MAD

MARCH 2023

PROJECT ID: 5030-01-72

WITH: 5030-01-73/ 5030-01-74

COUNTY: JUNEAU AND SAUK

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plan)
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 = 172

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5030-01-72	———	—

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

HILLSBORO - REEDSBURG

V WONEWOC S LIMITS TO MAIN STREET

STH 33

JUNEAU AND SAUK COUNTIES

STATE PROJECT NUMBER

5030-01-72

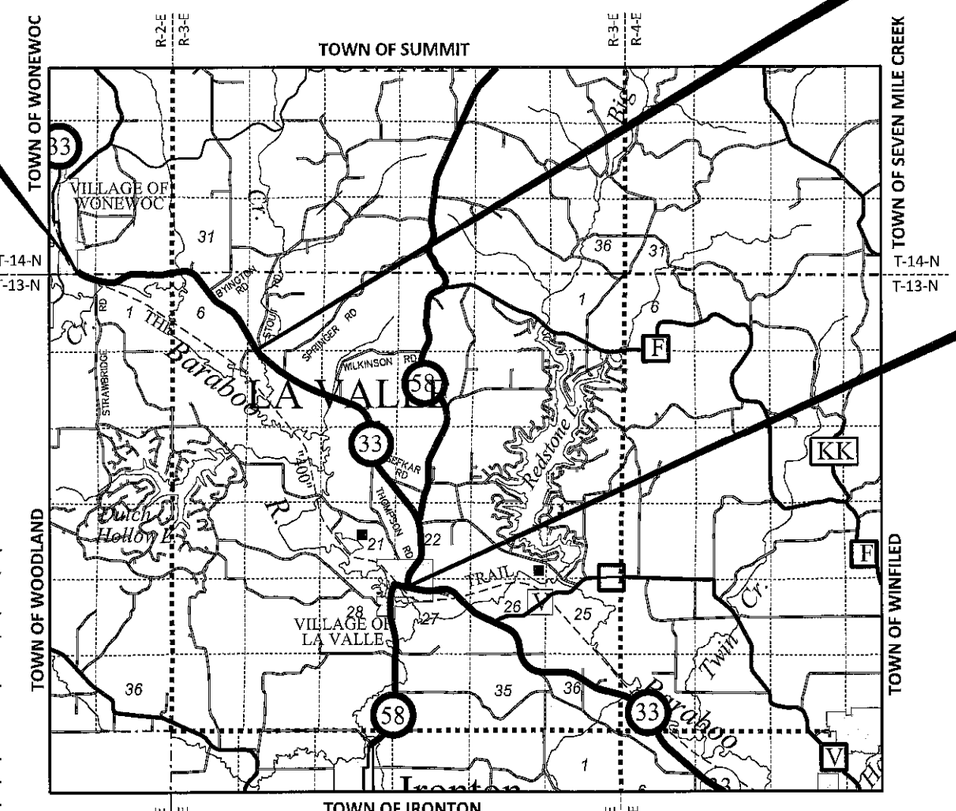


05

BEGIN PROJECT
STA. 4+86.00
Y = 300,455.82
X = 524,834.55

NET EXCEPTION TO C/L LENGTH
STA. 166+96.01 -
STA. 167+87.81

END PROJECT
STA. 386+72.06



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 7.232 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

DESIGN DESIGNATION

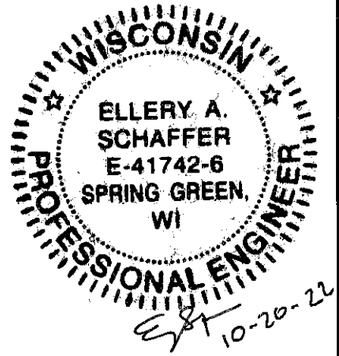
A.A.D.T.	(2023)	=	5,100
A.A.D.T.	(2043)	=	5,800
D.H.V.	(2043)	=	522
D.D.		=	60/40
T.		=	9.0%
DESIGN SPEED		=	30 MPH (STA. 4+86 - STA. 6+44) 55 MPH (STA. 6+44 - STA. 321+96) 45 MPH (STA. 321+96 - STA. 376+26) 30 MPH (STA. 376+26 - STA. 386+72.06)
ESALS		=	1,300,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	JEWELL ASSOCIATES ENGINEERS, INC
Designer	JEWELL ASSOCIATES ENGINEERS, INC
Project Manager	DAVID SCHMIDT, P.E.
Regional Examiner	SW REGION
Regional Supervisor	JENNY KOBRYN, P.E.

APPROVED FOR THE DEPARTMENT

David Schmidt — Digitally signed by David Schmidt Date: 2022.10.20 16:09:49-05'00'

DATE: _____ (Signature)

E

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 30 OR SEED MIX NO. 40), AND EROSION MAT URBAN CLASS I TYPE B AS DIRECTED BY THE ENGINEER. RESTORATION AROUND GUARDRAIL IS PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

PRIOR TO THE PLACEMENT OF GUARDRAIL, THE SHOULDERS SHALL BE PLACED, SHAPED, AND COMPACTED.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL EDGE MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

3.5-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 1 ¾-INCH UPPER LAYER AND A 1 ¾-INCH LOWER LAYER OF HMA PAVEMENT 4 MT 58-28 S.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO THE MILLED SURFACE AND AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTION EQUALS THE SUPERELEVATION.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

ADJUST DITCH GRADING AS NECESSARY TO FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

CURVE DATA IS BASED ON THE ARC DEFINITION.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

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

IF THERE ARE CONFLICTS WITH SIGN INSTALLATIONS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

CONTRACTOR TO PROTECT HEIGHT MODERNIZATION MONUMENT (HMOD) 3T08, 3T07, AND DH5083 AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY FROM 3T08, 3T07, AND DH5083.

ENSURE THAT HEIGHT MODERNIZATION MONUMENT (HMOD) 3T08, 3T07, AND DH5083 ARE NOT DISTURBED, BUMPED, OR MOVED DURING THE DURATION OF THE PROJECT. NOTIFY JACOB ROCKWEILER IMMEDIATELY IF 3T08, 3T07, AND DH5083 ARE DISTURBED, BUMPED OR MOVED DURING CONSTRUCTION OPERATIONS.

JACOB ROCKWEILER, P.E., WISCONSIN HEIGHT MODERNIZATION PROGRAM MANAGER WITH THE WISCONSIN DEPARTMENT OF TRANSPORTATION WHOSE PHONE NUMBER IS (608) 516-6362 AND EMAIL IS JACOB.ROCKWEILER@DOT.WI.GOV.

ALL RADII DIMENSIONS ON THE PLAN FOR CURB AND GUTTER ARE TO THE FLANGE OF THE CURB & GUTTER.

EXISTING SIDEWALK SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER IN THE FIELD OR AS SHOWN ON THE PLANS.

THE LOCATION OF ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT.

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

WisDOT PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
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CELL: (608) 516-9041
EMAIL: David2.schmidt@dot.wi.gov

DESIGN CONSULTANT:

JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
ATTN: ELLERY SCHAFFER, P.E.
PH: (608) 459-6027
CELL: (608) 341-8159
EMAIL: ellery.schaffer@jewellassoc.com

WDNR LIAISON:

STATE OF WISCONSIN
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
PH: (608) 275-3308
EMAIL: Andrew.Barta@wisconsin.gov

UTILITIES

ELECTRICITY

ALLIANT ENERGY
ATTN: MIKE LONG
520 COMMERCE AVE
BARABOO, WI 53937
OFFICE: (608) 356-0608
CELL: (608) 778-0038
EMAIL: michaellong@alliantenergy.com

DAIRYLAND POWER COOPERATIVE
ATTN: ROB MALY
3200 EAST AVE SOUTH
P.O. BOX 817
LACROSSE, WI 54602
OFFICE: (608) 787-1427
CELL: (608) 518-2633
EMAIL: rob.maly@dairylandpower.com

OAKDALE ELECTRIC COOPERATIVE
ATTN: MATT RIGGS
489 OAKWOOD STREET
TOMAH, WI 54660
OFFICE: (608) 372-8828
CELL: (608) 372-4131
EMAIL: mriggs@oakdalerec.com

WONEWOC ELECTRIC & WATER
ATTN: DAMIAN PASCH
200 WEST STREET
WONEWOC, WI 53968
CELL: (608) 797-6896
EMAIL: dpasch@wonewocwi.gov

GAS/PETROLEUM

ALLIANT ENERGY
ATTN:MIKE LONG
520 COMMERCE AVE
BARABOO, WI 53937
OFFICE: (608) 356-0608
CELL: (608) 778-0038
EMAIL: michaellong@alliantenergy.com

NORTHERN NATURAL GAS COMPANY
ATTN: LENNY KLAAS
5557 COUNTY HIGHYWAY D
PLATTEVILLE, WI 53818
OFFICE: (402) 530-2806
EMAIL: leonard.klaas@nngco.com

COMMUNICATION LINE

ASTREA
ATTN: LOGAN LUEDTKE
105 KENT STREET
IRON MOUNTAIN, MI 49801
OFFICE: (906) 282-8142
EMAIL: logan.luedtke@astreaconnect.com

BRIGHTSPEED
ATTN: BRIAN STELPLUGH
333 NORTH FRONT STREET
LA CROSSE, WI 54601
OFFICE: (608) 615-4136
CELL: (608) 780-1238
EMAIL: brian.stelplugh@brightspeed.com

LA VALLE TELEPHONE COOPERATIVE, INC
ATTN: JOSH LIEN
S1421 STATE ROAD 33
LA VALLE, WI 53941
OFFICE: (608) 985-7201
CELL: (608) 434-2796
EMAIL: joshl@rgtc.coop

SPRINT COMMUNICATIONS COMPANY LP
ATTN: DAN HILLIARD
849 EARL STREET
ST PAUL, MN 55106
CELL: (612) 217-3526
EMAIL: dan.j.hilliard@t-mobile.com

WATER

LA VALLE WATER WORKS
ATTN: JERRY CRAKER
103 EAST MAIN STREET
P.O. BOX 13
LA VALLE, WI 53941
OFFICE: (608) 985-6300
CELL: (608) 354-2258
EMAIL: cacres@mwt.net

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

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT or LF	Linear Foot	S	South
BAD	Base Aggregate Dense			SQ	Square
BK	Back	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BF	Back Face	MH	Manhole	SY or SQ YD	Square Yard
BM	Bench Mark	MB	Mailbox	STD	Standard
BR	Bridge	ML or M/L	Match Line	SDD	Standard Detail Drawings
C or C/L	Center Line	N	North	STH	State Trunk Highways
CC	Center to Center	Y	North Grid Coordinate	STA	Station
C.E.	Commercial Entrance	OD	Outside Diameter	SS	Storm Sewer
CTH	County Trunk Highway	PLE	Permanent Limited Easement	SG	Subgrade
CR	Creek			SE	Superelevation
CR	Crushed	PT	Point	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PC	Point of Curvature	SV	Septic Vent
CP	Culvert Pipe	PI	Point of Intersection	T	Tangent
C & G	Curb and Gutter	PRC	Point of Reverse Curvature	TEL	Telephone
D	Degree of Curve			TEMP	Temporary
DHV	Design Hour Volume	PT	Point of Tangency	TI	Temporary Interest
DIA	Diameter	POC	Point On Curve	TLE	Temporary Limited Easement
E	East	POT	Point on Tangent		
X	East Grid Coordinate	PVC	Polyvinyl Chloride	t	Ton
ELEC	Electric (al)	PCC	Portland Cement Concrete	T or TN	Town
EL or ELEV	Elevation	LB	Pound	TRANS	Transition
ESALS	Equivalent Single Axle Loads	PSI	Pounds Per Square Inch	TL or T/L	Transit Line
		P.E.	Private Entrance	T	Trucks (percent of)
EBS	Excavation Below Subgrade	R	Radius	TYP	Typical
		RR	Railroad	UNCL	Unclassified
FF	Face to Face	R	Range	UG	Underground Cable
F.E.	Field Entrance	RL or R/L	Reference Line	USH	United States Highway
F	Fill	RP	Reference Point	VAR	Variable
FG	Finished Grade	RCCP	Reinforced Concrete Culvert Pipe	V	Velocity or Design Speed
FL or F/L	Flow Line			VERT	Vertical
FT	Foot	REQD	Required	VC	Vertical Curve
FTG	Footing	RES	Residence or Residential	VOL	Volume
GN	Grid North	RW	Retaining Wall	WM	Water Main
HT	Height	RT	Right	WV	Water Valve
CWT	Hundredweight	RHF	Right-Hand Forward	W	West
HYD	Hydrant	R/W	Right-of-Way	WB	Westbound
INL	Inlet	RD	Road	YD	Yard
ID	Inside Diameter	R	River		

ORDER OF SECTION 2 SHEETS:

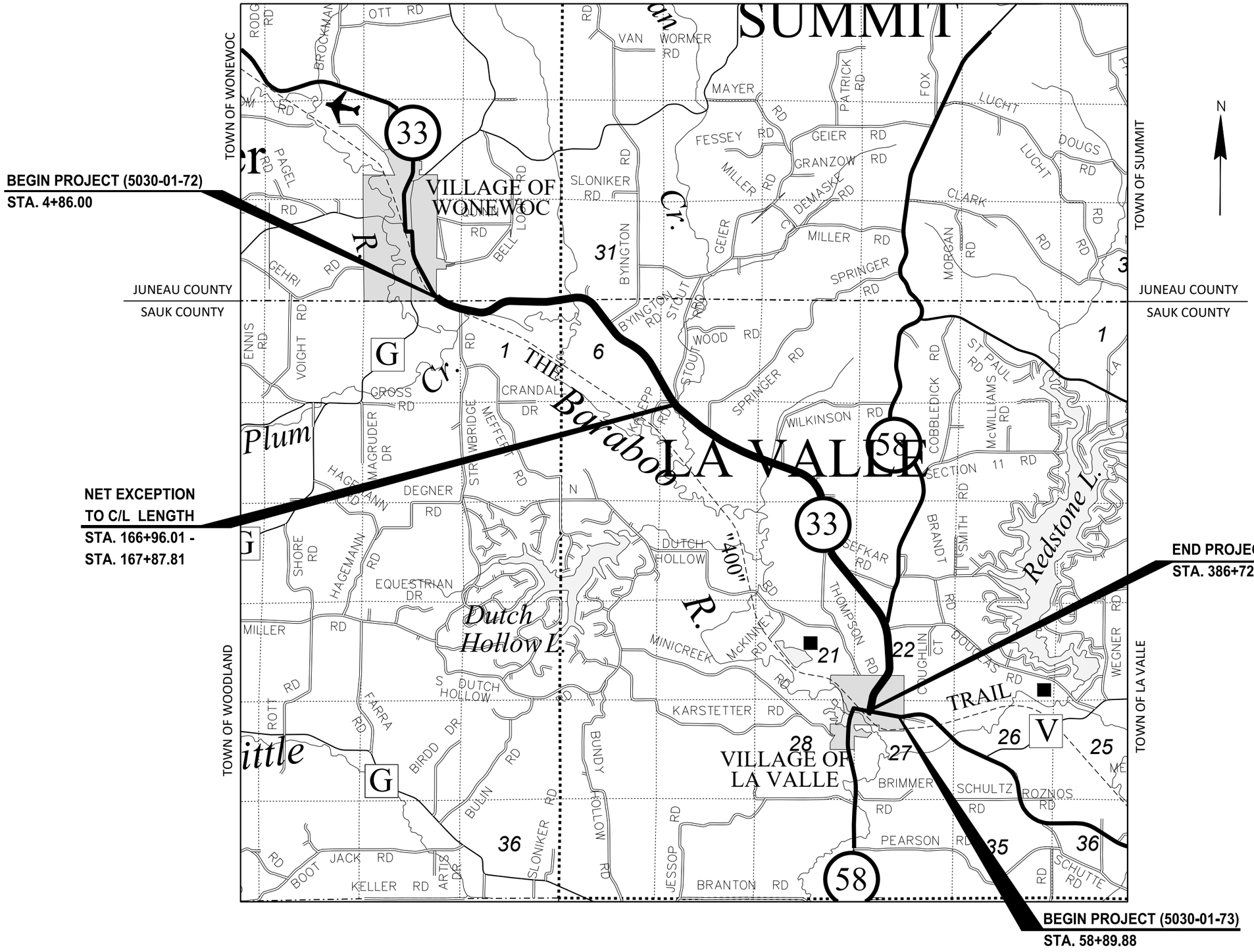
- WRITTEN MATERIAL
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS (INCLUDES EROSION CONTROL PLAN)
- PAVEMENT MARKING
- TRAFFIC CONTROL
- PLAN DETAILS

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA= 87.66 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 6.2 ACRES

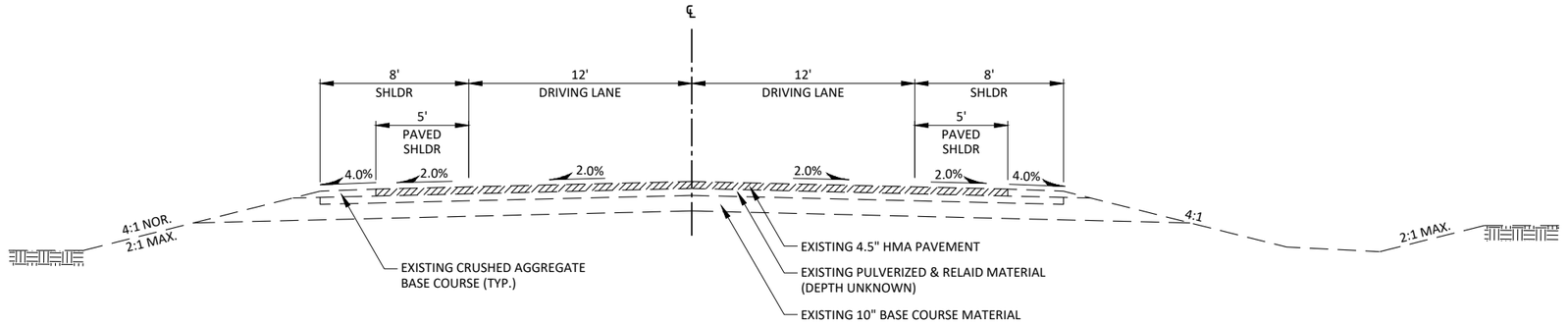
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_PROJECT OVERVIEW.DWG PLOT DATE : 1/11/2023 9:42:57 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1

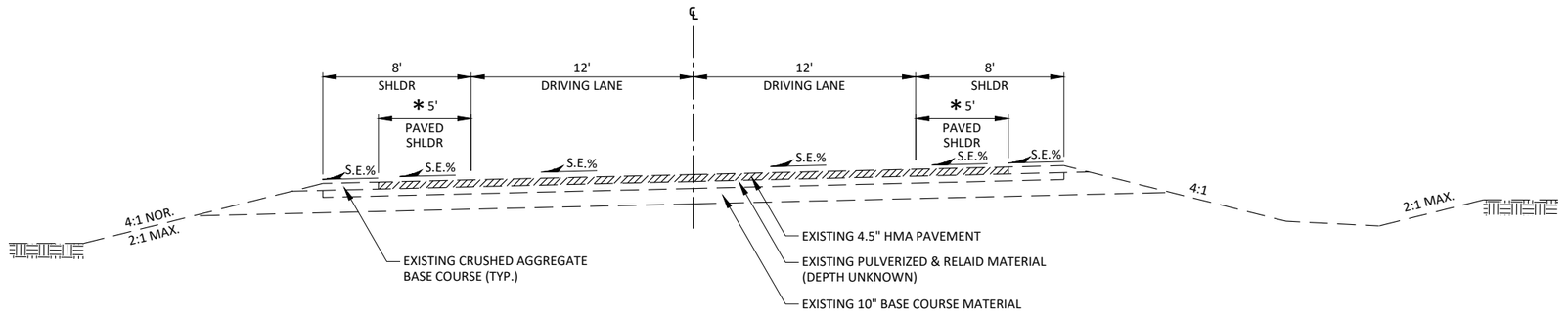
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TYPICAL EXISTING SECTION

STA. 24+57 - STA. 30+70
STA. 43+39 - STA. 43+79
STA. 54+26 - STA. 67+81
STA. 74+46 - STA. 84+39
STA. 99+83 - STA. 113+86
STA. 124+59 - STA. 125+63
STA. 143+82 - STA. 160+43
STA. 173+47 - STA. 240+30
STA. 265+38 - STA. 276+92
STA. 296+78 - STA. 326+81
STA. 357+46 - STA. 359+02
STA. 368+33 - STA. 374+19

NOTE: STA. 83+40 - STA. 85+40 PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
-EXISTING 4.5" HMA PAVEMENT
-EXISTING 6" BASE COURSE MATERIAL
-EXISTING 12" BREAKER RUN STONE



TYPICAL EXISTING SUPERELEVATED SECTION

STA. 4+86 - STA. 24+57
STA. 30+70 - STA. 43+39
STA. 43+79 - STA. 54+26
STA. 67+81 - STA. 74+46
STA. 84+39 - STA. 99+83
STA. 113+86 - STA. 124+59
STA. 125+63 - STA. 143+82
STA. 160+43 - STA. 173+47
STA. 240+30 - STA. 265+38
STA. 276+92 - STA. 296+78
STA. 326+81 - STA. 330+30
STA. 345+34 - STA. 347+36, LT.
STA. 359+02 - STA. 368+33
STA. 374+19 - STA.378+05, RT.
STA.374+19 - STA. 378+09, LT.

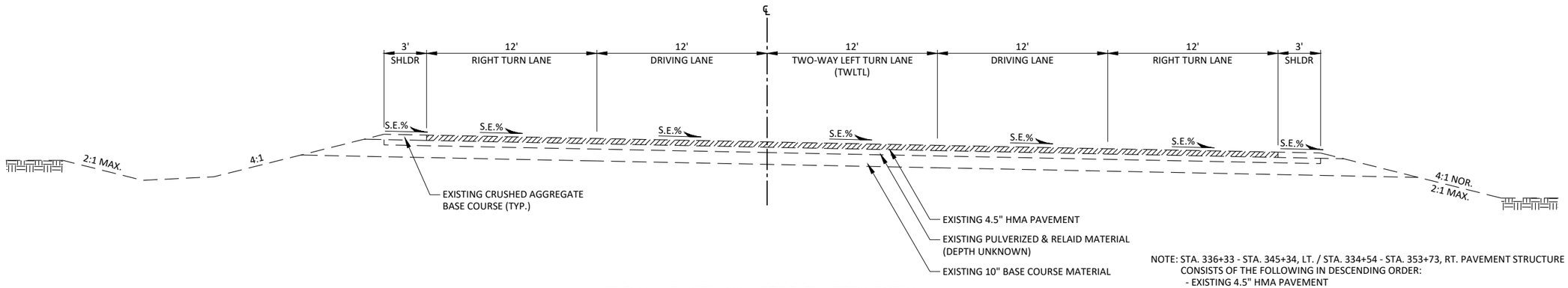
* STA. 4+86 - STA. 10+92, RT. - VARIES 0'-3'
STA. 4+86 - STA. 10+83, LT. - 3'

NOTE: STA. 83+40 - STA. 85+40 PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
-EXISTING 4.5" HMA PAVEMENT
-EXISTING 6" BASE COURSE MATERIAL
-EXISTING 12" BREAKER RUN STONE

STA. 377+00 - STA. 378+05, RT/ STA. 377+00 - STA. 378+09, LT PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
-EXISTING 5.5" HMA PAVEMENT
-EXISTING 4" BASE COURSE MATERIAL
-EXISTING 8" SUBBASE MATERIAL

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	TYPICAL EXISTING SECTIONS	SHEET 4	E

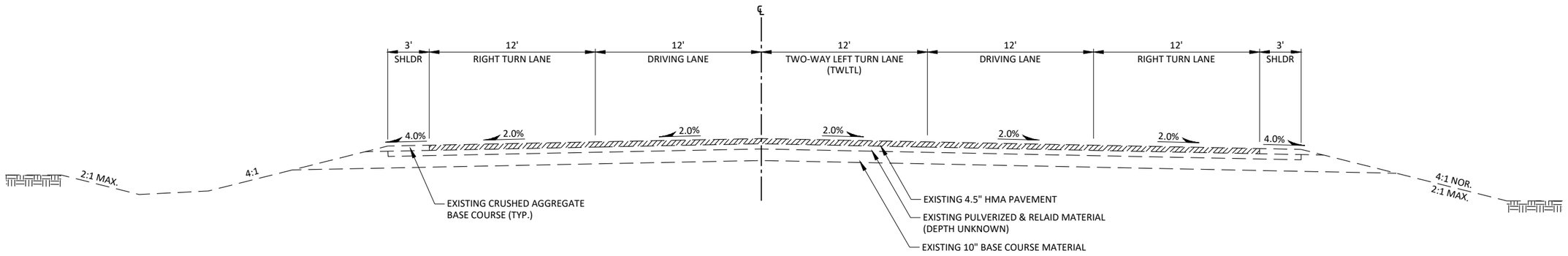
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TYPICAL EXISTING SUPERELEVATED SECTION

STA. 330+30 - STA. 347+36

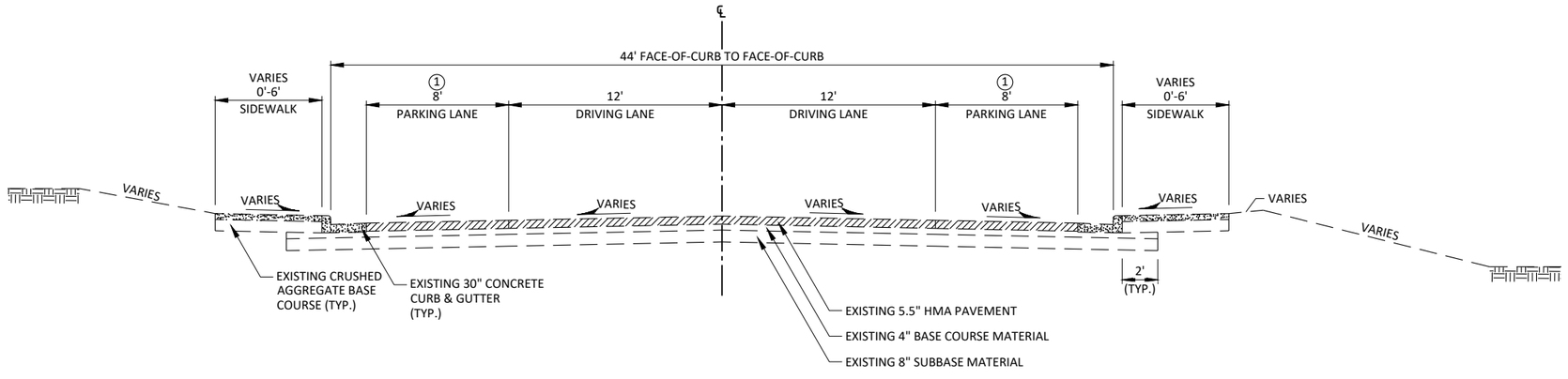
NOTE: STA. 336+33 - STA. 345+34, LT. / STA. 334+54 - STA. 353+73, RT. PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
- EXISTING 4.5" HMA PAVEMENT
- EXISTING PULVERIZED & RELAID MATERIAL (DEPTH UNKNOWN)
- EXISTING 10" BASE COURSE MATERIAL
- EXISTING 14" BASE COURSE MATERIAL



TYPICAL EXISTING SECTION

STA. 347+36 - STA. 357+46

NOTE: STA. 334+54 - STA. 353+73, RT. PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
- EXISTING 4.5" HMA PAVEMENT
- EXISTING PULVERIZED & RELAID MATERIAL (DEPTH UNKNOWN)
- EXISTING 10" BASE COURSE MATERIAL
- EXISTING 14" BASE COURSE MATERIAL

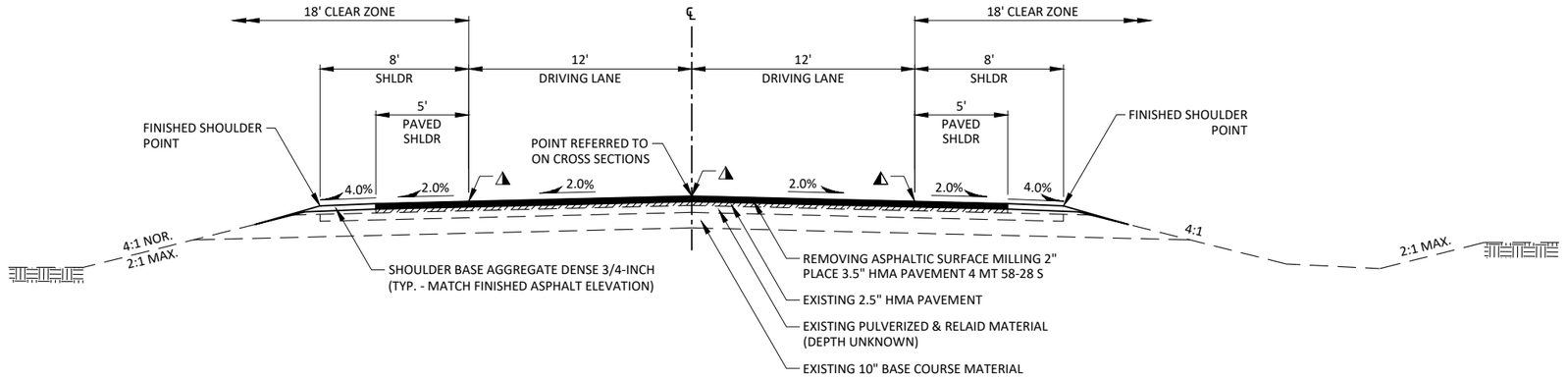


TYPICAL EXISTING SECTION

STA. 378+05 - STA. 386+72.06, RT.
STA. 378+09 - STA. 386+72.06, LT.

① STA. 378+05 - STA. 378+72, RT. - VARIES 5'-8'
STA. 378+09 - STA. 378+51, LT.

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	TYPICAL EXISTING SECTIONS	SHEET 5	E



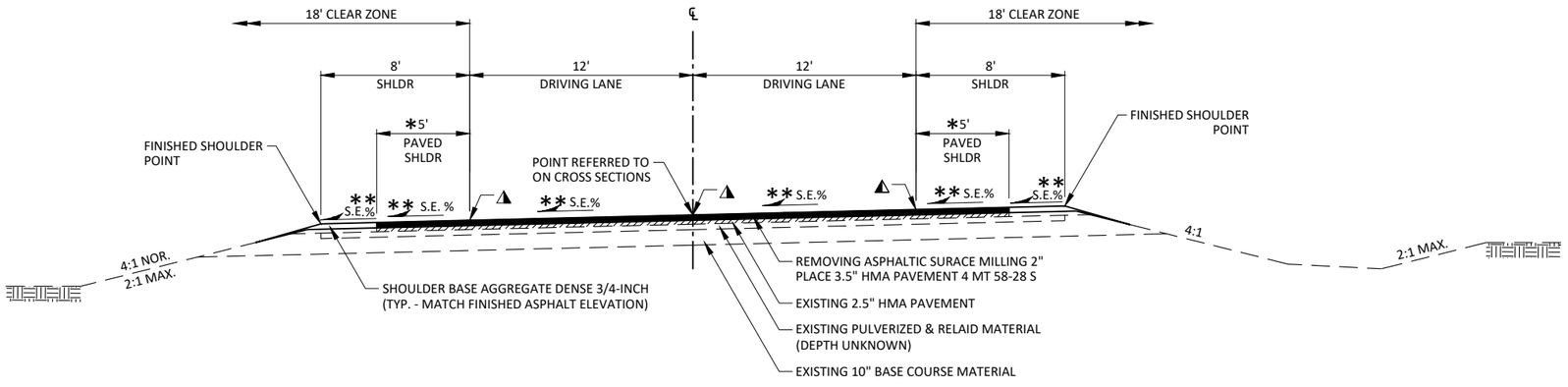
TYPICAL FINISHED SECTION

STA. 24+57 - STA. 30+70
STA. 43+39 - STA. 43+79
STA. 54+26 - STA. 67+81
STA. 74+46 - STA. 84+39
STA. 99+83 - STA. 113+86
STA. 124+59 - STA. 125+63
STA. 143+82 - STA. 160+43
STA. 173+47 - STA. 240+30
STA. 265+38 - STA. 276+92
STA. 296+78 - STA. 326+81
STA. 357+46 - STA. 359+02
STA. 368+33 - STA. 374+19

◭ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL AND ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

NOTE: STA. 83+40 - STA 85+40 PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
-REMOVING ASPHALTIC SURFACE MILLING 2" PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S
-EXISTING 2.5" HMA PAVEMENT
-EXISTING 6" BASE COURSE MATERIAL
-EXISTING 12" BREAKER RUN STONE

✱ PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS
STA. 4+86 - STA. 7+98, RT.
STA. 4+86 - STA. 10+83, LT.



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 4+86 - STA. 24+57
STA. 30+70 - STA. 43+39
STA. 43+79 - STA. 54+26
STA. 67+81 - STA. 74+46
STA. 84+39 - STA. 99+83
STA. 113+86 - STA. 124+59
STA. 125+63 - STA. 143+82
STA. 160+43 - STA. 163+44
STA. 168+65 - STA. 173+47
STA. 240+30 - STA. 265+38
STA. 276+92 - STA. 296+78
STA. 326+81 - STA. 330+30
STA. 359+02 - STA. 368+33
STA. 374+19 - STA.378+05, RT.
STA.374+19 - STA. 378+09, LT.

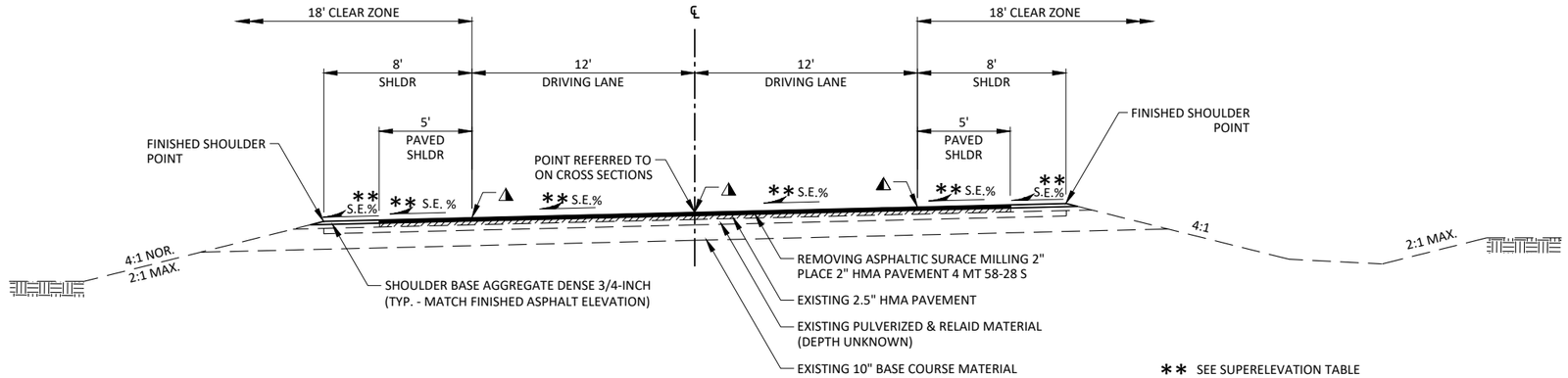
✱✱ SEE SUPERELEVATION TABLE

◭ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL AND ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

NOTE: STA. 83+40 - STA 85+40 PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
-REMOVING ASPHALTIC SURFACE MILLING 2" PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S
-EXISTING 3.5" HMA PAVEMENT
-EXISTING 6" BASE COURSE MATERIAL
-EXISTING 12" BREAKER RUN STONE

STA. 377+00 - STA. 378+05, RT/ STA. 377+00 - STA. 378+09, LT PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
-REMOVING ASPHALTIC SURFACE MILLING 2" PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S
-EXISTING 2.5" HMA PAVEMENT
-EXISTING 4" BASE COURSE MATERIAL
-EXISTING 8" SUBBASE MATERIAL

2

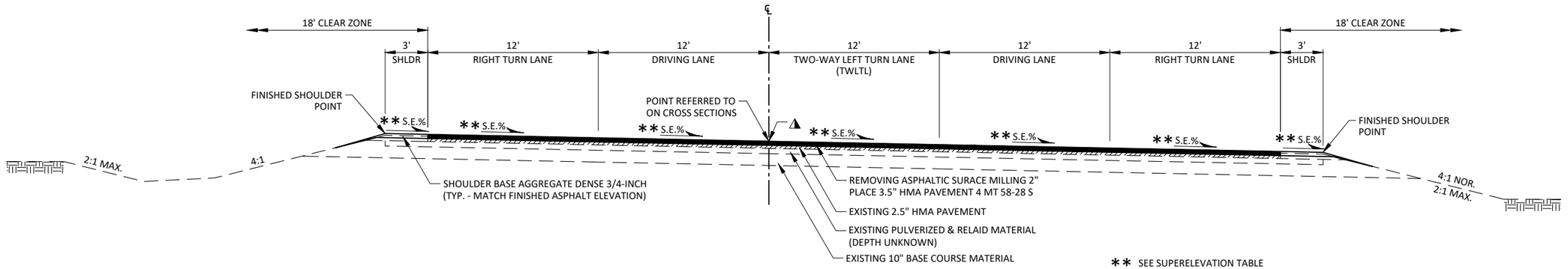


** SEE SUPERELEVATION TABLE

◭ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL AND ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

TYPICAL FINISHED SUPERELEVATED SECTION

STA. 163+44 - STA. 168+65



** SEE SUPERELEVATION TABLE

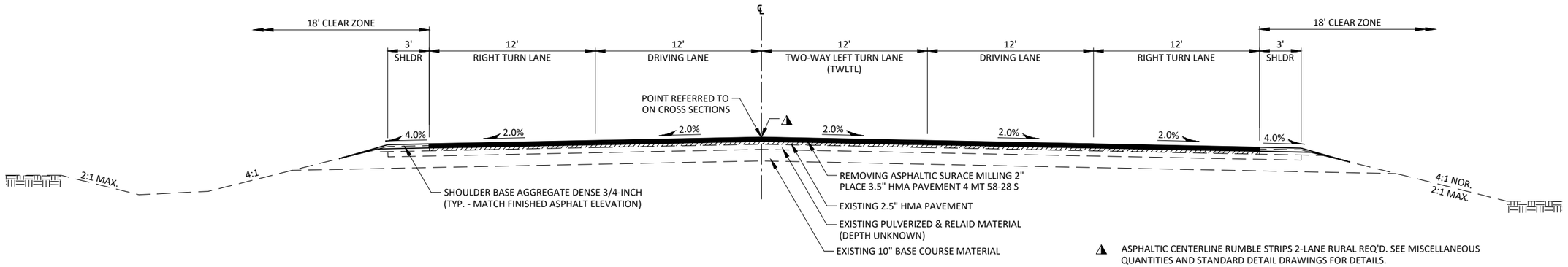
◭ ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

NOTE: STA. 336+33 - STA. 345+34, LT. / STA. 334+54 - STA. 353+73, RT. PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
- REMOVING ASPHALTIC SURACE MILLING 2", PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S
- EXISTING 2.5" HMA PAVEMENT
- EXISTING PULVERIZED & RELAID MATERIAL (DEPTH UNKNOWN)
- EXISTING 10" BASE COURSE MATERIAL
- EXISTING 14" BASE COURSE MATERIAL

TYPICAL FINISHED SUPERELEVATED SECTION

STA. 330+30 - STA. 347+36

2

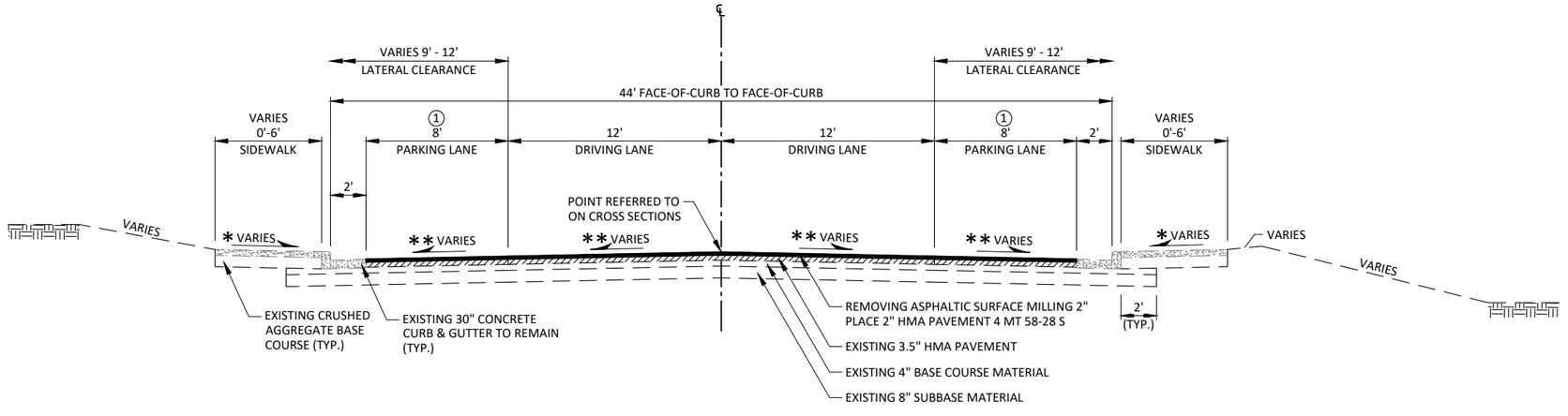


TYPICAL FINISHED SECTION

STA. 347+36 - STA. 357+46

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

NOTE: STA. 334+54 - STA. 353+73, RT. PAVEMENT STRUCTURE CONSISTS OF THE FOLLOWING IN DESCENDING ORDER:
REMOVING ASPHALTIC SURACE MILLING 2", PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S
- EXISTING 2.5" HMA PAVEMENT
- EXISTING PULVERIZED & RELAID MATERIAL (DEPTH UNKNOWN)
- EXISTING 10" BASE COURSE MATERIAL
- EXISTING 14" BASE COURSE MATERIAL



TYPICAL FINISHED SECTION

STA. 378+05 - STA. 386+72.06, RT.
STA.378+09 - STA. 386+72.06, LT.

① STA. 378+05 - STA. 378+72, RT. - VARIES 5'-8'
STA. 378+09 - STA. 378+51, LT.

* MATCH EXISTING CROSS SLOPE

** MATCH EXISTING SUPERELEVATION RATE

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	TYPICAL FINISHED SECTIONS	SHEET 8	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\TYPICALS\50300102_TYPICALS.DWG PLOT DATE : 1/11/2023 9:43:20 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT 5

SUPERELEVATION TABLE-CURVE 1

STATION	LEFT(%)	RIGHT(%)
4+86	MATCH EXISTING	MATCH EXISTING
5+00	MATCH EXISTING	MATCH EXISTING
5+50	4.2	4.2
6+00	6.1	6.1
6+43	7.8	7.8
FULL SUPERELEVATION		
8+18.04	7.8	7.8

SUPERELEVATION TABLE-CURVE 2

STATION	LEFT(%)	RIGHT(%)
8+18.04	7.8	7.8
FULL SUPERELEVATION		
10+46	7.8	7.8
10+50	7.7	7.7
11+00	5.7	5.7
11+33	4.4	4.4

SUPERELEVATION TABLE-CURVE 3

STATION	LEFT(%)	RIGHT(%)
11+33	4.4	4.4
FULL SUPERELEVATION		
16+06	4.4	4.4
16+56	4.5	4.5

SUPERELEVATION TABLE-CURVE 4

STATION	LEFT(%)	RIGHT(%)
16+56	4.5	4.5
17+06	4.6	4.6
FULL SUPERELEVATION		
22+81	4.6	4.6
23+00	3.9	3.9
23+50	2.0	2.0
24+00	2.0	1.3
24+50	2.0	1.8
24+57	2.0	2.0

SUPERELEVATION TABLE-CURVE 5

STATION	LEFT(%)	RIGHT(%)
30+70	2.0	2.0
31+00	2.0	0.8
31+50	2.0	1.1
32+00	3.1	3.1
32+50	5.1	5.1
32+74	6.0	6.0
FULL SUPERELEVATION		
41+35	6.0	6.0
41+50	5.4	5.4
42+00	3.5	3.5
42+50	2.0	1.5
43+00	2.0	0.5
43+39	2.0	2.0

SUPERELEVATION TABLE-CURVE 6

STATION	LEFT(%)	RIGHT(%)
43+79	2.0	2.0
44+00	1.2	2.0
44+50	0.8	2.0
45+00	2.8	2.8
45+50	4.7	4.7
45+83	6.0	6.0
FULL SUPERELEVATION		
52+22	6.0	6.0
52+50	4.9	4.9
53+00	2.9	2.9
53+50	1.0	2.0
54+00	1.0	2.0
54+26	2.0	2.0

SUPERELEVATION TABLE-CURVE 7

STATION	LEFT(%)	RIGHT(%)
67+81	2.0	2.0
68+00	2.0	1.3
68+50	2.0	0.6
69+00	2.5	2.5
69+50	4.3	4.3
69+78	5.4	5.4
FULL SUPERELEVATION		
72+49	5.4	5.4
72+50	5.4	5.4
73+00	3.5	3.5
73+50	2.0	1.6
74+00	2.0	0.3
74+46	2.0	2.0

SUPERELEVATION TABLE-CURVE 8

STATION	LEFT(%)	RIGHT(%)
84+39	2.0	2.0
84+50	1.6	2.0
85+00	0.4	2.0
85+50	2.4	2.4
86+00	4.3	4.3
86+43	6.0	6.0
FULL SUPERELEVATION		
97+79	6.0	6.0
98+00	5.2	5.2
98+50	3.2	3.2
99+00	1.3	2.0
99+50	0.7	2.0
99+83	2.0	2.0

SUPERELEVATION TABLE-CURVE 9

STATION	LEFT(%)	RIGHT(%)
113+86	2.0	2.0
114+00	2.0	1.5
114+50	2.0	0.4
115+00	2.3	2.3
115+50	4.2	4.2
115+86	5.5	5.5
FULL SUPERELEVATION		
122+59	5.5	5.5
123+00	4.0	4.0
123+50	2.1	2.1
124+00	2.0	0.2
124+50	2.0	1.7
124+59	2.0	2.0

SUPERELEVATION TABLE-CURVE 10

STATION	LEFT(%)	RIGHT(%)
125+63	2.0	2.0
126+00	0.6	2.0
126+50	1.3	2.0
127+00	3.2	3.2
127+50	5.0	5.0
127+55	5.2	5.2
FULL SUPERELEVATION		
141+90	5.2	5.2
142+00	4.8	4.8
142+50	3.0	3.0
143+00	1.1	2.0
143+50	0.8	2.0
143+82	2.0	2.0

SUPERELEVATION TABLE-CURVE 11

STATION	LEFT(%)	RIGHT(%)
160+43	2.0	2.0
160+50	2.0	1.7
161+00	2.0	0.2
161+50	2.2	2.2
161+99	4.1	4.1
FULL SUPERELEVATION		
171+91	4.1	4.1
172+00	3.7	3.7
172+50	2.0	1.8
173+00	2.0	0.2
173+47	2.0	2.0

SUPERELEVATION TABLE-CURVE 12

STATION	LEFT(%)	RIGHT(%)
181+52	2.0	2.0
182+00	2.0	0.2
182+50	2.0	1.7
182+58	2.0	2.0
FULL SUPERELEVATION		
220+74	2.0	2.0
221+00	2.0	1.0
221+50	2.0	0.9
221+80	2.0	2.0

SUPERELEVATION TABLE-CURVE 13

STATION	LEFT(%)	RIGHT(%)
240+30	2.0	2.0
240+50	1.2	2.0
241+00	0.7	2.0
241+50	2.5	2.5
242+00	4.4	4.4
242+30	5.5	5.5
FULL SUPERELEVATION		
263+38	5.5	5.5
263+50	5.0	5.0
264+00	3.2	3.2
264+50	1.3	2.0
265+00	0.6	2.0
265+38	2.0	2.0

SUPERELEVATION TABLE-CURVE 14

STATION	LEFT(%)	RIGHT(%)
276+92	2.0	2.0
277+00	2.0	1.7
277+50	2.0	0.2
278+00	2.1	2.1
278+50	3.9	3.9
278+65	4.5	4.5
FULL SUPERELEVATION		
295+05	4.5	4.5
295+50	2.8	2.8
296+00	2.0	0.9
296+50	2.0	0.9
296+78	2.0	2.0

SUPERELEVATION TABLE-CURVE 15

STATION	LEFT(%)	RIGHT(%)
326+81	2.0	2.0
327+00	1.3	2.0
327+50	0.6	2.0
328+00	2.5	2.5
328+50	4.3	4.3
328+54	4.5	4.5
FULL SUPERELEVATION		
345+63	4.5	4.5
346+00	3.1	3.1
346+50	1.2	2.0
347+00	0.7	2.0
347+36	2.0	2.0

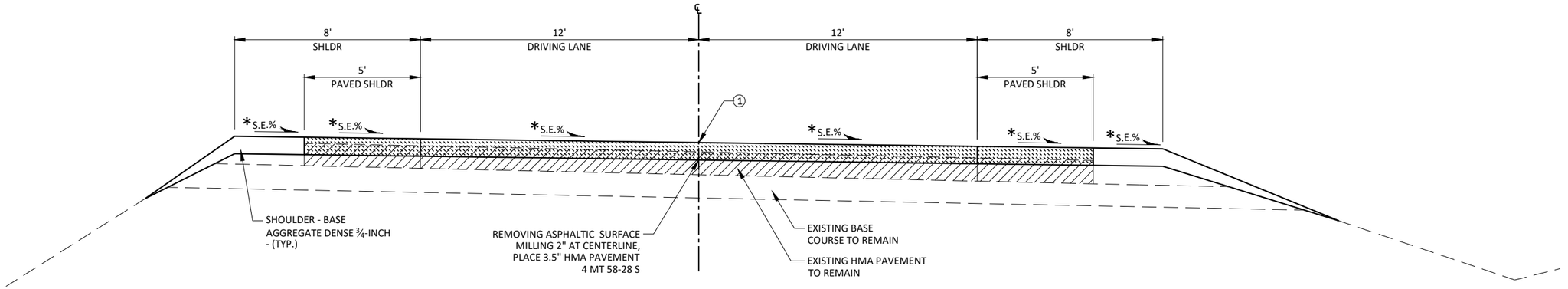
SUPERELEVATION TABLE-CURVE 16

STATION	LEFT(%)	RIGHT(%)
359+02	2.0	2.0
359+50	0.2	2.0
360+00	2.4	2.4
360+50	4.7	4.7
361+00	6.9	6.9
361+06	7.2	7.2
FULL SUPERELEVATION		
366+29	7.2	7.2
366+50	6.3	6.3
367+00	4.0	4.0
367+50	1.8	2.0
368+00	0.5	2.0
368+33	2.0	2.0

SUPERELEVATION TABLE-CURVE 17

STATION	LEFT(%)	RIGHT(%)
374+19	2.0	2.0
374+50	2.0	0.3
375+00	2.5	2.5
375+20	3.6	3.6
FULL SUPERELEVATION		
377+00	3.6	3.6
377+50	3.0	3.0
378+05	MATCH EXISTING	MATCH EXISTING
MATCH EXISTING		
386+72.06	MATCH EXISTING	MATCH EXISTING

MATCH EXISTING SUPERELEVATION/ CROSS SLOPE THRU URBAN SECTION



SUPERELEVATION CORRECTION DETAIL

CURVE NO.	EXISTING SUPERELEVATION (%)	* PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
3	4.2	4.4	0.2
6	6.5	6.0	0.5
7	5.5	5.4	0.1
8	6.4	6.0	0.4
9	5.7	5.5	0.2
10	5.6	5.2	0.4
11	4.2	4.1	0.1
13	5.8	5.5	0.3
14	4.8	4.5	0.3
15	5.0	4.5	0.5
16	7.1	7.2	0.1
**17	4.1	3.6	0.5

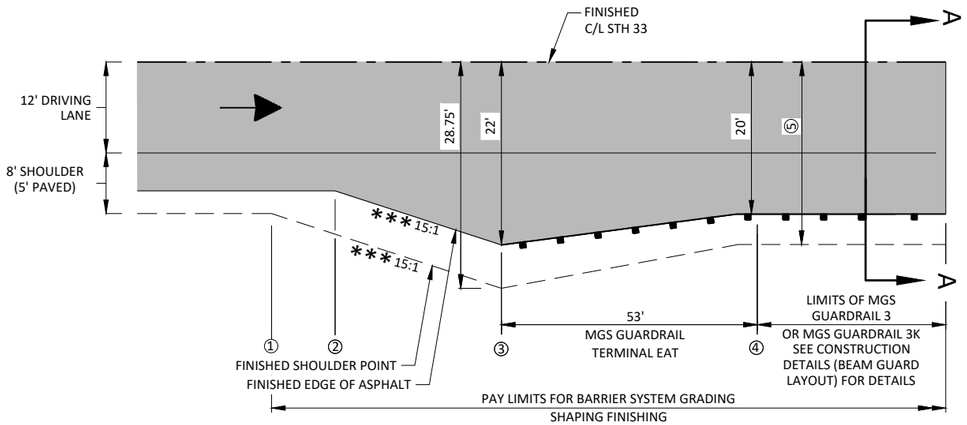
EXISTING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING 2" AT CENTERLINE, PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

NOTE: CORRECT EXISTING SUPERELEVATION (%) TO PROPOSED SUPERELEVATION (%) BY SPLITTING DIFFERENCE (DIFFERENCE/2) BETWEEN THE HIGH AND LOW SIDES OF THE SUPERELEVATED ROADWAY.

① FINISHED STH 33 C/L PROFILE TO BE RAISED BY 1.5-INCHES FROM EXISTING.

** CURVE 17 - CORRECT SUPERELEVATION OUTSIDE OF EXISTING CURB & GUTTER LIMITS (SEE SUPERELEVATION TABLE)



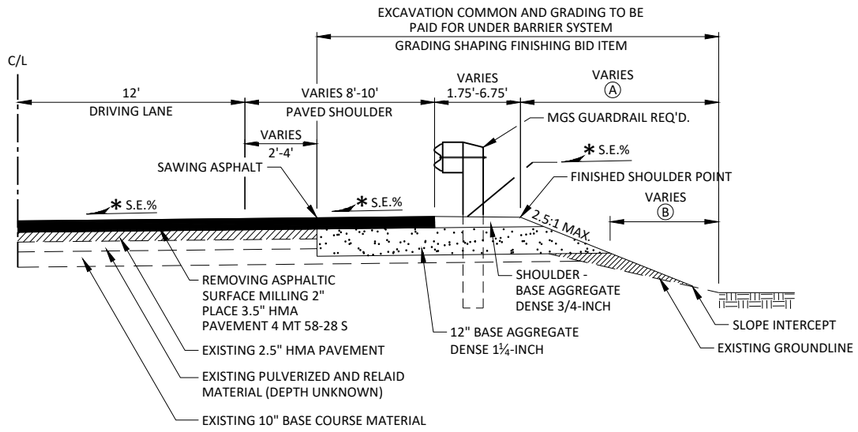
GUARDRAIL LAYOUT DETAIL

LIMITS OF
HMA PAVEMENT 4 MT 58-28 S

⑤ 21.75'-MGS GUARDRAIL 3K
23.75'-MGS GUARDRAIL 3

*** 15:1 TAPER UNLESS
OTHERWISE NOTED

STATION-STATION	LOCATION	GUARDRAIL LAYOUT TABLE STATION ①	②	③	④
7+47 - 9+24	MAINLINE, RT.	7+47	8+17	8+71	9+24
16+41 - 18+41	MAINLINE, RT.	18+41	17+54	16+94	16+41
27+52 - 28+22	MAINLINE, RT.	27+57	27+52	27+69	28+22
32+10 - 33+90	MAINLINE, RT.	33+90	33+35	32+62	32+10
290+98 - 292+52	MAINLINE, RT.	290+98	291+48	291+99	292+52
294+20 - 295+86	MAINLINE, LT.	294+20	294+42	295+33	295+86
302+37 - 304+13	MAINLINE, RT.	304+13	303+73	302+90	302+37
302+74 - 303+60	MAINLINE, LT.	303+60	303+60	303+27	302+74
319+68 - 320+57	MAINLINE, RT.	319+68	319+80	320+04	320+57
328+41 - 329+98	MAINLINE, LT.	328+41	328+68	329+45	329+98
334+62 - 336+19	MAINLINE, RT.	336+19	336+04	335+15	334+62
335+81 - 336+90	MAINLINE, LT.	336+90	336+59	336+34	335+81



SECTION A-A

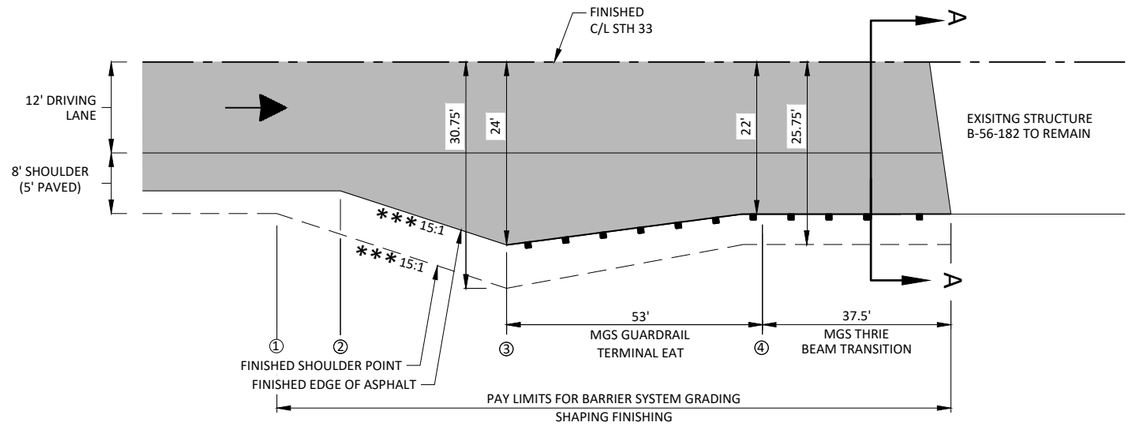
BASE AGGREGATE DENSE 1¼-INCH REQ'D.

BORROW MATERIAL (PAID FOR UNDER BARRIER
SYSTEM GRADING SHAPING FINISHING)

* SEE SUPERELEVATION TABLE

Ⓐ LIMITS OF FERTILIZER TYPE B AND SEEDING MIXTURE NO. 30, (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

Ⓑ LIMITS OF SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

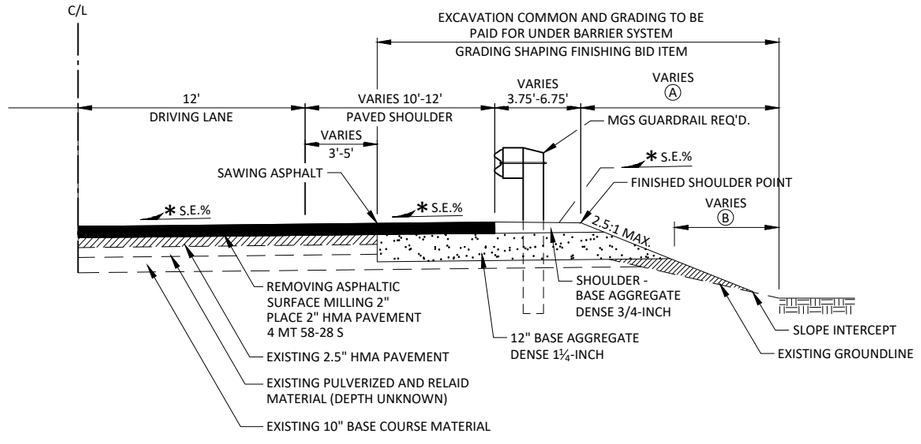


GUARDRAIL LAYOUT DETAIL

LIMITS OF
HMA PAVEMENT 4 MT 58-28 S

*** 15:1 TAPER UNLESS NOTED OTHERWISE

STATION-STATION	LOCATION	GUARDRAIL LAYOUT TABLE STATION ①	②	③	④
165+11 - 166+88	MAINLINE, RT.	165+11	165+31	166+35	166+88
165+84 - 166+70	MAINLINE, LT.	165+84	165+84	166+17	166+70
167+97 - 169+79	MAINLINE, LT.	169+79	169+56	168+50	167+97
168+12 - 170+13	MAINLINE, RT.	170+13	169+69	168+65	168+12



SECTION A-A

BASE AGGREGATE DENSE 1¼-INCH REQ'D.

BORROW MATERIAL (PAID FOR UNDER BARRIER
SYSTEM GRADING SHAPING FINISHING)

* SEE SUPERELEVATION TABLE

Ⓐ LIMITS OF FERTILIZER TYPE B AND SEEDING MIXTURE NO. 30, (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

Ⓑ LIMITS OF SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

2

LEGEND

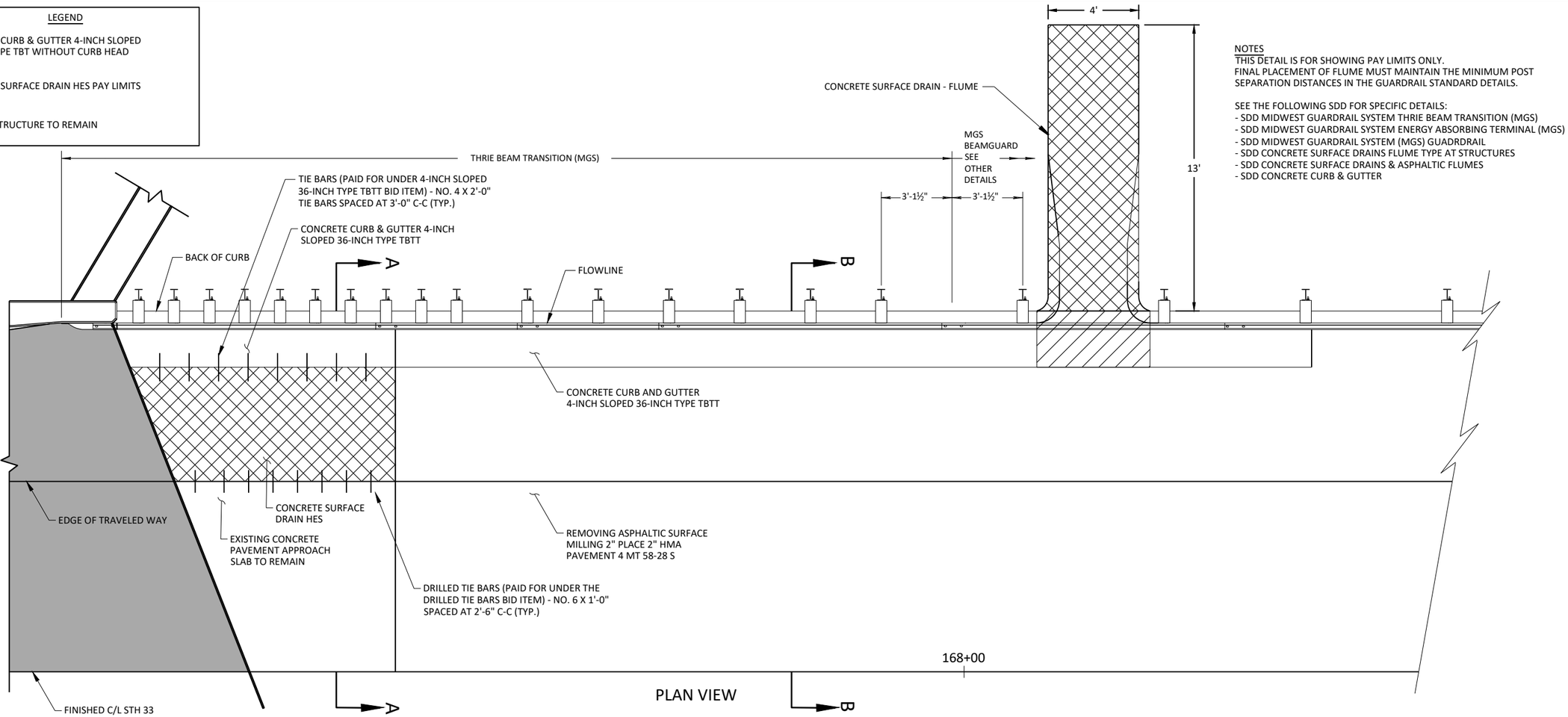
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT WITHOUT CURB HEAD

CONCRETE SURFACE DRAIN HES PAY LIMITS

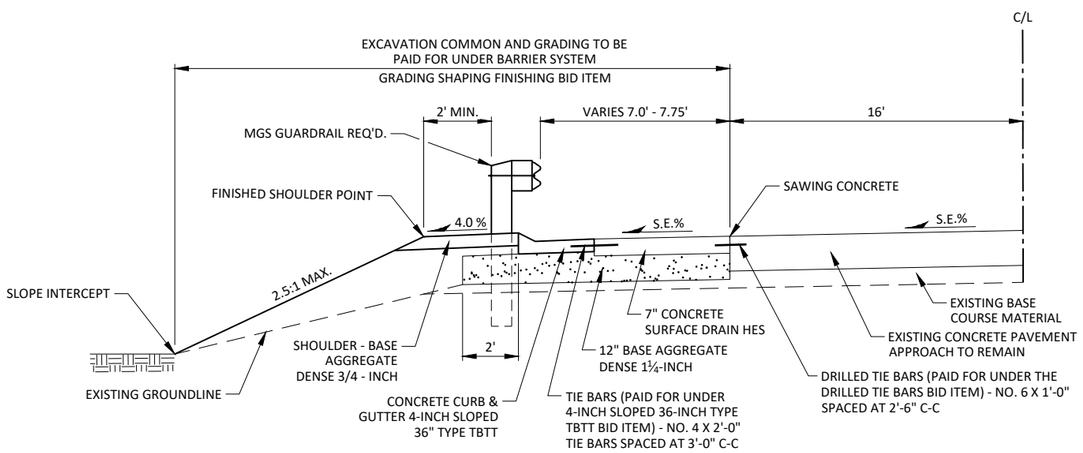
EXISTING STRUCTURE TO REMAIN

NOTES
THIS DETAIL IS FOR SHOWING PAY LIMITS ONLY.
FINAL PLACEMENT OF FLUME MUST MAINTAIN THE MINIMUM POST SEPARATION DISTANCES IN THE GUARDRAIL STANDARD DETAILS.

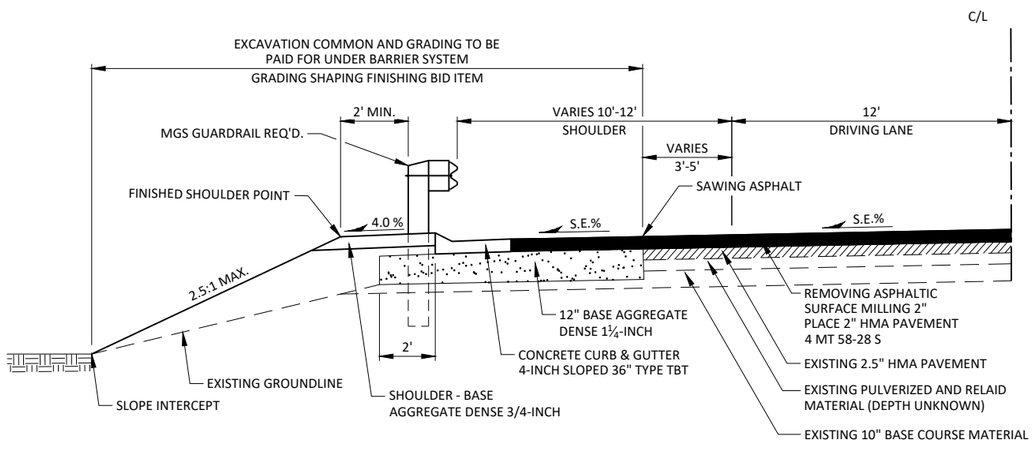
SEE THE FOLLOWING SDD FOR SPECIFIC DETAILS:
- SDD MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
- SDD MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
- SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUADRDRAIL
- SDD CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
- SDD CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
- SDD CONCRETE CURB & GUTTER



PLAN VIEW



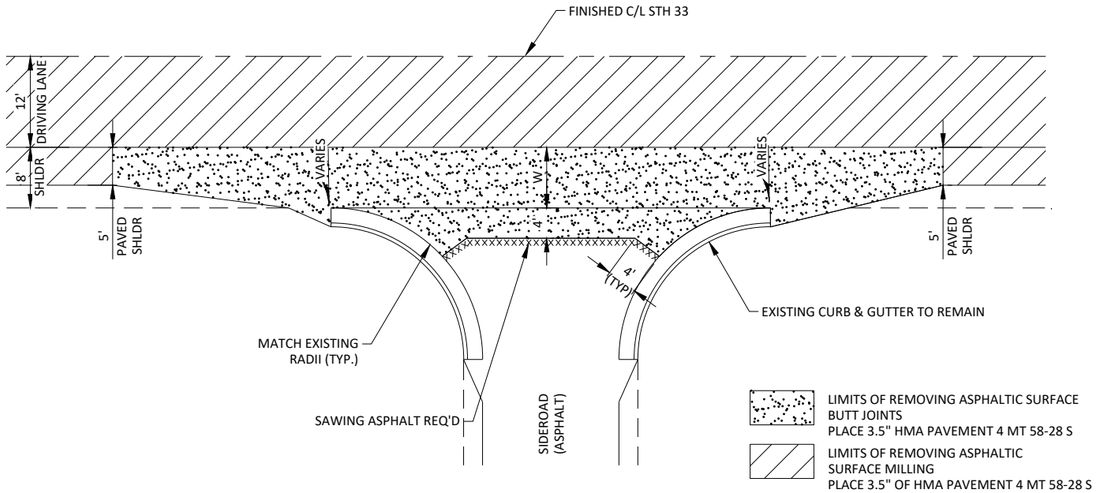
SECTION A-A



SECTION B-B

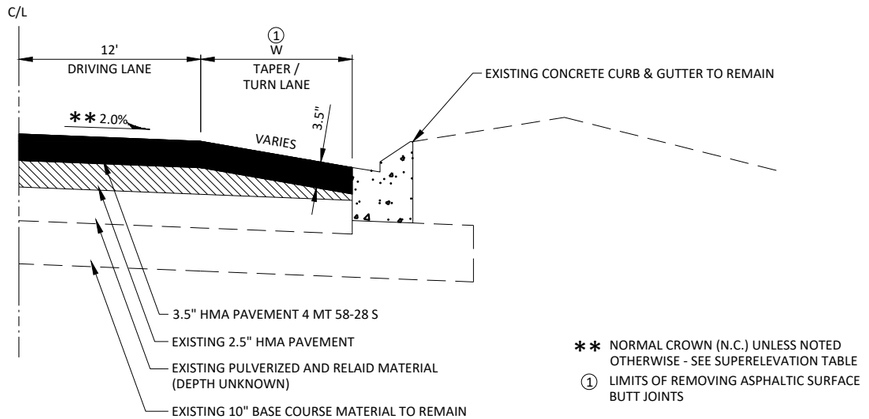
CONCRETE SURFACE DRAIN

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAILS	SHEET 12	E



TYPICAL RURAL SIDEROAD DETAIL WITH CURB & GUTTER

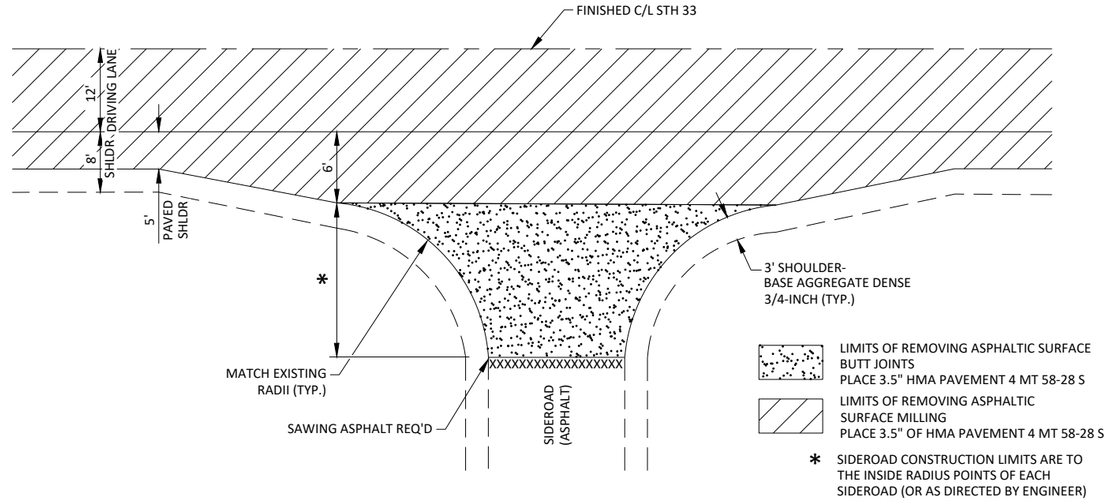
STRAWBRIDGE ROAD	DEMASKIE ROAD
BYINGTON ROAD	GREEN VALLEY DRIVE
DREAMLAND DRIVE	THOMPSON ROAD
SPRINGER ROAD	SEFKAR ROAD
WILKINSON ROAD	TOWN HALL ROAD



TYPICAL RURAL SIDEROAD PROFILE WITH CURB & GUTTER

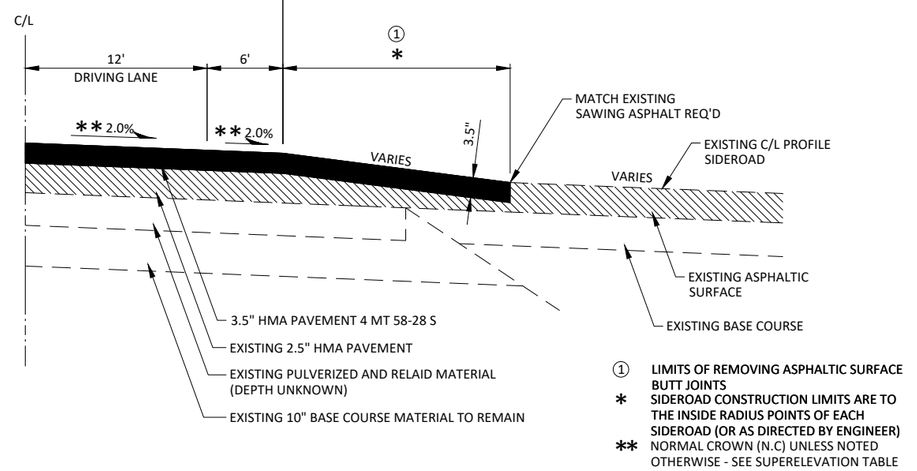
	W (FT)		W (FT)
STRAWBRIDGE ROAD	8	DEMASKIE ROAD	8
BYINGTON ROAD	8	GREEN VALLEY DRIVE	8
DREAMLAND DRIVE	8	THOMPSON ROAD	8
SPRINGER ROAD	8	SEFKAR ROAD	8
WILKINSON ROAD	8	TOWN HALL ROAD	9

2

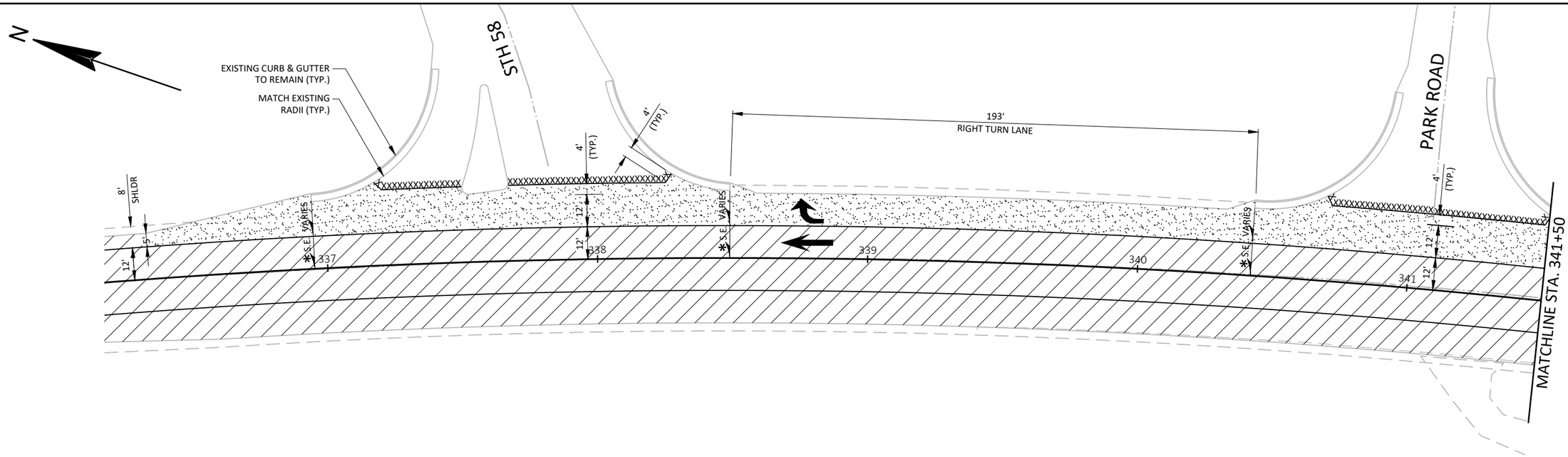


TYPICAL RURAL SIDEROAD DETAIL WITHOUT CURB & GUTTER

N. EAST STREET



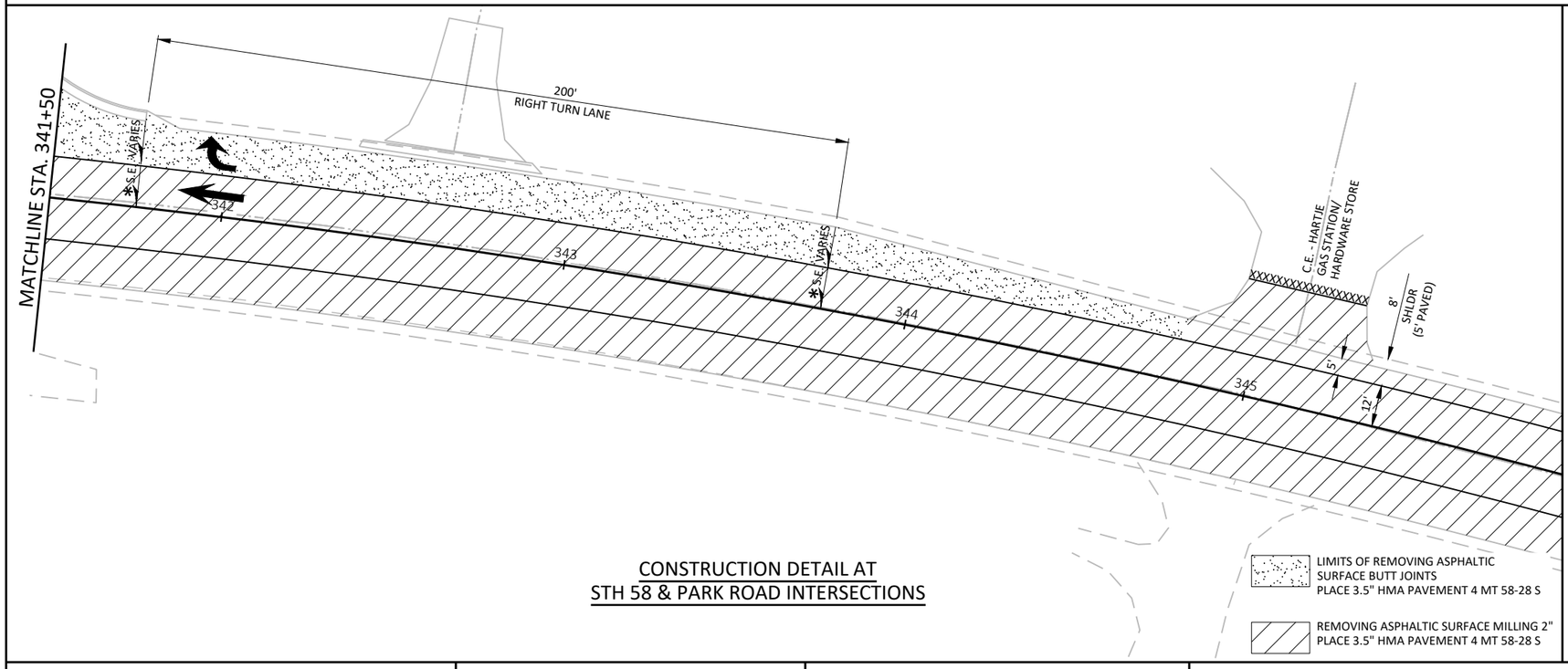
TYPICAL RURAL SIDEROAD PROFILE WITHOUT CURB & GUTTER



CONSTRUCTION DETAIL AT
STH 58 & PARK ROAD INTERSECTIONS

LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS
PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

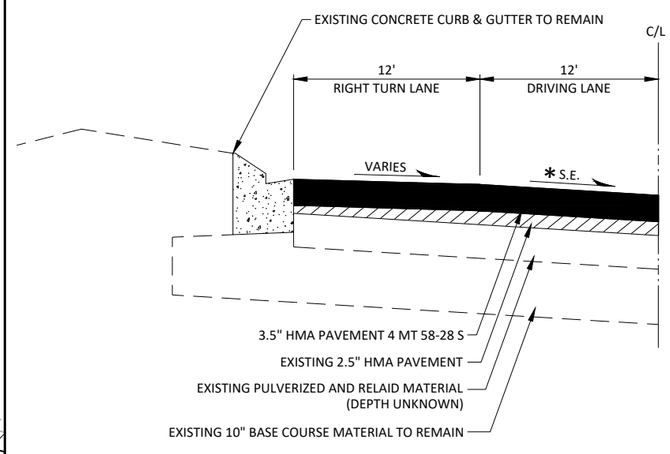
REMOVING ASPHALTIC SURFACE MILLING 2"
PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S



CONSTRUCTION DETAIL AT
STH 58 & PARK ROAD INTERSECTIONS

LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS
PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

REMOVING ASPHALTIC SURFACE MILLING 2"
PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

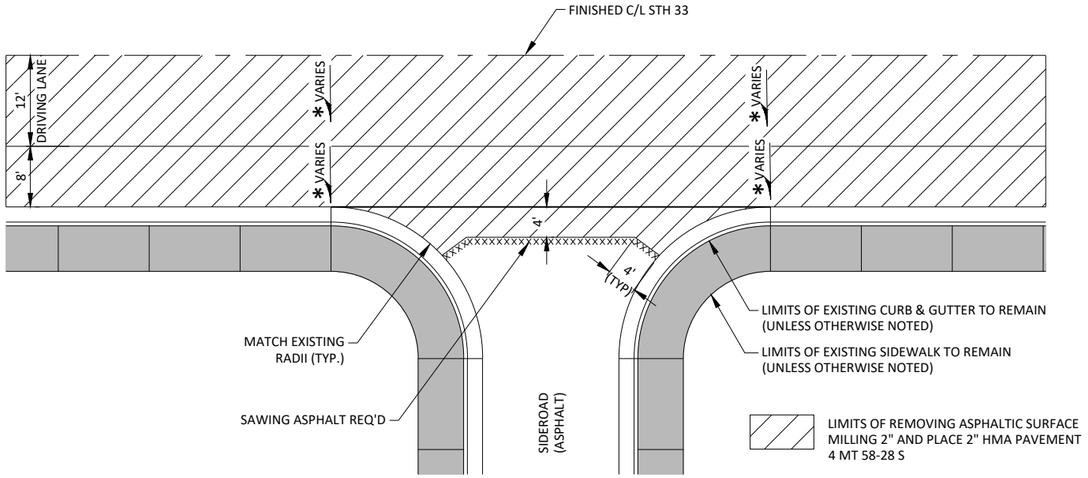


STH 58 & PARK ROAD INTERSECTIONS
PROFILE WITH CURB & GUTTER

* SEE SUPERELEVATION TABLE

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAILS	SHEET 14	E

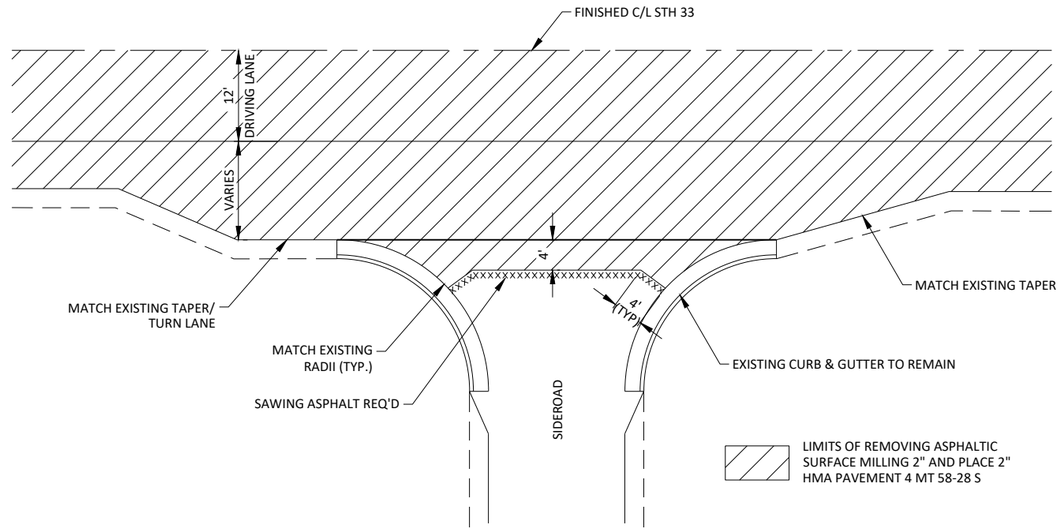
FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_INTERSECTION DETAIL.DWG PLOT DATE : 1/11/2023 9:44:18 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



TYPICAL URBAN SIDEROAD DETAIL

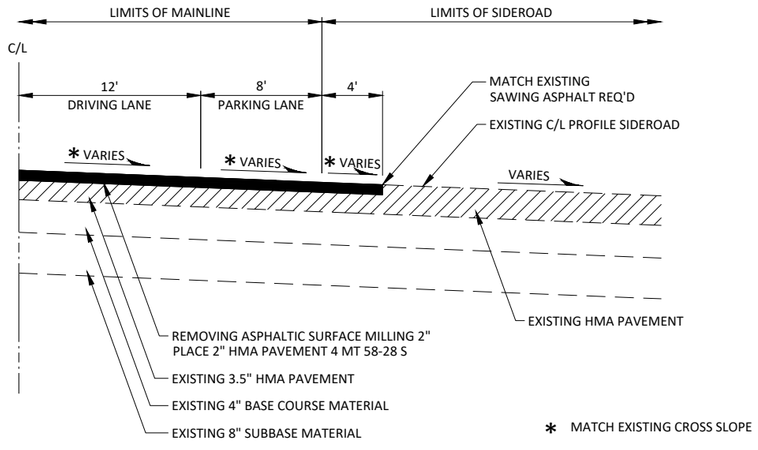
DUMP ROAD
PINE STREET
WEST NORTH STREET
EAST NORTH STREET

* MATCH EXISTING CROSS SLOPE



TYPICAL RURAL SIDEROAD DETAIL WITH CURB & GUTTER

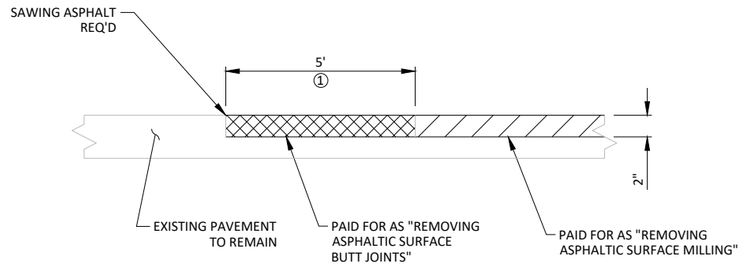
KALEPP ROAD
STOUT ROAD



* MATCH EXISTING CROSS SLOPE

TYPICAL URBAN SIDEROAD PROFILE

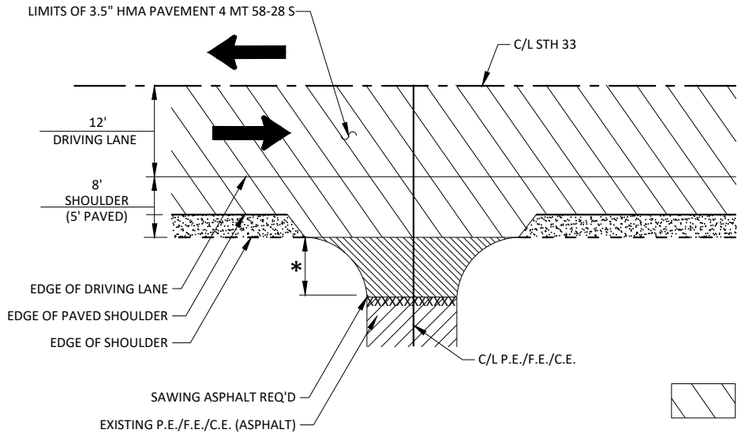
DUMP ROAD
PINE STREET
WEST NORTH STREET
EAST NORTH STREET



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

KALEPP ROAD
STOUT ROAD
DUMP ROAD
PINE STREET
WEST NORTH STREET
EAST NORTH STREET

① LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D.



P.E./F.E./C.E. (EXISTING ASPHALT) DRIVEWAY DETAIL-RURAL

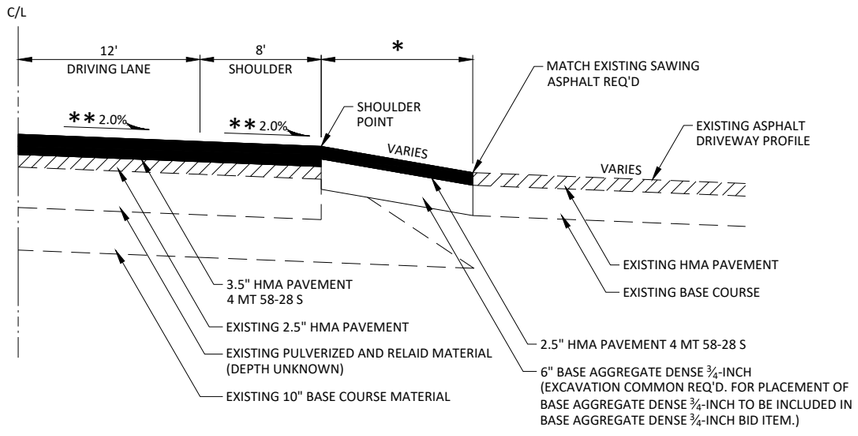
* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER)

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING AND PLACE 3.5" HMA PAVEMENT 4 MT 58-28S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

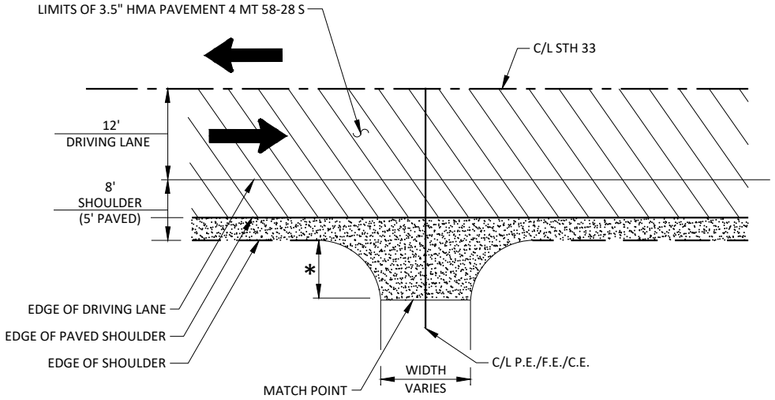
LIMITS OF REMOVING ASPHALTIC SURFACE (AT DRIVEWAY) PLACE 2 ½" HMA PAVEMENT 4 MT 58-28 S OVER 6" B.A.D.

LIMITS OF EXISTING ASPHALTIC SURFACE P.E./F.E./C.E. TO REMAIN



P.E./F.E./C.E. (EXISTING ASPHALT) PROFILE

** N.C. UNLESS NOTED OTHERWISE
-SEE SUPERELEVATION TABLE

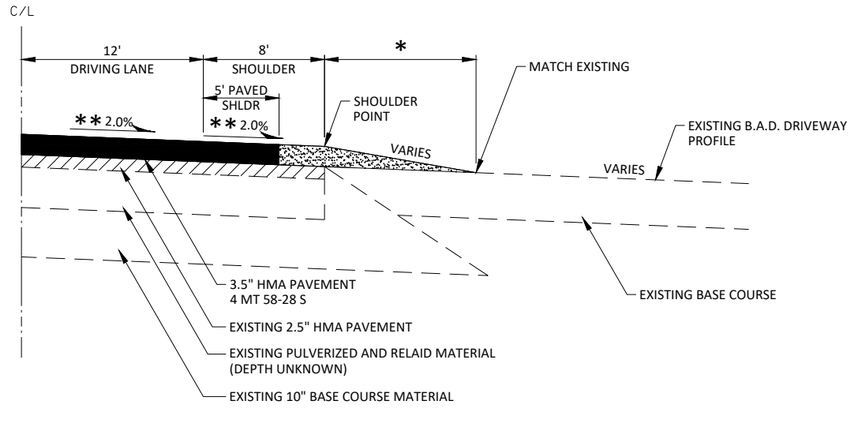


P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-RURAL

* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER)

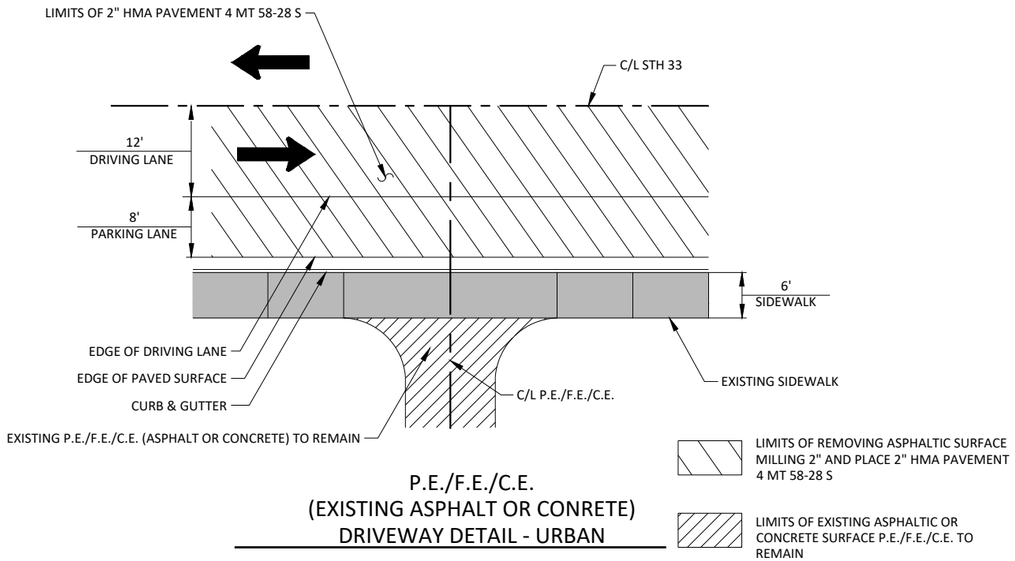
LIMITS OF REMOVING ASPHALTIC SURFACE MILLING AND PLACE 3.5" HMA PAVEMENT 4 MT 58-28S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

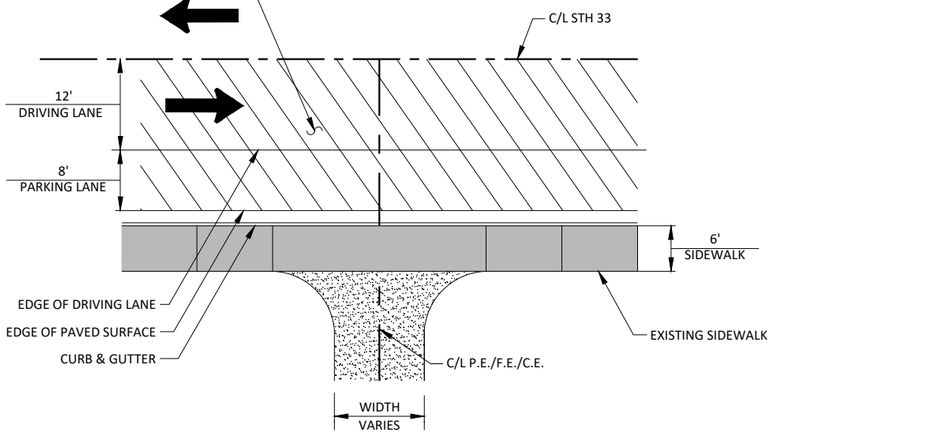


P.E./F.E./C.E. (EXISTING B.A.D.) PROFILE

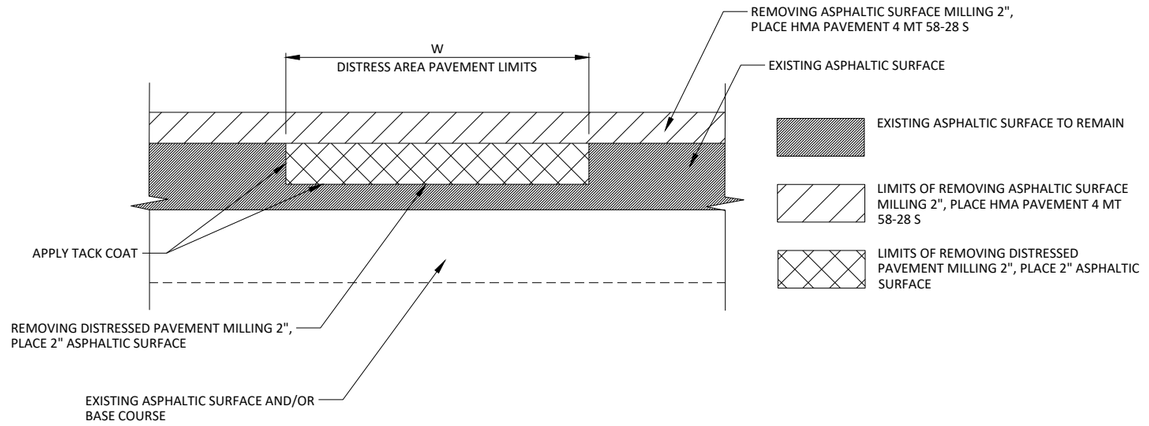
** N.C. UNLESS NOTED OTHERWISE
-SEE SUPERELEVATION TABLE



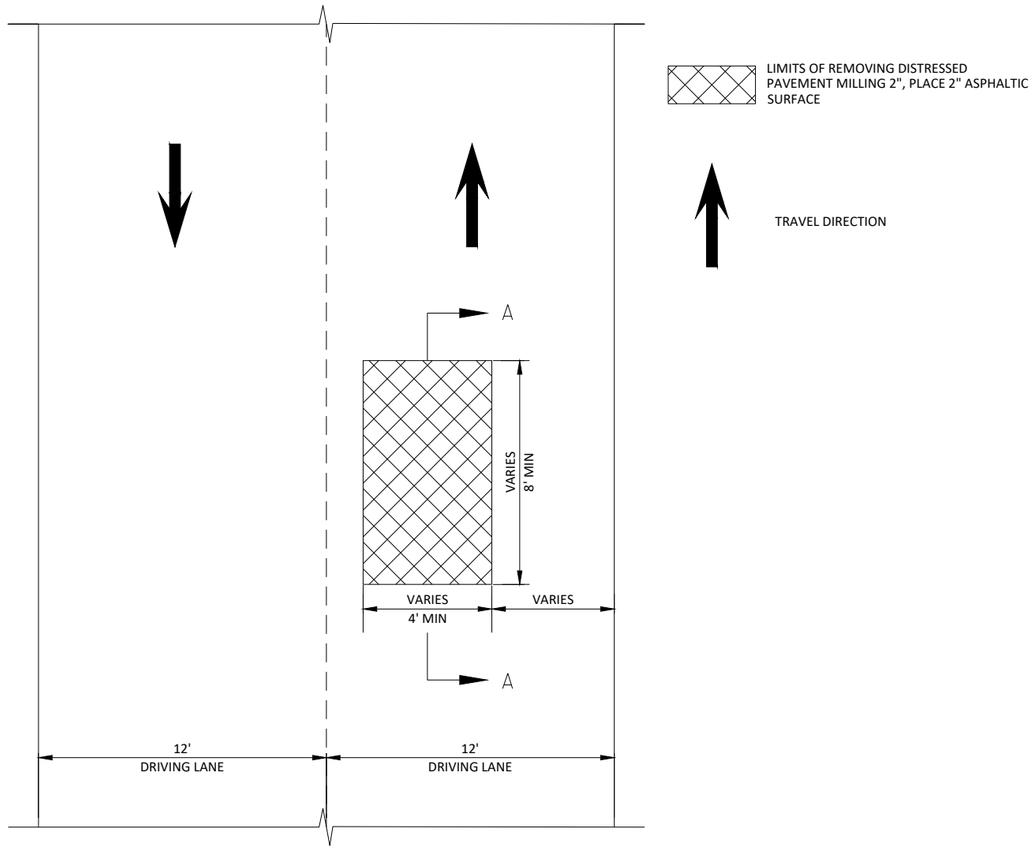
P.E./F.E./C.E.
(EXISTING ASPHALT OR CONRETE)
DRIVEWAY DETAIL - URBAN



P.E./F.E./C.E. (EXISTING B.A.D.)
DRIVEWAY DETAIL-URBAN

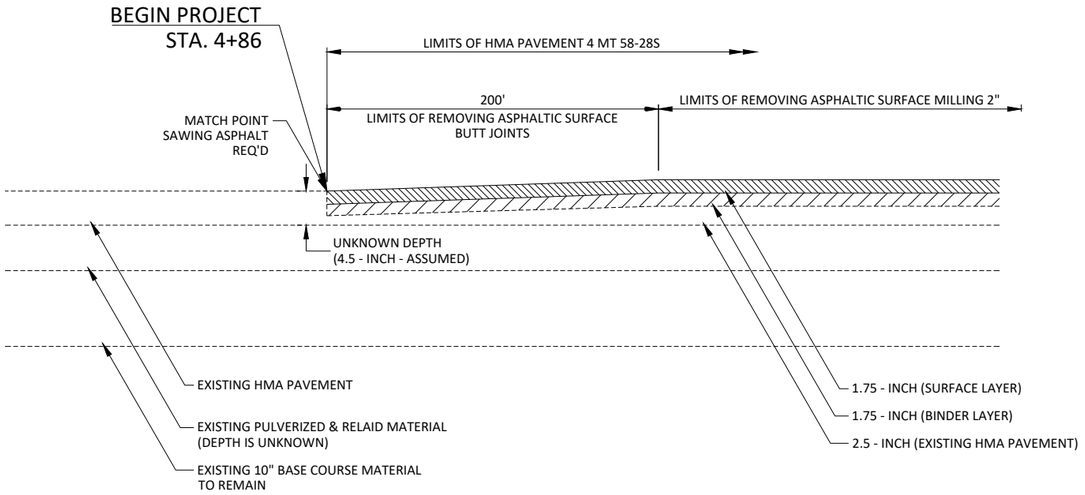


REMOVING DISTRESS PAVEMENT MILLING
SECTION A-A



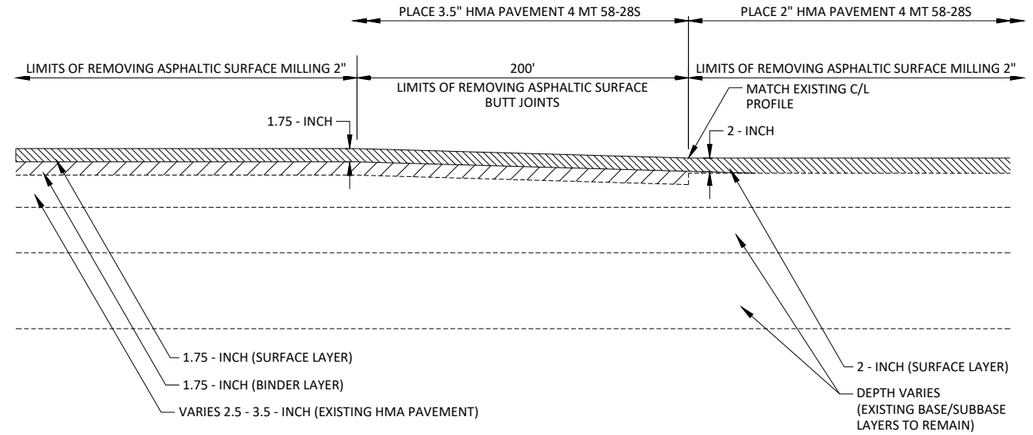
PLAN VIEW

EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD



REMOVING ASPHALTIC SURFACE BUTT JOINTS - STH 33

STA. 4+86 - STA. 6+86



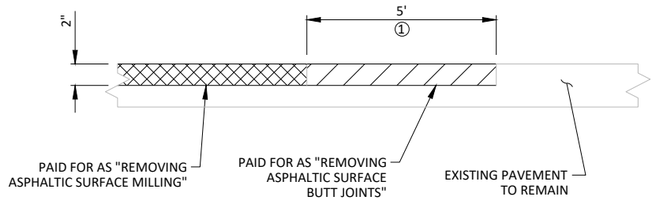
REMOVING ASPHALTIC SURFACE BUTT JOINTS - STH 33

STA. 161+44 - STA. 163+44
STA. 168+65 - STA. 170+65
STA. 376+05 - STA. 378+05

2

⚠ CONTROL POINTS

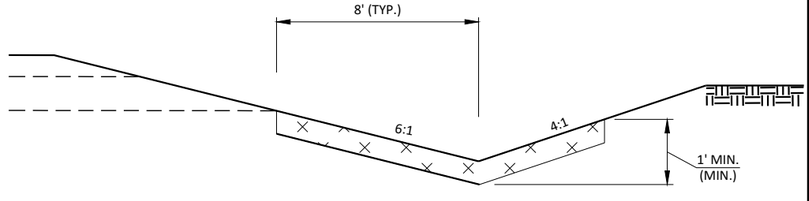
NO.	STA.	DESCRIPTION	Y	X	ELEVATION
1	26+62	CGSS, 185.7 RT	299,217.83	526,609.47	913.26
2	84+29	NGS BM 3T08, 42.5 LT	300,052.43	532,230.88	904.59
3	167+27	WDOT BM 3T07, 25.1 RT	294,315.28	537,778.17	909.78
5	303+61	¾" I.R.S., 31.0 LT	285,533.48	546,834.36	992.53
6	380+17	¾" I.R.S., 25.9 RT	278,839.97	548,178.89	897.37
7	383+92	¾" I.R.S., 30.7 LT	278,459.85	548,161.65	894.28
8	386+84	¾" I.R.S., 36.3 RT	278,187.00	548,038.80	893.47



REMOVING ASPHALTIC SURFACE BUTT JOINTS - STH 33

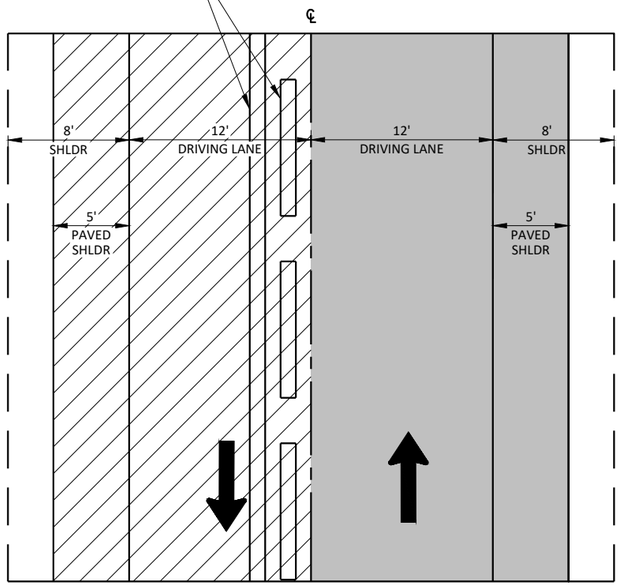
STA. 386+67 - 386+72.06

① LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D.

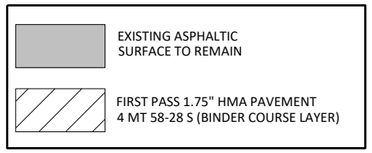


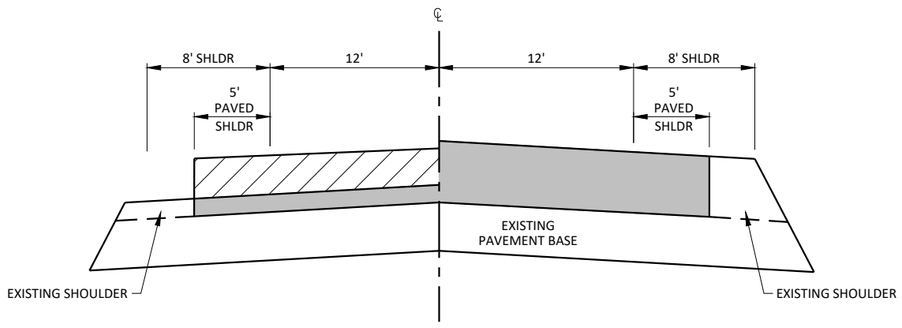
EROSION MAT DETAIL FOR DITCHES

TEMPORARY MARKING LINE PAINT 4-INCH TO BE PLACED ON LOWER LEVEL PAVEMENT SAME DAY AS PAVING OPERATION (ALL TEMPORARY MARKING LINE PAINT IS TO MATCH EXISTING CENTERLINE CONDITIONS)



PLAN VIEW

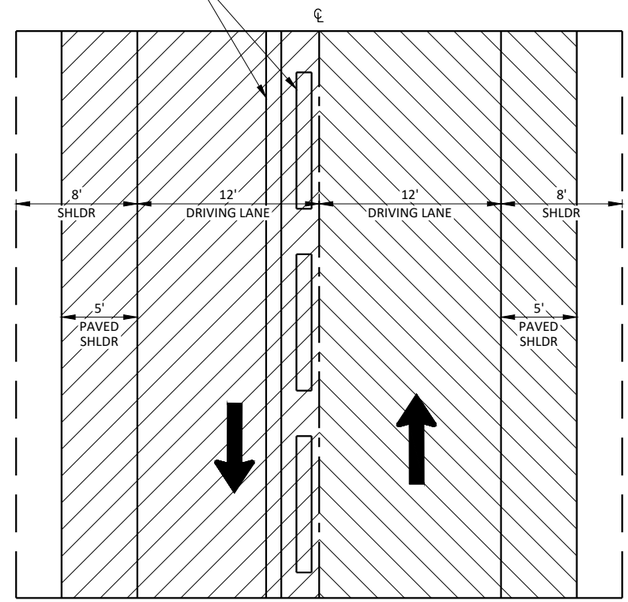




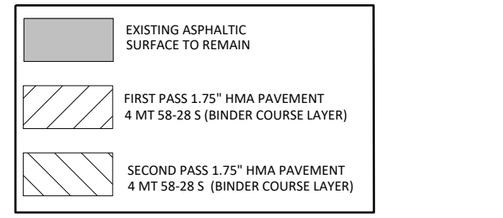
CROSS SECTION VIEW

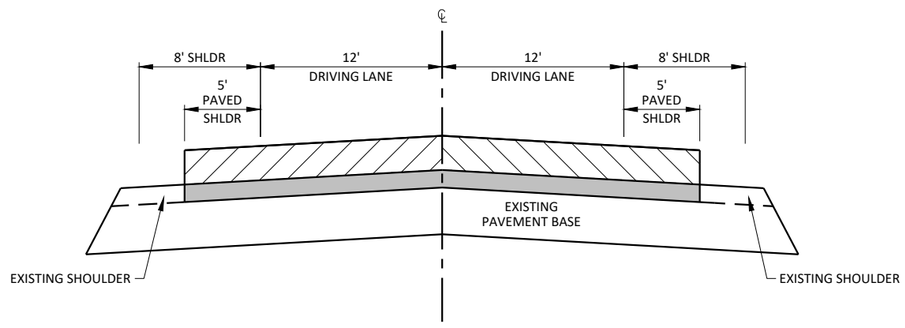
FIRST PASS DETAIL

TEMPORARY MARKING LINE PAINT 4-INCH PLACED AFTER FIRST PASS TO REMAIN FOR SECOND AND THIRD PASS.



PLAN VIEW



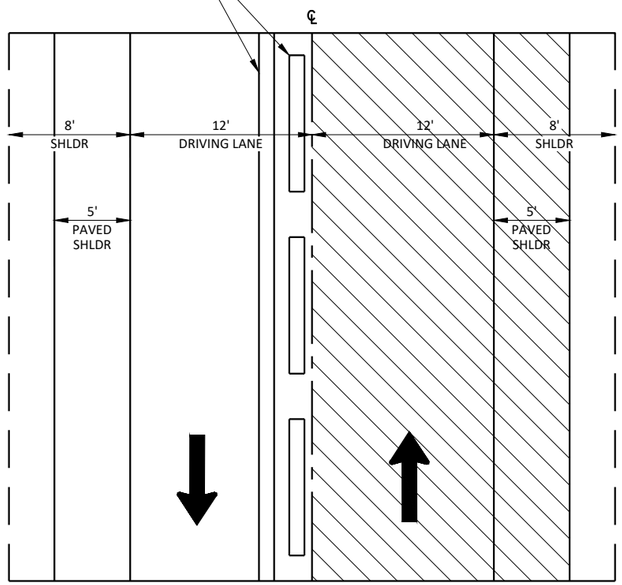


CROSS SECTION VIEW

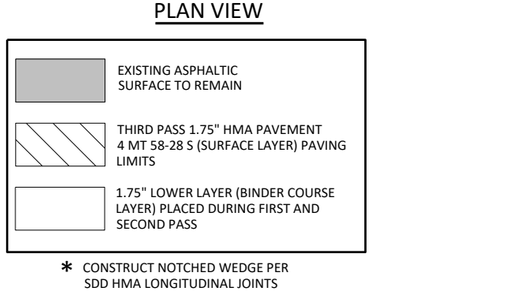
SECOND PASS DETAIL

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAILS: PAVING SEQUENCE OF OPERATIONS (RURAL)	SHEET 19	E

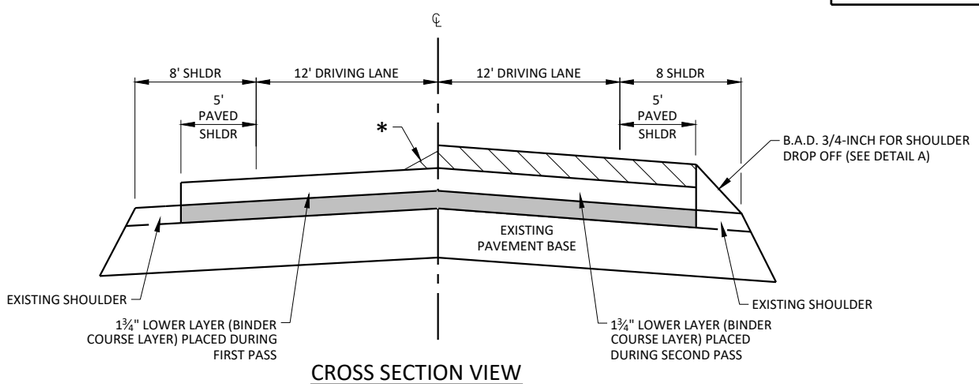
TEMPORARY MARKING LINE PAINT 4-INCH PLACED AFTER FIRST PASS TO REMAIN FOR SECOND AND THIRD PASS (ALL TEMPORARY MARKING LINE PAINT IS TO MATCH EXISTING CENTERLINE CONDITIONS)



PLAN VIEW

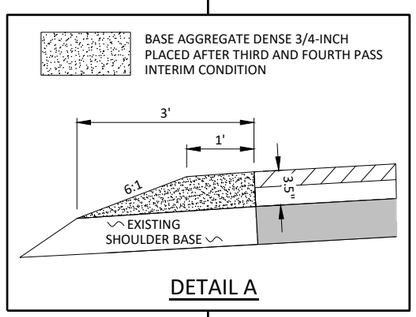


* CONSTRUCT NOTCHED WEDGE PER SDD HMA LONGITUDINAL JOINTS



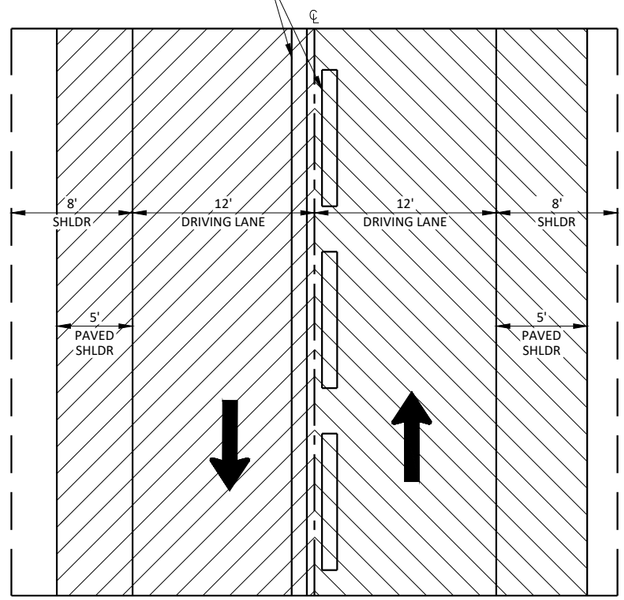
CROSS SECTION VIEW

THIRD PASS DETAIL

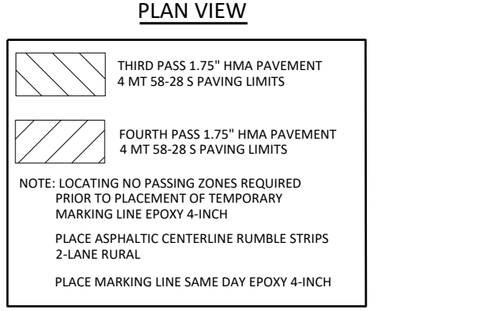


DETAIL A

TEMPORARY MARKING LINE EPOXY 4-INCH TO BE PLACED SAME DAY AS PAVING OPERATION.



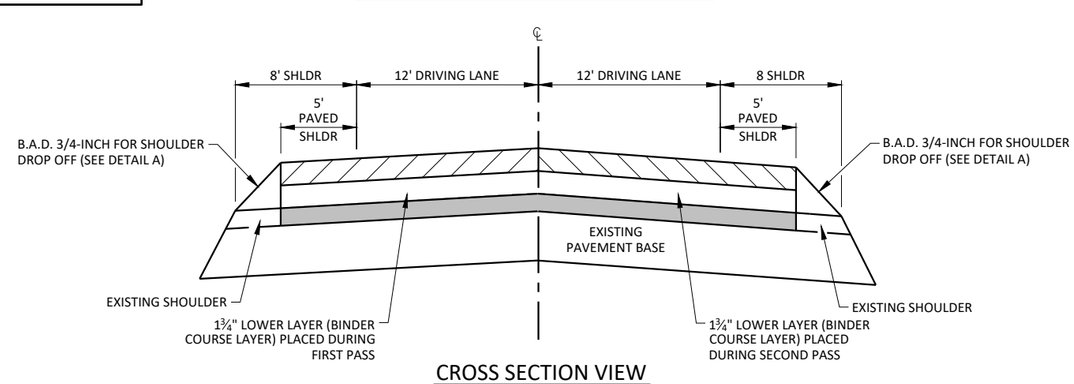
PLAN VIEW



NOTE: LOCATING NO PASSING ZONES REQUIRED PRIOR TO PLACEMENT OF TEMPORARY MARKING LINE EPOXY 4-INCH

PLACE ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

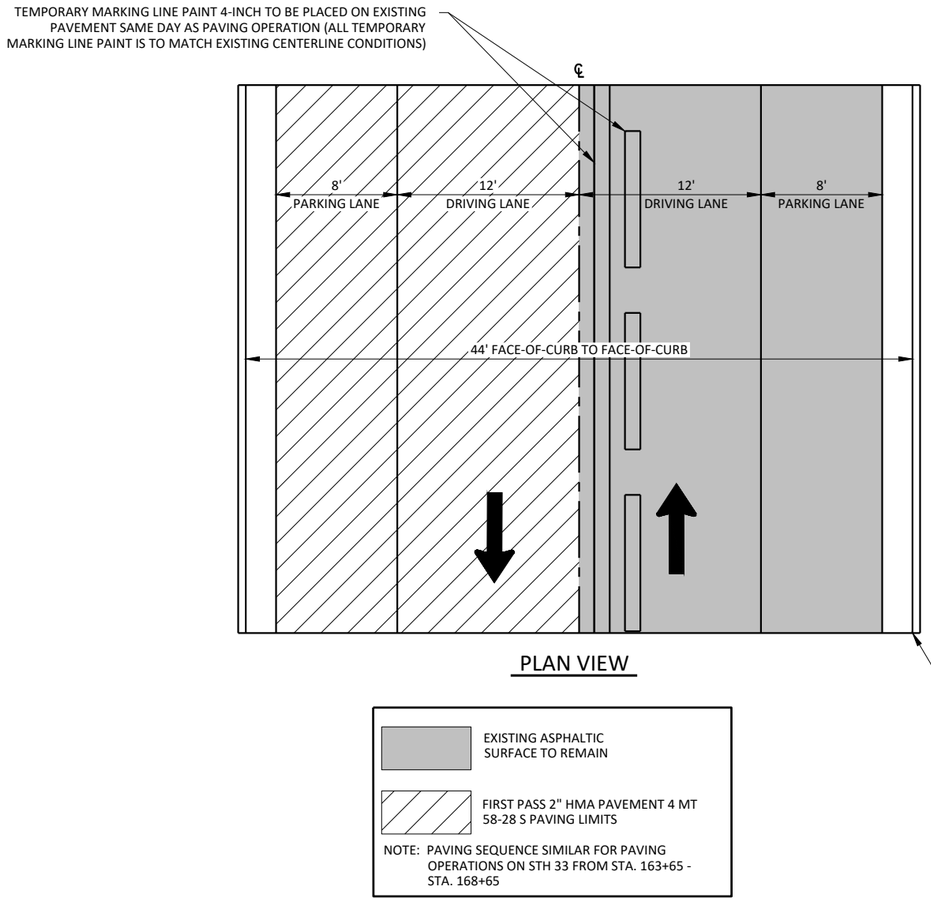
PLACE MARKING LINE SAME DAY EPOXY 4-INCH



CROSS SECTION VIEW

FOURTH PASS DETAIL

2

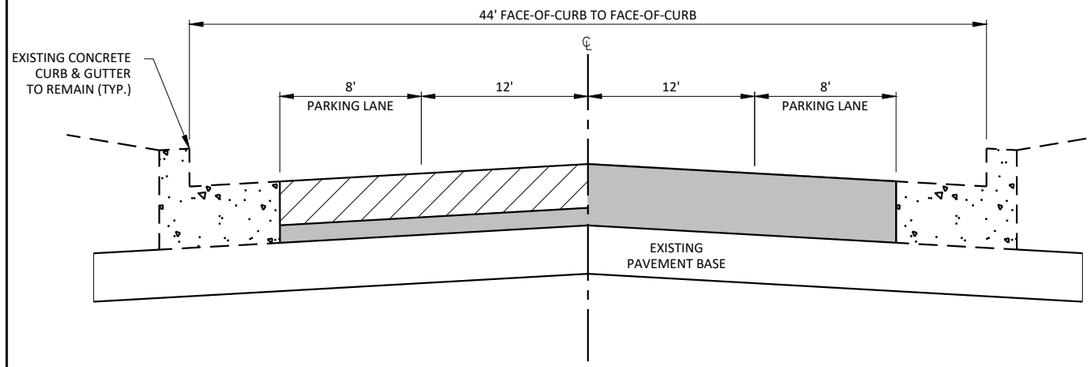


PLAN VIEW

EXISTING ASPHALTIC SURFACE TO REMAIN

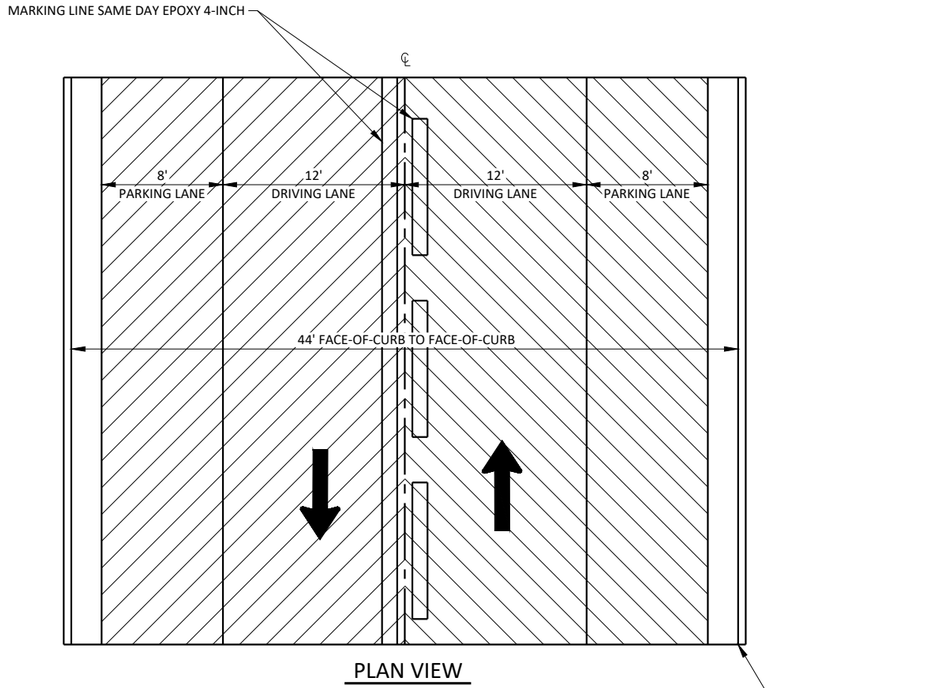
FIRST PASS 2" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS

NOTE: PAVING SEQUENCE SIMILAR FOR PAVING OPERATIONS ON STH 33 FROM STA. 163+65 - STA. 168+65



CROSS SECTION VIEW

FIRST PASS DETAIL

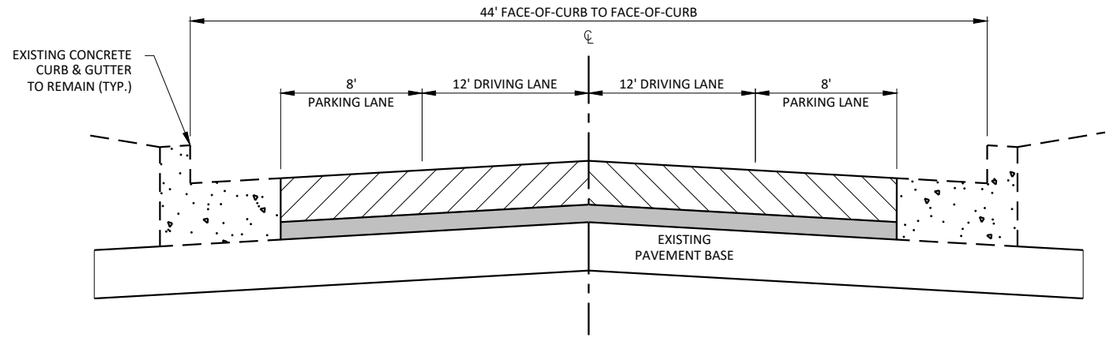


PLAN VIEW

FIRST PASS 2" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS

SECOND PASS 2" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS

NOTE: PLACE MARKING LINE SAME DAY EPOXY 4-INCH

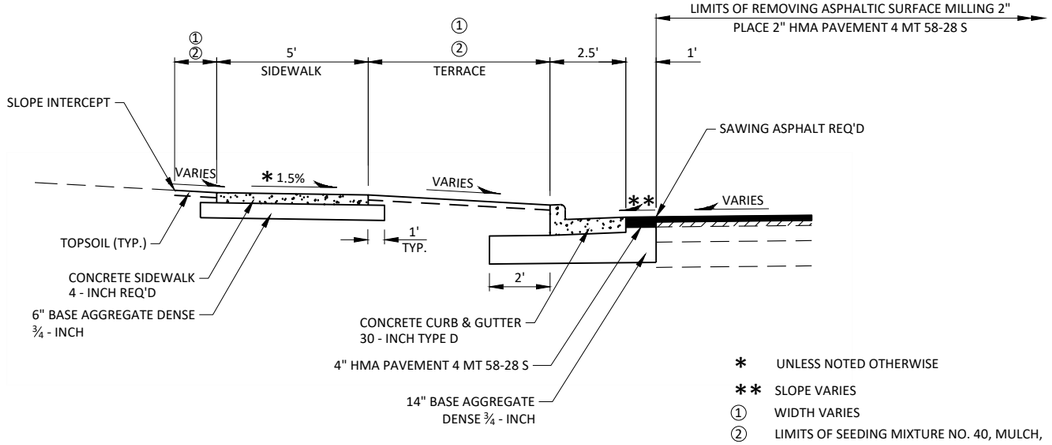


CROSS SECTION VIEW

SECOND PASS DETAIL

2

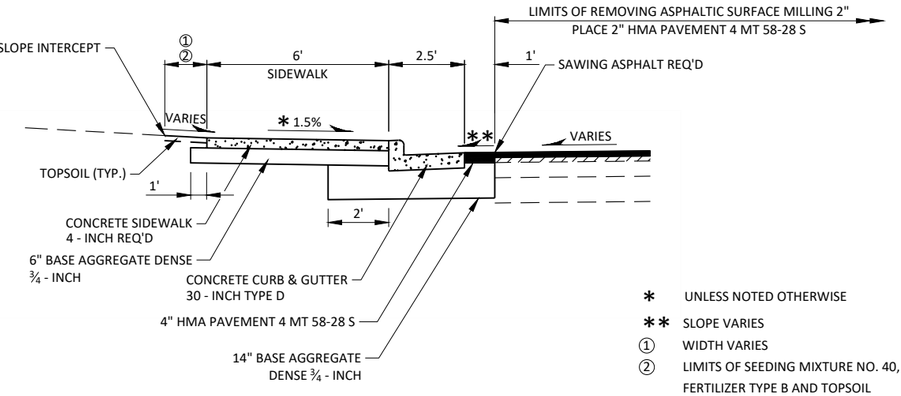
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAILS: PAVING SEQUENCE OF OPERATIONS (URBAN)	SHEET 21	E



* UNLESS NOTED OTHERWISE
** SLOPE VARIES
① WIDTH VARIES
② LIMITS OF SEEDING MIXTURE NO. 40, MULCH, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PARTIAL URBAN SECTION IN DETECTABLE WARNING FIELD REPLACEMENT

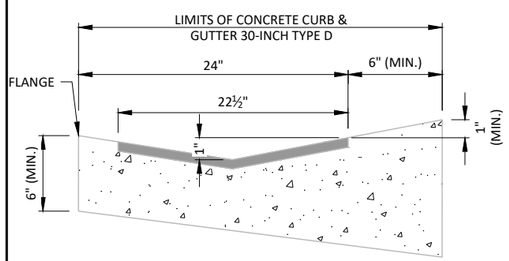
(TERRACE LOCATED BETWEEN CONCRETE SIDEWALK AND BACK OF CURB)

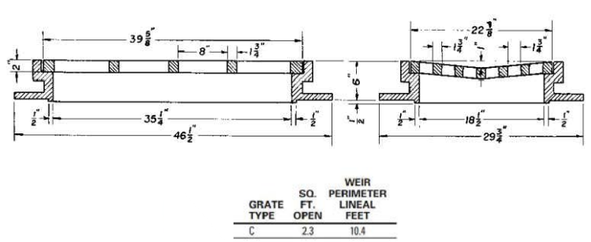


* UNLESS NOTED OTHERWISE
** SLOPE VARIES
① WIDTH VARIES
② LIMITS OF SEEDING MIXTURE NO. 40, MULCH, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PARTIAL URBAN SECTION IN DETECTABLE WARNING FIELD REPLACEMENT

(SIDEWALK ADJACENT TO BACK OF CURB)

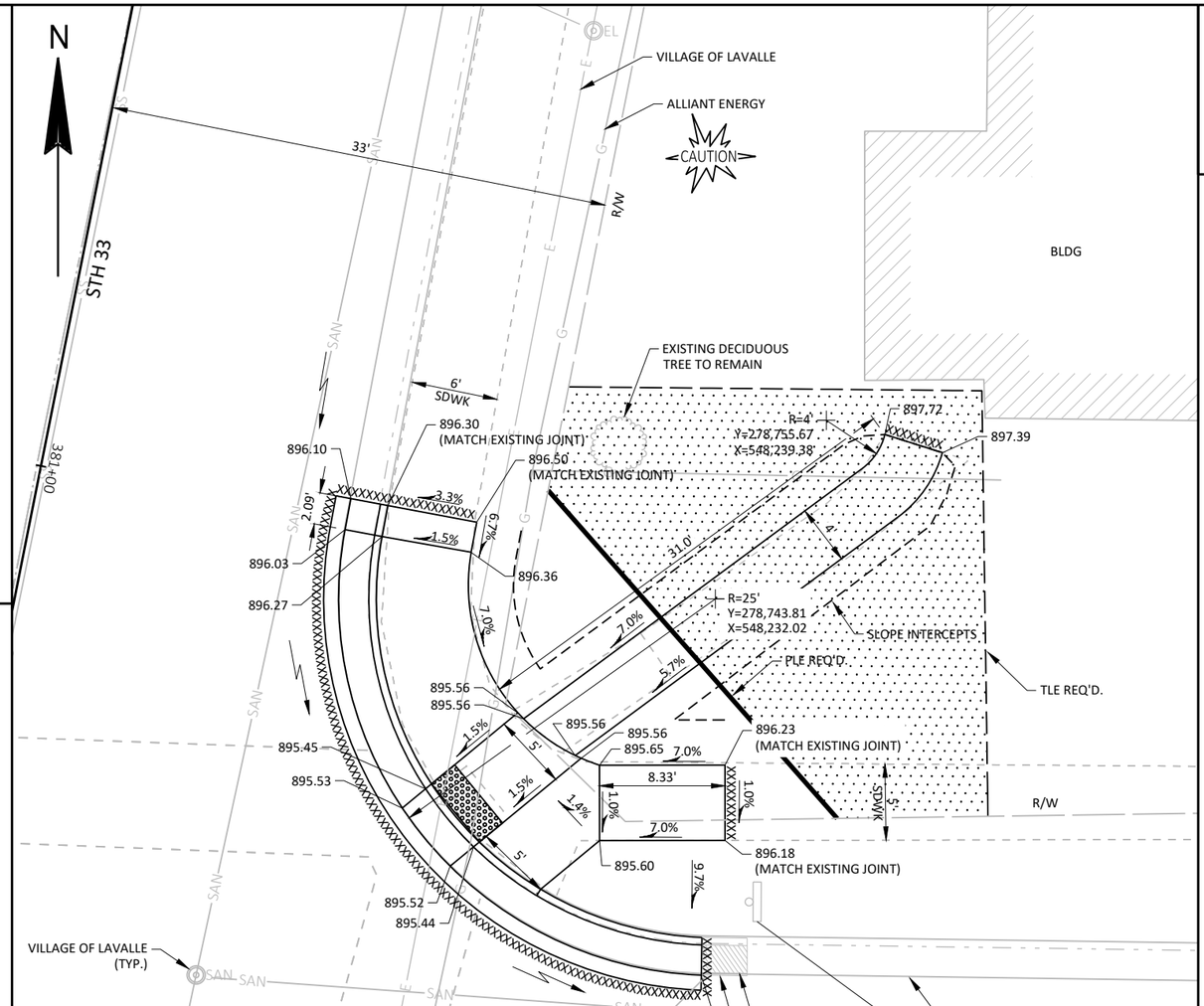




GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
C	2.3	10.4

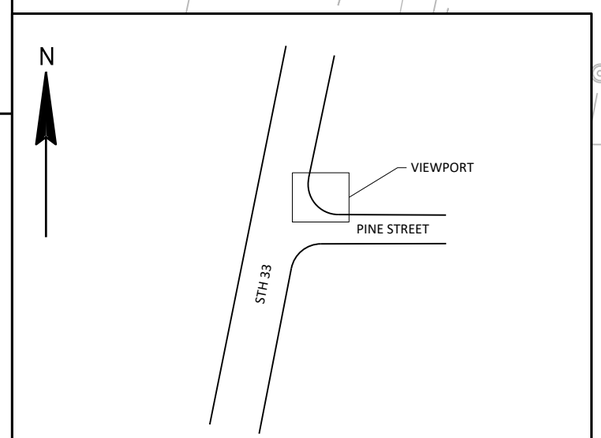
INLET COVER SPECIAL

(PLACEMENT IN CONCRETE CURB & GUTTER 30-INCH TYPE D)



STA. 381+18, LT.

(CURB RAMP TYPE 1 / TYPE 1-A REQ'D.)

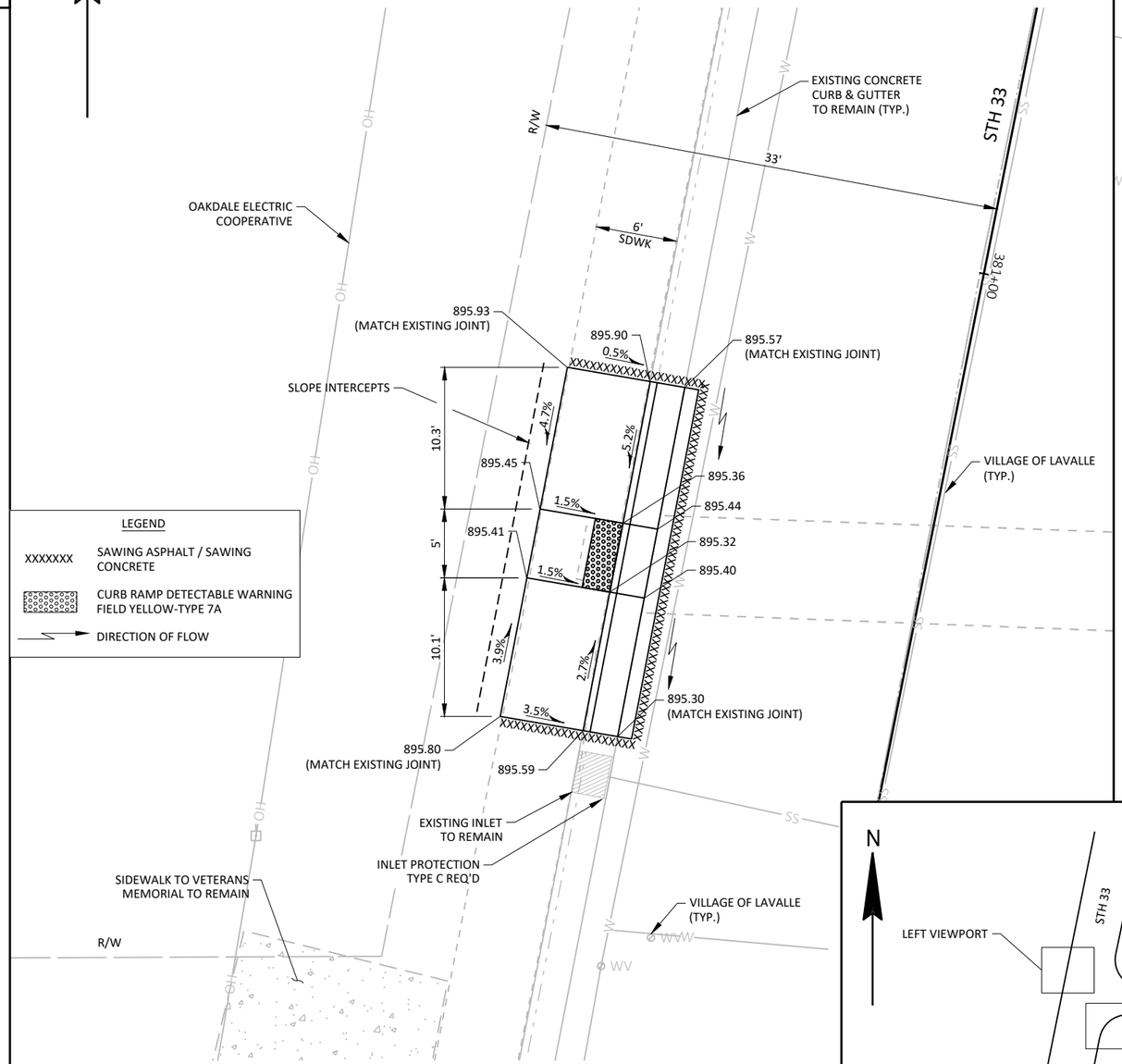


LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW-TYPE 1/TYPE 1-A
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN

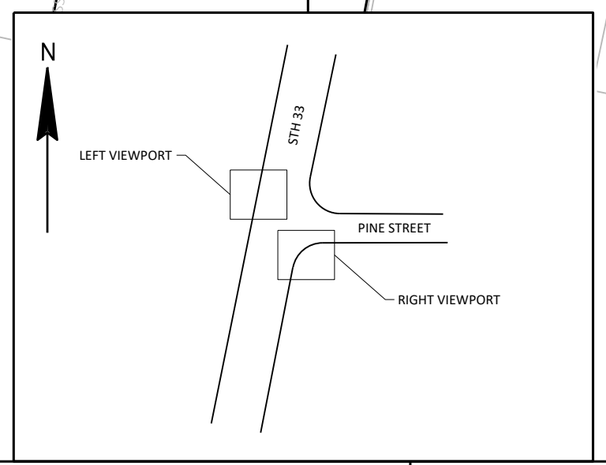
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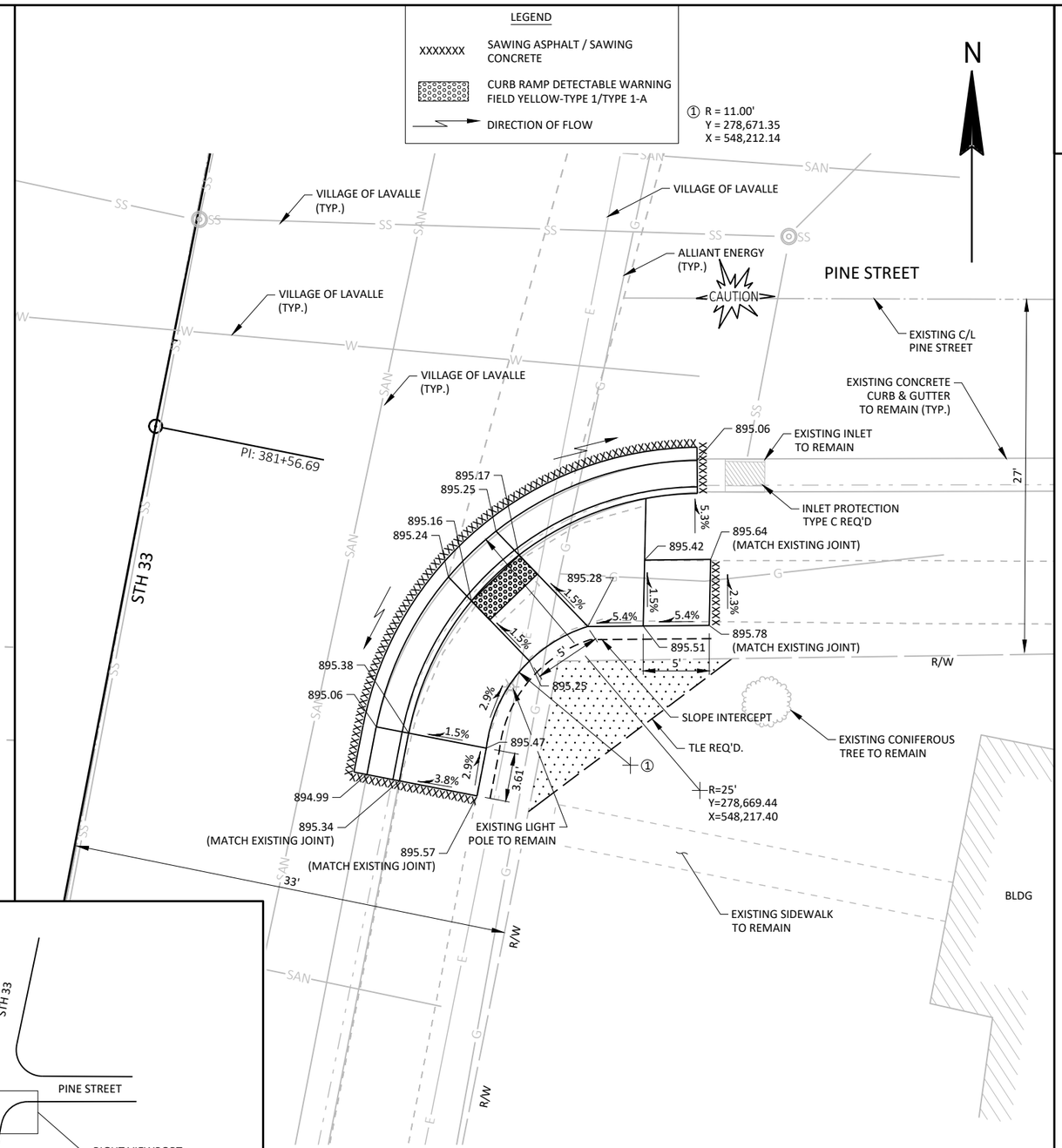
N



STA. 381+25, RT.

(CURB RAMP TYPE 7A REQ'D.)





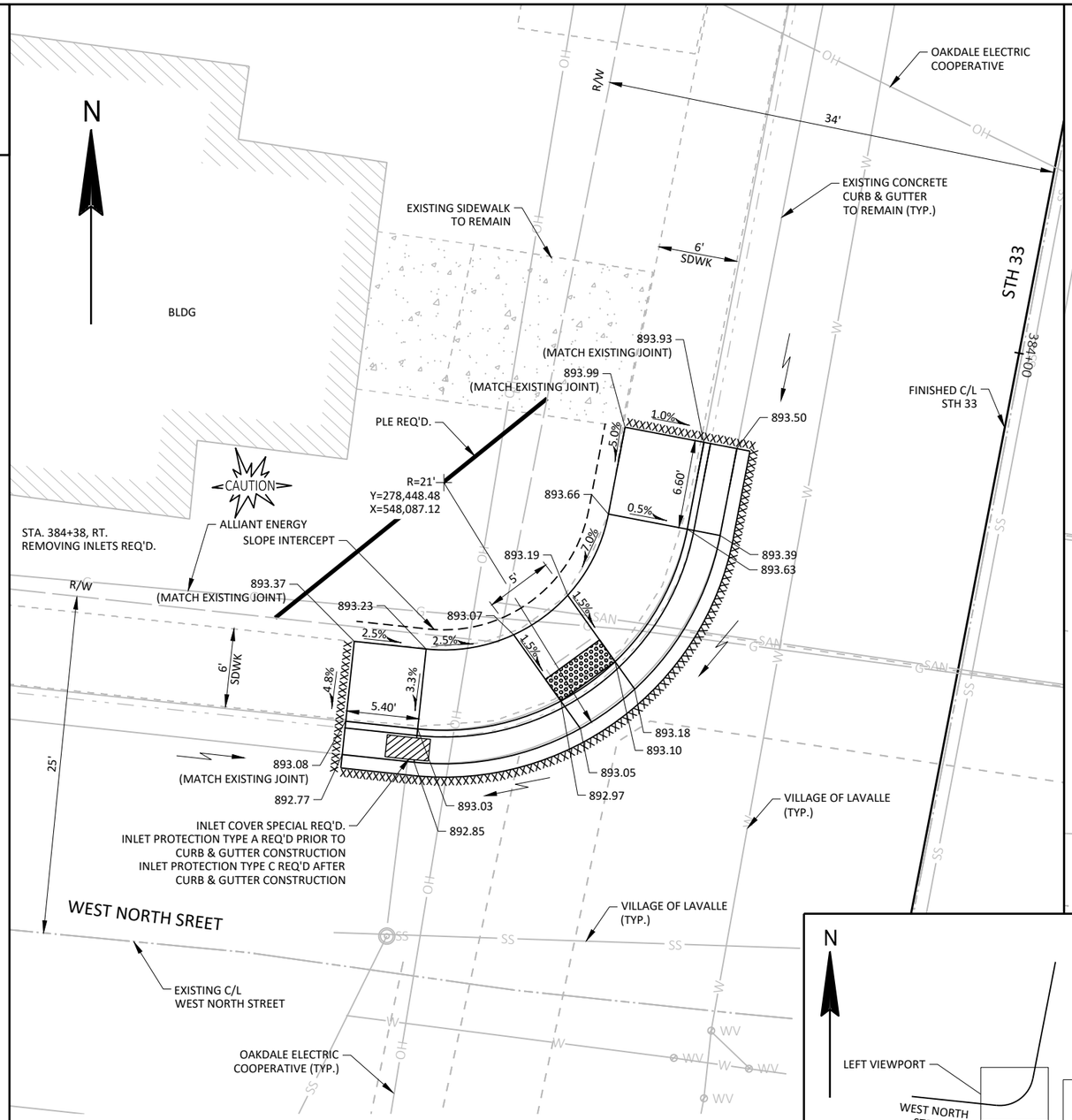
STA. 381+62, LT.

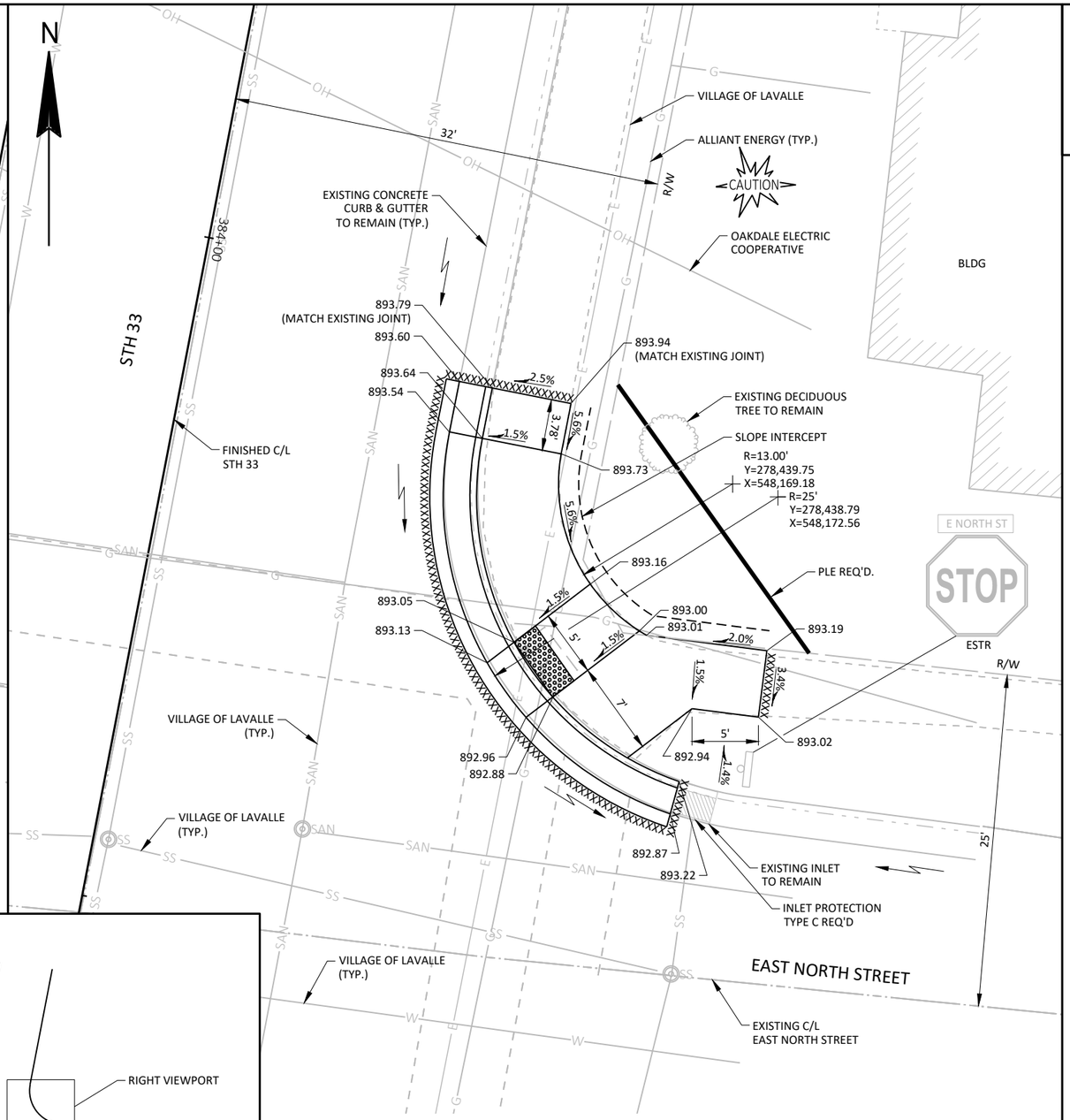
(CURB RAMP TYPE 1 / TYPE 1-A REQ'D.)

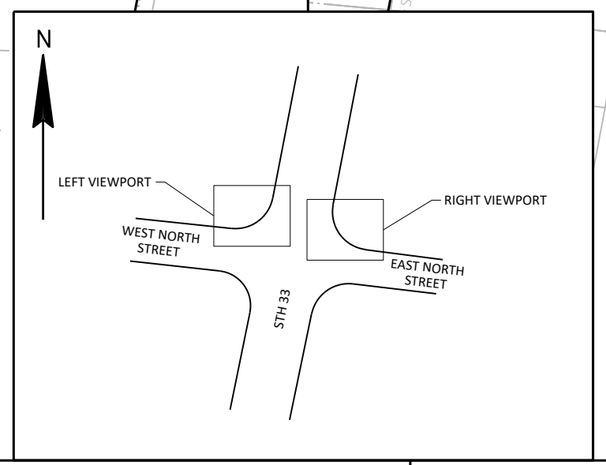
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 23	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_CURB RAMP DETAIL.DWG PLOT DATE : 1/11/2023 9:45:45 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : PINE ST. SOUTH

2







STA. 384+29, RT.
(CURB RAMP TYPE 1-A REQ'D.)

STA. 384+27, LT.
(CURB RAMP TYPE 1 / TYPE 1-A REQ'D.)

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW-TYPE 1-A
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 24	E

2

N

WEST NORTH STREET

EXISTING C/L
WEST NORTH STREET

OAKDALE ELECTRIC
COOPERATIVE (TYP.)

VILLAGE OF
LAVALLE (TYP.)

STH 33

INLET COVER SPECIAL REQ'D.
INLET PROTECTION TYPE A REQ'D PRIOR TO
CURB & GUTTER CONSTRUCTION
INLET PROTECTION TYPE C REQ'D AFTER
CURB & GUTTER CONSTRUCTION

892.88
(MATCH EXISTING JOINT)

892.87

893.19

892.84

892.92

25'

STA. 384+68, RT.
REMOVING INLET REQ'D.

R/W

STREET SIGN TO BE
REMOVED BY OTHERS

W NORTH ST

STOP

R1-1
MOVING SIGNS REQ'D.
POST WOOD 4x6-INCH x 12-FT. REQ'D.

893.28

892.93

892.91

892.83

SLOPE INTERCEPT

EXISTING POWER POLE
TO REMAIN

892.92

TLE REQ'D.

R=21'
Y=278,378.80
X=548,073.15

893.27

893.02

892.80

EXISTING FIRE
HYDRANT TO REMAIN

893.33
(MATCH EXISTING JOINT)

892.78

893.08
(MATCH EXISTING JOINT)

R/W

6'
SDWK

34'

EXISTING CONCRETE
CURB & GUTTER
TO REMAIN (TYP.)

FINISHED C/L
STH 33

PI: 384+75.67

BLDG

GUY

GUY

GUY

STA. 384+75, RT.
(CURB RAMP TYPE 1-A REQ'D.)

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW-TYPE 1-A
	DIRECTION OF FLOW
	MOVING SIGNS TYPE II / REMOVING SMALL SIGN SUPPORTS (EXISTING LOCATION)
	MOVING SIGNS TYPE II / REMOVING SMALL SIGN SUPPORTS (PROPOSED LOCATION)

N

STH 33

WEST NORTH
STREET

EAST NORTH
STREET

LEFT VIEWPORT

RIGHT VIEWPORT

N

EAST NORTH STREET

EXISTING C/L
EAST NORTH STREET

VILLAGE OF LAVALLE
(TYP.)

VILLAGE OF LAVALLE
(TYP.)

VILLAGE OF LAVALLE
(TYP.)

CAUTION
ALLIANT ENERGY

INLET COVER SPECIAL REQ'D.
INLET PROTECTION TYPE A REQ'D PRIOR TO
CURB & GUTTER CONSTRUCTION
INLET PROTECTION TYPE C REQ'D AFTER
CURB & GUTTER CONSTRUCTION

892.78
(MATCH EXISTING JOINT)

892.79
892.71

892.83
892.75

892.75
(MATCH EXISTING JOINT)

25'

OAKLAND ELECTRIC
COOPERATIVE (TYP.)

PI: 384+75.67

892.80

892.87

892.94

SLOPE INTERCEPT

EXISTING INLET TO REMAIN
RIM EL: 892.76

INLET PROTECTION TYPE C REQ'D

TLE REQ'D.

REMOVE LANDSCAPE BUSH FOR GRADING PURPOSES
(TO BE PAID FOR UNDER CONCRETE SIDEWALK 4-INCH BID ITEM)

R=25'
Y=278,366.68
X=548,158.48

EXISTING DECIDUOUS TREE TO REMAIN

EXISTING FLAG POLE TO REMAIN

STA. 384+60, LT.
REMOVING INLET REQ'D.

R/W

893.09
892.86

893.17

892.85

893.19
(MATCH EXISTING JOINT)

EXISTING LIGHT POLE
TO REMAIN

893.26
(MATCH EXISTING JOINT)

6'
SDWK

32'

385+00

EXISTING CONCRETE
CURB & GUTTER
TO REMAIN (TYP.)

FINISHED C/L
STH 33

The "400"
State Trail
Parking

ESTR

EXISTING CONCRETE
SIDEWALK TO REMAIN

R/W

BLDG

STA. 384+69, LT.
(CURB RAMP TYPE 1-A REQ'D.)

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW-TYPE 1-A
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN

2

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 25	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_CURB RAMP DETAIL.DWG PLOT DATE : 1/11/2023 9:46:05 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : NORTH ST. SOUTH

2

ROBERT & CHERYL SCOTT

STA. 6+44 - STA. 13+93, RT.
REMOVING GUARDRAIL REQ'D.

EVAN E. ROLOFF

P/L

PC: 5+76.42

R/W

33'

6+00

7+00

8+00

9+00

10+00

11+00

12+00

MATCHLINE STA. 12+00

PT: 8+18.04

BRIGHTSPEED

PT: 11+12.64

PC: 11+66.21

FINISHED C/L STH 33

14'

15:1

WONEWOC ELECTRIC & WATER / ASTREA

SLOPE INTERCEPT

EXISTING 18" CMCP TO REMAIN

EXISTING RIPRAP TO REMAIN

ASTREA

LAVALLE TELEPHONE COOPERATIVE

53.1' MGS GUARDRAIL TERMINAL EAT

725' MGS GUARDRAIL 3K

THE "400" STATE TRAIL

POST 1 STA. 8+71 22.0' RT.

POST 5 STA. 8+96 21.0' RT.

POST 9 STA. 9+21 20.0' RT.

WISCONSIN DEPT. OF NATURAL RESOURCES

STA. 6+00 - 16+00, RT.
CLEARING & GRUBBING REQ'D.

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- EDGE OF WATER
- DIRECTION OF TRAVEL

STA. 6+44 - STA. 13+93, RT.
REMOVING GUARDRAIL REQ'D.

STA. 6+00 - 16+00, RT.
CLEARING & GRUBBING REQ'D.

EVAN E. ROLOFF

DAVID & SHARON LAUBSCHER

① GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
13+67 - 13+73	MAINLINE, RT.	8.8'	3.33' (MIN.) POST EMBEDMENT

EXISTING P.E. (B.A.D.) TO REMAIN

WONEWOC ELECTRIC & WATER / ASTREA

P/L

BRIGHTSPEED

EXISTING P.E. (B.A.D.) TO REMAIN

MATCHLINE STA. 12+00

13+00

14+00

15+00

16+00

17+00

18+00

PT: 16+29.67

PC: 16+82.45

FINISHED C/L STH 33

①

EXISIITING RIPRAP TO REMAIN

EXISTING 36" CMCP TO REMAIN

SLOPE INTERCEPT

ASTREA

LAVALLE TELEPHONE COOPERATIVE

725' MGS GUARDRAIL 3K

53.1' MGS GUARDRAIL TERMINAL EAT

THE "400" STATE TRAIL

POST 9 STA. 16+44 20.0' RT.

POST 5 STA. 16+69 21.0' RT.

POST 1 STA. 16+94 22.0' RT.

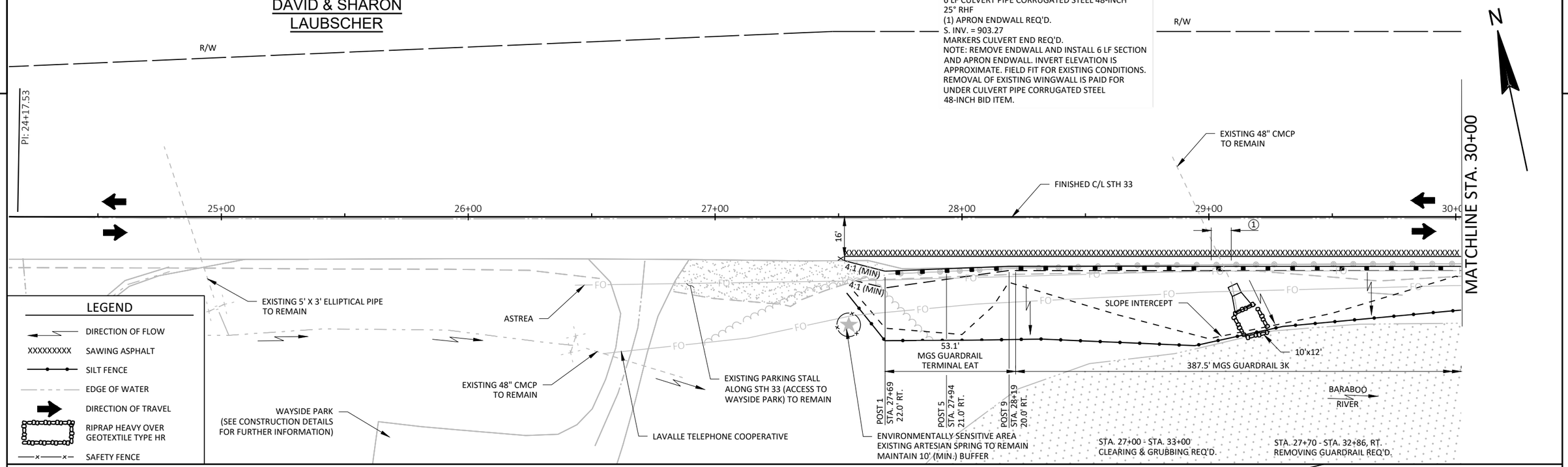
WISCONSIN DEPT. OF NATURAL RESOURCES

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 26	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_BEAMGUARD DETAIL.DWG PLOT DATE : 1/11/2023 9:46:27 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT 1

DAVID & SHARON LAUBSCHER

STA. 28+97, RT.
6 LF CULVERT PIPE CORRUGATED STEEL 48-INCH
25° RHF
(1) APRON ENDWALL REQ'D.
S. INV. = 903.27
MARKERS CULVERT END REQ'D.
NOTE: REMOVE ENDWALL AND INSTALL 6 LF SECTION AND APRON ENDWALL. INVERT ELEVATION IS APPROXIMATE. FIELD FIT FOR EXISTING CONDITIONS. REMOVAL OF EXISTING WINGWALL IS PAID FOR UNDER CULVERT PIPE CORRUGATED STEEL 48-INCH BID ITEM.



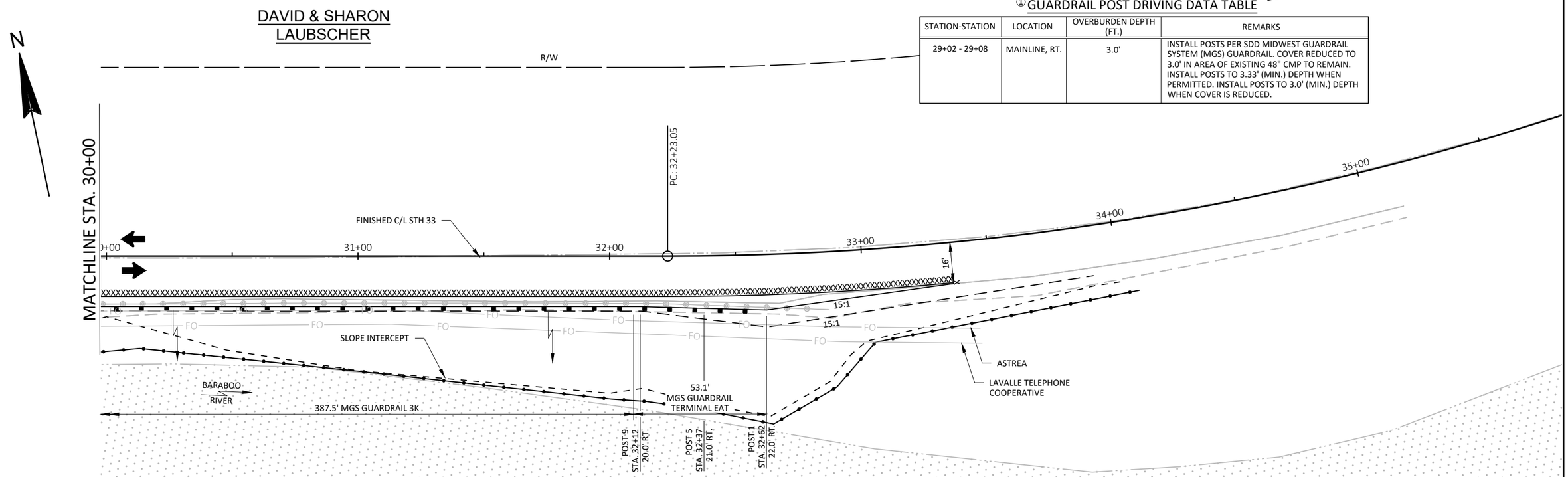
LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- EDGE OF WATER
- DIRECTION OF TRAVEL
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- SAFETY FENCE

DAVID & SHARON LAUBSCHER

① GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
29+02 - 29+08	MAINLINE, RT.	3.0'	INSTALL POSTS PER SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL. COVER REDUCED TO 3.0' IN AREA OF EXISTING 48" CMP TO REMAIN. INSTALL POSTS TO 3.33' (MIN.) DEPTH WHEN PERMITTED. INSTALL POSTS TO 3.0' (MIN.) DEPTH WHEN COVER IS REDUCED.



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 27	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_BEAMGUARD DETAIL.DWG
PLOT DATE : 1/11/2023 9:46:39 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 2

2

2

RICHARD & BARBARA FISH

STA. 166+24 - STA. 167+08, LT.
REMOVING GUARDRAIL REQ'D.

STA. 167+58 - STA. 168+42, LT.
REMOVING GUARDRAIL REQ'D.

JOHN E. CAREY SURVIVOR'S TRUST

STA. 167+59 - STA. 167+88, LT.
CONCRETE SURFACE DRAIN HES REQ'D.
SEE CONSTRUCTION DETAILS

STA. 168+03, LT.
CONCRETE SURFACE DRAIN HES REQ'D.
SEE CONSTRUCTION DETAILS

STA. 167+59 - STA. 167+88, LT.
CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE TBTT REQ'D.

STA. 167+88 - STA. 168+12, LT.
CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE TBT REQ'D.

N

EXISTING STRUCTURE B-56-182 TO REMAIN
(SINGLE-SPAN REINFORCED CONCRETE FLAT SLAB STRUCTURE)

R/W

P/L

STOUT ROAD

CROSSMAN CREEK

LAVALLE TELEPHONE COOPERATIVE

POST 1 STA. 166+17 24.0' LT.
POST 5 STA. 166+42 23.0' LT.
POST 9 STA. 166+67 22.0' LT.
53.1' MGS GUARDRAIL TERMINAL EAT

POST 9 STA. 168+00 22.0' LT.
POST 5 STA. 168+25 23.0' LT.
POST 1 STA. 168+50 24.0' LT.
53.1' MGS GUARDRAIL TERMINAL EAT

6' X 25'

WETLAND DETERMINATION (TYP.)

FINISHED C/L STH 33

4:1
55:1
15:1
15:1
17'
16'
15'
15'
70'
60'

165+00
166+00
167+00
168+00
169+00
170+00

KALEPP ROAD

ASTREA

ALLIANT ENERGY

DAIRYLAND POWER COOP.

SLOPE INTERCEPTS

POST 1 STA. 166+35 24.0' RT.
POST 5 STA. 166+60 23.0' RT.
POST 9 STA. 166+85 22.0' RT.
53.1' MGS GUARDRAIL TERMINAL EAT

EXISTING CONCRETE BRIDGE APPROACH SLABS TO REMAIN

POST 9 STA. 168+15 22.0' RT.
POST 5 STA. 168+40 23.0' RT.
POST 1 STA. 166+65 24.0' RT.
53.1' MGS GUARDRAIL TERMINAL EAT

NET EXCEPTION TO CENTERLINE LENGTH
STA. 166+96.01

NET EXCEPTION TO CENTERLINE LENGTH
STA. 167+87.81

WILLIAM & ANNA JAX

STA. 166+43 - STA. 167+26, RT.
REMOVING GUARDRAIL REQ'D.

STA. 167+74 - STA. 168+26, RT.
REMOVING GUARDRAIL REQ'D.

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- EDGE OF WATER
- DIRECTION OF TRAVEL
- RIPRAP MEDIUM OVER GEOTEXTILE TYPE HR
- WETLAND DETERMINATION

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 28	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_BEAMGUARD DETAIL.DWG
PLOT DATE : 1/11/2023 9:46:45 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 3

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- TEMPORARY DITCH CHECK
- DIRECTION OF TRAVEL

JOHN & ALYCE OLSON

STA. 296+49 - STA. 303+03, LT.
REMOVING GUARDRAIL REQ'D.

R/W

POST 1 STA. 295+33 22.0' LT.
POST 5 STA. 295+58 21.0' LT.
POST 9 STA. 295+83 20.0' LT.

53.1' MGS GUARDRAIL TERMINAL EAT

LAVALLE TELEPHONE COOPERATIVE

FINISHED C/L STH 33

290+00 291+00 292+00 293+00 294+00 295+00 296+

75'

15:1

14'

15'

MATCHLINE STA. 296+00

PT : 295+44.98

SLOPE INTERCEPTS

53.1' MGS GUARDRAIL TERMINAL EAT

987.5' MGS GUARDRAIL 3K

POST 1 STA. 291+99 22.0' RT.
POST 5 STA. 292+24 21.0' RT.
POST 9 STA. 292+49 20.0' RT.

RUSSEL STOUT

STA. 293+65 - STA. 302+55, RT.
REMOVING GUARDRAIL REQ'D.

2

STA. 296+49 - STA. 303+03, LT.
REMOVING GUARDRAIL REQ'D.

JOHN & ALYCE OLSON

LAVALLE TELEPHONE COOPERATIVE

OAKDALE ELECTRIC COOPERATIVE

STA. 297+00 - STA. 298+00, LT.
CLEARING & GRUBBING REQ'D.

687.5' MGS GUARDRAIL 3K

MATCHLINE STA. 296+00

297+00 298+00 299+00 300+00 301+00 302

14'

15'

75'

SLOPE INTERCEPTS

987.5' MGS GUARDRAIL 3K

MATCHLINE STA. 302+00

① GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
298+04 - 298+17	MAINLINE, RT.	18.7' - 20.5'	3.33' (MIN.) POST EMBEDMENT
298+44 - 298+57	MAINLINE, LT.	20.5' - 20.7'	3.33' (MIN.) POST EMBEDMENT

EXISTING (2) 30" RCCP TO REMAIN

LAVALLE SPORTSMANS CLUB, INC.

STA. 300+00 - STA. 304+00, RT.
CLEARING & GRUBBING REQ'D.

RUSSEL STOUT

STA. 293+65 - STA. 302+55, RT.
REMOVING GUARDRAIL REQ'D.

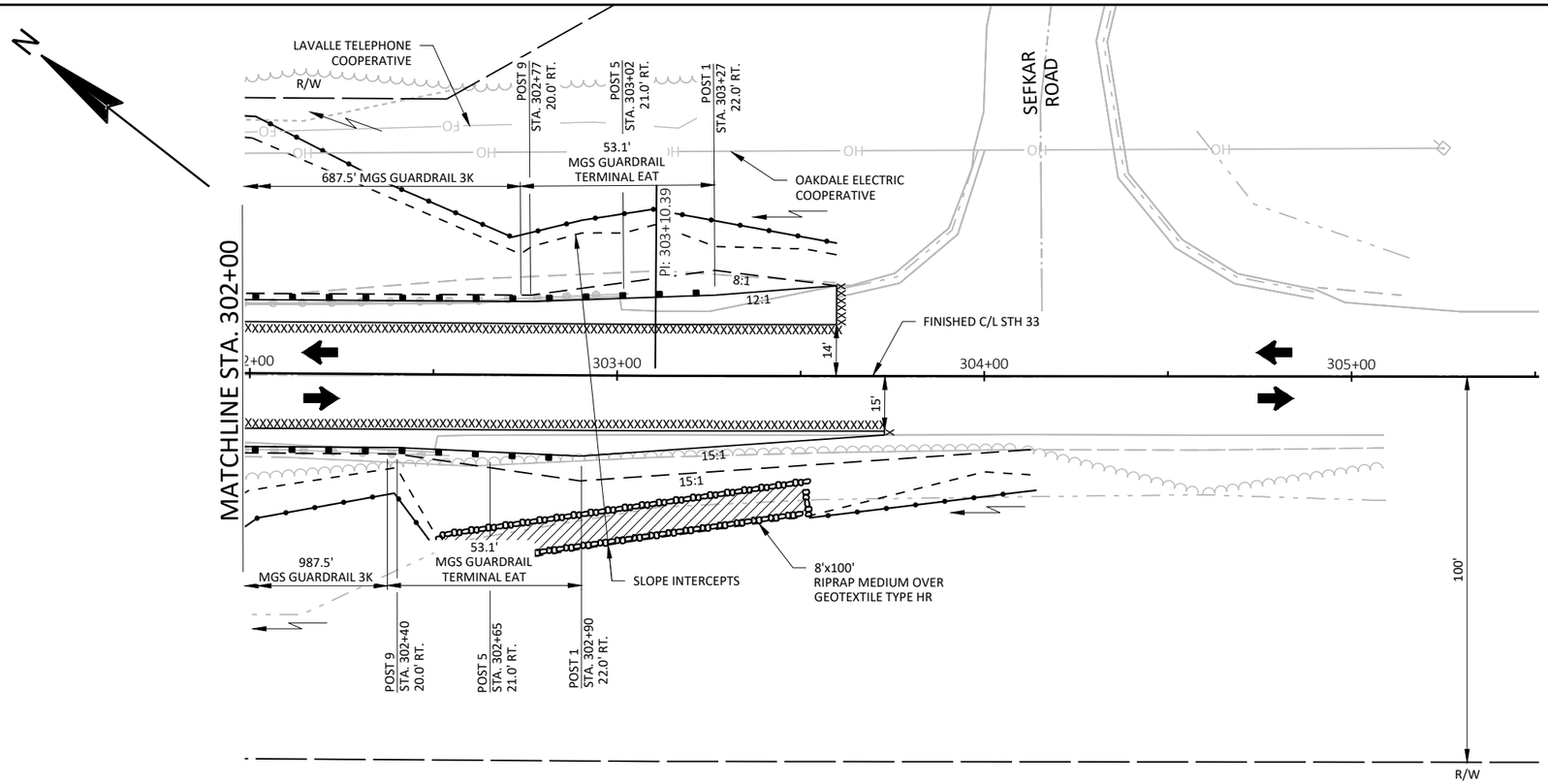
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 29	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_BEAMGUARD DETAIL.DWG
PLOT DATE : 1/11/2023 9:46:54 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 4

2

LEGEND

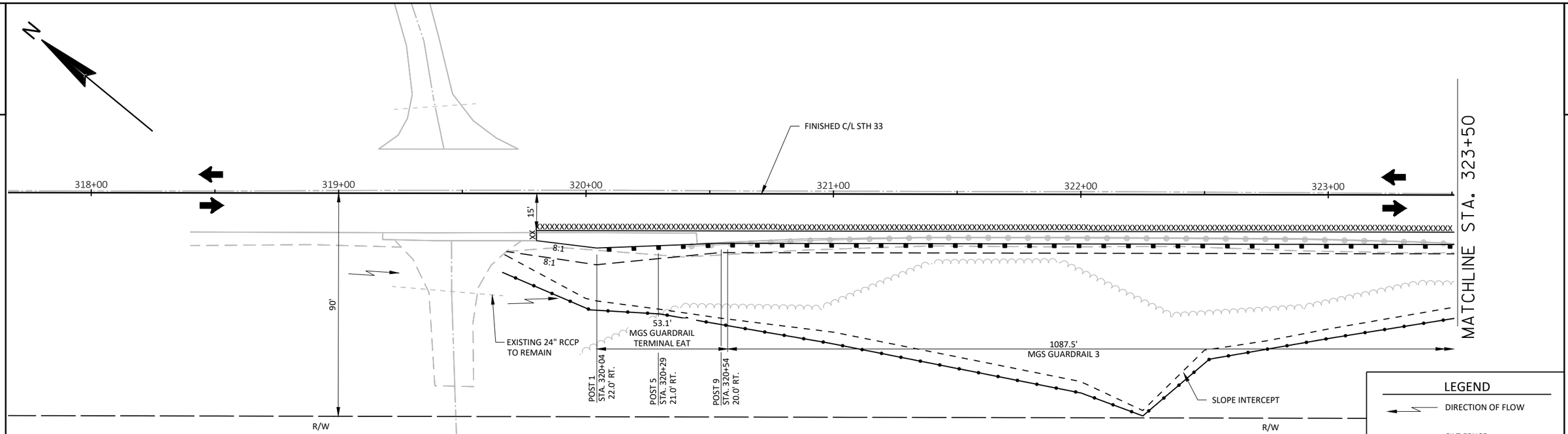
- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- RIPRAP MEDIUM OVER GEOTEXTILE TYPE HR
- DIRECTION OF TRAVEL



2

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 30	E

2



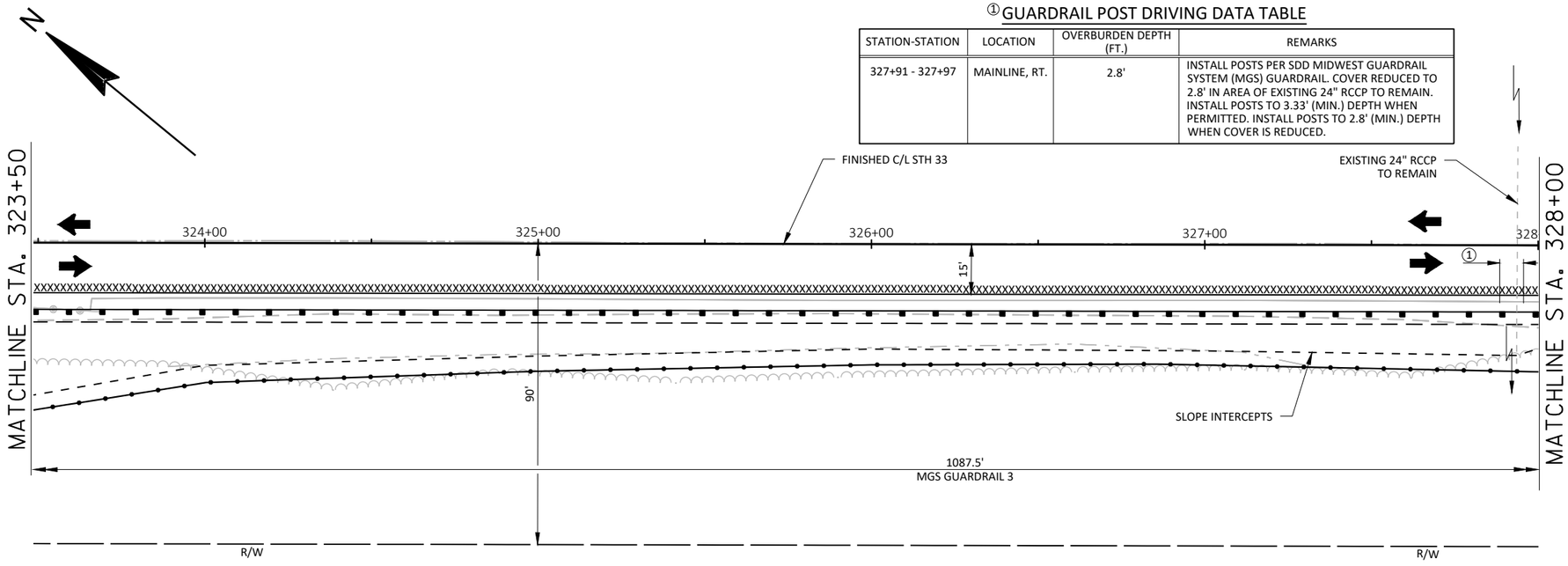
LAVALLE SPORTSMANS CLUB, INC.

STA. 320+00 - 324+00, RT.
CLEARING AND GRUBBING

STA. 320+40 - STA. 323+70, RT.
REMOVING GUARDRAIL REQ'D.

①GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
327+91 - 327+97	MAINLINE, RT.	2.8'	INSTALL POSTS PER SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL. COVER REDUCED TO 2.8' IN AREA OF EXISTING 24" RCCP TO REMAIN. INSTALL POSTS TO 3.33' (MIN.) DEPTH WHEN PERMITTED. INSTALL POSTS TO 2.8' (MIN.) DEPTH WHEN COVER IS REDUCED.



LAVALLE SPORTSMANS CLUB, INC.

STA. 328+00 - 332+00
CLEARING AND GRUBBING

STA. 320+40 - STA. 323+70, RT.
REMOVING GUARDRAIL REQ'D.

STA. 328+12 - STA. 335+07, RT.
REMOVING GUARDRAIL REQ'D.

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 31	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_BEAMGUARD DETAIL.DWG
PLOT DATE : 1/11/2023 9:47:09 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 5

2

2

STA. 328+00 - 332+00
CLEARING AND GRUBBING

STA. 330+20 - STA. 336+02, LT.
REMOVING GUARDRAIL REQ'D.

N

POST 1
STA. 329+45
22.0' LT.

POST 5
STA. 329+70
21.0' LT.

POST 9
STA. 329+95
20.0' LT.

53.1'
MGS GUARDRAIL
TERMINAL EAT

575'
MGS GUARDRAIL 3

FINISHED C/L STH 33

MATCHLINE STA. 328+00

PC: 328+14.15

15:1

15:1

14'

15'

329+00

330+00

331+00

332+00

333+00

MATCHLINE STA. 333+50

STA. 330+33
20.0' RT.

STA. 333+05
18.4' RT.

15:1

15:1

53.1'
MGS GUARDRAIL
TERMINAL EAT

1087.5'
MGS GUARDRAIL 3

POST 9
STA. 331+50
22.35' RT.

POST 5
STA. 331+75
23.96' RT.

POST 1
STA. 332+01
25.36' RT.

SLOPE INTERCEPTS

R/W

STA. 320+40 - STA. 323+70, RT.
REMOVING GUARDRAIL REQ'D.

LAVALLE SPORTSMANS
CLUB, INC.

LEGEND

DIRECTION OF FLOW

SILT FENCE

DIRECTION OF TRAVEL

STA. 330+20 - STA. 336+02, LT.
REMOVING GUARDRAIL REQ'D.

POST 9
STA. 335+72
20.0' LT.

POST 5
STA. 335+97
21.0' LT.

POST 1
STA. 336+22
22.0' LT.

STH 58

N

575'
MGS GUARDRAIL 3

53.1'
MGS GUARDRAIL
TERMINAL EAT

FINISHED C/L STH 33

SLOPE INTERCEPTS

MATCHLINE STA. 333+50

334+00

335+00

336+00

337+00

338+00

15:1

15:1

14'

15'

STA. 333+60
21.5' RT.

90'

100'

R/W

STA. 320+40 - STA. 323+70, RT.
REMOVING GUARDRAIL REQ'D.

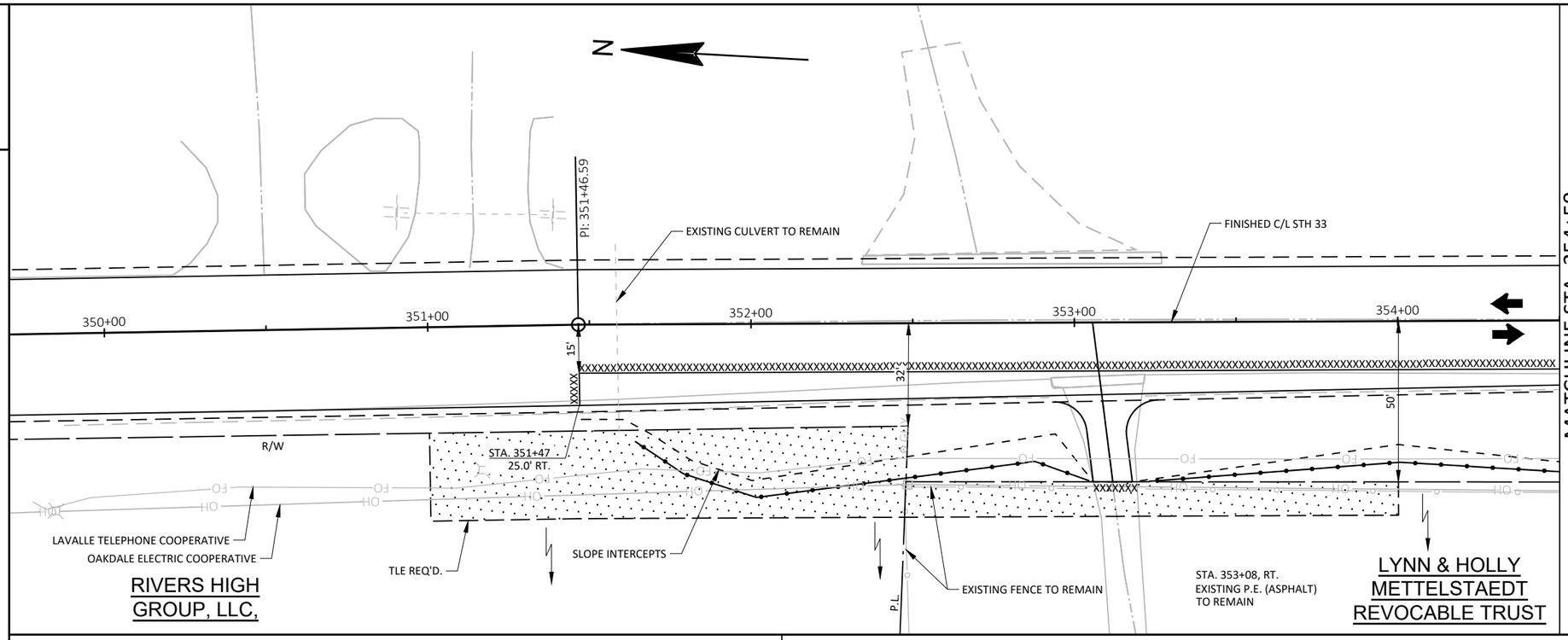
EXISTING 11' X 7' STRUCTURE
PLATE PIPE ARCH TO REMAIN

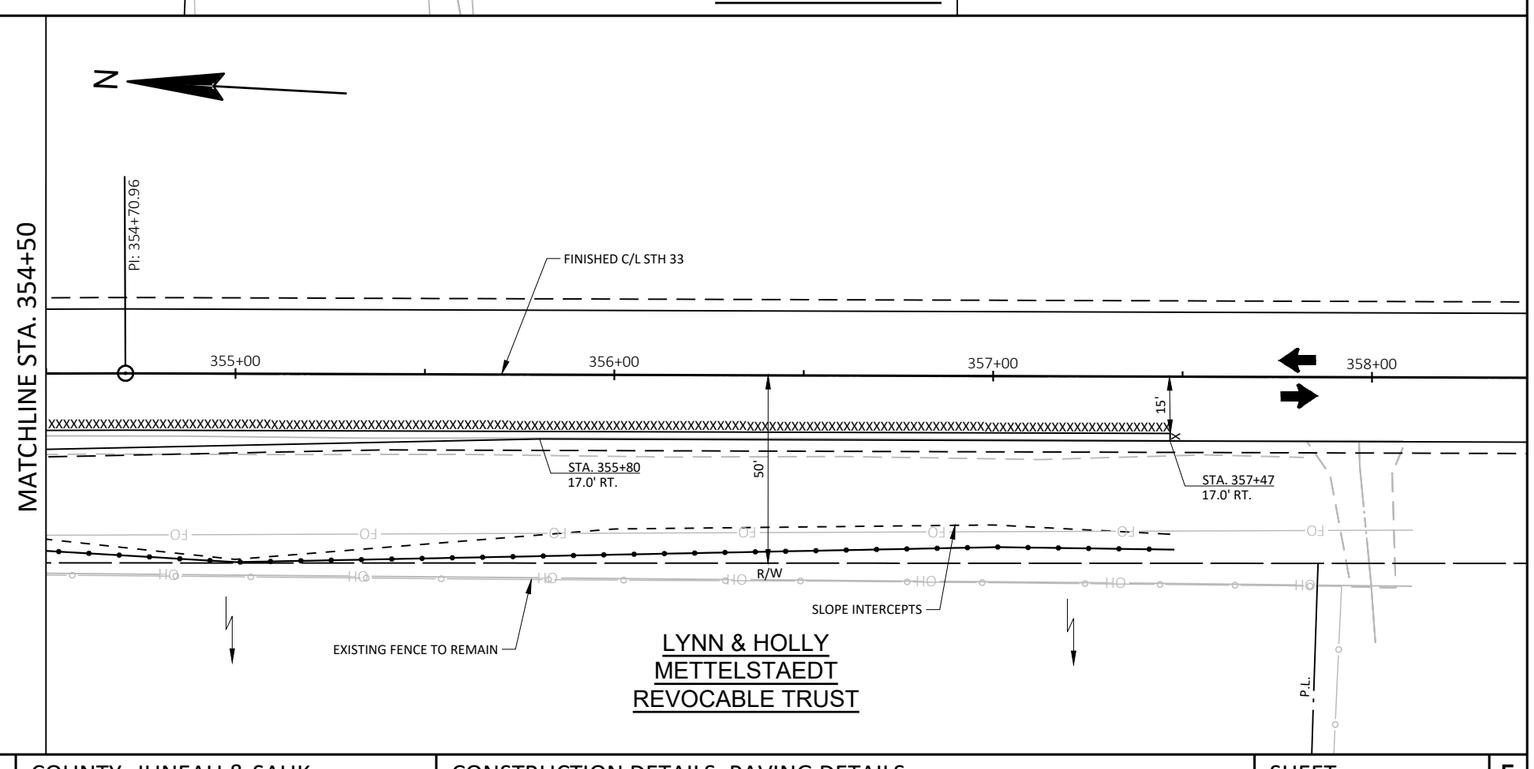
LAVALLE TELEPHONE COOPERATIVE

OAKDALE ELECTRIC

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 32	E

2





PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CONSTRUCTION DETAILS: PAVING DETAILS	SHEET 33	E

2

N

NOTE: ALL PARKING LOT PAVEMENT MARKING SHOWN PAID FOR AS MARKING PARKING STALL EPOXY.

STH 33

EXISTING 24" RCCP TO REMAIN

R/W

18' (TYP.)

9' (TYP.)

MARKING PARKING STALL EPOXY

14'

11'

10' (TYP.)

R/W

WISCONSIN DEPT. OF NATURAL RESOURCES

PARKING BLOCK

STRAWBRIDGE/ROAD

LEGEND

DIRECTION OF FLOW

LIMITS OF 2" ASPHALTIC SURFACE

LIMITS OF ASPHALTIC SURFACE BUTT JOINTS

XXXXXXXX SAWING ASPHALT

PARKING BLOCK

PLAN VIEW
WAYSIDE PARK - WEST

*SEE TYPICAL RURAL SIDEROAD PROFILE FOR LOCATION

STH 33

N

2

*

EXISTING 48" CMCP TO REMAIN

R/W

WISCONSIN DEPT. OF NATURAL RESOURCES

LEGEND

DIRECTION OF FLOW

LIMITS OF 2" ASPHALTIC SURFACE

PLAN VIEW
WAYSIDE PARK - EAST

R/W

VARIES

EXISTING VARIES 3" - 3.5" HMA PAVEMENT TO REMAIN

EXISTING VARIES 11" - 14" BASE COURSE MATERIAL TO REMAIN

TYPICAL EXISTING SECTION
THRU PARKING LOT

SLOPE INTERCEPT

① 1'

VARIES

VARIES

2" ASPHALTIC SURFACE

3" - 3.5" PULVERIZE AND RELAY

EXISTING VARIES 11" - 14" BASE COURSE MATERIAL TO REMAIN

TYPICAL FINISHED SECTION
THRU PARKING LOT

① LIMITS OF SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, MULCHING AND TOPSOIL (AS DIRECTED BY ENGINEER).

VARIES

EXISTING VARIES 3.5" - 4.5" HMA PAVEMENT TO REMAIN

EXISTING VARIES 3" - 10" BASE COURSE MATERIAL TO REMAIN

TYPICAL EXISTING SECTION
THRU PARKING LOT

SLOPE INTERCEPT

① 1'

VARIES

VARIES

2" ASPHALTIC SURFACE

EXISTING VARIES 3.5" - 4.5" HMA PAVEMENT TO REMAIN

EXISTING VARIES 3" - 10" BASE COURSE MATERIAL TO REMAIN

TYPICAL FINISHED SECTION
THRU PARKING LOT

① LIMITS OF SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, MULCHING AND TOPSOIL (AS DIRECTED BY ENGINEER).

C/L STRAWBRIDGE ROAD

LIMITS OF PARKING LOT

VARIES 13' - 16'

LIMITS OF ASPHALTIC SURFACE BUTT JOINTS

SAWING ASPHALT REQ'D

WAYSIDE PARK - WEST PROFILE

C/L

LIMITS OF MAINLINE

LIMITS OF PARKING LOT

*SEE PLAN VIEW FOR LOCATION

12' DRIVING LANE

8' SHLDR

*

2.0%

2.0%

VARIES

VARIES

3.5" HMA PAVEMENT 4 MT 58-28 S

EXISTING 2.5" HMA PAVEMENT

EXISTING PULVERIZED AND RELAID MATERIAL (DEPTH UNKNOWN)

EXISTING 10" BASE COURSE MATERIAL TO REMAIN

2" ASPHALTIC SURFACE

6" BASE AGGREGATE DENSE ¾ - INCH (EXCAVATION COMMON REQ'D. FOR PLACEMENT OF BASE AGGREGATE DENSE ¾-INCH TO BE INCLUDED IN BASE AGGREGATE DENSE ¾-INCH BID ITEM.)

2" ASPHALTIC SURFACE

EXISTING VARIES 3.5" - 4.5" HMA PAVEMENT TO REMAIN

EXISTING VARIES 3" - 10" BASE COURSE MATERIAL TO REMAIN

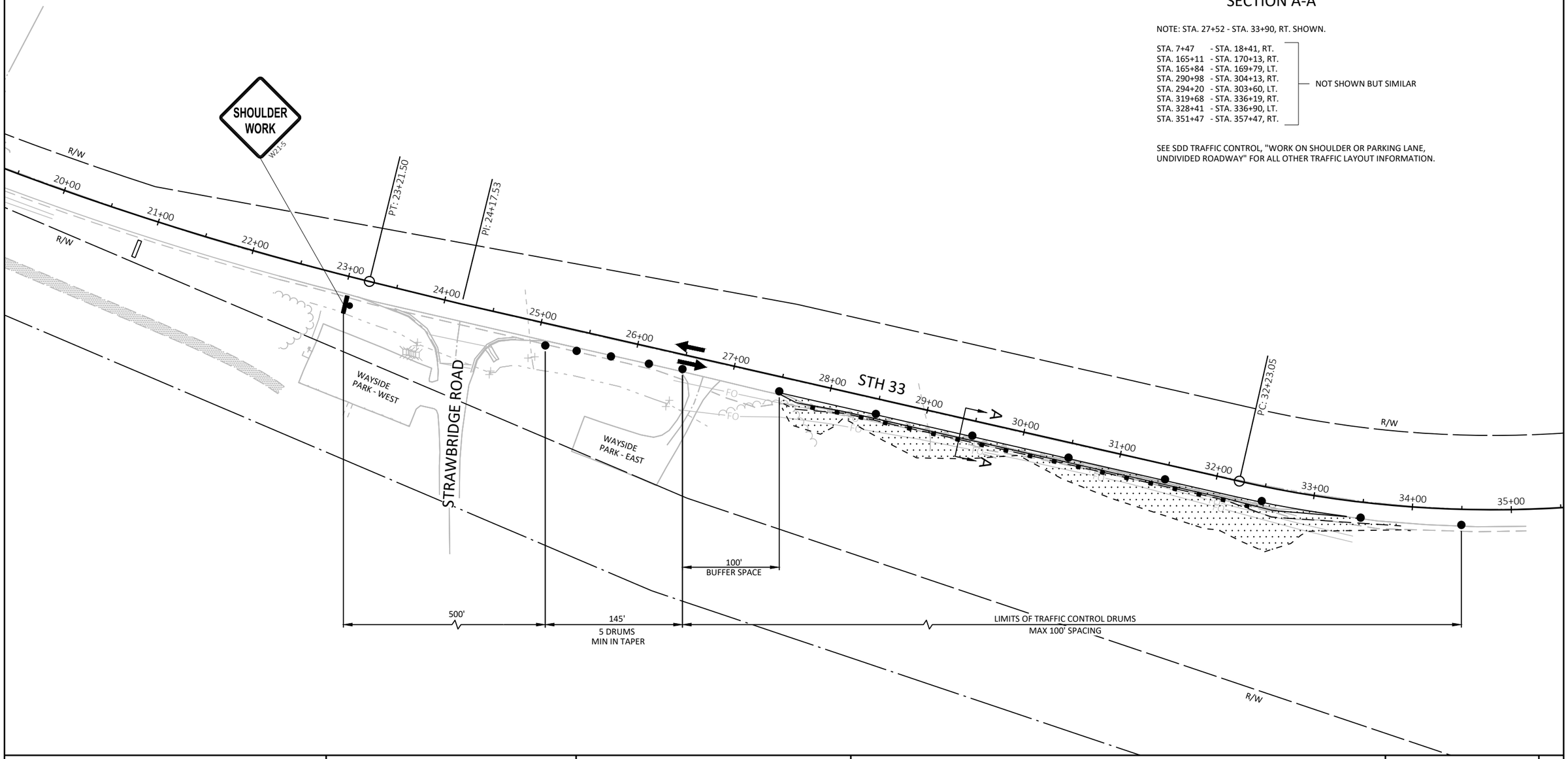
TYPICAL RURAL SIDEROAD PROFILE AT WAYSIDE PARK - EAST

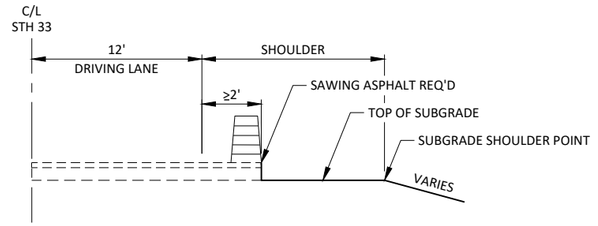
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PARKING LOT GRADING PLAN	SHEET 34	E

LEGEND:

- WORK AREA
- POST MOUNTED SIGN
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW

N





SECTION A-A

NOTE: STA. 27+52 - STA. 33+90, RT. SHOWN.

NOT SHOWN BUT SIMILAR
- STA. 7+47 - STA. 18+41, RT.
- STA. 165+11 - STA. 170+13, RT.
- STA. 165+84 - STA. 169+79, LT.
- STA. 290+98 - STA. 304+13, RT.
- STA. 294+20 - STA. 303+60, LT.
- STA. 319+68 - STA. 336+19, RT.
- STA. 328+41 - STA. 336+90, LT.
- STA. 351+47 - STA. 357+47, RT.

SEE SDD TRAFFIC CONTROL, "WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ALL OTHER TRAFFIC LAYOUT INFORMATION.

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	TRAFFIC CONTROL DETAIL (GUARDRAIL REPLACEMENT)	SHEET 35	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

FOR NIGHTTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS, AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

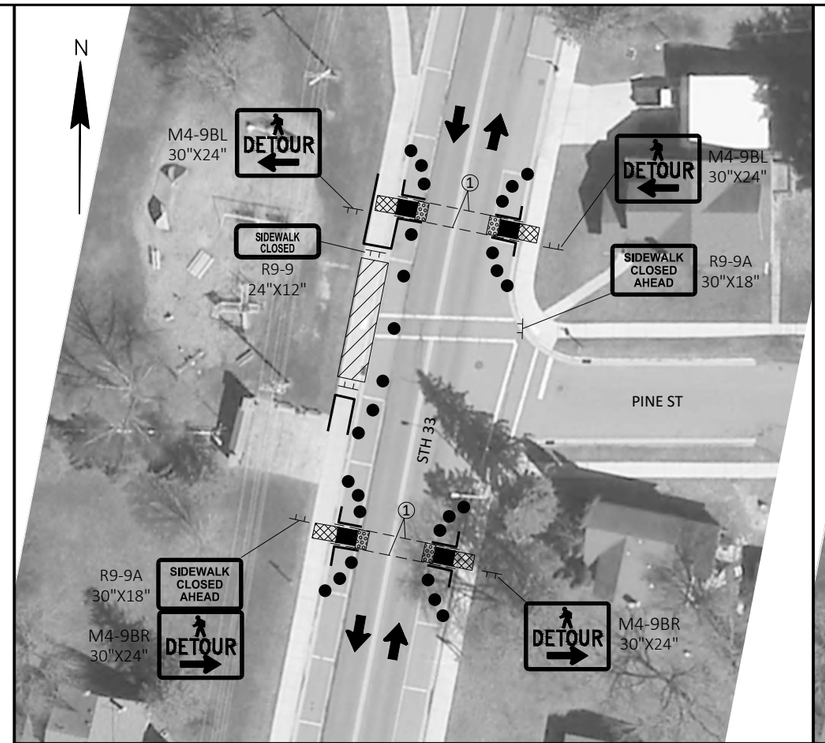
PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

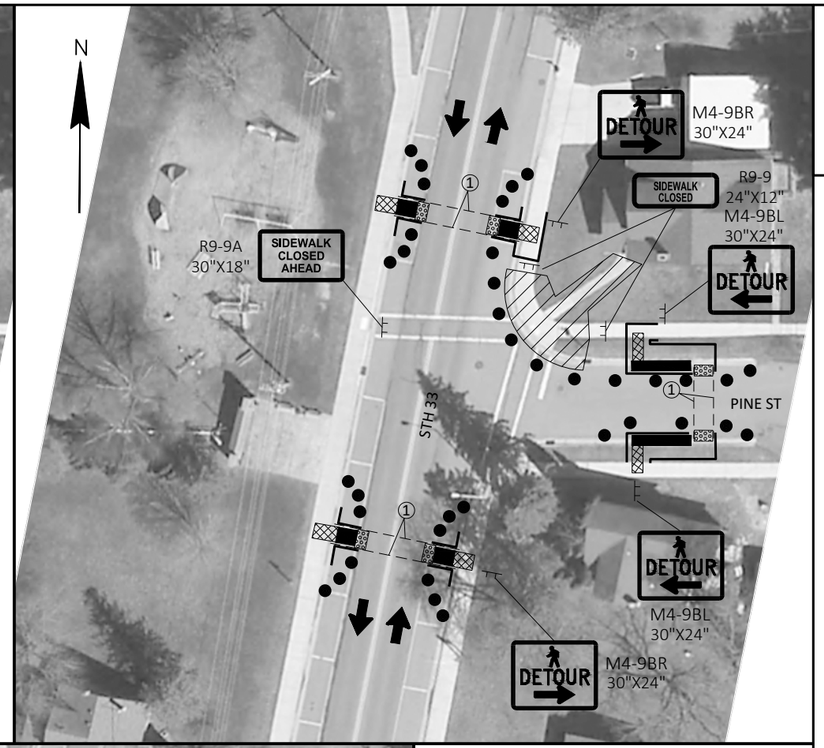
POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

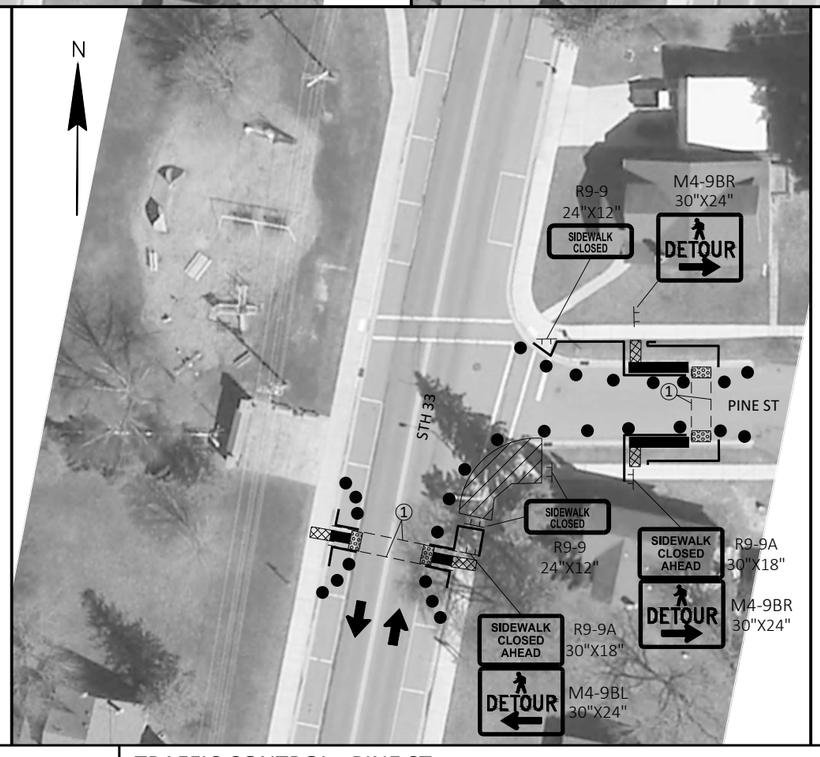
ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

SDD

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION







DIRECTION OF TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY CURB RAMP

TEMPORARY DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING

SIGN ON TEMPORARY SUPPORT

① TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 4-INCH)

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	TRAFFIC CONTROL - PINE ST	SHEET 36	E

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

FOR NIGHTTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS, AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

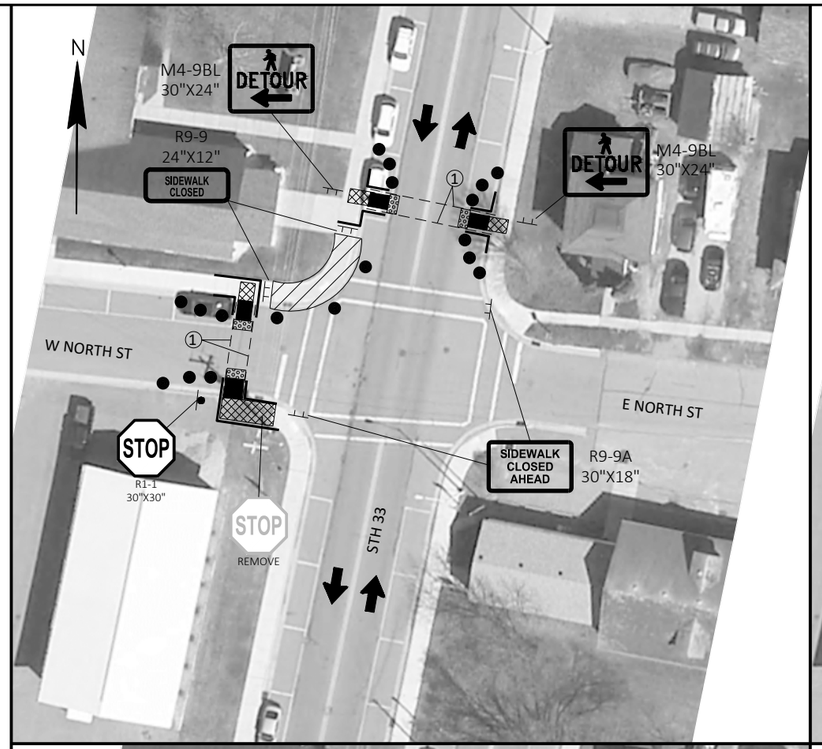
POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

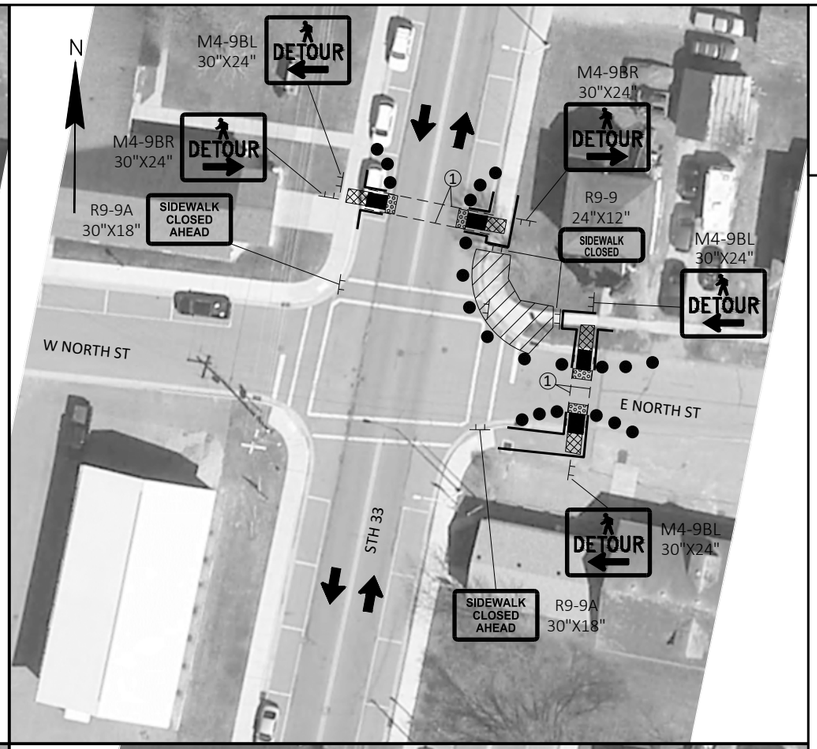
ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

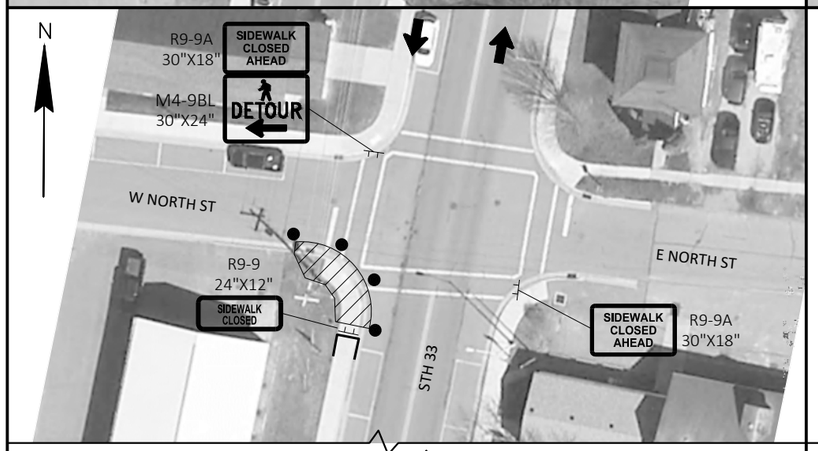
SDD

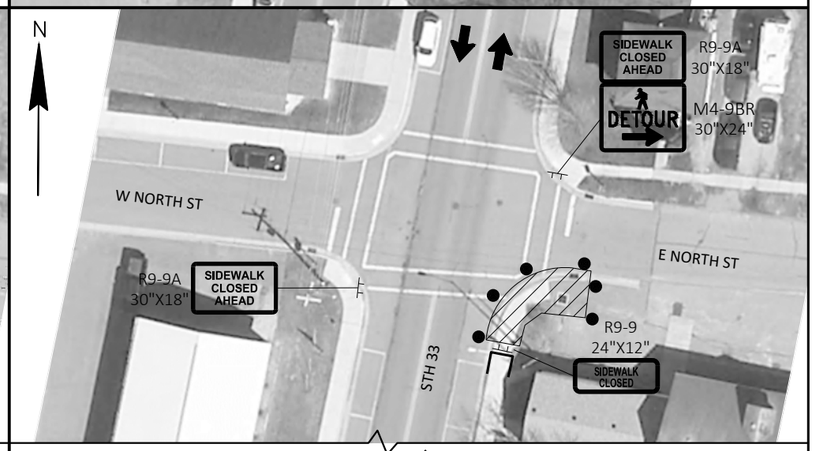
SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

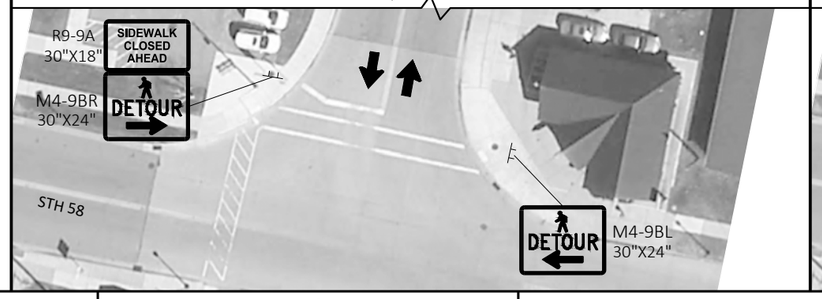
- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- ① TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 4-INCH)











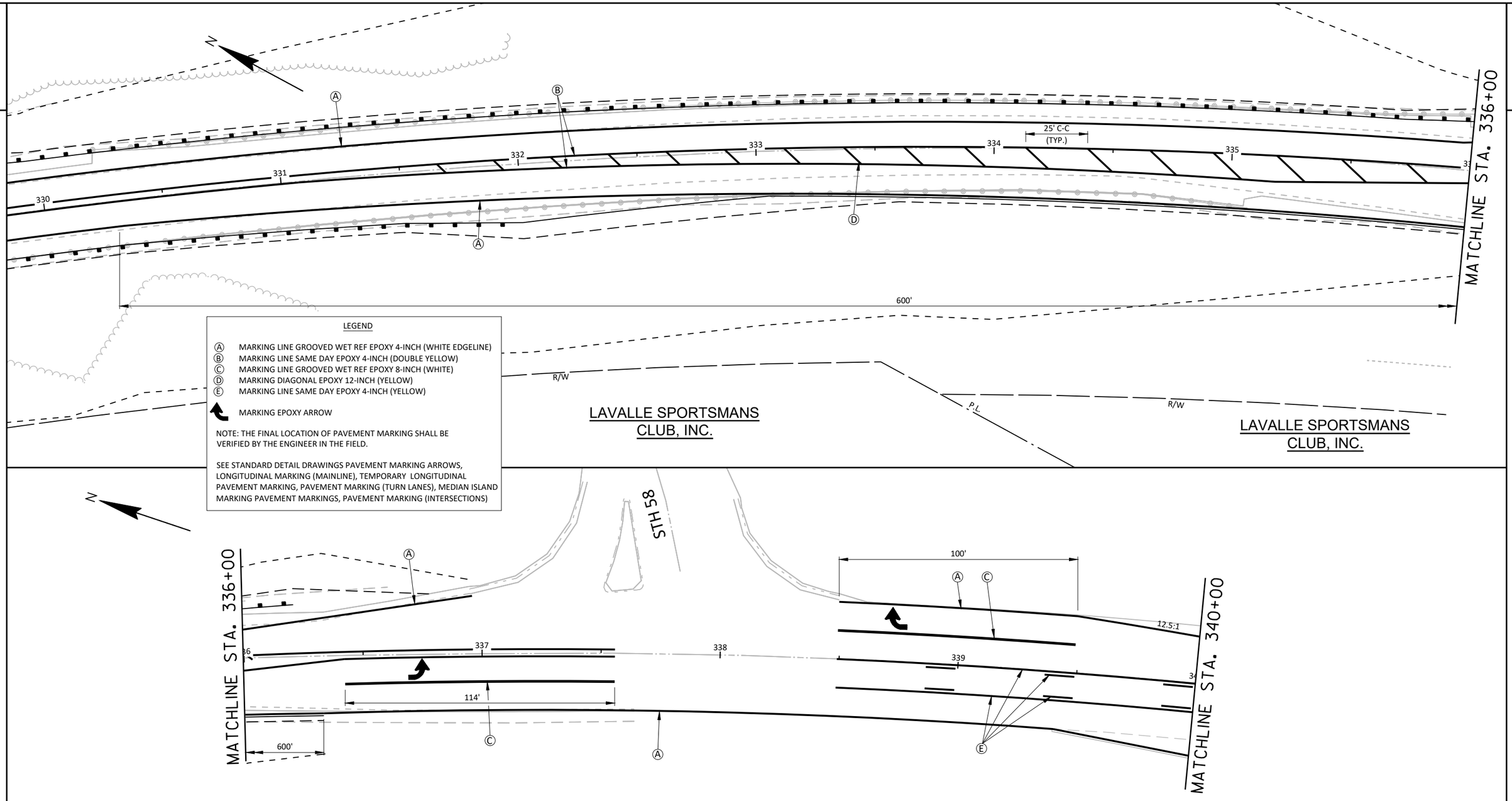


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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	TRAFFIC CONTROL - NORTH ST	SHEET 37	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\DETAILS\50300102_TRAFFIC CONTROL.DWG PLOT DATE : 1/11/2023 9:48:43 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT2

2



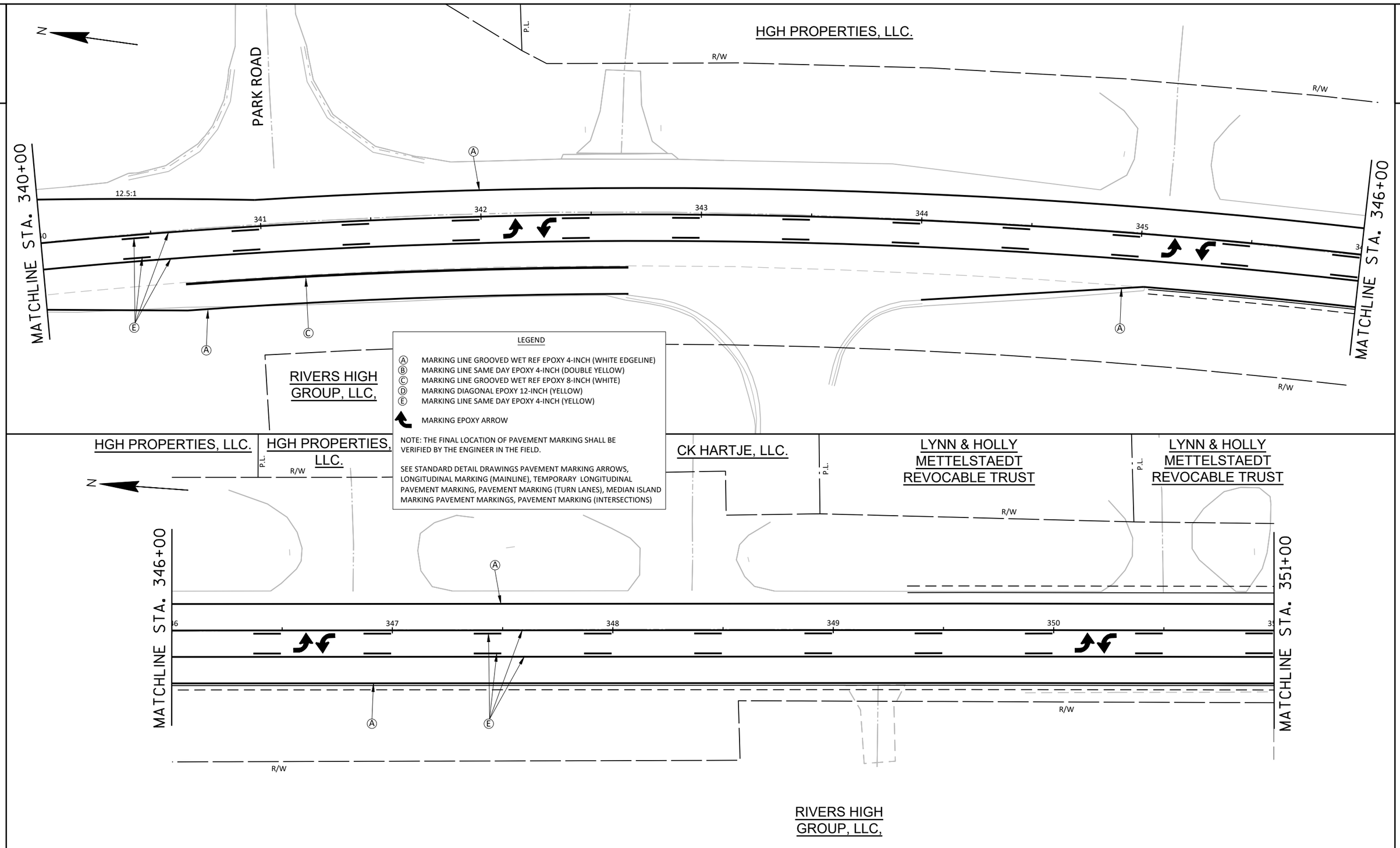
LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- (B) MARKING LINE SAME DAY EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
- (D) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (E) MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- MARKING EPOXY ARROW

NOTE: THE FINAL LOCATION OF PAVEMENT MARKING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

SEE STANDARD DETAIL DRAWINGS PAVEMENT MARKING ARROWS, LONGITUDINAL MARKING (MAINLINE), TEMPORARY LONGITUDINAL PAVEMENT MARKING, PAVEMENT MARKING (TURN LANES), MEDIAN ISLAND MARKING PAVEMENT MARKINGS, PAVEMENT MARKING (INTERSECTIONS)

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PAVEMENT MARKING	SHEET 38	E



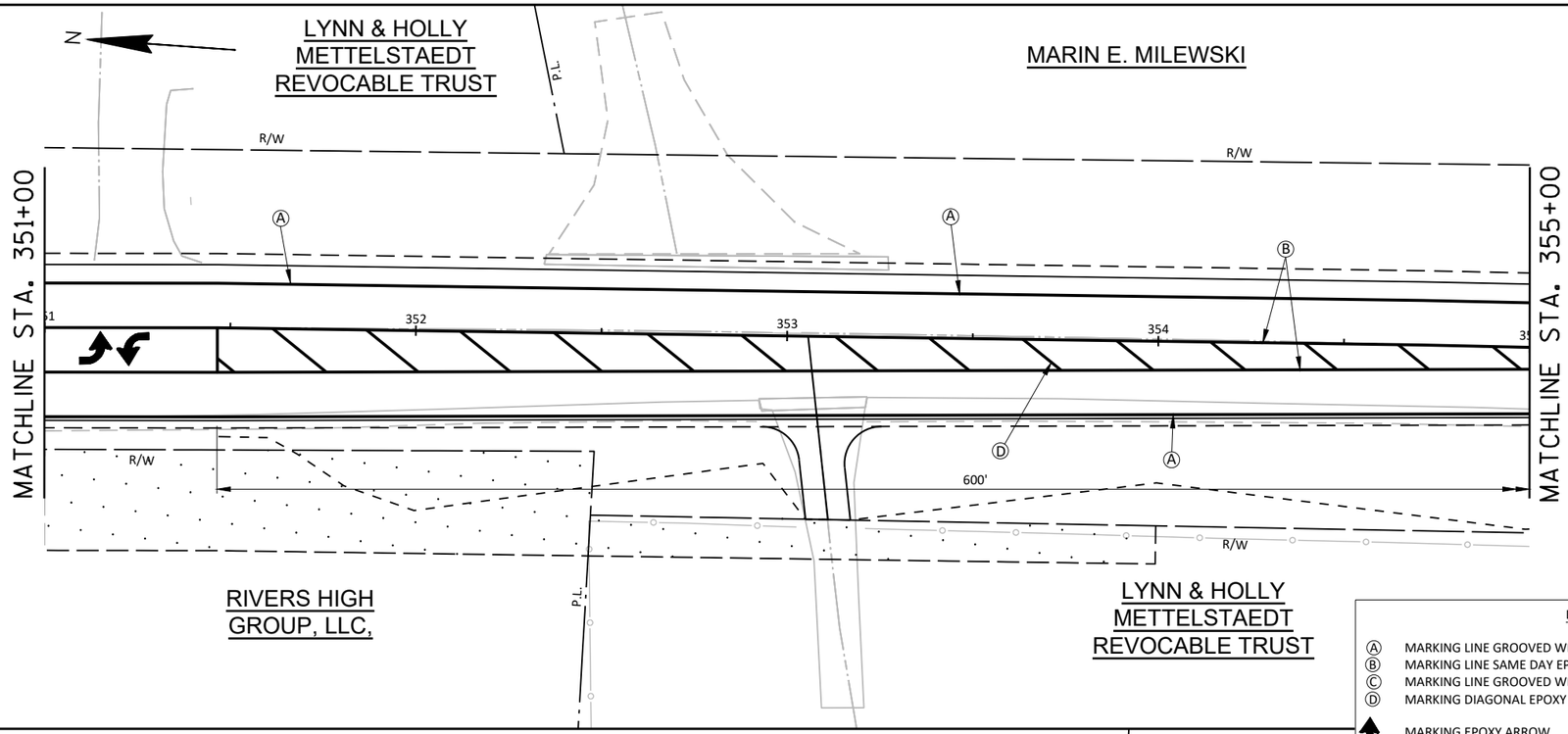
LEGEND

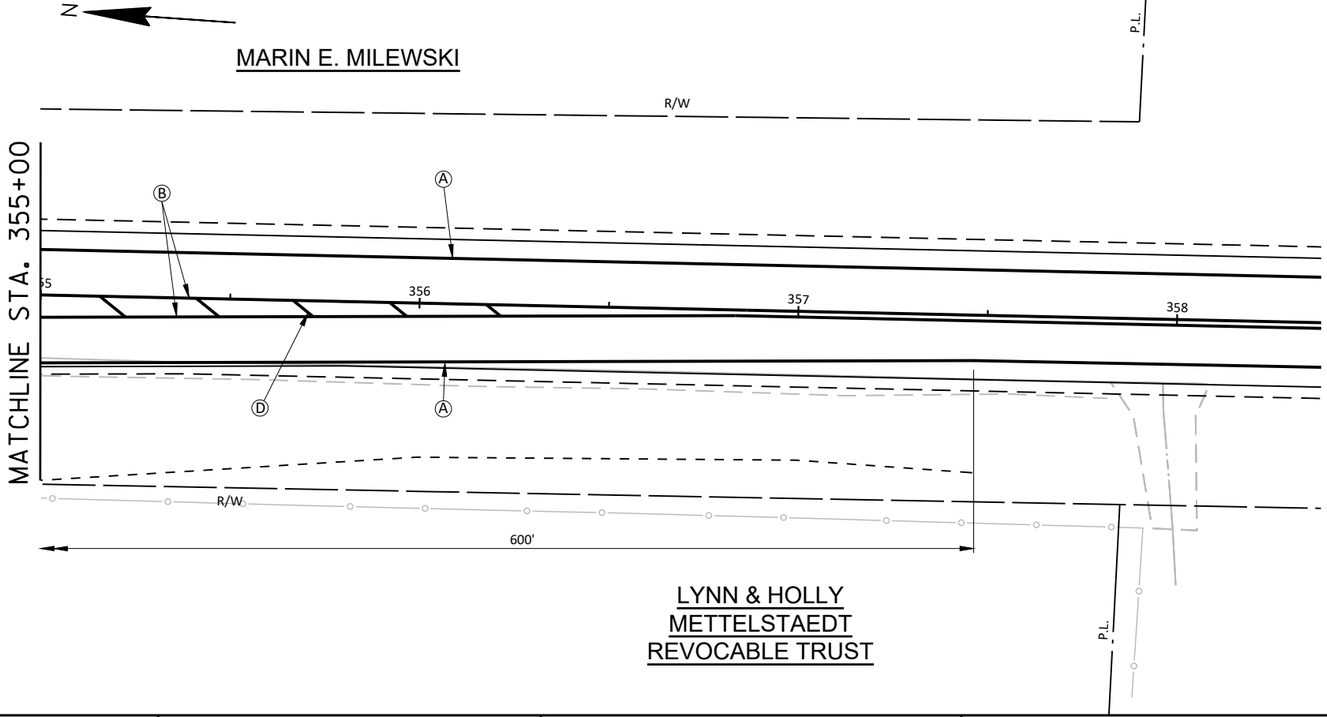
- (A) MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- (B) MARKING LINE SAME DAY EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
- (D) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (E) MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- MARKING EPOXY ARROW

NOTE: THE FINAL LOCATION OF PAVEMENT MARKING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

SEE STANDARD DETAIL DRAWINGS PAVEMENT MARKING ARROWS, LONGITUDINAL MARKING (MAINLINE), TEMPORARY LONGITUDINAL PAVEMENT MARKING, PAVEMENT MARKING (TURN LANES), MEDIAN ISLAND MARKING PAVEMENT MARKINGS, PAVEMENT MARKING (INTERSECTIONS)

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PAVEMENT MARKING	SHEET 39	E





LEGEND

- Ⓐ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
- Ⓑ MARKING LINE SAME DAY EPOXY 4-INCH (DOUBLE YELLOW)
- Ⓒ MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
- Ⓓ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- MARKING EPOXY ARROW

NOTE: THE FINAL LOCATION OF PAVEMENT MARKING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

SEE STANDARD DETAIL DRAWINGS PAVEMENT MARKING ARROWS, LONGITUDINAL MARKING (MAINLINE), TEMPORARY LONGITUDINAL PAVEMENT MARKING, PAVEMENT MARKING (TURN LANES), MEDIAN ISLAND MARKING PAVEMENT MARKINGS, PAVEMENT MARKING (INTERSECTIONS)

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PAVEMENT MARKING	SHEET 40	E

2

SEE STANDARD DETAIL DRAWING
LONGITUDINAL MARKING (MAINLINE)
FOR PAVEMENT MARKING LAYOUT.

N

Ⓐ
Ⓑ
Ⓒ
Ⓓ
Ⓕ

377
378
379
380
381

FINISHED C/L STH 33

22'
(TYP.)

8'
(TYP.)

DUMP ROAD

PINE STREET

MATCHLINE STA. 382+00

LEGEND

Ⓐ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)
Ⓑ MARKING LINE SAME DAY EPOXY 4-INCH (DOUBLE YELLOW)
Ⓒ MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
Ⓓ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
Ⓕ MARKING STOP LINE EPOXY 18-INCH

MARKING EPOXY ARROW

NOTE: THE FINAL LOCATION OF PAVEMENT MARKING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

SEE STANDARD DETAIL DRAWINGS PAVEMENT MARKING ARROWS, LONGITUDINAL MARKING (MAINLINE), TEMPORARY LONGITUDINAL PAVEMENT MARKING, PAVEMENT MARKING (TURN LANES), MEDIAN ISLAND MARKING PAVEMENT MARKINGS, PAVEMENT MARKING (INTERSECTIONS)

N

MATCHLINE STA. 382+00

382
383
384
385
386

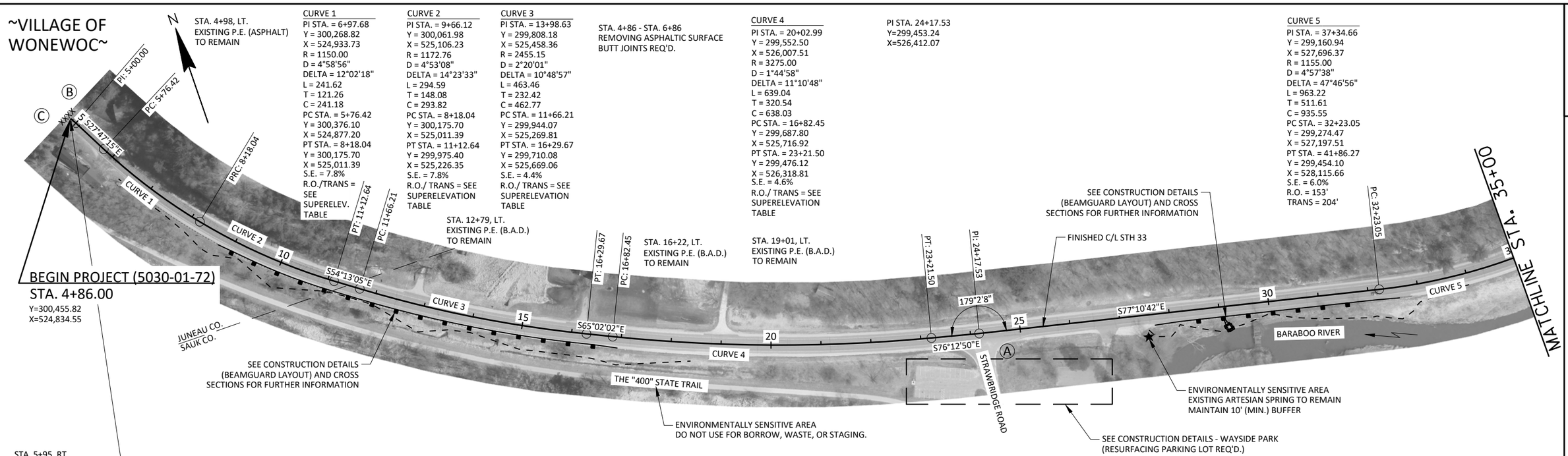
FINISHED C/L STH 33

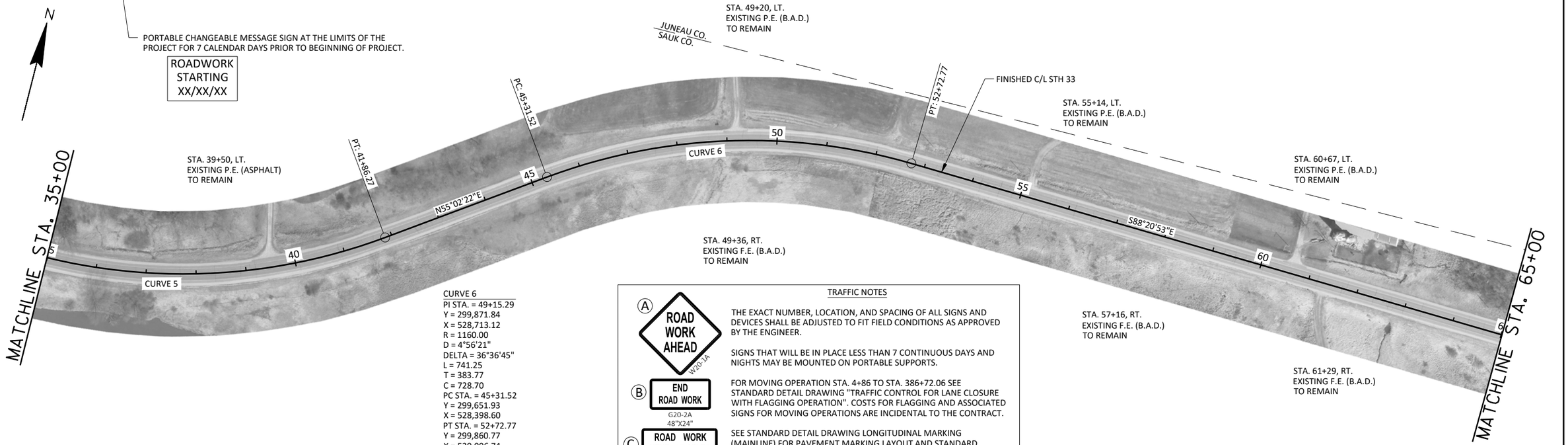
E NORTH STREET

W NORTH STREET

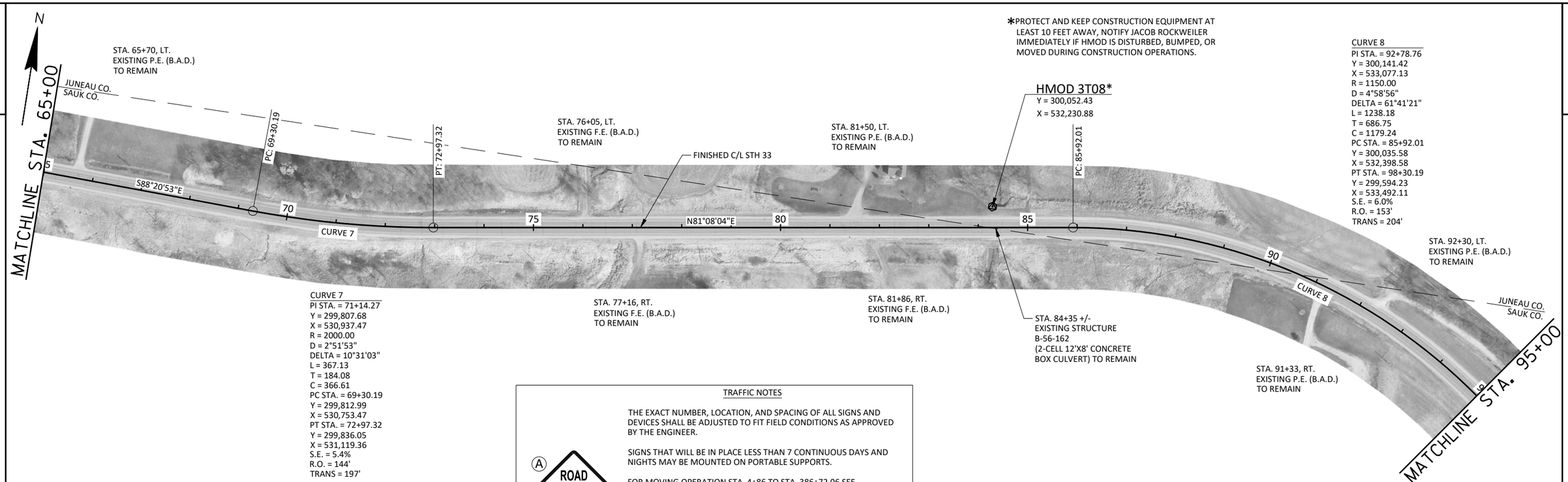
END PROJECT
STA. 386+72.06

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PAVEMENT MARKING	SHEET 41	E





PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PLAN DETAILS	SHEET 42	E



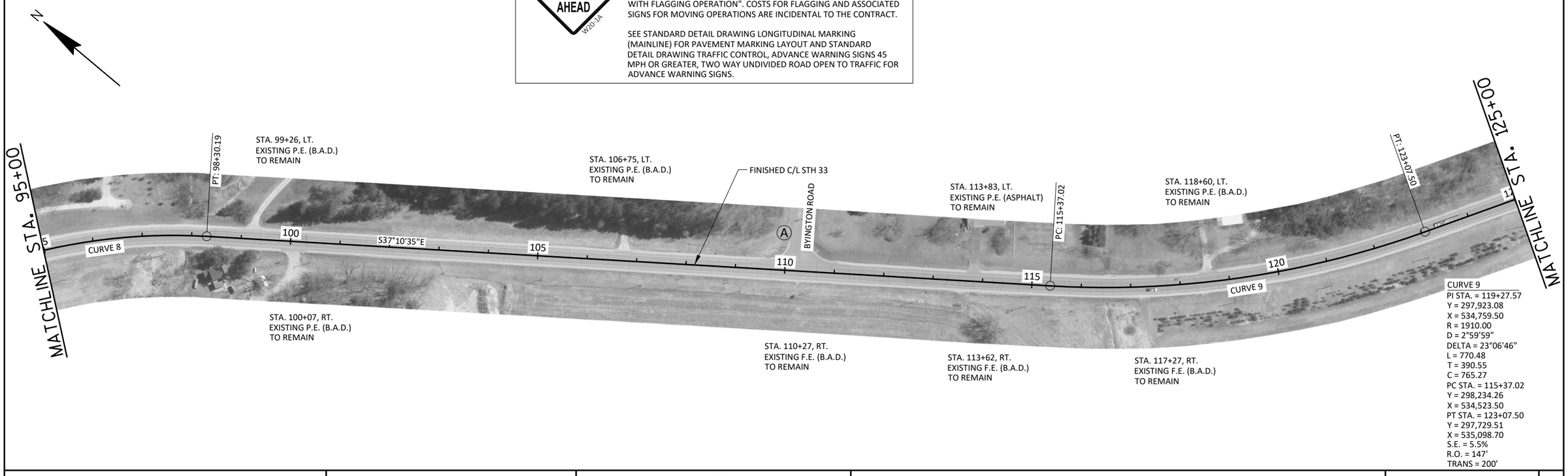
TRAFFIC NOTES

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

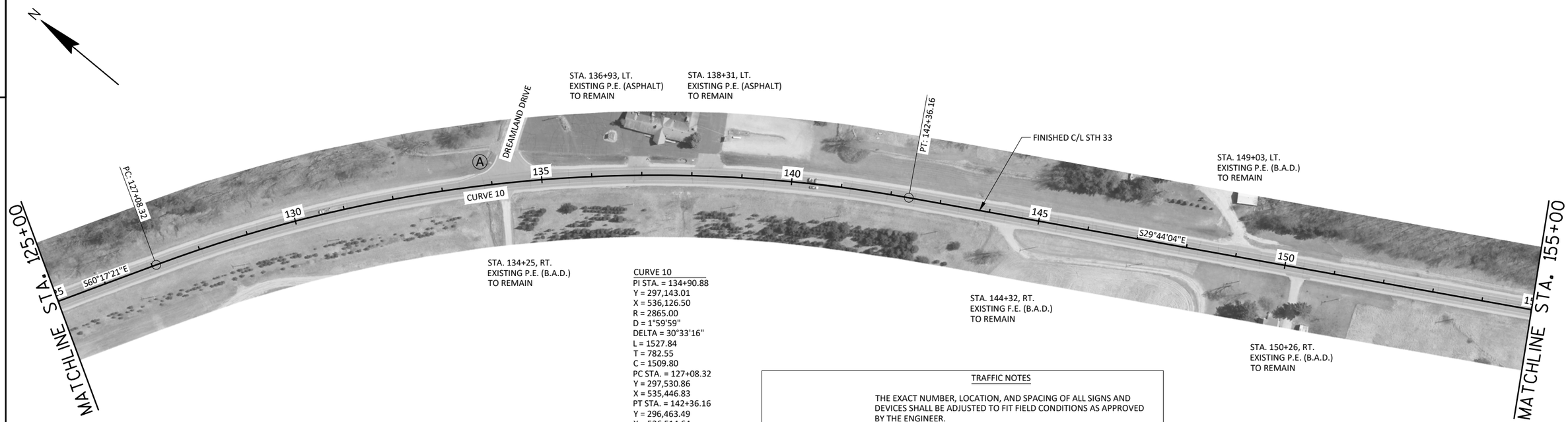
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 4+86 TO STA. 386+72.06 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PLAN DETAILS	SHEET 43	E



CURVE 10
PI STA. = 134+90.88
Y = 297,143.01
X = 536,126.50
R = 2865.00
D = 1°59'59"
DELTA = 30°33'16"
L = 1527.84
T = 782.55
C = 1509.80
PC STA. = 127+08.32
Y = 297,530.86
X = 535,446.83
PT STA. = 142+36.16
Y = 296,463.49
X = 536,514.64
S.E. = 5.2%
R.O. = 139'
TRANS = 192'

TRAFFIC NOTES

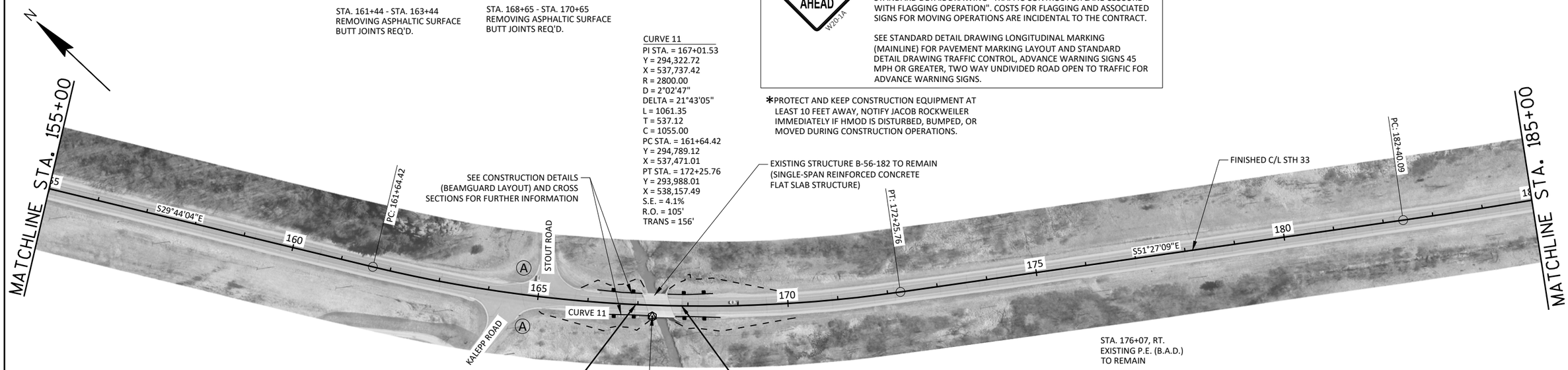
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

FOR MOVING OPERATION STA. 4+86 TO STA. 386+72.06 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.

Ⓐ ROAD WORK AHEAD W20-1A



CURVE 11
PI STA. = 167+01.53
Y = 294,322.72
X = 537,737.42
R = 2800.00
D = 2°02'47"
DELTA = 21°43'05"
L = 1061.35
T = 537.12
C = 1055.00
PC STA. = 161+64.42
Y = 294,789.12
X = 537,471.01
PT STA. = 172+25.76
Y = 293,988.01
X = 538,157.49
S.E. = 4.1%
R.O. = 105'
TRANS = 156'

*PROTECT AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY, NOTIFY JACOB ROCKWEILER IMMEDIATELY IF HMOD IS DISTURBED, BUMPED, OR MOVED DURING CONSTRUCTION OPERATIONS.

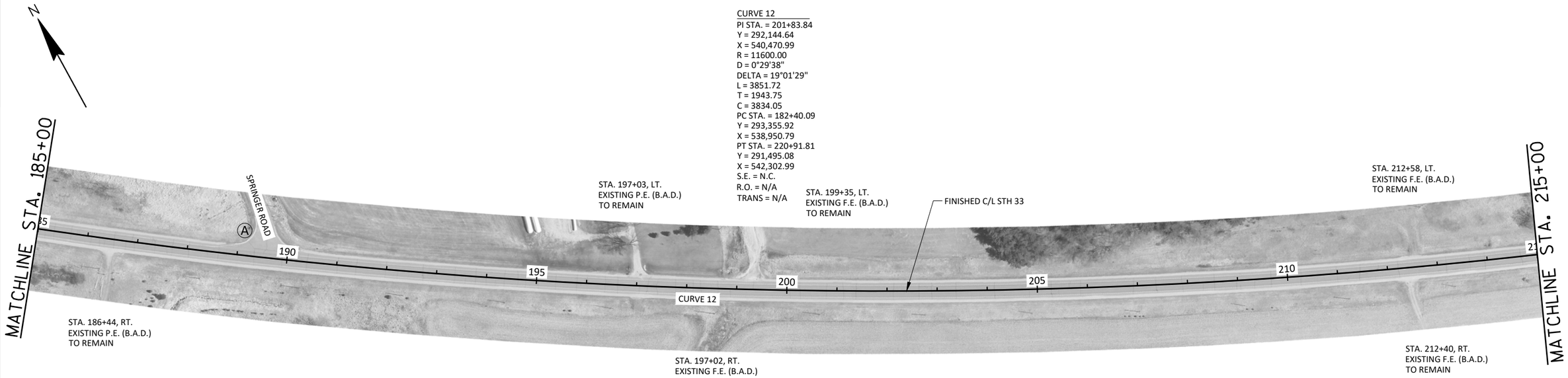
NET EXCEPTION TO CENTERLINE LENGTH
STA. 166+96.01
Y=294,355.24
X=537,776.78

HMOD 3T07*
Y = 294,315.16
X = 537,781.83

NET EXCEPTION TO CENTERLINE LENGTH
STA. 167+87.81
Y=294,286.55
X=537,837.67

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PLAN DETAILS	SHEET 44	E

2



CURVE 12
PI STA. = 201+83.84
Y = 292,144.64
X = 540,470.99
R = 11600.00
D = 0°29'38"
DELTA = 19°01'29"
L = 3851.72
T = 1943.75
C = 3834.05
PC STA. = 182+40.09
Y = 293,355.92
X = 538,950.79
PT STA. = 220+91.81
Y = 291,495.08
X = 542,302.99
S.E. = N.C.
R.O. = N/A
TRANS = N/A

TRAFFIC NOTES

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

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

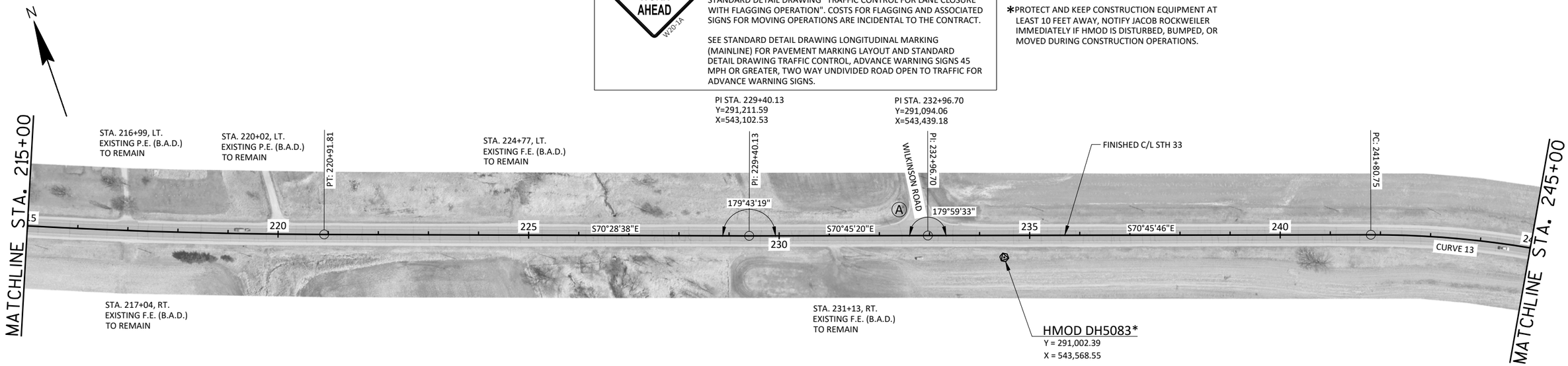
FOR MOVING OPERATION STA. 4+86 TO STA. 386+72.06 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

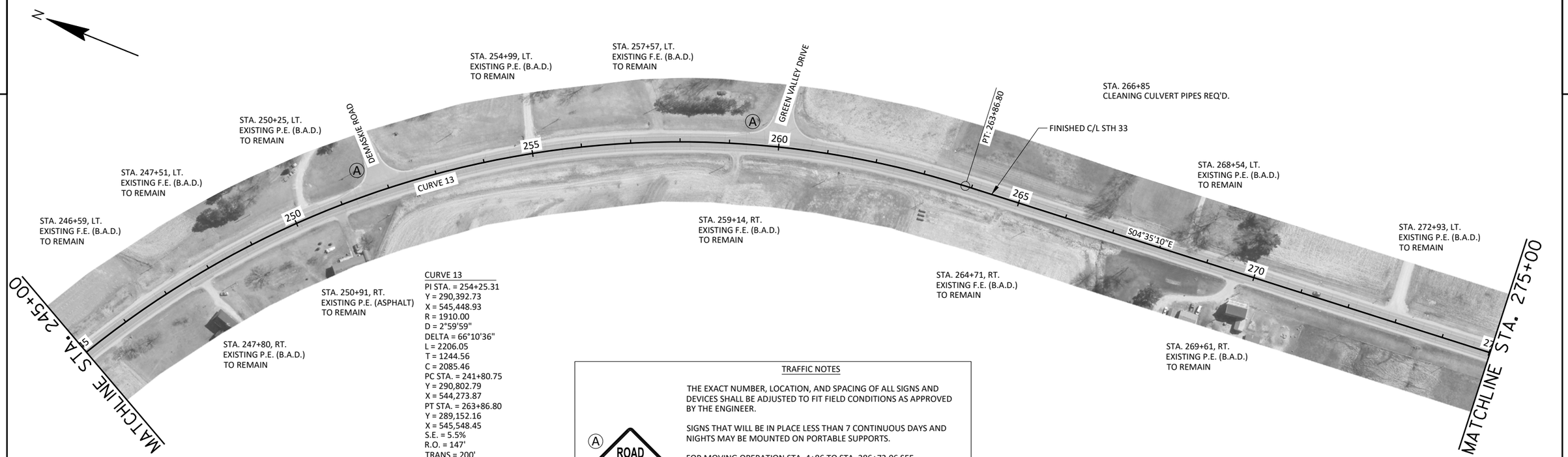
SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.

A



*PROTECT AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY, NOTIFY JACOB ROCKWEILER IMMEDIATELY IF HMOD IS DISTURBED, BUMPED, OR MOVED DURING CONSTRUCTION OPERATIONS.





