAL RESOURCES
RYAN PAPPAS
DNR SERVICE CENTER
2300 N MARTIN LUTHER KING JR DRIVE
MILWAUKEE, WI 53212
PHONE: (414) 750-7495
RYAN.PAPPAS@WISCONSIN.GOV

### WISCONSIN DEPARTMENT OF TRANSPORTATION
THOMAS CURRAN
ENVIRONMENTAL ANALYSIS AND REVIEW SPECIALIST
141 NW BARSTOW STREET
WAUKESHA, WI 53188
PHONE: (262) 548-5682
THOMAS1.CURRAN@DOT.WI.GOV

### WISCONSIN DEPARTMENT OF TRANSPORTATION
CHRISTOPHER ZACHARIAS, PROJECT MANAGER
141 NW BARSTOW STREET
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CHRISTOPHER.ZACHARIAS@DOT.WI.GOV

### WISCONSIN DEPARTMENT OF TRANSPORTATION
DYLAN GATES
UTILITY COORDINATOR
141 NW BARSTOW STREET
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### WISCONSIN DEPARTMENT OF TRANSPORTATION
COMMUNICATION LINE
JEFF MADSON
433 W ST PAUL AVENUE, SUITE 300
MILWAUKEE, WI 53203-3007
PHONE: (414) 225-3723
JEFFREY.MADSON@DOT.WI.GOV

### WISCONSIN DEPARTMENT OF TRANSPORTATION
STREET LIGHTING
ERIC PEREA
141 NW BARSTOW STREET
WAUKESHA, WI 53187
PHONE: (262) 574-5422
CELL: (414) 750-0935
ERIC.PEREA@DOT.WI.GOV

### WISCONSIN DEPARTMENT OF TRANSPORTATION
WISCONSIN SIGNAL OPERATIONS
JOHN BRUGGEMAN
141 NW BARSTOW STREET
WAUKESHA, WI 53187
PHONE: (414) 438-2159
JOHN.BRUGGEMAN@DOT.WI.GOV

## OTHER AGENCIES

### MILWAUKEE, CITY OF
KEVIN MUHS
CITY ENGINEER
841 N. BROADWAY, ROOM 701
MILWAUKEE, WI 53202
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KMUHS@MILWAUKEE.GOV

### MILWAUKEE, CITY OF
NEAL KARWEIK
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1540 W CANAL STREET
MILWAUKEE, WI 53233
PHONE: (414) 286-5943
CELL: (414) 708-4245
NKARWE@MILWAUKEE.GOV

### MILWAUKEE COUNTY DOT
KEVIN KENT
HIGHWAY SUPERINTENDENT
10320 W. WATERTOWN PLANK RD, 1ST FLOOR
WAUWATOSA, WI 53226
PHONE: (414) 257-6580
FAX: (414) 257-6501
KEVIN.KENT@MILWAUKEECOUNTYWI.GOV

### MILWAUKEE COUNTY DOT
ANDREA WEDDLE-HENNING
DIRECTOR OF TRANSPORTATION ENGINEERING
10930 W. LAPHAM STREET
WEST ALLIS, WI 53214
PHONE: (414) 257-5934
ANDREA.WEDDLE-HENNING@
MILWAUKEECOUNTYWI.GOV

### SOUTHEASTERN WISCONSIN REGION PLANNING COMMISSION
ROB MERRY
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PHONE: (262) 953-4289
CELL: (920) 912-1036
FAX: (262) 547-1103
RMERRY@SEWRPC.ORG

### SOUTHEASTERN WISCONSIN REGION PLANNING COMMISSION
ANDY TRAEGER
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
PHONE: (262) 953-4296
CELL: (262) 853-8463
FAX: (262) 547-1103
ATRAEGER@SEWRPC.ORG

## GENERAL NOTES

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. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

UTILITY CHARACTERISTICS, INCLUDING VOLTAGES, ARE BASED ON INFORMATION PROVIDED BY OTHERS AND SHOULD BE CONFIRMED WITH THE UTILITY OWNER.

(P) UTILITY LINETYPE INDICATES A UTILITY THAT WAS DRAWN BASED ON FACILITY MAPPING AND NOT FIELD LOCATED.

ALL EXISTING UTILITIES, UTILITY POLES AND TOWERS ARE TO REMAIN UNLESS OTHERWISE NOTED IN THE PLANS.

CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC), AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED.

UP TO 2-INCHES OF SALVAGED TOPSOIL MAY BE USED TO RESTORE DISTURBED AREAS PROVIDED IT IS COVERED BY A MINIMUM 4-INCHES OF IMPORTED TOPSOIL. THE RESULTING TOTAL DEPTH OF TOPSOIL SHALL BE 6-INCHES TYPICAL. SEE CONSTRUCTION DETAIL TOPSOIL PLACEMENT.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

## ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
PLAN DETAILS
CONTOUR MAP
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER
WATER MAIN PLANS
EXISTING UTILITY PLANS
TRAFFIC CONTROL
FENCING
ALIGNMENT LAYOUT

2

2

N

MENOMONEE RIVER

44TH STREET

N. 40TH STREET

N. 39TH STREET

N. 35TH STREET

N. 32ND STREET

N. 27TH STREET

W. CLYBOURN AVENUE

W. ST PAUL AVENUE

W. MT VERNON AVENUE

W. PARK HILL AVENUE

W. GREVES STREET

S. LAYTON BOULEVARD

370EW

380EW

390EW

400EW

410EW

420EW

R/L EW

IH 94 WB
IH 94 EB

BEGIN PROJECT 1060-27-76
STA 11UAP+75.00
X=591394.51
Y=297021.93

R/L BAP

20UAP

30UAP

R/L UAP

BEGIN CONSTRUCTION
STA 33UAP+00.00

BILLBOARD ACCESS PATH

ACCESS PATH

CPKC RAILROAD

END CONSTRUCTION
STA 24UAP+75.00

EXISTING BILLBOARD

END CONSTRUCTION
STA 12BAP+25.00

BEGIN CONSTRUCTION
STA 10TAP+00.00

R/L TAP

END PROJECT
STA 35UAP+70.00

SELIG DRIVE

HANK AARON STATE TRAIL

S. 35TH STREET

W. CANAL STREET

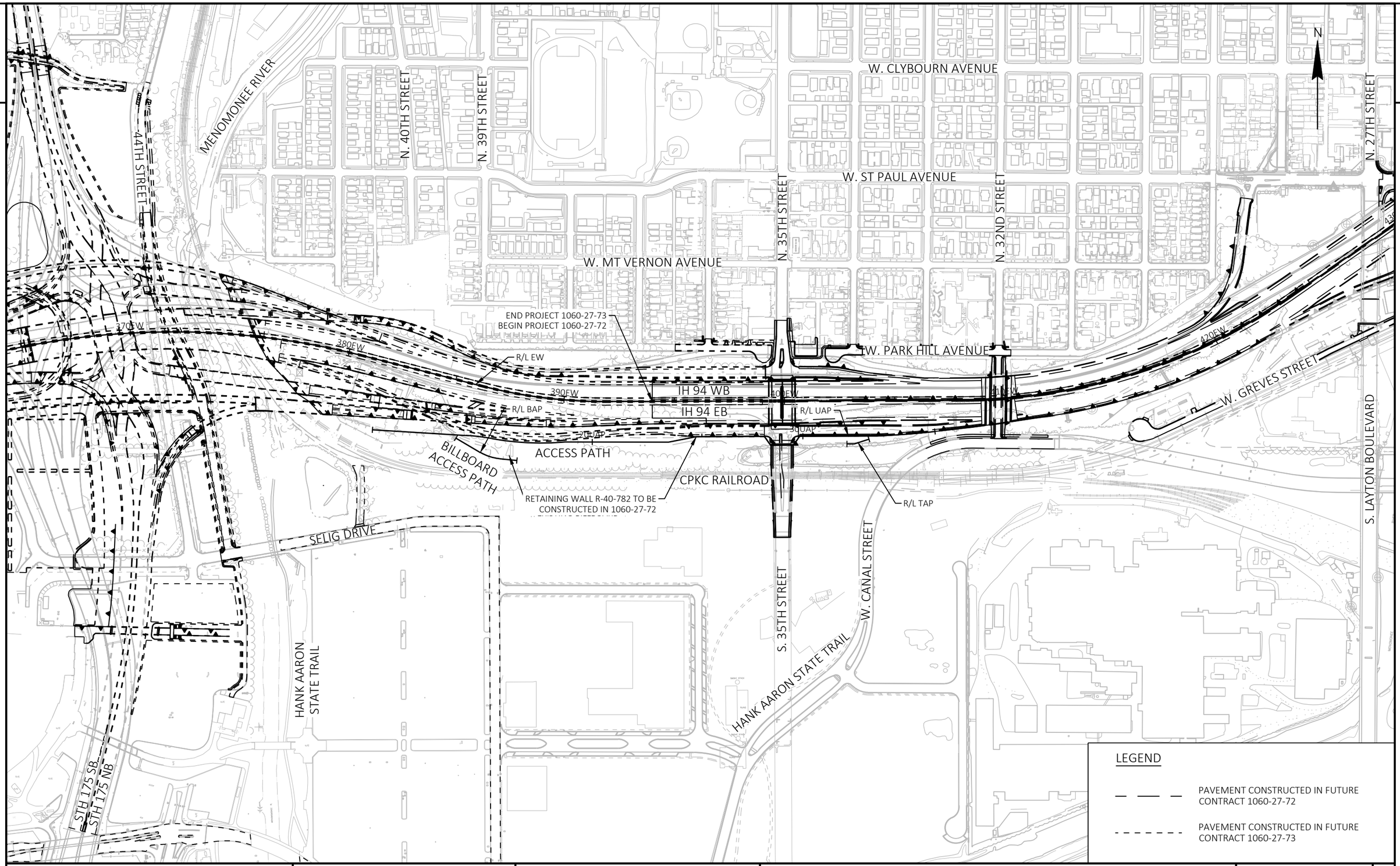
STH 175 SB

STH 175 NB

MENOMONEE RIVER

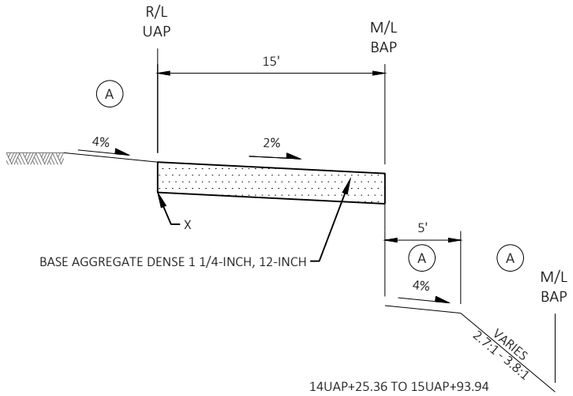
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PROJECT OVERVIEW | SHEET 5 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 7/29/2026 12:21 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42




| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PROJECT OVERVIEW - FUTURE CONTRACTS | SHEET 6 | E |
|---|---|---|---|---|---|

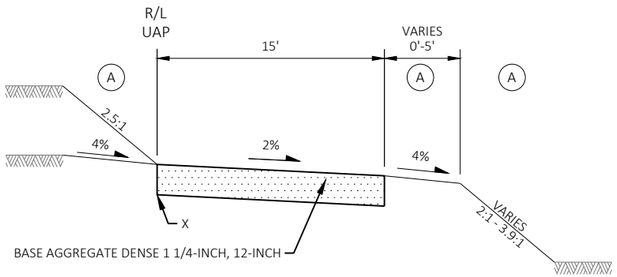

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LAYOUT NAME - 02
PLOT DATE : 7/29/2026 12:24 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42




14UAP+25.36 TO 15UAP+93.94

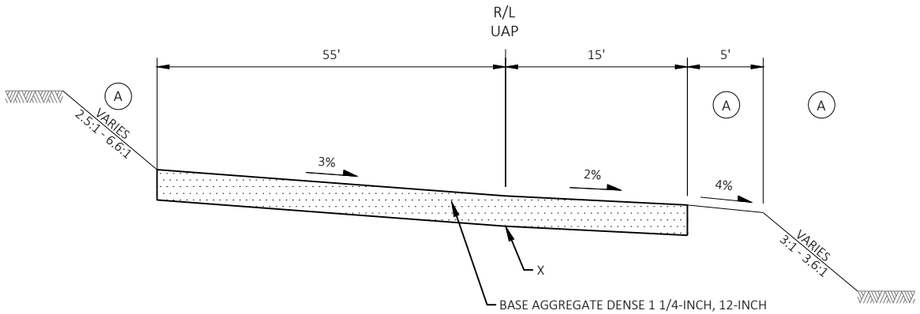
## TYPICAL FINISHED SECTION
## ACCESS PATH

13UAP+80.00 TO 15UAP+93.94



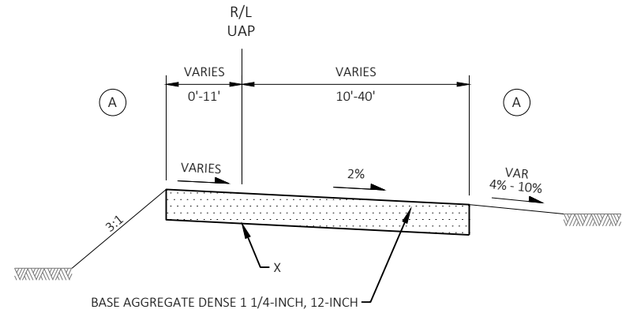

## TYPICAL FINISHED SECTION
## ACCESS PATH

12UAP+77.00 TO 13UAP+80.00
15UAP+93.94 TO 18UAP+25.00



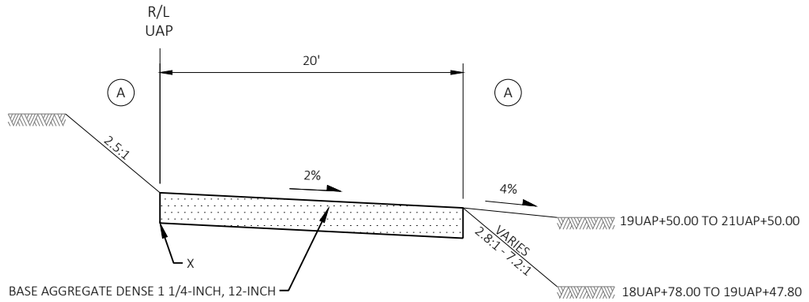

## TYPICAL FINISHED SECTION
## ACCESS PATH

11UAP+75.00 TO 12UAP+77.00



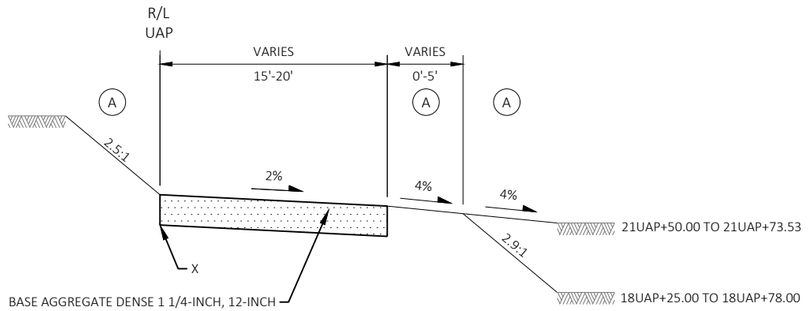

## TYPICAL FINISHED SECTION
## ACCESS PATH

21UAP+73.53 TO 24UAP+75.00




## TYPICAL FINISHED SECTION
## ACCESS PATH

18UAP+78.00 TO 21UAP+50.00

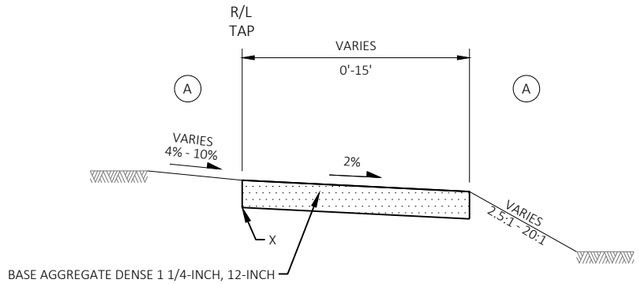



## TYPICAL FINISHED SECTION
## ACCESS PATH

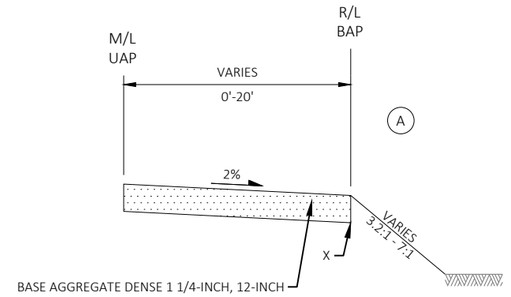
18UAP+25.00 TO 18UAP+78.00
21UAP+50.00 TO 21UAP+73.53

NOTE
X = POINT REFERRED TO ON CROSS SECTION.
(A) = 6" TOPSOIL (SEE CONSTRUCTION DETAIL TOPSOIL PLACEMENT), SEEDING MIX NO. 20, & FERTILIZER TYPE B

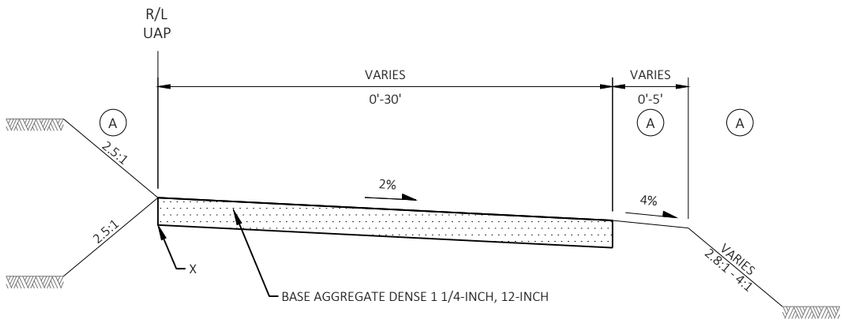
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|




TYPICAL FINISHED SECTION
TEMPORARY ACCESS PATH
10TAP+00.00 TO 11TAP+03.36



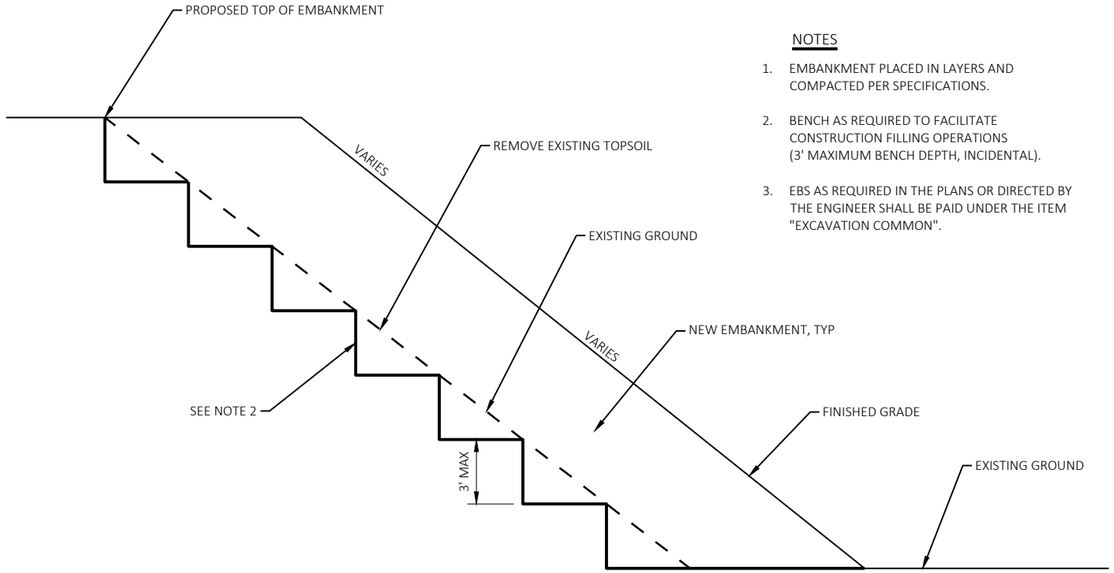

TYPICAL FINISHED SECTION
BILLBOARD ACCESS PATH
10BAP+00.00 TO 12BAP+70.00




TYPICAL FINISHED SECTION
ACCESS PATH
33UAP+00.00 TO 35UAP+70.00

NOTE
X = POINT REFERRED TO ON CROSS SECTION.
(A) = 6" TOPSOIL (SEE CONSTRUCTION DETAIL TOPSOIL PLACEMENT), SEEDING MIX NO. 20, & FERTILIZER TYPE B

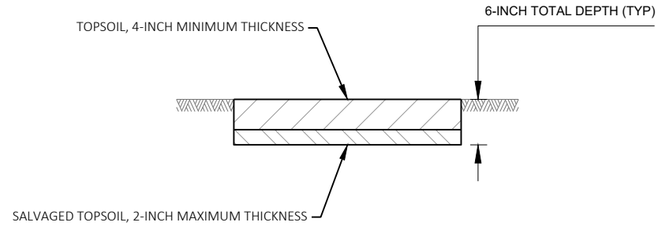
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|




NOTES

1. EMBANKMENT PLACED IN LAYERS AND COMPACTED PER SPECIFICATIONS.
2. BENCH AS REQUIRED TO FACILITATE CONSTRUCTION FILLING OPERATIONS (3' MAXIMUM BENCH DEPTH, INCIDENTAL).
3. EBS AS REQUIRED IN THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE PAID UNDER THE ITEM "EXCAVATION COMMON".

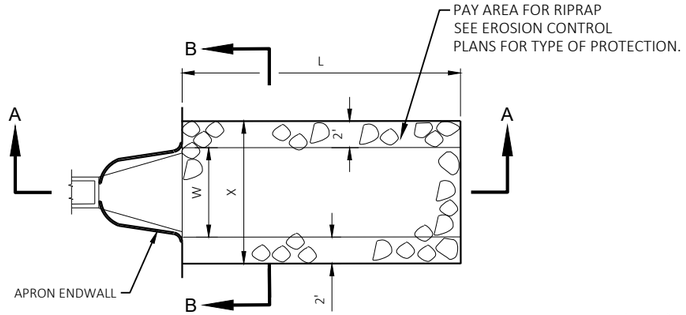
## STEPPED EMBANKMENT



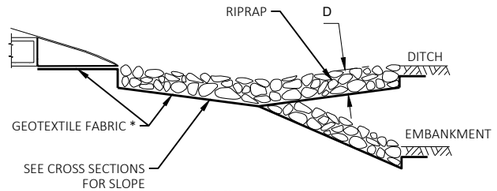

NOTES:

1. UP TO 2-INCHES OF SALVAGED TOPSOIL MAY BE USED TO RESTORE DISTURBED AREAS PROVIDED IT IS COVERED BY A MINIMUM 4-INCHES OF IMPORTED TOPSOIL. THE RESULTING TOTAL DEPTH OF TOPSOIL SHALL BE 6-INCHES TYPICAL.
2. DISTURBED AREAS INCLUDE BOTH AREAS WITHIN THE SLOPE INTERCEPTS AND AREAS OUTSIDE THE SLOPE INTERCEPTS WHERE TREES ARE TO BE CLEARED AND GRUBBED IN PREPARATION FOR FUTURE CONTRACTS.

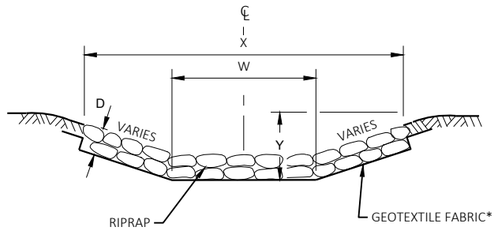
## TOPSOIL PLACEMENT




PLAN VIEW




SECTION A-A




SECTION B-B

W = WIDTH OF APRON ENDWALL

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

D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

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

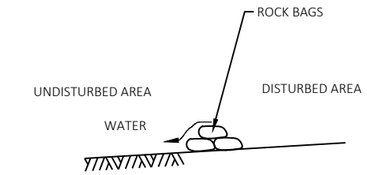
Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
6" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

* TYPE R (FOR RIPRAP LIGHT ONLY)
TYPE HR (FOR RIPRAP HEAVY AND MEDIUM ONLY)

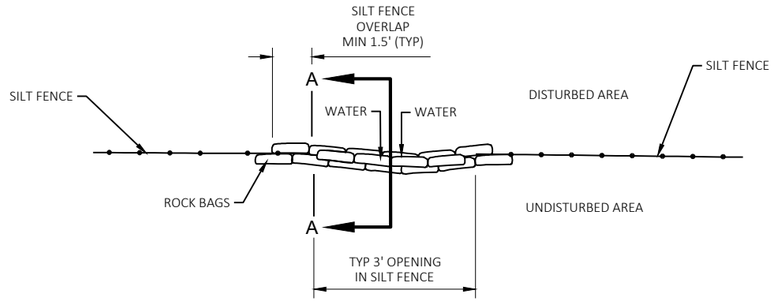
NOTES

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

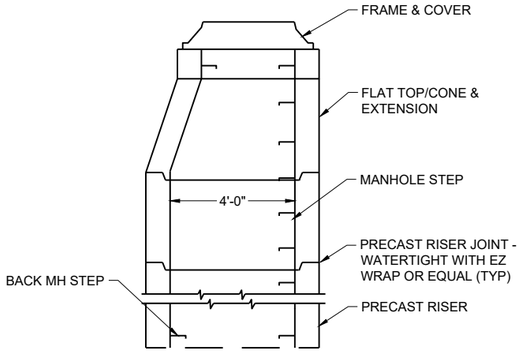



SECTION A-A



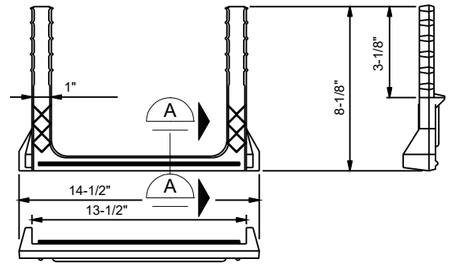

PLAN VIEW

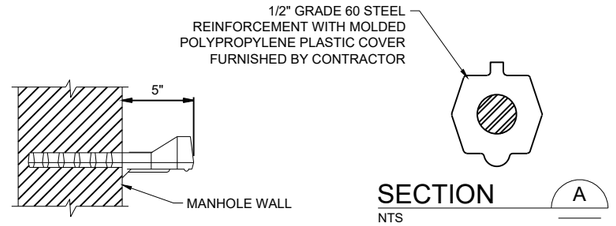
## ROCK BAGS USED FOR SILT FENCE RELIEF POINT




## MMSD MANHOLE 1

NTS

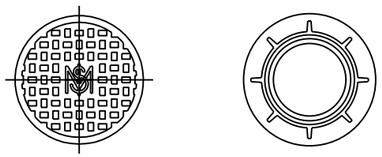


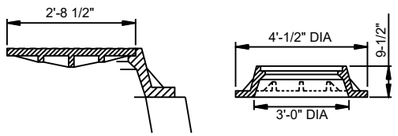

NOTES:
1. DESIGN LIVE LOADS - 800LB VERTICAL CONCENTRATED - 400LB HORIZONTAL PULLOUT.
2. FIRST MH STEP TO BE PLACED AT 1'-0" ABOVE BENCH OR INVERT, SUBSEQUENT STEPS TO BE AT 1'-3", EXCEPT AT MANHOLE CONE. SEE DETAIL (4)

## MMSD STANDARD MANHOLE STEP 2

NTS



NOTE:
MANHOLE FRAMES & COVERS TO BE FURNISHED BY OWNER & INSTALLED BY CONTRACTOR.




### MANHOLE COVER

MATERIAL - DUCTILE IRON
WEIGHT - APPROX 240#

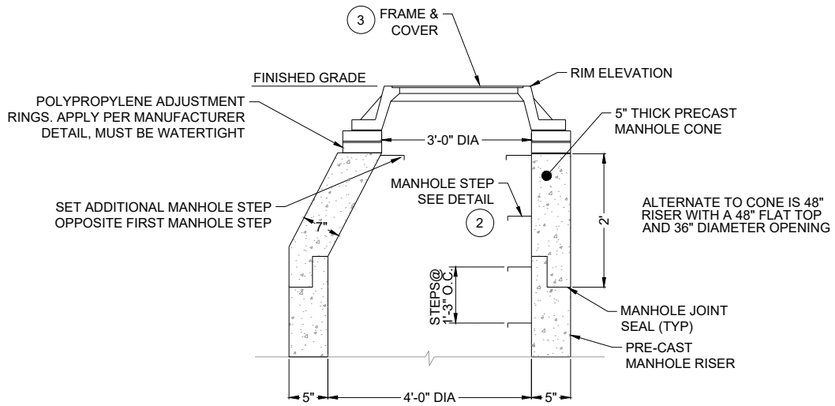



### MANHOLE FRAME

MATERIAL - CAST IRON OR DUCTILE IRON
WEIGHT - APPROX 420#

## MMSD STANDARD MANHOLE FRAME AND COVER 3

NTS



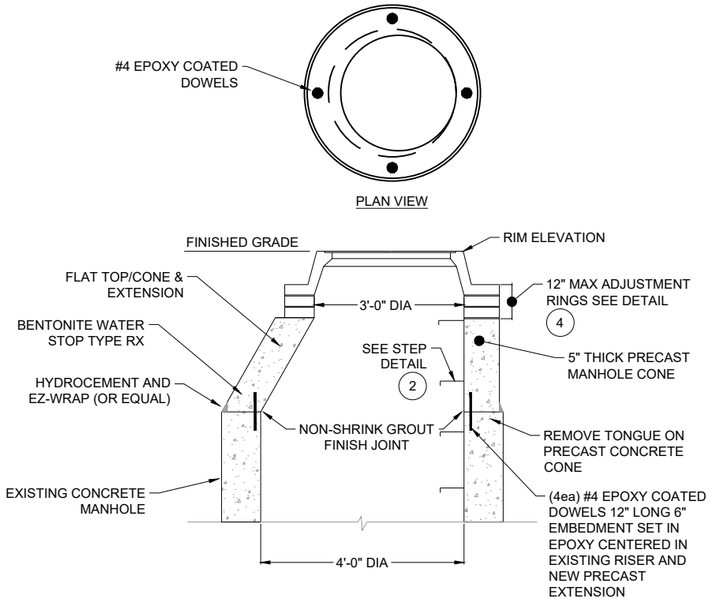

NOTES:
1. PROVIDE LEVEL AND CLEAN TOP OF PRECAST STRUCTURE PRIOR TO INSTALLING ADJUSTMENT RINGS. TYPE M MORTAR OR MANUFACTURER RECOMMENDED PRODUCT SHOULD BE USED.

## MMSD STANDARD MANHOLE CONE AND EXTENSION: POLYPROPYLENE RINGS 4

NTS

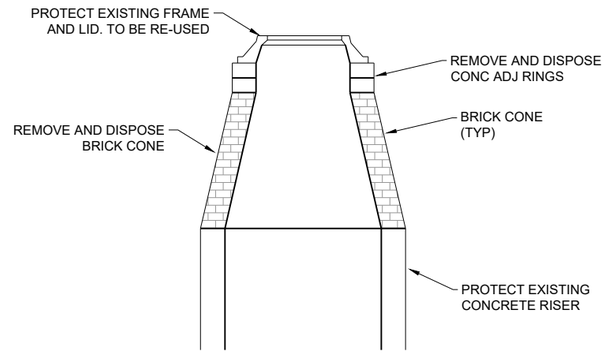
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CONSTRUCTION DETAILS | SHEET 11 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-021001-CD.DWG
LAYOUT NAME - 03
PLOT DATE : 7/28/2026 9:30 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




## MMSD MANHOLE RECONSTRUCT WITH PRECAST CONCRETE CONE CONNECTION 5

NTS

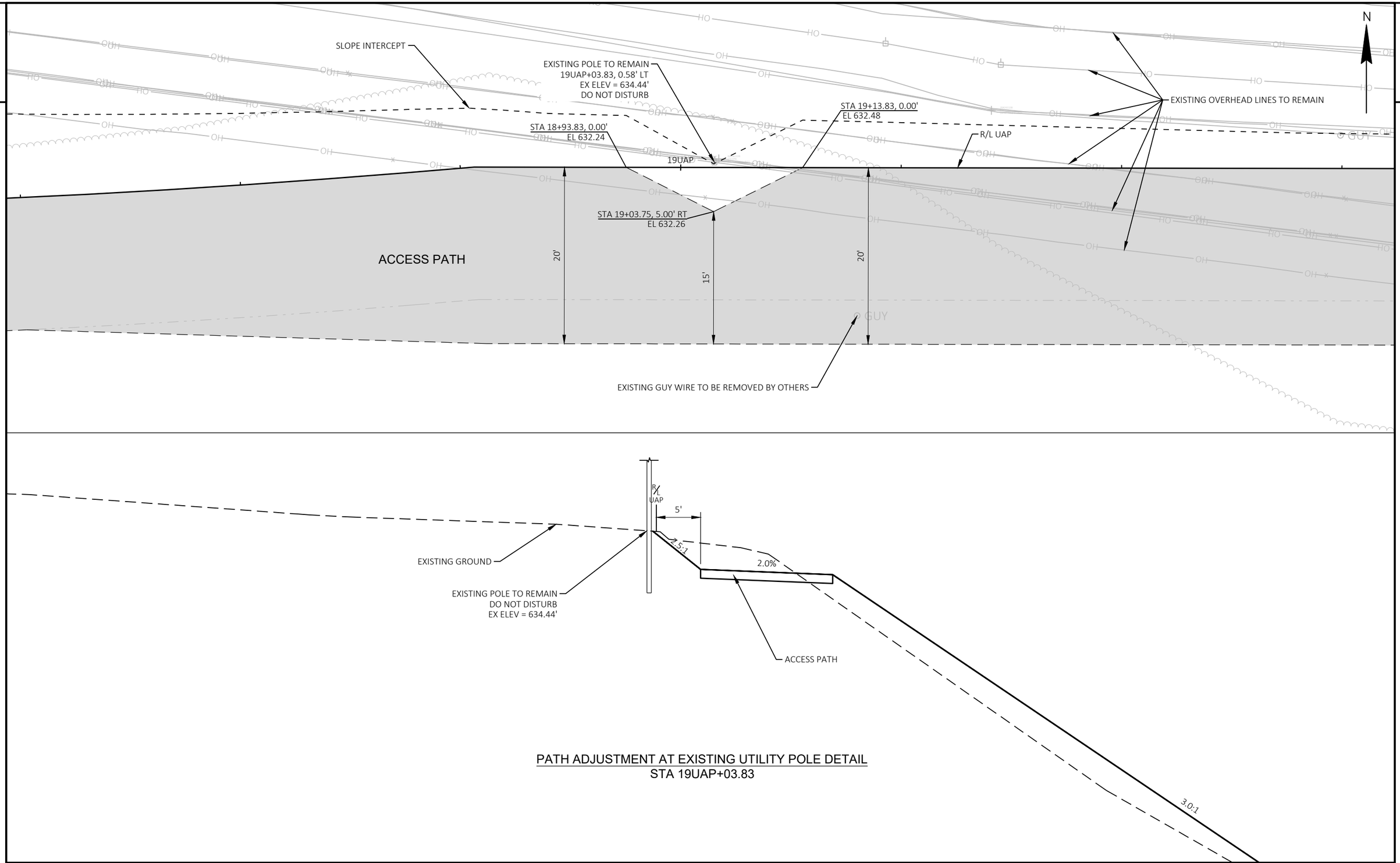



NOTES:

1. TAKE CARE TO AVOID DEBRIS FALLING INTO MH. REMOVE ANY DEBRIS THAT DOES FALL IN.
2. BRICK CONE VARIES BETWEEN 4 TO 7 FEET IN HEIGHT.

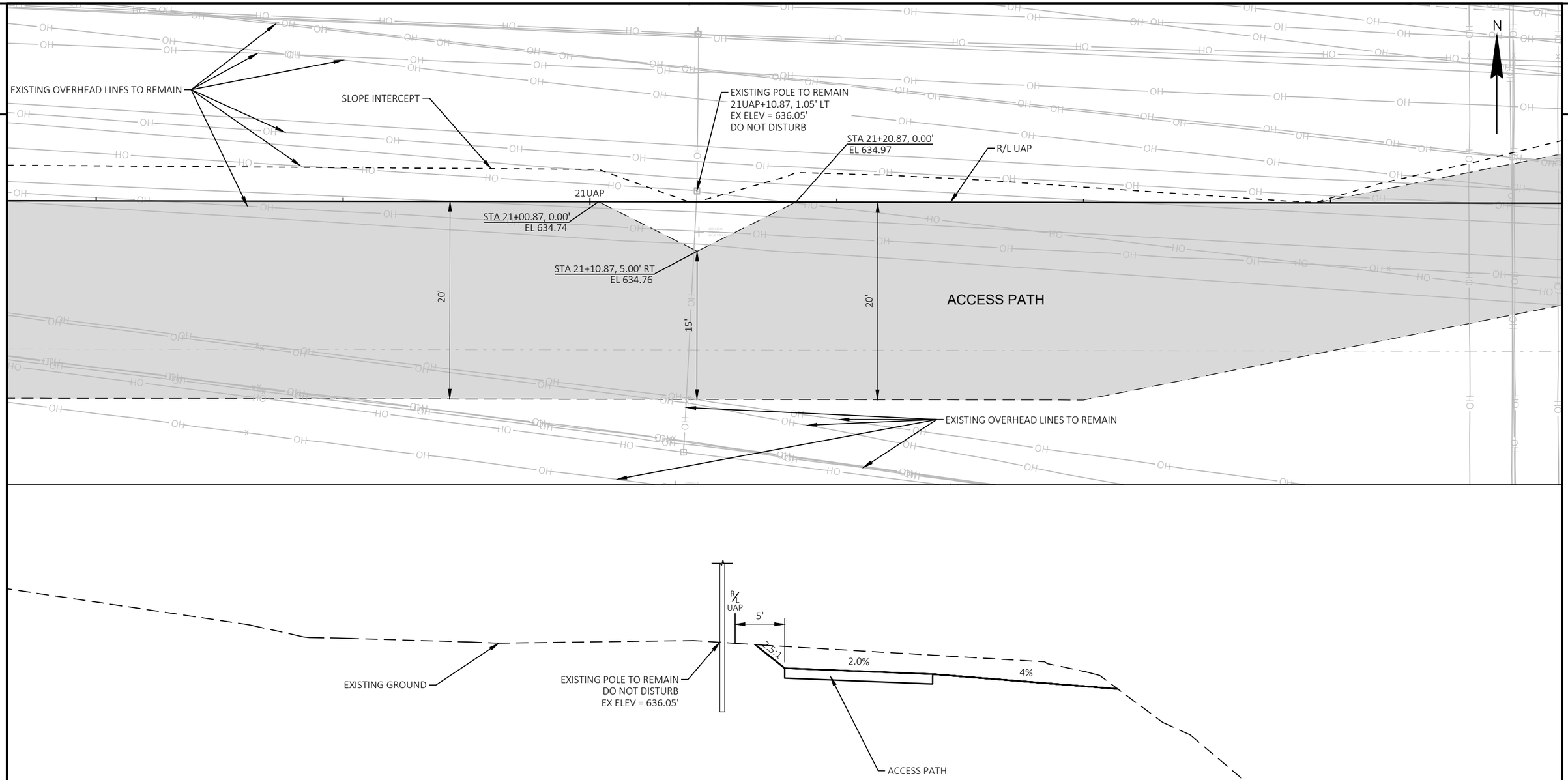
## MMSD MANHOLE - DEMO EXISTING BRICK CONE 6

NTS



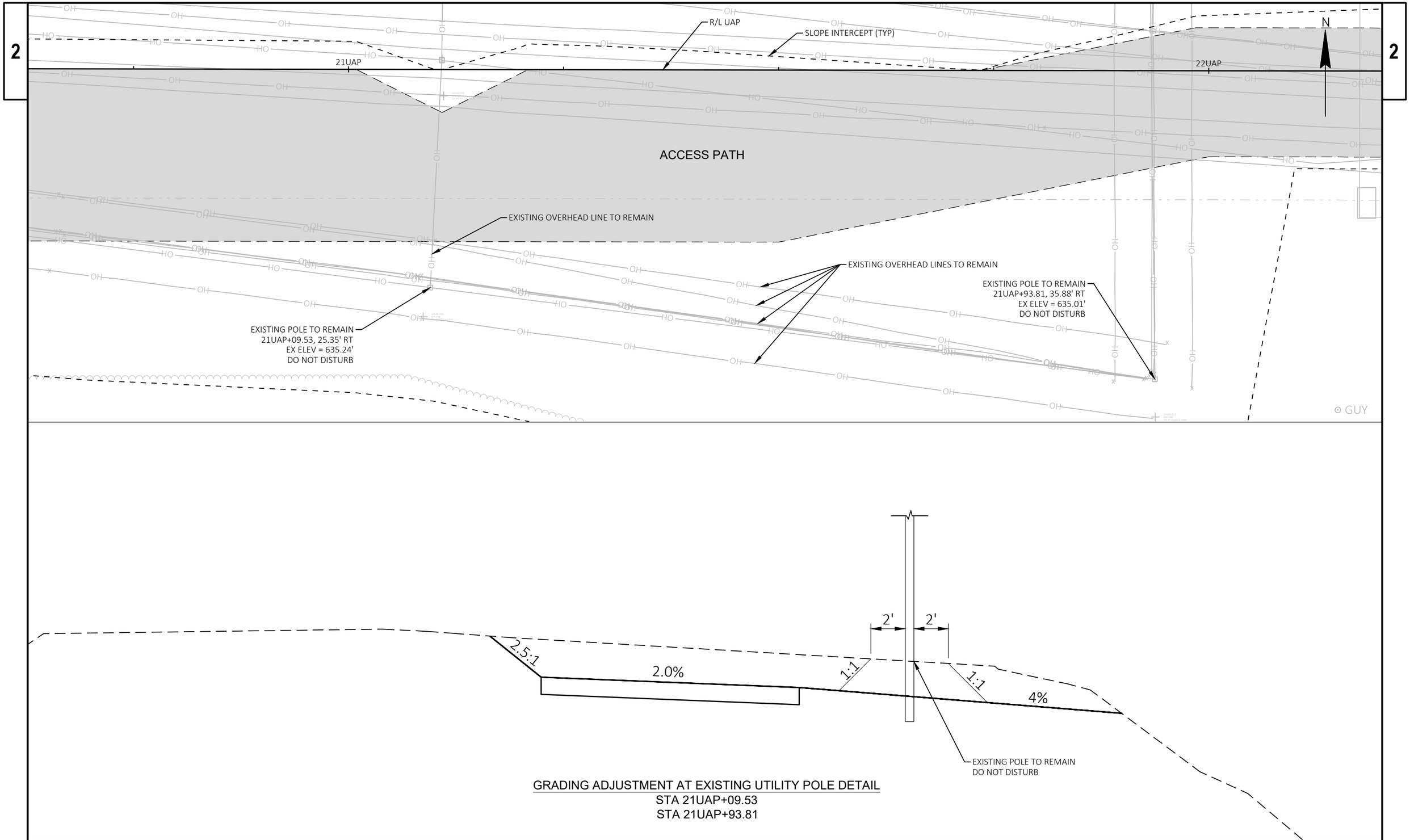

PATH ADJUSTMENT AT EXISTING UTILITY POLE DETAIL
STA 19UAP+03.83

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CONSTRUCTION DETAILS | SHEET 13 | E |
|---|---|---|---|---|---|




## PATH ADJUSTMENT AT EXISTING UTILITY POLE DETAIL
STA 21UAP+10.87

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CONSTRUCTION DETAILS | SHEET 14 | E |
|---|---|---|---|---|---|




GRADING ADJUSTMENT AT EXISTING UTILITY POLE DETAIL
STA 21UAP+09.53
STA 21UAP+93.81

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CONSTRUCTION DETAILS | SHEET 15 | E |
|---|---|---|---|---|---|

2

2

N

W. PARK HILL AVENUE

ENTRANCE RAMP TO IH 94 WB

IH 94 WB

IH 94 EB

382EW

384EW

386EW

388EW

390EW

392EW

394EW

396EW

R/L EW

EW+29.93
23.37'RT

EXIT RAMP FROM IH 94 EB

EW+71.46
75.12'RT

REMOVING SMALL PIPE CULVERTS
STA 13UAP+59.65, 7' LT TO SOUTH LIMIT

R/L UAP

EXISTING ACCESS PATH

12UAP

14UAP

16UAP

18UAP

20UAP

22UAP

24UAP

SLOPE INTERCEPT (TYP)

12BAP

R/L BAP

CPKC RAILROAD

EXISTING BILLBOARD
TO REMAIN

SELIG DRIVE

MATCHLINE 25UAP+00

LEGEND

CLEARING AND GRUBBING (STATION)

REMOVING FENCE

REMOVING GUARDRAIL

SLOPE INTERCEPT

NOTE: ALL CLEARING AND GRUBBING OUTSIDE OF THE SLOPE INTERCEPTS WILL BE DONE IN PREPARATION FOR FUTURE CONTRACTS.

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 16 | E |
|---|---|---|---|---|---|

2

2

N

W. PARK HILL AVENUE

N. 35TH STREET

N. 32ND STREET

EXIT RAMP FROM IH 94 WB

IH 94 WB

IH 94 EB

R/L EW

398EW

400EW

402EW

404EW

406EW

408EW

410EW

EW+93.10
4.74'RT

ENTRANCE RAMP TO IH 94 EB

EXIT RAMP FROM IH 94 EB

EW+76.29
111.23'RT

UAP+88.30
-17.91'LT

EXISTING ACCESS PATH

UAP+31.72
-0.53'LT

R/L UAP

26UAP

30UAP

32UAP

34UAP

W. CANAL STREET

SIGN

R/L TAP

HANK AARON STATE TRAIL

CPKC RAILROAD

EXISTING BILLBOARDS TO BE
REMOVED BY OTHERS

SLOPE INTERCEPT (TYP)

S. 35TH STREET

MATCHLINE 25UAP+00

LEGEND

- CLEARING AND GRUBBING (STATION)
- REMOVING FENCE
- REMOVING GUARDRAIL
- SLOPE INTERCEPT

NOTE: ALL CLEARING AND GRUBBING OUTSIDE OF THE SLOPE INTERCEPTS WILL BE DONE IN PREPARATION FOR FUTURE CONTRACTS.

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | REMOVAL PLAN | SHEET 17 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-021101-RM.DWG
LAYOUT NAME - 02

PLOT DATE : 7/30/2026 6:08 PM PLOT BY : FERGUSON, JULIE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

IH 94 EB

388EW

R/L EW

N

MATCH EXISTING

UAP+69.03
-91.75'LT

UAP+92.79
-90.81'LT

UAP+50.00
-58.74'LT

630.51

15'

632.06

UAP+75.00
-55.00'LT

630.09

UAP+50.00
-55.00'LT
629.32

UAP+20.00
-55.00'LT

629.63

629.18

628.73

629.03

628.28

UAP+77.00
-55.00'LT

EXISTING BILLBOARD ACCESS PATH CLOSED
SEE FENCING PLAN

EXISTING ACCESS PATH

R/W

3.0%

55'

AG02

E

R/W

PROPOSED UNDERGROUND ELECTRICAL CONDUIT PACKAGE -
WE ENERGIES - CONSTRUCTED BY OTHERS AFTER JULY 1, 2027

11UAP

628.44

628.14

12UAP

627.98

627.68

627.53

627.23

627.08

626.78

626.63

626.33

UAP+77.00
0.00'

626.17

625.87

13UAP

625.72

625.42

625.27

624.97

624.81

624.51

624.42

14UAP

624.36

624.06

623.92

623.38

UAP+25.74
15.00'RT

624.22

624.53

624.23

624.85

624.55

624.87

15UAP

625.17

625.46

625.16

625.46

625.76

626.05

625.75

16UAP

626.35

626.05

626.70

626.40

627.07

626.77

627.47

627.17

627.87

627.57

17U

MATCHLINE 17UAP+00

R/L UAP

UAP+75.00
15.00'RT

BEGIN PROJECT
STA 11UAP+75.00

EXISTING CELL TOWER

UAP+80.00
15.00'RT

ACCESS PATH

2.0%

15'

R3'

BAP+42.12
-15.00'LT

RECONSTRUCTING MMSD
MANHOLE 60112

PL

PLE

R/L BAP

AG02

620.07

619.77

616.80

616.50

11BAP

613.42

613.12

610.36

610.06

608.31

608.01

607.29

12BAP

606.99

607.11

606.81

BILLBOARD ACCESS PATH

BAP+25.00
-15.00'LT

EXISTING BILLBOARD
TO REMAIN

SIGN

OHP

MP
SAN

PROP

RECONSTRUCTING MMSD MANHOLE 60113

RECONSTRUCTING MMSD MANHOLE 60120

SLOPE INTERCEPT (TYP)

SAN(P)AB

PLE

100-YEAR FLOODPLAIN

CPKC RAILROAD

PROPOSED OVERHEAD ELECTRICAL LINE - WE ENERGIES
CONSTRUCTED BY OTHERS AFTER JULY 1, 2027

END CONSTRUCTION
STA 12BAP+25.00

LEGEND:

AG02 BASE AGGREGATE DENSE 1 1/4-INCH

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 18 | E |
|---|---|---|---|---|---|

2

IH 94 EB

389EW

390EW

391EW

392EW

393EW

R/L EW

N

GUY

GUY

PATH SHIFTED 5' NORTH TO AVOID
CONFLICT WITH EXISTING ATC TOWER FOUNDATIONS

EXISTING ACCESS PATH

DO NOT CONSTRUCT FULL
WIDTH OF PATH TO AVOID
CONFLICT WITH EXISTING POLE.
SEE CONSTRUCTION DETAIL.

DO NOT CONSTRUCT FULL
WIDTH OF PATH TO AVOID
CONFLICT WITH EXISTING POLE.
SEE CONSTRUCTION DETAIL.

UAP+98.51
-5.00'LT

R/W

UAP+73.53
0.00'

635.94
635.98
635.89
635.79
635.68

MATCHLINE 17UAP+00

MATCHLINE 22UAP+50

R/L UAP

17UAP

18UAP

19UAP

20UAP

21UAP

22UAP

627.87 628.27 628.67 629.07 629.61 630.35 631.10 631.84 632.26 632.62 632.92 633.22 633.52 633.82 634.13 634.43 634.73 635.02 635.34 635.69 635.88 635.84

627.97 628.37 628.77 629.31 630.05 630.75 631.44 631.92 632.22 632.52 632.82 633.12 633.42 633.73 634.03 634.33 634.62 634.94 635.39 635.64 635.68 635.59 635.49

E E E E E E E E E E E E E E E E E E E E E E E

PL

PLE

15' 20' 15' 20' 15' 15' 15'

AG02 ACCESS PATH

UAP+25.00
15.00'RT

UAP+78.00
20.00'RT

UAP+50.00
20.00'RT

UAP+00.00
10.00'RT

UAP+50.00
10.00'RT

GUY WIRE TO BE
ADJUSTED BY OTHERS

PROPOSED MANHOLE - WE ENERGIES
CONSTRUCTED BY OTHERS AFTER JULY 1, 2027

GUY WIRE TO BE
REMOVED BY OTHERS

ACCESS PATH WIDENED 5-FT SOUTH
TO PROVIDE ADDITIONAL DRIVABLE
ACCESS AROUND EXISTING POLES
STA 18UAP+76 TO STA 21UAP+51

5'

PROPOSED UNDERGROUND ELECTRICAL CONDUIT PACKAGE -
WE ENERGIES - CONSTRUCTED BY OTHERS AFTER JULY 1, 2027 (TYP)

DO NOT DISTURB EXISTING GROUND
WITHIN 2-FT OF EXISTING POLES.
SEE CONSTRUCTION DETAIL.

SAN(P)AB

PLE

SLOPE INTERCEPT (TYP)

100-YEAR FLOODPLAIN

CPKC RAILROAD

LEGEND:

AG02 BASE AGGREGATE DENSE 1 1/4-INCH

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-021201-PD.DWG
LAYOUT NAME - 02
PLOT DATE : 7/29/2026 12:35 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

394EW 395EW 396EW 397EW 398EW 399EW

R/L EW

EXIT RAMP FROM IH 94 EB

N

2

MP

GUY

GUY POLE

CONNECT EXISTING AND PROPOSED
ACCESS PATHS BETWEEN EXISTING POLES

GUY WIRE TO BE
REMOVED BY OTHERS

MATCH EXISTING

UAP+75.00
-0.52'LT

UAP+01.80
-11.10'LT

UAP+71.82
0.00'

634.05
633.96
633.95
633.64
633.93
634.71
634.78
634.96

25UAP
26UAP
24UAP
23UAP

EXISTING ACCESS PATH

MGS GUARDRAIL
TERMINAL TYPE 2

MGS GUARDRAIL 3

END CONSTRUCTION
STA 24UAP+75.00

R/L UAP

UAP+31.72
-0.53'LT

R/W

28UAP

MATCHLINE 22UAP+50

635.89 635.85 635.46 635.25 635.05
635.79 635.75 635.36 635.15
635.59 635.45 635.06 634.85 634.64 634.36 634.19 633.31 633.27
635.49

5' 20' 15'
2.0% 2.0%

AG02

UAP+50.00
15.00'RT

UAP+00.00
0.00'

633.15
UAP+67.38
39.43'RT

PROPOSED MANHOLE - WE ENERGIES
CONSTRUCTED BY OTHERS AFTER JULY 1, 2027

PROPOSED UNDERGROUND ELECTRICAL CONDUIT PACKAGE -
WE ENERGIES - CONSTRUCTED BY OTHERS AFTER JULY 1, 2027 (TYP)

SLOPE INTERCEPT (TYP)

ACCESS PATH TO BE CONSTRUCTED
IN A FUTURE CONTRACT

PL

PLE

EXISTING ACCESS PATH

EXISTING ACCESS PATH
TO REMAIN OPEN

SIGN

EXISTING BILLBOARDS TO BE
REMOVED BY OTHERS

SAN(P)AB

POST

100-YEAR FLOODPLAIN

CPKC RAILROAD

TLE

HE

MATCHLINE 28UAP+50

LEGEND:

AG02 BASE AGGREGATE DENSE 1 1/4-INCH

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 20 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-021201-PD.DWG
LAYOUT NAME - 03

PLOT DATE : 7/30/2026 5:10 PM PLOT BY : FERGUSON, JULIE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

400EW

401EW

402EW

403EW

404EW

R/L EW

N. 35TH STREET

ENTRANCE RAMP TO IH 94 EB

EXISTING ACCESS PATH

MGS GUARDRAIL TERMINAL TYPE 2

UAP+88.30
-17.91'LT

R/L UAP

CONNECT EXISTING AND PROPOSED ACCESS PATHS

BEGIN CONSTRUCTION
STA 33UAP+00.00

END CONSTRUCTION
STA 11UAP+03.36

ACCESS PATH

30UAP

31UAP

32UAP

33UAP

MATCHLINE 33UAP+50

MGS GUARDRAIL 3

ACCESS PATH TO BE CONSTRUCTED IN A FUTURE CONTRACT

R/W

BEGIN CONSTRUCTION
STA 10TAP+00.00

TAP+33.45
0.00'

616.63

618.44

622.66

620.86

620.56

622.46

623.90

624.50

624.03

624.21

624.42

624.39

623.82

623.79

AG02

13'

15'

30'

2.0%

4.0%

0.5%

29UAP

MATCHLINE 28UAP+50

EXISTING ACCESS PATH

PL

PLE

616.37

618.18

TAP+00.00
13.00'RT

TAP+37.60
15.00'RT

UAP+00.00
30.00'RT

PROPOSED WATER MAIN

PROPOSED UNDERGROUND ELECTRICAL CONDUIT PACKAGE - WE ENERGIES - CONSTRUCTED BY OTHERS AFTER JULY 1, 2027 (TYP)

PROPOSED MANHOLE - WE ENERGIES CONSTRUCTED BY OTHERS AFTER JULY 1, 2027

EXISTING ACCESS PATHS TO REMAIN OPEN

SLOPE INTERCEPT (TYP)

EXISTING ACCESS PATH CLOSED

100-YEAR FLOODPLAIN

S. 35TH STREET

HE

TLE

PLE

CPKC RAILROAD

LEGEND:

AG02 BASE AGGREGATE DENSE 1 1/4-INCH

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 21 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-021201-PD.DWG
LAYOUT NAME - 04
PLOT DATE : 7/30/2026 5:14 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

IH 94 EB

SS

405EW

406EW

R/L EW

407EW

408EW

409EW

410EW

ENTRANCE RAMP TO IH 94

MP

GUY

GUY POLE

N. 32ND STREET

SAN

R/W

EXISTING ACCESS PATH

END PROJECT
STA 35UAP+70.00

R/L UAP

RECONSTRUCTING MMSD MANHOLE 60109

MATCHLINE 33UAP+50

35UAP

34UAP

624.39

624.36

624.37

624.43

624.51

624.65

624.80

624.95

625.04

624.96

MATCH EXISTING

ACCESS PATH

AG02

2.0%

3.7%

5.2%

624.01

624.36

623.82

UAP+68.95
16.16'RT

UAP+25.26
26.38'RT

30'

R/W

623.91

624.05

624.20

623.79

623.76

623.77

623.83

UAP+26.34
30.00'RT

EXISTING ACCESS PATH CLOSED

PL

SAN(P)AB

PLE

TLE

HANK AARON STATE TRAIL

PROPOSED UNDERGROUND ELECTRICAL CONDUIT PACKAGE -
WE ENERGIES - CONSTRUCTED BY OTHERS AFTER JULY 1, 2027 (TYP)

PROPOSED MANHOLE - WE ENERGIES
CONSTRUCTED BY OTHERS AFTER JULY 1, 2027

SLOPE INTERCEPT (TYP)

MH

W. CANAL STREET

EXISTING ACCESS PATH CLOSED
SEE FENCING PLAN

100-YEAR FLOODPLAIN

SIGN

PROPOSED MANHOLE - WE ENERGIES
CONSTRUCTED BY OTHERS
(ANTICIPATED TO BE CONCURRENT
WITH THIS PROJECT SCHEDULE)

LEGEND:

AG02 BASE AGGREGATE DENSE 1 1/4-INCH

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN DETAILS | SHEET 22 | E |
|---|---|---|---|---|---|

2

N

W. PARK HILL AVENUE

382EW
384EW
386EW
388EW
390EW
392EW
394EW
396EW
R/L EW

ENTRANCE RAMP TO IH 94 WB

IH 94 WB

IH 94 EB

EXIT RAMP FROM IH 94 EB

EXISTING ACCESS PATH

12UAP
14UAP
16UAP
18UAP
20UAP
22UAP
24UAP
R/L UAP

ACCESS PATH

BILLBOARD ACCESS PATH

12BAP
R/L BAP

SLOPE INTERCEPT (TYP)

EXISTING BILLBOARD
TO REMAIN

CPKC RAILROAD

SELIG DRIVE

MATCHLINE 25UAP+00

NOTE:

ALL EMBANKMENT FILL SHALL BE CONSIDERED ROADWAY FOUNDATION AND PLACED IN ACCORDANCE WITH THE SPECIFICATION QMP SUBGRADE

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CONTOUR MAP | SHEET 23 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-021601-CM.DWG
LAYOUT NAME - 01
PLOT DATE : 10/9/2026 12:05 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

MATCHLINE 25UAP+00

N

N. 35TH STREET

W. PARK HILL AVENUE

N. 32ND STREET

EXIT RAMP FROM IH 94 WB

IH 94 WB

IH 94 EB

R/L EW

398EW

400EW

402EW

404EW

406EW

408EW

410EW

ENTRANCE RAMP TO IH 94 EB

EXIT RAMP FROM IH 94 EB

EXISTING ACCESS PATH

R/L UAP

26UAP

28UAP

30UAP

32UAP

34UAP

ACCESS PATH

R/L TAP

SLOPE INTERCEPT (TYP)

CPKC RAILROAD

W. CANAL STREET

HANK AARON STATE TRAIL

S. 35TH STREET

NOTE:

ALL EMBANKMENT FILL SHALL BE CONSIDERED ROADWAY FOUNDATION AND PLACED IN ACCORDANCE WITH THE SPECIFICATION QMP SUBGRADE

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CONTOUR MAP | SHEET 24 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-021601-CM.DWG
LAYOUT NAME - 02
PLOT DATE : 10/9/2026 12:07 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

382EW

384EW

386EW

388EW

390EW

392EW

R/L EW

394EW

396EW

IH 94 WB

IH 94 EB

R/L UAP

12UAP

14UAP

16UAP

18UAP

20UAP

22UAP

24UAP

ACCESS PATH

15.00'

32.92'

54.19'

67.62'

69.53'

M/L

BILLBOARD ACCESS PATH

15.00'

15.00'

15.00'

15.00'

15.00'

12BAP

R/L BAP

SLOPE INTERCEPT (TYP)

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTION MATCHLINES | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-021701-XM.DWG
LAYOUT NAME - 01

PLOT DATE : 10/9/2026 11:55 AM PLOT BY : FERGUSON, JULIE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

W. PARK HILL AVENUE

R/W

ENTRANCE RAMP TO IH 94 WB

IH 94 WB

IH 94 EB

382EW

384EW

386EW

388EW

390EW

392EW

R/L EW

394EW

396EW

EXIT RAMP FROM IH 94 EB

CULVERT PIPE CHECKS

R/W

R/L UAP

12UAP

14UAP

16UAP

18UAP

20UAP

22UAP

24UAP

EXISTING BILLBOARD TO REMAIN

EXISTING ACCESS PATH

SLOPE INTERCEPT (TYP)

UAP+80.00
92.63'RT

UAP+60.00
114.09'RT

UAP+40.00
128.13'RT

UAP+30.00
137.47'RT

PL

PLE

R/L BAP

12BAP

SILT FENCE RELIEF

CPKC RAILROAD

100-YEAR FLOODPLAIN (TYP)

SELIG DRIVE

MATCHLINE 25UAP+00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- SILT FENCE PLACED IN PREVIOUS STAGE
- SLOPE INTERCEPT
- INLET PROTECTION
- INLET PROTECTION PLACED IN PREVIOUS STAGE
- A B C D INLET PROTECTION TYPE
- CULVERT PIPE CHECKS
- SILT FENCE RELIEF (ROCK BAGS)
- SURFACE WATER FLOW

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | EROSION CONTROL - EXISTING CONDITION | SHEET 26 | E |
|---|---|---|---|---|---|

2

N

W. PARK HILL AVENUE

N. 35TH STREET

N. 32ND STREET

EXIT RAMP FROM IH 94 WB

IH 94 WB

IH 94 EB

R/L EW

398EW

400EW

402EW

404EW

406EW

408EW

410EW

ENTRANCE RAMP TO IH 94 EB

EXIT RAMP FROM IH 94 EB

EXISTING ACCESS PATH

EXISTING BILLBOARDS TO BE REMOVED BY OTHERS

MATCHLINE 25UAP+00

26UAP

28UAP

30UAP

32UAP

34UAP

R/W

PL

PLE

TLE

HE

R/L UAP

R/L TAP

SLOPE INTERCEPT (TYP)

UAP+50.00
128.99'RT

UAP+50.00
90.44'RT

UAP+25.00
100.97'RT

UAP+75.00
130.12'RT

UAP+90.00
50.20'RT

UAP+35.00
84.10'RT

UAP+90.00
118.87'RT

UAP+60.00
146.87'RT

SILT FENCE RELIEF

SILT FENCE RELIEF

W. CANAL STREET

HANK AARON STATE TRAIL

100-YEAR FLOODPLAIN (TYP)

CPKC RAILROAD

S. 35TH STREET

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- SILT FENCE PLACED IN PREVIOUS STAGE
- SLOPE INTERCEPT
- INLET PROTECTION
- INLET PROTECTION PLACED IN PREVIOUS STAGE
- A B C D INLET PROTECTION TYPE
- CULVERT PIPE CHECKS
- SILT FENCE RELIEF (ROCK BAGS)
- SURFACE WATER FLOW

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | EROSION CONTROL - EXISTING CONDITION | SHEET 27 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-022000-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/29/2026 12:52 PM PLOT BY : FERGUSON, JULIE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

W. PARK HILL AVENUE

R/W

382EW

384EW

386EW

388EW

390EW

392EW

394EW

396EW

R/L EW

ENTRANCE RAMP TO IH 94 WB

IH 94 WB

IH 94 EB

EXIT RAMP FROM IH 94 EB

R/W

R/L UAP

12UAP

14UAP

16UAP

EXISTING BILLBOARD TO REMAIN

EXISTING ACCESS PATH

18UAP

R/W

20UAP

22UAP

24UAP

R/W

ACCESS PATH

BILLBOARD ACCESS PATH

PL

PLE

12BAP

SLOPE INTERCEPT (TYP)

PL

PLE

RIPRAP MEDIUM

R/L BAP

CPKC RAILROAD

100-YEAR FLOODPLAIN (TYP)

SELIG DRIVE

MATCHLINE 25UAP+00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- SILT FENCE PLACED IN PREVIOUS STAGE
- SLOPE INTERCEPT
- INLET PROTECTION
- INLET PROTECTION PLACED IN PREVIOUS STAGE
- A B C D INLET PROTECTION TYPE
- CULVERT PIPE CHECKS
- SILT FENCE RELIEF (ROCK BAGS)
- SURFACE WATER FLOW

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 28 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\1060276\SHEETS\02 TYPSANDDETAILS\10602709EG-022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 10/9/2026 12:14 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

N

W. PARK HILL AVENUE

N. 35TH STREET

N. 32ND STREET

R/W

EXIT RAMP FROM IH 94 WB

IH 94 WB

IH 94 EB

R/L EW

398EW

400EW

402EW

404EW

406EW

408EW

410EW

EXIT RAMP FROM IH 94 EB

ENTRANCE RAMP TO IH 94 EB

EXISTING BILLBOARDS TO BE REMOVED BY OTHERS

R/L UAP

R/L TAP

EXISTING ACCESS PATH

ACCESS PATH

26UAP

28UAP

30UAP

32UAP

34UAP

PL

PLE

TLE

HE

W. CANAL STREET

100-YEAR FLOODPLAIN (TYP)

HANK AARON STATE TRAIL

CPKC RAILROAD

SLOPE INTERCEPT (TYP)

S. 35TH STREET

MATCHLINE 25UAP+00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- SILT FENCE PLACED IN PREVIOUS STAGE
- SLOPE INTERCEPT
- INLET PROTECTION
- INLET PROTECTION PLACED IN PREVIOUS STAGE
- A B C D — INLET PROTECTION TYPE
- CULVERT PIPE CHECKS
- SILT FENCE RELIEF (ROCK BAGS)
- SURFACE WATER FLOW

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | EROSION CONTROL | SHEET 29 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 10/9/2026 12:32 PM PLOT BY : FERGUSON, JULIE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

## GENERAL DRAINAGE NOTES

LOCATION OF STRUCTURES REFER TO CENTER OF STRUCTURE OR AS NOTED ON PLAN.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND PIPES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. LOCATIONS SHOWN ARE TAKEN FROM EXISTING RECORDS AND BEST INFORMATION AVAILABLE FROM EXISTING PLANS. IT IS EXPECTED THAT THERE MAY BE DISCREPANCIES AND OMISSIONS IN THE LOCATION OF UTILITIES AND STRUCTURES SHOWN. VERIFY ALL LOCATIONS IN THE FIELD.

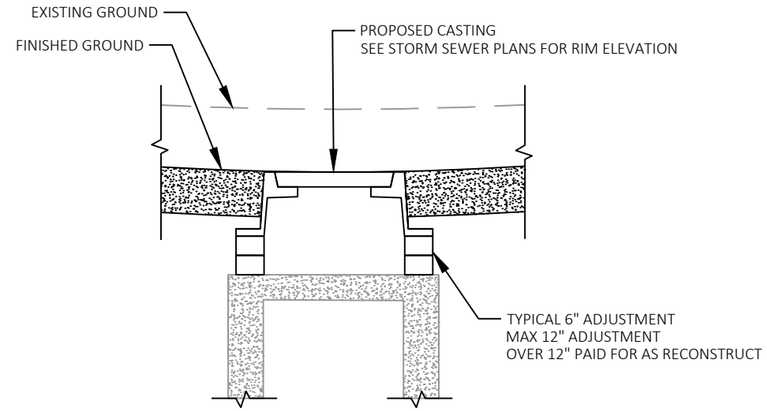
COORDINATE WITH DIGGERS HOTLINE TO FIELD LOCATE UTILITIES. ANY UTILITY DAMAGE DUE TO CONTRACTOR ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE TO THE COMPLETE SATISFACTION OF THE UTILITY FACILITY.

VERIFY THE EXISTING DRAINAGE SYSTEM CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.

PROVIDE TEMPORARY POSITIVE DRAINAGE THROUGHOUT THE PROJECT.
PROVIDING TEMPORARY POSITIVE DRAINAGE IS INCIDENTAL TO CONSTRUCTION.

SUPPORTING UTILITIES DURING DRAINAGE CONSTRUCTION IS INCIDENTAL TO DRAINAGE PIPE AND/OR DRAINAGE STRUCTURE.

2




ADJUSTING MANHOLE / INLET COVERS

ADJUSTMENT WHEN FINISHED GROUND IS BELOW EXISTING GROUND

ADJUSTING MANHOLE

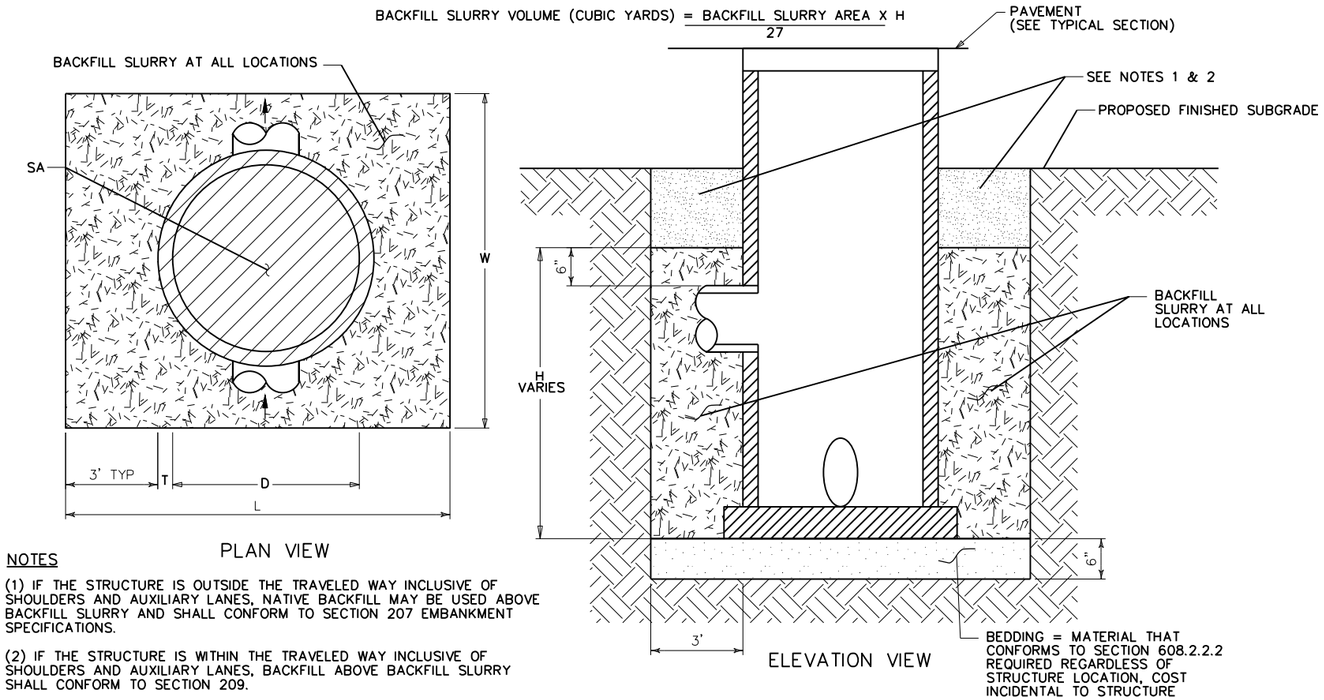
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | DRAINAGE CONSTRUCTION DETAILS | SHEET 30 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\WWOLAK\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\DRAINAGE\022500-SS.DWG
LAYOUT NAME - 00
PLOT DATE : 10/9/2026 10:37 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

| BACKFILL SLURRY STRUCTURES (FOR INFORMATION ONLY) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | DIAMETER/ STR LENGTH | RECTANGULAR STR WIDTH | WALL THICKNESS | SLAB THICKNESS | STRUCTURE EXCAVATION LENGTH | STRUCTURE EXCAVATION WIDTH | STRUCTURE EXCAVATION AREA | STRUCTURE AREA | BACKFILL SLURRY AREA |
| | D | RW | T | ST | L | W | | SA | |
| DESCRIPTION | FT | FT | INCH | INCH | FT | FT | SF | SF | SF |
| INLETS 4-FT DIAMETER | 4 | --- | 5 | 6 | 10.83 | 10.83 | 117.36 | 18.34 | 99.02 |

H = UP TO 6" ABOVE THE TOP OF THE HIGHEST PIPE IN THE STRUCTURE

BACKFILL SLURRY VOLUME (CUBIC YARDS) = $\frac{\text{BACKFILL SLURRY AREA X H}}{27}$




NOTES

(1) IF THE STRUCTURE IS OUTSIDE THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, NATIVE BACKFILL MAY BE USED ABOVE BACKFILL SLURRY AND SHALL CONFORM TO SECTION 207 EMBANKMENT SPECIFICATIONS.

(2) IF THE STRUCTURE IS WITHIN THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, BACKFILL ABOVE BACKFILL SLURRY SHALL CONFORM TO SECTION 209.

(3) BACKFILL SLURRY IS CONSIDERED INCIDENTAL TO DRAINAGE STRUCTURES. NO SEPARATE PAYMENTS WILL BE MADE.

(4) WHEN TEMPORARY SUBGRADE IS HIGHER THAN PROPOSED FINISHED SUBGRADE, PROVIDE GRANULAR BACKFILL AT ALL LOCATIONS. COST FOR GRANULAR BACKFILL IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

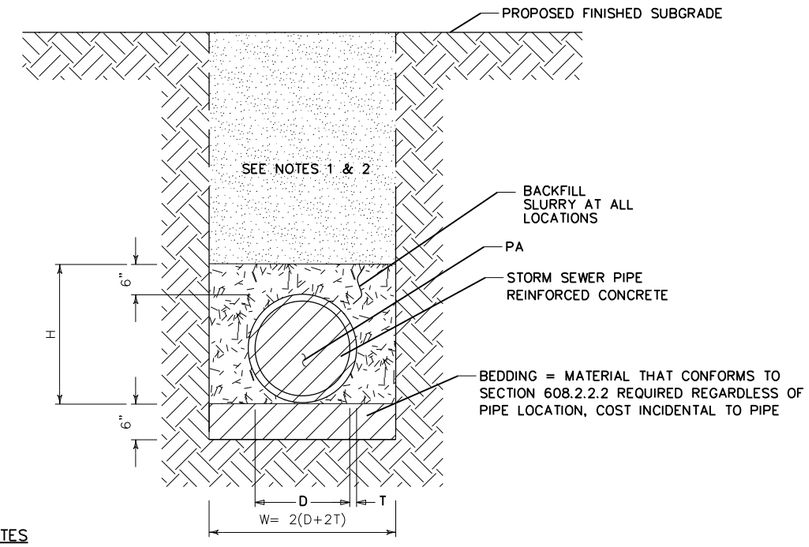
(5) AT DIRECTION OF ENGINEER, BACKFILL SLURRY CAN BE ELIMINATED IN HIGH EMBANKMENT AREAS.

## BACKFILL SLURRY DETAIL – STORM SEWER STRUCTURES

NOT REQUIRED FOR TEMPORARY INSTALLATION

| BACKFILL SLURRY TRENCHES (FOR INFORMATION ONLY) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PIPE DIAMETER D | PIPE HEIGHT PH | PIPE WIDTH PW | Wall Thickness T | Trench Width W | Height of Pipe Zone H (From pipe bottom to 6" above top of pipe) | Area of Pipe Zone | Area of Pipe PA | Backfill Slurry Area |
| INCHES | INCHES | INCHES | Inches | FT | | SF | SF | SF |
| 15 | 15 | 15 | 2.25 | 3.25 | 2.13 | 6.91 | 2.07 | 4.83 |

BACKFILL SLURRY VOLUME (CUBIC YARDS) = $\frac{\text{(PIPE ZONE AREA – PIPE AREA) X PIPE PLAN LENGTH}}{27}$




NOTES

(1) IF THE PIPE IS OUTSIDE THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, NATIVE BACKFILL MAY BE USED ABOVE BACKFILL SLURRY AND SHALL CONFORM TO SECTION 207 EMBANKMENT SPECIFICATIONS.

(2) IF THE PIPE IS WITHIN THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, BACKFILL ABOVE BACKFILL SLURRY SHALL CONFORM TO SECTION 209.

(3) BACKFILL SLURRY IS CONSIDERED INCIDENTAL TO DRAINAGE PIPE. NO SEPARATE PAYMENTS WILL BE MADE.

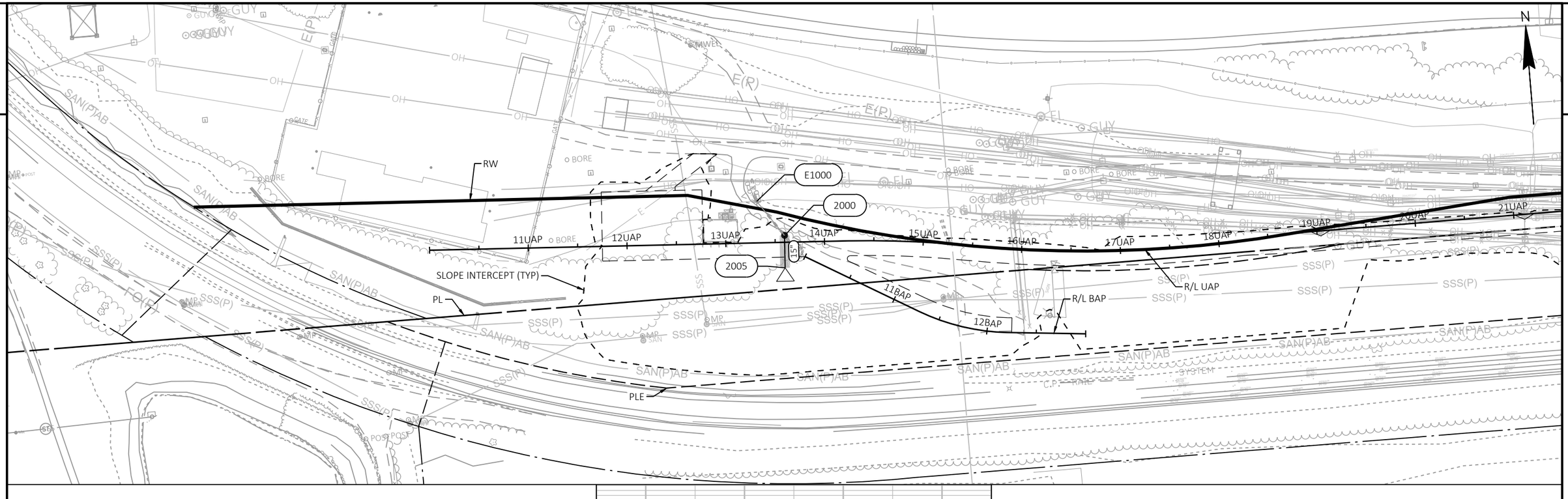
(4) WHEN TEMPORARY SUBGRADE IS HIGHER THAN PROPOSED FINISHED SUBGRADE, PROVIDE GRANULAR BACKFILL AT ALL LOCATIONS. COST FOR GRANULAR BACKFILL IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

(5) AT DIRECTION OF ENGINEER, BACKFILL SLURRY CAN BE ELIMINATED IN HIGH EMBANKMENT AREAS.

## BACKFILL SLURRY DETAIL – STORM SEWER TRENCH

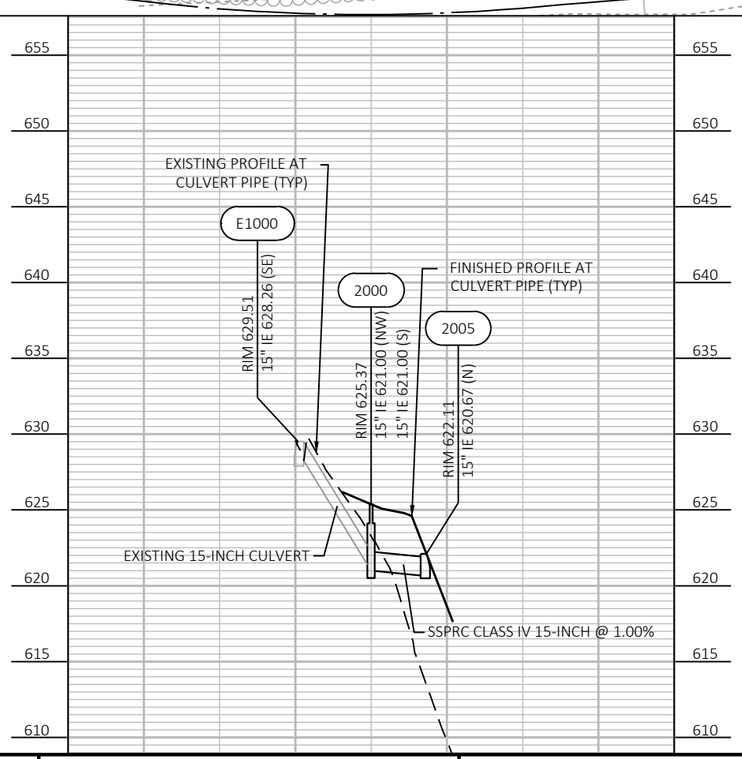
NOT REQUIRED FOR TEMPORARY INSTALLATION

2




DRAINAGE LEGEND

- E** EXISTING DRAINAGE STRUCTURE
- *** PROPOSED DRAINAGE STRUCTURE
- PROPOSED CULVERT PIPE PLAN VIEW




| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CULVERT PLAN AND PROFILE | SHEET 32 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\WWOLAK\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\DRAINAGE\022510-SS.DWG
LAYOUT NAME - 01
PLOT DATE : 10/9/2026 10:38 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

2

## ESTIMATE OF QUANTITIES

*FOR BIDDING*

*FURNISH PIPE AND INSTALL*

*(DUCTILE IRON PUSH-ON RUBBER GASKET JOINT)*

*85 FT. 12" WATER MAIN*

*FOLLOWING IS A LIST OF THE FITTINGS SHOWN ON THIS CONSTRUCTION PLAN THAT WILL BE PROVIDED BY THE CONTRACTOR.*

*4- B12-45*
*1- SL12*
*1- SL12(DP)*

*ABANDONMENT OF WATER MAINS, VALVES, AND HYDRANTS*

*68 FT. - 12"-1900-L WATER MAIN*

*11 FT. - 12"-2005-DJ. WATER MAIN*

*GENERAL NOTES*

*ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF MILWAUKEE "WATER MAIN INSTALLATION SPECIFICATIONS", DATED JANUARY 2, 1987. ADDITIONALLY, ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MILWAUKEE WATER WORKS SPECIAL PROVISIONS FOR WATER MAIN CONSTRUCTION", WHICH IS ATTACHED AND MADE PART OF THESE WATER MAIN PLANS AND CONTRACT DOCUMENTS.*

*THE DEPARTMENT OF PUBLIC WORKS GENERAL SPECIFICATIONS, DATED JANUARY 31, 1992, LATEST REVISION, APPLIES TO THIS CONTRACT AND WILL SUPERSEDE ANY PART OF THE SPECIFICATIONS WHICH DIFFERS THEREFROM.*

*THE MILWAUKEE WATER WORKS WILL FURNISH WATER MAIN MATERIALS AS INDICATED IN SPECIFICATION SECTION 4.3J. THE CONTRACTOR SHALL FURNISH TEMPORARY TEST CAPS AND PLUGS. THE CONTRACTOR SHALL FURNISH ALL OTHER ITEMS REQUIRED TO COMPLETE THIS PROJECT.*

*BACKFILL AND BEDDING MATERIAL*

*THE REQUIREMENTS FOR BACKFILL AND BEDDING MATERIAL SHALL BE AS STATED IN THE "MILWAUKEE WATER WORKS SPECIAL PROVISIONS FOR WATER MAIN CONSTRUCTION".*

*ELEVATION NOTE*

*ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NAVD88(2007). TO CONVERT TO CITY OF MILWAUKEE DATUM SUBTRACT 580.29 FROM ELEVATIONS SHOWN.*

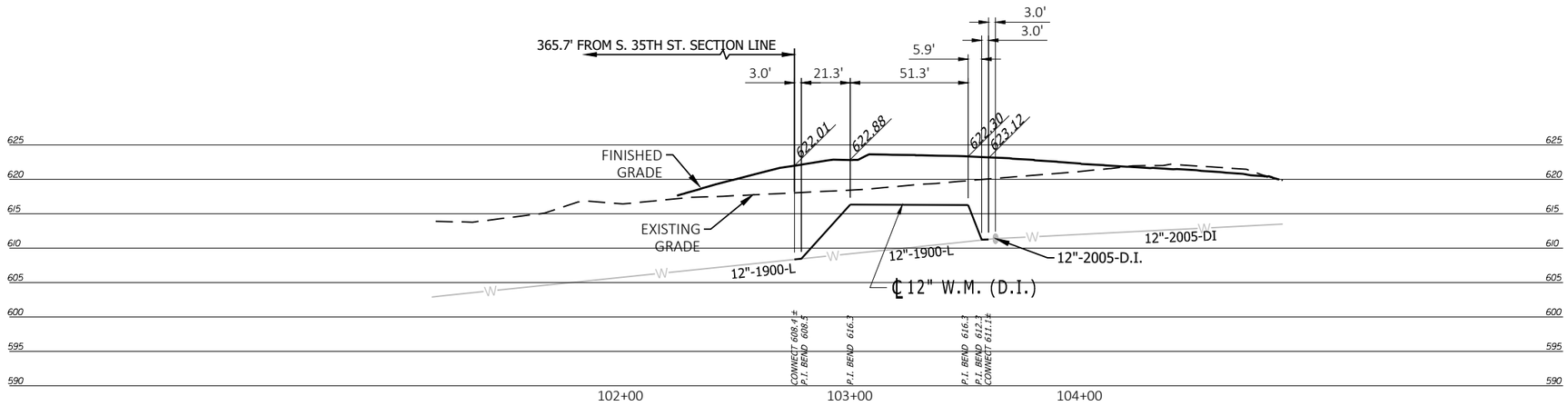
*ABANDONMENT OF VALVE BOXES*

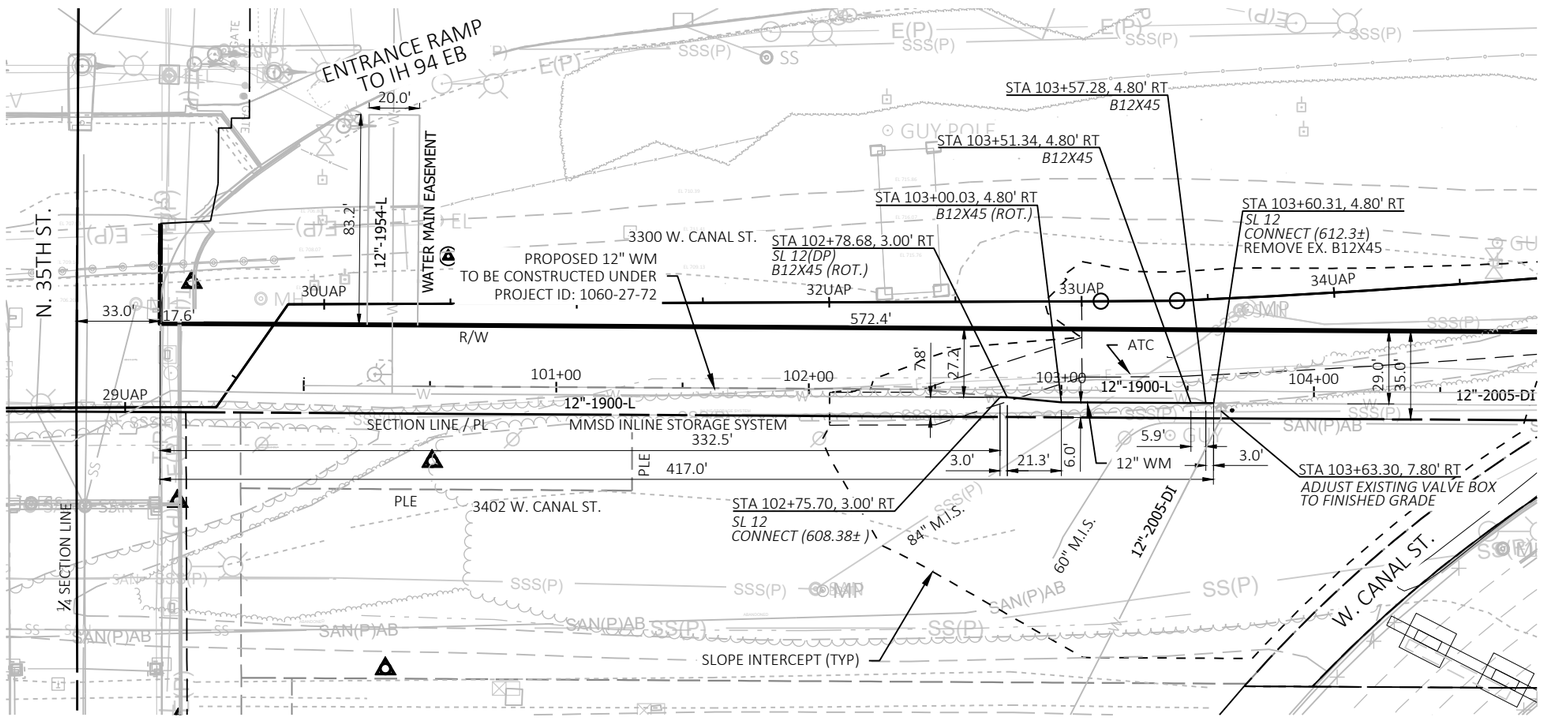
*IN ACCORDANCE WITH SECTION 5J4.5 OF THE CITY OF MILWAUKEE "WATER MAIN INSTALLATION SPECIFICATIONS", WHEN VALVES OR CURB STOPS ARE TO BE ABANDONED, THE CONTRACTOR SHALL REMOVE ONLY THE TOP SECTION OF THE VALVE OR SERVICE BOX AND BACKFILL THE REMAINING HOLE WITH GRAVEL. ALL VALVE AND CURB STOP BOXES ON MAINS ABANDONED AS PART OF THE CONTRACT SHALL BE ABANDONED IN THIS MANNER. THE ABANDONMENT SHALL INCLUDE ALL NECESSARY PAVEMENT OR SOD REPLACEMENT.*

*JOINT RESTRAINT OPTION*

*DUCTILE IRON PIPE AND FITTINGS (EXCEPT HYDRANT BRANCHES) MAY BE RESTRAINED USING FIELDLOK OR MJ FIELDLOK RESTRAINT. BUTTRESSING MAY BE REQUIRED IN ADDITION TO THE FIELD LOK RESTRAINT.*

*SEE "MILWAUKEE WATER WORKS SPECIAL PROVISIONS FOR WATER MAIN CONSTRUCTION" SECTION 26.PIPE RESTRAINT & 27.JOINT RESTRAINT (MJ FIELD LOK, FIELD LOK) OF FOR JOINT RESTRAINT REQUIREMENTS.*




| Station Equation | |
|---|---|
| 102+75.70, 3.00'RT | 32UAP=67.48, 37.86'RT |
| 102+78.68, 3.00'RT | 32UAP=70.46, 37.89'RT |
| 103+00.03, 4.80'LT | 32UAP=91.79, 39.90'RT |
| 103+51.34, 4.80'RT | 33UAP=41.41, 40.73'RT |
| 103+57.28, 4.80'RT | 33UAP=47.28, 41.00'RT |
| 103+60.31, 4.80'RT | 33UAP=50.28, 41.16'RT |
| 103+63.30, 7.80'RT | 33UAP=53.07, 44.32'RT |

### PLAN LINE & UTILITY LEGEND

| | | | | | |
|---|---|---|---|---|---|
| GAS | G | SANITARY SEWER | SAN | STREET LIGHTING | |
| ELECTRIC | E | STORM SEWER | SS | CITY UNDERGROUND CONDUIT | CUC |
| TELEPHONE | T | COMBINED SEWER | SSS | PROPOSED CURB / CONDUIT | |
| CABLE TELEVISION | TV | WATER MAIN | W | UTILITY PER PLAN | (P) |
| FIBER OPTICS | FO | WATER SERVICE | | STRUCTURE / BUILDING | |
| PROPOSED UTILITY | | PRESSURE DISTRICT | | FENCE | X |

POWER POLES: -CONCRETE -ALUMINUM -WOOD

WATER MAIN VALVES: -GATE -BUTTERFLY W -SERVICE

UTILITIES: -TRAFFIC SIGNAL -TRAFFIC CONTROL BOX -GAS VALVE

HYDRANTS: -1 NOZZLE -3 NOZZLE

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE TO OBTAIN LOCATION OF UNDERGROUND BEFORE YOU DIG. WISCONSIN STATUTE 182.0175 REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

| NO. | BY | REVISION | DATE |
|---|---|---|---|
| | | | |

Milwaukee Water Works — **Water Engineering** — Department of Public Works

WATER MAIN

IN **W. CANAL ST. (ACCESS PATH)**
FROM 420' E/O N. 35TH ST.
TO 330' E/O N. 35TH ST.

| | |
|---|---|
| SCALE HORIZONTAL | 1"= 30' |
| SCALE VERTICAL | 1"= 10' |
| 1/4 SEC. NO. | 401 |
| PLAN DATE | 4/13/26 |
| DRAWN BY | KKC |
| CHECKED BY | SBJ |
| SURVEY BY | OTHER |
| PROGRAM NO. | 2026-501 |
| PROJECT NO. | WT410260501 |

APPROVED — DATE
7/14/26 — MAINS_DESIGN_ENGINEER
7/14/26 — ENGINEER_IN_CHARGE
7/14/26 — SPECIAL_DEPUTY_COMMISSIONER_OF_PUBLIC_WORKS

CONTRACT NO. | C.C. FILE NO.
OFFICIAL NOTICE NO. STATE | DATE ADOPTED

SHEET NO. 1 OF 1 PLAN FILE NO. 2026129

**PROJECT NO:** 1060-27-76 | **HWY:** IH 94 | **COUNTY:** MILWAUKEE | W. CANAL STREET WATER MAIN PLAN | SHEET 33 E

FILE NAME : LAYOUT NAME - EG_WM
PLOT DATE : 7/14/2026
PLOT BY : PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS_SHEET_42

2

N

W. PARK HILL AVENUE

ENTRANCE RAMP TO IH 94 WB

IH 94 WB

IH 94 EB

EXIT RAMP FROM IH 94 EB

EXISTING ACCESS PATH

CPKC RAILROAD

SELIG DRIVE

382EW 384EW 386EW 388EW 390EW 392EW R/L EW 394EW 396EW

12UAP 14UAP 16UAP 18UAP 12BAP

R/L BAP R/L UAP

MATCHLINE 25UAP+00

NOTES:

THE LOCATION OF THE EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN INCLUDING BUILDING SERVICES AND LATERALS.

UTILITY CHARACTERISTICS, INCLUDING VOLTAGES, ARE BASED ON INFORMATION PROVIDED BY OTHERS AND SHOULD BE CONFIRMED WITH THE UTILITY OWNER.

SEE CROSS SECTIONS: EXISTING OVERHEAD UTILITIES FOR INFORMATION REGARDING HEIGHT OF EXISTING OVERHEAD LINES.

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | EXISTING UTILITY PLAN | SHEET 34 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-023001-UP.DWG
LAYOUT NAME - 01
PLOT DATE : 7/29/2026 1:07 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

W. PARK HILL AVENUE

N. 35TH STREET

N. 32ND STREET

S. 35TH STREET

EXIT RAMP FROM IH 94 WB

IH 94 WB

IH 94 EB

EXIT RAMP FROM IH 94 EB

ENTRANCE RAMP TO IH 94 EB

EXISTING ACCESS PATH

CPKC RAILROAD

HANK AARON STATE TRAIL

W. CANAL STREET

13.2KV DB CABLE

R/L EW

R/L UAP

R/L TAP

398EW

400EW

402EW

404EW

406EW

408EW

410EW

26.4KV

13.2KV

MATCHLINE 25UAP+00

NOTES:

THE LOCATION OF THE EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN INCLUDING BUILDING SERVICES AND LATERALS.

UTILITY CHARACTERISTICS, INCLUDING VOLTAGES, ARE BASED ON INFORMATION PROVIDED BY OTHERS AND SHOULD BE CONFIRMED WITH THE UTILITY OWNER.

SEE CROSS SECTIONS: EXISTING OVERHEAD UTILITIES FOR INFORMATION REGARDING HEIGHT OF EXISTING OVERHEAD LINES.

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | EXISTING UTILITY PLAN | SHEET 35 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-023001-UP.DWG
LAYOUT NAME - 02
PLOT DATE : 7/29/2026 1:09 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

W. LISBON AVENUE

W. WALNUT AVENUE

N. 35TH STREET

N. DR. MARTIN LUTHER KING JR. DRIVE

W. MCKINNLEY AVENUE

N. 6TH STREET

N. 27TH STREET

W. WISCONSIN AVENUE

N. 25TH STREET

W. MICHIGAN STREET

W. CLYBOURN STREET

IH 94

W. ST PAUL AVENUE

N. 35TH STREET

N. 16TH STREET

N. 13TH STREET

STH 175 / BREWERS BOULEVARD

GREVES STREET

W. CANAL STREET

WORK AREA

WORK AREA ACCESS LOCATION

S. 27TH STREET

S. 6TH STREET

W. NATIONAL AVENUE

LEGEND

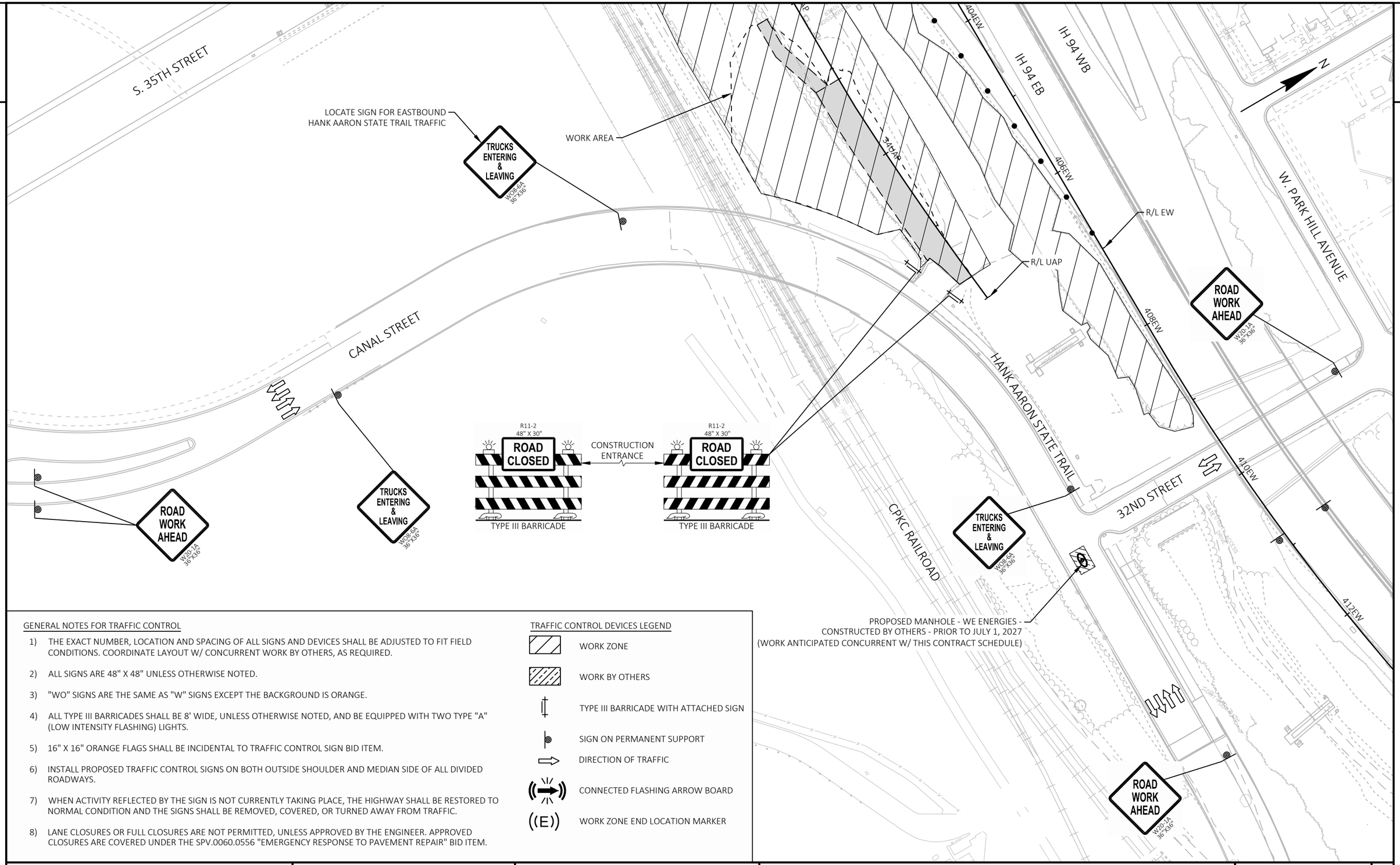
APPROVED MUNICIPAL ROUTES

APPROVED OSOW ROUTES

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - LOCAL ROAD HAUL ROUTES OVERVIEW PLAN | SHEET 36 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-025001-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/28/2026 9:34 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:1750 FT
WISDOT/CADDS SHEET 42

2




GENERAL NOTES FOR TRAFFIC CONTROL

1) THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. COORDINATE LAYOUT W/ CONCURRENT WORK BY OTHERS, AS REQUIRED.
2) ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
4) ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND BE EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.
5) 16" X 16" ORANGE FLAGS SHALL BE INCIDENTAL TO TRAFFIC CONTROL SIGN BID ITEM.
6) INSTALL PROPOSED TRAFFIC CONTROL SIGNS ON BOTH OUTSIDE SHOULDER AND MEDIAN SIDE OF ALL DIVIDED ROADWAYS.
7) WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC.
8) LANE CLOSURES OR FULL CLOSURES ARE NOT PERMITTED, UNLESS APPROVED BY THE ENGINEER. APPROVED CLOSURES ARE COVERED UNDER THE SPV.0060.0556 "EMERGENCY RESPONSE TO PAVEMENT REPAIR" BID ITEM.