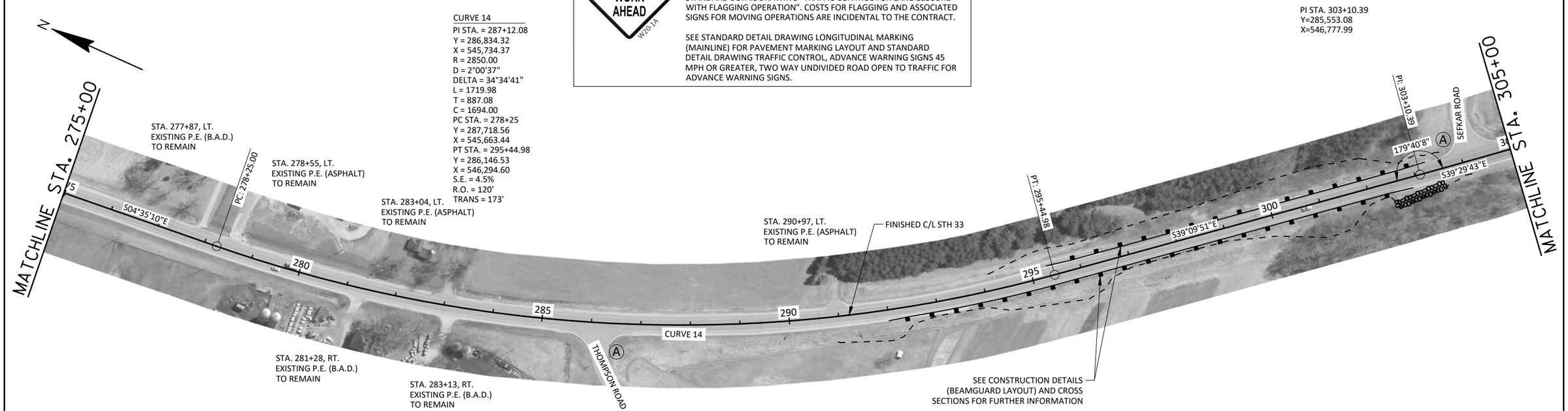
TRAFFIC NOTES

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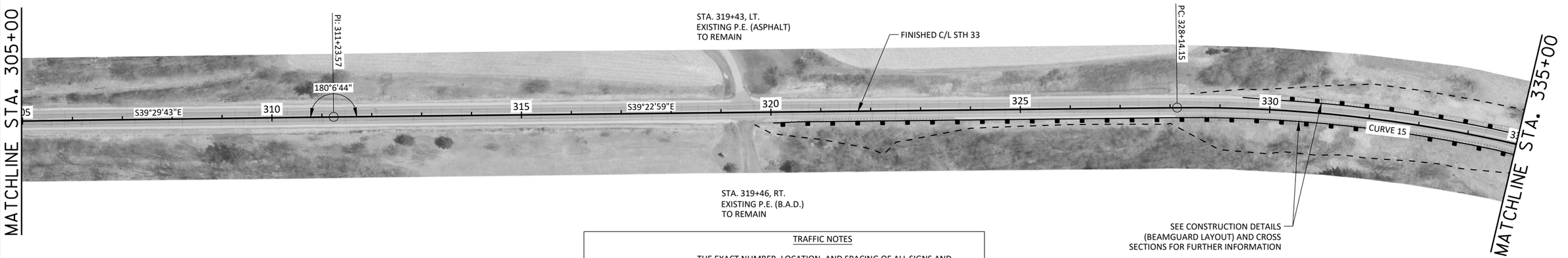
SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PLAN DETAILS	SHEET 46	E

2

PI STA. 311+23.57
Y=284,925.57
X=547,295.18



STA. 319+43, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

FINISHED C/L STH 33

PC: 328+14.15

STA. 319+46, RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

SEE CONSTRUCTION DETAILS
(BEAMGUARD LAYOUT) AND CROSS
SECTIONS FOR FURTHER INFORMATION

TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD W20-1A

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FOR MOVING OPERATION STA. 4+86 TO STA. 386+72.06 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

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STA. 350+50, LT.
EXISTING C.E. (ASPHALT)
TO REMAIN

STA. 351+13, LT.
EXISTING C.E. (ASPHALT)
TO REMAIN

STA. 352+70, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

PI STA. 354+70.96
Y=281,117.04
X=549,075.30

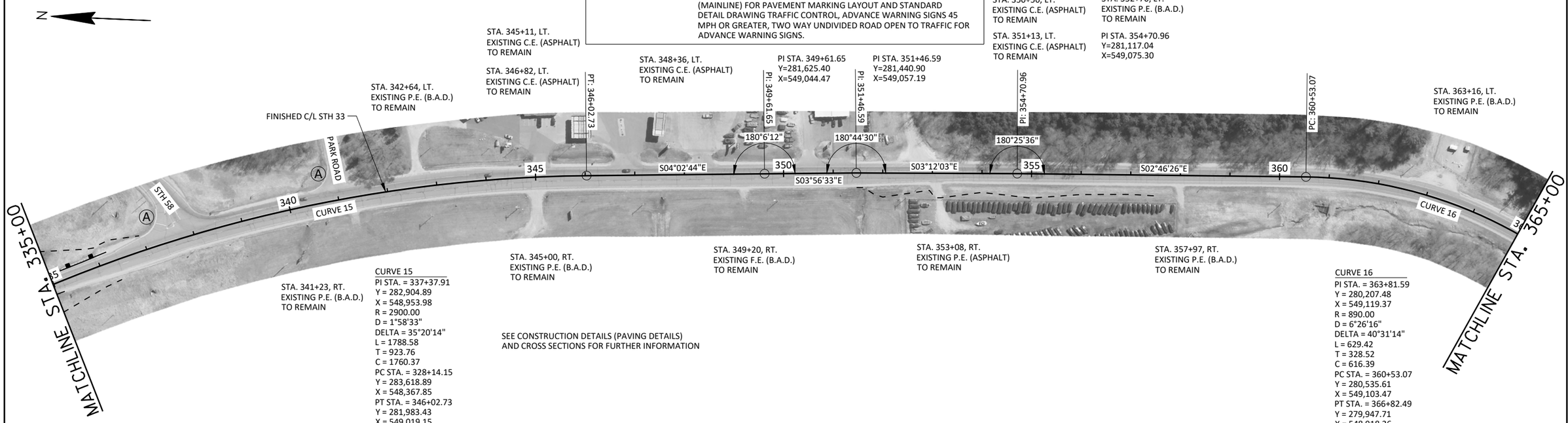
STA. 345+11, LT.
EXISTING C.E. (ASPHALT)
TO REMAIN

STA. 346+82, LT.
EXISTING C.E. (ASPHALT)
TO REMAIN

STA. 348+36, LT.
EXISTING C.E. (ASPHALT)
TO REMAIN

PI STA. 349+61.65
Y=281,625.40
X=549,044.47

PI STA. 351+46.59
Y=281,440.90
X=549,057.19



STA. 341+23, RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

CURVE 15
PI STA. = 337+37.91
Y = 282,904.89
X = 548,953.98
R = 2900.00
D = 1°58'33"
DELTA = 35°20'14"
L = 1788.58
T = 923.76
C = 1760.37
PC STA. = 328+14.15
Y = 283,618.89
X = 548,367.85
PT STA. = 346+02.73
Y = 281,983.43
X = 549,019.15
S.E. = 4.5%
R.O. = 120'
TRANS = 173'

STA. 345+00, RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

SEE CONSTRUCTION DETAILS (PAVING DETAILS)
AND CROSS SECTIONS FOR FURTHER INFORMATION

STA. 349+20, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 353+08, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 357+97, RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

CURVE 16
PI STA. = 363+81.59
Y = 280,207.48
X = 549,119.37
R = 890.00
D = 6°26'16"
DELTA = 40°31'14"
L = 629.42
T = 328.52
C = 616.39
PC STA. = 360+53.07
Y = 280,535.61
X = 549,103.47
PT STA. = 366+82.49
Y = 279,947.71
X = 548,918.26
S.E. = 7.2%
R.O. = 160'
TRANS = 204'

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PLAN DETAILS	SHEET 47	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\SHEETSPLAN\PLAN & PROFILE SHEETS\W11596_PLANS.DWG
PLOT DATE : 1/11/2023 9:50:09 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT6

2

TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD — W20-1A

Ⓒ ROAD WORK NEXT 7 MILES — G20-1, 60"X24"

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FOR MOVING OPERATION STA. 4+86 TO STA. 386+72.06 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

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PI STA. 373+01.11
Y=279,458.55
X=548,539.56

PI STA. 373+66.34
Y=279,406.60
X=548,500.10

STA. 375+95, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 377+88, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

CURVE 17
PI STA. = 377+81.56
Y = 279,074.14
X = 548,251.36
R = 1250.00
D = 4°35'01"
DELTA = 25°31'30"
L = 556.87
T = 283.13
C = 552.28
PC STA. = 374+98.43
Y = 279,300.84
X = 548,420.98
PT STA. = 380+55.30
Y = 278,796.47
X = 548,196.00
S.E. = 3.6%
R.O. = 65'
TRANS = 101'

PI STA. 381+56.69
Y=278,697.03
X=548,176.17

STA. 379+51, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 380+14
ADJUSTING MANHOLE
COVERS REQ'D

STA. 380+35, LT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 380+43, LT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 381+31, LT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

PI STA. 384+75.67
Y=278,383.82
X=548,115.74

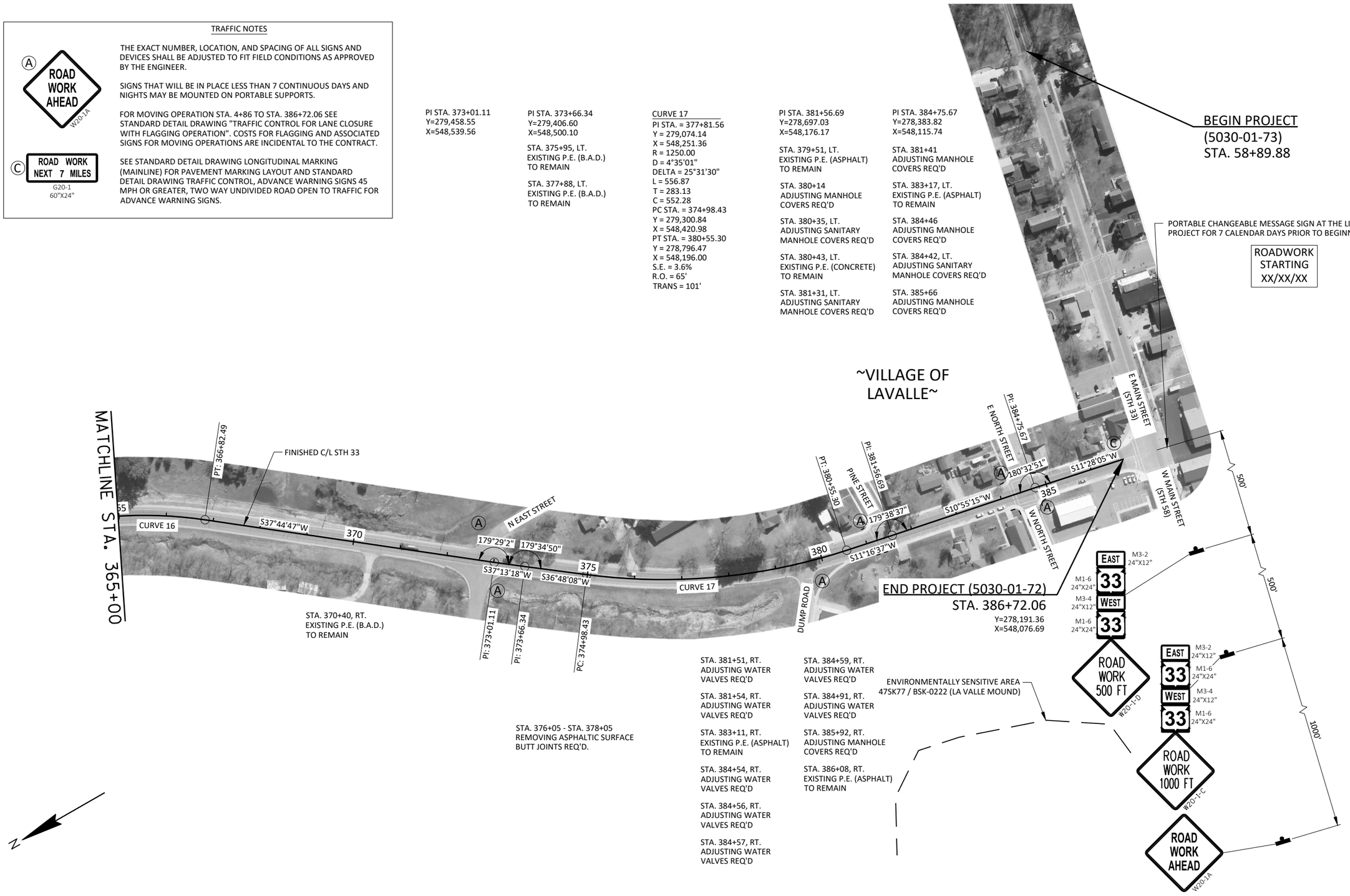
STA. 381+41
ADJUSTING MANHOLE
COVERS REQ'D

STA. 383+17, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 384+46
ADJUSTING MANHOLE
COVERS REQ'D

STA. 384+42, LT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 385+66
ADJUSTING MANHOLE
COVERS REQ'D



STA. 381+51, RT.
ADJUSTING WATER
VALVES REQ'D

STA. 381+54, RT.
ADJUSTING WATER
VALVES REQ'D

STA. 383+11, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 384+54, RT.
ADJUSTING WATER
VALVES REQ'D

STA. 384+56, RT.
ADJUSTING WATER
VALVES REQ'D

STA. 384+57, RT.
ADJUSTING WATER
VALVES REQ'D

STA. 384+59, RT.
ADJUSTING WATER
VALVES REQ'D

STA. 384+91, RT.
ADJUSTING WATER
VALVES REQ'D

STA. 385+92, RT.
ADJUSTING MANHOLE
COVERS REQ'D

STA. 386+08, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	PLAN DETAILS	SHEET 48	E

5030-01-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	1.000	1.000
0004	201.0205	Grubbing	STA	29.000	29.000
0008	204.0110	Removing Asphaltic Surface	SY	380.000	380.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	7,130.000	7,130.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	151,100.000	151,100.000
0014	204.0150	Removing Curb & Gutter	LF	262.000	262.000
0016	204.0155	Removing Concrete Sidewalk	SY	162.000	162.000
0018	204.0165	Removing Guardrail	LF	4,719.000	4,719.000
0022	204.0220	Removing Inlets	EACH	3.000	3.000
0024	205.0100	Excavation Common	CY	250.000	250.000
0028	208.0100	Borrow	CY	1,105.000	1,105.000
0030	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5030-01-72	EACH	1.000	1.000
0036	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	10.000	10.000
0038	213.0100	Finishing Roadway (project) 01. 5030-01-72	EACH	1.000	1.000
0044	305.0110	Base Aggregate Dense 3/4-Inch	TON	7,780.000	7,780.000
0046	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,260.000	7,260.000
0048	325.0100	Pulverize and Relay	SY	860.000	860.000
0058	416.0610	Drilled Tie Bars	EACH	10.000	10.000
0062	416.1015	Concrete Surface Drains HES	CY	6.000	6.000
0064	455.0605	Tack Coat	GAL	19,240.000	19,240.000
0066	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0068	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	3.000	3.000
0070	460.2000	Incentive Density HMA Pavement	DOL	5,970.000	5,970.000
0072	460.2005	Incentive Density PWL HMA Pavement	DOL	22,125.000	22,125.000
0074	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	19,050.000	19,050.000
0076	460.2010	Incentive Air Voids HMA Pavement	DOL	31,440.000	31,440.000
0078	460.6224	HMA Pavement 4 MT 58-28 S	TON	31,270.000	31,270.000
0080	465.0105	Asphaltic Surface	TON	575.000	575.000
0084	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	65,650.000	65,650.000
0086	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	31,450.000	31,450.000
0090	520.1048	Apron Endwalls for Culvert Pipe 48-Inch	EACH	1.000	1.000
0096	520.8700	Cleaning Culvert Pipes	EACH	1.000	1.000
0098	521.3148	Culvert Pipe Corrugated Steel 48-Inch	LF	6.000	6.000
0106	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	262.000	262.000
0112	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	53.000	53.000
0114	601.0590	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	LF	29.000	29.000
0116	602.0405	Concrete Sidewalk 4-Inch	SF	1,590.000	1,590.000
0120	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	70.000	70.000
0122	606.0200	Riprap Medium	CY	70.000	70.000
0124	606.0300	Riprap Heavy	CY	11.000	11.000
0126	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0128	614.0010	Barrier System Grading Shaping Finishing	EACH	10.000	10.000
0130	614.2300	MGS Guardrail 3	LF	1,975.000	1,975.000
0134	614.2330	MGS Guardrail 3 K	LF	2,788.000	2,788.000
0138	614.2500	MGS Thrie Beam Transition	LF	150.000	150.000
0140	614.2610	MGS Guardrail Terminal EAT	EACH	16.000	16.000
0144	616.0700.S	Fence Safety	LF	35.000	35.000
0146	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5030-01-72	EACH	1.000	1.000
0152	619.1000	Mobilization	EACH	0.490	0.490

Line	Item	Item Description	Unit	Total	Qty
0154	624.0100	Water	MGAL	220.000	220.000
0156	625.0100	Topsoil	SY	180.000	180.000
0158	625.0500	Salvaged Topsoil	SY	4,490.000	4,490.000
0160	627.0200	Mulching	SY	115.000	115.000
0162	628.1504	Silt Fence	LF	10,205.000	10,205.000
0164	628.1520	Silt Fence Maintenance	LF	20,410.000	20,410.000
0166	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0168	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0172	628.2008	Erosion Mat Urban Class I Type B	SY	4,490.000	4,490.000
0174	628.7005	Inlet Protection Type A	EACH	8.000	8.000
0176	628.7015	Inlet Protection Type C	EACH	3.000	3.000
0178	628.7504	Temporary Ditch Checks	LF	16.000	16.000
0182	629.0210	Fertilizer Type B	CWT	4.000	4.000
0184	630.0130	Seeding Mixture No. 30	LB	85.000	85.000
0186	630.0140	Seeding Mixture No. 40	LB	2.000	2.000
0188	633.5200	Markers Culvert End	EACH	1.000	1.000
0190	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	1.000	1.000
0194	638.2102	Moving Signs Type II	EACH	1.000	1.000
0196	638.3000	Removing Small Sign Supports	EACH	1.000	1.000
0200	642.5001	Field Office Type B	EACH	0.333	0.333
0202	643.0300	Traffic Control Drums	DAY	8,450.000	8,450.000
0206	643.0705	Traffic Control Warning Lights Type A	DAY	315.000	315.000
0208	643.0715	Traffic Control Warning Lights Type C	DAY	980.000	980.000
0210	643.0900	Traffic Control Signs	DAY	1,840.000	1,840.000
0212	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0214	643.3105	Temporary Marking Line Paint 4-Inch	LF	55,055.000	55,055.000
0216	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	54,295.000	54,295.000
0222	643.5000	Traffic Control	EACH	0.333	0.333
0224	644.1440	Temporary Pedestrian Surface Matting	SF	875.000	875.000
0226	644.1601	Temporary Pedestrian Curb Ramp	DAY	155.000	155.000
0228	644.1605	Temporary Pedestrian Detectable Warning Field	SF	440.000	440.000
0230	644.1810	Temporary Pedestrian Barricade	LF	1,020.000	1,020.000
0232	645.0120	Geotextile Type HR	SY	220.000	220.000
0234	646.1020	Marking Line Epoxy 4-Inch	LF	330.000	330.000
0236	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	72,505.000	72,505.000
0240	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	415.000	415.000
0242	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	59,715.000	59,715.000
0244	646.5020	Marking Arrow Epoxy	EACH	12.000	12.000
0246	646.6120	Marking Stop Line Epoxy 18-Inch	LF	42.000	42.000
0248	646.7120	Marking Diagonal Epoxy 12-Inch	LF	500.000	500.000
0250	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	505.000	505.000
0252	646.8320	Marking Parking Stall Epoxy	LF	1,700.000	1,700.000
0258	648.0100	Locating No-Passing Zones	MI	7.230	7.230
0260	650.4500	Construction Staking Subgrade	LF	928.000	928.000
0262	650.5000	Construction Staking Base	LF	928.000	928.000
0264	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	344.000	344.000
0266	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0270	650.8000	Construction Staking Resurfacing Reference	LF	38,100.000	38,100.000
0272	650.9000	Construction Staking Curb Ramps	EACH	7.000	7.000

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Line	Item	Item Description	Unit	Total	Qty
0274	650.9500	Construction Staking Sidewalk (project) 01. 5030-01-72	EACH	1.000	1.000
0280	650.9911	Construction Staking Supplemental Control (project) 01. 5030-01-72	EACH	1.000	1.000
0290	690.0150	Sawing Asphalt	LF	9,250.000	9,250.000
0292	690.0250	Sawing Concrete	LF	137.000	137.000
0296	740.0440	Incentive IRI Ride	DOL	28,950.000	28,950.000
0298	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0300	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,500.000	1,500.000
0302	SPV.0060	Special 01. Inlet Cover Special	EACH	3.000	3.000
0308	SPV.0060	Special 04. Verify and Replace Existing Land Parcel Monuments	EACH	6.000	6.000
0310	SPV.0060	Special 05. Research and Locate Existing Land Parcel Monuments	EACH	6.000	6.000
0312	SPV.0060	Special 06. Adjusting Water Valves	EACH	8.000	8.000
0314	SPV.0060	Special 07. Adjusting Sanitary Manhole Covers	EACH	3.000	3.000
0316	SPV.0060	Special 08. Remove and Replace Parking Blocks	EACH	10.000	10.000
0320	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	4,040.000	4,040.000

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

CLEARING & GRUBBING

STATION - STATION	LOCATION	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
6+00 - 16+00	MAINLINE, RT.	-	10
27+00 - 33+00	MAINLINE	-	6
297+00 - 298+00	MAINLINE, LT.	-	1
300+00 - 304+00	MAINLINE, RT.	-	4
320+00 - 324+00	MAINLINE, RT.	-	4
328+00 - 332+00	MAINLINE	-	4
	MISCELLANEOUS	1	-
	TOTAL =	1	29

REMOVING ASPHALTIC SURFACE

LOCATION	204.0110 (SY)
RURAL DRIVEWAYS	380
TOTAL =	380

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION - STATION	LOCATION	204.0115 CATEGORY 010 (SY)	204.0115 CATEGORY 050 (SY)	COMMENTS
4+86 - 6+86	MAINLINE, LT & RT	670	-	BEGIN PROJECT
161+44 - 163+44	MAINLINE, LT & RT	760	-	B-56-182 NORTH APPROACH
168+65 - 170+65	MAINLINE, LT & RT	760	-	B-56-182 SOUTH APPROACH
336+29 - 344+65	MAINLINE, LT	1300	-	STH 58 & PARK ROAD INTERSECTIONS
376+05 - 378+05	MAINLINE	760	-	TRANSITION BETWEEN 3.5"-2" PAVEMENT DEPTH
386+67.06 - 386+72.06	MAINLINE	25	-	END PROJECT
-	RURAL SIDEROADS	2605	-	RURAL SIDEROADS (INCLUDES TOWN HALL ENTRANCE)
	URBAN SIDEROADS	200	-	URBAN SIDEROADS
-	WAYSIDE PARK - WEST	-	50	-
	SUBTOTAL =	7080	50	
	TOTAL =	7130		

EARTHWORK SUMMARY

STATION - STATION	LOCATION	205.0100 COMMON EXCAVATION CUT (1) (CY)	AVAILABLE MATERIAL (2) (CY)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25	MASS ORDINATE +/- (3) (CY)	208.0100 BORROW (CY)	WASTE (CY)
333+05 - 336+33	MAINLINE	100	100	792	990	-890	890	0
351+47 - 357+47	MAINLINE	150	150	292	365	-215	215	0
	TOTALS =	250	250	1084	1355	-1105	1105	0

NOTES:
1.) COMMON EXCAVATION IS THE SUM OF THE CUT, ITEM NUMBER 205.0100
2.) AVAILABLE MATERIAL = CUT
3.) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION

REMOVING ASPHALTIC SURFACE MILLING

STATION	LOCATION	204.0120 CATEGORY 010 (SY)	204.0120 CATEGORY 020 (SY)
6+86 - 161+44	MAINLINE	60,940	-
163+44 - 166+96.01	MAINLINE	1,115	-
167+87.81 - 168+65	MAINLINE	535	-
170+65 - 376+05	MAINLINE	84,340	-
378+05 - 386+67.06	MAINLINE	2,510	1,540
-	URBAN SIDE STREETS	120	-
	SUBTOTALS =	149,560	1,540
	TOTAL =	151,100	

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 (LF)
380+98 - 381+25	MAINLINE, LT.	42
381+12 - 381+37	MAINLINE, RT.	26
381+51 - 381+80	MAINLINE, LT.	36
384+07 - 384+36	MAINLINE, LT.	37
384+11 - 384+09	MAINLINE, RT.	41
384+59 - 384+87	MAINLINE, LT.	42
384+68 - 384+90	MAINLINE, RT.	38
	TOTAL =	262

REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155 (SY)
380+87 - 381+21	MAINLINE, LT.	40
381+12 - 381+38	MAINLINE, RT.	17
381+55 - 381+80	MAINLINE, LT.	23
384+07 - 384+32	MAINLINE, LT.	26
384+11 - 384+37	MAINLINE, RT.	24
384+62 - 384+87	MAINLINE, LT.	17
384+70 - 384+90	MAINLINE, RT.	15
	TOTAL =	162

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 (LF)
6+44 - 13+93	MAINLINE, RT.	749
27+70 - 32+86	MAINLINE, RT.	516
166+24 - 167+08	MAINLINE, LT.	84
167+58 - 168+42	MAINLINE, LT.	84
166+43 - 167+26	MAINLINE, RT.	83
167+74 - 168+26	MAINLINE, RT.	52
296+49 - 303+03	MAINLINE, LT.	654
293+65 - 302+55	MAINLINE, RT.	890
320+40 - 323+70	MAINLINE, RT.	330
328+12 - 335+07	MAINLINE, RT.	695
330+20 - 336+02	MAINLINE, LT.	582
	TOTAL =	4719

REMOVING INLETS

STATION	LOCATION	204.0220 (EACH)
384+38	MAINLINE, RT.	1
384+68	MAINLINE, RT.	1
384+60	MAINLINE, LT.	1
	TOTAL =	3

PREPARE FOUNDATION FOR ASPHALTIC PAVING

STATION - STATION	LOCATION	211.0101 01. 5030-01-72 (EACH)
4+86.00-166+96.01 & 167+87.81-386+72.06	MAINLINE	1
	TOTAL =	1

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION - STATION	LOCATION	211.0400 (STA.)
4+86 - 7+98	MAINLINE, RT.	4
4+86 - 10+83	MAINLINE, LT.	6
	TOTAL =	10

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH (TON)
4+86 - 166+96.01	MAINLINE, RT & LT	2980	-
167+87.81 - 378+09	MAINLINE, RT & LT	3865	-
-	CURB RAMP LOCATIONS	235	-
-	P.E./F.E/C.E.	700	-
7+47 - 18+41	MAINLINE, RT	-	875
27+52 - 33+90	MAINLINE, RT	-	460
165+11 - 170+13	MAINLINE, RT & LT	-	890
290+98 - 304+13	MAINLINE, RT & LT	-	1775
319+74 - 336+90	MAINLINE, RT & LT	-	2810
351+47 - 357+47	MAINLINE, RT	-	450
	TOTALS =	7780	7260

PULVERIZE AND RELAY

STATION - STATION	LOCATION	325.0100 CATEGORY 050 (SY)
22+70 - 24+00	WAYSIDE PARK WEST	860
	TOTAL =	860

CONCRETE SURFACE DRAIN HES AND DRILLED TIE BARS

STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS (EACH)	416.1015 CONCRETE SURFACE DRAIN HES (CY)
167+59 - 167+88	MAINLINE, LT	10	4.5
168+03	MAINLINE, LT	-	1.5
	TOTAL	10	6

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

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HMA PAVEMENT

STATION - STATION	LOCATION	455.0605 TACK COAT CATEGORY 010 (GAL)	455.0605 TACK COAT CATEGORY 020 (GAL)	455.0605 TACK COAT CATEGORY 050 (GAL)	460.6224 HMA PAVEMENT 4 MT 58-28 S CATEGORY 010 (TON)	460.6224 HMA PAVEMENT 4 MT 58-28 S CATEGORY 020 (TON)	465.0105 ASPHALTIC SURFACE CATEGORY 010 (TON)	465.0105 ASPHALTIC SURFACE CATEGORY 050	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING (SY)	COMMENTS
4+86 - 163+44	MAINLINE	7465	-	-	12300	-	-	-	-	3.5" HMA
163+44 - 166+96.01	MAINLINE	110	-	-	175	-	-	-	-	2" HMA
167+87.81 - 168+65	MAINLINE	40	-	-	65	-	-	-	-	2" HMA
168+65 - 378+05	MAINLINE	10575	-	-	17700	-	-	-	-	3.5" HMA
378+05 - 386+72.06	MAINLINE	195	110	-	310	175	-	-	-	2" HMA
-	RURAL SIDEROADS	325	-	-	530	-	-	-	-	3.5" HMA
-	URBAN SIDESTREETS	10	-	-	15	-	-	-	-	2" HMA
-	WAYSIDE PARK WEST	-	-	65	-	-	-	100	-	2" HMA
-	WAYSIDE PARK EAST	45	-	-	-	-	70	-	-	2" HMA
6+50-7+00	MAINLINE, RT	4	-	-	-	-	7	-	56	-
7+50-11+00	MAINLINE, LT	7	-	-	-	-	12	-	100	-
14+50	MAINLINE, LT & RT	4	-	-	-	-	7	-	56	-
24+80	MAINLINE, LT & RT	2	-	-	-	-	3	-	24	-
28+50-29+00	MAINLINE, RT	2	-	-	-	-	3	-	22	-
37+00-38+00	MAINLINE, RT	2	-	-	-	-	3	-	22	-
38+50-39+50	MAINLINE, RT	2	-	-	-	-	3	-	22	-
52+50-52+60	MAINLINE, LT & RT	2	-	-	-	-	3	-	22	-
52+60-52+90	MAINLINE, RT	1	-	-	-	-	1	-	7	-
53+00-56+50	MAINLINE, LT	11	-	-	-	-	18	-	156	-
66+50-68+00	MAINLINE, LT & RT	27	-	-	-	-	43	-	367	-
68+50-69+00	MAINLINE, RT	2	-	-	-	-	4	-	33	-
84+50-85+30	MAINLINE, LT & RT	8	-	-	-	-	13	-	111	-
98+00	MAINLINE, LT & RT	2	-	-	-	-	3	-	22	-
115+50-115+80	MAINLINE, LT	1	-	-	-	-	2	-	13	-
159+00-160+00	MAINLINE, LT	8	-	-	-	-	13	-	111	-
160+00-160+30	MAINLINE, RT	1	-	-	-	-	1	-	7	-
170+00-175+00	MAINLINE, LT & RT	33	-	-	-	-	52	-	450	-
227+00	MAINLINE, LT & RT	3	-	-	-	-	5	-	44	-
251+60-252+50	MAINLINE, LT & RT	13	-	-	-	-	21	-	180	-
269+00	MAINLINE, LT	1	-	-	-	-	1	-	12	-
304+00-310+00	MAINLINE, LT & RT	100	-	-	-	-	155	-	1333	-
310+00-312+40	MAINLINE, RT	17	-	-	-	-	28	-	240	-
340+50	MAINLINE, LT	2	-	-	-	-	3	-	22	-
350+00-351+00	MAINLINE, RT	7	-	-	-	-	10	-	89	-
360+00-365+30	MAINLINE, RT	13	-	-	-	-	21	-	177	-
377+50-379+50	MAINLINE, RT	10	-	-	-	-	15	-	133	-
378+00-378+50	MAINLINE, LT	7	-	-	-	-	12	-	100	-
384+00-385+70	MAINLINE, LT	6	-	-	-	-	9	-	76	-
384+60-385+60	MAINLINE, RT	2	-	-	-	-	4	-	33	-
	SUBTOTALS =	19065	110	65	31095	175	545	100	4040	
	TOTALS =	19240			31270		645		4040	

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12 foot Driving Lanes & Passing Lanes	4+86 - 163+44; 168+65 - 374+19 374+19 - 378+09, LT.; 374+19 - 378+05, RT.	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	10,800	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lanes & Passing Lanes	4+86 - 163+44; 168+65 - 374+19 374+19 - 378+09, LT.; 374+19 - 378+05, RT.	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	10,800	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lanes & Passing Lanes	163+44 - 168+65; 378+05 - 386+72.06, RT. 378+09 - 386+72.06, LT.	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	525	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Bypass Lanes, & Right Turn Lanes	4+86 - 163+44; 168+65 - 374+19 374+19 - 378+09, LT.; 374+19 - 378+05, RT.	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	4,415	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive or disincentive
Shoulders, Bypass Lanes, & Right Turn Lanes	4+86 - 163+44; 168+65 - 374+19 374+19 - 378+09, LT.; 374+19 - 378+05, RT.	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	4,415	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive or disincentive
Shoulders, Bypass Lanes, & Right Turn Lanes	163+44 - 168+65; 378+05 - 386+72.06, RT. 378+09 - 386+72.06, LT.	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	315	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive or disincentive

RUMBLE STRIPS 2-LANE RURAL

STATION - STATION	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL (LF)	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (LF)	COMMENTS
6+35 - 166+96.01	MAINLINE, RT	13900	-	TYPE 1
167+87.81 - 378+05	MAINLINE, RT	17200	-	TYPE 1
6+15 - 166+96.001	MAINLINE, LT	15100	-	TYPE 1
167+87.81 - 378+09	MAINLINE, LT	19450	-	TYPE 1
6+15 - 166+96.01	MAINLINE	-	14450	-
167+87.81 - 378+09	MAINLINE	-	17000	-
	TOTALS =	65650	31450	

CULVERT PIPE

STATION	LOCATION	520.1048 APRON ENDWALLS FOR CULVERT PIPE 48-INCH (EACH)	521.3148 CULVERT PIPE CORRUGATED STEEL 48-INCH (LF)	520.8700 CLEANING CULVERT PIPES (EACH)	633.5200 MARKERS CULVERT END (EACH)	650.6000 CONSTRUCTION STAKING PIPE CULVERTS (EACH)
28+97	MAINLINE, RT.	1	6	-	1	1
266+85	MAINLINE	-	-	1	-	-
	TOTALS =	1	6	1	1	1

MINIMUM THICKNESS (INCHES)

PIPE SIZE	STEEL
48-INCH	0.109

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	601.0411 30-INCH TYPE D (LF)	601.0588 4-INCH SLOPED 36-INCH TYPE TBT (LF)	601.0590 4-INCH SLOPED 36-INCH TYPE TBTT (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)
167+59 - STA 167+88	MAINLINE, LT.	-	-	29	29
167+88 - STA 168+12	MAINLINE, LT.	-	53	-	53
380+98 - 381+25	MAINLINE, LT.	42	-	-	42
381+12 - 381+37	MAINLINE, RT.	26	-	-	26
381+51 - 381+80	MAINLINE, LT.	36	-	-	36
384+07 - 384+36	MAINLINE, LT.	37	-	-	37
384+11 - 384+09	MAINLINE, RT.	41	-	-	41
384+59 - 384+87	MAINLINE, LT.	42	-	-	42
384+68 - 384+90	MAINLINE, RT.	38	-	-	38
	TOTALS =	262	53	29	344

CONCRETE SIDEWALK 4-INCH

STATION	LOCATION	602.0405 (SF)	650.9500 CONSTRUCTION STAKING SIDEWALK 01. 5030-01-72 (EACH)
380+87 - 381+21	MAINLINE, LT.	355	-
381+12 - 381+38	MAINLINE, RT.	155	-
381+55 - 381+80	MAINLINE, LT.	200	-
384+07 - 384+32	MAINLINE, LT.	235	-
384+11 - 384+37	MAINLINE, RT.	211	-
384+62 - 384+87	MAINLINE, LT.	273	-
384+70 - 384+90	MAINLINE, RT.	161	-
	PROJECT	-	1
	TOTAL =	1590	1

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CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)	650.9000 CONSTRUCTION STAKING CURB RAMP (EACH)
381+18	MAINLINE, LT	10	1
381+25	MAINLINE, RT	10	1
381+67	MAINLINE, LT	10	1
384+27	MAINLINE, LT	10	1
384+29	MAINLINE, RT	10	1
384+69	MAINLINE, LT	10	1
384+75	MAINLINE, RT	10	1
TOTAL =		70	7

RIPRAP & GEOTEXTILE

STATION	LOCATION	606.0200 RIPRAP MEDIUM (CY)	606.0300 RIPRAP HEAVY (CY)	645.0120 GEOTEXTILE TYPE HR (SY)
29+17	MAINLINE, RT	-	9	25
168+03	MAINLINE, LT	9	-	28
302+52 - 303+52	MAINLINE, RT	45	-	126
	UNDISTRIBUTED	16	2	41
TOTAL =		70	11	220

FENCE SAFETY

STATION	LOCATION	616.0700.S (LF)
27+50	ARTESIAN SPRING	35
TOTAL =		35

WATER

PROJECT	624.0100 (MGAL)
5030-01-72	220
TOTAL =	220

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

ADJUSTING ITEMS

STATION	LOCATION	CATEGORY 010 611.8110 ADJUSTING MANHOLE COVERS (EACH)	CATEGORY 040 SPV.0060.06 ADJUSTING WATER VALVES (EACH)	CATEGORY 030 SPV.0060.07 ADJUSTING SANITARY MANHOLE COVERS (EACH)
380+14	MAINLINE, C/L	1	-	-
380+35	MAINLINE, LT	-	-	1
381+31	MAINLINE, LT	-	-	1
381+41	MAINLINE, C/L	1	-	-
381+51	MAINLINE, RT	-	1	-
381+54	MAINLINE, RT	-	1	-
384+42	MAINLINE, LT	-	-	1
384+46	MAINLINE, C/L	1	-	-
384+54	MAINLINE, RT	-	1	-
384+56	MAINLINE, RT	-	1	-
384+57	MAINLINE, RT	-	1	-
384+59	MAINLINE, RT	-	1	-
384+91	MAINLINE, RT	-	1	-
385+66	MAINLINE, C/L	1	-	-
385+92	MAINLINE, RT	-	1	-
TOTAL =		4	8	3

BARRIER SYSTEM GRADING SHAPING FINISHING

FOR INFORMATIONAL PURPOSES ONLY

STA. - STA.	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING (EACH)	EXCAVATION COMMON (CY)	*BORROW (CY)	SALVAGED TOPSOIL (SY)	MULCHING (SY)	EROSION MAT URBAN CLASS I TYPE B (SY)	FERTILIZER TYPE B (CWT)	SEEDING MIXTURE NO. 30 (LB)	SEED WATER (MGAL)	CONSTRUCTION STAKING SLOPE STAKES (LF)
7+47 - 18+41	MAINLINE, RT.	1	377	596	1870	0	1870	1.1	4	42	1094
27+52 - 33+90	MAINLINE, RT.	1	220	247	1065	0	1065	0.8	3	24	638
165+11 -167+25	MAINLINE, RT.	1	102	45	245	0	245	0.3	1	6	214
165+84 - 167+08	MAINLINE, LT.	1	100	-77	75	0	75	0.1	0	2	131
167+60 - 169+79	MAINLINE, LT.	1	72	162	440	0	440	0.3	1	10	219
167+75 - 170+13	MAINLINE, RT.	1	97	65	345	0	345	0.3	1	8	248
290+98 - 304+13	MAINLINE, RT.	1	527	659	2630	0	2630	1.8	6	59	1315
294+20 - 303+60	MAINLINE, LT.	1	313	1231	3605	0	3605	2.1	7	81	940
319+68 - 333+05	MAINLINE, RT.	1	401	3975	4695	0	4695	2.1	7	105	1337
328+41 - 336+90	MAINLINE, LT.	1	251	1537	2665	0	2665	1.7	6	60	850
TOTALS =		10	2460	8440	17635	0	17635	10.7	36	396	6986

* NEGATIVE QUANTITY INDICATES EXCESS MATERIAL (WASTE)

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
6+35 - 18+48	MAINLINE, RT.	1260	2520
27+53 - 34+07	MAINLINE, RT.	690	1380
164+92 - 167+33	MAINLINE, RT.	270	540
165+76 - 167+15	MAINLINE, LT.	165	330
167+65 - 170+30	MAINLINE, RT.	290	580
167+53 - 169+88	MAINLINE, LT.	250	500
290+89 - 302+50	MAINLINE, RT.	1220	2440
294+08 - 303+60	MAINLINE, LT.	965	1930
303+52 - 304+14	MAINLINE, RT.	65	130
319+66 - 336+30	MAINLINE, RT.	1680	3360
330+17 - 336+95	MAINLINE, LT.	705	1410
351+45 - 357+50	MAINLINE, RT.	605	1210
-	UNDISTRIBUTED	2040	4080
TOTALS =		10205	20410

MOBILIZATIONS EROSION CONTROL

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
5030-01-02	4	3
TOTALS =	4	3

EROSION MAT

STATION - STATION	LOCATION	628.2008 URBAN CLASS 1 TYPE B (SY)
333+05 - 336+33	MAINLINE, RT	2650
351+47 - 357+47	MAINLINE, RT	940
	UNDISTRIBUTED	900
TOTALS =		4490

MGS GUARDRAIL

STATION - STATION	LOCATION	614.2300 MGS GUARDRAIL 3 (LF)	614.2330 MGS GUARDRAIL 3K (LF)	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)
8+71 - 16+94	MAINLINE, RT	-	725	-	2
27+69 - 32+62	MAINLINE, RT	-	388	-	2
166+17 - 167+08	MAINLINE, RT	-	-	37.5	1
166+35 - 167+25	MAINLINE, LT	-	-	37.5	1
167+59 - 168+50	MAINLINE, LT	-	-	37.5	1
167+75 - 168+65	MAINLINE, RT	-	-	37.5	1
291+99 - 302+90	MAINLINE, RT	-	988	-	2
295+33 - 303+27	MAINLINE, LT	-	688	-	2
320+04 - 335+15	MAINLINE, RT	1400	-	-	2
329+45 - 336+22	MAINLINE, LT	575	-	-	2
TOTALS =		1975	2788	150	16

FINISHING ITEMS

STATION - STATION	LOCATION	625.0100 TOPSOIL CATEGORY 010 (SY)	625.0100 TOPSOIL CATEGORY 050 (SY)	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING CATEGORY 010 (SY)	627.0200 MULCHING CATEGORY 050 (SY)	629.0210 FERTILIZER TYPE B CATEGORY 010 (CWT)	629.0210 FERTILIZER TYPE B CATEGORY 050 (CWT)	630.0130 SEEDING MIXTURE NO. 30 CATEGORY 010 (LB)	630.0130 SEEDING MIXTURE NO. 30 CATEGORY 050 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)
333+05 - 336+33	MAINLINE, RT	-	-	2650	-	-	2	-	57	-	-
351+47 - 357+47	MAINLINE, RT	-	-	940	-	-	1	-	25	-	-
381+18	MAINLINE, LT	28	-	-	-	-	-	-	-	-	-
381+25	MAINLINE, RT	5	-	-	-	-	-	-	-	-	-
381+62	MAINLINE, LT	6	-	-	-	-	-	-	-	-	-
384+27	MAINLINE, LT	8	-	-	-	-	-	-	-	-	-
384+29	MAINLINE, RT	5	-	-	-	-	-	-	-	-	-
384+69	MAINLINE, LT	6	-	-	-	-	-	-	-	-	-
384+75	MAINLINE, RT	5	-	-	-	-	-	-	-	-	-
-	WAYSIDE WEST PARK	-	42	-	-	42	-	0.05	-	1	-
-	WAYSIDE EAST PARK	50	-	-	50	-	0.05	-	1	-	-
-	UNDISTRIBUTED	25	-	900	23	-	0.9	-	1	-	2
SUBTOTALS =		138	42	4490	73	42	3.95	0.05	84	1	2
TOTALS =		180		4490	115		4		85		2

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

INLET PROTECTION

STATION	LOCATION	628.7005 TYPE A (EACH)	628.7015 TYPE C (EACH)
381+24	MAINLINE, LT	1	-
381+40	MAINLINE, RT	1	-
381+52	MAINLINE, LT	1	-
384+35	MAINLINE, LT	1	-
384+38	MAINLINE, RT	1	1
384+61	MAINLINE, LT	1	1
384+69	MAINLINE, RT	1	1
384+69	MAINLINE, LT	1	-
	TOTAL =	8	3

TEMPORARY DITCH CHECKS

PROJECT	LOCATION	628.7504 (LF)
301+30	MAINLINE, RT	8
	UNDISTRIBUTED	8
	TOTALS =	16

PERMANENT SIGNING

APPROX. STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	634.0612 POSTS WOOD 4x6-INCH x 12-FT (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
384+75	MAINLINE, RT	R1-1	STOP	-	1	1	1
	TOTALS =				1	1	1

LOCATING NO PASSING ZONES

STATION - STATION	LOCATION	648.0100 (MI)
4+68 - 386+72.06	MAINLINE	7.23
	TOTAL =	7.23

TRAFFIC CONTROL

STAGE	LOCATION	*DURATION CALENDAR DAYS	643.0300 DRUMS (DAYS)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0715 WARNING LIGHTS TYPE C (DAY)	643.0900 SIGNS (DAYS)	643.1050 SIGNS PCMS (DAYS)	643.5000 TRAFFIC CONTROL (EACH)
PROJECT	-	40	-	-	-	1,120	14	0.33
1	CURB RAMP STA 381+18, LT	7	259	42	259	42	-	-
2	CURB RAMP STA 381+25, RT	7	189	42	189	42	-	-
3	CURB RAMP STA 381+62, LT	7	189	42	189	42	-	-
4	CURB RAMP STA 384+27, LT	7	147	56	147	56	-	-
5	CURB RAMP STA 384+29, RT	7	126	42	126	42	-	-
6	CURB RAMP STA 384+69, LT	7	42	49	42	49	-	-
7	CURB RAMP STA 384+75, RT	7	28	42	28	42	-	-
-	STA 7+47 - STA 18+41, RT	45	945	-	-	45	-	-
-	STA 27+52 - STA 33+90, RT	45	630	-	-	45	-	-
-	STA 165+11 - STA 170+13, RT	45	675	-	-	45	-	-
-	STA 165+84 - STA 169+79, LT	45	630	-	-	45	-	-
-	STA 290+98 - STA 304+13, RT	45	1,035	-	-	45	-	-
-	STA 294+20 - STA 303+60, LT	45	855	-	-	45	-	-
-	STA 319+68 - STA 336+19, RT	45	1,170	-	-	45	-	-
-	STA 328+41 - STA 336+90, LT	45	810	-	-	45	-	-
-	STA 351+47 - STA 357+47, RT	45	720	-	-	45	-	-
	TOTALS =		8,450	315	980	1,840	14	0.33

*FOR INFORMATION ONLY

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	650.8000 RESURFACING REFERENCE (LF)	650.9911 SUPPLEMENTAL CONTROL 01. 5030-01-72 (EACH)
4+86 - 166+96.01	MAINLINE	-	-	16210	-
167+87.81 - 386+72.06	MAINLINE	-	-	21890	-
333+05 - 336+33	MAINLINE, RT	328	328	-	-
351+47 - 357+47	MAINLINE, RT	600	600	-	-
-	PROJECT	-	-	-	1
	TOTALS =	928	928	38100	1

INLET COVER SPECIAL

STATION	LOCATION	SPV.0060.01 (EACH)
384+38	MAINLINE, RT	1
384+69	MAINLINE, RT	1
384+60	MAINLINE, LT	1
	TOTAL =	3

SAWING

STATION	LOCATION	690.0150 ASPHALT (LF)	690.0250 CONCRETE (LF)
4+86	MAINLINE	28	-
7+97 - 18+41	MAINLINE, RT	971	-
23+77 - 24+60	STRAWBRIDGE RD	85	-
27+52 - 33+35	MAINLINE, RT	589	-
109+88 - 110+73	BYINGTON RD	87	-
133+95 - 134+87	DREAMLAND DR	96	-
163+90 - 164+83	KALEPP RD	97	-
164+77 - 165+63	STOUT RD	87	-
165+31 - 167+23	MAINLINE, RT	198	-
165+83 - 167+23	MAINLINE, LT	134	-
167+70 - 167+68	MAINLINE, RT	199	-
167+59 - 167+88	MAINLINE, LT	-	29
167+88 - 169+55	MAINLINE, LT	167	-
189+15 - 189+97	SPRINGER RD	84	-
232+43 - 233+26	WILKINSON RD	85	-
251+55 - 260+48	DEMASKIE RD	75	-
259+62 - 260+48	GREEN VALLEY RD	90	-
285+74 - 286+52	THOMPSON RD	80	-
291+48 - 303+72	MAINLINE, RT	1231	-
294+42 - 303+59	MAINLINE, LT	930	-
303+80 - 304+64	SEFKAR	86	-
319+80 - 336+33	MAINLINE, RT	1668	-
328+67 - 336+46	MAINLINE, LT	790	-
351+47 - 357+47	MAINLINE, RT	612	-
337+19 - 338+27	STH 58	99	-
340+70 - 341+50	PARK RD	85	-
373+10 - 372+30	TOWN HALL ENTRANCE	86	-
372+60 - 373+07	N. EAST RD	50	-
380+87 - 381+21	MAINLINE, LT	49	20
381+12 - 381+38	MAINLINE, RT	28	17
381+55 - 381+80	MAINLINE, LT	42	16
384+07 - 384+32	MAINLINE, LT	44	16
384+11 - 384+37	MAINLINE, RT	48	17
384+62 - 384+87	MAINLINE, LT	48	11
384+70 - 384+90	MAINLINE, RT	44	11
386+72.06	MAINLINE	42	-
-	DRIVEWAYS	116	-
	TOTAL =	9250	137

TEMPORARY PEDESTRIAN ACCESS

STAGE	**643.3105 TEMPORARY MARKING LINE PAINT 4-INCH (LF)	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING (SF)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (DAY)	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD (SF)	644.1810 TEMPORARY PEDESTRIAN BARRICADE (LF)	COMMENTS
1	210	240	43	120	270	6 TEMP CURB RAMPS & 3 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP STA 381+18, L
2	160	140	28	80	140	4 TEMP CURB RAMPS & 2 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP STA 381+25, R
3	130	170	28	80	230	4 TEMP CURB RAMPS & 2 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP STA 381+62, L
4	130	145	28	80	200	4 TEMP CURB RAMPS & 2 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP STA 384+27, L
5	130	180	28	80	140	4 TEMP CURB RAMPS & 2 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP STA 384+29, R
6	-	-	-	-	20	DETOUR AND UTILIZE EXISTING CROSSINGS FOR CONSTRUCTING CURB RAMP STA 384+69, LT
7	-	-	-	-	20	DETOUR AND UTILIZE EXISTING CROSSINGS FOR CONSTRUCTING CURB RAMP STA 384+75, RT
	760	875	155	440	1,020	

** MORE SHOWN ELSEWHERE

LAND PARCEL MONUMENTS

LOCATION	SPV.0060.04 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS (EACH)	SPV.0060.05 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS (EACH)
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 381+18)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 381+67)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 384+27)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 384+29)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 384+69)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 384+75)	1	1
TOTAL =	6	6

REMOVE AND REPLACE PARKING BLOCKS

LOCATION	SPV.0060.08 CATEGORY 050 (EACH)
WAYSIDE PARK WEST	10
TOTAL =	10

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	646.1020 MARKING LINE EPOXY 4-INCH WHITE SOLID (LF)	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE SOLID (LF)	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH WHITE SOLID (LF)	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH YELLOW SOLID (LF)	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH YELLOW 12.5' SKIP (LF)	646.5020 MARKING ARROW EXPOXY WHITE (EACH)	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE SOLID (LF)	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW (LF)	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (LF)	646.8320 MARKING PARKING STALL EPOXY CAT 020 (LF)	646.8320 MARKING PARKING STALL EPOXY CAT 050 (LF)	**643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW SOLID (LF)	**643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW 12.5' SKIP (LF)	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW SOLID (LF)	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH 12.5' SKIP (LF)
4+86 - 50+07	MAINLINE	DOUBLE YELLOW	-	-	-	9042	-	-	-	-	-	-	-	9042	-	9042	-
50+07 - 61+46	MAINLINE	SB PASSING ONLY	-	-	-	1139	285	-	-	-	-	-	-	1139	92	1139	92
61+46 - 69+36	MAINLINE	NB PASSING ONLY	-	-	-	790	198	-	-	-	-	-	-	790	64	790	64
69+36 - 72+84	MAINLINE	PASSING	-	-	-	-	87	-	-	-	-	-	-	-	28	-	28
72+84 - 79+12	MAINLINE	SB PASSING ONLY	-	-	-	628	157	-	-	-	-	-	-	628	51	628	51
79+12 - 80+47	MAINLINE	DOUBLE YELLOW	-	-	-	270	-	-	-	-	-	-	-	270	-	270	-
80+47 - 90+27	MAINLINE	NB PASSING ONLY	-	-	-	980	245	-	-	-	-	-	-	980	79	980	79
90+27 - 96+83	MAINLINE	DOUBLE YELLOW	-	-	-	1312	-	-	-	-	-	-	-	1312	-	1312	-
96+83 - 107+95	MAINLINE	SB PASSING ONLY	-	-	-	1112	278	-	-	-	-	-	-	1112	89	1112	89
107+95 - 118+97	MAINLINE	NB PASSING ONLY	-	-	-	1102	276	-	-	-	-	-	-	1102	89	1102	89
118+97 - 145+50	MAINLINE	DOUBLE YELLOW	-	-	-	5306	-	-	-	-	-	-	-	5306	-	5306	-
145+50 - 156+44	MAINLINE	SB PASSING ONLY	-	-	-	1094	274	-	-	-	-	-	-	1094	88	1094	88
156+44 - 166+32	MAINLINE	NB PASSING ONLY	-	-	-	988	247	-	-	-	-	-	-	988	80	988	80
166+32 - 177+40	MAINLINE	SB PASSING ONLY	-	-	-	1108	277	-	-	-	-	-	-	1108	89	1108	89
177+40 - 190+52	MAINLINE	DOUBLE YELLOW	-	-	-	-	328	-	-	-	-	-	-	-	105	-	105
190+52 - 201+80	MAINLINE	NB PASSING ONLY	-	-	-	1128	282	-	-	-	-	-	-	1128	91	1128	91
201+80 - 208+33	MAINLINE	DOUBLE YELLOW	-	-	-	1306	-	-	-	-	-	-	-	1306	-	1306	-
208+33 - 219+42	MAINLINE	SB PASSING ONLY	-	-	-	1109	277	-	-	-	-	-	-	1109	89	1109	89
219+42 - 235+33	MAINLINE	PASSING	-	-	-	-	398	-	-	-	-	-	-	-	128	-	128
235+33 - 246+47	MAINLINE	NB PASSSING ONLY	-	-	-	1114	279	-	-	-	-	-	-	1114	90	1114	90
246+47 - 259+90	MAINLINE	DOUBLE YELLOW	-	-	-	2686	-	-	-	-	-	-	-	2686	-	2686	-
259+90 - 271+03	MAINLINE	SB PASSING ONLY	-	-	-	1113	279	-	-	-	-	-	-	1113	89	1113	89
271+03 - 272+48	MAINLINE	PASSING	-	-	-	-	37	-	-	-	-	-	-	-	12	-	12
272+48 - 282+20	MAINLINE	NB PASSING ONLY	-	-	-	972	243	-	-	-	-	-	-	972	78	972	78
282+20 - 283+54	MAINLINE	PASSING	-	-	-	-	34	-	-	-	-	-	-	-	11	-	11
283+54 - 293+28	MAINLINE	SB PASSING ONLY	-	-	-	974	244	-	-	-	-	-	-	974	78	974	78
293+28 - 294+38	MAINLINE	PASSING	-	-	-	-	28	-	-	-	-	-	-	-	10	-	10
294+38 - 305+46	MAINLINE	NB PASSING ONLY	-	-	-	1108	277	-	-	-	-	-	-	1108	89	1108	89
305+46 - 337+67	MAINLINE	DOUBLE YELLOW	-	-	-	6442	-	-	-	-	-	-	-	6442	-	6442	-
338+46 - 386+72.06	MAINLINE	DOUBLE YELLOW	-	-	-	9653	-	-	-	-	-	-	-	9653	-	9653	-
338+86 - 351+00	MAINLINE	DOUBLE YELLOW	-	-	-	-	625	-	-	-	-	-	-	-	200	-	200
4+86 - 6+50	MAINLINE, RT, LT	WHITE EDGELINES	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6+50 - 378+05	MAINLINE, RT, LT	WHITE EDGELINES	-	72505	-	-	-	-	-	-	-	-	-	-	-	-	-
331+65 - 336+03	MAINLINE	TWLTL DIAGONALS	-	-	-	-	-	-	-	220	-	-	-	-	-	-	-
351+46 - 356+20	MAINLINE	TWLTL DIAGONALS	-	-	-	-	-	-	-	280	-	-	-	-	-	-	-
336+42 - 337+56	MAINLINE, RT	TWLTL LEFT TURN LANE	-	-	114	-	-	-	-	-	-	-	-	-	-	-	-
338+49 - 339+49	MAINLINE, LT	TWLTL RIGHT TURN LANE	-	-	100	-	-	-	-	-	-	-	-	-	-	-	-
340+64 - 342+65	MAINLINE, LT	TWLTL RIGHT TURN LANE	-	-	201	-	-	-	-	-	-	-	-	-	-	-	-
336+74	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
338+72	MAINLINE, LT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
342+16	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
342+28	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
345+15	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
345+28	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
346+61	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
346+68	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
350+15	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
350+23	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
351+15	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
351+23	MAINLINE, RT	TWLTL ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
381+25 - 381+75	MAINLINE, RT, LT	INTERSECTION	-	-	-	-	-	-	14	-	172	-	-	-	-	-	-
384+25 - 384+75	MAINLINE, RT, LT	INTERSECTION	-	-	-	-	-	-	28	-	333	-	-	-	-	-	-
378+70 - 386+25	MAINLINE, RT, LT	PARKING STALLS	-	-	-	-	-	-	-	-	-	1220	-	-	-	-	-
-	WAYSIDE PARK - WEST	PARKING STALLS	-	-	-	-	-	-	-	-	-	-	480	-	-	-	-
	UNDISTRIBUTED*		-	-	-	1586	-	-	-	-	-	-	-	-	-	-	-
		SUBTOTALS =	330	72505	415	54062	5653	12	42	500	505	1220	480	52476	1819	52476	1819
		TOTALS =	330	72505	415	59715		12	42	500	505	1700		54295		54295	

*ADDITIONAL QUANTITY FOR POSSIBLE CLOSING OF EXISTING PASSING ZONES LOCATED OUTSIDE OF PROJECT LIMITS (USE ONLY IF REQUIRED)
** MORE SHOWN ELSEWHERE

TRANSPORTATION PROJECT PLAT NO: 5030-01-23 - 4.01

PART OF LOT 25 OF ASSESSOR'S PLAT OF VILLAGE OF LA VALLE, BEING LOCATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW¼-SW¼) OF SECTION 22, PART OF LOT 7 AND LOT 8 IN BLOCK 3, PART OF LOT 5 IN BLOCK 4, CHRISTIAN HENNEBERG'S ADDITION TO THE VILLAGE OF LA VALLE, PART OF LOT 1 OF CERTIFIED SURVEY MAP 1123, AND PART OF LOT 1 OF CERTIFIED SURVEY MAP 2613, BEING LOCATED IN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER (NW¼-NW¼) OF SECTION 27, ALL LOCATED IN TOWNSHIP 13 NORTH, RANGE 3 EAST, VILLAGE OF LA VALLE, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 33, HILLSBORO-REEDSBURG - V WONEWOC S LIMITS TO MAIN STREET, SAUK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SAUK COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

EXISTING STH 33 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: TPP 5030-00-23. ALSO CERTIFIED SURVEY MAPS 1123, 2595, AND 2613. ALSO PLAT OF SURVEY 12716. ALSO CHRISTIAN HENNEBERG'S ADDITION TO THE VILLAGE OF LA VALLE AND ASSESSOR'S PLAT OF VILLAGE OF LA VALLE.

EXISTING PINE STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: TPP 5030-00-23. ALSO CERTIFIED SURVEY MAP 5884. ALSO CHRISTIAN HENNEBERG'S ADDITION TO THE VILLAGE OF LA VALLE AND ASSESSOR'S PLAT OF VILLAGE OF LA VALLE.

EXISTING NORTH STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: TPP 5030-00-23. ALSO CERTIFIED SURVEY MAPS 1123 AND 2613. ALSO PLAT OF SURVEY 12716. ALSO CHRISTIAN HENNEBERG'S ADDITION TO THE VILLAGE OF LA VALLE.

FOUND IRON PINS (IP) ARE ¾" DIAMETER UNLESS OTHERWISE NOTED.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, SAUK COUNTY AS SHEET 2 OF 2.

DOCUMENT #: **1206964**
Recorded: 10-15-2020 at 8:51 AM
BRENT BAILEY
SAUK COUNTY REGISTER OF DEEDS
REGISTRAR'S OFFICE
Sauk Co, WI
RECEIVED FOR RECORD
Fee Amount: $30.00
This document has been filed electronically

57

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5030-01-23-4.01
SHEET 1 OF 2
AMENDMENT NO.:

5030-01-23-4.01

GN

SCALE, FEET
0 50' 100'

PLOT SCALE: 1 IN: 50 FT

PLOT NAME:

PLOT BY: Kraemer, Wes

PLOT DATE: 10/6/2020 1:42 PM

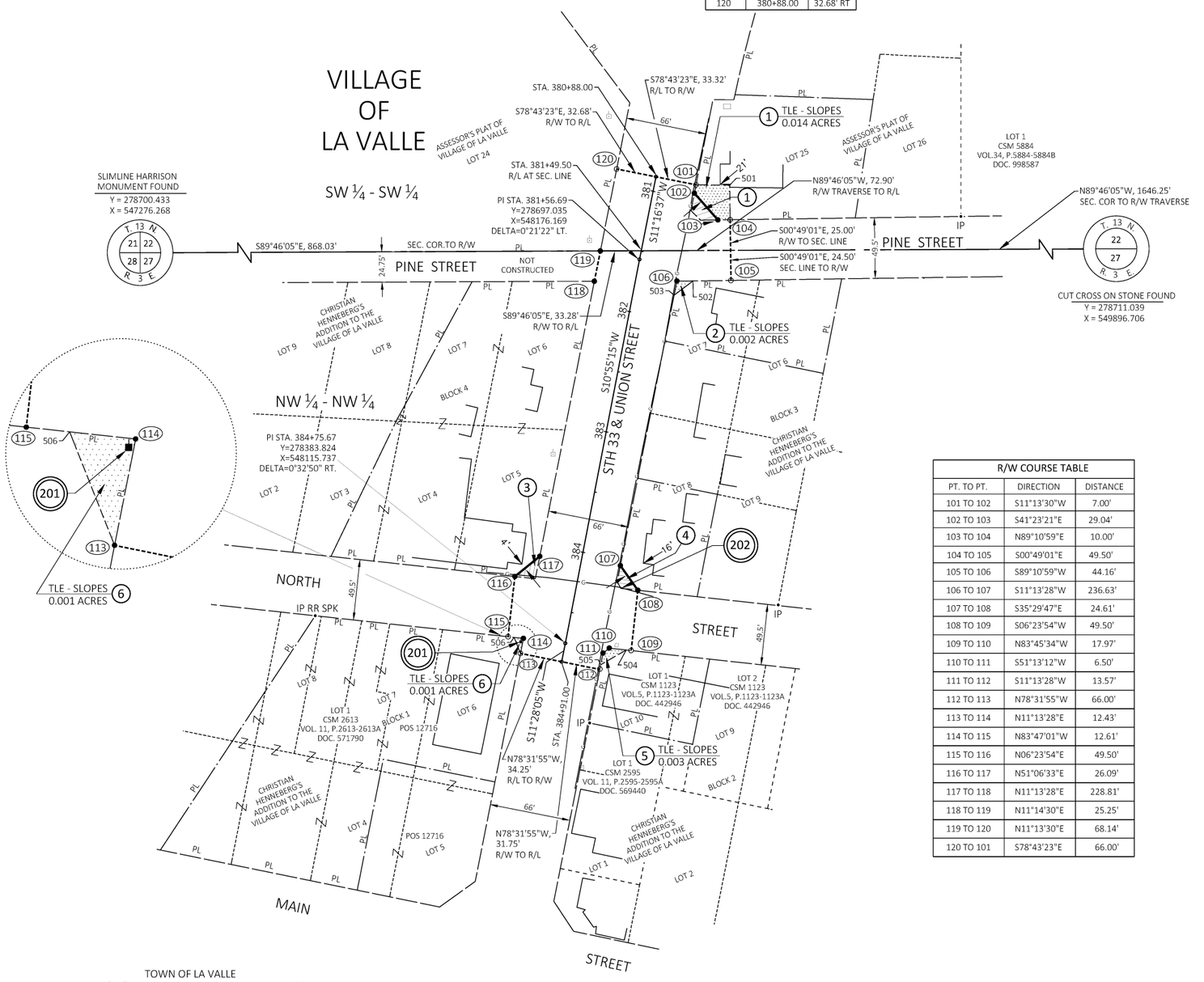
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES
			NEW	EXISTING	TOTAL	
1	BRETT V. BEIER, AN UNMARRIED MAN	FEE, TLE	0.005	----	0.005	0.014
2	DENISE DOERING F/K/A DENISE CLARK, DOUGLAS DOERING, AND DANIEL DOERING	TLE	----	----	----	0.002
3	TRUSTEES OF ZION EVANJELICAL LUTHERAN CHURCH OF LA VALLE AND THEIR SUCCESSORS	FEE	0.004	----	0.004	----
4	ELDON K. DENMAN	FEE	0.004	----	0.004	----
5	FELLOWSHIP EVANGELICAL FREE CHURCH OF LA VALLE	TLE	----	----	----	0.003
6	LA VALLE TELEPONE COOPERATIVE, INC., A WISCONSIN COOPERATIVE	TLE	----	----	----	0.001

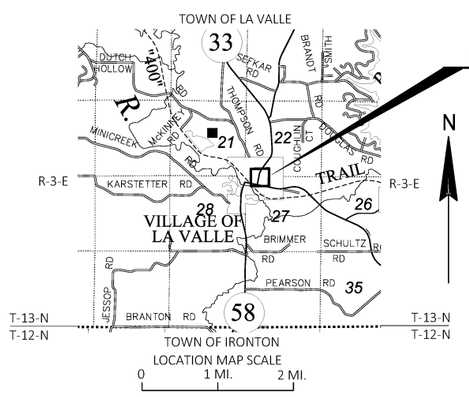
NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

R/W POINTS		
PT.#	STATION	OFFSET
101	380+88.00	33.32' LT
102	380+95.00	33.33' LT
103	381+12.61	56.42' LT
104	381+10.51	66.19' LT
105	381+59.39	76.55' LT
106	381+68.17	33.32' LT
107	384+05.00	32.06' LT
108	384+21.96	49.89' LT
109	384+71.31	53.79' LT
110	384+72.78	35.88' LT
111	384+77.43	31.69' LT
112	384+91.00	31.75' LT
113	384+91.00	34.25' RT
114	384+78.57	34.30' RT
115	384+79.72	46.86' RT
116	384+29.93	50.80' RT
117	384+10.00	33.97' RT
118	381+81.20	32.75' RT
119	381+56.14	32.61' RT
120	380+88.00	32.68' RT

TLE POINTS		
PT.#	STATION	OFFSET
501	380+82.89	60.28' LT
502	381+65.70	46.20' LT
503	381+80.00	33.25' LT
504	384+71.64	49.80' LT
505	384+87.00	31.74' LT
506	384+79.26	41.88' RT



R/W COURSE TABLE		
PT. TO PT.	DIRECTION	DISTANCE
101 TO 102	S11°13'30"W	7.00'
102 TO 103	S41°23'21"E	29.04'
103 TO 104	N89°10'59"E	10.00'
104 TO 105	S00°49'01"E	49.50'
105 TO 106	S89°10'59"W	44.16'
106 TO 107	S11°13'28"W	236.63'
107 TO 108	S35°29'47"E	24.61'
108 TO 109	S06°23'54"W	49.50'
109 TO 110	N83°45'34"W	17.97'
110 TO 111	S51°13'12"W	6.50'
111 TO 112	S11°13'28"W	13.57'
112 TO 113	N78°31'55"W	66.00'
113 TO 114	N11°13'28"E	12.43'
114 TO 115	N83°47'01"W	12.61'
115 TO 116	N06°23'54"E	49.50'
116 TO 117	N51°06'33"E	26.09'
117 TO 118	N11°13'28"E	228.81'
118 TO 119	N11°14'30"E	25.25'
119 TO 120	N11°13'30"E	68.14'
120 TO 101	S78°43'23"E	66.00'



UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
201	OAKDALE ELECTRIC COOPERATIVE	RELEASE OF RIGHTS
202	ALLIANT ENERGY CORPORATION - GAS	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE	
UTILITY NUMBER	OWNER
201	OAKDALE ELECTRIC COOPERATIVE NO EASEMENT OF RECORD-PARCEL 6.
202	ALLIANT ENERGY CORPORATION - GAS NO EASEMENT OF RECORD-PARCEL 4.

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

I, WESLEY L. KRAEMER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — WESLEY L KRAEMER S-3026 SPRING GREEN WIS. — LAND SURVEYOR

SIGNATURE: Wes Kraemer DATE: 10/05/2020
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 10/14/2020
PRINT NAME: CORY SCHLAGEL

FILE NAME: S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-23 (LAVALLE) TPP SHEET.DWG
APPRAISAL PLAT DATE: 10/05/2020

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5030-01-23
HILLSBORO - REEDSBURG
V WONEWOC S LIMITS TO MAIN STREET
STH 33
SAUK COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

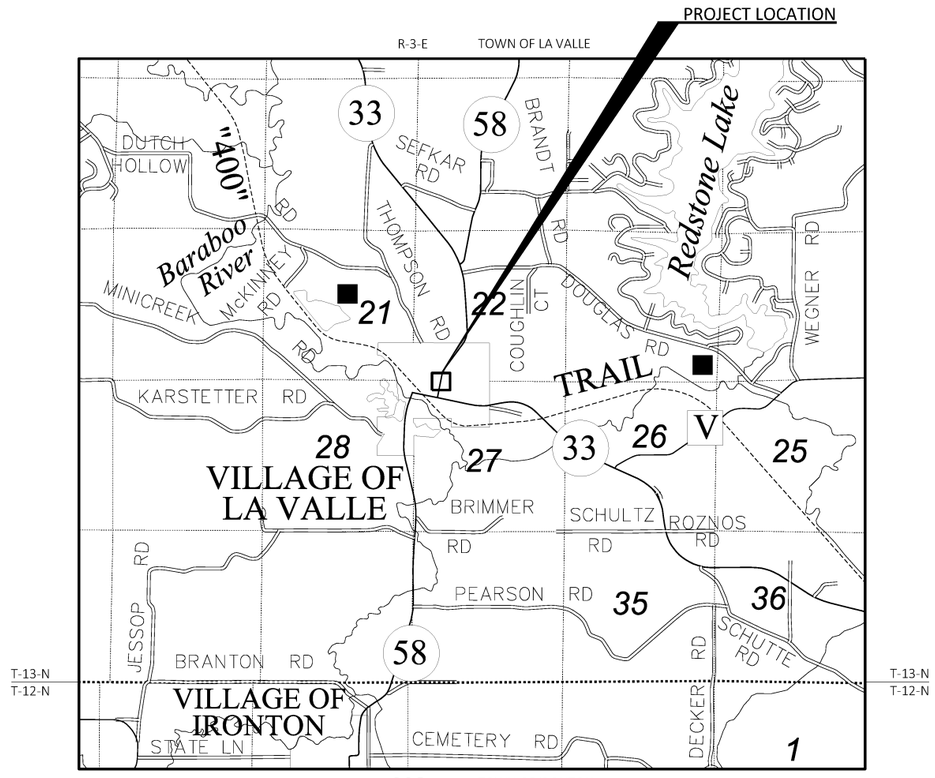
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE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

CURVE DATA

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 UTILITY SYMBOLS

W — WATER
G — GAS
T — TELEPHONE
OH — OVERHEAD TRANSMISSION LINES
E — ELECTRIC
TV — CABLE TELEVISION
FO — FIBER OPTIC
SAN — SANITARY SEWER
SS — STORM SEWER



THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5030-01-23

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SAUK COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL SHEETS.

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

PROJECT NUMBER	5030-01-23 -4. 01
SHEET	2 OF 2
AMENDMENT NO:	

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\RW\TPP TITLE.DWG
LAYOUT NAME: Title sheet
PLOT DATE : 10/5/2020 5:42 PM
PLOT BY : KRAEMER, WES

DATE:	REVISION DATE

TRANSPORTATION PROJECT PLAT NO: 5030-01-23-4.02

HILLSBORO - REEDSBURG
V WONEWOC S LIMITS TO MAIN STREET
STH 33
SAUK COUNTY

R/W MONUMENT AND TLE POINT NUMBER AND COORDINATE TABLES

4

4

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
101	278757.880	548222.282
102	278751.014	548220.919
103	278729.231	548240.116
104	278729.373	548250.115
105	278679.878	548250.821
106	278679.249	548206.669
107	278447.146	548160.608
108	278427.112	548174.896
109	278377.920	548169.380
110	278379.873	548151.520
111	278375.799	548146.449
112	278362.493	548143.809
113	278375.615	548079.126
114	278387.809	548081.546
115	278389.175	548069.009
116	278438.367	548074.525
117	278454.745	548094.829
118	278679.176	548139.367
119	278703.946	548144.291
120	278770.787	548157.556

TLE POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
501	278757.620	548249.713
502	278679.436	548219.824
503	278667.845	548204.406
504	278378.355	548165.403
505	278366.416	548144.587
506	278388.634	548073.979

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORNINATES (WISCRS), SAUK COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FILENAME: S:\Projects\W11596 WisDOT STH 33 Wonewoc to LaValle 5030-01-02\RW\5030-01-23 (Lavalle) TPP Sheet.dwg
PLOT DATE: October 5, 2020
PLOT BY: Kraemer, Wes

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
THE PURPOSE OF THE TLE IS FOR BEAM GUARD CONSTRUCTION.

GN

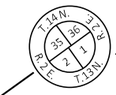
BEARINGS ARE REFERENCED TO THE NORTH LINE OF THE NE¼ OF SECTION 2, T13N, R2E, WHICH BEARS N89°21'20"E ACCORDING TO WISCRS, SAUK COUNTY, NAD 83(2011)

0 50' 100'
SCALE, FEET

R/W PROJECT NUMBER: 5030-01-23	EXHIBIT NUMBER: 1

TLE ACQUISITION EXHIBIT
HILLSBORO - REEDSBURG,
V. OF WONEWOC S. LIMITS TO MAIN STREET
STH 33 JUNEAU & SAUK COUNTY

PART OF THE SW¼-SE¼ AND PART OF THE SE¼-SE¼, ALL IN SECTION 35, T14N, R2E, VILLAGE OF WONEWOC, JUNEAU COUNTY, WISCONSIN AND PART OF THE NE¼ -NE¼, SECTION 2, T13N, R2E, TOWN OF WOODLAND, SAUK COUNTY, WISCONSIN.



N.E. COR. SEC. 2
COORDINATES
FROM TIE SHEET
Y = 299972.53
X = 526400.74

TOWN OF WONEWOC

WEST LINE OF THE SE¼-SE¼

SE¼-SE¼
SEC.35, T14N, R2E

CURVE DATA
ARC LENGTH = 313.28'
RADIUS = 3050.00'
CHORD BEARING = S49°06'50"E
CHORD LENGTH = 313.15'

CURVE DATA
ARC LENGTH = 14.50'
RADIUS = 2450.00'
CHORD BEARING = S52°13'34"E
CHORD LENGTH = 14.50'

JUNEAU COUNTY
SAUK COUNTY

PLAT OF SURVEY 14196

NE¼-NE¼
SEC.2,T13N,R2E

LOT 1 CSM 1776
DOC. 492599,
V.7, P.1776-1776A

CURVE DATA
ARC LENGTH = 272.95'
RADIUS = 2450.00'
CHORD BEARING = S63°40'07"E
CHORD LENGTH = 272.81'

S66°51'37"E
112.06'

S23°08'23"W
7.25'

N72°57'03"W
155.00'

N61°26'37"W
95.00'

N54°25'48"W
139.00'

N65°26'09"W
131.00'

N28°49'44"W
72.00'

N67°35'16"W
55.00'

N29°59'43"W
87.00'

STH 33

100'

R/W

PL

TAX PARCEL
291910445.1

TAX PARCEL
044-0054-00000

TAX PARCEL
044-0054-00000

THE "400" STATE TRAIL

FORMER CHICAGO AND NORTH-WESTERN RAILROAD

VILLAGE OF WONEWOC

N79°05'21"E, 1141.50'

N¼ COR. SEC. 2
TO N.E. COR. SEC. 2
N89°21'20"E, 2551.76'

S83°30'10"E, 1667.50'

JUNEAU COUNTY
SAUK COUNTY

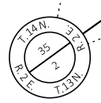
SW¼-SE¼
SEC.35, T14N, R2E

NW¼-NE¼
SEC. 2, T13N, R2E

NE¼-NE¼
SEC.2, T13N, R2E

WEST LINE OF THE NE¼-NE¼

TOWN OF WOODLAND



N¼ COR. SEC. 2
COORDINATES
FROM TIE SHEET
Y = 299943.83
X = 523849.14

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE ACRES
7	WISCONSIN DEPARTMENT OF NATURAL RESOURCES	TLE	0.24

UTILITY INTERESTS REQUIRED

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

THIS MAP IS APPROVED FOR THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION

SIGNATURE: Cory Schlagel DATE: June 24, 2021

PRINT NAME: CORY SCHLAGEL

APPRAISAL PLAT DATE:

FILENAME: S:\Projects\W11596 WisDOT STH 33 Wonewoc to LaValle 5030-01-02\RW\W11596 TLE EXHIBIT.dwg

PLOT DATE: June 24, 2021

PLOT BY: Anliker, Noah

4

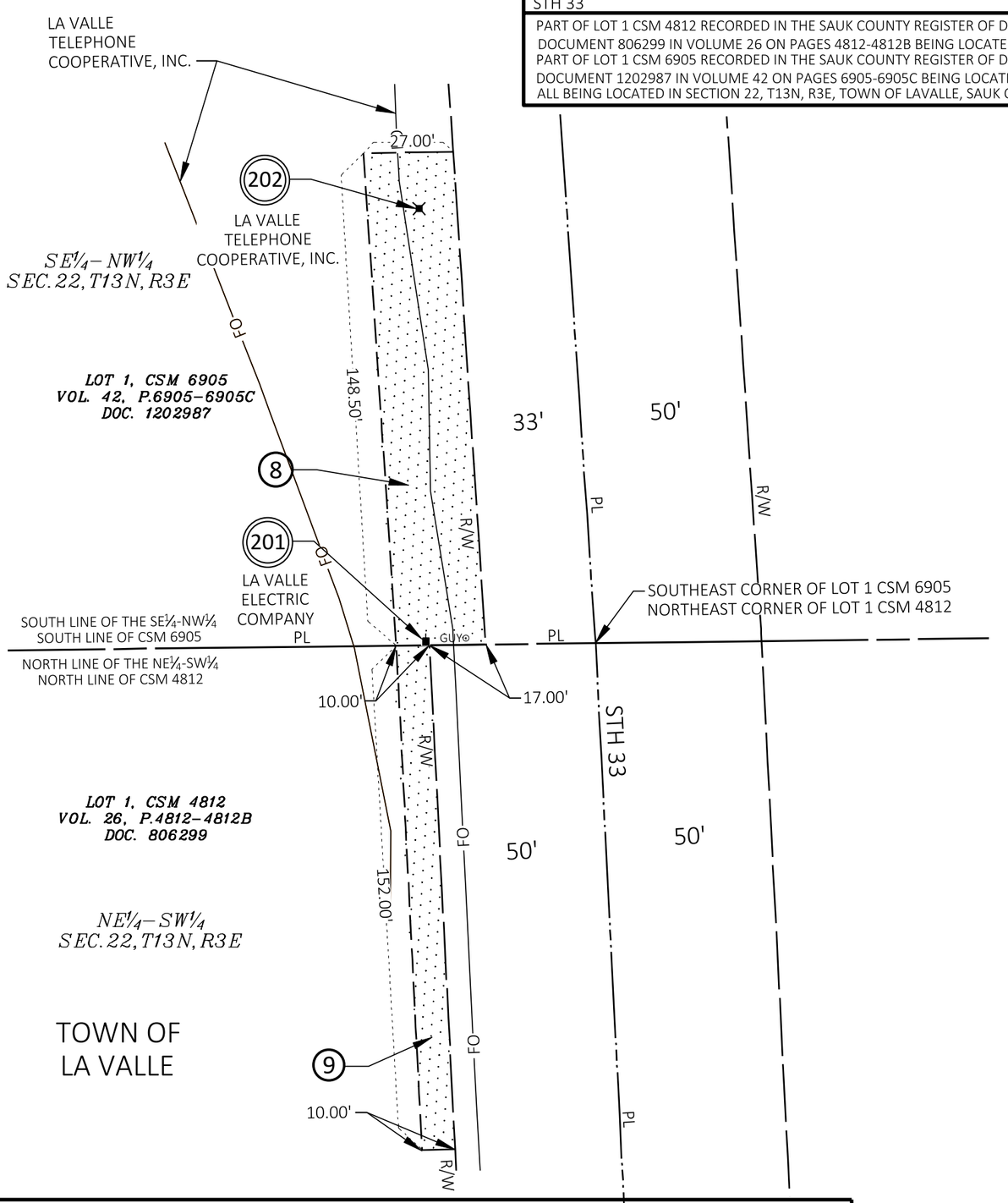
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
THE PURPOSE OF THE TLE IS FOR SLOPING AND GRADING

R/W PROJECT NUMBER: 5030-01-23	EXHIBIT NUMBER: 2

TLE ACQUISITION EXHIBIT
HILLSBORO - REEDSBURG,
V. OF WONEWOC S. LIMITS TO MAIN STREET

STH 33 — SAUK COUNTY

PART OF LOT 1 CSM 4812 RECORDED IN THE SAUK COUNTY REGISTER OF DEEDS OFFICE AS DOCUMENT 806299 IN VOLUME 26 ON PAGES 4812-4812B BEING LOCATED IN THE NE¼-SW¼ AND PART OF LOT 1 CSM 6905 RECORDED IN THE SAUK COUNTY REGISTER OF DEEDS OFFICE AS DOCUMENT 1202987 IN VOLUME 42 ON PAGES 6905-6905C BEING LOCATED IN THE SE¼-NW¼, ALL BEING LOCATED IN SECTION 22, T13N, R3E, TOWN OF LAVALLE, SAUK COUNTY, WISCONSIN.



UTILITY INTERESTS REQUIRED

PARCEL NUMBER	UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED	EASEMENTS
8	201	OAKDALE ELECTRIC COMPANY (FORMERLY LA VALLE ELECTRIC COMPANY)	RELEASE OF RIGHTS	NO RECORD OF EASEMENT
8	202	LAVALLE TELEPHONE COOPERATIVE, INC	RELEASE OF RIGHTS	NO RECORD OF EASEMENT

GN

0 25' 50'
SCALE, FEET

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE ACRES
8	RIVERS HIGH GROUP, LLC	TLE	0.09
9	LYNN J. MITTELSTAEDT AND HOLLY E. MITTELSTAEDT REVOCABLE TRUST	TLE	0.04

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION - MADISON OFFICE

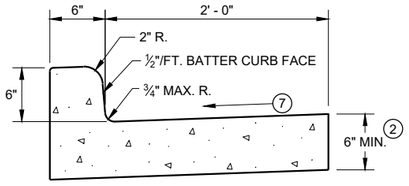
SIGNATURE: Cory Schlagel DATE: 5/18/2022

PRINT NAME: CORY SCHLAGEL

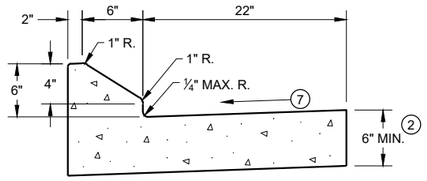
Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-22C	PAVEMENT MARKING (TURN LANES)
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

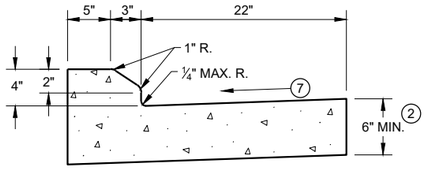
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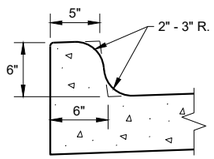
TYPES A[1] & D



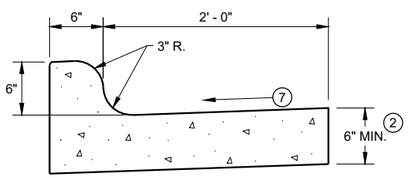
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

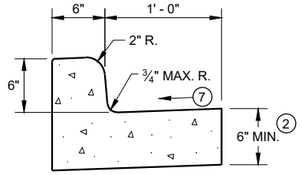


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



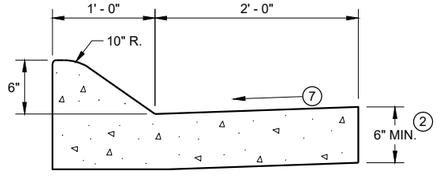
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"



TYPES A[1] & D

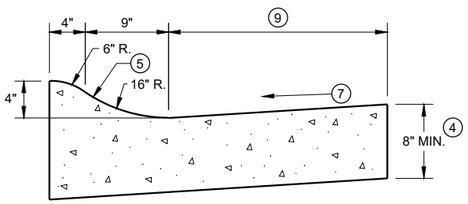
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D

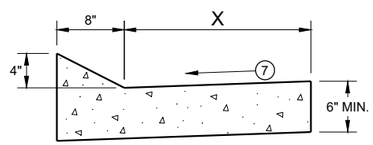
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

TBT & TBTT	X
30"	22"
36"	28"

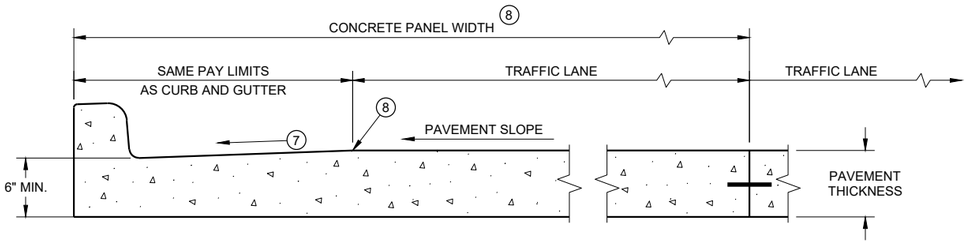


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

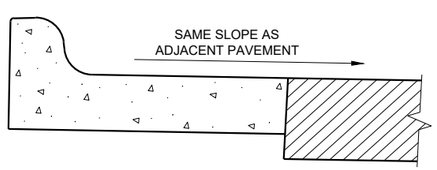
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER[6]
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

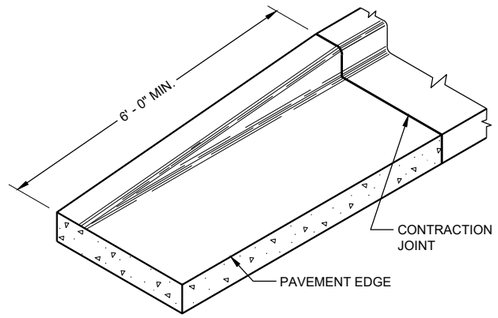
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

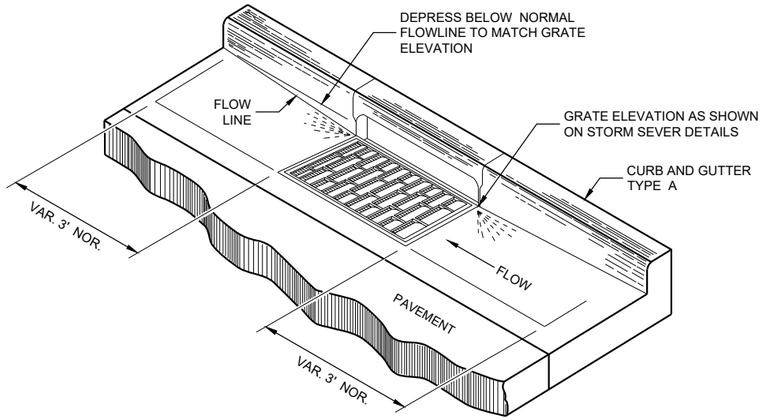
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
5. UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
6. WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
7. USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
8. INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
9. CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
   CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

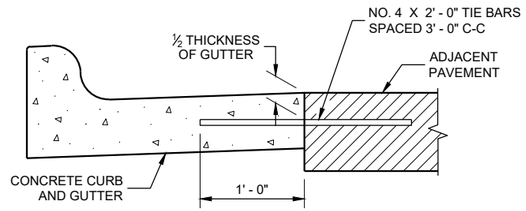
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

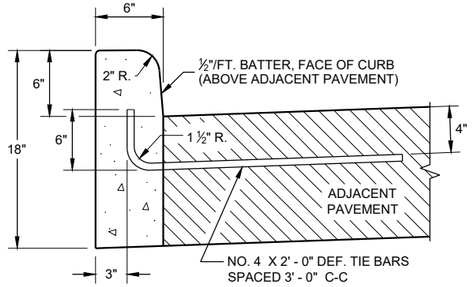
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

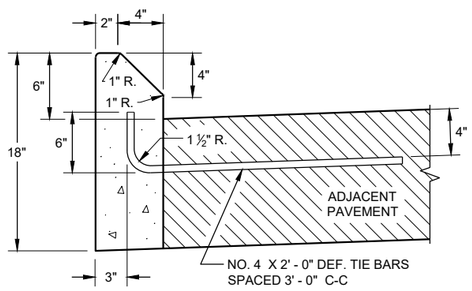
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

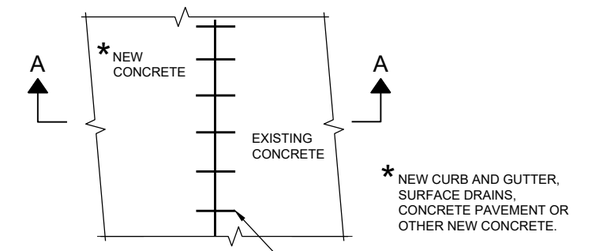


TYPES A (1) & D

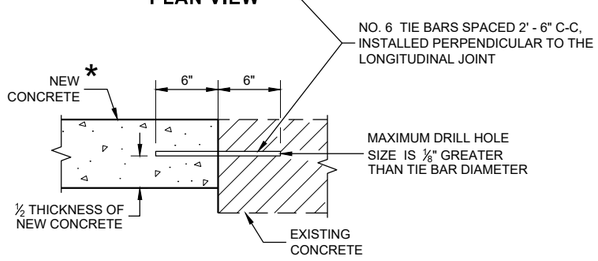


TYPES G (1) & J

CONCRETE CURB

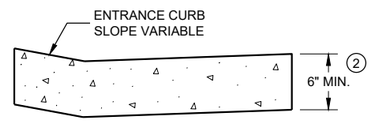


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD08D01 - 22b

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

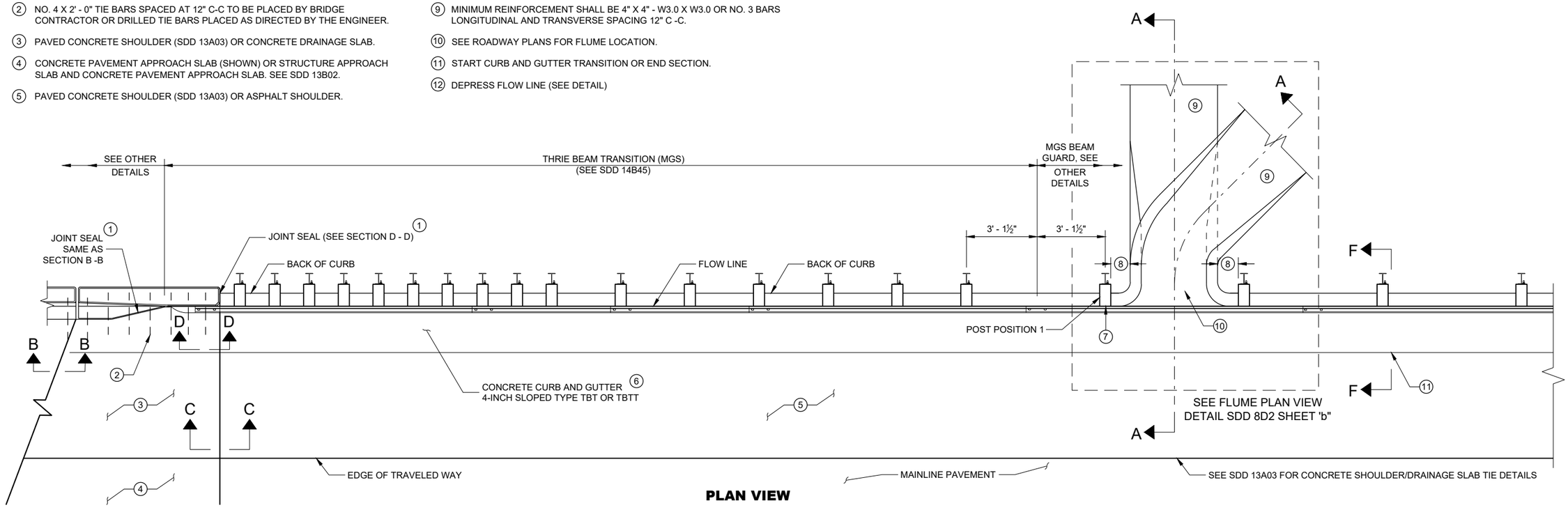
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

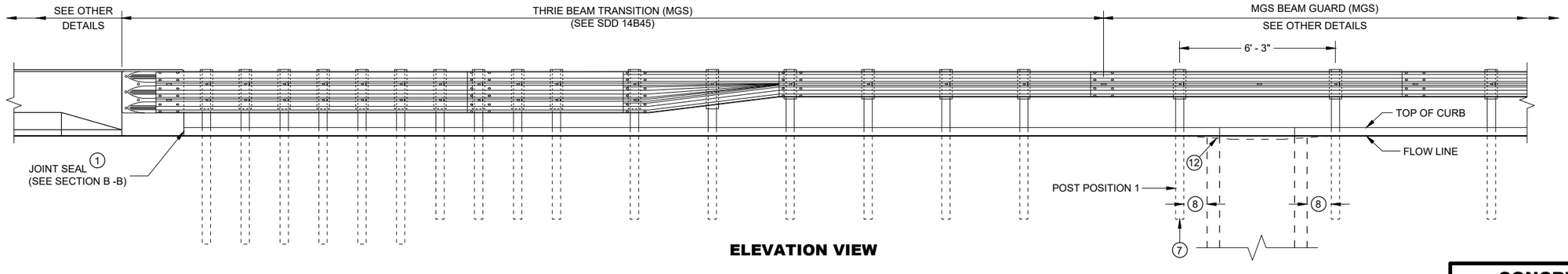
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



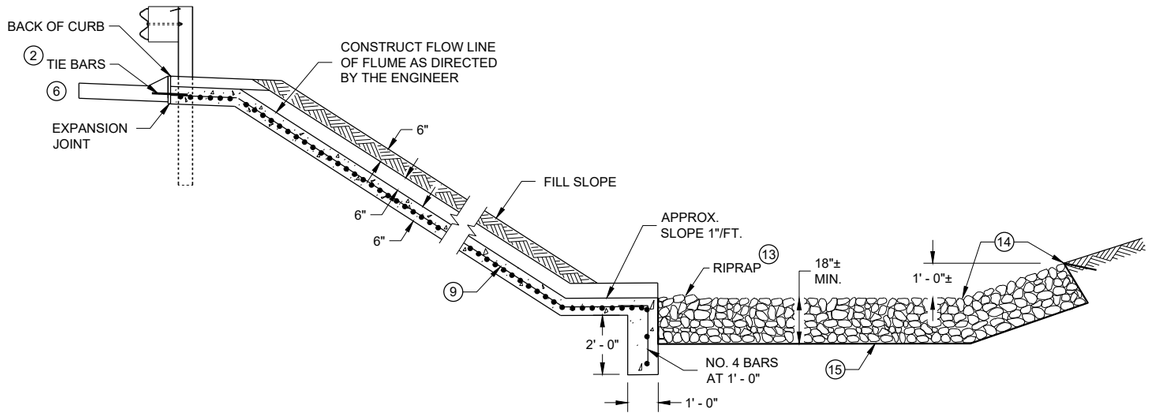
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

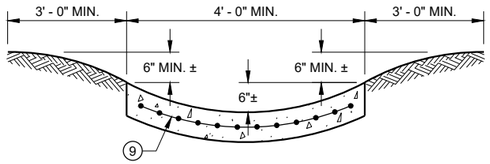
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

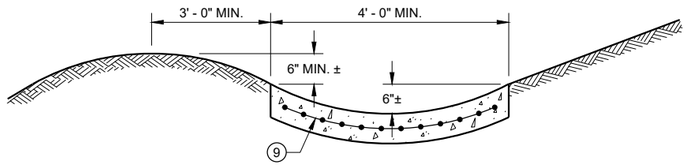
SDD 08D02 - 07a



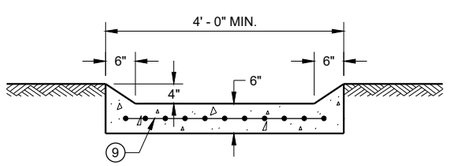
SECTION A - A



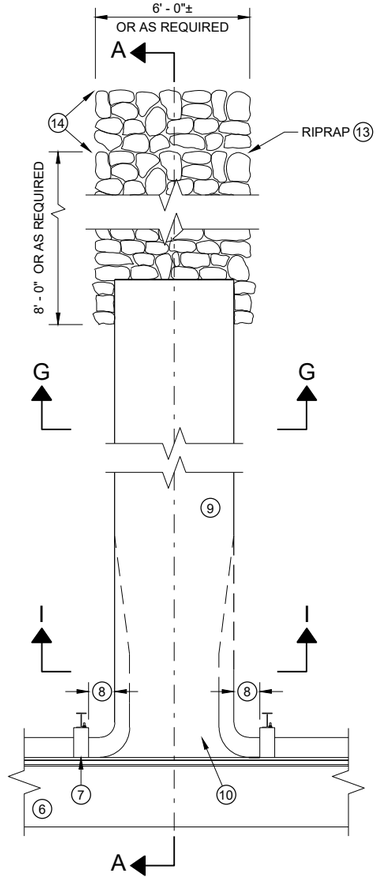
SECTION G - G



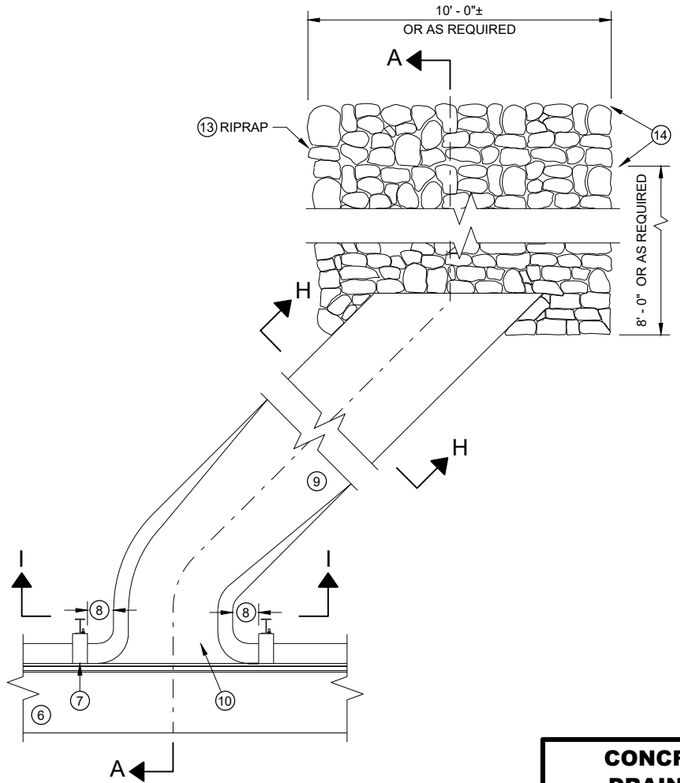
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE FABRIC TYPE HR.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

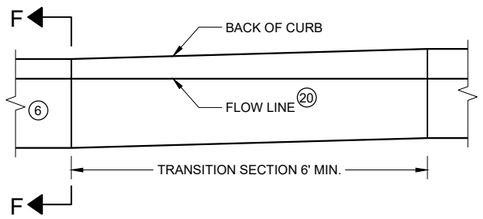
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

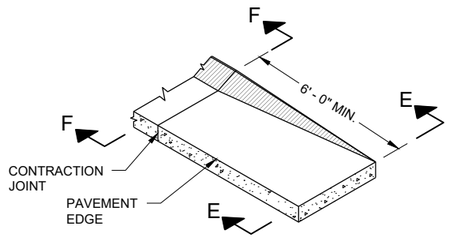
SDD 08D02 - 07b

6

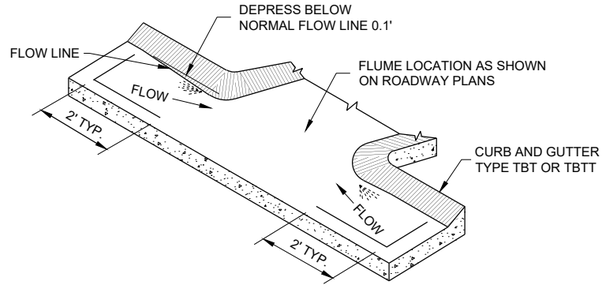
SDD 08D02 - 07b



CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION AT FLUMES CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

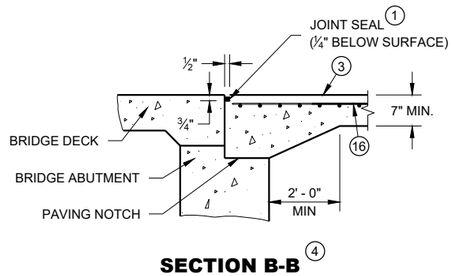
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

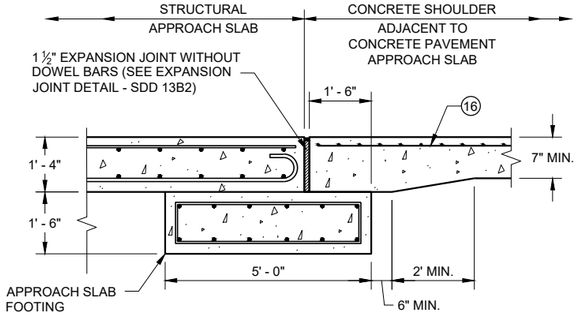
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

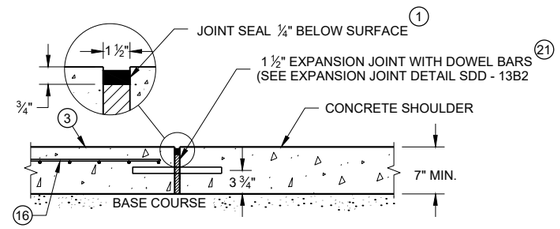
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



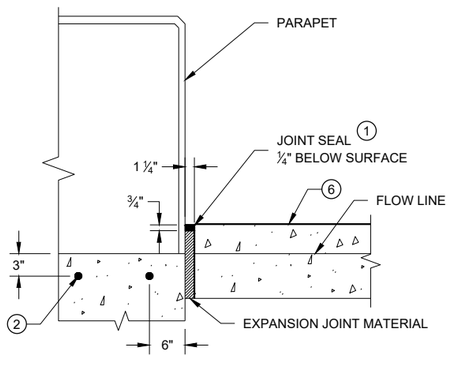
SECTION B-B



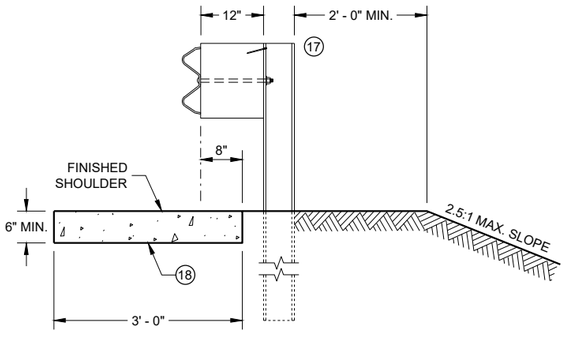
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



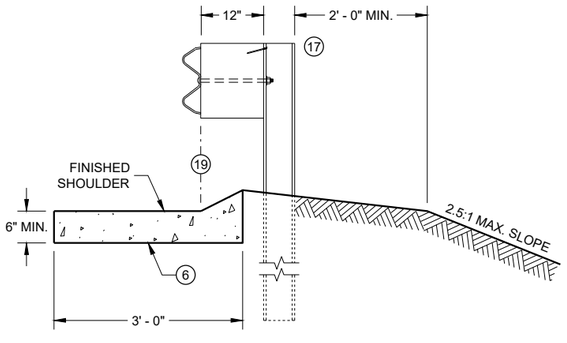
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

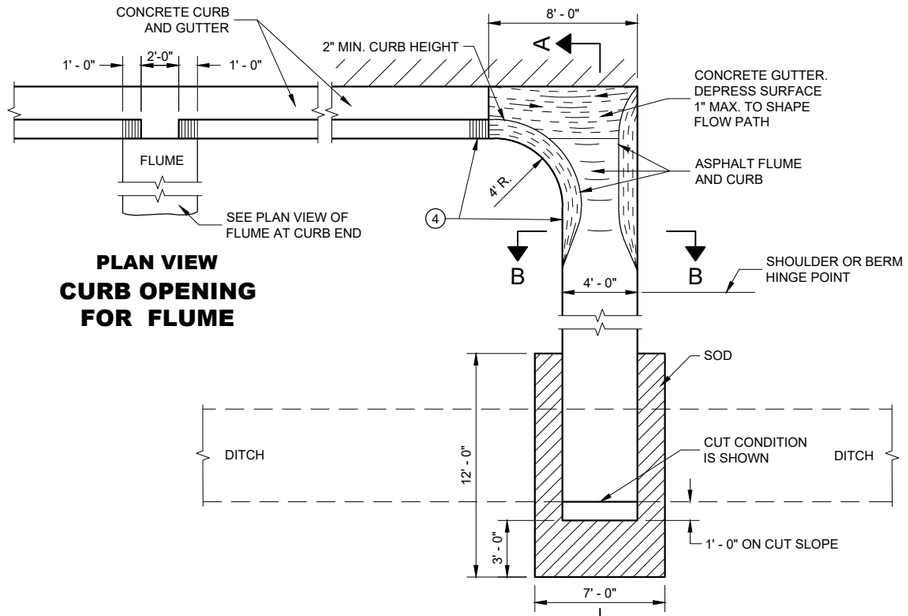
FHWA

SDD 08D02 - 07c

SDD 08D02 - 07c

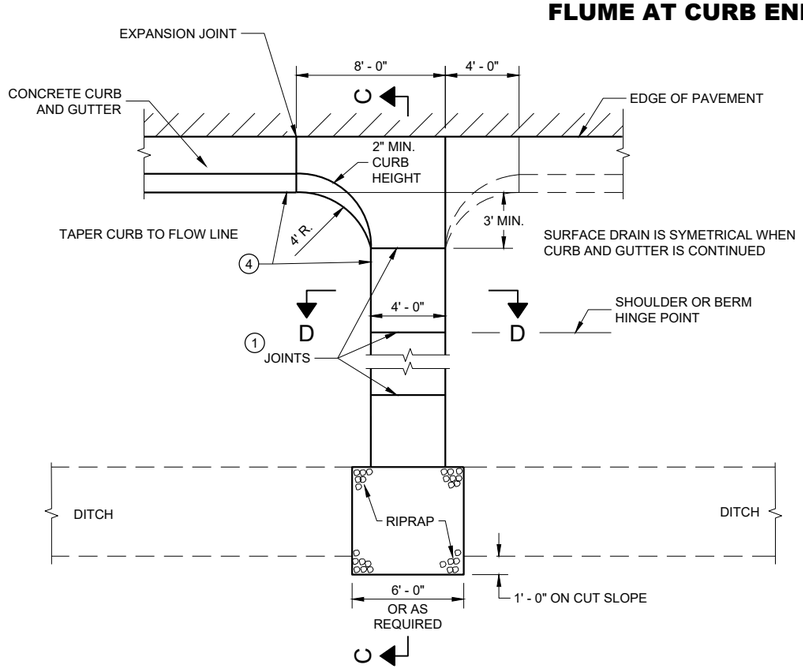
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



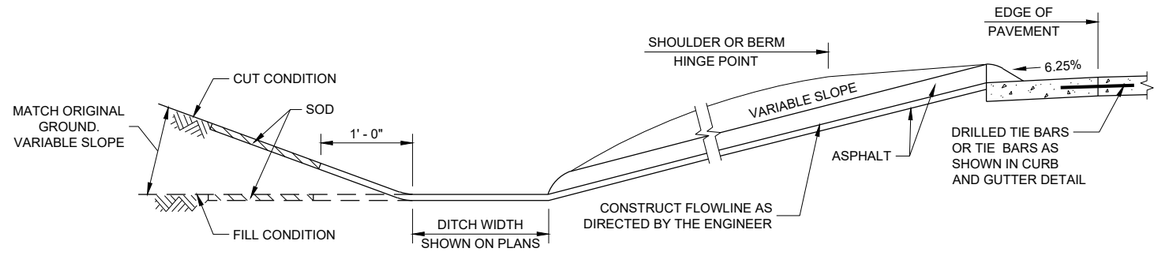
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

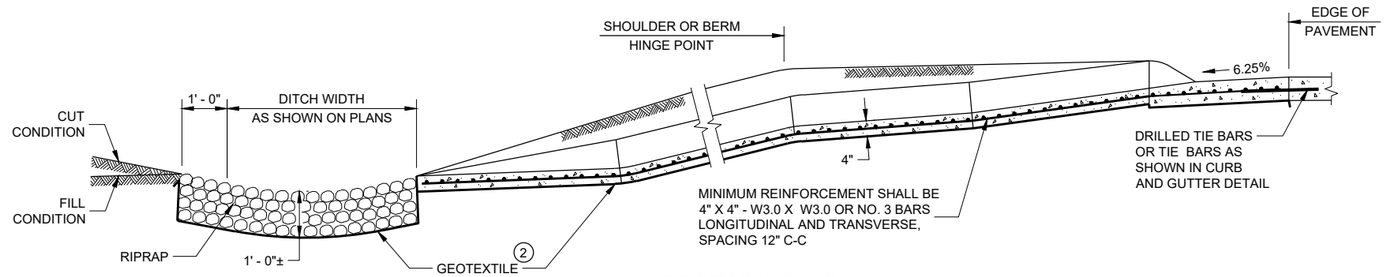
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

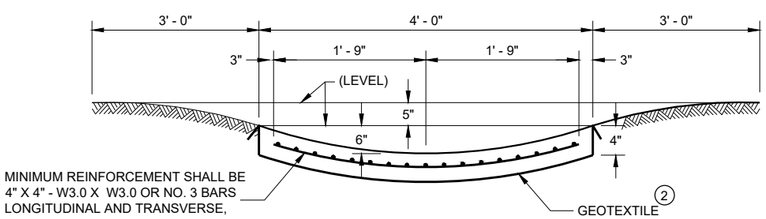


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

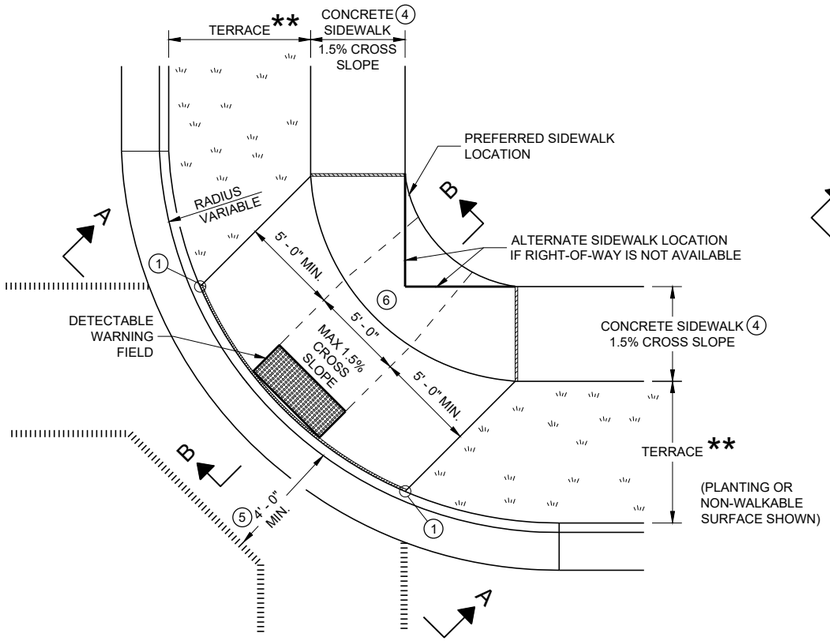
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D04 - 06

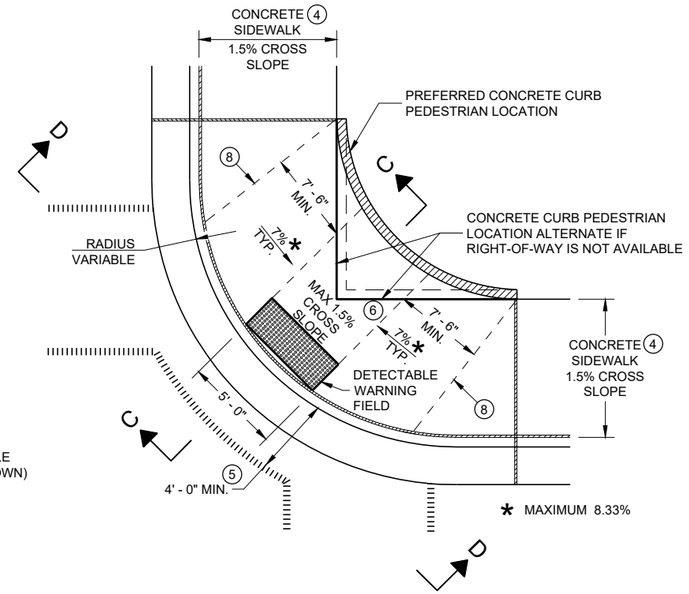
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

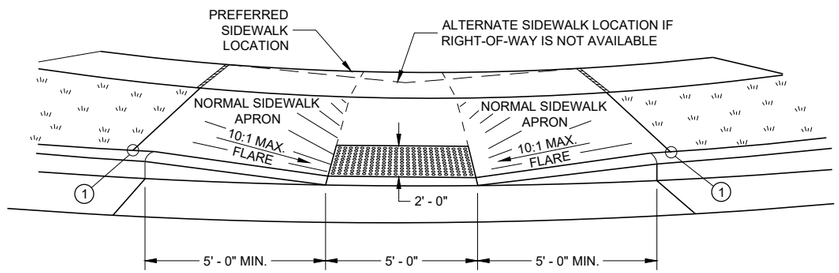
(CENTER OF CORNER RADIUS)



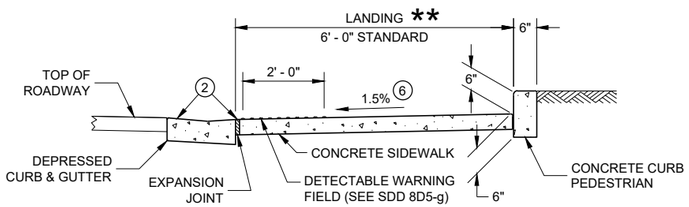
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

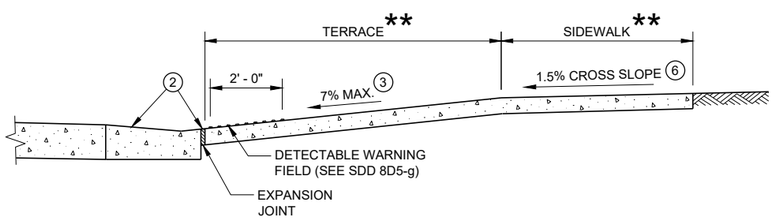


VIEW A - A FOR TYPE 1

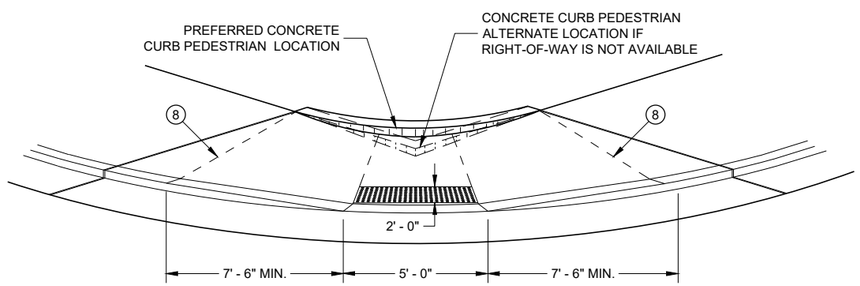


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

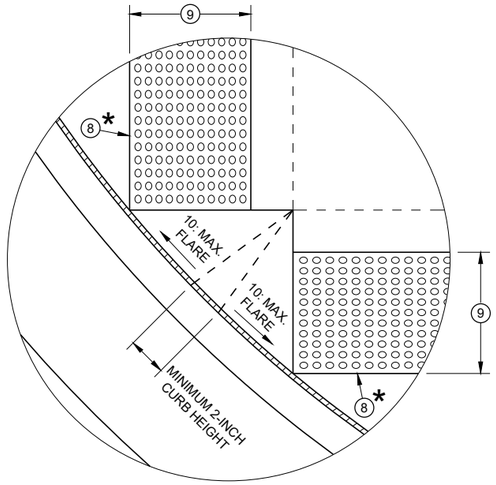
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

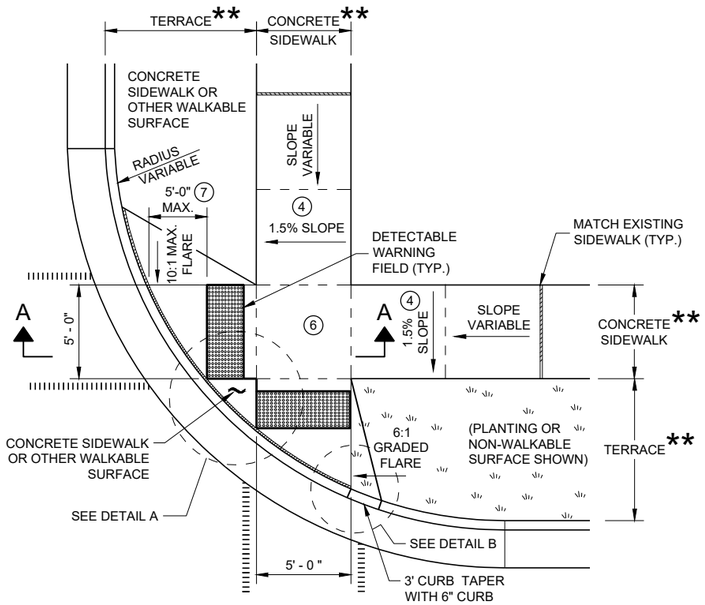
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

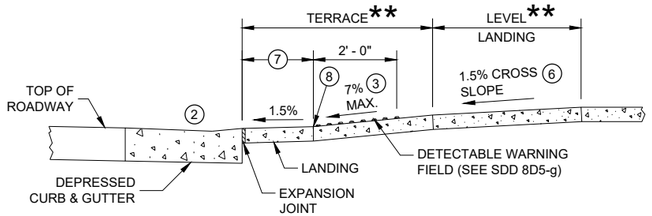
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

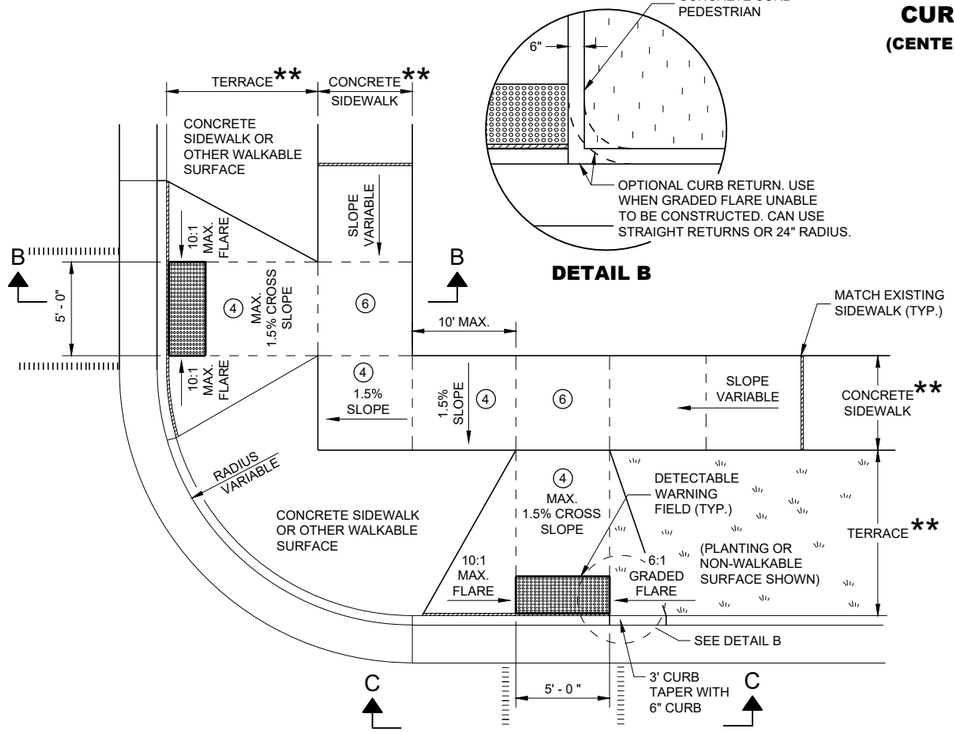
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

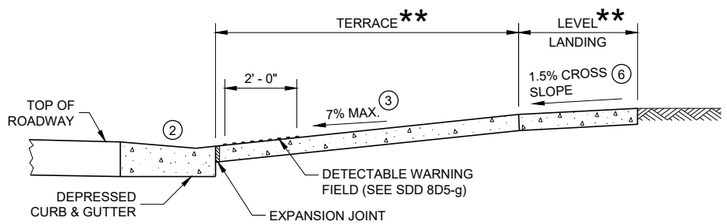
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



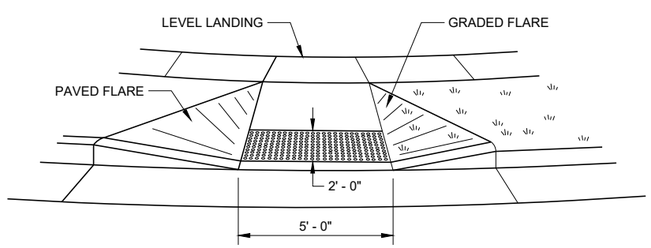
SECTION B - B FOR TYPE 3

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



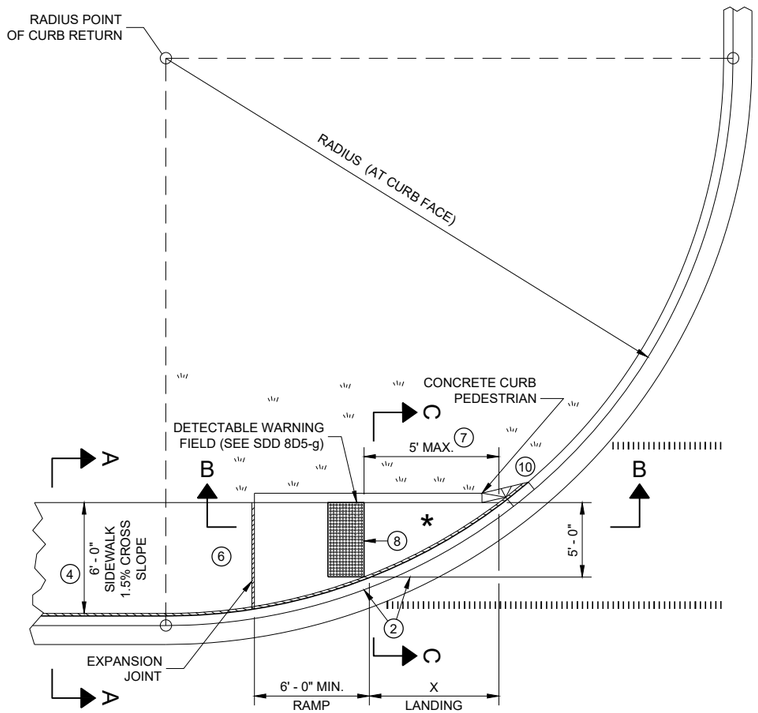
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

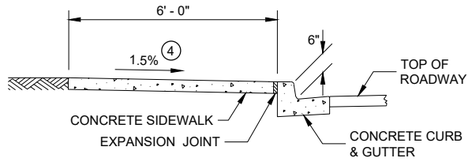


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

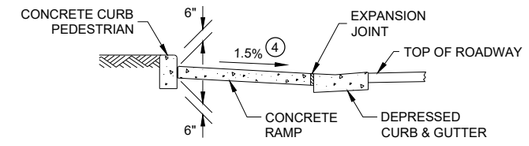
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

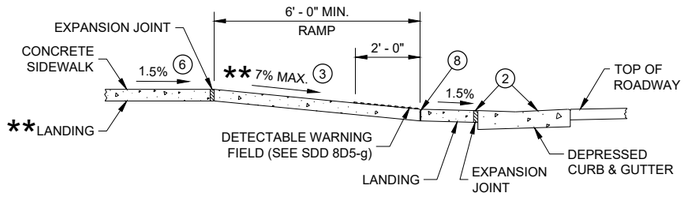
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



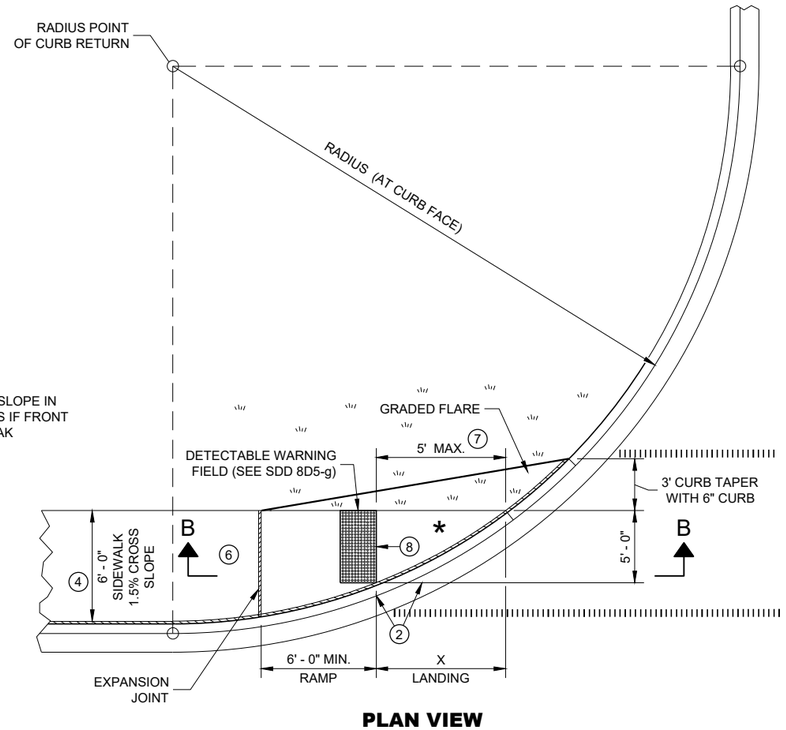
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

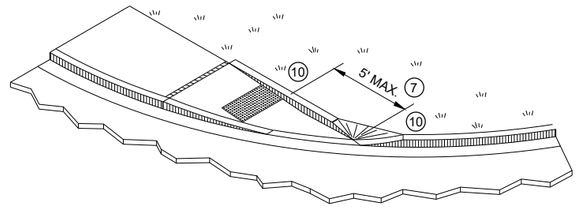
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

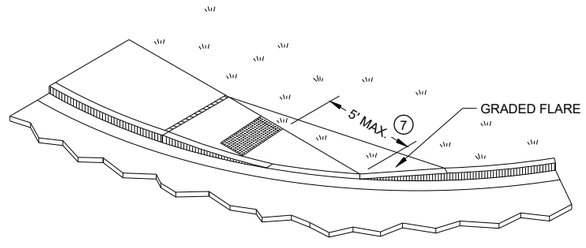


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



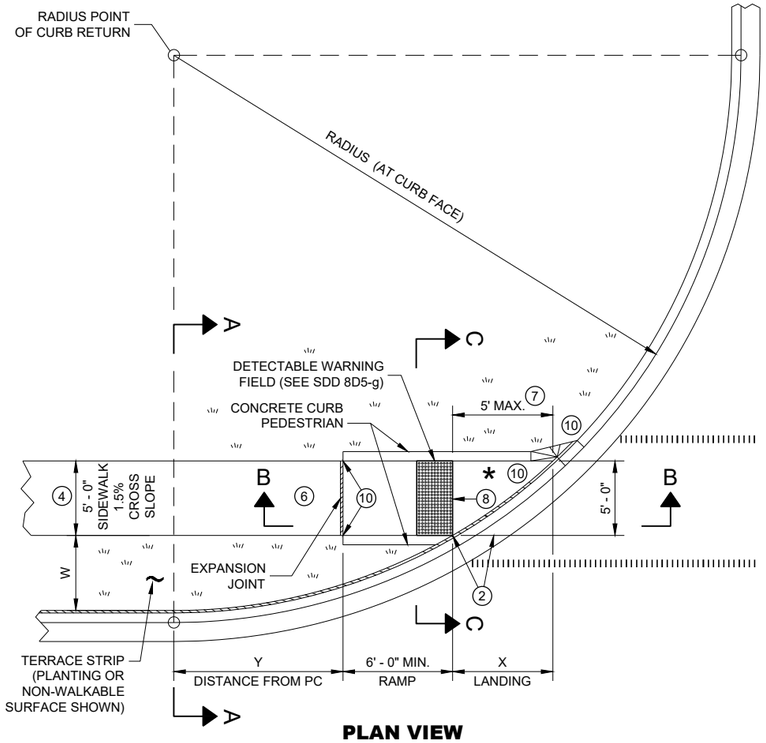
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

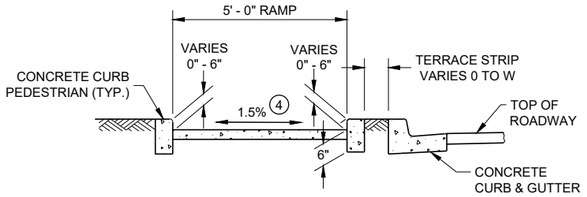
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

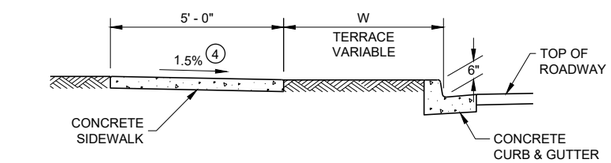
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

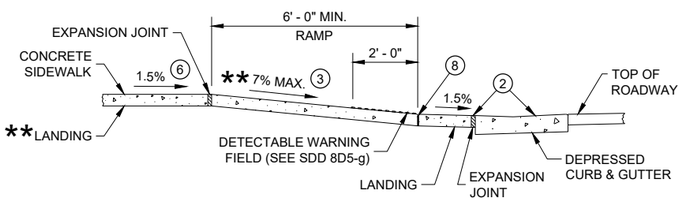
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



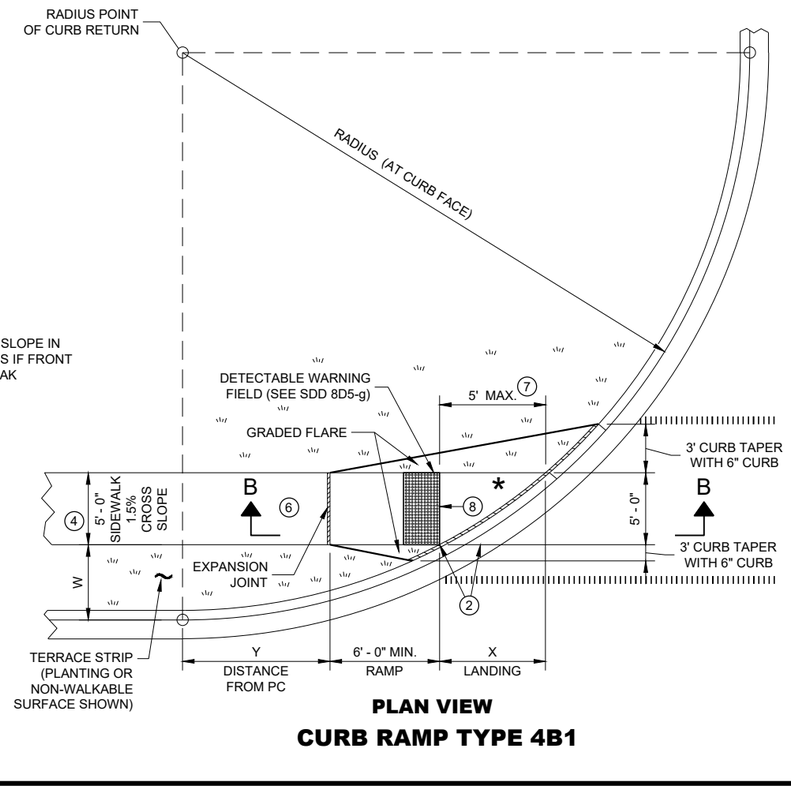
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

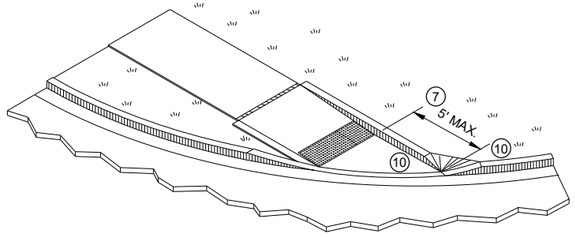
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

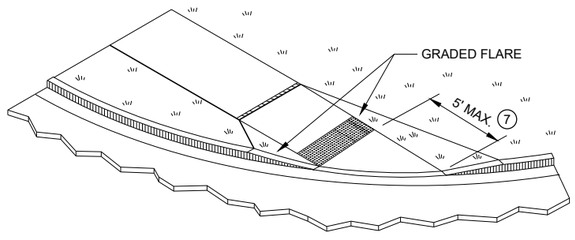


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



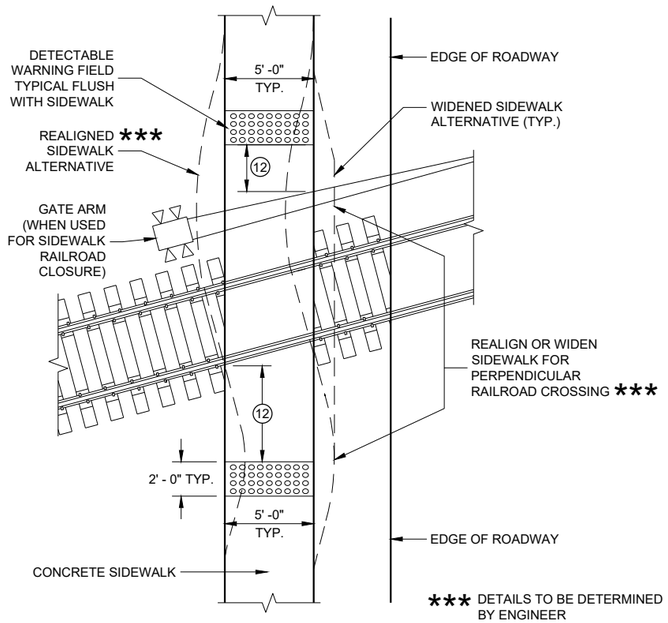
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

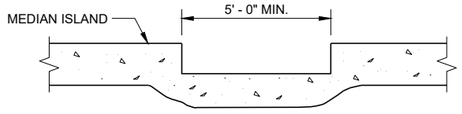
6

SDD 08D05 - 20d

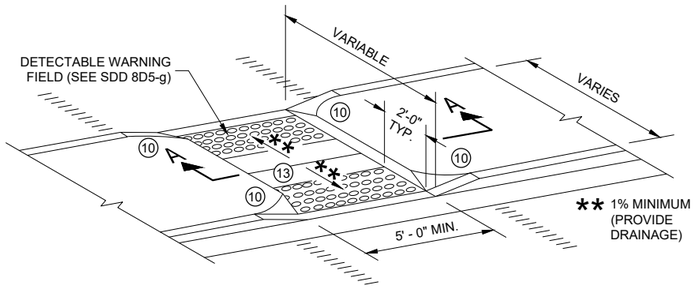


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

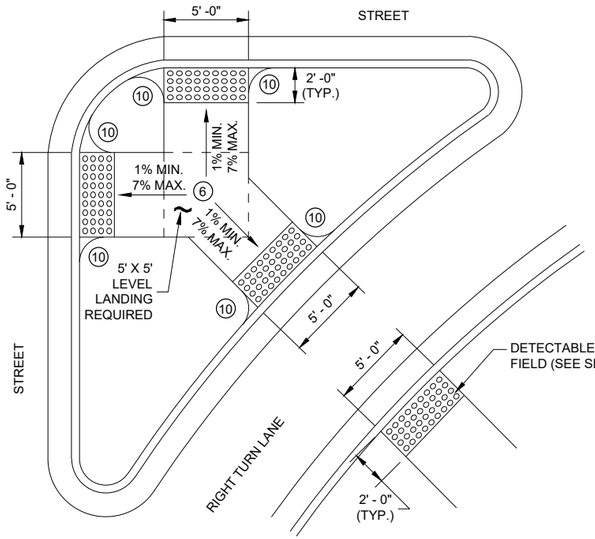
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

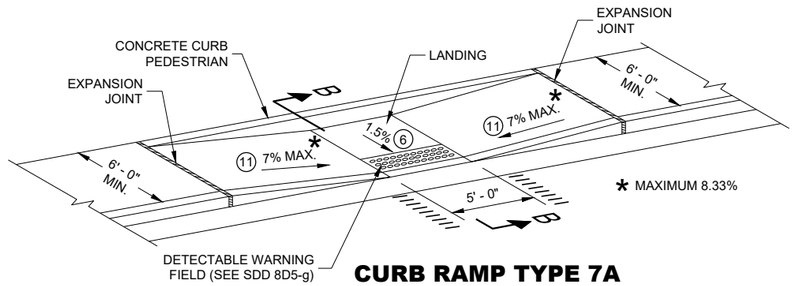
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

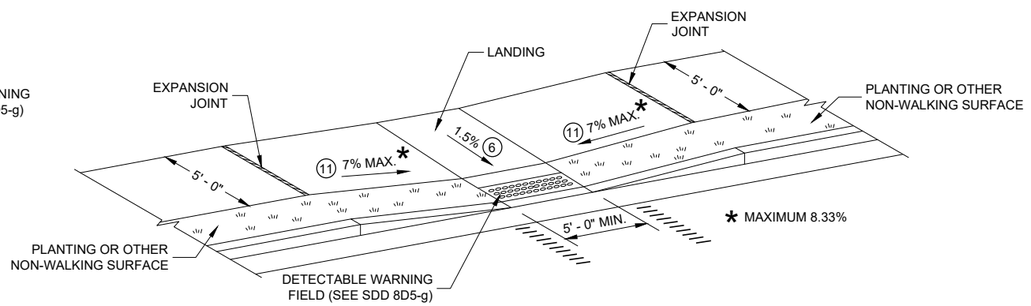
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

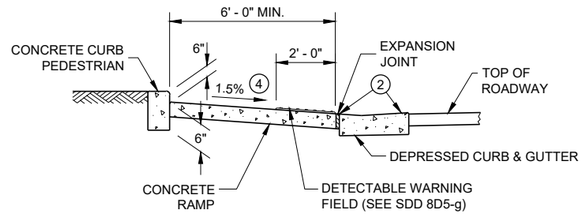
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

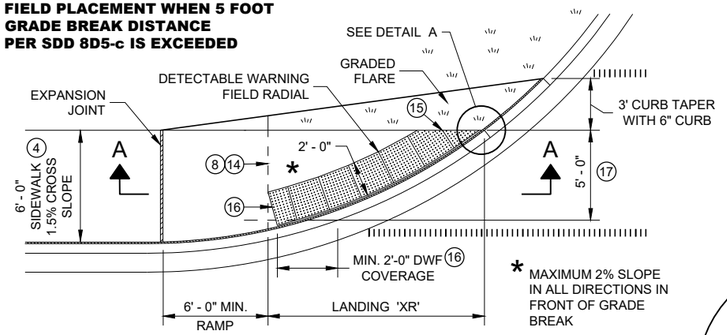
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

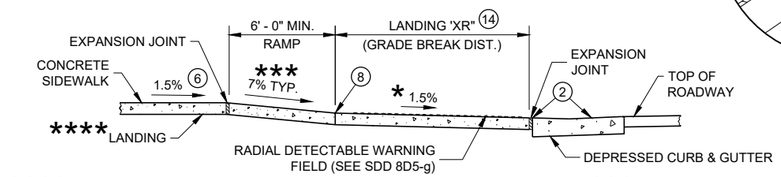
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

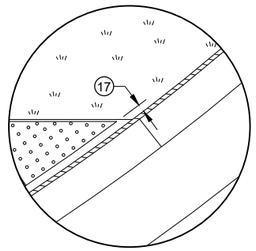
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

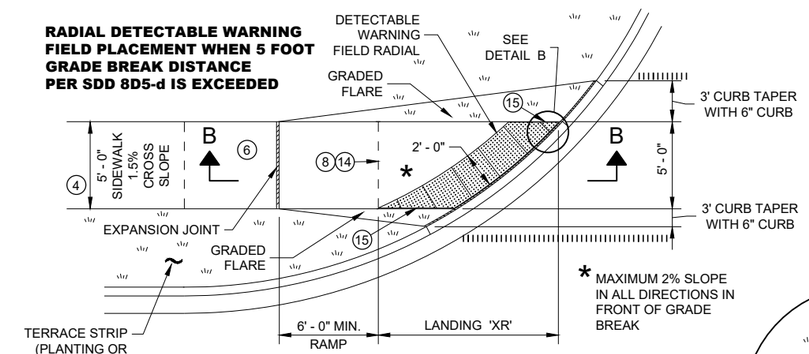
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

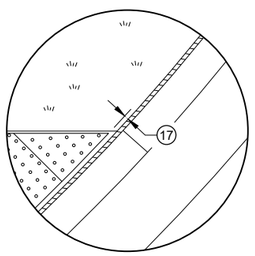
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



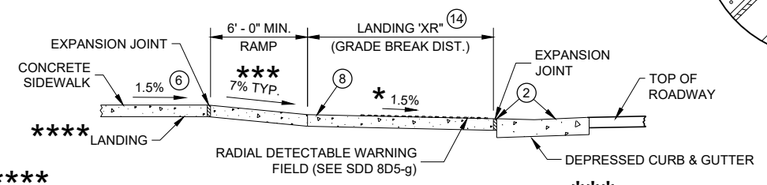
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

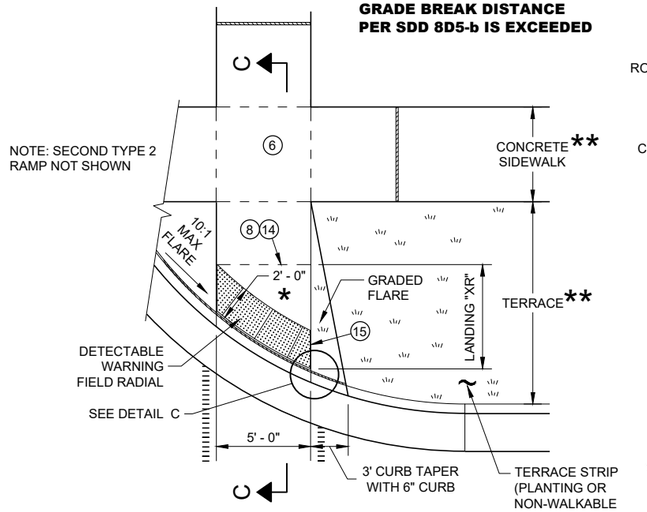


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

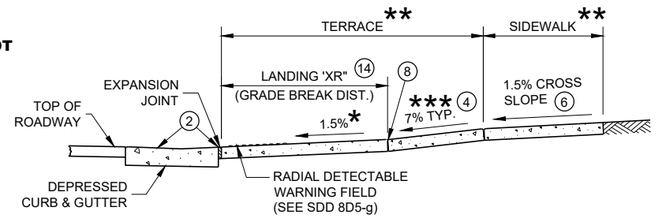


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

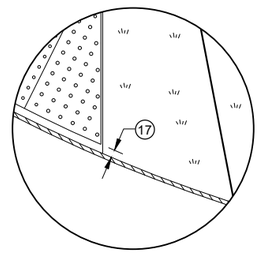


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

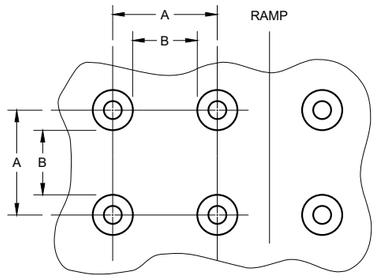
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

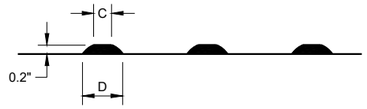
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

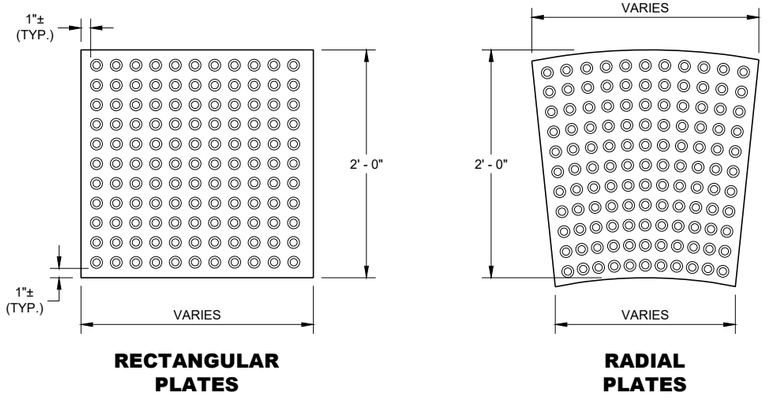


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

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

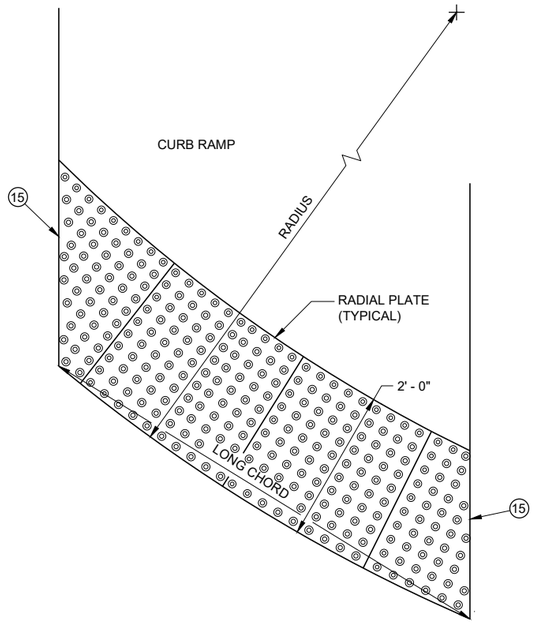
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

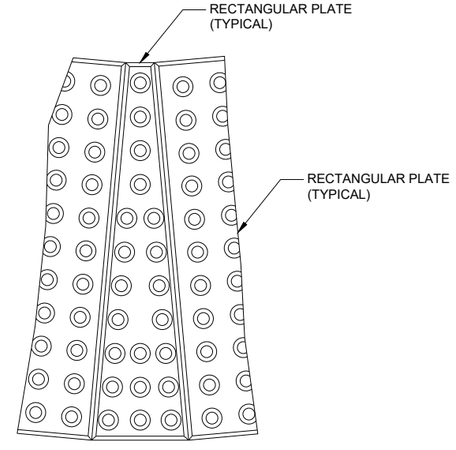
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

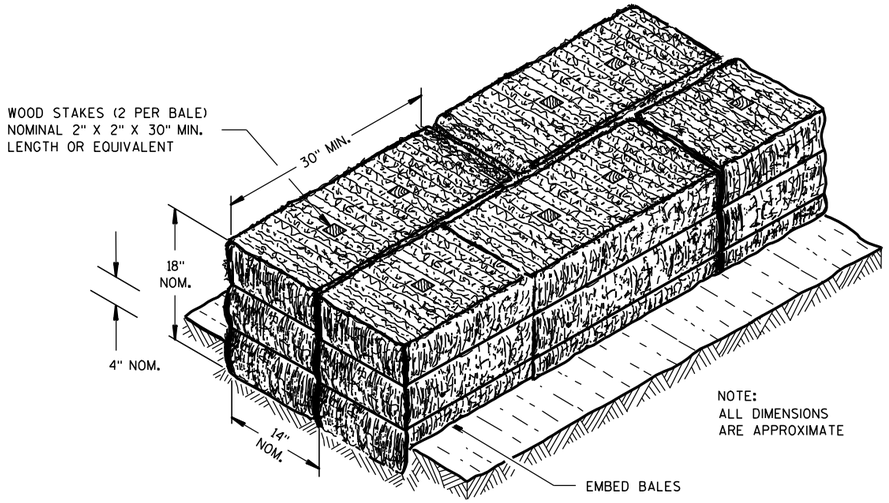
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

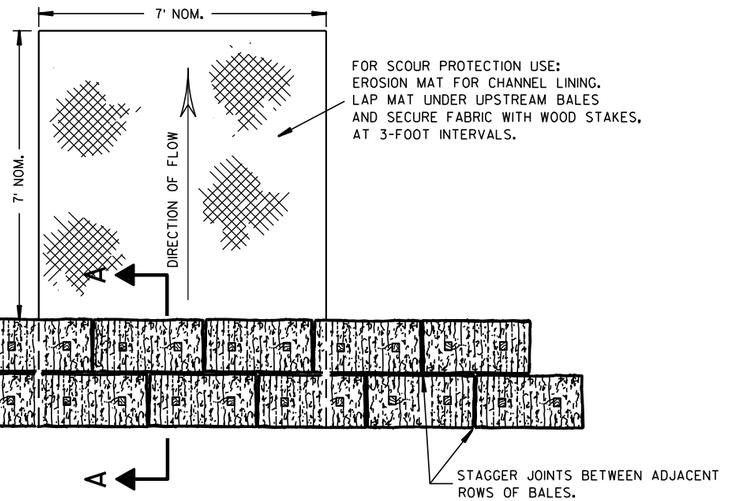
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

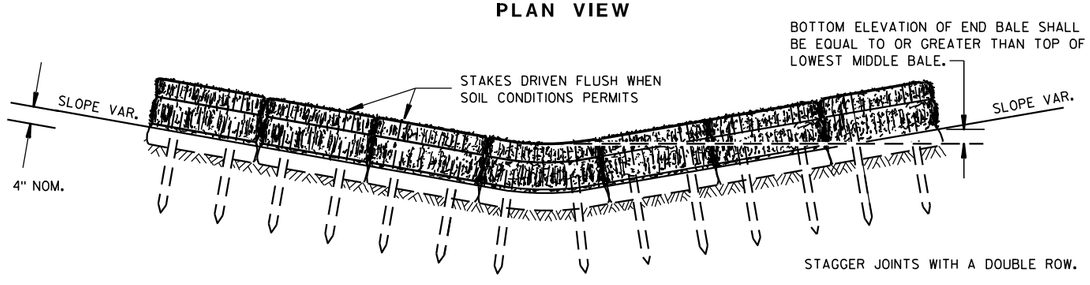
6
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



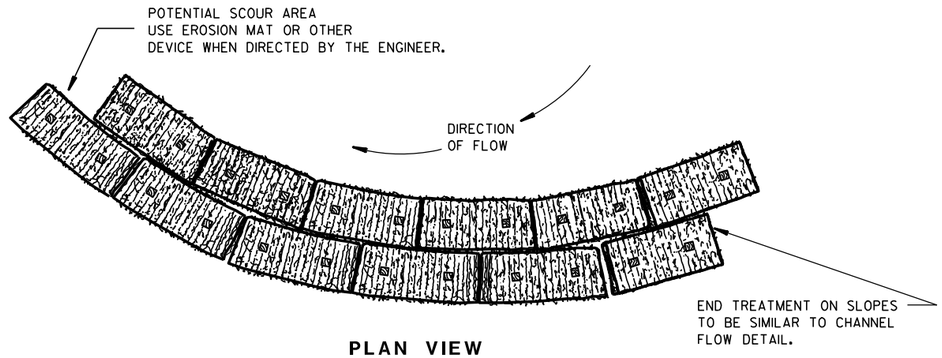
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

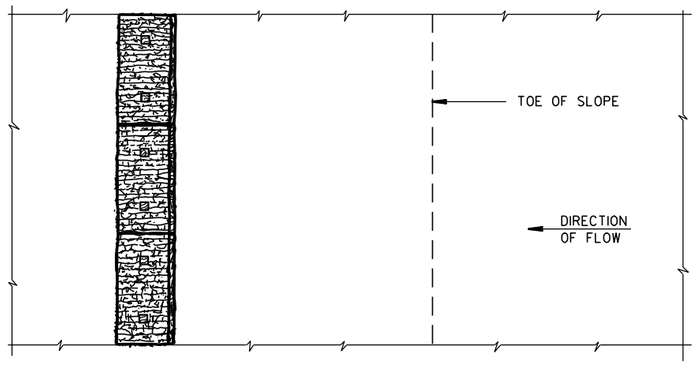
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

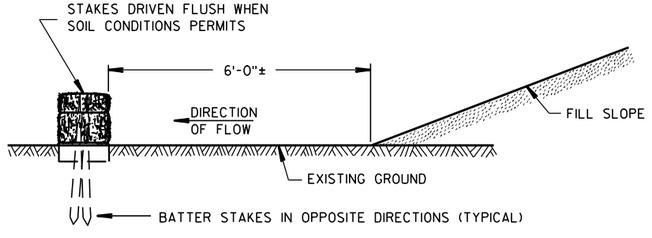


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

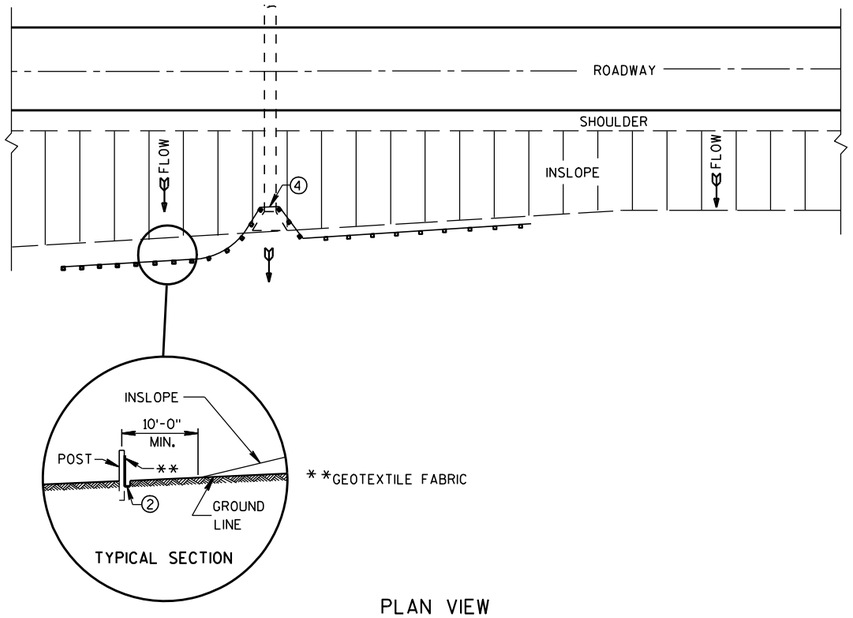
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

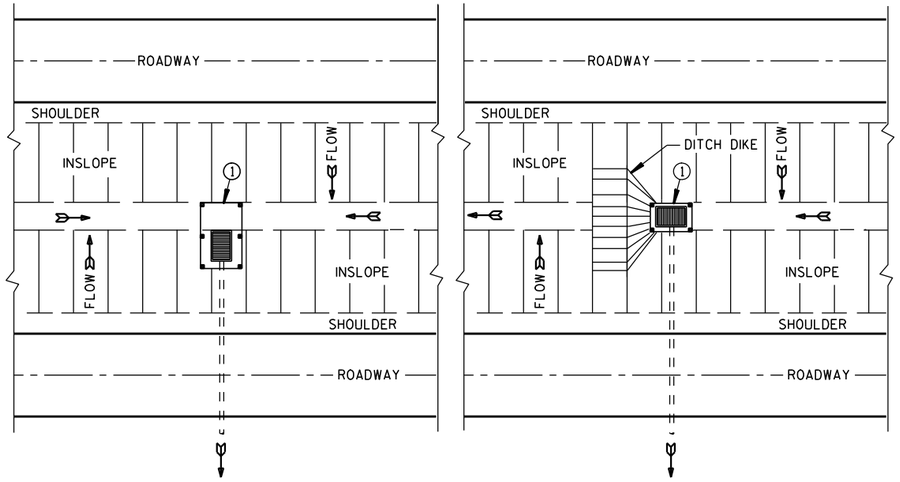
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



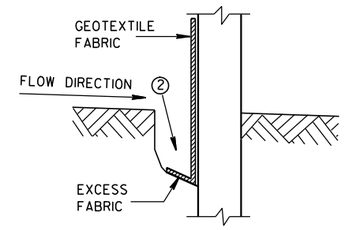
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

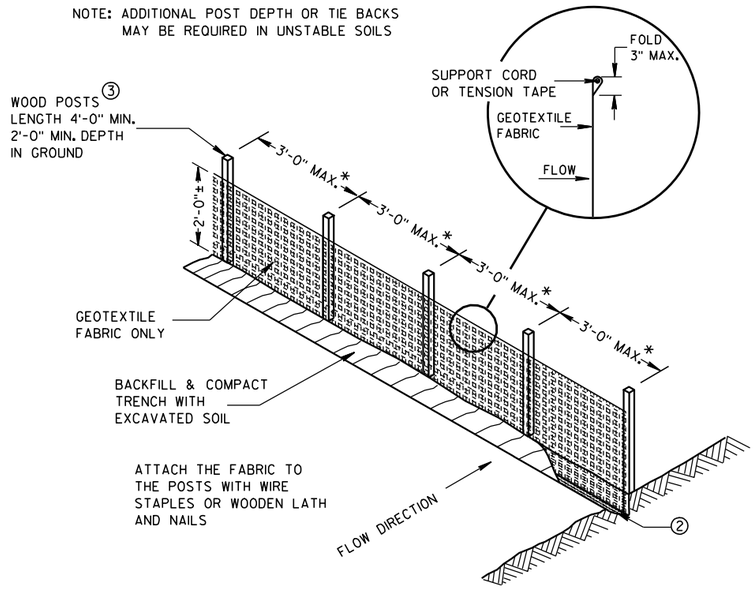
GENERAL NOTES

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

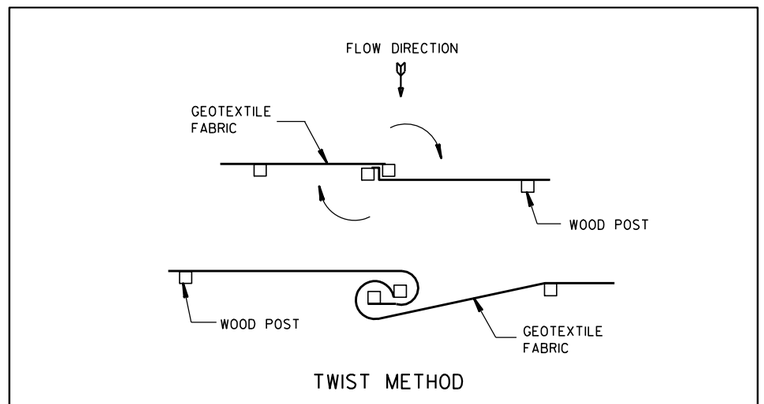
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



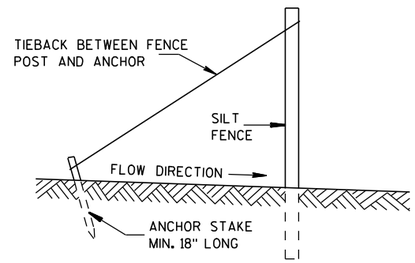
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

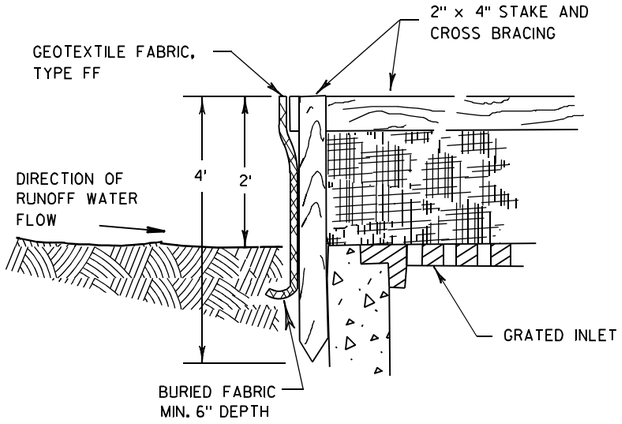
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

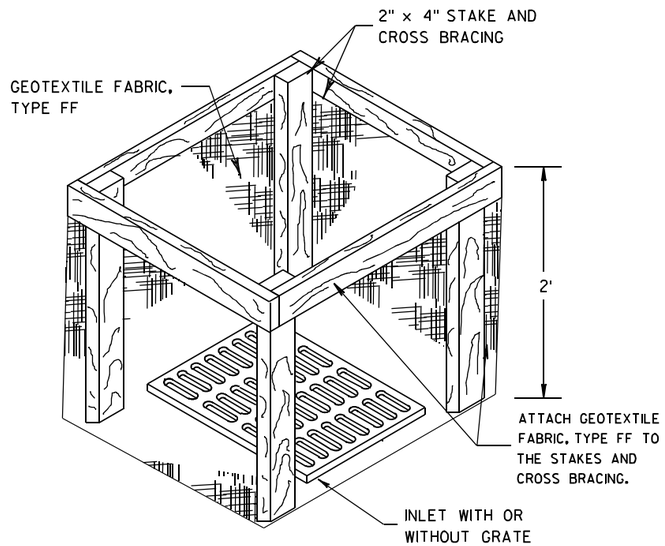
6

S.D.D. 8 E 9-6

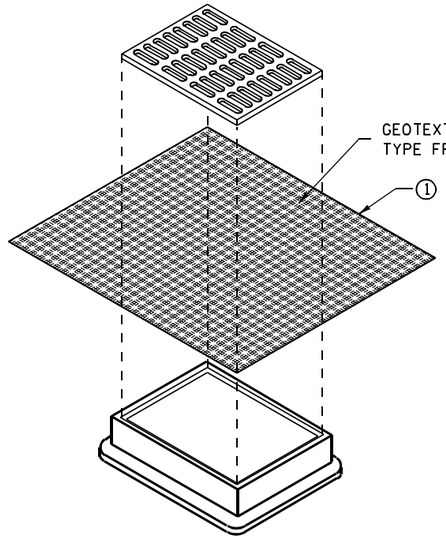
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S.D.D. 8 E 9-6



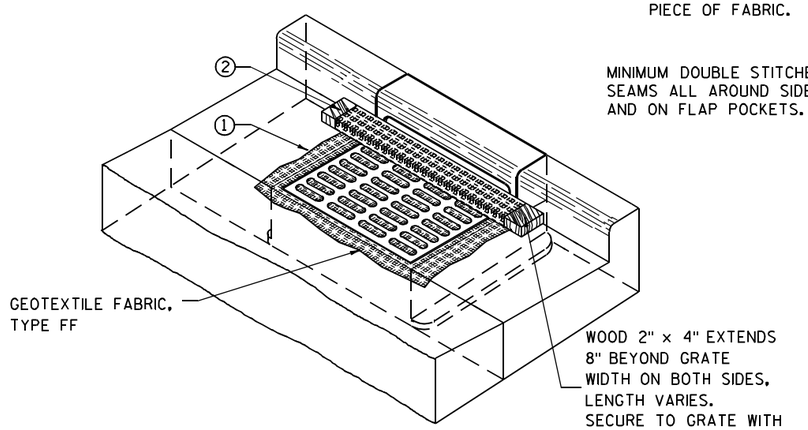


INLET PROTECTION, TYPE A

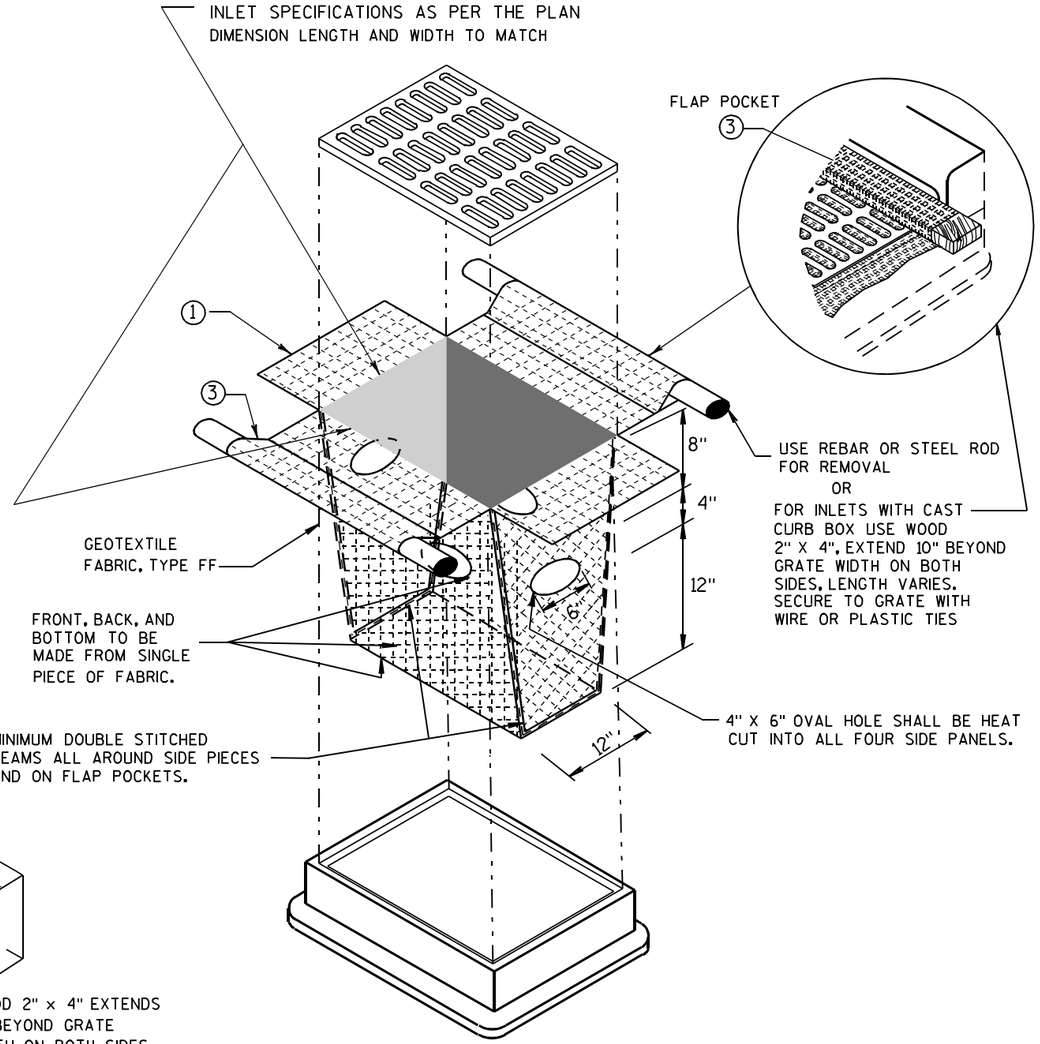


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2

METAL APRON ENDWALLS

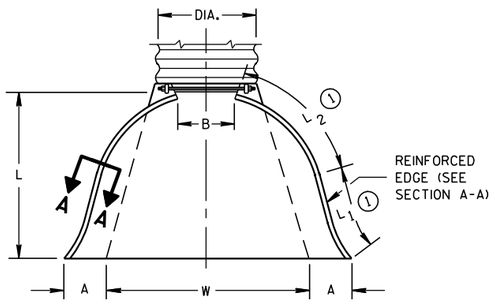
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

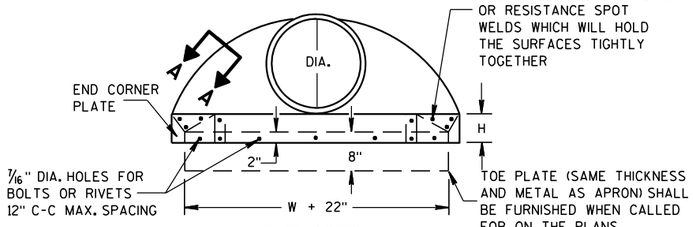
REINFORCED CONCRETE APRON ENDWALLS

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

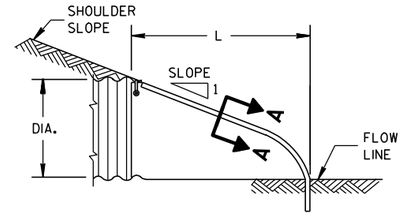
*MINIMUM
**MAXIMUM



PLAN VIEW

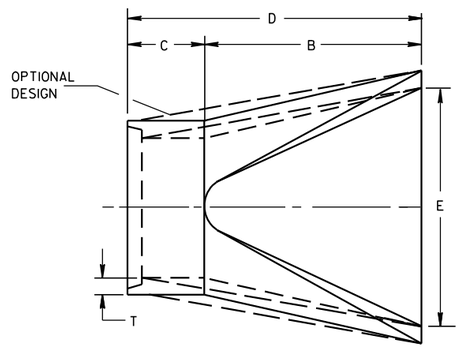


END VIEW

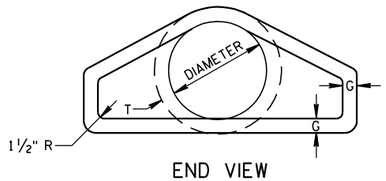


SIDE ELEVATION

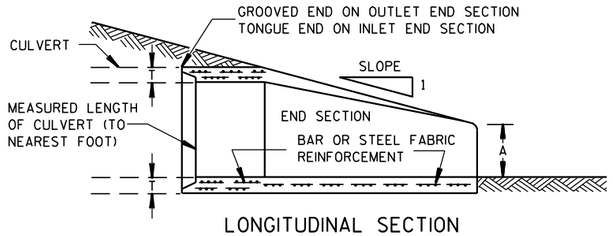
METAL ENDWALLS



PLAN

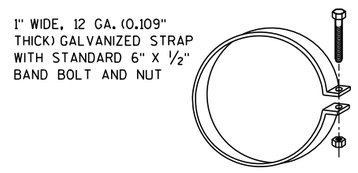


END VIEW



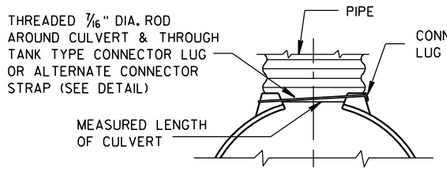
LONGITUDINAL SECTION

CONCRETE ENDWALLS

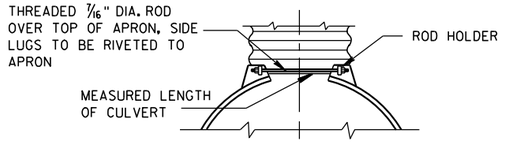


ALTERNATE FOR TYPE 1 CONNECTION

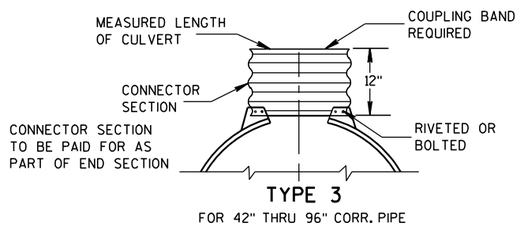
END SECTION CONNECTOR STRAP



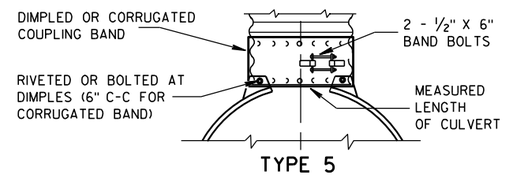
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

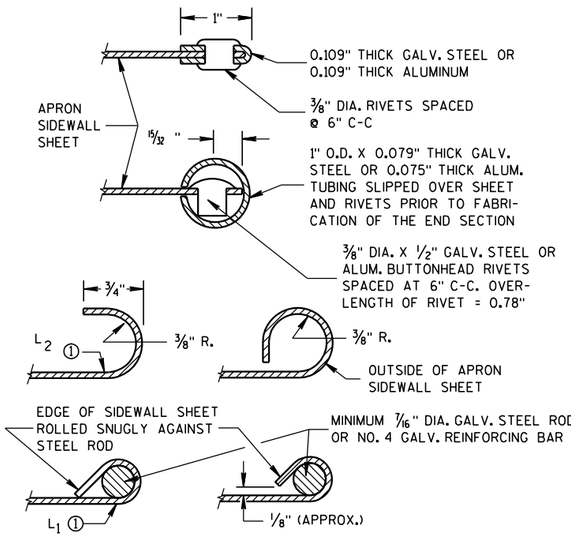
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

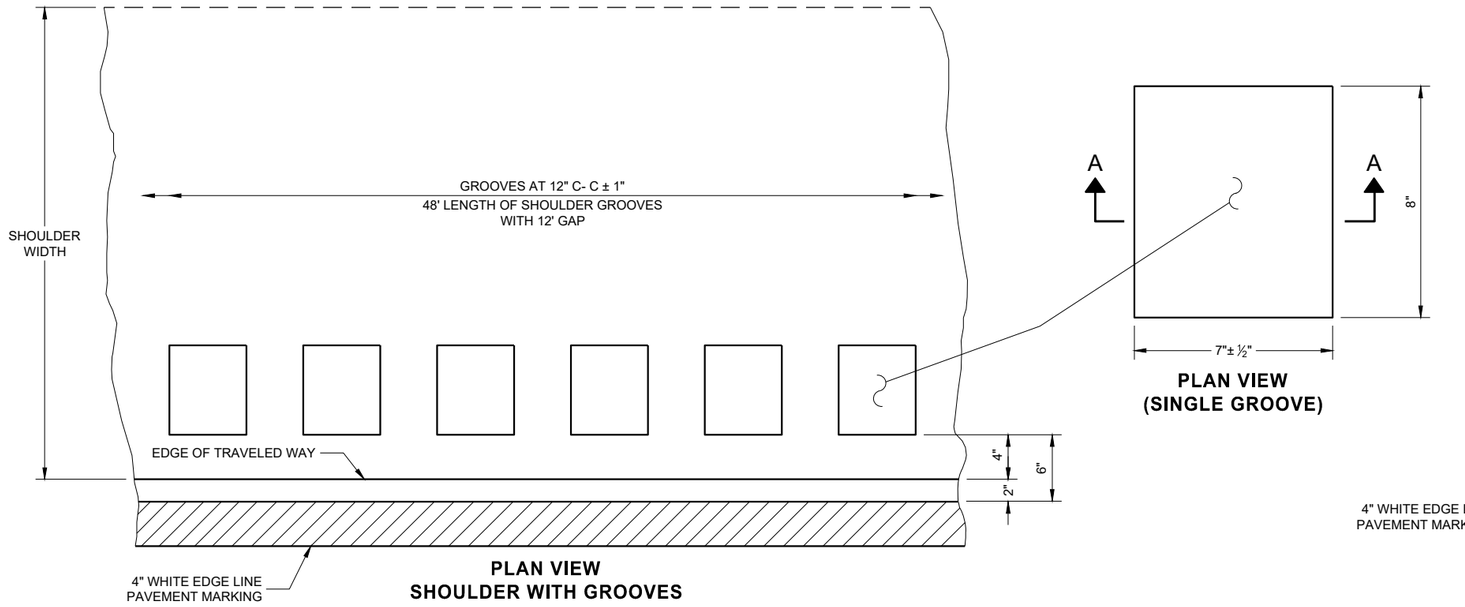
APRON ENDWALLS FOR CULVERT PIPE

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



PLAN VIEW
SHOULDER WITH GROOVES

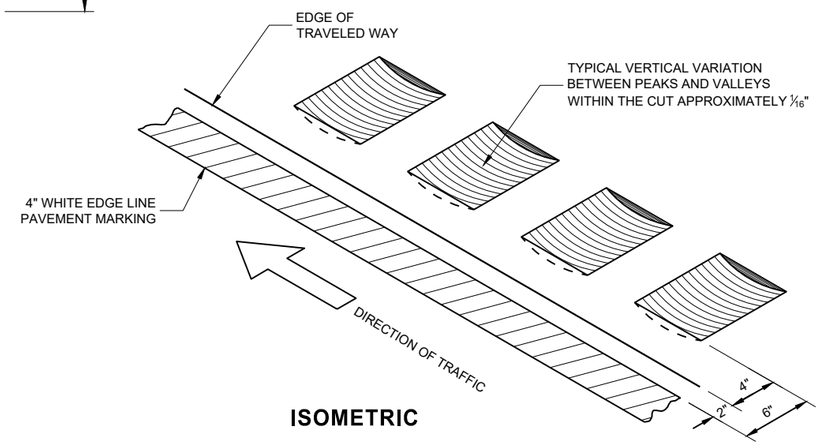
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

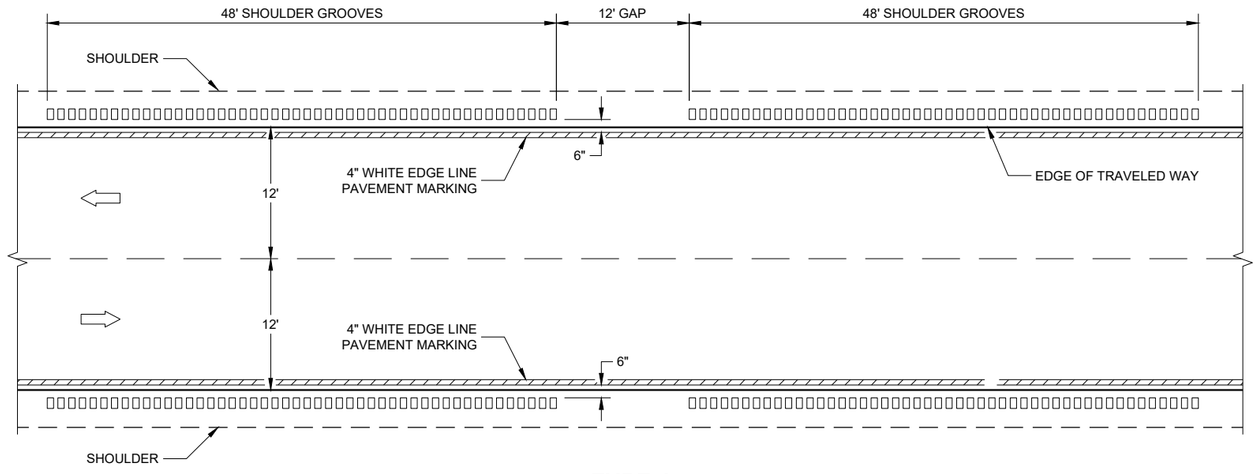
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

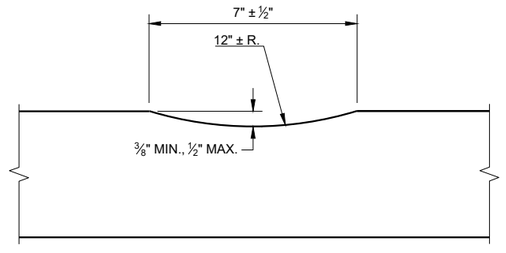


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

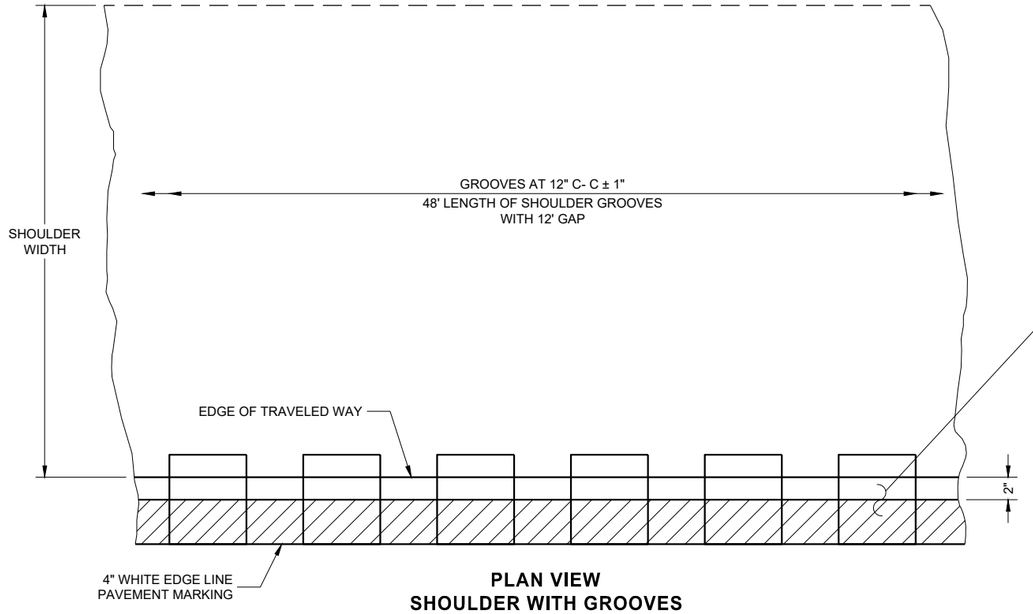
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

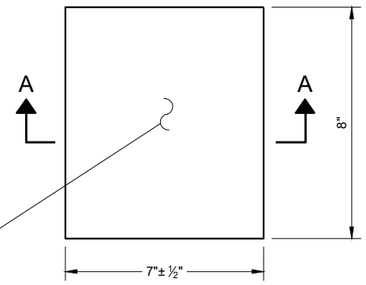
SDD 13A10 - 02a

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SDD 13A10 - 02a



PLAN VIEW
SHOULDER WITH GROOVES



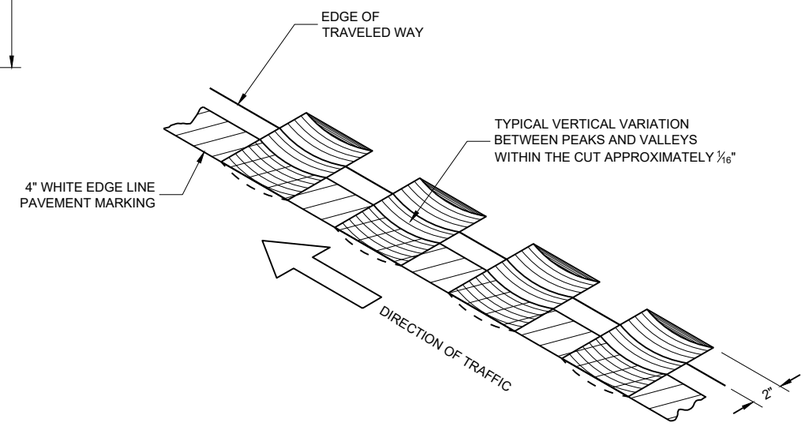
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

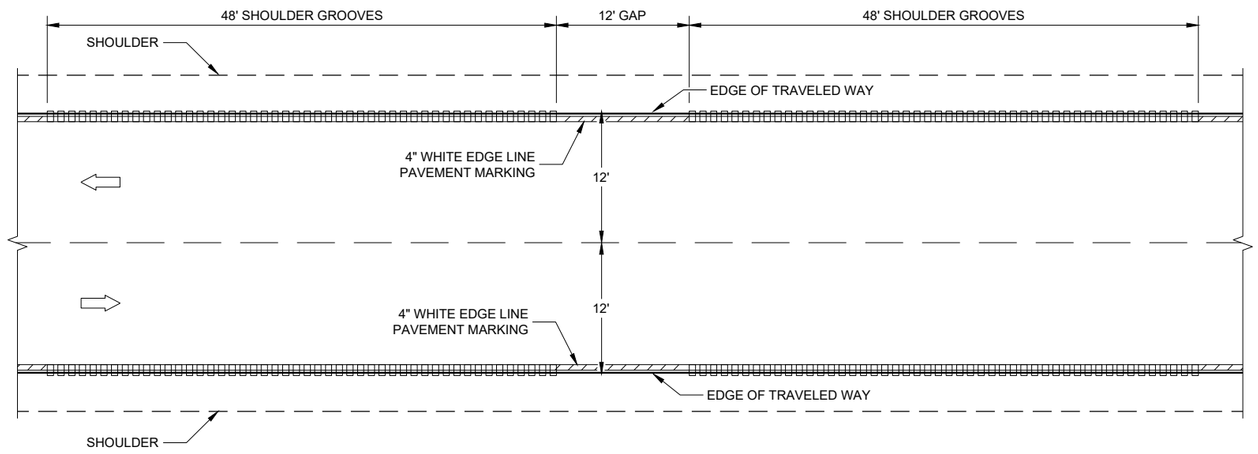
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

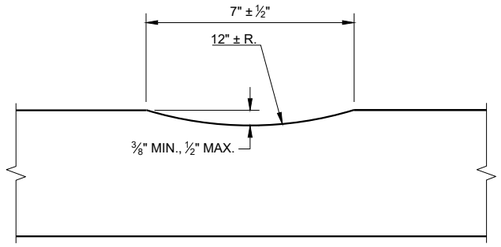


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



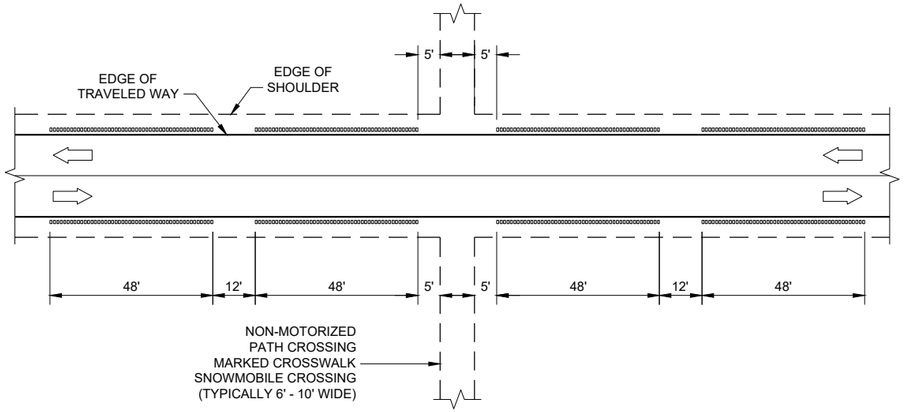
SECTION A - B

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

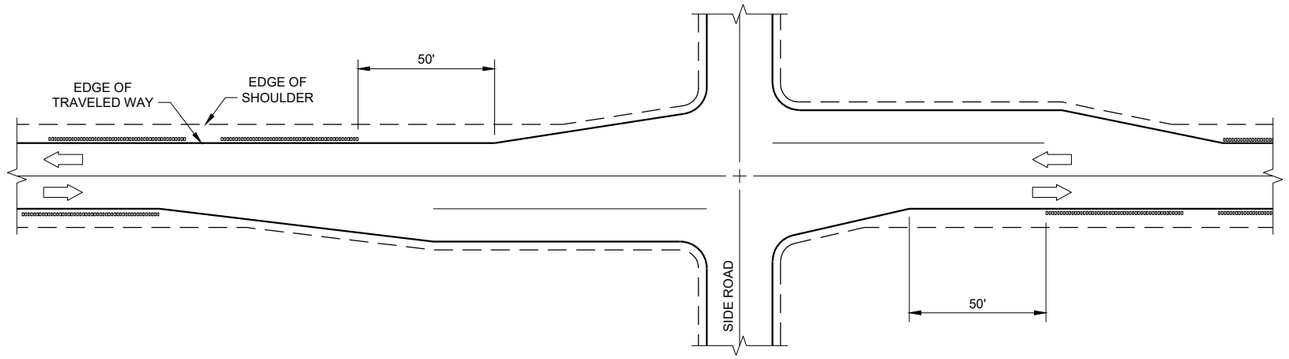
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13A10 - 02b

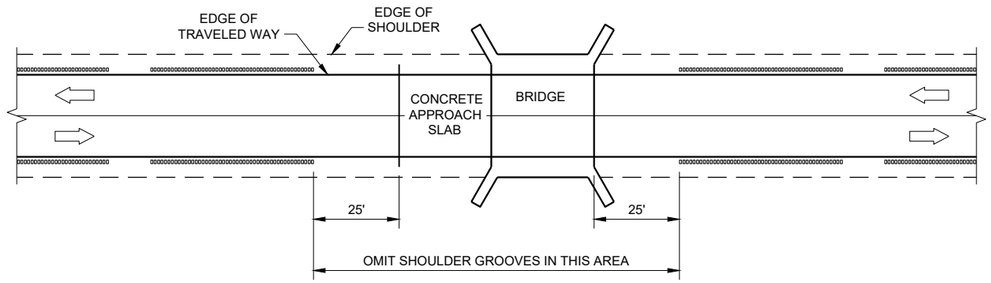
SDD13A10 - 02b



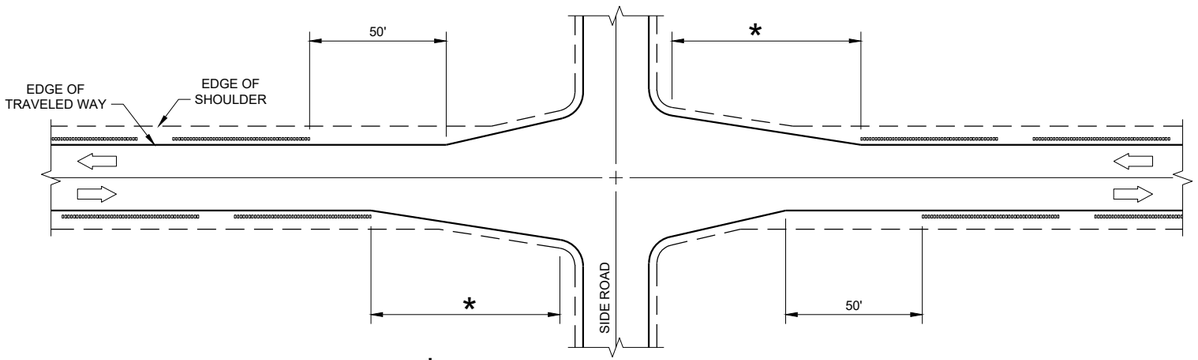
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

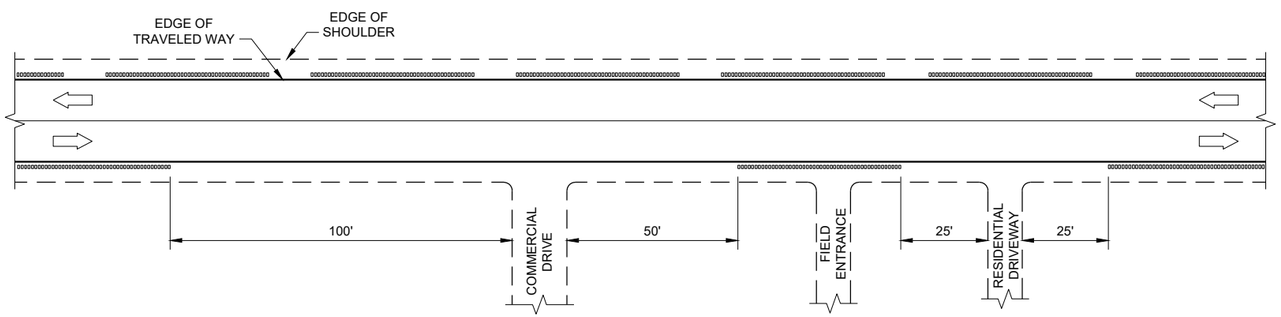


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

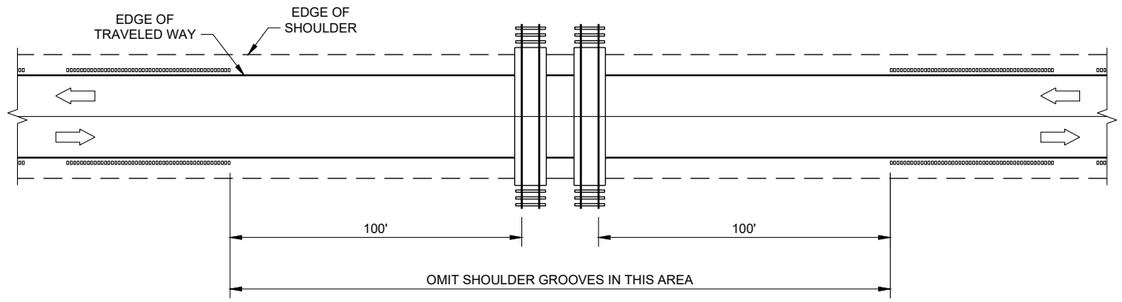
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

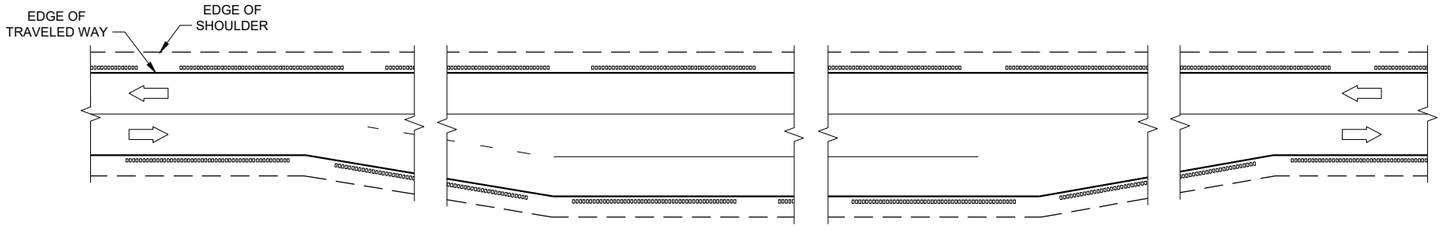
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

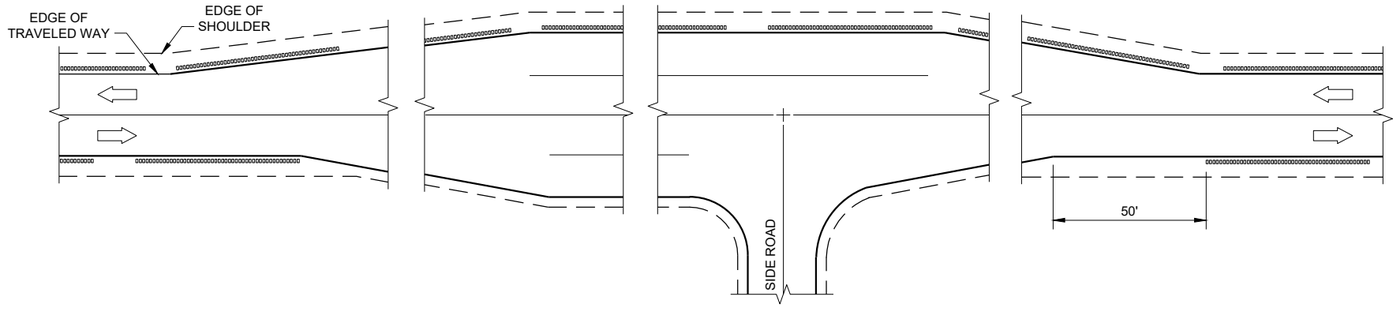
SDD 13A10 - 02c
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

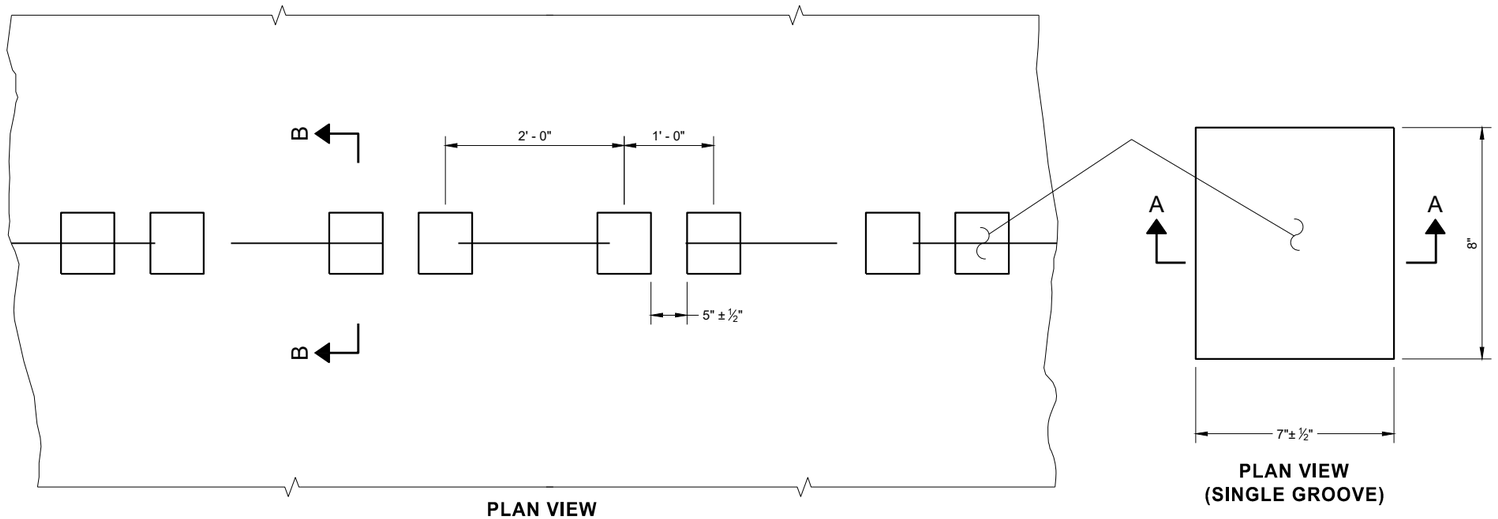
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

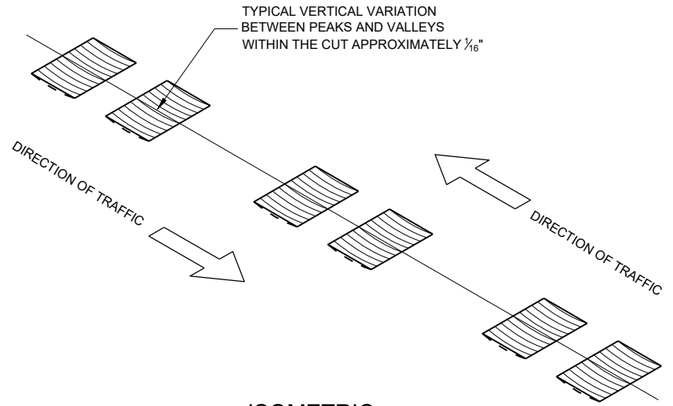
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

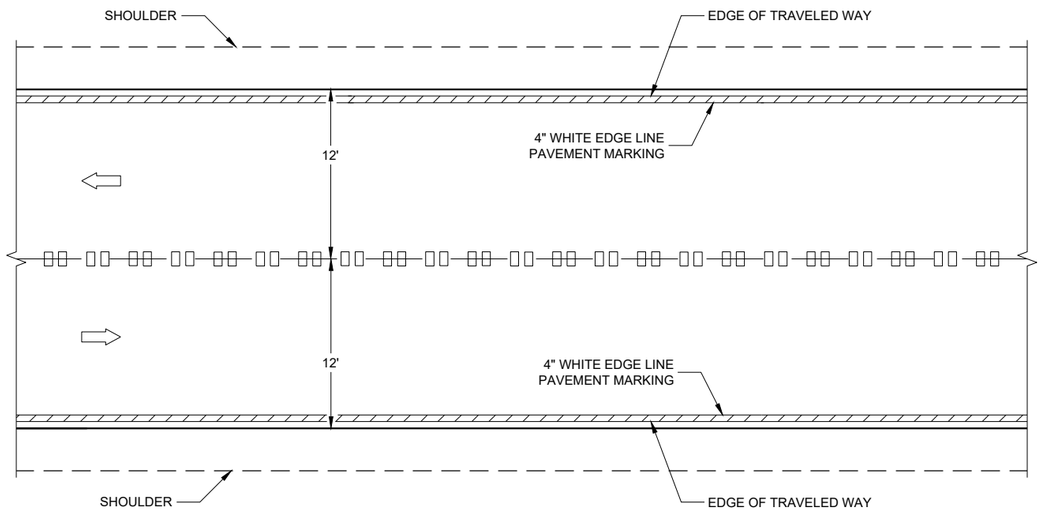
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

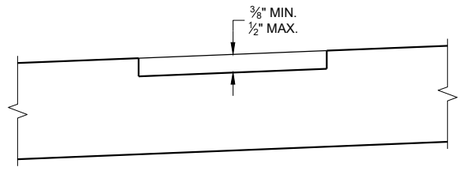
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



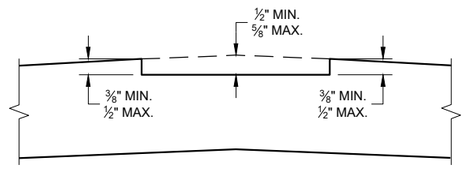
ISOMETRIC



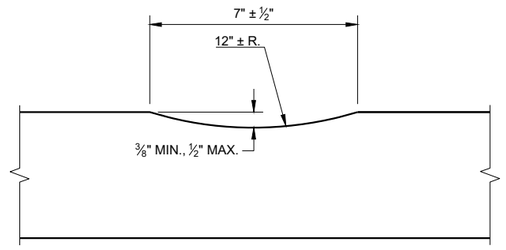
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



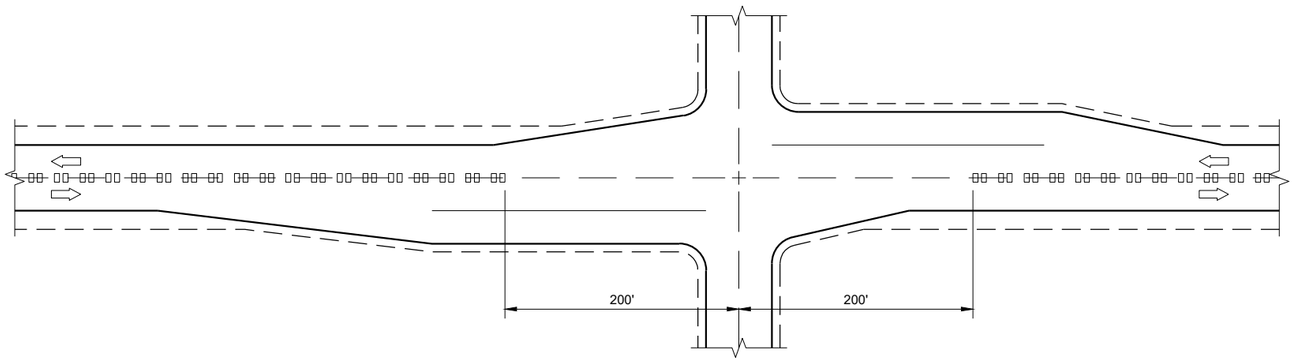
SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

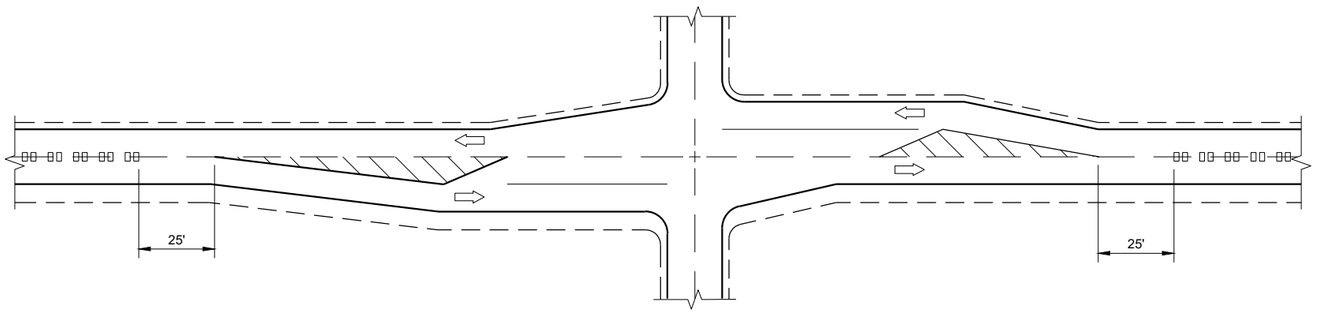
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13A11 - 03a

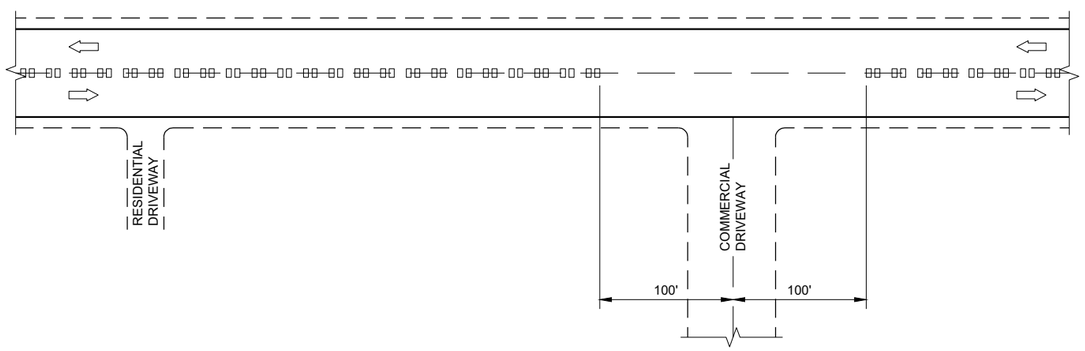
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



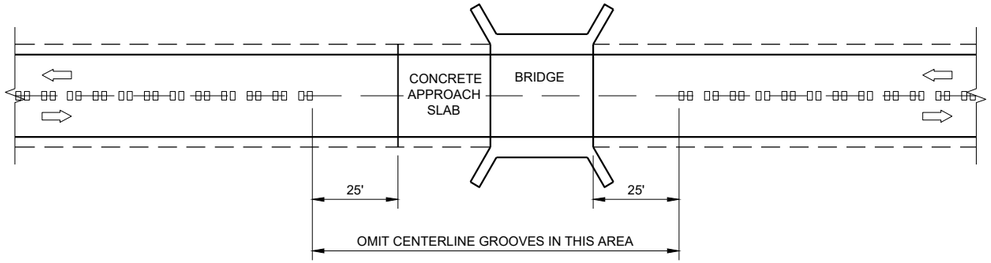
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



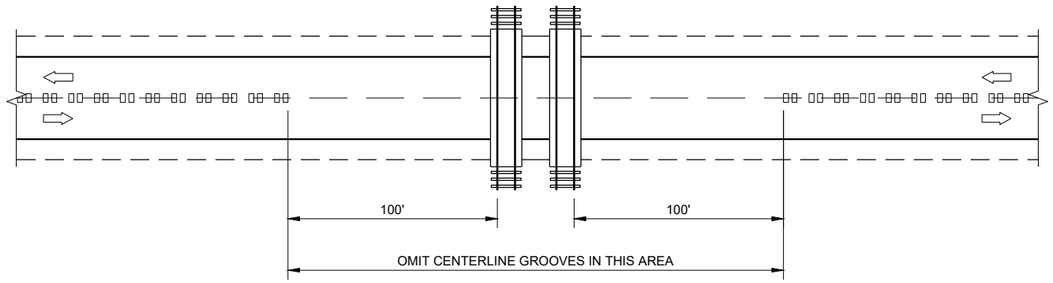
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

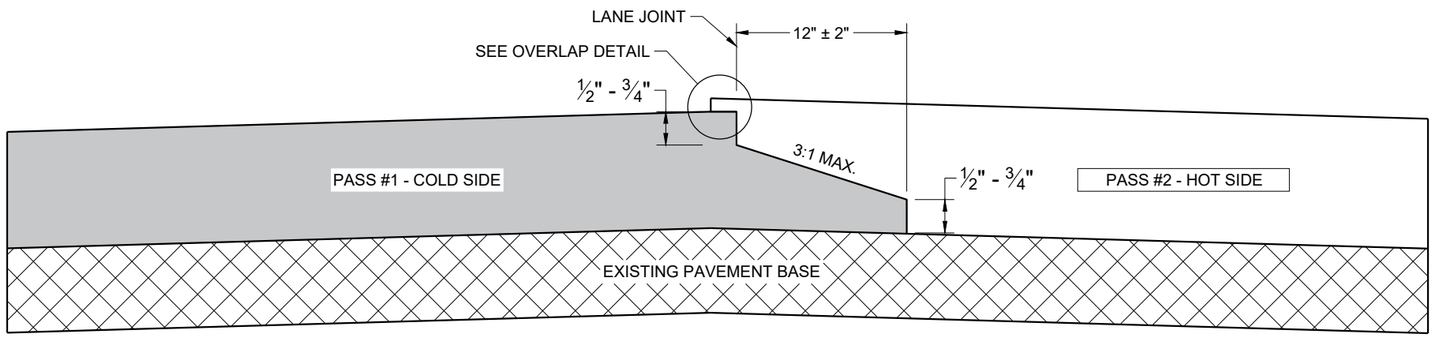
2-LANE RURAL
CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

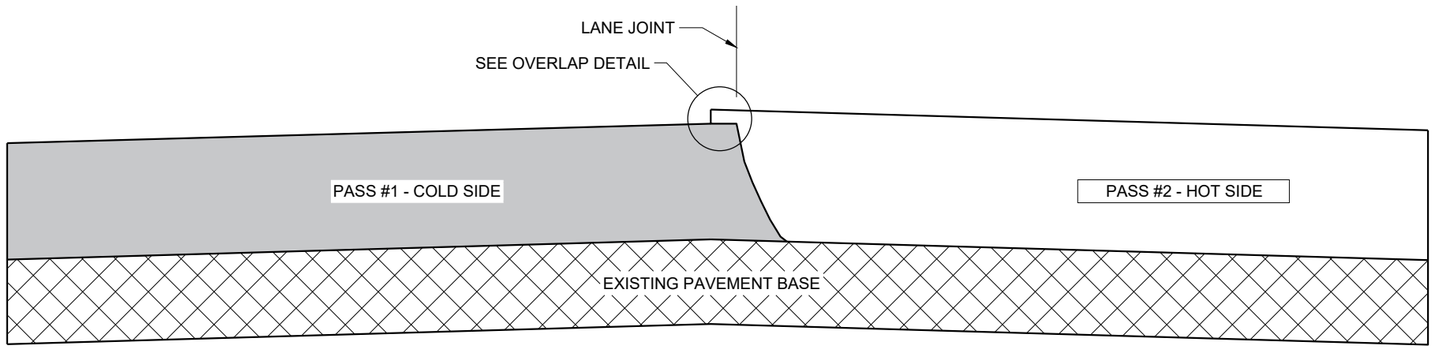
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

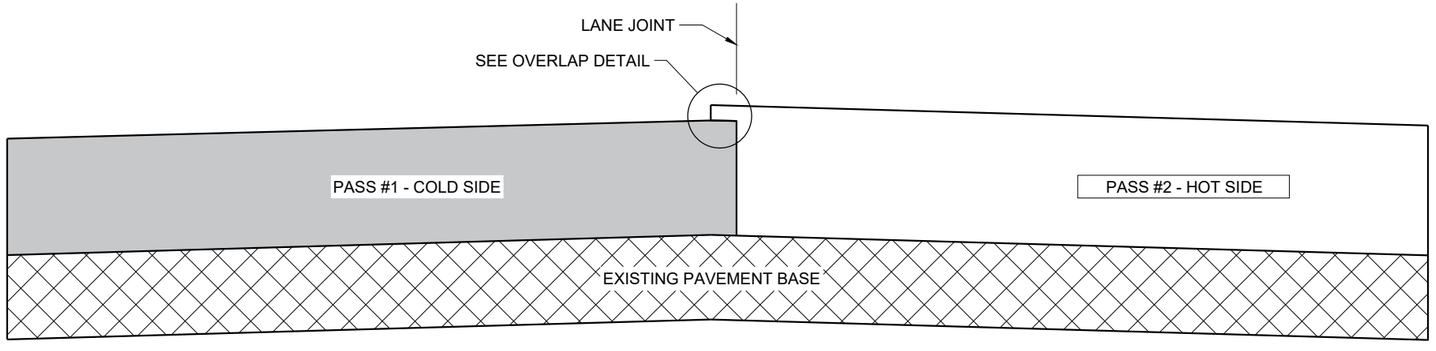
6
SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

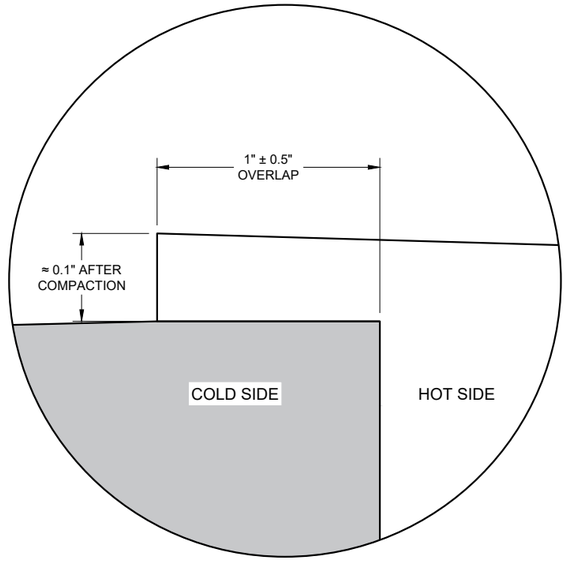
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

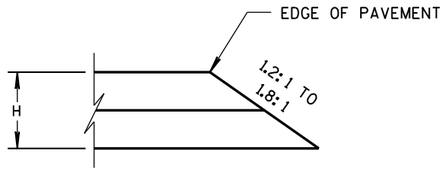
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

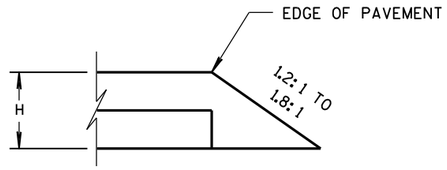
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



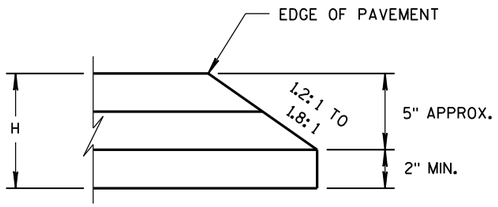
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



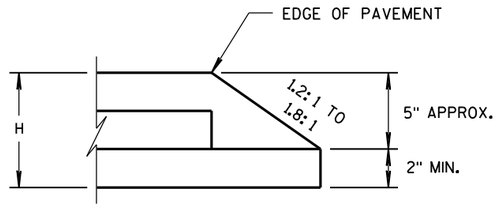
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

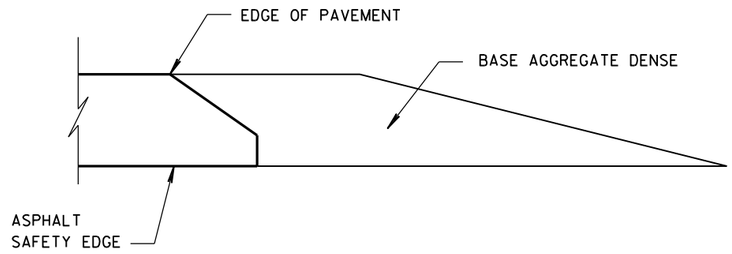
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

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

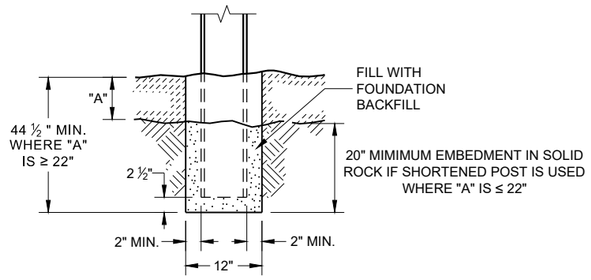
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

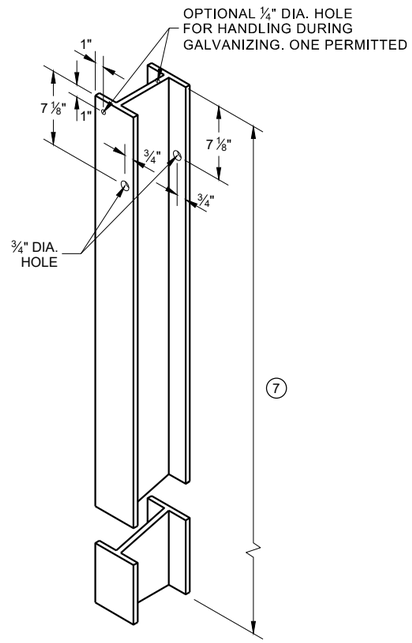
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

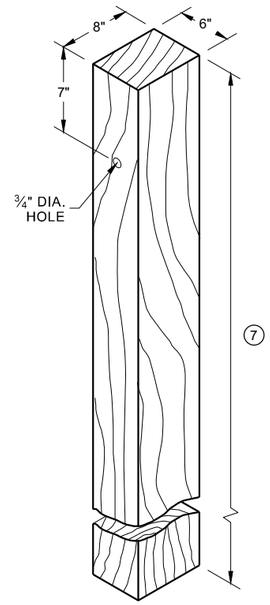
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



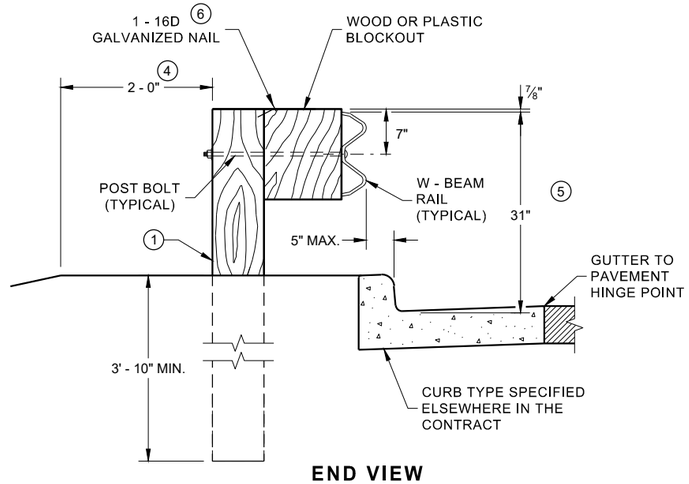
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



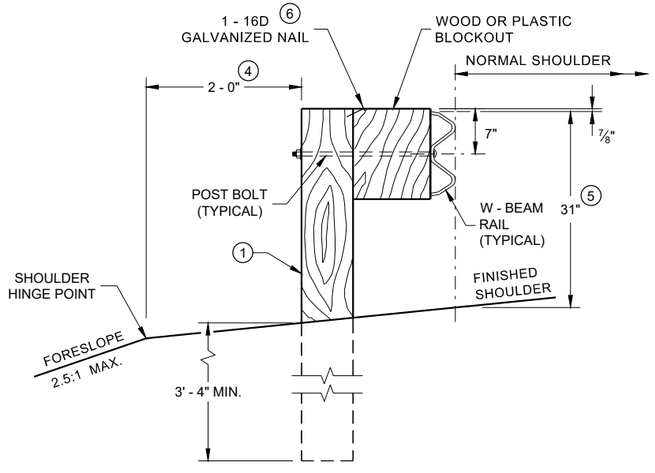
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



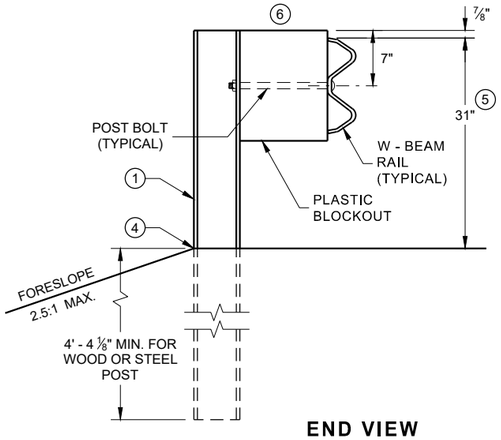
WOOD POST (6" X 8") NOMINAL (1)



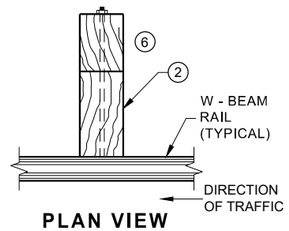
END VIEW
LOCATED ALONG A CURBED ROADWAY



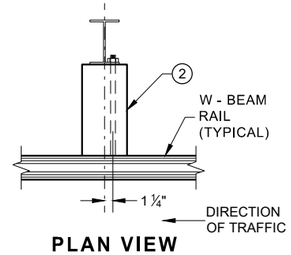
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



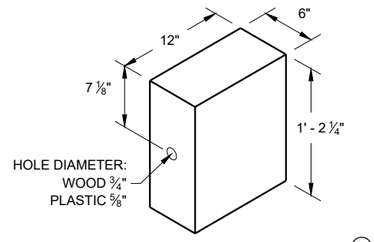
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

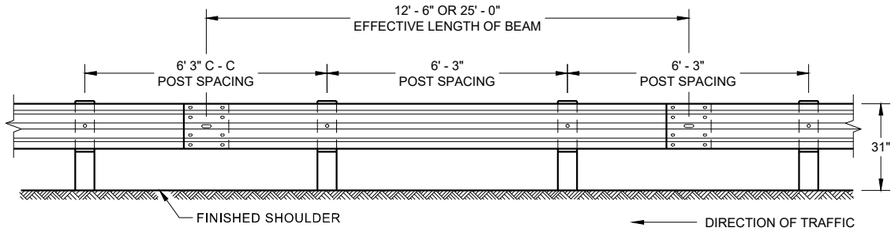
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

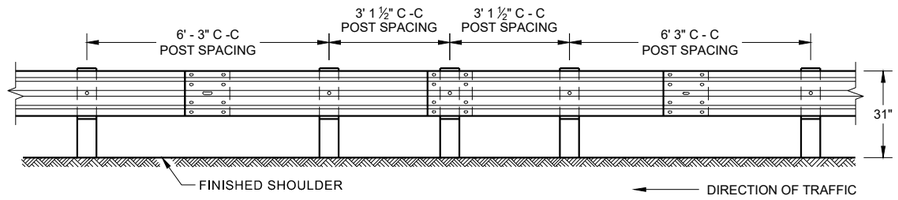
SDD 14B42 - 07a

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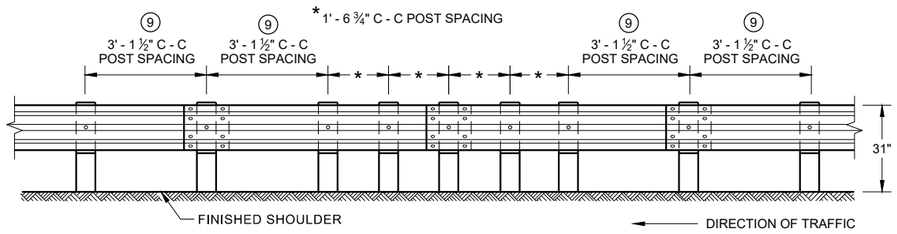
SDD 14B42 - 07a



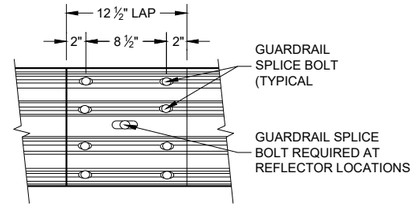
FRONT VIEW
POST SPACING STANDARD INSTALLATION



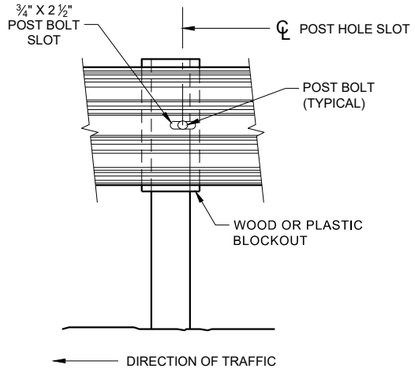
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



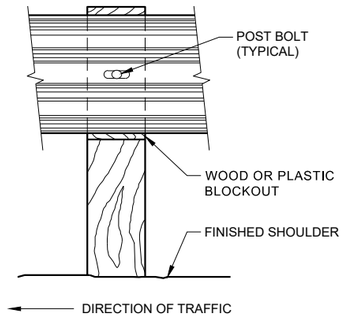
FRONT VIEW
QUARTER POST SPACING (QS)



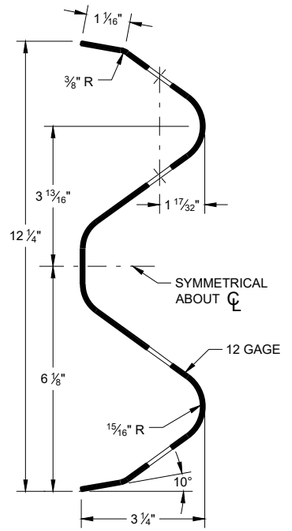
FRONT VIEW
MID-SPAN BEAM SPLICE



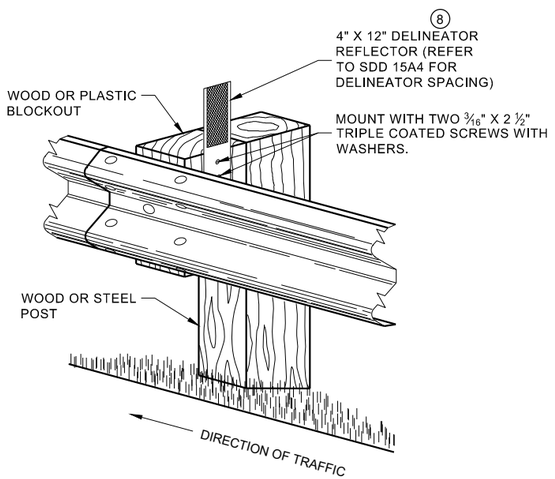
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

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

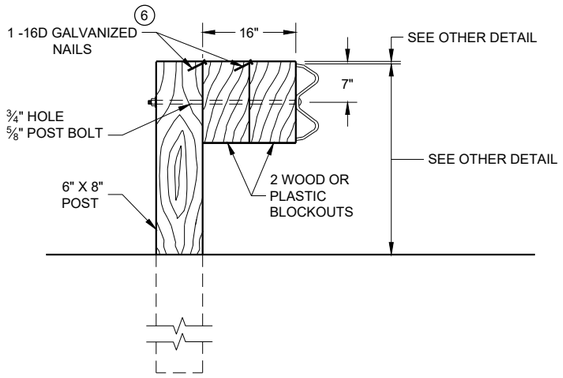
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B42 - 07b

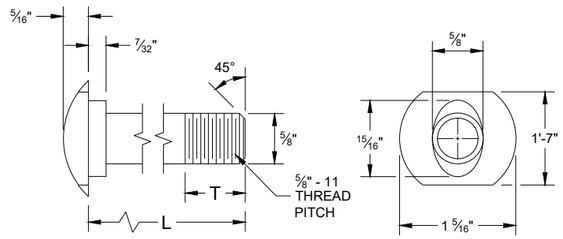


DETAIL FOR 16" BLOCKOUT DEPTH

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.

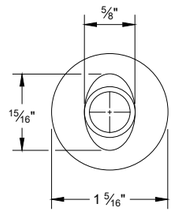
NOTE:

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.

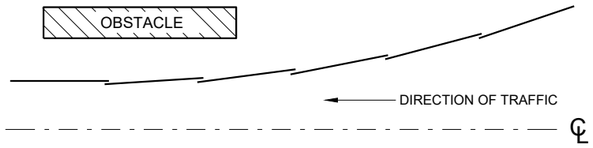


POST BOLT TABLE

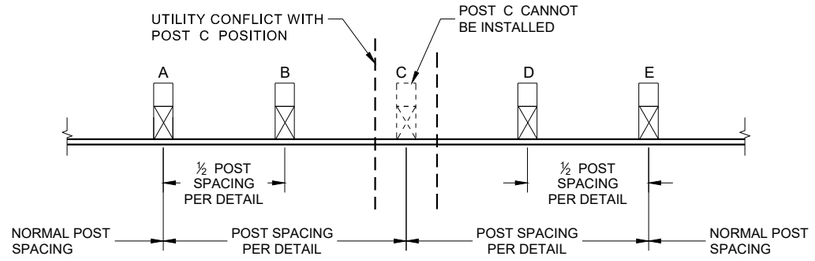
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



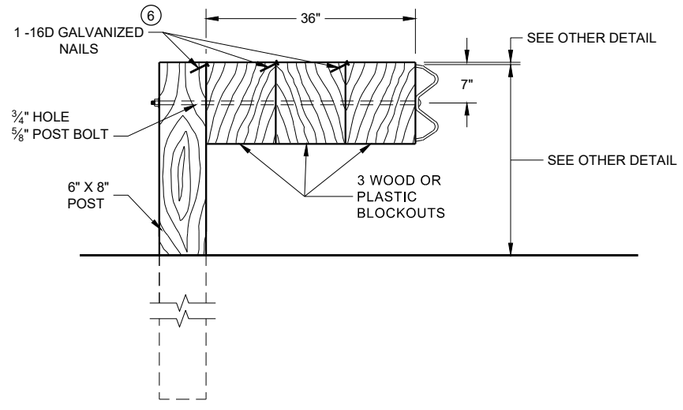
ALTERNATE BOLT HEAD



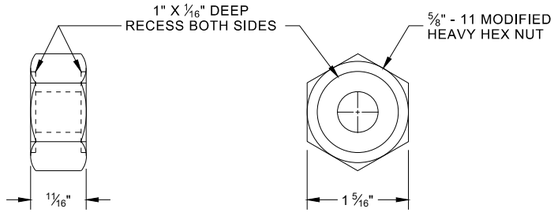
PLAN VIEW
BEAM LAPPING DETAIL



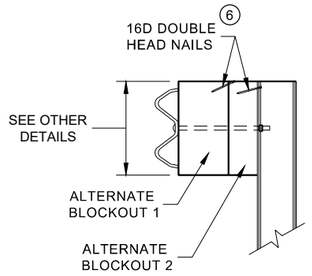
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



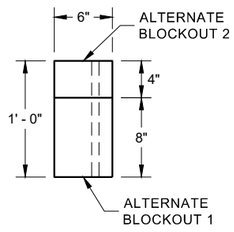
DETAIL FOR 36" BLOCKOUT DEPTH



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.

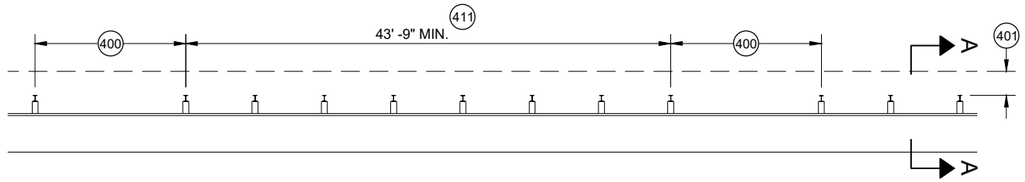
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

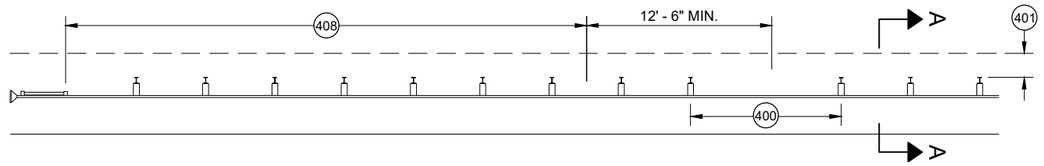
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

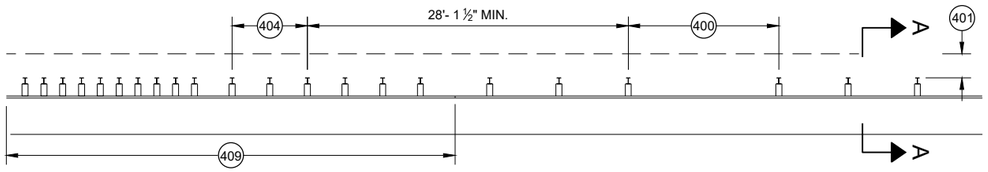
SDD 14B42 - 07c



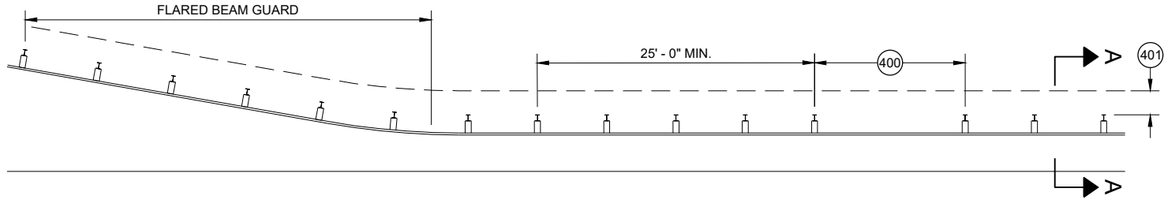
MISSING POST IN MGS GUARDRAIL



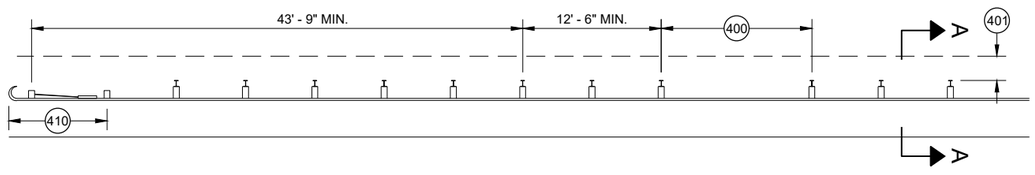
MISSING POST IN MGS GUARDRAIL NEAR EAT



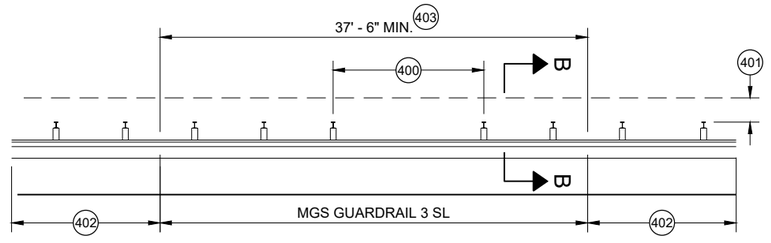
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

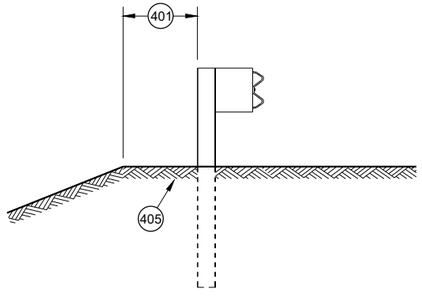


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

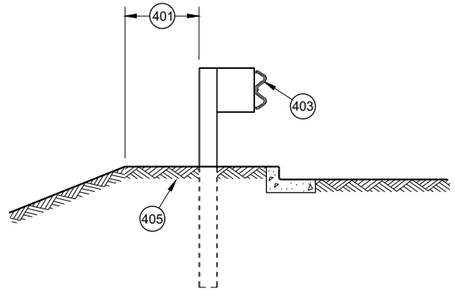


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

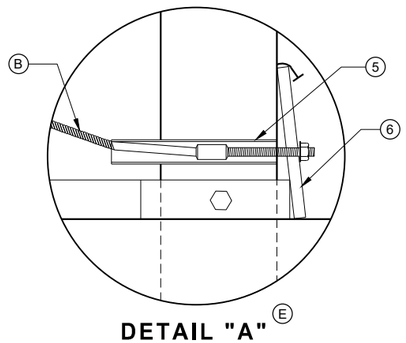
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

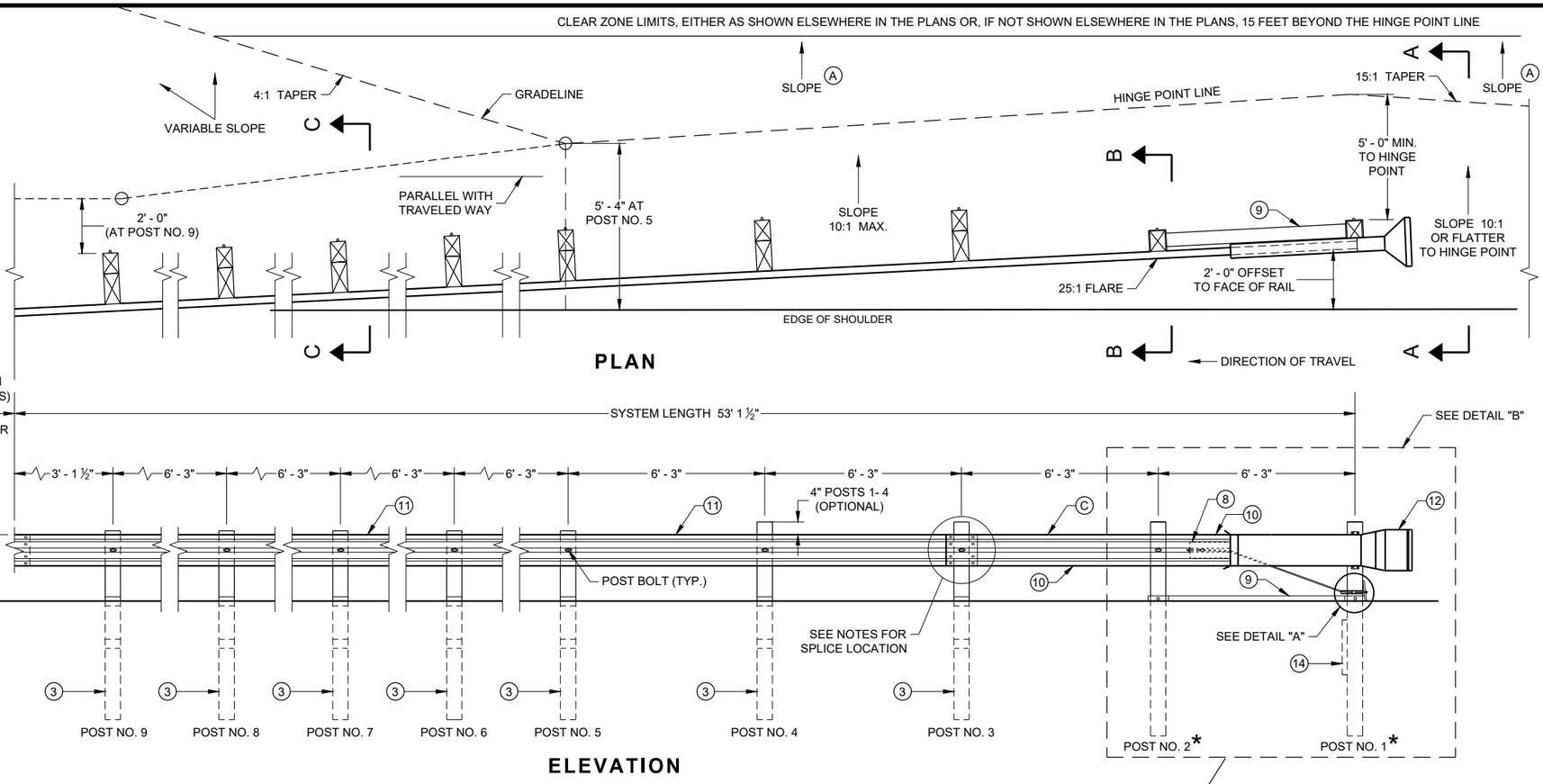
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

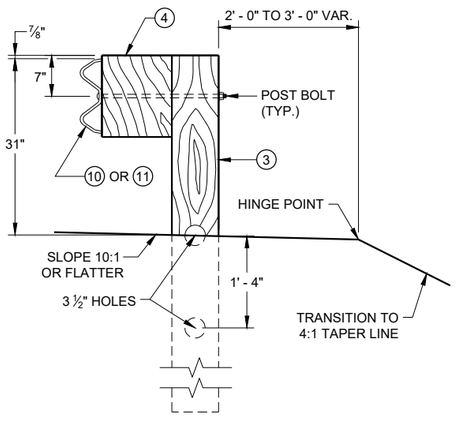
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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

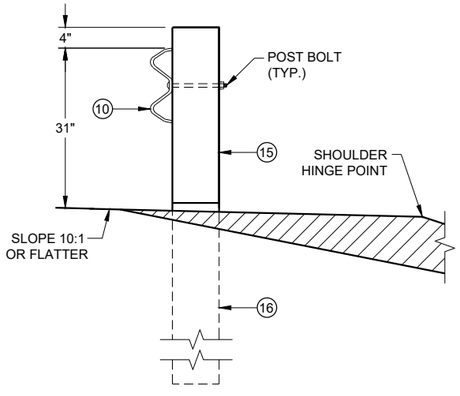


DETAIL "A" (E)

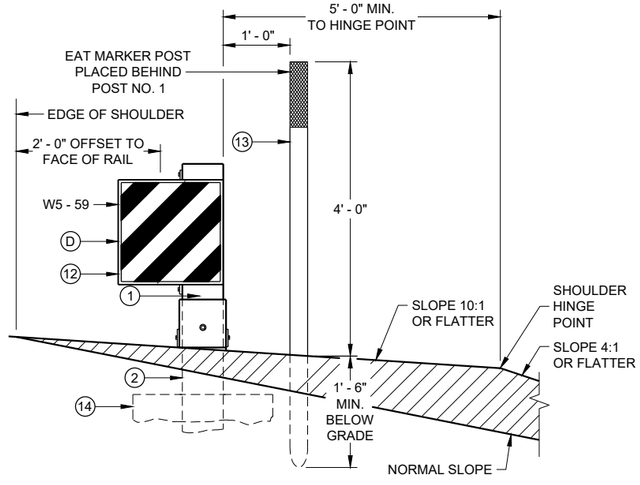




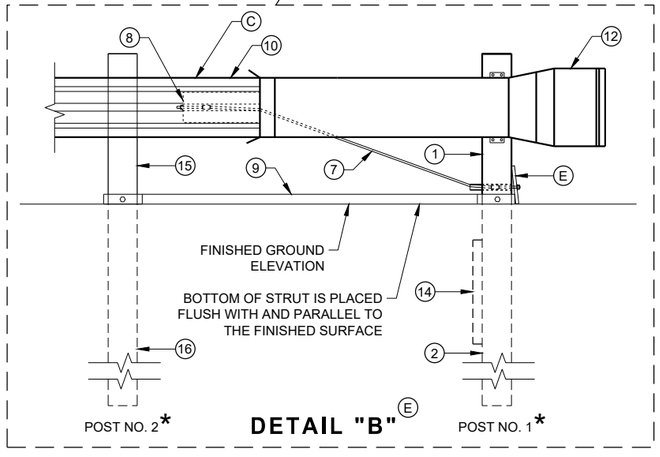
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



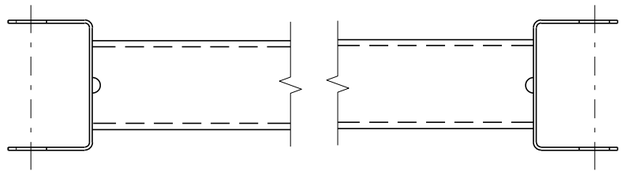
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

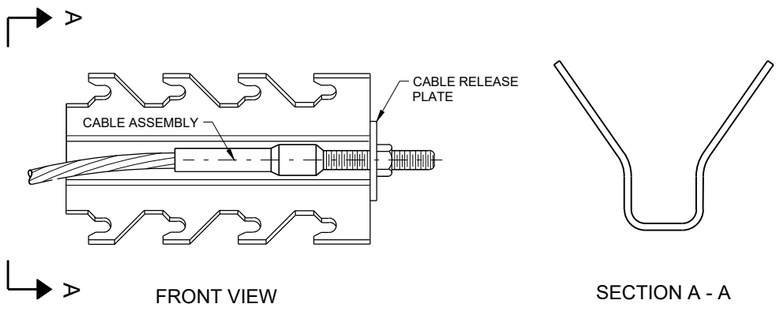
SDD 14B44 - 04a



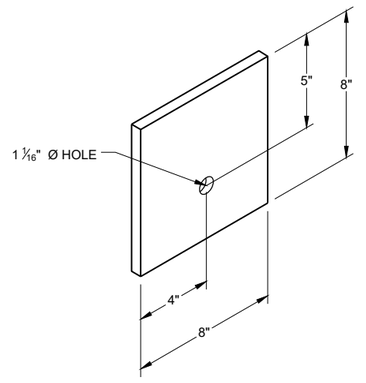
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

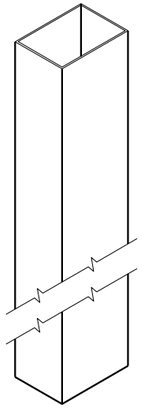
6

SDD 14B44 - 04b

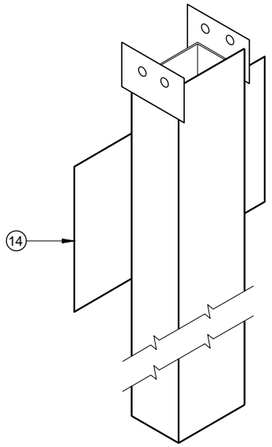
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

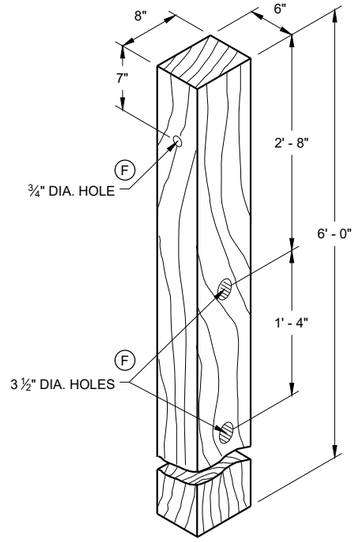
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



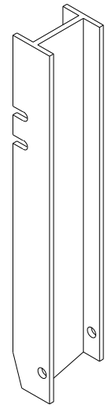
UPPER POST NO. 1 (1) (E)



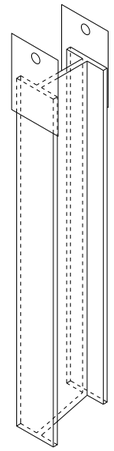
LOWER POST NO. 1 (2) (E)



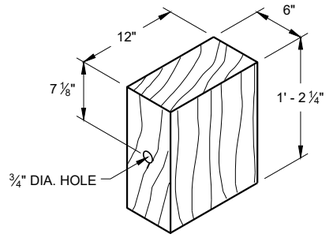
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



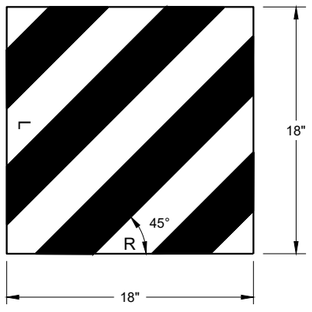
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

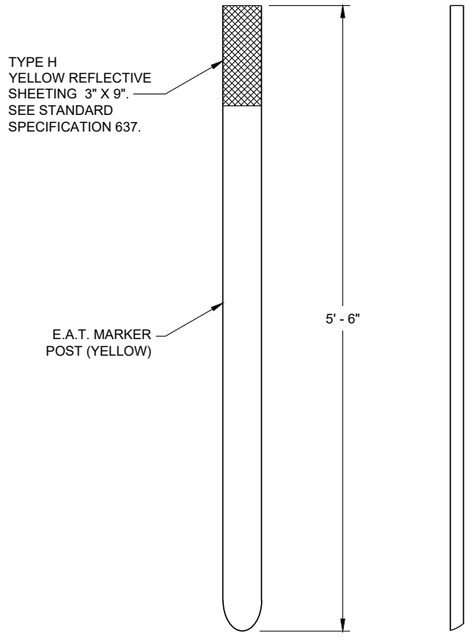


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



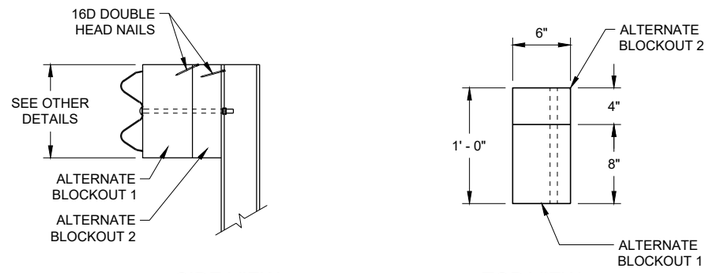
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

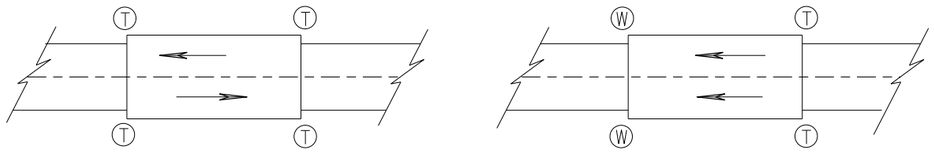
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

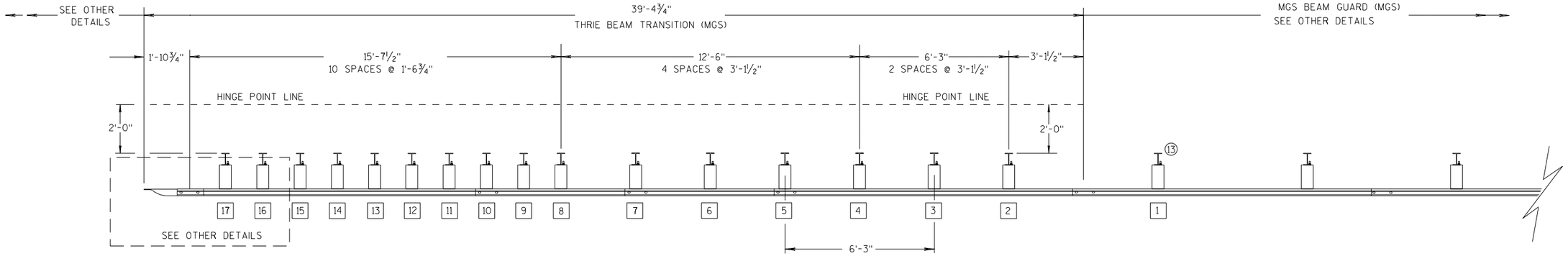
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

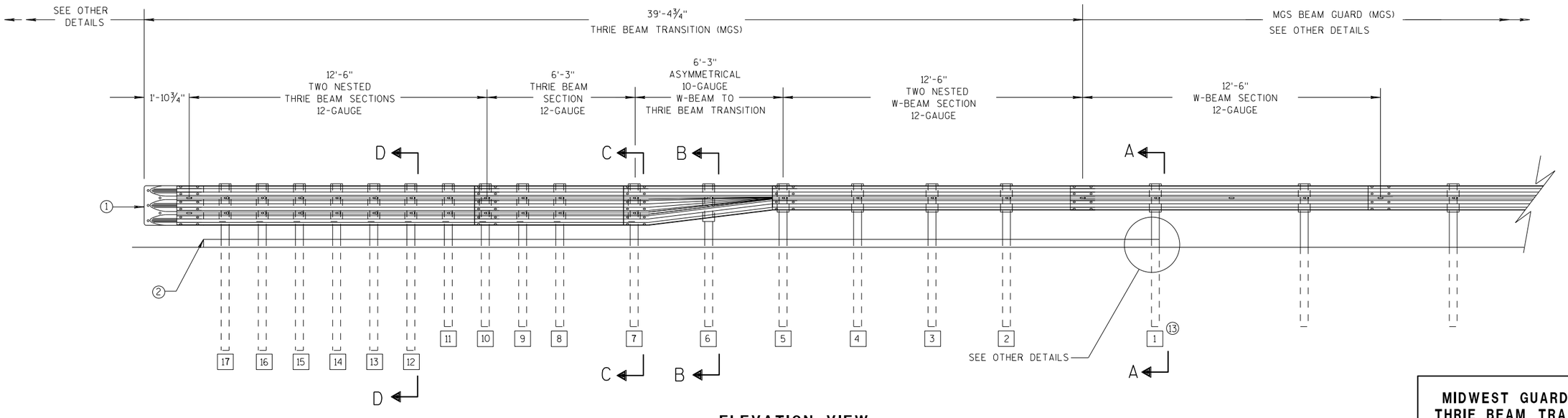
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF 95

6

S.D.D. 14 B 45-5a

6

S.D.D. 14 B 45-5a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

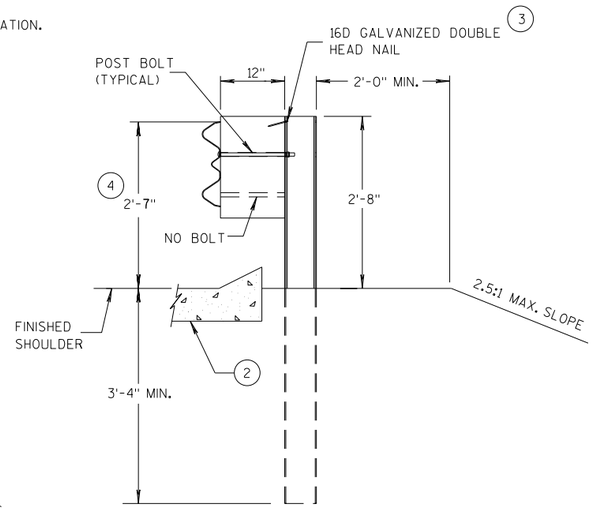
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42

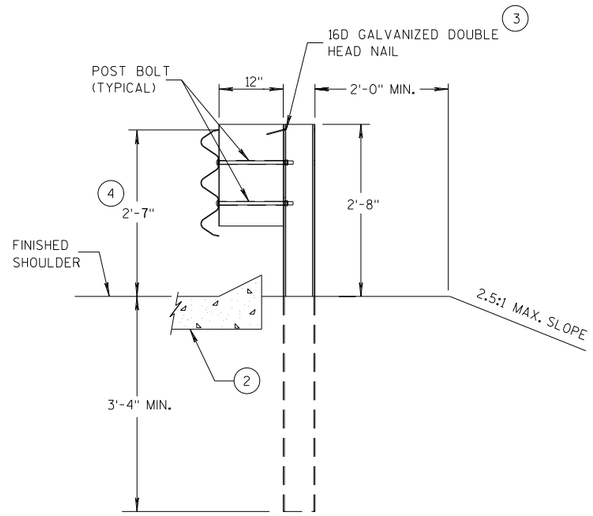
SECTION A-A (13)

POSTS 1-5



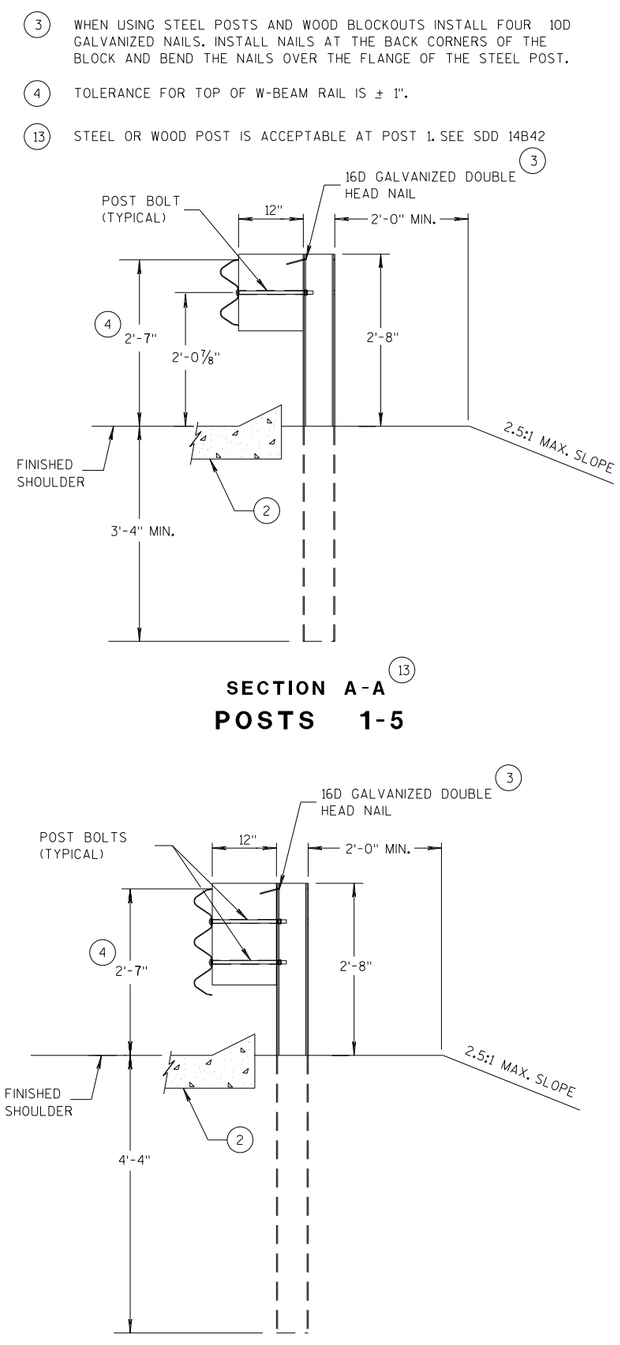
SECTION B-B

POST 6



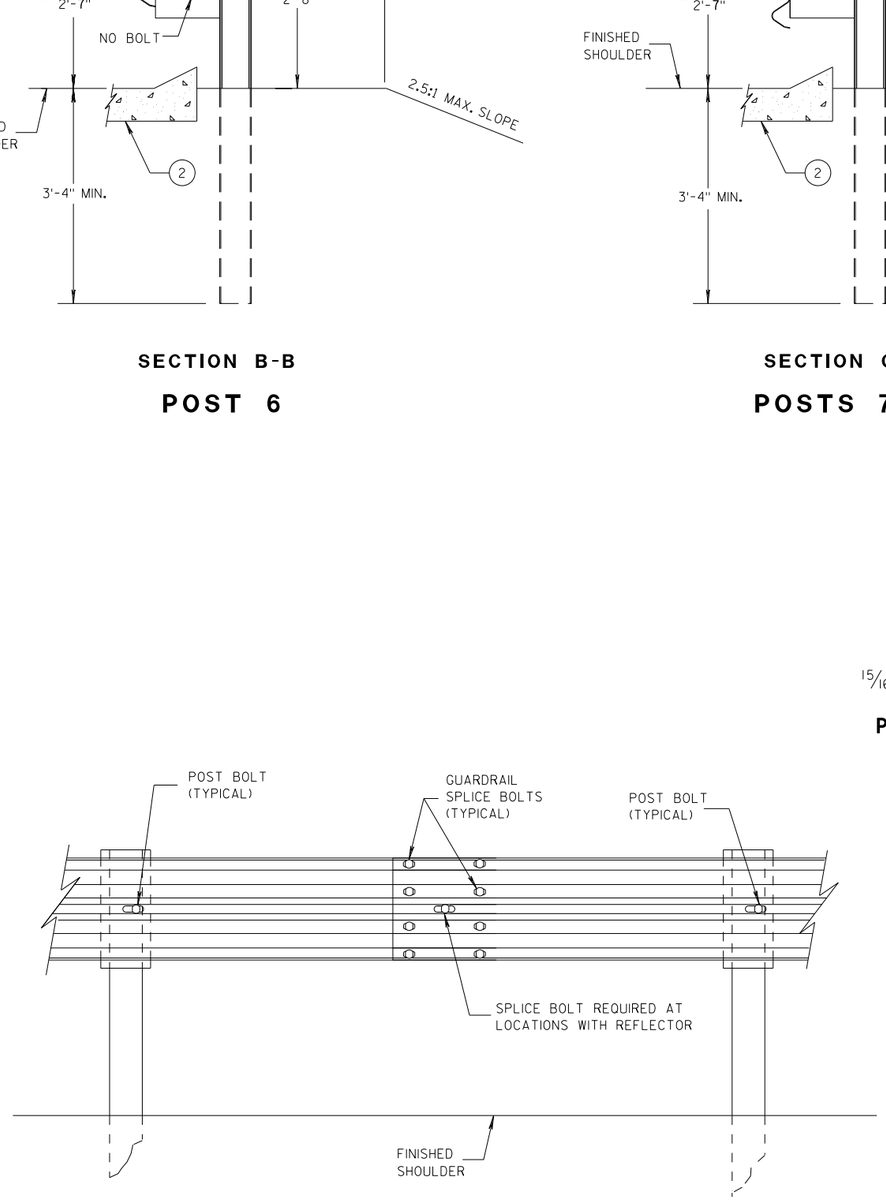
SECTION C-C

POSTS 7-11



SECTION D-D

POSTS 12-17



SPLICE DETAIL

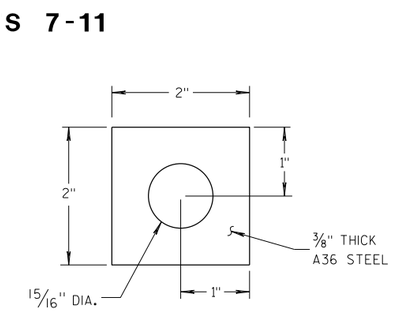
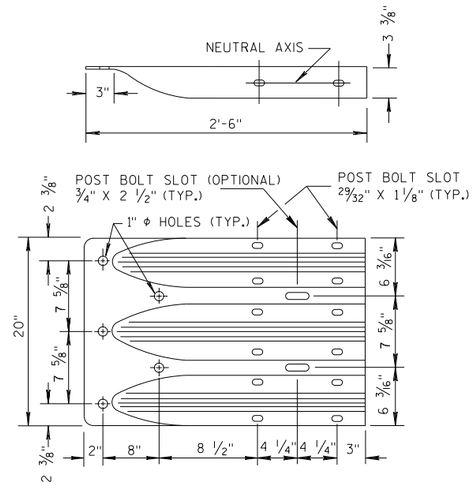
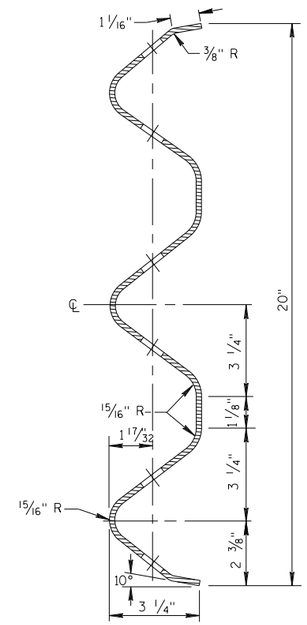


PLATE WASHER DETAIL



THRIE BEAM TERMINAL CONNECTOR



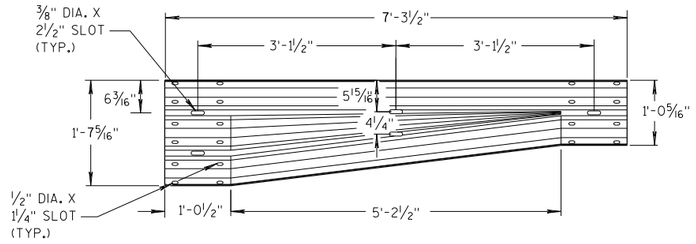
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

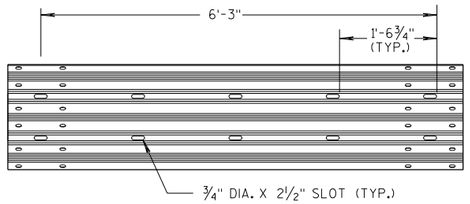
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORT

6

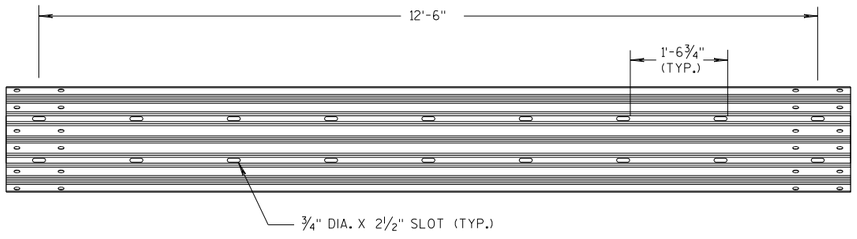
S.D.D. 14 B 45-5b



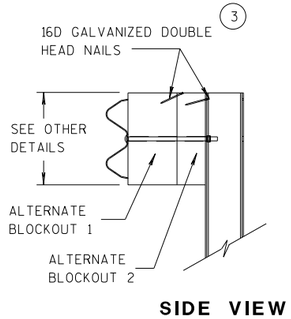
W-BEAM TO THRIE BEAM TRANSITION SECTION



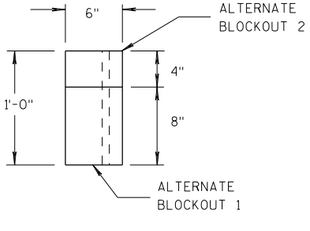
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

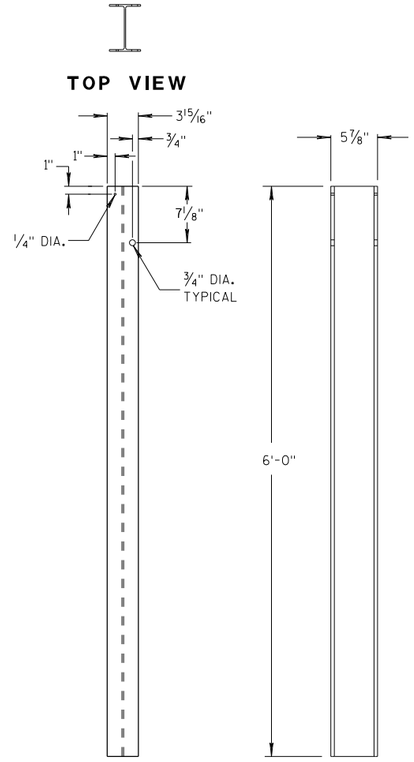


SIDE VIEW



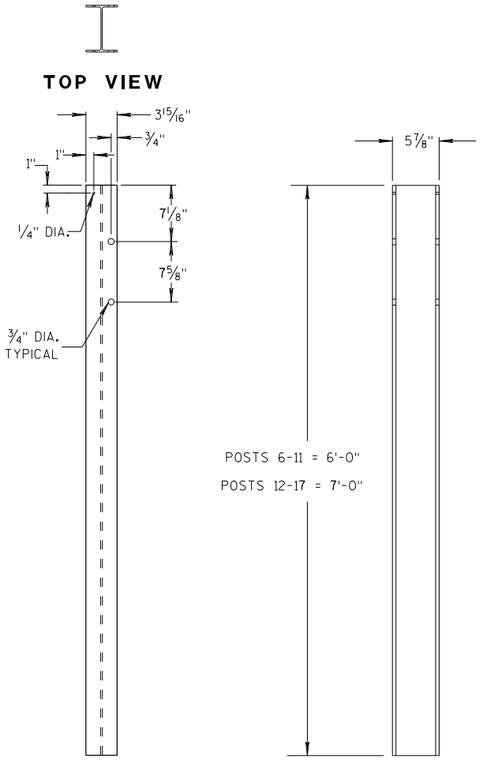
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



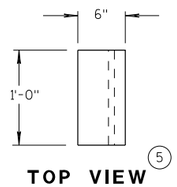
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

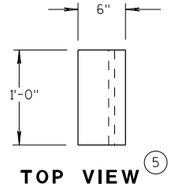


FRONT VIEW SIDE VIEW

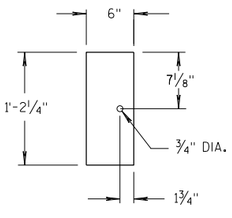
STEEL POSTS 6-17



TOP VIEW (5)

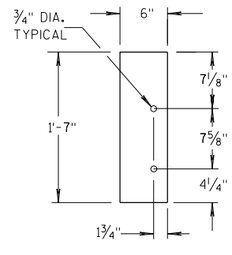


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

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

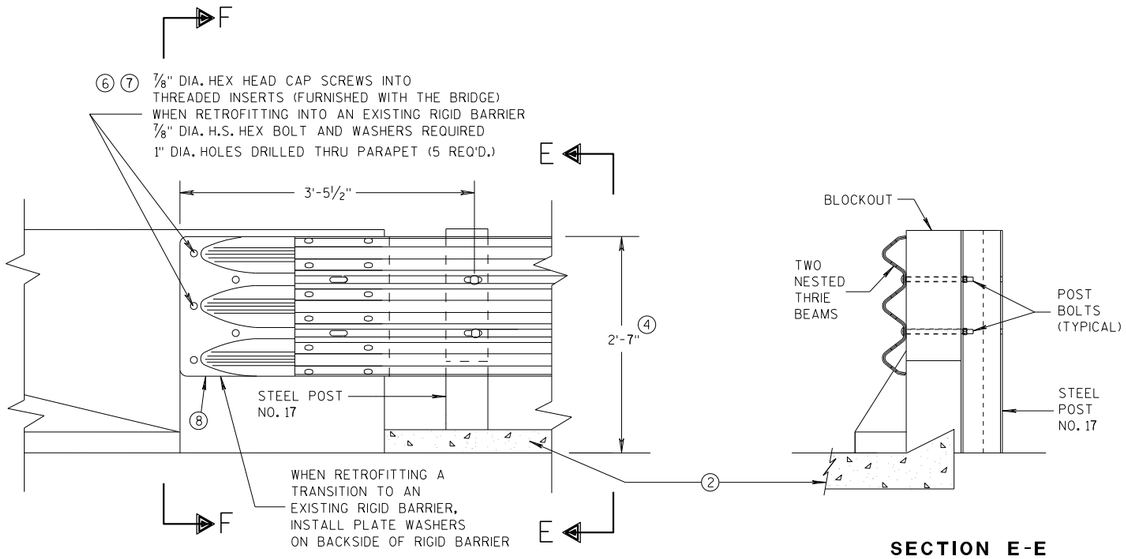
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF 97

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

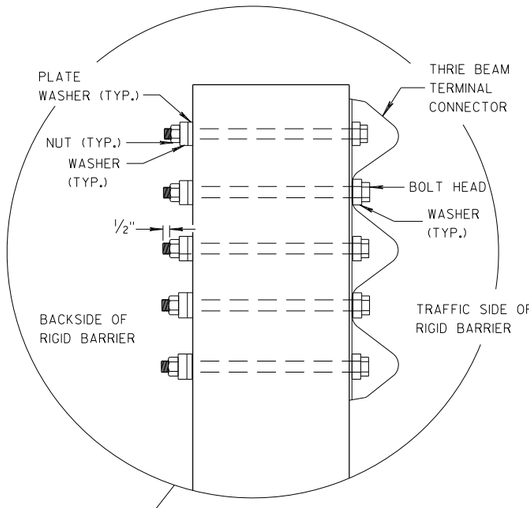
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

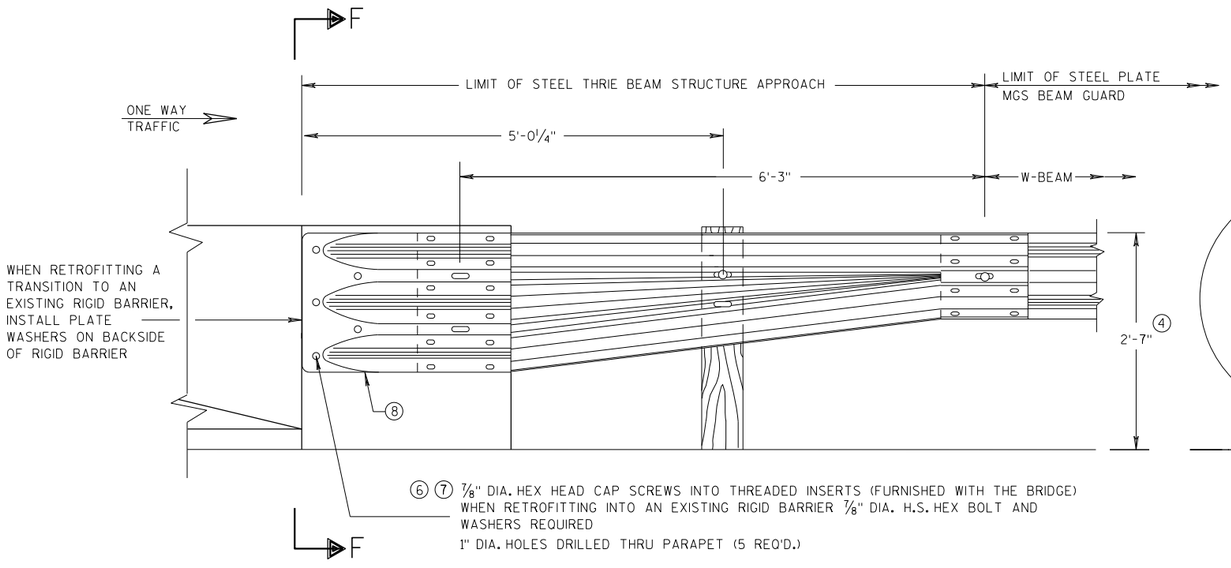
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

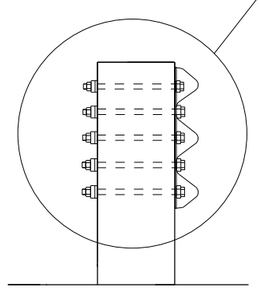
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

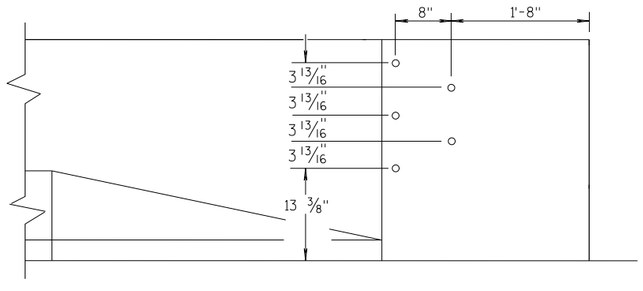




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

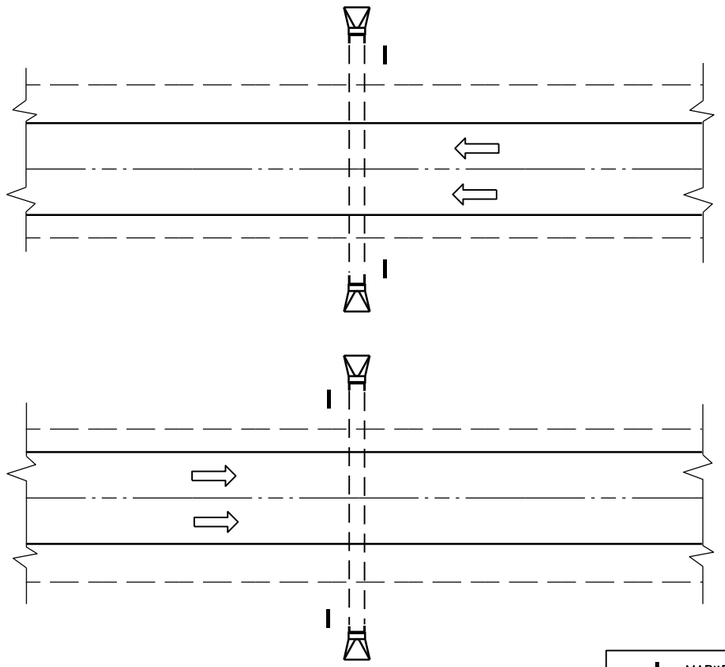
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[UNIT SUPERVI[— NT
FHWA

6

S.D.D. 14 B 45-5d

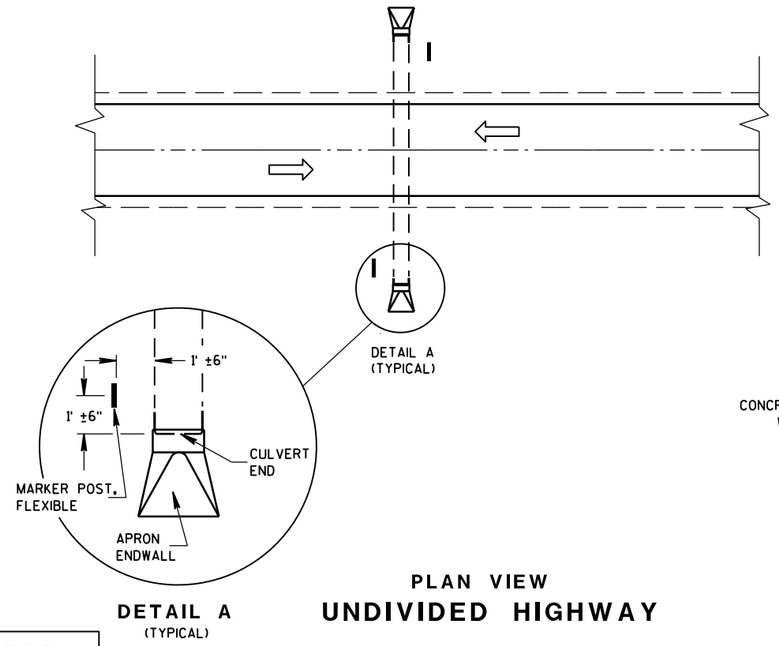
6

S.D.D. 14 B 45-5d



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

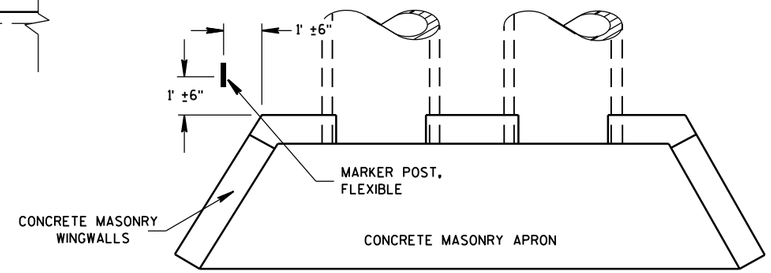
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

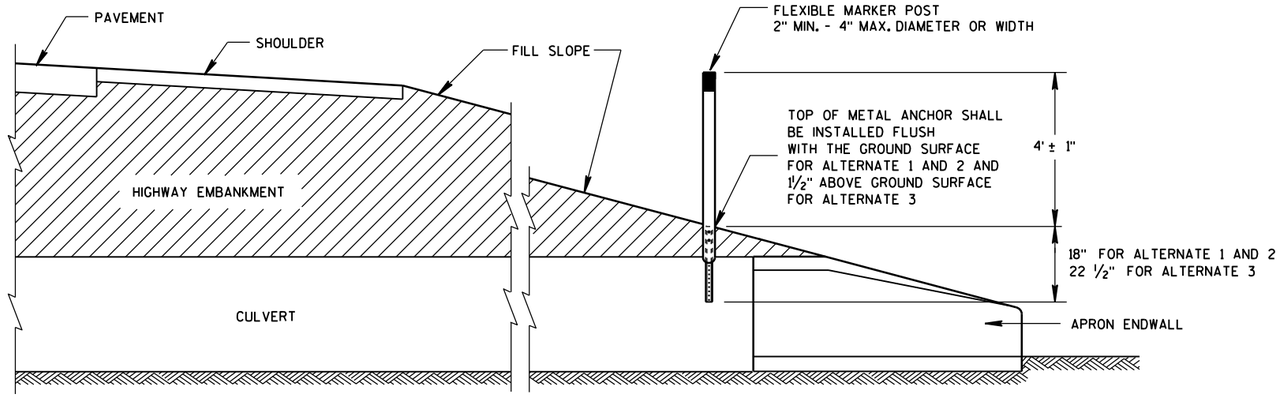
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

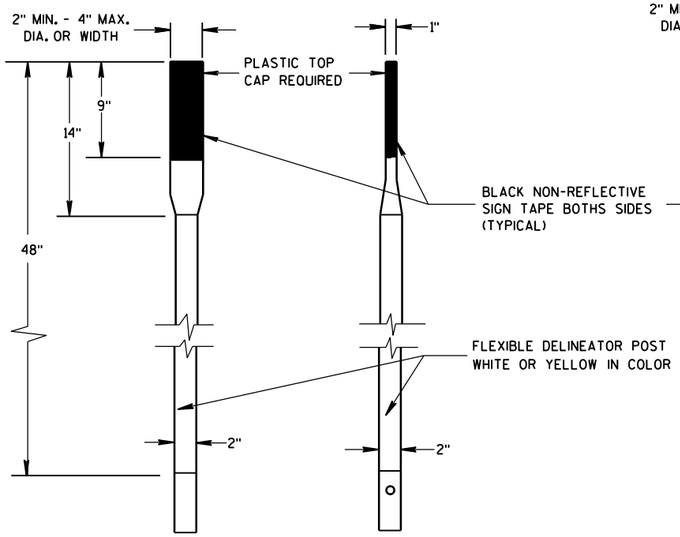
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

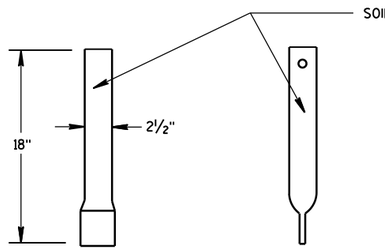
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S.D.D. 15 A 3-2a

6

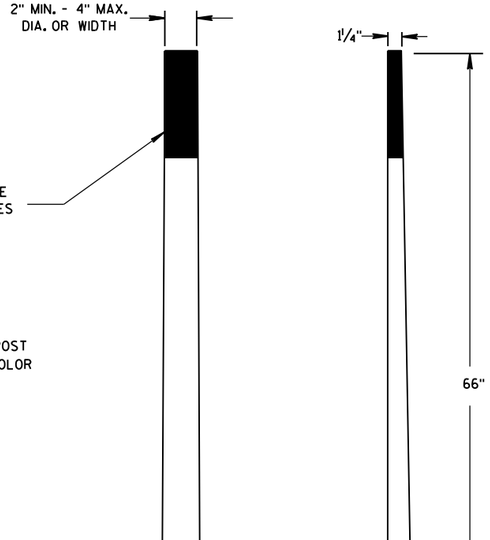
S.D.D. 15 A 3-2a





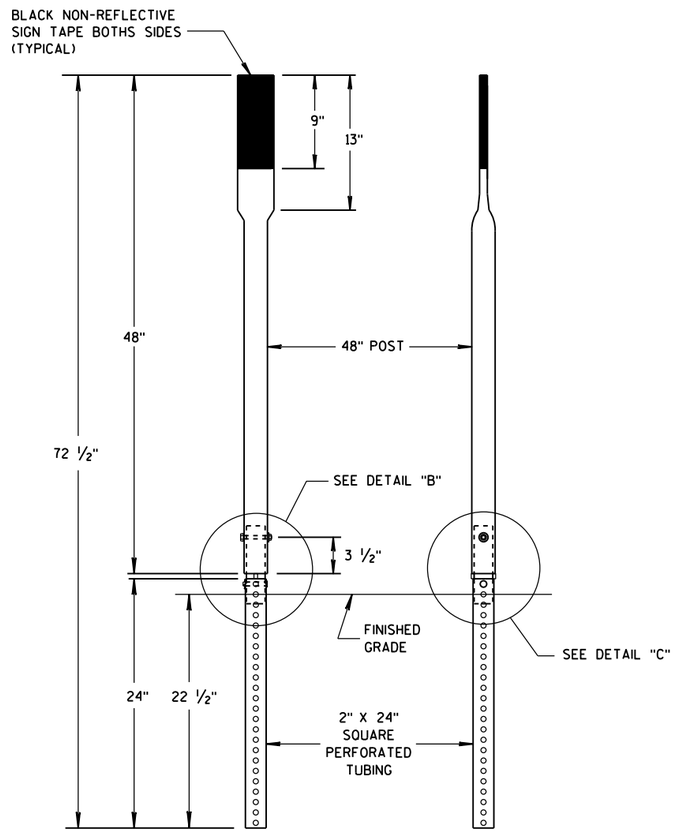
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

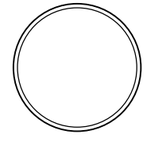
ALTERNATE 2



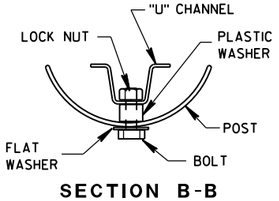
FRONT VIEW SIDE VIEW

ALTERNATE 3

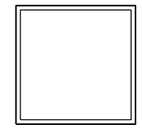
FLEXIBLE MARKER POSTS



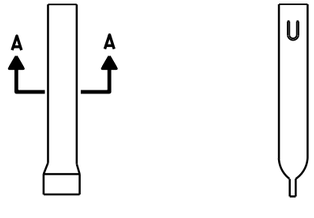
SECTION A-A



SECTION B-B

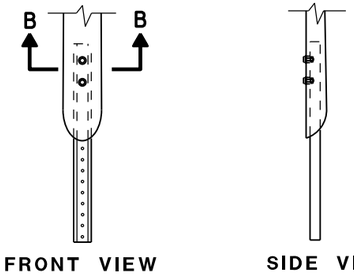


SECTION C-C



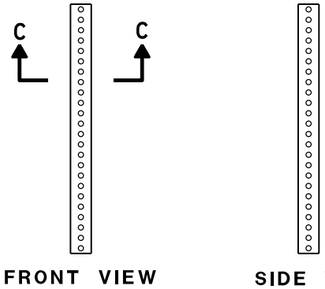
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

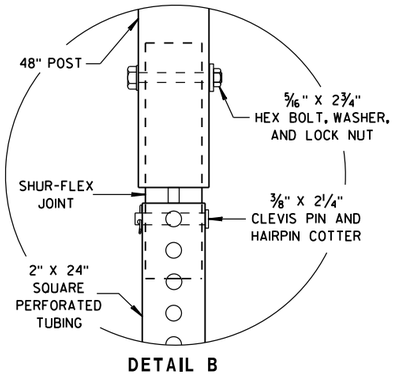
ALTERNATE 2



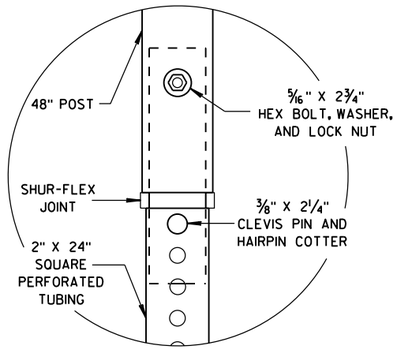
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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

6

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

GENERAL NOTES

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

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

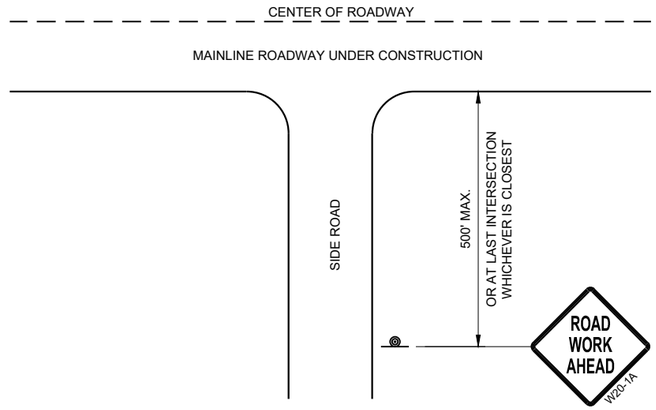
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



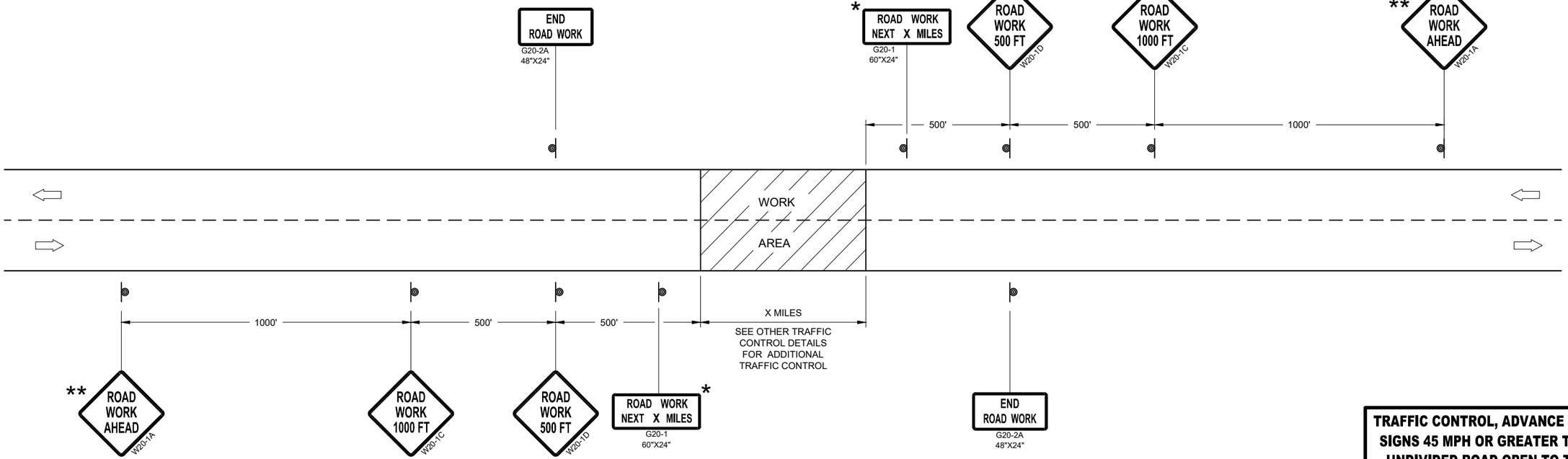
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

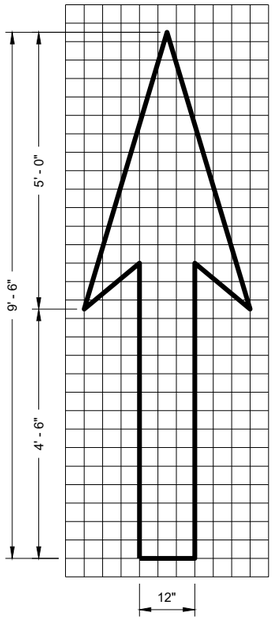
FHWA

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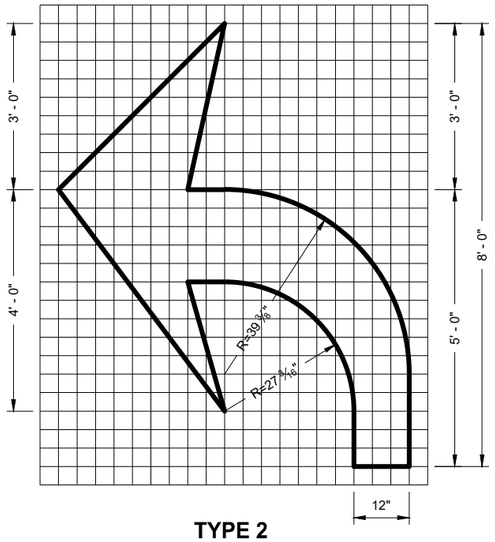
SDD 15C04 - 05

GENERAL NOTES

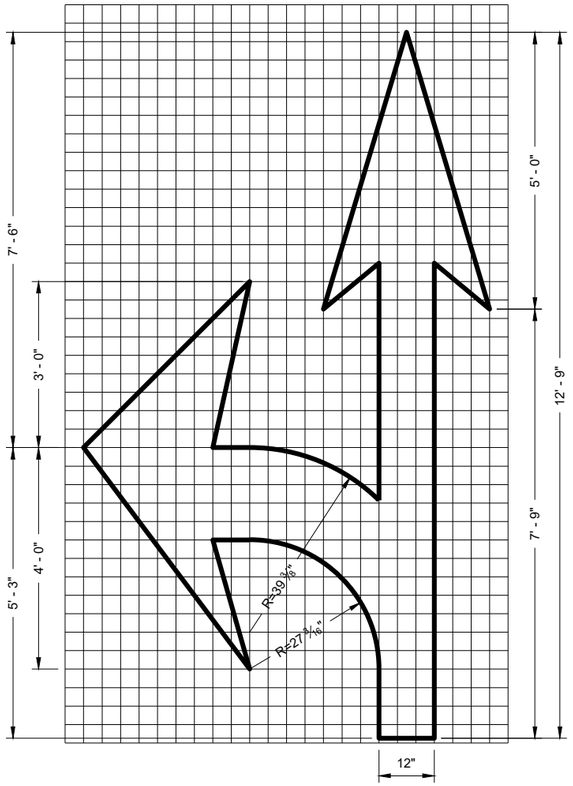
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



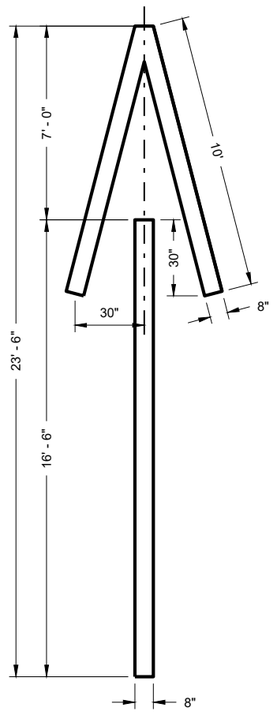
TYPE 1



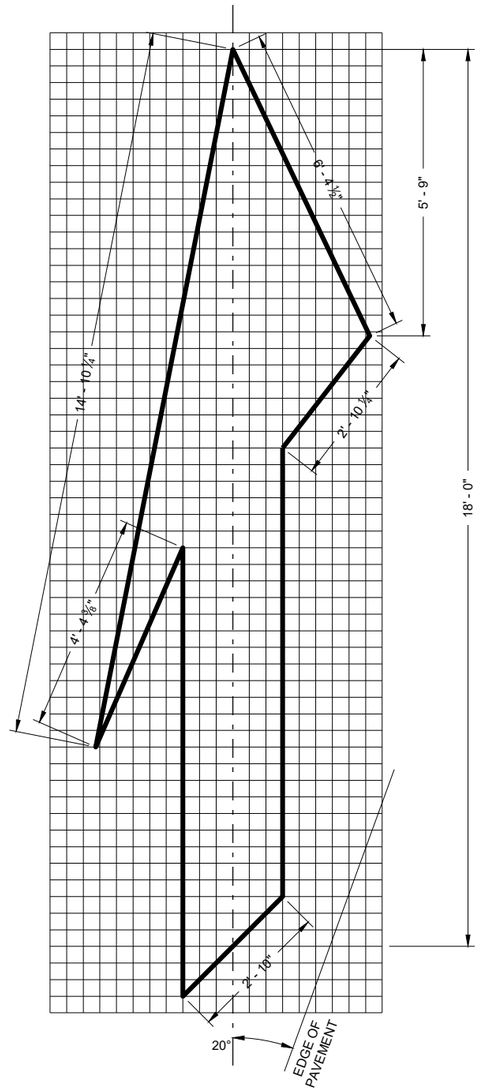
TYPE 2



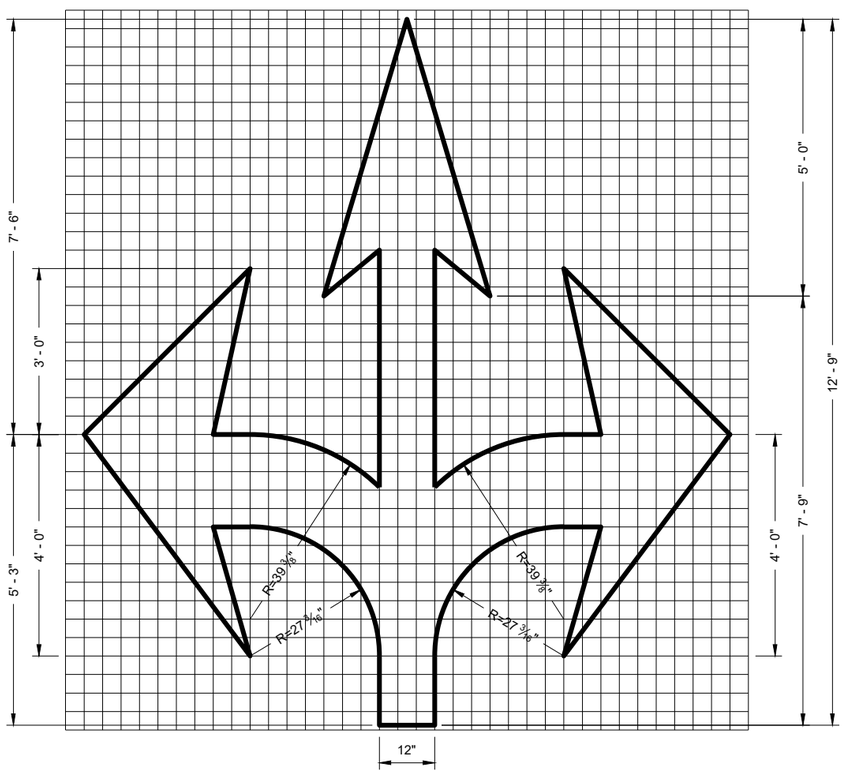
TYPE 3



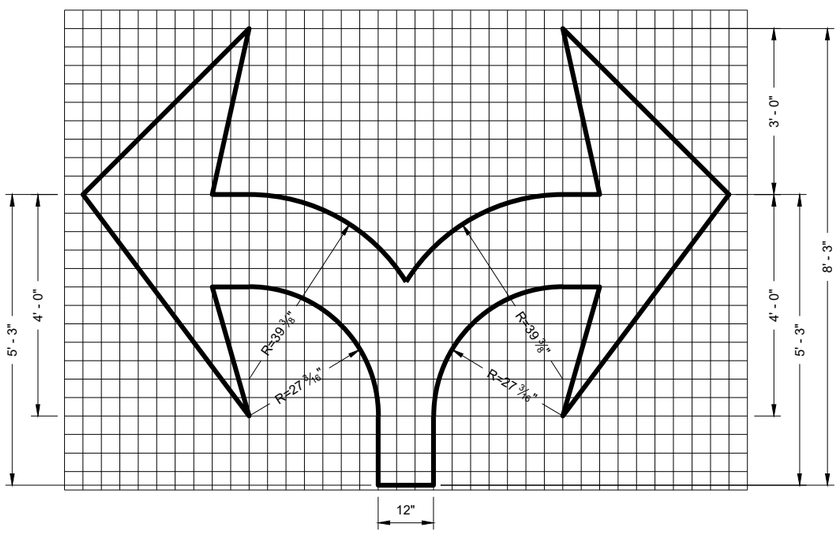
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

GENERAL NOTES

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

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

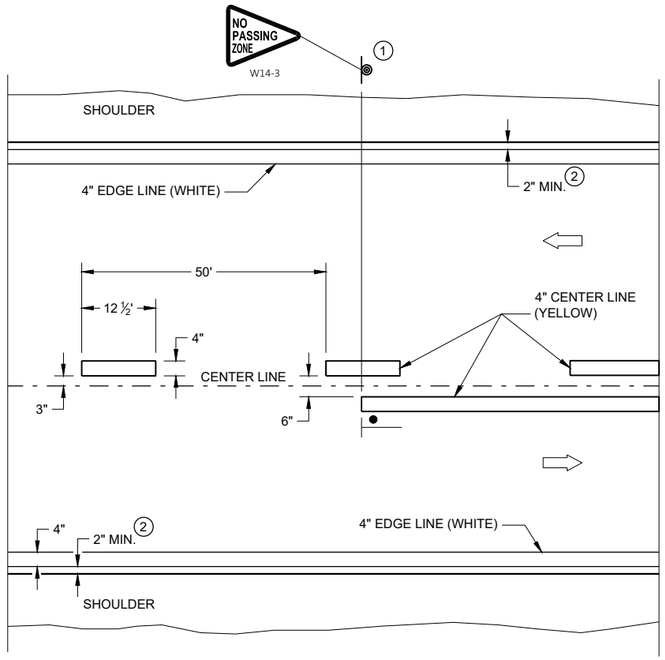
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

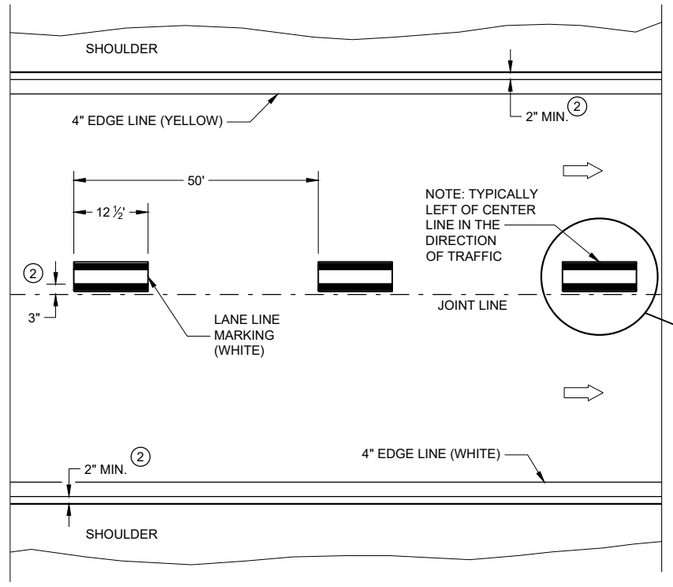
"T" MARKING

SIGN ON PERMANENT SUPPORT

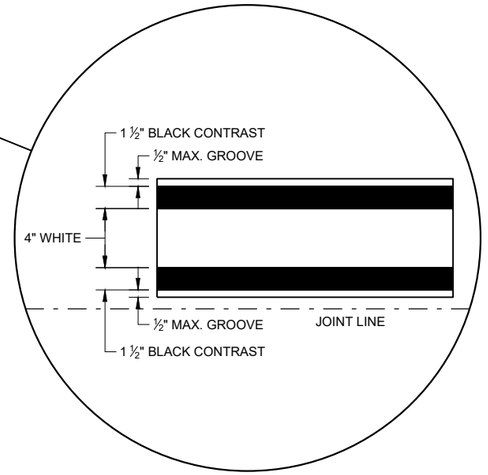
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

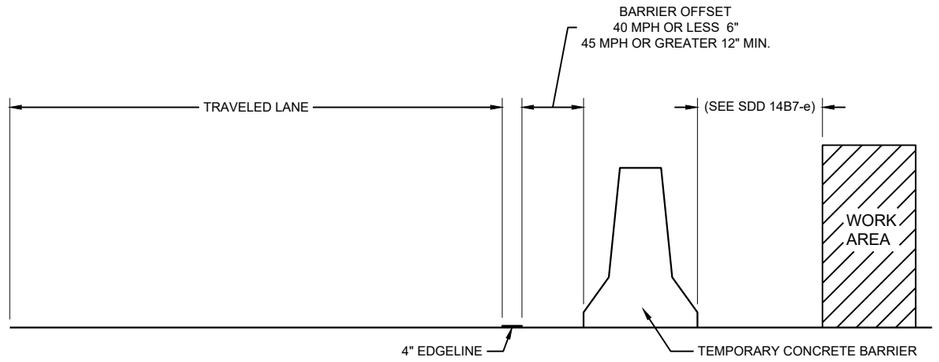
FHWA

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SDD 15C08 - 22a

6

SDD 15C08 - 22a



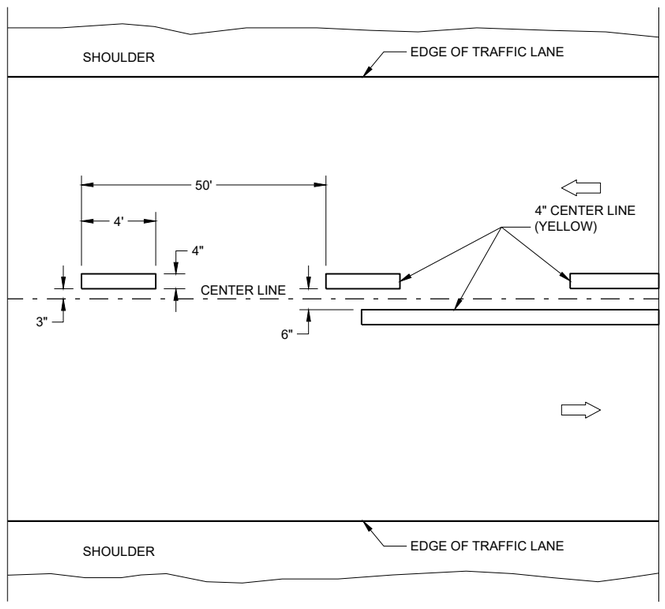
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

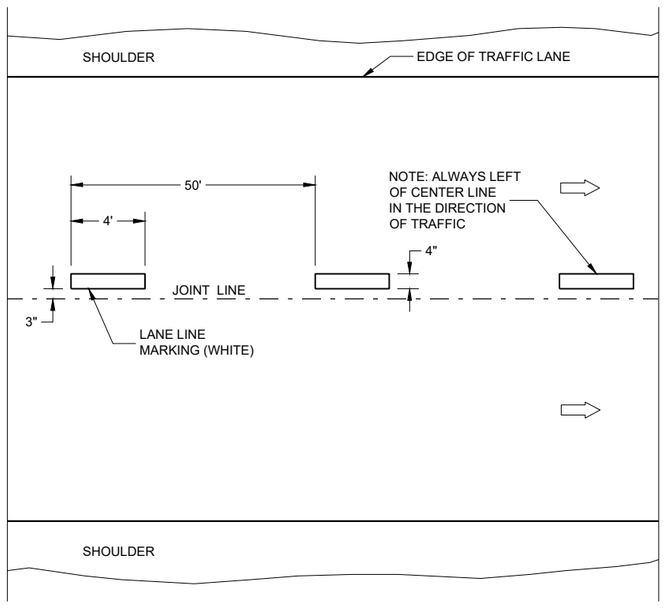
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

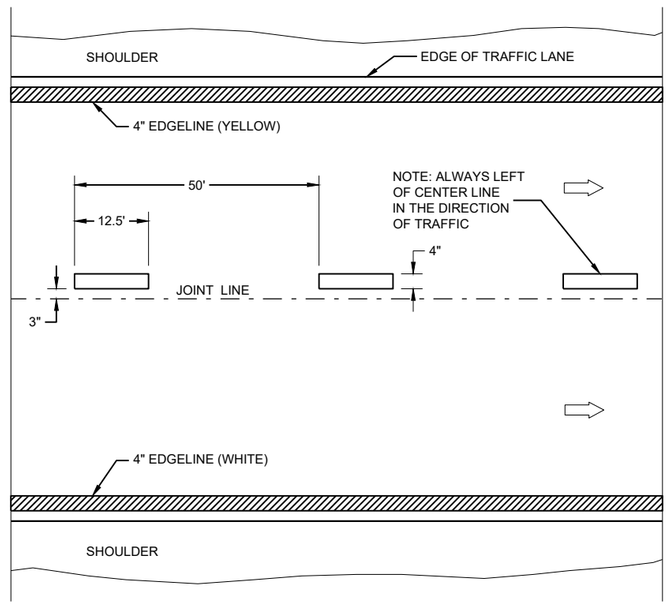
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

FHWA

6

SDD 15C08 - 22b

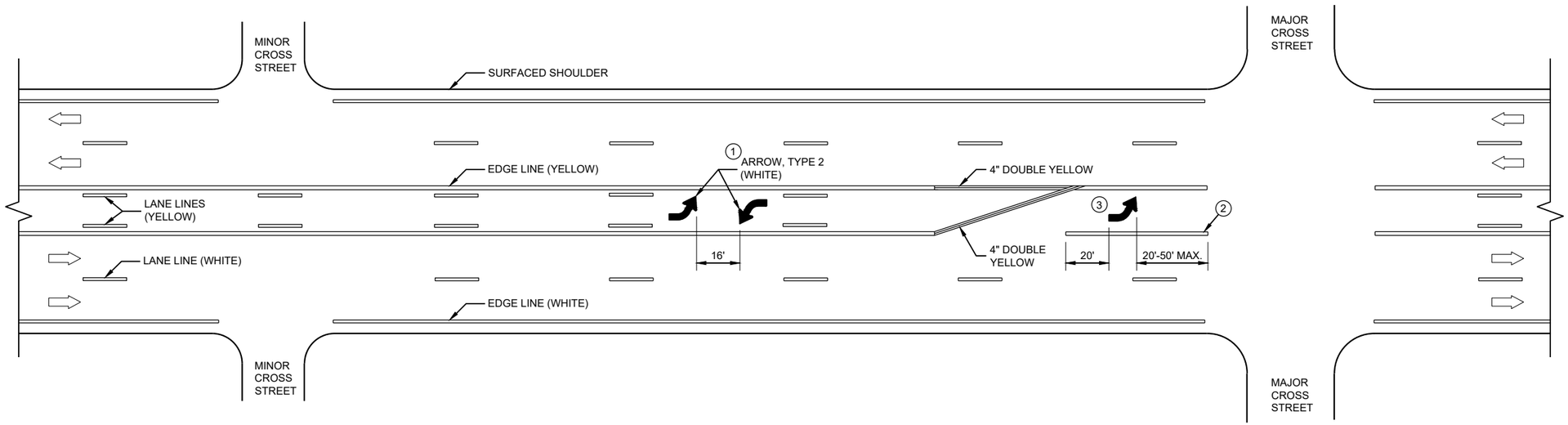
6

SDD 15C08 - 22b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

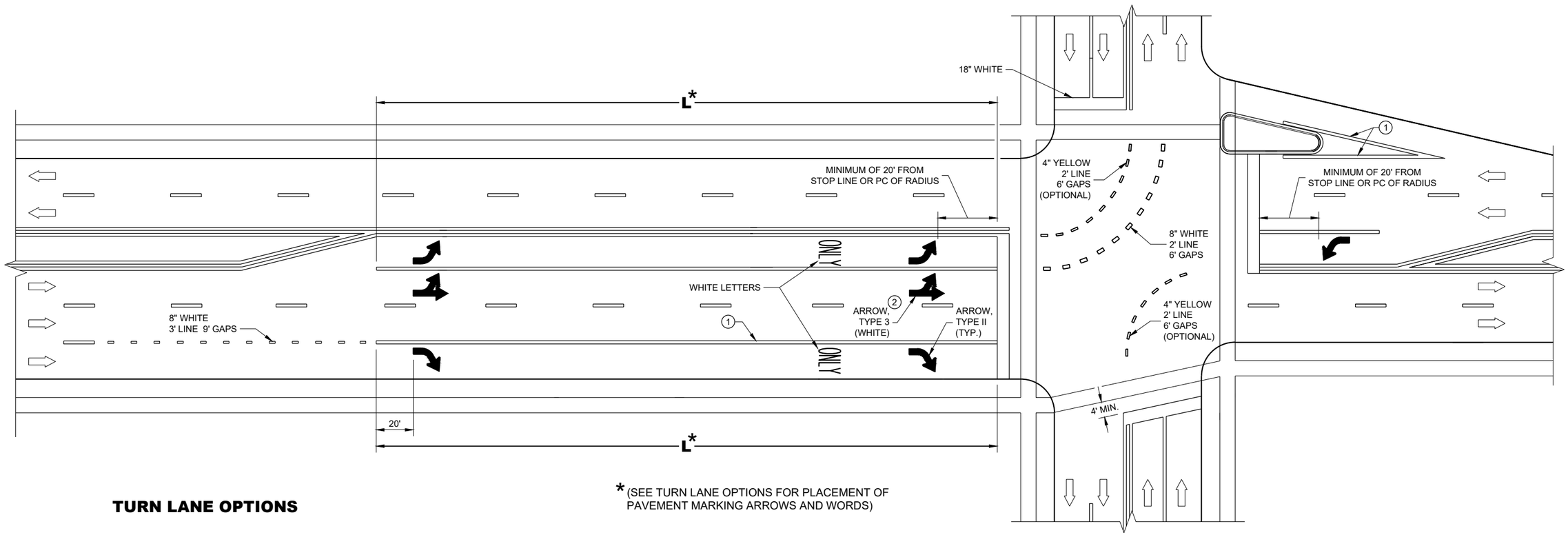
SDD 15C08 - 22c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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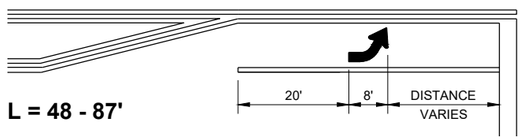
SDD 15C08 - 22c



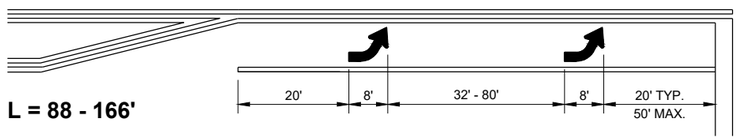
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

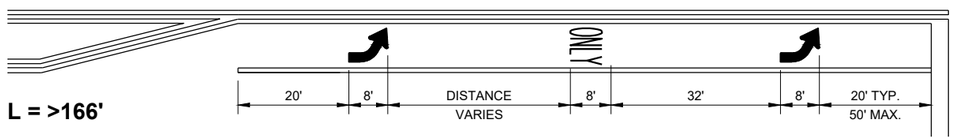
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 22d

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

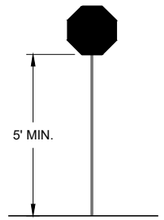
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

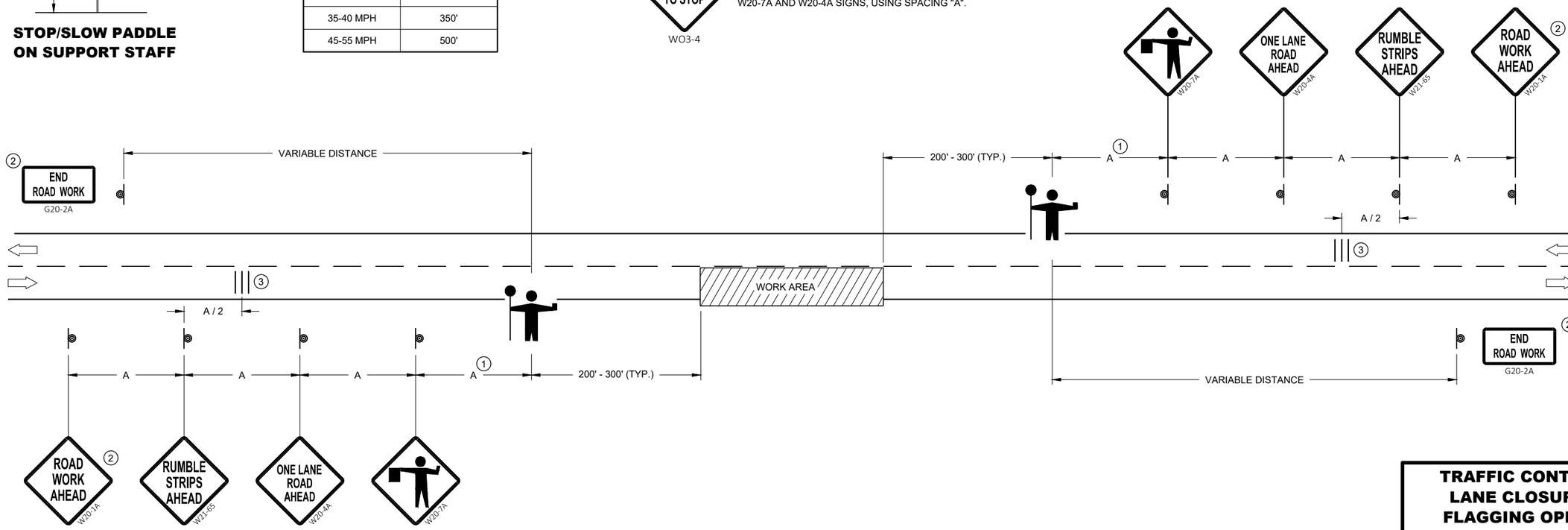
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

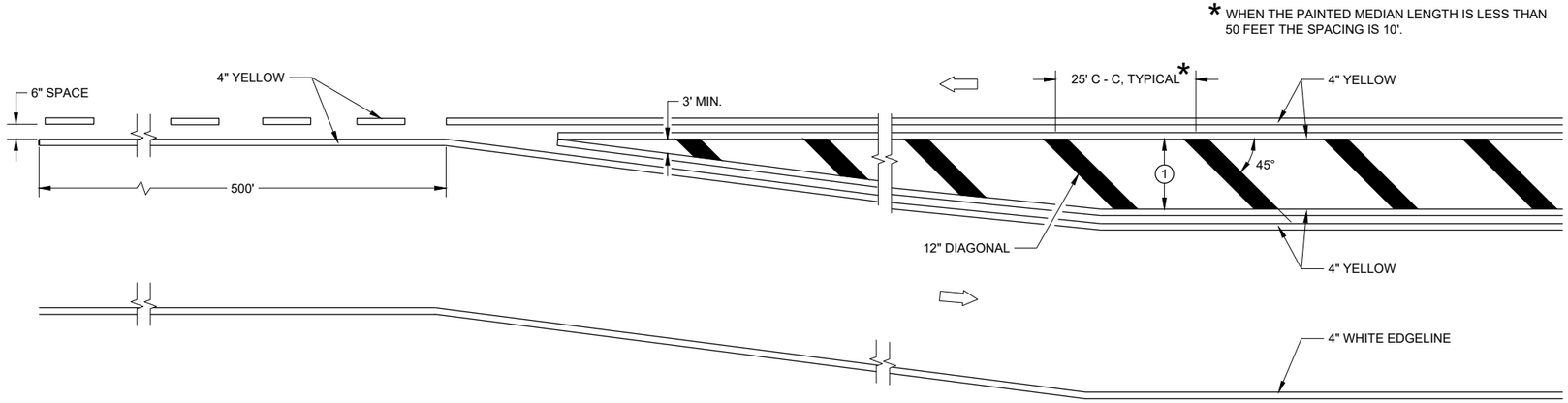
APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

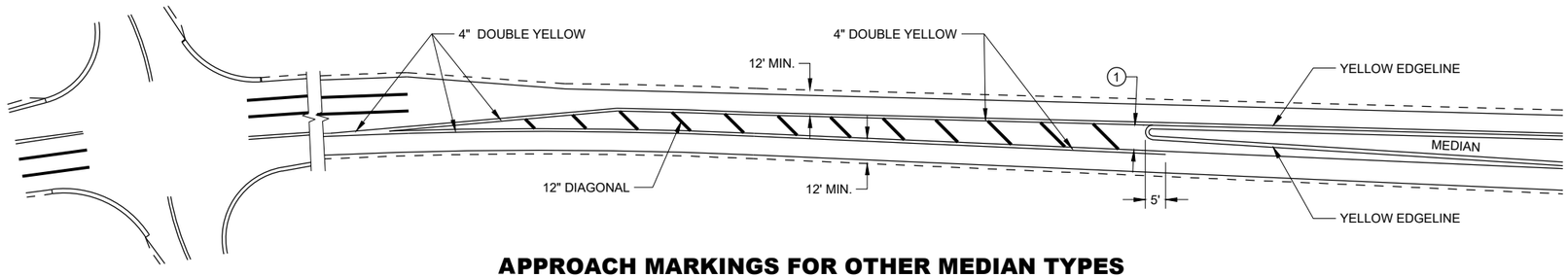
FHWA

6

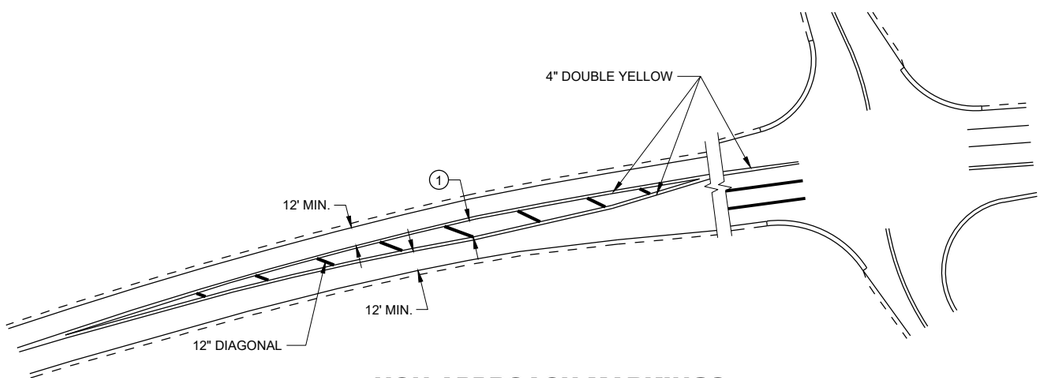
SDD 15C12 - 09a



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

6

SDD 15C18 - 06a

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C18 - 06a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

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

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

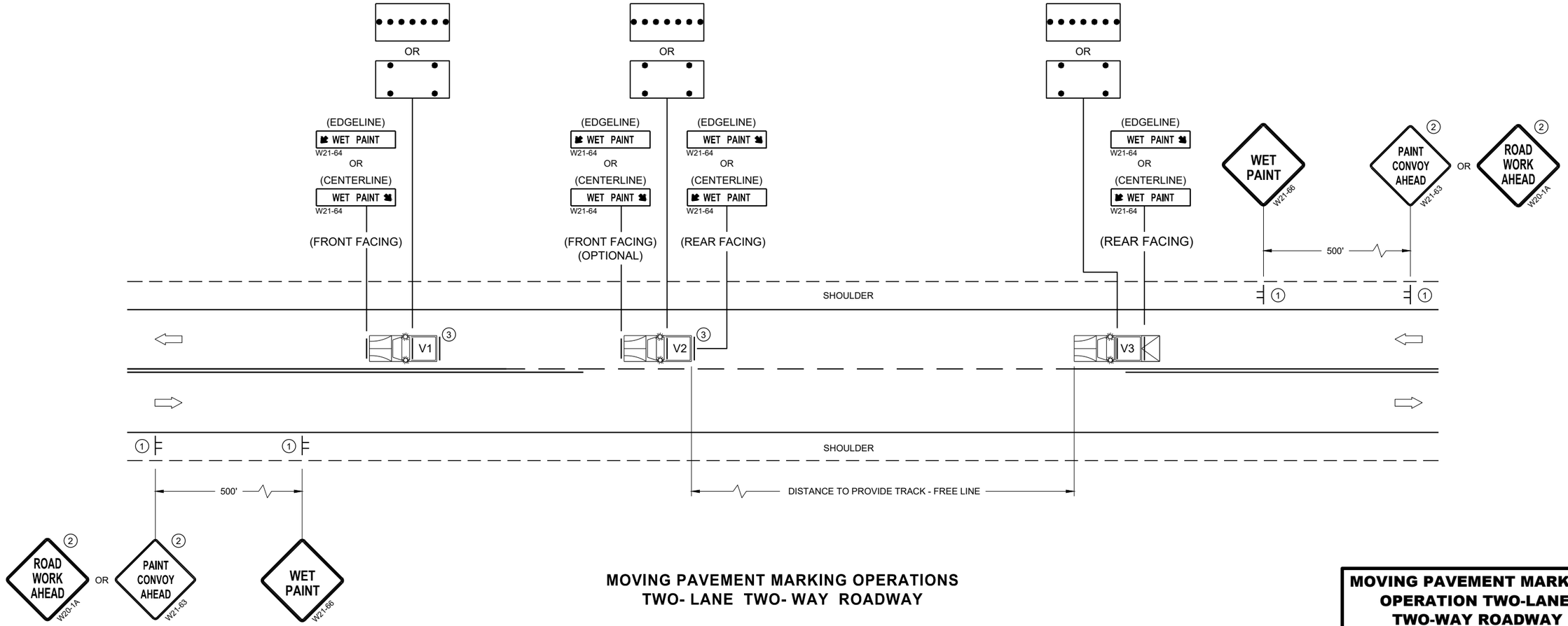
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

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



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C19 - 07a

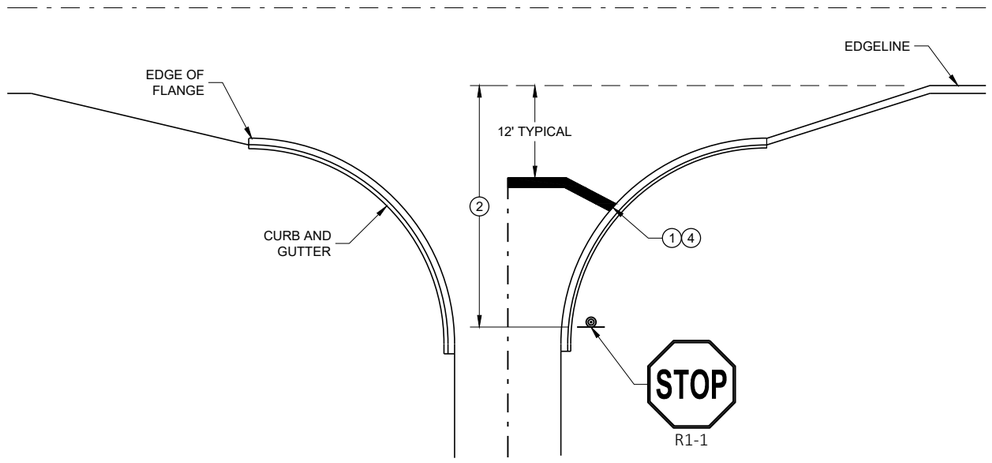
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SDD 15C19 - 07a

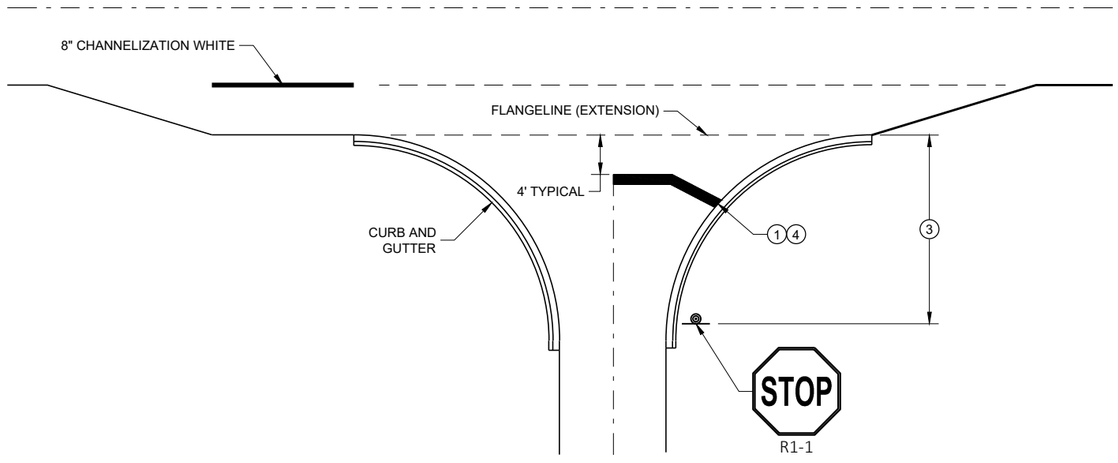
GENERAL NOTES

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

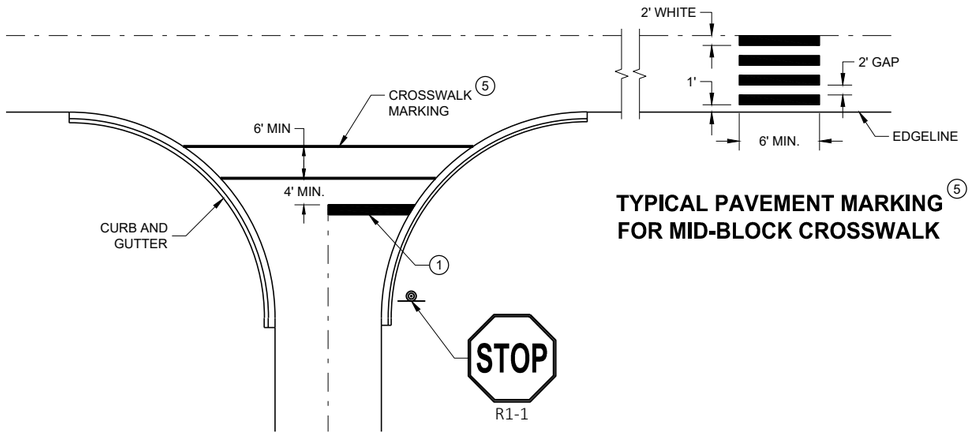
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

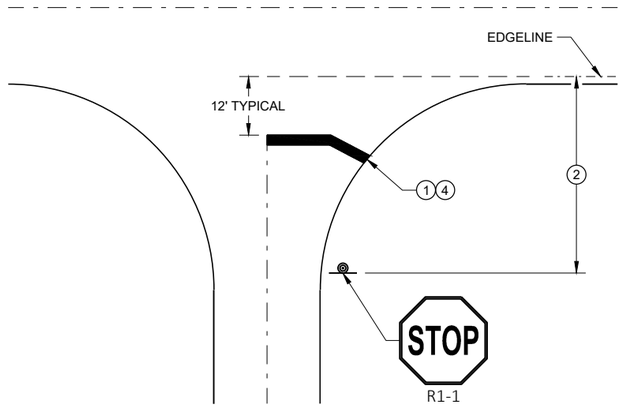


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

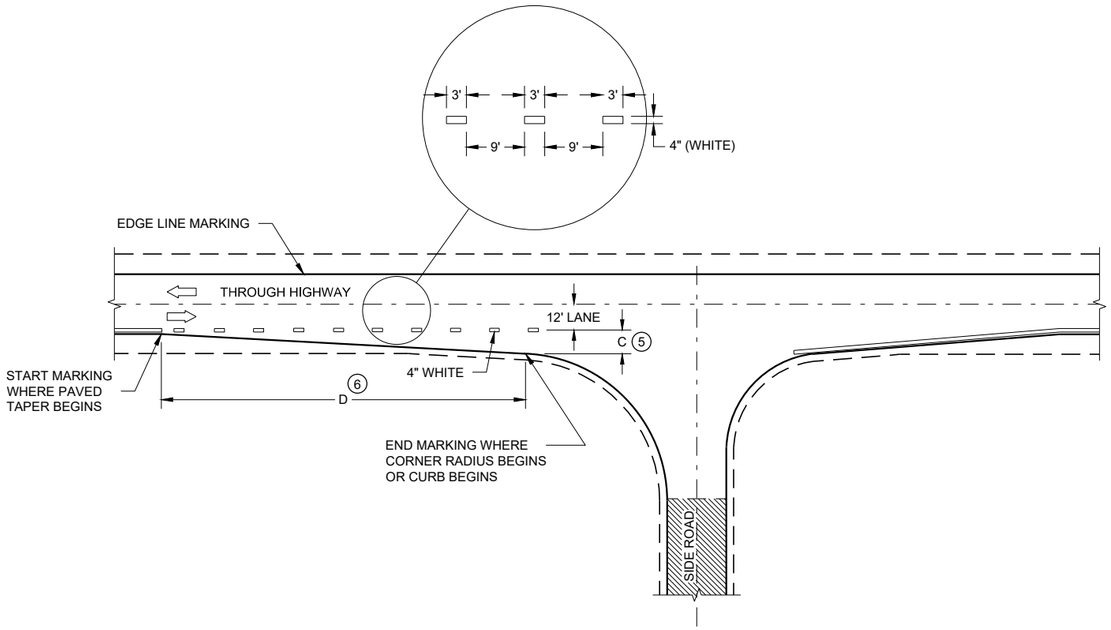
FHWA

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SDD 15C33 - 04

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SDD 15C33 - 04



MINOR INTERSECTION

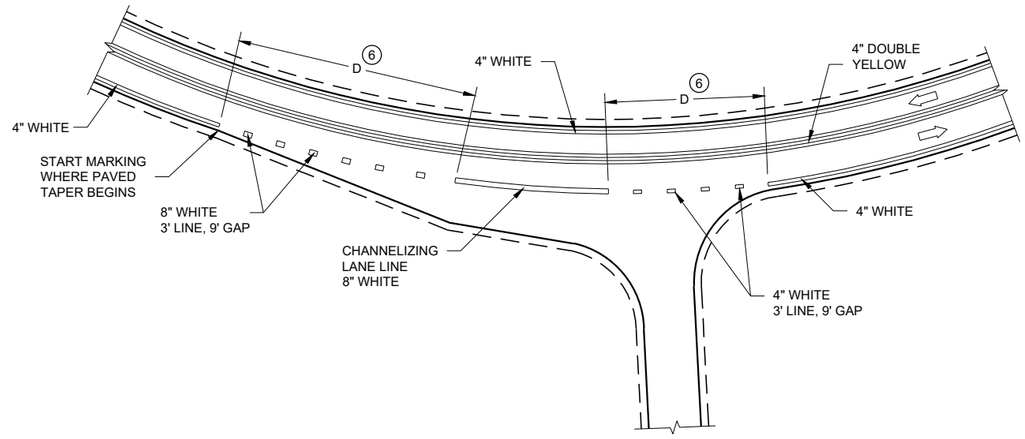
GENERAL NOTES

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

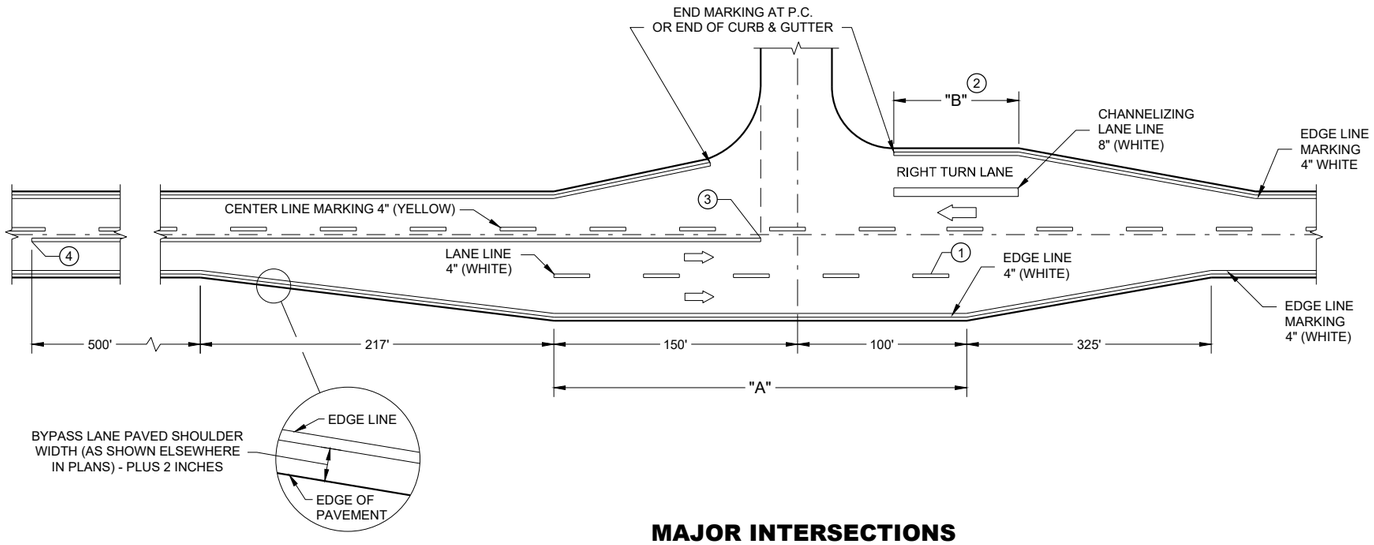
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

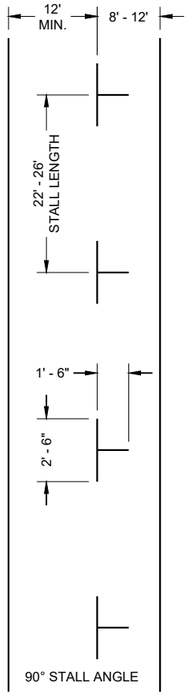
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

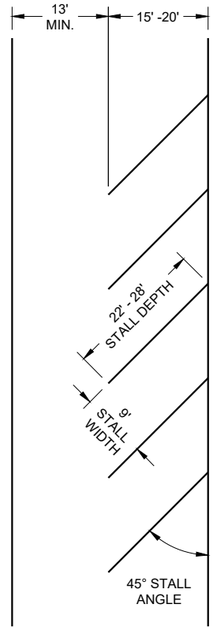
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

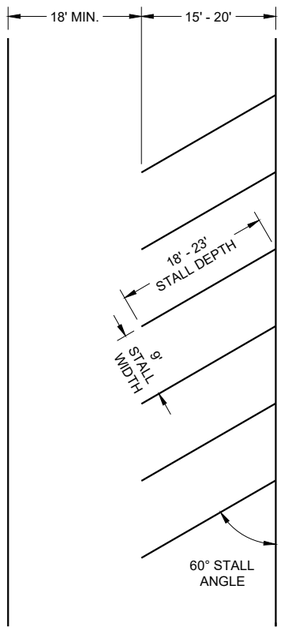
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SDD 15C35 - 05a
SDD15C35 - 05a



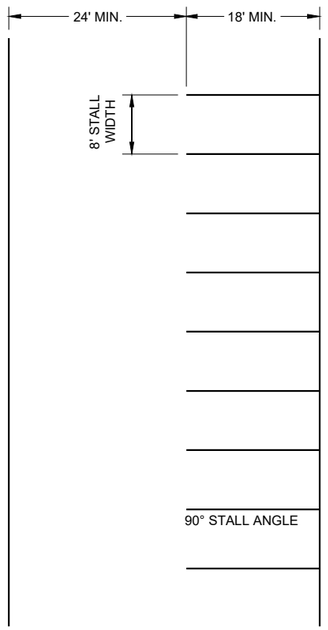
PARALLEL PARKING





ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

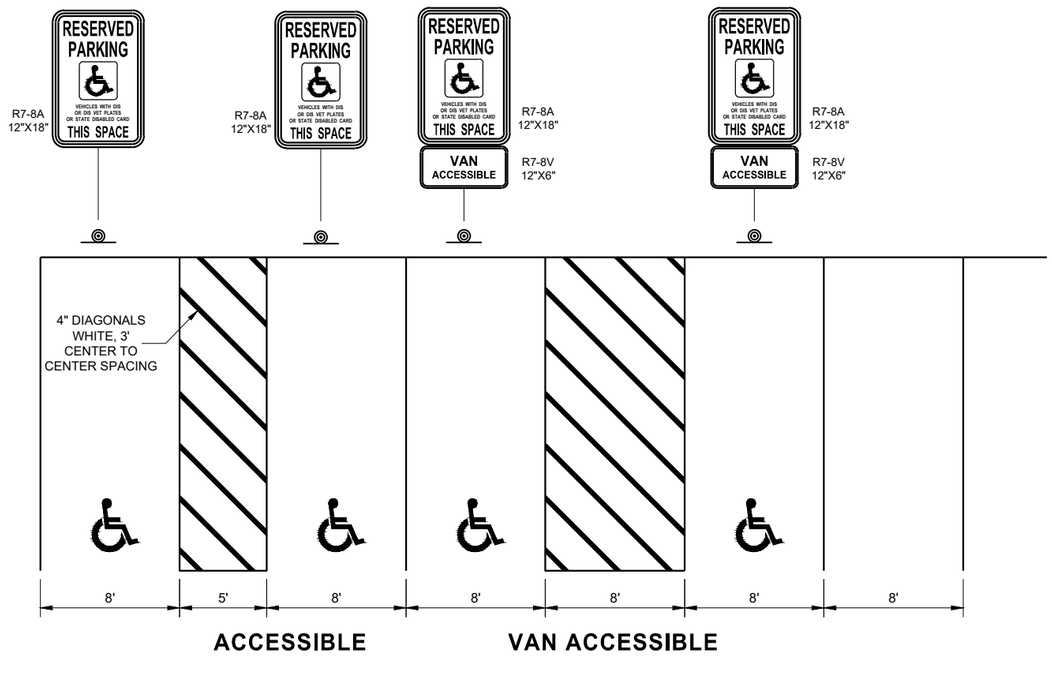
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

SDD 15C36 - 01

SDD 15C36 - 01

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

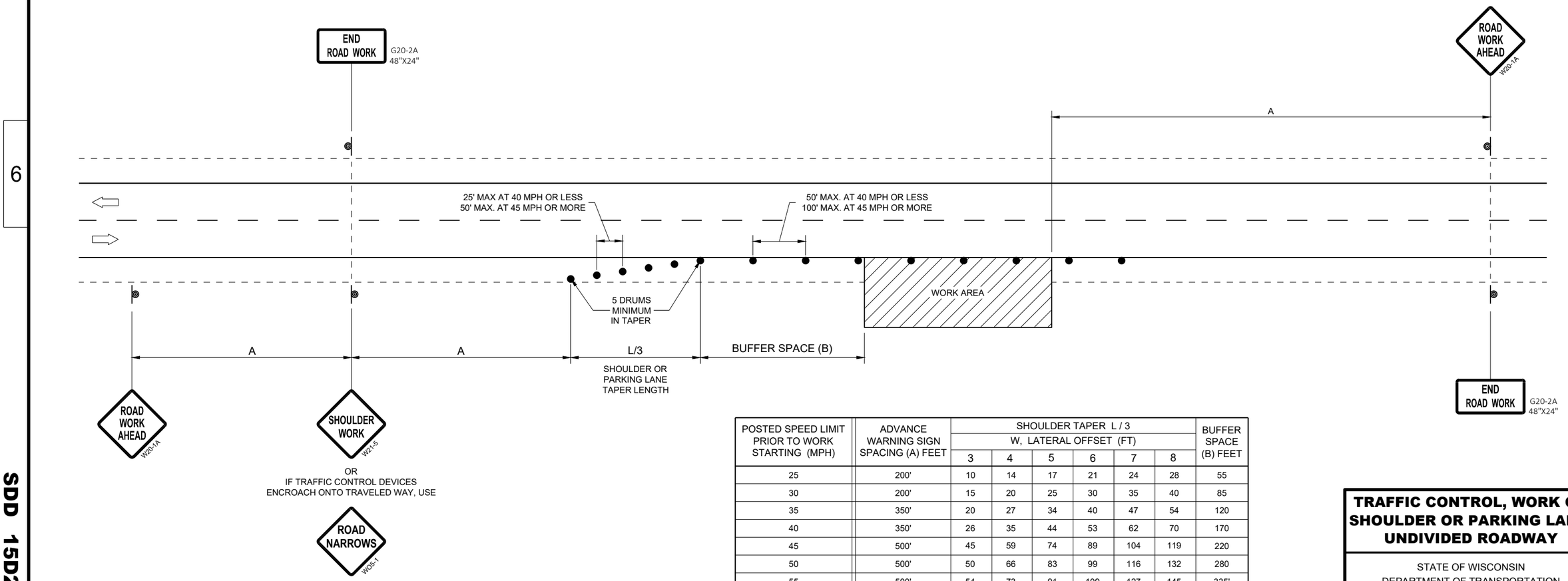
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

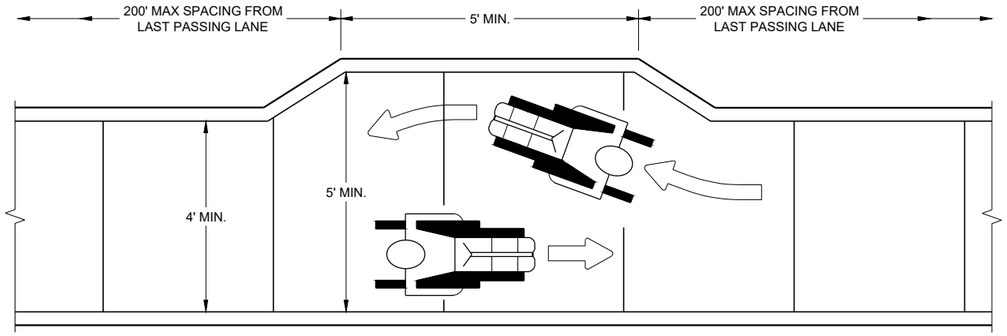
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

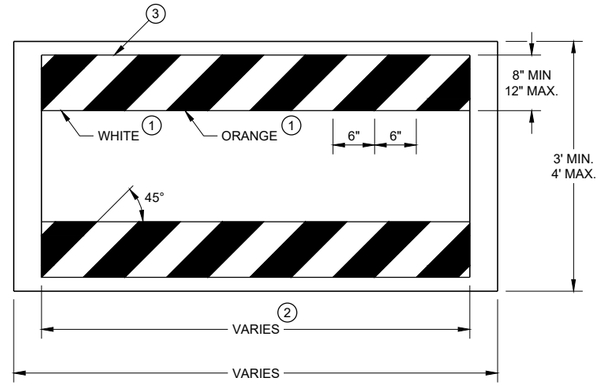
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

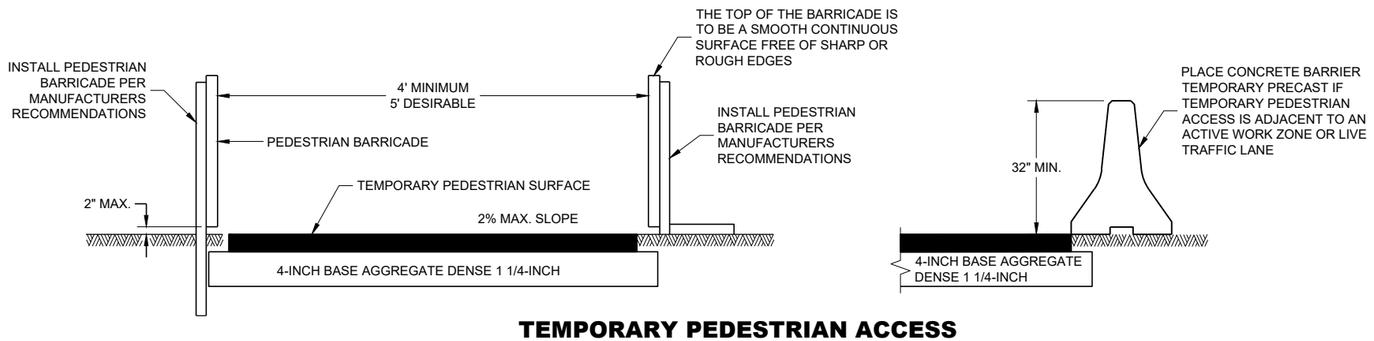
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

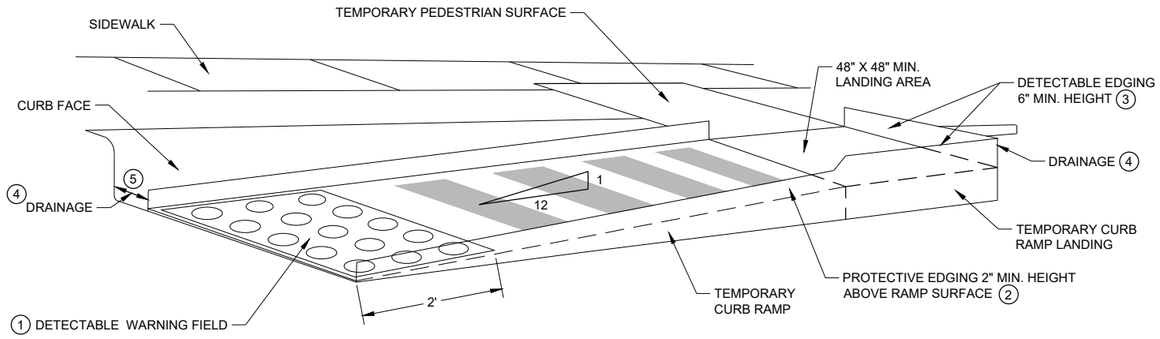


TEMPORARY PEDESTRIAN ACCESS

6

SDD 15D30 - 07a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

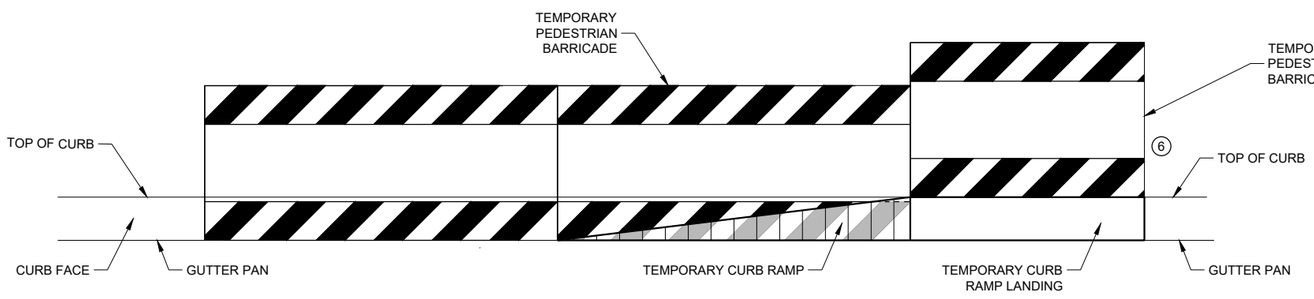
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

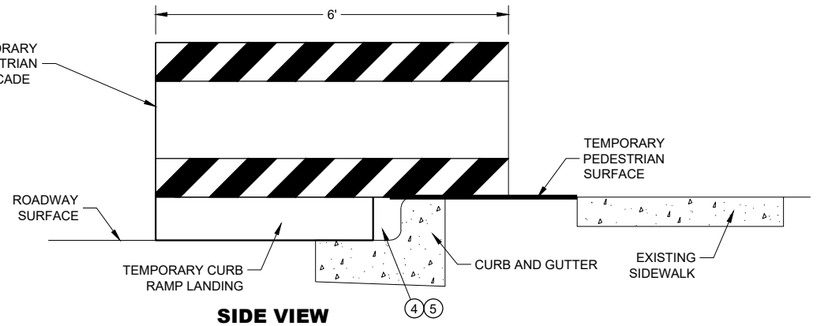
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

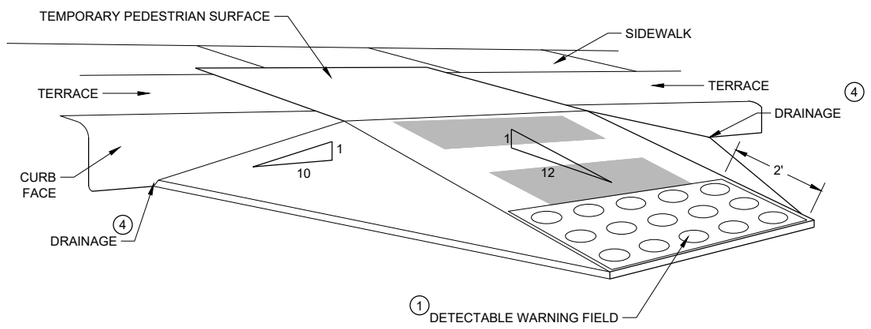
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

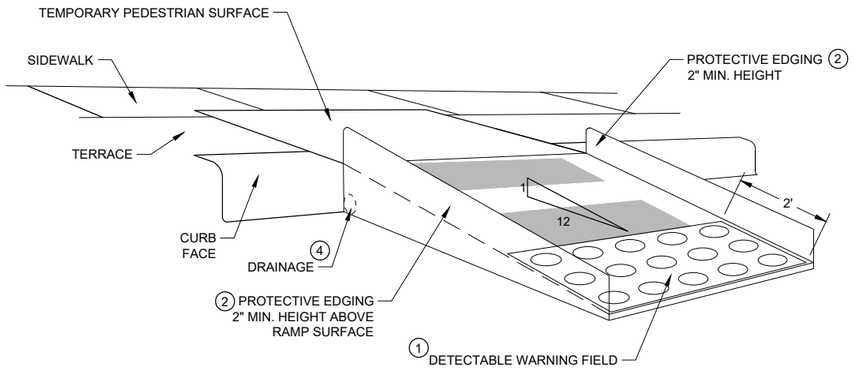
SDD 15D30 - 07b

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SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

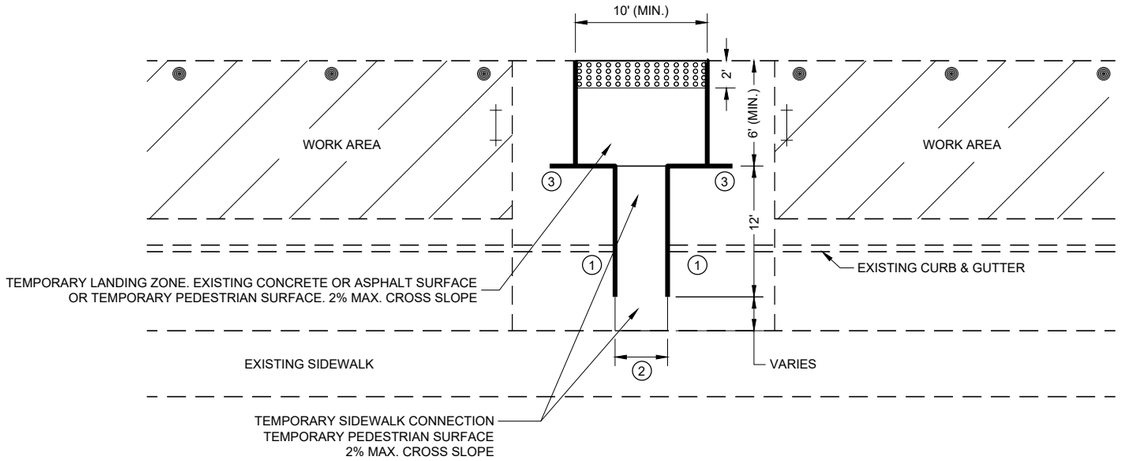
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

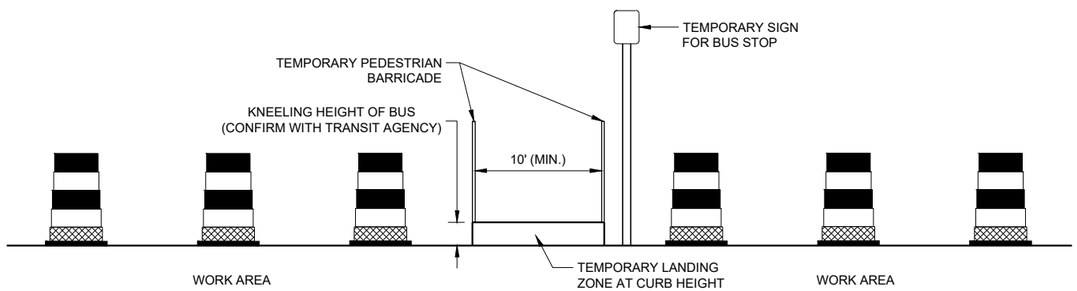
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SDD 15D30 - 07c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

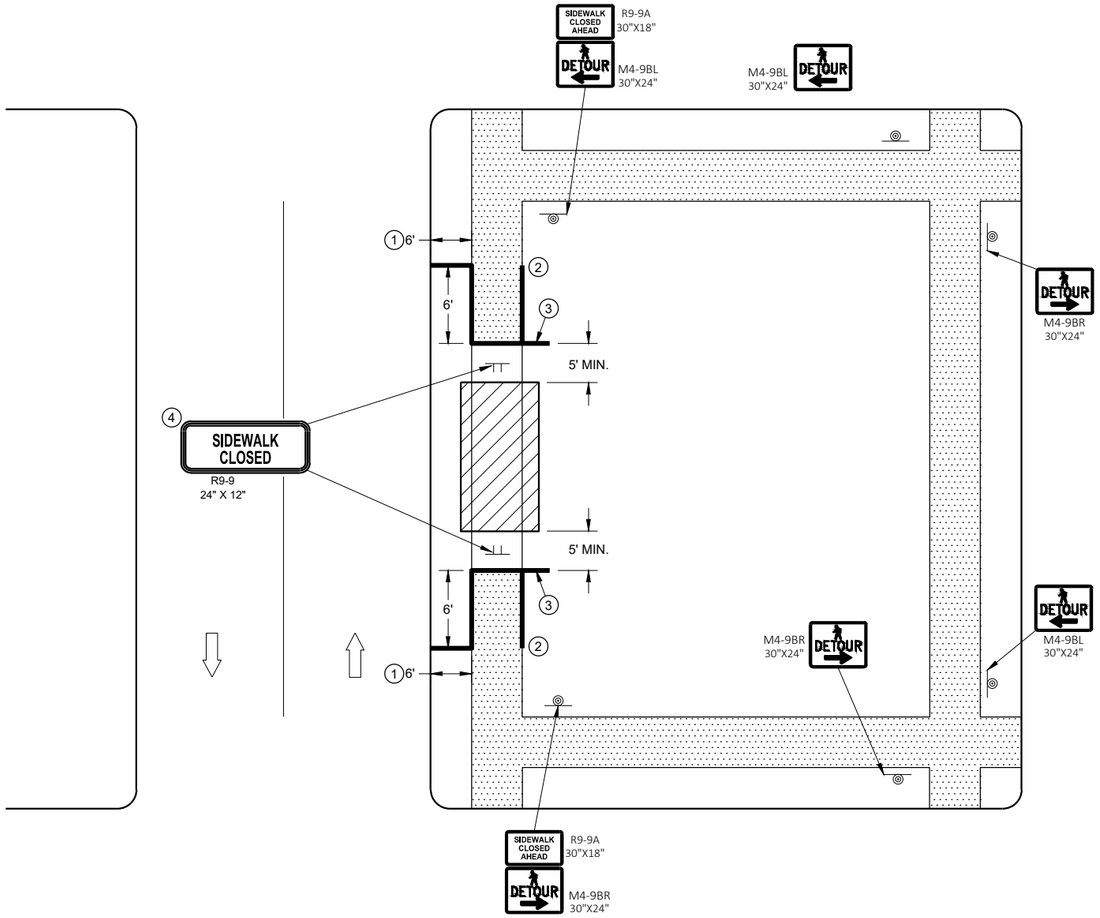
SDD 15D30 - 07e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 07f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

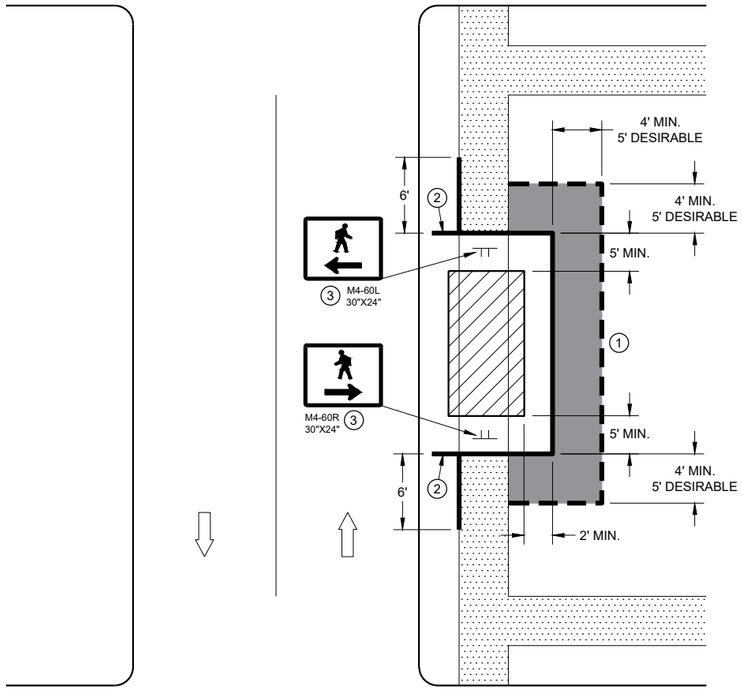
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

6

SDD 15D30 - 07g

SDD15D30 - 07g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

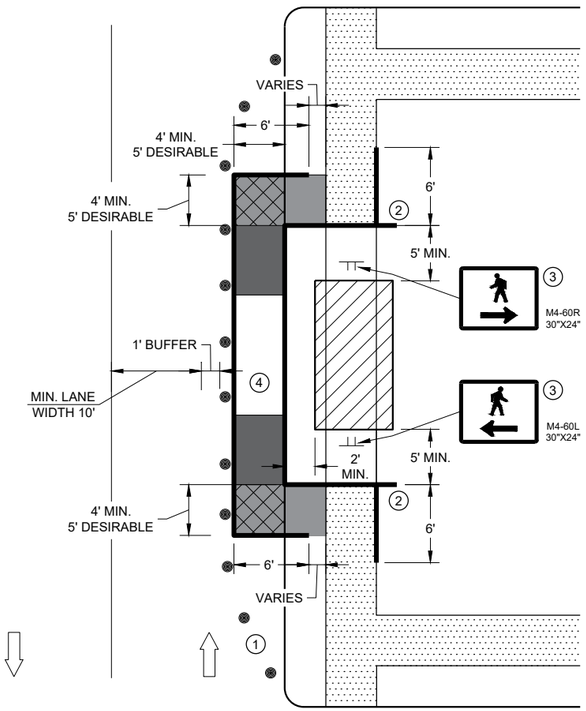
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

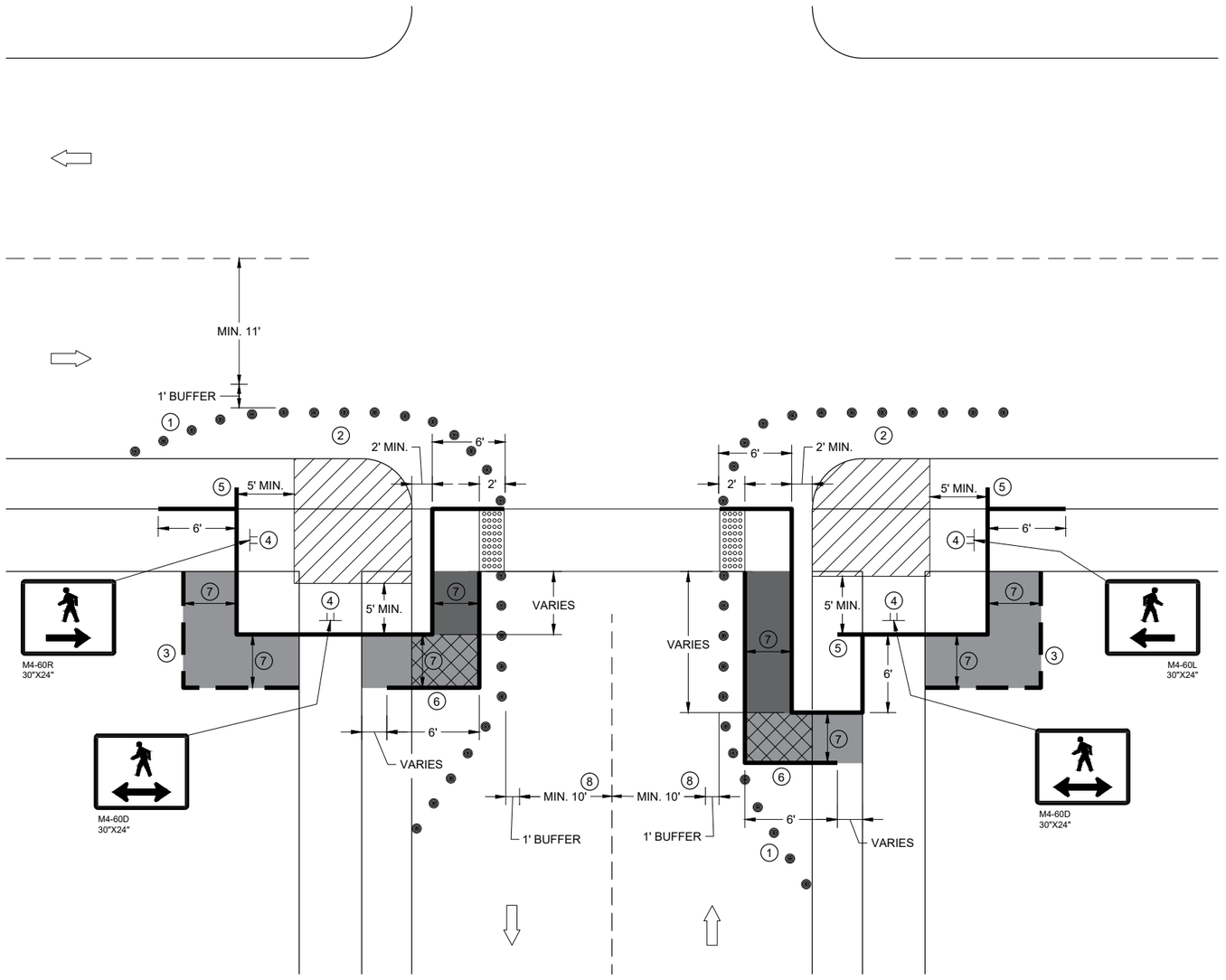
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 07h

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SDD 15D30 - 07h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

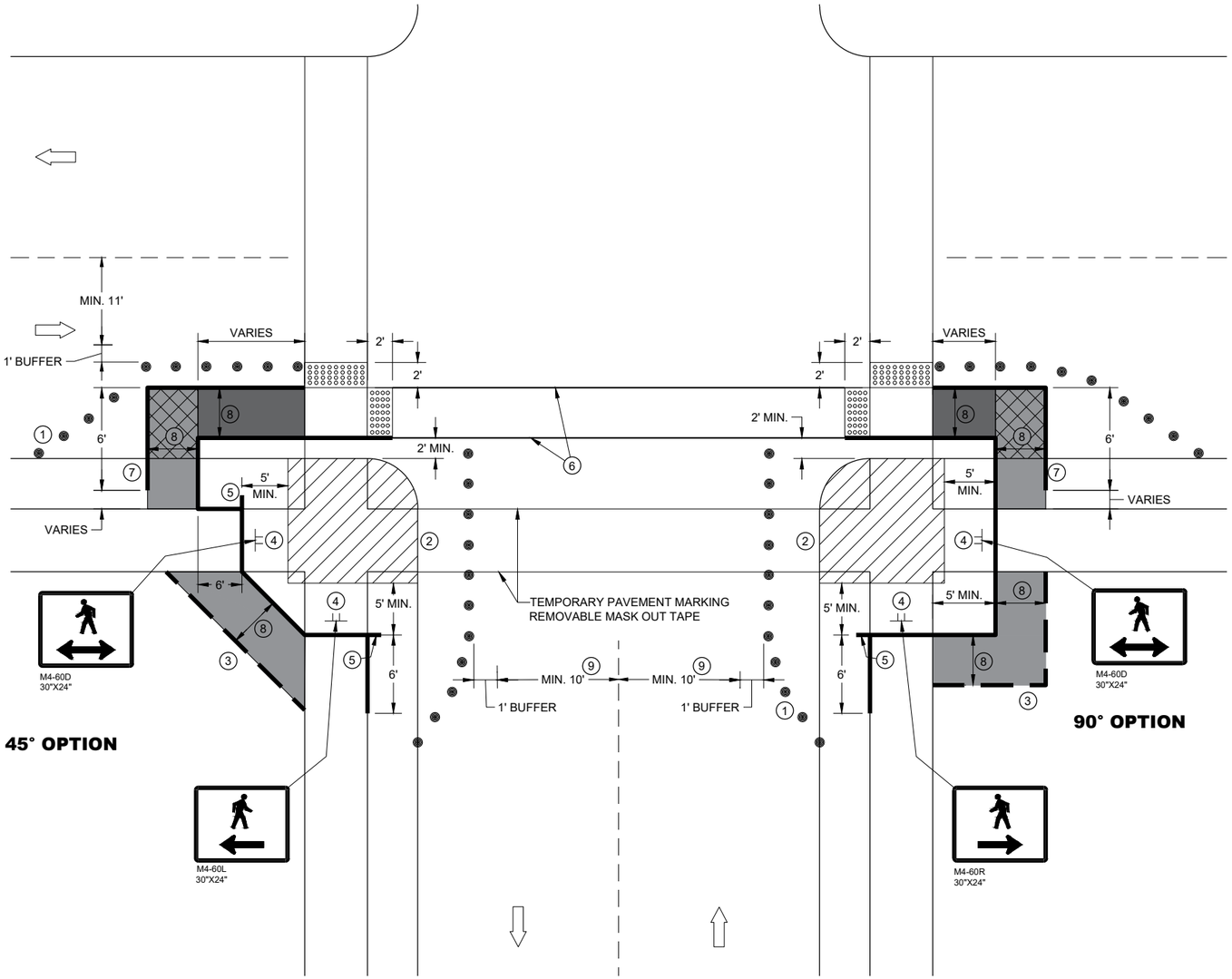
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

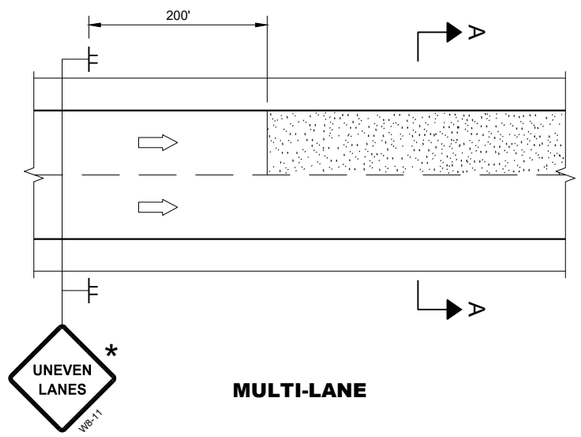
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

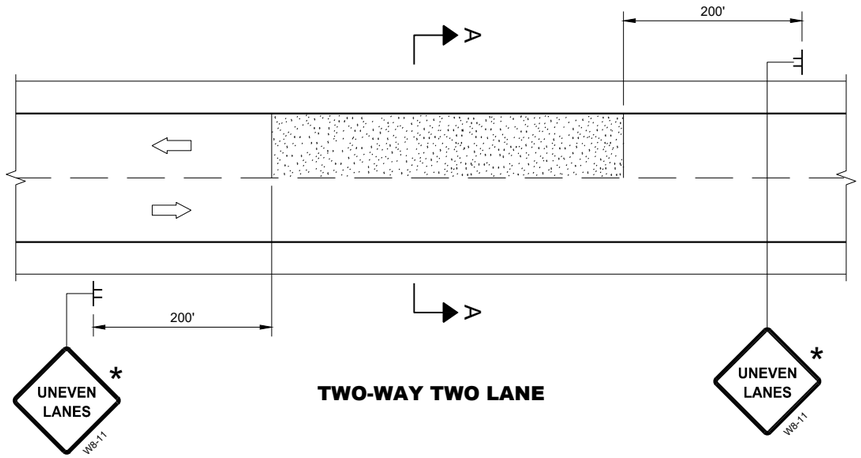
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

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MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

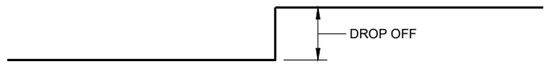
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

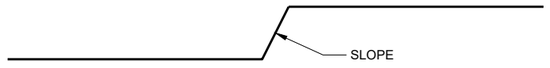
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

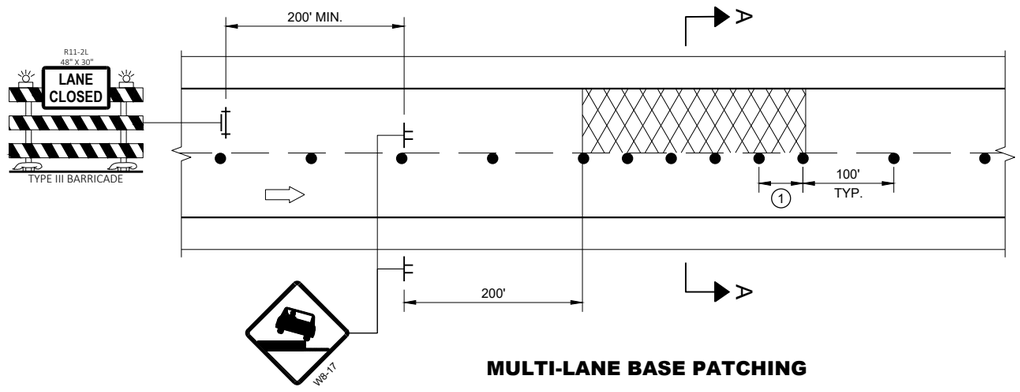


SECTION A - A

OR

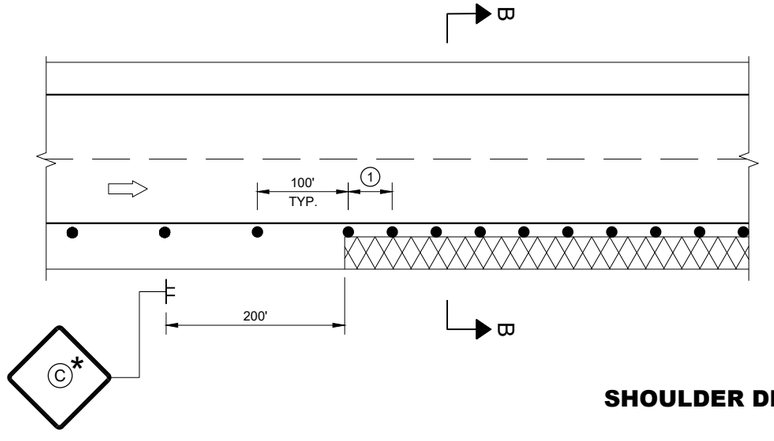


SECTION A - A

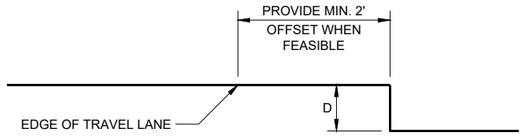


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D39 - 02

SDD 15D39 - 02

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GENERAL NOTES

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

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

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

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

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

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

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

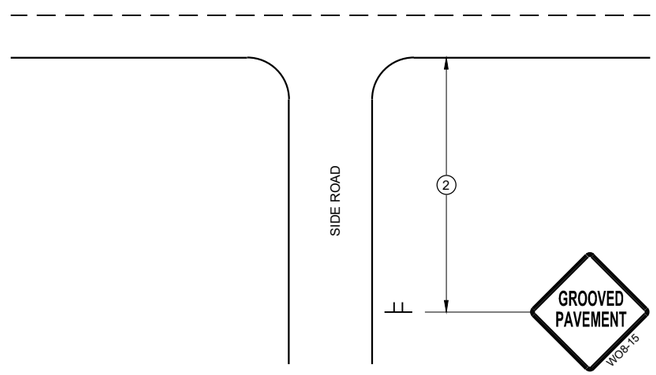
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

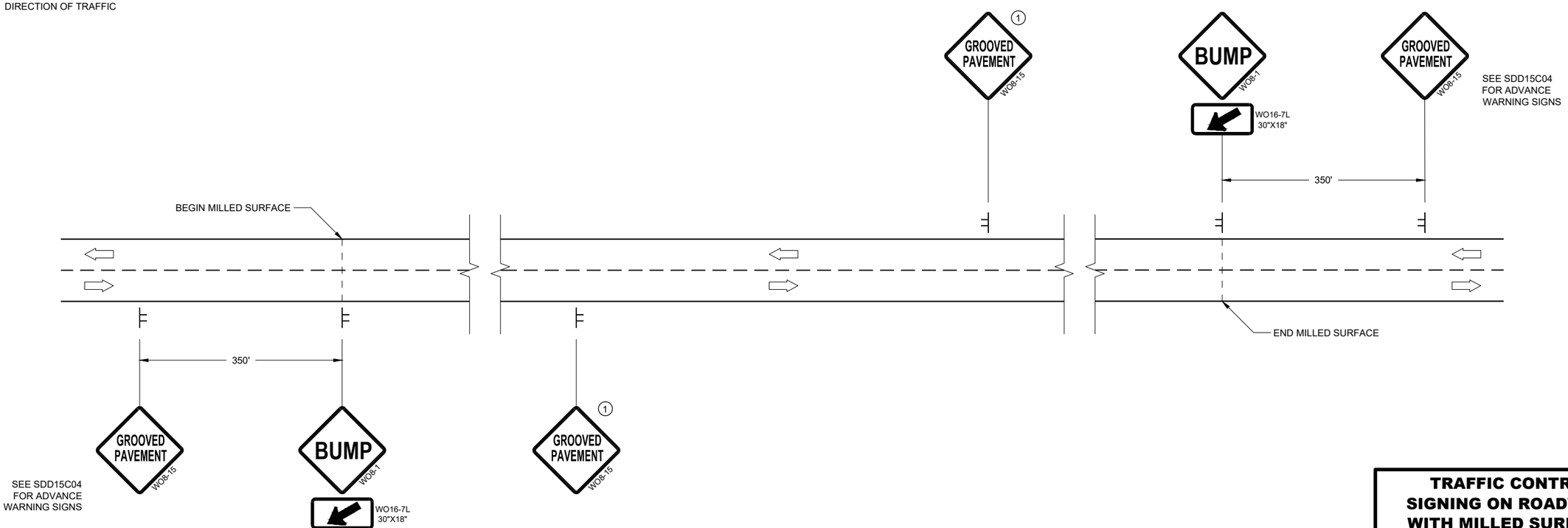
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

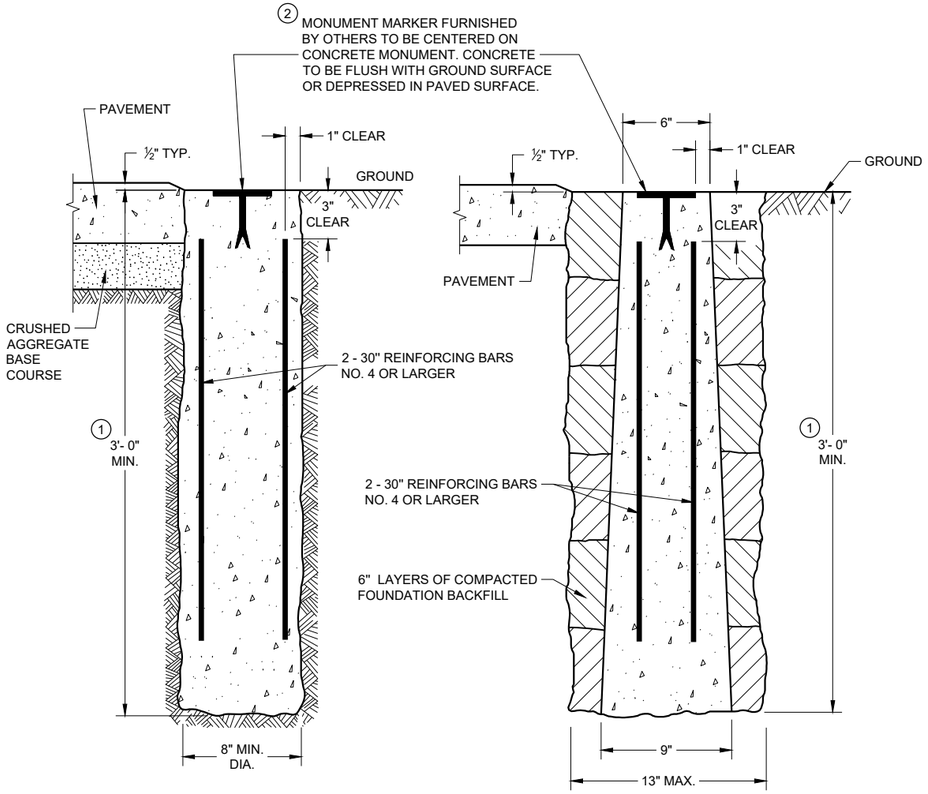
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

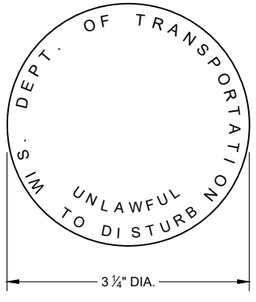
FHWA

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SDD 15D44 - 02



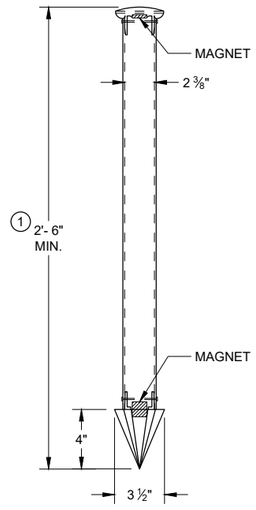
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

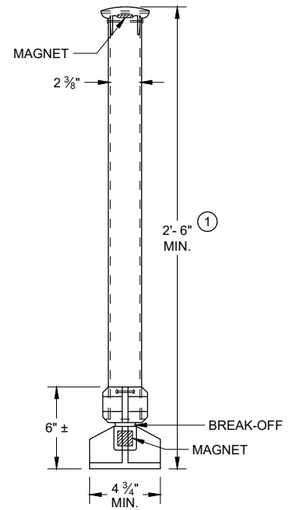


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

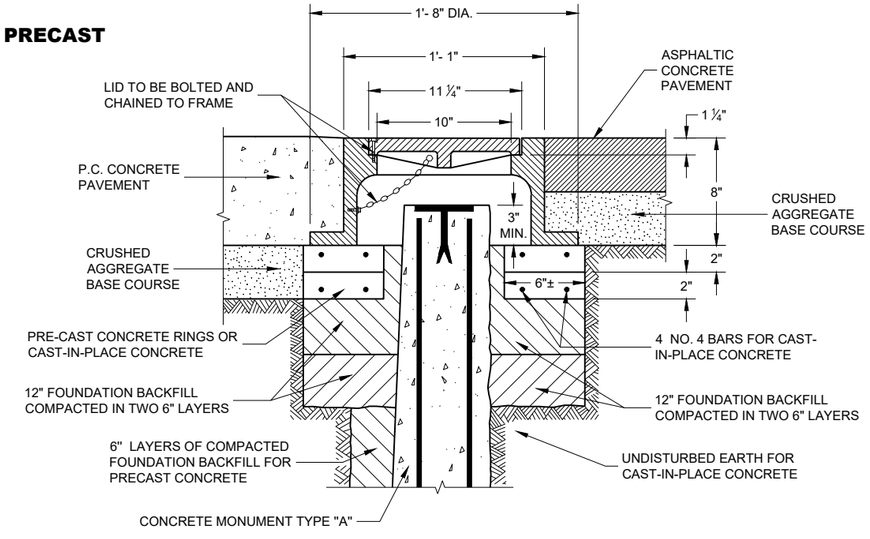


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

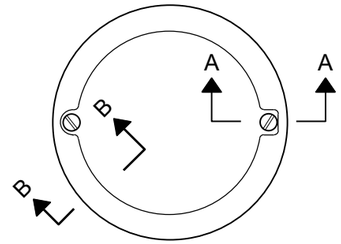
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

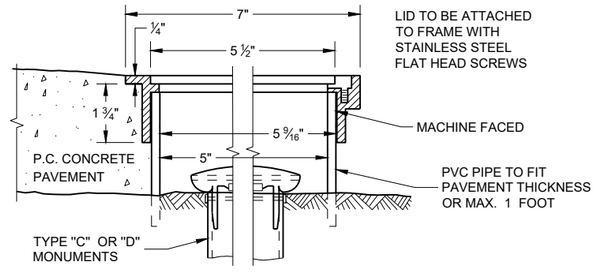
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

FHWA

SDD 16A01 - 07

6

SDD 16A01 - 07

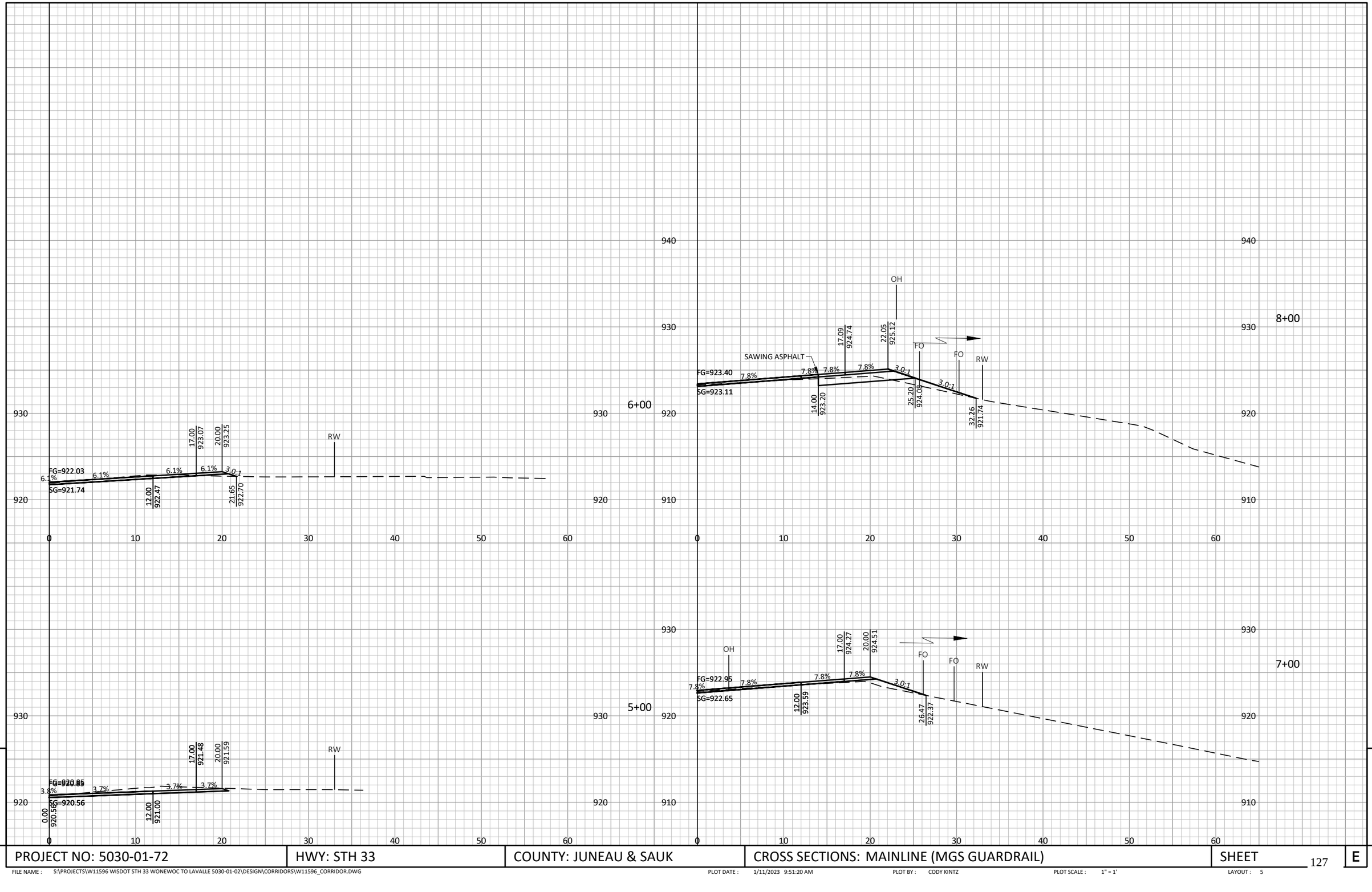
EARTHWORK - MAINLINE STA 333+05 - STA 336+33

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL (25%) NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL (25%) NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
333+05	5	160	0	0	0	0	0	0	0
334+00	3	107	14	469	586	14	469	586	-572
335+00	10	29	24	252	315	38	721	901	-863
336+00	13	3	45	59	74	83	780	975	-892
336+33	15	17	17	12	15	100	792	990	-890
MAINLINE COLUMN SUBTOTALS =			100	792	990	100	792	990	-890

EARTHWORK - MAINLINE STA 351+47 - STA 357+47

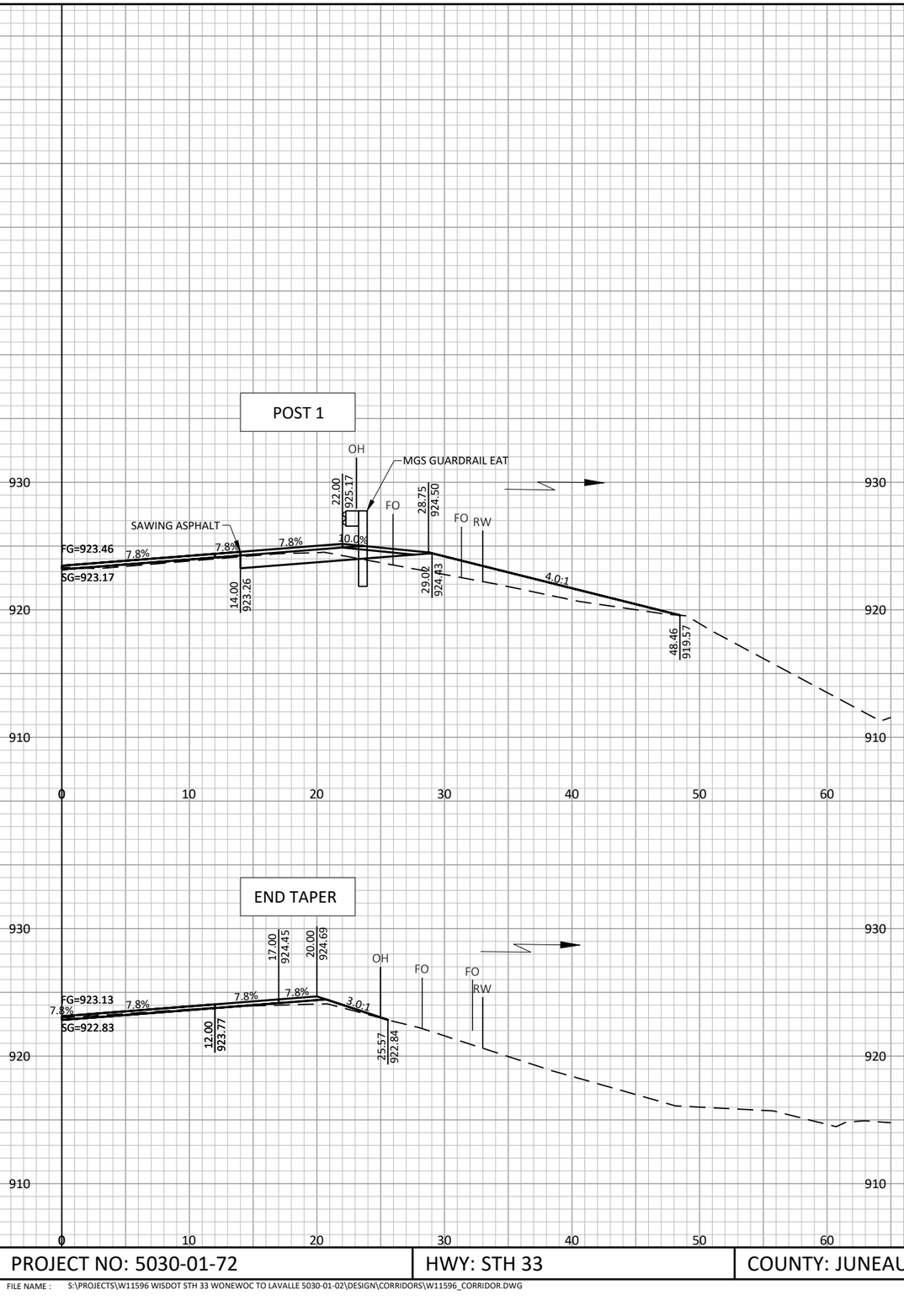
STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL (25%) NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL (25%) NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
351+47	10	24	0	0	0	0	0	0	0
352+00	9	24	19	47	59	19	47	59	-40
353+00	9	0	33	44	55	52	91	114	-62
354+00	6	10	28	19	24	80	110	138	-58
355+00	5	29	20	72	90	100	182	228	-128
356+00	6	10	20	72	89	120	254	317	-197
357+00	5	5	20	28	35	140	282	352	-212
357+47	6	7	10	10	13	150	292	365	-215
MAINLINE COLUMN SUBTOTALS =			150	292	365	150	292	365	-215

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
3 - FILL (25%)	(UNEXPANDED FILL)*1.25
4 - MASS ORDINATE	CUT - FILL (25%)

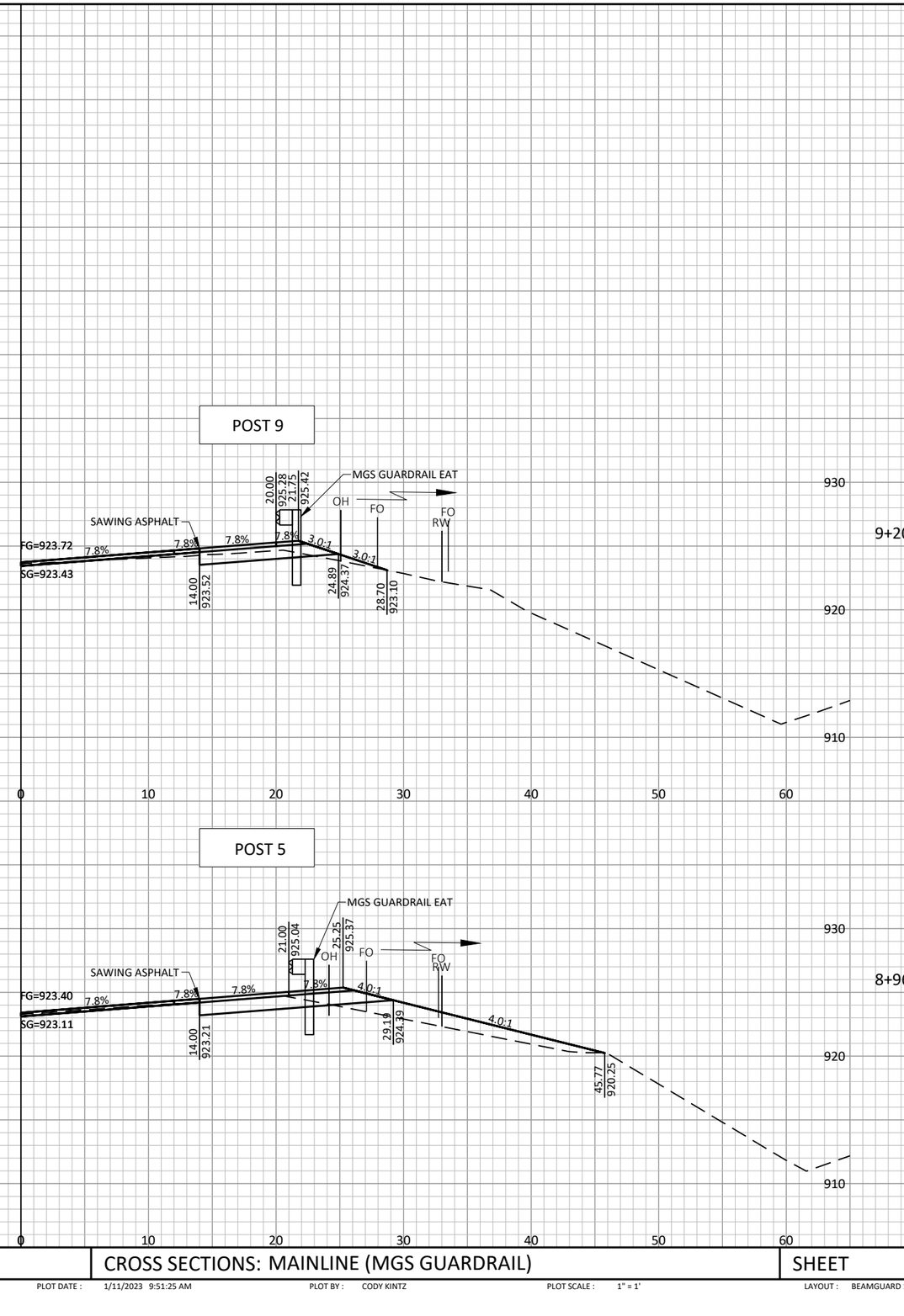


PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:51:20 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : 5



8+71



9+20

7+47

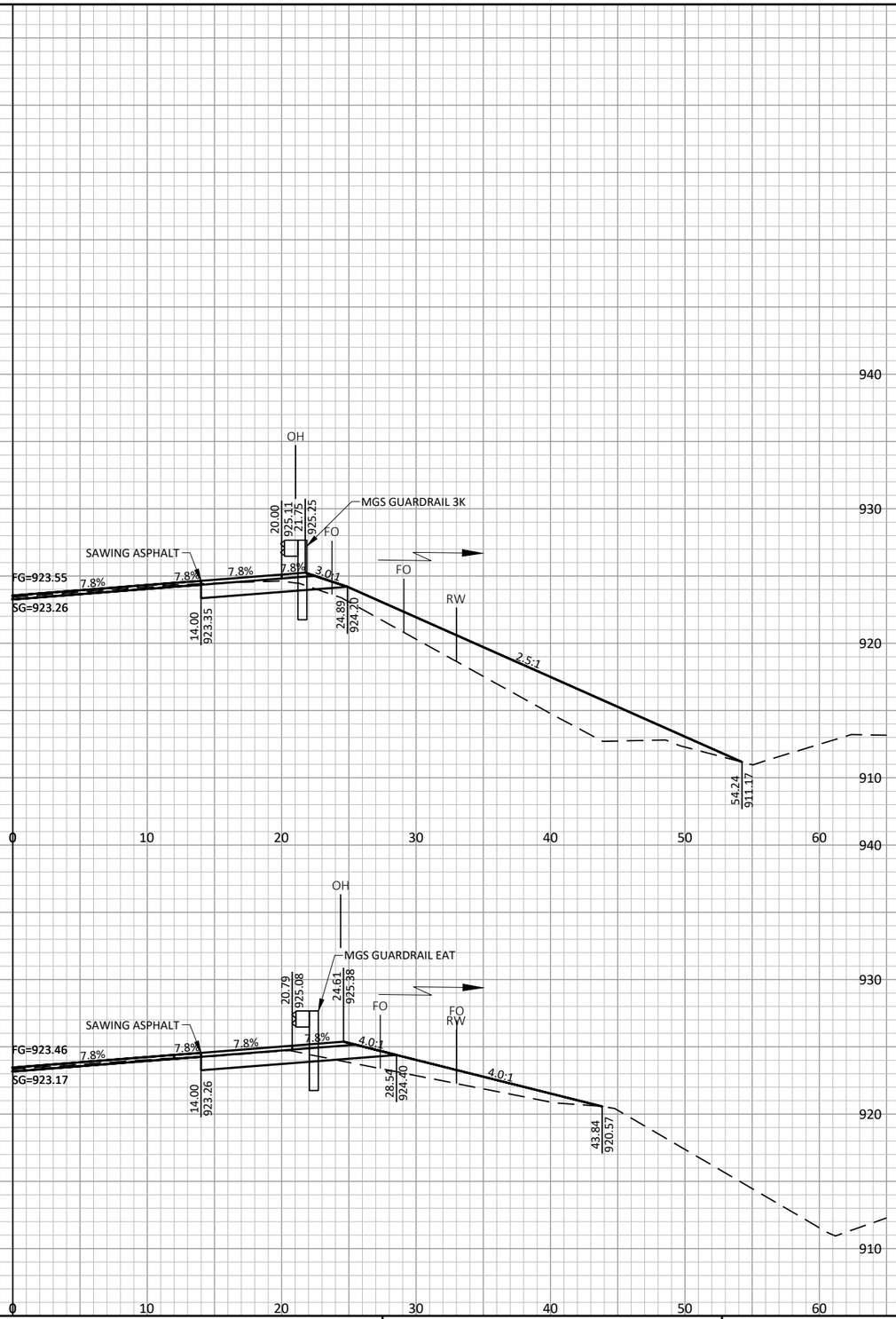
8+96

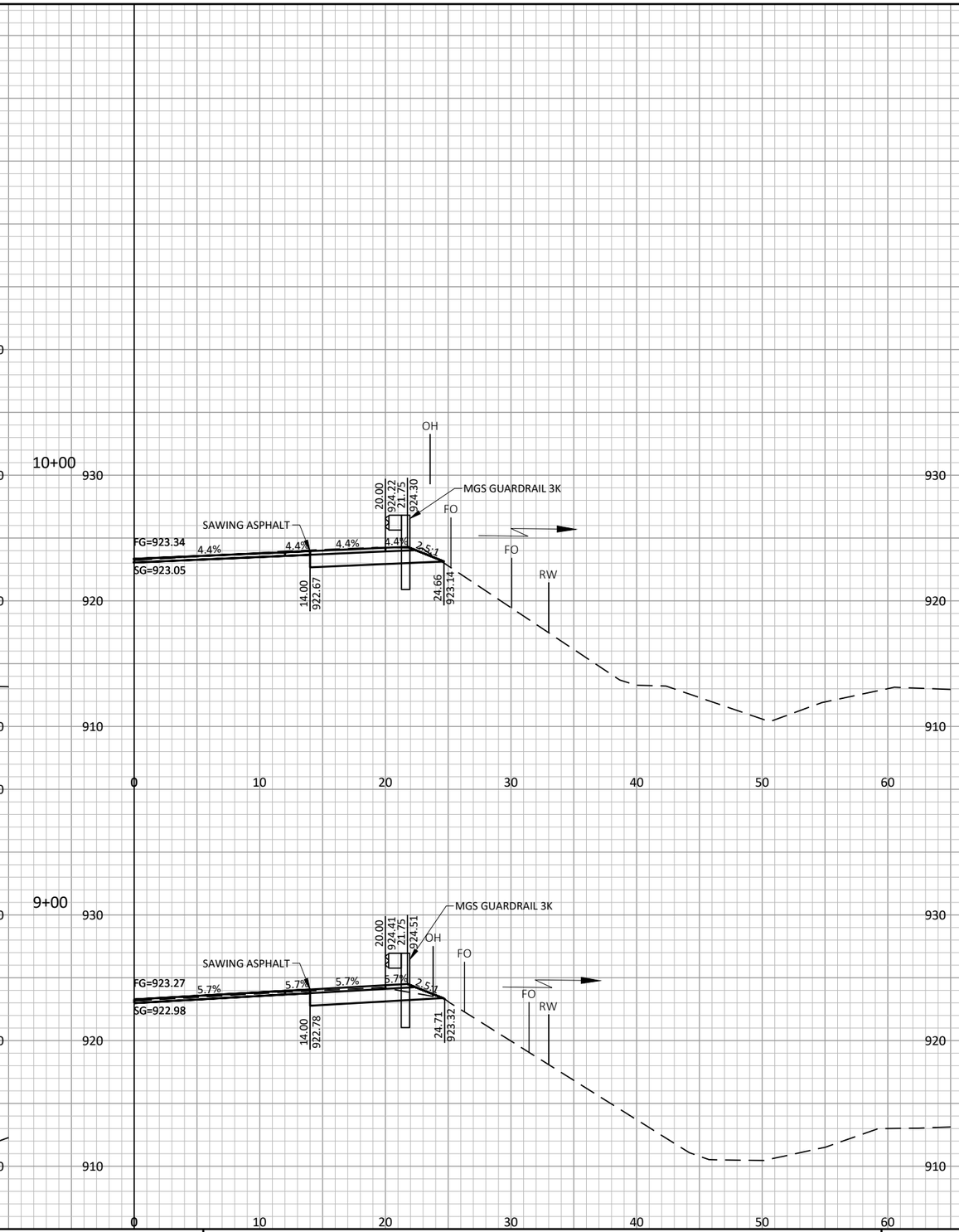
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:51:25 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 1 EA1





10+00

9+00

12+00

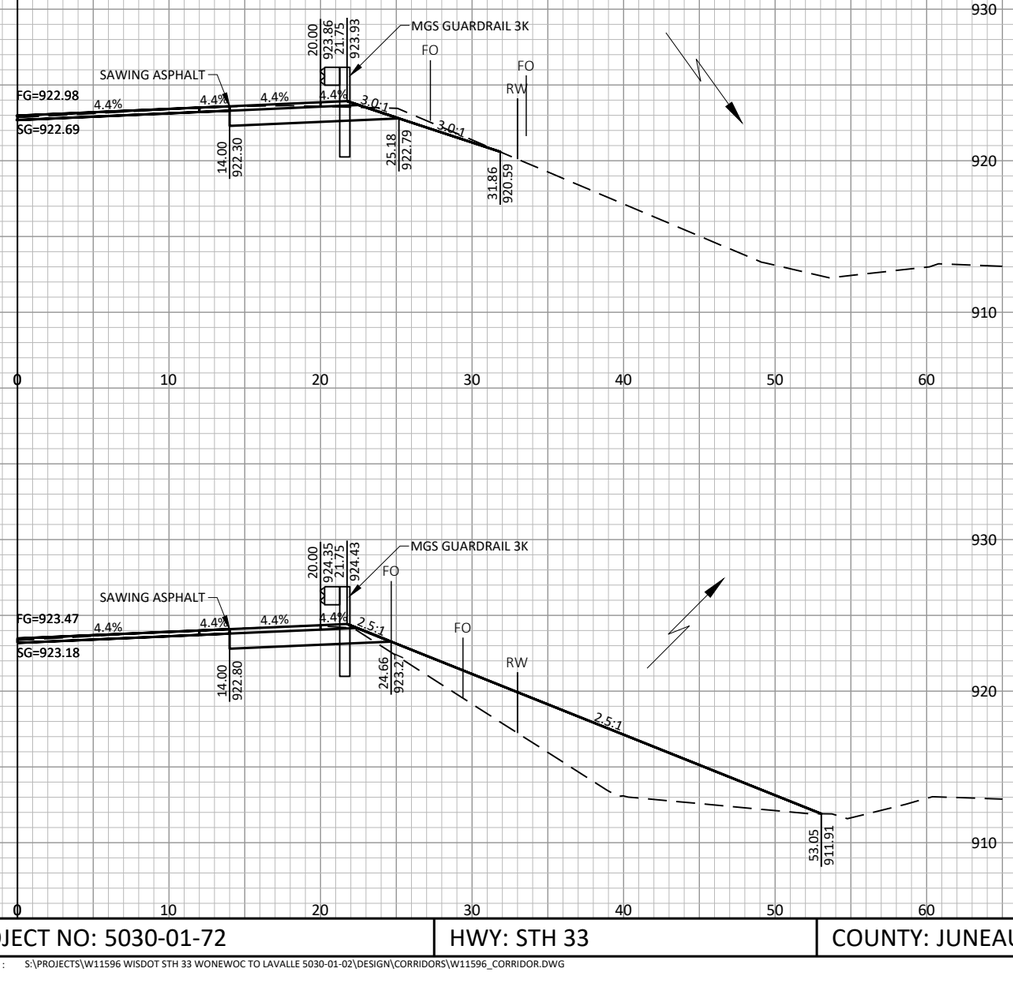
11+00

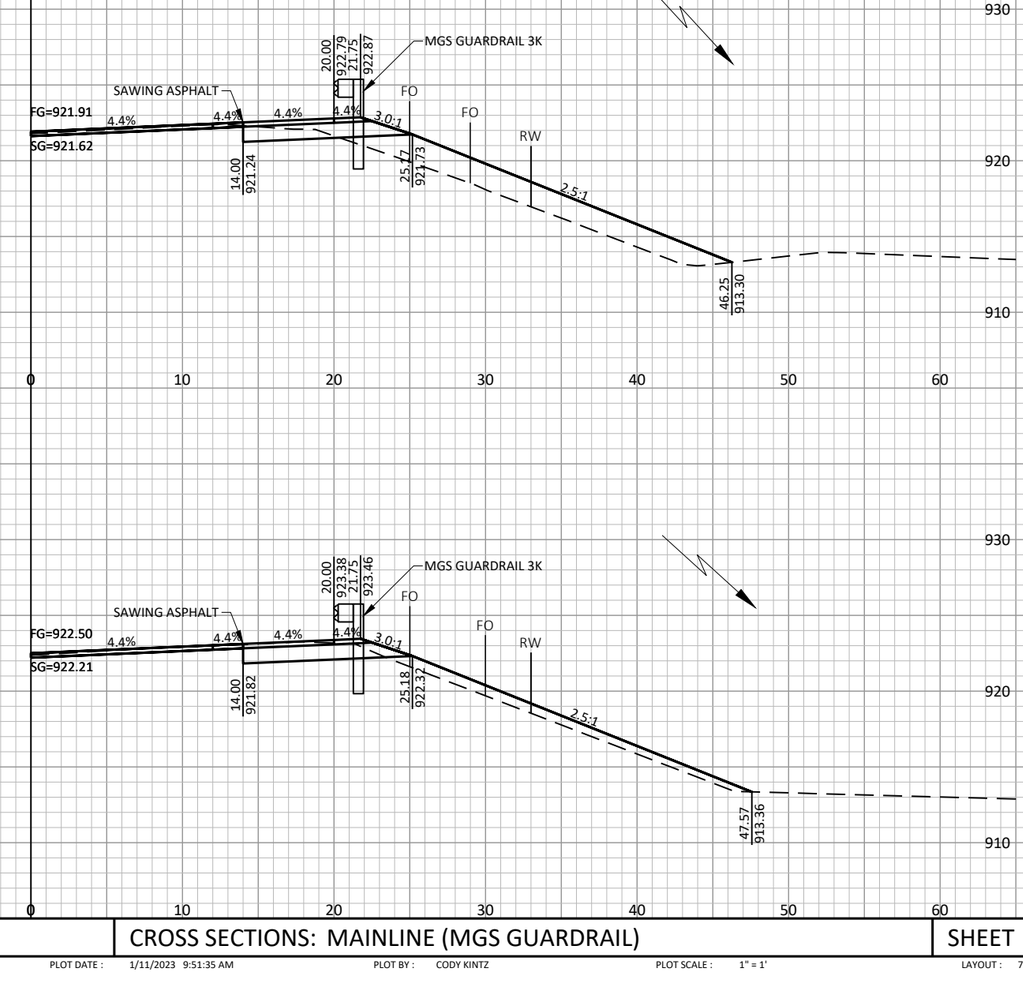
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

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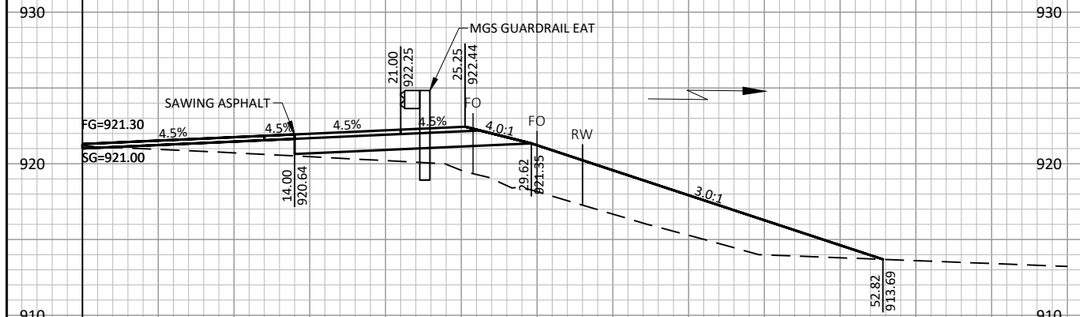
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

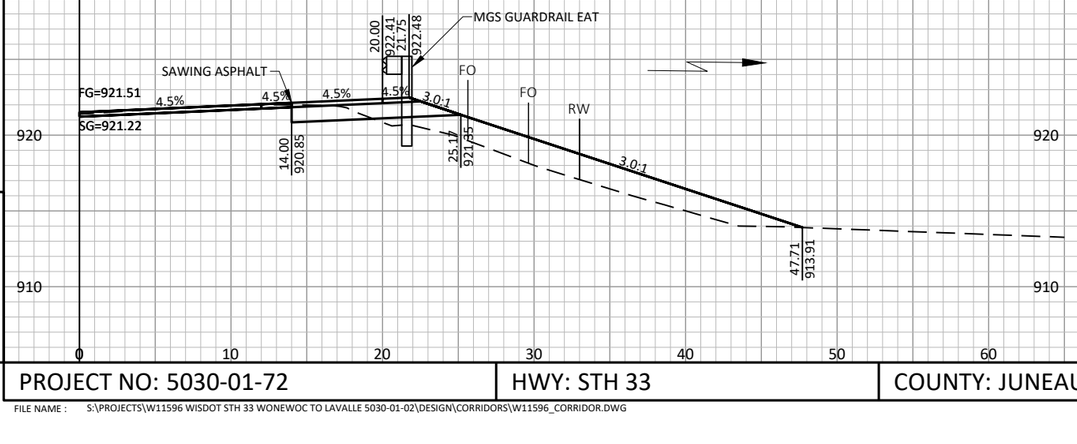
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POST 5



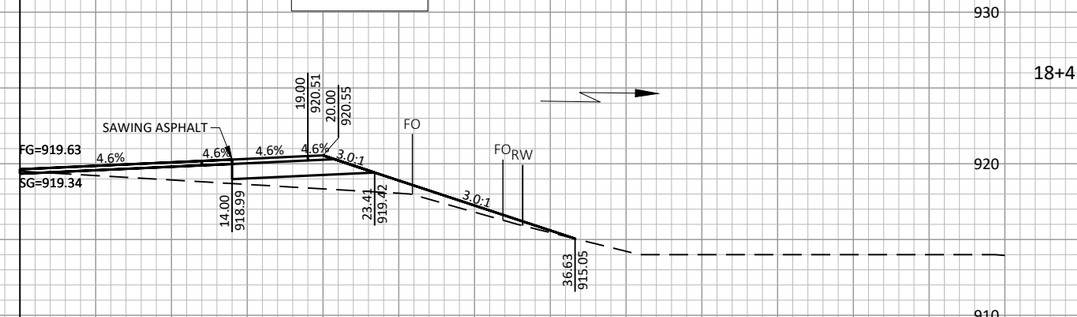
16+69

POST 9



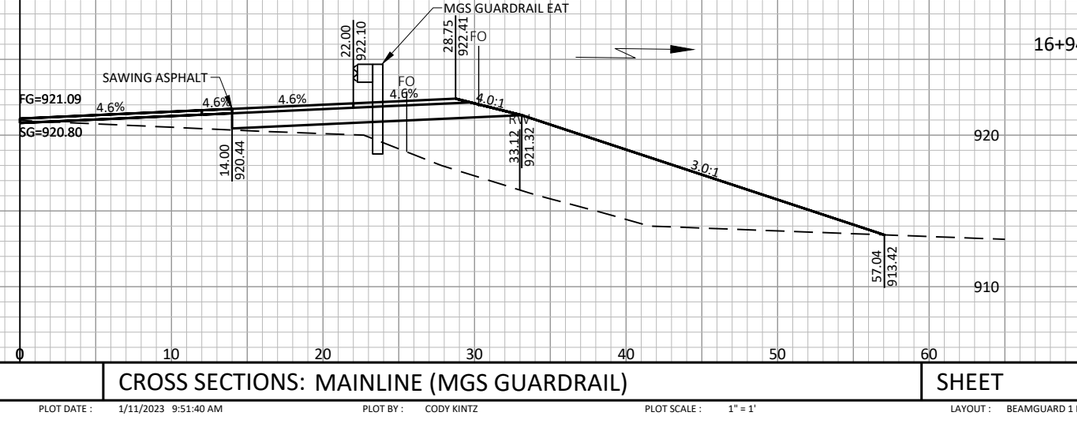
16+44

END TAPER



18+41

POST 1



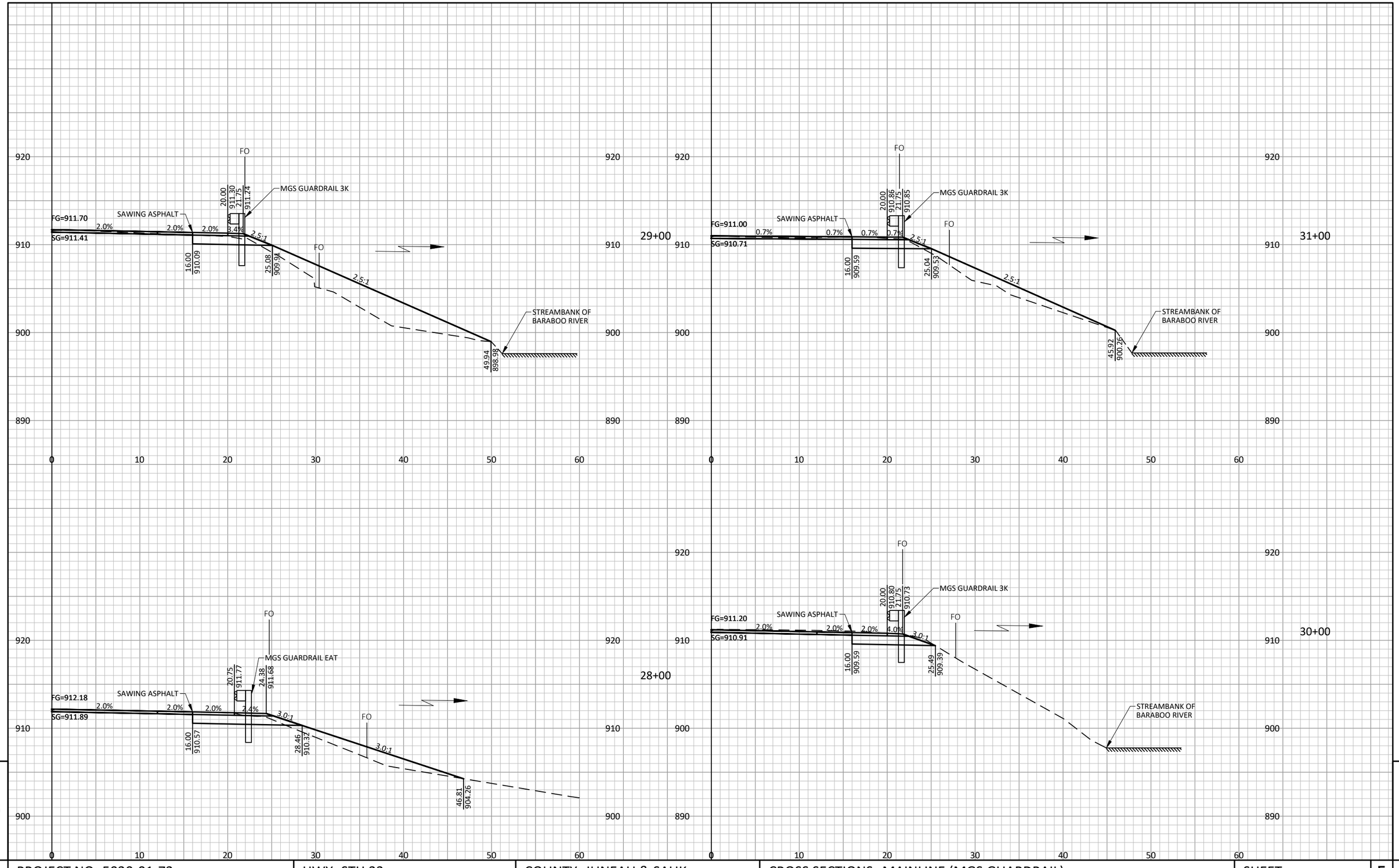
16+94

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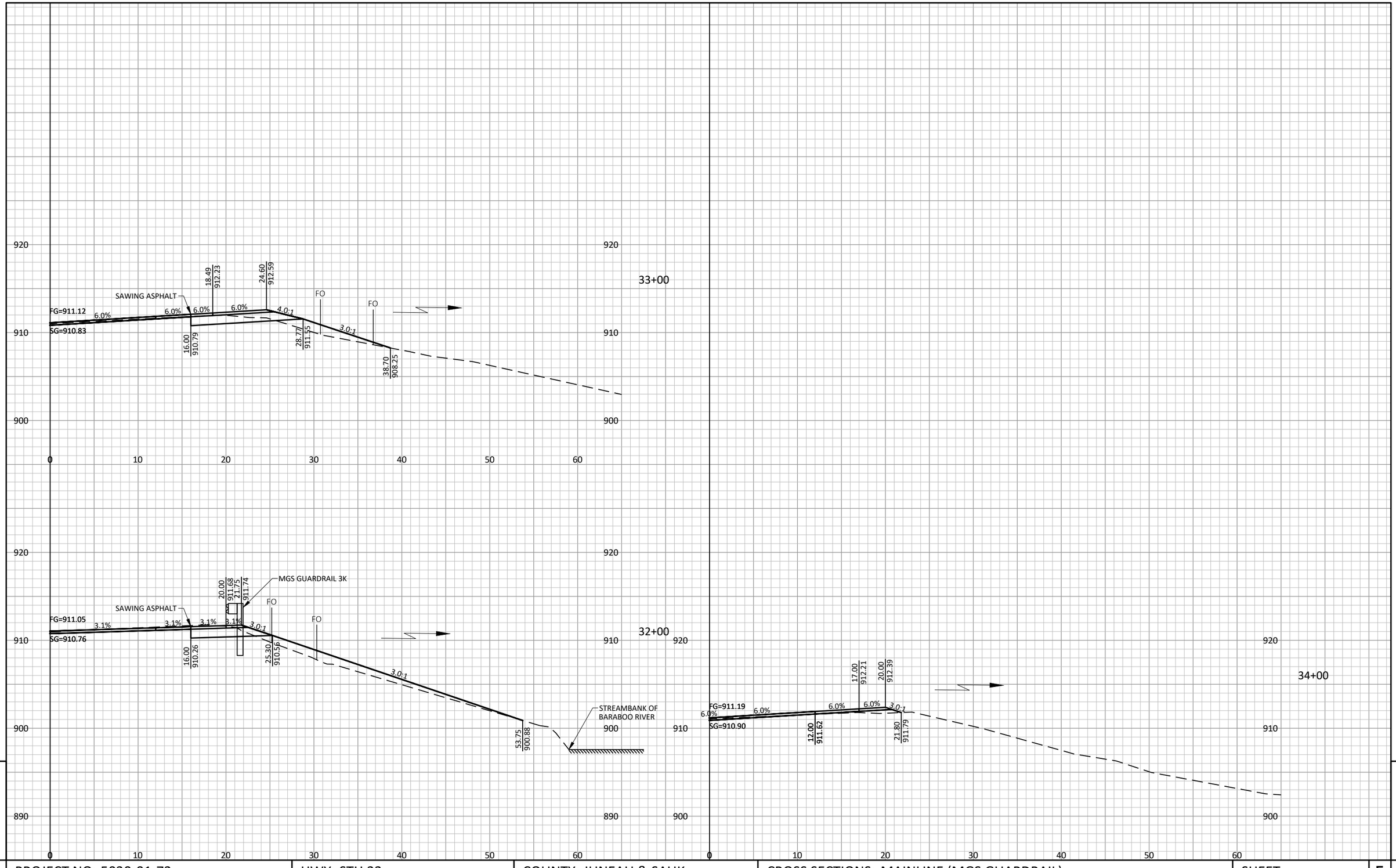
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

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PLOT DATE : 1/11/2023 9:51:40 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BEAMGUARD 1 EA1&2



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:51:49 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : 12



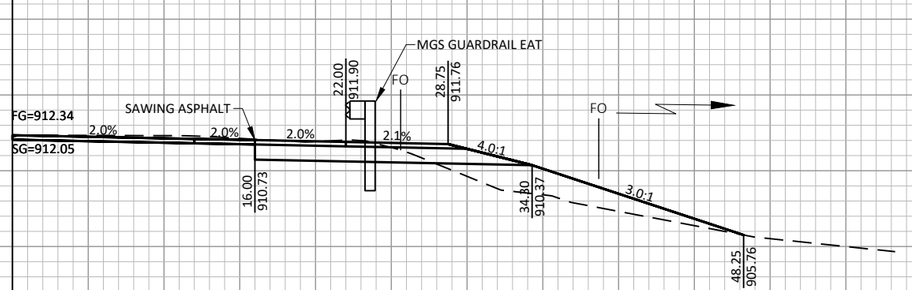
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

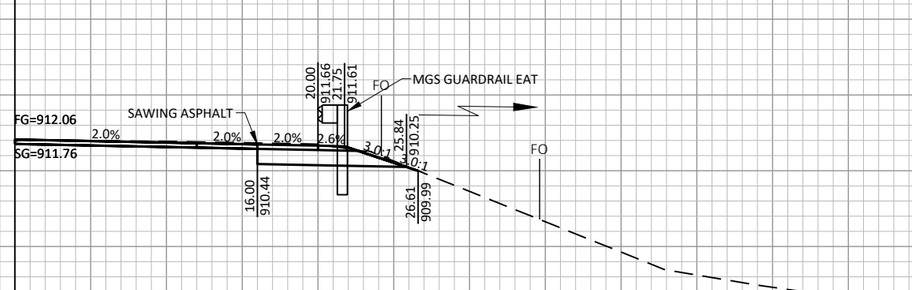
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POST 1



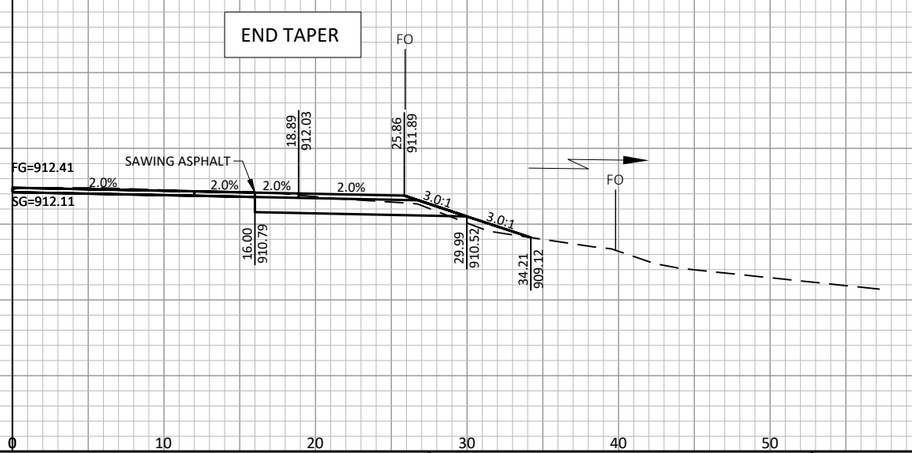
27+69

POST 9



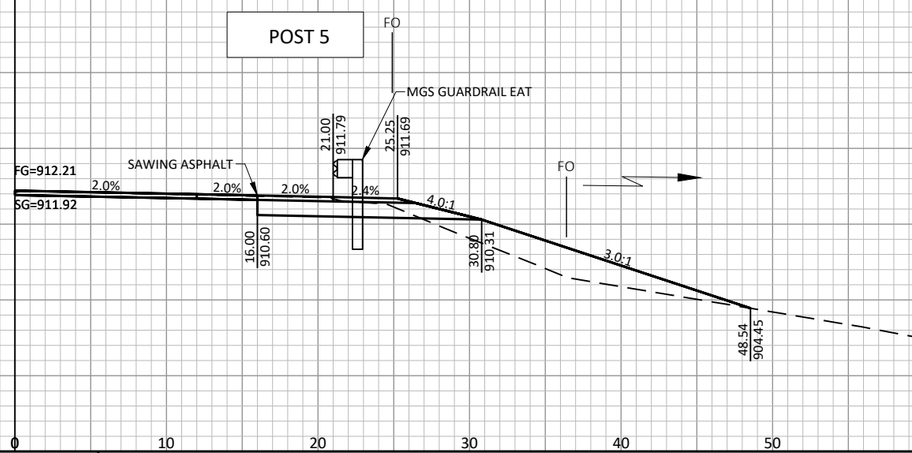
28+19

END TAPER



27+57

POST 5



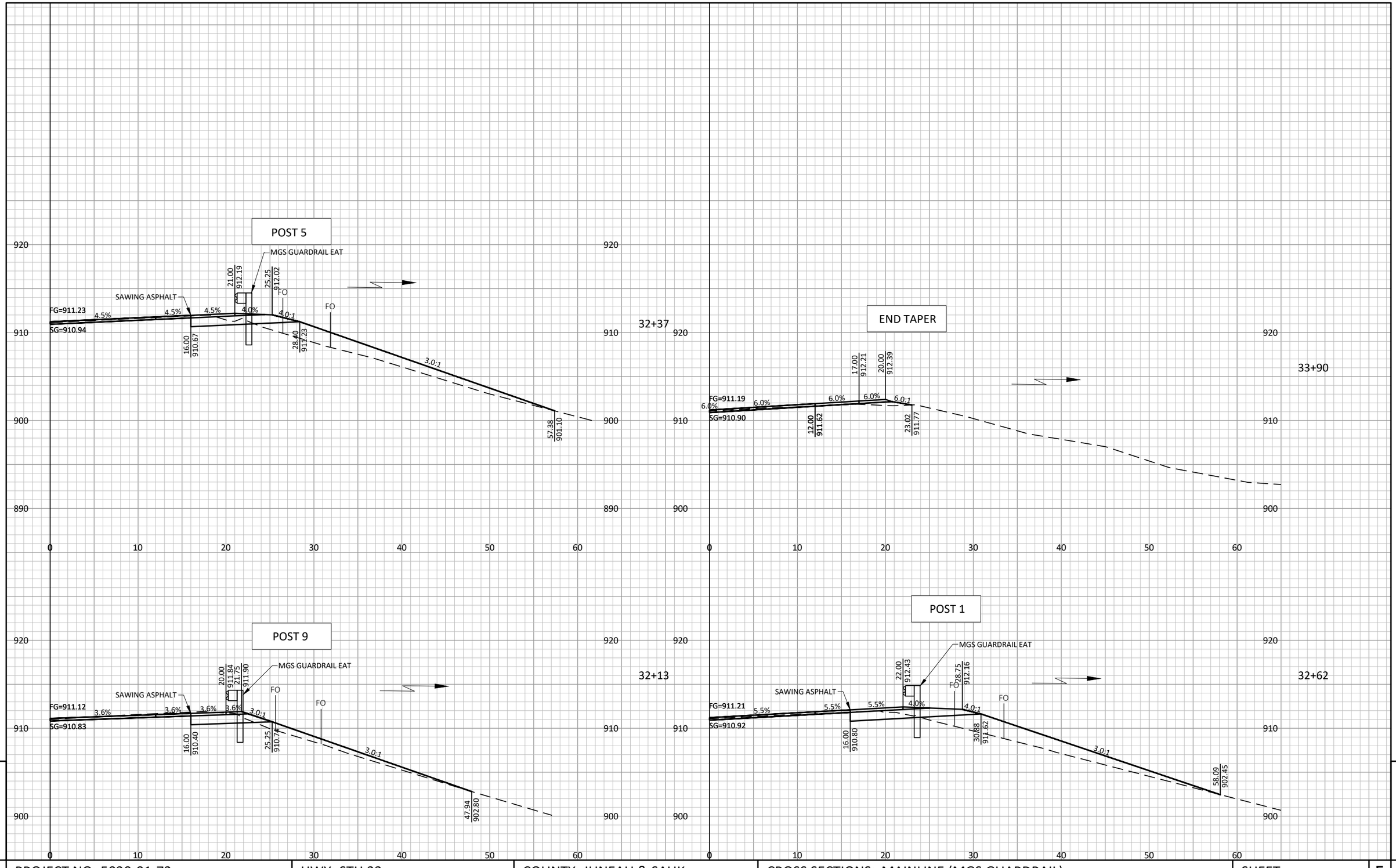
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

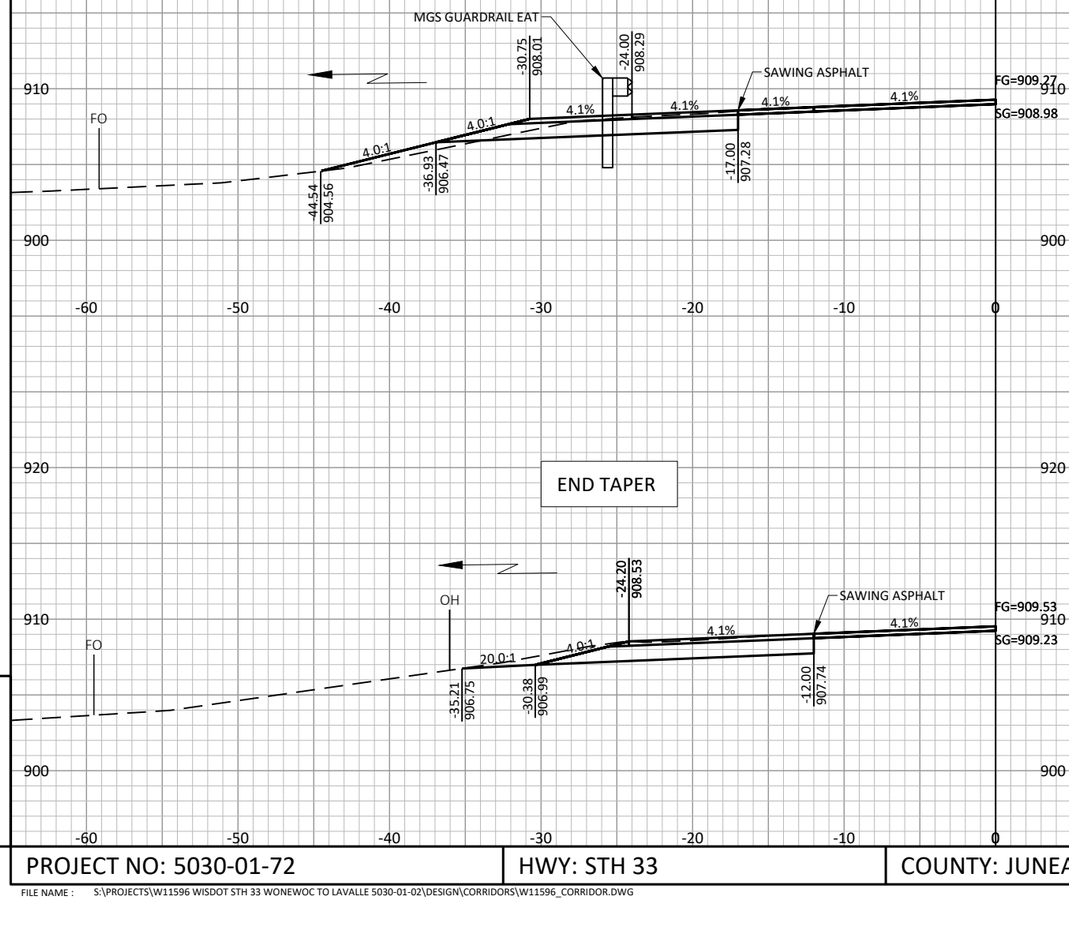
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PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BEAMGAURD 2 EA1 WEST



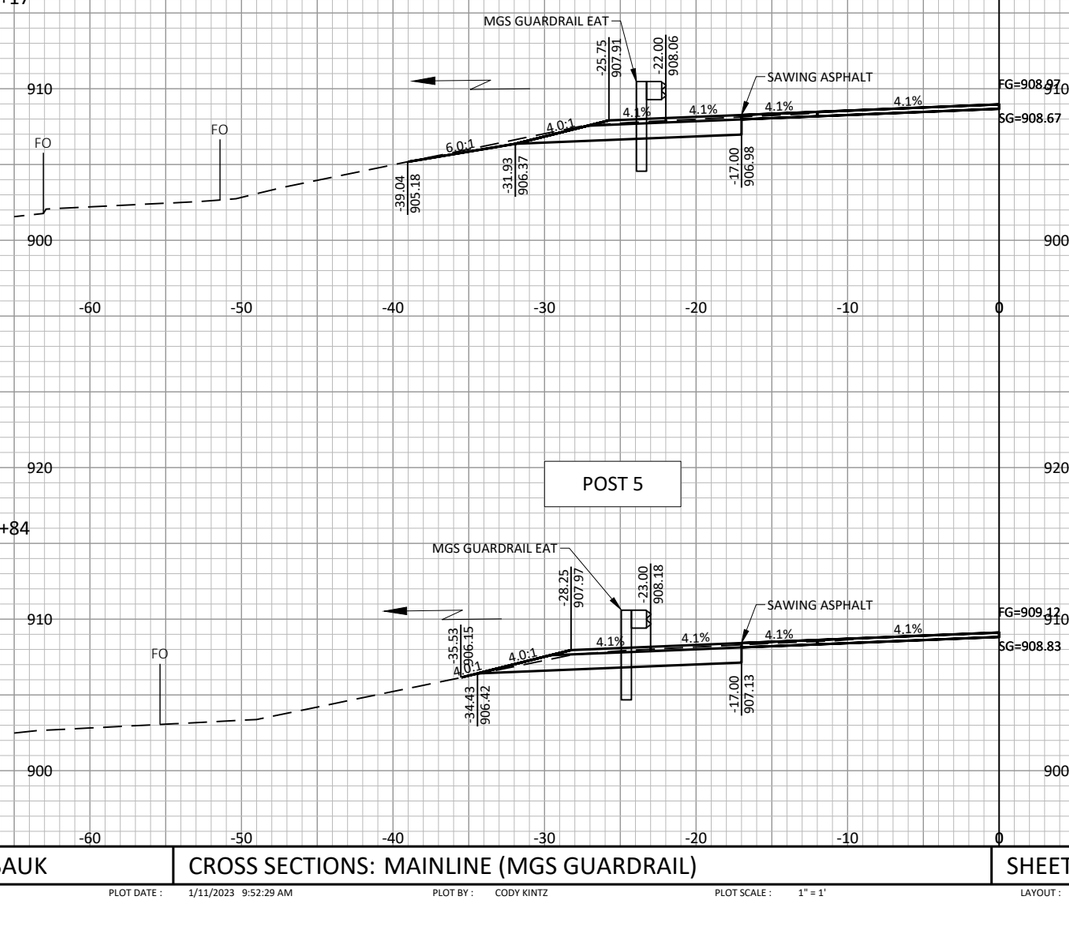
9	PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 135	E	9

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG
PLOT DATE : 1/11/2023 9:52:19 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BEAMGUARD 2 EAT EAST

POST 1



166+17



POST 9

166+67

END TAPER

165+84

POST 5

166+42

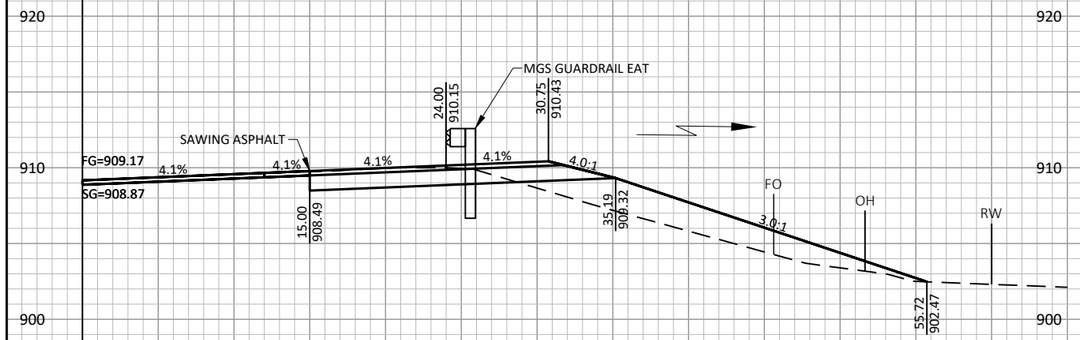
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

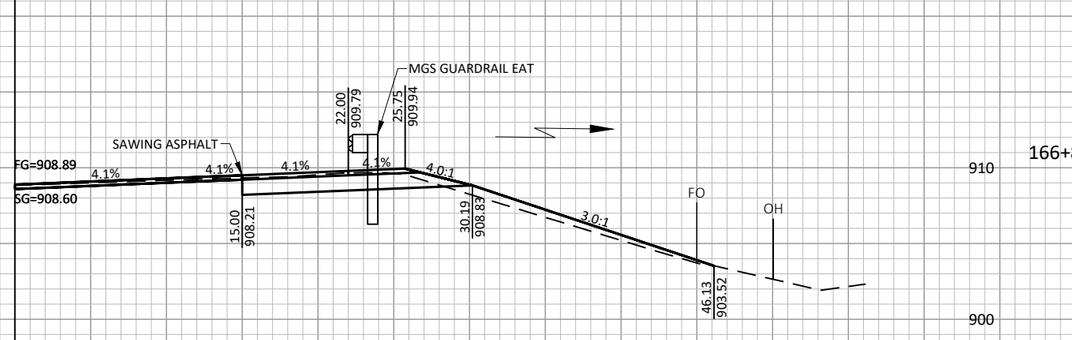
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PLOT DATE : 1/11/2023 9:52:29 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BRIDGE 1 NE EAT

POST 1



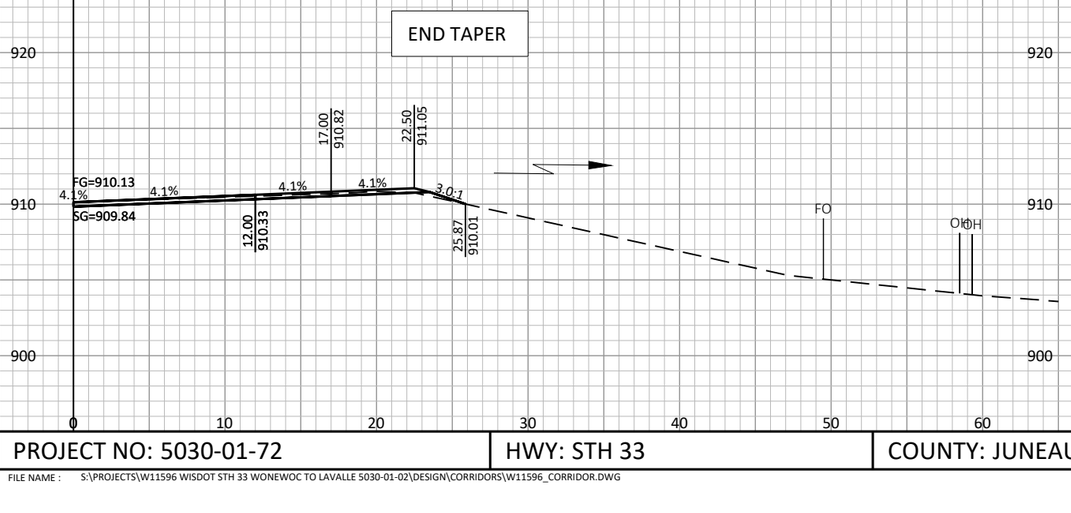
166+35

POST 9



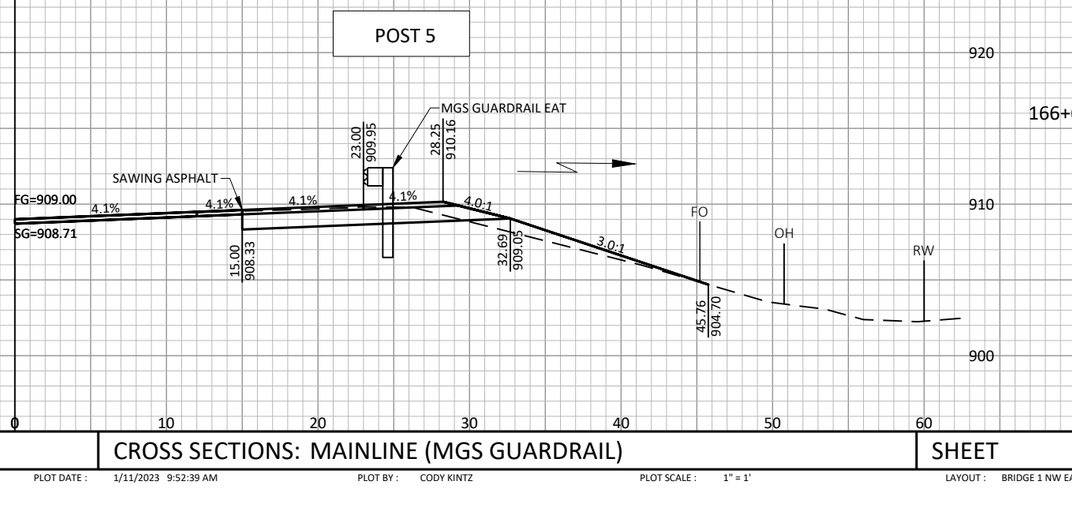
166+85

END TAPER



165+11

POST 5



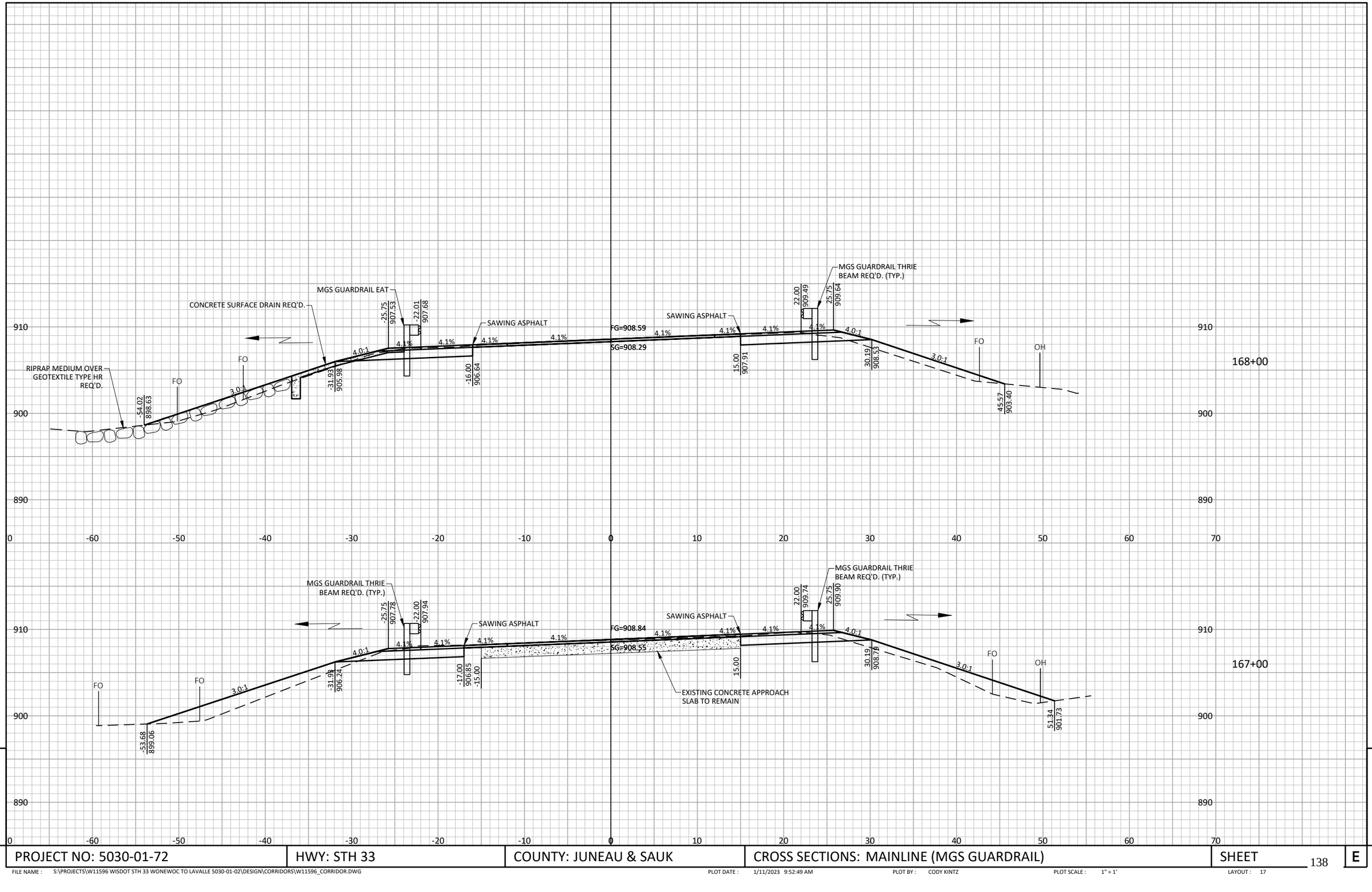
166+60

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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG
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PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BRIDGE 1 NW EAT

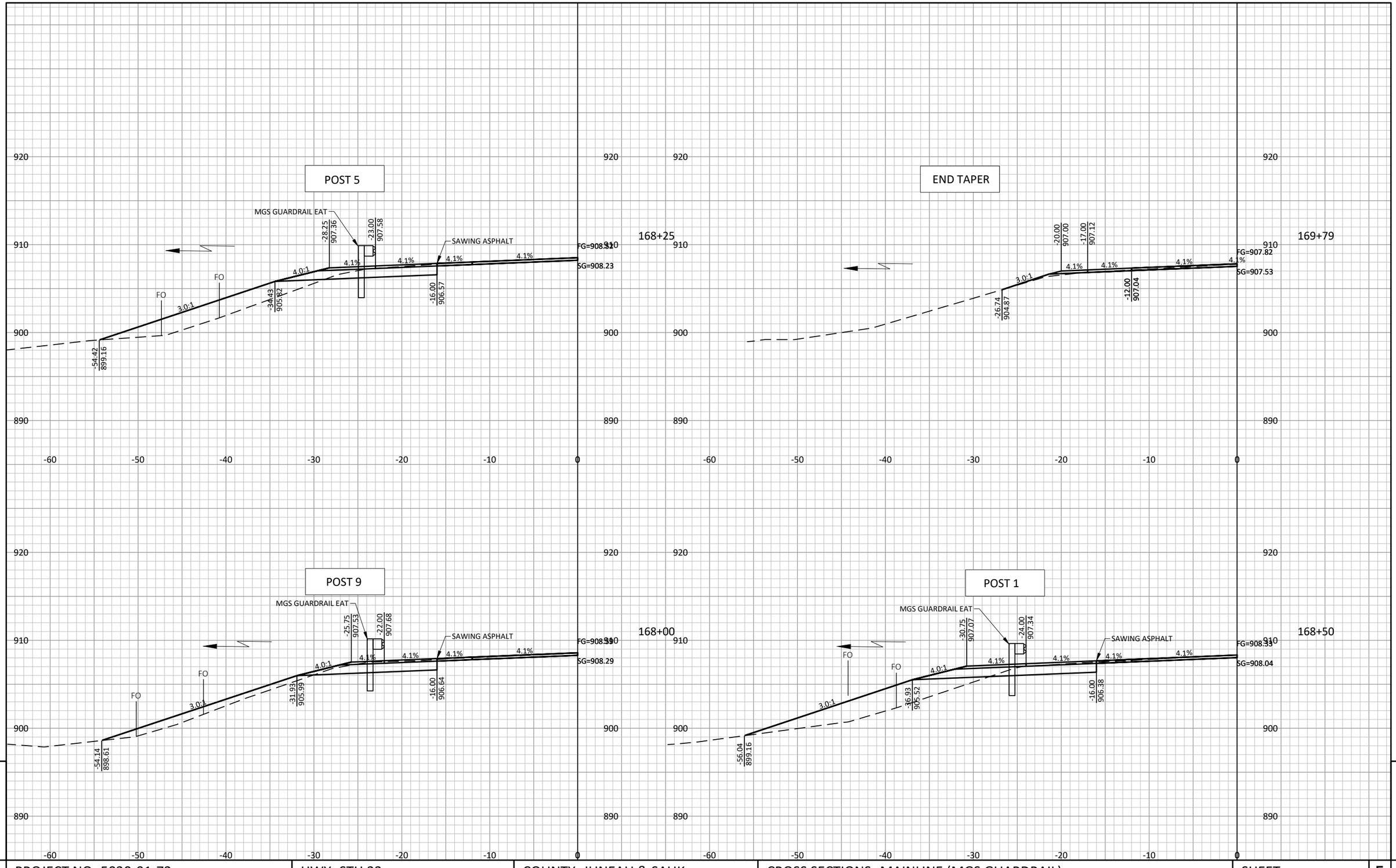


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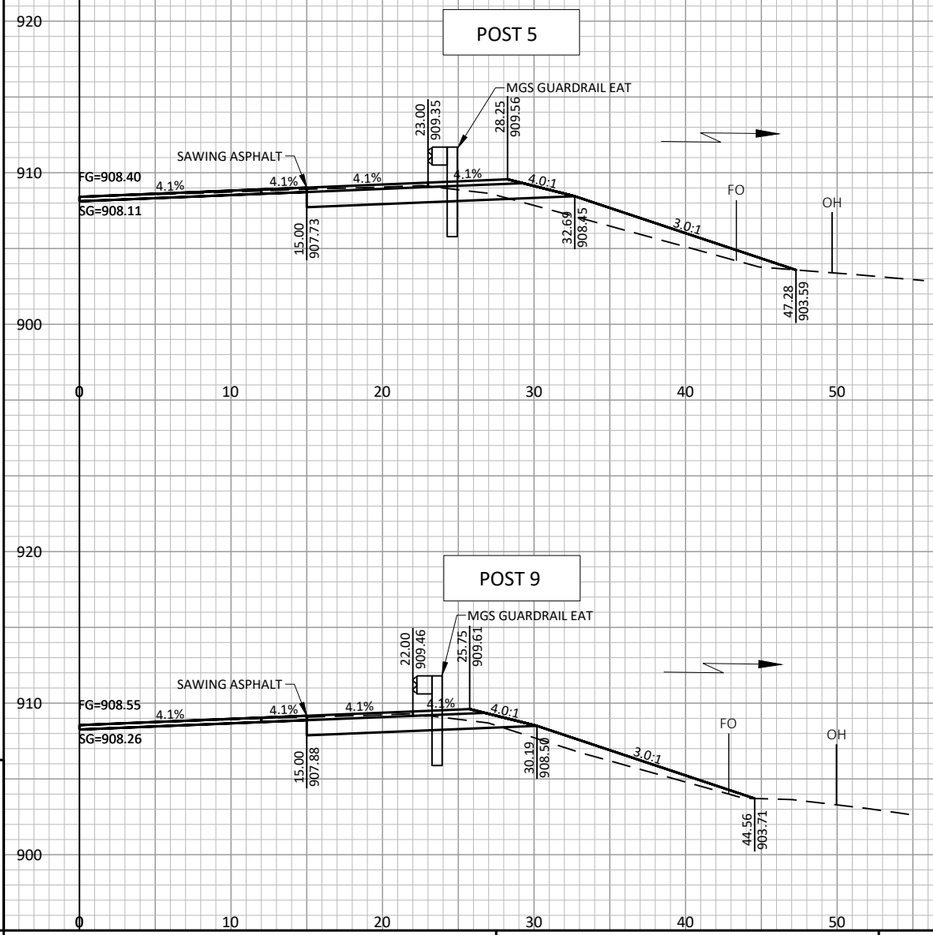
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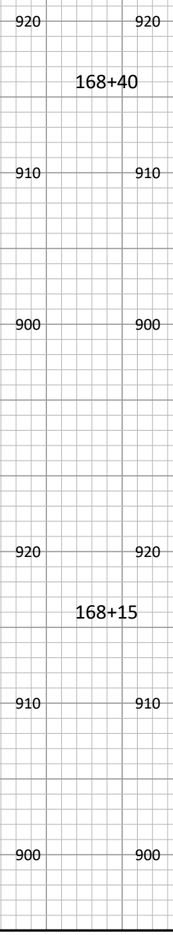
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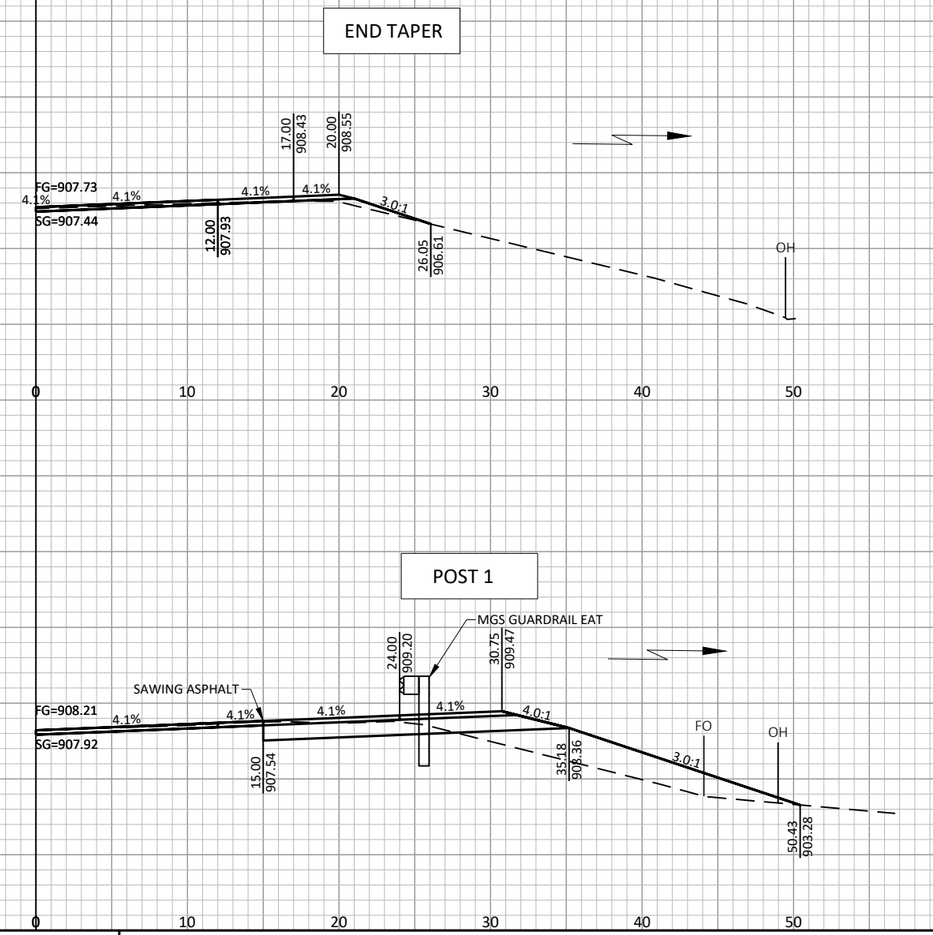


PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:52:59 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BRIDGE 1 SE EAT







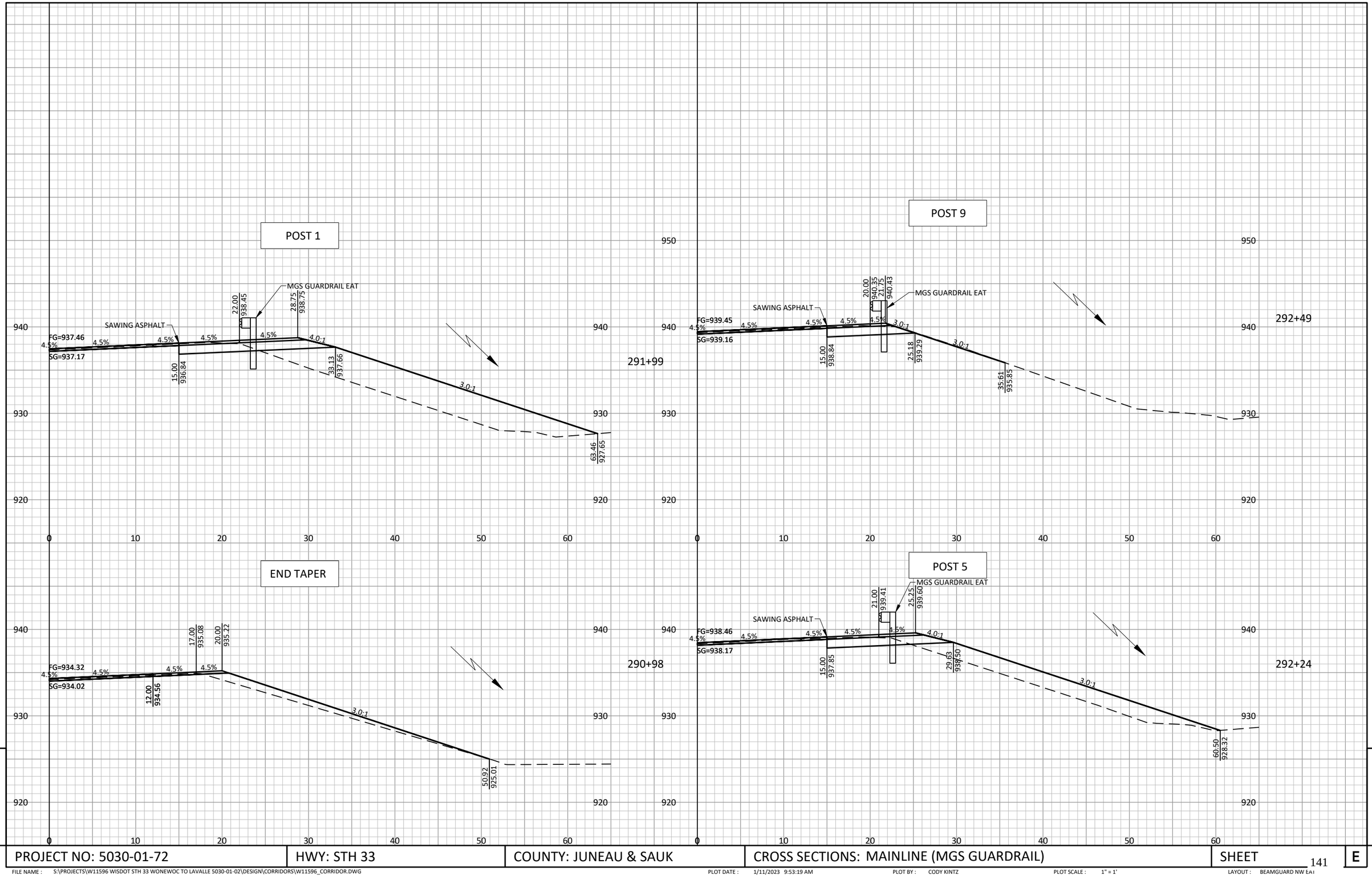


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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 140	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG
PLOT DATE : 1/11/2023 9:53:09 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BRIDGE 1 SW EAT

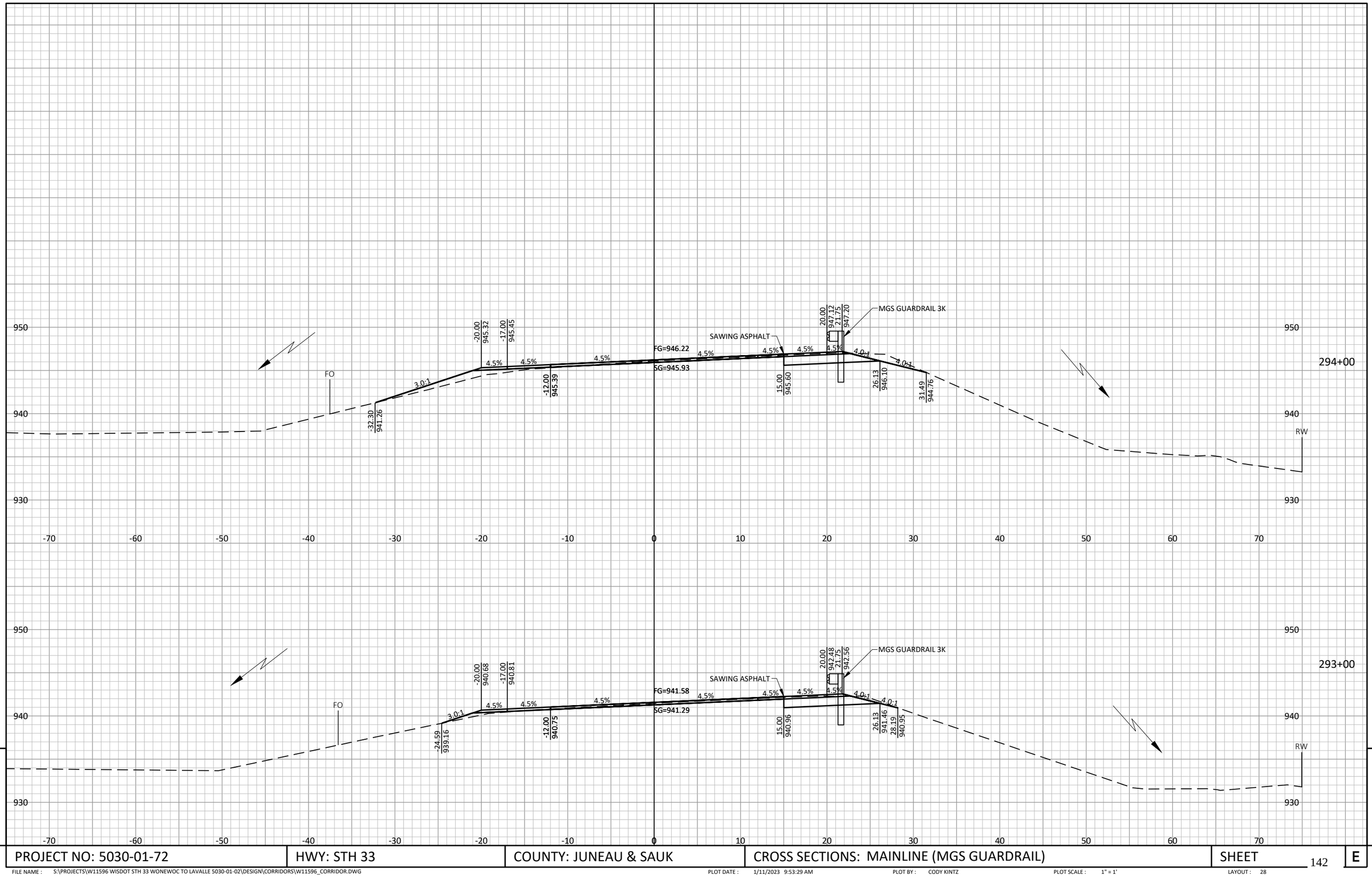


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9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

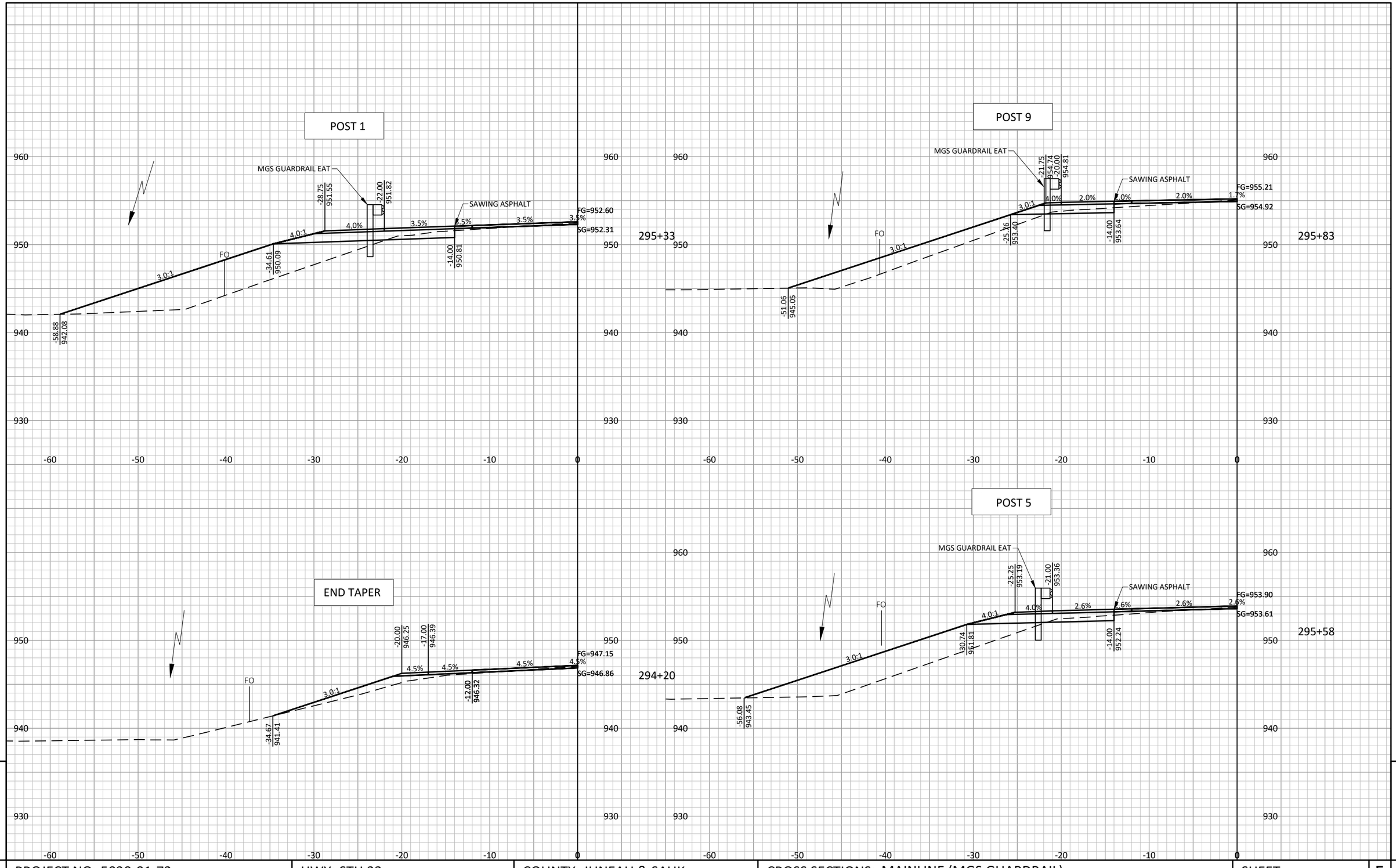
FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:53:19 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD NW EAT



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	
				142	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:53:29 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : 28

9 9

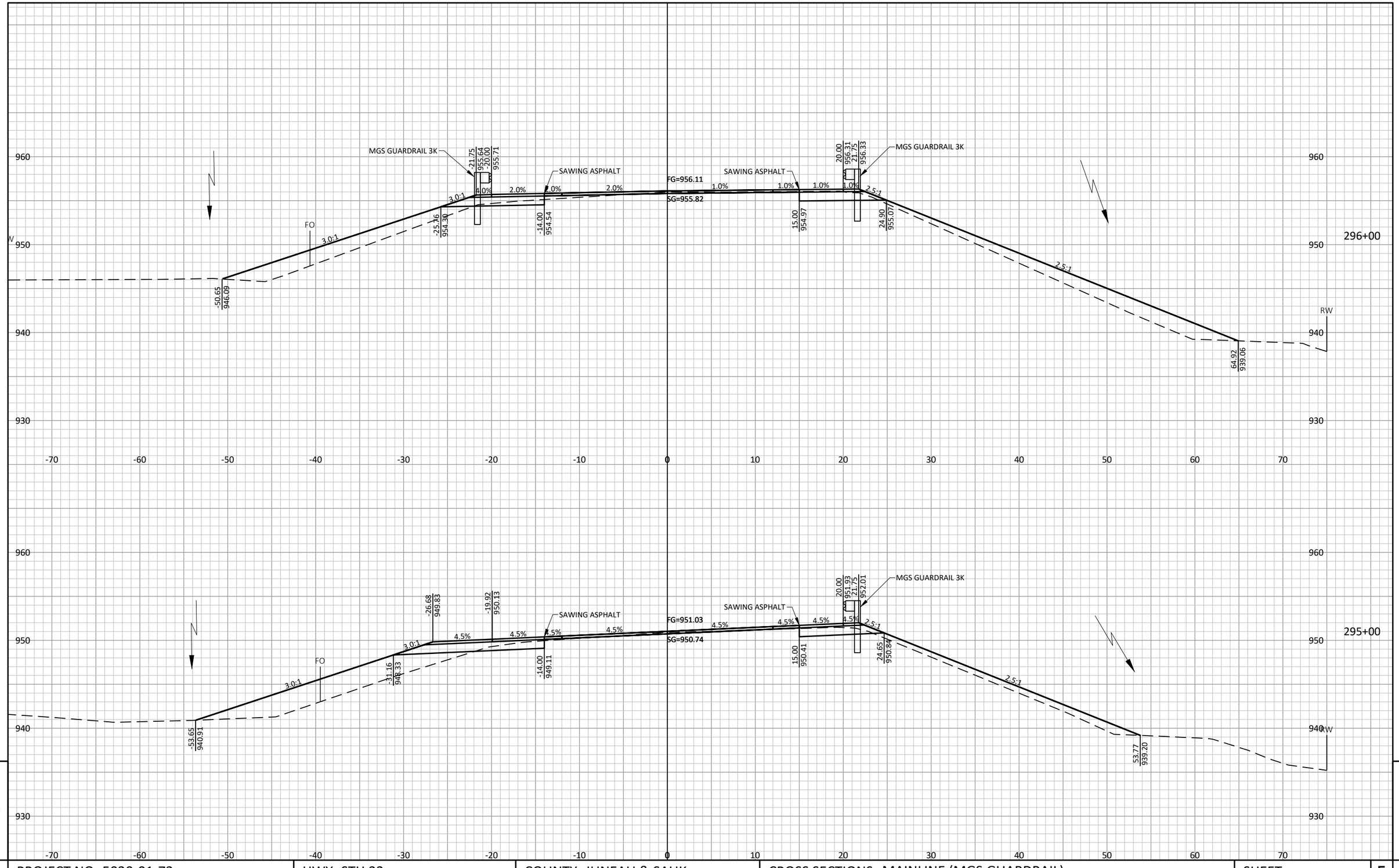


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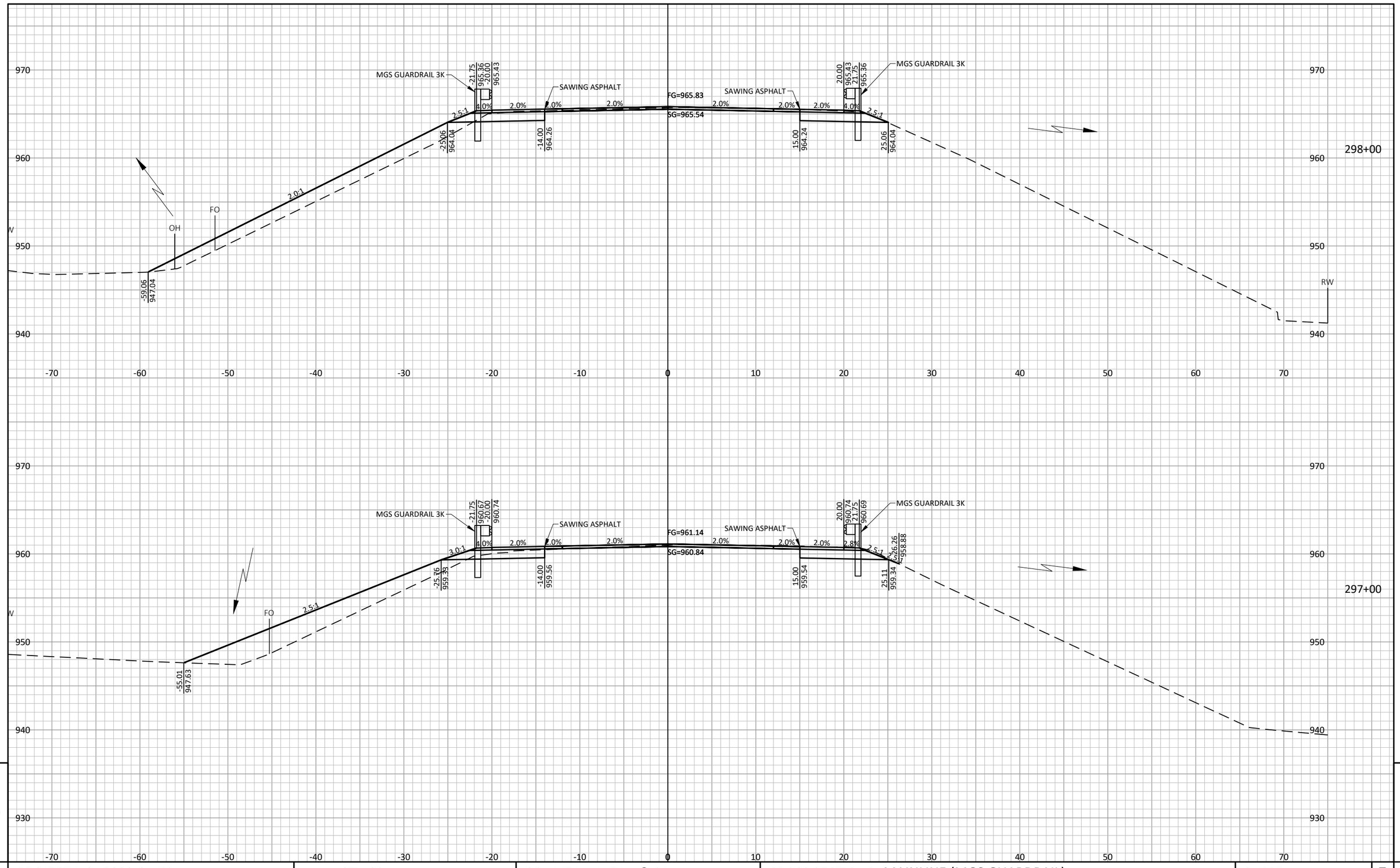
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:53:39 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 4 NE EAT



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 144	E

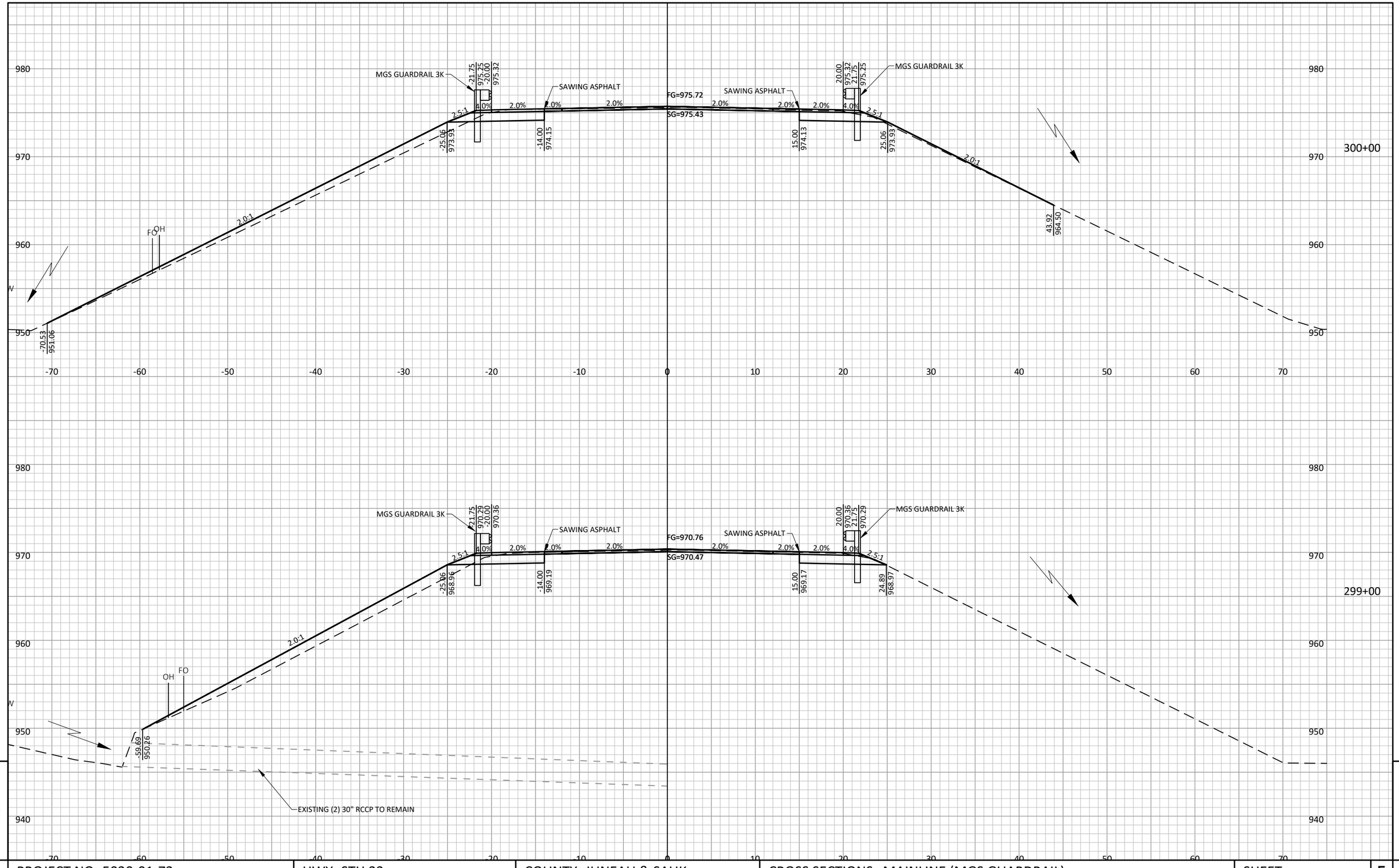


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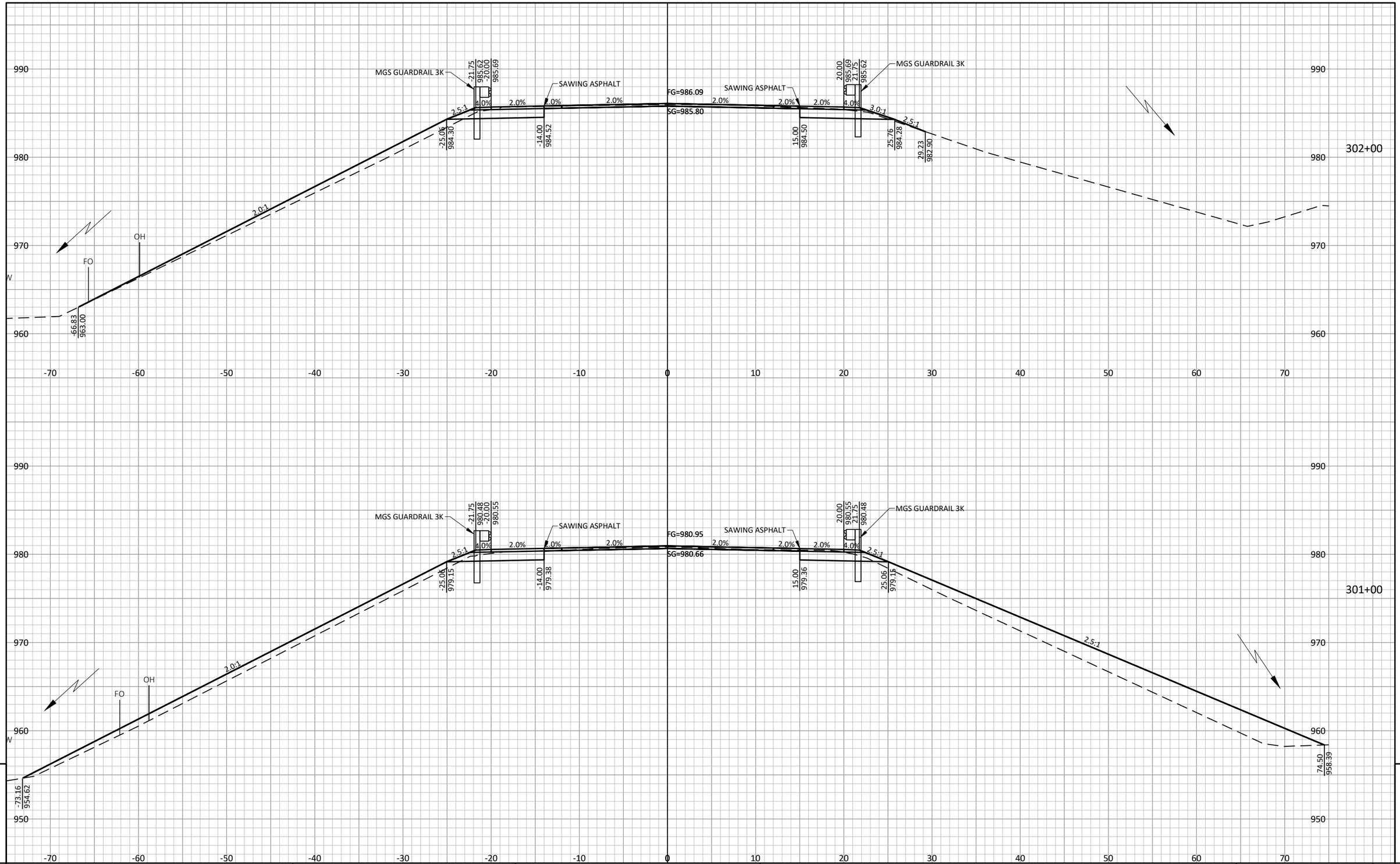
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG
PLOT DATE : 1/11/2023 9:53:59 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : 30

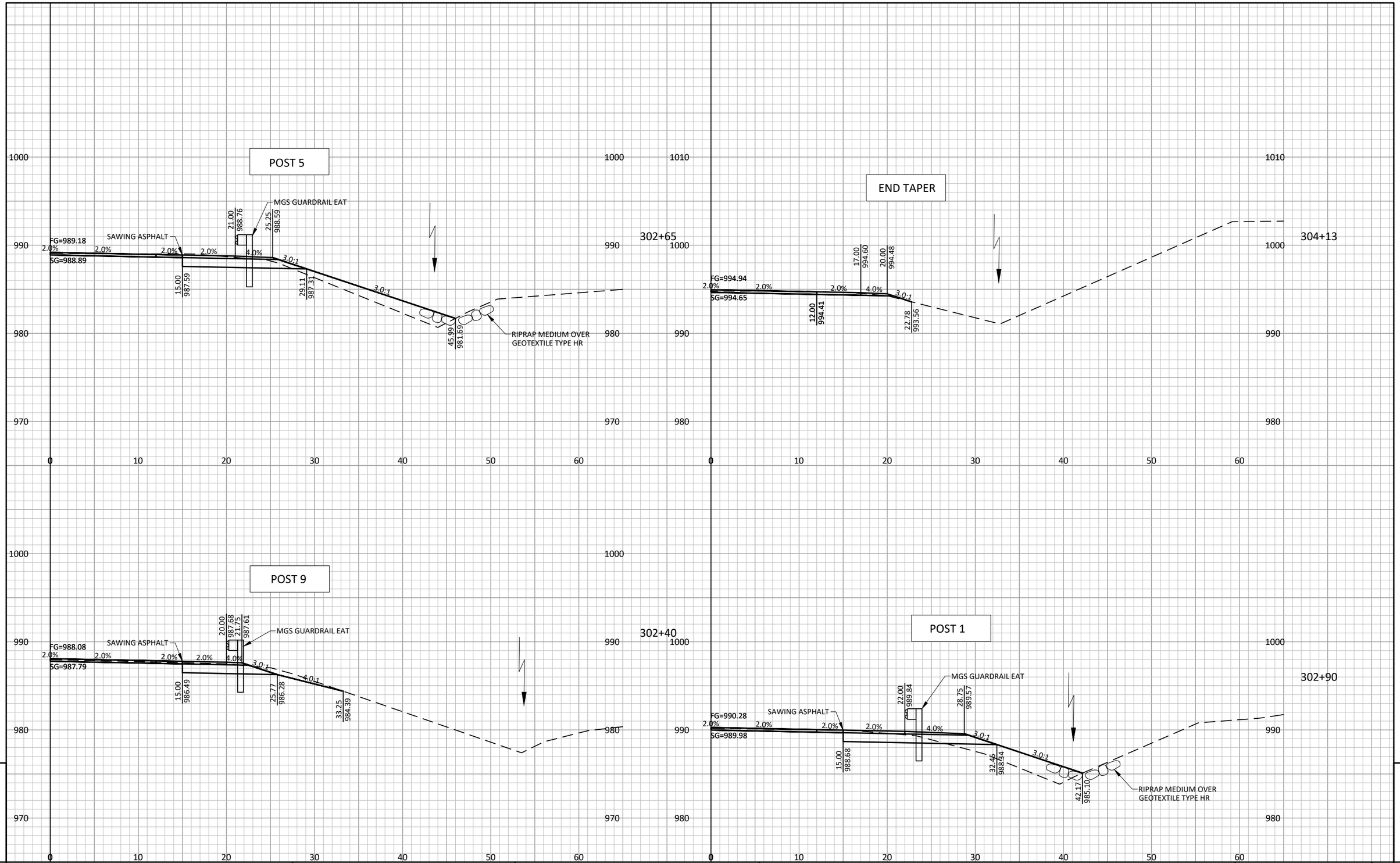


PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	
				146	E



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

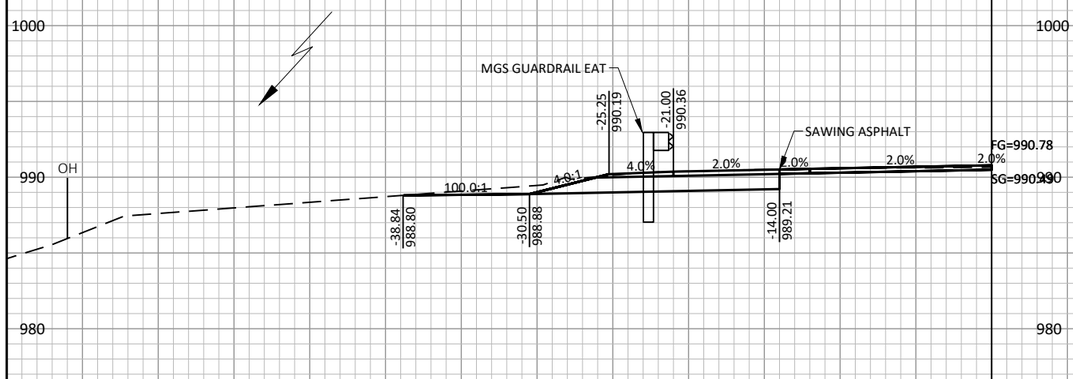
FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:54:19 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : 32



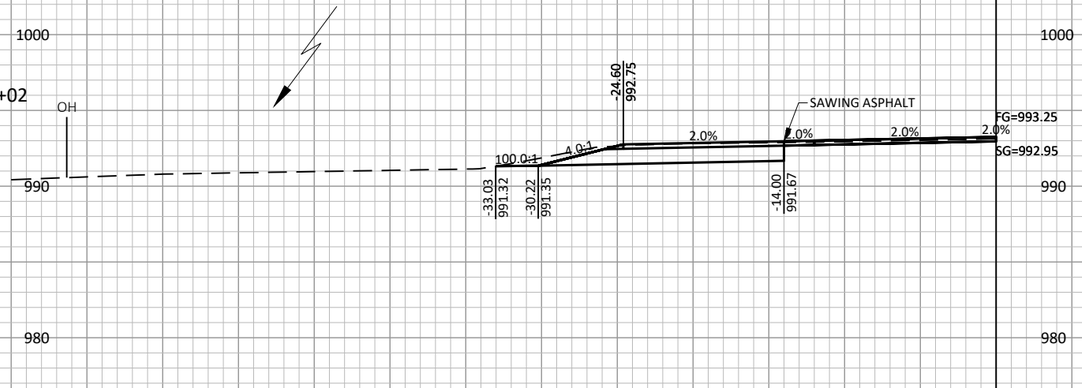
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:54:29 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 4 SW EAT

POST 5

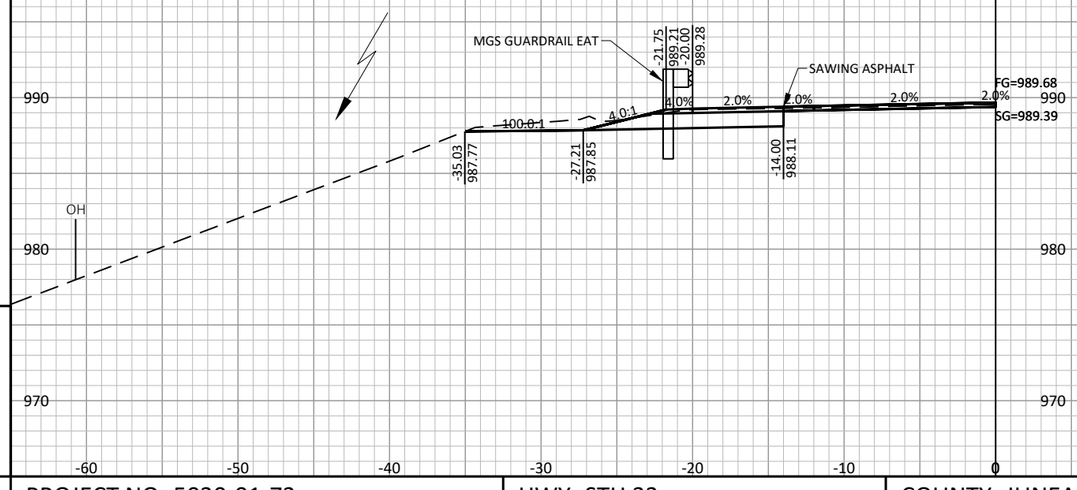


303+02



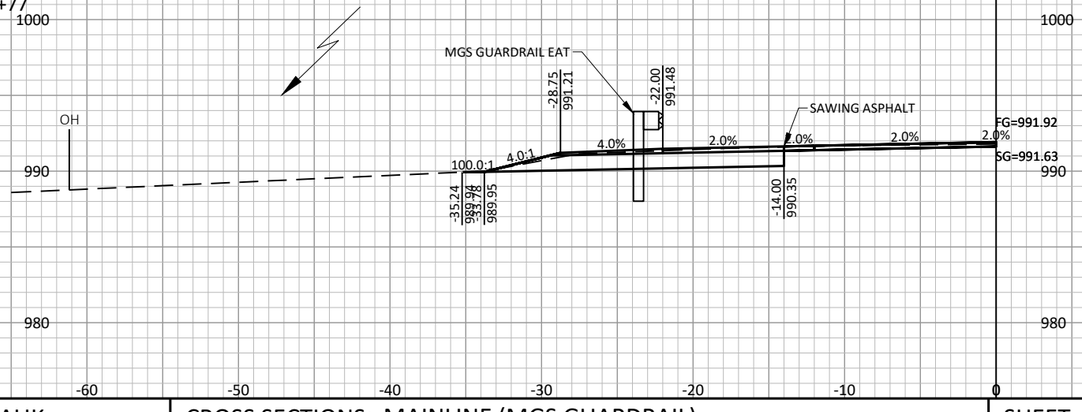
303+60

POST 9



302+77

POST 1



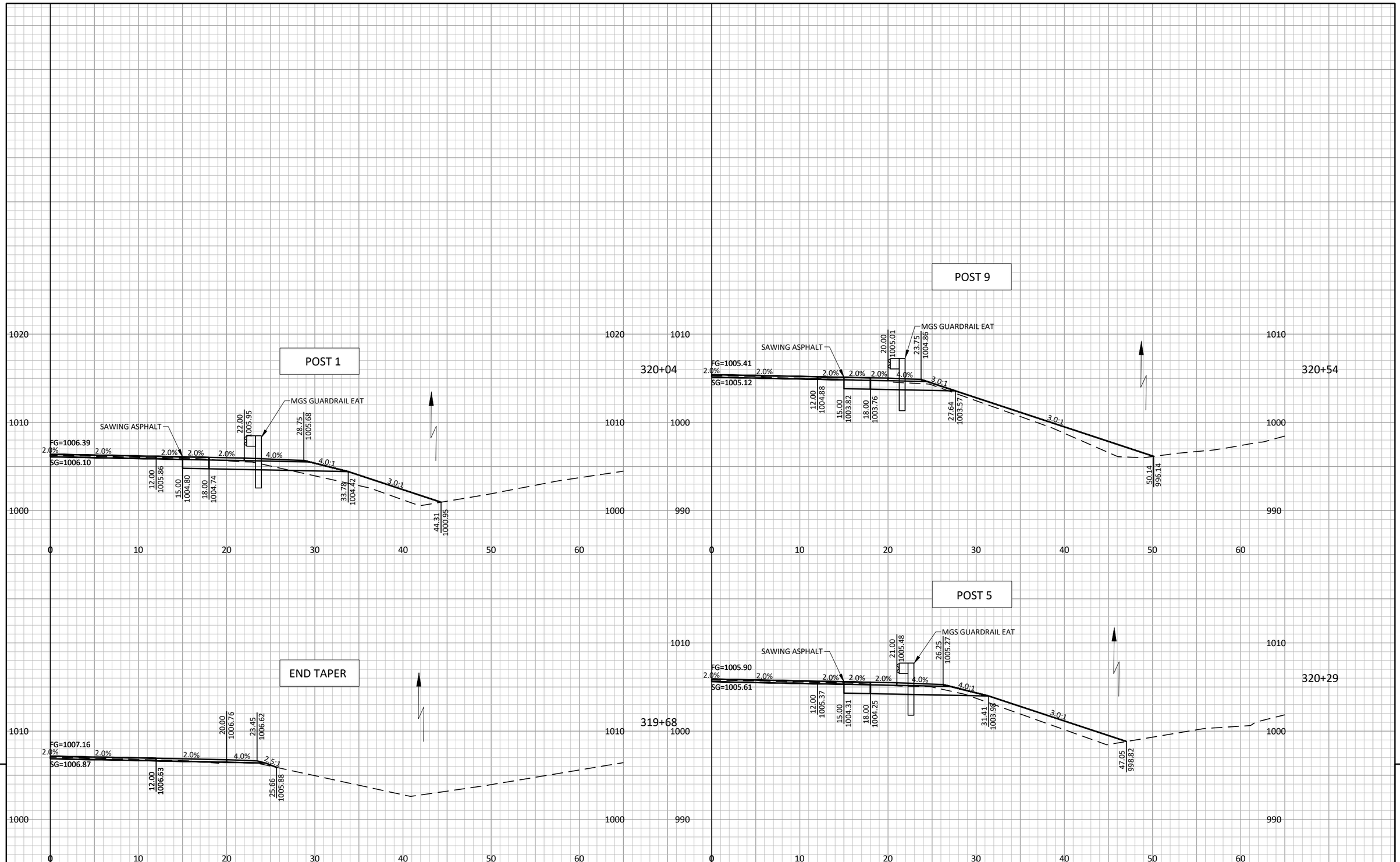
303+27

9

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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

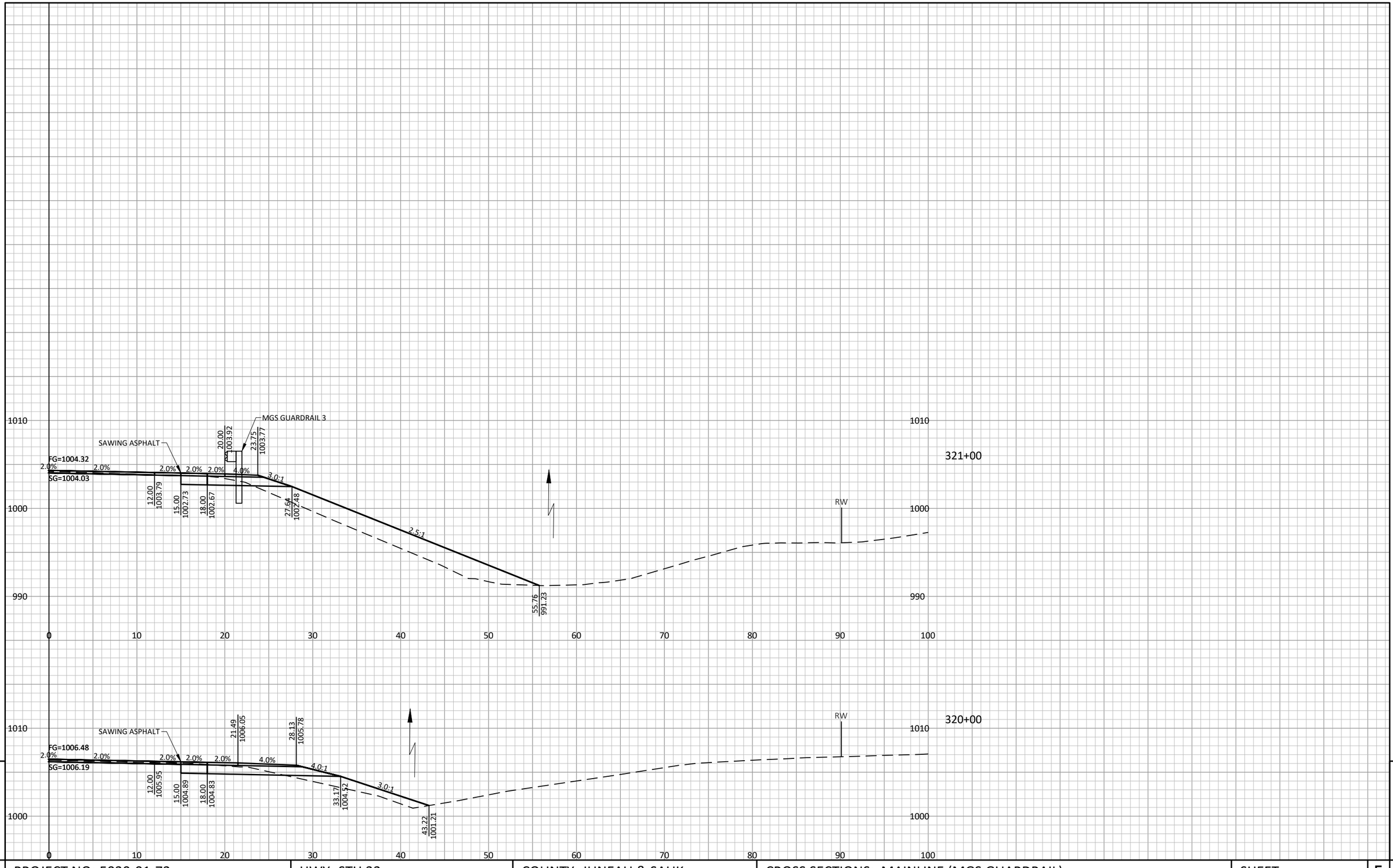
FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG
PLOT DATE : 1/11/2023 9:54:39 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BEAMGUARD 4 SE EAT



9

9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 150	E

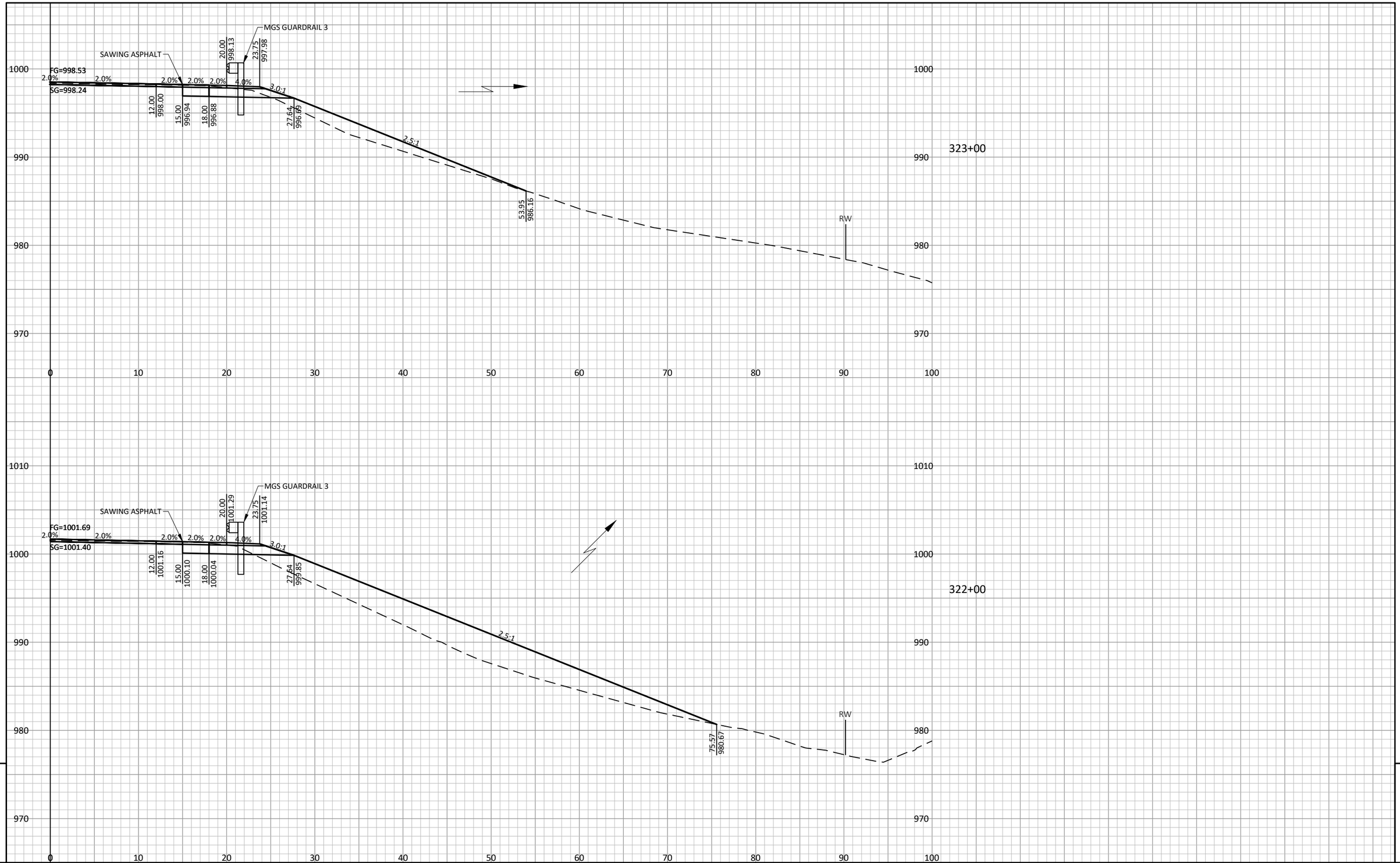


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9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:54:59 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG 5 1

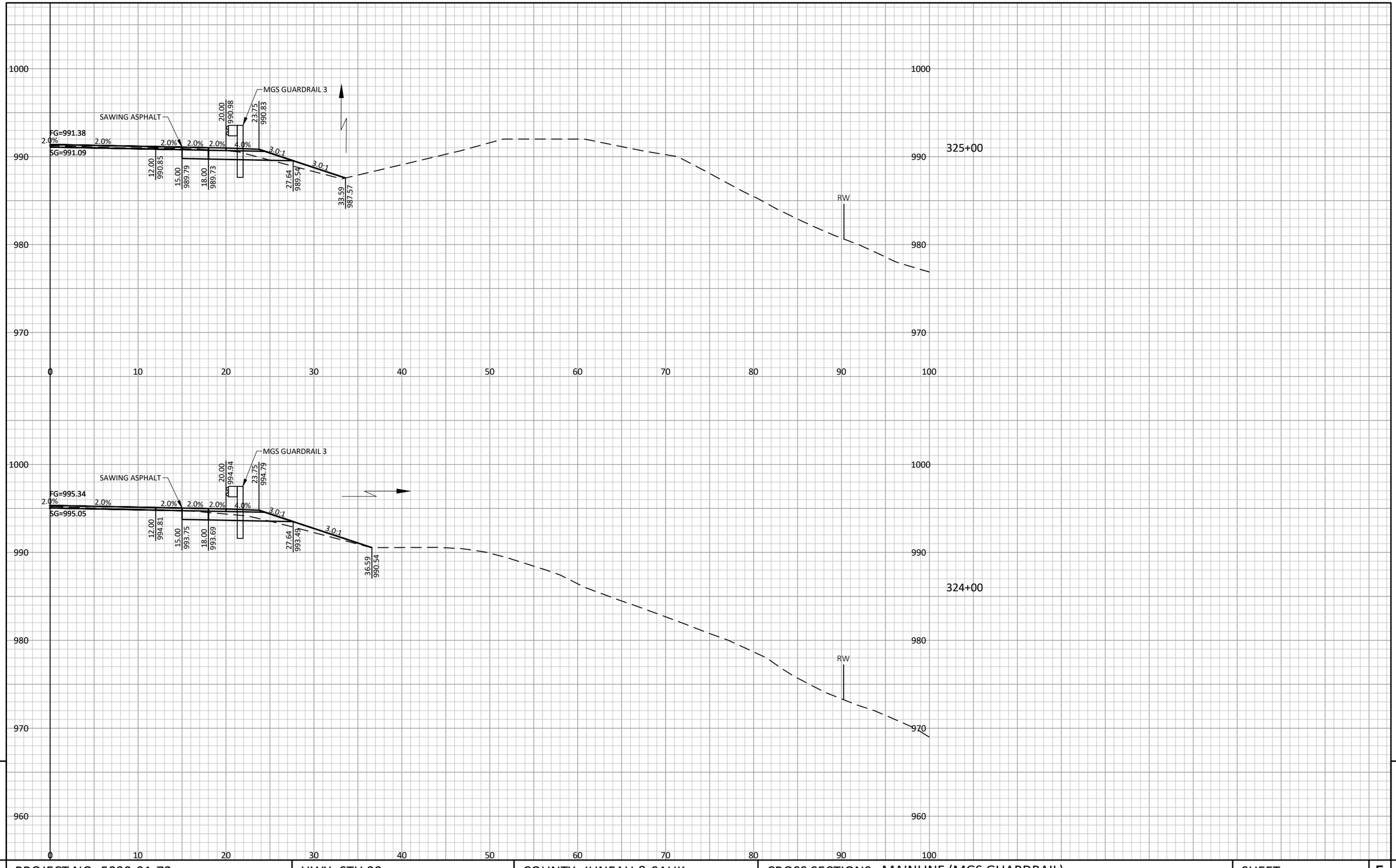


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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

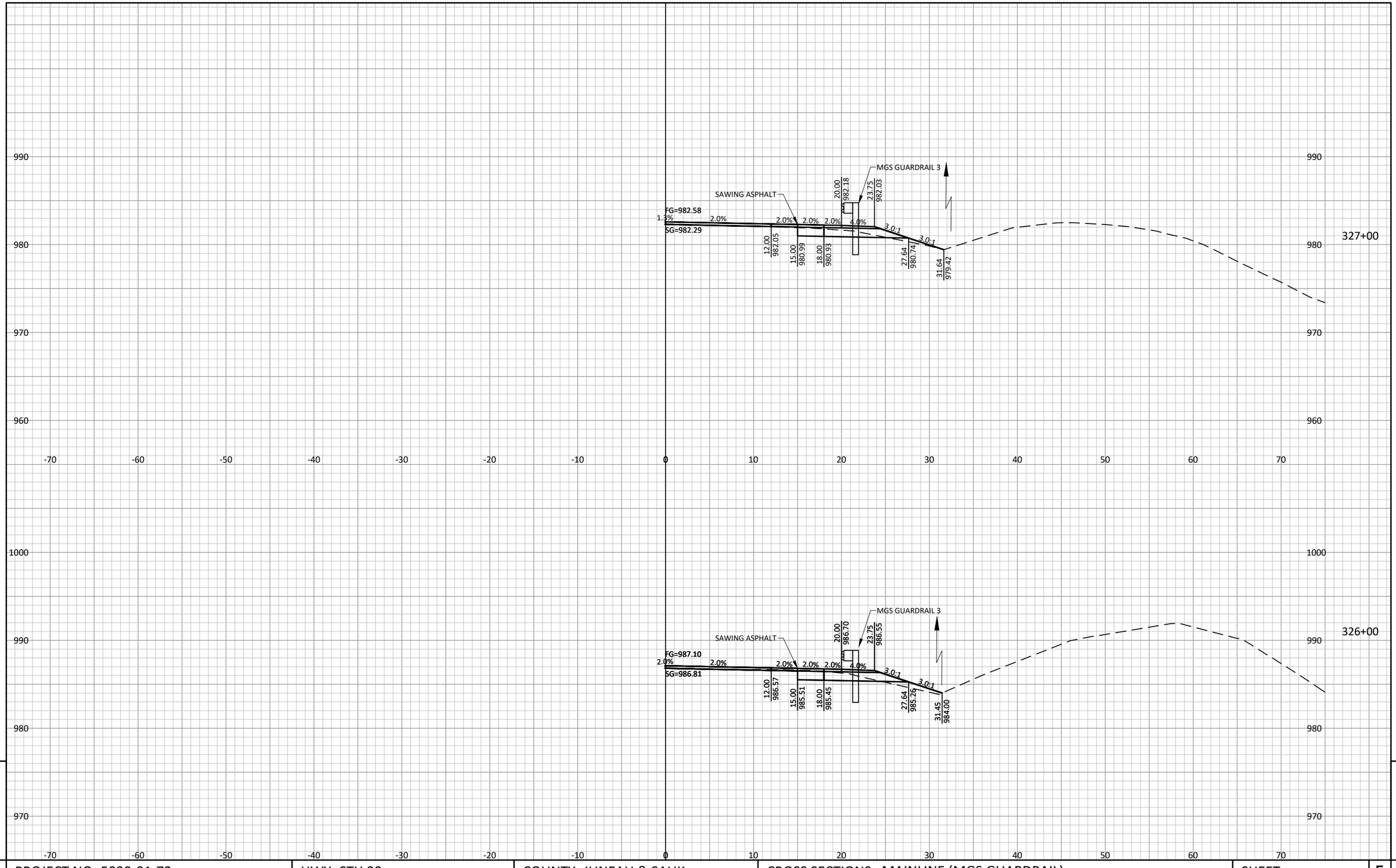
FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:55:09 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG 5 2



9

9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 153	E

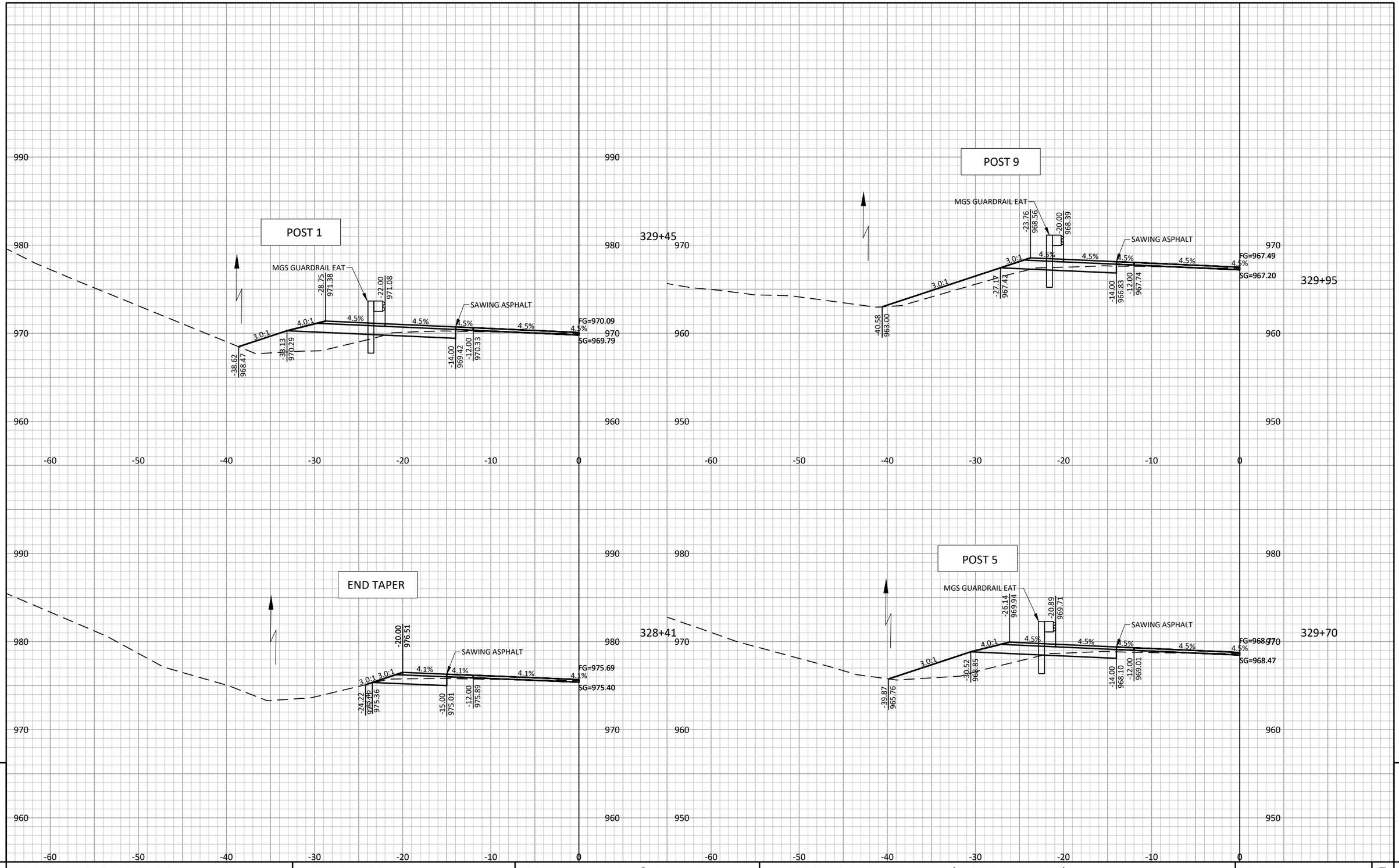


9

9

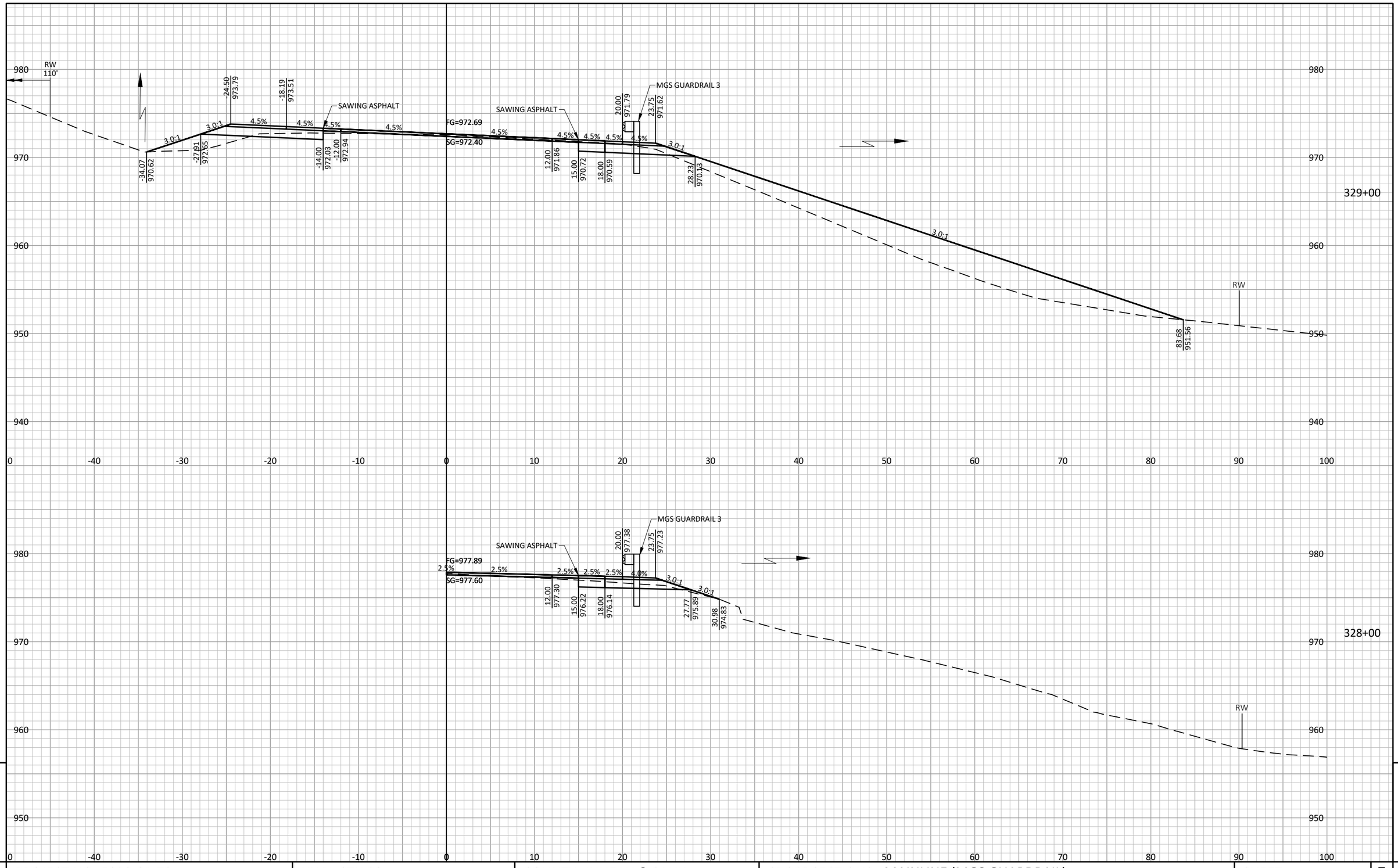
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 154	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG
PLOT DATE : 1/11/2023 9:55:29 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BEAMGUARD 6 1



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 155 E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:55:39 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 6 NORTH EAT



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 156	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:55:49 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 6 2

POST 5

MGS GUARDRAIL EAT

SAWING ASPHALT

FG=959.51

SG=959.22

4.5%

4.5%

4.5%

4.5%

4.5%

4.5%

4.0:1

3.0:1

12.00
958.68

15.00
957.55

23.96
958.44

29.11
958.20

25.41
956.63

78.90
941.93

RW

331+75

970

960

950

940

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

POST 9

MGS GUARDRAIL EAT

SAWING ASPHALT

FG=960.54

SG=960.25

4.5%

4.5%

4.5%

4.5%

4.5%

4.5%

4.0:1

3.0:1

12.00
959.71

15.00
958.58

22.35
959.54

26.12
959.37

32.42
957.79

79.24
941.97

RW

331+50

970

960

950

940

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

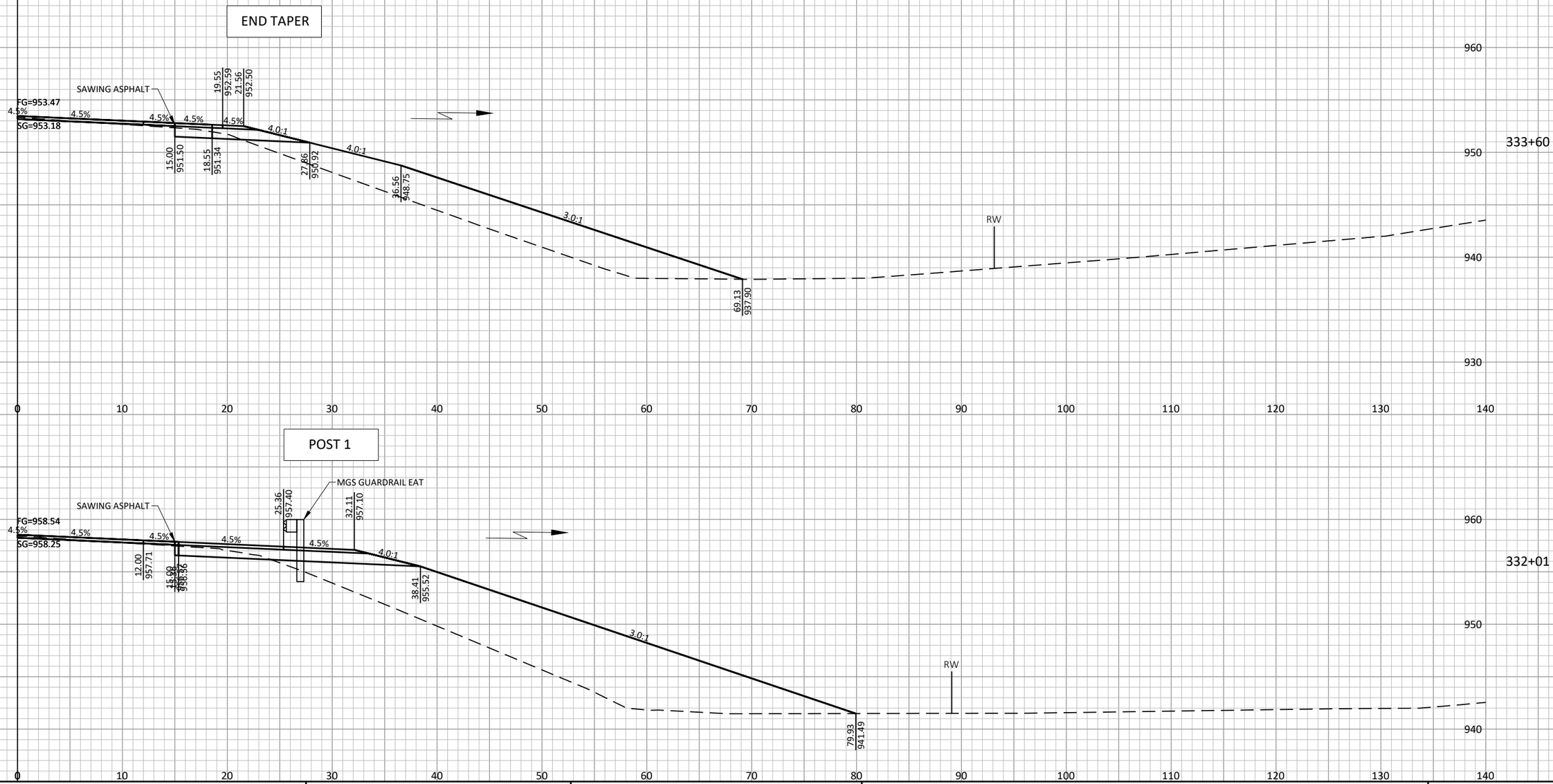
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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:55:59 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 5 SOUTH EAT

END TAPER

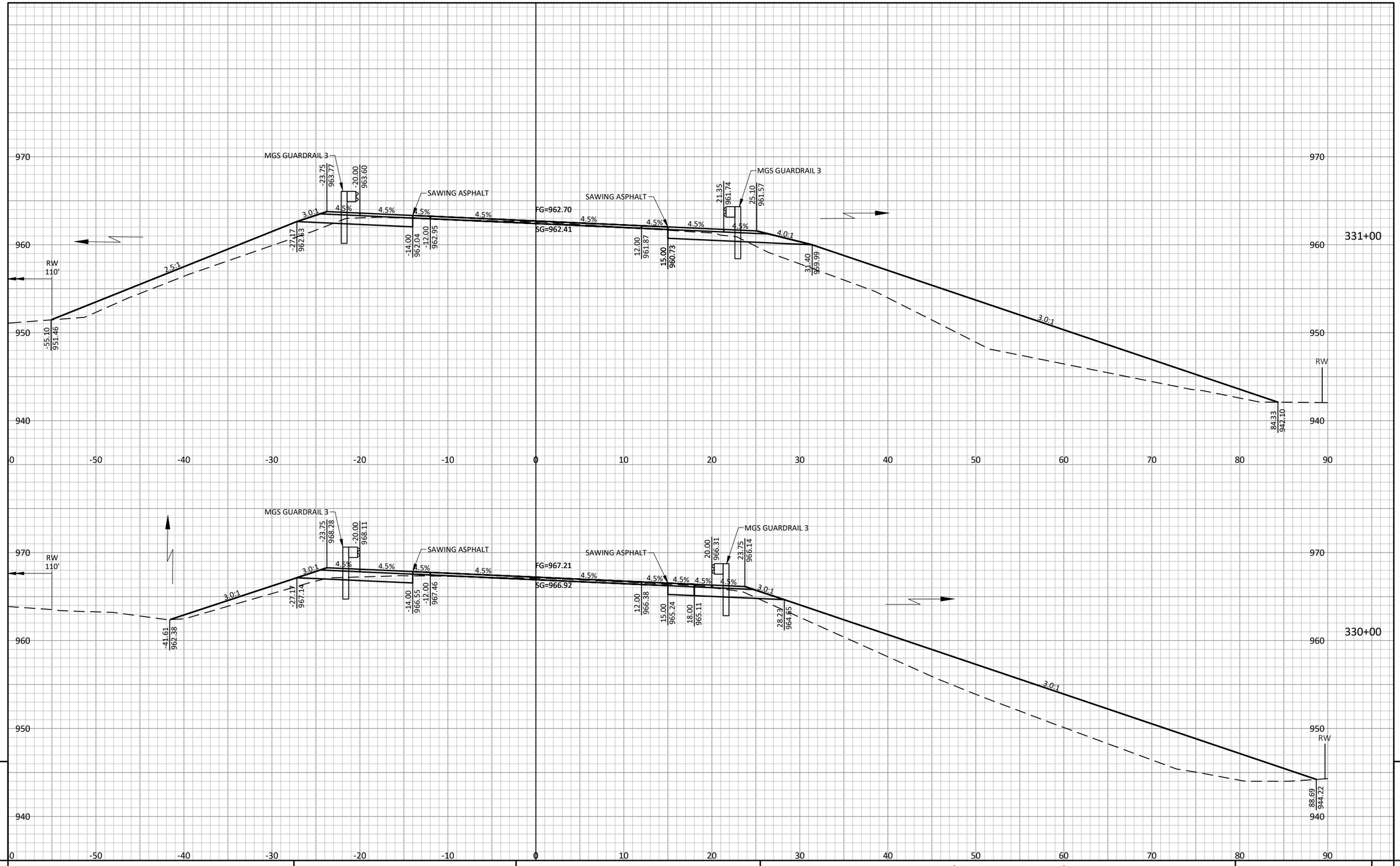


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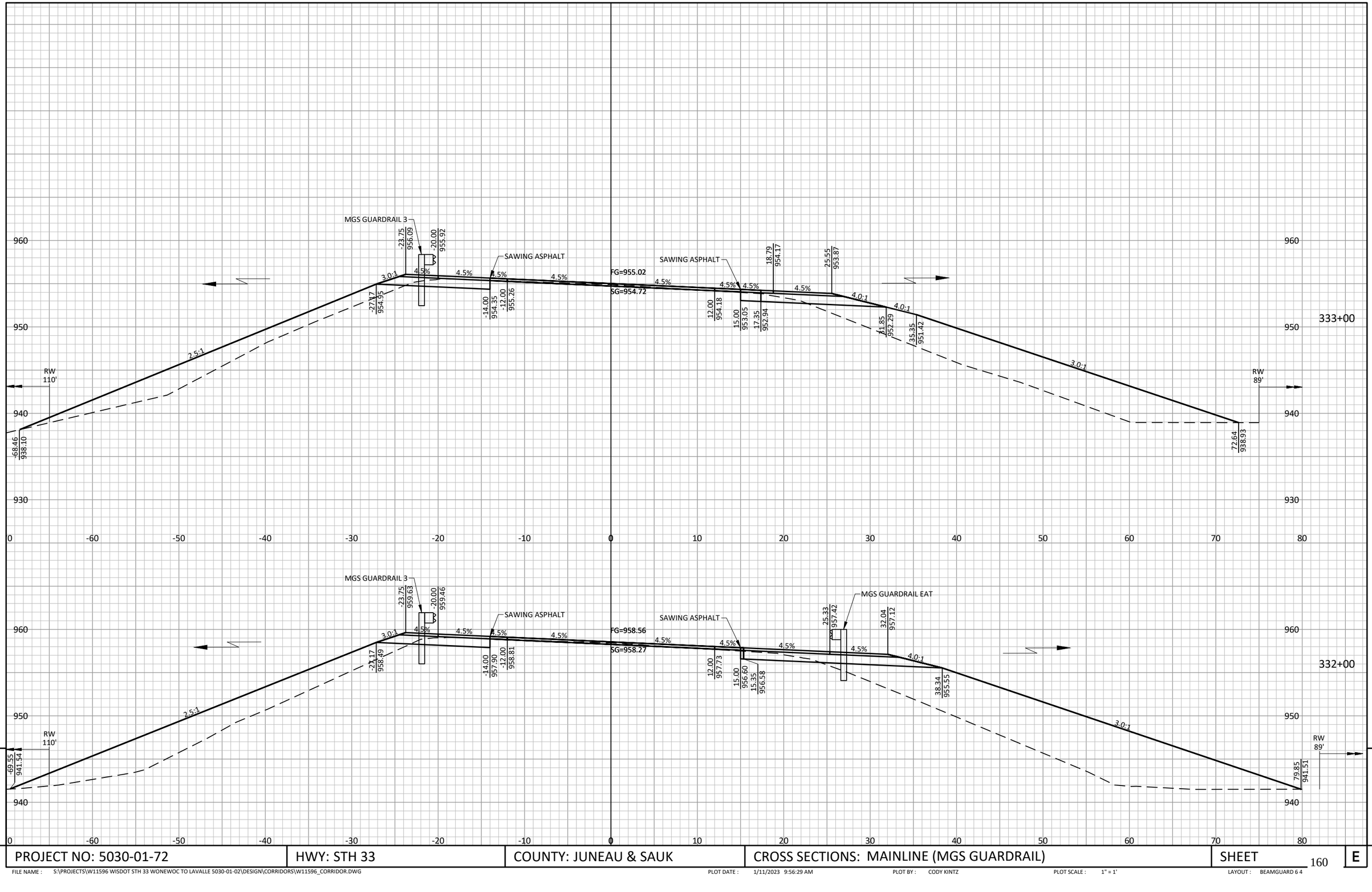
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:56:09 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 5 SOUTH EAT (2)



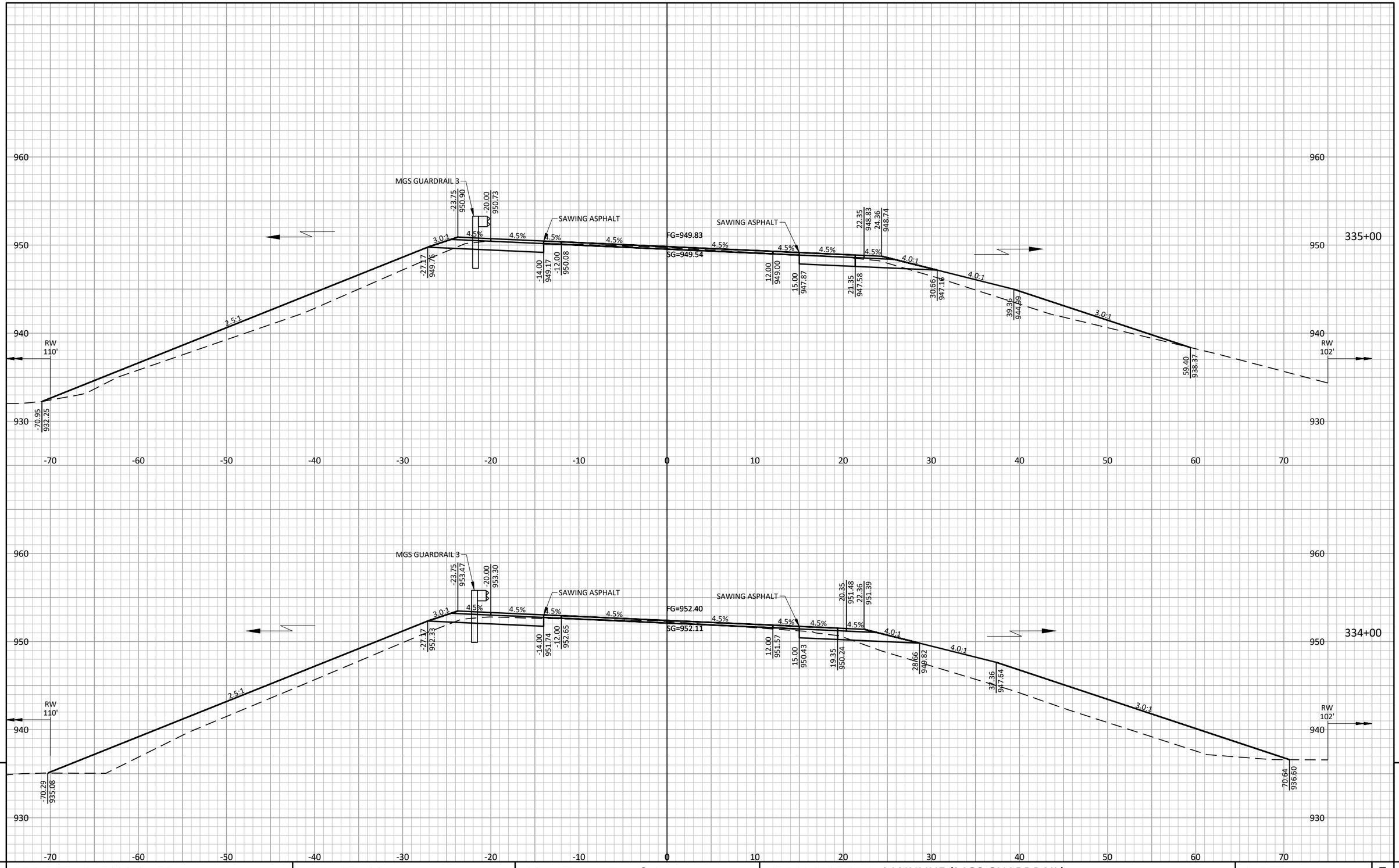
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	
				159	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:56:19 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 6 3



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 160	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:56:29 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 6 4

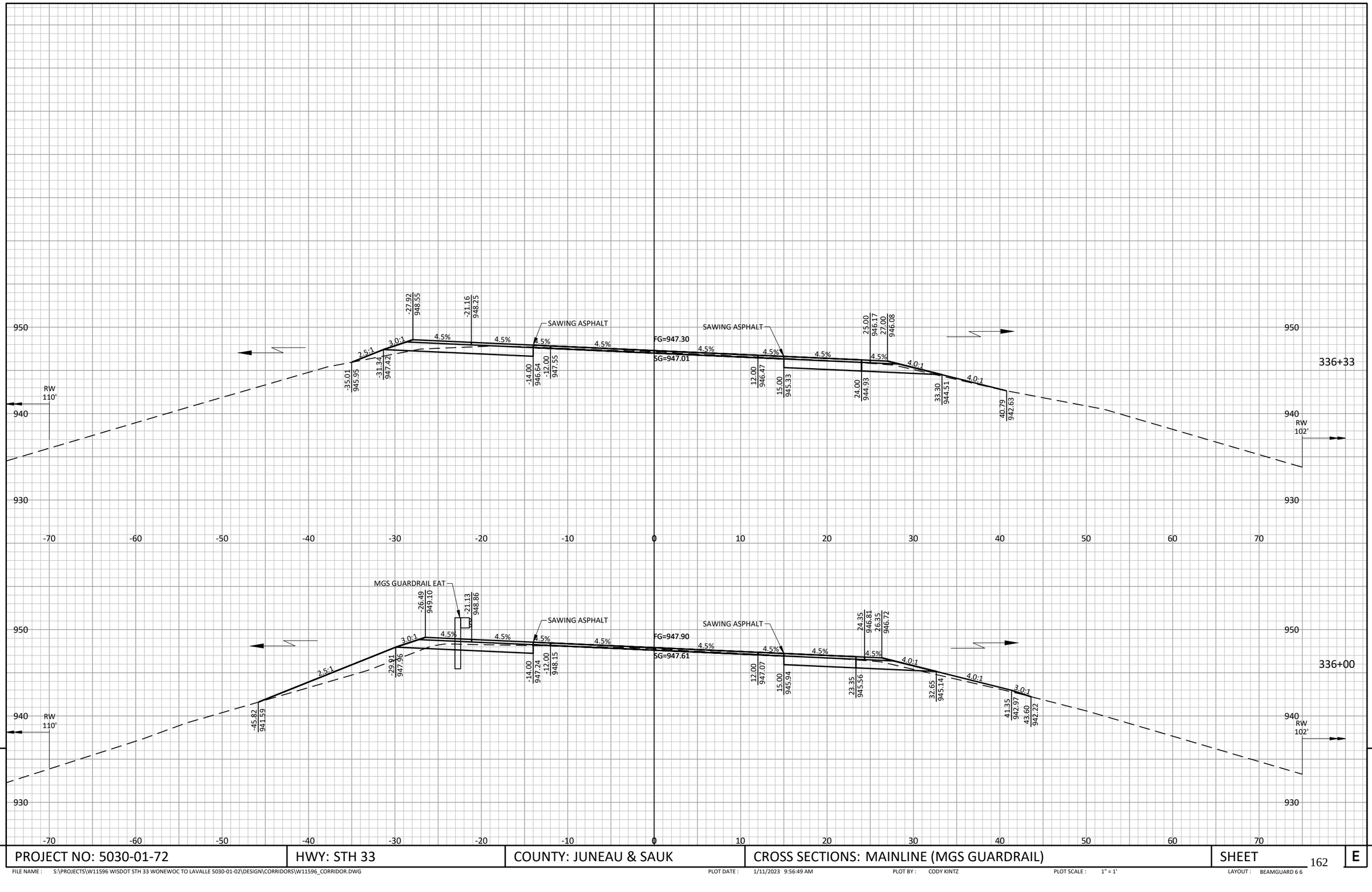


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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:56:39 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 6 S

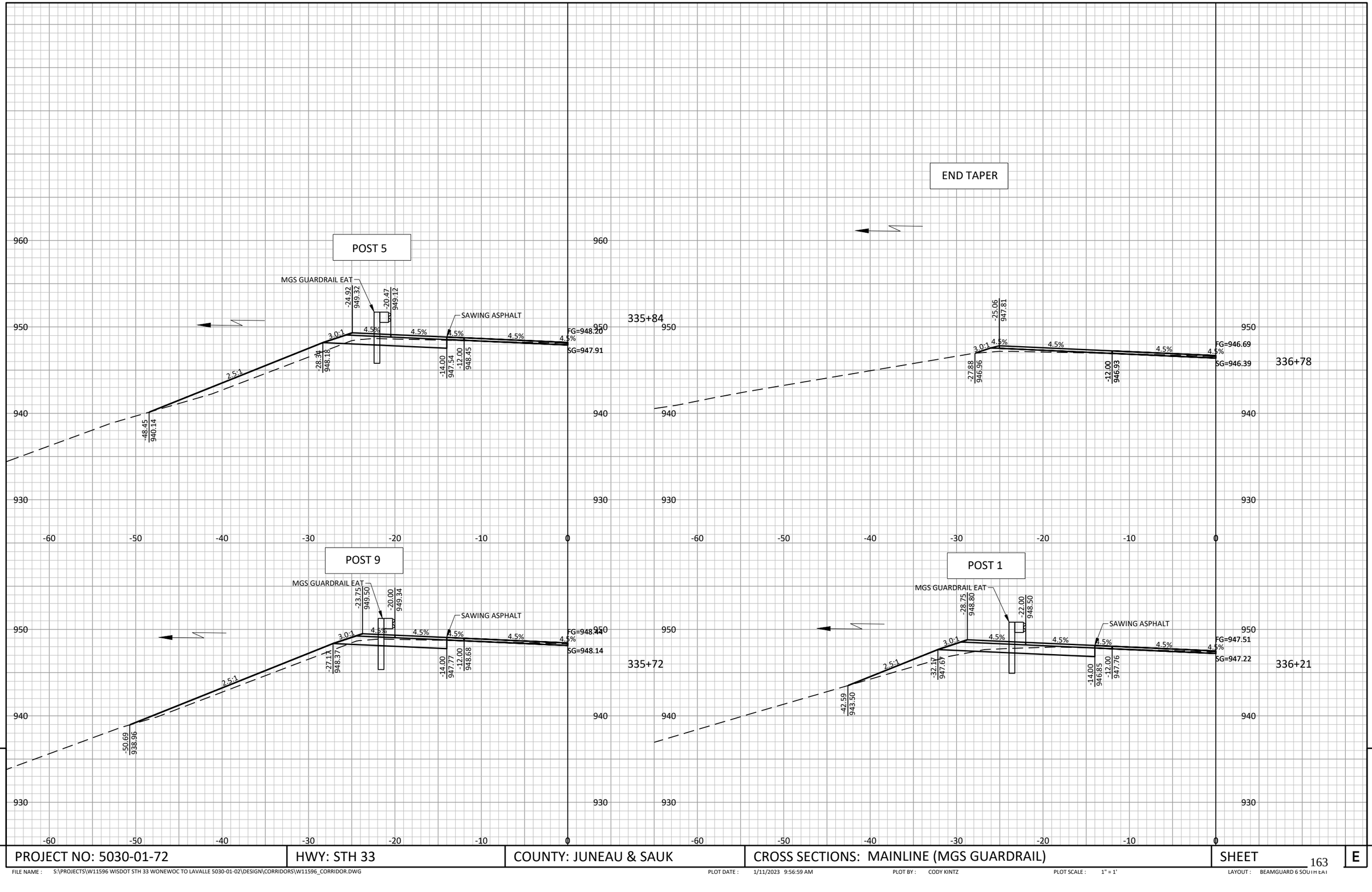


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9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:56:49 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 6 6

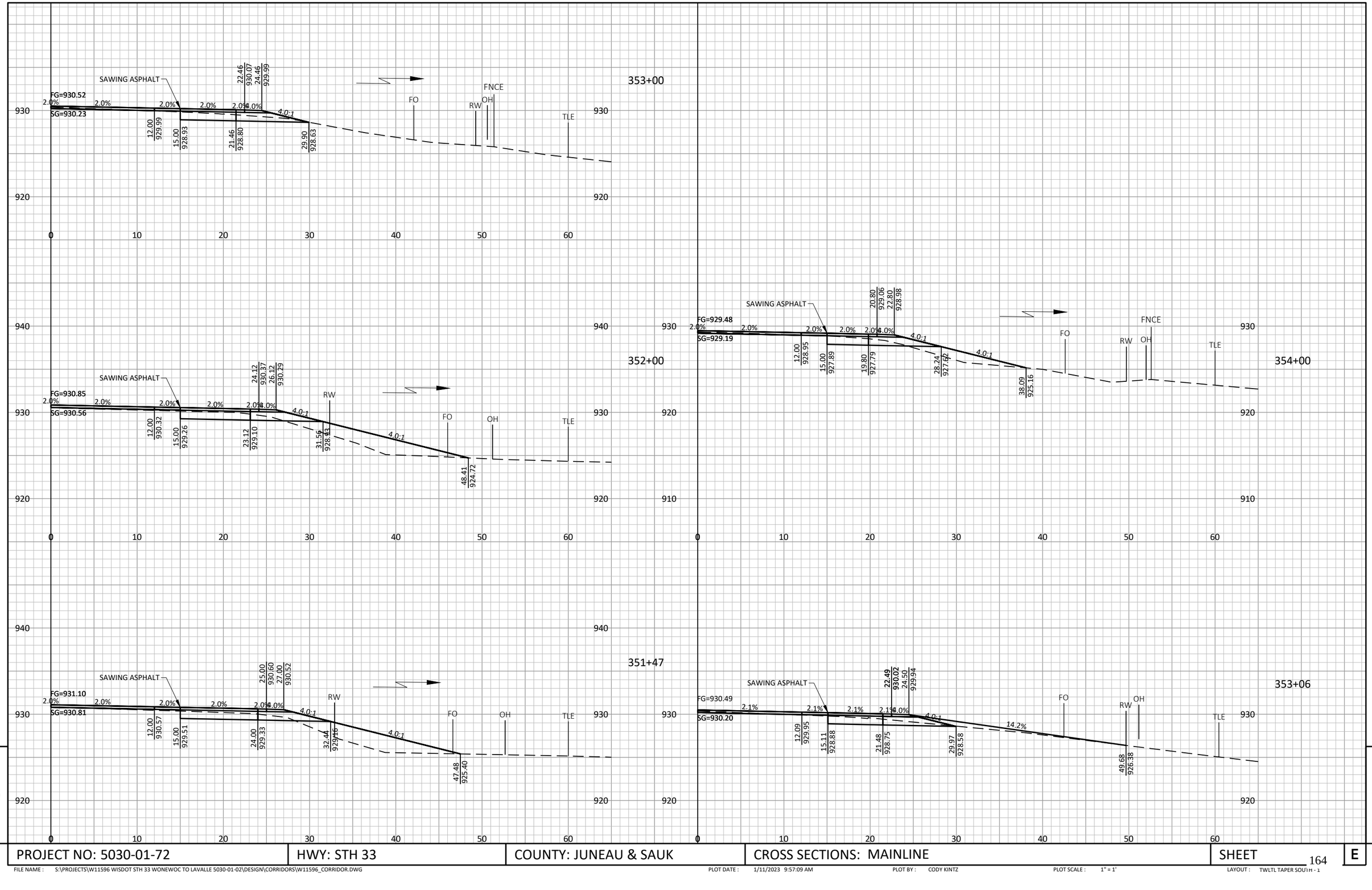


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PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

9

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:56:59 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BEAMGUARD 6 SOUTH EAT

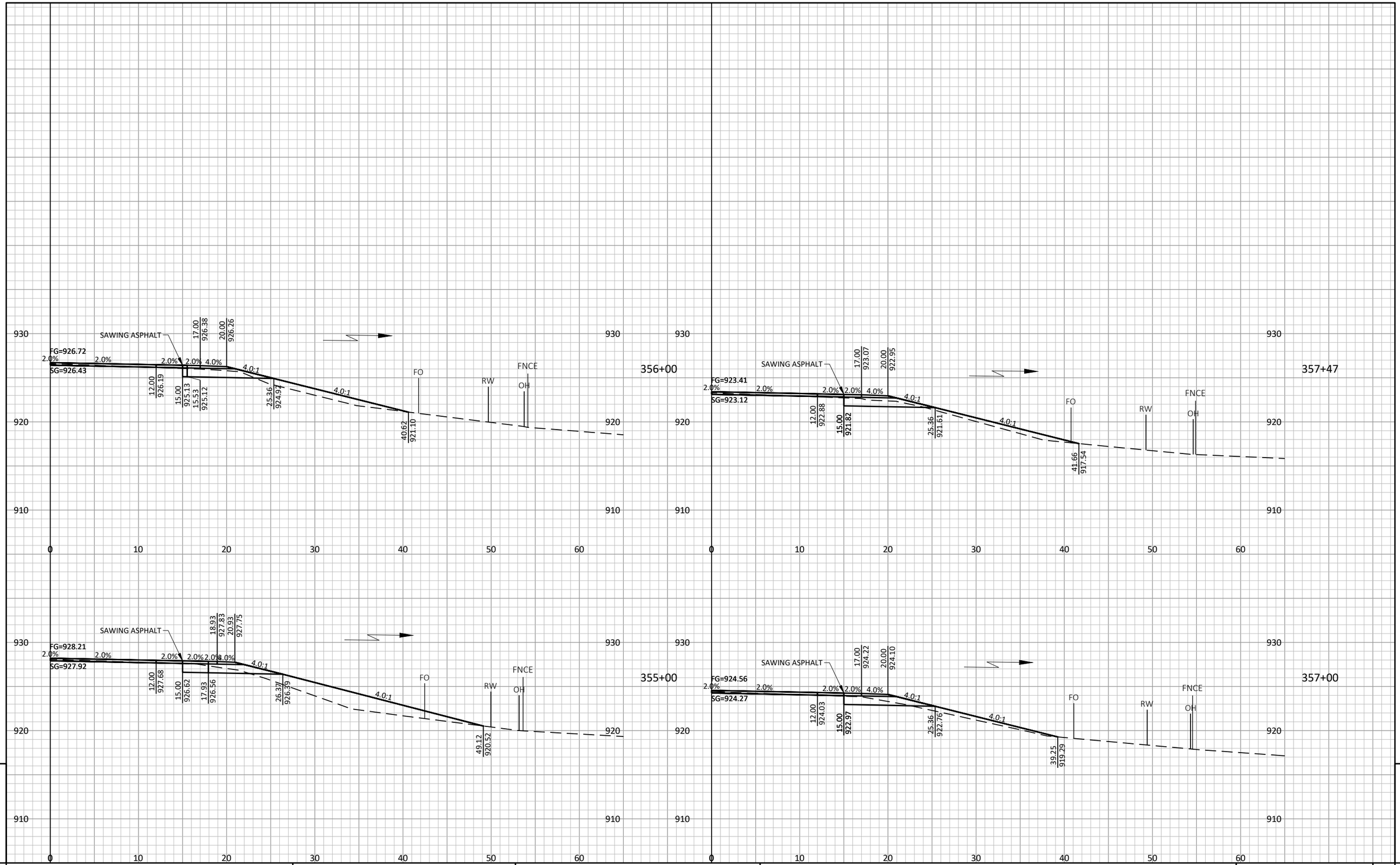


9

9

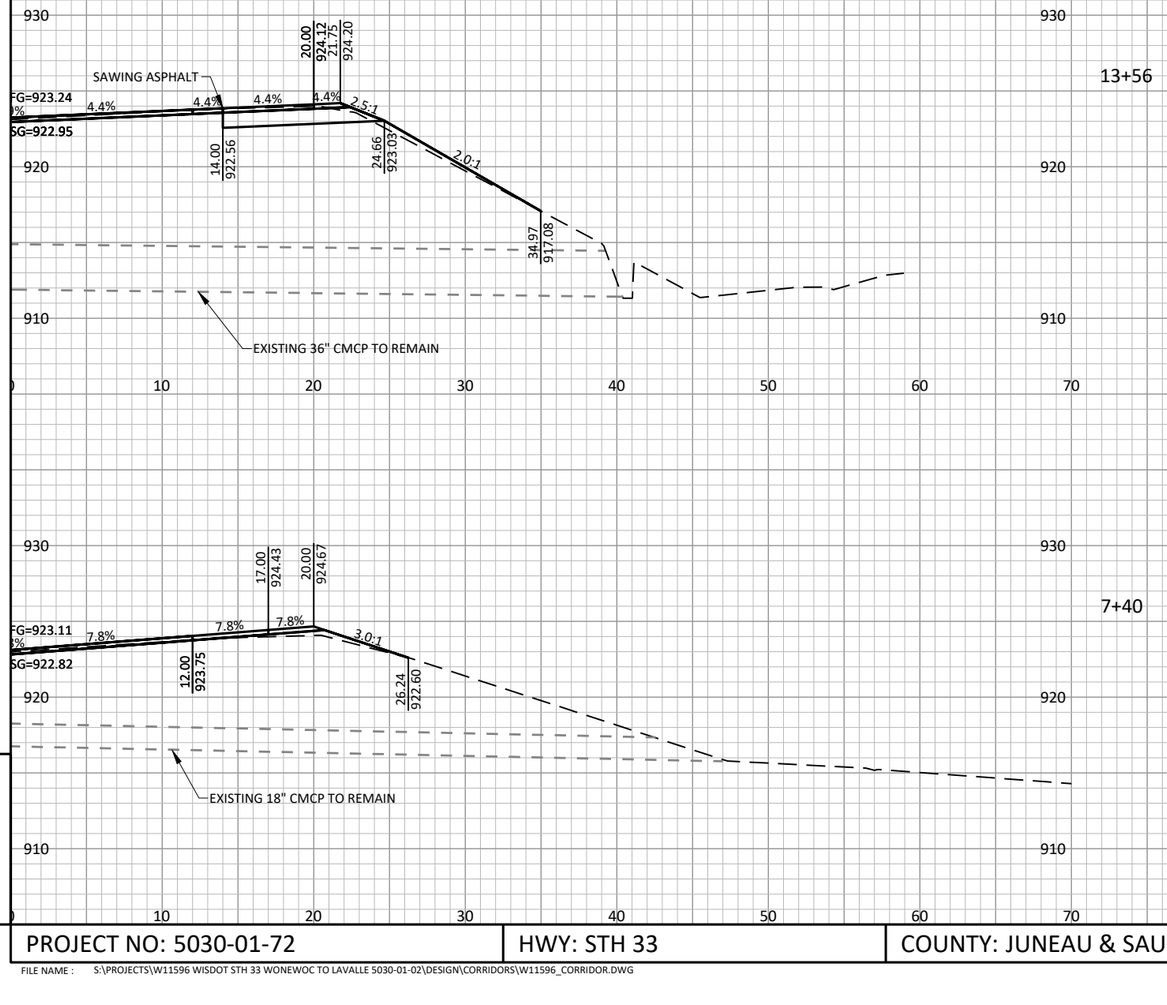
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:57:09 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : TWLTL TAPER SOUTH - 1



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG
PLOT DATE : 1/11/2023 9:57:19 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : TWLTL TAPER SOUTH - 2



9

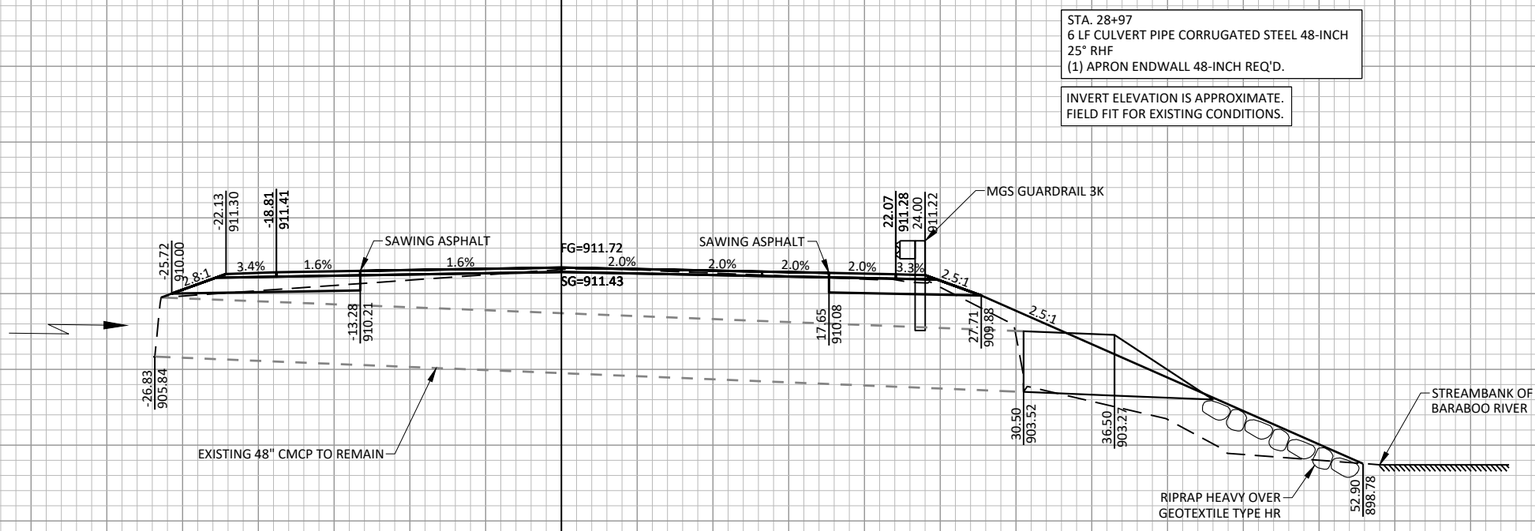
9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:57:26 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 1

STA. 28+97
6 LF CULVERT PIPE CORRUGATED STEEL 48-INCH
25° RHF
(1) APRON ENDWALL 48-INCH REQ'D.