TRAFFIC CONTROL DEVICES LEGEND

- WORK ZONE
- WORK BY OTHERS
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- CONNECTED FLASHING ARROW BOARD
- (E) WORK ZONE END LOCATION MARKER

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - CANAL STREET | SHEET 37 | E |
|---|---|---|---|---|---|

2

2

CONTINUE TRAFFIC CONTROL DRUMS TO EXISTING EASTBOUND BRIDGE, APPROXIMATE STA 376EW+00

W. PARK HILL AVENUE

ENTRANCE RAMP TO IH 94 WB

IH 94 WB

IH 94 EB

382EW 384EW 386EW 388EW 390EW 392EW 394EW 396EW

50' (TYP)

R/L EW

EXIT RAMP FROM IH 94 EB

EXISTING ACCESS PATH

R/L UAP

12UAP 14UAP 16UAP 18UAP 20UAP 22UAP 24UAP

12BAP

R/L BAP

CPKC RAILROAD

MATCHLINE 25UAP+00

N

1600' 1000' 700' 425'

ROAD WORK AHEAD W20-1A

PLACE SIGNS ON
I-94 EB - 2 EA

RIGHT SHOULDER CLOSED AHEAD W21-5B

PLACE SIGNS ON
I-94 EB - 2 EA
RAMP SE - 1 EA
RAMP NE - 1 EA

RIGHT SHOULDER CLOSED W21-5A

PLACE SIGNS ON
I-94 EB - 2 EA

NOTE:
REFER TO SDD 15D27 "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR ADDITIONAL DETAILS

NOTE:
INSTALL TRAFFIC CONTROL ALONG I-94 MAINLINE AND RAMPS DURING TREE CLEARING OPERATIONS AT LOCATION IMMEDIATELY ADJACENT TO THE INTERSTATE OR RAMPS ONLY. REMOVE TRAFFIC CONTROL IMMEDIATELY FOLLOWING COMPLETION OF THE CLEARING OPERATION.

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - IH 94 EASTBOUND | SHEET 38 | E |
|---|---|---|---|---|---|

2

2

N

ROAD WORK AHEAD W20-1A

SHOULDER WORK W21-5

N. 35TH STREET

W. PARK HILL AVENUE

N. 32ND STREET

EXIT RAMP FROM IH 94 WB

IH 94 WB

IH 94 EB

R/L EW

398EW

400EW

402EW

404EW

50' (TYP)

406EW

408EW

410EW

ENTRANCE RAMP TO IH 94 EB

EXIT RAMP FROM IH 94 EB

END ROAD WORK G20-2A 48"X24"

EXISTING ACCESS PATH

26UAP

28UAP

30UAP

R/L UAP

32UAP

34UAP

R/L TAP

W. CANAL STREET

END ROAD WORK G20-2A 48"X24"

MATCHLINE 25UAP+00

CPKC RAILROAD

HANK AARON STATE TRAIL

S. 35TH STREET

ROAD WORK AHEAD W20-1A

NOTE:
INSTALL TRAFFIC CONTROL ALONG I-94 MAINLINE AND RAMPS DURING TREE CLEARING OPERATIONS AT LOCATION IMMEDIATELY ADJACENT TO THE INTERSTATE OR RAMPS ONLY. REMOVE TRAFFIC CONTROL IMMEDIATELY FOLLOWING COMPLETION OF THE CLEARING OPERATION.

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | TRAFFIC CONTROL - IH 94 EASTBOUND | SHEET 39 | E |
|---|---|---|---|---|---|

2

2

N

W. PARK HILL AVENUE

R/W

ENTRANCE RAMP TO IH 94 WB

IH 94 WB

IH 94 EB

382EW

384EW

386EW

388EW

390EW

392EW

R/L EW

394EW

396EW

EXIT RAMP FROM IH 94 EB

UAP+03.10
-85.26'LT

UAP+33.01
-82.91'LT

EW+29.93
23.37'RT

EW+68.02
70.71'RT

EW+71.46
75.12'RT

R/W

R/L UAP

12UAP

14UAP

16UAP

18UAP

20UAP

22UAP

24UAP

EXISTING ACCESS PATH

ACCESS PATH

BILLBOARD ACCESS PATH

12BAP

PL

PLE

SLOPE INTERCEPT (TYP)

R/L BAP

CPKC RAILROAD

EXISTING BILLBOARD
TO REMAIN

SELIG DRIVE

MATCHLINE 25UAP+00

LEGEND

FENCE CHAIN LINK 6-FT

FENCE SAFETY LEFT IN PLACE

SLOPE INTERCEPT

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | FENCING PLAN | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-027101-FN.DWG
LAYOUT NAME - 01

PLOT DATE : 10/9/2026 12:37 PM PLOT BY : FERGUSON, JULIE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

W. PARK HILL AVENUE

N. 35TH STREET

N. 32ND STREET

EXIT RAMP FROM IH 94 WB

IH 94 WB

IH 94 EB

R/L EW

398EW

400EW

402EW

404EW

406EW

408EW

410EW

EW+93.10
4.74'RT

EW+85.11
46.91'RT

EW+99.41
62.02'RT

EW+55.27
63.34'RT

EW+79.70
73.20'RT

EW+76.29
111.23'RT

ENTRANCE RAMP TO IH 94 EB

EXIT RAMP FROM IH 94 EB

EXISTING BILLBOARDS TO BE
REMOVED BY OTHERS

EXISTING ACCESS PATH

R/L UAP

26UAP

28UAP

30UAP

32UAP

34UAP

ACCESS PATH

R/L TAP

R/W

PL

PLE

TLE

HE

W. CANAL STREET

UAP+66.14
97.20'RT

UAP+87.37
76.01'RT

SLOPE INTERCEPT (TYP)

UAP+83.91
123.31'RT

UAP+63.02
144.14'RT

HANK AARON STATE TRAIL

CPKC RAILROAD

S. 35TH STREET

MATCHLINE 25UAP+00

LEGEND

FENCE CHAIN LINK 6-FT

FENCE SAFETY LEFT IN PLACE

SLOPE INTERCEPT

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | FENCING PLAN | SHEET 41 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-027101-FN.DWG
LAYOUT NAME - 02

PLOT DATE : 10/9/2026 12:39 PM PLOT BY : FERGUSON, JULIE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

T 7 N
25 25
25 25
R 21 E

Y = 299603.480
X = 593088.240

940.77'
S0°19'48"W

380EW

PT: 380EW+62.10

S75°42'48"E

385EW

PC: 386EW+21.61

EW8

390EW

PT: 391EW+99.42

395EW

N89°47'08"E

400EW

R/L EW

405EW

PC: 408EW+14.64

EW9

410EW

10UAP+00.00 =
381EW+89.25, 314.73' RT
X=591219.83
Y=297032.54

BP: 10UAP+00.00

S86°31'24"E

10BAP+00.00 =
13UAP+80.00, 15.00' RT
X=591598.23
Y=296994.53

PC: 14UAP+23.93

15UAP

PRC: 15UAP+42.65

UAP1

UAP2

N85°17'54"E

20UAP

S89°54'25"E

R/L UAP

N89°50'05"E

PI: 27UAP+83.48

N78°49'35"E

25UAP

N89°47'09"E

S35°09'55"E

PC: 33UAP+07.59

N71°56'32"E

N89°49'27"E

PCC: 33UAP+37.73

EP: 36UAP+00.00

36UAP+00.00 =
406EW+81.81, 140.92' RT
X=593771.32
Y=297024.88

BP: 10BAP+00.00

S59°37'36"E

BAP1

S84°16'22"E

PT: 18UAP+68.95

PI: 18UAP+76.58

PI: 23UAP+46.23

PI: 24UAP+74.43

1751.03'

N89°54'12"W

PI: 28UAP+32.89

N34°50'07"E

30UAP

N89°47'08"E

UAP3

35UAP

UAP4

S89°38'23"E

1011.50'

PI: 29UAP+85.69

PI: 29UAP+36.12

11TAP+03.36 =
33UAP+00.00, 14.24' RT
X=593472.20
Y=296990.19

EP: 11TAP+03.36

R/L TAP

PI: 10TAP+33.45

10TAP+00.00 =
32UAP+00.00, 35.64' RT
X=593372.28
Y=296968.41

BP: 10TAP+00.00

PC: 11BAP+28.49

PT: 12BAP+20.97

R/L BAP

EP: 13BAP+00.00

13BAP+00.00 =
16UAP+64.75, 83.79' RT
X=591874.97
Y=296893.24

T 7 N
26 25
35 36
R 21 E

Y = 296965.139
X = 590421.122

T 7 N
25 25
36 36
R 21 E

Y = 296960.828
X = 593074.031

T 7 N
25 30
36 31
R21E R22E

Y = 296944.970
X = 595733.000

N0°10'07"W
1067.97'

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | ALIGNMENT LAYOUT | SHEET 42 | E |
|---|---|---|---|---|---|

2

N

| CURVE DATA | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CURVE NO. | PI | PI X | PI Y | Δ | D | T | L | E | R | PC | PT | SUPERELEVATION RATE |
| BAP1 | 11BAP+75.46 | 591749.60 | 296905.81 | 24°38'45" | 26°38'57" | 46.97 | 92.48 | 5.07 | 215.00 | 11BAP+28.49 | 12BAP+20.97 | N/A |
| EW8 | 389EW+12.06 | 591997.96 | 297159.16 | 14°30'04" | 2°30'35" | 290.45 | 577.81 | 18.40 | 2283.00 | 386EW+21.61 | 391EW+99.42 | 5.10% |
| EW9 | 416EW+24.59 | 594713.57 | 297169.32 | 34°36'21" | 2°12'13" | 809.96 | 1570.37 | 123.24 | 2600.00 | 408EW+14.64 | 423EW+85.00 | 4.80% |
| UAP1 | 14UAP+83.36 | 591702.30 | 297003.23 | 6°48'08" | 5°43'46" | 59.43 | 118.72 | 1.76 | 1000.00 | 14UAP+23.93 | 15UAP+42.65 | N/A |
| UAP2 | 17UAP+06.73 | 591922.23 | 296963.35 | 14°58'50" | 4°35'28" | 164.09 | 326.30 | 10.74 | 1248.00 | 15UAP+42.65 | 18UAP+68.95 | N/A |
| UAP3 | 33UAP+22.66 | 593494.81 | 297004.52 | 0°25'46" | 1°25'30" | 15.07 | 30.14 | 0.03 | 4020.75 | 33UAP+07.59 | 33UAP+37.73 | N/A |
| UAP4 | 34UAP+68.91 | 593640.93 | 297010.50 | 3°44'55" | 1°25'45" | 131.18 | 262.27 | 2.15 | 4008.75 | 33UAP+37.73 | 36UAP+00.00 | N/A |

2

2

N

W. MT VERNON AVENUE

N. 35TH STREET

N. 32ND STREET

W. PARK HILL AVENUE

W. PARK HILL AVENUE

BM129

BM125

BM127

CP27

CP25

380EW

CP30

385EW

IH 94 WB

IH 94 EB

390EW

395EW

400EW

405EW

410EW

CP28

CP24

BM128

15UAP

20UAP

25UAP

30UAP

35UAP

CP26

BM126

BM124

CPKC RAILROAD

SELIG DRIVE

S. 35TH STREET

HANK AARON STATE TRAIL

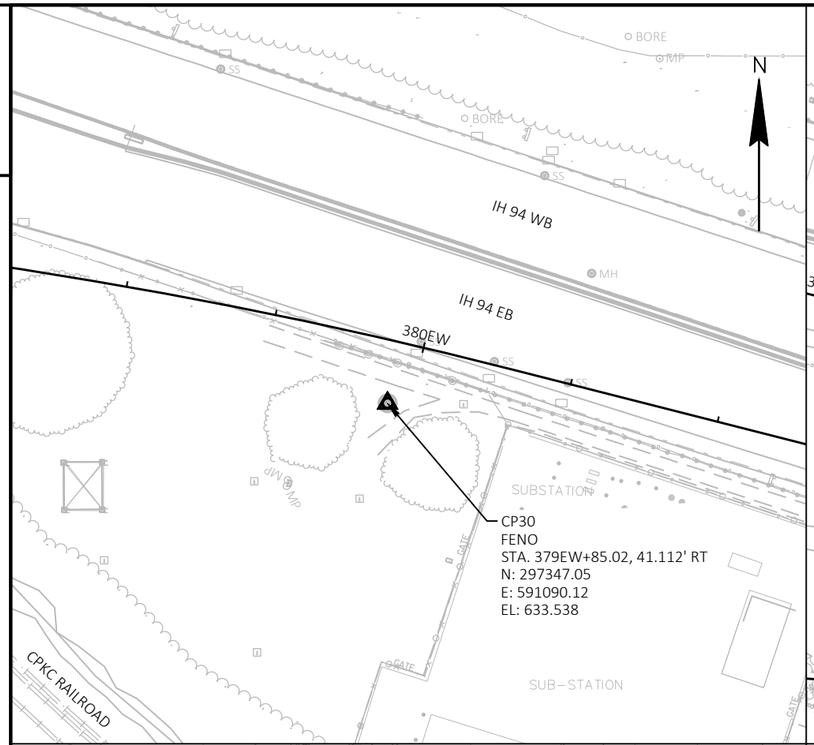
W. CANAL STREET

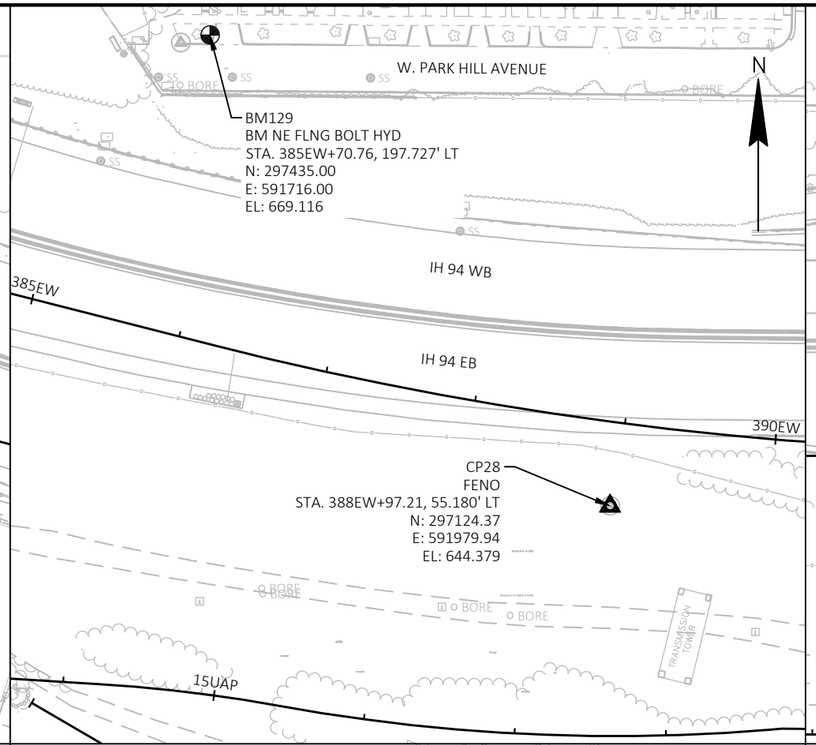
RUINS

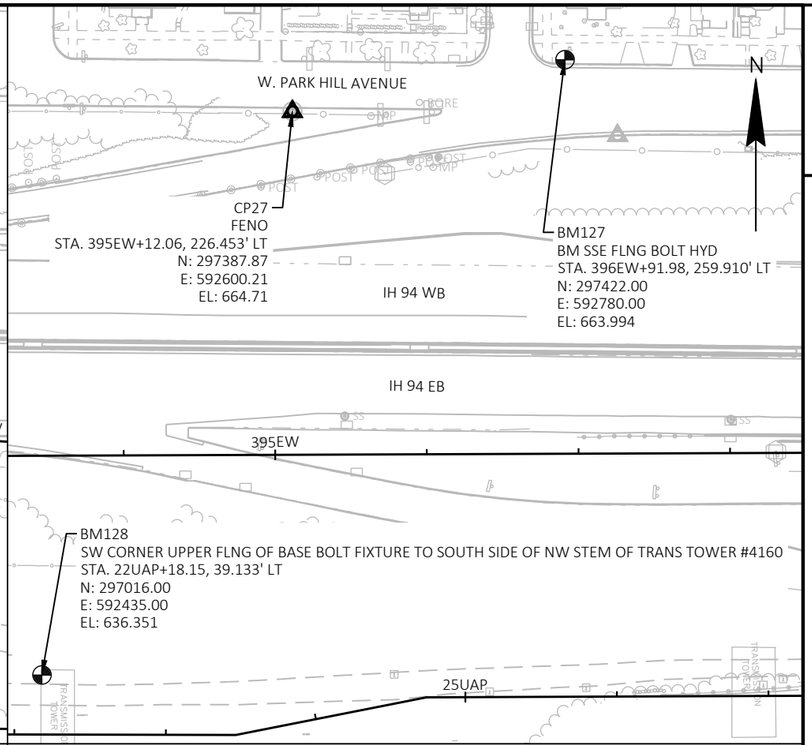
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | ALIGNMENT LAYOUT - SURVEY CONTROL | SHEET 44 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\02 TYPSANDDETAILS\10602709EG-027203-AD.DWG
LAYOUT NAME - 01

PLOT DATE : 7/29/2026 11:58 AM PLOT BY : FERGUSON, JULIE PLOT NAME : PLOT SCALE : 1 IN:200 FT


IH 94 WB
IH 94 EB
380EW
CP30
FENO
STA. 379EW+85.02, 41.112' RT
N: 297347.05
E: 591090.12
EL: 633.538
SUBSTATION
SUB-STATION
CPKC RAILROAD
RUINS
BM125
BM SW FLNG BOLT HYD
STA. 403EW+28.96, 254.528' LT
N: 297419.00
E: 593417.00
EL: 664.202
W. PARK HILL AVENUE
CP25
FENO
STA. 405EW+01.90, 195.690' LT
N: 297360.81
E: 593590.16
EL: 659.658
405EW
CP26
FENO
STA. 30UAP+49.25, 18.808' LT
N: 297022.30
E: 593221.33
EL: 636.334
35UAP


W. PARK HILL AVENUE
BM129
BM NE FLNG BOLT HYD
STA. 385EW+70.76, 197.727' LT
N: 297435.00
E: 591716.00
EL: 669.116
IH 94 WB
385EW
IH 94 EB
390EW
CP28
FENO
STA. 388EW+97.21, 55.180' LT
N: 297124.37
E: 591979.94
EL: 644.379
15UAP
IH 94 WB
IH 94 EB
410EW
CP24
FENO
STA. 410EW+81.52, 95.261' RT
N: 297086.25
E: 594180.10
EL: 644.91
N. 32ND STREET
W. CANAL STREET
BM126
BM ENE FLNG BOLT HYD
STA. 35UAP+99.73, 36.066' RT
N: 296989.00
E: 593775.00
EL: 625.694
BM124
BM ENE FLNG BOLT HYD
STA. 410EW+04.67, 176.463' RT
N: 296998.00
E: 594107.00
EL: 627.759
CPKC RAILROAD


W. PARK HILL AVENUE
CP27
FENO
STA. 395EW+12.06, 226.453' LT
N: 297387.87
E: 592600.21
EL: 664.71
IH 94 WB
BM127
BM SSE FLNG BOLT HYD
STA. 396EW+91.98, 259.910' LT
N: 297422.00
E: 592780.00
EL: 663.994
IH 94 EB
395EW
BM128
SW CORNER UPPER FLNG OF BASE BOLT FIXTURE TO SOUTH SIDE OF NW STEM OF TRANS TOWER #4160
STA. 22UAP+18.15, 39.133' LT
N: 297016.00
E: 592435.00
EL: 636.351
25UAP

## Estimate Of Quantities

1060-27-76

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 201.0105 | Clearing | STA | 44.000 | 44.000 |
| 0004 | 201.0205 | Grubbing | STA | 44.000 | 44.000 |
| 0006 | 203.0100 | Removing Small Pipe Culverts | EACH | 1.000 | 1.000 |
| 0008 | 204.0165 | Removing Guardrail | LF | 315.000 | 315.000 |
| 0010 | 204.0170 | Removing Fence | LF | 1,410.000 | 1,410.000 |
| 0012 | 205.0100 | Excavation Common | CY | 3,412.000 | 3,412.000 |
| 0014 | 213.0100 | Finishing Roadway (project) 0001. 1060-27-76 | EACH | 1.000 | 1.000 |
| 0016 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 3,130.000 | 3,130.000 |
| 0018 | 416.0610 | Drilled Tie Bars | EACH | 40.000 | 40.000 |
| 0020 | 416.0620 | Drilled Dowel Bars | EACH | 20.000 | 20.000 |
| 0022 | 416.1725 | Concrete Pavement Replacement SHES | SY | 70.000 | 70.000 |
| 0024 | 522.1015 | Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch | EACH | 1.000 | 1.000 |
| 0026 | 606.0200 | Riprap Medium | CY | 45.000 | 45.000 |
| 0028 | 608.0415 | Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch | LF | 33.000 | 33.000 |
| 0030 | 611.0530 | Manhole Covers Type J | EACH | 1.000 | 1.000 |
| 0032 | 611.2004 | Manholes 4-FT Diameter | EACH | 1.000 | 1.000 |
| 0034 | 611.8110 | Adjusting Manhole Covers | EACH | 2.000 | 2.000 |
| 0036 | 614.2300 | MGS Guardrail 3 | LF | 315.000 | 315.000 |
| 0038 | 614.2620 | MGS Guardrail Terminal Type 2 | EACH | 2.000 | 2.000 |
| 0040 | 616.0206 | Fence Chain Link 6-FT | LF | 1,410.000 | 1,410.000 |
| 0042 | 616.0700.S | Fence Safety | LF | 2,500.000 | 2,500.000 |
| 0044 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0046 | 623.0200 | Dust Control Surface Treatment | SY | 4,700.000 | 4,700.000 |
| 0048 | 624.0100 | Water | MGAL | 11.000 | 11.000 |
| 0050 | 625.0100 | Topsoil | SY | 49,530.000 | 49,530.000 |
| 0052 | 625.0500 | Salvaged Topsoil | SY | 49,530.000 | 49,530.000 |
| 0054 | 627.0200 | Mulching | SY | 13,810.000 | 13,810.000 |
| 0056 | 628.1104 | Erosion Bales | EACH | 20.000 | 20.000 |
| 0058 | 628.1504 | Silt Fence | LF | 3,024.000 | 3,024.000 |
| 0060 | 628.1520 | Silt Fence Maintenance | LF | 3,024.000 | 3,024.000 |
| 0062 | 628.1905 | Mobilizations Erosion Control | EACH | 7.000 | 7.000 |
| 0064 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 5.000 | 5.000 |
| 0066 | 628.2004 | Erosion Mat Class I Type B | SY | 19,650.000 | 19,650.000 |
| 0068 | 628.2023 | Erosion Mat Class II Type B | SY | 16,090.000 | 16,090.000 |
| 0070 | 628.6510 | Soil Stabilizer Type B | ACRE | 1.000 | 1.000 |
| 0072 | 628.7020 | Inlet Protection Type D | EACH | 5.000 | 5.000 |
| 0074 | 628.7555 | Culvert Pipe Checks | EACH | 2.000 | 2.000 |
| 0076 | 628.7560 | Tracking Pads | EACH | 2.000 | 2.000 |
| 0078 | 628.7570 | Rock Bags | EACH | 175.000 | 175.000 |
| 0080 | 629.0210 | Fertilizer Type B | CWT | 25.000 | 25.000 |
| 0082 | 630.0120 | Seeding Mixture No. 20 | LB | 2,235.000 | 2,235.000 |
| 0084 | 630.0200 | Seeding Temporary | LB | 1,348.000 | 1,348.000 |
| 0086 | 630.0500 | Seed Water | MGAL | 1,110.000 | 1,110.000 |
| 0088 | 643.0300 | Traffic Control Drums | DAY | 840.000 | 840.000 |
| 0090 | 643.0420 | Traffic Control Barricades Type III | DAY | 366.000 | 366.000 |
| 0092 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 732.000 | 732.000 |
| 0094 | 643.0810 | Traffic Control Connected Arrow Boards | DAY | 14.000 | 14.000 |
| 0096 | 643.0900 | Traffic Control Signs | DAY | 1,857.000 | 1,857.000 |
| 0098 | 643.1222 | Traffic Control Connected Work Zone End Location Marker | DAY | 14.000 | 14.000 |

## Estimate Of Quantities

1060-27-76

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0100 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0102 | 645.0120 | Geotextile Type HR | SY | 107.000 | 107.000 |
| 0104 | 690.0250 | Sawing Concrete | LF | 125.000 | 125.000 |
| 0106 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 1,200.000 | 1,200.000 |
| 0108 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 3,000.000 | 3,000.000 |
| 0110 | SPV.0035 | Special 0001. Roadway Embankment | CY | 21,316.000 | 21,316.000 |
| 0112 | SPV.0060 | Special 0132. Survey Project 1060-27-76 | EACH | 1.000 | 1.000 |
| 0114 | SPV.0060 | Special 0556. Emergency Response to Pavement Repair | EACH | 1.000 | 1.000 |
| 0116 | SPV.0060 | Special 5001. Adjusting Water Valve Boxes | EACH | 1.000 | 1.000 |
| 0118 | SPV.0060 | Special 5013. Reconstructing MMSD Manhole | EACH | 4.000 | 4.000 |
| 0120 | SPV.0060 | Special 8002. Reconnect Storm Sewer | EACH | 1.000 | 1.000 |
| 0122 | SPV.0075 | Special 0206. Pavement Cleanup Project 1060-27-76 | HRS | 250.000 | 250.000 |
| 0124 | SPV.0090 | Special 0280. Fence Safety Left in Place | LF | 90.000 | 90.000 |
| 0126 | SPV.0090 | Special 5001. Ductile Iron Water Main 12-Inch | LF | 85.000 | 85.000 |
| 0128 | SPV.0135 | Special 0302. Vibration Monitoring of ATC Structures | MON | 6.000 | 6.000 |
| 0130 | SPV.0195 | Special 0400. Excavation, Hauling and Disposal of Site Garbage | TON | 2,470.000 | 2,470.000 |

3

## CLEARING AND GRUBBING ITEMS

| ROADWAY | STATION | TO | STATION | OFFSET | 201.0105 CLEARING STA | 201.0205 GRUBBING STA |
|---|---|---|---|---|---|---|
| **MAINLINE** | | | | | | |
| IH 94 EB | | | | | | |
| | 383EW+00 | - | 385EW+00 | RT | 2 | 2 |
| | 389EW+00 | - | 396EW+00 | RT | 7 | 7 |
| | 401EW+00 | - | 410EW+00 | RT | 9 | 9 |
| **ACCESS PATHS** | | | | | | |
| ACCESS PATH | | | | | | |
| | 11UAP+00 | - | 20UAP+00 | RT/LT | 9 | 9 |
| | 20UAP+00 | - | 25UAP+00 | RT | 5 | 5 |
| | 25UAP+00 | - | 35UAP+00 | RT/LT | 10 | 10 |
| BILLBOARD ACCESS PATH | | | | | | |
| | 11BAP+00 | | 13BAP+00 | RT | 2 | 2 |
| **TOTAL** | | | | | **44** | **44** |

## REMOVING GUARDRAIL

| ROADWAY | STATION | TO | STATION | OFFSET | 204.0165 REMOVING GUARDRAIL LF |
|---|---|---|---|---|---|
| **MAINLINE** | | | | | |
| IH 94 EB | | | | | |
| | 26UAP+32 | - | 29UAP+88 | LT | 315 |
| **TOTAL** | | | | | **315** |

## REMOVING FENCE

| ROADWAY | STATION | TO | STATION | OFFSET | 204.0170 REMOVING FENCE LF |
|---|---|---|---|---|---|
| **MAINLINE** | | | | | |
| IH 94 EB | | | | | |
| | 389EW+30 | - | 395EW+71 | RT | 652 |
| | 401EW+76 | - | 408EW+93 | RT | 758 |
| **TOTAL** | | | | | **1,410** |

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## AGGREGATE ITEMS

| ROADWAY | STATION | TO | STATION | OFFSET | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON |
|---|---|---|---|---|---|
| **ACCESS PATHS** | | | | | |
| ACCESS PATH | | | | | |
| | 11UAP+75 | - | 24UAP+75 | RT/LT | 2,220 |
| | 33UAP+00 | - | 35UAP+70 | RT | 570 |
| BILLBOARD ACCESS PATH | | | | | |
| | 10BAP+00 | - | 12BAP+25 | LT | 230 |
| TEMPORARY ACCESS PATH | | | | | |
| | 10TAP+00 | - | 11TAP+03 | RT | 110 |
| **TOTAL** | | | | | **3,130** |

## FINISHING ROADWAY 1060-27-76

| LOCATION | FINISHING ROADWAY 1060-27-76 213.0100.0001 EACH |
|---|---|
| PROJECT | 1 |
| **TOTAL** | **1** |

## MGS GUARDRAIL ITEMS

| ROADWAY | STATION | TO | STATION | OFFSET | 614.2300 MGS GUARDRAIL 3 LF | 614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH |
|---|---|---|---|---|---|---|
| **ACCESS PATHS** | | | | | | |
| ACCESS PATH | 26UAP+32 | - | 29UAP+88 | LT | 315 | 2 |
| **TOTALS** | | | | | **315** | **2** |

CATEGORY 1000 UNLESS OTHERWISE NOTED

3

## EARTHWORK SUMMARY TABLE

| | | | | 205.0100 | | SPV.0035.0001 |
|---|---|---|---|---|---|---|
| | | | | EXCAVATION COMMON | | ROADWAY EMBANKMENT |
| | | | | CUT (1) | EBS EXCAVATION | (2) (3) |
| CAREGORY | STAGE | ROADWAY | FROM/TO STATION | CY | CY | CY |
| 1000 | STAGE 1 | | | | | |
| | | ACCESS PATH | 11+75.00/35+68.95 | 3,248 | 0 | 17,587 |
| | | ACCESS PATH GRADING SURFACES | -- | 164 | 0 | 339 |
| | | BILLBOARD ACCESS PATH | 10+00.00/12+25.00 | 0 | 0 | 3,390 |
| | | **STAGE 1 SUBTOTAL** | | **3,412** | **0** | **21,316** |
| | | **TOTAL** | | **3,412** | **0** | **21,316** |

NOTES:
(1) CUT VOLUME INCLUDES SALVAGED/UNUSABLE MATERIAL.
(2) ROADWAY EMBANKMENT = UNEXPANDED FILL.
(3) EMBANKMENT VOLUME IS BASED ON THE EXISTING SURFACE AND DOES NOT ACCOUNT FOR REMOVAL OF UNUSABLE MATERIAL.

CATEGORY 1000 UNLESS OTHERWISE NOTED



FILE NAME : ...ACCDocs\WisDOT\10602703\Project Files\Core East Segment\10602776\sheets\03 mqs\030201-mq_traffic control.pptx" PLOT DATE : July 22, 2026 PLOT BY : JACOBS PLOT NAME : PLOT SCALE : 1:1

## EROSION CONTROL ITEMS

| ROADWAY | STATION | TO | STATION | OFFSET | 628.1104 EROSION BALES EACH | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.2004 EROSION MAT CLASS I TYPE B SY | 628.2023 EROSION MAT CLASS II TYPE B SY | 628.6510 SOIL STABILIZER TYPE B ACRE | 628.7020 INLET PROTECTION TYPE D EACH | 628.7555 CULVERT PIPE CHECKS EACH | 628.7570 ROCK BAGS EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MAINLINE** | | | | | | | | | | | | | |
| IH 94 EB | | | | | | | | | | | | | |
| | 401EW+50 | - | 409EW+50 | RT | -- | -- | -- | -- | 5,110 | -- | -- | -- | -- |
| **LOCAL ROADS** | | | | | | | | | | | | | |
| CANAL STREET | -- | | -- | RT/LT | -- | -- | -- | -- | -- | -- | 4 | -- | -- |
| **ACCESS PATHS** | | | | | | | | | | | | | |
| ACCESS PATH | | | | | | | | | | | | | |
| | 10UAP+80 | - | 34UAP+90 | RT | -- | 2,419 | 2,419 | -- | -- | -- | -- | -- | 140 |
| | 11UAP+00 | - | 36UAP+00 | RT/LT | -- | -- | -- | 15,720 | 7,760 | -- | -- | 1 | -- |
| SUBTOTAL | | | | | -- | 2,419 | 2,419 | 15,720 | 12,870 | -- | 4 | 1 | 140 |
| UNDISTRIBUTED | PROJECT | | | | 20 | 605 | 605 | 3,930 | 3,220 | 1 | 1 | 1 | 35 |
| **TOTALS** | | | | | **20** | **3,024** | **3,024** | **19,650** | **16,090** | **1** | **5** | **2** | **175** |

## RESTORATION ITEMS

| ROADWAY | STATION | TO | STATION | OFFSET | 625.0100 TOPSOIL SY | 625.0500 SALVAGED TOPSOIL SY | 627.0200 MULCHING SY | 629.0210 FERTILIZER TYPE B CWT | 630.0120 SEEDING MIXTURE NO. 20 LB | 630.0200 SEEDING TEMPORARY LB | 630.0500 SEED WATER MGAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **MAINLINE** | | | | | | | | | | | |
| IH 94 EB | | | | | | | | | | | |
| | 383EW+00 | - | 385EW+00 | RT | 930 | 930 | 930 | 1 | 42 | 25 | 21 |
| | 389EW+00 | - | 396EW+00 | RT | 4,700 | 4,700 | 4,700 | 3 | 212 | 127 | 105 |
| | 401EW+50 | - | 409EW+50 | RT | 5,110 | 5,110 | -- | 3 | 230 | 138 | 115 |
| **ACCESS PATHS** | | | | | | | | | | | |
| ACCESS PATH | | | | | | | | | | | |
| | 11UAP+00 | - | 36UAP+00 | RT/LT | 28,880 | 28,880 | 5,420 | 13 | 1,300 | 780 | 649 |
| SUBTOTAL | | | | | 39,620 | 39,620 | 11,050 | 20 | 1,784 | 1,070 | 890 |
| UNDISTRIBUTED | PROJECT | | | | 9,910 | 9,910 | 2,760 | 5 | 451 | 278 | 220 |
| **TOTALS** | | | | | **49,530** | **49,530** | **13,810** | **25** | **2,235** | **1,348** | **1,110** |

NOTES:
1. UP TO 2-INCHES OF SALVAGED TOPSOIL MAY BE USED TO RESTORE DISTURBED AREAS PROVIDED IT IS COVERED BY A MINIMUM 4-INCHES OF IMPORTED TOPSOIL. THE RESULTING TOTAL DEPTH OF TOPSOIL SHALL BE 6-INCHES TYPICAL. SEE CONSTRUCTION DETAIL TOPSOIL PLACEMENT.
2. RESTORATION AREAS INCLUDE BOTH AREAS WITHIN THE SLOPE INTERCEPTS AND AREAS OUTSIDE THE SLOPE INTERCEPTS WHERE TREES ARE TO BE CLEARED AND GRUBBED IN PREPARATION FOR FUTURE CONTRACTS.

## RIPRAP ITEMS

| ROADWAY | STATION | OFFSET | 606.0200 RIPRAP MEDIUM CY | 645.0120 GEOTEXTILE FABRIC TYPE HR SY |
|---|---|---|---|---|
| **ACCESS PATHS** | | | | |
| ACCESS PATH | | | | |
| | 13UAP+60 | 32' RT | 45 | 107 |
| **TOTALS** | | | **45** | **107** |

## MOBILIZATION EROSION CONTROL ITEMS

| LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|
| PROJECT | 7 | 5 |
| **TOTALS** | **7** | **5** |

## TRACKING PADS

| LOCATION | 628.7560 TRACKING PADS EACH |
|---|---|
| PROJECT | 2 |
| **TOTALS** | **2** |

CATEGORY 1000 UNLESS OTHERWISE NOTED

## MOBILIZATION

| LOCATION | 619.1000 MOBILIZATION EACH |
|---|---|
| PROJECT | 1 |
| **TOTAL** | **1** |

## DUST CONTROL SURFACE TREATMENT

| LOCATION | 623.0200 DUST CONTROL SURFACE TREATMENT SY |
|---|---|
| PROJECT | 4,700 |
| **TOTAL** | **4,700** |

## WATER

| LOCATION | 624.0100 WATER MGAL |
|---|---|
| PROJECT-BASE AGGREGATE | 4 |
| PROJECT-EXCAVATION | 7 |
| **TOTAL** | **11** |

## VIBRATION MONITORING OF ATC STRUCTURES

| LOCATION | SPV.0135.0302 VIBRATION MONITORING OF ATC STRUCTURES MON |
|---|---|
| PROJECT | 6 |
| **TOTAL** | **6** |

## SURVEY PROJECT

| LOCATION | SPV.0060.0132 SURVEY PROJECT 1060-27-76 EACH |
|---|---|
| PROJECT | 1 |
| **TOTAL** | **1** |

## PAVEMENT CLEANUP PROJECT 1060-27-76

| LOCATION | SPV.0075.0206 PAVEMENT CLEANUP PROJECT 1060-27-76 HOURS |
|---|---|
| PROJECT | 250 |
| **TOTAL** | **250** |

## FENCING ITEMS

| ROADWAY | STATION | TO | STATION | OFFSET | 616.0206 FENCE CHAIN LINK 6-FT LF | SPV.0090.0280 FENCE SAFETY LEFT IN PLACE LF |
|---|---|---|---|---|---|---|
| **MAINLINE** | | | | | | |
| IH 94 EB | | | | | | |
| | 389EW+30 | - | 395EW+71 | RT | 652 | -- |
| | 401EW+76 | - | 408EW+93 | RT | 758 | -- |
| **ACCESS PATHS** | | | | | | |
| ACCESS PATH | | | | | | |
| | 13UAP+03 | - | 13UAP+33 | LT | -- | 30 |
| | 28UAP+66 | - | 28UAP+87 | RT | -- | 30 |
| | 33UAP+63 | - | 33UAP+84 | RT | -- | 30 |
| **TOTALS** | | | | | **1,410** | **90** |

## EXCAVATION, HAULING AND DISPOSAL OF SITE GARBAGE

| ROADWAY | STATION | TO | STATION | OFFSET | SPV.0195.0400 EXCAVATION, HAULING AND DISPOSAL OF SITE GARBAGE TON |
|---|---|---|---|---|---|
| **ACCESS PATHS** | | | | | |
| ACCESS PATH | | | | | |
| | 11UAP+75 | - | 24UAP+75 | RT/LT | 1,750 |
| | 32UAP+85 | - | 35UAP+18 | RT/LT | 330 |
| BILLBOARD ACCESS PATH | | | | | |
| | 10BAP+00 | - | 12BAP+55 | RT/LT | 270 |
| TEMPORARY ACCESS PATH | | | | | |
| | 10TAP+00 | - | 11TAP+03 | RT/LT | 120 |
| **TOTAL** | | | | | **2,470** |

CATEGORY 1000 UNLESS OTHERWISE NOTED

3

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## CULVERT PIPE REMOVALS

| ROADWAY | STATION | OFFSET | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | NOTES |
|---|---|---|---|---|
| MAINLINE | | | | |
| ACCESS PATH | | | | |
| | 13UAP+59.65 | 7' LT | 1 | 15-INCH PLASTIC |
| SUBTOTAL | | | 1 | |
| TOTALS | | | 1 | |

## ADJUSTING MANHOLE COVERS

| LOCATION | STRUCTURE ID | STATION | OFFSET FT | EXISTING RIM ELEVATION | TO | PROPOSED RIM ELEVATION | 611.8110 ADJUSTING MANHOLE COVERS EACH |
|---|---|---|---|---|---|---|---|
| MAINLINE | | | | | | | |
| ACCESS PATH | | | | | | | |
| | E4101 | 35UAP+60.89 | 40' LT | 622.28 | | 622.28 | 1 |
| | E4102 | 35UAP+52.90 | 17' RT | 619.81 | | 619.81 | 1 |
| SUBTOTAL | | | | | | | 2 |
| TOTALS | | | | | | | 2 |

## RECONNECT STORM SEWER

| ROADWAY | STRUCTURE ID | STATION | OFFSET | SPV.0060.8002 RECONNECT STORM SEWER EACH |
|---|---|---|---|---|
| MAINLINE | | | | |
| ACCESS PATH | | | | |
| | 2000 | 13UAP+59.65 | 7' LT | 1 |
| SUBTOTAL | | | | 1 |
| TOTALS | | | | 1 |

CATEGORY 1000 UNLESS OTHERWISE NOTED

| STORM SEWER STRUCTURES | | | | | | | | | | STORM SEWER PIPES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADWAY | STRUCTURE NO. | STATION | OFFSET (FT) | LOCATION | RIM ELEV | STRUCTURE TYPE | INLET/MANHOLE COVERS TYPE | STRUCTURE DEPTH (FT) | STRUCTURE COMMENTS | FROM STR | TO STR | INLET ELEV | DISCH ELEV | SLOPE | PLAN LENGTH (FT) | PIPE CLASS | PIPE SIZE (INCH) | PIPE COMMENTS |
| ACCESS PATH | 2000 | 13UAP+59.65 | 6.92 | LT | 625.37 | MANHOLES 4-FT DIAMETER | J | 4.37 | --- | 2000 | 2005 | 621.00 | 620.67 | 1.00 % | 33 | IV | 15 | --- |
| ACCESS PATH | 2005 | 13UAP+59.65 | 25.82 | RT | 622.11 | AEW FOR CPRC 15-INCH | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |

| STORM SEWER SUMMARY TABLE - STRUCTURES | |
|---|---|
| 522.1015<br>AEW FOR CPRC 15-INCH<br>EA | 611.2004<br>MANHOLES 4-FT DIAMETER<br>EA |
| 1 | 1 |

| STORM SEWER SUMMARY TABLE - COVERS |
|---|
| 611.0530<br>MANHOLE COVERS TYPE J<br>EA |
| 1 |

| STORM SEWER SUMMARY TABLE - PIPES |
|---|
| 608.0415<br>SSPRC CLASS IV 15-INCH<br>LF |
| 33 |

CATEGORY 1000 UNLESS OTHERWISE NOTED

3

## TRAFFIC CONTROL ITEMS

| STAGE | LOCATION | STAGE DURATION DAYS | 643.0300 TRAFFIC CONTROL DRUMS EACH** | 643.0300 TRAFFIC CONTROL DRUMS DAY | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH** | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH** | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | 643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARD EACH** | 643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARD DAY | 643.0900 TRAFFIC CONTROL SIGNS EACH** | 643.0900 TRAFFIC CONTROL SIGNS DAY | 643.1222 TRAFFIC CONTROL CONNECTED WORK ZONE END LOCATION MARKER EACH** | 643.1222 TRAFFIC CONTROL CONNECTED WORK ZONE END LOCATION MARKER DAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | |
| | CANAL STREET | 183 | -- | -- | 2 | 366 | 4 | 732 | -- | -- | 9 | 1,647 | -- | -- |
| | IH 94 EASTBOUND | 14 | 60 | 840 | -- | -- | -- | -- | 1 | 14 | 15 | 210 | 1 | 14 |
| | TOTALS | | | 840 | | 366 | | 732 | | 14 | | 1,857 | | 14 |

** FOR INFORMATION PURPOSES ONLY

## TRAFFIC CONTROL FENCING ITEMS

| ROADWAY | 616.0700.S FENCE SAFETY LF |
|---|---|
| UNDISTRIBUTED | 2,500 |
| TOTAL | 2,500 |

3

## EMERGENCY PAVEMENT REPAIR ITEMS

| STAGE | LOCATION | 416.0610 DRILLED TIE BARS EACH | 416.0620 DRILLED DOWEL BARS EACH | 416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY | 690.0250 SAWING CONCRETE LF | SPV.0060.0556 EMERGENCY RESPONSE TO PAVEMENT REPAIR EACH |
|---|---|---|---|---|---|---|
| ALL | PROJECT 1060-27-76 | 40 | 20 | 70 | 125 | 1 |
| | TOTALS | 40 | 20 | 70 | 125 | 1 |

CATEGORY 1000 UNLESS OTHERWISE NOTED

3

## CITY OF MILWAUKEE - WATER

| CATEGORY | STAGE | ROADWAY | STATION | OFFSET | TO STATION | OFFSET | SPV.0060.5001 ADJUSTING WATER VALVE BOXES LF | SPV.0090.5001 DUCTLE IRON WATER MAIN 12-INCH LF |
|---|---|---|---|---|---|---|---|---|
| 7000 | | | | | | | | |
| | | | 102+75.70 | 3.0'RT | 103+60.31 | 4.8'RT | -- | 85 |
| | | | 103+60.31 | 7.8'RT | | | 1 | -- |
| | | | | UNDISTRIBUTED | | | -- | -- |
| | | | | | | TOTALS | 1 | 85 |

3

## MMSD MANHOLE ITEMS

| ROADWAY | MANHOLE | STATION | OFFSET | SPV.0060.5013 RECONSTRUCTING MMSD MANHOLE EACH | EXISTING ELEVATION | PROPOSED ELEVATION | ELEVATION DIFFERENCE |
|---|---|---|---|---|---|---|---|
| ACCESS PATH | | | | | | | |
| | MH 60120 | 12UAP+14 | 96.3' RT | 1 | 598.51' | 603.58' | 5.07' |
| | MH 60113 | 12UAP+79 | 81.2' RT | 1 | 598.03' | 609.02' | 10.99' |
| | MH 60112 | 15UAP+25 | 56.9' RT | 1 | 602.54' | 612.45' | 9.91' |
| | MH 60109 | 33UAP+62 | 5.1' RT | 1 | 625.99' | 624.27' | -1.72' |
| **TOTALS** | | | | **4** | | | |

## 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
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
OFF-PREMISE 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

## 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 |
| ELECTRIC TOWER | |

| | NON-COMPENSABLE | COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |

## 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 ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS RIGHTS | AR | OUTLOT | OL |
| ACRES | AC | PAGE | P |
| AHEAD | AH | POINT OF TANGENCY | PT |
| ALUMINUM | ALUM | PROPERTY LINE | PL |
| AND OTHERS | ET AL | RECORDED AS | (100') |
| BACK | BK | REEL / IMAGE | R/I |
| BLOCK | BLK | REFERENCE LINE | R/L |
| CENTERLINE | C/L | PERMANENT LIMITED EASEMENT | PLE |
| CERTIFIED SURVEY MAP | CSM | POINT OF BEGINNING | POB |
| CONCRETE | CONC | POINT OF CURVATURE | PC |
| COUNTY | CO | POINT OF COMPOUND CURVE | PCC |
| COUNTY TRUNK HIGHWAY | CTH | POINT OF INTERSECTION | PI |
| DISTANCE | DIST | REMAINING | REM |
| CORNER | COR | RESTRICTIVE DEVELOPMENT EASEMENT | RDE |
| DOCUMENT NUMBER | DOC | RIGHT | RT |
| EASEMENT | EASE | RIGHT OF WAY | R/W |
| EXISTING | EX | SECTION | SEC |
| GAS VALVE | GV | SEPTIC VENT | SEPV |
| GRID NORTH | GN | SQUARE FEET | SF |
| HIGHWAY EASEMENT | HE | STATE TRUNK HIGHWAY | STH |
| IDENTIFICATION | ID | STATION | STA |
| LAND CONTRACT | LC | TELEPHONE PEDESTAL | TP |
| LEFT | LT | TEMPORARY LIMITED EASEMENT | TLE |
| MONUMENT | MON | TRANSPORTATION PROJECT PLAT | TPP |
| NATIONAL GEODETIC SURVEY | NGS | UNITED STATES HIGHWAY | USH |
| NUMBER | NO | VOLUME | V |

## NOTES:

POSITIONS SHOWN ON THIS PLAT ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE COUNTY ZONE, NAD-83 (2007) ADJUSTMENT (IN US SURVEY FEET). COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4"X24" REBAR) AND WILL BE PLACED PRIOR TO COMPLETION OF THE PROJECT.

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".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

INFORMATION FOR BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON DETAIL SHEETS.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINE.

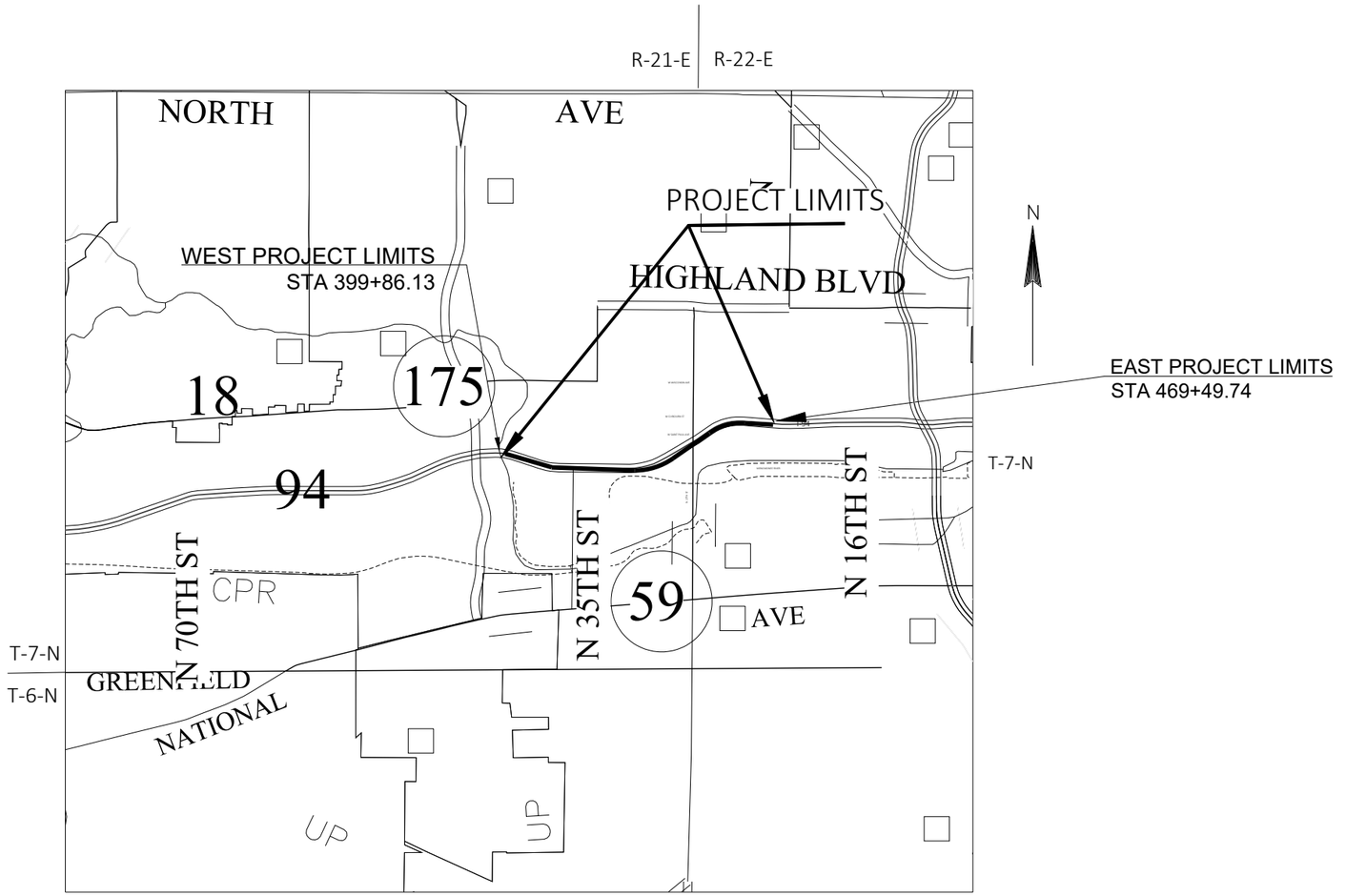
| R/W PROJECT NUMBER 1060-27-25 | SHEET NUMBER | TOTAL SHEETS |
|---|---|---|
| | 4.01 | - - |

PLAT OF RIGHT OF WAY REQUIRED FOR
# I-94 EAST - WEST FREEWAY

Menomonee River -16th ST.

IH-94 MILWAUKEE COUNTY

CONSTRUCTION PROJECT NUMBER 1060-27-72/76




LAYOUT
SCALE 0 500 1000 FT

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

REVISION DATE
12/11/2025
1/28/2026
06/15/2026
7/21/2026

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: 09/15/2025 (Signatur...

# SCHEDULE OF LANDS & INTERESTS REQUIRED

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| PARCEL NUMBER | SHEET NUMBER | *OWNER | INTEREST REQUIRED | R/W ACRE(S) REQUIRED (SQ FT) NEW | EXISTING | TOTAL | HE | PLE AREA (SQ FT) | TLE AREA (SQ FT) |
|---|---|---|---|---|---|---|---|---|---|
| 200 (3) | 4.04, 4.06, 4.08, 4.10 | WISCONSIN ELECTRIC POWER COMPANY | FEE, PLE, TLE | 449635 | | | | 98778 | 4705 |
| 201 (4) | 4.04, 4.05, 4.07, 4.09, 4.11 | SOO LINE RAILROAD | HE, PLE, TLE | | | | 151588 | 203390 | 34426 |
| 202 (4) | 4.08 | KLER'S 35TH ST | TLE | | | | | | 3741 |
| 203 | 4.08 | ROXANNE & DALE RICK | TLE | | | | | | 125 |
| 204 | 4.08 | MERRILL PARK LLC | TLE | | | | | | 150 |
| 205 | 4.08 | ZAEEM PROPERTIES LLC | TLE | | | | | | 150 |
| 206 | 4.10 | GUILLERMA ZAVALA | TLE | | | | | | 271 |
| 207 | 4.10 | ROBERT ULLRICH | TLE | | | | | | 27 |
| 208 | 4.10 | JEWELL INVESTMENT PROPERTIES LLC | TLE | | | | | | 414 |
| 209 (4) | | REMOVED | | | | | | | |
| 210 | 4.11 | ALMACEN DEVELOPMENT LLC | TLE | | | | | | 1777 |
| 212 (2) | 4.11 | ZHV LLC | PLE, TLE | | | | | 14779 | 71612 |
| 213 | 4.12 | DOMINIC M LODUCA | TLE | | | | | | 240 |
| 214 | 4.12 | CITY OF MILWAUKEE | TLE | | | | | | 360 |
| 215 | 4.12 | MARQUETTE UNIVERSITY | TLE | | | | | | 275 |
| 216 | 4.12 | CITY OF MILWAUKEE | FEE, TLE | 360 | | | | | 735 |
| 217 | 4.12 | CITY OF MILWAUKEE | TLE | | | | | | 150 |
| 218 | 4.12 | CITY OF MILWAUKEE | FEE | 3668 | | | | | |
| 219 | 4.12 | CLYBOURN HEIGHTS LLC | TLE | | | | | | 600 |
| 220 (2) | 4.12 | ELLER MEDIA | PLE, TLE | | | | | | 168 |
| 222 (2) | 4.07, 4.09 | CITY OF MILWAUKEE | HE | | | | 26212 | | 181847 |
| 223 | 4.13 | BRENNAN FAMILY LIMITED PARTNERSHIP | TLE | | | | | | 452 |

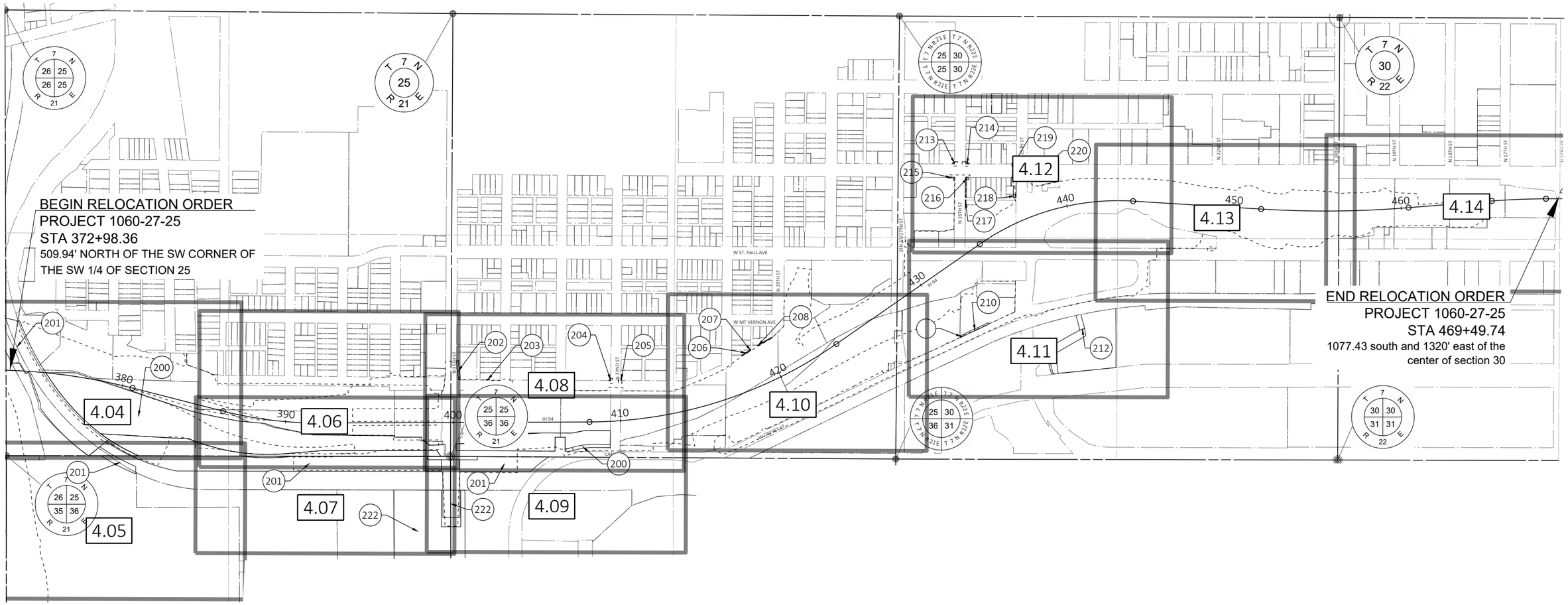
| PARCEL NUMBER | SHEET NUMBER | *OWNER | INTEREST REQUIRED |
|---|---|---|---|
| 500 (4) | 4.08, 4.11 | WE ENERGIES - ELECTRIC | RELEASE OF RIGHTS |
| 505 (2) | 4.04, 4.06, 4.08 | AMERICAN TRANSMISSION COMPANY (ATC) | RELEASE OF RIGHTS |
| 507 (2) | 4.11 | SPECTRUM - FIBER OPTIC | RELEASE OF RIGHTS |
| 510 | 4.10, 4.11 | AT&T WISCONSIN | RELEASE OF RIGHTS |
| 522 (2) | 4.08, 4.09, 4.10, 4.11 | CITY OF MILWAUKEE - WATER | RELEASE OF RIGHTS |
| 525 (4) | 4.05, 4.07, 4.09, 4.11 | CITY OF MILWAUKEE - COMBINED SEWER | RELEASE OF RIGHTS |
| 571 | 4.04, 4.05, 4.06, 4.07, 4.08, 4.09 | MILWAUKEE METROPOLITAN SEWER DISTRICT (MMSD) | RELEASE OF RIGHTS |
| UA 622 | 4.04, 4.07, 4.08, 4.09, 4.10, 4.11, 4.12, 4.13 | CITY OF MILWAUKEE - WATER | UTILITY AGREEMENT |
| UA 623 | 4.08, 4.10, 4.11, 4.12, 4.13 | CITY OF MILWAUKEE - COMLN | UTILITY AGREEMENT |
| UA 624 | 4.08, 4.10, 4.11, 4.12, 4.13 | CITY OF MILWAUKEE - CONDUIT | UTILITY AGREEMENT |
| UA 625 | 4.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, 4.12, 4.13 | CITY OF MILWAUKEE - COMBINED SEWER | UTILITY AGREEMENT |
| UA 671 | 4.11 | MILWAUKEE METROPOLITAN SEWER DISTRICT (MMSD) - SEWER | UTILITY AGREEMENT |

4

4

BEGIN RELOCATION ORDER
PROJECT 1060-27-25
STA 372+98.36
509.94' NORTH OF THE SW CORNER OF
THE SW 1/4 OF SECTION 25

END RELOCATION ORDER
PROJECT 1060-27-25
STA 469+49.74
1077.43 south and 1320' east of the
center of section 30




| | | | | | | |
|---|---|---|---|---|---|---|
| REVISION DATE<br>12/11/2025<br>1/28/2026<br>06/15/2026 | 7/21/2026 (N.C.) | DATE 09/15/2025<br>GRID FACTOR | SCALE, FEET<br>0 300 600 | HWY: IH 94<br>COUNTY: MILWAUKEE | STATE R/W PROJECT NUMBER 1060-27-25<br>CONSTRUCTION PROJECT NUMBER 1060-27-72/76 | PLAT SHEET 4.03<br>PS&E SHEET 59 | E |

FILE NAME : 10602725_SCHEDULE.DWG
LAYOUT NAME - 4.03

PLOT DATE : 7/21/2026 3:25 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

CONC. MON.
W/ BRASS CAP
Y = 299625.010
X = 590412.680

T 7 N
R 21 E
26 25
26 25

GN

WEST PROJECT LIMITS
PROJECT 1060-27-25
STA 399+86.13
Y=297163.192
X=593075.118

505 AMERICAN TRANSMISSION COMPANY - ELECTRIC
PARCEL 200 - DOC. 8013173
PARCEL 200 - DOC. 8013168

571 MILWAUKEE METROPOLITAN SEWAGE DEPARTMENT - SEWER
PARCEL 200 - DOC. 5694060
PARCEL 200 - DOC. 08810473
PARCEL 200 - DOC. 5678948
PARCEL 201 - DOC. 08776307
PARCEL 201 - DOC. 5694060

UA625 CITY OF MILWAUKEE - COMBINED SEWER

UA622 CITY OF MILWAUKEE - WATER

*ACCESS CONTROL PER PROJECT UI: 5725(1)

POSITIONS SHOWN ON THIS PLAT ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE COUNTY ZONE, NAD-83 (2007) ADJUSTMENT (IN US SURVEY FEET). COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

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TLE FOR CONSTRUCTION STAGING, ACCESS, SLOPES AND CONSTRUCTION OPERATIONS, UNLESS OTHERWISE NOTED.

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| 35TH ST | DOC 1874198 | 80' | 1931 |
| IH 94 | UI 5725 (1) / 1060-01-30 | VARIES | 1952 |
| IH 94 | STRUCTURE STIPULATION - UI 5725 (1) | VARIES | 1958 |
| IH 94 | UI 5725 (2) / 1060-01-35 | VARIES | 1970 |
| IH 94 | 1061-08-20/DOC. 6600018 | VARIES | 1991 |

HE844 HE822 HE845 HE846 HE881 HE847 HE848 HE849 HE850 HE851 HE823 HE852 HE853 HE824 HE855 HE854 PRW825 PRW864 PRW911

136.02' N77°59'48"W
105.06' S2°44'51"E
188.95' S58°00'41"E
N89°52'48"E 47.95'
N58°56'00"E 18.00'
S31°04'00"E 12.00'
ERW806 177.18' N89°32'20"W 376
FEE (379,836 SQ FT)
ERW807
735.86' N71°44'04"W
189.63' S18°57'20"E
24.00' N5°05'40"W
2659.88' N0°10'54"W
SECTION LINE (MON TO MON)
S89°54'25"E 2652.91'
SECTION LINE (MON TO MON) MATCH LINE 4.05
P.L. 492.36'
154.19' S50°48'30"W
S89°54'25"E 40.28'
611.19' S89°54'25"E
500.00' S86°36'49"E
575°42'48"E 384
65.30' N76°15'31"W
213.53' N78°44'32"W
155.62'
97.00' S74°40'18"E
ERW808
ERW809
MATCH LINE 4.06 Sta 386+43.92
PT 386+21.61
1/16 Line
386
382
380
378
376
37

EXISTING STRUCTURE B-40-049 STRUCTURE STIPULATION PROJECT: UI 5725(1)

PROPOSED HIGHWAY EASEMENT FOR EXPRESSWAY (127,400 SQ FT)

EXISTING STRUCTURE B-40-049 STRUCTURE STIPULATION PROJECT: UI 5725(1)

CITY OF MILWAUKEE

LICENSE FOR RIGHT OF WAY PARCEL 30 - UI5725(1)

CURVE 1
PI STA = 371+58.02
Y = 297603.110
X = 590254.593
DELTA = 30°28'31"
D = 1°38'40"
T = 949.04'
L = 1853.12'
R = 3484.00'
PC STA = 362+08.98
PT STA = 380+62.10

WEPCO RESERVATION DOC. 4367766

WEPCO RESERVATION DOC. 3619880

505 ATC BLANKET EASEMENT DOC. 8013173

SUBSTATION

R. N. KIMBAL SUBDIVISION
LOT 17

571 MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 08776307

DOC. 4229089 - MMSD MENOMONEE RIVER AGREEMENT

MENOMONEE RIVER

200 WISCONSIN ELECTRIC POWER COMPANY

571 MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 08810473

571 MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 08810473

505 ATC ACCESS EASEMENT DOC. 8013168

571 MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 5694060

WISDOT LANDS ACQUIRED DOC. 6600018

571 MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 5678948

201 SOO LINE RAILROAD

TLE FOR SLOPES AND ACCESS (29,709 SQ FT)

SLOPE INTERCEPT

PLE FOR GRADING, ACCESS, MAINTENANCE AND STORM SEWER (96,340 SQ FT)

IH 94

SW-SW

CONC. MON.
W/ BRASS CAP
Y = 296965.140
X = 590421.120

T 7 N
R 21 E
26 25
35 36

CONC. MON.
W/ BRASS CAP
Y = 296960.830
X = 593074.030

T 7 N
R 21 E
25 25
36 36

| Curve | CHORD DISTANCE | CHORD BEARING | RADIUS | CURVE LENGTH |
|---|---|---|---|---|
| C1 | 126.66 | N34° 44' 00"W | 1710.60 | 126.68 |
| C2 | 171.51 | N40° 20' 45"W | 1410.32 | 171.62 |
| C3 | 196.22 | N48° 19' 37"W | 1154.39 | 196.46 |
| C4 | 395.68 | S45° 01' 29"E | 1214.90 | 397.44 |
| C7 | 44.43 | N54° 18' 18"W | 1154.39 | 44.43 |
| C8 | 217.20 | N60° 48' 21"W | 1154.39 | 217.52 |
| C26 | 183.08 | N23° 35' 09"W | 1635.98 | 183.18 |
| C31 | 70.00 | S30° 04' 17"E | 2014.90 | 70.00 |
| C46 | 516.47 | S82° 45' 43"E | 1248.00 | 520.23 |
| C52 | 13.89 | S54° 43' 27"E | 1214.90 | 13.89 |
| C57 | 160.18 | N30° 01' 24"W | 1750.16 | 160.23 |

| POINT NAME | Y | X | STATION | OFFSET |
|---|---|---|---|---|
| 4.04 ERW806 | 297460.990 | 590655.794 | 375+35.08 | 1.08 |
| 4.04 ERW807 | 297459.564 | 590832.973 | 377+10.54 | 21.45 |
| 4.04 ERW808 | 297228.930 | 591531.757 | 384+43.06 | 47.44 |
| 4.04 ERW809 | 297213.419 | 591595.186 | 385+08.36 | 46.82 |
| 4.04 HE (NON MON)844 | 297795.748 | 590369.346 | 372+43.59 | 319.48 |
| 4.04 HE (NON MON)845 | 297690.808 | 590374.382 | 372+49.76 | 214.63 |
| 4.04 HE (NON MON)846 | 297646.481 | 590386.074 | 372+61.58 | 170.52 |
| 4.04 HE (NON MON)847 | 297515.506 | 590455.748 | 373+32.96 | 41.67 |
| 4.04 HE822 | 297767.460 | 590502.395 | 373+66.62 | 295.47 |
| 4.04 HE823 | 297356.903 | 590727.957 | 376+19.38 | 94.45 |
| 4.04 HE824 | 297226.186 | 590838.992 | 377+53.58 | 208.22 |
| 4.04 HE848 | 297515.606 | 590503.697 | 373+80.27 | 44.02 |
| 4.04 HE849 | 297455.028 | 590538.772 | 374+18.70 | 14.38 |
| 4.04 HE850 | 297464.316 | 590554.190 | 374+33.51 | 4.08 |
| 4.04 HE851 | 297454.038 | 590560.383 | 374+40.42 | 13.90 |
| 4.04 HE852 | 297275.890 | 590624.780 | 375+21.62 | 186.14 |
| 4.04 HE853 | 297252.025 | 590622.232 | 375+21.31 | 210.14 |
| 4.04 HE854 | 296972.361 | 590902.137 | 378+71.73 | 446.91 |
| 4.04 HE855 | 297069.799 | 591021.643 | 379+80.32 | 326.66 |
| 4.04 HE881 | 297599.675 | 590575.650 | 374+45.15 | 132.45 |
| 4.04 PLE856 | 296963.856 | 591211.251 | 381+97.88 | 383.41 |
| 4.04 PLE871 | 296963.922 | 591170.972 | 381+58.83 | 393.28 |
| 4.04 TLE857 | 296964.340 | 590913.476 | 378+86.30 | 452.56 |
| 4.04 TLE858 | 296964.223 | 590985.752 | 379+67.36 | 437.57 |

| REVISION DATE | | | |
|---|---|---|---|
| 12/11/2025 | 7/21/2026 (N.C.) | | |
| 1/28/2026 | | | |
| 06/15/2026 | | | |

DATE 09/15/2025
GRID FACTOR

SCALE, FEET 0 50 100

HWY: IH 94
COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25
CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.04
PS&E SHEET 60

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.04
PLOT DATE : 7/21/2026 3:26 PM
PLOT BY : PECK, MATTHEW
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75

4

4

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| 35TH ST | DOC 1874198 | 80' | 1931 |
| N. SELIG DR. | DOC. 10634172 | VARIES | 2016 |

POSITIONS SHOWN ON THIS PLAT ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE COUNTY ZONE, NAD-83 (2007) ADJUSTMENT (IN US SURVEY FEET). COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4"X24" REBAR) AND WILL BE PLACED PRIOR TO COMPLETION OF THE PROJECT.

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".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

TLE FOR CONSTRUCTION STAGING, ACCESS, SLOPES AND CONSTRUCTION OPERATIONS, UNLESS OTHERWISE NOTED.

571 MILWAUKEE METROPOLITAN SEWAGE DEPARTMENT - SEWER
**PARCEL 201 - DOC. NO. 5694060**
**PARCEL 201 - DOC. NO. 08776307**

525 CITY OF MILWAUKEE - COMBINED SEWER EASEMENT
**PARCEL 201 - DOC 531895**

4

4

T 7 N R 21 E: 26 | 25 / 35 | 36

CONC. MON.
W/ BRASS CAP
Y = 296965.140
X = 590421.120

T 7 N R 21 E: 25 | 25 / 36 | 36

CONC. MON.
W/ BRASS CAP
Y = 296960.830
X = 593074.030

1401.32'
2652.91' SECTION LINE (MON TO MON)

NW-NW

MATCH LINE 4.04 P.L.

185.22' S89°54'25"E

PLE871

C55

C56

TLE FOR SLOPES AND ACCESS (29,709 SQ FT)

S89°54'25"E 40.28'

TLE860

611.19' S89°54'25"E

P.L.

50'

30'

SLOPE INTERCEPT

201 SOO LINE RAILROAD

SLOPE INTERCEPT

PLE FOR GRADING, ACCESS, AND MAINTENANCE (147,685 SQ FT)

C66

90.00' N22°21'06"E

90.00'

TLE859

PRW861

1571.64' S89°54'25"E

20'

MMSD ACCESS EASEMENT

20'

571 MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 5694060 (35'), DOC. 08776307 (30')

525 CITY OF MILWAUKEE SEWER EASEMENT DOC. 531895

SECTION LINE MATCH LINE PROJECT 1060-27-23

MENOMONEE RIVER

CITY OF MILWAUKEE

*DOC. 10634172*
*ASSESSORS PLAT OF MILLER PARK*
*LOT12*

*CSM 8648*

*LOT1*

P.L.

N. SELIG DR.

MATCH LINE 4.07 Sta. 386+53.92 1/16 Line

GN

| Curve Table | | | | |
|---|---|---|---|---|
| Curve | CHORD DISTANCE | CHORD BEARING | RADIUS | CURVE LENGTH |
| C55 | 62.40 | N66° 16' 02"W | 1167.63 | 62.41 |
| C56 | 235.01 | N62° 26' 14"W | 1257.63 | 235.35 |
| C66 | 291.09 | S71° 53' 48"E | 1167.63 | 291.85 |

| POINT TABLE | | | | | |
|---|---|---|---|---|---|
| | POINT NAME | Y | X | STATION | OFFSET |
| | 4.05 PLE861 | 296873.469 | 591447.655 | 384+49.28 | 412.66 |
| | 4.05 TLE859 | 296855.481 | 591194.085 | 382+07.99 | 492.67 |
| | 4.05 TLE860 | 296938.808 | 591228.094 | 382+20.39 | 403.52 |

NOT MONUMENTED
Y = 294309.721
X = 590421.092

T 7 N R 21 E: 35 | 36

| REVISION DATE | | | |
|---|---|---|---|
| 12/11/2025 | 7/21/2026 (N.C.) | | |
| 1/28/2026 | | | |
| 06/15/2026 | | | |

DATE 09/15/2025

GRID FACTOR

SCALE, FEET: 0 50 100

HWY: IH 94

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25

CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.05

PS&E SHEET 61

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.05

PLOT DATE : 7/21/2026 3:26 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| 35TH ST | DOC 1874198 | 80' | 1931 |
| IH 94 | 1060-01-35 (UI 5725(2)) | VARIES | 1952 |
| IH 94 | UI 5725(4) | VARIES | 1957 |

*ACCESS CONTROL PER PROJECT: 1060-01-35 (UI 5725(2))

POSITIONS SHOWN ON THIS PLAT ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE COUNTY ZONE, NAD-83 (2007) ADJUSTMENT (IN US SURVEY FEET). COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4"X24" REBAR) AND WILL BE PLACED PRIOR TO COMPLETION OF THE PROJECT.

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FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

TLE FOR CONSTRUCTION STAGING, ACCESS, SLOPES AND CONSTRUCTION OPERATIONS, UNLESS OTHERWISE NOTED.

505 AMERICAN TRANSMISSION COMPANY - ELECTRIC
**PARCEL 200 - DOC. NO. 8013173**

571 MILWAUKEE METROPOLITAN SEWAGE DEPARTMENT - SEWER
**PARCEL 200 - DOC. NO. 5678948**
**PARCEL 200 - DOC. NO. 08810473**

UA625 CITY OF MILWAUKEE - COMBINED SEWER

CONC. MON.
W/ BRASS CAP
Y = 299603.478
X = 593088.238

T 7 N R 21 E 25

4

4

| POINT TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | STATION | OFFSET |
| 4.06 ERW810 | 297171.733 | 591804.607 | 387+20.00 | 37.69 |
| 4.06 ERW811 | 297157.325 | 591966.252 | 388+79.60 | 24.32 |
| 4.06 ERW812 | 297135.948 | 592029.887 | 389+44.48 | 37.79 |
| 4.06 ERW813 | 297089.097 | 592256.119 | 391+67.84 | 71.26 |
| 4.06 ERW814 | 297085.189 | 592741.694 | 396+52.41 | 76.75 |
| 4.06 ERW815 | 297076.368 | 592741.647 | 396+52.33 | 85.58 |
| 4.06 ERW816 | 297076.107 | 592902.648 | 398+13.33 | 86.44 |
| 4.06 ERW817 | 297056.104 | 592902.541 | 398+13.15 | 106.44 |
| 4.06 ERW818 | 297056.091 | 592913.540 | 398+24.15 | 106.50 |
| 4.06 ERW819 | 297027.443 | 592949.642 | 398+60.14 | 135.28 |
| 4.06 ERW820 | 297032.020 | 593041.412 | 399+51.93 | 131.04 |
| 4.06 ERW821 | 296960.884 | 593041.030 | 399+51.28 | 202.18 |
| 4.06 PRW (NON MON)867 | 296960.923 | 593016.913 | 399+27.17 | 202.05 |
| 4.06 PRW865 | 296995.564 | 592313.958 | 392+24.35 | 164.78 |
| 4.06 PRW866 | 296994.461 | 592993.430 | 399+03.81 | 168.42 |
| 4.06 PRW880 | 296976.796 | 592085.767 | 390+11.58 | 191.06 |

| Curve Table | | | | |
|---|---|---|---|---|
| Curve | CHORD DISTANCE | CHORD BEARING | RADIUS | CURVE LENGTH |
| C46 | 516.47 | S82° 45' 43"E | 1248.00 | 520.23 |

N 38th St. 60' | N 37th St. 60' | N 36th St. 60' | W Park Hill Ave | IH 94 | CONTINUATION OF PARK HILL | SECOND CONTINUATION OF PARK HILL | BLOCK 14 | BLOCK 7 | R. N. KIMBAL SUBDIVISION LOT 17 | RAPID TRANSIT LOTS | CITY OF MILWAUKEE | VACATED W STEVENSON ST.

CURVE 2
PI STA = 389+12.06
Y = 297159.163
X = 591997.959
DELTA = 14°30'04"
D = 2°30'35"
T = 290.45'
L = 577.81'
R = 2283.00'
PC STA = 386+21.61
PT STA = 391+99.42

CURVE 2 | PI STA 391+99.42 | 388 | 390 | 392 | 394 | N89°47'08"E | 396 | 398

57.91' | ERW810 | ERW811 | 162.29' N84°54'24"W | 67.13' N71°25'52"W | ERW812 | 231.03' N78°17'59"W | FEE (379,836 SQ FT) | ERW813 | 485.59' S89°32'20"E | ERW814 | 8.82' S0°18'21"W | ERW815 | 161.00' N89°54'25"W | ERW816 | 20.00' S0°18'29"W | 11.00' S89°55'25"E | ERW817 | ERW818 | 46.09' S51°34'06"E | ERW819 | ERW820 | 91.88' N87°08'42"E | 131.04 | ERW821 | 202.18' N0°18'29"E | 7.14' N0°18'29"E | 2642.69' N0°18'29"E

MATCH LINE 4.04 Sta.386+53.92 | MATCH LINE 4.08 Sta. 399+86.13

SECTION LINE (MON TO MON) | STA 399+86.13 - IH 94 (SECTION LINE) | EXISTING STRUCTURE B-40-015

505 ATC BLANKET EASEMENT DOC. 8013173

571 MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 5678948

571 MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 08810473

200 WISCONSIN ELECTRIC POWER COMPANY

SLOPE INTERCEPT | PRW865 | PRW866 | P-40-647 | PRW867 | PRW880 | C46 | 679.47' S89°54'25"E | 228.96' N85°17'54"E | 2652.91' SECTION LINE (MON TO MON) MATCH LINE 4.07 | 1805.66' S89°54'25"E | PLE FOR GRADING, ACCESS AND MAINTENANCE (96,340 SQ FT)

GN

CONC. MON.
W/ BRASS CAP
Y = 296965.140
X = 590421.120

T 7 N R 21 E 25 25 36 36

CONC. MON.
W/ BRASS CAP
Y = 296960.830
X = 593074.030

T 7 N R 21 E 25 25 36 36

| REVISION DATE | | | |
|---|---|---|---|
| 12/11/2025 | 7/21/2026 | | |
| 1/28/2026 | | | |
| 06/15/2026 (N.C.) | | | |

DATE 09/15/2025

GRID FACTOR

SCALE, FEET 0 50 100

HWY: IH 94

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25

CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.06

PS&E SHEET 62

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.06

PLOT DATE : 7/21/2026 3:27 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| 35TH ST | DOC 1874198 | 80' | 1931 |
| 35TH ST. | 2984-25-29 | VARIES | 2004 |
| W WHEELHOUSE RD | MENOMONEE VALLEY INDUSTRIL PARK | VARIES | 2004 |

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TLE FOR CONSTRUCTION STAGING, ACCESS, SLOPES AND CONSTRUCTION OPERATIONS, UNLESS OTHERWISE NOTED.

525 CITY OF MILWAUKEE - COMBINED SEWER EASEMENT
**PARCEL 201 - DOC 531895**

571 MILWAUKEE METROPOLITAN SEWAGE DEPARTMENT - SEWER
**PARCEL 201 - DOC. NO. 5694060**
**PARCEL 201 - DOC. NO. 08776307**

UA622 CITY OF MILWAUKEE - WATER

UA625 CITY OF MILWAUKEE - COMBINED SEWER

T 7 N R 21 E — 25 25 / 36 36

CONC. MON.
W/ BRASS CAP
Y = 296960.830
X = 593074.030

T 7 N R 21 E — 26 25 / 35 36

CONC. MON.
W/ BRASS CAP
Y = 296965.140
X = 590421.120

4

4

P.L. 1401.32' PRW862 317.98' S89°54'25"E C47 2652.91' SECTION LINE (MON TO MON) MATCH LINE 4.06 PRW863 683.61' N89°54'25"W P.L.

PLE FOR RETAINING WALL, FENCING, ACCESS (2,123 SQ FT)

PLE FOR RETAINING WALL, FENCING, ACCESS (5,850 SQ FT)

201 SOO LINE RAILROAD

PLE868 PLE869 201-1 201-2 201-3 SLOPE INTERCEPT 157.64' S89°54'25"E

PLE FOR GRADING, ACCESS, AND MAINTENANCE (147,685 SQ FT)

CITY OF MILWAUKEE SEWER EASEMENT DOC. 531895 525

MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER EASEMENT DOC. 5694060 (35'), DOC. 08776307 (30') 571

195.00' 55.00' HE878 PLE843 SLOPE INTERCEPT TLE835 P-40-847 (1/4 Line) N0°10'07"W 181.64

TLE FOR ROADWAY CONSTRUCTION, ACCESS AND STAGING (2,790 SQ FT)

TLE837 PROPOSED 115' HIGHWAY EASEMENT (HE) FOR VIDUCT 284.21' N89°51'53"W P.L. 25.00' N89°51'53"W 55.00' TLE836 HE842

CITY OF MILWAUKEE NE-NW

CITY OF MILWAUKEE EXISTING PLE FOR STORM WATER MANAGEMENT

CITY OF MILWAUKEE 222

PROPOSED 115' HIGHWAY EASEMENT (HE) FOR VIDUCT

218.40' N0°10'07"W 218.36' N0°10'07"W

Doc. 7113820 MMSD ACCESS EASEMENT

TLE FOR ROADWAY CONSTRUCTION, ACCESS AND STAGING (181,847 SQ FT)

HE875 N89°54'25"W SECTION LINE (MON TO MON) 2648.70'

MATCH LINE SHEET 4.09

MENOMONEE VALLEY INDUSTRIAL PARK
BLOCK 1
LOT 2

424.90' N0°15'20"W

TLE838 TLE839 (TO SEC LINE) 338.47' S89°51'53"E 423.47' N89°51'53"W

CONC. MON.
W/ BRASS CAP
Y = 294312.140
X = 593081.820

T 7 N R 21 E — 36

GN

CSM 7934

PARCEL 1

MATCH LINE 4.05 Sta. 386+53.92

1/16 Line

| Curve Table | | | | |
|---|---|---|---|---|
| Curve | CHORD DISTANCE | CHORD BEARING | RADIUS | CURVE LENGTH |
| C47 | 317.98 | N89° 54' 25"W | 1268.00 | 318.81 |

| POINT TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | STATION | OFFSET |
| 4.07 HE842 | 296759.321 | 593019.622 | 12+59.54 | 58.87 |
| 4.07 HE875 | 296540.919 | 593020.265 | 10+41.14 | 58.86 |
| 4.07 HE878 | 296960.919 | 593019.029 | 14+61.14 | 58.89 |
| 4.07 PLE805 | 296930.919 | 593019.118 | 399+29.26 | 232.06 |
| 4.07 PLE843 | 296870.916 | 593019.294 | 399+29.21 | 292.06 |
| 4.07 PLE868 | 296961.236 | 592824.028 | 397+34.28 | 201.01 |
| 4.07 PLE869 | 296931.236 | 592824.116 | 397+34.26 | 231.02 |
| 4.07 PRW (NON MON)862 | 296962.863 | 591822.440 | 387+74.52 | 239.20 |
| 4.07 PRW (NON MON)863 | 296962.347 | 592140.415 | 390+62.68 | 201.80 |
| 4.07 TLE835 | 296870.957 | 592994.295 | 399+04.21 | 291.93 |
| 4.07 TLE836 | 296759.380 | 592994.623 | 399+04.12 | 403.51 |
| 4.07 TLE837 | 296759.992 | 592735.408 | 396+44.91 | 401.93 |
| 4.07 TLE838 | 296269.100 | 592737.597 | 396+45.26 | 892.82 |
| 4.07 TLE839 | 296268.301 | 593076.067 | 399+83.73 | 894.89 |

| SIGN NUMBER | OWNER | PERMIT NO. |
|---|---|---|
| 201-1 | LAMAR | 17084 |
| 201-2 | CLEAR CHANNEL | 16211 |
| 201-3 | LAMAR | 17086 |

66' WEST WHEELHOUSE RD. 66'

| REVISION DATE | | | | |
|---|---|---|---|---|
| 12/11/2025 | 7/21/2026 (N.C.) | | | |
| 1/28/2026 | | | | |
| 06/15/2026 | | | | |

DATE 09/15/2025

GRID FACTOR

SCALE, FEET 0 50 100

HWY: IH 94

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25

CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.07

PS&E SHEET 63

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.07

PLOT DATE : 7/21/2026 3:27 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

UA625 CITY OF MILWAUKEE - COMBINED SEWER

UA624 CITY OF MILWAUKEE - CONDUIT

UA623 CITY OF MILWAUKEE - COMLN

UA622 CITY OF MILWAUKEE - WATER

500 WE ENERGIES - ELECTRIC
PARCEL 200 - DOC. NO. 3868379 (Existing right in right of way)
PARCEL 200 - DOC. NO. 3325932 (Existing right in right of way)
PARCEL 202 - DOC. NO. 5172953

505 AMERICAN TRANSMISSION COMPANY - ELECTRIC
PARCEL 200 - DOC. NO. 8013173

522 CITY OF MILWAUKEE- WATER
PARCEL 200 - DOC. NO. 1924872

571 MILWAUKEE METROPOLITAN SEWAGE DEPARTMENT - SEWER
PARCEL 200 - DOC. NO. 08810473

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| CANAL ST | CONTINUATION OF MERRILLS PARK | VARIES | 1887 |
| W PARK HILL AVE | CONTINUATION OF MERRILLS PARK | 60' | 1887 |
| N 31ST ST | CONTINUATION OF MERRILLS PARK | 60' | 1887 |
| N 32ND ST | CONTINUATION OF MERRILLS PARK | 60' | 1887 |
| N 33RD ST | CONTINUATION OF MERRILLS PARK | 60' | 1887 |
| S 34TH ST | CONTINUATION OF MERRILLS PARK | 60' | 1887 |
| S 35TH ST | DOC 1874198 | 80' | 1931 |
| IH 94 | T 5725(4) | VARIES | 1955 |
| IH 94 | 1060-01-35 / UI 5725(2) | VARIES | 1969 |
| CANAL ST. | 2984-25-29 | VARIES | 2004 |

POSITIONS SHOWN ON THIS PLAT ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE COUNTY ZONE, NAD-83 (2007) ADJUSTMENT (IN US SURVEY FEET). COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

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*ACCESS CONTROL PER PROJECT: 1060-01-35 (UI 5725(2))

CONC. MON.
W/ BRASS CAP
Y = 299603.478
X = 593088.238

T 7 N
25
R 21 E

GN

W Park Hill Ave

N 34th St. 60'

N 33rd St. 60'

N 32nd St. 60'

S 35th St.

CITY OF MILWAUKEE

IH 94

CONTINUATION OF MERRILS PARK

CANAL ST.

SECTION LINE (MON TO MON)

MATCH LINE 4.06 STA 399+86.13

MATCH LINE 4.10 Sta 413+19.70

1/16 line

SLOPE INTERCEPT

MATCH LINE SHEET 4.09

STA 399+88.34 - IH 94
STA 16+63.25 - 35TH ST

EXISTING STRUCTURE B-40-015

EXISTING STRUCTURE B-40-33

BLOCK 3

BLOCK 4

BLOCK 13

BLOCK 16

BLOCK 17

MERRILS PARK

ROXANNE & DALE RICK
TLE FOR SLOPES

FENCE EXCLUDED
FROM TLE

KLER'S 35TH ST
TLE FOR SLOPES

MERRILL PARK LLC
TLE FOR SLOPES

ZAEEM PROPERTIES LLC
TLE FOR SLOPES

CSM4001
DOC. 5465531

PARCEL 2

PARCEL 3

12' WEPCO POLE EASEMENT
DOC. 5172953

CITY OF MILWAUKEE EASEMENT
FOR VIADUCT DOC. 1901575

WISCONSIN
ELECTRIC POWER
COMPANY

MILWAUKEE METROPOLITAN
SEWERAGE DISTRICT - SEWER
EASEMENT DOC. 08810473

ATC BLANKET EASEMENT
DOC. 8013173

PLE FOR RETAINING WALL
AND MAINTENANCE (2,700 SQ FT)

TLE FOR ROADWAY CONSTRUCTION
(4,704 SQ FT)

EXISTING CITY OF MILWAUKEE
PUBLIC ENHANCEMENT
10.00' PLE DOC. 08965863

CITY OF MILWAUKEE
ROADWAY PLE DOC. 08965863

HIGHWAY EASEMENT
DOC. 3835450

FEE (21,053 SQ FT)

FEE (48,484 SQ FT)

WE ENERGIES - ELECTRIC DOC. 3868379

WE ENERGIES - ELECTRIC
DOC. 3325932

CURVE 3
PI STA = 416+24.59
Y = 297169.320
X = 594713.572
DELTA = 34°36'21"
D = 2°12'13"
T = 809.96'
L = 1570.37'
R = 2600.00'
PC STA = 408+14.64
PT STA = 423+85.00

Curve Table

| Curve | CHORD DISTANCE | CHORD BEARING | RADIUS | CURVE LENGTH |
|---|---|---|---|---|
| C48 | 155.23 | N81° 48' 57"E | 517.00 | 155.82 |

SECTION CORNER
EXHBIT - NOT TO SCALE

NORTHEAST CORNER
OF THE NORTHWEST 1/4
OF SECTION 36

3.89' 35TH ST ALI
STA 14+60.86 - 35TH ST

CONC. MON.
W/ BRASS CAP
Y = 296960.830
X = 593074.030

T 7 N
25 25
36 36
R 21 E

CONC. MON.
W/ BRASS CAP
Y = 296944.971
X = 595732.999

T 7 N
R 21 E
25
36

POINT TABLE

| POINT NAME | Y | X | STATION | OFFSET |
|---|---|---|---|---|
| 4.08 ERW779 | 297418.254 | 593121.491 | 400+33.45 | 254.89 |
| 4.08 ERW780 | 297523.321 | 593110.055 | 400+22.41 | 360.00 |
| 4.08 ERW786 | 297417.629 | 593230.309 | 401+42.27 | 253.85 |
| 4.08 ERW791 | 297412.313 | 594031.111 | 409+56.30 | 242.04 |
| 4.08 ERW792 | 297411.810 | 594091.109 | 410+22.18 | 237.29 |
| 4.08 ERW826 | 296995.633 | 593107.218 | 400+17.60 | 167.68 |
| 4.08 ERW827 | 297035.312 | 593107.431 | 400+17.96 | 128.00 |
| 4.08 ERW828 | 297041.323 | 593227.972 | 401+38.52 | 122.44 |
| 4.08 ERW829 | 297069.693 | 593348.214 | 402+58.87 | 94.52 |
| 4.08 ERW830 | 297082.942 | 593348.325 | 402+59.03 | 81.27 |
| 4.08 ERW831 | 297100.437 | 593610.480 | 405+21.25 | 64.76 |
| 4.08 ERW832 | 297099.354 | 593798.978 | 407+09.74 | 66.54 |
| 4.08 ERW833 | 297113.928 | 593873.103 | 407+83.92 | 52.25 |
| 4.08 ERW834 | 297113.035 | 594028.601 | 409+36.80 | 56.65 |
| 4.08 ERW890 | 296992.111 | 593697.576 | 406+07.94 | 173.41 |
| 4.08 ERW891 | 297074.932 | 593698.270 | 406+08.94 | 90.59 |
| 4.08 ERW892 | 297074.587 | 593758.269 | 406+68.94 | 91.16 |
| 4.08 PLE884 | 297008.590 | 593757.716 | 406+68.14 | 157.15 |
| 4.08 PLE885 | 297040.038 | 594027.989 | 409+32.69 | 129.53 |
| 4.08 PRW882 | 297018.589 | 593757.800 | 406+68.26 | 147.15 |
| 4.08 PRW883 | 297050.037 | 594028.073 | 409+33.24 | 119.55 |
| 4.08 TLE734 | 297427.698 | 593218.363 | 401+30.36 | 263.97 |
| 4.08 TLE735 | 297492.697 | 593218.712 | 401+30.95 | 328.97 |
| 4.08 TLE781 | 297583.177 | 593110.178 | 400+22.76 | 419.85 |
| 4.08 TLE782 | 297583.251 | 593122.378 | 400+34.96 | 419.88 |
| 4.08 TLE783 | 297523.940 | 593122.059 | 400+34.42 | 360.57 |
| 4.08 TLE784 | 297428.191 | 593132.480 | 400+44.48 | 264.78 |
| 4.08 TLE785 | 297492.628 | 593230.712 | 401+42.95 | 328.85 |
| 4.08 TLE787 | 297417.308 | 593286.128 | 401+98.09 | 253.33 |
| 4.08 TLE788 | 297422.308 | 593286.143 | 401+98.12 | 258.33 |
| 4.08 TLE789 | 297422.164 | 593311.143 | 402+23.12 | 258.09 |
| 4.08 TLE790 | 297417.164 | 593311.128 | 402+23.09 | 253.09 |
| 4.08 TLE793 | 297412.438 | 594016.111 | 409+39.79 | 243.00 |
| 4.08 TLE794 | 297417.438 | 594016.153 | 409+40.12 | 247.99 |
| 4.08 TLE795 | 297417.354 | 594026.153 | 409+51.15 | 247.36 |
| 4.08 TLE796 | 297432.354 | 594026.279 | 409+52.23 | 262.33 |
| 4.08 TLE797 | 297432.312 | 594031.278 | 409+57.78 | 262.00 |
| 4.08 TLE798 | 297426.809 | 594091.234 | 410+23.71 | 252.23 |
| 4.08 TLE799 | 297426.767 | 594096.234 | 410+29.22 | 251.76 |
| 4.08 TLE800 | 297416.774 | 594096.150 | 410+28.18 | 241.81 |
| 4.08 TLE801 | 297416.669 | 594111.150 | 410+44.64 | 240.37 |
| 4.08 TLE802 | 297411.669 | 594111.108 | 410+44.08 | 235.40 |
| 4.08 TLE886 | 296991.752 | 593757.575 | 406+67.94 | 173.99 |
| 4.08 TLE887 | 296991.561 | 593789.698 | 407+00.06 | 174.30 |
| 4.08 TLE888 | 297013.658 | 593943.345 | 408+51.61 | 153.06 |
| 4.08 TLE889 | 297012.891 | 594027.761 | 409+31.22 | 156.63 |

| REVISION DATE | | | | |
|---|---|---|---|---|
| 12/11/2025 | 7/21/2026 (N.C.) | | | |
| 1/28/2026 | | | | |
| 06/15/2026 | | | | |

DATE 09/15/2025

GRID FACTOR

SCALE, FEET 0 50 100

HWY: IH 94

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25

CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.08

PS&E SHEET 64

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.08

PLOT DATE : 7/21/2026 3:27 PM

PLOT BY : PECK, MATTHEW

PLOT NAME :

PLOT SCALE :

WISDOT/CADDS SHEET 75

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| 35TH ST | DOC 1874198 | 80' | 1931 |
| CANAL ST. | 2984-25-29 | VARIES | 2004 |

POSITIONS SHOWN ON THIS PLAT ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE COUNTY ZONE, NAD-83 (2007) ADJUSTMENT (IN US SURVEY FEET). COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4"X24" REBAR) AND WILL BE PLACED PRIOR TO COMPLETION OF THE PROJECT.

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".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

TLE FOR CONSTRUCTION STAGING, ACCESS, SLOPES AND CONSTRUCTION OPERATIONS, UNLESS OTHERWISE NOTED.