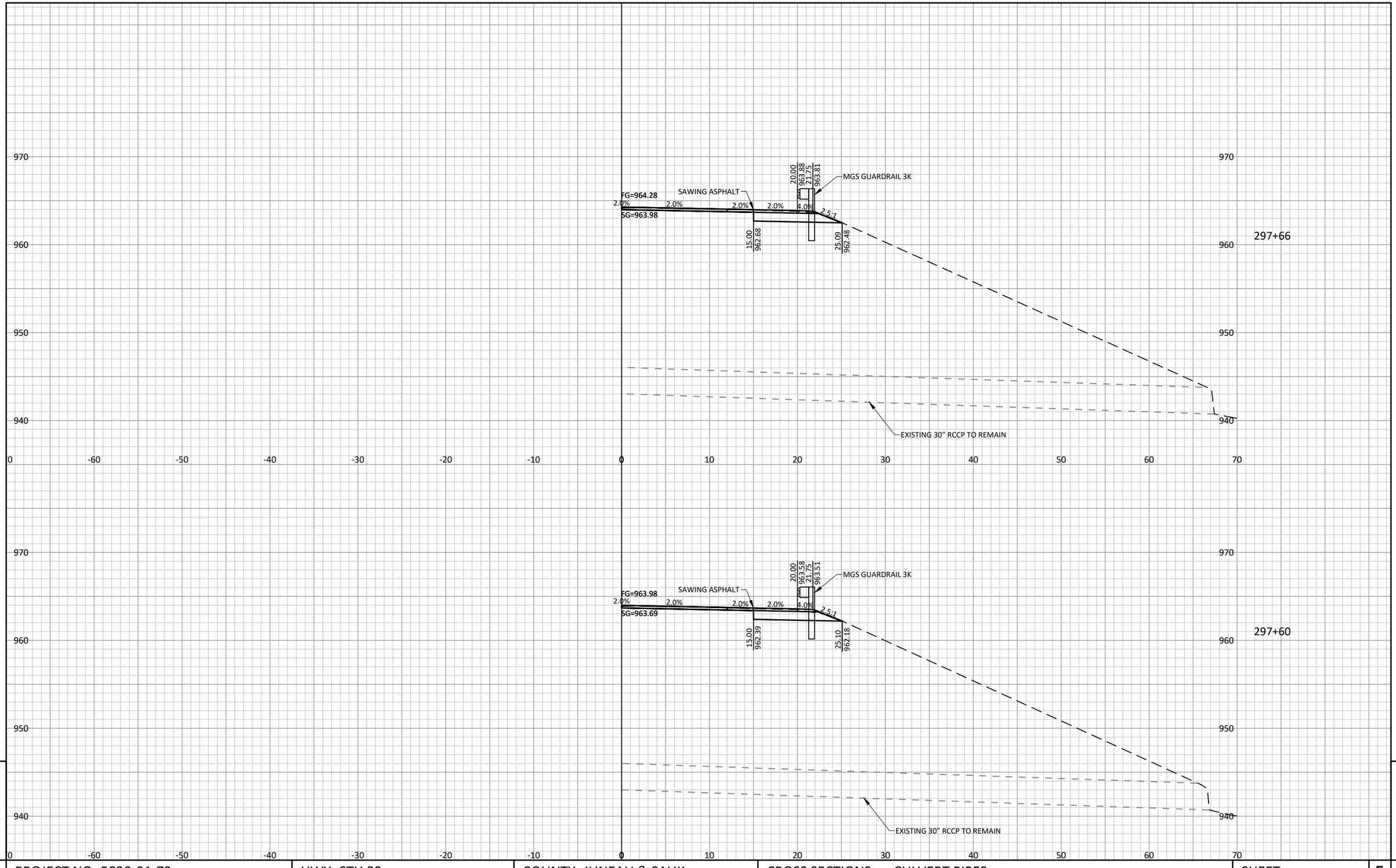
INVERT ELEVATION IS APPROXIMATE.
FIELD FIT FOR EXISTING CONDITIONS.



9 9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:57:34 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 2

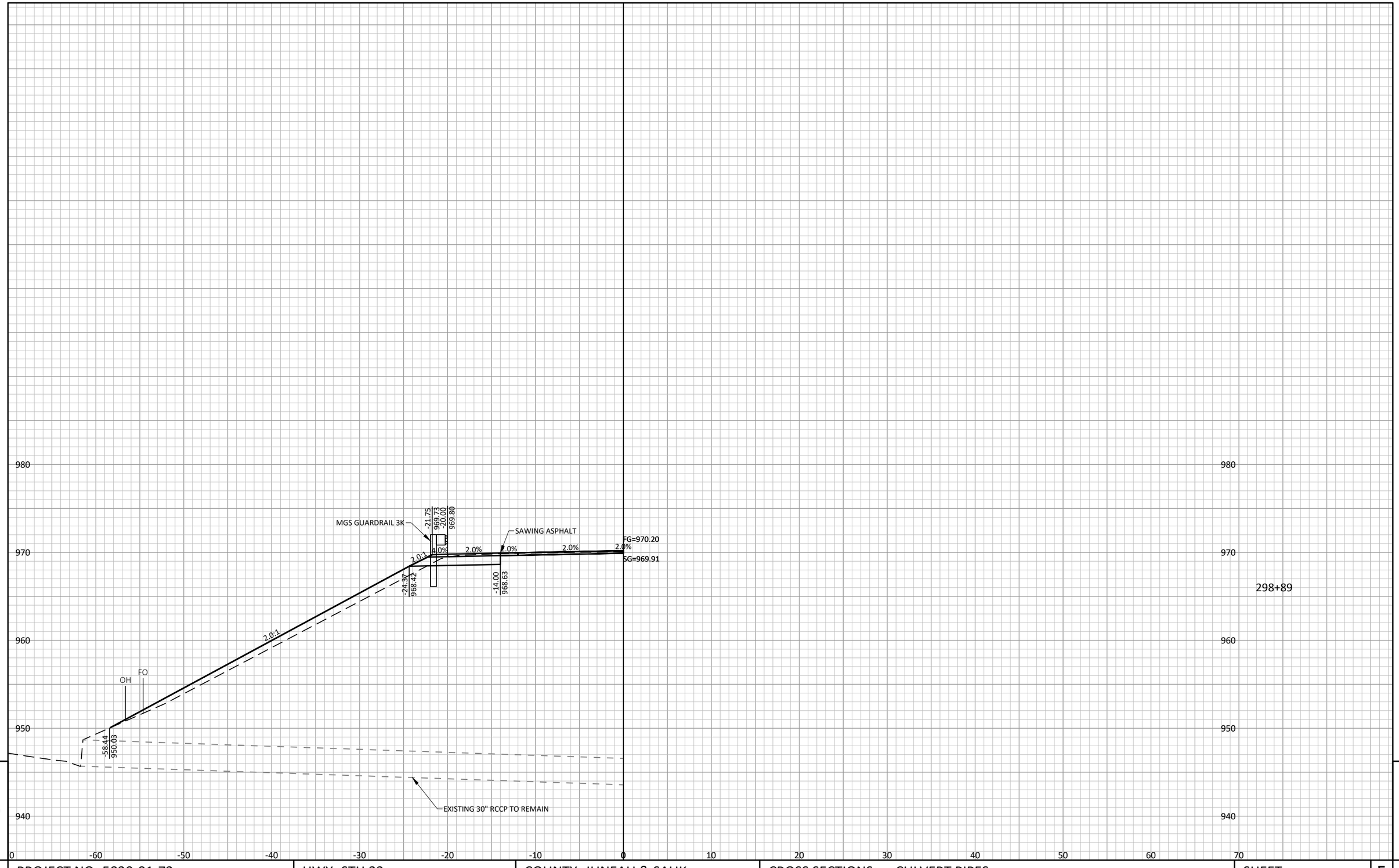


9

9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:57:44 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 3

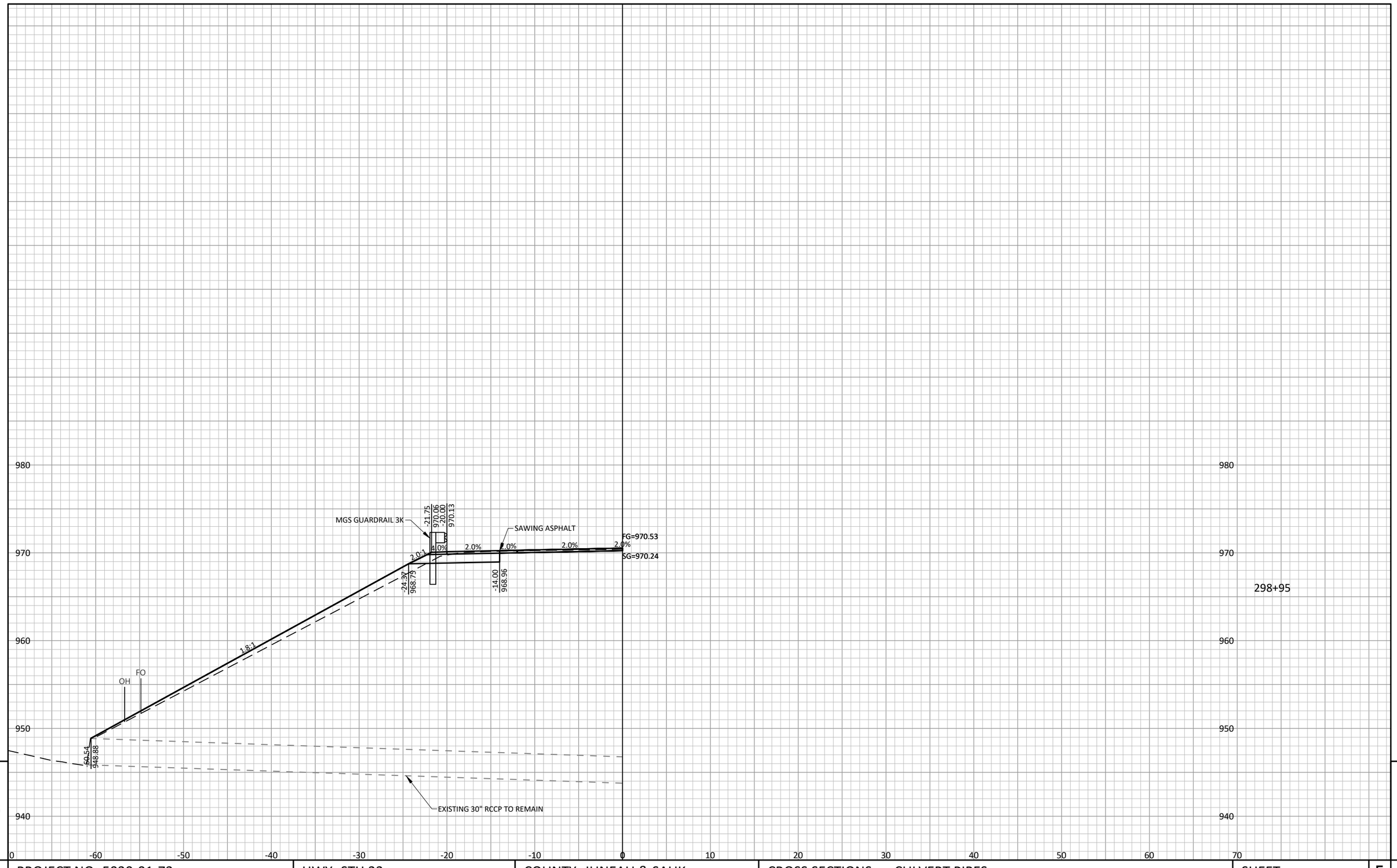


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9

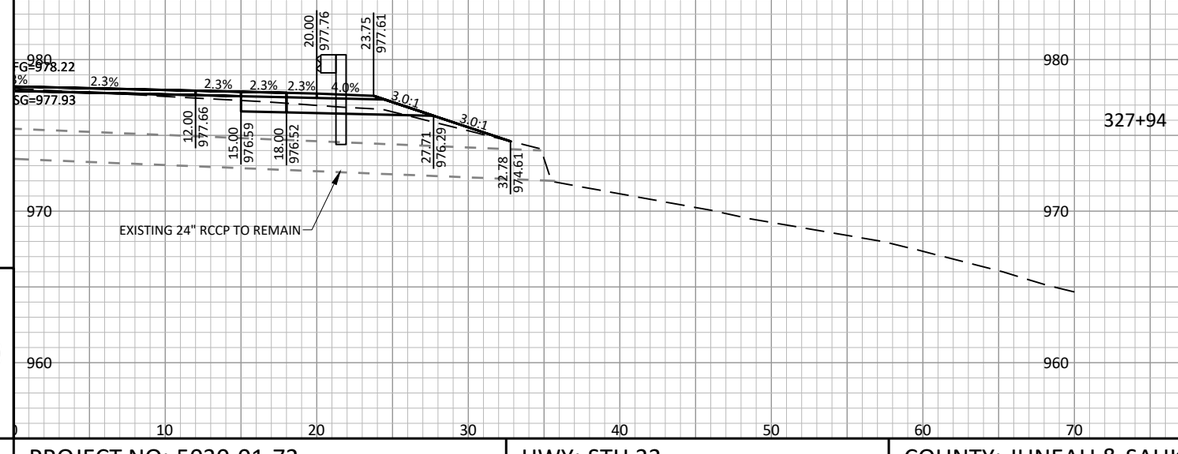
PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:57:54 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 4



PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:58:04 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 5



9

9

PROJECT NO: 5030-01-72	HWY: STH 33	COUNTY: JUNEAU & SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET	E

FILE NAME : S:\PROJECTS\W11596 WISDOT STH 33 WONEWOC TO LAVALLE 5030-01-02\DESIGN\CORRIDORS\W11596_CORRIDOR.DWG PLOT DATE : 1/11/2023 9:58:14 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 6

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD

MARCH 2023

PROJECT ID: 5030-01-73

WITH: 5030-01-72/ 5030-01-74

COUNTY: SAUK

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plan)
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.~~	~~8~~	~~Computer Earthwork Data~~
Section No.	9	Cross Sections

TOTAL SHEETS = 214



05

N

DESIGN DESIGNATION

A.A.D.T.	(2023)	=	5,700
A.A.D.T.	(2043)	=	5,700
D.H.V.	(2043)	=	513
D.D.		=	60/40
T.		=	11.7%
DESIGN SPEED		=	----------
ESALS		=	1,700,000

30 MPH (STA. 58+89.88 - STA. 69+45)
55 MPH (STA. 69+45 - STA. 396+54)
25 MPH (STA. 396+54 - STA. 406+50)

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

HILLSBORO - REEDSBURG

LA VALLE STREET TO PRESTON AVENUE

STH 33

SAUK COUNTY

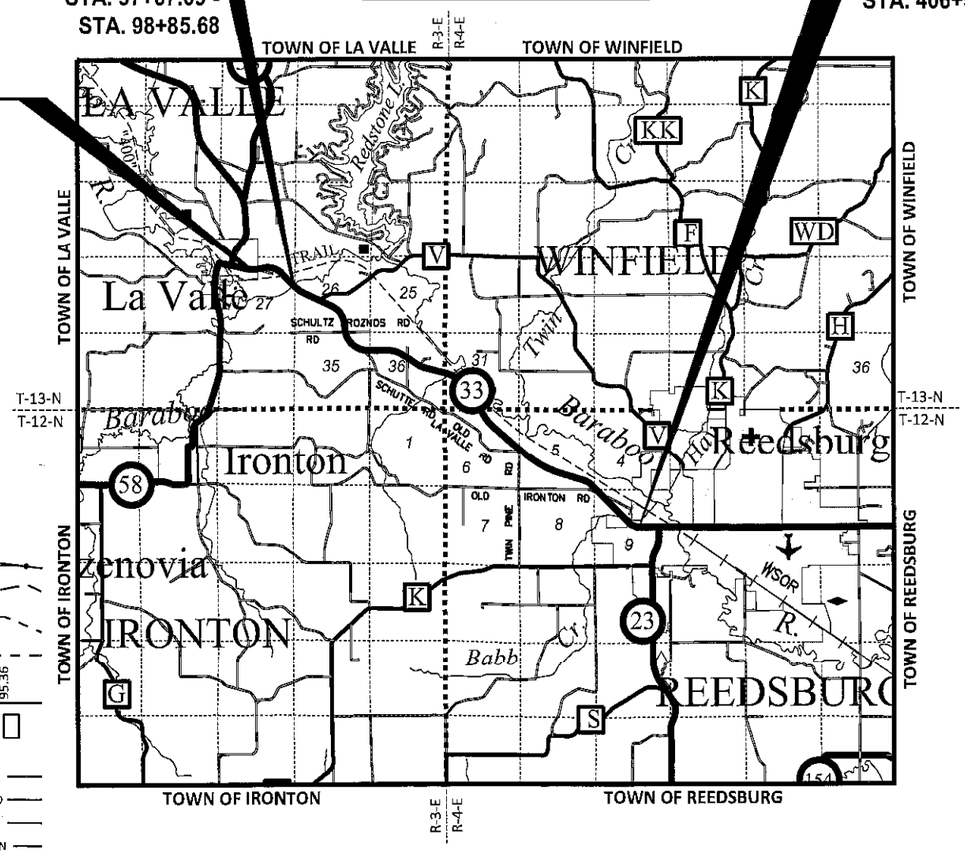
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5030-01-73	WISC 2023271	1

NET EXCEPTION TO C/L LENGTH
STA. 97+67.09 - STA. 98+85.68

BEGIN PROJECT
STA. 58+89.88
Y = 277,946.56
X = 548,930.75

END PROJECT
STA. 406+50

STATE PROJECT NUMBER
5030-01-73



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 6.583 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

WISCONSIN
ELLERY A. SCHAFFER
E-41742-6
SPRING GREEN, WI
PROFESSIONAL ENGINEER
10-20-22

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	DAVID SCHMIDT, P.E.
Regional Examiner	SW REGION
Regional Supervisor	JENNY KOBRYN, P.E.

APPROVED FOR THE DEPARTMENT

David Schmidt — Digitally signed by David Schmidt Date: 2022.10.20 16:10:53-05'00'

DATE: _____ (Signature)

E

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 30 OR SEED MIX NO. 40), EROSION MAT CLASS I TYPE A, AND EROSION MAT URBAN CLASS I TYPE B AS DIRECTED BY THE ENGINEER. RESTORATION AROUND GUARDRAIL IS PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING ITEM.

PRIOR TO THE PLACEMENT OF GUARDRAIL, THE SHOULDERS SHALL BE PLACED, SHAPED, AND COMPACTED.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL EDGE MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

3.5-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 1 ¾-INCH UPPER LAYER AND A 1 ¾-INCH LOWER LAYER OF HMA PAVEMENT 4 MT 58-28 S.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO THE MILLED SURFACE AND AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTION EQUALS THE SUPERELEVATION.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

ADJUST DITCH GRADING AS NECESSARY TO FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

CURVE DATA IS BASED ON THE ARC DEFINITION.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

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

IF THERE ARE CONFLICTS WITH SIGN INSTALLATIONS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

CONTRACTOR TO PROTECT HEIGHT MODERNIZATION MONUMENT (HMOD) DH5200 GPS AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY FROM DH5200 GPS.

ENSURE THAT HEIGHT MODERNIZATION MONUMENT (HMOD) DH5200 GPS IS NOT DISTURBED, BUMPED, OR MOVED DURING THE DURATION OF THE PROJECT. NOTIFY JACOB ROCKWEILER IMMEDIATELY IF DH5200 GPS IS DISTURBED, BUMPED OR MOVED DURING CONSTRUCTION OPERATIONS.

JACOB ROCKWEILER, P.E., WISCONSIN HEIGHT MODERNIZATION PROGRAM MANAGER WITH THE WISCONSIN DEPARTMENT OF TRANSPORTATION WHOSE PHONE NUMBER IS (608) 516-6362 AND EMAIL IS JACOB.ROCKWEILER@DOT.WI.GOV.

ALL RADII DIMENSIONS ON THE PLAN FOR CURB AND GUTTER ARE TO THE FLANGE OF THE CURB & GUTTER.

EXISTING SIDEWALK SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER IN THE FIELD OR AS SHOWN ON THE PLANS.

THE LOCATION OF ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT.

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

WisDOT PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
ATTN: DAVID SCHMIDT, P.E.
PH: (608) 246-3867
CELL: (608) 516-9041
EMAIL: David2.Schmidt@dot.wi.gov

DESIGN CONSULTANT:

JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
ATTN: ELLERY SCHAFFER, P.E.
PH: (608) 459-6027
CELL: (608) 341-8159
EMAIL: ellery.schaffer@jewellassoc.com

WDNR LIAISON:

STATE OF WISCONSIN
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
PH: (608) 275-3308
EMAIL: Andrew.Barta@wisconsin.gov

UTILITIES

ELECTRICITY

ALLIANT ENERGY
ATTN: MIKE LONG
520 COMMERCE AVE
BARABOO, WI 53913
OFFICE: (608) 356-0608
CELL: (608) 778-0038
EMAIL: michaellong@alliantenergy.com

OAKDALE ELECTRIC COOPERATIVE
ATTN: MATT RIGGS
489 OAKWOOD STREET
TOMAH, WI 54660
OFFICE: (608) 372-8828
CELL: (608) 372-4131
EMAIL: mriggs@oakdalerec.com

REEDSBURG UTILITY COMMISSION
ATTN: DENNIS HORKAN
501 UTILITY COURT
REEDSBURG, WI 53959
OFFICE: (608) 434-1123
EMAIL: dhorkan@rucls.net

GAS/PETROLEUM

ALLIANT ENERGY
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BARABOO, WI 53913
OFFICE: (608) 356-0608
CELL: (608) 778-0038
EMAIL: michaellong@alliantenergy.com

NORTHERN NATURAL GAS COMPANY
ATTN: LENNY KLAAS
5557 COUNTY HIGHWAY D
PLATTEVILLE, WI 53818
OFFICE: (402) 530-2806
EMAIL: leonard.klaas@nngco.com

SEWER

CITY OF REEDSBURG
ATTN: STEVEN ZIBELL
134 S. LOCUST STREET
REEDSBURG, WI 53959
OFFICE: (608) 524-6406
CELL: (608) 415-0445
EMAIL: szibell@ci.reedsburg.wi.us

WATER

LA VALLE WATER WORKS
ATTN:JERRY CRAKER
101 WEST MAIN STREET
LA VALLE, WI 53941
OFFICE: (608) 985-6300
CELL: (608) 354-2258
EMAIL: cacres@mwt.net

REEDSBURG UTILITY COMMISSION
ATTN: JON CRAKER
501 UTILITY COURT
REEDSBURG, WI 53959
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EMAIL: jcraker@rucls.net

COMMUNICATION LINE

ASTREA
ATTN: LOGAN LUEDTKE
105 KENT STREET
IRON MOUNTAIN, MI 49801
CELL: (906) 282-8142
EMAIL: logan.luedtke@astreaconnect.com

SPECTRUM
ATTN: TERRY BLAKE
E10704 HIGHWAY 33
BARABOO, WI 53913
OFFICE: (608) 477-4546
CELL: (608) 576-2908
EMAIL: terry.blake@charter.com

FRONTIER COMMUNICATIONS
ATTN: JERRY MOORE
2222 W WISCONSIN STREET
PORTAGE, WI 53901
OFFICE: (608) 742-9507
CELL: (608) 346-0353
EMAIL: jerald.r.moore@ftr.com

LA VALLE TELEPHONE COOPERATIVE, INC
ATTN: JOSH LIEN
S1421 STATE ROAD 33
LA VALLE, WI 53941
OFFICE: (608) 985-7201
CELL: (608) 434-2796
EMAIL: joshl@rgtc.coop

REEDSBURG UTILITY COMMISSION
ATTN: KEN LAS
501 UTILITY CT.
REEDSBURG, WI 53959
OFFICE: (608) 768-6450
EMAIL: klas@rucls.net

SPRINT COMMUNICATIONS COMPANY LP
ATTN: DAN HILLIARD
849 EARL ST
ST PAUL, MN 55106
OFFICE: (612) 217-3526
EMAIL: dan.j.hilliard@t-mobile.com

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

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT or LF	Linear Foot	S	South
BAD	Base Aggregate Dense	LC	Long Chord of Curve	SQ	Square
BK	Back	MH	Manhole	SF or SQ FT	Square Feet
BF	Back Face	MB	Mailbox	SY or SQ YD	Square Yard
BM	Bench Mark	ML or M/L	Match Line	STD	Standard
BR	Bridge	N	North	SDD	Standard Detail Drawings
C or C/L	Center Line	Y	North Grid Coordinate	STH	State Trunk Highways
CC	Center to Center	OD	Outside Diameter	STA	Station
C.E.	Commercial Entrance	PLE	Permanent Limited Easement	SS	Storm Sewer
CTH	County Trunk Highway	PT	Point	SG	Subgrade
CR	Creek	PC	Point of Curvature	SE	Superelevation
CR	Crushed	PI	Point of Intersection	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PRC	Point of Reverse Curvature	SV	Septic Vent
CP	Culvert Pipe	PT	Point of Tangency	T	Tangent
C & G	Curb and Gutter	POC	Point On Curve	TEL	Telephone
D	Degree of Curve	POT	Point on Tangent	TEMP	Temporary
DHV	Design Hour Volume	PVC	Polyvinyl Chloride	TI	Temporary Interest
DIA	Diameter	PCC	Portland Cement Concrete	TLE	Temporary Limited Easement
E	East	LB	Pound	t	Ton
X	East Grid Coordinate	PSI	Pounds Per Square Inch	T or TN	Town
ELEC	Electric (al)	P.E.	Private Entrance	TRANS	Transition
EL or ELEV	Elevation	R	Radius	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	RR	Railroad	T	Trucks (percent of)
EBS	Excavation Below Subgrade	R	Range	TYP	Typical
FF	Face to Face	RL or R/L	Reference Line	UNCL	Unclassified
F.E.	Field Entrance	RP	Reference Point	UG	Underground Cable
F	Fill	RCCP	Reinforced Concrete Culvert Pipe	USH	United States Highway
FG	Finished Grade	REQD	Required	VAR	Variable
FL or F/L	Flow Line	RES	Residence or Residential	V	Velocity or Design Speed
FT	Foot	RW	Retaining Wall	VERT	Vertical
FTG	Footing	RT	Right	VC	Vertical Curve
GN	Grid North	RHF	Right-Hand Forward	VOL	Volume
HT	Height	R/W	Right-of-Way	WM	Water Main
CWT	Hundredweight	RD	Road	WV	Water Valve
HYD	Hydrant	R	River	W	West
INL	Inlet			WB	Westbound
ID	Inside Diameter			YD	Yard

ORDER OF SECTION 2 SHEETS:

- WRITTEN MATERIAL
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS (INCLUDES EROSION CONTROL PLAN)
- PAVEMENT MARKING
- TRAFFIC CONTROL
- PLAN DETAILS

RUNOFF COEFFICIENT TABLE

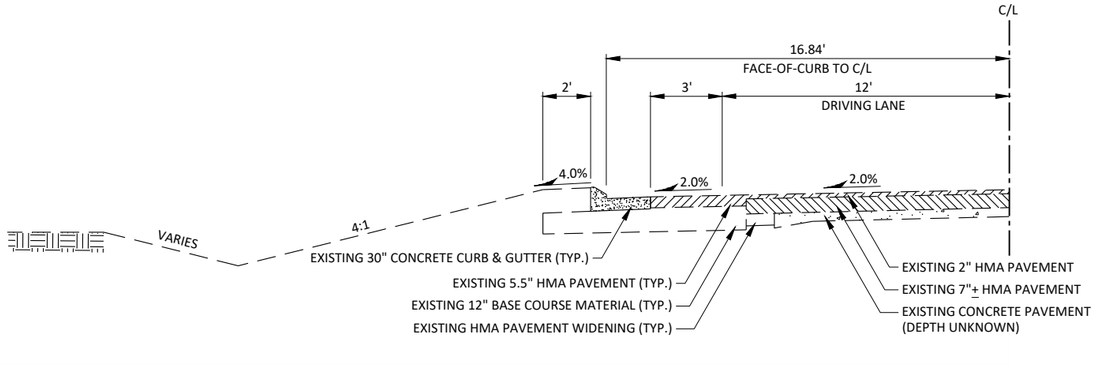
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA= 72.68 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.0 ACRES

2

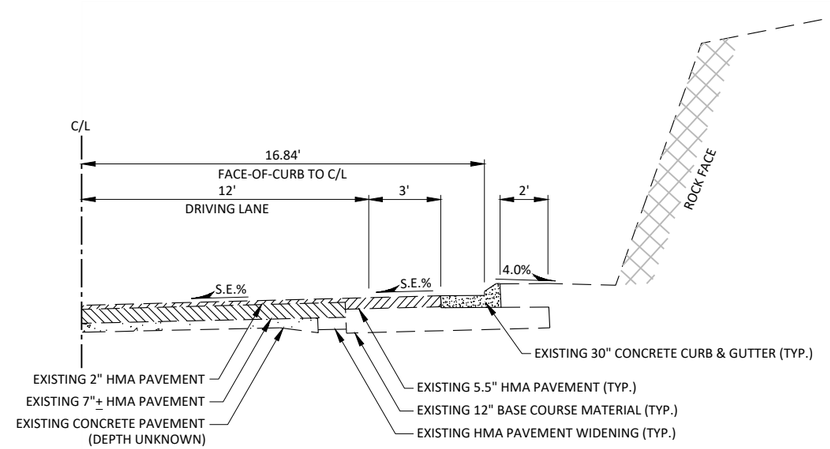


PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E



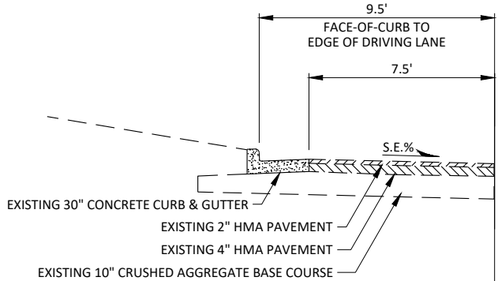
PARTIAL TYPICAL EXISTING SECTION

STA. 58+89.88 - STA. 60+75



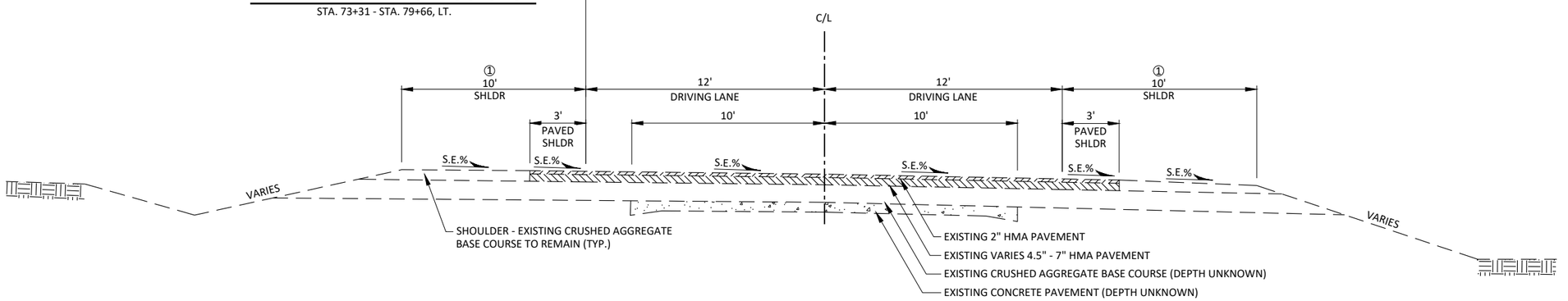
TYPICAL EXISTING SUPERELEVATED SECTION

STA. 60+75 - STA. 63+00, LT.
STA. 60+75 - STA. 62+25, RT.



PARTIAL TYPICAL EXISTING SECTION

STA. 73+31 - STA. 79+66, LT.

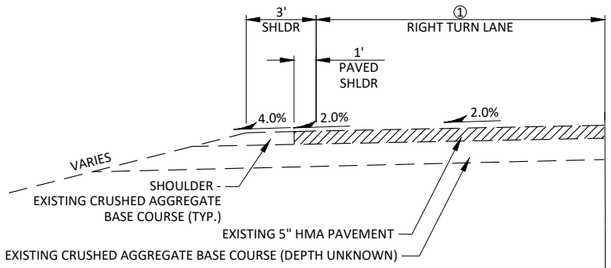


TYPICAL EXISTING SUPERELEVATED SECTION

STA. 62+25 - STA. 80+46, RT.
STA. 63+00 - STA. 80+46, LT.

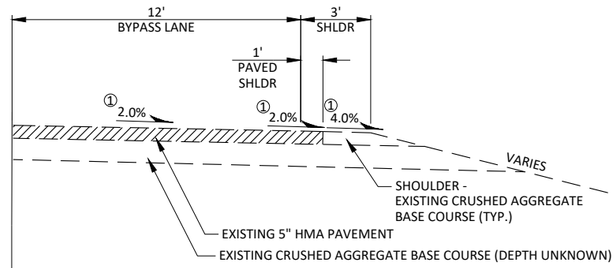
① STA. 62+25 - STA. 68+87, RT.
- 13' SHLDR (10' PAVED SHLDR)
STA. 63+00 - STA. 68+87, LT.
- 8' SHLDR (3' PAVED SHLDR)

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET 4	E



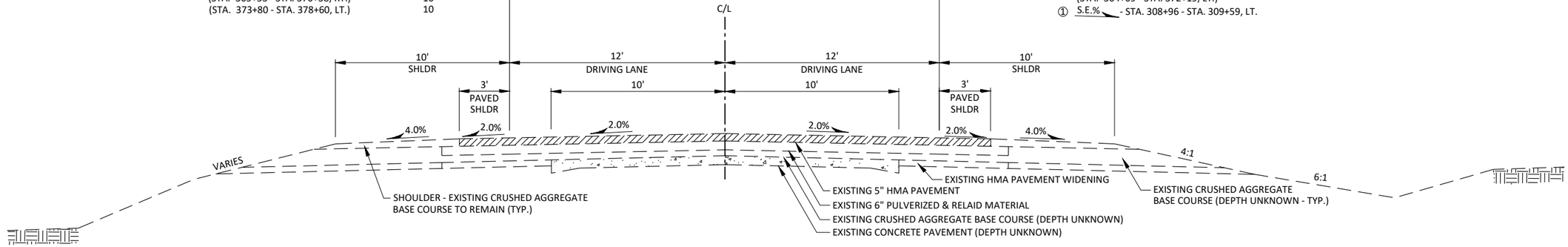
PARTIAL TYPICAL EXISTING SECTION

	① FT.
	12
(STA. 118+22 - STA. 125+92, LT.)	
(STA. 302+94 - STA. 307+85, RT.)	10
(STA. 365+53 - STA. 370+38, RT.)	10
(STA. 373+80 - STA. 378+60, LT.)	10



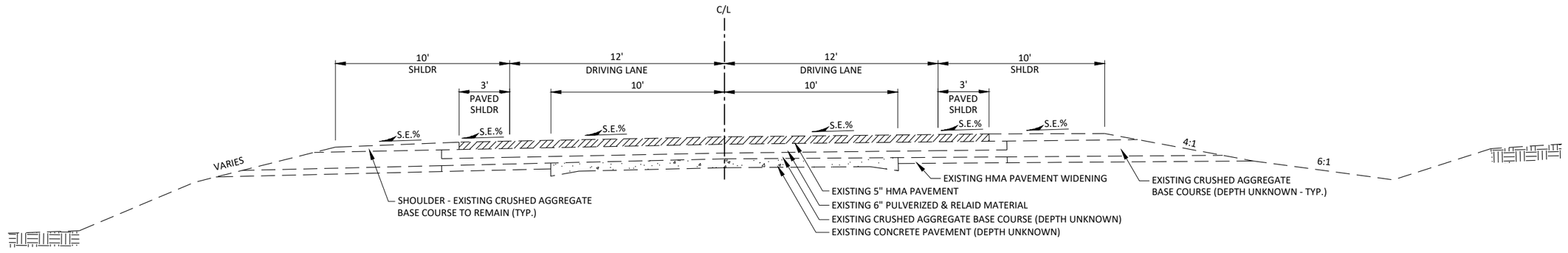
PARTIAL TYPICAL EXISTING SECTION

(STA. 116+48 - STA. 123+98, RT.)
(STA. 302+09 - STA. 309+59, LT.)
(STA. 364+69 - STA. 372+19, LT.)
① S.E.% - STA. 308+96 - STA. 309+59, LT.



TYPICAL EXISTING SECTION

STA. 98+26 - STA. 99+48
STA. 109+09 - STA. 127+73
STA. 145+07 - STA. 147+70
STA. 218+95 - STA. 228+05
STA. 253+33 - STA. 271+41
STA. 283+23 - STA. 308+96
STA. 342+62 - STA. 355+37
STA. 364+19 - STA. 396+50



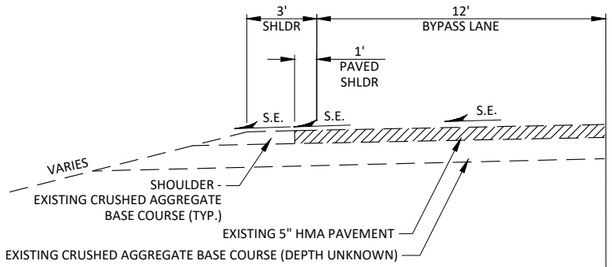
TYPICAL EXISTING SUPERELEVATED SECTION

STA. 99+48 - STA. 109+09
STA. 127+73 - STA. 145+07
STA. 210+00 - STA. 218+95
STA. 228+05 - STA. 253+34
STA. 271+41 - STA. 283+23
STA. 308+96 - STA. 342+62
STA. 355+37 - STA. 364+19

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET 5	E

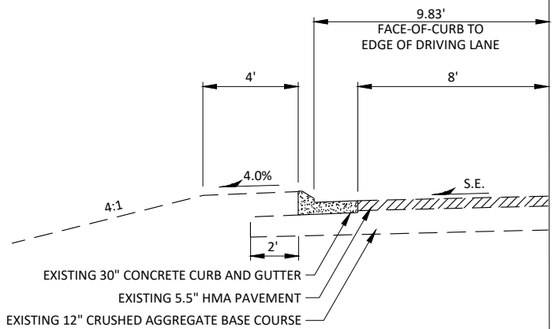
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\TYPICALS\50300103_TYPICAL SECTIONS.DWG PLOT DATE : 1/11/2023 10:07:44 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT 2

2



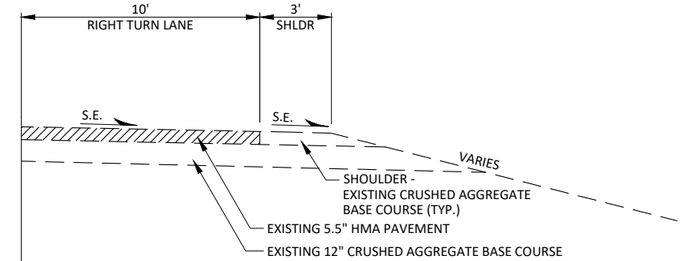
PARTIAL TYPICAL EXISTING SECTION

(STA. 165+00 - STA. 172+50, LT.)
(STA. 395+34 - STA. 402+84, LT.)



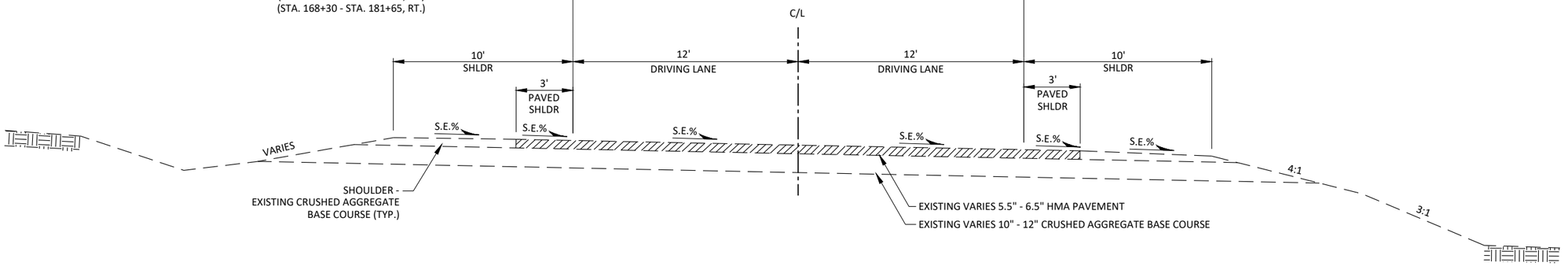
PARTIAL TYPICAL EXISTING SECTION

(STA. 150+19 - STA. 161+04, LT.)
(STA. 168+30 - STA. 181+65, RT.)



PARTIAL TYPICAL EXISTING SECTION

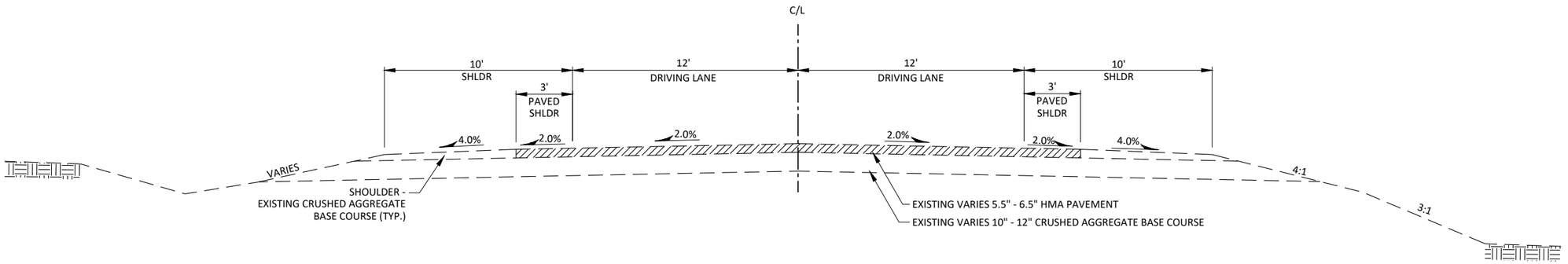
(STA. 165+81 - STA. 168+30, RT.)
(STA. 396+16 - STA. 399+80, RT.)



TYPICAL EXISTING SUPERELEVATED SECTION

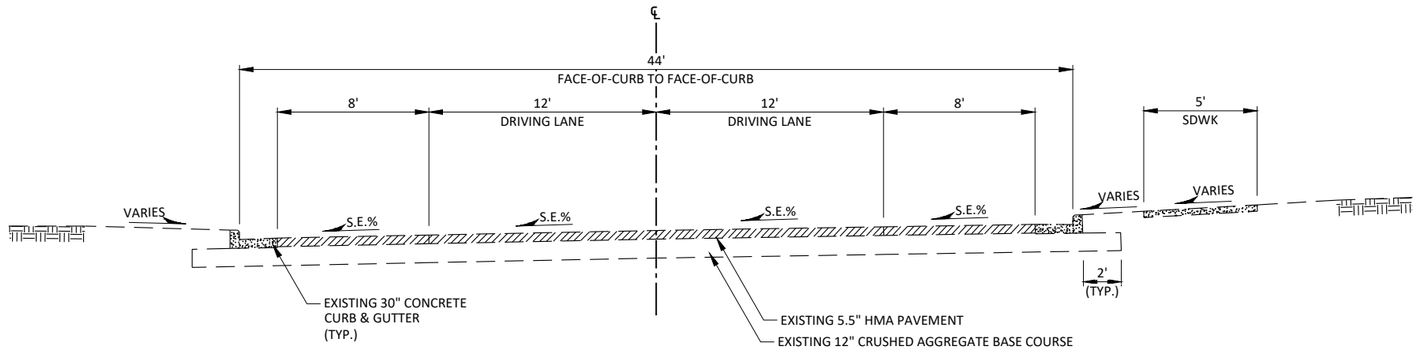
STA. 80+46 - STA. 87+85
STA. 147+70 - STA. 174+23
STA. 185+33 - STA. 198+13
STA. 206+98 - STA. 210+00
STA. 398+24 - STA. 399+80, RT.
STA. 398+24 - STA. 402+46, LT.

2



TYPICAL EXISTING SECTION

STA. 87+85 - STA. 98+26
STA. 174+23 - STA. 185+33
STA. 198+13 - STA. 207+00
STA. 396+50 - STA. 398+24

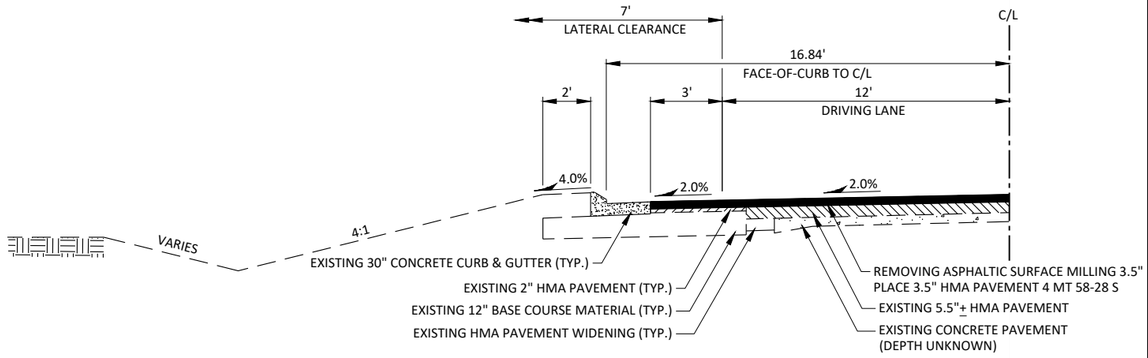


TYPICAL EXISTING SUPERELEVATED SECTION

STA. 399+80 - STA. 406+50, RT.
STA. 402+46 - STA. 406+50, LT.

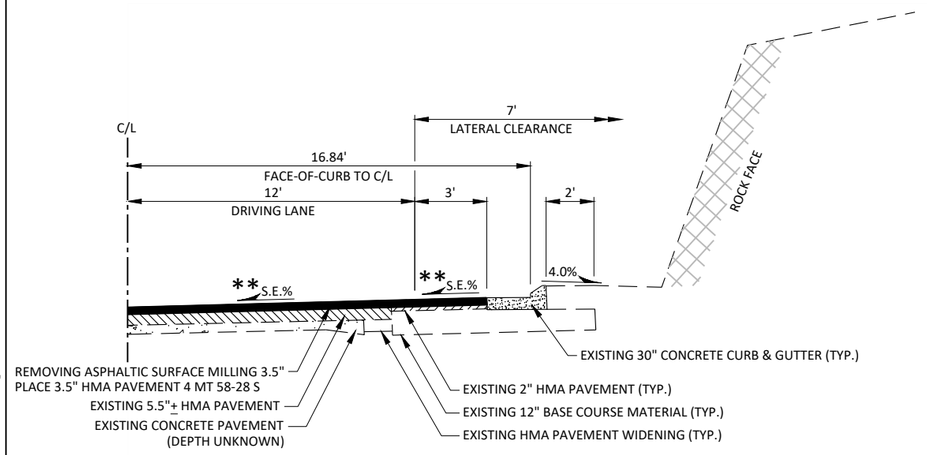
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET 7	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\TYPICALS\50300103_TYPICAL SECTIONS.DWG PLOT DATE : 1/11/2023 10:07:54 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT 4



PARTIAL TYPICAL FINISHED SECTION

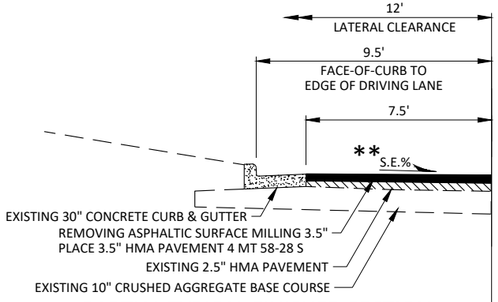
STA. 58+89.88 - STA. 60+75



TYPICAL FINISHED SUPERELEVATED SECTION

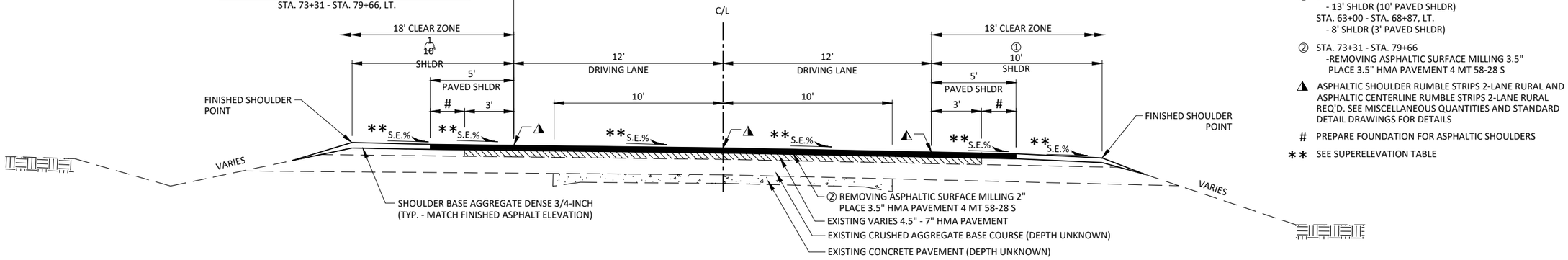
STA. 60+75 - STA. 63+60, LT.
STA. 60+75 - STA. 62+25, RT.

** SEE SUPERELEVATION TABLE



PARTIAL TYPICAL FINISHED SECTION

STA. 73+31 - STA. 79+66, LT.



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 62+25 - STA. 80+46, RT.
STA. 63+60 - STA. 80+46, LT.

① STA. 62+25 - STA. 68+87, RT.
- 13' SHLDR (10' PAVED SHLDR)
STA. 63+00 - STA. 68+87, LT.
- 8' SHLDR (3' PAVED SHLDR)

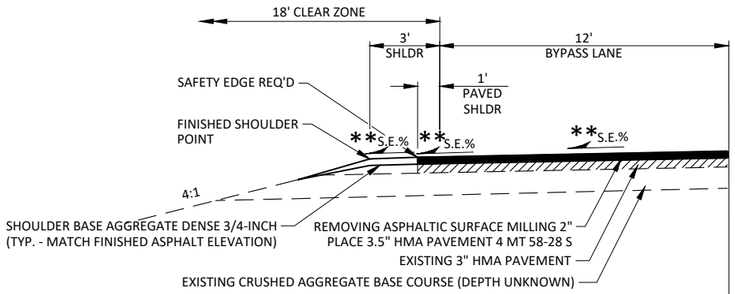
② STA. 73+31 - STA. 79+66
-REMOVING ASPHALTIC SURFACE MILLING 3.5"
PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

◭ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL AND ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

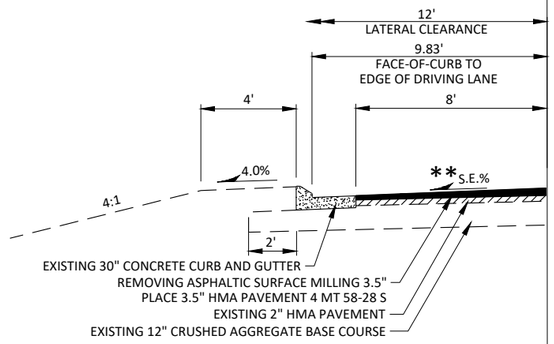
** SEE SUPERELEVATION TABLE

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 8	E



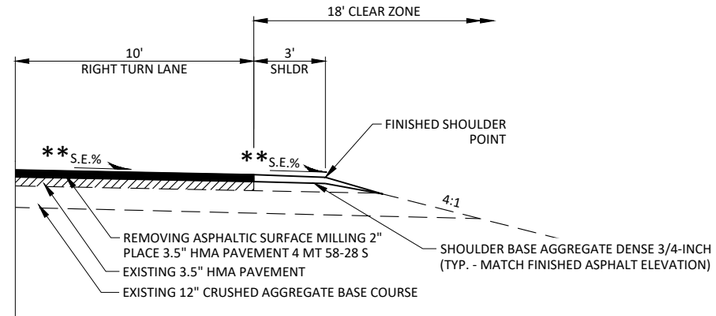
PARTIAL TYPICAL FINISHED SECTION

(STA. 165+00 - STA. 172+50, LT.)
(STA. 395+34 - STA. 402+84, LT.)



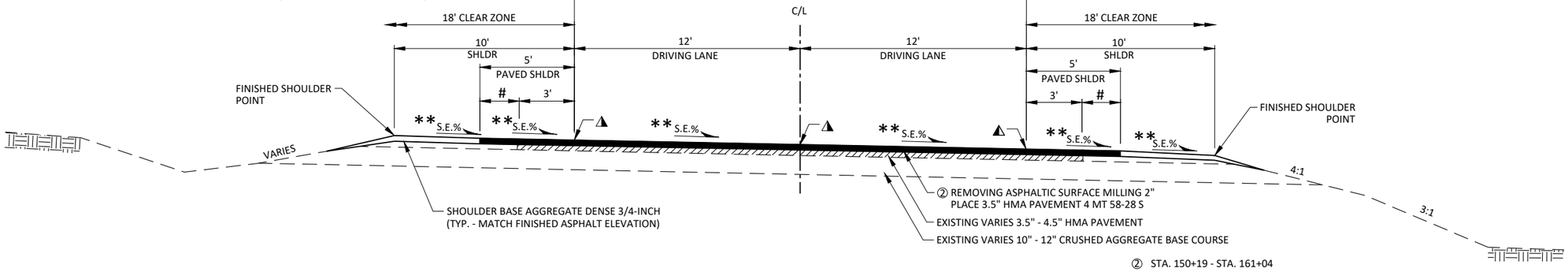
PARTIAL TYPICAL FINISHED SECTION

(STA. 150+19 - STA. 161+04, LT.)
(STA. 168+30 - STA. 179+98, RT.)



PARTIAL TYPICAL FINISHED SECTION

(STA. 165+81 - STA. 168+30, RT.)
(STA. 396+16 - STA. 399+80, RT.)



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 80+46 - STA. 87+85
STA. 147+70 - STA. 174+23
STA. 185+33 - STA. 198+13
STA. 206+98 - STA. 210+00
STA. 398+24 - STA. 399+80, RT.
STA. 398+24 - STA. 402+46, LT.

② STA. 150+19 - STA. 161+04
STA. 168+30 - STA. 181+65
STA. 398+67 - STA. 399+80, RT.
STA. 398+67 - STA. 402+46, LT.
-REMOVING ASPHALTIC SURFACE MILLING 3.5"
PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

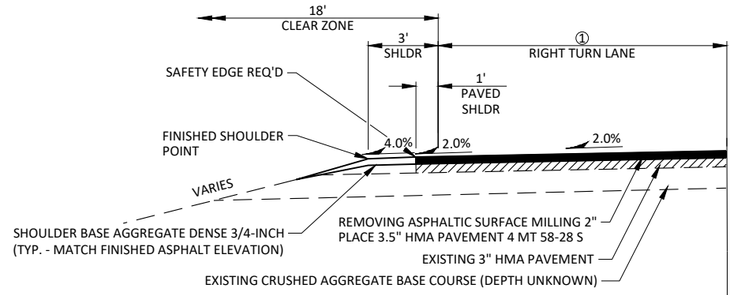
◭ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL AND ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS

\# PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

** SEE SUPERELEVATION TABLE

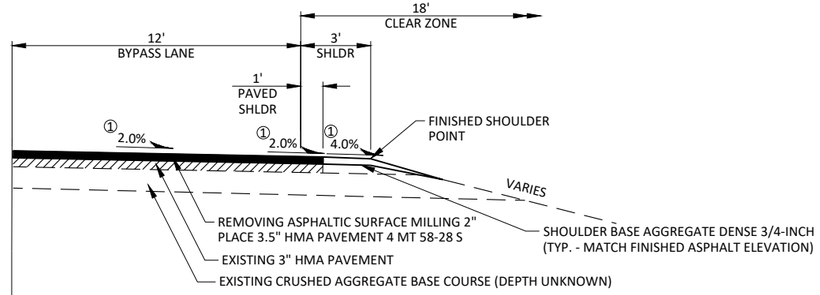
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\TYPICALS\50300103_TYPICAL SECTIONS.DWG
PLOT DATE : 1/11/2023 10:08:04 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 7



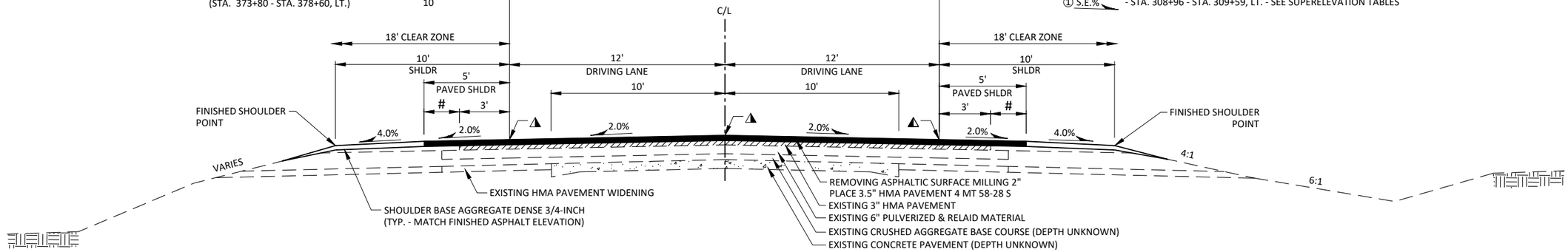
PARTIAL TYPICAL FINISHED SECTION

	① FT.
(STA. 118+22 - STA. 125+92, LT.)	12
(STA. 302+94 - STA. 307+85, RT.)	10
(STA. 365+53 - STA. 370+38, RT.)	10
(STA. 373+80 - STA. 378+60, LT.)	10



PARTIAL TYPICAL FINISHED SECTION

(STA. 116+48 - STA. 123+98, RT.)
(STA. 302+09 - STA. 309+59, LT.)
(STA. 364+69 - STA. 372+19, LT.)
① S.E.% - STA. 308+96 - STA. 309+59, LT. - SEE SUPERELEVATION TABLES

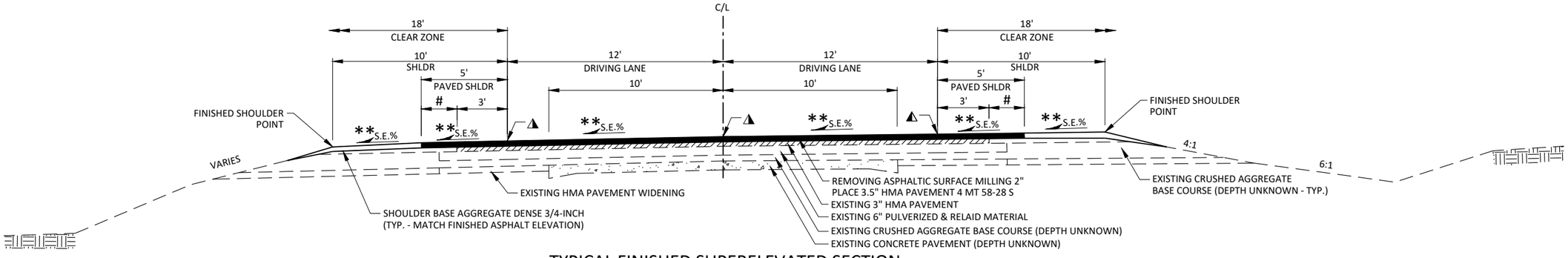


TYPICAL FINISHED SECTION

STA. 98+26 - STA. 99+48
STA. 109+09 - STA. 127+73
STA. 145+07 - STA. 147+70
STA. 218+95 - STA. 228+05
STA. 253+34 - STA. 271+41
STA. 283+23 - STA. 308+96
STA. 342+62 - STA. 355+37
STA. 364+19 - STA. 396+50

⚠ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL AND ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS

\# PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 99+48 - STA. 109+09
STA. 127+73 - STA. 145+07
STA. 210+00 - STA. 218+95
STA. 228+05 - STA. 253+34
STA. 271+41 - STA. 283+23
STA. 308+96 - STA. 342+62
STA. 355+37 - STA. 364+19

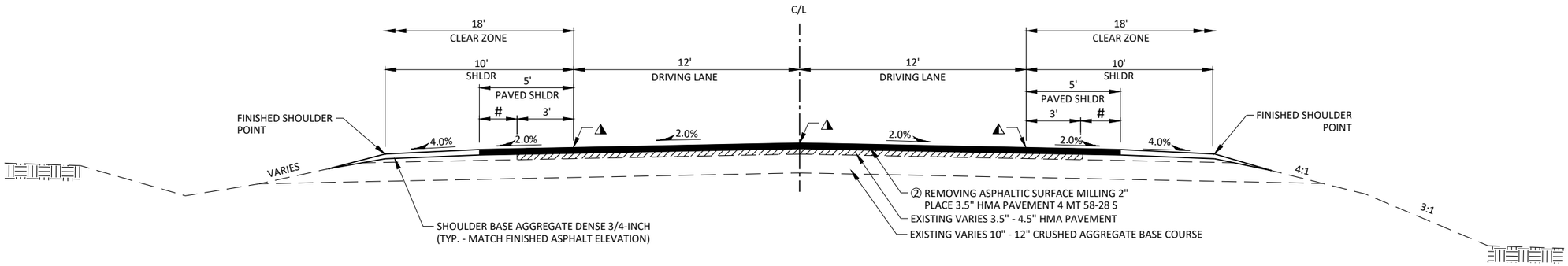
⚠ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL AND ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS

\# PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

** SEE SUPERELEVATION TABLE

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 10	E

2



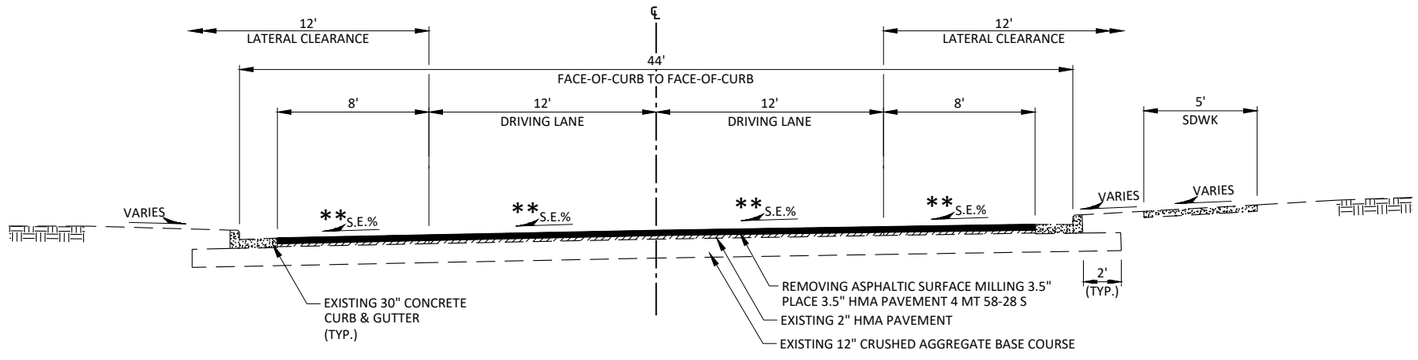
TYPICAL FINISHED SECTION

STA. 87+85 - STA. 98+26
STA. 174+23 - STA. 185+33
STA. 198+13 - STA. 206+98
STA. 396+50 - STA. 398+24

◭ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL AND ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS

\# PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

② STA. 94+75 - STA. 110+42
-REMOVING ASPHALTIC SURFACE MILLING 3.5"
PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S



** MATCH EXISTING SUPERELEVATION RATE / CROSS SLOPE

TYPICAL FINISHED SUPERELEVATED SECTION

STA. 399+80 - STA. 406+50, RT.
STA. 402+46 - STA. 406+50, LT.

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET 11	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\TYPICALS\50300103_TYPICAL SECTIONS.DWG PLOT DATE : 1/11/2023 10:08:14 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT 8

SUPERELEVATION TABLE-CURVE 1

MATCH EXISTING SUPERELEVATION THROUGH CURVE 1

SUPERELEVATION TABLE-CURVE 2

MATCH EXISTING SUPERELEVATION THROUGH CURVE 2

SUPERELEVATION TABLE-CURVE 3

STATION	LEFT(%)	RIGHT(%)
99+48	2.0	2.0
99+50	2.0	1.9
100+00	2.0	0.1
100+50	2.0	2.0
101+00	4.0	4.0
101+50	5.9	5.9
101+57	6.2	6.2
FULL SUPERELEVATION		
107+00	6.2	6.2
107+50	4.3	4.3
108+00	2.3	2.3
108+50	2.0	0.3
109+00	2.0	1.6
109+09	2.0	2.0

SUPERELEVATION TABLE-CURVE 4

STATION	LEFT(%)	RIGHT(%)
127+73	2.0	2.0
128+00	1.0	2.0
128+50	0.9	2.0
129+00	2.8	2.8
129+50	4.6	4.6
129+87	6.0	6.0
FULL SUPERELEVATION		
142+94	6.0	6.0
143+00	5.8	5.8
143+50	3.9	3.9
144+00	2.0	2.0
144+50	1.5	2.0
145+00	1.7	2.0
145+07	2.0	2.0

SUPERELEVATION TABLE-CURVE 5

STATION	LEFT(%)	RIGHT(%)
147+70	2.0	2.0
148+00	2.0	0.9
148+50	2.0	1.0
149+00	2.9	2.9
149+50	4.8	4.8
149+80	5.9	5.9
FULL SUPERELEVATION		
172+12	5.9	5.9
172+50	4.5	4.5
173+00	2.6	2.6
173+50	2.0	0.7
174+00	2.0	1.1
174+23	2.0	2.0

SUPERELEVATION TABLE-CURVE 6

STATION	LEFT(%)	RIGHT(%)
185+33	2.0	2.0
185+50	1.4	2.0
186+00	0.4	2.0
186+50	2.2	2.2
187+00	4.0	4.0
187+50	5.8	5.8
187+56	6.0	6.0
FULL SUPERELEVATION		
195+90	6.0	6.0
196+00	5.6	5.6
196+50	3.8	3.8
197+00	2.0	2.0
197+50	0.2	2.0
198+00	1.6	2.0
198+13	2.0	2.0

SUPERELEVATION TABLE-CURVE 7

STATION	LEFT(%)	RIGHT(%)
206+98	2.0	2.0
207+00	2.0	1.9
207+50	2.0	0.5
208+00	2.0	1.8
208+50	3.7	3.7
208+71	4.5	4.5
FULL SUPERELEVATION		
217+22	4.5	4.5
217+50	3.5	3.5
218+00	2.0	1.6
218+50	2.0	0.3
218+95	2.0	2.0

SUPERELEVATION TABLE-CURVE 8

STATION	LEFT(%)	RIGHT(%)
228+05	2.0	2.0
228+50	0.3	2.0
229+00	1.6	2.0
229+50	3.5	3.5
229+97	5.2	5.2
FULL SUPERELEVATION		
251+41	5.2	5.2
251+50	4.9	4.9
252+00	3.0	3.0
252+50	1.1	2.0
253+00	0.7	2.0
253+34	2.0	2.0

SUPERELEVATION TABLE-CURVE 9

STATION	LEFT(%)	RIGHT(%)
271+41	2.0	2.0
271+50	2.0	1.7
272+00	2.0	0.2
272+50	2.1	2.1
273+00	4.0	4.0
273+14	4.5	4.5
FULL SUPERELEVATION		
281+50	4.5	4.5
282+00	2.6	2.6
282+50	2.0	0.8
283+00	2.0	1.1
283+23	2.0	2.0

SUPERELEVATION TABLE-CURVE 10

STATION	LEFT(%)	RIGHT(%)
308+96	2.0	2.0
309+00	2.0	1.9
309+50	2.0	0.2
310+00	2.0	1.9
310+05	2.1	2.1
FULL SUPERELEVATION		
341+53	2.1	2.1
342+00	2.0	0.4
342+50	2.0	1.5
342+62	2.0	2.0

SUPERELEVATION TABLE-CURVE 11

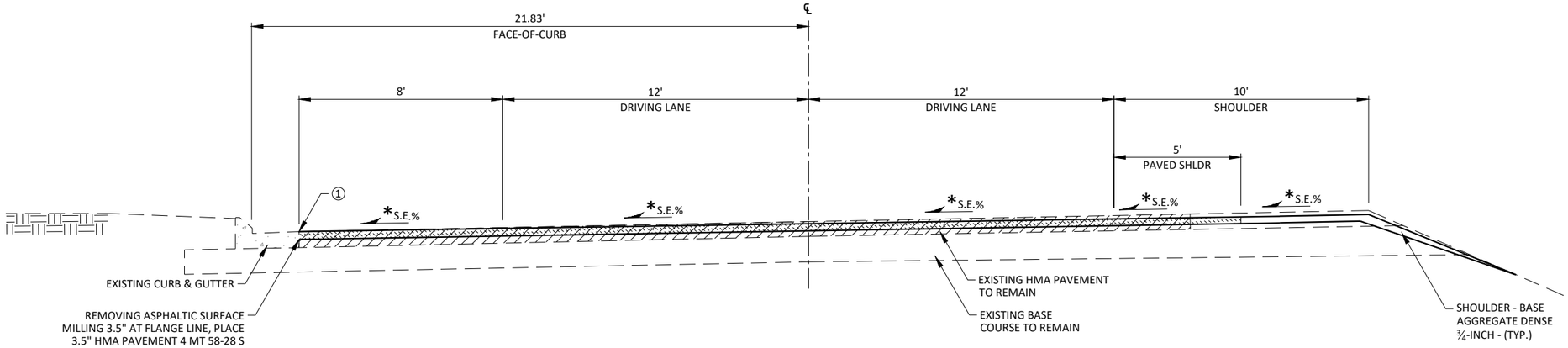
STATION	LEFT(%)	RIGHT(%)
355+37	2.0	2.0
355+50	1.5	2.0
356+00	0.5	2.0
356+50	2.4	2.4
357+00	4.4	4.4
357+41	6.0	6.0
FULL SUPERELEVATION		
362+15	6.0	6.0
362+50	4.6	4.6
363+00	2.7	2.7
363+50	0.7	2.0
364+00	1.3	2.0
364+19	2.0	2.0

SUPERELEVATION TABLE-CURVE 12

MATCH EXISTING SUPERELEVATION THROUGH CURVE 12

SUPERELEVATION TABLE-CURVE 13

MATCH EXISTING SUPERELEVATION THROUGH CURVE 13



SUPERELEVATION CORRECTION DETAIL

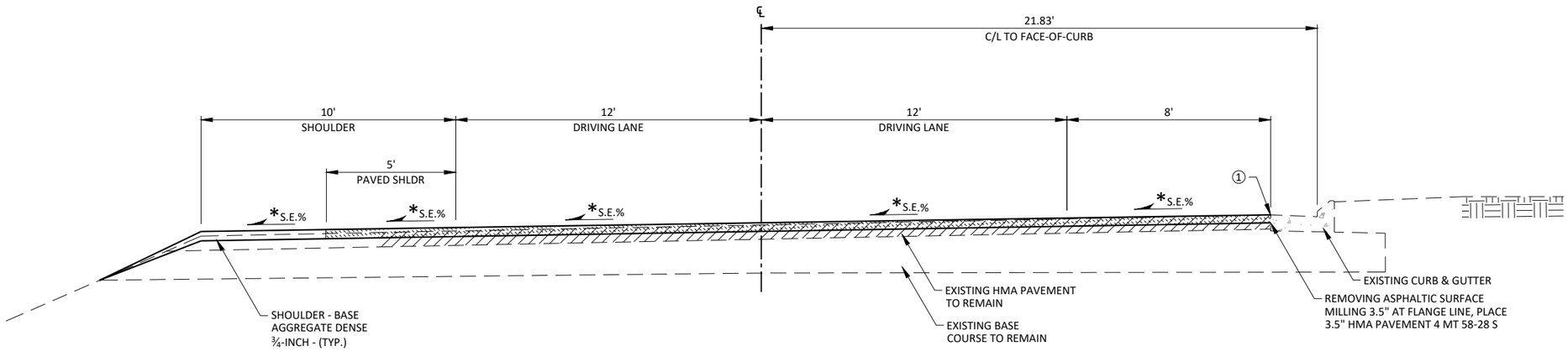
CURVE NO.	EXISTING SUPERELEVATION (%)	* PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
** 5	6.3	5.9	0.4

① MATCH EXISTING FLANGE LINE ELEVATION

** CURVE 5
STA. 150+19 - STA. 161+04
(SEE CONSTRUCTION DETAILS - SUPERELEVATION CORRECTION DETAIL FOR CURVE 5 AREAS WITHOUT CONCRETE CURB & GUTTER AND OTHER AREAS WITH CONCRETE CURB & GUTTER)

EXISTING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING 3.5" AT FLANGE LINE OF EXISTING CURB & GUTTER, PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S



SUPERELEVATION CORRECTION DETAIL

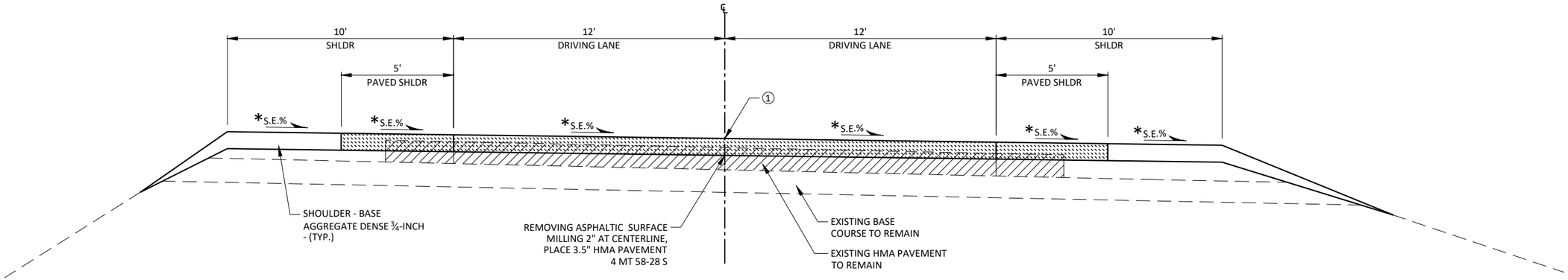
CURVE NO.	EXISTING SUPERELEVATION (%)	* PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
** 5	6.3	5.9	0.4

① MATCH EXISTING FLANGE LINE ELEVATION

** CURVE 5
STA. 168+30 - STA. 174+23
(SEE CONSTRUCTION DETAILS - SUPERELEVATION CORRECTION DETAIL FOR CURVE 5 AREAS WITHOUT CONCRETE CURB & GUTTER AND OTHER AREAS WITH CONCRETE CURB & GUTTER)

EXISTING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING 2.5" AT CENTERLINE, PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S



SUPERELEVATION CORRECTION DETAIL

CURVE NO.	EXISTING SUPERELEVATION (%)	* PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
3	6.6	6.2	0.4
4	6.3	6.0	0.3
** 5	6.3	5.9	0.4
7	4.8	4.5	0.3
8	5.5	5.2	0.3
9	4.6	4.5	0.1
10	2.6	2.1	0.5
11	6.1	6.0	0.1

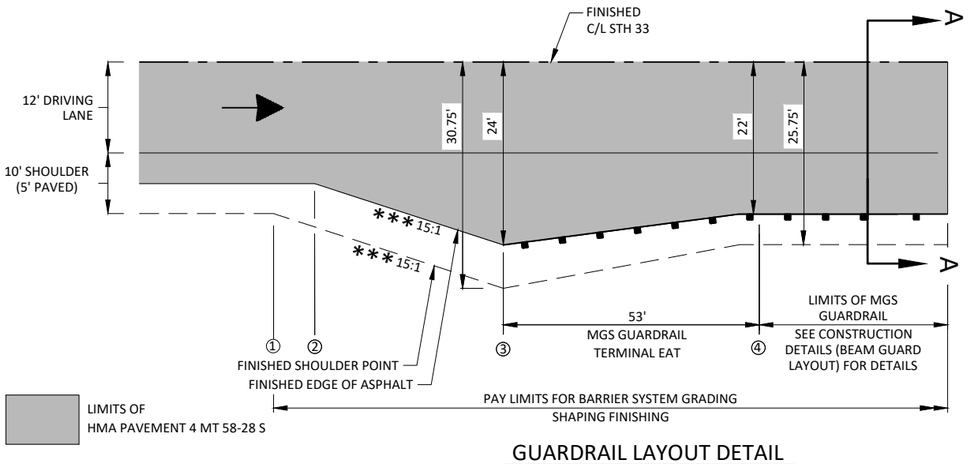
EXISTING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE MILLING 2" AT CENTERLINE, PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

NOTE: CORRECT EXISTING SUPERELEVATION (%) TO PROPOSED SUPERELEVATION (%) BY SPLITTING DIFFERENCE (DIFFERENCE/2) BETWEEN THE HIGH AND LOW SIDES OF THE SUPERELEVATED ROADWAY.

① FINISHED STH 33 C/L PROFILE TO BE RAISED BY 1.5-INCHES FROM EXISTING.

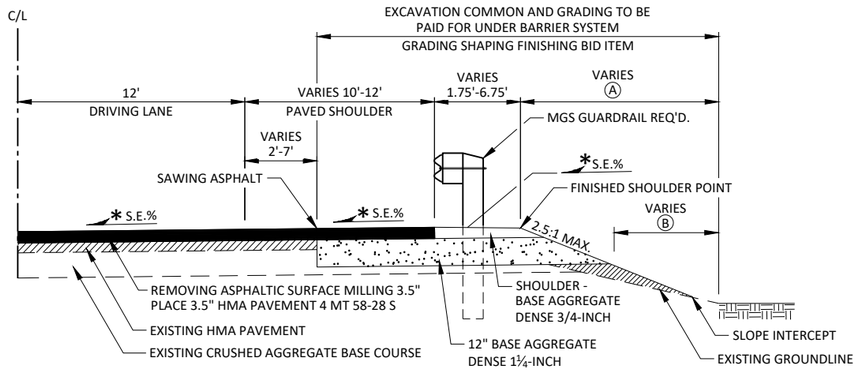
** CURVE 5
STA. 147+70 - STA. 150+19
STA. 161+04 - STA. 168+30
(SEE CONSTRUCTION DETAILS - SUPERELEVATION CORRECTION DETAIL FOR CURVE 5 CONCRETE CURB & GUTTER AREAS)



*** 15:1 TAPER UNLESS OTHERWISE NOTED

GUARDRAIL LAYOUT DETAIL

STATION-STATION	LOCATION	GUARDRAIL LAYOUT TABLE STATION ①	②	③	④
94+44 - 96+32	MAINLINE, RT.	94+44	94+75	95+79	96+32
95+11 - 96+95	MAINLINE, LT.	95+11	95+37	96+42	96+95
99+45 - 99+98	MAINLINE, RT.	--	--	99+98	99+45
100+23 - 101+03	MAINLINE, RT.	--	--	100+50	101+03
100+45 - 100+98	MAINLINE, LT.	--	--	100+98	100+45
101+22 - 102+02	MAINLINE, LT.	--	--	101+49	102+02
108+33 - 110+17	MAINLINE, RT.	110+17	109+91	108+86	108+33
108+84 - 110+68	MAINLINE, LT.	110+68	110+42	109+37	108+84



SECTION A-A

BASE AGGREGATE DENSE 1¼-INCH REQ'D.

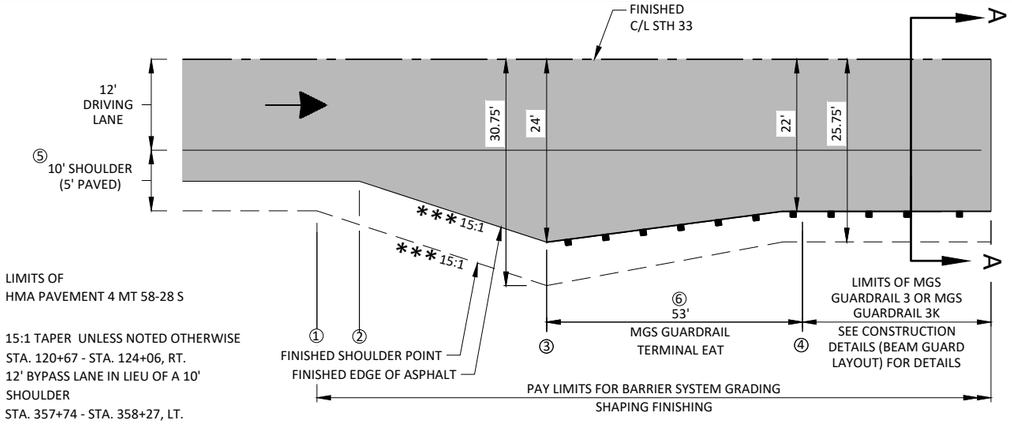
BORROW MATERIAL (PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING)

* SEE SUPERELEVATION TABLE

Ⓐ LIMITS OF FERTILIZER TYPE B AND SEEDING MIXTURE NO. 30 (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

Ⓑ LIMITS OF SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS 1 TYPE B (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

2



LIMITS OF
HMA PAVEMENT 4 MT 58-28 S

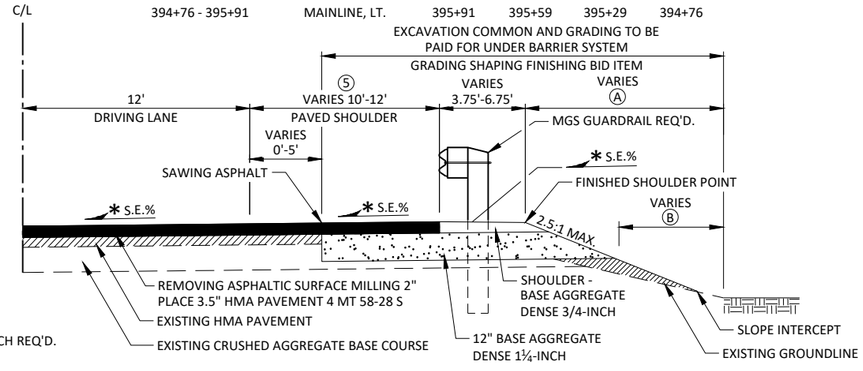
*** 15:1 TAPER UNLESS NOTED OTHERWISE

⑤ STA. 120+67 - STA. 124+06, RT.
12' BYPASS LANE IN LIEU OF A 10' SHOULDER

⑥ STA. 357+74 - STA. 358+27, LT.
ELIMINATE 25:1 FLARE WITHIN MGS GUARDRAIL TERMINAL EAT LIMITS
-SEE CONSTRUCTION DETAILS FOR FURTHER LAYOUT INFORMATION

GUARDRAIL LAYOUT DETAIL

STATION-STATION	LOCATION	GUARDRAIL LAYOUT TABLE STATION ①	②	③	④
85+53 - 87+38	MAINLINE, RT.	85+53	85+73	86+85	87+38
86+61 - 88+44	MAINLINE, LT.	86+61	86+87	87+91	88+44
90+25 - 92+18	MAINLINE, RT.	92+18	91+86	90+78	90+25
90+32 - 92+20	MAINLINE, LT.	92+20	91+93	90+85	90+32
120+67 - 123+88	MAINLINE, RT.	123+88	123+69	121+20	120+67
152+56 - 154+12	MAINLINE, RT.	154+12	153+72	153+08	152+56
228+04 - 229+93	MAINLINE, RT.	228+04	228+32	229+40	229+93
228+70 - 230+68	MAINLINE, LT.	228+70	229+03	230+15	230+68
232+20 - 234+06	MAINLINE, RT.	234+06	233+86	232+73	232+20
239+36 - 241+18	MAINLINE, LT.	241+18	240+83	239+89	239+36
267+41 - 269+24	MAINLINE, RT.	267+41	267+67	268+71	269+24
268+32 - 270+13	MAINLINE, LT.	268+32	268+58	269+60	270+13
271+49 - 273+32	MAINLINE, RT.	273+32	273+01	272+02	271+49
272+38 - 274+19	MAINLINE, LT.	274+19	273+98	272+91	272+38
278+72 - 280+45	MAINLINE, LT.	278+72	278+91	279+92	280+45
292+72 - 294+56	MAINLINE, LT.	294+56	294+30	293+25	292+72
356+75 - 358+27	MAINLINE, LT.	356+75	357+18	357+74	358+27
361+08 - 362+90	MAINLINE, LT.	362+90	362+37	361+61	361+08
389+45 - 391+44	MAINLINE, RT.	389+45	389+92	390+91	391+44
390+76 - 392+63	MAINLINE, LT.	390+76	391+04	392+10	392+63
394+07 - 395+39	MAINLINE, RT.	395+39	394+90	394+60	394+07
394+76 - 395+91	MAINLINE, LT.	395+91	395+59	395+29	394+76



SECTION A-A

BASE AGGREGATE DENSE 1¼-INCH REQ'D.

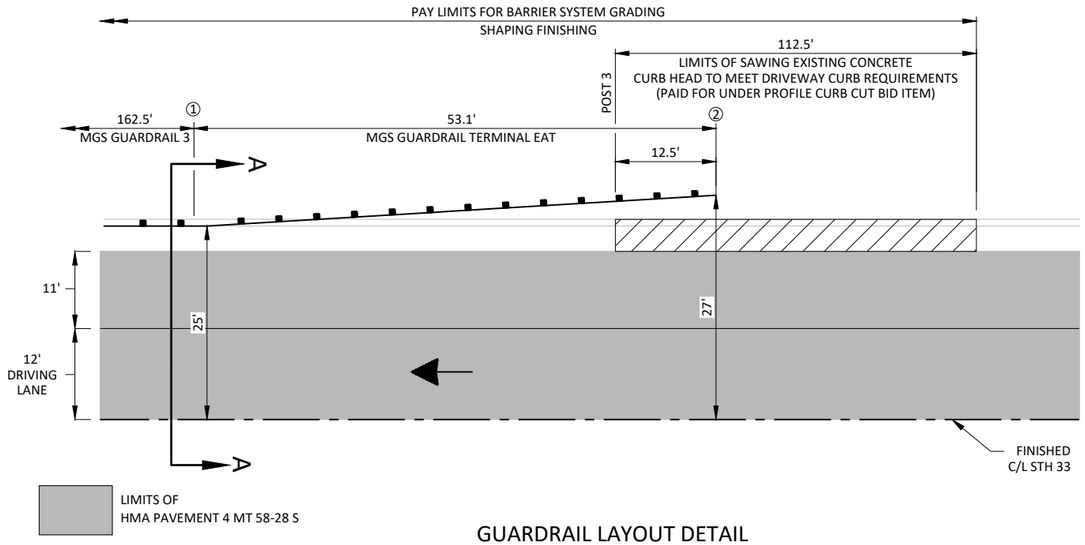
BORROW MATERIAL (PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING)

* SEE SUPERELEVATION TABLE

Ⓐ LIMITS OF FERTILIZER TYPE B AND SEEDING MIXTURE NO. 30 (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

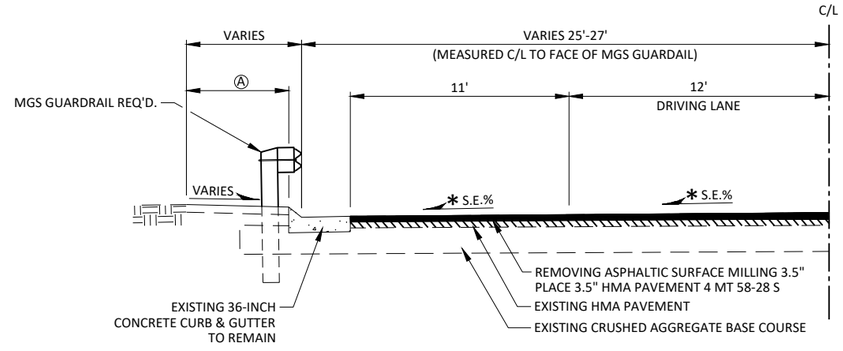
Ⓑ LIMITS OF SALVAGED TOPSOIL AND EROSION MAT URBAN CLASS 1 TYPE B (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

⑤ STA. 120+67 - STA. 124+06, RT.
VARIES 12' - 14'



GUARDRAIL LAYOUT DETAIL

STATION-STATION	LOCATION	GUARDRAIL LAYOUT TABLE STATION ①	STATION ②
153+38 - 153+91	MAINLINE, LT.	153+38	153+91



SECTION A-A

* SEE SUPERELEVATION TABLE

Ⓐ LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, SALVAGED TOPSOIL, AND EROSION MAT URBAN CLASS 1 TYPE B (AS DIRECTED BY ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

2

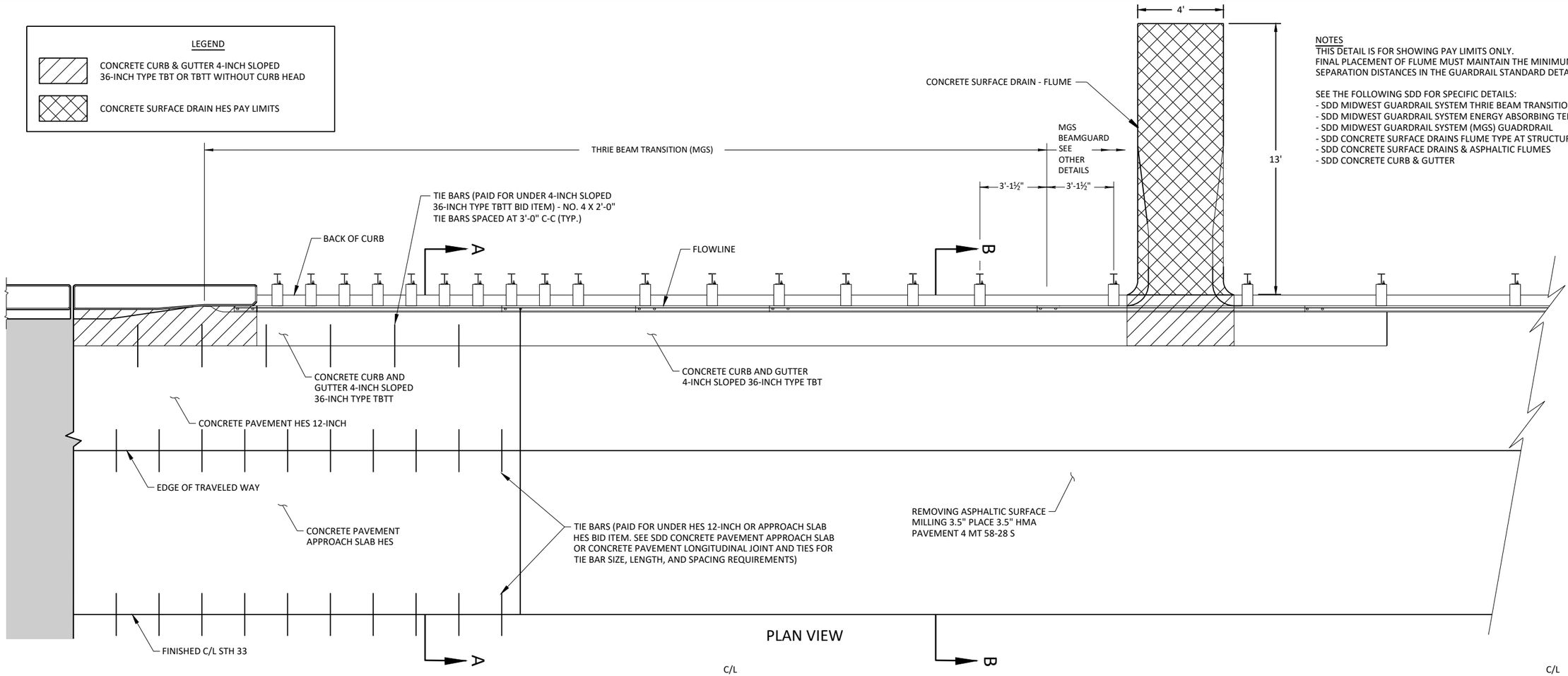
LEGEND

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT WITHOUT CURB HEAD

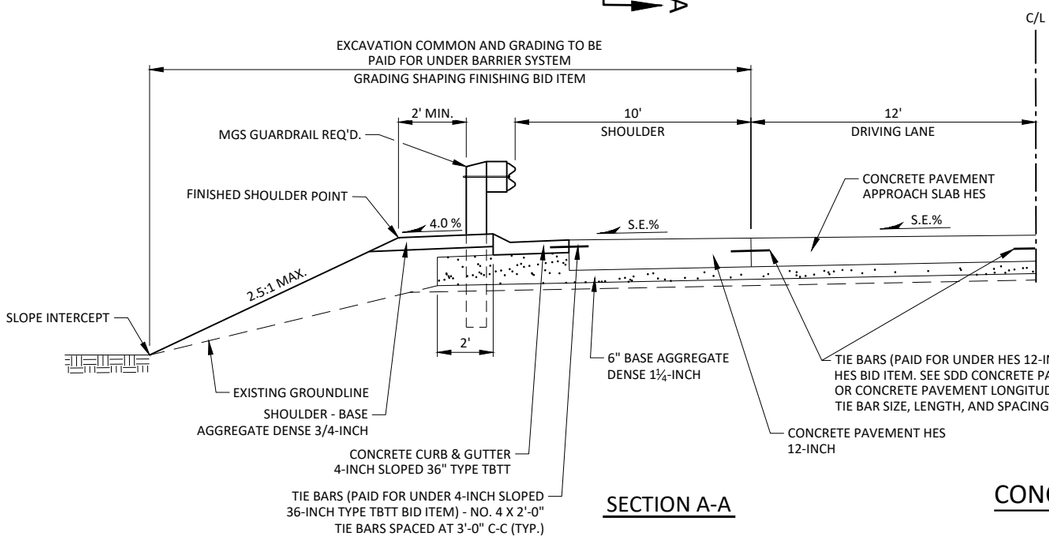
CONCRETE SURFACE DRAIN HES PAY LIMITS

NOTES
THIS DETAIL IS FOR SHOWING PAY LIMITS ONLY.
FINAL PLACEMENT OF FLUME MUST MAINTAIN THE MINIMUM POST SEPARATION DISTANCES IN THE GUARDRAIL STANDARD DETAILS.

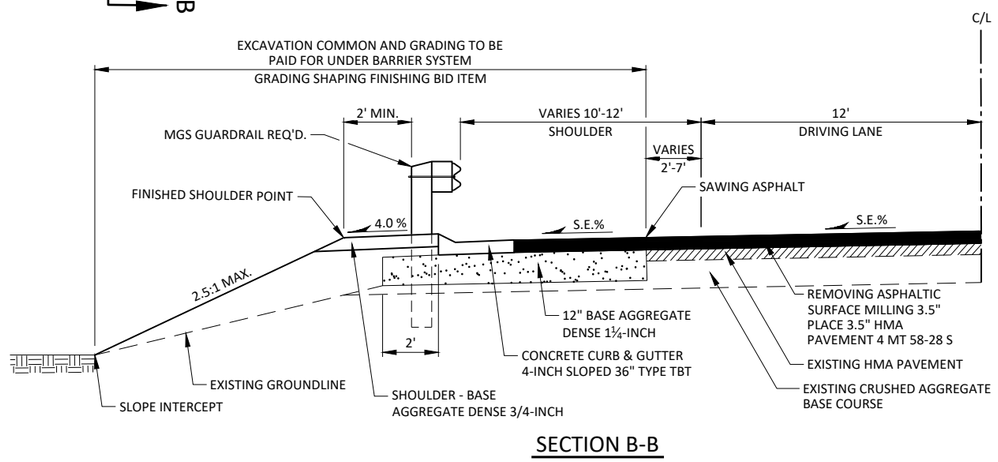
SEE THE FOLLOWING SDD FOR SPECIFIC DETAILS:
- SDD MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
- SDD MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
- SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUADRDRAIL
- SDD CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
- SDD CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
- SDD CONCRETE CURB & GUTTER



PLAN VIEW



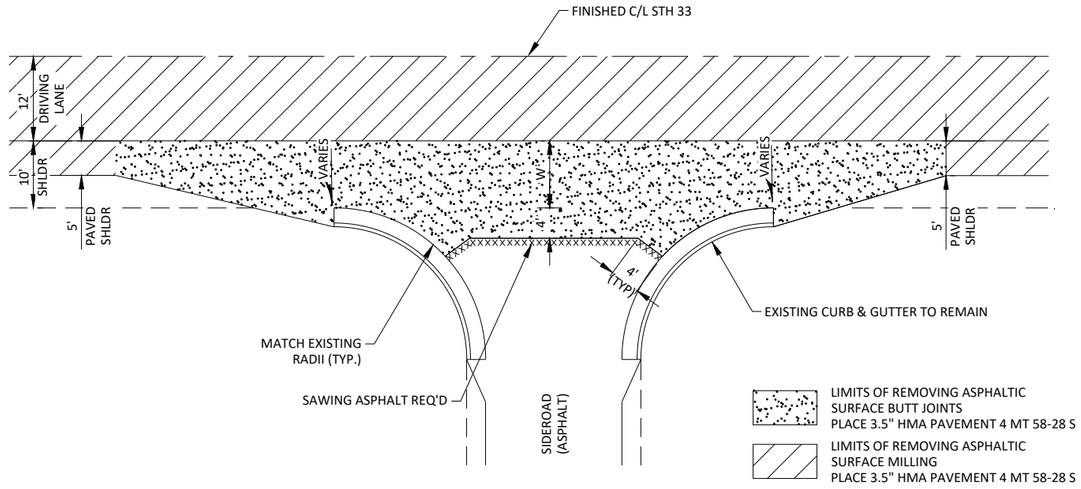
SECTION A-A



SECTION B-B

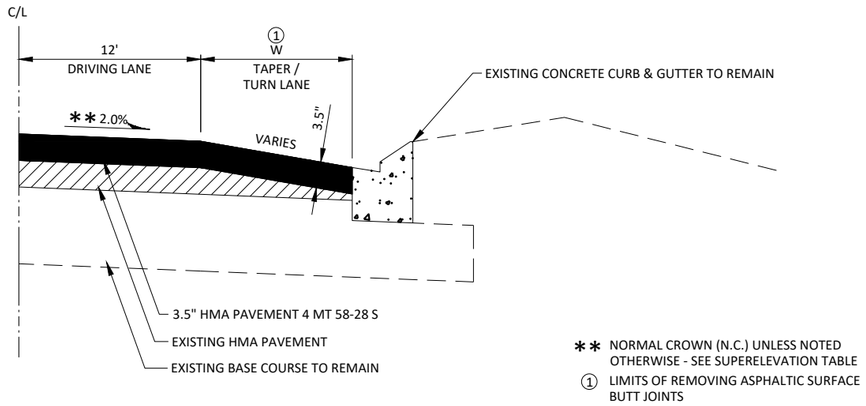
CONCRETE SURFACE DRAIN

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 17	E



TYPICAL RURAL SIDEROAD DETAIL WITH CURB & GUTTER

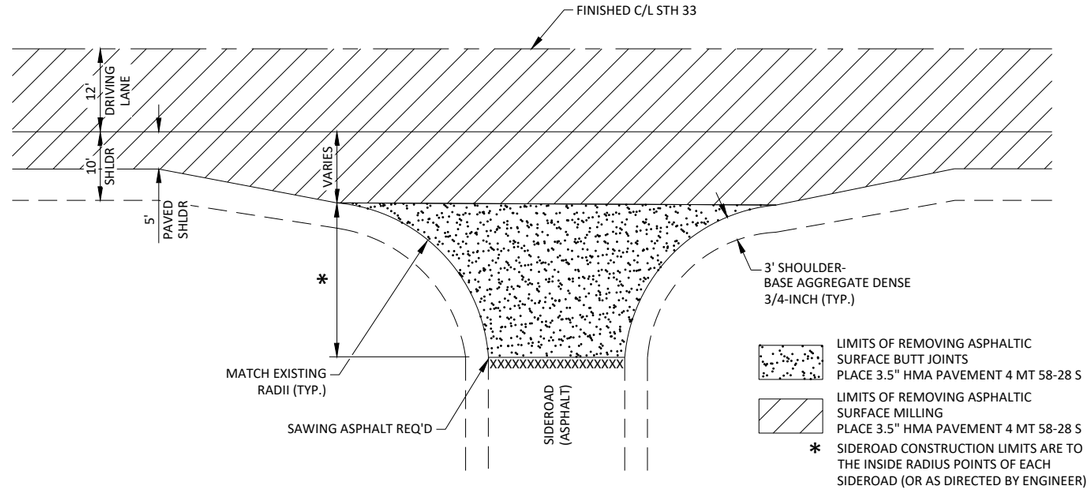
SOUTH STREET
GUDENSCHWAGER ROAD
CTH V
ROZNOS ROAD
SCHUTTE ROAD
TWIN PINE ROAD
OLD IRONTON ROAD
LAVALLE STREET



TYPICAL RURAL SIDEROAD PROFILE WITH CURB & GUTTER

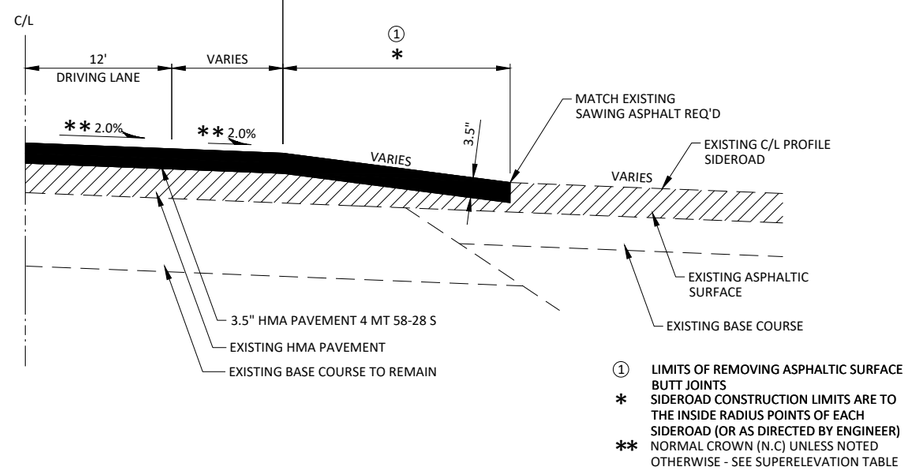
	W (FT)		W (FT)
SOUTH STREET	10	SCHUTTE ROAD	10
GUDENSCHWAGER ROAD	VARIES 12-14	TWIN PINE ROAD	10
CTH V	12	OLD IRONTON ROAD	10
ROZNOS ROAD	10	LAVALLE STREET	10

2

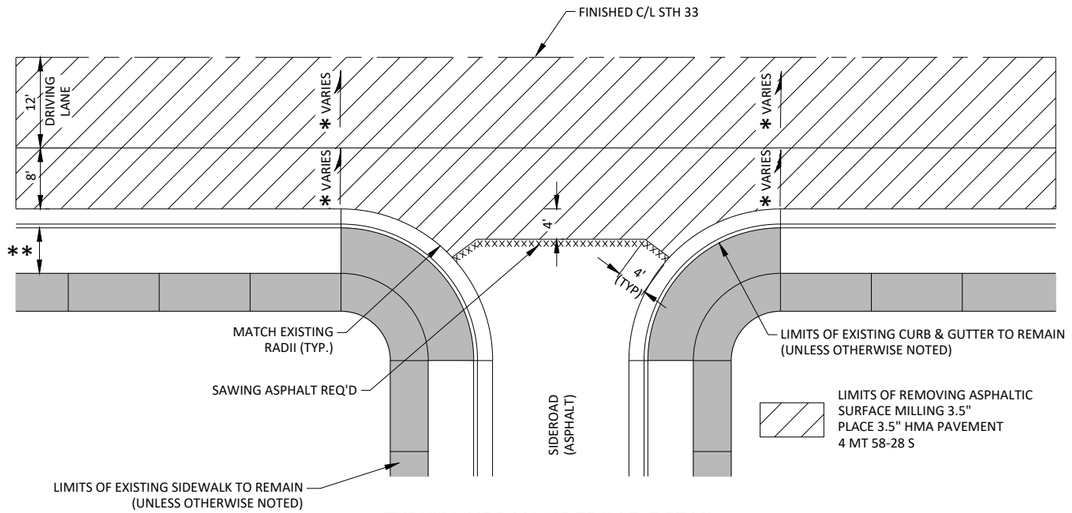


TYPICAL RURAL SIDEROAD DETAIL WITHOUT CURB & GUTTER

THIES ROAD
SCHULTZ ROAD
CHITWOOD ROAD
BODENDEIN ROAD
EMERALD DRIVE



TYPICAL RURAL SIDEROAD PROFILE WITHOUT CURB & GUTTER



TYPICAL URBAN SIDEROAD DETAIL

ALEXANDER AVE
NORTH PRESTON AVE
SOUTH PRESTON AVE

* MATCH EXISTING CROSS SLOPE

** TERRACE WIDTH VARIES (TYP.)

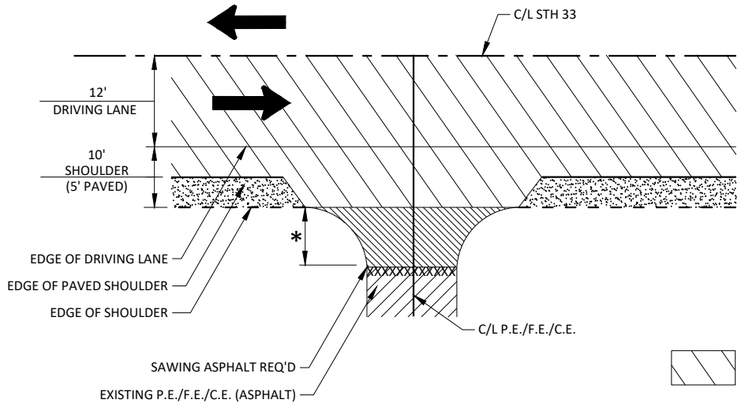
TYPICAL URBAN SIDEROAD PROFILE

ALEXANDER AVE
NORTH PRESTON AVE
SOUTH PRESTON AVE

* MATCH EXISTING CROSS SLOPE / SUPERELEVATION

2

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 19	E



P.E./F.E./C.E. (EXISTING ASPHALT) DRIVEWAY DETAIL-RURAL

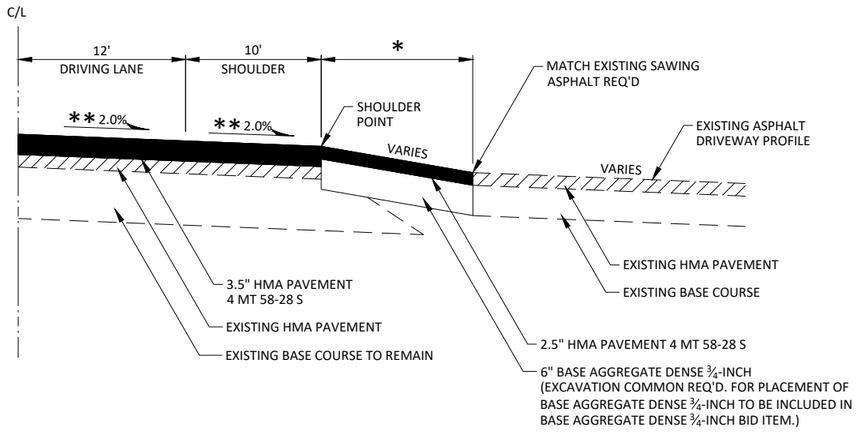
* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER)

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING PLACE 3.5" HMA PAVEMENT 4 MT 58-28S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

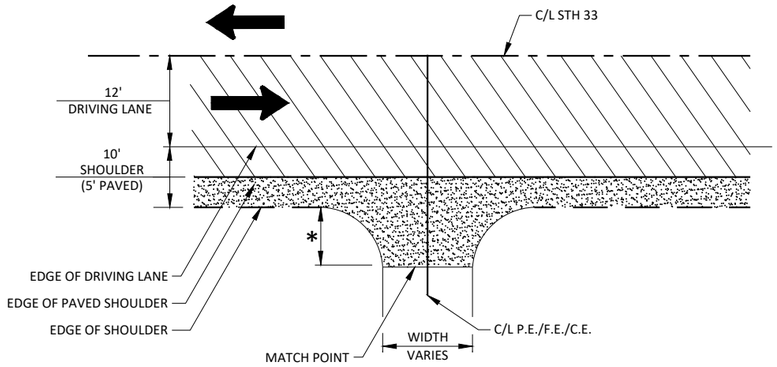
LIMITS OF REMOVING ASPHALTIC SURFACE (AT DRIVEWAY) PLACE 2 ½" HMA PAVEMENT 4 MT 58-28 S OVER 6" B.A.D.

LIMITS OF EXISTING ASPHALTIC SURFACE P.E./F.E./C.E. TO REMAIN



P.E./F.E./C.E. (EXISTING ASPHALT) PROFILE

** N.C. UNLESS NOTED OTHERWISE
-SEE SUPERELEVATION TABLE

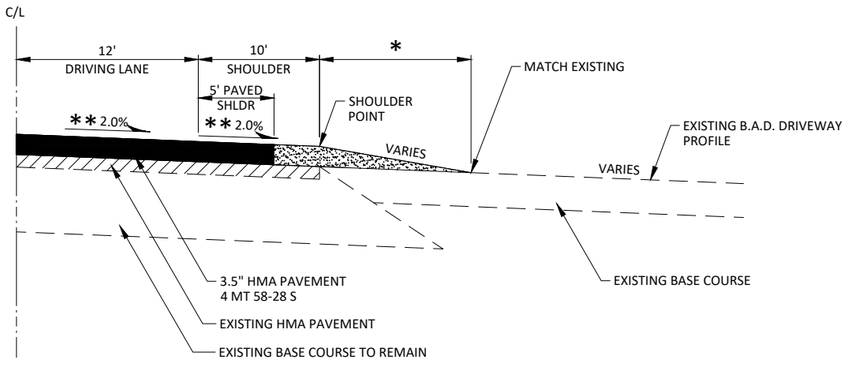


P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-RURAL

* REPLACE IN KIND TO THE RADIUS POINTS OF EACH DRIVEWAY (OR AS DIRECTED BY ENGINEER)

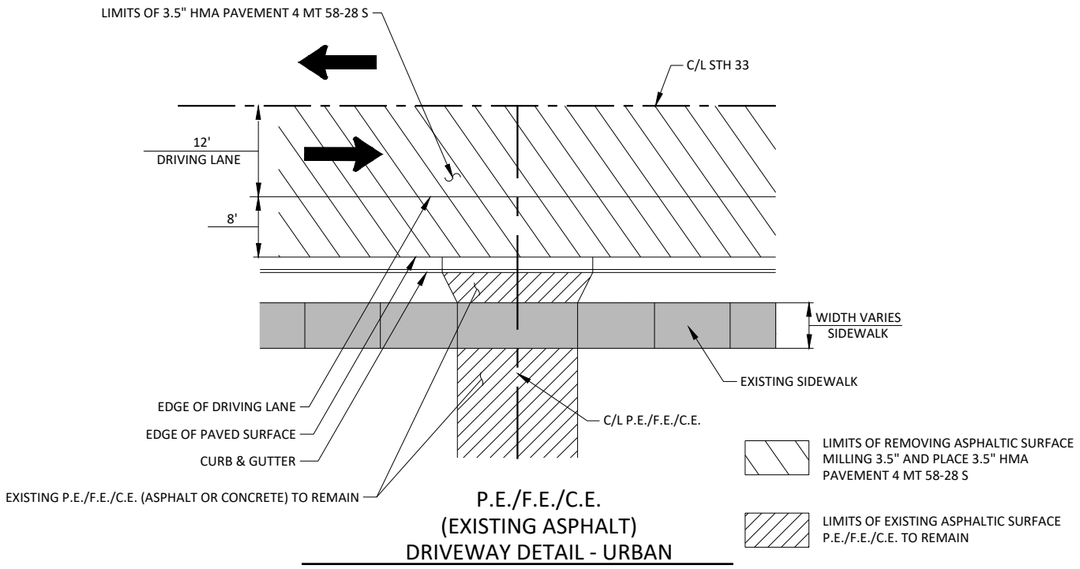
LIMITS OF REMOVING ASPHALTIC SURFACE MILLING PLACE 3.5" HMA PAVEMENT 4 MT 58-28S

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

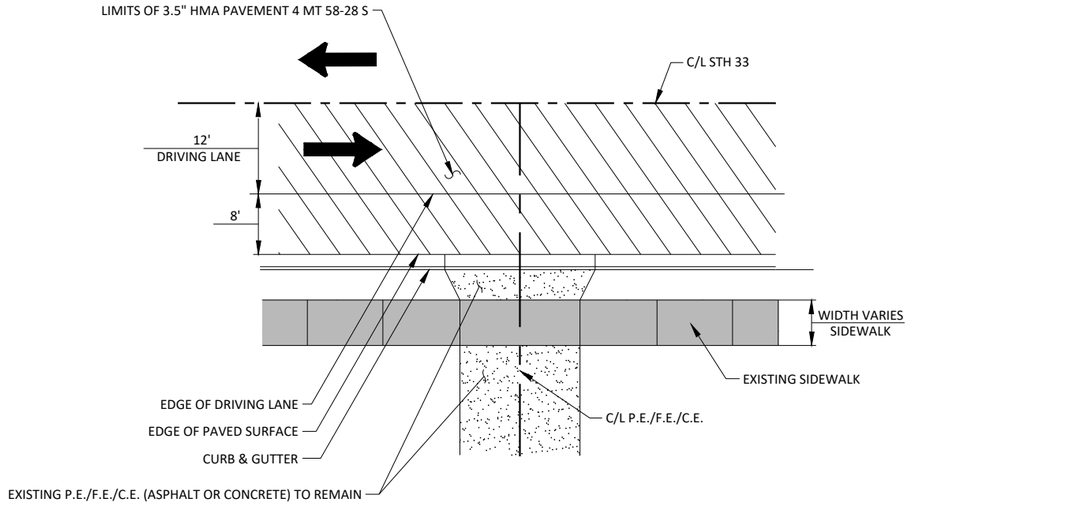


P.E./F.E./C.E. (EXISTING B.A.D.) PROFILE

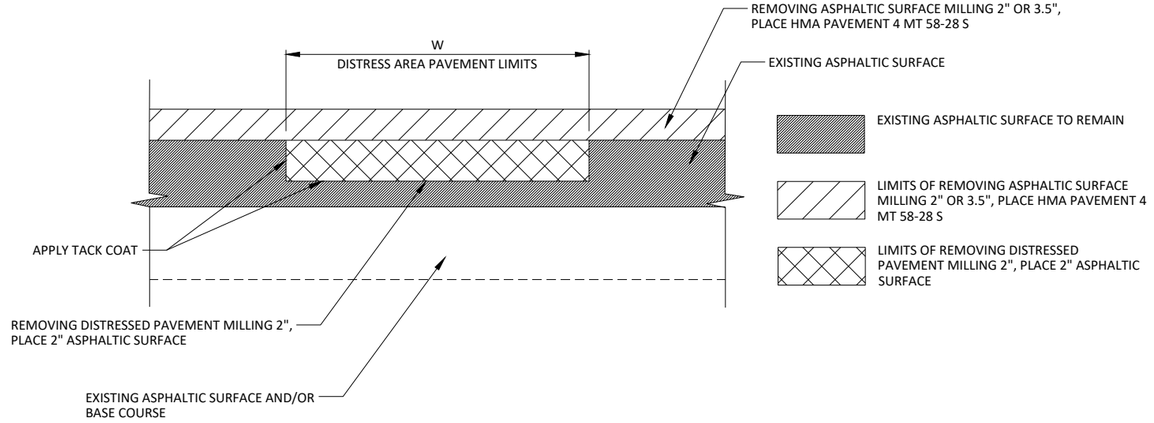
** N.C. UNLESS NOTED OTHERWISE
-SEE SUPERELEVATION TABLE



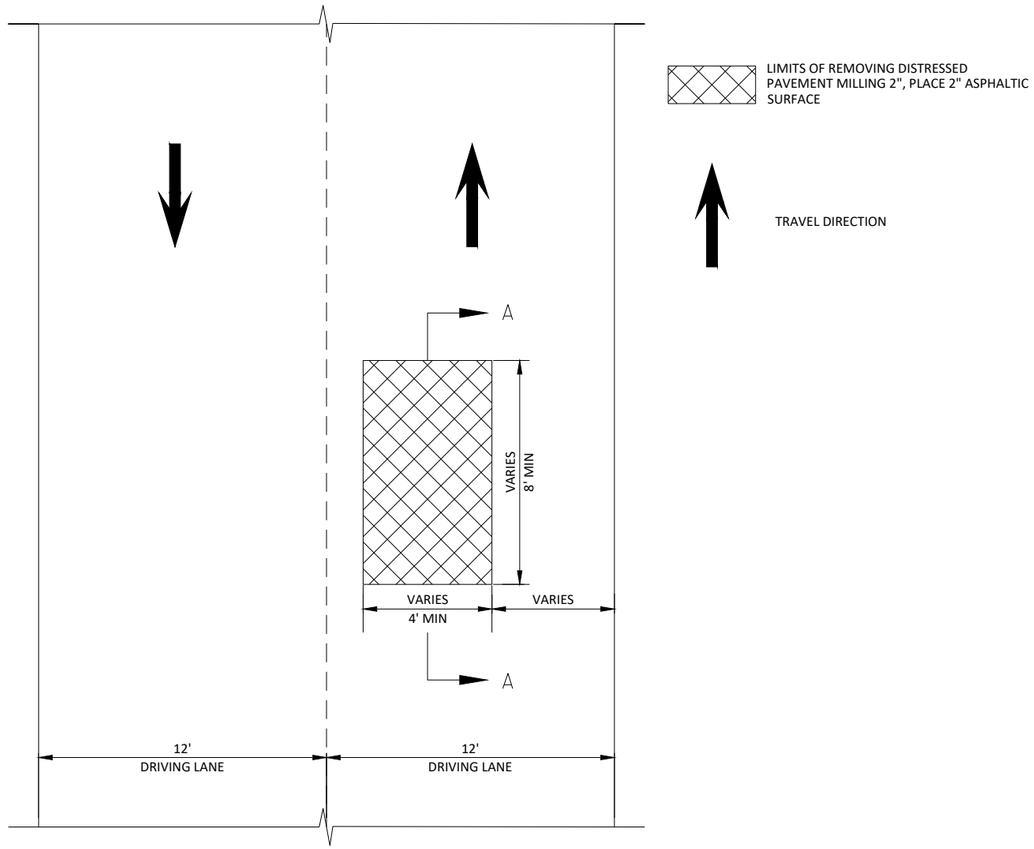
P.E./F.E./C.E.
(EXISTING ASPHALT)
DRIVEWAY DETAIL - URBAN



P.E./F.E./C.E. (EXISTING B.A.D.)
DRIVEWAY DETAIL-URBAN



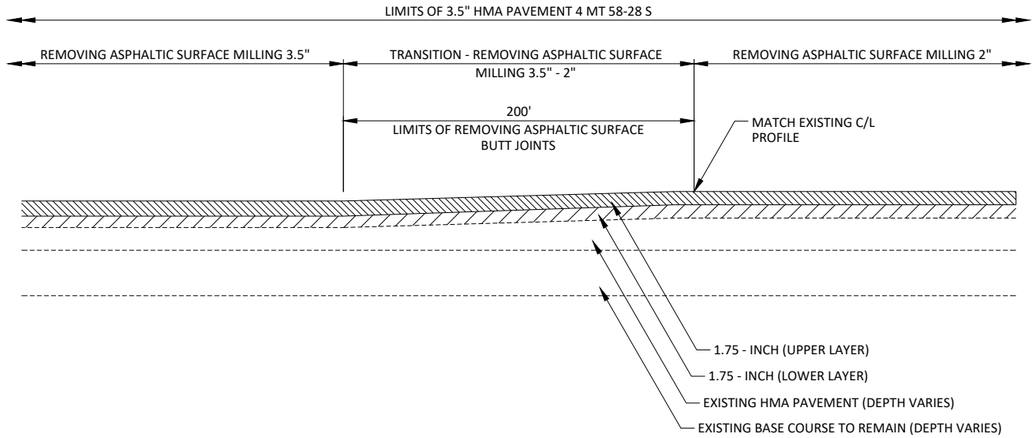
REMOVING DISTRESS PAVEMENT MILLING
SECTION A-A



PLAN VIEW

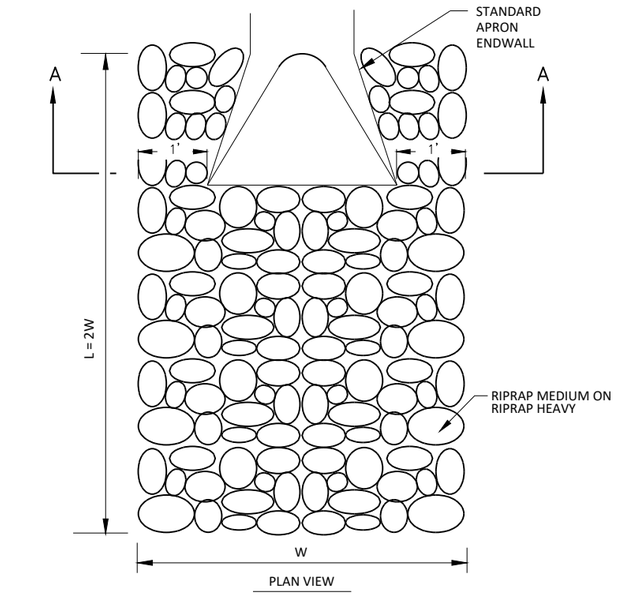
EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

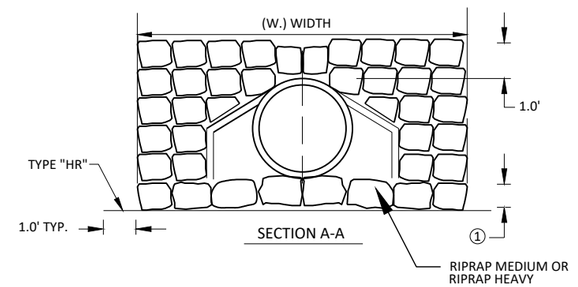
2



REMOVING ASPHALTIC SURFACE BUTT JOINTS - STH 33

STA. 63+60 - STA. 65+60
STA. 71+31 - STA. 73+31
STA. 79+66 - STA. 81+66
STA. 92+75 - STA. 94+75
STA. 110+42 - STA. 112+42
STA. 148+19 - STA. 150+19
STA. 161+04 - STA. 163+04
STA. 166+30 - STA. 168+30
STA. 179+98 - STA. 181+98
STA. 396+67 - STA. 398+67

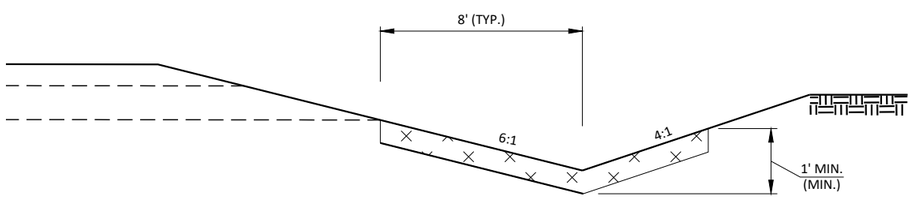




RIPRAP DISCHARGE APRON

(UNLESS NOTED OTHERWISE ON PLAN)

	① (FT)
RIPRAP MEDIUM	1.5'
RIPRAP HEAVY	2.0'

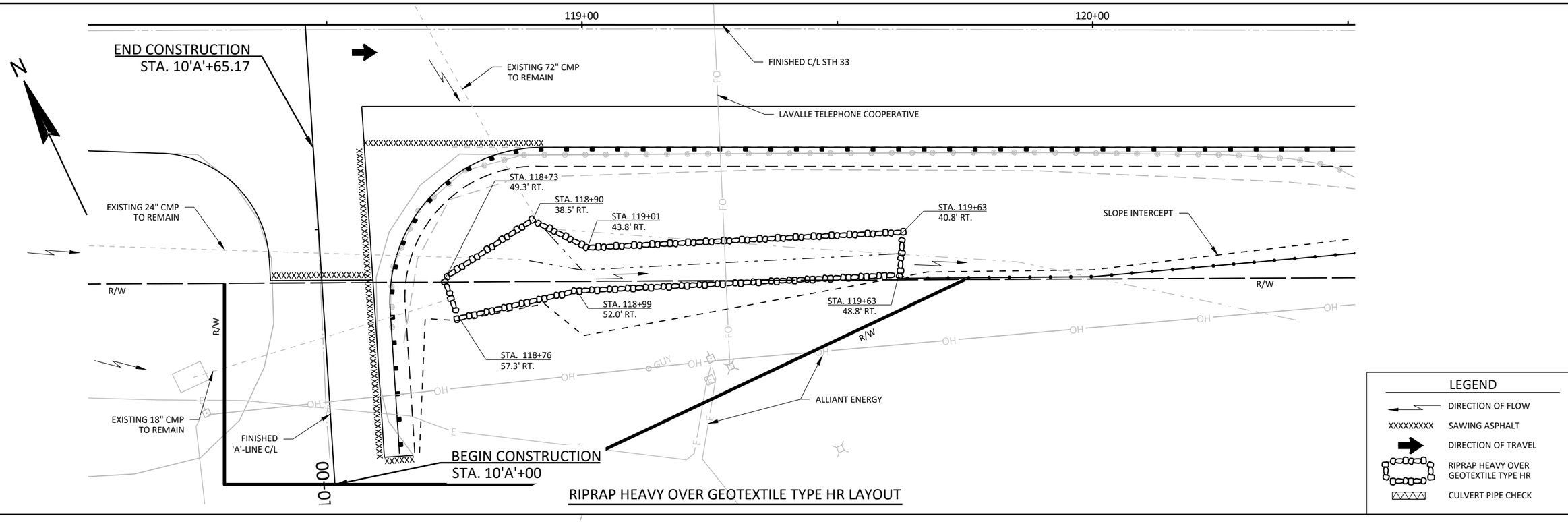


EROSION MAT DETAIL FOR DITCHES

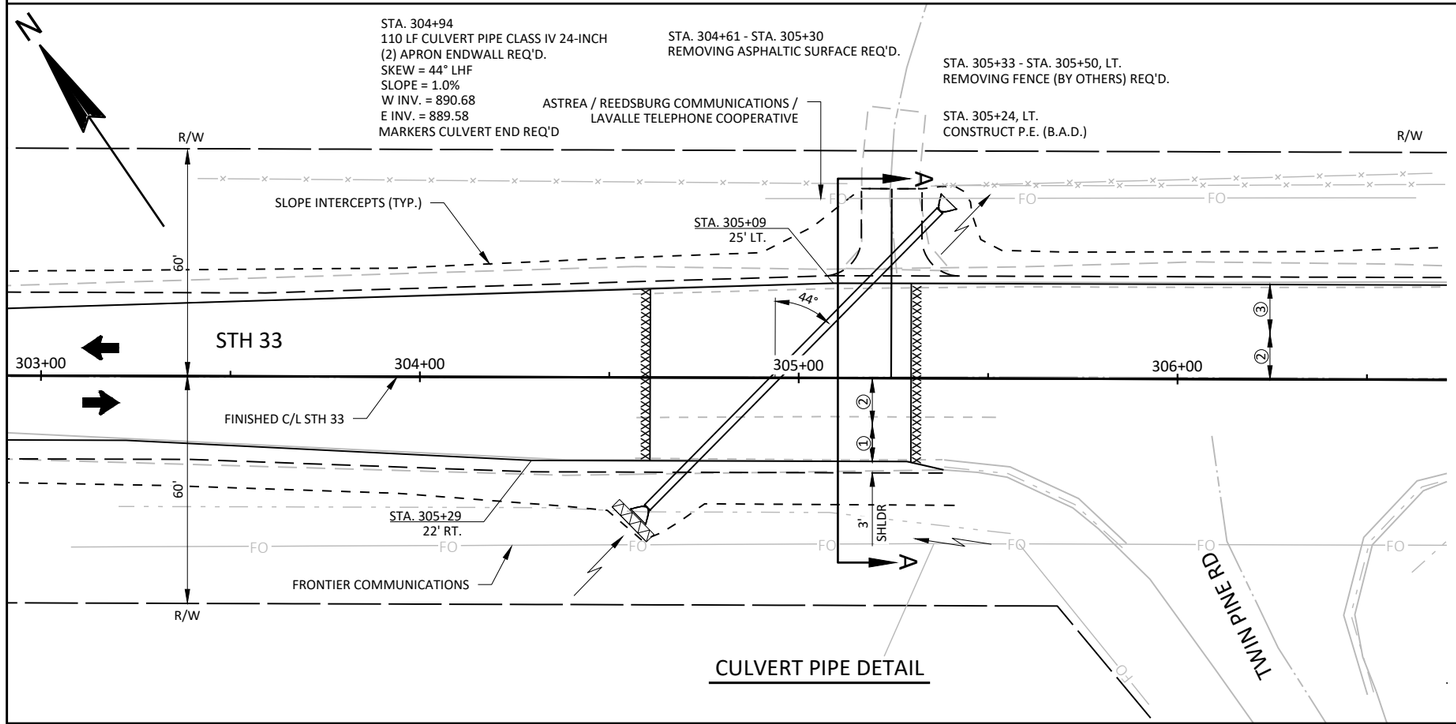
CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X	ELEV.
9	165+18	¾" I.R.S., 26.1 RT.	272,350.42	556,892.13	988.53
10	273+25	¾" I.R.S., 40.5 LT.	267,564.78	565,863.85	890.33
11	376+17	¾" I.R.S., 60.5 LT.	261,938.11	574,274.04	915.66
12	408+17	¾" I.R.S., 22.8 RT.	259,908.93	576,634.29	881.55
13	413+38	¾" IRON DEVIL STRIP, 23.6' LT.	259,955.95	577,154.54	879.93
14	417+62	¾" I.R.S., 22.7 RT.	259,910.30	577,662.71	881.38

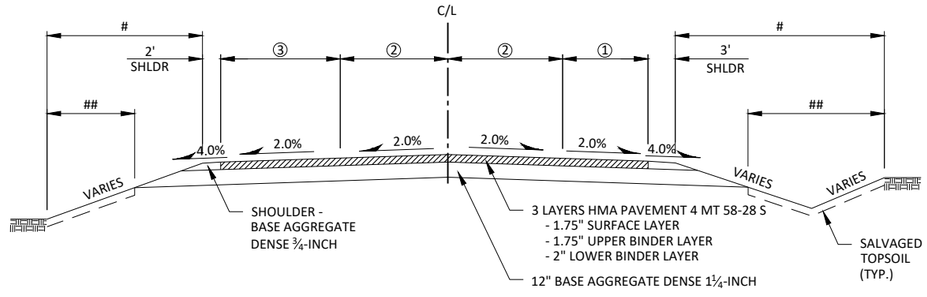
2



RIPRAP HEAVY OVER GEOTEXTILE TYPE HR LAYOUT



CULVERT PIPE DETAIL



SECTION A-A

① 10' RIGHT TURN LANE

② 12' DRIVING LANE

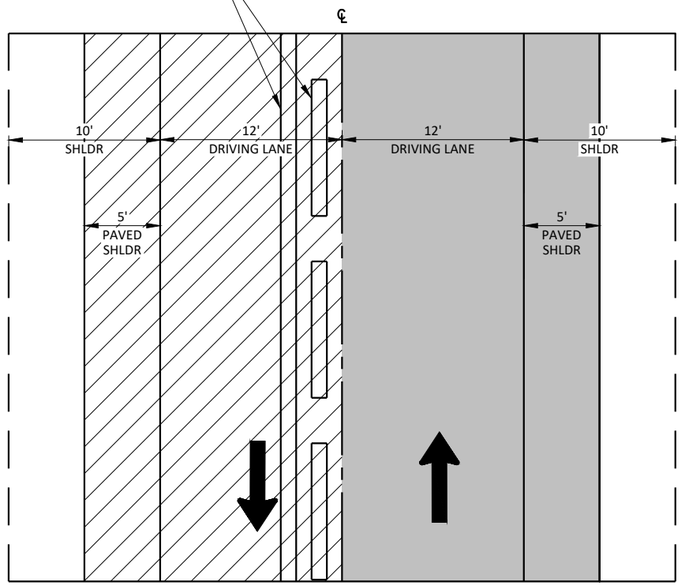
③ 13' BYPASS LANE

\# LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, AND MULCHING (AS DIRECTED BY THE ENGINEER).

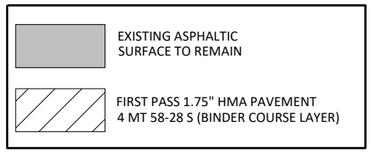
SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

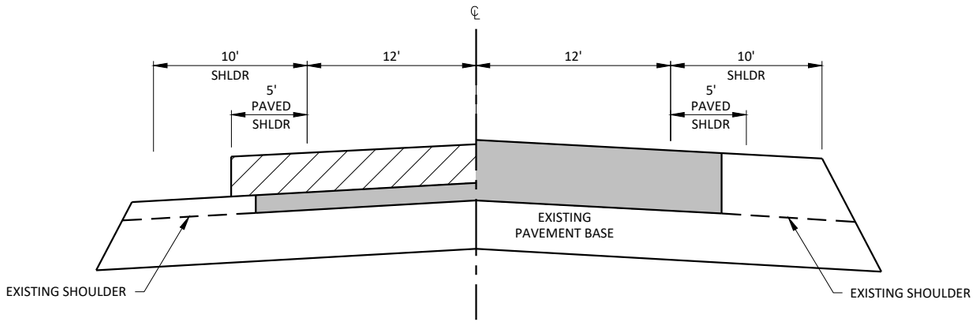
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 23	E

TEMPORARY MARKING LINE PAINT 4-INCH TO BE PLACED ON LOWER LEVEL PAVEMENT SAME DAY AS PAVING OPERATION (ALL TEMPORARY MARKING LINE PAINT IS TO MATCH EXISTING CENTERLINE CONDITIONS)



PLAN VIEW

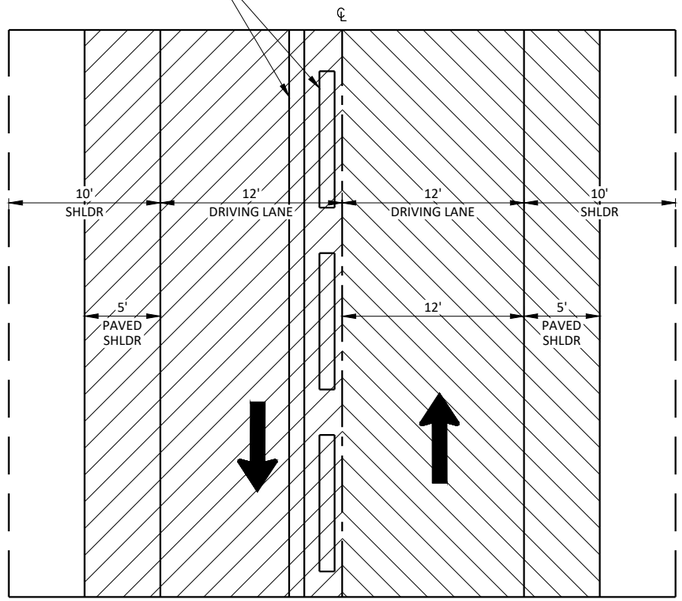




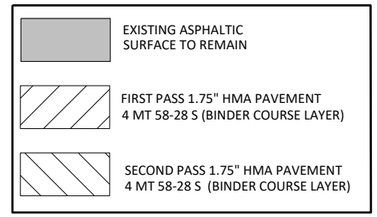
CROSS SECTION VIEW

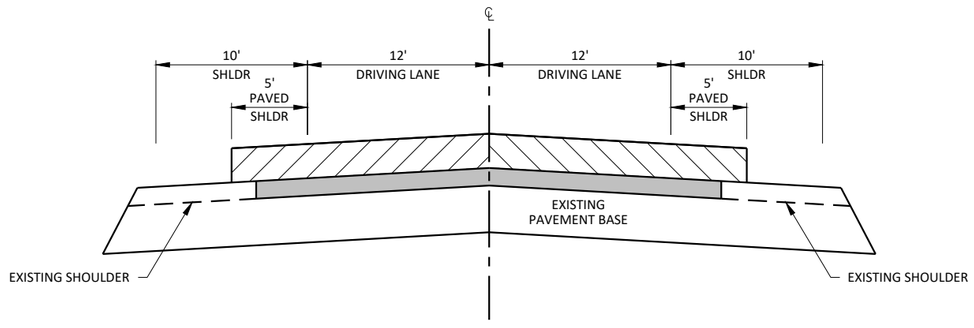
FIRST PASS DETAIL

TEMPORARY MARKING LINE PAINT 4-INCH PLACED AFTER FIRST PASS TO REMAIN FOR SECOND AND THIRD PASS.



PLAN VIEW



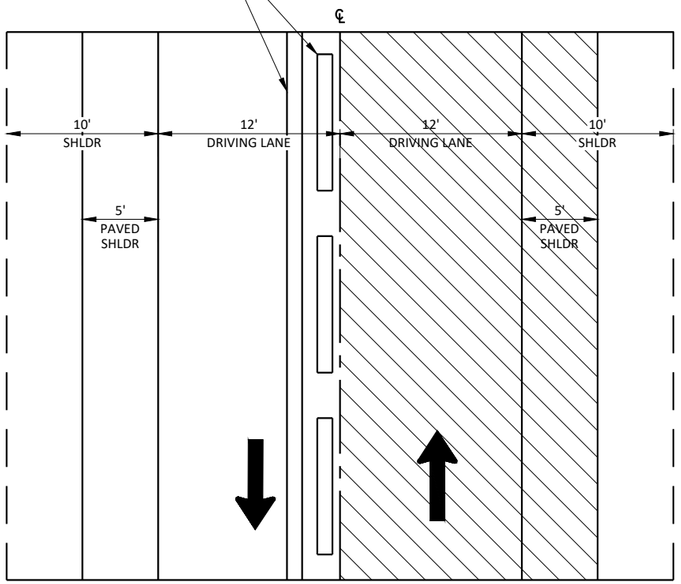


CROSS SECTION VIEW

SECOND PASS DETAIL

2

TEMPORARY MARKING LINE PAINT 4-INCH PLACED AFTER FIRST PASS TO REMAIN FOR SECOND AND THIRD PASS (ALL TEMPORARY MARKING LINE PAINT IS TO MATCH EXISTING CENTERLINE CONDITIONS)



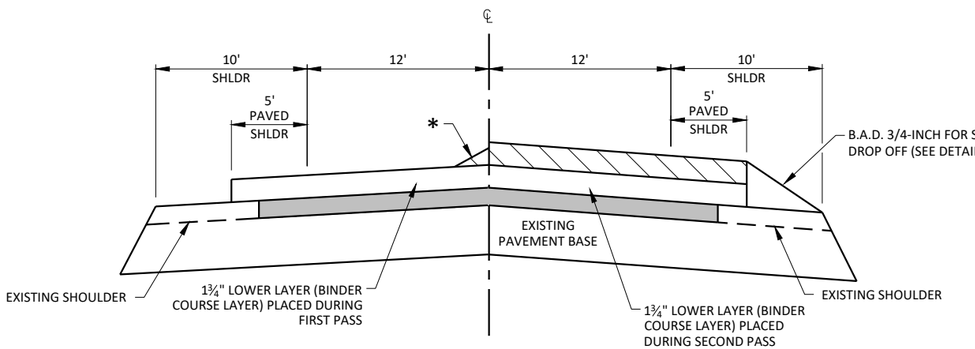
PLAN VIEW

EXISTING ASPHALTIC SURFACE TO REMAIN

THIRD PASS 1.75" HMA PAVEMENT 4 MT 58-28 S (SURFACE LAYER) PAVING LIMITS

1.75" LOWER LAYER (BINDER COURSE LAYER) PLACED DURING FIRST AND SECOND PASS

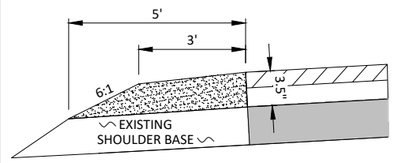
* CONSTRUCT NOTCHED WEDGE PER SDD HMA LONGITUDINAL JOINTS



CROSS SECTION VIEW

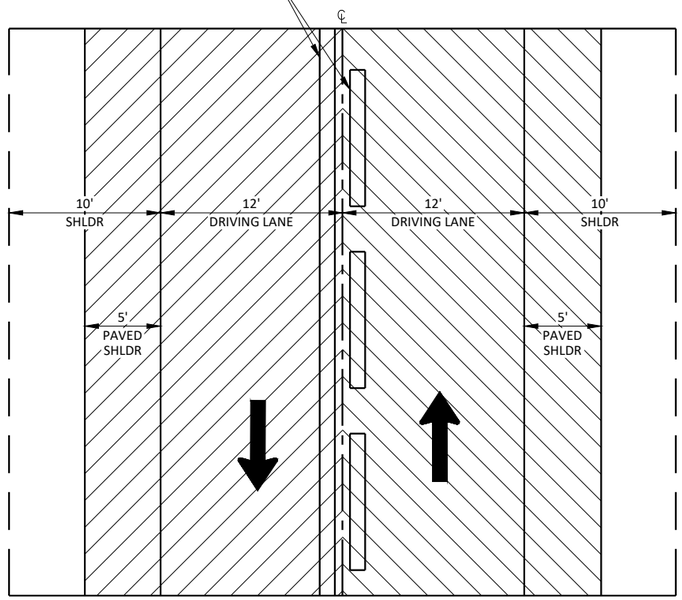
THIRD PASS DETAIL

BASE AGGREGATE DENSE 3/4-INCH PLACED AFTER THIRD AND FOURTH PASS INTERIM CONDITION



DETAIL A

TEMPORARY MARKING LINE EPOXY 4-INCH TO BE PLACED SAME DAY AS PAVING OPERATION.



PLAN VIEW

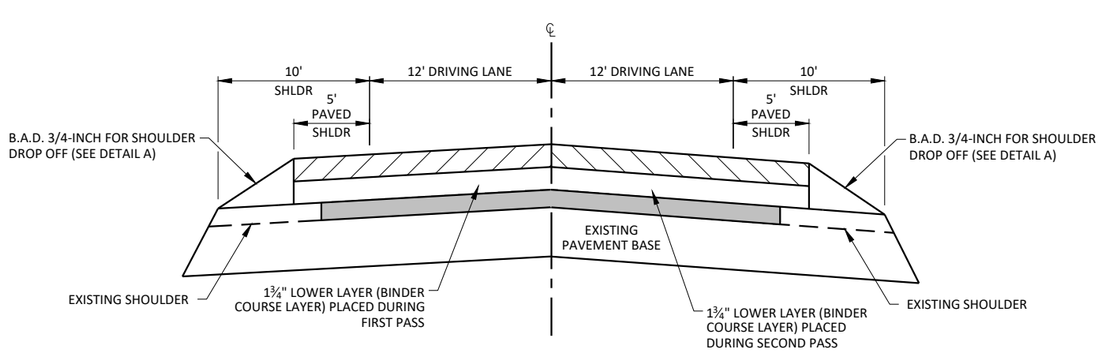
THIRD PASS 1.75" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS

FOURTH PASS 1.75" HMA PAVEMENT 4 MT 58-28 S PAVING LIMITS

NOTE: LOCATING NO PASSING ZONES REQUIRED PRIOR TO PLACEMENT OF TEMPORARY MARKING LINE EPOXY 4-INCH

PLACE ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

PLACE MARKING LINE SAME DAY EPOXY 4-INCH



CROSS SECTION VIEW

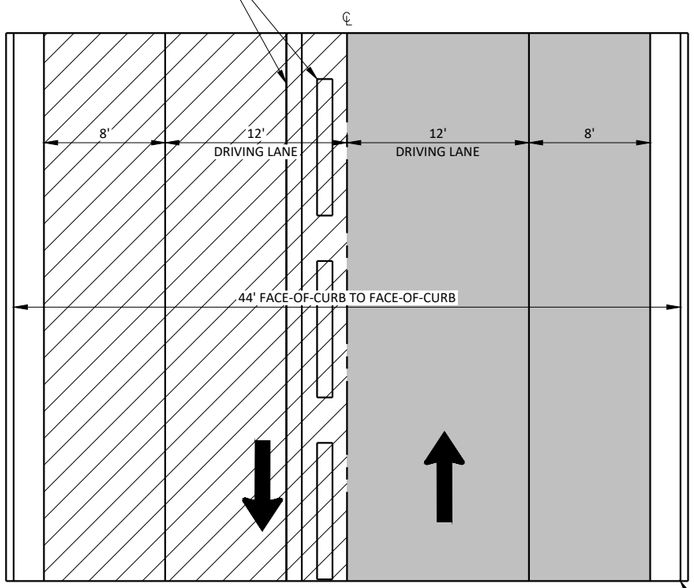
FOURTH PASS DETAIL

2

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS: PAVING SEQUENCE OF OPERATIONS (RURAL)	SHEET 25	E

2

TEMPORARY MARKING LINE PAINT 4-INCH TO BE PLACED ON LOWER LEVEL PAVEMENT SAME DAY AS PAVING OPERATION (ALL TEMPORARY MARKING LINE PAINT IS TO MATCH EXISTING CENTERLINE CONDITIONS)

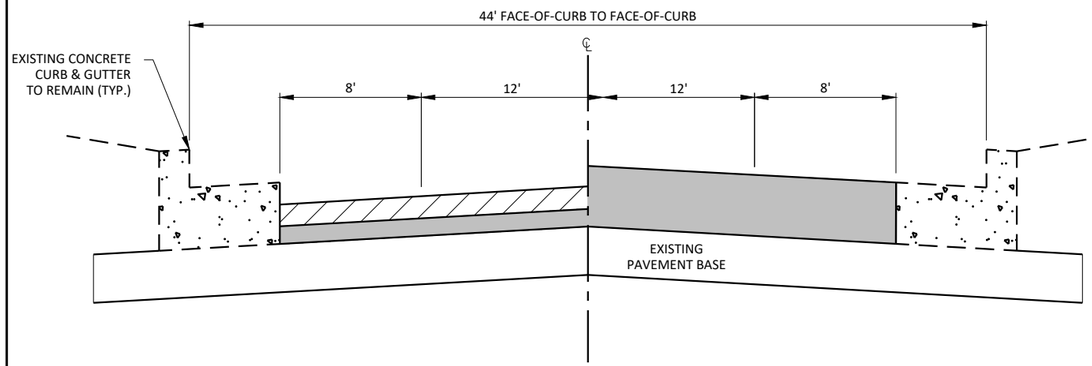


PLAN VIEW

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

EXISTING ASPHALTIC SURFACE TO REMAIN

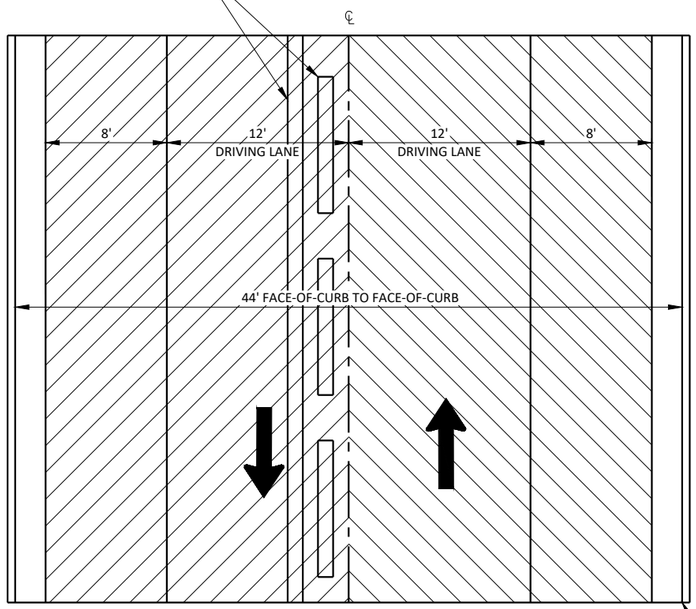
FIRST PASS 1.75" HMA PAVEMENT 4 MT 58-28 S (BINDER COURSE LAYER)



CROSS SECTION VIEW

FIRST PASS DETAIL

TEMPORARY MARKING LINE PAINT 4-INCH PLACED AFTER FIRST PASS TO REMAIN FOR SECOND AND THIRD PASS.



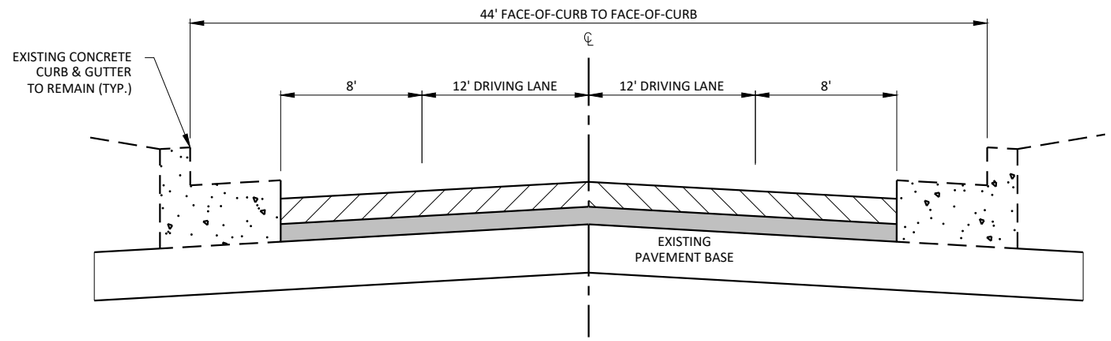
PLAN VIEW

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

EXISTING ASPHALTIC SURFACE TO REMAIN

FIRST PASS 1.75" HMA PAVEMENT 4 MT 58-28 S (BINDER COURSE LAYER)

SECOND PASS 1.75" HMA PAVEMENT 4 MT 58-28 S (BINDER COURSE LAYER)



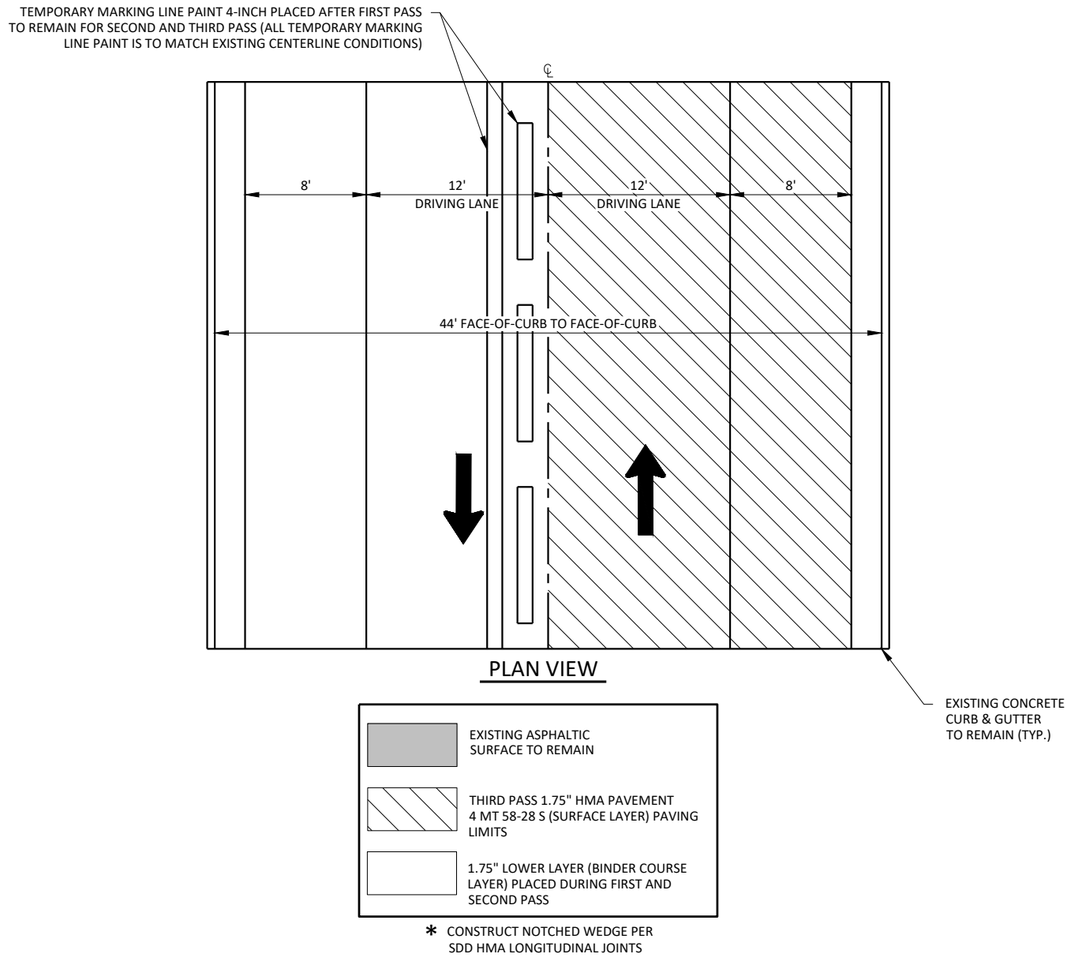
CROSS SECTION VIEW

SECOND PASS DETAIL

2

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS: PAVING SEQUENCE OF OPERATIONS (URBAN)	SHEET 26	E

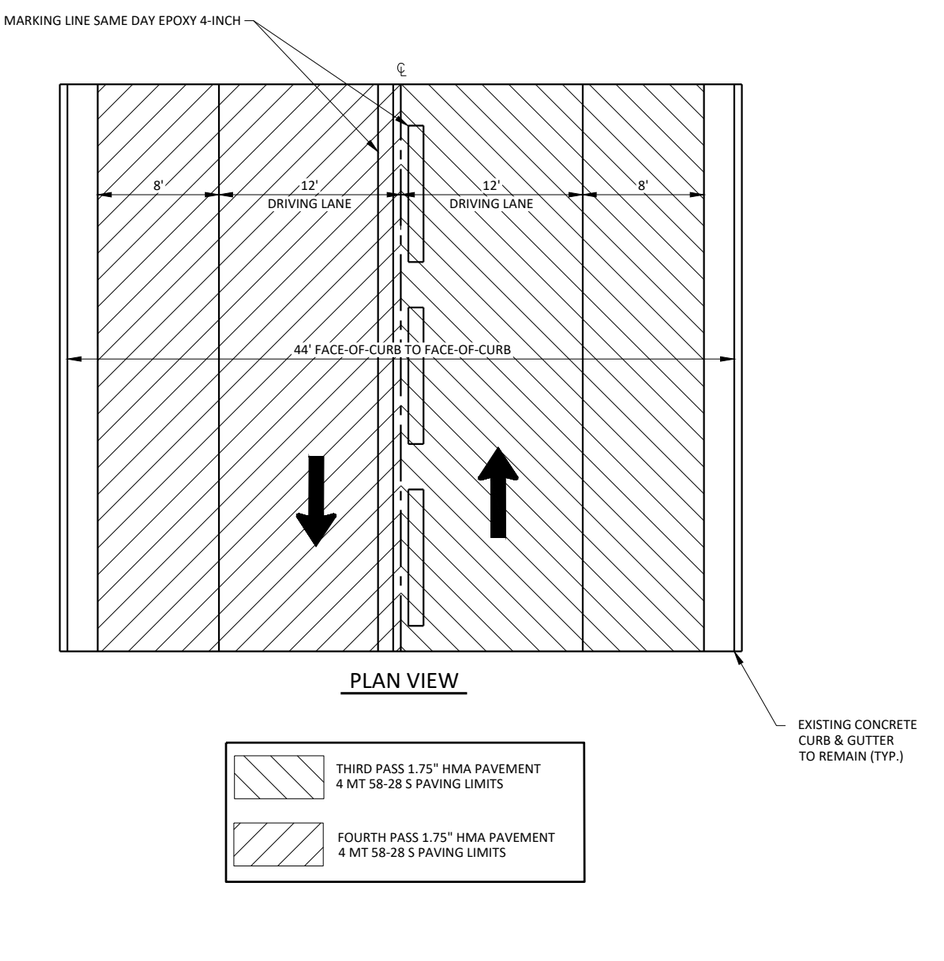
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_CONSTRUCTION DETAILS.DWG
PLOT DATE : 1/11/2023 10:10:29 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1



PLAN VIEW

CROSS SECTION VIEW

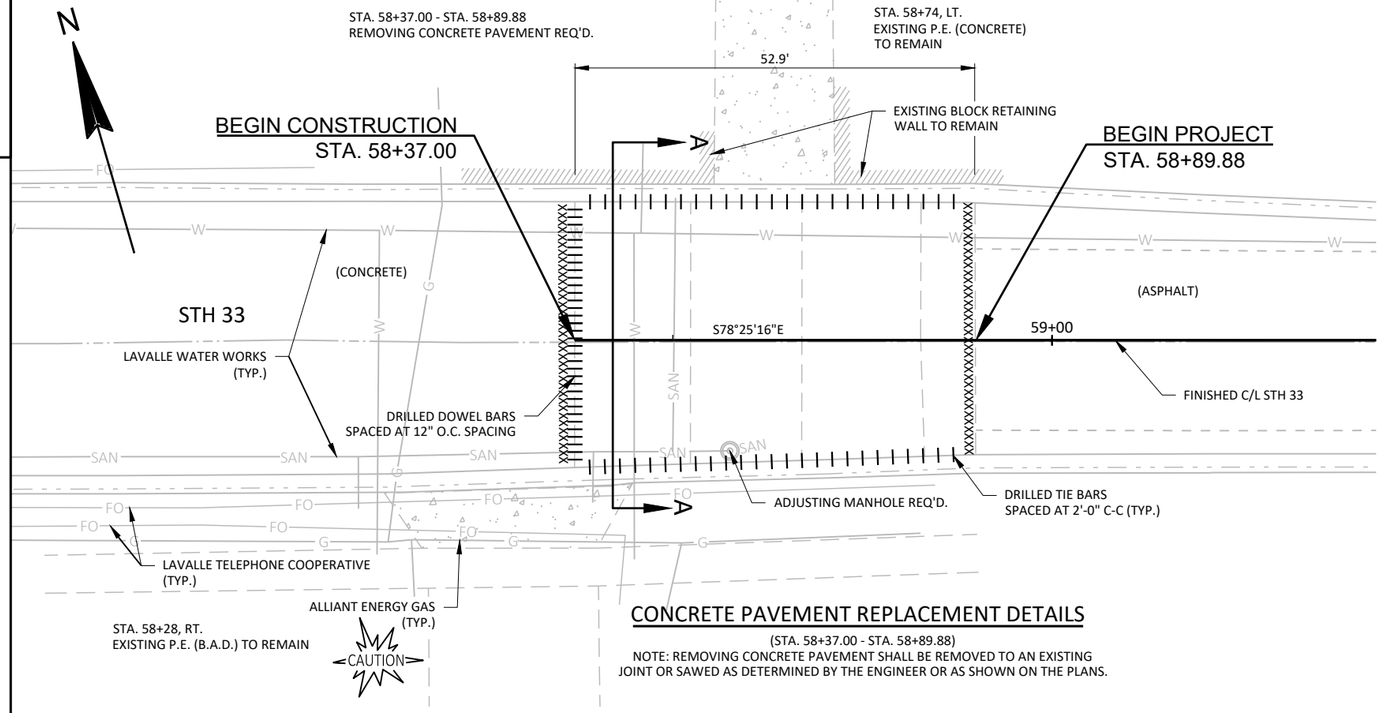
THIRD PASS DETAIL



PLAN VIEW

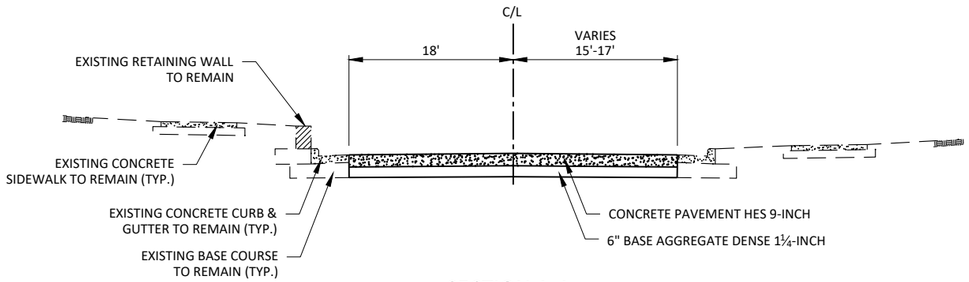
CROSS SECTION VIEW

FOURTH PASS DETAIL

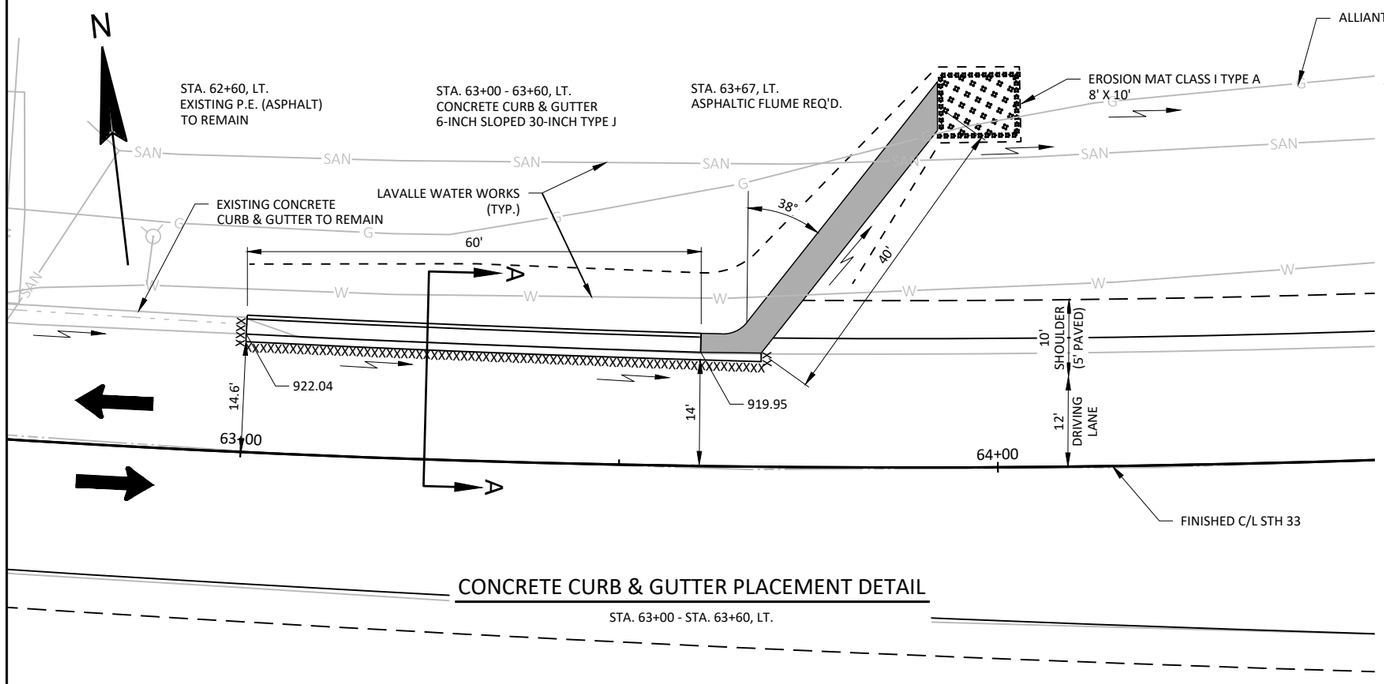


CONCRETE PAVEMENT REPLACEMENT DETAILS

(STA. 58+37.00 - STA. 58+89.88)
NOTE: REMOVING CONCRETE PAVEMENT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER OR AS SHOWN ON THE PLANS.

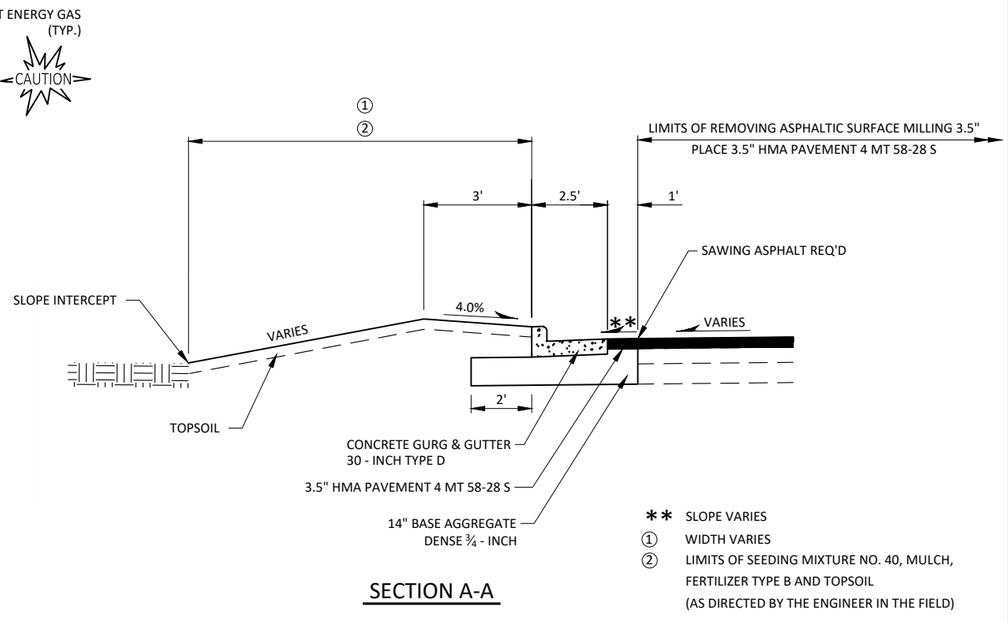


SECTION A-A



CONCRETE CURB & GUTTER PLACEMENT DETAIL

STA. 63+00 - STA. 63+60, LT.

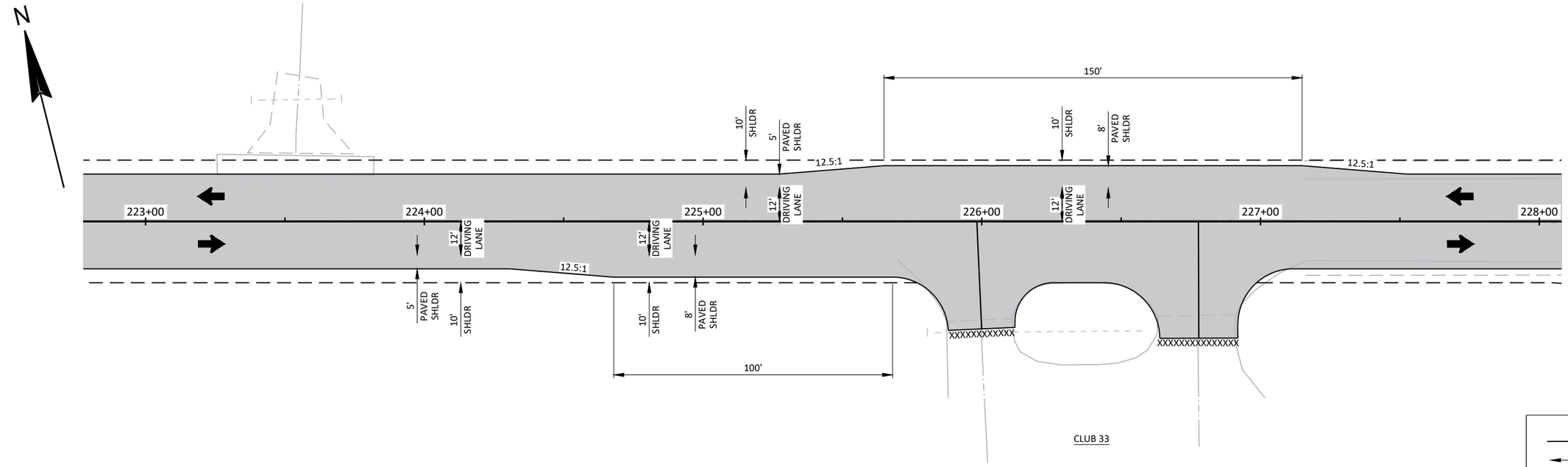


SECTION A-A

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_CONSTRUCTION DETAILS.DWG
PLOT DATE : 1/11/2023 10:10:42 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : CONCRETE PANELS

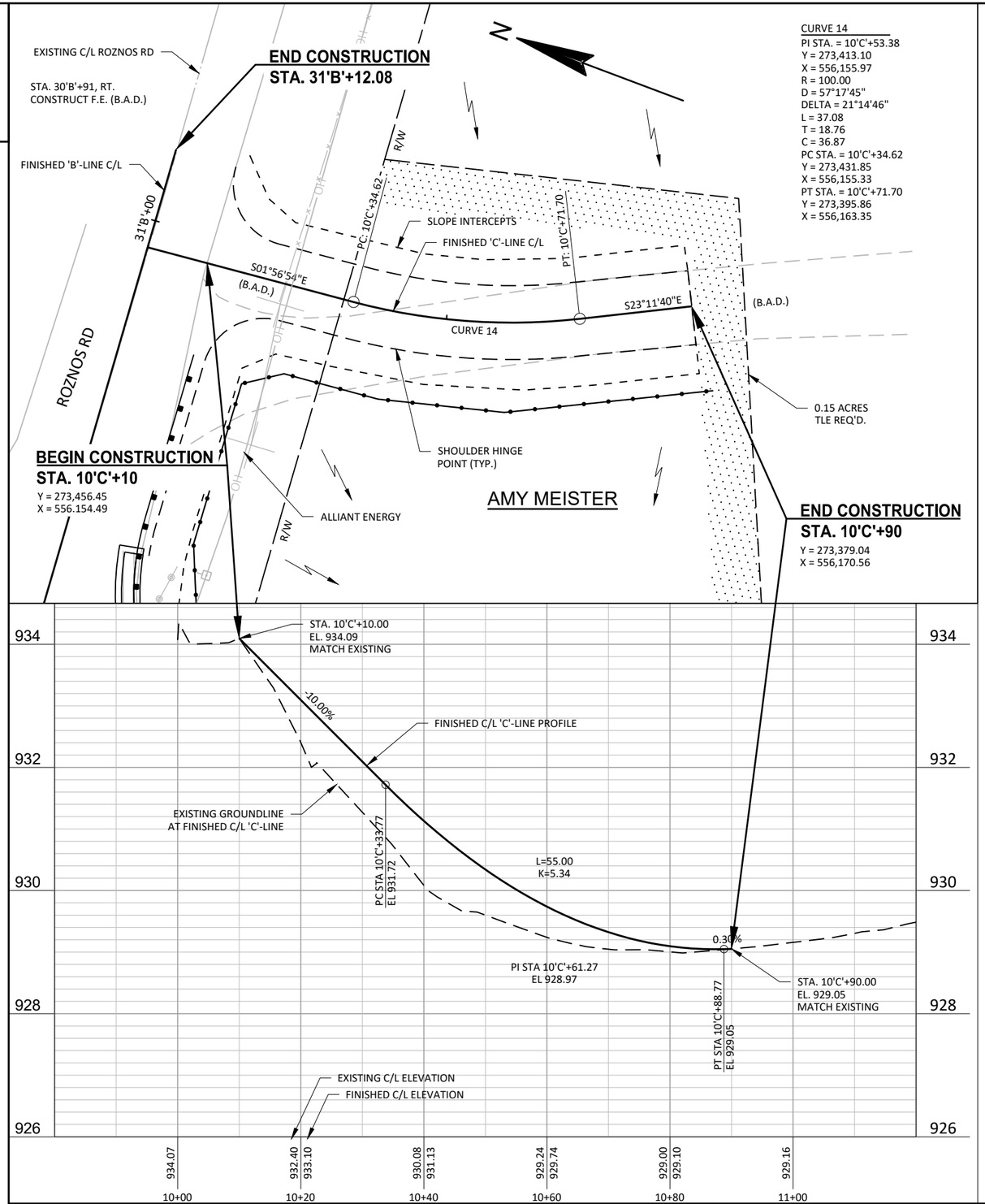
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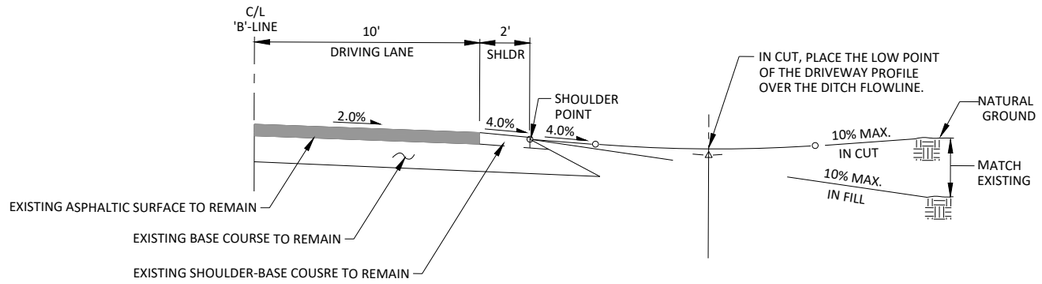


PAVED SHOULDER WIDENING DETAIL

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 29	E

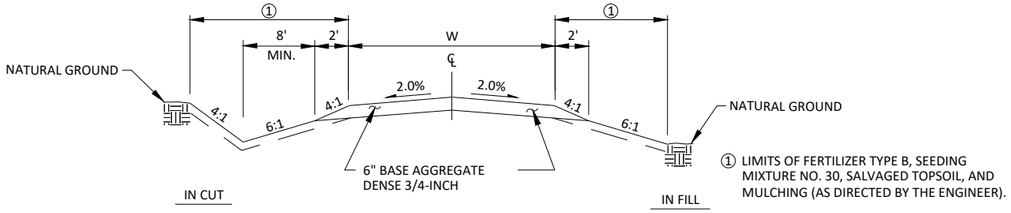
2





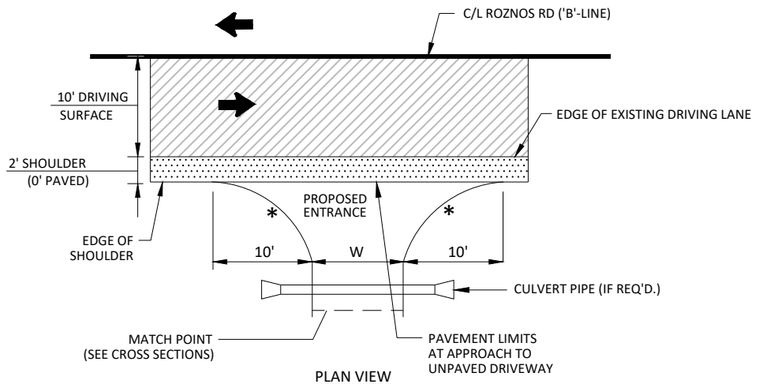
TYPICAL F.E. PROFILE

NOTE: F.E. LOCATED AT STA. 30'B'+91, RT. SHOWN, F.E. LOCATED AT STA. 305+24, LT. SIMILAR.



TYPICAL CROSS-SECTION FOR F.E.

LOCATION	W
STA. 305+24, LT.	16
STA. 30'B'+91, RT.	12



APPROACH AT F.E.

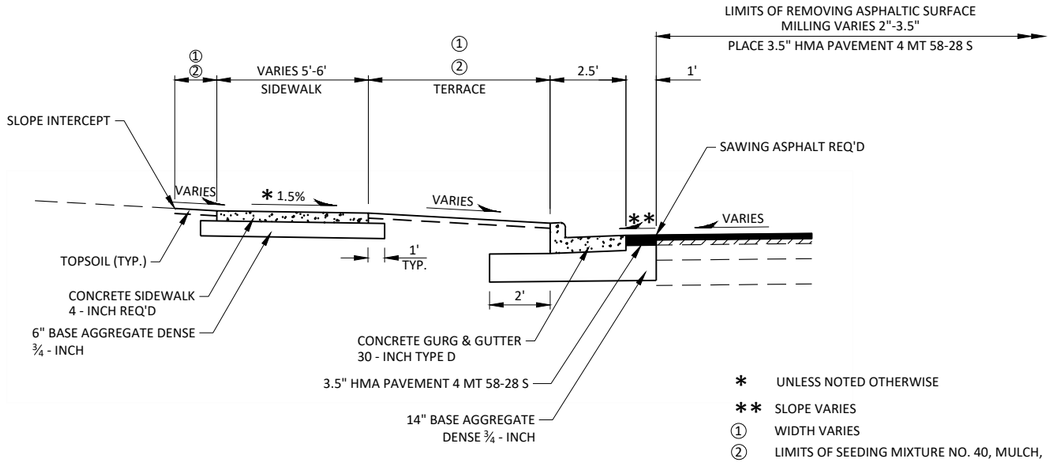
TYPICAL FIELD ENTERANCE (F.E.) DETAILS

LIMITS OF EXISTING ASPHALTIC SURFACE

* RADIUS = 10'

LOCATION	W
STA. 305+24, LT.	16
STA. 30'B'+91, RT.	12

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 30	E



* UNLESS NOTED OTHERWISE

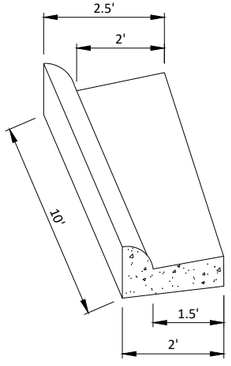
** SLOPE VARIES

① WIDTH VARIES

② LIMITS OF SEEDING MIXTURE NO. 40, MULCH, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

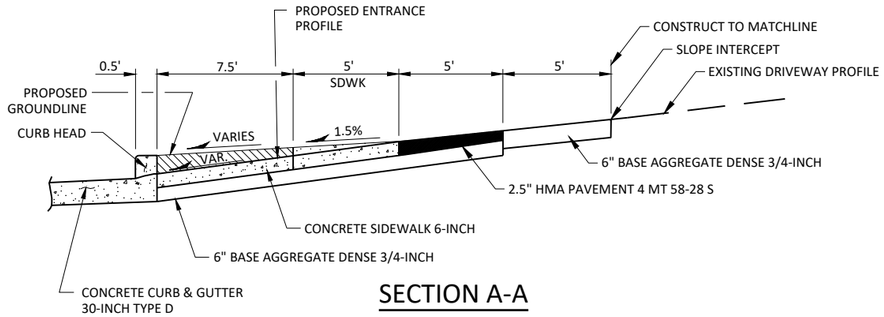
PARTIAL URBAN SECTION IN DETECTABLE WARNING FIELD REPLACEMENT

(TERRACE LOCATED BETWEEN CONCRETE SIDEWALK AND BACK OF CURB)



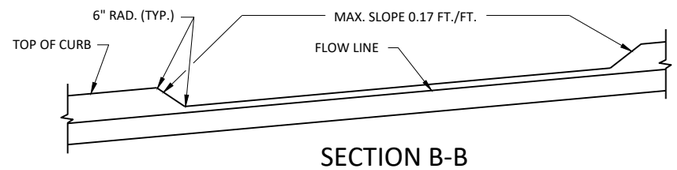
CURB & GUTTER TRANSITION DETAIL

PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D

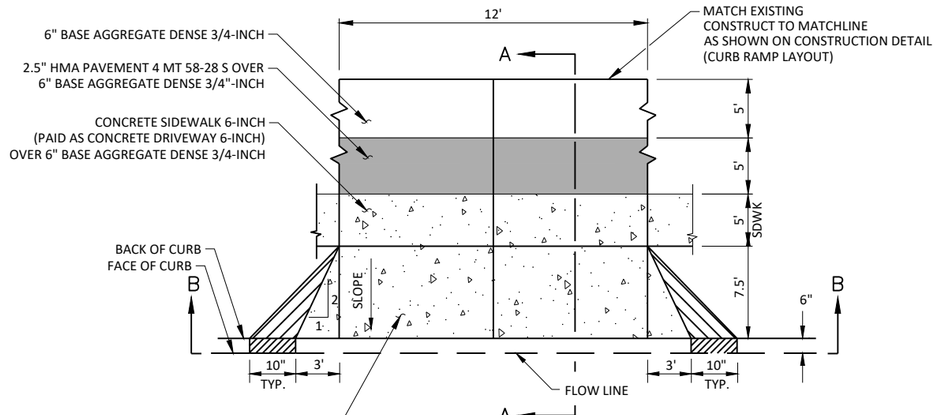


SECTION A-A

(AT CONCRETE SIDEWALK)



SECTION B-B



DRIVEWAY DETAIL (URBAN)

(STA. 406+34, RT.)

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_CURB RAMP DETAILS.DWG PLOT DATE : 1/11/2023 10:11:13 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1 (4)

2

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	LIMITS OF SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, MULCH, & SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

* TRANSITION CONCRETE CURB & GUTTER FROM 30-INCH TO 24-INCH (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

\# R=15'
Y=259,979.31
X=576,433.22

N

BLDG

MATTHEW & MARISSA SMALL

NORTH PRESTON AVE

EXISTING TREE STUMP TO REMAIN

33'

5' SDWK

886.14 (MATCH EXISTING JOINT)

886.09 (MATCH EXISTING JOINT)

TLE REQ'D.

R/W

SLOPE INTERCEPTS

EXISTING SIDEWALK TO REMAIN

885.07

885.24

EXISTING GUY WIRE TO REMAIN

885.35

885.29

885.21

885.32

885.32

885.24

885.28

885.21

885.81 (MATCH EXISTING JOINT)

885.77 (MATCH EXISTING JOINT)

884.94

885.03

885.11

884.95

884.92

885.00

4.4%

4.3%

1.5%

2.9%

0.4%

3.3%

2.2%

2.6%

SPECTRUM

CITY OF REEDSBURG

EXISTING POWER POLE TO REMAIN

REEDSBURG WATER

GRADED FLARE (TYP.)

EXISTING DECIDUOUS TREE TO REMAIN

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

40'

REEDSBURG ELECTRIC/ SPECTRUM/ FRONTIER COMMUNICATIONS

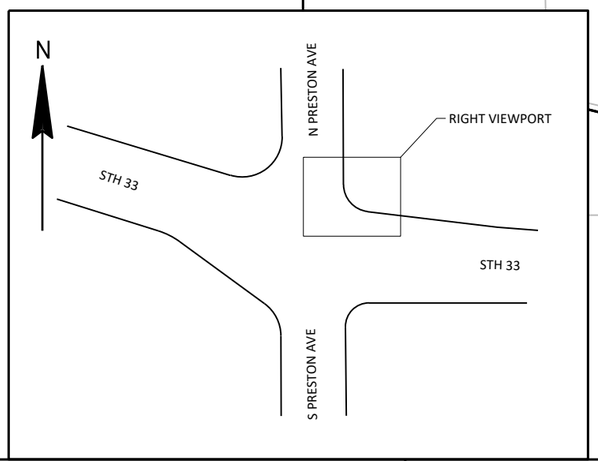
SPECTRUM

406+00

STH 33

CITY OF REEDSBURG

STA. 406+10, LT.
(CURB RAMP TYPE 2 REQ'D.)



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 32	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_CURB RAMP DETAILS.DWG
PLOT DATE : 1/11/2023 10:11:31 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1 (2)

2

EXISTING INLET TO REMAIN

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

STH 33

MOVING SIGNS REQ'D. POST WOOD 4x6-INCH x 12-FT. REQ'D.

ALLIANT ENERGY (TYP.)

CAUTION

REEDSBURG WATER

ESTR

5' SDWK

888.87 (MATCH EXISTING JOINT)

887.74
887.68
887.62
887.56
887.49
887.43

CITY OF REEDSBURG

889.09 (MATCH EXISTING JOINT)

6.3%
7.6%
8.3%
1.5%

FRONTIER COMMUNICATIONS

FRONTIER COMMUNICATIONS/ SPECTRUM

886.92

EXISTING POWER POLE TO BE RELOCATED

890.17 (MATCH EXISTING JOINT)

887.34
887.26
886.83
886.88

GRADED FLARE (TYP.)

7.5%
8.3%
1.5%
7.6%
8.3%
5' SDWK
8.0%
887.01
887.01
0.0%
0.0%
1.5%
1.5%
886.82
886.87

S PRESTON AVE
N MAIN ST

MOVING STREET SIGN REQ'D BY OTHERS

886.93
886.84

R/W

890.35 (MATCH EXISTING JOINT)

R=22.5'
Y=259,895.02
X=576,362.40

SLOPE INTERCEPTS (TYP.)

7.9%
6.8%

886.67

TLE REQ'D.

888.31 (MATCH EXISTING JOINT)

888.05 (MATCH EXISTING JOINT)

33'

5' SDWK

R/W

SOUTH PRESTON AVE

MANUEL OSORIO

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CONCRETE SIDEWALK (PAID FOR AS CONCRETE SIDEWALK 4-INCH)
	LIMITS OF SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, MULCH, & SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

* TRANSITION CONCRETE CURB & GUTTER FROM 30-INCH TO 24-INCH (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

NOTE: USE 2.67% GUTTER SLOPE FOR ALL CONCRETE CURB & GUTTER REPLACEMENT LOCATED IN SW QUADRANT OF STH 33 / SOUTH PRESTON AVENUE INTERSECTION.

STA. 405+65, RT.
(CURB RAMP TYPE 2 REQ'D.)

N

STH 33

N PRESTON AVE

STH 33

LEFT VIEWPORT

RIGHT VIEWPORT

S PRESTON AVE

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CONCRETE SIDEWALK (PAID FOR AS CONCRETE SIDEWALK 4-INCH)
	LIMITS OF SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, MULCH, & SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

* TRANSITION CONCRETE CURB & GUTTER FROM 30-INCH TO 24-INCH (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

① USE 2.67% GUTTER SLOPE

N

REEDSBURG ELECTRIC/ SPECTRUM

STH 33

SPECTRUM

REEDSBURG WATER (TYP.)

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

CITY OF REEDSBURG

886.07
885.98
885.82 ①
885.77 ①
885.72
885.64
885.62
885.54
885.53
885.45
885.48

FRONTIER COMMUNICATIONS

CAUTION

ALLIANT ENERGY (TYP.)

FRONTIER COMMUNICATIONS/ SPECTRUM

886.31
886.40
886.38
1.5%
885.79
8.4%
9.6%
10.7%
3.8%
8.0%
1.5%
1.5%
0.0%
0.0%
0.0%
0.0%
886.25 (MATCH EXISTING JOINT)

STOP

MOVING SIGNS REQ'D. POST WOOD 4x6-INCH x 12-FT. REQ'D.

886.40
886.48
1.5%
1.5%
886.21
886.28
886.27
886.26
886.25
1.7%
1.5%
1.5%
1.5%
1.5%
1.5%
1.4%
0.0%
0.0%
0.0%
5' SDWK

886.28
886.35
R=15'
Y=259,898.89
X=576,434.74
886.35
886.34
886.33
886.41 (MATCH EXISTING JOINT)
R/W

886.53

GRADED FLARE (TYP.)

*
7.0%
6.6%
8.5%

887.18 (MATCH EXISTING)

EXISTING SIDEWALK TO REMAIN

887.20 (MATCH EXISTING)

887.19 (MATCH EXISTING)

SLOPE INTERCEPTS

886.49

887.39 (MATCH EXISTING JOINT)

887.39 (MATCH EXISTING JOINT)

TLE REQ'D.

5' SDWK

33'

R/W

SOUTH PRESTON AVE

FRONT PORCH

JEAN SCHAFER

STA. 406+34, RT.
CONSTRUCT P.E. (B.A.D.)

BLDG

REEDSBURG ELECTRIC/ SPECTRUM/ FRONTIER COMMUNICATIONS

STA. 406+20, RT.
(CURB RAMP TYPE 2 REQ'D.)

2

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 33	E

2

DONALD D. DOUGLAS

WI DEPT. OF NATURAL RESOURCES

LEMOINE ACRES LLC.

2

STA. 88+92, LT.
REMOVING MARKERS

STA. 88+92, LT.
MARKERS CULVERT END

STA. 88+00 - STA. 92+00, LT.
CLEARING & GRUBBING REQ'D.

STA. 86+87 - STA. 90+91, LT.
REMOVING GUARDRAIL REQ'D.

P.L.

P.L.

R/W

W1-2L

MOVING SIGNS REQ'D.
POST WOOD 4x6-INCH
x 18-FT. REQ'D.

ASTREA

LAVALLE TELEPHONE COOPERATIVE

POST 1
STA. 87+91
24.0' LT.

POST 5
STA. 88+16
23.0' LT.

POST 9
STA. 88+41
22.0' LT.

THE "400" STATE TRAIL

EXISTING C-56-15
TO REMAIN
(SINGLE CELL 10'X12'
REINFORCED CONCRETE
BOX CULVERT)

POST 9
STA. 90+35
22.0' LT.

POST 5
STA. 90+60
23.0' LT.

POST 1
STA. 90+85
24.0' LT.

N

R/W

PT: 85+90.06

65'

SLOPE INTERCEPTS (TYP.)

53.1'
MGS GUARDRAIL
TERMINAL EAT

50'
MGS GUARDRAIL 3

25'
MGS
GUARDRAIL 3K

112.5'
MGS GUARDRAIL 3

53.1'
MGS GUARDRAIL
TERMINAL EAT

15:1

15:1

15:1

15:1

14'

FINISHED C/L STH 33

86+00

87+00

88+00

89+00

S45°36'53"E

90+00

91+00

92+00

14'

65'

15:1

15:1

15:1

15:1

53.1'
MGS GUARDRAIL
TERMINAL EAT

125'
MGS GUARDRAIL 3

25'
MGS
GUARDRAIL 3K

137.5'
MGS GUARDRAIL 3

53.1'
MGS GUARDRAIL
TERMINAL EAT

POST 1
STA. 86+85
24.0' RT.

POST 5
STA. 87+10
23.0' RT.

POST 9
STA. 87+35
22.0' RT.

R/W

SPRINT

STA. 86+90 - STA. 90+96, RT.
REMOVING GUARDRAIL REQ'D.

STA. 88+92, RT.
REMOVING MARKERS

STA. 88+92, RT.
MARKERS CULVERT END

STA. 85+00 - STA. 89+00, RT.
CLEARING & GRUBBING REQ'D.

POST 9
STA. 90+28
22.0' RT.

POST 5
STA. 90+53
23.0' RT.

POST 1
STA. 90+78
24.0' RT.

DOUGLAS A. FRIEDRICH

① GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
88+99 - 89+12	MAINLINE, LT.	3.8' - 4.3'	3.33' (MIN.) POST EMBEDMENT
88+71 - 88+84	MAINLINE, RT.	4.8' - 6.0'	3.33' (MIN.) POST EMBEDMENT

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- EDGE OF WATER
- DIRECTION OF TRAVEL
- TEMPORARY DITCH CHECK

STA. 96+19, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 96+37 - STA. 97+58, LT.
REMOVING GUARDRAIL REQ'D.

STA. 95+00 - STA. 96+00, LT.
CLEARING & GRUBBING REQ'D.

BARABOO RIVER

POST 1
STA. 96+42
24.0' LT.

POST 5
STA. 96+67
23.0' LT.

POST 9
STA. 96+92
22.0' LT.

N

NET EXCEPTION TO CENTERLINE LENGTH
STA. 97+67.09

53.1'
MGS GUARDRAIL
TERMINAL EAT

25'
MGS
GUARDRAIL 3

37.5'
MGS THRIE BEAM
TRANSITION

ASTREA

LAVALLE TELEPHONE
COOPERATIVE

SLOPE INTERCEPTS (TYP.)

15:1

15:1

FINISHED C/L STH 33

94+00

95+00

96+00

S45°36'53"E

97+00

98+00

MATCHLINE STA. 98+50

14'

14'

15:1

15:1

EXISTING B-56-082
TO REMAIN
(TWO-SPAN CONTINUOUS
PRESTRESSED CONCRETE
DECK GIRDER STRUCTURE)

53.1'
MGS GUARDRAIL
TERMINAL EAT

87.5'
MGS GUARDRAIL 3

37.5'
MGS THRIE BEAM
TRANSITION

REMOVE EXISTING APPROACH SLAB,
PAID FOR AS REMOVING CONCRETE PAVEMENT
CONCRETE PAVEMENT APPROACH
SLAB HES REQ'D

POST 1
STA. 95+79
24.0' RT.

POST 5
STA. 96+04
23.0' RT.

POST 9
STA. 96+29
22.0' RT.

STA. 95+63, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

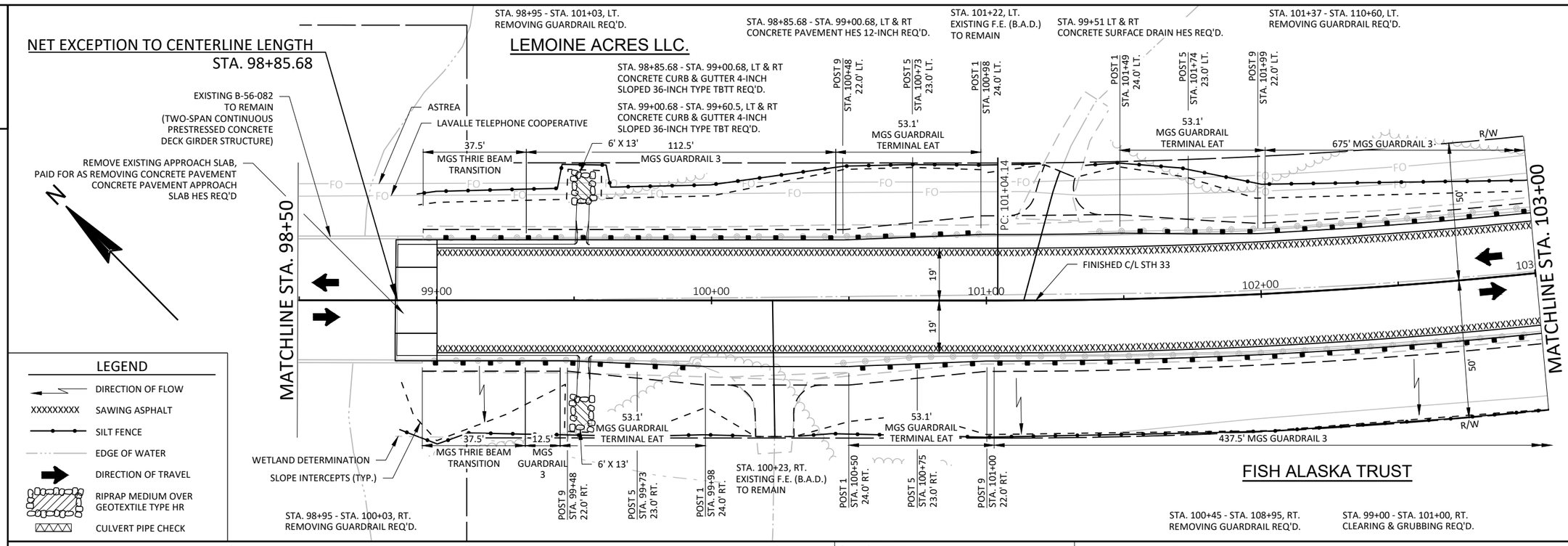
STA. 95+74 - STA. 97+57, RT.
REMOVING GUARDRAIL REQ'D.

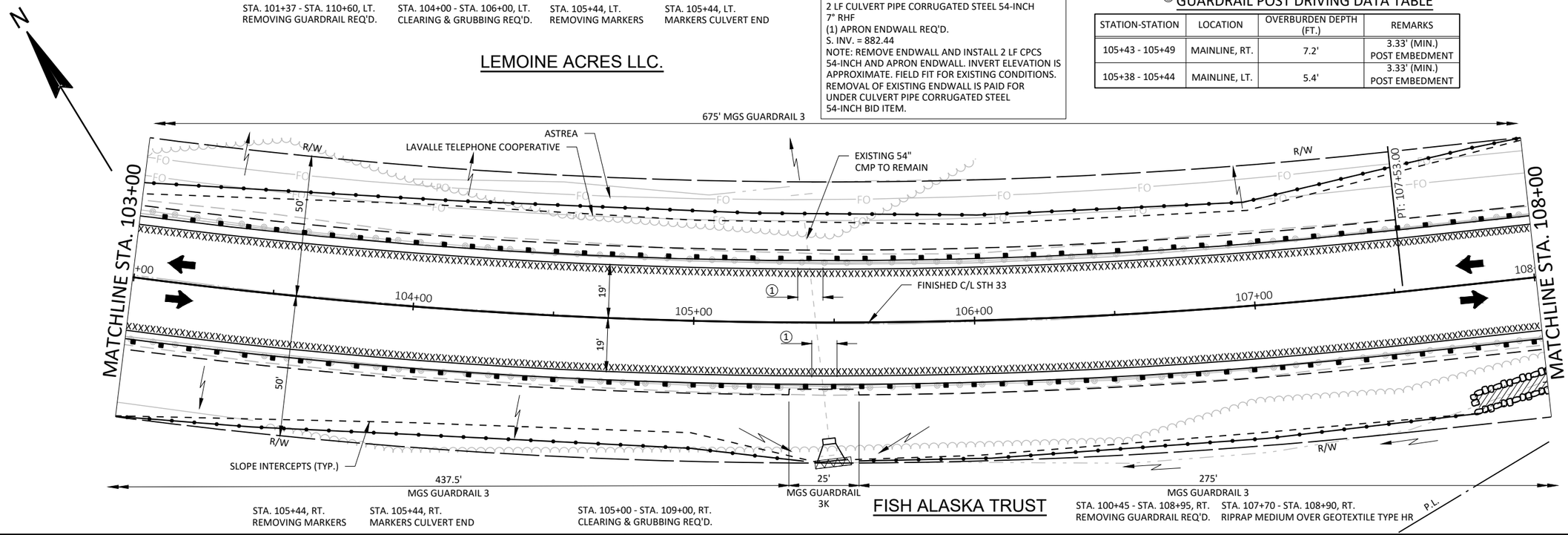
STA. 95+00 - STA. 97+00, RT.
CLEARING & GRUBBING REQ'D.

BARABOO RIVER

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 34	E

2





STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
105+43 - 105+49	MAINLINE, RT.	7.2'	3.33' (MIN.) POST EMBEDMENT
105+38 - 105+44	MAINLINE, LT.	5.4'	3.33' (MIN.) POST EMBEDMENT

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 35	E

2

STA. 101+37 - STA. 110+60, LT.
REMOVING GUARDRAIL REQ'D.

LEMOINE ACRES LLC.

CHRISTOPHER FULL

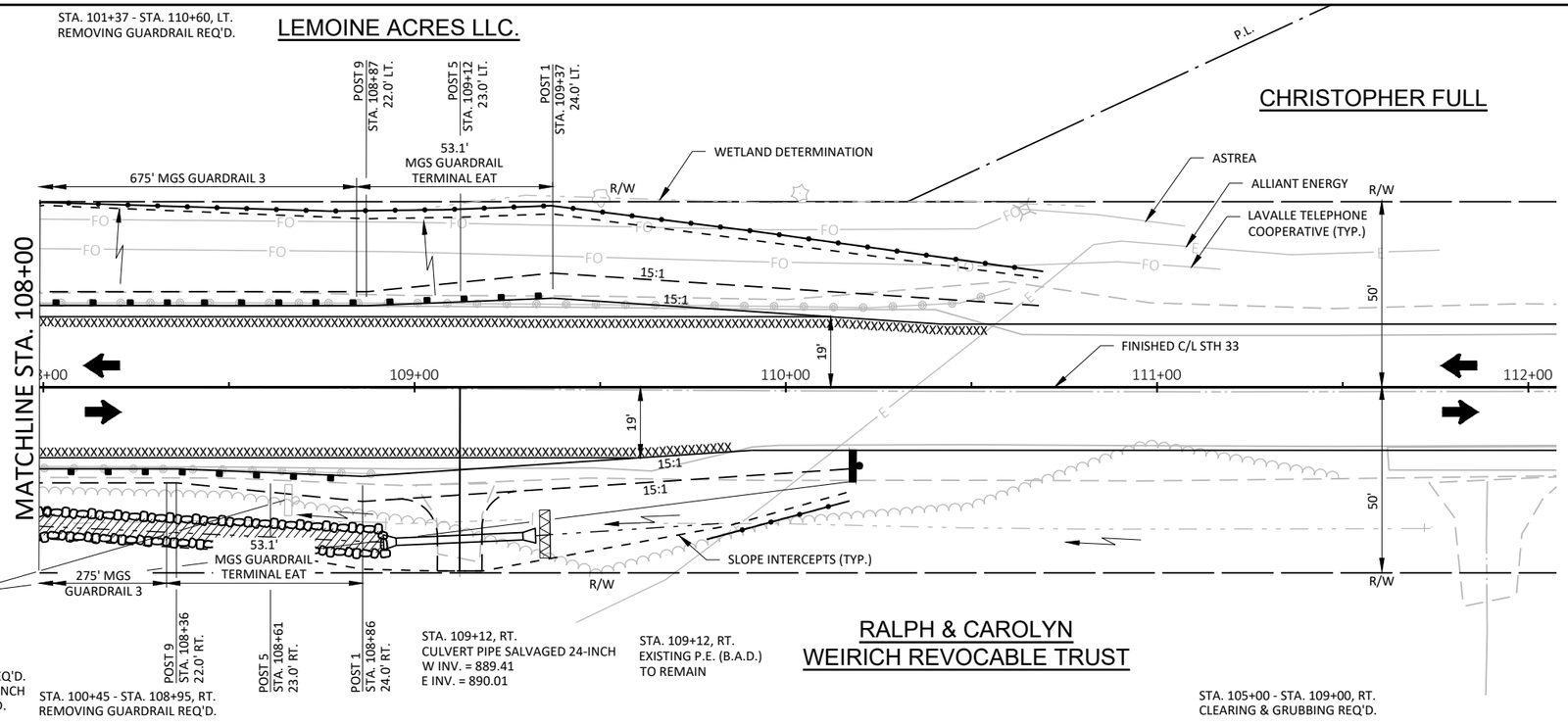
RALPH & CAROLYN
WEIRICH REVOCABLE TRUST

JOHN & GAIL
MUSZYNSKI

MICHAEL & SARAH
WEGNER LC

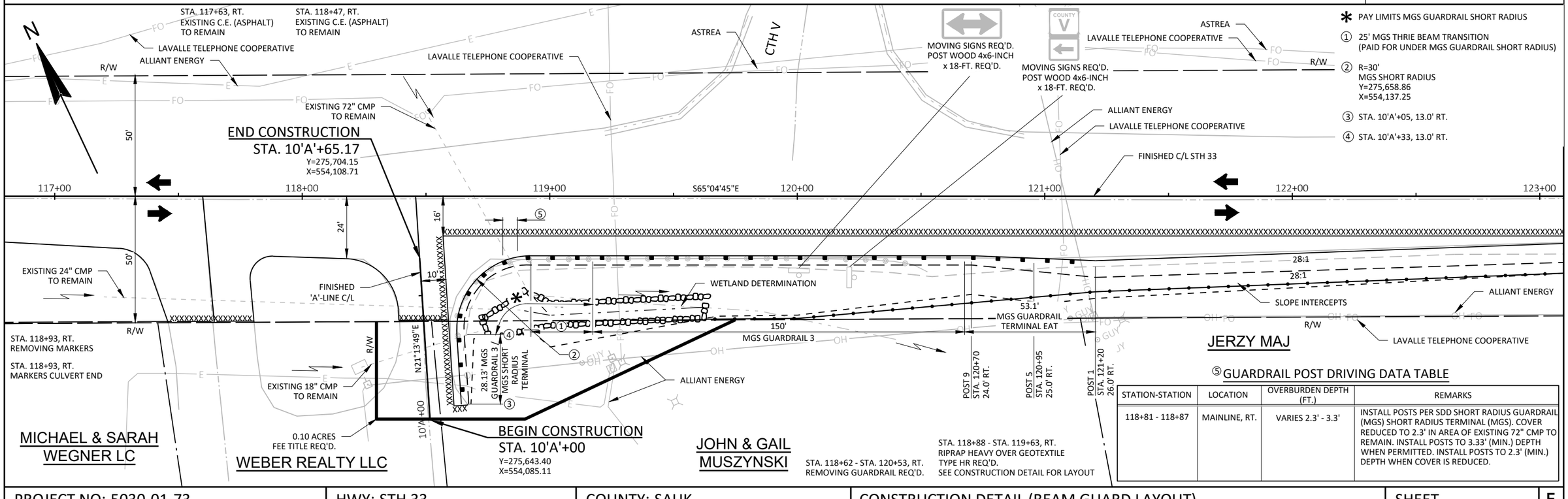
WEBER REALTY LLC

JERZY MAJ



LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- EDGE OF WATER
- DIRECTION OF TRAVEL
- RIPRAP MEDIUM OVER GEOTEXTILE TYPE HR
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- CULVERT PIPE CHECK



✱ PAY LIMITS MGS GUARDRAIL SHORT RADIUS

① 25' MGS THRIE BEAM TRANSITION
(PAID FOR UNDER MGS GUARDRAIL SHORT RADIUS)

② R=30'
MGS SHORT RADIUS
Y=275,658.86
X=554,137.25

③ STA. 10'A'+05, 13.0' RT.

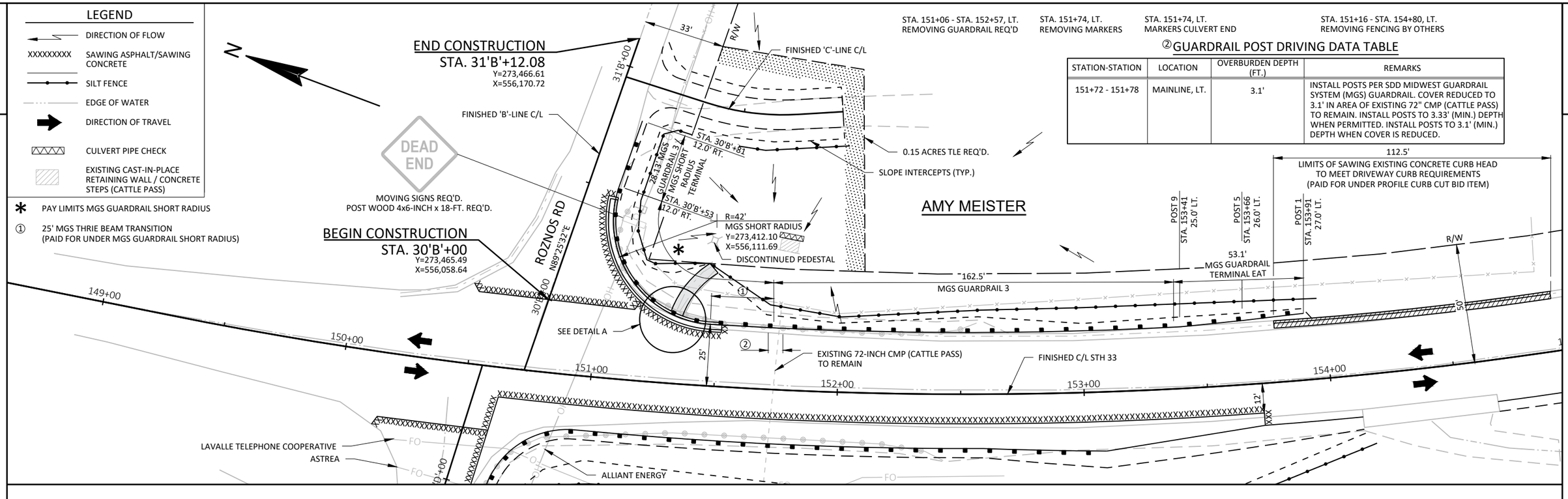
④ STA. 10'A'+33, 13.0' RT.

⑤ GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
118+81 - 118+87	MAINLINE, RT.	VARIES 2.3' - 3.3'	INSTALL POSTS PER SDD SHORT RADIUS GUARDRAIL (MGS) SHORT RADIUS TERMINAL (MGS). COVER REDUCED TO 2.3' IN AREA OF EXISTING 72" CMP TO REMAIN. INSTALL POSTS TO 3.33' (MIN.) DEPTH WHEN PERMITTED. INSTALL POSTS TO 2.3' (MIN.) DEPTH WHEN COVER IS REDUCED.

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 36	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_BEAMGUARD DETAIL.DWG
PLOT DATE : 1/11/2023 10:12:33 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 3



STA. 151+06 - STA. 152+57, LT.
REMOVING GUARDRAIL REQ'D

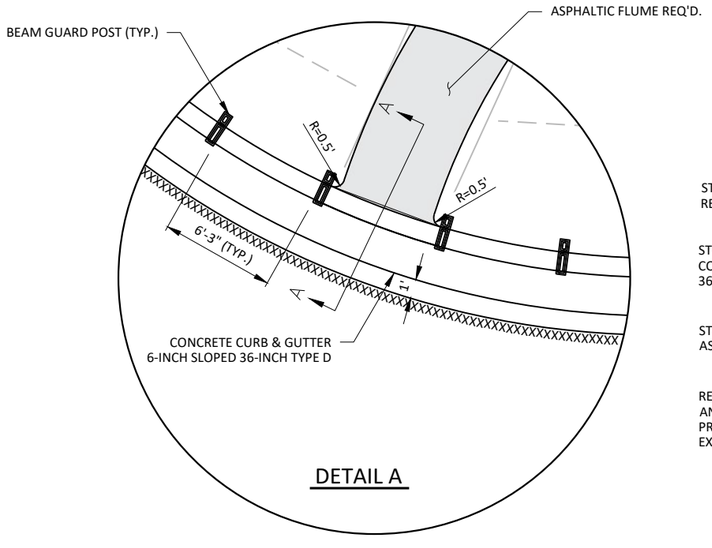
STA. 151+74, LT.
REMOVING MARKERS

STA. 151+74, LT.
MARKERS CULVERT END

STA. 151+16 - STA. 154+80, LT.
REMOVING FENCING BY OTHERS

② GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
151+72 - 151+78	MAINLINE, LT.	3.1'	INSTALL POSTS PER SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL. COVER REDUCED TO 3.1' IN AREA OF EXISTING 72" CMP (CATTLE PASS) TO REMAIN. INSTALL POSTS TO 3.33' (MIN.) DEPTH WHEN PERMITTED. INSTALL POSTS TO 3.1' (MIN.) DEPTH WHEN COVER IS REDUCED.



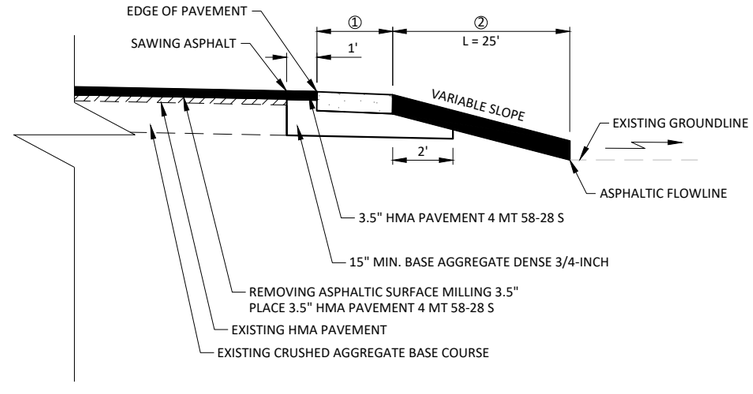
DETAIL A

STA. 151+00 - STA. 151+52, LT.
REMOVING CONCRETE CURB & GUTTER REQ'D

STA. 151+00 - STA. 151+52, LT.
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D REQ'D

STA. 151+33, LT.
ASPHALTIC FLUME REQ'D

REMOVAL OF EXISTING ASPHALTIC FLUME AND EXCAVATION REQ'D. FOR CONSTRUCTING PROPOSED ASPHALTIC FLUME IS PAID FOR UNDER EXCAVATION COMMON BID ITEM



SECTION A-A

① LIMITS OF CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

② LIMITS OF ASPHALTIC FLUME

DETAIL OF CURB & GUTTER TERMINI

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 37	E

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- DIRECTION OF TRAVEL
- EXISTING CAST-IN-PLACE RETAINING WALL / CONCRETE STEPS (CATTLE PASS)

- * PAY LIMITS MGS GUARDRAIL SHORT RADIUS
- ① 25' MGS THRIE BEAM TRANSITION (PAID FOR UNDER MGS GUARDRAIL SHORT RADIUS)
- ② STA. 20'D'+72, 16.0' RT.
- ③ STA. 21'D'+00, 16.0' RT.

END CONSTRUCTION
STA. 21'D'+22.21
Y=273,480.75
X=555,998.31

BEGIN CONSTRUCTION
STA. 20'D'+43.96
Y=273,477.68
X=555,920.12

ROZNOS RD
SCHULTZ RD
N87°45'21"E
21'D'+00
FINISHED 'D'-LINE C/L
LAVALLE TELEPHONE COOPERATIVE
ASTREA
MOVING SIGNS REQ'D.
POST WOOD 4x6-INCH x 18-FT. REQ'D.
28.13' MGS GUARDRAIL 3 / MGS SHORT RADIUS - TERMINAL
R=35'
MGS SHORT RADIUS
Y=273,428.94
X=555,978.66
137.5'
MGS GUARDRAIL 3
53.1'
MGS GUARDRAIL TERMINAL EAT
SLOPE INTERCEPTS
ALLIANT ENERGY (TYP.)
EXISTING 72-INCH CMP (CATTLE PASS) TO REMAIN
FINISHED C/L STH 33
12' (TYP.)
10:1
80'
R/W
STA. 154+39, RT.
EXISTING P.E. (B.A.D.) TO REMAIN
POST 9 STA. 152+59 22.0' RT.
POST 5 STA. 152+84 23.0' RT.
POST 1 STA. 153+09 24.0' RT.

④ GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
151+70 - 151+76	MAINLINE, RT.	5.3'	3.33' (MIN.) POST EMBEDMENT

SLAMA FARMS LLC

STA. 150+59 - STA. 152+43, RT.
REMOVING GUARDRAIL REQ'D.

STA. 151+74, RT.
REMOVING MARKERS

STA. 151+74, RT.
MARKERS CULVERT END

ROBERT & SHARILYN LUECK

STA. 231+57, LT.
REMOVING MARKERS

STA. 231+57, LT.
MARKERS CULVERT END

RONALD L. ANGUS

WILLIAM & SHIRLEY BOARDMAN LIVING TRUST

LAVALLE TELEPHONE COOPERATIVE / ASTREA / REEDSBURG COMMUNICATION

STA. 230+57 - STA. 241+62, LT.
REMOVING GUARDRAIL REQ'D.

ALLIANT ENERGY & FRONTIER COMMUNICATIONS (TYP.)

① GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
231+42 - 231+67	MAINLINE, RT.	2.6' - 2.7'	2.6' - 2.7' (MIN.) POST EMBEDMENT USE HALF POST SPACING (MGS GUARDRAIL 3 HS)
231+44 - 231+69	MAINLINE, LT.	3.6' - 3.8'	3.33' (MIN.) POST EMBEDMENT

KEVIN I. GUDENSCHWAGER

PC: 229+50.42

POST 1 STA. 230+15 24.0' LT.
POST 5 STA. 230+40 23.0' LT.
POST 9 STA. 230+65 22.0' LT.

53.1' MGS GUARDRAIL TERMINAL EAT
75'
MGS GUARDRAIL 3
37.5'
MGS GUARDRAIL 3K
675'
MGS GUARDRAIL 3

FINISHED C/L STH 33
45'
55'
MATCHLINE STA. 234+50

WETLAND DETERMINATION (TYP.)
SLOPE INTERCEPTS (TYP.)
SILVER CREEK
85'
53.1' MGS GUARDRAIL TERMINAL EAT
137.5' MGS GUARDRAIL 3
37.5' MGS GUARDRAIL 3 HS
50' MGS GUARDRAIL 3
53.1' MGS GUARDRAIL TERMINAL EAT

POST 1 STA. 229+40 24.0' RT.
POST 5 STA. 229+65 23.0' RT.
POST 9 STA. 229+90 22.0' RT.
POST 9 STA. 232+23 22.0' RT.
POST 5 STA. 232+48 23.0' RT.
POST 1 STA. 232+73 24.0' RT.

EXISTING STRUCTURE B-56-101 TO REMAIN (2-CELL REINFORCED CONCRETE BOX CULVERT)

STA. 231+57, RT.
REMOVING MARKERS

STA. 231+57, RT.
MARKERS CULVERT END

STA. 230+57 - STA. 232+85, RT.
REMOVING GUARDRAIL REQ'D.

STA. 233+22, RT.
EXISTING P.E. (B.A.D.) TO REMAIN

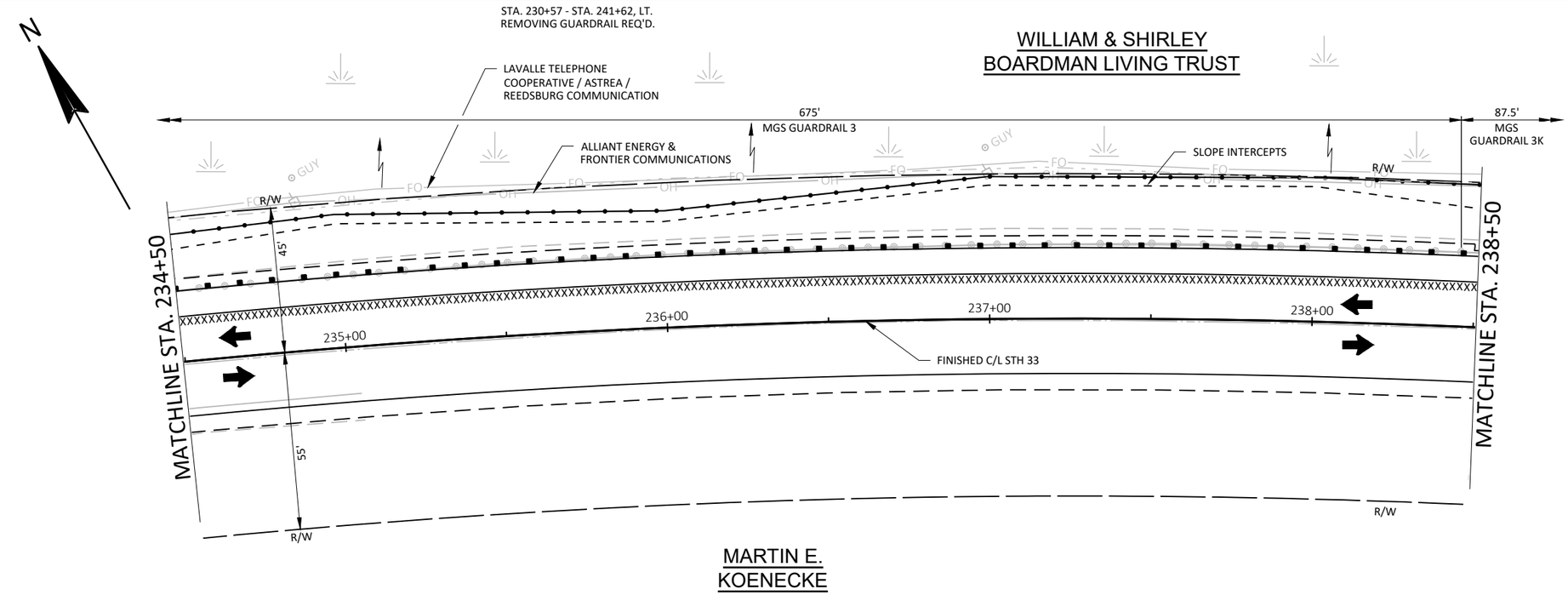
RONALD L. ANGUS

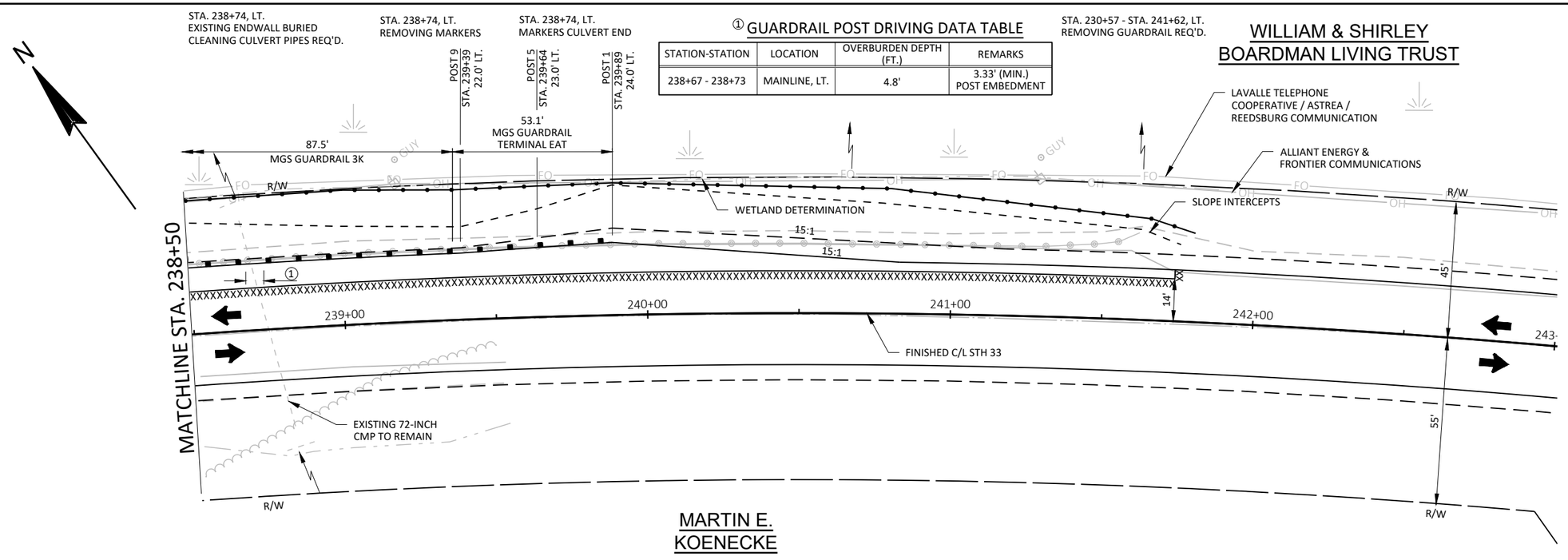
MARTIN E. KOENECKE

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 38	E

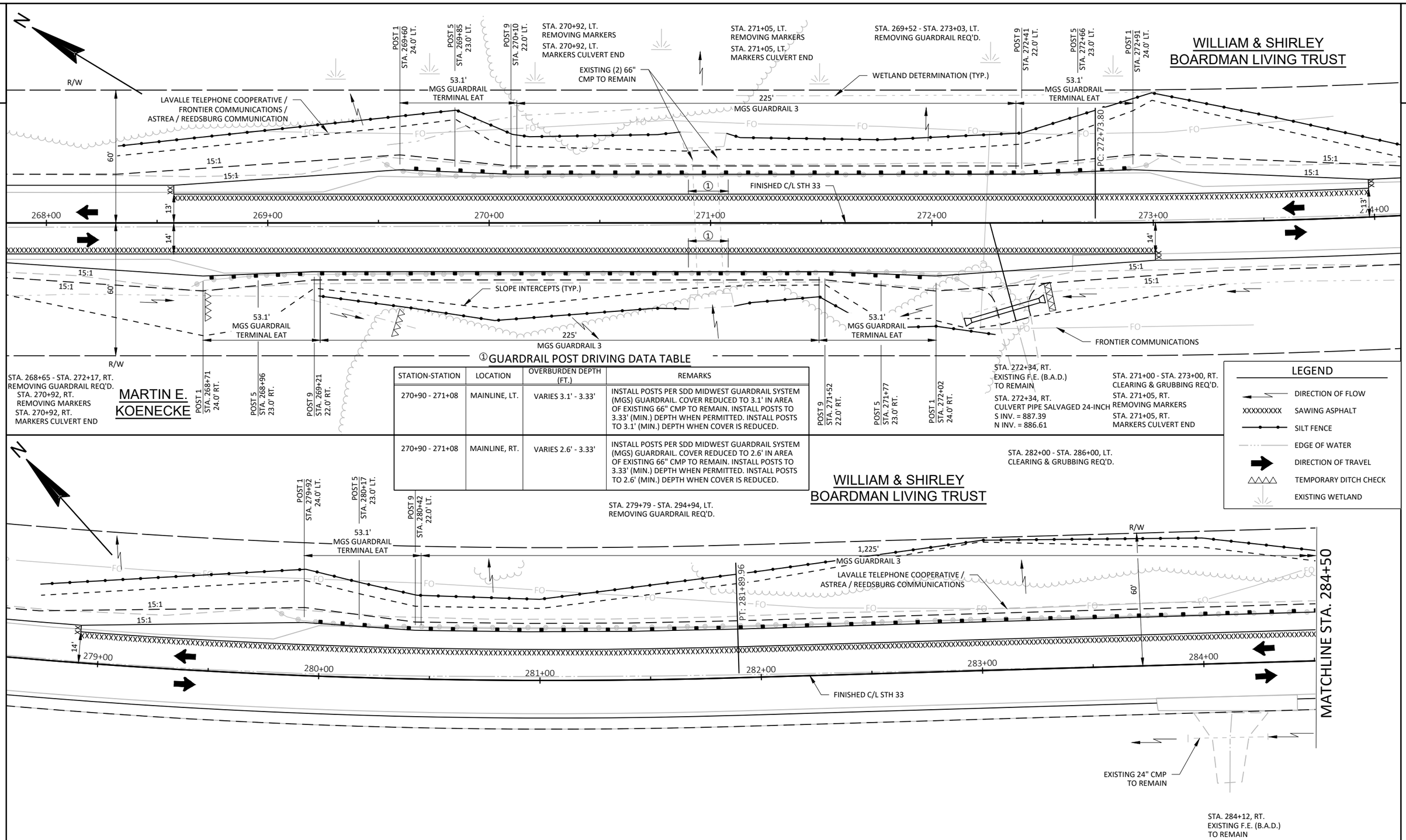
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_BEAMGUARD DETAIL.DWG
PLOT DATE : 1/11/2023 10:12:48 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 4 (2)

2



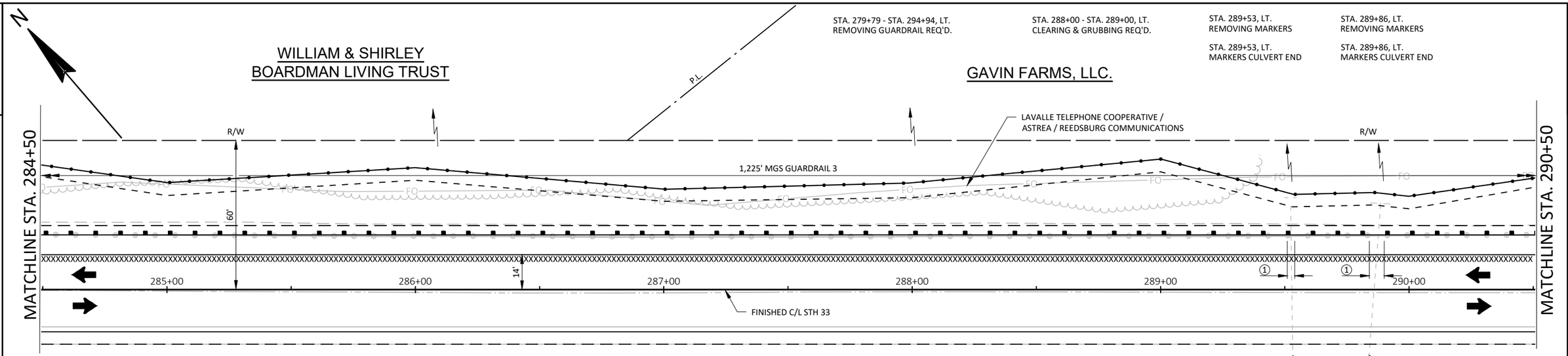


PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 39	E



①GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
270+90 - 271+08	MAINLINE, LT.	VARIES 3.1' - 3.33'	INSTALL POSTS PER SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL. COVER REDUCED TO 3.1' IN AREA OF EXISTING 66" CMP TO REMAIN. INSTALL POSTS TO 3.33' (MIN.) DEPTH WHEN PERMITTED. INSTALL POSTS TO 3.1' (MIN.) DEPTH WHEN COVER IS REDUCED.
270+90 - 271+08	MAINLINE, RT.	VARIES 2.6' - 3.33'	INSTALL POSTS PER SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL. COVER REDUCED TO 2.6' IN AREA OF EXISTING 66" CMP TO REMAIN. INSTALL POSTS TO 3.33' (MIN.) DEPTH WHEN PERMITTED. INSTALL POSTS TO 2.6' (MIN.) DEPTH WHEN COVER IS REDUCED.

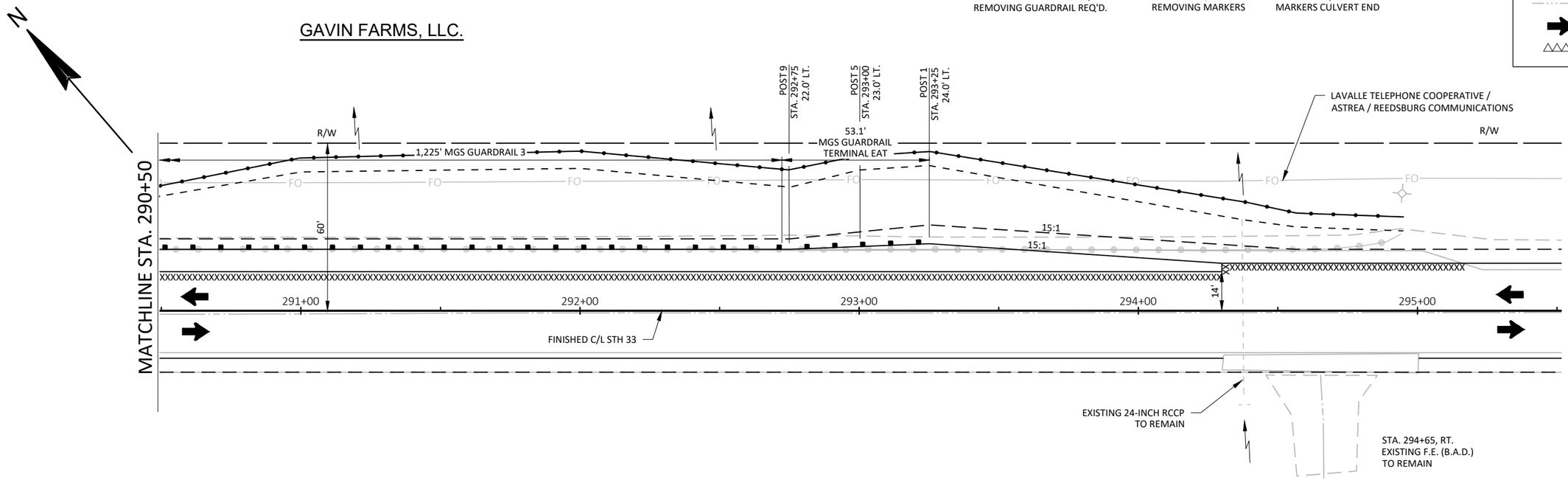


①GUARDRAIL POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
289+51 - 289+54	MAINLINE, LT.	2.9'	INSTALL POSTS PER SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL. COVER REDUCED TO 2.9' IN AREA OF EXISTING 36" CMP TO REMAIN. INSTALL POSTS TO 3.33' (MIN.) DEPTH WHEN PERMITTED. INSTALL POSTS TO 2.9' (MIN.) DEPTH WHEN COVER IS REDUCED.
289+84 - 289+90	MAINLINE, LT.	3.2'	INSTALL POSTS PER SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL. COVER REDUCED TO 3.2' IN AREA OF EXISTING 72" CMP (CATTLE PASS) TO REMAIN. INSTALL POSTS TO 3.33' (MIN.) DEPTH WHEN PERMITTED. INSTALL POSTS TO 3.2' (MIN.) DEPTH WHEN COVER IS REDUCED.

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- EDGE OF WATER
- DIRECTION OF TRAVEL
- TEMPORARY DITCH CHECK



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 41	E

2

STA. 354+24 - STA. 357+25, LT.
REMOVING GUARDRAIL REQ'D.

JOHN M. SCHMITT

LAVALLE TELEPHONE COOPERATIVE /
REEDSBURG COMMUNICATIONS
R/W

STA. 357+47, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

POST 1
STA. 357+74
22.0' LT.

POST 5
STA. 357+99
22.0' LT.

POST 9
STA. 358+24
22.0' LT.

STA. 357+65 - STA. 364+07, LT.
REMOVING GUARDRAIL REQ'D.

STA. 358+32, LT.
REMOVING MARKERS

STA. 358+32, LT.
MARKERS CULVERT END

MAGNUM
COMMUNICATIONS

P.L.

53.1'
MGS GUARDRAIL
TERMINAL EAT

287.5' MGS GUARDRAIL 3

WETLAND DETERMINATION

STA. 356+75
22.0' LT.

STA. 357+18
17.0' LT.

15:1

50'

22'

17'

354+00

355+00

356+00

357+00

358+00

359+00

FINISHED C/L STH 33

PC: 356+89.90

EXISTING 24" RCCP
TO REMAIN

MATCHLINE STA. 359+50

N

2

LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- DIRECTION OF TRAVEL
- TEMPORARY DITCH CHECK

STA. 360+00 - STA. 361+00, LT.
REMOVAL OF EXISTING BRUSH
TO BE PAID FOR UNDER BARRIER SYSTEM
GRADING SHAPING FINISHING BID ITEM.

STA. 360+62, LT.
REMOVING MARKERS

STA. 360+62, LT.
MARKERS CULVERT END

POST 9
STA. 361+11
22.0' LT.

POST 5
STA. 361+36
23.0' LT.

POST 1
STA. 361+61
24.0' LT.

53.1'
MGS GUARDRAIL
TERMINAL EAT

287.5' MGS GUARDRAIL 3

STA. 357+65 - STA. 364+07, LT.
REMOVING GUARDRAIL REQ'D.

MAGNUM
COMMUNICATIONS

LAVALLE TELEPHONE COOPERATIVE /
REEDSBURG COMMUNICATIONS

REEDSBURG ELECTRIC

CLARENCE
PURANEN

DUWAYNE & SALLY
JONES

P.L.

R/W

50'

15:1

STA. 362+37
17.0' LT.

STA. 362+90
22.0' LT.

STA. 364+31
17.0' LT.

17'

22'

360+00

361+00

362+00

363+00

364+00

FINISHED C/L STH 33

EXISTING 42" CMP
TO REMAIN

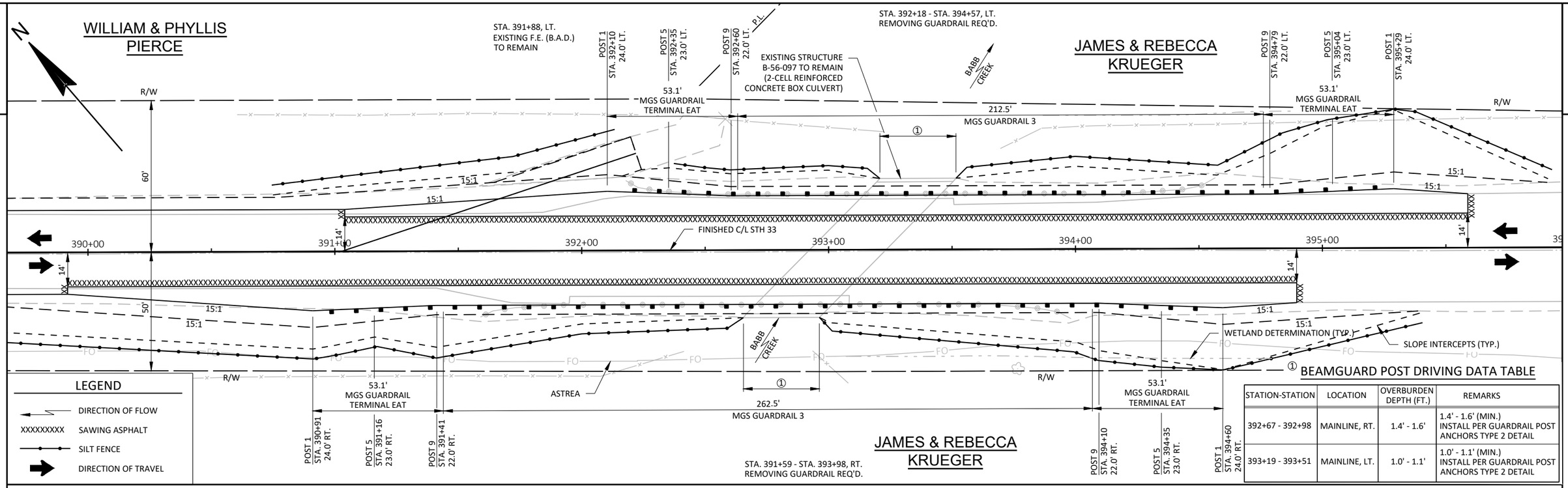
PT: 362+65.79

MATCHLINE STA. 359+50

N

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)	SHEET 42	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_BEAMGUARD DETAIL.DWG
PLOT DATE : 1/11/2023 10:13:08 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 8

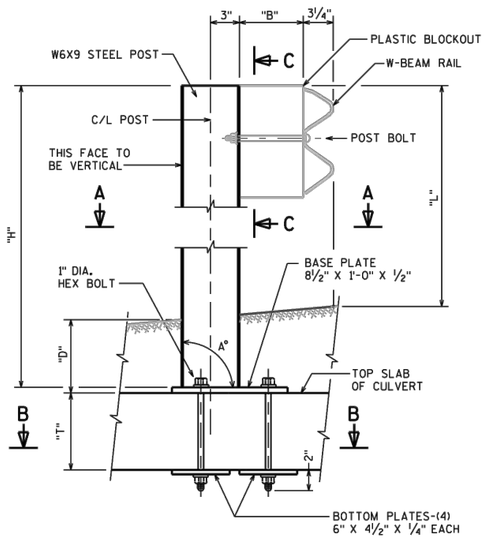


LEGEND

- DIRECTION OF FLOW
- XXXXXXXXX SAWING ASPHALT
- SILT FENCE
- DIRECTION OF TRAVEL

① BEAMGUARD POST DRIVING DATA TABLE

STATION-STATION	LOCATION	OVERBURDEN DEPTH (FT.)	REMARKS
392+67 - 392+98	MAINLINE, RT.	1.4' - 1.6'	1.4' - 1.6' (MIN.) INSTALL PER GUARDRAIL POST ANCHORS TYPE 2 DETAIL
393+19 - 393+51	MAINLINE, LT.	1.0' - 1.1'	1.0' - 1.1' (MIN.) INSTALL PER GUARDRAIL POST ANCHORS TYPE 2 DETAIL

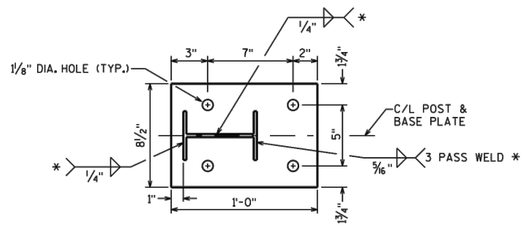


ELEVATION

GUARDRAIL POST ANCHORS TYPE 2

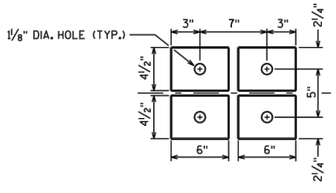
USE FOR THICKNESS "T" OF 8 INCHES OR MORE AND MINIMUM CONCRETE STRENGTH (f'_c) OF 3,500 PSI

* WELDING IS TO BE COMPLETED USING THE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER70S-3 WELDING WIRE AND ARGON-OXYGEN OR CO_2 COVER GAS.



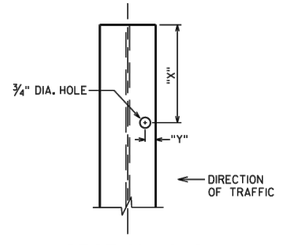
SECTION A-A

POST & BASE PLATE



SECTION B-B

(4)-BOTTOM PLATES



SECTION C-C

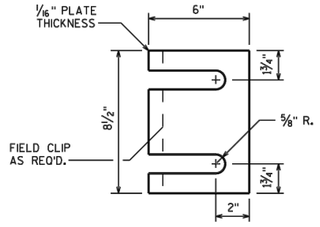
HOLE IN POST FLANGE ON APPROACHING TRAFFIC SIDE

GUARDRAIL POST ANCHORAGE SYSTEM

CRITERIA:

USE FOR POSTS WITH "D" EMBEDMENT LESS THAN OR EQUAL TO 4'-0" AND GREATER THAN OR EQUAL TO 9".
NOT REQ'D FOR POSTS WITH "D" EMBEDMENT MORE THAN 4'-0".
NOT ALLOWED FOR POSTS WITH "D" EMBEDMENT LESS THAN 9".

	"L"	"B"	"X"	"Y"
CLASS "A" GUARDRAIL	2'-4⅝"	8"	7"	13/16"
MGS GUARDRAIL	2'-7⅞"	12"	7⅛"	¾"



STEEL SHIM DETAIL

4 PER POST

NOTES

DETAILS SHOWN FOR POSTS, PLATES, ANCHORAGE SYSTEM AND INSTALLATION, BLOCKS, AND GUARD RAIL ARE NOT PART OF THE STRUCTURE CONTRACT, BUT ARE BID PER THE ROADWAY DESIGN PLANS.

POST BASE PLATES (AND BOTTOM PLATES IF USED) SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

CUT BOTTOM OF POST SO THAT POST WILL BE VERTICAL WHEN POST ASSEMBLY IS PLACED ON TOP OF THE CULVERT. ALONG THE ROADWAY THE POST WILL BE NORMAL TO GRADE LINE. HEX BOLTS AND THREADED RODS ARE TO BE PLACED PERPENDICULAR TO THE BASE PLATE.

POST, BASE PLATE (AND BOTTOM PLATE IF USED), AND SHIMS SHALL BE GALVANIZED AFTER FABRICATION.

PRIOR TO GALVANIZING, ALL STEEL POSTS AND PLATES SHALL BE GIVEN A NO. 6 COMMERCIAL BLAST CLEANING BY SSPC SPECS.

ALL MATERIAL USED IN POSTS AND PLATES SHALL BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A709 GRADE 50 OR 50S.

HEX BOLTS, THREADED RODS, HEX NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 GRADE 36, AND SHALL BE GALVANIZED. RODS ARE TO BE FULLY THREADED AND BOLTS TO BE THREADED 3". CHAMFER TOP OF BOLTS AND RODS BEFORE THREADING.

✿ ADHESIVE ANCHORS 1-INCH. EMBED IN CONCRETE AS DETAILED. CHARACTERISTIC BOND STRENGTH SHALL MEET OR EXCEED 1305 PSI FOR UNCRACKED CONCRETE.

STEEL SHIMS MAY BE USED BETWEEN PLATES AND SLAB WHERE REQUIRED FOR ALIGNMENT.

GUARDRAIL POST ANCHORS TYPE 2, INCLUDING POSTS, PLATES, ANCHORAGE SYSTEM AND INSTALLATION, BLOCKS, AND GUARDRAIL, PAID FOR UNDER THE MGS GUARDRAIL 3 BID ITEM.

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

FOR NIGHTTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON TEMPORARY PEDESTRIAN BARRICADES, SUPPORTING SIGNS, AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

SDD

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

DIRECTION OF TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY CURB RAMP

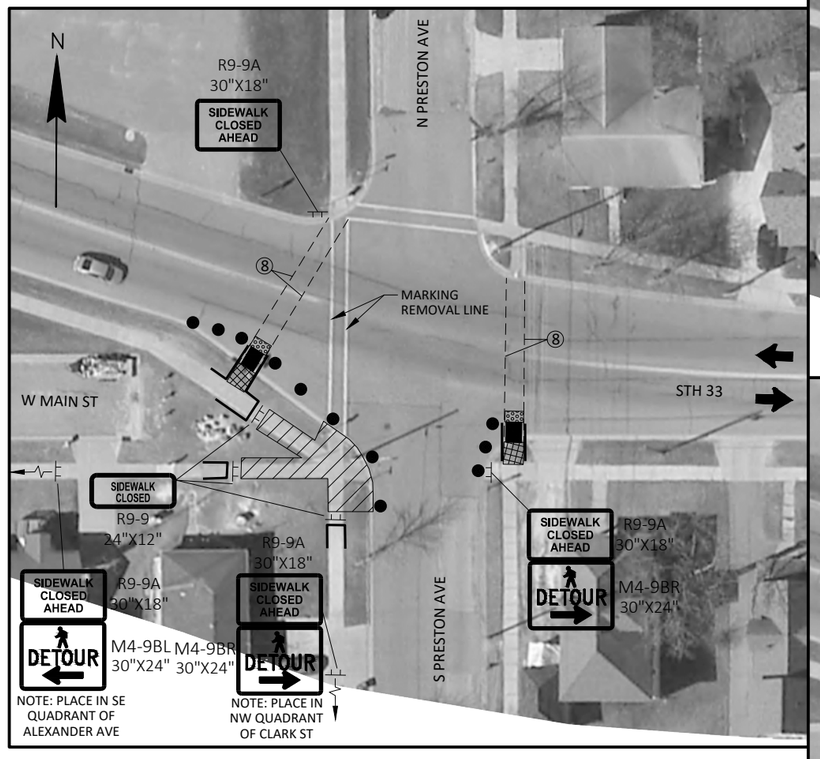
TEMPORARY DETECTABLE WARNING FIELD

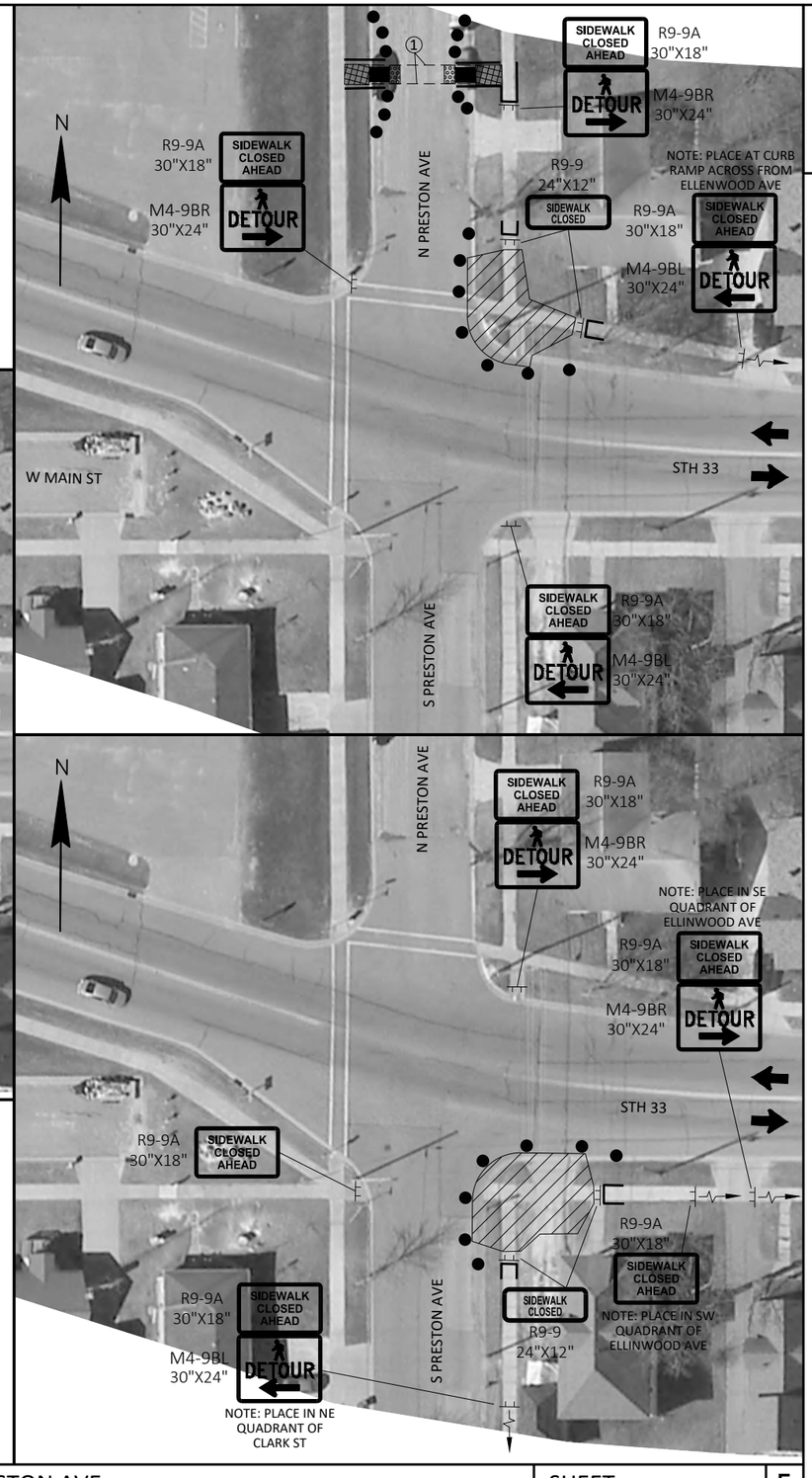
TEMPORARY PEDESTRIAN BARRICADE

TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING

SIGN ON TEMPORARY SUPPORT

① TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 4-INCH)





PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - PRESTON AVE	SHEET 44	E

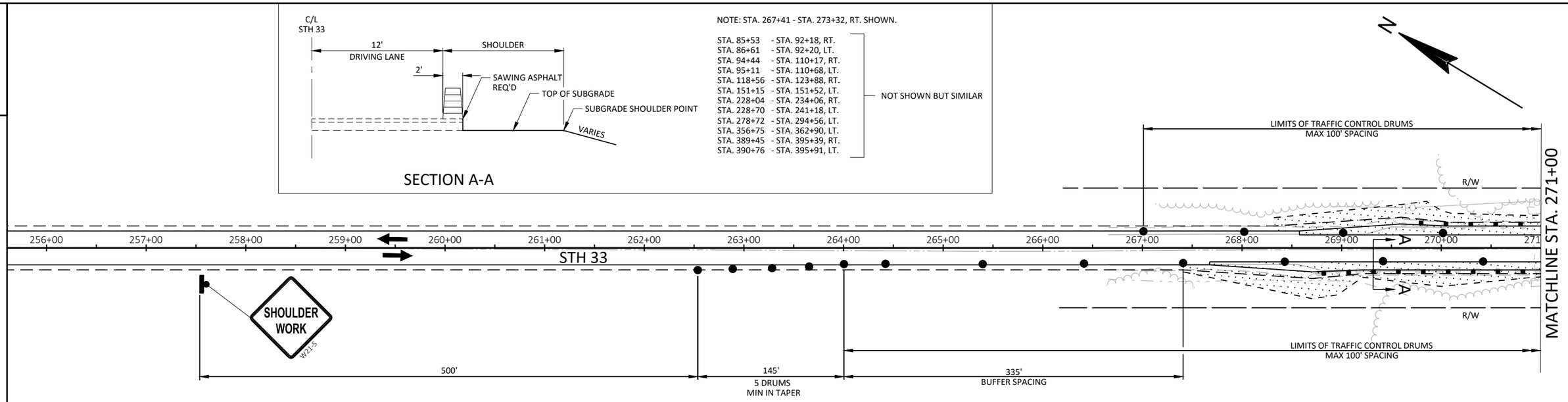
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_TRAFFIC CONTROL.DWG PLOT DATE : 1/11/2023 10:14:25 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1

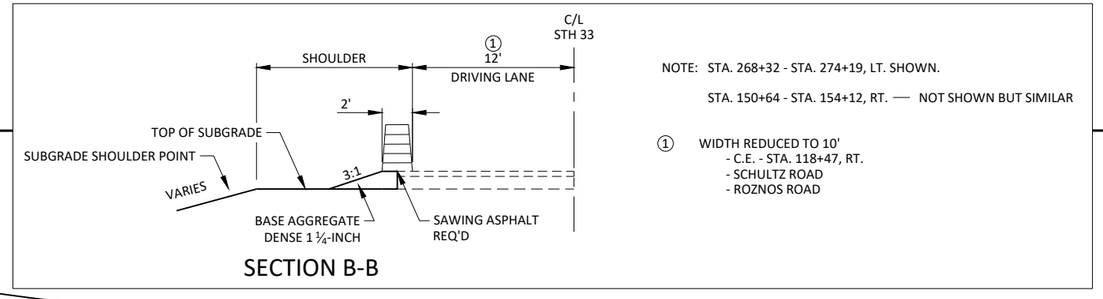
SECTION A-A

NOTE: STA. 267+41 - STA. 273+32, RT. SHOWN.

STA. 85+53 - STA. 92+18, RT.
STA. 86+61 - STA. 92+20, LT.
STA. 94+44 - STA. 110+17, RT.
STA. 95+11 - STA. 110+68, LT.
STA. 118+56 - STA. 123+88, RT.
STA. 151+15 - STA. 151+52, LT.
STA. 228+04 - STA. 234+06, RT.
STA. 228+70 - STA. 241+18, LT.
STA. 278+72 - STA. 294+56, LT.
STA. 356+75 - STA. 362+90, LT.
STA. 389+45 - STA. 395+39, RT.
STA. 390+76 - STA. 395+91, LT.

NOT SHOWN BUT SIMILAR





SECTION B-B

NOTE: STA. 268+32 - STA. 274+19, LT. SHOWN.

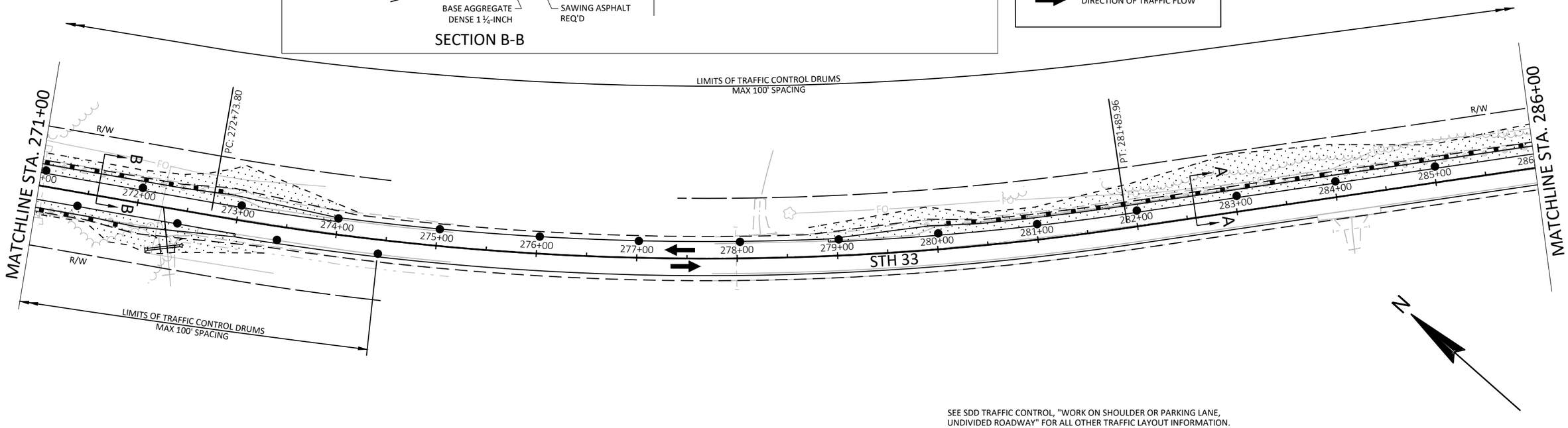
STA. 150+64 - STA. 154+12, RT. — NOT SHOWN BUT SIMILAR

① WIDTH REDUCED TO 10'
- C.E. - STA. 118+47, RT.
- SCHULTZ ROAD
- ROZNOS ROAD

LEGEND:

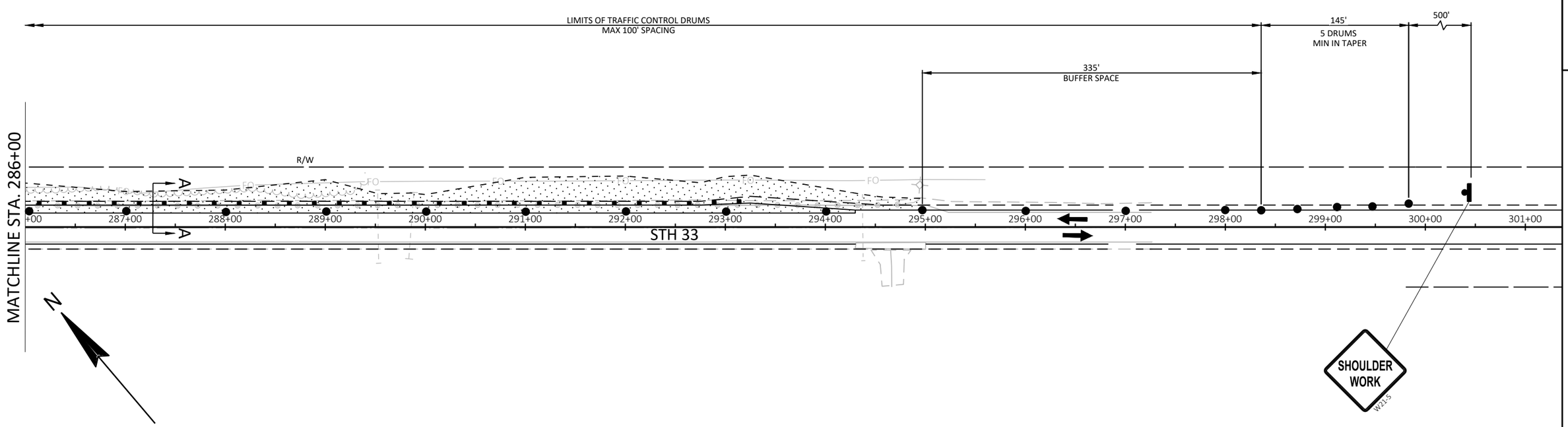
- WORK AREA
- POST MOUNTED SIGN
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW

SEE SDD TRAFFIC CONTROL, "WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ALL OTHER TRAFFIC LAYOUT INFORMATION.



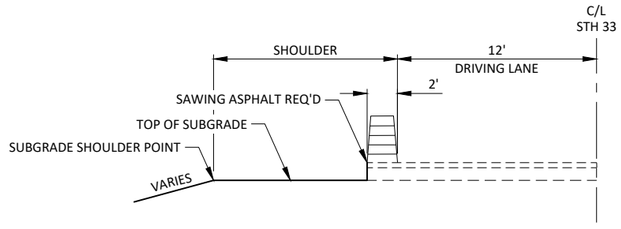
SEE SDD TRAFFIC CONTROL, "WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ALL OTHER TRAFFIC LAYOUT INFORMATION.

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL DETAIL (GUARDRAIL REPLACEMENT)	SHEET 45	E



LEGEND:

- WORK AREA
- POST MOUNTED SIGN
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW



SECTION A-A

NOTE: STA. 267+41 - STA. 273+32, RT. SHOWN.

STA. 85+53 - STA. 92+18, RT.
STA. 86+61 - STA. 92+20, LT.
STA. 94+44 - STA. 110+17, RT.
STA. 95+11 - STA. 110+68, LT.
STA. 118+56 - STA. 123+88, RT.
STA. 151+15 - STA. 151+52, LT.
STA. 228+04 - STA. 234+06, RT.
STA. 228+70 - STA. 241+18, LT.
STA. 278+72 - STA. 294+56, LT.
STA. 356+75 - STA. 362+90, LT.
STA. 389+45 - STA. 395+39, RT.
STA. 390+76 - STA. 395+91, LT.

NOT SHOWN BUT SIMILAR

SEE SDD TRAFFIC CONTROL, "WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ALL OTHER TRAFFIC LAYOUT INFORMATION.

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL DETAIL (GUARDRAIL REPLACEMENT)	SHEET 46	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_TRAFFIC CONTROL BEAMGUARD DETAIL.DWG
PLOT DATE : 1/11/2023 10:15:07 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT 1 (2)

2

LEGEND

- POST MOUNTED SIGN
- MARKING REMOVAL LINE 4-INCH
- TYPE III BARRICADE WITH ATTACHED SIGN
- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY BURN)
- TRAILER MOUNTED TRAFFIC SIGNAL (TEMPORARY SIGNAL FOR BRIDGE)
- DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" X 16" MIN. (ORANGE)
- WORK ZONE

GENERAL NOTES:

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 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, LIGHTS, TEMPORARY MARKINGS, FLAGGERS, AND SUCH OTHER SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

ALL SIGN LAYOUT SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS.

ADDITIONAL DRUMS OR TYPE III BARRICADES MAY BE REQUIRED ADJACENT TO DROP-OFFS, OPEN TRENCHES, OR PROTRUSIONS. COST TO BE INCLUDED WITH OPERATION WHICH CREATES THE HAZARD.

DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

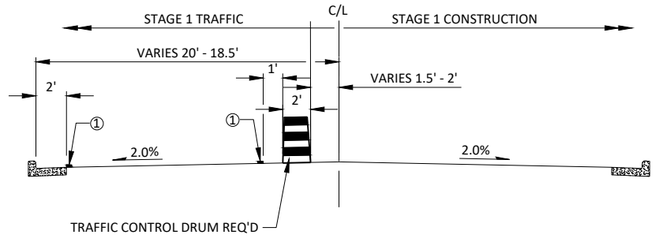
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

STAGE 1 IS SHOWN.

STAGE 2 IS SIMILAR.

SDD

TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

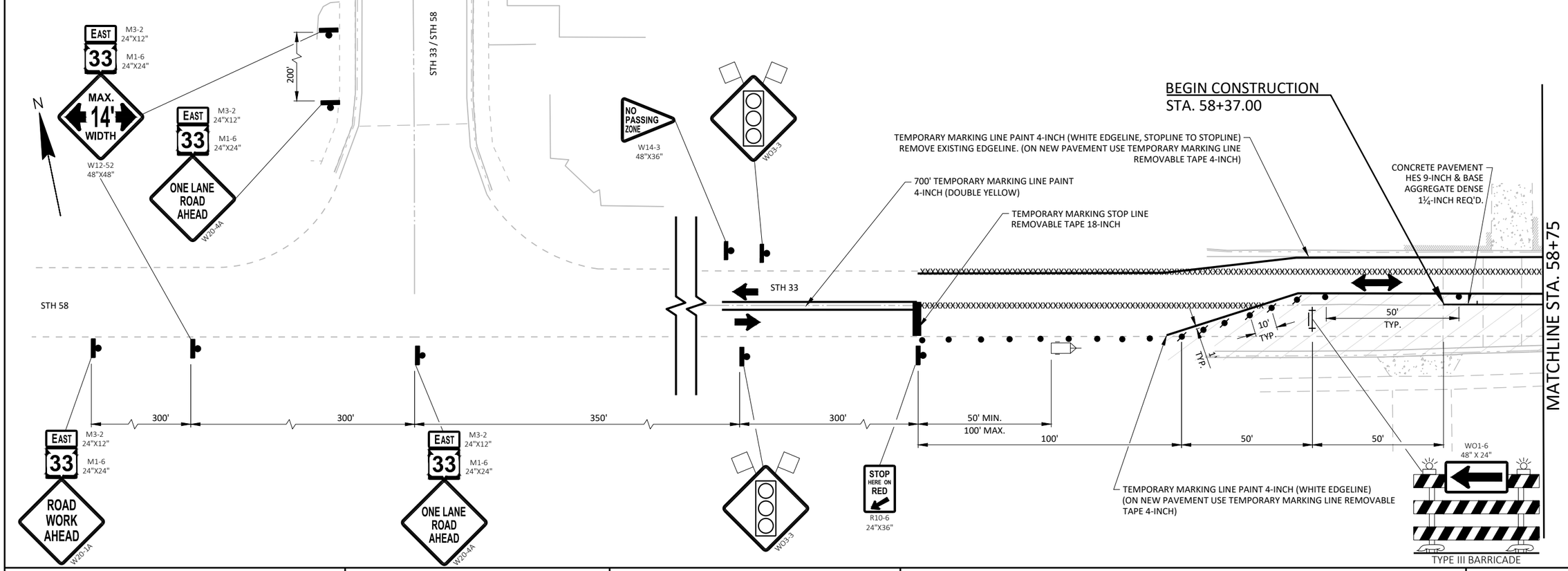


TYPICAL STAGING SECTION

STAGE 1

① TEMPORARY PAVEMENT MARKING LINE PAINT 4-INCH (WHITE EDGELINE)

NOTE: ON NEW PAVEMENT USE TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH

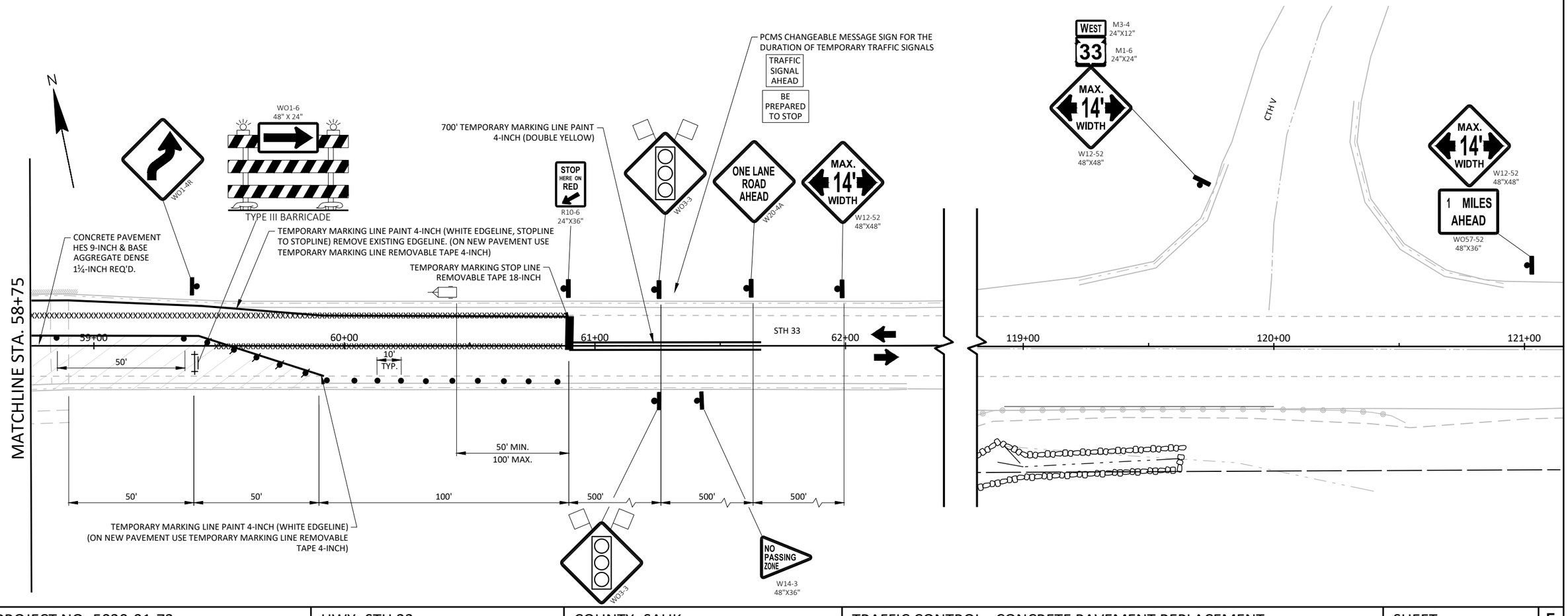


PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - CONCRETE PAVEMENT REPLACEMENT	SHEET 47	E

2

LEGEND

- POST MOUNTED SIGN
- MARKING REMOVAL LINE 4-INCH
- TYPE III BARRICADE WITH ATTACHED SIGN
- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY BURN)
- TRAILER MOUNTED TRAFFIC SIGNAL (TEMPORARY SIGNAL FOR BRIDGE)
- DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" X 16" MIN. (ORANGE)
- WORK ZONE



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - CONCRETE PAVEMENT REPLACEMENT	SHEET 48	E

2

LEGEND

- POST MOUNTED SIGN
- MARKING REMOVAL LINE 4-INCH
- TYPE III BARRICADE WITH ATTACHED SIGN
- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY BURN)
- TRAILER MOUNTED TRAFFIC SIGNAL (TEMPORARY SIGNAL FOR BRIDGE B-56-082)
- DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" X 16" MIN. (ORANGE)
- WORK ZONE

GENERAL NOTES:

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 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, LIGHTS, TEMPORARY MARKINGS, FLAGGERS, AND SUCH OTHER SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

ALL SIGN LAYOUT SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS.

ADDITIONAL DRUMS OR TYPE III BARRICADES MAY BE REQUIRED ADJACENT TO DROP-OFFS, OPEN TRENCHES, OR PROTRUSIONS. COST TO BE INCLUDED WITH OPERATION WHICH CREATES THE HAZARD.

DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

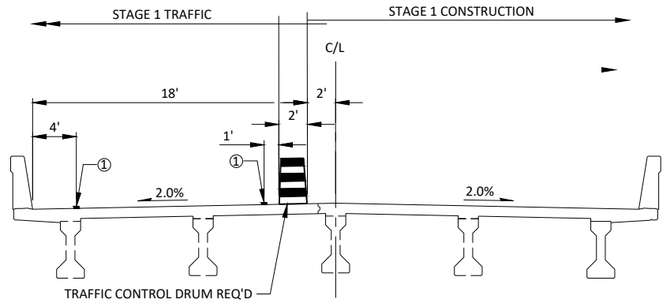
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

STAGE 1 IS SHOWN.

STAGE 2 IS SIMILAR.

SDD

TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

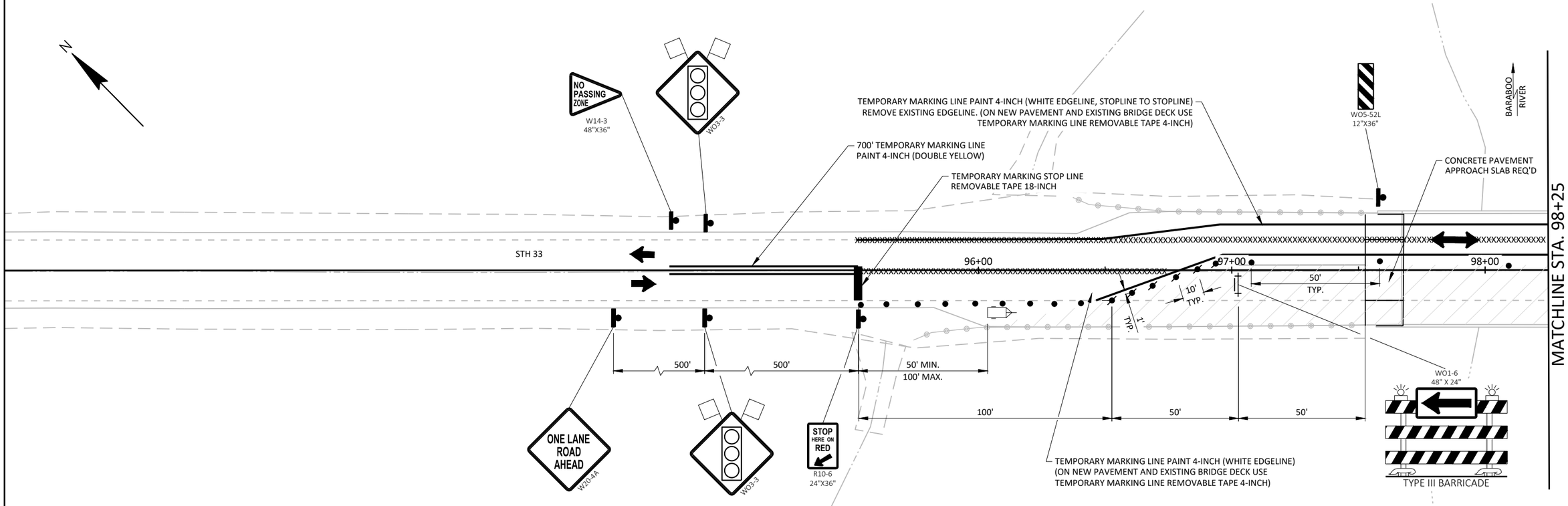


TYPICAL STAGING SECTION AT B-56-082

STAGE 1

① TEMPORARY PAVEMENT MARKING LINE PAINT 4-INCH (WHITE EDGELINE)

NOTE: ON NEW PAVEMENT AND EXISTING BRIDGE DECK USE TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH

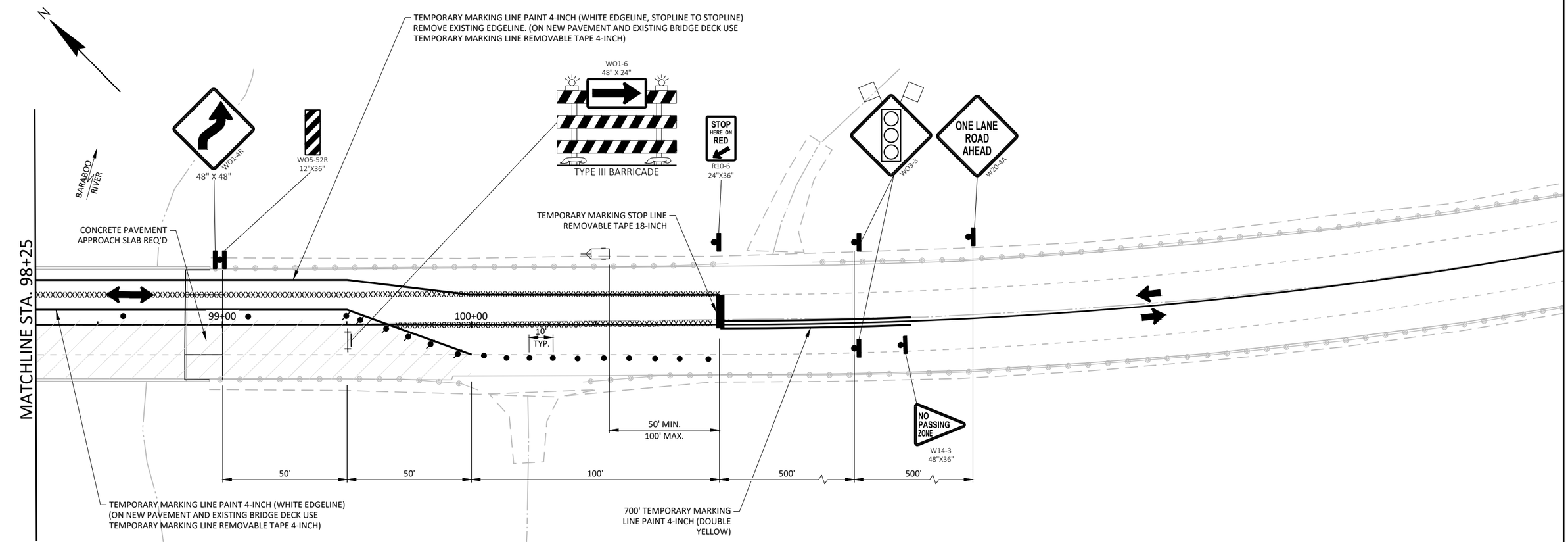


PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - CONCRETE APPROACH SLAB	SHEET 49	E

2

LEGEND

- POST MOUNTED SIGN
- MARKING REMOVAL LINE 4-INCH
- TYPE III BARRICADE WITH ATTACHED SIGN
- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY BURN)
- TRAILER MOUNTED TRAFFIC SIGNAL (TEMPORARY SIGNAL FOR BRIDGE B-56-082)
- DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" X 16" MIN. (ORANGE)
- WORK ZONE



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - CONCRETE APPROACH SLAB	SHEET 50	E

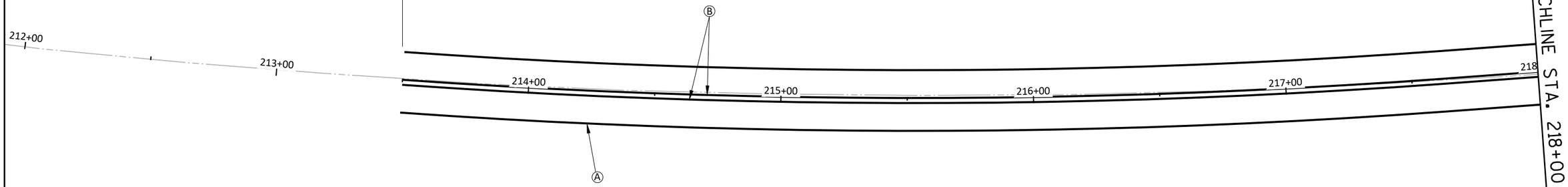
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\SHEETSPLAN\DETAILS\50300103_TRAFFIC CONTROL - APPROACH SLABS.DWG
PLOT DATE : 1/11/2023 10:15:35 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1 (2)

2

N

SEE STANDARD DETAIL DRAWINGS LONGITUDINAL MARKING (MAINLINE), PAVEMENT MARKING (TURN LANES), STOP LINE AND CROSSWALK PAVEMENT MARKING

STA. 213+50 - STA. 222+37
REMOVE PASSING ZONE



LEGEND

Ⓐ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)

Ⓑ MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW CENTERLINE)

NOTE: THE FINAL LOCATION OF PAVEMENT MARKING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

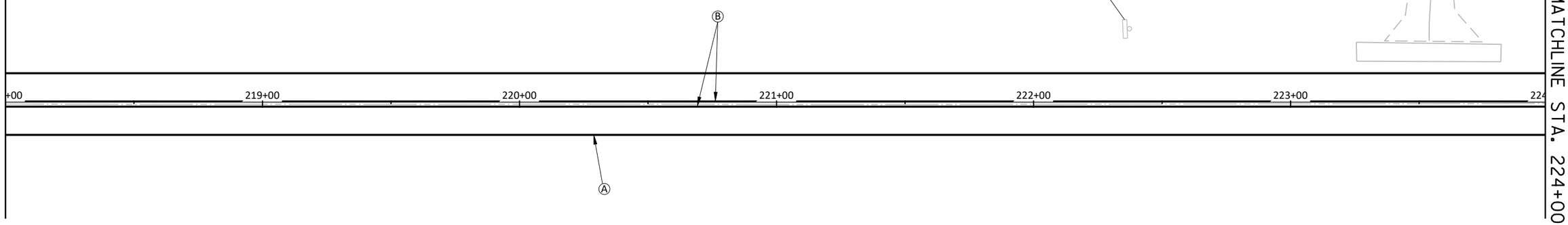
SEE STANDARD DETAIL DRAWINGS LONGITUDINAL MARKING (MAINLINE), PAVEMENT MARKING (TURN LANES), STOP LINE AND CROSSWALK PAVEMENT MARKING

N

STA. 213+50 - STA. 222+37
REMOVE PASSING ZONE

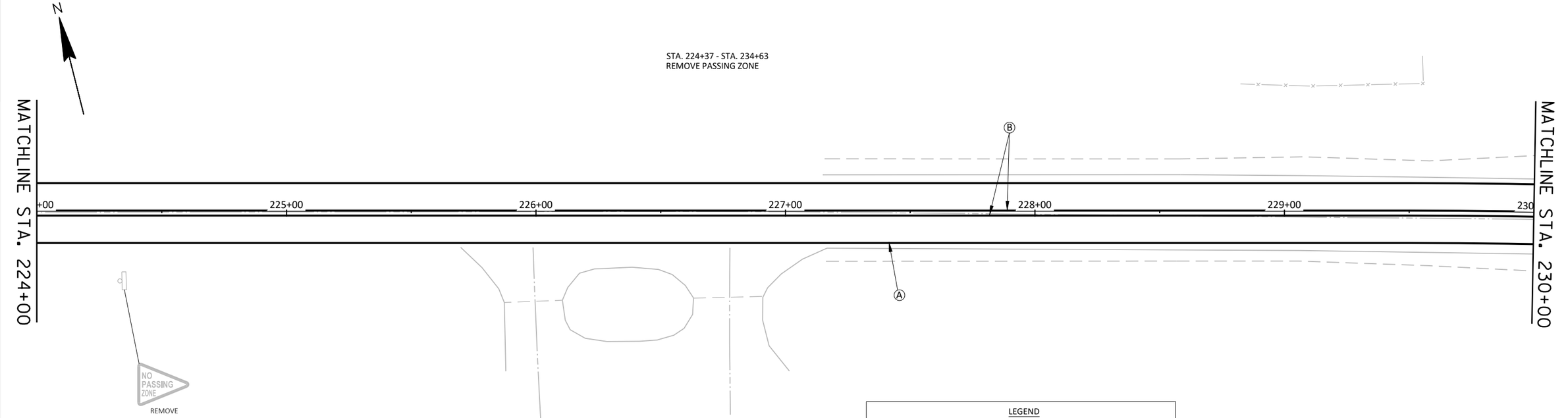
NO PASSING ZONE
REMOVE

STA. 224+37 - STA. 234+63
REMOVE PASSING ZONE



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	PAVEMENT MARKING	SHEET 51	E

2



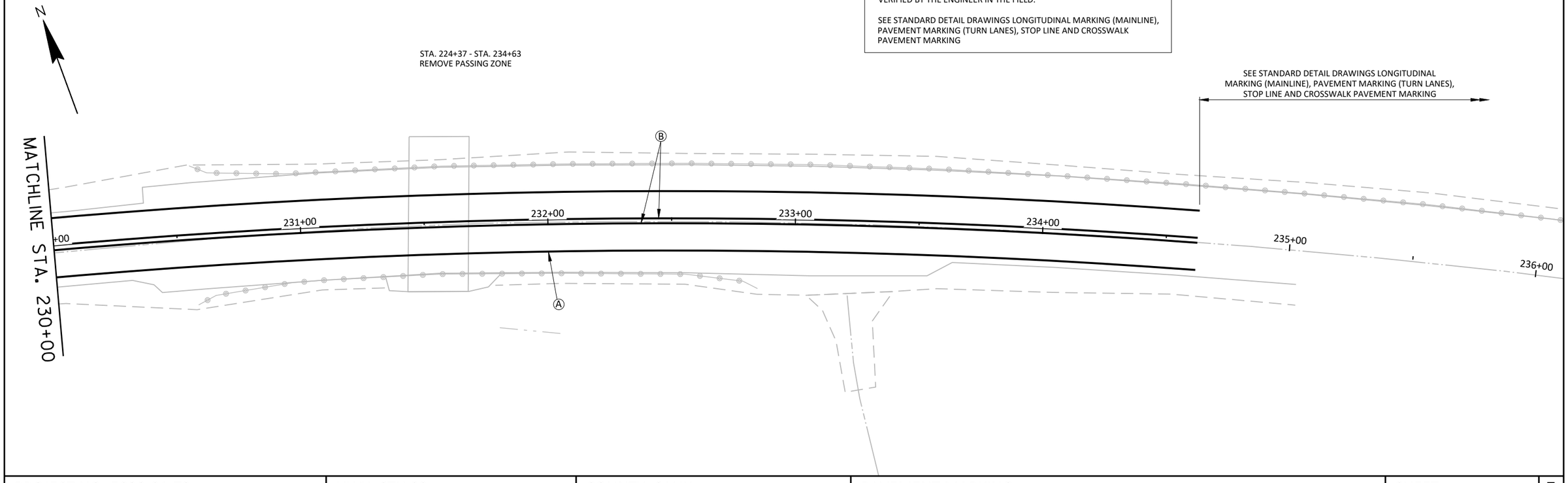
LEGEND

Ⓐ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)

Ⓑ MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW CENTERLINE)

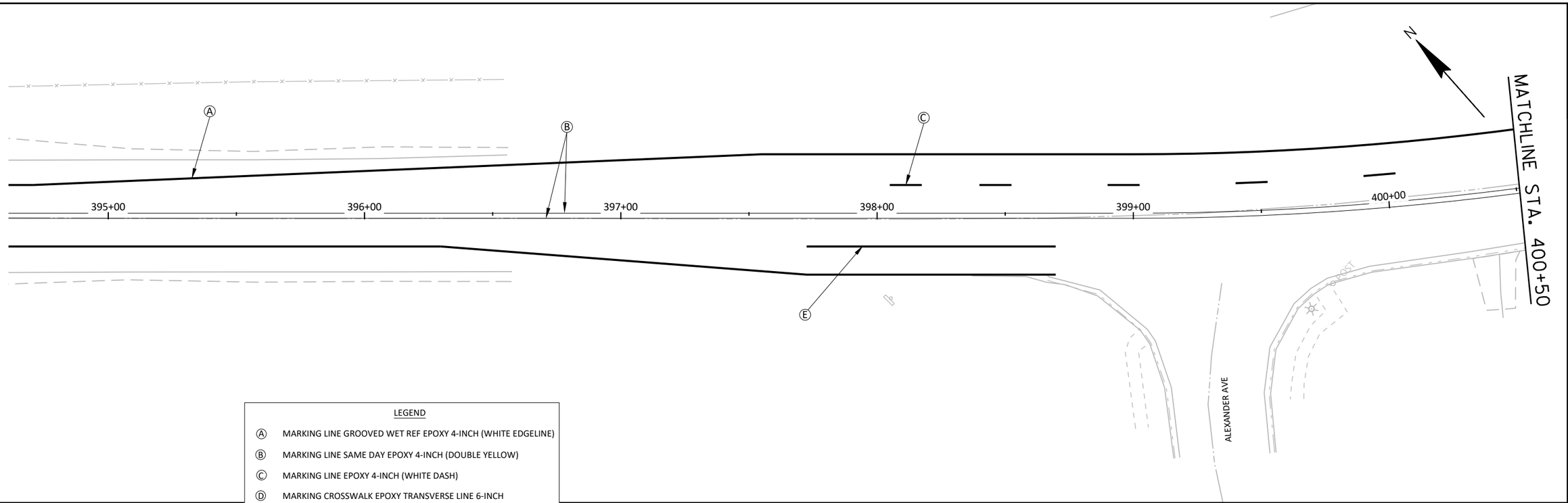
NOTE: THE FINAL LOCATION OF PAVEMENT MARKING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

SEE STANDARD DETAIL DRAWINGS LONGITUDINAL MARKING (MAINLINE), PAVEMENT MARKING (TURN LANES), STOP LINE AND CROSSWALK PAVEMENT MARKING



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	PAVEMENT MARKING	SHEET 52	E

2



LEGEND

Ⓐ MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE EDGELINE)

Ⓑ MARKING LINE SAME DAY EPOXY 4-INCH (DOUBLE YELLOW)

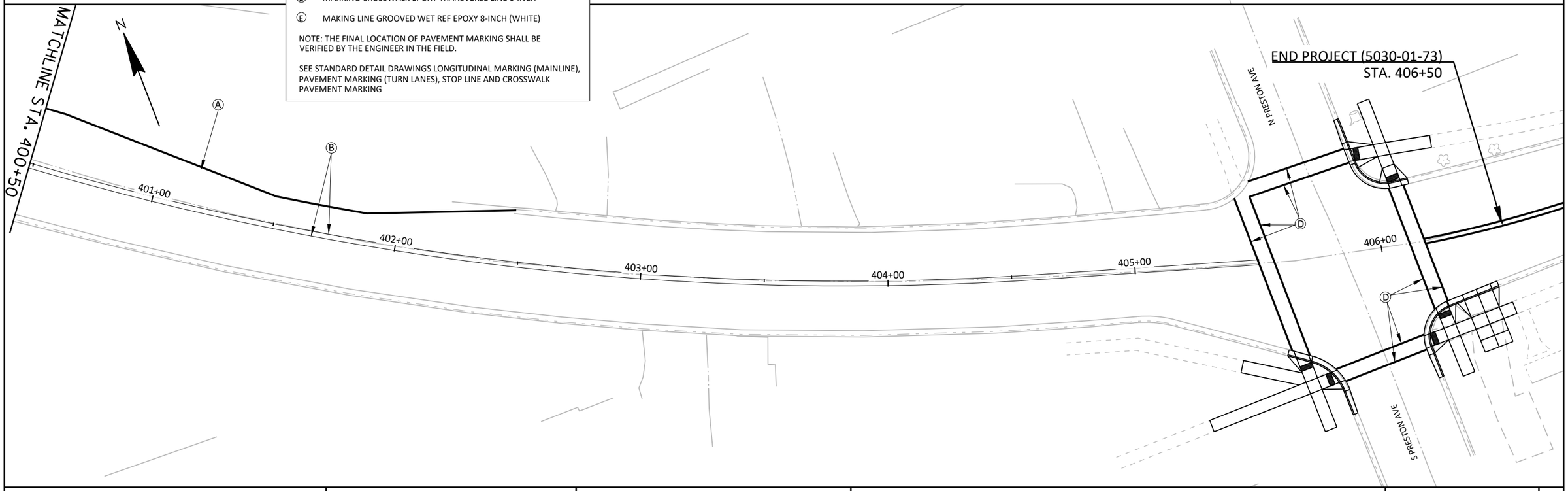
Ⓒ MARKING LINE EPOXY 4-INCH (WHITE DASH)

Ⓓ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

Ⓔ MAKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)

NOTE: THE FINAL LOCATION OF PAVEMENT MARKING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

SEE STANDARD DETAIL DRAWINGS LONGITUDINAL MARKING (MAINLINE), PAVEMENT MARKING (TURN LANES), STOP LINE AND CROSSWALK PAVEMENT MARKING



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	PERMANENT PAVEMENT MARKING	SHEET 53	E

STA. 58+37.00 - STA. 58+89.88
REMOVING PAVEMENT REQ'D.

STA. 58+57, RT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

~VILLAGE OF LAVALLE~

BEGIN PROJECT (5030-01-73)
STA. 58+89.88
Y = 277,946.56
X = 548,930.75

CURVE 1
PI STA. = 66+28.02
Y = 277,798.40
X = 549,653.87
R = 1910.00
D = 2°59'59"
DELTA = 23°45'56"
L = 792.24
T = 401.90
C = 786.57
PC STA. = 62+26.12
Y = 277,879.07
X = 549,260.15
PT STA. = 70+18.36
Y = 277,883.24
X = 550,046.71
S.E. = MATCH EXISTING
R.O. = N/A
TRANS = N/A

STA. 63+00 - 63+60, LT.
CONCRETE CURB & GUTTER
6-INCH SLOPED 30-INCH TYPE J

STA. 62+60, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 65+39, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 67+01, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 67+96, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 72+73, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 81+48, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

EXISTING STRUCTURE C-56-015
TO REMAIN
(SINGLE CELL 10'X12' REINFORCED
CONCRETE BOX CULVERT)

PC: 62+26.12
PT: 70+18.36
PC: 73+31.18
PT: 85+90.06

60 S78°25'16"E 65 CURVE 1 70 N77°48'49"E 75 CURVE 2 80 85 S45°36'53"E

GUDENSCHWAGER ROAD
SOUTH STREET

FINISHED C/L STH 33

STA. 77+45, RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

CURVE 2
PI STA. = 80+17.29
Y = 278,094.10
X = 551,023.13
R = 1275.00
D = 4°29'38"
DELTA = 56°34'18"
L = 1258.89
T = 686.11
C = 1208.37
PC STA. = 73+31.18
Y = 277,949.27
X = 550,352.48
PT STA. = 85+90.06
Y = 277,614.18
X = 551,513.46
S.E. = MATCH EXISTING
R.O. = N/A
TRANS = N/A

SEE CONSTRUCTION DETAILS
(BEAMGUARD LAYOUT) AND CROSS
SECTIONS FOR FURTHER INFORMATION

THE "400" STATE TRAIL

MATCHLINE STA. 90+00

PORTABLE CHANGEABLE MESSAGE SIGN AT THE LIMITS OF THE PROJECT FOR 7 CALENDAR DAYS PRIOR TO BEGINNING OF PROJECT.

ROADWORK
STARTING
XX/XX/XX

BEGIN CONSTRUCTION
STA. 58+37.00
Y = 277,957.17
X = 548,878.98

TRAFFIC NOTES

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

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

FOR MOVING OPERATION STA. 58+89.88 TO STA. 406+50 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.

A ROAD WORK AHEAD W20-1A
B END ROAD WORK G20-2A 48"X24"
C ROAD WORK NEXT 7 MILES G20-1 60"X24"

CURVE 3
PI STA. = 104+31.72
Y = 276,325.97
X = 552,829.60
R = 1910.00
D = 2°59'59"
DELTA = 19°27'52"
L = 648.86
T = 327.59
C = 645.75
PC STA. = 101+04.14
Y = 276,555.12
X = 552,595.49
PT STA. = 107+53.00
Y = 276,187.94
X = 553,126.69
S.E. = 6.2%
R.O. = 158'
TRANS = 209'

MATCHLINE STA. 90+00

SEE CONSTRUCTION DETAILS
(BEAMGUARD LAYOUT) AND CROSS
SECTIONS FOR FURTHER INFORMATION

EXISTING STRUCTURE B-56-082
TO REMAIN
(TWO-SPAN CONTINUOUS
PRESTRESSED CONCRETE DECK
GIRDER STRUCTURE)

STA. 96+19, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 101+22, LT.
EXISTING F.E. (B.A.D.)
TO REMAIN

SEE CONSTRUCTION DETAILS
(BEAMGUARD LAYOUT) AND CROSS
SECTIONS FOR FURTHER INFORMATION

STA. 112+83, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN

SEE CONSTRUCTION DETAILS
(BEAMGUARD LAYOUT) AND CROSS
SECTIONS FOR FURTHER INFORMATION

MATCHLINE STA. 120+00

PC: 101+04.14
PT: 107+53.00

95 S45°36'53"E 100 105 CURVE 3 110 S65°04'45"E 115

BARABOO RIVER

STA. 95+63, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 100+23, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

FINISHED C/L STH 33

STA. 109+12,RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 111+89, RT.
EXISTING P.E. (B.A.D.)
TO REMAIN

STA. 117+63, RT.
EXISTING C.E. (ASPHALT)
TO REMAIN

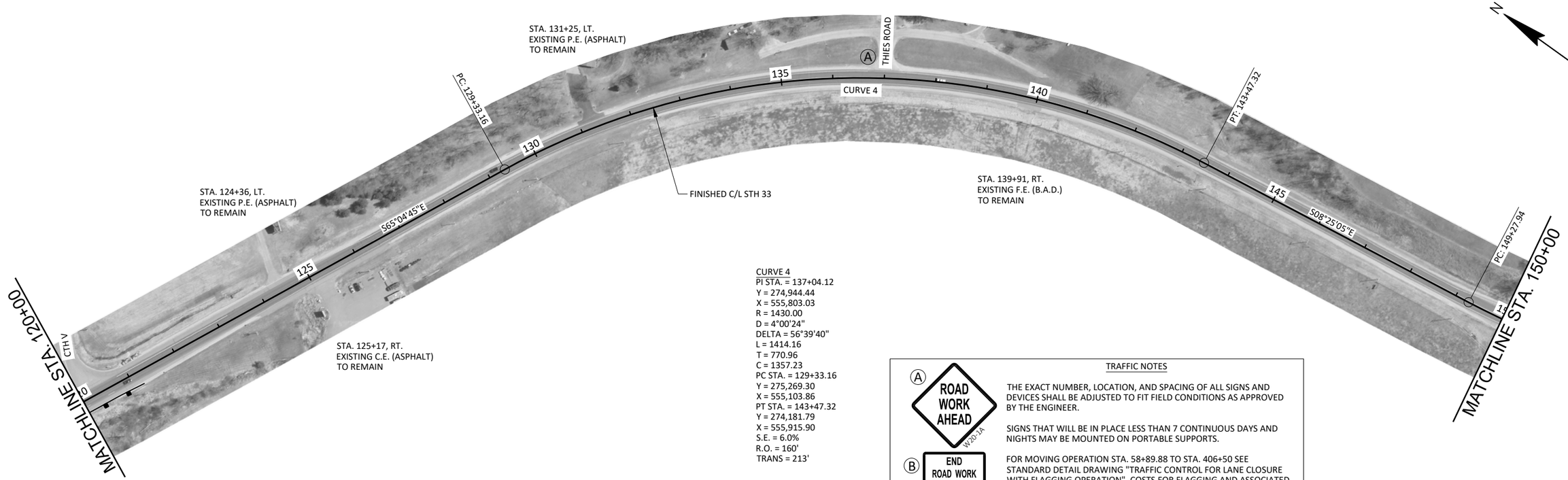
STA. 118+47, RT.
EXISTING C.E. (ASPHALT)
TO REMAIN

NET EXCEPTION TO CENTERLINE LENGTH
STA. 97+67.09
Y=276,790.87
X=552,354.62

NET EXCEPTION TO CENTERLINE LENGTH
STA. 98+85.68
Y=276,707.92
X=552,439.37

SEE CONSTRUCTION DETAILS
(BEAMGUARD LAYOUT) AND CROSS
SECTIONS FOR FURTHER INFORMATION

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	PLAN DETAILS	SHEET 54	E



CURVE 4
PI STA. = 137+04.12
Y = 274,944.44
X = 555,803.03
R = 1430.00
D = 4°00'24"
DELTA = 56°39'40"
L = 1414.16
T = 770.96
C = 1357.23
PC STA. = 129+33.16
Y = 275,269.30
X = 555,103.86
PT STA. = 143+47.32
Y = 274,181.79
X = 555,915.90
S.E. = 6.0%
R.O. = 160'
TRANS = 213'

TRAFFIC NOTES

A — ROAD WORK AHEAD — W20-1A

B — END ROAD WORK — G20-2A — 48"X24"

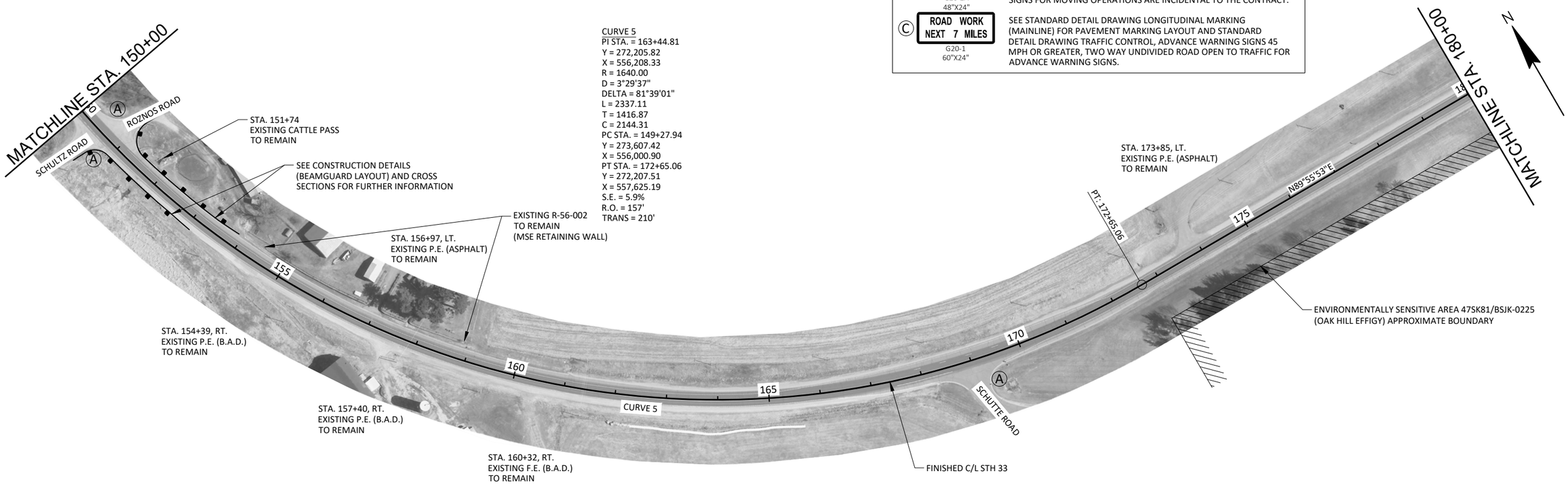
C — ROAD WORK NEXT 7 MILES — G20-1 — 60"X24"

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

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

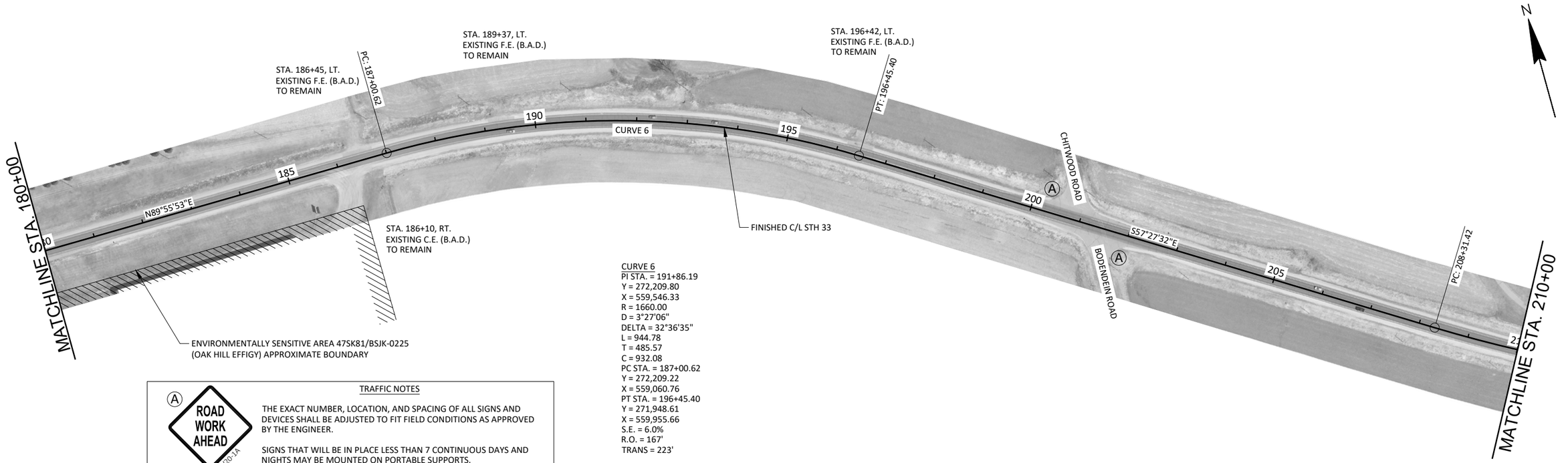
FOR MOVING OPERATION STA. 58+89.88 TO STA. 406+50 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.



CURVE 5
PI STA. = 163+44.81
Y = 272,205.82
X = 556,208.33
R = 1640.00
D = 3°29'37"
DELTA = 81°39'01"
L = 2337.11
T = 1416.87
C = 2144.31
PC STA. = 149+27.94
Y = 273,607.42
X = 556,000.90
PT STA. = 172+65.06
Y = 272,207.51
X = 557,625.19
S.E. = 5.9%
R.O. = 157'
TRANS = 210'

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	PLAN DETAILS	SHEET 55	E



CURVE 6
PI STA. = 191+86.19
Y = 272,209.80
X = 559,546.33
R = 1660.00
D = 3°27'06"
DELTA = 32°36'35"
L = 944.78
T = 485.57
C = 932.08
PC STA. = 187+00.62
Y = 272,209.22
X = 559,060.76
PT STA. = 196+45.40
Y = 271,948.61
X = 559,955.66
S.E. = 6.0%
R.O. = 167'
TRANS = 223'

TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD — W20-1A

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

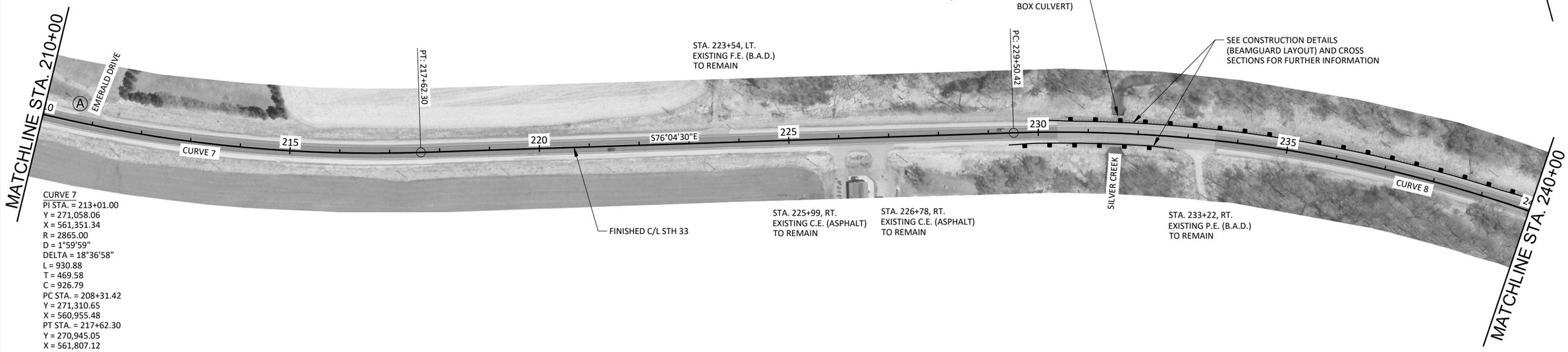
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

Ⓑ END ROAD WORK — G20-2A 48"X24"

FOR MOVING OPERATION STA. 58+89.88 TO STA. 406+50 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

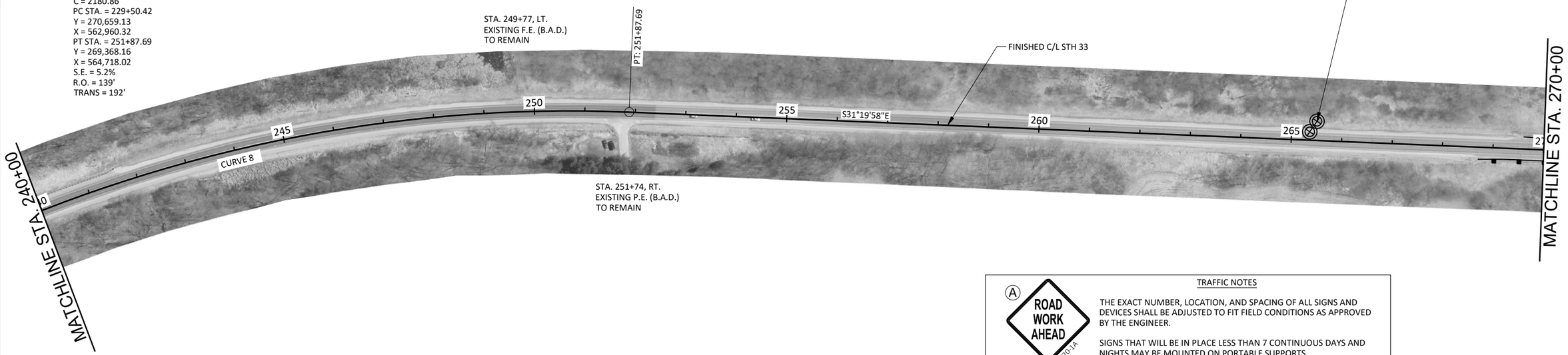
Ⓒ ROAD WORK NEXT 7 MILES — G20-1 60"X24"

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.



CURVE 7
PI STA. = 213+01.00
Y = 271,058.06
X = 561,351.34
R = 2865.00
D = 1°59'59"
DELTA = 18°36'58"
L = 930.88
T = 469.58
C = 926.79
PC STA. = 208+31.42
Y = 271,310.65
X = 560,955.48
PT STA. = 217+62.30
Y = 270,945.05
X = 561,807.12
S.E. = 4.5%
R.O. = 120'
TRANS = 173'

CURVE 8
PI STA. = 241+29.59
Y = 270,375.36
X = 564,104.84
R = 2865.00
D = 1°59'59"
DELTA = 44°44'32"
L = 2237.27
T = 1179.18
C = 2180.86
PC STA. = 229+50.42
Y = 270,659.13
X = 562,960.32
PT STA. = 251+87.69
Y = 269,368.16
X = 564,718.02
S.E. = 5.2%
R.O. = 139'
TRANS = 192'



2

TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD — W20-1A

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

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

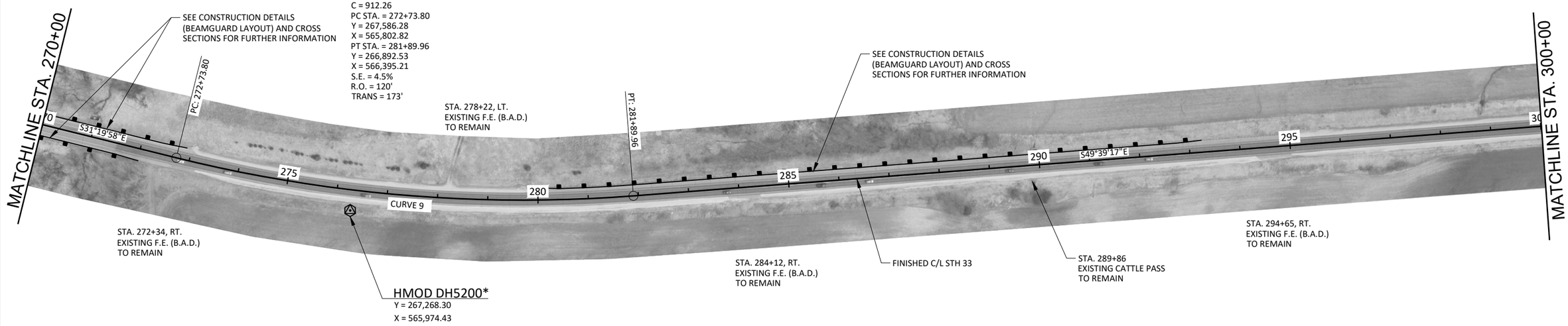
Ⓑ END ROAD WORK — G20-2A, 48"X24"

FOR MOVING OPERATION STA. 58+89.88 TO STA. 406+50 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

Ⓒ ROAD WORK NEXT 7 MILES — G20-1, 60"X24"

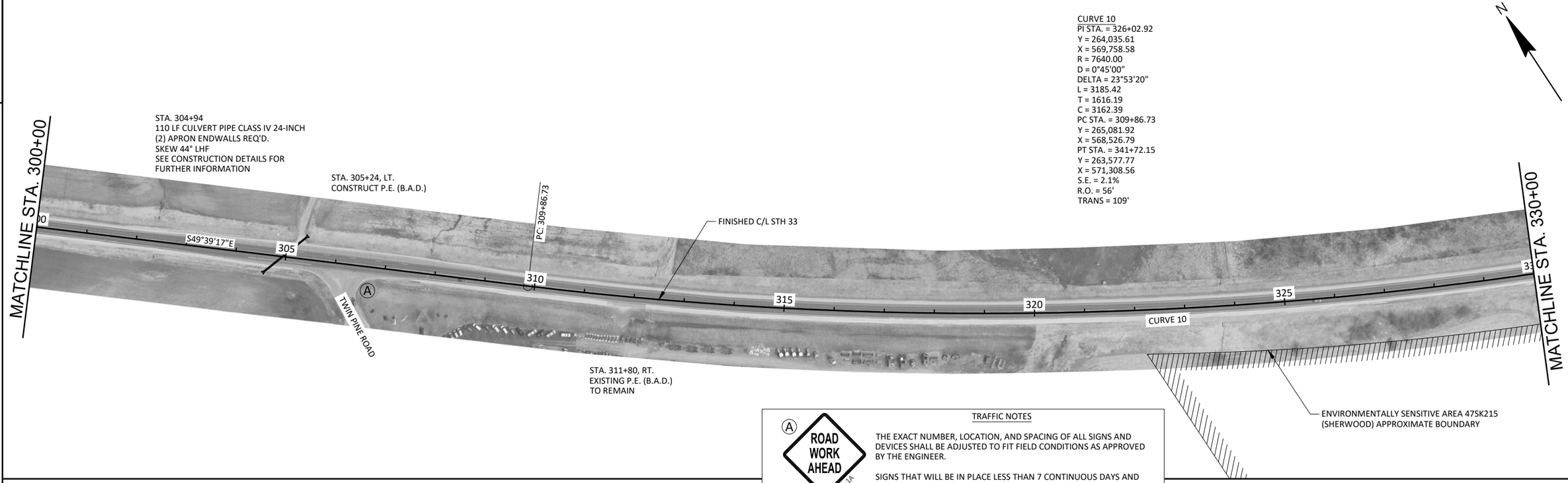
SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.

CURVE 9
PI STA. = 277+35.83
Y = 267,191.64
X = 566,043.08
R = 2865.00
D = 1°59'59"
DELTA = 18°19'19"
L = 916.16
T = 462.03
C = 912.26
PC STA. = 272+73.80
Y = 267,586.28
X = 565,802.82
PT STA. = 281+89.96
Y = 266,892.53
X = 566,395.21
S.E. = 4.5%
R.O. = 120'
TRANS = 173'



HMOD DH5200*
Y = 267,268.30
X = 565,974.43

*PROTECT AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY, NOTIFY JACOB ROCKWEILER IMMEDIATELY IF HMOD IS DISTURBED, BUMPED, OR MOVED DURING CONSTRUCTION OPERATIONS.



TRAFFIC NOTES

A — ROAD WORK AHEAD — W20-1A

B — END ROAD WORK — G20-2A 48"X24"

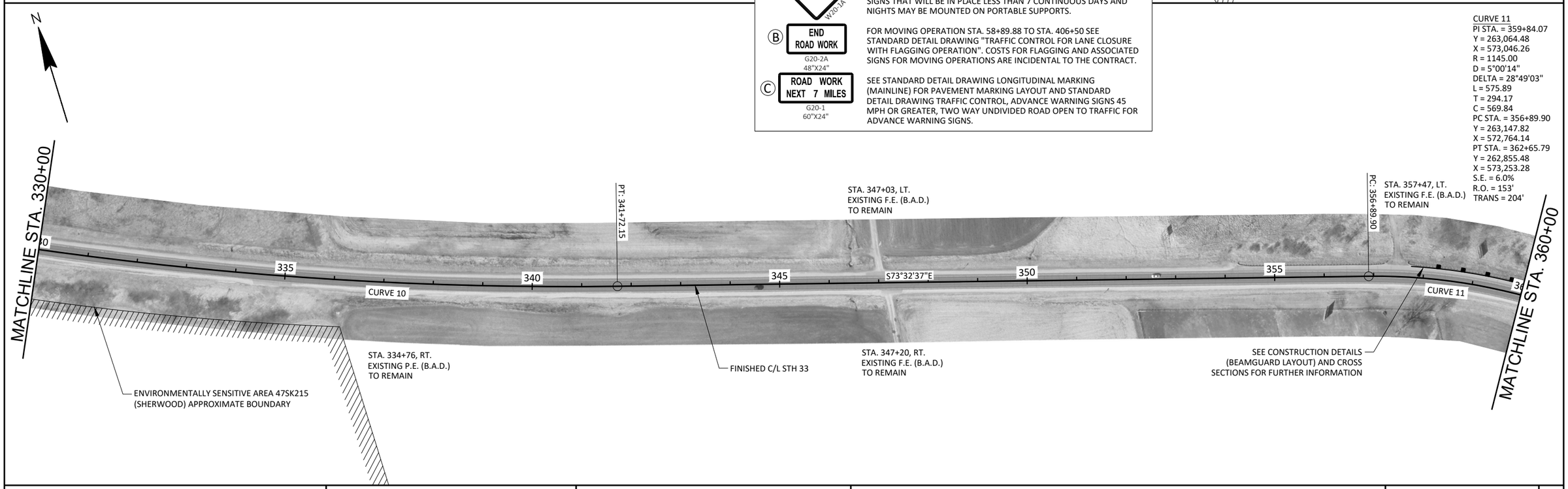
C — ROAD WORK NEXT 7 MILES — G20-1 60"X24"

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

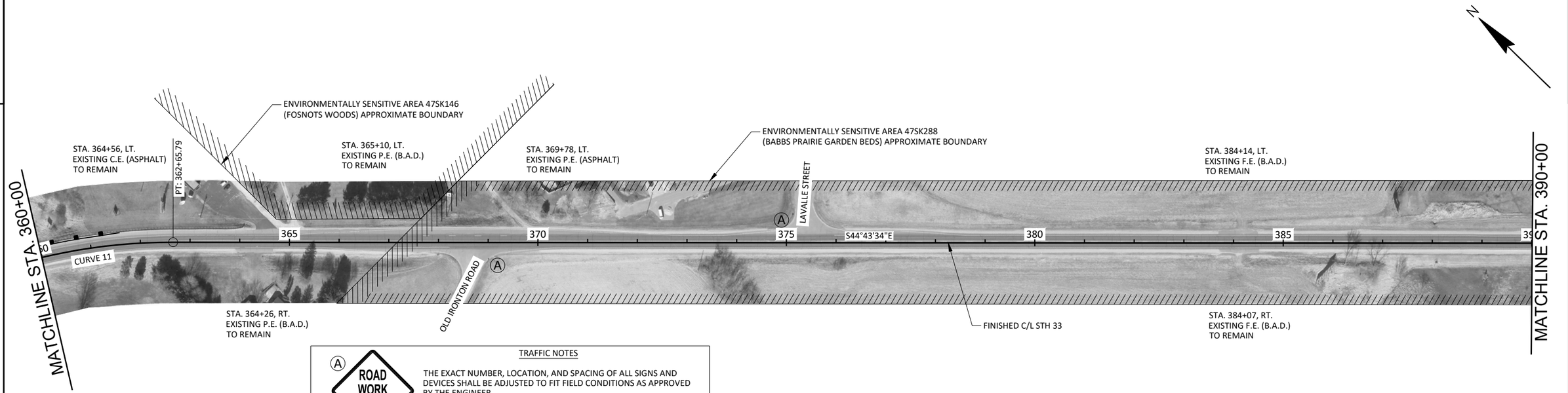
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 58+89.88 TO STA. 406+50 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	PLAN DETAILS	SHEET 58	E



TRAFFIC NOTES

Ⓐ ROAD WORK AHEAD — W20-1A

Ⓑ END ROAD WORK — G20-2A, 48"X24"

Ⓒ ROAD WORK NEXT 7 MILES — G20-1, 60"X24"

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

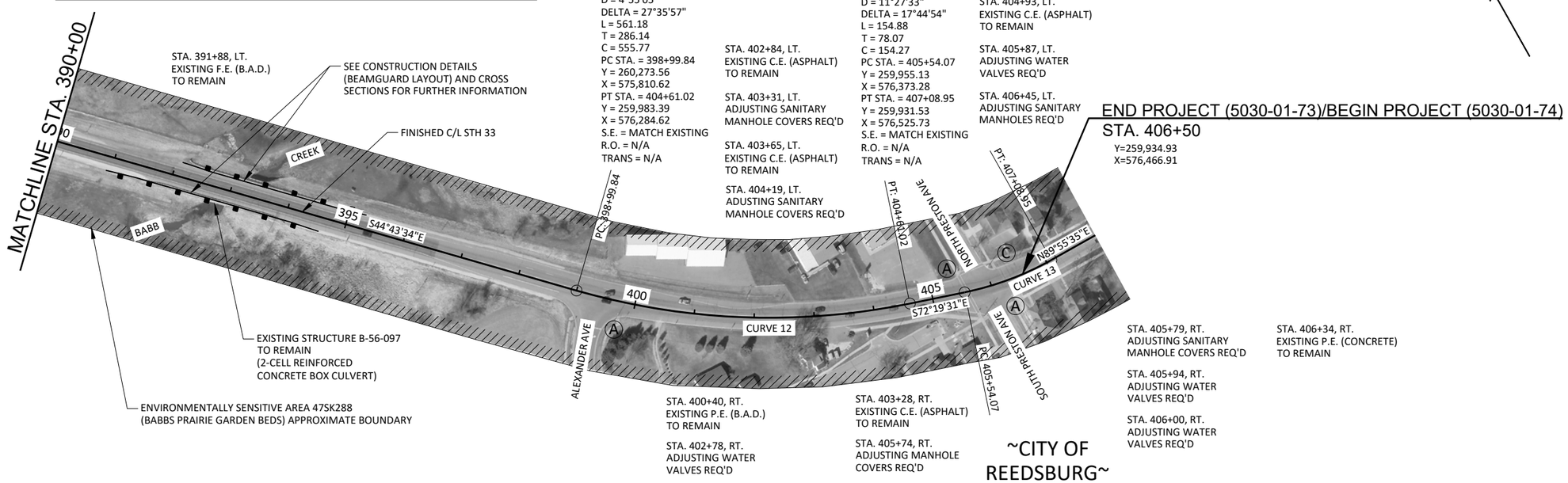
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 58+89.88 TO STA. 406+50 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT AND STANDARD DETAIL DRAWING TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR ADVANCE WARNING SIGNS.

CURVE 12
PI STA. = 401+85.98
Y = 260,070.26
X = 576,011.99
R = 1165.00
D = 4°55'05"
DELTA = 27°35'57"
L = 561.18
T = 286.14
C = 555.77
PC STA. = 398+99.84
Y = 260,273.56
X = 575,810.62
PT STA. = 404+61.02
Y = 259,983.39
X = 576,284.62
S.E. = MATCH EXISTING
R.O. = N/A
TRANS = N/A

CURVE 13
PI STA. = 406+32.14
Y = 259,931.43
X = 576,447.67
R = 500.00
D = 11°27'33"
DELTA = 17°44'54"
L = 154.88
T = 78.07
C = 154.27
PC STA. = 405+54.07
Y = 259,955.13
X = 576,373.28
PT STA. = 407+08.95
Y = 259,931.53
X = 576,525.73
S.E. = MATCH EXISTING
R.O. = N/A
TRANS = N/A



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	PLAN DETAILS	SHEET 59	E

5030-01-73

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	1.000	1.000
0004	201.0205	Grubbing	STA	24.000	24.000
0006	204.0100	Removing Concrete Pavement	SY	350.000	350.000
0008	204.0110	Removing Asphaltic Surface	SY	1,690.000	1,690.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	13,100.000	13,100.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	121,700.000	121,700.000
0014	204.0150	Removing Curb & Gutter	LF	216.000	216.000
0016	204.0155	Removing Concrete Sidewalk	SY	130.000	130.000
0018	204.0165	Removing Guardrail	LF	8,820.000	8,820.000
0020	204.0180	Removing Delineators and Markers	EACH	19.000	19.000
0024	205.0100	Excavation Common	CY	42.000	42.000
0026	205.0200	Excavation Rock	CY	20.000	20.000
0032	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 5030-01-73	EACH	1.000	1.000
0036	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	589.000	589.000
0040	213.0100	Finishing Roadway (project) 02. 5030-01-73	EACH	1.000	1.000
0044	305.0110	Base Aggregate Dense 3/4-Inch	TON	11,100.000	11,100.000
0046	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	12,200.000	12,200.000
0050	415.1090	Concrete Pavement HES 9-Inch	SY	200.000	200.000
0052	415.1120	Concrete Pavement HES 12-Inch	SY	68.000	68.000
0054	415.1410	Concrete Pavement Approach Slab HES	SY	80.000	80.000
0056	416.0160	Concrete Driveway 6-Inch	SY	20.000	20.000
0058	416.0610	Drilled Tie Bars	EACH	50.000	50.000
0060	416.0620	Drilled Dowel Bars	EACH	34.000	34.000
0062	416.1015	Concrete Surface Drains HES	CY	3.000	3.000
0064	455.0605	Tack Coat	GAL	17,230.000	17,230.000
0066	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0068	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0070	460.2000	Incentive Density HMA Pavement	DOL	7,150.000	7,150.000
0072	460.2005	Incentive Density PWL HMA Pavement	DOL	18,200.000	18,200.000
0074	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	2,610.000	2,610.000
0076	460.2010	Incentive Air Voids HMA Pavement	DOL	29,370.000	29,370.000
0078	460.6224	HMA Pavement 4 MT 58-28 S	TON	29,370.000	29,370.000
0080	465.0105	Asphaltic Surface	TON	265.000	265.000
0082	465.0315	Asphaltic Flumes	SY	34.000	34.000
0084	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	59,450.000	59,450.000
0086	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	30,800.000	30,800.000
0088	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	2.000	2.000
0092	520.1054	Apron Endwalls for Culvert Pipe 54-Inch	EACH	1.000	1.000
0094	520.4124	Culvert Pipe Class IV 24-Inch	LF	110.000	110.000
0096	520.8700	Cleaning Culvert Pipes	EACH	1.000	1.000
0100	521.3154	Culvert Pipe Corrugated Steel 54-Inch	LF	2.000	2.000
0102	524.0124	Culvert Pipe Salvaged 24-Inch	LF	66.000	66.000
0104	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	4.000	4.000
0106	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	139.000	139.000
0108	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	60.000	60.000
0110	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	77.000	77.000
0112	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	30.000	30.000
0114	601.0590	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	LF	120.000	120.000
0116	602.0405	Concrete Sidewalk 4-Inch	SF	1,200.000	1,200.000

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Line	Item	Item Description	Unit	Total	Qty
0118	602.0415	Concrete Sidewalk 6-Inch	SF	60.000	60.000
0120	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	60.000	60.000
0122	606.0200	Riprap Medium	CY	85.000	85.000
0124	606.0300	Riprap Heavy	CY	90.000	90.000
0128	614.0010	Barrier System Grading Shaping Finishing	EACH	19.000	19.000
0130	614.2300	MGS Guardrail 3	LF	5,962.000	5,962.000
0132	614.2310	MGS Guardrail 3 HS	LF	37.500	37.500
0134	614.2330	MGS Guardrail 3 K	LF	200.000	200.000
0136	614.2350	MGS Guardrail Short Radius	LF	251.000	251.000
0138	614.2500	MGS Thrie Beam Transition	LF	150.000	150.000
0140	614.2610	MGS Guardrail Terminal EAT	EACH	31.000	31.000
0142	614.2630	MGS Guardrail Short Radius Terminal	EACH	3.000	3.000
0148	618.0100	Maintenance And Repair of Haul Roads (project) 02. 5030-01-73	EACH	1.000	1.000
0152	619.1000	Mobilization	EACH	0.480	0.480
0154	624.0100	Water	MGAL	370.000	370.000
0156	625.0100	Topsoil	SY	355.000	355.000
0158	625.0500	Salvaged Topsoil	SY	490.000	490.000
0160	627.0200	Mulching	SY	850.000	850.000
0162	628.1504	Silt Fence	LF	14,160.000	14,160.000
0164	628.1520	Silt Fence Maintenance	LF	28,320.000	28,320.000
0166	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0168	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0170	628.2002	Erosion Mat Class I Type A	SY	12.000	12.000
0172	628.2008	Erosion Mat Urban Class I Type B	SY	22,000.000	22,000.000
0178	628.7504	Temporary Ditch Checks	LF	40.000	40.000
0180	628.7555	Culvert Pipe Checks	EACH	60.000	60.000
0182	629.0210	Fertilizer Type B	CWT	1.000	1.000
0184	630.0130	Seeding Mixture No. 30	LB	10.000	10.000
0186	630.0140	Seeding Mixture No. 40	LB	7.000	7.000
0188	633.5200	Markers Culvert End	EACH	21.000	21.000
0190	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	2.000	2.000
0192	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	6.000	6.000
0194	638.2102	Moving Signs Type II	EACH	8.000	8.000
0196	638.3000	Removing Small Sign Supports	EACH	8.000	8.000
0200	642.5001	Field Office Type B	EACH	0.333	0.333
0202	643.0300	Traffic Control Drums	DAY	19,650.000	19,650.000
0204	643.0420	Traffic Control Barricades Type III	DAY	56.000	56.000
0206	643.0705	Traffic Control Warning Lights Type A	DAY	320.000	320.000
0208	643.0715	Traffic Control Warning Lights Type C	DAY	590.000	590.000
0210	643.0900	Traffic Control Signs	DAY	2,580.000	2,580.000
0212	643.1050	Traffic Control Signs PCMS	DAY	21.000	21.000
0214	643.3105	Temporary Marking Line Paint 4-Inch	LF	57,040.000	57,040.000
0216	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	49,470.000	49,470.000
0218	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	380.000	380.000
0220	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	60.000	60.000
0222	643.5000	Traffic Control	EACH	0.333	0.333
0224	644.1440	Temporary Pedestrian Surface Matting	SF	190.000	190.000
0226	644.1601	Temporary Pedestrian Curb Ramp	DAY	30.000	30.000
0228	644.1605	Temporary Pedestrian Detectable Warning Field	SF	80.000	80.000

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Line	Item	Item Description	Unit	Total	Qty
0230	644.1810	Temporary Pedestrian Barricade	LF	280.000	280.000
0232	645.0120	Geotextile Type HR	SY	410.000	410.000
0234	646.1020	Marking Line Epoxy 4-Inch	LF	2,860.000	2,860.000
0236	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	65,670.000	65,670.000
0238	646.3020	Marking Line Epoxy 8-Inch	LF	110.000	110.000
0240	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	600.000	600.000
0242	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	52,250.000	52,250.000
0250	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	390.000	390.000
0254	646.9000	Marking Removal Line 4-Inch	LF	1,770.000	1,770.000
0258	648.0100	Locating No-Passing Zones	MI	6.580	6.580
0260	650.4500	Construction Staking Subgrade	LF	149.000	149.000
0262	650.5000	Construction Staking Base	LF	149.000	149.000
0264	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	426.000	426.000
0266	650.6000	Construction Staking Pipe Culverts	EACH	4.000	4.000
0268	650.7000	Construction Staking Concrete Pavement	LF	166.000	166.000
0270	650.8000	Construction Staking Resurfacing Reference	LF	34,650.000	34,650.000
0272	650.9000	Construction Staking Curb Ramps	EACH	6.000	6.000
0276	650.9500	Construction Staking Sidewalk (project) 02. 5030-01-73	EACH	1.000	1.000
0282	650.9911	Construction Staking Supplemental Control (project) 02. 5030-01-73	EACH	1.000	1.000
0286	661.0101	Temporary Traffic Signals for Bridges (structure) 01. B-56-082	EACH	1.000	1.000
0288	661.0101	Temporary Traffic Signals for Bridges (structure) 02. Concrete Repair Area	EACH	1.000	1.000
0290	690.0150	Sawing Asphalt	LF	13,085.000	13,085.000
0292	690.0250	Sawing Concrete	LF	130.000	130.000
0294	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0296	740.0440	Incentive IRI Ride	DOL	26,244.000	26,244.000
0304	SPV.0060	Special 02. Verify Landmark Reference Monuments	EACH	2.000	2.000
0306	SPV.0060	Special 03. Landmark Reference Monuments Special	EACH	2.000	2.000
0308	SPV.0060	Special 04. Verify and Replace Existing Land Parcel Monuments	EACH	6.000	6.000
0310	SPV.0060	Special 05. Research and Locate Existing Land Parcel Monuments	EACH	6.000	6.000
0312	SPV.0060	Special 06. Adjusting Water Valves	EACH	5.000	5.000
0314	SPV.0060	Special 07. Adjusting Sanitary Manhole Covers	EACH	5.000	5.000
0318	SPV.0090	Special 01. Profile Curb Cut	LF	115.000	115.000
0320	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	2,230.000	2,230.000

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

CLEARING & GRUBBING

STATION - STATION	LOCATION	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
88+00 - 92+00	MAINLINE, LT.	-	4
85+00 - 89+00	MAINLINE, RT.	-	4
95+00 - 97+00	MAINLINE, LT. & RT.	-	2
99+00 - 101+00	MAINLINE, RT.	-	2
104+00 - 109+00	MAINLINE, LT. & RT.	-	5
271+00 - 273+00	MAINLINE, RT.	-	2
282+00 - 286+00	MAINLINE, LT.	-	4
288+00 - 289+00	MAINLINE, LT.	-	1
	MISCELLANEOUS	1	
	TOTAL =	1	24

REMOVING CONCRETE PAVEMENT

STATION - STATION	LOCATION	204.0100 (SY)
58+37 - 58+89.88	MAINLINE, LT.	200
97+52.09 - 97+67.09	MAINLINE, RT.	37.5
98+85.68 - 99+00.68	MAINLINE, RT.	37.5
97+52.09 - 97+67.09	MAINLINE, LT.	37.5
98+85.68 - 99+00.68	MAINLINE, LT.	37.5
	TOTAL =	350

REMOVING ASPHALTIC SURFACE

STATION - STATION	LOCATION	204.0110 (SY)
304+61 - 305+30	MAINLINE	360
-	RURAL DRIVEWAYS	1330
	TOTAL =	1690

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION - STATION	LOCATION	204.0115 (SY)
63+60 - 65+60	MAINLINE	600
71+31 - 73+31	MAINLINE	720
79+66 - 81+66	MAINLINE	670
92+75 - 94+75	MAINLINE	670
110+42 - 112+42	MAINLINE	670
148+19 - 150+19	MAINLINE	670
161+04 - 163+04	MAINLINE	780
166+30 - 168+30	MAINLINE	760
179+98 - 181+98	MAINLINE	760
396+67 - 398+67	MAINLINE	1100
63+60 - 66+46	SOUTH ST	390
66+46 - 68+88	GUDENS RD	330
118+08 - 126+38	CTH V	1050
136+65 - 137+38	THIES RD	140
148+97 - 151+52	ROZNOS RD	290
149+99 - 150+79	SCHULTZ RD	160
166+31 - 170+59	SCHUTTE RD	500
199+51 - 202+59	CHITWOOD RD	620
199+85 - 202+87	BODENDEIN RD	630
210+66 - 211+30	EMERALD DR	90
302+73 - 307+86	TWIN PINE RD	550
365+87 - 370+33	OLD IRONTON RD	440
373+73 - 378+55	LAVALLE ST	510
	TOTAL =	13100

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 (LF)
86+87 - 90+91	MAINLINE, LT.	404
86+90 - 90+96	MAINLINE, RT.	406
96+37 - 97+58	MAINLINE, LT.	121
95+74 - 97+57	MAINLINE, RT.	183
98+95 - 101+03	MAINLINE, LT.	208
98+95 - 100+03	MAINLINE, RT.	108
101+37 - 110+60	MAINLINE, LT.	917
100+45 - 108+95	MAINLINE, RT.	858
118+62 - 120+53	MAINLINE, RT.	216
150+59 - 152+43	MAINLINE, RT.	216
151+06 - 152+57	MAINLINE, LT.	179
230+57 - 241+62	MAINLINE, LT.	1116
230+57 - 232+85	MAINLINE, RT.	228
268+65 - 272+17	MAINLINE, RT.	354
269+52 - 273+03	MAINLINE, LT.	353
279+79 - 294+94	MAINLINE, LT.	1515
354+24 - 357+25	MAINLINE, LT.	303
357+65 - 364+07	MAINLINE, LT.	653
391+59 - 393+98	MAINLINE, RT.	241
392+18 - 394+57	MAINLINE, LT.	241
	TOTAL =	8820

REMOVING ASPHALTIC SURFACE MILLING

STATION	LOCATION	204.0120 (SY)
58+89.98 - 63+60	MAINLINE	2145
65+60 - 71+31	MAINLINE	2125
73+31 - 79+66	MAINLINE	2415
81+66 - 92+75	MAINLINE	4160
94+75 - 97+52.09	MAINLINE	1025
99+00.68 - 110+42	MAINLINE	4350
112+42 - 148+19	MAINLINE	13465
150+19 - 161+04	MAINLINE	4035
163+04 - 166+30	MAINLINE	1210
168+30 - 179+98	MAINLINE	4365
181+98 - 396+67	MAINLINE	80015
398+67 - 406+50	MAINLINE	2390
	TOTAL =	121700

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 (LF)
151+00 - 151+52	MAINLINE, LT.	77
405+88 - 406+16	MAINLINE, LT.	45
405+59 - 405+82	MAINLINE, RT.	39
406+13 - 406+42	MAINLINE, RT.	55
	TOTAL =	216

REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155 (SY)
405+26 - 405+76	MAINLINE, RT.	60
405+93 - 406+29	MAINLINE, LT.	35
406+13 - 406+46	MAINLINE, RT.	35
	TOTAL =	130

REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	204.0180 (EACH)
88+92	MAINLINE, LT. & RT.	2
105+44	MAINLINE, LT. & RT.	2
118+93	MAINLINE, RT.	1
151+74	MAINLINE, LT. & RT.	2
231+57	MAINLINE, LT. & RT.	2
238+74	MAINLINE, LT.	1
270+92	MAINLINE, LT. & RT.	2
271+05	MAINLINE, LT. & RT.	2
289+53	MAINLINE, LT.	1
289+86	MAINLINE, LT.	1
294+38	MAINLINE, LT.	1
358+32	MAINLINE, LT.	1
360+62	MAINLINE, LT.	1
	TOTAL =	19

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4 - INCH (TON)
62+25 - 97+67.09	MAINLINE, RT & LT	990	-
98+85.68 - 402+46	MAINLINE, RT & LT	9505	-
-	CURB RAMP LOCATIONS	155	-
-	P.E./F.E./C.E.	370	-
58+37 - 58+89.88	MAINLINE, LT	-	35
58+37 - 58+89.88	MAINLINE, RT	-	35
63+00 - 63+60	MAINLINE, LT (C&G)	30	-
97+52.09 - 97+67.09	MAINLINE, RT.	-	15
98+85.68 - 99+00.68	MAINLINE, RT.	-	15
97+52.09 - 97+67.09	MAINLINE, LT.	-	15
98+85.68 - 99+00.68	MAINLINE, LT.	-	15
151+00+151+52	MAINLINE, LT (C&G)	50	-
304+61 - 305+30	MAINLINE	-	300
86+61 - 92+20	MAINLINE, LT	-	625
95+11 - 97+58	MAINLINE, LT	-	275
98+95 - 110+68	MAINLINE, LT	-	860
228+71 - 241+18	MAINLINE, LT	-	1380
268+32 - 274+18	MAINLINE, LT	-	700
278+72 - 294+56	MAINLINE, LT	-	1745
356+75 - 364+31	MAINLINE, LT	-	610
390+77 - 395+92	MAINLINE, LT	-	570
85+53 - 92+09	MAINLINE, RT	-	735
94+44 - 97+57	MAINLINE, RT	-	345
98+95 - 110+71	MAINLINE, RT	-	835
118+64 - 123+69	MAINLINE, RT	-	630
150+64 - 154+12	MAINLINE, RT	-	510
228+04 - 234+06	MAINLINE, RT	-	675
267+41 - 273+32	MAINLINE, RT	-	655
389+67 - 395+39	MAINLINE, RT	-	620
	TOTALS =	11100	12200

EXCAVATION COMMON & EXCAVATION ROCK

STATION - STATION	LOCATION	205.0100 EXCAVATION COMMON (CY)	205.0200 EXCAVATION ROCK (CY)
58+37 - 58+89.88	MAINLINE, LT	17	-
58+37 - 58+89.88	MAINLINE, RT.	17	-
108+36 - 108+90	MAINLINE, RT.	-	20
151+30 - 151+50	MAINLINE, LT. (FLUME)	8	-
	TOTALS =	42	20

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION - STATION	LOCATION	211.0400 (STA.)
62+25 - 97+52.09	MAINLINE, RT.	36
63+60 - 73+31	MAINLINE, LT.	10
79+66 - 97+52.09	MAINLINE, LT.	18
99+00.68 - 116+48	MAINLINE, RT.	18
99+00.68 - 118+22	MAINLINE, LT.	20
123+98 - 165+81	MAINLINE, RT.	42
125+92 - 150+19	MAINLINE, LT.	25
161+04 - 165+00	MAINLINE, LT.	4
172+50 - 302+09	MAINLINE, LT.	130
179+98 - 302+94	MAINLINE, RT.	123
224+00 - 228+00	MAINLINE, LT. & RT.	4
307+85 - 365+53	MAINLINE, RT.	58
309+59 - 364+69	MAINLINE, LT.	56
370+38 - 396+16	MAINLINE, RT.	26
372+19 - 373+80	MAINLINE, LT.	2
378+60 - 395+34	MAINLINE, LT.	17
	TOTAL =	589

CONCRETE DRIVEWAY 6-INCH

STATION	LOCATION	416.0160 (SY)
406+34	MAINLINE, RT.	20
	TOTAL =	20

CONCRETE SURFACE DRAIN

STATION	LOCATION	416.1015 (CY)
99+51	MAINLINE, LT	1.5
99+51	MAINLINE, LT	1.5
	TOTAL =	3

CONCRETE PAVEMENT

STATION	LOCATION	415.1090 HES 9-INCH (SY)	415.1120 HES 12-INCH (SY)	415.1410 APPROACH SLAB HES (SY)	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT (LF)
58+37 - 58+89.88	MAINLINE, LT.	106	-	-	53
58+37 - 58+89.88	MAINLINE, RT.	94	-	-	53
97+52.09 - 97+67.09	MAINLINE, RT.	-	17	20	15
98+85.68 - 99+00.68	MAINLINE, RT.	-	17	20	15
97+52.09 - 97+67.09	MAINLINE, LT.	-	17	20	15
98+85.68 - 99+00.68	MAINLINE, LT.	-	17	20	15
	TOTAL =	200	68	80	166

BAR STEEL

STATION	LOCATION	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)
58+37 - 58+89.98	MAINLINE, LT & RT	50	-
58+37	MAINLINE	-	34
	TOTAL =	50	34

3

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

HMA PAVEMENT

STATION - STATION	LOCATION	455.0605 TACK COAT CATEGORY 010 (GAL)	455.0605 TACK COAT CATEGORY 020 (GAL)	460.6224 HMA PAVEMENT 4 MT 58-28 S CATEGORY 010 (TON)	460.6224 HMA PAVEMENT 4 MT 58-28 S CATEGORY 020 (TON)	465.0105 ASPHALTIC SURFACE (TON)	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING (SY)
58+89.98 - 65+60	MAINLINE	345	-	580	-	-	-
65+60 - 73+31	MAINLINE	370	-	590	-	-	-
73+31 - 81+66	MAINLINE	390	-	660	-	-	-
81+66 - 94+75	MAINLINE	585	-	935	-	-	-
94+75 - 97+52.09	MAINLINE	125	-	200	-	-	-
99+00.68 - 112+42	MAINLINE	600	-	970	-	-	-
112+42 - 150+19	MAINLINE	1665	-	2715	-	-	-
150+19 - 163+04	MAINLINE	600	-	995	-	-	-
163+04 - 168+30	MAINLINE	245	-	400	-	-	-
168+30 - 181+98	MAINLINE	640	-	1075	-	-	-
181+98 - 398+67	MAINLINE	9790	-	15845	-	-	-
398+67 - 406+50	MAINLINE	370	-	640	-	-	-
62+25 - 97+52.09	SHOULDER, MAINLINE, RT.	-	40	-	160	-	-
63+60 - 73+31	SHOULDER, MAINLINE, LT.	-	10	-	45	-	-
79+66 - 97+52.09	SHOULDER, MAINLINE, LT.	-	20	-	80	-	-
99+00.68 - 116+48	SHOULDER, MAINLINE, RT.	-	20	-	80	-	-
99+00.68 - 118+22	SHOULDER, MAINLINE, LT.	-	25	-	90	-	-
123+98 - 165+81	SHOULDER, MAINLINE, RT.	-	50	-	190	-	-
125+92 - 150+19	SHOULDER, MAINLINE, LT.	-	30	-	110	-	-
161+04 - 165+00	SHOULDER, MAINLINE, LT.	-	5	-	20	-	-
172+50 - 302+09	SHOULDER, MAINLINE, LT.	-	150	-	590	-	-
179+98 - 302+94	SHOULDER, MAINLINE, RT.	-	145	-	560	-	-
307+85 - 365+53	SHOULDER, MAINLINE, RT.	-	70	-	265	-	-
309+59 - 364+69	SHOULDER, MAINLINE, LT.	-	65	-	250	-	-
370+38 - 396+16	SHOULDER, MAINLINE, RT.	-	30	-	120	-	-
372+19 - 373+80	SHOULDER, MAINLINE, LT.	-	5	-	10	-	-
378+60 - 395+34	SHOULDER, MAINLINE, LT.	-	20	-	75	-	-
-	RURAL SIDE ROADS	650	-	1120	-	-	-
109+00	MAINLINE, LT	1	-	-	-	1	4
112+10	MAINLINE, LT	1	-	-	-	1	3
181+00-184+00	MAINLINE, RT	10	-	-	-	15	133
184+00-186+00	MAINLINE, LT	5	-	-	-	8	67
200+00-202+00	MAINLINE, LT & RT	37	-	-	-	58	489
204+00-208+00	MAINLINE, LT & RT	50	-	-	-	79	670
209+70-212+50	MAINLINE, LT	1	-	-	-	2	11
230+30-233+30	MAINLINE, LT & RT	1	-	-	-	1	3
239+50-240+50	MAINLINE, RT	8	-	-	-	13	112
261+00	MAINLINE, RT	1	-	-	-	1	3
359+00	MAINLINE, LT & RT	1	-	-	-	1	2
398+50-400+00	MAINLINE, LT & RT	37	-	-	-	58	500
400+00-403+50	MAINLINE, RT	17	-	-	-	27	233
	SUBTOTALS =	16545	685	26725	2645	265	2230
	TOTALS =	17230		29370		265	2230

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12 foot Driving Lanes & Passing Lanes	58+89.88 - 406+50	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	9,100	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lanes & Passing Lanes	58+89.88 - 406+50	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	9,100	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Bypass Lanes, & Right Turn Lanes	58+89.88 - 406+50	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	5,585	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive
Shoulders, Bypass Lanes, & Right Turn Lanes	58+89.88 - 406+50	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	5,585	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive

RUMBLE STRIPS

STATION - STATION	LOCATION	CATEGORY 020 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL (LF)	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (LF)	COMMENTS
62+25 - 97+27.09	MAINLINE, RT	2900	-	TYPE 1
99+25.68 - 399+80	MAINLINE, RT	26250	-	TYPE 1
63+60 - 97+27.09	MAINLINE, LT	2920	-	TYPE 1
99+25.68- 402+46	MAINLINE, LT	27380	-	TYPE 1
62+25 - 97+27.09	MAINLINE	-	2880	-
99+25.68 - 402+46	MAINLINE	-	27920	-
	TOTALS =	59450	30800	

ASPHALTIC FLUMES

STATION - STATION	LOCATION	465.0315 (SY)
63+67	MAINLINE, LT.	20
151+33	MAINLINE, LT.	14
	TOTALS =	34

CONCRETE SIDEWALK

STATION	LOCATION	602.0405 4-INCH (SF)	602.0415 6-INCH (SF)	650.9500 CONSTRUCTION STAKING SIDEWALK 01. 5030-01-73 (EACH)
405+26 - 405+78	MAINLINE, RT.	560	-	-
405+92 - 406+29	MAINLINE, LT.	360	-	-
406+13 - 406+46	MAINLINE, RT.	280	-	-
406+34	MAINLINE, RT.	-	60	-
	PROJECT	-	-	1
	TOTAL =	1200	60	1

CONCRETE CURB & GUTTER

STATION	LOCATION	601.0411 30-INCH TYPE D (LF)	601.0415 6-INCH SLOPED 30-INCH TYPE J (LF)	601.0557 6-INCH SLOPED 36-INCH TYPE D (LF)	601.0588 4-INCH SLOPED 36-INCH TYPE TBT (LF)	601.0590 4-INCH SLOPED 36-INCH TYPE TBTT (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)
63+00 - 63+60	MAINLINE, LT.	-	60	-	-	-	60
98+85.68 - 99+00.68	MAINLINE, LT. & RT.	-	-	-	30	-	30
99+00.68 - 99+60.50	MAINLINE, LT. & RT.	-	-	-	-	120	120
151+00 - 151+52	MAINLINE, LT.	-	-	77	-	-	77
405+88 - 406+16	MAINLINE, LT.	45	-	-	-	-	45
405+59 - 405+82	MAINLINE, RT.	39	-	-	-	-	39
406+13 - 406+42	MAINLINE, RT.	55	-	-	-	-	55
	TOTAL =	139	60	77	30	120	426

CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)	650.9000 CONSTRUCTION STAKING CURB RAMP (EACH)
405+66	MAINLINE, RT.	10	1
405+74	MAINLINE, RT.	10	1
405+96	MAINLINE, LT.	10	1
406+09	MAINLINE, LT.	10	1
406+14	MAINLINE, RT.	10	1
406+20	MAINLINE, RT.	10	1
	TOTAL =	60	6

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

CULVERT PIPE

STATION	LOCATION	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH (EACH)	520.1054 APRON ENDWALLS FOR CULVERT PIPE 54-INCH (EACH)	520.4124 CULVERT PIPE CLASS IV 24-INCH (LF)	521.3154 CULVERT PIPE CORRUGATED STEEL 54-INCH (LF)	524.0124 CULVERT PIPE SALVAGED 24-INCH (LF)	524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH (LF)	520.8700 CLEANING CULVERT PIPES (EACH)	628.7555 CULVERT PIPE CHECKS (EACH)	633.5200 MARKERS CULVERT END (EACH)	650.6000 CONSTRUCTION STAKING PIPE CULVERTS (EACH)
304+60	MAINLINE, RT.	1	-	-	-	-	-	-	3	-	-
305+37	MAINLINE, LT.	1	-	-	-	-	-	-	-	-	-
105+48	MAINLINE, RT.	-	1	-	-	-	-	-	16	-	-
304+94	MAINLINE	-	-	110	-	-	-	-	-	2	1
238+74	MAINLINE, LT.	-	-	-	-	-	-	1	-	-	-
105+44	MAINLINE, RT.	-	-	-	2	-	-	-	-	2	1
109+12	MAINLINE, RT.	-	-	-	-	34	2	-	-	-	1
272+34	MAINLINE, RT.	-	-	-	-	32	2	-	-	-	1
109+40	MAINLINE, RT.	-	-	-	-	-	-	-	3	-	-
151+75	MAINLINE, LT.	-	-	-	-	-	-	-	20	-	-
272+55	MAINLINE, RT.	-	-	-	-	-	-	-	3	-	-
88+92	MAINLINE, LT. & RT.	-	-	-	-	-	-	-	-	2	-
118+93	MAINLINE, RT.	-	-	-	-	-	-	-	-	1	-
151+74	MAINLINE, LT. & RT.	-	-	-	-	-	-	-	-	2	-
231+57	MAINLINE, LT. & RT.	-	-	-	-	-	-	-	-	2	-
238+74	MAINLINE, LT.	-	-	-	-	-	-	-	-	1	-
270+92	MAINLINE, LT. & RT.	-	-	-	-	-	-	-	-	2	-
271+05	MAINLINE, LT. & RT.	-	-	-	-	-	-	-	-	2	-
289+53	MAINLINE, LT.	-	-	-	-	-	-	-	-	1	-
289+86	MAINLINE, LT.	-	-	-	-	-	-	-	-	1	-
294+38	MAINLINE, LT.	-	-	-	-	-	-	-	-	1	-
358+32	MAINLINE, LT.	-	-	-	-	-	-	-	-	1	-
360+62	MAINLINE, LT.	-	-	-	-	-	-	-	-	1	-
	UNDISTRIBUTED	-	-	-	-	-	-	-	15	-	-
	TOTALS =	2	1	110	2	66	4	1	60	21	4

MINIMUM THICKNESS (INCHES)

PIPE SIZE	STEEL
24-INCH	0.064
54-INCH	0.109

BARRIER SYSTEM GRADING SHAPING FINISHING

FOR INFORMATIONAL PURPOSES ONLY

STA. - STA.	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING (EACH)	EXCAVATION COMMON (CY)	*BORROW (CY)	SALVAGED TOPSOIL (SY)	MULCHING (SY)	EROSION MAT URBAN CLASS I TYPE B (SY)	FERTILIZER TYPE B (CWT)	SEEDING MIXTURE NO. 30 (LB)	SEED WATER (MGAL)	CONSTRUCTION STAKING SLOPE STAKES (LF)
85+53 - 92+18	MAINLINE, RT	1	517	-419	460	0	460	0.6	17	10	665
86+61 - 92+20	MAINLINE, LT	1	378	-257	400	0	400	0.5	15	9	559
94+44 - 97+57	MAINLINE, RT	1	187	-187	95	0	95	0.1	4	2	313
95+11 - 97+57	MAINLINE, LT	1	104	-102	145	0	145	0.2	5	3	246
98+95 - 100+23	MAINLINE, RT	1	88	-50	125	0	125	0.1	4	3	128
98+95 - 101+22	MAINLINE, LT	1	162	-93	165	0	165	0.2	7	4	227
100+23 - 110+17	MAINLINE, RT	1	519	226	1170	0	1170	1.4	39	26	994
101+22 - 110+68	MAINLINE, LT	1	558	-230	610	0	610	0.8	23	14	946
118+63 - 123+88	MAINLINE, RT	1	341	-230	350	0	350	0.5	13	8	525
150+62 - 154+12	MAINLINE, RT	1	159	48	390	0	390	0.4	12	9	350
151+04 - 154+00	MAINLINE, LT	1	2	-2	130	0	130	0.2	4	3	296
228+04 - 234+06	MAINLINE, RT	1	271	-8	435	0	435	0.5	15	10	602
228+70 - 241+85	MAINLINE, LT	1	436	-2	285	0	285	1.1	32	6	1315
267+41 - 273+32	MAINLINE, RT	1	328	-286	360	0	360	0.4	12	8	591
268+32 - 274+19	MAINLINE, LT	1	340	-282	340	0	340	0.4	13	8	587
278+72 - 294+95	MAINLINE, LT	1	867	-154	1410	0	1410	1.8	53	32	1623
354+00 - 364+31	MAINLINE, LT	1	570	-326	835	0	835	1.1	31	19	756
389+45 - 395+39	MAINLINE, RT	1	234	-114	300	0	300	0.4	10	7	594
390+76 - 395+91	MAINLINE, LT	1	249	-132	325	0	325	0.4	11	7	515
	TOTALS	19	6310	-2600	8330	0	8330	11.2	320	187	11832

RIPRAP & GEOTEXTILE

STATION	LOCATION	606.0200 RIPRAP MEDIUM (CY)	606.0300 RIPRAP HEAVY (CY)	645.0120 GEOTEXTILE TYPE HR (SY)
99+51	MAINLINE, LT	5	-	16
99+51	MAINLINE, RT	5	-	16
107+70 - 108+90	MAINLINE, RT	50	-	140
118+88 - 119+63	MAINLINE, RT	-	72	155
	UNDISTRIBUTED	25	18	83
	TOTAL =	85	90	410

WATER

PROJECT	624.0100 (MGAL)
5030-01-73	370
TOTAL =	370

MOBILIZATIONS EROSION CONTROL

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
5030-01-73	4	3
TOTALS =	4	3

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
87+35 - 92+25	MAINLINE, RT	500	1000
88+17 - 92+25	MAINLINE, LT	425	850
94+44 - 95+55	MAINLINE, RT	115	230
95+10 - 96+16	MAINLINE, LT	110	220
95+68 - 97+57	MAINLINE, RT	195	390
96+30 - 97+57	MAINLINE, LT	130	260
98+85 - 100+15	MAINLINE, RT	130	260
98+90 - 101+20	MAINLINE, LT	230	460
100+30 - 105+40	MAINLINE, RT	520	1040
101+35 - 110+70	MAINLINE, LT	925	1850
105+55 - 107+75	MAINLINE, RT	225	450
109+75 - 110+18	MAINLINE, RT	40	80
119+63 - 123+90	MAINLINE, RT	430	860
20'D'+40 - 21'D'+11	MAINLINE, RT	80	160
150+90 - 154+15	MAINLINE, RT	345	690
10'C'+20 - 10'C'+90	MAINLINE, RT	75	150
30'B'+28 - 30'B'+79	MAINLINE, RT	55	110
151+18 - 153+95	MAINLINE, LT	275	550
227+90 - 231+42	MAINLINE, RT	355	710
228+70 - 231+45	MAINLINE, LT	280	560
231+65 - 233+17	MAINLINE, RT	160	320
231+70 - 241+80	MAINLINE, LT	1030	2060
233+38 - 234+13	MAINLINE, RT	90	180
268+32 - 270+86	MAINLINE, LT	260	520
269+20 - 270+90	MAINLINE, RT	170	340
271+07 - 274+20	MAINLINE, LT	320	640
271+10 - 272+30	MAINLINE, RT	125	250
278+70 - 294+95	MAINLINE, LT	1630	3260
354+00 - 357+40	MAINLINE, LT	340	680
357+55 - 364+25	MAINLINE, LT	700	1400
389+45 - 392+65	MAINLINE, RT	325	650
390+75 - 392+15	MAINLINE, LT	145	290
392+35 - 393+20	MAINLINE, LT	85	170
392+95 - 395+40	MAINLINE, RT	250	500
393+50 - 395+93	MAINLINE, LT	255	510
-	UNDISTRIBUTED	2835	5670
	TOTALS =	14160	28320

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

MGS GUARDRAIL

STATION - STATION	LOCATION	614.2300 MGS GUARDRAIL 3 (LF)	614.2310 MGS GUARDRAIL 3 HS (LF)	614.2330 MGS GUARDRAIL 3 K (LF)	614.2350 MGS GUARDRAIL SHORT RADIUS (LF)	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL (EACH)
86+85 - 90+78	MAINLINE, RT	262.5	-	25	-	-	2	-
87+91 - 90+85	MAINLINE, LT	162.5	-	25	-	-	2	-
95+79 - 97+57	MAINLINE, RT	87.5	-	-	-	37.5	1	-
96+42 - 97+57	MAINLINE, LT	25	-	-	-	37.5	1	-
98+95 - 99+98	MAINLINE, RT	12.5	-	-	-	37.5	1	-
98+95 - 100+98	MAINLINE, LT	112.5	-	-	-	37.5	1	-
100+50 - 108+86	MAINLINE, RT	712.5	-	25	-	-	2	-
101+49 - 109+37	MAINLINE, LT	675	-	-	-	-	2	-
10'A'+05 - 10'A'+33	'A'-LINE, RT	29	-	-	-	-	1	-
118+62 - 121+20	MAINLINE, RT	150	-	-	75	-	-	1
20'D'+72 - 21'D'+72	'D'-LINE, RT	29	-	-	-	-	1	-
150+62 - 153+09	MAINLINE, RT	137.5	-	-	73	-	-	1
30'B'+53 - 30'B'+81	'B'-LINE, RT	29	-	-	-	-	1	-
151+05 - 153+91	MAINLINE, LT	162.5	-	-	103	-	-	1
229+40 - 232+73	MAINLINE, RT	187.5	37.5	-	-	-	2	-
230+15 - 239+89	MAINLINE, LT	750	-	125	-	-	2	-
268+71 - 272+02	MAINLINE, RT	225	-	-	-	-	2	-
269+60 - 272+91	MAINLINE, LT	225	-	-	-	-	2	-
279+92 - 293+25	MAINLINE, LT	1225	-	-	-	-	2	-
357+74 - 361+61	MAINLINE, LT	287.5	-	-	-	-	2	-
390+91 - 394+60	MAINLINE, RT	262.5	-	-	-	-	2	-
392+10 - 395+29	MAINLINE, LT	212.5	-	-	-	-	2	-
	TOTALS =	5962	37.5	200	251	150	31	3

FINISHING ITEMS

STATION - STATION	LOCATION	625.0100 TOPSOIL (SY)	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)
63+00 - 64+00	MAINLINE, LT	112	-	112	-	-	2
304+50 - 305+50	MAINLINE	-	300	300	-	6	-
405+90 - 406+29	MAINLINE, LT	50	-	50	-	-	0.9
405+25 - 405+70	MAINLINE, RT	45	-	45	-	-	0.9
406+15 - 406+47	MAINLINE, RT	31	-	31	-	-	0.6
405+95 - 406+06	MAINLINE, LT	47	7	54	-	-	0.8
10'C'+10 - 10'C'+90	'C'-LINE	-	85	85	-	2	-
-	UNDISTRIBUTED	70	98	173	1	2	1.8
	TOTALS =	355	490	850	1	10	7

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
86+90	MAINLINE, RT	8
88+00	MAINLINE, LT	8
268+70	MAINLINE, RT	8
269+55	MAINLINE, RT	8
-	UNDISTRIBUTED	8
	TOTALS =	40

EROSION MAT

STATION - STATION	LOCATION	628.2002 EROSION MAT CLASS 1 TYPE A (SY)	628.2008 EROSION MAT URBAN CLASS 1 TYPE B (SY)
64+00	MAINLINE, LT	9	-
85+53 - 92+18	MAINLINE, RT	-	935
86+61 - 92+20	MAINLINE, LT	-	805
94+44 - 97+57	MAINLINE, RT	-	180
95+11 - 97+57	MAINLINE, LT	-	270
98+95 - 110+17	MAINLINE, RT	-	2360
98+95 - 110+68	MAINLINE, LT	-	1640
118+67 - 123+89	MAINLINE, RT	-	735
150+49 - 154+12	MAINLINE, RT	-	660
151+05 - 153+92	MAINLINE, LT	-	240
227+92 - 234+06	MAINLINE, RT	-	800
228+91 - 241+75	MAINLINE, LT	-	1800
267+41 - 273+32	MAINLINE, RT	-	655
268+32 - 274+18	MAINLINE, LT	-	710
278+72 - 294+95	MAINLINE, LT	-	2925
354+00 - 364+25	MAINLINE, LT	-	1710
389+66 - 395+39	MAINLINE, RT	-	550
390+75 - 395+91	MAINLINE, LT	-	635
-	UNDISTRIBUTED	3	4390
	TOTALS =	12	22000

PERMANENT SIGNING

APPROX. STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	634.0612 POSTS WOOD 4x6-INCH x 12-FT (EACH)	634.0618 POSTS WOOD 4x6-INCH x 18-FT (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
87+80	MAINLINE, LT	W1-2L	ROAD CURVES RIGHT	-	-	1	1	1
108+75	MAINLINE, RT	J1-1	M2-1; M1-5A	JCT; CTH V	-	1	1	1
120+00	MAINLINE, RT	W1-7	TWO-DIRECTION ARROW	-	-	1	1	1
120+25	MAINLINE, RT	J13-1	M1-5A; M6-1	CTH V; LEFT	-	1	1	1
30'B'+40	ROZNOS RD, RT	W1-4	DEAD END	-	-	1	1	1
21'D'+00	SCHULTZ RD, RT	R1-1	STOP	-	-	1	1	1
405+65	MAINLINE, RT	W11-2; W16-7	PEDESTRIAN CROSSING; DIAGONAL ARROW	-; LEFT	1	-	1	1
406+20	MAINLINE, RT	R1-1	STOP	-	1	-	1	1
				TOTALS =	2	6	8	8

TEMPORARY MARKING

STATION - STATION	LOCATION	DESCRIPTION	*646.9000 MARKING REMOVAL LINE 4-INCH	*643.3105 LINE PAINT 4-INCH (LF)	643.3150 LINE REMOVABLE TAPE 4-INCH (LF)	643.3850 STOP LINE REMOVABLE TAPE 18-INCH (LF)
49+37 - 56+37	MAINLINE, STAGE 1 & 2	YELLOW, DOUBLE CENTERLINE	-	1400	-	-
56+37 - 60+90	MAINLINE, STAGE 1 & 2, LT & RT	WHITE EDGELINE	720	1330	-	-
56+37	MAINLINE, STAGE 1 & 2	STOPLINE	-	-	-	15
60+90	MAINLINE, STAGE 1 & 2	STOPLINE	-	-	-	15
57+37 - 60+00	MAINLINE, STAGE 1 & 2	YELLOW, DOUBLE CENTERLINE	-	1400	-	-
58+36 - 58+91	MAINLINE, STAGE 2, LT & RT	WHITE EDGELINE	-	-	110	
88+52 - 95+52	MAINLINE, STAGE 1 & 2	YELLOW, DOUBLE CENTERLINE	-	1400	-	-
96+46 - 101+00	MAINLINE, STAGE 1 & 2, LT	WHITE EDGELINE	910	640	270	-
95+52	MAINLINE, STAGE 1 & 2	STOPLINE	-	-	-	15
101+00	MAINLINE, STAGE 1 & 2	STOPLINE	-	-	-	15
101+00 - 108+00	MAINLINE, STAGE 1 & 2	YELLOW, DOUBLE CENTERLINE	-	1400	-	-
		TOTALS =	1630	7570	380	60

*MORE LISTED ELSEWHERE

LOCATING NO PASSING ZONES

STATION - STATION	LOCATION	648.0100 (MI)
4+68 - 386+72.06	MAINLINE	6.58
	TOTAL =	6.58

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	650.8000 RESURFACING REFERENCE (LF)	650.9911 SUPPLEMENTAL CONTROL 01.5030-01-73 (EACH)
58+89.88 - 97+67.09	MAINLINE	-	-	3878	-
98+85.68 - 406+50	MAINLINE	-	-	30772	-
304+61 - 305+30	MAINLINE	69	69	-	-
10'C'+10 - 10'C'+90	F.E.	80	80	-	-
-	PROJECT	-	-	-	1
	TOTALS =	149	149	34650	1

3

TEMPORARY PEDESTRIAN FACILITIES

STAGE	*643.3105 TEMPORARY MARKING LINE PAINT 4-INCH (LF)	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING (SF)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (DAY)	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD (SF)	644.1810 TEMPORARY PEDESTRIAN BARRICADE (LF)	*646.9000 MARKING REMOVAL LINE 4-INCH (LF)	COMMENTS
1	72	100	15	40	120	-	2 TEMP CURB RAMPS & 1 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP AT STA 406+10 LT
2	-	-	-	-	40	-	DETOUR AND UTILIZE EXISTING CROSSINGS FOR CONSTRUCTING CURB RAMP AT STA 406+20 RT
3	223	90	15	40	120	140	2 TEMP CURB RAMPS & 2 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP AT STA 405+65 RT
TOTALS =	295	190	30	80	280	140	

* MORE LISTED ELSEWHERE

3

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	646.1020 MARKING LINE EPOXY 4-INCH		646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH		646.3020 MARKING LINE EPOXY 8-INCH	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH		*643.3105 TEMPORARY MARKING LINE PAINT 4-INCH		643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH	
			WHITE SOLID (LF)	WHITE 12.5' SKIP (LF)	WHITE SOLID (LF)	WHITE 12.5' SKIP (LF)	WHITE SOLID (LF)	WHITE SOLID (LF)	LINE 6-INCH (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIP (LF)
58+37 - 83+63	MAINLINE	DOUBLE YELLOW	-	-	-	-	-	-	-	5052	-	5052	-	5052	-
83+63 - 94+21	MAINLINE	EB PASSING ONLY	-	-	-	-	-	-	-	1058	265	1058	85	1058	85
94+21 - 94+84	MAINLINE	DOUBLE YELLOW	-	-	-	-	-	-	-	126	-	126	-	126	-
94+84 - 105+02	MAINLINE	WB PASSING ONLY	-	-	-	-	-	-	-	1018	255	1018	81	1018	81
105+02 - 114+09	MAINLINE	DOUBLE YELLOW	-	-	-	-	-	-	-	1814	-	1814	-	1814	-
114+09 - 130+73	MAINLINE	WB PASSING ONLY	-	-	-	-	-	-	-	1664	416	1664	133	1664	133
130+73 - 246+64	MAINLINE	DOUBLE YELLOW	-	-	-	-	-	-	-	23184	-	23184	-	23184	-
248+50 - 259+00	MAINLINE	EB PASSING ONLY	-	-	-	-	-	-	-	1050	263	1050	84	1050	84
259+00 - 266+90	MAINLINE	PASSING	-	-	-	-	-	-	-	-	198	-	63	-	63
266+90 - 276+50	MAINLINE	WB PASSING ONLY	-	-	-	-	-	-	-	960	240	960	77	960	77
276+50 - 285+10	MAINLINE	DOUBLE YELLOW	-	-	-	-	-	-	-	1720	-	1720	-	1720	-
285+10 - 315+80	MAINLINE	EB PASSING ONLY	-	-	-	-	-	-	-	3070	768	3070	246	3070	246
315+80 - 348+67	MAINLINE	PASSING	-	-	-	-	-	-	-	-	822	-	263	-	263
348+67 - 359+52	MAINLINE	WB PASSING ONLY	-	-	-	-	-	-	-	1085	271	1085	87	1085	87
359+52 - 375+30	MAINLINE	DOUBLE YELLOW	-	-	-	-	-	-	-	3156	-	3156	-	3156	-
375+30 - 386+36	MAINLINE	EB PASSING ONLY	-	-	-	-	-	-	-	1106	277	1106	88	1106	88
386+36 - 390+46	MAINLINE	PASSING	-	-	-	-	-	-	-	-	103	-	33	-	33
390+46 - 398+90	MAINLINE	WB PASSING ONLY	-	-	-	-	-	-	-	844	211	844	68	844	68
399+63 - 405+52	MAINLINE	DOUBLE YELLOW	-	-	-	-	-	-	-	1178	-	1178	-	1178	-
406+11 - 406+50	MAINLINE	DOUBLE YELLOW	-	-	-	-	-	-	-	78	-	78	-	78	-
58+89 - 69+45	MAINLINE, RT & LT	WHITE EDGELINES	1990	-	-	-	-	-	-	-	-	-	-	-	-
69+45 - 396+54	MAINLINE, RT & LT	WHITE EDGELINES	-	-	65410	-	-	-	-	-	-	-	-	-	-
396+54 - 398+65	MAINLINE, RT & LT	WHITE EDGELINES	425	-	-	-	-	-	-	-	-	-	-	-	-
398+65 - 402+45	MAINLINE, LT	WHITE EDGELINES	380	-	-	-	-	-	-	-	-	-	-	-	-
118+43 - 120+56	MAINLINE, RT	BYPASS LANE	-	-	-	65	-	-	-	-	-	-	-	-	-
120+79 - 123+24	MAINLINE, LT	RIGHT TURN LANE	-	-	-	-	-	245	-	-	-	-	-	-	-
167+48 - 168+60	MAINLINE, RT	RIGHT TURN LANE	-	-	-	-	-	114	-	-	-	-	-	-	-
167+88 - 170+01	MAINLINE, LT	BYPASS LANE	-	-	-	65	-	-	-	-	-	-	-	-	-
304+24 - 305+51	MAINLINE, RT	RIGHT TURN LANE	-	-	-	-	-	127	-	-	-	-	-	-	-
305+22 - 307+35	MAINLINE, LT	BYPASS LANE	-	-	-	65	-	-	-	-	-	-	-	-	-
367+08 - 368+20	MAINLINE, RT	RIGHT TURN LANE	-	-	-	-	-	114	-	-	-	-	-	-	-
367+67 - 369+80	MAINLINE, LT	BYPASS LANE	-	-	-	65	-	-	-	-	-	-	-	-	-
397+68 - 398+76	MAINLINE, RT	RIGHT TURN LANE	-	-	-	-	110	-	-	-	-	-	-	-	-
398+05 - 400+05	MAINLINE, LT	BYPASS LANE	-	65	-		-	-	-	-	-	-	-	-	-
405+50 - 406+18	MAINLINE, RT & LT	INTERSECTION	-	-	-	-	-	-	390	-	-	-	-	-	-
		SUBTOTALS =	2795	65	65410	260	110	600	390	48163	4087	48163	1307	48163	1307
		TOTALS =	2860		65670		110	600	390	52250		49470		49470	

QUANTITIES INCLUDE PLACING PAVEMENT MARKING LINE AFTER FIRST AND THIRD PASS OF PAVING OPERATIONS

* MORE LISTED ELSEWHERE

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

TRAFFIC CONTROL

STAGE	LOCATION	*DURATION CALENDAR DAYS	643.0300 DRUMS (DAY)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0715 WARNING LIGHTS TYPE C (DAY)	643.0900 SIGNS (DAY)	643.1050 SIGNS PCMS (DAYS)	643.5000 TRAFFIC CONTROL (EACH)
PROJECT	-	35	--	--	--	--	665	7	0.33
1, B-56-82 APPROACH SLAB	APPROACH SLAB CONSTRUCTION	7	253	14	29	85	105	-	-
2, B-56-82 APPROACH SLAB	APPROACH SLAB CONSTRUCTION	7	253	14	29	84	105	-	-
1, CONCRETE REPAIR AREA	STA 58+37 - STA 58+89.88	7	238	14	29	84	225	7	-
2, CONCRETE REPAIR AREA	STA 58+37 - STA 58+89.88	7	238	14	29	84	225	7	-
1, CURB RAMP	CURB RAMPS AT STA 406+10 LT	7	126	-	70	126	70	-	-
2, CURB RAMP	CURB RAMPS AT STA 406+20 RT	7	50	-	70	50	70	-	-
3, CURB RAMP	CURB RAMPS AT STA 405+65 RT	7	77	-	64	77	65	-	-
-	STA 85+53 - STA 92+18, RT	70	1,120	-	-	-	70	-	-
-	STA 86+61 - STA 92+20, LT	70	1,050	-	-	-	70	-	-
-	STA 94+44 - STA 110+17, RT	70	1,825	-	-	-	70	-	-
-	STA 95+11 - STA 110+68, LT	70	1,750	-	-	-	70	-	-
-	STA 118+56 - STA 123+88, RT	70	1,050	-	-	-	70	-	-
-	STA 150+64 - STA 154+12	70	910	-	-	-	70	-	-
-	STA 151+15 - STA 151+52, LT	70	700	-	-	-	70	-	-
-	STA 228+04 - STA 234+06, RT	70	1,120	-	-	-	70	-	-
-	STA 228+70 - STA 241+18, LT	70	1,540	-	-	-	70	-	-
-	STA 267+41 - STA 273+32, RT	70	1,120	-	-	-	70	-	-
-	STA 268+32 - STA 274+19	70	1,120	-	-	-	70	-	-
-	STA 278+72 - STA 294+56, LT	70	1,820	-	-	-	70	-	-
-	STA 356+75 - STA 362+90, LT	70	1,120	-	-	-	70	-	-
-	STA 389+45 - STA 395+39, RT	70	1,120	-	-	-	70	-	-
-	STA 390+76 - STA 395+91, LT	70	1,050	-	-	-	70	-	-
		TOTALS =	19,650	56	320	590	2,580	21	0.33

*FOR INFORMATION ONLY

SAWING

STATION	LOCATION	690.0150 ASPHALT (LF)	690.0250 CONCRETE (LF)
63+00 - 63+68	MAINLINE, LT	73	-
65+04 - 65+65	MAINLINE, RT	64	-
67+37 - 67+90	MAINLINE, RT	56	-
85+73 - 91+86	MAINLINE, RT	619	-
86+86 - 91+93	MAINLINE, LT	512	-
94+75 - 97+53	MAINLINE, RT	280	-
95+37 - 97+53	MAINLINE, LT	219	-
99+00 - 109+86	MAINLINE, RT	1093	-
99+00 - 110+54	MAINLINE, LT	1148	-
117+46 - 117+80	MAINLINE, RT	35	-
118+39 - 118+59	MAINLINE, RT	20	-
10'A'+05 - 10'A'+65	MAINLINE, RT	75	-
118+57 - 123+69	MAINLINE, RT	513	-
119+56 - 120+60	MAINLINE, LT	106	-
150+14 - 153+72	MAINLINE, RT	362	-
20'D'+52 - 21'D'+38	MAINLINE, RT	86	-
150+48 - 151+52	MAINLINE, RT	160	-
151+56	MAINLINE, LT	-	3
168+57 - 168+38	MAINLINE, RT	84	-
200+52 - 200+99	MAINLINE, LT	47	-
201+50 - 201+77	MAINLINE, RT	27	-
210+90 - 211+13	MAINLINE, LT	23	-
228+31 - 233+86	MAINLINE, RT	559	-
229+03 - 241+74	MAINLINE, LT	1283	-
267+67 - 273+01	MAINLINE, RT	540	-
268+58 - 273+98	MAINLINE, LT	548	-
278+91 - 294+30	MAINLINE, LT	1543	-
304+61	MAINLINE, LT & RT	46	-
305+30	MAINLINE, LT & RT	48	-
305+70 - 306+60	MAINLINE, RT	93	-
354+05 - 364+31	MAINLINE, LT	1048	-
368+26 - 369+06	MAINLINE, RT	81	-
375+00 - 375+80	MAINLINE, LT	83	-
389+92 - 394+90	MAINLINE, RT	509	-
391+04 - 395+59	MAINLINE, LT	466	-
398+91 - 399+67	MAINLINE, RT	81	-
405+45 - 406+16	MAINLINE, LT	102	-
405+59 - 406+42	MAINLINE, RT	150	-
-	DRIVEWAYS	303	-
58+37	MAINLINE, LT & RT	-	38
58+90	MAINLINE, LT & RT	-	36
405+26 - 405+82	MAINLINE, RT	-	21
405+88 - 406+28	MAINLINE, LT	-	16
406+13 - 406+46	MAINLINE, RT	-	16
	TOTAL =	13085	130

TEMPORARY TRAFFIC SIGNALS

	661.0101.01 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (B-56-82) (EACH)	661.0101.02 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (CONCRETE REPAIR AREA) (EACH)	COMMENTS
	1	-	FOR B-56-82 APPROACH SLAB CONSTRUCTION
	-	1	FOR CONCRETE PAVEMENT CONSTRUCTION STA 58+37-STA 58+89.88
TOTALS =	1	1	

PROFILE CURB CUT

STATION - STATION	LOCATION	SPV.0090.01 (LF)
153+78.50 - 154+91	MAINLINE, LT	115
	TOTAL =	115

LAND PARCEL MONUMENTS

LOCATION	SPV.0060.04 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS (EACH)	SPV.0060.05 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS (EACH)
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 405+66)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 405+74)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 405+96)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 406+09)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 406+14)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 406+20)	1	1
TOTAL =	6	6

ADJUSTING ITEMS

STATION	LOCATION	SPV.0060.06 ADJUSTING WATER VALVES CATEGORY 30 (EACH)	SPV.0060.07 ADJUSTING SANITARY MANHOLE COVERS CATEGORY 10 (EACH)	SPV.0060.07 ADJUSTING SANITARY MANHOLE COVERS CATEGORY 30 (EACH)
58+57	MAINLINE, RT	-	1	-
402+78	MAINLINE, RT	1	-	-
403+31	MAINLINE, LT	-	-	1
404+19	MAINLINE, LT	-	-	1
405+74	MAINLINE, RT	1	-	-
405+79	MAINLINE, RT	-	-	1
405+87	MAINLINE, LT	1	-	-
405+94	MAINLINE, RT	1	-	-
406+00	MAINLINE, RT	1	-	-
406+45	MAINLINE, LT	-	-	1
	SUBTOTALS =	5	1	4
	TOTALS =	5	5	

REFERENCE MONUMENTS

STATION - STATION	LOCATION	VERIFY LANDMARK REFERENCE MONUMENTS SPV.0060.02 (EACH)	LANDMARK REFERENCE MONUMENTS SPECIAL SPV.0060.03 (EACH)
265+34	MAINLINE, LT	1	1
265+47	MAINLINE, LT	1	1
	TOTAL =	2	2

TRANSPORTATION PROJECT PLAT NO: 5030-01-25 - 4.01

PART OF LOT 2 OF CSM 5409, PART OF LOT 2 OF CSM 1787, AND PART OF LOT 1 OF CSM 2179, ALL LOCATED IN THE NE¼-SW¼, SECTION 26, TOWNSHIP 13 NORTH, RANGE 3 EAST, TOWN OF LAVALLE, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 33, HILLSBORO-REEDSBURG - LAVALLE STREET TO PRESTON AVENUE, SAUK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SAUK COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING ACCESS CONTROL ALONG STH 33 HAS BEEN ESTABLISHED FROM CERTIFIED SURVEY MAP 4864.

EXISTING STH 33 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5030-00-21. ALSO CERTIFIED SURVEY MAPS 1787, 2179, 4864, AND 5409. ALSO PLAT OF SURVEY 14382.

EXISTING CTH V HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CERTIFIED SURVEY MAP 4864.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS (IP) ARE ¾" DIAMETER.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, SAUK COUNTY AS SHEET 2 OF 2.

DOCUMENT #: **1207790**
Recorded: 10-29-2020 at 12:00 PM
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SAUK COUNTY REGISTER OF DEEDS
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69

5030-01-25-4.01

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5030-01-25-4.01
SHEET 1 OF 2
AMENDMENT NO:

PLOT SCALE : 1 : 100

PLOT BY : Kraemer, Wes

PLOT DATE : 10/15/2020 12:25 PM

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\RW\5030-01-25 TPP (CTH V).DWG

APPRAISAL PLAT DATE : 10/15/2020

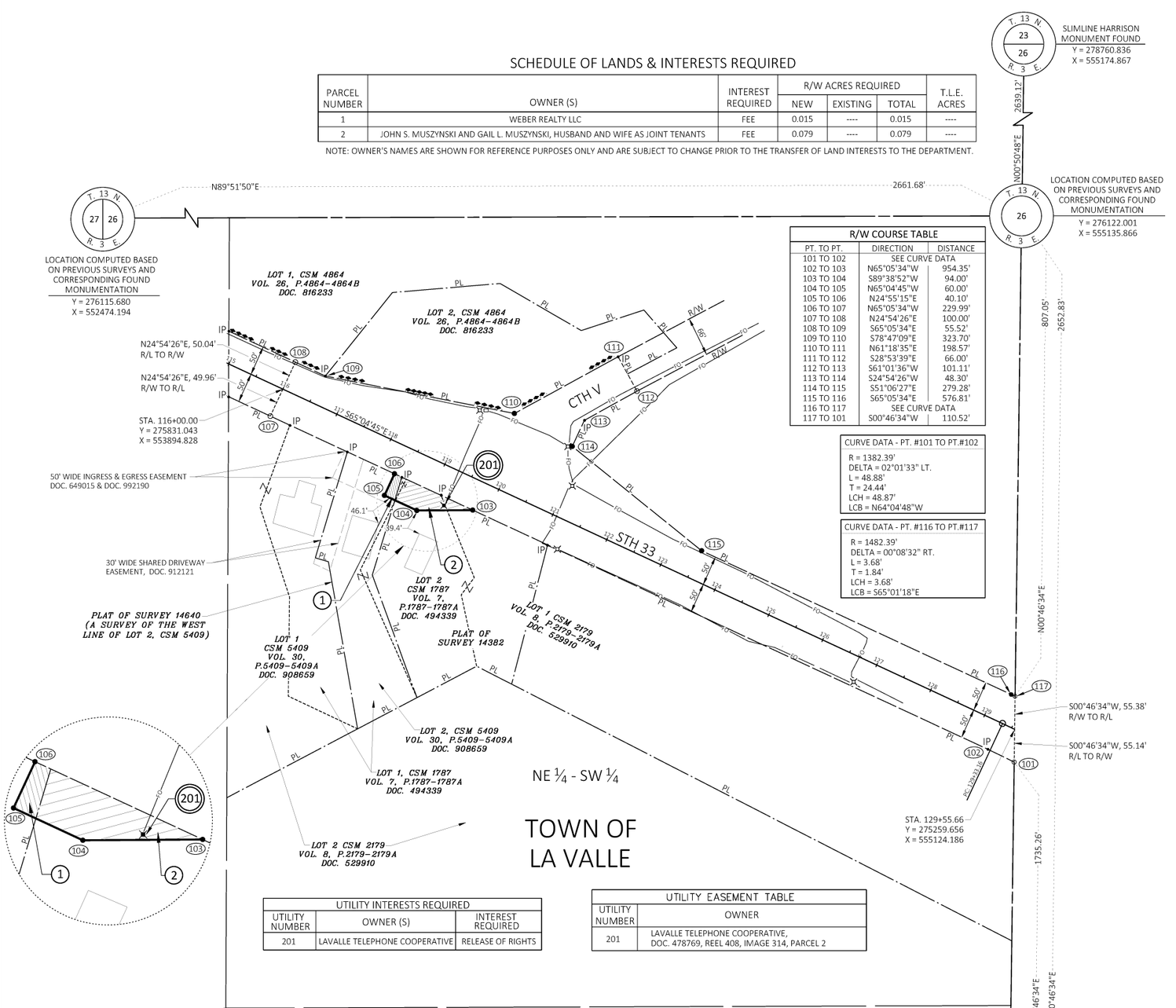
GN

SCALE, FEET
0 100' 200'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES
1	WEBER REALTY LLC	FEE	0.015	----	0.015	----
2	JOHN S. MUSZYNSKI AND GAIL L. MUSZYNSKI, HUSBAND AND WIFE AS JOINT TENANTS	FEE	0.079	----	0.079	----

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



R/W COURSE TABLE

PT. TO PT.	DIRECTION	DISTANCE
101 TO 102	SEE CURVE DATA	
102 TO 103	N65°05'34"W	954.35'
103 TO 104	S89°38'52"W	94.00'
104 TO 105	N65°04'45"W	60.00'
105 TO 106	N24°55'15"E	40.10'
106 TO 107	N65°05'34"W	229.99'
107 TO 108	N24°54'26"E	100.00'
108 TO 109	S65°05'34"E	55.52'
109 TO 110	S78°47'09"E	323.70'
110 TO 111	N61°18'35"E	198.57'
111 TO 112	S28°53'39"E	66.00'
112 TO 113	S61°01'36"W	101.11'
113 TO 114	S24°54'26"W	48.30'
114 TO 115	S51°06'27"E	279.28'
115 TO 116	S65°05'34"E	576.81'
116 TO 117	SEE CURVE DATA	
117 TO 101	S00°46'34"W	110.52'

CURVE DATA - PT. #101 TO PT.#102
R = 1382.39'
DELTA = 02°01'33" LT.
L = 48.88'
T = 24.44'
LCH = 48.87'
LCB = N64°04'48"W

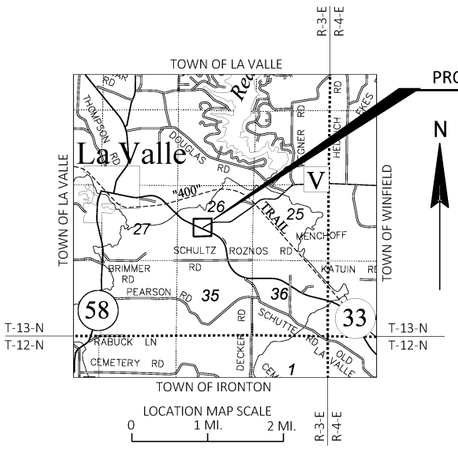
CURVE DATA - PT. #116 TO PT.#117
R = 1482.39'
DELTA = 00°08'32" RT.
L = 3.68'
T = 1.84'
LCH = 3.68'
LCB = S65°01'18"E

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
201	LAVALLE TELEPHONE COOPERATIVE	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE	
UTILITY NUMBER	OWNER
201	LAVALLE TELEPHONE COOPERATIVE, DOC. 478769, REEL 408, IMAGE 314, PARCEL 2

PI STA = 137+04.12
Y = 274944.440
X = 555803.035
R = 1430.00'
D = 4°00'24"
DELTA = 56°39'40" RT.
L = 1414.16'
T = 770.96'
PC STA = 129+33.16
Y = 275269.296
X = 555103.859
PT STA = 143+47.32
Y = 274181.788
X = 555915.900
BK = S65°04'45"E
AH = S08°25'05"E

SUB-CURVE DATA
PC STA = 129+33.16
PT STA = 129+55.66
L = 22.50'
LC = 22.50'
LCB = S64°37'43"E
R = 1430.00'



R/W POINTS		
PT.#	STATION	OFFSET
101	129+79.85	49.76' RT.
102	129+29.35	49.64' RT.
103	119+75.00	49.87' RT.
104	118+90.00	90.00' RT.
105	118+30.00	90.00' RT.
106	118+30.00	49.90' RT.
107	116+00.01	49.96' RT.
108	115+99.99	50.04' LT.
109	116+55.51	50.05' LT.
110	119+69.99	126.76' LT.
111	120+87.80	286.61' LT.
112	121+41.06	247.64' LT.
113	120+81.48	165.95' LT.
114	120+81.49	117.65' LT.
115	123+52.51	50.22' LT.
116	129+29.32	50.36' LT.
117	129+33.01	50.35' LT.

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

I, WESLEY L. KRAEMER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
WESLEY L KRAEMER
S-3026
SPRING GREEN WIS.
LAND SURVEYOR

SIGNATURE: Wes Kraemer DATE: 10/15/2020
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlagel DATE: 10/28/2020
PRINT NAME: CORY SCHLAGEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5030-01-25
HILLSBORO - REEDSBURG
LAVALLE STREET TO PRESTON AVENUE
STH 33
SAUK COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

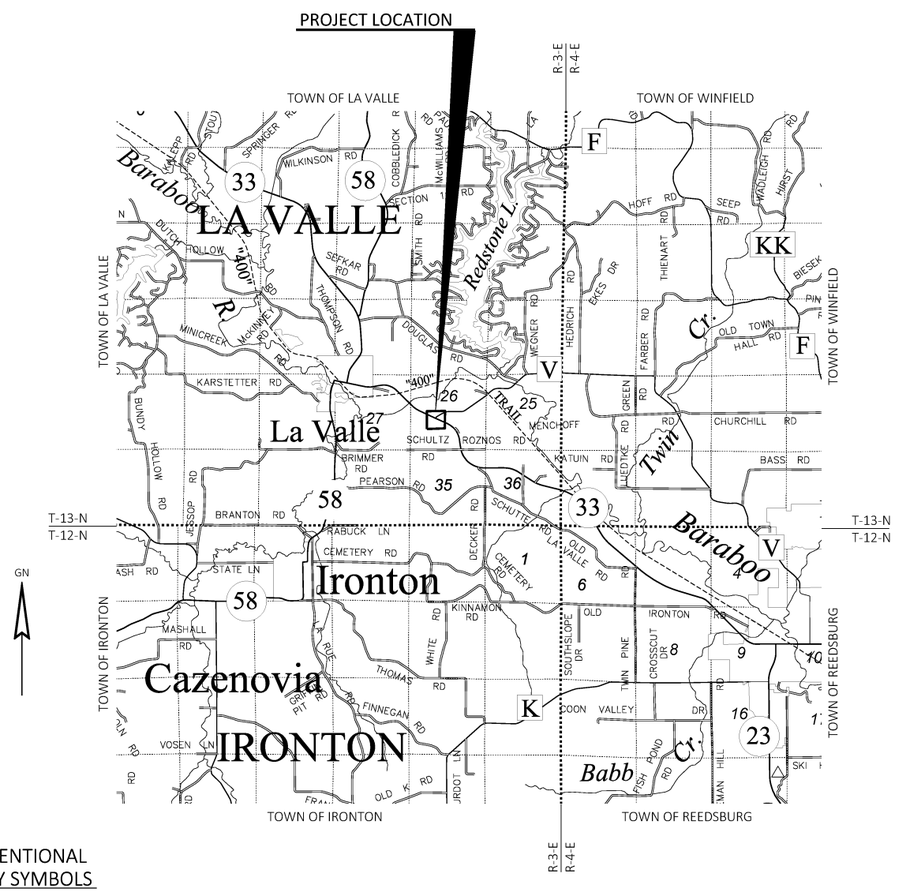
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE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

CURVE DATA

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 UTILITY SYMBOLS

W	WATER
G	GAS
T	TELEPHONE
OH	OVERHEAD TRANSMISSION LINES
E	ELECTRIC
TV	CABLE TELEVISION
FO	FIBER OPTIC
SAN	SANITARY SEWER
SS	STORM SEWER



THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5030-01-25

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SAUK COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL SHEETS.

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

PROJECT NUMBER 5030-01-25 - 4. 01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\RW\5030-01-25 TPP (CTH V).DWG
LAYOUT NAME: CTH V TPP
PLOT DATE : 10/15/2020 12:26 PM PLOT BY : KRAEMER, WES

5030-01-25-4.01

DATE:	REVISION DATE

TRANSPORTATION PROJECT PLAT NO: 5030-01-25-4.02

HILLSBORO - REEDSBURG
LAVALLE STREET TO PRESTON AVENUE
STH 33
SAUK COUNTY

4

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

4

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
PT.#	Y	X
101	275204.518	555123.440
102	275225.881	555079.483
103	275627.805	554213.899
104	275627.227	554119.903
105	275652.509	554065.490
106	275688.872	554082.385
107	275785.732	553873.788
108	275876.431	553915.903
109	275853.048	553966.260
110	275790.096	554283.780
111	275885.424	554457.971
112	275827.640	554489.861
113	275778.662	554401.406
114	275734.854	554381.064
115	275559.504	554598.436
116	275316.580	555121.598
117	275315.025	555124.936

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORNINATES (WISCRS), SAUK COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

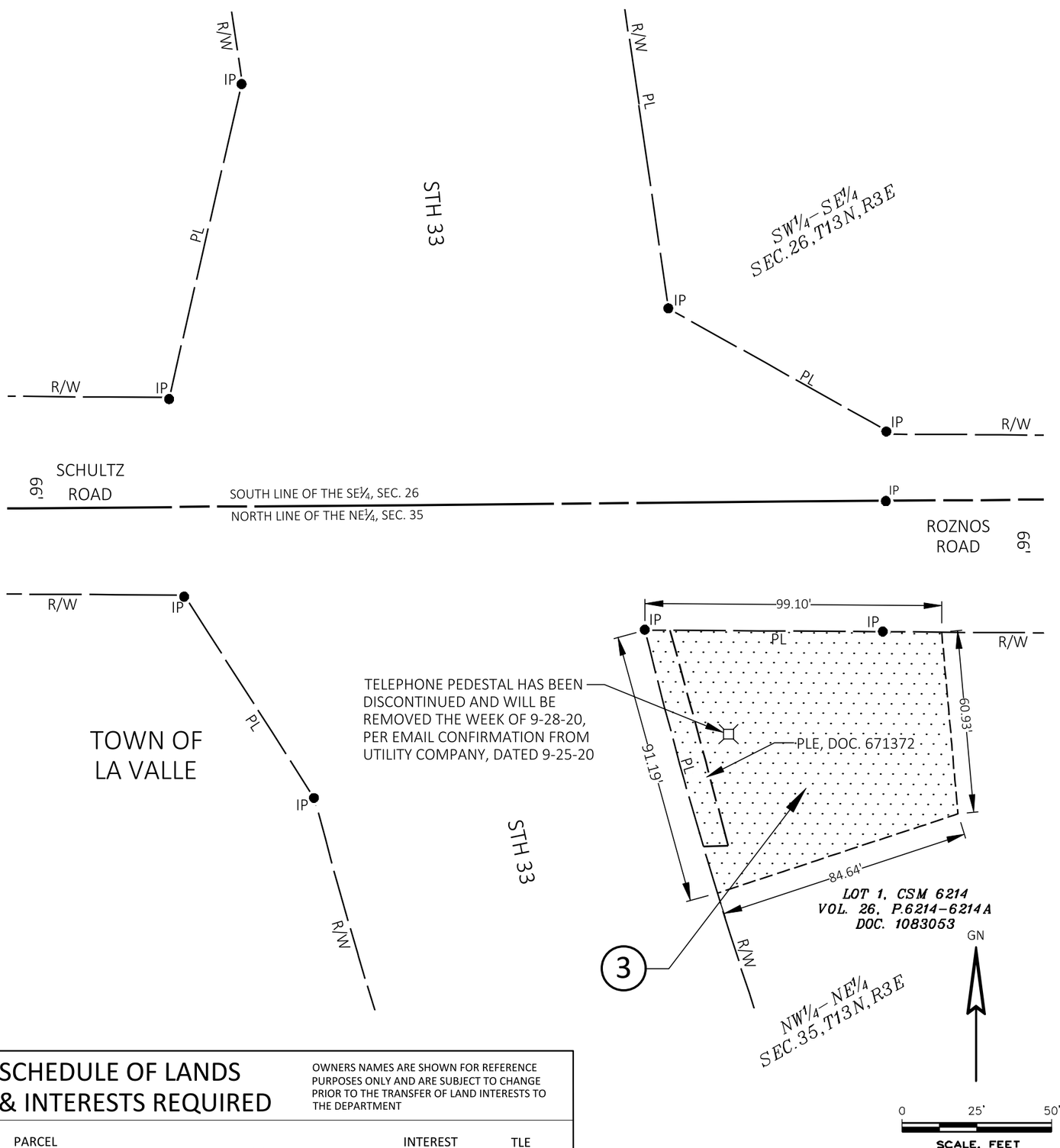
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NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
THE PURPOSE OF THE TLE IS FOR DRIVEWAY RECONSTRUCTION.

R/W PROJECT NUMBER: 5030-01-25	EXHIBIT NUMBER: 1

TLE ACQUISITION EXHIBIT
HILLSBORO - REEDSBURG
LAVALLE STREET TO PRESTON AVENUE
STH 33 SAUK COUNTY

PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 6214, LOCATED IN
SECTION 35, T13N, R3E, TOWN OF LAVALLE, SAUK COUNTY WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE ACRES
3	AMY L. MEISTER, AN UNMARRIED PERSON	TLE	0.16

UTILITY INTERESTS REQUIRED

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

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION - MADISON OFFICE

SIGNATURE: Cory Schlagel DATE: 1/6/2021

PRINT NAME: Cory Schlagel

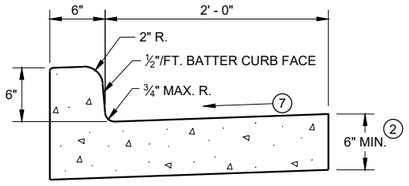
Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-13A	RURAL DOWELED CONCRETE PAVEMENT
13C11-13B	RURAL DOWELED CONCRETE PAVEMENT
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-22C	PAVEMENT MARKING (TURN LANES)
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

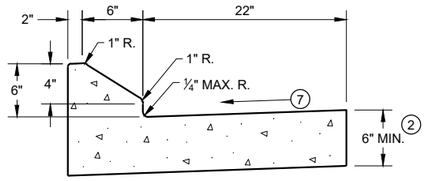
6

Standard Detail Drawing List

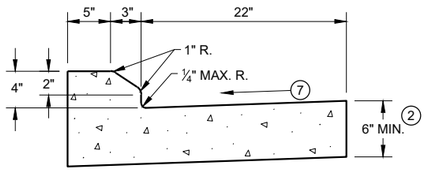
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-07	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS



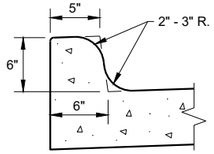
TYPES A (1) & D



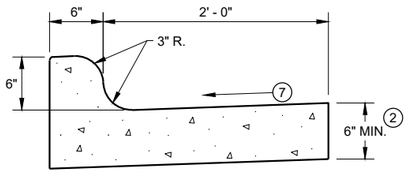
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

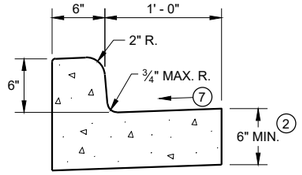


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



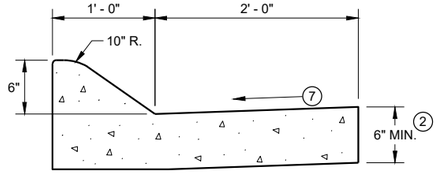
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

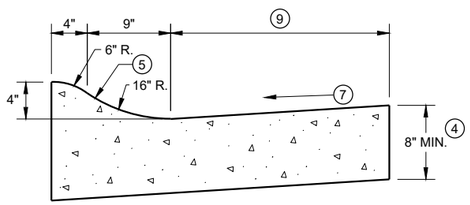
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

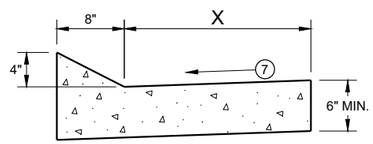
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

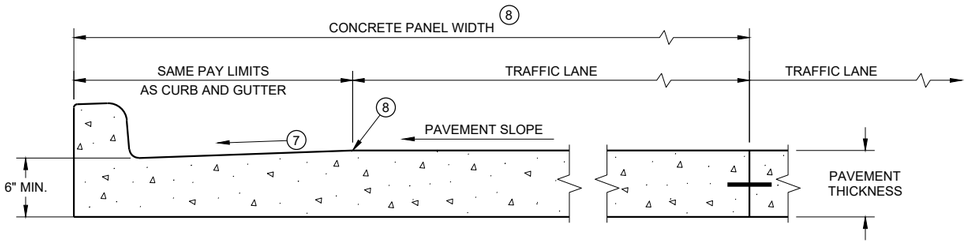


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

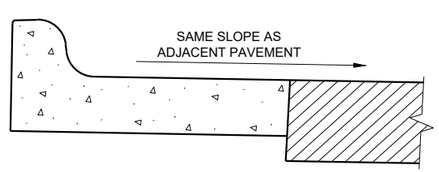
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

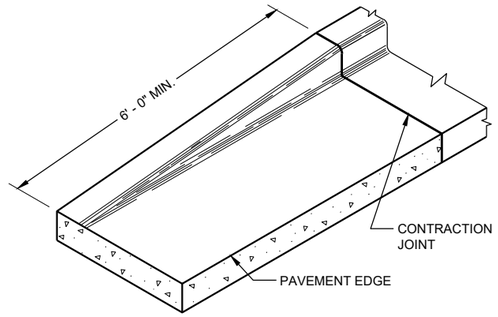
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

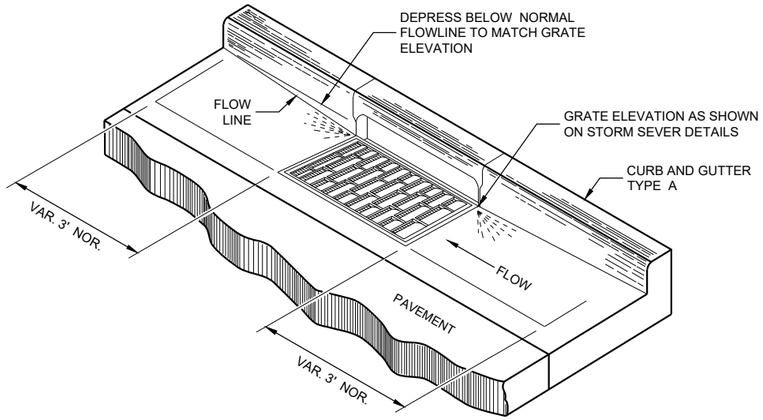
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

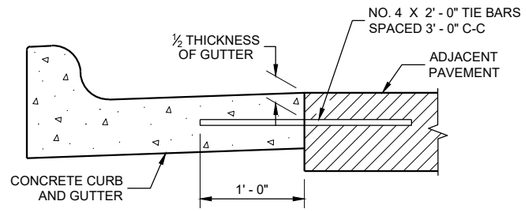
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

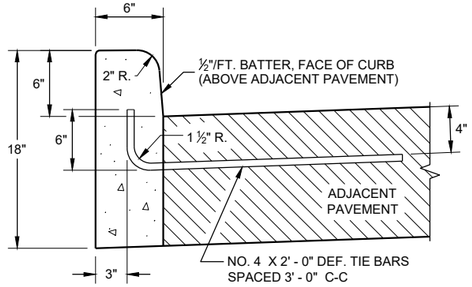
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

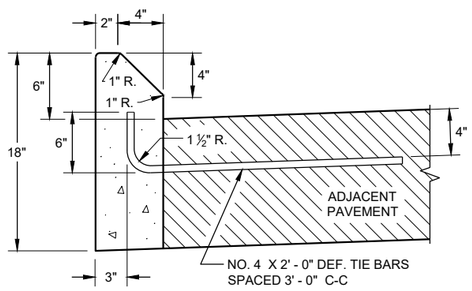
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

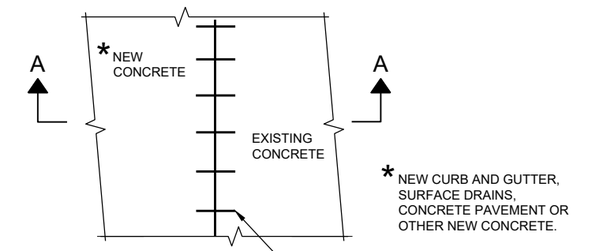


TYPES A (1) & D

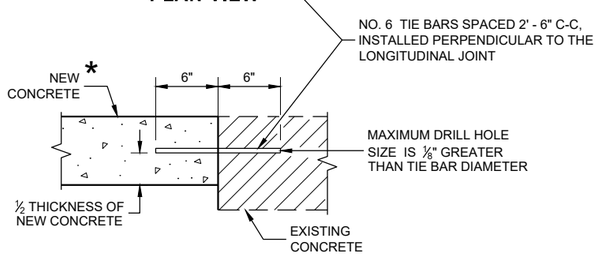


TYPES G (1) & J

CONCRETE CURB

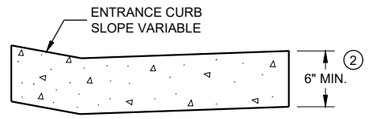


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD08D01 - 22b

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

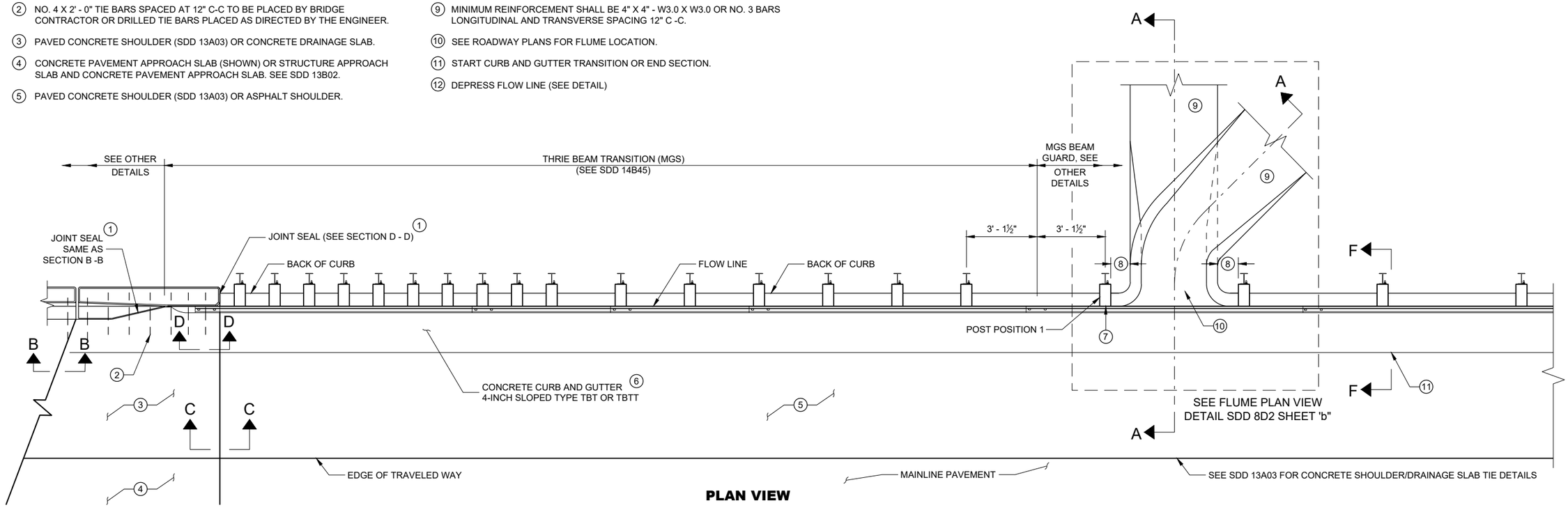
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

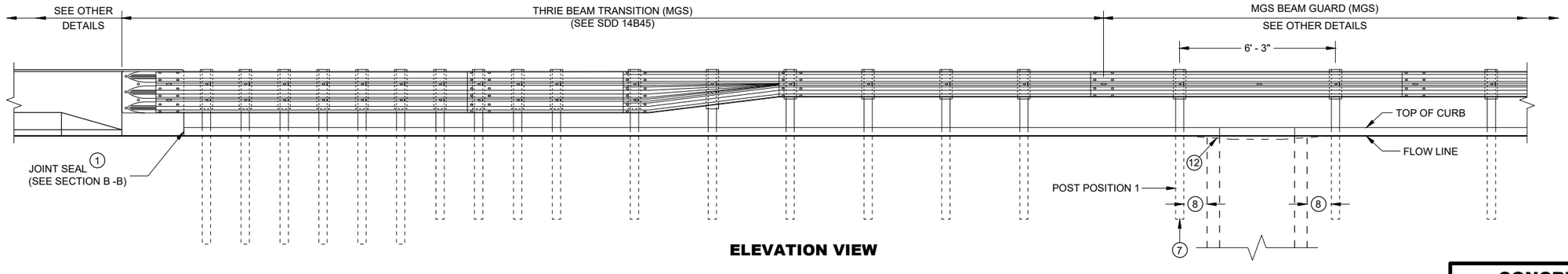
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



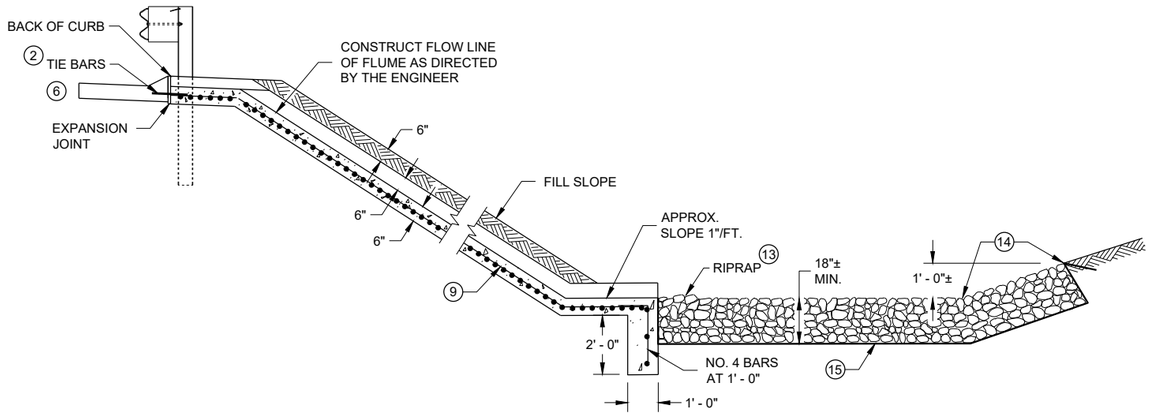
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

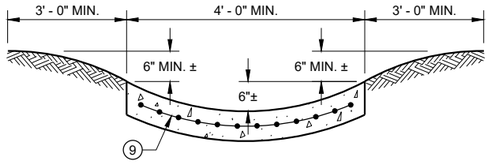
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

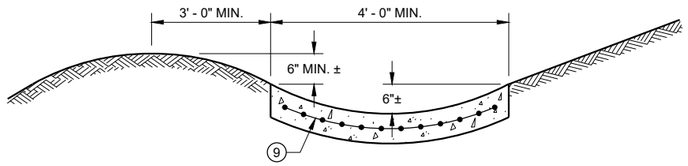
SDD 08D02 - 07a



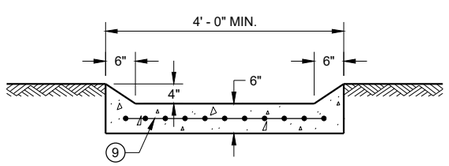
SECTION A - A



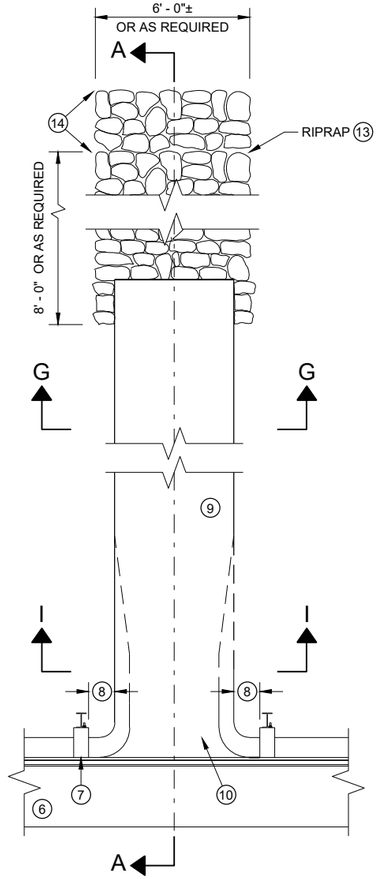
SECTION G - G



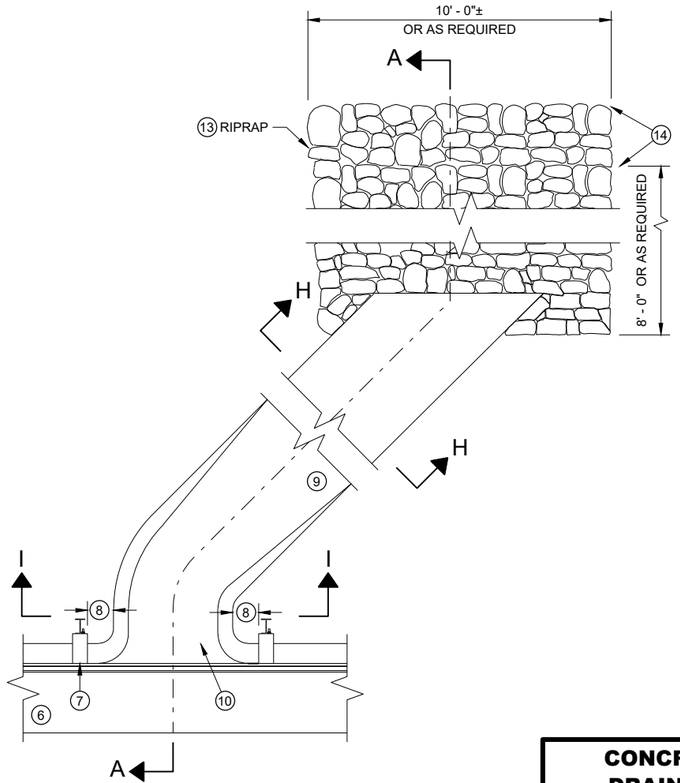
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE FABRIC TYPE HR.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

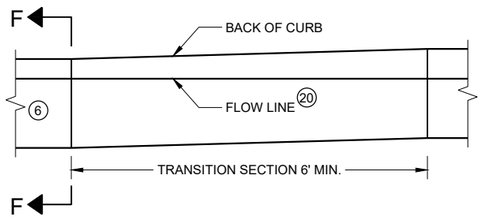
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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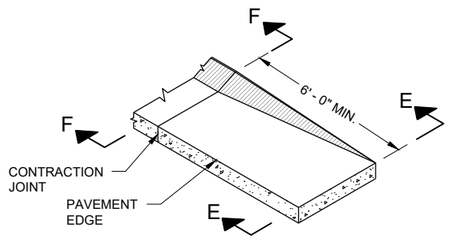
SDD 08D02 - 07b

6

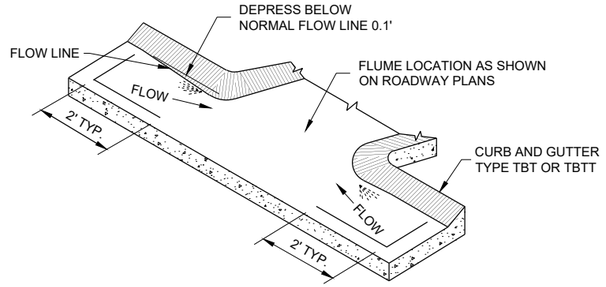
SDD 08D02 - 07b



CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

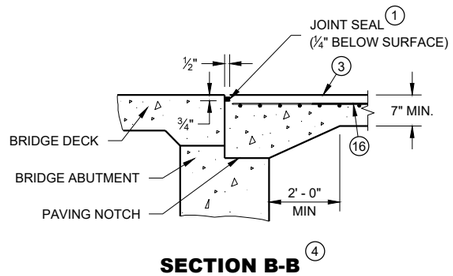
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

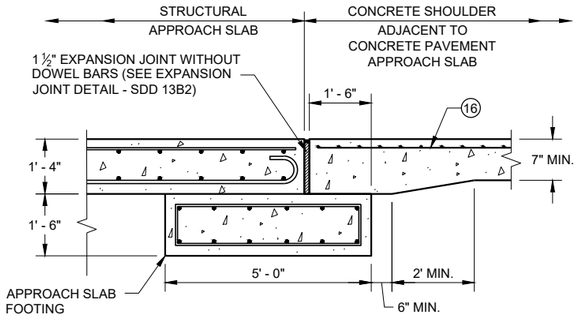
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

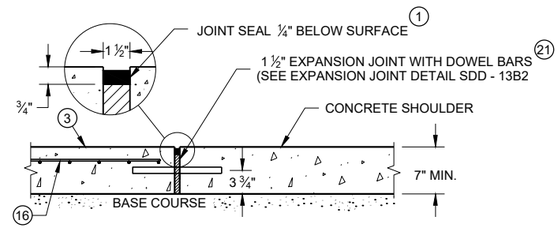
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



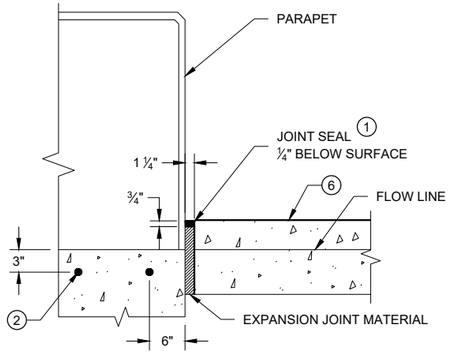
SECTION B-B (4)



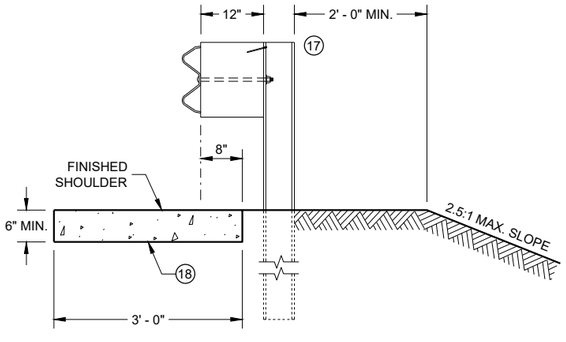
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



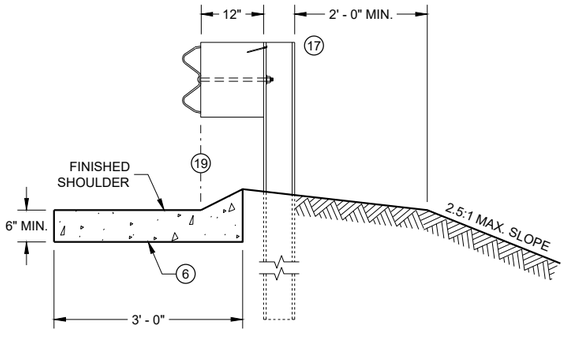
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

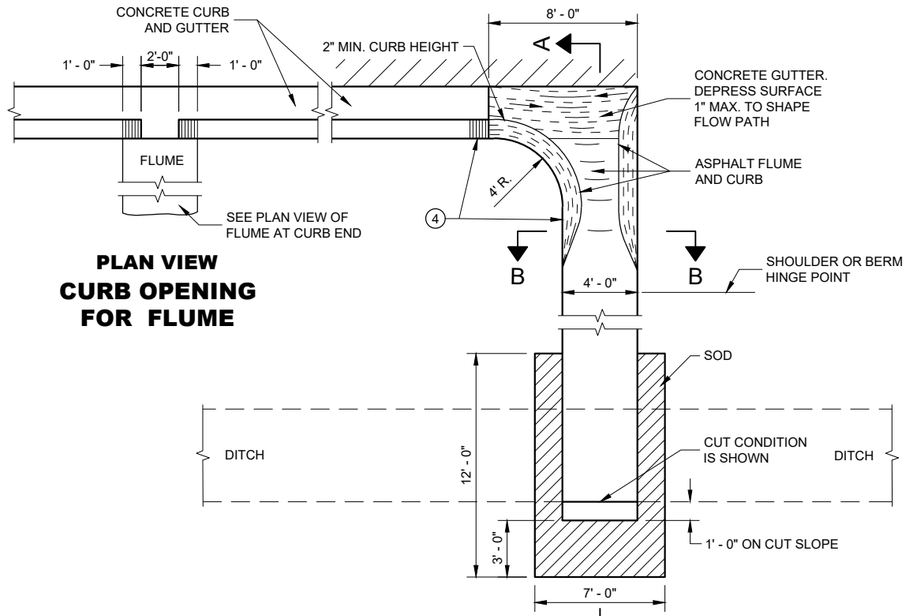
FHWA

SDD 08D02 - 07c

SDD 08D02 - 07c

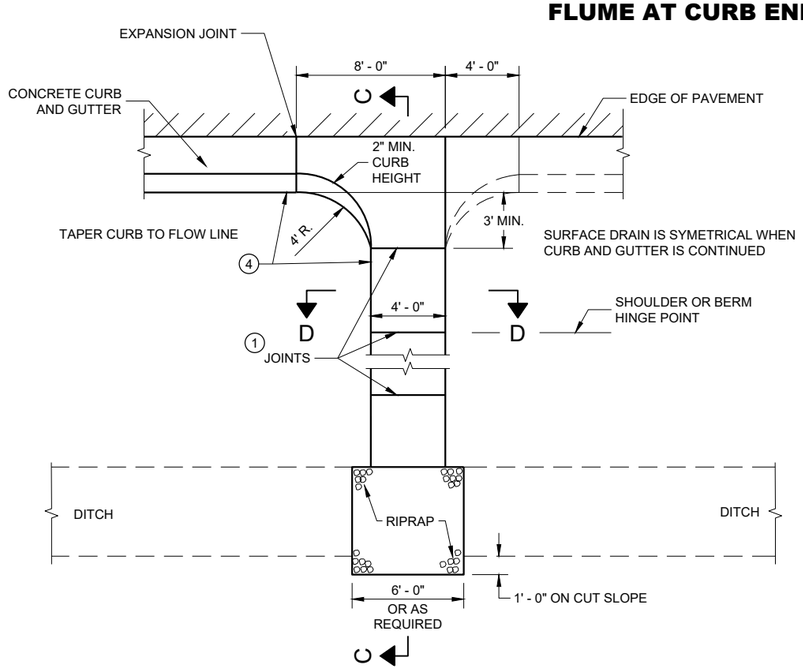
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



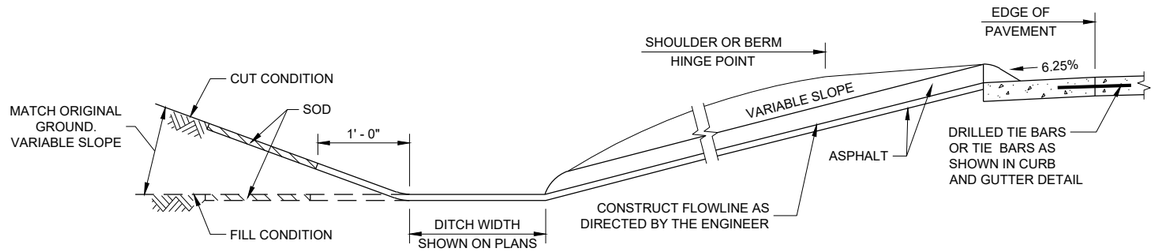
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

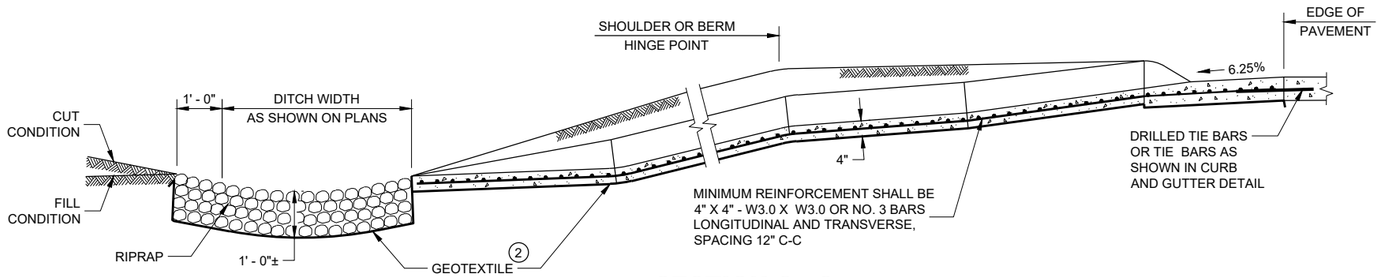
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

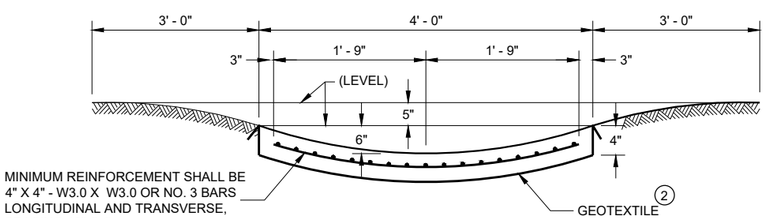


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

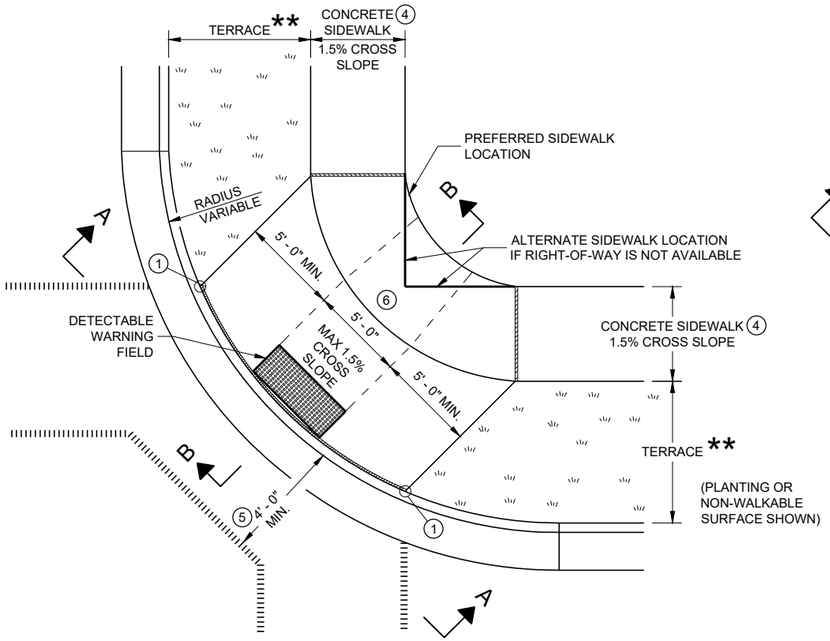
FHWA

6

SDD 08D04 - 06

6

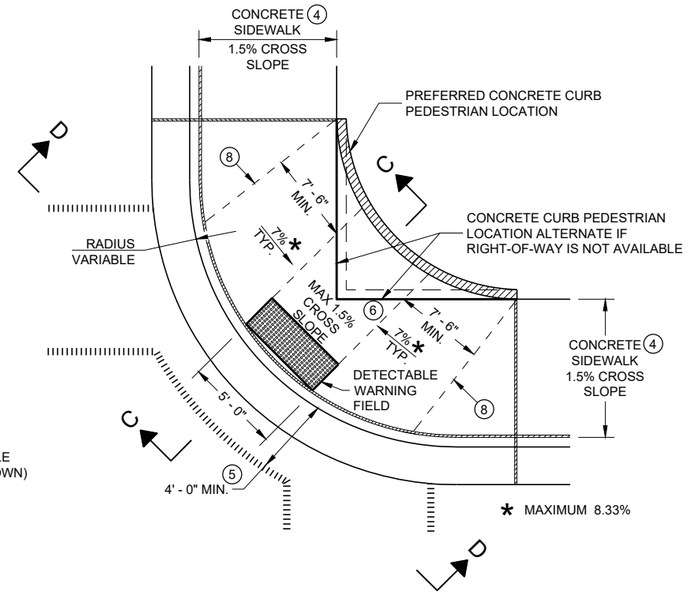
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

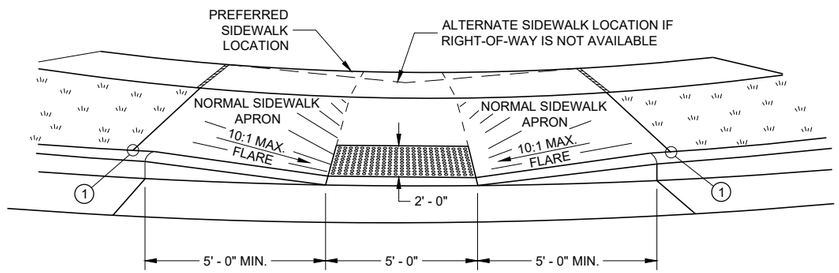
(CENTER OF CORNER RADIUS)



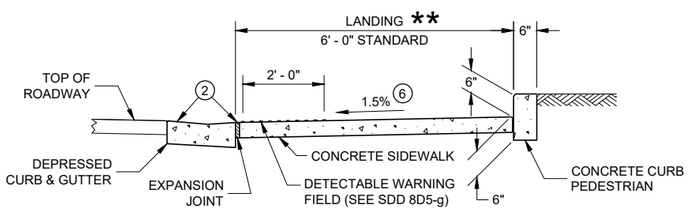
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

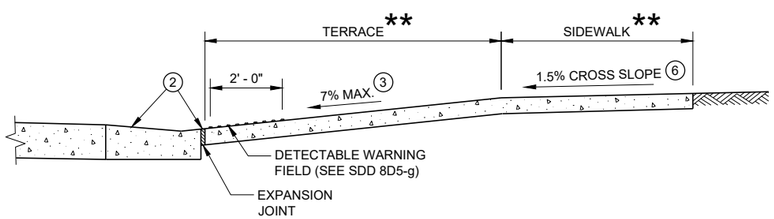


VIEW A - A FOR TYPE 1

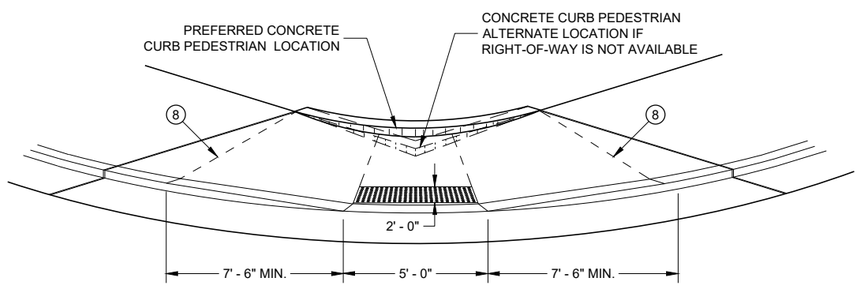


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

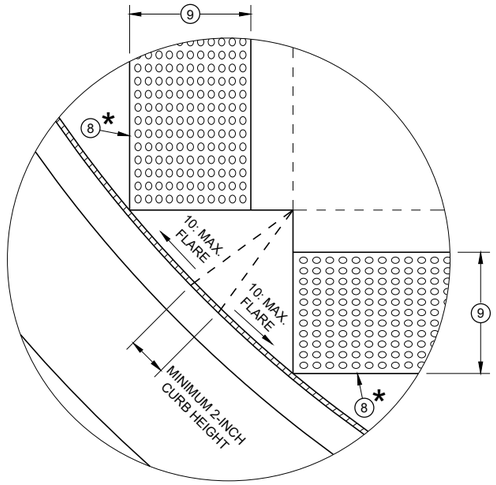
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

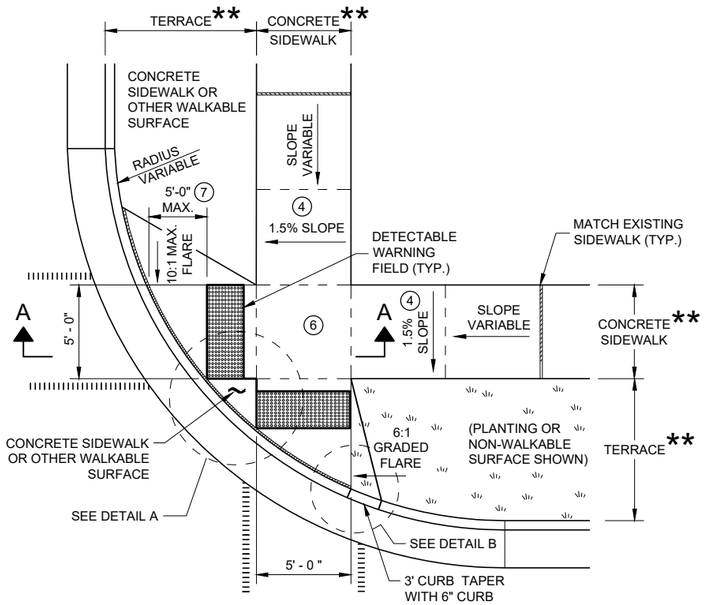
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

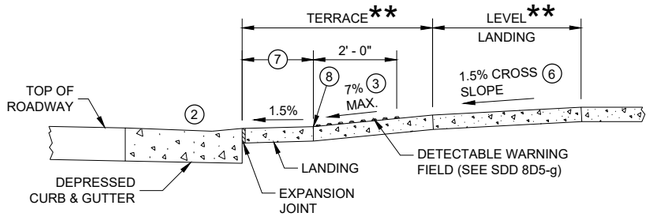
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

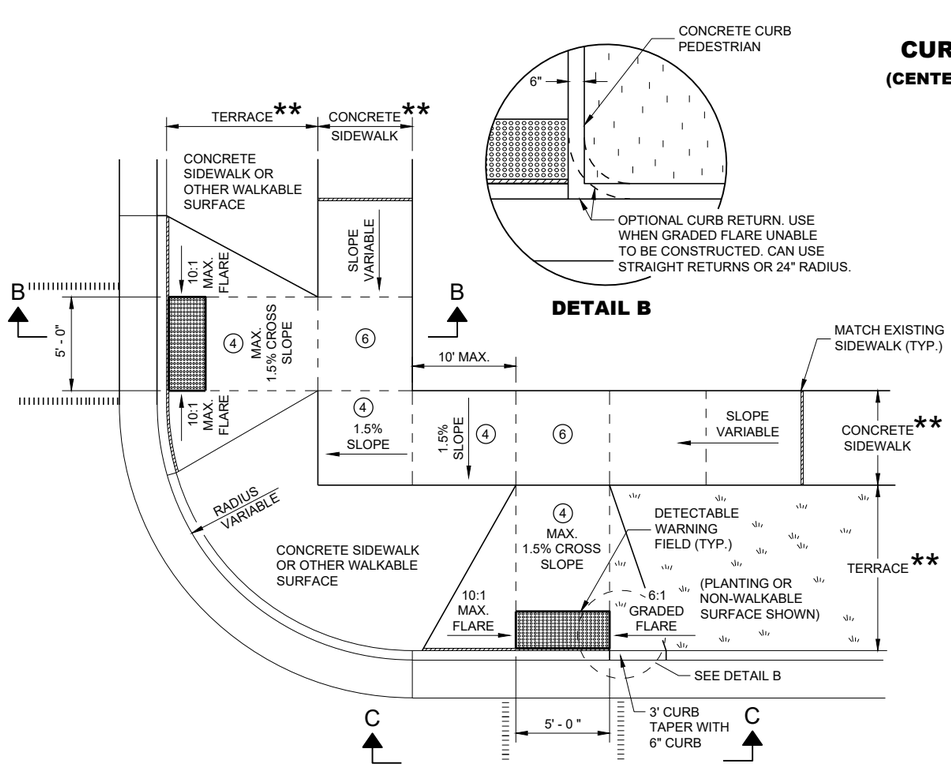
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

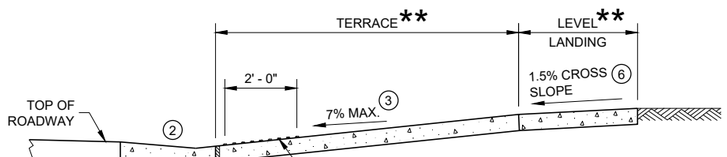
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

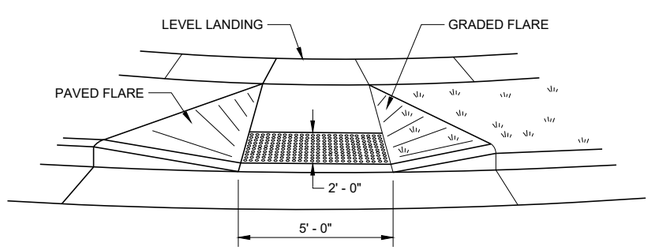


DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

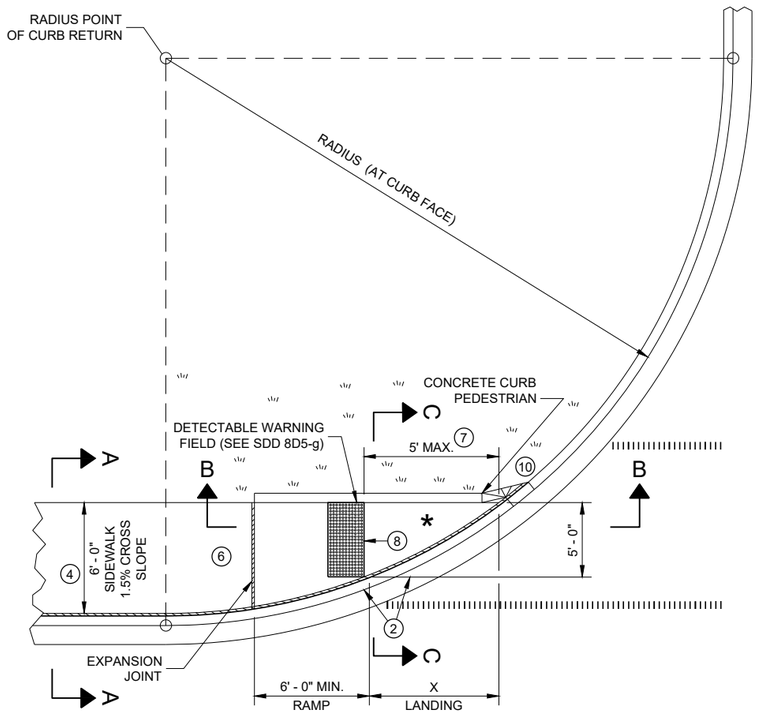
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

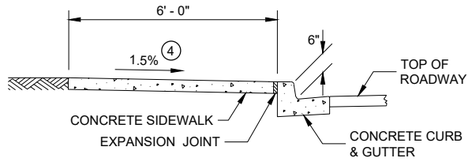


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

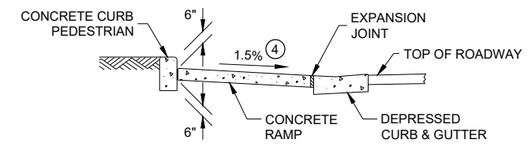
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

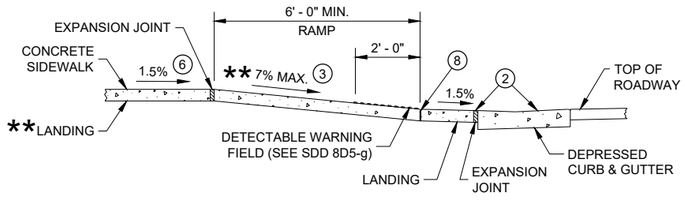
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



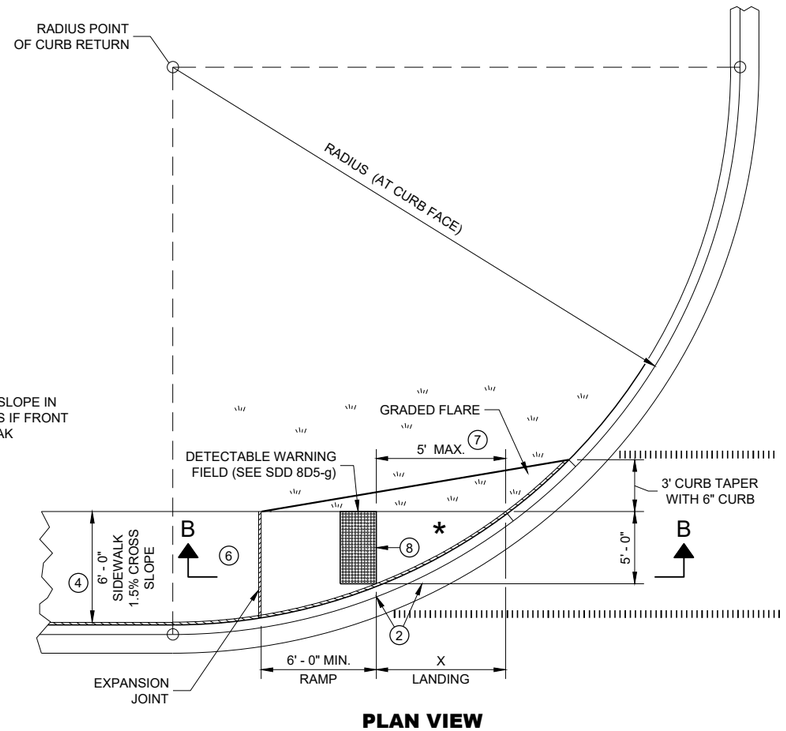
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

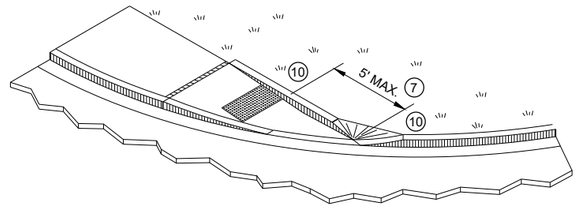
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

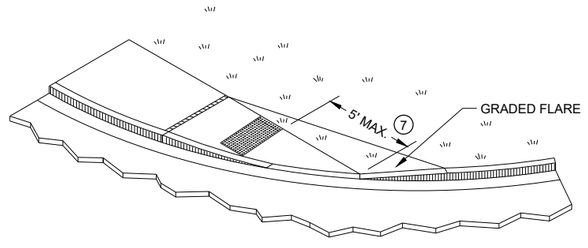


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



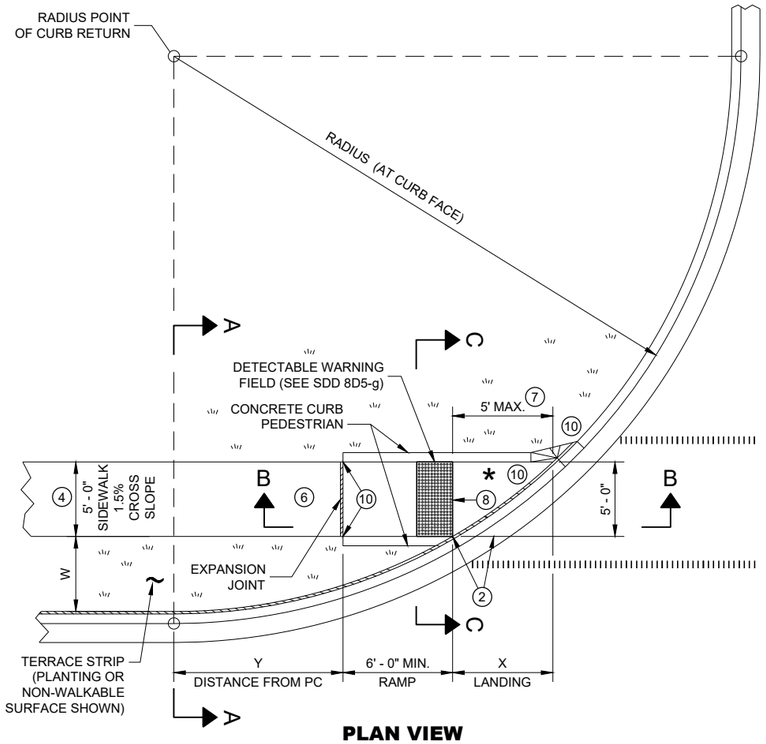
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

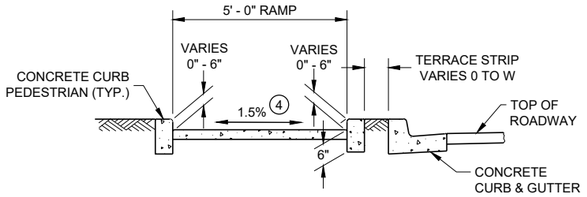
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

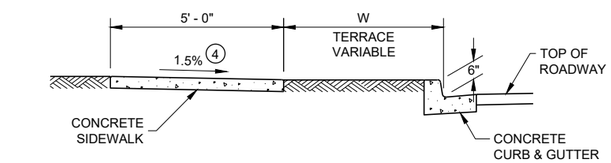
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

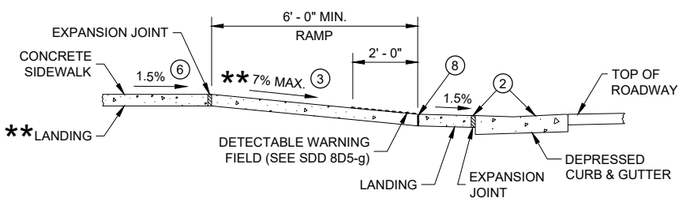
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



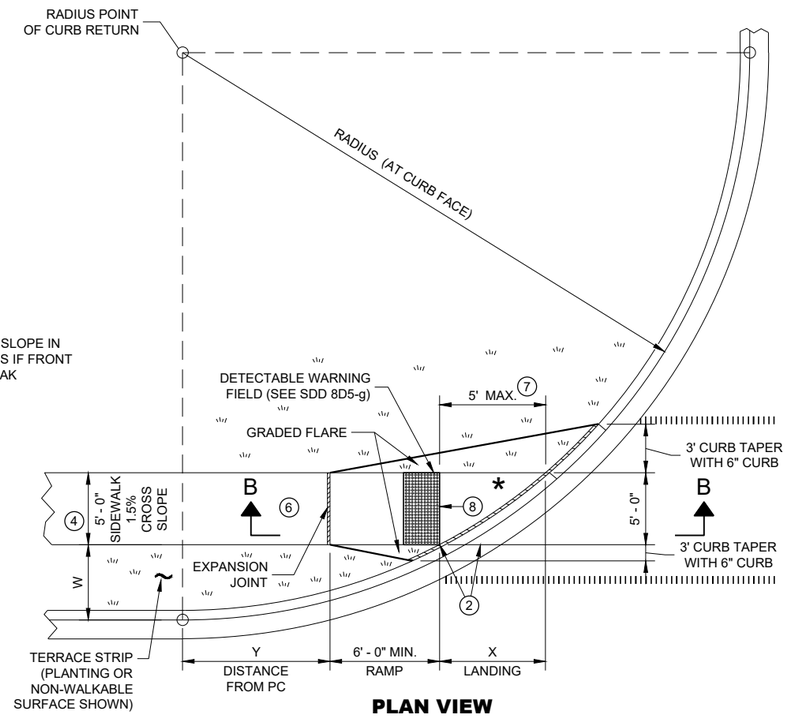
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

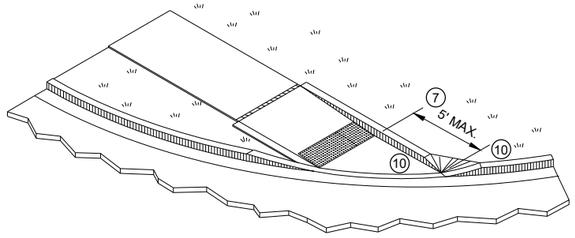
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

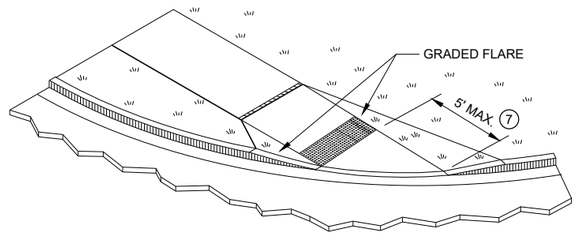


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



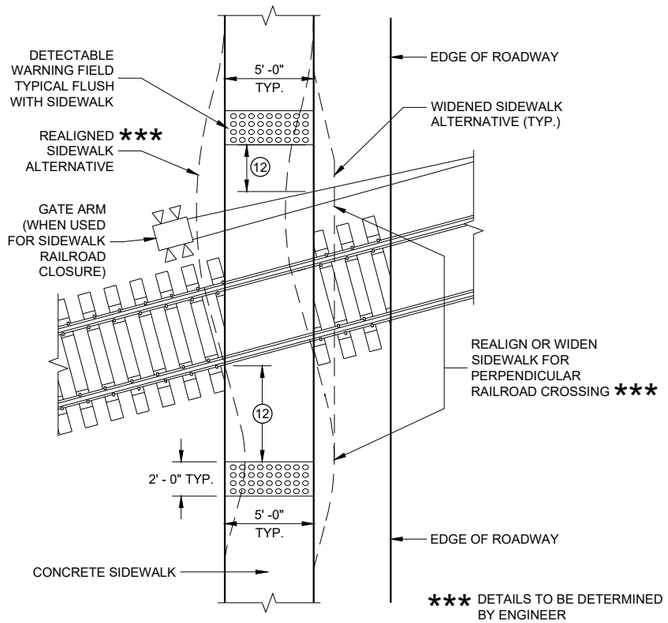
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

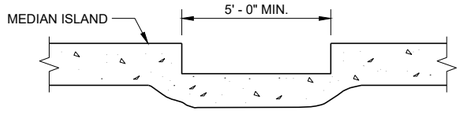
6

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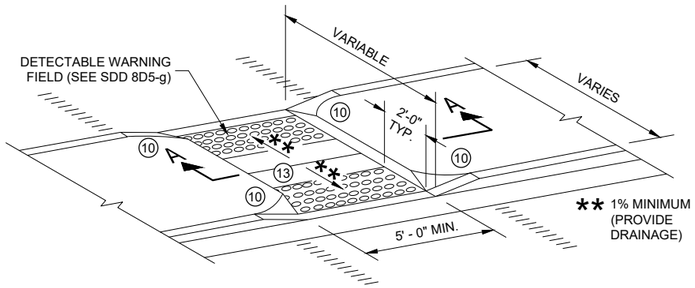


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

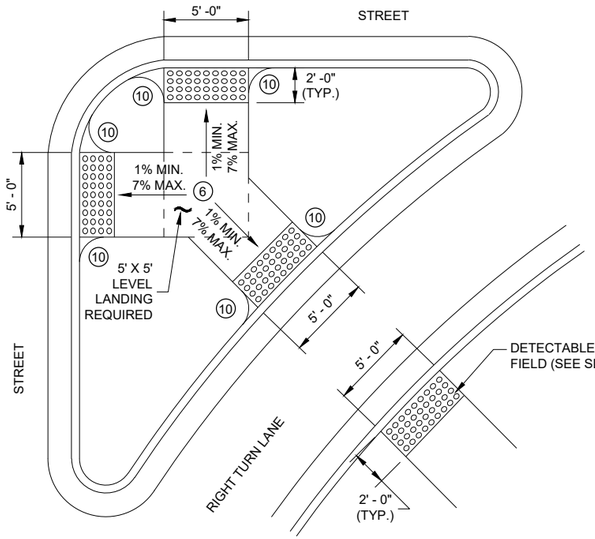
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

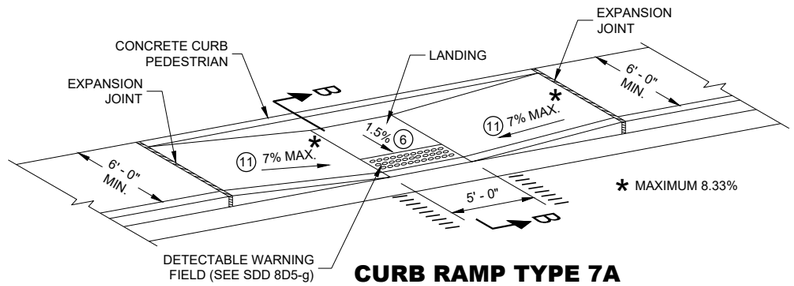
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

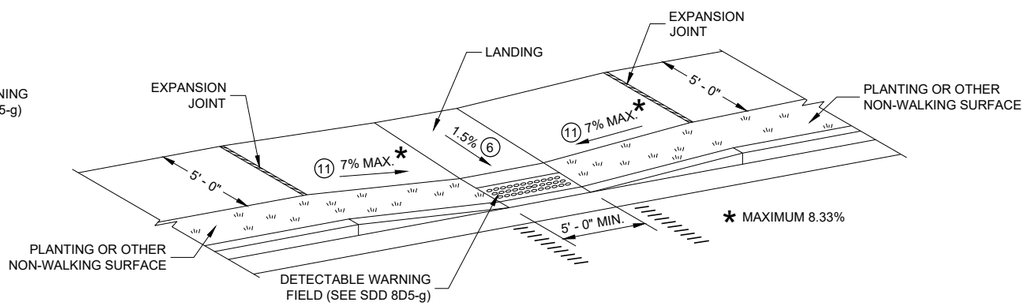
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

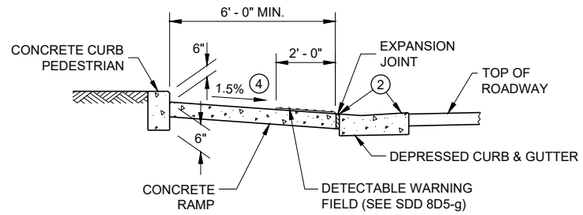
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



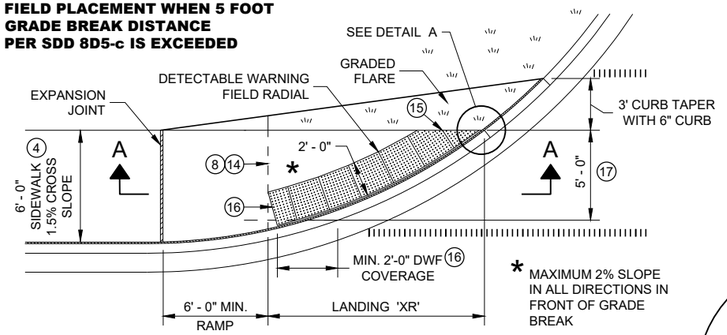
SECTION B - B FOR TYPE 7A

CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20e

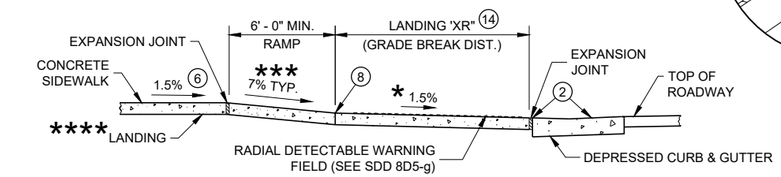
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

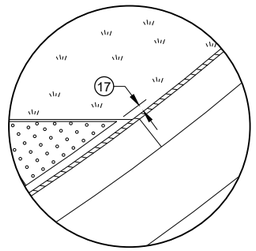
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

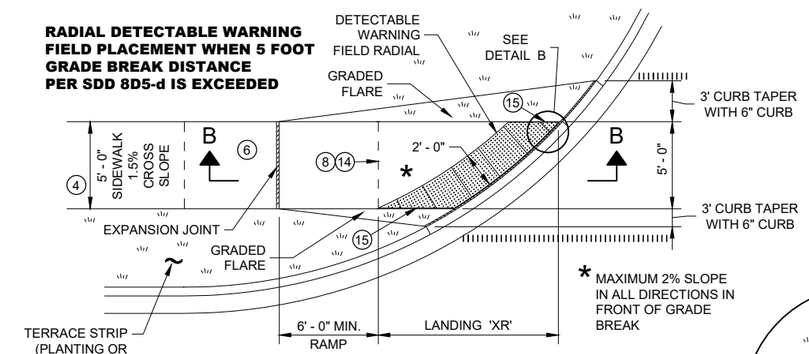
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

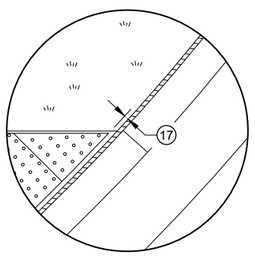
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



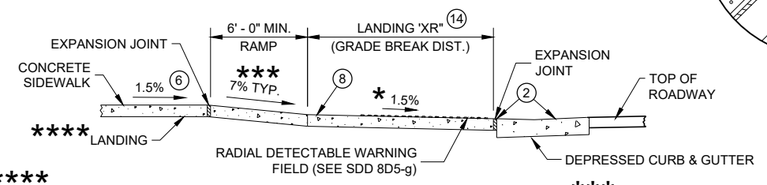
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

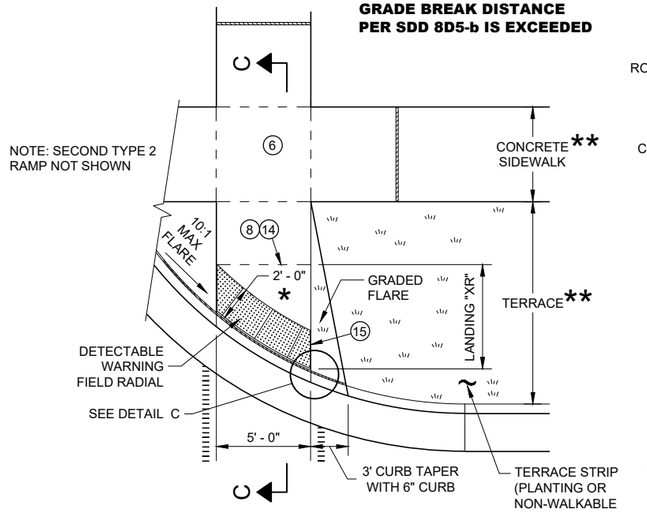


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

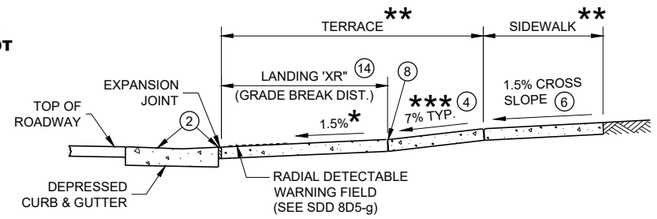


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

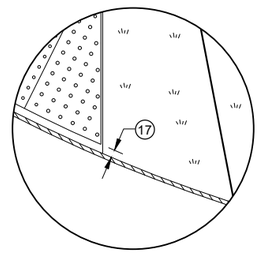


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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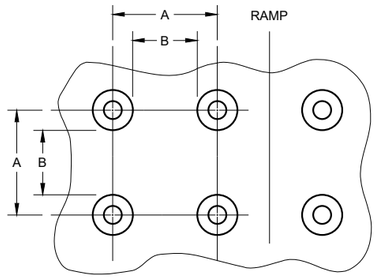
SDD 08D05 - 20f

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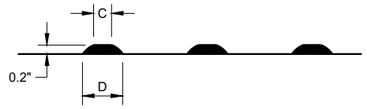
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

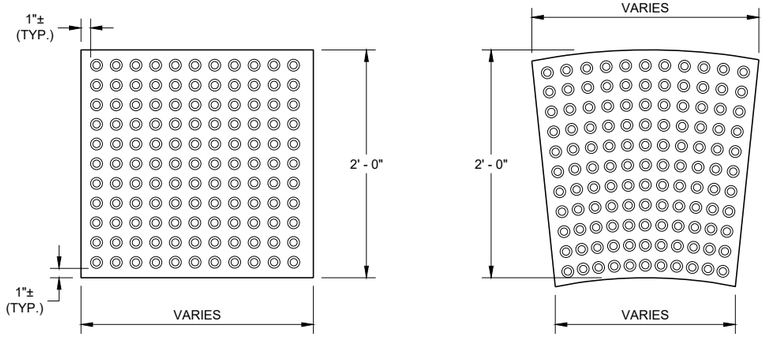


PLAN VIEW



ELEVATION VIEW

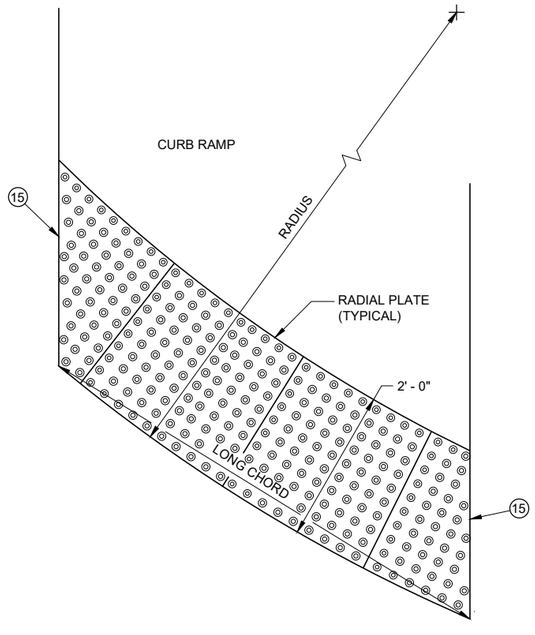
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

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

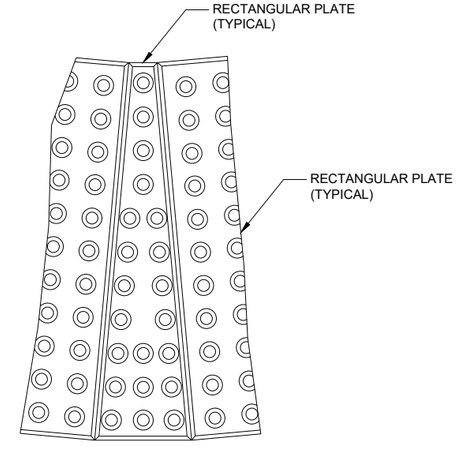
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

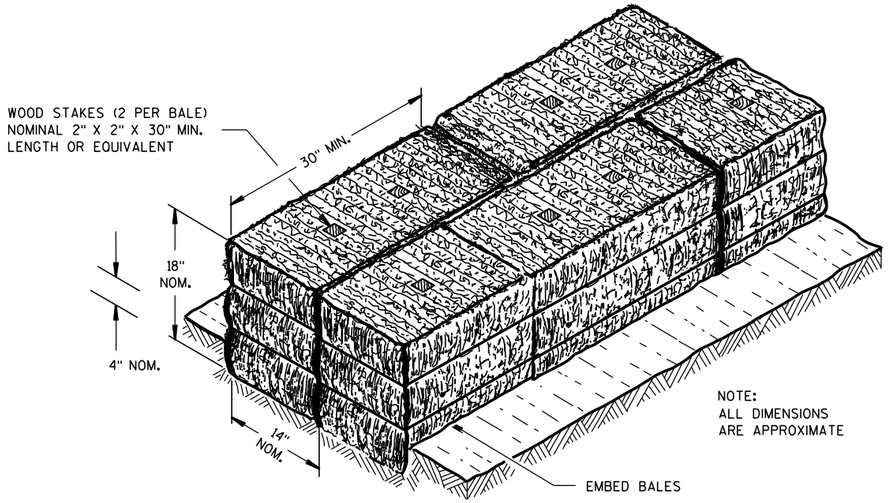
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

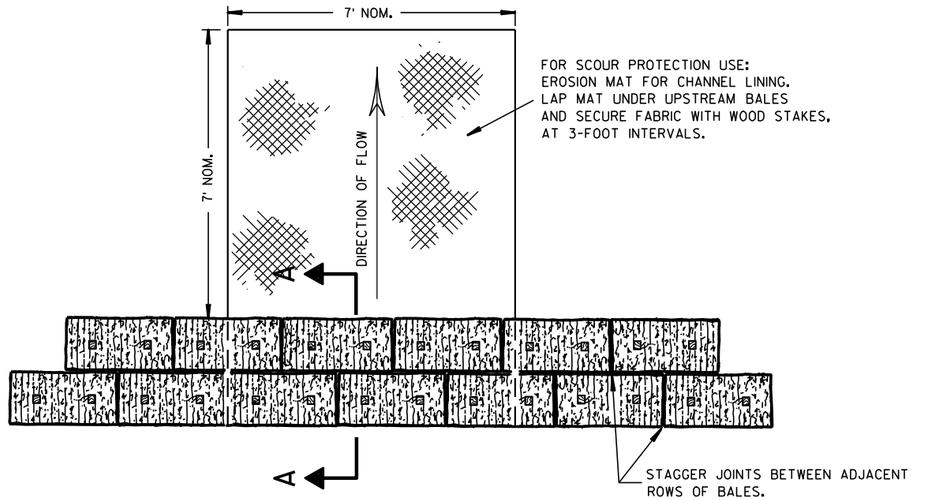
FHWA

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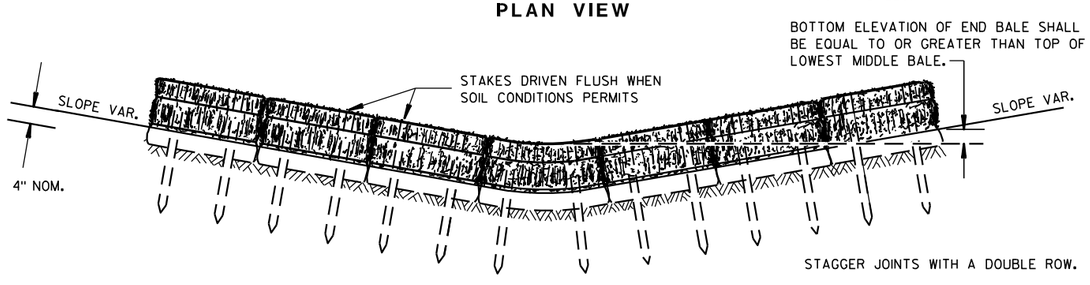
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



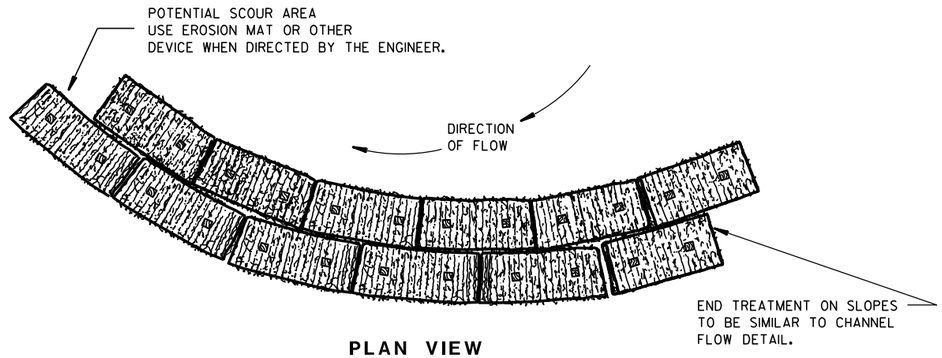
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

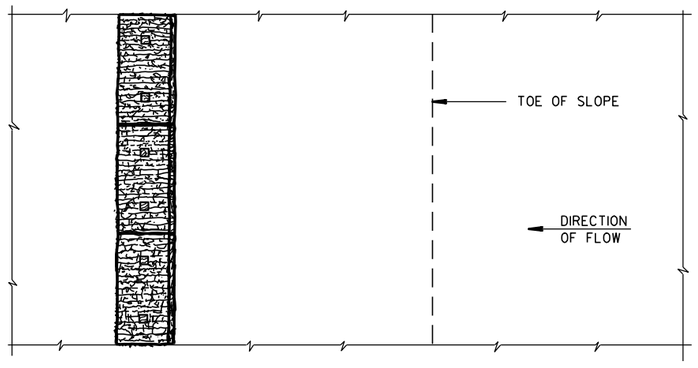
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

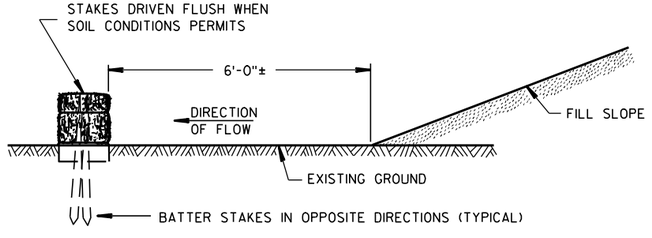


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

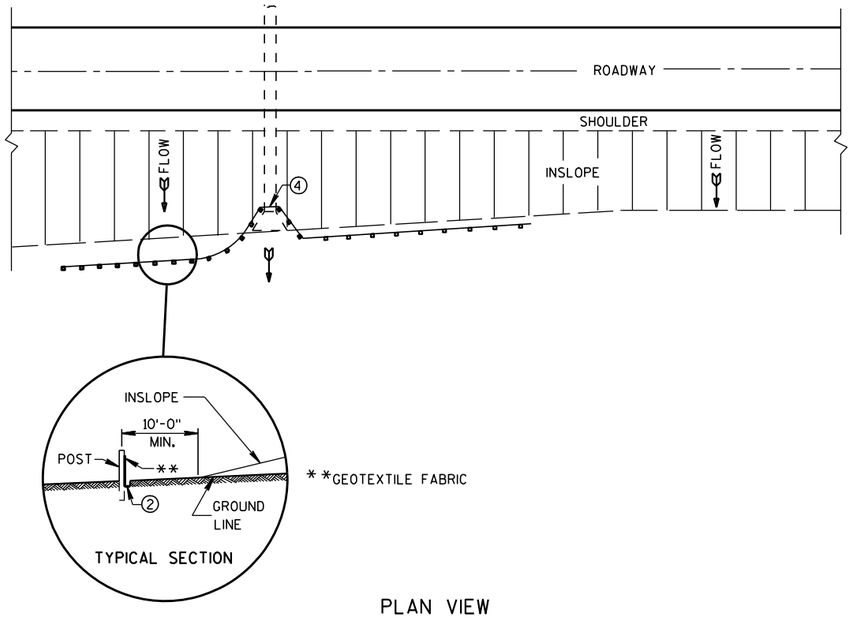
TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

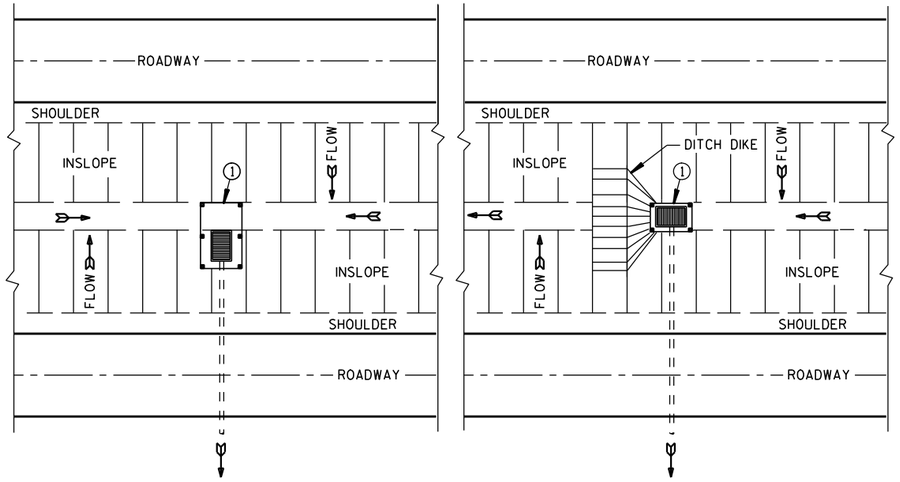
6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



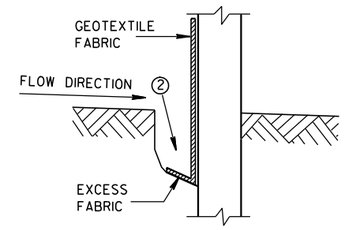
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

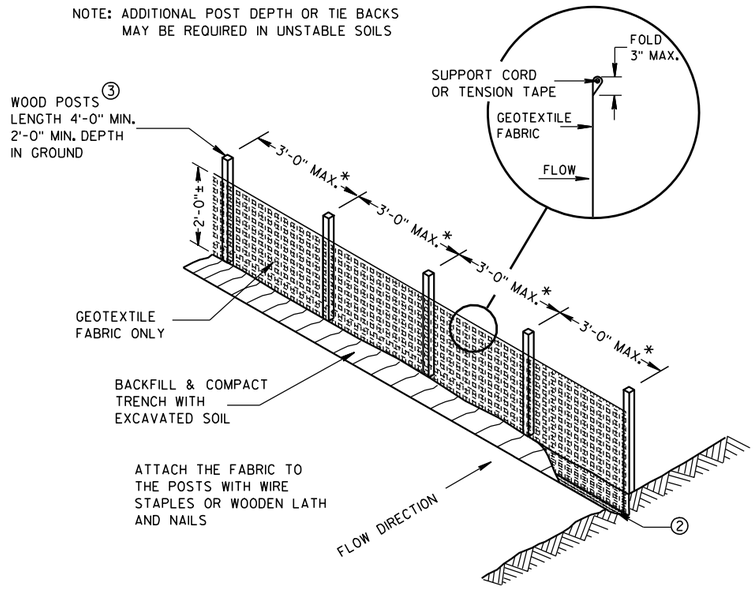
GENERAL NOTES

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

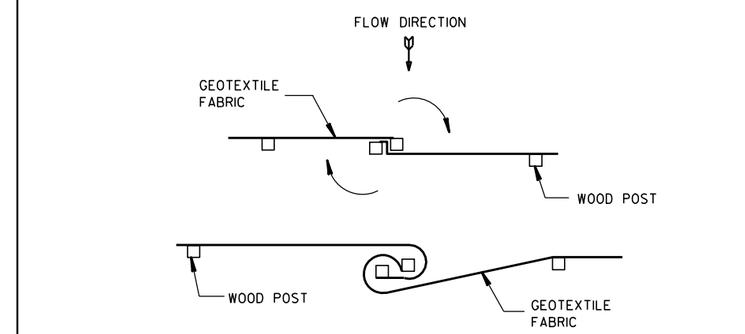
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



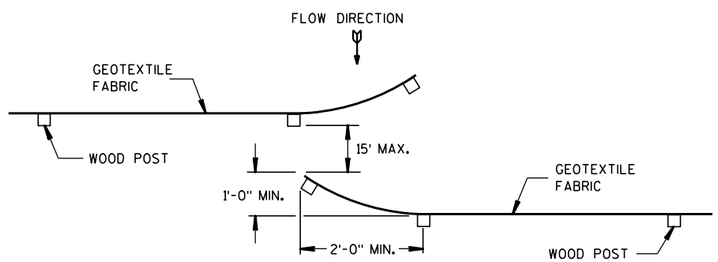
TRENCH DETAIL



SILT FENCE

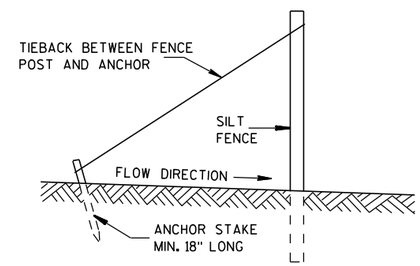


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

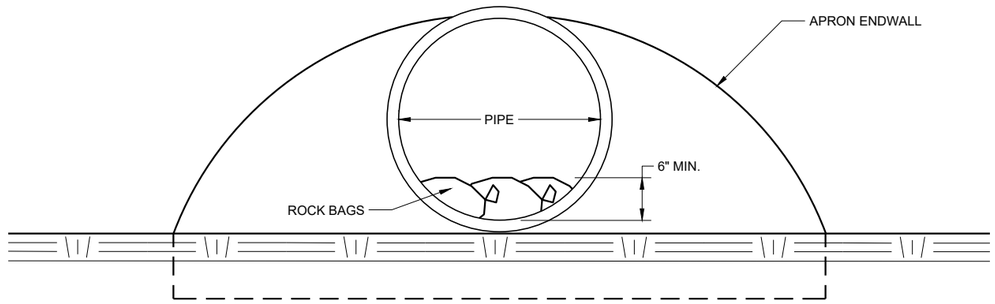
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

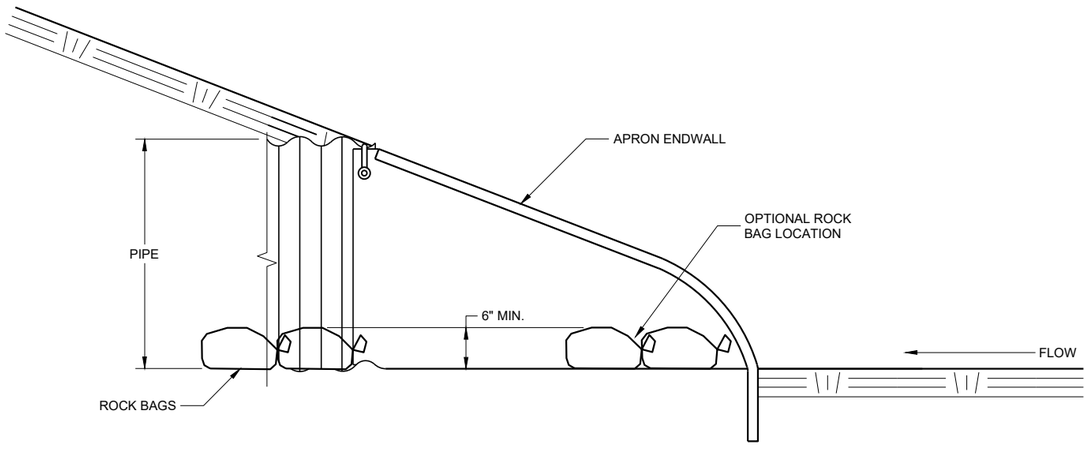
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6
SDD 08E15 - 01

METAL APRON ENDWALLS

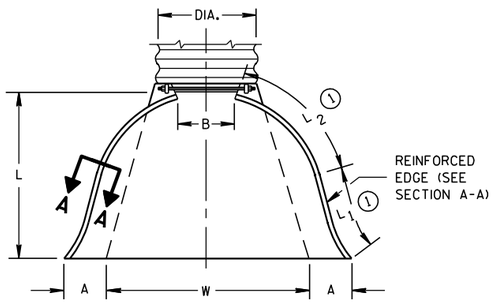
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

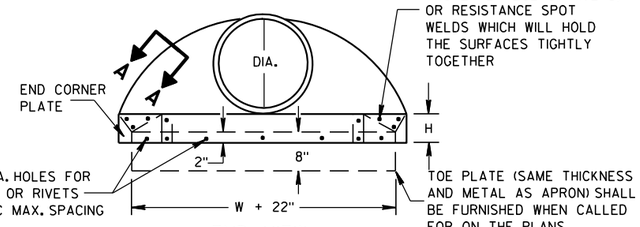
REINFORCED CONCRETE APRON ENDWALLS

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

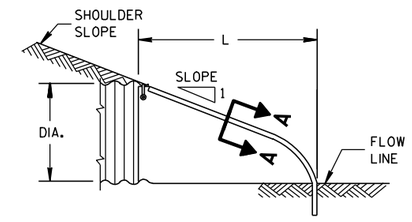
*MINIMUM
**MAXIMUM



PLAN VIEW

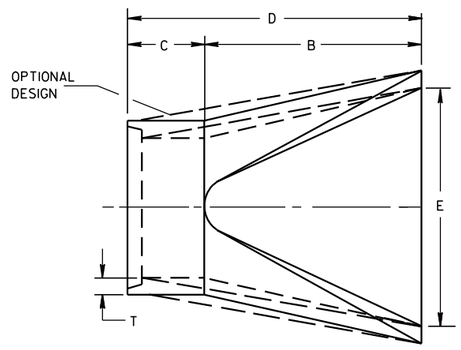


END VIEW

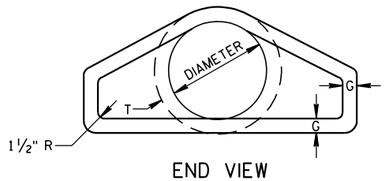


SIDE ELEVATION

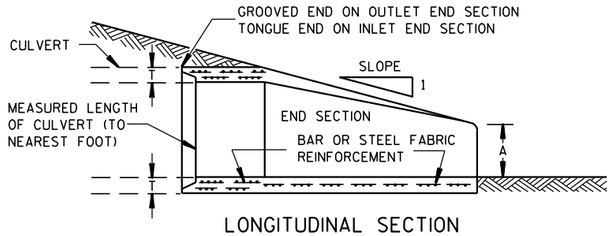
METAL ENDWALLS



PLAN

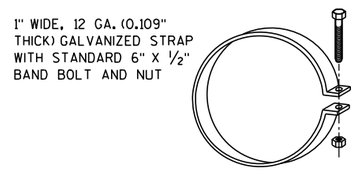


END VIEW



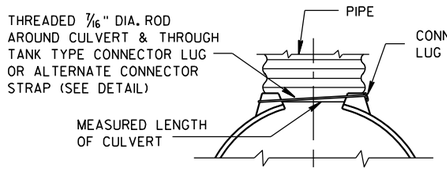
LONGITUDINAL SECTION

CONCRETE ENDWALLS

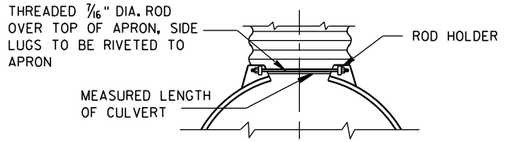


ALTERNATE FOR TYPE 1 CONNECTION

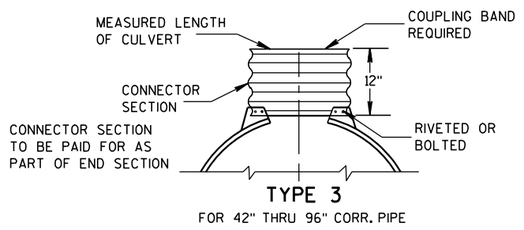
END SECTION CONNECTOR STRAP



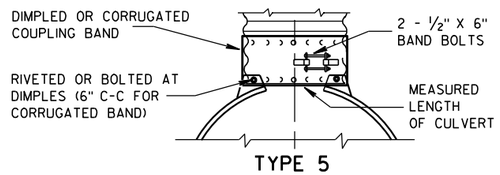
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

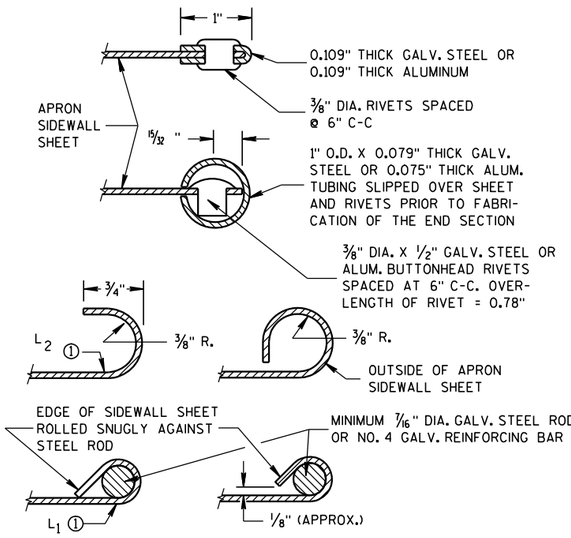
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

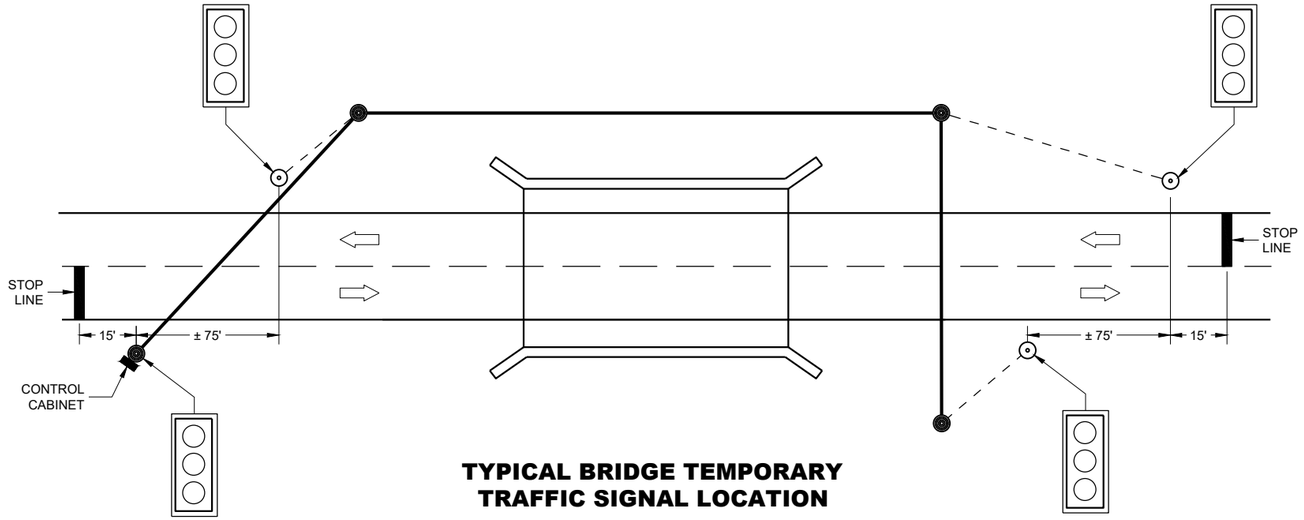
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

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



TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

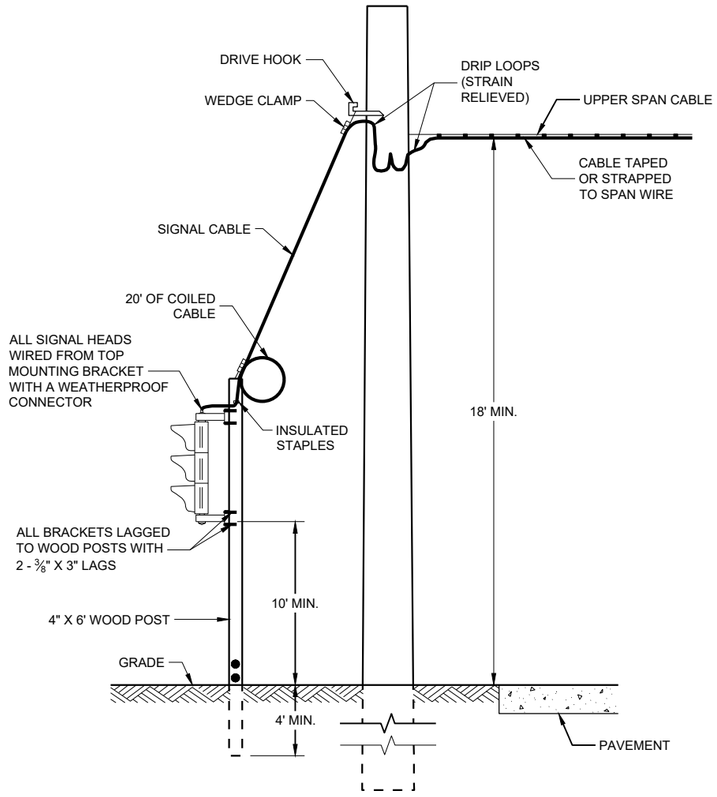
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

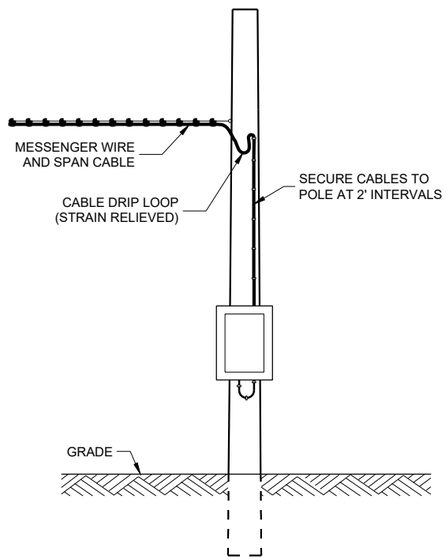
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

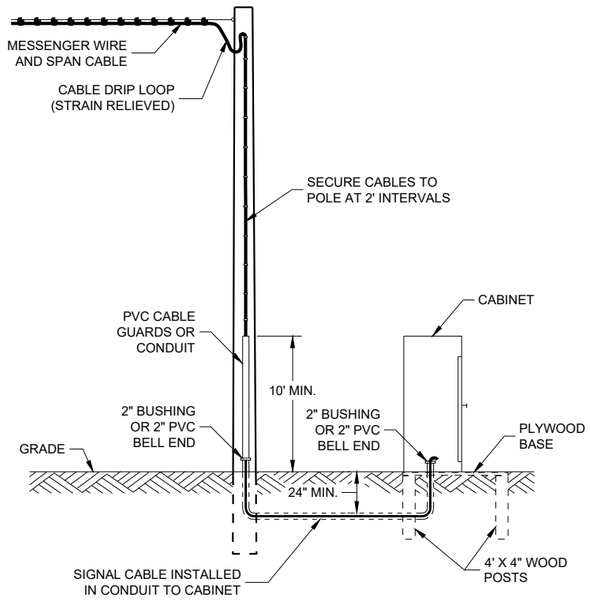
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