522 CITY OF MILWAUKEE- WATER
**PARCEL 201 - DOC. NO. 09082228**

571 MILWAUKEE METROPOLITAN SEWAGE DEPARTMENT - SEWER
**PARCEL 201 - DOC. NO. 5694060**
**PARCEL 201 - DOC. NO. 08776307**

525 CITY OF MILWAUKEE - COMBINED SEWER EASEMENT
**PARCEL 201 - DOC 531895**

UA625 CITY OF MILWAUKEE - COMBINED SEWER

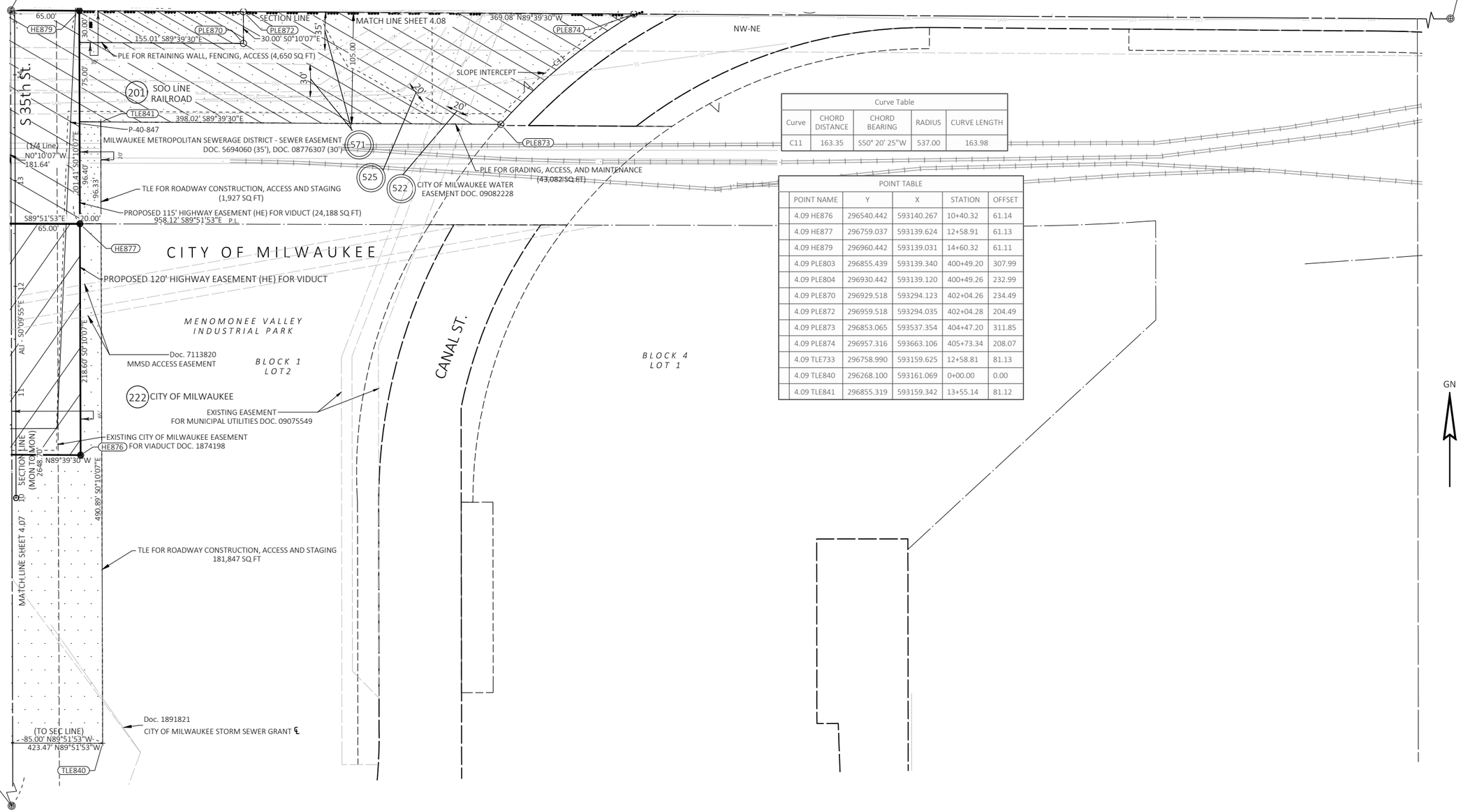
UA622 CITY OF MILWAUKEE - WATER

T 7 N R 21 E
25 25
36 36

CONC. MON.
W/ BRASS CAP
Y = 296960.830
X = 593074.030

CONC. MON.
W/ BRASS CAP
Y = 296944.971
X = 595732.999

T 7 N R 21 E
25
36




| Curve Table | | | | |
|---|---|---|---|---|
| Curve | CHORD DISTANCE | CHORD BEARING | RADIUS | CURVE LENGTH |
| C11 | 163.35 | S50° 20' 25"W | 537.00 | 163.98 |

| POINT TABLE | | | | | |
|---|---|---|---|---|---|
| | POINT NAME | Y | X | STATION | OFFSET |
| | 4.09 HE876 | 296540.442 | 593140.267 | 10+40.32 | 61.14 |
| | 4.09 HE877 | 296759.037 | 593139.624 | 12+58.91 | 61.13 |
| | 4.09 HE879 | 296960.442 | 593139.031 | 14+60.32 | 61.11 |
| | 4.09 PLE803 | 296855.439 | 593139.340 | 400+49.20 | 307.99 |
| | 4.09 PLE804 | 296930.442 | 593139.120 | 400+49.26 | 232.99 |
| | 4.09 PLE870 | 296929.518 | 593294.123 | 402+04.26 | 234.49 |
| | 4.09 PLE872 | 296959.518 | 593294.035 | 402+04.28 | 204.49 |
| | 4.09 PLE873 | 296853.065 | 593537.354 | 404+47.20 | 311.85 |
| | 4.09 PLE874 | 296957.316 | 593663.106 | 405+73.34 | 208.07 |
| | 4.09 TLE733 | 296758.990 | 593159.625 | 12+58.81 | 81.13 |
| | 4.09 TLE840 | 296268.100 | 593161.069 | 0+00.00 | 0.00 |
| | 4.09 TLE841 | 296855.319 | 593159.342 | 13+55.14 | 81.12 |

GN

T 7 N R 21 E
36

CONC. MON.
W/ BRASS CAP
Y = 294312.140
X = 583081.820

| REVISION DATE | | | | |
|---|---|---|---|---|
| 12/11/2025 | 7/21/2026 (N.C.) | | | |
| 1/28/2026 | | | | |
| 06/15/2026 | | | | |

DATE 09/15/2025

GRID FACTOR

SCALE, FEET
0 50 100

HWY: IH 94
COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25
CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.09
PS&E SHEET 65

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.09

PLOT DATE : 7/21/2026 3:27 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| 30TH ST. | PALMER AND CO'S ADDITION | VARIES | 1857 |
| W. GREVES ST. | PALMER AND CO'S ADDITION NO 2 | VARIES | 1857 |
| 27TH ST. | RE SUB OF PALMER AND CO'S ADDITION NO. 2 BLOCK 12 | 70' | 1884 |
| CANAL ST. | CONTINUATION OF MERRILLS PARK | VARIES | 1887 |
| N. 32ND ST. | CONTINUATION OF MERRILLS PARK | 60' | 1887 |
| IH 94 | 1060-01-35 / UI 5725(2) | VARIES | 1969 |
| IH 94 | T 5725(4) | VARIES | 1955 |
| N. 27TH ST. | 2265-02-21 | 120' | 1978 |
| CANAL ST. | 2984-25-29 | VARIES | 2004 |
| IH 94 | 1060-37-20 | VARIES | 2009 |
| IH 94 | 1060-27-21 | VARIES | 2022 |
| IH 94 | 1060-27-24 | VARIES | 2024 |

POSITIONS SHOWN ON THIS PLAT ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, MILWAUKEE COUNTY ZONE, NAD-83 (2007) ADJUSTMENT (IN US SURVEY FEET). COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4"X24" REBAR) AND WILL BE PLACED PRIOR TO COMPLETION OF THE PROJECT.

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".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

510 AT&T WISCONSIN
**PARCEL 206 - DOC. NO. 3810782**

UA625 CITY OF MILWAUKEE - COMBINED SEWER

UA624 CITY OF MILWAUKEE - CONDUIT

UA623 CITY OF MILWAUKEE - COMLN

UA622 CITY OF MILWAUKEE - WATER

*ACCESS CONTROL PER PROJECT: 1060-01-35 (UI 5725(2))

CONC. MON.
W/ BRASS CAP
Y = 299588.158
X = 595755.163

T7N R21E 25 25

1765.07'

878.21'

CONTINUATION OF MERRILLS PARK

PALMER AND CO'S ADDITION NO. 2

BLOCK 14

BLOCK 15

POOL

ROBERT ULLRICH
TLE FOR SLOPES
207

JEWELL INVESTMENT
PROPERTIES LLC
TLE FOR SLOPES
208

GUILLERMA ZAVALA
TLE FOR SLOPES
206

AT&T WISCONSIN BLANKET
EASEMENT DOC. 3810782
510

SLOPE INTERCEPT

IP 1486
IP 1485
IP 1484

113.00' S89°40'15"E
113.00' N89°40'15"W
138.98' S0°28'50"W
64.26' S0°28'50"W
103.62' N61°00'27"E
N89°40'15"W
S59°24'19"W 58.38'
S63°47'38"W 33.58'
556°41'09"W 54.15'
N89°40'15"W 10.21'

TLE775 9.02'
TLE776 10.86'
TLE777
TLE778 5.74'
ERW770
ERW771 6.02' 9.02'
ERW772
ERW773
ERW774
54.15'

N 30th St.
60'

N 31st St.
60'

W Park Hill Ave

MATCH LINE 4.08 Sta. 413+19.70

1/16 Line

IH 94

STATE R/W ACQUIRED
PROJECT 1060-27-21
Doc. 11536719

CITY OF MILWAUKEE

N 27th St
S0°28'49"W

STATE R/W ACQUIRED
PROJECT 1060-27-21
Doc. 11488554

WISDOT LANDS
ACQUIRED PROJECT
1060-37-20
DOC. 10144970

SE-SE

CURVE 4
PI STA = 416+24.59
Y = 297169.320
X = 594713.572
DELTA = 34°36'21"
D = 2°12'13"
T = 809.96'
L = 1570.37'
R = 2600.00'
PC STA = 408+14.64
PT STA = 423+85.00

PT 423+85.00

N55°10'47"E

WisDOT to ATC Transmission
Line, Substation and Access
Easement
DOC. 11533223

WISDOT ROADWAY PLE ACQUIRED
PROJECT 1060-27-24
Doc. 11536719

STATE R/W ACQUIRED
PROJECT 1060-27-24
Doc. 11536719

W. Greves St.
40'
95'

SOO LINE RAILROAD

35'

2659.02' S89°39'30"E SECTION LINE (MON TO MON)

2643.28'

SECTION LINE
(MON TO MON)

MATCH LINE 4.11

CANAL ST.

GN

| POINT TABLE | | | | | |
|---|---|---|---|---|---|
| | POINT NAME | Y | X | STATION | OFFSET |
| | 4.10 ERW770 | 297563.294 | 594821.151 | 418+40.75 | 209.83 |
| | 4.10 ERW771 | 297593.034 | 594866.403 | 418+98.90 | 219.09 |
| | 4.10 ERW772 | 297622.764 | 594913.654 | 419+59.45 | 226.28 |
| | 4.10 ERW773 | 297667.303 | 594994.030 | 420+60.10 | 230.20 |
| | 4.10 ERW774 | 297652.475 | 594963.905 | 420+23.26 | 230.81 |
| | 4.10 TLE775 | 297563.346 | 594812.127 | 418+31.71 | 213.36 |
| | 4.10 TLE776 | 297599.051 | 594866.453 | 419+01.64 | 224.56 |
| | 4.10 TLE777 | 297622.822 | 594903.444 | 419+49.36 | 230.70 |
| | 4.10 TLE778 | 297673.046 | 594994.078 | 420+63.08 | 235.26 |

CONC. MON.
W/ BRASS CAP
Y = 296960.830
X = 593074.030

T7N R21E 25 25 36 36

CONC. MON.
W/ BRASS CAP
Y = 296944.971
X = 595732.999

T7N R21E 25 36

| REVISION DATE | | | | |
|---|---|---|---|---|
| 12/11/2025 | 7/21/2026 (N.C.) | | | |
| 1/28/2026 | | | | |
| 06/15/2026 (N.C.) | | | | |

DATE 09/15/2025

GRID FACTOR

SCALE, FEET 0 50 100

HWY: IH 94

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25

CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.10

PS&E SHEET 66

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.10

PLOT DATE : 7/21/2026 3:27 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

4

4

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| ST PAUL AVE | CENTAL LAND COMPANY SUBDIVISION NO. 1 | 40' | 1884 |
| IH 94 | T 5725(4) | VARIES | 1955 |
| 25TH ST | DOC. 4392551 | VARIES | 1968 |
| IH 94 | 1060-01-35 / UI 5725(2) | VARIES | 1969 |
| 27TH ST | 2265-02-21 | 120' | 1978 |
| 25TH ST | DOC. 5220165 | VARIES | 1978 |
| GREVES ST | DOC. 5220165 | VARIES | 1978 |
| IH 94 | 1060-27-20 | VARIES | 2014 |
| IH 94 | 1060-27-21 | VARIES | 2022 |
| W MOUNT VERNON AVE | CSM 8264 | VARIES | 2022 |

*ACCESS CONTROL PER PROJECT: 1060-01-35 (UI 5725(2))

500 WE ENERGIES - ELECTRIC
PARCEL 212 - DOC. NO. 09962540
PARCEL 212 - DOC. NO. 4296222
PARCEL 212 - DOC. NO. 4749153
PARCEL 200 - DOC. NO. 4296222 (Existing right in right of way)
PARCEL 210 - DOC. NO. 3718118
PARCEL 210 - DOC. NO. 3055934
PARCEL 210 - DOC. NO. 3755666

507 SPECTRUM - FIBER OPTIC
PARCEL 212 - DOC. NO. 09962540

522 CITY OF MILWAUKEE - WATER
PARCEL 212 - DOC. NO. 10171517

510 AT&T WISCONSIN
PARCEL 212 - DOC. NO. 09951137
PARCEL 212 - DOC. NO. 09962540

525 CITY OF MILWAUKEE - COMBINED SEWER EASEMENT
PARCEL 210 - DOC. NO. 1406374

UA622 CITY OF MILWAUKEE - WATER
UA624 CITY OF MILWAUKEE - CONDUIT
UA671 MMSD - SEWER
UA625 CITY OF MILWAUKEE - COMBINED SEWER
UA623 CITY OF MILWAUKEE - COMLN

CONC. MON.
W/ BRASS CAP
Y = 299588.158
X = 595755.163

CONC. MON.
W/ BRASS CAP
Y = 296944.971
X = 595732.999

GN

IH 94

N 27th St

N 25th St.

W. GREVES ST.

W MOUNT VERNON AVE

SOO LINE RAILROAD

MENOMONEE RIVER

CITY OF MILWAUKEE

ALMACEN DEVELOPMENT LLC
TLE FOR SLOPES (1,777 SQ FT)
UNPLATTED

ZHV LLC
LOT 1

212 ZHV LLC
LOT 2
CSM 8264

CURVE 6
PI STA = 25+12.49
Y = 298087.408
X = 596473.902
DELTA = 22°55'32"
D = 3°48'16"
T = 305.38'
L = 602.59'
R = 1506.00'
PC STA = 22+07.11
PT STA = 28+09.70

CURVE 7
PI STA = 25+12.49
Y = 298087.408
X = 596473.902
DELTA = 22°55'32"
D = 3°48'16"
T = 305.38'
L = 602.59'
R = 1506.00'
PC STA = 22+07.11
PT STA = 28+09.70

CURVE 8
PI STA = 29+12.90
Y = 298169.578
X = 596874.138
DELTA = 11°47'04"
D = 5°43'46"
T = 103.20'
L = 205.68'
R = 1000.00'
PC STA = 28+09.70
PT STA = 30+15.38

MATCH LINE 4.12
MATCH LINE 4.10
MATCH LINE 4.13 Sta. 443+05.54 1/16 Line

EXISTING STRUCTURE B-40-57
EXISTING TLE AND PLE PER PROJECT 1060-27-24 DOC. 11507640
STATE R/W ACQUIRED SPECIAL WARRANTY DEED DOC. 11507640
STATE R/W ACQUIRED WARRANTY DEED DOC. 11435290
SLOPE INTERCEPT
WISDOT LANDS ACQUIRED PROJECT 1060-27-21 Doc. 11488549
120' AIR RIGHTS EASEMENT Doc. 5367044 PROJECT 2265-02-21
STATE R/W ACQUIRED PROJECT 1060-27-21 Doc. 11488554
WE ENERGIES - BLANKET EASEMENT DOC. 3055934 & DOC. 3755666
WE ENERGIES - POLE EASEMENT DOC. 3718117 & DOC. 3718118
BUILDING EXCLUDED FROM TLE SW-SW
AT&T, SPECTRUM, WEPCO 12' UTILITY EASEMENT DOC. 09962540
TLE FOR STORM SEWER CONSTRUCTION (3,514 SQ FT)
PLE FOR STORM SEWER AND MAINTENANCE (10,598 SQ FT)
PUMP FACILITIES EXCLUDED FROM TLE
TLE FOR STORM SEWER CONSTRUCTION (20,778 SQ FT)
CITY OF MILWAUKEE WATER EASEMENT DOC. 1071517
CITY OF MILWAUKEE ROADWAY PLE
AT&T - 8' UNDERGROUND UTILITY MAINTENANCE EASEMENT DOC. 09951137
TLE FOR STORM SEWER CONSTRUCTION (46,055 SQ FT)
WE ENERGIES - POLE EASEMENT DOC. 4749153
STRUCTURE EXCLUDED FROM TLE
SEAWALL EXCLUDED FROM TLE
WE ENERGIES - ELECTRIC DOC. 4296222
WE ENERGIES - ELECTRIC DOC. 4296222 (Right in Existing right of way)
PLE FOR STORM SEWER AND MAINTENANCE (4,181 SQ FT)
TLE FOR STORM SEWER CONSTRUCTION (1,265 SQ FT)
BROADWAY EASEMENT
SECTION LINE (MON TO MON)

| POINT TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | STATION | OFFSET |
| 4.11 PLE900 | 297443.885 | 596592.838 | 432+74.60 | 847.66 |
| 4.11 PLE901 | 297447.278 | 596622.646 | 433+01.01 | 861.90 |
| 4.11 PLE905 | 297787.223 | 596867.691 | 439+41.22 | 674.78 |
| 4.11 PLE906 | 297653.996 | 596597.348 | 433+98.28 | 677.75 |
| 4.11 PLE907 | 297573.679 | 596594.715 | 433+50.25 | 742.18 |
| 4.11 PLE908 | 297595.142 | 596625.435 | 433+87.73 | 742.10 |
| 4.11 PLE909 | 297661.935 | 596627.624 | 434+27.67 | 688.52 |
| 4.11 PLE910 | 297767.074 | 596901.849 | 439+95.72 | 702.31 |
| 4.11 PLE913 | 297696.616 | 596598.745 | 434+23.76 | 643.56 |
| 4.11 PLE914 | 297674.831 | 596628.047 | 434+41.40 | 678.14 |
| 4.11 PLE925 | 297460.073 | 596590.991 | 432+82.33 | 833.32 |
| 4.11 PLE926 | 297461.289 | 596621.047 | 433+07.70 | 849.48 |
| 4.11 TLE763 | 297669.729 | 596119.587 | 430+15.05 | 392.03 |
| 4.11 TLE764 | 297676.819 | 596119.634 | 430+19.13 | 386.24 |
| 4.11 TLE765 | 297680.815 | 596119.661 | 430+21.44 | 382.97 |
| 4.11 TLE766 | 297758.770 | 596285.429 | 432+02.04 | 413.63 |
| 4.11 TLE767 | 297747.887 | 596285.738 | 431+96.07 | 422.74 |
| 4.11 TLE769 | 297679.768 | 596125.917 | 430+25.97 | 387.40 |
| 4.11 TLE893 | 297810.364 | 596853.317 | 439+26.49 | 648.73 |
| 4.11 TLE894 | 297844.928 | 597056.270 | 442+99.05 | 641.65 |
| 4.11 TLE895 | 297818.233 | 596892.542 | 439+99.07 | 650.35 |
| 4.11 TLE896 | 297793.939 | 596856.305 | 439+23.92 | 665.37 |
| 4.11 TLE897 | 297651.944 | 596587.275 | 433+88.84 | 673.68 |
| 4.11 TLE898 | 297565.444 | 596584.440 | 433+37.12 | 743.08 |
| 4.11 TLE899 | 297442.755 | 596582.902 | 432+65.80 | 842.92 |

| POINT TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | STATION | OFFSET |
| 4.11 TLE902 | 297488.637 | 596986.079 | 440+68.14 | 991.75 |
| 4.11 TLE903 | 297548.358 | 596633.906 | 433+67.97 | 785.35 |
| 4.11 TLE904 | 297711.810 | 597055.681 | 442+96.14 | 774.76 |
| 4.11 TLE912 | 297703.878 | 596588.978 | 434+19.89 | 632.02 |
| 4.11 TLE915 | 297712.036 | 596951.905 | 440+74.68 | 765.77 |
| 4.11 TLE916 | 297727.861 | 596918.270 | 440+11.49 | 744.09 |
| 4.11 TLE917 | 297734.566 | 596814.378 | 438+13.81 | 709.55 |
| 4.11 TLE918 | 297675.675 | 596661.906 | 434+96.26 | 695.99 |
| 4.11 TLE919 | 297601.338 | 596635.643 | 433+99.65 | 742.85 |
| 4.11 TLE920 | 297588.879 | 596888.358 | 438+66.53 | 871.21 |
| 4.11 TLE921 | 297680.794 | 596896.308 | 439+43.50 | 784.98 |
| 4.11 TLE922 | 297668.700 | 596925.731 | 440+00.88 | 803.52 |
| 4.11 TLE923 | 297653.805 | 596986.438 | 441+32.65 | 828.28 |
| 4.11 TLE924 | 297459.668 | 596580.972 | 432+73.87 | 827.93 |

| Curve Table | | | | |
|---|---|---|---|---|
| Curve | CHORD DISTANCE | CHORD BEARING | RADIUS | CURVE LENGTH |
| C25 | 312.39 | N75° 05' 17"E | 2830.93 | 312.55 |
| C49 | 31.30 | S75° 18' 25"W | 273.67 | 31.32 |
| C50 | 37.47 | N55° 03' 31"E | 384.31 | 37.49 |
| C64 | 30.00 | S78° 45' 25"W | 2830.93 | 30.00 |
| C65 | 10.00 | S78° 21' 08"W | 2830.93 | 10.00 |
| C70 | 11.94 | S58° 44' 37"W | 384.31 | 11.94 |
| C75 | 62.51 | N76° 12' 51"W | 210.00 | 62.74 |
| C76 | 36.93 | N68° 09' 34"E | 273.67 | 36.96 |
| C77 | 163.45 | N68° 52' 53"E | 2058.14 | 163.49 |
| C78 | 104.11 | S86° 18' 28"E | 142.00 | 106.59 |
| C83 | 165.89 | S80° 44' 23"W | 2830.93 | 165.91 |
| C84 | 13.17 | N51° 17' 22"E | 391.20 | 13.17 |

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| REVISION DATE | | | |
|---|---|---|---|
| 12/11/2025 | 7/21/2026 (N.C.) | | |
| 1/28/2026 | | | |
| 06/15/2026 | | | |

DATE 09/15/2025
GRID FACTOR

SCALE, FEET
0 50 100

HWY: IH 94
COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25
CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.11
PS&E SHEET 67

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.11

PLOT DATE : 7/21/2026 3:28 PM
PLOT BY : PECK, MATTHEW
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75

CONC. MON.
W/ BRASS CAP
Y = 299588.158
X = 595755.163

ASSESSMENT SUBDIVISION NO. 40
BLOCK 3
DOMINIC M LODUCA
TLE FOR SLOPES
(735 SQ FT)
213
CITY OF MILWAUKEE
TLE FOR SLOPES
(155 SQ FT)
214
BLOCK 4
CLYBOURN HEIGHTS LLC
TLE FOR SLOPES
(600 SQ FT)
219
MARINERS ADDITION
BLDG.
FENCE EXCLUDED
SLOPE INTERCEPT
W CLYBOURN ST
S89°49'02"E
N89°49'02"W
ERW704
ERW705
ERW714
CMK 1526
CMK 1531
CMK 1540
CMK 1538
CMK 1543
IP 1521
EP: 25+04.17
IP 1509
IP 1520
ERW720
MARQUETTE UNIVERSITY
TLE FOR SLOPES
(275 SQ FT)
215
BLOCK 6
ASSESSMENT SUBDIVISION NO. 40
IP 1511
IP 1510
CITY OF MILWAUKEE
N 26th St
RESUB OF BLOCK NO. 5
CROSS AND
LUDDINGTONS ADDITION
BLOCK 5
CITY OF MILWAUKEE
TLE FOR SLOPES
(735 SQ FT)
216
CITY OF MILWAUKEE
218
IP 1528
IP 1530
PRW740
ERW742
ERW731
PT: 23+78.38
ELLER MEDIA CO
TLE FOR SLOPES
220
CITY OF MILWAUKEE
TLE FOR SLOPES
(150 SQ FT)
217
PC: 23+33.25
CURVE 9
CURVE 5
CURVE 6
CURVE 7
CURVE 8
EXISTING STRUCTURE B-40-34
WISDOT TRANSPORTATION
PLE DOC. 8833744
220-1
168 SQ FT TLE
CSM 6965
PARCEL 2
RVS 2-0 LLC
EXISTING TLE PER PROJECT 1060-27-21
1/16 Line
STATE R/W ACQUIRED
WARRANTY DEED DOC. 11419808
NW-SW
SW-SW
EXISTING STRUCTURE B-40-57
N 27th St
IH 94
W ST PAUL AVE
STA 21+62.82 - SP
STA 433+01.45 - IH 94
MATCH LINE 4.11
MATCH LINE 4.13 Sta. 443+05.56
SECTION LINE
EXISTING STRUCTURE
B-40-513_5
CONC. MON.
W/ BRASS CAP
Y = 296944.971
X = 595732.999

CURVE 9
PI STA = 23+55.83
Y = 298507.457
X = 596484.767
DELTA = 4°42'04"
D = 10°25'03"
T = 22.58'
L = 45.13'
R = 550.00'
PC STA = 23+33.25
PT STA = 23+78.38

CURVE 8
PI STA = 29+12.90
Y = 298169.578
X = 596874.138
DELTA = 11°47'04"
D = 5°43'46"
T = 103.20'
L = 205.68'
R = 1000.00'
PC STA = 28+09.70
PT STA = 30+15.38

CURVE 5
PI STA = 439+31.45
Y = 298514.837
X = 596648.058
DELTA = 38°21'15"
D = 3°57'45"
T = 502.90'
L = 967.96'
R = 1446.00'
PC STA = 434+28.55
PT STA = 443+96.51

CURVE 7
PI STA = 25+12.49
Y = 298087.408
X = 596473.902
DELTA = 22°55'32"
D = 3°48'16"
T = 305.38'
L = 602.59'
R = 1506.00'
PC STA = 22+07.11
PT STA = 28+09.70

CURVE 6
PI STA = 25+12.49
Y = 298087.408
X = 596473.902
DELTA = 22°55'32"
D = 3°48'16"
T = 305.38'
L = 602.59'
R = 1506.00'
PC STA = 22+07.11
PT STA = 28+09.70

1/16 Line
STATE R/W ACQUIRED
SPECIAL WARRANTY DEED DOC. 11482536
STATE R/W ACQUIRED
PROJECT 1060-27-21
DOC. 11604185

| POINT TABLE | | | | | |
|---|---|---|---|---|---|
| | POINT NAME | Y | X | STATION | OFFSET |
| | 4.12 ERW704 | 298707.104 | 596084.105 | 13+36.53 | 40.00 |
| | 4.12 ERW705 | 298706.893 | 596150.106 | 14+02.53 | 40.00 |
| | 4.12 ERW714 | 298705.925 | 596453.428 | 17+05.86 | 40.00 |
| | 4.12 ERW720 | 298627.107 | 596082.870 | 13+35.55 | 40.00 |
| | 4.12 ERW721 | 298461.900 | 596147.487 | 14+00.69 | 205.00 |
| | 4.12 ERW729 | 298626.897 | 596148.871 | 14+01.55 | 40.00 |
| | 4.12 ERW731 | 298505.930 | 596451.751 | 17+04.82 | 160.00 |
| | 4.12 ERW742 | 298625.927 | 596452.757 | 17+05.44 | 40.00 |
| | 4.12 ERW745 | 298625.621 | 596548.758 | 18+01.44 | 40.00 |
| | 4.12 PRW727 | 298611.820 | 596172.745 | 14+25.47 | 55.00 |
| | 4.12 PRW728 | 298626.820 | 596172.871 | 14+25.55 | 40.00 |
| | 4.12 PRW730 | 298611.897 | 596148.745 | 14+01.47 | 55.00 |
| | 4.12 PRW732 | 298506.027 | 596421.187 | 16+74.25 | 160.00 |
| | 4.12 PRW740 | 298626.024 | 596422.193 | 16+74.88 | 40.00 |
| | 4.12 TLE700 | 298707.158 | 596067.105 | 13+19.53 | 40.00 |
| | 4.12 TLE701 | 298717.158 | 596067.189 | 13+19.58 | 50.00 |
| | 4.12 TLE702 | 298724.135 | 596074.248 | 13+26.62 | 57.00 |
| | 4.12 TLE703 | 298724.103 | 596084.248 | 13+36.62 | 57.00 |
| | 4.12 TLE706 | 298726.893 | 596150.273 | 14+02.64 | 60.00 |
| | 4.12 TLE707 | 298726.861 | 596160.274 | 14+12.64 | 60.00 |
| | 4.12 TLE708 | 298716.861 | 596160.190 | 14+12.58 | 50.00 |
| | 4.12 TLE709 | 298716.810 | 596176.190 | 14+28.58 | 50.00 |
| | 4.12 TLE710 | 298706.810 | 596176.106 | 14+28.53 | 40.00 |
| | 4.12 TLE711 | 298706.021 | 596423.430 | 16+75.86 | 40.00 |
| | 4.12 TLE712 | 298726.020 | 596423.597 | 16+75.96 | 60.00 |
| | 4.12 TLE713 | 298725.924 | 596453.596 | 17+05.96 | 60.00 |
| | 4.12 TLE715 | 298627.235 | 596042.870 | 12+95.55 | 40.00 |
| | 4.12 TLE716 | 298622.235 | 596042.828 | 12+95.52 | 45.00 |
| | 4.12 TLE717 | 298622.123 | 596077.828 | 13+30.52 | 45.00 |
| | 4.12 TLE718 | 298607.124 | 596077.702 | 13+30.45 | 60.00 |
| | 4.12 TLE719 | 298607.108 | 596082.702 | 13+35.45 | 60.00 |
| | 4.12 TLE722 | 298461.884 | 596152.487 | 14+05.69 | 205.00 |
| | 4.12 TLE723 | 298491.884 | 596152.739 | 14+05.85 | 175.00 |
| | 4.12 TLE725 | 298506.877 | 596154.864 | 14+07.93 | 160.00 |
| | 4.12 TLE726 | 298611.875 | 596155.745 | 14+08.47 | 55.00 |
| | 4.12 TLE748 | 298617.621 | 596548.691 | 18+01.40 | 48.00 |
| | 4.12 TLE749 | 298625.554 | 596569.758 | 18+22.44 | 40.00 |
| | 4.12 TLE750 | 298617.554 | 596569.690 | 18+22.40 | 48.00 |

| SIGN NUMBER | OWNER | PERMIT NO. |
|---|---|---|
| 220-1 | CLEAR CHANNEL | 18998 |

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| 26TH ST. | ASSESMENT SUBDIVISION NO 40 | 66' | 1857 |
| CLYBOURN ST | ASSESMENT SUBDIVISION NO 40 | 80' | 1863 |
| ST PAUL AVE | ASSESMENT SUBDIVISION NO 40 | 80' | 1863 |
| ST PAUL AVE | CENTRAL LAND COMPANY SUBDIVISION NO 1 | 80' | 1891 |
| 25TH ST | MARINER'S ADDITION | 66' | 1902 |
| IH 94 | 1060-01-35 / UI 5725(2) | VARIES | 1952 |
| ST PAUL AVE | 2265-02-21 | VARIES | 1978 |
| IH 94 | 1060-27-20 | VARIES | 2014 |
| IH 94 | 1060-27-21 | VARIES | 2022 |

*ACCESS CONTROL PER PROJECT: 1060-01-35 (UI 5725(2))

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UA625 CITY OF MILWAUKEE - COMBINED SEWER
UA622 CITY OF MILWAUKEE - WATER
UA624 CITY OF MILWAUKEE - CONDUIT
UA623 CITY OF MILWAUKEE - COMLN

GN

REVISION DATE
12/11/2025
1/28/2026
06/15/2026 (N.C.)
7/21/2026 (N.C.)

DATE 09/15/2025
GRID FACTOR

SCALE, FEET
0 50 100

HWY: IH 94
COUNTY: MILWAUKEE

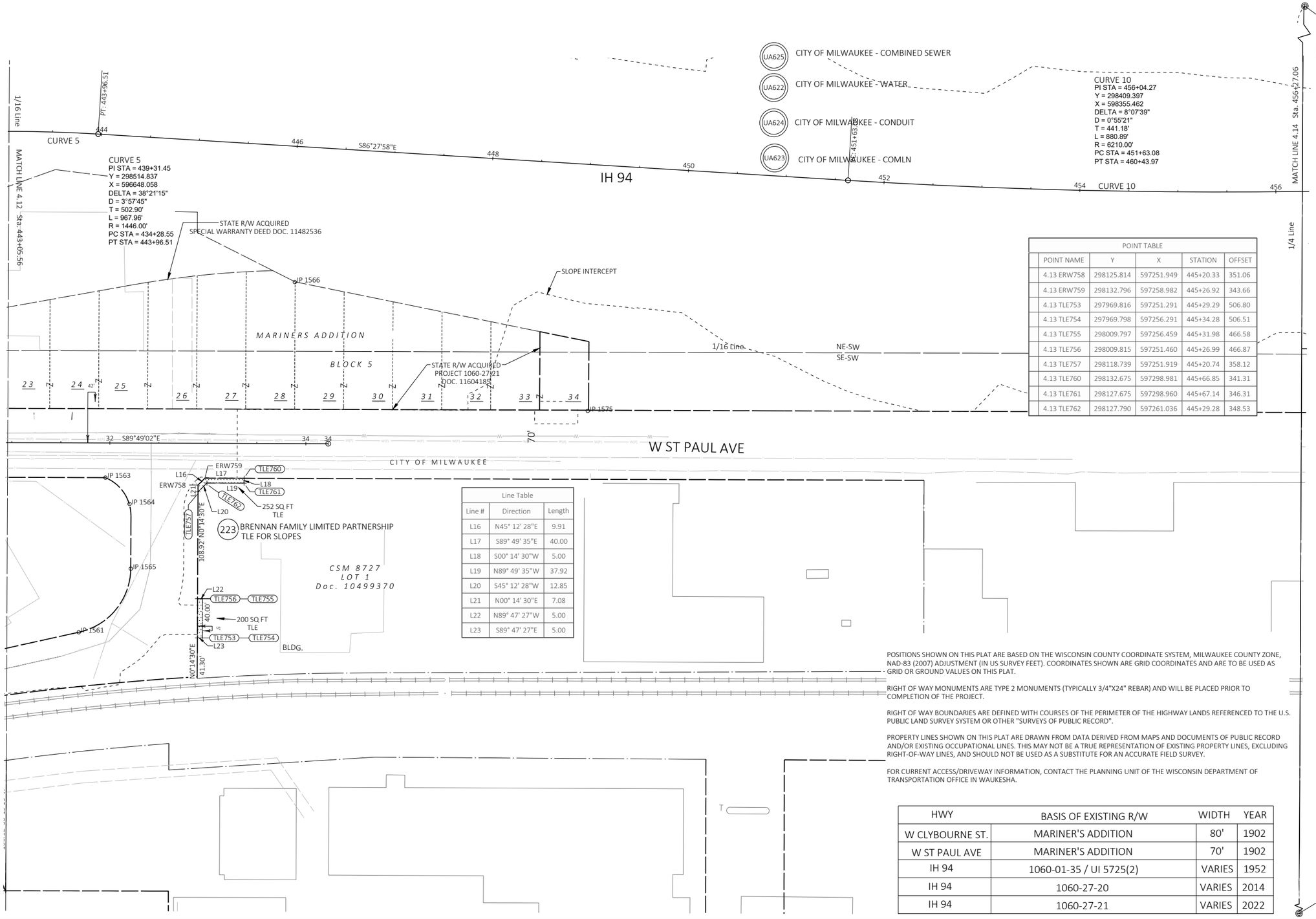
STATE R/W PROJECT NUMBER 1060-27-25
CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.12
PS&E SHEET 68

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.12
PLOT DATE : 7/21/2026 3:28 PM
PLOT BY : PECK, MATTHEW
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75




| Line Table | | |
|---|---|---|
| Line # | Direction | Length |
| L16 | N45° 12' 28"E | 9.91 |
| L17 | S89° 49' 35"E | 40.00 |
| L18 | S00° 14' 30"W | 5.00 |
| L19 | N89° 49' 35"W | 37.92 |
| L20 | S45° 12' 28"W | 12.85 |
| L21 | N00° 14' 30"E | 7.08 |
| L22 | N89° 47' 27"W | 5.00 |
| L23 | S89° 47' 27"E | 5.00 |

| POINT TABLE | | | | | |
|---|---|---|---|---|---|
| | POINT NAME | Y | X | STATION | OFFSET |
| | 4.13 ERW758 | 298125.814 | 597251.949 | 445+20.33 | 351.06 |
| | 4.13 ERW759 | 298132.796 | 597258.982 | 445+26.92 | 343.66 |
| | 4.13 TLE753 | 297969.816 | 597251.291 | 445+29.29 | 506.80 |
| | 4.13 TLE754 | 297969.798 | 597256.291 | 445+34.28 | 506.51 |
| | 4.13 TLE755 | 298009.797 | 597256.459 | 445+31.98 | 466.58 |
| | 4.13 TLE756 | 298009.815 | 597251.460 | 445+26.99 | 466.87 |
| | 4.13 TLE757 | 298118.739 | 597251.919 | 445+20.74 | 358.12 |
| | 4.13 TLE760 | 298132.675 | 597298.981 | 445+66.85 | 341.31 |
| | 4.13 TLE761 | 298127.675 | 597298.960 | 445+67.14 | 346.31 |
| | 4.13 TLE762 | 298127.790 | 597261.036 | 445+29.28 | 348.53 |

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| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| W CLYBOURNE ST. | MARINER'S ADDITION | 80' | 1902 |
| W ST PAUL AVE | MARINER'S ADDITION | 70' | 1902 |
| IH 94 | 1060-01-35 / UI 5725(2) | VARIES | 1952 |
| IH 94 | 1060-27-20 | VARIES | 2014 |
| IH 94 | 1060-27-21 | VARIES | 2022 |

REVISION DATE
12/11/2025
1/28/2026
06/15/2026 (N.C.)
7/21/2026 (N.C.)

DATE 09/15/2025

GRID FACTOR

SCALE, FEET 0 50 100

HWY: IH 94

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25

CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.13

PS&E SHEET 69

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.13

PLOT DATE : 7/21/2026 3:28 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

| HWY | BASIS OF EXISTING R/W | WIDTH | YEAR |
|---|---|---|---|
| N 17TH ST | ROGERS SUBDIVISION | 60' | 1870 |
| N 18TH ST | ROGERS SUBDIVISION | 60' | 1870 |
| N 19TH ST | ROGERS SUBDIVISION | 60' | 1870 |
| ST PAUL AVE. | ROGERS SUBDIVISION | 70' | 1870 |
| W. CLYBOURN | ROGERS SUBDIVISION | 80' | 1870 |
| W CLYBOURNE ST. | MARINER'S ADDITION | 66' | 1902 |
| IH 94 | 1060-01-26 / I 102-2(2) | VARIES | 1970 |

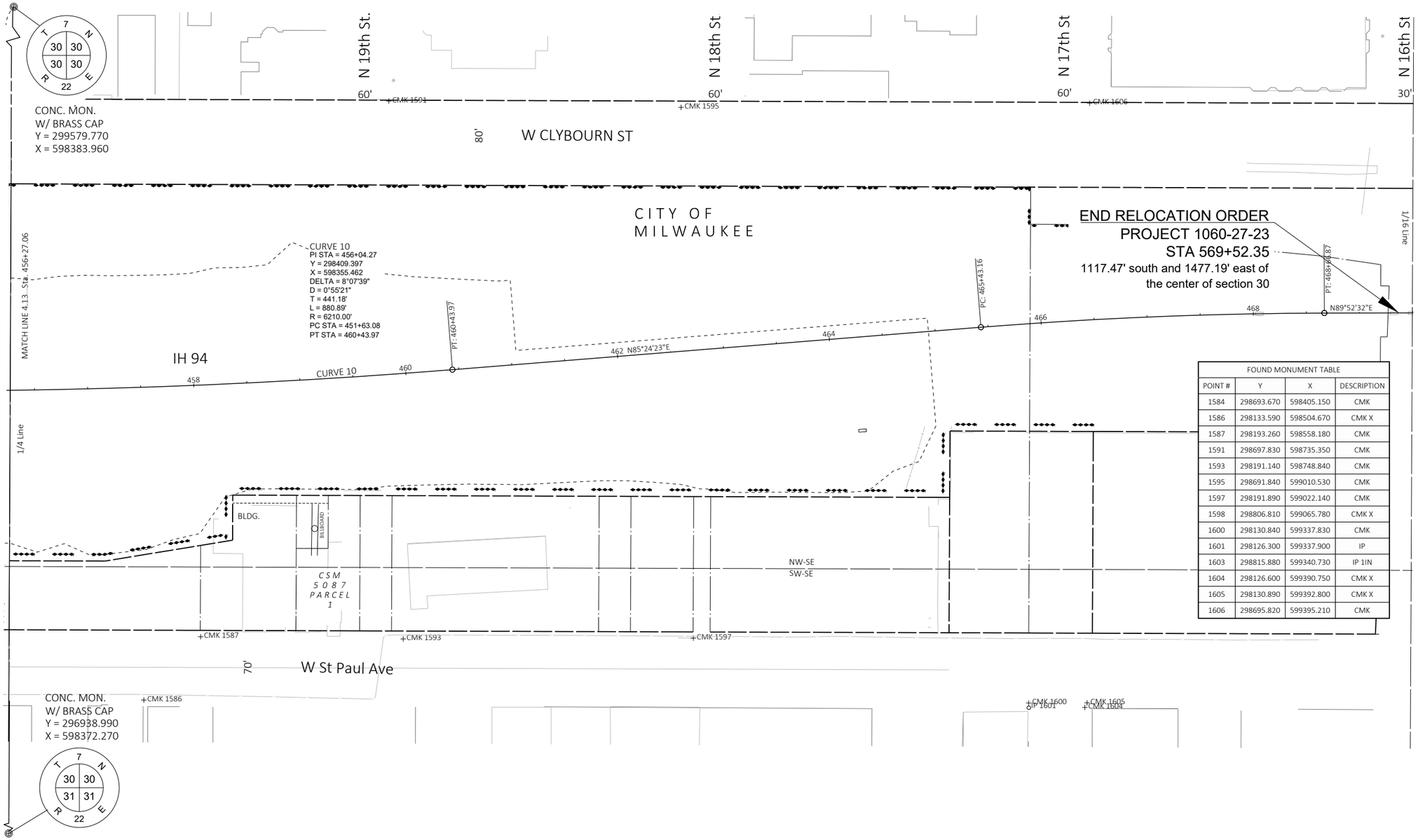
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| FOUND MONUMENT TABLE | | | |
|---|---|---|---|
| POINT # | Y | X | DESCRIPTION |
| 1584 | 298693.670 | 598405.150 | CMK |
| 1586 | 298133.590 | 598504.670 | CMK X |
| 1587 | 298193.260 | 598558.180 | CMK |
| 1591 | 298697.830 | 598735.350 | CMK |
| 1593 | 298191.140 | 598748.840 | CMK |
| 1595 | 298691.840 | 599010.530 | CMK |
| 1597 | 298191.890 | 599022.140 | CMK |
| 1598 | 298806.810 | 599065.780 | CMK X |
| 1600 | 298130.840 | 599337.830 | CMK |
| 1601 | 298126.300 | 599337.900 | IP |
| 1603 | 298815.880 | 599340.730 | IP 1IN |
| 1604 | 298126.600 | 599390.750 | CMK X |
| 1605 | 298130.890 | 599392.800 | CMK X |
| 1606 | 298695.820 | 599395.210 | CMK |

| REVISION DATE | | | |
|---|---|---|---|
| 12/11/2025 | 7/21/2026 (N.C.) | | |
| 1/28/2026 | | | |
| 06/15/2026 (N.C.) | | | |

DATE 09/15/2025

GRID FACTOR

SCALE, FEET 0 50 100

HWY: IH 94

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25

CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.14

PS&E SHEET 70

E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.14

PLOT DATE : 7/21/2026 3:28 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

| FOUND MONUMENT TABLE | | | |
|---|---|---|---|
| POINT # | Y | X | DESCRIPTION |
| 1114 | 293847.483 | 583298.582 | IPF 1IN IP |
| 1115 | 293623.026 | 583382.641 | IPF 1IN IP |
| 1158 | 293367.353 | 584194.745 | IPF 1IN IP |
| 1349 | 292896.658 | 589467.840 | IPF |
| 1389 | 297911.848 | 590102.295 | IP 1IN MILLER PARK |
| 1390 | 298541.874 | 590134.689 | IP 1IN MILLER PARK |
| 1391 | 298664.027 | 590178.675 | IP 1IN MILLER PARK |
| 1392 | 298675.124 | 590181.555 | IP 1IN MILLER PARK |
| 1398 | 297883.230 | 590779.740 | IPF |
| 1399 | 297713.370 | 591093.030 | IPF DNC |
| 1400 | 297868.180 | 591369.310 | IP 1IN RB |
| 1401 | 298050.430 | 591426.350 | IP .5IN |
| 1410 | 297452.950 | 591819.410 | IPF REBAR |
| 1412 | 297452.460 | 591859.290 | IPF REBAR BENT |
| 1413 | 297451.010 | 592018.280 | IPF |
| 1414 | 297450.520 | 592085.320 | IPF |
| 1415 | 297532.520 | 592085.870 | IPF |
| 1416 | 297567.530 | 592086.110 | IPF |
| 1417 | 297602.780 | 592086.180 | IPF REBAR |
| 1418 | 297637.810 | 592086.480 | IPF REBAR |
| 1419 | 297617.050 | 592146.100 | IPF REBAR SQUARE |
| 1420 | 297685.960 | 592148.460 | IPF |
| 1421 | 297447.440 | 592399.400 | IPF REBAR SQUARE |
| 1422 | 297634.200 | 592399.990 | IPF |
| 1423 | 297694.890 | 592400.180 | IPF |
| 1424 | 297664.280 | 592460.290 | IPF |
| 1425 | 297694.240 | 592462.780 | IPF |
| 1427 | 297481.380 | 592773.540 | IPF REBAR |
| 1428 | 297818.920 | 593045.660 | CMK CUT CROSS |
| 1429 | 297748.160 | 593108.060 | CMK X |
| 1430 | 297753.150 | 593108.100 | CMK X |
| 1431 | 297986.350 | 593110.580 | CMK X |
| 1432 | 298023.260 | 593110.750 | CMK X |
| 1433 | 297752.990 | 593111.050 | CMK X |
| 1434 | 297422.400 | 593123.410 | IPF BENT |
| 1435 | 297417.110 | 593229.880 | CMK X |
| 1436 | 297412.190 | 593229.920 | CMK X |
| 1437 | 298150.380 | 593263.470 | CMK X |
| 1442 | 297459.120 | 593699.260 | IP 2IN |
| 1443 | 297549.750 | 593701.370 | IP 1IN |

| FOUND MONUMENT TABLE | | | |
|---|---|---|---|
| POINT # | Y | X | DESCRIPTION |
| 1444 | 297489.630 | 593701.750 | IP .5IN |
| 1445 | 297624.900 | 593702.720 | IP 1IN |
| 1446 | 297459.670 | 593705.100 | IP .5IN |
| 1447 | 297409.510 | 593756.010 | CMK X |
| 1448 | 297414.620 | 593756.130 | CMK X |
| 1451 | 297409.490 | 593761.070 | CMK X |
| 1452 | 297414.530 | 593761.130 | IP 1IN |
| 1455 | 297120.230 | 594020.580 | IP RB .5IN BENT NORTH |
| 1456 | 297406.780 | 594030.630 | CMK L |
| 1457 | 297408.250 | 594030.660 | CMK X |
| 1458 | 297413.130 | 594030.910 | IP 1IN |
| 1461 | 297408.210 | 594035.650 | CMK X |
| 1462 | 297413.300 | 594035.710 | CMK X |
| 1465 | 297408.130 | 594085.630 | CMK T |
| 1466 | 297413.100 | 594090.600 | IP 1IN |
| 1467 | 297407.980 | 594090.630 | CMK X |
| 1468 | 297406.400 | 594090.730 | CMK T |
| 1469 | 297541.270 | 594092.330 | IP 1IN |
| 1472 | 297538.730 | 594361.940 | IP 1IN |
| 1473 | 297600.640 | 594362.390 | IP 1IN |
| 1475 | 297404.740 | 594365.770 | CMK T |
| 1476 | 297476.670 | 594367.410 | CMK X |
| 1477 | 297538.560 | 594367.960 | CMK X |
| 1478 | 297931.000 | 594370.340 | CMK X |
| 1480 | 297739.890 | 594567.950 | IP 1IN |
| 1481 | 297747.560 | 594624.010 | CMK X |
| 1482 | 297739.740 | 594658.990 | IP 1IN |
| 1483 | 297809.230 | 594694.550 | IP 2IN |
| 1484 | 297564.010 | 594751.420 | IP 1IN |
| 1485 | 297593.750 | 594752.050 | IP 1IN |
| 1486 | 297623.210 | 594752.270 | IP .5IN RB |
| 1487 | 298013.670 | 594756.360 | IP .5IN |
| 1488 | 297737.930 | 594920.810 | IP 1IN |
| 1489 | 297740.750 | 594921.620 | IP 1IN |
| 1490 | 297921.830 | 594994.860 | IP 1IN |
| 1491 | 297904.067 | 595233.049 | IP |
| 1492 | 298360.410 | 595309.720 | IP 2IN IRON BAR |
| 1493 | 298512.210 | 595317.730 | CMK CROSS |
| 1494 | 298270.460 | 595372.220 | CMK CROSS |
| 1495 | 298209.500 | 595377.510 | IP 0.5IN REBAR |

| FOUND MONUMENT TABLE | | | |
|---|---|---|---|
| POINT # | Y | X | DESCRIPTION |
| 1496 | 298330.250 | 595378.890 | IP1 |
| 1497 | 298204.920 | 595440.350 | CMK CROSS |
| 1498 | 298204.600 | 595502.450 | CMK CROSS |
| 1499 | 298626.430 | 595713.030 | CMK CROSS |
| 1500 | 298499.470 | 595713.590 | CMK CROSS |
| 1501 | 298428.300 | 595714.910 | CMK CROSS |
| 1502 | 298553.240 | 595715.840 | CMK CROSS |
| 1503 | 299136.710 | 595716.150 | CMK CROSS |
| 1504 | 298978.660 | 595718.070 | CMK CROSS |
| 1505 | 299128.770 | 595719.020 | CMK CROSS |
| 1506 | 299136.740 | 595719.150 | CMK CROSS |
| 1507 | 299088.380 | 595719.680 | CMK CROSS |
| 1508 | 299209.100 | 595719.870 | CMK CROSS |
| 1509 | 298641.370 | 595776.620 | IP PK |
| 1510 | 298507.860 | 595778.900 | IP 0.5 |
| 1511 | 298550.550 | 595779.720 | IP PK |
| 1512 | 298318.190 | 595780.920 | CMK CROSS |
| 1513 | 298830.910 | 595781.310 | IP 1IN IRON BAR |
| 1514 | 298230.670 | 595789.710 | CMK CROSS |
| 1515 | 298234.820 | 595792.530 | CMK CROSS |
| 1516 | 298202.790 | 595832.750 | CMK CROSS |
| 1518 | 298207.890 | 595832.860 | CMK CROSS |
| 1519 | 298196.180 | 596051.530 | CMK CROSS |
| 1520 | 298627.300 | 596082.890 | IP1 |
| 1521 | 298704.140 | 596087.180 | IP PK |
| 1522 | 299207.150 | 596088.130 | IP1 |
| 1523 | 298990.100 | 596089.070 | IP1 |
| 1524 | 297680.120 | 596125.790 | CMK CROSS |
| 1525 | 299131.680 | 596146.380 | IP PK |
| 1526 | 298701.220 | 596150.120 | CMK CROSS |
| 1527 | 298198.180 | 596205.800 | CMK |
| 1528 | 298625.100 | 596362.380 | IP 0.5 |
| 1529 | 297991.480 | 596450.300 | CMK CROSS |
| 1530 | 298623.020 | 596453.020 | IP IRON ROD 1IN |
| 1531 | 298704.370 | 596455.340 | CMK CROSS |
| 1535 | 297535.661 | 596478.733 | IPF 1" ID |
| 1536 | 298126.290 | 596481.300 | CMK |
| 1538 | 298701.070 | 596514.170 | CMK |
| 1540 | 298706.110 | 596514.290 | CMK |
| 1542 | 299140.990 | 596517.720 | CMK |

| FOUND MONUMENT TABLE | | | |
|---|---|---|---|
| POINT # | Y | X | DESCRIPTION |
| 1543 | 298701.090 | 596519.130 | CMK |
| 1544 | 297900.310 | 596554.100 | IP |
| 1545 | 298000.540 | 596559.930 | CMK LINE 9 |
| 1546 | 298115.520 | 596560.980 | CMK |
| 1547 | 298119.060 | 596562.420 | CMK LINE |
| 1548 | 298000.230 | 596564.890 | IP |
| 1549 | 298114.670 | 596565.690 | IP2 |
| 1550 | 298119.570 | 596571.710 | IP .5IN BAR |
| 1551 | 298134.100 | 596585.800 | IP2 |
| 1552 | 298135.160 | 596585.860 | IP 1IN IP |
| 1554 | 298140.340 | 596586.130 | CMK CROSS |
| 1555 | 297862.970 | 596588.160 | IP |
| 1556 | 298205.410 | 596662.750 | IP 1IN WITH CAP |
| 1558 | 298425.780 | 596836.500 | IP 1IN WITH CAP |
| 1559 | 299204.830 | 597070.300 | IP 1 1/4in |
| 1560 | 298699.200 | 597074.050 | CMK |
| 1561 | 297975.570 | 597130.200 | IP 1IN |
| 1562 | 298698.930 | 597142.880 | CMK |
| 1563 | 298133.280 | 597157.430 | IP 1IN IP |
| 1564 | 298106.450 | 597182.040 | IP |
| 1565 | 298040.400 | 597183.300 | IP |
| 1566 | 298332.770 | 597350.640 | IP 1IN |
| 1571 | 298701.660 | 597622.410 | CMK |
| 1572 | 298697.360 | 597622.550 | CMK |
| 1575 | 298201.390 | 597649.540 | IP 1IN |
| 1576 | 298697.130 | 597677.320 | CMK |
| 1577 | 298852.810 | 597678.320 | CMK |
| 1581 | 298695.150 | 598230.320 | CMK |
| 1582 | 298694.850 | 598350.290 | CMK |
| 1584 | 298693.670 | 598405.150 | CMK |
| 1586 | 298133.590 | 598504.670 | CMK X |
| 1587 | 298193.260 | 598558.180 | CMK |
| 1588 | 298938.110 | 598686.360 | CMK |
| 1589 | 299645.690 | 598686.380 | CMK X |
| 1591 | 298697.830 | 598735.350 | CMK |
| 1592 | 298937.820 | 598736.420 | CMK |
| 1593 | 298191.140 | 598748.840 | CMK |
| 1595 | 298691.840 | 599010.530 | CMK |
| 1596 | 298936.880 | 599016.460 | CMK X |
| 1597 | 298191.890 | 599022.140 | CMK |

| FOUND MONUMENT TABLE | | | |
|---|---|---|---|
| POINT # | Y | X | DESCRIPTION |
| 1598 | 298806.810 | 599065.780 | CMK X |
| 1600 | 298130.840 | 599337.830 | CMK |
| 1601 | 298126.300 | 599337.900 | IP |
| 1603 | 298815.880 | 599340.730 | IP 1IN |
| 1604 | 298126.600 | 599390.750 | CMK X |
| 1605 | 298130.890 | 599392.800 | CMK X |
| 1606 | 298695.820 | 599395.210 | CMK |

GN

4

REVISION DATE
12/11/2025
1/28/2026
06/15/2026
7/21/2026 (N.C.)

DATE 09/15/2025

GRID FACTOR

SCALE, FEET
0

HWY: IH 94

COUNTY: MILWAUKEE

STATE R/W PROJECT NUMBER 1060-27-25

CONSTRUCTION PROJECT NUMBER 1060-27-72/76

PLAT SHEET 4.15

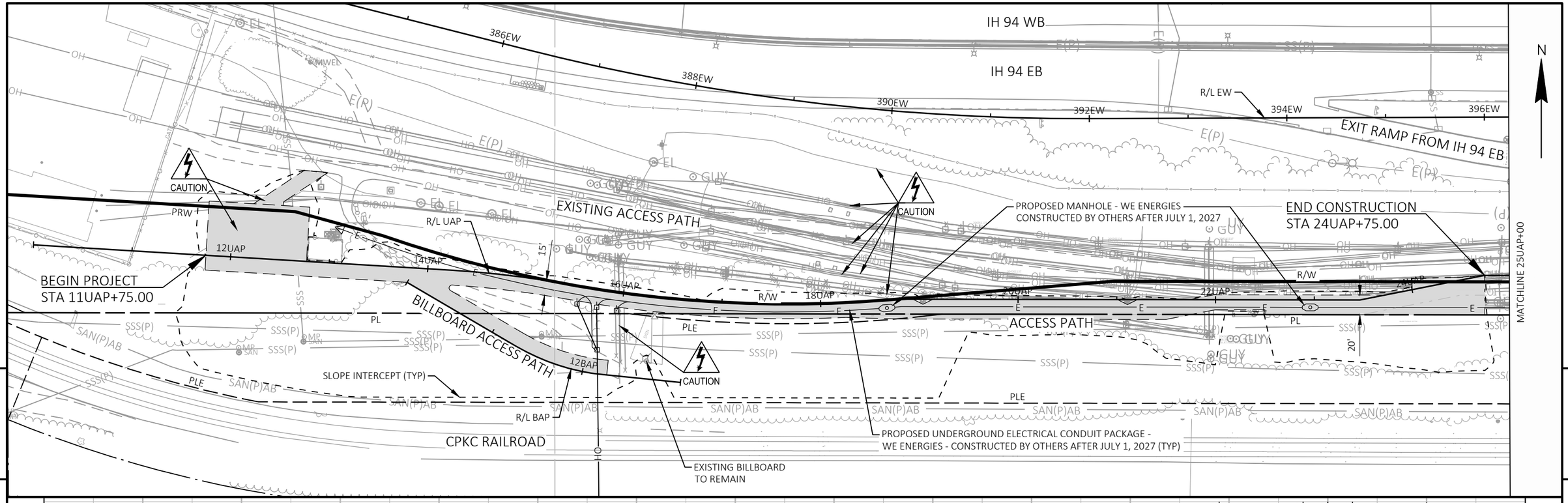
PS&E SHEET 71

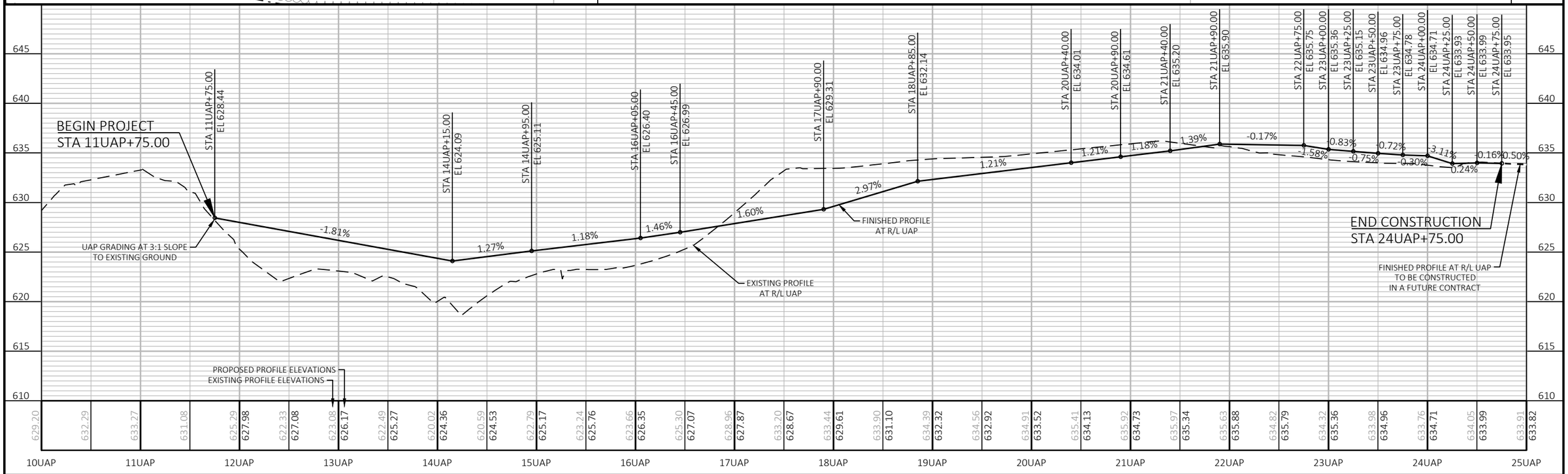
E

FILE NAME : 10602725_EAST_DETAILS.DWG
LAYOUT NAME - 4.15

PLOT DATE : 7/21/2026 3:28 PM PLOT BY : PECK, MATTHEW PLOT NAME : PLOT SCALE :

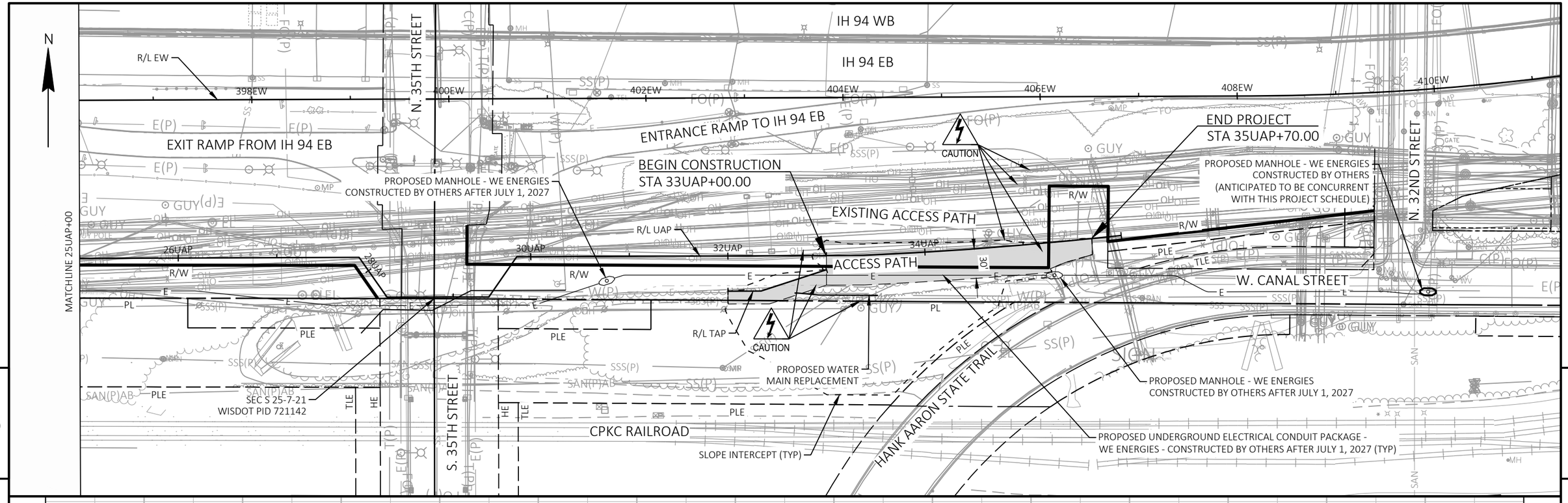
WISDOT/CADDS SHEET 75

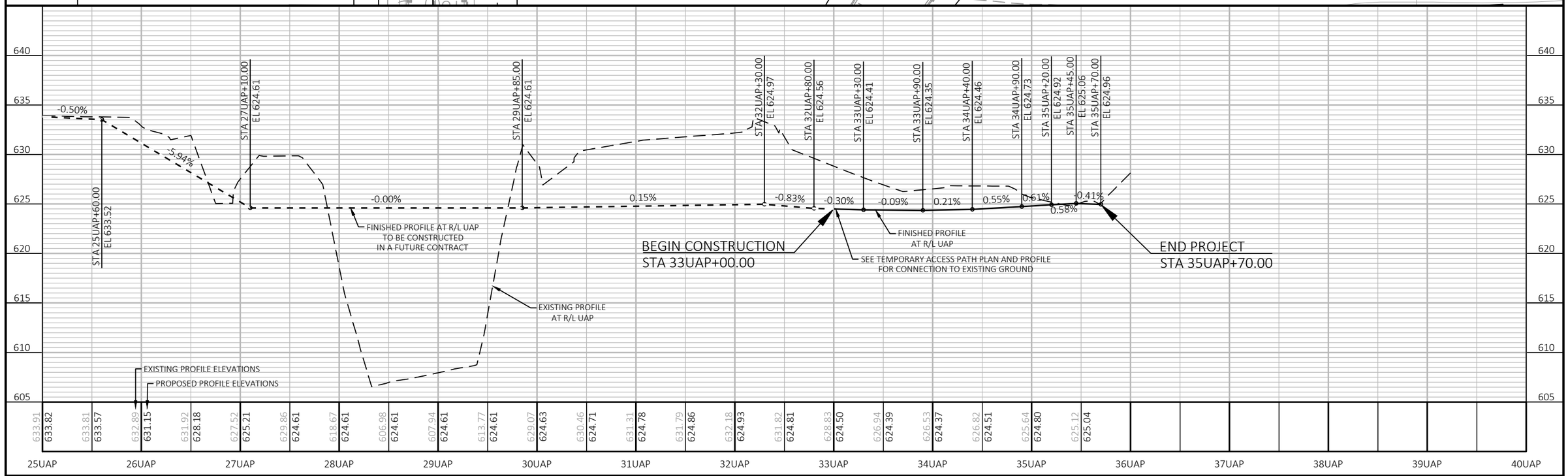



| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN AND PROFILE: ACCESS PATH | SHEET 72 | E |
|---|---|---|---|---|---|

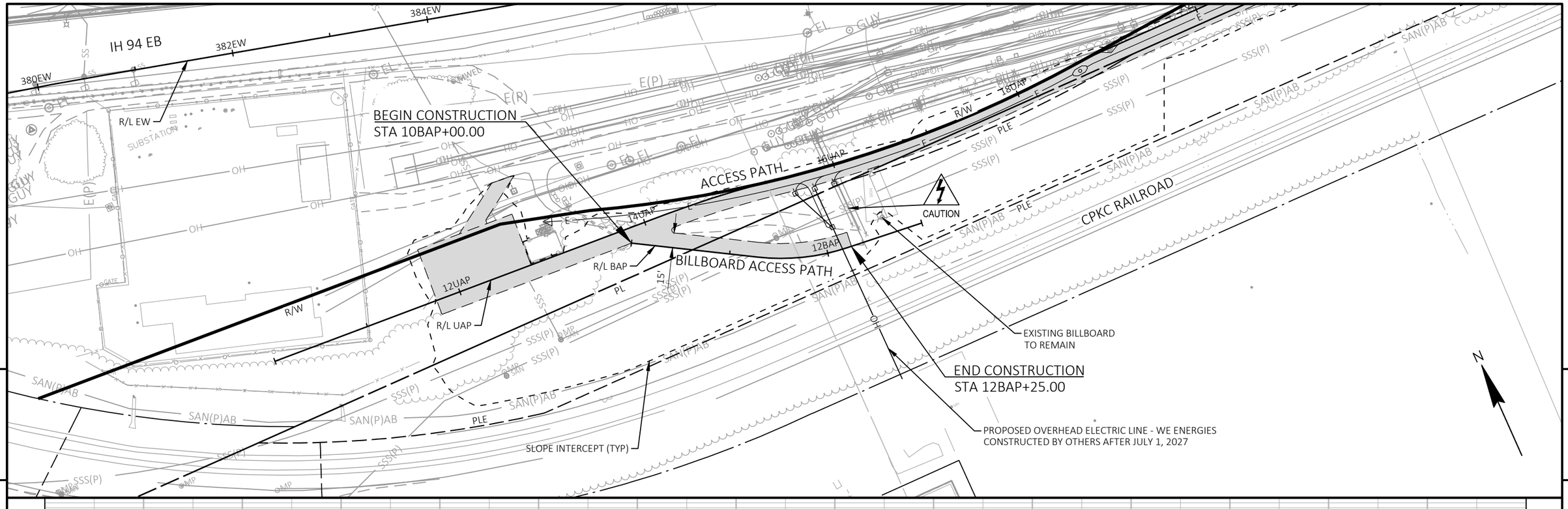

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LAYOUT NAME - 01
PLOT DATE : 7/29/2026 1:31 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

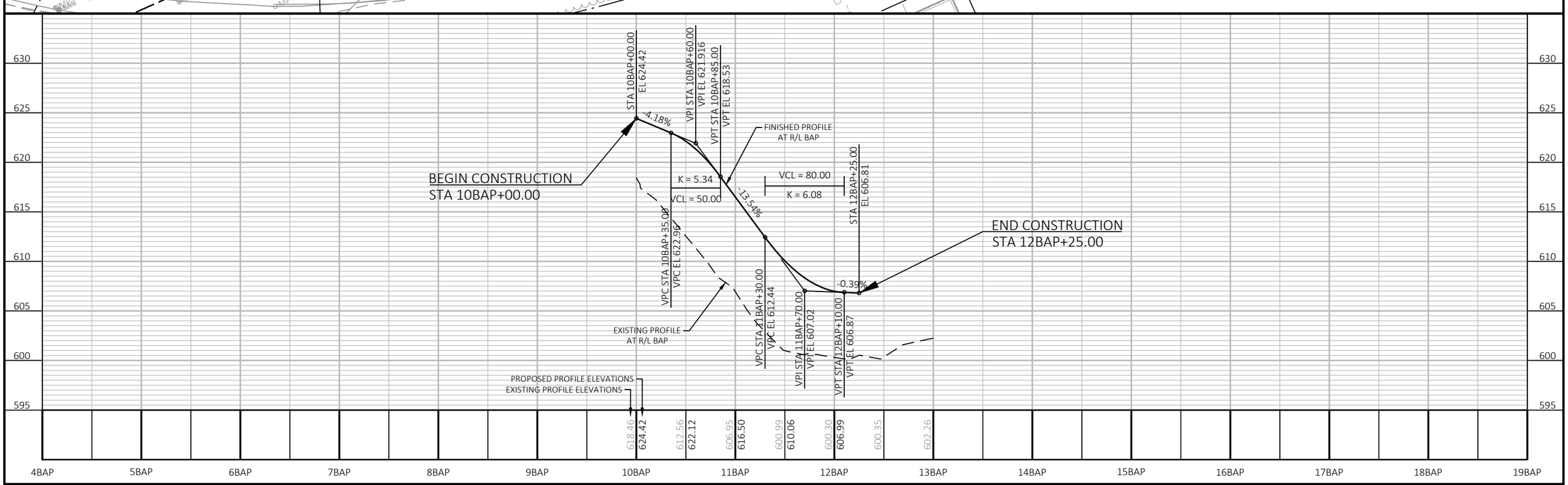


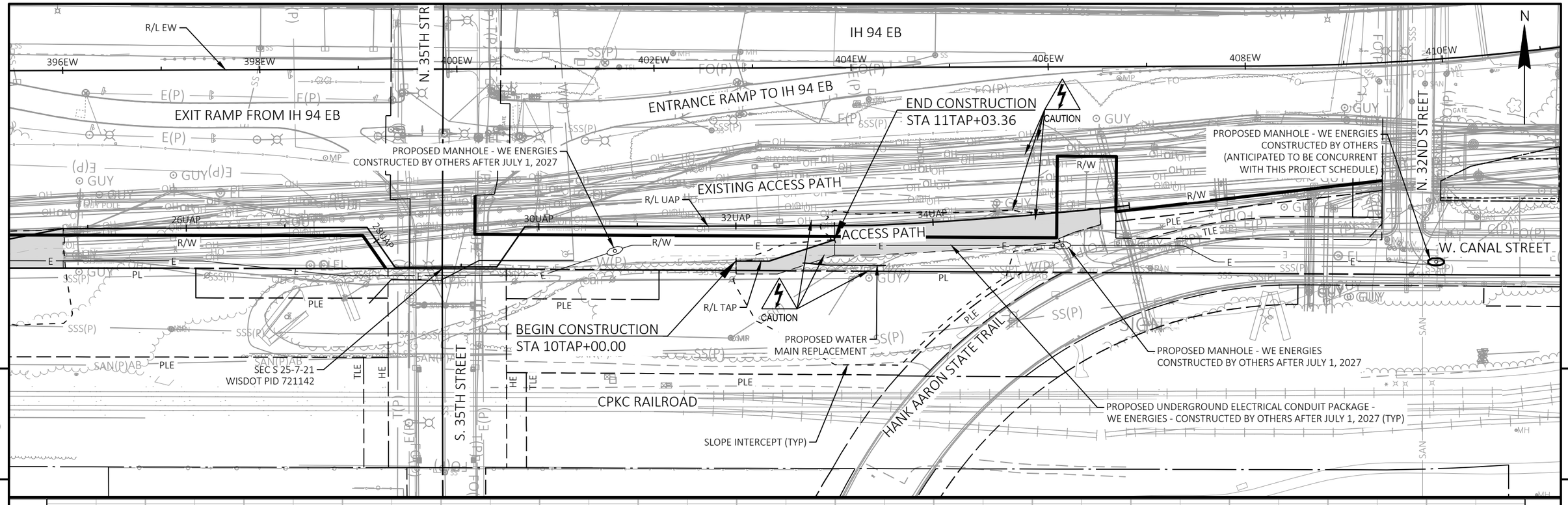

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN AND PROFILE: ACCESS PATH | SHEET 73 | E |
|---|---|---|---|---|---|

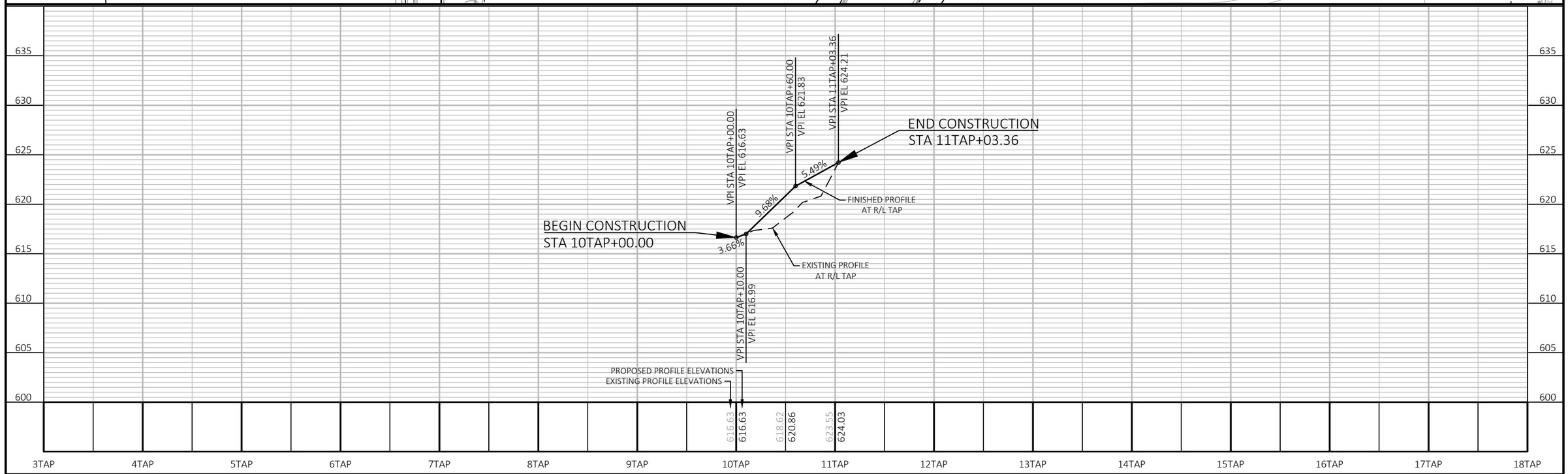

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LAYOUT NAME - 02
PLOT DATE : 7/29/2026 2:30 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN AND PROFILE: BILLBOARD ACCESS PATH | SHEET 74 E |




| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | PLAN AND PROFILE: TEMPORARY ACCESS PATH | SHEET 75 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\JFERGU12\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\05 P&P\10602709EG-050401-PP.DWG
LAYOUT NAME - 04
PLOT DATE : 7/29/2026 2:44 PM
PLOT BY : FERGUSON, JULIE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

# Standard Detail Drawing List

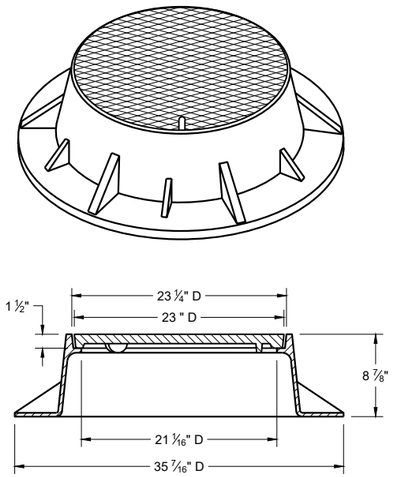
| | |
|---|---|
| 08A05-22E | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L AND M |
| 08B09-04 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPES A, B, C AND D |
| 08E14-01 | TRACKING PAD |
| 08E15-01 | CULVERT PIPE CHECK |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-08 | JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL |
| 13C01-19 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C09-18A | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-18B | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-18C | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 13C09-18D | CONCRETE PAVEMENT REPAIR AND REPLACEMENT |
| 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 |
| 14B47-06A | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-06B | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-06C | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-06D | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-06E | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-06F | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-06G | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 15A04-08E | DELINEATOR POST WITH REFLECTIVE SHEETING |
| 15B03-15A | FENCE CHAIN LINK |
| 15B03-15B | FENCE CHAIN LINK |
| 15C11-11B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15D20-12B | TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D27-06 | TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH |
| 15D28-06 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY |
| 15D29-06 | TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD |

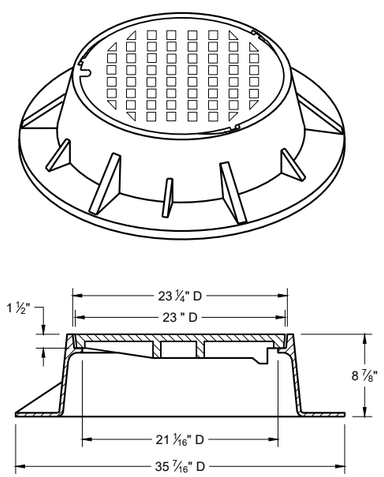
## GENERAL NOTES

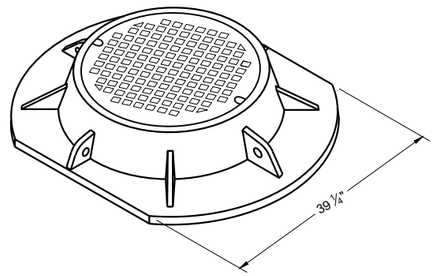
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

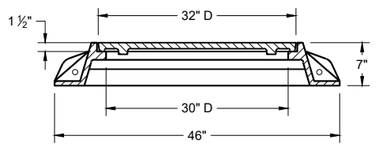
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

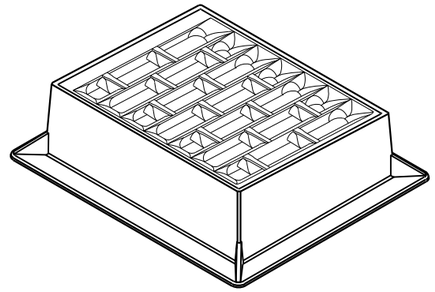


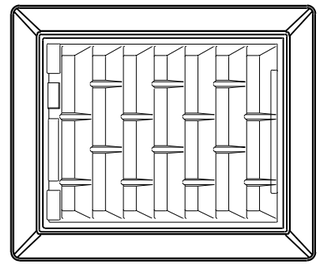



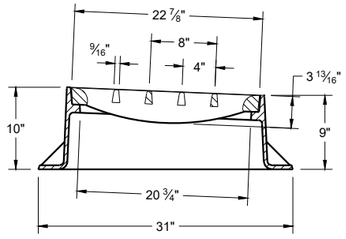



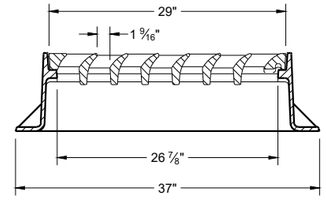




**TYPE "K"**

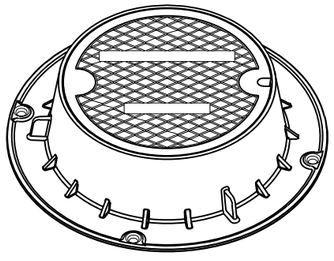


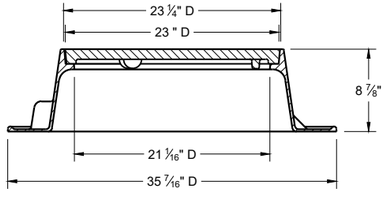




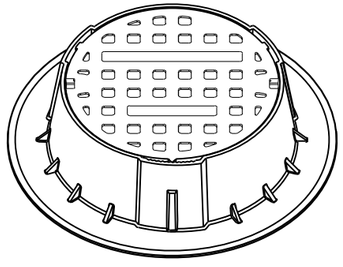

**INLET COVER TYPE "BW"**

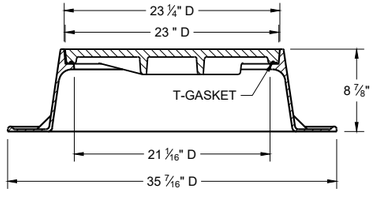





**TYPE "J"**

**NOTE: EITHER CASTING IS ACCEPTABLE**

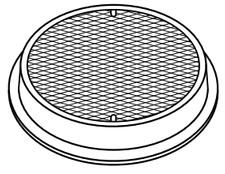


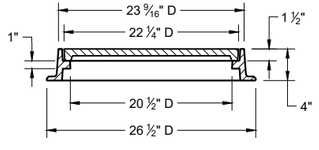



**TYPE "J" SPECIAL**

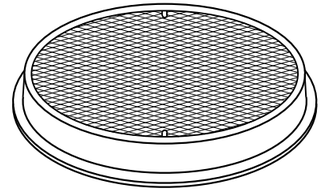
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

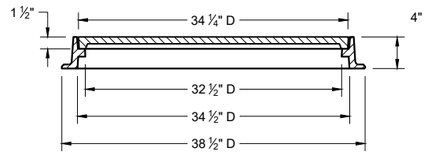
**NOTE: EITHER CASTING IS ACCEPTABLE**






**TYPE "L"**






**TYPE "M"**

**INLET COVERS TYPES BW**
**MANHOLE COVERS TYPES K, J, J-S, L, AND M**

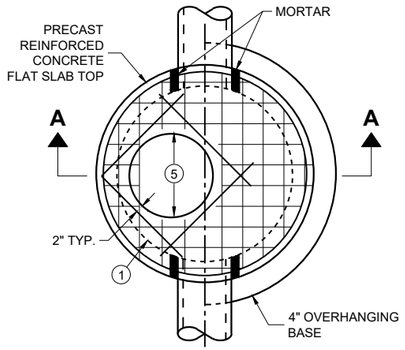
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DEPARTMENT OF TRANSPORTATION

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

FHWA

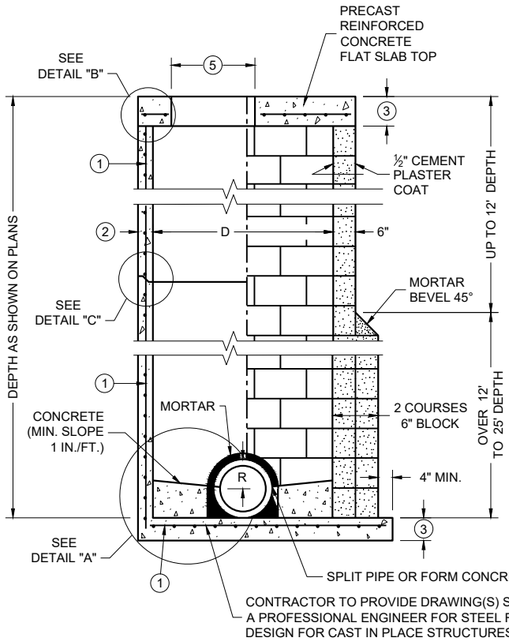


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**PLAN VIEW**

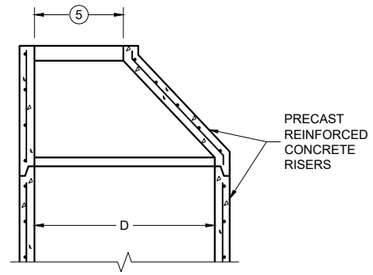
## CIRCULAR OPENING



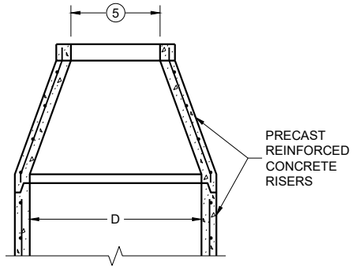

**SECTION A - A**

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

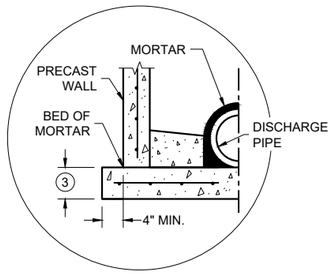
**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE** (1)



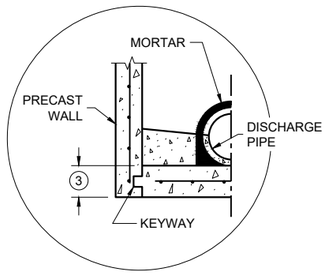

**OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP**




**OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP**

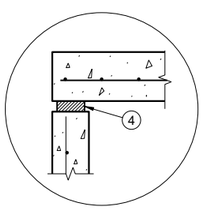



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

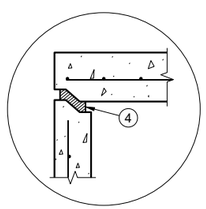



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

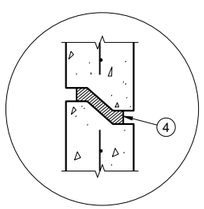
## DETAIL "A"




**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".

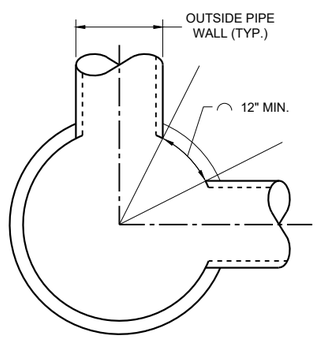
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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**

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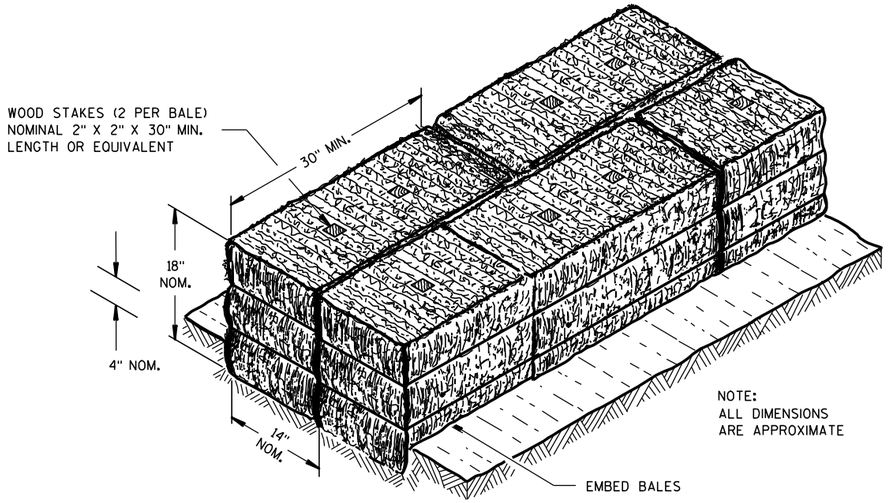
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December 2023 — DATE
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FHWA

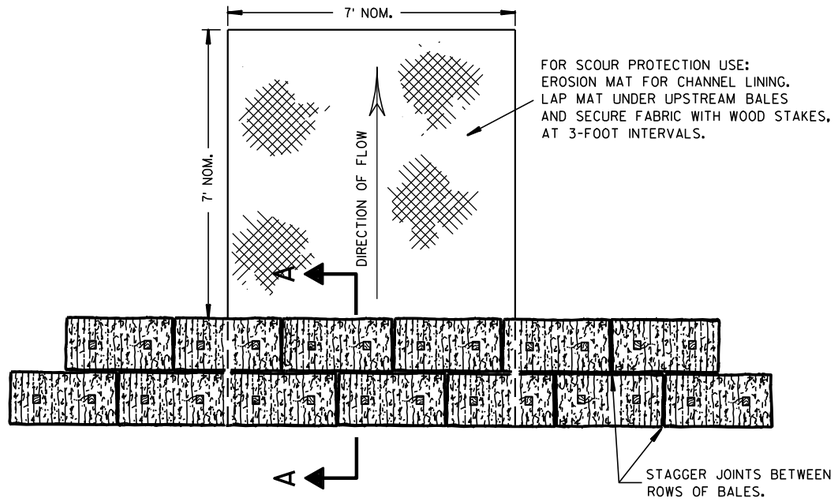


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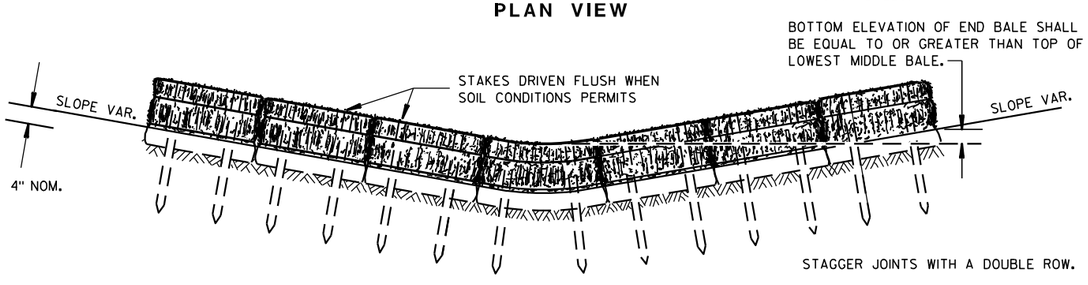
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SECTION A-A




PLAN VIEW



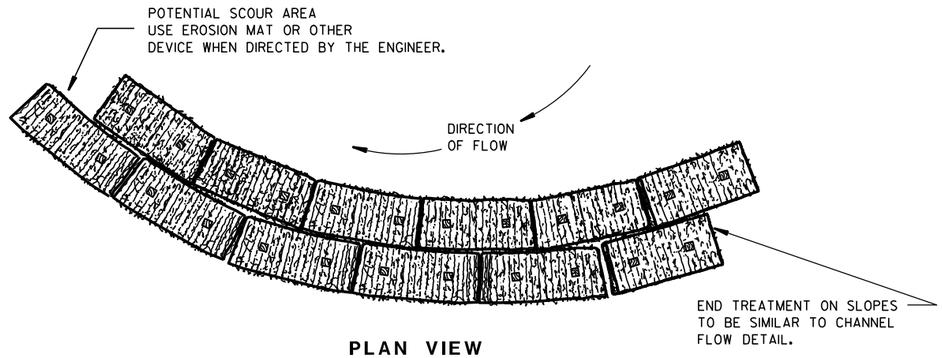

FRONT ELEVATION

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

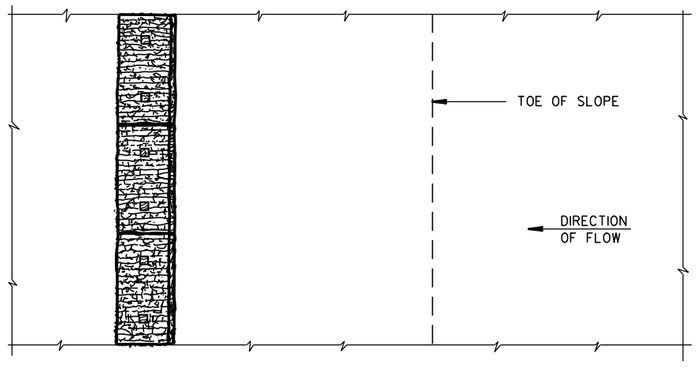
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

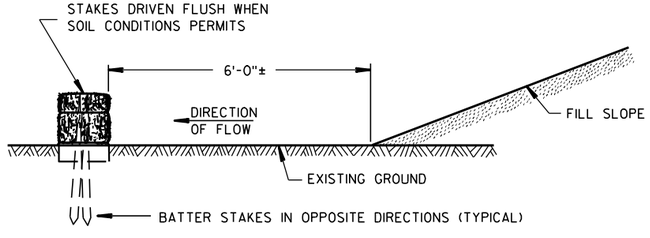



PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW




PLAN VIEW




FRONT ELEVATION

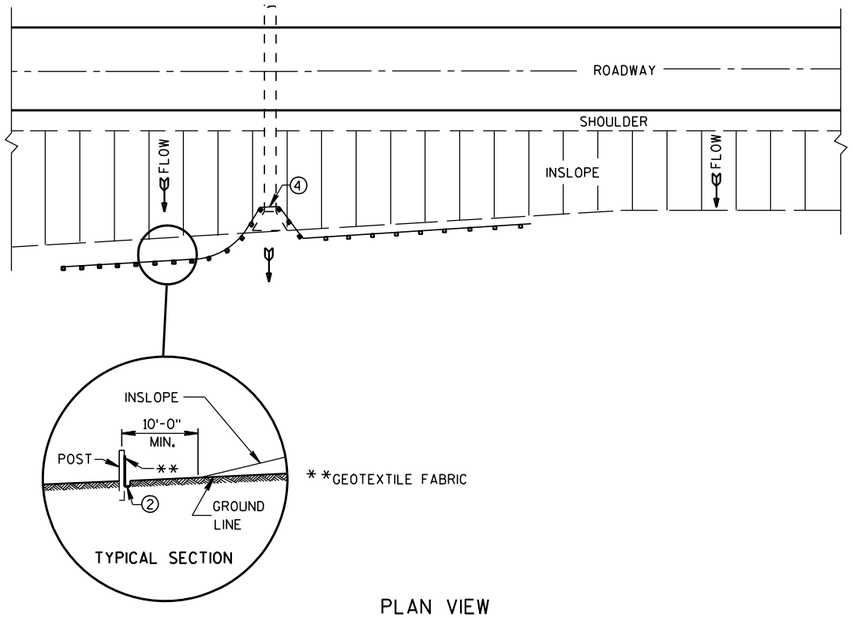
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

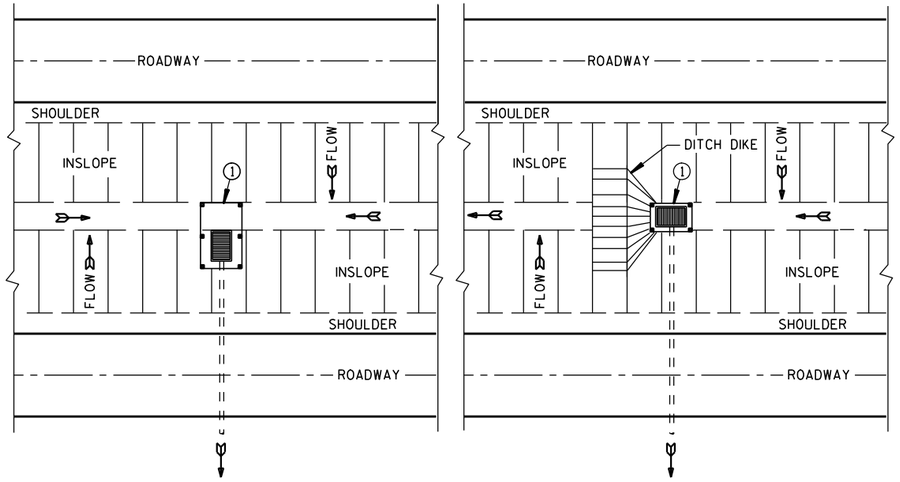
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APPROVED
6/04/02 DATE
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CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




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.