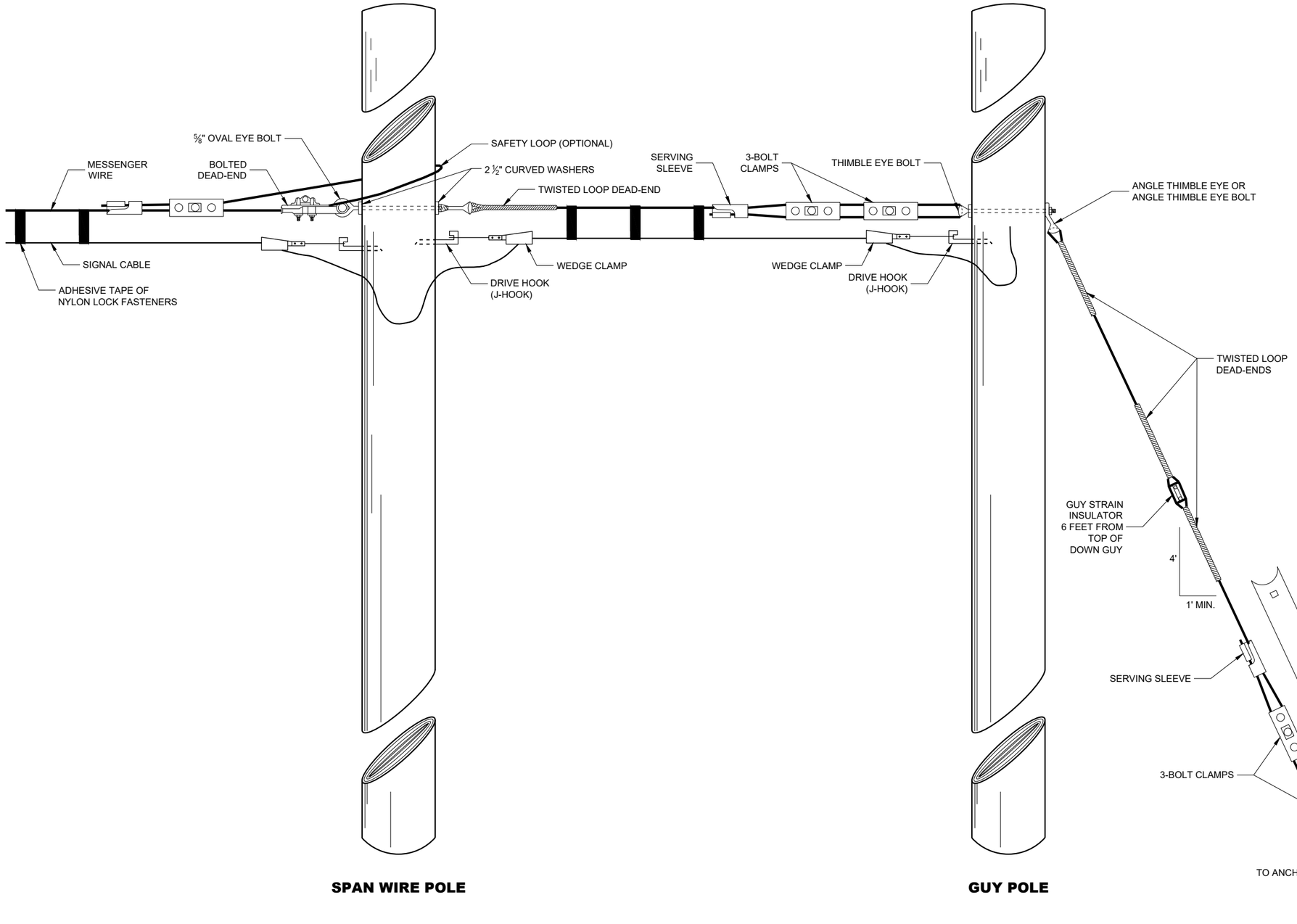
SDD09G02 - 05a

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SDD09G02 - 05a

GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

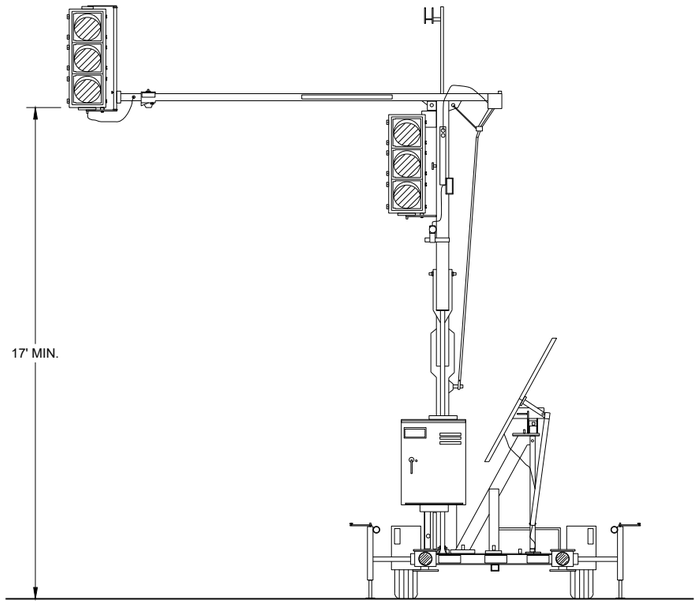
FHWA

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SDD09G02 - 05b

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SDD09G02 - 05b

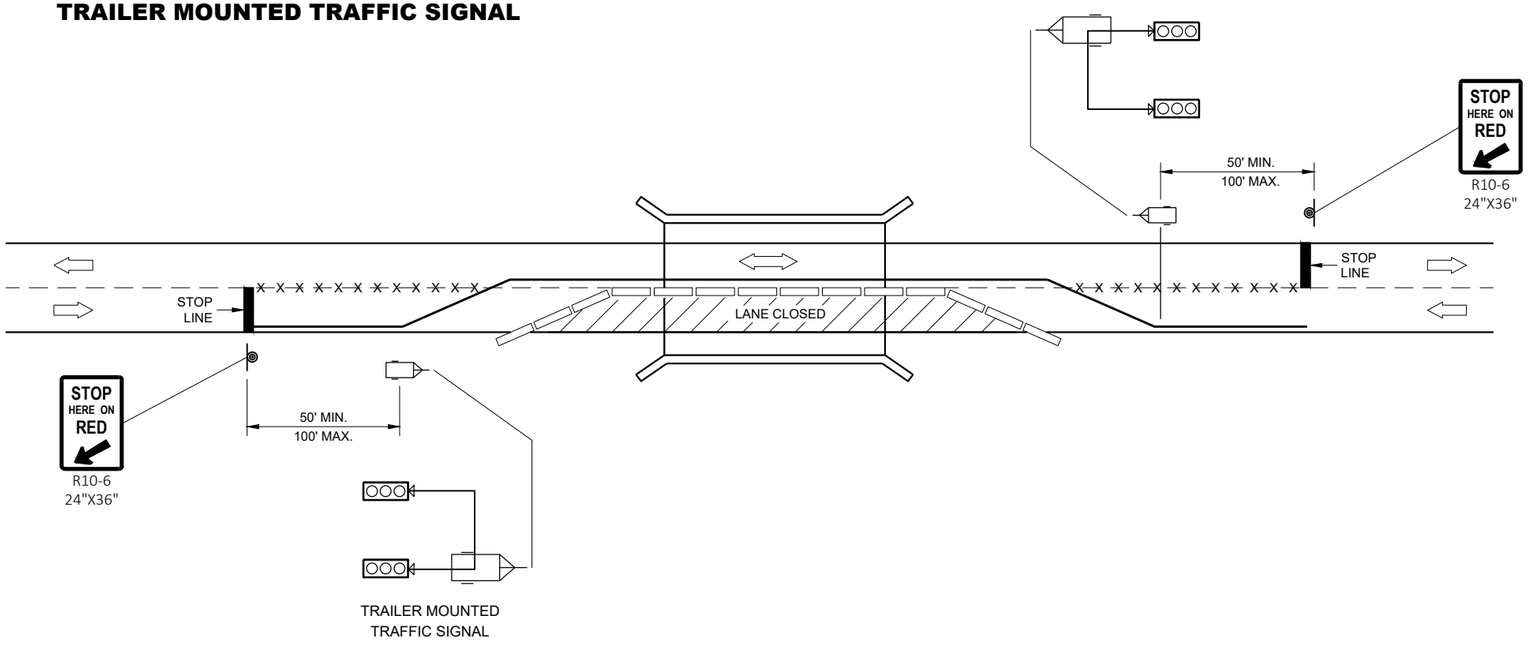


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

DETAIL OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

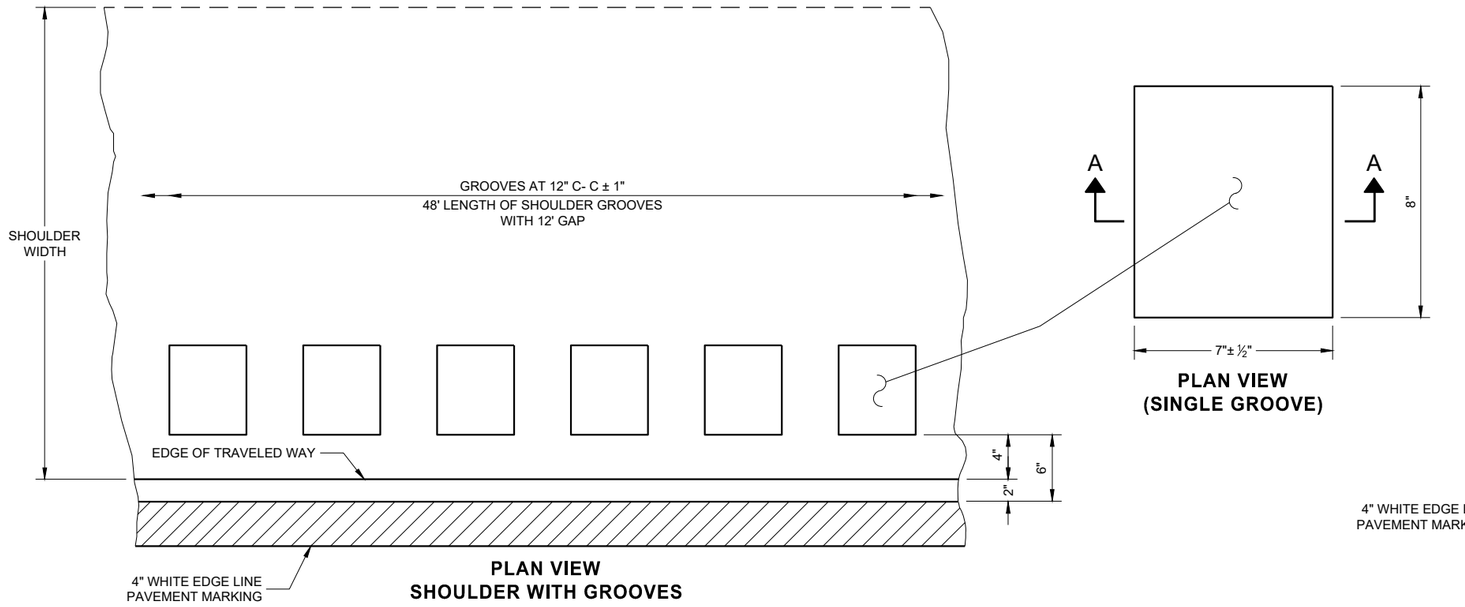
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SDD09G02 - 05c

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SDD09G02 - 05c



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

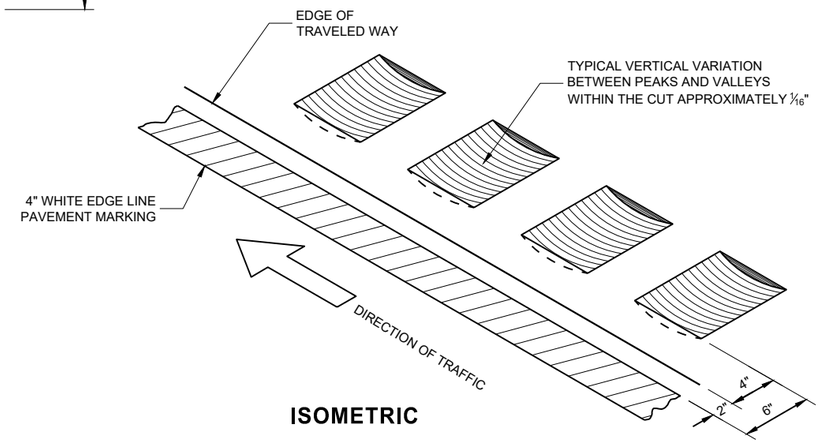
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

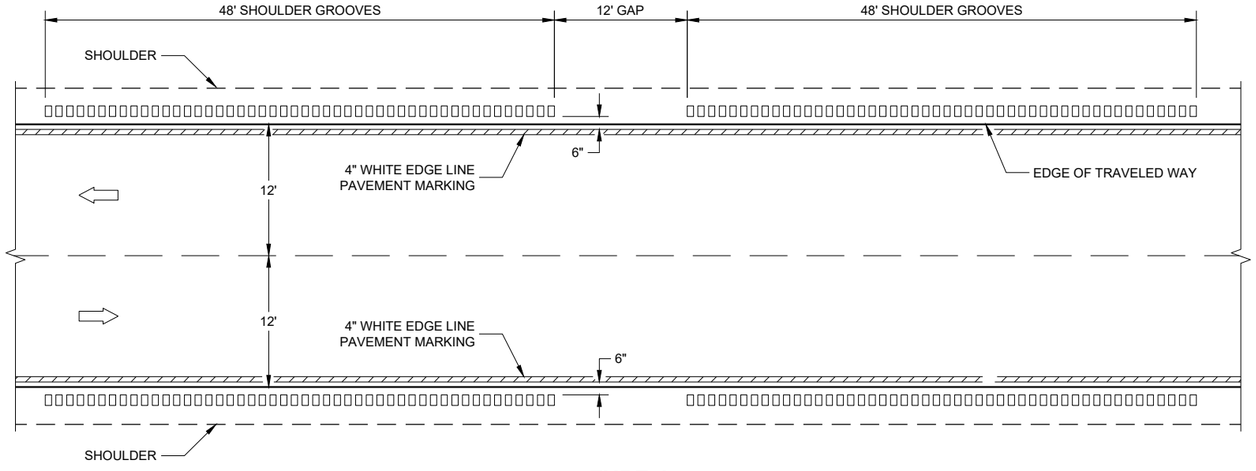
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

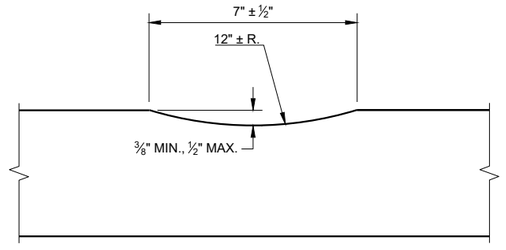
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

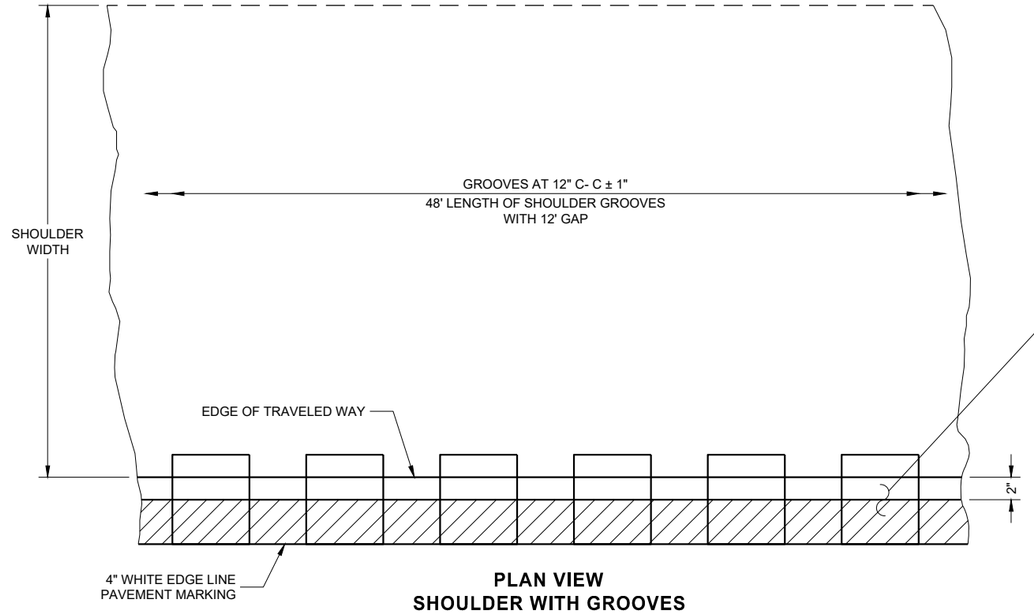
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

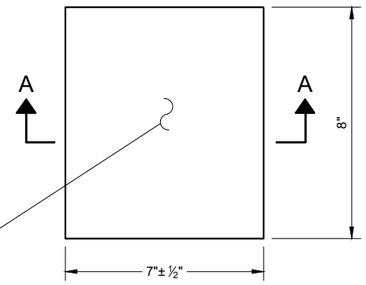
SDD 13A10 - 02a

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SDD 13A10 - 02a



PLAN VIEW
SHOULDER WITH GROOVES



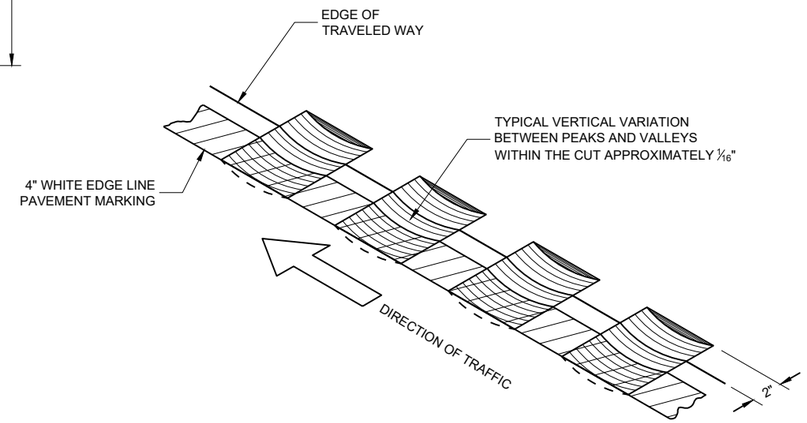
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

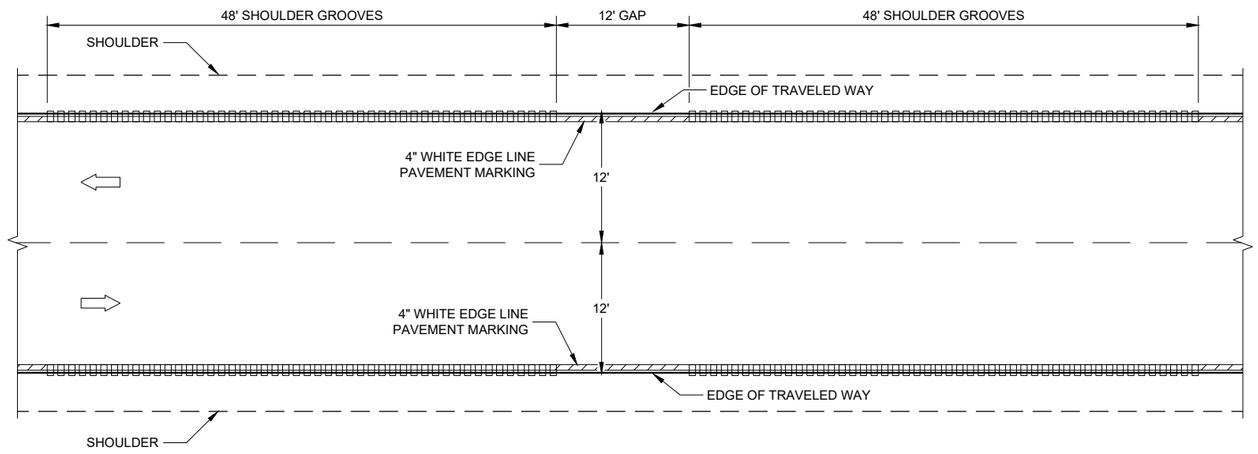
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

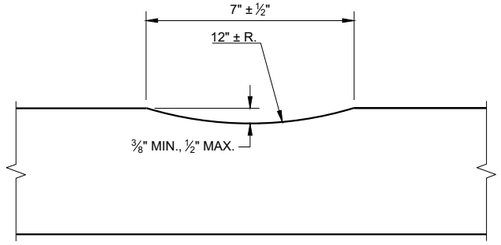


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP

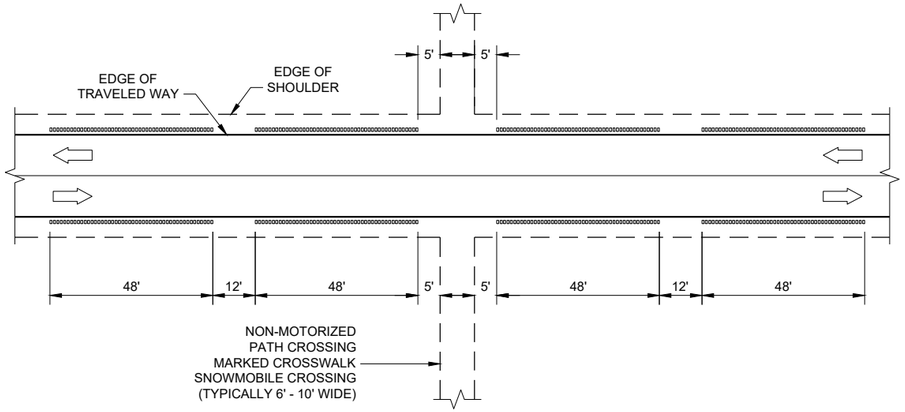


SECTION A - A

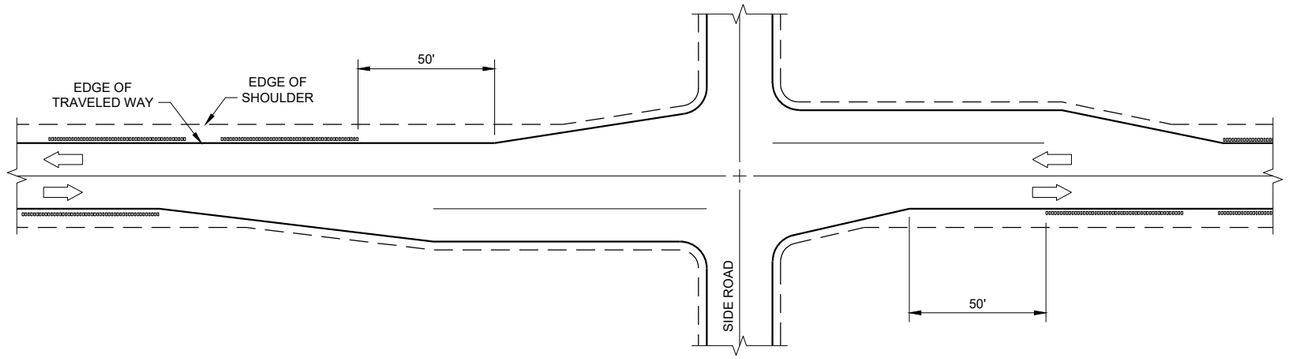
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

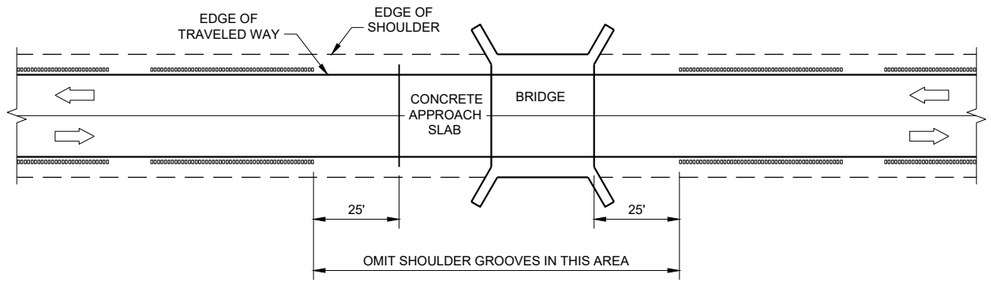
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6
SDD 13A10 - 02b
SDD13A10 - 02b



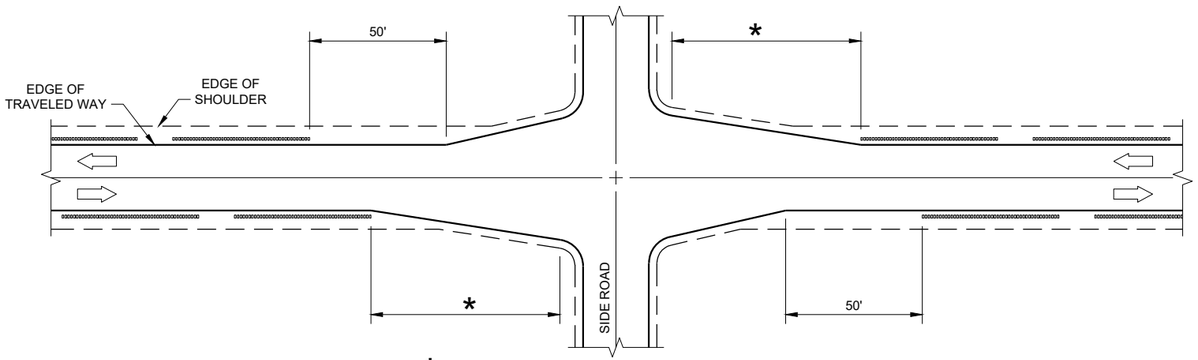
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

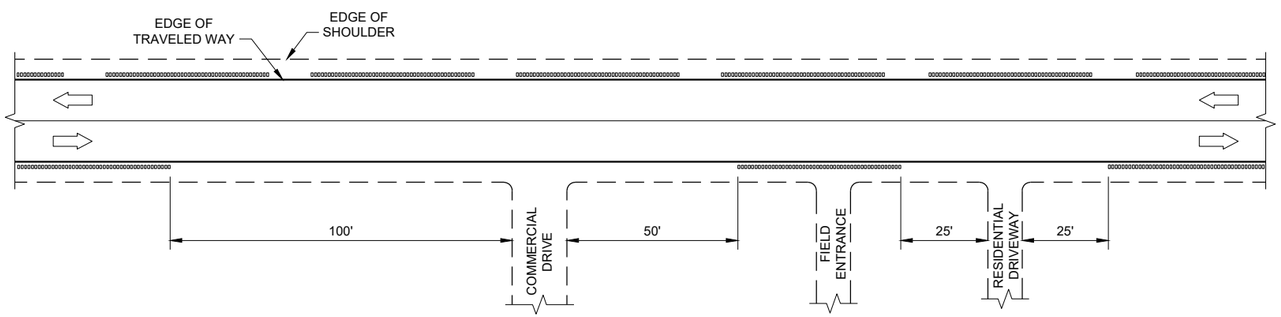


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

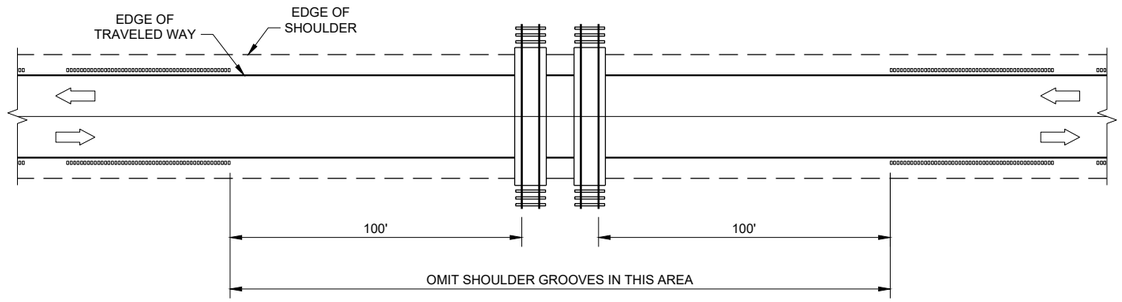
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

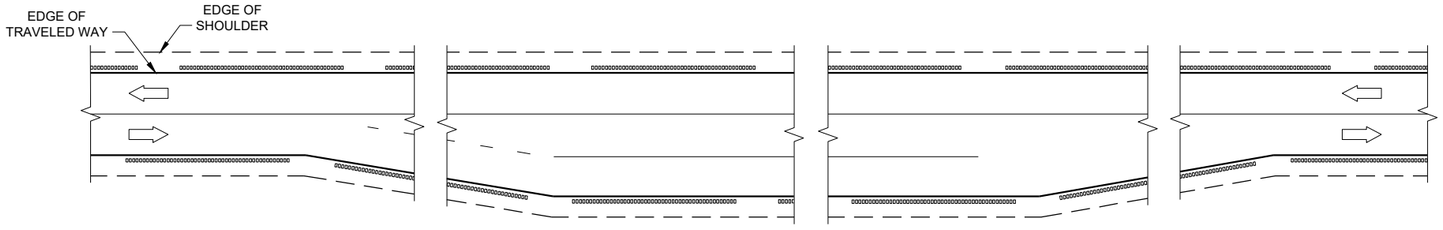
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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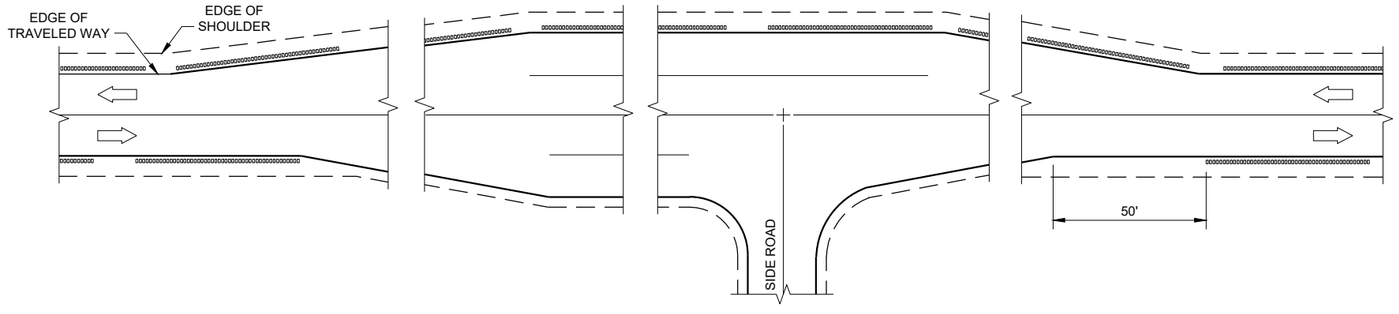
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

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SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

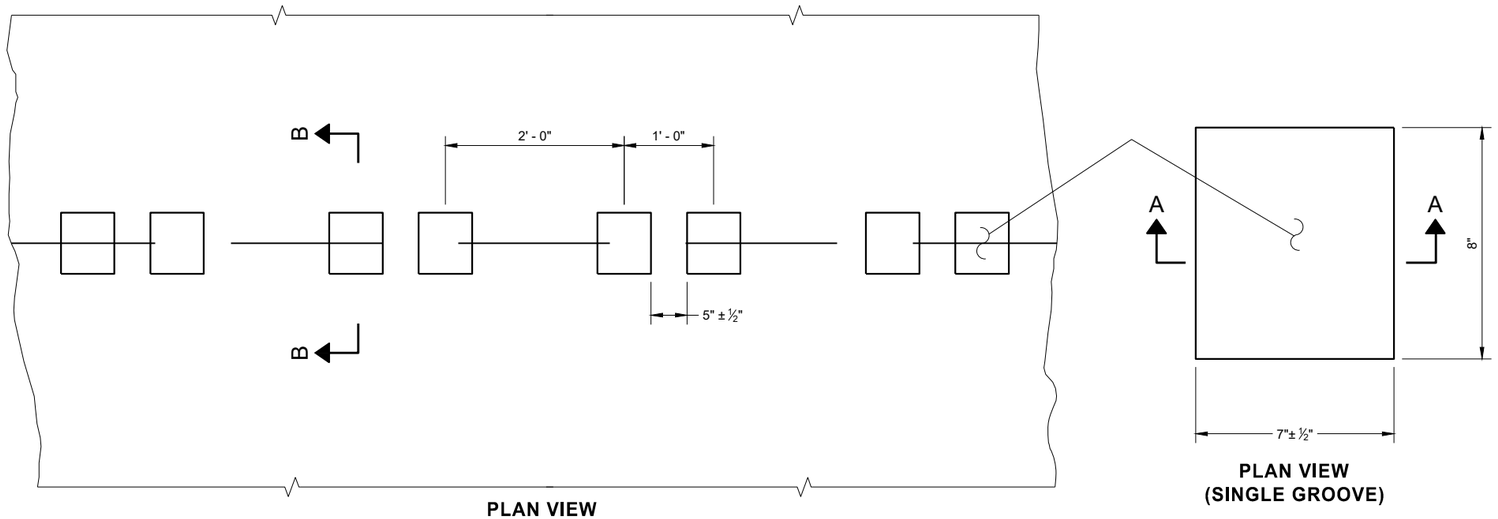
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

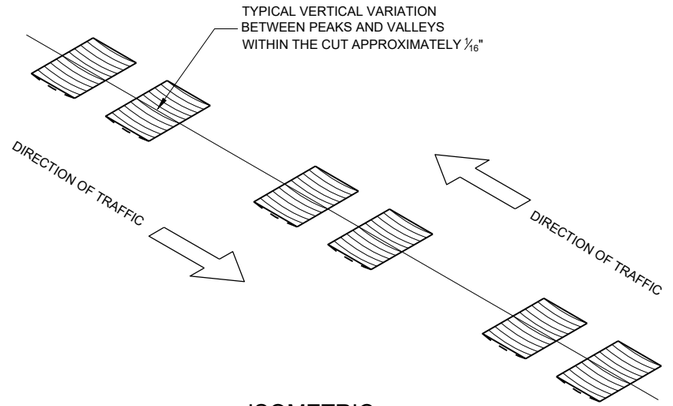
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

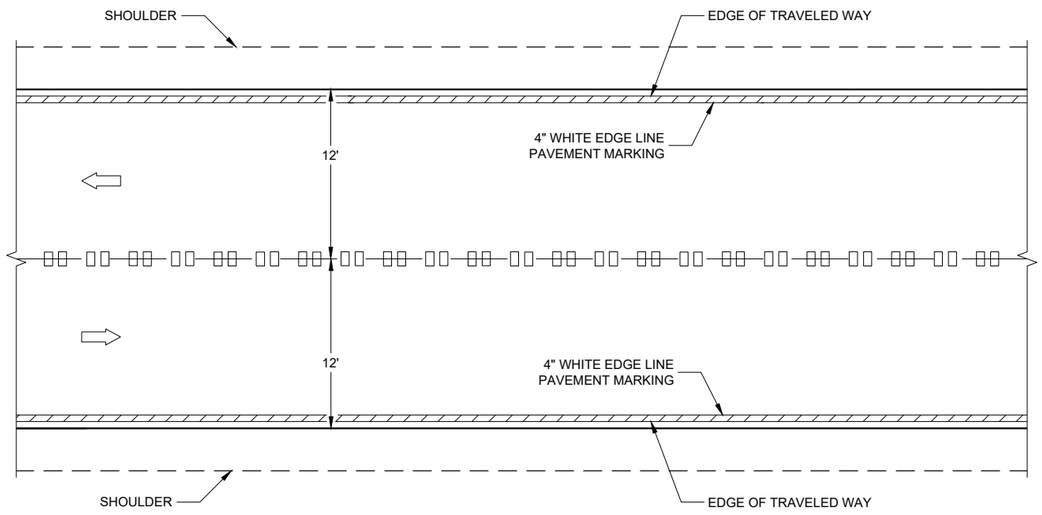
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

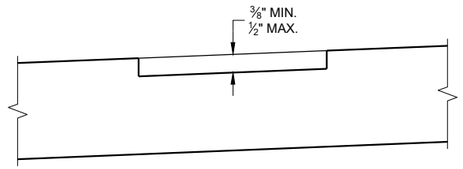
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



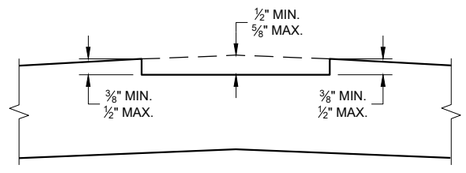
ISOMETRIC



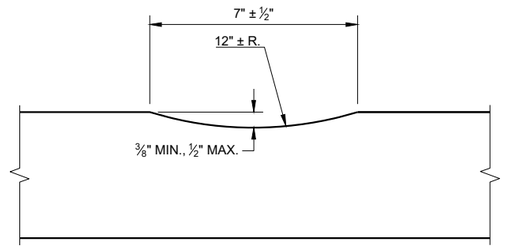
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

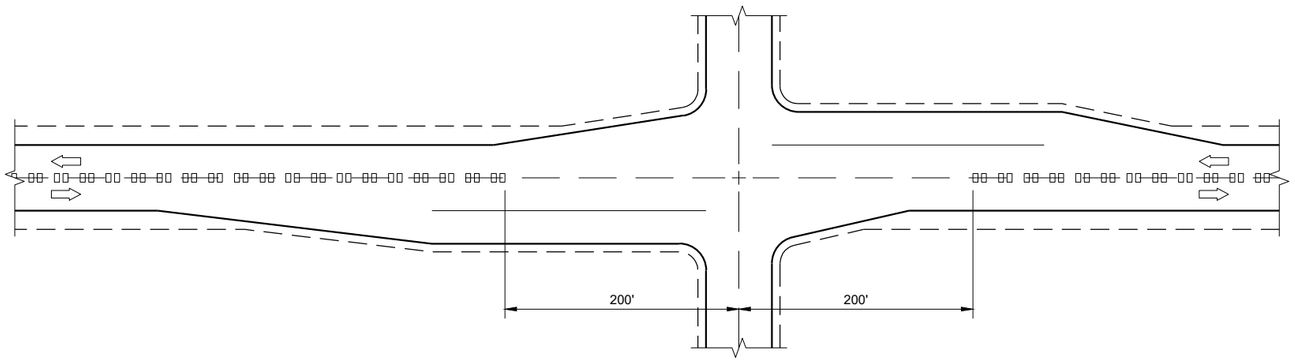
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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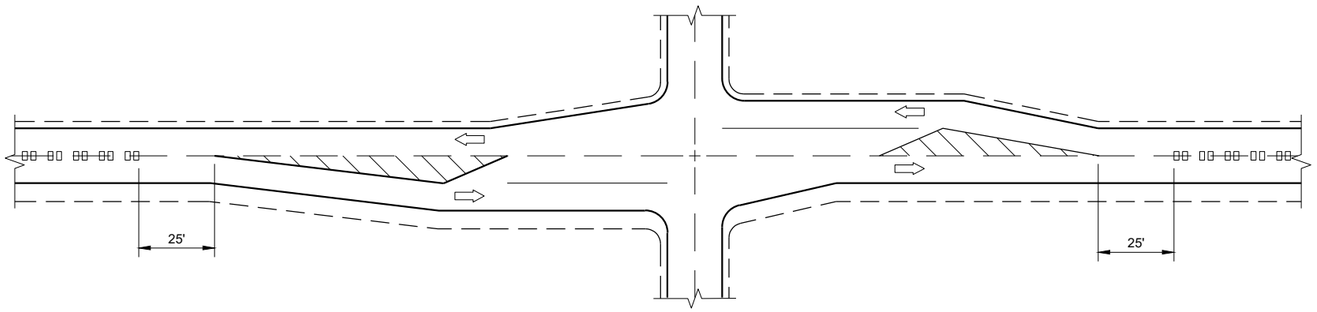
SDD 13A11 - 03a

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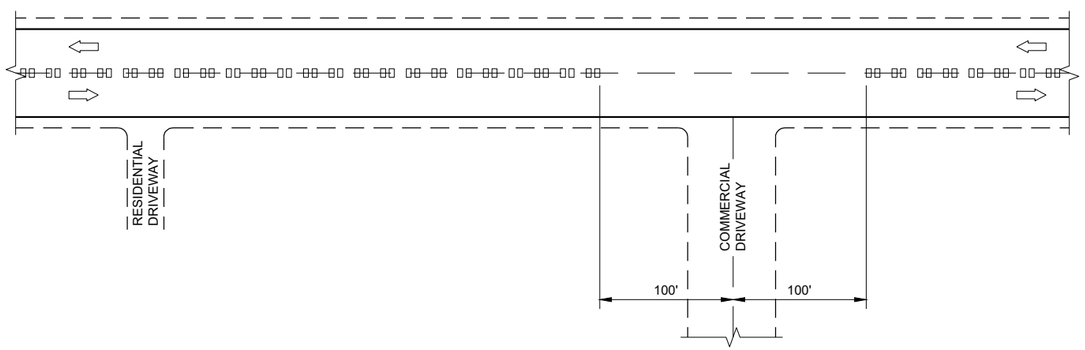
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



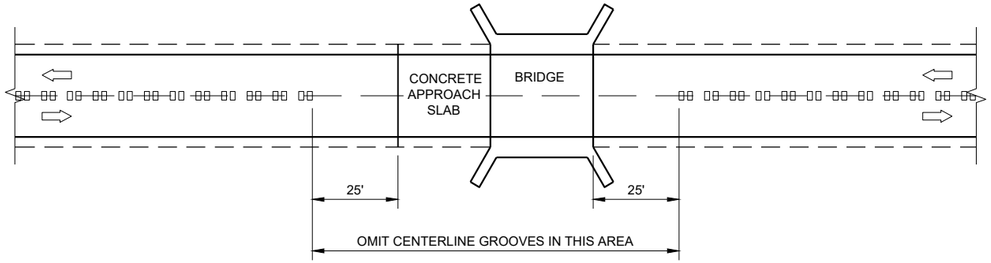
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



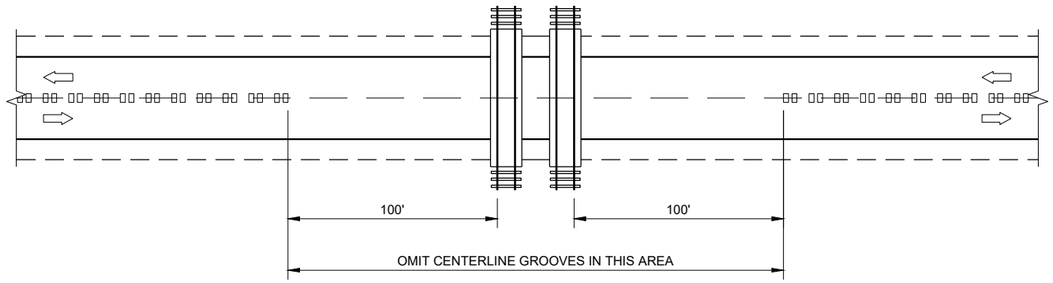
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

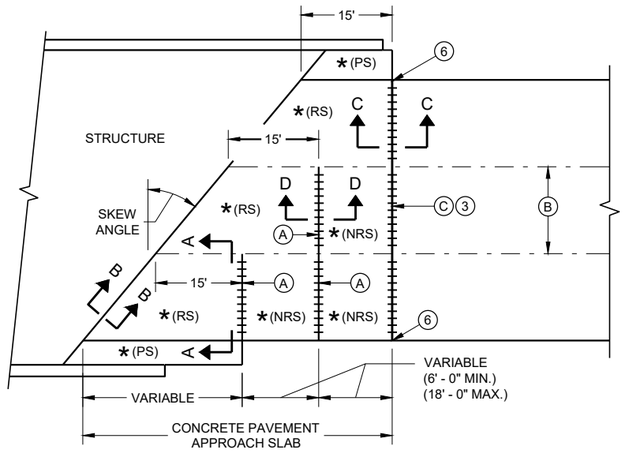
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

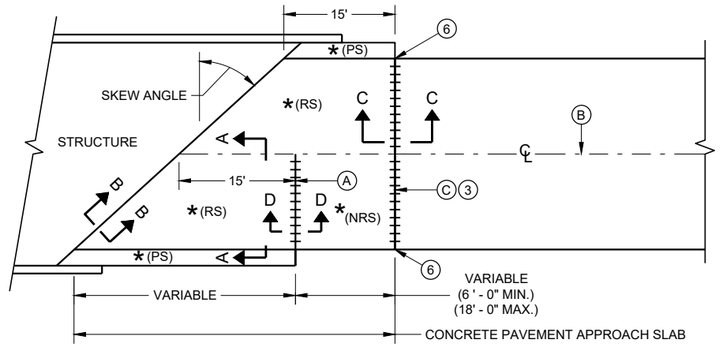
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

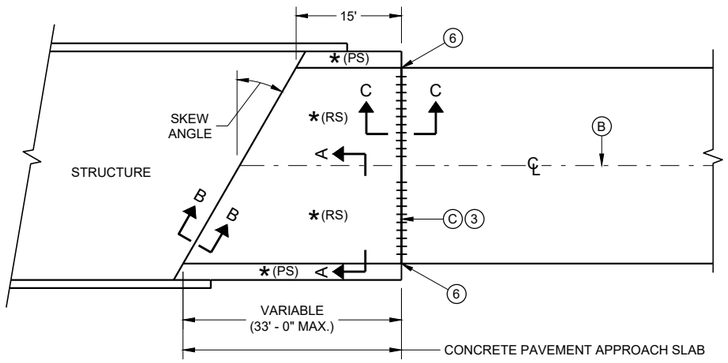
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SDD 13A11 - 03b



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

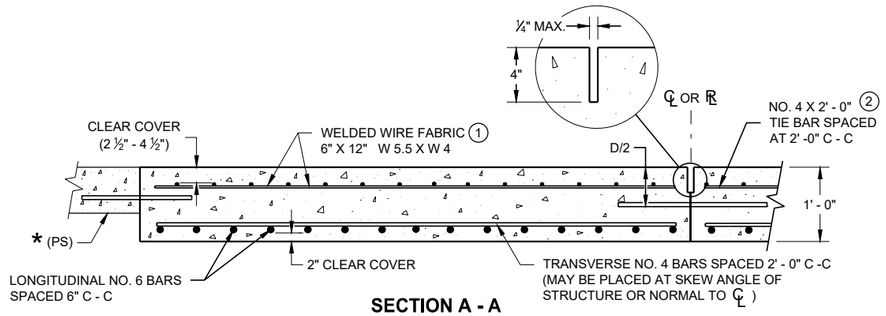
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

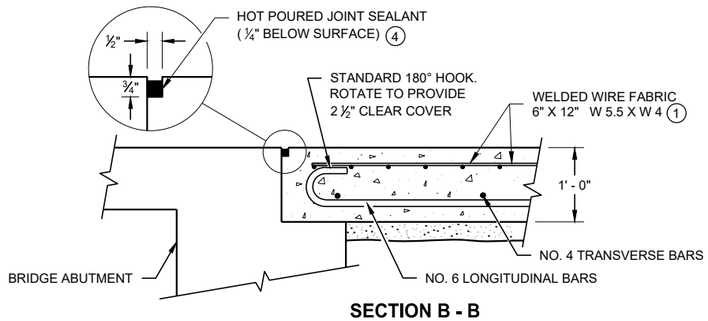
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

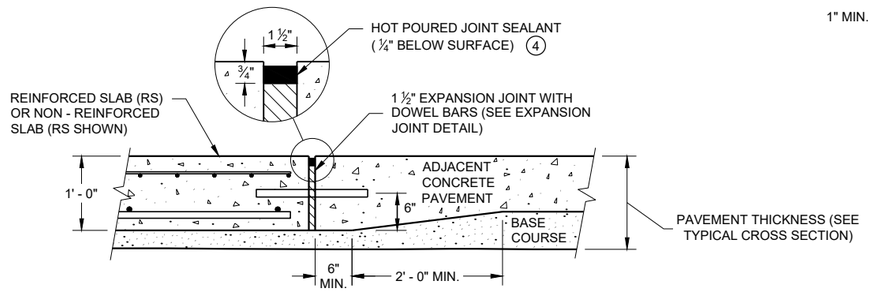
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

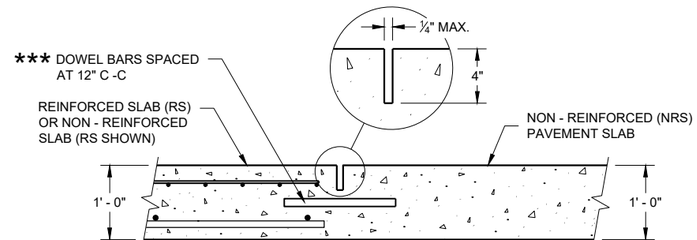
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

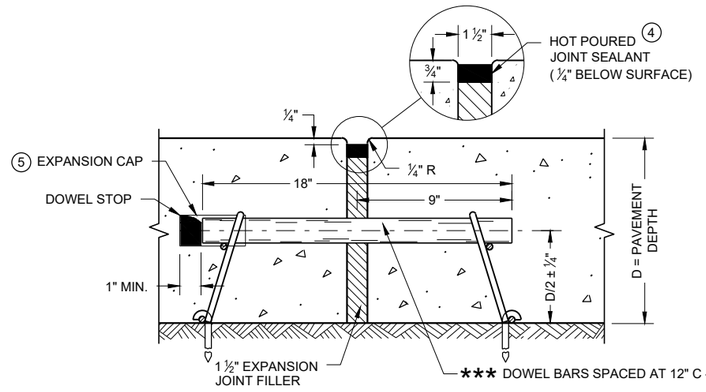
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

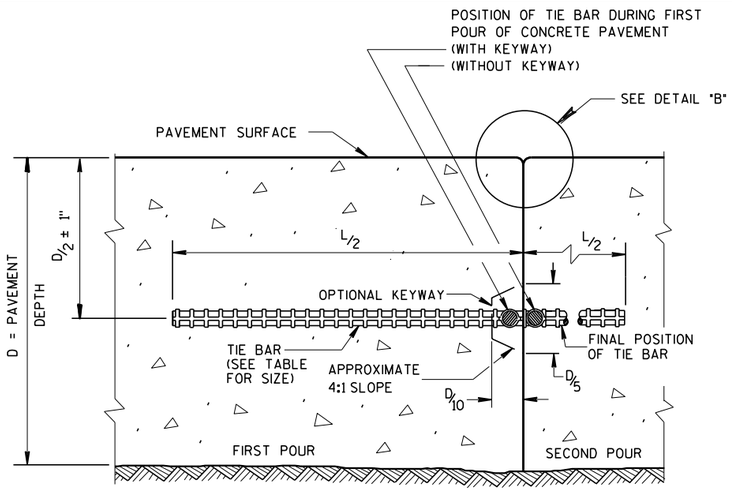
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

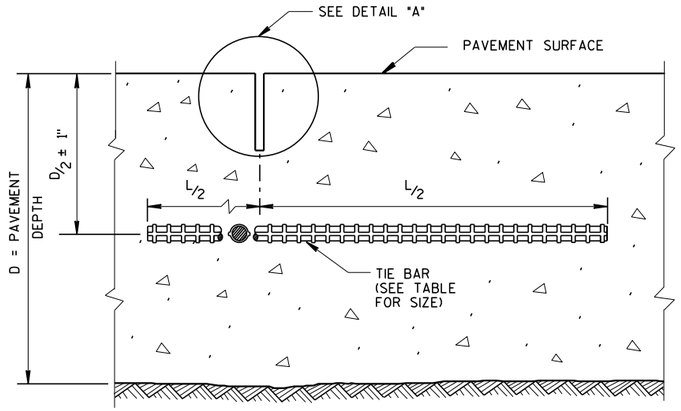
FHWA

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SDD 13B02 - 09a



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

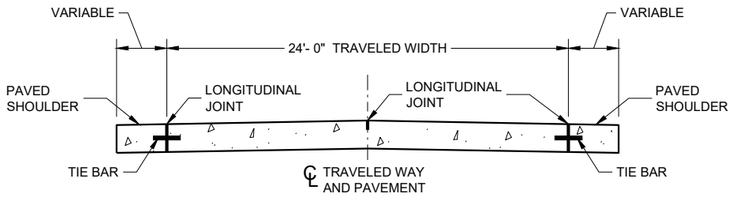
** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

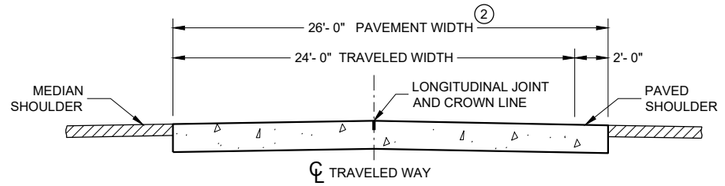
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp, PE
PAVEMENT SUPE
FHWA

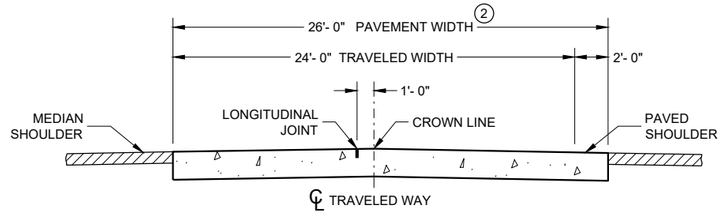


SECTION A - A

TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B - B



ALTERNATIVE SECTION B - B

DIVIDED HIGHWAY (1)

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

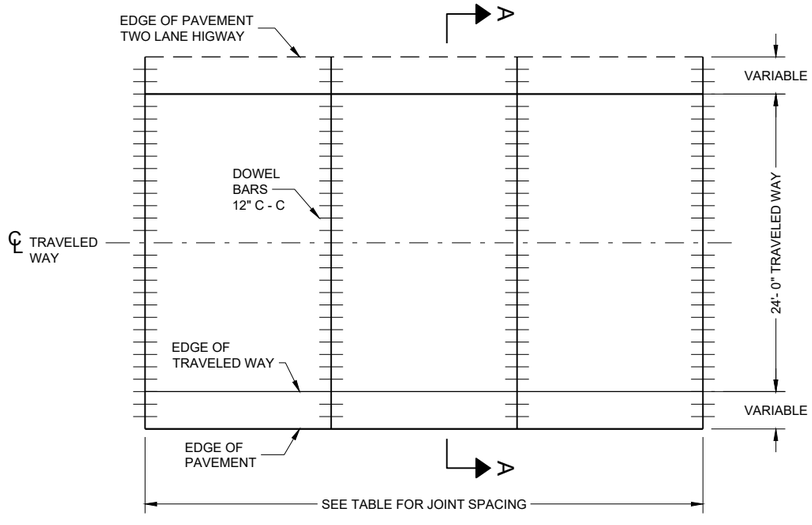
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

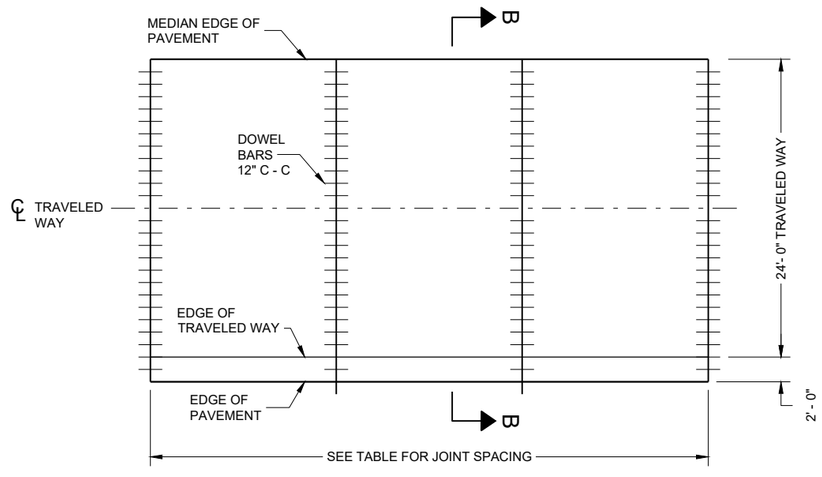
(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9" & ABOVE	1 ¼"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

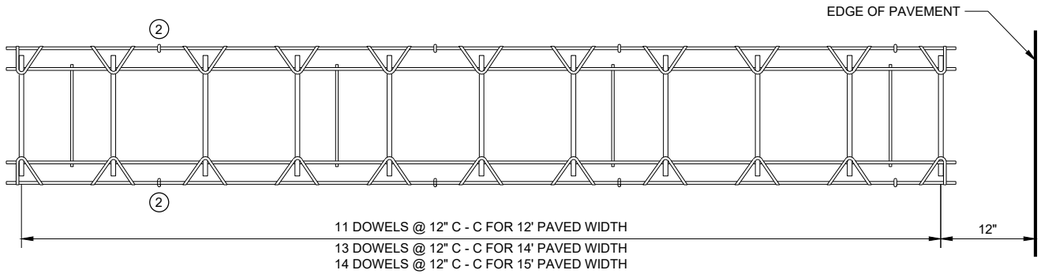
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SDD 13C11 - 13a

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SDD 13C11 - 13a



PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY (1)

GENERAL NOTES

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

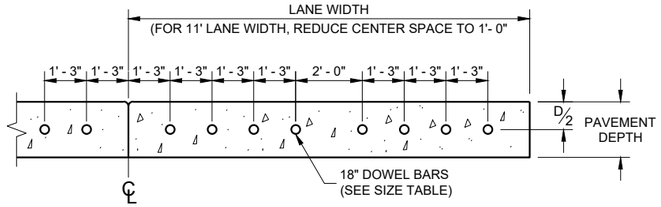
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

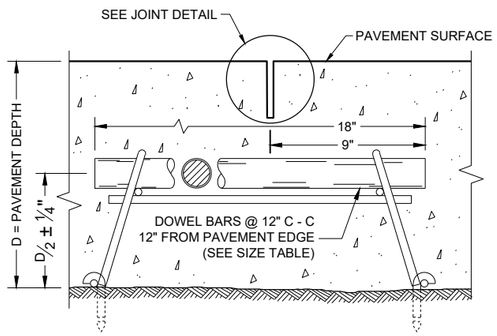
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

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

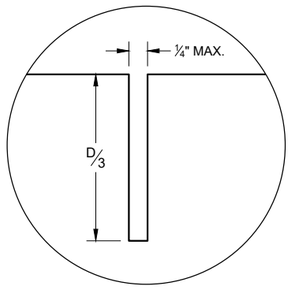
(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



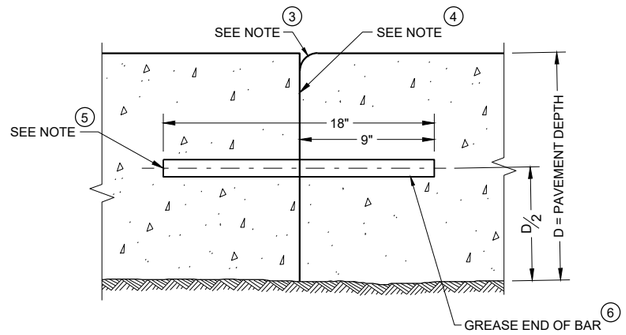
DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
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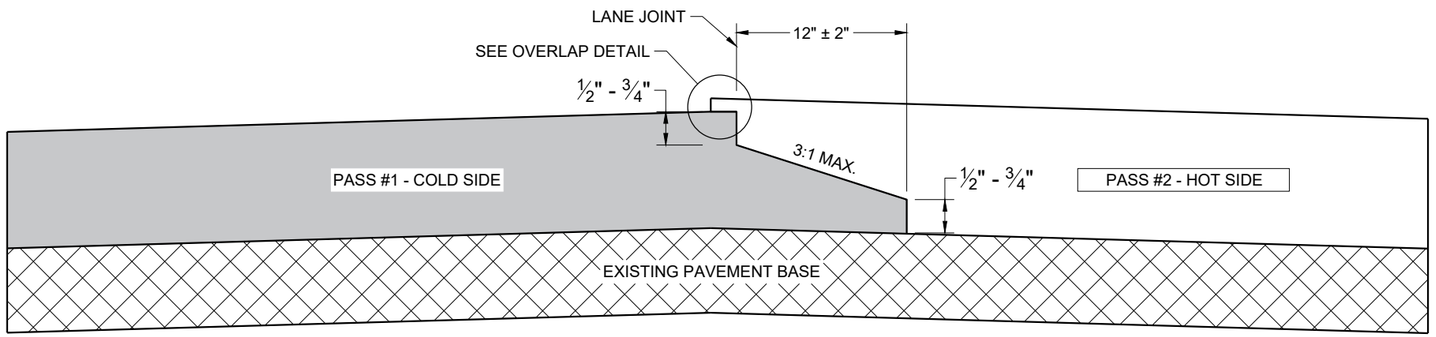
APPROVED
00-00-00
DATE

/S/ <AUTHOR>
PAVEMENT SUPERVIS

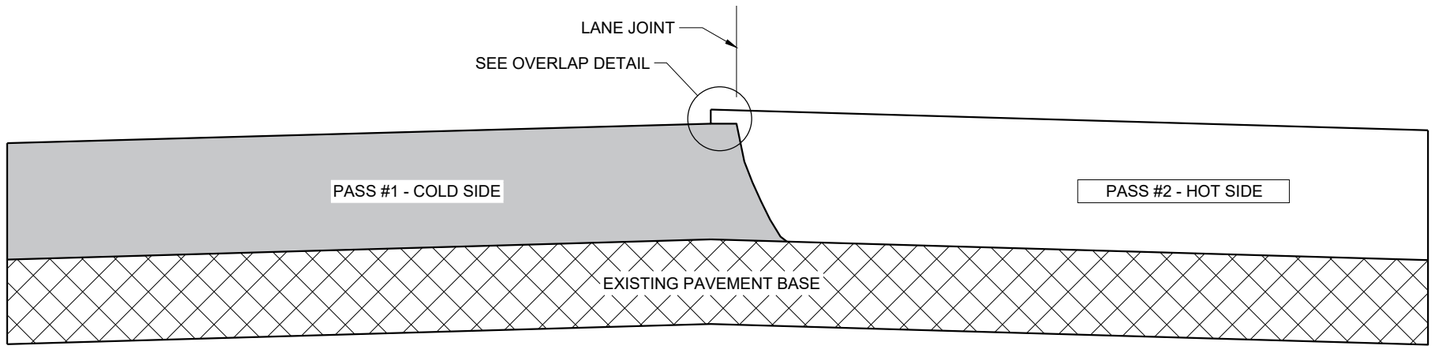
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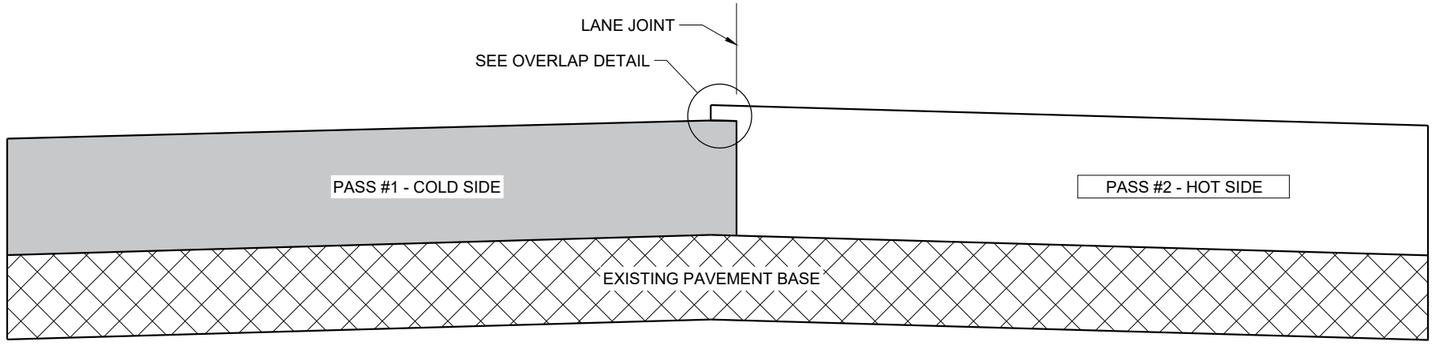
SDD 13C11 - 13b
SDD 13C11 - 13b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

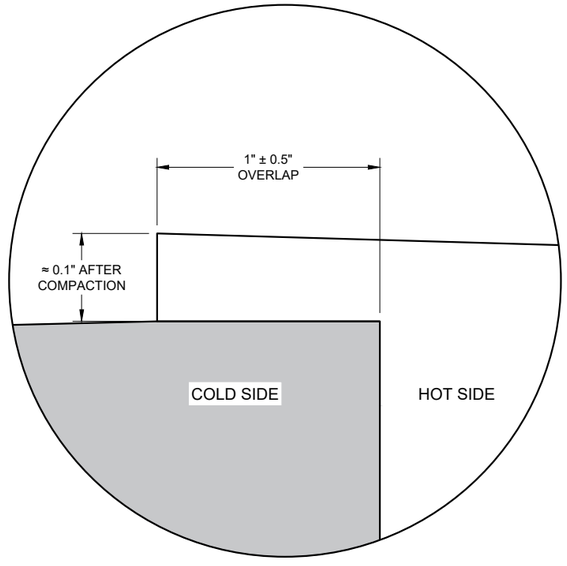
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGIN

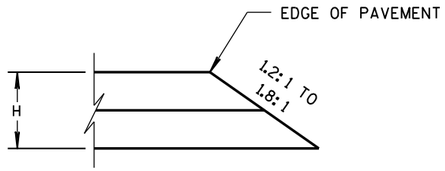
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SDD 13C19 - 03

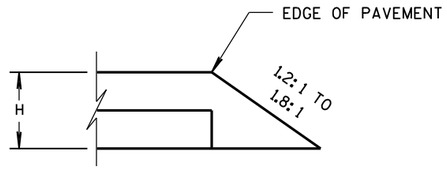
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SDD 13C19 - 03



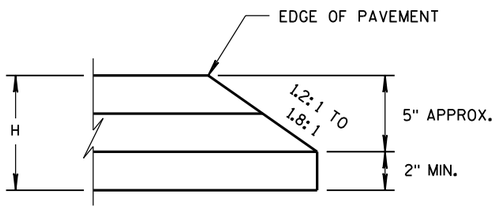
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



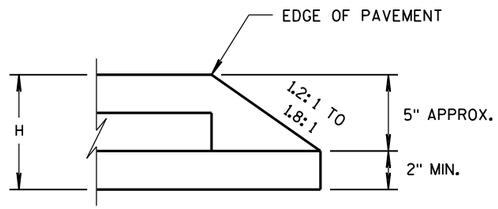
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

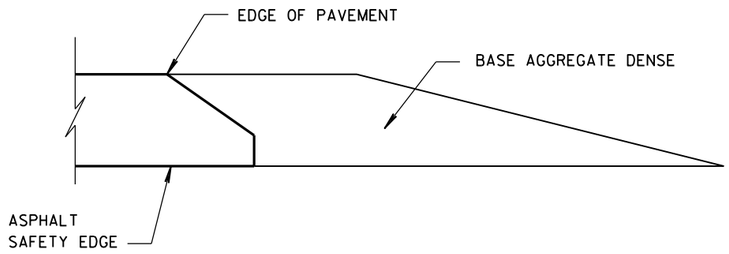
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

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

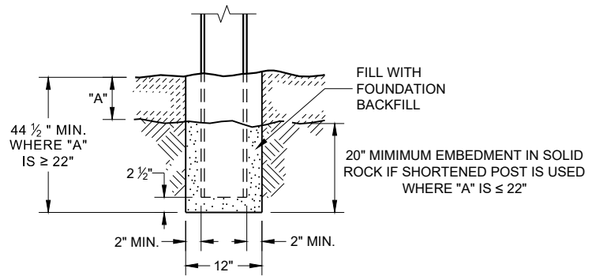
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

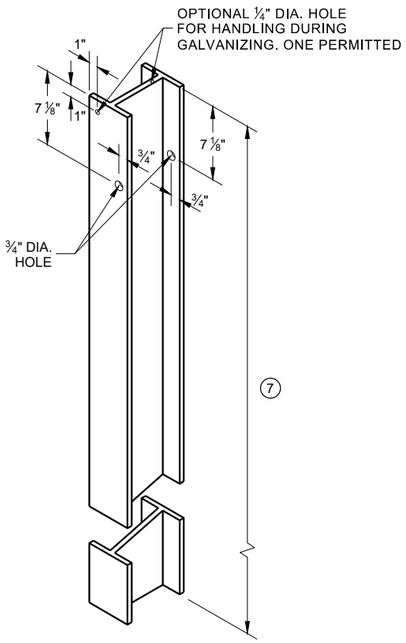
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

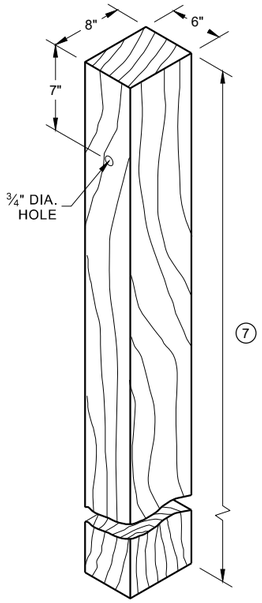
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



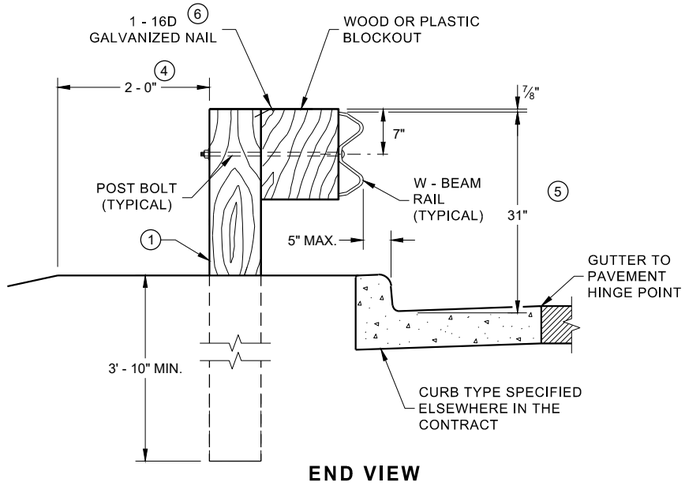
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



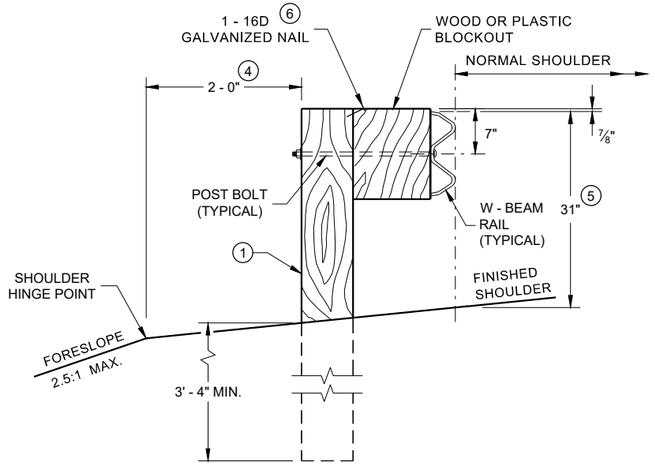
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



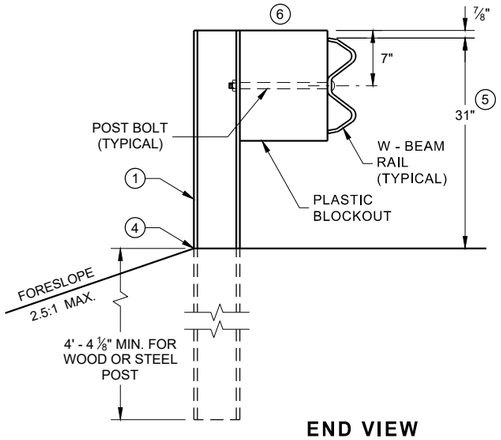
WOOD POST (6" X 8") NOMINAL (1)



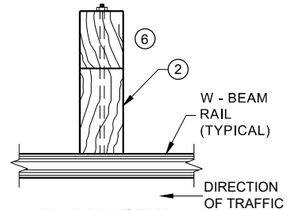
END VIEW
LOCATED ALONG A CURBED ROADWAY



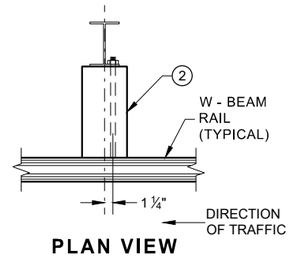
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



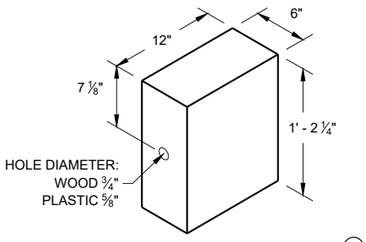
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

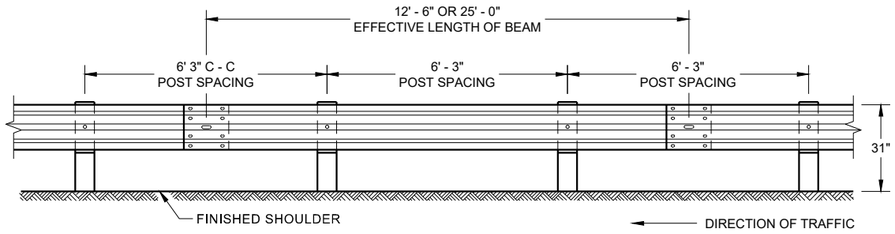
STATE OF WISCONSIN
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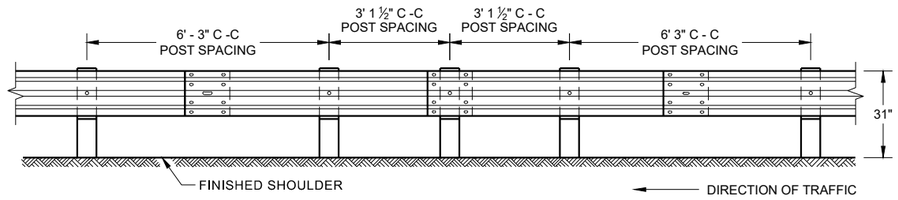
SDD 14B42 - 07a

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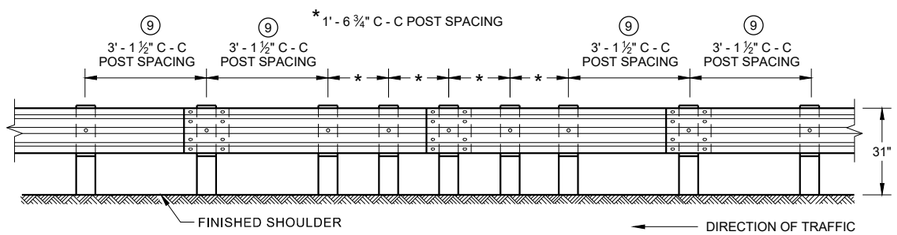
SDD 14B42 - 07a



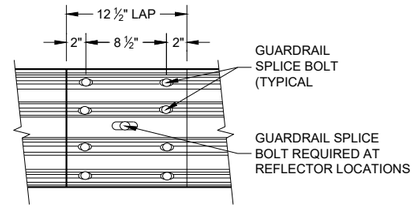
FRONT VIEW
POST SPACING STANDARD INSTALLATION



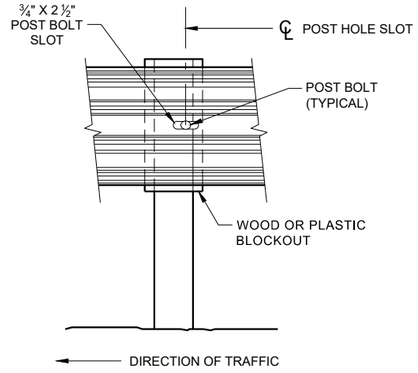
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



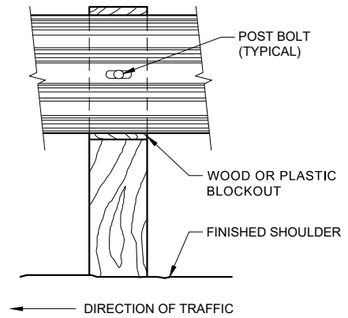
FRONT VIEW
QUARTER POST SPACING (QS)



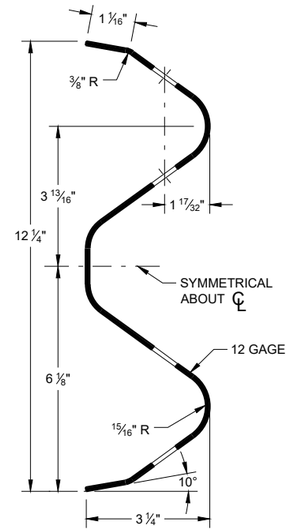
FRONT VIEW
MID-SPAN BEAM SPLICE



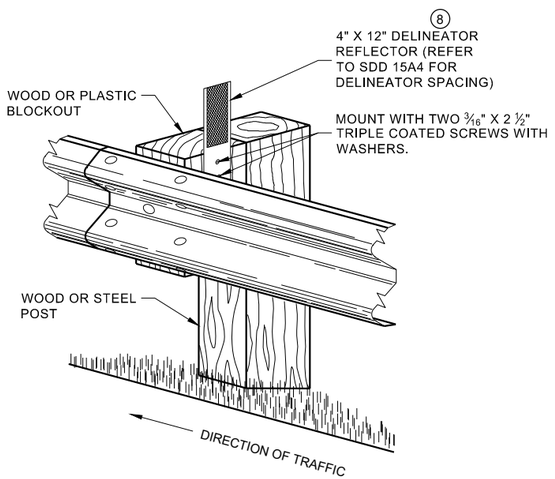
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

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

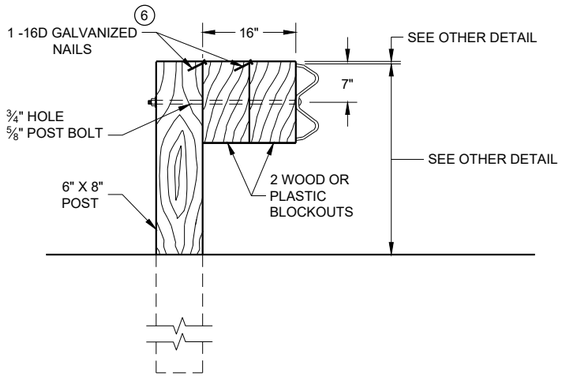
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

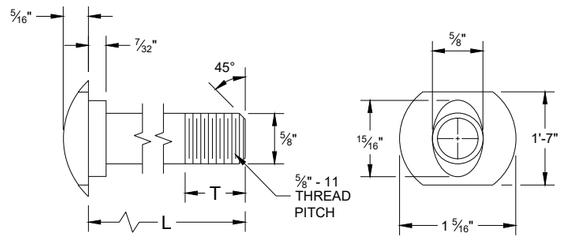


DETAIL FOR 16" BLOCKOUT DEPTH

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.

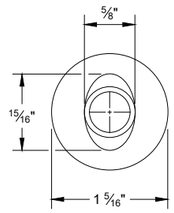
NOTE:

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.

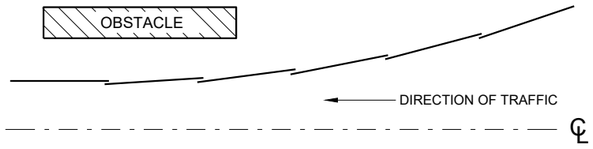


POST BOLT TABLE

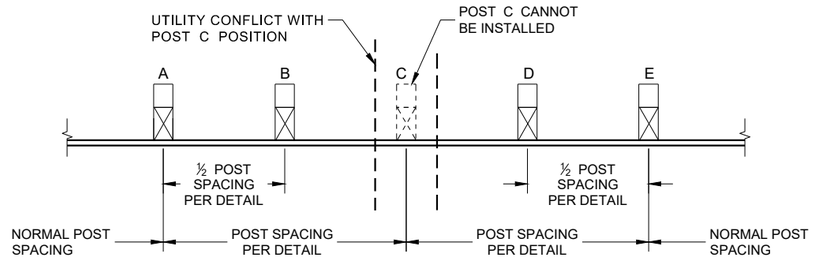
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



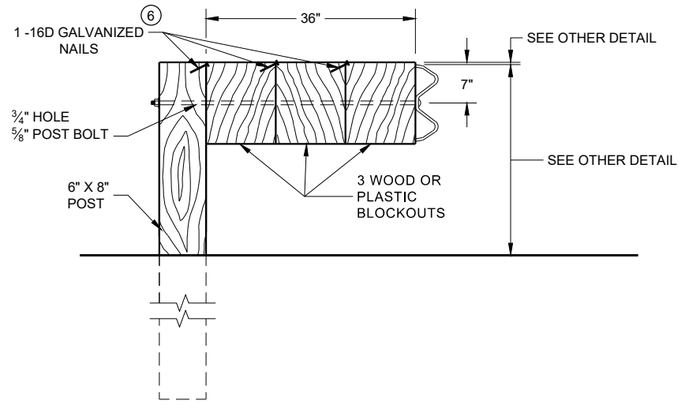
ALTERNATE BOLT HEAD



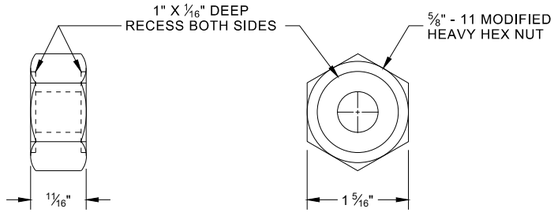
PLAN VIEW
BEAM LAPPING DETAIL



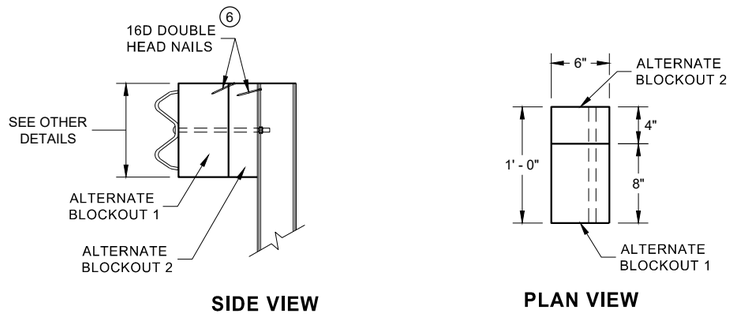
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



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.

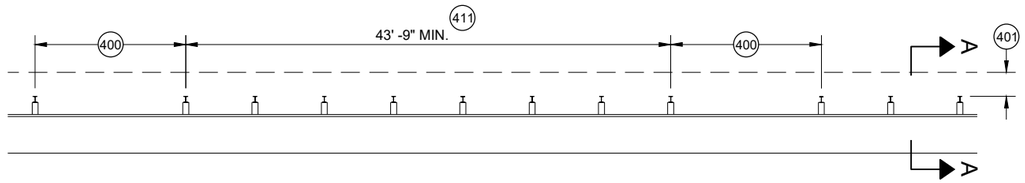
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

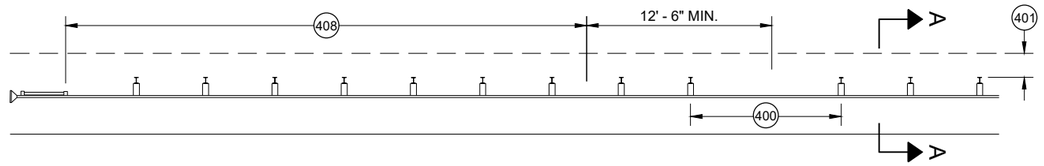
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

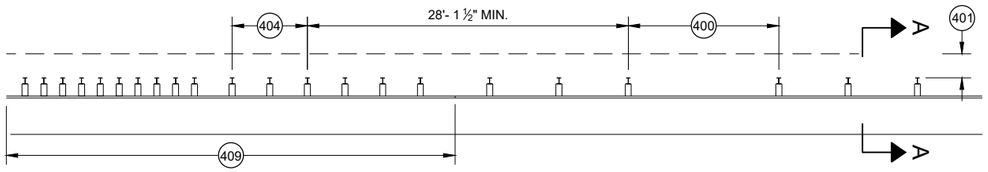
SDD 14B42 - 07c



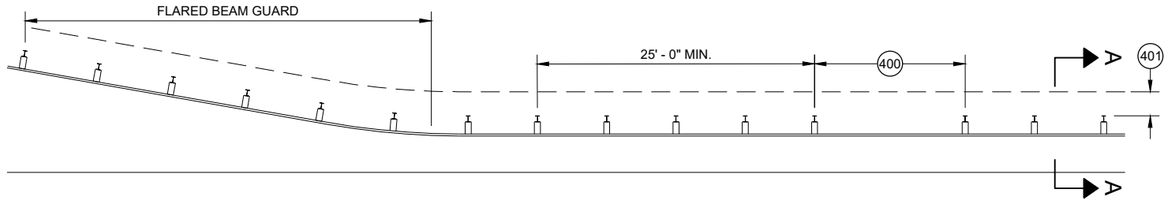
MISSING POST IN MGS GUARDRAIL



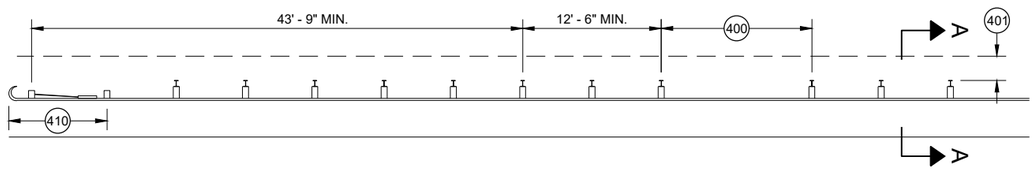
MISSING POST IN MGS GUARDRAIL NEAR EAT



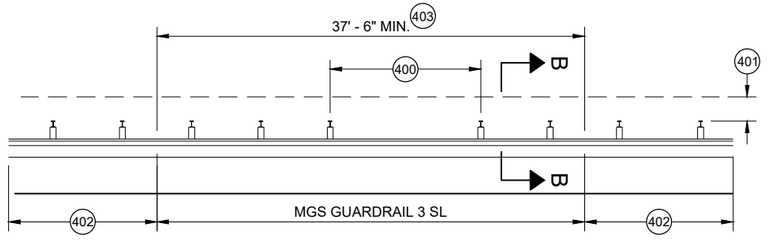
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

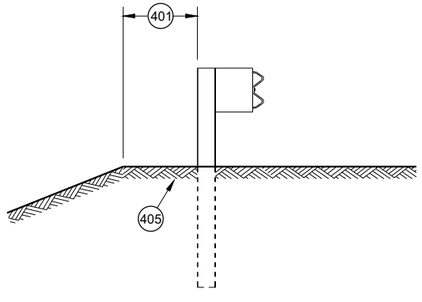


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

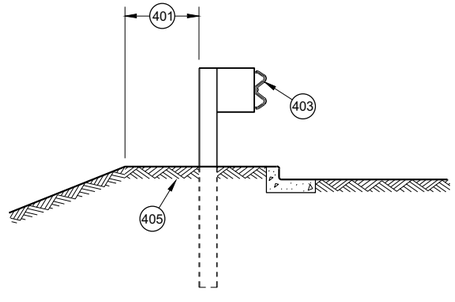


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

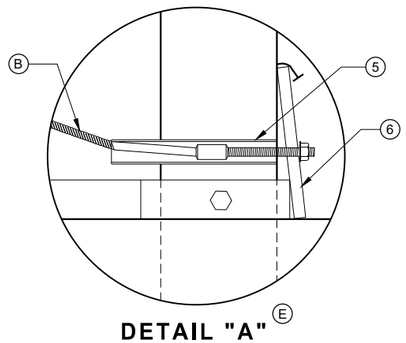
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

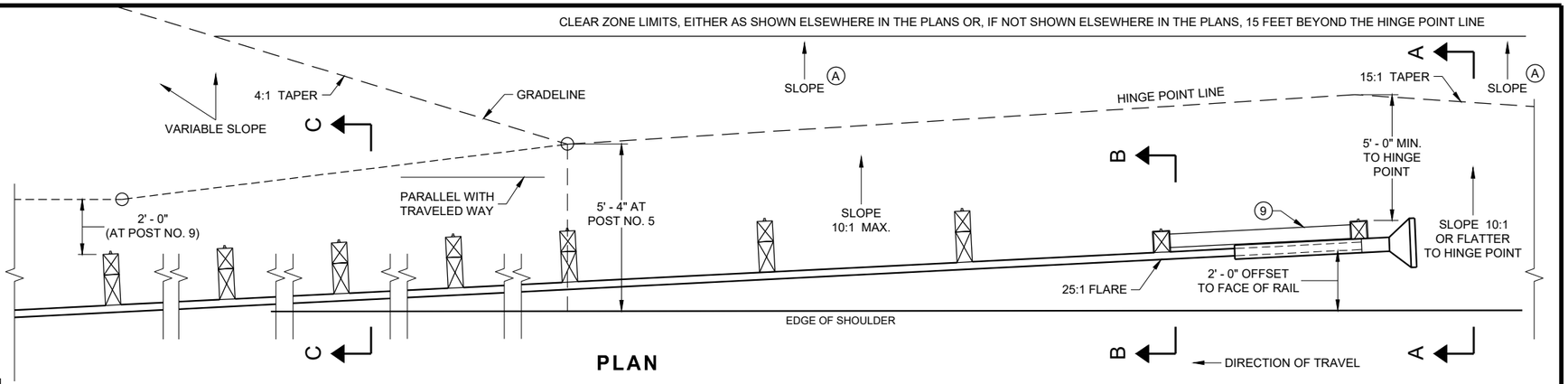
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

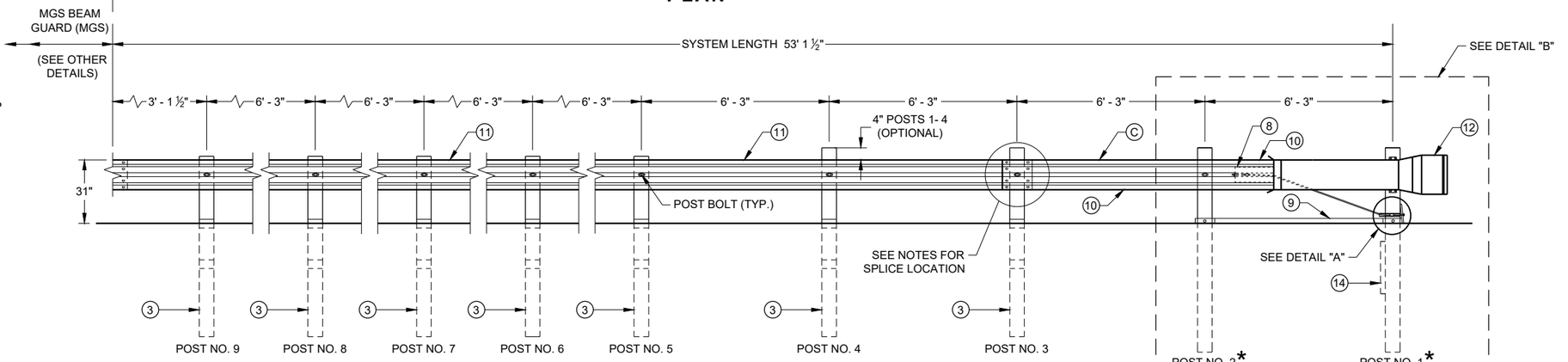
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



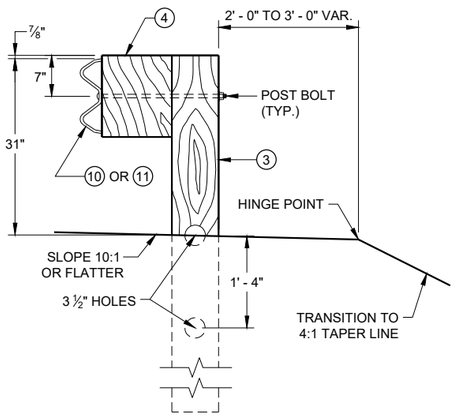
DETAIL "A" (E)



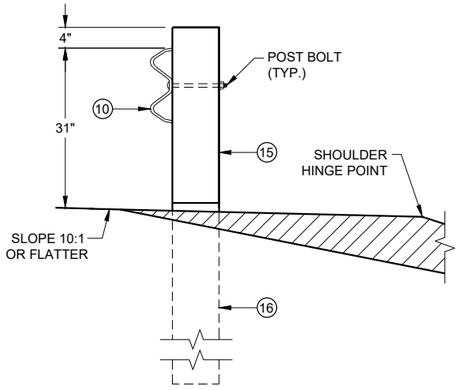
PLAN



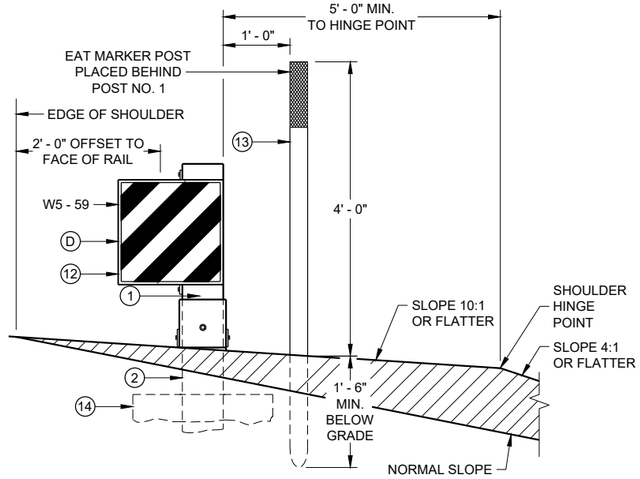
ELEVATION



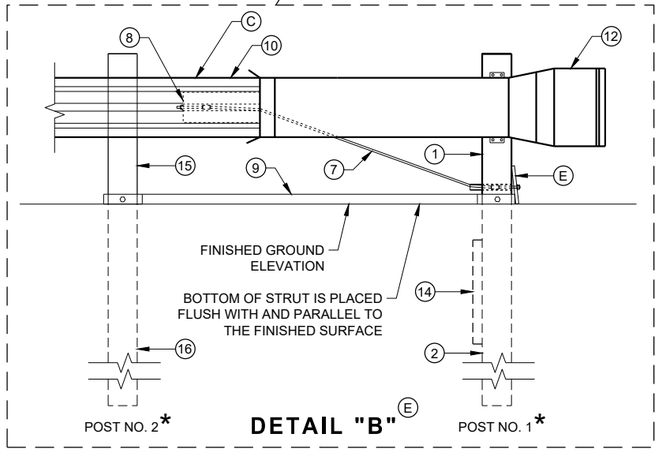
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



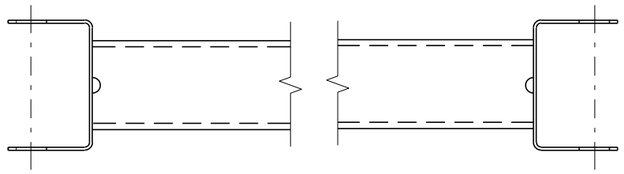
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

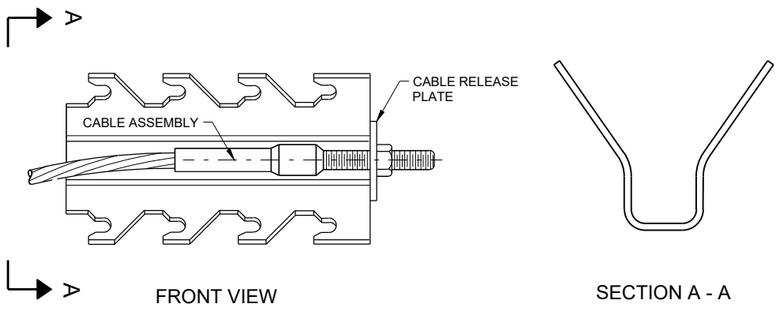
SDD 14B44 - 04a



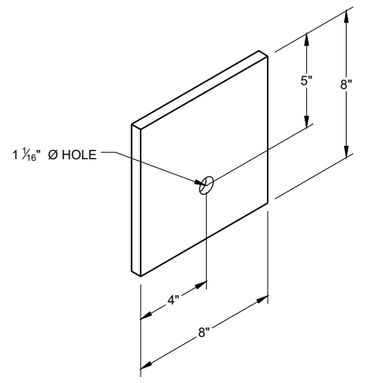
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

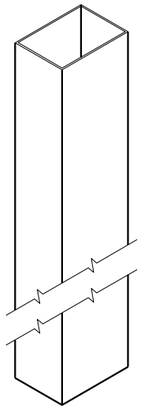
6

SDD 14B44 - 04b

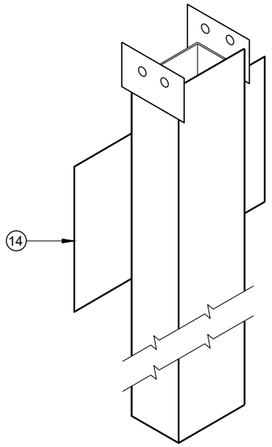
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

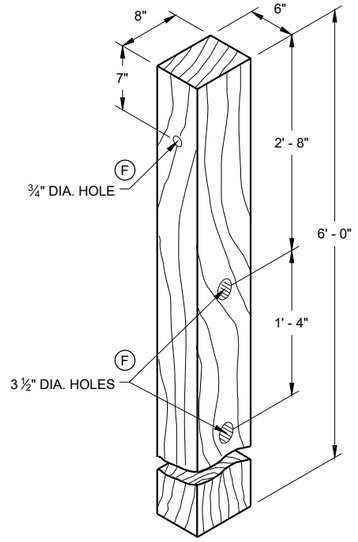
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



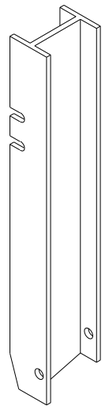
UPPER POST NO. 1 (1) (E)



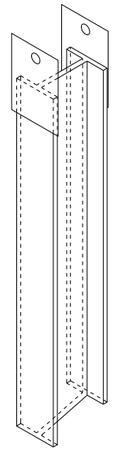
LOWER POST NO. 1 (2) (E)



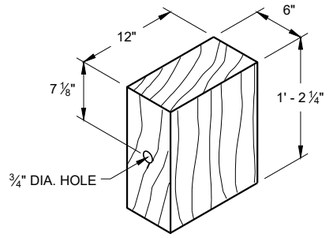
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



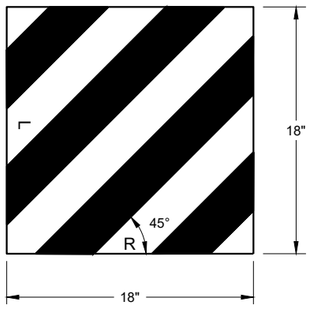
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

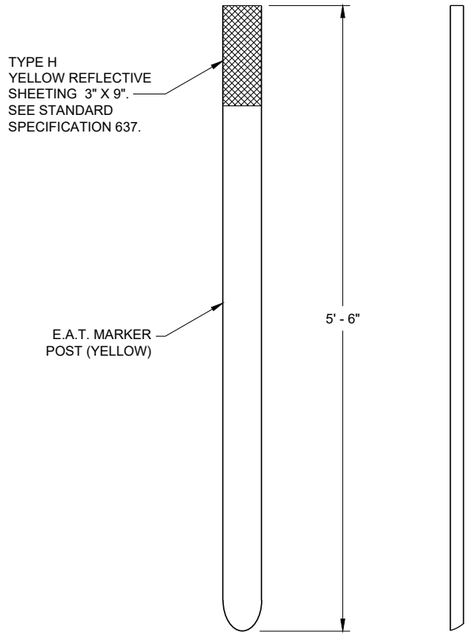


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



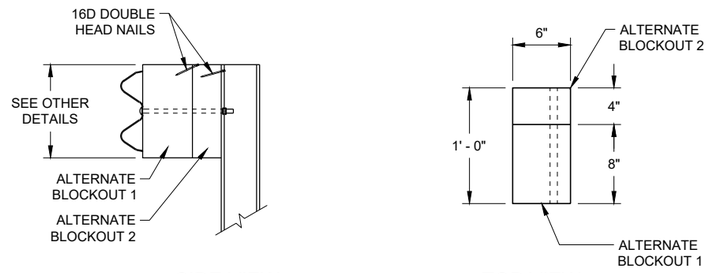
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

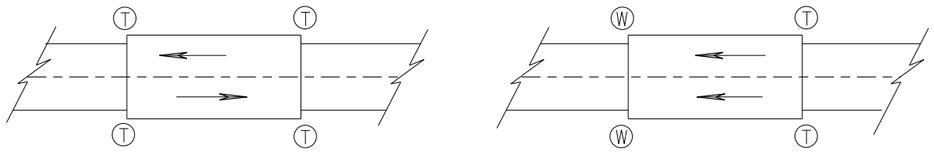
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 14B44 - 04c
SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

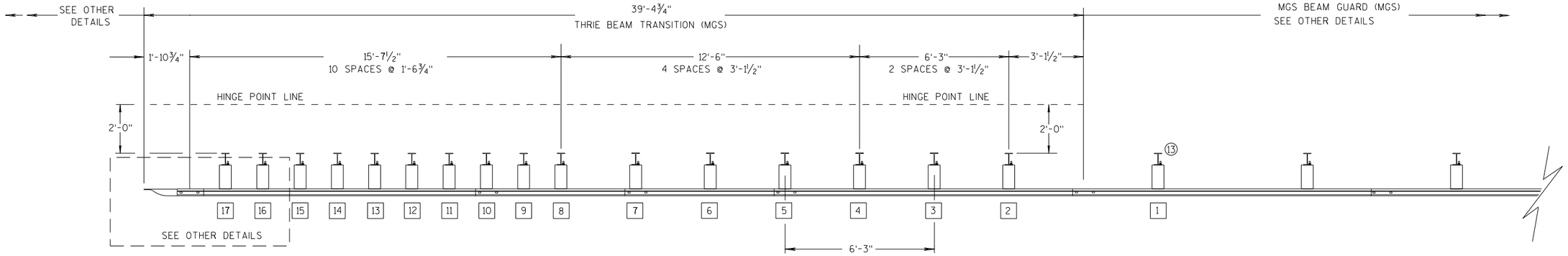
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

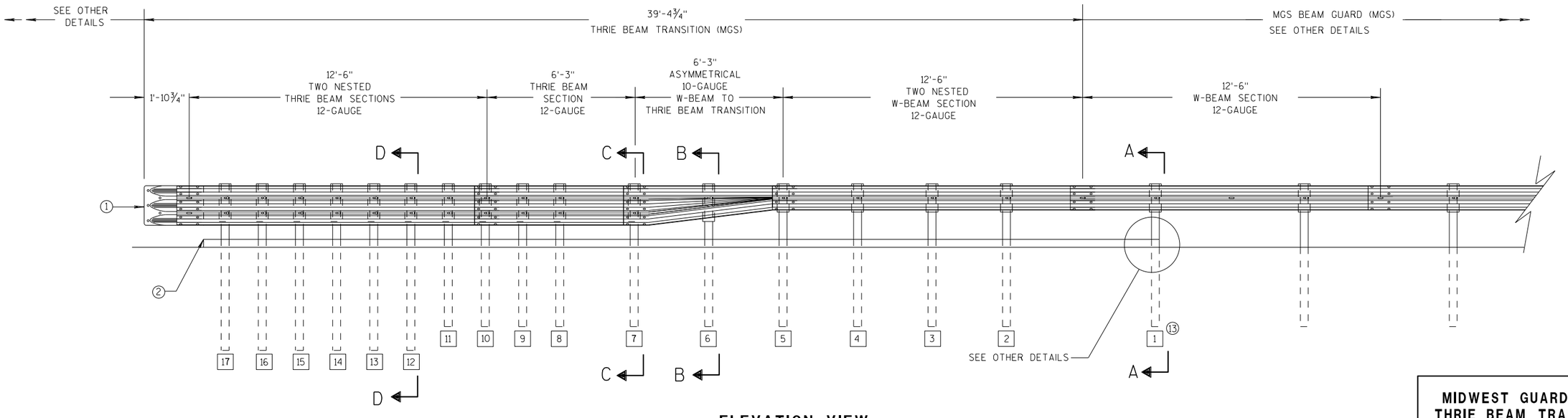
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

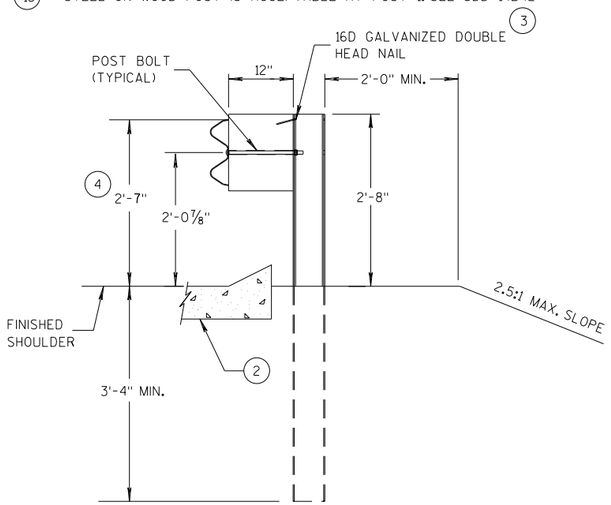
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

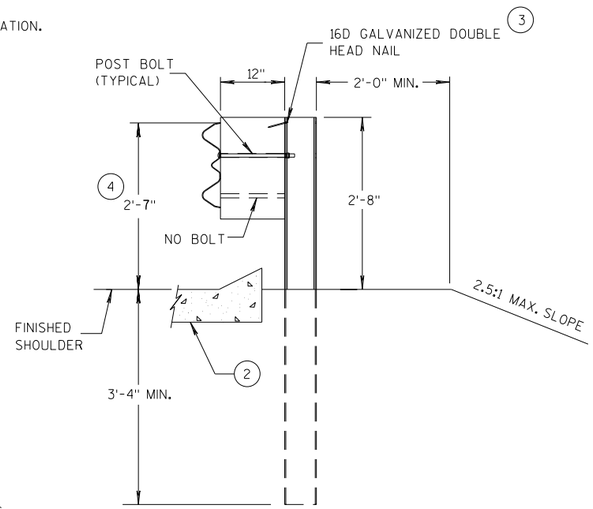
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



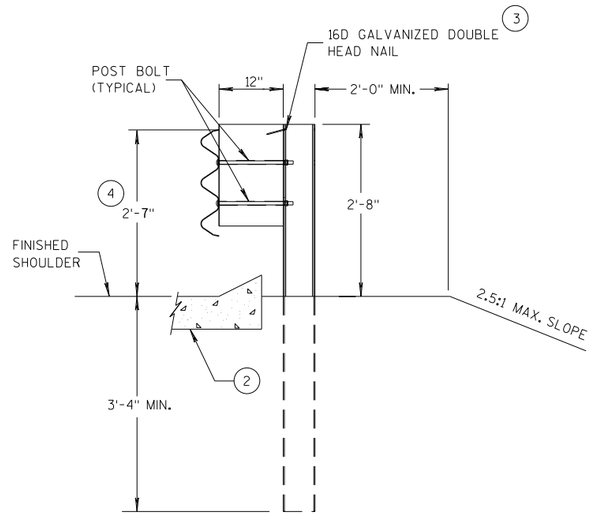
SECTION A-A (13)

POSTS 1-5



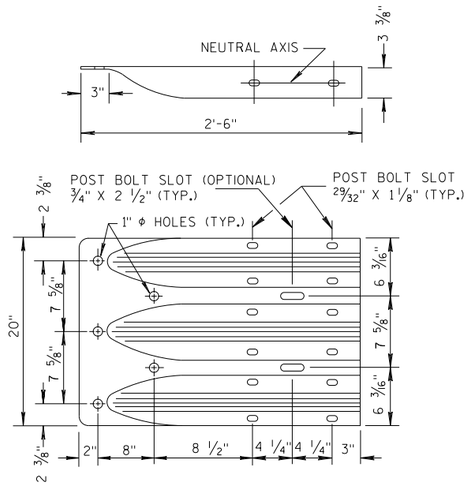
SECTION B-B

POST 6

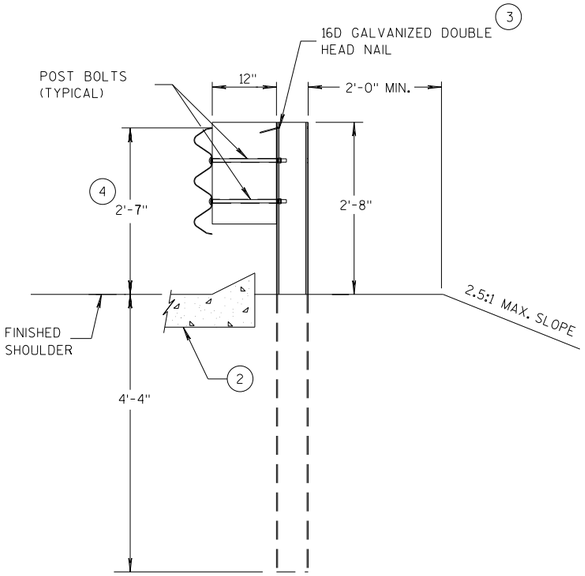


SECTION C-C

POSTS 7-11

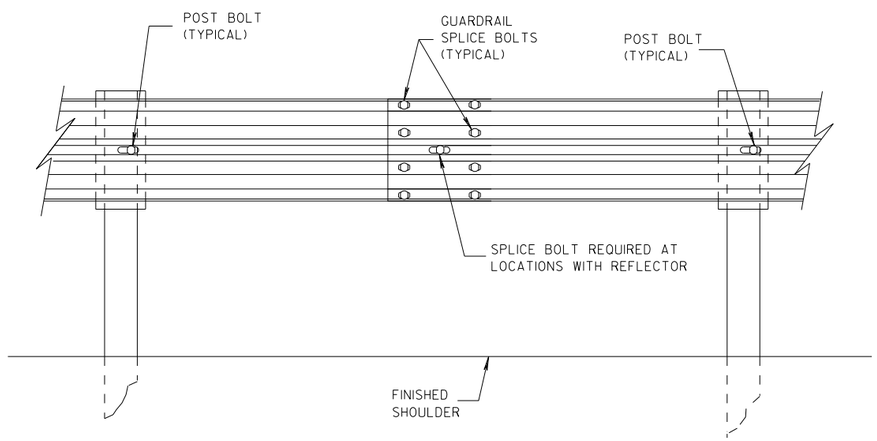


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

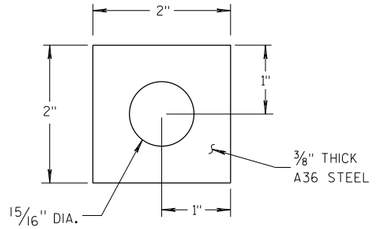
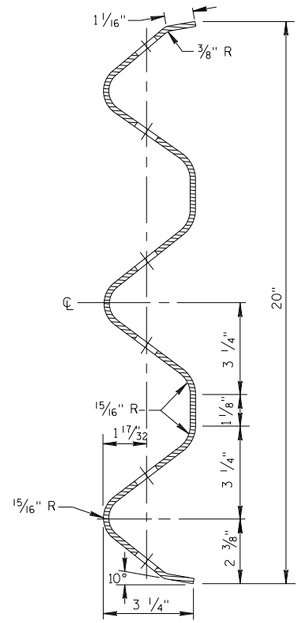


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

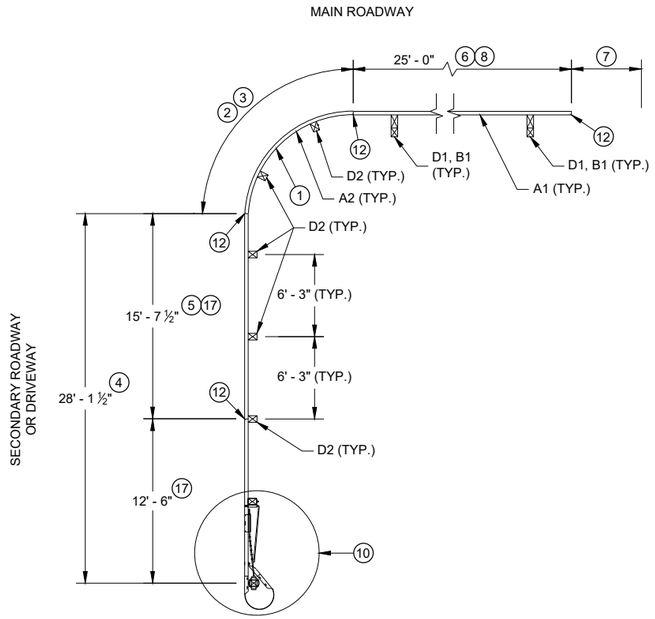
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 115

6

S.D.D. 14 B 45-5b

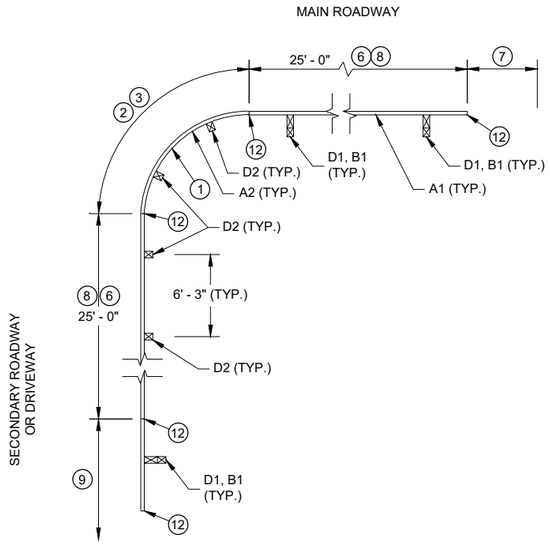
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S.D.D. 14 B 45-5b



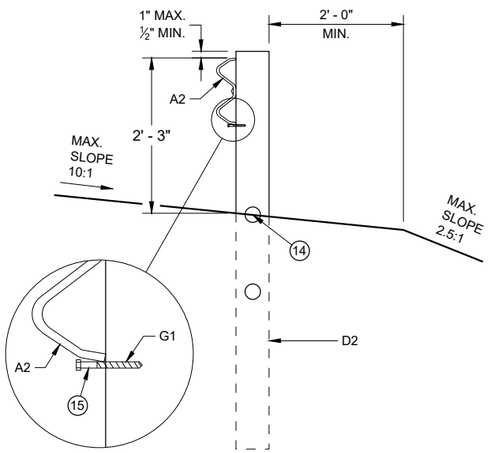
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

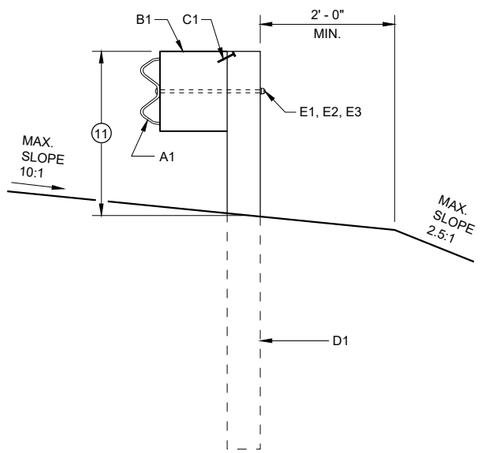


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



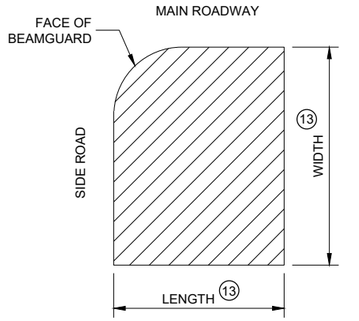
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



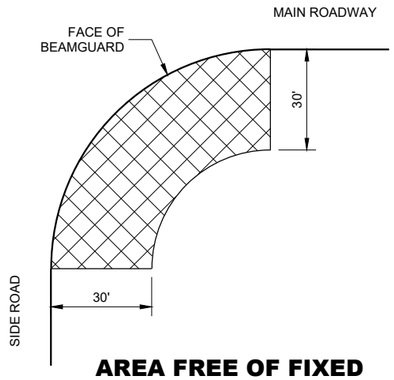
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

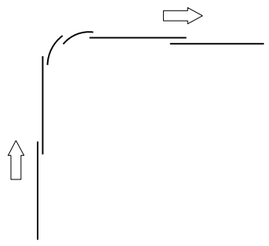
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

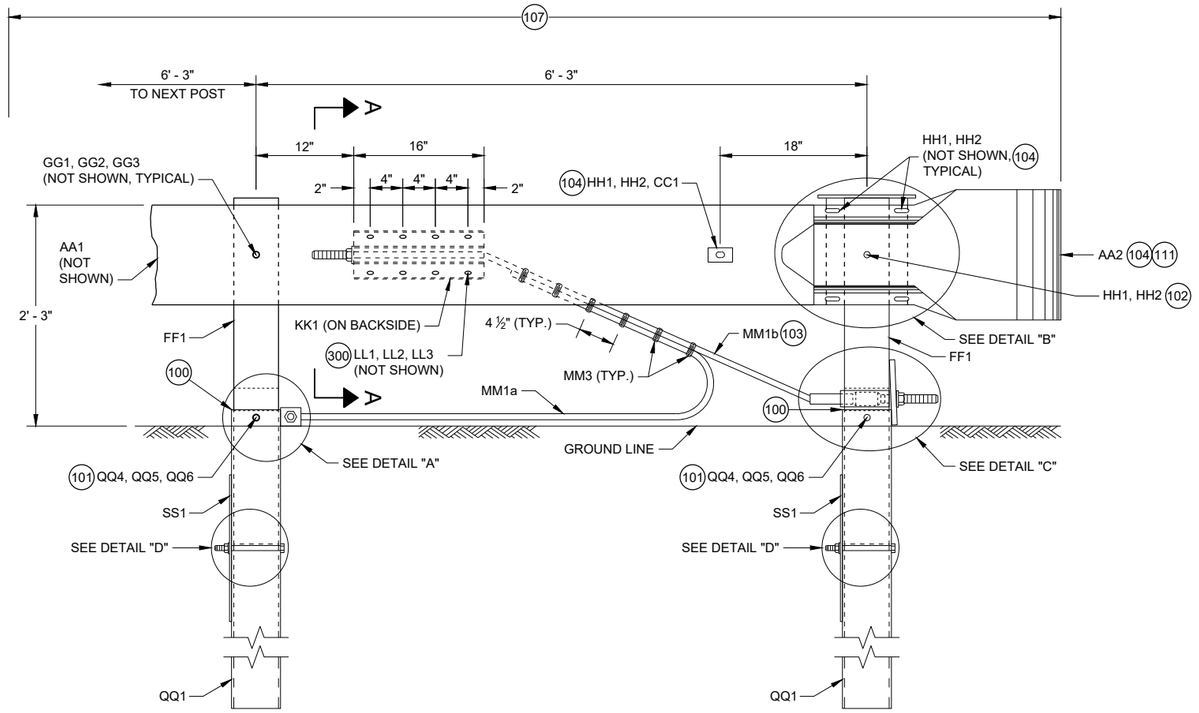
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

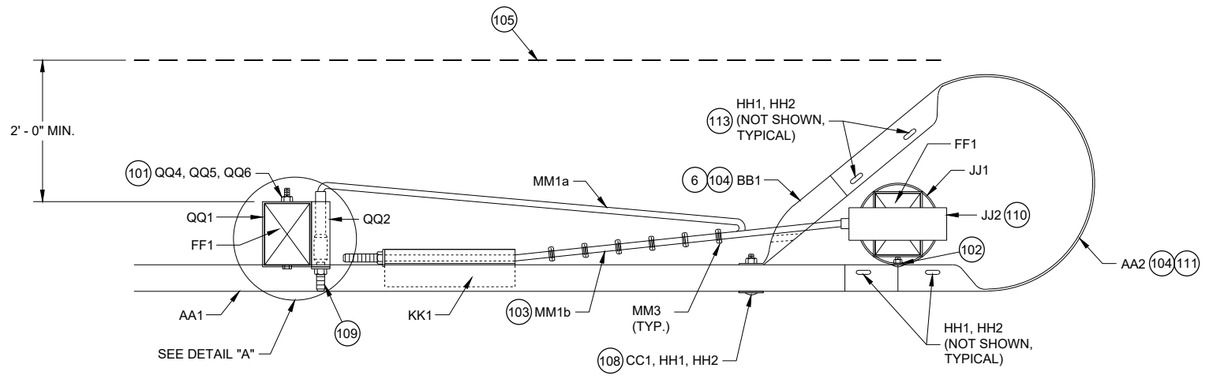
SDD 14B53 - 02a

SDD 14B53 - 02a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

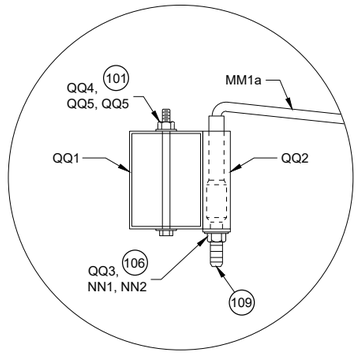
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

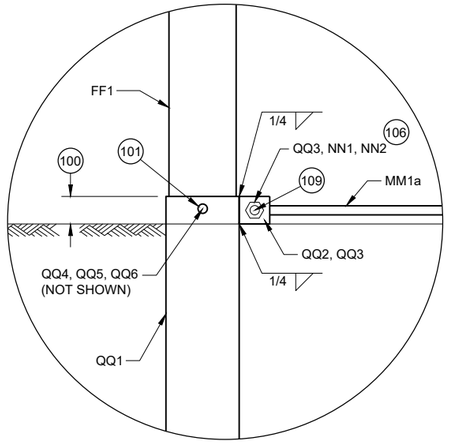
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

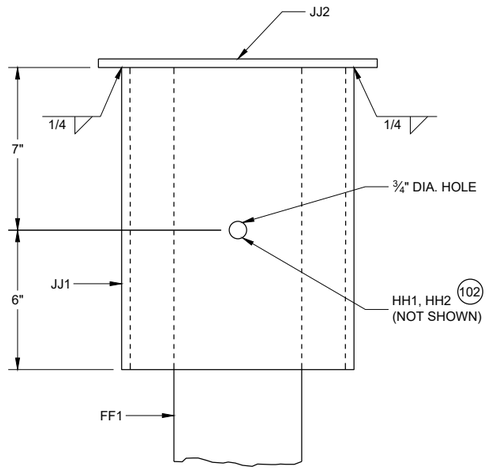
SDD 14B53 - 02b

6

SDD 14B53 - 02b

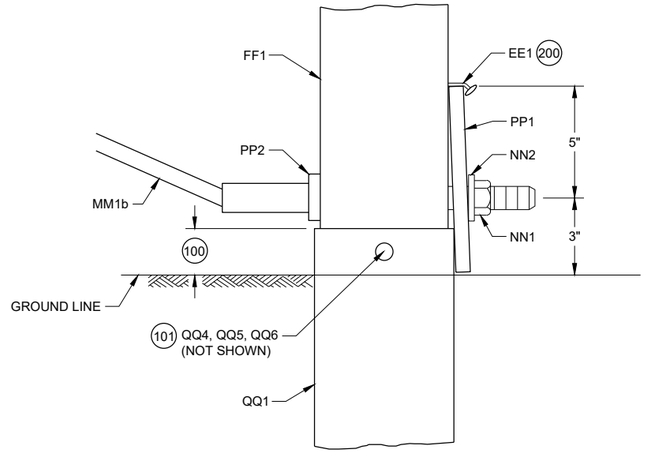
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



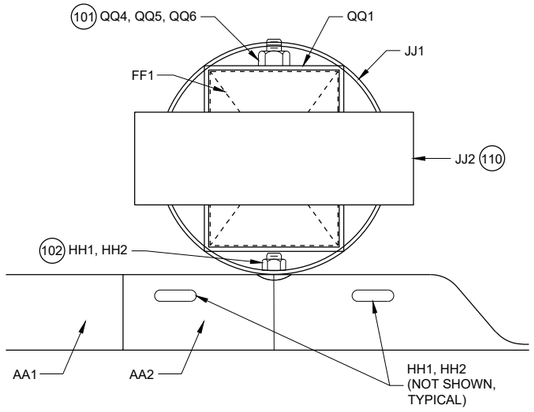
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



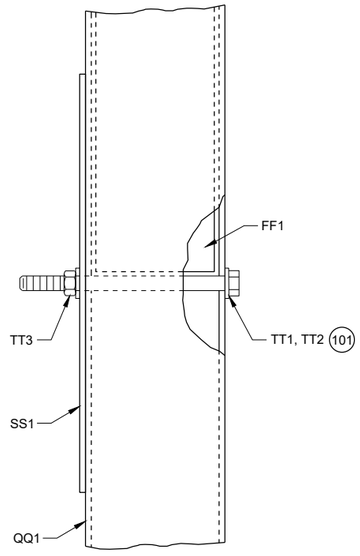
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

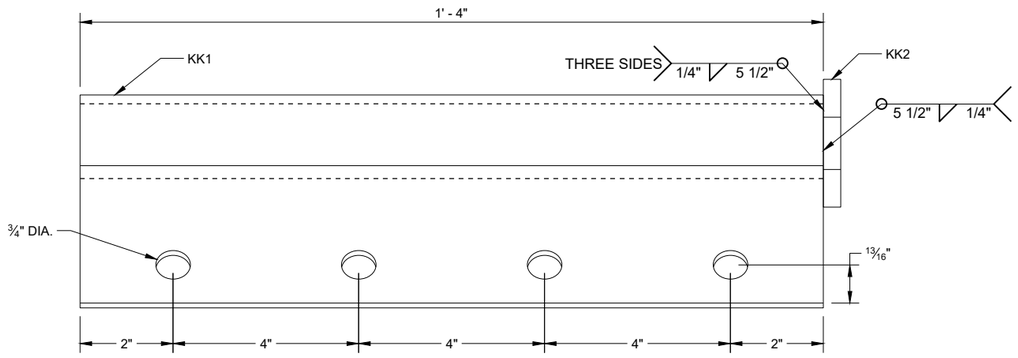
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

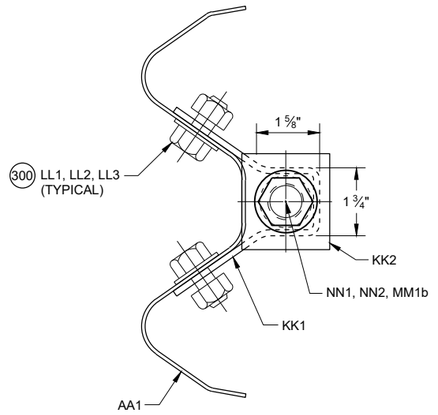
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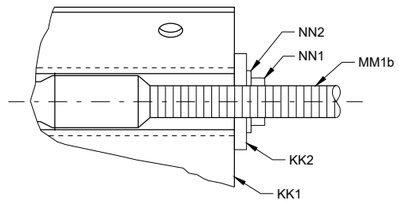
SDD 14B53 - 02c

GENERAL NOTES

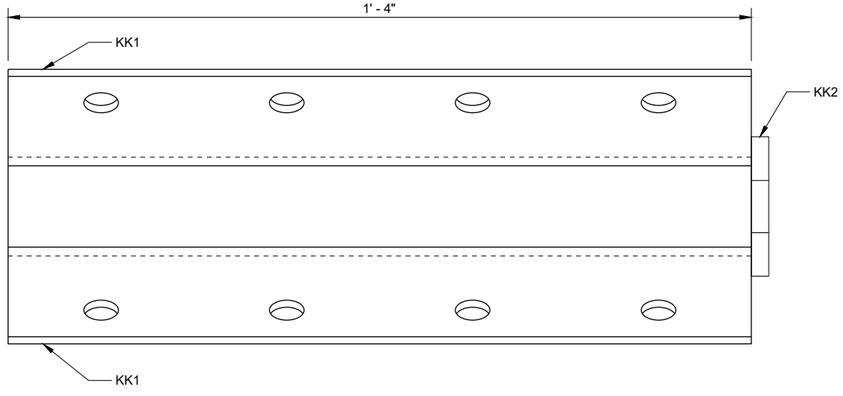
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

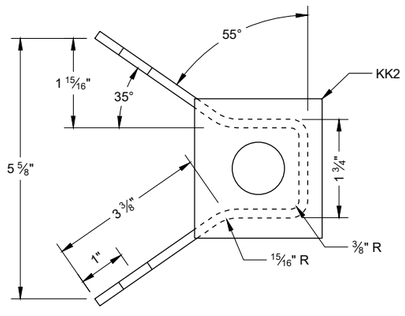




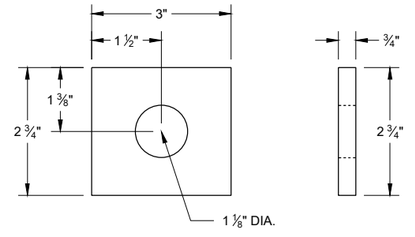


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

SDD 14B53 - 02d

6

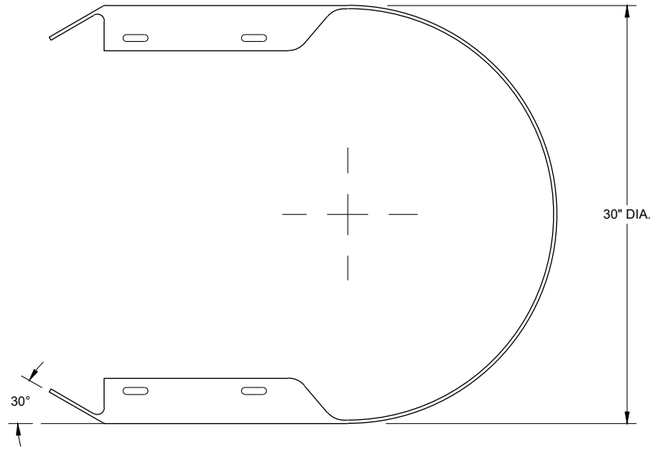
SDD 14B53 - 02d

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

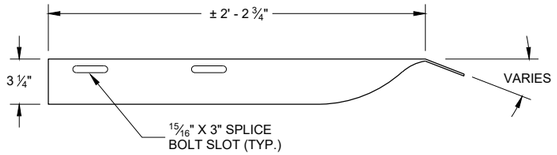
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

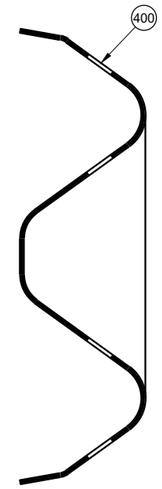
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



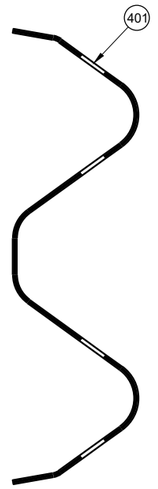
TOP VIEW



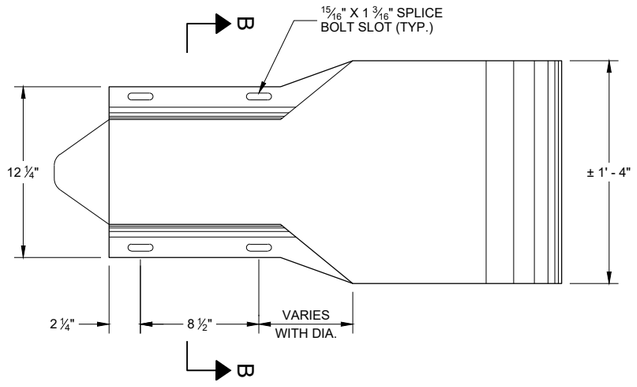
TOP VIEW



SECTION B -B

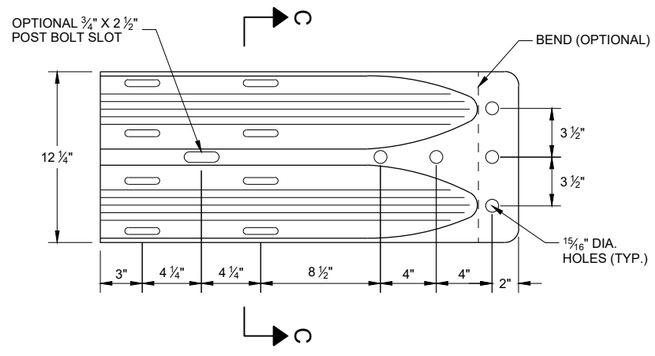


SECTION C -C



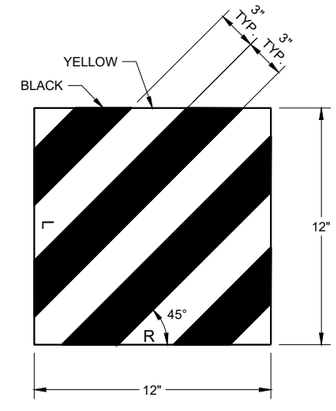
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)

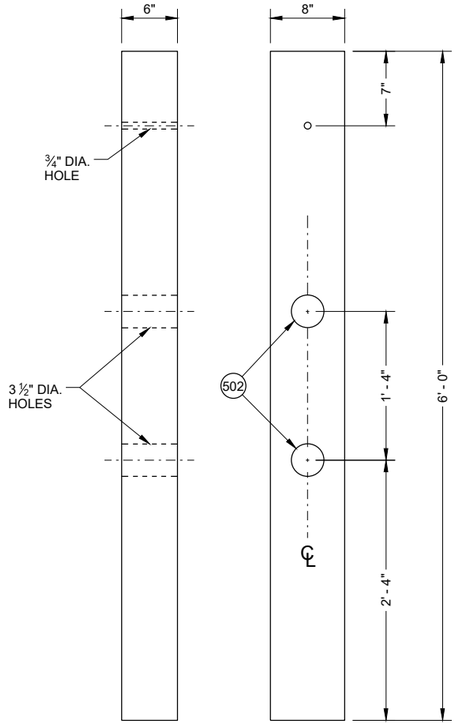


REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

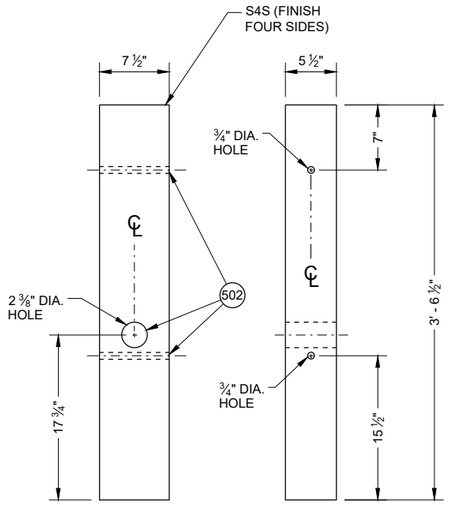
SDD 14B53 - 02e

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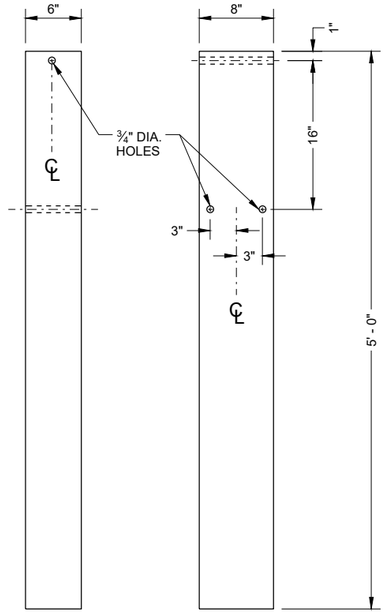
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

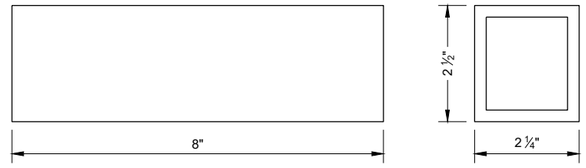
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

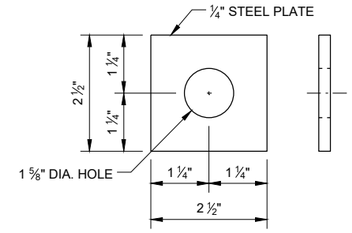
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

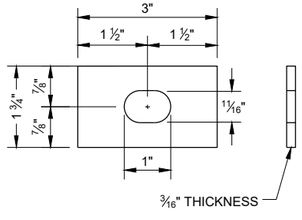
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



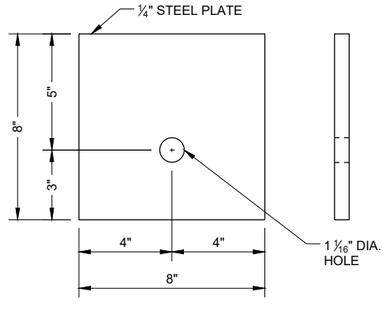
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



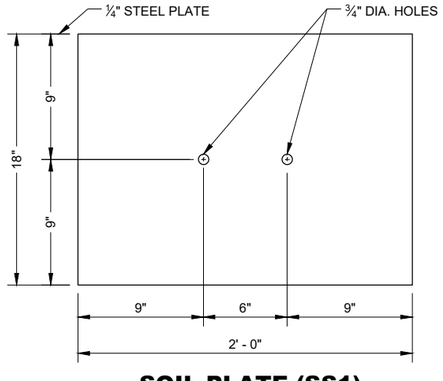
ANCHOR CABLE TUBE END PLATE (QQ3)



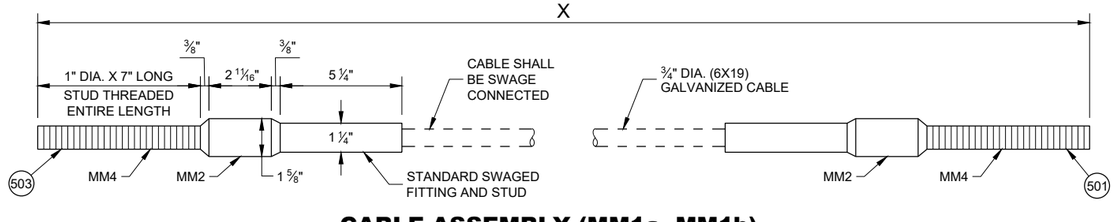
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 02f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

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SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	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	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	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	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	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	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 02h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	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	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	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	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	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	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

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SDD 14B53 - 02i

SDD 14B53 - 02i

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

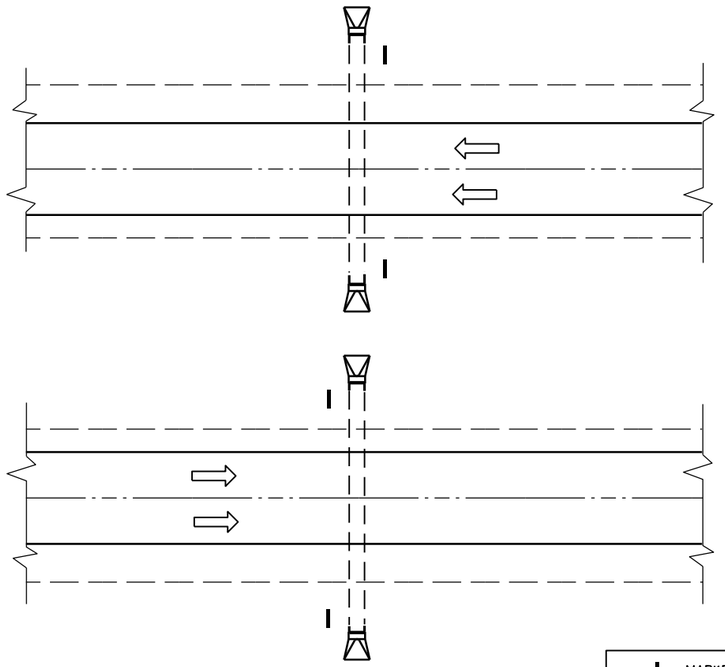
STATE OF WISCONSIN
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APPROVED

May 2022
DATE

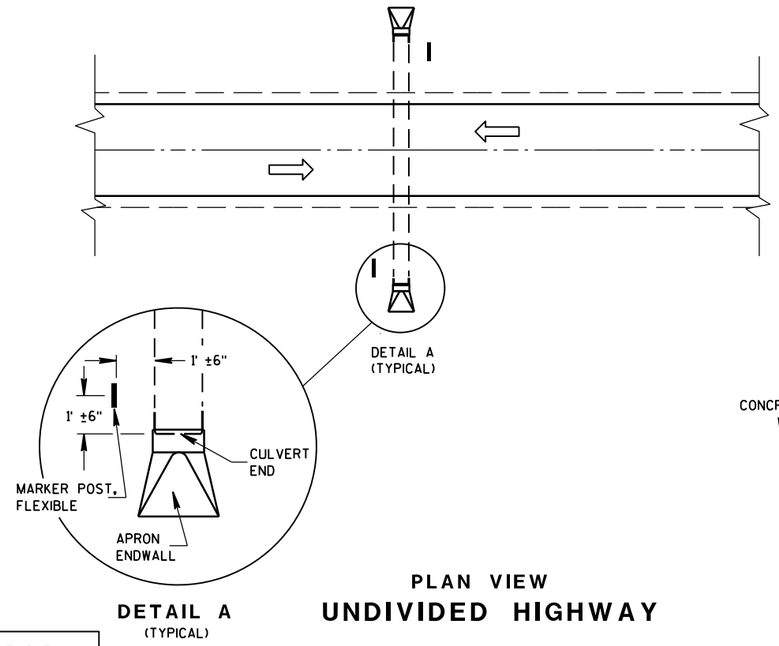
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

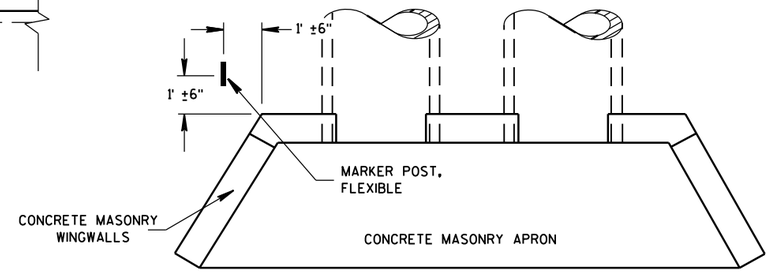
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

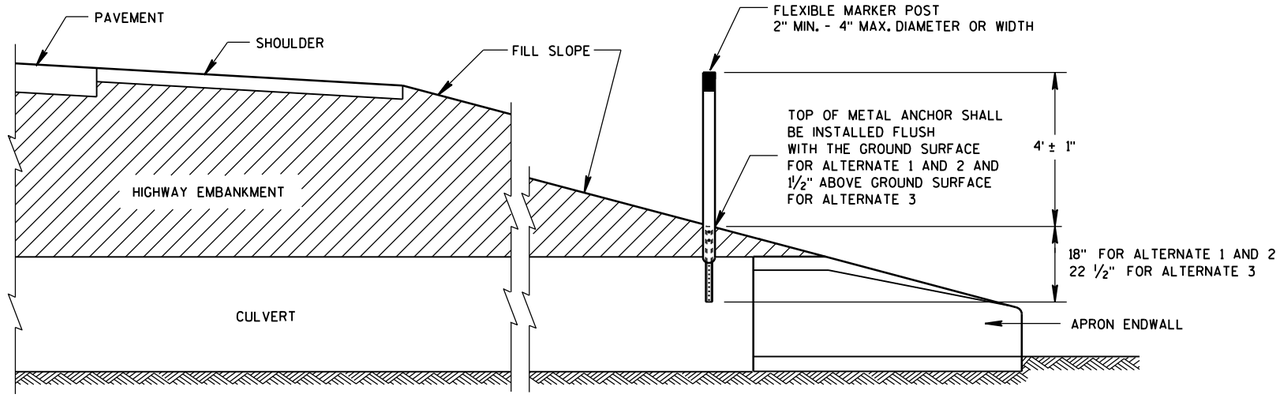
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

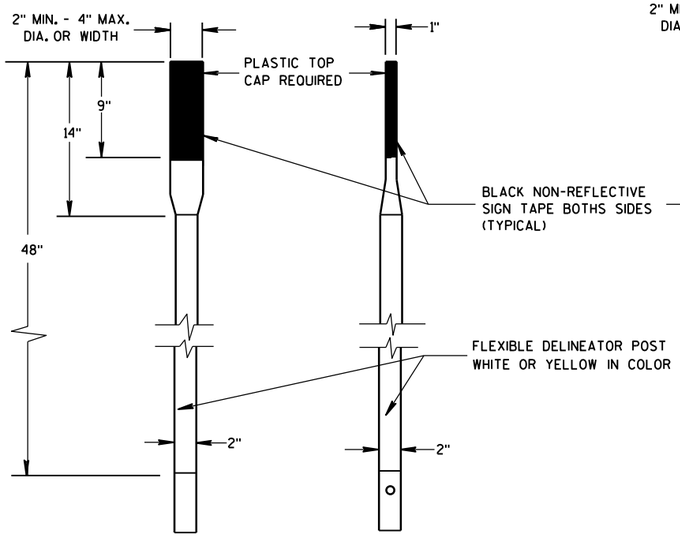
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

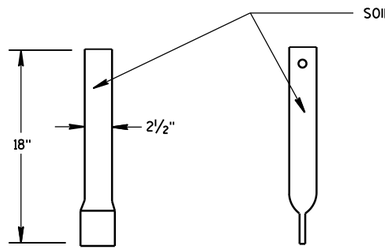
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S.D.D. 15 A 3-2a

6

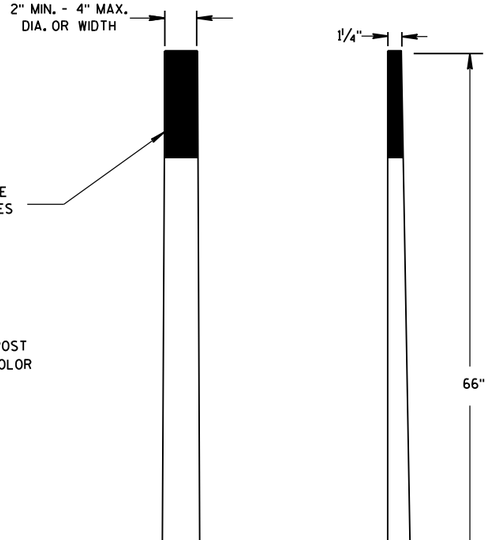
S.D.D. 15 A 3-2a





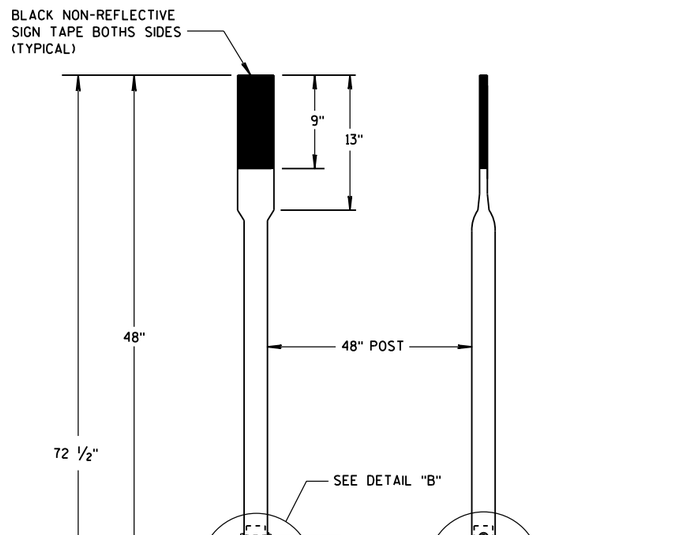
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

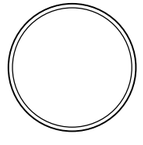
ALTERNATE 2



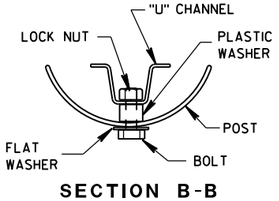
FRONT VIEW SIDE VIEW

ALTERNATE 3

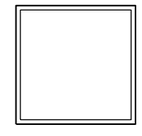
FLEXIBLE MARKER POSTS



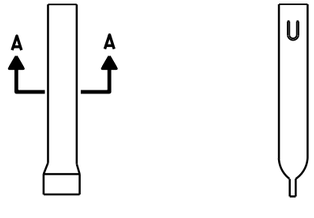
SECTION A-A



SECTION B-B

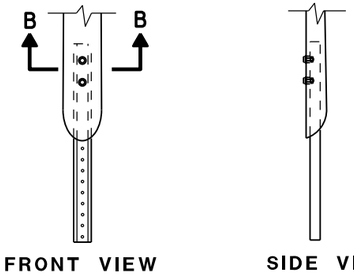


SECTION C-C



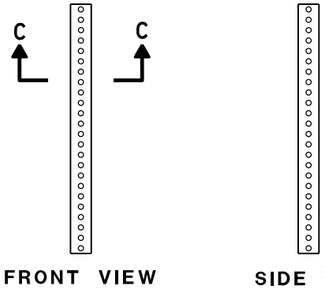
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

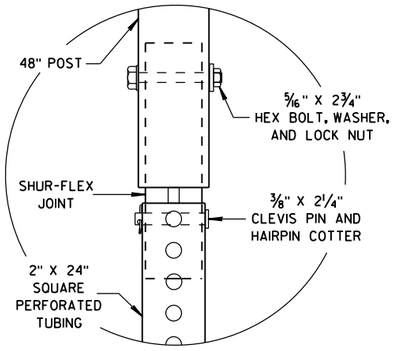
ALTERNATE 2



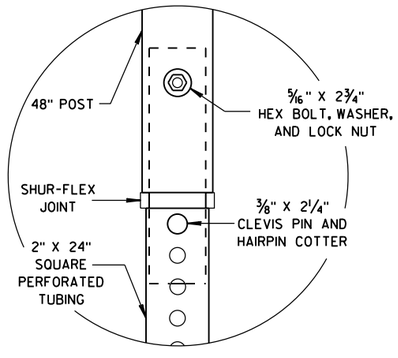
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

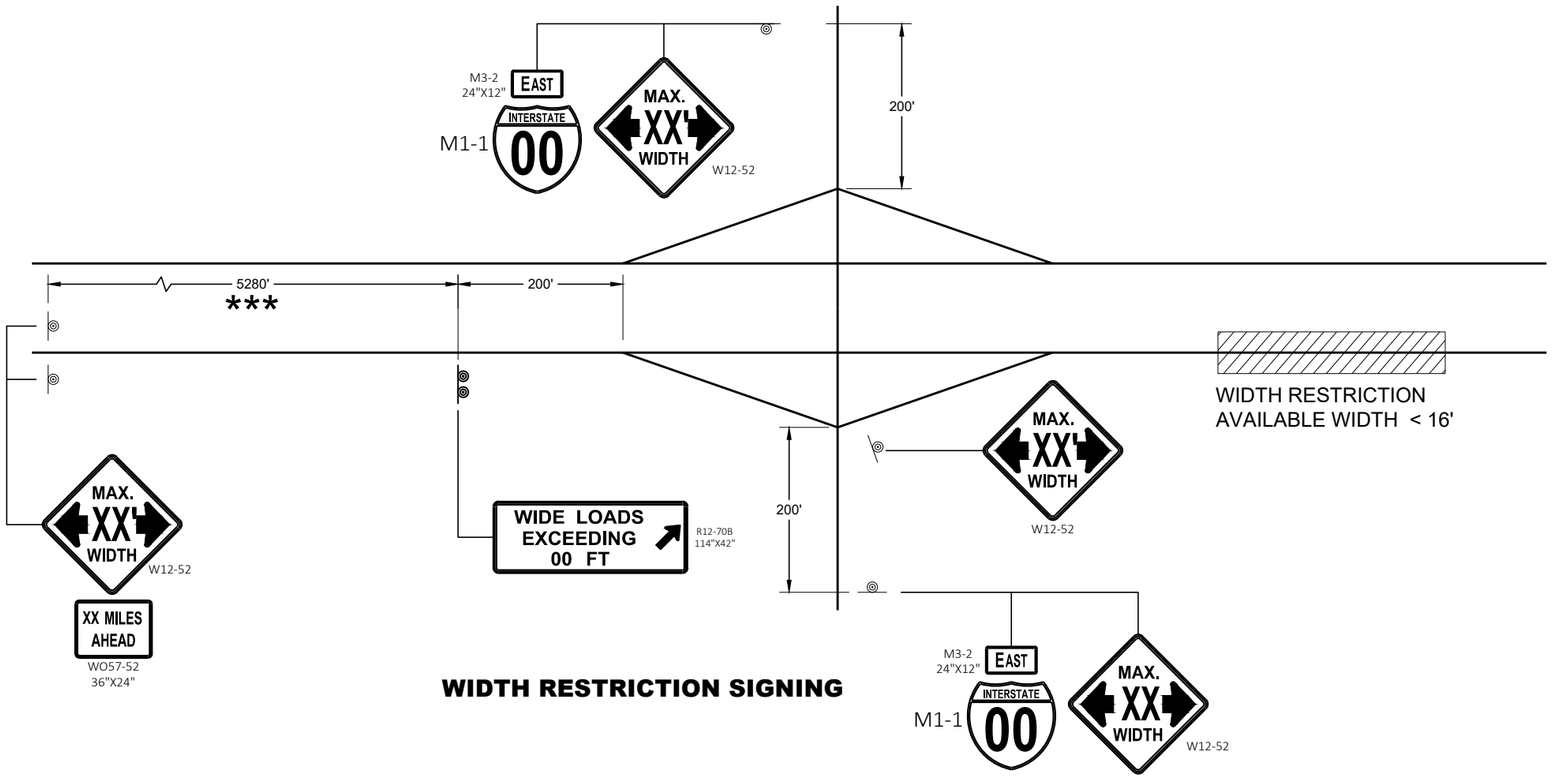
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

6

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



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

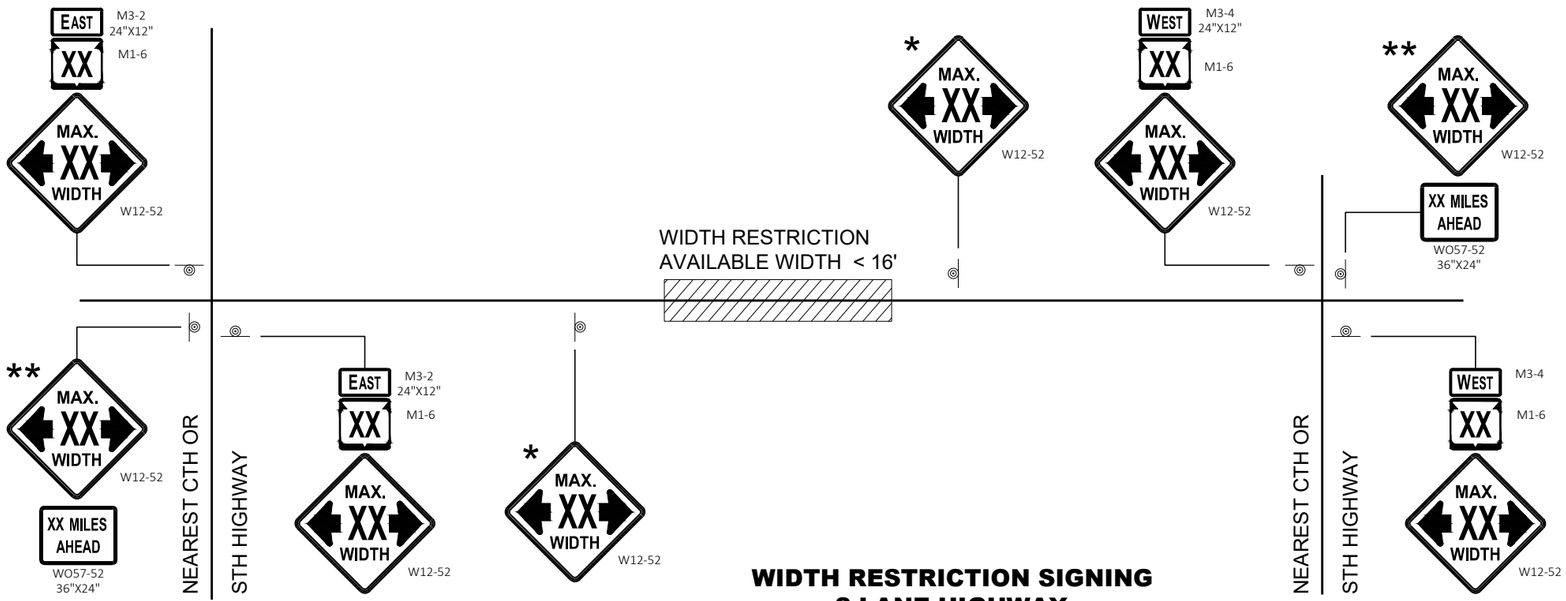
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C02 - 08f

GENERAL NOTES

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

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

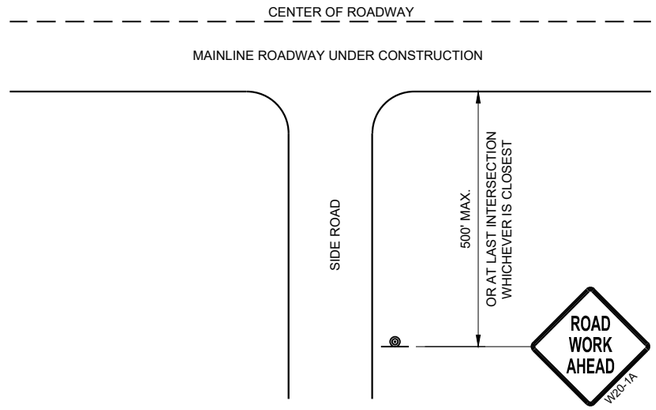
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



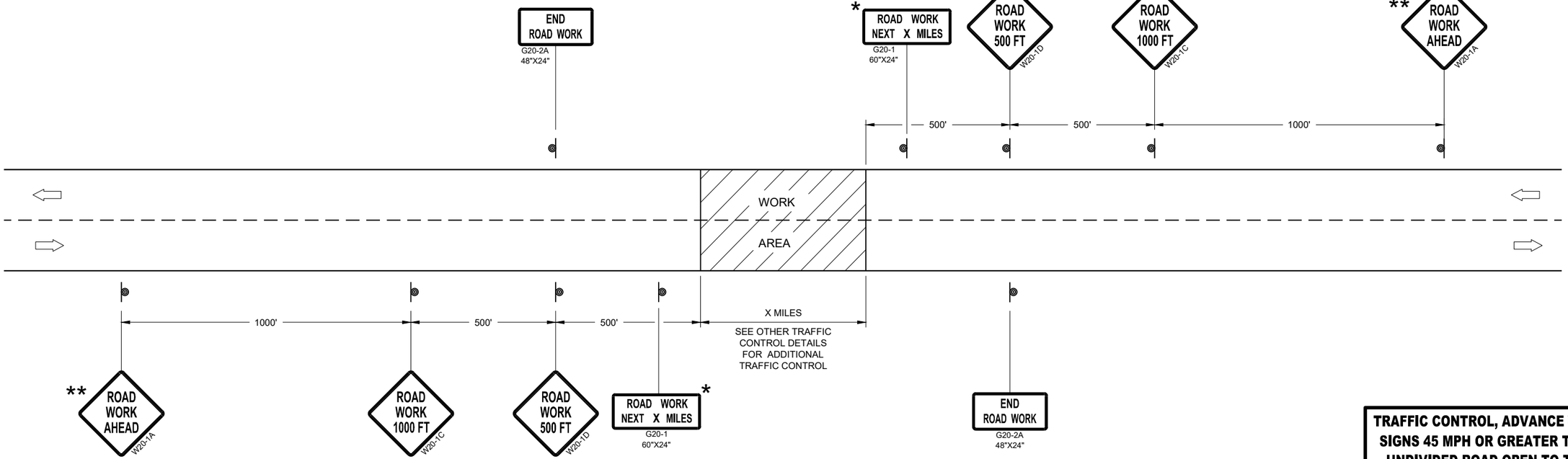
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

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

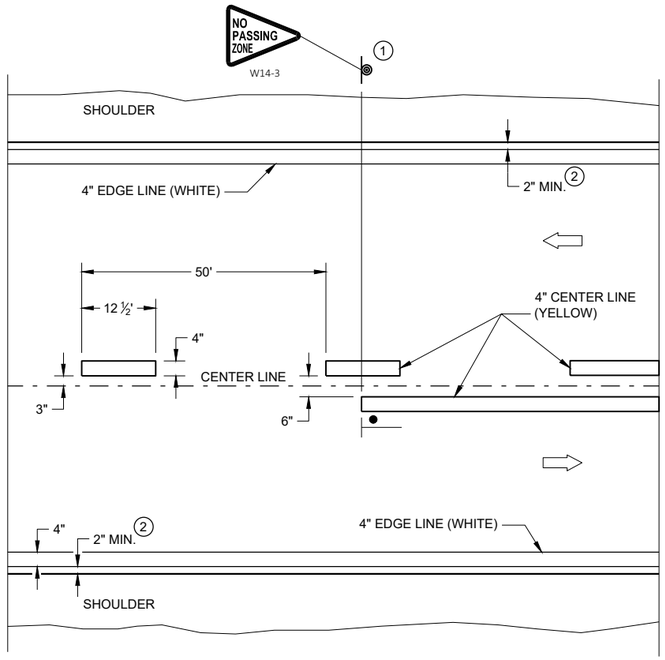
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

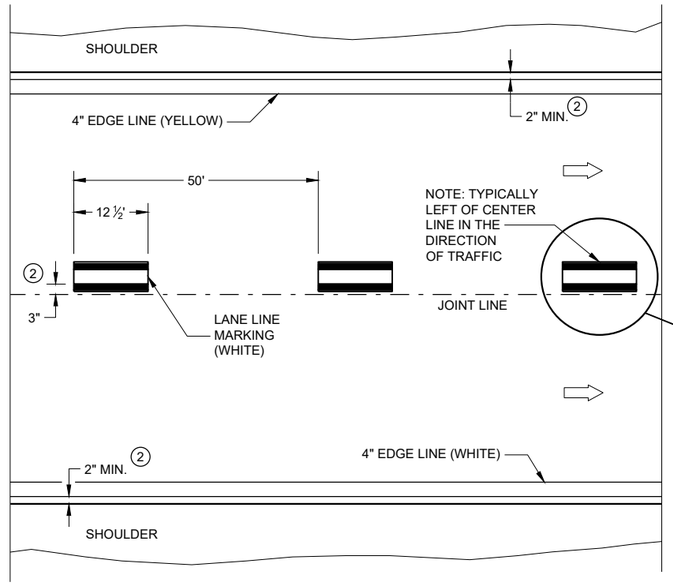
"T" MARKING

SIGN ON PERMANENT SUPPORT

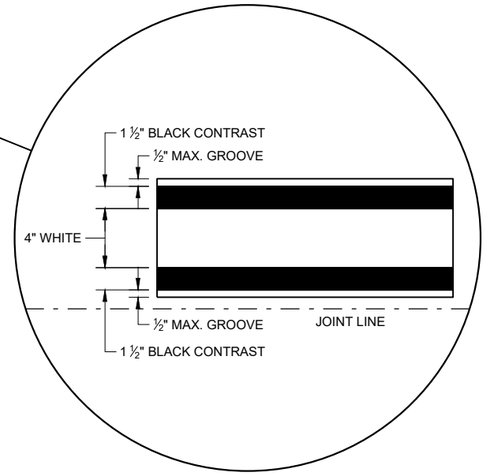
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

6

SDD 15C08 - 22a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

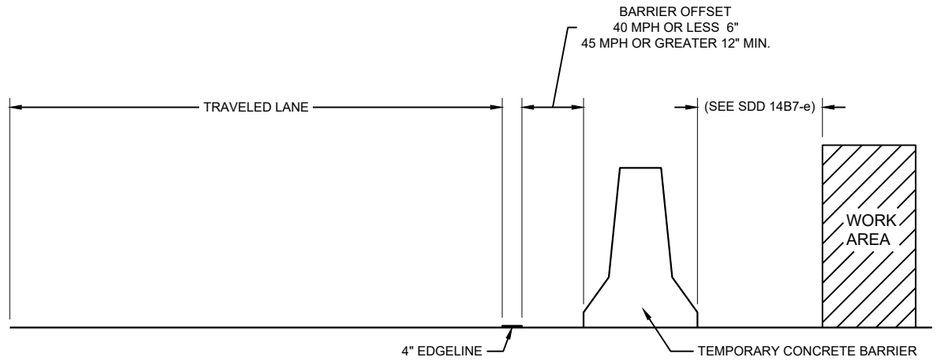
APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

FHWA

6

SDD 15C08 - 22a



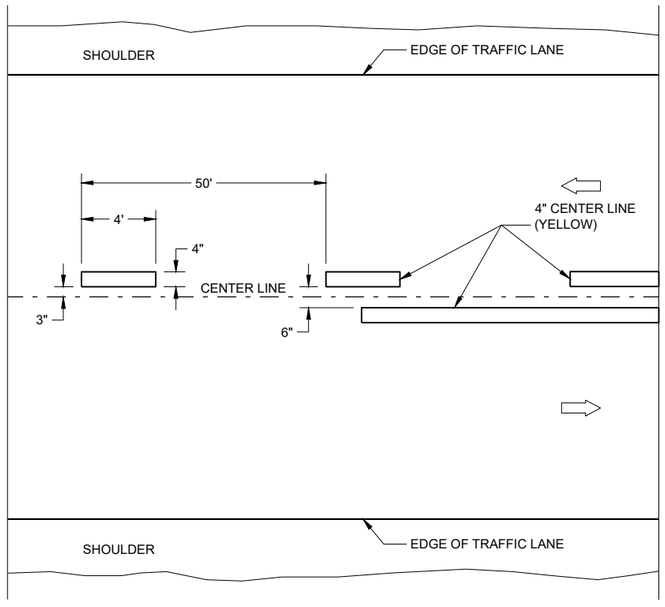
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

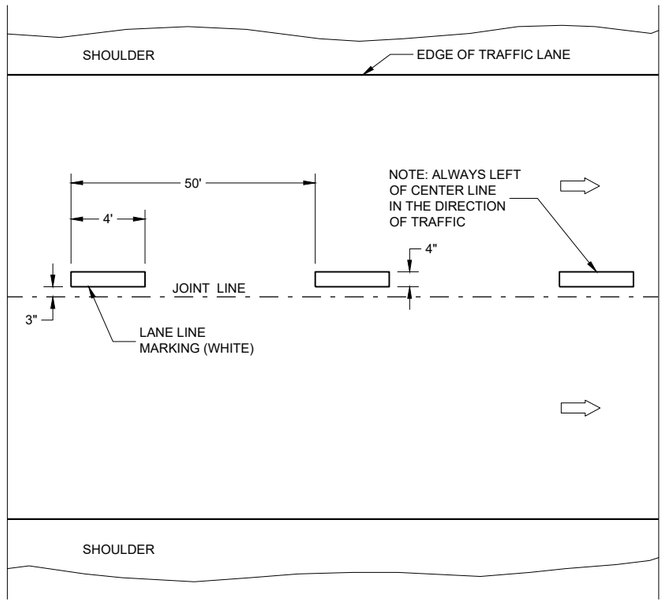
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

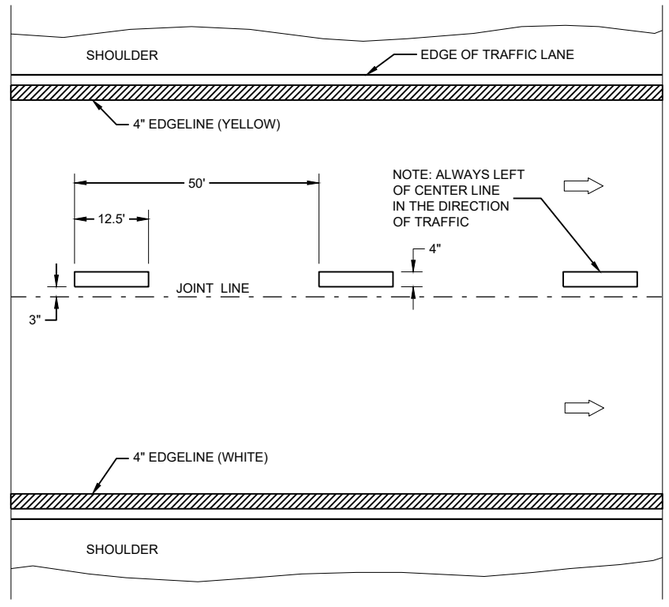
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M ENGINEER

FHWA

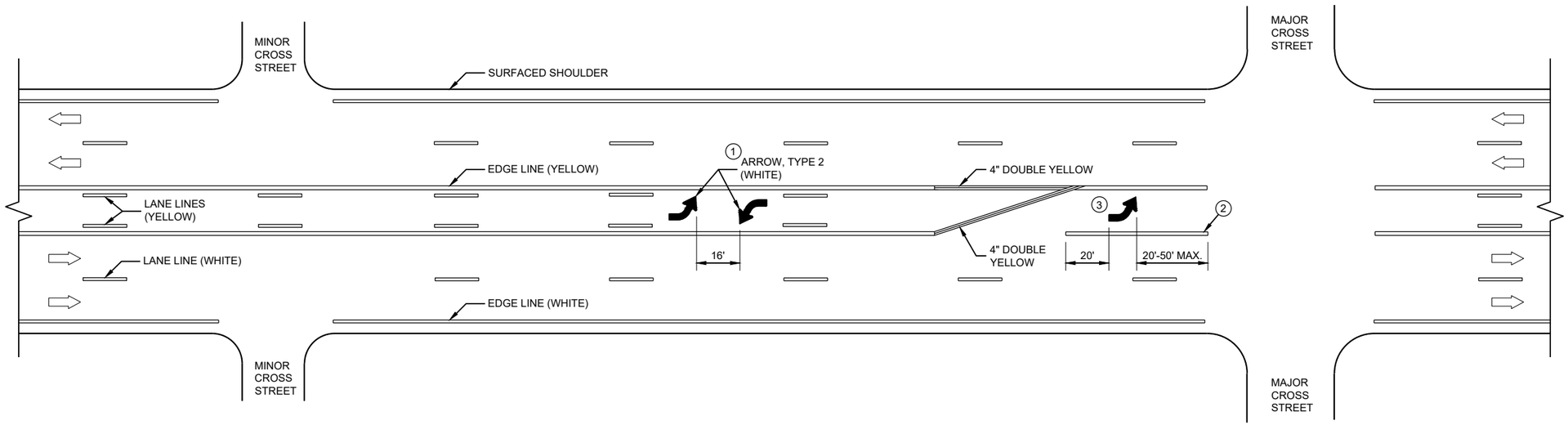
6

SDD 15C08 - 22b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

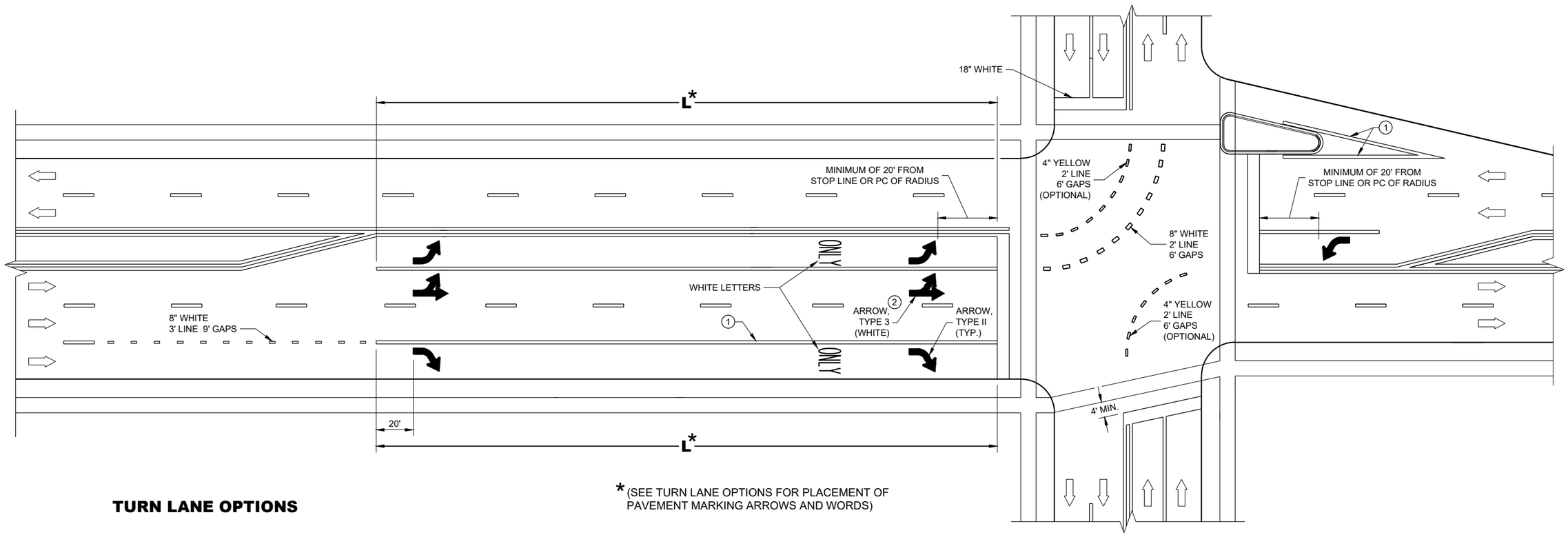
SDD 15C08 - 22c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

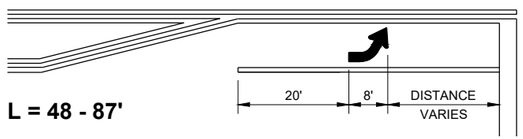
SDD 15C08 - 22c



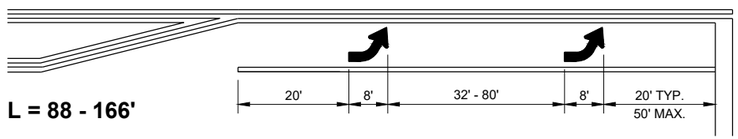
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

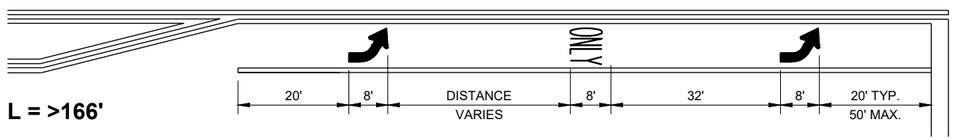
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08 - 22d

6

SDD 15C08 - 22d

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

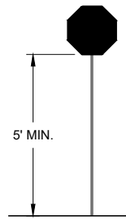
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

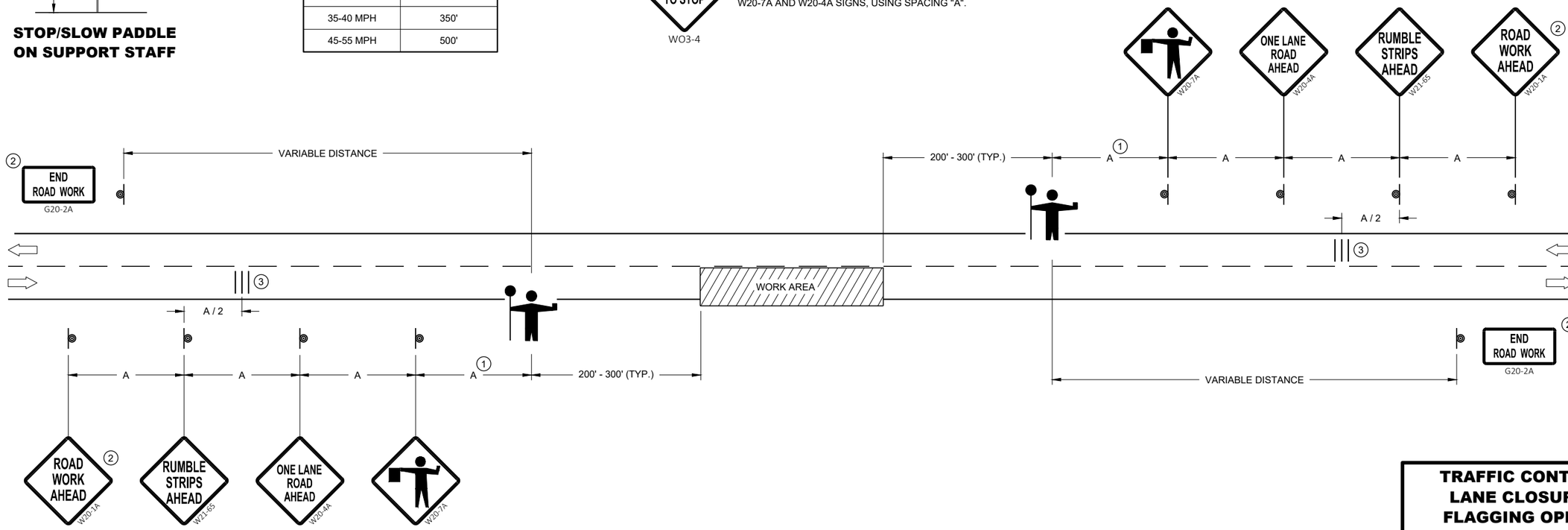
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

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

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

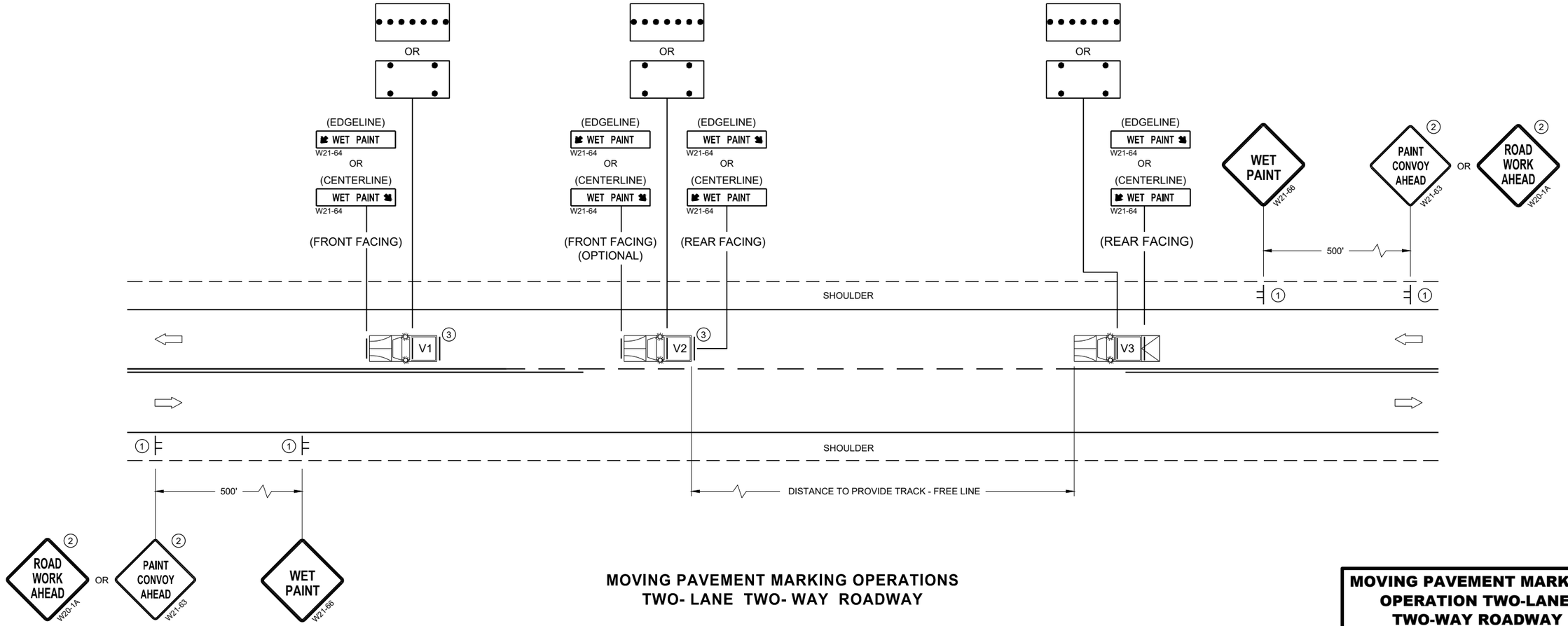
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

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



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C19 - 07a

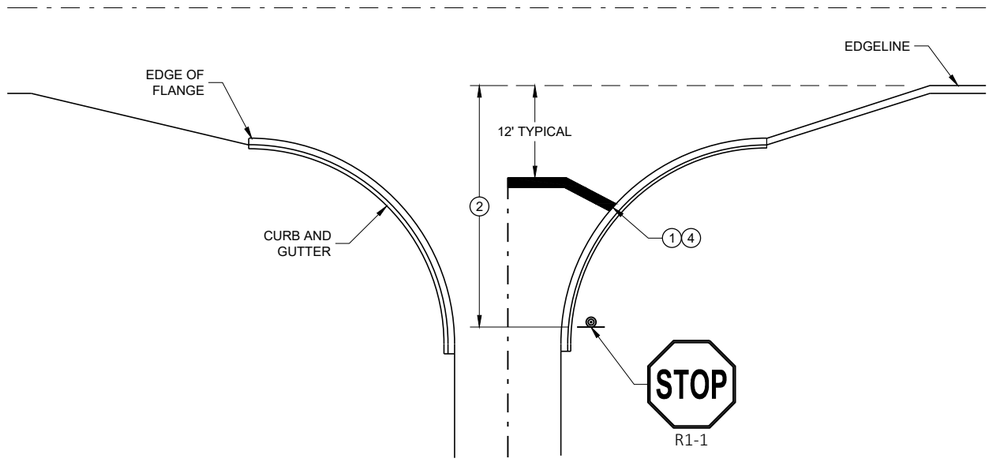
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SDD 15C19 - 07a

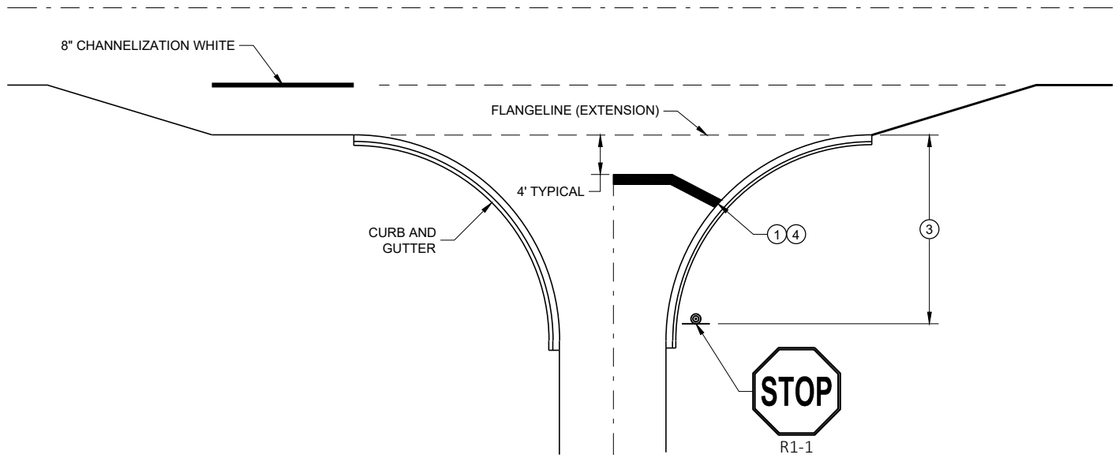
GENERAL NOTES

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

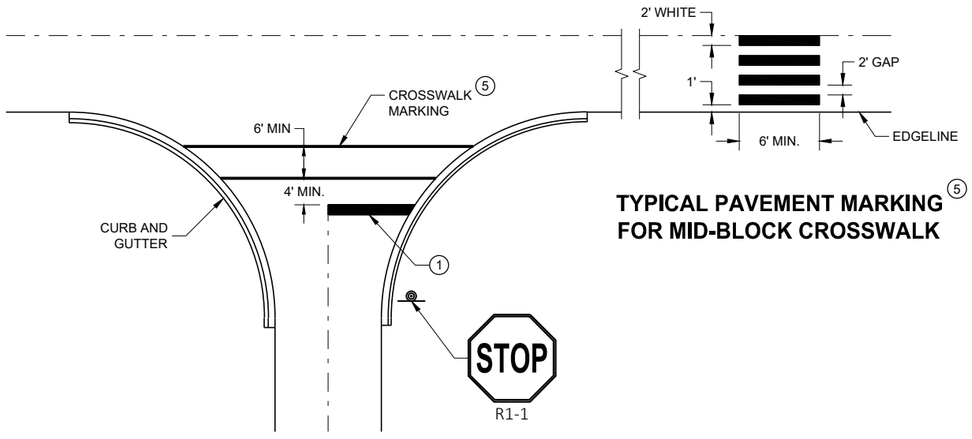
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

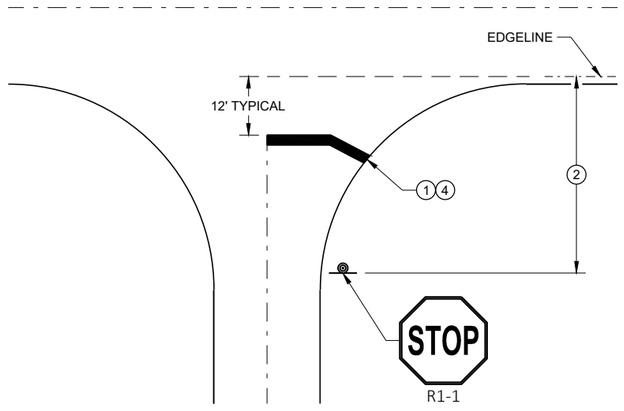


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

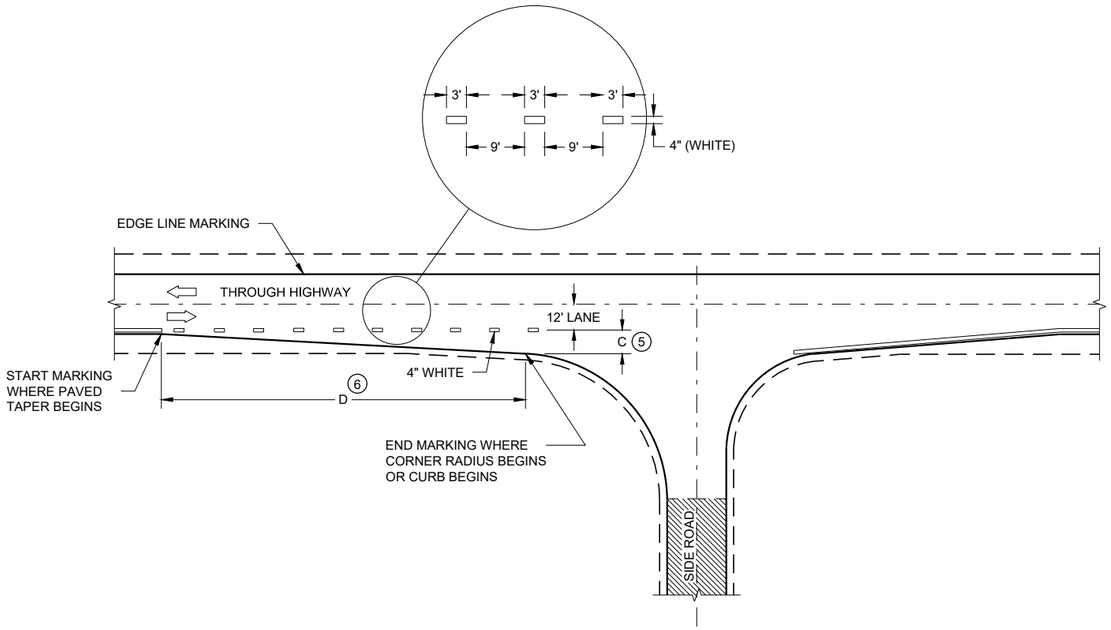
FHWA

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SDD 15C33 - 04

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MINOR INTERSECTION

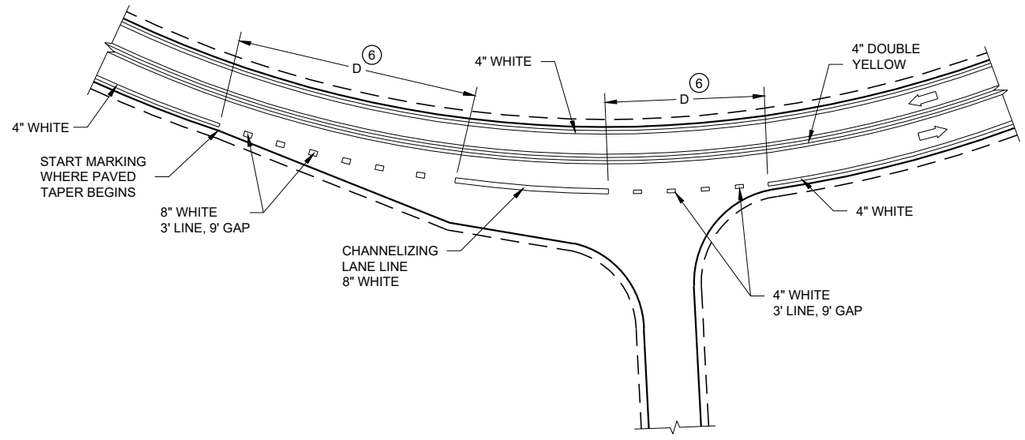
GENERAL NOTES

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

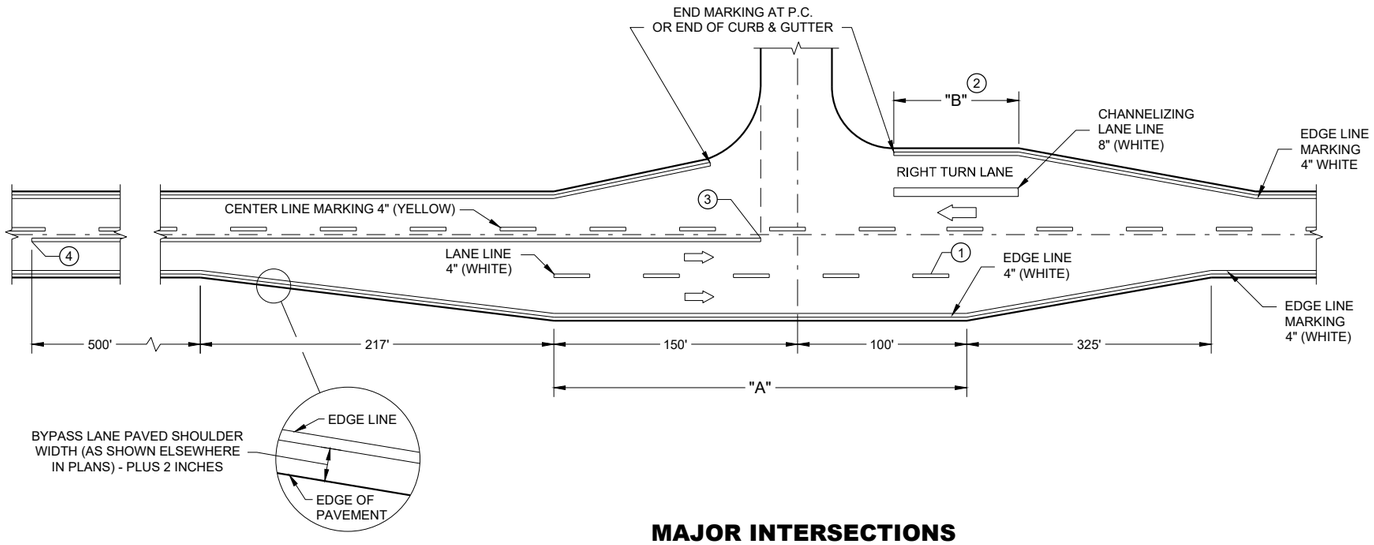
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

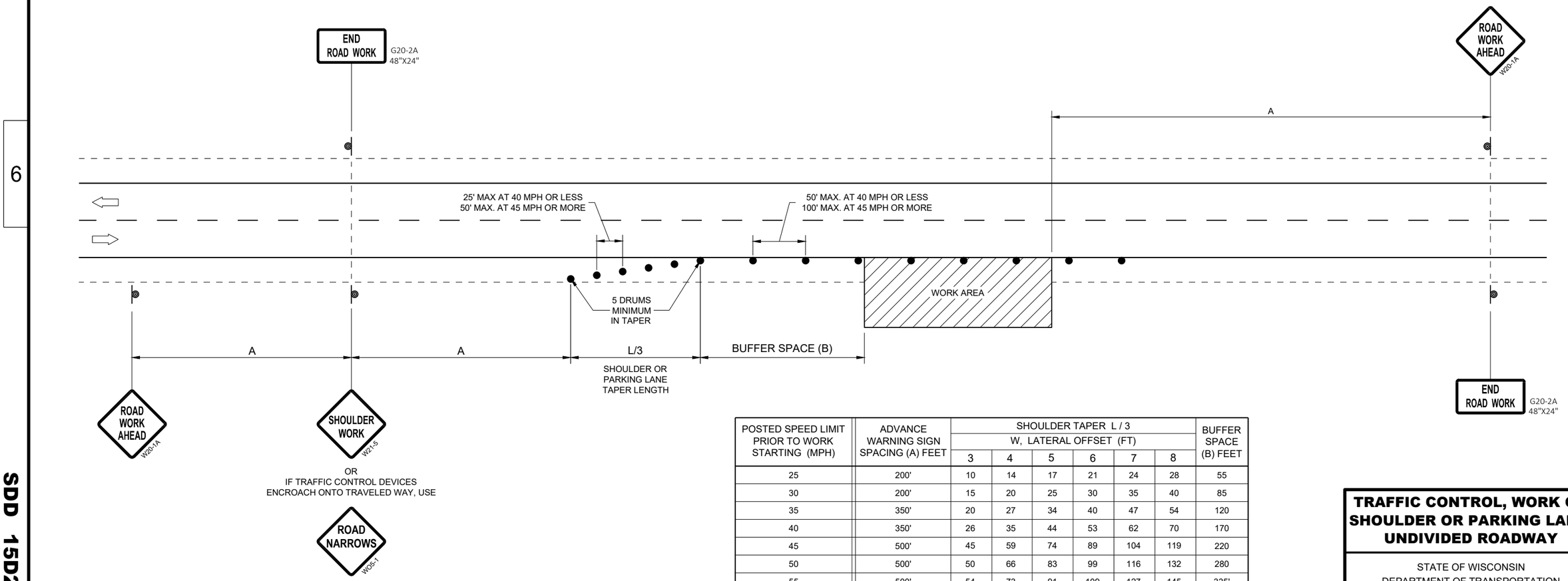
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

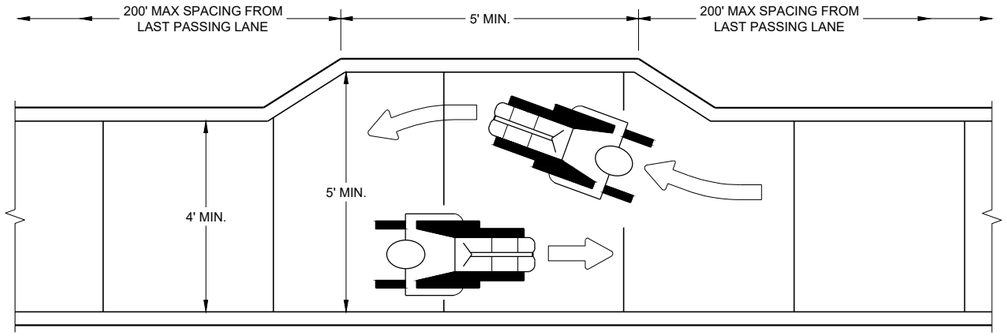
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

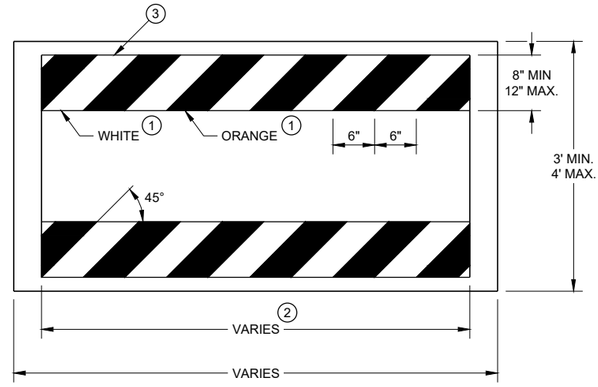
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

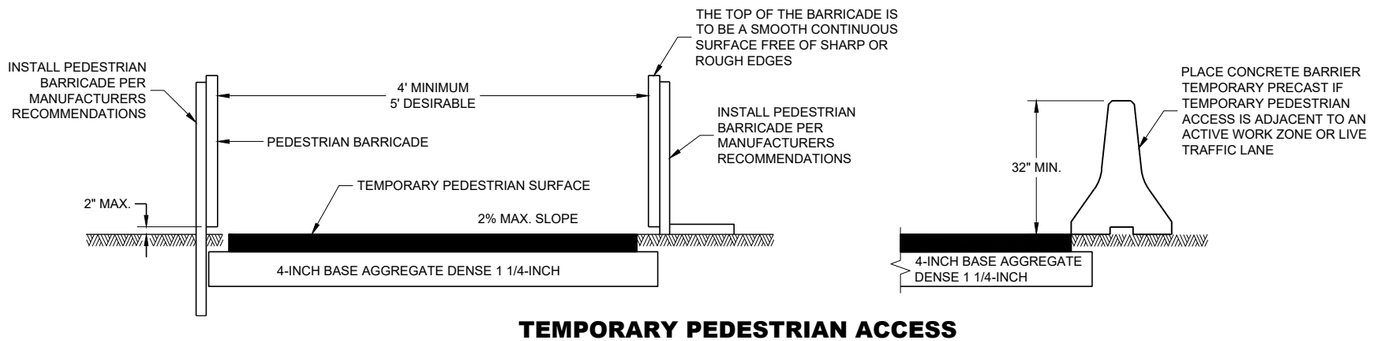
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

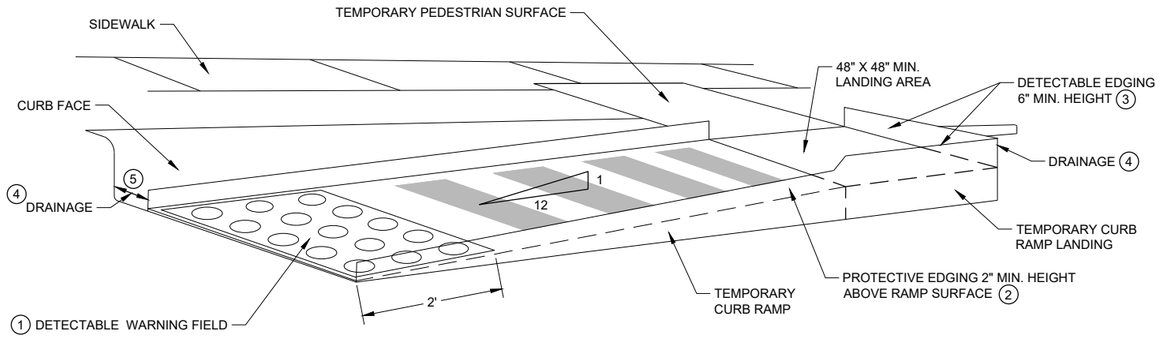


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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SDD 15D30 - 07a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

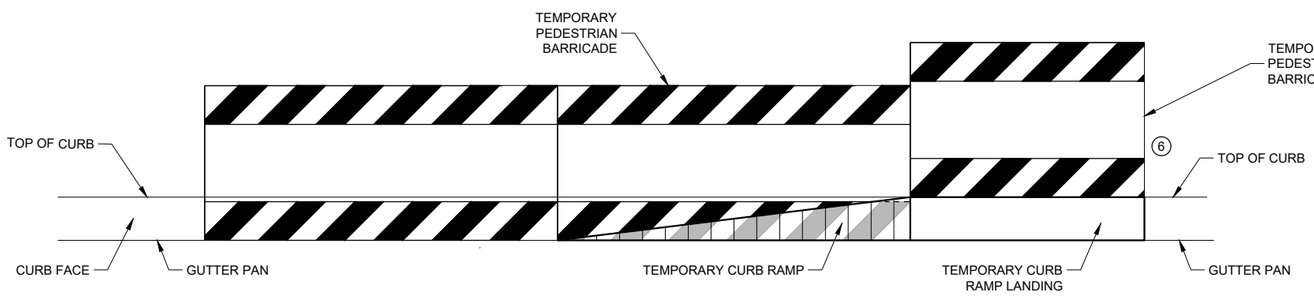
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

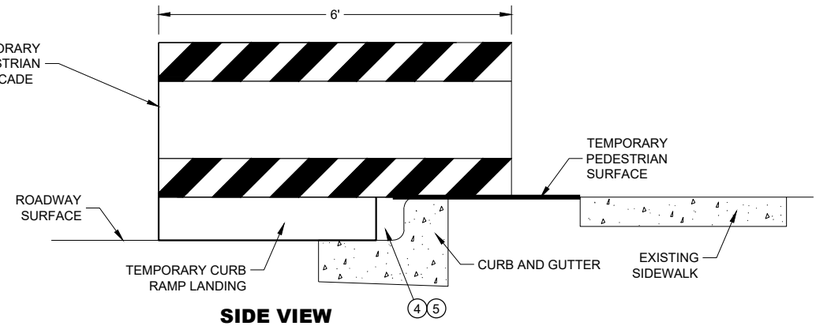
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

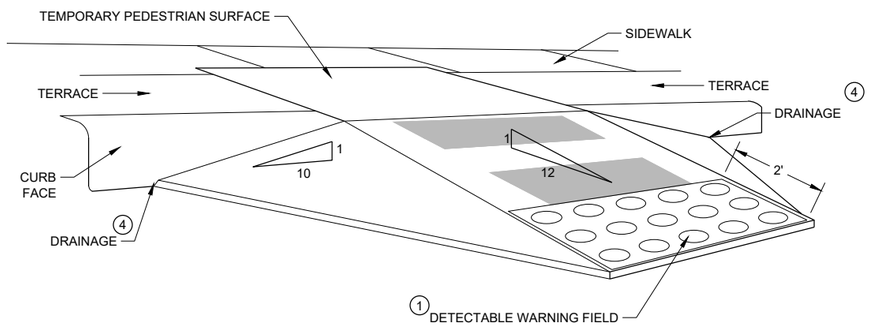
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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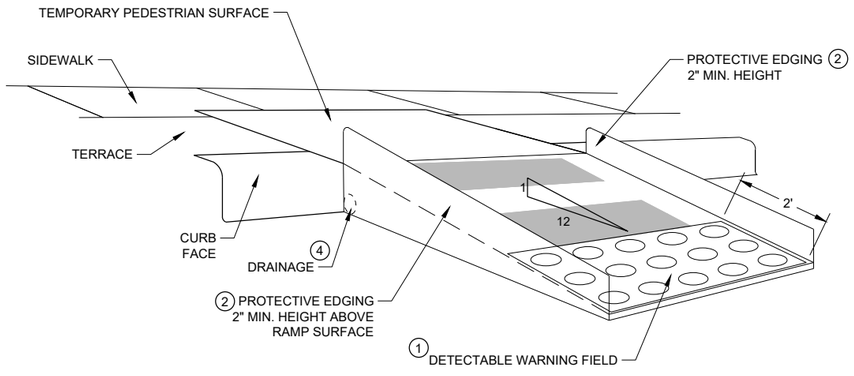
SDD 15D30 - 07b

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SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

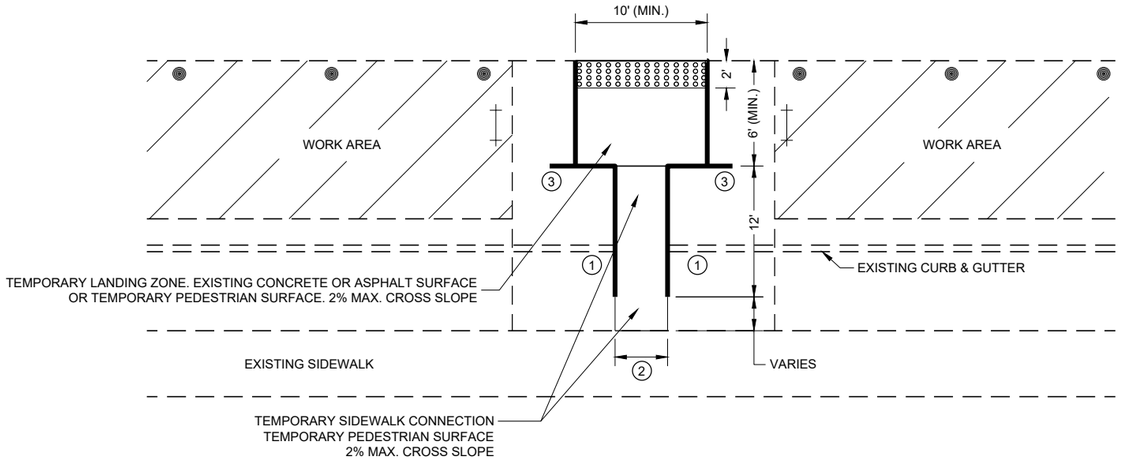
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

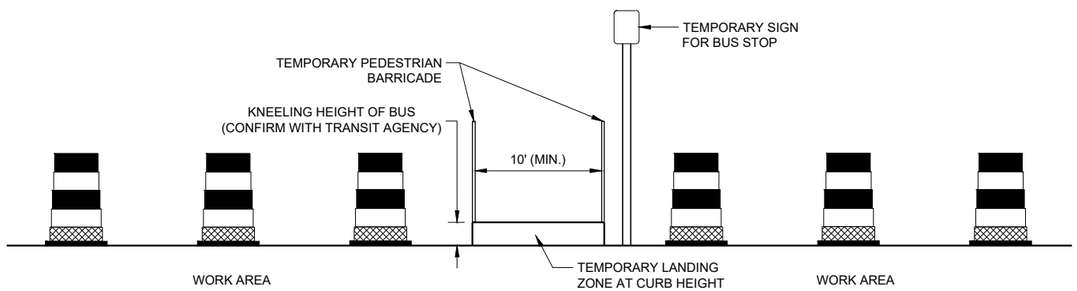
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SDD 15D30 - 07c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

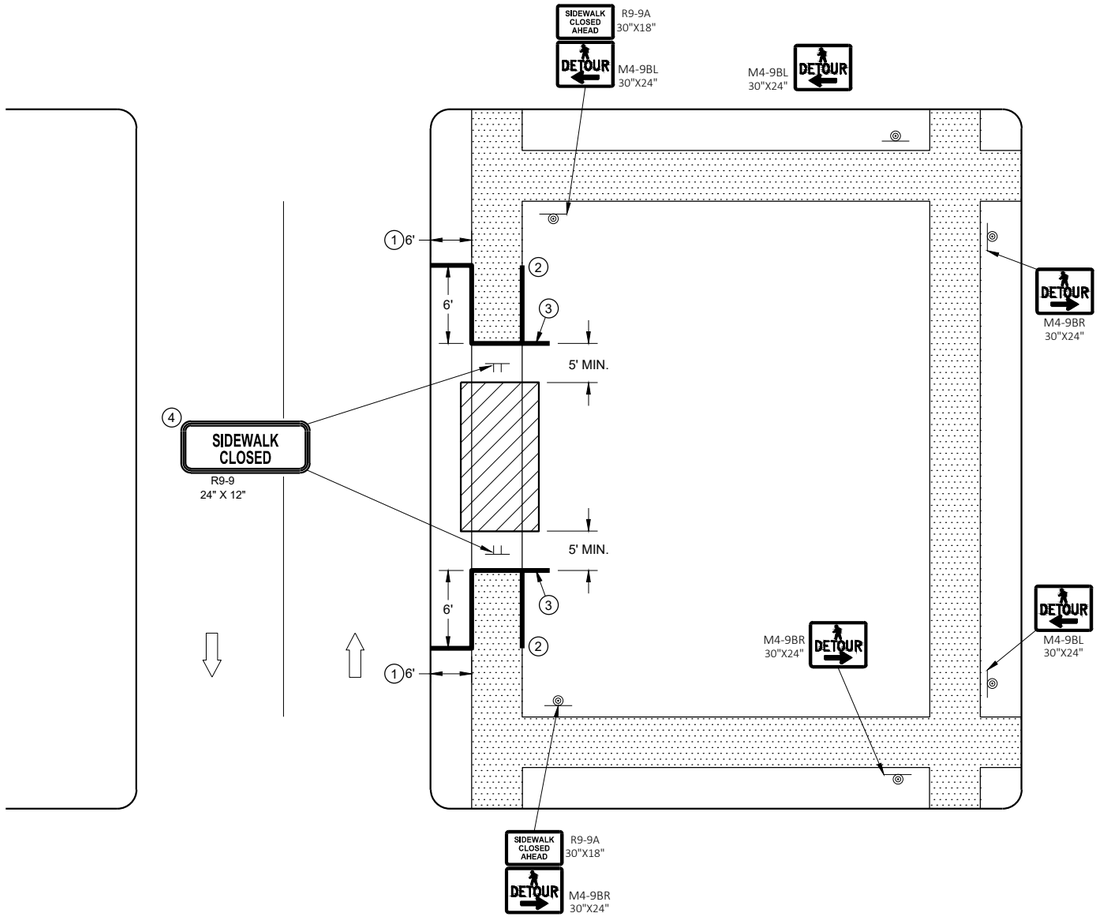
SDD 15D30 - 07e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 141

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

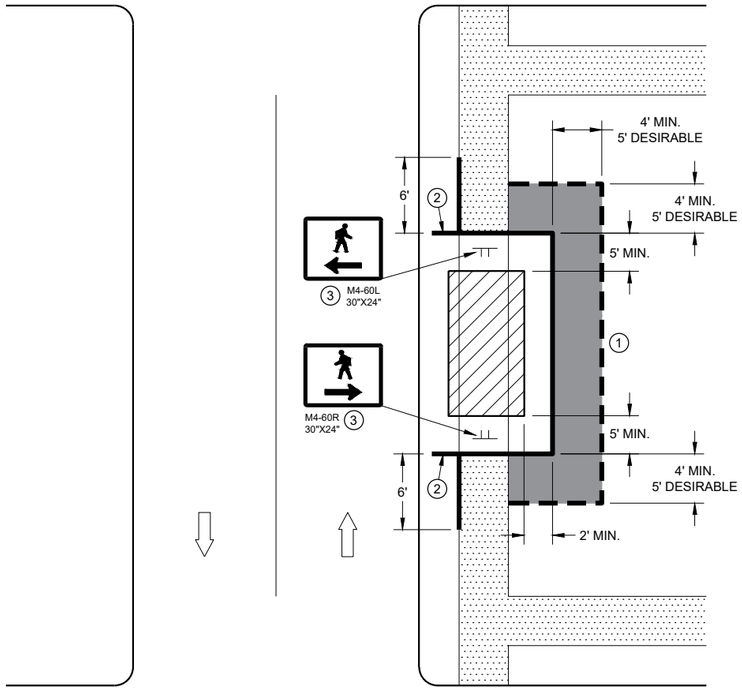
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 07g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 07g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

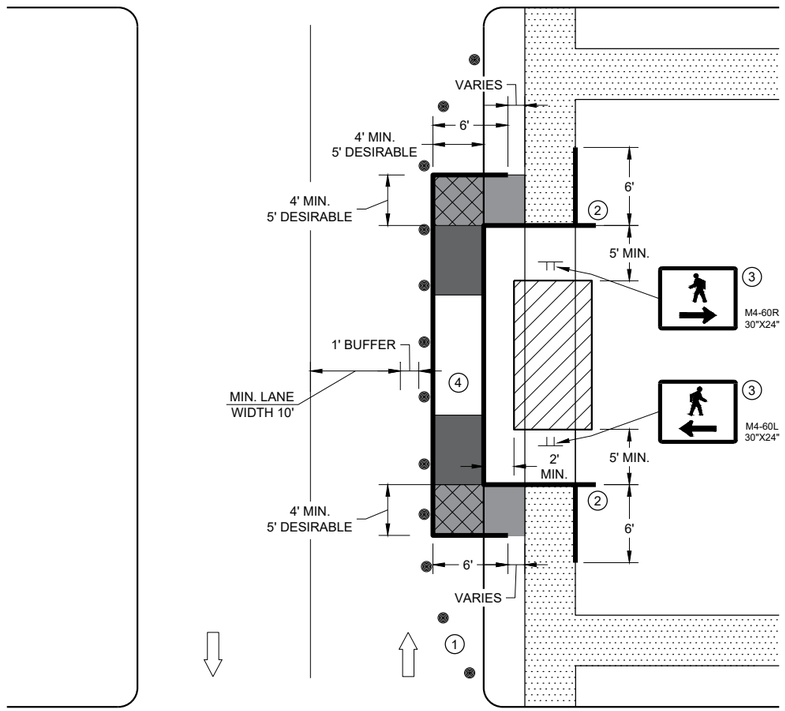
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

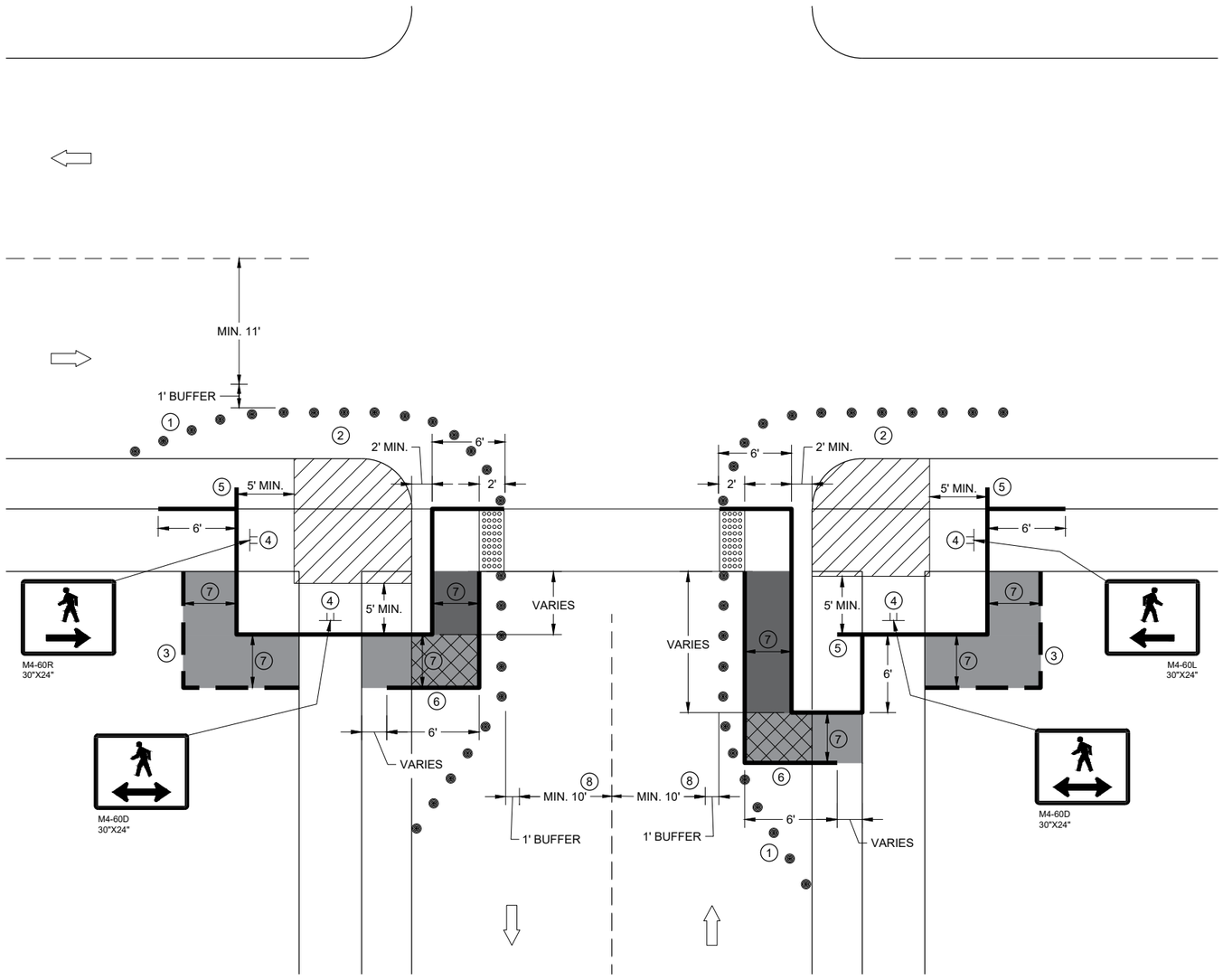
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 07h

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CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

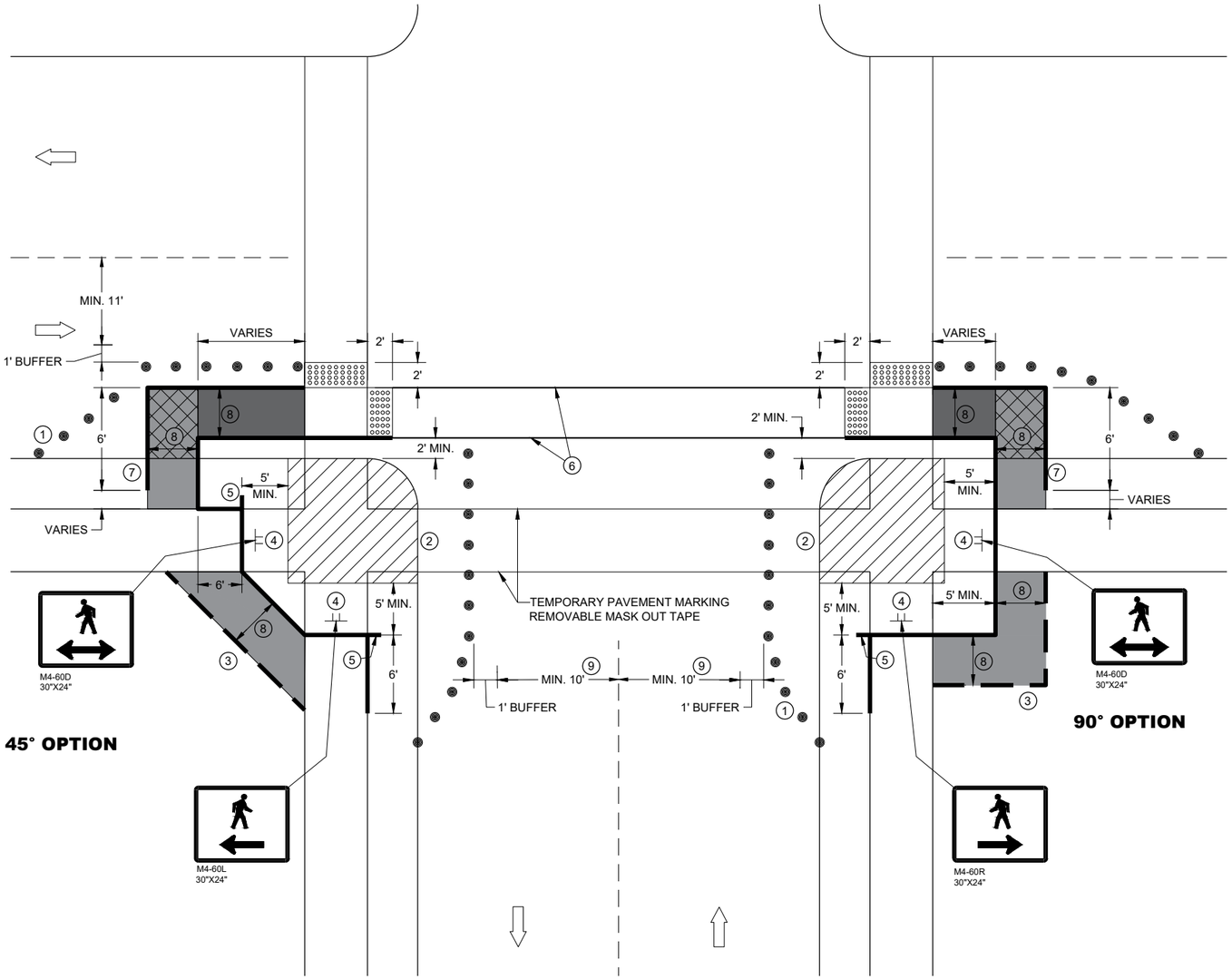
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 07i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

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LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TRAFFIC CONTROL DRUM

FLAGS, 16" X 16" MIN. (ORANGE)

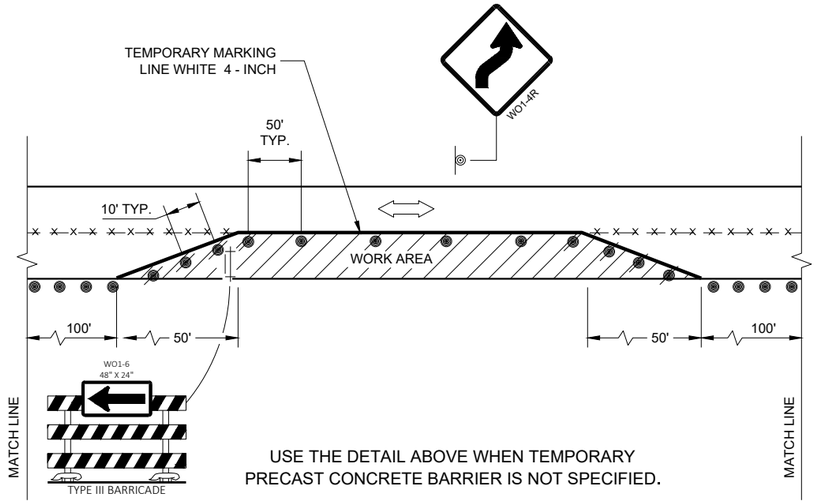
REMOVING PAVEMENT MARKING

DIRECTION OF TRAFFIC

ASPHALTIC PAVEMENT WIDENING

CONCRETE BARRIER TEMPORARY PRECAST

TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

GENERAL NOTES

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 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

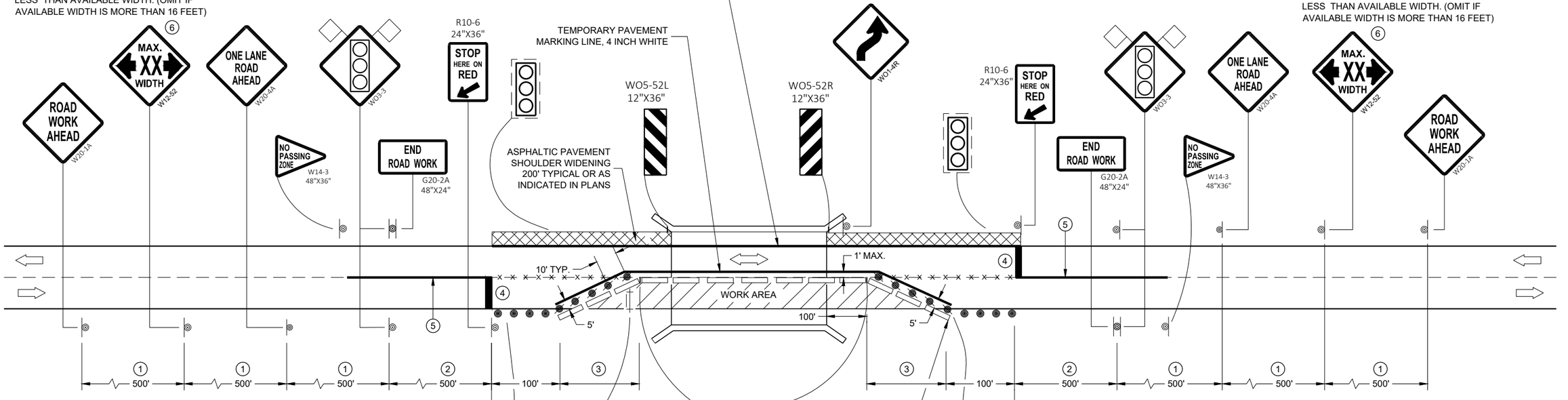
ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

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

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

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

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
2. USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
3. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
4. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
5. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 4 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
6. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

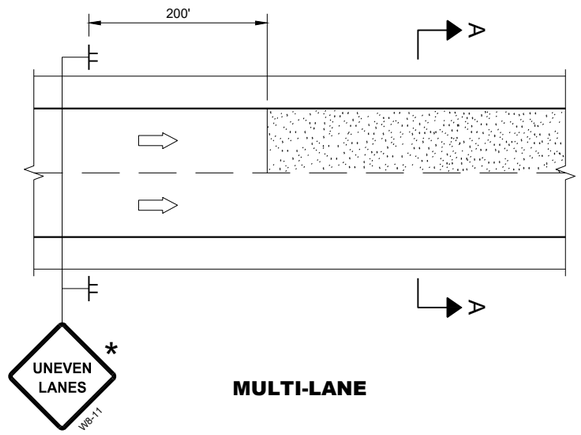
APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

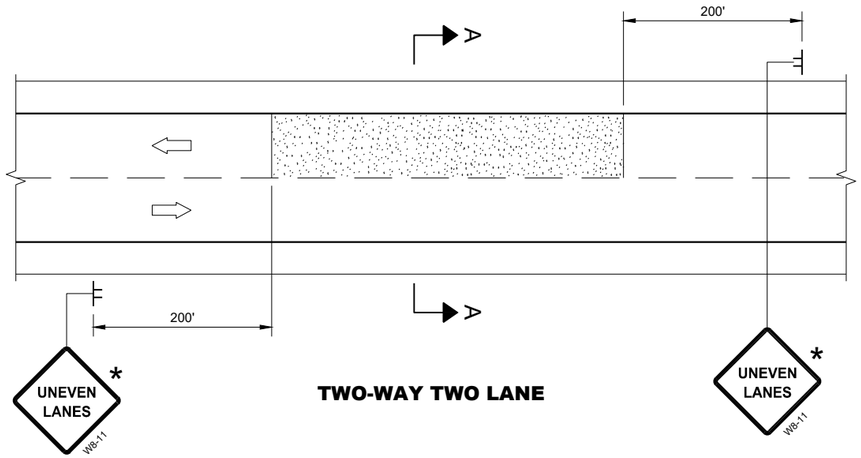
FHWA

SDD 15D33 - 07

SDD 15D33 - 07



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

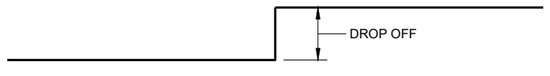
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

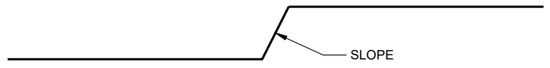
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

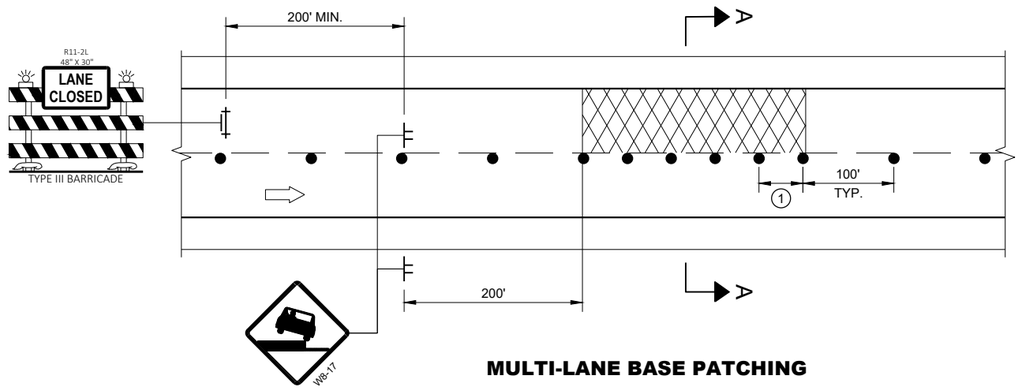


SECTION A - A

OR

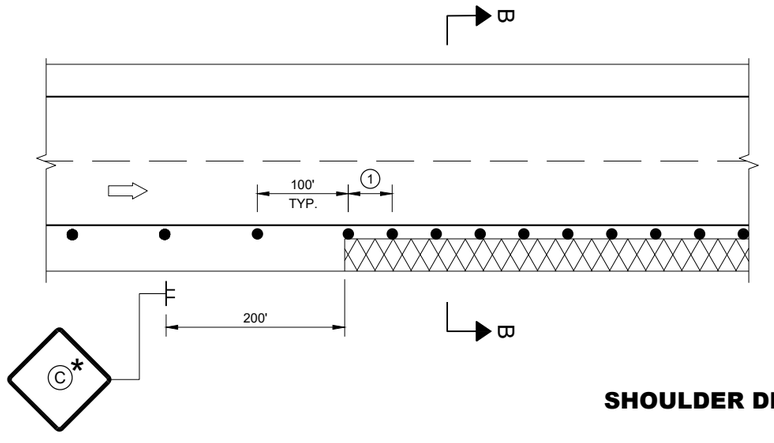


SECTION A - A

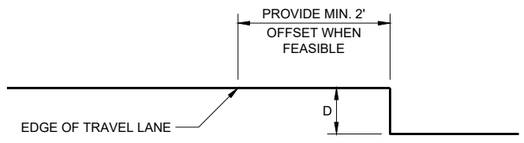


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

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

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

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

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

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

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

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

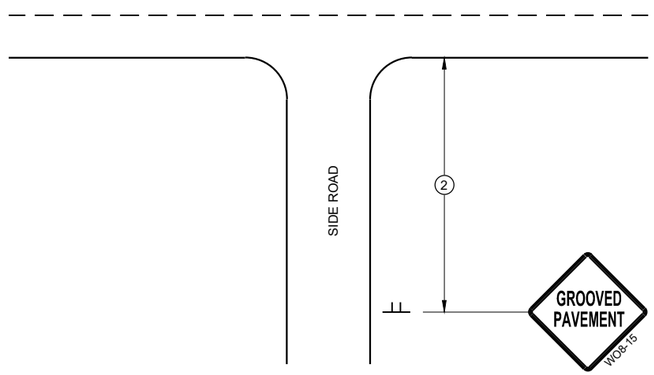
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

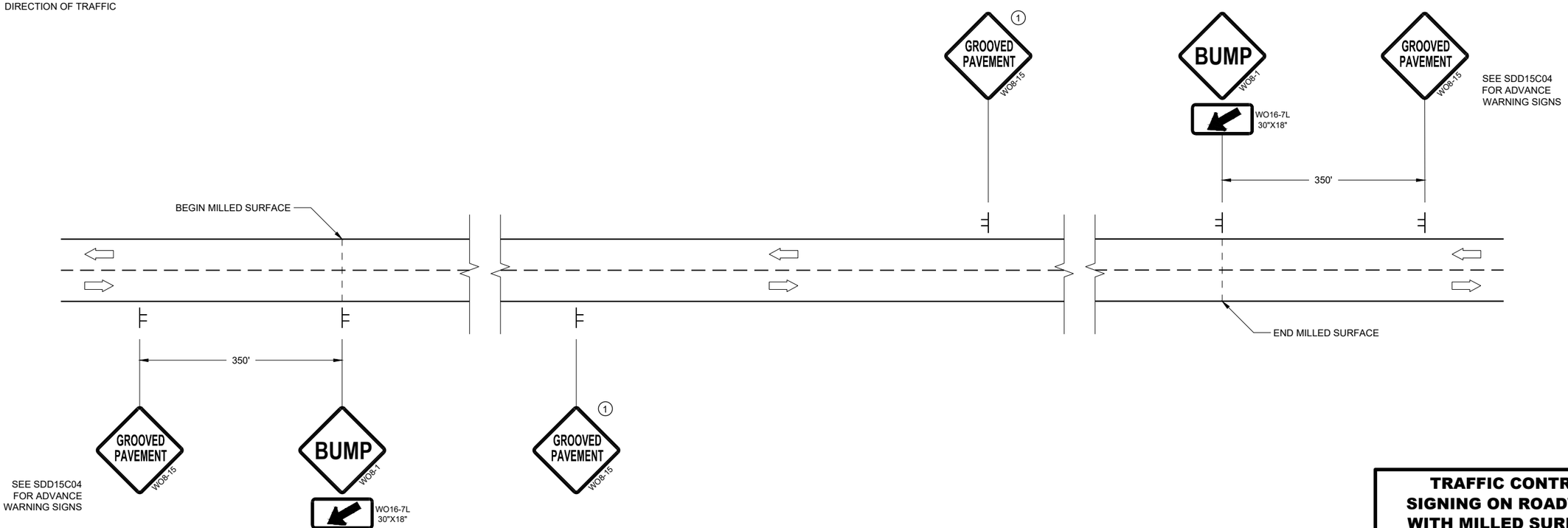
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

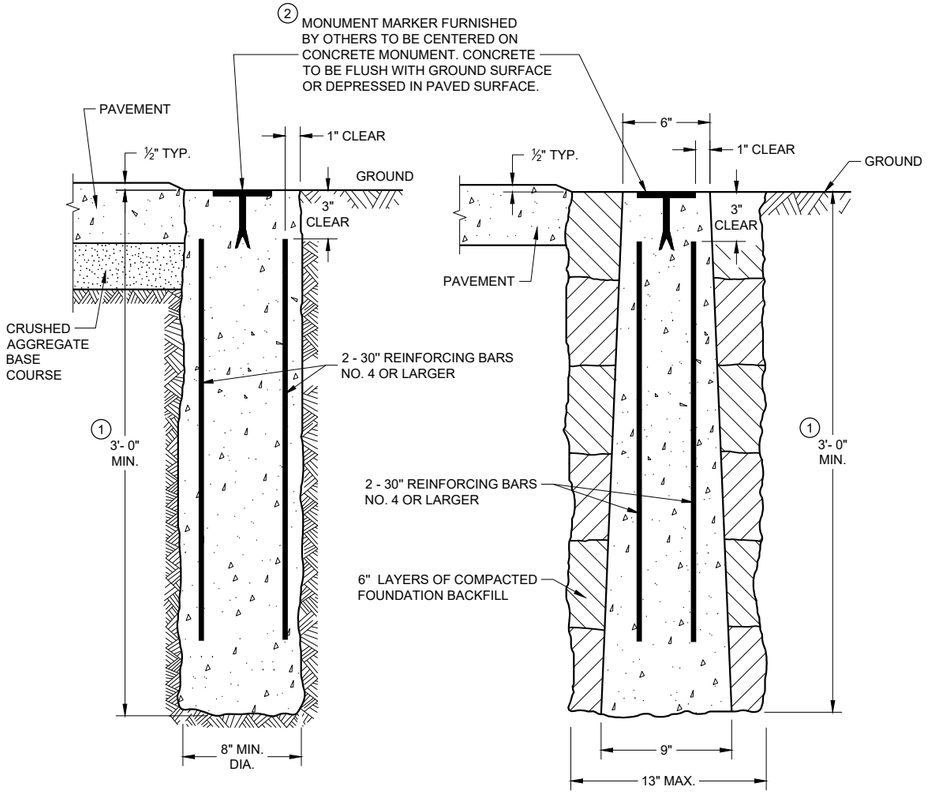
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

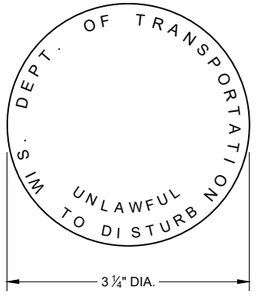
SDD 15D44 - 02

SDD 15D44 - 02



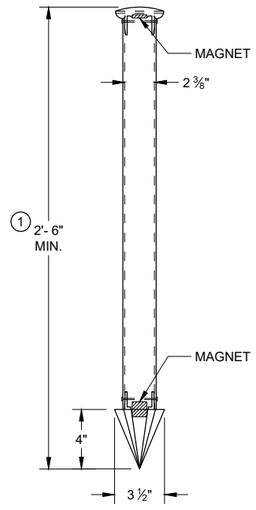
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

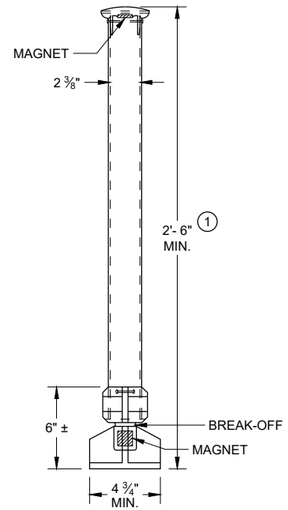


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

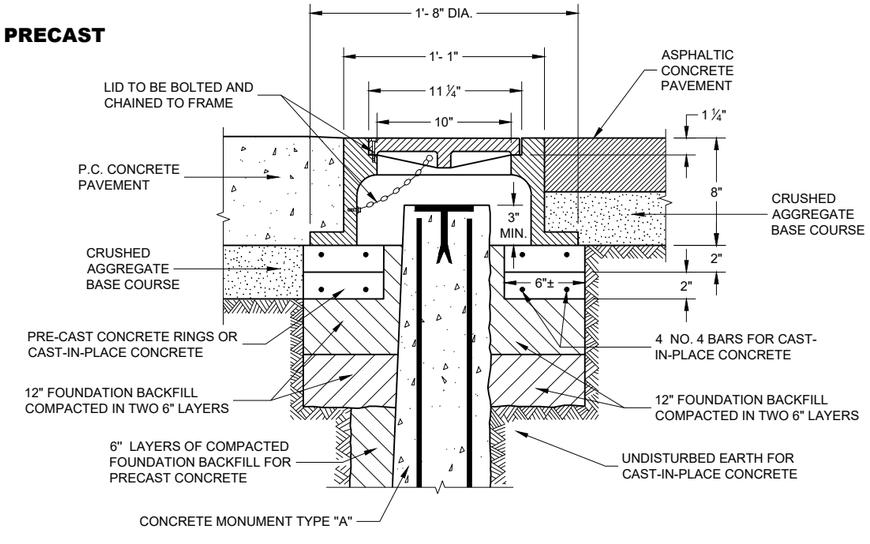


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

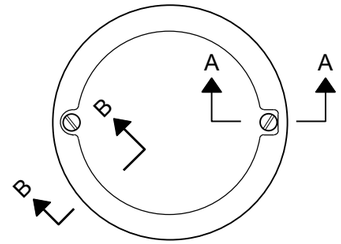
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

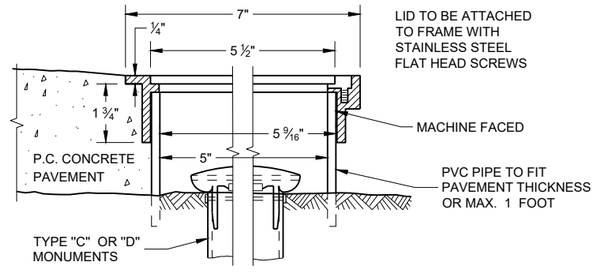
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

FHWA

SDD 16A01 - 07

6

SDD 16A01 - 07

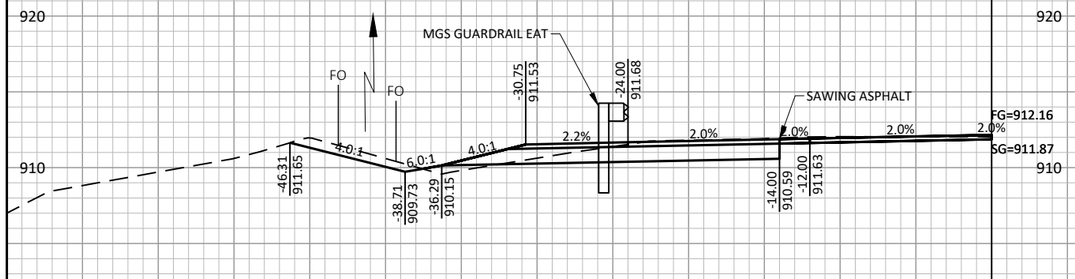
9

9

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

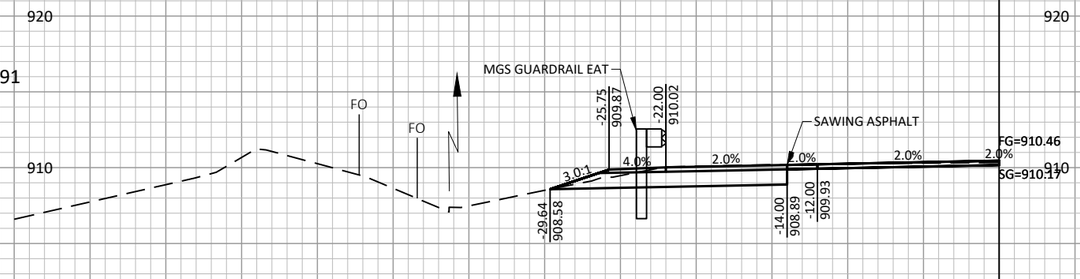
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POST 1



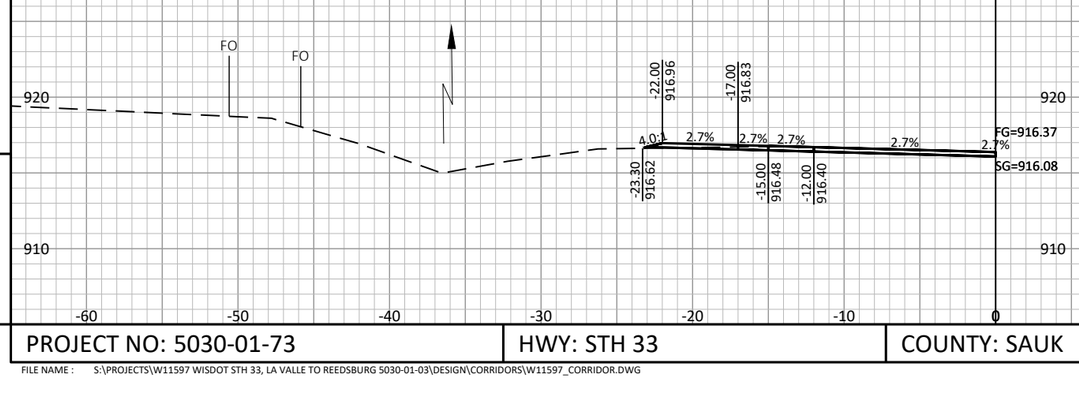
87+91

POST 9



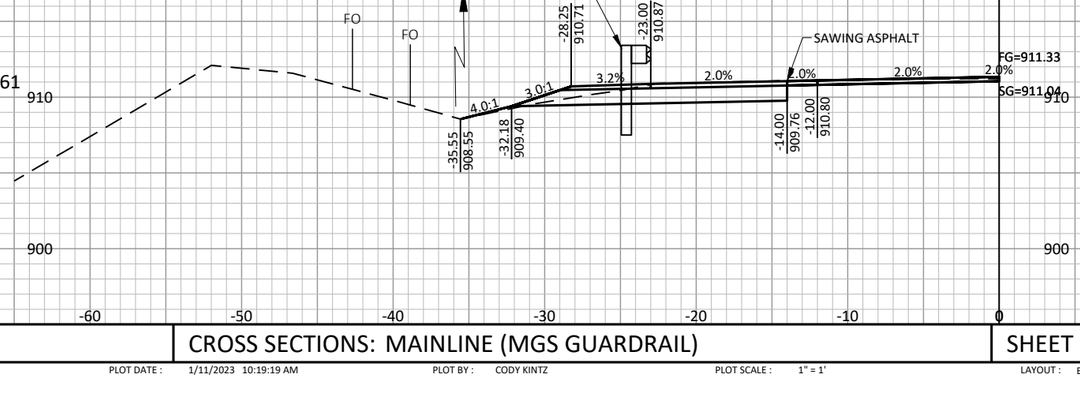
88+41

END TAPER



86+61

POST 5



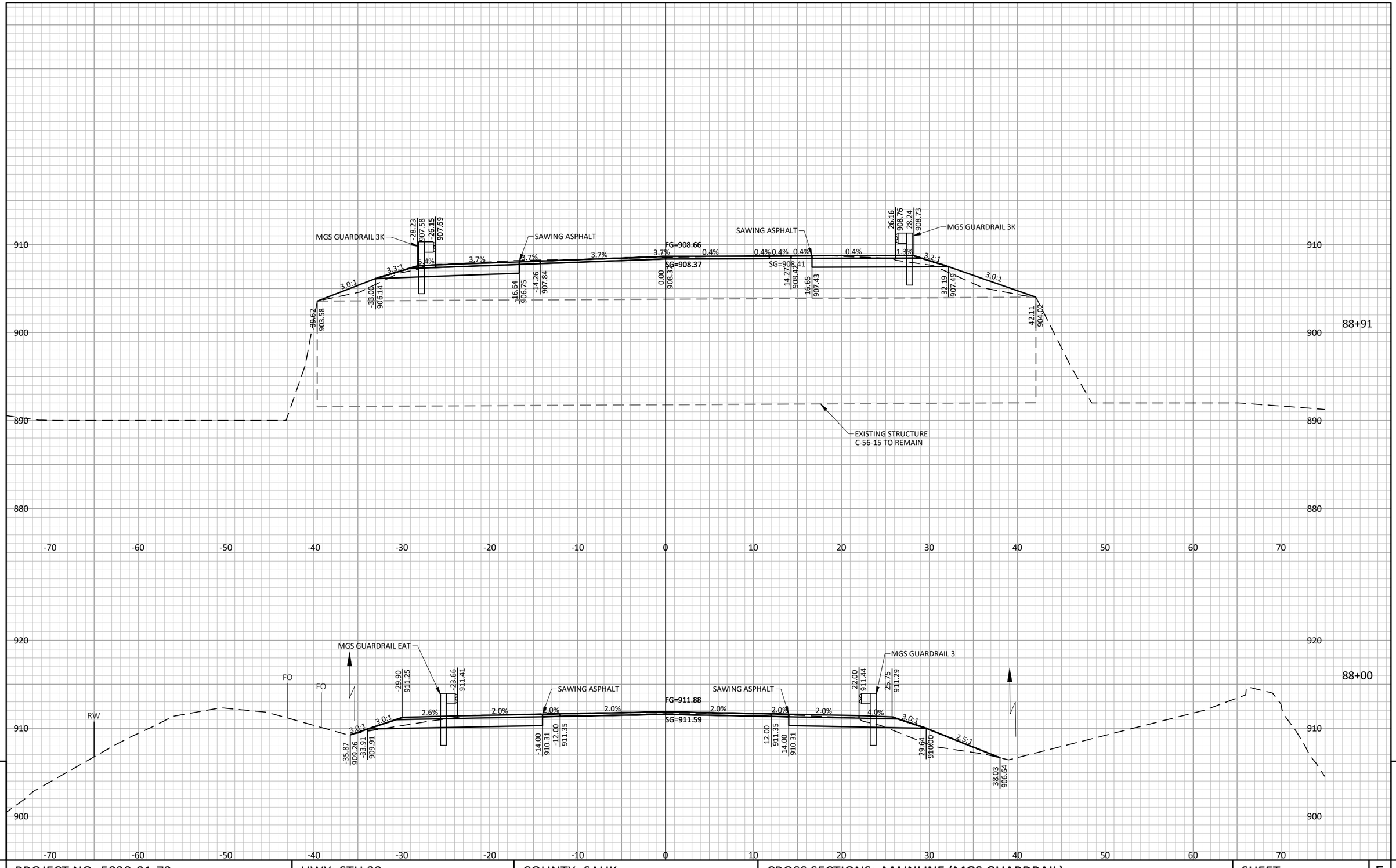
88+16

9

9

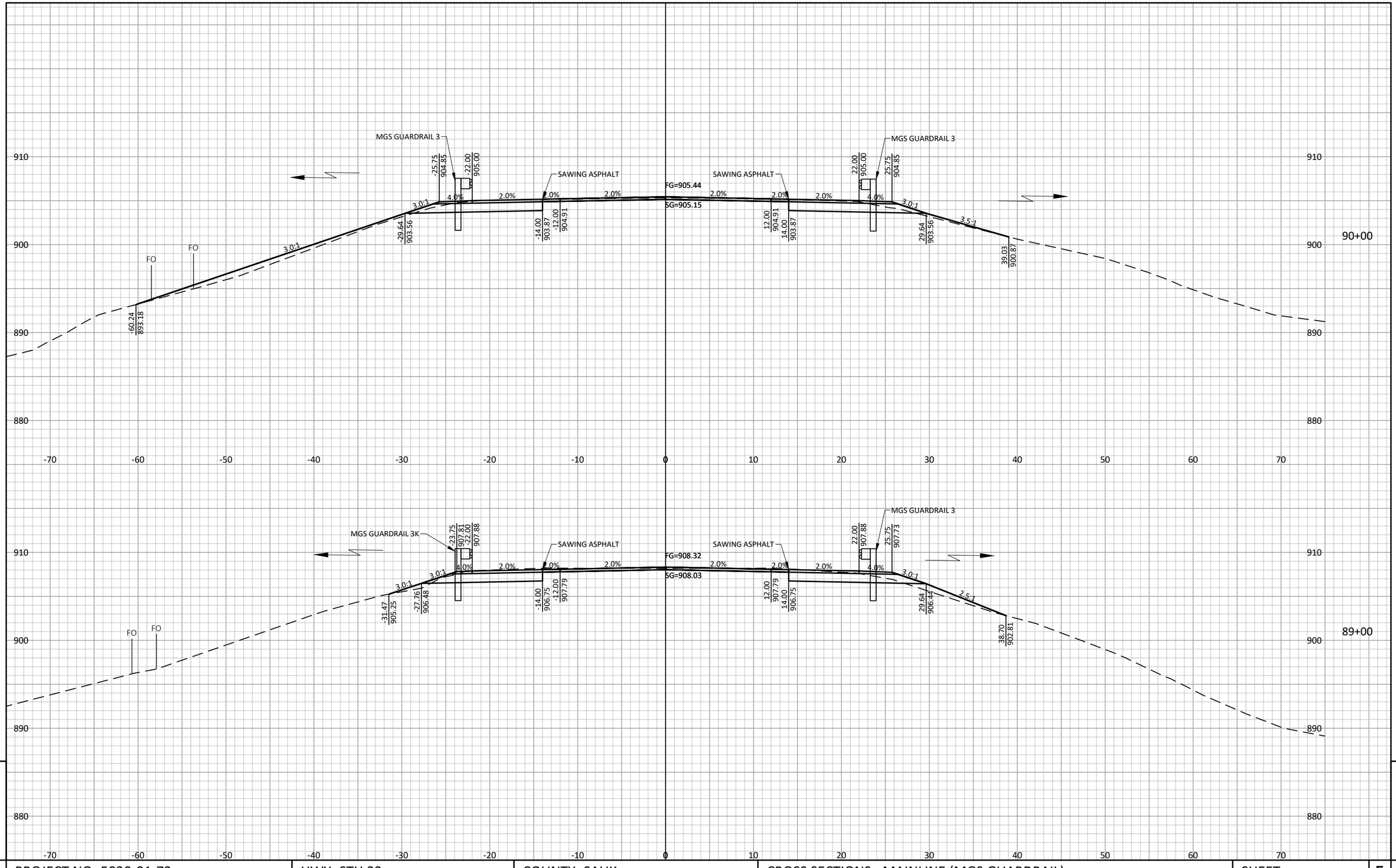
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 153	E

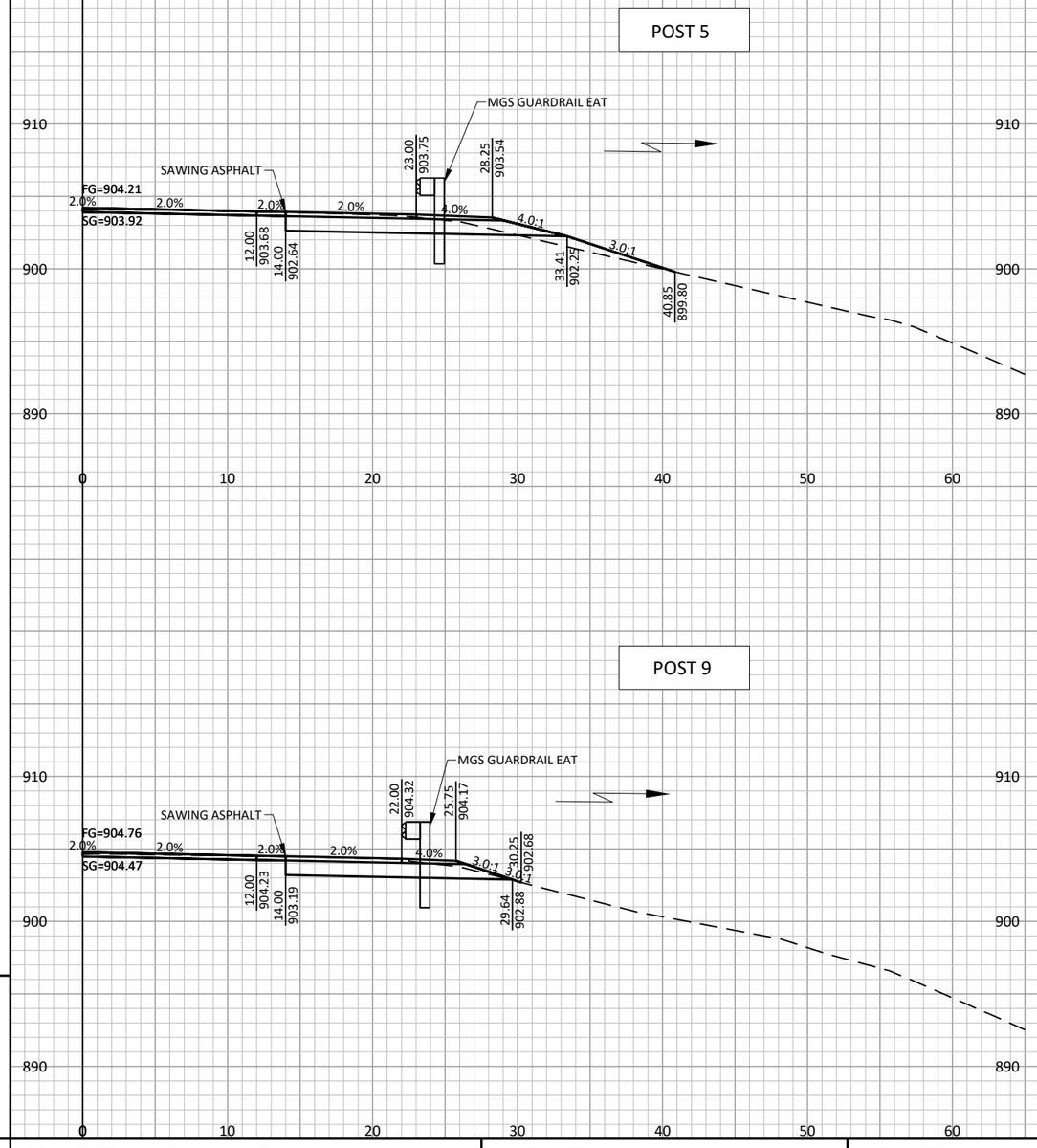
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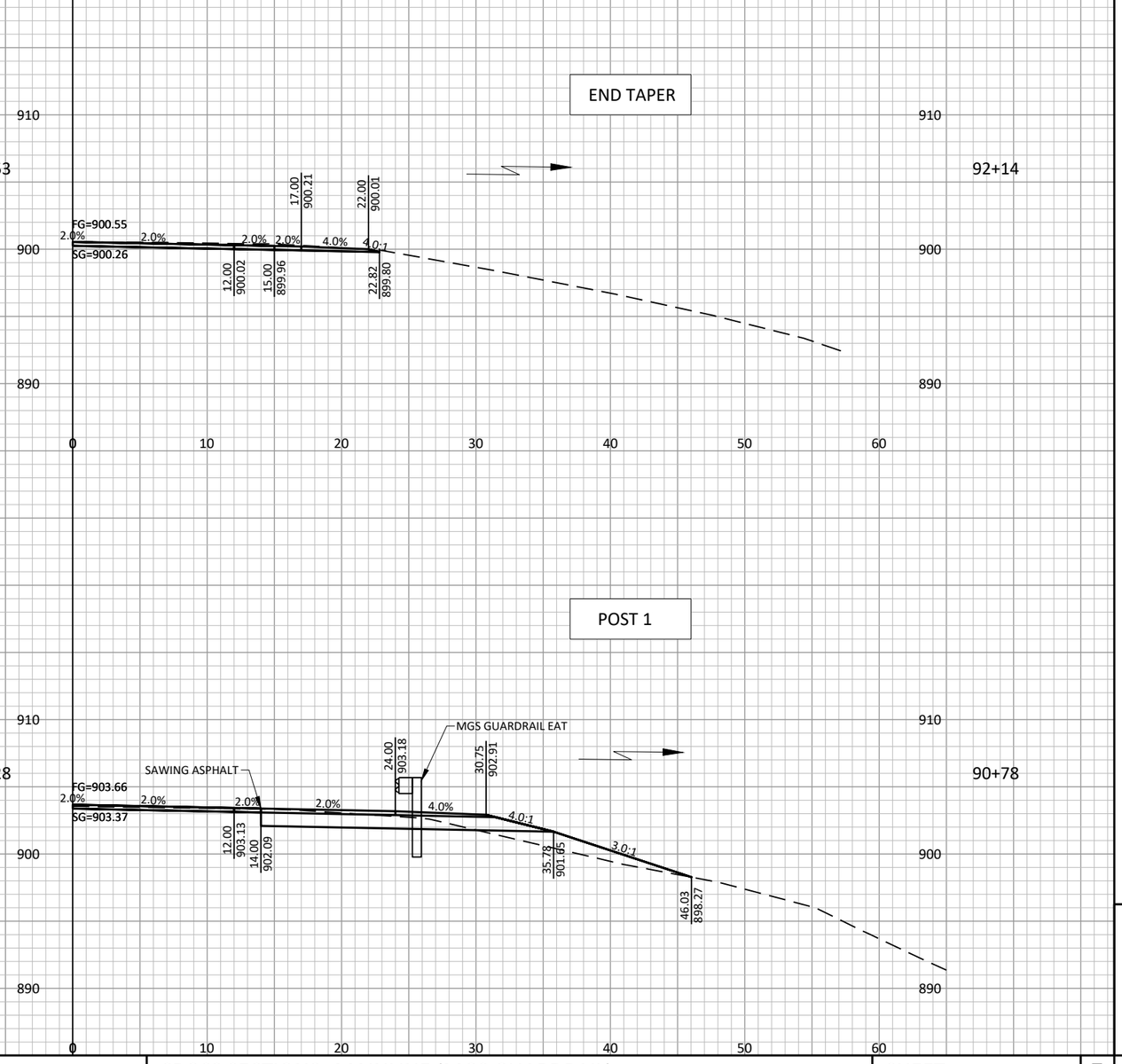
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PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 1 (2)

POST 5



90+53



END TAPER

92+14

POST 9

90+28

POST 1

90+78

9

9

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

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PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 1 EATS RT2

POST 5

MGS GUARDRAIL EAT

SAWING ASPHALT

FO

FO

FO

3.0:1

3.0:1

4.0%

2.0%

2.0%

2.0%

-28.25
903.39

-23.00
903.60

-32.04
902.13

-14.00
902.49

-12.00
903.53

-49.03
896.52

FG=904.06

SG=903.77

90+60

END TAPER

-22.00
899.87

-17.00
900.07

-22.83
899.66

-15.00
899.82

-12.00
899.88

4.0%

2.0%

2.0%

2.0%

2.0%

FG=900.41

SG=900.12

92+20

POST 9

MGS GUARDRAIL EAT

SAWING ASPHALT

FO

FO

FO

3.0:1

3.0:1

4.0%

2.0%

2.0%

2.0%

-25.75
904.02

-22.00
904.17

-32.94
901.61

-29.64
902.73

-14.00
903.04

-12.00
904.08

FG=904.61

SG=904.32

90+35

POST 1

MGS GUARDRAIL EAT

SAWING ASPHALT

FO

FO

3.0:1

3.0:1

4.0%

2.0%

2.0%

2.0%

-30.75
902.76

-24.00
903.03

-34.45
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901.94

-12.00
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-53.53
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FG=903.51

SG=903.22

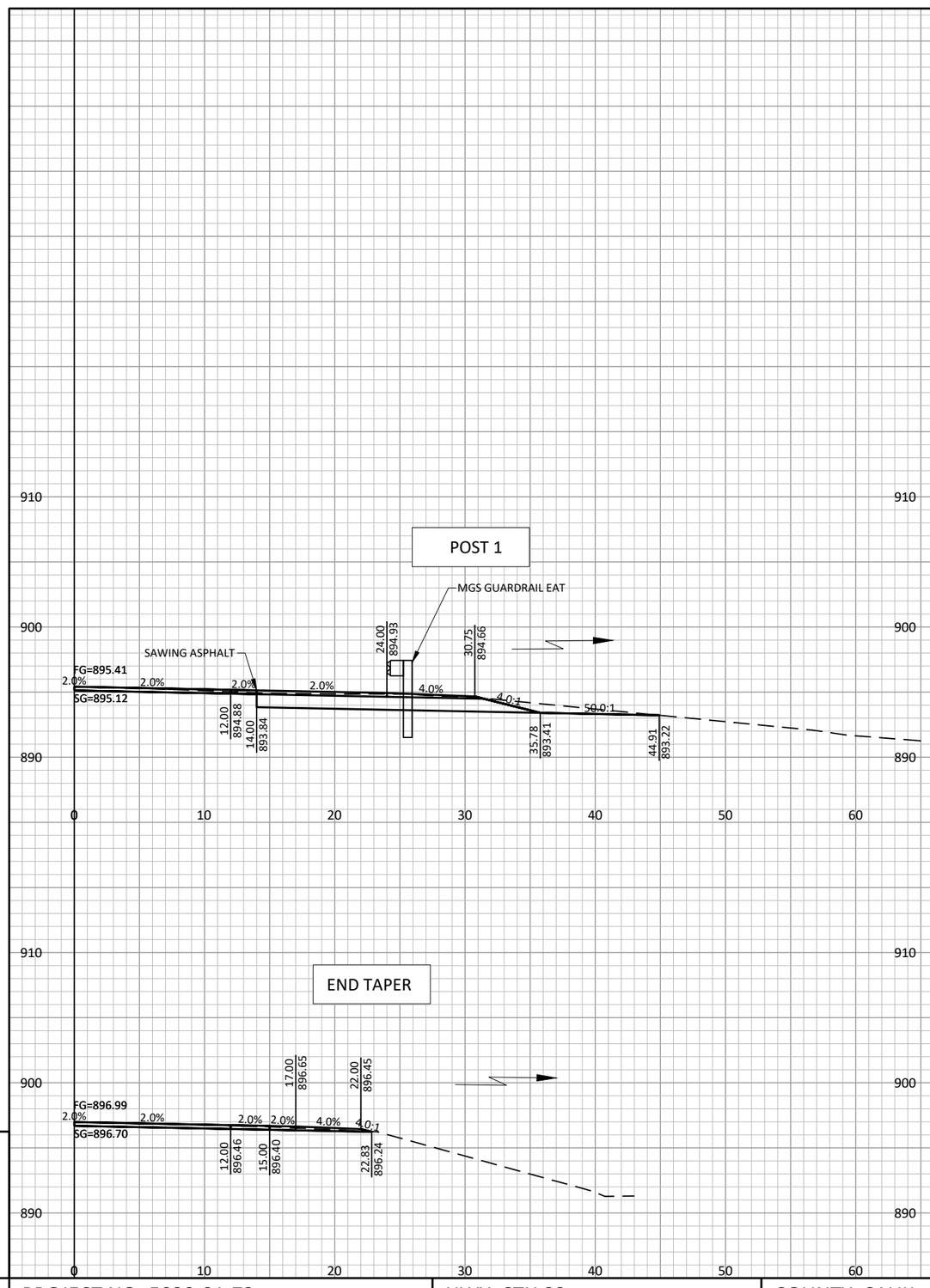
90+85

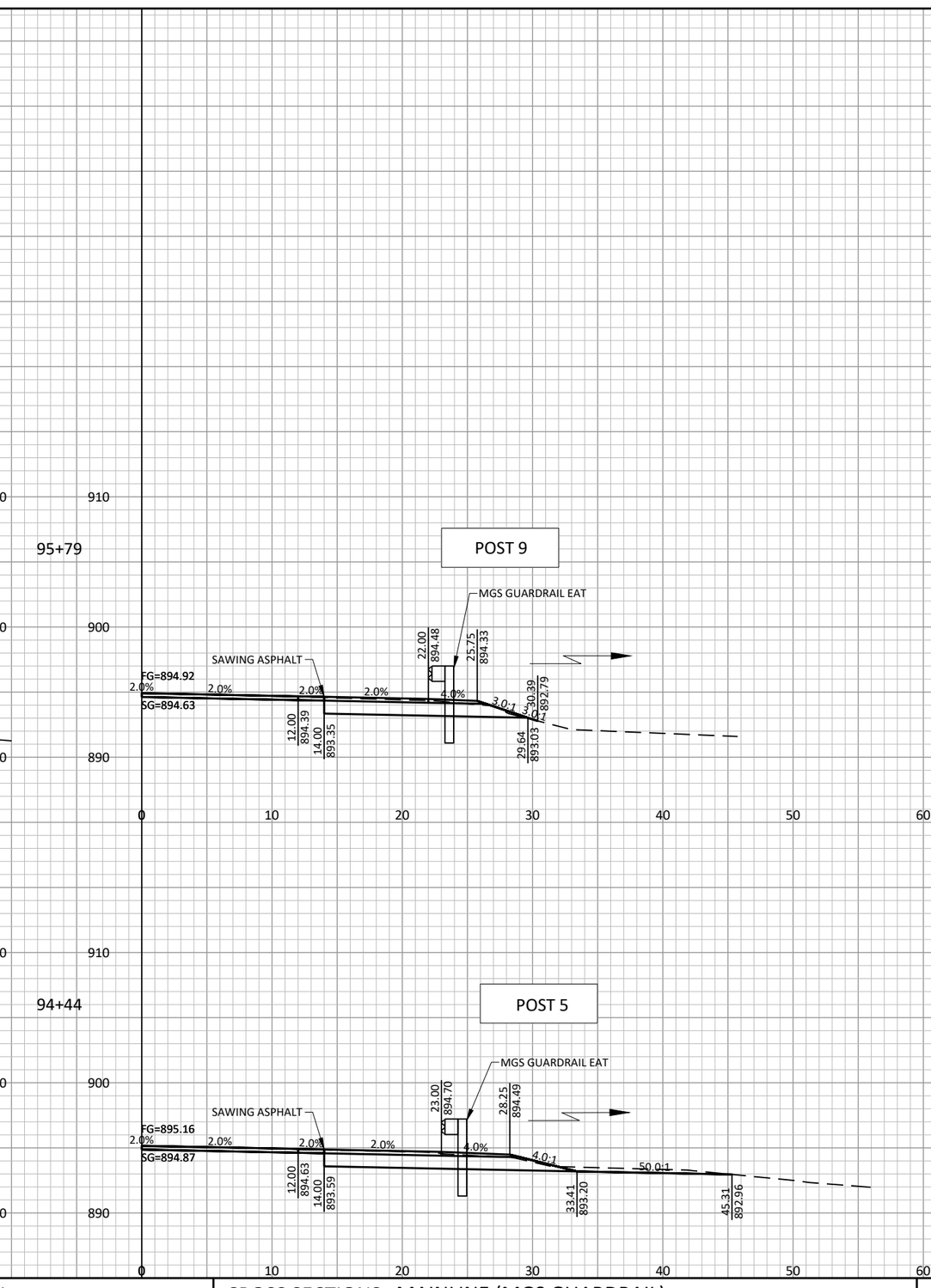
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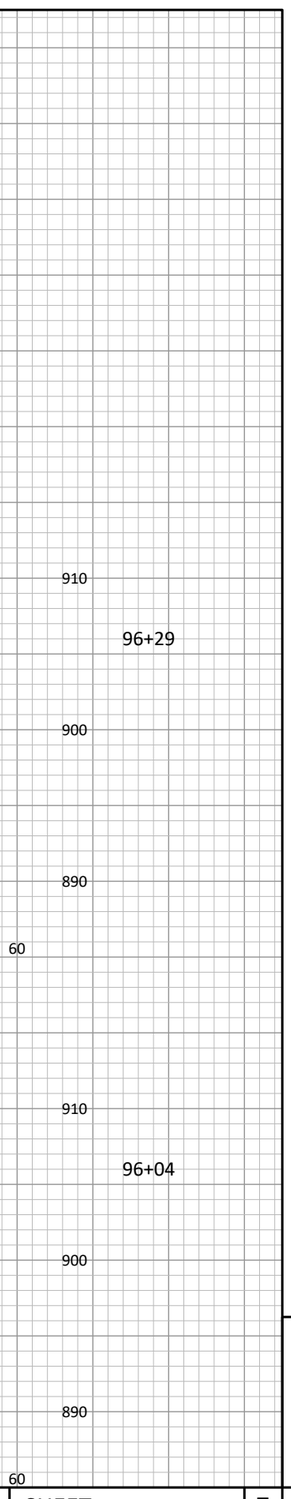
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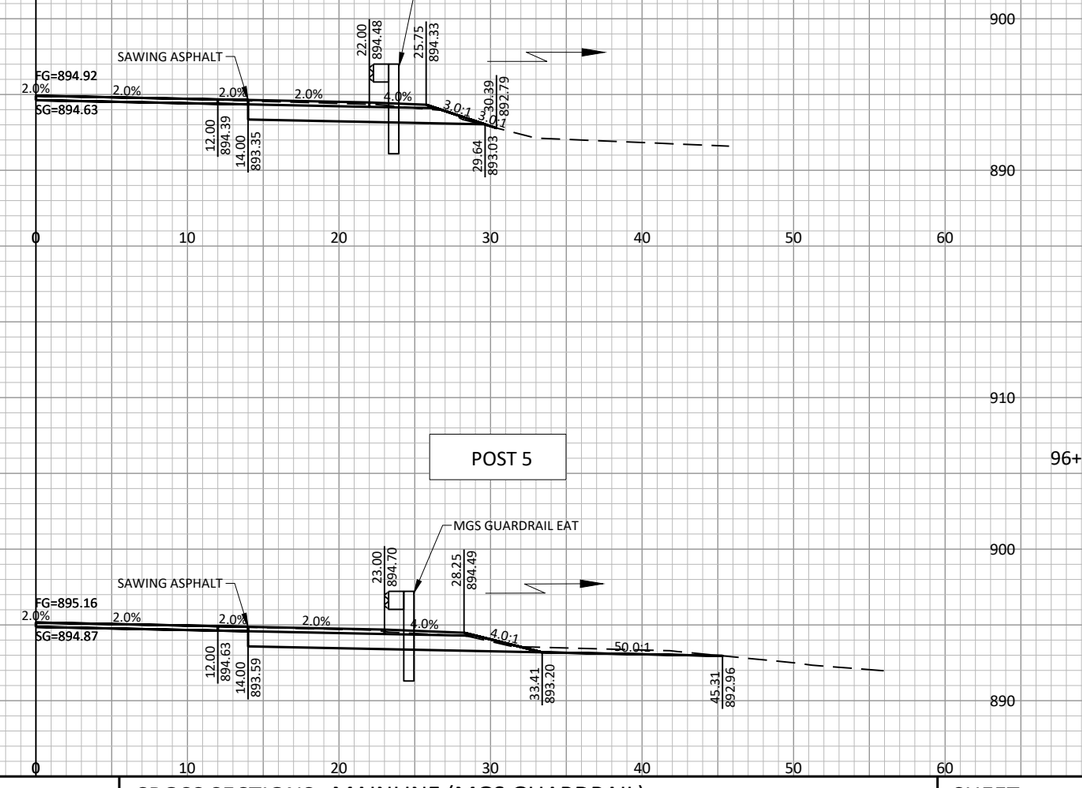
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:19:59 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 1 EATS LT2







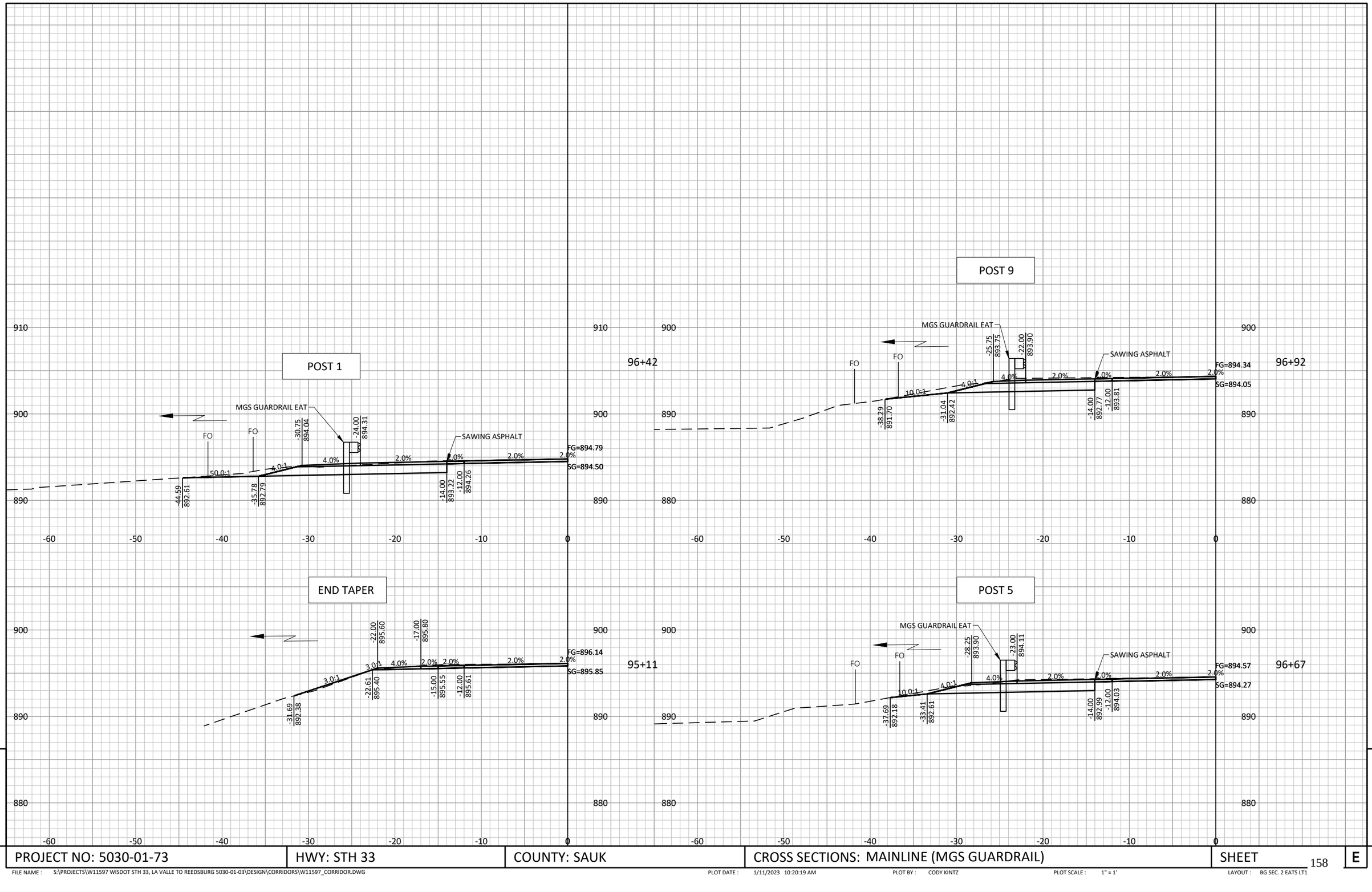


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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:20:09 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 EATS RT1

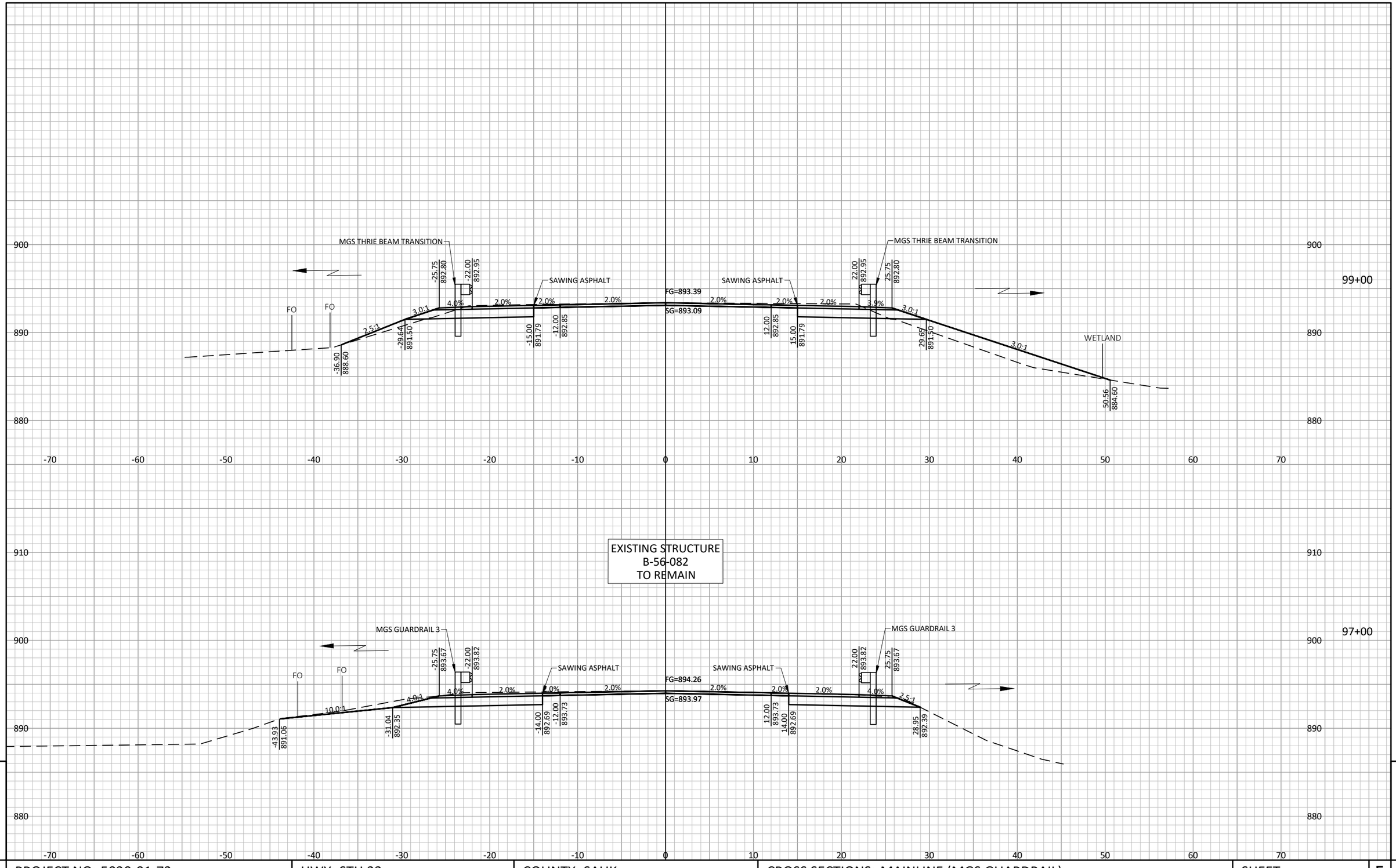


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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

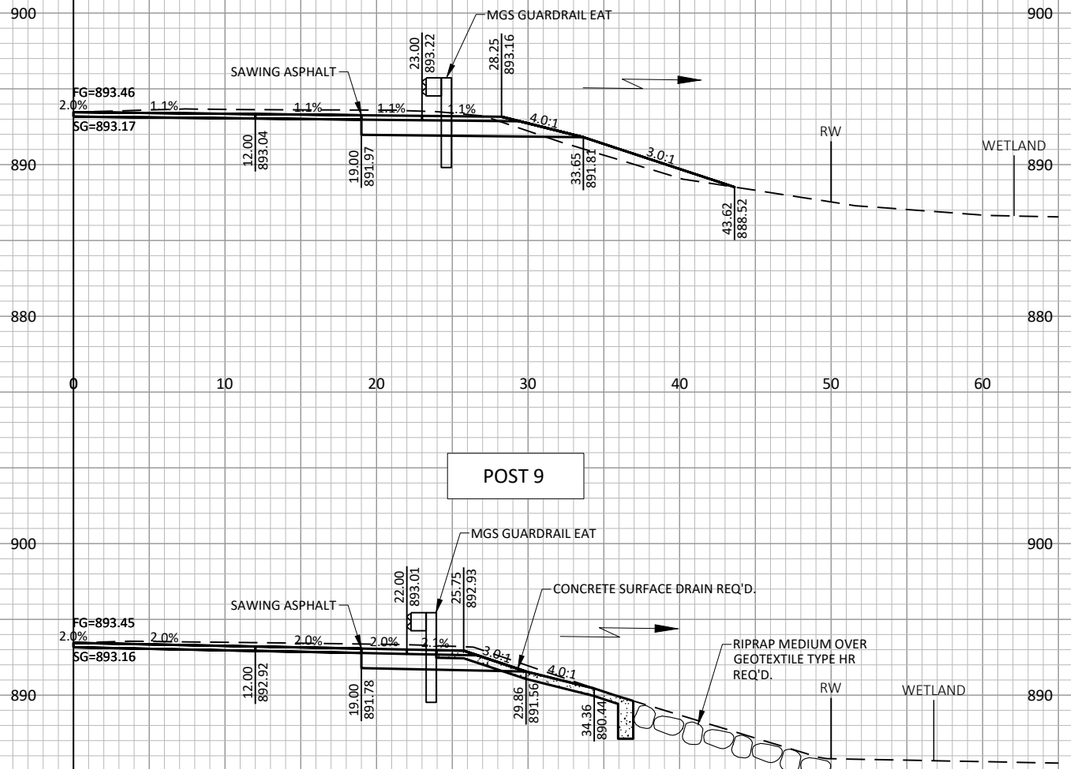
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:20:19 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 EATS LT1



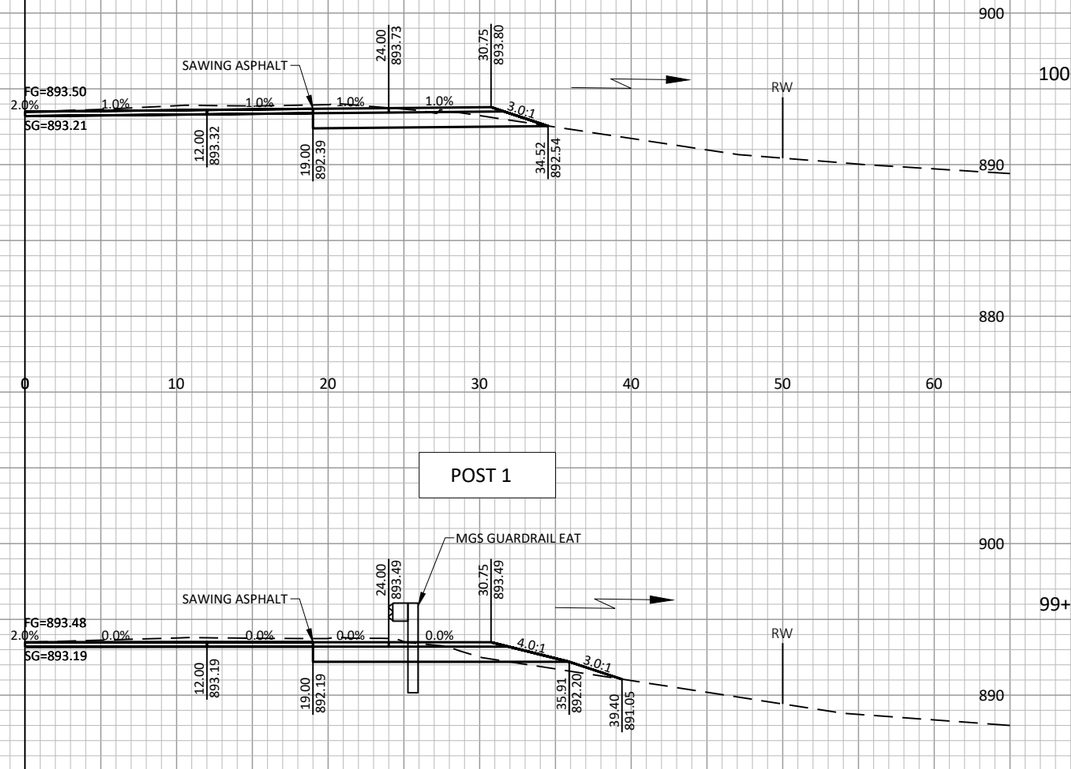
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:20:29 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 (1)

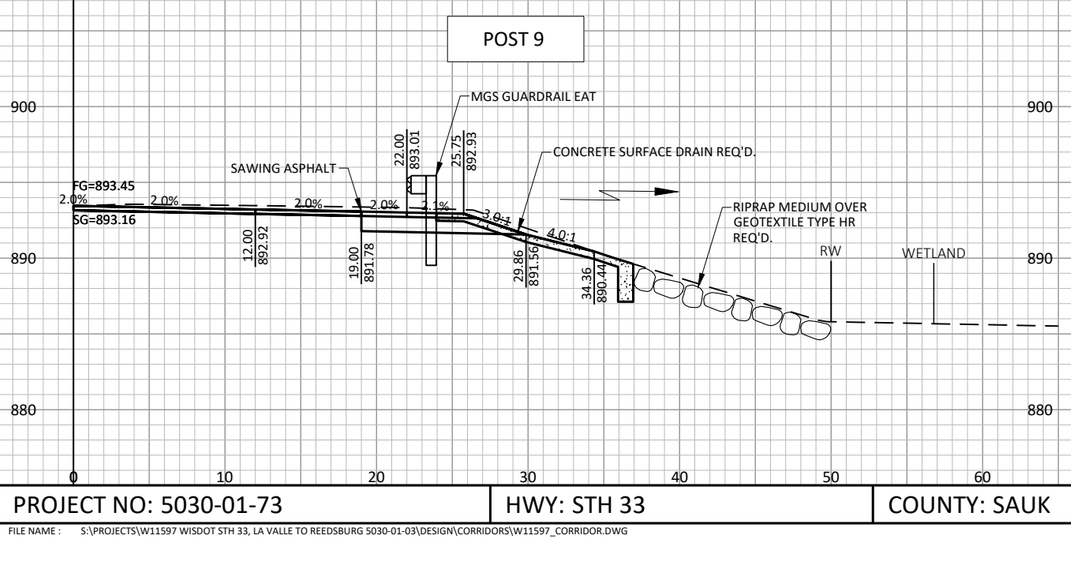
POST 5



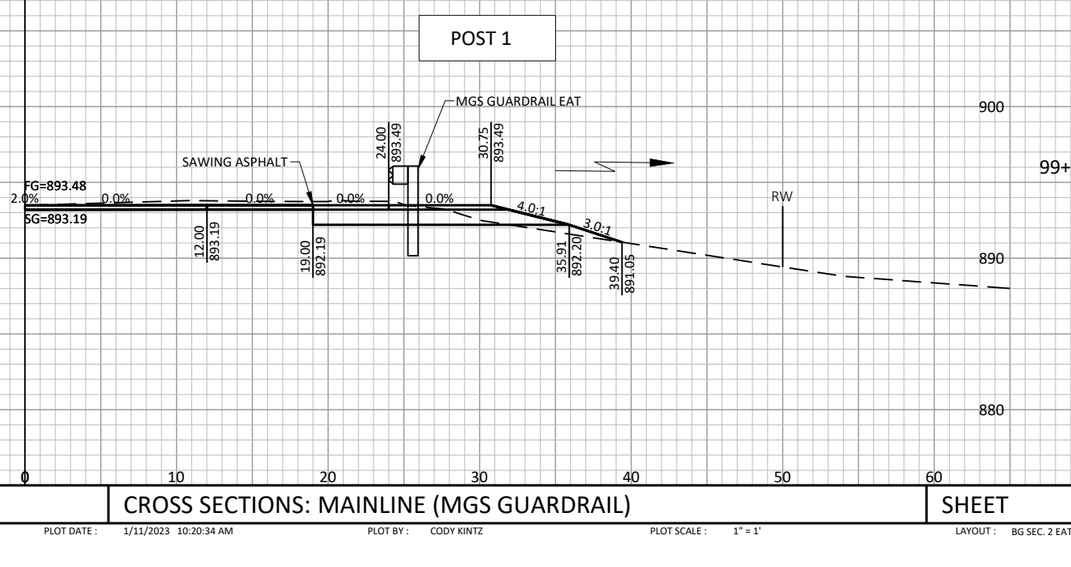
END TAPER



POST 9



POST 1

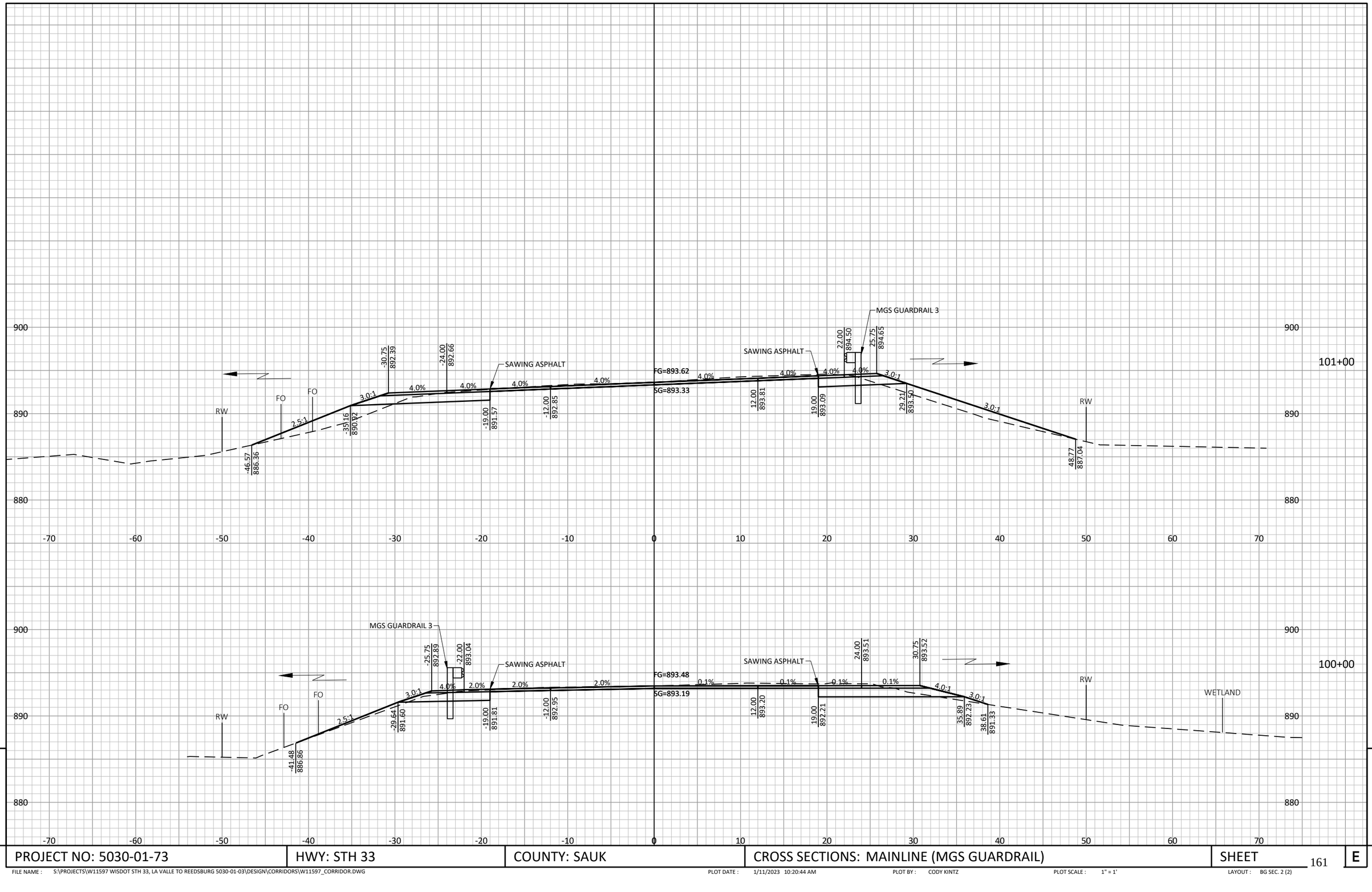


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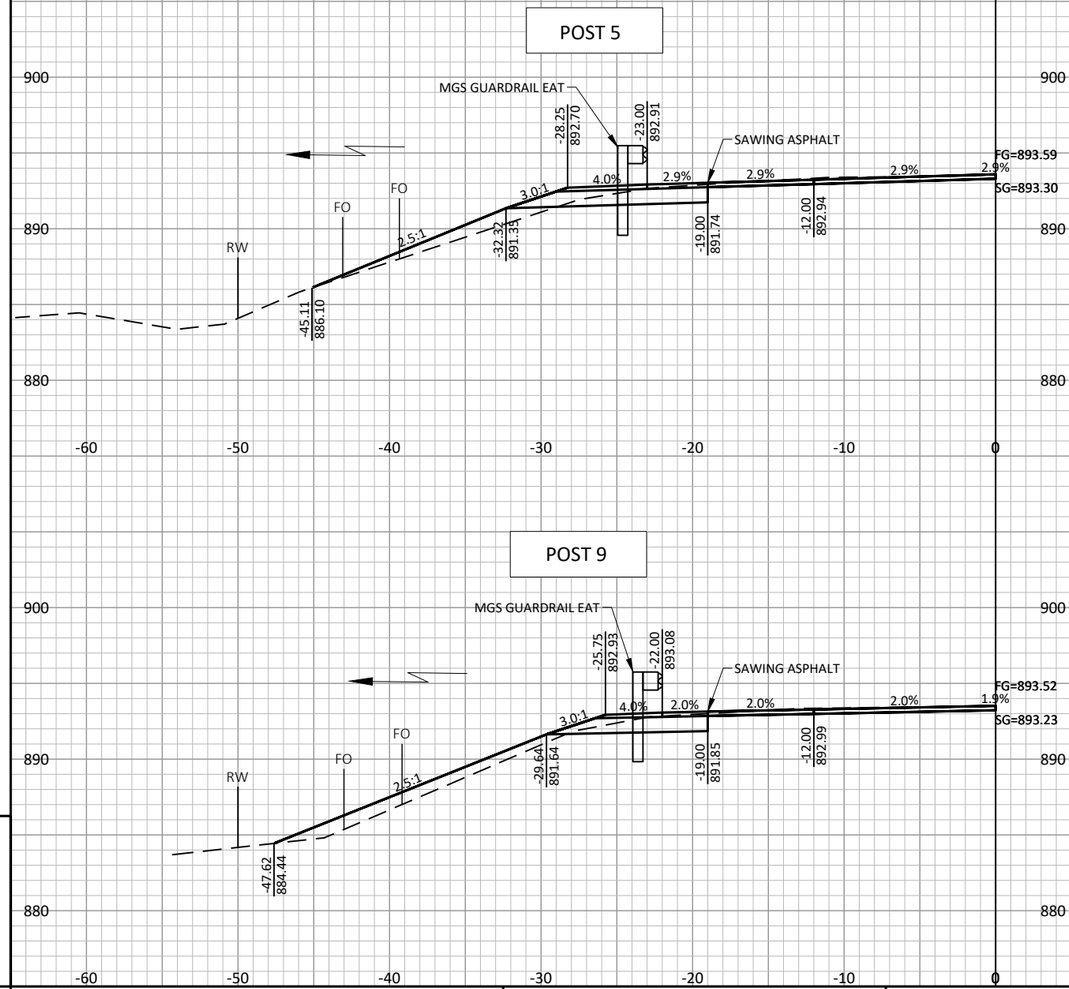
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

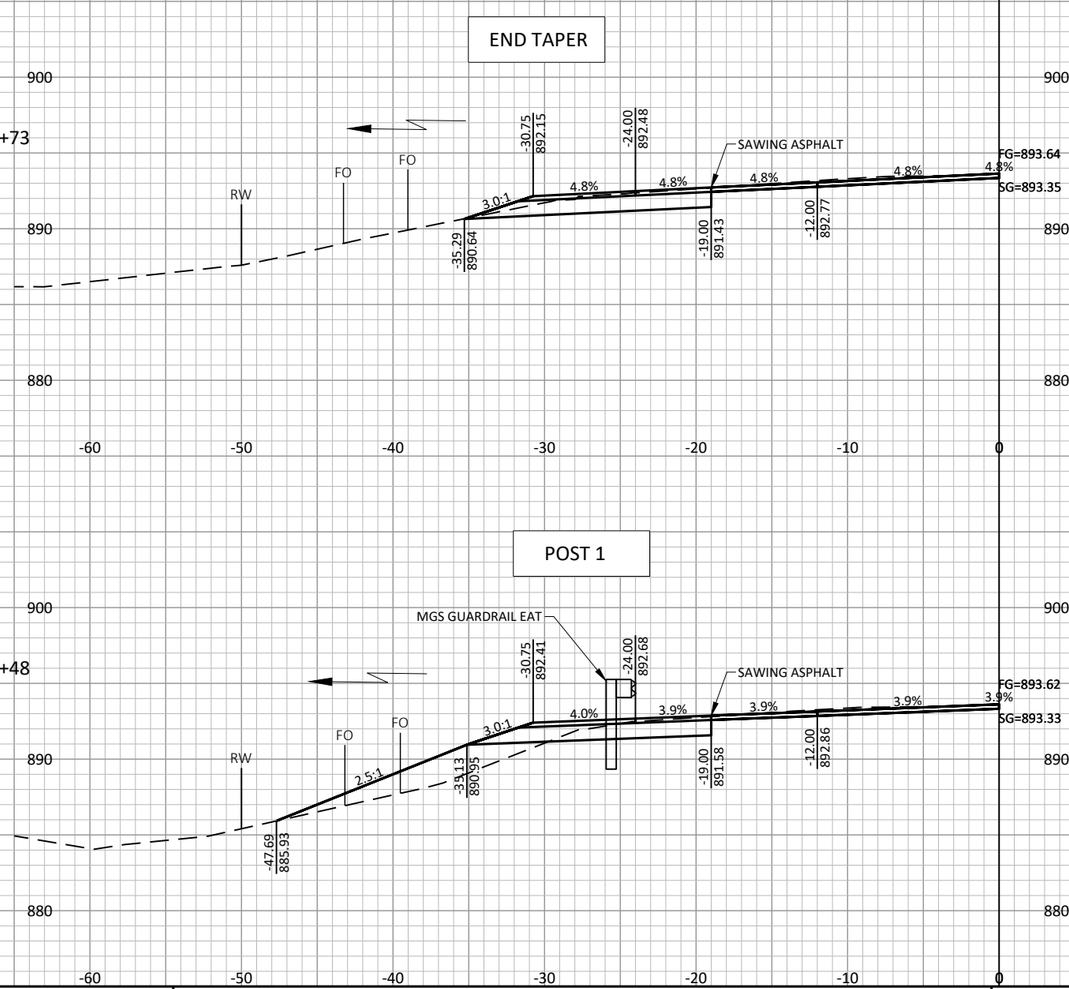
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:20:34 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 2 EATS RT2



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:20:44 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 (2)



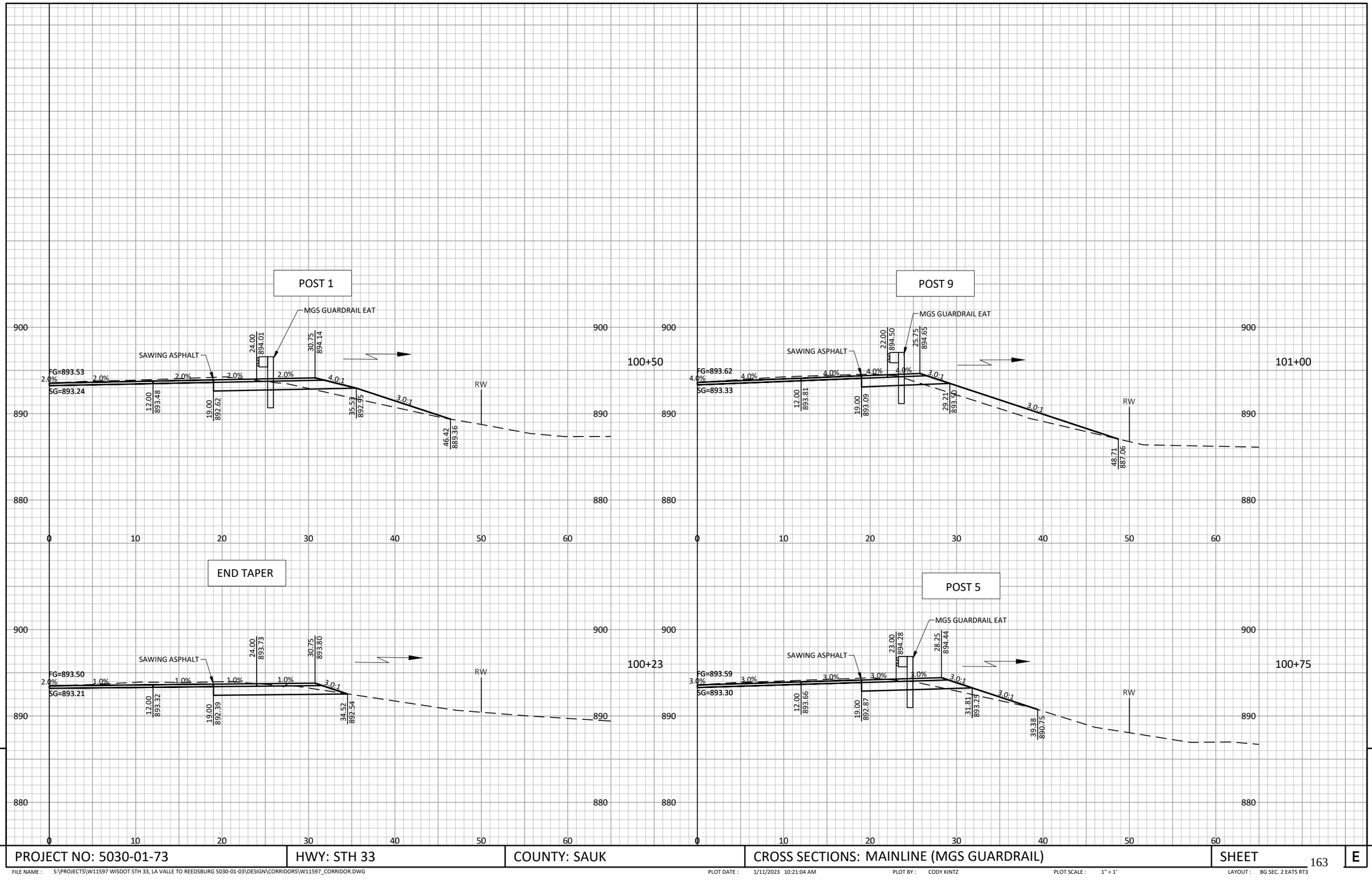


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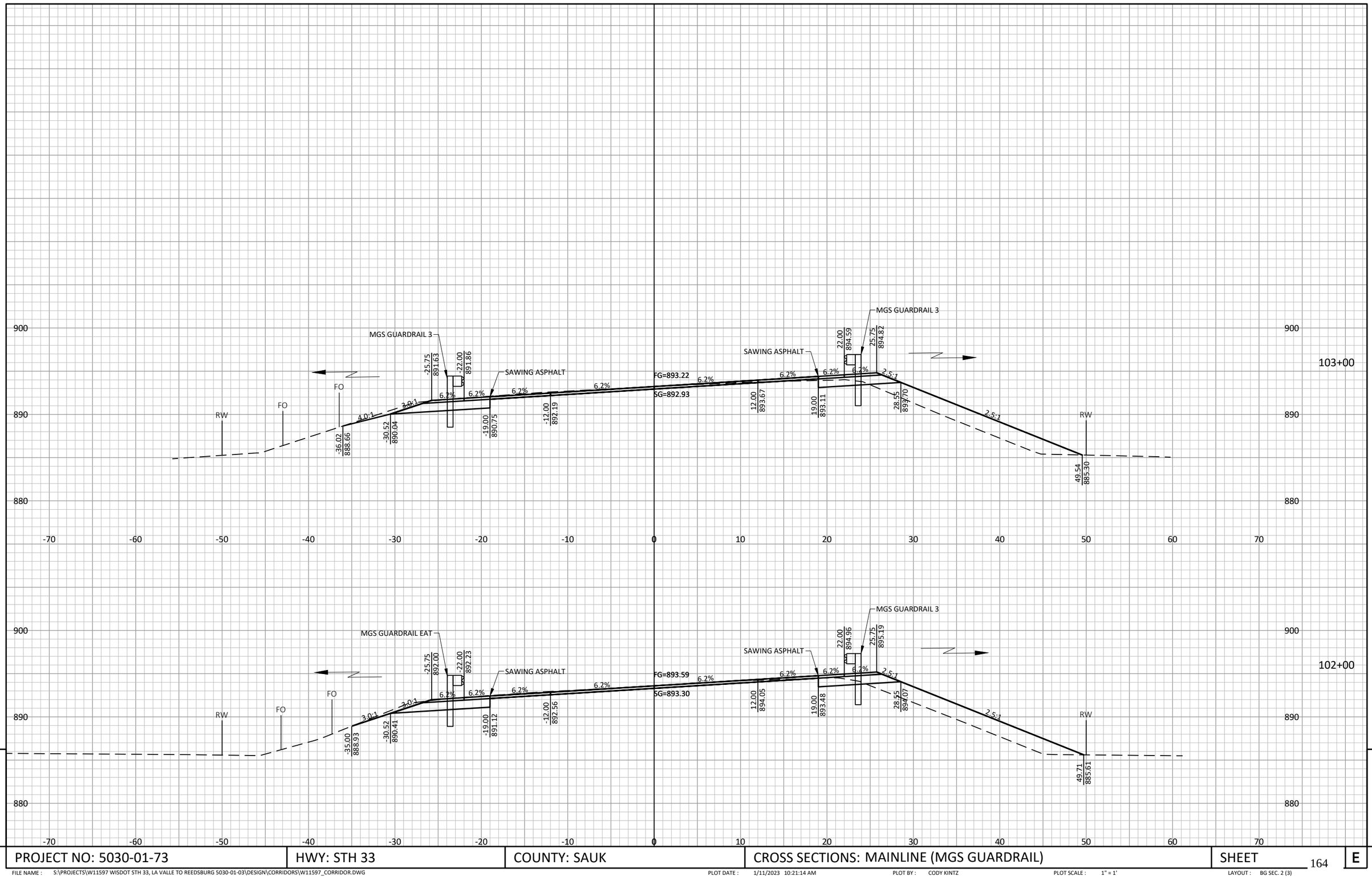
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:20:54 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 EATS LT2



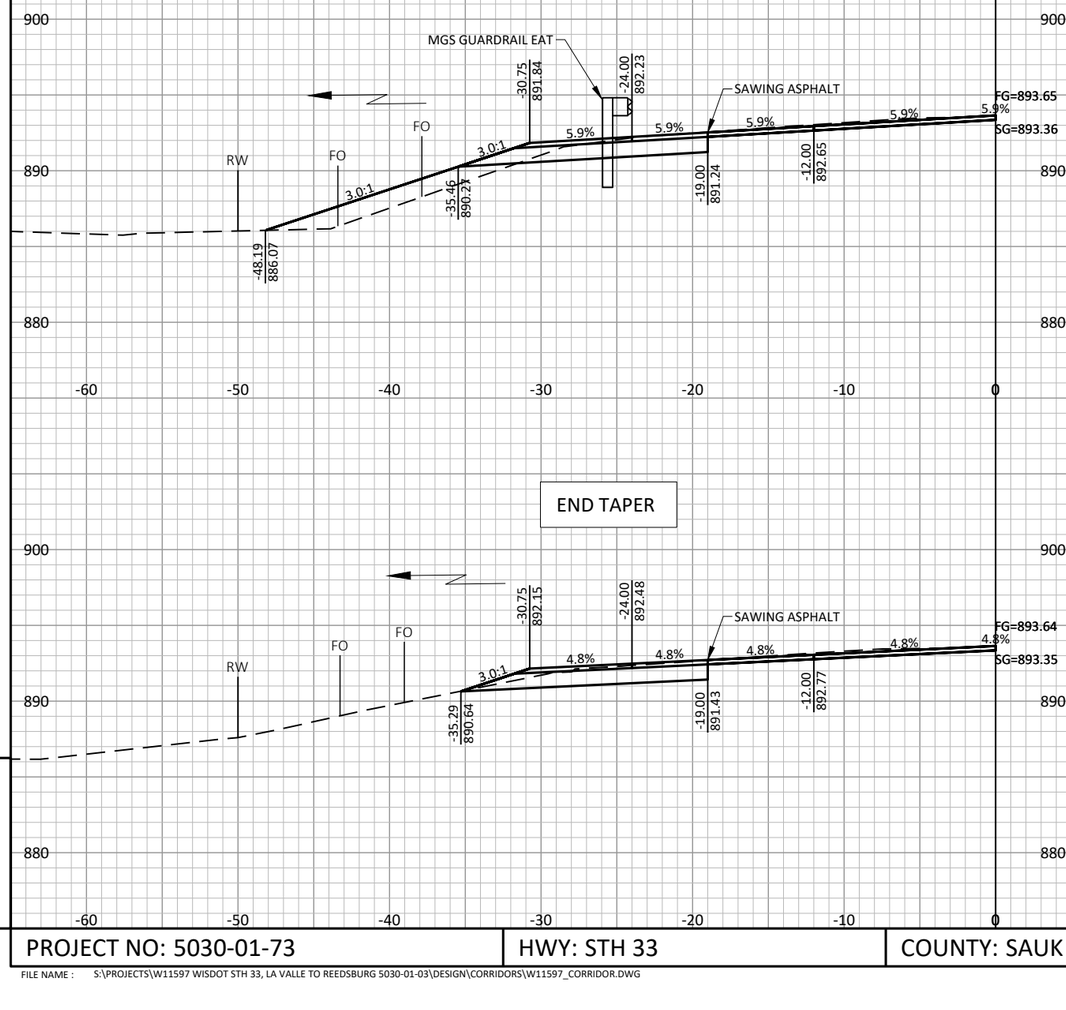
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:21:04 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 EATS RT3



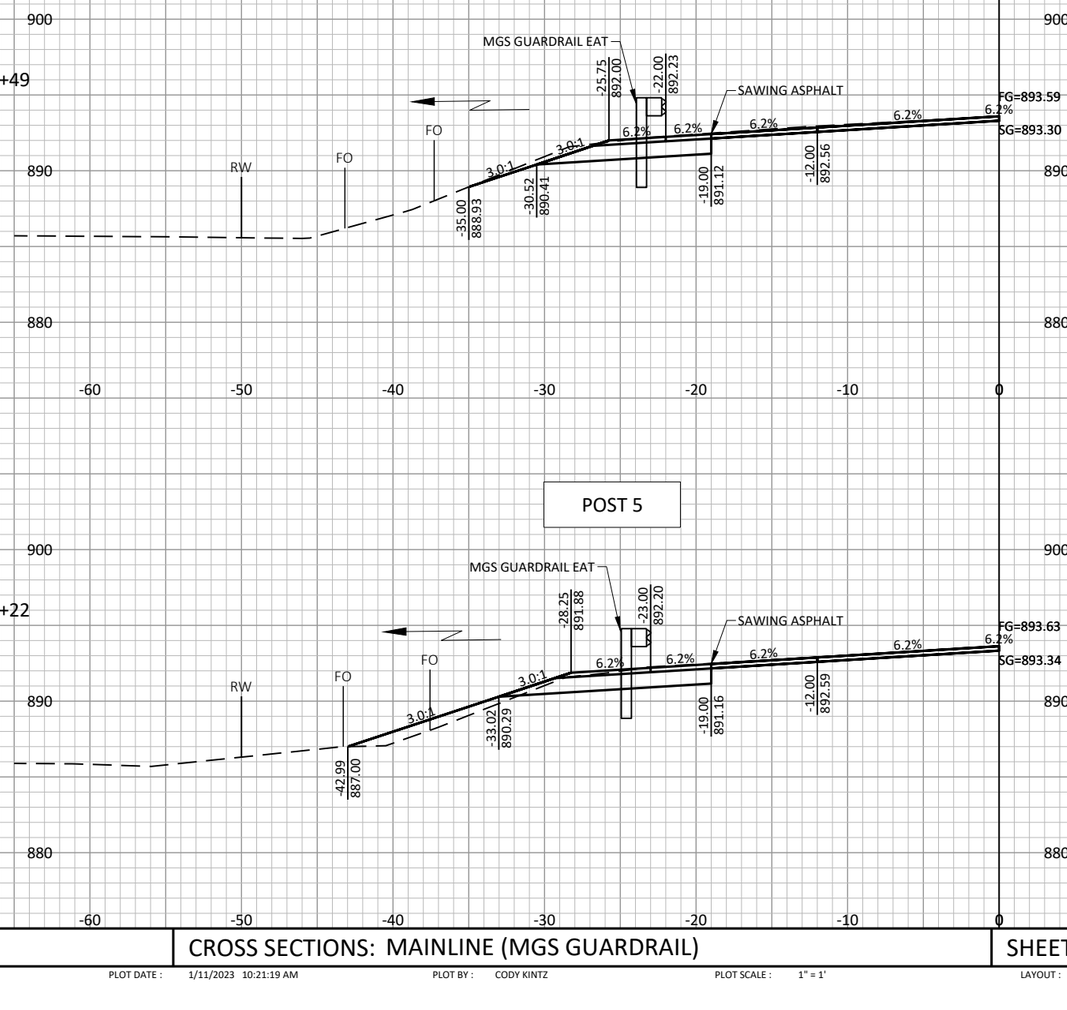
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 164	E

POST 1



101+49

POST 9



102+00

END TAPER

101+22

POST 5

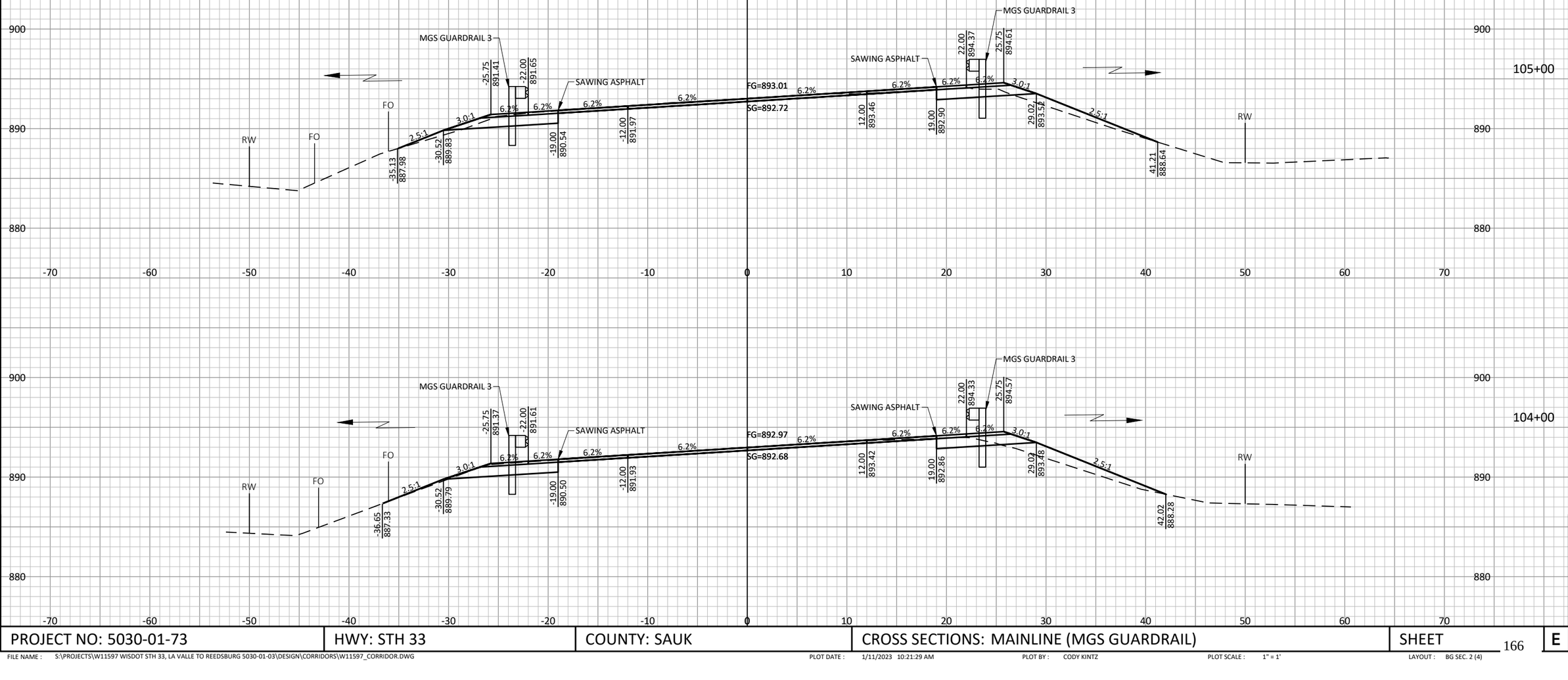
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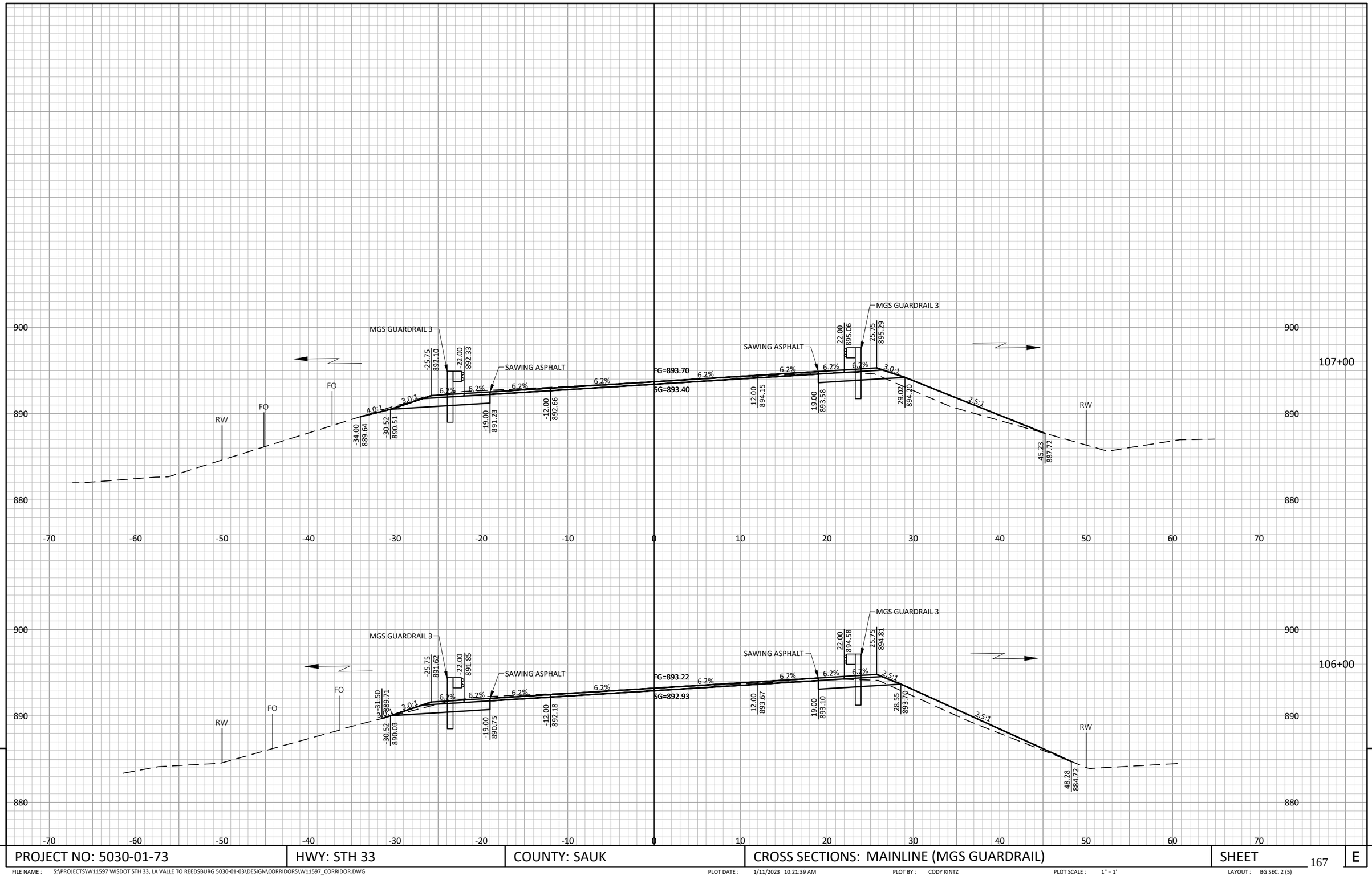
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:21:19 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 EATS LT3



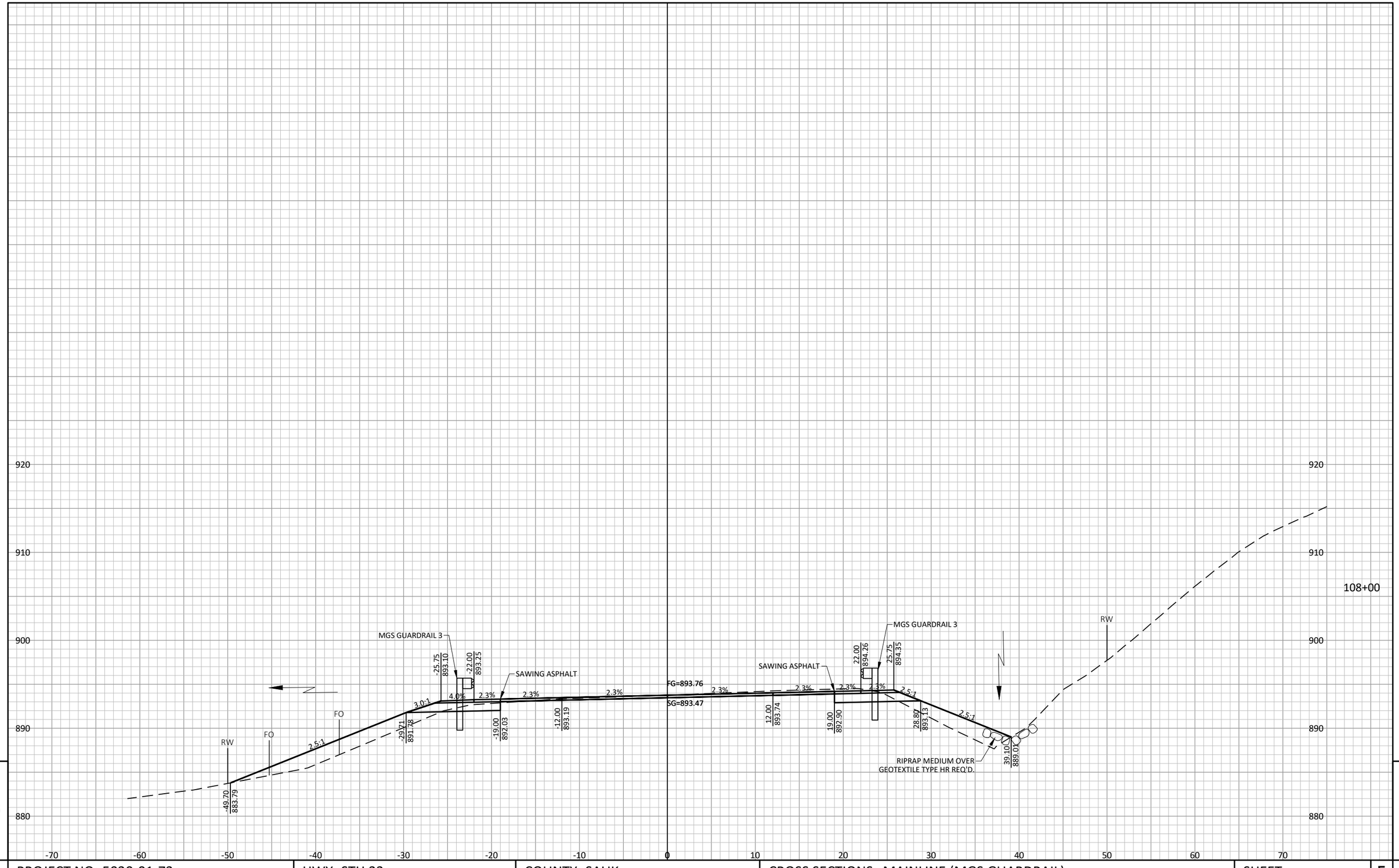
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	
				166	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:21:29 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 (4)



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	
				167	E

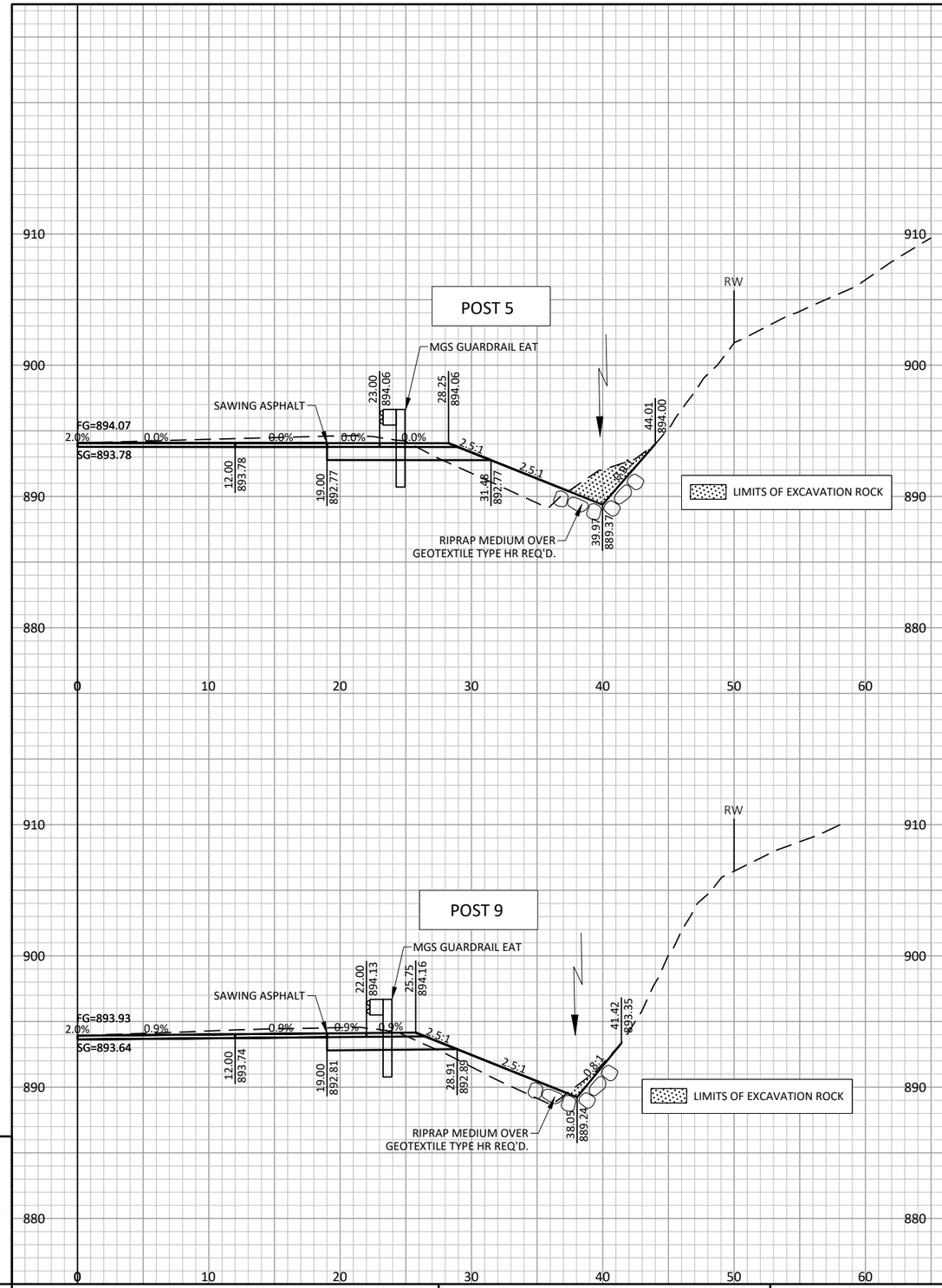
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:21:39 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 (5)

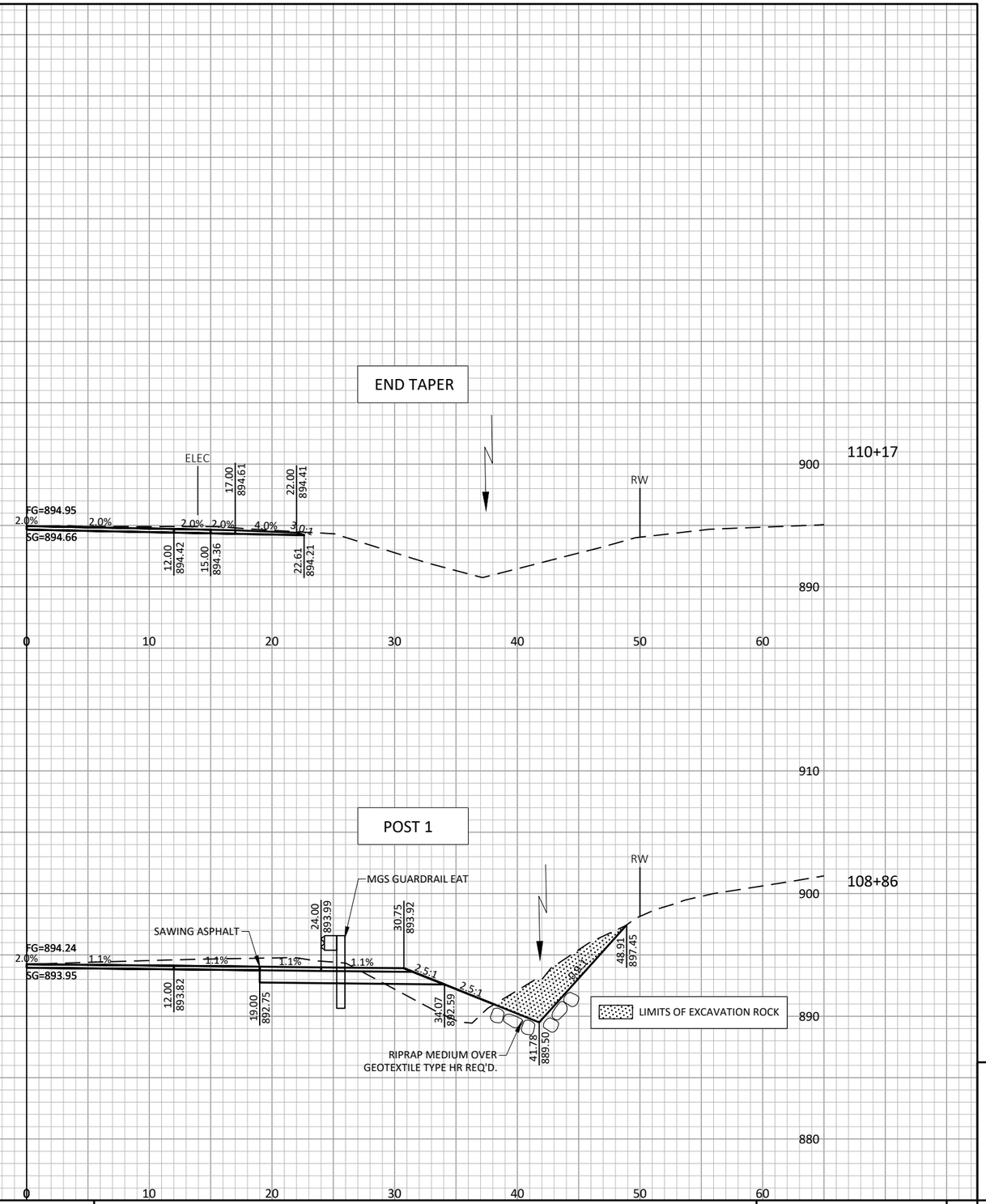


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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 168	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:21:49 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 (6)





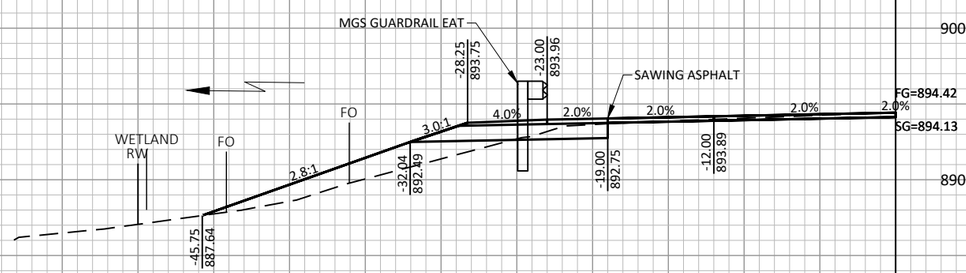
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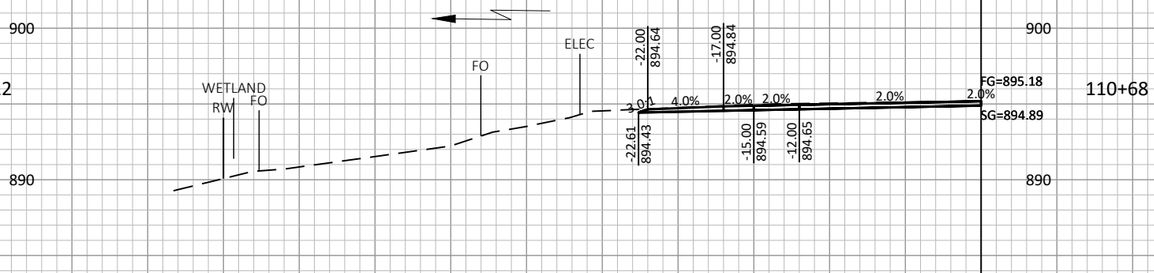
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:21:59 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 2 EATS RT4

POST 5



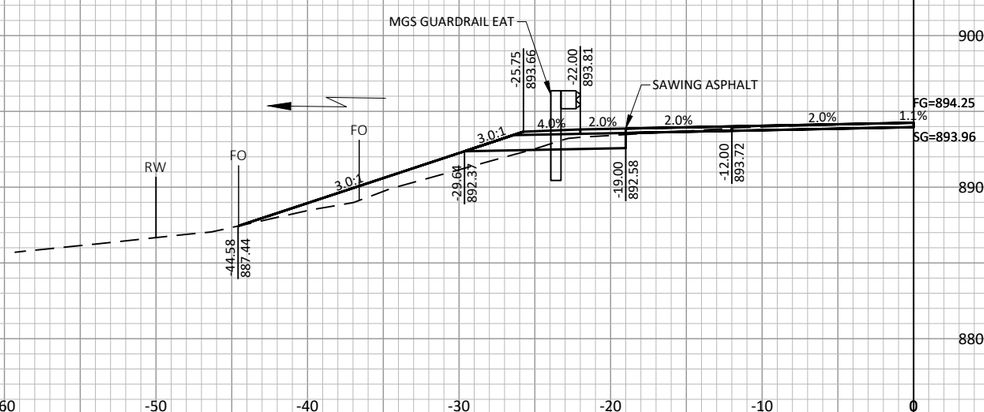
109+12



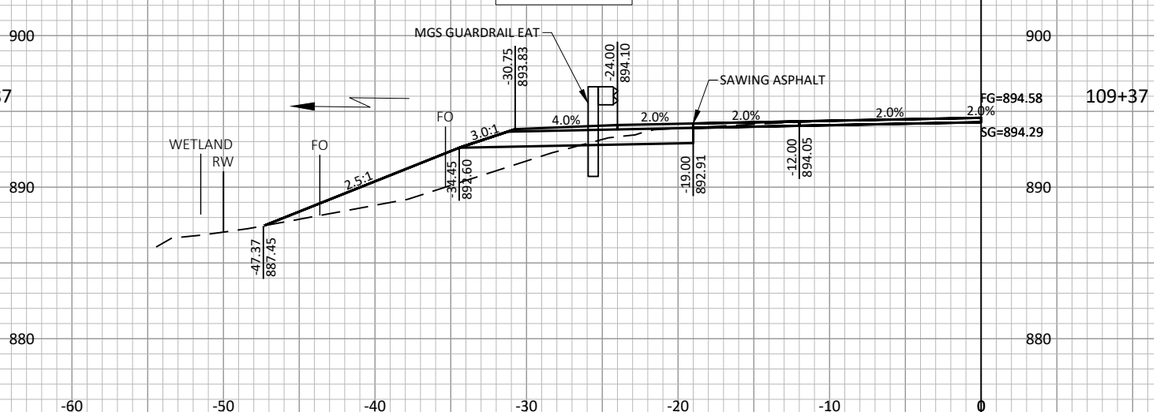
END TAPER

110+68

POST 9



108+87



POST 1

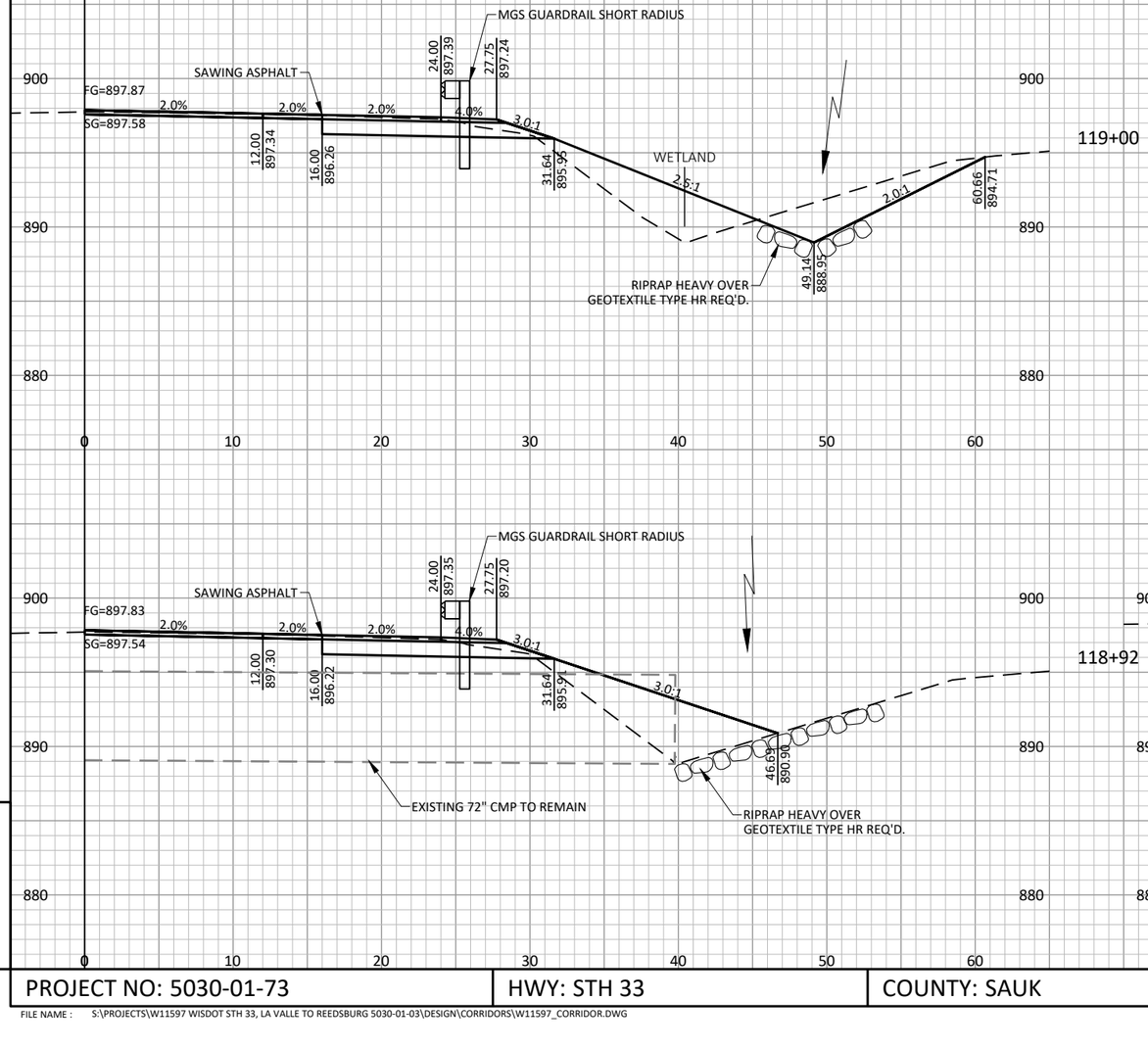
109+37

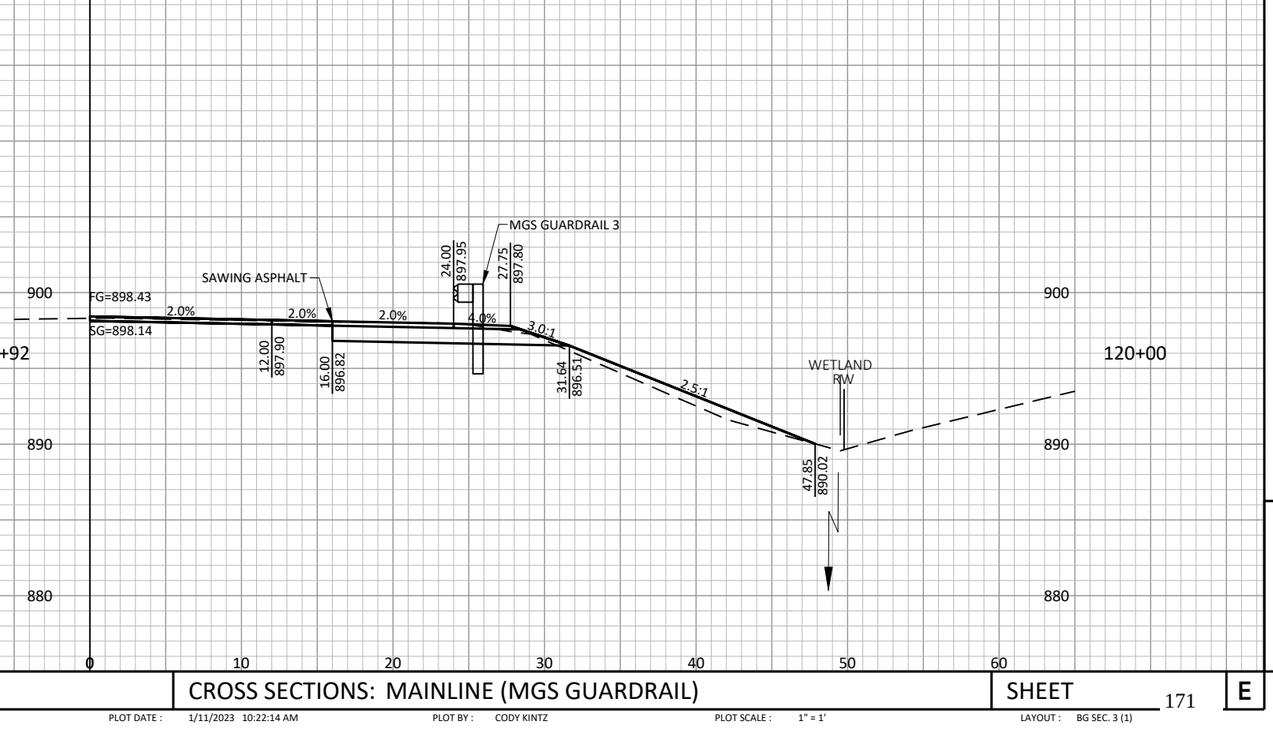
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

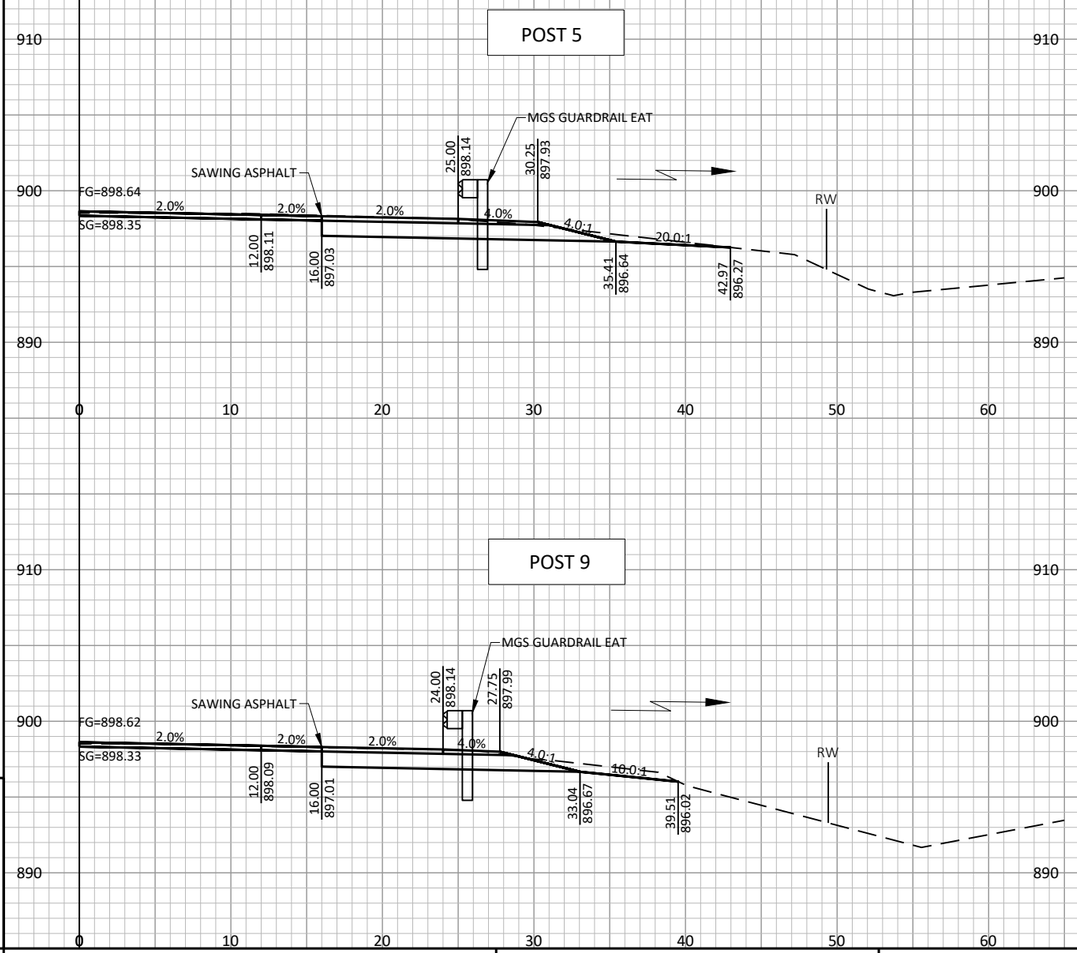
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:22:04 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 2 EATS LT4

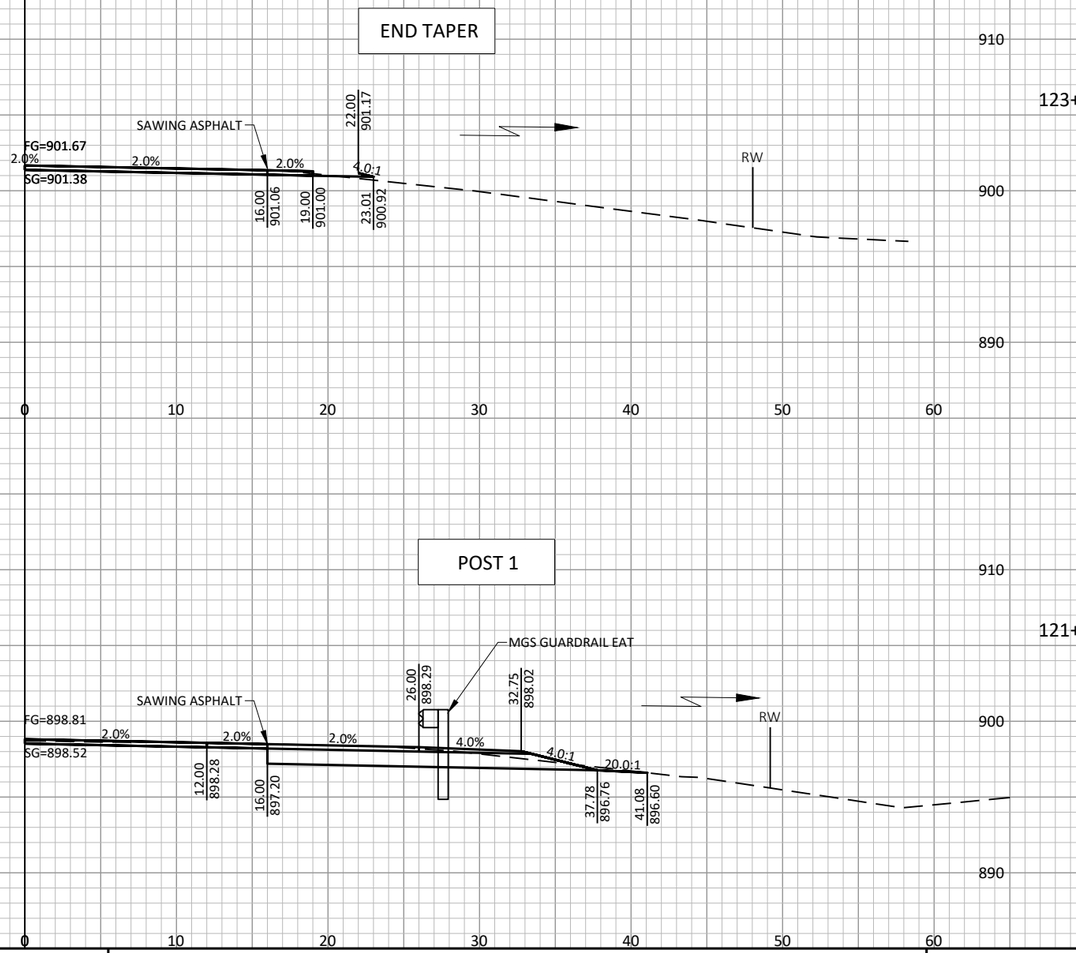




PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:22:14 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 3 (1)





120+95

123+69

120+70

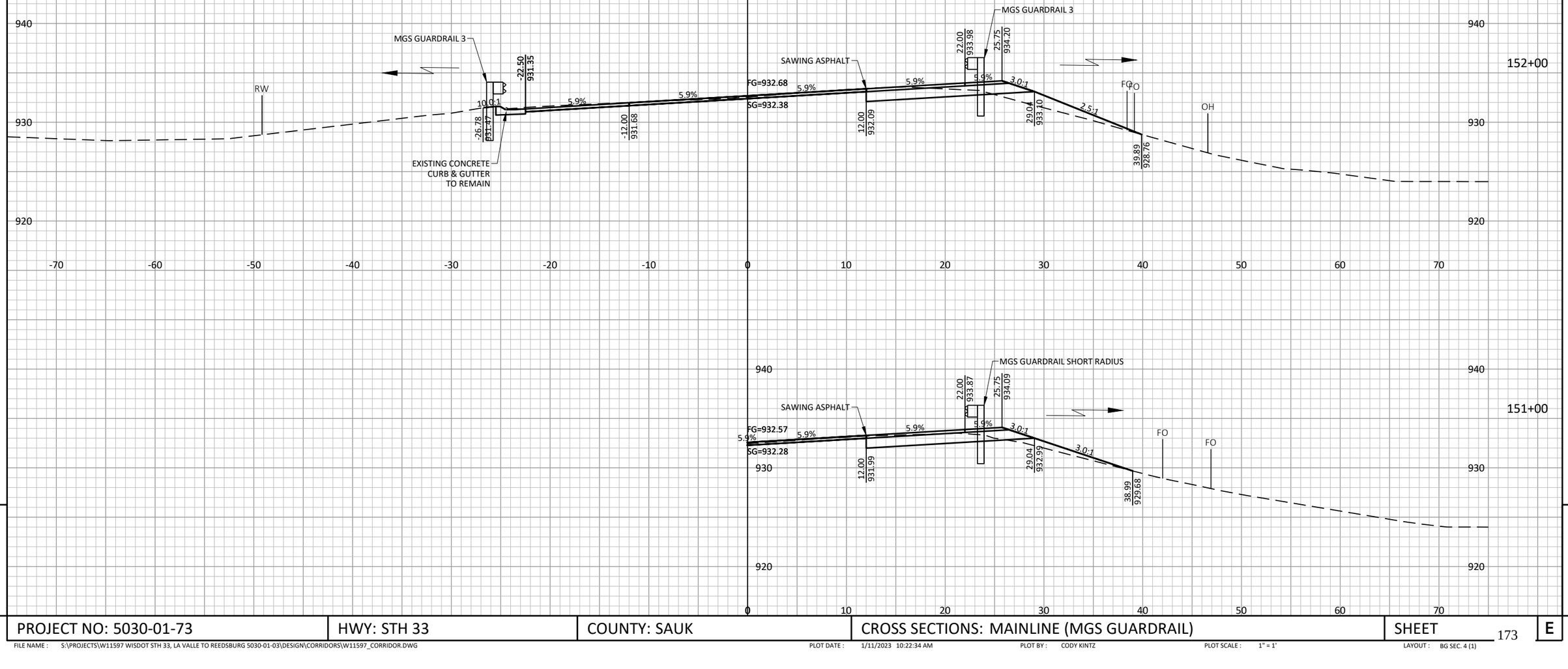
121+20

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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:22:24 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 3 EAT2

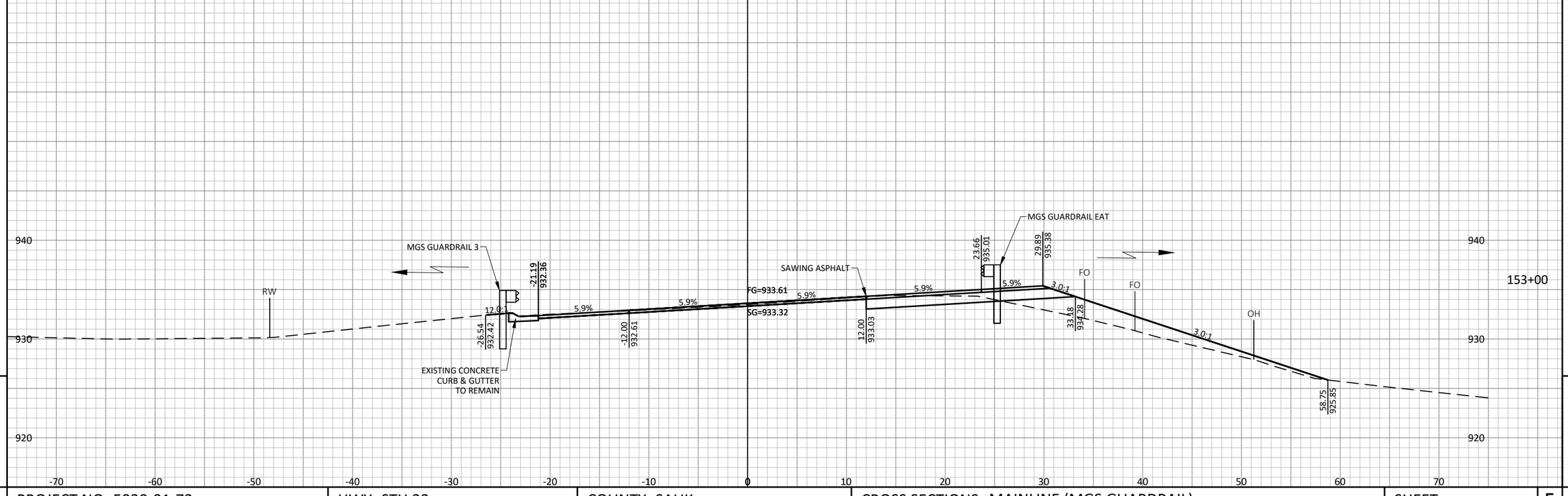


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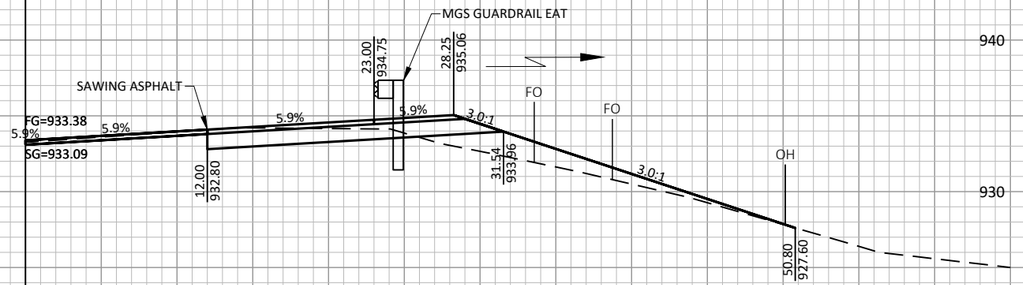
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:22:34 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 4 (1)



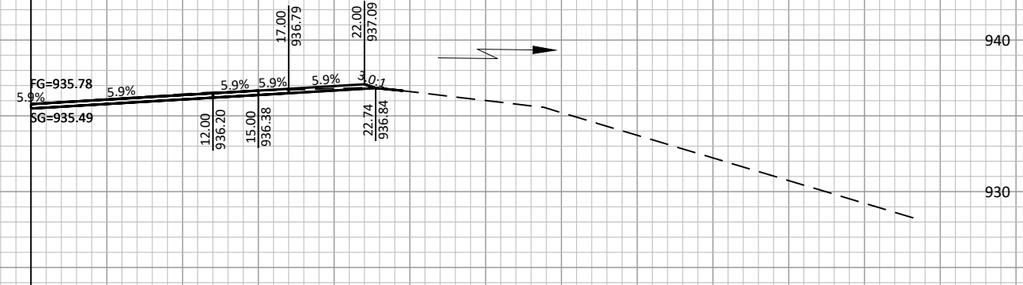
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 174	E

POST 5



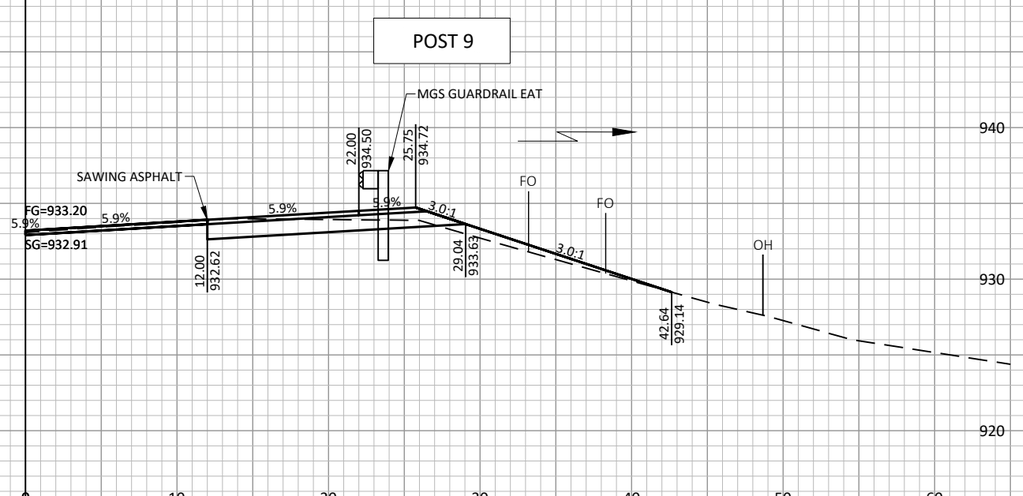
152+84

END TAPER



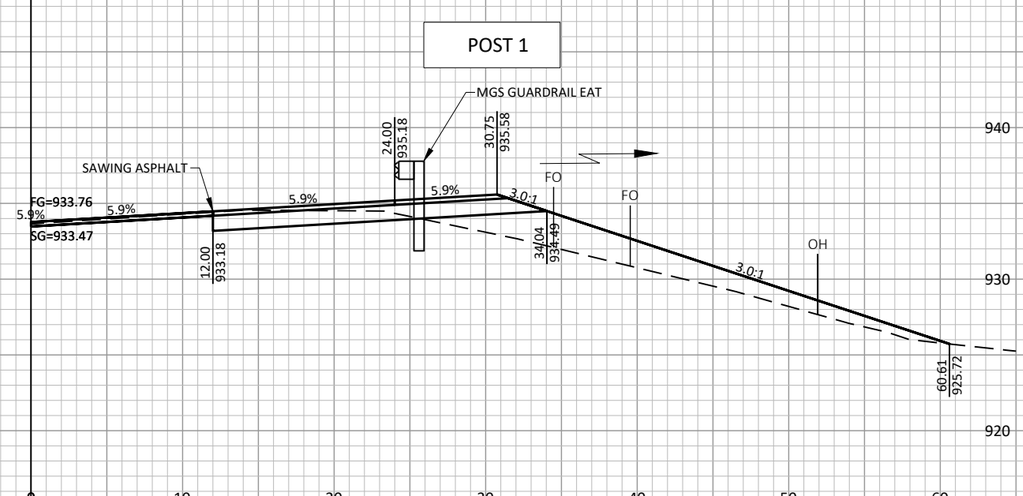
154+12

POST 9



152+59

POST 1



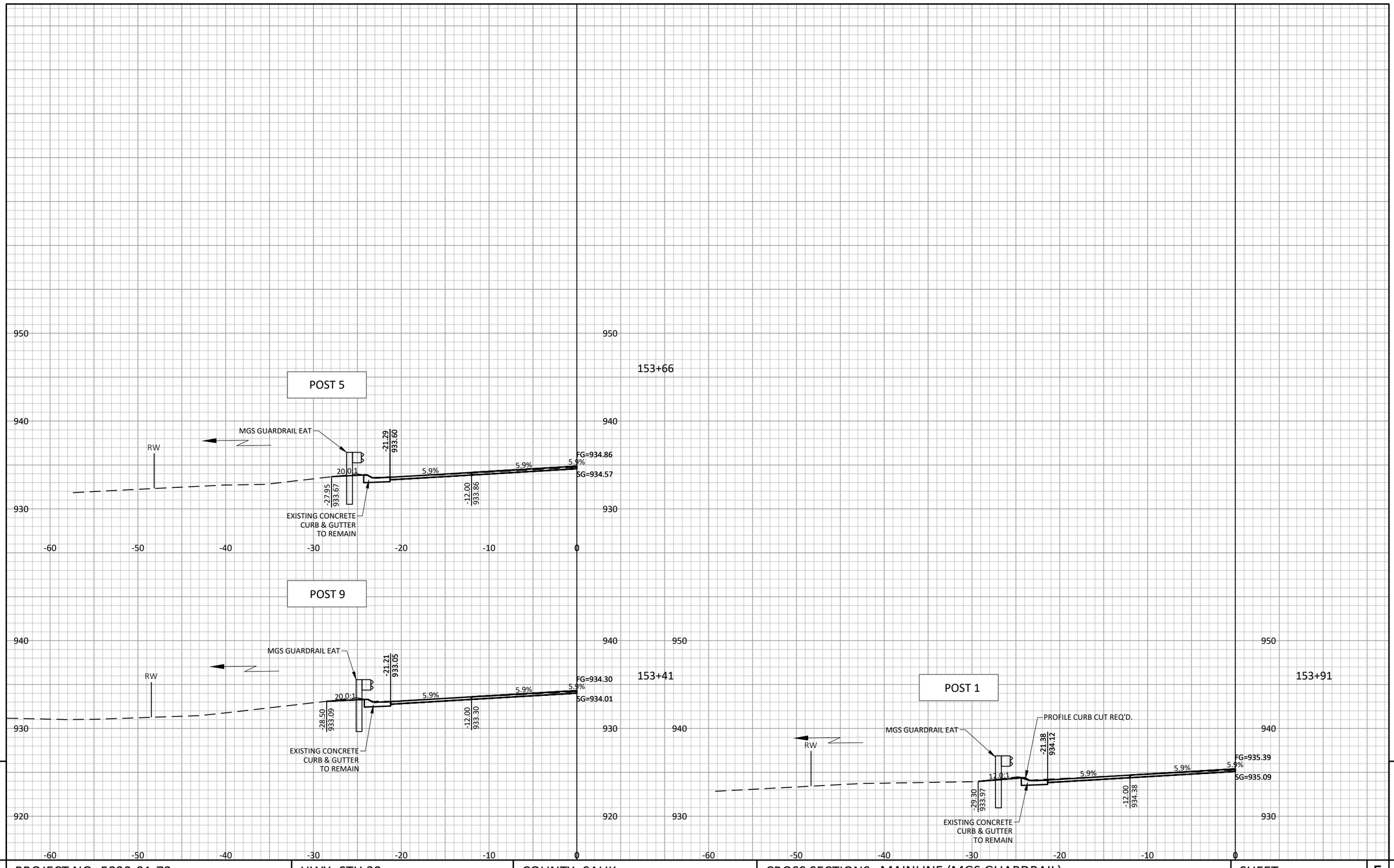
153+09

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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:22:54 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 4 EAT RT1



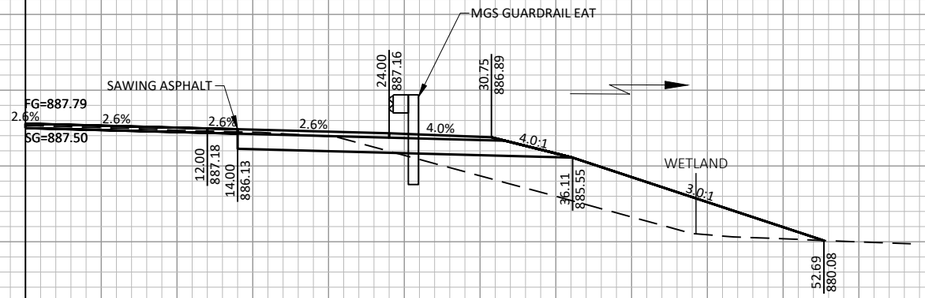
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

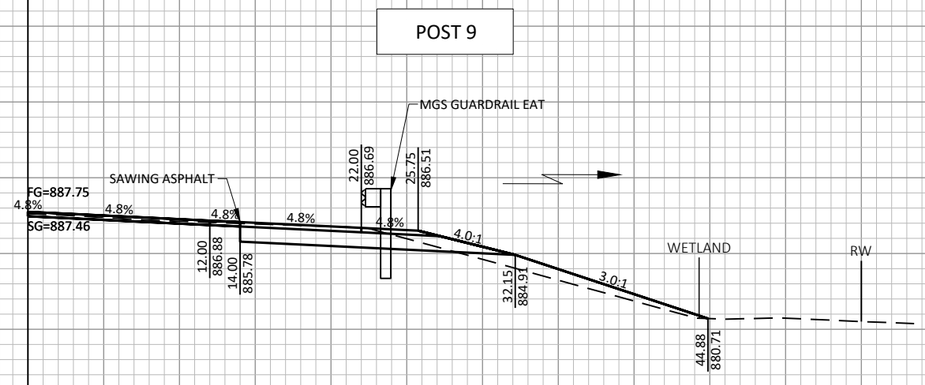
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:23:04 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 4 EAT LT1

POST 1



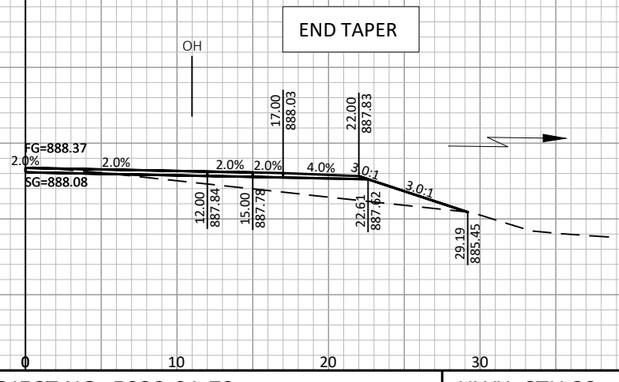
229+40

POST 9



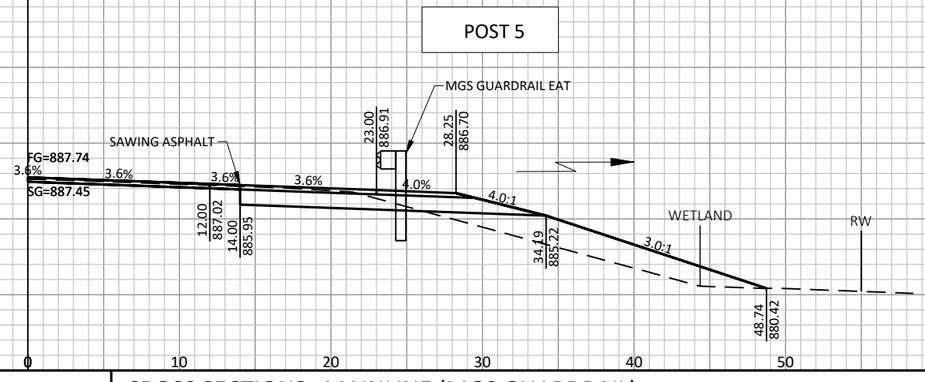
229+90

END TAPER



228+04

POST 5



229+65

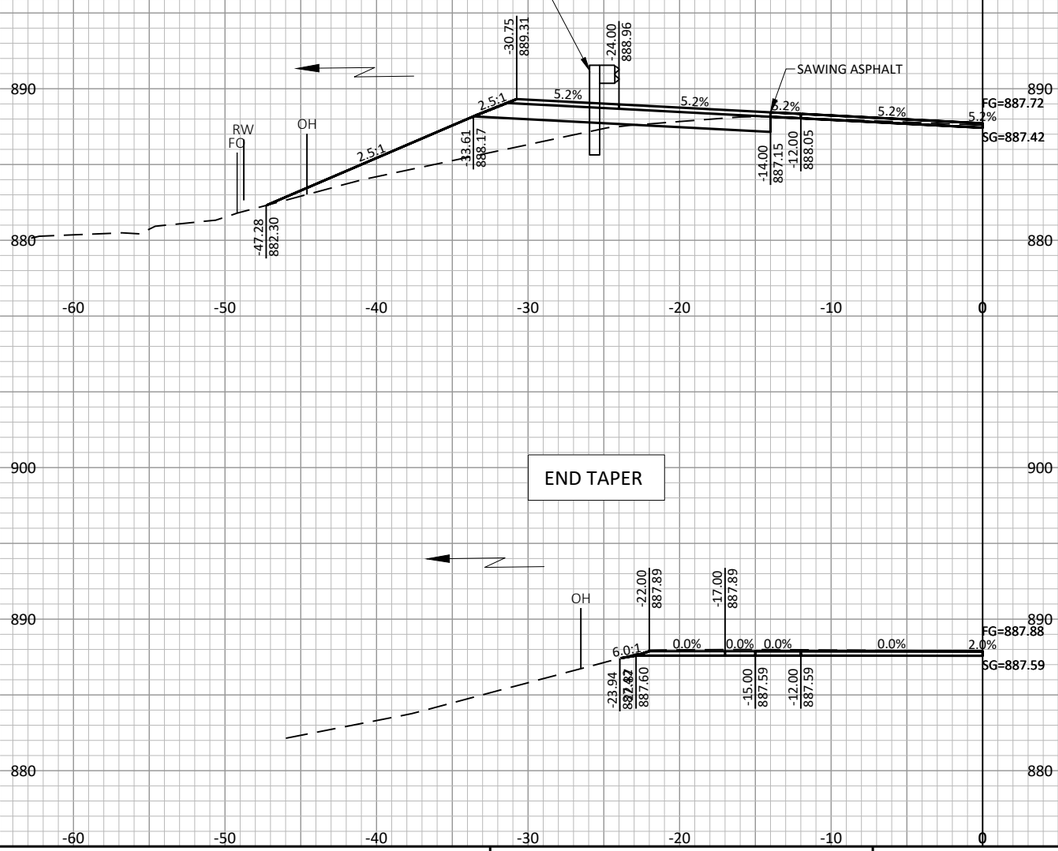
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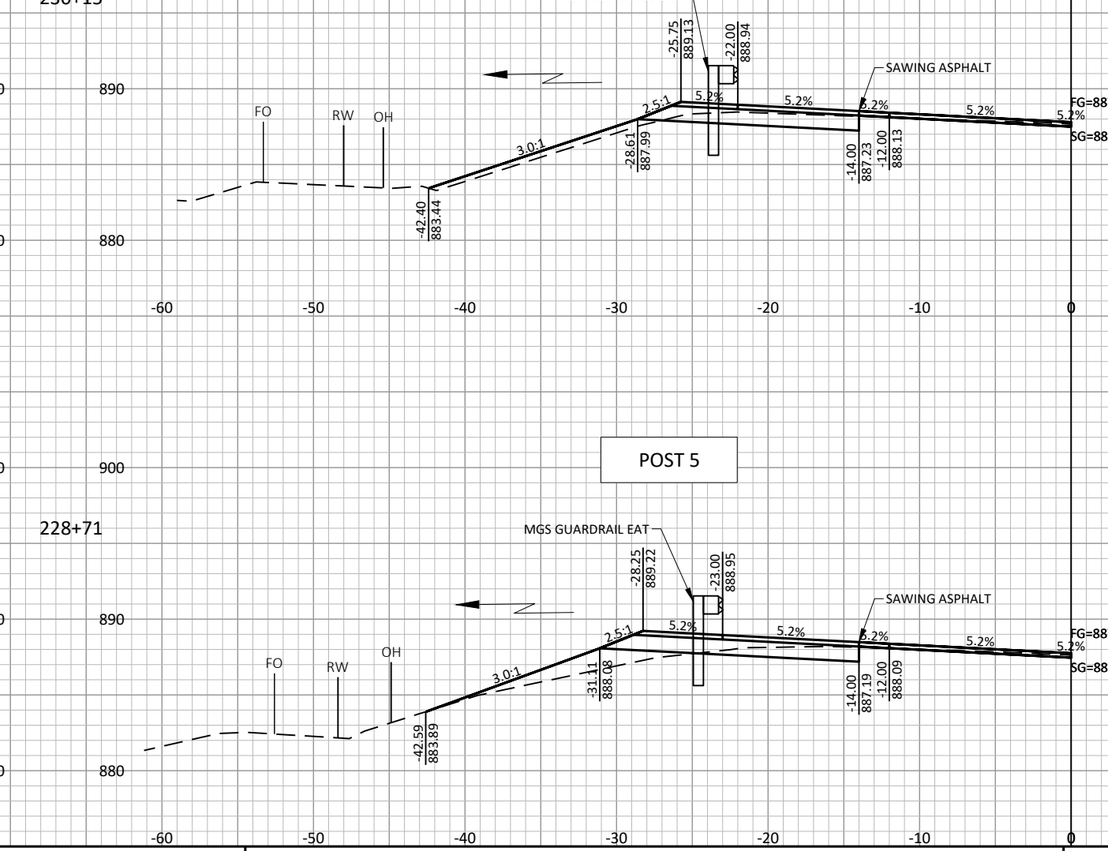
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:23:14 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 5 EATS RT1

POST 1

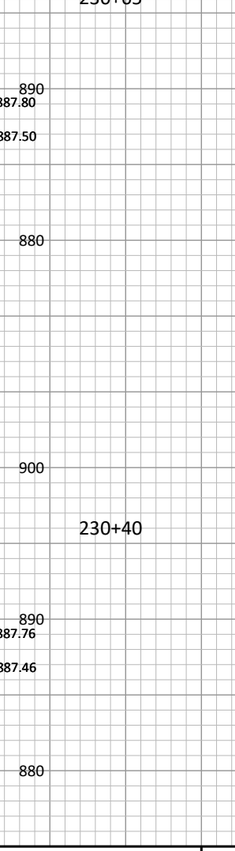


230+15



POST 9

230+65



END TAPER

228+71

POST 5

230+40

9

9

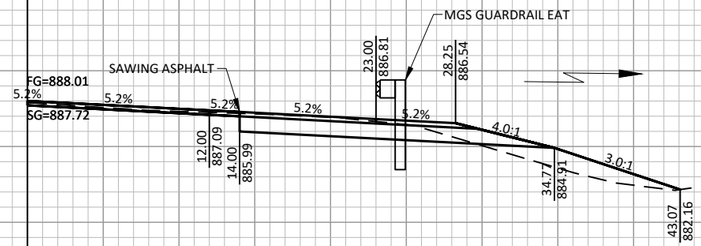
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:23:24 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 5 EATS LT1

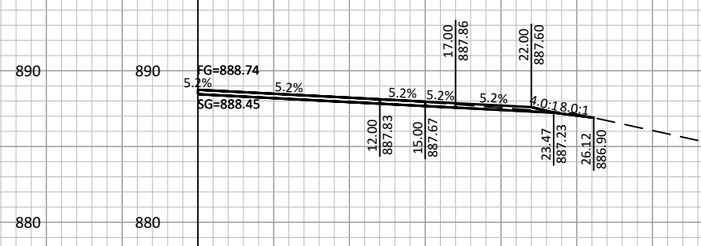
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	
				179	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:23:34 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 5 (1)

POST 5

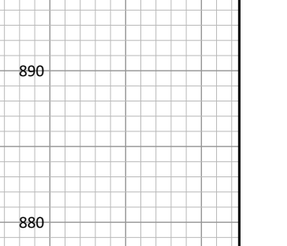


232+48

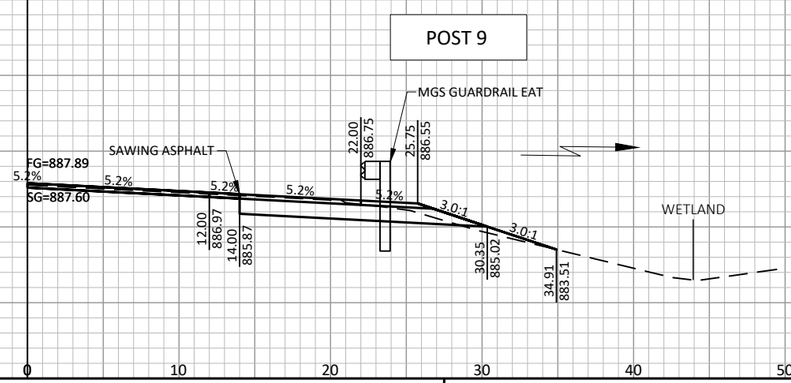


END TAPER

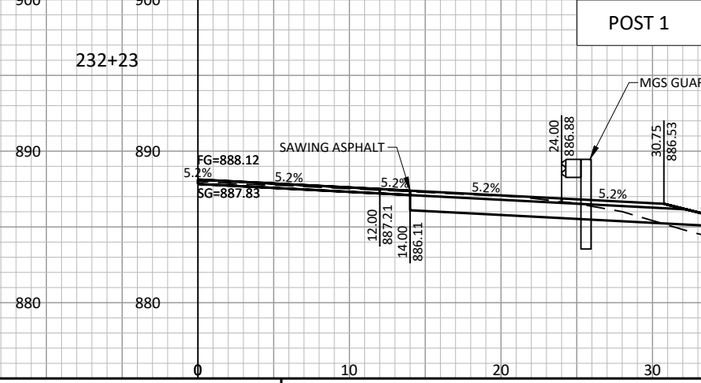
234+06



POST 9

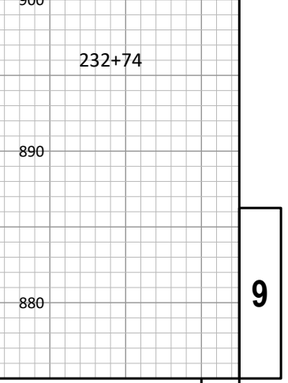


232+23



POST 1

232+74

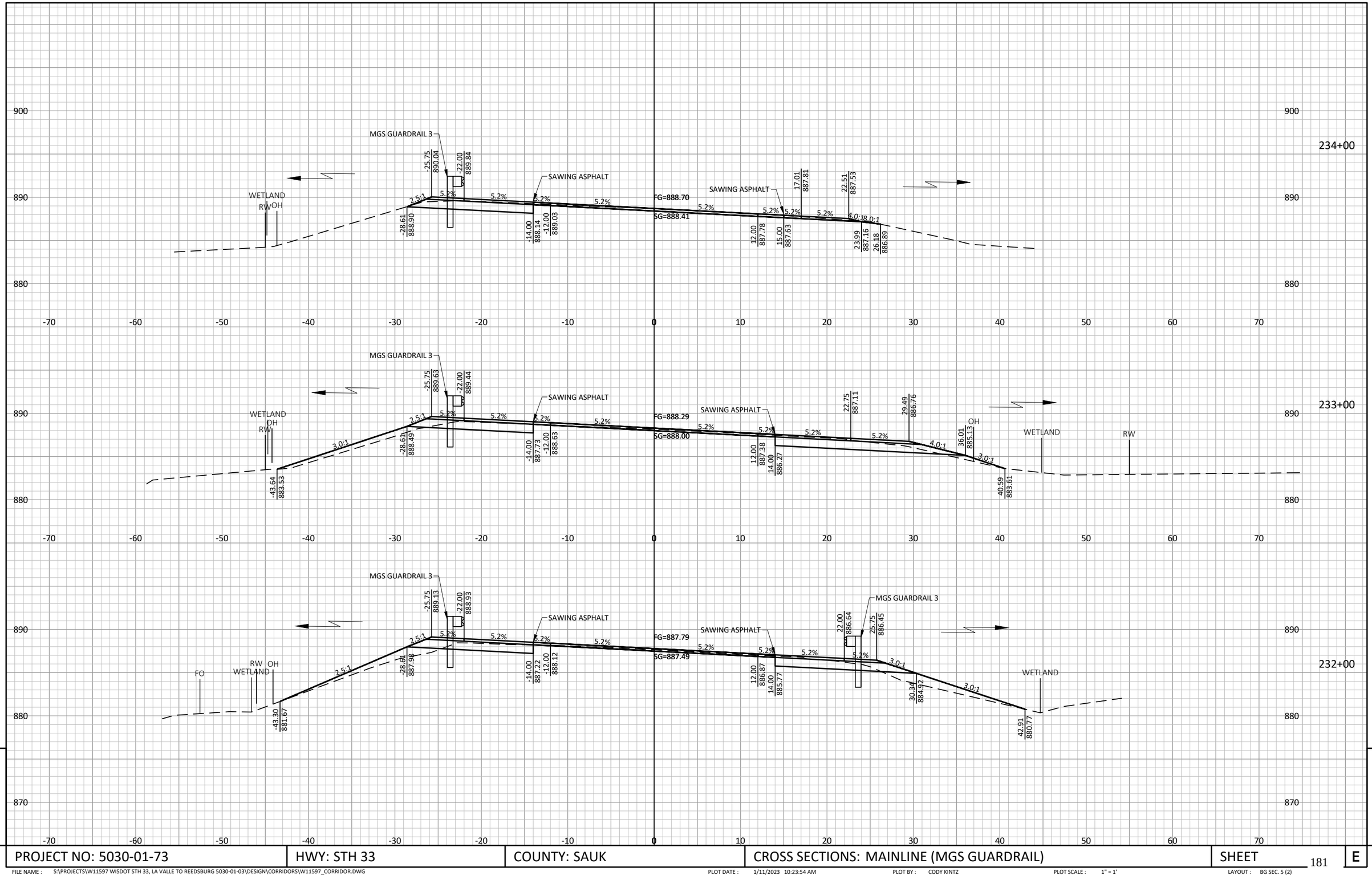


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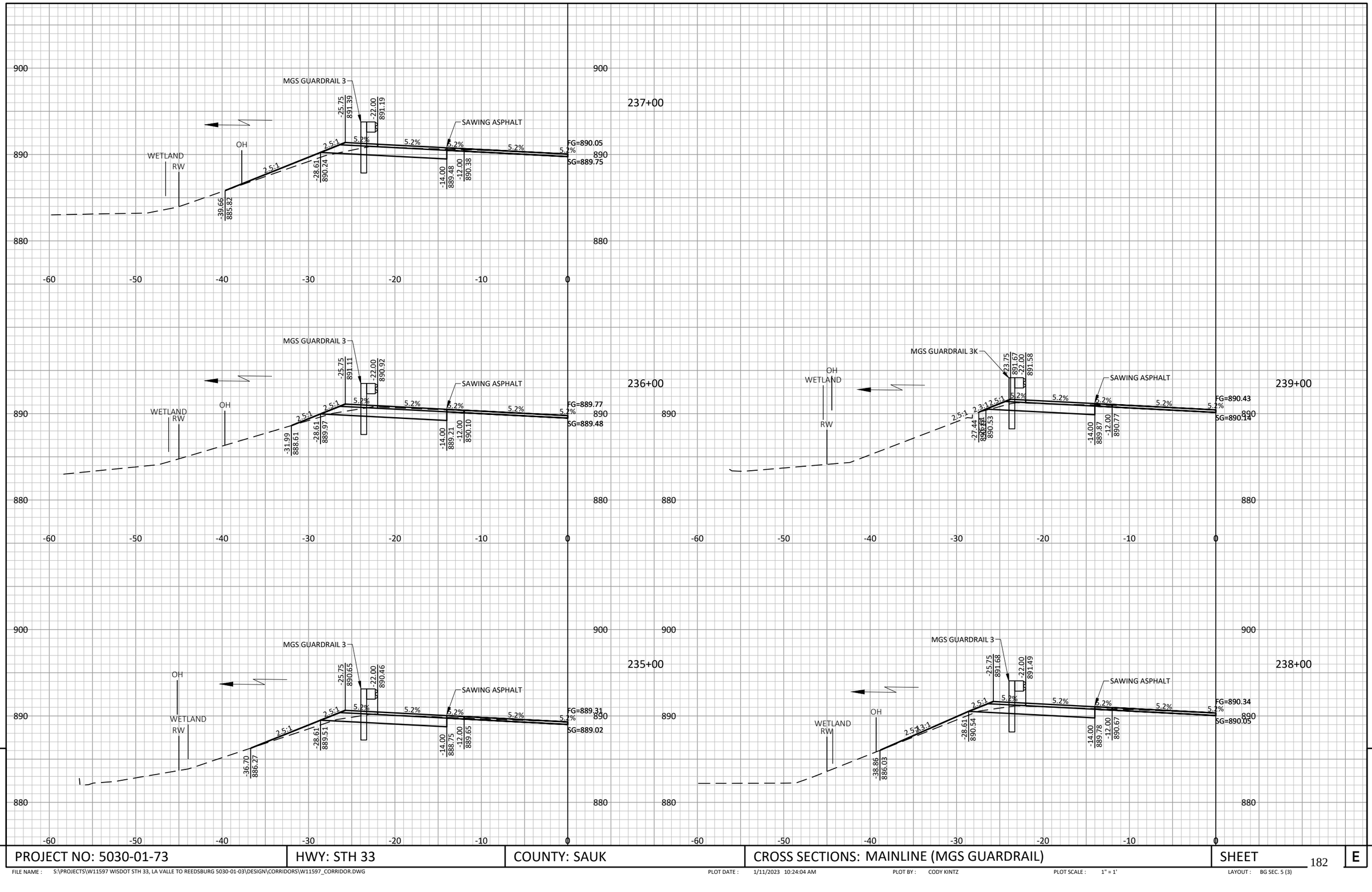
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:23:44 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 5 EATS RT2



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:23:54 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 5 (2)

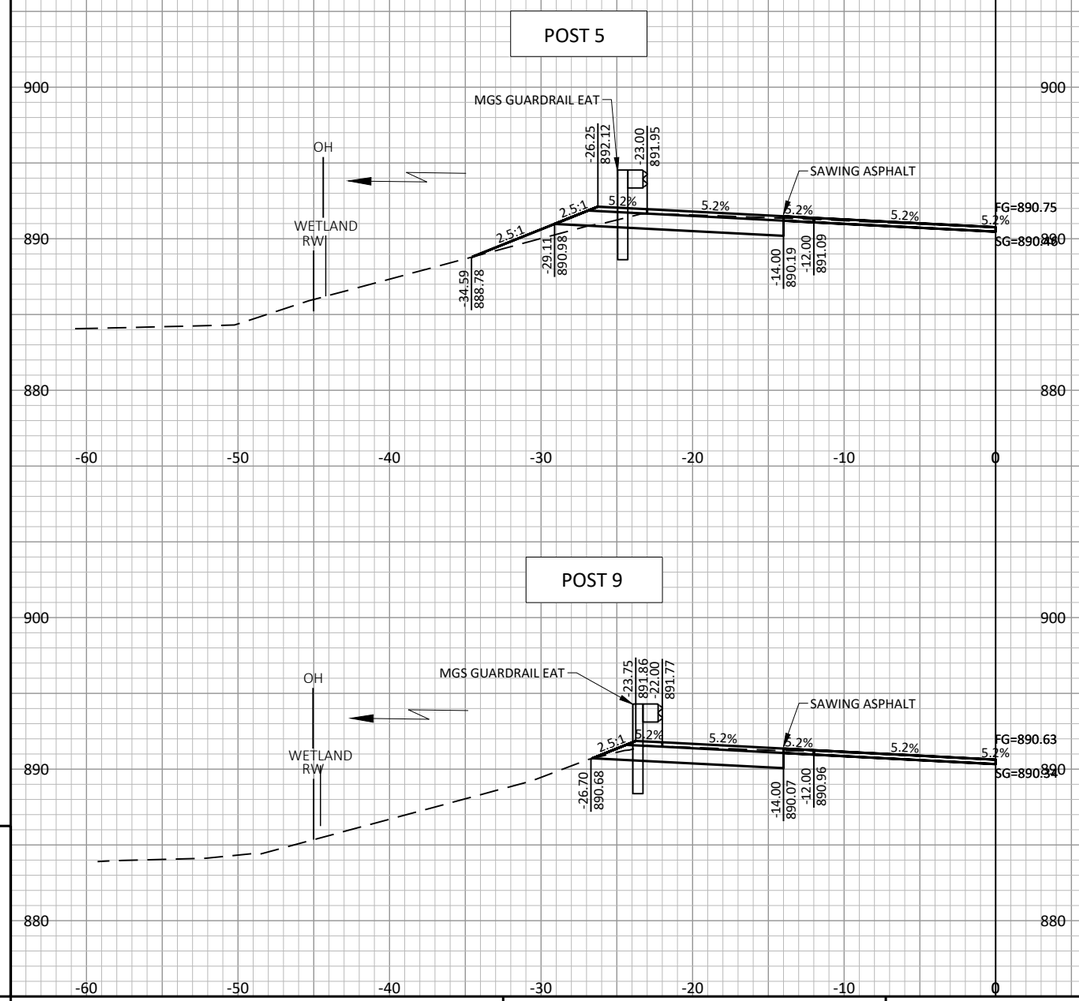


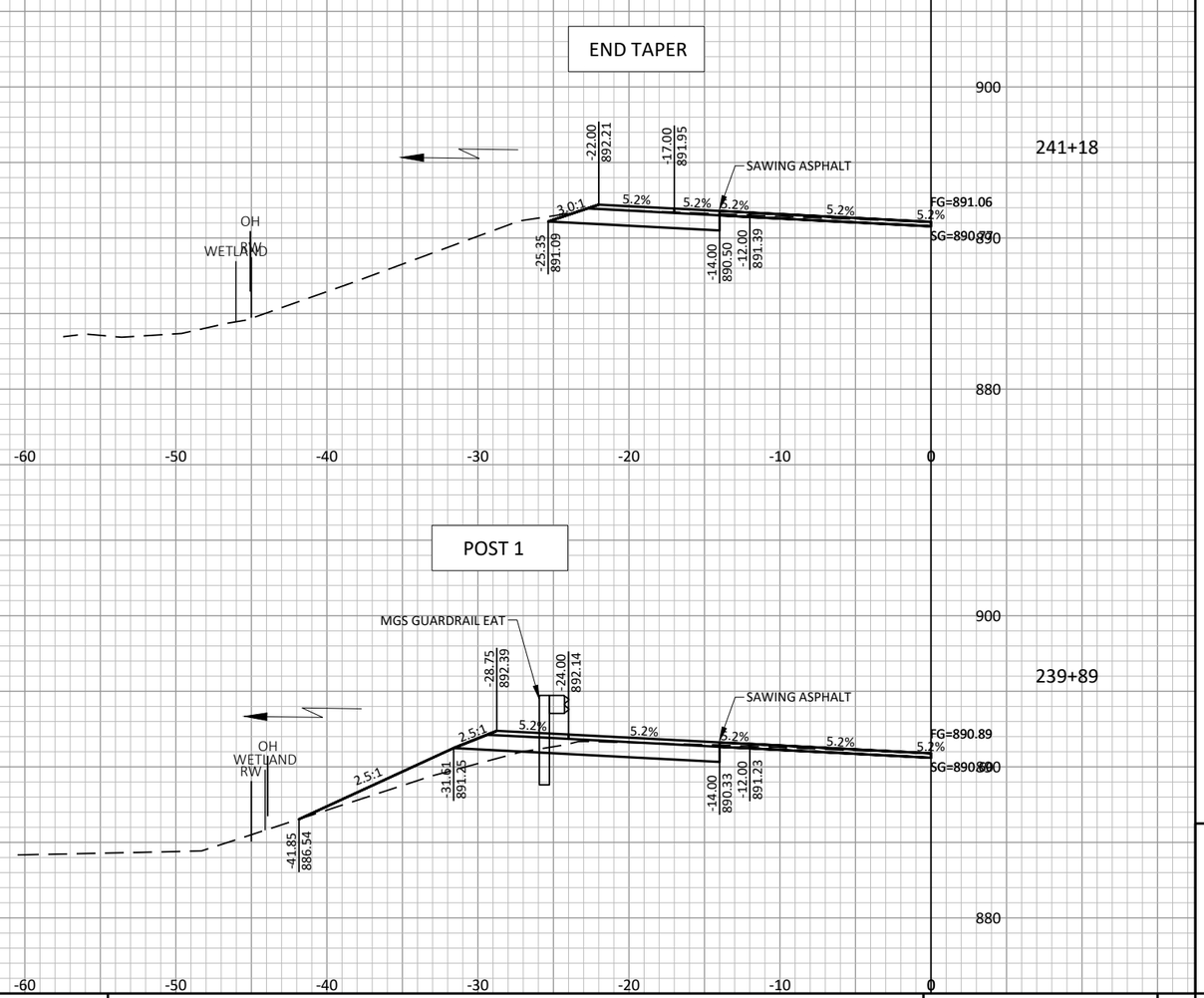
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:24:04 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 5 (3)





239+64

239+18

239+39

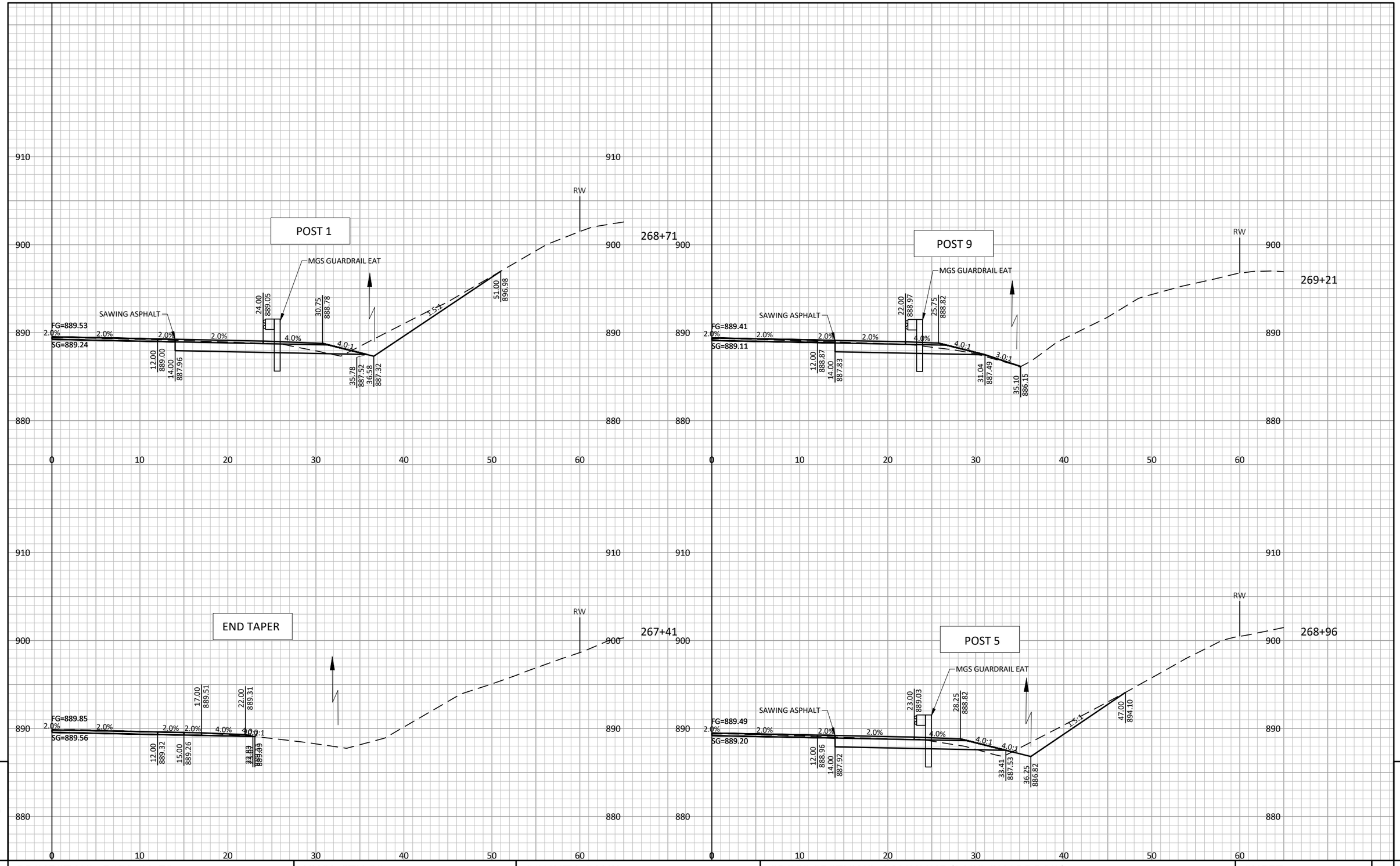
239+89

9

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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:24:15 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 5 EATS LT2

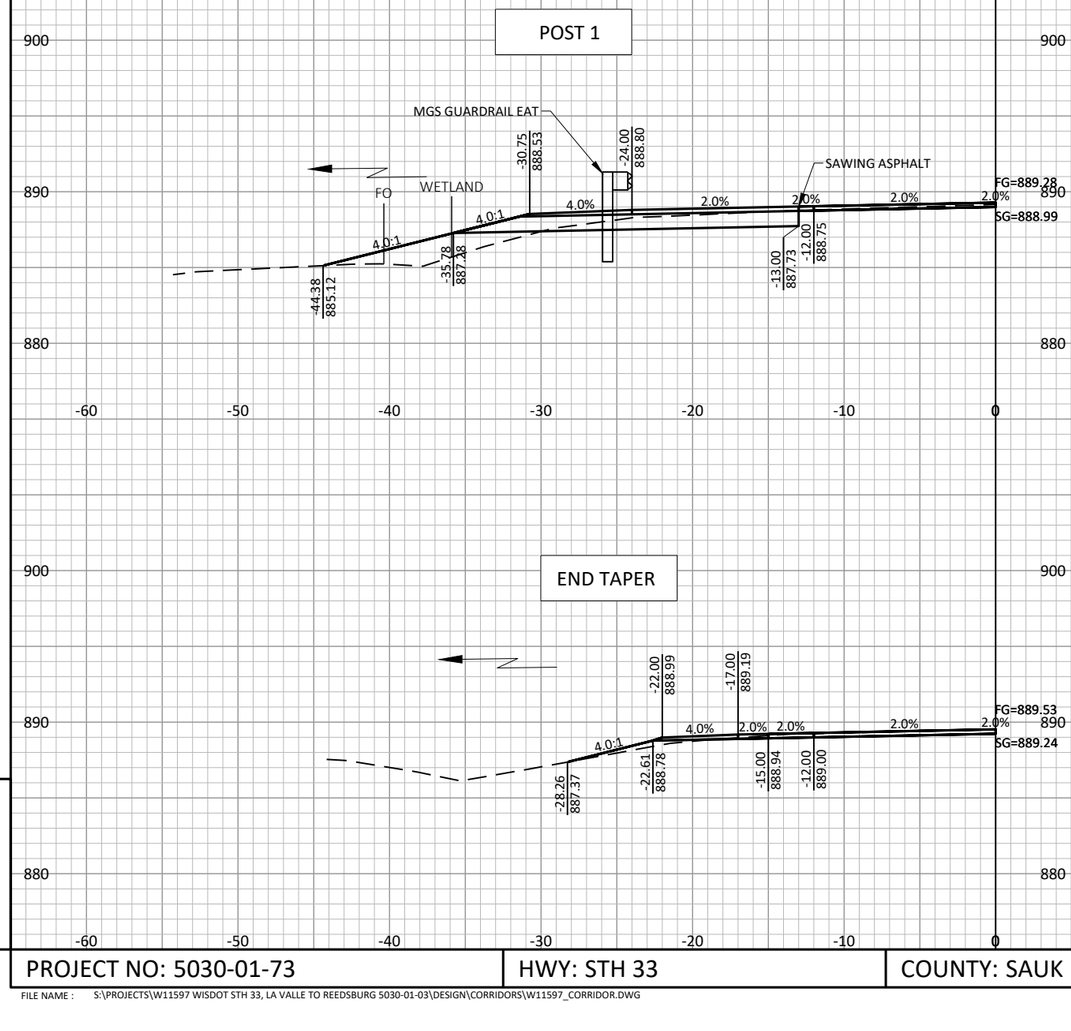


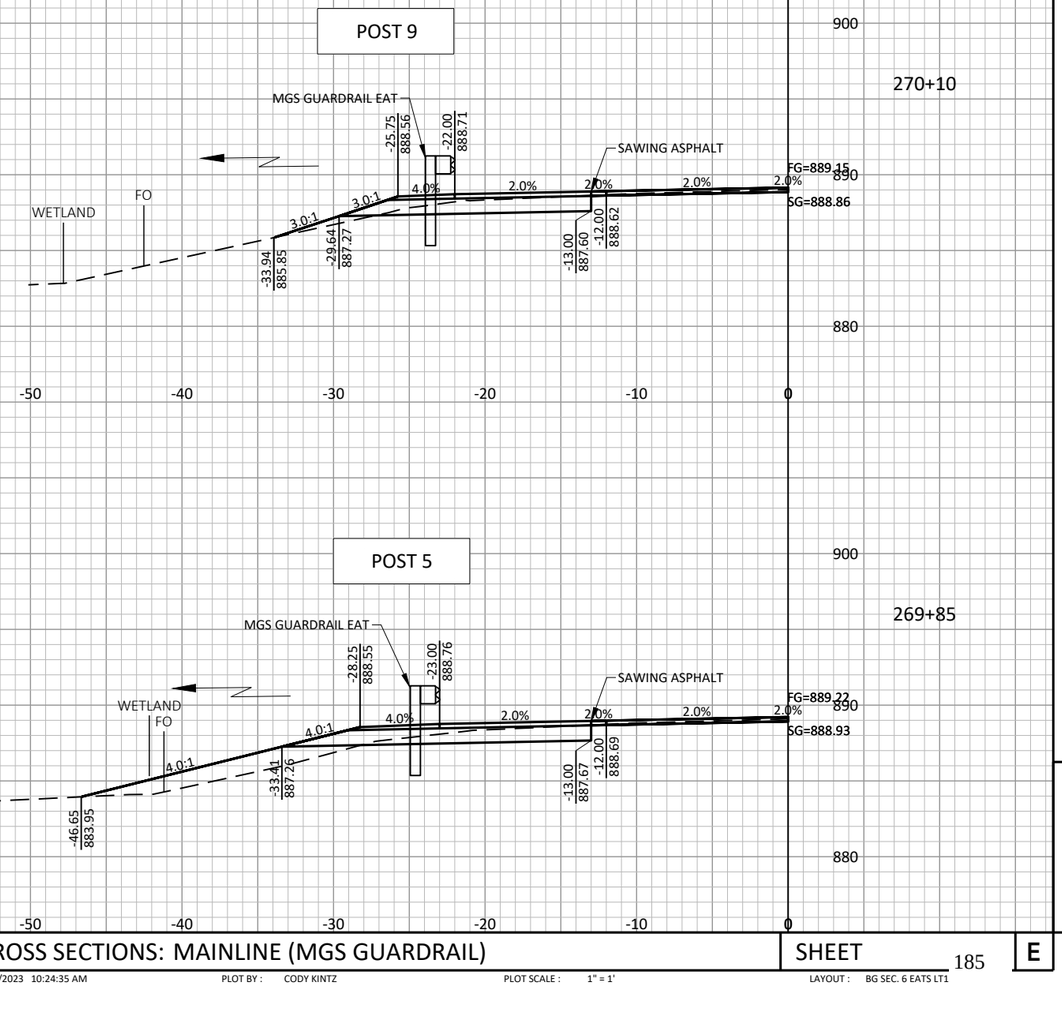
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:24:25 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 6 EATS RT1



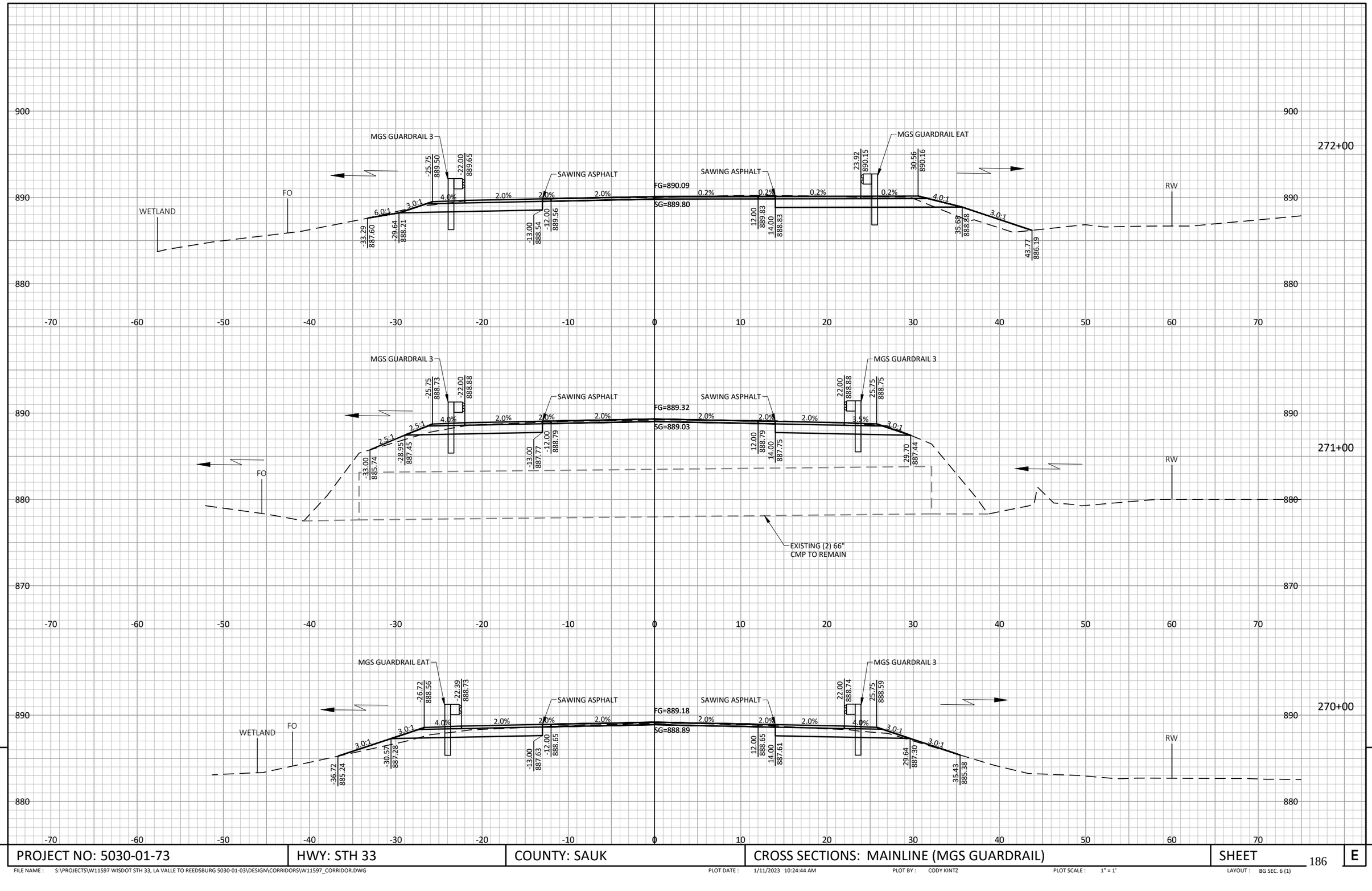


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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

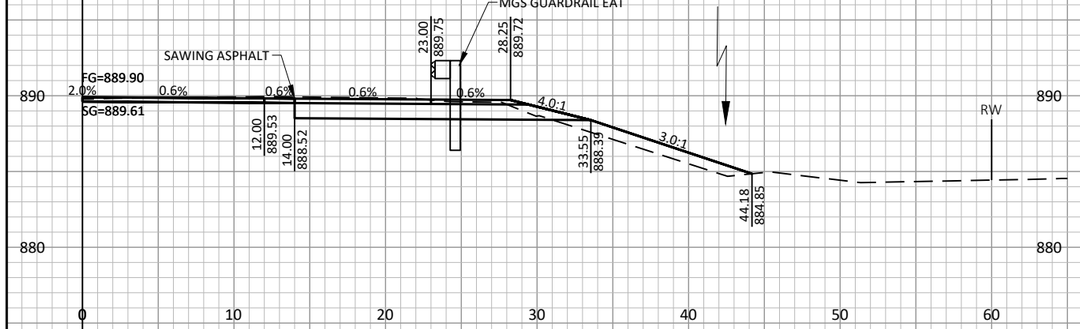
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:24:35 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 6 EATS LT1



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

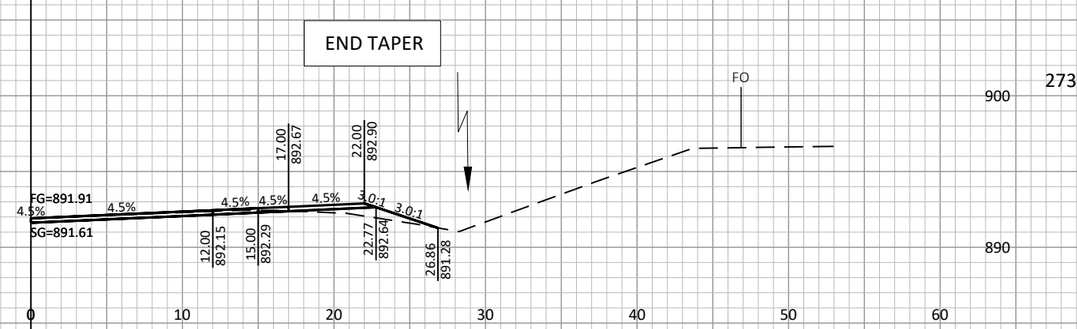
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:24:44 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 6 (1)

POST 5



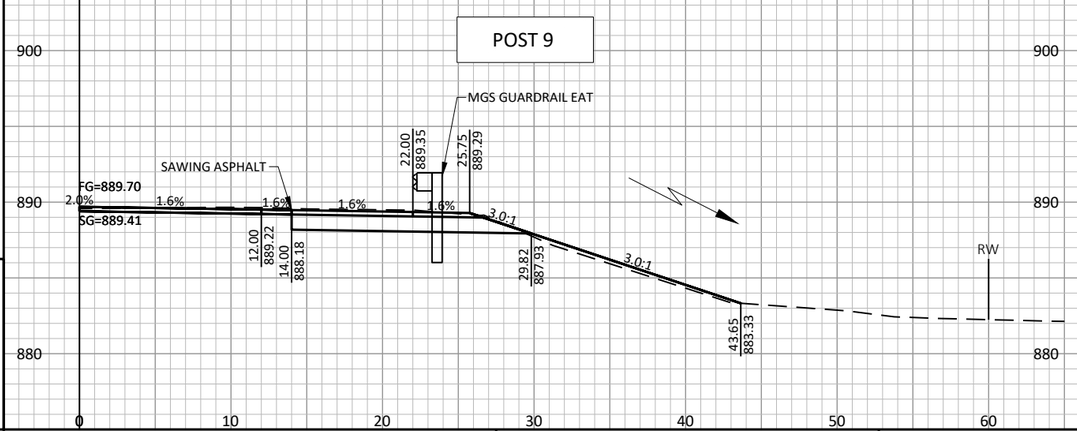
271+77

END TAPER



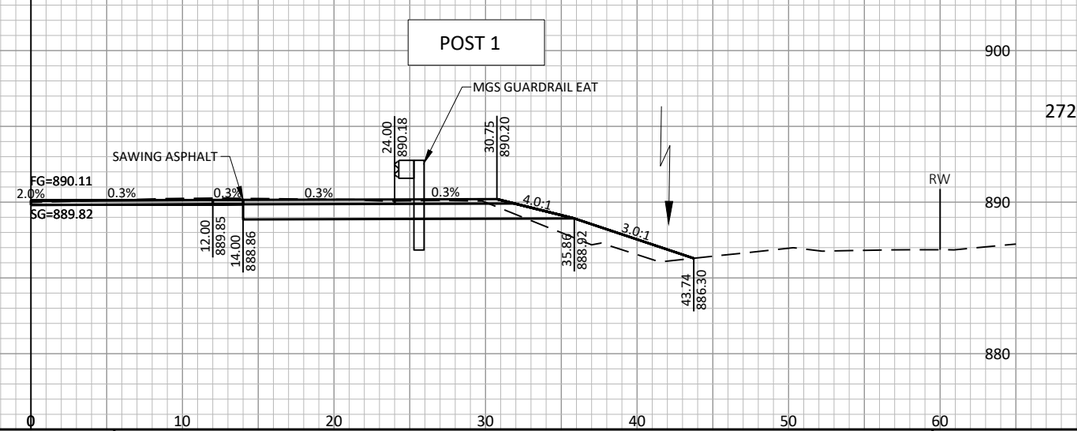
273+32

POST 9



271+52

POST 1



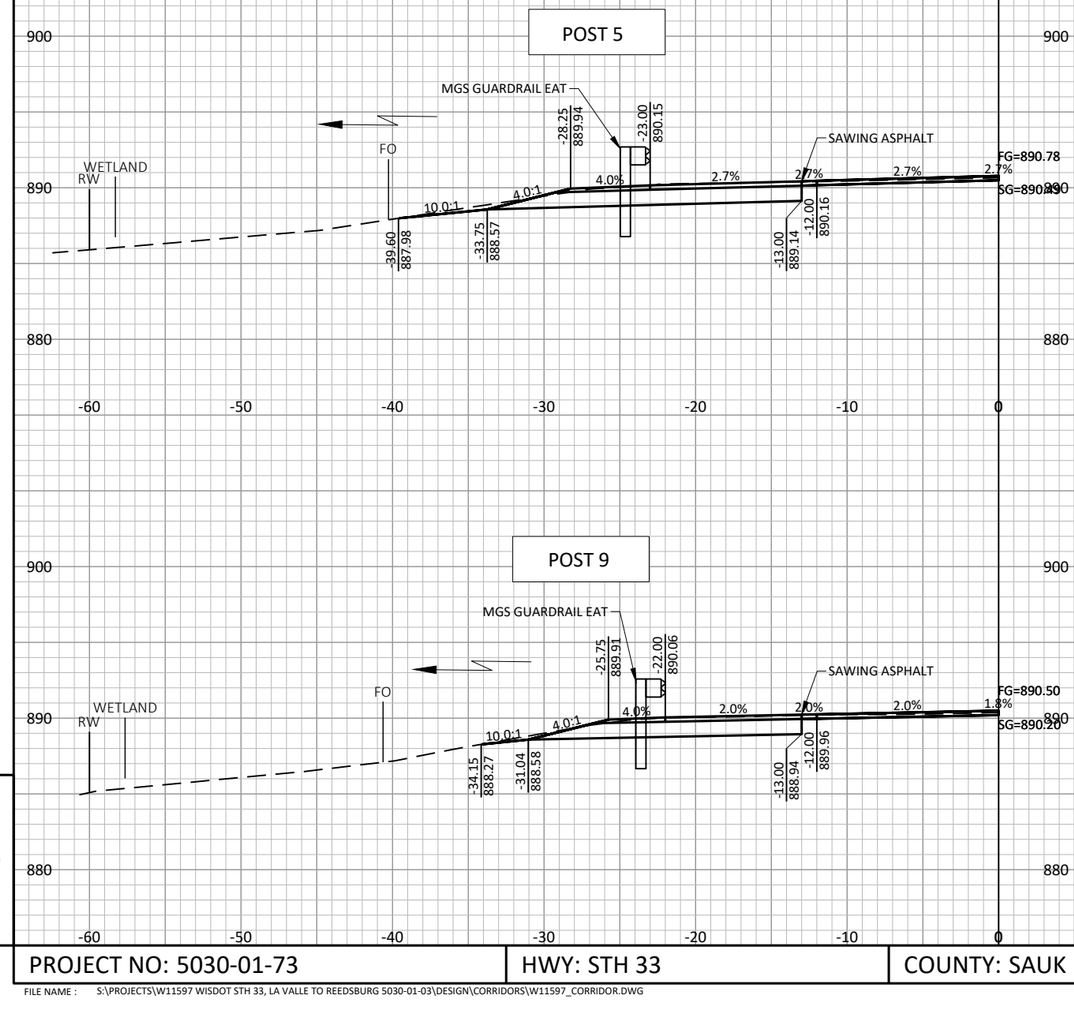
272+02

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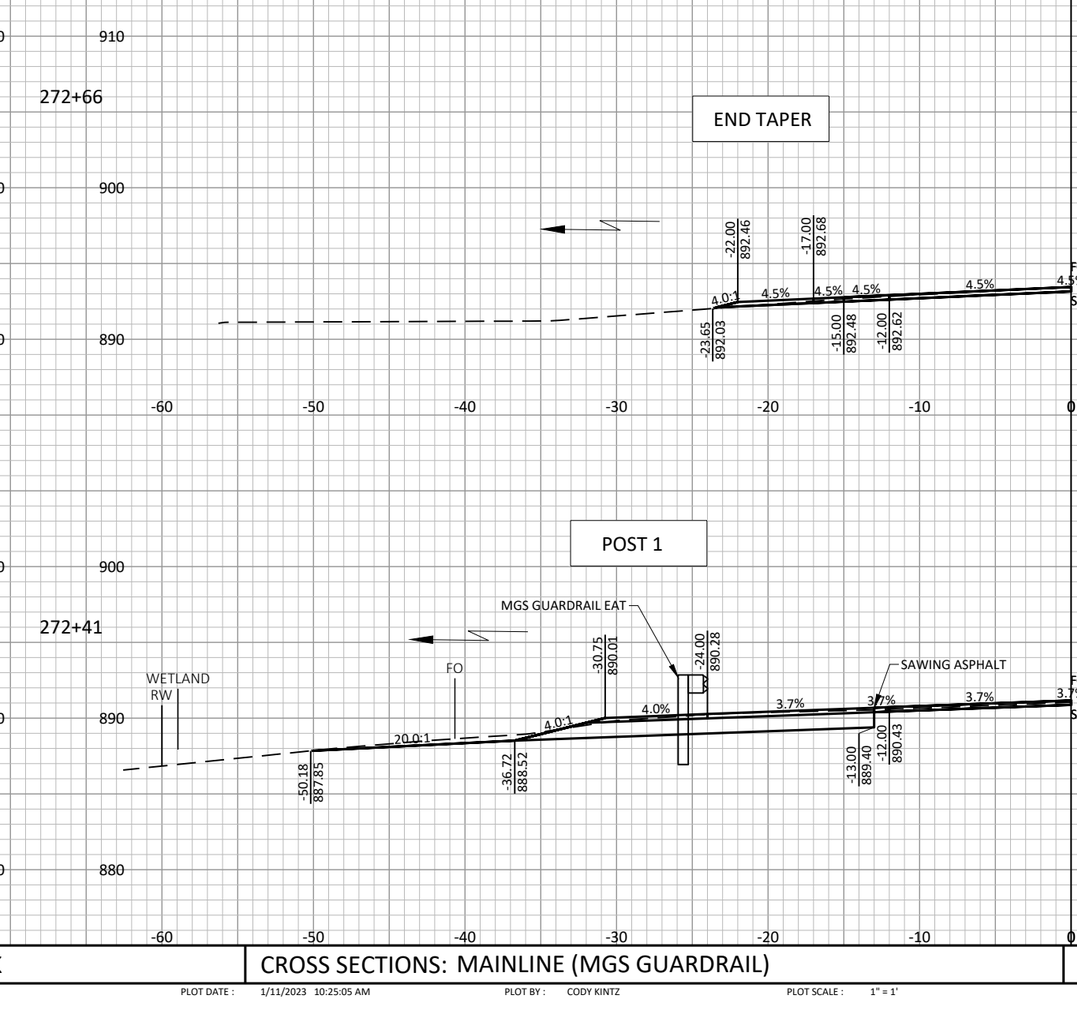
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:24:55 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 6 EATS RT2



272+66



274+18

272+41

272+91

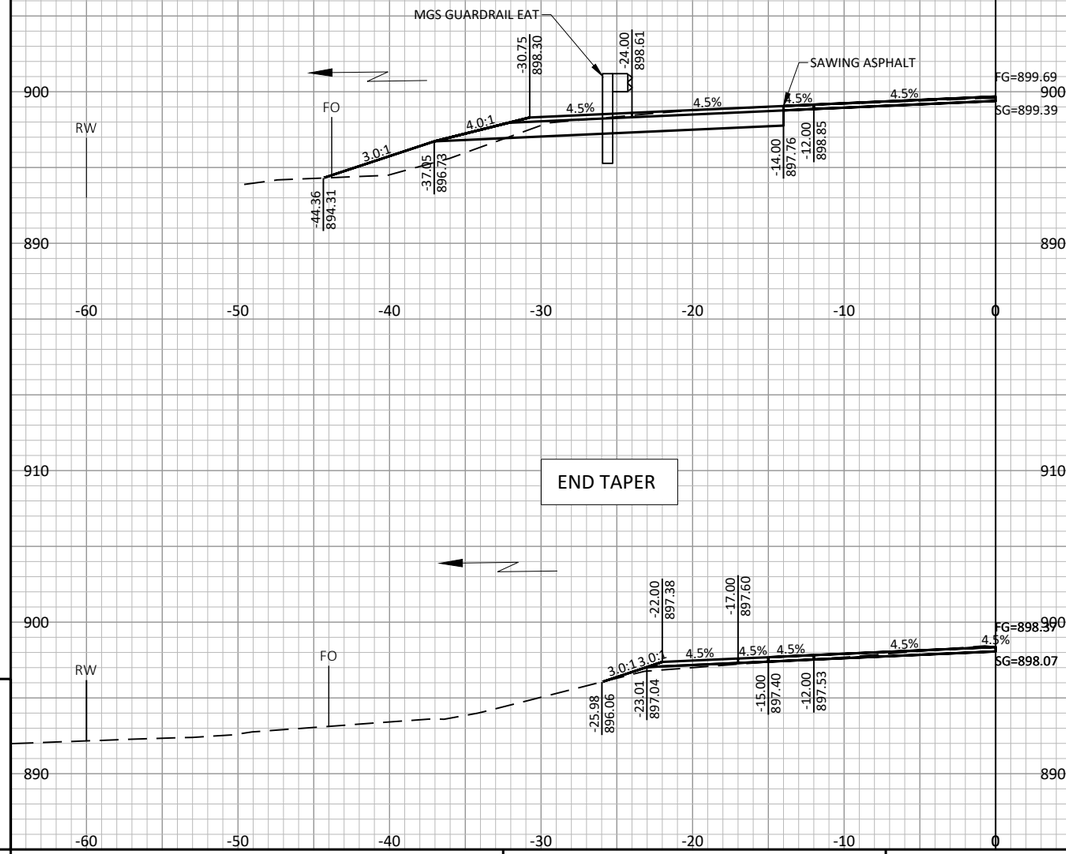
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

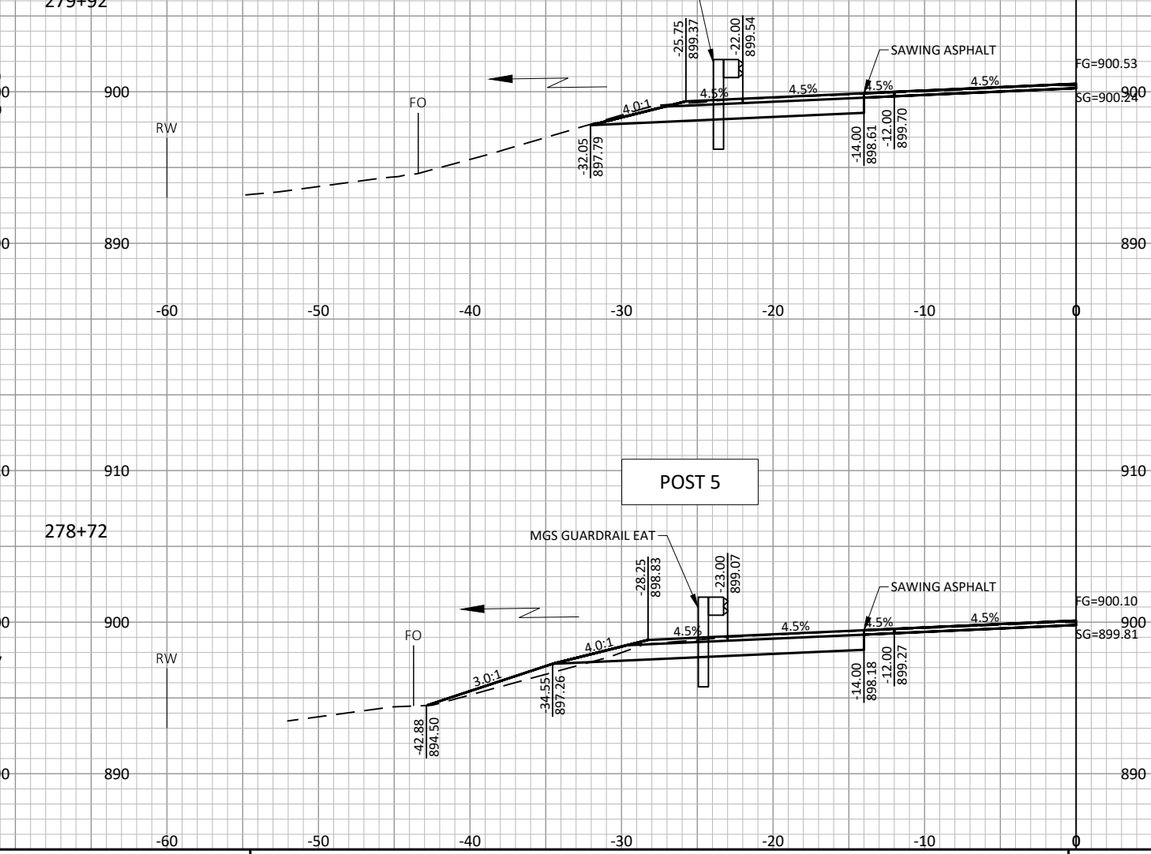
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:25:05 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 6 EATS LT2

POST 1



279+92

POST 9



280+43

END TAPER

278+72

POST 5

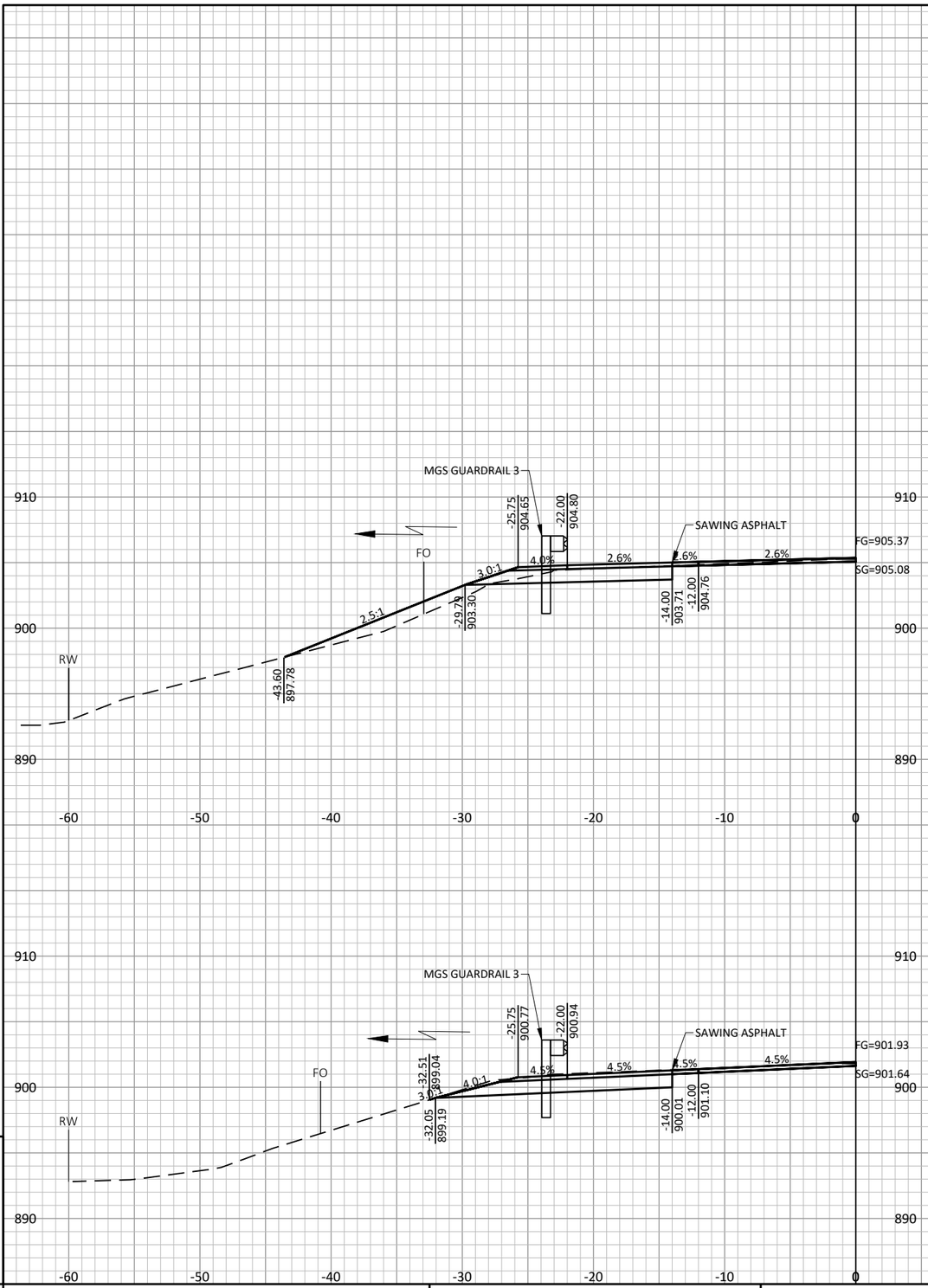
280+18

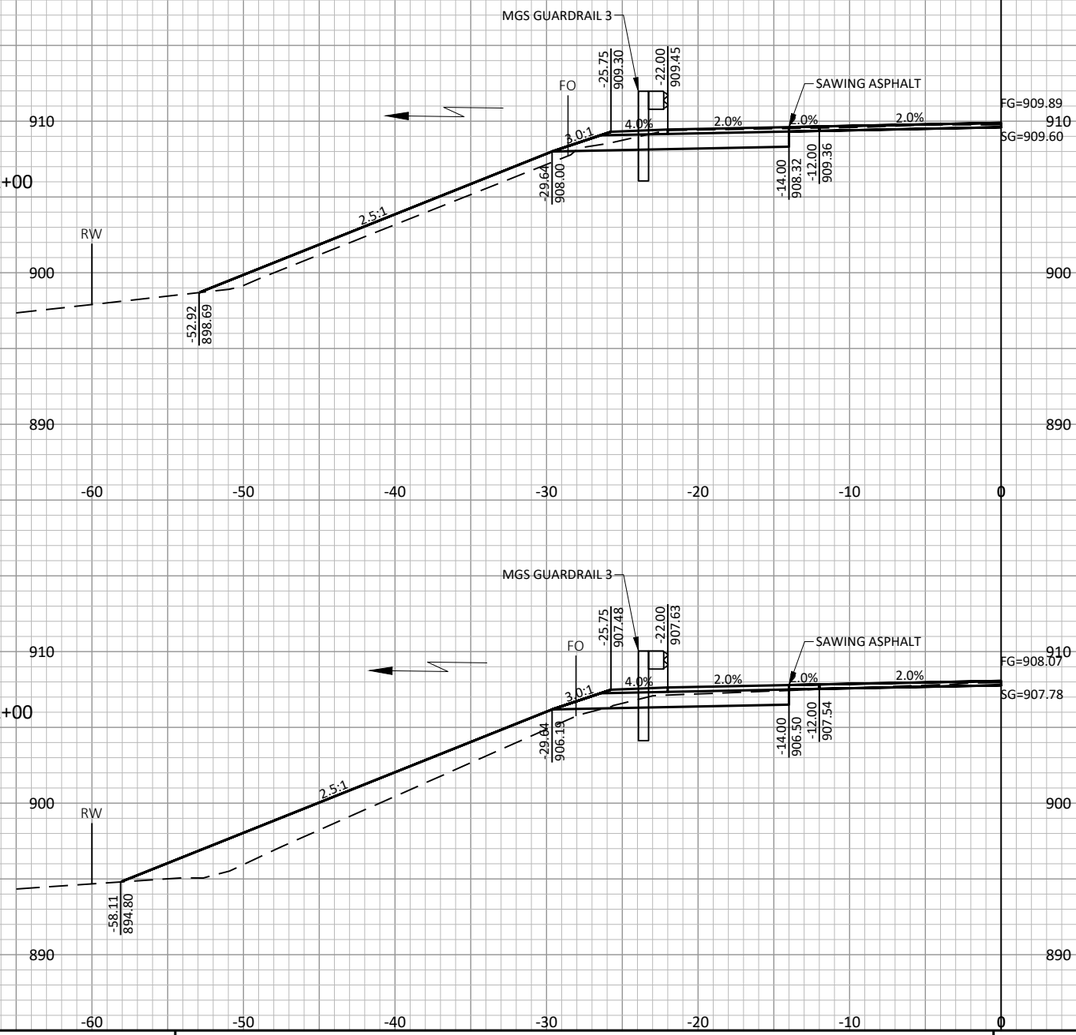
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:25:15 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 7 EATS1



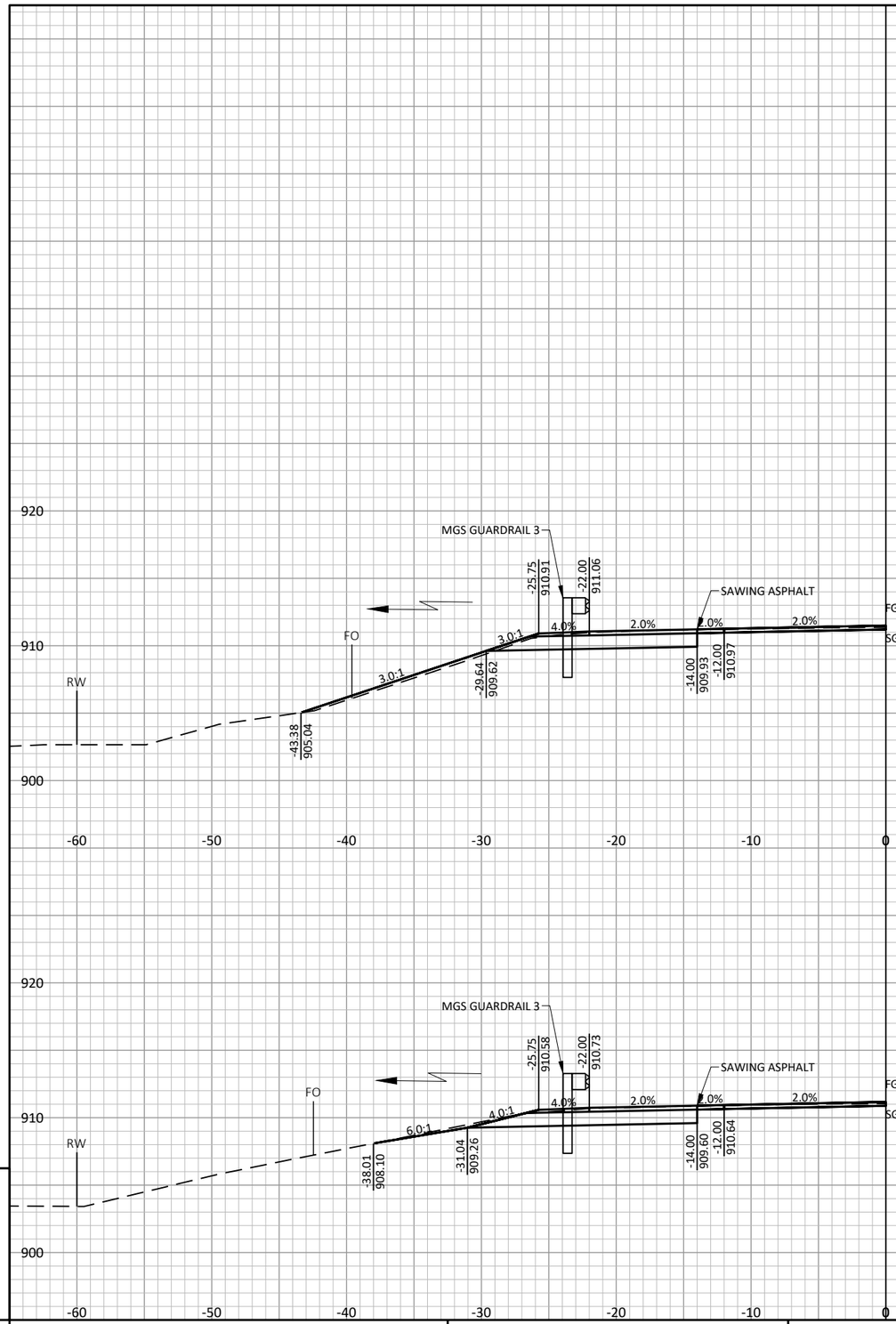


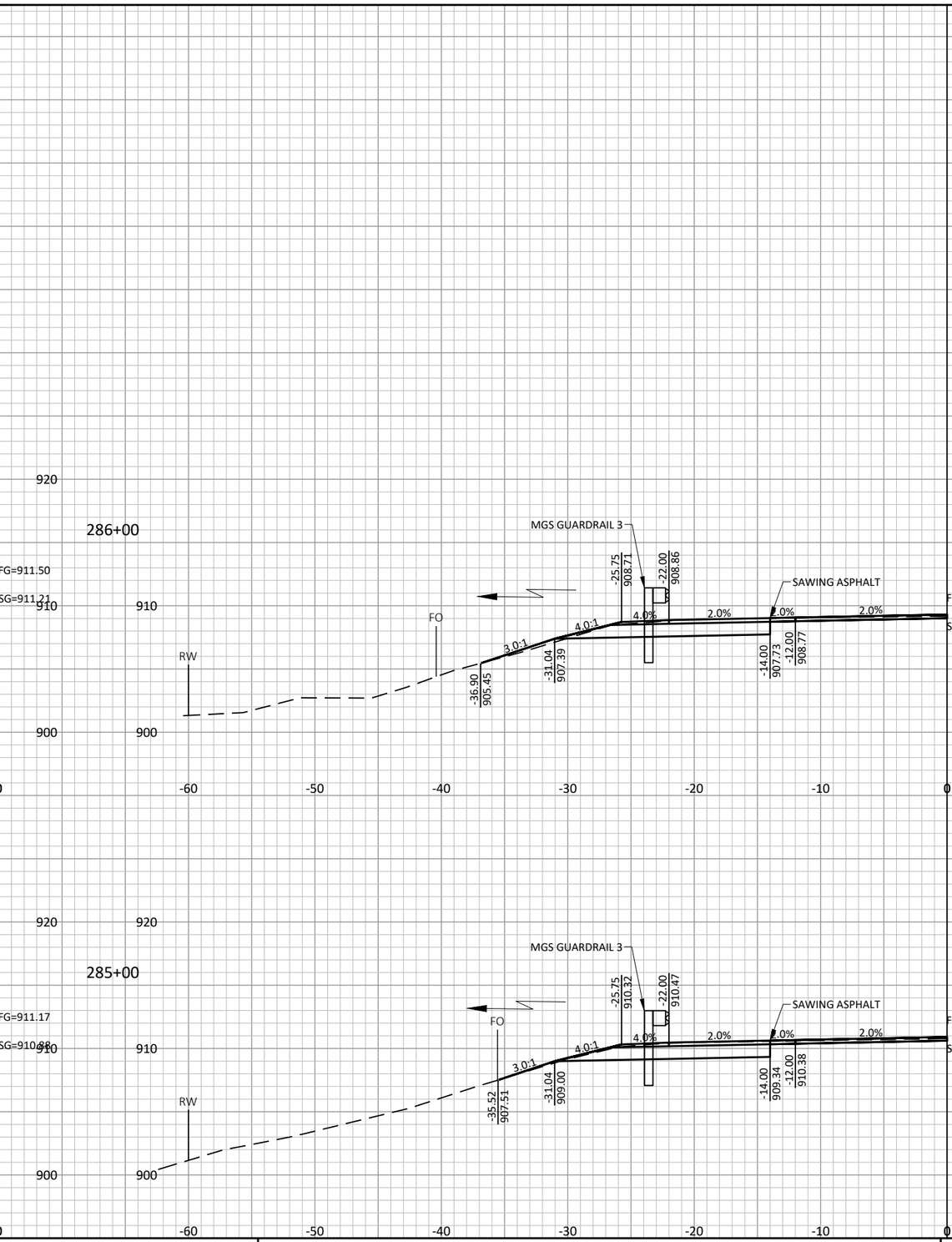
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:25:24 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 7 (1)





288+00

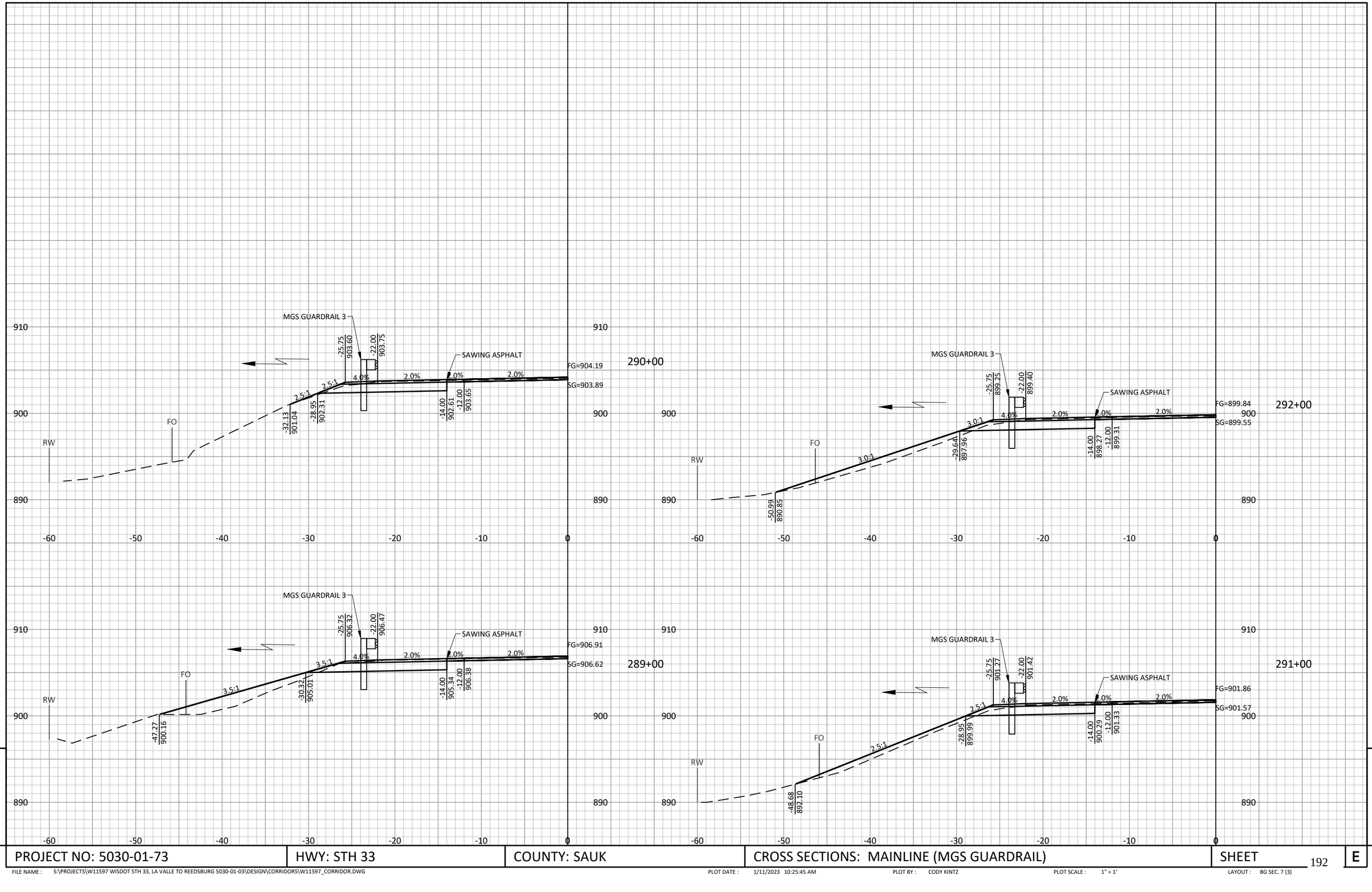
287+00

9

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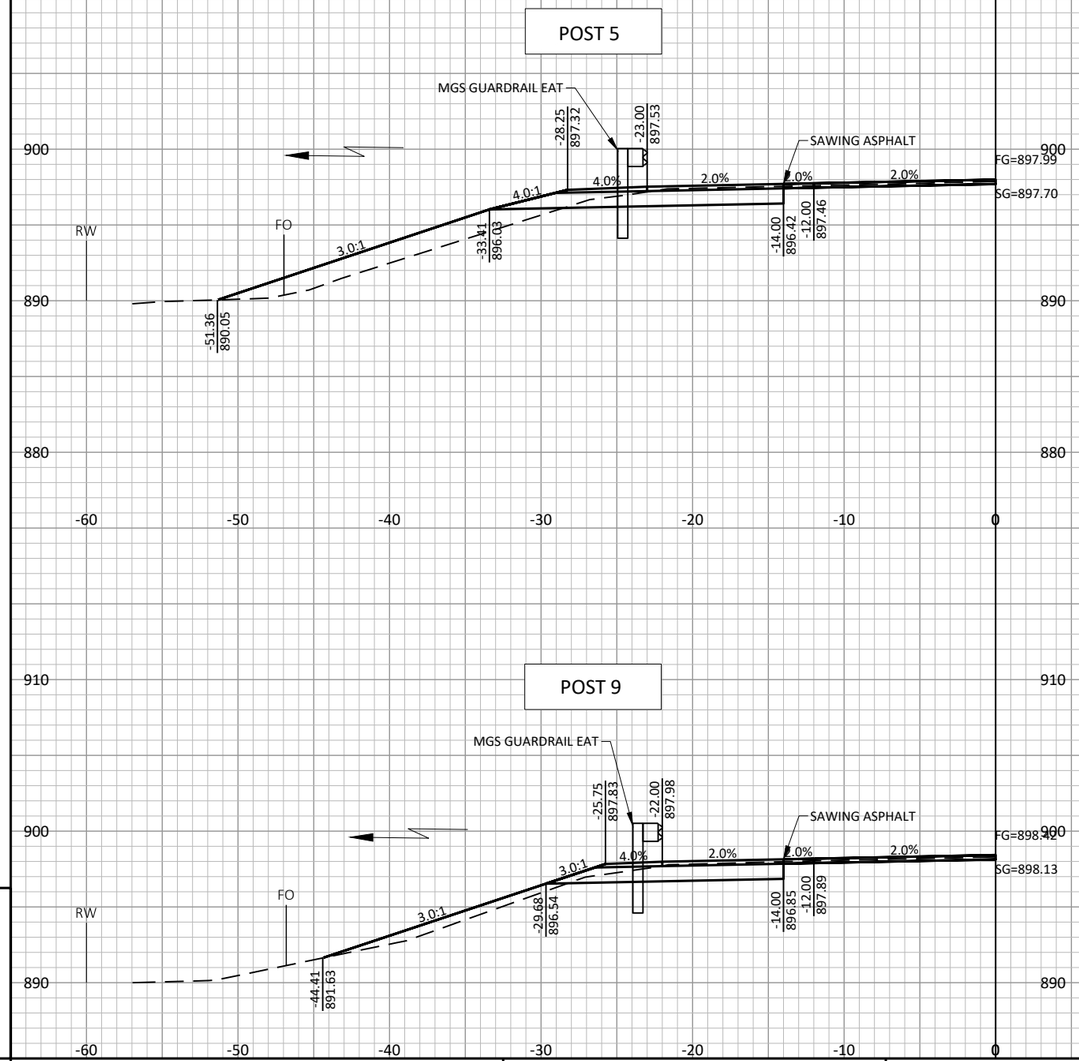
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

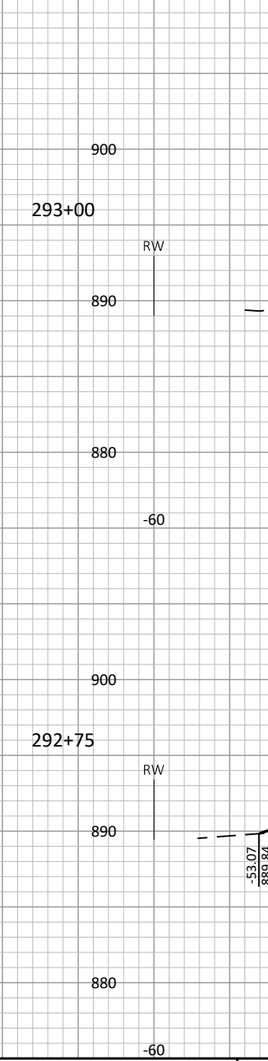
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:25:35 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 7 (2)

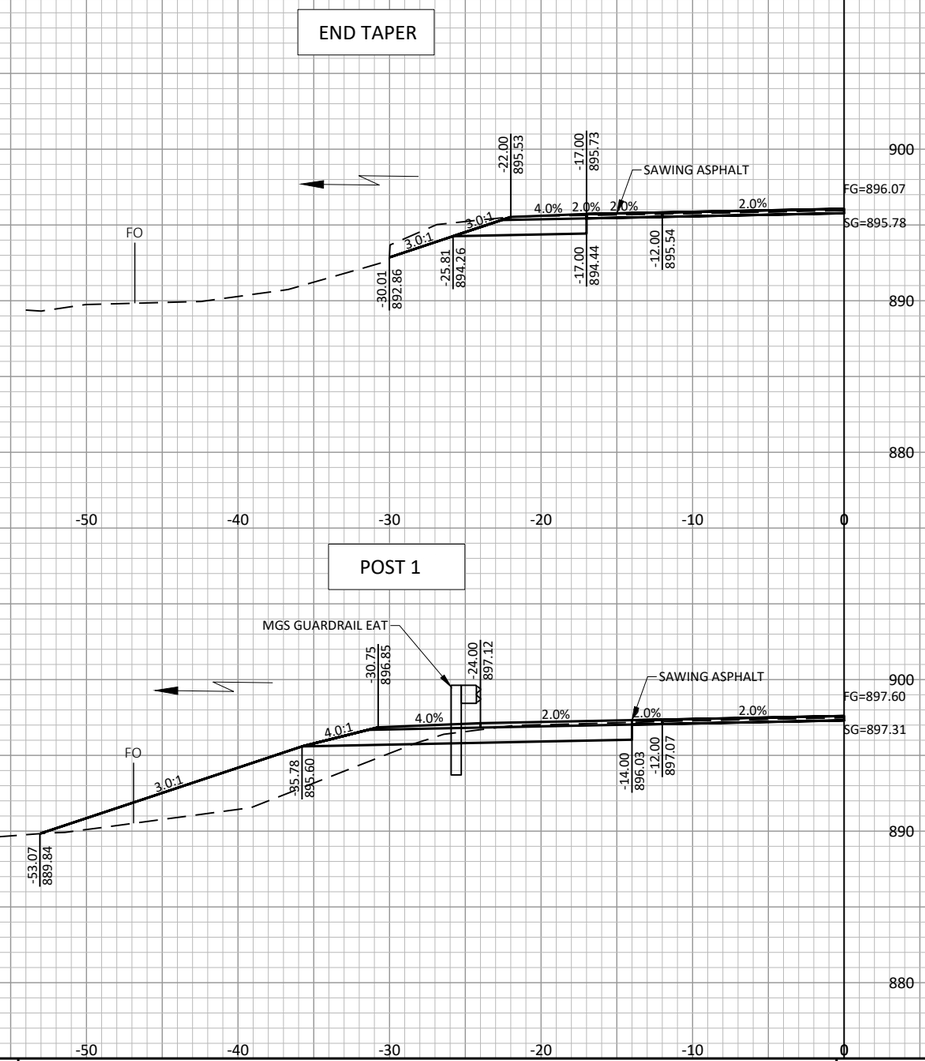


PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:25:45 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 7 (3)





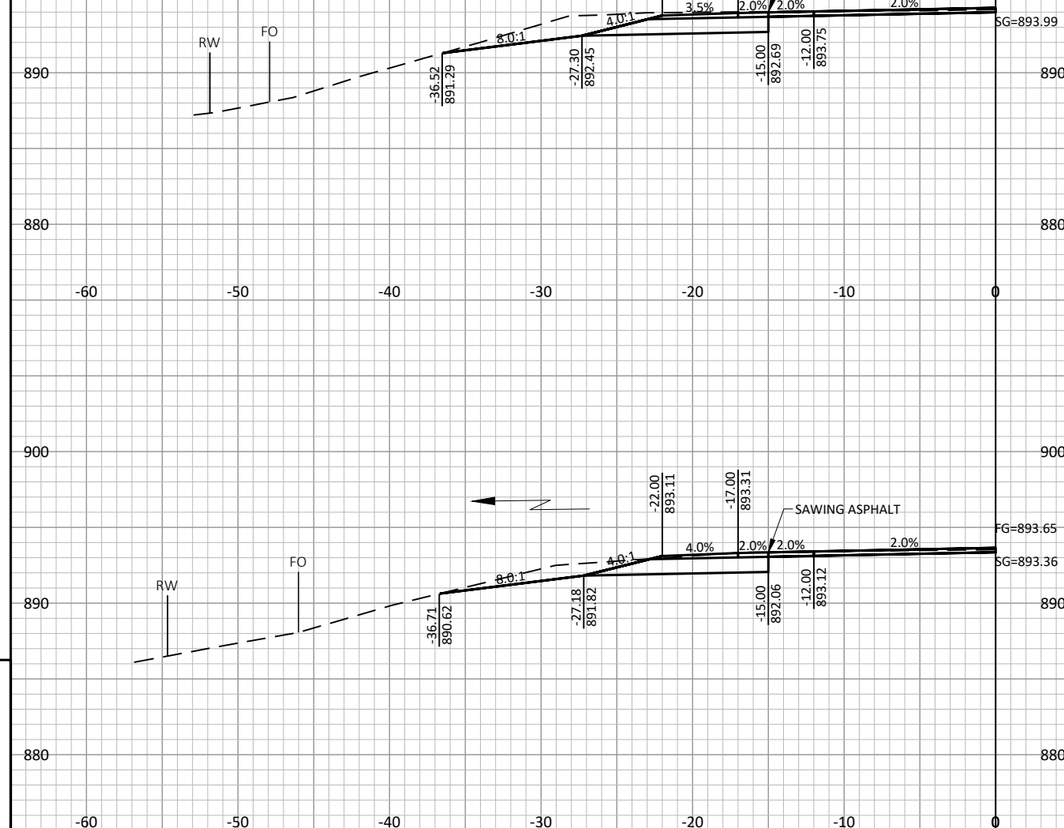


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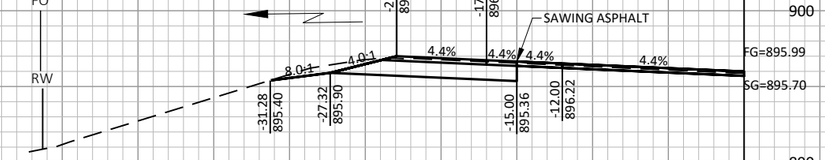
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:25:54 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 7 EATS2

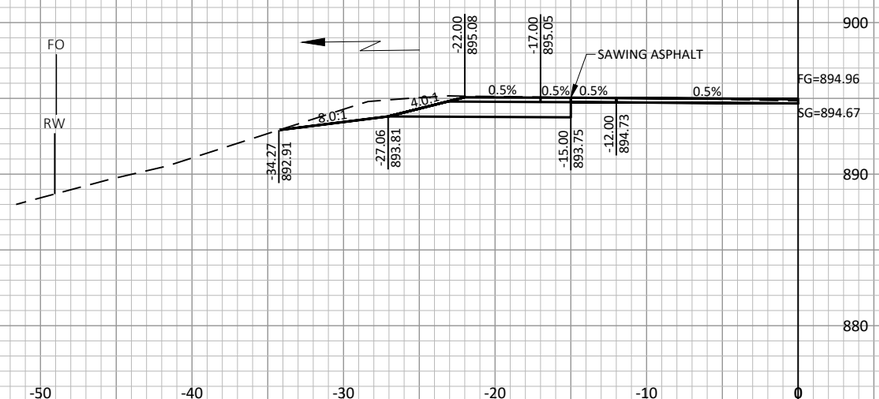


355+00



357+00

354+00



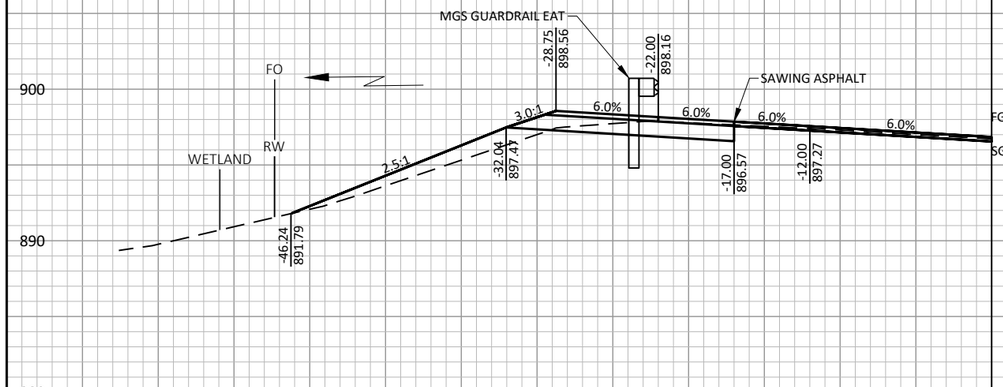
356+00

9

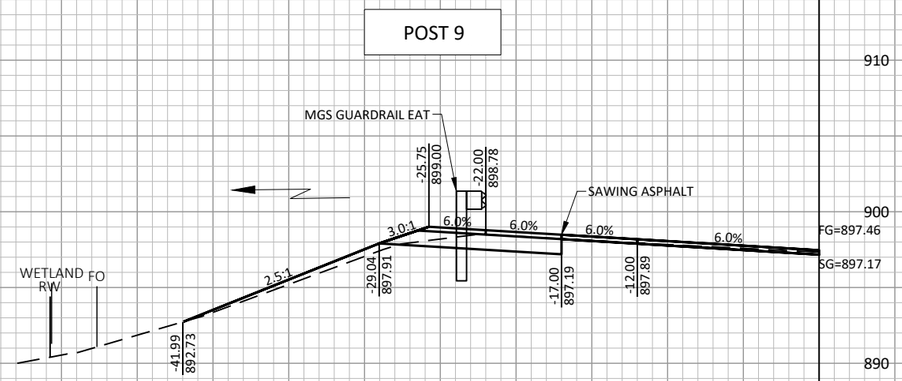
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 194	E

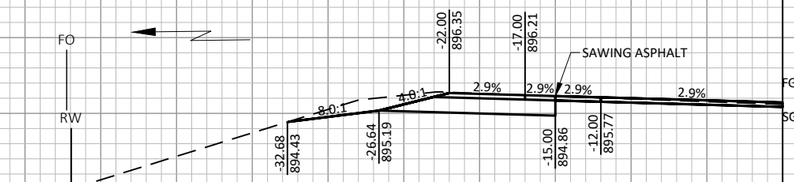
POST 1



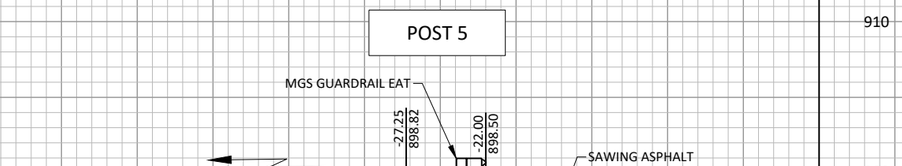
POST 9

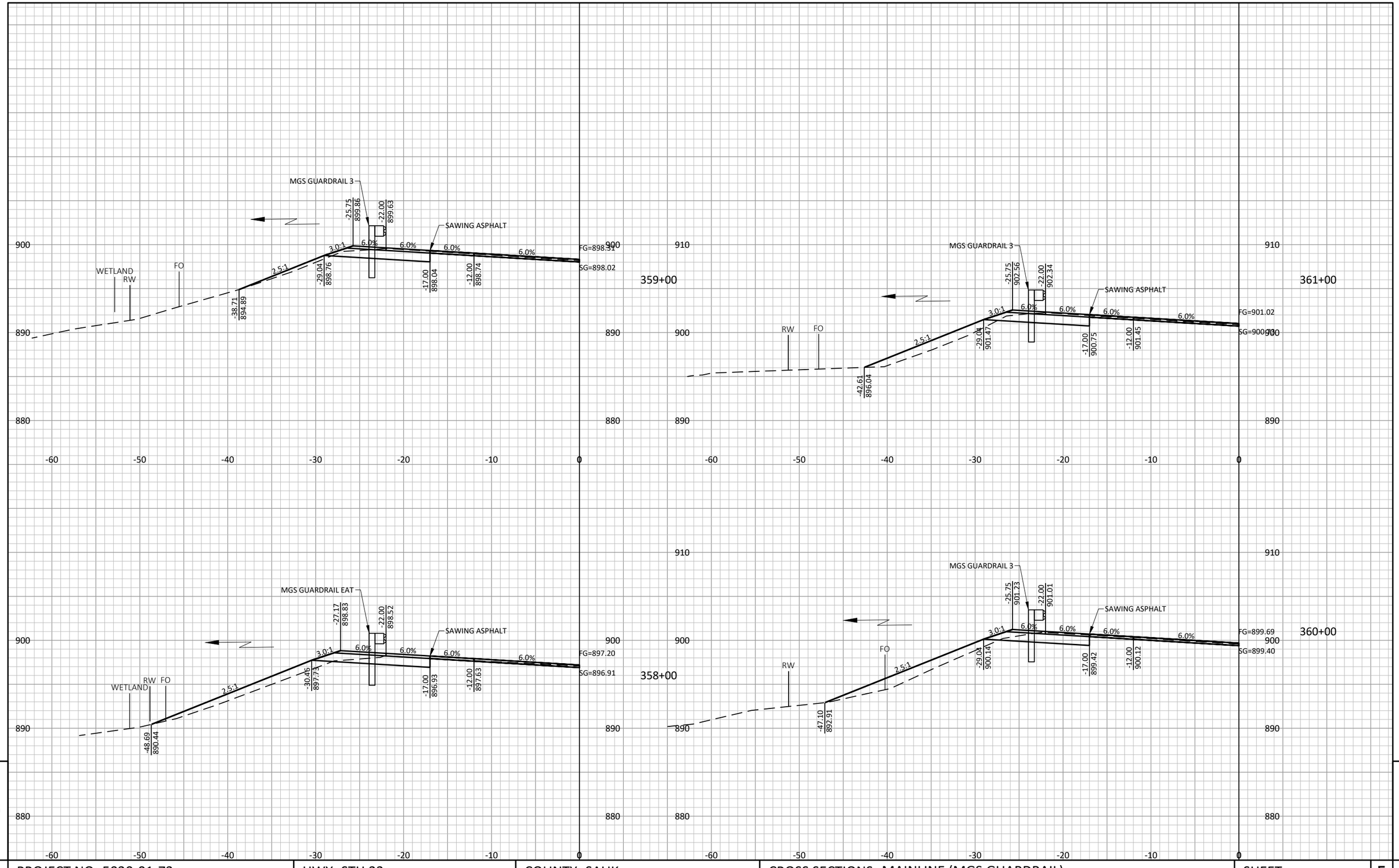


END TAPER



POST 5





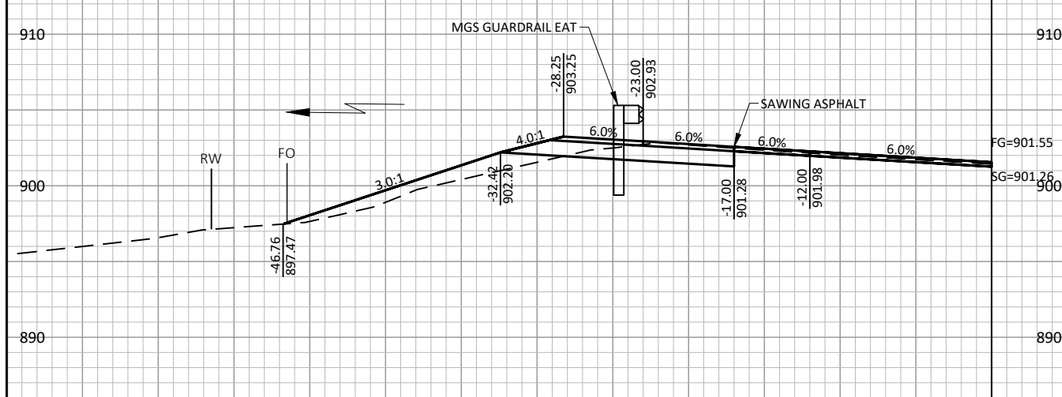
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

9

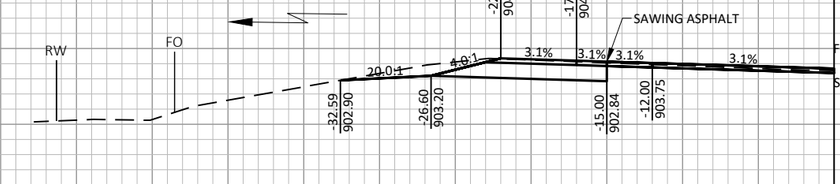
FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:26:25 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 8 (2)

POST 5



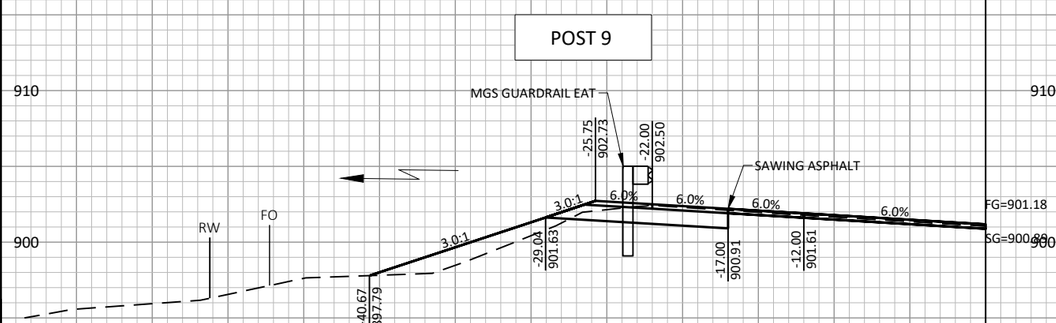
361+36

END TAPER

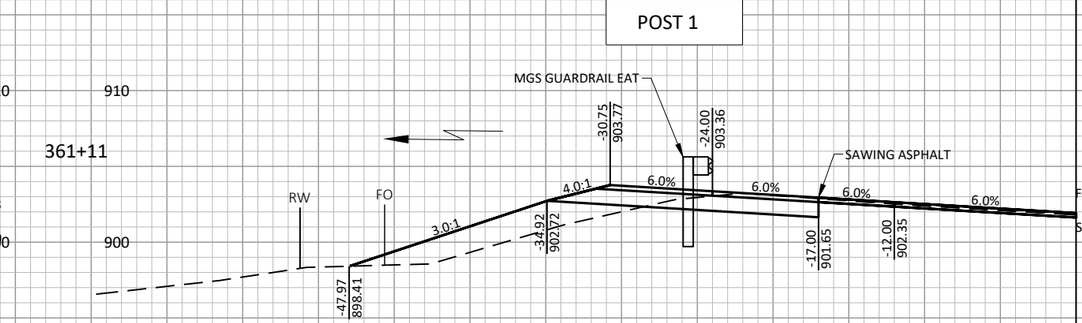


362+90

POST 9

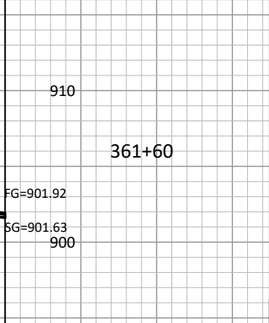


361+11



POST 1

361+60

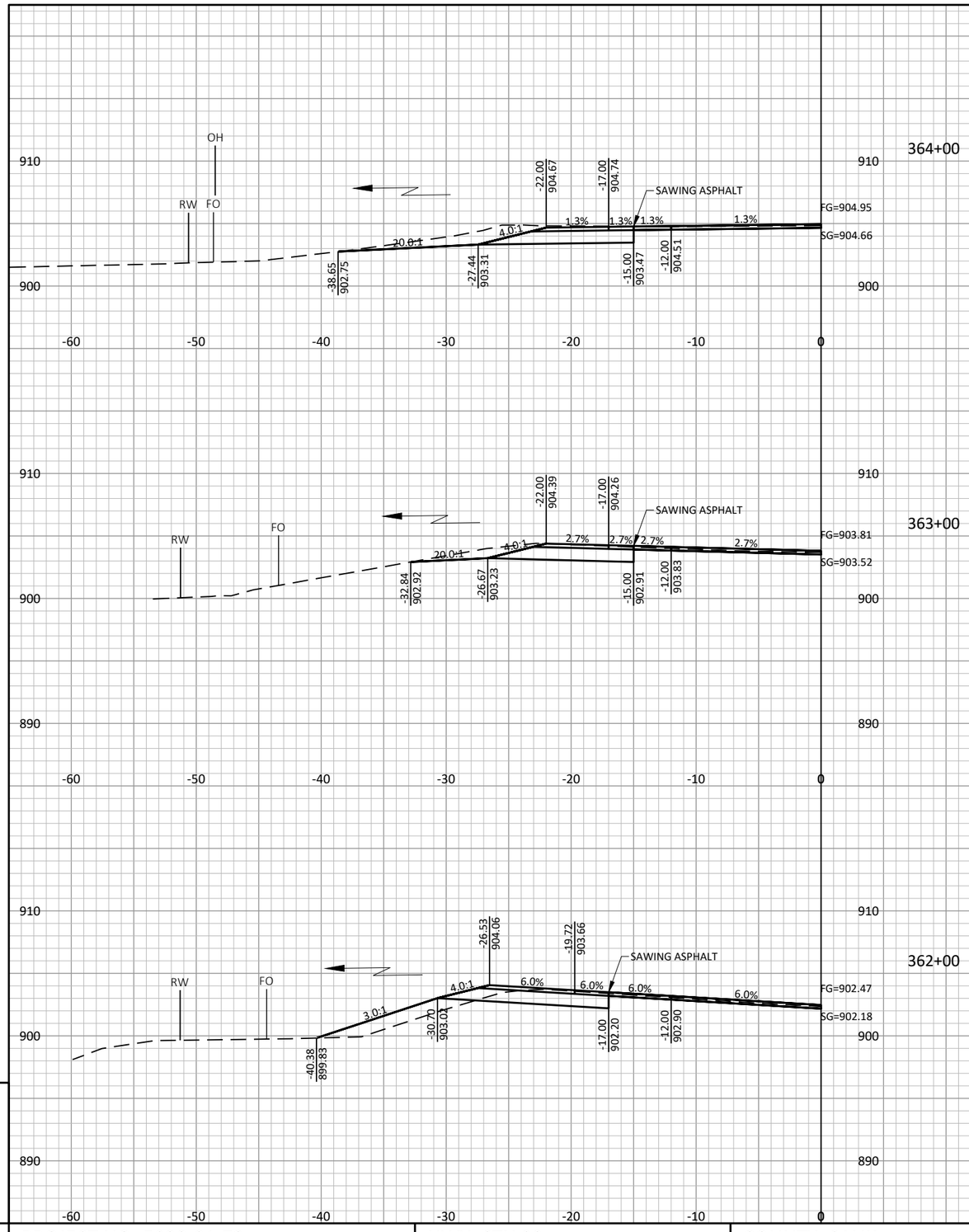


9

9

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:26:35 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 8 EATS2



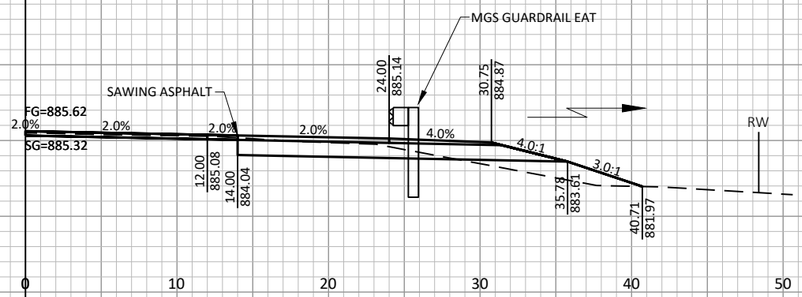
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9

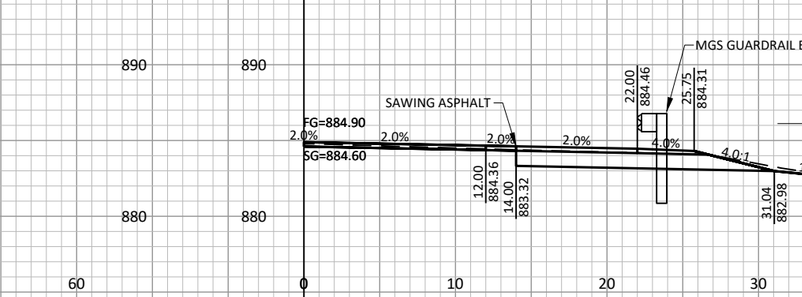
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:26:45 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 8 (3)

POST 1

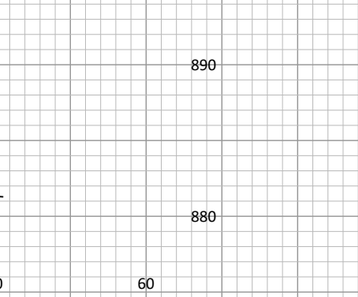


390+91

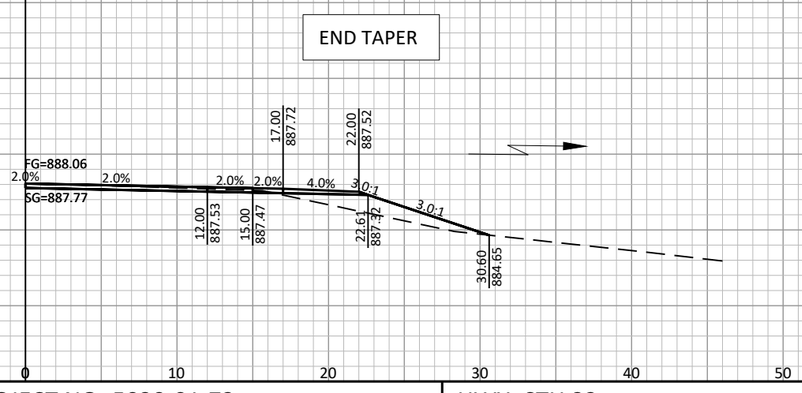


POST 9

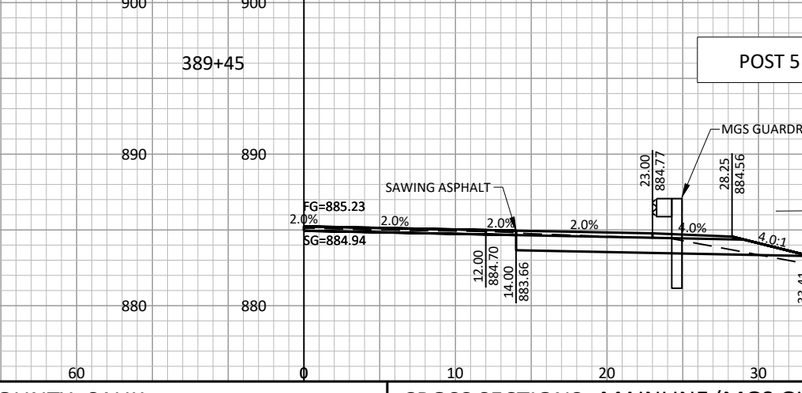
391+41



END TAPER

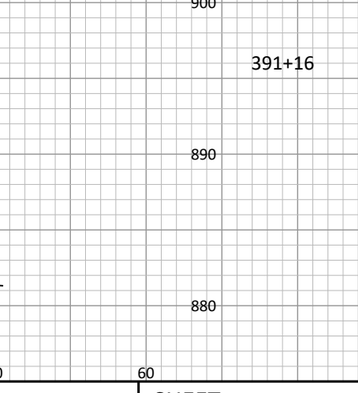


389+45



POST 5

391+16



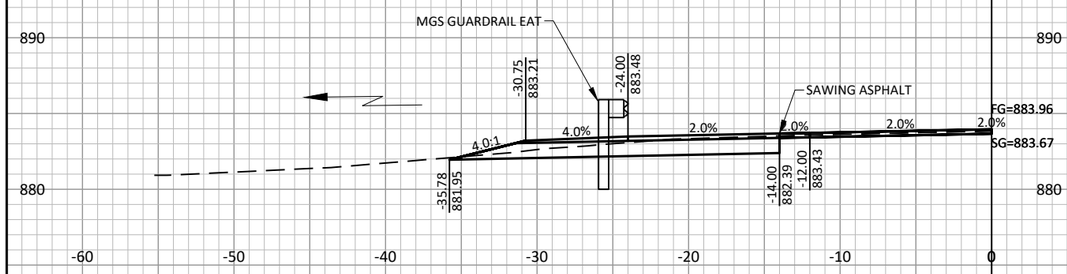
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9

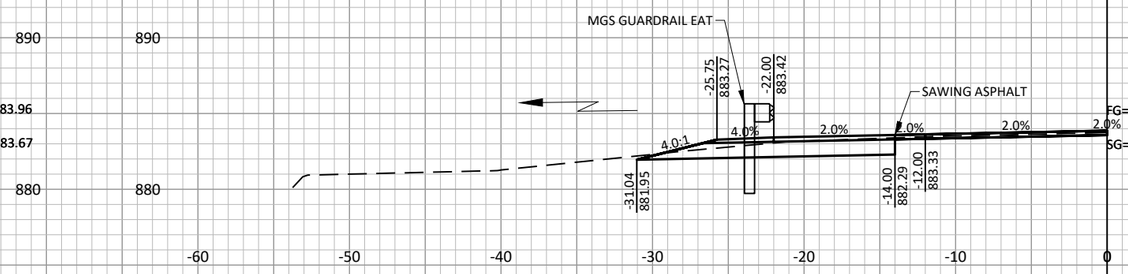
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:26:54 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG SEC. 9 EATS RT1

POST 1

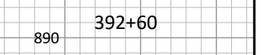


392+10

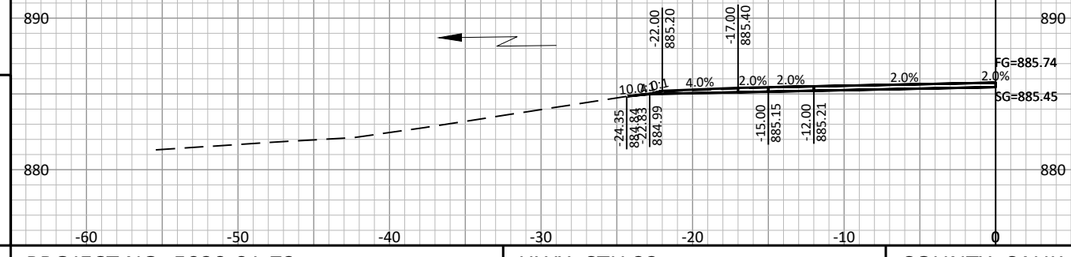


POST 9

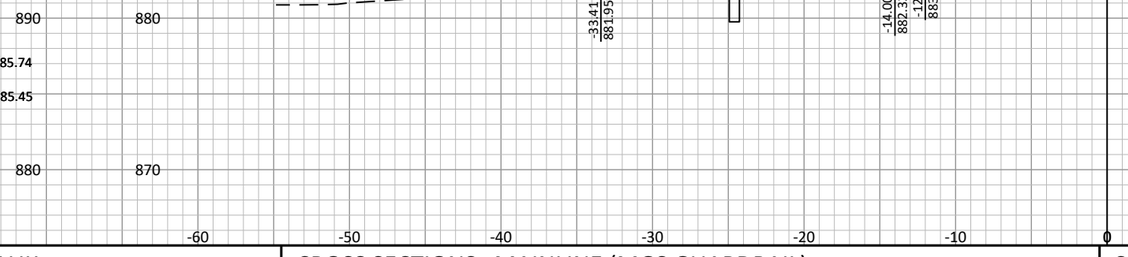
392+60



END TAPER

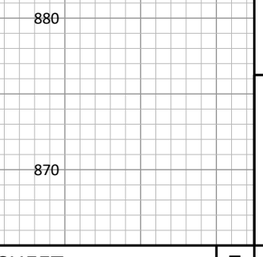


390+75



POST 5

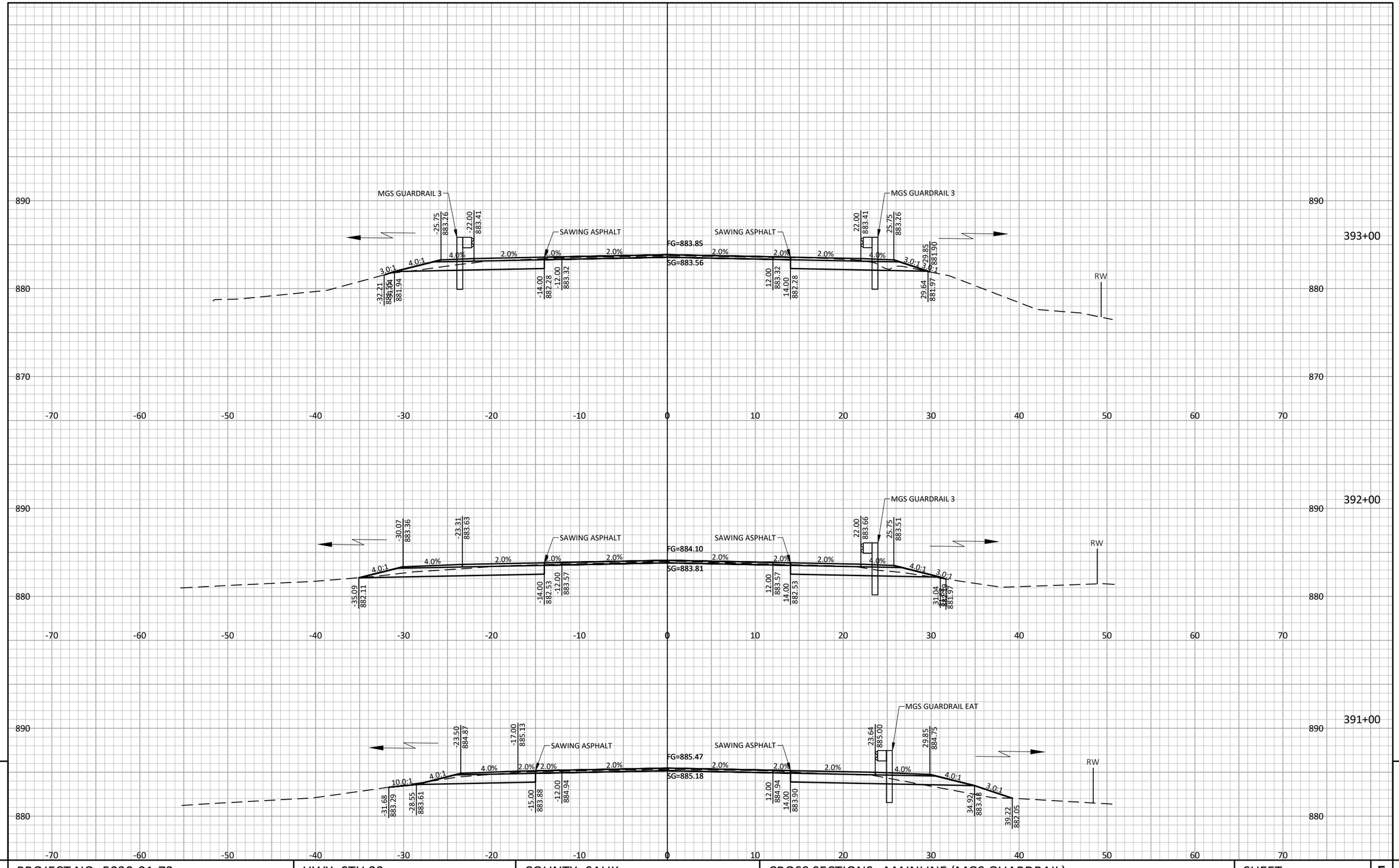
392+35



9

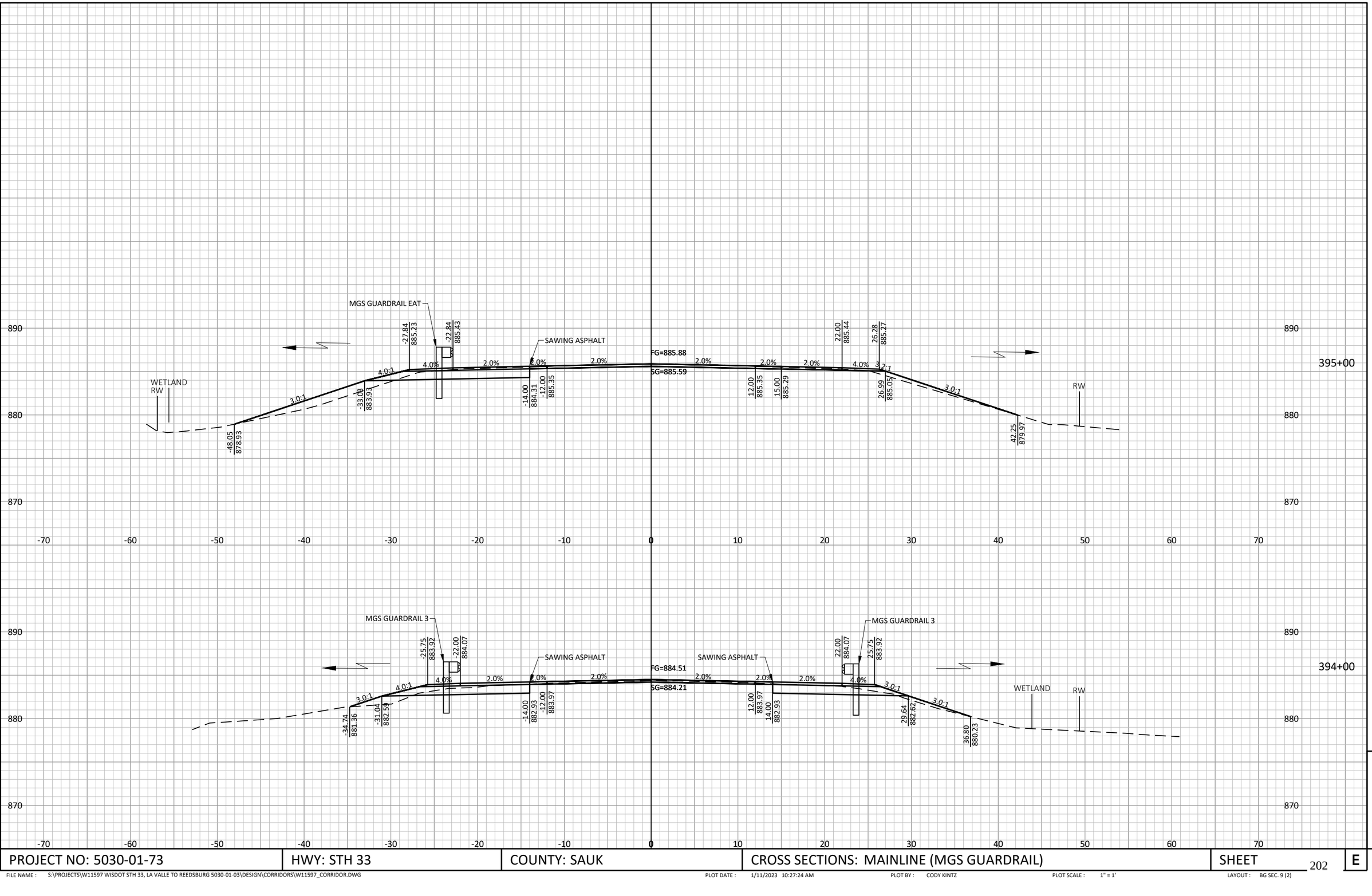
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PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 200	E



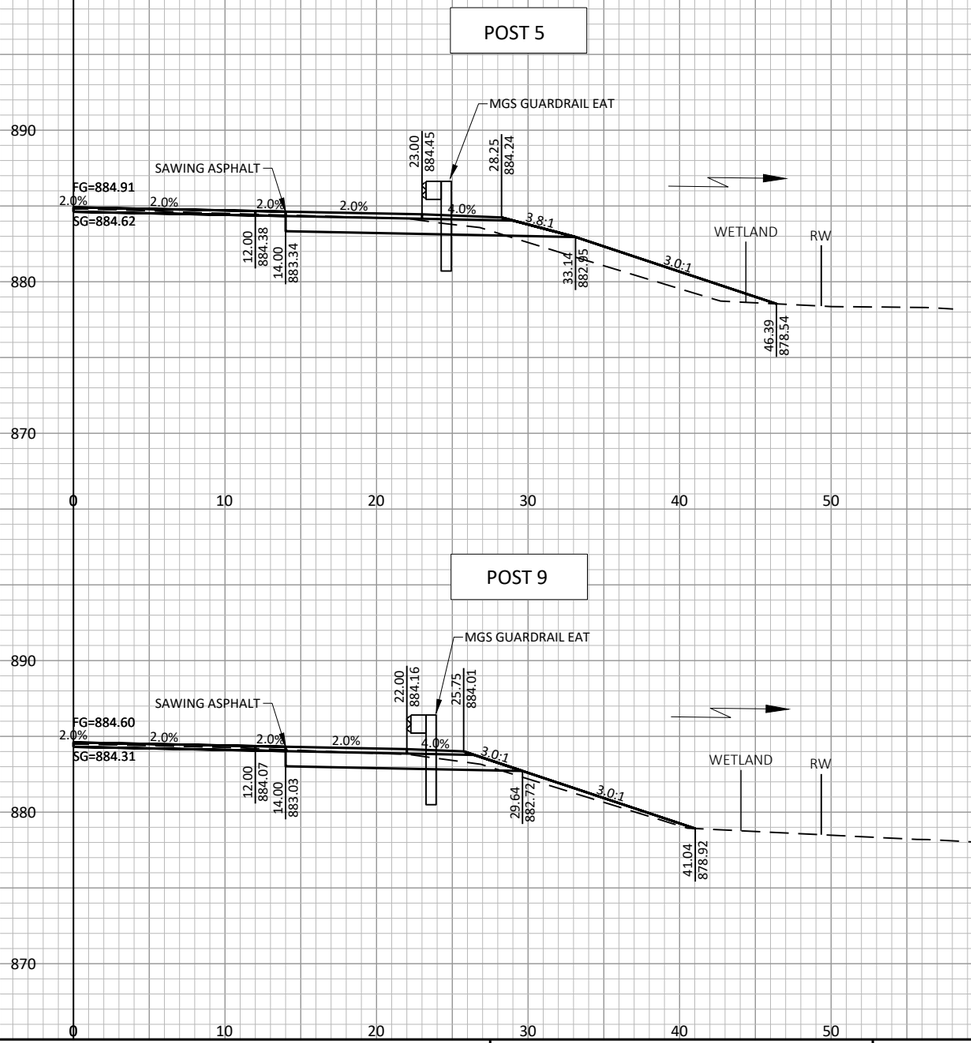
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 201	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:27:14 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 9 (1)

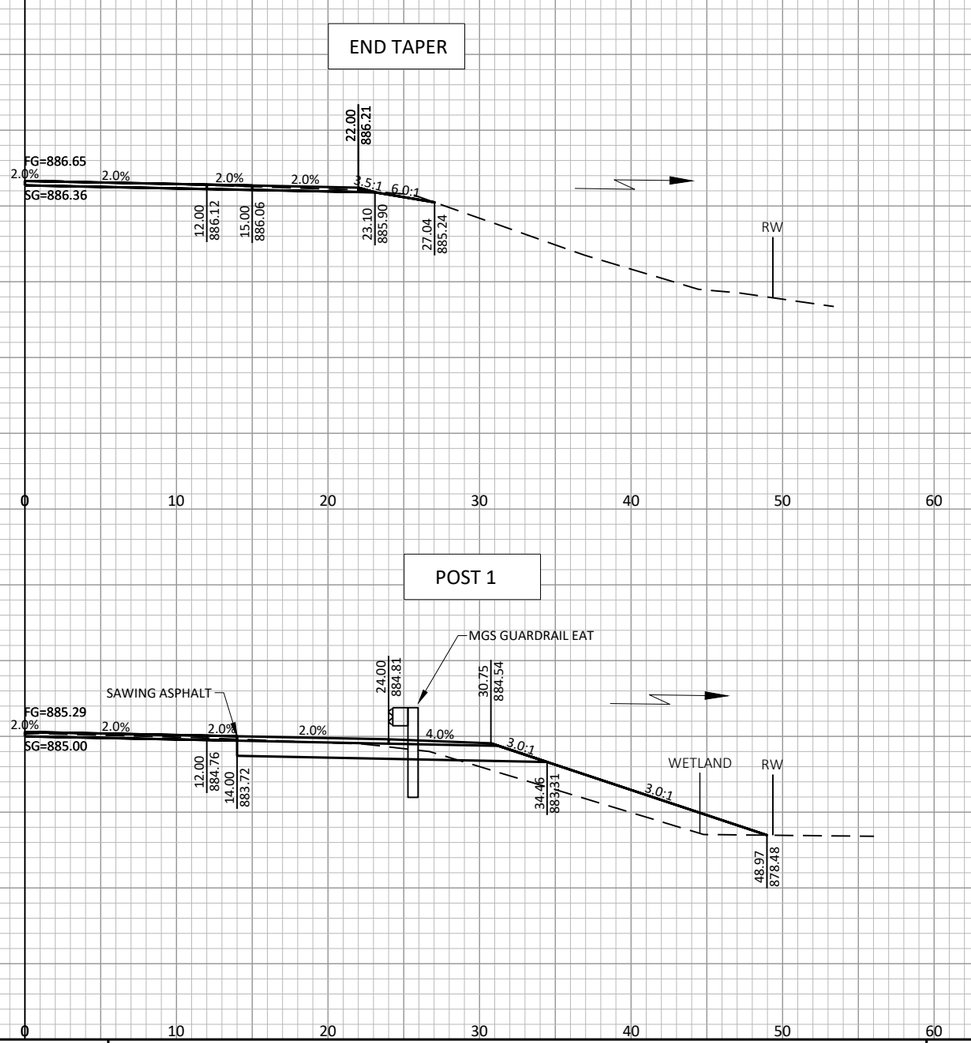


PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:27:24 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 9 (2)



394+35



395+39

394+10

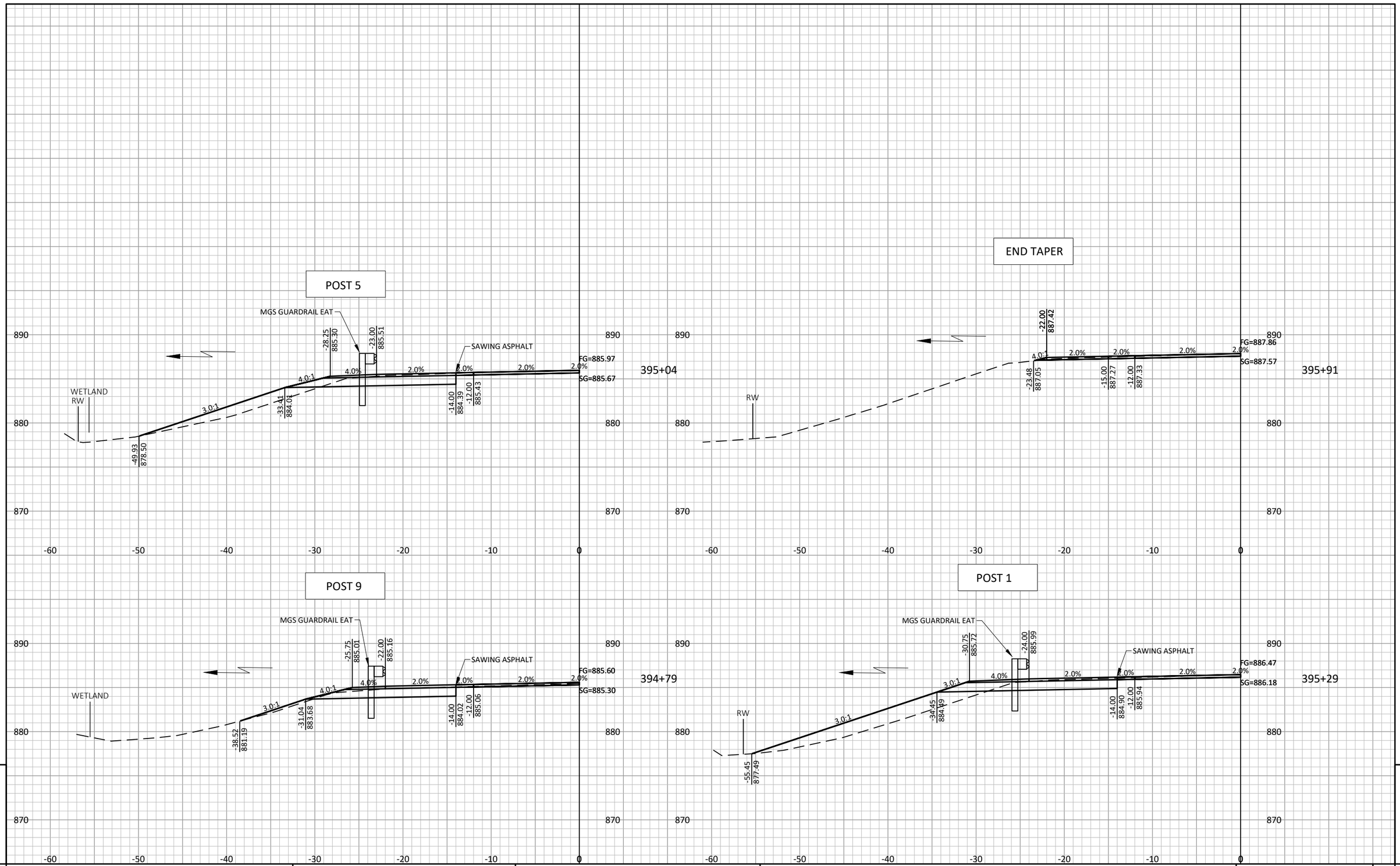
394+60

9

9

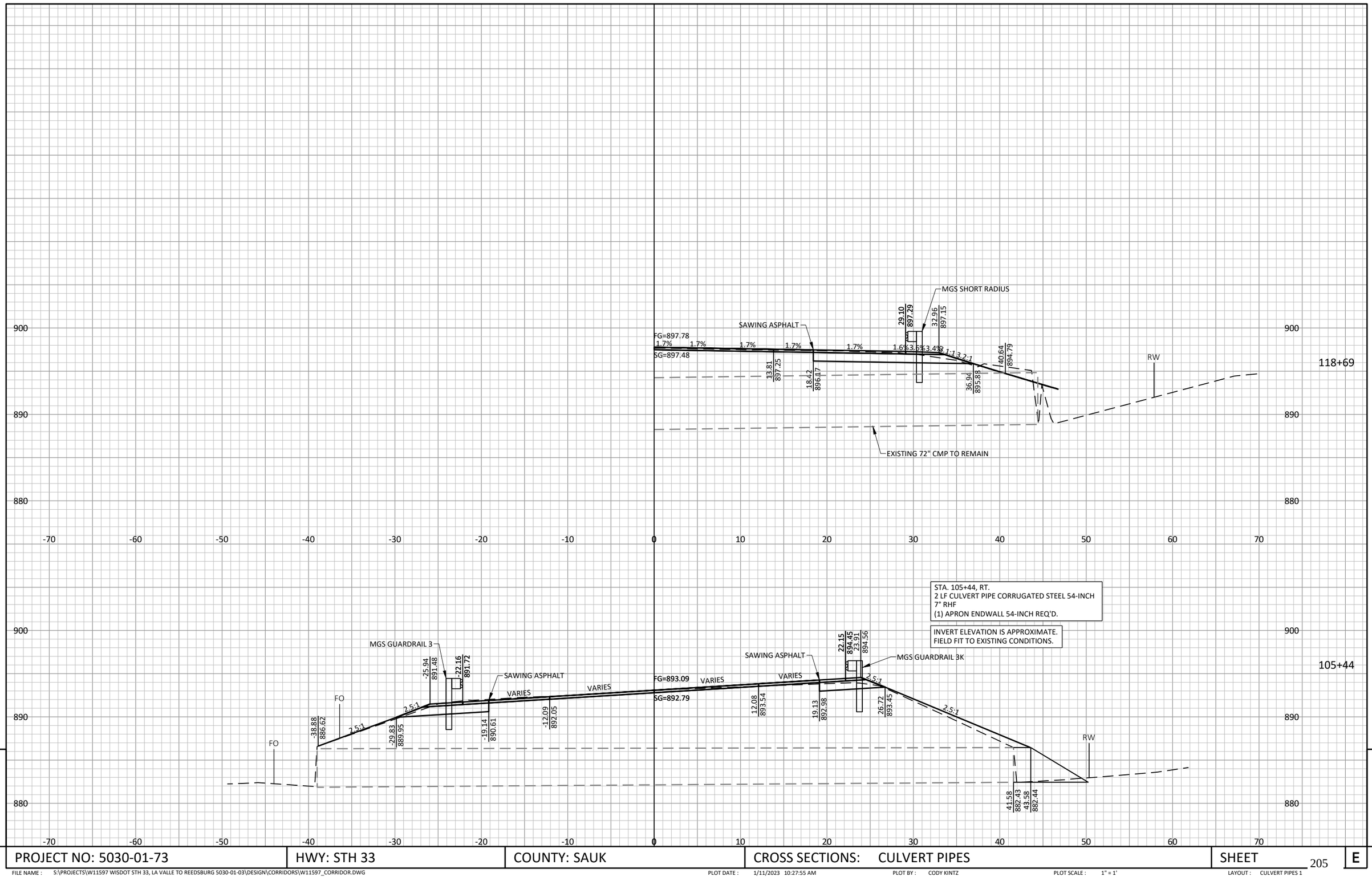
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 203	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:27:34 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 9 EATS RT2



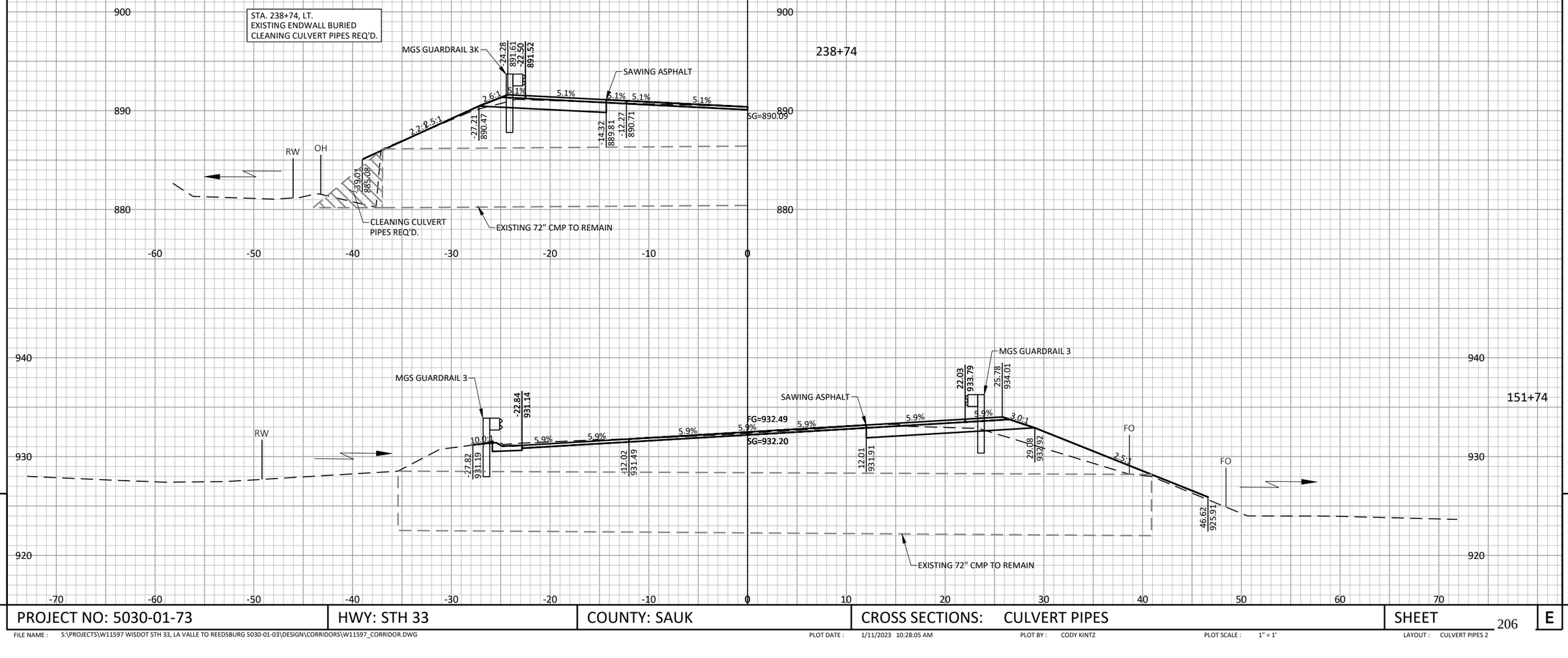
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MAINLINE (MGS GUARDRAIL)	SHEET 204	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:27:44 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BG SEC. 9 EATS LT2



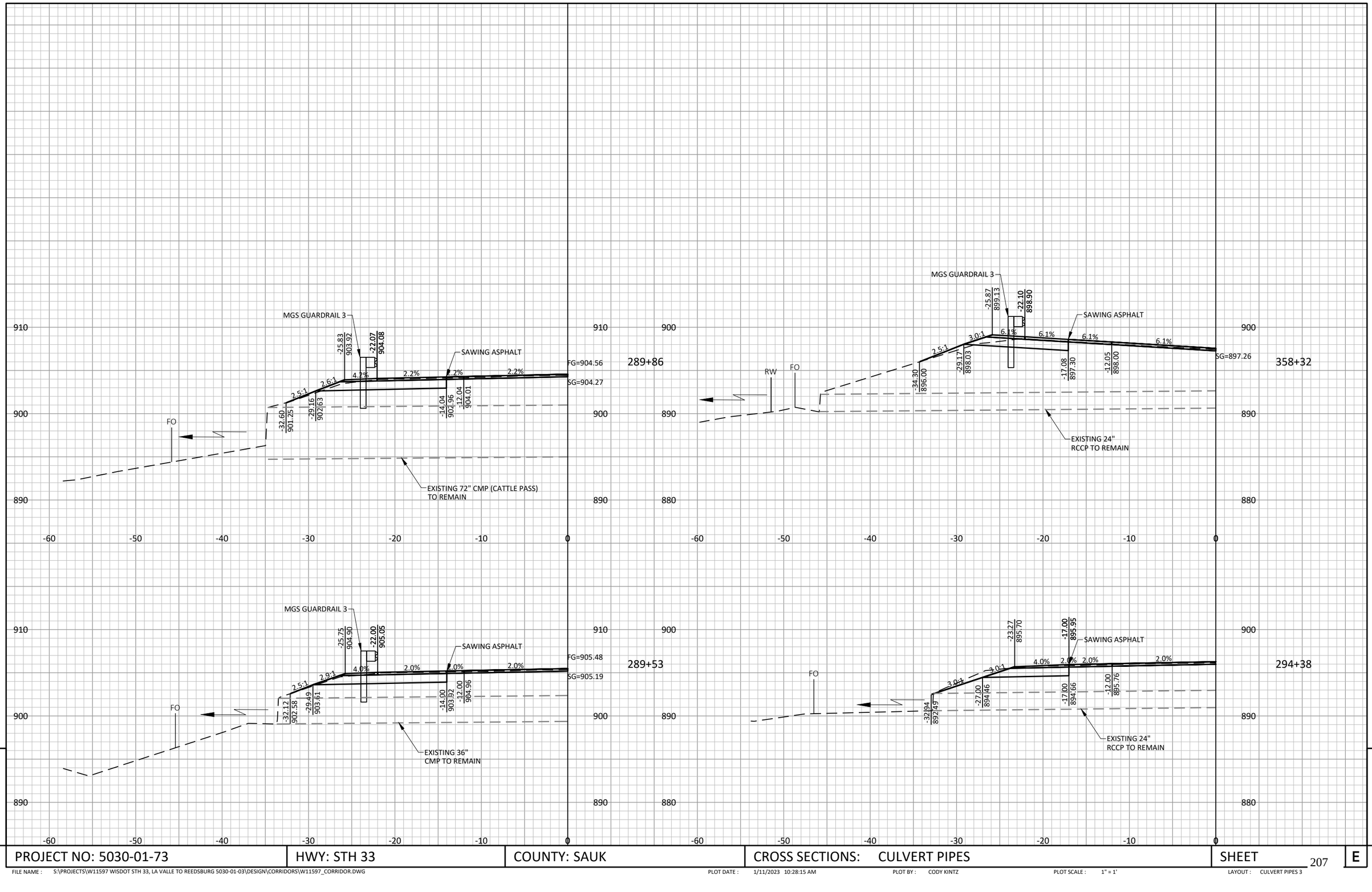
PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET 205 E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:27:55 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 1



PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET 206	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:28:05 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 2



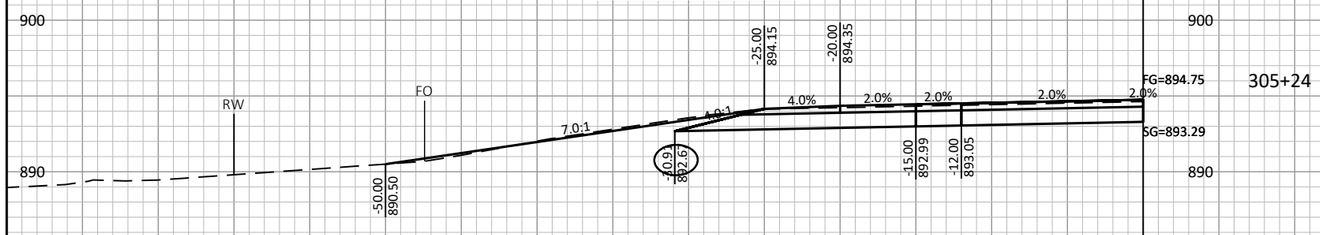
9

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET	E

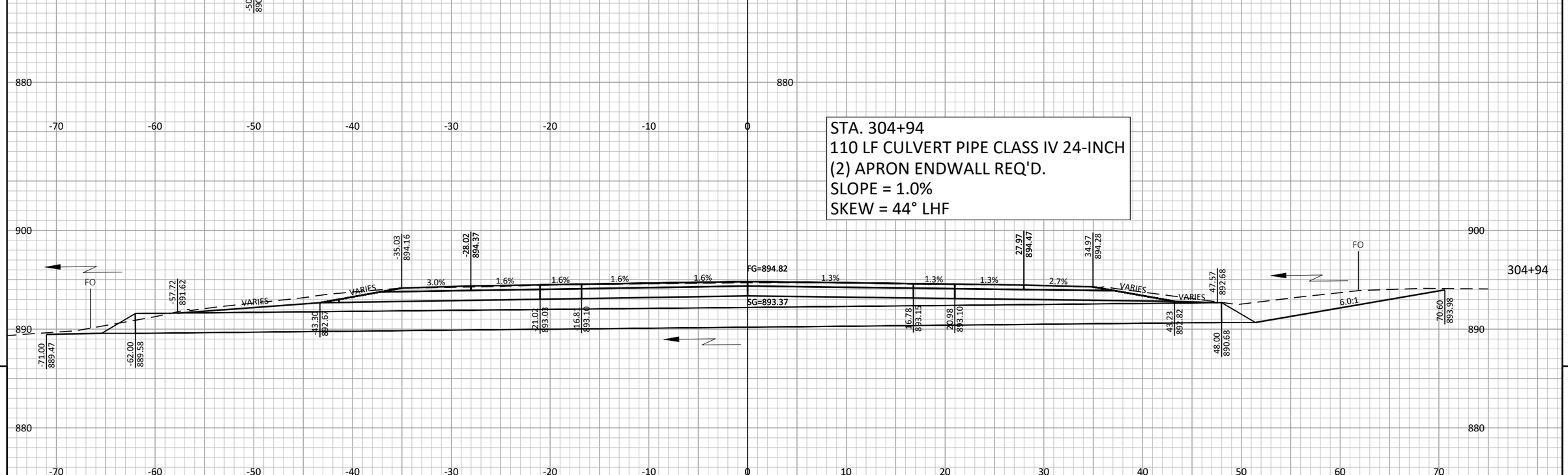
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FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:28:15 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : CULVERT PIPES 3

STA. 305+24, LT.
CONSTRUCT P.E.