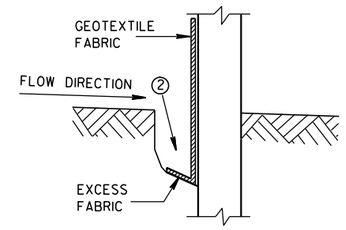
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

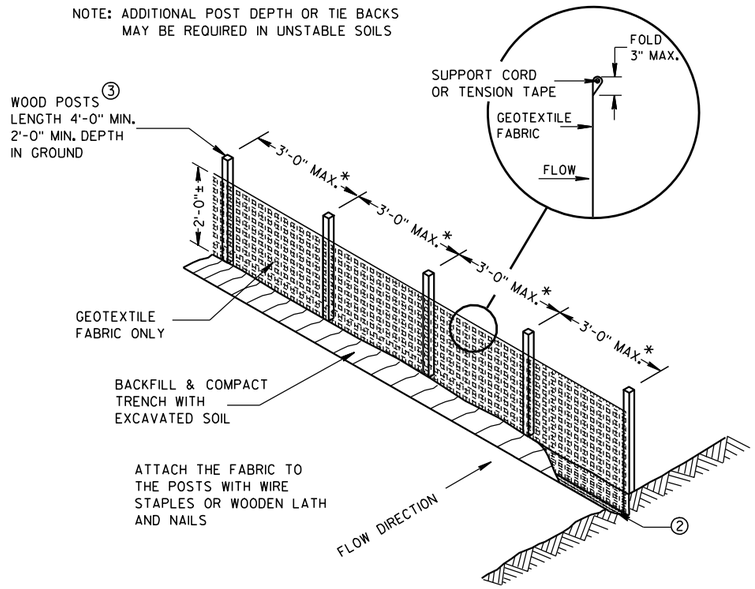
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

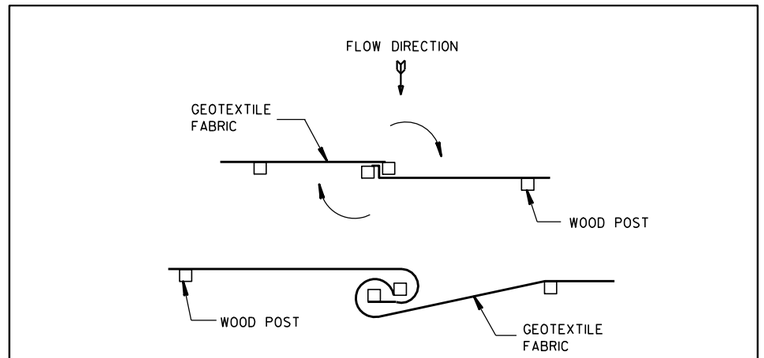
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



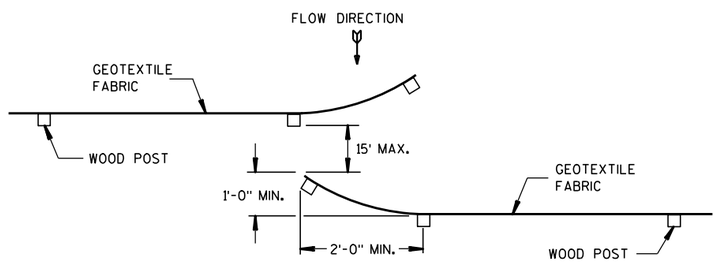

## TRENCH DETAIL




## SILT FENCE

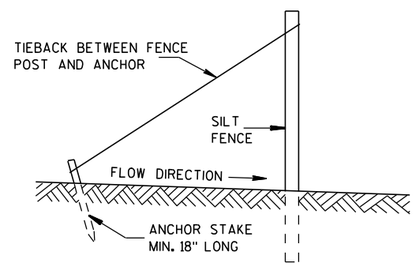



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE ⑤




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

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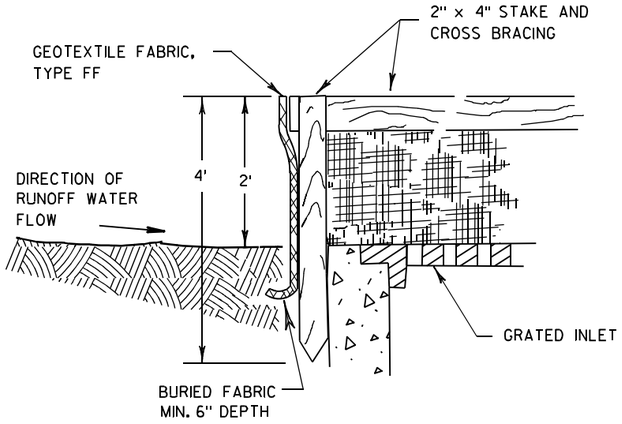
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4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

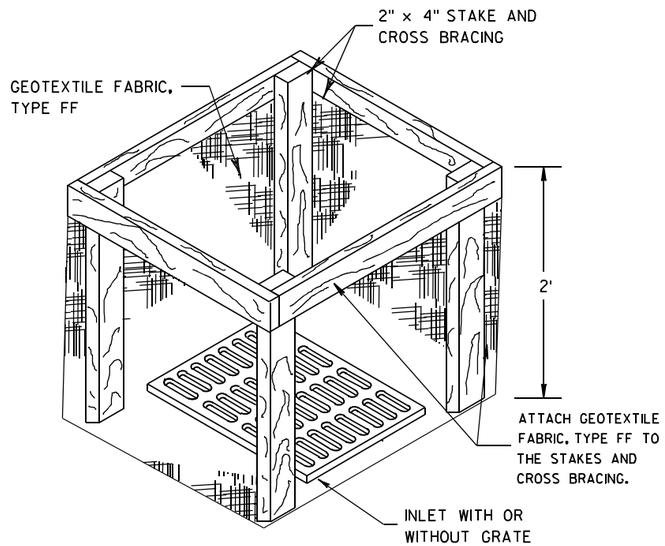
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S.D.D. 8 E 9-6

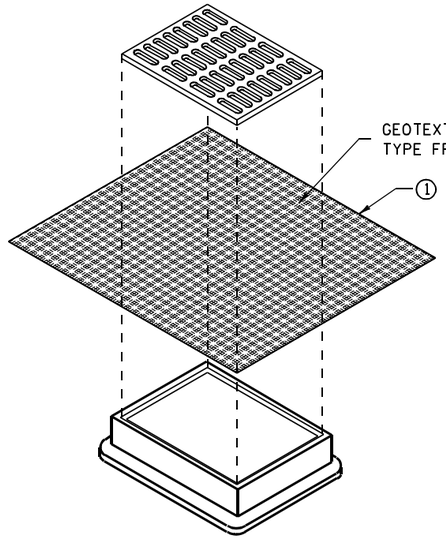
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S.D.D. 8 E 9-6



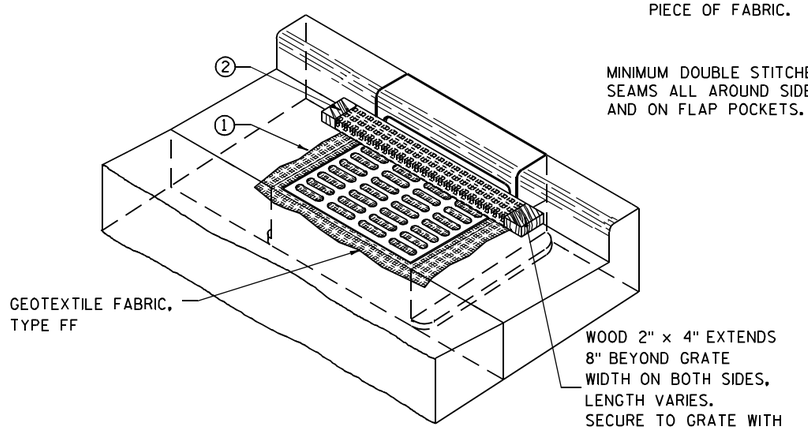




## INLET PROTECTION, TYPE A

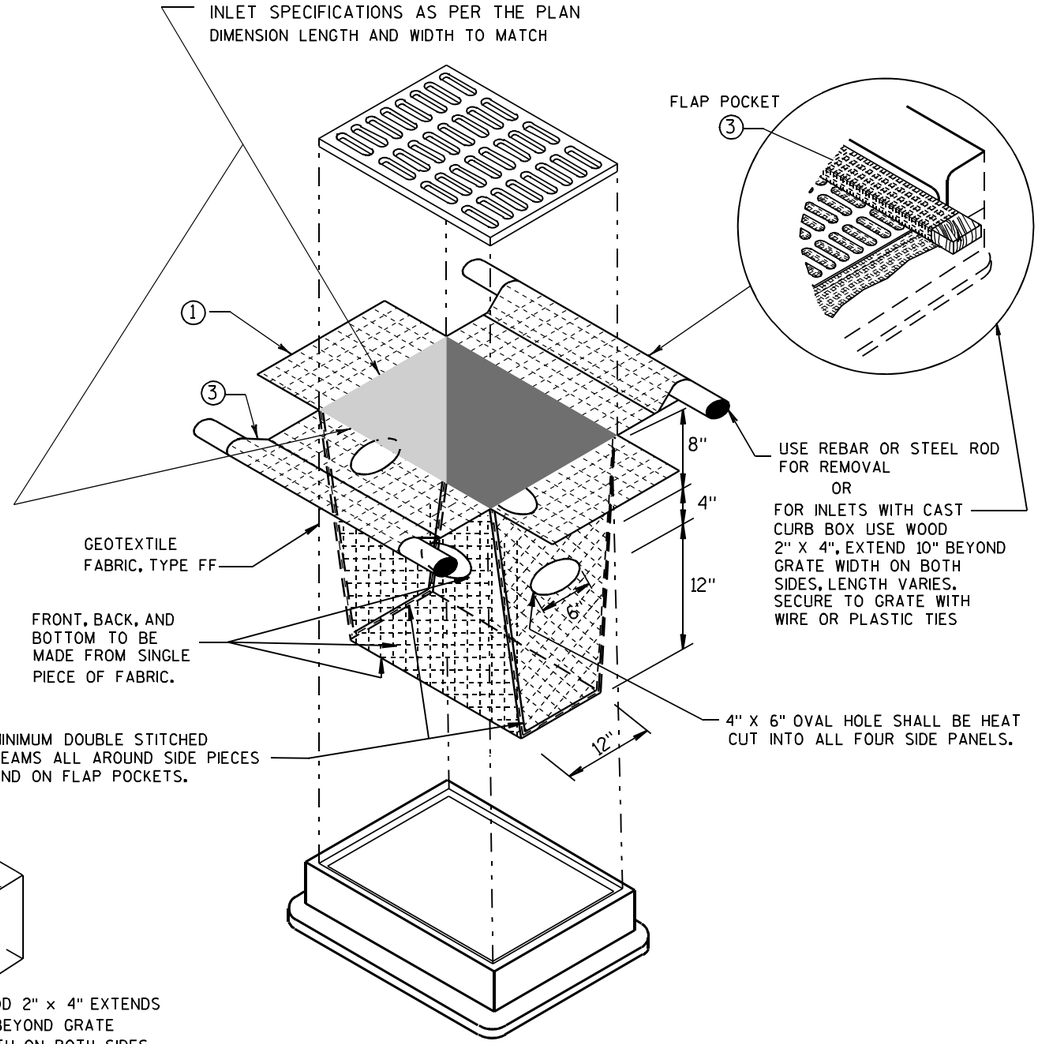



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(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**

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APPROVED

10/16/02
DATE

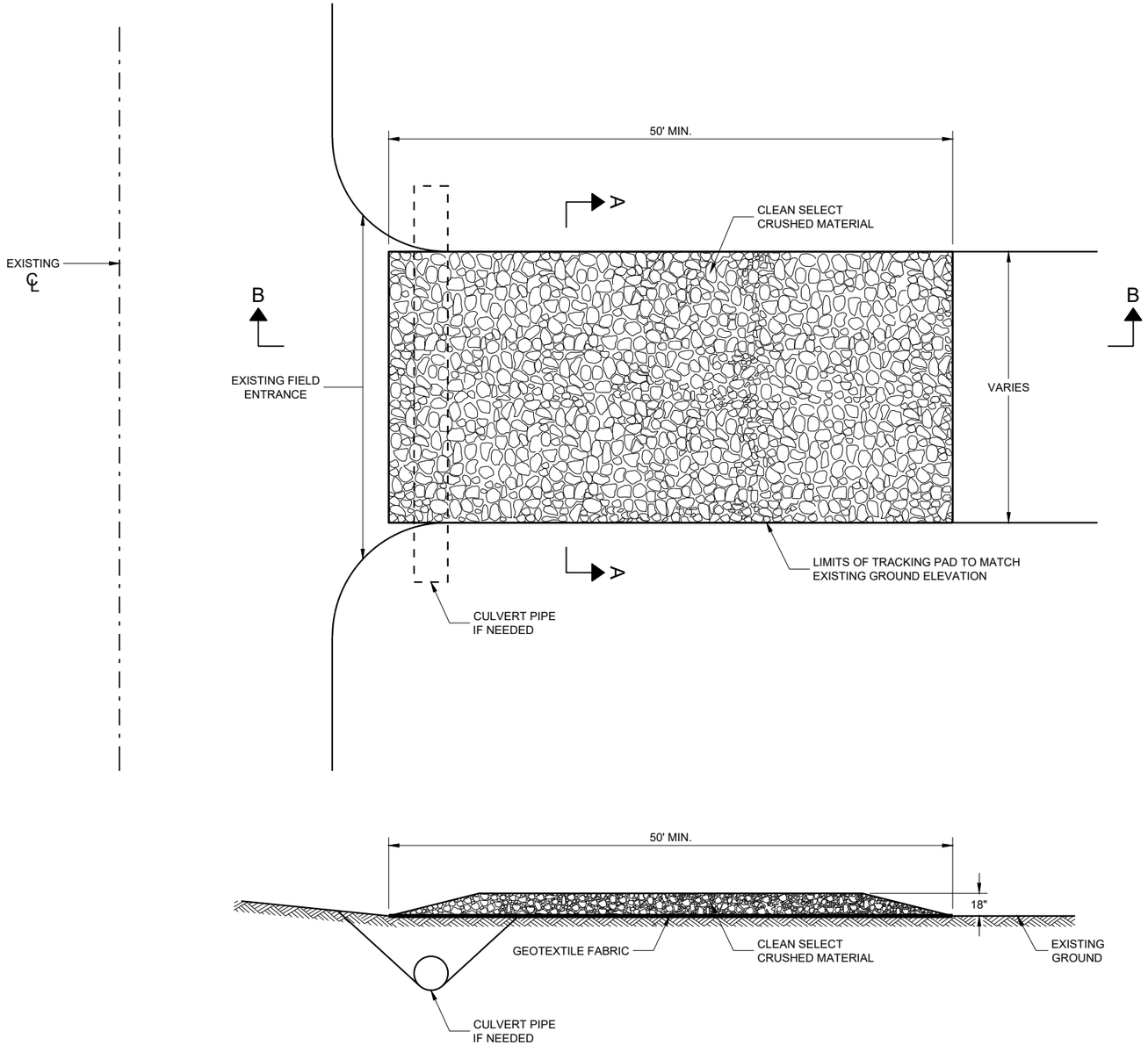
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

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.

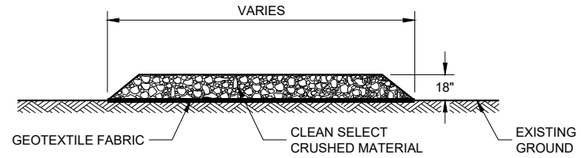
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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**

# TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

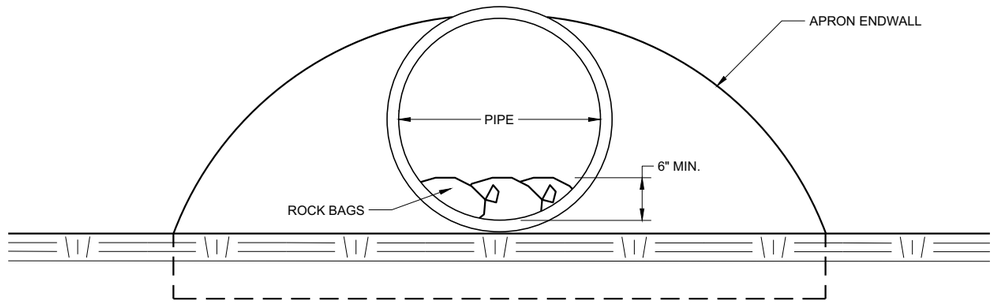
FHWA



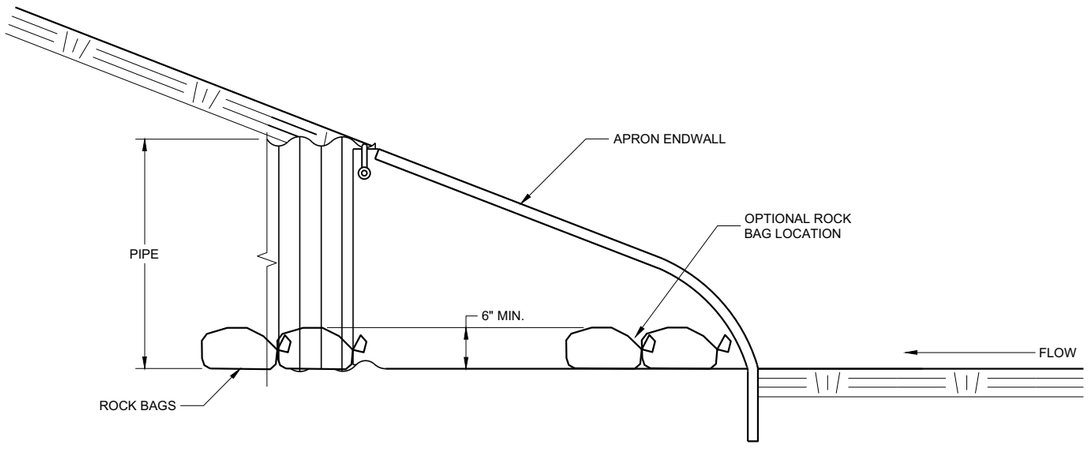


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SDD 08E14 - 01




**END VIEW**




**SIDE VIEW**

## CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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



6

SDD 08E15 - 01

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SDD 08E15 - 01

## METAL APRON ENDWALLS

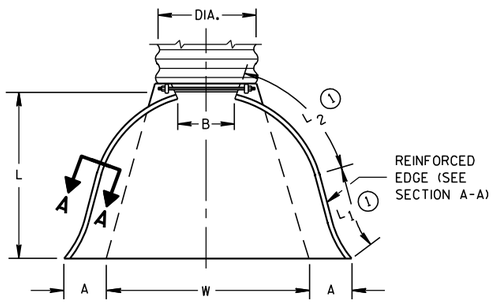
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 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

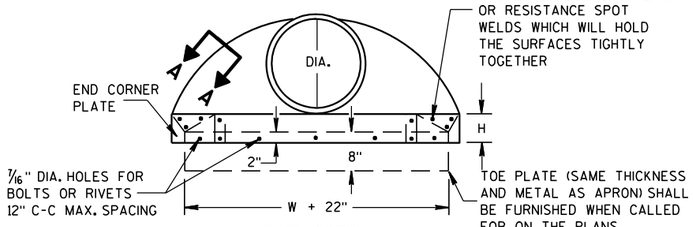
## REINFORCED CONCRETE APRON ENDWALLS

| 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 |

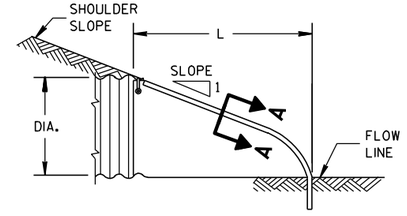
*MINIMUM
**MAXIMUM




PLAN VIEW

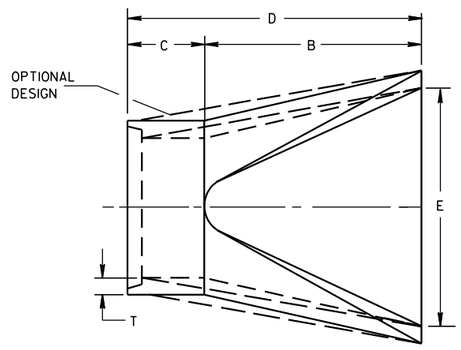



END VIEW

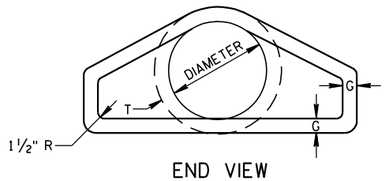



SIDE ELEVATION

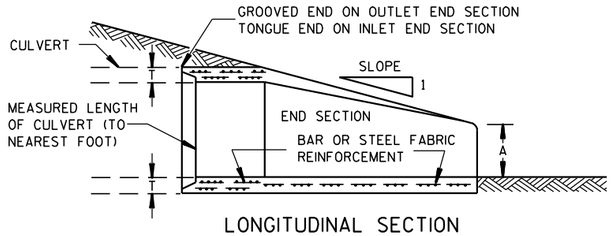
## METAL ENDWALLS




PLAN

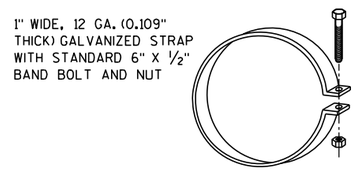



END VIEW



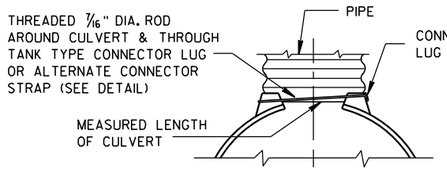

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

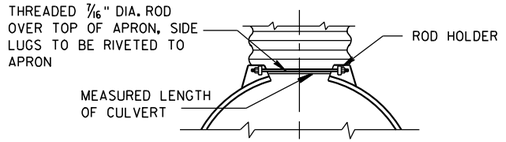



ALTERNATE FOR TYPE 1 CONNECTION

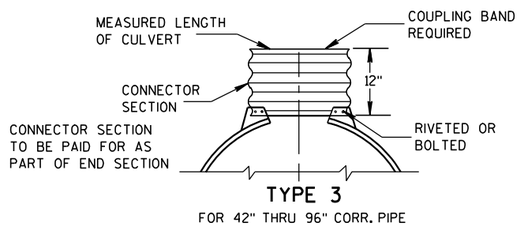
## END SECTION CONNECTOR STRAP



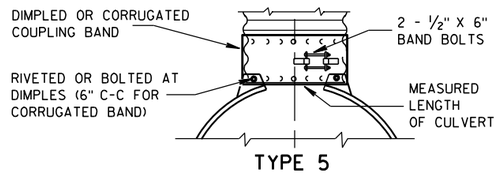

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

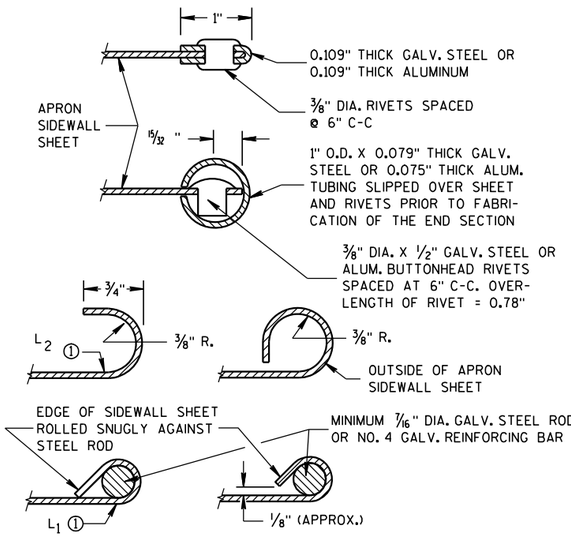
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

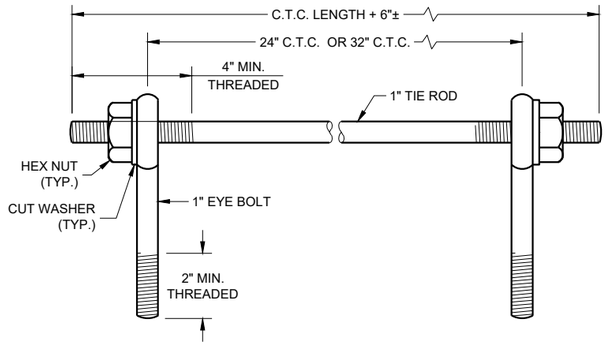
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

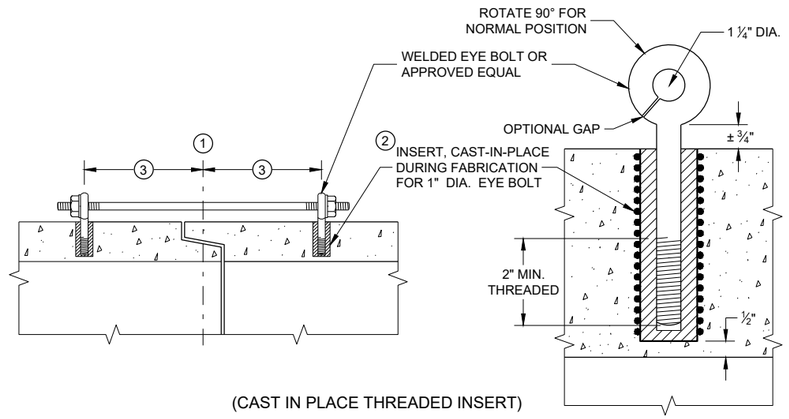


6

S.D.D. 8 F 1-11




**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.

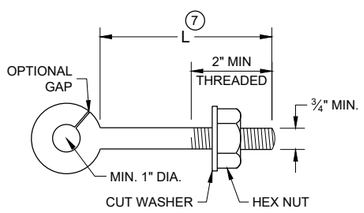
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

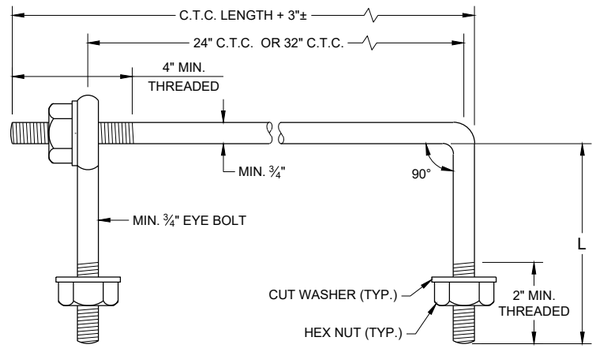
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

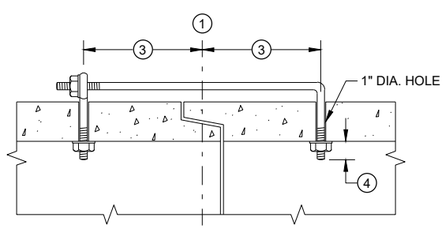



**EYE BOLT** (7)

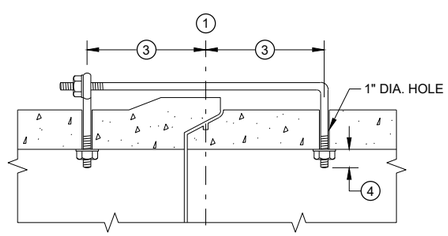
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




**EYE BOLT AND TIE ROD**




(TONGUE AND GROOVE PIPE)




(MODIFIED BELL PIPE)

**LONGITUDINAL SECTION**

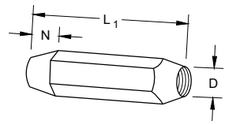
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

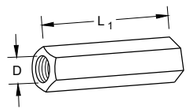
ADJUSTABLE TIE ROD TABLE

| 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



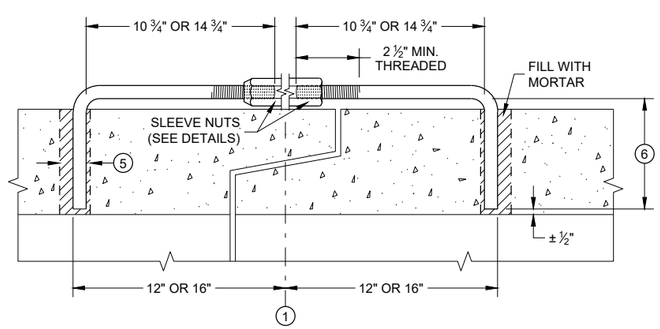

TAPERED




PLAIN

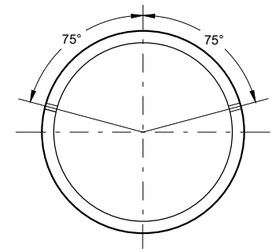
RIGHT AND LEFT THREADS

**SLEEVE NUTS**



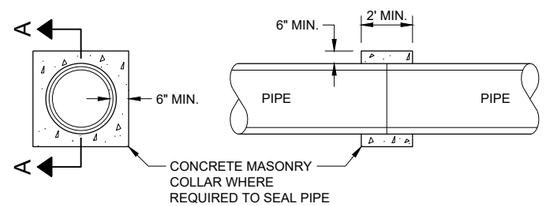

**LONGITUDINAL SECTION**

## 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**

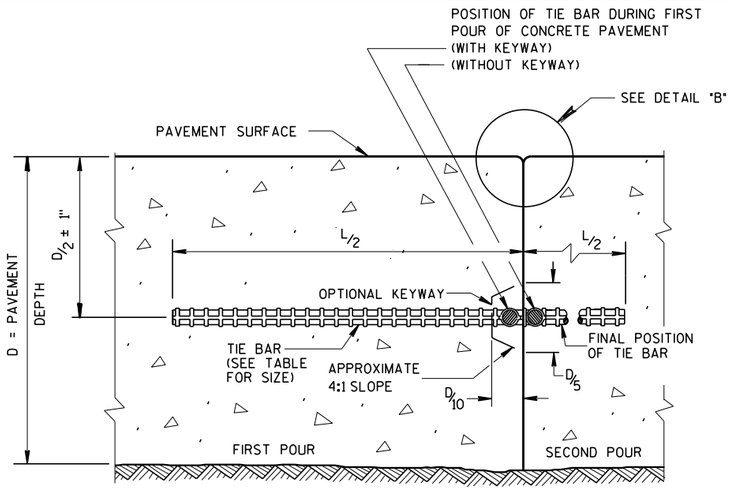
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

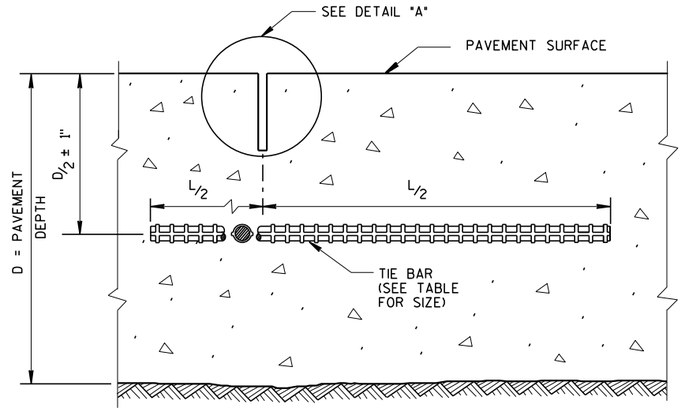


SDD 08F04 - 08

SDD 08F04 - 08




## 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

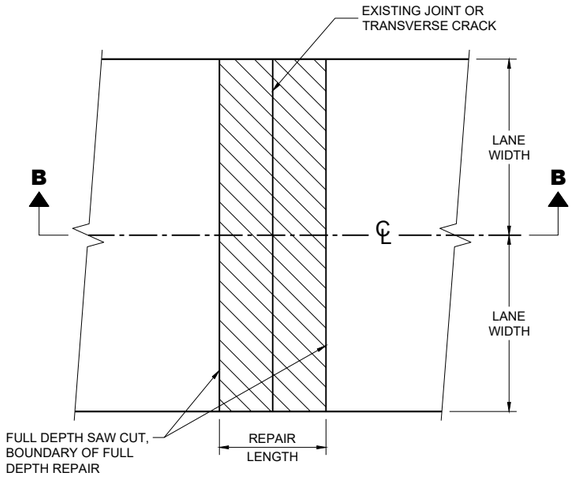
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kerr, P.E.
PAVEMENT SUPE
FHWA

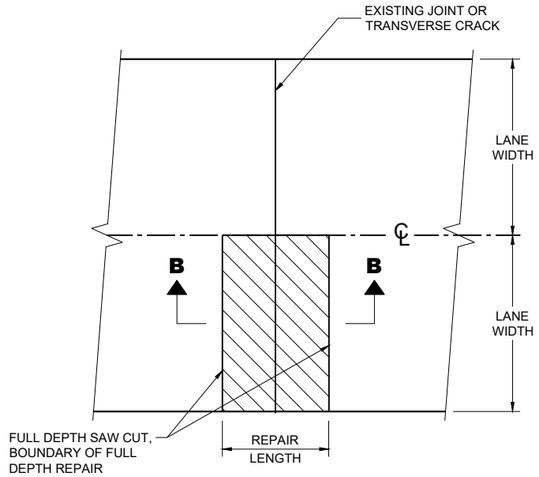




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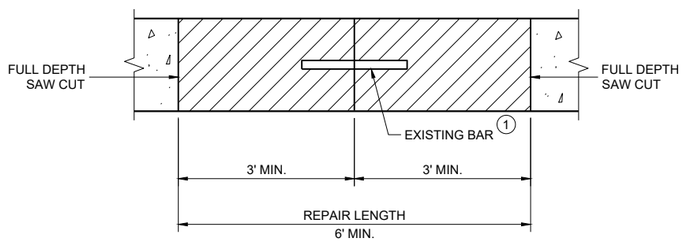



**PLAN VIEW**
**(DOUBLE LANE REPAIR)**




**PLAN VIEW**
**(SINGLE LANE REPAIR)**

## FULL DEPTH CONCRETE PAVEMENT REMOVAL




**SECTION B - B**

**CONCRETE REMOVAL**

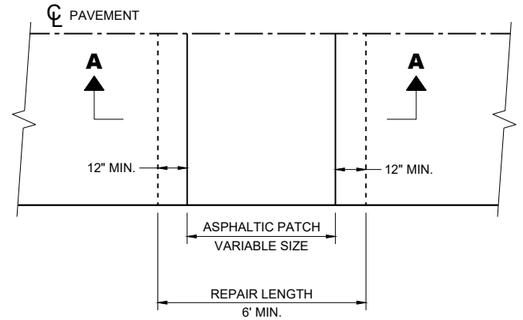
## GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

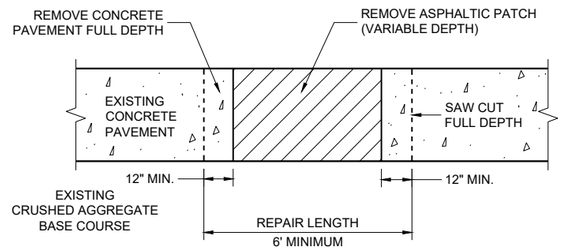
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.




**PLAN VIEW**



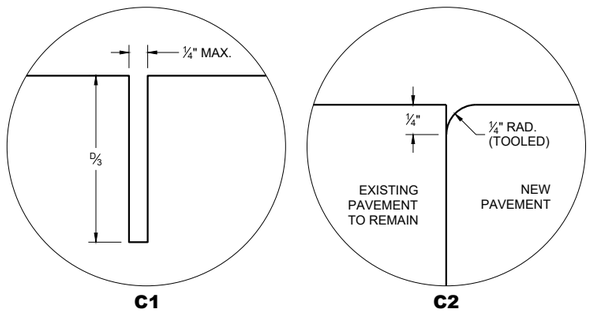

**SECTION A - A**

**HMA PATCH REMOVAL**

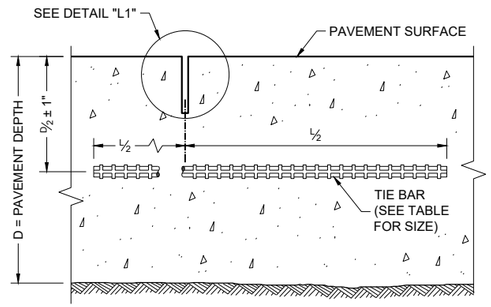
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**CONCRETE PAVEMENT REPAIR AND REPLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

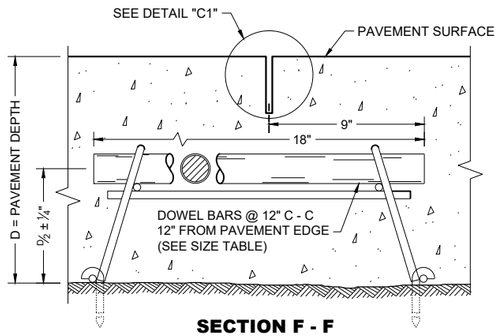



**TRANSVERSE JOINTS**




**SECTION C - C**

**SAWED LONGITUDINAL JOINT**




**SECTION F - F**

**DOWELED CONTRACTION JOINT**

## GENERAL NOTES

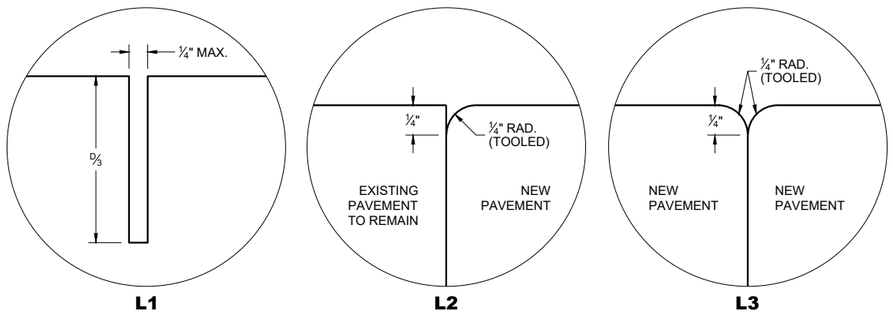
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

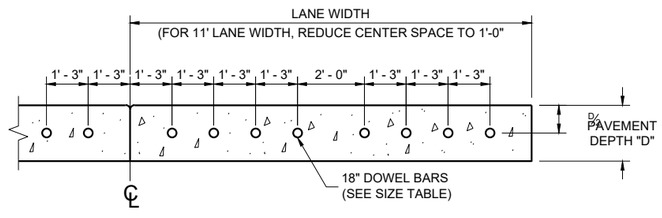
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

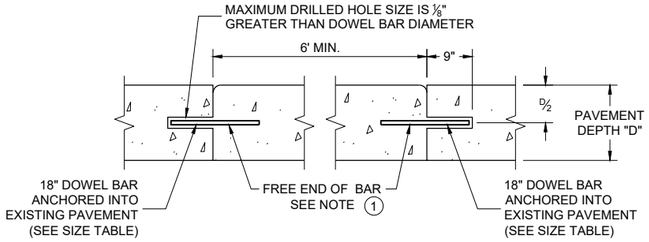



**LONGITUDINAL JOINTS**




**SECTION E - E**

**DRILLED DOWEL BAR CONSTRUCTION JOINT**




**SECTION D - D**

### TIE BAR TABLE

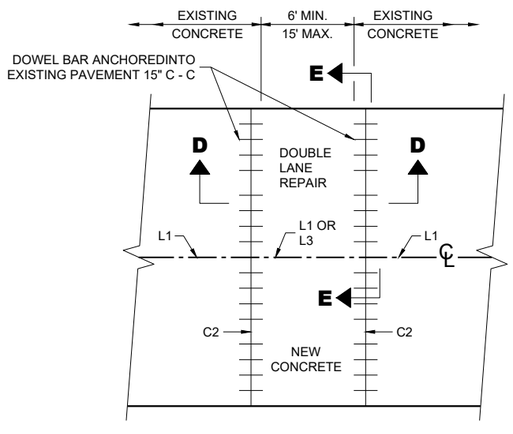
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 ½" | NO. 4 | 30" | 36" |
| ≥ 10 ½" | NO. 5 | 36" | 36" |
| | NO. 4* | 30" | 24" ** |

* 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.

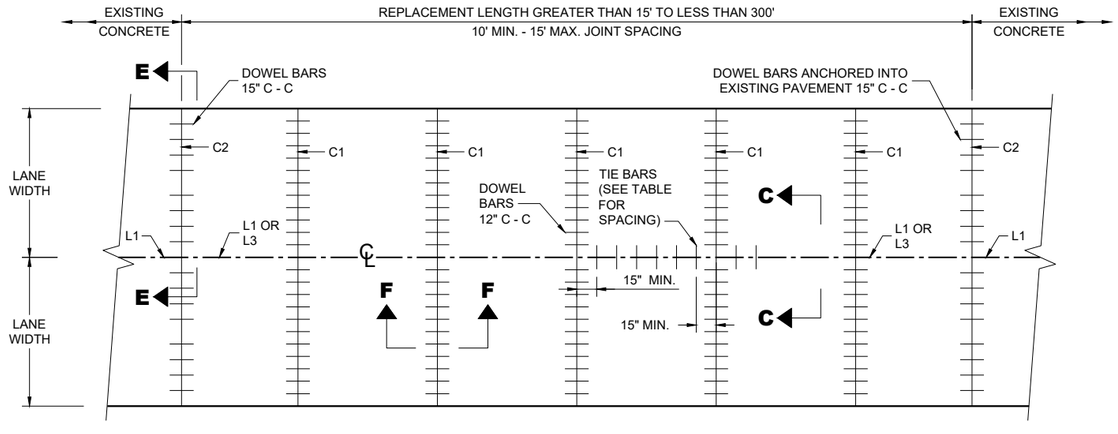
### PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | DRILLED DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|---|
| 6", 6 ½" | NONE | NONE | 12' |
| 7", 7 ½" | 1" | 1" | 14' |
| 8" & ABOVE | 1 ¼" | 1 ¼" | 15' |




**PLAN VIEW**

**MULTILANE CONCRETE PAVEMENT REPAIR**

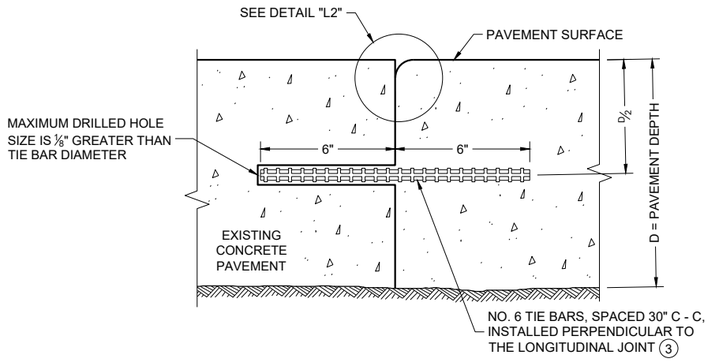



**PLAN VIEW**

**MULTILANE CONCRETE PAVEMENT REPLACEMENT**

**CONCRETE PAVEMENT REPAIR AND REPLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

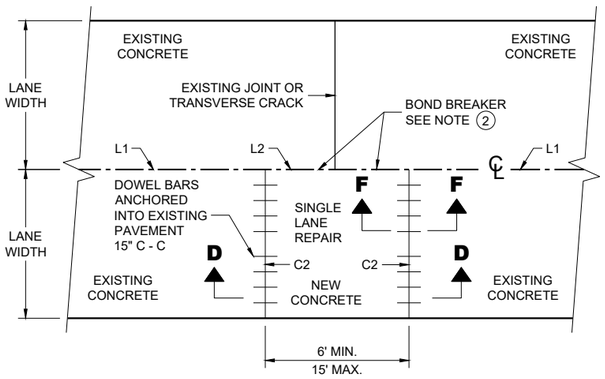



**SECTION G - G**

## TIE BARS ANCHORED INTO EXISTING PAVEMENT

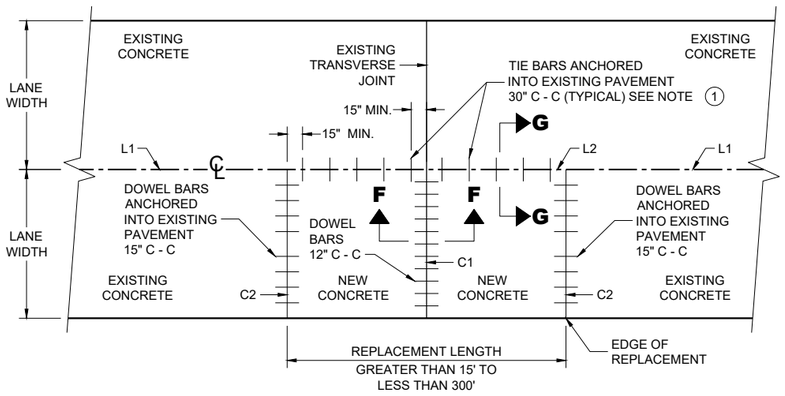
## GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.




**PLAN VIEW**

## SINGLE LANE CONCRETE PAVEMENT REPAIR




**PLAN VIEW**

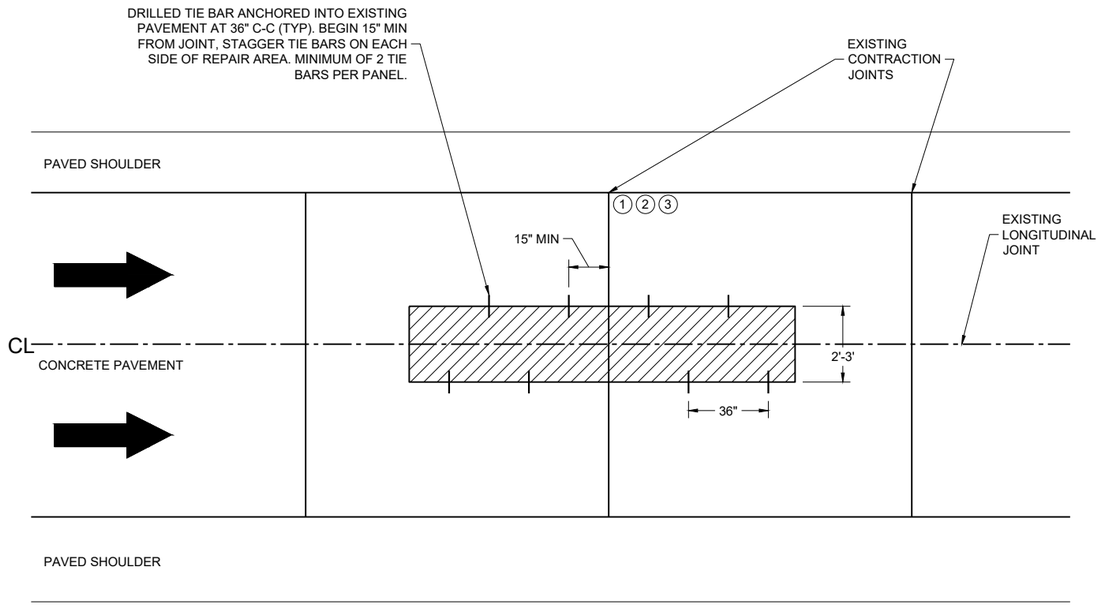
## SINGLE LANE CONCRETE PAVEMENT REPLACEMENT



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SDD 13C09-18c

**CONCRETE REPAIR AND REPLACEMENT**

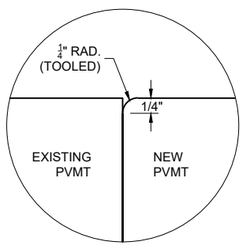
STATE OF WISCONSIN
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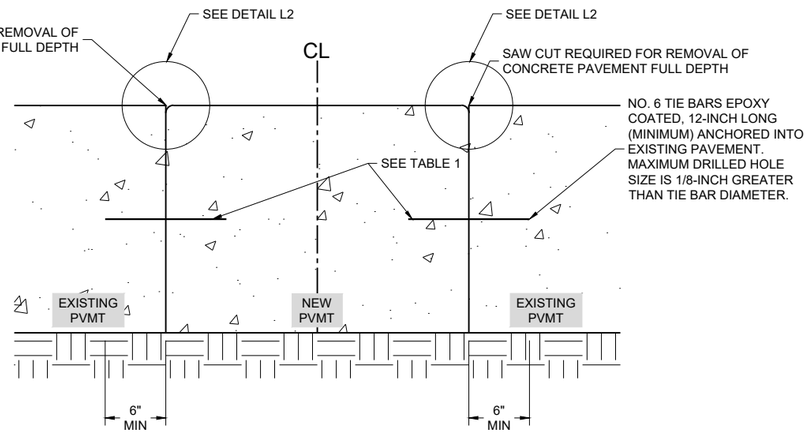

**PLAN VIEW**

## GENERAL NOTES

1. TIE BARS MIN 15" FROM JOINT.
2. LOCATION AND WIDTH OF PATCH ARE VARIABLE DEPENDING ON FIELD CONDITION
3. PRESERVE OR REESTABLISH EXISTING CONTRACTION JOINTS, KEEPING PATCH MATERIALS OUT OF REMAINING CONTRACTION JOINT.




**DETAIL L2**




**SECTION VIEW**

| TABLE 1 | |
|---|---|
| PATCH WIDTH | TIE BAR LENGTH |
| 24" | 12" |
| 36" | 18" |

**CONCRETE PAVEMENT CENTERLINE JOINT REPAIR**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
NOVEMBER 2025 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR

FHWA




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SDD 13C09-18d

(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.

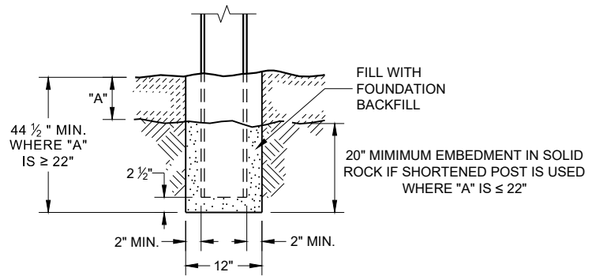
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

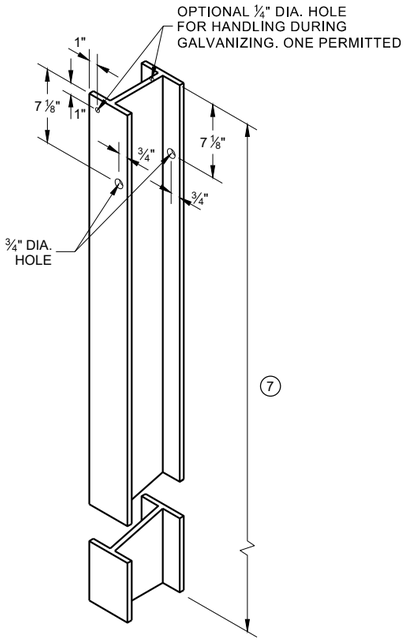
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

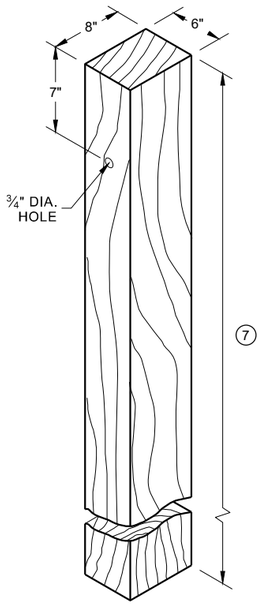
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



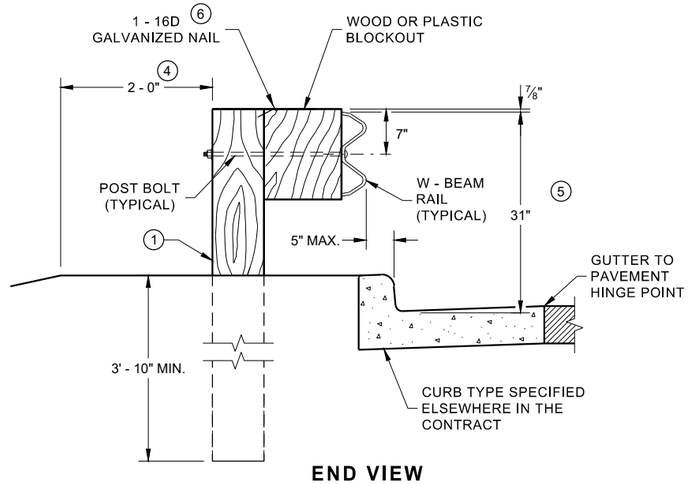

END VIEW
**SETTING STEEL OR WOOD POST IN ROCK** (3)



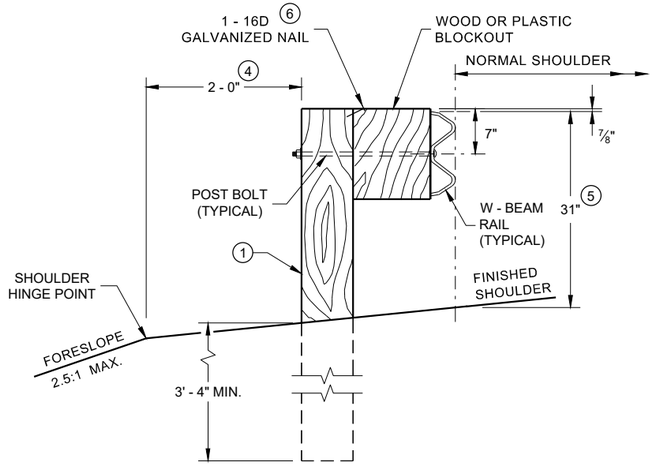

**STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9)** (1)



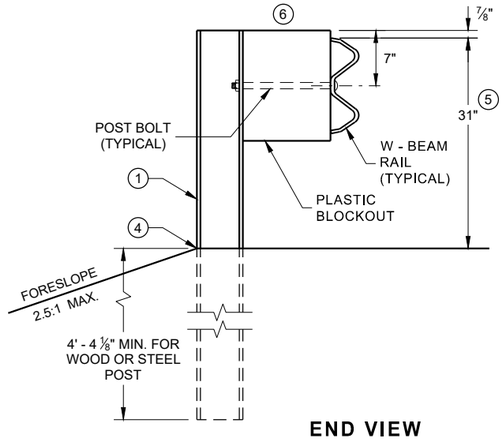

**WOOD POST (6" X 8") NOMINAL** (1)



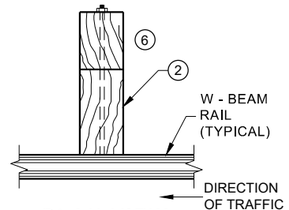

END VIEW
**LOCATED ALONG A CURBED ROADWAY**



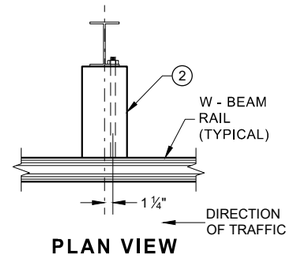

END VIEW
**LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION**



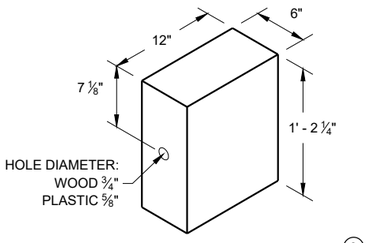

END VIEW
**MGS LONGER POST AT HALFPOST SPACING W BEAM (K)**




PLAN VIEW
**WOOD POST, BLOCKOUT & BEAM**



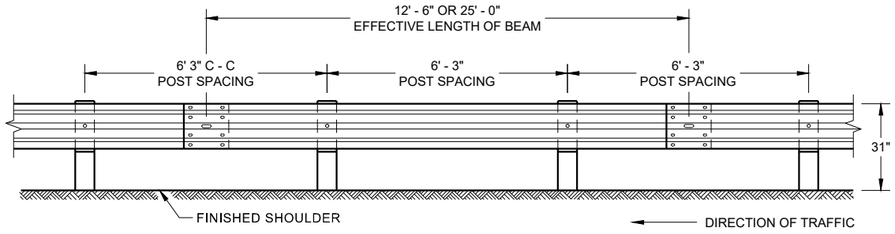

PLAN VIEW
**STEEL POST, PLASTIC BLOCKOUT & BEAM**



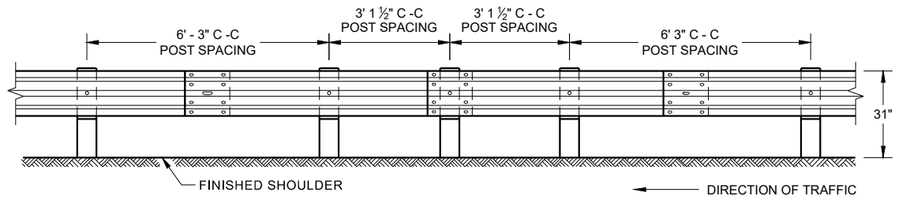

**WOOD OR PLASTIC BLOCKOUT** (2)

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

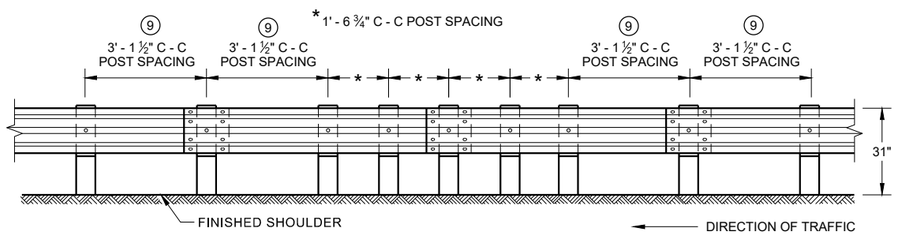
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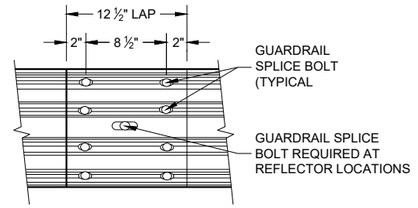

**FRONT VIEW**
## POST SPACING STANDARD INSTALLATION




**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

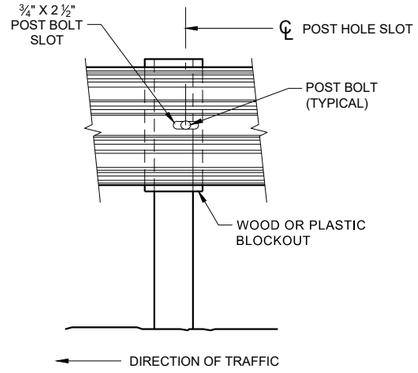
## GENERAL NOTES

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

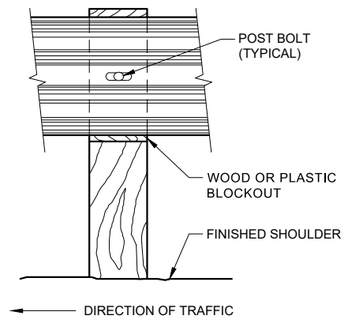
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.

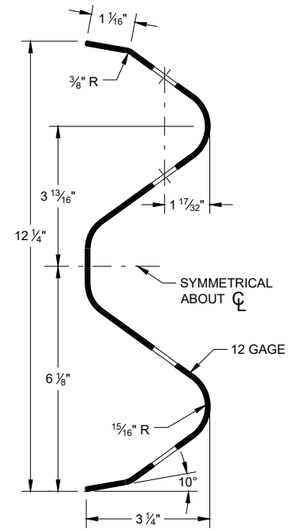
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



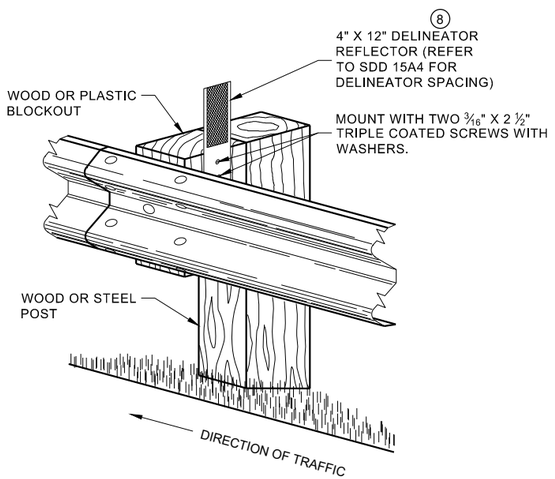

**FRONT VIEW AT STEEL POST**




**FRONT VIEW AT WOOD POST**




**SECTION THRU W-BEAM RAIL**




**ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION**

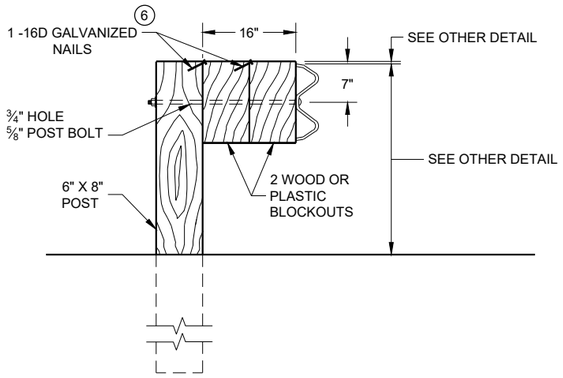
**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

STATE OF WISCONSIN
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6


SDD 14B42 - 07b

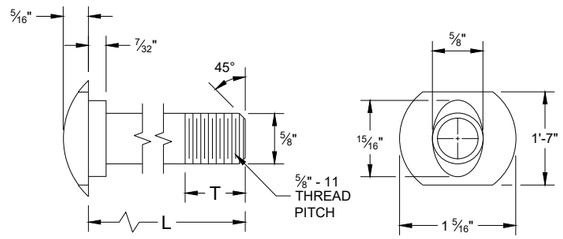



## DETAIL FOR 16" BLOCKOUT DEPTH

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.

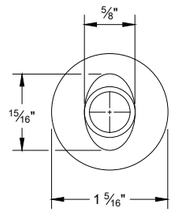
NOTE:

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.

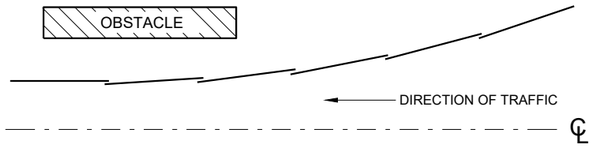



## POST BOLT TABLE

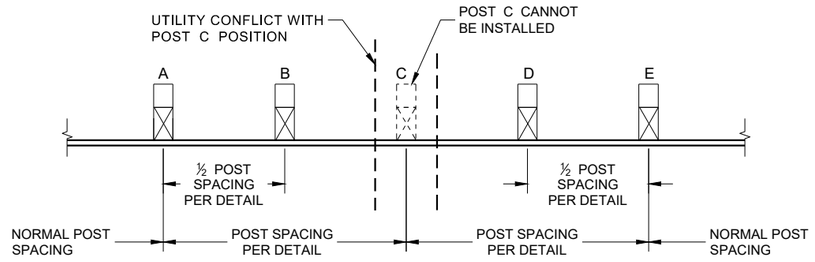
| L | T (MIN.) |
|---|---|
| 1 ¼" | 1 ⅛" |
| 2" | 1 ¾" |
| 10" | 4" |
| 14" | 4 1⁄16" |
| 18" | 4" |
| 21" | 4 1⁄16" |
| 25" | 4" |



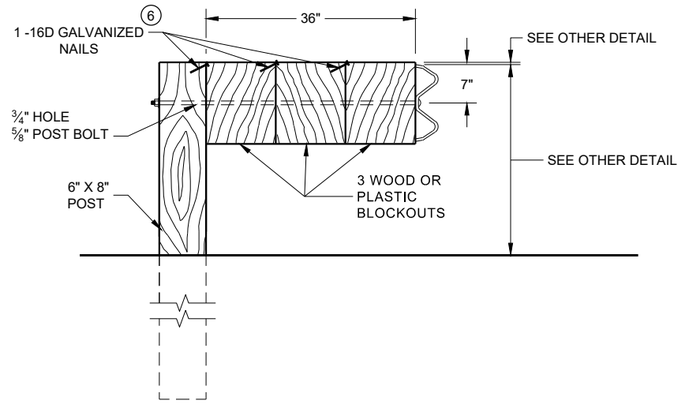

## ALTERNATE BOLT HEAD



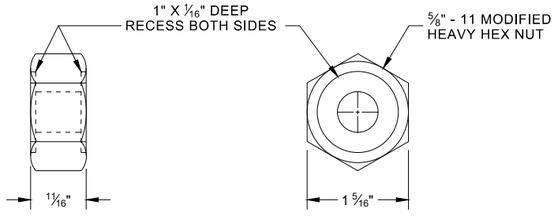

## PLAN VIEW
## BEAM LAPPING DETAIL



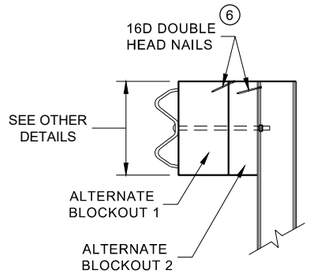

## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



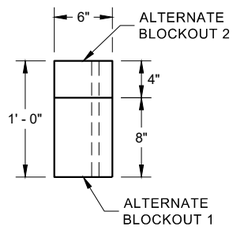

## DETAIL FOR 36" BLOCKOUT DEPTH




## POST BOLT, SPLICE BOLT AND RECESS NUT




SIDE VIEW




PLAN VIEW

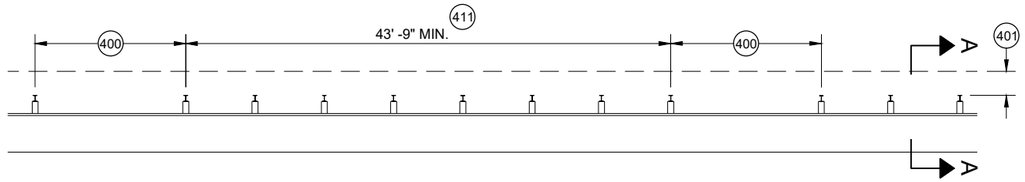
## ALTERNATE WOOD BLOCKOUT DETAIL

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.

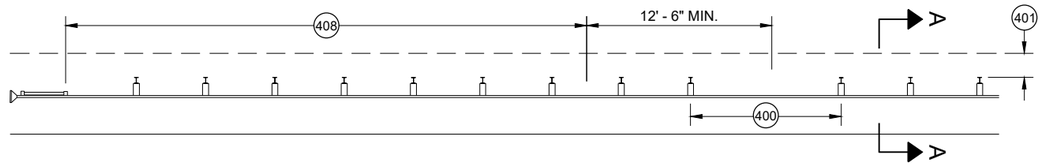
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

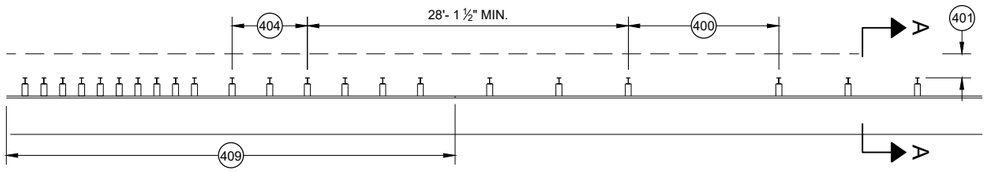
**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**



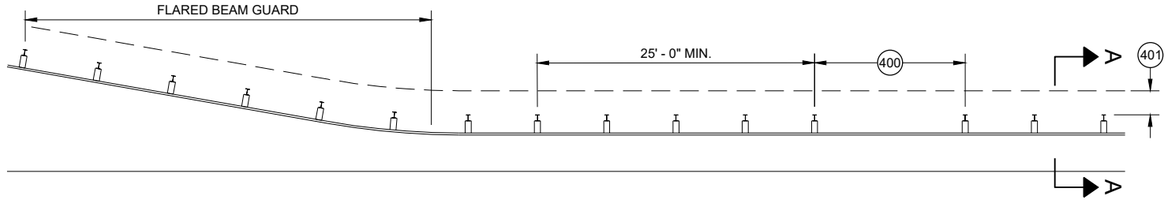

**MISSING POST IN MGS GUARDRAIL**



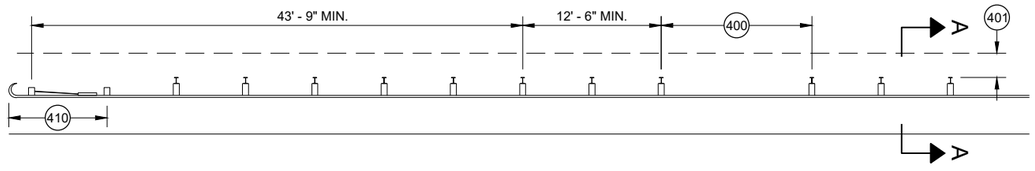

**MISSING POST IN MGS GUARDRAIL NEAR EAT**



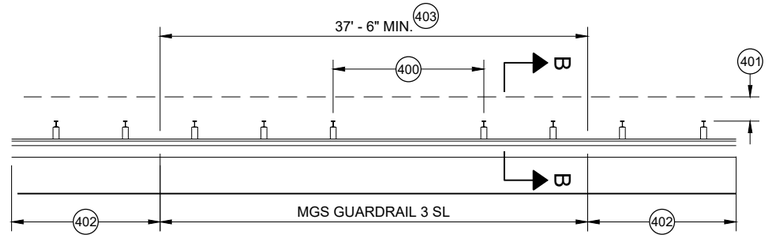

**MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION**




**MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD**

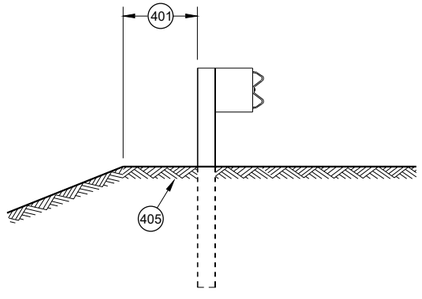



**MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL**

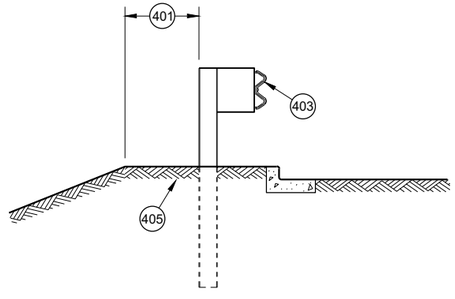



**MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)** 407

(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

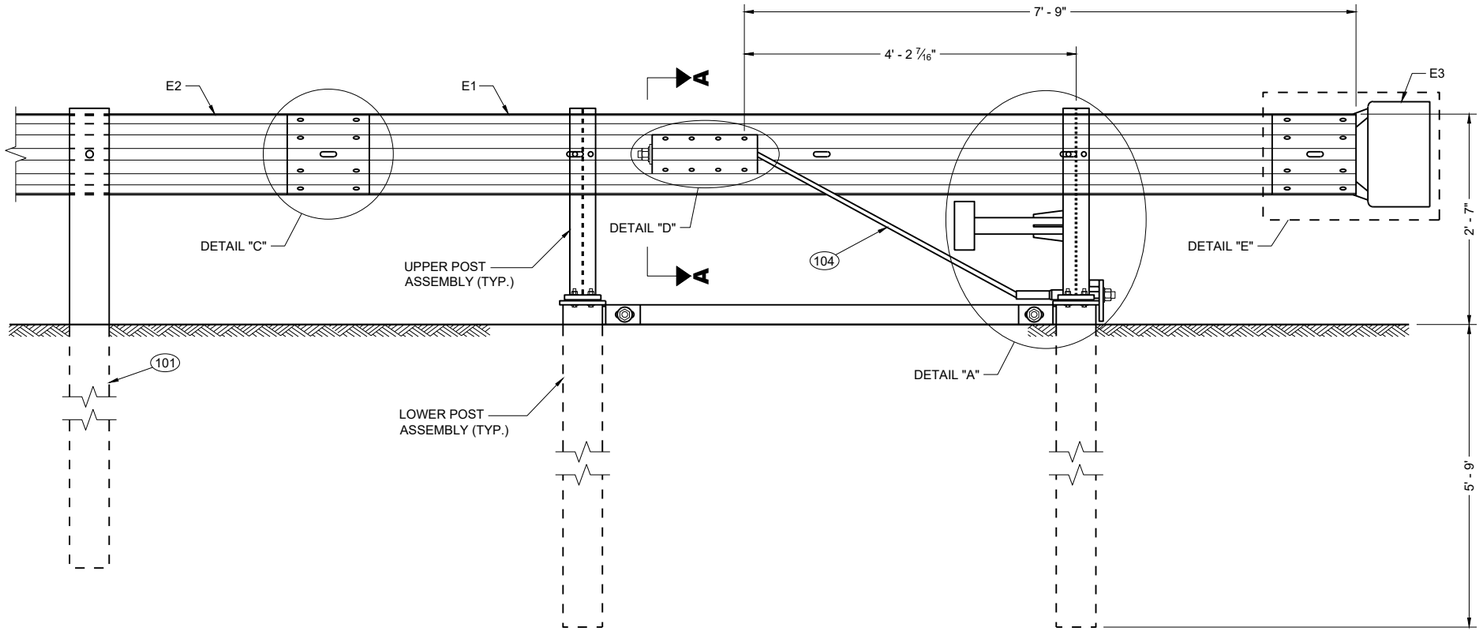
FHWA





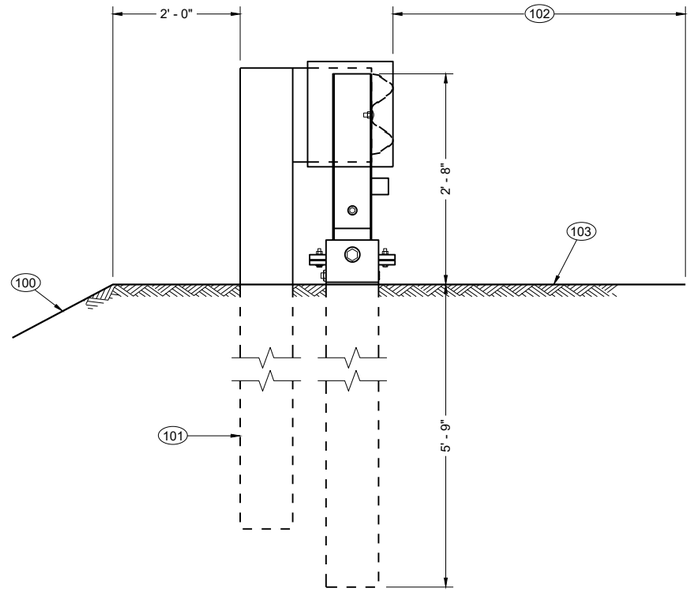


SDD 14B42 - 07d



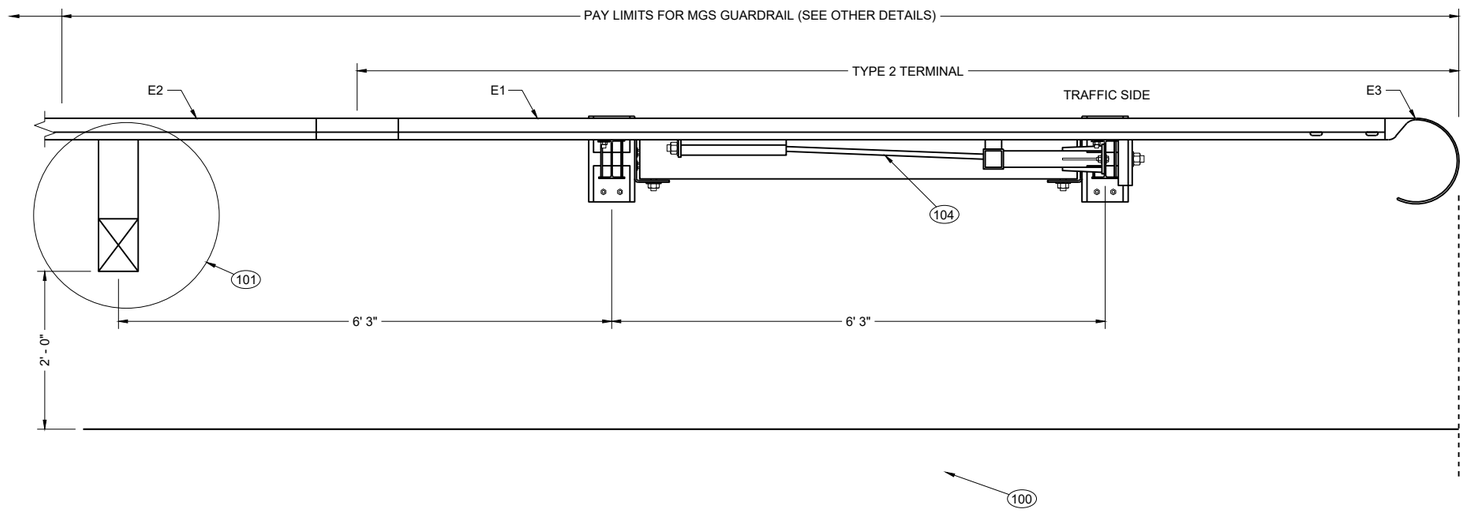

**BACK VIEW**

**TYPE 2 TERMINAL**




**SIDE VIEW**

**TYPE 2 TERMINAL**




**TOP VIEW**

**TYPE 2 TERMINAL**

## GENERAL NOTES

SEE SDD 14B42 FOR MORE INFORMATION

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

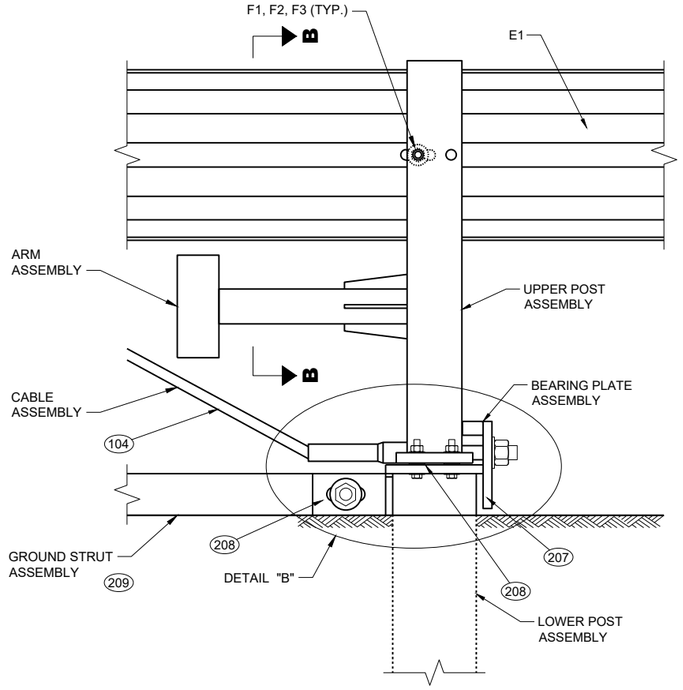
(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

**MIDWEST GUARDRAIL SYSTEM (MGS)**
**TYPE 2 TERMINAL**

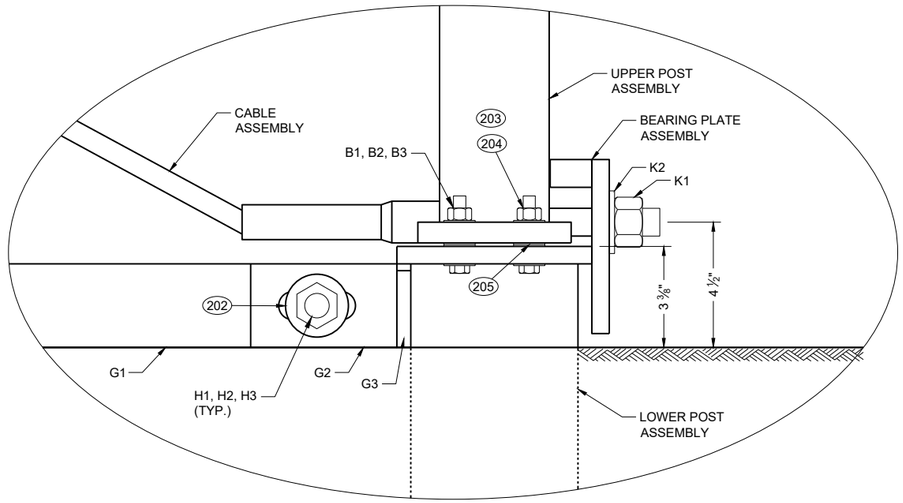
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

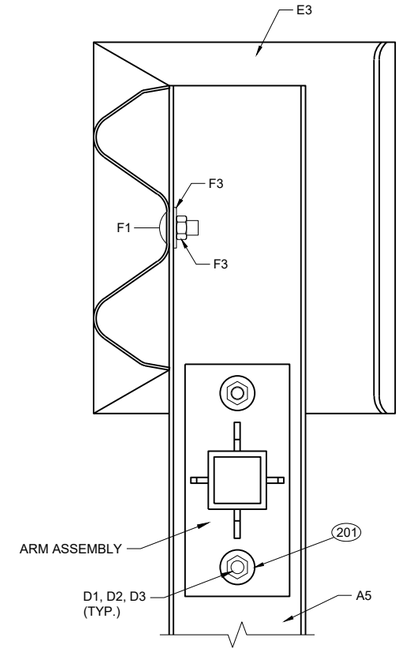
SDD 14B47-07a



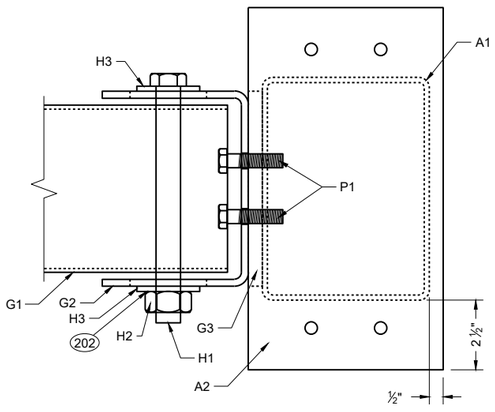

**DETAIL "A"**




**DETAIL "B"**

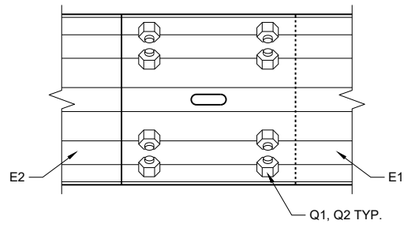



**SECTION B - B**

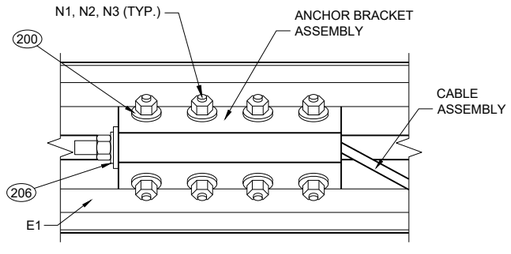



**TOP VIEW**

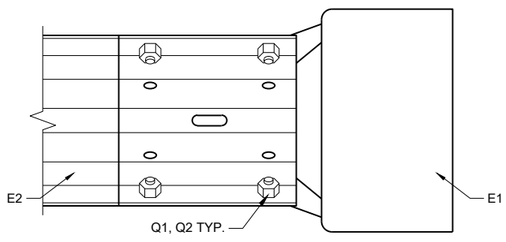
**GROUND STRUT CONNECTION DETAIL**




**DETAIL "C"**




**DETAIL "D"**




**DETAIL "E"**

## GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

207 NO MATERIAL IS TO BE PLACED AGAINST THE VERTICAL FACES OF BEARING PLATE.

208 PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLTS FOR POST ASSEMBLIES AND GROUND STRUT.

209 PREVENT OR REMOVE MATERIALS THAT IMPEDE REMOVAL OF GROUND STRUT.

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

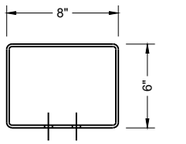
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



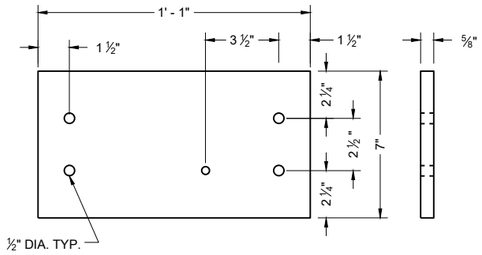
6
SDD 14B47-07b

## GENERAL NOTES

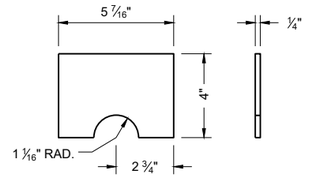
(300) TAP FOR 1/2" AFTER GALVANIZATION



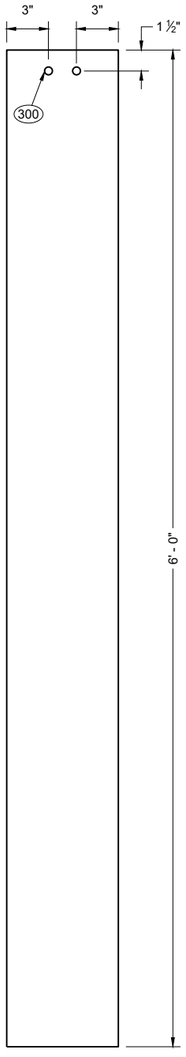

TOP VIEW




LOWER PLATE (A2)

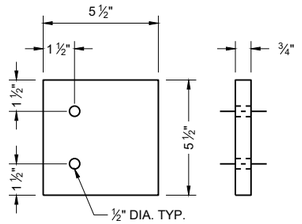



POST GUSSET (A3)

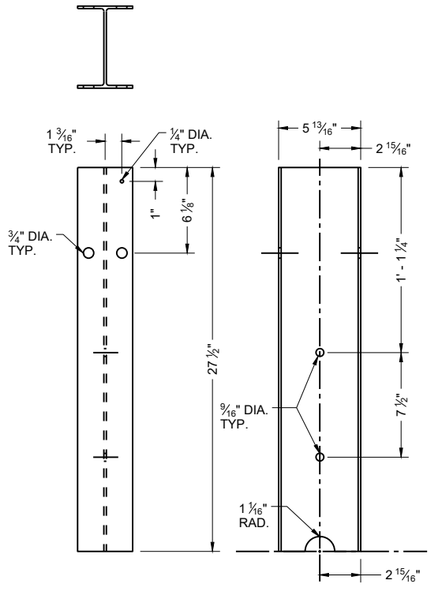



SIDE VIEW

FOUNDATION TUBE (A1)

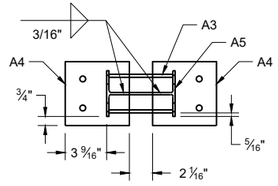



UPPER PLATE (A4)

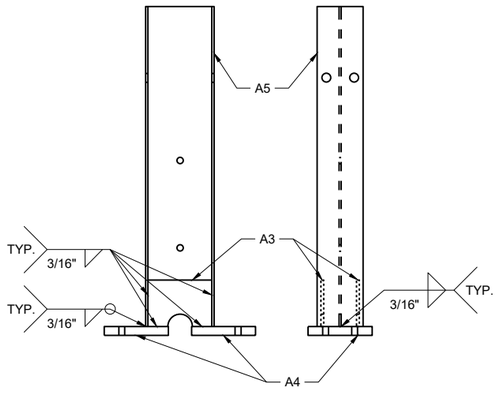



FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

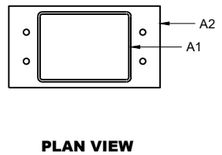



PLAN VIEW

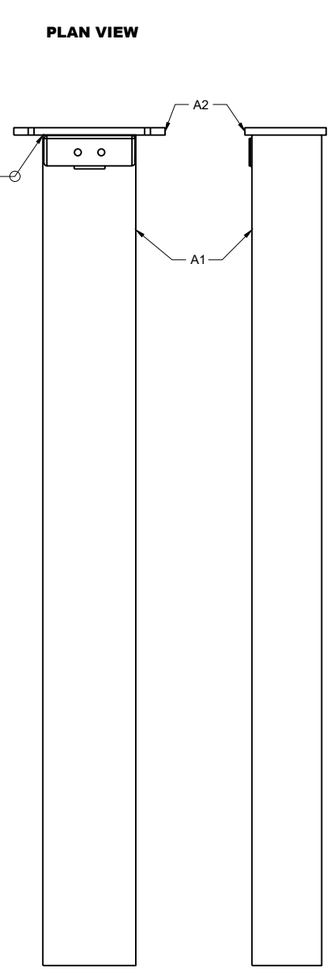



SIDE VIEW FRONT VIEW

UPPER POST ASSEMBLY

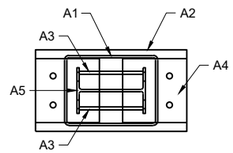


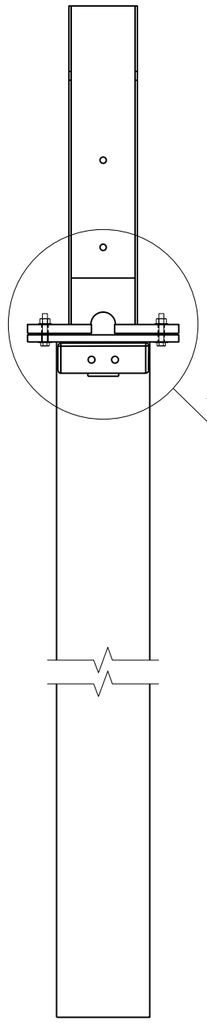

PLAN VIEW



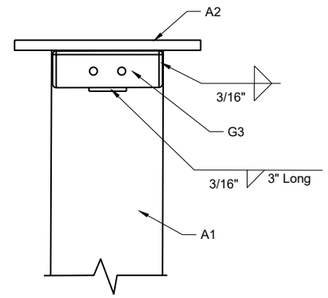

FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY

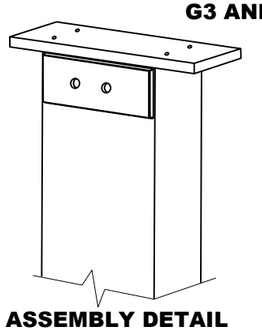


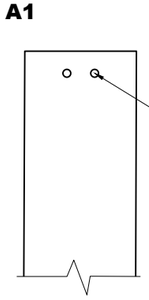
ASSEMBLED POST



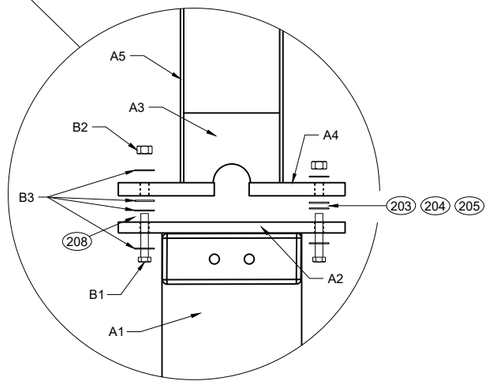

WELDING DETAIL G3 AND A1



ASSEMBLY DETAIL ISOMETRIC




A1

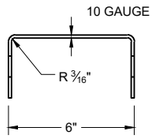



POST CONNECTION DETAIL

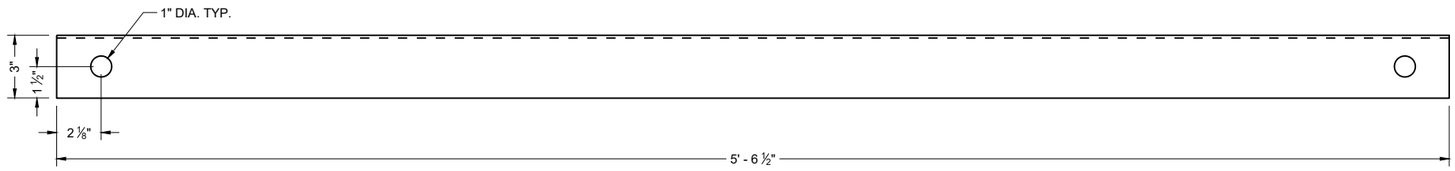
**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B47-07c

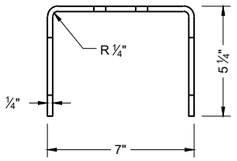



SIDE VIEW

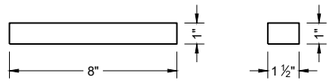



FRONT VIEW

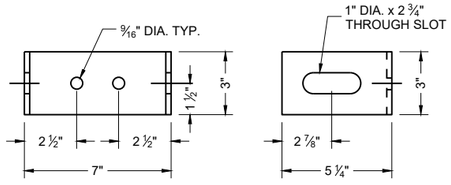
**GROUND STRUT CHANNEL (G1)**




TOP VIEW




**BEARING PLATE FLANGE (L2)**

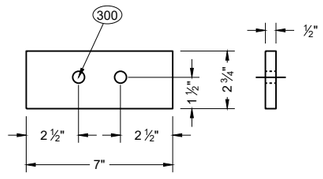



FRONT VIEW

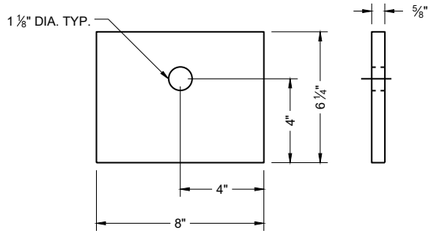



SIDE VIEW

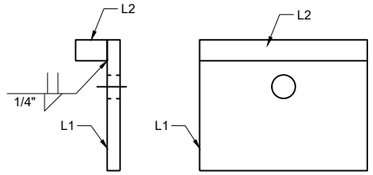
**GROUND STRUT CONNECTOR (G2)**




**GROUND STRUT PLATE (G3)**




**BEARING PLATE (L1)**

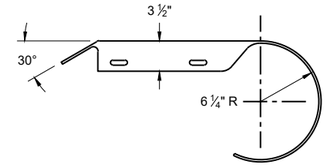



SIDE VIEW

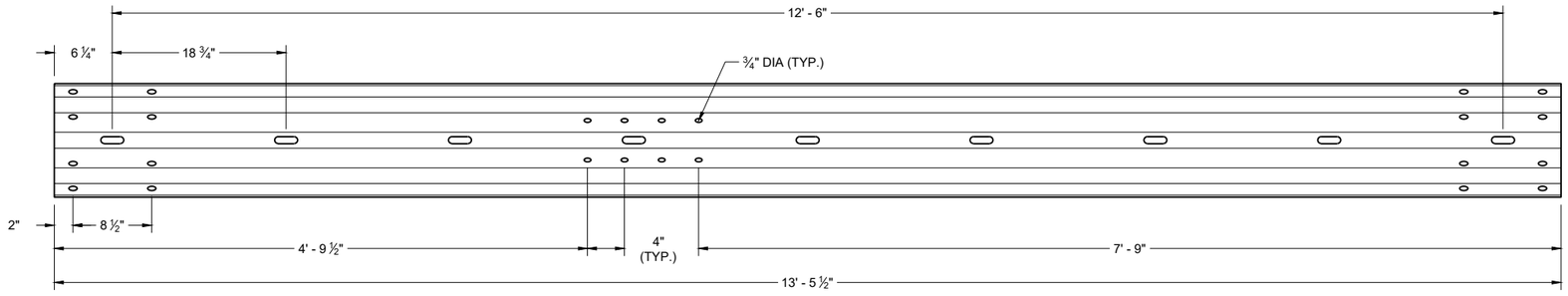



FRONT VIEW

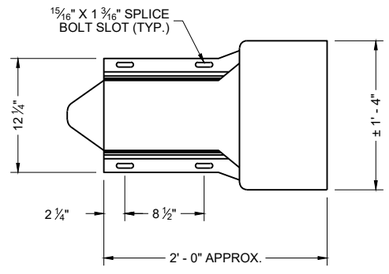
**BEARING PLATE ASSEMBLY**




PLAN VIEW

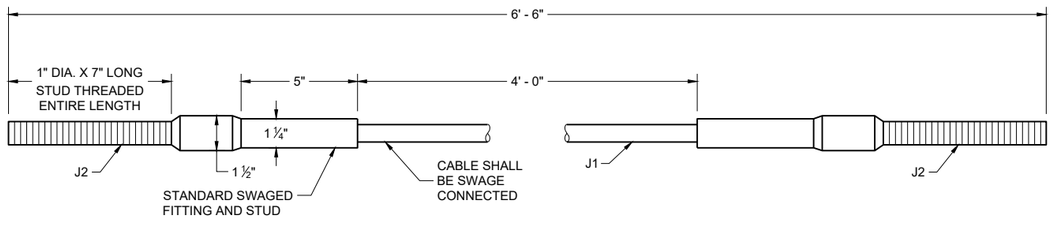



**TYPE 2 GUARDRAIL (E1)**




ELEVATION VIEW

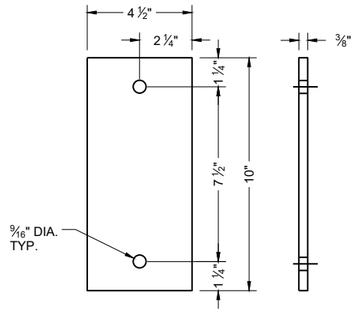
**ROUNDED BUFFER END (E3)**



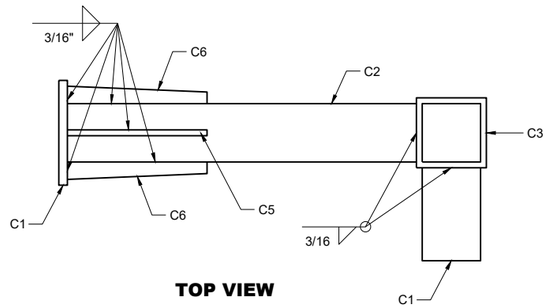

**CABLE ASSEMBLY**

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

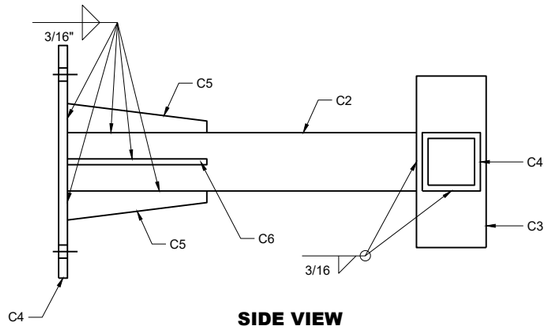
STATE OF WISCONSIN
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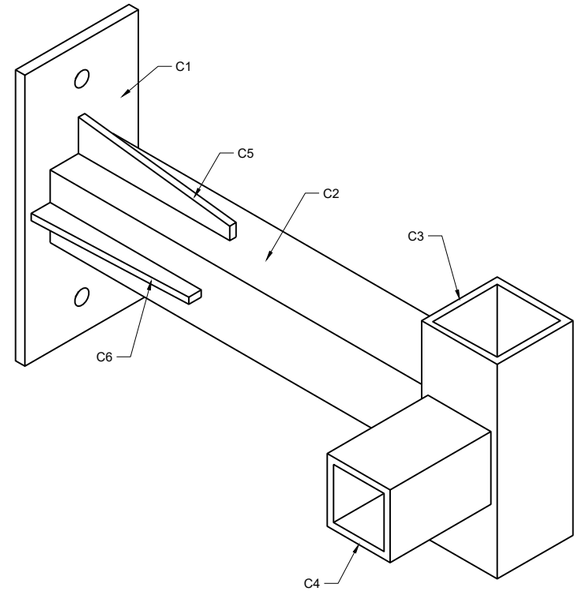

**ARM PLATE (C1)**



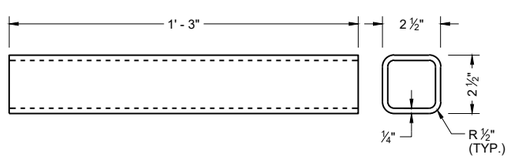

**TOP VIEW**
**ARM ASSEMBLY**



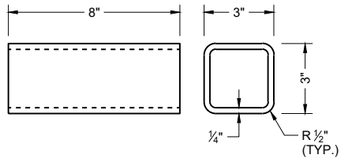

**SIDE VIEW**
**ARM ASSEMBLY**



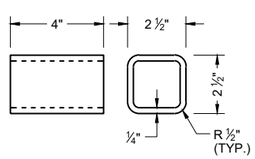

**ISOMETRIC VIEW**
**ARM ASSEMBLY**



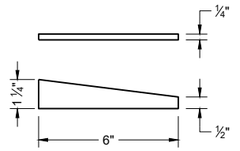

**ARM TUBE 1 (C2)**



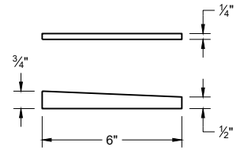

**ARM TUBE 2 (C3)**



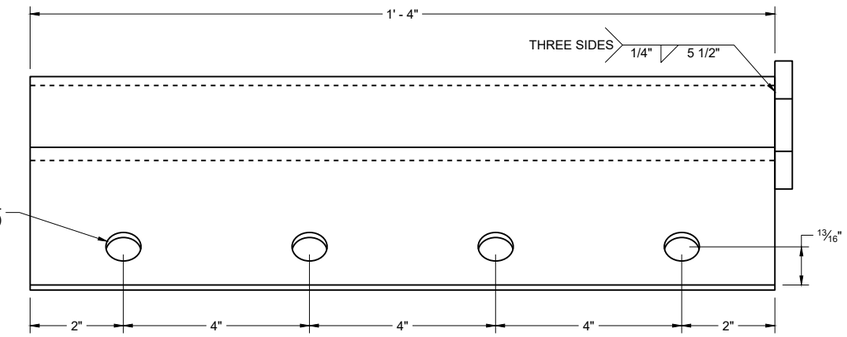

**ARM TUBE 3 (C4)**

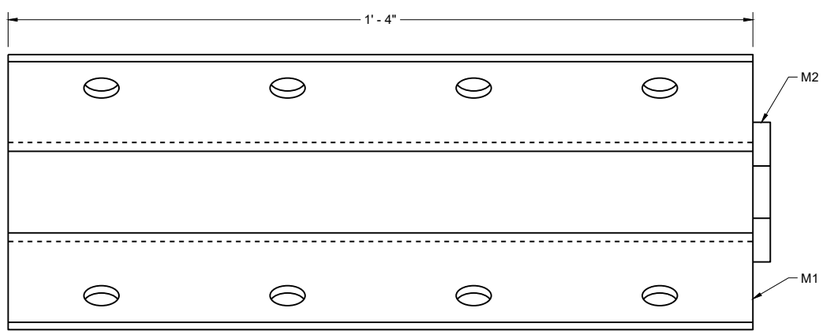



**ARM GUSSET PLATE 1 (C5)**

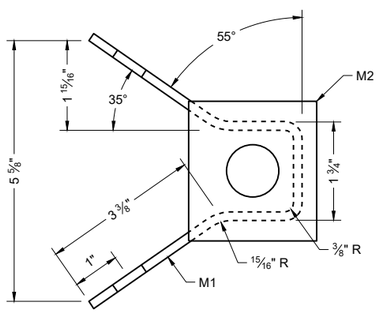


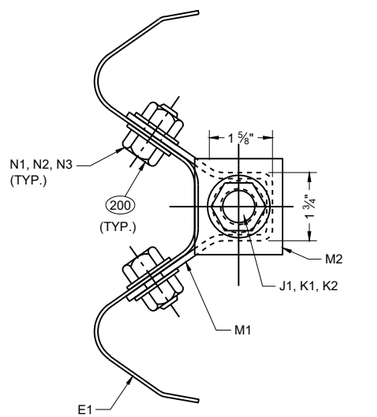

**ARM GUSSET PLATE 2 (C6)**

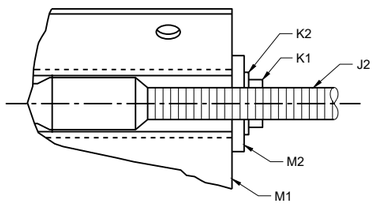


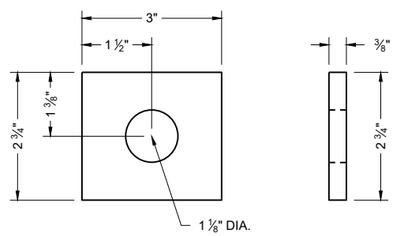

**ANCHOR BRACKET (M1, M2)**




**SECTION A - A**




**ANCHOR BRACKET BEARING PLATE (M2)**

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

| PART | DESCRIPTION | MATERIALS SPECIFICATIONS | NOTES |
|---|---|---|---|
| A1 | TYPE 2 FOUNDATION TUBE | AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501 | TS 8" x 6" x 3/16" |
| A2 | LOWER PLATE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 5/8" THICKNESS |
| A3 | POST GUSSET | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 1/4" THICKNESS |
| A4 | UPPER PLATE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 3/4" THICKNESS |
| A5 | TYPE 2 POST | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI, w6x9 or w6x8.5 | |
| B1 | BREAKAWAY BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT. | 7/16" DIA. |
| B2 | BREAKAWAY BOLT WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 7/16" DIA. |
| B3 | BREAKAWAY BOLT NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | |
| C1 | ARM ASSEMBLY PLATE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 3/8" THICKNESS |
| C2 | ARM ASSEMBLY TUBE 1 | AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501 | TS 8" x 6" x 3/16" |
| C3 | ARM ASSEMBLY TUBE 2 | AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501 | TS 3" x 3" x 1/4" |
| C4 | ARM ASSEMBLY TUBE 3 | AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501 | TS 2 1/2" x 2 1/2" X 1/4" |
| C5 | ARM ASSEMBLY GUSSET PLATE 1 | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 1/4" THICKNESS |
| C6 | ARM ASSEMBLY GUSSET PLATE 2 | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 1/4" THICKNESS |
| D1 | ARM ASSEMBLY BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | 1/2" DIA. |
| D2 | ARM ASSEMBLY WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 1/2" DIA. |
| D3 | ARM ASSEMBLY NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | 1/2" DIA. |
| E1 | TYPE 2 GUARD RAIL | AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER | |
| E2 | BEAM GUARD RAIL | AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER | |
| E3 | BEAM GUARD ROUNDED BUFFER END | AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER | |
| F1 | POST BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | 5/8" DIA. |
| F2 | POST BOLT WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 5/8" DIA. |
| F3 | POST BOLT NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | |
| G1 | GROUND STRUT CHANNEL | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 1/2" x 11 3/4" x 10 GAUGE |
| G2 | GROUND STRUT CONNECTOR | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 1/4" THICKNESS |
| G3 | GROUND STRUT PLATE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 1/2" THICKNESS |





**MIDWEST GUARDRAIL SYSTEM (MGS)**
**TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 14B47-07f

## BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

| PART | DESCRIPTION | MATERIALS SPECIFICATIONS | NOTES |
|---|---|---|---|
| H1 | GROUND STRUT BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | 7/8" DIA. |
| H2 | GROUND STRUT BOLT WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 7/8" DIA. |
| H3 | GROUND STRUT BOLT NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | |
| J1 | BCT CABLE | AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS | 3/4" DIA. |
| J2 | BCT CABLE | UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS." | |
| K1 | CABLE ASSEMBLY NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | 1" DIA. |
| K2 | CABLE ASSEMBLY WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 | 1" DIA. |
| L1 | BEARING PLATE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 5/8" THICKNESS |
| L2 | BEARING PLATE FLANGE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 1" THICKNESS |
| M1 | BEAM GUARD ANCHOR BRACKET | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | |
| M2 | BEAM GUARD ANCHOR END PLATE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 3/8" THICKNESS |
| N1 | ANCHOR BRACKET BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | 5/8" DIA. |
| N2 | ANCHOR BRACKET BOLT WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 5/8" DIA. |
| N3 | ANCHOR BRACKET BOLT NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | |
| P1 | FOUNDATION TUBE BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | 1/2" DIA. |
| Q1 | SPLICE BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | |
| Q2 | SPLICE NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | 5/8" DIA. |





**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

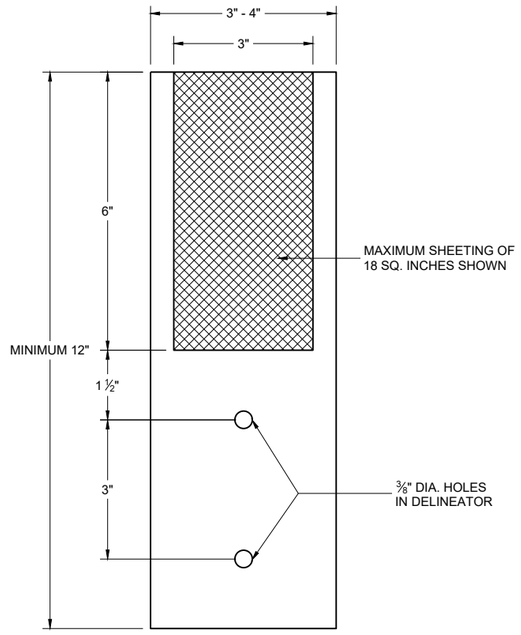
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2025 — DATE
/S/ Rodney Taylor — <position>
FHWA



6

SDD 14B47-07g




**4" x 12" DELINEATOR**
**WITH REFLECTIVE SHEETING**

**REFLECTOR SPACING TABLE**

| REFLECTOR SPACING | MINIMUM NUMBER OF REFLECTORS |
|---|---|
| 100' C-C | 3 |

**DELINEATOR POST**
**WITH REFLECTIVE SHEETING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

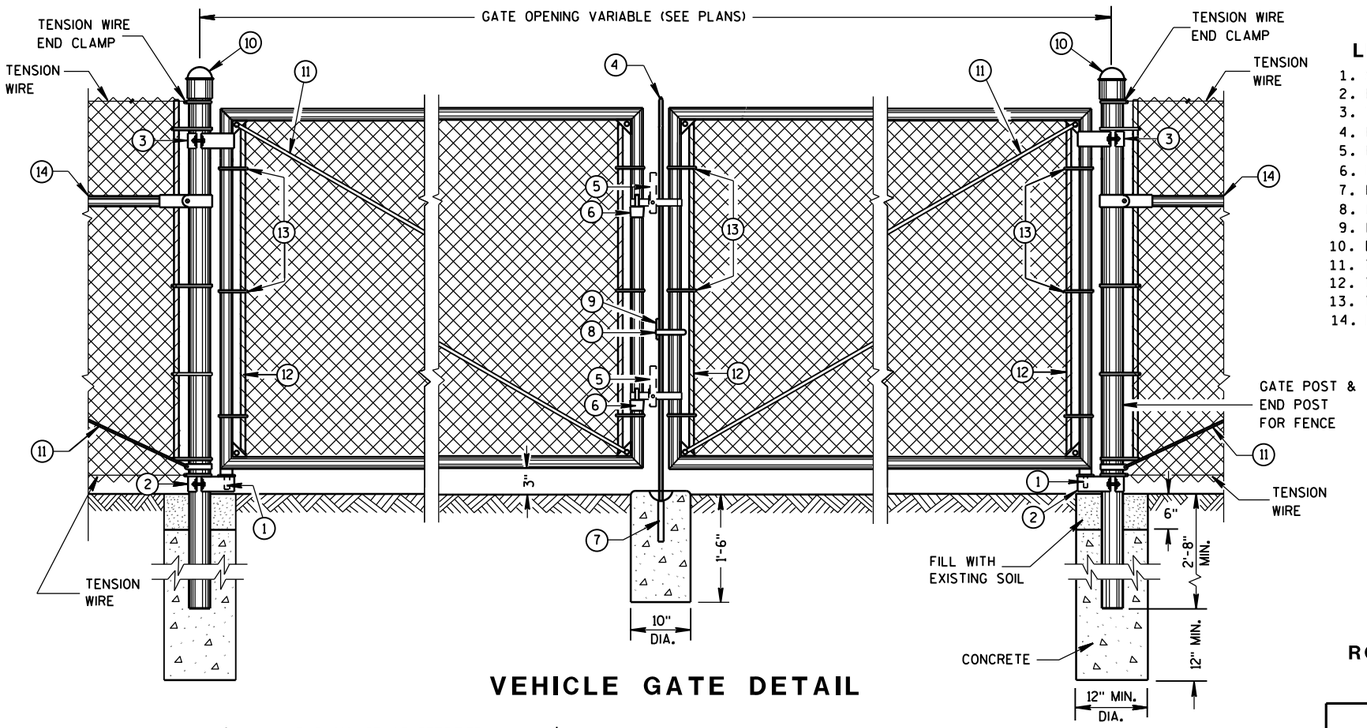
FHWA



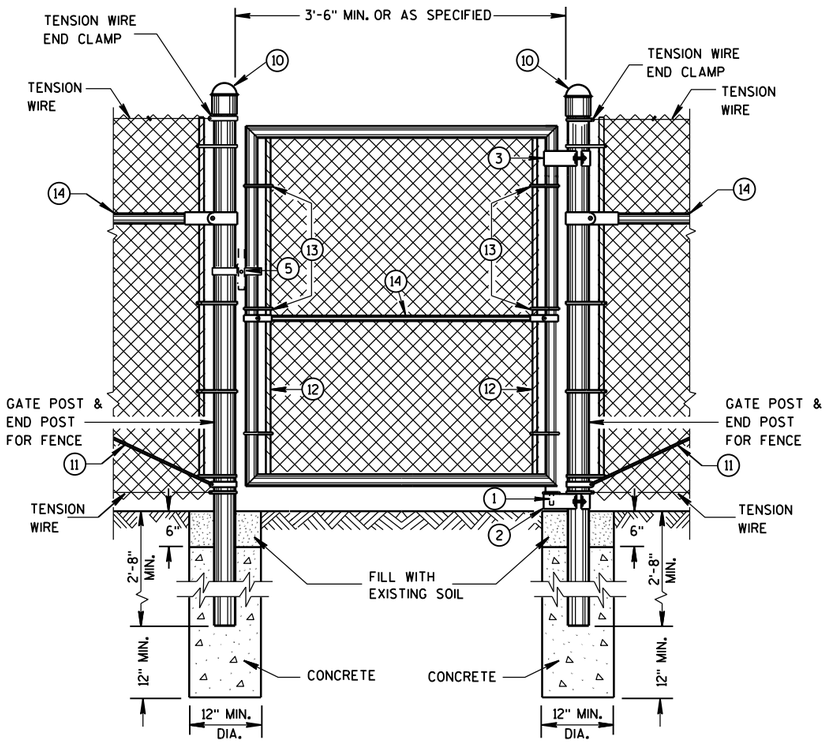
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SDD 15A04-08e




## VEHICLE GATE DETAIL




## PEDESTRIAN GATE DETAIL

### LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

## GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

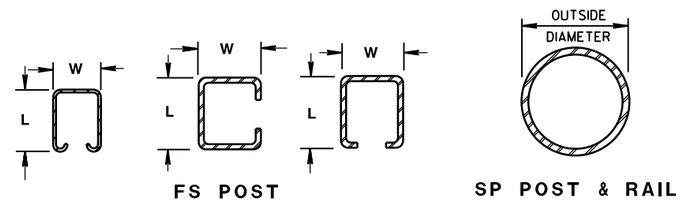
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.




## CROSS SECTIONS OF POSTS AND RAILS

### ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

| POST TYPE | LENGTH (L) INCH | WIDTH (W) INCH | WEIGHT LBS/FT |
|---|---|---|---|
| FS1 | 1.625 | 1.25 | 1.35 |
| FS2† | 1.875 | 1.625 | 1.850 |
| FS2 | 1.875 | 1.625 | 2.400 |
| FS3 | 2.250 | 1.700 | 2.780 |

### ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

| POST TYPE | OUTSIDE DIMENSION INCH | WALL THICKNESS INCH | WEIGHT LBS/FT |
|---|---|---|---|
| SP1 | 1.660 | 0.140 | 2.270 |
| SP2 | 1.900 | 0.145 | 2.720 |
| SP3 | 2.375 | 0.154 | 3.650 |
| SP4 | 2.875 | 0.203 | 5.800 |
| SP5 | 4.000 | 0.226 | 9.120 |
| SP6 | 6.625 | 0.280 | 18.990 |
| SP7 | 8.625 | 0.322 | 28.580 |

### REQUIRED FENCE POST SIZES

| USE | FABRIC HEIGHTS FEET | POST TYPE |
|---|---|---|
| TERMINAL POSTS ** | LESS THAN OR EQUAL TO 6 FT. | SP3 |
| | GREATER THAN OR EQUAL TO 6 FT. | SP4 |
| LINE POSTS | LESS THAN OR EQUAL TO 6 FT. | SP2 |
| | LESS THAN OR EQUAL TO 8 FT. | SP3 |
| | GREATER THAN OR EQUAL TO 8 FT. | SP4 |
| | LESS THAN OR EQUAL TO 8 FT. | FS2 OR FS2† |
| | GREATER THAN OR EQUAL TO 8 FT. | FS3 |

### REQUIRED POST SIZE FOR GATES

| USE | LEAF WIDTHS FEET | POST TYPE |
|---|---|---|
| GATES | LESS THAN OR EQUAL TO 6 FT. | SP4 |
| | LESS THAN OR EQUAL TO 13 FT. | SP5 |
| | LESS THAN OR EQUAL TO 18 FT. | SP6 |
| | LESS THAN OR EQUAL TO 23 FT. | SP7 |

### BRACE RAIL TYPES

| USE | | TYPE |
|---|---|---|
| BRACE RAIL | | SP1 OR FS1 |

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

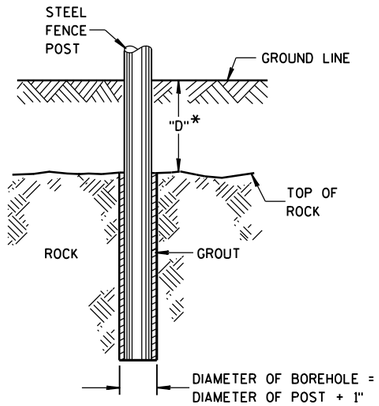
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



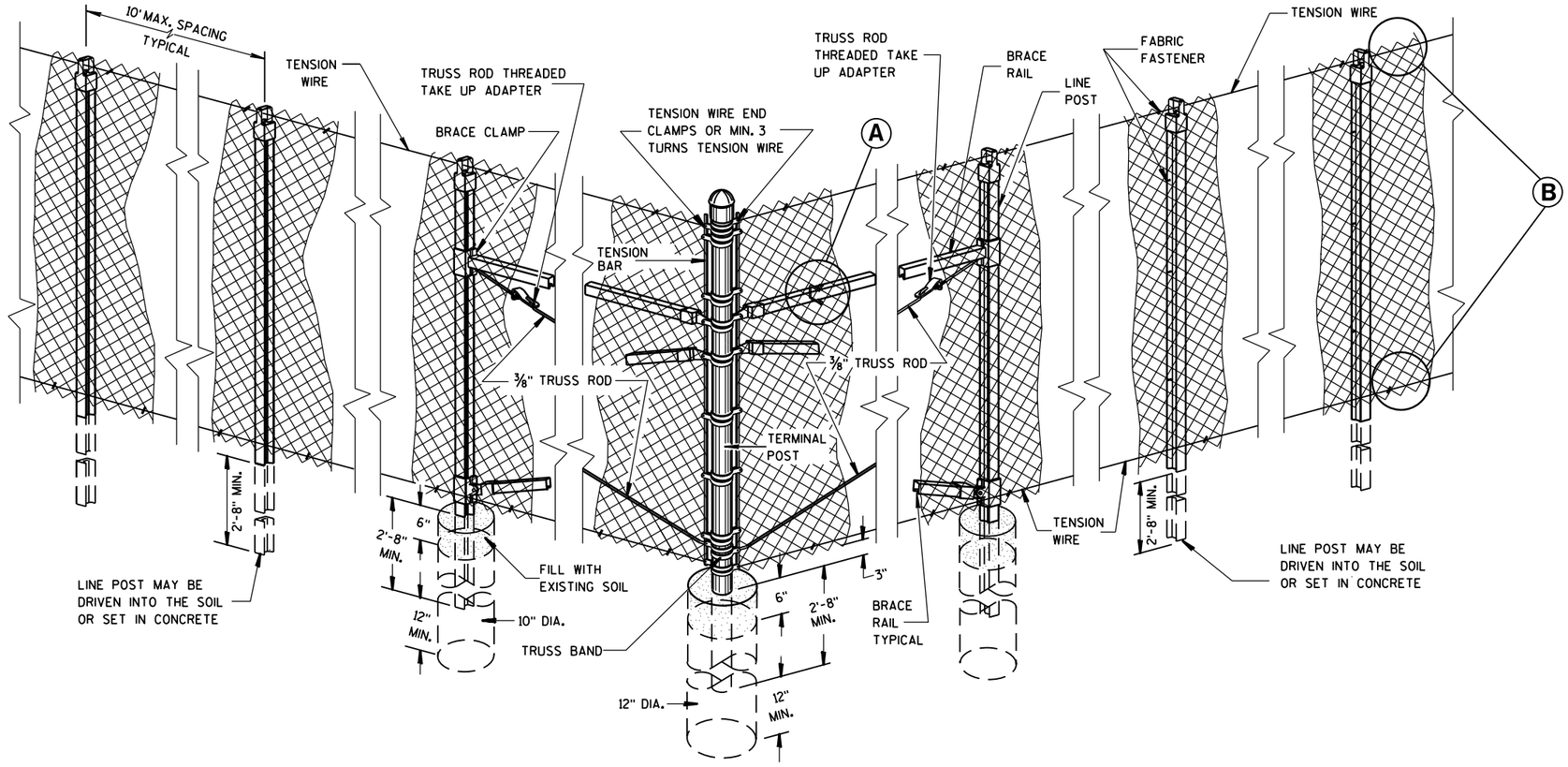

6

S.D.D. 15 B 3-15a

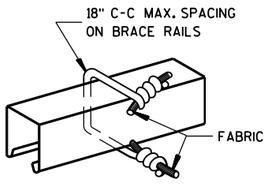



*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

## ROCK INSTALLATION OF LINE POST



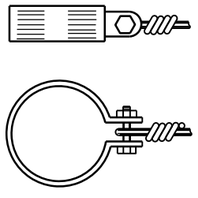

## END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



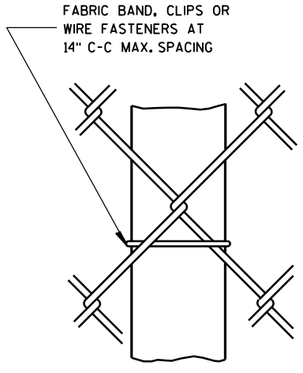

BRACE RAIL

## FABRIC FASTENER

Ⓐ



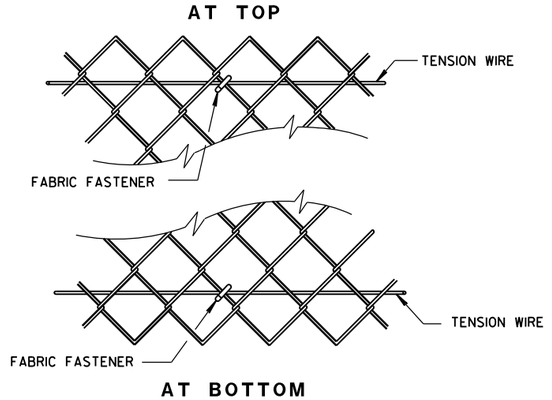
## TENSION WIRE END CLAMP




LINE POST

## FABRIC FASTENER

AT TOP




AT BOTTOM

## SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



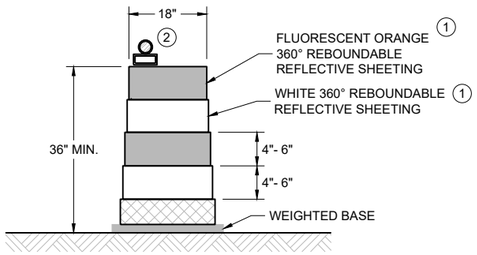

6


S.D.D. 15 B 3-15b

## GENERAL NOTES

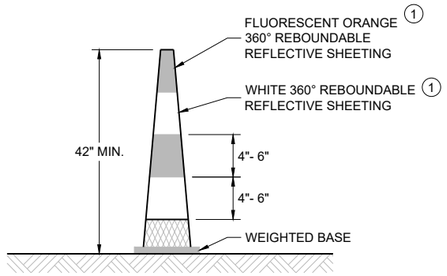
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.




### DRUM

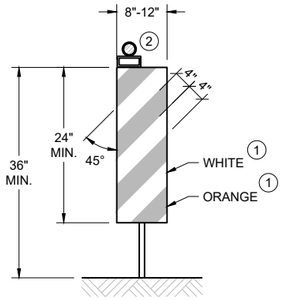
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

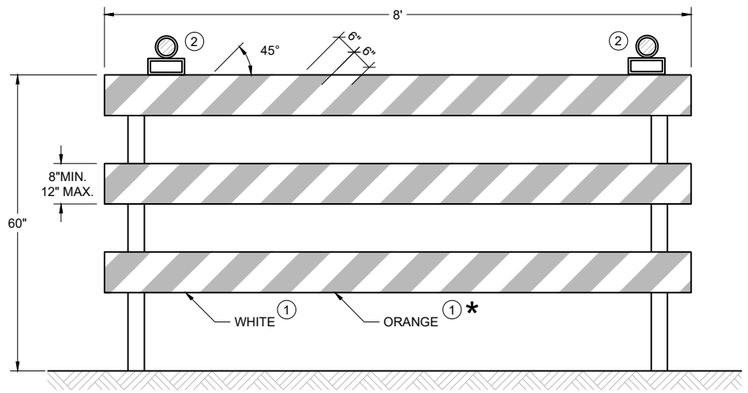
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"




### VERTICAL PANEL

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




### TYPE 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
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA



6
SDD 15C11-11b

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

## GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

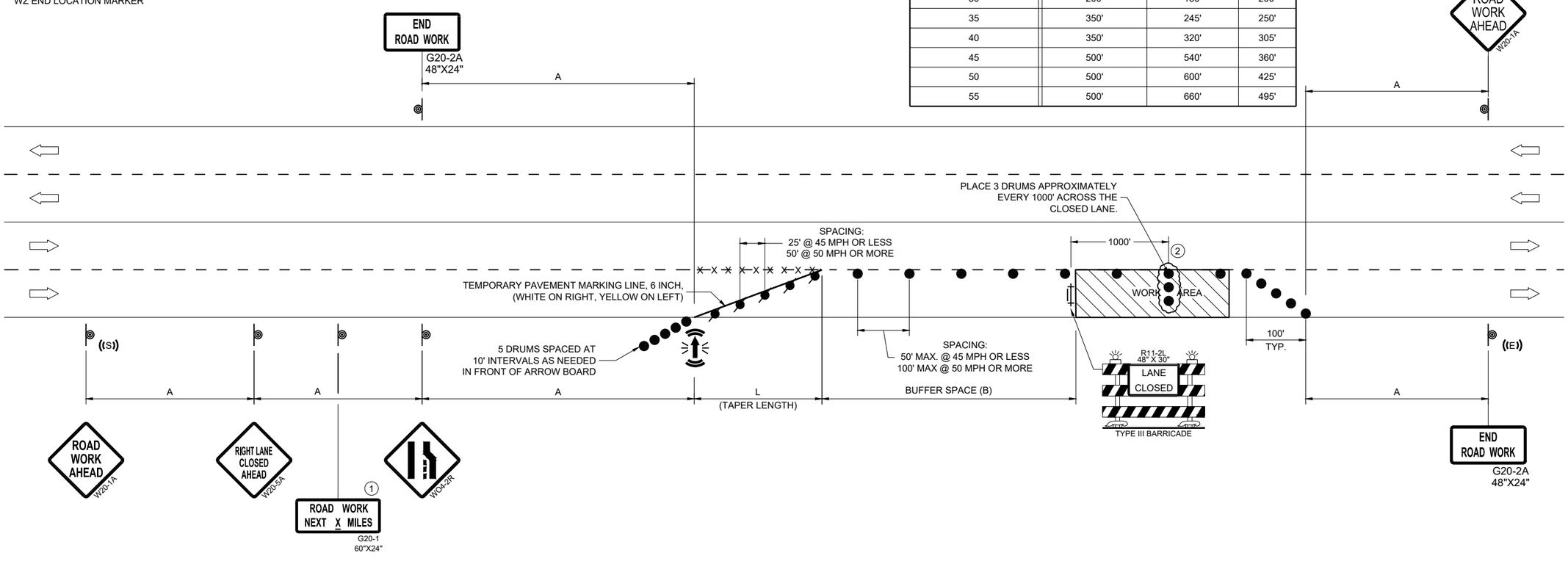
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | TAPER LENGTH (12 FT. LANE) (L) FEET | BUFFER SPACE (B) FEET |
|---|---|---|---|
| 25 | 200' | 125' | 155' |
| 30 | 200' | 180' | 200' |
| 35 | 350' | 245' | 250' |
| 40 | 350' | 320' | 305' |
| 45 | 500' | 540' | 360' |
| 50 | 500' | 600' | 425' |
| 55 | 500' | 660' | 495' |




**TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D20-12b

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- CONNECTED ARROW BOARD
- WORK AREA
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

## GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

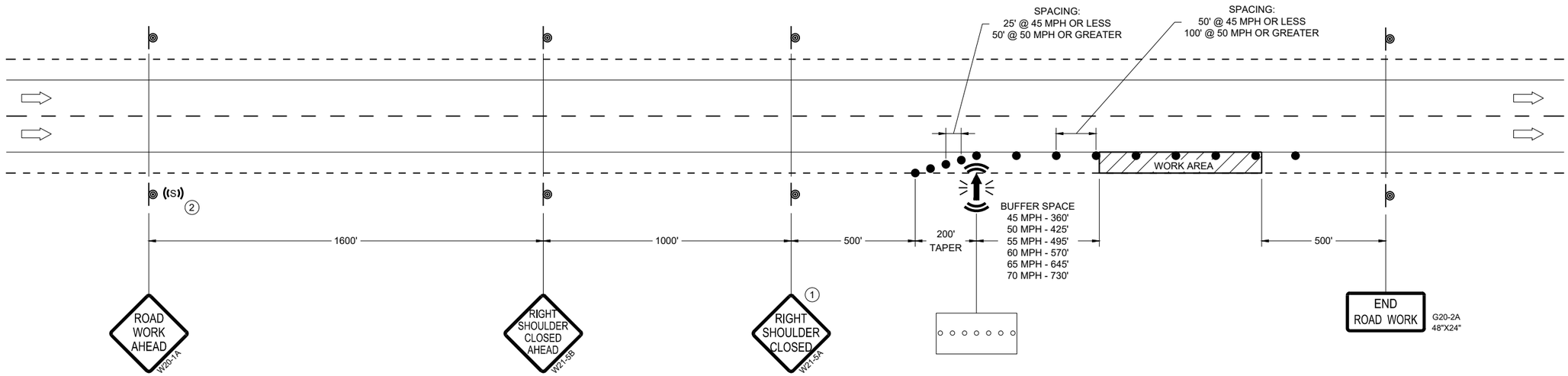
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

(1) FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR THE W21-5A SIGN MAY BE OMITTED.

(2) IF ALREADY PRESENT WITHIN PROJECT , DO NOT INCLUDE ADDITIONAL DEVICE.




# TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA



6
SDD 15D27-06

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

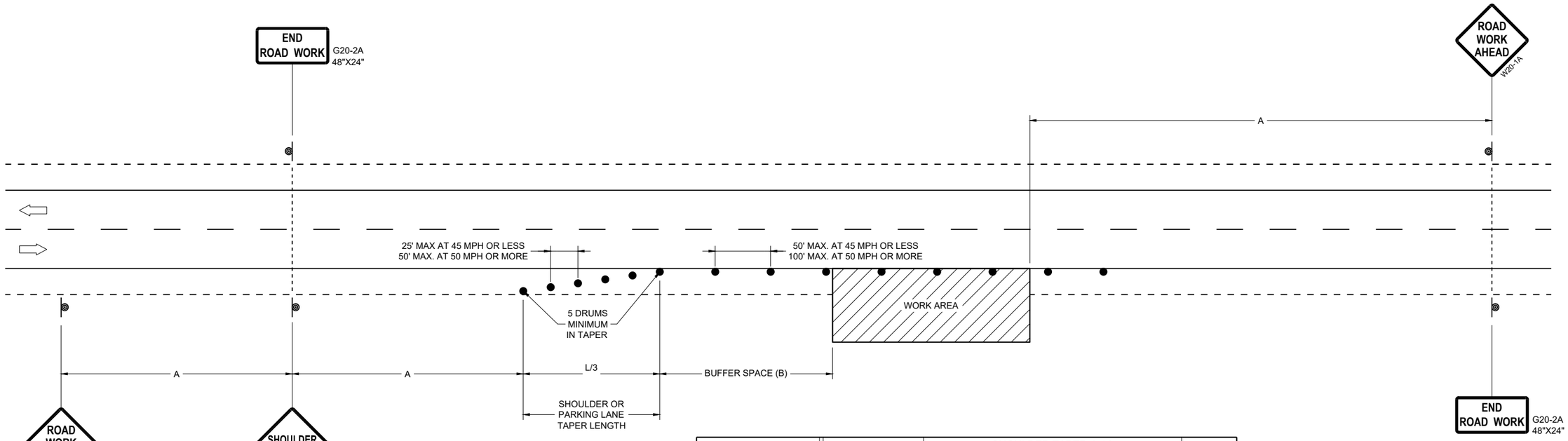
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.




| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT) | | | | | | BUFFER SPACE (B) FEET |
|---|---|---|---|---|---|---|---|---|
| | | 3 | 4 | 5 | 6 | 7 | 8 | |
| 25 | 200' | 10 | 14 | 17 | 21 | 24 | 28 | 155 |
| 30 | 200' | 15 | 20 | 25 | 30 | 35 | 40 | 200 |
| 35 | 350' | 20 | 27 | 34 | 40 | 47 | 54 | 250 |
| 40 | 350' | 26 | 35 | 44 | 53 | 62 | 70 | 305 |
| 45 | 500' | 45 | 59 | 74 | 89 | 104 | 119 | 360 |
| 50 | 500' | 50 | 66 | 83 | 99 | 116 | 132 | 425 |
| 55 | 500' | 54 | 73 | 91 | 109 | 127 | 145 | 495 |

# TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6

SDD 15D28-06

6

SDD 15D28-06

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET |
|---|---|
| 0-30 | 200' |
| 35-40 | 350' |
| 45-55 | 500' |

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

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

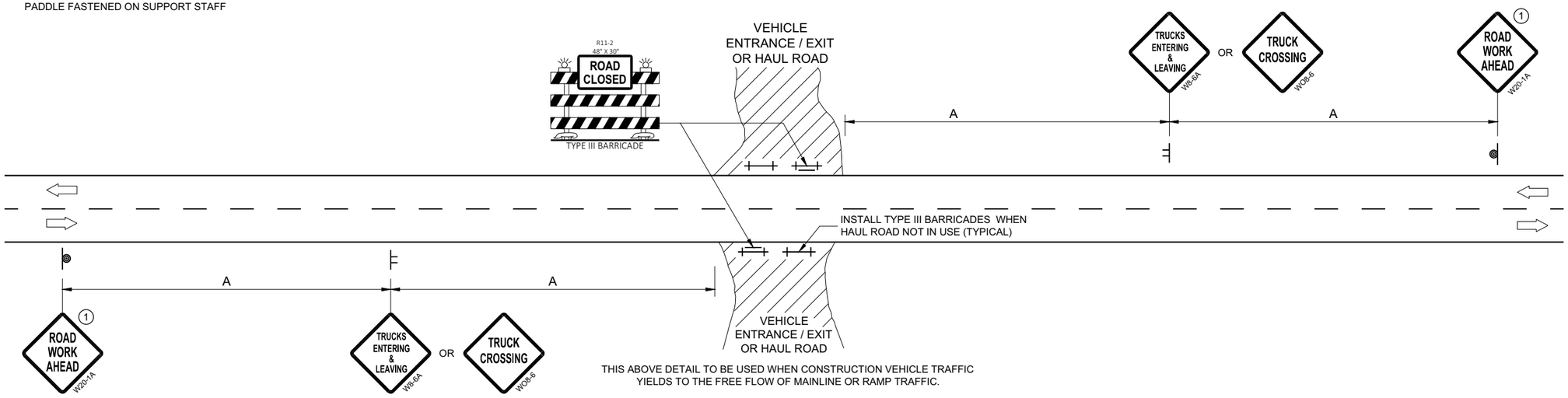
WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

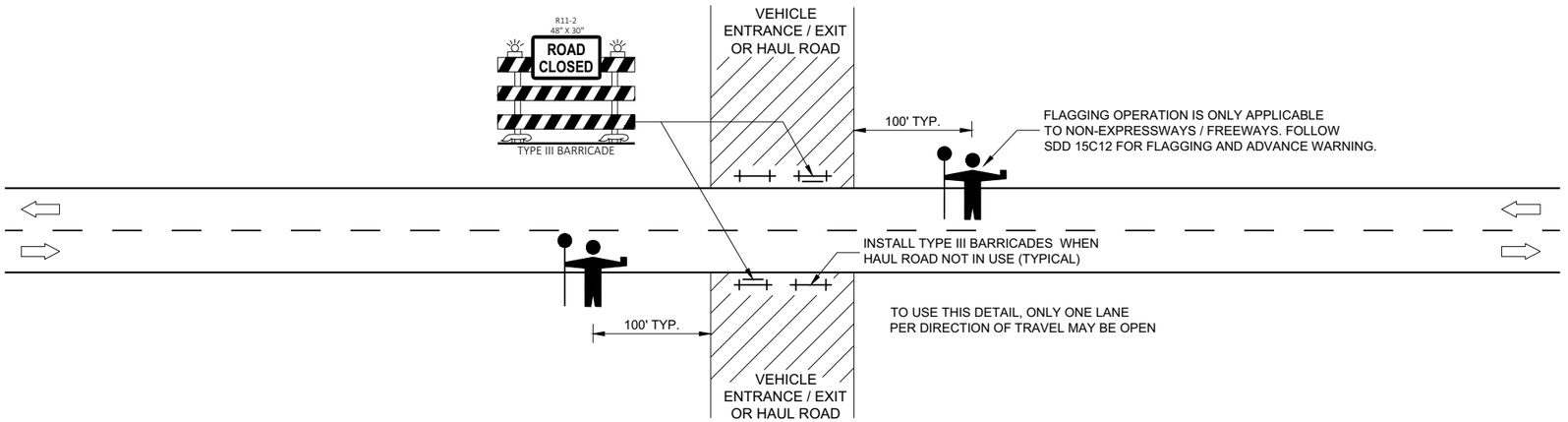
WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

(1) THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE / EXIT CONDITIONS ARE SEPARATED BY MORE THAN TWO MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.




THIS ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC.




THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

# TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

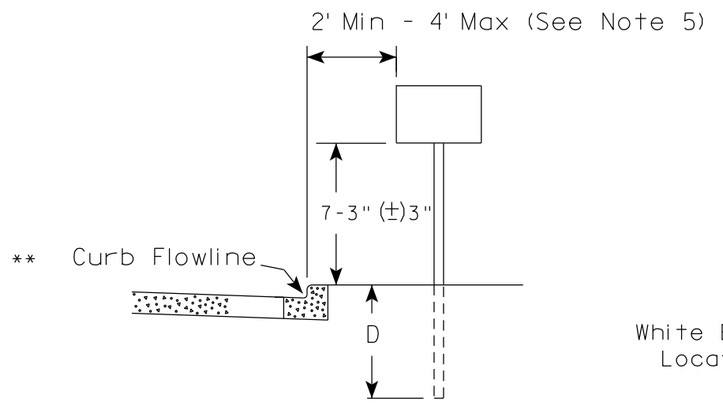
FHWA



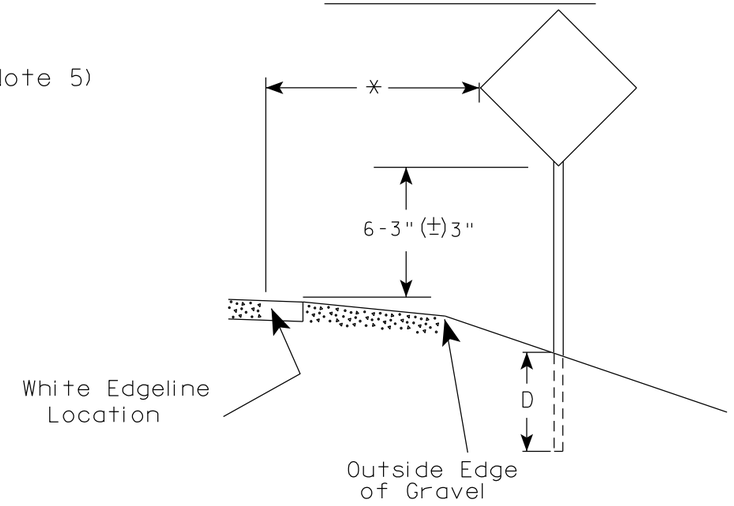
SDD 15D29 - 06

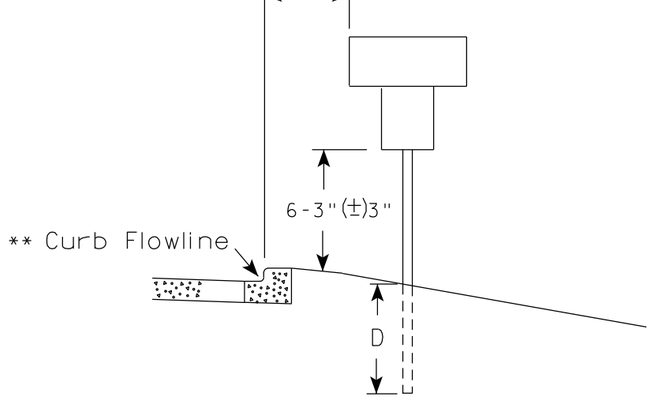
SDD 15D29 - 06

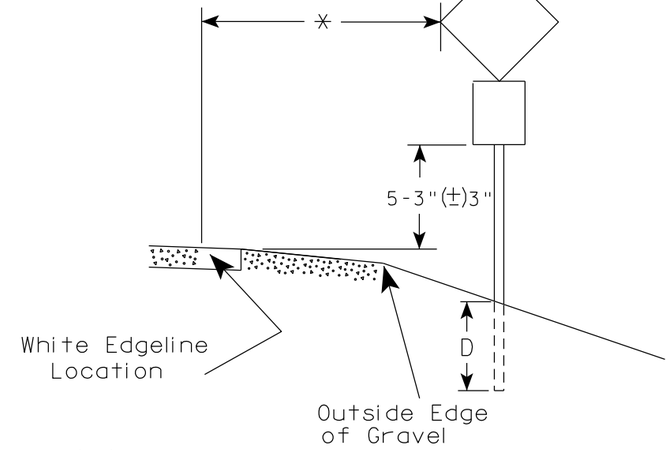
## URBAN AREA




## 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' |

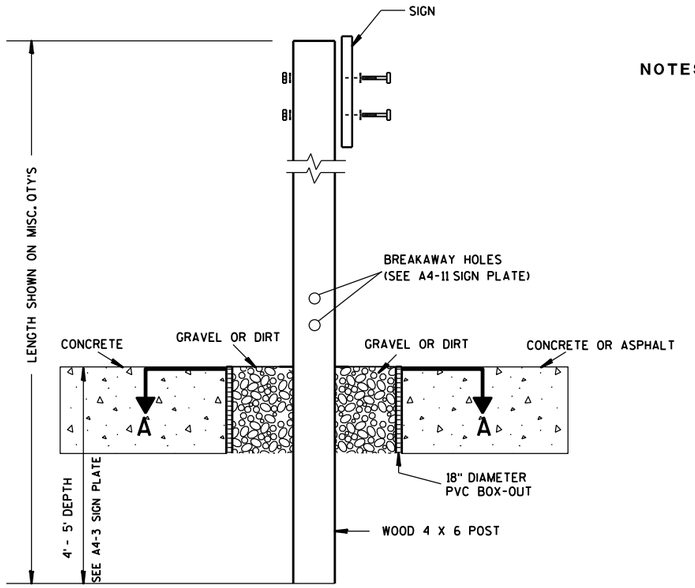
**TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS**

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

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

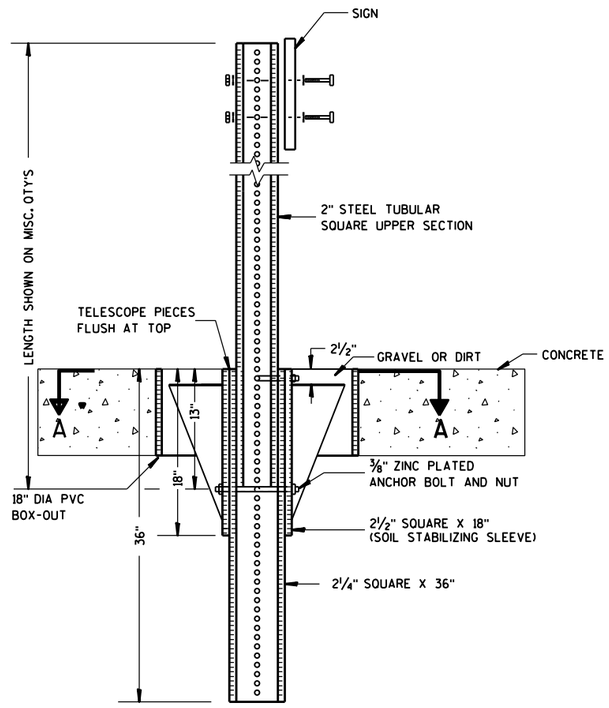
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 110 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

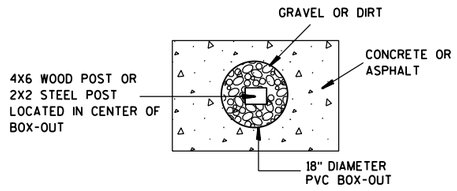
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

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

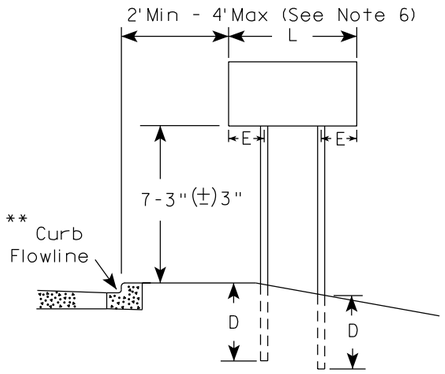
DATE 1/27/14 PLATE NO. A4-3B.1

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

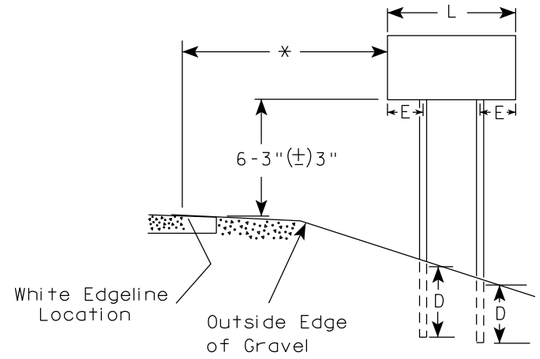


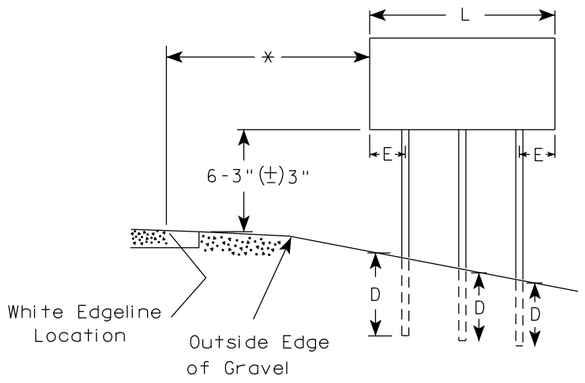
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

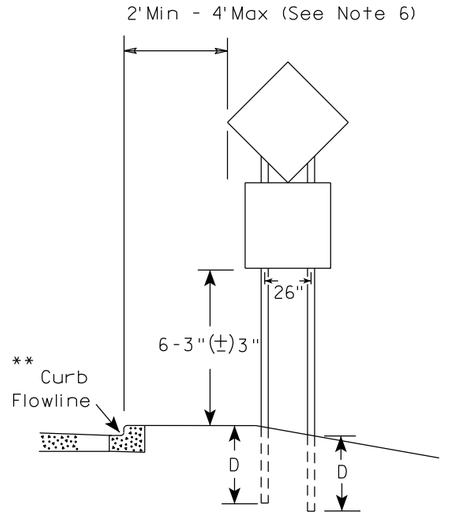
## URBAN AREA



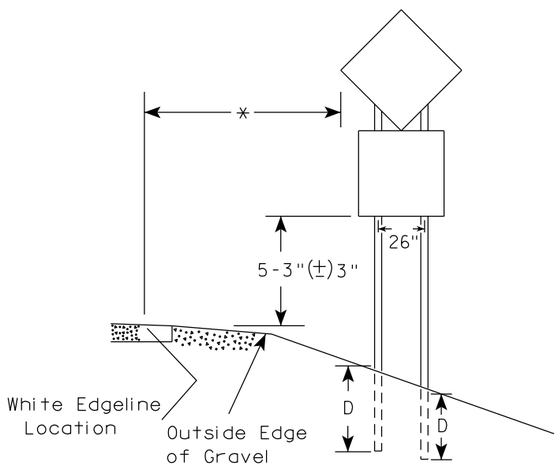

## RURAL AREA (See Note 3)




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' |

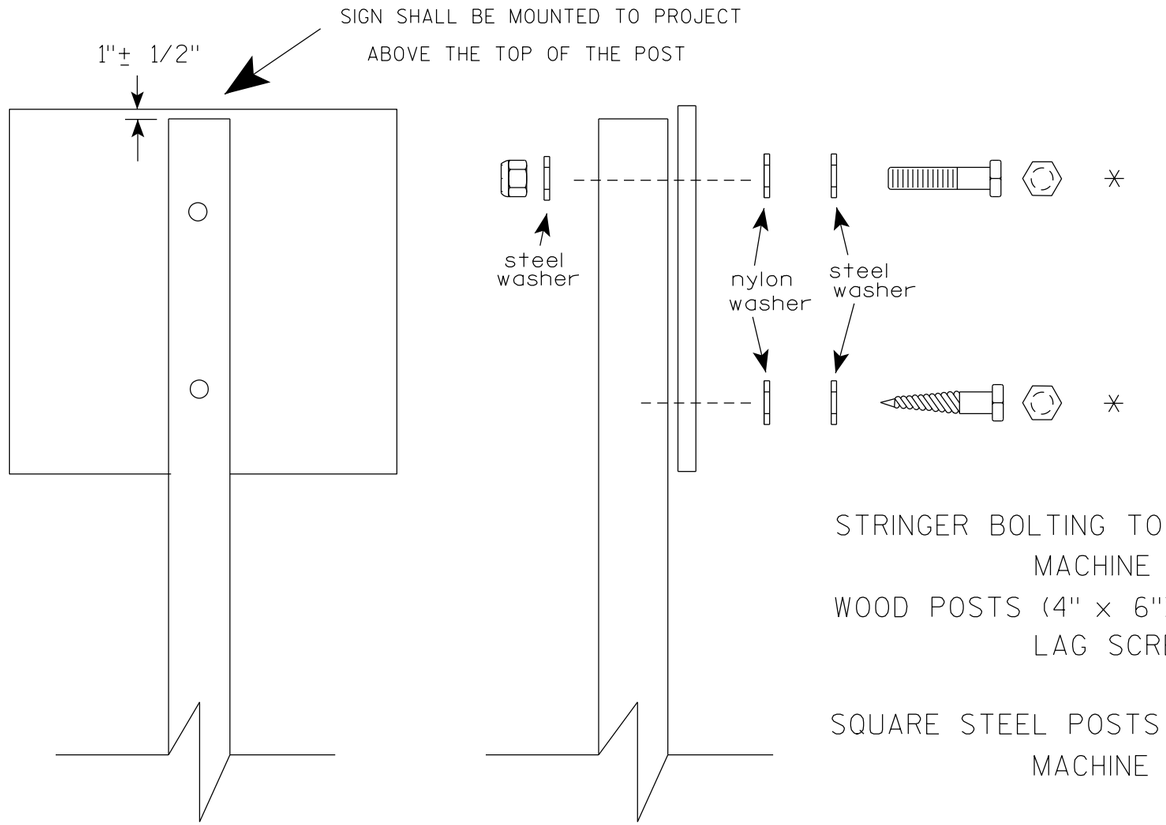
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 112 | 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

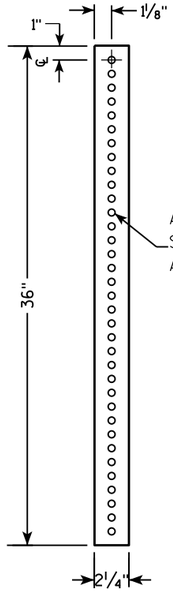
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

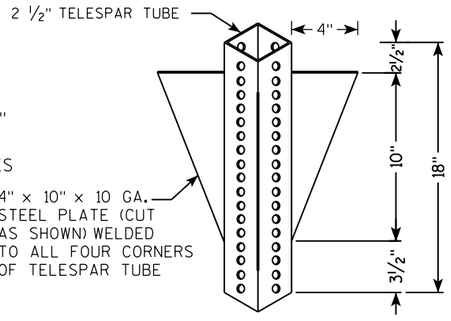
DATE 4/1/2020 PLATE NO. A4-8.9

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

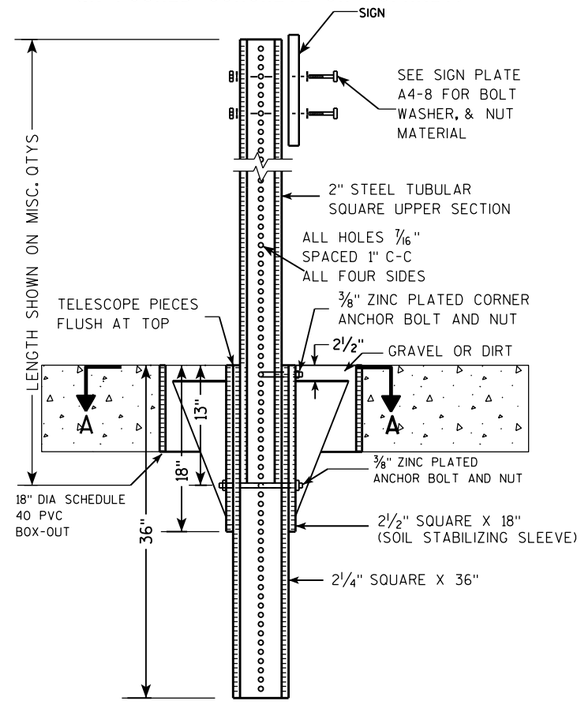
**2 ¼ " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



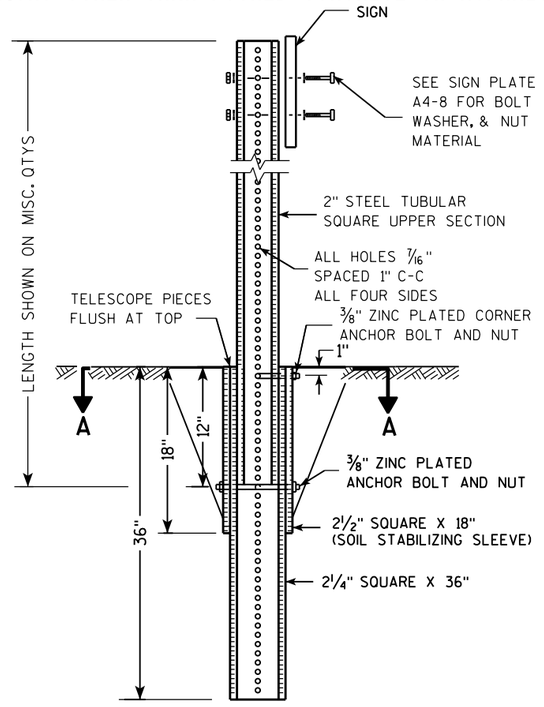

**2 ½ " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

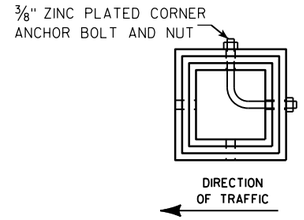



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## 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).**

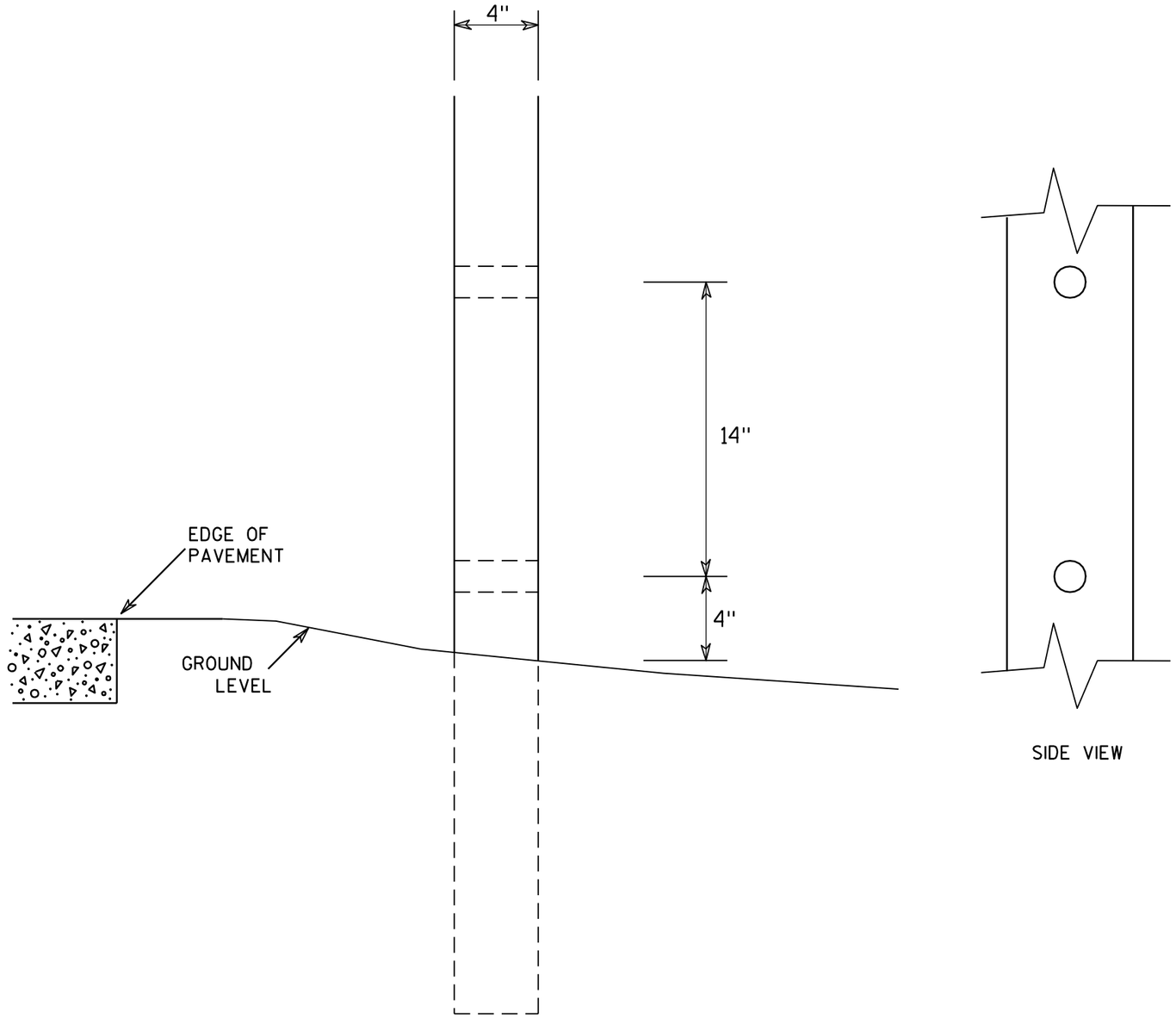
TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE 114 A4-9.9

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




SIDE VIEW

GENERAL NOTES

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

7

7

# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

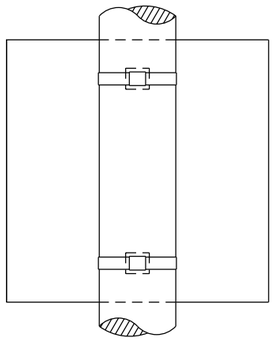
APPROVED Chester J Spang for State Traffic Engineer

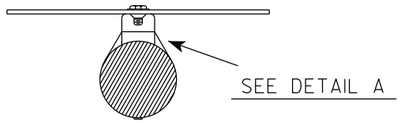
DATE 3/27/97 PLATE NO. A4-11.2

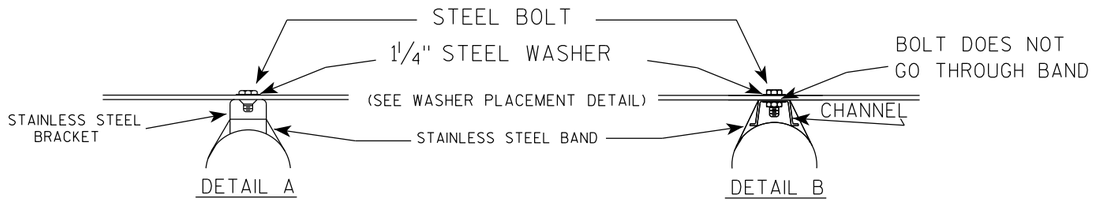
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 115 | E |
|---|---|---|---|---|---|

# BANDING

SINGLE SIGN



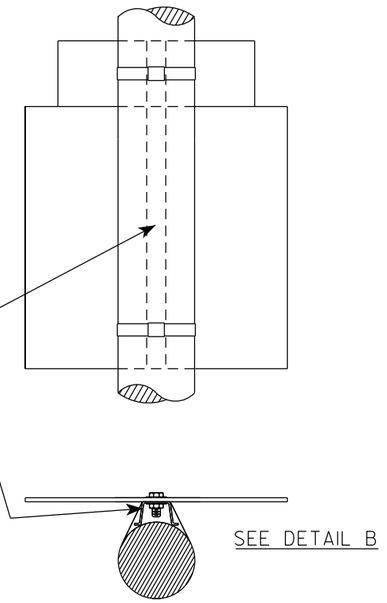


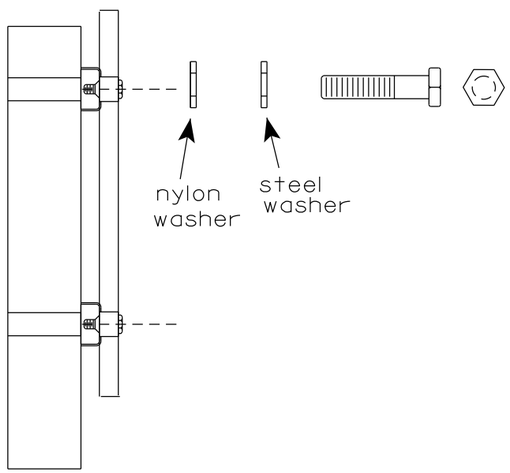

## GENERAL NOTES

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

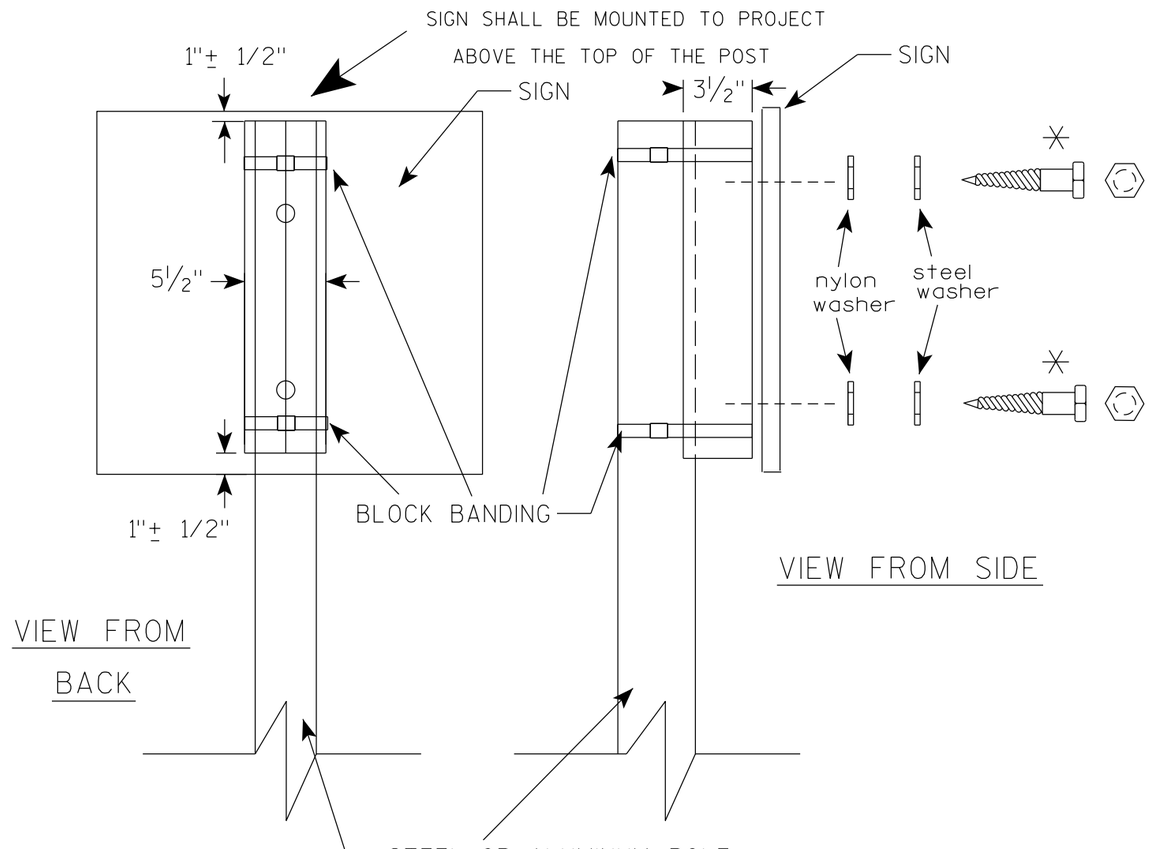
DATE 6/10/19 PLATE NO. A5-9.4

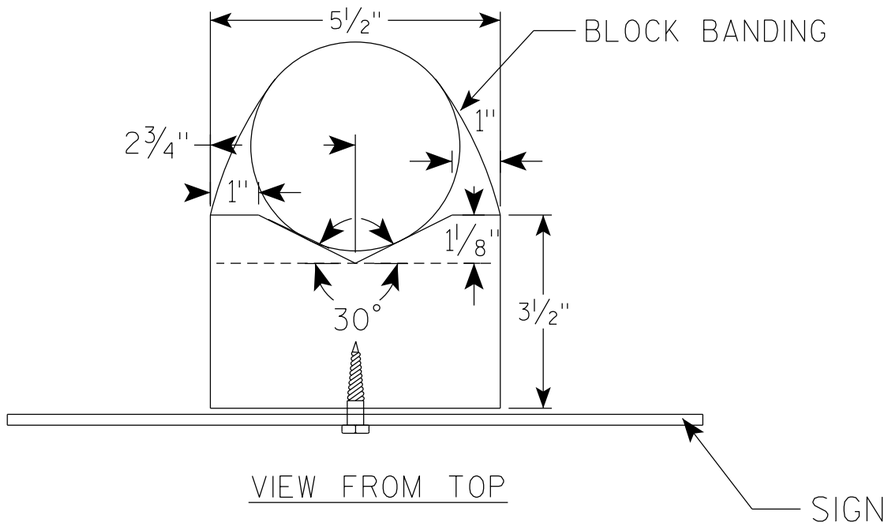
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 116 | E |
|---|---|---|---|---|---|

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 )

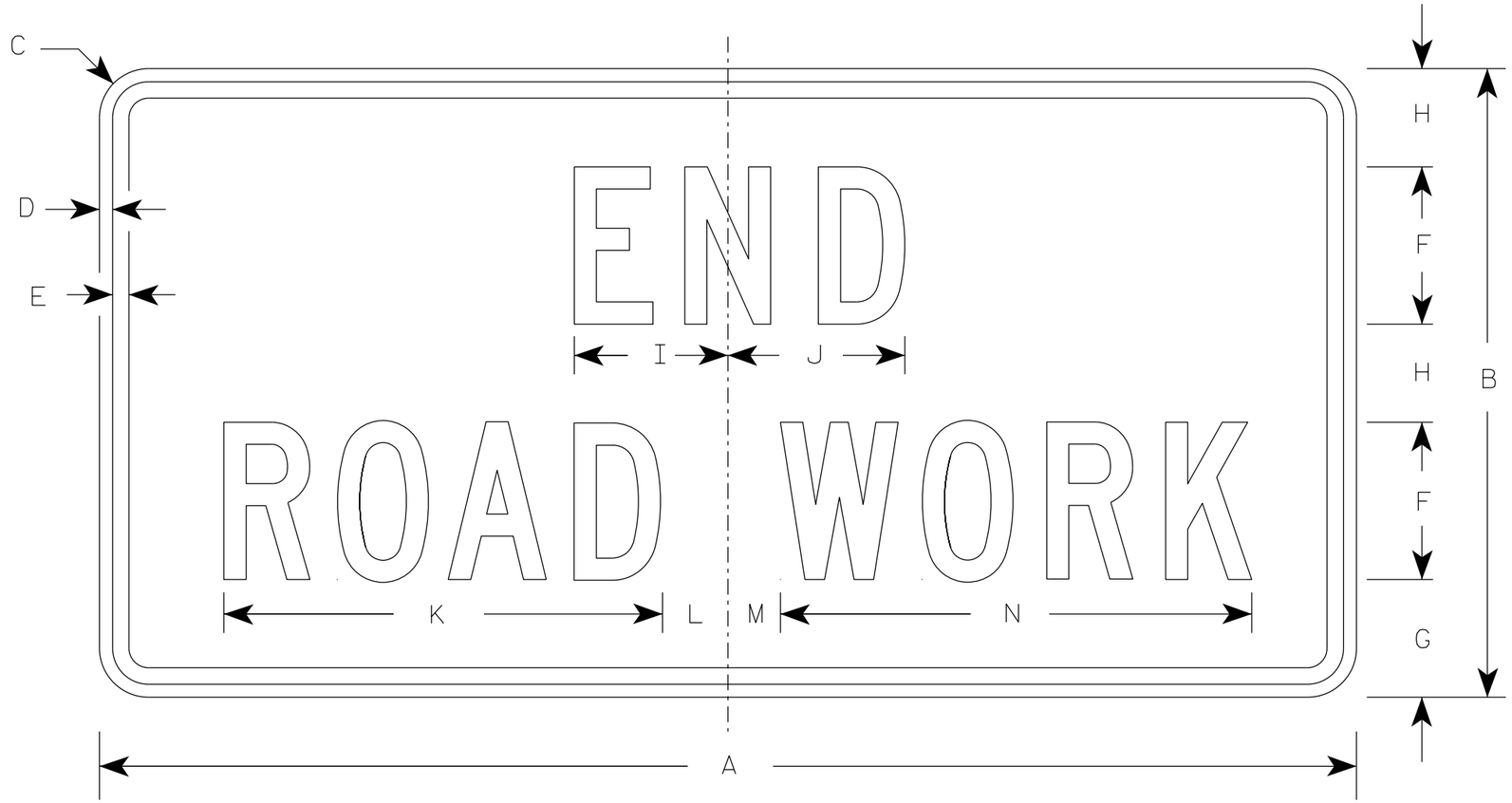
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 117 E




G20-2A

NOTES

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

| 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 | 18 | 1 1/2 | 3/8 | 1/2 | 4 | 3 3/4 | 2 1/2 | 4 1/8 | 4 1/8 | 11 1/8 | 2 | 1 | 12 1/8 | | | | | | | | | | | | | 4.5 |
| 2 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 |
| 3 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 |
| 4 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 |
| 5 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 |

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

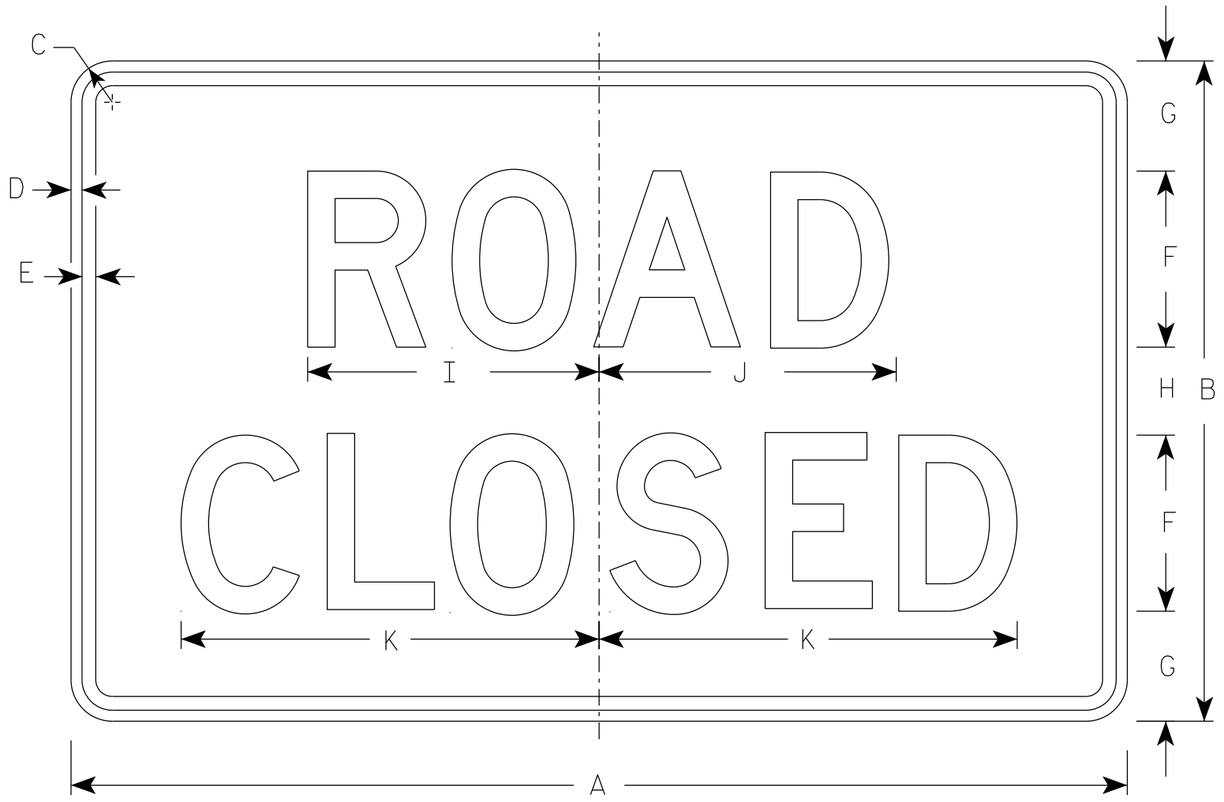
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

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



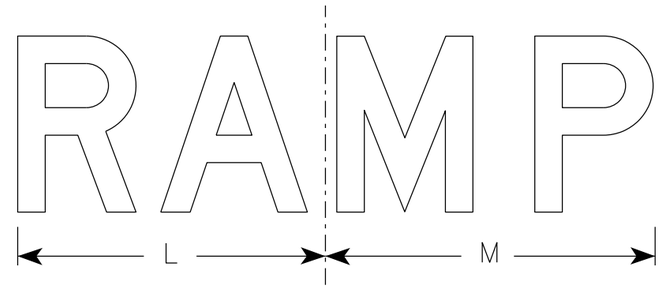
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G202A.dgn PLOT DATE : 26-JAN 2023 8:27 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



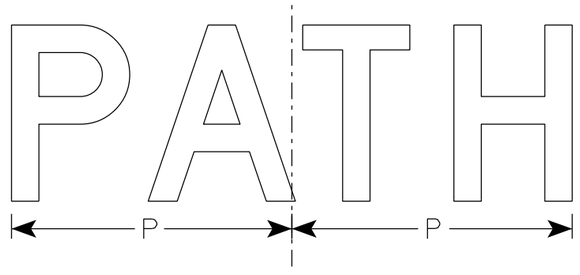

R11-2

NOTES

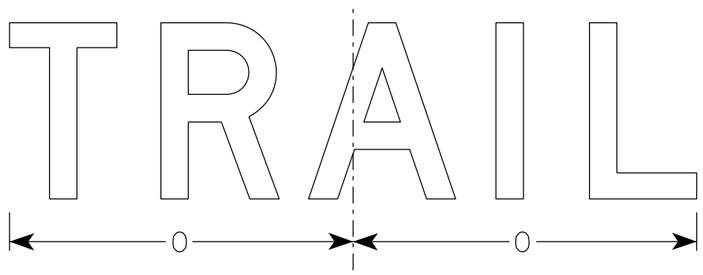
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



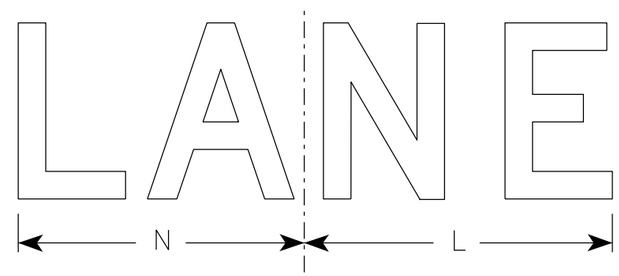

R11-2R




R11-2C




R11-2T




R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |

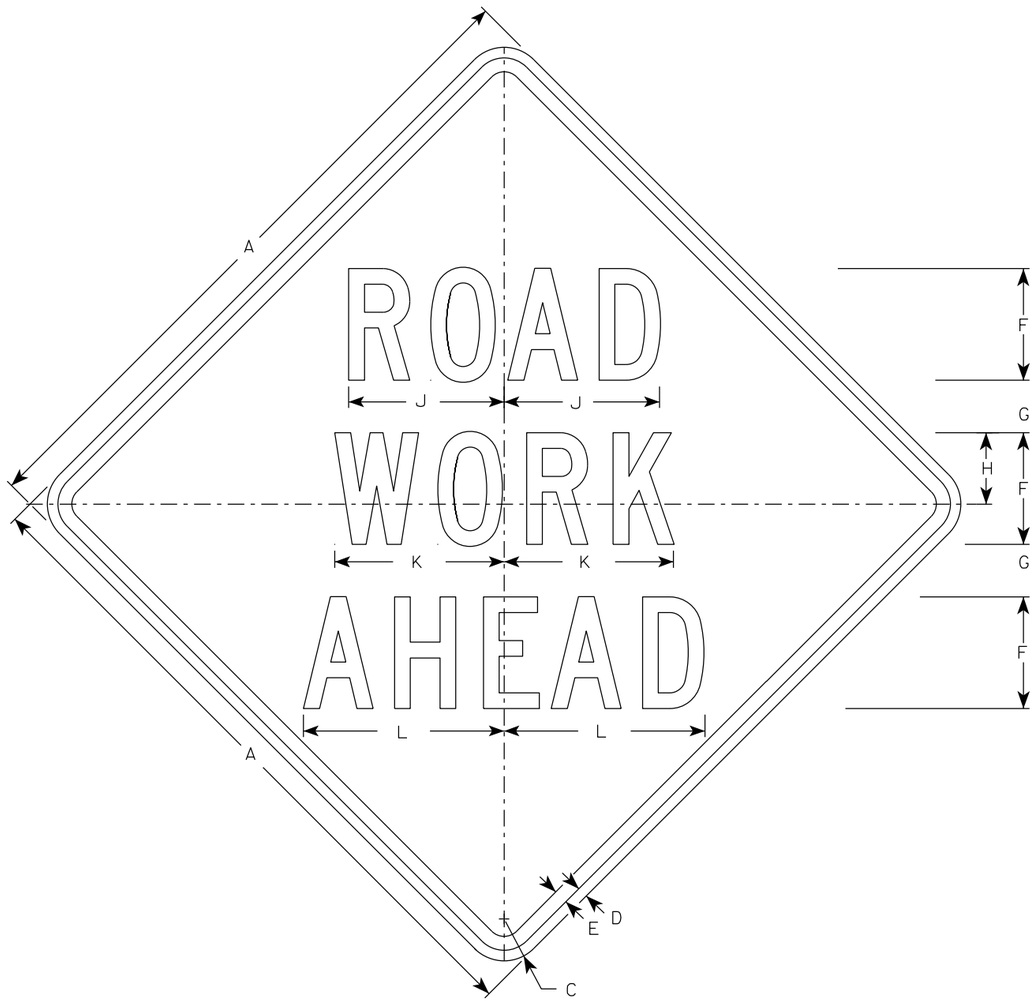
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

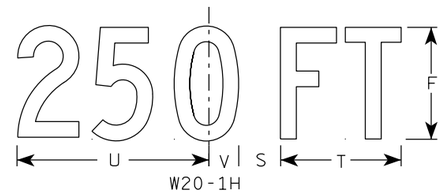
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

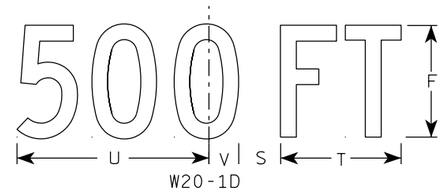
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E




W20-1A




W20-1H




W20-1D



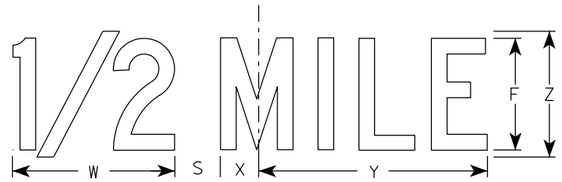

W20-1C



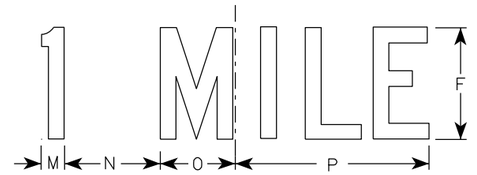

W20-1B

NOTES

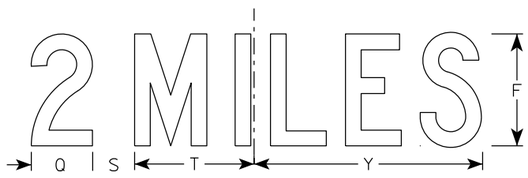
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




W20-1G




W20-1F




W20-1E

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 5 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 3 1/4 | 2 1/2 | 2 1/4 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

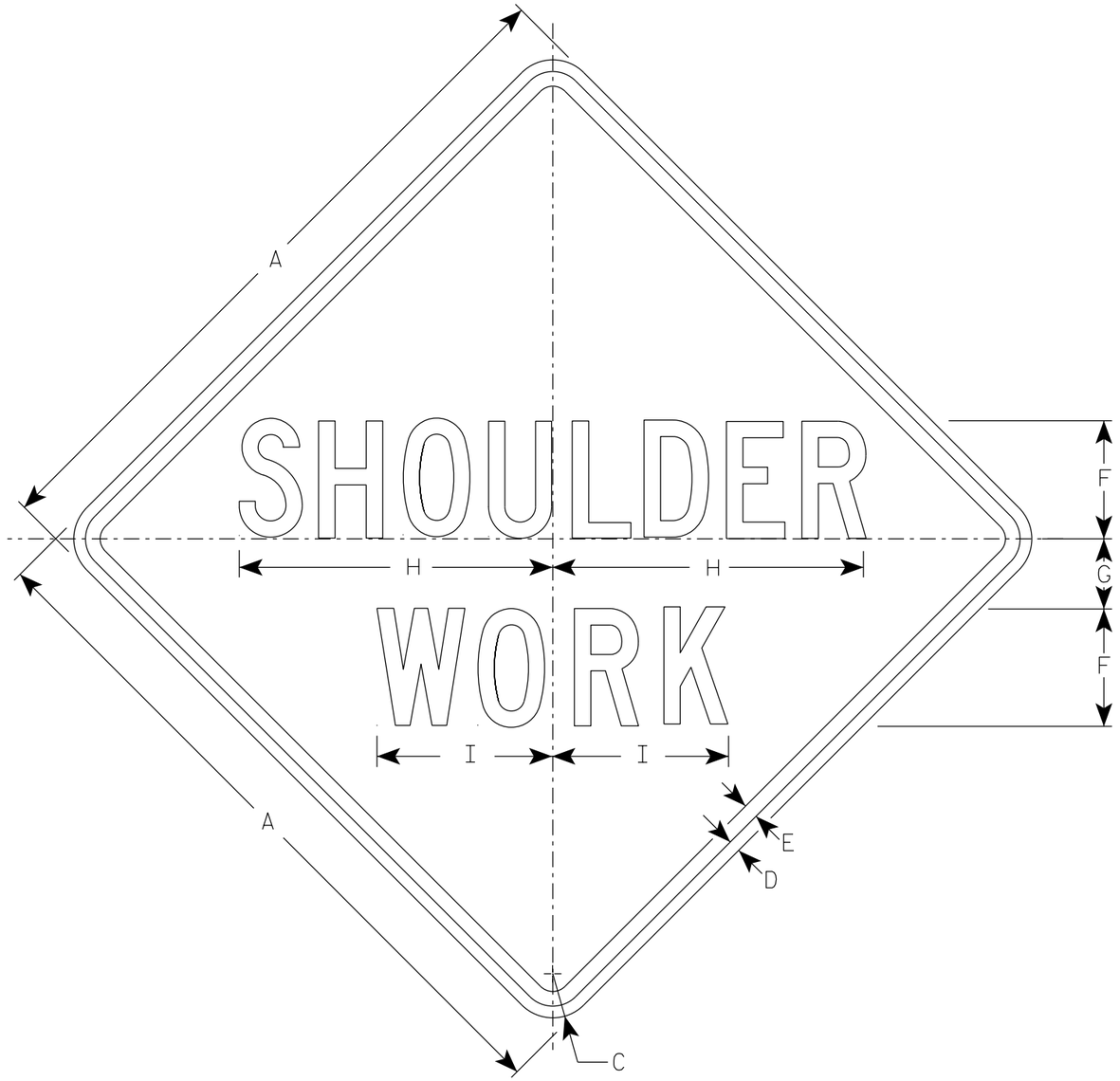
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

SHEET NO: 120 E




W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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 | 36 | | 2 1/4 | 5/8 | 3/4 | 6 | 3 1/2 | 16 | 9 | | | | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |

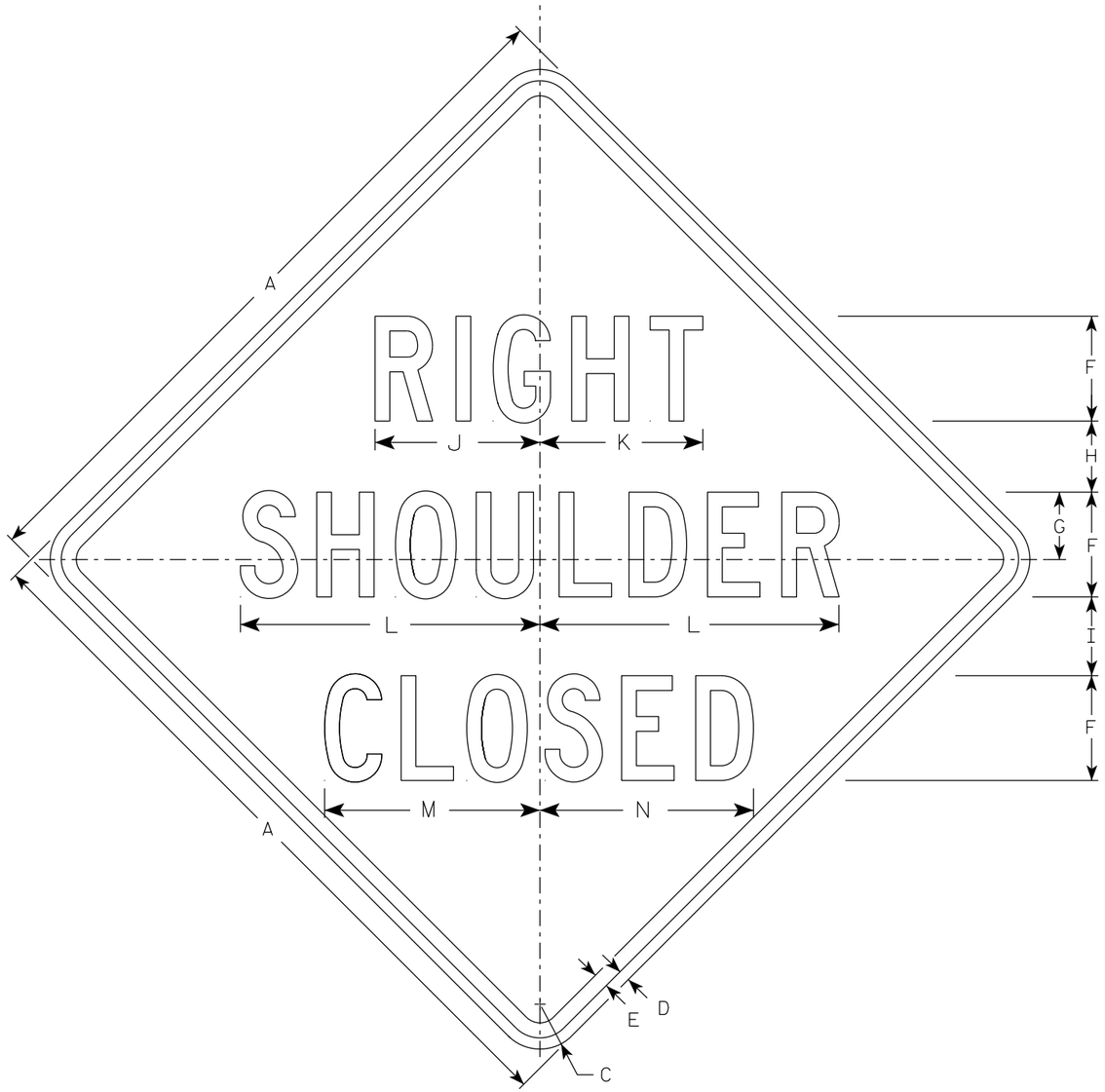
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

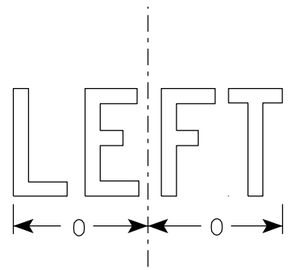
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

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




W21-5A




W21-5AL

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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 | 36 | | 2 1/4 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 4 | 7 7/8 | 7 3/4 | 14 1/4 | 10 1/4 | 10 1/8 | 6 1/4 | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 5 1/4 | 11 | 10 7/8 | 20 | 14 3/8 | 14 1/4 | 8 3/4 | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 5 1/4 | 11 | 10 7/8 | 20 | 14 3/8 | 14 1/4 | 8 3/4 | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 5 1/4 | 11 | 10 7/8 | 20 | 14 3/8 | 14 1/4 | 8 3/4 | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 5 1/4 | 11 | 10 7/8 | 20 | 14 3/8 | 14 1/4 | 8 3/4 | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 5 1/4 | 11 | 10 7/8 | 20 | 14 3/8 | 14 1/4 | 8 3/4 | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

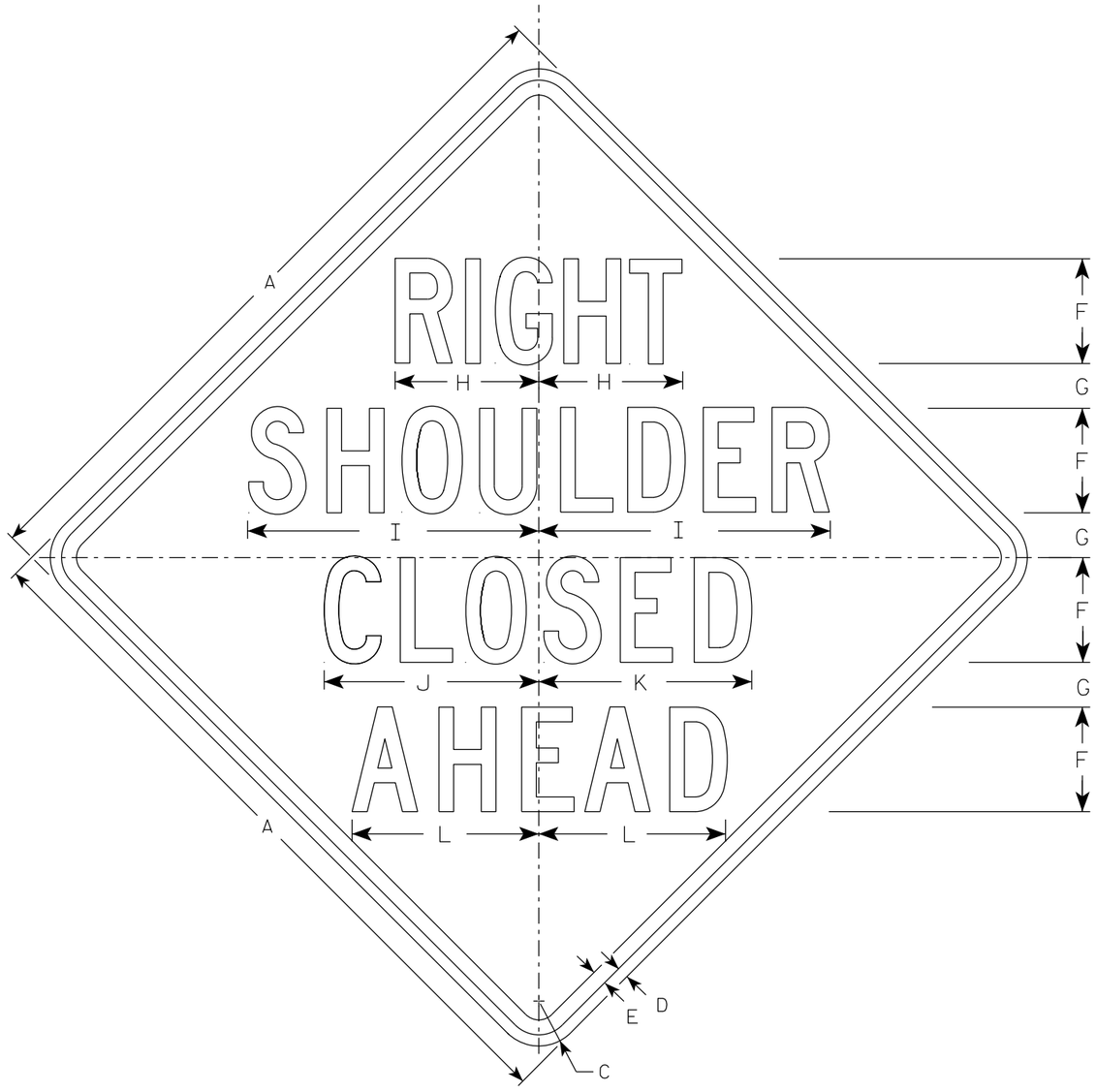
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 122 | E


7

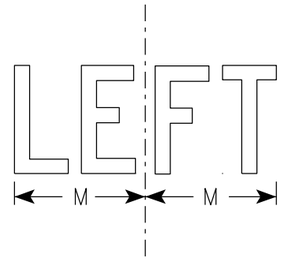
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W215A.dgn PLOT DATE : 11-JAN 2024 3:48 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




W21-5B

NOTES

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




W21-5BL

| 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 | 2 1/4 | 7 3/8 | 14 1/4 | 10 1/4 | 10 1/8 | 8 7/8 | 6 1/4 | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 7 | 3 | 9 5/8 | 19 1/2 | 14 3/8 | 14 1/4 | 12 1/2 | 8 1/2 | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 7 | 3 | 9 5/8 | 19 1/2 | 14 3/8 | 14 1/4 | 12 1/2 | 8 1/2 | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 7 | 3 | 9 5/8 | 19 1/2 | 14 3/8 | 14 1/4 | 12 1/2 | 8 1/2 | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 7 | 3 | 9 5/8 | 19 1/2 | 14 3/8 | 14 1/4 | 12 1/2 | 8 1/2 | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 7 | 3 | 9 5/8 | 19 1/2 | 14 3/8 | 14 1/4 | 12 1/2 | 8 1/2 | | | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W21-5B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

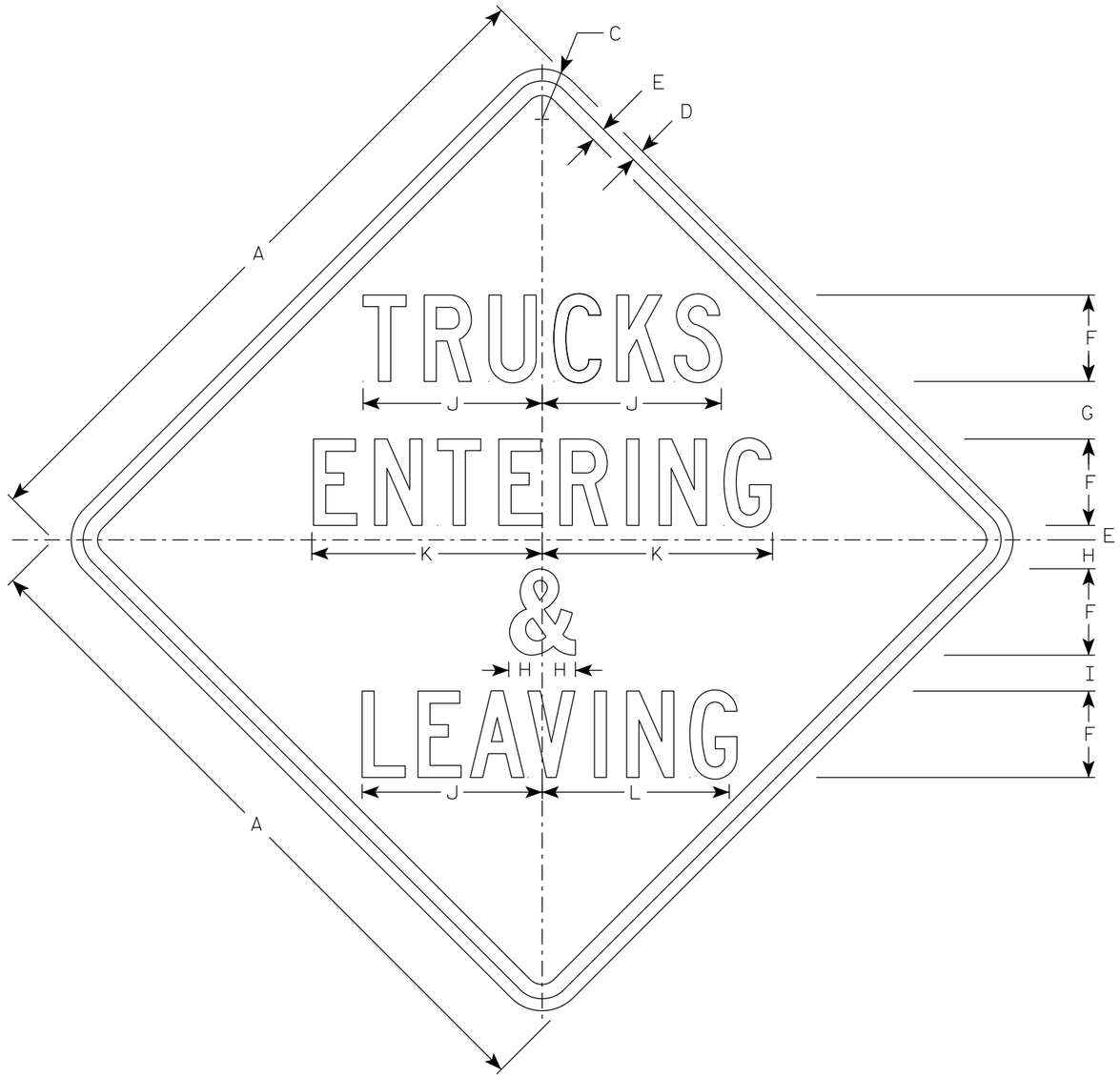
DATE 1/16/2024 PLATE NO. W21-5B.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 123 E






7




W08-6A

## NOTES

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

| 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 | 1/2 | 5/8 | 4 1/2 | 3 | 1 1/2 | 1 7/8 | 9 3/8 | 12 | 9 3/4 | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 6 | 4 | 2 | 2 1/2 | 12 1/2 | 16 | 13 | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 6 | 4 | 2 | 2 1/2 | 12 1/2 | 16 | 13 | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 6 | 4 | 2 | 2 1/2 | 12 1/2 | 16 | 13 | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 6 | 4 | 2 | 2 1/2 | 12 1/2 | 16 | 13 | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 6 | 4 | 2 | 2 1/2 | 12 1/2 | 16 | 13 | | | | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W08-6A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/2024 PLATE NO. W08-6A.2

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

## ACCESS PATH - STAGE 1

| STATION | | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) | | CUMULATIVE VOL (CY) | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | CUT | FILL | CUT NOTE 1 | FILL NOTE 2 | CUT NOTE 1 | FILL NOTE 2 |
| 11+75.00 | AH | 1175.00 | 0.00 | 230.77 | 720.43 | 0 | 0 | 0 | 0 |
| 12+00.00 | | 1200.00 | 25.00 | 185.38 | 850.89 | 193 | 727 | 193 | 727 |
| 12+50.00 | | 1250.00 | 50.00 | 138.44 | 1166.09 | 300 | 1868 | 493 | 2595 |
| 13+00.00 | | 1300.00 | 50.00 | 0.00 | 1115.62 | 128 | 2113 | 621 | 4708 |
| 13+50.00 | | 1350.00 | 50.00 | 0.00 | 990.29 | 0 | 1950 | 621 | 6658 |
| 14+00.00 | | 1400.00 | 50.00 | 0.00 | 92.76 | 0 | 1003 | 621 | 7661 |
| 14+50.00 | | 1450.00 | 50.00 | 0.00 | 300.96 | 0 | 365 | 621 | 8026 |
| 15+00.00 | | 1500.00 | 50.00 | 0.00 | 568.20 | 0 | 805 | 621 | 8831 |
| 15+50.00 | | 1550.00 | 50.00 | 0.00 | 754.10 | 0 | 1224 | 621 | 10055 |
| 16+00.00 | | 1600.00 | 50.00 | 0.00 | 533.80 | 0 | 1193 | 621 | 11248 |
| 16+50.00 | | 1650.00 | 50.00 | 0.00 | 463.11 | 0 | 923 | 621 | 12171 |
| 17+00.00 | | 1700.00 | 50.00 | 16.98 | 499.51 | 16 | 891 | 637 | 13062 |
| 17+50.00 | | 1750.00 | 50.00 | 64.93 | 390.01 | 76 | 824 | 713 | 13886 |
| 18+00.00 | | 1800.00 | 50.00 | 79.62 | 262.93 | 134 | 605 | 847 | 14491 |
| 18+50.00 | | 1850.00 | 50.00 | 77.61 | 131.87 | 146 | 366 | 993 | 14857 |
| 19+00.00 | | 1900.00 | 50.00 | 87.25 | 70.48 | 153 | 187 | 1146 | 15044 |
| 19+50.00 | | 1950.00 | 50.00 | 62.70 | 0.00 | 139 | 65 | 1285 | 15109 |
| 20+00.00 | | 2000.00 | 50.00 | 61.48 | 0.00 | 115 | 0 | 1400 | 15109 |
| 20+50.00 | | 2050.00 | 50.00 | 55.92 | 0.00 | 109 | 0 | 1509 | 15109 |
| 21+00.00 | | 2100.00 | 50.00 | 58.57 | 0.00 | 106 | 0 | 1615 | 15109 |
| 21+50.00 | | 2150.00 | 50.00 | 57.97 | 0.00 | 108 | 0 | 1723 | 15109 |
| 22+00.00 | | 2200.00 | 50.00 | 28.51 | 1.27 | 80 | 1 | 1803 | 15110 |
| 22+50.00 | | 2250.00 | 50.00 | 5.07 | 2.02 | 31 | 3 | 1834 | 15113 |
| 23+00.00 | | 2300.00 | 50.00 | 44.89 | 4.43 | 46 | 6 | 1880 | 15119 |
| 23+50.00 | | 2350.00 | 50.00 | 58.45 | 3.19 | 96 | 7 | 1976 | 15126 |
| 24+00.00 | | 2400.00 | 50.00 | 88.76 | 1.41 | 136 | 4 | 2112 | 15130 |
| 24+50.00 | | 2450.00 | 50.00 | 154.21 | 0.00 | 225 | 1 | 2337 | 15131 |
| 24+75.00 | BK | 2475.00 | 25.00 | 161.33 | 0.00 | 146 | 0 | 2483 | 15131 |
| | | | | | | | | | |
| 32+00.00 | AH | 3200.00 | 0.00 | 21.81 | 0.03 | 0 | 0 | 2483 | 15131 |
| 32+50.00 | | 3250.00 | 50.00 | 0.00 | 304.06 | 20 | 282 | 2503 | 15413 |
| 33+00.00 | | 3300.00 | 50.00 | 87.59 | 615.30 | 81 | 851 | 2584 | 16264 |
| 33+50.00 | | 3350.00 | 50.00 | 42.53 | 370.96 | 120 | 913 | 2704 | 17177 |
| 34+00.00 | | 3400.00 | 50.00 | 126.69 | 23.56 | 157 | 365 | 2861 | 17542 |
| 34+50.00 | | 3450.00 | 50.00 | 99.49 | 9.07 | 209 | 30 | 3070 | 17572 |
| 35+00.00 | | 3500.00 | 50.00 | 29.49 | 3.55 | 119 | 12 | 3189 | 17584 |
| 35+50.00 | | 3550.00 | 50.00 | 19.90 | 0.00 | 46 | 3 | 3235 | 17587 |
| 35+68.95 | BK | 3568.95 | 18.95 | 16.62 | 0.00 | 13 | 0 | 3248 | 17587 |
| | | | | COLUMN TOTALS | | 3,248 | 17,587 | | |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - FILL | ROADWAY EMBANKMENT = UNEXPANDED FILL. FILL VOLUME IS BASED ON THE EXISTING SURFACE. |

## BILLBOARD ACCESS PATH - STAGE 1

| STATION | | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) | | CUMULATIVE VOL (CY) | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | CUT | FILL | CUT NOTE 1 | FILL NOTE 2 | CUT NOTE 1 | FILL NOTE 2 |
| 10+00.00 | AH | 1000.00 | 0.00 | 0.00 | 6.72 | 0 | 0 | 0 | 0 |
| 10+50.00 | | 1050.00 | 50.00 | 0.00 | 809.29 | 0 | 756 | 0 | 756 |
| 11+00.00 | | 1100.00 | 50.00 | 0.00 | 528.29 | 0 | 1238 | 0 | 1994 |
| 11+50.00 | | 1150.00 | 50.00 | 0.00 | 321.13 | 0 | 787 | 0 | 2781 |
| 12+00.00 | | 1200.00 | 50.00 | 0.00 | 174.47 | 0 | 459 | 0 | 3240 |
| 12+25.00 | BK | 1225.00 | 25.00 | 0.00 | 150.08 | 0 | 150 | 0 | 3390 |
| | | | | | COLUMN TOTALS | 0 | 3,390 | | |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - FILL | ROADWAY EMBANKMENT = UNEXPANDED FILL. FILL VOLUME IS BASED ON THE EXISTING SURFACE. |

660
650
640
630
620
610
600
590

GRADE WEST FROM PATH LIMIT TO MATCH
EXISTING AS SHOWN IN CONTOUR MAP SHEETS

RW

R/L
UAP

633.51
-65.26

3.0:1

3.0%

629.09
-55.00

2.0%

4.0%

627.44
0.00

627.14
15.00

627.94
20.00

TO BE CONSTRUCTED IN
A FUTURE CONTRACT (TYP)

PL

3.0:1

PLE

596.37
114.38

10 FT

20 FT

11+75
STATION AHEAD

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

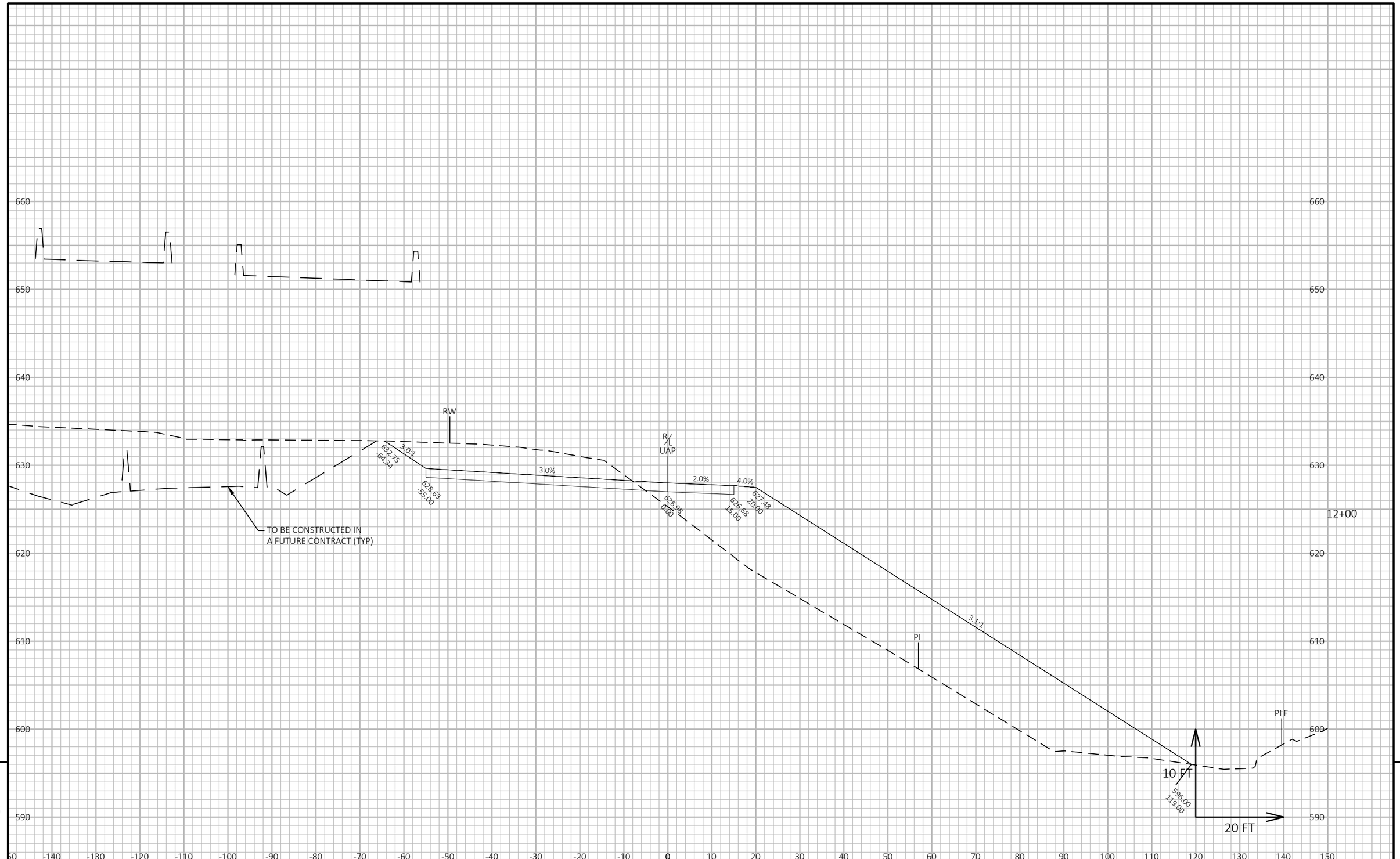
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 126 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 01

PLOT DATE : 7/29/2026 9:36 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 127 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 02

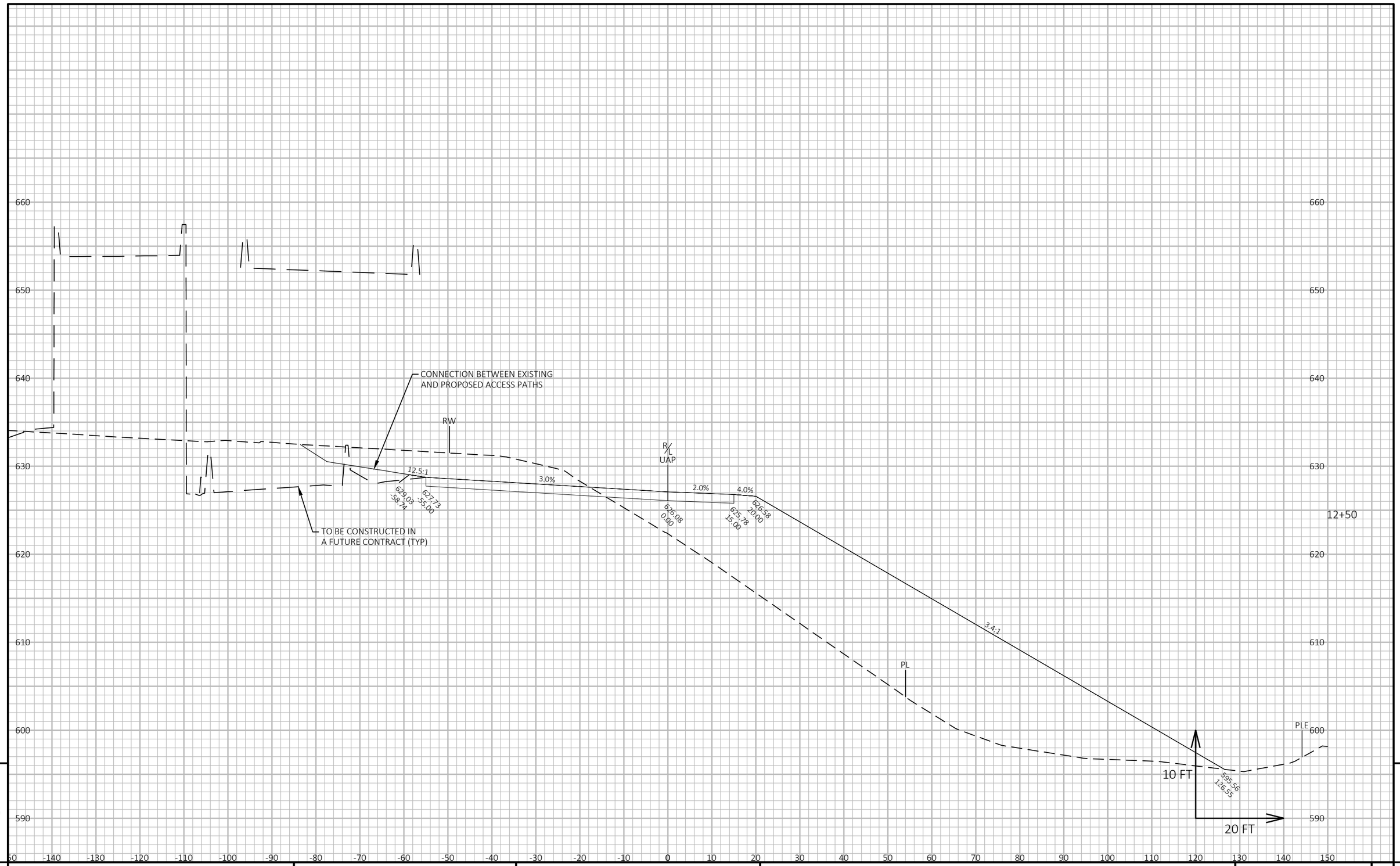
PLOT DATE : 7/29/2026 9:37 PM

PLOT BY : SCHARLAU, DAVE

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



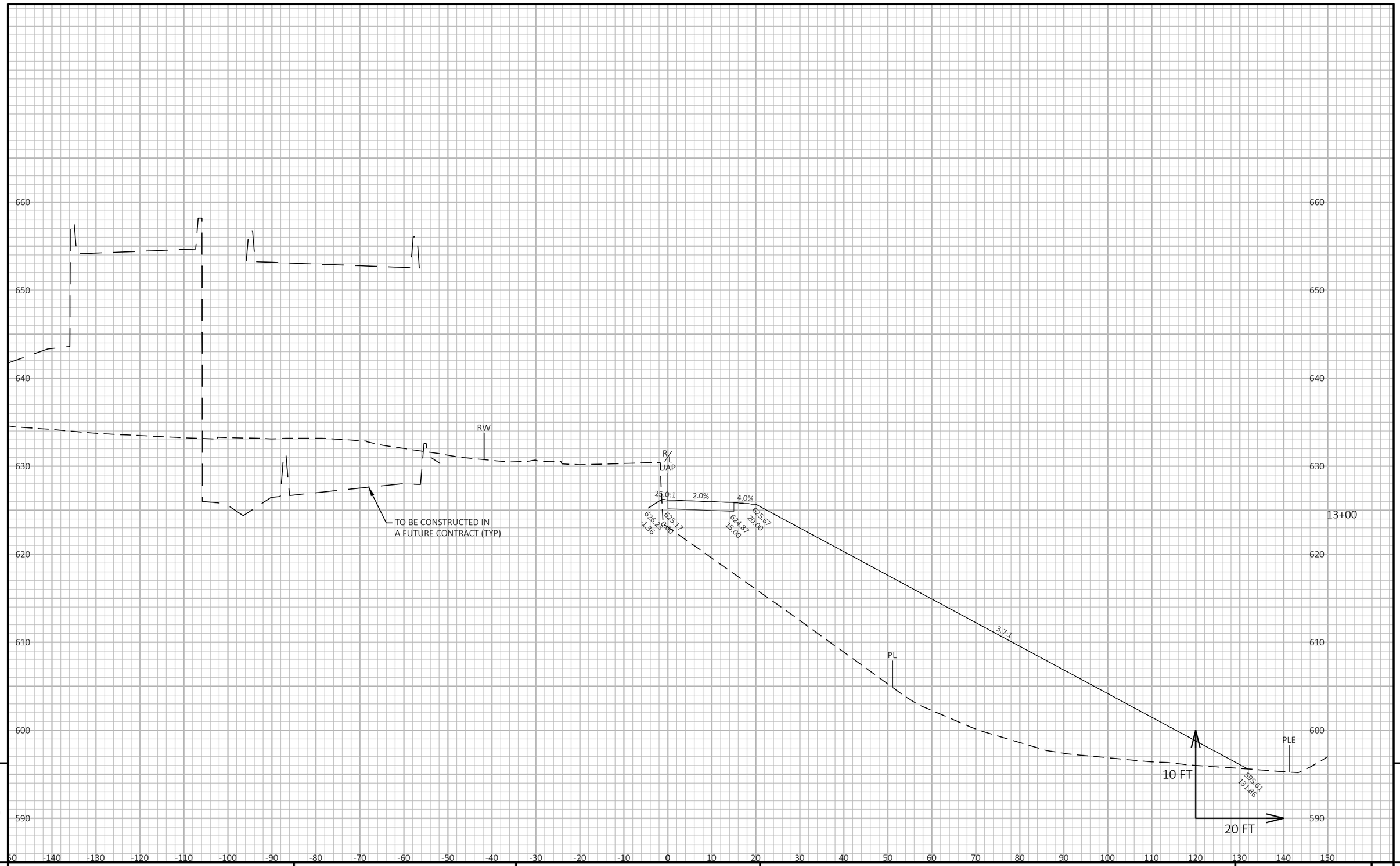

9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 128 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 03

PLOT DATE : 7/29/2026 9:37 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

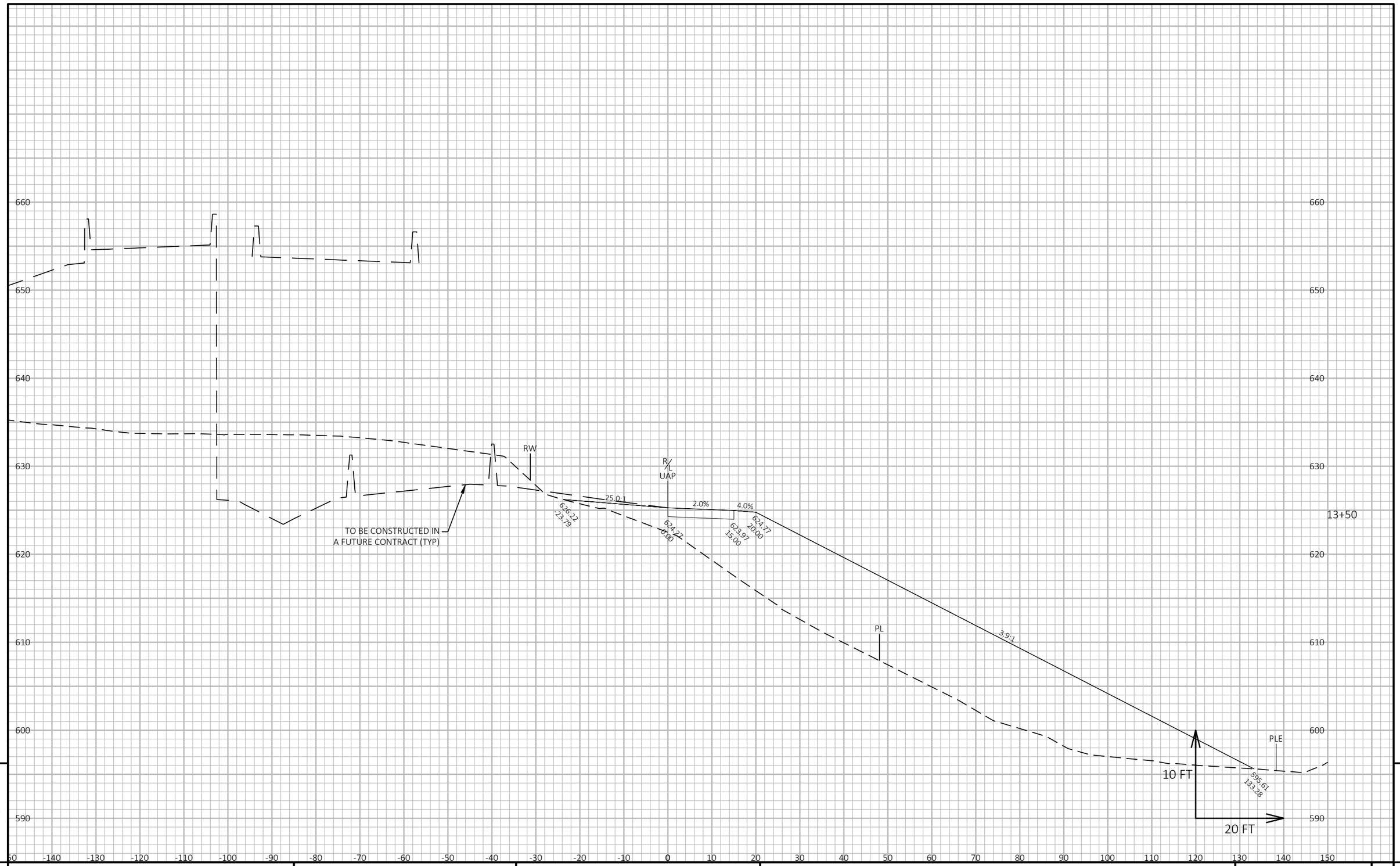
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 129 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 04

PLOT DATE : 7/29/2026 9:37 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

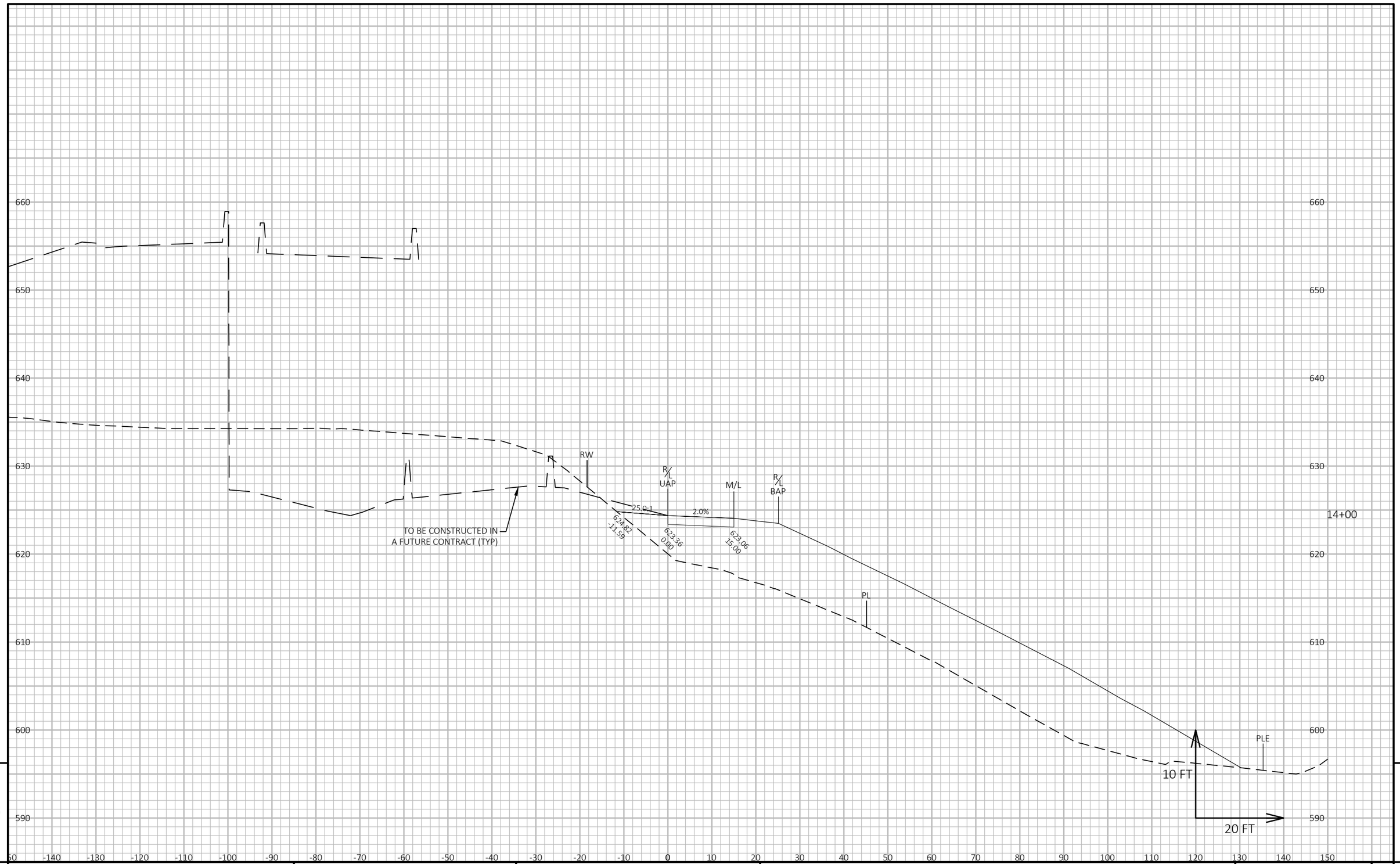
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 130 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 05

PLOT DATE : 7/29/2026 9:37 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

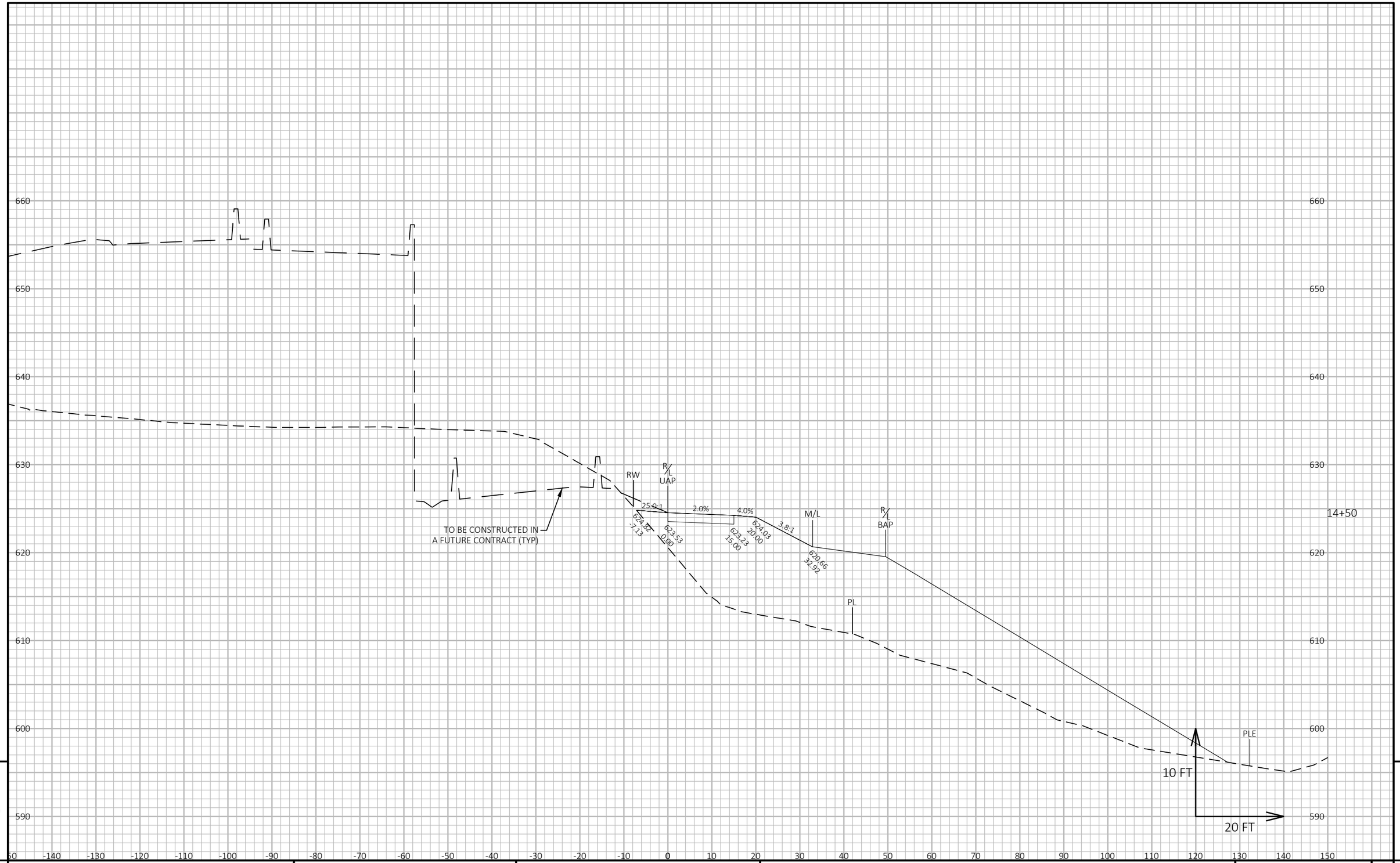
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 131 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 06

PLOT DATE : 7/29/2026 9:37 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

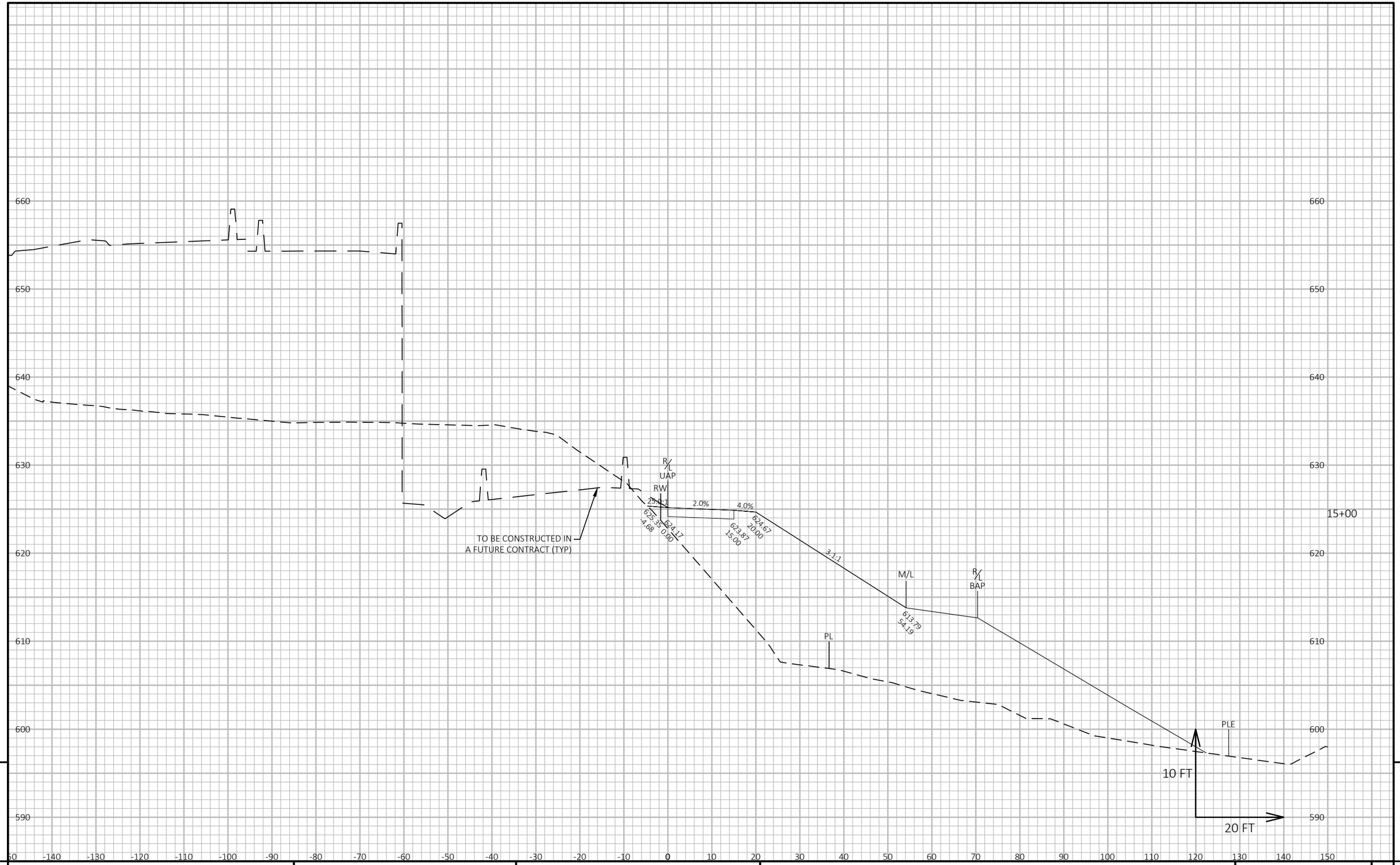



| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 132 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 07

PLOT DATE : 7/29/2026 9:37 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

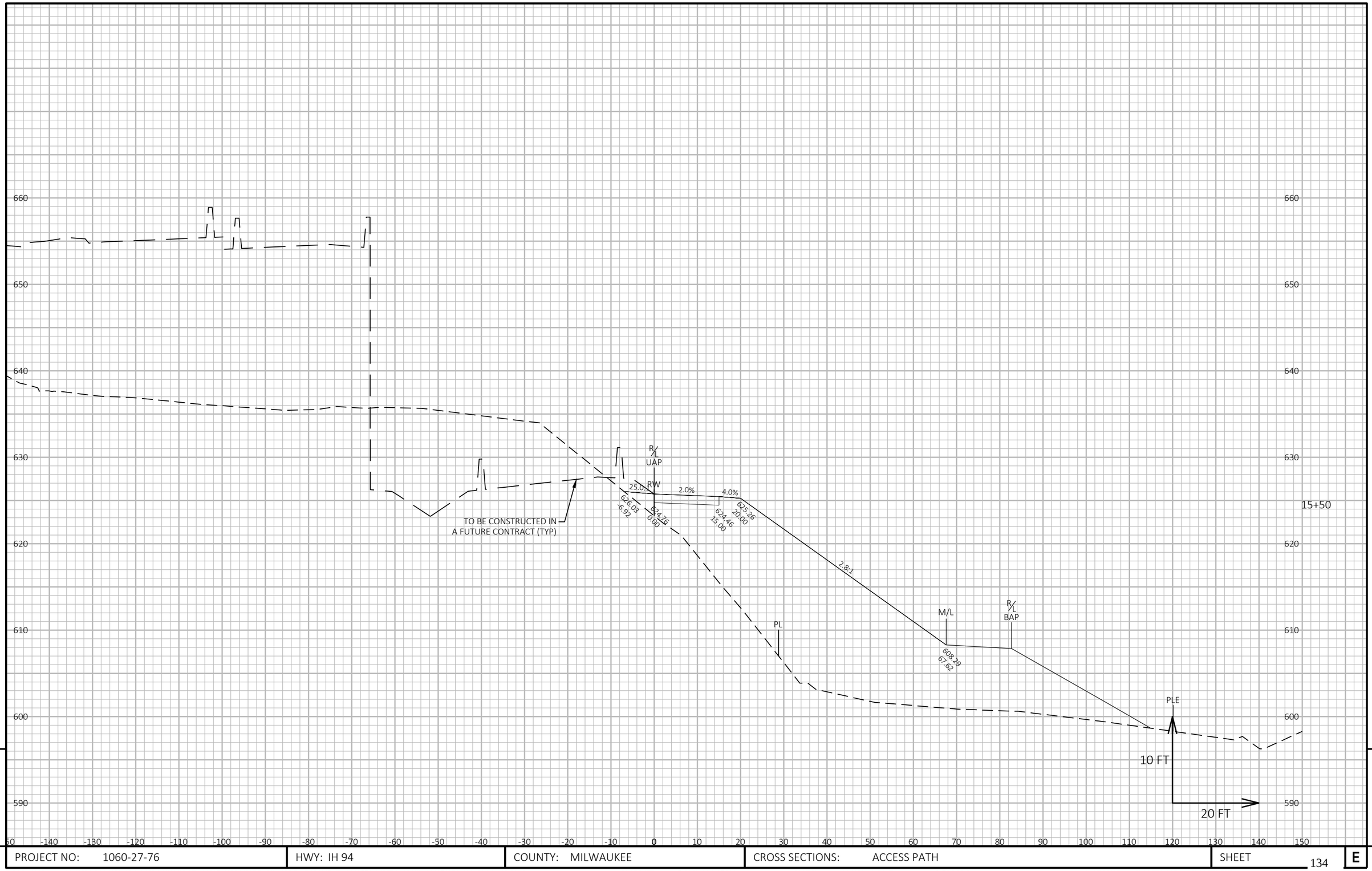



| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 133 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 08

PLOT DATE : 7/29/2026 9:37 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

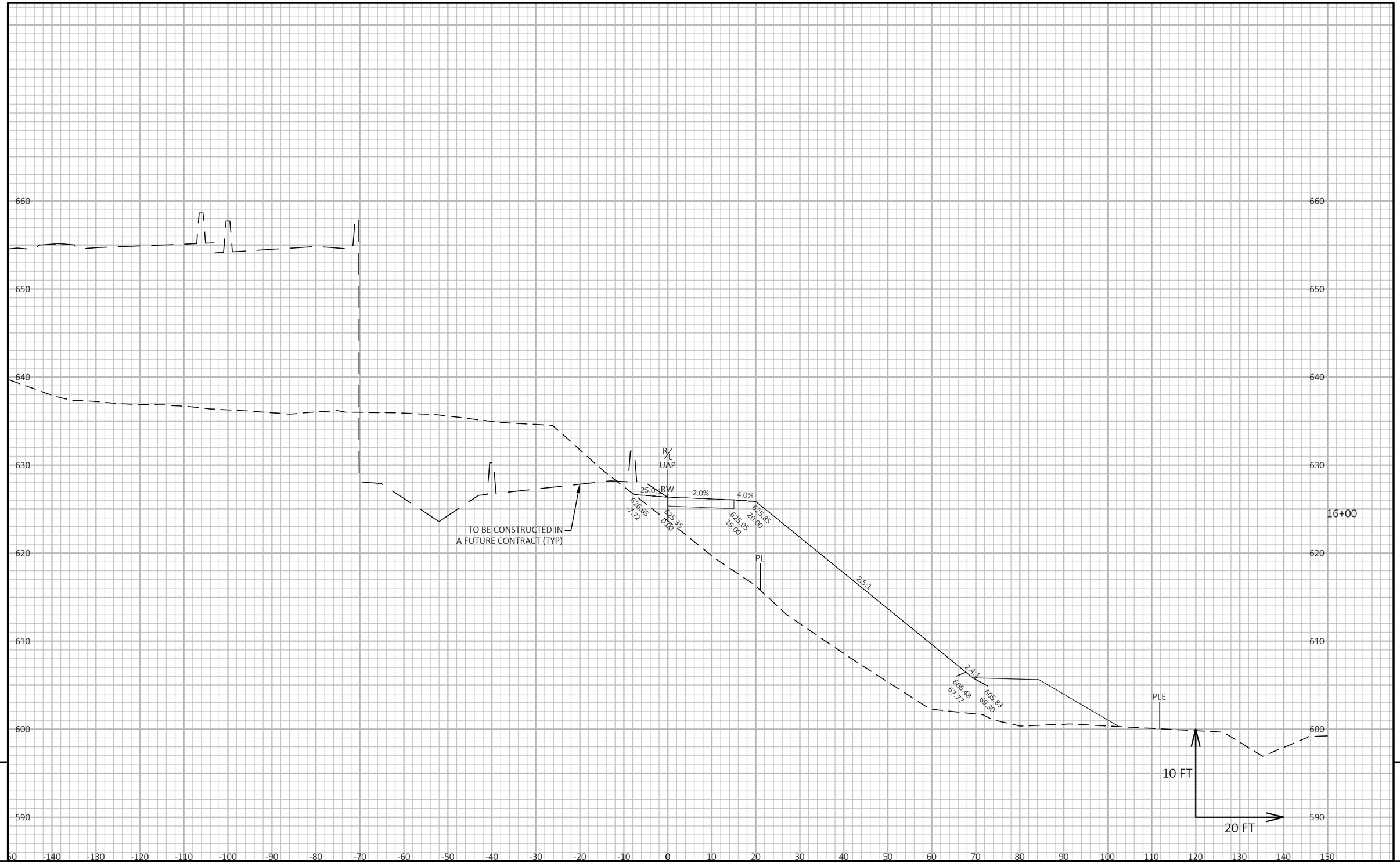
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 134 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 09

PLOT DATE : 7/29/2026 9:37 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 135 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 10

PLOT DATE : 7/29/2026 9:37 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

660
650
640
630
620
610
600
590

R/L
UAP
RW
75.9:1
2.0%
4.0%
627.27
-5.00
626.07
0.00
626.65
17.81
625.77
15.00
PL
PLE
TO BE CONSTRUCTED IN
A FUTURE CONTRACT (TYP)
2.6:1
601.94
83.19
PLE
10 FT
20 FT
16+50

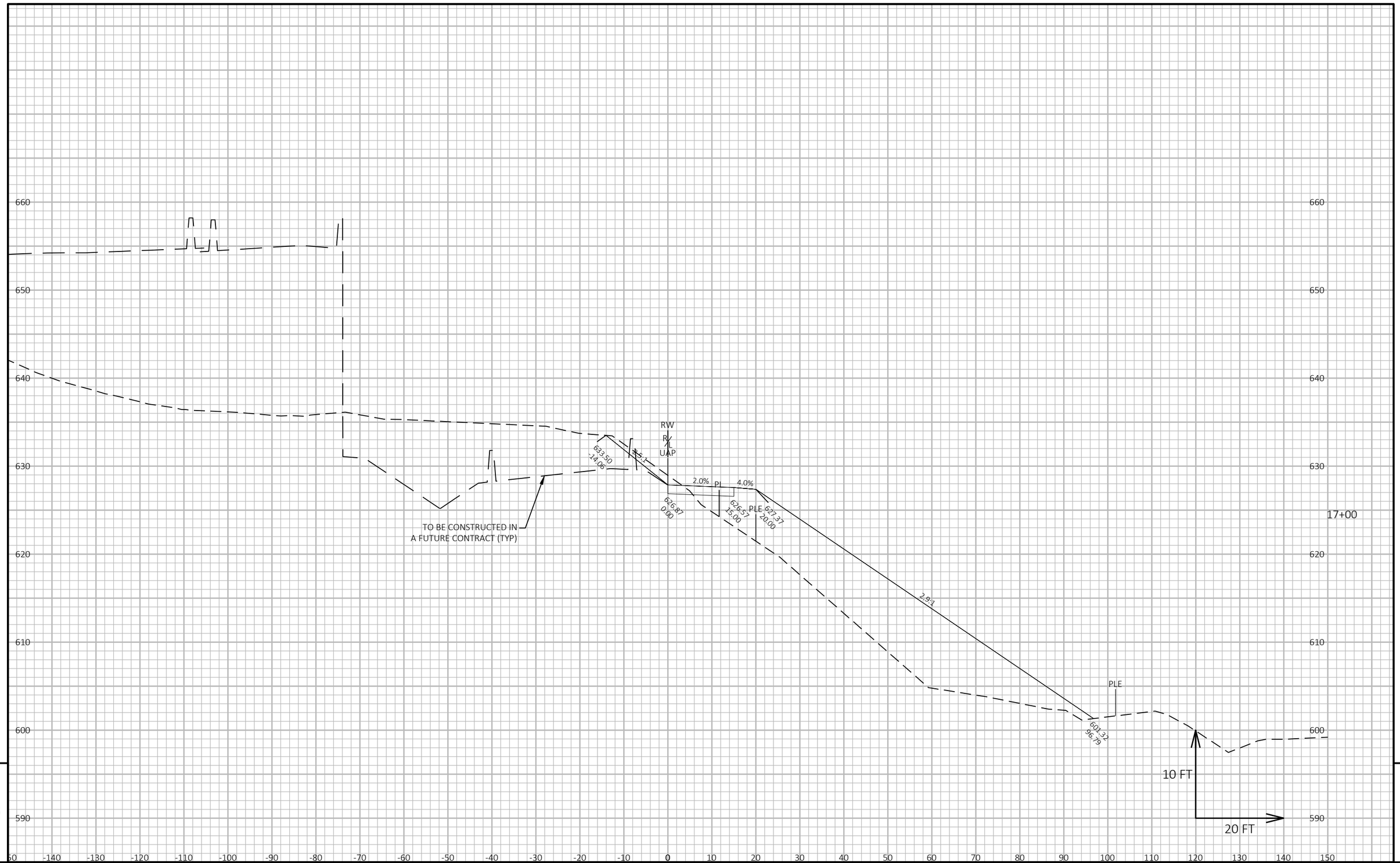
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 136 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 11
PLOT DATE : 7/29/2026 9:37 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

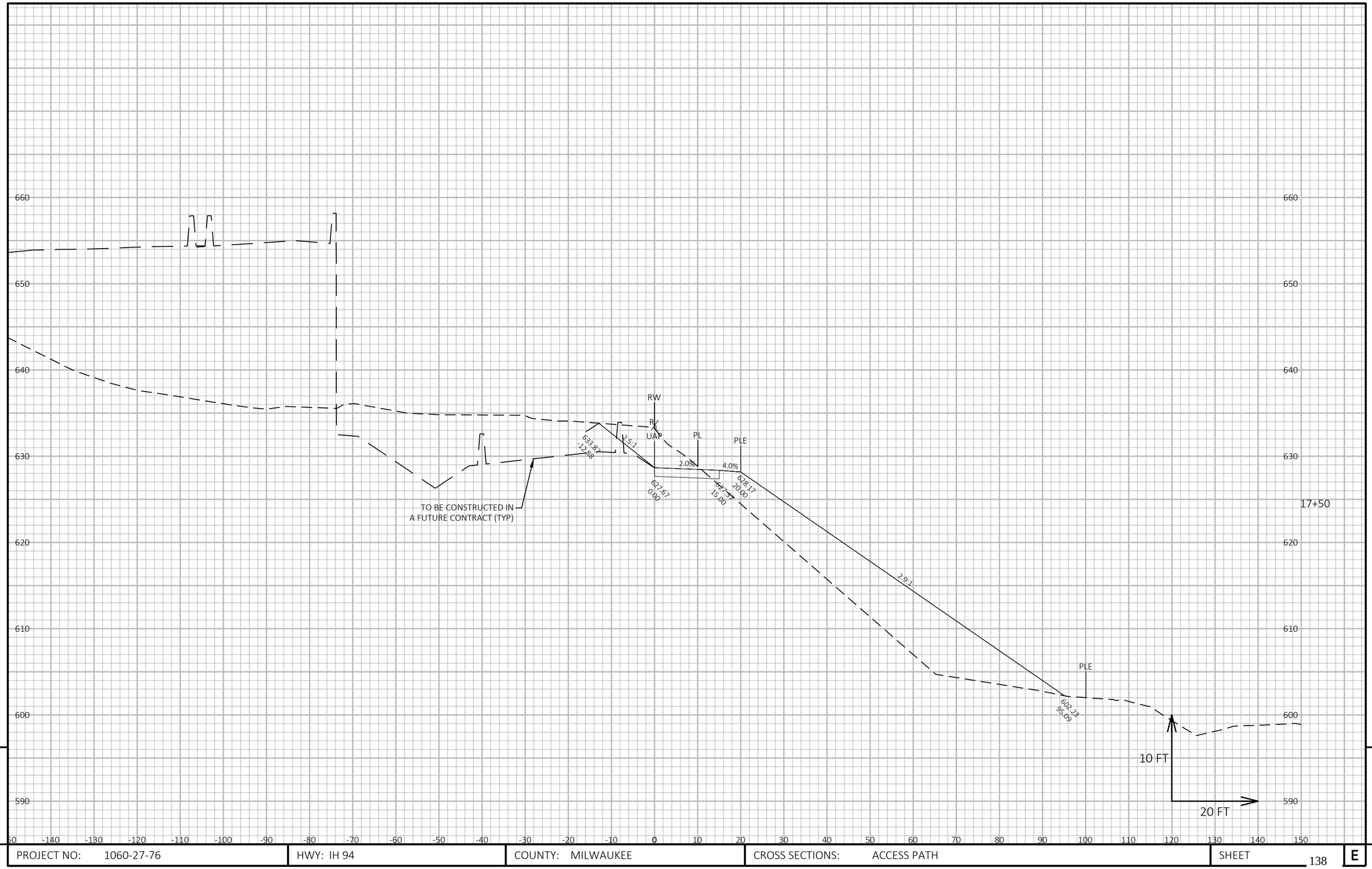



| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 137 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 12

PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 138 | E |

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 13

PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

660
650
640
630
620
610
600
590

RW
RL
PL
UAP
PLE
PLE

634.86
-10.8
2.5:1
628.61
0.00
2.0%
4.0%
629.11
20.00
628.31
15.00
3.9:1
602.85
95.54

TO BE CONSTRUCTED IN
A FUTURE CONTRACT (TYP)

18+00

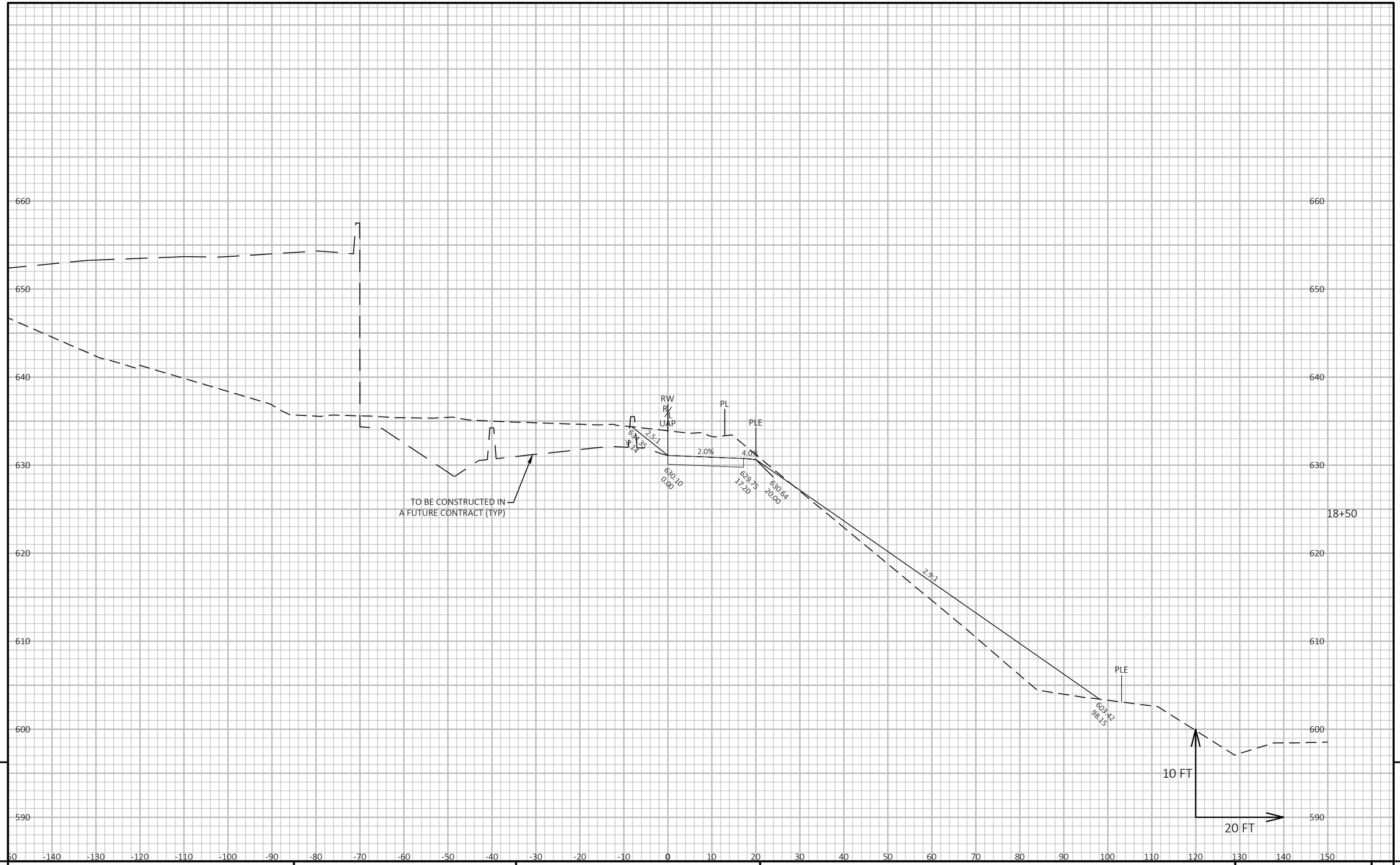
10 FT
20 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 139 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 14
PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

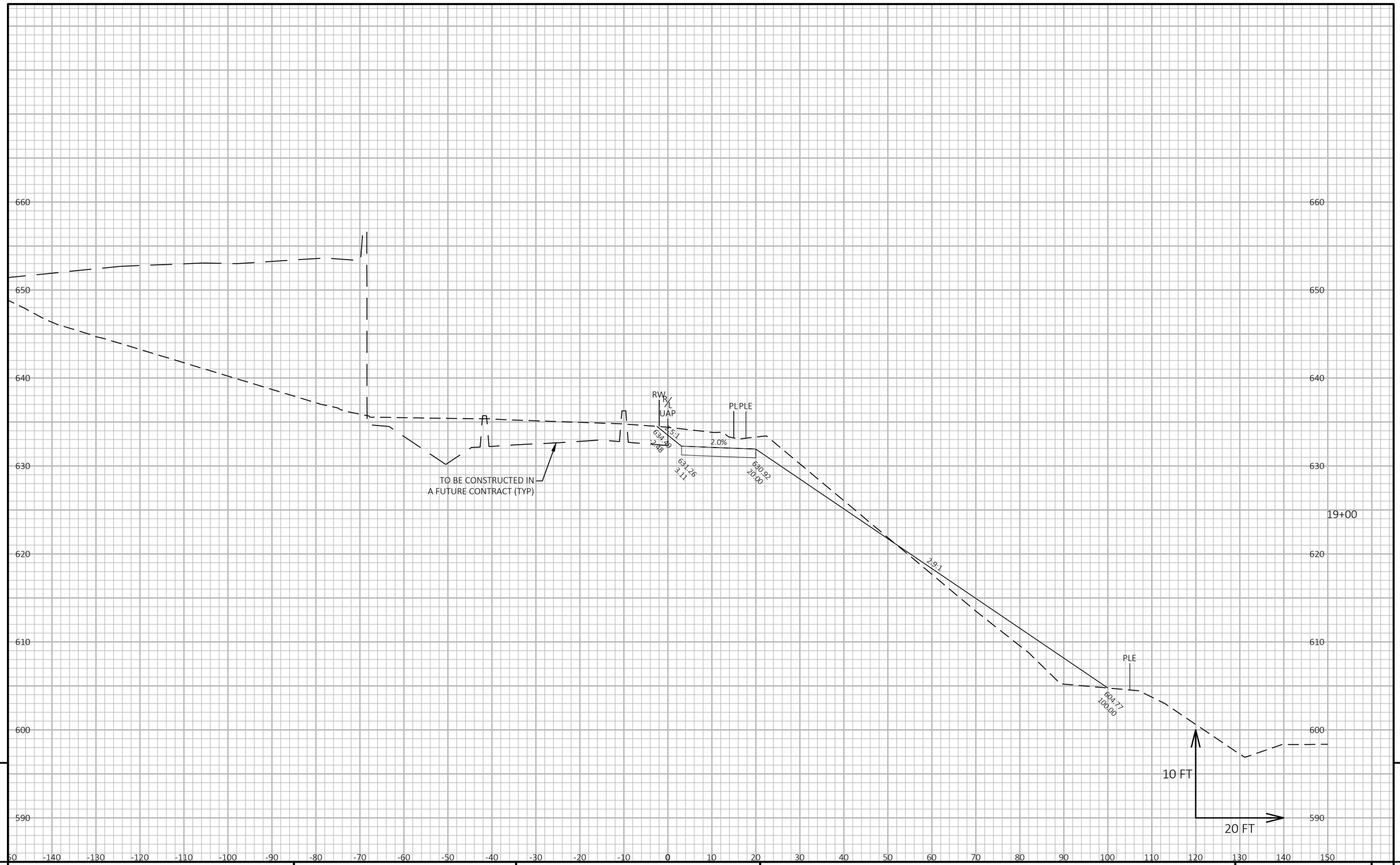
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 140 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 15

PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

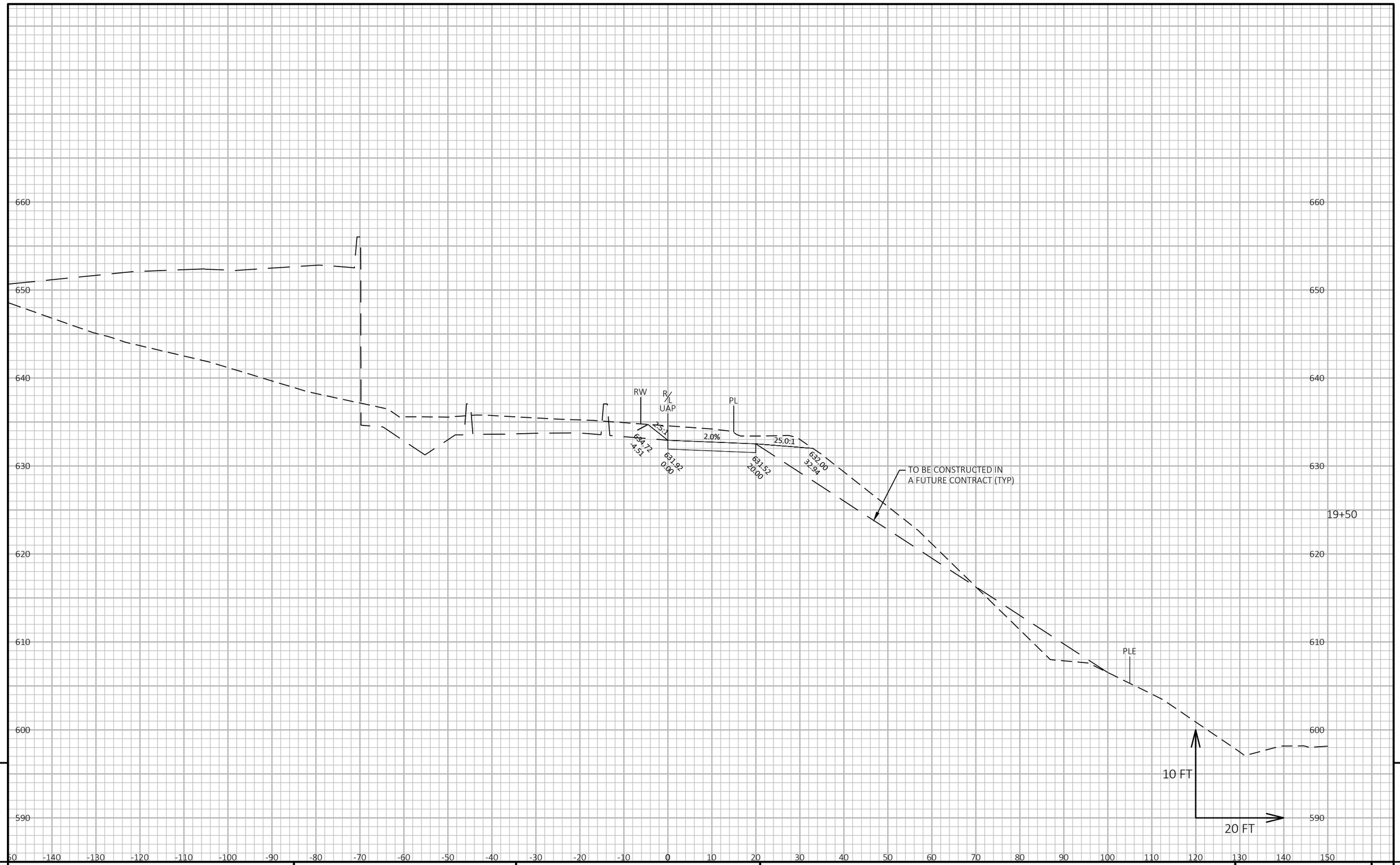
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 141 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 16

PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

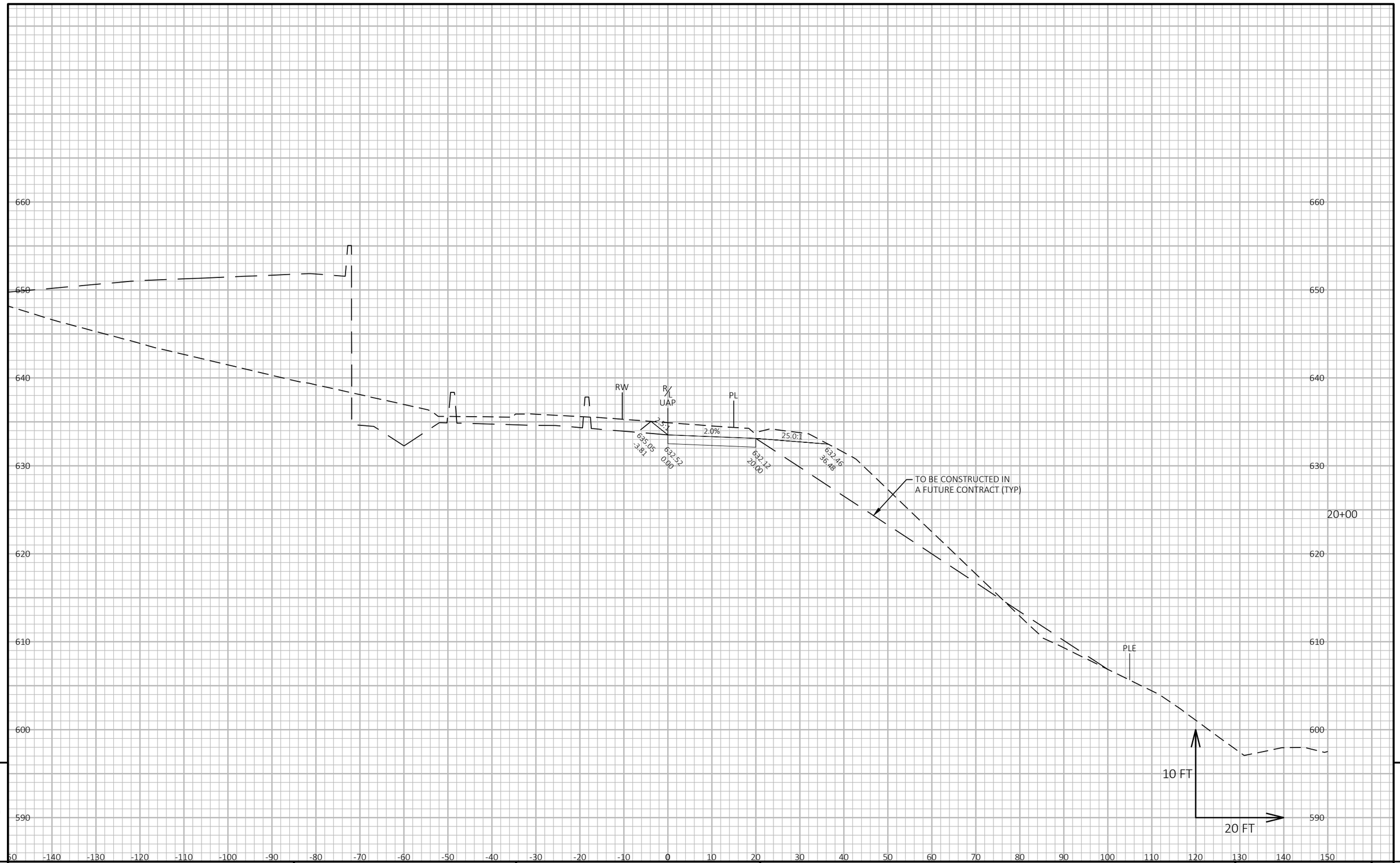
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 142 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 17

PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

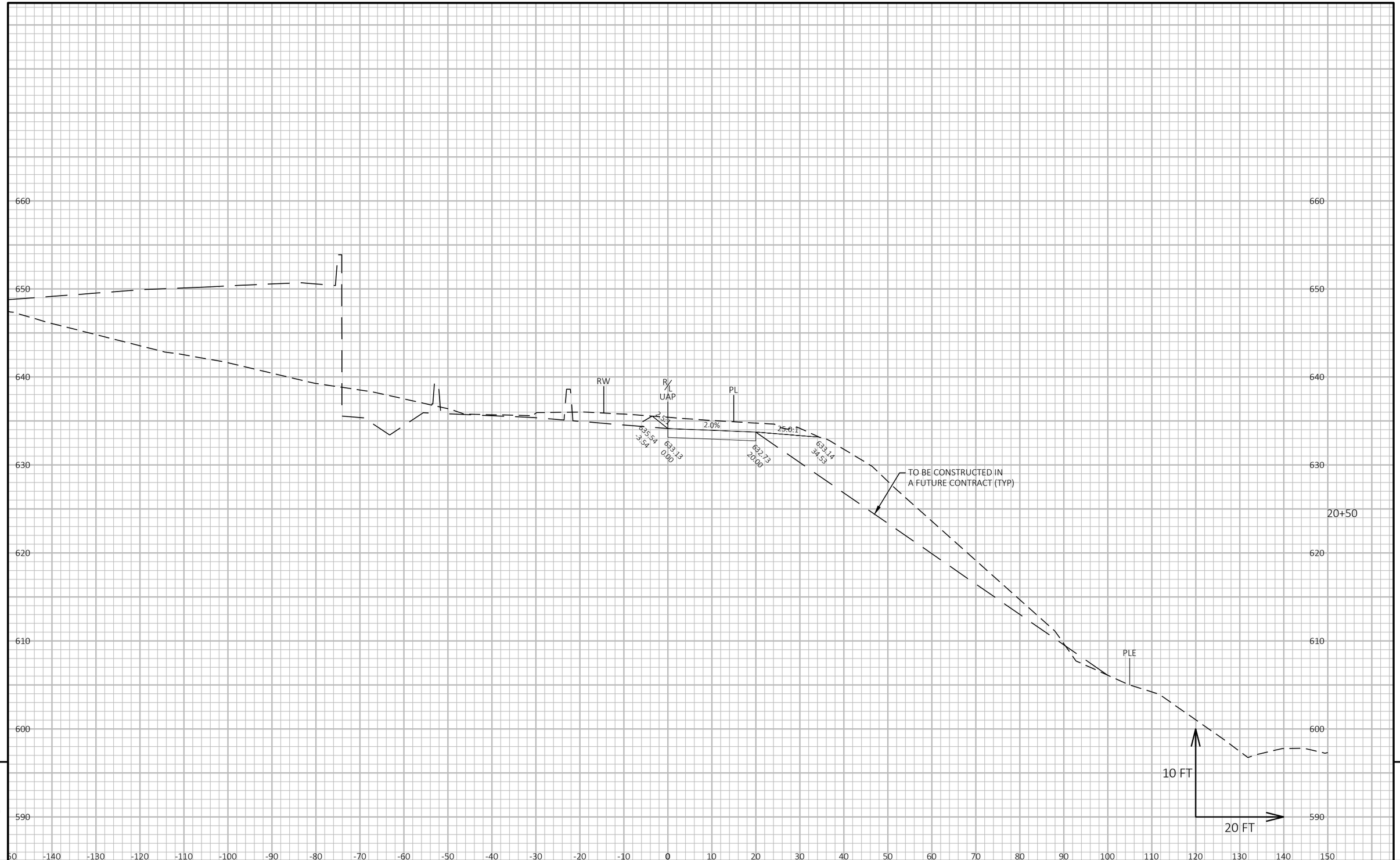
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 143 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 18

PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

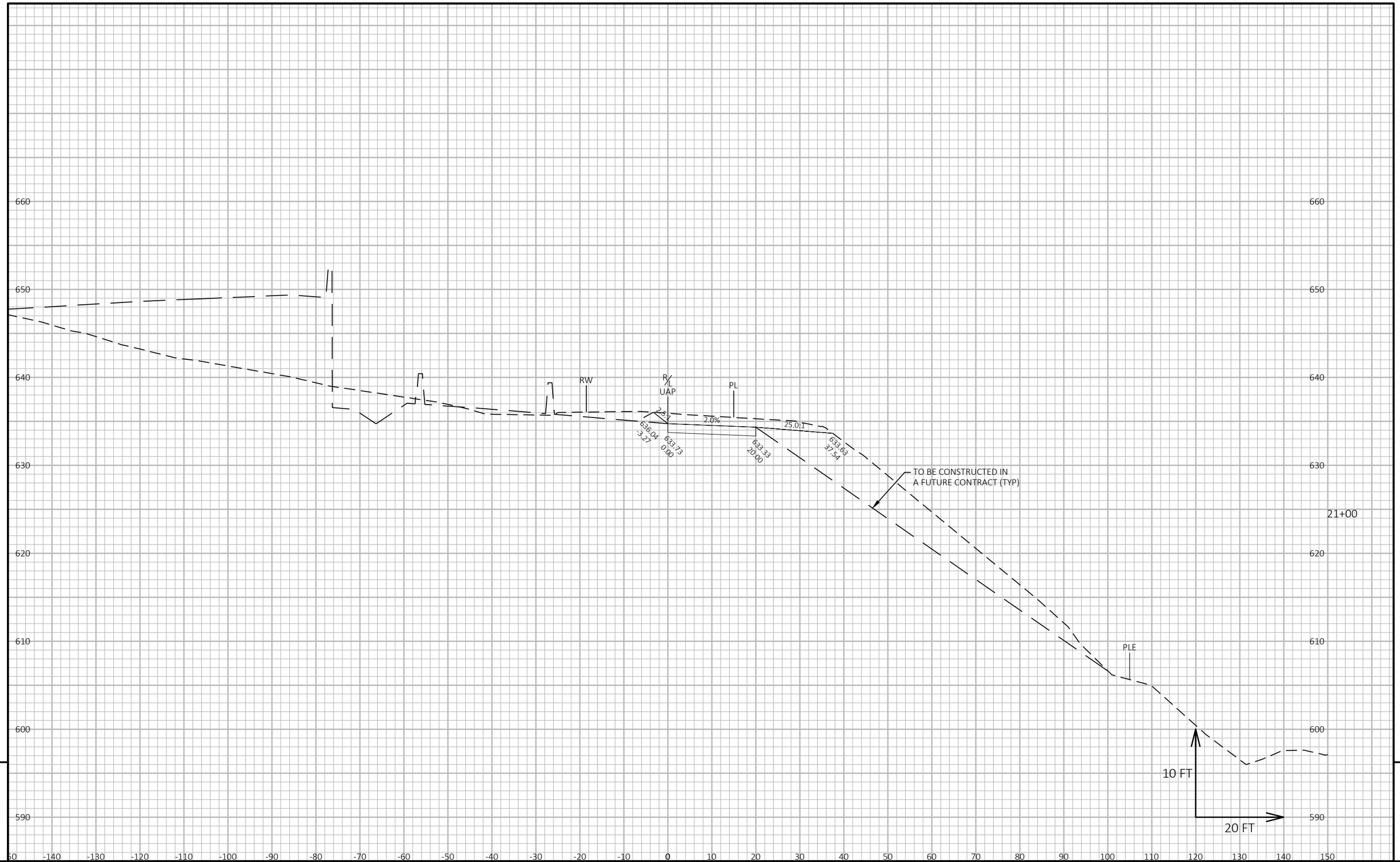



9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 144 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 19

PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

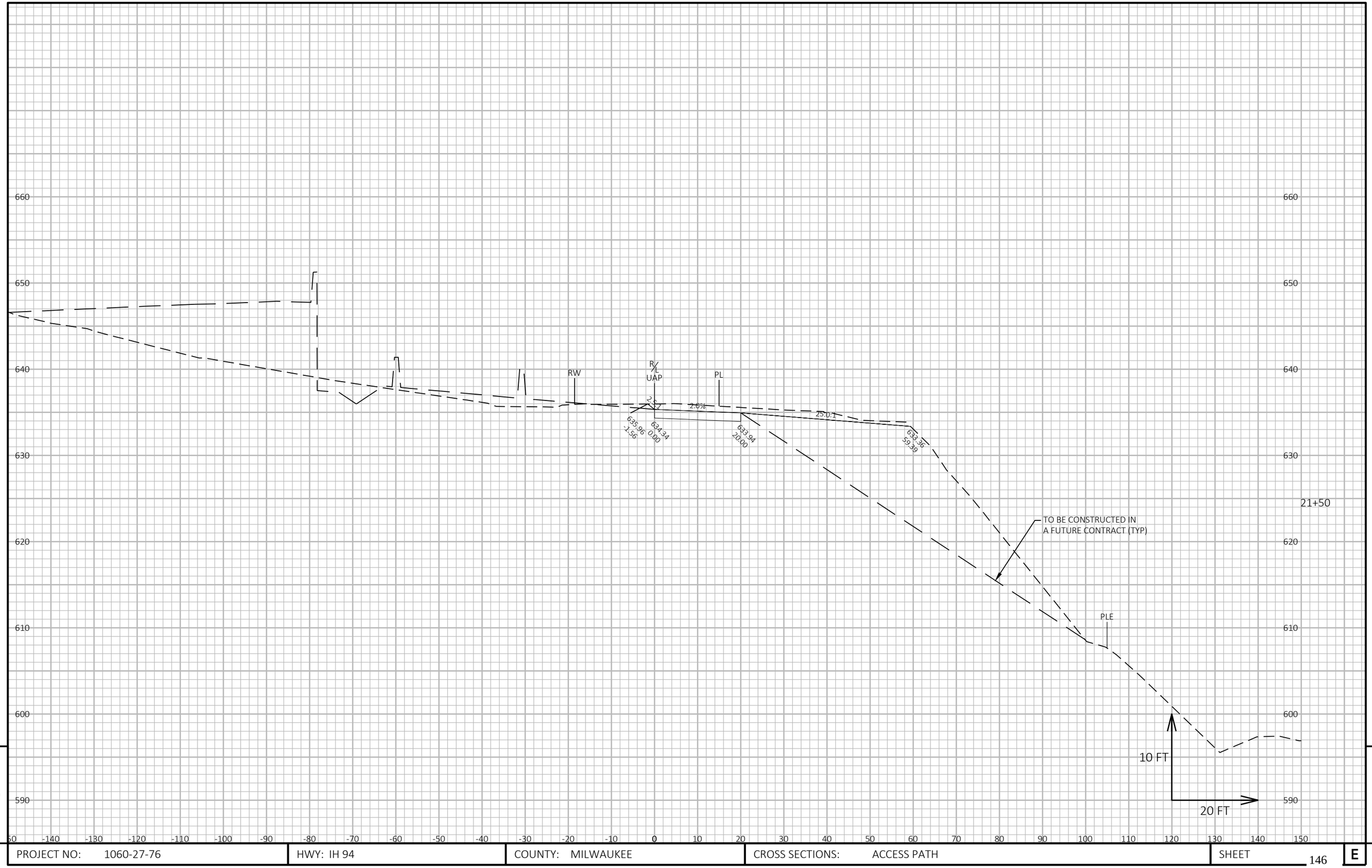



9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 145 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 20

PLOT DATE : 7/29/2026 9:38 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

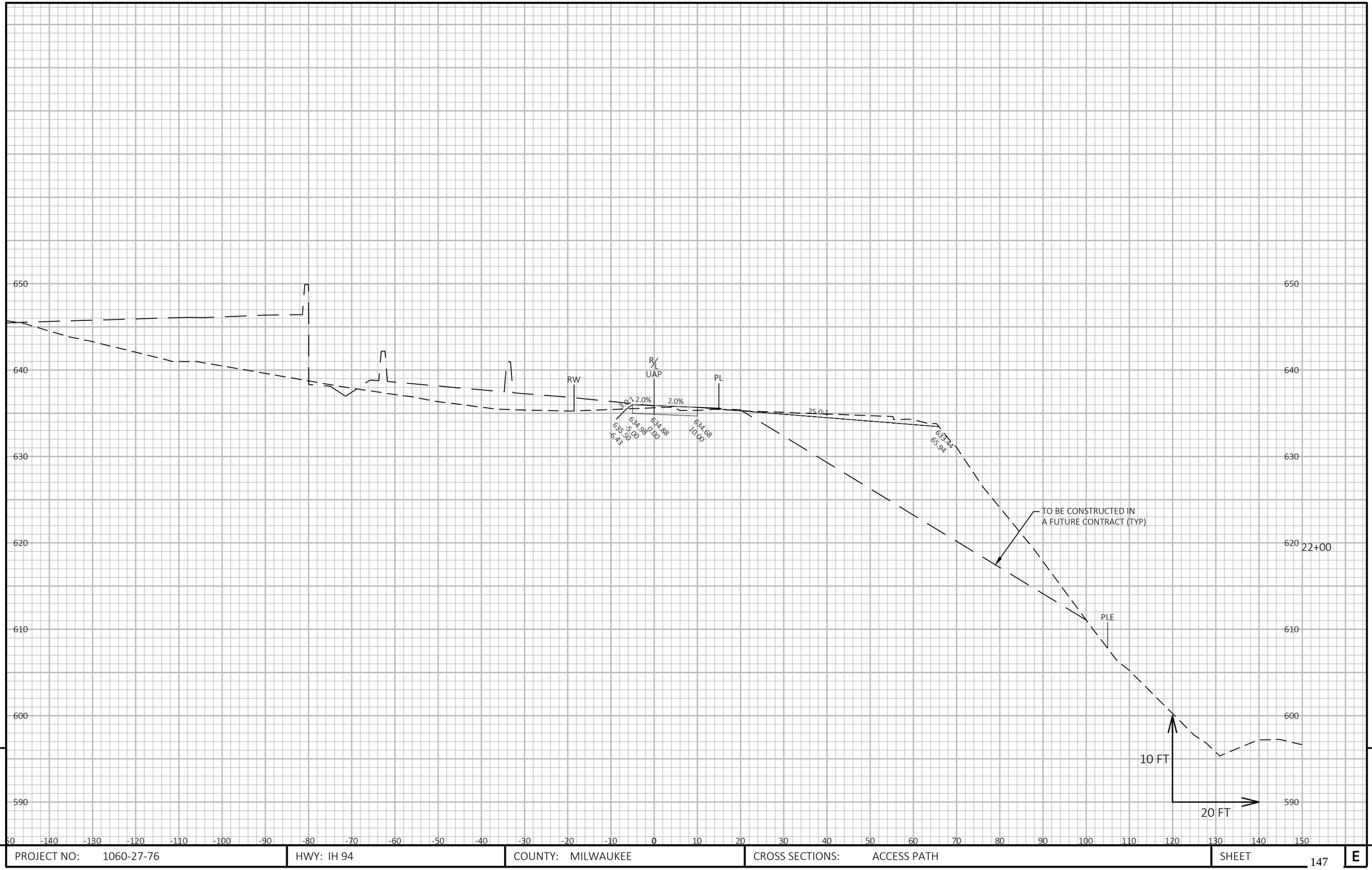



9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 146 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 21

PLOT DATE : 7/29/2026 9:39 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

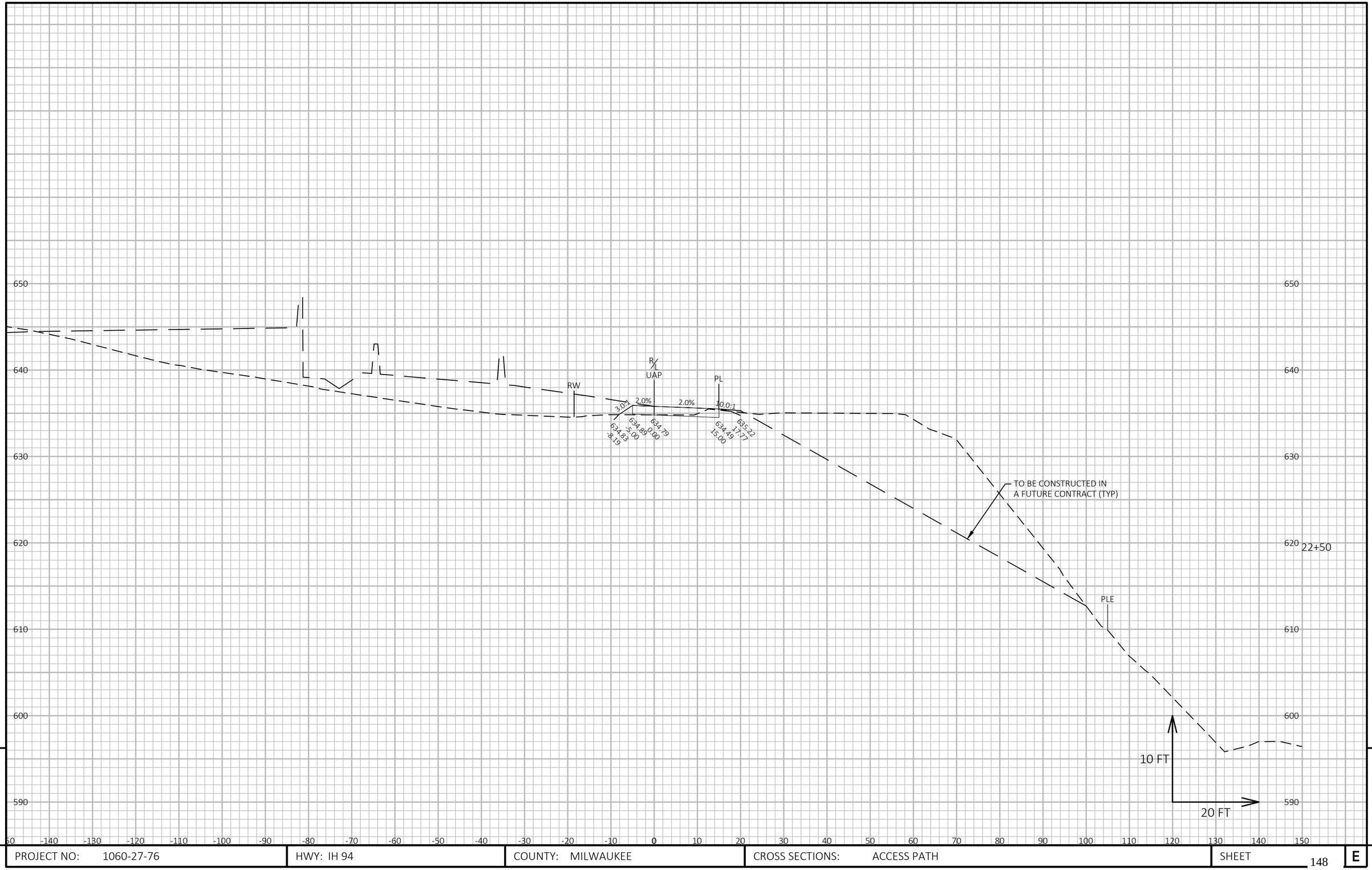
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 147 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 22

PLOT DATE : 7/29/2026 9:39 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



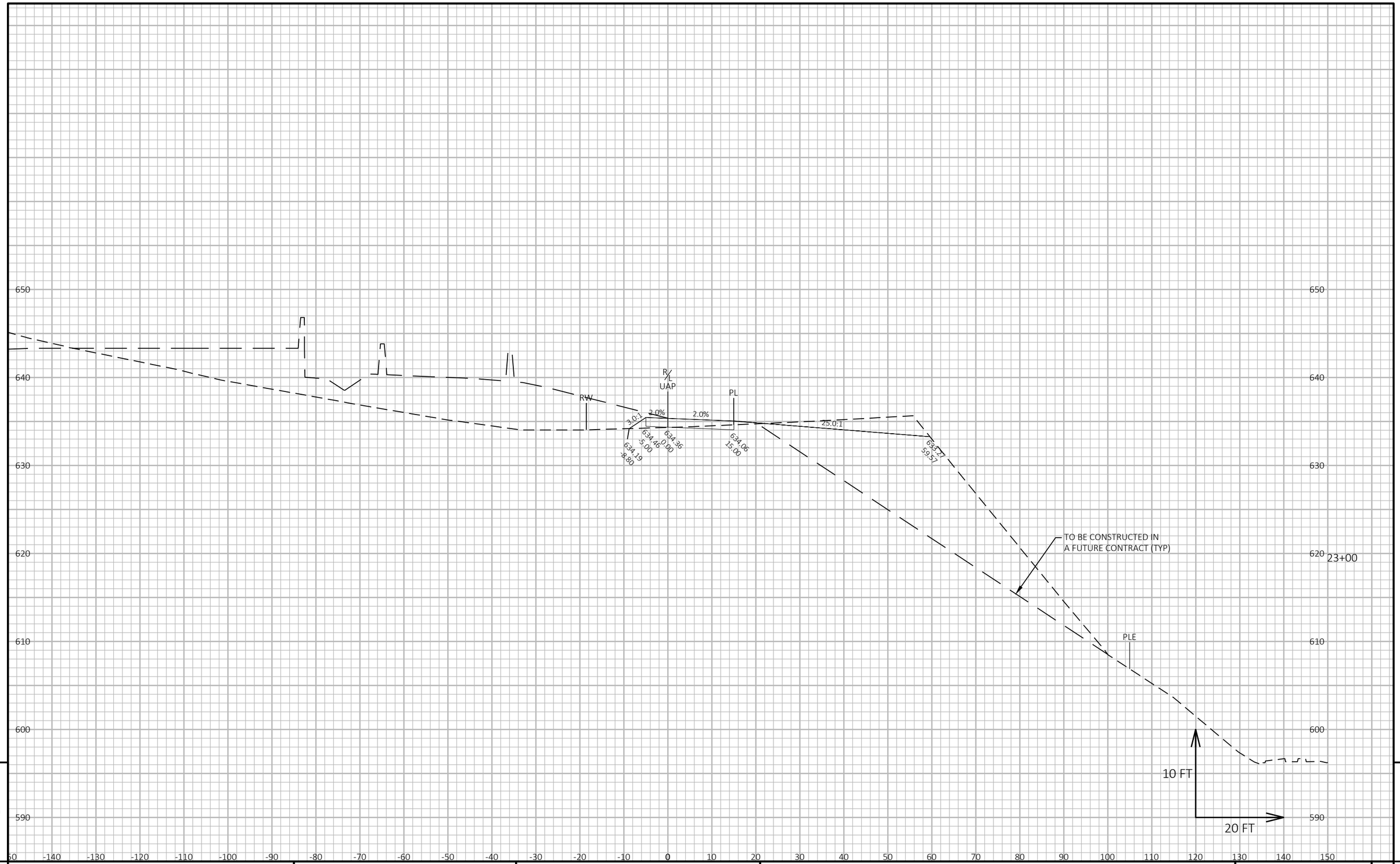

9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 148 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 23

PLOT DATE : 7/29/2026 9:39 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



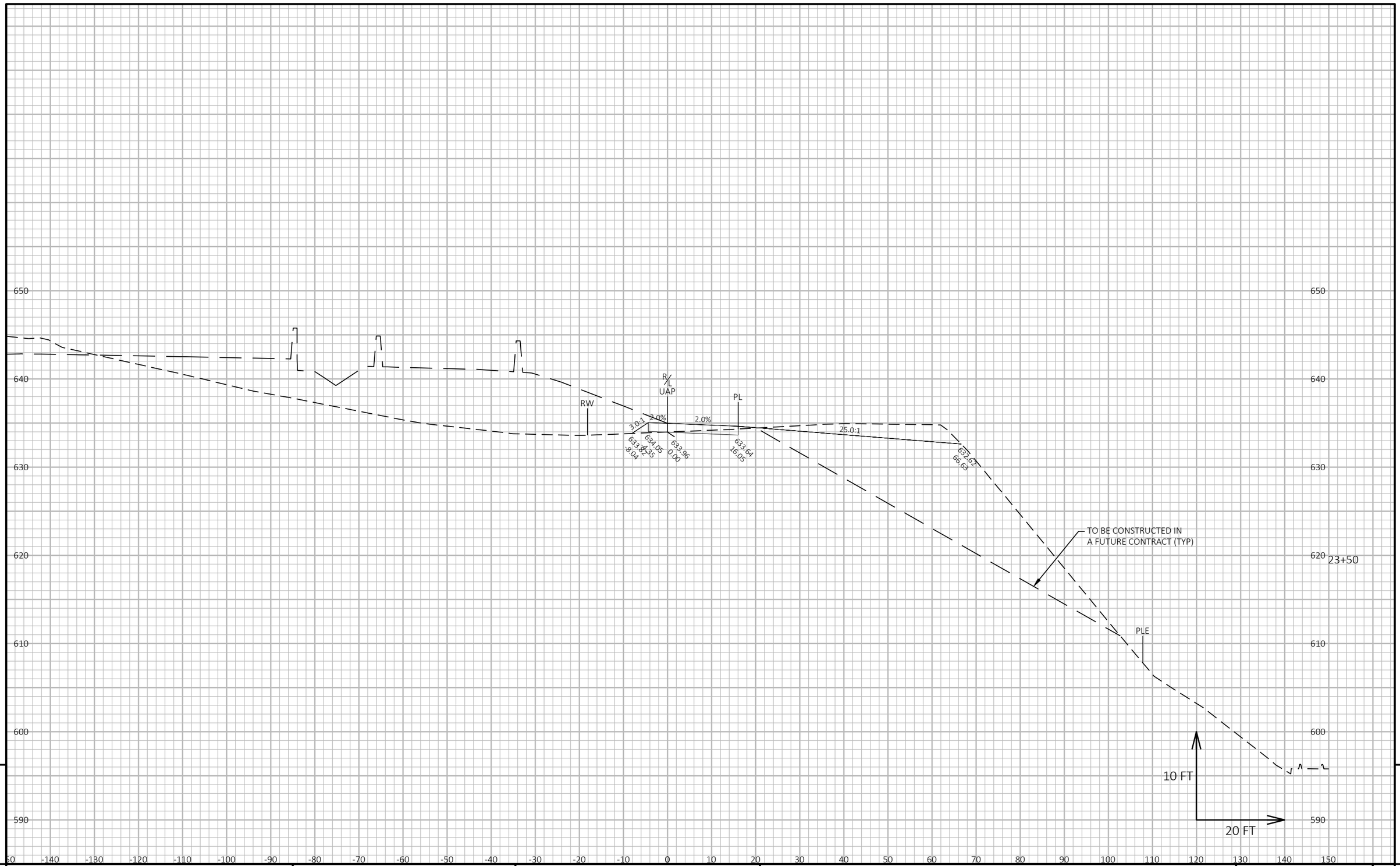

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 149 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 24

PLOT DATE : 7/29/2026 9:39 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

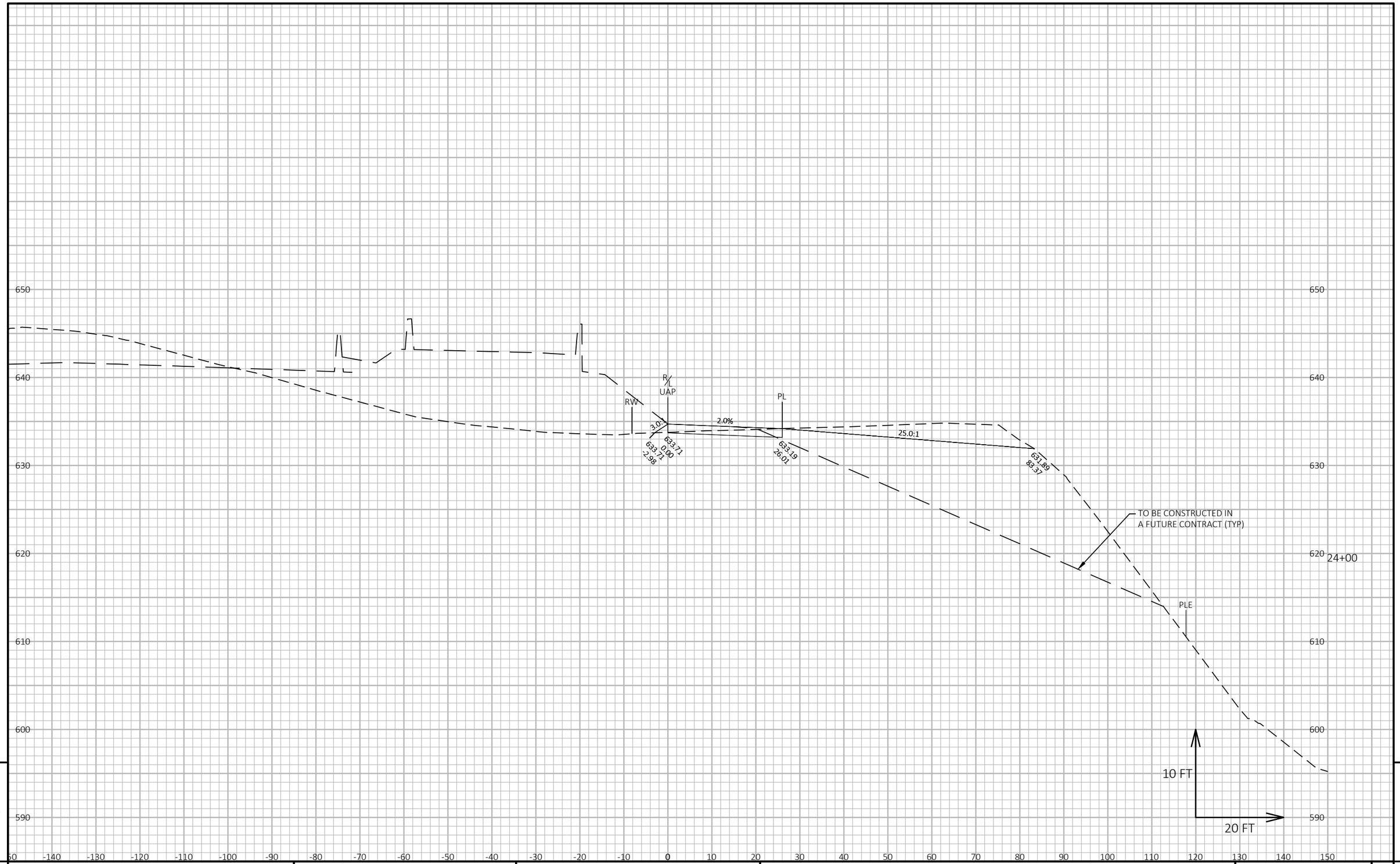
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 150 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 25

PLOT DATE : 7/29/2026 9:39 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

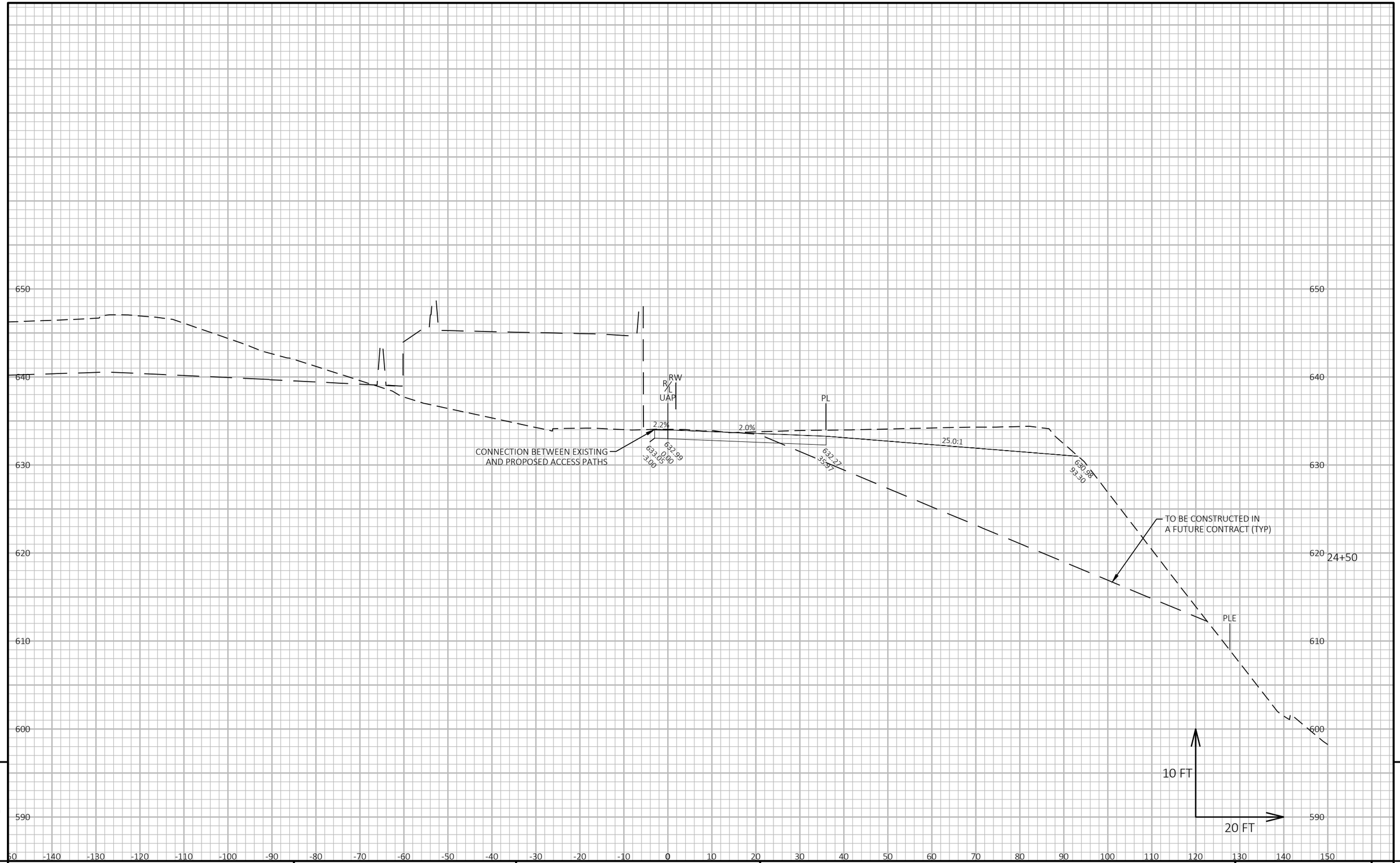
WISDOT/CADDS SHEET 49




9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 151 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 26
PLOT DATE : 7/29/2026 9:39 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 152 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 27
PLOT DATE : 7/29/2026 9:39 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

660
650
640
630
620
610
600
590

RW
UAP
RW
PL
1.9%
2.0%
25.0:1
632.95
0.00
632.96
-0.52
632.15
4.05
630.90
96.18
CONNECTION BETWEEN EXISTING
AND PROPOSED ACCESS PATHS
GRADE EAST FROM PATH LIMIT TO MATCH
EXISTING AS SHOWN IN CONTOUR MAP SHEETS
TO BE CONSTRUCTED IN
A FUTURE CONTRACT (TYP)
24+75
STATION BACK
PLE
10 FT
20 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

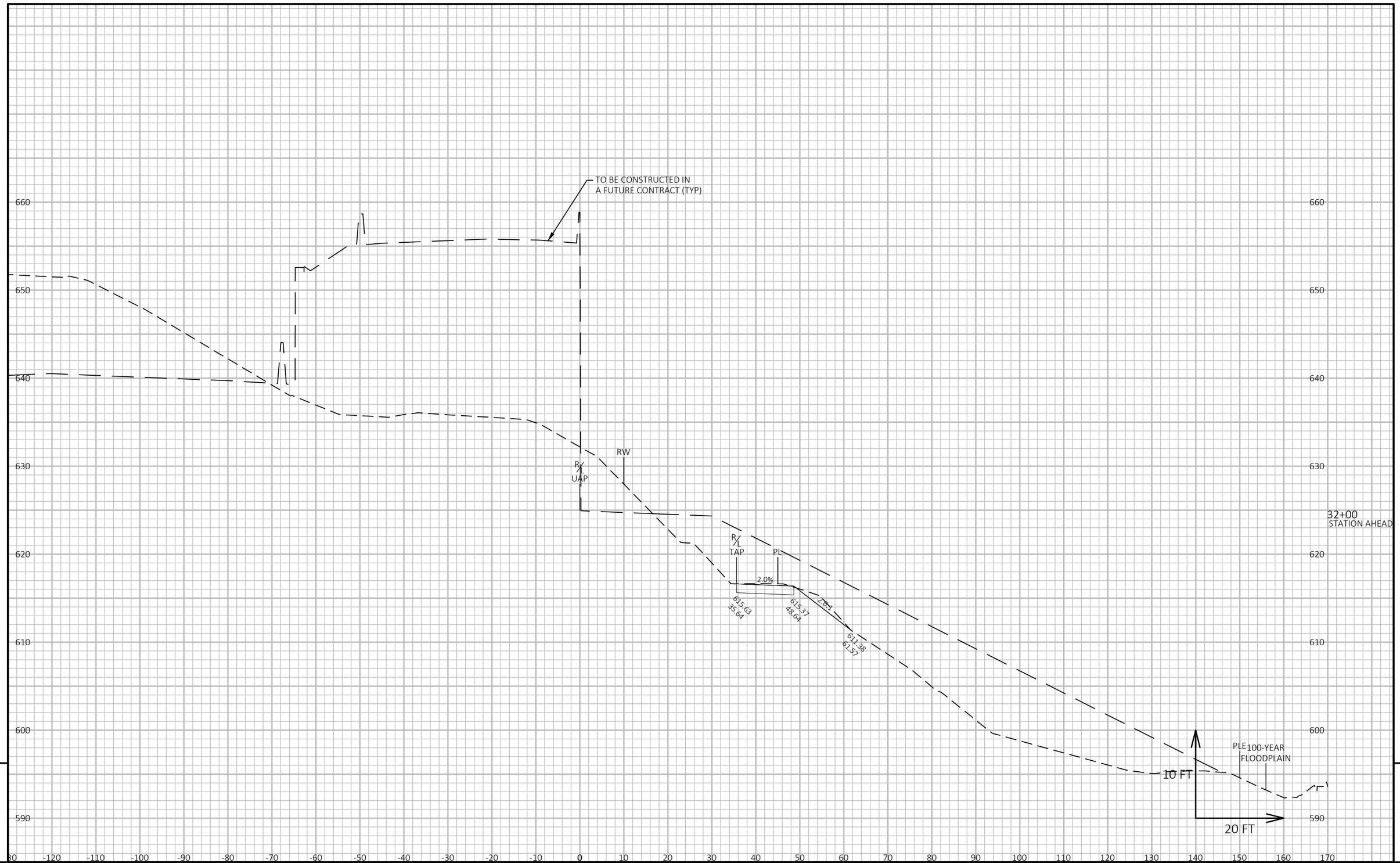
9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 153 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 28

PLOT DATE : 7/29/2026 9:39 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

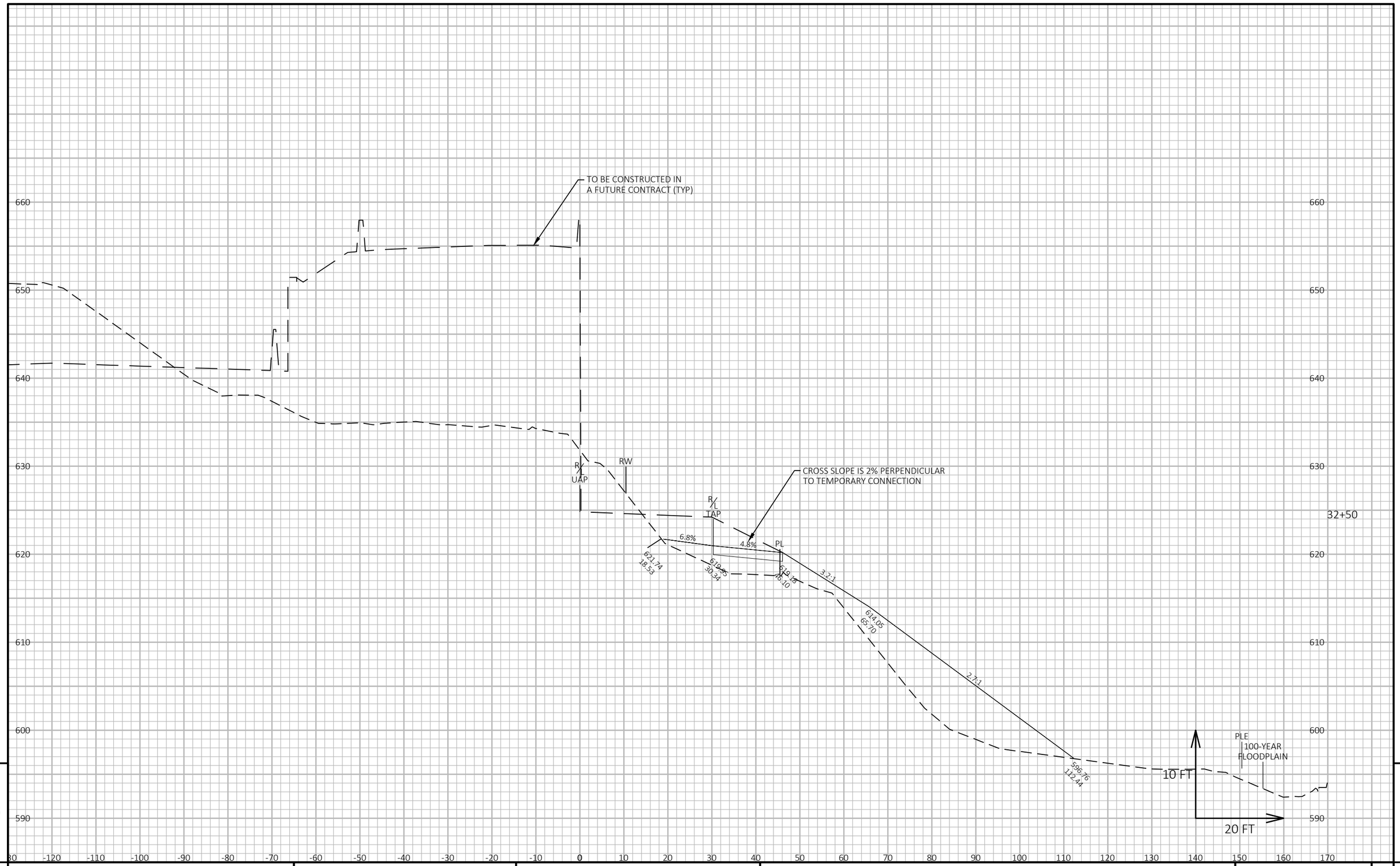
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 154 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 29

PLOT DATE : 7/29/2026 9:39 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

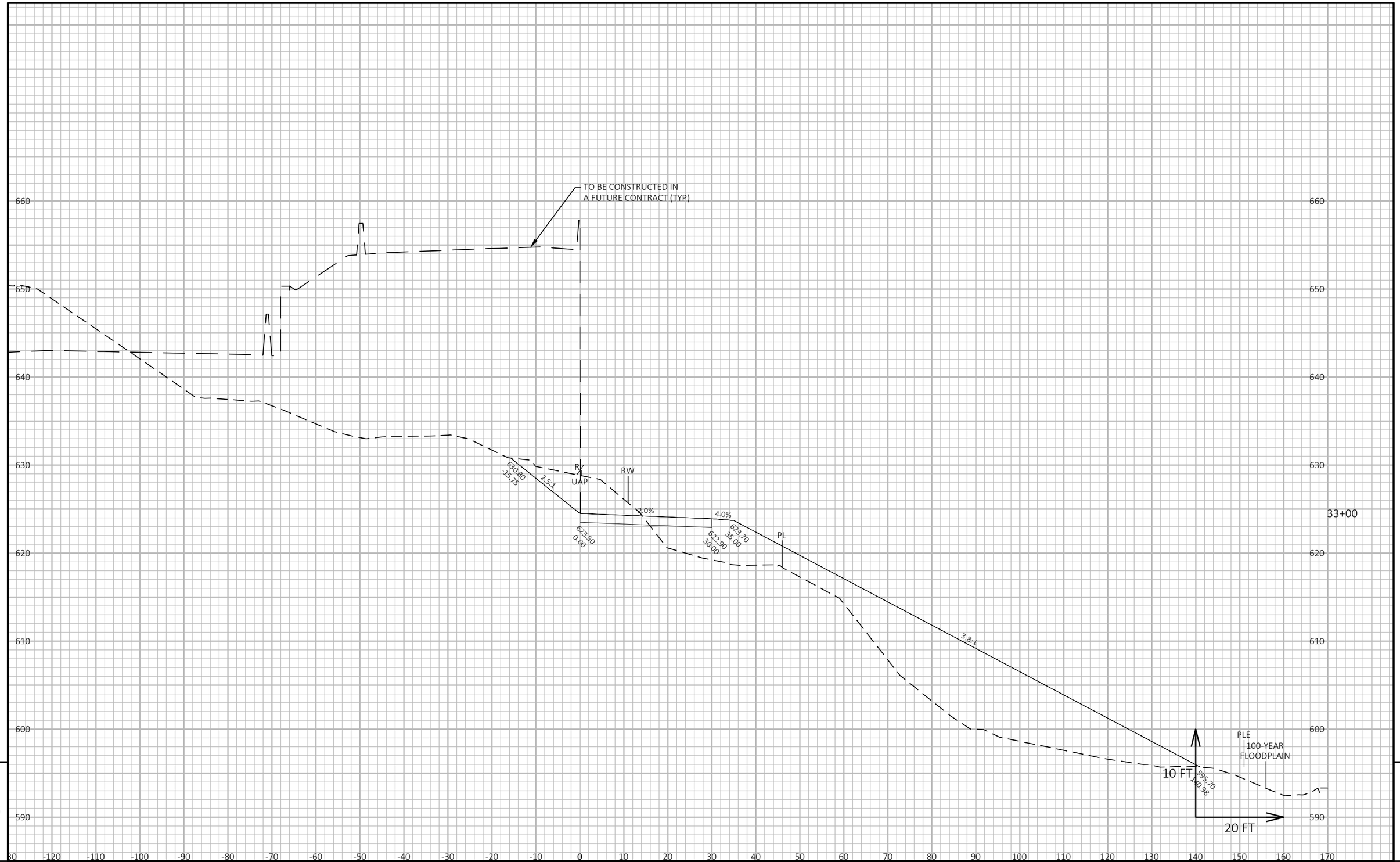



9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 155 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 30
PLOT DATE : 7/29/2026 9:39 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49




9

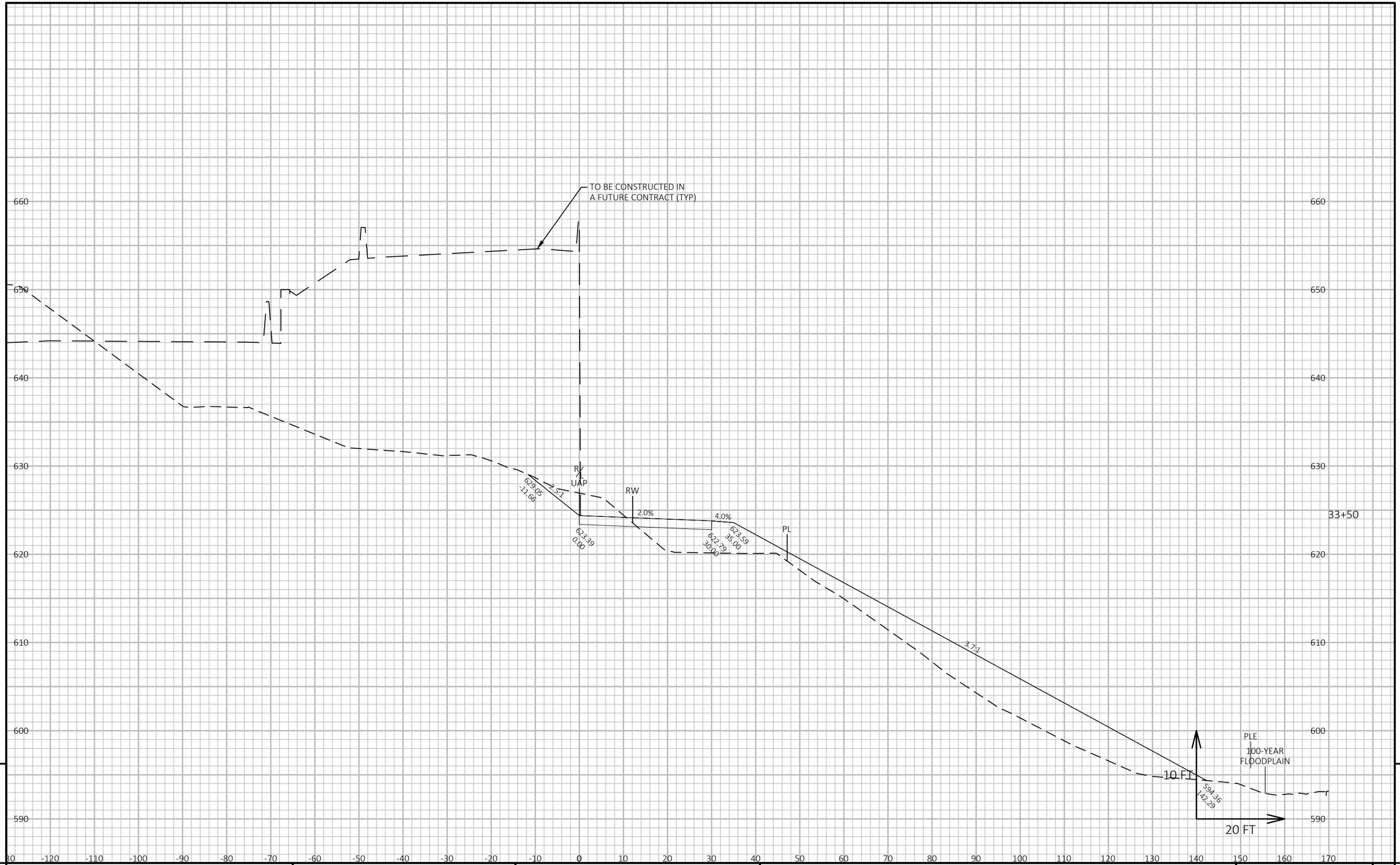
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 156 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 31

PLOT DATE : 7/29/2026 9:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

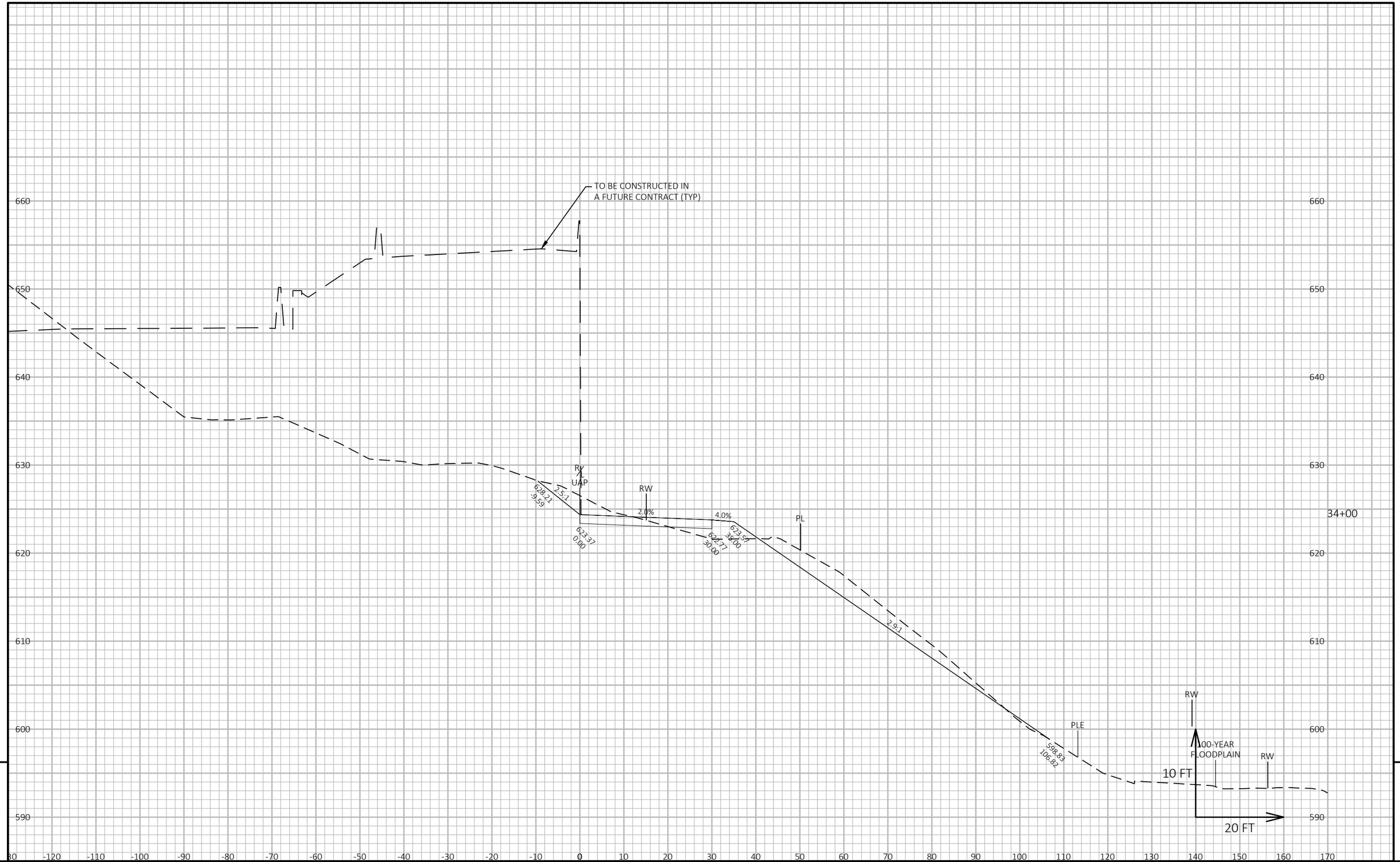
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 157 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 32

PLOT DATE : 7/29/2026 9:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

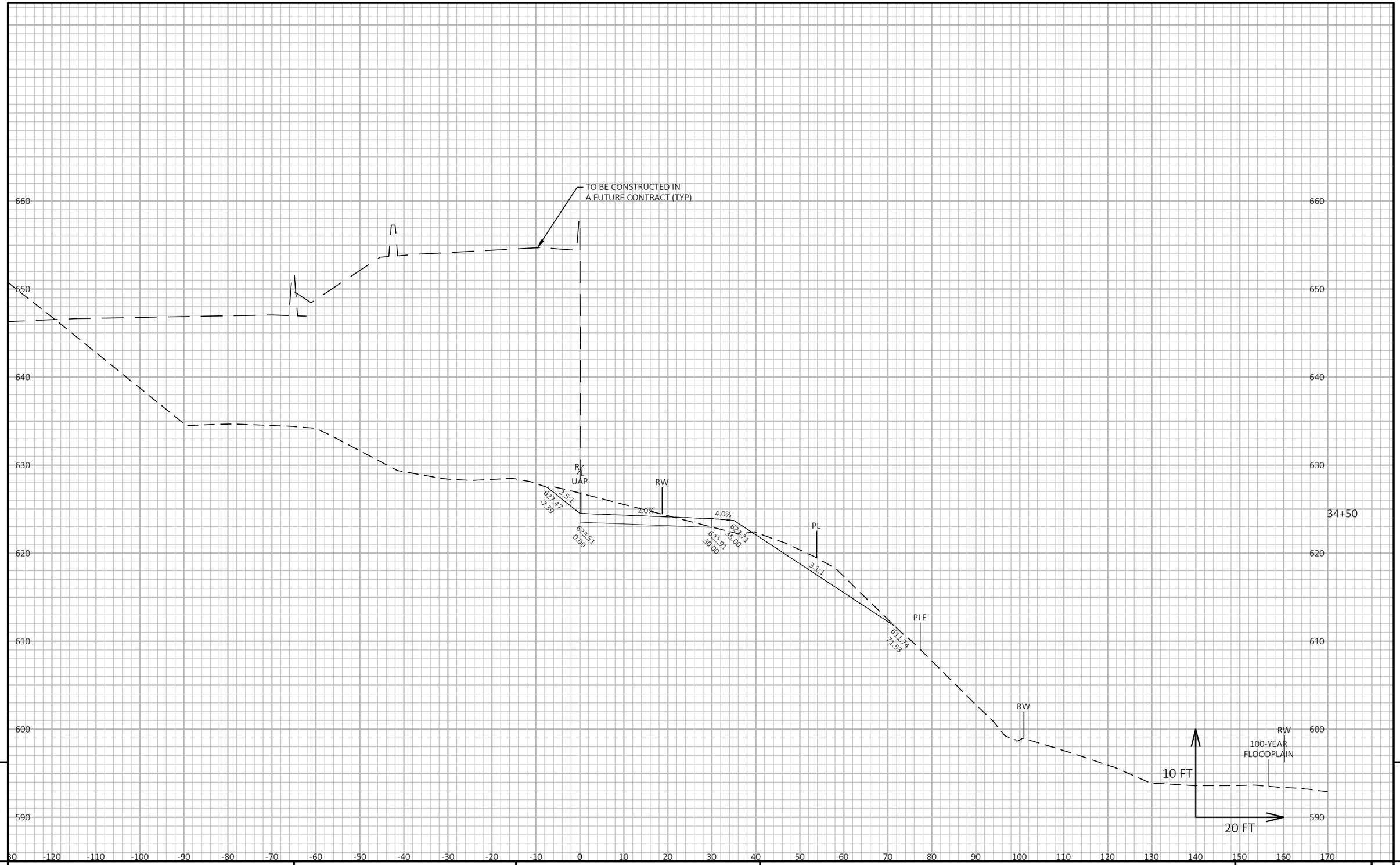
WISDOT/CADDS SHEET 49




9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 158 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 33
PLOT DATE : 7/29/2026 9:40 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49




9

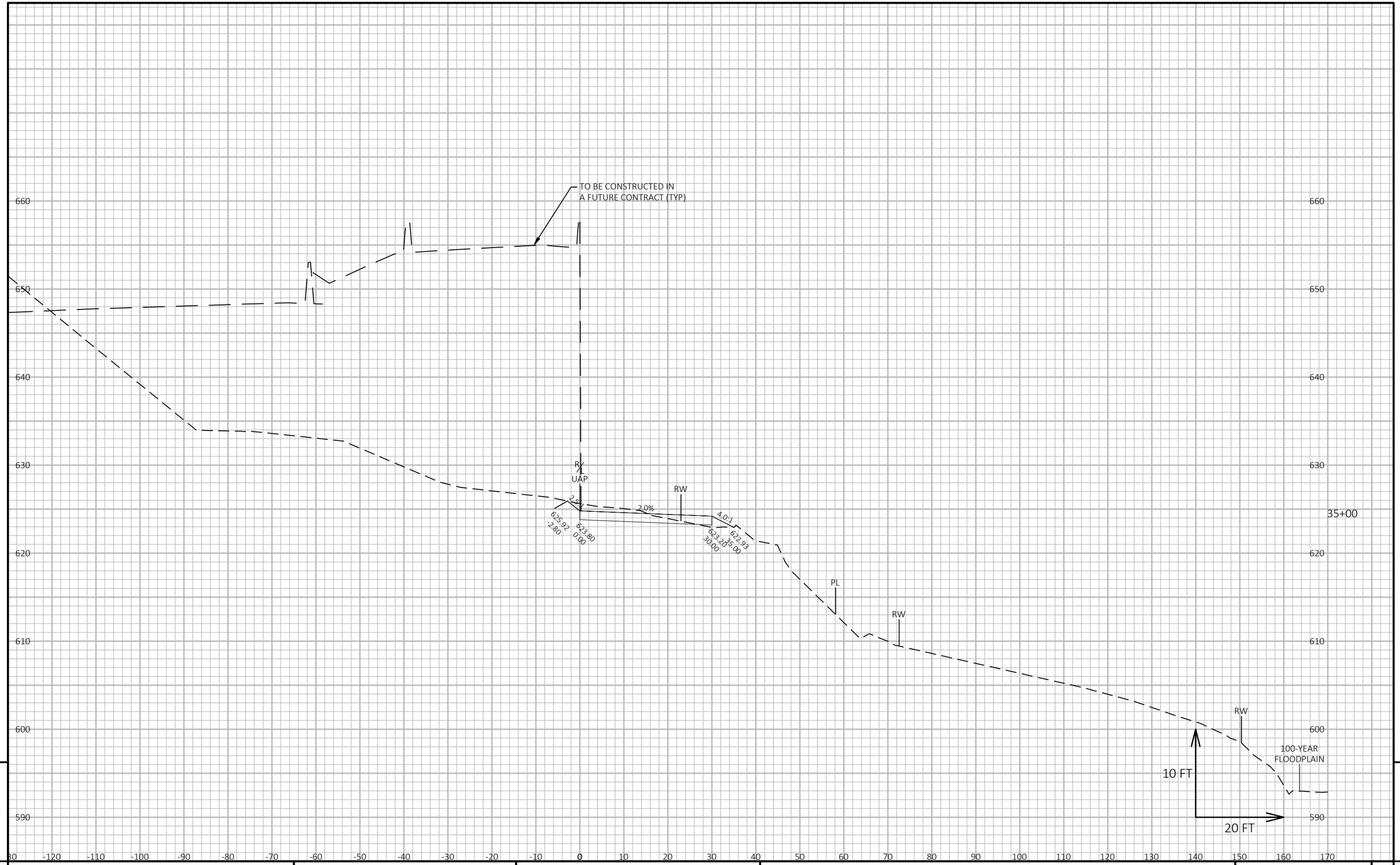
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 159 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 34

PLOT DATE : 7/29/2026 9:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

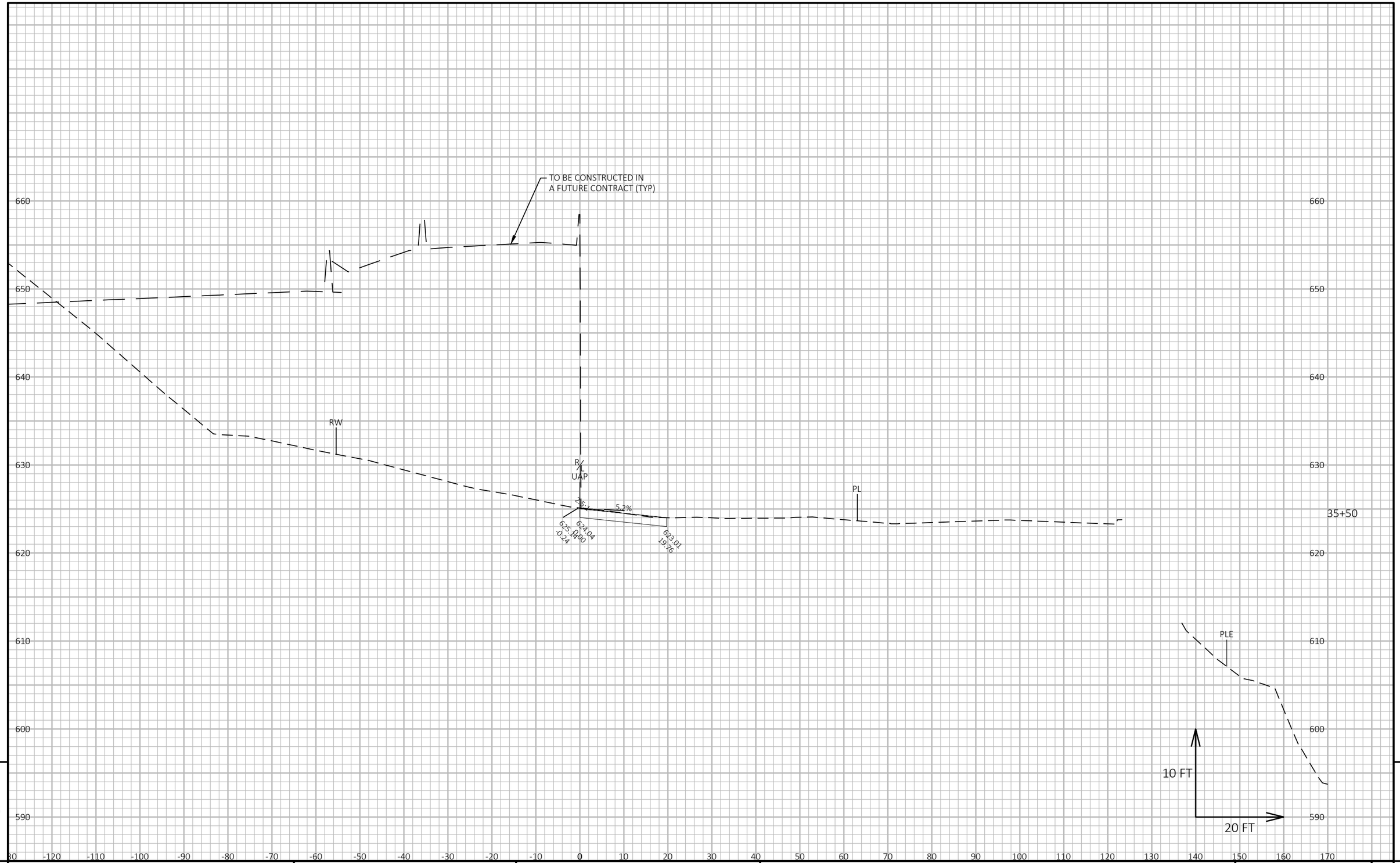
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 160 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 35

PLOT DATE : 7/29/2026 9:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

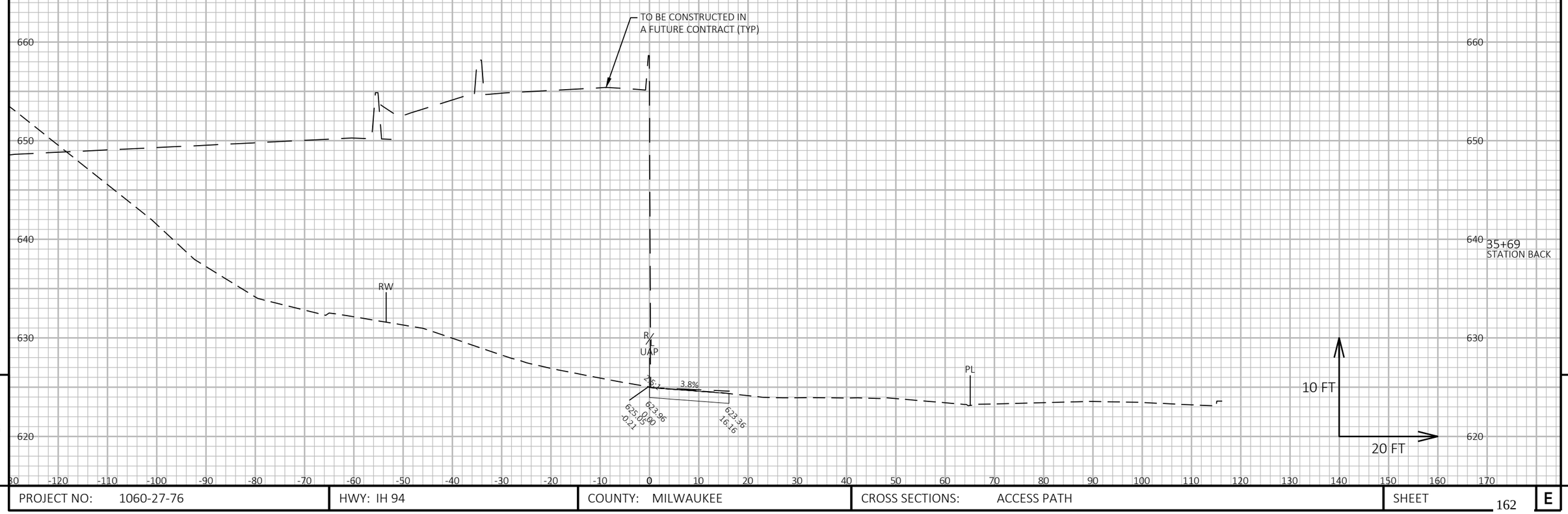
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 161 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 36

PLOT DATE : 7/29/2026 9:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: ACCESS PATH | SHEET 162 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090401-XS-UAP.DWG
LAYOUT NAME - 37

PLOT DATE : 7/29/2026 9:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

660
650
640
630
620
610
600
590

RW

R/L UAP

R/L BAP

39.6:1

624.39
1.09
623.42
0.00

TO BE CONSTRUCTED IN
A FUTURE CONTRACT (TYP)

10+00
STATION AHEAD

PLE

10 FT

20 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: BILLBOARD ACCESS PATH | SHEET 163 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090402-XS-BAP.DWG
LAYOUT NAME - 01

PLOT DATE : 7/29/2026 9:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

660
650
640
630
620
610
600
590

RW
R/L UAP
M/L
R/L BAP
2.0%
621.42 -15.01
621.12 0.00
TO BE CONSTRUCTED IN A FUTURE CONTRACT (TYP)
3.9:1
PLE
596.83 -99.86
10+50
10 FT
20 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: BILLBOARD ACCESS PATH | SHEET 164 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090402-XS-BAP.DWG
LAYOUT NAME - 02

PLOT DATE : 7/29/2026 9:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

660
650
640
630
620
610
600
590

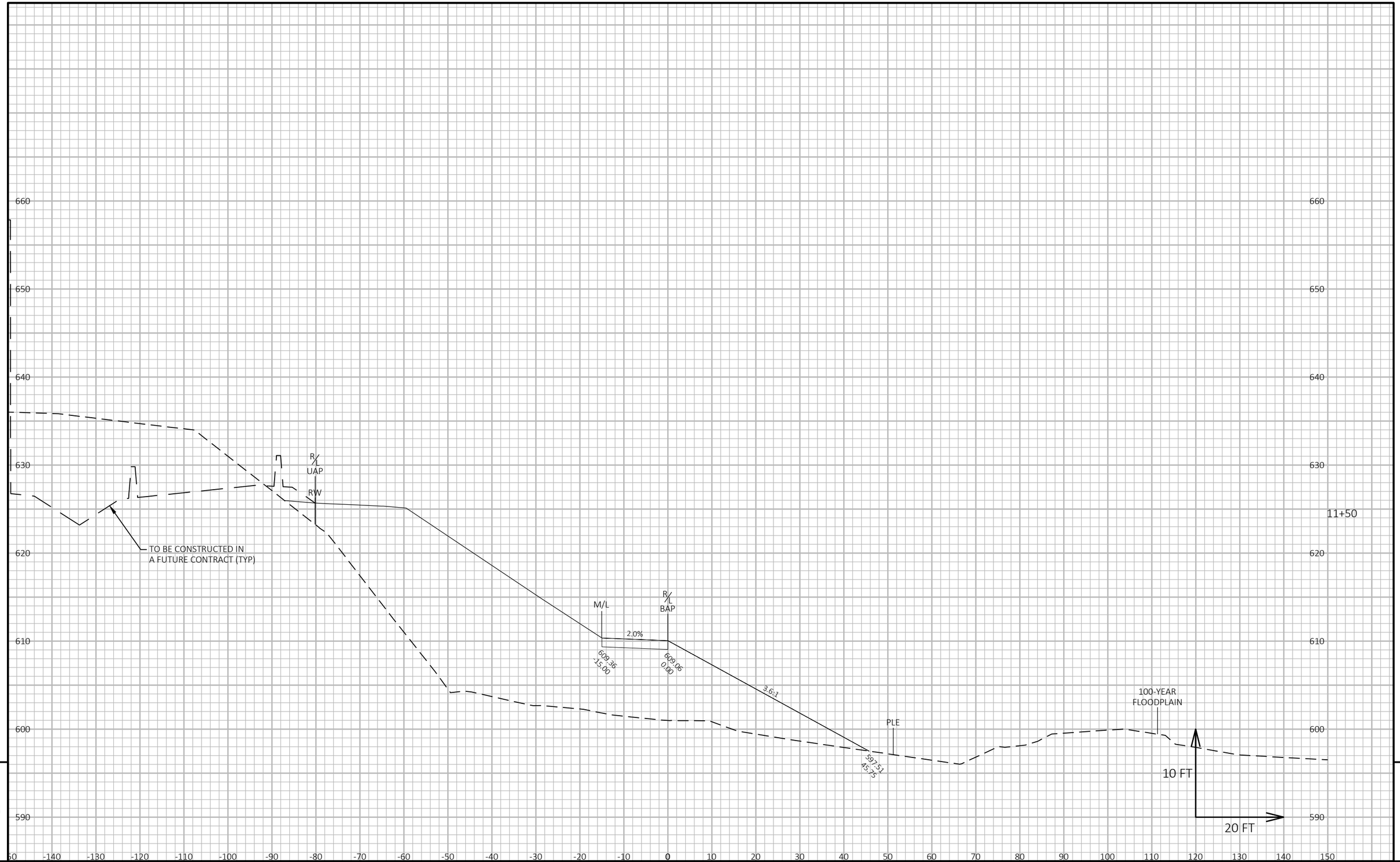
R/L UAP
RW
TO BE CONSTRUCTED IN A FUTURE CONTRACT (TYP)
M/L
R/L BAP
2.0%
615.80 -15.00
615.50 0.00
3:1
PLE
595.90 76.29
100-YEAR FLOODPLAIN
10 FT
20 FT
11+00

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: BILLBOARD ACCESS PATH | SHEET 165 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090402-XS-BAP.DWG
LAYOUT NAME - 03
PLOT DATE : 7/29/2026 9:41 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



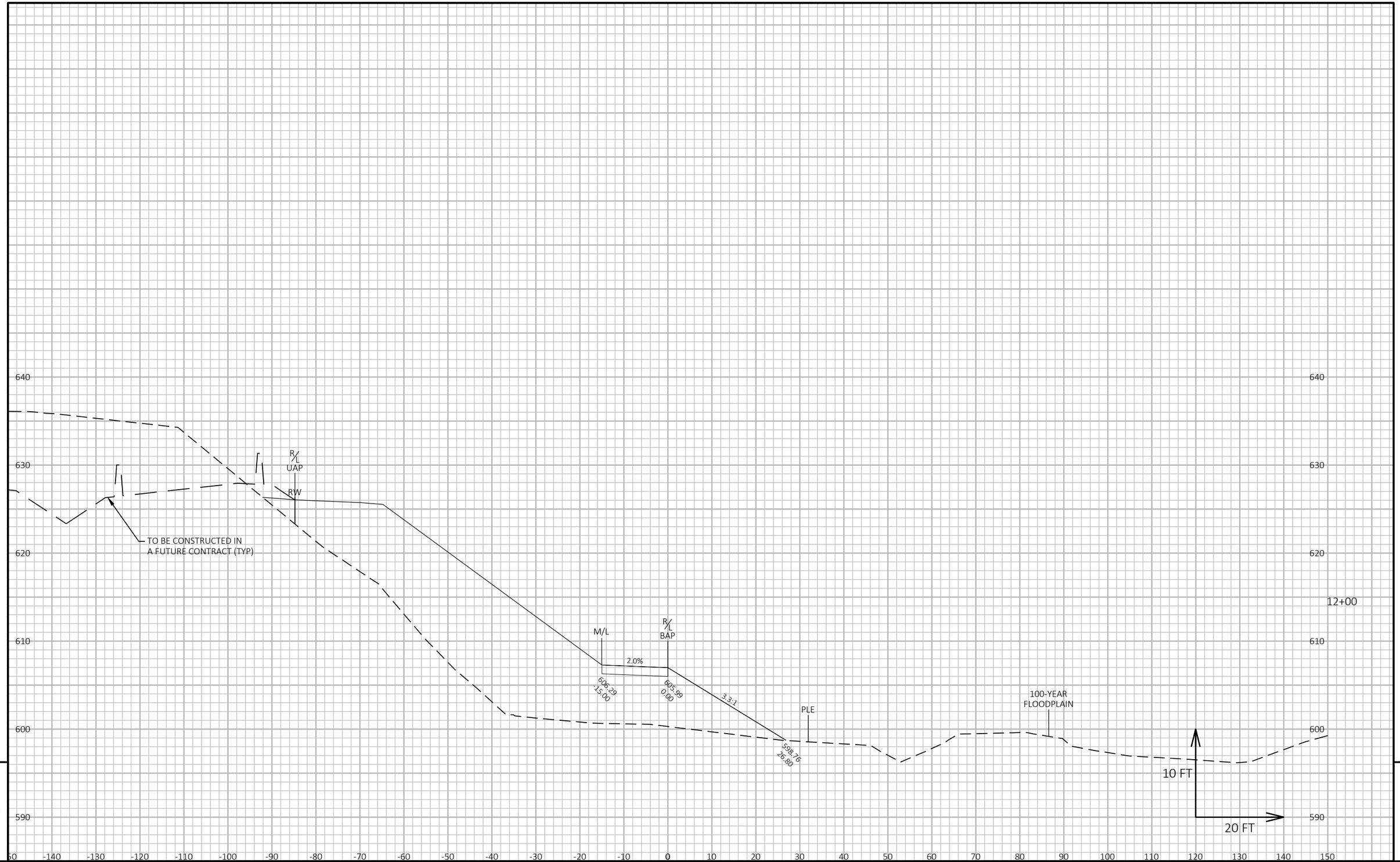

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9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: BILLBOARD ACCESS PATH | SHEET 166 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090402-XS-BAP.DWG
LAYOUT NAME - 04

PLOT DATE : 7/29/2026 9:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

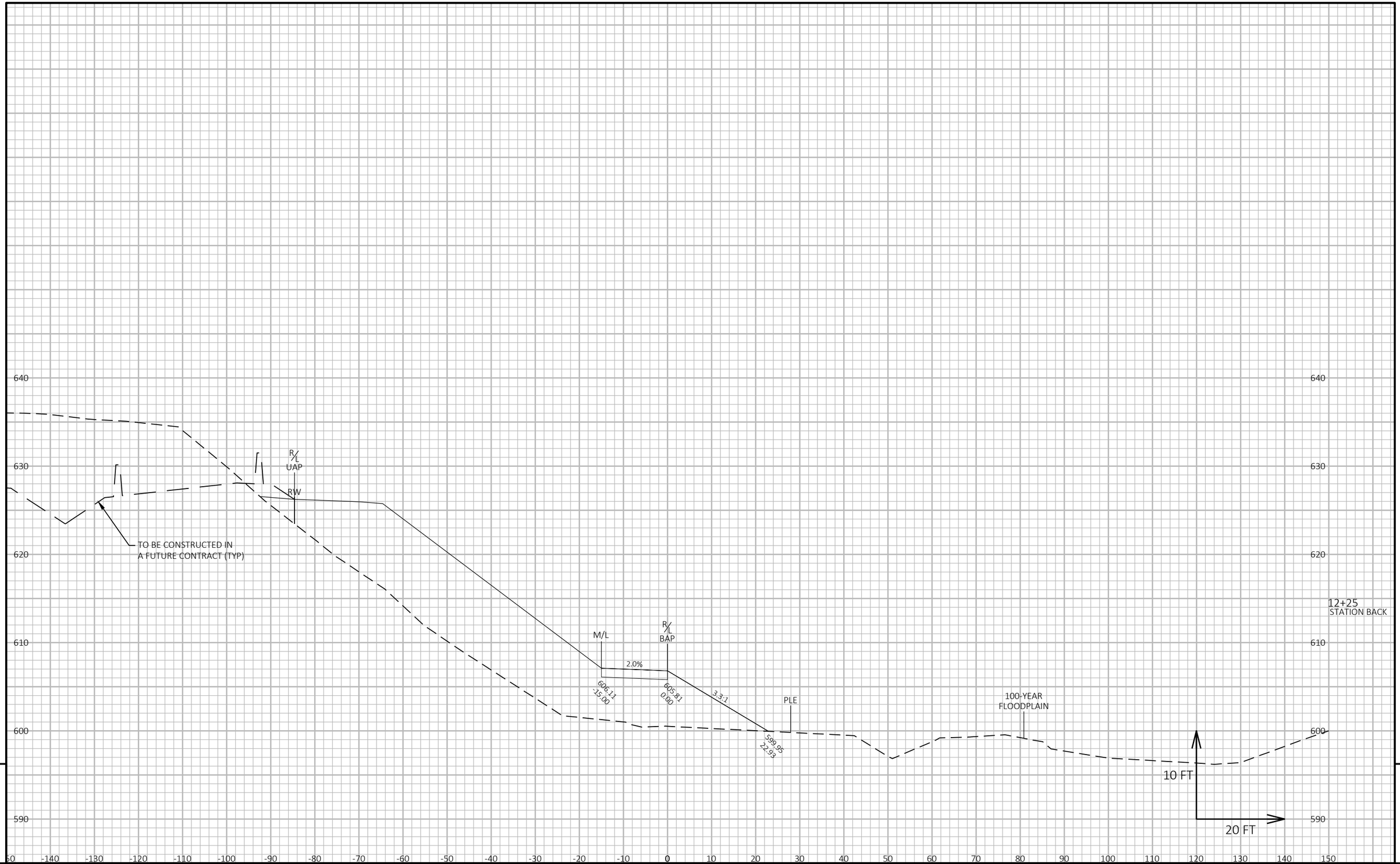



9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: BILLBOARD ACCESS PATH | SHEET 167 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090402-XS-BAP.DWG
LAYOUT NAME - 05

PLOT DATE : 7/29/2026 9:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

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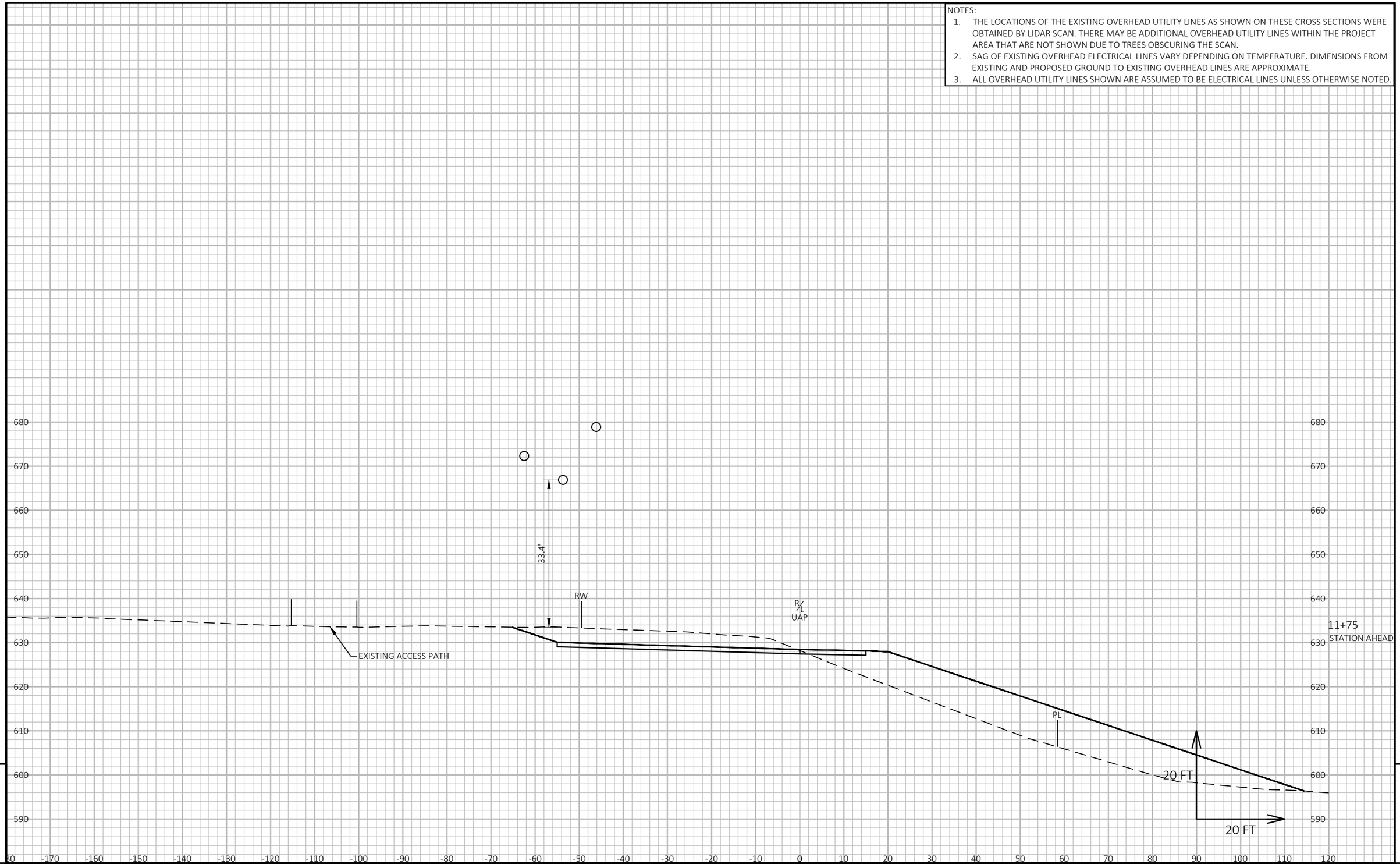
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: BILLBOARD ACCESS PATH | SHEET 168 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090402-XS-BAP.DWG
LAYOUT NAME - 06

PLOT DATE : 7/29/2026 9:41 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
2. SAG OF EXISTING OVERHEAD ELECTRICAL LINES VARY DEPENDING ON TEMPERATURE. DIMENSIONS FROM EXISTING AND PROPOSED GROUND TO EXISTING OVERHEAD LINES ARE APPROXIMATE.
3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.




9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 169 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 01
PLOT DATE : 7/29/2026 9:42 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
2. SAG OF EXISTING OVERHEAD ELECTRICAL LINES VARY DEPENDING ON TEMPERATURE. DIMENSIONS FROM EXISTING AND PROPOSED GROUND TO EXISTING OVERHEAD LINES ARE APPROXIMATE.
3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.

12+00

74.5'

35.0'

RW

R/L
UAP

PL

TREE CLEARING

EXISTING ACCESS PATH

20 FT

20 FT

9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 170 | E |
|---|---|---|---|---|---|

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
2. SAG OF EXISTING OVERHEAD ELECTRICAL LINES VARY DEPENDING ON TEMPERATURE. DIMENSIONS FROM EXISTING AND PROPOSED GROUND TO EXISTING OVERHEAD LINES ARE APPROXIMATE.
3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.

12+50

69.7'

38.1'

CONNECTION BETWEEN EXISTING AND PROPOSED ACCESS PATHS

TREE CLEARING

EXISTING ACCESS PATH

RW

R/L UAP

PL

20 FT

20 FT

770 760 750 740 730 720 710 700 690 680 670 660 650 640 630 620 610 600 590

-160 -150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

9

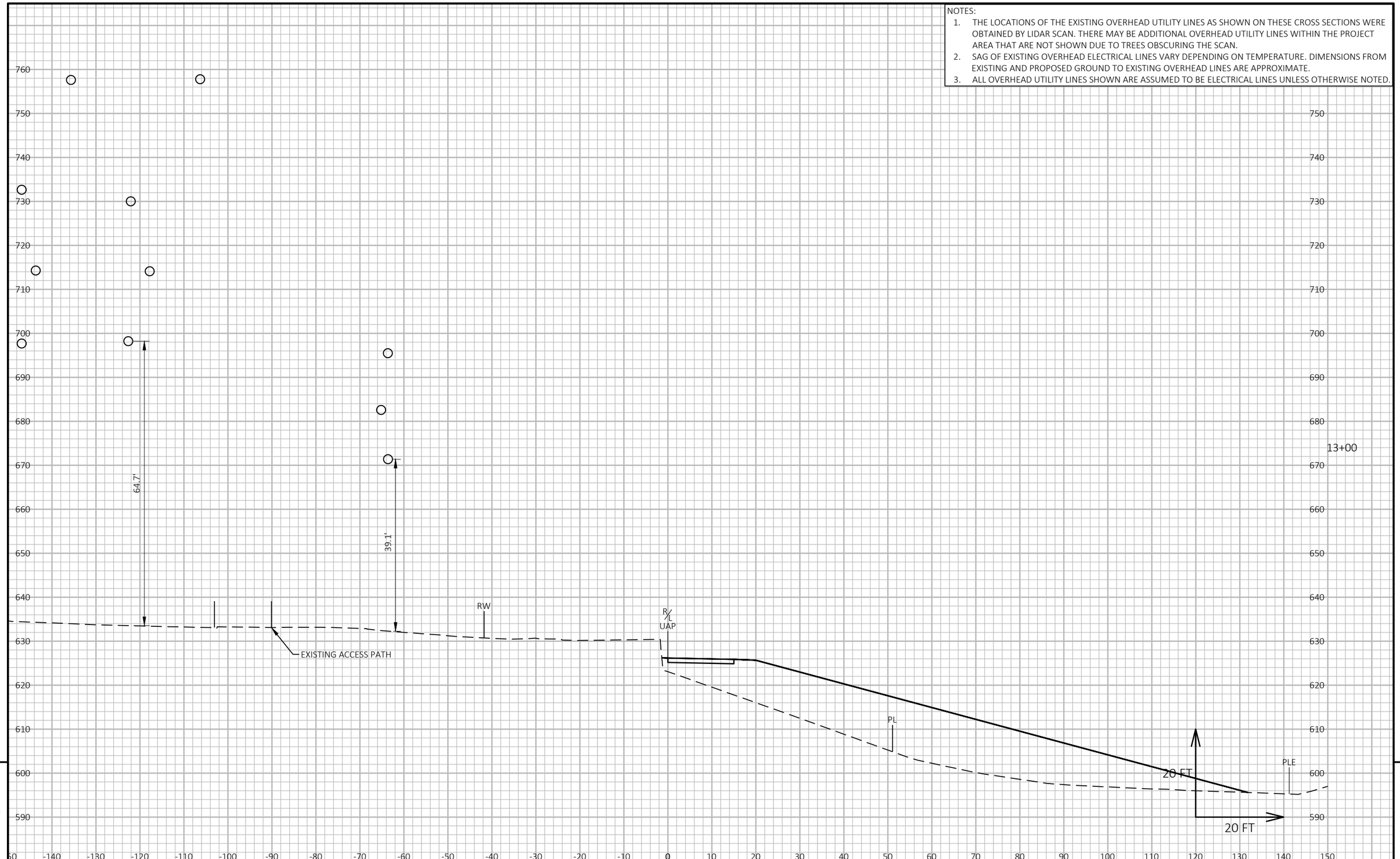
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 171 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 03

PLOT DATE : 7/29/2026 9:42 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
2. SAG OF EXISTING OVERHEAD ELECTRICAL LINES VARY DEPENDING ON TEMPERATURE. DIMENSIONS FROM EXISTING AND PROPOSED GROUND TO EXISTING OVERHEAD LINES ARE APPROXIMATE.
3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.




9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 172 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 04
PLOT DATE : 7/29/2026 9:42 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
2. SAG OF EXISTING OVERHEAD ELECTRICAL LINES VARY DEPENDING ON TEMPERATURE. DIMENSIONS FROM EXISTING AND PROPOSED GROUND TO EXISTING OVERHEAD LINES ARE APPROXIMATE.
3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.

13+50

58.4'

36.1'

EXISTING ACCESS PATH

RW

R/L UAP

PL

PLE

20 FT

20 FT

9

9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 173 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 05

PLOT DATE : 7/29/2026 9:42 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
2. SAG OF EXISTING OVERHEAD ELECTRICAL LINES VARY DEPENDING ON TEMPERATURE. DIMENSIONS FROM EXISTING AND PROPOSED GROUND TO EXISTING OVERHEAD LINES ARE APPROXIMATE.
3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.

14+00

760 750 740 730 720 710 700 690 680 670 660 650 640 630 620 610 600 590

54.8'

33.7'

EXISTING ACCESS PATH

RW

R/L UAP

R/L BAP

PL

PLE

20 FT

20 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

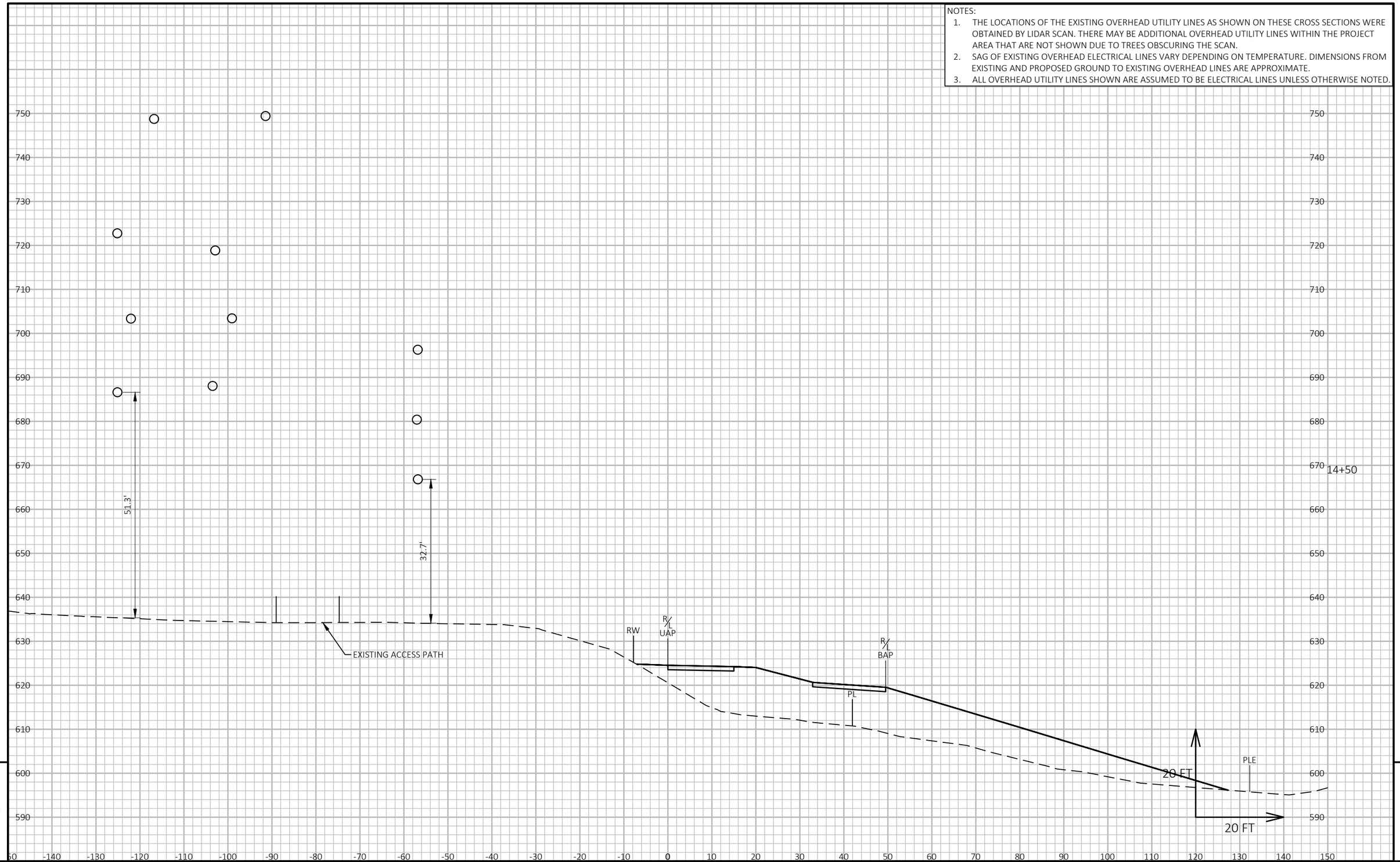
9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 174 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 06
PLOT DATE : 7/29/2026 9:42 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
2. SAG OF EXISTING OVERHEAD ELECTRICAL LINES VARY DEPENDING ON TEMPERATURE. DIMENSIONS FROM EXISTING AND PROPOSED GROUND TO EXISTING OVERHEAD LINES ARE APPROXIMATE.
3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.

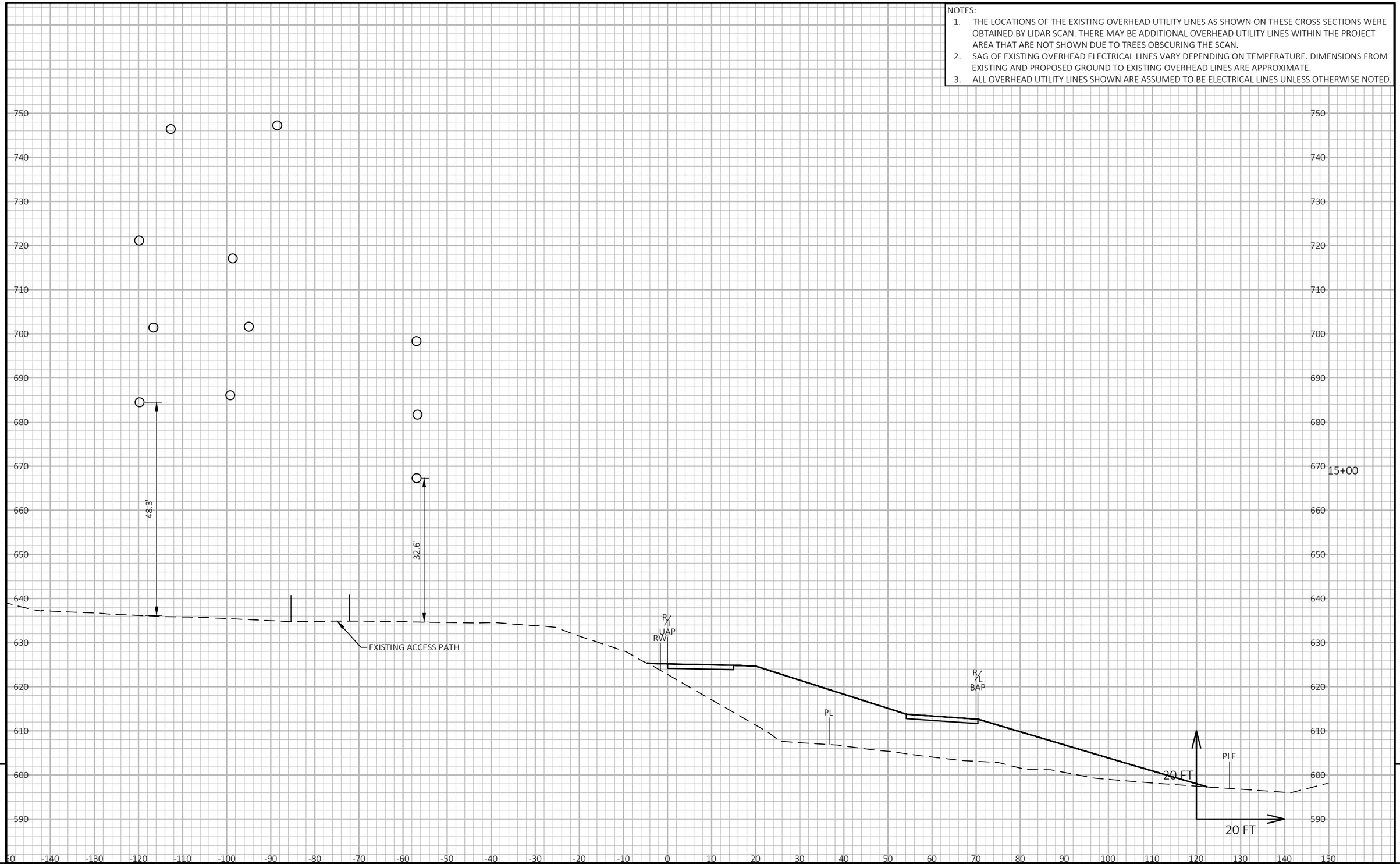



| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 175 E |
|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 07
PLOT DATE : 7/29/2026 9:42 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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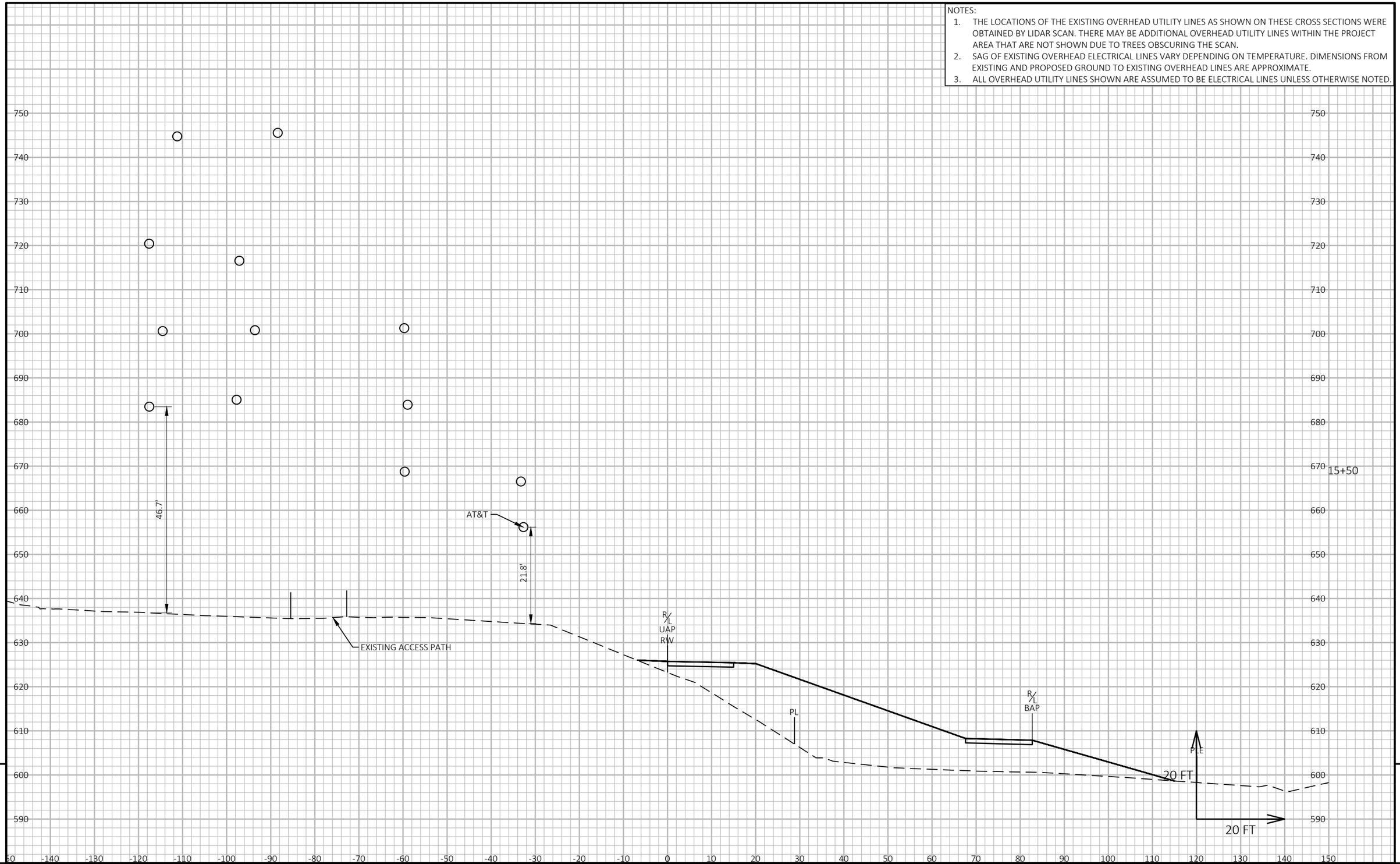
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 176 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 08
PLOT DATE : 7/29/2026 9:43 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.




| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 177 E |
|---|---|---|---|---|

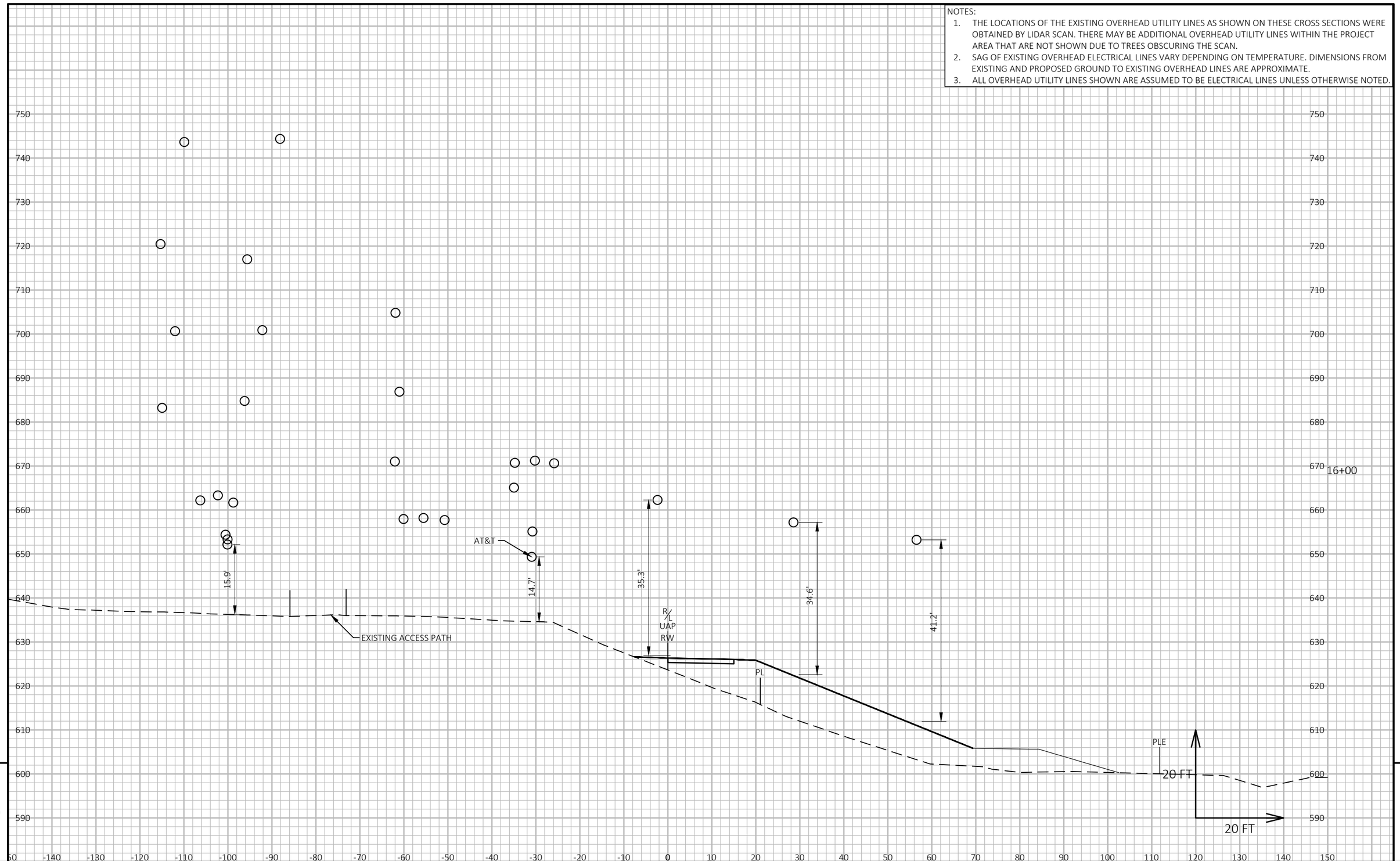
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LAYOUT NAME - 09

PLOT DATE : 7/29/2026 9:43 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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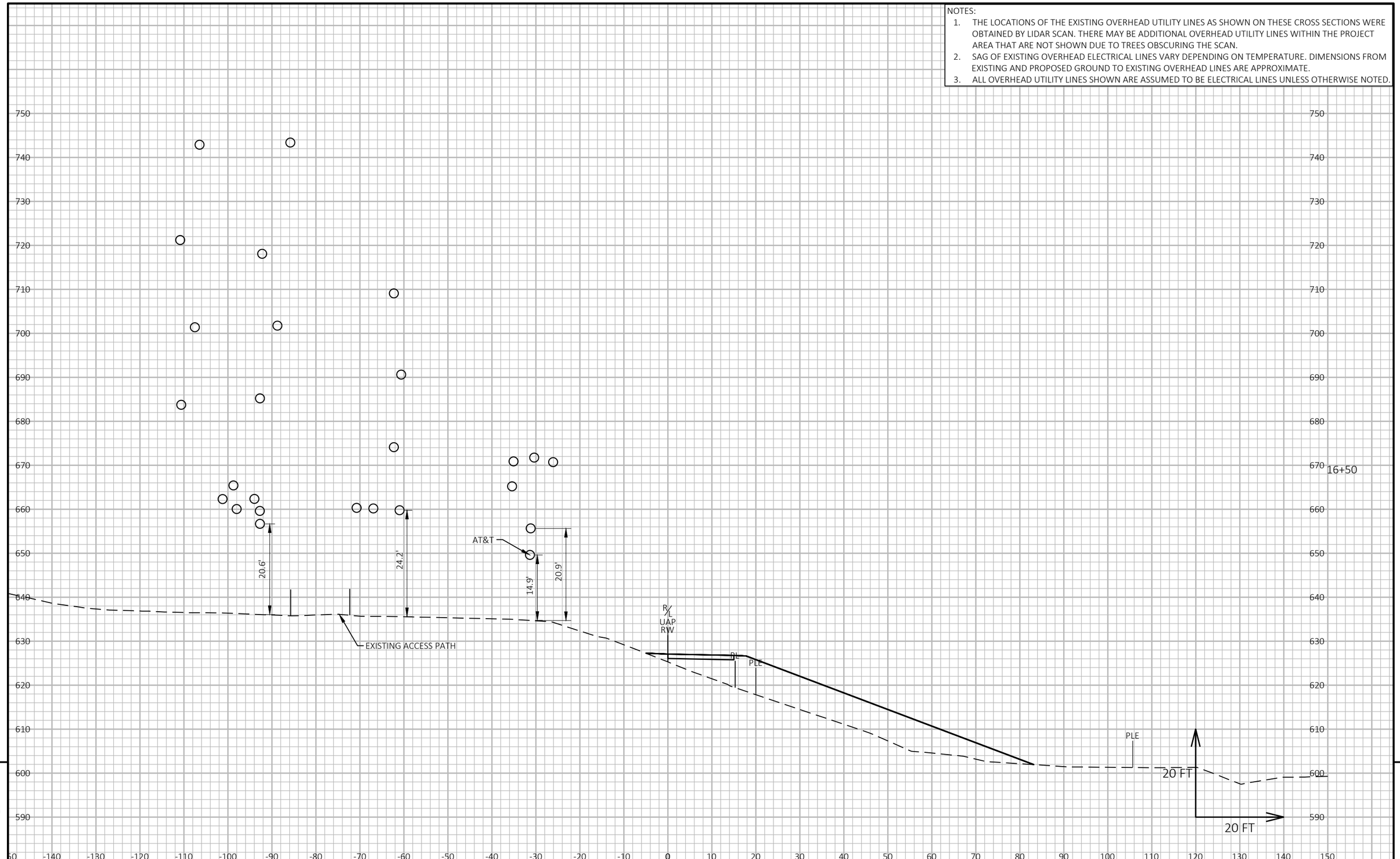



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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 178 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 10
PLOT DATE : 7/29/2026 9:43 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

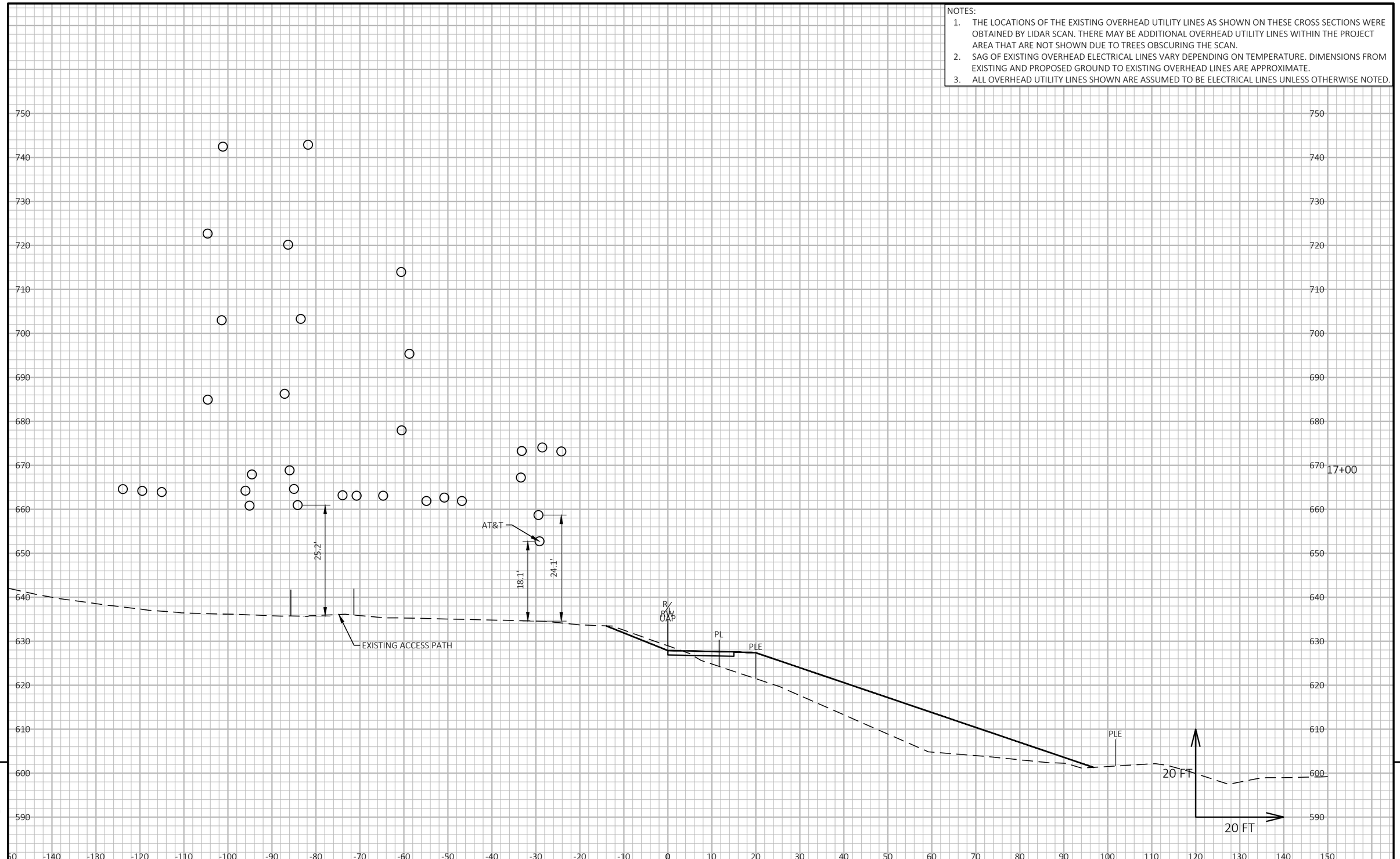
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1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 179 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 11
PLOT DATE : 7/29/2026 9:43 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

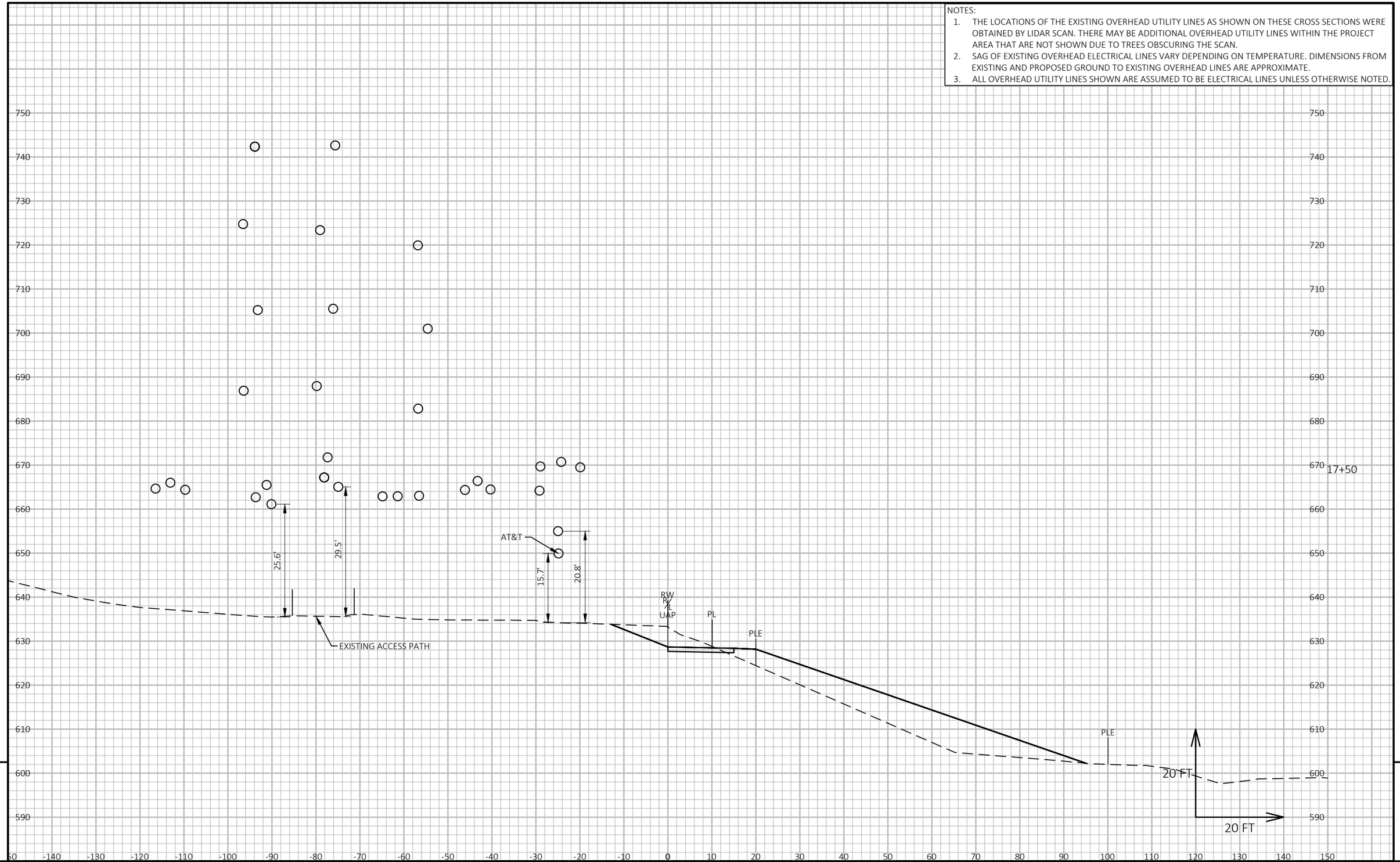
NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 180 E |
|---|---|---|---|---|

NOTES:

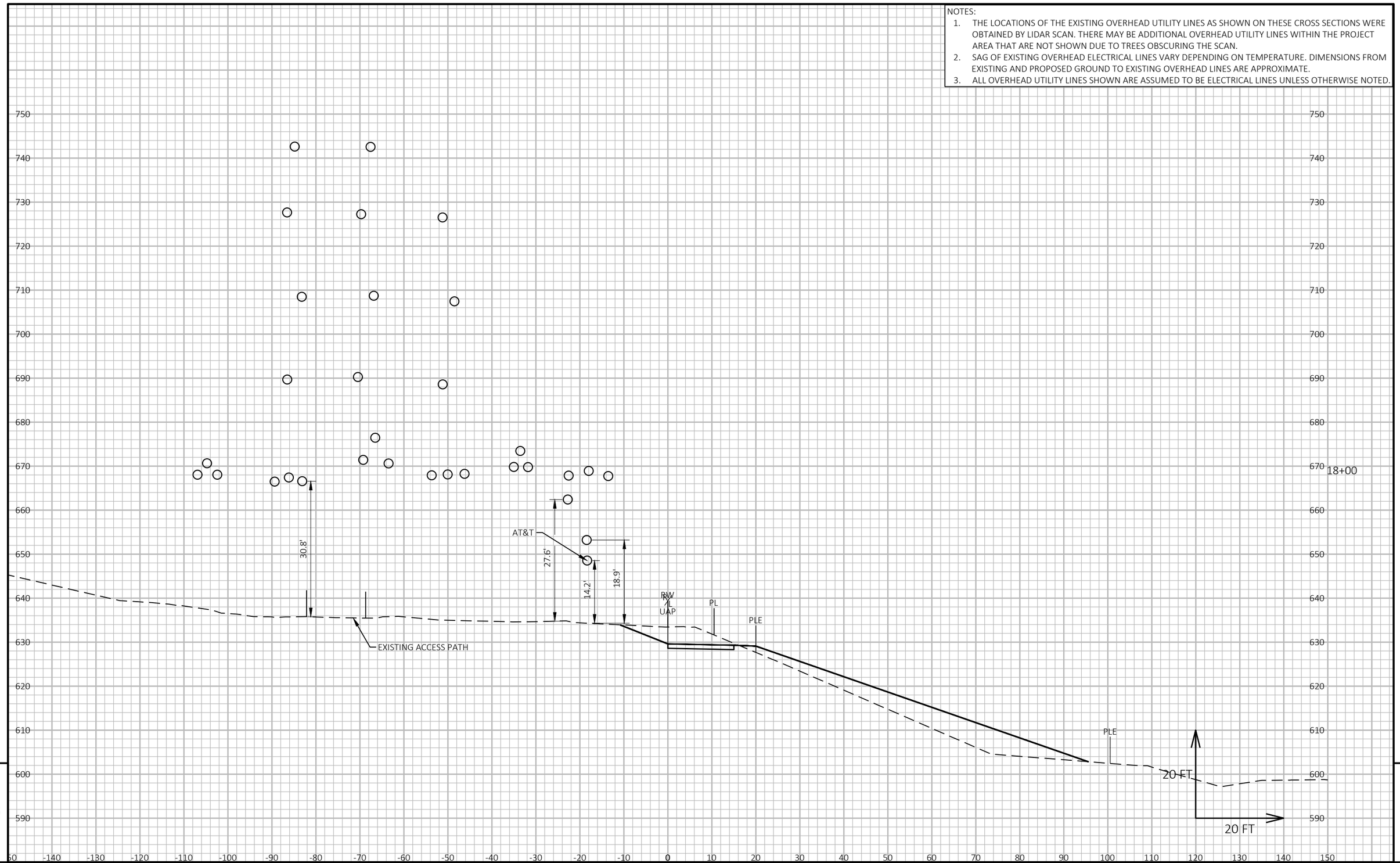
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 181 E |
|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 13
PLOT DATE : 7/29/2026 9:43 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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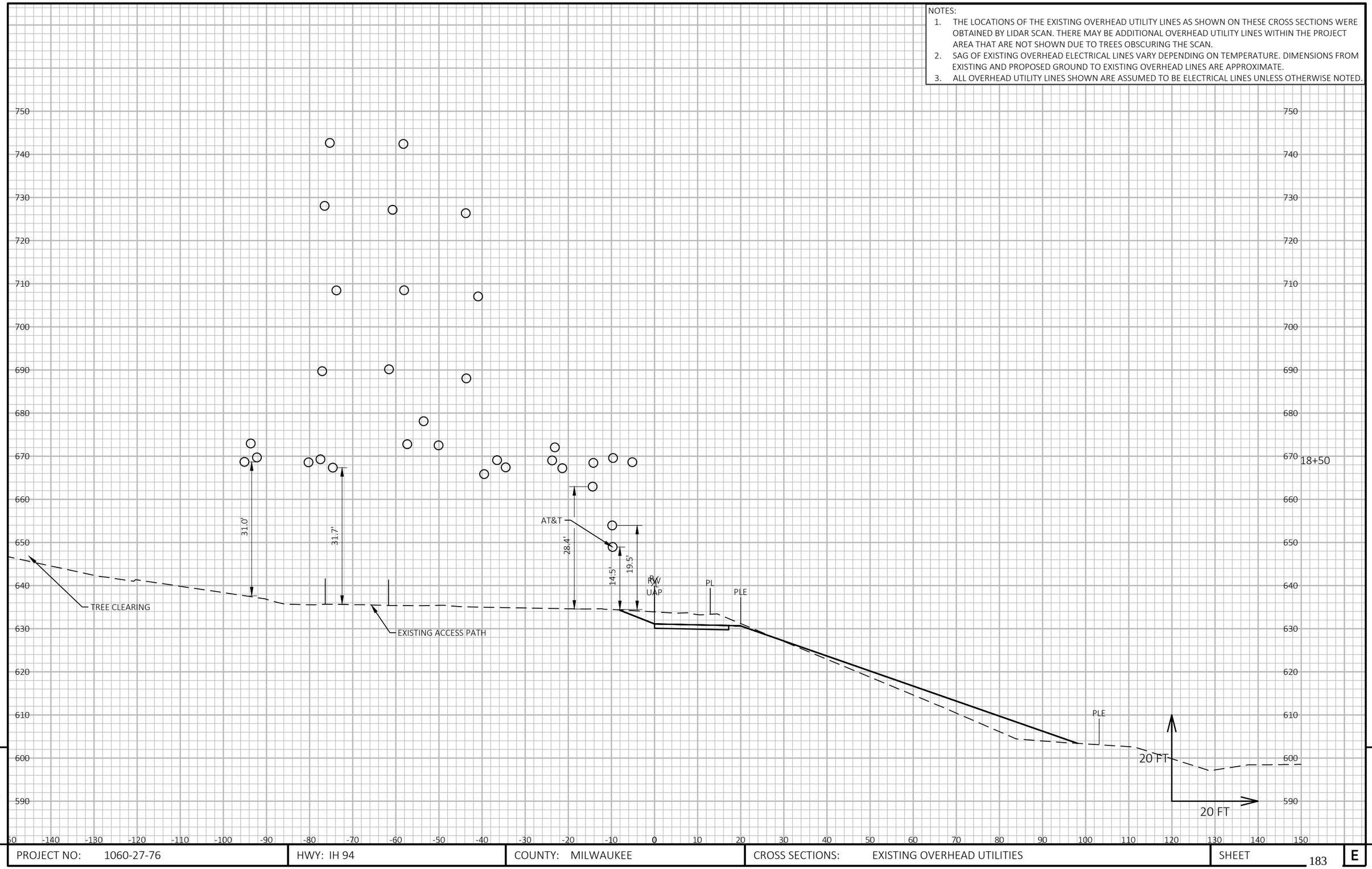

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 182 | E |
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 14
PLOT DATE : 7/29/2026 9:43 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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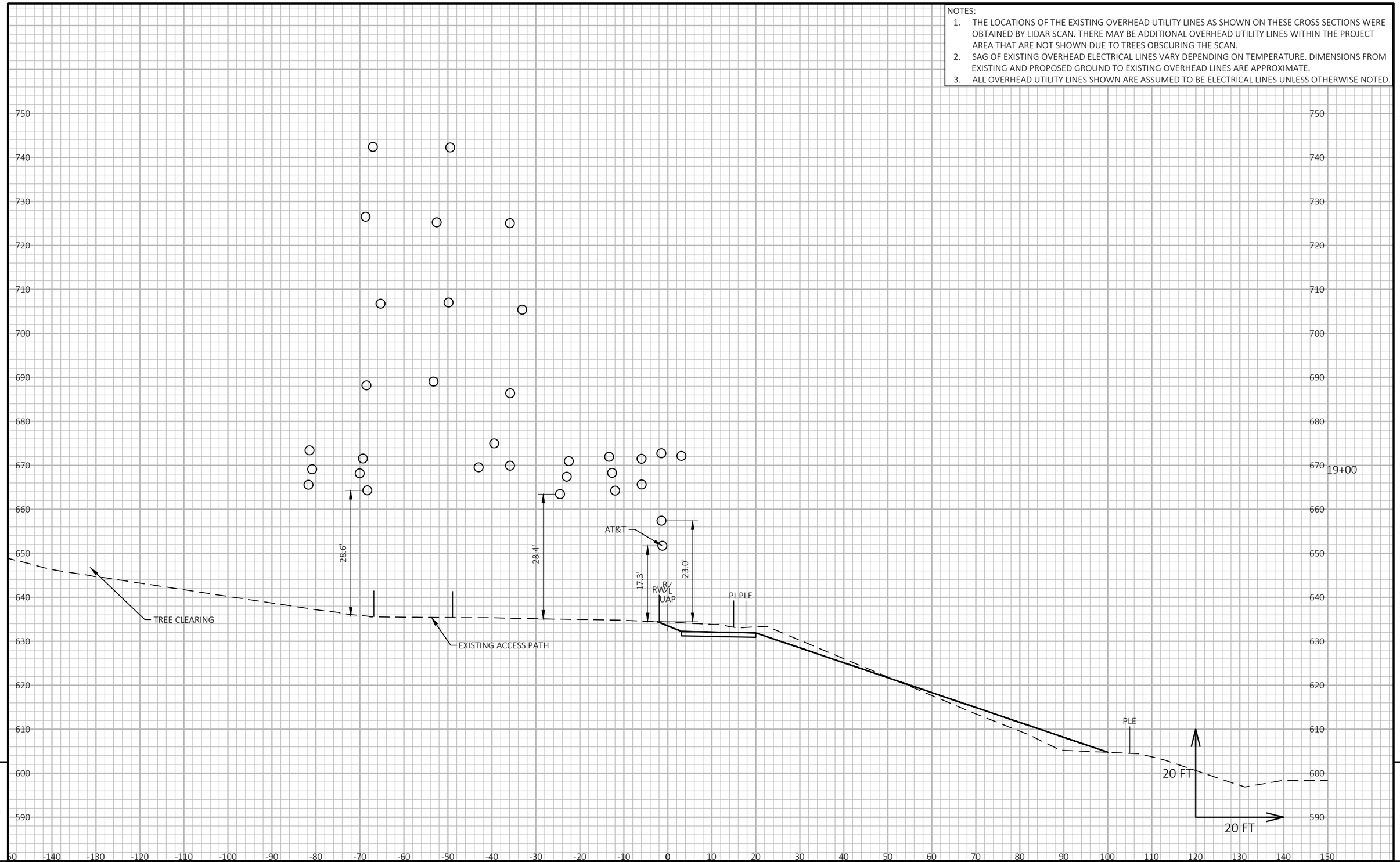
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 183 | E |
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 15
PLOT DATE : 7/29/2026 9:43 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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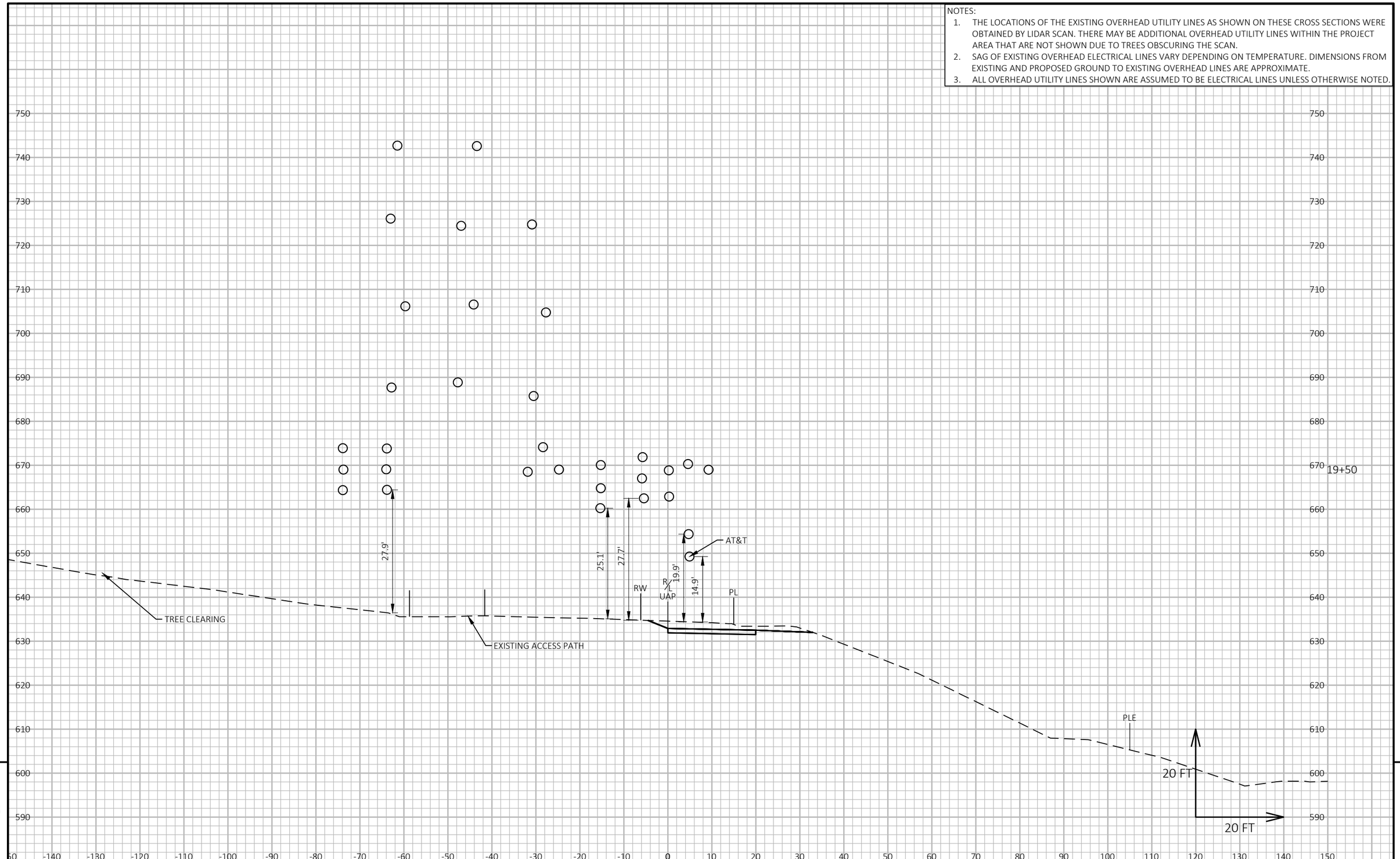
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|---|---|---|---|---|---|

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LAYOUT NAME - 16

PLOT DATE : 7/29/2026 9:43 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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9

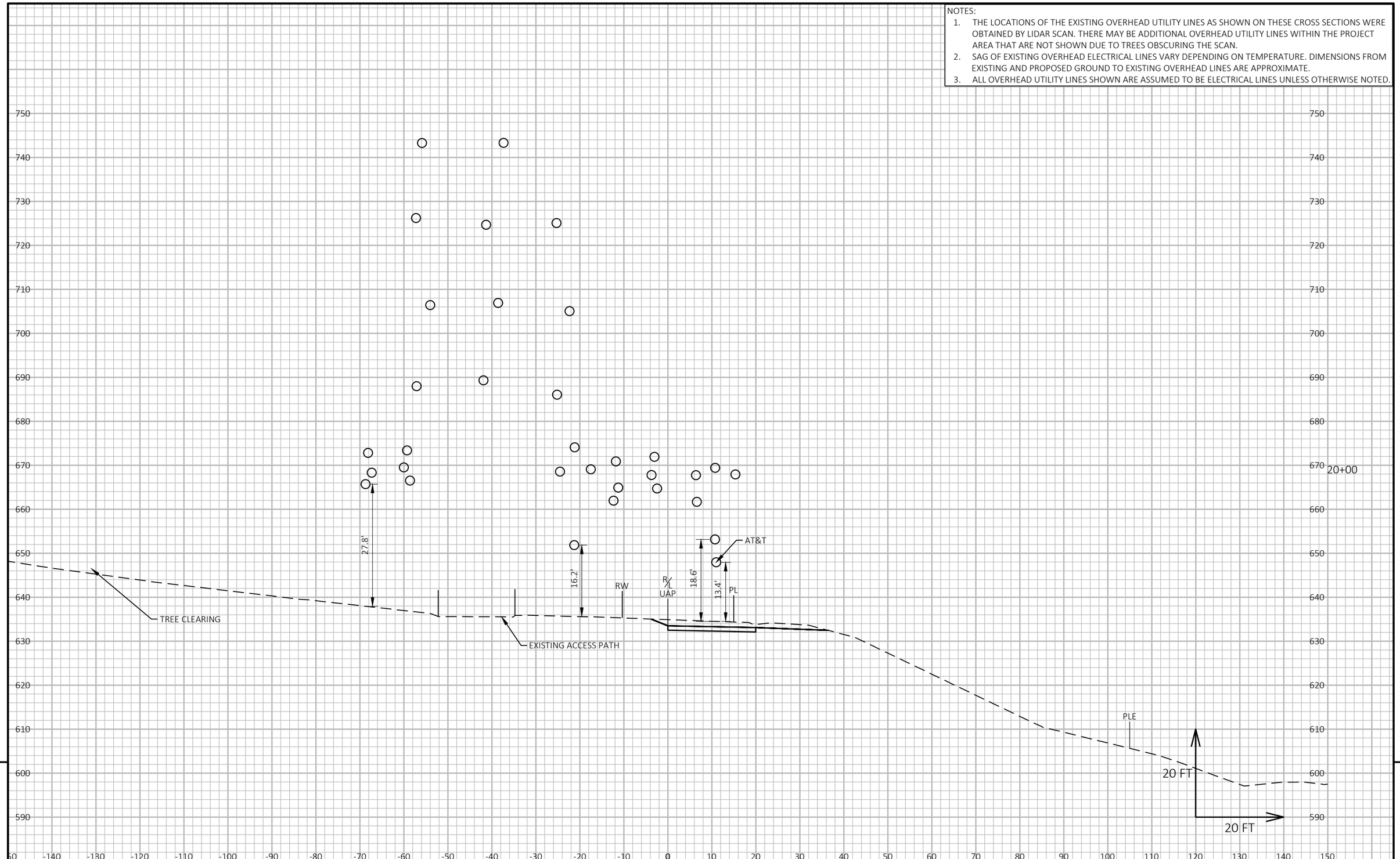
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 185 | E |
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 17
PLOT DATE : 7/29/2026 9:44 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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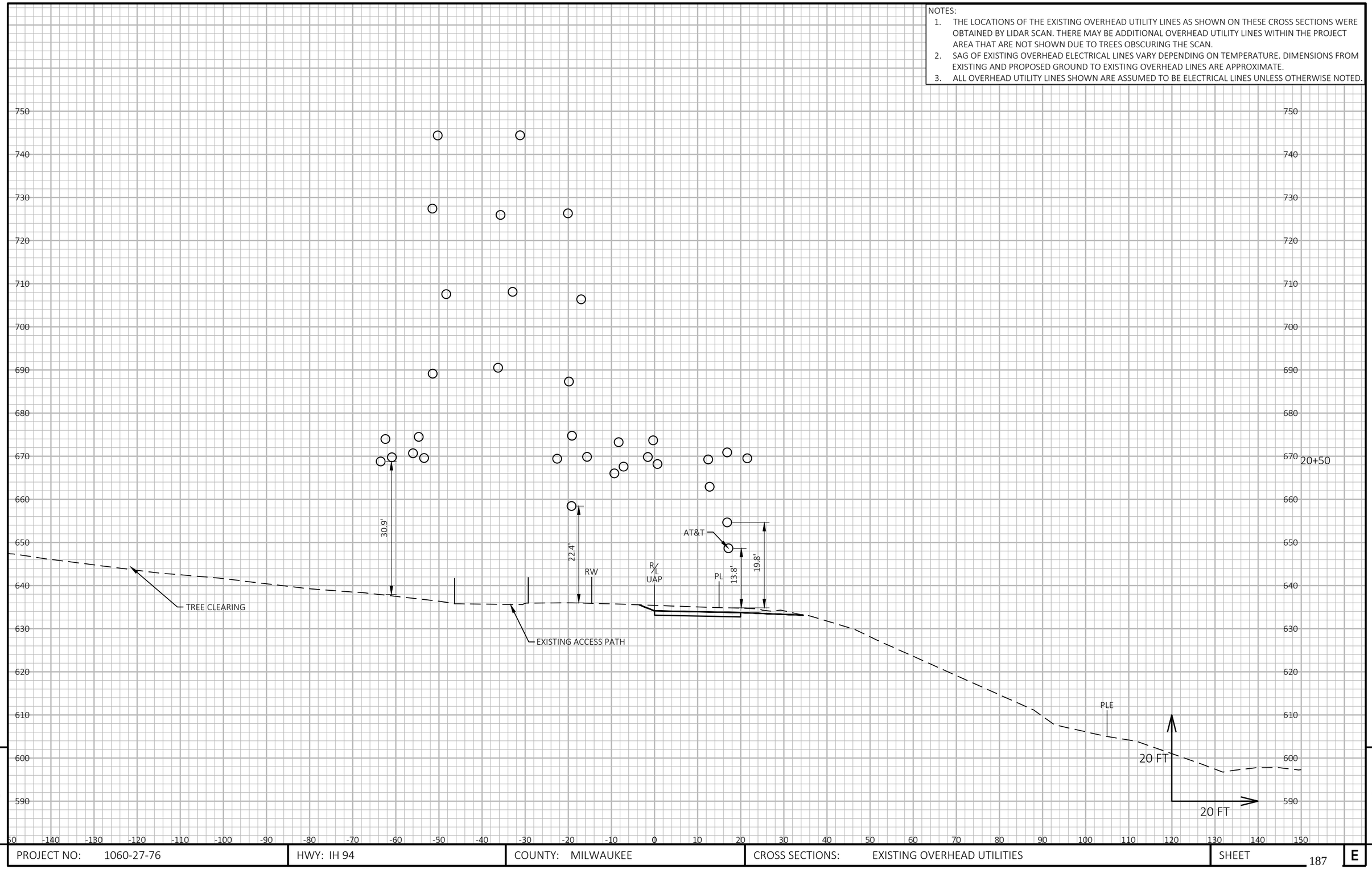
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 186 | E |
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 18
PLOT DATE : 7/29/2026 9:44 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 187 | E |
|---|---|---|---|---|---|

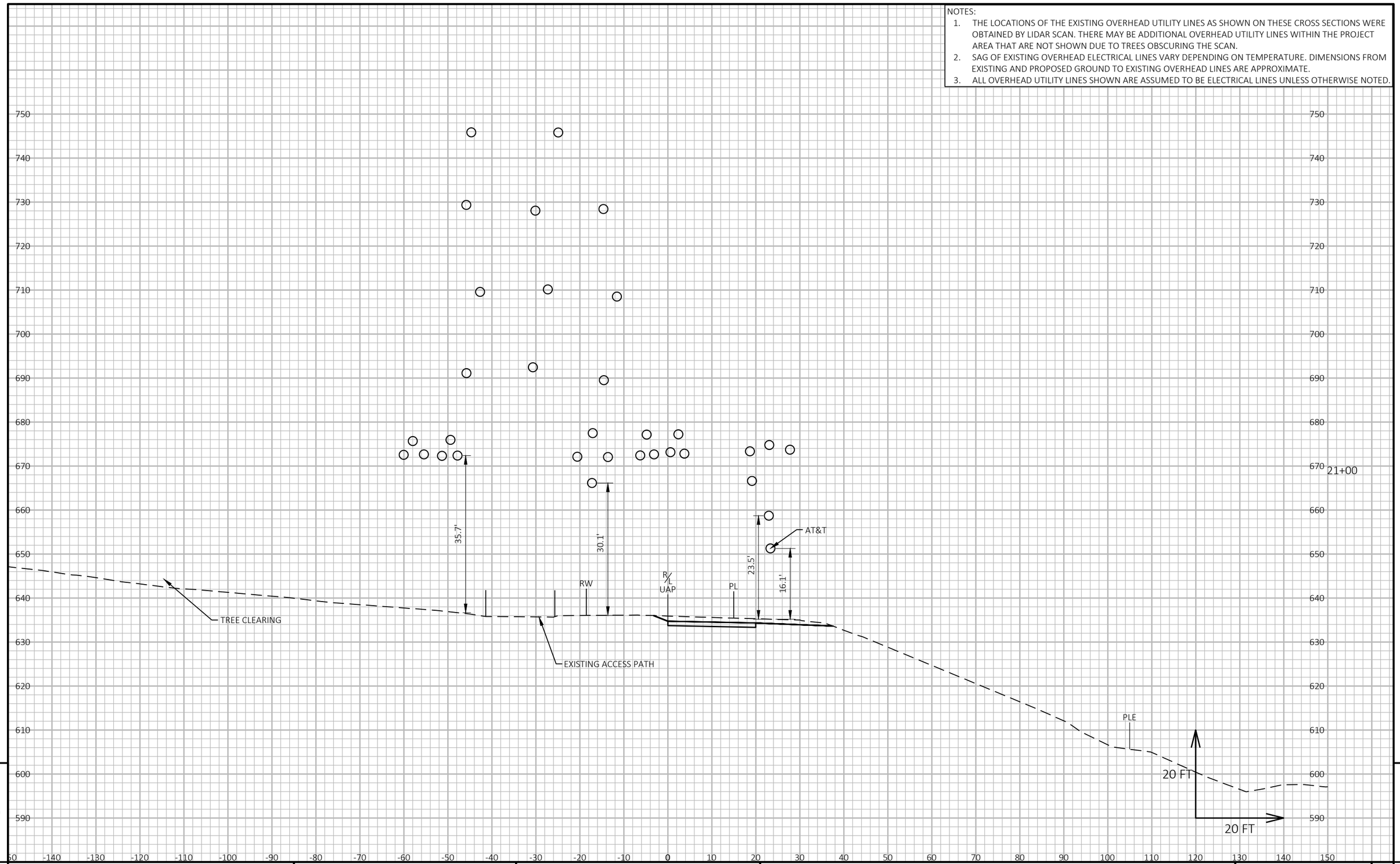
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LAYOUT NAME - 19

PLOT DATE : 7/29/2026 9:44 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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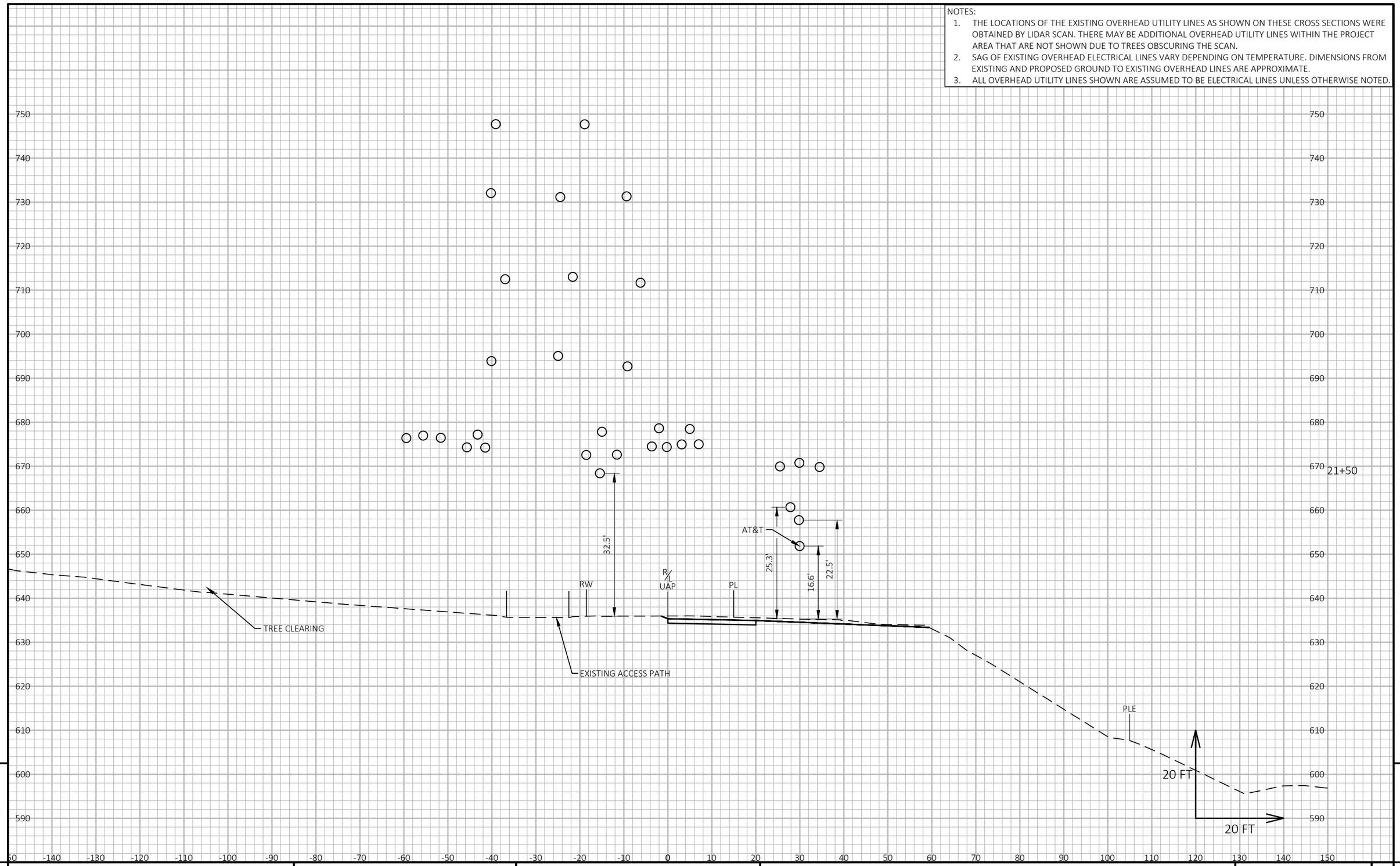



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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 188 | E |
|---|---|---|---|---|---|

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 189 | E |
|---|---|---|---|---|---|

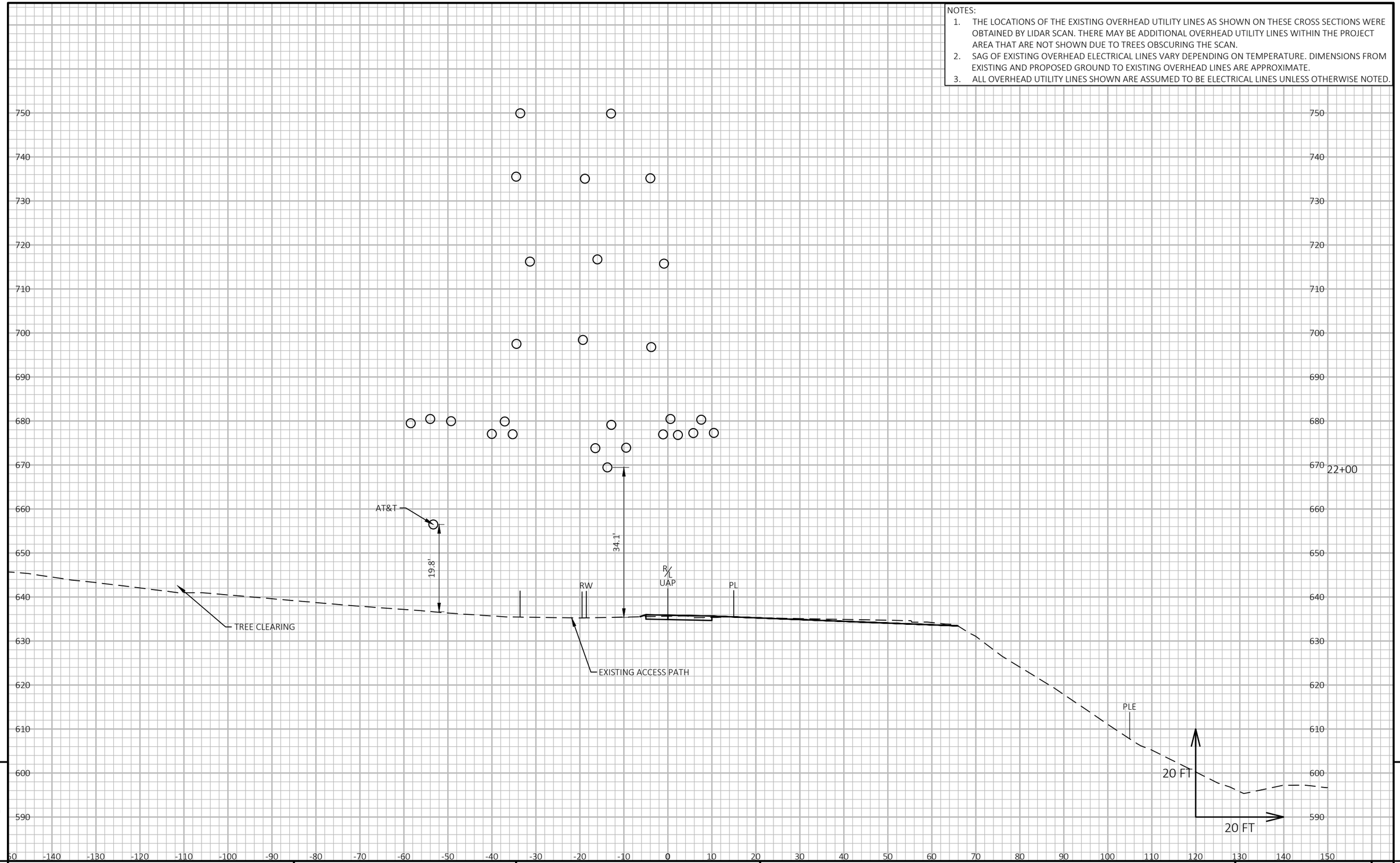
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 21

PLOT DATE : 7/29/2026 9:44 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:

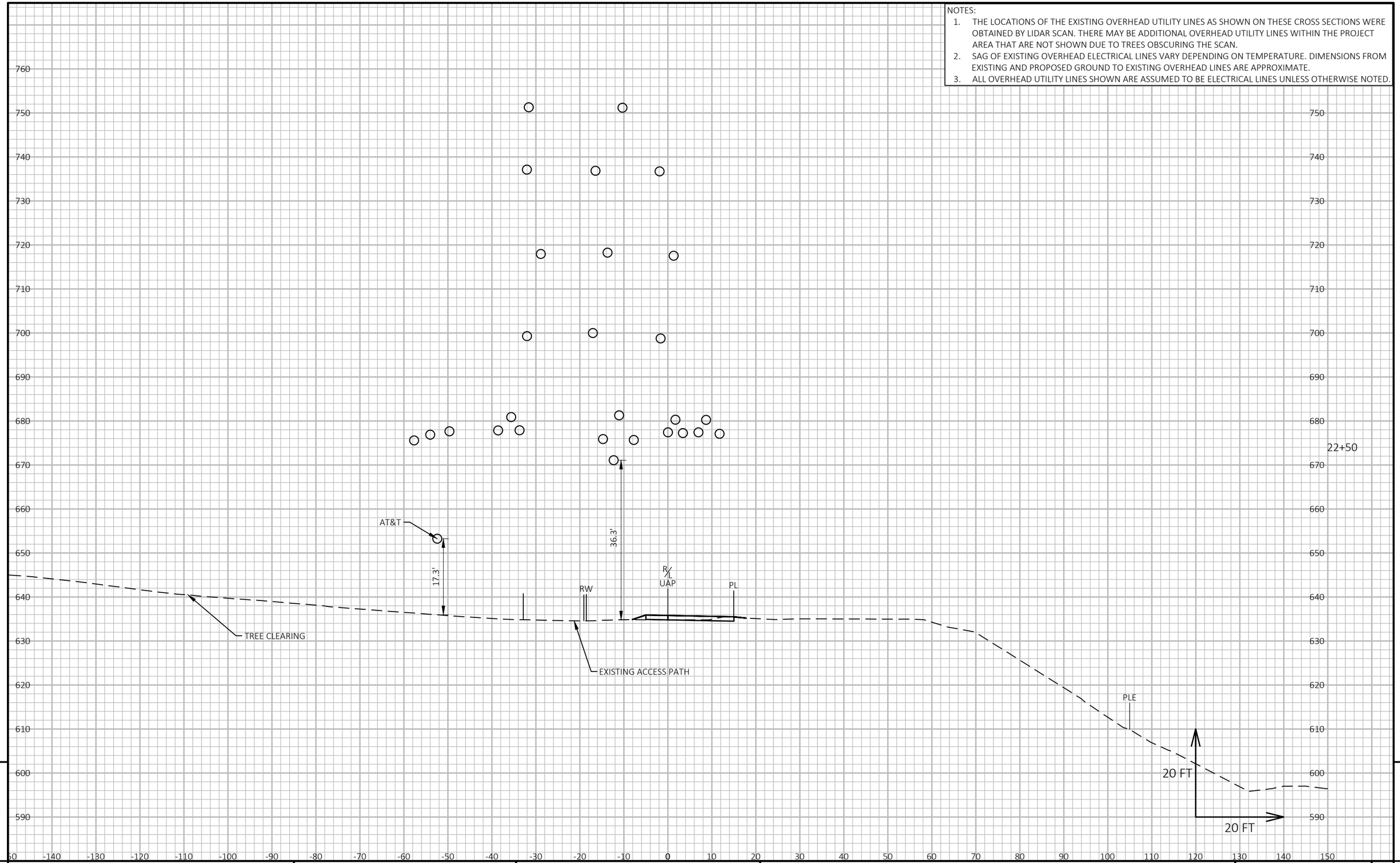
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 190 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 22
PLOT DATE : 7/29/2026 9:44 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
2. SAG OF EXISTING OVERHEAD ELECTRICAL LINES VARY DEPENDING ON TEMPERATURE. DIMENSIONS FROM EXISTING AND PROPOSED GROUND TO EXISTING OVERHEAD LINES ARE APPROXIMATE.
3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.

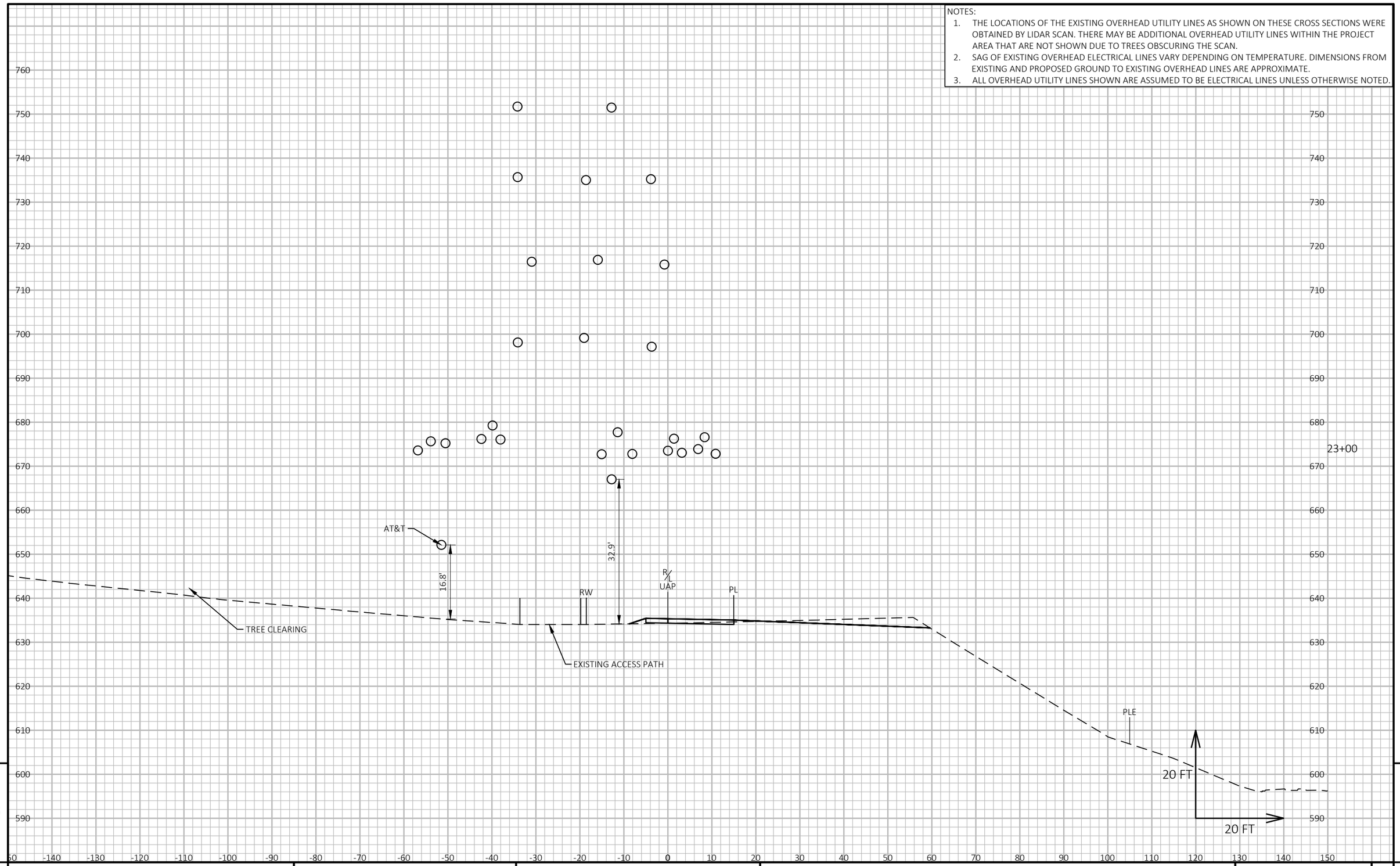



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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 191 | E |
|---|---|---|---|---|---|

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 192 | E |
|---|---|---|---|---|---|

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1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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760 750 740 730 720 710 700 690 680 670 660 650 640 630 620 610 600 590

23+50

AT&T

18.4'

31.1'

RW

℄ UAP

PL

PLE

TREE CLEARING

EXISTING ACCESS PATH

20 FT

20 FT

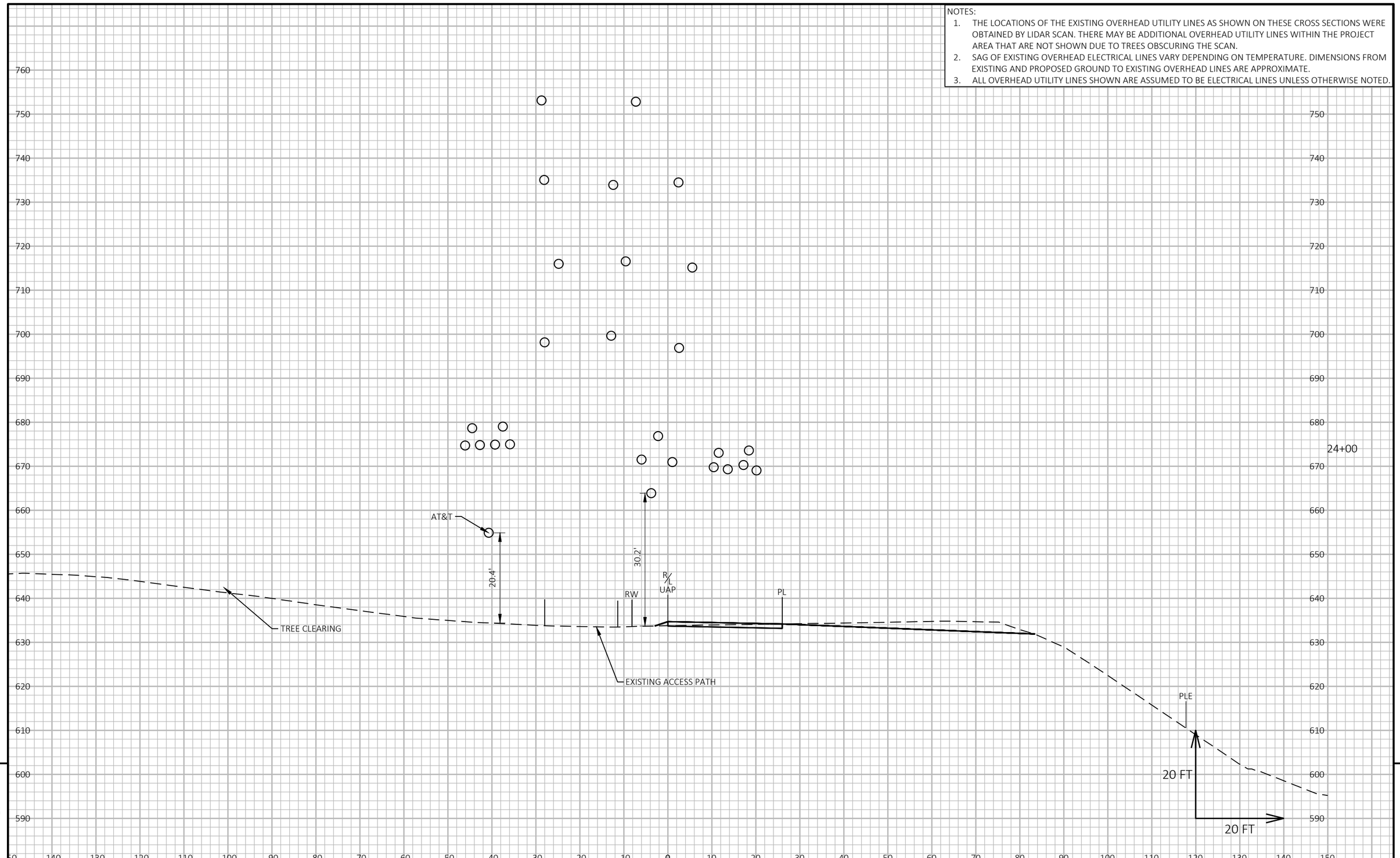
-60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 193 | E |
|---|---|---|---|---|---|

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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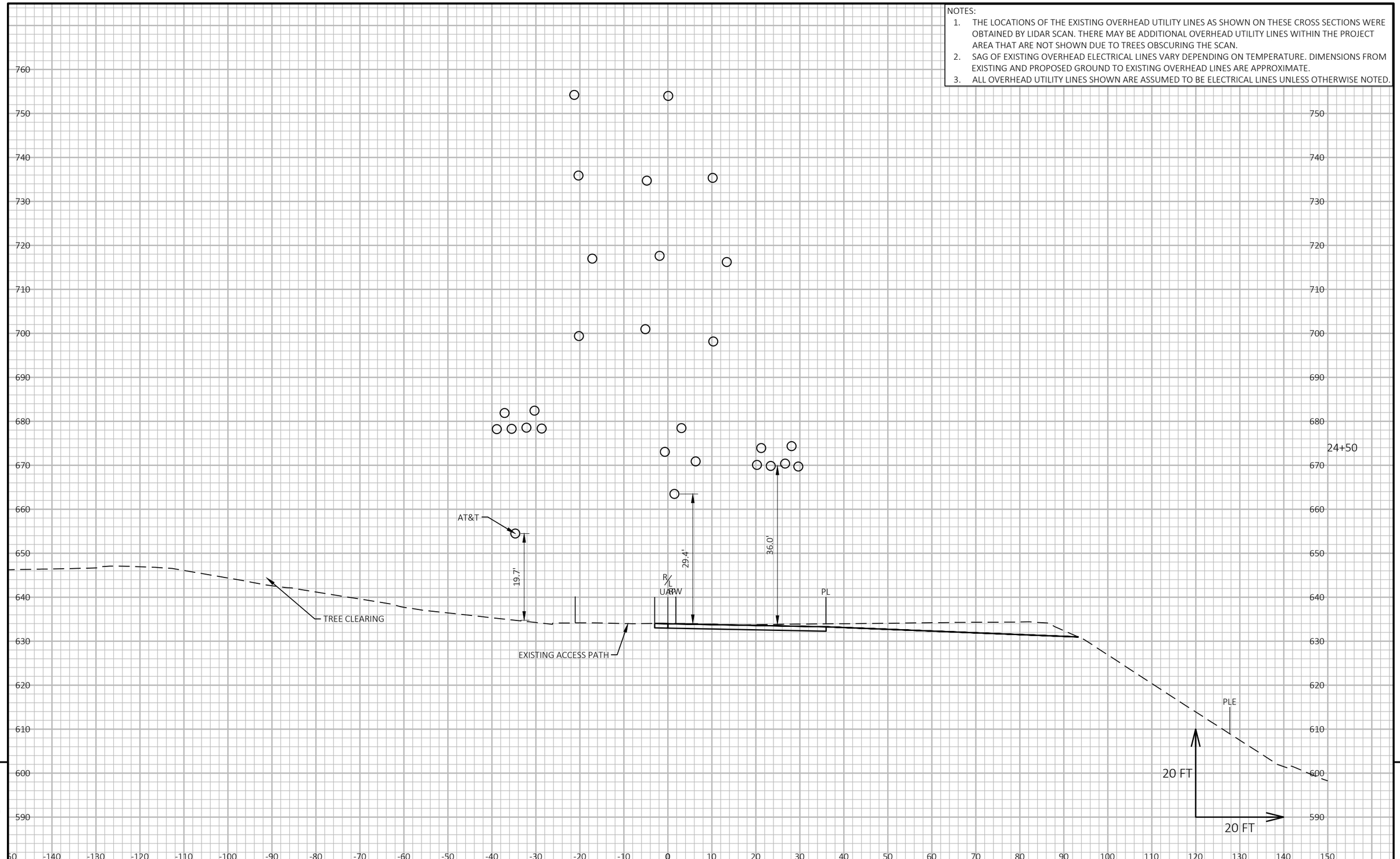



9 9

| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 194 E |
|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 26
PLOT DATE : 7/29/2026 9:44 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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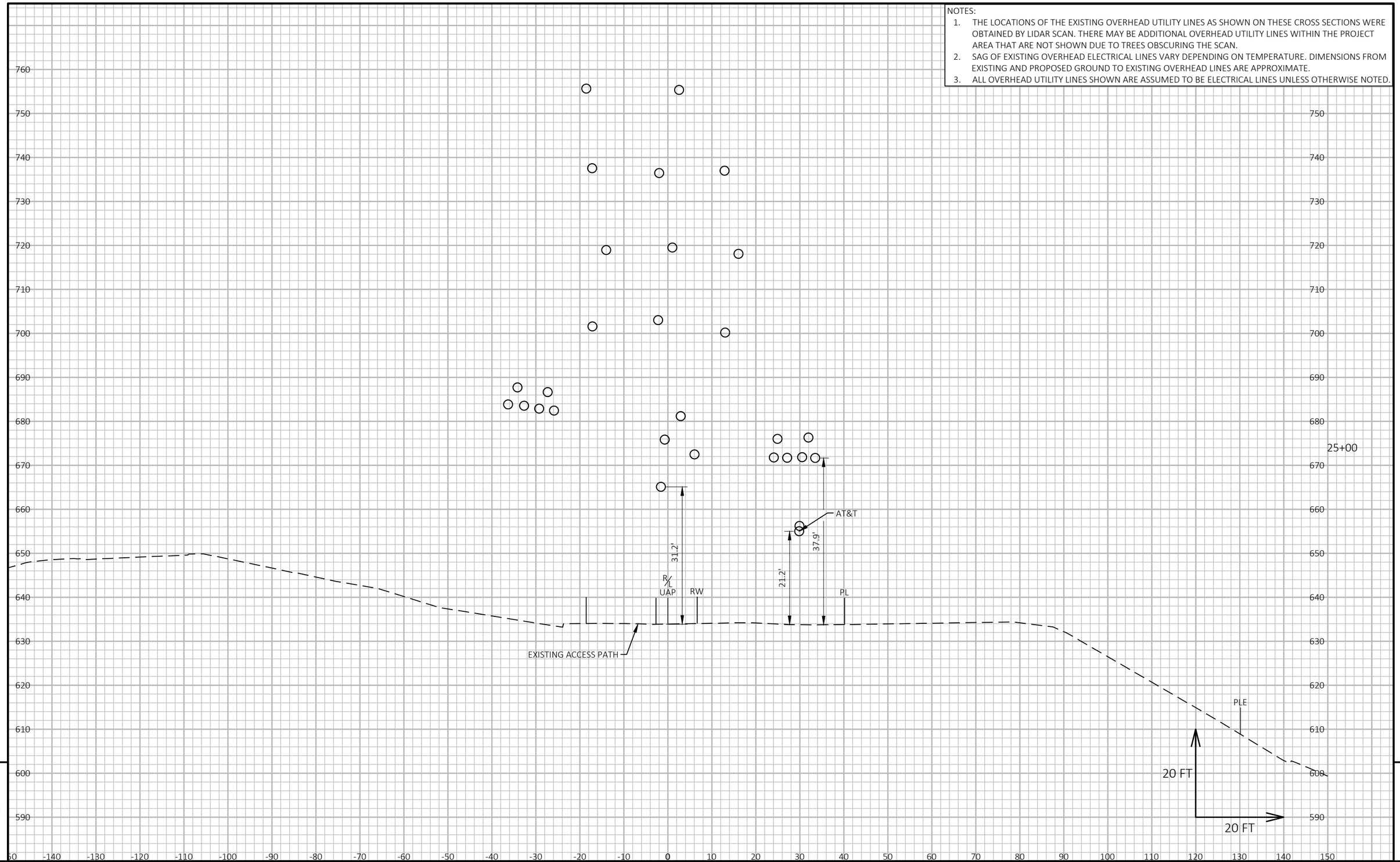

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 195 | E |
|---|---|---|---|---|---|

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LAYOUT NAME - 27
PLOT DATE : 7/29/2026 9:45 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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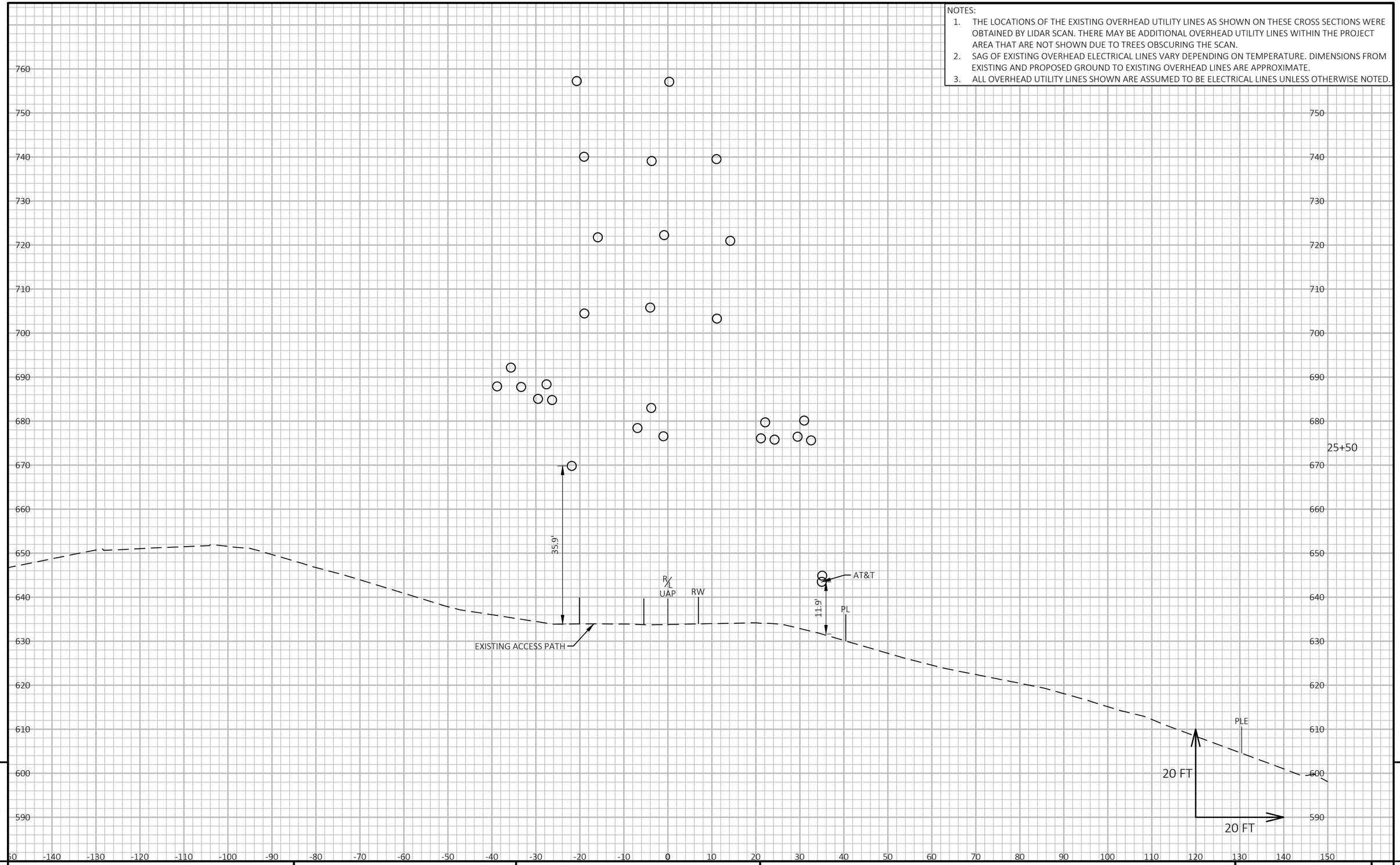
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 196 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 28
PLOT DATE : 7/29/2026 9:45 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 197 | E |
|---|---|---|---|---|---|

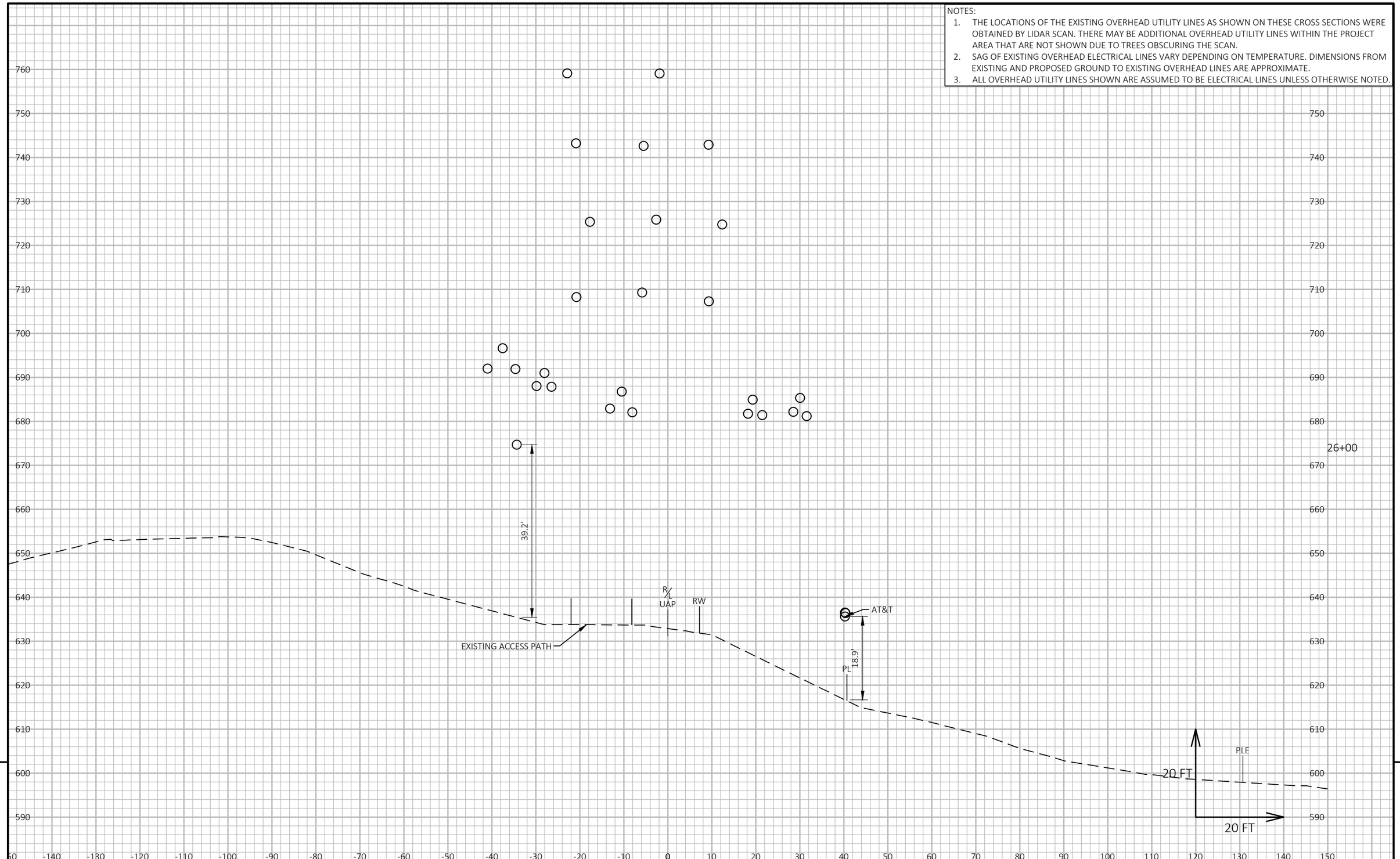

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LAYOUT NAME - 29

PLOT DATE : 7/29/2026 9:45 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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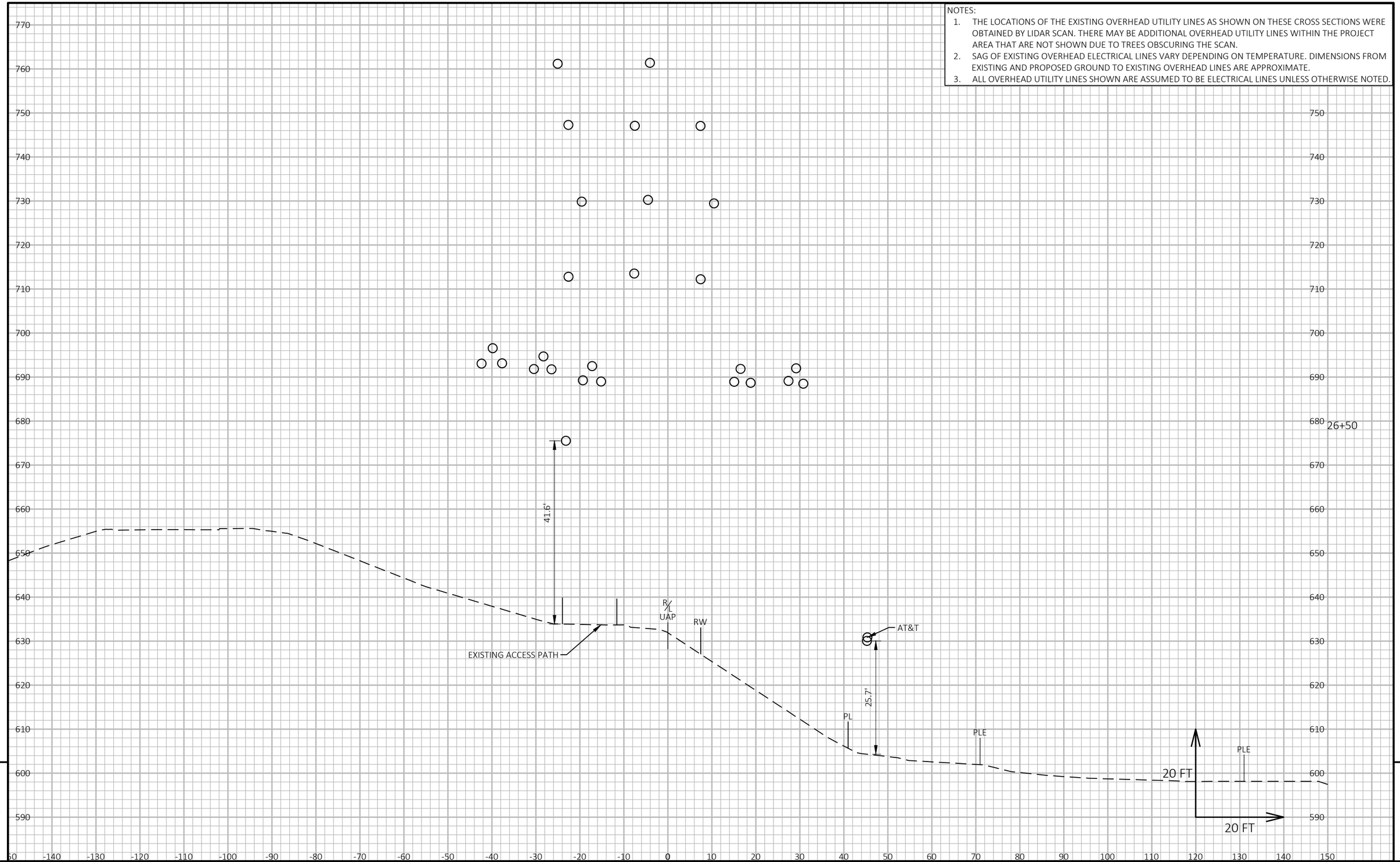
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 198 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 30
PLOT DATE : 7/29/2026 9:45 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 199 | E |
|---|---|---|---|---|---|

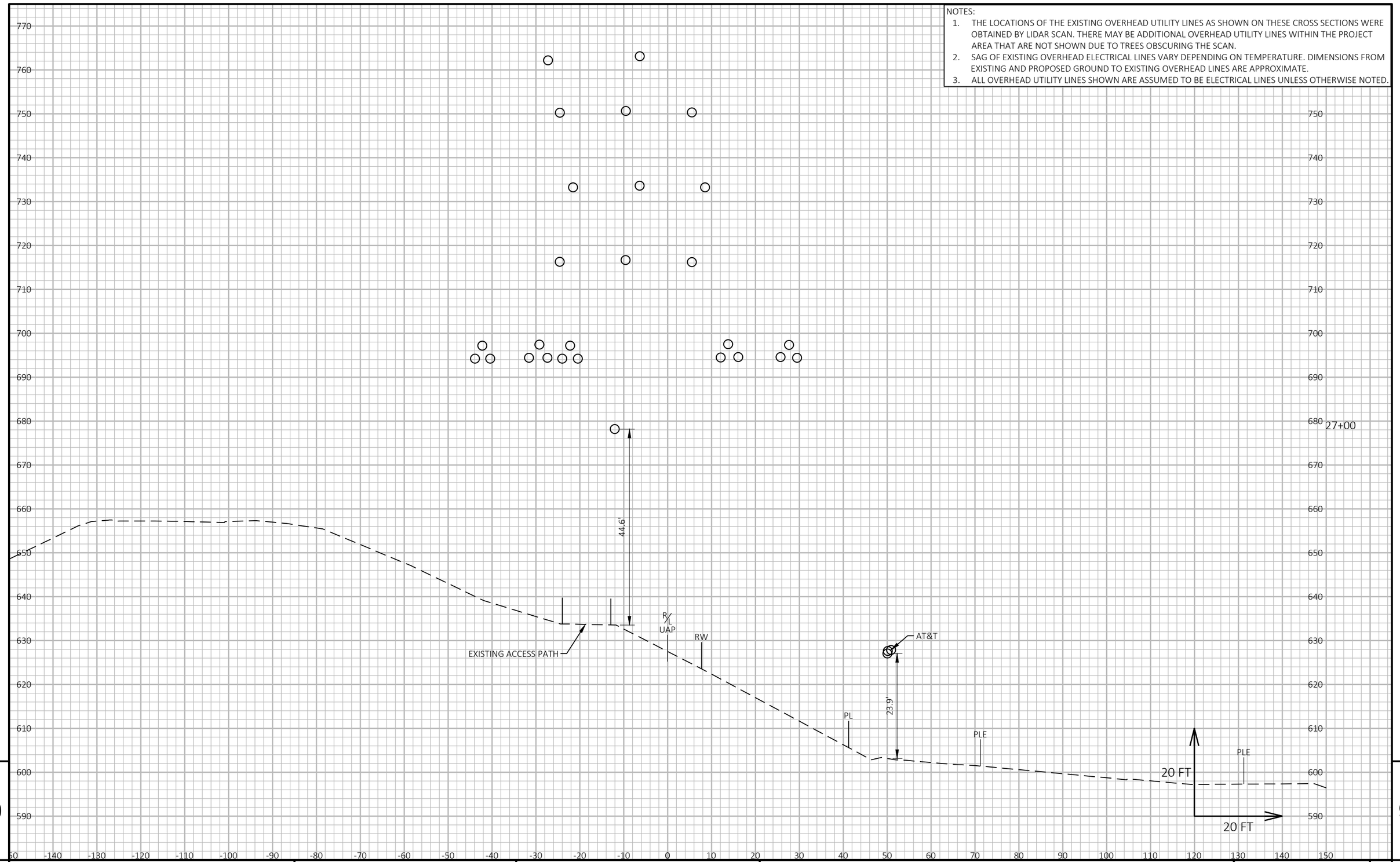
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LAYOUT NAME - 31

PLOT DATE : 7/29/2026 9:45 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:

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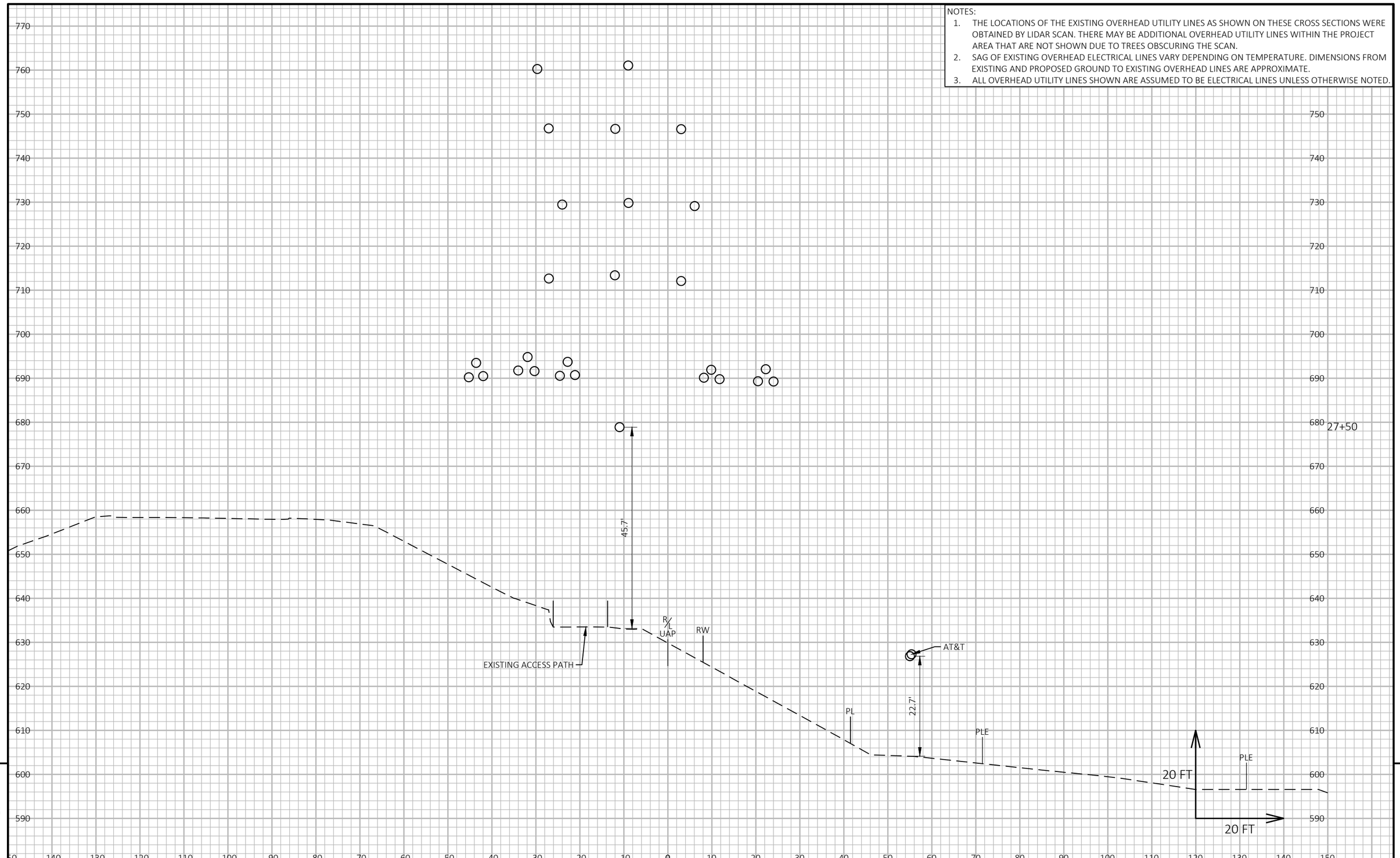



| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 200 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 32
PLOT DATE : 7/29/2026 9:45 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

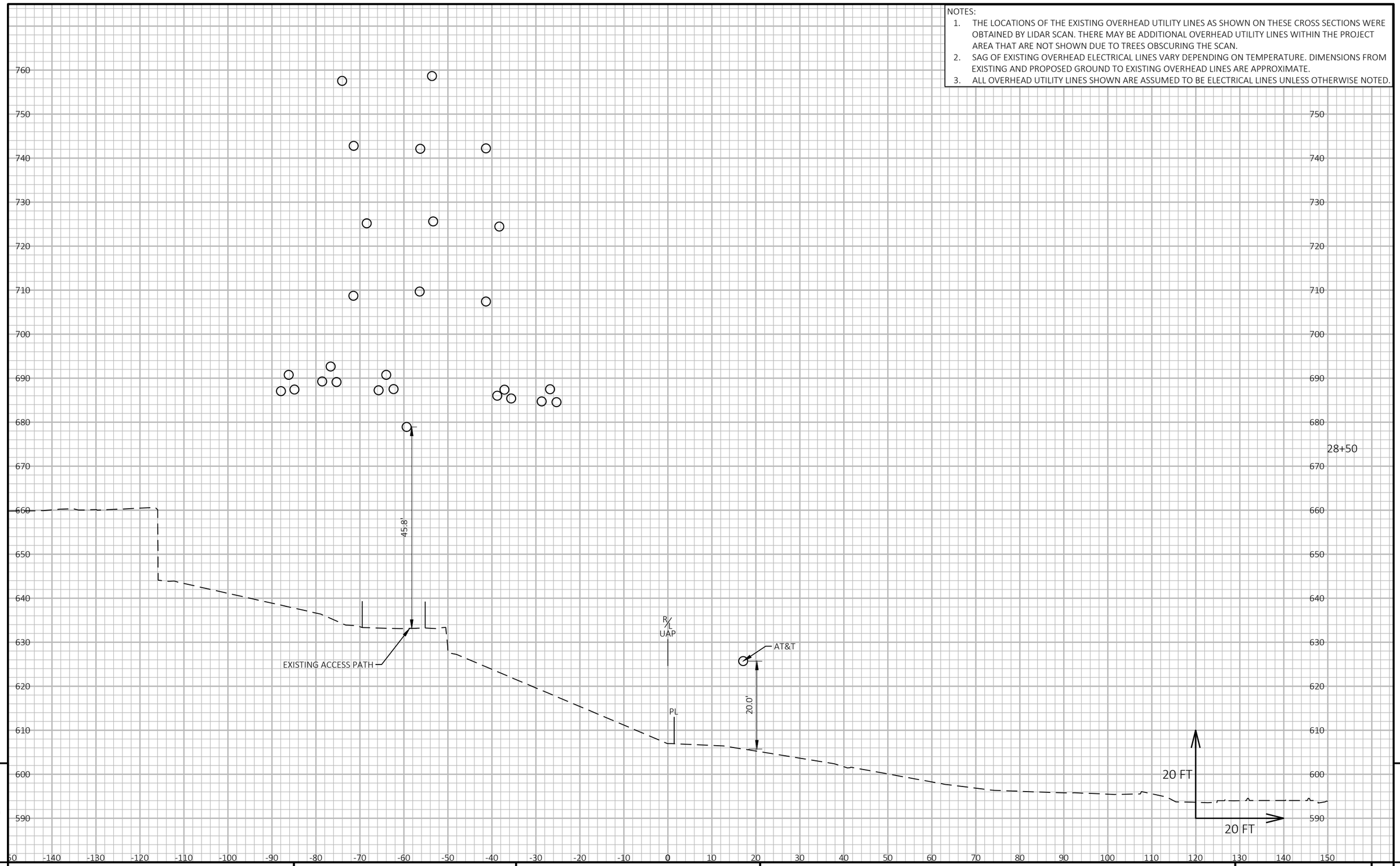
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 201 E |
|---|---|---|---|---|

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 202 | E |
|---|---|---|---|---|---|

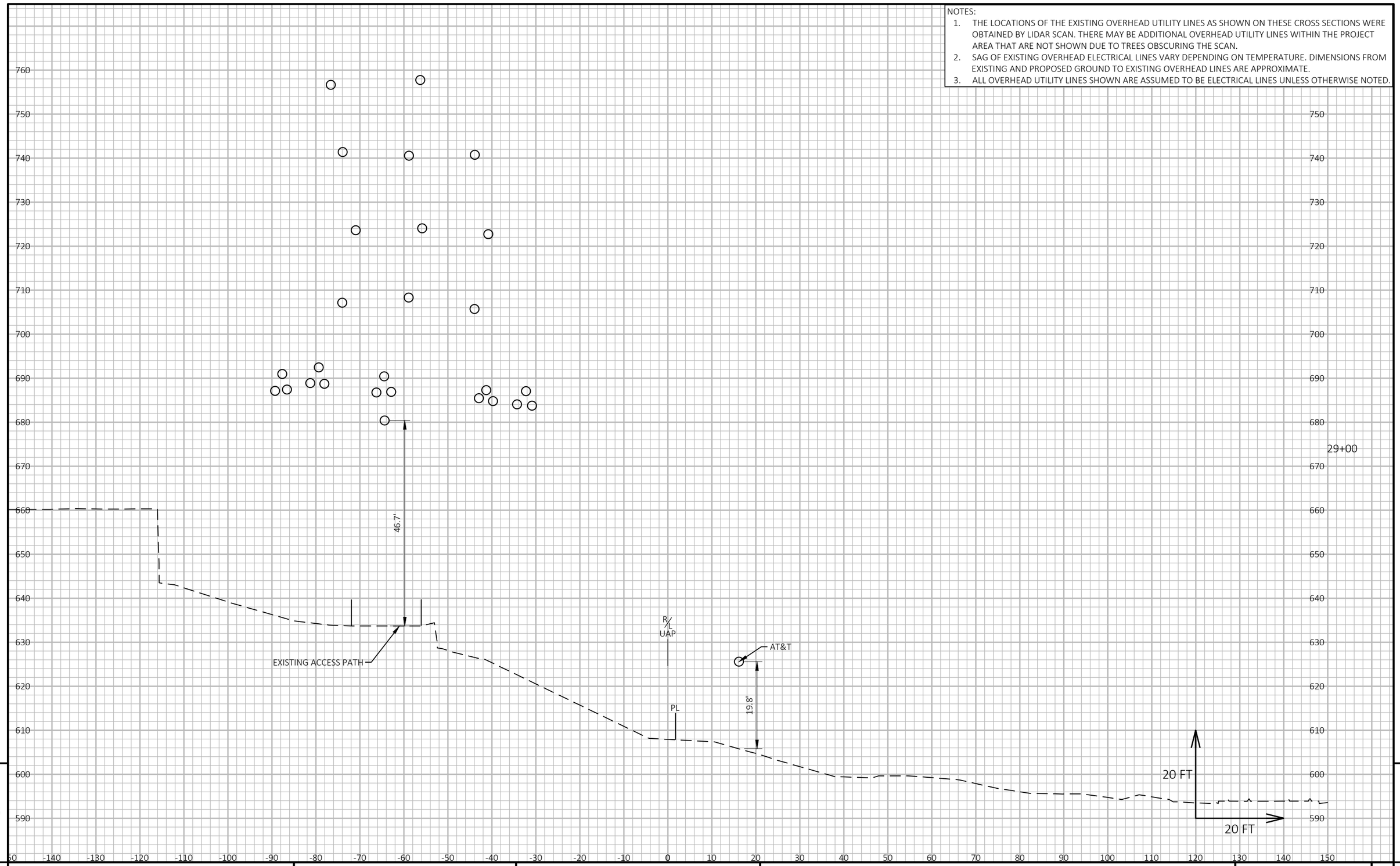
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LAYOUT NAME - 34

PLOT DATE : 7/29/2026 9:45 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 203 | E |
|---|---|---|---|---|---|

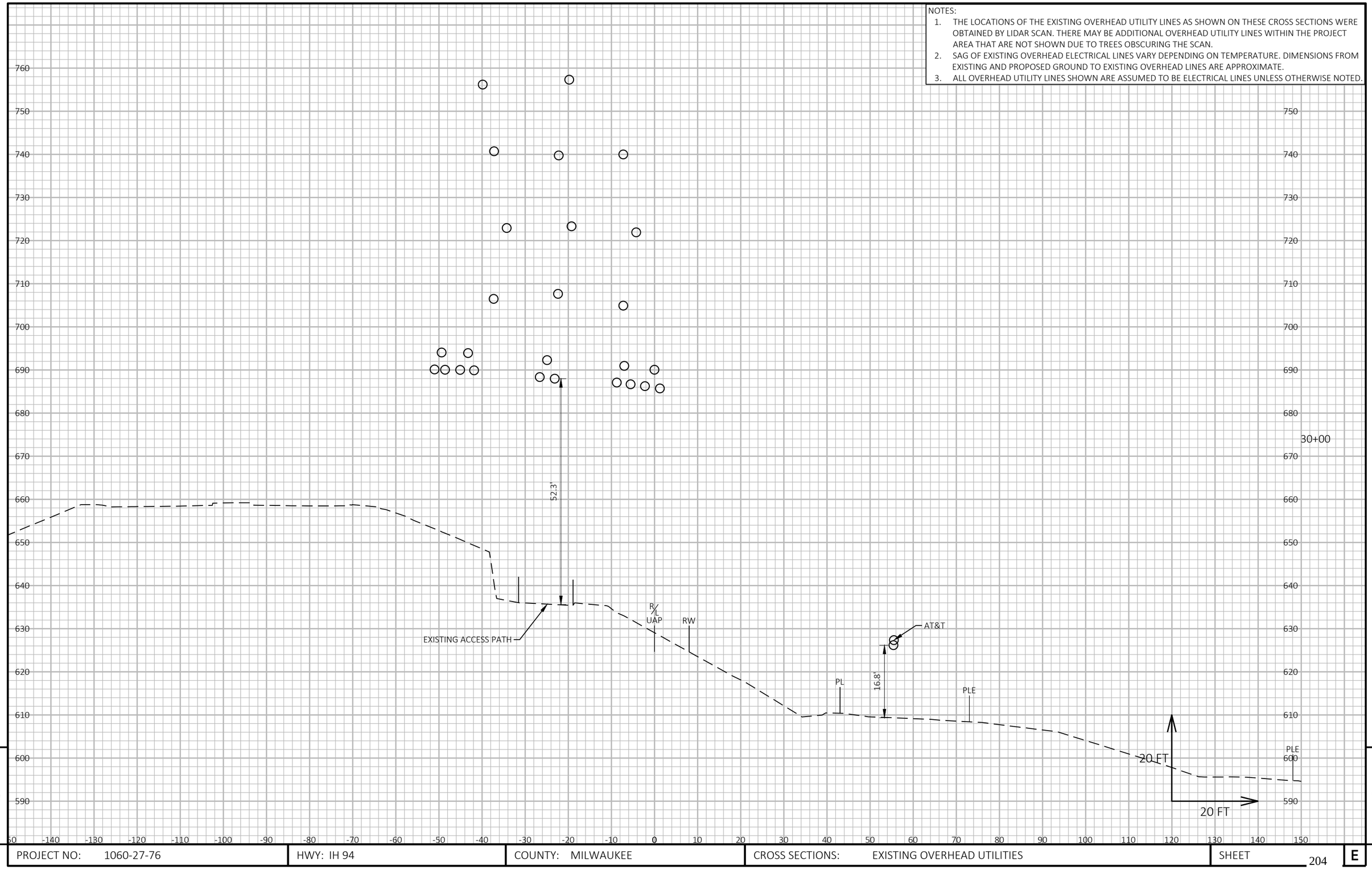
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LAYOUT NAME - 35

PLOT DATE : 7/29/2026 9:45 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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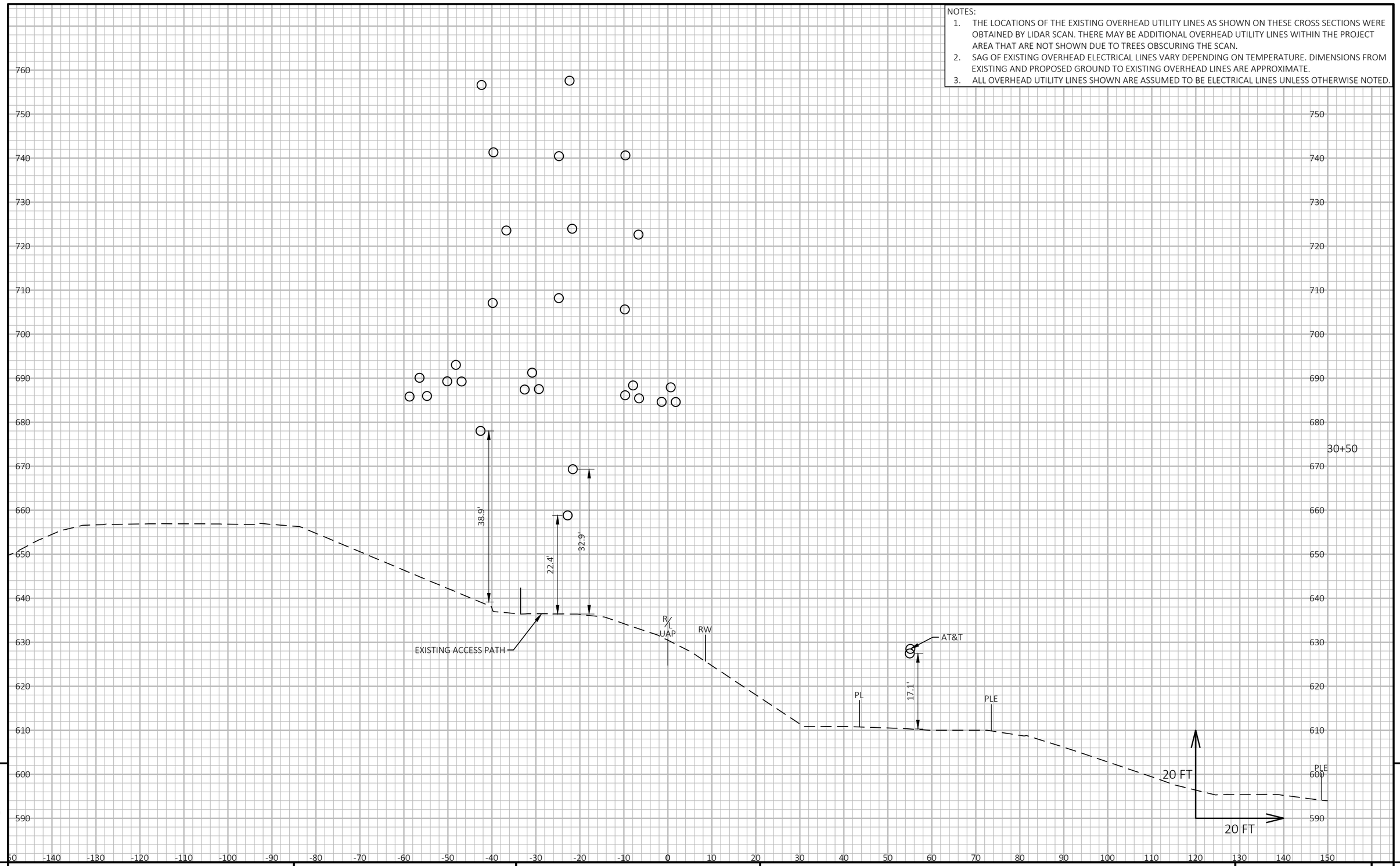
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LAYOUT NAME - 36

PLOT DATE : 7/29/2026 9:45 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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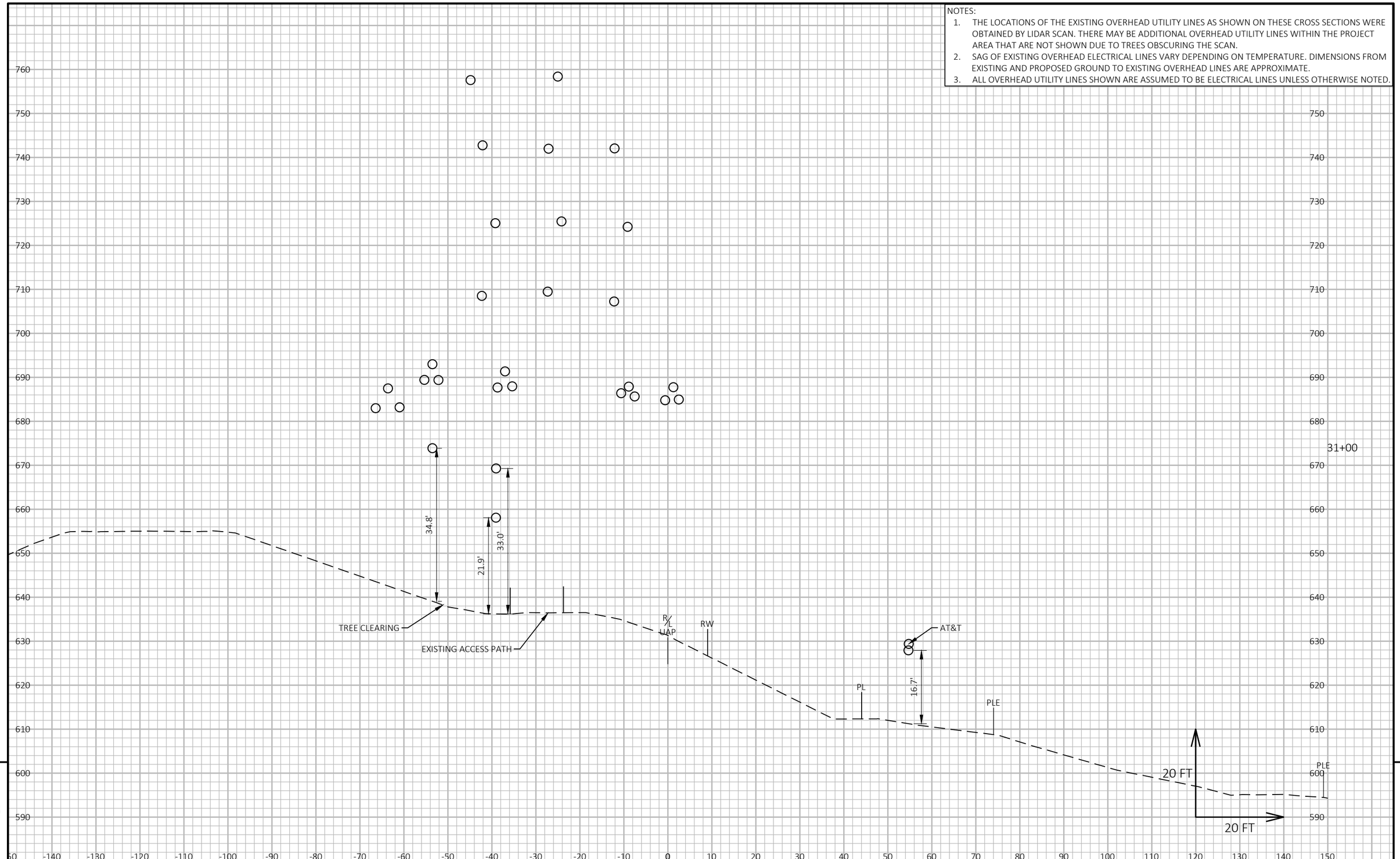

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 205 | E |
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LAYOUT NAME - 37
PLOT DATE : 7/29/2026 9:46 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 206 | E |
|---|---|---|---|---|---|

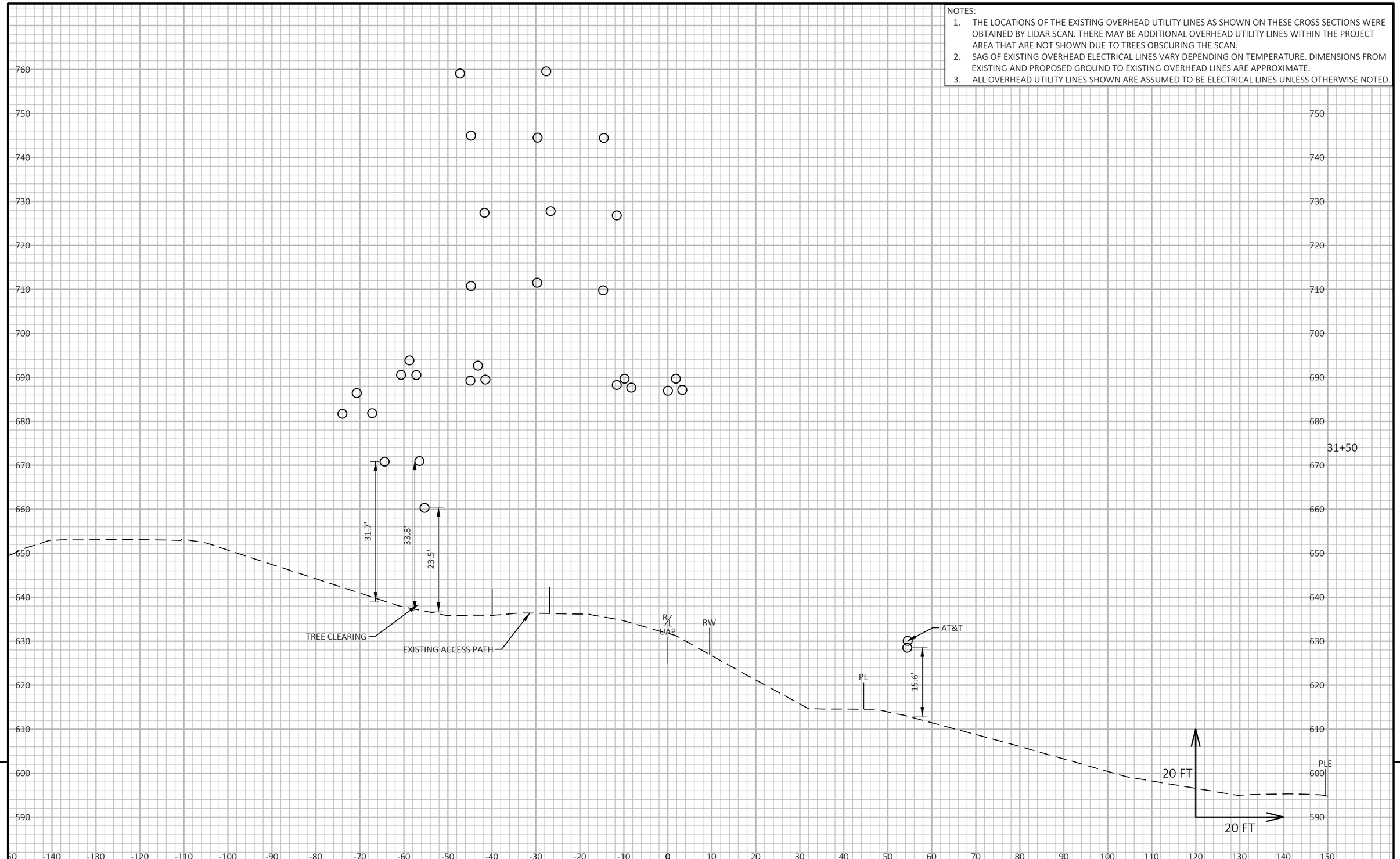
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LAYOUT NAME - 38

PLOT DATE : 7/29/2026 9:46 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 207 | E |
|---|---|---|---|---|---|


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LAYOUT NAME - 39
PLOT DATE : 7/29/2026 9:46 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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3. ALL OVERHEAD UTILITY LINES SHOWN ARE ASSUMED TO BE ELECTRICAL LINES UNLESS OTHERWISE NOTED.

32+00

25.9'
56.4'
15.8'
TREE CLEARING
EXISTING ACCESS PATH
R/L UAP
RW
R/L TAP
PL
AT&T
20 FT
20 FT

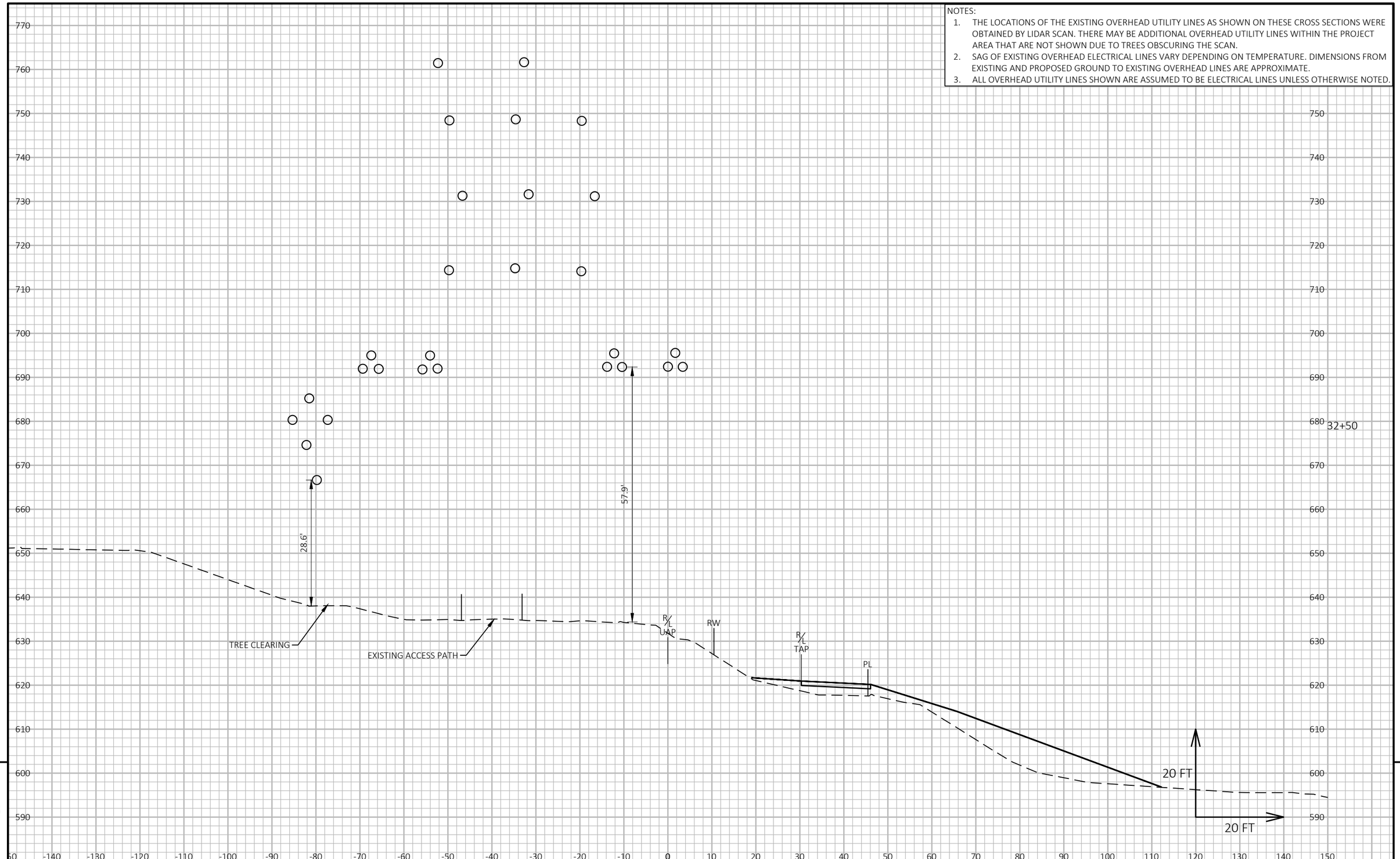
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 208 | E |
|---|---|---|---|---|---|

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 40
PLOT DATE : 7/29/2026 9:46 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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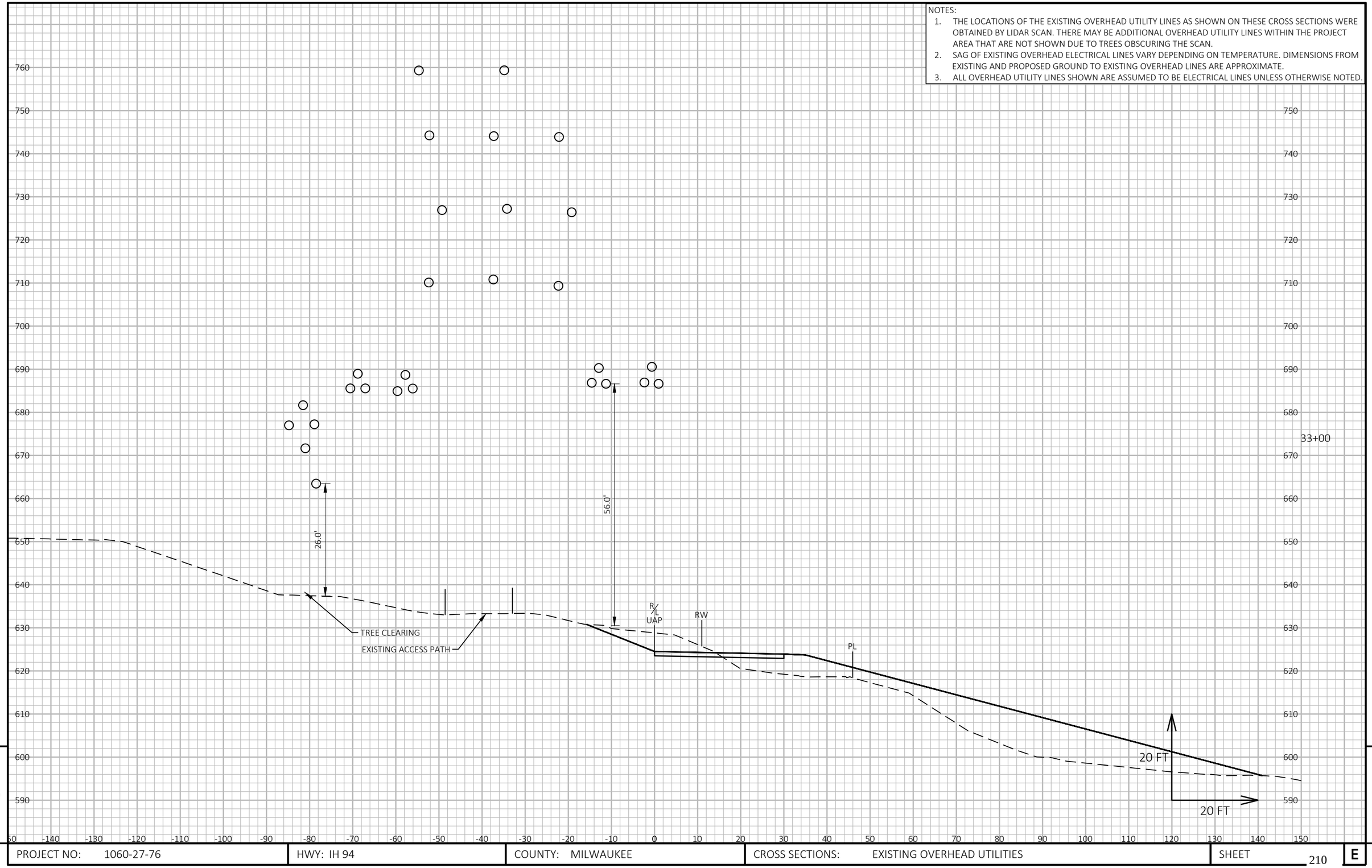



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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 209 | E |
|---|---|---|---|---|---|


FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 41
PLOT DATE : 7/29/2026 9:46 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

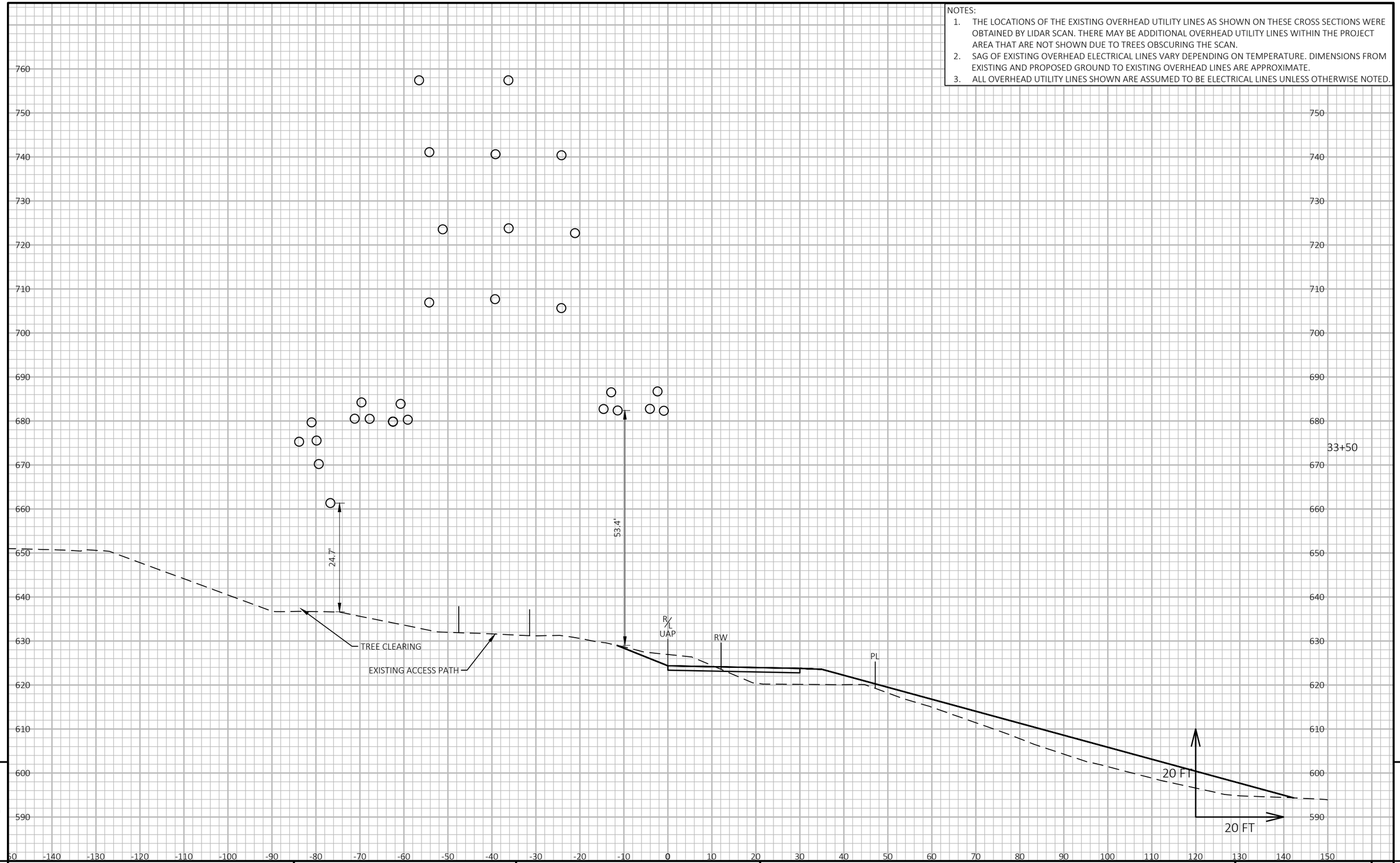
NOTES:
1. THE LOCATIONS OF THE EXISTING OVERHEAD UTILITY LINES AS SHOWN ON THESE CROSS SECTIONS WERE OBTAINED BY LIDAR SCAN. THERE MAY BE ADDITIONAL OVERHEAD UTILITY LINES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN DUE TO TREES OBSCURING THE SCAN.
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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 210 | E |
|---|---|---|---|---|---|

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 211 | E |
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 43
PLOT DATE : 7/29/2026 9:46 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:
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34+00

760 750 740 730 720 710 700 690 680 670 660 650 640 630 620 610 600 590

23.2'

51.5'

TREE CLEARING

EXISTING ACCESS PATH

R/L UAP

RW

PL

PLE

20 FT

RW

20 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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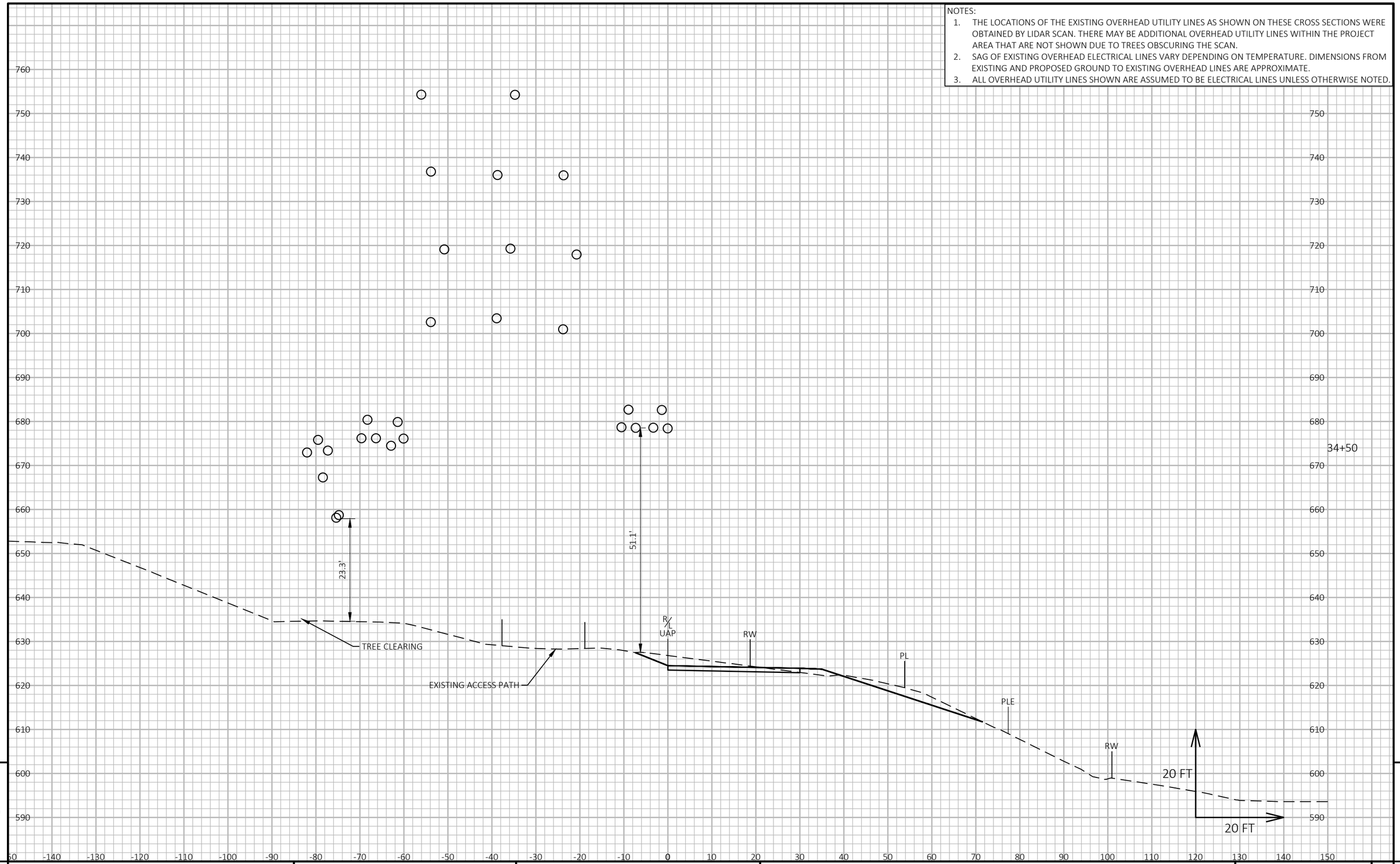
| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 212 | E |
|---|---|---|---|---|---|

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LAYOUT NAME - 44

PLOT DATE : 7/29/2026 9:46 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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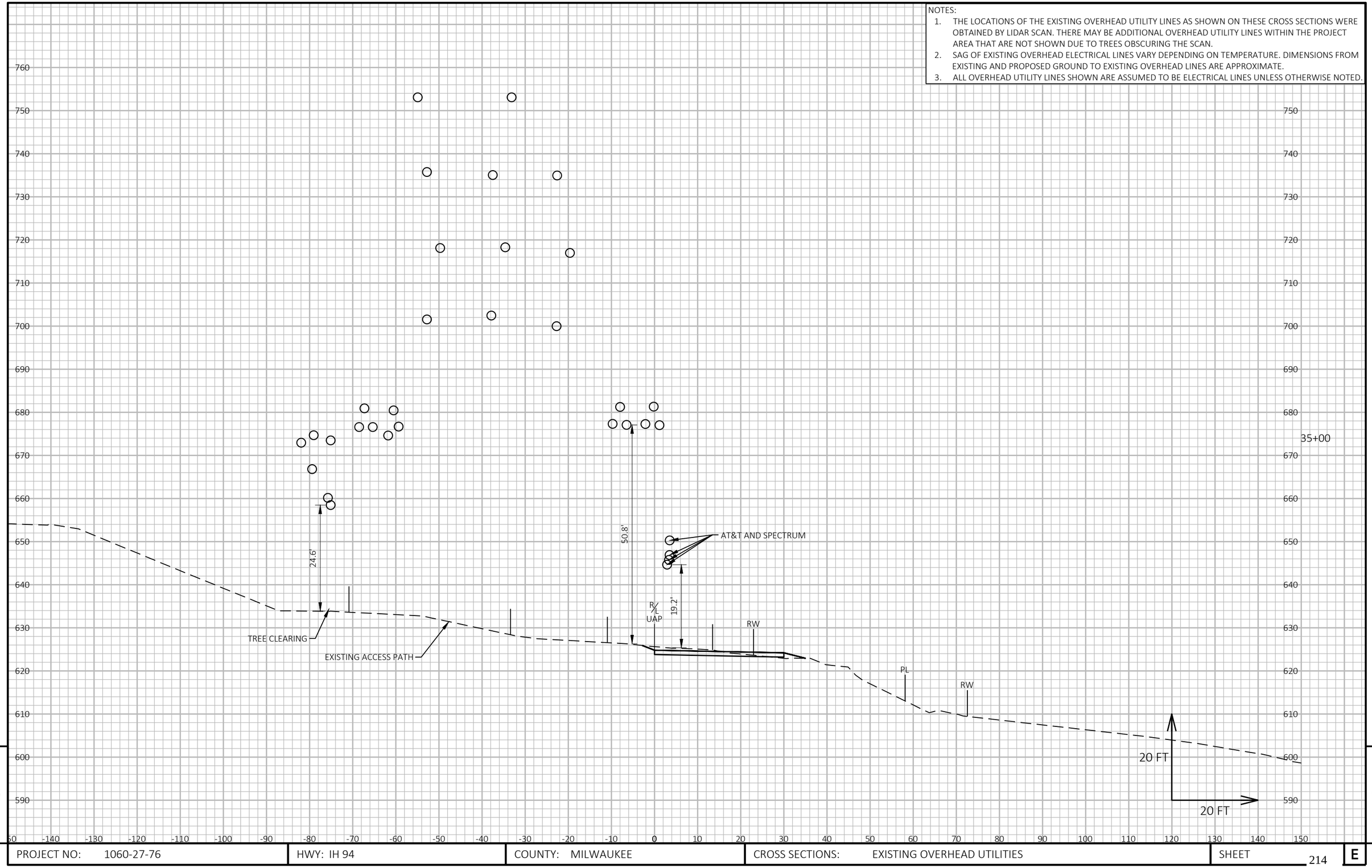



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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 213 | E |
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 45
PLOT DATE : 7/29/2026 9:46 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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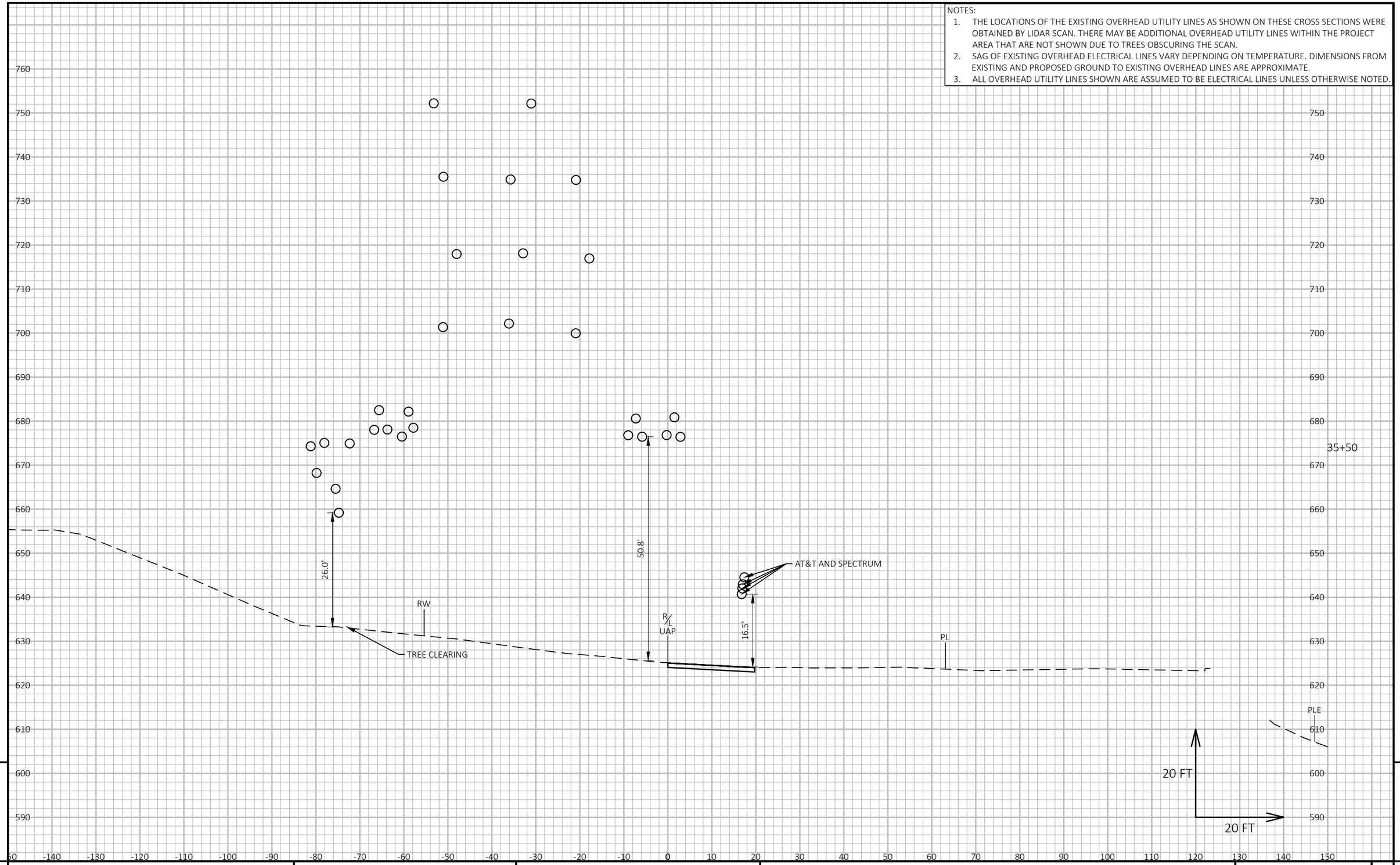



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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 214 | E |
|---|---|---|---|---|---|

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 215 | E |
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 47
PLOT DATE : 7/29/2026 9:47 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

NOTES:

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760 750 740 730 720 710 700 690 680 670 660 650 640 630 620

35+69
STATION BACK

26.3'

51.1'

15.8'

AT&T AND SPECTRUM

RW

TREE CLEARING

℄
UAP

PL

20 FT

20 FT

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

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| PROJECT NO: 1060-27-76 | HWY: IH 94 | COUNTY: MILWAUKEE | CROSS SECTIONS: EXISTING OVERHEAD UTILITIES | SHEET 216 | E |
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\10602703\PROJECT FILES\CORE EAST SEGMENT\10602776\SHEETS\09B XS\10602709EG-090403-XS-OH-UTI.DWG
LAYOUT NAME - 48

PLOT DATE : 7/29/2026 9:47 PM PLOT BY : SCHARLAU, DAVE 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