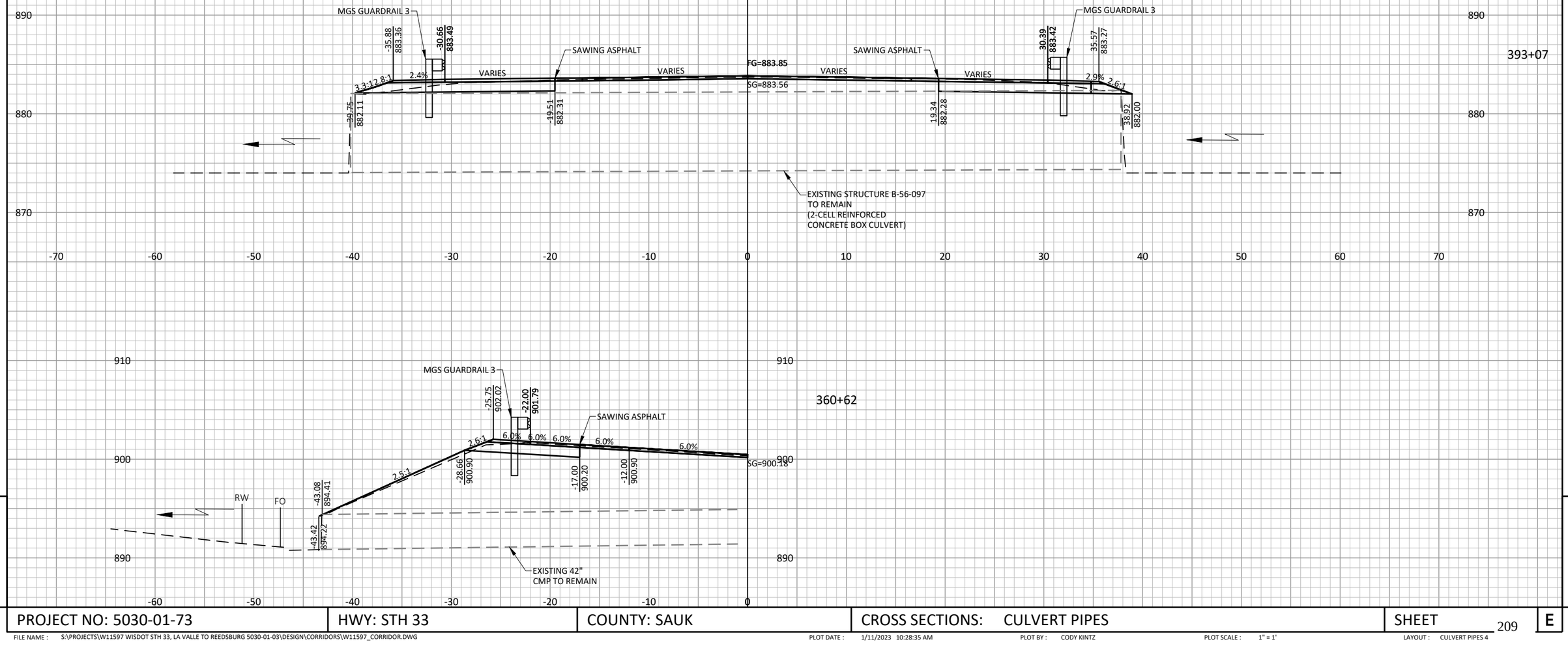
STA. 304+94
110 LF CULVERT PIPE CLASS IV 24-INCH
(2) APRON ENDWALL REQ'D.
SLOPE = 1.0%
SKEW = 44° LHF



9

9

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET 208	E



9

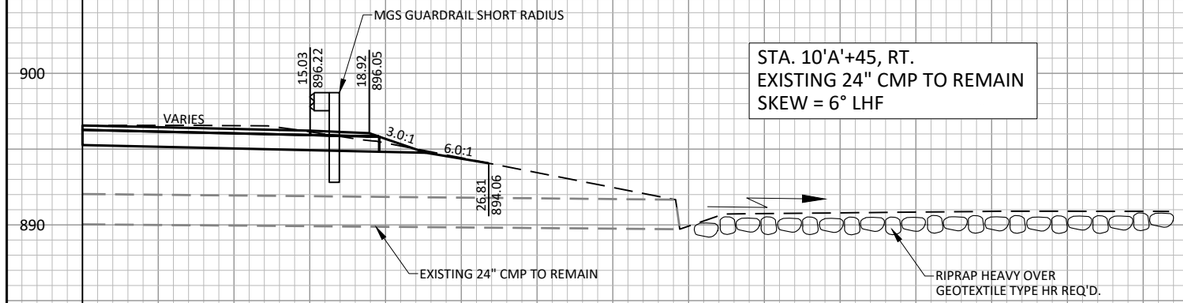
9

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: CULVERT PIPES	SHEET 209	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG PLOT DATE : 1/11/2023 10:28:35 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CULVERT PIPES 4

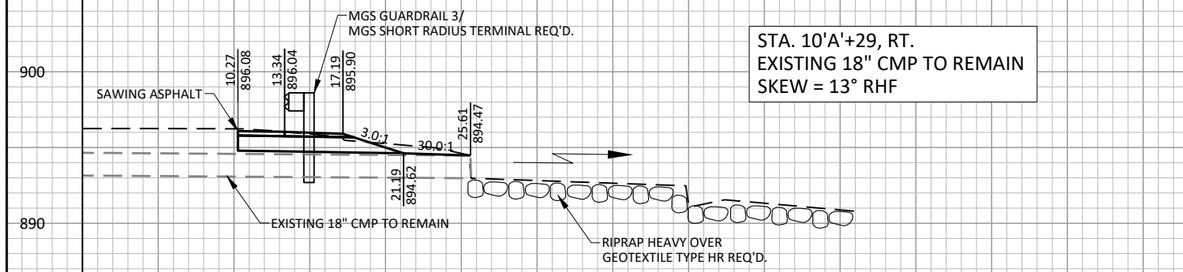
END CONSTRUCTION
STA. 10'A'+65.17
MATCH EXISTING

STA. 10'A'+45, RT.
EXISTING 24" CMP TO REMAIN
SKEW = 6° LHF

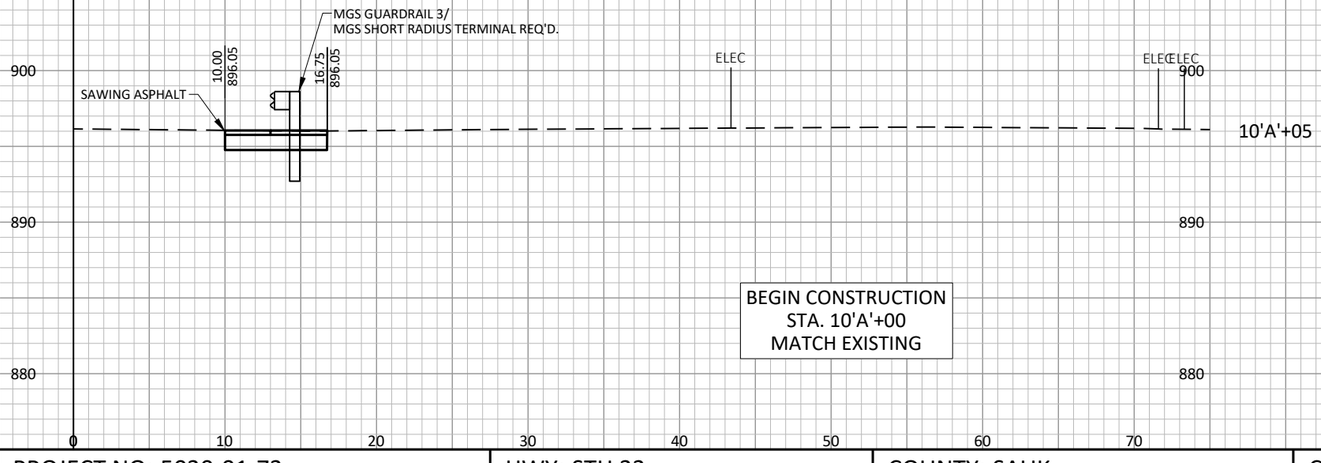


10'A'+45

STA. 10'A'+29, RT.
EXISTING 18" CMP TO REMAIN
SKEW = 13° RHF



10'A'+29



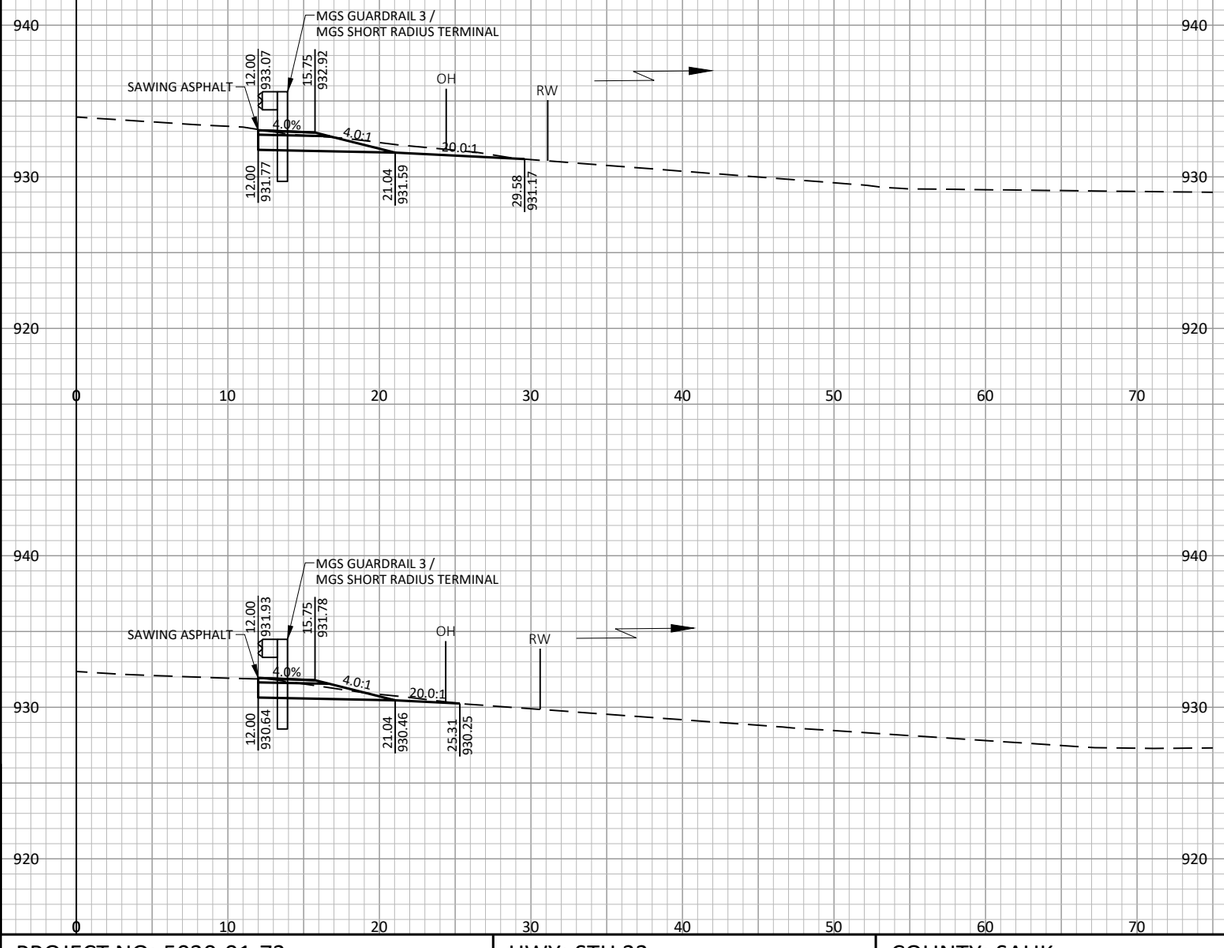
10'A'+05

BEGIN CONSTRUCTION
STA. 10'A'+00
MATCH EXISTING

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MGS GUARDRAIL SHORT RADIUS ('A'-LINE)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:28:45 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : BG 3 - SHORT RADIUS

END CONSTRUCTION
STA. 31'B'+12.08
MATCH EXISTING



BEGIN CONSTRUCTION
STA. 30'B'+00
MATCH EXISTING

9

9

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MGS GUARDRAIL SHORT RADIUS ('B'-LINE)	SHEET 211	E

END CONSTRUCTION
STA. 10'C'+90
MATCH EXISTING

10'C'+90

10'C'+50

FG=930.34
SG=929.84

4.0:1	2.0%	2.0%	4.0:1	6.0:1
-8.17	-6.00		6.00	8.18	10.97
929.68	929.72		929.72	929.68	929.21

BEGIN CONSTRUCTION
STA. 10'C'+00
MATCH EXISTING

10'C'+10

940
930
920
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

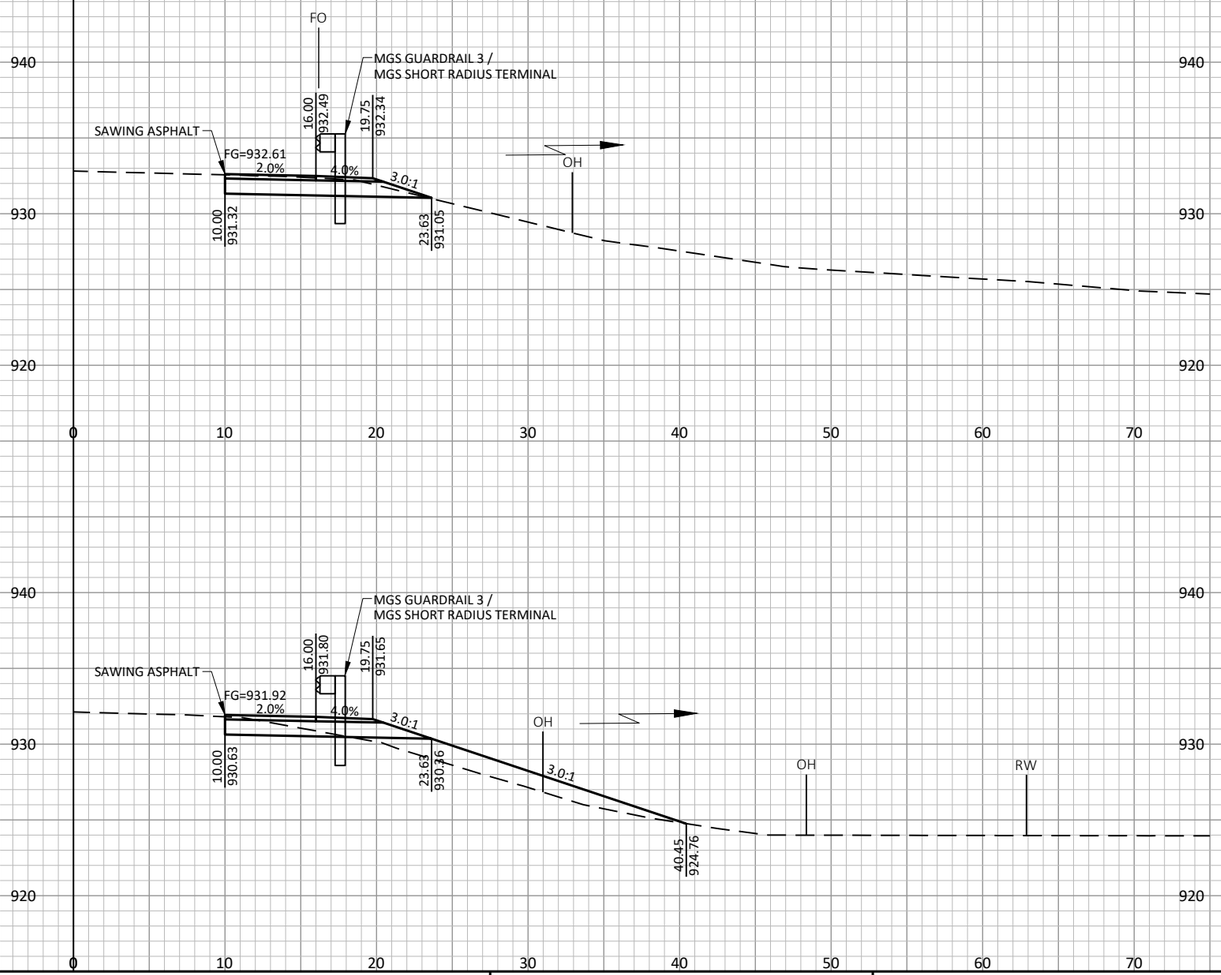
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9

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: DRWY F.E. ('C'-LINE)	SHEET	E

FILE NAME : S:\PROJECTS\W11597 WISDOT STH 33, LA VALLE TO REEDSBURG 5030-01-03\DESIGN\CORRIDORS\W11597_CORRIDOR.DWG
PLOT DATE : 1/11/2023 10:29:05 AM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : FIELD ENTRANCE 1

END CONSTRUCTION
STA. 21'D'+22.21
MATCH EXISTING



BEGIN CONSTRUCTION
STA. 20'D'+43.96
MATCH EXISTING

PROJECT NO: 5030-01-73	HWY: STH 33	COUNTY: SAUK	CROSS SECTIONS: MGS GUARDRAIL SHORT RADIUS ('D'-LINE)	SHEET 213	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD

MARCH 2023

PROJECT ID: 5030-01-74

WITH: 5030-01-72 / 5030-01-73

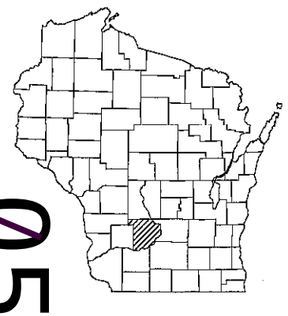
COUNTY: SAUK

05

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plan)
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 = 58



N

DESIGN DESIGNATION

A.A.D.T.	(2023)	=	8310
A.A.D.T.	(2043)	=	8310
D.H.V.	(2043)	=	748
D.D.		=	60/40
T.		=	11.7%
DESIGN SPEED		=	25 MPH
ESALS		=	1,700,000

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

REEDSBURG-BARABOO

PRESTON AVENUE TO STH 23

STH 33

SAUK COUNTY

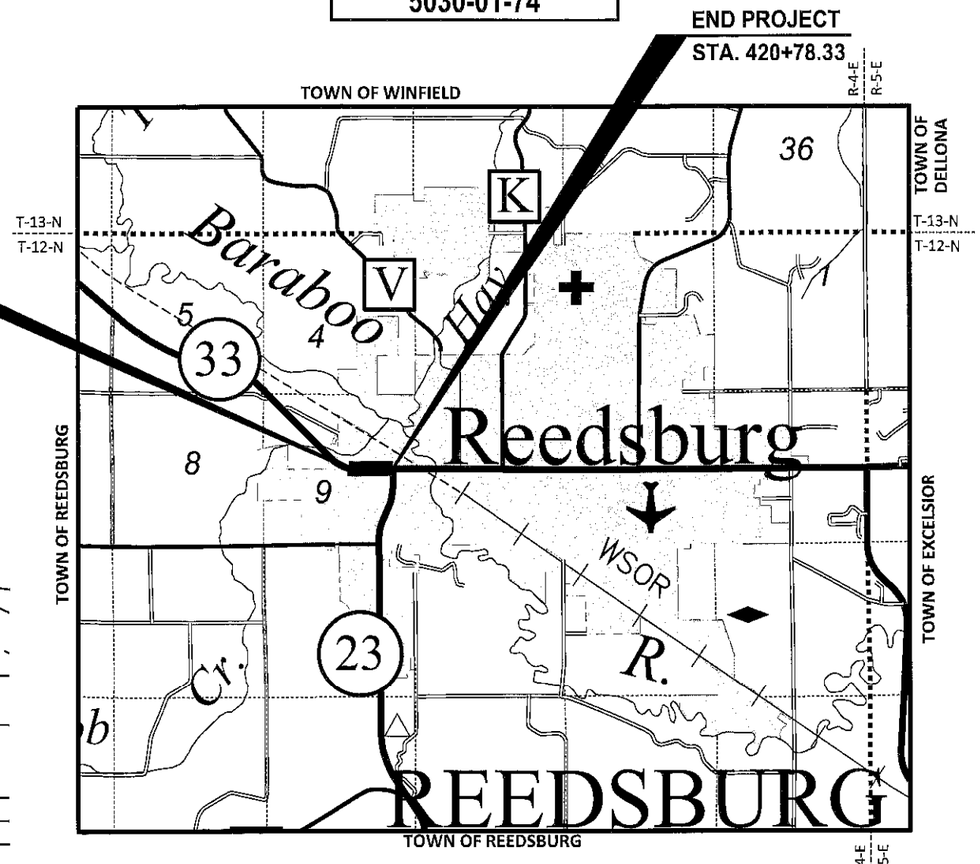
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5030-01-74	———	—

STATE PROJECT NUMBER

5030-01-74

BEGIN PROJECT
STA. 406+50
Y=259,934.93
X=576,466.91

END PROJECT
STA. 420+78.33



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.271 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

WISCONSIN
ELLERY A. SCHAFFER
E-41742-6
SPRING GREEN, WI
PROFESSIONAL ENGINEER
10-20-22

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	DAVID SCHMIDT, P.E.
Regional Examiner	SW REGION
Regional Supervisor	JENNY KOBRYN, P.E.

APPROVED FOR THE DEPARTMENT

DATE: David Schmidt (Signature) Digitally signed by David Schmidt Date: 2022.10.20 16:15:58-05'00'

E

FILE NAME : S:\PROJECTS\W11598 WISDOT STH 33 CITY OF REEDSBURG 5030-01-04\SHEETSPLAN\S0300104_TITLE.DWG

PLOT DATE : 10/20/2022 1:25:42 PM

PLOT BY : JONAH DRAKE

PLOT SCALE : 1" = 1'

LAYOUT : TITLE SHEET 1 IN EQ 1 MI

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 40), AND MULCHED.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL EDGE MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

3.5-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 1 ¾-INCH UPPER LAYER AND A 1 ¾-INCH LOWER LAYER OF HMA PAVEMENT 4 MT 58-28 S.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO THE MILLED SURFACE AND AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

CURVE DATA IS BASED ON THE ARC DEFINITION.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

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

IF THERE ARE CONFLICTS WITH SIGN INSTALLATIONS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

ALL RADII DIMENSIONS ON THE PLAN FOR CURB AND GUTTER ARE TO THE FLANGE OF THE CURB & GUTTER.

EXISTING SIDEWALK SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE EINGINER IN THE FIELD OR AS SHOWN ON THE PLANS.

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

WisDOT PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
ATTN: DAVID SCHMIDT, P.E.
PH: (608) 246-3867
CELL: (608) 516-9041
EMAIL: David2.Schmidt@dot.wi.gov

DESIGN CONSULTANT:

JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
ATTN: ELLERY SCHAFFER, P.E.
PH: (608) 459-6027
CELL: (608) 341-8159
EMAIL: ellery.schaffer@jewellassoc.com

WDNR LIAISON:

STATE OF WISCONSIN
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
PH: (608) 275-3308
EMAIL: Andrew.Barta@wisconsin.gov

UTILITIES

ELECTRICITY

REEDSBURG UTILITY COMMISSION
ATTN: DENNIS HORKAN
501 UTILITY COURT
REEDSBURG, WI 53959
OFFICE: (608) 434-1123
EMAIL: dhorkan@rucls.net

GAS/PETROLEUM

ALLIANT ENERGY
ATTN: MIKE LONG
520 COMMERCE AVE
BARABOO, WI 53937
OFFICE: (608) 356-0608
CELL: (608) 778-0038
EMAIL: michaellong@alliantenergy.com

SEWER

CITY OF REEDSBURG
ATTN: STEVEN ZIBELL
134 S. LOCUST STREET
REEDSBURG, WI 53959
OFFICE: (608) 524-6404
CELL: (608) 415-0445
EMAIL: szibell@ci.reedsburg.wi.us

WATER

REEDSBURG UTILITY COMMISSION
ATTN: JON CRAKER
501 UTILITY COURT
REEDSBURG, WI 53959
OFFICE: (608) 963-6090
EMAIL: jcraker@rucls.net

COMMUNICATION LINE

ASTREA
ATTN: LOGAN LUEDTKE
105 KENT STREET
IRON MOUNTAIN, MI 49801
CELL: (906) 282-8142
EMAIL: logan.luedtke@astreaconnect.com

SPECTRUM
ATTN: TERRY BLAKE
E10704 HIGHWAY 33
BARABOO, WI 53913
OFFICE: (608) 477-4546
CELL: (608) 576-2908
EMAIL: terry.blake@charter.com

FRONTIER COMMUNICATIONS
ATTN: JERRY MOORE
2222 WEST WISCONSIN ST.
PORTAGE, WI 53901
OFFICE: (608) 742-9507
EMAIL: jerald.r.moore@ftr.com

REEDSBURG UTILITY COMMISSION
ATTN: KEN LAS
501 UTILITY COURT
REEDSBURG, WI 53959
OFFICE: (608) 768-6450
EMAIL: klas@rucls.net

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

ORDER OF SECTION 2 SHEETS:

- WRITTEN MATERIAL
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS (INCLUDES EROSION CONTROL PLAN)
- PAVEMENT MARKING
- TRAFFIC CONTROL
- PLAN DETAILS

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT or LF	Linear Foot	S	South
BAD	Base Aggregate Dense	LC	Long Chord of Curve	SQ	Square
BK	Back	MH	Manhole	SF or SQ FT	Square Feet
BF	Back Face	MB	Mailbox	SY or SQ YD	Square Yard
BM	Bench Mark	ML or M/L	Match Line	STD	Standard
BR	Bridge	N	North	SDD	Standard Detail Drawings
C or C/L	Center Line	Y	North Grid Coordinate	STH	State Trunk Highways
CC	Center to Center	OD	Outside Diameter	STA	Station
C.E.	Commercial Entrance	PLE	Permanent Limited Easement	SS	Storm Sewer
CTH	County Trunk Highway	PT	Point	SG	Subgrade
CR	Creek	PC	Point of Curvature	SE	Superelevation
CR	Crushed	PI	Point of Intersection	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PRC	Point of Reverse Curvature	SV	Septic Vent
CP	Culvert Pipe	PT	Point of Tangency	T	Tangent
C & G	Curb and Gutter	POC	Point On Curve	TEL	Telephone
D	Degree of Curve	POT	Point on Tangent	TEMP	Temporary
DHV	Design Hour Volume	PVC	Polyvinyl Chloride	TI	Temporary Interest
DIA	Diameter	PCC	Portland Cement Concrete	TLE	Temporary Limited Easement
E	East	LB	Pound	t	Ton
X	East Grid Coordinate	PSI	Pounds Per Square Inch	T or TN	Town
ELEC	Electric (al)	P.E.	Private Entrance	TRANS	Transition
EL or ELEV	Elevation	R	Radius	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	RR	Railroad	T	Trucks (percent of)
EBS	Excavation Below Subgrade	R	Range	TYP	Typical
FF	Face to Face	RL or R/L	Reference Line	UNCL	Unclassified
F.E.	Field Entrance	RP	Reference Point	UG	Underground Cable
F	Fill	RCCP	Reinforced Concrete Culvert Pipe	USH	United States Highway
FG	Finished Grade	REQD	Required	VAR	Variable
FL or F/L	Flow Line	RES	Residence or Residential	V	Velocity or Design Speed
FT	Foot	RW	Retaining Wall	VERT	Vertical
FTG	Footing	RT	Right	VC	Vertical Curve
GN	Grid North	RHF	Right-Hand Forward	VOL	Volume
HT	Height	R/W	Right-of-Way	WM	Water Main
CWT	Hundredweight	RD	Road	WV	Water Valve
HYD	Hydrant	R	River	W	West
INL	Inlet			WB	Westbound
ID	Inside Diameter			YD	Yard

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X	ELEV.
9	165+18	¾" I.R.S., 26.1 RT.	272,350.42	556,892.13	988.53
10	273+25	¾" I.R.S., 40.5 LT.	267,564.78	565,863.85	890.33
11	376+17	¾" I.R.S., 60.5 LT.	261,938.11	574,274.04	915.66
12	408+17	¾" I.R.S., 22.8 RT.	259,908.93	576,634.29	881.55
13	413+38	¾" IRON DEVIL STRIP, 23.6' LT.	259,955.95	577,154.54	879.93
14	417+62	¾" I.R.S., 22.7 RT.	259,910.30	577,662.71	881.38

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

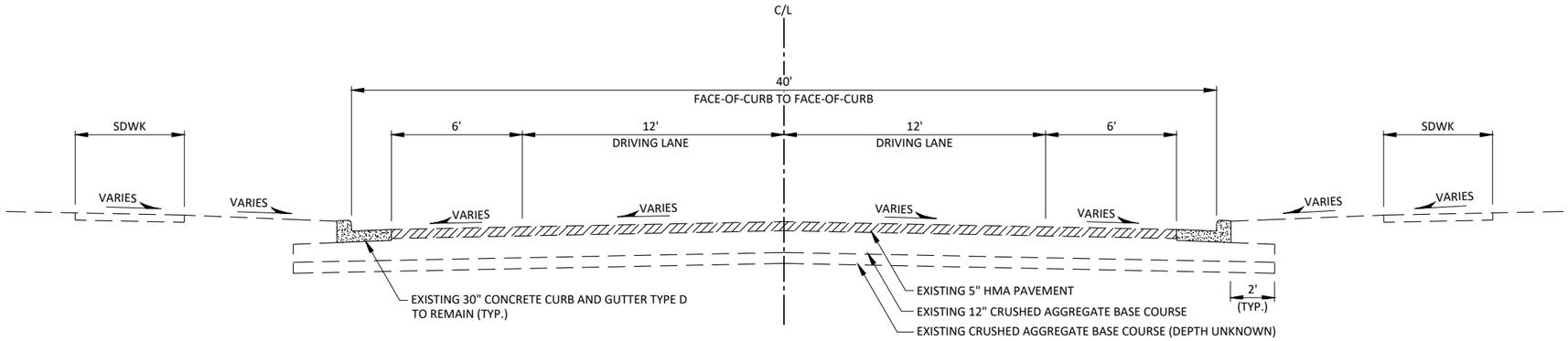
TOTAL PROJECT AREA= 2.16 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.1 ACRES

2



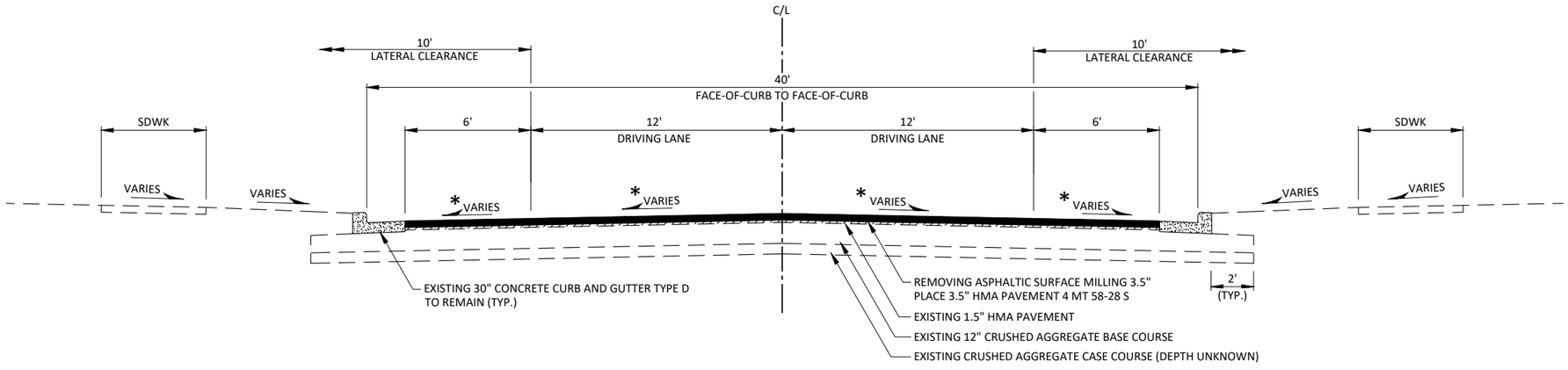
PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : S:\PROJECTS\W11598 WISDOT STH 33 CITY OF REEDSBURG 5030-01-04\SHEETSPLAN\DETAILS\50300104_PROJECT OVERVIEW.DWG PLOT DATE : 10/24/2022 4:24:47 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



TYPICAL EXISTING SECTION

STH 33
STA. 406+50 - STA. 420+78.33



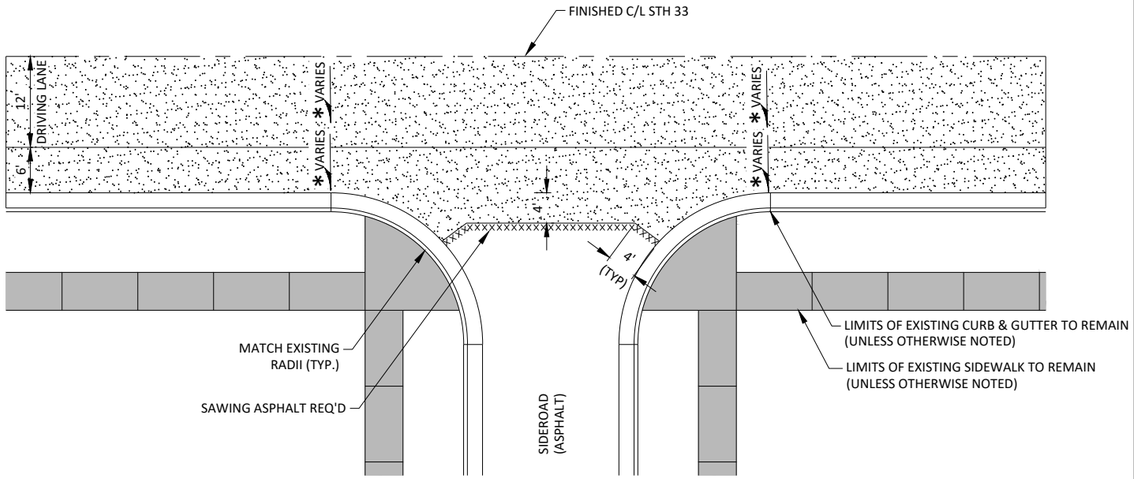
TYPICAL FINISHED SECTION

STH 33
STA. 406+50 - STA. 420+78.33

* MATCH EXISTING CROSS SLOPE / SUPERELEVATION RATE

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	TYPICAL EXISTING SECTION & TYPICAL FINISHED SECTION	SHEET 4	E

FILE NAME : S:\PROJECTS\W11598 WISDOT STH 33 CITY OF REEDSBURG 5030-01-04\SHEETSPLAN\TYPICALS\TYPICAL SECTIONS.DWG PLOT DATE : 10/24/2022 4:24:52 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1

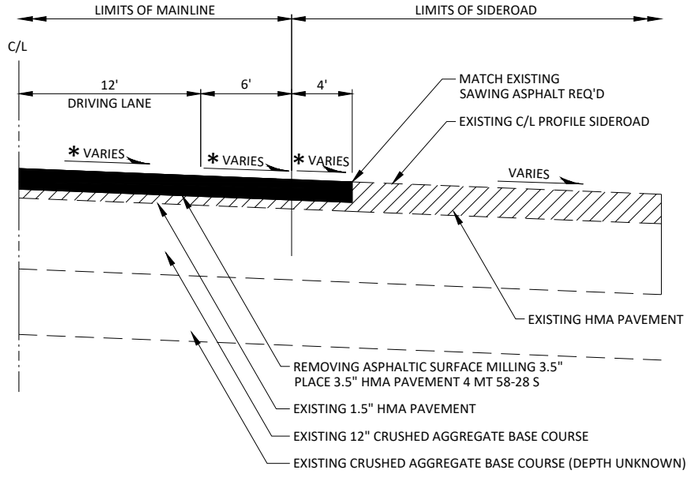


TYPICAL URBAN SIDEROAD DETAIL

ELLINWOOD AVENUE
NORTH JAMES AVENUE
SOUTH JAMES AVENUE

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 3.5"
PLACE 3.5" HMA PAVEMENT
4 MT 58-28 S

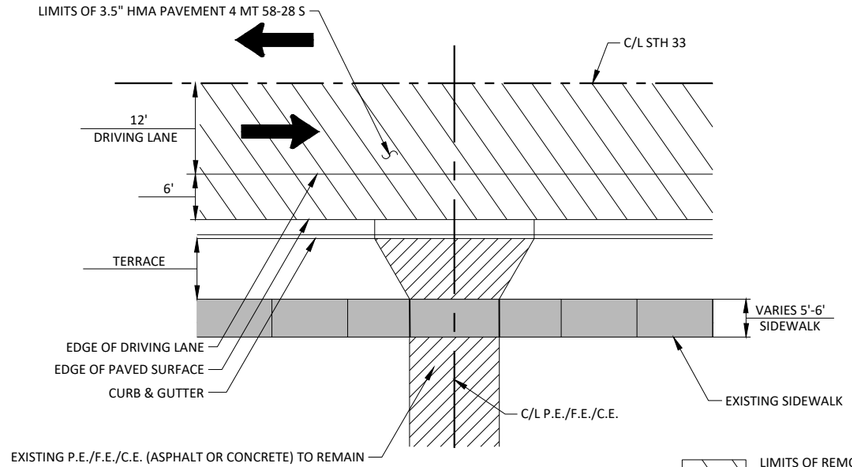
* MATCH EXISTING CROSS SLOPE / SUPERELEVATION RATE



* MATCH EXISTING CROSS SLOPE / SUPERELEVATION RATE

TYPICAL URBAN SIDEROAD PROFILE

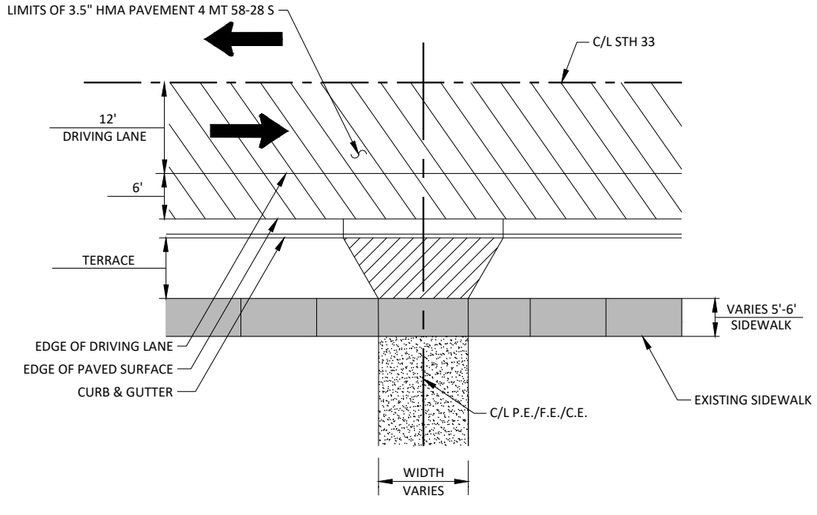
ELLINWOOD AVENUE
NORTH JAMES AVENUE
SOUTH JAMES AVENUE



P.E./F.E./C.E. (EXISTING ASPHALT OR CONRETE) DRIVEWAY DETAIL - URBAN

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 3.5" AND PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

LIMITS OF EXISTING ASPHALTIC OR CONCRETE SURFACE P.E./F.E./C.E. TO REMAIN



P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-URBAN

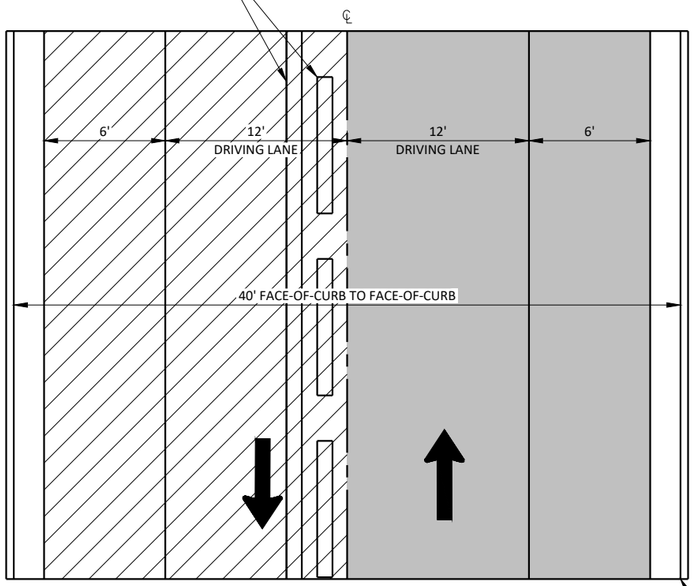
LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 3.5" AND PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

LIMITS OF EXISTING BASE AGGREGATE DENSE 3/4-INCH P.E./F.E./C.E. TO REMAIN

LIMITS OF EXISTING CONCRETE SURFACE TO REMAIN

2

TEMPORARY MARKING LINE PAINT 4-INCH TO BE PLACED ON LOWER LEVEL PAVEMENT SAME DAY AS PAVING OPERATION (ALL TEMPORARY MARKING LINE PAINT IS TO MATCH EXISTING CENTERLINE CONDITIONS)

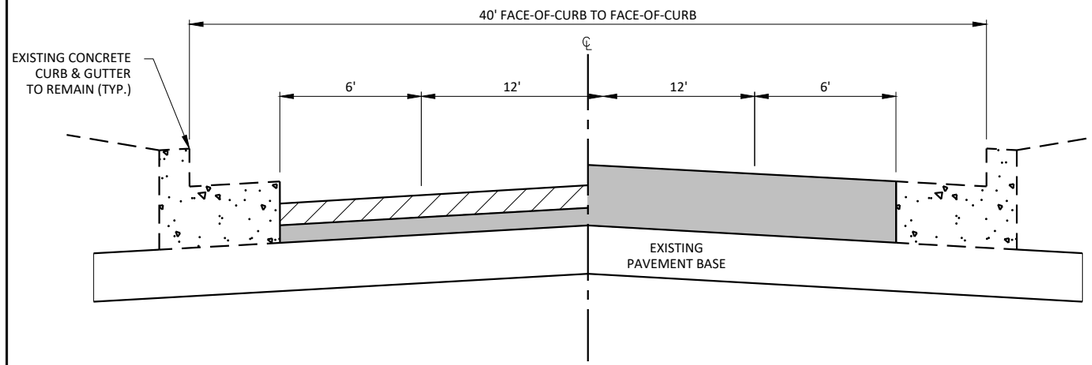


PLAN VIEW

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

EXISTING ASPHALTIC SURFACE TO REMAIN

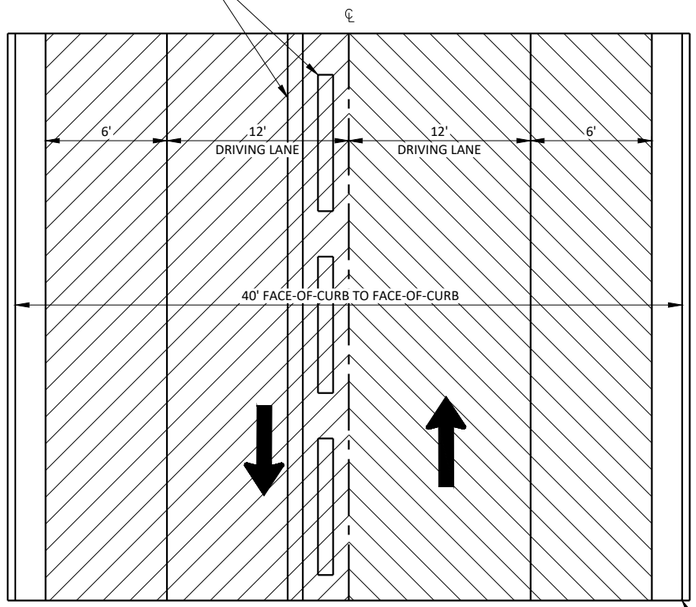
FIRST PASS 1.75" HMA PAVEMENT 4 MT 58-28 S (BINDER COURSE LAYER)



CROSS SECTION VIEW

FIRST PASS DETAIL

TEMPORARY MARKING LINE PAINT 4-INCH PLACED AFTER FIRST PASS TO REMAIN FOR SECOND AND THIRD PASS.



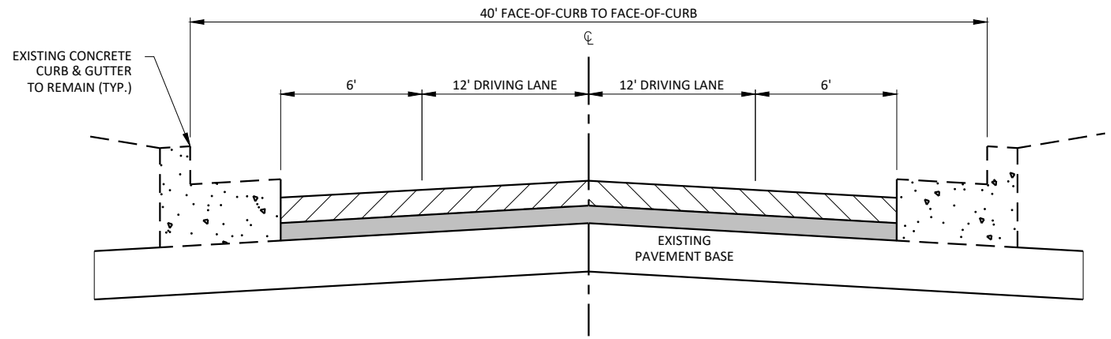
PLAN VIEW

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

EXISTING ASPHALTIC SURFACE TO REMAIN

FIRST PASS 1.75" HMA PAVEMENT 4 MT 58-28 S (BINDER COURSE LAYER)

SECOND PASS 1.75" HMA PAVEMENT 4 MT 58-28 S (BINDER COURSE LAYER)



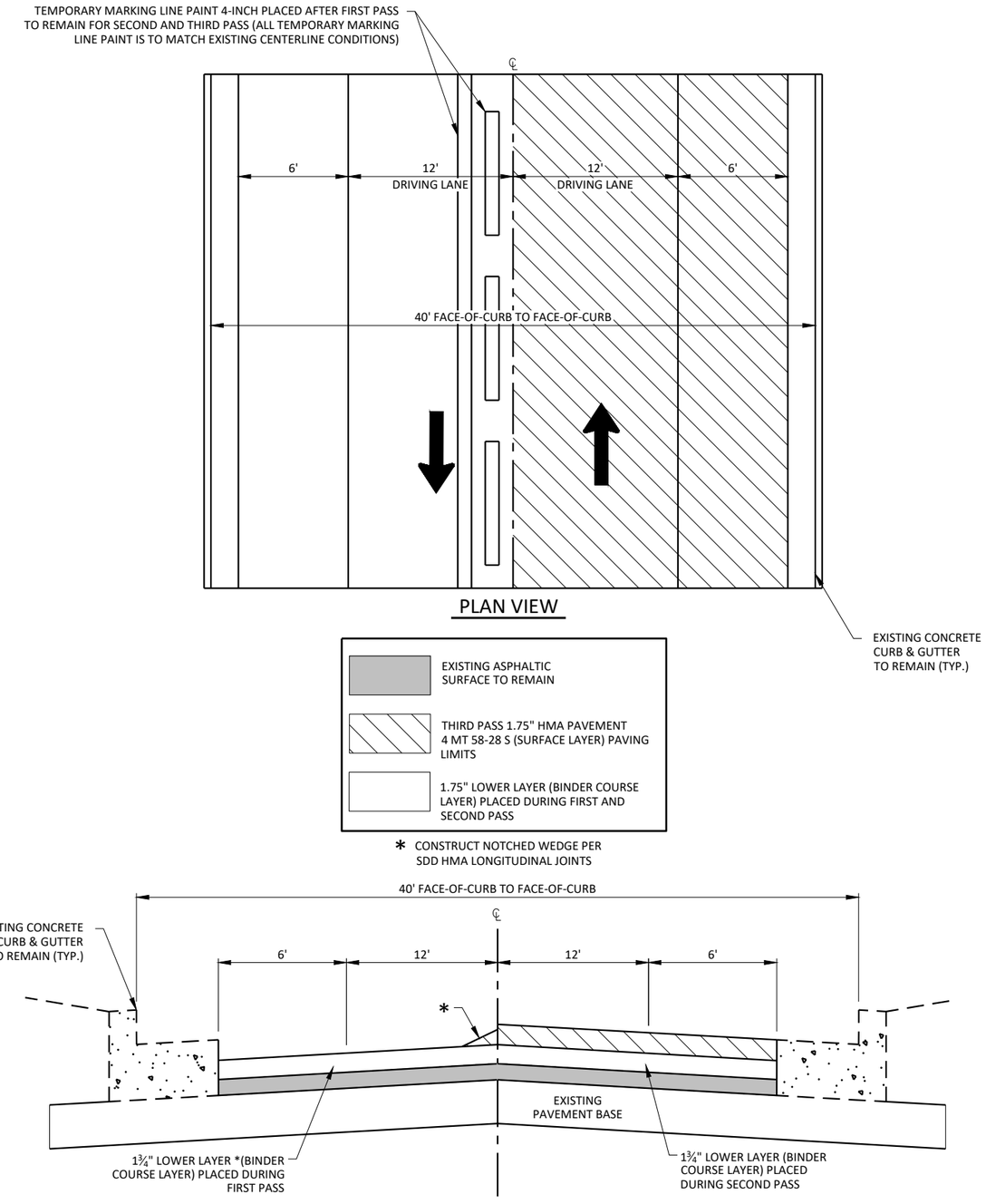
CROSS SECTION VIEW

SECOND PASS DETAIL

2

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET	E

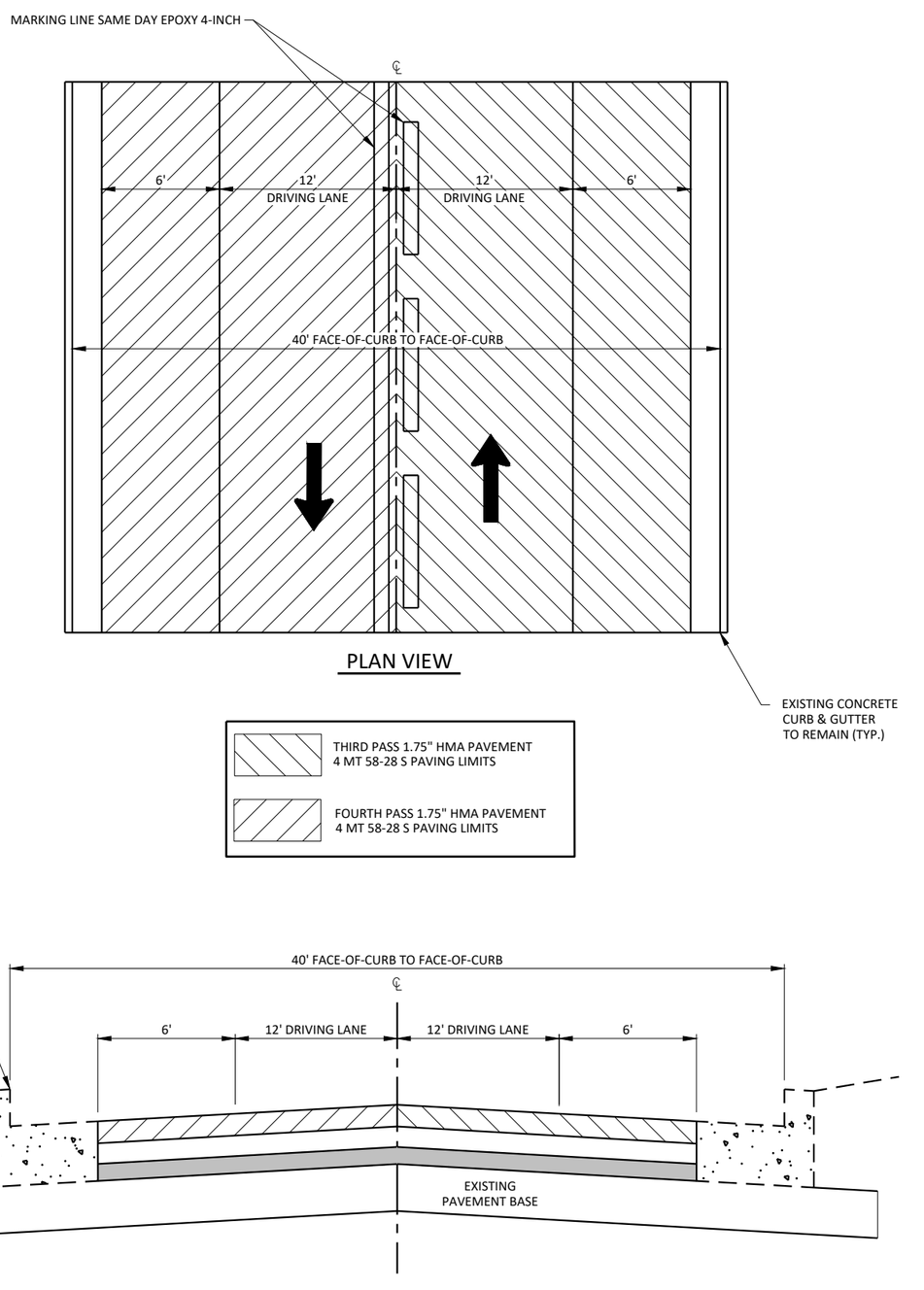
FILE NAME : S:\PROJECTS\W11598 WISDOT STH 33 CITY OF REEDSBURG 5030-01-04\SHEETSPLAN\DETAILS\50300104_CONSTRUCTION DETAILS.DWG
PLOT DATE : 10/24/2022 4:25:16 PM PLOT BY : COLTON PEPER PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



PLAN VIEW

CROSS SECTION VIEW

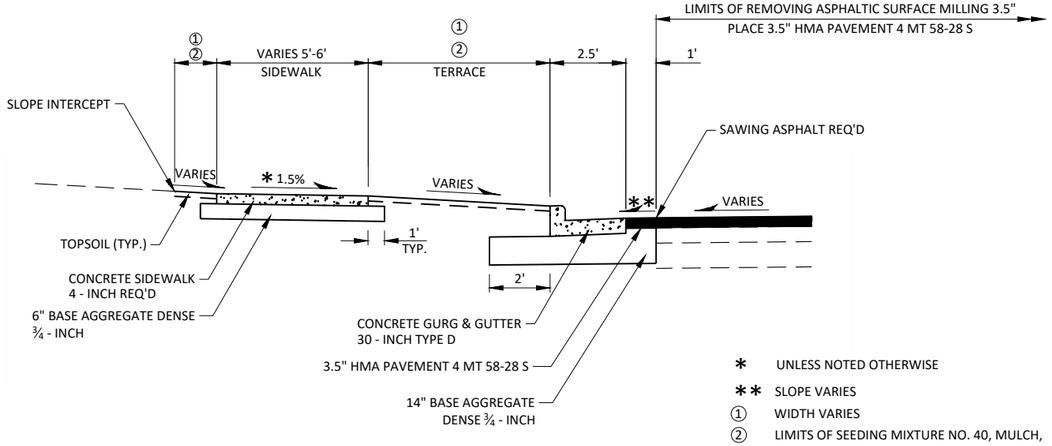
THIRD PASS DETAIL



PLAN VIEW

CROSS SECTION VIEW

FOURTH PASS DETAIL



* UNLESS NOTED OTHERWISE

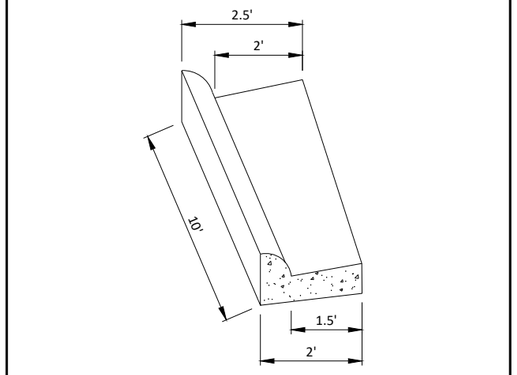
** SLOPE VARIES

① WIDTH VARIES

② LIMITS OF SEEDING MIXTURE NO. 40, MULCH, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

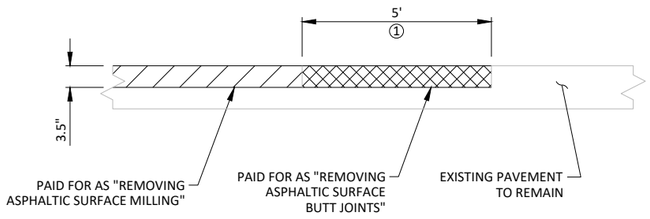
PARTIAL URBAN SECTION IN DETECTABLE WARNING FIELD REPLACEMENT

(TERRACE LOCATED BETWEEN CONCRETE SIDEWALK AND BACK OF CURB)



CURB & GUTTER TRANSITION DETAIL

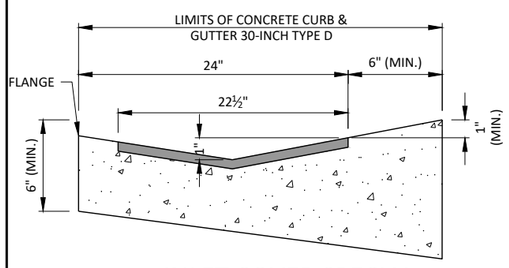
PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

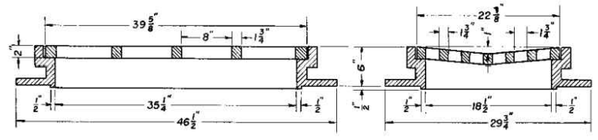
STA 420+73.33 - STA 420+78.33

① LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D.

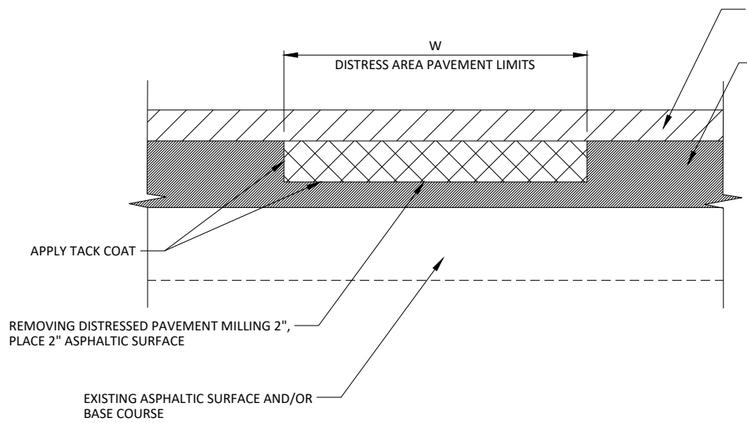


INLET COVER SPECIAL

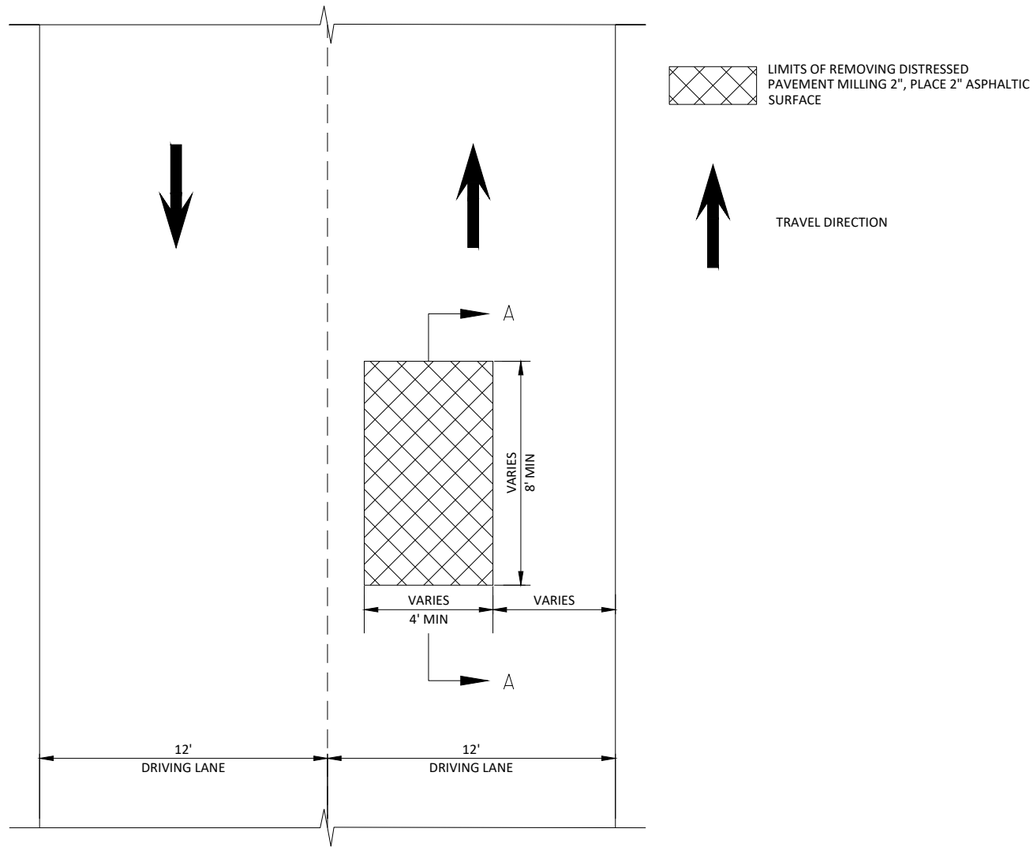
(PLACEMENT IN CONCRETE CURB & GUTTER 30-INCH TYPE D)



GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
C	2.3	10.4



REMOVING DISTRESS PAVEMENT MILLING SECTION A-A



PLAN VIEW

EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

2

2

N

412+00

STH 33

FINISHED C/L STH 33

CITY OF REEDSBURG

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

EXISTING INLET TO REMAIN INLET PROTECTION TYPE C REQ'D.

FRONTIER COMMUNICATIONS/ SPECTRUM

REEDSBURG WATER (TYP.)

879.61

GRADED FLARE (TYP.)

879.63

879.73

ALLIANT ENERGY (TYP.)

CAUTION

879.76

879.84

880.42 (MATCH EXISTING JOINT)

880.25 3.3%

879.90 7.0%

879.83 1.5%

880.32 2.1%

879.97 7.0%

880.10

880.43 (MATCH EXISTING JOINT)

880.11

879.89

879.89

REEDSBURG ELECTRIC

WV

ELLINWOOD AVE

W MAIN ST

MOVING STREET SIGNS REQ'D. BY OTHERS

EXISTING FIRE HYDRANT TO REMAIN

SLOPE INTERCEPTS

R=21'
Y=259,893.56
X=577,024.12

TLE REQ'D.

8.3%

8.1%

6.7%

6.8%

2.0%

881.11 (MATCH EXISTING JOINT)

881.21 (MATCH EXISTING JOINT)

EXISTING LANDSCAPING INCLUDING BLOCKS, BUSHES, AND FLAGPOLE TO REMAIN

882.74 (MATCH EXISTING JOINT)

882.86 (MATCH EXISTING JOINT)

33'

6' SDWK

5' SDWK

R/W

BLDG

GAYLE SCULLY

REEDSBURG ELECTRIC

STA. 412+22, RT.

(CURB RAMP TYPE 4B1 REQ'D.)

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 4B1
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CONCRETE SIDEWALK (PAID FOR AS CONCRETE SIDEWALK 4-INCH)
	LIMITS OF SEEDING MIX NO. 40, FERTILIZER TYPE B, MULCH, & TOPSOIL (AS DIRECTED BY ENGINEER)

① R=60'
Y=259,934.03
X=576,975.50

② R=60'
Y=259,932.44
X=576,977.67

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CONCRETE SIDEWALK (PAID FOR AS CONCRETE SIDEWALK 4-INCH)
	EXISTING STONE RETAINING WALL TO REMAIN
	LIMITS OF SEEDING MIX NO. 40, FERTILIZER TYPE B, MULCH, & TOPSOIL (AS DIRECTED BY ENGINEER)

N

STH 33

STH 33

LEFT VIEWPORT

RIGHT VIEWPORT

ELLINWOOD AVE

N

2

413+00

+50

STH 33

FINISHED C/L STH 33

REEDSBURG ELECTRIC

REEDSBURG WATER (TYP.)

CITY OF REEDSBURG

CITY OF REEDSBURG (TYP.)

EXISTING INLET TO REMAIN INLET PROTECTION TYPE C REQ'D.

FRONTIER COMMUNICATIONS/ SPECTRUM

879.20

879.31

879.23

879.47

879.38

879.46

879.58

GRADED FLARE (TYP.)

879.26

879.68

879.39

ALLIANT ENERGY (TYP.)

CAUTION

879.65

879.73

880.21 (MATCH EXISTING JOINT)

880.21 (MATCH EXISTING JOINT)

EXISTING POWER POLE AND GUY WIRE TO REMAIN

879.46

879.61

879.53

879.79

R=20'
Y=259,894.66
X=577,095.31

EXISTING STONE RETAINING WALL TO REMAIN

EXISTING SIDEWALK TO REMAIN

STOP

ESTR

EXISTING INLET TO REMAIN INLET PROTECTION TYPE C REQ'D.

SLOPE INTERCEPTS

TLE REQ'D.

ELLINWOOD AVE

REEDSBURG ELECTRIC

6.9%

7.2%

33'

R/W

REEDSBURG ELECTRIC

BLDG

REEDSBURG ELECTRIC/ SPECTRUM

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

1.2%

882.26 (MATCH EXISTING JOINT)

882.32 (MATCH EXISTING JOINT)

5' SDWK

JOSEPH & MARY MICHELS LIVING TRUST

STA. 412+72, RT.

(CURB RAMP TYPE 2 REQ'D.)

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET	E

FILE NAME : S:\PROJECTS\W11598 WISDOT STH 33 CITY OF REEDSBURG 5030-01-04\SHEETSPLAN\DETAILS\50300104_CURB RAMP DETAILS.DWG
PLOT DATE : 1/10/2023 3:24:17 PM
PLOT BY : CODY KINTZ
PLOT SCALE : 1" = 1'
LAYOUT : LAYOUT1

2

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 7B
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN

N

EXISTING SIDEWALK TO REMAIN

PETER & JULIE KRUEGER

EXISTING ASPHALT DRIVEWAY TO REMAIN

TLE REQ'D.

SLOPE INTERCEPTS

879.34

879.35

879.67 (MATCH EXISTING JOINT)

R/W

3.3%

3.3%

0.0%

2.6%

2.6%

R/W

879.77 (MATCH EXISTING JOINT)

879.57 (MATCH EXISTING JOINT)

5' SDWK

6'

6'

5' SDWK

2.4%

2.4%

1.5%

1.5%

2.8%

2.8%

879.26

879.27

879.61 (MATCH EXISTING JOINT)

REEDSBURG WATER

WV

GUY

1.5%

1.5%

OHD

33'

879.20

879.15

879.23

879.16

879.24

879.26

EXISTING INLET TO REMAIN INLET PROTECTION TYPE C REQ'D.

EXISTING POWER POLE AND GUY WIRE TO REMAIN

CITY OF REEDSBURG (TYP.)

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

SAN

SS

W

OH

G

CITY OF REEDSBURG

REEDSBURG ELECTRIC

ALLIANT ENERGY (TYP.)

CAUTION

412+50

STH 33

413+00

FINISHED C/L STH 33

REEDSBURG WATER

STA. 412+72, LT.

(CURB RAMP TYPE 7B REQ'D.)

N

LEFT VIEWPORT

STH 33

STH 33

ELLINWOOD AVE

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 10	E

FILE NAME : S:\PROJECTS\W11598 WISDOT STH 33 CITY OF REEDSBURG 5030-01-04\SHEETSPLAN\DETAILS\50300104_CURB RAMP DETAILS.DWG PLOT DATE : 1/10/2023 3:24:25 PM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1 (2)

2

N

BLDG

R/W

33'

EXISTING TREE TO REMAIN

TLE REQ'D.

5' SDWK

NORTH JAMES AVE

JOSHUA HERRITZ

879.36 (MATCH EXISTING JOINT)

879.18 (MATCH EXISTING JOINT)

EXISTING INLET TO REMAIN INLET PROTECTION TYPE C REQ'D.

878.79

SLOPE INTERCEPTS

R=22'
Y=259,973.74
X=577,518.41

STOP

MOVING SIGNS REQ'D. POST WOOD 4x6-INCH x 12-FT. REQ'D.

879.49 (MATCH EXISTING JOINT)

879.40

878.92

879.33

878.87

878.95

REEDSBURG WATER

6' SDWK

EXISTING DECIDUOUS TREE TO REMAIN

879.49 (MATCH EXISTING JOINT)

879.40

879.11

879.01

879.32

879.33

879.23

879.32

879.42

879.29

879.37

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

CITY OF REEDSBURG

REEDSBURG WATER

ALLIANT ENERGY

CAUTION

417+00

STH 33

FINISHED C/L STH 33

STA. 417+09, LT.

(CURB RAMP TYPE 2 REQ'D.)

N

LEFT VIEWPORT

RIGHT VIEWPORT

N JAMES AVE

STH 33

STH 33

S JAMES AVE

N

ANDREW KOCH

33'

R/W

NORTH JAMES AVE

EXISTING FENCE TO REMAIN

BLDG

6' SDWK

879.91 (MATCH EXISTING JOINT)

879.89 (MATCH EXISTING JOINT)

EXISTING CONCRETE DRIVEWAY TO REMAIN

EXISTING PEDESTAL TO REMAIN

EXISTING POWER POLE TO REMAIN

879.13

TLE REQ'D.

SLOPE INTERCEPTS

R=22'
Y=259,973.79
X=577,592.85

REEDSBURG WATER (TYP.)

879.05

879.14

879.21

879.30

880.07 (MATCH EXISTING JOINT)

CITY OF REEDSBURG (TYP.)

879.21

879.10

879.14

879.04

879.16

879.87 (MATCH EXISTING JOINT)

INLET COVER SPECIAL REQ'D.
INLET PROTECTION TYPE A REQ'D. PRIOR TO CURB & GUTTER CONSTRUCTION.
INLET PROTECTION TYPE C REQ'D. AFTER CURB & GUTTER CONSTRUCTION

879.12

879.08

879.17

879.13

879.21

879.23

CITY OF REEDSBURG

N JAMES AVE

W MAIN ST

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

EXISTING FIRE HYDRANT TO REMAIN

FRONTIER COMMUNICATIONS

MOVING STREET SIGNS REQ'D. BY OTHERS

SPECTRUM/ REEDSBURG ELECTRIC

STH 33

SPECTRUM

417+50

418+00

FINISHED C/L STH 33

STA. 417+69, LT.

(CURB RAMP TYPE 2 REQ'D.)

2

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CONCRETE SIDEWALK (PAID FOR AS CONCRETE SIDEWALK 4-INCH)
	LIMITS OF SEEDING MIX NO. 40, FERTILIZER TYPE B, MULCH, & TOPSOIL (AS DIRECTED BY ENGINEER)

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CONCRETE SIDEWALK (PAID FOR AS CONCRETE SIDEWALK 4-INCH)
	LIMITS OF SEEDING MIX NO. 40, FERTILIZER TYPE B, MULCH, & TOPSOIL (AS DIRECTED BY ENGINEER)

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 11	E

2

N

417+00

STH 33

FINISHED C/L STH 33

CAUTION

ALLIANT ENERGY (TYP.)

REEDSBURG WATER (TYP.)

CITY OF REEDSBURG

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

EXISTING PEDESTAL TO REMAIN

EXISTING POWER POLE TO REMAIN

SPECTRUM

879.34

879.25

879.17

879.17

879.08

879.11

INLET COVER SPECIAL REQ'D.
INLET PROTECTION TYPE A REQ'D. PRIOR TO CURB & GUTTER CONSTRUCTION.
INLET PROTECTION TYPE C REQ'D. AFTER CURB & GUTTER CONSTRUCTION

879.90
(MATCH EXISTING JOINT)

879.19

879.04

879.14

CITY OF REEDSBURG

33'

5' SDWK

R/W

3.6%

1.5%

0.7%

1.5%

1.5%

1.5%

4.5%

1.5%

0.4%

879.26

880.16
(MATCH EXISTING JOINT)

R/W

FRONTIER COMMUNICATIONS

879.25

879.16

879.19

S JAMES AVE

W MAIN ST

MOVING STREET SIGNS REQ'D. BY OTHERS

879.39

879.31

SPECTRUM

EXISTING LANDSCAPING TO REMAIN

R=23.5'
Y=259,892.16
X=577,517.97

5.8%

5.8%

*

EXISTING SIDEWALK TO REMAIN

SLOPE INTERCEPTS

880.32
(MATCH EXISTING JOINT)

880.25
(MATCH EXISTING JOINT)

879.52

5' SDWK

R/W

TLE REQ'D.

33'

SOUTH JAMES AVE

BLDG

CURTIS LEE DEJEAN

STA. 417+09, RT.
(CURB RAMP TYPE 2 REQ'D.)

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CONCRETE SIDEWALK (PAID FOR AS CONCRETE SIDEWALK 4-INCH)
	LIMITS OF SEEDING MIX NO. 40, FERTILIZER TYPE B, MULCH, & TOPSOIL (AS DIRECTED BY ENGINEER)

* TRANSITION CONCRETE CURB & GUTTER FROM 30-INCH TO 24-INCH (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

N

N JAMES AVE

STH 33

STH 33

S JAMES AVE

LEFT VIEWPORT

RIGHT VIEWPORT

N

417+50

418+00

STH 33

FINISHED C/L STH 33

CITY OF REEDSBURG (TYP.)

FRONTIER COMMUNICATIONS

SPECTRUM

INLET COVER SPECIAL REQ'D.
INLET PROTECTION TYPE A REQ'D. PRIOR TO CURB & GUTTER CONSTRUCTION.
INLET PROTECTION TYPE C REQ'D. AFTER CURB & GUTTER CONSTRUCTION

CITY OF REEDSBURG (TYP.)

NO PARKING ANY TIME

ESTR

FRONTIER COMMUNICATIONS (TYP.)

EXISTING CONCRETE CURB & GUTTER TO REMAIN (TYP.)

EXISTING POWER POLE TO BE RELOCATED

EXISTING GUY WIRE TO REMAIN

879.02

878.94

879.10

878.94

878.85

878.73

878.83

878.80

878.89

878.97

879.95
(MATCH EXISTING JOINT)

880.30
(MATCH EXISTING JOINT)

33'

5' SDWK

R/W

0.6%

3.7%

1.5%

1.5%

1.5%

4.7%

1.5%

2.6%

1.5%

6.0%

878.90

879.04

878.85

878.97

SPECTRUM

ALLIANT ENERGY

CAUTION

FRONTIER COMMUNICATIONS (TYP.)

STOP

MOVING SIGNS REQ'D.
POST WOOD 4x6-INCH x 12-FT. REQ'D.

879.05

5.8%

5.9%

R=20.5'
Y=259,895.01
X=577,592.22

TLE REQ'D.

EXISTING SIDEWALK TO REMAIN

SLOPE INTERCEPTS

*

879.30

EXISTING LIFT STATION TO REMAIN

880.40
(MATCH EXISTING JOINT)

880.50
(MATCH EXISTING JOINT)

33'

5' SDWK

R/W

SOUTH JAMES AVE

FRONT PORCH

BLDG

BEVERLY STARNES

STA. 417+69, RT.
(CURB RAMP TYPE 2 REQ'D.)

LEGEND

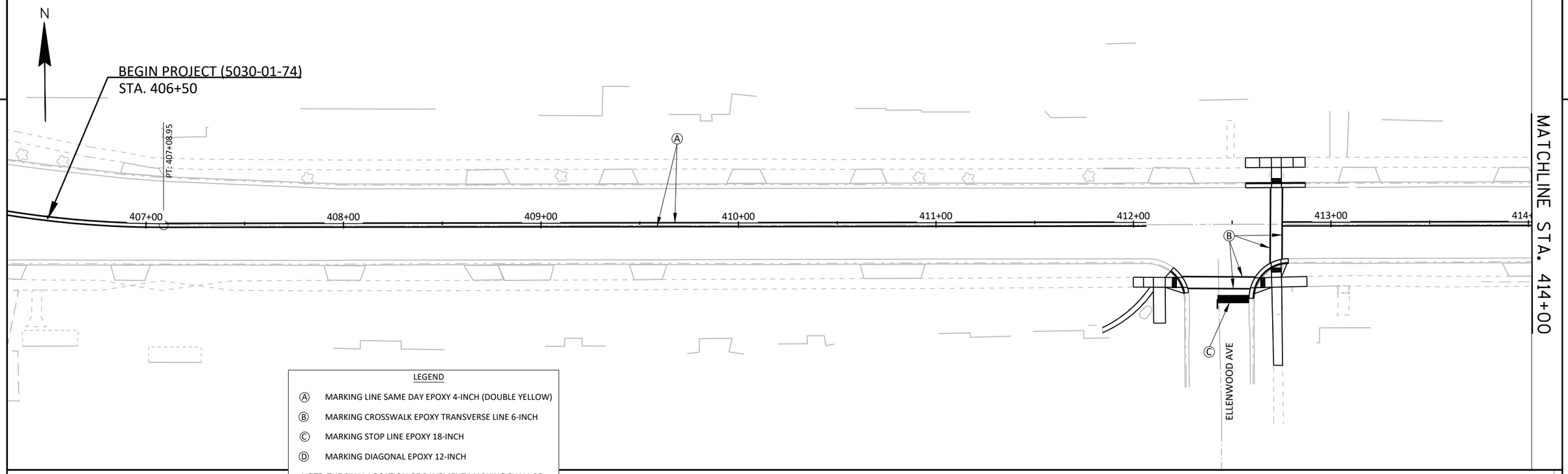
XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW - TYPE 2
	DIRECTION OF FLOW
ESTR	EXISTING SIGN TO REMAIN
	CONCRETE SIDEWALK (PAID FOR AS CONCRETE SIDEWALK 4-INCH)
	LIMITS OF SEEDING MIX NO. 40, FERTILIZER TYPE B, MULCH, & TOPSOIL (AS DIRECTED BY ENGINEER)

* TRANSITION CONCRETE CURB & GUTTER FROM 30-INCH TO 24-INCH (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

2

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	CONSTRUCTION DETAIL (CURB RAMP LAYOUT)	SHEET 12	E

2



LEGEND

Ⓐ MARKING LINE SAME DAY EPOXY 4-INCH (DOUBLE YELLOW)

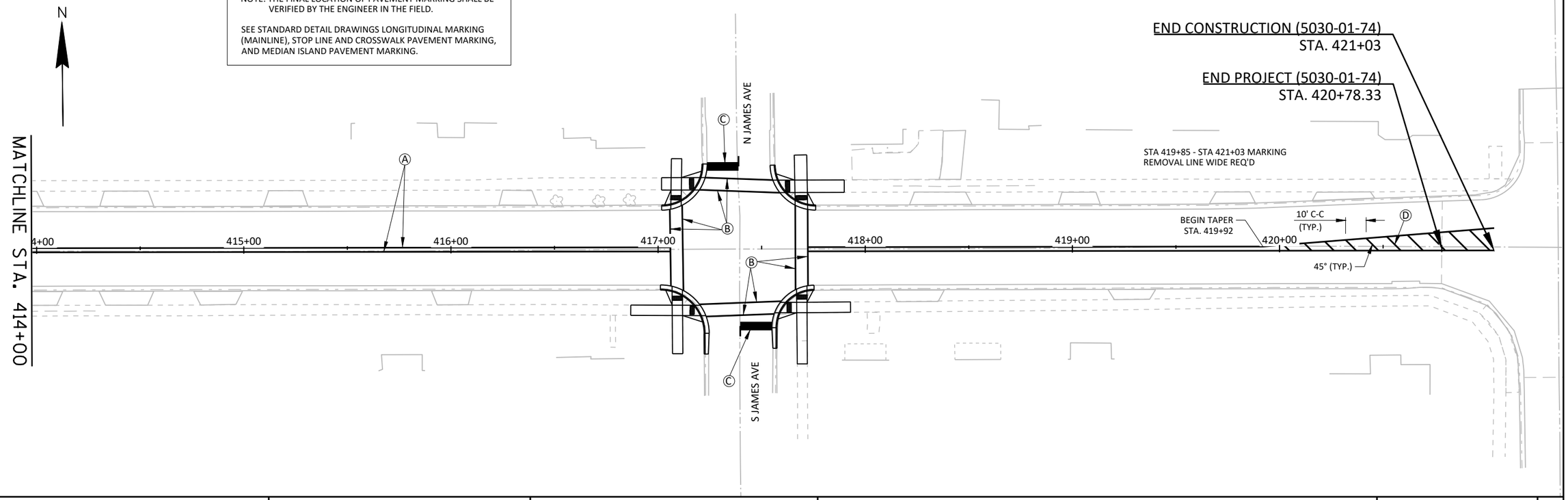
Ⓑ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

Ⓒ MARKING STOP LINE EPOXY 18-INCH

Ⓓ MARKING DIAGONAL EPOXY 12-INCH

NOTE: THE FINAL LOCATION OF PAVEMENT MARKING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

SEE STANDARD DETAIL DRAWINGS LONGITUDINAL MARKING (MAINLINE), STOP LINE AND CROSSWALK PAVEMENT MARKING, AND MEDIAN ISLAND PAVEMENT MARKING.



PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	PERMANENT PAVEMENT MARKING	SHEET 13	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

FOR NIGHTTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON TEMPORARY PEDESTRIAN BARRICADES, SUPPORTING SIGNS, AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

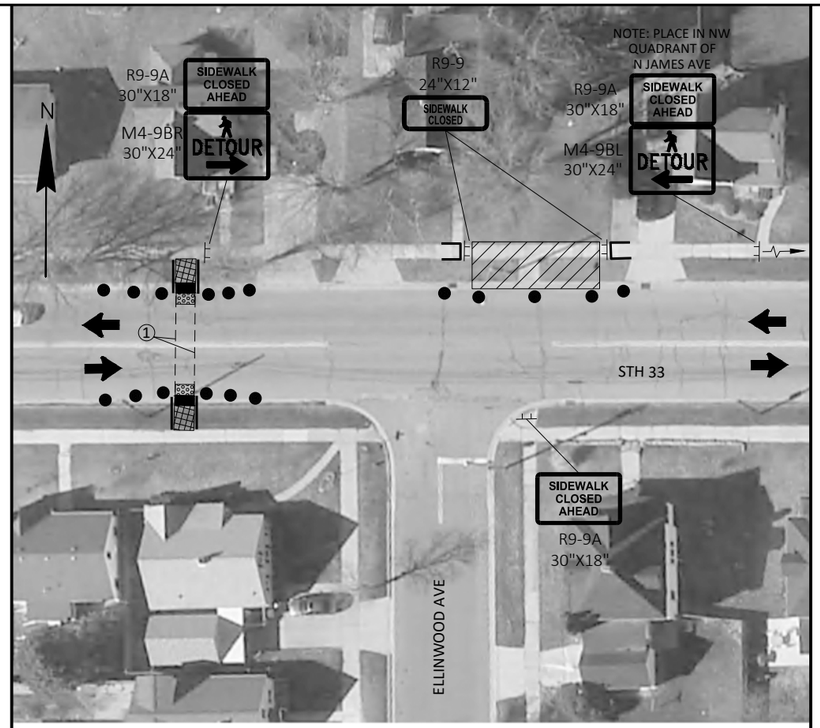
PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

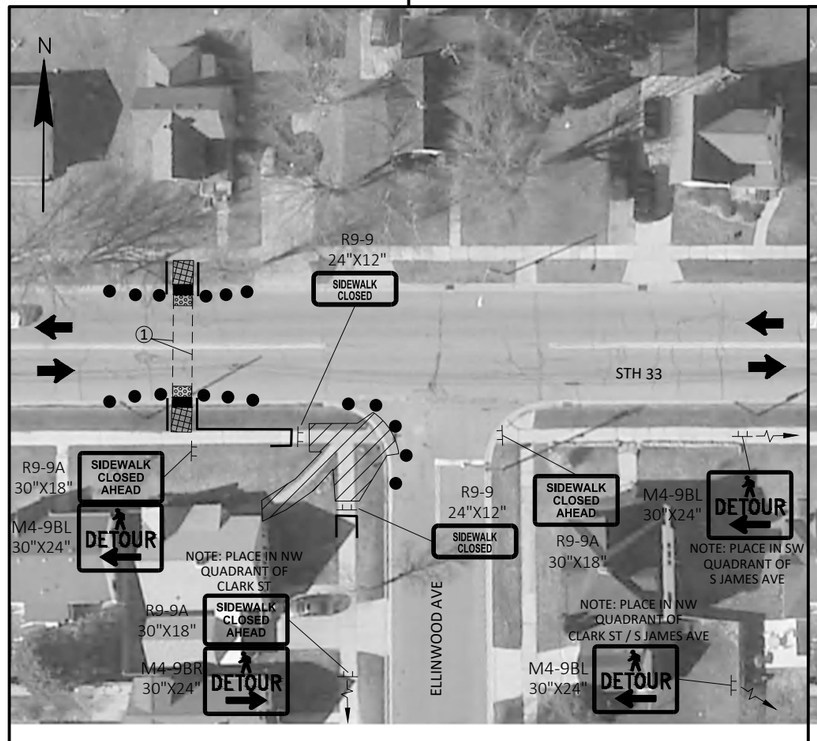
POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

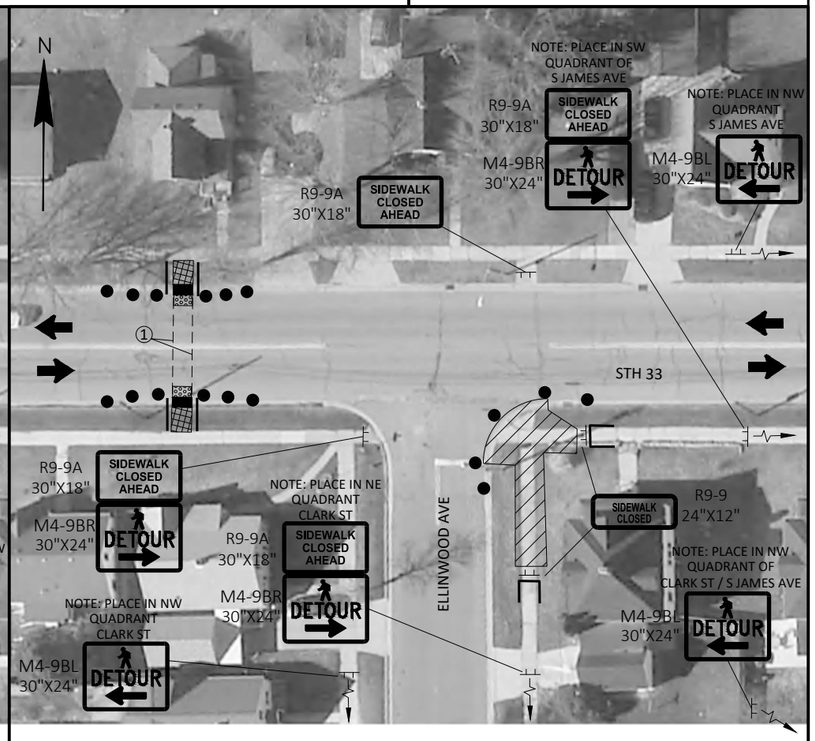
ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

SDD

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION







DIRECTION OF TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN SURFACE MATTING

TEMPORARY CURB RAMP

TEMPORARY DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING

SIGN ON TEMPORARY SUPPORT

① TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 4-INCH)

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - ELLINWOOD AVE	SHEET 14	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECTABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

FOR NIGHTTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON TEMPORARY PEDESTRIAN BARRICADES, SUPPORTING SIGNS, AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

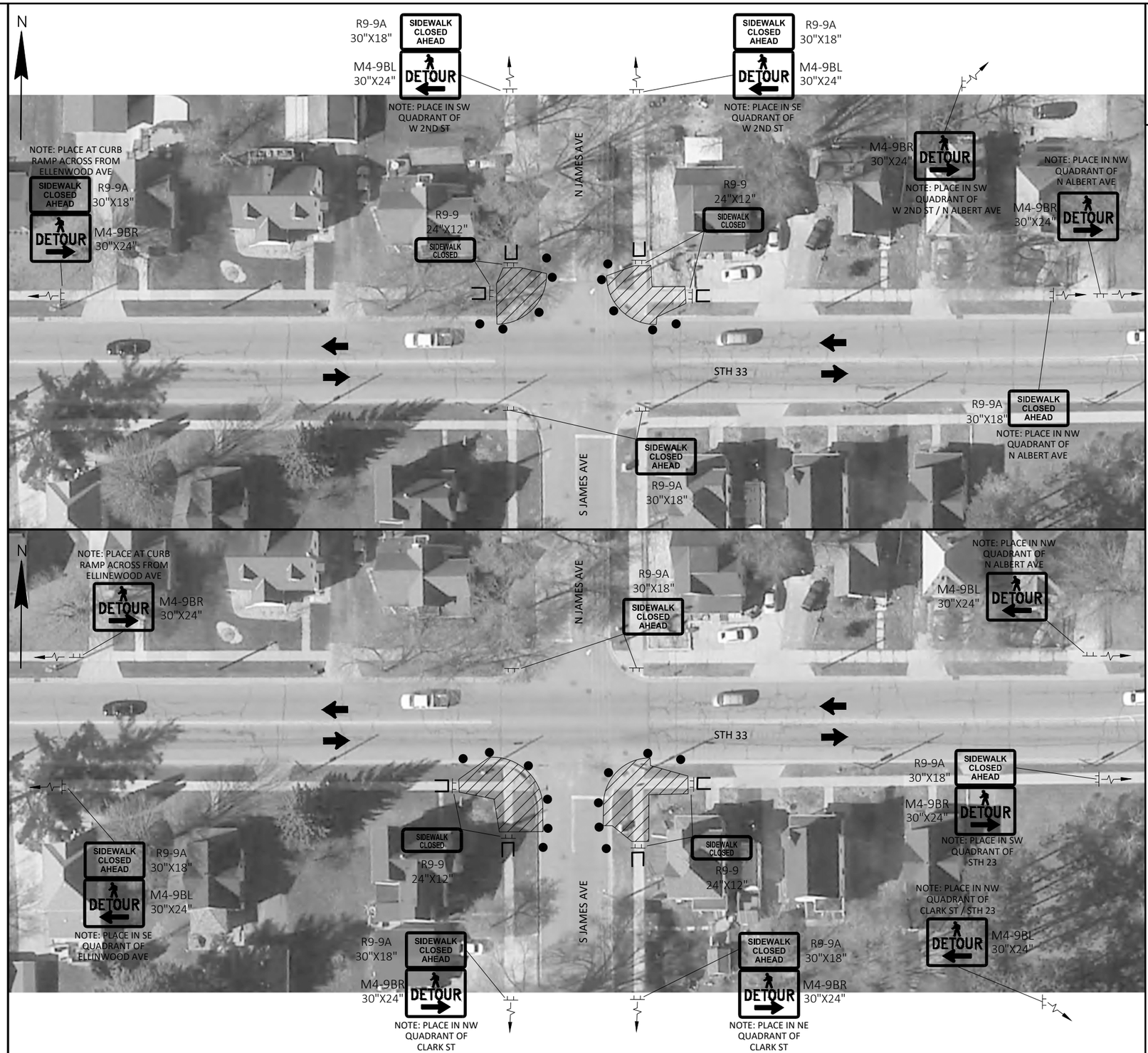
POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

SDD

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM AT MAXIMUM 25 FOOT SPACING
- SIGN ON TEMPORARY SUPPORT
- ① TEMPORARY MARKING FOR CROSSWALK (TEMPORARY MARKING LINE PAINT 4-INCH)



PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - N JAMES AVE & S JAMES AVE	SHEET 15	E

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS. THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO, EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

ADJUST DRUM SPACING TO ALLOW ACCESS TO PRIVATE ENTRANCES.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

SDD

SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURERS RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



LEGEND

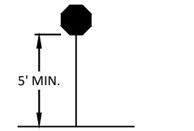
SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

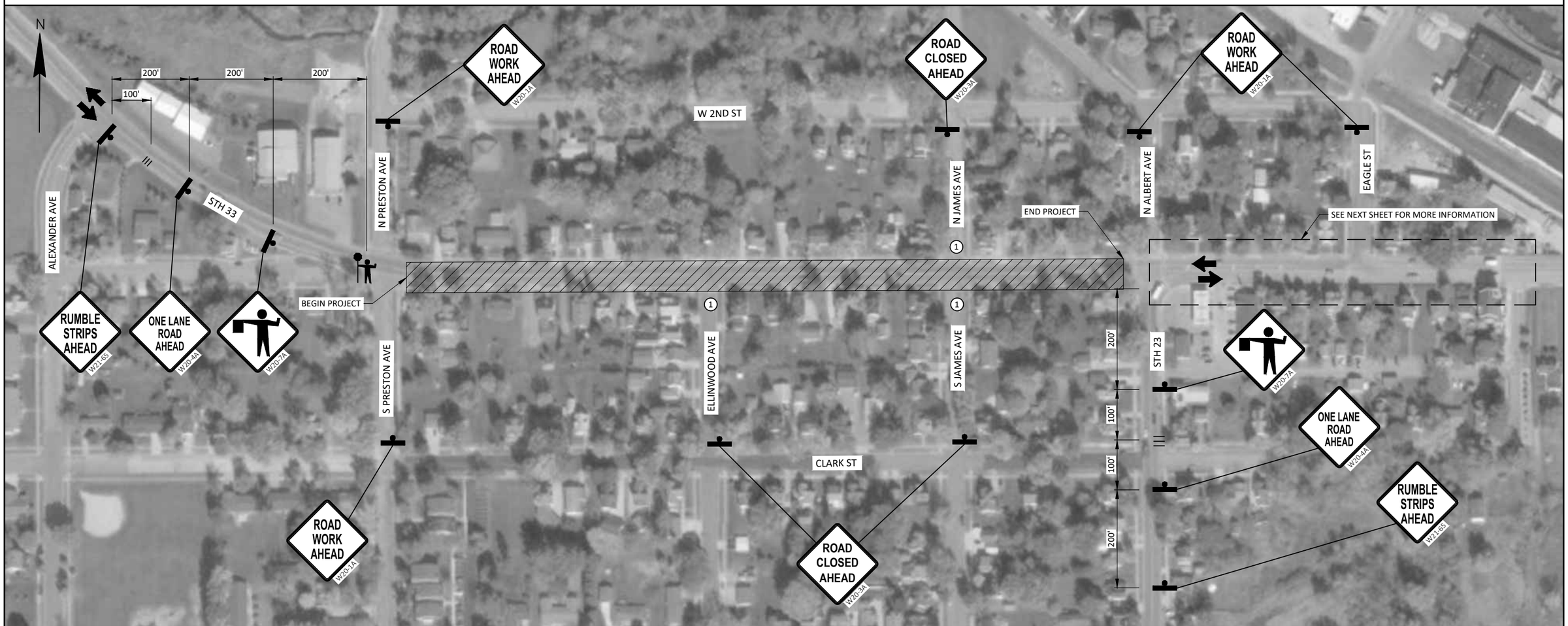
DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



STOP/SLOW PADDLE ON SUPPORT STAFF



PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - FLAGGING OPERATION AT STH 23 INTERSECTION	SHEET 16	E

2

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS. THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO, EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

ADJUST DRUM SPACING TO ALLOW ACCESS TO PRIVATE ENTRANCES.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

SDD

SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURERS RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

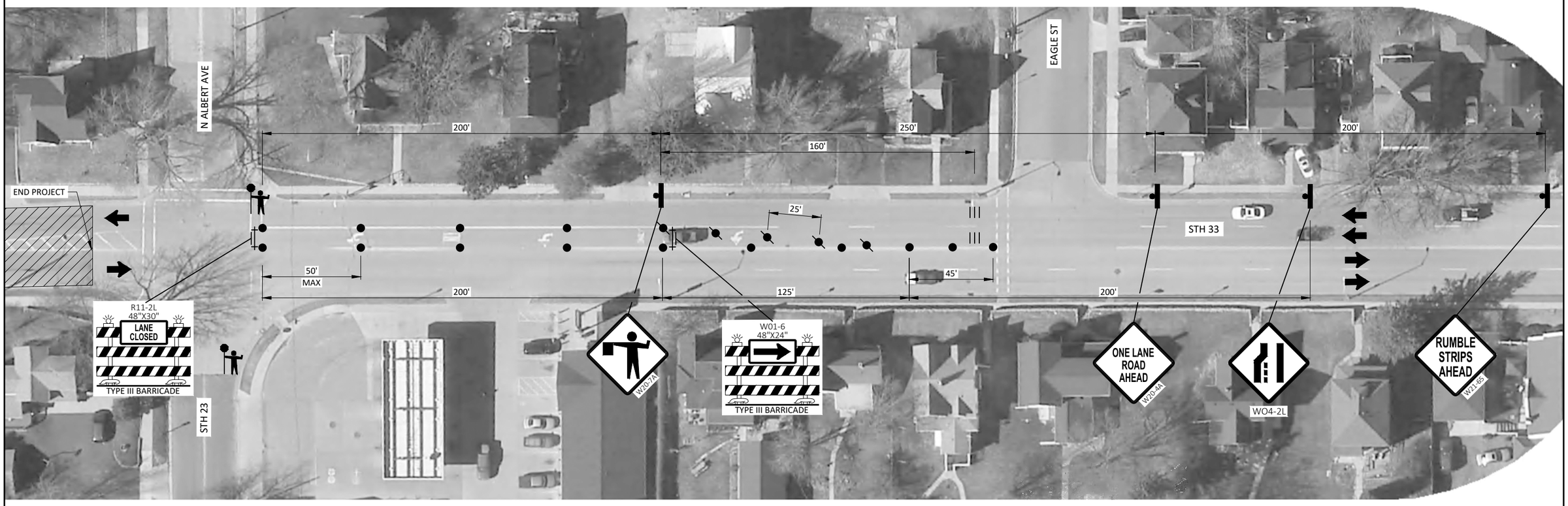
PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- TYPE III BARRICADE WITH ATTACHED SIGN
- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY BURN)
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

STOP/SLOW PADDLE ON SUPPORT STAFF



PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	TRAFFIC CONTROL - FLAGGING OPERATION AT STH 23 INTERSECTION	SHEET 17	E

2

N

CURVE 13
PI STA. = 406+32.14
Y = 259,931.43
X = 576,447.67
R = 500.00
D = 11°27'33"
DELTA = 17°44'54"
L = 154.88
T = 78.07
C = 154.27
PC STA. = 405+54.07
Y = 259,955.13
X = 576,373.28
PT STA. = 407+08.95
Y = 259,931.53
X = 576,525.73
S.E. = MATCH EXISTING
R.O. = N/A
TRANS = N/A

END PROJECT (5030-01-73) / BEGIN PROJECT (5030-01-74)
STA. 406+50
Y=259,934.93
X=576,466.91

ENVIRONMENTALLY SENSITIVE AREA 47SK106/BSK-0247
(REEDSBURG MOUNDS) APPROXIMATE BOUNDARY

ENVIRONMENTALLY SENSITIVE AREA 47SK374/BSK-0321
(WEST MAIN STREET BURIALS) APPROXIMATE BOUNDARY

STA. 406+98, LT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 407+51, LT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 407+62, LT.
ADJUSTING MANHOLE
COVERS REQ'D

STA. 407+91, LT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 408+71, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 409+30, LT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 410+03, LT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 410+65, LT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 411+47, LT.
ADJUSTING SANITARY MANHOLE
COVERS REQ'D

STA. 411+91, LT.
EXISTING P.E. (CONCRETE/ASPHALT)
TO REMAIN

STA. 412+18, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 413+13, LT.
EXISTING P.E. (CONCRETE/ASPHALT)
TO REMAIN

STA. 413+92, LT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 414+42, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 414+46, LT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 415+20, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 416+31, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

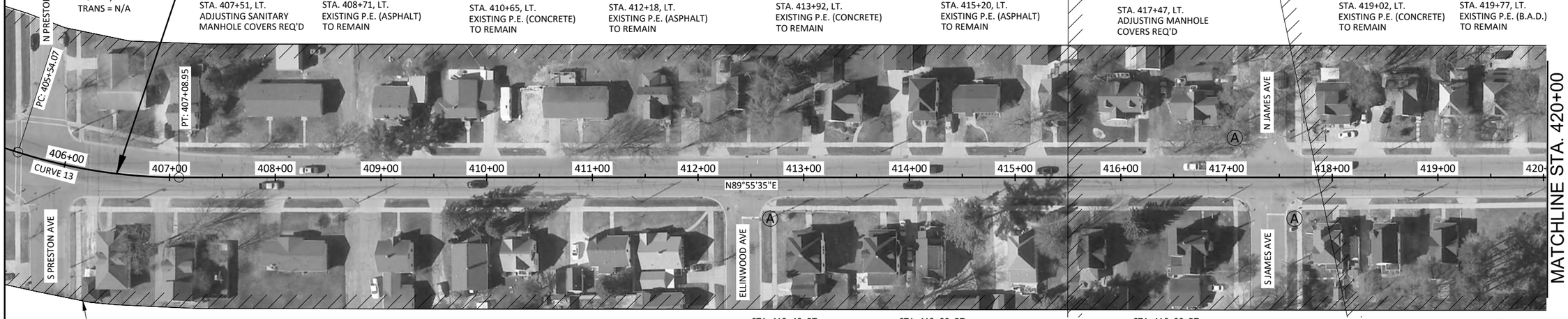
STA. 417+40, LT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 417+47, LT.
ADJUSTING MANHOLE
COVERS REQ'D

STA. 418+35, LT.
EXISTING P.E.
(CONCRETE/ASPHALT) TO REMAIN

STA. 419+02, LT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 419+77, LT.
EXISTING P.E. (B.A.D.)
TO REMAIN



STA. 406+92, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 407+52, RT.
ADJUSTING MANHOLE
COVERS REQ'D

STA. 407+96, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 408+91, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 409+06, RT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 409+52, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 410+85, RT.
EXISTING P.E. (ASPHALT/CONCRETE)
TO REMAIN

STA. 412+40, RT.
ADJUSTING WATER
VALVES REQ'D

STA. 412+42, RT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 413+99, RT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 414+42, RT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 414+46, RT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 414+87, RT.
EXISTING P.E. (CONCRETE)
TO REMAIN

STA. 416+00, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

STA. 417+47, RT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 417+54, RT.
ADJUSTING SANITARY
MANHOLE COVERS REQ'D

STA. 417+63, RT.
ADJUSTING MANHOLE
COVERS REQ'D

STA. 418+24, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

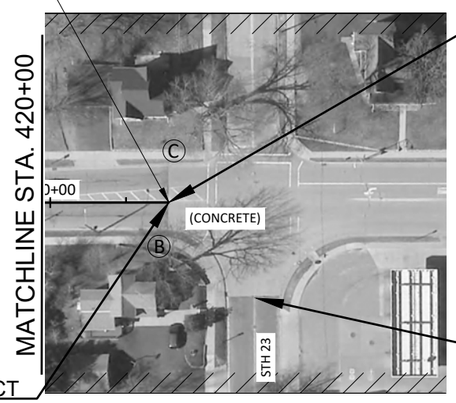
STA. 419+28, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

ENVIRONMENTALLY SENSITIVE AREA 47SK288
(BABBS PRAIRIE GARDEN BEDS) APPROXIMATE BOUNDARY

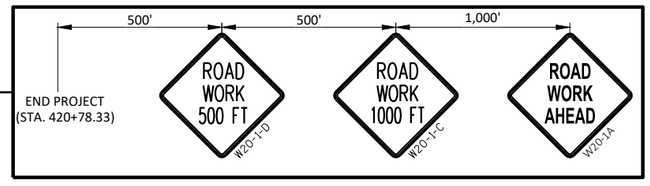
PORTABLE CHANGEABLE MESSAGE SIGN AT THE LIMITS OF THE PROJECT FOR 7 CALENDAR DAYS PRIOR TO BEGINNING OF PROJECT.

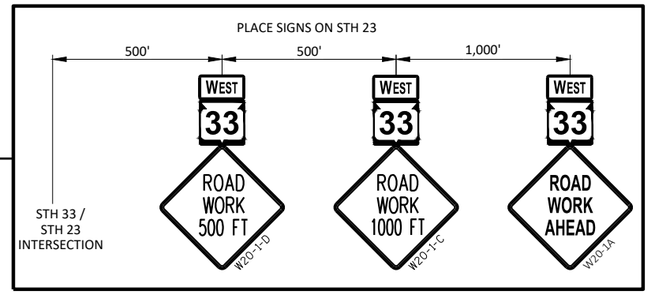
ROADWORK
STARTING
XX/XX/XX

STA. 420+27, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN



END PROJECT
(5030-01-74)
STA. 420+78.33
Y=259,933.29
X=577,895.11





A ROAD WORK AHEAD W20-1A

B END ROAD WORK
G20-2A
48"X24"

C ROAD WORK NEXT 14 MILES
G20-1
60"X24"

TRAFFIC NOTES

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

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

FOR MOVING OPERATION STA. 406+50 TO STA. 420+78.33 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT.

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	PLAN DETAILS	SHEET 18	E

5030-01-74

Line	Item	Item Description	Unit	Total	Qty
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	37.000	37.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	6,100.000	6,100.000
0014	204.0150	Removing Curb & Gutter	LF	221.000	221.000
0016	204.0155	Removing Concrete Sidewalk	SY	222.000	222.000
0034	211.0101	Prepare Foundation for Asphaltic Paving (project) 03. 5030-01-74	EACH	1.000	1.000
0042	213.0100	Finishing Roadway (project) 03. 5030-01-74	EACH	1.000	1.000
0044	305.0110	Base Aggregate Dense 3/4-Inch	TON	230.000	230.000
0064	455.0605	Tack Coat	GAL	795.000	795.000
0066	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0068	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0070	460.2000	Incentive Density HMA Pavement	DOL	250.000	250.000
0072	460.2005	Incentive Density PWL HMA Pavement	DOL	860.000	860.000
0074	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	720.000	720.000
0076	460.2010	Incentive Air Voids HMA Pavement	DOL	1,250.000	1,250.000
0078	460.6224	HMA Pavement 4 MT 58-28 S	TON	1,250.000	1,250.000
0080	465.0105	Asphaltic Surface	TON	60.000	60.000
0106	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	221.000	221.000
0116	602.0405	Concrete Sidewalk 4-Inch	SF	2,100.000	2,100.000
0120	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	126.000	126.000
0126	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0150	618.0100	Maintenance And Repair of Haul Roads (project) 03. 5030-01-74	EACH	1.000	1.000
0152	619.1000	Mobilization	EACH	0.030	0.030
0154	624.0100	Water	MGAL	5.000	5.000
0156	625.0100	Topsoil	SY	320.000	320.000
0160	627.0200	Mulching	SY	320.000	320.000
0162	628.1504	Silt Fence	LF	75.000	75.000
0164	628.1520	Silt Fence Maintenance	LF	150.000	150.000
0166	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0168	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0174	628.7005	Inlet Protection Type A	EACH	8.000	8.000
0176	628.7015	Inlet Protection Type C	EACH	3.000	3.000
0182	629.0210	Fertilizer Type B	CWT	1.000	1.000
0186	630.0140	Seeding Mixture No. 40	LB	6.000	6.000
0190	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	2.000	2.000
0194	638.2102	Moving Signs Type II	EACH	2.000	2.000
0198	638.4000	Moving Small Sign Supports	EACH	2.000	2.000
0200	642.5001	Field Office Type B	EACH	0.334	0.334
0202	643.0300	Traffic Control Drums	DAY	525.000	525.000
0204	643.0420	Traffic Control Barricades Type III	DAY	510.000	510.000
0206	643.0705	Traffic Control Warning Lights Type A	DAY	420.000	420.000
0208	643.0715	Traffic Control Warning Lights Type C	DAY	525.000	525.000
0210	643.0900	Traffic Control Signs	DAY	930.000	930.000
0212	643.1050	Traffic Control Signs PCMS	DAY	7.000	7.000
0214	643.3105	Temporary Marking Line Paint 4-Inch	LF	2,850.000	2,850.000
0222	643.5000	Traffic Control	EACH	0.334	0.334
0224	644.1440	Temporary Pedestrian Surface Matting	SF	300.000	300.000
0226	644.1601	Temporary Pedestrian Curb Ramp	DAY	70.000	70.000
0228	644.1605	Temporary Pedestrian Detectable Warning Field	SF	120.000	120.000
0230	644.1810	Temporary Pedestrian Barricade	LF	460.000	460.000

5030-01-74

Line	Item	Item Description	Unit	Total	Qty
0242	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	2,640.000	2,640.000
0246	646.6120	Marking Stop Line Epoxy 18-Inch	LF	48.000	48.000
0248	646.7120	Marking Diagonal Epoxy 12-Inch	LF	90.000	90.000
0250	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	449.000	449.000
0254	646.9000	Marking Removal Line 4-Inch	LF	50.000	50.000
0256	646.9200	Marking Removal Line Wide	LF	90.000	90.000
0264	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	221.000	221.000
0270	650.8000	Construction Staking Resurfacing Reference	LF	1,429.000	1,429.000
0272	650.9000	Construction Staking Curb Ramps	EACH	12.000	12.000
0278	650.9500	Construction Staking Sidewalk (project) 03. 5030-01-74	EACH	1.000	1.000
0284	650.9911	Construction Staking Supplemental Control (project) 03. 5030-01-74	EACH	1.000	1.000
0290	690.0150	Sawing Asphalt	LF	250.000	250.000
0292	690.0250	Sawing Concrete	LF	112.000	112.000
0302	SPV.0060	Special 01. Inlet Cover Special	EACH	3.000	3.000
0308	SPV.0060	Special 04. Verify and Replace Existing Land Parcel Monuments	EACH	12.000	12.000
0310	SPV.0060	Special 05. Research and Locate Existing Land Parcel Monuments	EACH	12.000	12.000
0312	SPV.0060	Special 06. Adjusting Water Valves	EACH	1.000	1.000
0314	SPV.0060	Special 07. Adjusting Sanitary Manhole Covers	EACH	10.000	10.000
0320	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	470.000	470.000

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

REMOVING ASPHALTIC SURFACE MILLING
REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)
406+50 - 420+73.33	MAINLINE	6100	-
420+73.33 - 420+78.33	MAINLINE	-	37
	TOTAL =	6100	37

REMOVING CURB & GUTTER

STATION	LOCATION	204.0150 (LF)
412+19 - 412+26	MAINLINE RT	14
412+57 - 412+87	MAINLINE LT	31
412+58 - 412+78	MAINLINE RT	29
417+01 - 417+25	MAINLINE RT	44
417+02 - 417+24	MAINLINE LT	32
417+54 - 417+76	MAINLINE LT	32
417+55 - 417+75	MAINLINE RT	39
	TOTAL =	221

REMOVING CONCRETE SIDEWALK

STATION	LOCATION	204.0155 (SY)
411+84 - 412+24	MAINLINE RT	35
412+57 - 412+87	MAINLINE LT	24
412+62 - 412+88	MAINLINE RT	39
416+87 - 417+20	MAINLINE RT	33
417+02 - 417+20	MAINLINE LT	22
417+58 - 417+90	MAINLINE LT	33
417+59 - 417+93	MAINLINE RT	36
	TOTAL =	222

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4 - INCH (TON)
411+84 - 412+29	MAINLINE RT	27
412+57 - 412+87	MAINLINE LT	27
412+57 - 412+88	MAINLINE RT	36
416+87 - 417+26	MAINLINE RT	40
417+02 - 417+25	MAINLINE LT	28
417+53 - 417+90	MAINLINE LT	33
417+54 - 417+93	MAINLINE RT	39
	TOTAL =	230

WATER

PROJECT	624.0100 (MGAL)
5030-01-74	5
TOTAL =	5

3

HMA PAVEMENT

STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	460.6224 HMA PAVEMENT 4 MT 58-28 S (TON)	465.0105 ASPHALTIC SURFACE (TON)	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING (SY)
406+50 - 420+78.33	MAINLINE	760	1250	-	-
406+50-408+50	MAINLINE, RT	15	-	25	200
407+80	MAINLINE, LT	1	-	2	12
417+50-418+50	MAINLINE, RT	10	-	18	135
418+50-419+00	MAINLINE, RT	4	-	7	60
420+58-420+78	MAINLINE, RT	3	-	4	33
420+65-420+78	MAINLINE, RT	2	-	4	30
	TOTALS =	795	1250	60	470

CONCRETE CURB & GUTTER

STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)
412+19 - 412+26	MAINLINE RT	14	14
412+57 - 412+87	MAINLINE LT	31	31
412+58 - 412+78	MAINLINE RT	29	29
417+01 - 417+25	MAINLINE RT	44	44
417+02 - 417+24	MAINLINE LT	32	32
417+54 - 417+76	MAINLINE LT	32	32
417+55 - 417+75	MAINLINE RT	39	39
	TOTAL =	221	221

CONCRETE SIDEWALK

STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH (SF)	650.9500 CONSTRUCTION STAKING SIDEWALK .01 5030-01-74 (EACH)
411+84 - 412+24	MAINLINE RT	335	-
412+57 - 412+87	MAINLINE LT	190	-
412+62 - 412+88	MAINLINE RT	385	-
416+87 - 417+20	MAINLINE RT	320	-
417+02 - 417+20	MAINLINE LT	220	-
417+58 - 417+90	MAINLINE LT	310	-
417+59 - 417+93	MAINLINE RT	340	-
	PROJECT	-	1
	TOTAL =	2100	1

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12 foot Driving Lanes & Passing Lanes	406+50 - 420+78.33	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	430	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
12 foot Driving Lanes & Passing Lanes	406+50 - 420+78.33	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	430	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Bypass Lanes, & Right Turn Lanes	406+50 - 420+78.33	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	195	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive
Shoulders, Bypass Lanes, & Right Turn Lanes	406+50 - 420+78.33	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	195	1.75"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive

ADJUSTING ITEMS

		CATEGORY 010	CATEGORY 020	
STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS (EACH)	SPV.0060.06 ADJUSTING WATER VALVES (EACH)	SPV.0060.07 ADJUSTING SANITARY MANHOLE COVERS (EACH)
407+51	MAINLINE, LT	-	-	1
407+52	MAINLINE, RT	1	-	-
407+62	MAINLINE, LT	1	-	-
407+91	MAINLINE, LT	-	-	1
409+06	MAINLINE, RT	-	-	1
411+47	MAINLINE, LT	-	-	1
412+40	MAINLINE, RT	-	1	-
412+42	MAINLINE, RT	-	-	1
414+46	MAINLINE, LT	-	-	1
414+46	MAINLINE, RT	-	-	1
417+40	MAINLINE, LT	-	-	1
417+47	MAINLINE, RT	-	-	1
417+47	MAINLINE, LT	1	-	-
417+54	MAINLINE, RT	-	-	1
417+63	MAINLINE, RT	1	-	-
	TOTAL =	4	1	10

CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)	650.9000 CONSTRUCTION STAKING CURB RAMP (EACH)
412+21	MAINLINE RT	10	1
412+65	MAINLINE RT	10	1
412+72	MAINLINE RT	10	1
412+72	MAINLINE LT	10	1
417+09	MAINLINE RT	10	1
417+09	MAINLINE LT	10	1
417+16	MAINLINE LT	12	1
417+16	MAINLINE RT	10	1
417+63	MAINLINE LT	12	1
417+63	MAINLINE RT	10	1
417+69	MAINLINE LT	12	1
417+69	MAINLINE RT	10	1
	TOTAL =	126	12

FINISHING ITEMS

STATION - STATION	LOCATION	625.0100 TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0140 SEEDING MIXTURE NO. 40 (LB)
411+84 - 412+29	MAINLINE RT	50	50	0.03	0.9
412+57 - 412+87	MAINLINE LT	29	29	0.02	0.5
412+57 - 412+88	MAINLINE RT	54	54	0.03	1.0
416+87 - 417+26	MAINLINE RT	42	42	0.03	0.8
417+02 - 417+25	MAINLINE LT	16	16	0.01	0.3
417+53 - 417+90	MAINLINE LT	24	24	0.02	0.4
417+54 - 417+93	MAINLINE RT	40	40	0.03	0.7
	UNDISTRIBUTED	65	65	0.84	1.4
	TOTALS =	320	320	1.00	6.0

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
412+56 - 412+88	MAINLINE LT	35	70
412+78 - 412+80	MAINLINE RT	15	30
417+01 - 417+04	MAINLINE LT	10	20
-	UNDISTRIBUTED	15	30
	TOTALS =	75	150

MOBILIZATIONS EROSION CONTROL

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
5030-01-02	4	1
TOTALS =	4	1

INLET PROTECTION

STATION	LOCATION	628.7005 TYPE A (EACH)	628.7015 TYPE C (EACH)
412+04	MAINLINE, RT	1	-
412+59	MAINLINE, RT	1	-
412+86	MAINLINE, RT	1	-
412+47	MAINLINE, LT	1	-
417+22	MAINLINE, LT	1	-
417+16	MAINLINE, RT	1	1
417+64	MAINLINE, RT	1	1
417+76	MAINLINE, LT	1	1
	TOTAL =	8	3

PERMANENT SIGNING

APPROX. STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	634.0612 POSTS WOOD 4x6-INCH x 12-FT (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)
417+18	MAINLINE, LT	R1-1	STOP	-	1	1	1
417+61	MAINLINE, RT	R1-1	STOP	-	1	1	1
	TOTALS =				2	2	2

3

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.8000 RESURFACING REFERENCE (LF)	650.9911 SUPPLEMENTAL CONTROL 01. 5310-01-74 (EACH)
406+50 - 420+78.33	MAINLINE	1429	-
-	PROJECT	-	1
	TOTALS =	1429	1

TRAFFIC CONTROL

STAGE	LOCATION	*DURATION CALENDAR DAYS	643.0300 DRUMS (DAYS)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0715 WARNING LIGHTS TYPE C (DAY)	643.0900 SIGNS (DAYS)	643.1050 SIGNS PCMS (DAYS)	643.5000 TRAFFIC CONTROL (EACH)
PROJECT	-	30	-	510	-	-	510	7	0.34
1	CURB RAMP STA 412+22 RT	7	119	-	63	119	63	-	-
2	CURB RAMP STA 412+72 RT	7	119	-	84	119	84	-	-
3	CURB RAMP STA 412+72 LT	7	119	-	49	119	49	-	-
4	CURB RAMP STA 417+09 RT & STA 417+69 RT	7	84	-	119	84	119	-	-
5	CURB RAMP STA 417+09 LT & STA 417+69 LT	7	84	-	105	84	105	-	-
	TOTALS =		525	510	420	525	930	7	0.34

*FOR INFORMATION ONLY

INLET COVER SPECIAL

STATION	LOCATION	SPV.0060.01 (EACH)
417+16	MAINLINE, RT	1
417+64	MAINLINE, RT	1
417+76	MAINLINE, LT	1
	TOTAL =	3

TEMPORARY PEDESTRIAN ACCESS

STAGE	*643.3105 TEMPORARY MARKING LINE PAINT TAPE 4-INCH (LF)	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING (SF)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (DAY)	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD (SF)	644.1810 TEMPORARY PEDESTRIAN BARRICADE (LF)	COMMENTS
1	70	100	14	40	110	2 TEMP CURB RAMPS & 1 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP STA 412+22 RT
2	70	100	14	40	100	2 TEMP CURB RAMPS & 1 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP STA 412+72 RT
3	70	100	14	40	100	2 TEMP CURB RAMPS & 1 TEMP CROSSWALK REQ'D FOR CONSTRUCTING CURB RAMP STA 412+72 LT
4	-	-	14	-	75	DETOUR AND UTILIZE EXISTING CROSSINGS FOR CONSTRUCTING CURB RAMPS STA 417+09 RT & STA 417+69
5	-	-	14	-	75	DETOUR AND UTILIZE EXISTING CROSSINGS FOR CONSTRUCTING CURB RAMPS STA 417+09 LT & STA 417+69
TOTALS=	210	300	70	120	460	

* MORE LISTED ELSEWHERE

SAWING PAVEMENT

STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)
412+22	MAINLINE RT	18	19
412+72	MAINLINE LT	33	15
412+72	MAINLINE RT	35	15
417+09	MAINLINE RT	41	15
417+09	MAINLINE LT	39	16
417+69	MAINLINE LT	46	17
417+69	MAINLINE RT	38	15
	TOTAL =	250	112

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	*643.3105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) (LF)	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW) (LF)	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE SOLID) (LF)	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) (LF)	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) (LF)	646.9000 MARKING REMOVAL LINE 4-INCH (LF)	646.9200 MARKING REMOVAL LINE WIDE (LF)
406+50 - 421+03	MAINLINE	DOUBLE YELLOW	2640	2640	-	-	-	-	-
419+85 - 421+03	MAINLINE	MEDIAN	-	-	-	90	-	50	90
412+25 - 412+75	MAINLINE	STOP LINE/CROSSWALKS	-	-	16	-	146	-	-
417+06 - 417+72	MAINLINE	STOP LINE/CROSSWALKS	-	-	32	-	303	-	-
		TOTALS =	2640	2640	48	90	449	50	90

* MORE LISTED ELSEWHERE

LAND PARCEL MONUMENTS

LOCATION	SPV.0060.04 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS (EACH)	SPV.0060.05 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS (EACH)
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 412+21)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 412+65)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 412+72)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 412+72)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 417+09)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 417+09)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 417+16)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 417+16)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 417+63)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 417+63)	1	1
MAINLINE, LT (PARCEL WITH CURB RAMP AT STA 417+69)	1	1
MAINLINE, RT (PARCEL WITH CURB RAMP AT STA 417+69)	1	1
TOTAL =	12	12

PROJECT NO: 5030-01-74	HWY: STH 33	COUNTY: SAUK	MISCELLANEOUS QUANTITIES	SHEET 22	E

DOCUMENT #: **1207789**
Recorded: 10-29-2020 at 11:57 AM
BRENT BAILEY
SAUK COUNTY REGISTER OF DEEDS
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Sauk Co, WI
RECEIVED FOR RECORD
Fee Amount: $30.00
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5030-01-24-4.01
SHEET 1 OF 2
AMENDMENT NO.:

TRANSPORTATION PROJECT PLAT NO: 5030-01-24 - 4.01

PART OF LOT 9 OF BLOCK 1 AND PART OF LOTS 19 AND 28 OF BLOCK 3 OF ELLINWOOD AND STONE'S ADDITION TO THE CITY OF REEDSBURG LOCATED IN THE NW¼-SE¼ AND IN THE SW¼-NE¼, PART OF LOT 1 OF BLOCK 3 OF CLARK'S ADDITION TO THE CITY OF REEDSBURG LOCATED IN THE NE¼-SE¼, PART OF LOTS 1 AND 9 OF BLOCK 11 AND PART OF LOTS 1 AND 6 OF BLOCK 8 OF CLARK'S 2ND ADDITION TO CITY OF REEDSBURG LOCATED IN THE NW¼-SE¼ AND IN THE NE¼-SE¼, AND PART OF LOTS 10 AND 19 OF MOTT'S 2ND ADDITION TO REEDSBURG LOCATED IN THE SE¼-NE¼, ALL BEING LOCATED IN SECTION 9, TOWNSHIP 12 NORTH, RANGE 4 EAST, CITY OF REEDSBURG, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 33, HILLSBORO - REEDSBURG, PRESTON AVENUE TO STH 23, SAUK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF REEDSBURG DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22 WISCONSIN STATUTES, THE CITY OF REEDSBURG HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF REEDSBURG, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF REEDSBURG ENGINEER.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SAUK COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING STH 33 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECTS 5080-03-21, 5030-00-21 AND FAP 175 REOPENED & EXTENDED/STATE PROJECT 1357. ALSO CERTIFIED SURVEY MAPS 1417, 2377, 2847, 3744, AND 4935. ALSO PLATS OF SURVEY 1393, 2196, 3455, 3456, 4710, 8343, 9941, 14985, AND 15670. ALSO CLARK'S ADDITION TO THE CITY OF REEDSBURG, CLARK'S 2nd ADDITION TO CITY OF REEDSBURG, ELLINWOOD AND STONE'S ADDITION TO THE CITY OF REEDSBURG, AND MOTT'S 2nd ADDITION TO REEDSBURG.

EXISTING SOUTH PRESTON AVENUE HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CLARK'S 2ND ADDITION TO THE CITY OF REEDSBURG, AND ELLINWOOD AND STONE'S ADDITION TO THE CITY OF REEDSBURG. ALSO PLATS OF SURVEY 2196 AND 8343.

EXISTING NORTH PRESTON AVENUE HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ELLINWOOD AND STONE'S ADDITION TO THE CITY OF REEDSBURG. ALSO PLATS OF SURVEY 1393 AND 4710.

EXISTING ELLINWOOD AVENUE HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CLARK'S 2nd ADDITION TO CITY OF REEDSBURG. ALSO PLAT OF SURVEY 8343.

EXISTING NORTH JAMES AVENUE HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: MOTT'S 2nd ADDITION TO REEDSBURG. ALSO PLAT OF SURVEY 16040.

EXISTING SOUTH JAMES AVENUE HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CLARK'S ADDITION TO THE CITY OF REEDSBURG AND CLARK'S 2nd ADDITION TO CITY OF REEDSBURG.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS (IP) ARE ¾" DIAMETER UNLESS OTHERWISE NOTED.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 .

GN

0 50' 100'
SCALE, FEET

R/W POINTS		
PT.#	STATION	OFFSET
101	406+02.34	70.38' LT.
102	406+04.42	62.30' LT.
103	406+30.53	41.30' LT.
104	407+22.01	32.46' LT.
105	417+06.02	34.69' LT.
106	417+05.87	50.00' LT.
107	417+71.88	50.00' LT.
108	417+72.03	33.73' LT.
109	418+00.00	33.71' LT.

R/W POINTS		
PT.#	STATION	OFFSET
110	418+00.00	32.29' RT.
111	417+72.19	32.27' RT.
112	417+72.35	60.00' RT.
113	417+06.35	60.00' RT.
114	417+06.22	38.00' RT.
115	416+82.00	38.00' RT.
116	416+82.00	31.37' RT.
117	412+75.69	32.29' RT.

R/W POINTS		
PT.#	STATION	OFFSET
118	412+76.06	78.00' RT.
119	412+10.06	78.00' RT.
120	412+09.69	32.44' RT.
121	406+24.23	41.53' RT.
122	406+27.31	61.24' RT.
123	405+70.69	75.93' RT.
124	405+65.81	57.09' RT.
125	405+24.26	70.56' RT.

TLE POINTS		
PT.#	STATION	OFFSET
501	406+38.88	40.87' LT.
502	412+50.00	33.66' LT.
503	412+50.00	40.00' LT.
504	412+90.00	40.00' LT.
505	412+90.00	33.74' LT.
506	416+98.00	34.67' LT.
507	417+77.00	50.00' LT.
508	417+77.00	38.00' LT.
509	417+95.00	38.00' LT.
510	417+95.00	33.71' LT.

TLE POINTS		
PT.#	STATION	OFFSET
511	418+00.00	38.00' RT.
512	417+78.00	38.00' RT.
513	417+78.00	60.00' RT.
514	417+06.32	55.00' RT.
515	417+02.00	55.00' RT.
516	417+02.00	38.00' RT.
517	412+92.00	32.25' RT.
518	412+92.00	37.00' RT.
519	412+82.00	37.00' RT.

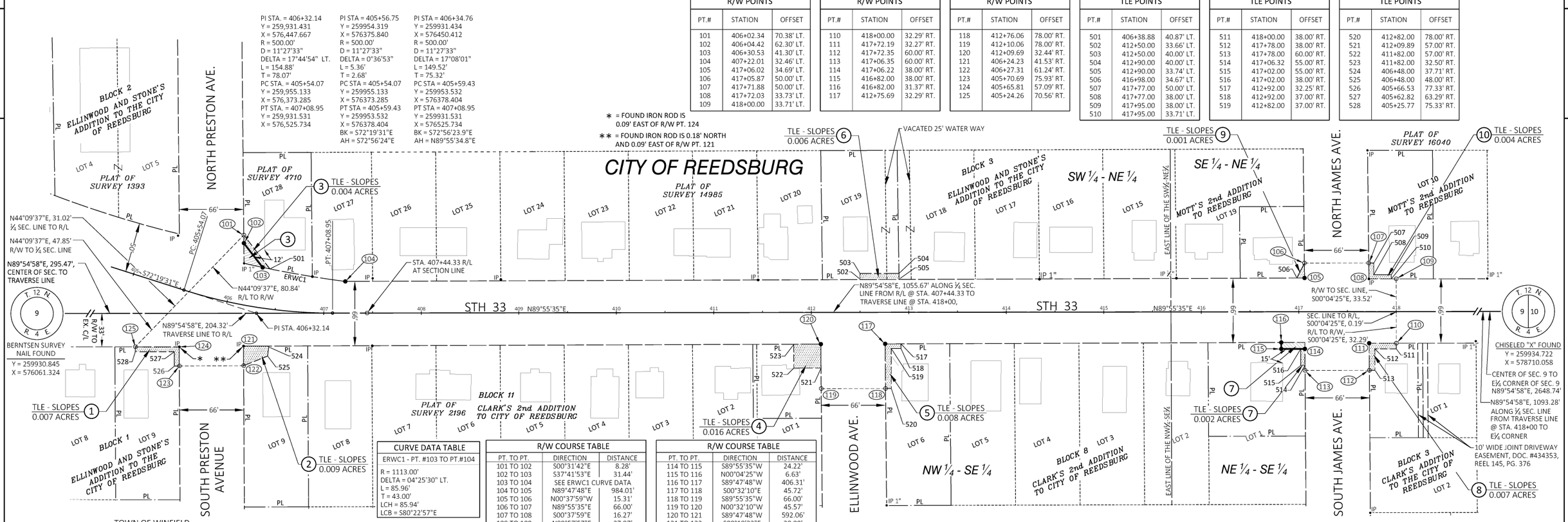
TLE POINTS		
PT.#	STATION	OFFSET
520	412+82.00	78.00' RT.
521	412+09.89	57.00' RT.
522	411+82.00	57.00' RT.
523	411+82.00	32.50' RT.
524	406+48.00	37.71' RT.
525	406+48.00	48.00' RT.
526	405+66.53	77.33' RT.
527	405+62.82	63.29' RT.
528	405+25.77	75.33' RT.

PI STA. = 406+32.14
Y = 259,931.431
X = 576,447.667
R = 500.00'
D = 11°27'33"
DELTA = 17°44'54" LT.
L = 154.88'
T = 78.07'
PC STA. = 405+54.07
Y = 259,955.133
X = 576,373.285
PT STA. = 407+08.95
Y = 259,931.531
X = 576,525.734

PI STA = 405+56.75
Y = 259954.319
X = 576375.840
R = 500.00'
D = 11°27'33"
DELTA = 0°36'53"
L = 5.36'
T = 2.68'
PC STA = 405+54.07
Y = 259955.133
X = 576373.285
PT STA = 405+59.43
Y = 259953.532
X = 576378.404
BK = S72°19'31"E
AH = S72°56'24"E

PI STA = 406+34.76
Y = 259931.434
X = 576450.412
R = 500.00'
D = 11°27'33"
DELTA = 17°08'01"
L = 149.52'
T = 75.32'
PC STA = 405+59.43
Y = 259953.532
X = 576378.404
PT STA = 407+08.95
Y = 259931.531
X = 576525.734
BK = S72°56'23.9"E
AH = N89°55'34.8"E

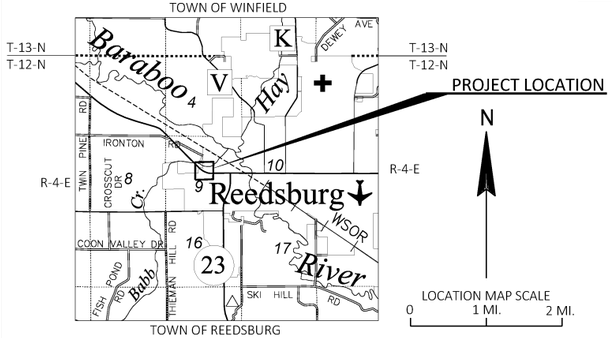
* = FOUND IRON ROD IS 0.09' EAST OF R/W PT. 124
** = FOUND IRON ROD IS 0.18' NORTH AND 0.09' EAST OF R/W PT. 121



CURVE DATA TABLE
ERWC1 - PT. #103 TO PT.#104
R = 1113.00'
DELTA = 04°25'30" LT.
L = 85.96'
T = 43.00'
LCH = 85.94'
LCB = S80°22'57"E

R/W COURSE TABLE		
PT. TO PT.	DIRECTION	DISTANCE
101 TO 102	S00°31'42"E	8.28'
102 TO 103	S37°41'53"E	31.44'
103 TO 104	SEE ERWC1 CURVE DATA	
104 TO 105	N89°47'48"E	984.01'
105 TO 106	N00°37'59"W	15.31'
106 TO 107	N89°55'35"E	66.00'
107 TO 108	S00°37'59"E	16.27'
108 TO 109	N89°57'57"E	27.97'
109 TO 110	S00°04'25"E	66.00'
110 TO 111	S89°57'57"W	27.81'
111 TO 112	S00°24'29"E	27.73'
112 TO 113	S89°55'35"W	66.00'
113 TO 114	N00°24'29"W	22.00'

R/W COURSE TABLE		
PT. TO PT.	DIRECTION	DISTANCE
114 TO 115	S89°55'35"W	24.22'
115 TO 116	N00°04'25"W	6.63'
116 TO 117	S89°47'48"W	406.31'
117 TO 118	S00°32'10"E	45.72'
118 TO 119	S89°55'35"W	66.00'
119 TO 120	N00°32'10"W	45.57'
120 TO 121	S89°47'48"W	592.06'
121 TO 122	S00°18'32"E	20.00'
122 TO 123	S89°41'28"W	66.00'
123 TO 124	N00°18'32"W	19.63'
124 TO 125	N89°57'17"W	45.00'
125 TO 101	N44°09'37"E	159.71'



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES
1	MANUEL OSORIO AND ROSARIO ZALDIVAR, HUSBAND AND WIFE	TLE	----	----	----	0.007
2	RICHARD SCHIFFMAN AND PATRICIA SCHIFFMAN, HUSBAND AND WIFE	TLE	----	----	----	0.009
3	MATTHEW L. SMALL AND MARISSA T. SMALL	FEE, TLE	0.005	----	0.005	0.004
4	GAYLE L. SCULLY, A MARRIED PERSON	TLE	----	----	----	0.016
5	JOSEPH G. AND MARY L. MICHELS LIVING TRUST	TLE	----	----	----	0.008
6	PETER A. KRUEGER AND JULIE A. KRUEGER, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	----	----	----	0.006
7	CURTIS LEE DEJEAN	FEE, TLE	0.004	----	0.004	0.002
8	BEVERLY STARNES	TLE	----	----	----	0.007
9	JOSHUA L. HERRITZ	TLE	----	----	----	0.001
10	ANDREW G. KOCH, AN UNMARRIED PERSON	TLE	----	----	----	0.004

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF REEDSBURG.

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, WESLEY L. KRAEMER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF REEDSBURG, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN WESLEY L KRAEMER S-3026 SPRING GREEN WIS. LAND SURVEYOR

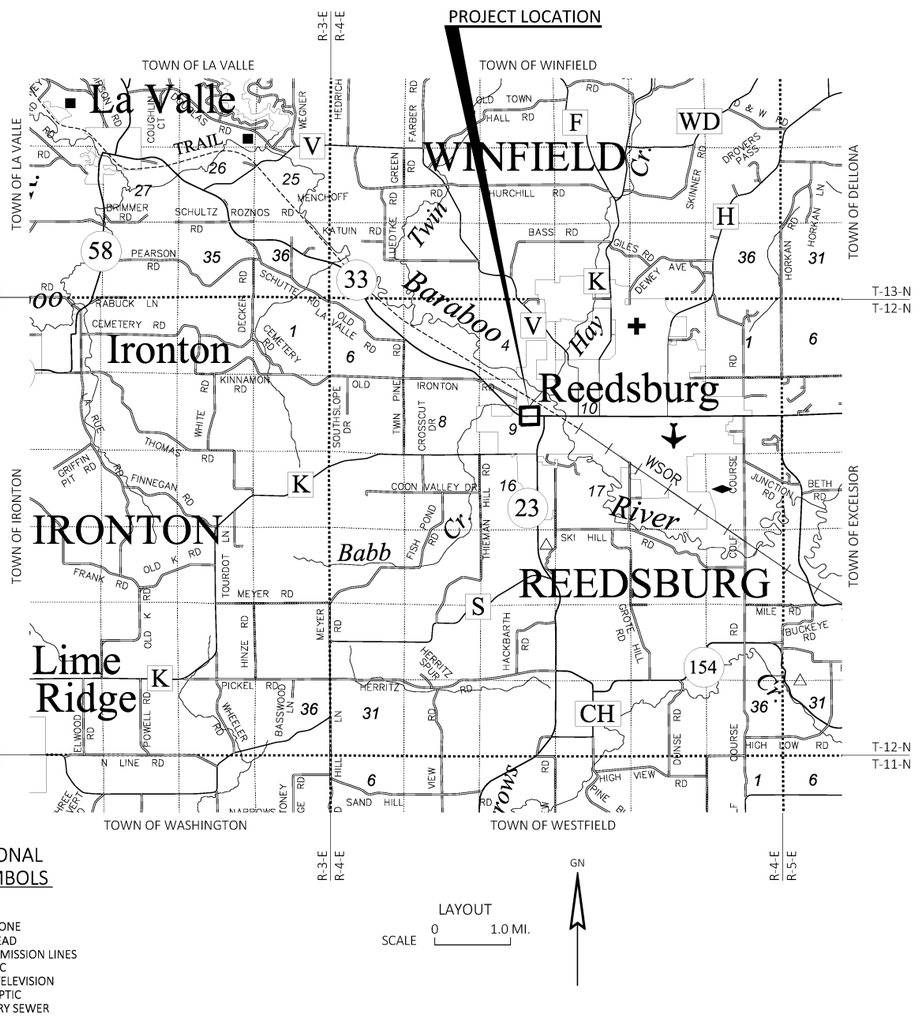
SIGNATURE: Wes Kraemer DATE: 10/05/2020
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF REEDSBURG
SIGNATURE: Dan Sykes DATE: 10/22/2020
PRINT NAME: DAVID G. ESTES, MAYOR

APPRAISAL PLAT DATE: 10/05/2020
FILENAME: S:\Projects\W11598 WisDOT STH 33 City of Reedsburg 5030-01-04\RW\5030-01-24 TPP (REEDSBURG).dwg
PLOT DATE: October 5, 2020
PLOT BY: Kraemer, Wes
5030-01-24-4.01

STATE OF WISCONSIN
CITY OF REEDSBURG
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5030-01-24
HILLSBORO - REEDSBURG
PRESTON AVENUE TO STH 23
STH 33
SAUK COUNTY





CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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 UTILITY SYMBOLS

W — WATER
G — GAS
T — TELEPHONE
OH — OVERHEAD TRANSMISSION LINES
E — ELECTRIC
TV — CABLE TELEVISION
FO — FIBER OPTIC
SAN — SANITARY SEWER
SS — STORM SEWER

THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5030-01-24

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SAUK COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF REEDSBURG ENGINEER.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

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

PROJECT NUMBER	5030-01-24 -4. 01
SHEET	2 OF 2
AMENDMENT NO:	

FILE NAME : S:\PROJECTS\W11598 WISDOT STH 33 CITY OF REEDSBURG 5030-01-04\RW\5030-01-24 TPP (REEDSBURG).DWG
LAYOUT NAME: Layout1
PLOT DATE : 10/5/2020 4:18 PM PLOT BY : KRAEMER, WES PLOT NAME : _____

DATE:	REVISION DATE

TRANSPORTATION PROJECT PLAT NO: 5030-01-24-4.02

HILLSBORO - REEDSBURG
PRESTON AVENUE TO STH 23
STH 33
SAUK COUNTY

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R/W MONUMENT AND TLE POINT NUMBER AND COORDINATE TABLES

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
101	260011.522	576434.720
102	260003.247	576434.796
103	259978.366	576454.025
104	259964.009	576538.754
105	259967.501	577522.757
106	259982.813	577522.588
107	259982.898	577588.591
108	259966.627	577588.771
109	259966.644	577616.737
110	259900.644	577616.822
111	259900.627	577589.010
112	259872.898	577589.207
113	259872.814	577523.206
114	259894.813	577523.050
115	259894.782	577498.829
116	259901.415	577498.821
117	259899.974	577092.514
118	259854.260	577092.942
119	259854.175	577026.939
120	259899.739	577026.513
121	259897.638	576434.455
122	259877.638	576434.563
123	259877.283	576368.564
124	259896.915	576368.458
125	259896.951	576323.458

TLE POINT NUMBER AND COORDINATE TABLE

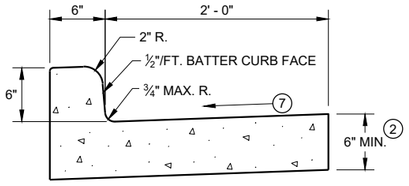
POINT	Y	X
501	259976.819	576461.539
502	259965.885	577066.738
503	259972.227	577066.729
504	259972.278	577106.729
505	259966.022	577106.737
506	259967.472	577514.737
507	259982.904	577593.716
508	259970.904	577593.732
509	259970.927	577611.731
510	259966.641	577611.737
511	259894.934	577616.829
512	259894.906	577594.829
513	259872.906	577594.858
514	259877.814	577523.171
515	259877.808	577518.851
516	259894.808	577518.829
517	259900.031	577108.822
518	259895.281	577108.828
519	259895.268	577098.828
520	259854.268	577098.881
521	259875.175	577026.743
522	259875.139	576998.854
523	259899.641	576998.823
524	259897.730	576460.390
525	259887.512	576459.152
526	259877.256	576363.564
527	259891.919	576363.485
528	259891.951	576323.454

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORNINATES (WISCRS), SAUK COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

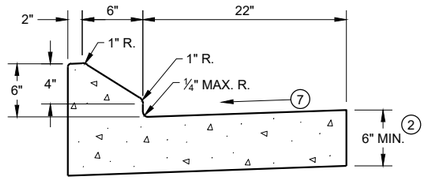
Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C19-03	HMA LONGITUDINAL JOINTS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

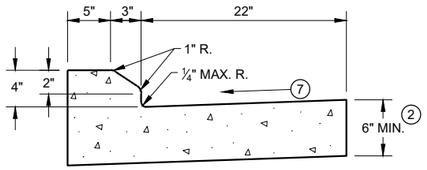
6



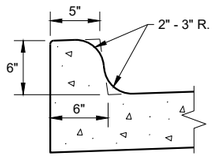
TYPES A (1) & D



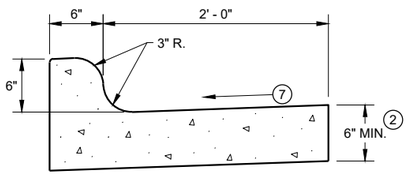
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

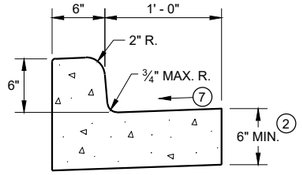


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



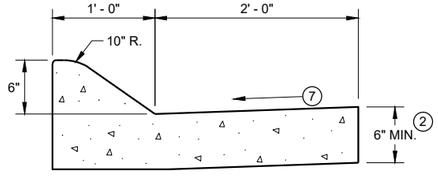
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

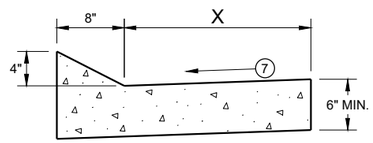


6" SLOPED CURB TYPES A (1) & D

4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"

TBT & TBTT	X
30"	22"
36"	28"

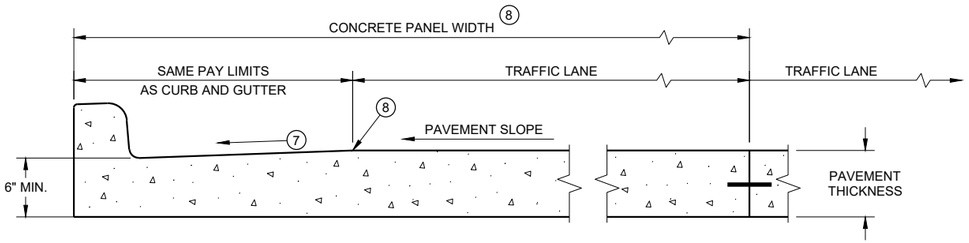


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

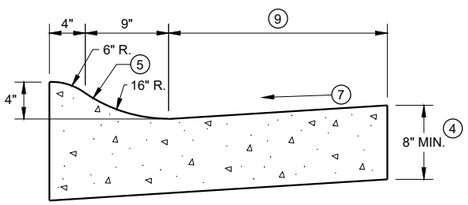
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'

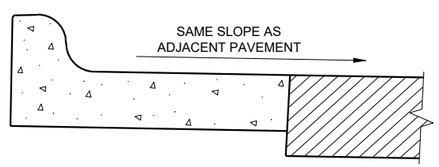


PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



4" SLOPED CURB TYPES R (1) & T



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

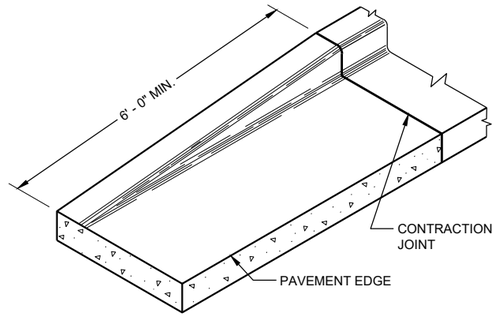
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

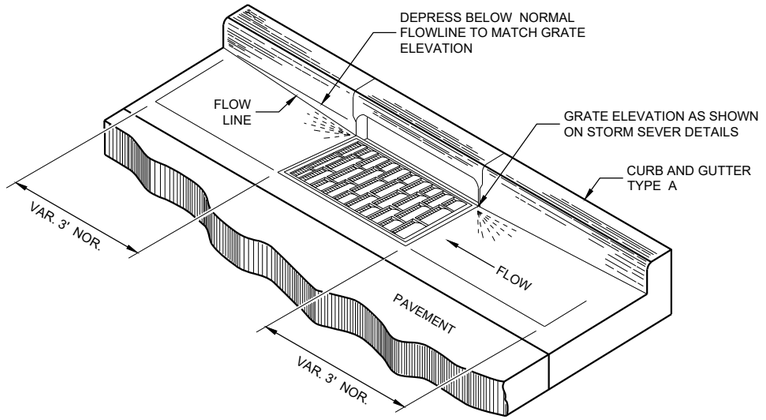
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
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END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

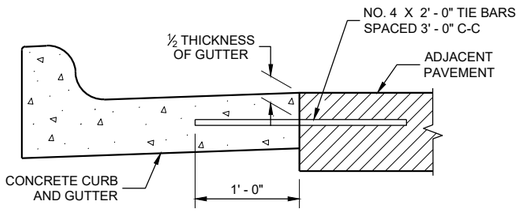
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

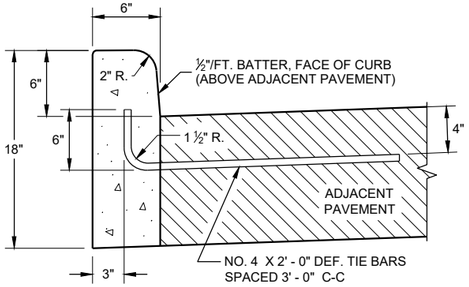
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

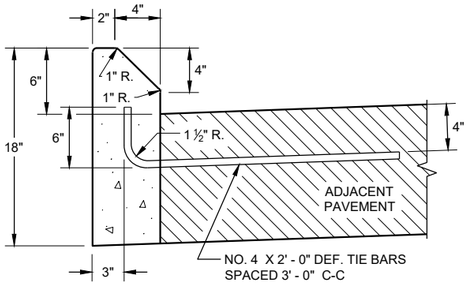
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

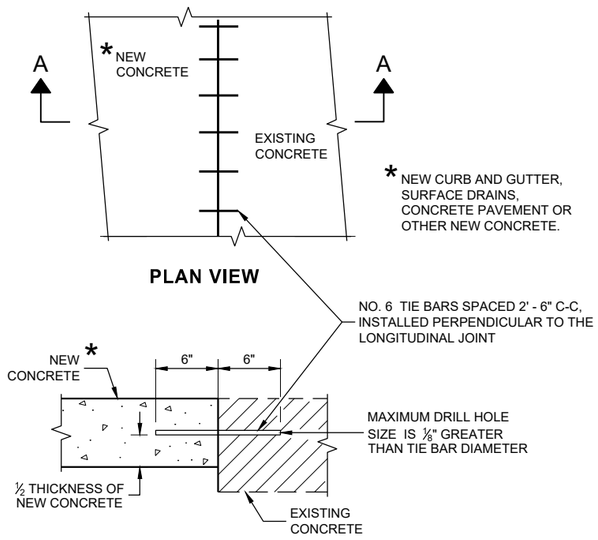


TYPES A (1) & D



TYPES G (1) & J

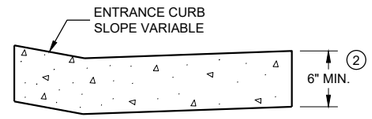
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

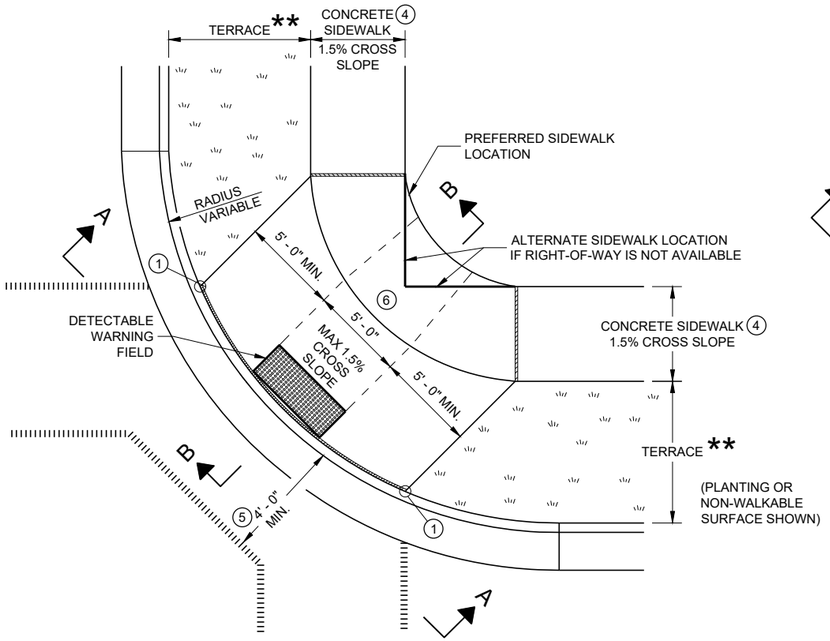
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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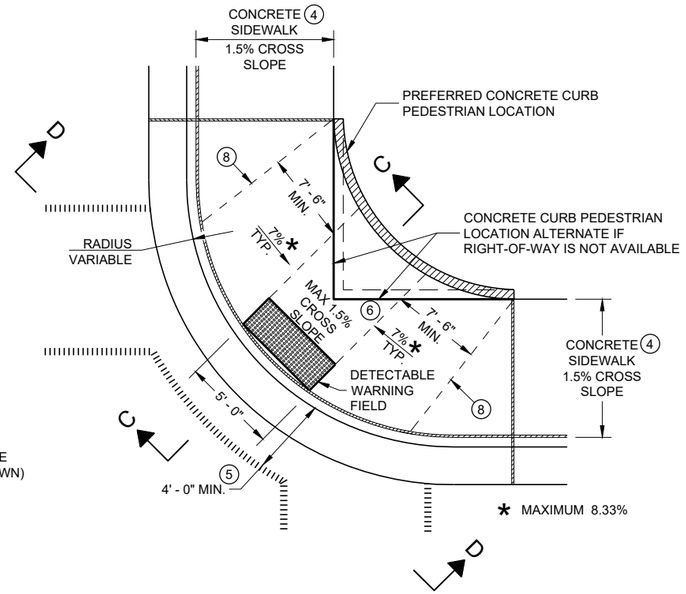
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

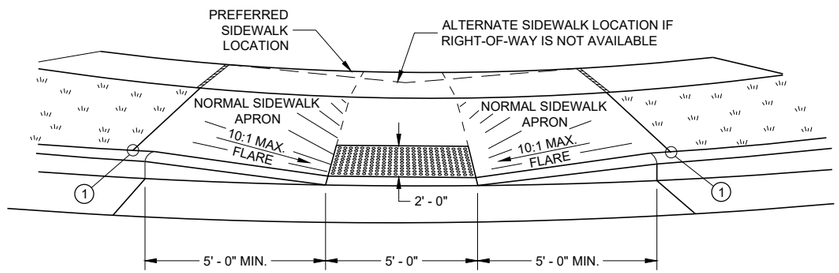
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

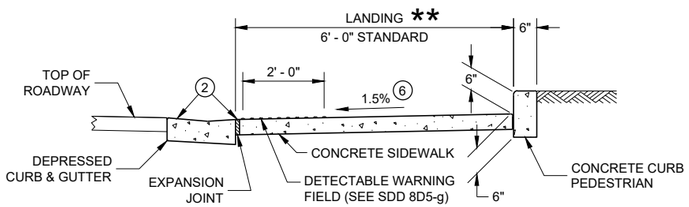
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A - A FOR TYPE 1

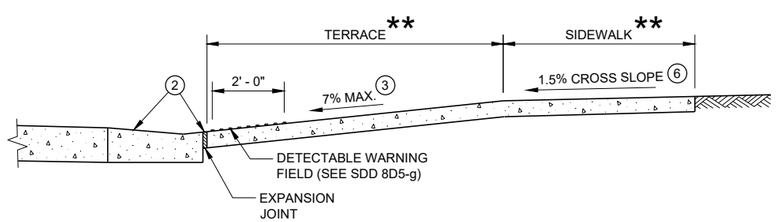


SECTION C - C FOR TYPE 1 - A

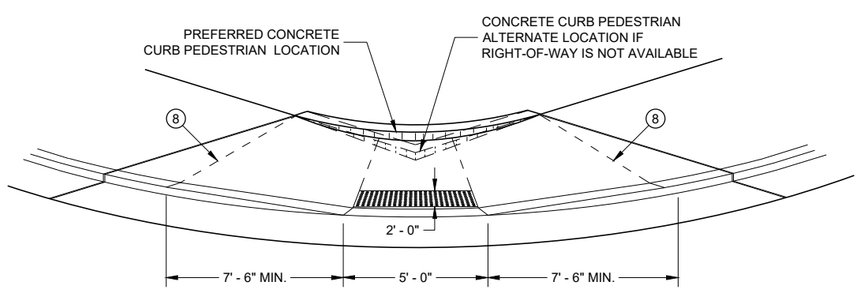
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

** WIDTH SHOWN ELSEWHERE IN THE PLANS

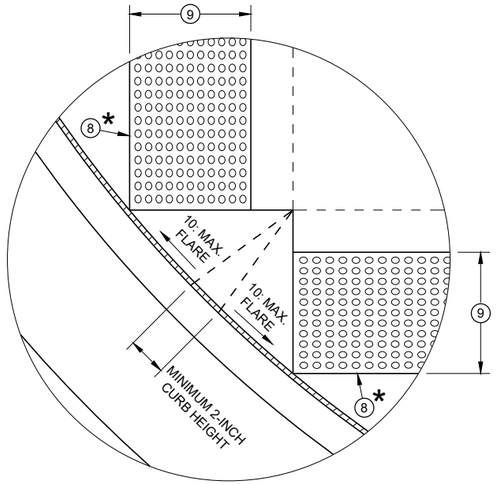


SECTION B - B FOR TYPE 1

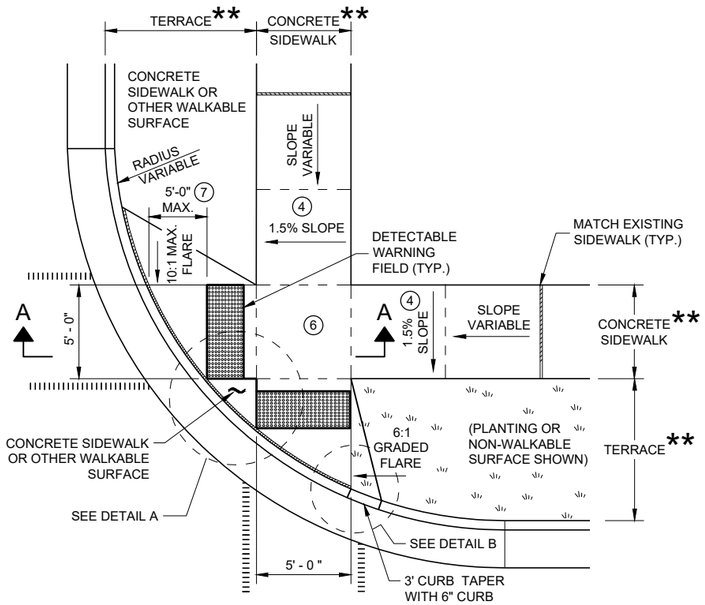


VIEW D - D FOR TYPE 1 - A

CURB RAMPS
TYPE 1 AND 1-A



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

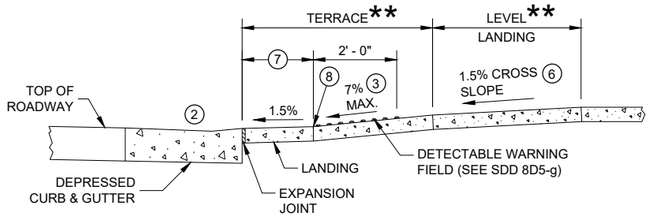
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

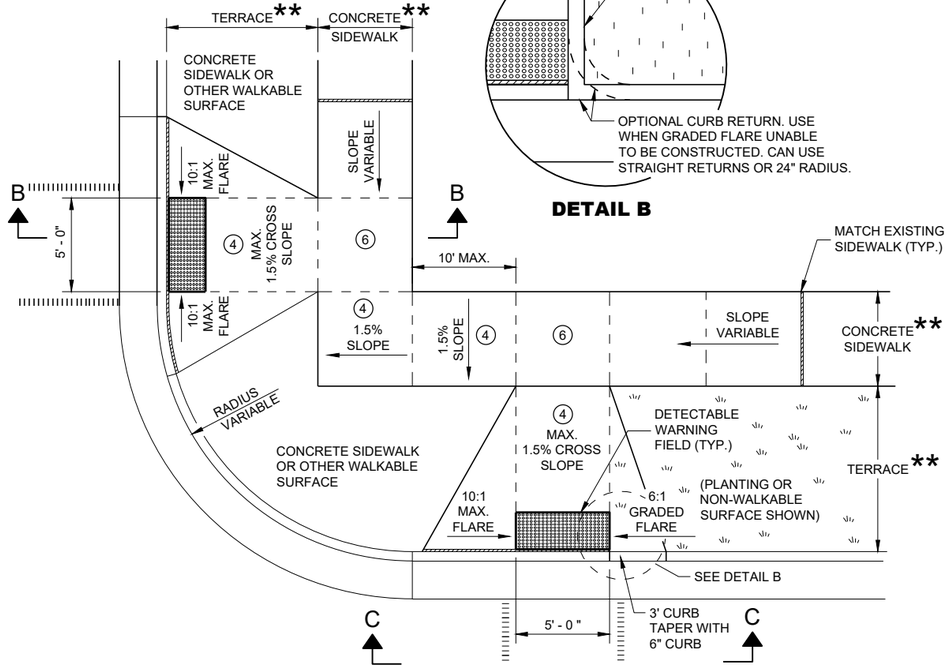
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

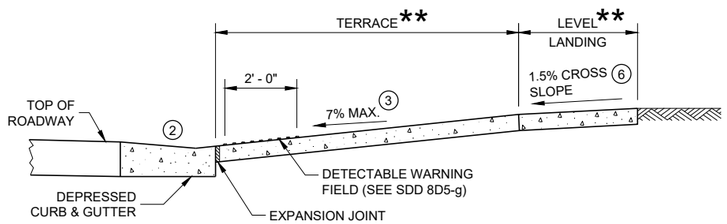
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

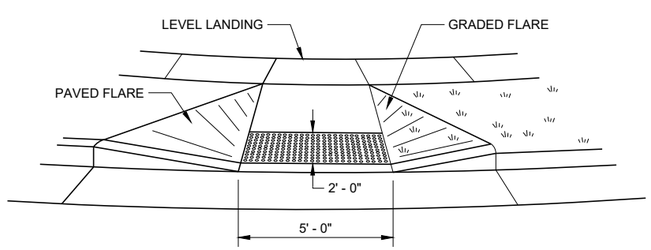


DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

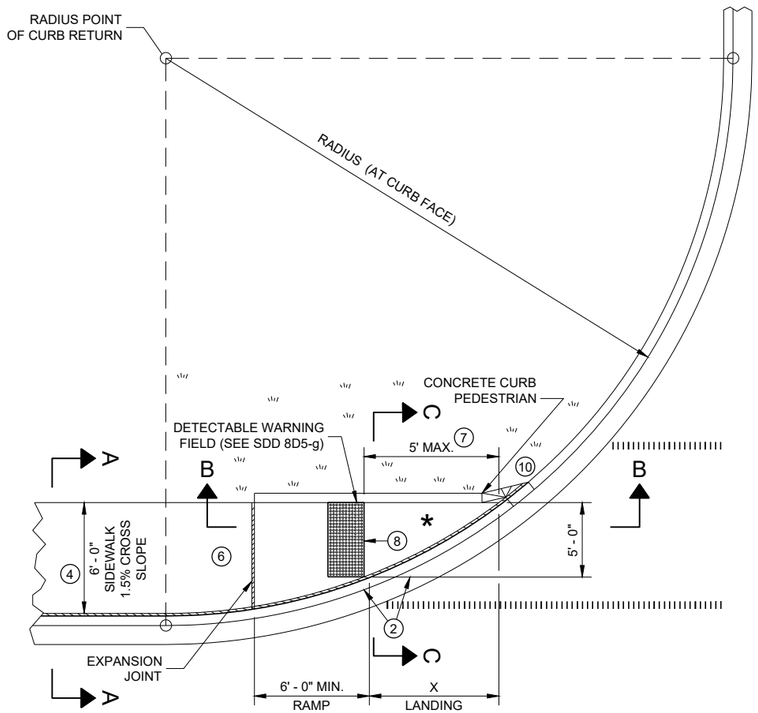
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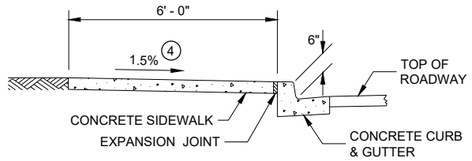


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

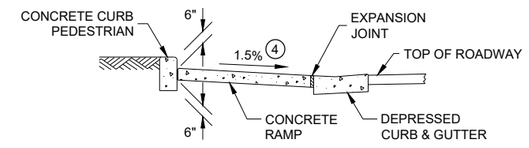
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

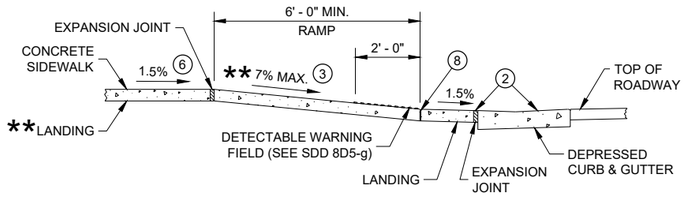
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



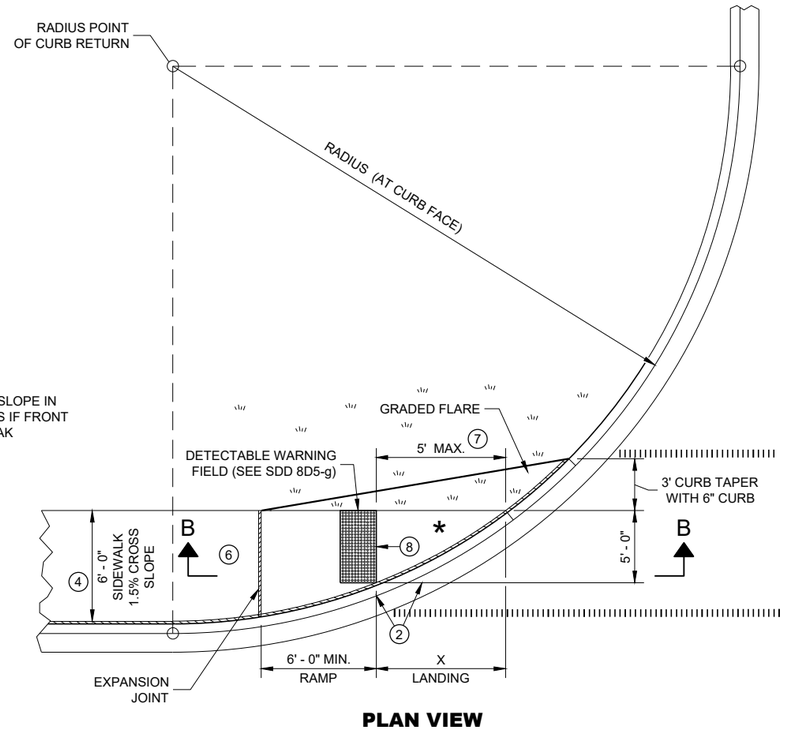
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

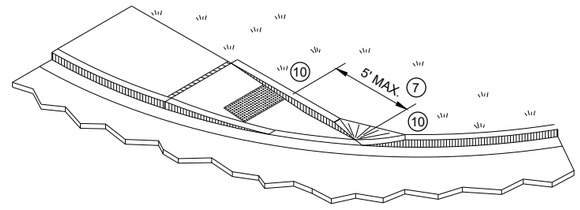
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

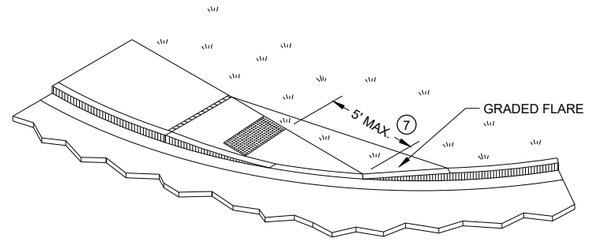


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



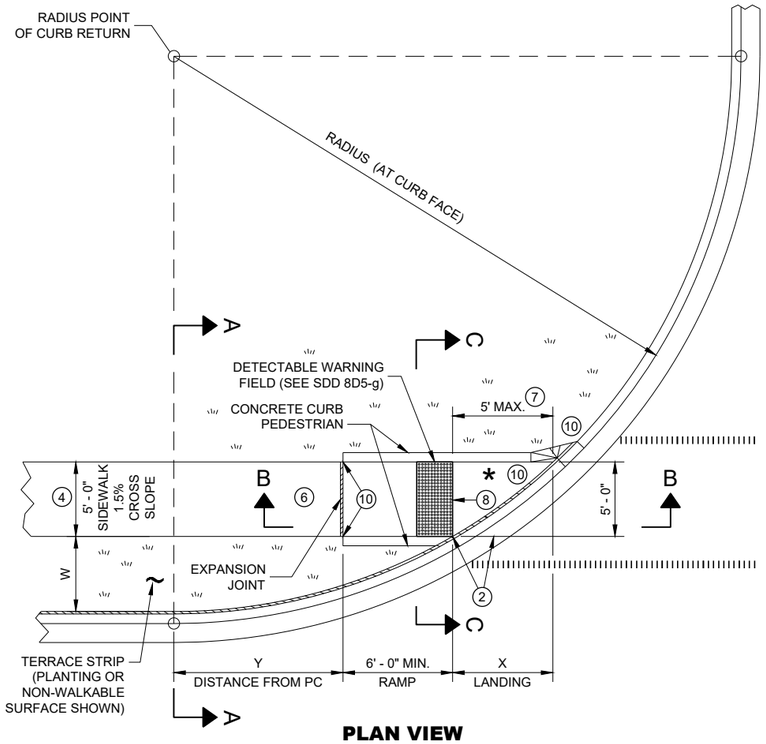
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

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PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

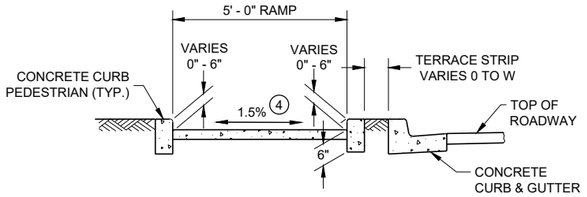
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

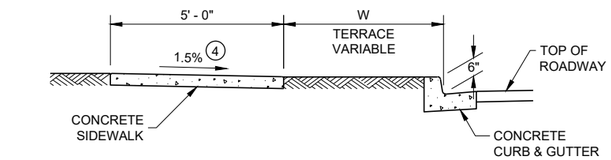
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

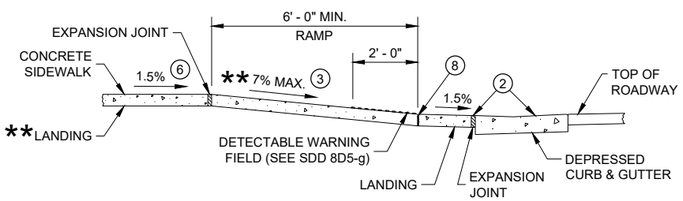
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



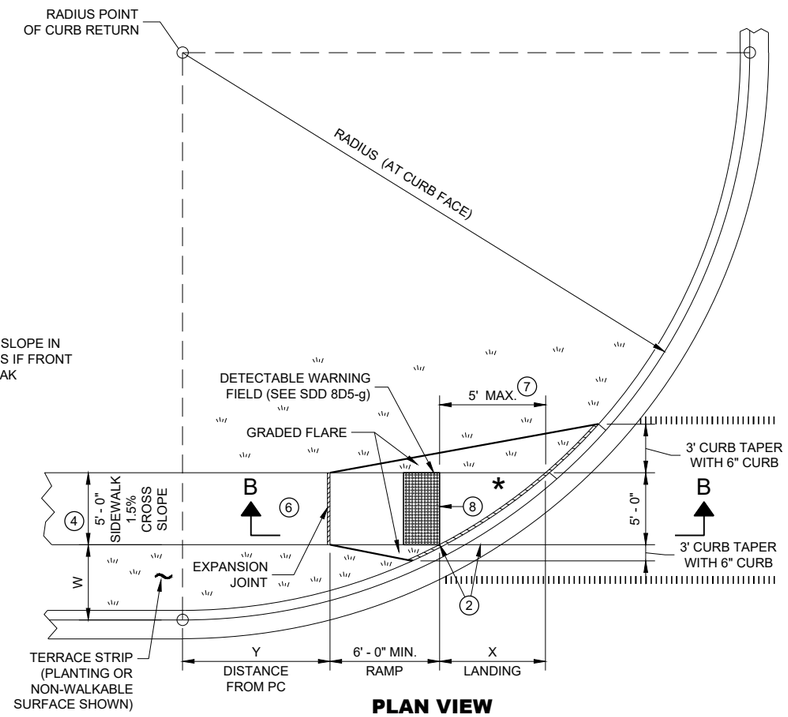
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

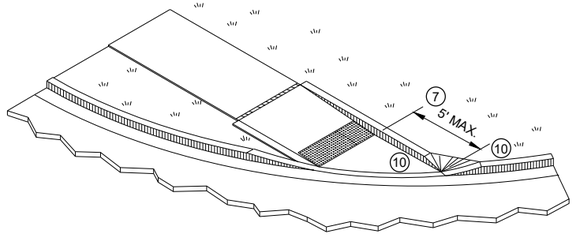
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

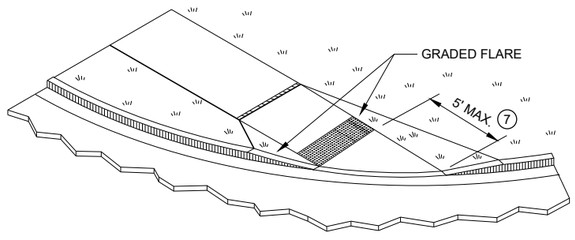


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



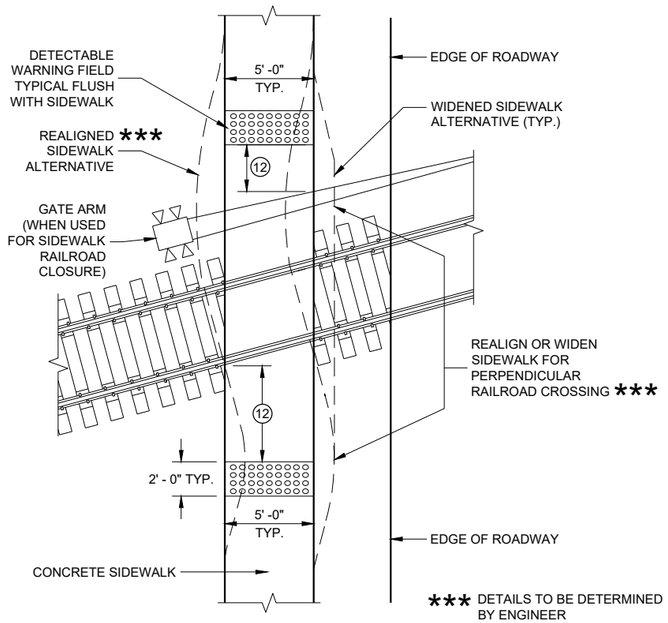
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

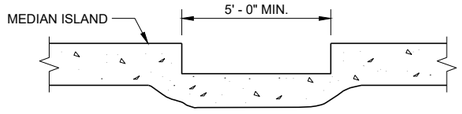
6

SDD 08D05 - 20d

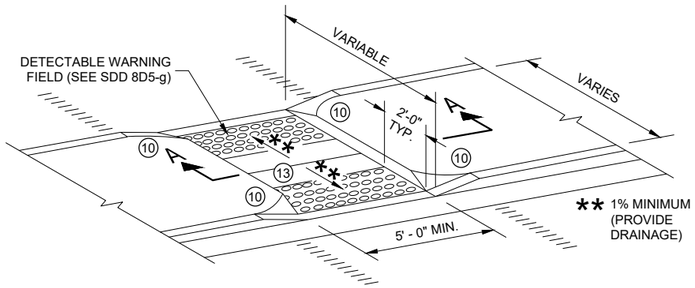


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

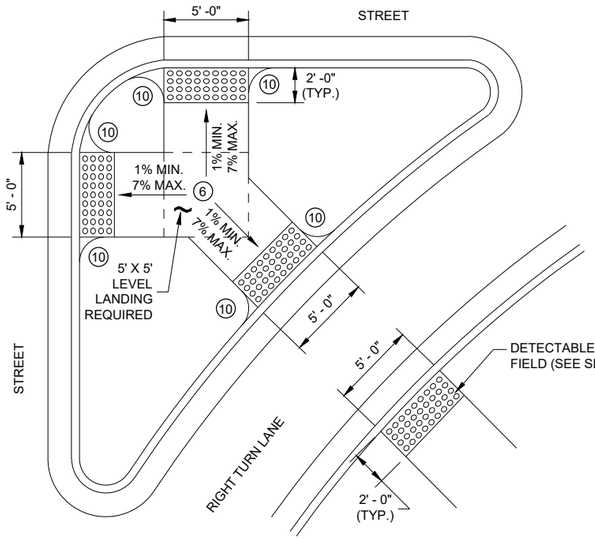
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

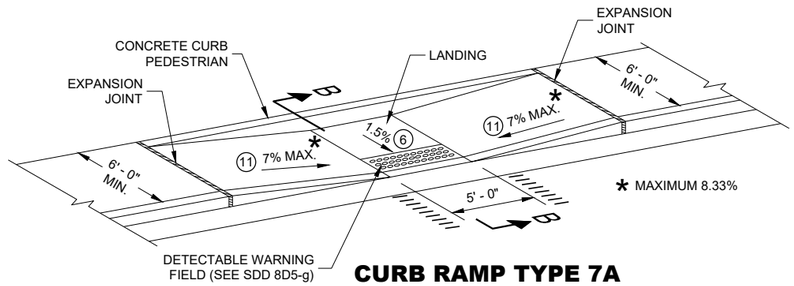
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

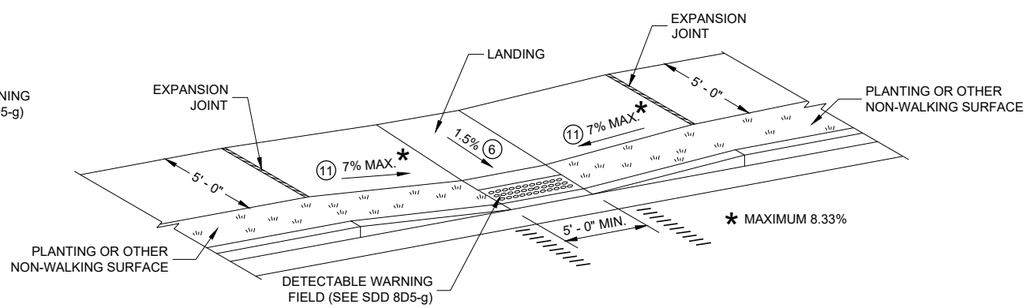
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

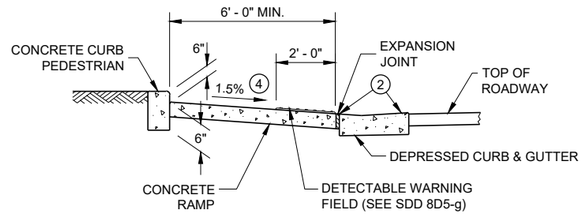
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

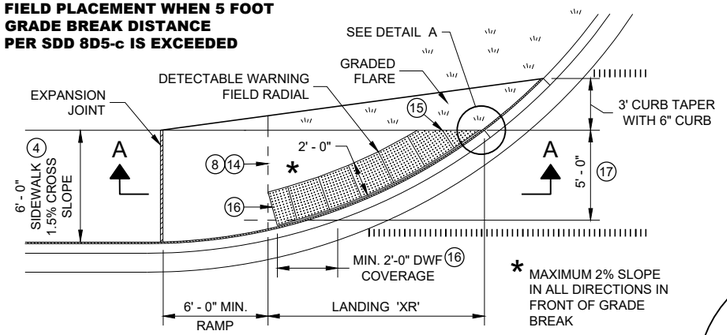
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

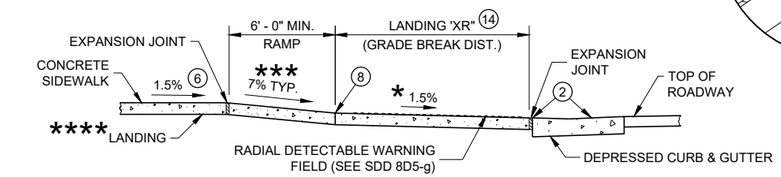
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

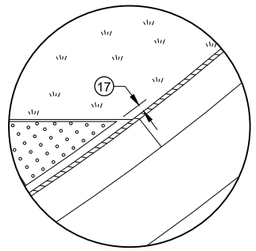
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

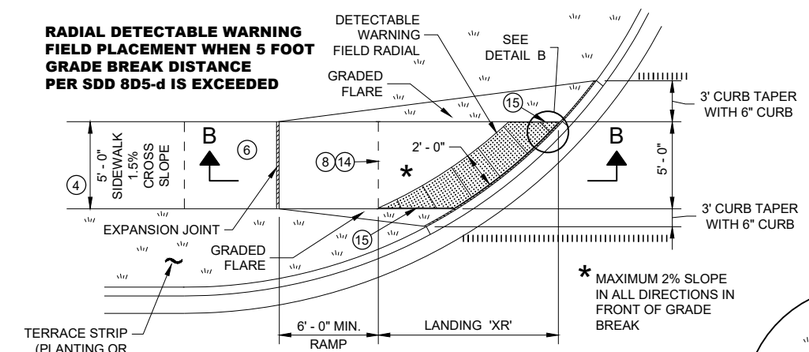
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

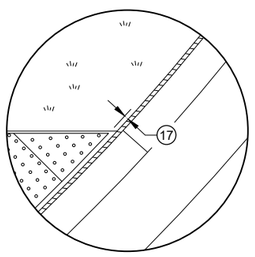
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



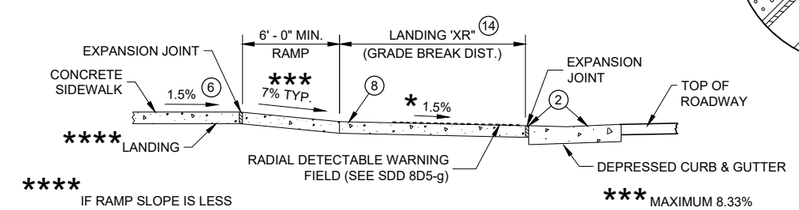
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

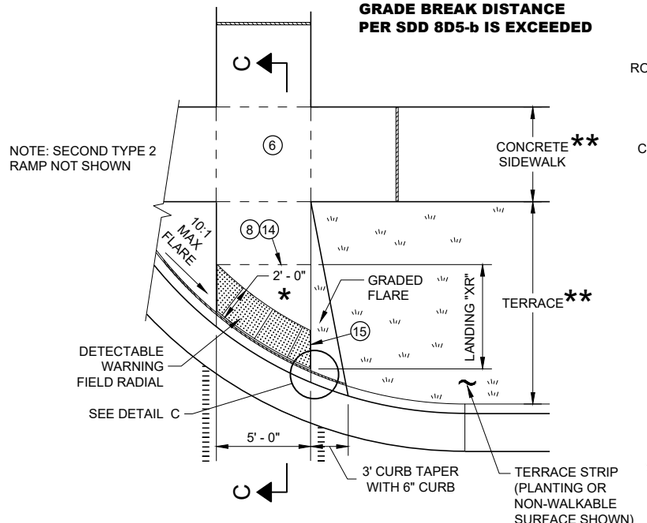


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

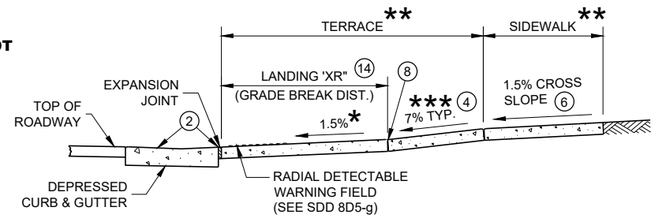


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

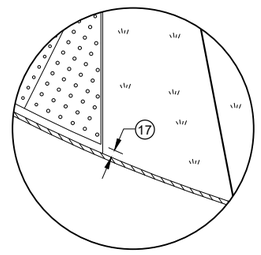


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

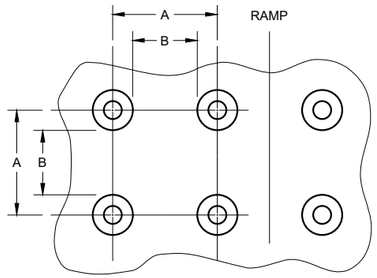
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

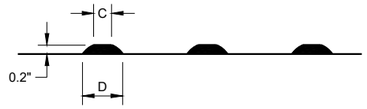
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

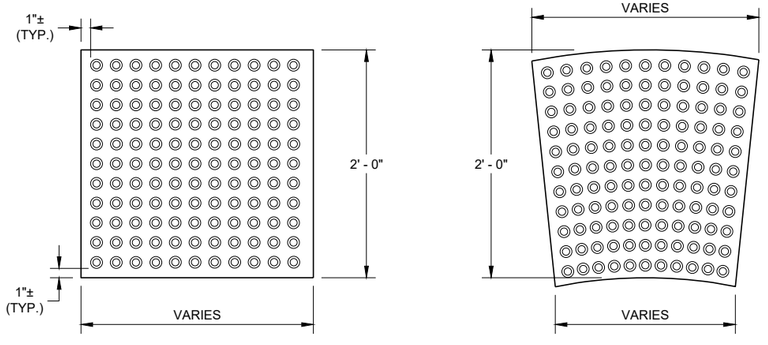


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

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

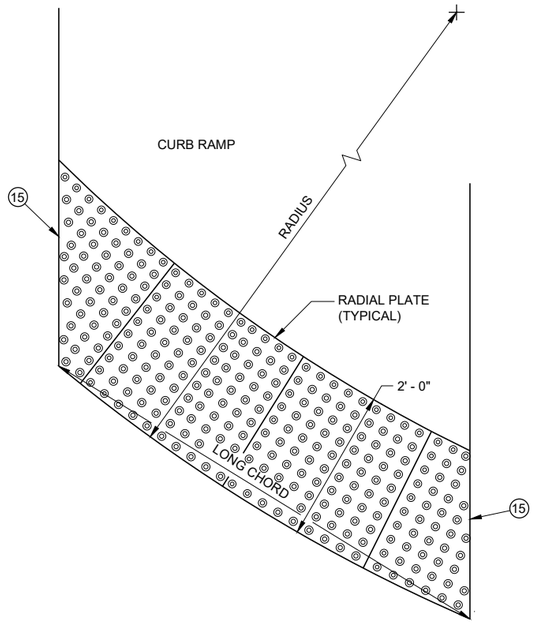
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

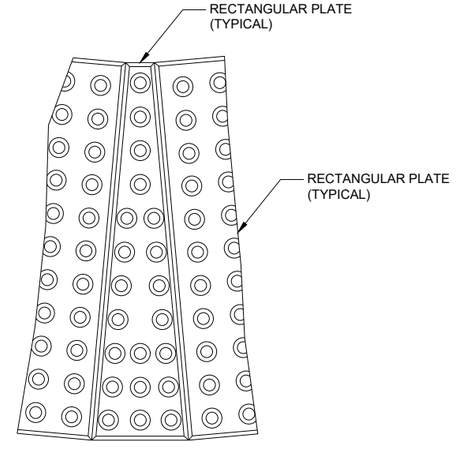
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

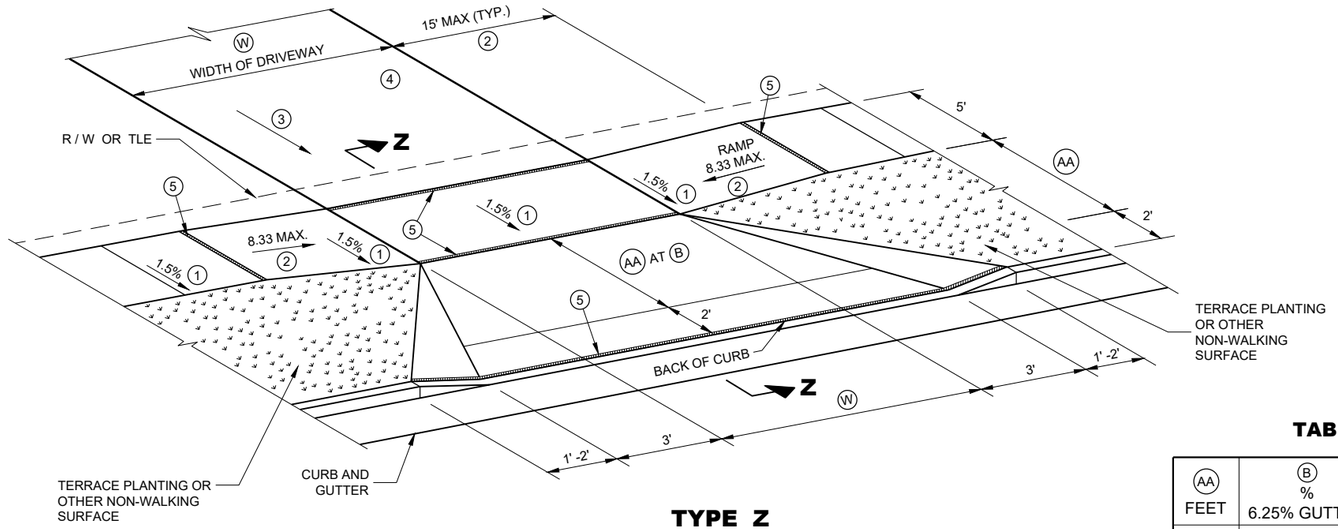
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 08D05 - 20g



TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

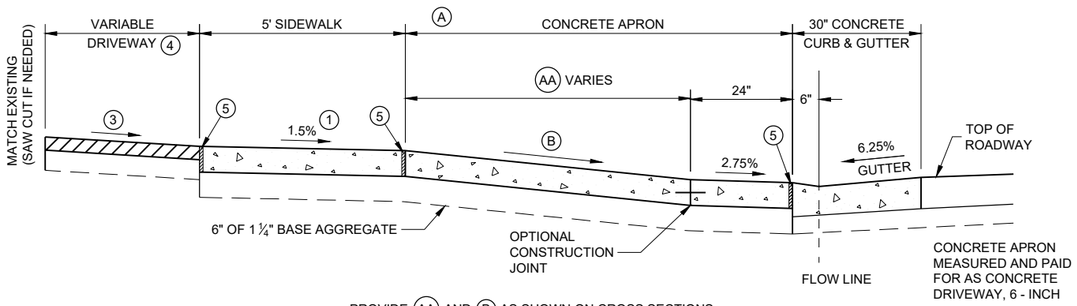
(5) ½" EXPANSION JOINT FILLER.

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

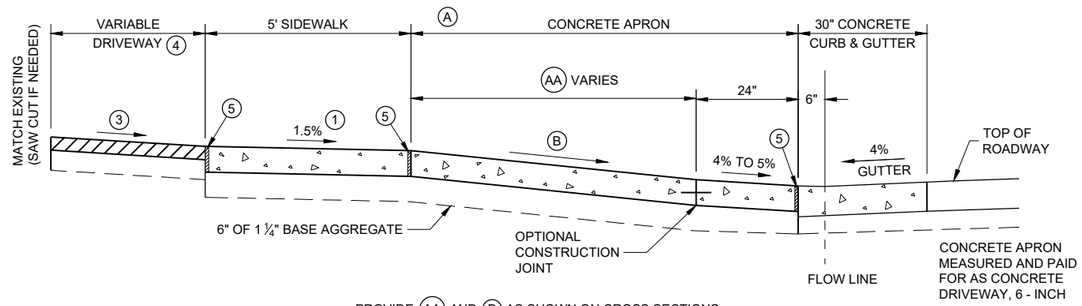
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z - Z

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

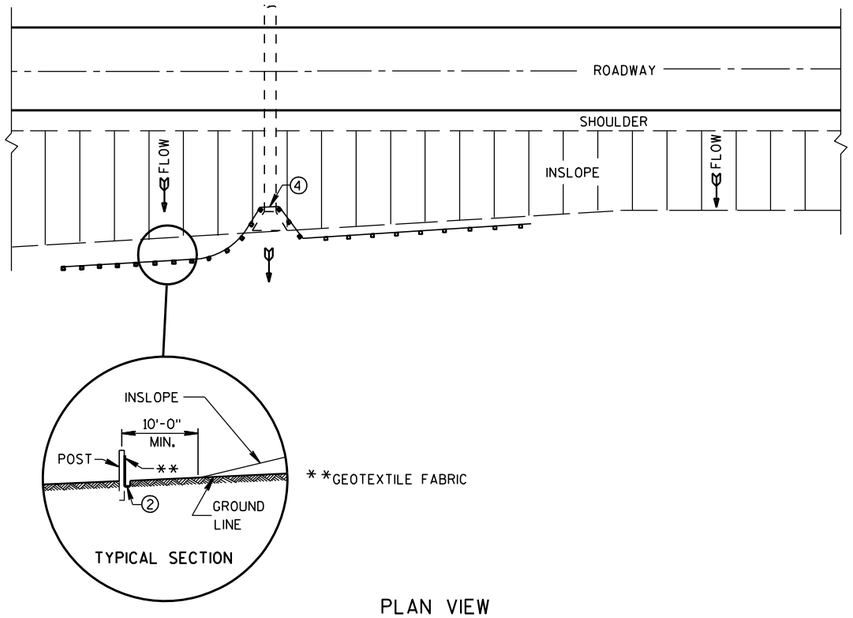
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

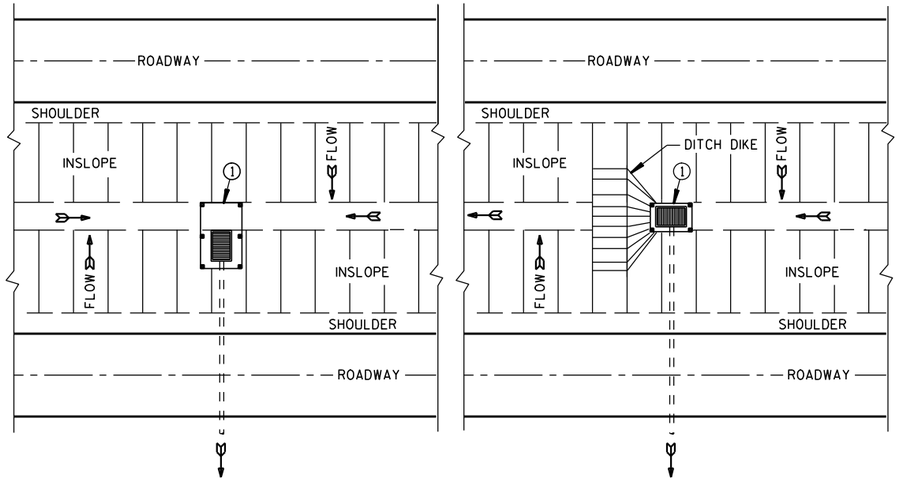
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SDD 08D19 - 03



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



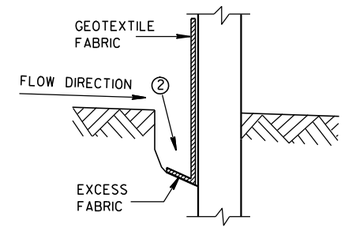
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

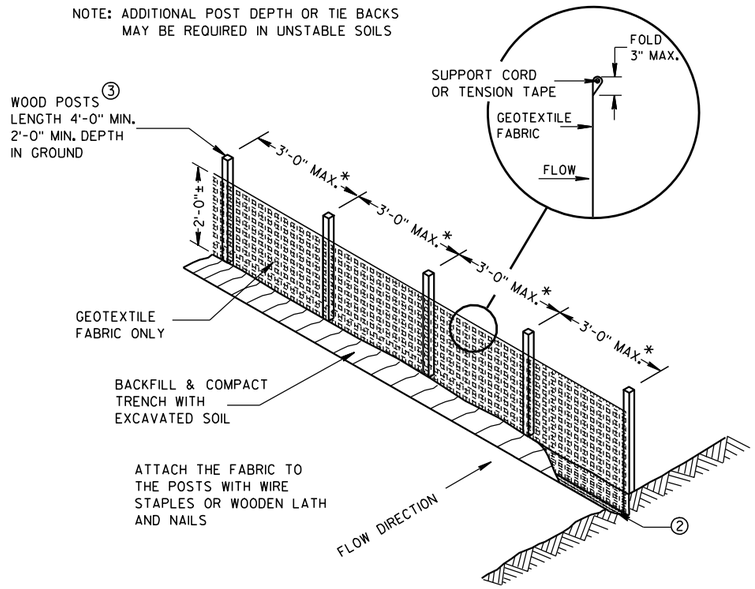
GENERAL NOTES

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

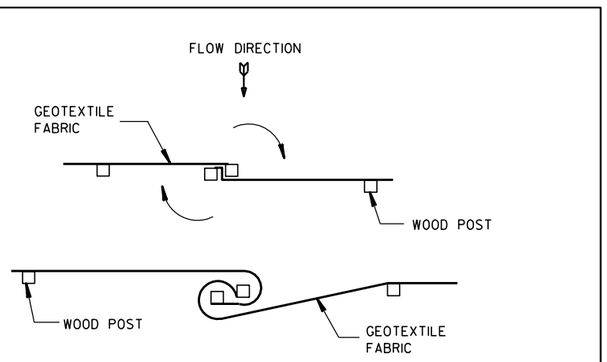
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



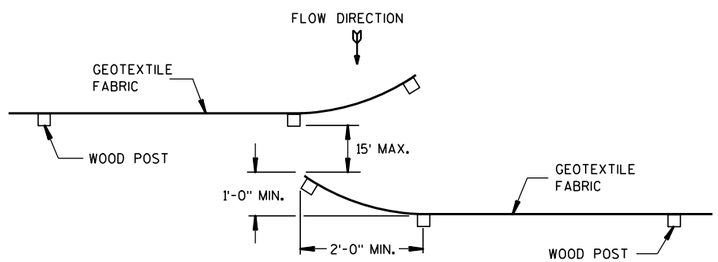
TRENCH DETAIL



SILT FENCE

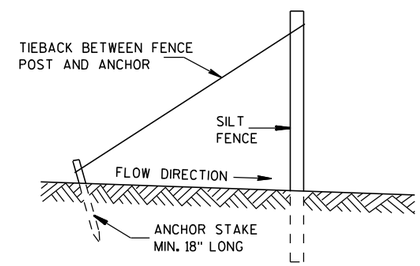


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



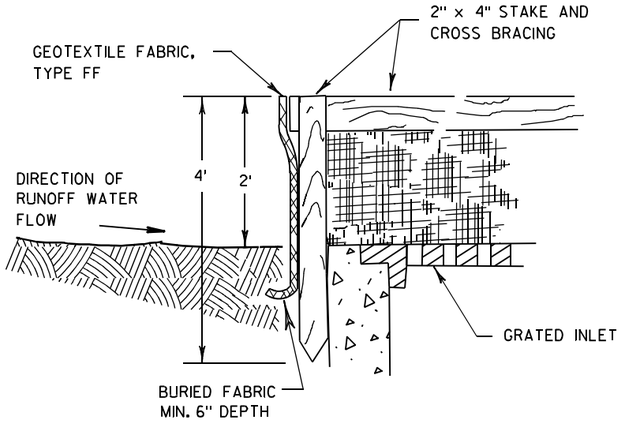
SILT FENCE TIE BACK

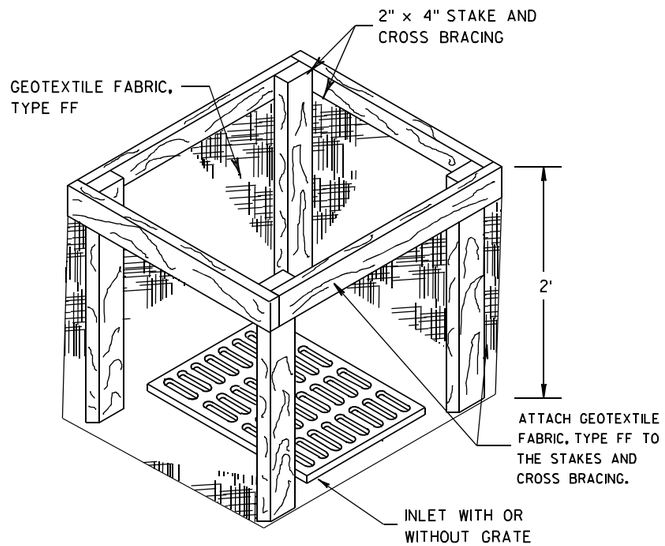
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4-29-05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

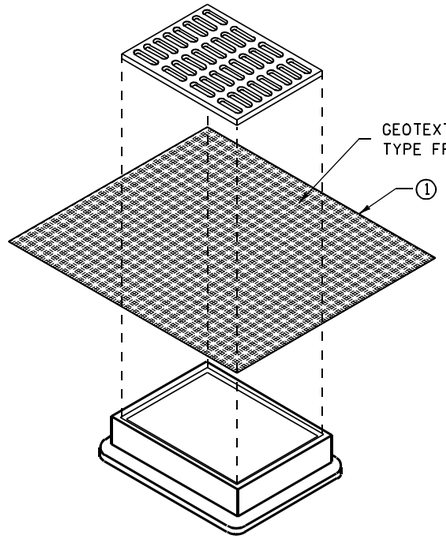
6

S.D.D. 8 E 9-6



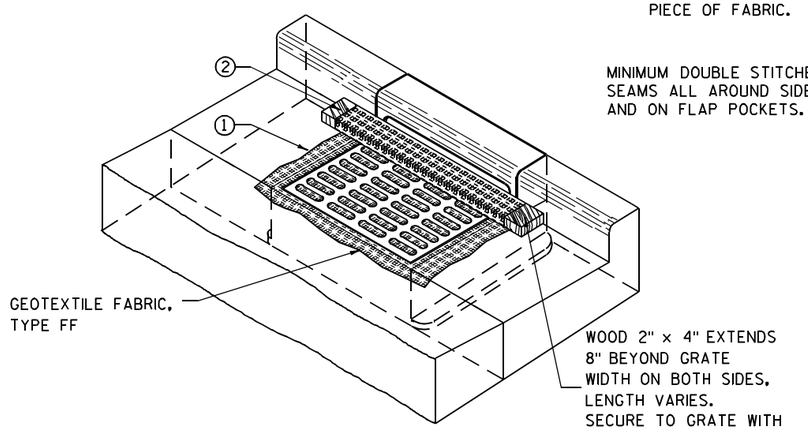


INLET PROTECTION, TYPE A

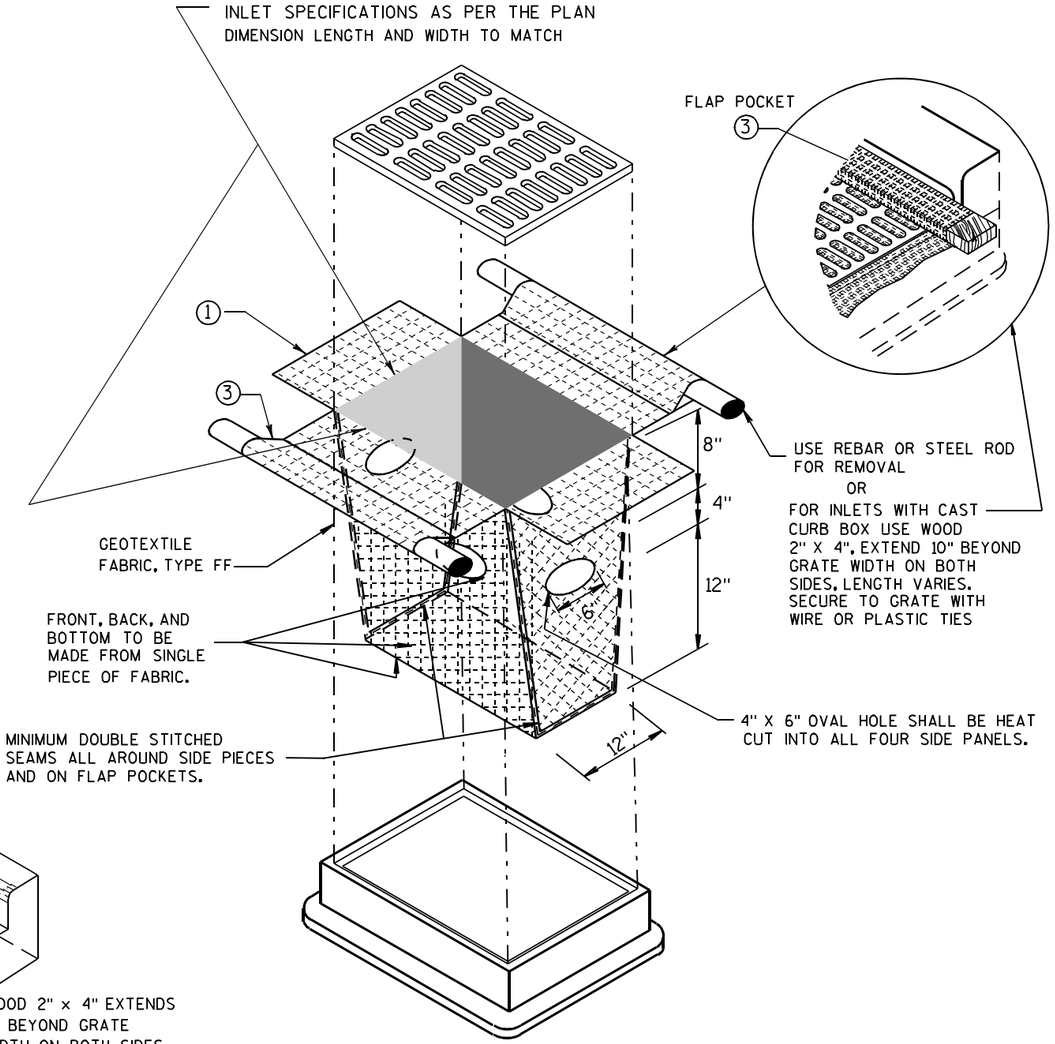


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

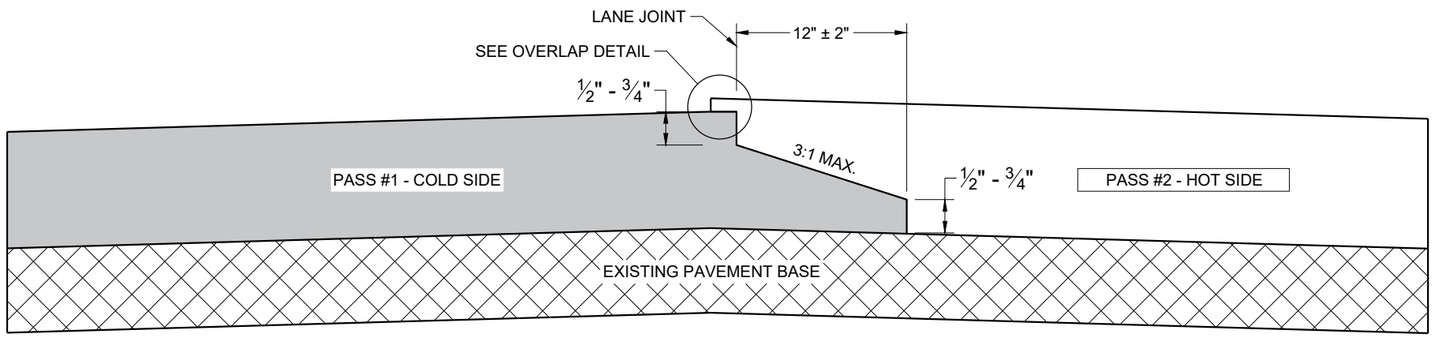
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

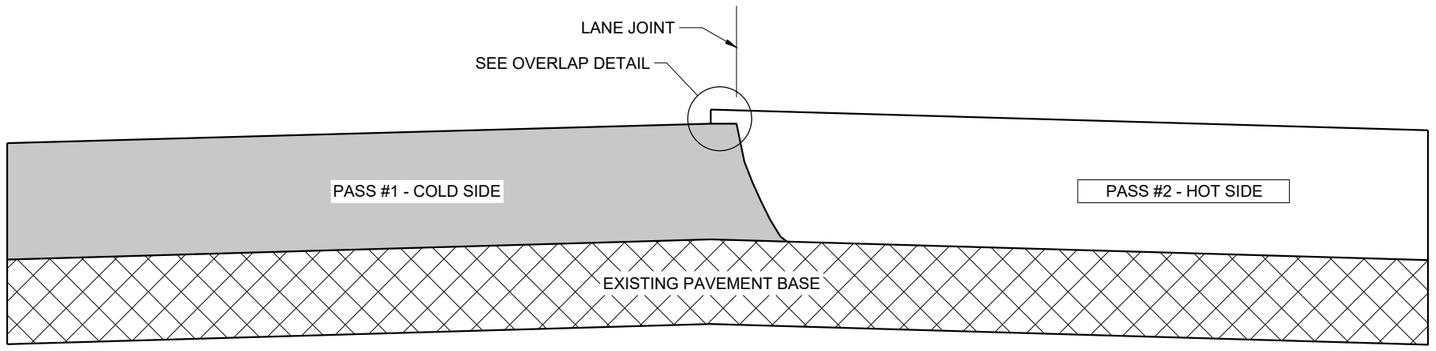
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

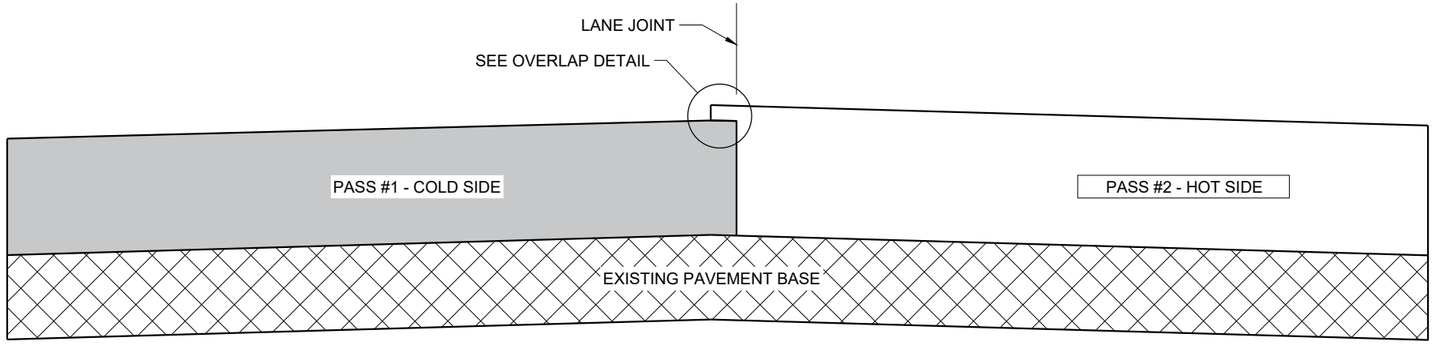
6
S.D.D. 8 E 10-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

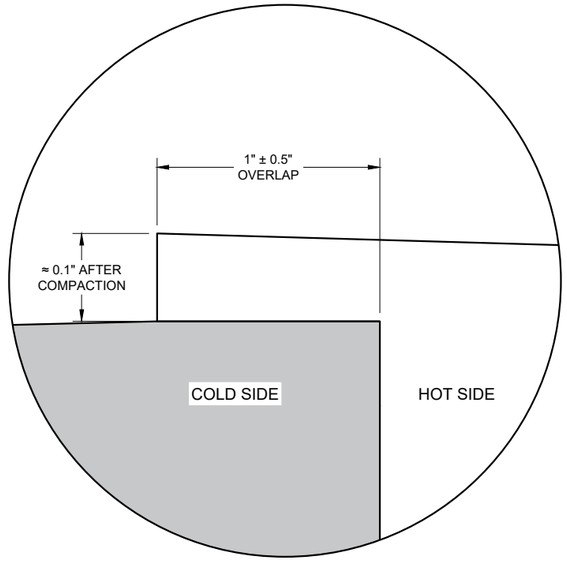
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

GENERAL NOTES

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

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

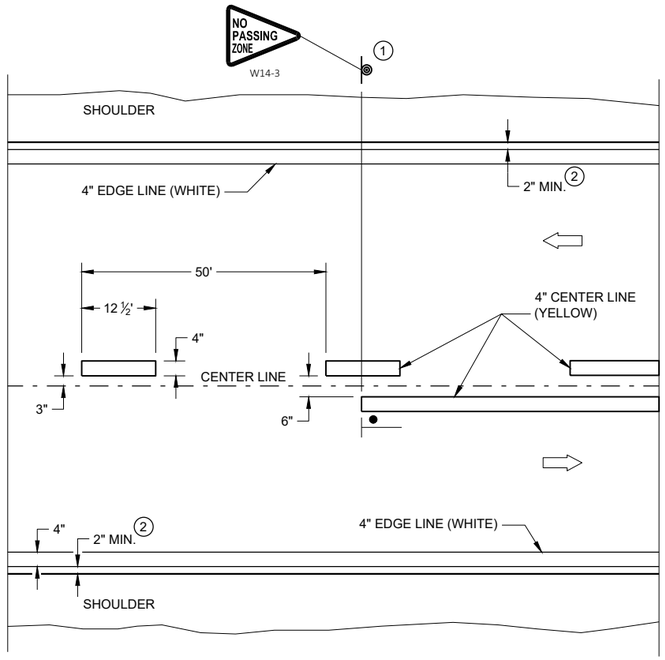
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

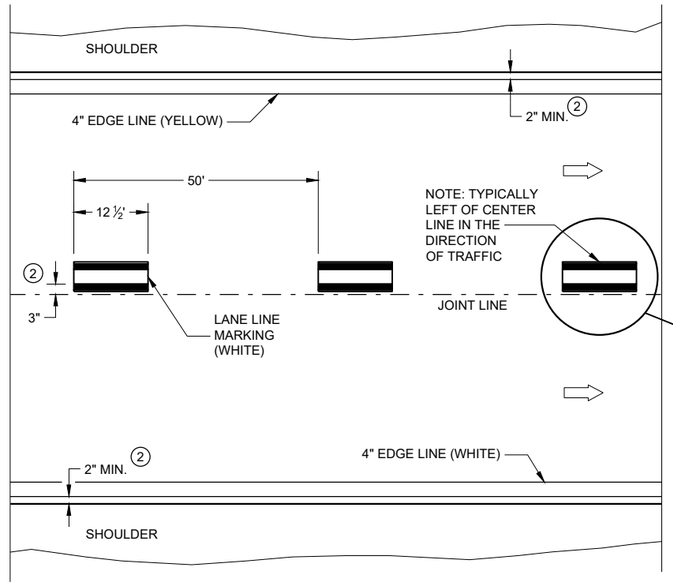
"T" MARKING

SIGN ON PERMANENT SUPPORT

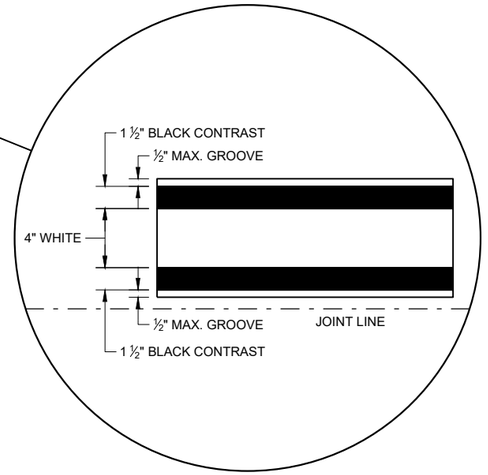
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

FHWA

SDD 15C08 - 22a

SDD 15C08 - 22a

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

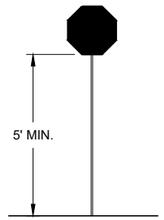
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

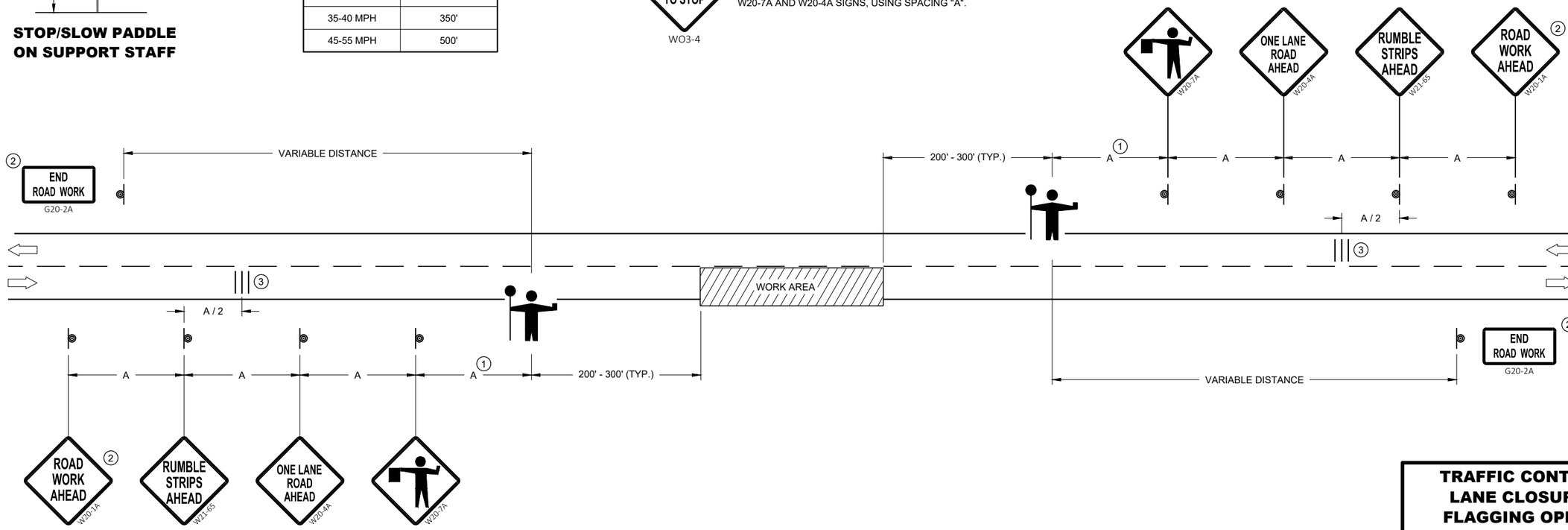
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

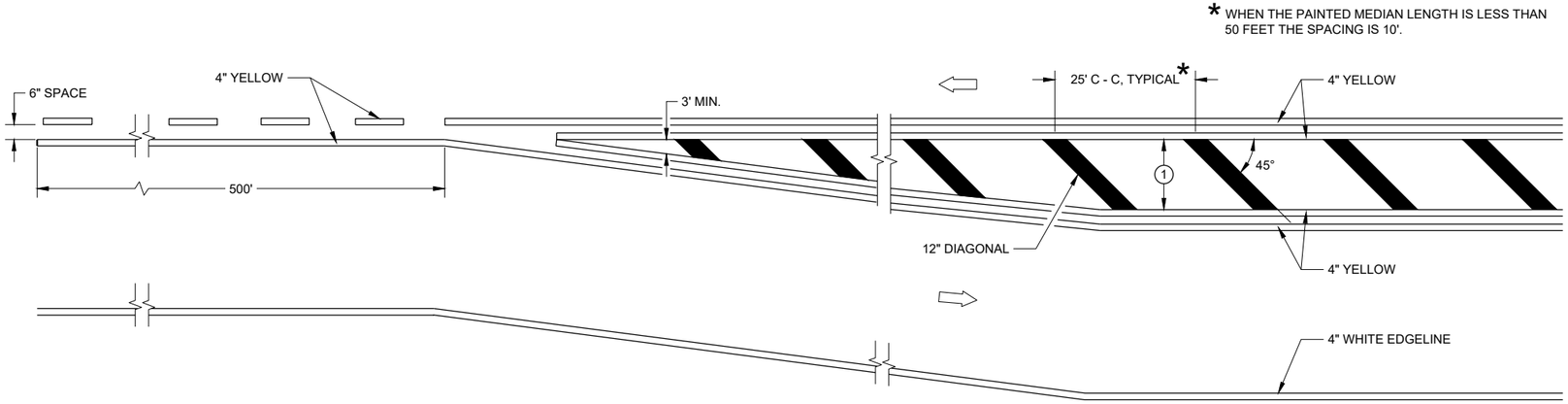
FHWA

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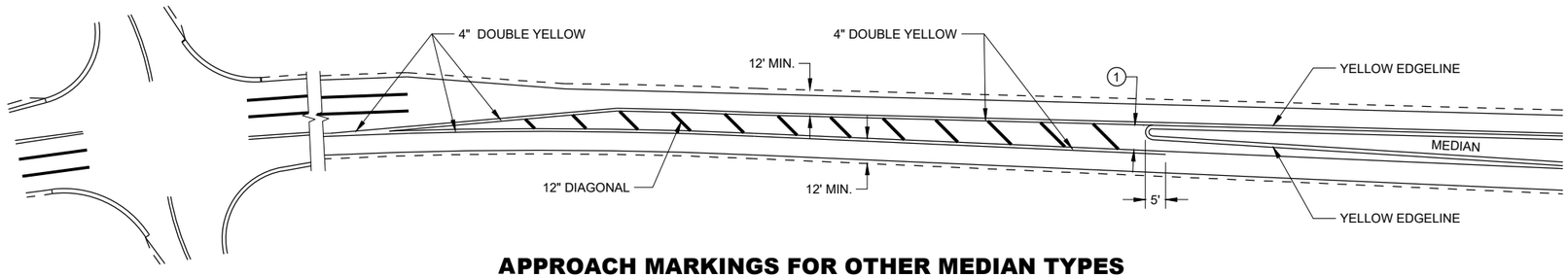
SDD 15C12 - 09a

6

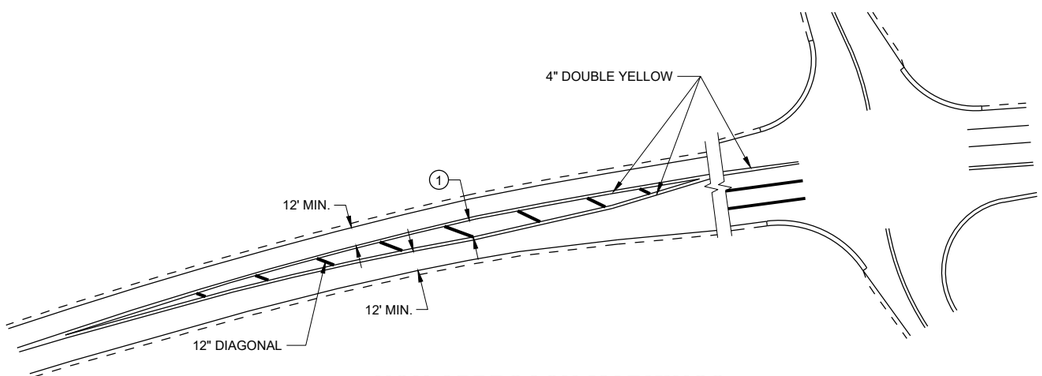
SDD 15C12 - 09a



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C18 - 06a

SDD 15C18 - 06a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

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

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

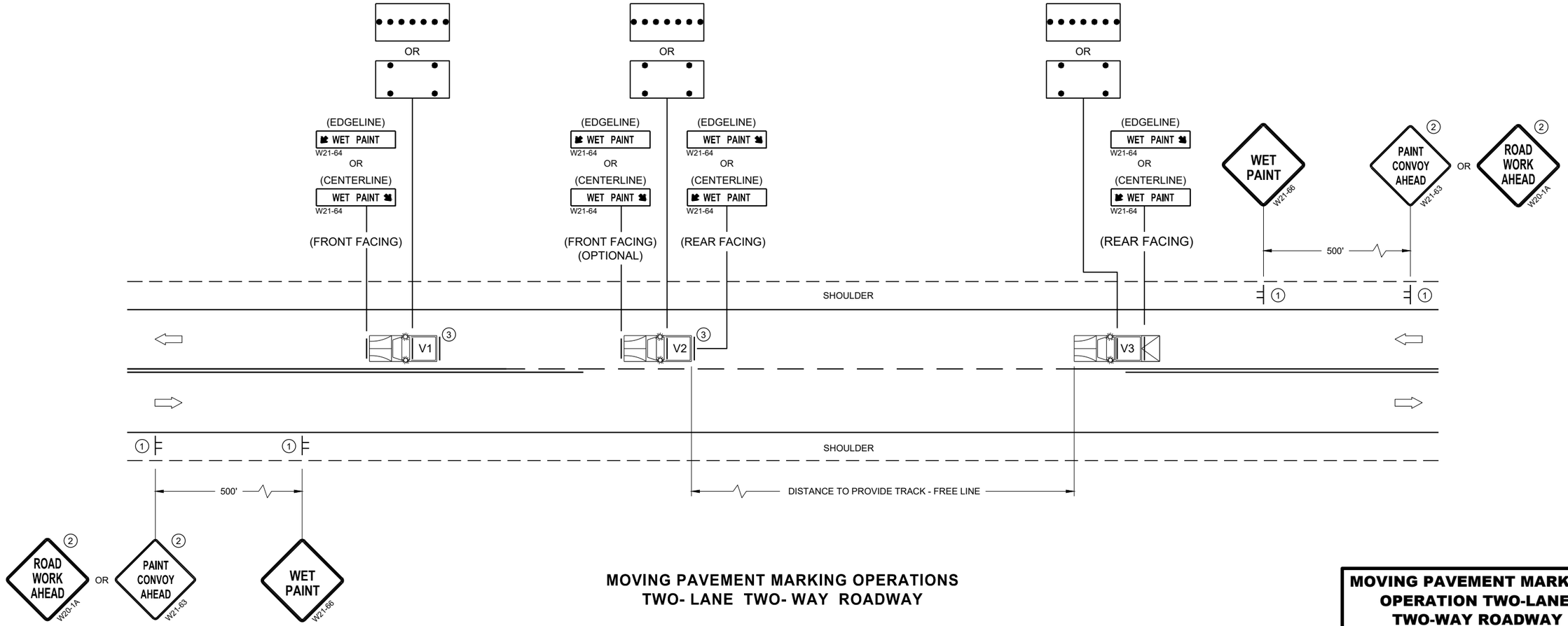
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

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



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C19 - 07a

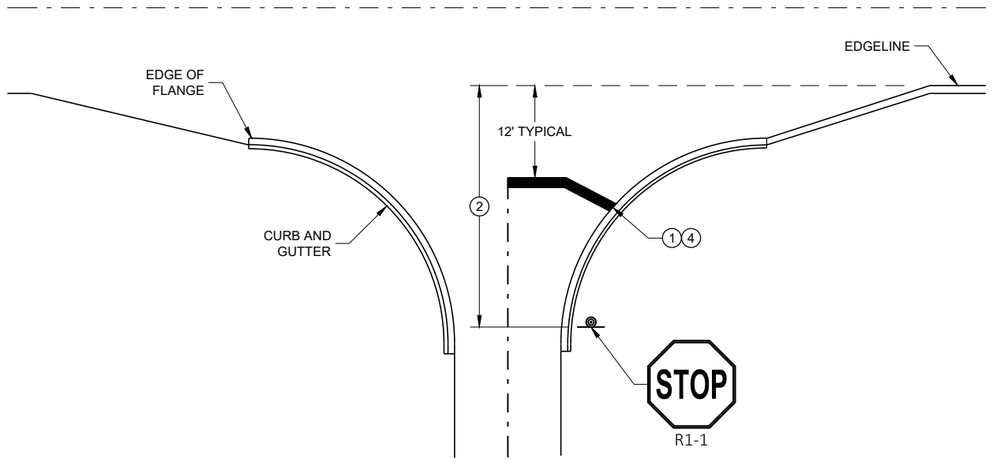
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SDD 15C19 - 07a

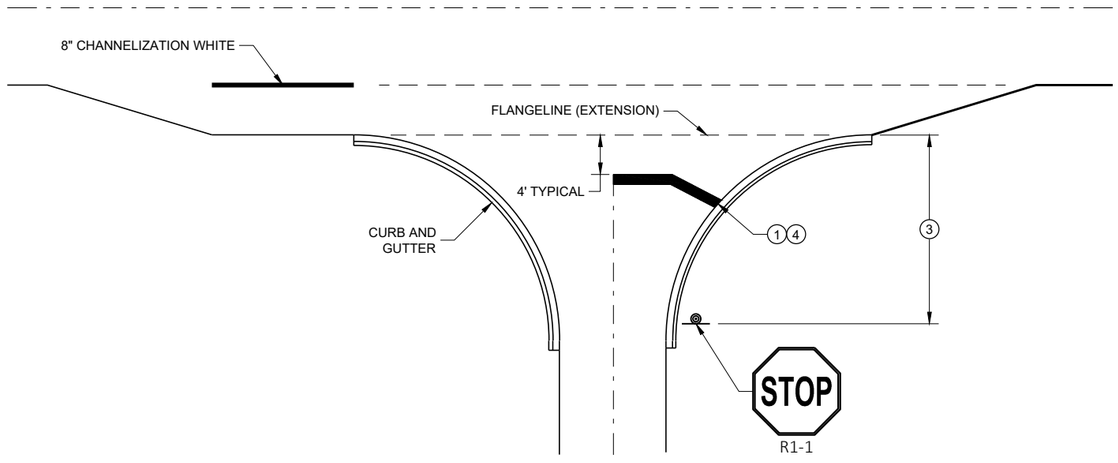
GENERAL NOTES

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

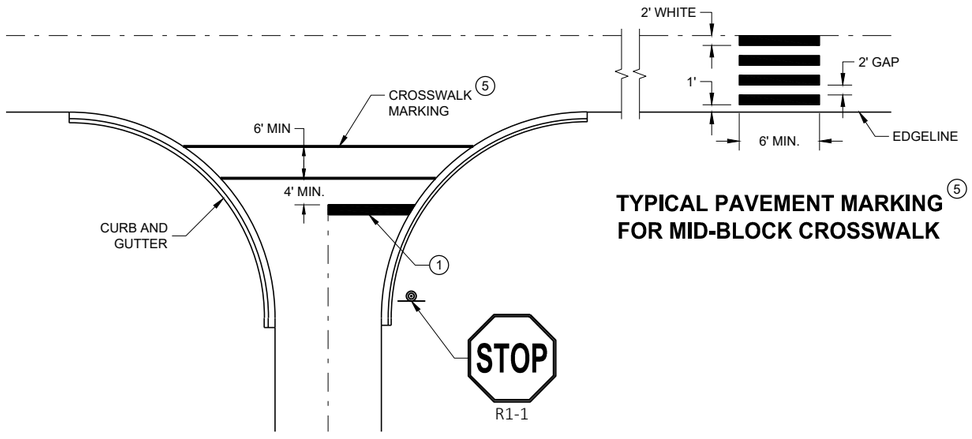
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

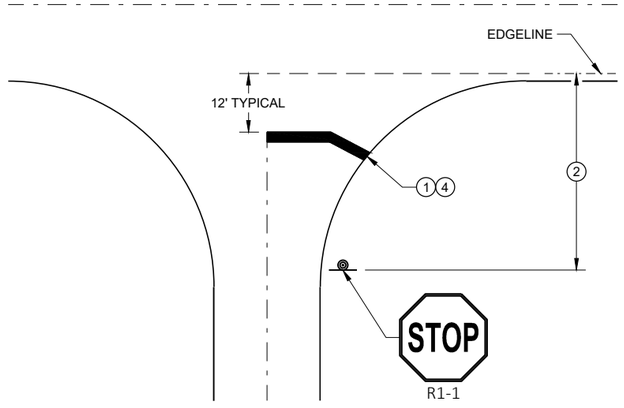


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

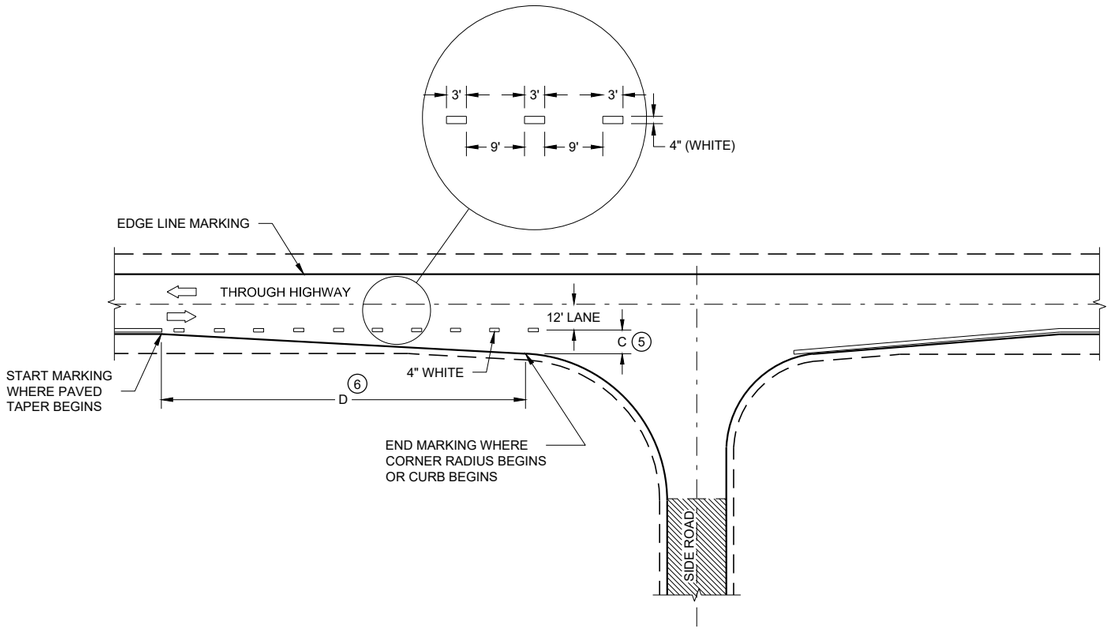
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33 - 04



MINOR INTERSECTION

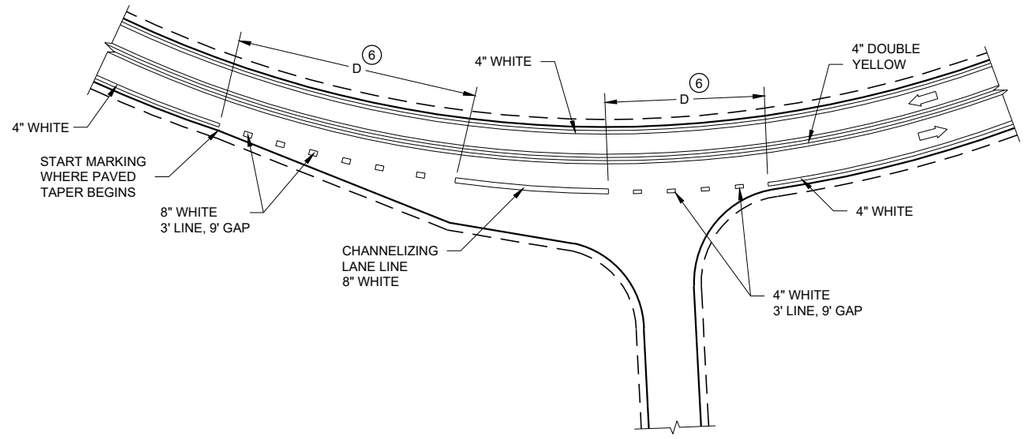
GENERAL NOTES

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

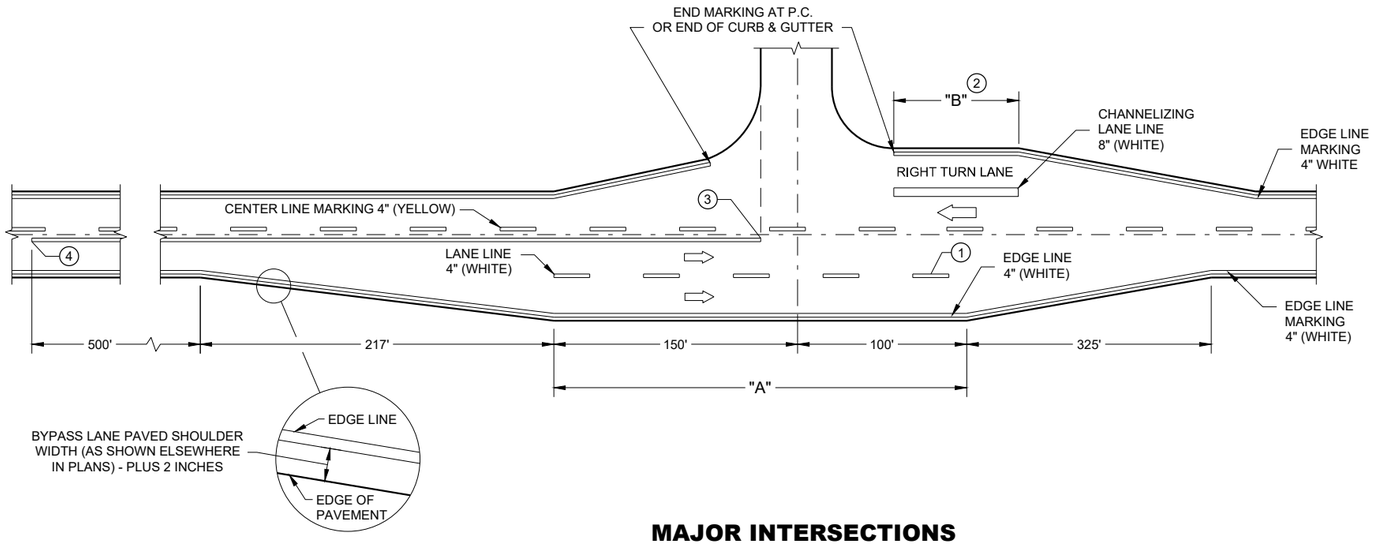
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

SDD 15C35 - 05a

6

GENERAL NOTES

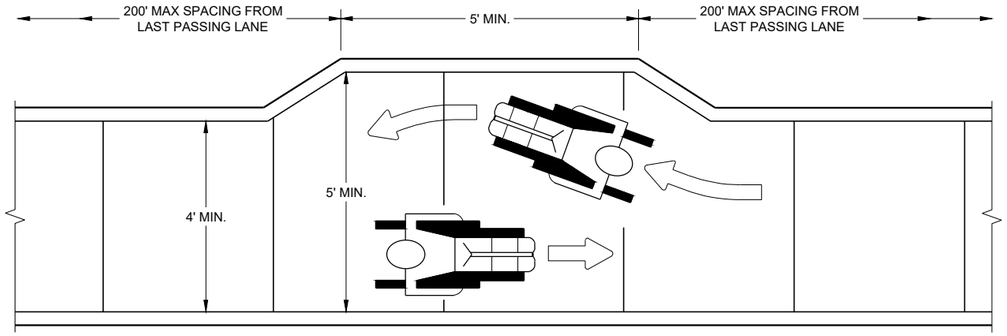
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

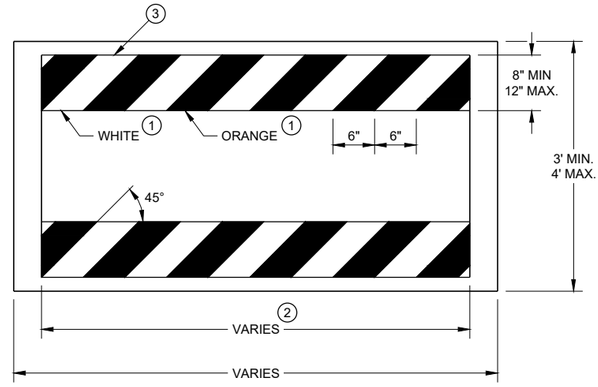
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

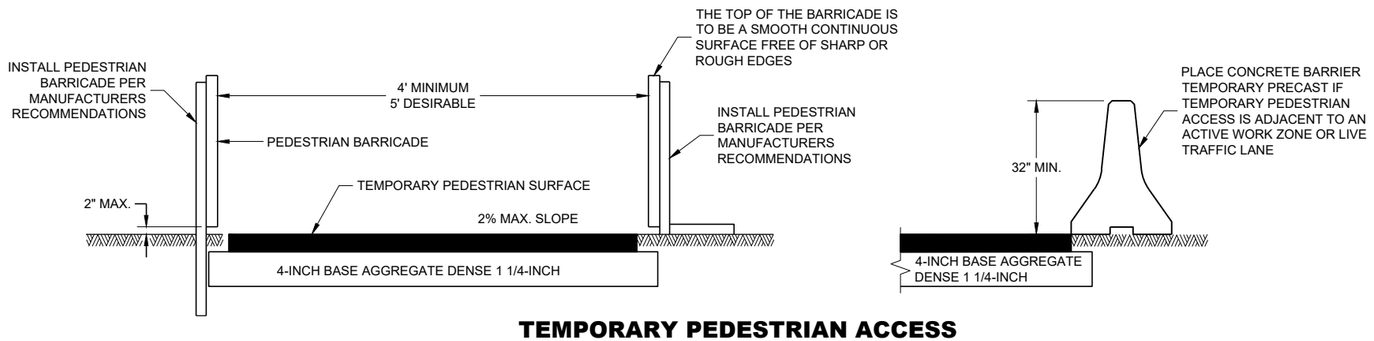
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

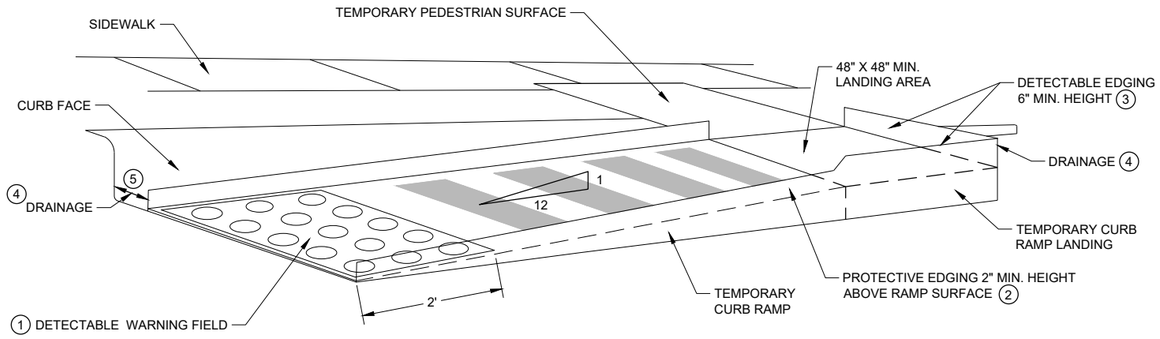


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 07a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

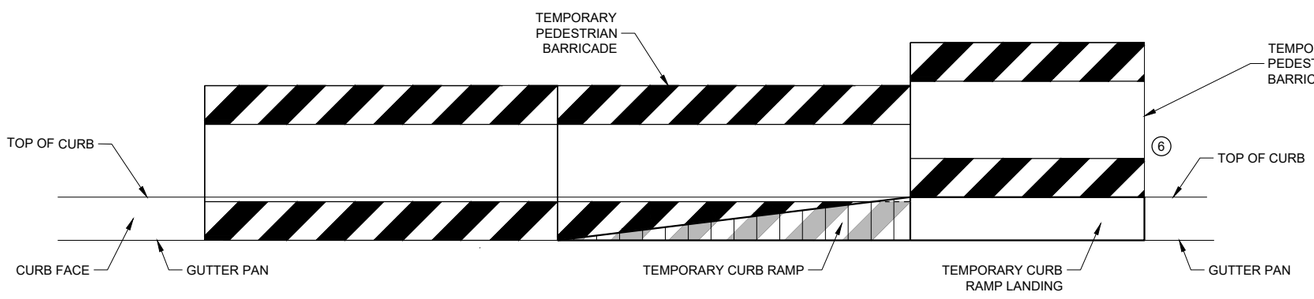
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

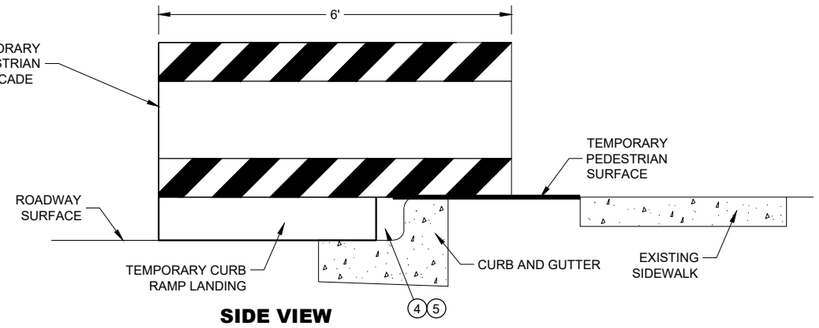
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

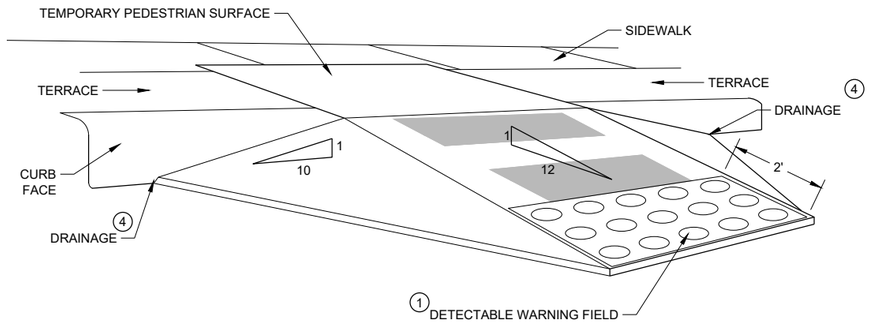
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

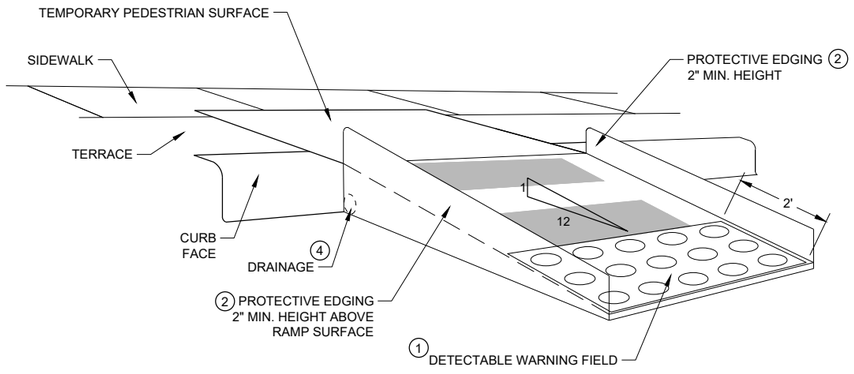
SDD 15D30 - 07b

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SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

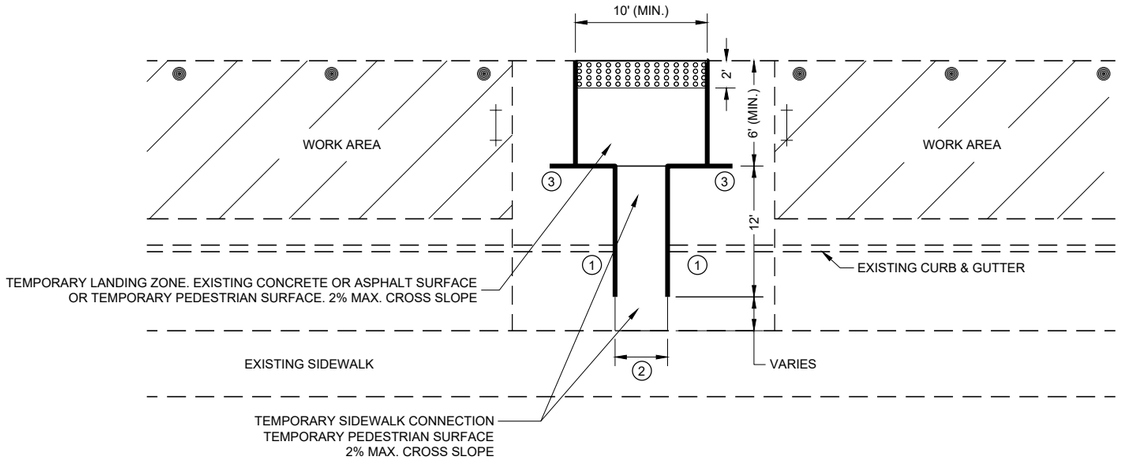
(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

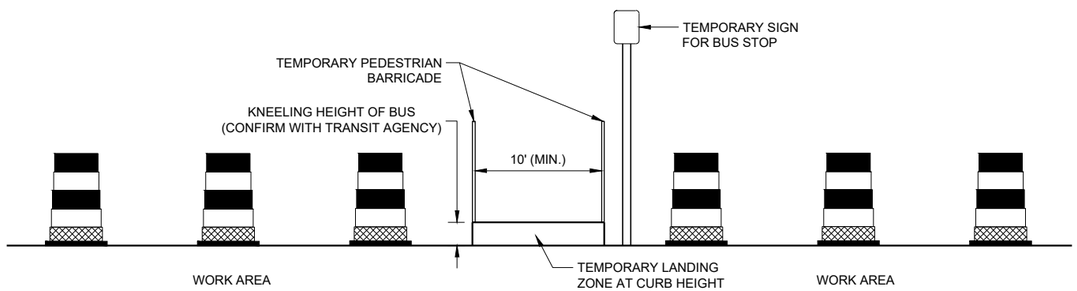
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

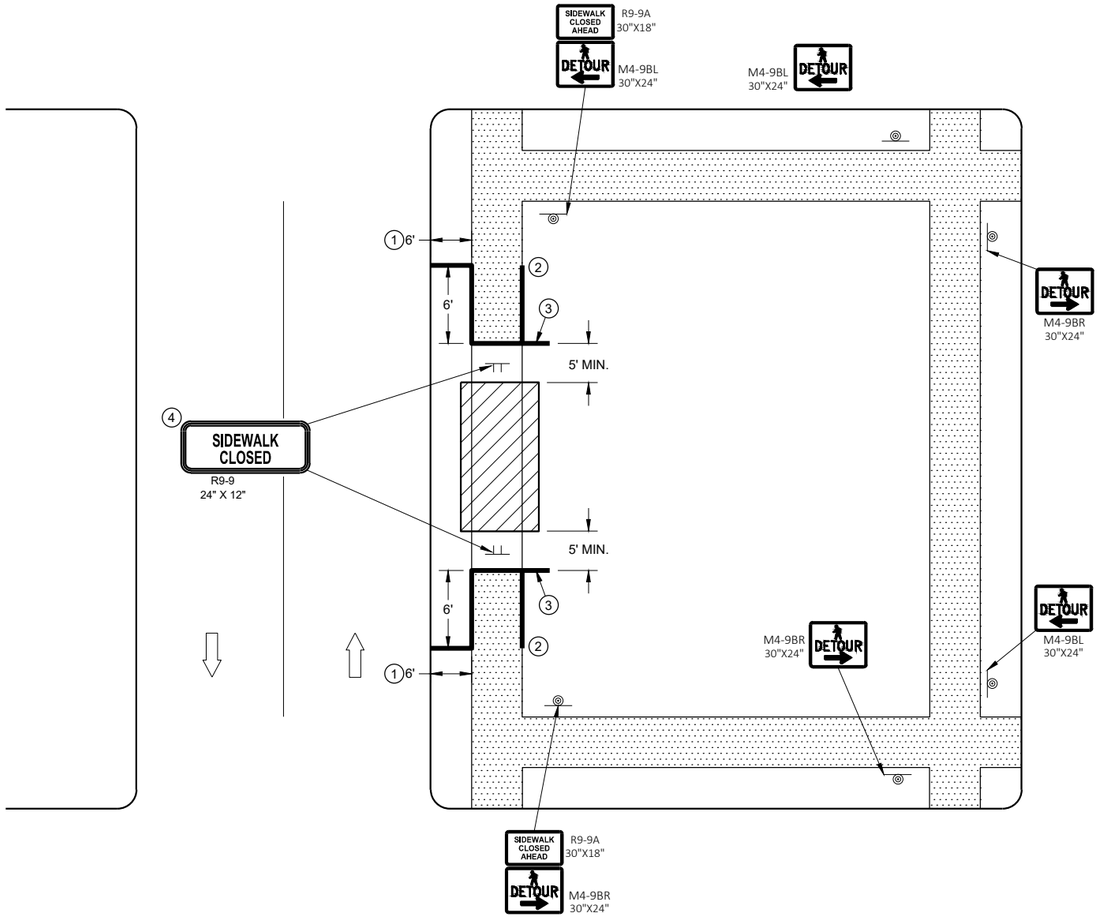
SDD 15D30 - 07e

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SDD 15D30 - 07e

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 07f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

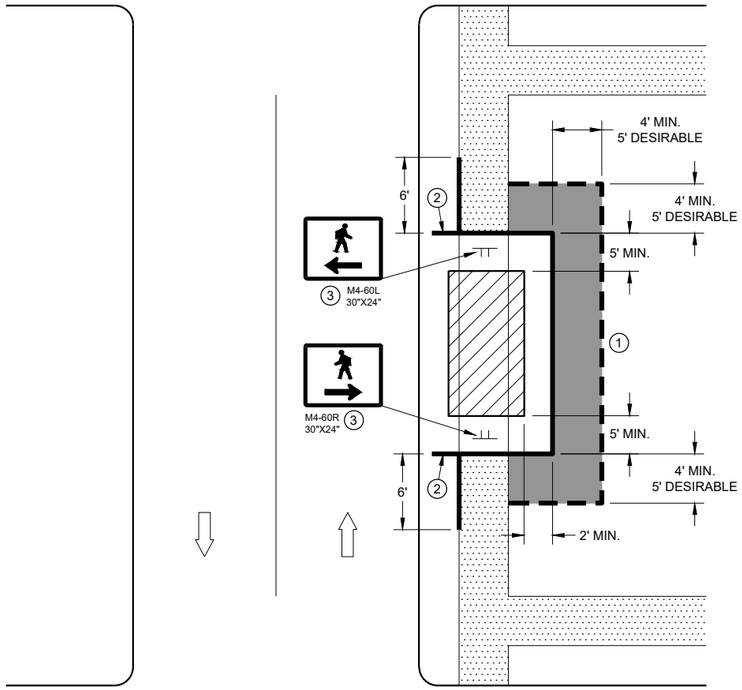
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 07g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 07g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

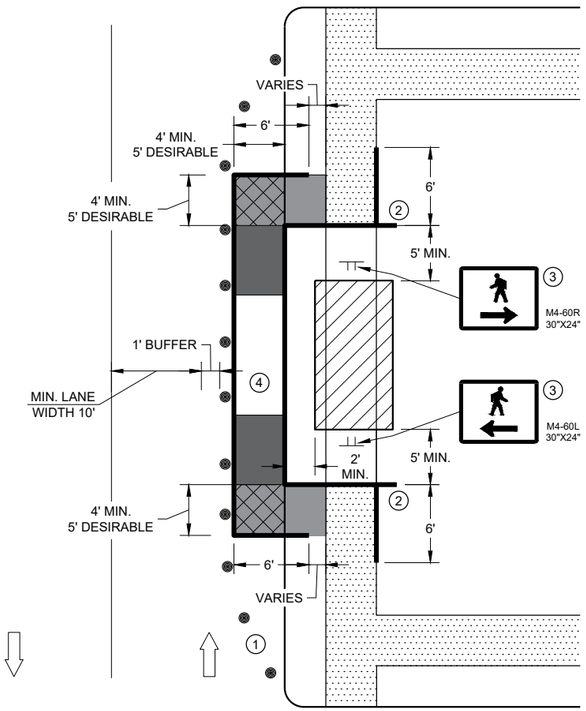
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

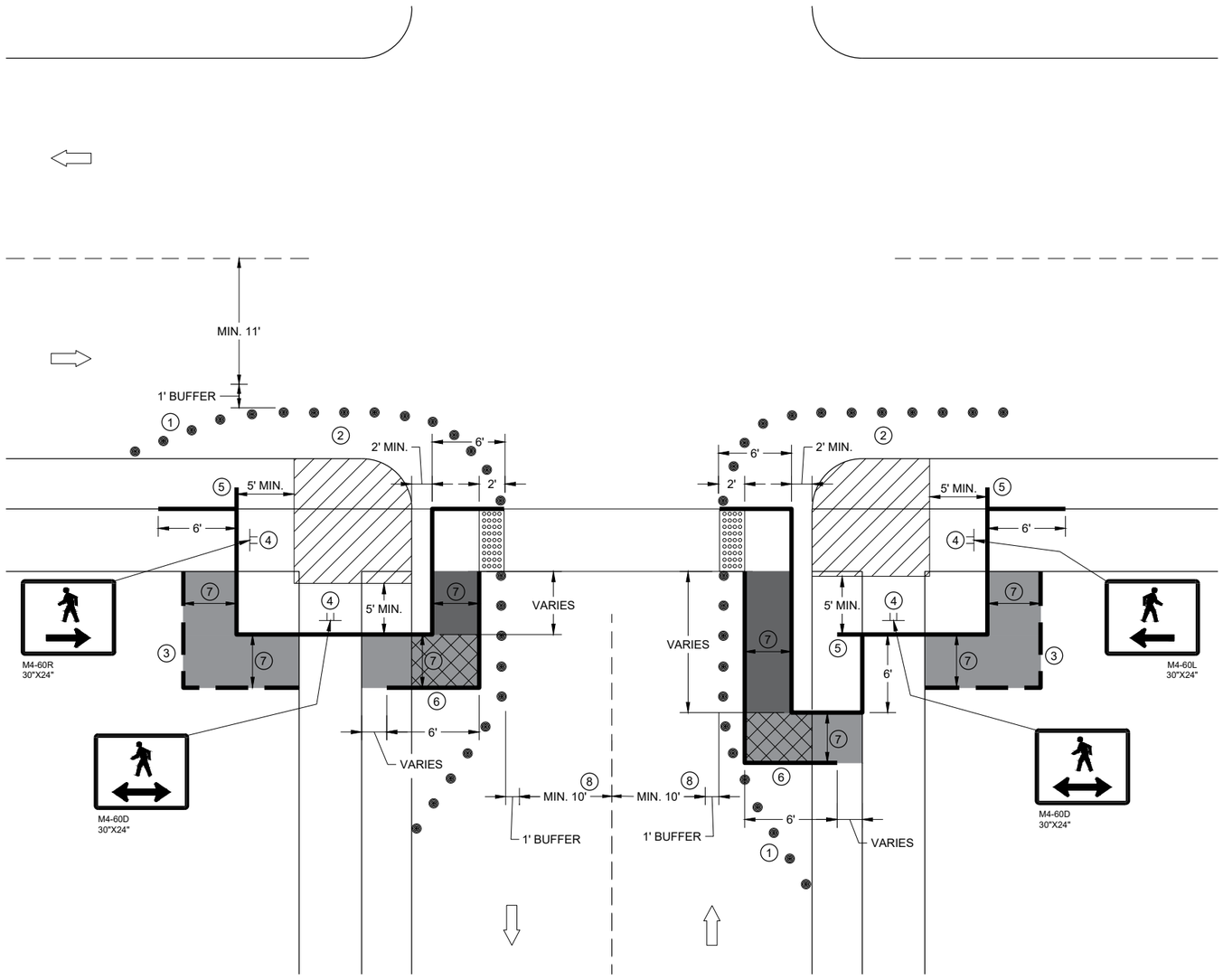
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 07h

6

SDD 15D30 - 07h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

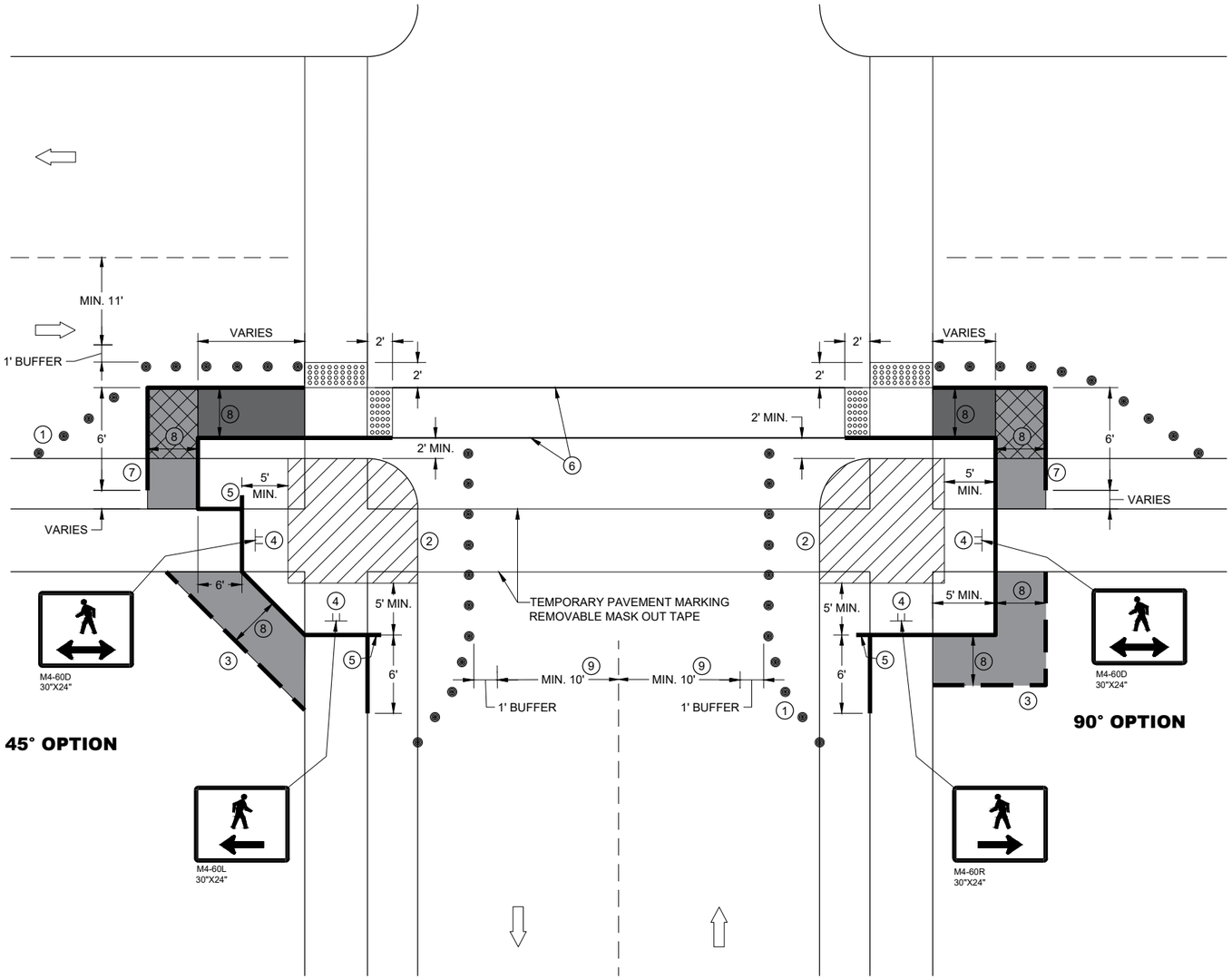
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

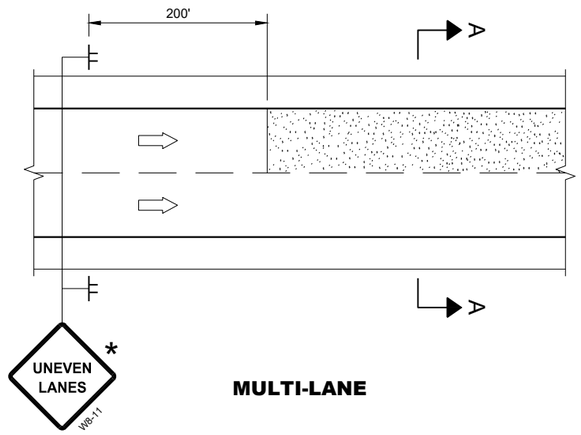
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

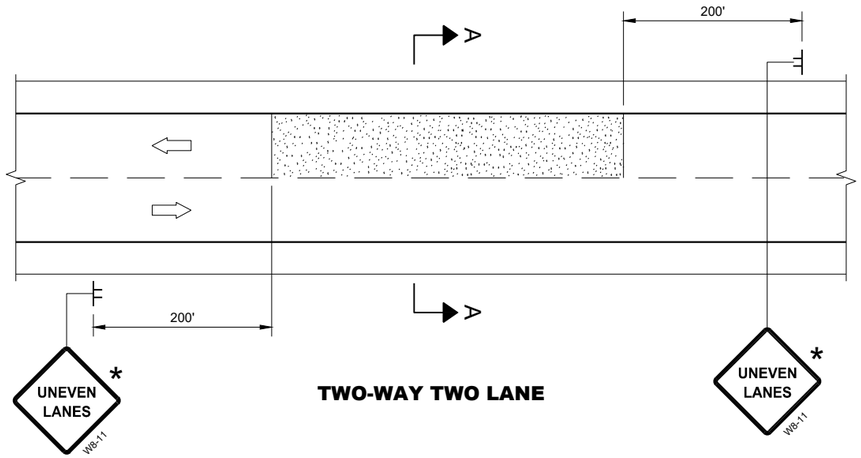
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

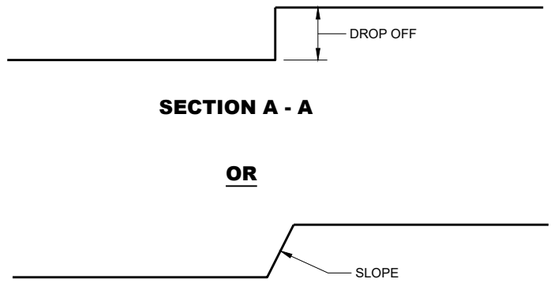
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MULTI-LANE

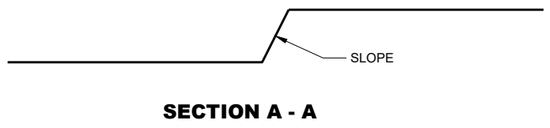


TWO-WAY TWO LANE

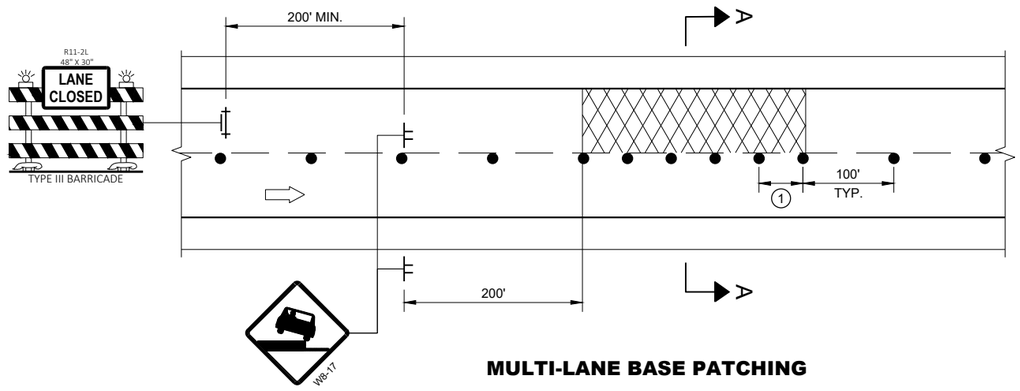


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

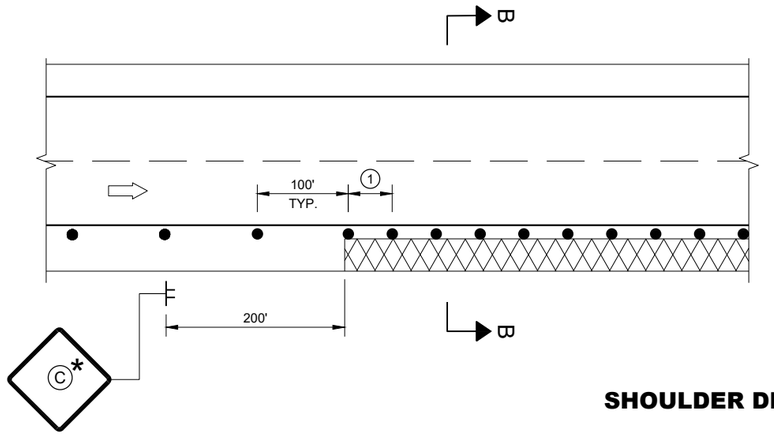
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

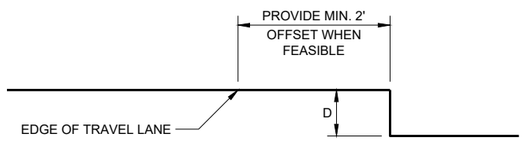
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D39 - 02

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GENERAL NOTES

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

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

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

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

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

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

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

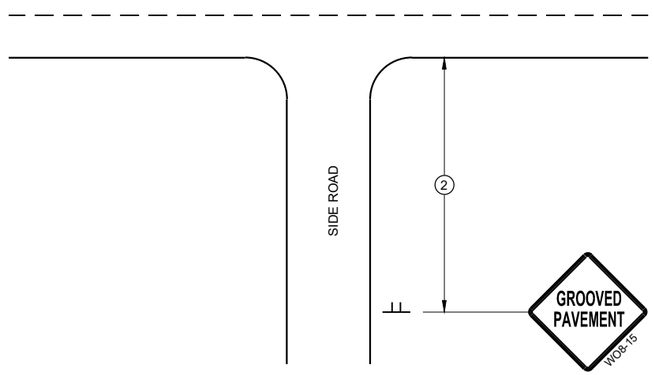
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

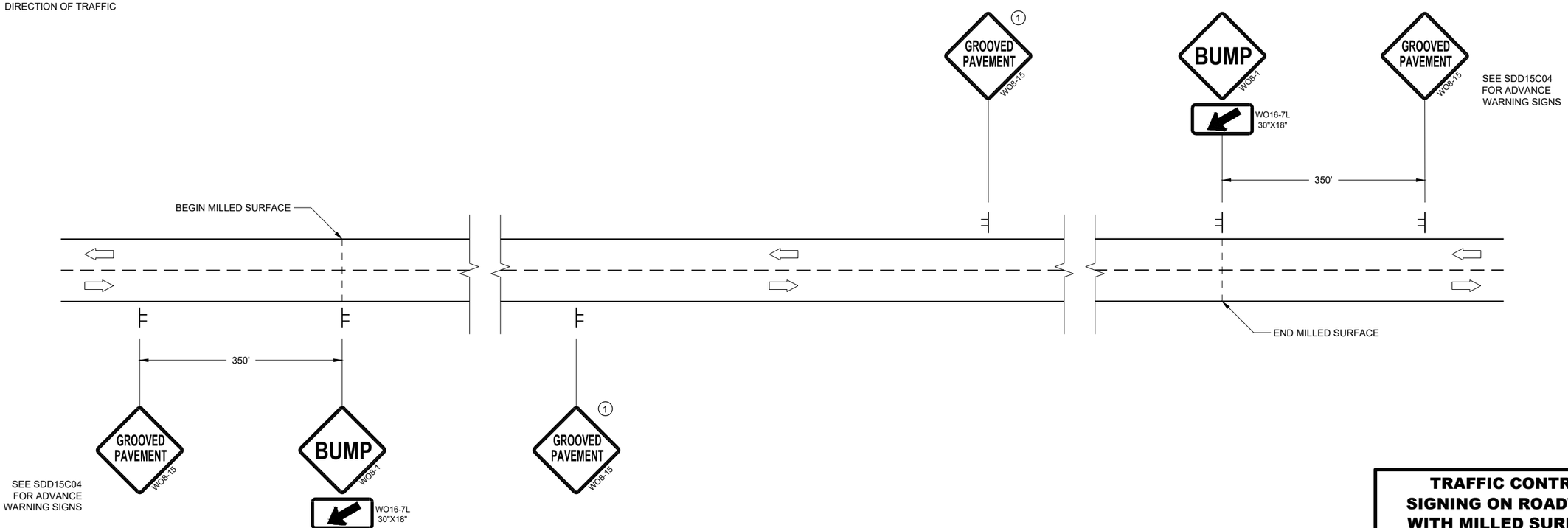
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D44 - 02

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov