MAD

NOVEMBER 2023

PROJECT ID: 5255-01-73

WITH: N/A

COUNTY: SAUK

ORDER OF SHEETS


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 3 | Estimate of Quantities |
| Section No. | 3 | Miscellaneous Quantities |
| Section No. | 4 | Right of Way Plat |
| Section No. | 5 | Plan and Profile |
| Section No. | 6 | Standard Detail Drawings |
| Section No. | 7 | Sign Plates |
| ~~Section No.~~ | ~~8~~ | ~~Structure Plans~~ |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |


TOTAL SHEETS = 232

05

N

DESIGN DESIGNATION 5255-01-03

| | | | |
|---|---|---|---|
| A.A.D.T. | 2024 | = | 6200 |
| A.A.D.T. | 2044 | = | 6600 |
| D.H.V. | | = | 713 |
| D.D. | | = | 60/40 |
| T. | | = | 10.9% |
| DESIGN SPEED | | = | 60 MPH |
| ESALS | | = | 1,600,000 |

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

**PLAN OF PROPOSED IMPROVEMENT**

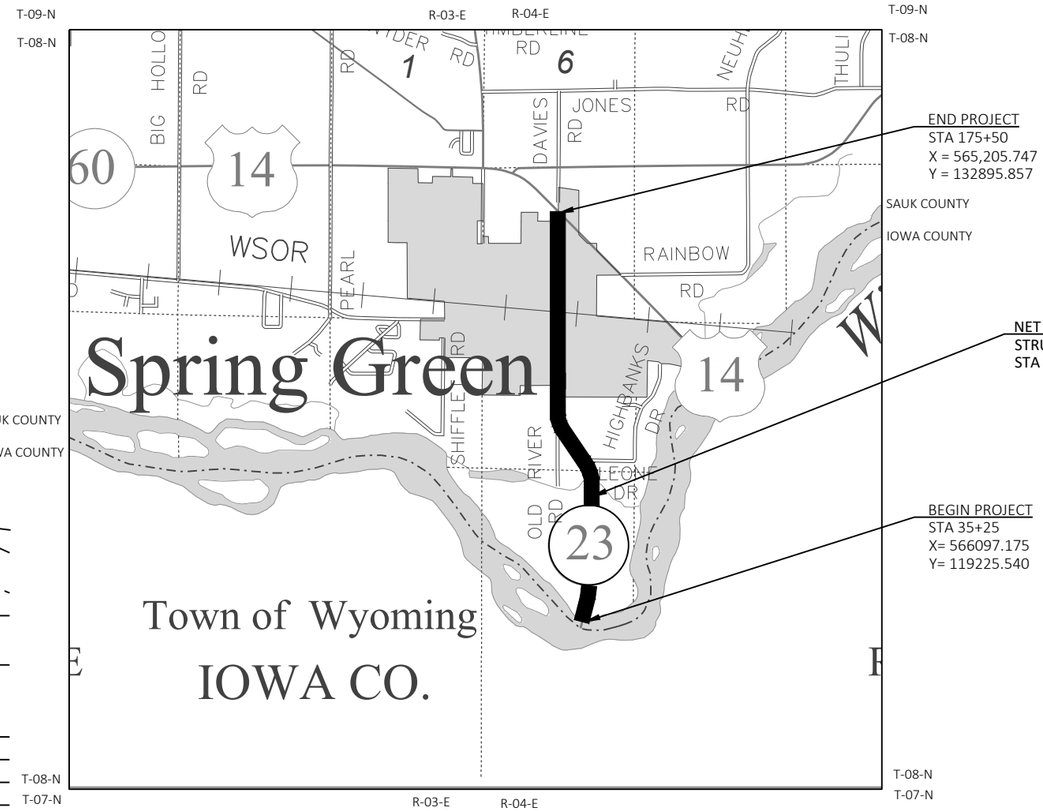
# MINERAL POINT - SPRING GREEN

**WISCONSIN RIVER BRIDGE TO USH 14**

## STH 23
## SAUK COUNTY

| STATE PROJECT NUMBER |
|---|
| 5255-01-73 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 5255-01-73 | WISC 2024002 | 1 |
| | | |
| | | |
| | | |




LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 2.576 MI

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

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | JEWELL ASSOCIATES |
| Designer | JOSHUA WELLNITZ |
| Project Manager | JOSHUA KOEBERNICK |
| Regional Examiner | SW REGION |
| Regional Supervisor | MARC SCHWEIGER |

APPROVED FOR THE DEPARTMENT

DATE: 07/25/2023 Joshua Koebernick P.E.

E

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\010101_TI.DWG PLOT DATE : 7/20/2023 4:20 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME :

## GENERAL NOTES

1. MATCH EXISTING SIDE ROAD GEOMETRICS AND OVERLAY EXISTING TAPERS.

2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES 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.

3. ASPHALTIC SURFACE/HMA CALCULATIONS ARE BASED ON 112 LBS/SY/IN.

4. APPLY TACK COAT AT A RATE OF .07 GAL/SY TO MILLED PAVEMENT SURFACES AND 0.5 GAL/SY BETWEEN NEW HMA LAYERS.

5. NO BEAM GUARD WORK INVOLVED WITH THIS PROJECT.

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

7. THE CONTRACTORS PAVING OPERATION SHALL BE CONSISTENT WITH THE PLANS TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITH THE DRIVING, TURNING, PASSING, OR PARKING LANE.

8. DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SEEDED, FERTILIZED, AND MULCHED AS DIRECTED BY THE ENGINEER. ALL OTHER DISTURBED AREAS SHALL BE SEEDED, FERTILIZED AND MULCHED AT THE CONTRACTORS EXPENSE.

9. HAND MILLING OPERATIONS MAY BE NECESSARY TO ENSURE THAT SURVEY MONUMENTS ARE NOT DISTURBED DURING MILLING OPERATIONS. PAYMENT IS INCLUDED AS PART OF REMOVING ASPHALTIC SURFACE MILLING.

10. EXISTING DRIVEWAYS SHALL BE RESTORED IN KIND, UNLESS OTHERWISE SHOWN IN THE PLAN AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

11. EXCAVATION BELOW SUBGRADE (EBS) IS PAID FOR COMMON EXCAVATION. THE EXACT LOCATIONS FOR EBS WILL BE DETERMINED BY THE PROJECT ENGINEER.

12. MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT, SUCH AS DRIVEWAYS, SIDEWALKS, PEDESTRIAN RAMPS, SIDE STREETS OR INLETS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE PROJECT ENGINEER, OR AS SHOWN ON THE PLANS.

13. STH 23 IS A HIGH CLEARANCE ROUTE. ANY NEW OR RELOCATED UTILITIES SHALL BE INSTALLED TO PROVIDE CLEARANCE FOR A 20' TALL VEHICLE

## STANDARD ABBREVIATIONS

| | |
|---|---|
| AADT | ANNUAL AVERAGE DAILY TRAFFIC |
| AP | ACCESS POINT |
| AC | ACRE |
| ADJ | ADJUST |
| AECPRC | APRON ENDWALLS FOR CULVERT |
| AGG | AGGREGATE |
| AH | AHEAD |
| AC | ASPHALT CEMENT |
| ASPH | ASPHALTIC |
| ACP | ASPHALTIC PAVEMENT CONCRETE |
| AVG | AVERAGE |
| ADT | AVERAGE DAILY TRAFFIC |
| BK | BACK |
| BAD | BASE AGGREGATE DENSE |
| BM | BENCH MARK |
| C/L | CENTER LINE |
| CONC | CONCRETE |
| CONST | CONSTRUCTION |
| CTH | COUNTY TRUNK HIGHWAY |
| CABC | CRUSHED AGGREGATE BASE COURSE |
| CWA | HUNDREDWEIGHT |
| CY | CUBIC YARD |
| CP | CULVERT PIPE |
| CP | CONTROL POINT |
| CE | COMMERCIAL ENTRANCE |
| C & G | CURB AND GUTTER |
| D | DEGREE OF CURVE |
| DRV | DESIGN HOUR VOLUME |
| DIA | DIAMETER |
| DWY | DRIVEWAY |
| E | EAST |
| EB | EAST BOUND |
| EL | ELEVATION |
| ESALS | EQUIVALENT SINGLE AXLE LOADS |
| EXC | EXCAVATION |
| EBS | EXCAVATION BELOW SUBGRADE |
| EXIST | EXISTING |
| FERT | FERTILIZE |
| FE | FIELD ENTRANCE |
| FL | FLOW LINE |
| FT | FOOT |
| HES | HIGH EARLY STRENGTH |
| HP | HIGH POINT |
| HMA | HOT MIX ASPHALT |
| INL | INLET |
| ID | INSIDE DIAMETER |
| I | INTERSECTION ANGLE |
| INV | INVERT |
| IP | IRON PIPE OR PIN |
| JT | JOINT |
| LB | POUND |
| LT | LEFT |
| L | LENGTH OF CURVE |
| LF | LINEAR FOOT |
| LP | LOW POINT |
| LS | LUMP SUM |
| MH | MANHOLE |
| MAX | MAXIMUM |
| Mgal | MEGAGALLON |
| MPH | MILES PER HOUR |
| MIN | MINIMUM |
| MON | MONUMENT |
| N | NORTH |
| NB | NORTH BOUND |
| NC | NORMAL CROWN |
| NO | NUMBER |
| NOM | NOMINAL |
| OD | OUTSIDE DIAMETER |
| OPT | OPTIONAL |
| PAVT | PAVEMENT |
| PC | POINT OF CURVATURE |
| PCC | PORTLAND CEMENT CONCRETE |
| PE | PRIVATE ENTRANCE |
| PGL | PROFILE GRADE LINE |
| PI | POINT OF INTERSECTION |
| PL | PROPERTY LINE |
| PLE | PERMANENT LIMITED EASEMENT |
| PSI | POUNDS PER SQUARE INCH |
| PSF | POUNDS PER SQUARE FOOT |
| PT | POINT |
| PT | POINT OF TANGENCY |
| PVC | POINT OF VERTICAL CURVE |
| PVI | POINT OF VERTICAL INTERSECTION |
| PVT | POINT OF VERTICAL TANGENCY |
| QTR | QUARTER |
| R | RADIUS |
| RD | ROAD |
| RDWY | ROADWAY |
| REINF | REINFORCING OR REINFORCEMENT |
| REQD | REQUIRED |
| RR | RAILROAD |
| RRFB | RECTANGULAR RAPID FLASHING BEACON |
| RT | RIGHT |
| R/L | REFERENCE LINE |
| R/W | RIGHT-OF-WAY |
| S | SOUTH |
| SB | SOUTH BOUND |
| SC | SECTION CORNER |
| SDD | STANDARD DETAIL DRAWINGS |
| SE | SUPER ELEVATION |
| SF | SQUARE FEET |
| SHLDR | SHOULDER |
| SS | STORM SEWER |
| ST | STREET |
| STA | STATION |
| STH | STATE TRUNK HIGHWAYS |
| STR | STRUCTURE OR STRUCTURAL |
| SQ | SQUARE |
| SW | SIDEWALK |
| SY | SQUARE YARD |
| T | TANGENT |
| t | TON |
| T | TOWN |
| T | TRUCKS (PERCENT OF) |
| TEMP | TEMPORARY |
| TI | TEMPORARY INTEREST |
| TLE | TEMPORARY LIMITED EASEMENT |
| TYP | TYPICAL |
| USH | UNITED STATES HIGHWAY |
| V | VELOCITY OF DESIGN SPEED |
| VAR | VARIABLE |
| VERT | VERTICAL |
| VC | VERTICAL CURVE |
| VOL | VOLUME |
| W | WEST |
| WB | WEST BOUND |
| WM | WATER MAIN |
| WV | WATER VALVE |
| X | EAST GRID COORDINATE |
| Y | YARD |
| Y | NORTH GRID COORDINATE |

## ORDER OF SECTION 2 SHEETS


GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
RAILROAD DETAILS
CURB RAMP DETAILS
PERMANENT SIGNING AND MARKING
TRAFFIC CONTROL
PEDESTRIAN ACCOMMODATIONS
DETOUR PLAN


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

## WISCONSIN DOT CONTACTS

PROJECT MANAGER
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PROJECT DESIGNER
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## UTILITIES CONTACTS

### ELECTRICITY

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joshfredrich@AlliantEnergy.com

### GAS/PETROLEUM

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dvosberg@atcllc.com

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### COMMUNICATION

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stevehegge@charter.com

### COMMUNICATIONS

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Lori.Ketter@windstream.com

### COMMUNICATION

REEDSBURG UTILITY COMMISSION
KEN LAS
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REEDSBURG, WI 53959
(608) 768-6450
klas@rucls.net

### COMMUNICATION

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GREEN BAY, WI 54301
(608) 335-0151
gary.henshue@btussel.com

### SEWER LINES

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vrcwg@centurytel.com

### WATER/ SEWER LINES

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areno@villageofspringgreen.com

## DNR CONTACT

### DOT LIAISON

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ANDY BARTA
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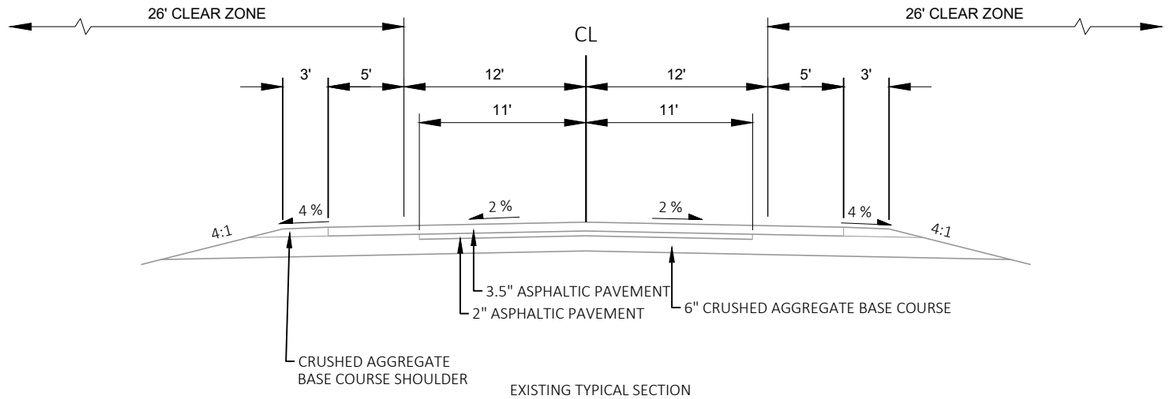
Andrew.Barta@wisconsin.gov

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01

PLOT DATE : 7/27/2023 12:33 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

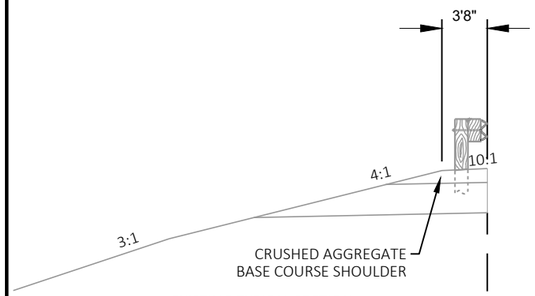



EXISTING TYPICAL SECTION

STA 45+85 - STA 62+25
STA 71+30 - STA 91+50

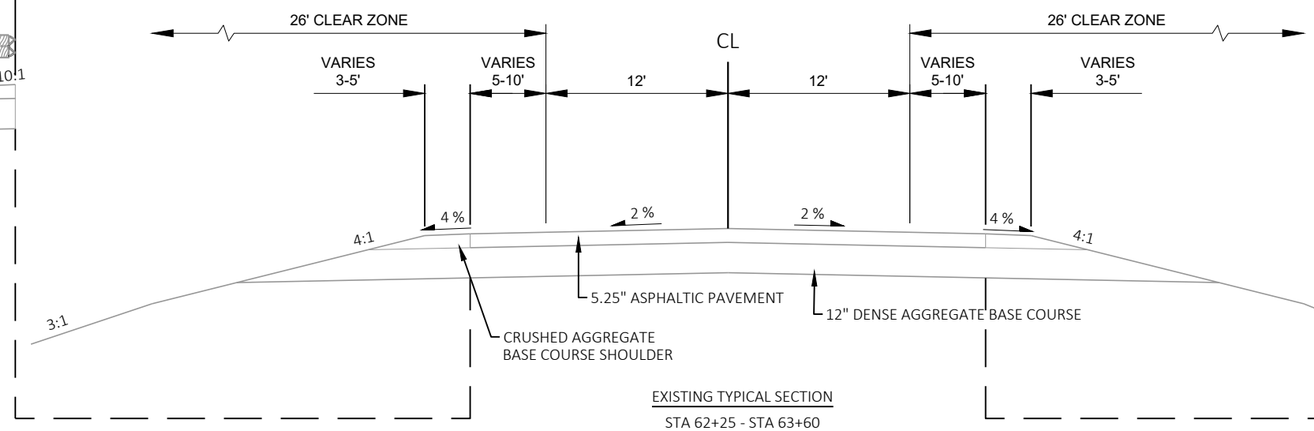
| BORING LOGS SUMMARY | | | | |
|---|---|---|---|---|
| BORING NUMBER | STA | EXISTING ASPHALT DEPTH | EXISTING SUBGRADE DEPTH | COMMENTS |
| B-2 | 46+47 | 6.5-INCH | 6-INCH | |
| B-3 | 55+97 | 7-INCH | 6.5-INCH | |
| B-4 | 70+75 | 5-INCH | 10-INCH | |
| B-5 | 77+09 | 5.5-INCH | 12.5-INCH | 5.5-INCH OF CONCRETE UNDER BAD |
| B-6 | 92+40 | 5.25-INCH | 15.5-INCH | |
| B-7 | 98+21 | 4.75-INCH | 18-INCH | |

NOTE: ADDITIONAL SOIL BORING LOGS ARE LOCATED ON ADJACENT EXISTING TYPICAL SECTION SHEETS WITH RESPECT TO THEIR STATIONING. SOIL BORING LOGS ARE FOR REFERENCE ONLY.



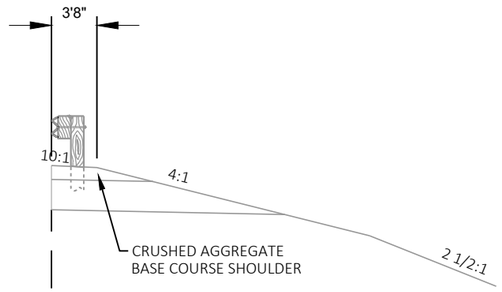

EXISTING TYPICAL SECTION

STA 63+60 - STA 64+75
STA 69+00 - STA 70+14



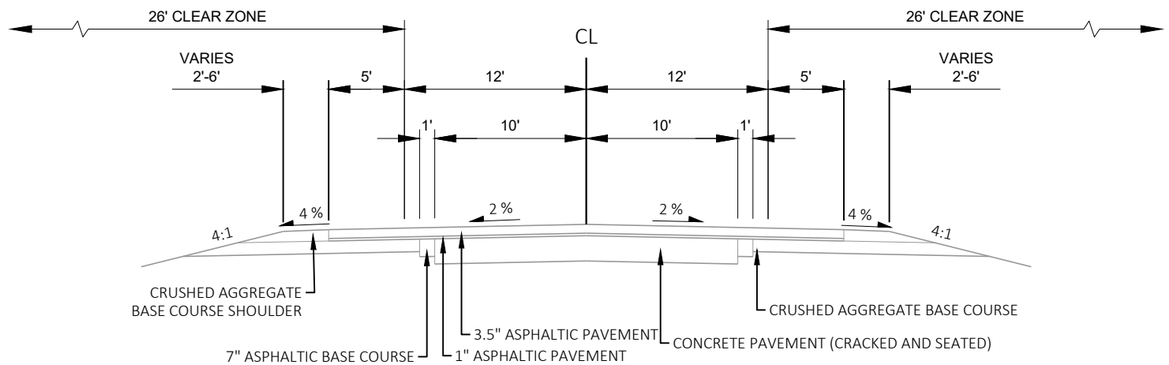

EXISTING TYPICAL SECTION

STA 62+25 - STA 63+60
STA 70+14 - STA 71+30




EXISTING TYPICAL SECTION

STA 63+60 - STA 64+75
STA 69+00 - STA 70+14



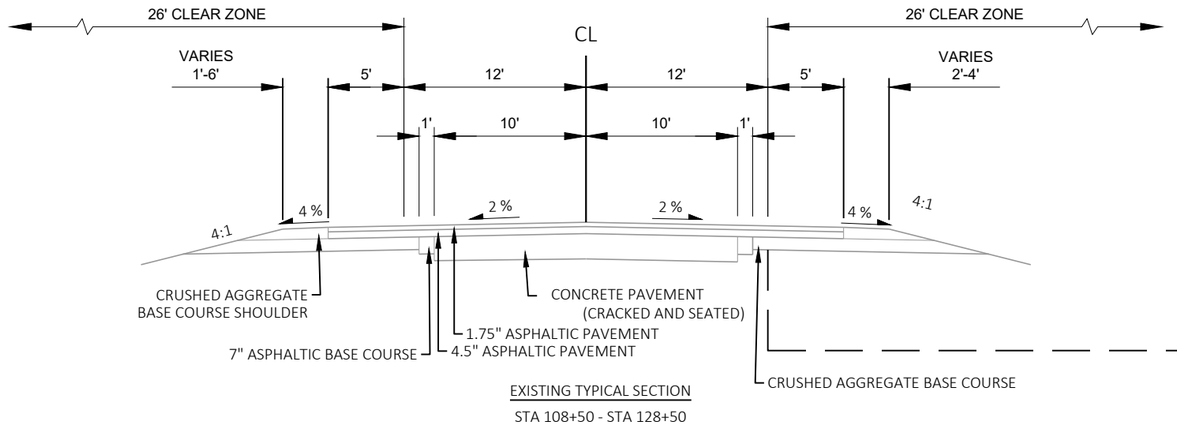

EXISTING TYPICAL SECTION

STA 91+50 - STA 108+50

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | TYPICAL SECTIONS - EXISTING | SHEET 4 | E |
|---|---|---|---|---|---|

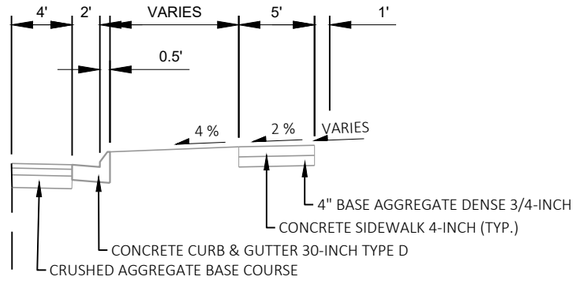
| BORING LOGS SUMMARY | | | | |
|---|---|---|---|---|
| BORING NUMBER | STA | EXISTING ASPHALT DEPTH | EXISTING SUBGRADE DEPTH | COMMENTS |
| B-8 | 110+35 | 4.5-INCH | 15-INCH | |
| B-9 | 118+27 | 4-INCH | 9-INCH (BAD)<br>5-INCH (RAP) | |
| B-10 | 133+06 | 6.25-INCH | 24.5-INCH | |
| B-11 | 141+51 | 5.75-INCH | 24-INCH | |
| B-12 | 152+07 | 5-INCH | 3-INCH | MIX OF GRAVEL CONCRETE AND SOIL BELOW BASE COURSE |

NOTE: ADDITIONAL SOIL BORING LOGS ARE LOCATED ON ADJACENT EXISTING TYPICAL SECTION SHEETS WITH RESPECT TO THEIR STATIONING. SOIL BORING LOGS ARE FOR REFERENCE ONLY.



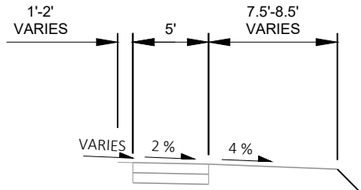

EXISTING TYPICAL SECTION

STA 108+50 - STA 128+50




EXISTING TYPICAL SECTION

STA 128+50 - STA 130+50

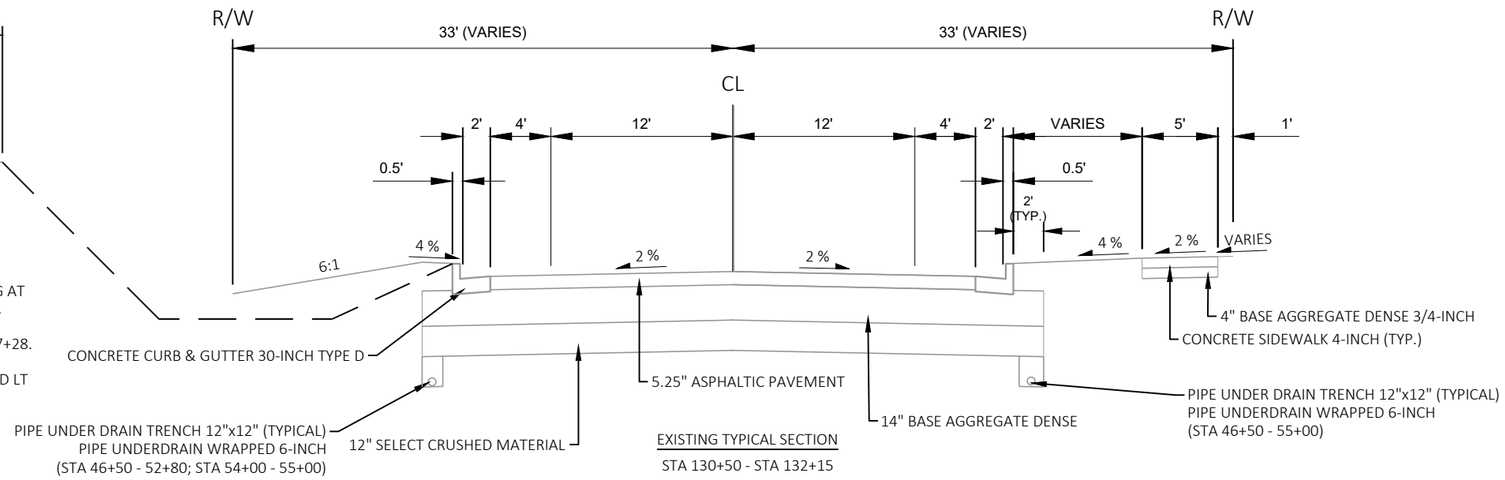



EXISTING TYPICAL SECTION

STA 132+15 - STA 146+23
STA 146+50 - STA 153+50

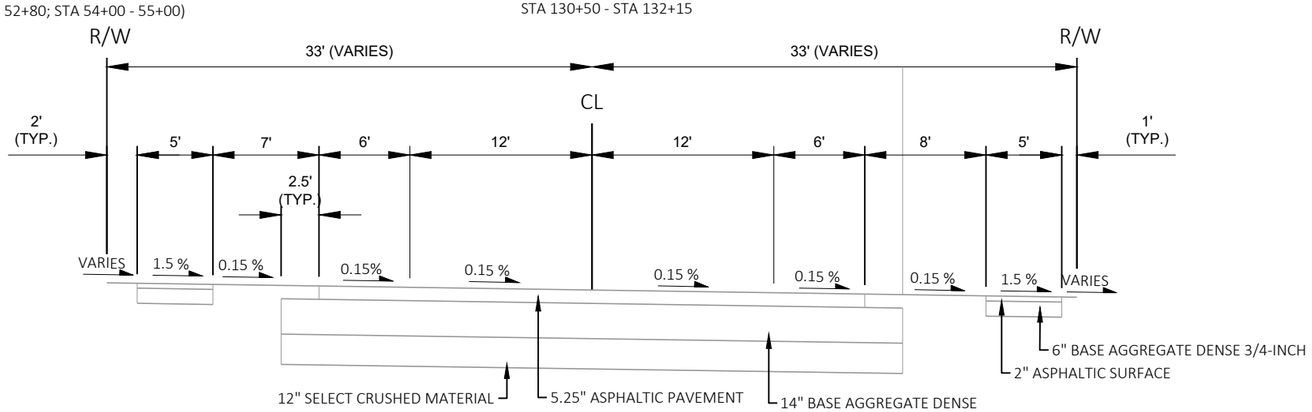
* TRANSITION FROM NORMAL CROWN BEGINNING AT STA 145+45 TO MATCH RAILROAD GRADE AT STA 146+23. TRANSITION FROM RR GRADES AT STA 146+50 TO NORMAL CROWN ENDING AT STA 147+28.

** PIPE UNDERDRAIN WRAPPED 6-INCH IS INSTALLED LT AND RT FROM STA 132+15 to 153+50.




EXISTING TYPICAL SECTION

STA 130+50 - STA 132+15




EXISTING TYPICAL SECTION

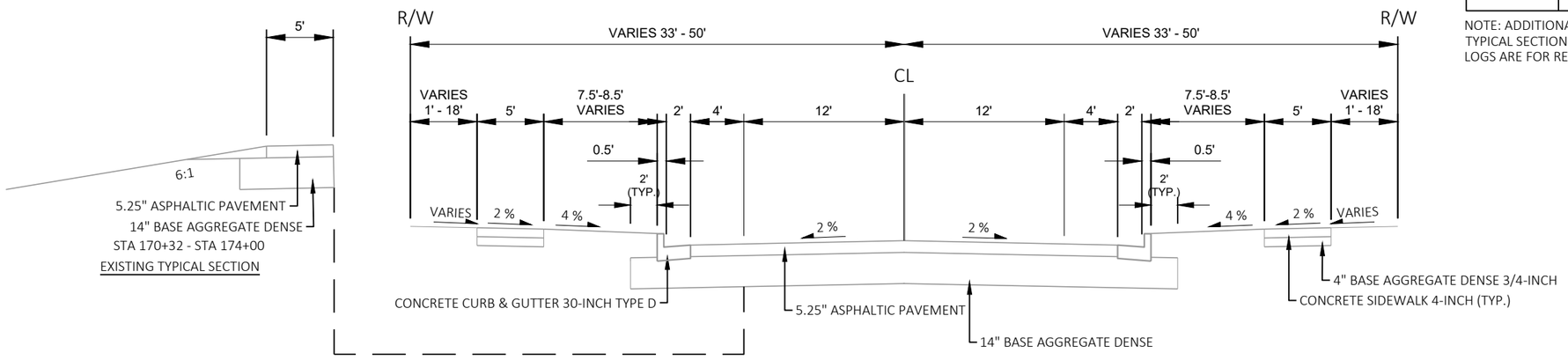
STA 146+23 - STA 146+50

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | TYPICAL SECTIONS - EXISTING | SHEET 5 | E |
|---|---|---|---|---|---|

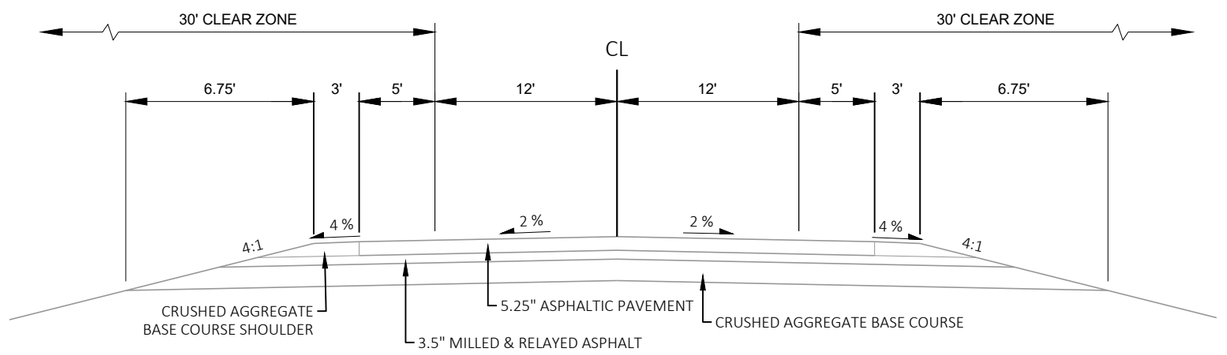
2

| BORING LOGS SUMMARY | | | | |
|---|---|---|---|---|
| BORING NUMBER | STA | EXISTING ASPHALT DEPTH | EXISTING SUBGRADE DEPTH | COMMENTS |
| B-13 | 159+98 | 6-INCH | 7-INCH (BAD)<br>7-INCH (RAP) | |
| B-14 | 176+88 | 5.25-INCH | 7-INCH | |
| B-15 | 177+41 | 5-INCH | 5.5-INCH (RAP)<br>6-INCH (BAD) | |

NOTE: ADDITIONAL SOIL BORING LOGS ARE LOCATED ON ADJACENT EXISTING TYPICAL SECTION SHEETS WITH RESPECT TO THEIR STATIONING. SOIL BORING LOGS ARE FOR REFERENCE ONLY.




EXISTING TYPICAL SECTION
STA 153+50 - STA 170+32




EXISTING TYPICAL SECTION
STA 174+00 - STA 175+50

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | TYPICAL SECTIONS - EXISTING | SHEET 6 | E |
|---|---|---|---|---|---|

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PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
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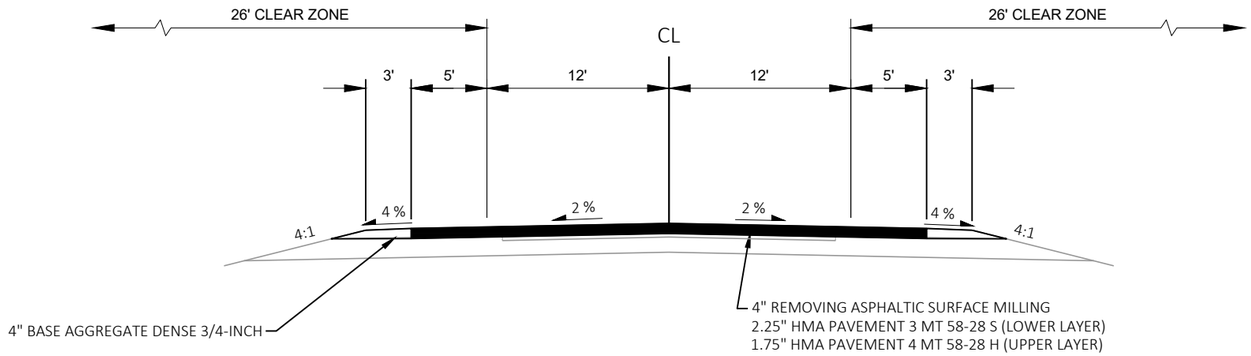
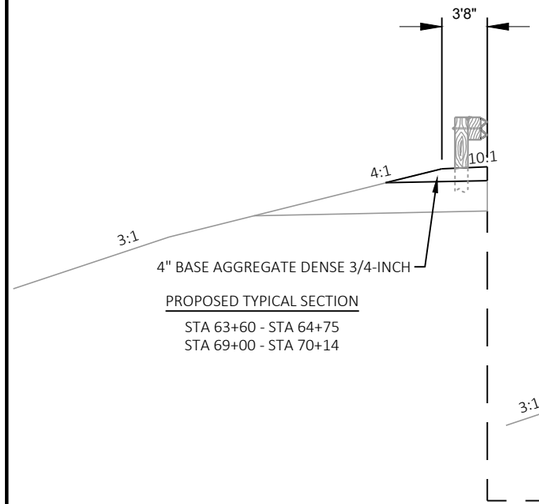



NOTE:
FROM STA 91+00 TO STA 91+50 TRANSITION FROM A 4-INCH MILL TO A 3-INCH MILL.

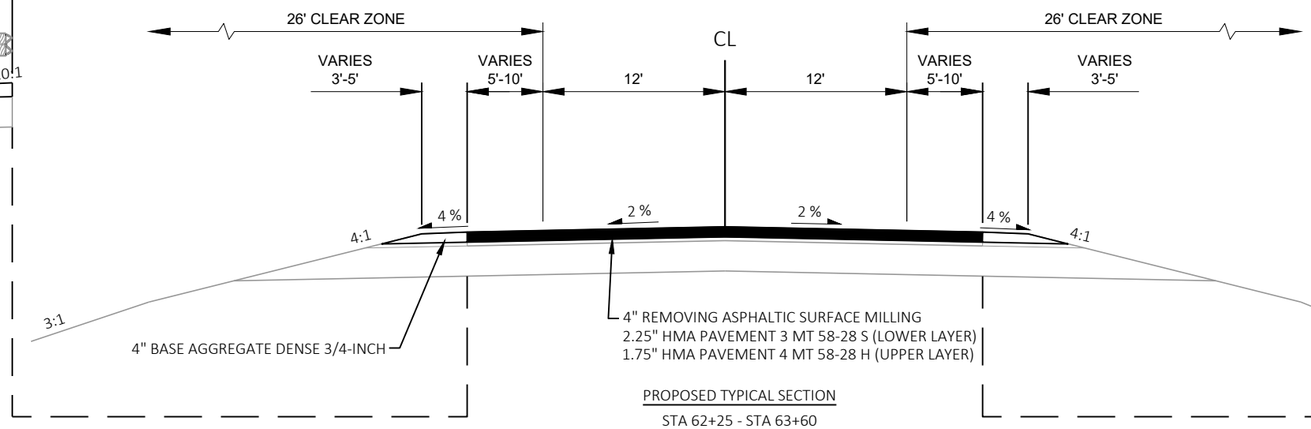
PROPOSED TYPICAL SECTION

STA 45+85 - STA 62+25
STA 71+30 - STA 91+50



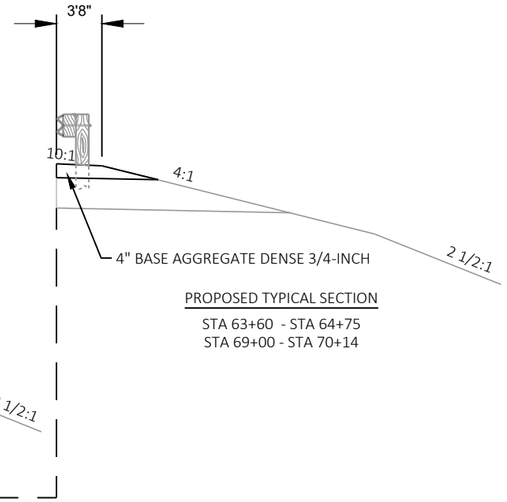

PROPOSED TYPICAL SECTION

STA 63+60 - STA 64+75
STA 69+00 - STA 70+14



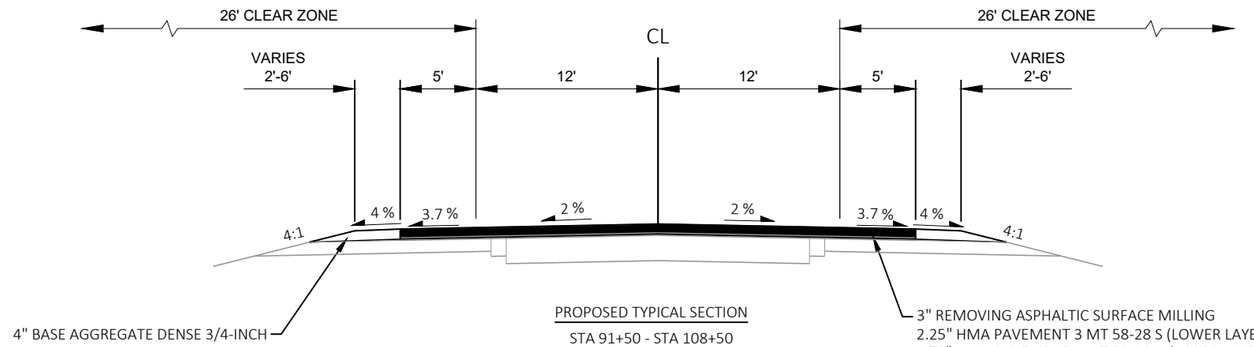

PROPOSED TYPICAL SECTION

STA 62+25 - STA 63+60
STA 70+14 - STA 71+30




PROPOSED TYPICAL SECTION

STA 63+60 - STA 64+75
STA 69+00 - STA 70+14

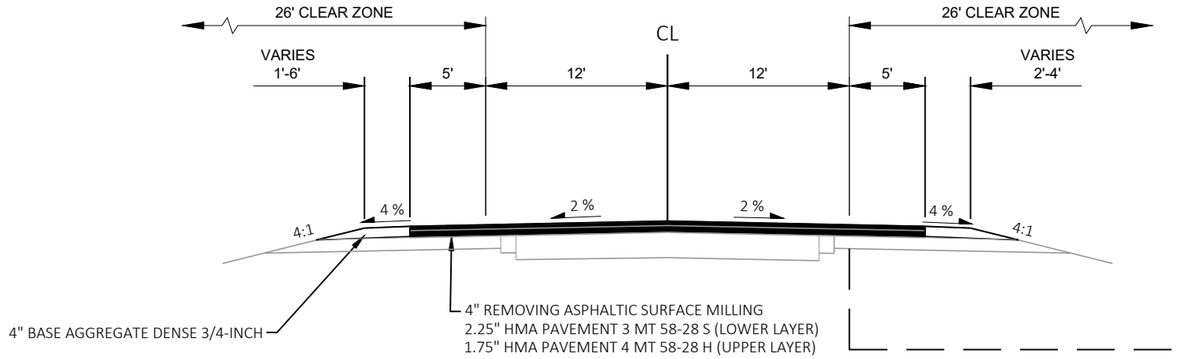



PROPOSED TYPICAL SECTION

STA 91+50 - STA 108+50

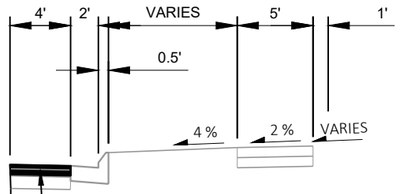
NOTE:
FROM STA 91+00 TO STA 91+50 TRANSITION FROM A 4-INCH MILL TO A 3-INCH MILL.

FROM STA 108+50 TO STA 109+00 TRANSITION FROM A 3-INCH MILL TO A 4-INCH MILL.




PROPOSED TYPICAL SECTION

STA 108+50 - STA 128+50

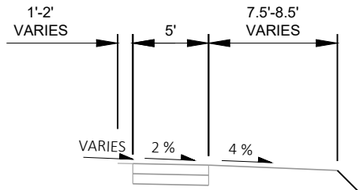



PROPOSED TYPICAL SECTION

STA 128+50 - STA 130+50

4" REMOVING ASPHALTIC SURFACE MILLING
2.25" HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)
1.75" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER)

NOTE:
FROM STA 108+50 TO STA 109+00 TRANSITION FROM A 3-INCH MILL TO A 4-INCH MILL.

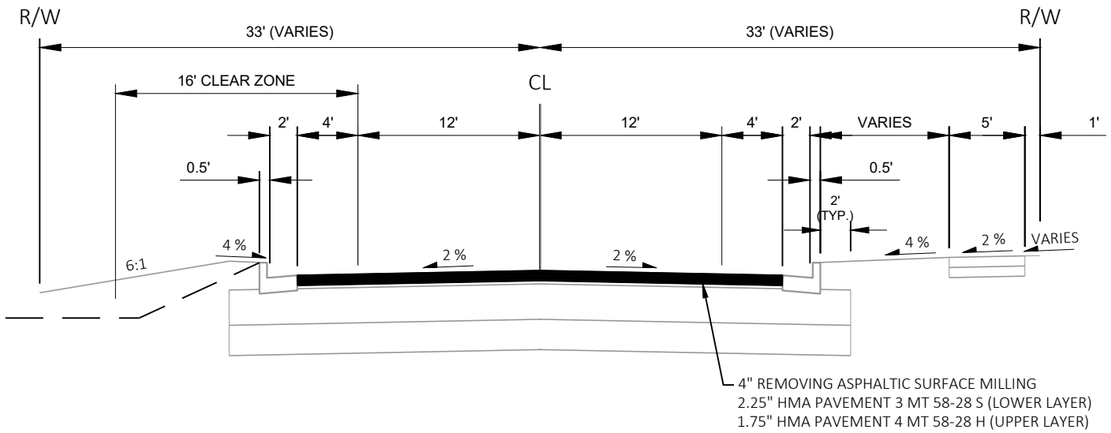



PROPOSED TYPICAL SECTION

STA 132+15 - STA 142+20
STA 146+45 - STA 153+50

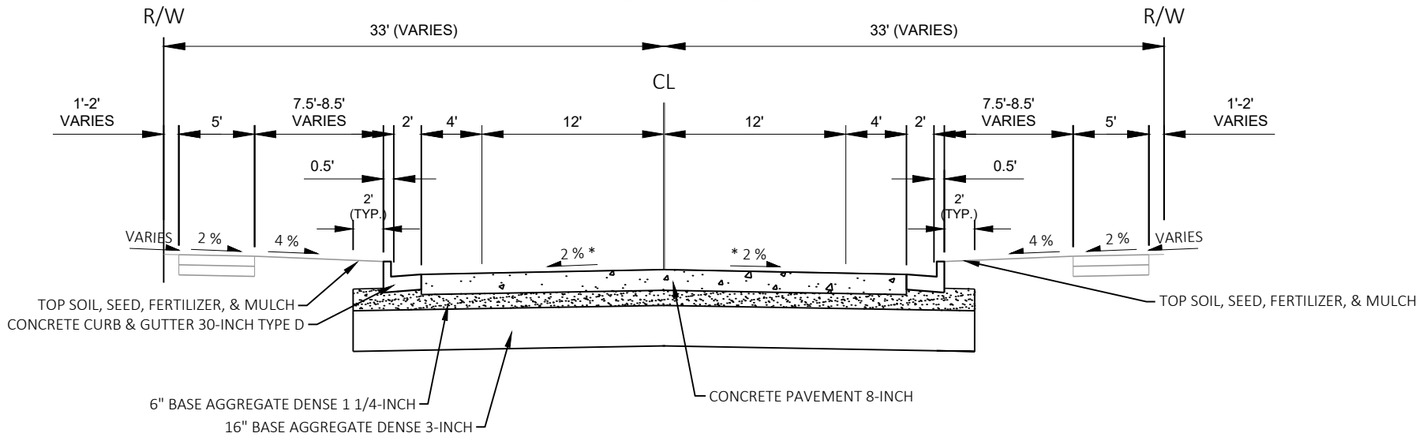
* TRANSITION FROM RR GRADES AT STA 146+45 TO NORMAL CROWN ENDING AT STA 147+05.

** PIPE UNDERDRAIN WRAPPED 6-INCH IS INSTALLED LT AND RT FROM STA 132+15 to 153+50.




PROPOSED TYPICAL SECTION

STA 130+50 - STA 132+15

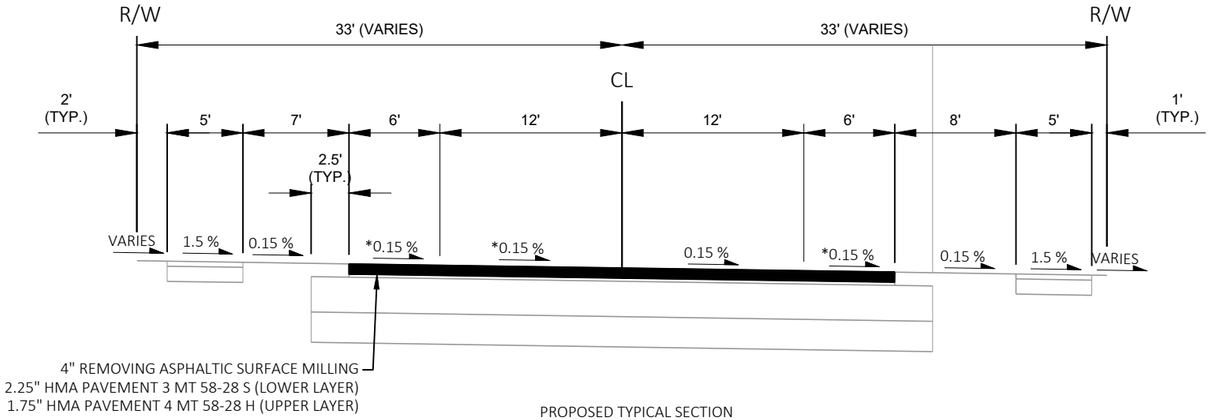



PROPOSED TYPICAL SECTION

STA 142+20 - STA 146+03
(SPECIFIC AREA OF SUBGRADE IMPROVEMENTS)

* TRANSITION FROM NORMAL CROWN BEGINNING AT STA 145+68 TO MATCH RAILROAD GRADE AT STA 146+28.

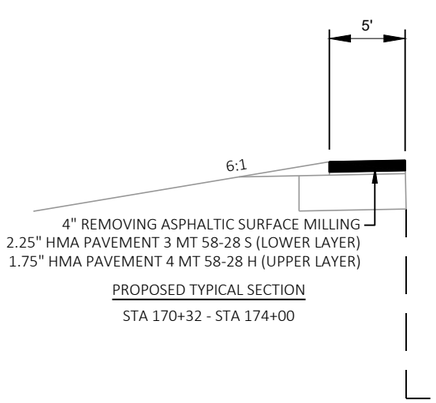
NOTE:
FROM STA 142+20 TO 143+10 DO NOT REMOVE EXISTING CURB AND GUTTER UNLESS DIRECTED BY THE CONSTRUCTION ENGINEER. EXCAVATE FROM THE BOTTOM OF THE CURB AND GUTTER FLANGE TO THE TOP OF THE SUBGRADE AT A 1:1 SLOPE TO AVOID UNDERCUTTING THE EXISTING CURB AND GUTTTER.




PROPOSED TYPICAL SECTION

STA 146+03 - STA 146+45

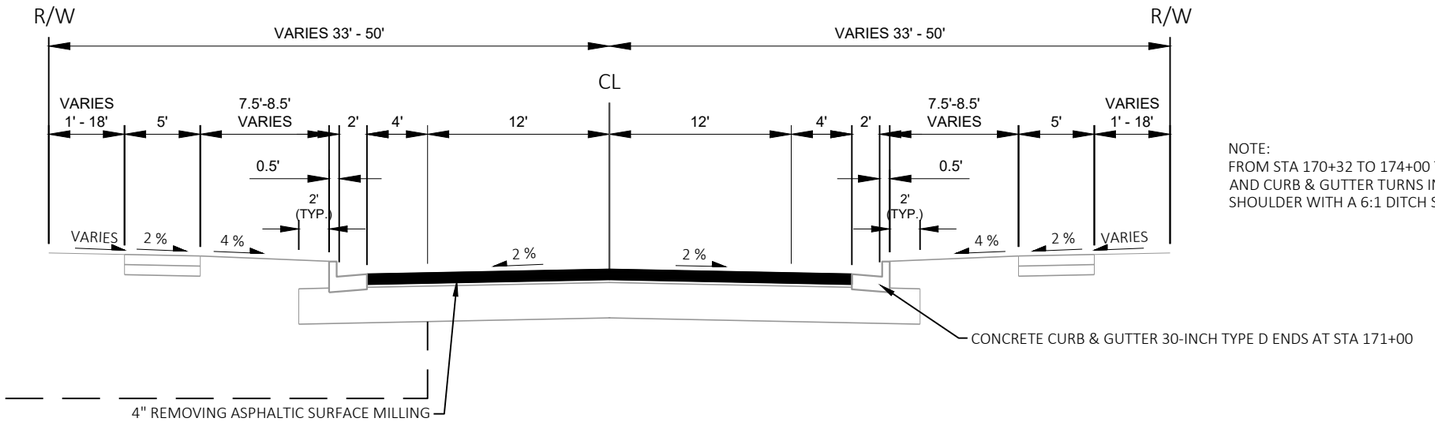
* TRANSITION FROM NORMAL CROWN BEGINNING AT STA 145+68 TO MATCH RAILROAD GRADE AT STA 146+28.




PROPOSED TYPICAL SECTION

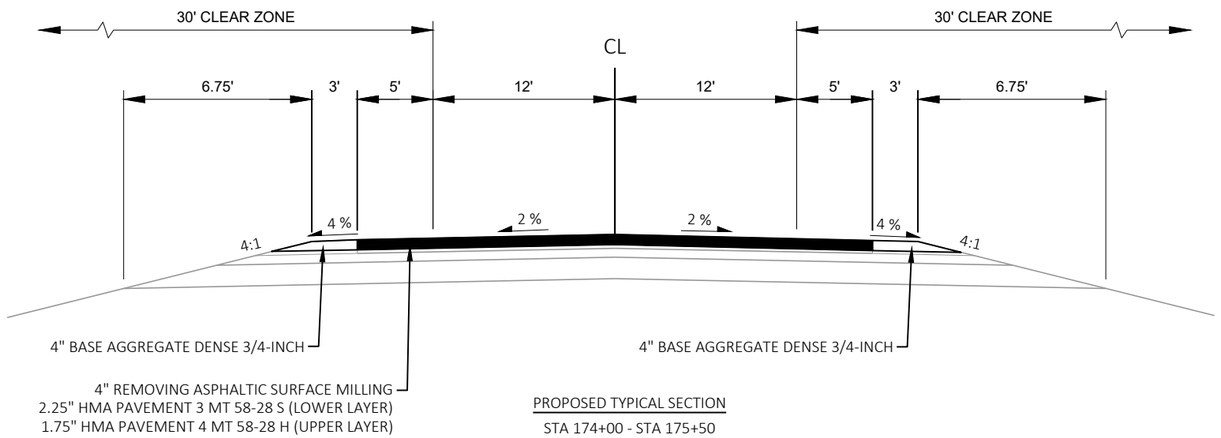
STA 170+32 - STA 174+00

NOTE:
FROM STA 170+32 TO 174+00 THE LEFT SIDEWALK AND CURB & GUTTER TURNS INTO A PAVED SHOULDER WITH A 6:1 DITCH SLOPE




PROPOSED TYPICAL SECTION

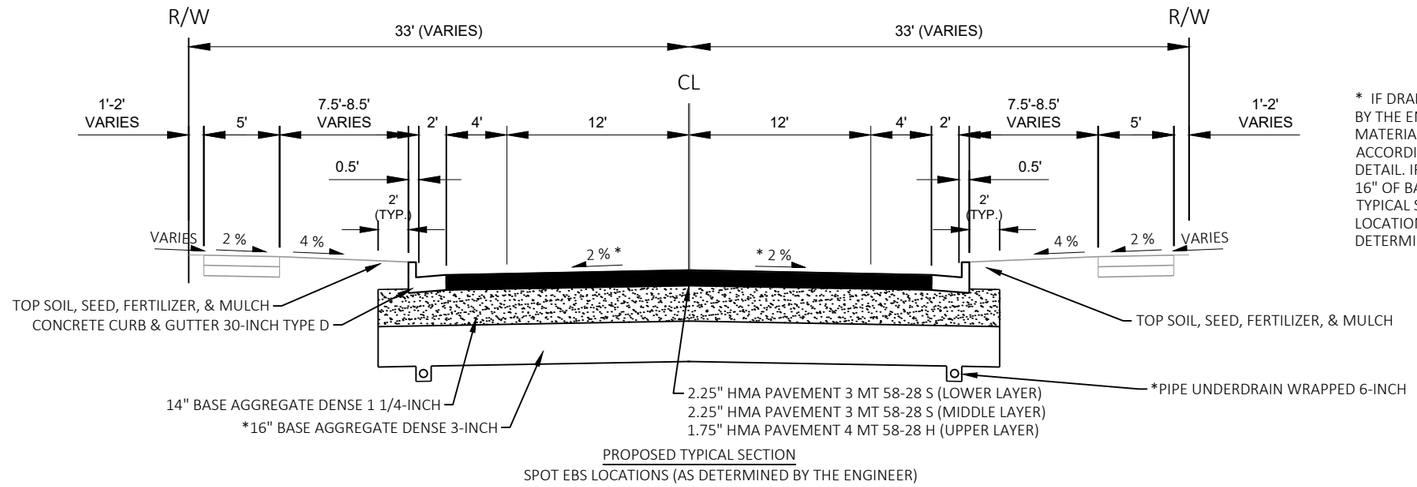
STA 153+50 - STA 170+32




PROPOSED TYPICAL SECTION

STA 174+00 - STA 175+50

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | TYPICAL SECTIONS - PROPOSED | SHEET 9 | E |
|---|---|---|---|---|---|



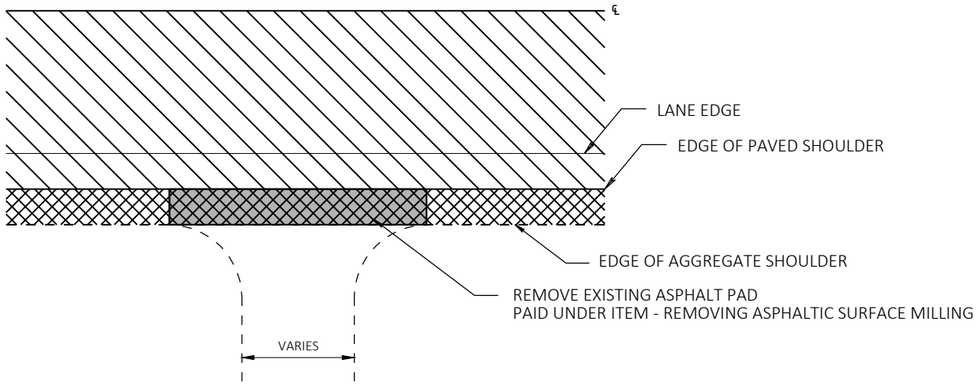

PROPOSED TYPICAL SECTION
SPOT EBS LOCATIONS (AS DETERMINED BY THE ENGINEER)

* IF DRAINAGE EXISTS AT AN EBS LOCATION DETERMINED BY THE ENGINEER ON SITE USE 16" OF SELECT CRUSHED MATERIAL AND PIPE UNDERDRAIN WRAPPED 6-INCH ACCORDING TO THE PIPE UNDER DRAIN CONSTRUCTION DETAIL. IF THERE IS NO EXISTING SUBGRADE DRAINAGE USE 16" OF BASE AGGREGATE DENSE 3-INCH AS SHOWN IN THIS TYPICAL SECTION NO PIPE UNDERDRAIN REQUIRED. LOCATIONS WITH OR WITHOUT DRAINAGE CAN BE DETERMINED USING EXISTING TYPICAL SECTIONS.

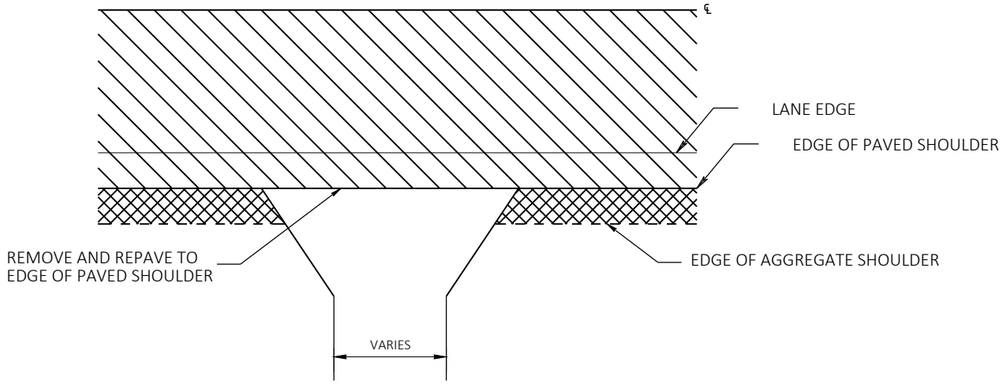
2

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | TYPICAL SECTIONS - PROPOSED | SHEET 10 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 09
PLOT DATE : 7/27/2023 12:33 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




PLAN VIEW
EXISTING AGGREGATE DRIVEWAY/FIELD ENTRANCE




PLAN VIEW
EXISTING PAVED DRIVEWAY

BASE AGGREGATE DENSE 3/4-INCH

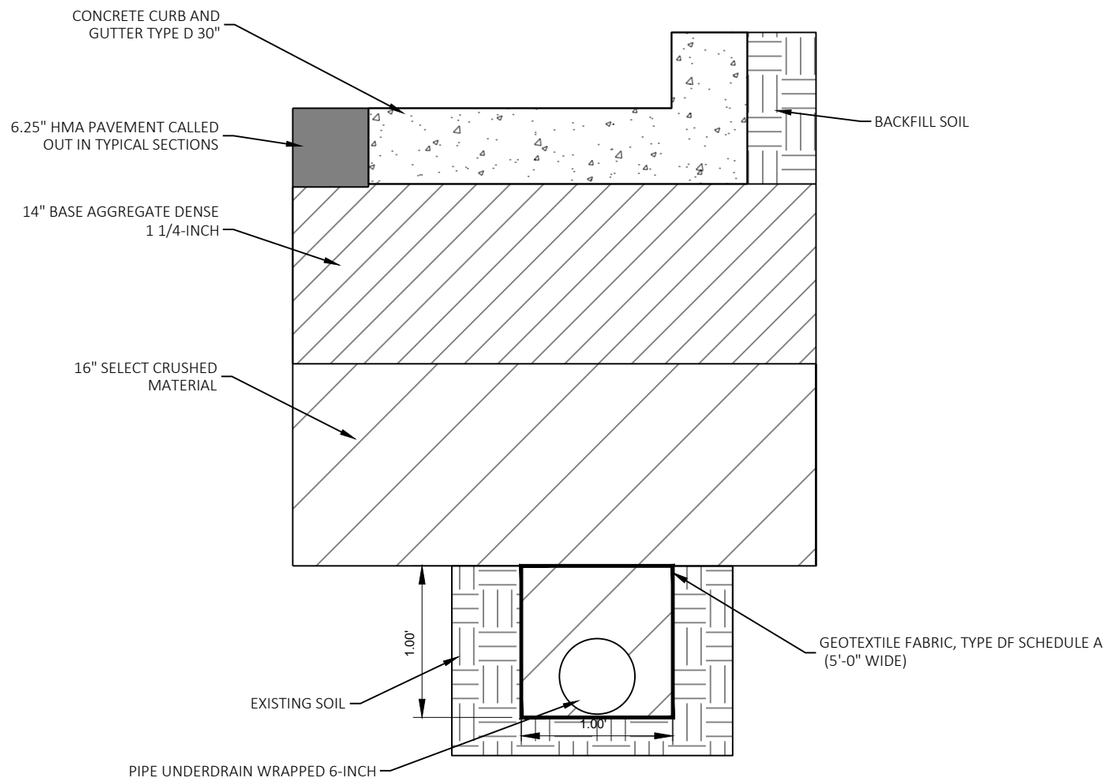
HMA PAVEMENT 4 MT 58-28 H

EXISTING ASPHALT PAD TO BE REMOVED

SEE NOTE IN MISC. QUANTITIES REGARDING AGGREGATE DRIVEWAY & FIELD ENTRANCE B.A.D. SIZE

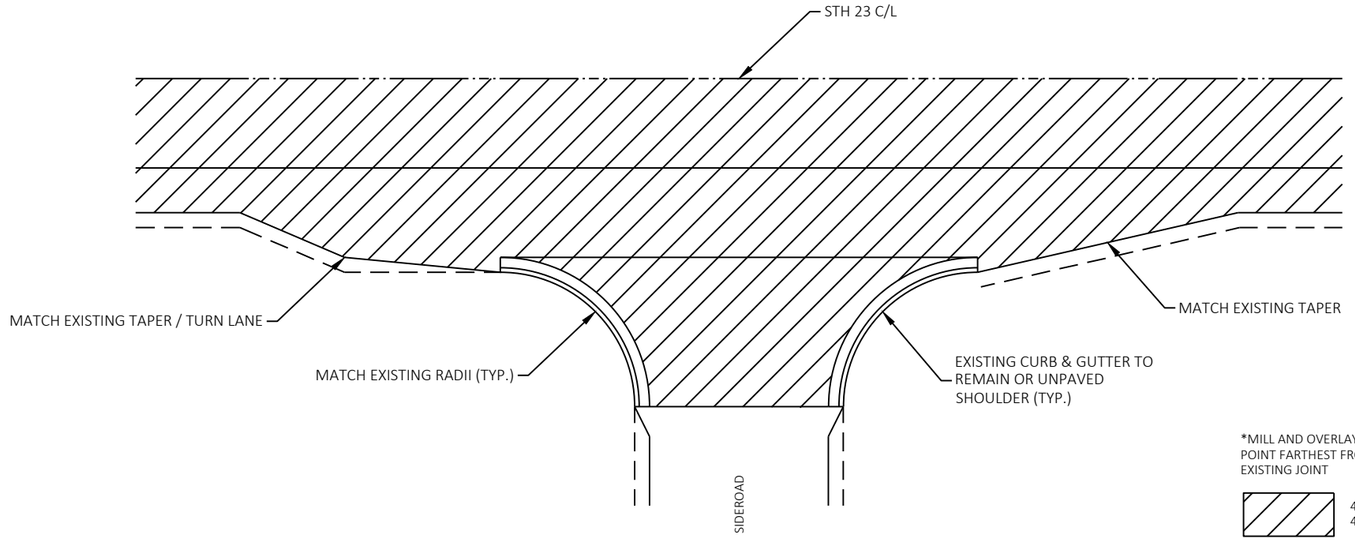
## RURAL DRIVEWAY DETAIL

NOTES:
IF DRAINAGE EXISTS AT AN EBS LOCATION DETERMINED BY THE ENGINEER ON SITE USE 16" OF SELECT CRUSHED MATERIAL AND PIPE UNDERDRAIN WRAPPED 6-INCH. LOCATIONS WITH OR WITHOUT DRAINAGE CAN BE DETERMINED USING EXISTING TYPICAL SECTIONS.




## PIPE UNDERDRAIN DETAIL

2

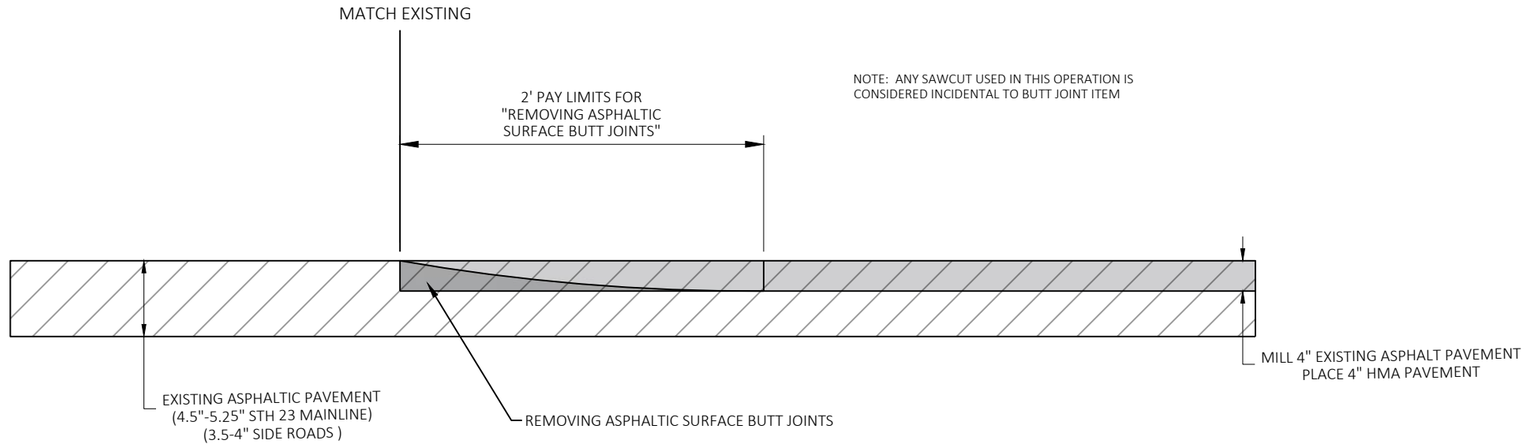



NOTE: USE SAME DETAIL FOR PAVING SIDEROADS WITHOUT CURB AND GUTTER

*MILL AND OVERLAY TO CURB AND GUTTER RADIUS POINT FARTHEST FROM MAINLINE OF STH 23 OR TO EXISTING JOINT

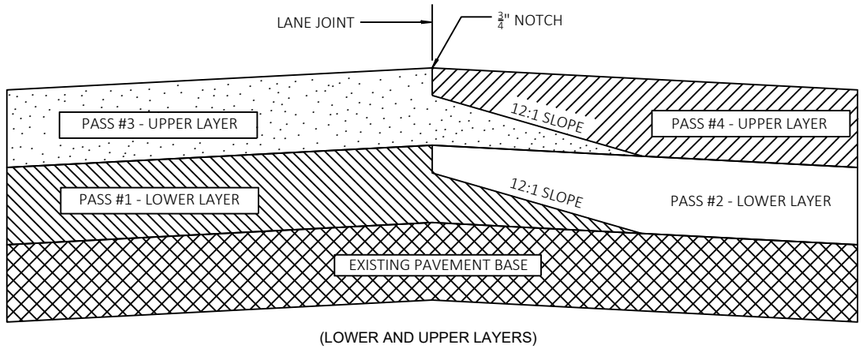
4" REMOVING ASPHALTIC SURFACE MILLING
4" HMA PAVEMENT OVERLAY

## TYPICAL SIDEROAD PAVING LIMITS



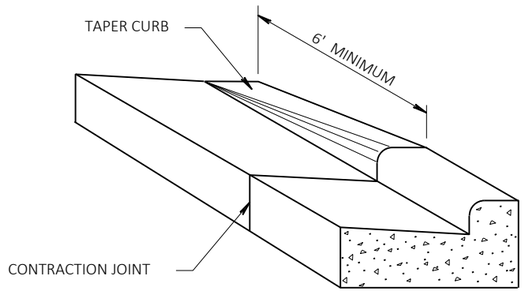

## BUTT JOINT TO MATCH EXISTING - STH 23, SIDE ROADS

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CONSTRUCTION DETAILS - SIDE ROADS, BUTT JOINTS | SHEET 12 | E |
|---|---|---|---|---|---|

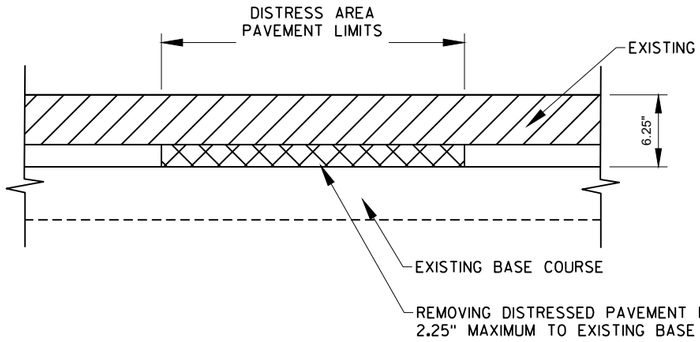



(LOWER AND UPPER LAYERS)

## TYPICAL PAVEMENT CROSS SECTIONS OF TAPERED AND NOTCHED LONGITUDINAL JOINTS




## DETAIL OF CURB & GUTTER TERMINI



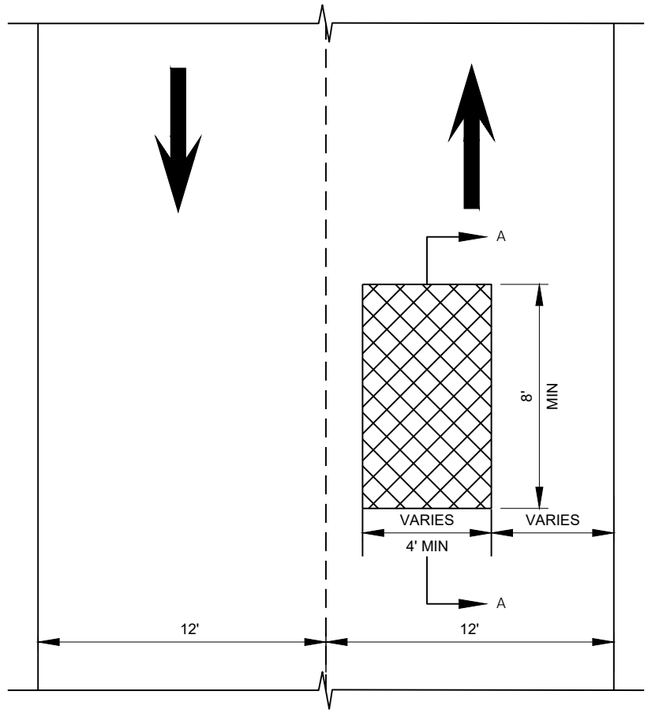

NOTE: REMOVE DISTRESSED PAVEMENT TO EXISTING BASE COURSE LAYER. THICKNESS OF DISTRESSED PAVEMENT IS DEPENDANT ON THE LOCATION AND CROSS SECTION OF ROADWAY. MAXIMUM THICKNESS OF STH 23 IS SHOWN.

## REMOVING DISTRESSED PAVEMENT MILLING

SECTION A-A

4" REMOVING ASPHALTIC SURFACE MILLING/ 4" HMA PAVEMENT OVERLAY

REMOVING DISTRESSED PAVEMENT MILLING/ ASPHALTIC SURFACE

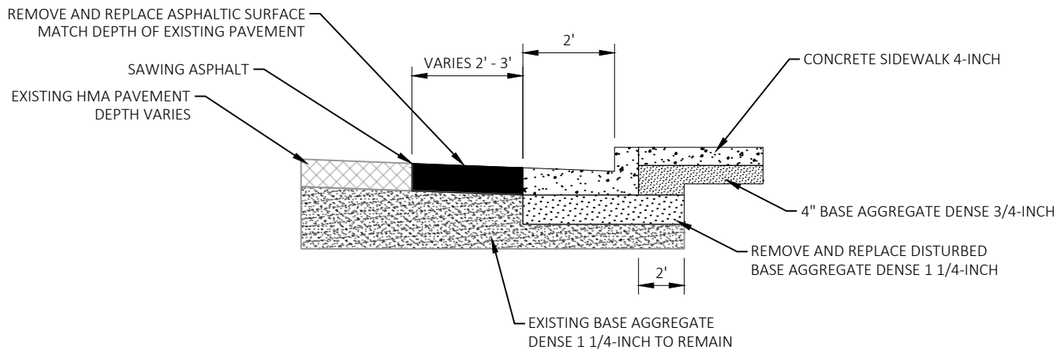



TRAVEL DIRECTION

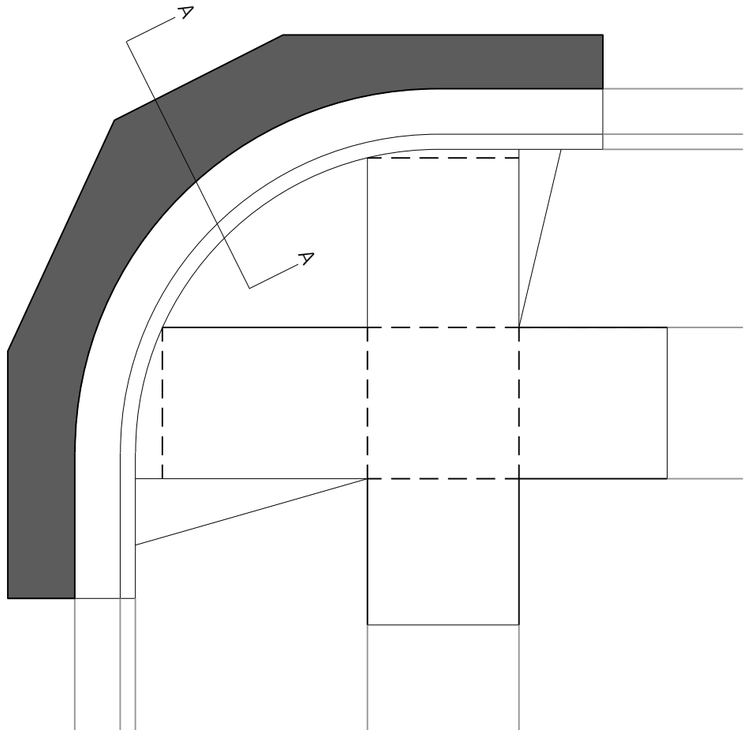
## REMOVING DISTRESSED PAVEMENT MILLING

PLAN VIEW

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



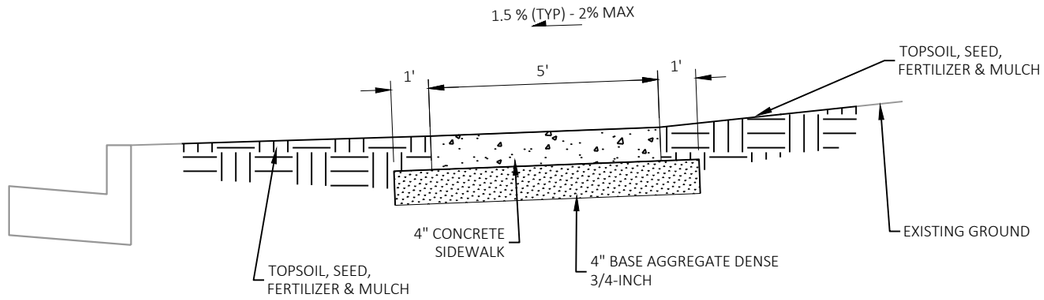

SECTION A-A



CURB AND GUTTER REPLACEMENT

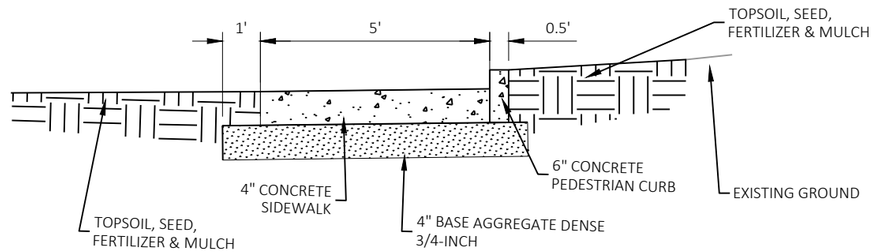
ADJACENT TO ASPHALT PAVEMENT

NOTES:
1. SEE CURB RAMP DETAILS FOR GUTTER PAN SLOPES.
2. INSTALL TWO DRILLED TIE BARS AT EACH CONNECTION TO EXISTING CURB AND GUTTER.




TYPICAL SIDEWALK SECTION

NOTES:
1. PAYMENT FOR ALL EXCAVATION, EMBANKMENT, EARTH BACKFILL, TOPSOIL, FERTILIZER AND SOD SHALL BE PAID FOR USING STANDARD BID ITEMS.
2. PAYMENT FOR CONCRETE SIDEWALK AND BASE AGGREGATE DENSE SHALL BE PAID FOR USING STANDARD BID ITEMS.




TYPICAL PEDESTRIAN CURB SECTION

NOTES:
1. PAYMENT FOR CONCRETE SIDEWALK AND BASE AGGREGATE DENSE SHALL BE PAID FOR USING STANDARD BID ITEMS.
2. PAYMENT FOR THE CONCRETE PEDESTRIAN CURB SHALL BE MADE USING THE BID ITEM CONCRETE PEDESTRIAN CURB.
3. THE HEIGHT OF THE CURB SHALL VARY BETWEEN 0 INCHES AND 6 INCHES BASED ON THE CURB RAMP DETAIL ELEVATIONS.
4. THE PEDESTRIAN CURB MAY BE POURED MONOLITHICALLY WITH THE CONCRETE SIDEWALK OR IT CAN BE POURED SEPARATELY. WHEN POURED SEPARATELY EXPANSION FELT IS REQUIRED BETWEEN THE CONCRETE SIDEWALK AND CONCRETE PEDESTRIAN CURB.

RRFB LOCATION NOTES:

- SEE PERMANENT SIGNING PLAN FOR LOCATION OF RRFB ASSEMBLIES AND SYSTEMS.
- RRFB ASSEMBLIES ARE TO BE CONSTRUCTED ACCORDING TO MANUFACTURERS INSTRUCTIONS, UNLESS OTHERWISE STATED IN THE PLAN.
- ONE RRFB SYSTEM CAN INCLUDE MULTIPLE RRFB ASSEMBLIES THAT ARE TO BE SYNCHRONIZED ACCORDING TO MANUFACTURES INSTRUCTION, UNLESS NOTED IN THE PLAN OR SPECIALS.

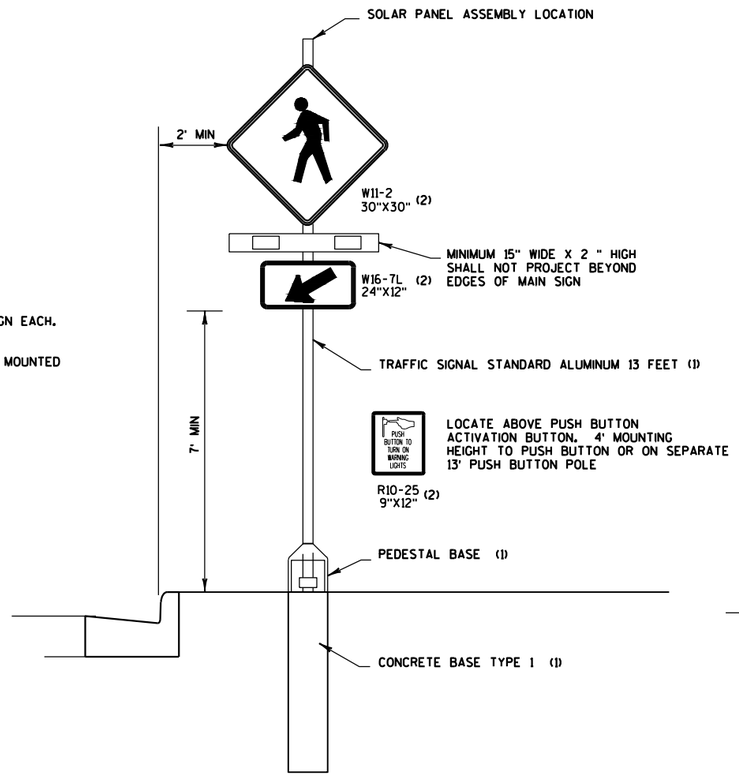
GENERAL NOTES:

(1) ITEM TO MEET REQUIREMENTS OF SECTIONS 654 AND 657 OF THE CURRENT WISDOT STANDARD SPECIFICATIONS

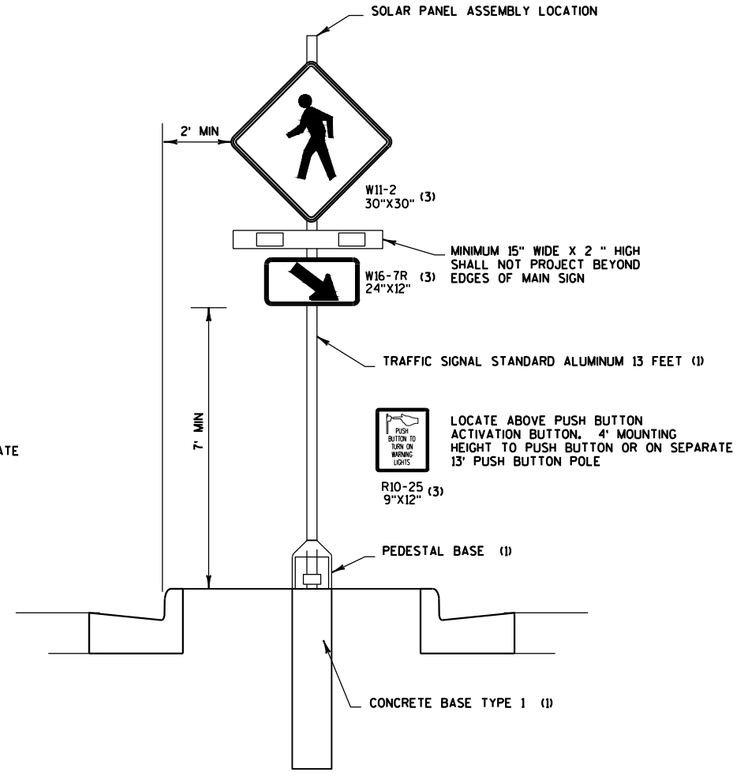
(2) RRFB SYSTEMS ON SIDE OF ROAD REQUIRE (1) W11-2 30"X30" SIGN, (1) W16-7L 24"X12" SIGN, (1) R10-25 9"X12" SIGN EACH. SIGNS ARE TO BE PAID FOR SEPARATLY

(3) RRFB SYSTEM IN MEDIAN REQUIRES (2) W11-2 30"X30" SIGNS MOUNTED BACK TO BACK, (2) W16-7R 24"X12" SIGNS MOUNTED BACK TO BACK, (1) R10-25 9"X12" SIGN

(4) MEDIAN MOUNTED RRFB REQUIRES 2 FLASHING BEACONS, MOUNTED BACK TO BACK.




ROADSIDE RRFB ASSEMBLY




MEDIAN RRFB ASSEMBLY

2

2

N

520 S LEXINGTON ST

127+00

128+00

129+00

130+00

STH 23

SC

SA

SC

SA

SC

SC

SI

SI

SC

MCKINLEY STREET

MCKINLEY STREET

557 S WINSTED ST

RIVER VALLEY NURSING HOME, INC.
501 S WINSTED ST

LEGEND

| | |
|---|---|
| REMOVING ASPHALTIC SURFACE | |
| REMOVING CURB AND GUTTER | |
| REMOVING CONCRETE SIDEWALK | |
| REMOVING CONCRETE PAVEMENT | |
| SAWING CONCRETE | SC |
| SAWING ASPHALT | SA |
| SLOPE INTERCEPT | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - MCKINLEY ST | SHEET 16 E |

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - McKinley

PLOT DATE : 7/27/2023 12:33 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE PAVEMENT
- SAWING CONCRETE (SC)
- SAWING ASPHALT (SA)
- SLOPE INTERCEPT

N

VILLAGE OF SPRING GREEN
351 E HOXIE ST

DAVID L. STEBBINS
E. HOXIE STREET

EXISTING R/W
SI
R/W
TLE
SC
SA

131+00
132+00
133+00

STH 23

HOXIE STREET

RIVER VALLEY NURSING HOME, INC.
501 S WINSTED ST

RIVER VALLEY NURSING HOME, INC.
501 S WINSTED ST

SAUK COUNTY HOUSING AUTHORITY
429 E HOXIE ST

1003

903

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - HOXIE ST | SHEET 17 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Hoxie

PLOT DATE : 7/27/2023 12:33 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE PAVEMENT
- SAWING CONCRETE (SC)
- SAWING ASPHALT (SA)
- SLOPE INTERCEPT

N

ARTHUR BARYENBRUCH AND
CHARLOTTE BARYENBRUCH
346 E MADISON STREET

STEPHEN FISK AND SUSAN KIMBALL
S. WINSTED

180 S WINSTED ST

SC SA SI TLE R/W

143+00 144+00 145+00

STH 23

MADISON STREET

904

DAVID CHAPMAN AND
MEGAN HYDE
221 S WINSTED ST

BARBARA NELSON
179 S WINSTED ST

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - MADISON ST | SHEET 18 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Madison

PLOT DATE : 7/27/2023 12:33 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE PAVEMENT
- SAWING CONCRETE (SC)
- SAWING ASPHALT (SA)
- SLOPE INTERCEPT

N

180 S WINSTED ST

140 S WINSTED ST

WSOR RAILROAD

STH 23

179 S WINSTED ST

137 S WINSTED ST

145+00

146+00

147+00

SC

SA

2

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - WSOR CROSSING | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Railroad X

PLOT DATE : 9/25/2023 4:13 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

JEFFERSON STREET

STEPHEN FISK AND SUSAN KIMBALL
353 E JEFFERSON ST

STEPHEN FISK AND SUSAN KIMBALL
112 N WINSTED ST

352 E JEFFERSON ST

TLE

SI

SC

SA

STH 23

149+00

150+00

151+00

DAVID HANSON AND KELLY ROBERTS-HANSON
109 S WINSTED ST

WILLIAM HUTTER
201 N WINSTED ST

WILLIAM HUTTER
107 N WINSTED ST

LEGEND

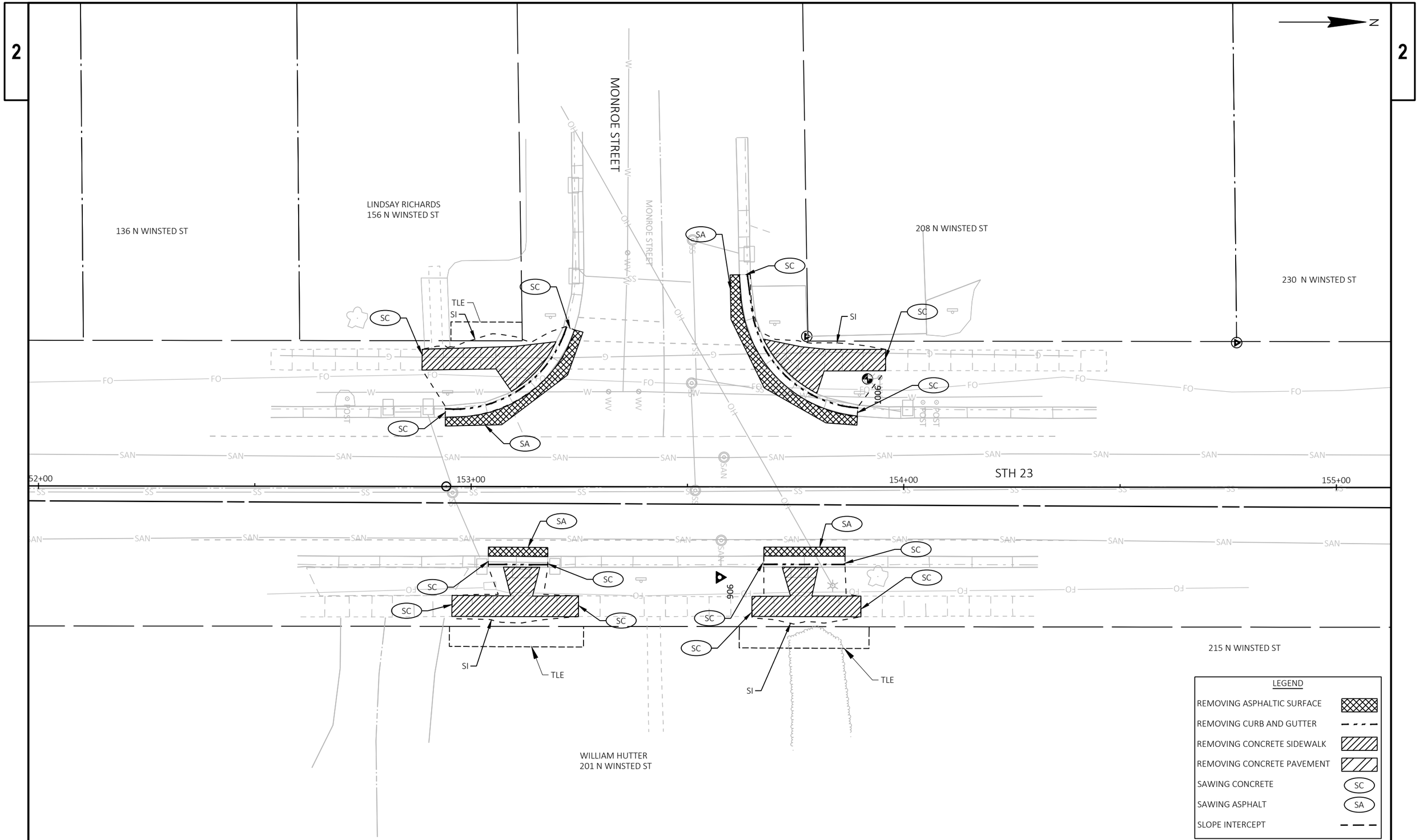
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE PAVEMENT
- SAWING CONCRETE (SC)
- SAWING ASPHALT (SA)
- SLOPE INTERCEPT

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - JEFFERSON ST | SHEET 20 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Jefferson

PLOT DATE : 7/27/2023 12:33 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - MONROE ST | SHEET 21 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Monroe

PLOT DATE : 7/27/2023 12:33 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE PAVEMENT
- SAWING CONCRETE (SC)
- SAWING ASPHALT (SA)
- SLOPE INTERCEPT

N

434 N WINSTED ST

460 N WINSTED ST

SI

SC

SA

STH 23

1009

163+00

164+00

912

POST

461 N WINSTED ST

NATHAN BETHEL AND
THERESE BETHEL
461 N WINSTED ST

TLE

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - MIDBLOCK CROSSING | SHEET 22 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Midblock

PLOT DATE : 7/27/2023 12:33 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING CONCRETE PAVEMENT
- SAWING CONCRETE (SC)
- SAWING ASPHALT (SA)
- SLOPE INTERCEPT

N

TFGF PROPERTIES, LLC
334 E DALEY ST

DALEY STREET

JOESPH LOUISAND
BARBARA LOUIS
316 N WINSTED ST

SC
TLE
SI
R/W
SA

156+00
157+00
158+00

STH 23

229 N WINSTED ST

247 N WINSTED ST

JAMES RETRUM AND
LINDA RETRUM
301 N WINSTED ST

JOESPH LOUIS AND
BARBARA LOUIS
319 AND 305 N WINSTED ST

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - DALEY ST | SHEET 23 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Daley

PLOT DATE : 7/27/2023 12:34 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

316 N WINSTED ST

348 N WINSTED ST

400 N WINSTED ST

N

SI

SC

SA

907

1008

STH 23

158+00

159+00

160+00

R/W

TLE

RAINBOW ROAD

JOESPH LOUIS AND
BARBARA LOUIS
319 AND 305 N WINSTED ST

DAWN TENNENT AND
HEIDU GROSSKOPF AND
ROBERT TENNENT AND
JANICE TENNENT
409 E RAINBOW RD

LEGEND

| | |
|---|---|
| REMOVING ASPHALTIC SURFACE | |
| REMOVING CURB AND GUTTER | |
| REMOVING CONCRETE SIDEWALK | |
| REMOVING CONCRETE PAVEMENT | |
| SAWING CONCRETE | SC |
| SAWING ASPHALT | SA |
| SLOPE INTERCEPT | |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - RAINBOW RD | SHEET 24 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Rainbow

PLOT DATE : 7/27/2023 12:34 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

780 N WINSTED ST

N

LEGEND

REMOVING ASPHALTIC SURFACE

REMOVING CURB AND GUTTER

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE PAVEMENT

SAWING CONCRETE (SC)

SAWING ASPHALT (SA)

SLOPE INTERCEPT

628 N WINSTED ST

BAKER STREET

BAKER STREET

SI

SC

SC

SA

SI

SC

SA

SC

STH 23

169+00

170+00

171+00

SC

SA

SC

SC

SC

SC

SC

SA

SC

SC

SI

SI

SI

SC

SC

410 E BAKER ST

436 SUNRISE DR

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - BAKER ST | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Baker

PLOT DATE : 7/27/2023 12:34 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

N

FO

173+00

174+00

175+00

STH 23

SC

SA

SC

SC

SA

SC

EXISTING R/W

R/W

TLE

SAUK PRAIRIE MEMORIAL
HOSPITAL, INC
436 SUNRISE DR

SUNRISE DRIVE

606

E

EXISTING R/W

LEGEND

| | |
|---|---|
| REMOVING ASPHALTIC SURFACE | |
| REMOVING CURB AND GUTTER | |
| REMOVING CONCRETE SIDEWALK | |
| REMOVING CONCRETE PAVEMENT | |
| SAWING CONCRETE | SC |
| SAWING ASPHALT | SA |
| SLOPE INTERCEPT | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | REMOVAL DETAILS - SUNRISE DRIVE | SHEET 26 E |

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - Sunrise

PLOT DATE : 7/27/2023 12:34 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1000 | 119193.67 | 566072.539 | 724.416 | BM/TOP |

WISCONSIN RIVER

BEGIN ASPHALTIC CENTERLINE AND
SHOULDER RUMBLE STRIPS STA 35+25

1000

33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00

N13°53'22"E
741.49'

STH 23

PC: 40+29.15

BEGIN PROJECT
STA 35+25
Y=119,225.540
X=566,097.175

BEGIN MILL AND OVERLAY
STA 45+85
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAILS

Mid: 46+70.61

41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00

STH 23

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 900 | 120152.403 | 566338.744 | FENO |

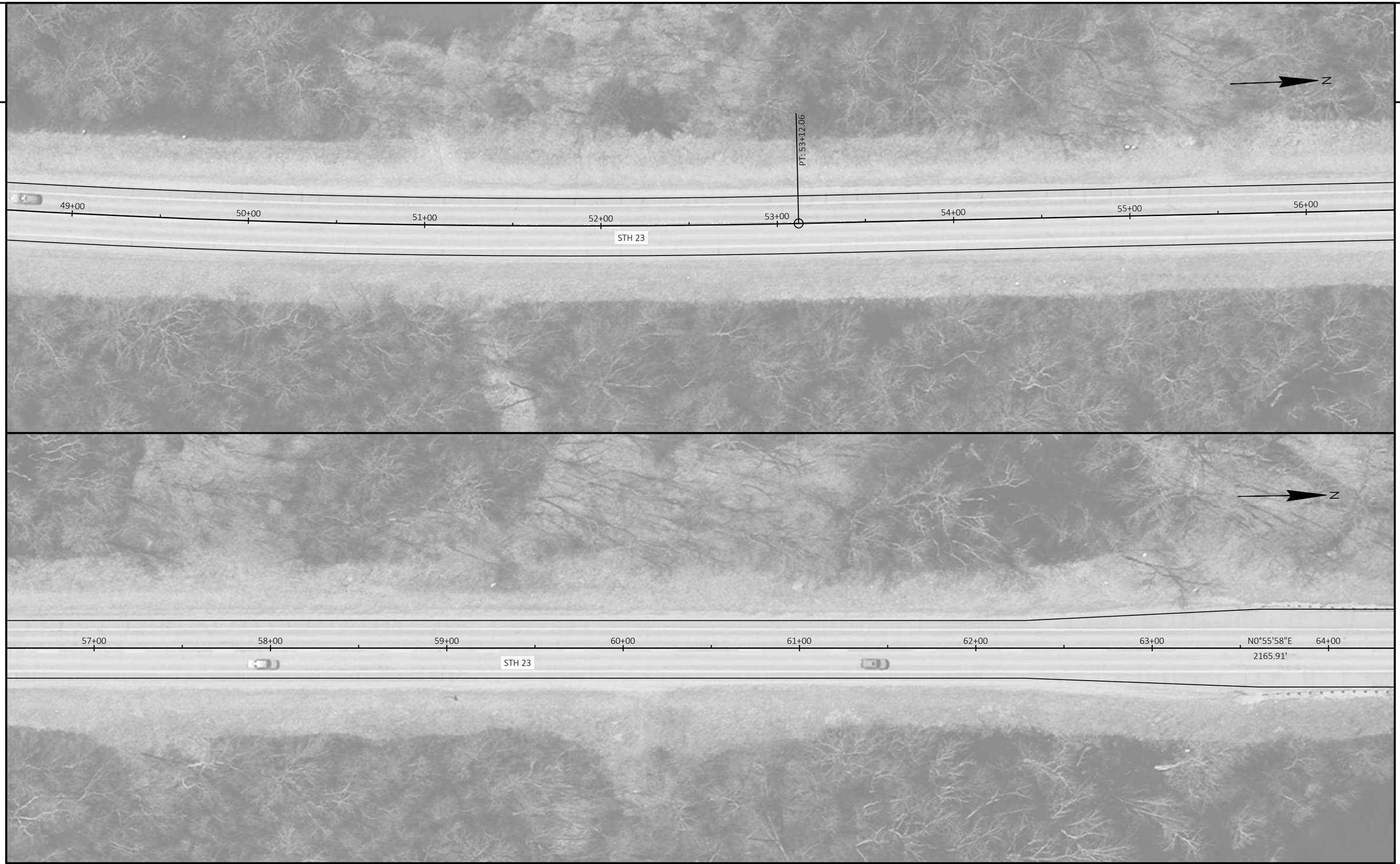
900

PECKS LANDING

PI STA = 46+73.35
Y = 120340.317
X = 566372.835
DELTA = 12°57'24" LT
D = 1°00'36"
T = 644.20'
L = 1282.90'
R = 5673.12'
PC STA = 40+29.15
PT STA = 53+12.06

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 27 | E |
|---|---|---|---|---|---|

2

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| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 28 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 02

PLOT DATE : 7/27/2023 12:36 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAILS

NET EXCEPTION TO CL LENGTH
STA 64+75 - STA 69+00

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAILS

65+00 66+00 67+00 68+00 69+00 70+00 71+00 72+00

B-56-165

STH 23

WISCONSIN RIVER OVERFLOW

N

PI: 74+77.97

73+00 74+00 75+00 76+00 77+00 78+00 79+00 N1°04'32"E 80+00

832.60'

STH 23

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 29 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 03

PLOT DATE : 7/27/2023 12:36 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 901 | 124818.5360 | 566165.414 | FENO |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 30 | E |
|---|---|---|---|---|---|

2

2

96+00 97+00 98+00 N34°01'08"W 99+00 100+00 101+00 102+00 103+00

1415.80'

STH 23

ASPHALT DRIVEWAY SEE CONSTRUCTION DETAILS

N

EXISTING R/W

OLD RIVER ROAD

Mid: 108+09.77

BEGIN TRANSITION FROM
3-INCH MILL TO 4-INCH MILL
STA 108+50

EXISTING R/W

END TRANSITION FROM
3-INCH MILL TO 4-INCH MILL
STA 109+00

18-INCH STEEL CULVERT PIPE
APRON END WALL REPLACEMENTS
STA 110+50

PC: 104+61.35

104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00

STH 23

PI STA = 108+20.43
Y = 126147.471
X = 565236.059
DELTA = 34°05'13" RT
D = 4°53'30"
T = 359.08'
L = 696.85'
R = 1171.32'
PC STA = 104+61.35
PT STA = 111+58.20

EXISTING R/W

END ASPHALTIC CENTERLINE AND
SHOULDER RUMBLE STRIPS STA 110+75

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 31 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 05

PLOT DATE : 7/27/2023 12:36 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

EXISTING R/W

SEC 18C
VERIFY LANDMARK REFERENCE MONUMENT
STA 117+45.2, 0.27' RT

PI: 117+45.15

GRAVEL FIELD ENTRANCE

N

112+00 113+00 114+00 N0°04'04"E 115+00 116+00 117+00 118+00 119+00

586.95'

STH 23

GRAVEL FIELD ENTRANCE

GRAVEL DRIVEWAY SEE CONSTRUCTION DETAILS

EXISTING R/W

ATC - OVERHEAD

| SECTION CORNER TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| SEC 18C | 127093.5 | 565237.553 | 717.269 | IR |

N

ASPHALT DRIVEWAY SEE CONSTRUCTION DETAILS

120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00

STH 23

CONCRETE DRIVEWAY
NO ACTION NEEDED

ASPHALT DRIVEWAY SEE CONSTRUCTION DETAILS

ASPHALT DRIVEWAY SEE CONSTRUCTION DETAILS

ASPHALT DRIVEWAY SEE CONSTRUCTION DETAILS

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 32 | E |
|---|---|---|---|---|---|

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 902 | 128162.1990 | 565165.4140 | FENO |
| 903 | 128624.8890 | 565217.498 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1001 | 128224.9340 | 565274.4320 | 729.7050 | BM/TOP |
| 1003 | 128538.4640 | 565288.6410 | 728.5730 | BM/TOP |

N

VILLAGE OF SPRING GREEN - STORM SEWER
VILLAGE OF SPRING GREEN - SANITARY SEWER
BUTT JOINT REQ'D SEE CONSTRUCTION DETAILS
ALLIANT ENERGY - ELECTRIC
WINDSTREAM KDL - FIBER OPTICS
EXISTING R/W
ALLIANT ENERGY - GAS
R/W
TLE
HOXIE STREET
FRONTIER - FIBER OPTICS
128+00
129+00
130+00
N0°09'49"E
2648.52'
131+00
132+00
133+00
134+00
135+00
STH 23
CHARTER - FIBER OPTICS
BUTT JOINT REQ'D SEE CONSTRUCTION DETAILS
MCKINLEY STREET
EXISTING R/W
VILLAGE OF SPRING GREEN - WATER MAIN

LEGEND

ENVIRONMENTALLY SENSITIVE AREA

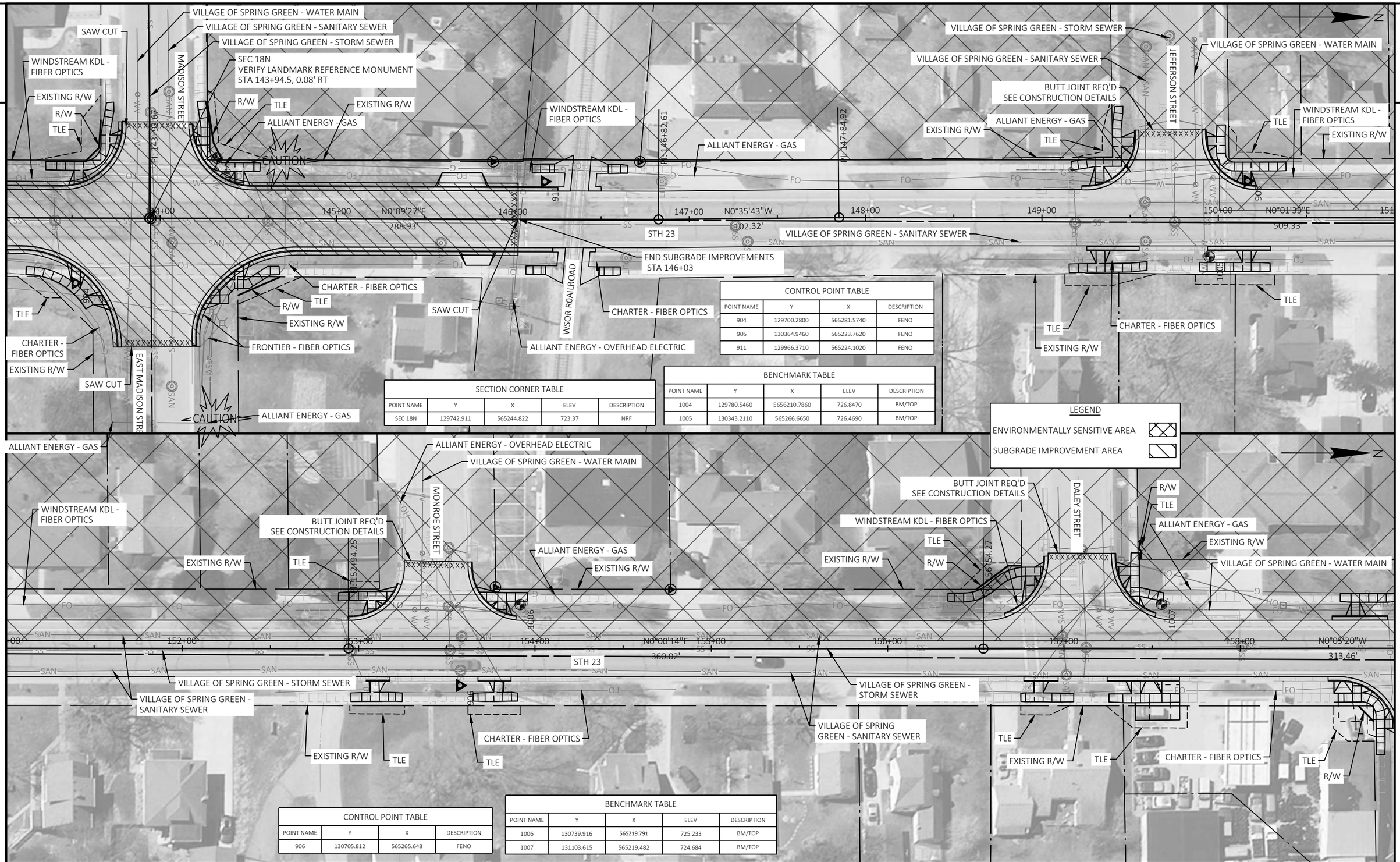
SUBGRADE IMPROVEMENT AREA

N

WINDSTREAM KDL - FIBER OPTICS
EXISTING R/W
ALLIANT ENERGY - GAS
SAW CUT
136+00
137+00
138+00
139+00
140+00
141+00
142+00
143+00
STH 23
BEGIN SUBGRADE IMPROVEMENTS STA 142+20
CHARTER - FIBER OPTICS
FRONTIER - FIBER OPTICS
ALLIANT ENERGY - GAS

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 33 | E |
|---|---|---|---|---|---|

2




| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 904 | 129700.2800 | 565281.5740 | FENO |
| 905 | 130364.9460 | 565223.7620 | FENO |
| 911 | 129966.3710 | 565224.1020 | FENO |

| SECTION CORNER TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| SEC 18N | 129742.911 | 565244.822 | 723.37 | NRF |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1004 | 129780.5460 | 5656210.7860 | 726.8470 | BM/TOP |
| 1005 | 130343.2110 | 565266.6650 | 726.4690 | BM/TOP |

LEGEND

ENVIRONMENTALLY SENSITIVE AREA

SUBGRADE IMPROVEMENT AREA

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 906 | 130705.812 | 565265.648 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1006 | 130739.916 | 565219.791 | 725.233 | BM/TOP |
| 1007 | 131103.615 | 565219.482 | 724.684 | BM/TOP |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 34 | E |
|---|---|---|---|---|---|

2

2

VILLAGE OF SPRING GREEN - WATER MAIN
EXISTING R/W
ALLIANT ENERGY - GAS
WINDSTREAM KDL - FIBER OPTICS
PI: 159+67.73
907
1008
159+00
160+00
161+00
162+00
N0°04'23"E
544.00'
163+00
164+00
165+00
166+00
STH 23
1009
PI: 165+11.73
VILLAGE OF SPRING GREEN - STORM SEWER
WINDSTREAM KDL - FIBER OPTICS
VILLAGE OF SPRING GREEN - STORM SEWER
VILLAGE OF SPRING GREEN - SANITARY SEWER
TLE
R/W
CHARTER - FIBER OPTICS
BUTT JOINT REQ'D SEE CONSTRUCTION DETAILS
VILLAGE OF SPRING GREEN - SANITARY SEWER
RAINBOW ROAD
EXISTING R/W
TLE
EXISTING R/W

LEGEND
ENVIRONMENTALLY SENSITIVE AREA
SUBGRADE IMPROVEMENT AREA

CONTROL POINT TABLE

| POINT NAME | Y | X | DESCRIPTION |
|---|---|---|---|
| 907 | 131241.002 | 565224.482 | FENO |

BENCHMARK TABLE

| POINT NAME | Y | X | ELEV | DESCRIPTION |
|---|---|---|---|---|
| 1008 | 131312.456 | 565220.029 | 725.408 | BM/TOP |
| 1009 | 131757.902 | 565219.496 | 727.883 | BM/TOP |

VILLAGE OF SPRING GREEN - WATER MAIN
VILLAGE OF SPRING GREEN - STORM SEWER
BAKER STREET
UNDER GROUND ELETRIC
NOTE: EXTEND CULVERT PIPE REINFORCED CONCRETE 12-INCH 8' TO ACCOMMODATE PROPOSED CURB RAMPS. SALVAGE 12-INCH APRON ENDWALL.
EXISTING R/W
EXISTING R/W
WINDSTREAM KDL - FIBER OPTICS
BUTT JOINT REQ'D SEE CONSTRUCTION DETAILS
WINDSTREAM KDL - FIBER OPTICS
ALLIANT ENERGY - GAS
1010
CAUTION
PC: 171+54.62
ASPHALT DRIVEWAY SEE CONSTRUCTION DETAILS
PI STA = 173+87.37
Y = 132735.704
X = 565243.792
DELTA = 12°53'44" LT
D = 2°46'55"
T = 232.75'
L = 463.53'
R = 2059.48'
PC STA = 171+54.62
PT STA = 176+18.16
Mid: 173+86.39
167+00
168+00
N0°04'30"W
642.89'
169+00
170+00
171+00
172+00
173+00
174+00
STH 23
EXISTING R/W
VILLAGE OF SPRING GREEN - SANITARY SEWER
FRONTIER OR CHARTER - FIBER OPTIC
SEC 7C
VERIFY LANDMARK REFERENCE MONUMENT
STA 170+36.6, 11.4' RT
EXISTING R/W
EXISTING R/W
SUNRISE DRIVE
909
R/W
TLE
BUTT JOINT REQ'D SEE CONSTRUCTION DETAILS
UNDER GROUND ELETRIC

CONTROL POINT TABLE

| POINT NAME | Y | X | DESCRIPTION |
|---|---|---|---|
| 908 | 132335.875 | 565211.182 | FENO |
| 909 | 132793.353 | 565273.214 | FENO |

BENCHMARK TABLE

| POINT NAME | Y | X | ELEV | DESCRIPTION |
|---|---|---|---|---|
| 1010 | 132331.459 | 565218.377 | 727.792 | BM/TOP |

SECTION CORNER TABLE

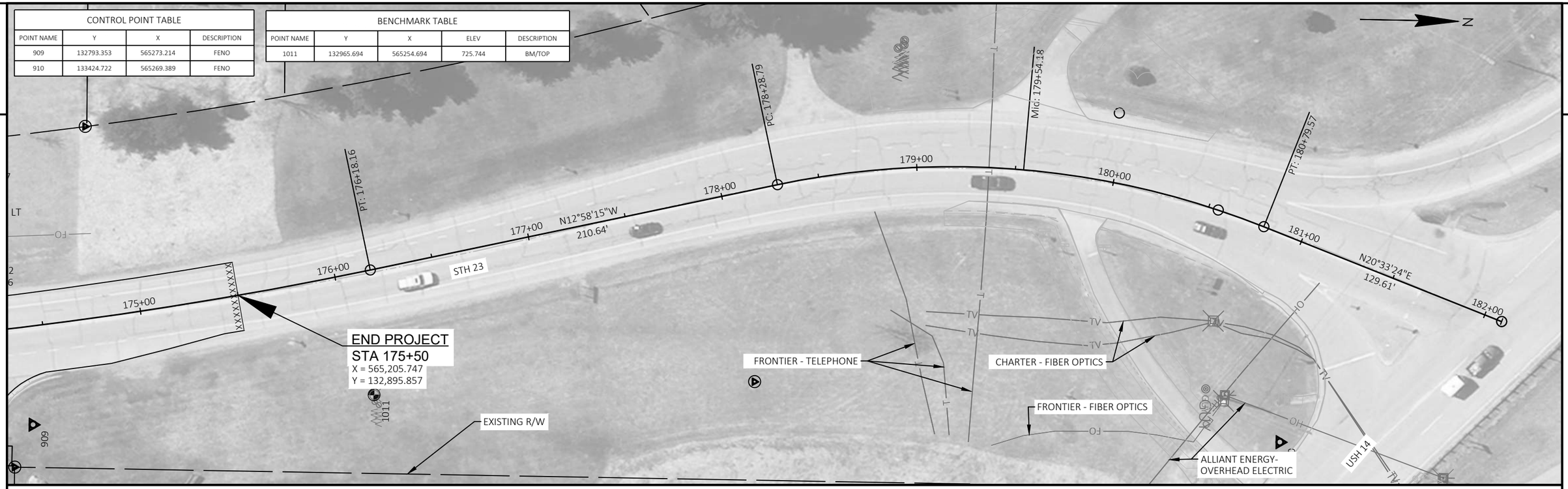
| POINT NAME | Y | X | ELEV | DESCRIPTION |
|---|---|---|---|---|
| SEC 7C | 132384.978 | 565255.65 | 724.627 | IR |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 35 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 09
PLOT DATE : 7/27/2023 12:37 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 909 | 132793.353 | 565273.214 | FENO |
| 910 | 133424.722 | 565269.389 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1011 | 132965.694 | 565254.694 | 725.744 | BM/TOP |




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN DETAILS | SHEET 36 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 10
PLOT DATE : 7/27/2023 12:37 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

2

SEE SDD 15C 9-A FOR RAILROAD CROSSING MARKING DETAILS UNLESS OTHERWISE NOTED

SEE SDD 8D 5-E FOR PLACEMENT OF DETECTABLE WARNING FIELDS AT THE RAILROAD CROSSING

SEE SDD 13B1 FOR RAILROAD APPROACH PAVEMENT DETAILS

FOR DETAILS ON ROADWAY CROSS SLOPE TRANSITION FROM NORMAL CROWN TO RAILROAD CROSS SLOPE SEE SDD 13B1 AND TYPICAL SECTION SHEETS

N

EXISTING R/W

R/W

SI

TLE

EXISTING R/W

ALLIGANT ENERGY - GAS

WINDSTREAM KDL - FIBER OPTIC LINE

BEGIN TRANSITION FROM NORMAL CROWN TO RAILROAD CROSS SLOPE STA 145+68

PI: 143+93.67

PI: 146+82.61

322.6'

VILLAGE OF SPRING GREEN WATER LINE

VILLAGE OF SPRING GREEN STORM SEWER

142+00 143+00 144+00 145+00 146+00 147+00

VILLAGE OF SPRING GREEN SANITARY SEWER

MOVE EXISTING W10-1 SIGN

ALLIGANT ENERGY - GAS

TLE

SI

R/W

EXISTING R/W

CHARTER - FIBER OPTIC LINE

TLE

SI

CHARTER FIBER OPTIC LINE

EXISTING R/W

ALLIGANT ENERGY - GAS

FRONTIER - FIBER OPTIC LINE

ALLIGANT ENERGY - ELECTRIC

MADISON STREET

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | RAILROAD DETAIL | SHEET 37 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\021202_RD.DWG
LAYOUT NAME - 01

PLOT DATE : 7/27/2023 12:39 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

SEE SDD 15C 9-A FOR RAILROAD CROSSING MARKING DETAILS UNLESS OTHERWISE NOTED

SEE SDD 8D 5-E FOR PLACEMENT OF DETECTABLE WARNING FIELDS AT THE RAILROAD CROSSING

SEE SDD 13B1 FOR RAILROAD APPROACH PAVEMENT DETAILS

FOR DETAILS ON ROADWAY CROSS SLOPE TRANSITION FROM NORMAL CROWN TO RAILROAD GRADE SEE SDD 13B1 AND TYPICAL SECTION SHEETS

N

RAILROAD CROSSING SURFACE (WORK BY RAILROAD)
RAILROAD CROSSING LENGTH: 73.125'
NUMBER OF CONCRETE PANELS: 9

WISCONSIN & SOUTHERN RAILROAD

EXISTING RAILROAD SIGNAL

ASPHALT PAVEMENT

PROPOSED RAILROAD SIGNAL & GATE ARM (WORK BY RAILROAD)

WINDSTREAM KDL - FIBER OPTICS

EXISTING R/W

ALLIGANT ENERGY - GAS

ASPHALT PAVEMENT

EXISTING R/W

SI

CAUTION

ALL PAVEMENT CROWN REMOVED STA 146+28

END TRANSITION FROM RAILROAD CROSS SLOPE TO NORMAL CROWN STA 147+05

200.0'

PI: 146+82.61

PI: 147+84.92

4" WHITE EDGE LINE

4' SHOULDER

12' TRAVEL LANE

4" DOUBLE YELLOW CENTER LINE

12' TRAVEL LANE

4' SHOULDER

8-INCH CONCRETE PAVEMENT

HMA PAVEMENT

146+00

147+00

148+00

END SUBGRADE IMPROVEMENTS STA 146+03

ALL PAVEMENT CROWN REMOVED STA 146+45

VILLAGE OF SPRING GREEN STORM SEWER

VILLAGE OF SPRING GREEN SANITARY SEWER

CHARTER - FIBER OPTIC LINE

PROPOSED RAILROAD SIGNAL & GATE ARM (WORK BY RAILROAD)

EXISTING RAILROAD SIGNAL

EXISTING R/W

ATC MANAGEMENT, INC - OVERHEAD ELECTRIC

ASPHALT PAVEMENT

EXISTING R/W

PROPOSED AND EXISTING RAILROAD BUNGALOW

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | RAILROAD DETAIL | SHEET 38 | E |
|---|---|---|---|---|---|

# STH 23

2 | 128+00 | 129+00 | 2

N

CONCRETE CURB AND GUTTER 30-INCH TYPE D

CONCRETE CURB AND GUTTER 30-INCH TYPE D

RES

LL

SW4

G

SI

AS

902

1001

EXISTING R/W

557 S WINSTED ST

MCKINLEY ST

RIVER VALLEY NURSING HOME, INC.
501 S WINSTED ST

## LEGEND

| | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

## EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 902 | 128162.1990 | 565165.4140 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1001 | 128224.9340 | 565274.4320 | 729.7050 | BM/TOP |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MCKINLEY ST | SHEET 39 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - McKinley

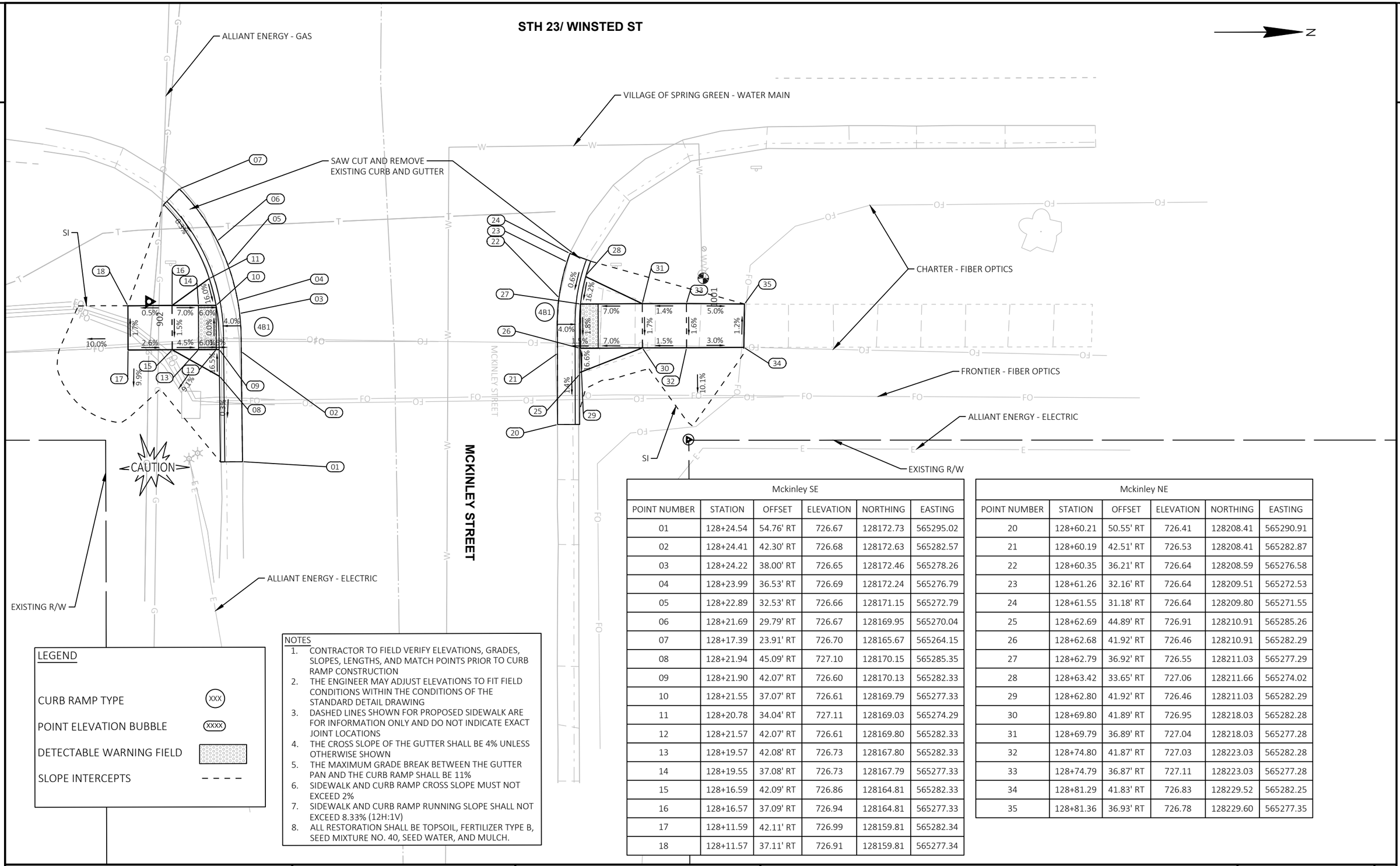
PLOT DATE : 9/25/2023 4:17 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

## STH 23/ WINSTED ST

N




EXISTING R/W

ALLIANT ENERGY - ELECTRIC

### LEGEND

CURB RAMP TYPE (XXX)

POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

SLOPE INTERCEPTS

### NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

**Mckinley SE**

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 01 | 128+24.54 | 54.76' RT | 726.67 | 128172.73 | 565295.02 |
| 02 | 128+24.41 | 42.30' RT | 726.68 | 128172.63 | 565282.57 |
| 03 | 128+24.22 | 38.00' RT | 726.65 | 128172.46 | 565278.26 |
| 04 | 128+23.99 | 36.53' RT | 726.69 | 128172.24 | 565276.79 |
| 05 | 128+22.89 | 32.53' RT | 726.66 | 128171.15 | 565272.79 |
| 06 | 128+21.69 | 29.79' RT | 726.67 | 128169.95 | 565270.04 |
| 07 | 128+17.39 | 23.91' RT | 726.70 | 128165.67 | 565264.15 |
| 08 | 128+21.94 | 45.09' RT | 727.10 | 128170.15 | 565285.35 |
| 09 | 128+21.90 | 42.07' RT | 726.60 | 128170.13 | 565282.33 |
| 10 | 128+21.55 | 37.07' RT | 726.61 | 128169.79 | 565277.33 |
| 11 | 128+20.78 | 34.04' RT | 727.11 | 128169.03 | 565274.29 |
| 12 | 128+21.57 | 42.07' RT | 726.61 | 128169.80 | 565282.33 |
| 13 | 128+19.57 | 42.08' RT | 726.73 | 128167.80 | 565282.33 |
| 14 | 128+19.55 | 37.08' RT | 726.73 | 128167.79 | 565277.33 |
| 15 | 128+16.59 | 42.09' RT | 726.86 | 128164.81 | 565282.33 |
| 16 | 128+16.57 | 37.09' RT | 726.94 | 128164.81 | 565277.33 |
| 17 | 128+11.59 | 42.11' RT | 726.99 | 128159.81 | 565282.34 |
| 18 | 128+11.57 | 37.11' RT | 726.91 | 128159.81 | 565277.34 |

**Mckinley NE**

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 20 | 128+60.21 | 50.55' RT | 726.41 | 128208.41 | 565290.91 |
| 21 | 128+60.19 | 42.51' RT | 726.53 | 128208.41 | 565282.87 |
| 22 | 128+60.35 | 36.21' RT | 726.64 | 128208.59 | 565276.58 |
| 23 | 128+61.26 | 32.16' RT | 726.64 | 128209.51 | 565272.53 |
| 24 | 128+61.55 | 31.18' RT | 726.64 | 128209.80 | 565271.55 |
| 25 | 128+62.69 | 44.89' RT | 726.91 | 128210.91 | 565285.26 |
| 26 | 128+62.68 | 41.92' RT | 726.46 | 128210.91 | 565282.29 |
| 27 | 128+62.79 | 36.92' RT | 726.55 | 128211.03 | 565277.29 |
| 28 | 128+63.42 | 33.65' RT | 727.06 | 128211.66 | 565274.02 |
| 29 | 128+62.80 | 41.92' RT | 726.46 | 128211.03 | 565282.29 |
| 30 | 128+69.80 | 41.89' RT | 726.95 | 128218.03 | 565282.28 |
| 31 | 128+69.79 | 36.89' RT | 727.04 | 128218.03 | 565277.28 |
| 32 | 128+74.80 | 41.87' RT | 727.03 | 128223.03 | 565282.28 |
| 33 | 128+74.79 | 36.87' RT | 727.11 | 128223.03 | 565277.28 |
| 34 | 128+81.29 | 41.83' RT | 726.83 | 128229.52 | 565282.25 |
| 35 | 128+81.36 | 36.93' RT | 726.78 | 128229.60 | 565277.35 |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MCKINLEY ST E | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - McKinleyE
PLOT DATE : 7/27/2023 12:42 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

HOXIE STREET

VILLAGE OF SPRING GREEN
351 E HOXIE ST

DAVID L. STEBBINS
E. HOXIE STREET

EXISTING R/W

CONCRETE CURB AND GUTTER 30-INCH TYPE D

CONCRETE CURB AND GUTTER 30-INCH TYPE D

EXISTING R/W

SAUK COUNTY HOUSING AUTHORITY
429 E HOXIE ST

RIVER VALLEY NURSING HOME, INC.
501 S WINSTED ST

# STH 23

131+00 132+00 133+00

## LEGEND

| | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

## EROSION CONTROL LEGEND

SILT FENCE

INLET PROTECTION

A B C INLET PROTECTION TYPE

TEMPORARY DITCH CHECK

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 903 | 128624.8890 | 565217.4980 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1003 | 128538.4640 | 565288.6410 | 728.5730 | BM/TOP |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - HOXIE ST | SHEET 41 | E |
|---|---|---|---|---|---|

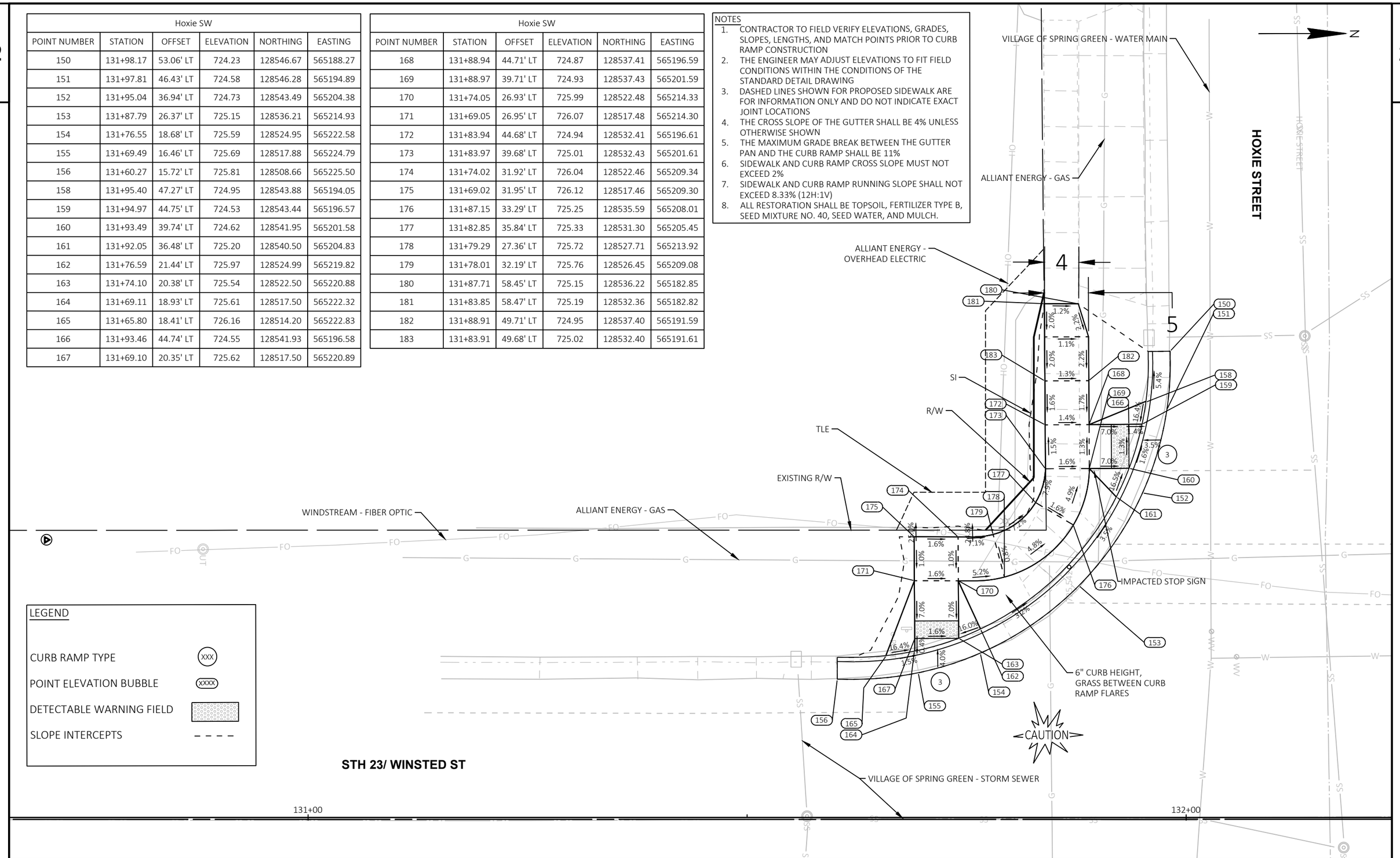
FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Hoxie

PLOT DATE : 9/25/2023 4:17 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

| Hoxie SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 150 | 131+98.17 | 53.06' LT | 724.23 | 128546.67 | 565188.27 |
| 151 | 131+97.81 | 46.43' LT | 724.58 | 128546.28 | 565194.89 |
| 152 | 131+95.04 | 36.94' LT | 724.73 | 128543.49 | 565204.38 |
| 153 | 131+87.79 | 26.37' LT | 725.15 | 128536.21 | 565214.93 |
| 154 | 131+76.55 | 18.68' LT | 725.59 | 128524.95 | 565222.58 |
| 155 | 131+69.49 | 16.46' LT | 725.69 | 128517.88 | 565224.79 |
| 156 | 131+60.27 | 15.72' LT | 725.81 | 128508.66 | 565225.50 |
| 158 | 131+95.40 | 47.27' LT | 724.95 | 128543.88 | 565194.05 |
| 159 | 131+94.97 | 44.75' LT | 724.53 | 128543.44 | 565196.57 |
| 160 | 131+93.49 | 39.74' LT | 724.62 | 128541.95 | 565201.58 |
| 161 | 131+92.05 | 36.48' LT | 725.20 | 128540.50 | 565204.83 |
| 162 | 131+76.59 | 21.44' LT | 725.97 | 128524.99 | 565219.82 |
| 163 | 131+74.10 | 20.38' LT | 725.54 | 128522.50 | 565220.88 |
| 164 | 131+69.11 | 18.93' LT | 725.61 | 128517.50 | 565222.32 |
| 165 | 131+65.80 | 18.41' LT | 726.16 | 128514.20 | 565222.83 |
| 166 | 131+93.46 | 44.74' LT | 724.55 | 128541.93 | 565196.58 |
| 167 | 131+69.10 | 20.35' LT | 725.62 | 128517.50 | 565220.89 |

| Hoxie SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 168 | 131+88.94 | 44.71' LT | 724.87 | 128537.41 | 565196.59 |
| 169 | 131+88.97 | 39.71' LT | 724.93 | 128537.43 | 565201.59 |
| 170 | 131+74.05 | 26.93' LT | 725.99 | 128522.48 | 565214.33 |
| 171 | 131+69.05 | 26.95' LT | 726.07 | 128517.48 | 565214.30 |
| 172 | 131+83.94 | 44.68' LT | 724.94 | 128532.41 | 565196.61 |
| 173 | 131+83.97 | 39.68' LT | 725.01 | 128532.43 | 565201.61 |
| 174 | 131+74.02 | 31.92' LT | 726.04 | 128522.46 | 565209.34 |
| 175 | 131+69.02 | 31.95' LT | 726.12 | 128517.46 | 565209.30 |
| 176 | 131+87.15 | 33.29' LT | 725.25 | 128535.59 | 565208.01 |
| 177 | 131+82.85 | 35.84' LT | 725.33 | 128531.30 | 565205.45 |
| 178 | 131+79.29 | 27.36' LT | 725.72 | 128527.71 | 565213.92 |
| 179 | 131+78.01 | 32.19' LT | 725.76 | 128526.45 | 565209.08 |
| 180 | 131+87.71 | 58.45' LT | 725.15 | 128536.22 | 565182.85 |
| 181 | 131+83.85 | 58.47' LT | 725.19 | 128532.36 | 565182.82 |
| 182 | 131+88.91 | 49.71' LT | 724.95 | 128537.40 | 565191.59 |
| 183 | 131+83.91 | 49.68' LT | 725.02 | 128532.40 | 565191.61 |

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.




LEGEND

CURB RAMP TYPE (XXX)

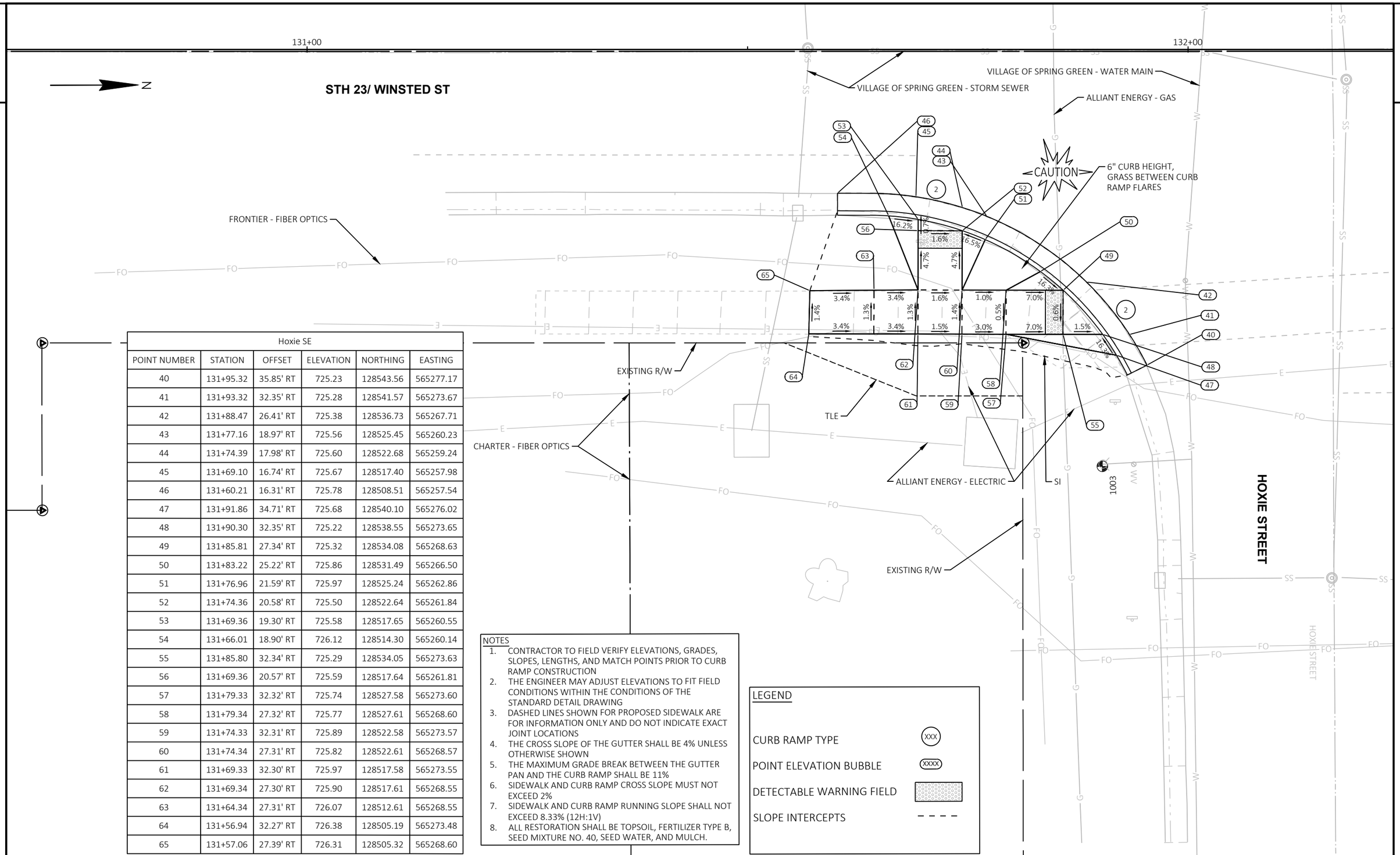
POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

SLOPE INTERCEPTS

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - HOXIE ST SW | SHEET 42 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - HoxieSW
PLOT DATE : 7/27/2023 12:43 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



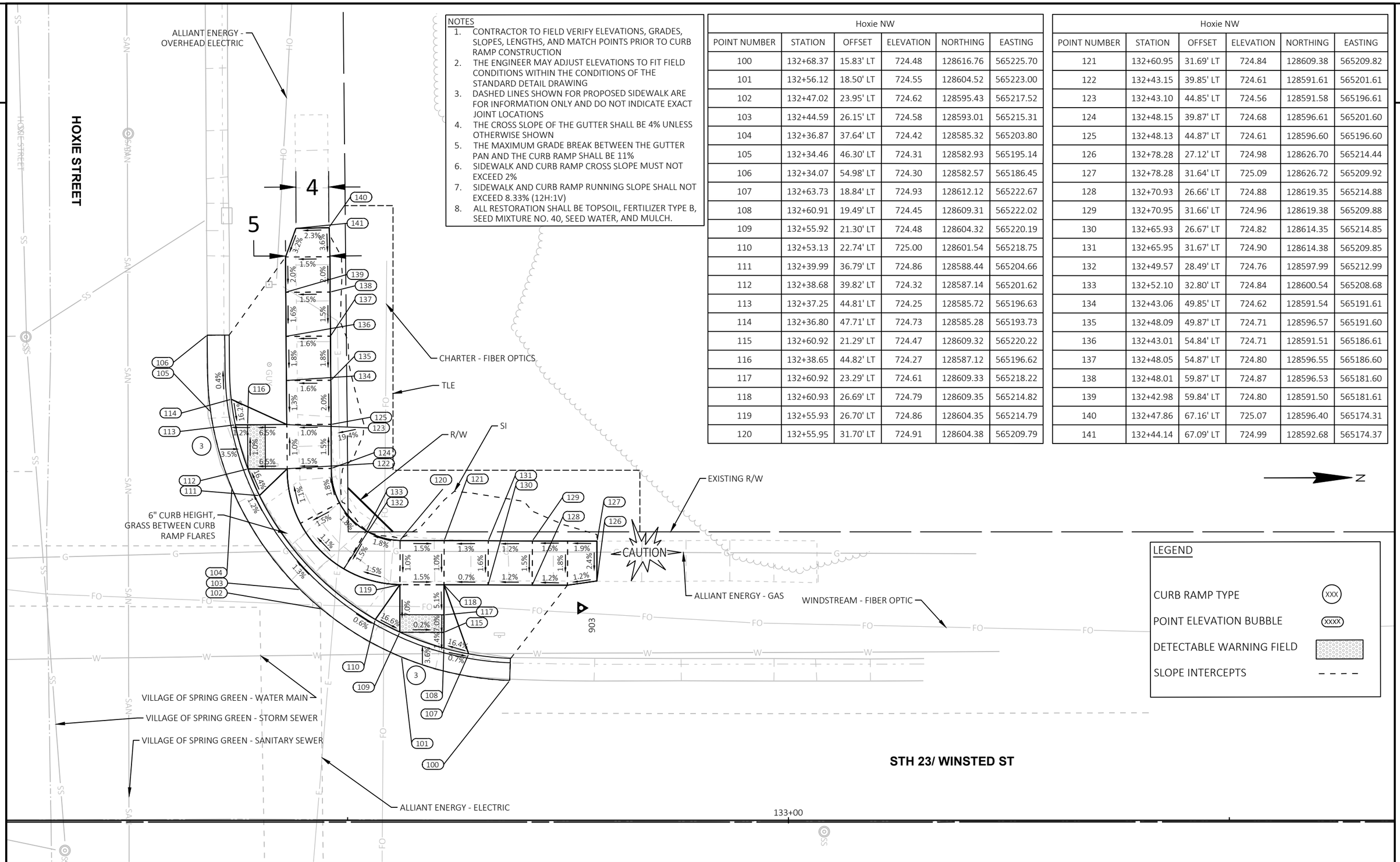

| Hoxie SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 40 | 131+95.32 | 35.85' RT | 725.23 | 128543.56 | 565277.17 |
| 41 | 131+93.32 | 32.35' RT | 725.28 | 128541.57 | 565273.67 |
| 42 | 131+88.47 | 26.41' RT | 725.38 | 128536.73 | 565267.71 |
| 43 | 131+77.16 | 18.97' RT | 725.56 | 128525.45 | 565260.23 |
| 44 | 131+74.39 | 17.98' RT | 725.60 | 128522.68 | 565259.24 |
| 45 | 131+69.10 | 16.74' RT | 725.67 | 128517.40 | 565257.98 |
| 46 | 131+60.21 | 16.31' RT | 725.78 | 128508.51 | 565257.54 |
| 47 | 131+91.86 | 34.71' RT | 725.68 | 128540.10 | 565276.02 |
| 48 | 131+90.30 | 32.35' RT | 725.22 | 128538.55 | 565273.65 |
| 49 | 131+85.81 | 27.34' RT | 725.32 | 128534.08 | 565268.63 |
| 50 | 131+83.22 | 25.22' RT | 725.86 | 128531.49 | 565266.50 |
| 51 | 131+76.96 | 21.59' RT | 725.97 | 128525.24 | 565262.86 |
| 52 | 131+74.36 | 20.58' RT | 725.50 | 128522.64 | 565261.84 |
| 53 | 131+69.36 | 19.30' RT | 725.58 | 128517.65 | 565260.55 |
| 54 | 131+66.01 | 18.90' RT | 726.12 | 128514.30 | 565260.14 |
| 55 | 131+85.80 | 32.34' RT | 725.29 | 128534.05 | 565273.63 |
| 56 | 131+69.36 | 20.57' RT | 725.59 | 128517.64 | 565261.81 |
| 57 | 131+79.33 | 32.32' RT | 725.74 | 128527.58 | 565273.60 |
| 58 | 131+79.34 | 27.32' RT | 725.77 | 128527.61 | 565268.60 |
| 59 | 131+74.33 | 32.31' RT | 725.89 | 128522.58 | 565273.57 |
| 60 | 131+74.34 | 27.31' RT | 725.82 | 128522.61 | 565268.57 |
| 61 | 131+69.33 | 32.30' RT | 725.97 | 128517.58 | 565273.55 |
| 62 | 131+69.34 | 27.30' RT | 725.90 | 128517.61 | 565268.55 |
| 63 | 131+64.34 | 27.31' RT | 726.07 | 128512.61 | 565268.55 |
| 64 | 131+56.94 | 32.27' RT | 726.38 | 128505.19 | 565273.48 |
| 65 | 131+57.06 | 27.39' RT | 726.31 | 128505.32 | 565268.60 |

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

LEGEND
- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - HOXIE ST SE | SHEET 43 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - HoxieSE
PLOT DATE : 7/27/2023 12:43 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

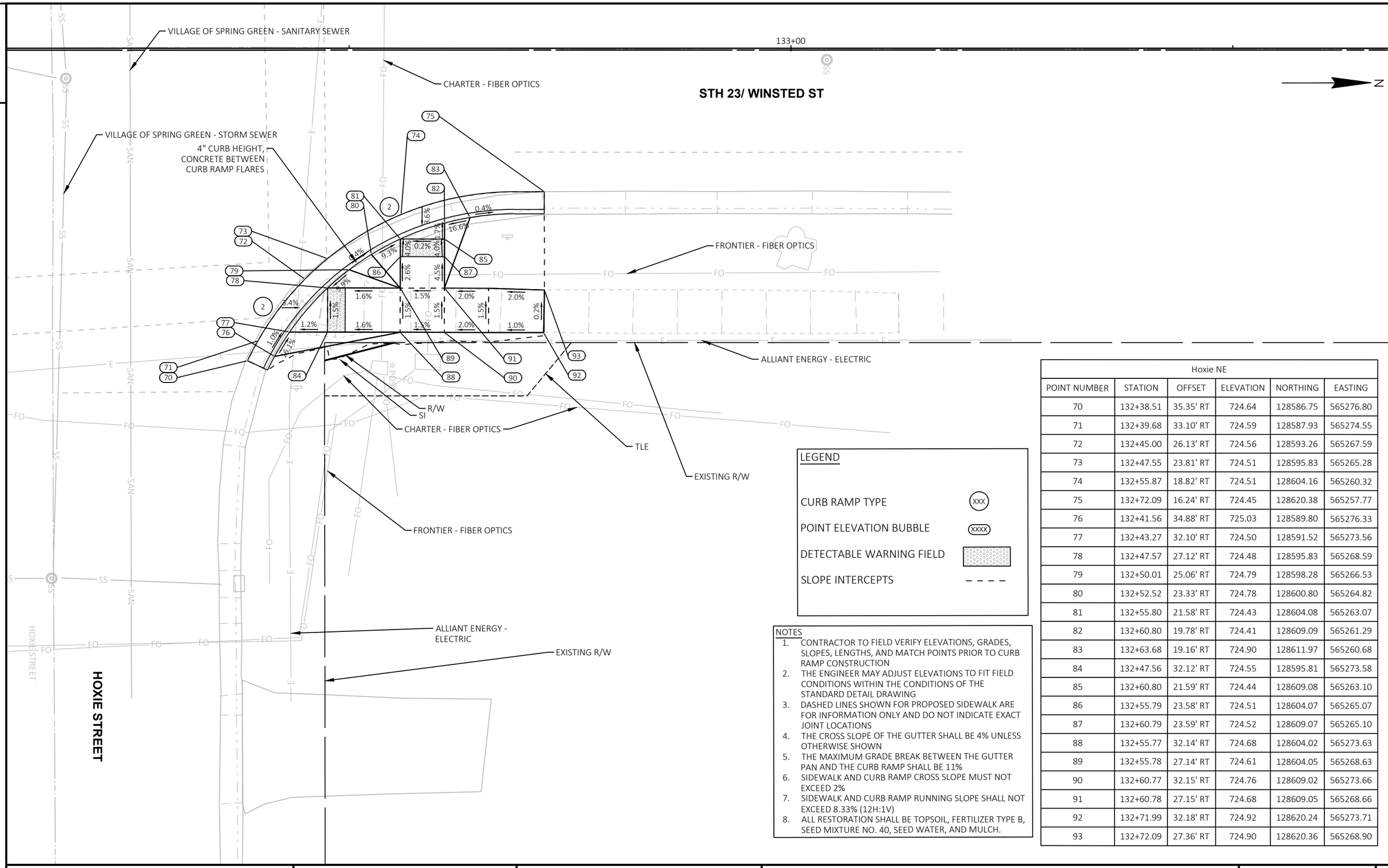
| Hoxie NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100 | 132+68.37 | 15.83' LT | 724.48 | 128616.76 | 565225.70 |
| 101 | 132+56.12 | 18.50' LT | 724.55 | 128604.52 | 565223.00 |
| 102 | 132+47.02 | 23.95' LT | 724.62 | 128595.43 | 565217.52 |
| 103 | 132+44.59 | 26.15' LT | 724.58 | 128593.01 | 565215.31 |
| 104 | 132+36.87 | 37.64' LT | 724.42 | 128585.32 | 565203.80 |
| 105 | 132+34.46 | 46.30' LT | 724.31 | 128582.93 | 565195.14 |
| 106 | 132+34.07 | 54.98' LT | 724.30 | 128582.57 | 565186.45 |
| 107 | 132+63.73 | 18.84' LT | 724.93 | 128612.12 | 565222.67 |
| 108 | 132+60.91 | 19.49' LT | 724.45 | 128609.31 | 565222.02 |
| 109 | 132+55.92 | 21.30' LT | 724.48 | 128604.32 | 565220.19 |
| 110 | 132+53.13 | 22.74' LT | 725.00 | 128601.54 | 565218.75 |
| 111 | 132+39.99 | 36.79' LT | 724.86 | 128588.44 | 565204.66 |
| 112 | 132+38.68 | 39.82' LT | 724.32 | 128587.14 | 565201.62 |
| 113 | 132+37.25 | 44.81' LT | 724.25 | 128585.72 | 565196.63 |
| 114 | 132+36.80 | 47.71' LT | 724.73 | 128585.28 | 565193.73 |
| 115 | 132+60.92 | 21.29' LT | 724.47 | 128609.32 | 565220.22 |
| 116 | 132+38.65 | 44.82' LT | 724.27 | 128587.12 | 565196.62 |
| 117 | 132+60.92 | 23.29' LT | 724.61 | 128609.33 | 565218.22 |
| 118 | 132+60.93 | 26.69' LT | 724.79 | 128609.35 | 565214.82 |
| 119 | 132+55.93 | 26.70' LT | 724.86 | 128604.35 | 565214.79 |
| 120 | 132+55.95 | 31.70' LT | 724.91 | 128604.38 | 565209.79 |

| Hoxie NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 121 | 132+60.95 | 31.69' LT | 724.84 | 128609.38 | 565209.82 |
| 122 | 132+43.15 | 39.85' LT | 724.61 | 128591.61 | 565201.61 |
| 123 | 132+43.10 | 44.85' LT | 724.56 | 128591.58 | 565196.61 |
| 124 | 132+48.15 | 39.87' LT | 724.68 | 128596.61 | 565201.60 |
| 125 | 132+48.13 | 44.87' LT | 724.61 | 128596.60 | 565196.60 |
| 126 | 132+78.28 | 27.12' LT | 724.98 | 128626.70 | 565214.44 |
| 127 | 132+78.28 | 31.64' LT | 725.09 | 128626.72 | 565209.92 |
| 128 | 132+70.93 | 26.66' LT | 724.88 | 128619.35 | 565214.88 |
| 129 | 132+70.95 | 31.66' LT | 724.96 | 128619.38 | 565209.88 |
| 130 | 132+65.93 | 26.67' LT | 724.82 | 128614.35 | 565214.85 |
| 131 | 132+65.95 | 31.67' LT | 724.90 | 128614.38 | 565209.85 |
| 132 | 132+49.57 | 28.49' LT | 724.76 | 128597.99 | 565212.99 |
| 133 | 132+52.10 | 32.80' LT | 724.84 | 128600.54 | 565208.68 |
| 134 | 132+43.06 | 49.85' LT | 724.62 | 128591.54 | 565191.61 |
| 135 | 132+48.09 | 49.87' LT | 724.71 | 128596.57 | 565191.60 |
| 136 | 132+43.01 | 54.84' LT | 724.71 | 128591.51 | 565186.61 |
| 137 | 132+48.05 | 54.87' LT | 724.80 | 128596.55 | 565186.60 |
| 138 | 132+48.01 | 59.87' LT | 724.87 | 128596.53 | 565181.60 |
| 139 | 132+42.98 | 59.84' LT | 724.80 | 128591.50 | 565181.61 |
| 140 | 132+47.86 | 67.16' LT | 725.07 | 128596.40 | 565174.31 |
| 141 | 132+44.14 | 67.09' LT | 724.99 | 128592.68 | 565174.37 |

LEGEND

- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - HOXIE ST NW | SHEET 44 | E |
|---|---|---|---|---|---|




LEGEND

CURB RAMP TYPE (XXX)

POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

SLOPE INTERCEPTS – – – –

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| Hoxie NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 70 | 132+38.51 | 35.35' RT | 724.64 | 128586.75 | 565276.80 |
| 71 | 132+39.68 | 33.10' RT | 724.59 | 128587.93 | 565274.55 |
| 72 | 132+45.00 | 26.13' RT | 724.56 | 128593.26 | 565267.59 |
| 73 | 132+47.55 | 23.81' RT | 724.51 | 128595.83 | 565265.28 |
| 74 | 132+55.87 | 18.82' RT | 724.51 | 128604.16 | 565260.32 |
| 75 | 132+72.09 | 16.24' RT | 724.45 | 128620.38 | 565257.77 |
| 76 | 132+41.56 | 34.88' RT | 725.03 | 128589.80 | 565276.33 |
| 77 | 132+43.27 | 32.10' RT | 724.50 | 128591.52 | 565273.56 |
| 78 | 132+47.57 | 27.12' RT | 724.48 | 128595.83 | 565268.59 |
| 79 | 132+50.01 | 25.06' RT | 724.79 | 128598.28 | 565266.53 |
| 80 | 132+52.52 | 23.33' RT | 724.78 | 128600.80 | 565264.82 |
| 81 | 132+55.80 | 21.58' RT | 724.43 | 128604.08 | 565263.07 |
| 82 | 132+60.80 | 19.78' RT | 724.41 | 128609.09 | 565261.29 |
| 83 | 132+63.68 | 19.16' RT | 724.90 | 128611.97 | 565260.68 |
| 84 | 132+47.56 | 32.12' RT | 724.55 | 128595.81 | 565273.58 |
| 85 | 132+60.80 | 21.59' RT | 724.44 | 128609.08 | 565263.10 |
| 86 | 132+55.79 | 23.58' RT | 724.51 | 128604.07 | 565265.07 |
| 87 | 132+60.79 | 23.59' RT | 724.52 | 128609.07 | 565265.10 |
| 88 | 132+55.77 | 32.14' RT | 724.68 | 128604.02 | 565273.63 |
| 89 | 132+55.78 | 27.14' RT | 724.61 | 128604.05 | 565268.63 |
| 90 | 132+60.77 | 32.15' RT | 724.76 | 128609.02 | 565273.66 |
| 91 | 132+60.78 | 27.15' RT | 724.68 | 128609.05 | 565268.66 |
| 92 | 132+71.99 | 32.18' RT | 724.92 | 128620.24 | 565273.71 |
| 93 | 132+72.09 | 27.36' RT | 724.90 | 128620.36 | 565268.90 |

2

N

EXISTING R/W

ARTHUR BARYENBRUCH AND
CHARLOTTE BARYENBRUCH
346 E MADISON STREET

RES
SI
TLE
R/W
SW4
LL
G
C

CONCRETE CURB AND GUTTER 30-INCH TYPE A

EXISTING SIGN TO REMAIN

STEPHEN FISK AND SUSAN KIMBALL
S. WINSTED

180 S WINSTED ST

P
D

SEC 18N

143+00
144+00
145+00

MADISON STREET

DAVID CHAPMAN AND
MEGAN HYDE
221 S WINSTED ST

BARBARA NELSON
179 S WINSTED ST

## LEGEND

| | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | CONCRETE SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

### EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 904 | 129700.2800 | 565281.5740 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1004 | 129780.5460 | 5656210.7860 | 726.8470 | BM/TOP |

| SECTION CORNER TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| SEC 18N | 129742.911 | 565244.822 | 723.37 | NRF |

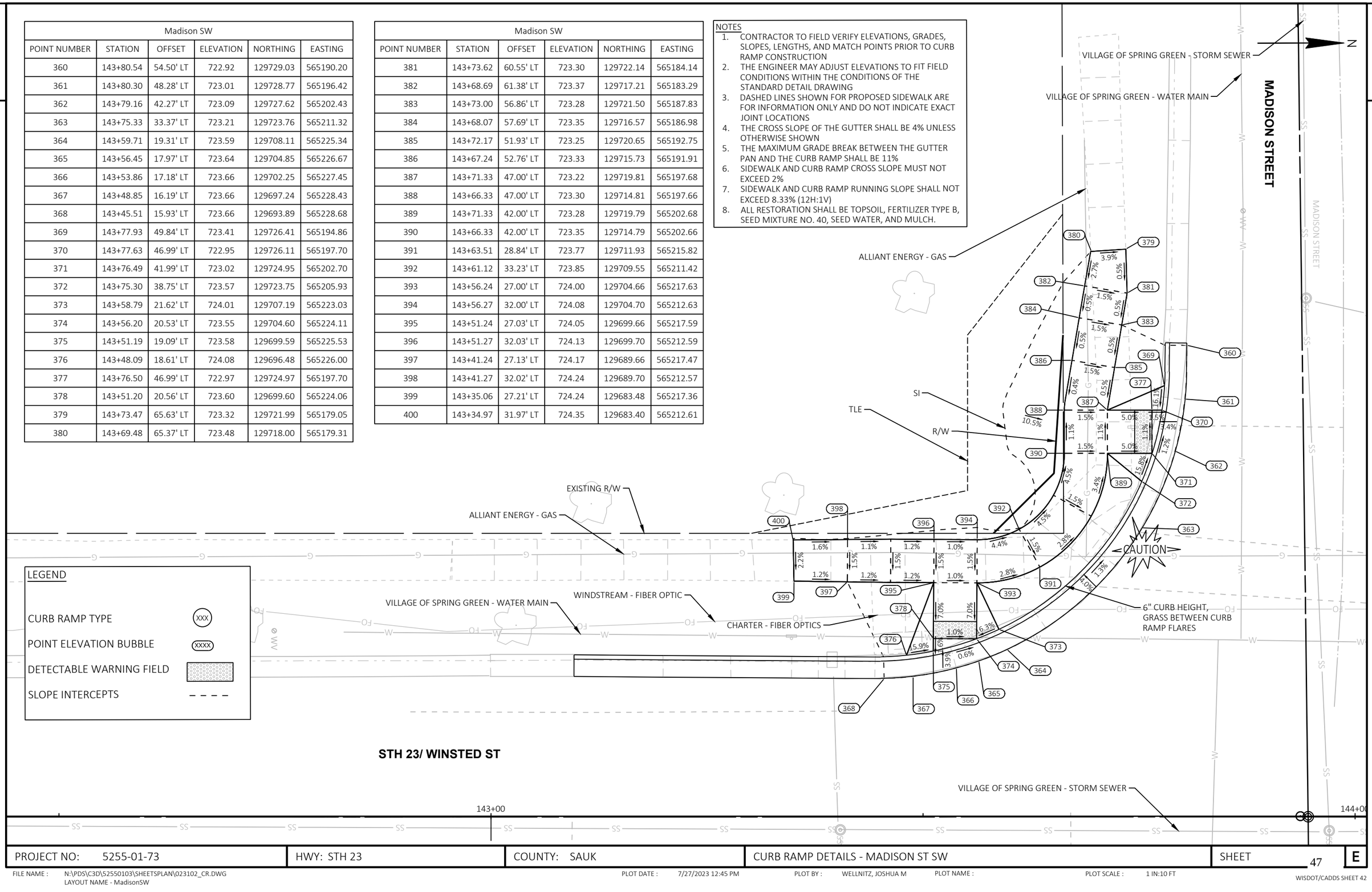
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MADISON ST | SHEET 46 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Madison
PLOT DATE : 9/25/2023 4:17 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

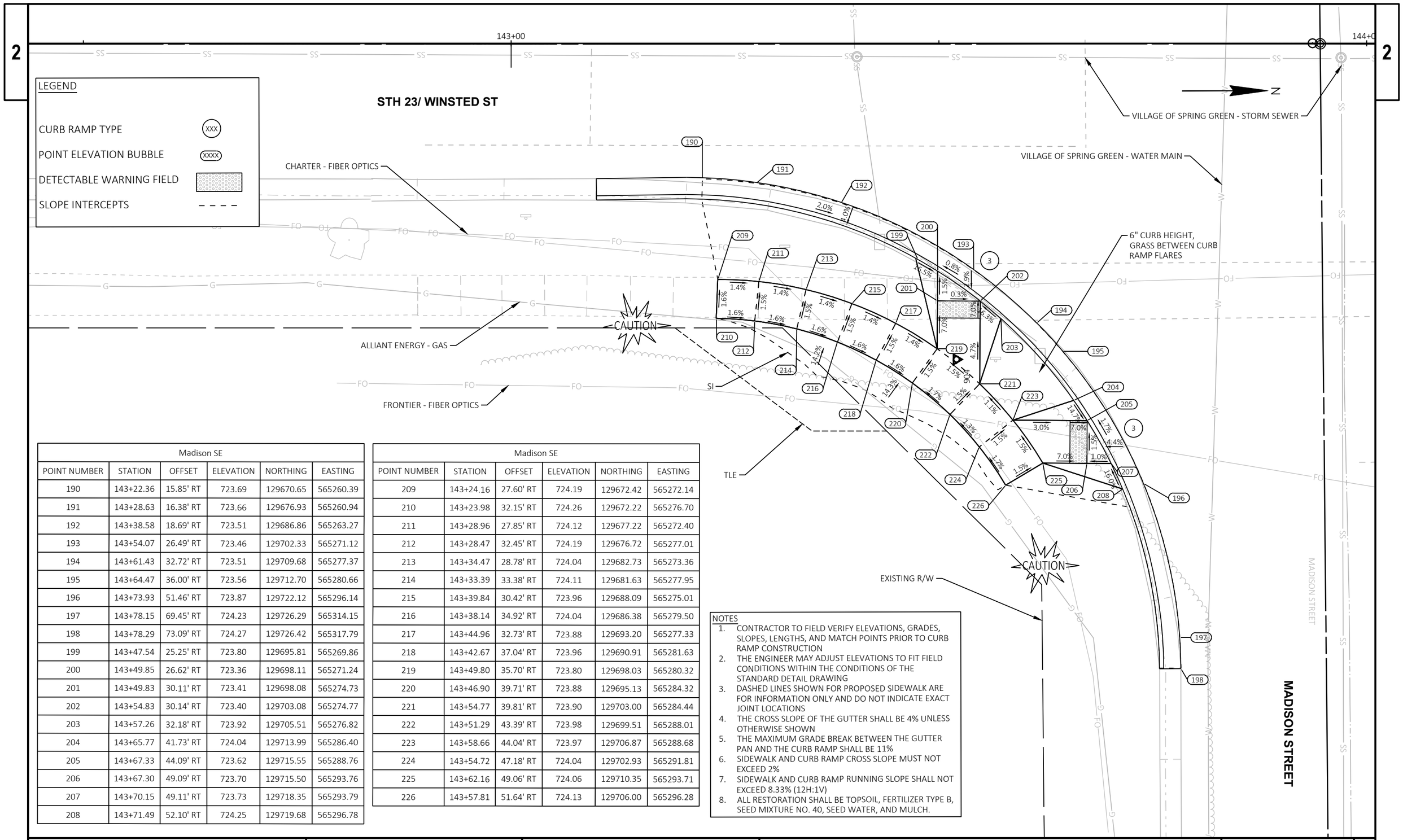
| Madison SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 360 | 143+80.54 | 54.50' LT | 722.92 | 129729.03 | 565190.20 |
| 361 | 143+80.30 | 48.28' LT | 723.01 | 129728.77 | 565196.42 |
| 362 | 143+79.16 | 42.27' LT | 723.09 | 129727.62 | 565202.43 |
| 363 | 143+75.33 | 33.37' LT | 723.21 | 129723.76 | 565211.32 |
| 364 | 143+59.71 | 19.31' LT | 723.59 | 129708.11 | 565225.34 |
| 365 | 143+56.45 | 17.97' LT | 723.64 | 129704.85 | 565226.67 |
| 366 | 143+53.86 | 17.18' LT | 723.66 | 129702.25 | 565227.45 |
| 367 | 143+48.85 | 16.19' LT | 723.66 | 129697.24 | 565228.43 |
| 368 | 143+45.51 | 15.93' LT | 723.66 | 129693.89 | 565228.68 |
| 369 | 143+77.93 | 49.84' LT | 723.41 | 129726.41 | 565194.86 |
| 370 | 143+77.63 | 46.99' LT | 722.95 | 129726.11 | 565197.70 |
| 371 | 143+76.49 | 41.99' LT | 723.02 | 129724.95 | 565202.70 |
| 372 | 143+75.30 | 38.75' LT | 723.57 | 129723.75 | 565205.93 |
| 373 | 143+58.79 | 21.62' LT | 724.01 | 129707.19 | 565223.03 |
| 374 | 143+56.20 | 20.53' LT | 723.55 | 129704.60 | 565224.11 |
| 375 | 143+51.19 | 19.09' LT | 723.58 | 129699.59 | 565225.53 |
| 376 | 143+48.09 | 18.61' LT | 724.08 | 129696.48 | 565226.00 |
| 377 | 143+76.50 | 46.99' LT | 722.97 | 129724.97 | 565197.70 |
| 378 | 143+51.20 | 20.56' LT | 723.60 | 129699.60 | 565224.06 |
| 379 | 143+73.47 | 65.63' LT | 723.32 | 129721.99 | 565179.05 |
| 380 | 143+69.48 | 65.37' LT | 723.48 | 129718.00 | 565179.31 |

| Madison SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 381 | 143+73.62 | 60.55' LT | 723.30 | 129722.14 | 565184.14 |
| 382 | 143+68.69 | 61.38' LT | 723.37 | 129717.21 | 565183.29 |
| 383 | 143+73.00 | 56.86' LT | 723.28 | 129721.50 | 565187.83 |
| 384 | 143+68.07 | 57.69' LT | 723.35 | 129716.57 | 565186.98 |
| 385 | 143+72.17 | 51.93' LT | 723.25 | 129720.65 | 565192.75 |
| 386 | 143+67.24 | 52.76' LT | 723.33 | 129715.73 | 565191.91 |
| 387 | 143+71.33 | 47.00' LT | 723.22 | 129719.81 | 565197.68 |
| 388 | 143+66.33 | 47.00' LT | 723.30 | 129714.81 | 565197.66 |
| 389 | 143+71.33 | 42.00' LT | 723.28 | 129719.79 | 565202.68 |
| 390 | 143+66.33 | 42.00' LT | 723.35 | 129714.79 | 565202.66 |
| 391 | 143+63.51 | 28.84' LT | 723.77 | 129711.93 | 565215.82 |
| 392 | 143+61.12 | 33.23' LT | 723.85 | 129709.55 | 565211.42 |
| 393 | 143+56.24 | 27.00' LT | 724.00 | 129704.66 | 565217.63 |
| 394 | 143+56.27 | 32.00' LT | 724.08 | 129704.70 | 565212.63 |
| 395 | 143+51.24 | 27.03' LT | 724.05 | 129699.66 | 565217.59 |
| 396 | 143+51.27 | 32.03' LT | 724.13 | 129699.70 | 565212.59 |
| 397 | 143+41.24 | 27.13' LT | 724.17 | 129689.66 | 565217.47 |
| 398 | 143+41.27 | 32.02' LT | 724.24 | 129689.70 | 565212.57 |
| 399 | 143+35.06 | 27.21' LT | 724.24 | 129683.48 | 565217.36 |
| 400 | 143+34.97 | 31.97' LT | 724.35 | 129683.40 | 565212.61 |

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MADISON ST SW | SHEET 47 | E |
|---|---|---|---|---|---|

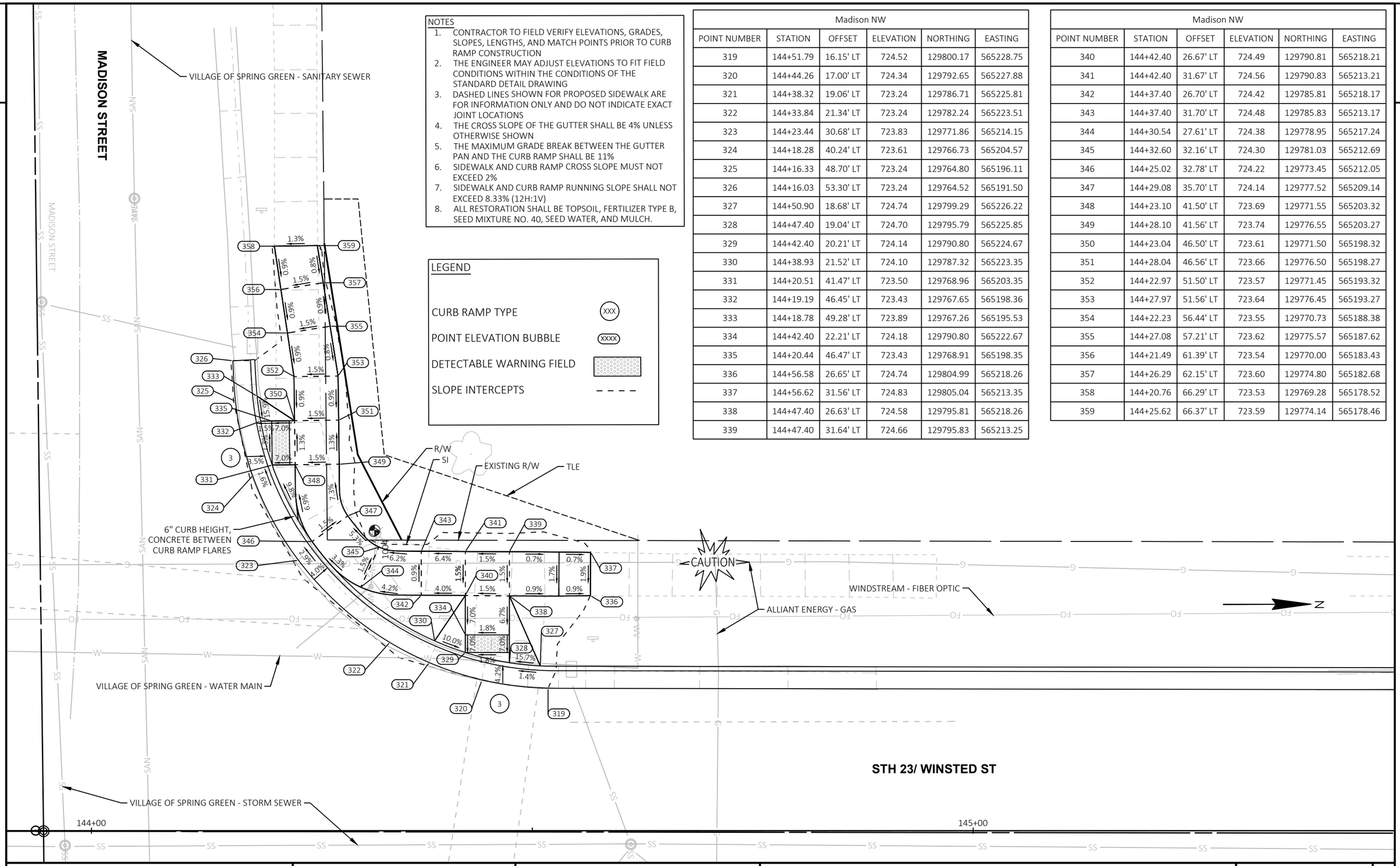



| Madison SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 190 | 143+22.36 | 15.85' RT | 723.69 | 129670.65 | 565260.39 |
| 191 | 143+28.63 | 16.38' RT | 723.66 | 129676.93 | 565260.94 |
| 192 | 143+38.58 | 18.69' RT | 723.51 | 129686.86 | 565263.27 |
| 193 | 143+54.07 | 26.49' RT | 723.46 | 129702.33 | 565271.12 |
| 194 | 143+61.43 | 32.72' RT | 723.51 | 129709.68 | 565277.37 |
| 195 | 143+64.47 | 36.00' RT | 723.56 | 129712.70 | 565280.66 |
| 196 | 143+73.93 | 51.46' RT | 723.87 | 129722.12 | 565296.14 |
| 197 | 143+78.15 | 69.45' RT | 724.23 | 129726.29 | 565314.15 |
| 198 | 143+78.29 | 73.09' RT | 724.27 | 129726.42 | 565317.79 |
| 199 | 143+47.54 | 25.25' RT | 723.80 | 129695.81 | 565269.86 |
| 200 | 143+49.85 | 26.62' RT | 723.36 | 129698.11 | 565271.24 |
| 201 | 143+49.83 | 30.11' RT | 723.41 | 129698.08 | 565274.73 |
| 202 | 143+54.83 | 30.14' RT | 723.40 | 129703.08 | 565274.77 |
| 203 | 143+57.26 | 32.18' RT | 723.92 | 129705.51 | 565276.82 |
| 204 | 143+65.77 | 41.73' RT | 724.04 | 129713.99 | 565286.40 |
| 205 | 143+67.33 | 44.09' RT | 723.62 | 129715.55 | 565288.76 |
| 206 | 143+67.30 | 49.09' RT | 723.70 | 129715.50 | 565293.76 |
| 207 | 143+70.15 | 49.11' RT | 723.73 | 129718.35 | 565293.79 |
| 208 | 143+71.49 | 52.10' RT | 724.25 | 129719.68 | 565296.78 |

| Madison SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 209 | 143+24.16 | 27.60' RT | 724.19 | 129672.42 | 565272.14 |
| 210 | 143+23.98 | 32.15' RT | 724.26 | 129672.22 | 565276.70 |
| 211 | 143+28.96 | 27.85' RT | 724.12 | 129677.22 | 565272.40 |
| 212 | 143+28.47 | 32.45' RT | 724.19 | 129676.72 | 565277.01 |
| 213 | 143+34.47 | 28.78' RT | 724.04 | 129682.73 | 565273.36 |
| 214 | 143+33.39 | 33.38' RT | 724.11 | 129681.63 | 565277.95 |
| 215 | 143+39.84 | 30.42' RT | 723.96 | 129688.09 | 565275.01 |
| 216 | 143+38.14 | 34.92' RT | 724.04 | 129686.38 | 565279.50 |
| 217 | 143+44.96 | 32.73' RT | 723.88 | 129693.20 | 565277.33 |
| 218 | 143+42.67 | 37.04' RT | 723.96 | 129690.91 | 565281.63 |
| 219 | 143+49.80 | 35.70' RT | 723.80 | 129698.03 | 565280.32 |
| 220 | 143+46.90 | 39.71' RT | 723.88 | 129695.13 | 565284.32 |
| 221 | 143+54.77 | 39.81' RT | 723.90 | 129703.00 | 565284.44 |
| 222 | 143+51.29 | 43.39' RT | 723.98 | 129699.51 | 565288.01 |
| 223 | 143+58.66 | 44.04' RT | 723.97 | 129706.87 | 565288.68 |
| 224 | 143+54.72 | 47.18' RT | 724.04 | 129702.93 | 565291.81 |
| 225 | 143+62.16 | 49.06' RT | 724.06 | 129710.35 | 565293.71 |
| 226 | 143+57.81 | 51.64' RT | 724.13 | 129706.00 | 565296.28 |

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MADISON ST SE | SHEET 48 | E |
|---|---|---|---|---|---|




NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
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5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

LEGEND

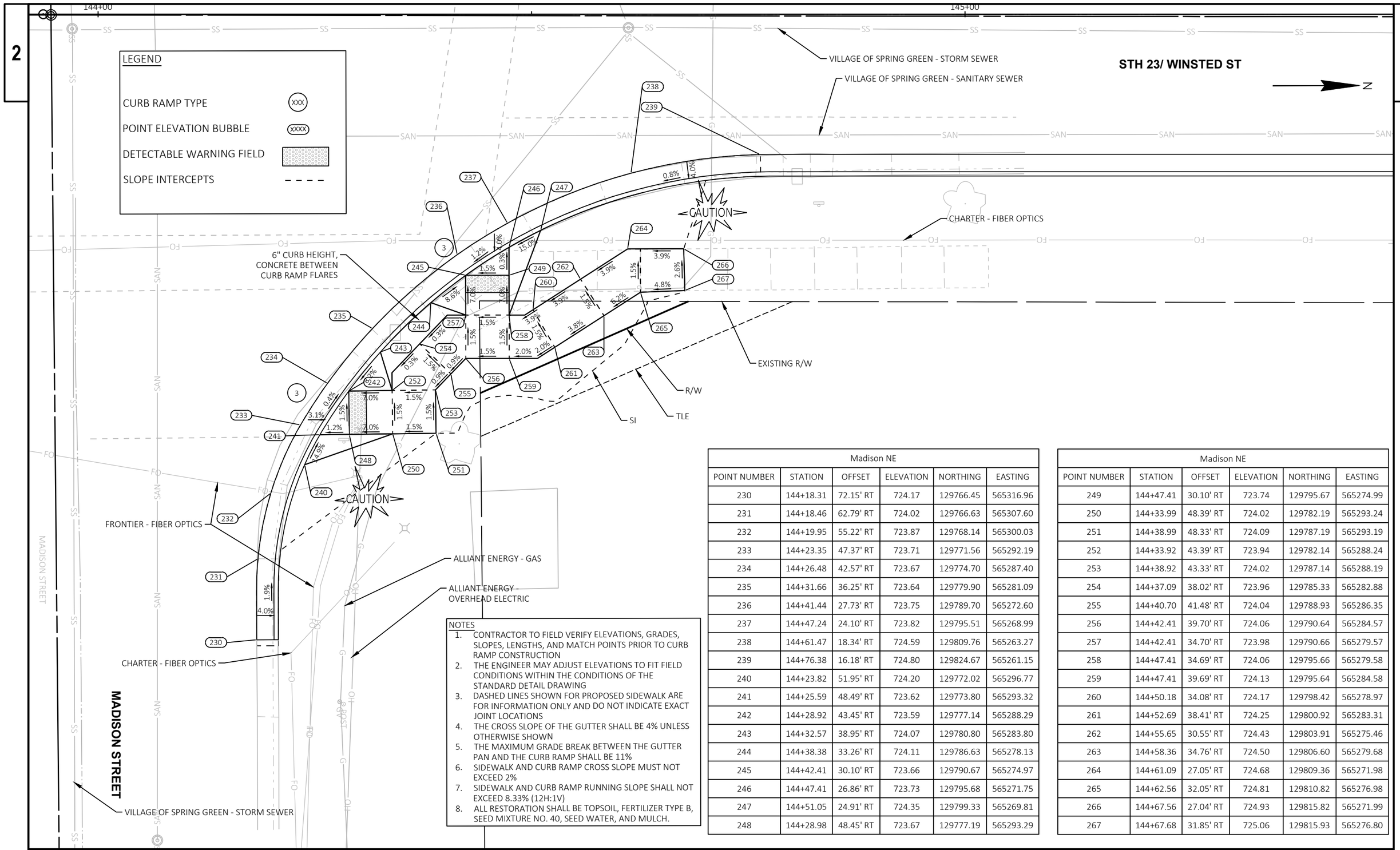
- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS

| Madison NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 319 | 144+51.79 | 16.15' LT | 724.52 | 129800.17 | 565228.75 |
| 320 | 144+44.26 | 17.00' LT | 724.34 | 129792.65 | 565227.88 |
| 321 | 144+38.32 | 19.06' LT | 723.24 | 129786.71 | 565225.81 |
| 322 | 144+33.84 | 21.34' LT | 723.24 | 129782.24 | 565223.51 |
| 323 | 144+23.44 | 30.68' LT | 723.83 | 129771.86 | 565214.15 |
| 324 | 144+18.28 | 40.24' LT | 723.61 | 129766.73 | 565204.57 |
| 325 | 144+16.33 | 48.70' LT | 723.24 | 129764.80 | 565196.11 |
| 326 | 144+16.03 | 53.30' LT | 723.24 | 129764.52 | 565191.50 |
| 327 | 144+50.90 | 18.68' LT | 724.74 | 129799.29 | 565226.22 |
| 328 | 144+47.40 | 19.04' LT | 724.70 | 129795.79 | 565225.85 |
| 329 | 144+42.40 | 20.21' LT | 724.14 | 129790.80 | 565224.67 |
| 330 | 144+38.93 | 21.52' LT | 724.10 | 129787.32 | 565223.35 |
| 331 | 144+20.51 | 41.47' LT | 723.50 | 129768.96 | 565203.35 |
| 332 | 144+19.19 | 46.45' LT | 723.43 | 129767.65 | 565198.36 |
| 333 | 144+18.78 | 49.28' LT | 723.89 | 129767.26 | 565195.53 |
| 334 | 144+42.40 | 22.21' LT | 724.18 | 129790.80 | 565222.67 |
| 335 | 144+20.44 | 46.47' LT | 723.43 | 129768.91 | 565198.35 |
| 336 | 144+56.58 | 26.65' LT | 724.74 | 129804.99 | 565218.26 |
| 337 | 144+56.62 | 31.56' LT | 724.83 | 129805.04 | 565213.35 |
| 338 | 144+47.40 | 26.63' LT | 724.58 | 129795.81 | 565218.26 |
| 339 | 144+47.40 | 31.64' LT | 724.66 | 129795.83 | 565213.25 |

| Madison NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 340 | 144+42.40 | 26.67' LT | 724.49 | 129790.81 | 565218.21 |
| 341 | 144+42.40 | 31.67' LT | 724.56 | 129790.83 | 565213.21 |
| 342 | 144+37.40 | 26.70' LT | 724.42 | 129785.81 | 565218.17 |
| 343 | 144+37.40 | 31.70' LT | 724.48 | 129785.83 | 565213.17 |
| 344 | 144+30.54 | 27.61' LT | 724.38 | 129778.95 | 565217.24 |
| 345 | 144+32.60 | 32.16' LT | 724.30 | 129781.03 | 565212.69 |
| 346 | 144+25.02 | 32.78' LT | 724.22 | 129773.45 | 565212.05 |
| 347 | 144+29.08 | 35.70' LT | 724.14 | 129777.52 | 565209.14 |
| 348 | 144+23.10 | 41.50' LT | 723.69 | 129771.55 | 565203.32 |
| 349 | 144+28.10 | 41.56' LT | 723.74 | 129776.55 | 565203.27 |
| 350 | 144+23.04 | 46.50' LT | 723.61 | 129771.50 | 565198.32 |
| 351 | 144+28.04 | 46.56' LT | 723.66 | 129776.50 | 565198.27 |
| 352 | 144+22.97 | 51.50' LT | 723.57 | 129771.45 | 565193.32 |
| 353 | 144+27.97 | 51.56' LT | 723.64 | 129776.45 | 565193.27 |
| 354 | 144+22.23 | 56.44' LT | 723.55 | 129770.73 | 565188.38 |
| 355 | 144+27.08 | 57.21' LT | 723.62 | 129775.57 | 565187.62 |
| 356 | 144+21.49 | 61.39' LT | 723.54 | 129770.00 | 565183.43 |
| 357 | 144+26.29 | 62.15' LT | 723.60 | 129774.80 | 565182.68 |
| 358 | 144+20.76 | 66.29' LT | 723.53 | 129769.28 | 565178.52 |
| 359 | 144+25.62 | 66.37' LT | 723.59 | 129774.14 | 565178.46 |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MADISON ST NW | SHEET 49 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - MadisonNW
PLOT DATE : 7/27/2023 12:45 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT




NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| Madison NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 230 | 144+18.31 | 72.15' RT | 724.17 | 129766.45 | 565316.96 |
| 231 | 144+18.46 | 62.79' RT | 724.02 | 129766.63 | 565307.60 |
| 232 | 144+19.95 | 55.22' RT | 723.87 | 129768.14 | 565300.03 |
| 233 | 144+23.35 | 47.37' RT | 723.71 | 129771.56 | 565292.19 |
| 234 | 144+26.48 | 42.57' RT | 723.67 | 129774.70 | 565287.40 |
| 235 | 144+31.66 | 36.25' RT | 723.64 | 129779.90 | 565281.09 |
| 236 | 144+41.44 | 27.73' RT | 723.75 | 129789.70 | 565272.60 |
| 237 | 144+47.24 | 24.10' RT | 723.82 | 129795.51 | 565268.99 |
| 238 | 144+61.47 | 18.34' RT | 724.59 | 129809.76 | 565263.27 |
| 239 | 144+76.38 | 16.18' RT | 724.80 | 129824.67 | 565261.15 |
| 240 | 144+23.82 | 51.95' RT | 724.20 | 129772.02 | 565296.77 |
| 241 | 144+25.59 | 48.49' RT | 723.62 | 129773.80 | 565293.32 |
| 242 | 144+28.92 | 43.45' RT | 723.59 | 129777.14 | 565288.29 |
| 243 | 144+32.57 | 38.95' RT | 724.07 | 129780.80 | 565283.80 |
| 244 | 144+38.38 | 33.26' RT | 724.11 | 129786.63 | 565278.13 |
| 245 | 144+42.41 | 30.10' RT | 723.66 | 129790.67 | 565274.97 |
| 246 | 144+47.41 | 26.86' RT | 723.73 | 129795.68 | 565271.75 |
| 247 | 144+51.05 | 24.91' RT | 724.35 | 129799.33 | 565269.81 |
| 248 | 144+28.98 | 48.45' RT | 723.67 | 129777.19 | 565293.29 |

| Madison NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 249 | 144+47.41 | 30.10' RT | 723.74 | 129795.67 | 565274.99 |
| 250 | 144+33.99 | 48.39' RT | 724.02 | 129782.19 | 565293.24 |
| 251 | 144+38.99 | 48.33' RT | 724.09 | 129787.19 | 565293.19 |
| 252 | 144+33.92 | 43.39' RT | 723.94 | 129782.14 | 565288.24 |
| 253 | 144+38.92 | 43.33' RT | 724.02 | 129787.14 | 565288.19 |
| 254 | 144+37.09 | 38.02' RT | 723.96 | 129785.33 | 565282.88 |
| 255 | 144+40.70 | 41.48' RT | 724.04 | 129788.93 | 565286.35 |
| 256 | 144+42.41 | 39.70' RT | 724.06 | 129790.64 | 565284.57 |
| 257 | 144+42.41 | 34.70' RT | 723.98 | 129790.66 | 565279.57 |
| 258 | 144+47.41 | 34.69' RT | 724.06 | 129795.66 | 565279.58 |
| 259 | 144+47.41 | 39.69' RT | 724.13 | 129795.64 | 565284.58 |
| 260 | 144+50.18 | 34.08' RT | 724.17 | 129798.42 | 565278.97 |
| 261 | 144+52.69 | 38.41' RT | 724.25 | 129800.92 | 565283.31 |
| 262 | 144+55.65 | 30.55' RT | 724.43 | 129803.91 | 565275.46 |
| 263 | 144+58.36 | 34.76' RT | 724.50 | 129806.60 | 565279.68 |
| 264 | 144+61.09 | 27.05' RT | 724.68 | 129809.36 | 565271.98 |
| 265 | 144+62.56 | 32.05' RT | 724.81 | 129810.82 | 565276.98 |
| 266 | 144+67.56 | 27.04' RT | 724.93 | 129815.82 | 565271.99 |
| 267 | 144+67.68 | 31.85' RT | 725.06 | 129815.93 | 565276.80 |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MADISON ST NE | SHEET 50 | E |
|---|---|---|---|---|---|

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 911 | 129966.3710 | 565224.1020 | FENO |

180 S WINSTED ST

140 S WINSTED ST

N

EXISTING R/W

DRW

SW4

RES

AS

SI

CONCRETE CURB AND GUTTER 30-INCH TYPE A

CONCRETE CURB AND GUTTER 30-INCH TYPE D

911

146+00

147+00

| LEGEND | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | CONCRETE SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |
| DRW | CONCRETE DRIVEWAY 6-INCH |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

179 S WINSTED ST

137 S WINSTED ST

EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - RAILROAD CROSSING | SHEET 51 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Railroad

PLOT DATE : 9/25/2023 4:18 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

2

EXISTING R/W

ALLIANT ENERGY - GAS

ASPHALT PAVEMENT

N

CAUTION

CAUTION

WINDSTREAM - FIBER OPTIC

STH 23/ WINSTED ST

ALLIANT ENERGY - OVERHEAD ELECTRIC

WSOR RAILROAD

146+00

VILLAGE OF SPRING GREEN - STORM SEWER

EXISTING R/W

CHARTER - FIBER OPTICS

ASPHALT PAVEMENT

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - RAILROAD CROSSING | SHEET 52 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - Railroad

PLOT DATE : 8/31/2023 4:24 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

CURB RAMP TYPE (XXX)

POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

SLOPE INTERCEPTS – – – –

SIDEWALK NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

DRIVEWAY NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. REPLACE EXISTING DRIVEWAY RAMPS ACCORDING TO SDD 8d19. DRIVEWAY RAMP MUST MATCH INTO EXISTING SIDEWALK AND EXISTING DRIVEWAY.
6. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH

Railroad SW

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 296 | 146+23.51 | 31.21' LT | 726.42 | 129971.93 | 565214.16 |
| 297 | 146+23.48 | 26.21' LT | 726.50 | 129971.89 | 565219.16 |
| 298 | 146+15.68 | 31.25' LT | 726.37 | 129964.10 | 565214.11 |
| 299 | 146+15.66 | 26.25' LT | 726.44 | 129964.07 | 565219.11 |
| 300 | 146+10.95 | 30.93' LT | 726.46 | 129959.37 | 565214.41 |
| 301 | 146+10.94 | 26.21' LT | 726.41 | 129959.35 | 565219.13 |

Railroad NW

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 290 | 146+53.99 | 30.96' LT | 726.48 | 130002.42 | 565214.50 |
| 291 | 146+54.08 | 25.96' LT | 726.55 | 130002.48 | 565219.50 |
| 292 | 146+60.97 | 31.07' LT | 726.40 | 130009.39 | 565214.41 |
| 293 | 146+61.05 | 26.07' LT | 726.47 | 130009.46 | 565219.41 |
| 294 | 146+64.93 | 30.60' LT | 726.45 | 130013.35 | 565214.89 |
| 295 | 146+65.04 | 26.12' LT | 726.43 | 130013.45 | 565219.37 |

Railroad SE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 278 | 146+18.57 | 26.29' RT | 726.50 | 129966.84 | 565271.65 |
| 279 | 146+18.60 | 31.29' RT | 726.43 | 129966.85 | 565276.65 |
| 280 | 146+11.53 | 26.32' RT | 726.46 | 129959.80 | 565271.66 |
| 281 | 146+11.56 | 31.32' RT | 726.39 | 129959.81 | 565276.66 |
| 282 | 146+07.51 | 26.49' RT | 726.44 | 129955.77 | 565271.82 |
| 283 | 146+07.47 | 31.19' RT | 726.57 | 129955.72 | 565276.52 |

Railroad NE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 284 | 146+49.07 | 26.96' RT | 726.63 | 129997.34 | 565272.40 |
| 285 | 146+49.07 | 31.96' RT | 726.56 | 129997.32 | 565277.40 |
| 286 | 146+51.88 | 26.96' RT | 726.65 | 130000.14 | 565272.41 |
| 287 | 146+51.88 | 31.96' RT | 726.67 | 130000.13 | 565277.41 |
| 288 | 146+60.95 | 27.00' RT | 726.60 | 130009.22 | 565272.47 |
| 289 | 146+61.05 | 31.48' RT | 726.61 | 130009.30 | 565276.95 |

2

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - RAILROAD CROSSING | SHEET 53 | E |
|---|---|---|---|---|---|

2

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 905 | 130364.9460 | 565223.7620 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1005 | 130343.2110 | 565266.6650 | 726.4690 | BM/TOP |

N

| LEGEND | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | CONCRETE SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

352 E JEFFERSON ST

STEPHEN FISK AND SUSAN KIMBALL
353 E JEFFERSON ST

STEPHEN FISK AND SUSAN KIMBALL
112 N WINSTED ST

JEFFERSON STREET

149+00 150+00 151+00

DAVID HANSON AND KELLY ROBERTS-HANSON
109 S WINSTED ST

WILLIAM HUTTER
201 N WINSTED ST

WILLIAM HUTTER
107 N WINSTED ST

| EROSION CONTROL LEGEND | |
|---|---|
| | SILT FENCE |
| | INLET PROTECTION |
| A B C | INLET PROTECTION TYPE |
| | TEMPORARY DITCH CHECK |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - JEFFERSON ST | SHEET 54 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Jefferson
PLOT DATE : 9/25/2023 4:18 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

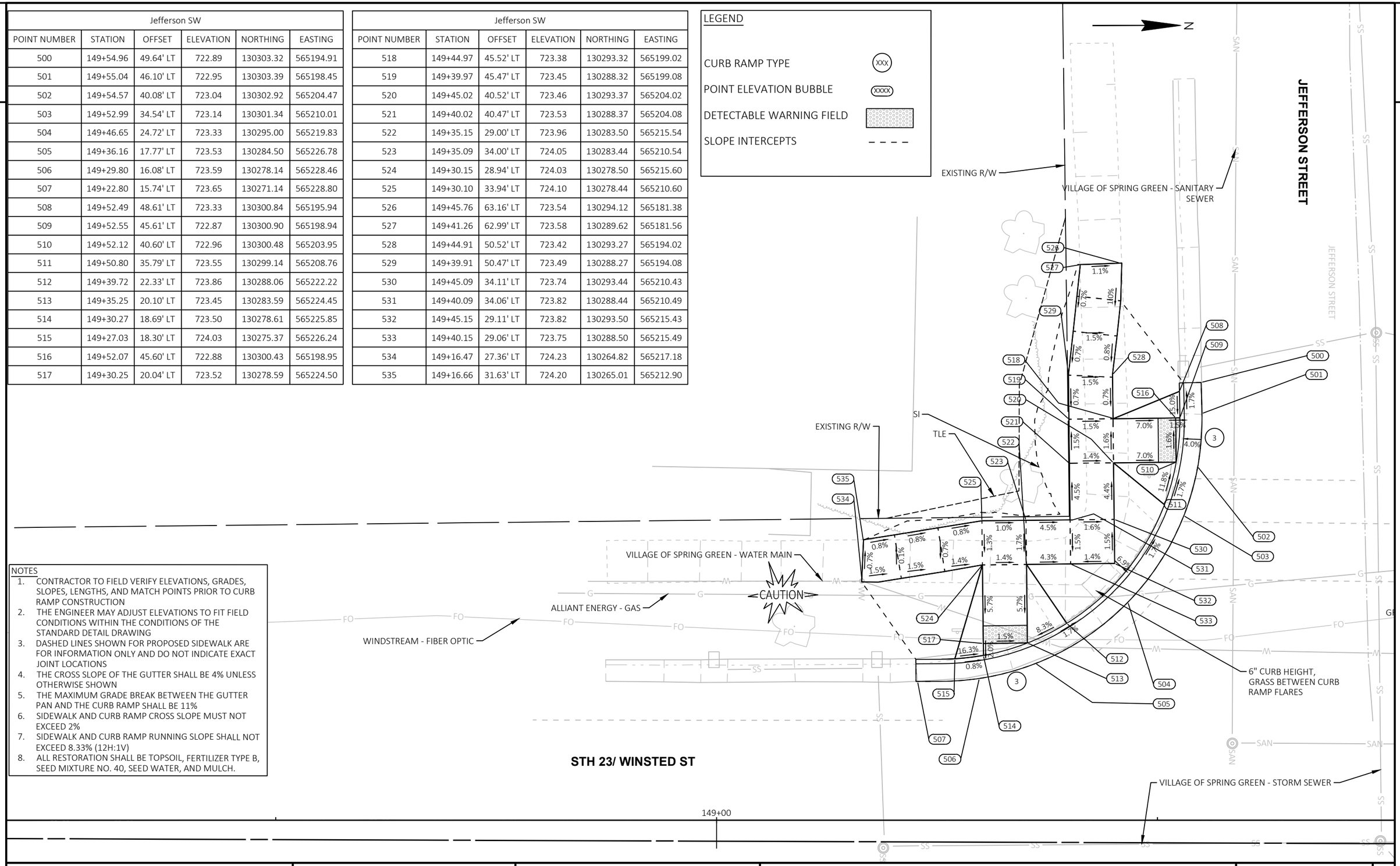
| Jefferson SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 500 | 149+54.96 | 49.64' LT | 722.89 | 130303.32 | 565194.91 |
| 501 | 149+55.04 | 46.10' LT | 722.95 | 130303.39 | 565198.45 |
| 502 | 149+54.57 | 40.08' LT | 723.04 | 130302.92 | 565204.47 |
| 503 | 149+52.99 | 34.54' LT | 723.14 | 130301.34 | 565210.01 |
| 504 | 149+46.65 | 24.72' LT | 723.33 | 130295.00 | 565219.83 |
| 505 | 149+36.16 | 17.77' LT | 723.53 | 130284.50 | 565226.78 |
| 506 | 149+29.80 | 16.08' LT | 723.59 | 130278.14 | 565228.46 |
| 507 | 149+22.80 | 15.74' LT | 723.65 | 130271.14 | 565228.80 |
| 508 | 149+52.49 | 48.61' LT | 723.33 | 130300.84 | 565195.94 |
| 509 | 149+52.55 | 45.61' LT | 722.87 | 130300.90 | 565198.94 |
| 510 | 149+52.12 | 40.60' LT | 722.96 | 130300.48 | 565203.95 |
| 511 | 149+50.80 | 35.79' LT | 723.55 | 130299.14 | 565208.76 |
| 512 | 149+39.72 | 22.33' LT | 723.86 | 130288.06 | 565222.22 |
| 513 | 149+35.25 | 20.10' LT | 723.45 | 130283.59 | 565224.45 |
| 514 | 149+30.27 | 18.69' LT | 723.50 | 130278.61 | 565225.85 |
| 515 | 149+27.03 | 18.30' LT | 724.03 | 130275.37 | 565226.24 |
| 516 | 149+52.07 | 45.60' LT | 722.88 | 130300.43 | 565198.95 |
| 517 | 149+30.25 | 20.04' LT | 723.52 | 130278.59 | 565224.50 |

| Jefferson SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 518 | 149+44.97 | 45.52' LT | 723.38 | 130293.32 | 565199.02 |
| 519 | 149+39.97 | 45.47' LT | 723.45 | 130288.32 | 565199.08 |
| 520 | 149+45.02 | 40.52' LT | 723.46 | 130293.37 | 565204.02 |
| 521 | 149+40.02 | 40.47' LT | 723.53 | 130288.37 | 565204.08 |
| 522 | 149+35.15 | 29.00' LT | 723.96 | 130283.50 | 565215.54 |
| 523 | 149+35.09 | 34.00' LT | 724.05 | 130283.44 | 565210.54 |
| 524 | 149+30.15 | 28.94' LT | 724.03 | 130278.50 | 565215.60 |
| 525 | 149+30.10 | 33.94' LT | 724.10 | 130278.44 | 565210.60 |
| 526 | 149+45.76 | 63.16' LT | 723.54 | 130294.12 | 565181.38 |
| 527 | 149+41.26 | 62.99' LT | 723.58 | 130289.62 | 565181.56 |
| 528 | 149+44.91 | 50.52' LT | 723.42 | 130293.27 | 565194.02 |
| 529 | 149+39.91 | 50.47' LT | 723.49 | 130288.27 | 565194.08 |
| 530 | 149+45.09 | 34.11' LT | 723.74 | 130293.44 | 565210.43 |
| 531 | 149+40.09 | 34.06' LT | 723.82 | 130288.44 | 565210.49 |
| 532 | 149+45.15 | 29.11' LT | 723.82 | 130293.50 | 565215.43 |
| 533 | 149+40.15 | 29.06' LT | 723.75 | 130288.50 | 565215.49 |
| 534 | 149+16.47 | 27.36' LT | 724.23 | 130264.82 | 565217.18 |
| 535 | 149+16.66 | 31.63' LT | 724.20 | 130265.01 | 565212.90 |

LEGEND

- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS

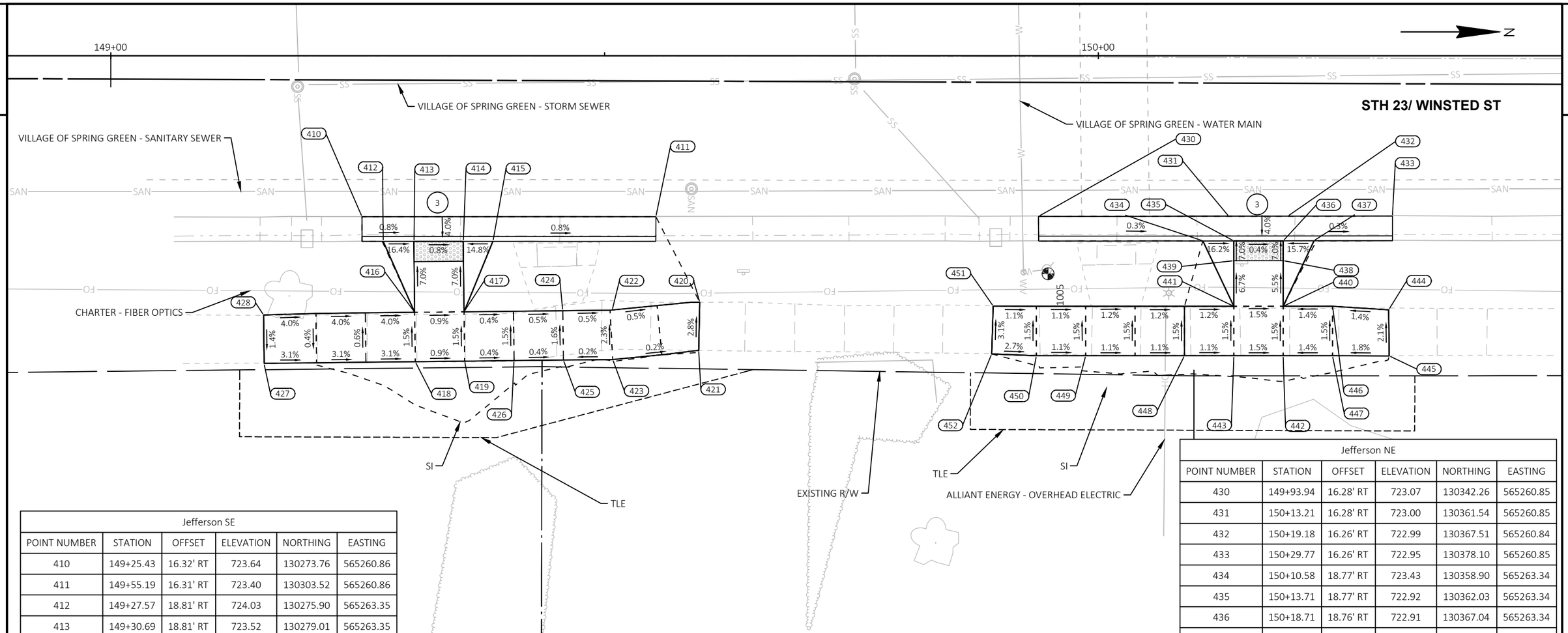
NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - JEFFERSON ST SW | SHEET 55 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - JeffersonSW
PLOT DATE : 7/27/2023 12:47 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




| Jefferson SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 410 | 149+25.43 | 16.32' RT | 723.64 | 130273.76 | 565260.86 |
| 411 | 149+55.19 | 16.31' RT | 723.40 | 130303.52 | 565260.86 |
| 412 | 149+27.57 | 18.81' RT | 724.03 | 130275.90 | 565263.35 |
| 413 | 149+30.69 | 18.81' RT | 723.52 | 130279.01 | 565263.35 |
| 414 | 149+35.69 | 18.81' RT | 723.48 | 130284.01 | 565263.35 |
| 415 | 149+38.69 | 18.81' RT | 723.92 | 130287.01 | 565263.36 |
| 416 | 149+30.77 | 26.00' RT | 724.02 | 130279.09 | 565270.54 |
| 417 | 149+35.77 | 25.94' RT | 723.98 | 130284.09 | 565270.49 |
| 418 | 149+30.82 | 31.00' RT | 724.10 | 130279.14 | 565275.54 |
| 419 | 149+35.82 | 30.94' RT | 724.05 | 130284.14 | 565275.49 |
| 420 | 149+59.63 | 24.98' RT | 723.86 | 130307.96 | 565269.53 |
| 421 | 149+59.52 | 29.84' RT | 724.00 | 130307.84 | 565274.39 |
| 422 | 149+50.76 | 25.78' RT | 723.91 | 130299.09 | 565270.33 |
| 423 | 149+50.82 | 30.78' RT | 724.02 | 130299.14 | 565275.33 |
| 424 | 149+45.77 | 25.83' RT | 723.93 | 130294.09 | 565270.38 |
| 425 | 149+45.82 | 30.83' RT | 724.01 | 130294.14 | 565275.38 |
| 426 | 149+40.82 | 30.89' RT | 724.03 | 130289.14 | 565275.43 |
| 427 | 149+15.51 | 31.17' RT | 724.56 | 130263.83 | 565275.70 |
| 428 | 149+15.47 | 26.28' RT | 724.63 | 130263.79 | 565270.81 |

SIDEWALK NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

LEGEND

- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS

| Jefferson NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 430 | 149+93.94 | 16.28' RT | 723.07 | 130342.26 | 565260.85 |
| 431 | 150+13.21 | 16.28' RT | 723.00 | 130361.54 | 565260.85 |
| 432 | 150+19.18 | 16.26' RT | 722.99 | 130367.51 | 565260.84 |
| 433 | 150+29.77 | 16.26' RT | 722.95 | 130378.10 | 565260.85 |
| 434 | 150+10.58 | 18.77' RT | 723.43 | 130358.90 | 565263.34 |
| 435 | 150+13.71 | 18.77' RT | 722.92 | 130362.03 | 565263.34 |
| 436 | 150+18.71 | 18.76' RT | 722.91 | 130367.04 | 565263.34 |
| 437 | 150+21.83 | 18.76' RT | 723.40 | 130370.15 | 565263.34 |
| 438 | 150+18.71 | 20.77' RT | 723.05 | 130367.03 | 565265.35 |
| 439 | 150+13.71 | 20.77' RT | 723.06 | 130362.03 | 565265.34 |
| 440 | 150+18.71 | 25.39' RT | 723.30 | 130367.03 | 565269.97 |
| 441 | 150+13.71 | 25.39' RT | 723.38 | 130362.03 | 565269.97 |
| 442 | 150+18.71 | 30.39' RT | 723.38 | 130367.03 | 565274.97 |
| 443 | 150+13.71 | 30.39' RT | 723.45 | 130362.03 | 565274.97 |
| 444 | 150+29.40 | 25.74' RT | 723.45 | 130377.72 | 565270.33 |
| 445 | 150+29.45 | 30.41' RT | 723.55 | 130377.77 | 565275.00 |
| 446 | 150+23.71 | 25.39' RT | 723.37 | 130372.03 | 565269.97 |
| 447 | 150+23.71 | 30.39' RT | 723.44 | 130372.03 | 565274.97 |
| 448 | 150+08.71 | 30.39' RT | 723.51 | 130357.03 | 565274.97 |
| 449 | 149+98.71 | 30.39' RT | 723.62 | 130347.03 | 565274.96 |
| 450 | 149+93.71 | 30.39' RT | 723.68 | 130342.03 | 565274.96 |
| 451 | 149+89.35 | 25.36' RT | 723.65 | 130337.67 | 565269.93 |
| 452 | 149+89.20 | 30.22' RT | 723.81 | 130337.52 | 565274.78 |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS JEFFERSON ST E | SHEET 56 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - JeffersonE
PLOT DATE : 7/27/2023 12:47 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

JEFFERSON STREET

VILLAGE OF SPRING GREEN - WATER MAIN

VILLAGE OF SPRING GREEN - STORM SEWER

SIDEWALK NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| Jefferson NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 460 | 150+22.10 | 15.69' LT | 723.00 | 130370.44 | 565228.89 |
| 461 | 150+19.18 | 15.86' LT | 723.01 | 130367.52 | 565228.73 |
| 462 | 150+13.16 | 17.03' LT | 723.05 | 130361.50 | 565227.54 |
| 463 | 150+04.18 | 21.39' LT | 723.10 | 130352.52 | 565223.19 |
| 464 | 150+01.33 | 23.66' LT | 723.08 | 130349.67 | 565220.91 |
| 465 | 149+94.32 | 32.66' LT | 723.04 | 130342.66 | 565211.91 |
| 466 | 149+91.50 | 40.36' LT | 723.00 | 130339.85 | 565204.21 |
| 467 | 149+90.76 | 46.36' LT | 722.98 | 130339.12 | 565198.21 |
| 468 | 149+90.70 | 49.94' LT | 722.96 | 130339.05 | 565194.63 |
| 469 | 150+21.65 | 18.20' LT | 723.42 | 130369.99 | 565226.38 |
| 470 | 150+18.66 | 18.41' LT | 722.94 | 130367.00 | 565226.17 |
| 471 | 150+13.66 | 19.49' LT | 722.97 | 130362.00 | 565225.09 |
| 472 | 150+10.53 | 20.66' LT | 723.49 | 130358.87 | 565223.91 |
| 473 | 149+94.80 | 37.81' LT | 723.44 | 130343.15 | 565206.76 |
| 474 | 149+93.94 | 40.87' LT | 722.92 | 130342.30 | 565203.70 |
| 475 | 149+93.28 | 45.86' LT | 722.90 | 130341.63 | 565198.71 |
| 476 | 149+93.22 | 48.86' LT | 723.39 | 130341.57 | 565195.71 |
| 477 | 150+18.66 | 19.49' LT | 722.95 | 130367.00 | 565225.09 |

| Jefferson NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 478 | 150+18.66 | 21.50' LT | 723.09 | 130367.00 | 565223.08 |
| 479 | 150+18.65 | 26.47' LT | 723.38 | 130366.99 | 565218.11 |
| 480 | 150+13.65 | 26.46' LT | 723.46 | 130361.99 | 565218.11 |
| 481 | 150+18.64 | 31.47' LT | 723.46 | 130366.99 | 565213.11 |
| 482 | 150+13.64 | 31.46' LT | 723.53 | 130361.99 | 565213.11 |
| 483 | 149+93.89 | 45.87' LT | 722.91 | 130342.25 | 565198.70 |
| 484 | 149+95.89 | 45.89' LT | 723.05 | 130344.25 | 565198.68 |
| 485 | 149+99.03 | 40.92' LT | 723.28 | 130347.38 | 565203.65 |
| 486 | 149+98.97 | 45.92' LT | 723.20 | 130347.33 | 565198.65 |
| 487 | 150+04.03 | 40.97' LT | 723.35 | 130352.38 | 565203.60 |
| 488 | 150+03.97 | 45.97' LT | 723.28 | 130352.33 | 565198.60 |
| 489 | 150+38.41 | 26.70' LT | 723.33 | 130386.76 | 565217.89 |
| 490 | 150+38.33 | 31.57' LT | 723.36 | 130386.68 | 565213.02 |
| 491 | 150+09.07 | 31.47' LT | 723.50 | 130357.41 | 565213.11 |
| 492 | 150+04.07 | 36.42' LT | 723.39 | 130352.42 | 565208.16 |
| 493 | 149+99.27 | 52.50' LT | 723.50 | 130347.62 | 565192.07 |
| 494 | 150+04.10 | 52.58' LT | 723.58 | 130352.46 | 565192.00 |

TLE

EXISTING R/W

SI

CAUTION

ALLIANT ENERGY -GAS

6" CURB HEIGHT, GRASS BETWEEN CURB RAMP FLARES

WINDSTREAM - FIBER OPTIC

VILLAGE OF SPRING GREEN - WATER MAIN

VILLAGE OF SPRING GREEN - SANITARY SEWER

LEGEND

- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS

N

**STH 23/ WINSTED ST**

150+00

151+00

2

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - JEFFERSON ST NW | SHEET 57 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - JeffersonNW

PLOT DATE : 7/27/2023 12:47 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:10 FT

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 906 | 130705.812 | 565265.648 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1006 | 130739.916 | 565219.791 | 725.233 | BM/TOP |

| LEGEND | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | CONCRETE SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

136 N WINSTED ST

LINDSAY RICHARDS
156 N WINSTED ST

208 N WINSTED ST

230 N WINSTED ST

215 N WINSTED ST

WILLIAM HUTTER
201 N WINSTED ST

MONROE STREET

EXISTING R/W

CONCRETE CURB AND GUTTER 30-INCH TYPE D

PEDESTRIAN CURB

TLE

152+00 153+00 154+00 155+00

906

1006

| EROSION CONTROL LEGEND | |
|---|---|
| | SILT FENCE |
| | INLET PROTECTION |
| A B C | INLET PROTECTION TYPE |
| | TEMPORARY DITCH CHECK |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MONROE ST | SHEET 58 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Monroe

PLOT DATE : 9/25/2023 4:18 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

| Monroe SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 620 | 153+24.20 | 36.11' LT | 721.77 | 130672.53 | 565208.60 |
| 621 | 153+22.79 | 32.80' LT | 721.79 | 130671.13 | 565211.91 |
| 622 | 153+16.92 | 24.71' LT | 721.83 | 130665.26 | 565220.00 |
| 623 | 153+10.55 | 19.91' LT | 721.79 | 130658.88 | 565224.80 |
| 624 | 153+04.56 | 17.33' LT | 721.75 | 130652.89 | 565227.38 |
| 625 | 152+94.04 | 15.99' LT | 721.69 | 130642.38 | 565228.72 |
| 626 | 153+21.10 | 35.08' LT | 722.20 | 130669.43 | 565209.63 |
| 627 | 153+19.74 | 32.40' LT | 721.72 | 130668.08 | 565212.31 |
| 628 | 153+16.06 | 27.40' LT | 721.75 | 130664.39 | 565217.31 |
| 629 | 153+13.80 | 25.23' LT | 721.99 | 130662.14 | 565219.48 |
| 630 | 153+12.38 | 24.08' LT | 721.98 | 130660.71 | 565220.63 |
| 631 | 153+09.94 | 22.44' LT | 721.71 | 130658.28 | 565222.27 |
| 632 | 153+04.94 | 20.09' LT | 721.68 | 130653.28 | 565224.62 |
| 633 | 153+02.07 | 19.24' LT | 722.16 | 130650.40 | 565225.47 |
| 634 | 153+16.06 | 32.40' LT | 721.77 | 130664.39 | 565212.31 |
| 635 | 153+04.94 | 22.44' LT | 721.70 | 130653.28 | 565222.27 |
| 636 | 153+14.06 | 27.40' LT | 721.84 | 130662.39 | 565217.31 |
| 637 | 153+09.94 | 24.44' LT | 721.85 | 130658.28 | 565220.27 |
| 638 | 153+09.94 | 32.40' LT | 722.07 | 130658.28 | 565212.31 |
| 639 | 153+09.94 | 27.40' LT | 722.00 | 130658.28 | 565217.31 |
| 640 | 153+04.94 | 27.40' LT | 722.05 | 130653.28 | 565217.31 |
| 641 | 153+04.94 | 32.40' LT | 722.13 | 130653.28 | 565212.31 |
| 642 | 152+99.94 | 27.40' LT | 722.21 | 130648.28 | 565217.31 |
| 643 | 152+99.94 | 32.40' LT | 722.27 | 130648.28 | 565212.31 |
| 644 | 152+88.63 | 27.00' LT | 722.38 | 130636.98 | 565217.71 |
| 645 | 152+88.67 | 31.75' LT | 722.43 | 130637.02 | 565212.96 |

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

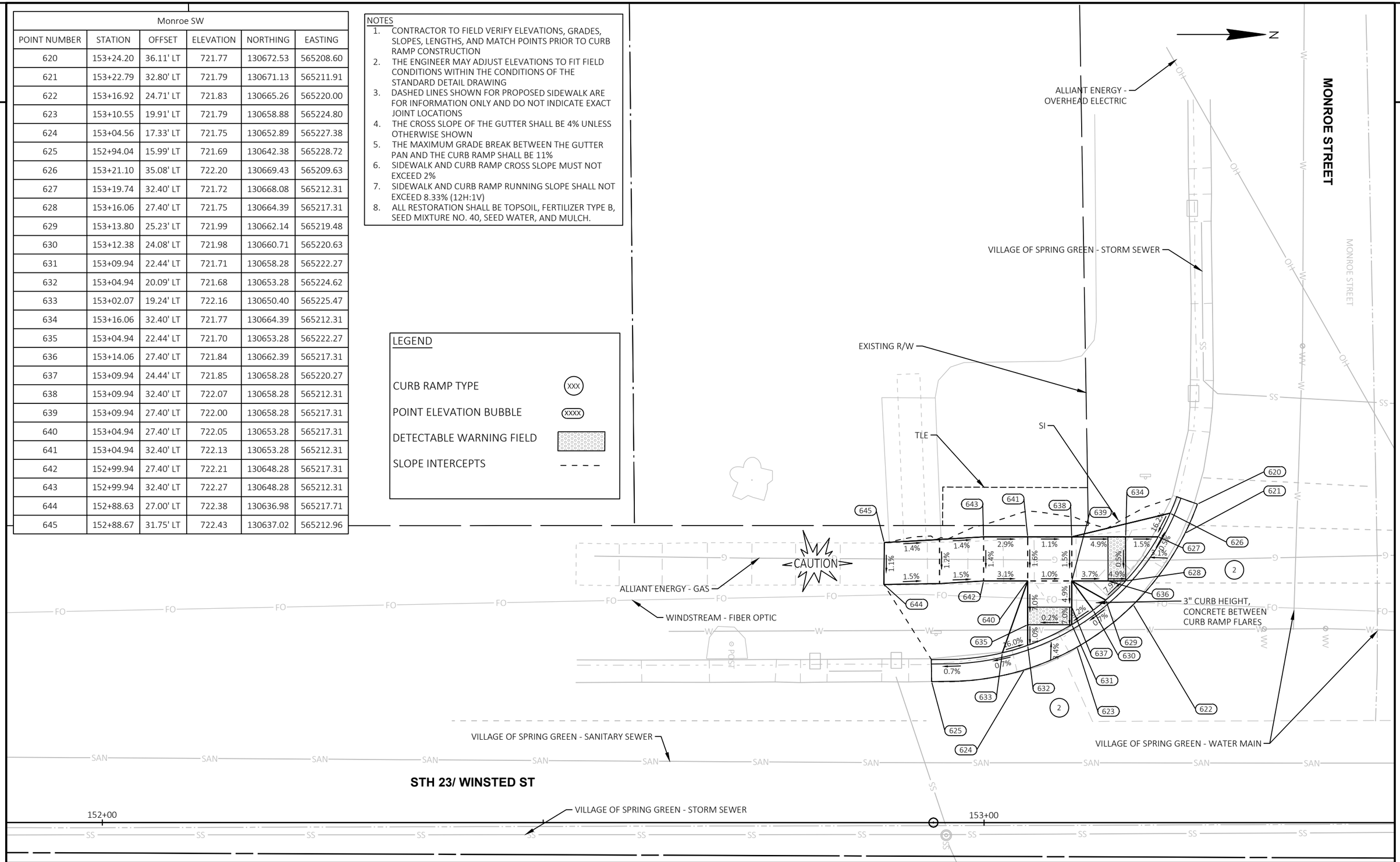
LEGEND

CURB RAMP TYPE (XXX)

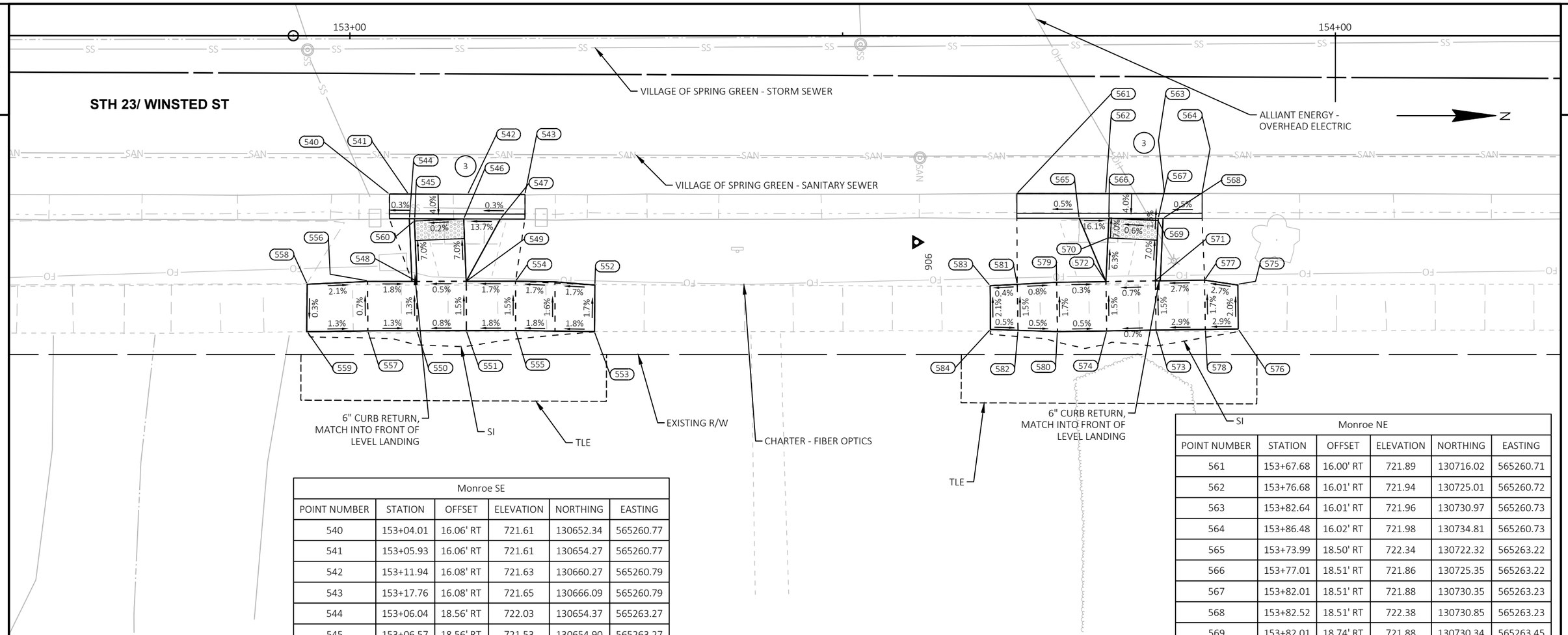
POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

SLOPE INTERCEPTS




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MONROE ST SW | SHEET 59 | E |
|---|---|---|---|---|---|




| Monroe SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 540 | 153+04.01 | 16.06' RT | 721.61 | 130652.34 | 565260.77 |
| 541 | 153+05.93 | 16.06' RT | 721.61 | 130654.27 | 565260.77 |
| 542 | 153+11.94 | 16.08' RT | 721.63 | 130660.27 | 565260.79 |
| 543 | 153+17.76 | 16.08' RT | 721.65 | 130666.09 | 565260.79 |
| 544 | 153+06.04 | 18.56' RT | 722.03 | 130654.37 | 565263.27 |
| 545 | 153+06.57 | 18.56' RT | 721.53 | 130654.90 | 565263.27 |
| 546 | 153+11.54 | 18.57' RT | 721.55 | 130659.87 | 565263.28 |
| 547 | 153+15.26 | 18.58' RT | 722.06 | 130663.59 | 565263.29 |
| 548 | 153+06.80 | 24.91' RT | 721.97 | 130655.13 | 565269.62 |
| 549 | 153+11.80 | 24.90' RT | 721.99 | 130660.13 | 565269.61 |
| 550 | 153+06.81 | 29.91' RT | 722.03 | 130655.14 | 565274.62 |
| 551 | 153+11.81 | 29.90' RT | 722.07 | 130660.14 | 565274.61 |
| 552 | 153+24.86 | 25.28' RT | 722.22 | 130673.19 | 565269.99 |
| 553 | 153+24.80 | 29.99' RT | 722.29 | 130673.13 | 565274.70 |
| 554 | 153+16.80 | 24.89' RT | 722.08 | 130665.13 | 565269.60 |
| 555 | 153+16.81 | 29.89' RT | 722.15 | 130665.14 | 565274.60 |
| 556 | 153+01.80 | 24.92' RT | 722.06 | 130650.13 | 565269.63 |
| 557 | 153+01.81 | 29.92' RT | 722.09 | 130650.14 | 565274.63 |
| 558 | 152+95.66 | 25.19' RT | 722.18 | 130643.99 | 565269.90 |
| 559 | 152+95.67 | 30.01' RT | 722.17 | 130644.00 | 565274.72 |
| 560 | 153+06.55 | 18.78' RT | 721.54 | 130654.88 | 565263.49 |

| Monroe NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 561 | 153+67.68 | 16.00' RT | 721.89 | 130716.02 | 565260.71 |
| 562 | 153+76.68 | 16.01' RT | 721.94 | 130725.01 | 565260.72 |
| 563 | 153+82.64 | 16.01' RT | 721.96 | 130730.97 | 565260.73 |
| 564 | 153+86.48 | 16.02' RT | 721.98 | 130734.81 | 565260.73 |
| 565 | 153+73.99 | 18.50' RT | 722.34 | 130722.32 | 565263.22 |
| 566 | 153+77.01 | 18.51' RT | 721.86 | 130725.35 | 565263.22 |
| 567 | 153+82.01 | 18.51' RT | 721.88 | 130730.35 | 565263.23 |
| 568 | 153+82.52 | 18.51' RT | 722.38 | 130730.85 | 565263.23 |
| 569 | 153+82.01 | 18.74' RT | 721.88 | 130730.34 | 565263.45 |
| 570 | 153+76.92 | 20.50' RT | 722.00 | 130725.25 | 565265.22 |
| 571 | 153+81.72 | 24.85' RT | 722.31 | 130730.05 | 565269.57 |
| 572 | 153+76.71 | 24.93' RT | 722.28 | 130725.05 | 565269.64 |
| 573 | 153+81.80 | 29.85' RT | 722.39 | 130730.13 | 565274.57 |
| 574 | 153+76.79 | 29.93' RT | 722.35 | 130725.12 | 565274.64 |
| 575 | 153+90.11 | 25.28' RT | 722.54 | 130738.44 | 565270.00 |
| 576 | 153+90.13 | 29.73' RT | 722.63 | 130738.46 | 565274.44 |
| 577 | 153+86.72 | 24.78' RT | 722.45 | 130735.05 | 565269.49 |
| 578 | 153+86.80 | 29.78' RT | 722.53 | 130735.13 | 565274.49 |
| 579 | 153+71.72 | 25.01' RT | 722.29 | 130720.05 | 565269.72 |
| 580 | 153+71.79 | 30.01' RT | 722.37 | 130720.12 | 565274.72 |
| 581 | 153+67.72 | 25.21' RT | 722.32 | 130716.05 | 565269.92 |
| 582 | 153+67.79 | 29.88' RT | 722.39 | 130716.12 | 565274.59 |
| 583 | 153+64.96 | 25.35' RT | 722.31 | 130713.29 | 565270.06 |
| 584 | 153+65.00 | 29.78' RT | 722.40 | 130713.33 | 565274.50 |

LEGEND

- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS – – – –

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

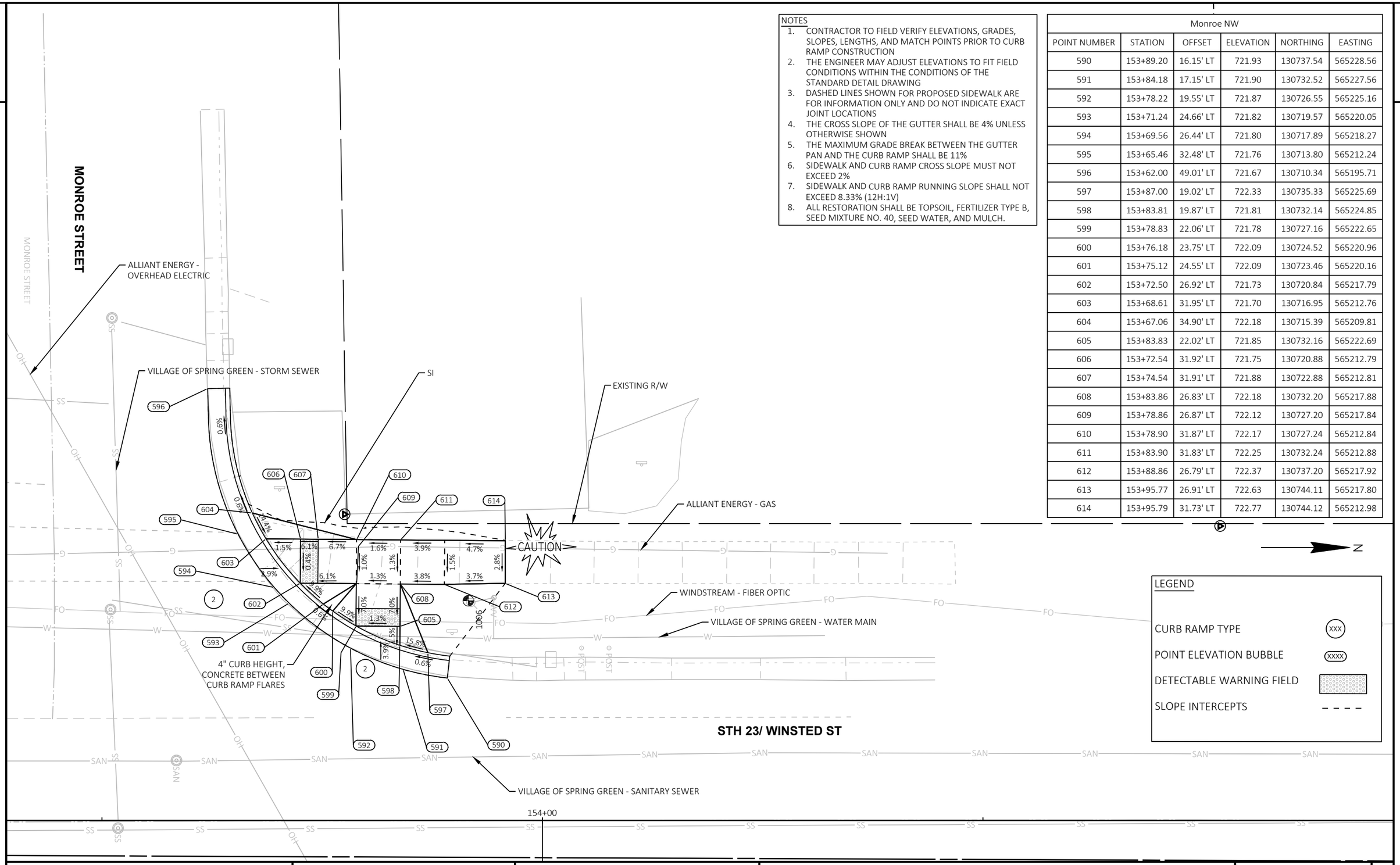
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MONROE ST E | SHEET 60 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - MonroeE
PLOT DATE : 8/31/2023 4:31 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| Monroe NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 590 | 153+89.20 | 16.15' LT | 721.93 | 130737.54 | 565228.56 |
| 591 | 153+84.18 | 17.15' LT | 721.90 | 130732.52 | 565227.56 |
| 592 | 153+78.22 | 19.55' LT | 721.87 | 130726.55 | 565225.16 |
| 593 | 153+71.24 | 24.66' LT | 721.82 | 130719.57 | 565220.05 |
| 594 | 153+69.56 | 26.44' LT | 721.80 | 130717.89 | 565218.27 |
| 595 | 153+65.46 | 32.48' LT | 721.76 | 130713.80 | 565212.24 |
| 596 | 153+62.00 | 49.01' LT | 721.67 | 130710.34 | 565195.71 |
| 597 | 153+87.00 | 19.02' LT | 722.33 | 130735.33 | 565225.69 |
| 598 | 153+83.81 | 19.87' LT | 721.81 | 130732.14 | 565224.85 |
| 599 | 153+78.83 | 22.06' LT | 721.78 | 130727.16 | 565222.65 |
| 600 | 153+76.18 | 23.75' LT | 722.09 | 130724.52 | 565220.96 |
| 601 | 153+75.12 | 24.55' LT | 722.09 | 130723.46 | 565220.16 |
| 602 | 153+72.50 | 26.92' LT | 721.73 | 130720.84 | 565217.79 |
| 603 | 153+68.61 | 31.95' LT | 721.70 | 130716.95 | 565212.76 |
| 604 | 153+67.06 | 34.90' LT | 722.18 | 130715.39 | 565209.81 |
| 605 | 153+83.83 | 22.02' LT | 721.85 | 130732.16 | 565222.69 |
| 606 | 153+72.54 | 31.92' LT | 721.75 | 130720.88 | 565212.79 |
| 607 | 153+74.54 | 31.91' LT | 721.88 | 130722.88 | 565212.81 |
| 608 | 153+83.86 | 26.83' LT | 722.18 | 130732.20 | 565217.88 |
| 609 | 153+78.86 | 26.87' LT | 722.12 | 130727.20 | 565217.84 |
| 610 | 153+78.90 | 31.87' LT | 722.17 | 130727.24 | 565212.84 |
| 611 | 153+83.90 | 31.83' LT | 722.25 | 130732.24 | 565212.88 |
| 612 | 153+88.86 | 26.79' LT | 722.37 | 130737.20 | 565217.92 |
| 613 | 153+95.77 | 26.91' LT | 722.63 | 130744.11 | 565217.80 |
| 614 | 153+95.79 | 31.73' LT | 722.77 | 130744.12 | 565212.98 |




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MONROE ST NW | SHEET 61 | E |
|---|---|---|---|---|---|

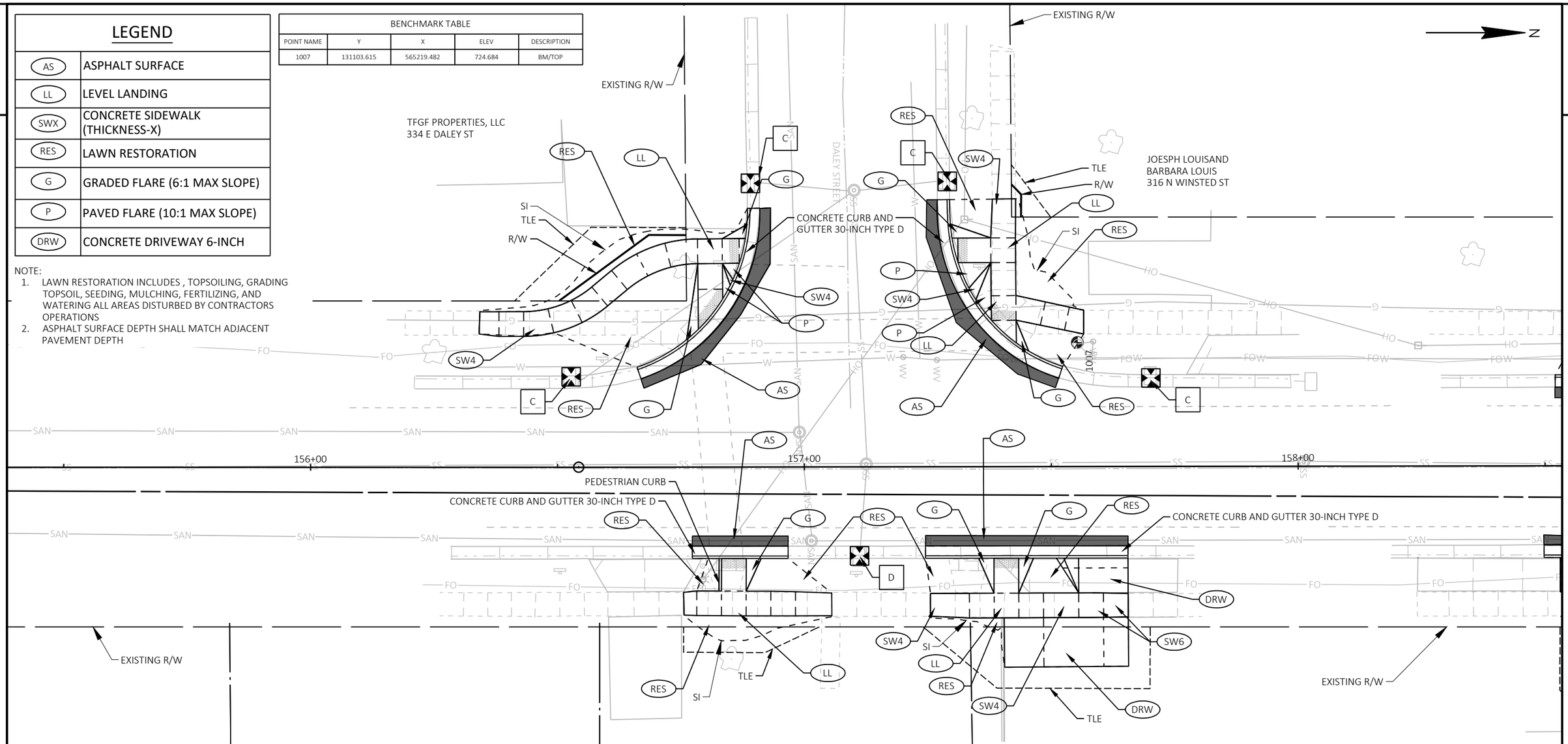
FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023102_CR.DWG
LAYOUT NAME - MonroeNW
PLOT DATE : 8/31/2023 4:31 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

## LEGEND

| | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SWX | CONCRETE SIDEWALK (THICKNESS-X) |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |
| DRW | CONCRETE DRIVEWAY 6-INCH |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1007 | 131103.615 | 565219.482 | 724.684 | BM/TOP |




## EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - DALEY ST | SHEET 62 E |

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Daley
PLOT DATE : 9/25/2023 4:18 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

| Daley SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 650 | 156+91.05 | 52.43' LT | 721.70 | 131039.30 | 565192.24 |
| 651 | 156+90.65 | 46.30' LT | 721.74 | 131038.91 | 565198.38 |
| 652 | 156+89.52 | 41.29' LT | 721.77 | 131037.78 | 565203.39 |
| 653 | 156+83.87 | 30.17' LT | 721.84 | 131032.16 | 565214.51 |
| 654 | 156+78.89 | 24.79' LT | 721.89 | 131027.18 | 565219.90 |
| 655 | 156+73.27 | 20.75' LT | 721.93 | 131021.57 | 565223.95 |
| 656 | 156+66.96 | 17.85' LT | 721.97 | 131015.26 | 565226.87 |
| 657 | 156+88.48 | 49.27' LT | 722.14 | 131036.73 | 565195.40 |
| 658 | 156+88.13 | 46.30' LT | 721.66 | 131036.39 | 565198.38 |
| 659 | 156+86.90 | 41.28' LT | 721.69 | 131035.17 | 565203.40 |
| 660 | 156+85.61 | 37.96' LT | 722.04 | 131033.88 | 565206.73 |
| 661 | 156+85.05 | 36.78' LT | 722.05 | 131033.33 | 565207.90 |
| 662 | 156+83.52 | 34.06' LT | 721.74 | 131031.80 | 565210.63 |
| 663 | 156+78.58 | 27.90' LT | 721.79 | 131026.87 | 565216.80 |
| 664 | 156+76.16 | 25.75' LT | 722.31 | 131024.46 | 565218.95 |
| 665 | 156+83.41 | 46.25' LT | 721.92 | 131031.67 | 565198.43 |
| 666 | 156+83.51 | 36.06' LT | 721.76 | 131031.78 | 565208.63 |
| 667 | 156+78.51 | 36.01' LT | 721.86 | 131026.78 | 565208.68 |

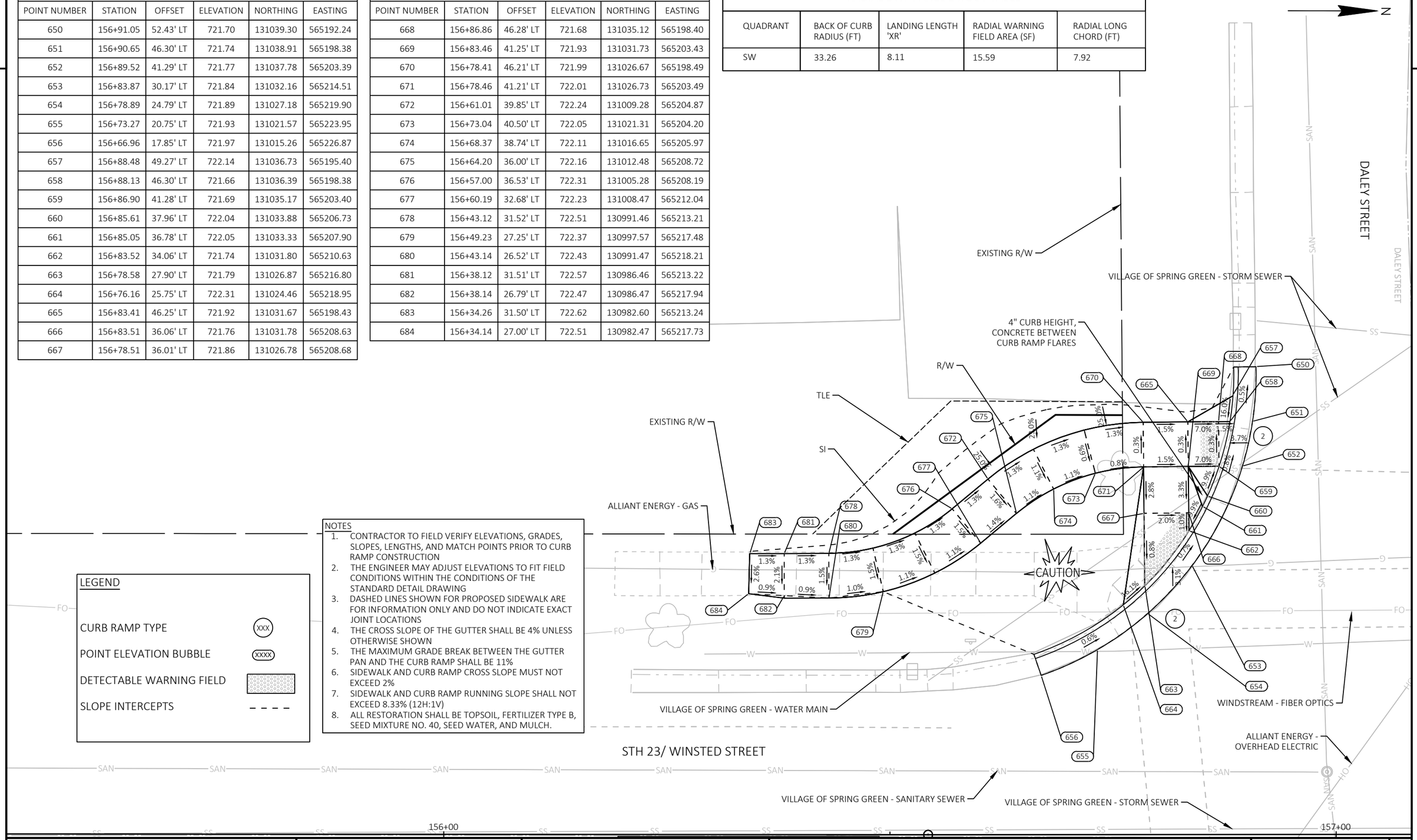
| Daley SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 668 | 156+86.86 | 46.28' LT | 721.68 | 131035.12 | 565198.40 |
| 669 | 156+83.46 | 41.25' LT | 721.93 | 131031.73 | 565203.43 |
| 670 | 156+78.41 | 46.21' LT | 721.99 | 131026.67 | 565198.49 |
| 671 | 156+78.46 | 41.21' LT | 722.01 | 131026.73 | 565203.49 |
| 672 | 156+61.01 | 39.85' LT | 722.24 | 131009.28 | 565204.87 |
| 673 | 156+73.04 | 40.50' LT | 722.05 | 131021.31 | 565204.20 |
| 674 | 156+68.37 | 38.74' LT | 722.11 | 131016.65 | 565205.97 |
| 675 | 156+64.20 | 36.00' LT | 722.16 | 131012.48 | 565208.72 |
| 676 | 156+57.00 | 36.53' LT | 722.31 | 131005.28 | 565208.19 |
| 677 | 156+60.19 | 32.68' LT | 722.23 | 131008.47 | 565212.04 |
| 678 | 156+43.12 | 31.52' LT | 722.51 | 130991.46 | 565213.21 |
| 679 | 156+49.23 | 27.25' LT | 722.37 | 130997.57 | 565217.48 |
| 680 | 156+43.14 | 26.52' LT | 722.43 | 130991.47 | 565218.21 |
| 681 | 156+38.12 | 31.51' LT | 722.57 | 130986.46 | 565213.22 |
| 682 | 156+38.14 | 26.79' LT | 722.47 | 130986.47 | 565217.94 |
| 683 | 156+34.26 | 31.50' LT | 722.62 | 130982.60 | 565213.24 |
| 684 | 156+34.14 | 27.00' LT | 722.51 | 130982.47 | 565217.73 |

| RADIAL DWF PANEL LAYOUT TABLE | | | | |
|---|---|---|---|---|
| QUADRANT | BACK OF CURB RADIUS (FT) | LANDING LENGTH 'XR' | RADIAL WARNING FIELD AREA (SF) | RADIAL LONG CHORD (FT) |
| SW | 33.26 | 8.11 | 15.59 | 7.92 |

LEGEND

- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - DALEY ST SW | SHEET 63 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023125_CR.DWG
LAYOUT NAME - DaleySW
PLOT DATE : 7/27/2023 12:50 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

LEGEND

CURB RAMP TYPE (XXX)

POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

SLOPE INTERCEPTS

STH 23/ WINSTED STREET

157+00

ALLIANT ENERGY - OVERHEAD ELECTRIC

VILLAGE OF SPRING GREEN - STORM SEWER

VILLAGE OF SPRING GREEN - SANITARY SEWER

6" CURB RETURN, MATCH INTO FRONT OF LEVEL LANDING

SAWCUT AND REMOVE EXISTING C&G, MATCH PROPOSED C&G TO EXISTING DRIVEWAY FLARE SLOPE

CHARTER - FIBER OPTICS

EXISTING R/W

TLE

SI

IMPACTED DRIVEWAY, SEE DRIVEWAY NOTES BELOW. SAW CUT AND REMOVE DRIVEWAY AND TWO DRIVEWAY RAMP SEGMENTS

N

Daley SE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 690 | 156+77.28 | 15.92' RT | 721.91 | 131025.64 | 565260.62 |
| 691 | 156+82.97 | 16.01' RT | 721.90 | 131031.33 | 565260.70 |
| 692 | 156+88.00 | 16.01' RT | 721.86 | 131036.35 | 565260.69 |
| 693 | 156+96.68 | 16.02' RT | 721.80 | 131045.04 | 565260.68 |
| 694 | 156+82.72 | 18.51' RT | 722.32 | 131031.08 | 565263.20 |
| 695 | 156+83.22 | 18.51' RT | 721.82 | 131031.58 | 565263.20 |
| 696 | 156+88.22 | 18.51' RT | 721.78 | 131036.58 | 565263.19 |
| 697 | 156+91.22 | 18.51' RT | 722.26 | 131039.58 | 565263.19 |
| 698 | 156+83.18 | 25.10' RT | 721.91 | 131031.55 | 565269.79 |
| 699 | 156+88.18 | 25.14' RT | 721.88 | 131036.55 | 565269.81 |
| 700 | 156+83.14 | 30.10' RT | 721.99 | 131031.52 | 565274.79 |
| 701 | 156+88.14 | 30.13' RT | 721.95 | 131036.52 | 565274.81 |
| 702 | 156+98.17 | 25.26' RT | 722.06 | 131046.55 | 565269.92 |
| 703 | 156+98.14 | 30.16' RT | 722.13 | 131046.52 | 565274.82 |
| 704 | 157+05.50 | 25.53' RT | 722.13 | 131053.88 | 565270.18 |
| 705 | 157+05.51 | 30.15' RT | 722.26 | 131053.89 | 565274.80 |
| 706 | 156+78.18 | 25.07' RT | 722.06 | 131026.55 | 565269.76 |
| 707 | 156+78.14 | 30.07' RT | 722.23 | 131026.52 | 565274.76 |
| 708 | 156+75.50 | 25.37' RT | 722.14 | 131023.87 | 565270.07 |
| 709 | 156+75.57 | 29.95' RT | 722.36 | 131023.95 | 565274.65 |

Daley NE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 720 | 157+24.52 | 16.03' RT | 721.67 | 131072.88 | 565260.65 |
| 721 | 157+38.34 | 16.04' RT | 721.62 | 131086.70 | 565260.64 |
| 722 | 157+43.34 | 16.04' RT | 721.60 | 131091.70 | 565260.63 |
| 723 | 157+65.52 | 16.05' RT | 721.51 | 131113.88 | 565260.61 |
| 724 | 157+35.02 | 18.53' RT | 722.05 | 131083.38 | 565263.14 |
| 725 | 157+38.36 | 18.55' RT | 721.54 | 131086.72 | 565263.15 |
| 726 | 157+43.36 | 18.54' RT | 721.52 | 131091.72 | 565263.13 |
| 727 | 157+46.36 | 18.54' RT | 722.00 | 131094.72 | 565263.13 |
| 728 | 157+51.02 | 18.54' RT | 721.99 | 131099.38 | 565263.12 |
| 729 | 157+52.52 | 18.54' RT | 721.48 | 131100.88 | 565263.12 |
| 730 | 157+55.55 | 18.79' RT | 721.48 | 131103.91 | 565263.37 |
| 731 | 157+65.52 | 18.55' RT | 721.43 | 131113.88 | 565263.11 |
| 732 | 157+52.29 | 20.54' RT | 722.03 | 131100.66 | 565265.12 |
| 733 | 157+55.52 | 20.54' RT | 721.57 | 131103.88 | 565265.12 |
| 734 | 157+65.52 | 20.55' RT | 721.59 | 131113.88 | 565265.11 |
| 735 | 157+38.38 | 25.64' RT | 722.03 | 131086.75 | 565270.24 |

Daley NE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 736 | 157+43.38 | 25.63' RT | 722.01 | 131091.75 | 565270.22 |
| 737 | 157+38.39 | 30.64' RT | 722.11 | 131086.77 | 565275.24 |
| 738 | 157+43.39 | 30.63' RT | 722.09 | 131091.77 | 565275.22 |
| 739 | 157+55.52 | 25.61' RT | 722.13 | 131103.89 | 565270.18 |
| 740 | 157+65.53 | 25.70' RT | 722.00 | 131113.90 | 565270.26 |
| 741 | 157+65.55 | 30.46' RT | 722.13 | 131113.93 | 565275.02 |
| 742 | 157+48.39 | 30.62' RT | 722.14 | 131096.77 | 565275.20 |
| 743 | 157+48.38 | 25.62' RT | 722.06 | 131096.75 | 565270.20 |
| 744 | 157+60.53 | 25.63' RT | 722.06 | 131108.90 | 565270.19 |
| 745 | 157+33.38 | 25.65' RT | 722.07 | 131081.75 | 565270.26 |
| 746 | 157+33.39 | 30.65' RT | 722.16 | 131081.77 | 565275.26 |
| 747 | 157+25.50 | 25.66' RT | 722.08 | 131073.87 | 565270.28 |
| 748 | 157+25.48 | 30.26' RT | 722.23 | 131073.86 | 565274.88 |
| 749 | 157+40.49 | 40.63' RT | 722.38 | 131088.89 | 565285.23 |
| 750 | 157+65.62 | 40.46' RT | 722.33 | 131114.01 | 565285.02 |

DRIVEWAY NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. REPLACE EXISTING DRIVEWAY RAMPS ACCORDING TO SDD 8d19. DRIVEWAY RAMP MUST MATCH INTO EXISTING SIDEWALK AND EXISTING DRIVEWAY.
6. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - DALEY ST E | SHEET 64 | E |
|---|---|---|---|---|---|

2

| Daley NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 960 | 157+51.54 | 17.86' LT | 721.67 | 131099.85 | 565226.72 |
| 961 | 157+43.00 | 21.98' LT | 721.76 | 131091.30 | 565222.62 |
| 962 | 157+37.96 | 25.99' LT | 721.82 | 131086.25 | 565218.61 |
| 963 | 157+33.56 | 31.07' LT | 721.88 | 131081.85 | 565213.54 |
| 964 | 157+28.55 | 41.32' LT | 721.78 | 131076.82 | 565203.29 |
| 965 | 157+27.43 | 46.32' LT | 721.74 | 131075.69 | 565198.29 |
| 966 | 157+26.99 | 54.07' LT | 721.67 | 131075.24 | 565190.55 |
| 967 | 157+45.47 | 23.36' LT | 722.17 | 131093.76 | 565221.23 |
| 968 | 157+42.97 | 25.03' LT | 721.69 | 131091.26 | 565219.57 |
| 969 | 157+37.93 | 29.60' LT | 721.76 | 131086.22 | 565215.00 |
| 970 | 157+34.77 | 33.74' LT | 722.28 | 131083.05 | 565210.86 |
| 971 | 157+33.36 | 36.15' LT | 722.26 | 131081.64 | 565208.46 |
| 972 | 157+31.16 | 41.33' LT | 721.71 | 131079.43 | 565203.29 |
| 973 | 157+29.95 | 46.33' LT | 721.66 | 131078.21 | 565198.29 |
| 974 | 157+29.61 | 49.19' LT | 722.13 | 131077.87 | 565195.43 |
| 975 | 157+42.93 | 29.65' LT | 721.78 | 131091.22 | 565214.95 |

| Daley NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 976 | 157+33.16 | 46.33' LT | 721.82 | 131081.42 | 565198.28 |
| 977 | 157+56.61 | 26.83' LT | 722.12 | 131104.90 | 565217.75 |
| 978 | 157+56.61 | 31.66' LT | 722.33 | 131104.90 | 565212.92 |
| 979 | 157+53.74 | 32.28' LT | 722.20 | 131102.02 | 565212.29 |
| 980 | 157+52.72 | 27.63' LT | 722.12 | 131101.01 | 565216.95 |
| 981 | 157+48.85 | 33.35' LT | 722.04 | 131097.13 | 565211.24 |
| 982 | 157+47.83 | 28.64' LT | 721.97 | 131096.11 | 565215.95 |
| 983 | 157+42.88 | 34.65' LT | 721.85 | 131091.16 | 565209.95 |
| 984 | 157+37.88 | 34.60' LT | 721.84 | 131086.16 | 565210.00 |
| 985 | 157+37.82 | 41.33' LT | 722.17 | 131086.09 | 565203.27 |
| 986 | 157+42.82 | 41.34' LT | 722.22 | 131091.09 | 565203.26 |
| 987 | 157+37.82 | 46.33' LT | 722.15 | 131086.08 | 565198.27 |
| 988 | 157+42.82 | 46.34' LT | 722.20 | 131091.08 | 565198.26 |
| 989 | 157+38.16 | 54.19' LT | 722.39 | 131086.41 | 565190.41 |
| 990 | 157+42.86 | 54.24' LT | 722.41 | 131091.11 | 565190.35 |

N

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

LEGEND
- CURB RAMP TYPE (XXX)
- POINT ELEVATION BUBBLE (XXXX)
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPTS

DALEY STREET

VILLAGE OF SPRING GREEN - STORM SEWER

EXISTING R/W

R/W

TLE

SI

ALLIANT ENERGY - OVERHEAD ELECTRIC

CAUTION

6" CURB HEIGHT, CONCRETE BETWEEN CURB RAMP FLARES

WINDSTREAM - FIBER OPTIC

WINDSTREAM - FIBER OPTIC

ALLIANT ENERGY - GAS

VILLAGE OF SPRING GREEN - WATER MAIN

VILLAGE OF SPRING GREEN - SANITARY SEWER

STH 23/ WINSTED STREET

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - DALEY ST NW | SHEET 65 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023125_CR.DWG
LAYOUT NAME - DaleyNW
PLOT DATE : 7/27/2023 12:50 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 907 | **131241.002** | 565224.482 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1008 | 131312.456 | 565220.029 | 725.408 | BM/TOP |

N

316 N WINSTED ST

348 N WINSTED ST

EXISTING R/W

SI LL RES SW4 RES C CONCRETE CURB AND GUTTER 30-INCH TYPE D G G AS

907

1008

158+00 159+00 160+00

PEDESTRIAN CURB

CONCRETE CURB AND GUTTER 30-INCH TYPE D

CONCRETE CURB AND GUTTER 30-INCH TYPE D P SW6 LL AS P SW6 P TLE LL P RES SW6 DRW

AS G C C RES RES SW4 LL TLE R/W LL RES SI

RAINBOW ROAD

EXISTING R/W

JOESPH LOUIS AND
BARBARA LOUIS
319 AND 305 N WINSTED ST

DAWN TENNENT AND
HEIDU GROSSKOPF AND
ROBERT TENNENT AND
JANICE TENNENT
409 E RAINBOW RD

## EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- A B C INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK

## LEGEND

| | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SWX | CONCRETE SIDEWALK (THICKNESS-X) |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |
| DRW | CONCRETE DRIVEWAY 6-INCH |

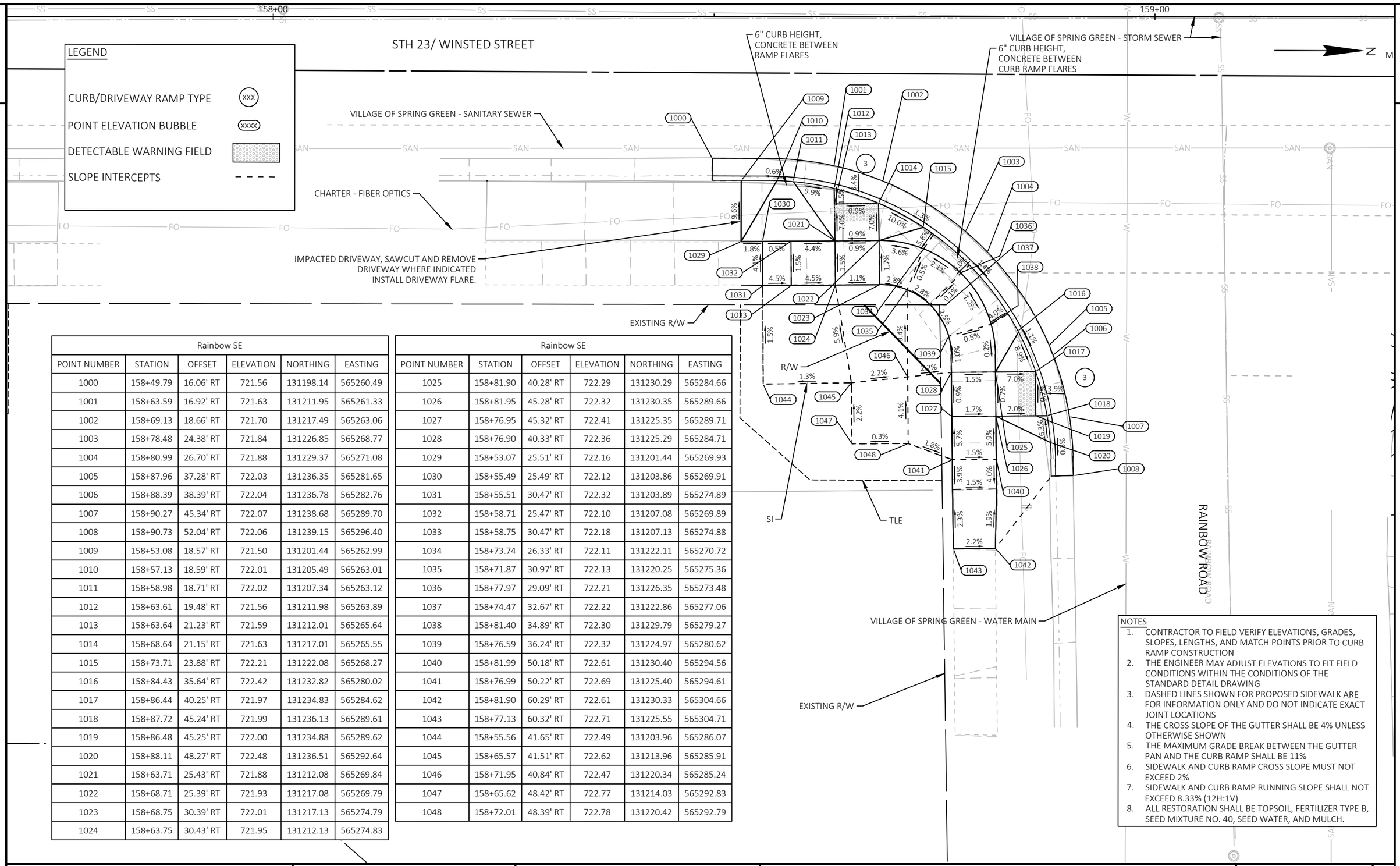
NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - RAINBOW RD | SHEET 66 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Rainbow

PLOT DATE : 9/25/2023 4:18 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42




| Rainbow SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1000 | 158+49.79 | 16.06' RT | 721.56 | 131198.14 | 565260.49 |
| 1001 | 158+63.59 | 16.92' RT | 721.63 | 131211.95 | 565261.33 |
| 1002 | 158+69.13 | 18.66' RT | 721.70 | 131217.49 | 565263.06 |
| 1003 | 158+78.48 | 24.38' RT | 721.84 | 131226.85 | 565268.77 |
| 1004 | 158+80.99 | 26.70' RT | 721.88 | 131229.37 | 565271.08 |
| 1005 | 158+87.96 | 37.28' RT | 722.03 | 131236.35 | 565281.65 |
| 1006 | 158+88.39 | 38.39' RT | 722.04 | 131236.78 | 565282.76 |
| 1007 | 158+90.27 | 45.34' RT | 722.07 | 131238.68 | 565289.70 |
| 1008 | 158+90.73 | 52.04' RT | 722.06 | 131239.15 | 565296.40 |
| 1009 | 158+53.08 | 18.57' RT | 721.50 | 131201.44 | 565262.99 |
| 1010 | 158+57.13 | 18.59' RT | 722.01 | 131205.49 | 565263.01 |
| 1011 | 158+58.98 | 18.71' RT | 722.02 | 131207.34 | 565263.12 |
| 1012 | 158+63.61 | 19.48' RT | 721.56 | 131211.98 | 565263.89 |
| 1013 | 158+63.64 | 21.23' RT | 721.59 | 131212.01 | 565265.64 |
| 1014 | 158+68.64 | 21.15' RT | 721.63 | 131217.01 | 565265.55 |
| 1015 | 158+73.71 | 23.88' RT | 722.21 | 131222.08 | 565268.27 |
| 1016 | 158+84.43 | 35.64' RT | 722.42 | 131232.82 | 565280.02 |
| 1017 | 158+86.44 | 40.25' RT | 721.97 | 131234.83 | 565284.62 |
| 1018 | 158+87.72 | 45.24' RT | 721.99 | 131236.13 | 565289.61 |
| 1019 | 158+86.48 | 45.25' RT | 722.00 | 131234.88 | 565289.62 |
| 1020 | 158+88.11 | 48.27' RT | 722.48 | 131236.51 | 565292.64 |
| 1021 | 158+63.71 | 25.43' RT | 721.88 | 131212.08 | 565269.84 |
| 1022 | 158+68.71 | 25.39' RT | 721.93 | 131217.08 | 565269.79 |
| 1023 | 158+68.75 | 30.39' RT | 722.01 | 131217.13 | 565274.79 |
| 1024 | 158+63.75 | 30.43' RT | 721.95 | 131212.13 | 565274.83 |

| Rainbow SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1025 | 158+81.90 | 40.28' RT | 722.29 | 131230.29 | 565284.66 |
| 1026 | 158+81.95 | 45.28' RT | 722.32 | 131230.35 | 565289.66 |
| 1027 | 158+76.95 | 45.32' RT | 722.41 | 131225.35 | 565289.71 |
| 1028 | 158+76.90 | 40.33' RT | 722.36 | 131225.29 | 565284.71 |
| 1029 | 158+53.07 | 25.51' RT | 722.16 | 131201.44 | 565269.93 |
| 1030 | 158+55.49 | 25.49' RT | 722.12 | 131203.86 | 565269.91 |
| 1031 | 158+55.51 | 30.47' RT | 722.32 | 131203.89 | 565274.89 |
| 1032 | 158+58.71 | 25.47' RT | 722.10 | 131207.08 | 565269.89 |
| 1033 | 158+58.75 | 30.47' RT | 722.18 | 131207.13 | 565274.88 |
| 1034 | 158+73.74 | 26.33' RT | 722.11 | 131222.11 | 565270.72 |
| 1035 | 158+71.87 | 30.97' RT | 722.13 | 131220.25 | 565275.36 |
| 1036 | 158+77.97 | 29.09' RT | 722.21 | 131226.35 | 565273.48 |
| 1037 | 158+74.47 | 32.67' RT | 722.22 | 131222.86 | 565277.06 |
| 1038 | 158+81.40 | 34.89' RT | 722.30 | 131229.79 | 565279.27 |
| 1039 | 158+76.59 | 36.24' RT | 722.32 | 131224.97 | 565280.62 |
| 1040 | 158+81.99 | 50.18' RT | 722.61 | 131230.40 | 565294.56 |
| 1041 | 158+76.99 | 50.22' RT | 722.69 | 131225.40 | 565294.61 |
| 1042 | 158+81.90 | 60.29' RT | 722.61 | 131230.33 | 565304.66 |
| 1043 | 158+77.13 | 60.32' RT | 722.71 | 131225.55 | 565304.71 |
| 1044 | 158+55.56 | 41.65' RT | 722.49 | 131203.96 | 565286.07 |
| 1045 | 158+65.57 | 41.51' RT | 722.62 | 131213.96 | 565285.91 |
| 1046 | 158+71.95 | 40.84' RT | 722.47 | 131220.34 | 565285.24 |
| 1047 | 158+65.62 | 48.42' RT | 722.77 | 131214.03 | 565292.83 |
| 1048 | 158+72.01 | 48.39' RT | 722.78 | 131220.42 | 565292.79 |

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - RAINBOW RD SE | SHEET 67 | E |
|---|---|---|---|---|---|

| Rainbow SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1050 | 158+83.42 | 15.94' LT | 721.81 | 131231.73 | 565228.43 |
| 1051 | 158+52.08 | 15.92' LT | 721.62 | 131200.39 | 565228.50 |
| 1052 | 158+71.10 | 18.43' LT | 722.16 | 131219.41 | 565225.96 |
| 1053 | 158+67.87 | 18.43' LT | 721.64 | 131216.17 | 565225.97 |
| 1054 | 158+62.87 | 18.43' LT | 721.61 | 131211.17 | 565225.98 |
| 1055 | 158+59.87 | 18.43' LT | 722.09 | 131208.17 | 565225.99 |
| 1056 | 158+67.86 | 26.07' LT | 722.13 | 131216.15 | 565218.33 |
| 1057 | 158+62.86 | 26.06' LT | 722.10 | 131211.15 | 565218.34 |
| 1058 | 158+67.86 | 31.07' LT | 722.21 | 131216.14 | 565213.33 |
| 1059 | 158+62.86 | 31.06' LT | 722.18 | 131211.14 | 565213.34 |
| 1060 | 158+91.72 | 26.60' LT | 722.38 | 131240.01 | 565217.76 |
| 1061 | 158+91.73 | 31.38' LT | 722.54 | 131240.01 | 565212.99 |
| 1062 | 158+82.86 | 26.08' LT | 722.34 | 131231.15 | 565218.29 |
| 1063 | 158+82.86 | 31.08' LT | 722.42 | 131231.14 | 565213.29 |
| 1064 | 158+56.71 | 26.58' LT | 722.23 | 131205.00 | 565217.84 |
| 1065 | 158+56.74 | 31.08' LT | 722.29 | 131205.02 | 565213.34 |

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

LEGEND

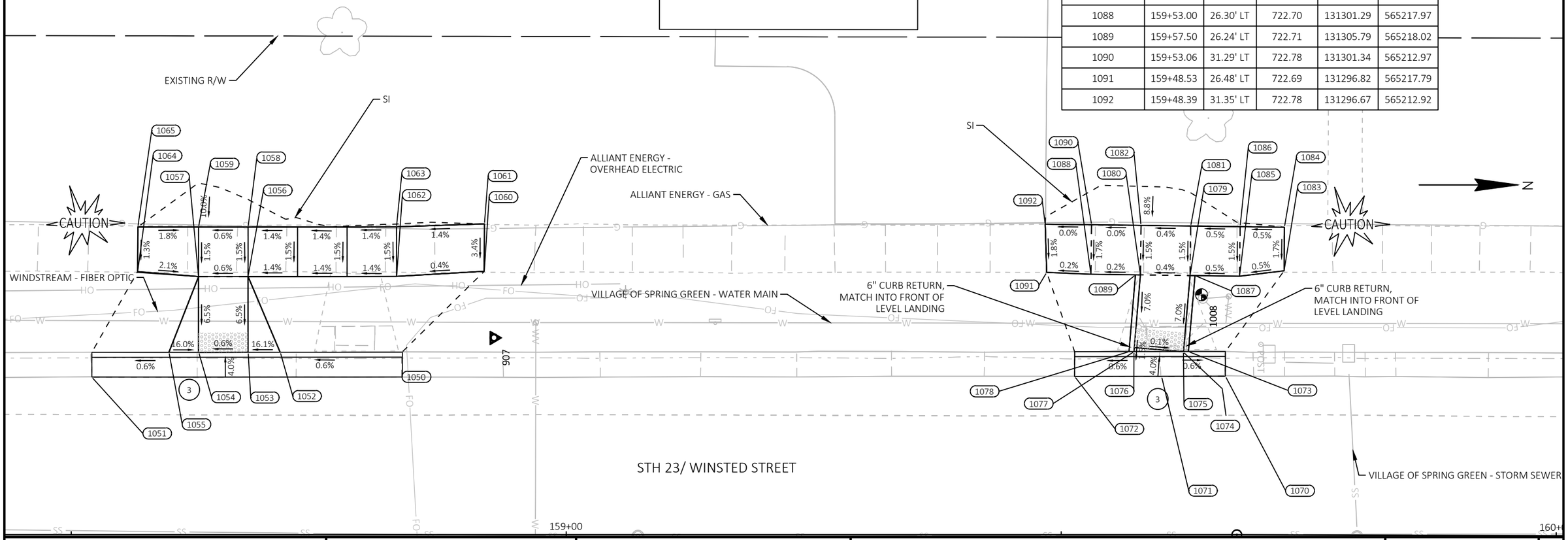
CURB RAMP TYPE (XXX)

POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

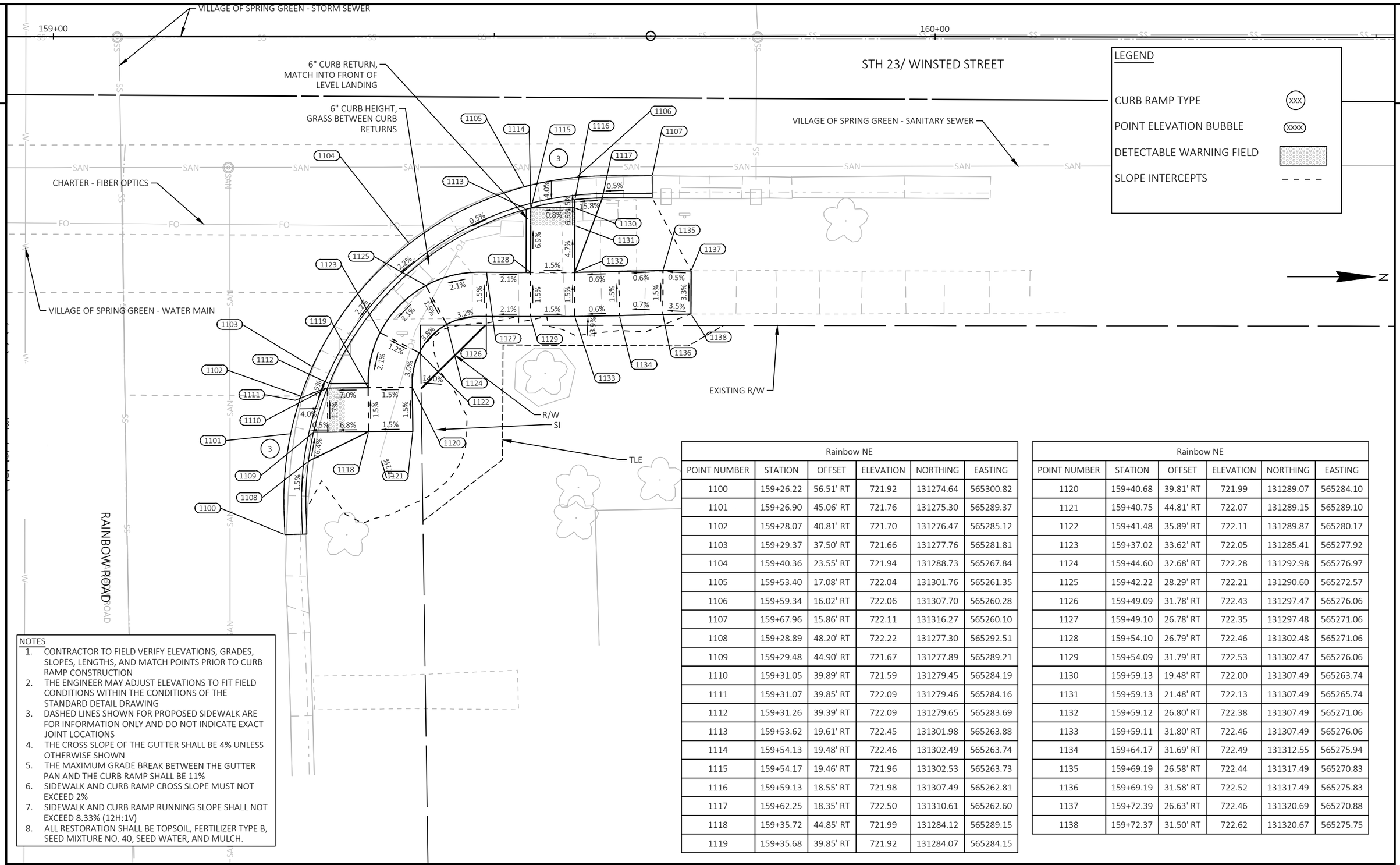
SLOPE INTERCEPTS

| Rainbow NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1070 | 159+66.58 | 16.00' LT | 722.24 | 131314.89 | 565228.25 |
| 1071 | 159+60.14 | 15.99' LT | 722.28 | 131308.45 | 565228.26 |
| 1072 | 159+51.35 | 15.99' LT | 722.23 | 131299.66 | 565228.28 |
| 1073 | 159+62.85 | 18.50' LT | 722.69 | 131311.16 | 565225.76 |
| 1074 | 159+62.37 | 18.50' LT | 722.69 | 131310.67 | 565225.76 |
| 1075 | 159+62.35 | 18.50' LT | 722.19 | 131310.66 | 565225.76 |
| 1076 | 159+57.35 | 18.49' LT | 722.19 | 131305.66 | 565225.77 |
| 1077 | 159+57.35 | 18.49' LT | 722.69 | 131305.65 | 565225.77 |
| 1078 | 159+56.85 | 18.49' LT | 722.68 | 131305.16 | 565225.77 |
| 1079 | 159+63.01 | 26.17' LT | 722.73 | 131311.30 | 565218.08 |
| 1080 | 159+58.00 | 26.23' LT | 722.71 | 131306.29 | 565218.03 |
| 1081 | 159+63.07 | 31.17' LT | 722.80 | 131311.35 | 565213.08 |
| 1082 | 159+58.06 | 31.23' LT | 722.78 | 131306.34 | 565213.03 |
| 1083 | 159+72.43 | 26.66' LT | 722.77 | 131320.80 | 565217.59 |
| 1084 | 159+72.46 | 31.05' LT | 722.85 | 131320.83 | 565213.20 |
| 1085 | 159+67.94 | 26.11' LT | 722.75 | 131316.30 | 565218.14 |
| 1086 | 159+67.98 | 31.11' LT | 722.83 | 131316.35 | 565213.14 |
| 1087 | 159+63.51 | 26.16' LT | 722.73 | 131311.80 | 565218.09 |
| 1088 | 159+53.00 | 26.30' LT | 722.70 | 131301.29 | 565217.97 |
| 1089 | 159+57.50 | 26.24' LT | 722.71 | 131305.79 | 565218.02 |
| 1090 | 159+53.06 | 31.29' LT | 722.78 | 131301.34 | 565212.97 |
| 1091 | 159+48.53 | 26.48' LT | 722.69 | 131296.82 | 565217.79 |
| 1092 | 159+48.39 | 31.35' LT | 722.78 | 131296.67 | 565212.92 |




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - RAINBOW RD W | SHEET 68 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023125_CR.DWG
LAYOUT NAME - RainbowW
PLOT DATE : 8/31/2023 4:38 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT




NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| Rainbow NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1100 | 159+26.22 | 56.51' RT | 721.92 | 131274.64 | 565300.82 |
| 1101 | 159+26.90 | 45.06' RT | 721.76 | 131275.30 | 565289.37 |
| 1102 | 159+28.07 | 40.81' RT | 721.70 | 131276.47 | 565285.12 |
| 1103 | 159+29.37 | 37.50' RT | 721.66 | 131277.76 | 565281.81 |
| 1104 | 159+40.36 | 23.55' RT | 721.94 | 131288.73 | 565267.84 |
| 1105 | 159+53.40 | 17.08' RT | 722.04 | 131301.76 | 565261.35 |
| 1106 | 159+59.34 | 16.02' RT | 722.06 | 131307.70 | 565260.28 |
| 1107 | 159+67.96 | 15.86' RT | 722.11 | 131316.27 | 565260.10 |
| 1108 | 159+28.89 | 48.20' RT | 722.22 | 131277.30 | 565292.51 |
| 1109 | 159+29.48 | 44.90' RT | 721.67 | 131277.89 | 565289.21 |
| 1110 | 159+31.05 | 39.89' RT | 721.59 | 131279.45 | 565284.19 |
| 1111 | 159+31.07 | 39.85' RT | 722.09 | 131279.46 | 565284.16 |
| 1112 | 159+31.26 | 39.39' RT | 722.09 | 131279.65 | 565283.69 |
| 1113 | 159+53.62 | 19.61' RT | 722.45 | 131301.98 | 565263.88 |
| 1114 | 159+54.13 | 19.48' RT | 722.46 | 131302.49 | 565263.74 |
| 1115 | 159+54.17 | 19.46' RT | 721.96 | 131302.53 | 565263.73 |
| 1116 | 159+59.13 | 18.55' RT | 721.98 | 131307.49 | 565262.81 |
| 1117 | 159+62.25 | 18.35' RT | 722.50 | 131310.61 | 565262.60 |
| 1118 | 159+35.72 | 44.85' RT | 721.99 | 131284.12 | 565289.15 |
| 1119 | 159+35.68 | 39.85' RT | 721.92 | 131284.07 | 565284.15 |

| Rainbow NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1120 | 159+40.68 | 39.81' RT | 721.99 | 131289.07 | 565284.10 |
| 1121 | 159+40.75 | 44.81' RT | 722.07 | 131289.15 | 565289.10 |
| 1122 | 159+41.48 | 35.89' RT | 722.11 | 131289.87 | 565280.17 |
| 1123 | 159+37.02 | 33.62' RT | 722.05 | 131285.41 | 565277.92 |
| 1124 | 159+44.60 | 32.68' RT | 722.28 | 131292.98 | 565276.97 |
| 1125 | 159+42.22 | 28.29' RT | 722.21 | 131290.60 | 565272.57 |
| 1126 | 159+49.09 | 31.78' RT | 722.43 | 131297.47 | 565276.06 |
| 1127 | 159+49.10 | 26.78' RT | 722.35 | 131297.48 | 565271.06 |
| 1128 | 159+54.10 | 26.79' RT | 722.46 | 131302.48 | 565271.06 |
| 1129 | 159+54.09 | 31.79' RT | 722.53 | 131302.47 | 565276.06 |
| 1130 | 159+59.13 | 19.48' RT | 722.00 | 131307.49 | 565263.74 |
| 1131 | 159+59.13 | 21.48' RT | 722.13 | 131307.49 | 565265.74 |
| 1132 | 159+59.12 | 26.80' RT | 722.38 | 131307.49 | 565271.06 |
| 1133 | 159+59.11 | 31.80' RT | 722.46 | 131307.49 | 565276.06 |
| 1134 | 159+64.17 | 31.69' RT | 722.49 | 131312.55 | 565275.94 |
| 1135 | 159+69.19 | 26.58' RT | 722.44 | 131317.49 | 565270.83 |
| 1136 | 159+69.19 | 31.58' RT | 722.52 | 131317.49 | 565275.83 |
| 1137 | 159+72.39 | 26.63' RT | 722.46 | 131320.69 | 565270.88 |
| 1138 | 159+72.37 | 31.50' RT | 722.62 | 131320.67 | 565275.75 |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - RAINBOW RD NE | SHEET 69 | E |
|---|---|---|---|---|---|

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 912 | 131696.231 | 565278.07 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1009 | 131757.902 | 565219.496 | 727.883 | BM/TOP |

N

434 N WINSTED ST

460 N WINSTED ST

EXISTING R/W

LL
RES
SI
RES
SW4
RES
RES
1009
G
G
AS
CONCRETE CURB AND GUTTER 30-INCH TYPE D

163+00
164+00
165+00

CONCRETE CURB AND GUTTER 30-INCH TYPE D
AS
G
G
RES
RES
SW4
SI
TLE
RES
LL
9.16

EXISTING R/W

NATHAN BETHEL AND
THERESE BETHEL
461 N WINSTED ST

EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- A B C INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK

461 N WINSTED ST

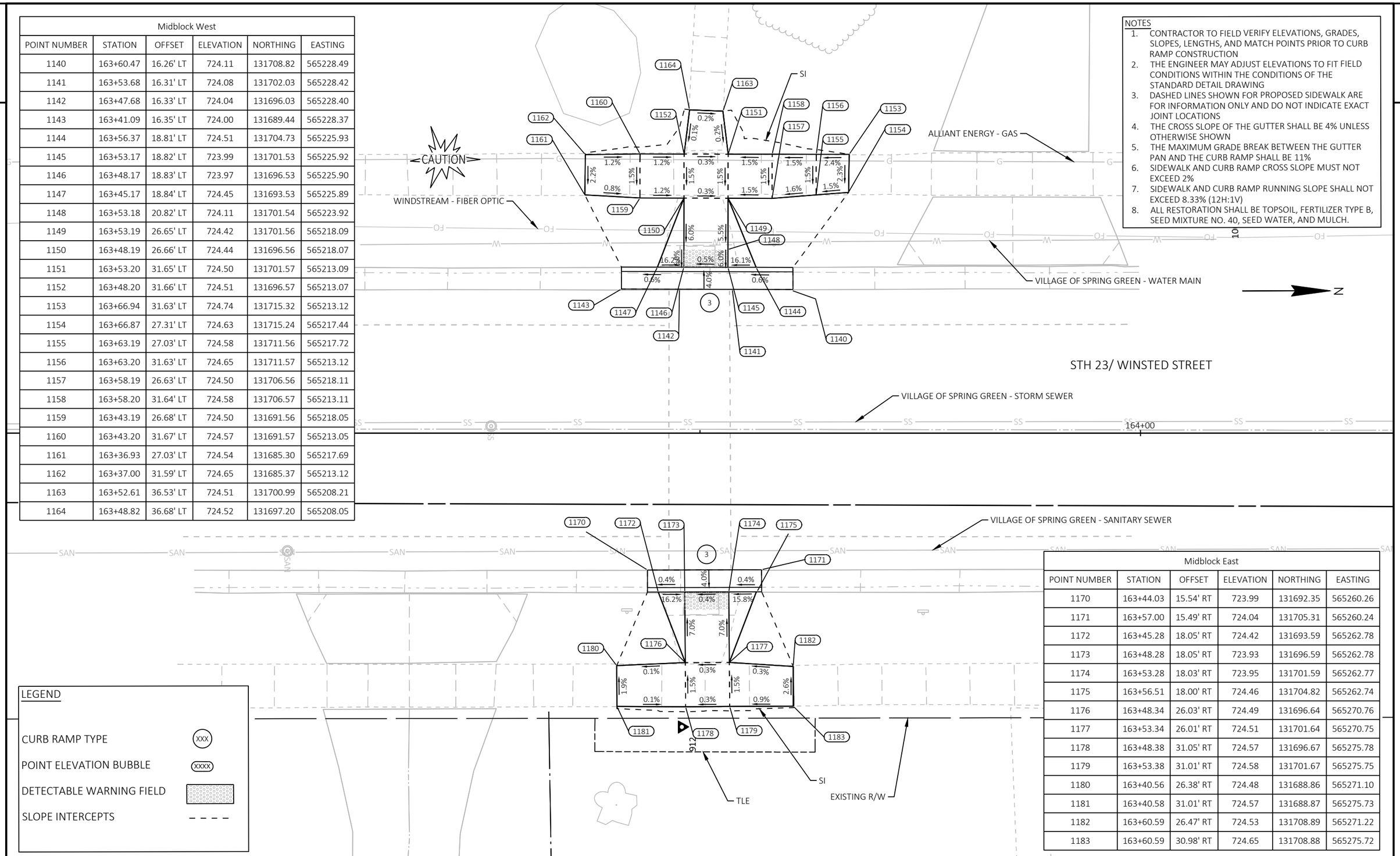
| LEGEND | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | CONCRETE SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MIDBLOCK | SHEET 70 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Midblock
PLOT DATE : 9/25/2023 4:18 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

| Midblock West | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1140 | 163+60.47 | 16.26' LT | 724.11 | 131708.82 | 565228.49 |
| 1141 | 163+53.68 | 16.31' LT | 724.08 | 131702.03 | 565228.42 |
| 1142 | 163+47.68 | 16.33' LT | 724.04 | 131696.03 | 565228.40 |
| 1143 | 163+41.09 | 16.35' LT | 724.00 | 131689.44 | 565228.37 |
| 1144 | 163+56.37 | 18.81' LT | 724.51 | 131704.73 | 565225.93 |
| 1145 | 163+53.17 | 18.82' LT | 723.99 | 131701.53 | 565225.92 |
| 1146 | 163+48.17 | 18.83' LT | 723.97 | 131696.53 | 565225.90 |
| 1147 | 163+45.17 | 18.84' LT | 724.45 | 131693.53 | 565225.89 |
| 1148 | 163+53.18 | 20.82' LT | 724.11 | 131701.54 | 565223.92 |
| 1149 | 163+53.19 | 26.65' LT | 724.42 | 131701.56 | 565218.09 |
| 1150 | 163+48.19 | 26.66' LT | 724.44 | 131696.56 | 565218.07 |
| 1151 | 163+53.20 | 31.65' LT | 724.50 | 131701.57 | 565213.09 |
| 1152 | 163+48.20 | 31.66' LT | 724.51 | 131696.57 | 565213.07 |
| 1153 | 163+66.94 | 31.63' LT | 724.74 | 131715.32 | 565213.12 |
| 1154 | 163+66.87 | 27.31' LT | 724.63 | 131715.24 | 565217.44 |
| 1155 | 163+63.19 | 27.03' LT | 724.58 | 131711.56 | 565217.72 |
| 1156 | 163+63.20 | 31.63' LT | 724.65 | 131711.57 | 565213.12 |
| 1157 | 163+58.19 | 26.63' LT | 724.50 | 131706.56 | 565218.11 |
| 1158 | 163+58.20 | 31.64' LT | 724.58 | 131706.57 | 565213.11 |
| 1159 | 163+43.19 | 26.68' LT | 724.50 | 131691.56 | 565218.05 |
| 1160 | 163+43.20 | 31.67' LT | 724.57 | 131691.57 | 565213.05 |
| 1161 | 163+36.93 | 27.03' LT | 724.54 | 131685.30 | 565217.69 |
| 1162 | 163+37.00 | 31.59' LT | 724.65 | 131685.37 | 565213.12 |
| 1163 | 163+52.61 | 36.53' LT | 724.51 | 131700.99 | 565208.21 |
| 1164 | 163+48.82 | 36.68' LT | 724.52 | 131697.20 | 565208.05 |



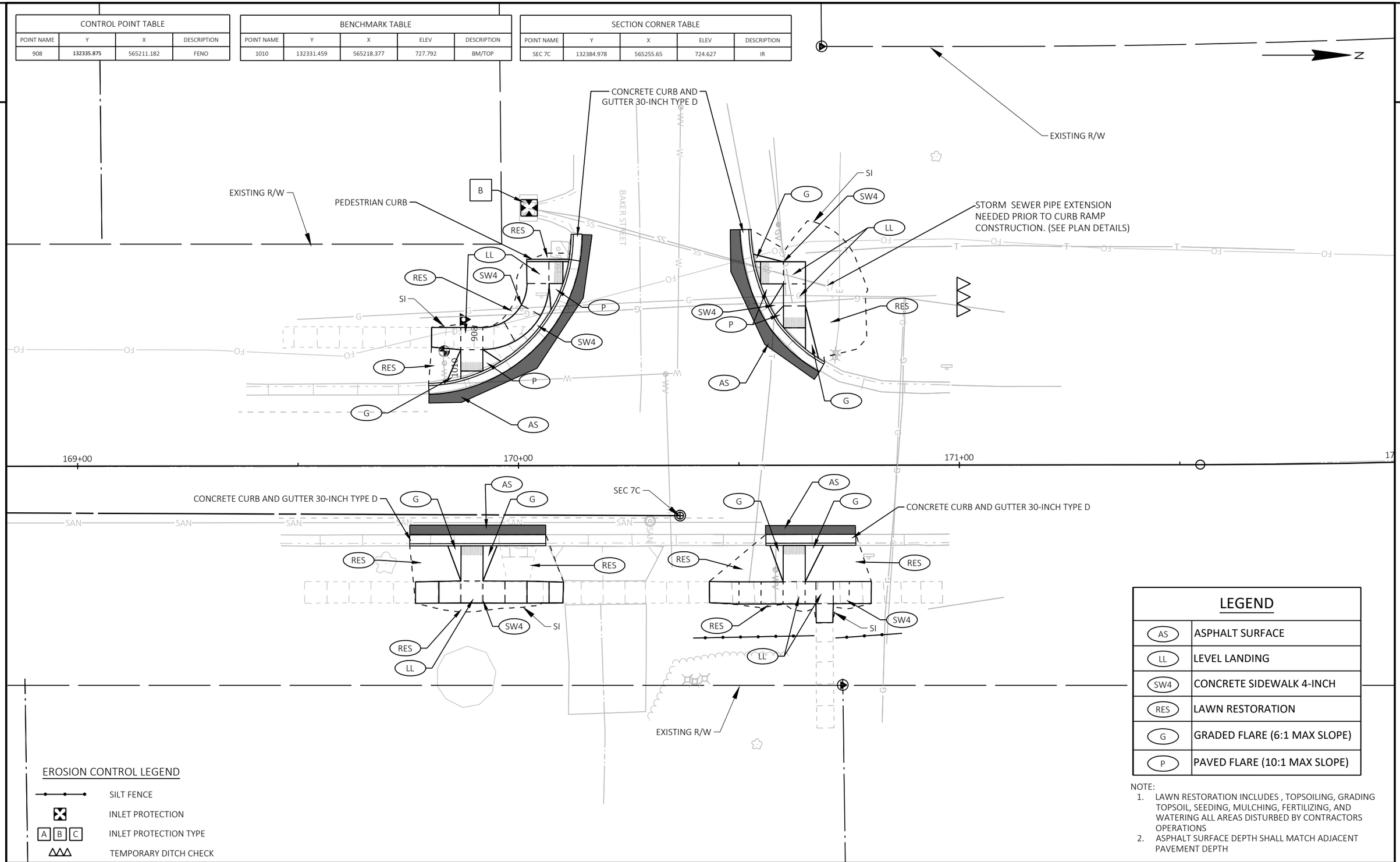

| Midblock East | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1170 | 163+44.03 | 15.54' RT | 723.99 | 131692.35 | 565260.26 |
| 1171 | 163+57.00 | 15.49' RT | 724.04 | 131705.31 | 565260.24 |
| 1172 | 163+45.28 | 18.05' RT | 724.42 | 131693.59 | 565262.78 |
| 1173 | 163+48.28 | 18.05' RT | 723.93 | 131696.59 | 565262.78 |
| 1174 | 163+53.28 | 18.03' RT | 723.95 | 131701.59 | 565262.77 |
| 1175 | 163+56.51 | 18.00' RT | 724.46 | 131704.82 | 565262.74 |
| 1176 | 163+48.34 | 26.03' RT | 724.49 | 131696.64 | 565270.76 |
| 1177 | 163+53.34 | 26.01' RT | 724.51 | 131701.64 | 565270.75 |
| 1178 | 163+48.38 | 31.05' RT | 724.57 | 131696.67 | 565275.78 |
| 1179 | 163+53.38 | 31.01' RT | 724.58 | 131701.67 | 565275.75 |
| 1180 | 163+40.56 | 26.38' RT | 724.48 | 131688.86 | 565271.10 |
| 1181 | 163+40.58 | 31.01' RT | 724.57 | 131688.87 | 565275.73 |
| 1182 | 163+60.59 | 26.47' RT | 724.53 | 131708.89 | 565271.22 |
| 1183 | 163+60.59 | 30.98' RT | 724.65 | 131708.88 | 565275.72 |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - MIDBLOCK CROSSING | SHEET 71 | E |
|---|---|---|---|---|---|

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 908 | 132335.875 | 565211.182 | FENO |

| BENCHMARK TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| 1010 | 132331.459 | 565218.377 | 727.792 | BM/TOP |

| SECTION CORNER TABLE | | | | |
|---|---|---|---|---|
| POINT NAME | Y | X | ELEV | DESCRIPTION |
| SEC 7C | 132384.978 | 565255.65 | 724.627 | IR |




| LEGEND | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | CONCRETE SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - BAKER ST | SHEET 72 | E |
|---|---|---|---|---|---|

| Baker SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1190 | 170+14.00 | 46.34' LT | 723.46 | 132362.27 | 565197.94 |
| 1191 | 170+12.60 | 40.75' LT | 723.57 | 132360.88 | 565203.54 |
| 1192 | 170+11.78 | 38.56' LT | 723.62 | 132360.06 | 565205.73 |
| 1193 | 170+03.97 | 26.78' LT | 723.89 | 132352.26 | 565217.52 |
| 1194 | 169+92.45 | 18.96' LT | 724.14 | 132340.76 | 565225.35 |
| 1195 | 169+86.45 | 17.01' LT | 724.22 | 132334.76 | 565227.30 |
| 1196 | 169+79.74 | 16.11' LT | 724.30 | 132328.05 | 565228.22 |
| 1197 | 170+11.39 | 46.77' LT | 723.83 | 132359.66 | 565197.51 |
| 1198 | 170+11.44 | 46.25' LT | 723.89 | 132359.71 | 565198.03 |
| 1199 | 170+11.44 | 46.25' LT | 723.39 | 132359.71 | 565198.04 |
| 1200 | 170+10.14 | 41.25' LT | 723.50 | 132358.42 | 565203.03 |
| 1201 | 170+08.83 | 38.02' LT | 723.84 | 132357.12 | 565206.26 |
| 1202 | 169+94.42 | 22.68' LT | 724.31 | 132342.73 | 565221.63 |
| 1203 | 169+91.95 | 21.46' LT | 724.05 | 132340.26 | 565222.85 |
| 1204 | 169+86.96 | 19.71' LT | 724.13 | 132335.26 | 565224.61 |
| 1205 | 169+83.46 | 18.97' LT | 724.68 | 132331.76 | 565225.35 |

| Baker SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1206 | 170+10.15 | 46.25' LT | 723.41 | 132358.42 | 565198.03 |
| 1207 | 169+86.95 | 21.46' LT | 724.14 | 132335.26 | 565222.86 |
| 1208 | 170+06.96 | 46.26' LT | 723.63 | 132355.23 | 565198.03 |
| 1209 | 170+01.95 | 46.27' LT | 723.71 | 132350.22 | 565198.02 |
| 1210 | 170+06.95 | 41.26' LT | 723.72 | 132355.23 | 565203.03 |
| 1211 | 170+01.95 | 41.27' LT | 723.80 | 132350.23 | 565203.02 |
| 1212 | 170+05.05 | 34.00' LT | 723.96 | 132353.34 | 565210.29 |
| 1213 | 170+00.69 | 36.43' LT | 724.01 | 132348.97 | 565207.86 |
| 1214 | 169+99.21 | 28.18' LT | 724.20 | 132347.51 | 565216.12 |
| 1215 | 169+96.79 | 32.55' LT | 724.25 | 132345.08 | 565211.75 |
| 1216 | 169+91.95 | 26.30' LT | 724.39 | 132340.25 | 565218.01 |
| 1217 | 169+91.95 | 31.30' LT | 724.47 | 132340.24 | 565213.01 |
| 1218 | 169+86.95 | 26.30' LT | 724.48 | 132335.25 | 565218.02 |
| 1219 | 169+86.95 | 31.31' LT | 724.56 | 132335.24 | 565213.00 |
| 1220 | 169+80.31 | 26.90' LT | 724.64 | 132328.61 | 565217.43 |
| 1221 | 169+80.35 | 31.33' LT | 724.83 | 132328.64 | 565213.00 |

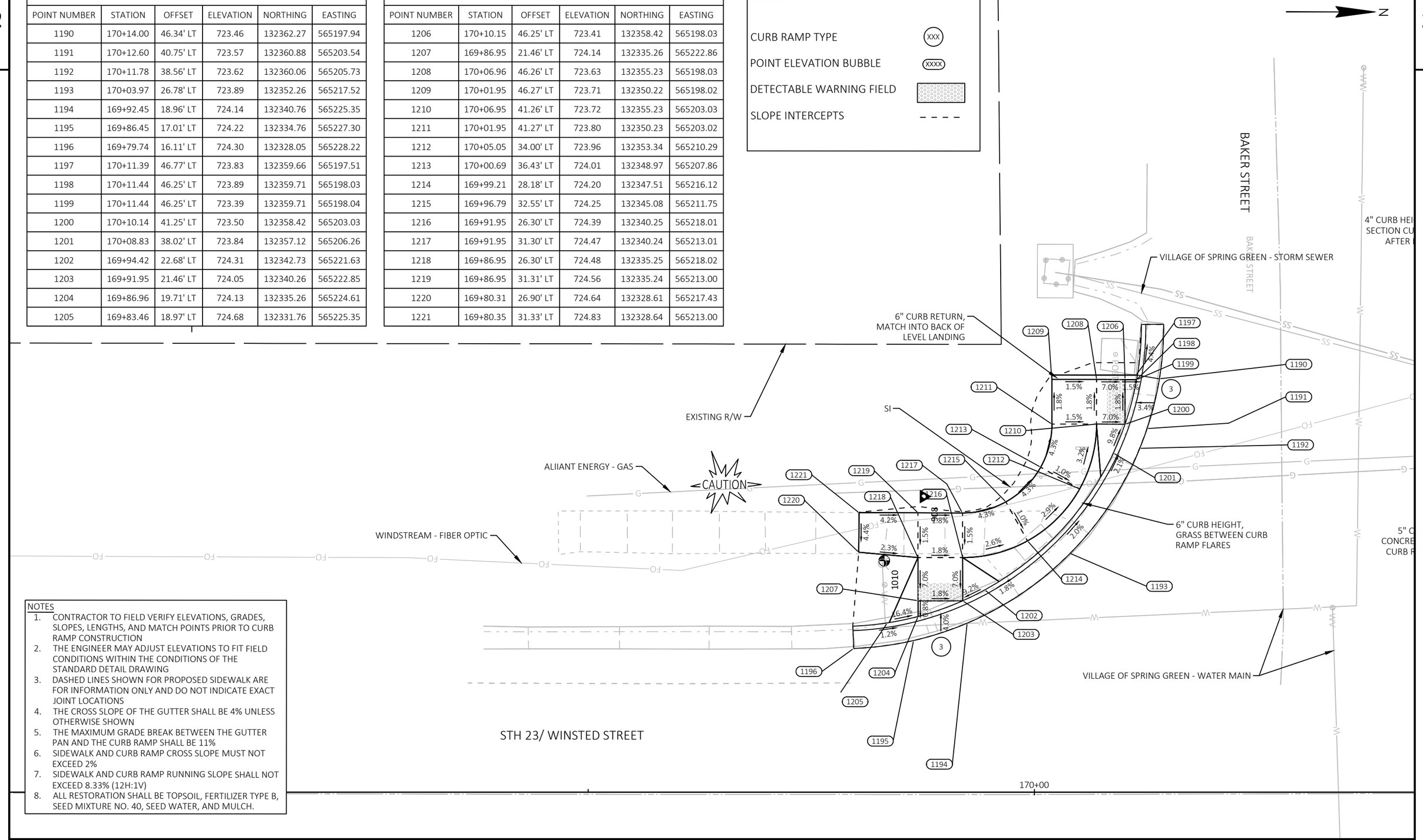
LEGEND

CURB RAMP TYPE (XXX)

POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

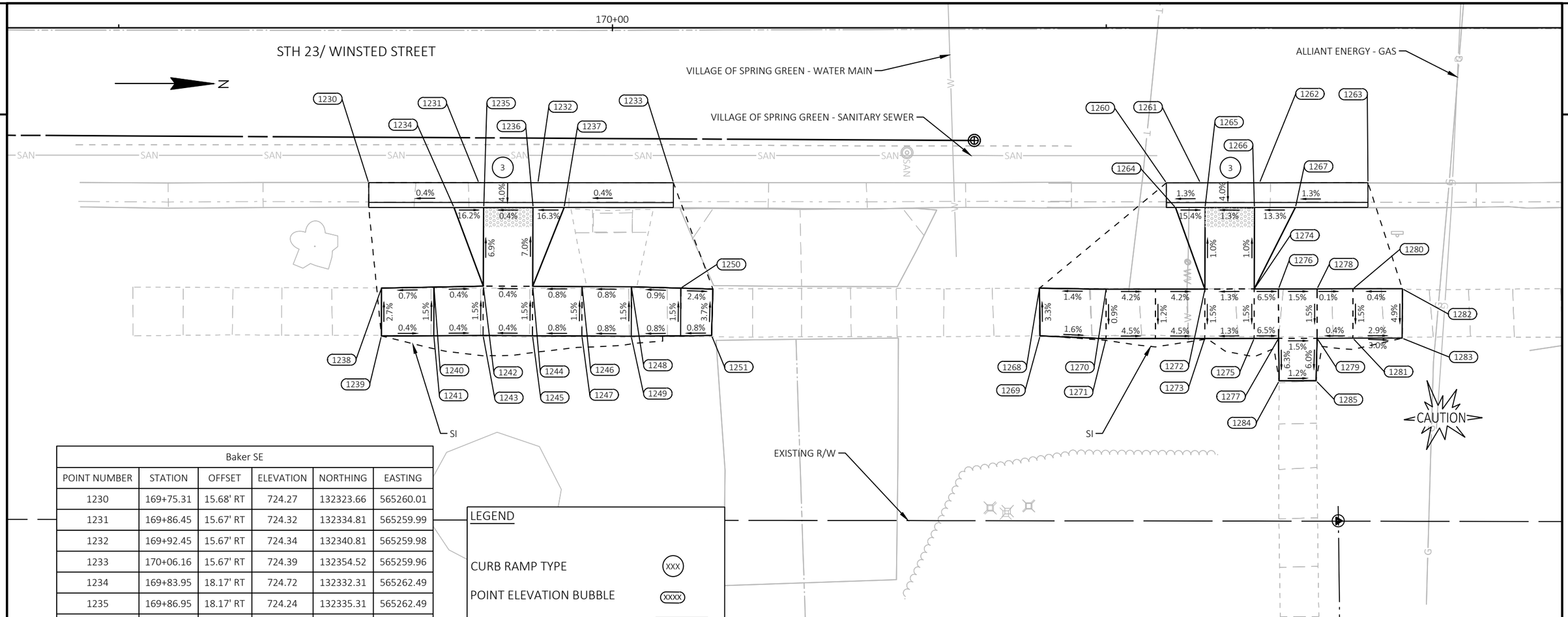
SLOPE INTERCEPTS




NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - BAKER ST SW | SHEET 73 | E |
|---|---|---|---|---|---|




| Baker SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1230 | 169+75.31 | 15.68' RT | 724.27 | 132323.66 | 565260.01 |
| 1231 | 169+86.45 | 15.67' RT | 724.32 | 132334.81 | 565259.99 |
| 1232 | 169+92.45 | 15.67' RT | 724.34 | 132340.81 | 565259.98 |
| 1233 | 170+06.16 | 15.67' RT | 724.39 | 132354.52 | 565259.96 |
| 1234 | 169+83.95 | 18.17' RT | 724.72 | 132332.31 | 565262.49 |
| 1235 | 169+86.95 | 18.17' RT | 724.24 | 132335.31 | 565262.49 |
| 1236 | 169+91.95 | 18.17' RT | 724.26 | 132340.31 | 565262.48 |
| 1237 | 169+95.10 | 18.17' RT | 724.77 | 132343.46 | 565262.48 |
| 1238 | 169+76.60 | 26.33' RT | 724.78 | 132324.97 | 565270.66 |
| 1239 | 169+76.60 | 31.17' RT | 724.91 | 132324.97 | 565275.50 |
| 1240 | 169+81.92 | 26.22' RT | 724.81 | 132330.28 | 565270.55 |
| 1241 | 169+81.90 | 31.10' RT | 724.89 | 132330.27 | 565275.43 |
| 1242 | 169+86.92 | 26.13' RT | 724.79 | 132335.28 | 565270.44 |
| 1243 | 169+86.90 | 31.13' RT | 724.87 | 132335.27 | 565275.44 |
| 1244 | 169+91.92 | 26.15' RT | 724.82 | 132340.28 | 565270.46 |
| 1245 | 169+91.90 | 31.15' RT | 724.89 | 132340.27 | 565275.46 |
| 1246 | 169+96.92 | 26.17' RT | 724.86 | 132345.28 | 565270.47 |
| 1247 | 169+96.90 | 31.17' RT | 724.93 | 132345.27 | 565275.47 |
| 1248 | 170+01.92 | 26.19' RT | 724.90 | 132350.28 | 565270.49 |
| 1249 | 170+01.90 | 31.19' RT | 724.97 | 132350.27 | 565275.49 |
| 1250 | 170+06.92 | 26.33' RT | 724.94 | 132355.28 | 565270.62 |
| 1251 | 170+10.03 | 31.13' RT | 725.04 | 132358.41 | 565275.42 |

LEGEND

CURB RAMP TYPE (XXX)

POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

SLOPE INTERCEPTS

NOTES

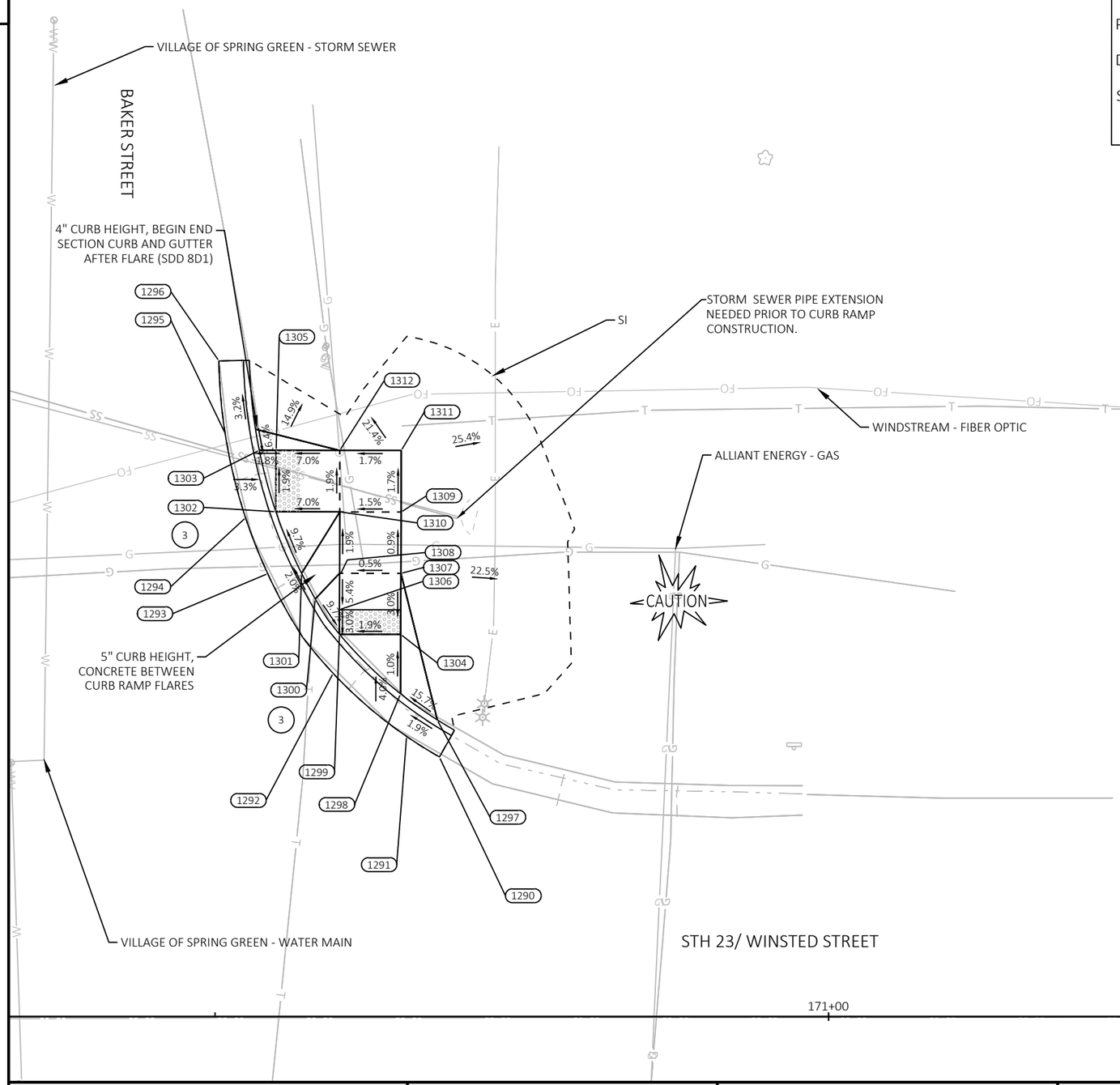
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| Baker NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1260 | 170+56.09 | 15.68' RT | 724.72 | 132404.44 | 565259.91 |
| 1261 | 170+59.51 | 15.68' RT | 724.77 | 132407.87 | 565259.90 |
| 1262 | 170+65.51 | 15.68' RT | 724.85 | 132413.87 | 565259.89 |
| 1263 | 170+76.50 | 15.66' RT | 724.99 | 132424.85 | 565259.86 |
| 1264 | 170+57.01 | 18.18' RT | 725.15 | 132405.36 | 565262.41 |
| 1265 | 170+60.01 | 18.18' RT | 724.69 | 132408.36 | 565262.40 |
| 1266 | 170+65.01 | 18.19' RT | 724.76 | 132413.36 | 565262.41 |
| 1267 | 170+69.15 | 18.17' RT | 725.31 | 132417.51 | 565262.38 |
| 1268 | 170+43.24 | 26.34' RT | 725.10 | 132391.60 | 565270.58 |
| 1269 | 170+43.30 | 31.16' RT | 725.26 | 132391.67 | 565275.40 |
| 1270 | 170+49.99 | 26.44' RT | 725.20 | 132398.35 | 565270.67 |
| 1271 | 170+49.97 | 31.44' RT | 725.15 | 132398.35 | 565275.67 |
| 1272 | 170+59.99 | 26.42' RT | 724.78 | 132408.35 | 565270.65 |

| Baker NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTIN |
| 1273 | 170+59.97 | 31.42' RT | 724.70 | 132408.35 | 565275. |
| 1274 | 170+64.99 | 26.42' RT | 724.84 | 132413.35 | 565270. |
| 1275 | 170+64.97 | 31.42' RT | 724.77 | 132413.35 | 565275. |
| 1276 | 170+67.44 | 26.41' RT | 724.68 | 132415.80 | 565270. |
| 1277 | 170+67.44 | 31.41' RT | 724.61 | 132415.82 | 565275. |
| 1278 | 170+71.35 | 26.41' RT | 724.62 | 132419.71 | 565270. |
| 1279 | 170+71.35 | 31.41' RT | 724.55 | 132419.73 | 565275. |
| 1280 | 170+74.99 | 26.40' RT | 724.64 | 132423.35 | 565270. |
| 1281 | 170+74.97 | 31.40' RT | 724.56 | 132423.35 | 565275. |
| 1282 | 170+79.99 | 26.40' RT | 724.66 | 132428.35 | 565270. |
| 1283 | 170+79.97 | 31.40' RT | 724.41 | 132428.35 | 565275. |
| 1284 | 170+67.50 | 35.71' RT | 724.33 | 132415.88 | 565279. |
| 1285 | 170+71.25 | 35.70' RT | 724.29 | 132419.63 | 565279. |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - BAKER ST E | SHEET 74 | E |
|---|---|---|---|---|---|

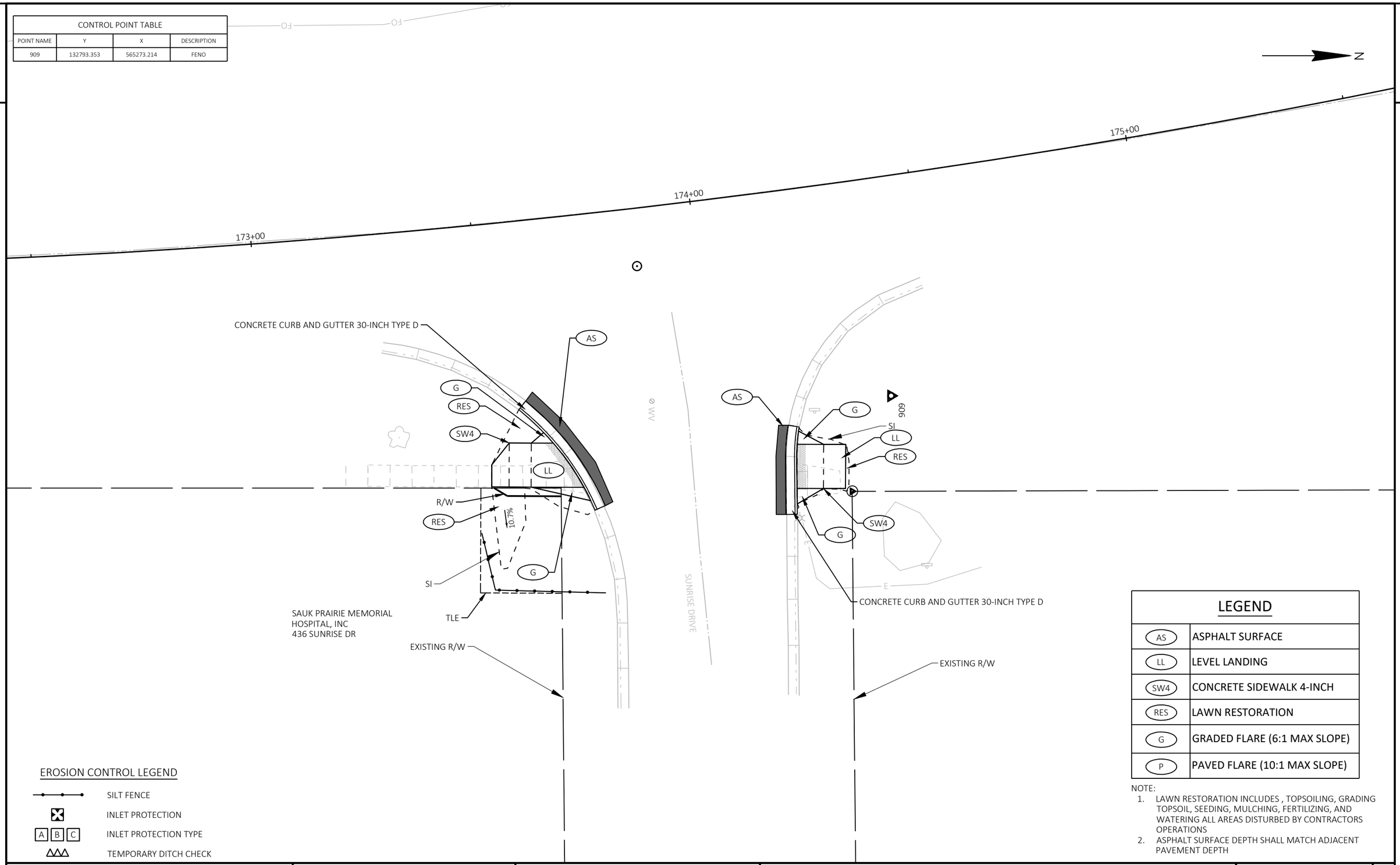

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023125_CR.DWG
LAYOUT NAME - BakerE
PLOT DATE : 7/27/2023 12:53 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




| Baker NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1290 | 170+68.29 | 21.15' LT | 724.27 | 132416.59 | 565223.06 |
| 1291 | 170+65.62 | 22.83' LT | 724.21 | 132413.92 | 565221.38 |
| 1292 | 170+59.63 | 27.98' LT | 724.05 | 132407.93 | 565216.24 |
| 1293 | 170+54.30 | 36.10' LT | 723.86 | 132402.58 | 565208.13 |
| 1294 | 170+52.49 | 40.65' LT | 723.77 | 132400.77 | 565203.58 |
| 1295 | 170+50.84 | 47.50' LT | 723.60 | 132399.11 | 565196.73 |
| 1296 | 170+50.32 | 53.42' LT | 723.41 | 132398.58 | 565190.81 |
| 1297 | 170+68.12 | 24.16' LT | 724.65 | 132416.42 | 565220.05 |
| 1298 | 170+65.12 | 26.29' LT | 724.08 | 132413.42 | 565217.93 |
| 1299 | 170+60.14 | 31.15' LT | 723.93 | 132408.43 | 565213.07 |
| 1300 | 170+58.17 | 34.03' LT | 724.27 | 132406.46 | 565210.20 |
| 1301 | 170+57.06 | 36.10' LT | 724.22 | 132405.35 | 565208.12 |
| 1302 | 170+54.96 | 41.13' LT | 723.69 | 132403.24 | 565203.09 |
| 1303 | 170+53.61 | 46.15' LT | 723.57 | 132401.88 | 565198.08 |
| 1304 | 170+65.14 | 31.14' LT | 724.03 | 132413.43 | 565213.08 |
| 1305 | 170+54.98 | 46.14' LT | 723.60 | 132403.25 | 565198.08 |
| 1306 | 170+60.14 | 33.15' LT | 723.99 | 132408.43 | 565211.07 |
| 1307 | 170+65.15 | 36.11' LT | 724.18 | 132413.43 | 565208.11 |
| 1308 | 170+60.15 | 36.12' LT | 724.15 | 132408.43 | 565208.10 |
| 1309 | 170+65.16 | 41.11' LT | 724.13 | 132413.44 | 565203.11 |
| 1310 | 170+60.16 | 41.12' LT | 724.06 | 132408.44 | 565203.10 |
| 1311 | 170+65.18 | 46.12' LT | 724.05 | 132413.45 | 565198.10 |
| 1312 | 170+60.18 | 46.13' LT | 723.96 | 132408.45 | 565198.09 |

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NAME | Y | X | DESCRIPTION |
| 909 | 132793.353 | 565273.214 | FENO |




| LEGEND | |
|---|---|
| AS | ASPHALT SURFACE |
| LL | LEVEL LANDING |
| SW4 | CONCRETE SIDEWALK 4-INCH |
| RES | LAWN RESTORATION |
| G | GRADED FLARE (6:1 MAX SLOPE) |
| P | PAVED FLARE (10:1 MAX SLOPE) |

NOTE:
1. LAWN RESTORATION INCLUDES , TOPSOILING, GRADING TOPSOIL, SEEDING, MULCHING, FERTILIZING, AND WATERING ALL AREAS DISTURBED BY CONTRACTORS OPERATIONS
2. ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT PAVEMENT DEPTH

EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - SUNRISE DR | SHEET 76 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023101_CR.DWG
LAYOUT NAME - Sunrise
PLOT DATE : 9/25/2023 4:18 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

2

174+00

N

2

LEGEND

CURB RAMP TYPE (XXX)

POINT ELEVATION BUBBLE (XXXX)

DETECTABLE WARNING FIELD

SLOPE INTERCEPTS

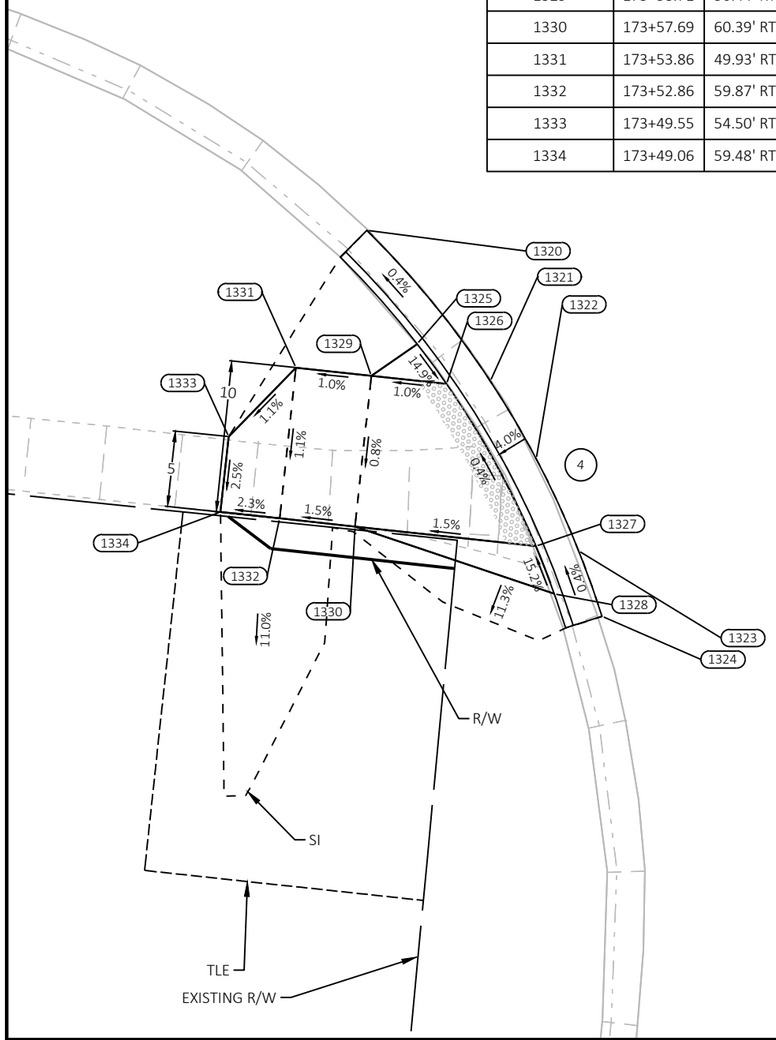
| Sunrise SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1320 | 173+58.40 | 40.84' RT | 724.72 | 132710.47 | 565274.39 |
| 1321 | 173+66.38 | 50.79' RT | 724.77 | 132719.60 | 565283.46 |
| 1322 | 173+69.32 | 55.91' RT | 724.79 | 132723.14 | 565288.23 |
| 1323 | 173+72.02 | 61.99' RT | 724.82 | 132726.54 | 565293.99 |
| 1324 | 173+73.50 | 66.32' RT | 724.84 | 132728.52 | 565298.13 |
| 1325 | 173+61.67 | 48.34' RT | 725.17 | 132714.55 | 565281.51 |
| 1326 | 173+63.56 | 50.97' RT | 724.69 | 132716.75 | 565283.94 |
| 1327 | 173+69.28 | 61.68' RT | 724.74 | 132723.71 | 565293.97 |
| 1328 | 173+70.47 | 64.83' RT | 725.25 | 132725.25 | 565296.98 |
| 1329 | 173+58.71 | 50.44' RT | 724.64 | 132711.75 | 565283.92 |
| 1330 | 173+57.69 | 60.39' RT | 724.56 | 132711.70 | 565293.92 |
| 1331 | 173+53.86 | 49.93' RT | 724.59 | 132706.75 | 565283.89 |
| 1332 | 173+52.86 | 59.87' RT | 724.48 | 132706.70 | 565293.89 |
| 1333 | 173+49.55 | 54.50' RT | 724.52 | 132702.80 | 565288.87 |
| 1334 | 173+49.06 | 59.48' RT | 724.39 | 132702.78 | 565293.87 |

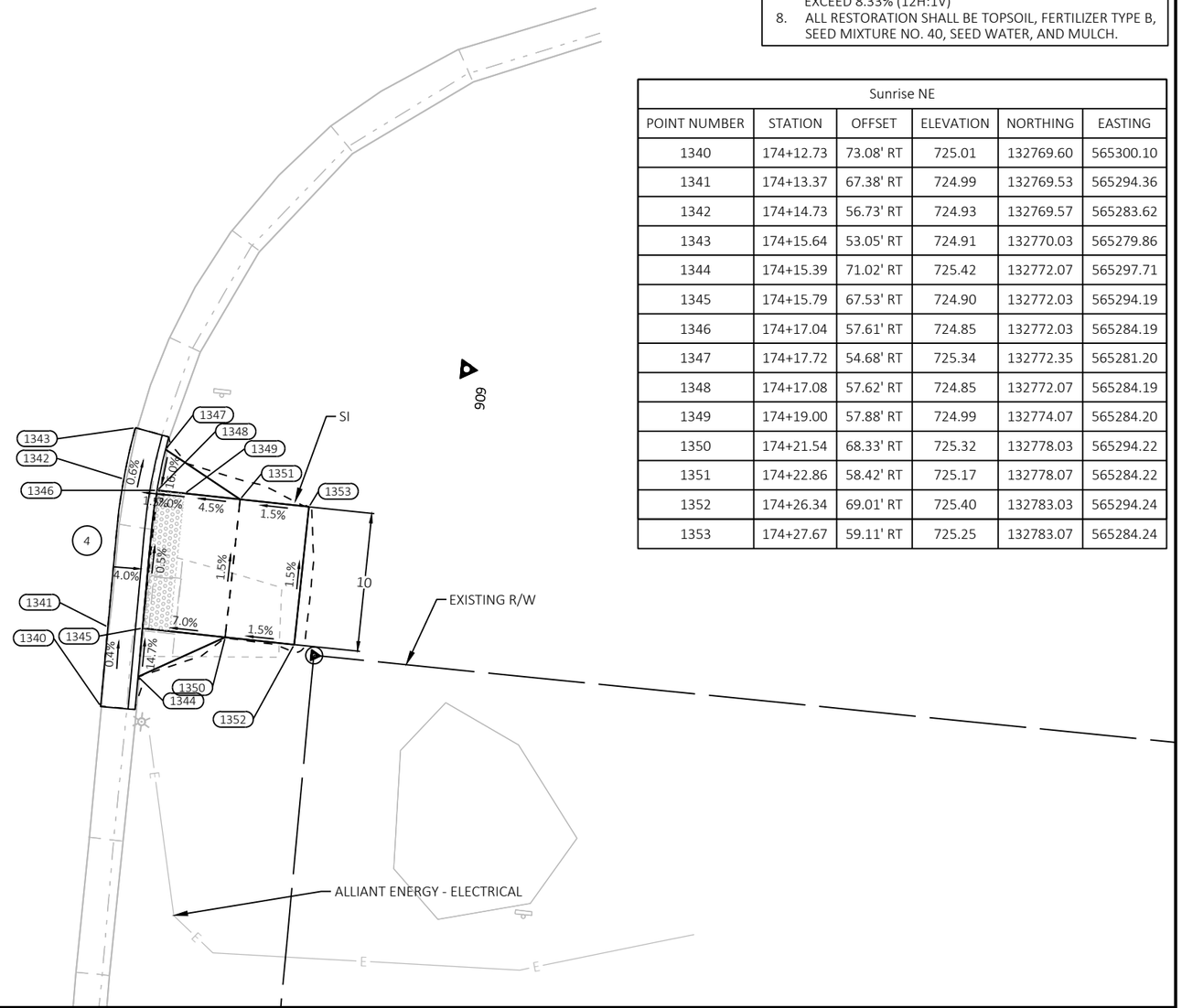
| RADIAL DWF PANEL LAYOUT TABLE | | | | |
|---|---|---|---|---|
| QUADRANT | BACK OF CURB RADIUS (FT) | LANDING LENGTH 'XR' (FT) | RADIAL WARNING FIELD AREA (SF) | RADIAL LONG CHORD (FT) |
| SE | 59.27 | 12.0 | 20 | 12.2 |

STH 23/ WINSTED STREET

NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

| Sunrise NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1340 | 174+12.73 | 73.08' RT | 725.01 | 132769.60 | 565300.10 |
| 1341 | 174+13.37 | 67.38' RT | 724.99 | 132769.53 | 565294.36 |
| 1342 | 174+14.73 | 56.73' RT | 724.93 | 132769.57 | 565283.62 |
| 1343 | 174+15.64 | 53.05' RT | 724.91 | 132770.03 | 565279.86 |
| 1344 | 174+15.39 | 71.02' RT | 725.42 | 132772.07 | 565297.71 |
| 1345 | 174+15.79 | 67.53' RT | 724.90 | 132772.03 | 565294.19 |
| 1346 | 174+17.04 | 57.61' RT | 724.85 | 132772.03 | 565284.19 |
| 1347 | 174+17.72 | 54.68' RT | 725.34 | 132772.35 | 565281.20 |
| 1348 | 174+17.08 | 57.62' RT | 724.85 | 132772.07 | 565284.19 |
| 1349 | 174+19.00 | 57.88' RT | 724.99 | 132774.07 | 565284.20 |
| 1350 | 174+21.54 | 68.33' RT | 725.32 | 132778.03 | 565294.22 |
| 1351 | 174+22.86 | 58.42' RT | 725.17 | 132778.07 | 565284.22 |
| 1352 | 174+26.34 | 69.01' RT | 725.40 | 132783.03 | 565294.24 |
| 1353 | 174+27.67 | 59.11' RT | 725.25 | 132783.07 | 565284.24 |




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CURB RAMP DETAILS - SUNRISE DRIVE | SHEET 77 | E |
|---|---|---|---|---|---|

2

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| GE6 - Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| G6 - YS | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW SKIPS) | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 78 | E |
|---|---|---|---|---|---|

2

2

N

GE6 - W

GE6 - Y

GE6 - W

G6 - YS

50+00

51+00

52+00

53+00

54+00

55+00

56+00

57+00

STH 23

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| GE6 - Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| G6 - YS | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW SKIPS) | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

N

GE6 - W

GE6 - Y

G6 - YS

58+00

59+00

60+00

61+00

62+00

63+00

64+00

65

STH 23

G6 - YS

GE6 - W

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 79 E |

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 02

PLOT DATE : 9/25/2023 4:09 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

N

65+00 66+00 67+00 68+00 69+00 70+00 71+00 72+00

B-56-165

STH 23

GE6 - W

G6 - YS

GE6 - W

N

73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00

STH 23

GE6 - W

G6 - YS

G6 - YS

GE6 - W

GE6 - Y

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| GE6 - Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| G6 - YS | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW SKIPS) | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 80 E |

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 03

PLOT DATE : 9/25/2023 4:10 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| GE6 - Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| G6 - YS | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW SKIPS) | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 81 | E |
|---|---|---|---|---|---|

2

2

GE6 - W
GE6 - Y
G6 - YS
96+00
97+00
98+00
99+00
100+00
101+00
102+00
103+00
STH 23
GE6 - W
GE6 - Y

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| GE6 - Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| G6 - YS | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW SKIPS) | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

N

GE6 - Y
107+00
108+00
109+00
110+00
106+00
105+00
STH 23
G6 - YS
GE6 - W
104+00
103+00
GE6 - Y
GE6 - W

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 82 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 05

PLOT DATE : 9/25/2023 4:10 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

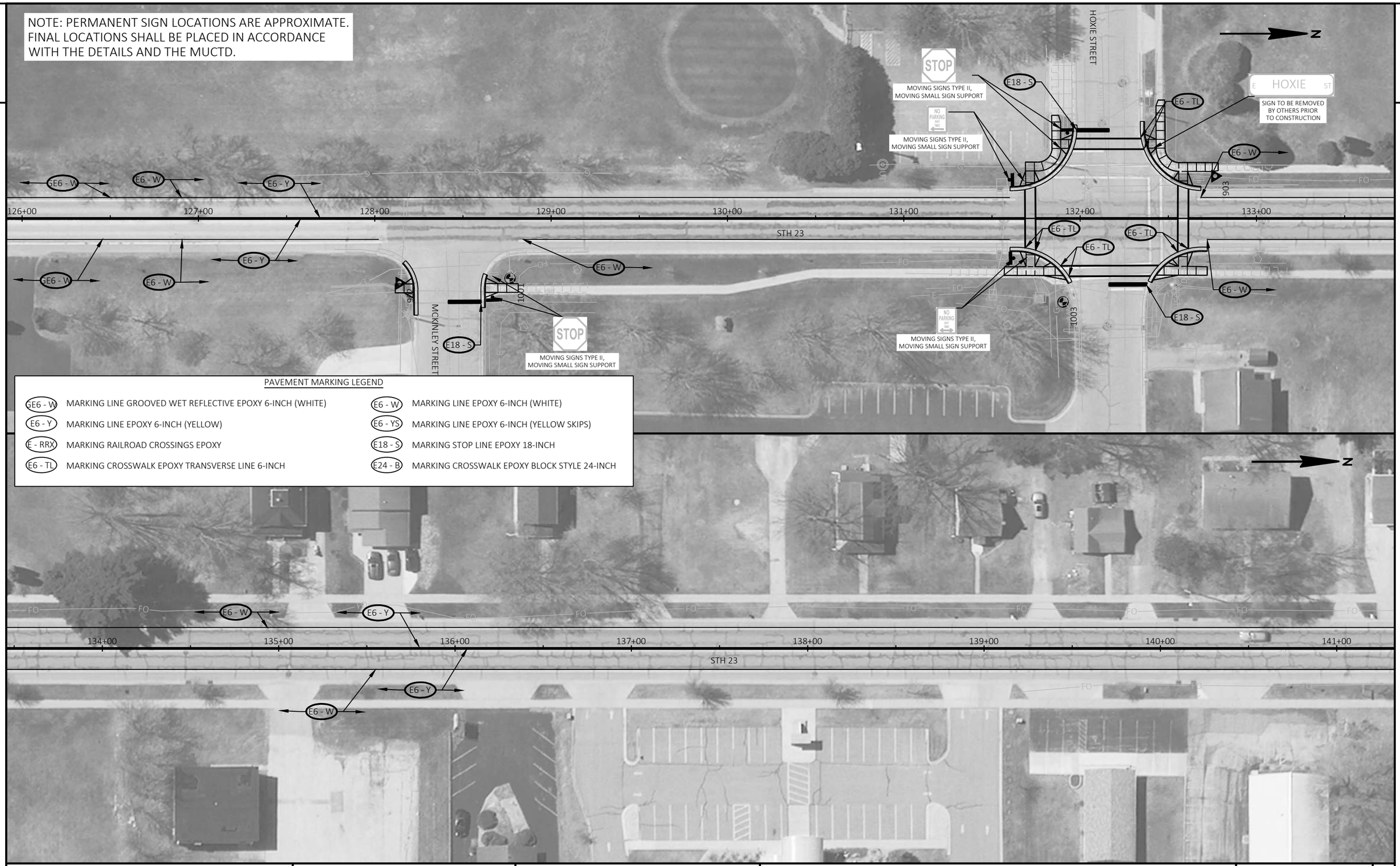
2

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| GE6 - Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| G6 - YS | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW SKIPS) | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 83 | E |
|---|---|---|---|---|---|

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE WITH THE DETAILS AND THE MUCTD.




PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| E - RRX | MARKING RAILROAD CROSSINGS EPOXY | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| E6 - TL | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 84 | E |
|---|---|---|---|---|---|

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE.
FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE
WITH THE DETAILS AND THE MUCTD.

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| E - RRX | MARKING RAILROAD CROSSINGS EPOXY | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| E6 - TL | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

RECTANGULAR RAPID FLASHING BEACON STA 144+00, ITEM SPV.0060.06 ASSEMBLY 6B (STA 143+58, 26' LT)

RECTANGULAR RAPID FLASHING BEACON STA 144+00, ITEM SPV.0060.06 ASSEMBLY 6D (STA 144+49, 25' LT)

RECTANGULAR RAPID FLASHING BEACON STA 144+00, ITEM SPV.0060.06 ASSEMBLY 6A (STA 143+48, 33' RT)

RECTANGULAR RAPID FLASHING BEACON STA 144+00, ITEM SPV.0060.06 ASSEMBLY 6C (STA 144+41, 34' RT)

STOP — MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORT

E MADISON ST — SIGN TO BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION

W11-2 30"X30" / W16-7L 24"X12"

R10-25 9"X12"

NO PARKING ANY TIME — MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORT

W10-1 — MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORT

E JEFFERSON ST — SIGN TO BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION

MADISON STREET · JEFFERSON STREET · MONROE STREET · WSOR RAILROAD · STH 23

140+00 · 141+00 · 142+00 · 143+00 · 144+00 · 145+00 · 146+00 · 147+00 · 148+00 · 149+00 · 150+00 · 151+00 · 152+00 · 153+00 · 154+00

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE.
FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE
WITH THE DETAILS AND THE MUCTD.

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 85 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/27/2023 1:08 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE.
FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE
WITH THE DETAILS AND THE MUCTD.

DALEY ST

SIGN TO BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION

DALEY STREET

STOP

MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORT

E18 - S

E6 - TL

E6 - W

E6 - Y

1007

907

8001

155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00

STH 23

RAINBOW ROAD

RAINBOW RD

SIGN TO BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| E - RRX | MARKING RAILROAD CROSSINGS EPOXY | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| E6 - TL | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE.
FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE
WITH THE DETAILS AND THE MUCTD.

W11-2 30"X30"
W16-7L 24"X12"
R10-25 9"X12"

RECTANGULAR RAPID FLASHING BEACON STA 163+50, ITEM SPV.0060.07 ASSEMBLY 7B (STA 163+55, 25' LT)

REMOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORT

1009

913

161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00

STH 23

E24 - B

REMOVING SIGNS TYPE II, REMOVING SMALL SIGN SUPPORT

W11-2 30"X30"
W16-7L 24"X12"
R10-25 9"X12"

RECTANGULAR RAPID FLASHING BEACON STA 163+50, ITEM SPV.0060.07 ASSEMBLY 7A (STA 163+47, 25' RT)

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 86 | E |
|---|---|---|---|---|---|

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE.
FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE
WITH THE DETAILS AND THE MUCTD.

N

STOP

E18 - S

MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORT

DALEY ST

SIGN TO BE REMOVED
BY OTHERS PRIOR
TO CONSTRUCTION

E6 - W
E6 - Y
E6 - W
E6 - Y
E6 - W
E6 - W

166+00
167+00
168+00
169+00
170+00
171+00
172+00
173+00

PAVEMENT MARKING LEGEND

| | | | |
|---|---|---|---|
| GE6 - W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | E6 - W | MARKING LINE EPOXY 6-INCH (WHITE) |
| E6 - Y | MARKING LINE EPOXY 6-INCH (YELLOW) | E6 - YS | MARKING LINE EPOXY 6-INCH (YELLOW SKIPS) |
| E - RRX | MARKING RAILROAD CROSSINGS EPOXY | E18 - S | MARKING STOP LINE EPOXY 18-INCH |
| E6 - TL | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH | E24 - B | MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH |

N

E6 - W
E6 - Y
E6 - W
E6 - Y
E6 - TL
E6 - W
E18 - S

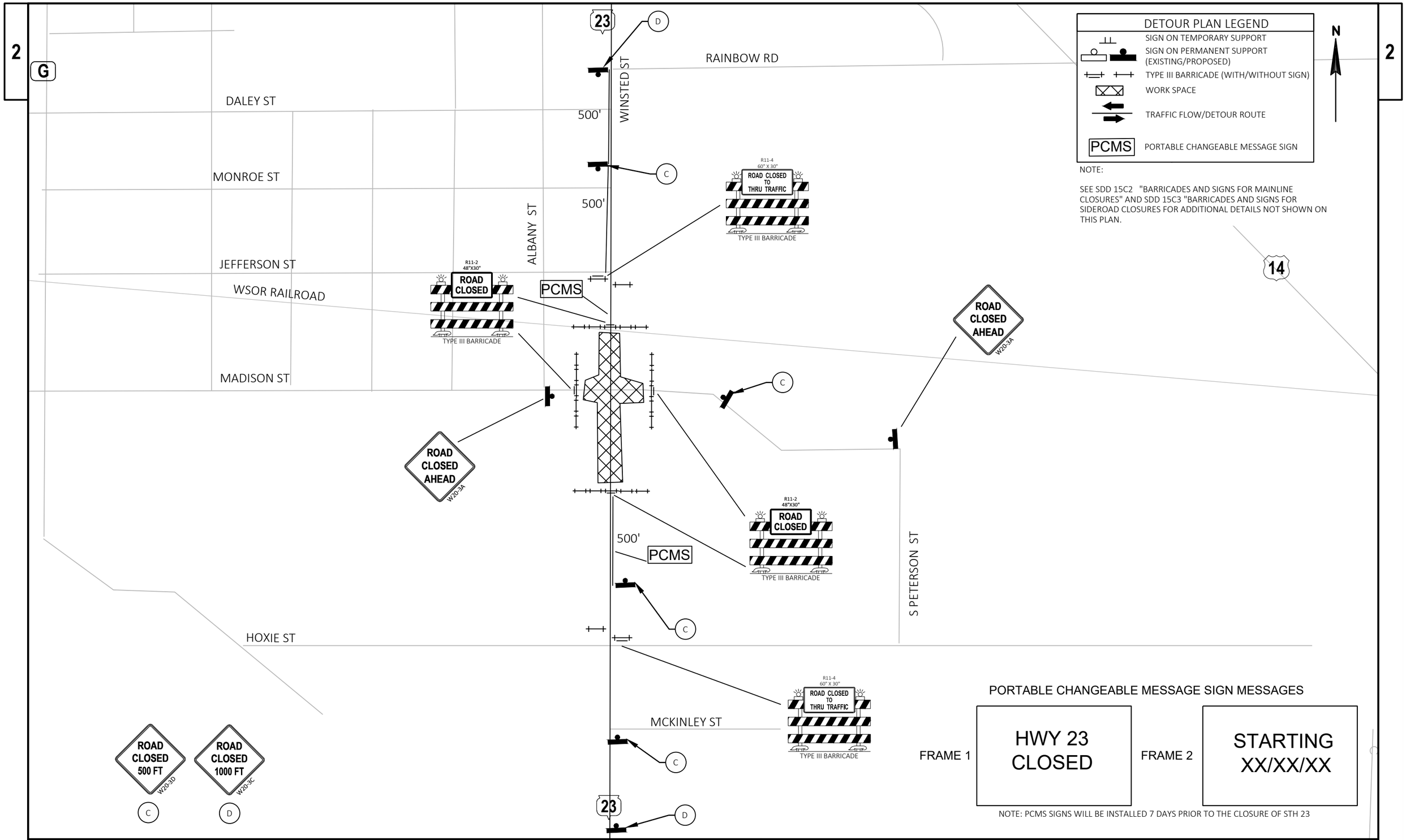
171+00
172+00
173+00
174+00
175+00
176+00
177+00
178+00

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PERMANENT SIGNING AND MARKING | SHEET 87 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/27/2023 1:09 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | TRAFFIC CONTROL | SHEET 88 | E |
|---|---|---|---|---|---|

2

GENERAL NOTES: PEDESTRIAN ACCOMMODATIONS

SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS NOT SHOWN ON THIS PLAN.

ONCE THE FINAL ROADWAY SURFACE IS PLACED AND UPDATED CURB RAMPS ARE CONSTRUCTED AT A CROSS WALK LOCATION MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH CAN BE PLACED SO THAT TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH DOES NOT NEED TO BE USED.

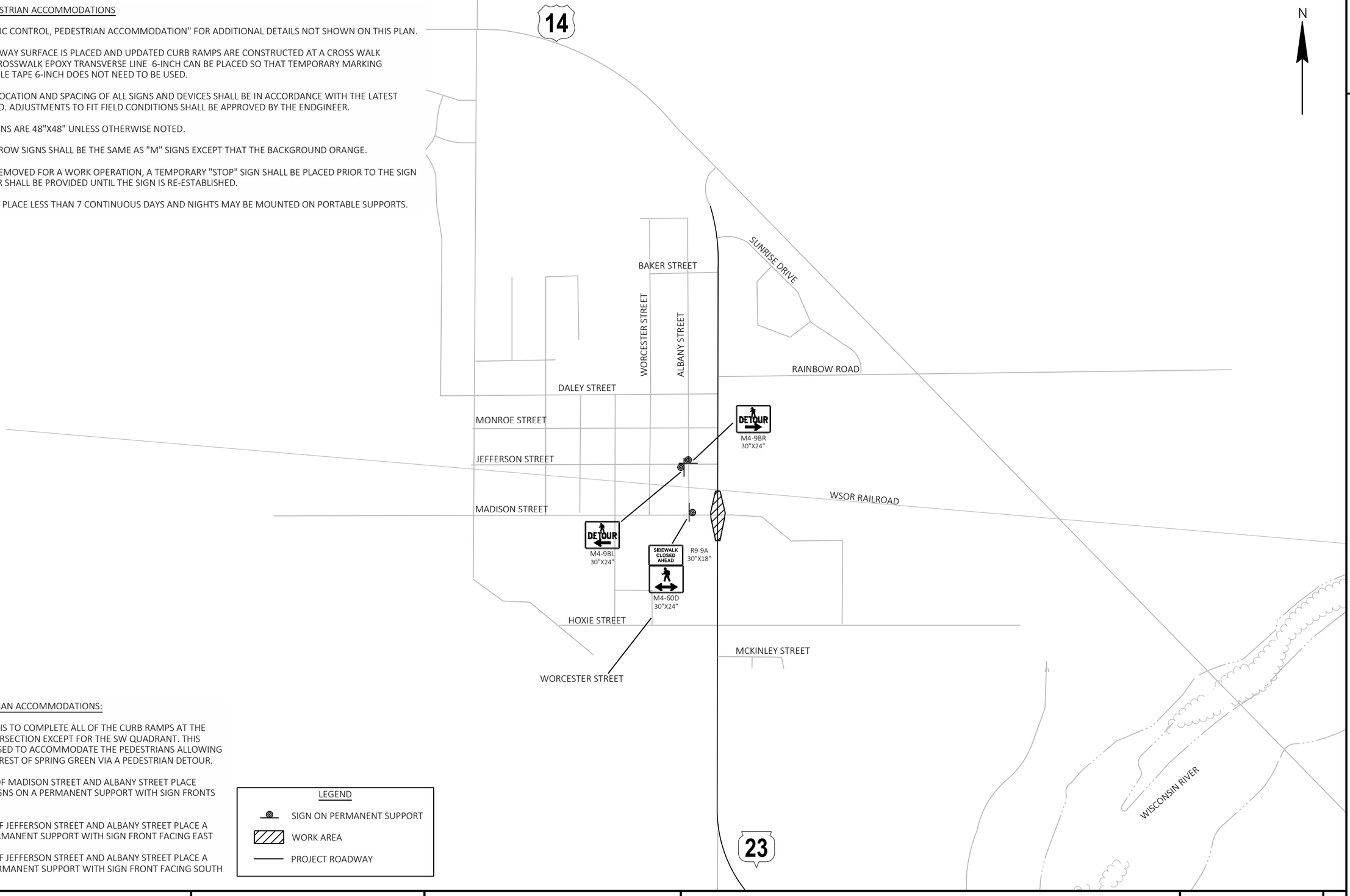
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIT FIELD CONDITIONS SHALL BE APPROVED BY THE ENDGINEER.

ALL "W" AND "WO" SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND ORANGE.

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

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




ADDITIONAL: PEDESTRIAN ACCOMMODATIONS:

THE GOAL OF STAGE 1 IS TO COMPLETE ALL OF THE CURB RAMPS AT THE MADISON STREET INTERSECTION EXCEPT FOR THE SW QUADRANT. THIS QUADRANT WILL BE USED TO ACCOMMODATE THE PEDESTRIANS ALLOWING THEM TO ACCESS THE REST OF SPRING GREEN VIA A PEDESTRIAN DETOUR.

ON THE NW CORNER OF MADISON STREET AND ALBANY STREET PLACE R9-9A AND M4-60D SIGNS ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING SOUTH

ON THE SW CORNER OF JEFFERSON STREET AND ALBANY STREET PLACE A M4-9BL SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING EAST

ON THE SW CORNER OF JEFFERSON STREET AND ALBANY STREET PLACE A M4-9BR SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING SOUTH

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- PROJECT ROADWAY

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATION OVERVIEW - STAGE 1 | SHEET 89 | E |
|---|---|---|---|---|---|

2

PEDESTRIAN ACCOMMODATION NOTES:

SEE SDD 15D30 FOR TEMPORARY PEDESTRIAN BARRICADE AND TEMPORARY CURB RAMP DETAILS

LEGEND

- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- TCR — TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN BARRICADE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

N

M4-9BR 30"X24"

M4-9BL 30"X24"

TCR

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

TCR

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

MADISON ST

SIDEWALK CLOSED R9-9 24"X12"

904

145

904

MADISON STREET

POST

SIDEWALK CLOSED R9-9 24"X12"

916

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

2

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 1 | SHEET 90 | E |
|---|---|---|---|---|---|

2

GENERAL NOTES: PEDESTRIAN ACCOMMODATIONS

SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS NOT SHOWN ON THIS PLAN.

ONCE THE FINAL ROADWAY SURFACE IS PLACED AND UPDATED CURB RAMPS ARE CONSTRUCTED AT A CROSS WALK LOCATION MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH CAN BE PLACED SO THAT TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH DOES NOT NEED TO BE USED.

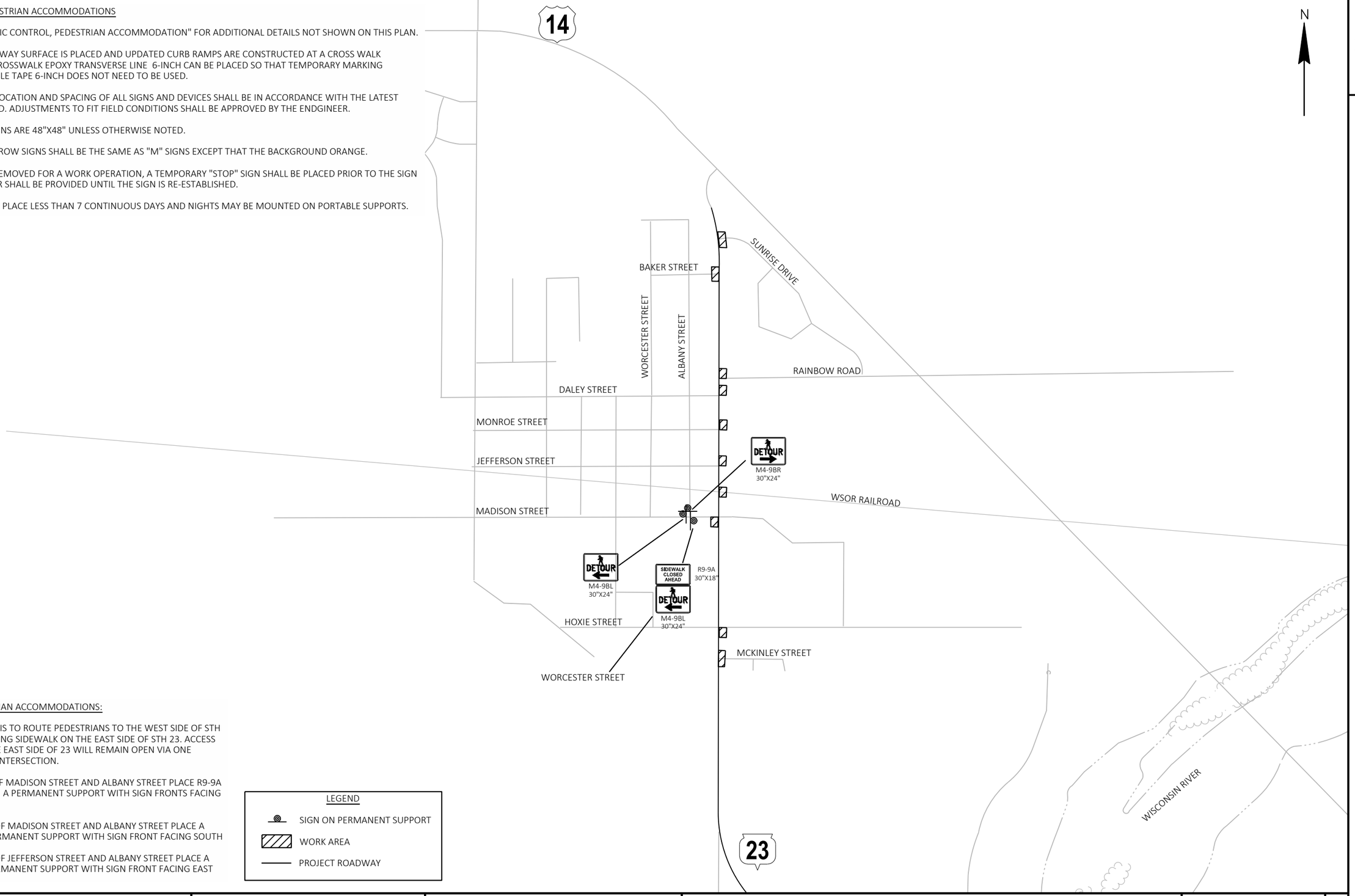
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIT FIELD CONDITIONS SHALL BE APPROVED BY THE ENDGINEER.

ALL "W" AND "WO" SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND ORANGE.

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

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




ADDITIONAL: PEDESTRIAN ACCOMMODATIONS:

THE GOAL OF STAGE 2 IS TO ROUTE PEDESTRIANS TO THE WEST SIDE OF STH 23 WHILE CONSTRUCTING SIDEWALK ON THE EAST SIDE OF STH 23. ACCESS TO LOCATIONS ON THE EAST SIDE OF 23 WILL REMAIN OPEN VIA ONE CROSSWALK AT EACH INTERSECTION.

ON THE SW CORNER OF MADISON STREET AND ALBANY STREET PLACE R9-9A AND M4-9BL SIGNS ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING WEST

ON THE NW CORNER OF MADISON STREET AND ALBANY STREET PLACE A M4-9BR SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING SOUTH

ON THE NW CORNER OF JEFFERSON STREET AND ALBANY STREET PLACE A M4-9BL SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING EAST

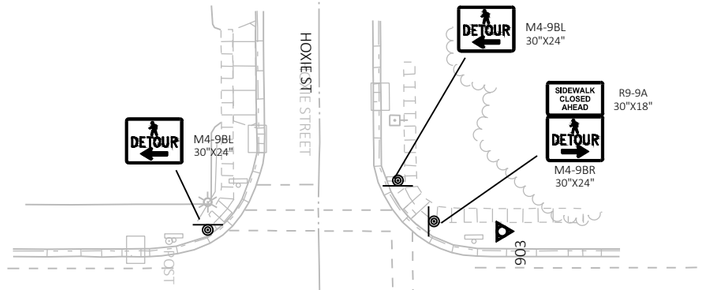
LEGEND

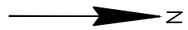
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- PROJECT ROADWAY

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATION OVERVIEW - STAGE 2 | SHEET 91 | E |
|---|---|---|---|---|---|

2

2

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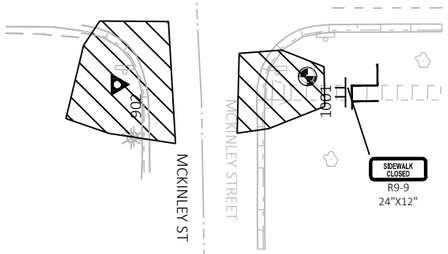
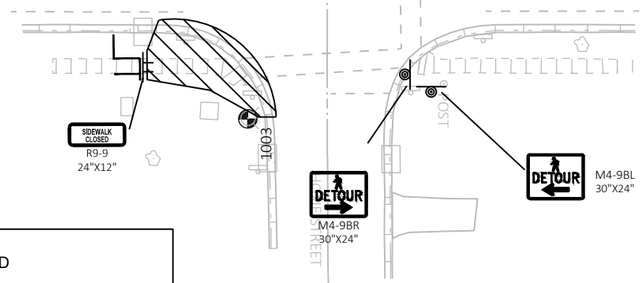
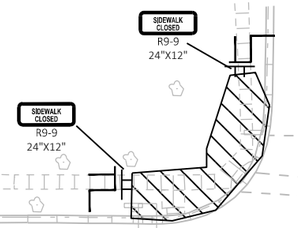
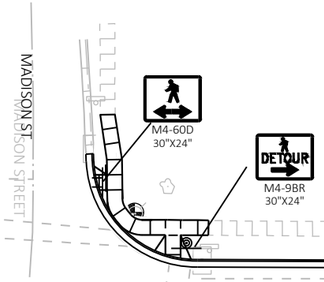
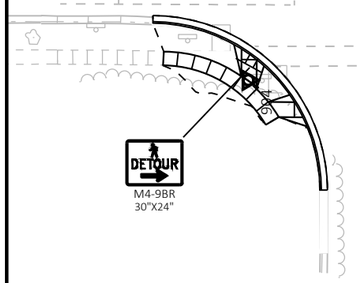
135

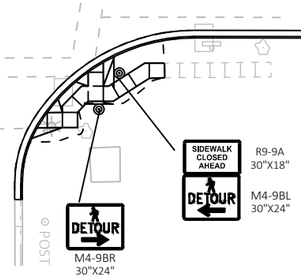
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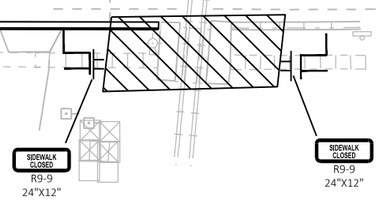



LEGEND

WORK AREA

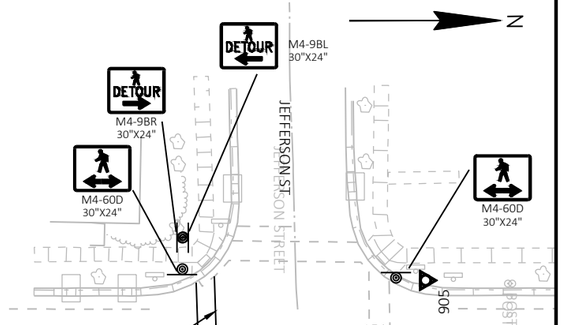
TEMPORARY PEDESTRIAN SURFACE

TCR TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN BARRICADE

SIGN ON TEMPORARY SUPPORT

SIGN ON PERMANENT SUPPORT

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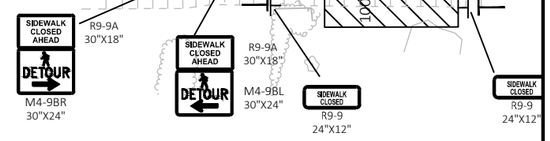
TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 2 | SHEET 92 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S2.DWG
LAYOUT NAME - 01

PLOT DATE : 7/27/2023 9:19 AM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

N

M4-9BR 30"X24"
M4-9BL 30"X24"
M4-60D 30"X24"
MONROE ST
MONROE STREET
1006
1007
1008
TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH
155
160
SIDEWALK CLOSED AHEAD
R9-9A 30"X18"
SIDEWALK CLOSED
R9-9 24"X12"
DALEY ST
1ST STREET
907
RAINBOW RD
RAINBOW ROAD

LEGEND

- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- TCR — TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN BARRICADE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

N

M4-9BR 30"X24"
M4-9BL 30"X24"
M4-60D 30"X24"
DALEY ST
1ST STREET
1007
1008
1009
907
TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH
160
SIDEWALK CLOSED AHEAD
R9-9A 30"X18"
SIDEWALK CLOSED
R9-9 24"X12"
RAINBOW RD
RAINBOW ROAD
MONROE ST

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 2 | SHEET 93 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S2.DWG
LAYOUT NAME - 02
PLOT DATE : 7/27/2023 9:19 AM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 44

2

LEGEND

WORK AREA

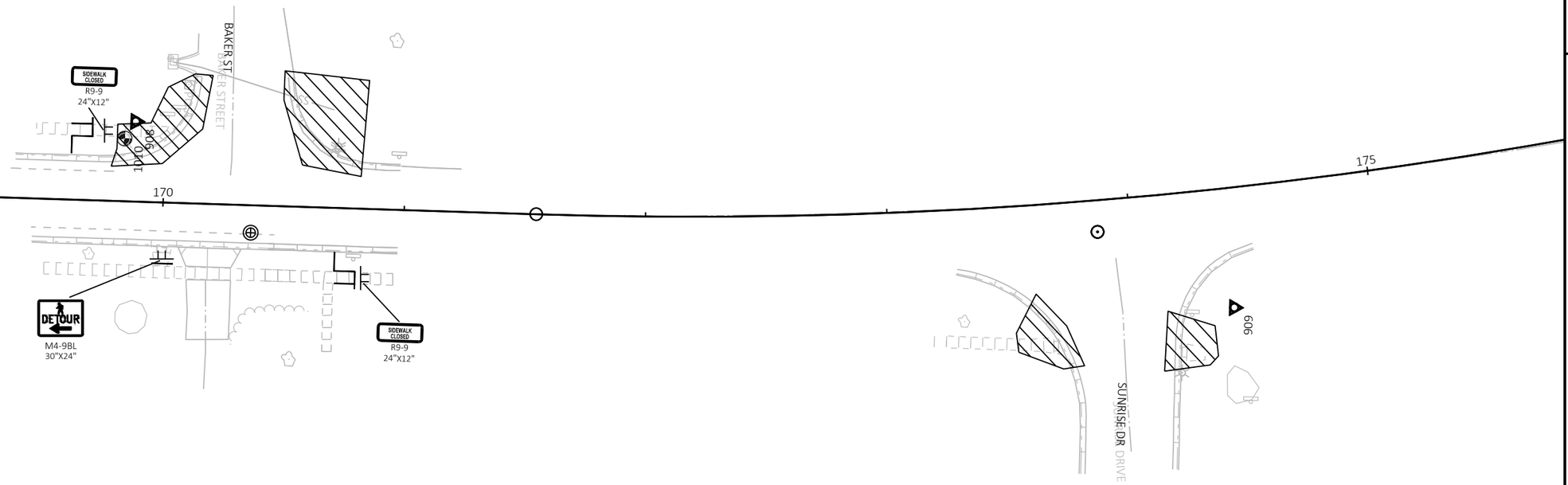
TEMPORARY PEDESTRIAN SURFACE

TCR TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN BARRICADE

SIGN ON TEMPORARY SUPPORT

SIGN ON PERMANENT SUPPORT

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| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 2 | SHEET 94 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S2.DWG
LAYOUT NAME - 03

PLOT DATE : 7/27/2023 9:19 AM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

GENERAL NOTES: PEDESTRIAN ACCOMMODATIONS

SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS NOT SHOWN ON THIS PLAN.

ONCE THE FINAL ROADWAY SURFACE IS PLACED AND UPDATED CURB RAMPS ARE CONSTRUCTED AT A CROSS WALK LOCATION MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH CAN BE PLACED SO THAT TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH DOES NOT NEED TO BE USED.

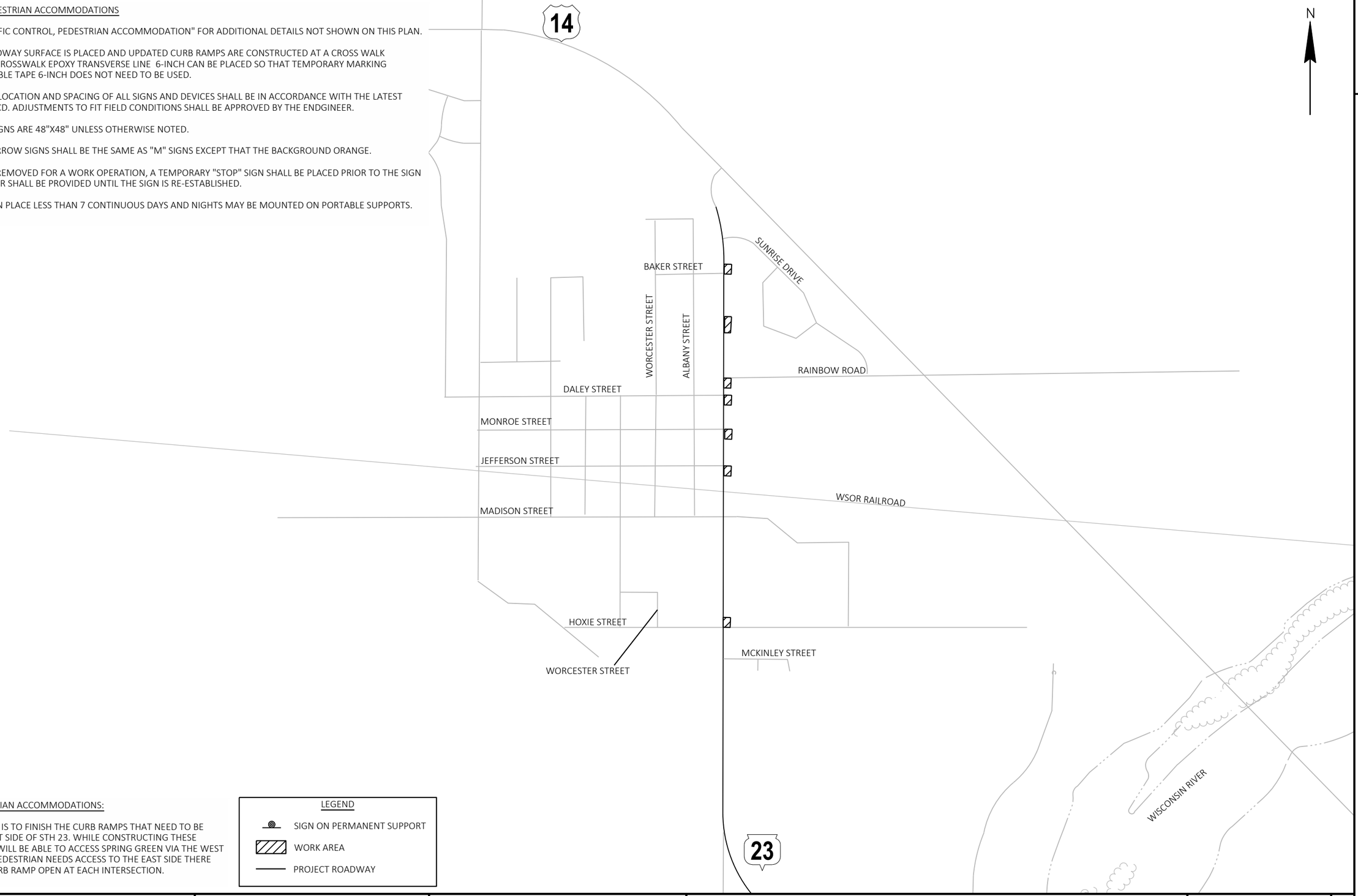
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIT FIELD CONDITIONS SHALL BE APPROVED BY THE ENDGINEER.

ALL "W" AND "WO" SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND ORANGE.

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

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




ADDITIONAL: PEDESTRIAN ACCOMMODATIONS:

THE GOAL OF STAGE 3 IS TO FINISH THE CURB RAMPS THAT NEED TO BE UPDATED ON THE EAST SIDE OF STH 23. WHILE CONSTRUCTING THESE RAMPS PEDESTRIANS WILL BE ABLE TO ACCESS SPRING GREEN VIA THE WEST SIDE OF STH 23. IF A PEDESTRIAN NEEDS ACCESS TO THE EAST SIDE THERE WILL STILL BE ONE CURB RAMP OPEN AT EACH INTERSECTION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- PROJECT ROADWAY

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATION OVERVIEW - STAGE 3 | SHEET 95 | E |
|---|---|---|---|---|---|

2

2

N

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

HOXIE ST STREET

M4-60D
30"X24"

903

130

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH

POST

SIDEWALK CLOSED
R9-9
24"X12"

1001

DETOUR
M4-9BL
30"X24"

HOXIE STREET

902

MCKINLEY ST STREET

1001

LEGEND

- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- TCR TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN BARRICADE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

NOTE:
AFTER ALL CURB RAMPS ARE COMPLETED AT THE MADISON STREET INTERSECTION AND NEW PAVEMENT IS POURED PAINT NEW CROSSWALK MARKING LINES SO THEY CAN BE USED FOR PEDESTRIAN DETOURS.

N

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

Madison St STREET

M4-60D
30"X24"

JEFFERSON ST STREET

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

DETOUR
M4-9BL
30"X24"

905

POST

911

145

150

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

MADISON STREET

POST

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 3 | SHEET 96 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S3.DWG
LAYOUT NAME - 01

PLOT DATE : 7/27/2023 9:19 AM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

N

MONROE ST

M4-60D 30"X24"

M4-9BL 30"X24"

M4-9BR 30"X24"

1006

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

155

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

DALEY ST

1007

1008

160

RAINBOW RD

RAINBOW ROAD

LEGEND

- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- TCR TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN BARRICADE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

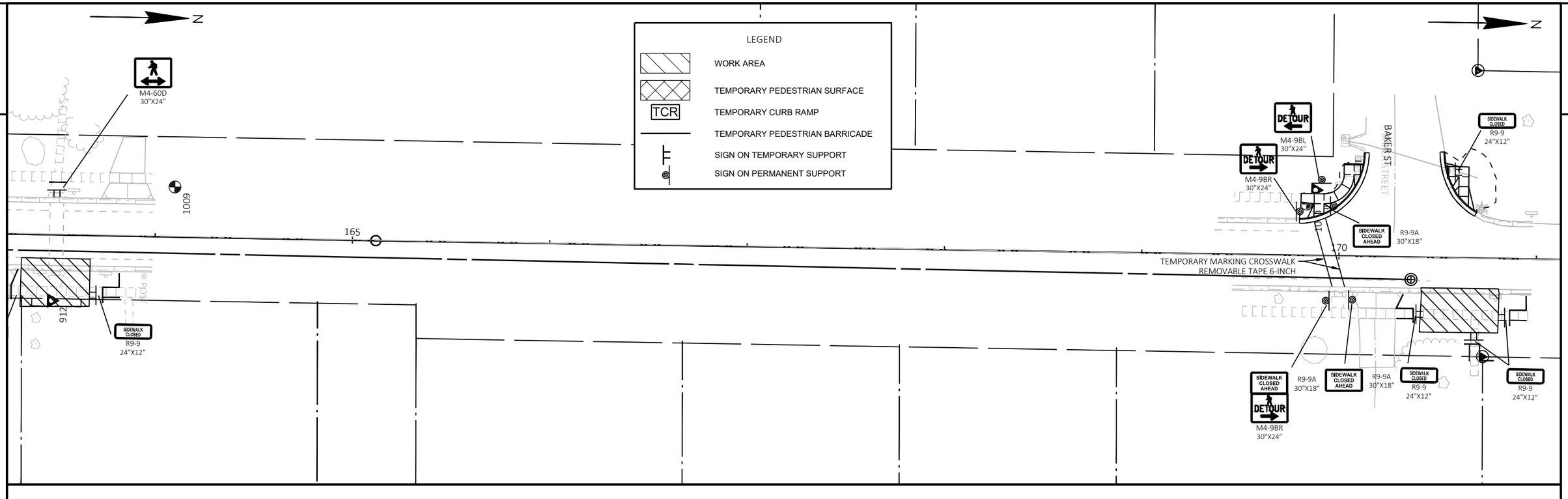
1001

1009

1012

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 3 | SHEET 97 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S3.DWG
LAYOUT NAME - 02
PLOT DATE : 7/27/2023 9:19 AM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

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| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 3 | SHEET 98 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S3.DWG
LAYOUT NAME - 03
PLOT DATE : 7/27/2023 9:19 AM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

GENERAL NOTES: PEDESTRIAN ACCOMMODATIONS

SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS NOT SHOWN ON THIS PLAN.

ONCE THE FINAL ROADWAY SURFACE IS PLACED AND UPDATED CURB RAMPS ARE CONSTRUCTED AT A CROSS WALK LOCATION MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH CAN BE PLACED SO THAT TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH DOES NOT NEED TO BE USED.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIT FIELD CONDITIONS SHALL BE APPROVED BY THE ENDGINEER.

ALL "W" AND "WO" SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND ORANGE.

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

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

ADDITIONAL: PEDESTRIAN ACCOMMODATIONS:

THE GOAL OF STAGE 4 IS TO TRANSITION WORK TO THE WEST SIDE OF STH 23. SIGNS NOT ALONG THE PROJECT LENGTH WILL BE NEEDED IN ADDITION TO THE SIGN ALONG THE PROJECT TO DETOUR PEDESTRIANS ON LOCAL STREETS. THESE SIGNS ARE DETAILED BELOW AND CAN BE SEEN IN THE OVERVIEW.

ON THE SE CORNER OF HOXIE STREET AND WORCESTER STREET PLACE A M4-9BL SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING NORTH.

ON THE NE CORNER OF HOXIE STREET AND WORCESTER STREET PLACE A M4-9BR AND R9-9A SIGN ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING WEST.

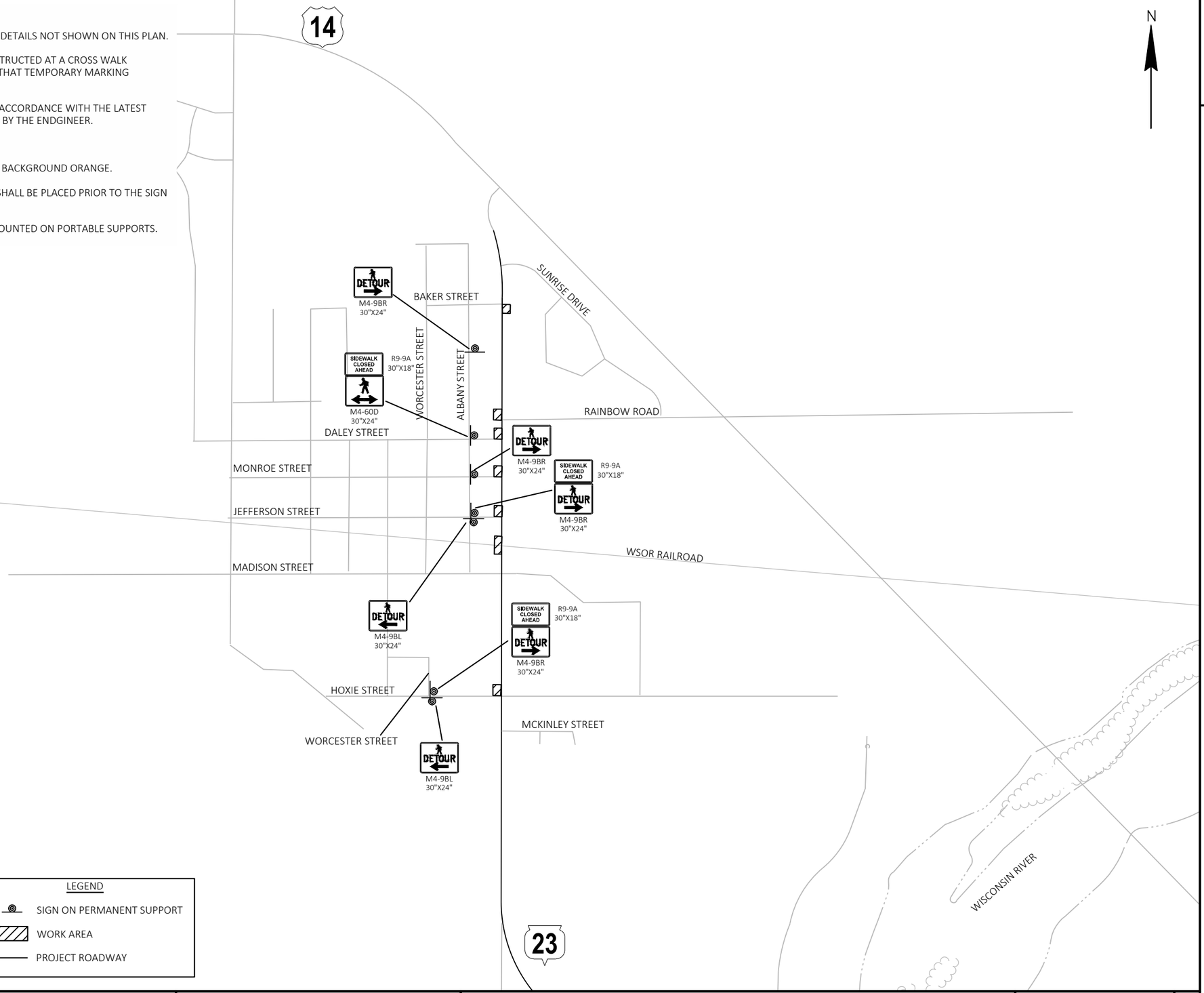
ON THE SE CORNER OF JEFFERSON STREET AND ALBANY STREET PLACE A M4-9BL SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING NORTH.

ON THE NE CORNER OF JEFFERSON STREET AND ALBANY STREET PLACE A M4-9BR AND R9-9A SIGN ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING WEST.

ON THE NE CORNER OF MONROE STREET AND ALBANY STREET PLACE A M4-9BR SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING WEST.

ON THE NE CORNER OF DALEY STREET AND ALBANY STREET PLACE A M4-60D AND R9-9A SIGN ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING WEST.

ON THE EAST SIDE OF ALBANY STREET AT THE MIDBLOCK CROSSING BETWEEN DALEY AND BAKER STREET PLACE A M4-9BR SIGN WITH SIGN FRONT FACING SOUTH.




LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- PROJECT ROADWAY

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATION OVERVIEW - STAGE 4 | SHEET 99 | E |
|---|---|---|---|---|---|

2

2

N

HOXIE ST

HOXIE STREET

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

903

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH

130

902

MCKINLEY ST

MCKINLEY STREET

1001

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

1003

HOXIE STREET

POST

DETOUR
M4-9BL
30"X24"

LEGEND

WORK AREA

TEMPORARY PEDESTRIAN SURFACE

TCR TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN BARRICADE

SIGN ON TEMPORARY SUPPORT

SIGN ON PERMANENT SUPPORT

NOTE:
AFTER ALL CURB RAMPS ARE COMPLETED AT THE MADISON STREET INTERSECTION AND NEW PAVEMENT IS POURED PAINT NEW CROSSWALK MARKING LINES SO THEY CAN BE USED FOR PEDESTRIAN DETOURS.

N

MADISON ST

MADISON STREET

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

904

145

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

MADISON STREET

POST

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

JEFFERSON ST

JEFFERSON STREET

SIDEWALK CLOSED
R9-9
24"X12"

905

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH

150

1005

DETOUR
M4-9BR
30"X24"

DETOUR
M4-60D
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 4 | SHEET 100 | E |
|---|---|---|---|---|---|

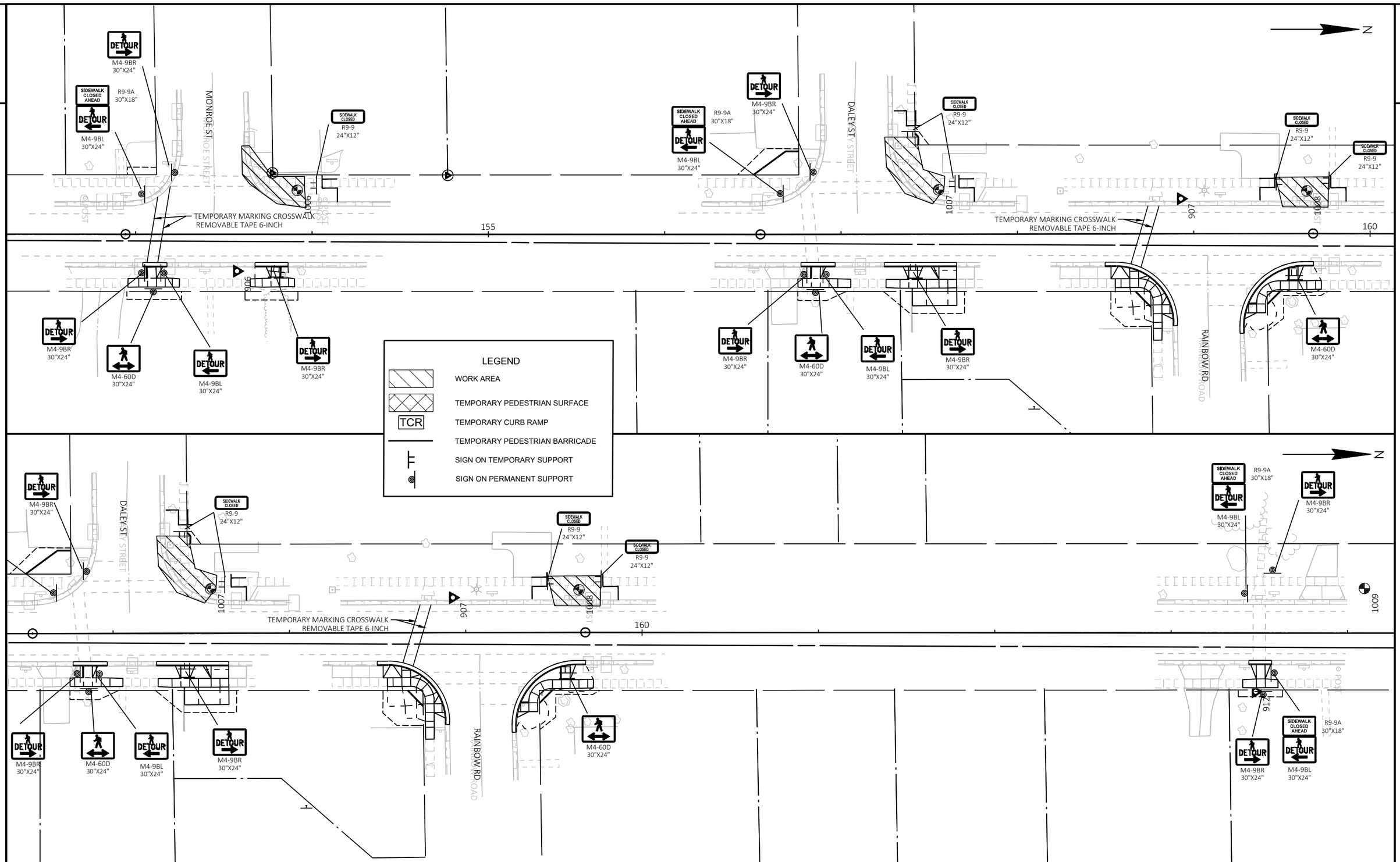
FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S4.DWG
LAYOUT NAME - 01

PLOT DATE : 7/27/2023 9:20 AM

PLOT BY : WELLNITZ, JOSHUA M

PLOT NAME :

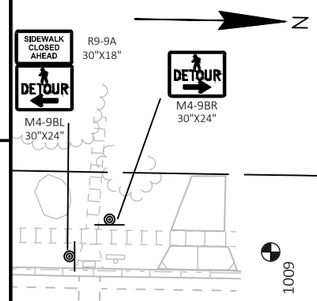
PLOT SCALE : 1 IN:50 FT

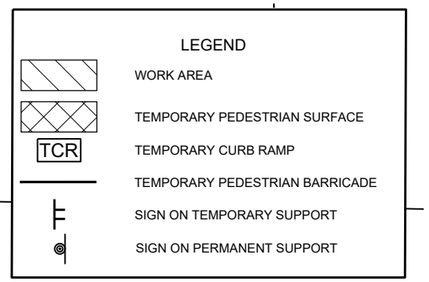



| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 4 | SHEET 101 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S4.DWG
LAYOUT NAME - 02

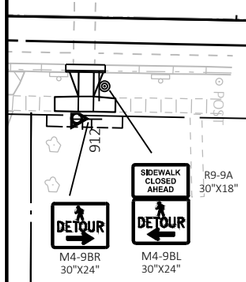
PLOT DATE : 7/27/2023 9:20 AM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

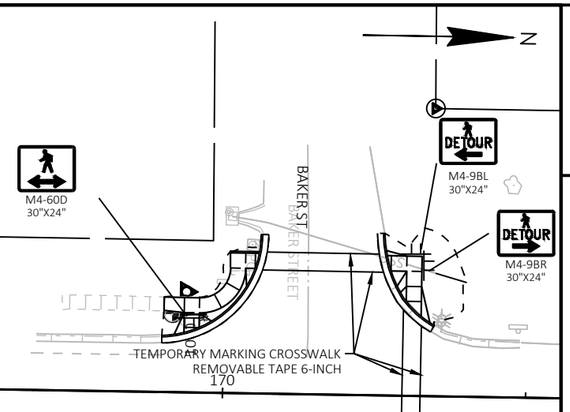



PEDESTRIAN ACCOMMODATION NOTES:

SEE SDD 15D30 FOR TEMPORARY PEDESTRIAN BARRICADE AND TEMPORARY CURB RAMP DETAILS




2

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 4 | SHEET 102 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S4.DWG
LAYOUT NAME - 03
PLOT DATE : 7/27/2023 9:20 AM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

GENERAL NOTES: PEDESTRIAN ACCOMMODATIONS

SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS NOT SHOWN ON THIS PLAN.

ONCE THE FINAL ROADWAY SURFACE IS PLACED AND UPDATED CURB RAMPS ARE CONSTRUCTED AT A CROSS WALK LOCATION MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH CAN BE PLACED SO THAT TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH DOES NOT NEED TO BE USED.

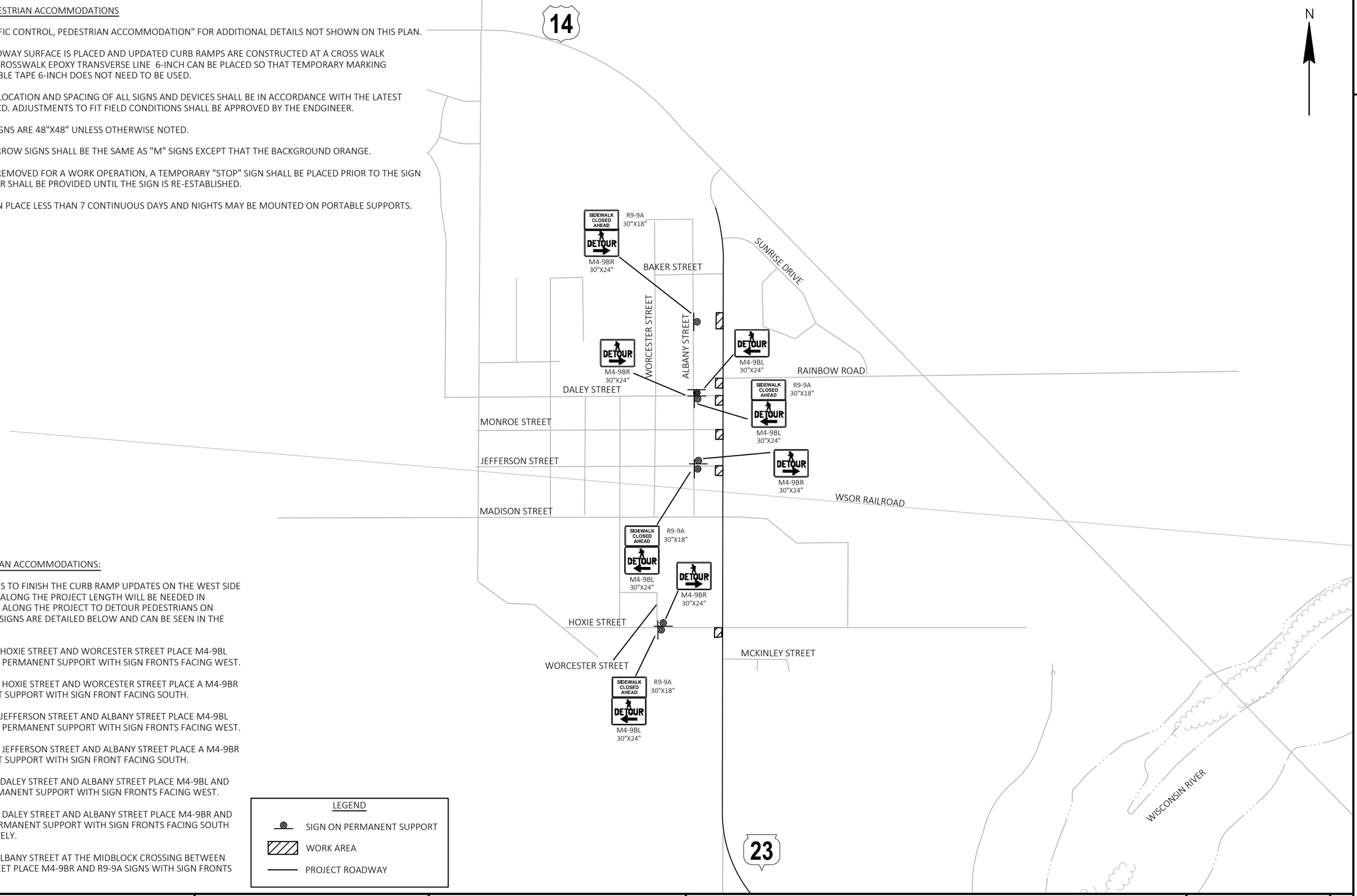
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIT FIELD CONDITIONS SHALL BE APPROVED BY THE ENDGINEER.

ALL "W" AND "WO" SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND ORANGE.

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

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




ADDITIONAL: PEDESTRIAN ACCOMMODATIONS:

THE GOAL OF STAGE 5 IS TO FINISH THE CURB RAMP UPDATES ON THE WEST SIDE OF STH 23. SIGNS NOT ALONG THE PROJECT LENGTH WILL BE NEEDED IN ADDITION TO THE SIGN ALONG THE PROJECT TO DETOUR PEDESTRIANS ON LOCAL STREETS. THESE SIGNS ARE DETAILED BELOW AND CAN BE SEEN IN THE OVERVIEW.

ON THE SE CORNER OF HOXIE STREET AND WORCESTER STREET PLACE M4-9BL AND R9-9A SIGNS ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING WEST.

ON THE NE CORNER OF HOXIE STREET AND WORCESTER STREET PLACE A M4-9BR SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING SOUTH.

ON THE SE CORNER OF JEFFERSON STREET AND ALBANY STREET PLACE M4-9BL AND R9-9A SIGNS ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING WEST.

ON THE NE CORNER OF JEFFERSON STREET AND ALBANY STREET PLACE A M4-9BR SIGN ON A PERMANENT SUPPORT WITH SIGN FRONT FACING SOUTH.

ON THE SE CORNER OF DALEY STREET AND ALBANY STREET PLACE M4-9BL AND R9-9A SIGNS ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING WEST.

ON THE NE CORNER OF DALEY STREET AND ALBANY STREET PLACE M4-9BR AND M4-9BL SIGNS ON A PERMANENT SUPPORT WITH SIGN FRONTS FACING SOUTH AND NORTH RESPECTIVELY.

ON THE EAST SIDE OF ALBANY STREET AT THE MIDBLOCK CROSSING BETWEEN DALEY AND BAKER STREET PLACE M4-9BR AND R9-9A SIGNS WITH SIGN FRONTS FACING WEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- PROJECT ROADWAY

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATION OVERVIEW - STAGE 5 | SHEET 103 | E |
|---|---|---|---|---|---|

2

2

N

SIDEWALK CLOSED
R9-9
24"X12"

HOXIE ST.

DETOUR
M4-9BL
30"X24"

903

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH

130

MCKINLEY ST.

1001

DETOUR
M4-9BR
30"X24"

1005

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

HOXIE STREET

LEGEND

- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- TCR — TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN BARRICADE
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT

NOTE:
AFTER ALL CURB RAMPS ARE COMPLETED
AT THE MADISON STREET INTERSECTION
AND NEW PAVEMENT IS POURED PAINT
NEW CROSSWALK MARKING LINES SO THEY
CAN BE USED FOR PEDESTRIAN DETOURS.

N

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

MADISON ST.

145

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

MADISON STREET

POST

SIDEWALK CLOSED
R9-9
24"X12"

JEFFERSON ST.

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

909

150

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH

M4-60D
30"X24"

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

DETOUR
M4-9BL
30"X24"

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 5 | SHEET 104 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S5.DWG
LAYOUT NAME - 01

PLOT DATE : 7/27/2023 9:20 AM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

N

MONROE ST STREET

DALEY ST STREET

RAINBOW RD / ROAD

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

M4-60D 30"X24"

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

155

160

900

906

907

1007

1008

1009

912

LEGEND

WORK AREA

TEMPORARY PEDESTRIAN SURFACE

TCR TEMPORARY CURB RAMP

TEMPORARY PEDESTRIAN BARRICADE

SIGN ON TEMPORARY SUPPORT

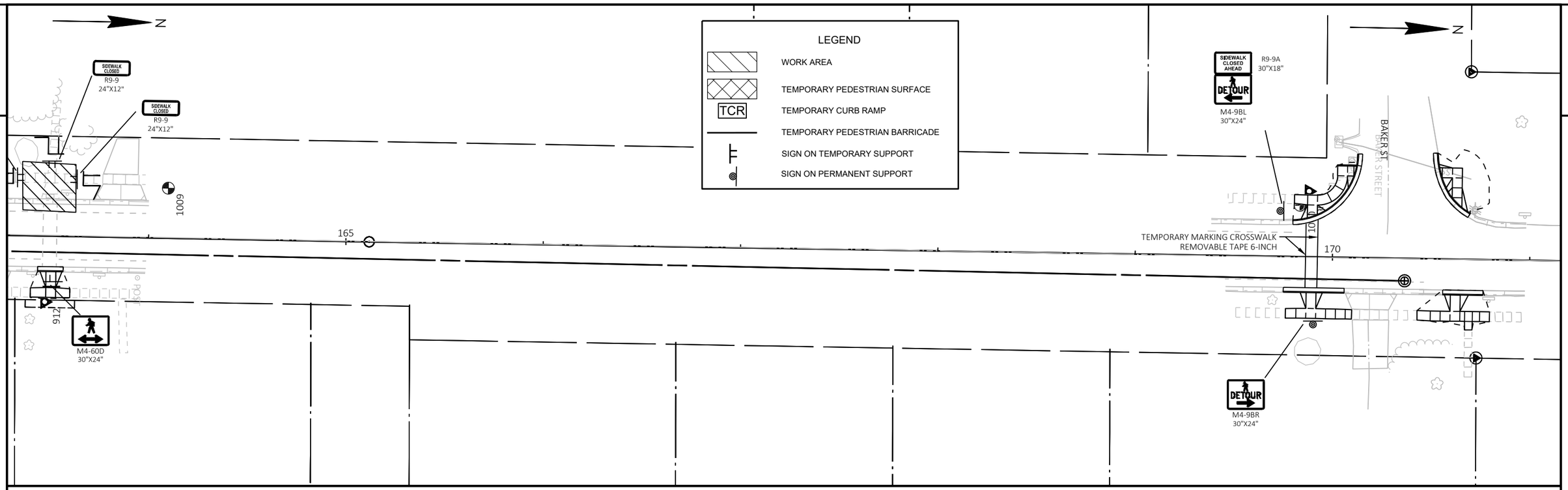
SIGN ON PERMANENT SUPPORT

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 5 | SHEET 105 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S5.DWG
LAYOUT NAME - 02

PLOT DATE : 7/27/2023 9:20 AM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44




2

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PEDESTRIAN ACCOMMODATIONS - STAGE 5 | SHEET 106 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\026001_S5.DWG
LAYOUT NAME - 03
PLOT DATE : 7/27/2023 9:20 AM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

GENERAL NOTES: TRAFFIC CONTROL AND DETOURS

SEE SDD 15C2 "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR ADDITIONAL DETAILS NOT SHOWN ON THIS PLAN.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIT FIELD CONDITIONS SHALL BE APPROVED BY THE ENDGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL PLAN, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

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

ALL "W" AND "WO" SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND ORANGE.

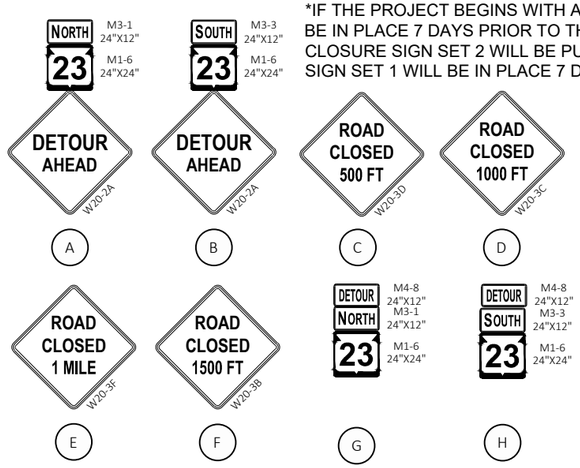
IF A "STOP" MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

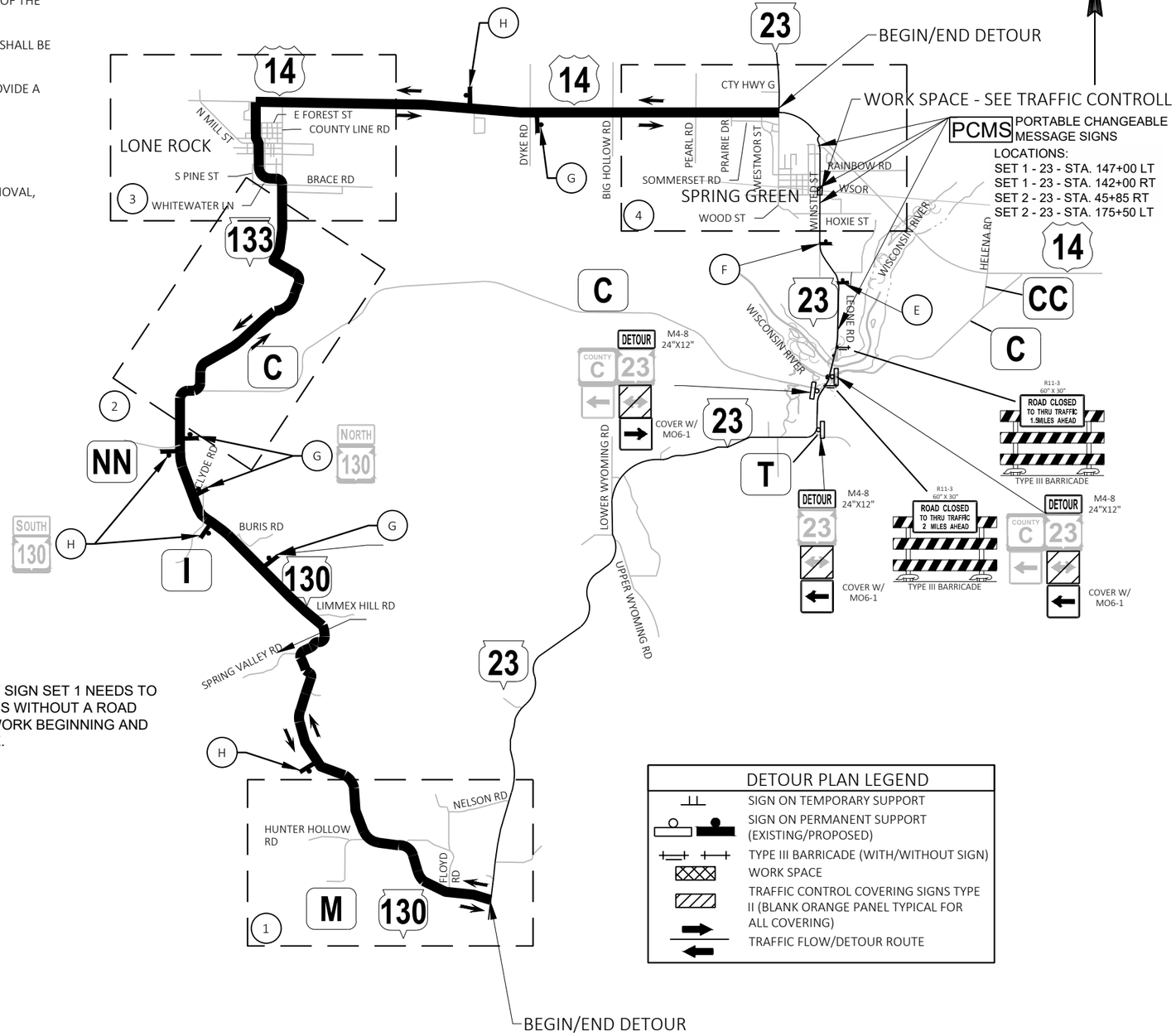
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

## PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES

| | | | |
|---|---|---|---|
| SIGN SET 1 | | | |
| FRAME 1 | HWY 23 CLOSED | FRAME 2 | STARTING XX/XX/XX |
| SIGN SET 2* | | | |
| FRAME 1 | ROAD WORK | FRAME 2 | BEGINS XX/XX/XX |

*IF THE PROJECT BEGINS WITH A DETOUR AND ROAD CLOSURE ONLY SIGN SET 1 NEEDS TO BE IN PLACE 7 DAYS PRIOR TO THE CLOSURE. IF THE PROJECT BEGINS WITHOUT A ROAD CLOSURE SIGN SET 2 WILL BE PUT IN PLACE 7 DAY PRIOR TO ROAD WORK BEGINNING AND SIGN SET 1 WILL BE IN PLACE 7 DAYS PRIOR TO THE STH 23 CLOSURE.




### DETOUR PLAN LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT (EXISTING/PROPOSED)
- TYPE III BARRICADE (WITH/WITHOUT SIGN)
- WORK SPACE
- TRAFFIC CONTROL COVERING SIGNS TYPE II (BLANK ORANGE PANEL TYPICAL FOR ALL COVERING)
- TRAFFIC FLOW/DETOUR ROUTE

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | DETOUR PLAN | SHEET 107 | E |

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 8/31/2023 4:02 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN: 1.5 MI

2

## DETOUR PLAN LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT (EXISTING/PROPOSED)
- TYPE III BARRICADE (WITH/WITHOUT SIGN)
- WORK SPACE
- TRAFFIC CONTROL COVERING SIGNS TYPE II (BLANK ORANGE PANEL TYPICAL FOR ALL COVERING)
- TRAFFIC FLOW/DETOUR ROUTE

N

2

HUNTER HOLLOW RD

FLOYD RD

NELSON RD

M

M

DETOUR NORTH 23 — M4-8 24"X12", M3-1 24"X12", M1-6 24"X24"

DETOUR SOUTH 23 — M4-8 24"X12", M3-3 24"X12", M1-6 24"X24"

DETOUR NORTH 23 — M4-8 24"X12", M3-1 24"X12", M1-6 24"X24", MO5-1R 21"X21"

DETOUR NORTH 23 — M4-8 24"X12", M3-1 24"X12", M1-6 24"X24", MO6-1 21"X21"

DETOUR NORTH 23 — M4-8 24"X12", M3-1 24"X12", M1-6 24"X24"

NORTH 23

R10-61 60"X30" — ROAD OPEN TO SPRING GREEN — TYPE III BARRICADE

R11-3 60" X 30" — ROAD CLOSED TO THRU TRAFFIC 11 MILES AHEAD — TYPE III BARRICADE

130

END DETOUR — M4-8A 24"X18"

NORTH SOUTH 23 23

NORTH SOUTH 23 23

DETOUR NORTH 23 — M4-8 24"X12", M3-1 24"X12", M1-6 24"X24", MO6-1 21"X21"

DETOUR NORTH NORTH 130 23 — M4-8 24"X12"

COVER W/ MO5-1L 21"X21"

23

A

NORTH 23 — M3-1 24"X12", M1-6 24"X24"

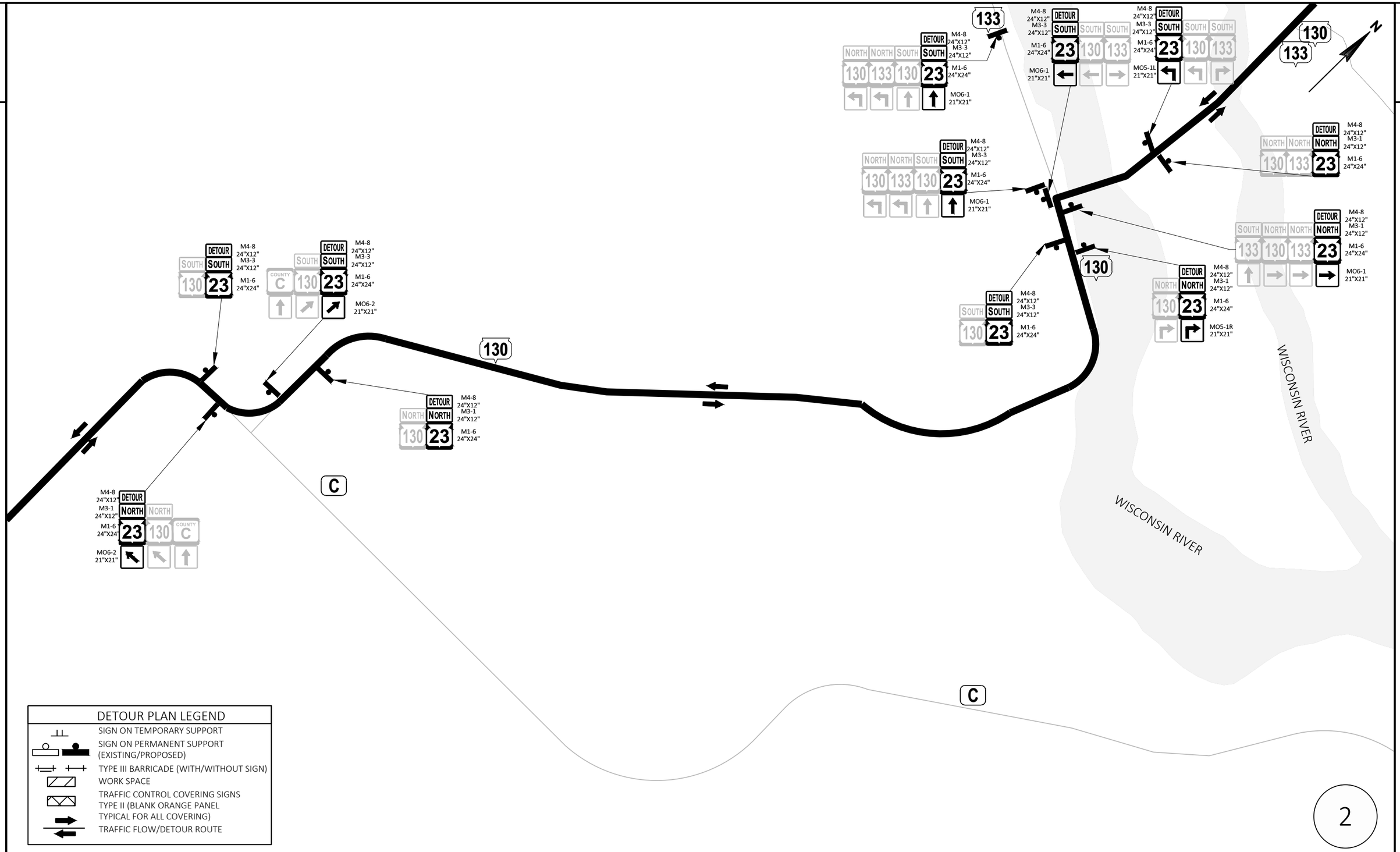
DETOUR AHEAD — W20-2A

A

1

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | DETOUR PLAN - DETAIL 1 | SHEET 108 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\027002-DT.DWG PLOT DATE : 8/31/2023 4:03 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : 1 IN: 1000 FT




## DETOUR PLAN LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT (EXISTING/PROPOSED)
- TYPE III BARRICADE (WITH/WITHOUT SIGN)
- WORK SPACE
- TRAFFIC CONTROL COVERING SIGNS TYPE II (BLANK ORANGE PANEL TYPICAL FOR ALL COVERING)
- TRAFFIC FLOW/DETOUR ROUTE

2

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | DETOUR PLAN - DETAIL 2 | SHEET 109 | E |
|---|---|---|---|---|---|

2

2

## DETOUR PLAN LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT (EXISTING/PROPOSED)
- TYPE III BARRICADE (WITH/WITHOUT SIGN)
- WORK SPACE
- TRAFFIC CONTROL COVERING SIGNS TYPE II (BLANK ORANGE PANEL TYPICAL FOR ALL COVERING)
- TRAFFIC FLOW/DETOUR ROUTE

N

# LONE ROCK

14

B

N MILL ST

LIBERTY ST

FOREST ST

COMMERCIAL ST

COUNTY LINE RD

BLAU RD

W UNION ST

OAK ST

PORTER RD

G

H

133

50'

50'

WISCONSIN RIVER

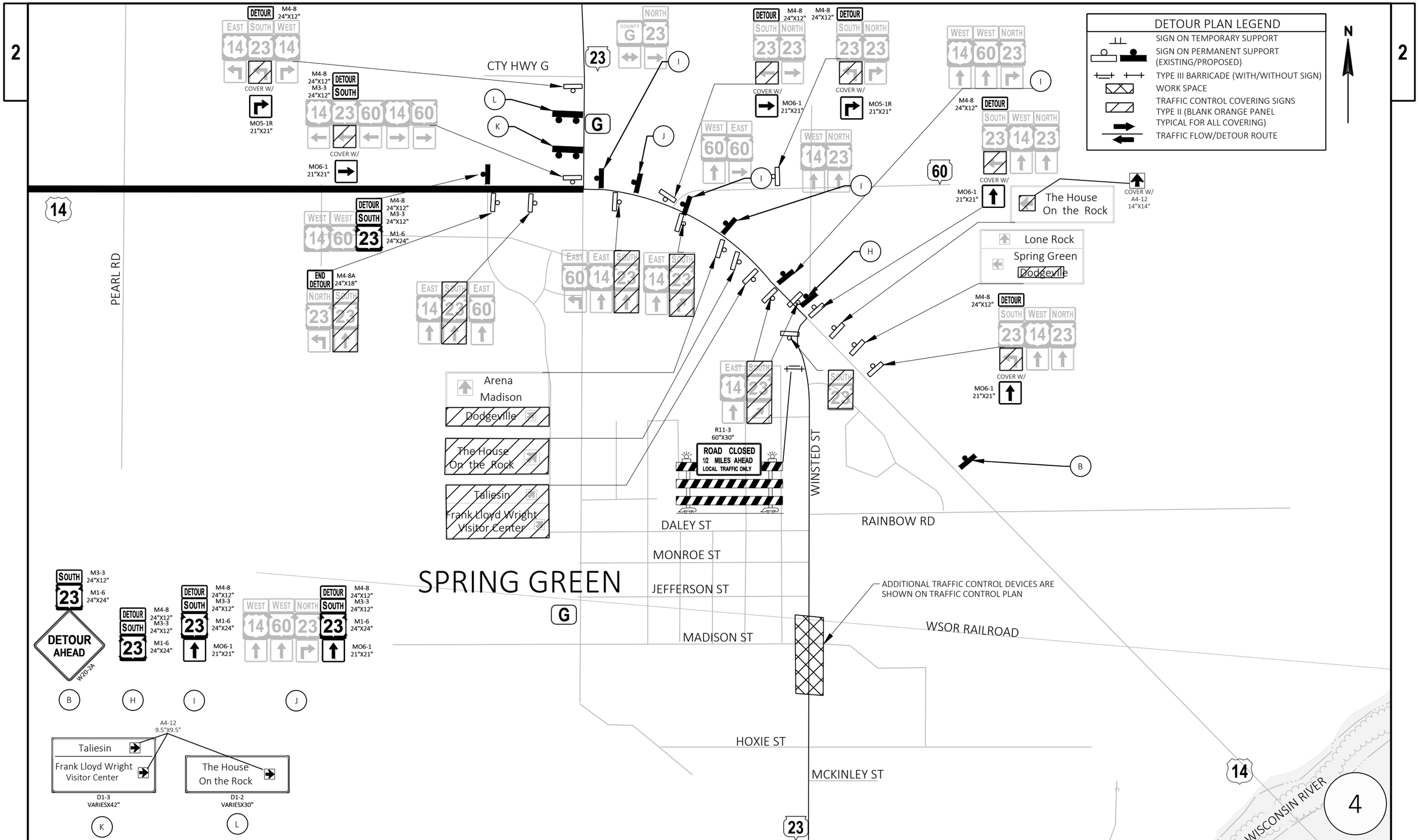
DETOUR AHEAD W20-2A

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | DETOUR PLAN - DETAIL 3 | SHEET 110 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\027002-DT.DWG PLOT DATE : 8/31/2023 4:03 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : 1 IN: 1000 FT

WISDOT/CADDS SHEET 44

3




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | DETOUR PLAN - DETAIL 4 | SHEET 111 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\027002-DT.DWG PLOT DATE : 8/31/2023 4:03 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : 1 IN: 1000 FT

WISDOT/CADDS SHEET 44

## Estimate Of Quantities

5255-01-73

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 204.0100 | Removing Concrete Pavement | SY | 140.000 | 140.000 |
| 0004 | 204.0110 | Removing Asphaltic Surface | SY | 354.000 | 354.000 |
| 0006 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 70.000 | 70.000 |
| 0008 | 204.0120 | Removing Asphaltic Surface Milling | SY | 48,100.000 | 48,100.000 |
| 0010 | 204.0150 | Removing Curb & Gutter | LF | 1,720.000 | 1,720.000 |
| 0012 | 204.0155 | Removing Concrete Sidewalk | SY | 782.000 | 782.000 |
| 0014 | 205.0100 | Excavation Common | CY | 4,410.000 | 4,410.000 |
| 0016 | 211.0101 | Prepare Foundation for Asphaltic Paving (project) 01. 5255-01-73 | EACH | 1.000 | 1.000 |
| 0018 | 213.0100 | Finishing Roadway (project) 01. 5255-01-73 | EACH | 1.000 | 1.000 |
| 0020 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 960.000 | 960.000 |
| 0022 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 2,780.000 | 2,780.000 |
| 0024 | 305.0130 | Base Aggregate Dense 3-Inch | TON | 4,420.000 | 4,420.000 |
| 0026 | 312.0110 | Select Crushed Material | TON | 150.000 | 150.000 |
| 0028 | 415.0080 | Concrete Pavement 8-Inch | SY | 1,990.000 | 1,990.000 |
| 0030 | 415.4100 | Concrete Pavement Joint Filling | SY | 2,170.000 | 2,170.000 |
| 0032 | 416.0610 | Drilled Tie Bars | EACH | 128.000 | 128.000 |
| 0034 | 455.0605 | Tack Coat | GAL | 5,800.000 | 5,800.000 |
| 0036 | 460.2000 | Incentive Density HMA Pavement | DOL | 7,130.000 | 7,130.000 |
| 0038 | 460.6223 | HMA Pavement 3 MT 58-28 S | TON | 6,420.000 | 6,420.000 |
| 0040 | 460.6424 | HMA Pavement 4 MT 58-28 H | TON | 4,720.000 | 4,720.000 |
| 0042 | 465.0105 | Asphaltic Surface | TON | 415.000 | 415.000 |
| 0044 | 465.0520 | Asphaltic Rumble Strips, Shoulder | LF | 13,440.000 | 13,440.000 |
| 0046 | 465.0560 | Asphaltic Rumble Strips, Centerline | LF | 6,090.000 | 6,090.000 |
| 0048 | 520.8000 | Concrete Collars for Pipe | EACH | 1.000 | 1.000 |
| 0050 | 521.1018 | Apron Endwalls for Culvert Pipe Steel 18-Inch | EACH | 2.000 | 2.000 |
| 0052 | 522.0112 | Culvert Pipe Reinforced Concrete Class III 12-Inch | LF | 8.000 | 8.000 |
| 0054 | 522.1012 | Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch | EACH | 1.000 | 1.000 |
| 0056 | 601.0409 | Concrete Curb & Gutter 30-Inch Type A | LF | 610.000 | 610.000 |
| 0058 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 1,110.000 | 1,110.000 |
| 0060 | 601.0600 | Concrete Curb Pedestrian | LF | 45.000 | 45.000 |
| 0062 | 602.0405 | Concrete Sidewalk 4-Inch | SF | 7,900.000 | 7,900.000 |
| 0064 | 602.0415 | Concrete Sidewalk 6-Inch | SF | 430.000 | 430.000 |
| 0066 | 602.0510 | Curb Ramp Detectable Warning Field White | SF | 550.000 | 550.000 |
| 0068 | 602.0610 | Curb Ramp Detectable Warning Field Radial White | SF | 36.000 | 36.000 |
| 0070 | 602.0810 | Concrete Driveway 6-Inch | SY | 115.000 | 115.000 |
| 0072 | 611.9705 | Salvaged Manhole Covers | EACH | 5.000 | 5.000 |
| 0074 | 611.9710 | Salvaged Inlet Covers | EACH | 7.000 | 7.000 |
| 0076 | 612.0406 | Pipe Underdrain Wrapped 6-Inch | LF | 100.000 | 100.000 |
| 0078 | 618.0100 | Maintenance And Repair of Haul Roads (project) 01. 5255-01-73 | EACH | 1.000 | 1.000 |
| 0080 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0082 | 624.0100 | Water | MGAL | 119.000 | 119.000 |
| 0084 | 625.0100 | Topsoil | SY | 1,535.000 | 1,535.000 |
| 0086 | 627.0200 | Mulching | SY | 1,535.000 | 1,535.000 |
| 0088 | 628.1504 | Silt Fence | LF | 490.000 | 490.000 |
| 0090 | 628.1520 | Silt Fence Maintenance | LF | 490.000 | 490.000 |
| 0092 | 628.1905 | Mobilizations Erosion Control | EACH | 6.000 | 6.000 |
| 0094 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 2.000 | 2.000 |
| 0096 | 628.7010 | Inlet Protection Type B | EACH | 1.000 | 1.000 |
| 0098 | 628.7015 | Inlet Protection Type C | EACH | 31.000 | 31.000 |

## Estimate Of Quantities

5255-01-73

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0100 | 628.7020 | Inlet Protection Type D | EACH | 5.000 | 5.000 |
| 0102 | 628.7504 | Temporary Ditch Checks | LF | 15.000 | 15.000 |
| 0104 | 629.0210 | Fertilizer Type B | CWT | 1.830 | 1.830 |
| 0106 | 630.0140 | Seeding Mixture No. 40 | LB | 53.900 | 53.900 |
| 0108 | 630.0500 | Seed Water | MGAL | 34.600 | 34.600 |
| 0110 | 633.5200 | Markers Culvert End | EACH | 2.000 | 2.000 |
| 0112 | 637.2210 | Signs Type II Reflective H | SF | 4.500 | 4.500 |
| 0114 | 637.2230 | Signs Type II Reflective F | SF | 49.500 | 49.500 |
| 0116 | 638.2102 | Moving Signs Type II | EACH | 14.000 | 14.000 |
| 0118 | 638.2602 | Removing Signs Type II | EACH | 4.000 | 4.000 |
| 0120 | 638.3000 | Removing Small Sign Supports | EACH | 2.000 | 2.000 |
| 0122 | 638.4000 | Moving Small Sign Supports | EACH | 14.000 | 14.000 |
| 0124 | 642.5001 | Field Office Type B | EACH | 1.000 | 1.000 |
| 0126 | 643.0300 | Traffic Control Drums | DAY | 7,524.000 | 7,524.000 |
| 0128 | 643.0420 | Traffic Control Barricades Type III | DAY | 812.000 | 812.000 |
| 0130 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 1,064.000 | 1,064.000 |
| 0132 | 643.0900 | Traffic Control Signs | DAY | 9,023.000 | 9,023.000 |
| 0134 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 13.000 | 13.000 |
| 0136 | 643.1000 | Traffic Control Signs Fixed Message | SF | 38.250 | 38.250 |
| 0138 | 643.1050 | Traffic Control Signs PCMS | DAY | 28.000 | 28.000 |
| 0140 | 643.3165 | Temporary Marking Line Paint 6-Inch | LF | 49,000.000 | 49,000.000 |
| 0142 | 643.3350 | Temporary Marking Crosswalk Removable Tape 6-inch | LF | 1,640.000 | 1,640.000 |
| 0144 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0146 | 644.1410 | Temporary Pedestrian Surface Asphalt | SF | 350.000 | 350.000 |
| 0148 | 644.1601 | Temporary Pedestrian Curb Ramp | DAY | 56.000 | 56.000 |
| 0150 | 644.1605 | Temporary Pedestrian Detectable Warning Field | SF | 20.000 | 20.000 |
| 0152 | 644.1810 | Temporary Pedestrian Barricade | LF | 1,674.000 | 1,674.000 |
| 0154 | 645.0111 | Geotextile Type DF Schedule A | SY | 45.000 | 45.000 |
| 0156 | 646.2020 | Marking Line Epoxy 6-Inch | LF | 21,050.000 | 21,050.000 |
| 0158 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 23,900.000 | 23,900.000 |
| 0160 | 646.5320 | Marking Railroad Crossing Epoxy | EACH | 2.000 | 2.000 |
| 0162 | 646.6120 | Marking Stop Line Epoxy 18-Inch | LF | 208.000 | 208.000 |
| 0164 | 646.7420 | Marking Crosswalk Epoxy Transverse Line 6-Inch | LF | 1,520.000 | 1,520.000 |
| 0166 | 646.7520 | Marking Crosswalk Epoxy Block Style 24-Inch | LF | 48.000 | 48.000 |
| 0168 | 650.4000 | Construction Staking Storm Sewer | EACH | 1.000 | 1.000 |
| 0170 | 650.4500 | Construction Staking Subgrade | LF | 400.000 | 400.000 |
| 0172 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 2,540.000 | 2,540.000 |
| 0174 | 650.7000 | Construction Staking Concrete Pavement | LF | 383.000 | 383.000 |
| 0176 | 650.8000 | Construction Staking Resurfacing Reference | LF | 12,550.000 | 12,550.000 |
| 0178 | 650.9000 | Construction Staking Curb Ramps | EACH | 56.000 | 56.000 |
| 0180 | 650.9911 | Construction Staking Supplemental Control (project) 01. 5255-01-03 | EACH | 1.000 | 1.000 |
| 0182 | 690.0150 | Sawing Asphalt | LF | 1,391.000 | 1,391.000 |
| 0184 | 690.0250 | Sawing Concrete | LF | 606.000 | 606.000 |
| 0186 | 715.0720 | Incentive Compressive Strength Concrete Pavement | DOL | 600.000 | 600.000 |
| 0188 | 740.0440 | Incentive IRI Ride | DOL | 9,275.000 | 9,275.000 |
| 0190 | 801.0117 | Railroad Flagging Reimbursement | DOL | 2,500.000 | 2,500.000 |
| 0192 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 450.000 | 450.000 |
| 0194 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 300.000 | 300.000 |
| 0196 | SPV.0060 | Special 01. Adjusting Water Service Curb Stops | EACH | 3.000 | 3.000 |

## Estimate Of Quantities

5255-01-73

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0198 | SPV.0060 | Special 02. Adjusting Water Valve Boxes | EACH | 7.000 | 7.000 |
| 0200 | SPV.0060 | Special 03. Research and Locate Existing Land Parcel Monuments | EACH | 40.000 | 40.000 |
| 0202 | SPV.0060 | Special 04. Landmark Reference Monuments | EACH | 3.000 | 3.000 |
| 0204 | SPV.0060 | Special 05. Verify and Replace Existing Land Parcel Monuments | EACH | 40.000 | 40.000 |
| 0206 | SPV.0060 | Special 06. Rectangular Rapid Flashing Beacon System STA 144+00 | EACH | 1.000 | 1.000 |
| 0208 | SPV.0060 | Special 07. Rectangular Rapid Flashing Beacon System STA 163+50 | EACH | 1.000 | 1.000 |
| 0210 | SPV.0180 | Special 01. Removing Distressed Pavement Milling | SY | 2,400.000 | 2,400.000 |

REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0150 REMOVING CURB & GUTTER LF | 204.0155 REMOVING CONCRETE SIDEWALK SY | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 128+50 | - | 128+50 | MCKINLEY ST - SE | | 9 | 31 | | 36 | 5 |
| 0010 | | | | MCKINLEY ST - NE | | 4 | 20 | 13 | 24 | 10 |
| 0010 | 132+20 | - | 132+20 | HOXIE ST - SW | | 14 | 57 | 17 | 62 | 9 |
| 0010 | | | | HOXIE ST - SE | | 10 | 41 | 21 | 46 | 10 |
| 0010 | | | | HOXIE ST - NW | | 16 | 56 | 39 | 61 | 14 |
| 0010 | | | | HOXIE ST - NE | | 11 | 40 | 15 | 44 | 10 |
| 0010 | 143+10 | - | 146+03 | SUBGRADE IMPROVEMENT LT & RT | 37 | | 610 | 124 | 140 | 86 |
| 0010 | 146+35 | - | 146+35 | RR CROSSING - SW | | 22 | 22 | 8 | 24 | 5 |
| 0010 | | | | RR CROSSING - SE | | 18 | 20 | 8 | 22 | 5 |
| 0010 | | | | RR CROSSING - NW | | 14 | | 8 | | 5 |
| 0010 | | | | RR CROSSING - NE | | 18 | | 8 | | 5 |
| 0010 | 149+75 | - | 149+75 | JEFFERSON ST - SW | | 15 | 51 | 39 | 56 | 15 |
| 0010 | | | | JEFFERSON ST - SE | | 7 | 30 | 30 | 34 | 15 |
| 0010 | | | | JEFFERSON ST - NW | | 15 | 49 | 37 | 54 | 15 |
| 0010 | | | | JEFFERSON ST - NE | | 8 | 36 | 27 | 40 | 15 |
| 0010 | 153+50 | - | 153+50 | MONROE ST - SW | | 11 | 37 | 20 | 42 | 10 |
| 0010 | | | | MONROE ST - SE | | 3 | 14 | 21 | 18 | 15 |
| 0010 | | | | MONROE ST - NW | | 14 | 44 | 18 | 50 | 10 |
| 0010 | | | | MONROE ST - NE | | 4 | 20 | 18 | 23 | 15 |
| 0010 | 157+10 | - | 157+10 | DALEY ST - SW | | 11 | 43 | 28 | 48 | 15 |
| 0010 | | | | DALEY ST - SE | | 4 | 20 | 21 | 23 | 15 |
| 0010 | | | | DALEY ST - NW | | 12 | 45 | 26 | 50 | 15 |
| 0010 | | | | DALEY ST - NE | 57 | 9 | 41 | 16 | 45 | 67 |
| 0010 | 159+00 | - | 159+00 | RAINBOW RD - SW | | 7 | 31 | 25 | 35 | 15 |
| 0010 | | | | RAINBOW RD - SE | 46 | 17 | 59 | 32 | 64 | 80 |
| 0010 | | | | RAINBOW RD - NW | | 4 | 15 | 20 | 19 | 15 |
| 0010 | | | | RAINBOW RD - NE | | 18 | 64 | 29 | 69 | 10 |
| 0010 | 163+50 | - | 163+50 | MIDBLOCK CROSSING - W | | 5 | 20 | 25 | 24 | 20 |
| 0010 | | | | MIDBLOCK CROSSING - E | | 3 | 13 | 17 | 17 | 15 |
| 0010 | 170+40 | - | 170+40 | BAKER ST - SW | | 15 | 53 | 6 | 58 | 10 |
| 0010 | | | | BAKER ST - SE | | 7 | 31 | 25 | 36 | 15 |
| 0010 | | | | BAKER ST - NW | | 11 | 37 | | 42 | 5 |
| 0010 | | | | BAKER ST - NE | | 5 | 20 | 22 | 25 | 20 |
| 0010 | 174+00 | - | 174+00 | SUNRISE DR - SE | | 8 | 30 | 12 | 35 | 10 |
| 0010 | | | | SUNRISEDR - NE | | 5 | 20 | 7 | 25 | 5 |
| | | | | TOTAL 0010 | 140 | 354 | 1,720 | 782 | 1,391 | 606 |

## MILLING

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED PAVEMENT MILLING) SY |
|---|---|---|---|---|---|---|---|
| 0010 | 45+85 | - | 142+20 | | | 34,900 | |
| 0010 | 91+50 | - | 91+50 | LEONE RD | 6 | 200 | |
| 0010 | 108+50 | - | 108+50 | OLD RIVER RD | | 200 | |
| 0010 | 128+50 | - | 128+50 | MCKINELY ST | 8 | 200 | |
| 0010 | 132+00 | - | 132+00 | HOXIE ST | 16 | 400 | |
| 0010 | 146+03 | - | 175+50 | | | 10,800 | |
| 0010 | 149+50 | - | 149+50 | JEFFERSON ST | | 200 | |
| 0010 | 153+50 | - | 153+50 | MONROE ST | 8 | 200 | |
| 0010 | 157+00 | - | 157+00 | DALEY ST | 8 | 200 | |
| 0010 | 159+00 | - | 159+00 | RAINBOW RD | 8 | 200 | |
| 0010 | 170+32 | - | 170+32 | BAKER ST | 8 | 200 | |
| 0010 | 174+00 | - | 174+00 | SUNRISE DR | 8 | 400 | |
| 0010 | | | | UNDISTRIBUTED | | | 2,400 |
| | | | | TOTAL 0010 | 70 | 48,100 | 2,400 |

## EXCAVATION

| CATEGORY | STATION | TO | STATION | LOCATION | 205.0100 EXCAVATION COMMON CY | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | 142+20 | - | 146+03 | SUBGRADE IMPROVEMENTS | 1,990 | |
| 0010 | | | | UNDISTRIBUTED | 2,420 | ADDITIONAL SUBGRADE IMPROVEMENTS |
| | | | | TOTAL 0010 | 4,410 | |

| DIVISION | FROM/TO STATION | LOCATION | 205.0100 COMMON EXCAVATION CUT (2) | 205.0100 COMMON EXCAVATION EBS EXCAVATION | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | UNEXPANDED FILL | EXPANDED FILL (13) FACTOR 1.00 | MASS ORDINATE +/- (14) | WASTE |
|---|---|---|---|---|---|---|---|---|---|---|
| DIVISION 1 | | | | | | | | | | |
| 23 EW | 142+20.00/146+03.00 | STH 23 | 1,344 | 0 | 0 | 1,344 | 0 | 0 | 1,344 | 1,344 |
| MADISON EW | 10+48.76/11+76.10 | MADIOSN STREET | 644 | 0 | 0 | 644 | 0 | 0 | 644 | 644 |
| DIVISION 1 SUBTOTAL | | | 1,988 | 0 | 0 | 1,988 | 0 | 0 | 1,988 | 1,988 |
| GRAND TOTAL | | | 1,988 | 0 | 0 | 1,988 | 0 | 0 | 1,988 | 1,988 |
| TOTAL COMMON EXC | | | 1,988 | | | | | | | |

NOTES:

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(13) EXPANDED FILL FACTOR = .00

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

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

3

BASE AGGREGATE ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 305.0130 BASE AGGREGATE DENSE 3-INCH TON | 624.0100 WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | 45+85 | - | 130+50 | STH 23 SOUTH | 770 | | | 12 | |
| 0010 | 142+20 | - | 146+03 | SUBGRADE IMPROVMENTS | | 760 | 2,240 | 45 | |
| 0010 | 170+32 | - | 175+50 | STH 23 NORTH | 30 | | | 1 | |
| 0010 | 45+85 | - | 175+50 | UNDISTRIBUTED | | 1,870 | | 28 | ADDITIONAL SUBGRADE IMPROVEMENTS |
| 0010 | 45+85 | - | 142+20 | UNDISTRIBUTED | | | 1,800 | 27 | ADDITIONAL SUBGRADE IMPROVEMENTS |
| 0010 | 155+00 | - | 175+50 | UNDISTRIBUTED | | | 380 | 6 | ADDITIONAL SUBGRADE IMPROVEMENTS |
| 0010 | 130+50 | - | 174+00 | UNDISTRIBUTED | 160 | 150 | | | CURB RAMP IMPROVEMENTS |
| | | | | TOTAL 0010 | 960 | 2,780 | 4,420 | 119 | |

SELECT CRUSHED MATERIAL

| CATEGORY | STATION | TO | STATION | LOCATION | 312.0110 SELECT CRUSHED MATERIAL TON | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | 146+50 | - | 155+00 | UNDISTRIBUTED | 150 | ADDITIONAL SUBGRADE IMPROVEMENTS |
| | | | | TOTAL 0010 | 150 | |

3

## CONCRETE PAVING

| CATEGORY | STATION | TO | STATION | LOCATION | 415.0080 CONCRETE PAVEMENT 8-INCH SY | 415.4100 CONCRETE PAVEMENT JOINT FILLING SY |
|---|---|---|---|---|---|---|
| 0010 | 142+20 | - | 146+03 | SUBGRADE IMPROVEMENTS | 1,990 | 2,170 |
| | | | | TOTAL 0010 | 1,990 | 2,170 |

## CONCRETE ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 416.0610 DRILLED TIE BARS EACH | 601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF | 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | 602.0405 CONCRETE SIDEWALK 4-INCH SF | 602.0415 CONCRETE SIDEWALK 6-INCH SF | 602.0510 CURB RAMP DETECTABLE WARNING FIELD WHITE SF | 602.0610 CURB RAMP DETECTABLE WARNING FIELD RADIAL WHITE SF | 602.0810 CONCRETE DRIVEWAY 6-INCH SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 128+50 | - | 128+50 | MCKINLEY ST - SE | 4 | | 31 | | 50 | | 10 | | | |
| 0010 | | | | MCKINLEY ST - NE | 4 | | 20 | | 90 | | 10 | | | |
| 0010 | 132+20 | - | 132+20 | HOXIE ST - SW | 4 | | 57 | | 270 | | 20 | | | |
| 0010 | | | | HOXIE ST - SE | 4 | | 41 | | 191 | | 20 | | | |
| 0010 | | | | HOXIE ST - NW | 4 | | 56 | | 389 | | 20 | | | |
| 0010 | | | | HOXIE ST - NE | 4 | | 40 | | 190 | | 20 | | | |
| 0010 | 144+00 | - | 144+00 | MADISON ST - SW | 4 | 95 | | | 383 | | 20 | | | |
| 0010 | | | | MADISON ST - SE | 4 | 95 | | | 298 | | 20 | | | |
| 0010 | | | | MADISON ST - NW | 2 | 206 | | | 426 | | 20 | | 22 | CONCRETE DRIVEWAY LT STA 145+50 |
| 0010 | | | | MADISON ST - NE | 2 | 214 | | | 313 | | 20 | | 15 | CONCRETE DRIVEWAY RT STA 145+50 |
| 0010 | 146+35 | - | 146+35 | RR CROSSING - SW | | | 22 | | 62 | | 10 | | | |
| 0010 | | | | RR CROSSING - SE | | | 20 | | 54 | | 10 | | | |
| 0010 | | | | RR CROSSING - NW | | | | | 54 | | 10 | | | |
| 0010 | | | | RR CROSSING - NE | | | | | 59 | | 10 | | | |
| 0010 | 149+75 | - | 149+75 | JEFFERSON ST - SW | 4 | | 51 | | 372 | | 20 | | | |
| 0010 | | | | JEFFERSON ST - SE | 4 | | 30 | | 255 | | 10 | | | |
| 0010 | | | | JEFFERSON ST - NW | 4 | | 49 | | 350 | | 20 | | | |
| 0010 | | | | JEFFERSON ST - NE | 4 | | 36 | | 232 | | 10 | | | |
| 0010 | 153+50 | - | 153+50 | MONROE ST - SW | 4 | | 37 | | 193 | | 20 | | | |
| 0010 | | | | MONROE ST - SE | 4 | | 14 | 5 | 178 | | 10 | | | |
| 0010 | | | | MONROE ST - NW | 4 | | 44 | | 173 | | 20 | | | |
| 0010 | | | | MONROE ST - NE | 4 | | 20 | 5 | 152 | | 10 | | | |
| 0010 | 157+10 | - | 157+10 | DALEY ST - SW | 4 | | 43 | | 350 | | 10 | 16 | | |
| 0010 | | | | DALEY ST - SE | 4 | | 20 | 5 | 181 | | 10 | | | |
| 0010 | | | | DALEY ST - NW | 4 | | 45 | | 285 | | 20 | | | |
| 0010 | | | | DALEY ST - NE | 4 | | 41 | | 183 | 49 | 10 | | 38 | |
| 0010 | 159+00 | - | 159+00 | RAINBOW RD - SW | 4 | | 31 | | 215 | | 10 | | | |
| 0010 | | | | RAINBOW RD - SE | 4 | | 59 | | | 381 | 20 | | 40 | |
| 0010 | | | | RAINBOW RD - NW | 4 | | 15 | 10 | 157 | | 10 | | | |
| 0010 | | | | RAINBOW RD - NE | 4 | | 64 | 10 | 290 | | 20 | | | |
| 0010 | 163+50 | - | 163+50 | MIDBLOCK CROSSING - W | 4 | | 20 | | 207 | | 10 | | | |
| 0010 | | | | MIDBLOCK CROSSING - E | 4 | | 13 | | 141 | | 10 | | | |
| 0010 | 170+40 | - | 170+40 | BAKER ST - SW | 2 | | 53 | 10 | 286 | | 20 | | | |
| 0010 | | | | BAKER ST - SE | 4 | | 31 | | 206 | | 10 | | | |
| 0010 | | | | BAKER ST - NW | 2 | | 37 | | 148 | | 20 | | | |
| 0010 | | | | BAKER ST - NE | 4 | | 20 | | 240 | | 10 | | | |
| 0010 | 174+00 | - | 174+00 | SUNRISE DR - SE | 4 | | 30 | | 167 | | | 20 | | |
| 0010 | | | | SUNRISEDR - NE | 4 | | 20 | | 110 | | 20 | | | |
| | | | | TOTAL 0010 | 128 | 610 | 1,110 | 45 | 7,900 | 430 | 550 | 36 | 115 | |

3

ASPHALT ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 455.0605 TACK COAT GAL | 460.6223 HMA PAVEMENT 3 MT 58-28 S TON | 460.6424 HMA PAVEMENT 4 MT 58-28 H TON | 465.0105 ASPHALTIC SURFACE TON | 465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF | 465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 35+25 | - | 182+00 | PROJECT LENGTH | 5800 | | | | | | |
| 0010 | 35+25 | - | 110+75 | 55 MPH ZONE | | | | | 13,440 | 6,090 | |
| 0010 | 45+85 | - | 128+50 | | | 3,780 | 2,940 | | | | |
| 0010 | 91+50 | - | 91+50 | LEONE RD | | 20 | 20 | | | | |
| 0010 | 108+50 | - | 108+50 | OLD RIVER RD | | 30 | 20 | | | | |
| 0010 | 128+50 | - | 142+20 | | | 620 | 480 | | | | |
| 0010 | 128+50 | - | 128+50 | MCKINELY ST | | 20 | 20 | 5 | | | |
| 0010 | 132+00 | - | 132+00 | HOXIE ST | | 50 | 40 | 15 | | | |
| 0010 | 146+03 | - | 175+50 | | | 1,360 | 1,060 | | | | |
| 0010 | 146+35 | - | 146+35 | RR CROSSING | | | | 25 | | | |
| 0010 | 149+50 | - | 149+50 | JEFFERSON ST | | 20 | 20 | 15 | | | |
| 0010 | 153+50 | - | 153+50 | MONROE ST | | 20 | 20 | 10 | | | |
| 0010 | 157+00 | - | 157+00 | DALEY ST | | 30 | 20 | 10 | | | |
| 0010 | 159+00 | - | 159+00 | RAINBOW RD | | 30 | 20 | 15 | | | |
| 0010 | 163+50 | - | 163+50 | MIDBLOCK CROSSING | | | | 5 | | | |
| 0010 | 170+32 | - | 170+32 | BAKER ST | | 30 | 20 | 10 | | | |
| 0010 | 174+00 | - | 174+00 | SUNRISE DR | | 50 | 40 | 5 | | | |
| 0010 | | | | UNDISTRIBUTED | | | | 200 | | | DISTRESSED PAVEMENT MILLING |
| 0010 | | | | UNDISTRIBUTED | | | | 100 | | | RURAL WEDGING |
| 0010 | | | | UNDISTRIBUTED | | 360 | | | | | ADDITIONAL SUBGRADE IMPROVEMENTS |
| | | | | TOTAL 0010 | 5,800 | 6,420 | 4,720 | 415 | 13,440 | 6,090 | |

DRAINAGE

| CATEGORY | STATION | TO | STATION | LOCATION | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH | 522.0112 CULVERT PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF | 633.5200 MARKERS CULVERT END EACH | 645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 111+00 | - | 111+00 | LT & RT | | 2 | | | | 2 | | |
| 0010 | 132+15 | - | 153+50 | UNDISTRIBUTED | | | | | 100 | | 45 | ADDITIONAL SUBGRADE IMPROVEMENTS |
| 0010 | 170+75 | - | 170+75 | LT | 1 | | 8 | 1 | | | | STORM SEWER PIPE EXTENSION |
| | | | | TOTAL 0010 | 1 | 2 | 8 | 1 | 100 | 2 | 45 | |

3

STORM SEWER ADJUSTMENTS

| CATEGORY | STATION | TO | STATION | LOCATION | * 611.9705 SALVAGED MANHOLE COVERS EACH | 611.9710 SALVAGED INLET COVERS EACH | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 | 143+40 | - | 143+40 | 18' LT | | 1 | SS INLET |
| 0010 | 143+40 | - | 143+40 | 2' RT | 1 | | SS MH |
| 0010 | 143+42 | - | 143+42 | 21' RT | | 1 | SS INLET |
| 0010 | 143+62 | - | 143+62 | 27' RT | | 1 | SS INLET |
| 0010 | 143+97 | - | 143+97 | 2' RT | 1 | | SS MH |
| 0010 | 144+35 | - | 144+35 | 37' RT | | 1 | SS INLET |
| 0010 | 144+54 | - | 144+54 | 18' LT | | 1 | SS INLET |
| 0010 | 144+61 | - | 144+61 | 2' RT | 1 | | SS MH |
| 0010 | 144+81 | - | 144+81 | 18' RT | | 1 | SS INLET |
| 0010 | 159+33 | - | 159+33 | 35' RT | | 1 | SS INLET |
| | | | | TOTAL 0010 | 3 | 7 | |

* APPEARS IN PLAN IN ANOTHER LOCATION

MUNICIPAL UTILITY ADJUSTMENTS

| CATEGORY | STATION | TO | STATION | LOCATION | * 611.9705 SALVAGED MANHOLE COVERS EACH | SPV.0060.01 SPECIAL (01. ADJUSTING WATER SERVICE CURB STOPS) EACH | SPV.0060.02 SPECIAL (02. ADJUSTING WATER VALVE BOXES) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 0020 | 142+75 | - | 142+75 | 21' LT | | | 1 | WV |
| 0020 | 143+81 | - | 143+81 | 69' RT | | | 1 | WV |
| 0020 | 144+07 | - | 144+07 | 16' RT | 1 | | | SAN MH |
| 0020 | 144+32 | - | 144+32 | 28' LT | | | 1 | WV |
| 0020 | 145+60 | - | 145+60 | 14' RT | 1 | | | SAN MH |
| 0020 | 149+16 | - | 149+16 | 27' LT | | | 1 | WV |
| 0020 | 153+94 | - | 153+94 | 25' LT | | | 1 | WV |
| 0020 | 159+67 | - | 159+67 | 24' LT | | | 1 | WV |
| 0020 | 169+83 | - | 169+83 | 23' LT | | | 1 | WV |
| 0020 | | | | UNDISTRIBUTED | | 3 | | WS |
| | | | | TOTAL 0020 | 2 | 3 | 7 | |

* APPEARS IN PLAN IN ANOTHER LOCATION

RESTORATION

| CATEGORY | STATION | TO | STATION | LOCATION | 625.0100 TOPSOIL SY | 627.0200 MULCHING SY | 629.0210 FERTILIZER TYPE B CWT | 630.0140 SEEDING MIXTURE NO. 40 LB | 630.0500 SEED WATER MGAL |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | 128+50 | - | 128+50 | MCKINLEY ST - SE | 33 | 33 | 0.02 | 0.6 | 0.7 |
| 0010 | | | | MCKINLEY ST - NE | 22 | 22 | 0.01 | 0.4 | 0.5 |
| 0010 | 132+20 | - | 132+20 | HOXIE ST - SW | 34 | 34 | 0.02 | 0.6 | 0.8 |
| 0010 | | | | HOXIE ST - SE | 31 | 31 | 0.02 | 0.6 | 0.7 |
| 0010 | | | | HOXIE ST - NW | 55 | 55 | 0.03 | 1.0 | 1.2 |
| 0010 | | | | HOXIE ST - NE | 20 | 20 | 0.01 | 0.4 | 0.5 |
| 0010 | 144+00 | - | 144+00 | MADISON ST - SW | 73 | 73 | 0.05 | 1.3 | 1.6 |
| 0010 | | | | MADISON ST - SE | 72 | 72 | 0.05 | 1.3 | 1.6 |
| 0010 | | | | MADISON ST - NW | 32 | 32 | 0.02 | 0.6 | 0.7 |
| 0010 | | | | MADISON ST - NE | 33 | 33 | 0.02 | 0.6 | 0.7 |
| 0010 | 143+10 | - | 146+25 | SUBGRADE IMPROVEMENT LT & RT | 211 | 211 | 0.13 | 3.8 | 4.7 |
| 0010 | 146+35 | - | 146+35 | RR CROSSING - SW | 23 | 23 | 0.01 | 0.4 | 0.5 |
| 0010 | | | | RR CROSSING - SE | 21 | 21 | 0.01 | 0.4 | 0.5 |
| 0010 | | | | RR CROSSING - NW | 21 | 21 | 0.01 | 0.4 | 0.5 |
| 0010 | | | | RR CROSSING - NE | 22 | 22 | 0.01 | 0.4 | 0.5 |
| 0010 | 149+75 | - | 149+75 | JEFFERSON ST - SW | 52 | 52 | 0.03 | 0.9 | 1.2 |
| 0010 | | | | JEFFERSON ST - SE | 48 | 48 | 0.03 | 0.9 | 1.1 |
| 0010 | | | | JEFFERSON ST - NW | 50 | 50 | 0.03 | 0.9 | 1.1 |
| 0010 | | | | JEFFERSON ST - NE | 37 | 37 | 0.02 | 0.7 | 0.8 |
| 0010 | 153+50 | - | 153+50 | MONROE ST - SW | 26 | 26 | 0.02 | 0.5 | 0.6 |
| 0010 | | | | MONROE ST - SE | 21 | 21 | 0.01 | 0.4 | 0.5 |
| 0010 | | | | MONROE ST - NW | 18 | 18 | 0.01 | 0.3 | 0.4 |
| 0010 | | | | MONROE ST - NE | 18 | 18 | 0.01 | 0.3 | 0.4 |
| 0010 | 157+10 | - | 157+10 | DALEY ST - SW | 70 | 70 | 0.04 | 1.3 | 1.6 |
| 0010 | | | | DALEY ST - SE | 29 | 29 | 0.02 | 0.5 | 0.7 |
| 0010 | | | | DALEY ST - NW | 35 | 35 | 0.02 | 0.6 | 0.8 |
| 0010 | | | | DALEY ST - NE | 29 | 29 | 0.02 | 0.5 | 0.6 |
| 0010 | 159+00 | - | 159+00 | RAINBOW RD - SW | 39 | 39 | 0.02 | 0.7 | 0.9 |
| 0010 | | | | RAINBOW RD - SE | 7 | 7 | 0.00 | 0.1 | 0.2 |
| 0010 | | | | RAINBOW RD - NW | 21 | 21 | 0.01 | 0.4 | 0.5 |
| 0010 | | | | RAINBOW RD - NE | 58 | 58 | 0.04 | 1.0 | 1.3 |
| 0010 | 163+50 | - | 163+50 | MIDBLOCK CROSSING - W | 26 | 26 | 0.02 | 0.5 | 0.6 |
| 0010 | | | | MIDBLOCK CROSSING - E | 19 | 19 | 0.01 | 0.3 | 0.4 |
| 0010 | 170+40 | - | 170+40 | BAKER ST - SW | 20 | 20 | 0.01 | 0.4 | 0.5 |
| 0010 | | | | BAKER ST - SE | 32 | 32 | 0.02 | 0.6 | 0.7 |
| 0010 | | | | BAKER ST - NW | 55 | 55 | 0.03 | 1.0 | 1.2 |
| 0010 | | | | BAKER ST - NE | 34 | 34 | 0.02 | 0.6 | 0.8 |
| 0010 | 174+00 | - | 174+00 | SUNRISE DR - SE | 32 | 32 | 0.02 | 0.6 | 0.7 |
| 0010 | | | | SUNRISEDR - NE | 11 | 11 | 0.01 | 0.2 | 0.3 |
| 0010 | | | | UNDISTRIBUTED | 45 | 45 | 0.94 | 26.9 | 1.0 |
| | | | | TOTAL 0010 | 1,535 | 1,535 | 1.83 | 53.9 | 34.6 |

3

EROSION CONTROL

| CATEGORY | STATION | TO | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7020 INLET PROTECTION TYPE D EACH | 628.7504 TEMPORARY DITCH CHECKS LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 45+85 | - | 175+50 | | | | 6 | 2 | | | | |
| 0010 | 128+50 | - | 128+50 | MCKINLEY ST | 70 | 70 | | | | | | |
| 0010 | 132+20 | - | 132+20 | HOXIE ST | 40 | 40 | | | | 6 | | |
| 0010 | 144+00 | - | 144+00 | MADISON ST | 190 | 190 | | | | 5 | 2 | |
| 0010 | 146+35 | - | 146+35 | RR CROSSING | 80 | 80 | | | | | | |
| 0010 | 149+75 | - | 149+75 | JEFFERSON ST | | | | | | 4 | 1 | |
| 0010 | 153+50 | - | 153+50 | MONROE ST | | | | | | 5 | 1 | |
| 0010 | 157+10 | - | 157+10 | DALEY ST | | | | | | 4 | 1 | |
| 0010 | 159+00 | - | 159+00 | RAINBOW RD | | | | | | 7 | | |
| 0010 | 163+50 | - | 163+50 | MIDBLOCK CROSSING | 25 | 25 | | | | | | |
| 0010 | 170+40 | - | 170+40 | BAKER ST | 45 | 45 | | | 1 | | | 15 |
| 0010 | 174+00 | - | 174+00 | SUNRISE DR | 40 | 40 | | | | | | |
| | | | | TOTAL 0010 | 490 | 490 | 6 | 2 | 1 | 31 | 5 | 15 |

3

SIGNING

| CATEGORY | STATION | | SIGN CODE | W X H | LOCATION | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 638.2102 MOVING SIGNS TYPE II EACH | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 638.4000 MOVING SMALL SIGN SUPPORTS EACH | SPV.0060.06 SPECIAL (06. RECTANGULAR RAPID FLASHING BEACON SYSTEM STA 144+00) EACH | SPV.0060.07 SPECIAL (07. RECTANGULAR RAPID FLASHING BEACON SYSTEM STA 163+50) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 128+50 | - | - | - | MCKINLEY STREET | | | 1 | | | 1 | | | |
| 0010 | 132+20 | - | - | - | HOXIE STREET | | | 3 | | | 3 | | | |
| 0010 | 143+48 | RT | W11-2 | 30 X 30 | RRFB ASSEMBLY 6A | | 6.25 | | | | | | | |
| 0010 | 143+48 | RT | W16-7L | 24 X 12 | RRFB ASSEMBLY 6A | | 2.00 | | | | | | | |
| 0010 | 143+48 | RT | R10-25 | 9 X 12 | RRFB ASSEMBLY 6A | 0.75 | | | | | | | | |
| 0010 | 143+58 | LT | W11-2 | 30 X 30 | RRFB ASSEMBLY 6B | | 6.25 | | | | | | | |
| 0010 | 143+58 | LT | W16-7L | 24 X 12 | RRFB ASSEMBLY 6B | | 2.00 | | | | | | | |
| 0010 | 143+58 | LT | R10-25 | 9 X 12 | RRFB ASSEMBLY 6B | 0.75 | | | | | | | | |
| 0010 | 144+00 | - | - | - | MADISON STREET | | | 5 | | | 5 | | | |
| 0010 | 144+41 | RT | W11-2 | 30 X 30 | RRFB ASSEMBLY 6C | | 6.25 | | | | | | | |
| 0010 | 144+41 | RT | W16-7L | 24 X 12 | RRFB ASSEMBLY 6C | | 2.00 | | | | | | | |
| 0010 | 144+41 | RT | R10-25 | 9 X 12 | RRFB ASSEMBLY 6C | 0.75 | | | | | | | | |
| 0010 | 144+49 | LT | W11-2 | 30 X 30 | RRFB ASSEMBLY 6D | | 6.25 | | | | | | | |
| 0010 | 144+49 | LT | W16-7L | 24 X 12 | RRFB ASSEMBLY 6D | | 2.00 | | | | | | | |
| 0010 | 144+49 | LT | R10-25 | 9 X 12 | RRFB ASSEMBLY 6D | 0.75 | | | | | | | | |
| 0010 | 149+75 | - | - | - | JEFFERSON STREET | | | 2 | | | 2 | | | |
| 0010 | 157+10 | - | - | - | DALEY STREET | | | 1 | | | 1 | | | |
| 0010 | 159+00 | - | - | - | RAINBOW ROAD | | | 1 | | | 1 | | | |
| 0010 | 163+47 | RT | W11-2 | 30 X 30 | RRFB ASSEMBLY 7A | | 6.25 | | | | | | | |
| 0010 | 163+47 | RT | W16-7L | 24 X 12 | RRFB ASSEMBLY 7A | | 2.00 | | | | | | | |
| 0010 | 163+47 | RT | R10-25 | 9 X 12 | RRFB ASSEMBLY 7A | 0.75 | | | | | | | | |
| 0010 | 163+50 | - | - | - | MID BLOCK | | | | 4 | 2 | | | | |
| 0010 | 163+55 | LT | W11-2 | 30 X 30 | RRFB ASSEMBLY 7B | | 6.25 | | | | | | | |
| 0010 | 163+55 | LT | W16-7L | 24 X 12 | RRFB ASSEMBLY 7B | | 2.00 | | | | | | | |
| 0010 | 163+55 | LT | R10-25 | 9 X 12 | RRFB ASSEMBLY 7B | 0.75 | | | | | | | | |
| 0010 | 170+40 | - | - | - | BAKER STREET | | | 1 | | | 1 | | | |
| | | | | | TOTAL 0010 | 4.50 | 49.50 | 14 | 4 | 2 | 14 | 0 | 0 | |
| 0030 | 144+00 | | | | MADISON STREET INT | | | | | | | 1 | | 4 TOTAL ASSEMBLIES |
| 0030 | 163+50 | | | | MID BLOCK CROSSING | | | | | | | | 1 | 2 TOTAL ASSEMBLIES |
| | | | | | TOTAL 0030 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| | | | | | PROJECT TOTAL | 5 | 50 | 14 | 4 | 2 | 14 | 1 | 1 | |

3

TRAFFIC CONTROL

| CATEGORY | LOCATION | SIGN CODE | ESTIMATED DURATION DAYS | 643.0300 TRAFFIC CONTROL DRUMS EACH | 643.0300 TRAFFIC CONTROL DRUMS DAY | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | * 643.0900 TRAFFIC CONTROL SIGNS EACH | * 643.0900 TRAFFIC CONTROL SIGNS DAY | ** 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH | 643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF | 643.1050 TRAFFIC CONTROL SIGNS PCMS DAY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | DETOUR | | 28 | | | 29 | 812 | 38 | 1,064 | 202 | 5,656 | 13 | | 28 | |
| 0010 | SHOULDER WORK | | 33 | 228 | 7,524 | | | | | 31 | 1,023 | | | | |
| 0010 | STH 130/STH 23 INT | R10-61, MOD | - | | | | | | | | | | 13.00 | | SPRING GREEN |
| 0010 | SB STH 23 | D1-2 | - | | | | | | | | | | 9.00 | | |
| 0010 | SB STH 23 | D1-3 | - | | | | | | | | | | 16.25 | | |
| | TOTAL 0010 | | | 228 | 7,524 | 29 | 812 | 38 | 1,064 | 233 | 6,679 | 13 | 38.25 | 28 | |

* APPEARS IN PLAN IN ANOTHER LOCATION
** ONE CYCLE OF TRAFFIC CONTROL COVERING SIGNS TYPE ii

PEDESTRIAN ACCOMODATIONS

| CATEGORY | STAGE | * 643.0900 TRAFFIC CONTROL SIGNS EACH | * 643.0900 TRAFFIC CONTROL SIGNS DAY | 644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF | 644.1601 TEMPORARY PEDESTRIAN CURB RAMP EACH | 644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY | 644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF | 644.1810 TEMPORARY PEDESTRIAN BARRICADE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | STAGE 1 | 16 | 280 | 350 | 2 | 56 | 20 | 318 | 28 DAYS |
| 0010 | STAGE 2 | 68 | 640 | | | | | 384 | 10 DAYS |
| 0010 | STAGE 3 | 55 | 544 | | | | | 348 | 8 DAYS |
| 0010 | STAGE 4 | 63 | 408 | | | | | 330 | 8 DAYS |
| 0010 | STAGE 5 | 61 | 472 | | | | | 294 | 8 DAYS |
| | TOTAL 0010 | 263 | 2,344 | 350 | 2.00 | 56 | 20 | 1,674 | |

* APPEARS IN PLAN IN ANOTHER LOCATION

3

PAVEMENT MARKING

| CATEGORY | STATION | TO | STATION | LOCATION | 646.5320 MARKING RAILROAD CROSSINGS EPOXY EACH | 646.6120 MARKING STOP LINE EPOXY 18-INCH LF | 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF | 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF | 646.2020 MARKING LINE EPOXY 6-INCH WHITE LF | 646.2020 MARKING LINE EPOXY 6-INCH YELLOW LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW | 643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH WHITE LF | 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 35+25 | | 110+75 | | | | | | | | | 8650 | | 11200 | CENTERLINE (W/ RUMBLE) |
| 0010 | 110+75 | - | 175+50 | | | | | | | 12600 | | | | 37800 | CENTERLINE (NO-RUMBLE) |
| 0010 | 45+85 | - | 126+70 | STH 23 RURAL | | | | | | | 15250 | | | | EDGE LINE (RURAL) |
| 0010 | 126+70 | | 175+50 | STH 23 URBAN | | | | | 8450 | | | | | | EDGE LINE (URBAN) |
| 0010 | 128+50 | - | 175+50 | STH 23 URBAN | | | | | | | | | 1640 | | TEMPORARY CROSSWALKS |
| 0010 | 128+50 | - | 128+50 | MCKINELY ST | | 18 | | | | | | | | | |
| 0010 | 132+00 | - | 132+00 | HOXIE ST | | 39 | 320 | | | | | | | | |
| 0010 | 142+80 | - | 146+10 | | 1 | | | | | | | | | | |
| 0010 | 144+00 | - | 144+00 | MADISON ST | | 41 | 354 | | | | | | | | |
| 0010 | 146+65 | - | 148+65 | | 1 | | | | | | | | | | |
| 0010 | 149+50 | - | 149+50 | JEFFERSON ST | | 18 | 204 | | | | | | | | |
| 0010 | 153+50 | - | 153+50 | MONROE ST | | 21 | 230 | | | | | | | | |
| 0010 | 157+00 | - | 157+00 | DALEY ST | | 18 | 244 | | | | | | | | |
| 0010 | 159+00 | - | 159+00 | RAINBOW RD | | 18 | 76 | | | | | | | | |
| 0010 | 163+50 | | 163+50 | MIDBLOCK CROSSING | | | | 48 | | | | | | | |
| 0010 | 170+32 | - | 170+32 | BAKER ST | | 15 | | | | | | | | | |
| 0010 | 174+00 | - | 174+00 | SUNRISE DR | | 20 | 92 | | | | | | | | |
| | | | | TOTAL 0010 | 2 | 208 | 1,520 | 48 | 21,050 | | 23,900 | | 1,640 | 49,000 | |

3

STAKING

| CATEGORY | LOCATION | 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF | 650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH |
|---|---|---|---|---|---|---|---|
| 0010 | | 1 | 400 | 2,540 | 383 | 12,550 | 56 |
| | TOTAL 0010 | 1 | 400 | 2,540 | 383 | 12,550 | 56 |

MONUMENT VERIFICATION

| CATEGORY | STATION | TO | STATION | LOCATION | SPV.0060.03 SPECIAL (03. RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS) EACH | SPV.0060.04 SPECIAL (04. LANDMARK REFERENCE MONUMENTS) EACH | SPV.0060.05 SPECIAL (05. VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS) EACH |
|---|---|---|---|---|---|---|---|
| 0010 | 117+45 | - | 117+45 | | | 1 | |
| 0010 | 143+94 | - | 143+94 | | | 1 | |
| 0010 | 170+36 | - | 170+36 | | | 1 | |
| 0010 | 130+50 | - | 174+40 | | 40 | | 40 |
| | | | | TOTAL 0010 | 40 | 3 | 40 |

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION
# TRANSPORTATION PROJECT PLAT TITLE SHEET
# PROJECT NO. 5255-01-20
## MINERAL POINT - SPRING GREEN
### WISCONSIN RIVER BRIDGE TO USH 14
## STH 23
## 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 — CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) 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

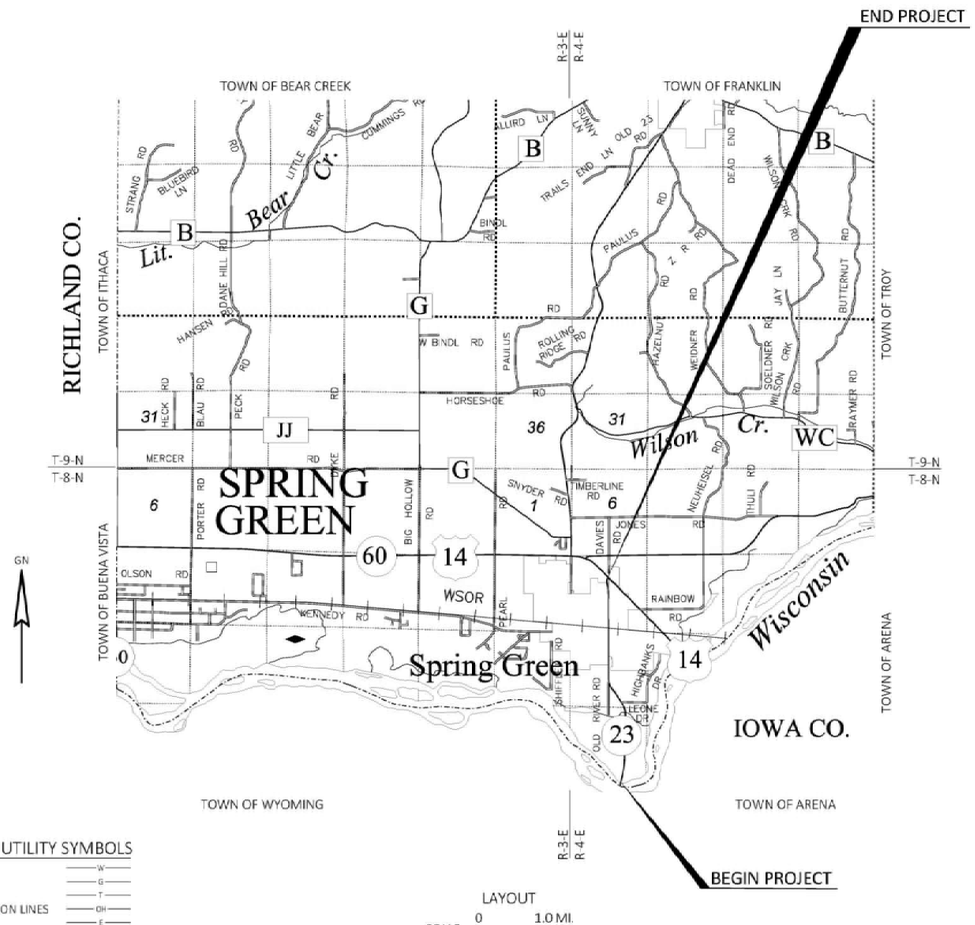
| | | | |
|---|---|---|---|
| ACCESS RIGHTS | AR | POINT OF INTERSECTION | PI |
| ACRES | AC | PROPERTY LINE | PL |
| AHEAD | AH | RECORDED AS | (100') |
| ALUMINUM | ALUM | REEL / IMAGE | R/I |
| AND OTHERS | ET AL | REFERENCE LINE | R/L |
| BACK | BK | REMAINING | REM |
| BLOCK | BLK | RESTRICTIVE 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 | NGS | | |
| NUMBER | 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

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




THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5255-01-20

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 LA CROSSE.

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 5255-01-20 -4. 01
SHEET 2 OF 2



FILE NAME : S:\PROJECTS\W11643 WISDOT - STH 23 SAUK CO. TPP\RW\5255-01-20(STH 23) TPP.DWG
LAYOUT NAME: Layout1
PLOT DATE : 4/5/2022 3:37 PM PLOT BY : KRAEMER, WES PLOT NAME : _____
APPRAISAL PLAT DATE: 4/5/2022
5255-01-20-4.01

# TRANSPORTATION PROJECT PLAT NO: 5255-01-20 – 4.01

PART OF LOT 1 BLOCK 6 POST & HOXIES ADDITION TO SPRING GREEN AND PART OF LOT 2 CERTIFIED SURVEY MAP 6404 RECORDED AS DOCUMENT 1126903 IN VOLUME 38 ON PAGES 6404-6404A, BEING LOCATED IN THE NE¼-NW¼. ALSO PART OF LOT 13 OF PETERSON'S ADDITION TO SPRING GREEN AND PART OF LOT 1 OF THE REPLAT OF THE SOUTH 21.5 FEET OF LOT 9, LOTS 10-12 OF PETERSON'S ADDITION TO THE VILLAGE OF SPRING GREEN BEING LOCATED IN THE NW¼-NE¼. ALL BEING LOCATED IN SECTION 18, TOWNSHIP 8 NORTH, RANGE 4 EAST, VILLAGE OF SPRING GREEN, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER STH 23, MINERAL POINT - SPRING GREEN, WISCONSIN RIVER BRIDGE TO USH 14, 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 LA CROSSE.

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 23 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 6404, CERTIFIED SURVEY MAP 2300, CERTIFIED SURVEY MAP 5673, PLAT OF SURVEY 14666, FAIRWAY SUBDIVISION, POST AND HOXIES ADDITION TO SPRING GREEN, PETERSON'S ADDITION TO THE VILLAGE OF SPRING GREEN, AND THE REPLAT OF THE SOUTH 21.5 FEET OF LOT 9, LOTS 10-12 OF PETERSON'S ADDITION TO THE VILLAGE OF SPRING GREEN.

EXISTING MCKINLEY STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, PLAT OF SURVEY 14666, AND FAIRWAY SUBDIVISION.

EXISTING EAST HOXIE STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 6404, PLAT OF SURVEY 14666, POST AND HOXIES ADDITION TO SPRING GREEN, PETERSON'S ADDITION TO THE VILLAGE OF SPRING GREEN, AND THE REPLAT OF THE SOUTH 21.5 FEET OF LOT 9, LOTS 10-12 OF PETERSON'S ADDITION TO THE VILLAGE OF SPRING GREEN.

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 ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF THIS DOCUMENT.

SIXTEENTH LINES LINE WERE ESTABLISHED BY SECTION BREAKDOWNS OF OBSERVED PLSS MONUMENTS.

DOCUMENT #: 1223314
Recorded: 04-07-2022 at 8:24 AM
BRENT BAILEY
SAUK COUNTY REGISTER OF DEEDS
REGISTRARS OFFICE
Sauk Co, WI
RECEIVED FOR RECORD
Fee Amount: $25.00
This document has been filed electronically

128

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5255-01-20 4.01
SHEET 1 OF 2

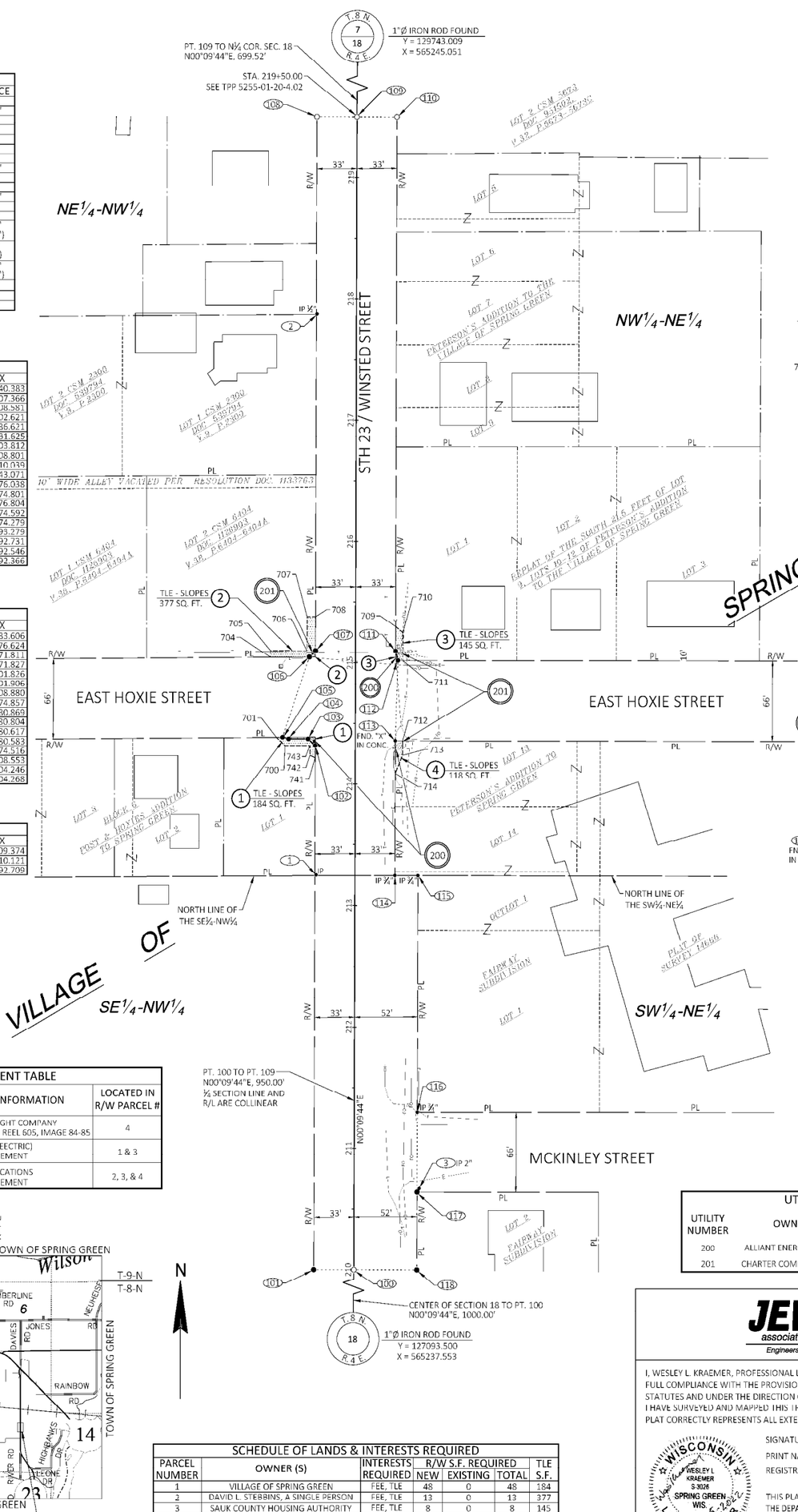
| RIGHT OF WAY COURSE TABLE | | |
|---|---|---|
| POINT TO POINT | BEARING | DISTANCE |
| 100 TO 101 | N89°50'16"W | 33.02' |
| 101 TO 102 | N00°09'40"E | 432.00' |
| 102 TO 103 | N47°12'42"W | 8.12' |
| 103 TO 104 | N89°50'16"W | 16.00' |
| 104 TO 105 | N76°49'04"W | 5.13' |
| 105 TO 106 | N18°32'28"E | 69.77' |
| 106 TO 107 | N44°17'29"E | 7.14' |
| 107 TO 108 | N00°09'40"E | 440.00' |
| 108 TO 109 | S89°50'16"E | 33.03' |
| 109 TO 110 | S89°50'16"E | 32.97' |
| 110 TO 111 | S00°09'40"W | 440.00' |
| 111 TO 112 | S14°08'49"E | 8.20' |
| 112 TO 113 | S01°55'08"W | 66.03' |
| 113 TO 114 | S00°09'40"W (N00°09'36"E) | 111.31' (111.31') |
| 114 TO 115 | S89°51'36"E (N89°51'40"W) | 19.00' (19.00') |
| 115 TO 116 | S00°09'40"W (N00°09'36"E) | 194.85' (194.85') |
| 116 TO 117 | S00°09'40"W | 66.00' |
| 117 TO 118 | S00°09'40"W | 63.91' |
| 118 TO 100 | N89°50'16"W | 51.98' |

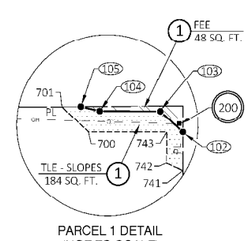
| R/W POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 100 | 210+00.00 | 0.00' RT. | 128093.496 | 565240.383 |
| 101 | 210+00.00 | 33.02' LT. | 128093.589 | 565207.366 |
| 102 | 214+32.00 | 33.02' LT. | 128275.588 | 565208.581 |
| 103 | 214+37.50 | 39.00' LT. | 128531.105 | 565202.621 |
| 104 | 214+37.50 | 55.00' LT. | 128531.150 | 565186.621 |
| 105 | 214+38.66 | 60.00' LT. | 128532.320 | 565181.625 |
| 106 | 215+04.87 | 38.00' LT. | 128598.474 | 565203.812 |
| 107 | 215+10.00 | 33.03' LT. | 128603.587 | 565208.801 |
| 108 | 219+50.00 | 33.03' LT. | 129043.586 | 565210.039 |
| 109 | 219+50.00 | 0.00' RT. | 129043.492 | 565243.071 |
| 110 | 219+50.00 | 32.97' RT. | 129043.399 | 565276.038 |
| 111 | 215+10.00 | 32.97' RT. | 128603.401 | 565274.801 |
| 112 | 215+02.06 | 35.00' RT. | 128595.454 | 565276.804 |
| 113 | 214+36.06 | 32.98' RT. | 128529.457 | 565274.592 |
| 114 | 213+24.75 | 32.98' RT. | 128418.147 | 565274.279 |
| 115 | 213+24.75 | 51.98' RT. | 128418.101 | 565293.279 |
| 116 | 211+29.91 | 51.98' RT. | 128223.256 | 565292.731 |
| 117 | 210+63.91 | 51.98' RT. | 128157.256 | 565292.546 |
| 118 | 210+00.00 | 51.98' RT. | 128093.349 | 565292.366 |

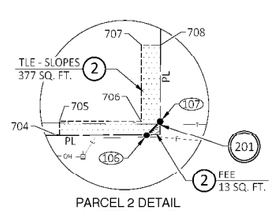
| TLE POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 700 | 214+32.00 | 58.00' LT. | 128525.658 | 565183.606 |
| 701 | 214+38.61 | 65.00' LT. | 128532.286 | 565176.624 |
| 704 | 215+04.56 | 70.00' LT. | 128598.255 | 565171.811 |
| 705 | 215+10.00 | 70.00' LT. | 128603.692 | 565171.827 |
| 706 | 215+10.00 | 40.00' LT. | 128603.607 | 565201.826 |
| 707 | 215+38.00 | 40.00' LT. | 128631.607 | 565201.906 |
| 708 | 215+38.00 | 33.03' LT. | 128631.587 | 565208.880 |
| 709 | 215+30.00 | 32.97' RT. | 128623.401 | 565274.857 |
| 710 | 215+25.00 | 39.00' RT. | 128618.384 | 565280.869 |
| 711 | 215+02.06 | 39.00' RT. | 128595.448 | 565280.804 |
| 712 | 214+36.06 | 39.00' RT. | 128529.448 | 565280.617 |
| 713 | 214+24.00 | 39.00' RT. | 128517.384 | 565280.583 |
| 714 | 214+09.00 | 32.98' RT. | 128502.401 | 565274.516 |
| 741 | 214+21.85 | 33.02' LT. | 128515.437 | 565208.553 |
| 742 | 214+23.85 | 37.34' LT. | 128517.451 | 565204.246 |
| 743 | 214+32.00 | 37.34' LT. | 128525.600 | 565204.268 |

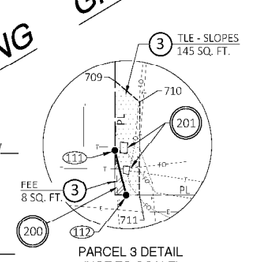
| FOUND SURVEY MONUMENTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 1 | 213+25.04 | 31.93' LT. | 128418.630 | 565209.374 |
| 2 | 217+87.18 | 32.49' LT. | 128880.761 | 565210.121 |
| 3 | 210+64.30 | 52.14' RT. | 128157.648 | 565292.709 |

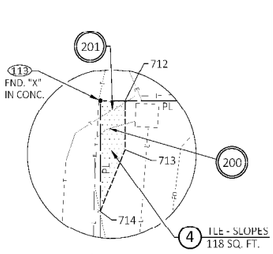
| UTILITY EASEMENT TABLE | | |
|---|---|---|
| UTILITY NUMBER | OWNER & RECORDING INFORMATION | LOCATED IN R/W PARCEL # |
| 200 | WISCONSIN POWER AND LIGHT COMPANY 12' WIDE EASEMENT, DOC. 585065, REEL 605, IMAGE 84-85 | 4 |
| 200 | ALLIANT ENERGY (ELECTRIC) NO RECORD OF EASEMENT | 1 & 3 |
| 201 | CHARTER COMMUNICATIONS NO RECORD OF EASEMENT | 2, 3, & 4 |




| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
| 200 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 201 | CHARTER COMMUNICATIONS | RELEASE OF RIGHTS |

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER (S) | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. |
| | | | NEW | EXISTING | TOTAL | |
| 1 | VILLAGE OF SPRING GREEN | FEE, TLE | 48 | 0 | 48 | 184 |
| 2 | DAVID L. STEBBINS, A SINGLE PERSON | FEE, TLE | 13 | 0 | 13 | 377 |
| 3 | SAUK COUNTY HOUSING AUTHORITY | FEE, TLE | 8 | 0 | 8 | 145 |
| 4 | RIVER VALLEY NURSING HOME, INC. | TLE | 0 | 0 | 0 | 118 |

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.

GN

SCALE, FEET
0 50' 100'

**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.

SIGNATURE: Wes Kraemer DATE: 4/5/2022
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

WISCONSIN WESLEY L KRAEMER S-3026 SPRING GREEN WIS LAND SURVEYOR 4-5-22

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

SIGNATURE: Cory Schlagel DATE: 4/5/2022
PRINT NAME: CORY SCHLAGEL

PLOT SCALE : 1:50
PLOT BY: Kraemer, Wes
PLOT DATE: 4/5/2022 3:41 PM
FILENAME: S:\Projects\W\1643 WisDOT - STH 23 Sauk Co. TPP\RW\5255-01-20(STH 23) TPP.dwg
APPRAISAL PLAT DATE: 4/5/2022

DOCUMENT #: **1233614**
Recorded: 04 21 2022 at 8:10 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
129

# TRANSPORTATION PROJECT PLAT NO: 5255-01-20 - 4.02

PART OF LOT 2 OF CERTIFIED SURVEY MAP 5229 RECORDED AS DOCUMENT 876562 IN VOLUME 29 ON PAGES 5229 AND 5229A, BEING LOCATED IN THE SE¼-SW¼ OF SECTION 7. ALSO PART OF THE SW¼-SE¼ OF SECTION 7. ALSO PART OF THE NW¼-NE¼ AND PART OF THE NE¼-NW¼ OF SECTION 18. ALL BEING LOCATED IN TOWNSHIP 8 NORTH, RANGE 4 EAST, VILLAGE OF SPRING GREEN, SAUK COUNTY, WISCONSIN.

## RELOCATION ORDER STH 23, MINERAL POINT - SPRING GREEN, WISCONSIN RIVER BRIDGE TO USH 14, 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 LA CROSSE.

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 23 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 5673, CERTIFIED SURVEY MAP 4983, CERTIFIED SURVEY MAP 5229, PLAT OF SURVEY 8394, PETERSON'S ADDITION TO THE VILLAGE OF SPRING GREEN, AND THE VILLAGE OF SPRING GREEN ORIGINAL PLAT.

EXISTING EAST MADISON STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 5229, CERTIFIED SURVEY MAP 4216, PLAT OF SURVEY 8394, AND THE VILLAGE OF SPRING GREEN ORIGINAL PLAT.

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 ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT 1233314.

SIXTEENTH LINES LINE WERE ESTABLISHED BY SECTION BREAKDOWNS OF OBSERVED PLSS MONUMENTS.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5255-01-20 4.02

GN

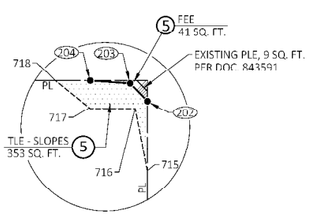
SCALE, FEET
0 50' 100'

| RIGHT OF WAY COURSE TABLE | | |
|---|---|---|
| POINT TO POINT | BEARING | DISTANCE |
| 200 TO 201 | N89°50'16"W | 33.03' |
| 201 TO 202 | N00°09'40"E | 663.00' |
| 202 TO 203 | N44°39'33"W | 9.87' |
| 203 TO 204 | N86°03'35"W | 16.03' |
| 204 TO 205 | N10°09'36"W | 61.18' |
| 205 TO 206 | N81°09'24"E | 24.30' |
| 206 TO 207 | N62°56'04"E | 10.90' |
| 207 TO 208 | N00°15'54"E | 60.00' |
| 208 TO 209 | S89°46'13"E | 33.27' |
| 209 TO 210 | S89°46'13"E | 32.73' |
| 210 TO 211 | S00°15'54"W | 27.00' |
| 211 TO 212 | S33°37'13"E | 26.24' |
| 212 TO 213 | S13°15'06"E | 84.38' |
| 213 TO 214 | S44°52'39"W | 42.64' |
| 214 TO 215 | S00°09'40"W | 636.57' |
| 215 TO 200 | N89°50'16"W | 32.97' |

| R/W POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 200 | 219+50.00 | 0.00' LT. | 129043.492 | 565243.071 |
| 201 | 219+50.00 | 33.03' LT. | 129043.586 | 565210.039 |
| 202 | 226+13.00 | 33.04' LT. | 129706.583 | 565211.904 |
| 203 | 226+20.00 | 40.00' LT. | 129713.603 | 565204.968 |
| 204 | 226+21.06 | 56.00' LT. | 129714.705 | 565188.971 |
| 205 | 226+81.17 | 67.00' LT. | 129774.925 | 565178.179 |
| 206 | 226+85.00 | 43.00' LT. | 129778.662 | 565202.194 |
| 207 | 226+90.00 | 33.31' LT. | 129783.623 | 565211.903 |
| 208 | 227+50.00 | 33.27' LT. | 129843.622 | 565212.180 |
| 209 | 227+50.00 | 0.00' LT. | 129843.489 | 565245.454 |
| 210 | 227+50.00 | 32.73' RT. | 129843.357 | 565278.180 |
| 211 | 227+23.00 | 32.71' RT. | 129816.358 | 565278.055 |
| 212 | 226+99.00 | 43.32' RT. | 129792.314 | 565288.570 |
| 213 | 226+16.87 | 62.95' RT. | 129710.177 | 565307.913 |
| 214 | 225+86.57 | 32.96' RT. | 129679.964 | 565277.829 |
| 215 | 219+50.00 | 32.97' RT. | 129043.399 | 565276.038 |

| TLE POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 715 | 225+85.00 | 33.04' LT. | 129678.583 | 565211.825 |
| 716 | 226+10.00 | 38.00' LT. | 129703.597 | 565206.939 |
| 717 | 226+10.00 | 56.00' LT. | 129703.648 | 565188.939 |
| 718 | 226+21.01 | 70.00' LT. | 129714.700 | 565174.971 |
| 719 | 226+81.11 | 72.00' LT. | 129774.885 | 565173.178 |
| 720 | 226+85.00 | 72.00' LT. | 129778.778 | 565173.194 |
| 721 | 226+88.00 | 43.00' LT. | 129781.662 | 565202.206 |
| 722 | 227+17.00 | 33.29' LT. | 129810.622 | 565212.028 |
| 723 | 227+35.00 | 32.72' RT. | 129828.357 | 565278.110 |
| 724 | 226+99.05 | 48.31' RT. | 129792.349 | 565293.564 |
| 725 | 225+98.73 | 45.00' RT. | 129692.094 | 565289.907 |
| 726 | 225+90.00 | 45.00' RT. | 129683.362 | 565289.882 |
| 727 | 225+74.00 | 32.96' RT. | 129667.396 | 565277.794 |

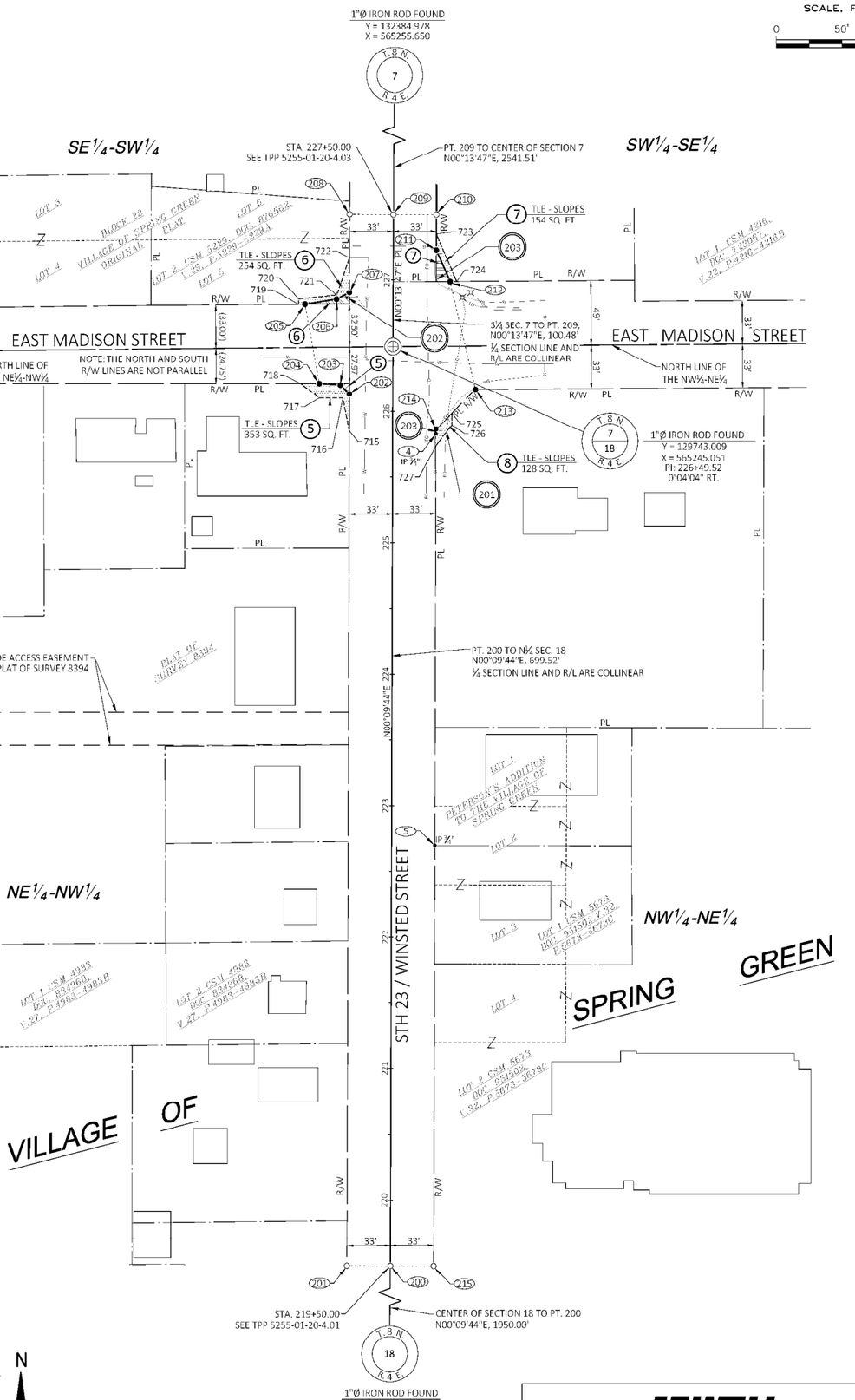
| FOUND SURVEY MONUMENTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 4 | 225+83.76 | 32.80' RT. | 129677.155 | 565277.663 |
| 5 | 222+69.80 | 32.96' RT. | 129363.201 | 565276.939 |




PARCEL 5 DETAIL
(NOT TO SCALE)

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
| 201 | CHARTER COMMUNICATIONS | RELEASE OF RIGHTS |
| 202 | VILLAGE OF SPRING GREEN (WATER) | RELEASE OF RIGHTS |
| 203 | ALLIANT ENERGY (GAS) | RELEASE OF RIGHTS |
| 204 | FRONTIER NORTH, INC. | RELEASE OF RIGHTS |

| UTILITY EASEMENT TABLE | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) & RECORDING INFORMATION | LOCATED IN R/W PARCEL # |
| 201 | CHARTER - NO RECORD OF EASEMENT | 8 |
| 202 | VILLAGE OF SPRING GREEN (WATER) NO RECORD OF EASEMENT | 6 |
| 203 | ALLIANT ENERGY (GAS) - NO RECORD OF EASEMENT | 7 & 8 |
| 204 | GENERAL TELEPHONE COMPANY OF WISCONSIN DOC. 370202, V.356, P.343-344 | 8 |




N

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER(S) | INTERESTS REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
| 5 | ARTHUR D. BARYENBRUCH AND CHARLOTTE M. BARYENBRUCH, HIS WIFE, AS JOINT TENNANTS | FEE, TLE | 41 | 0 | 41 | 353 |
| 6 | STEPHEN FISK AND SUSAN KIMBALL | FEE, TLE | 101 | 0 | 101 | 254 |
| 7 | BARBARA J. NELSON, A SINGLE PERSON | FEE, TLE | 128 | 1678 | 1806 | 154 |
| 8 | DAVID J. CHAPMAN, AND MEGAN M. HYDE, AS HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY | TLE | 0 | 0 | 0 | 128 |

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.

**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: _____ DATE: 4/13/2022
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

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

SIGNATURE: _____ DATE: 4/13/2022
PRINT NAME: CORY SCHLAGEL

PLOT SCALE : 1:50
PLOT BY: Kraemer, Wes
PLOT DATE: 4/13/2022 3:44 PM
FILENAME: S:\Projects\W;1643 WisDOT - STH 23 Sauk Co. TPP\RW\5255-01-20(STH 23) TPP.dwg
APPRAISAL PLAT DATE: _____ 4/13/2022

DOCUMENT #: 1233565
Recorded: 04 13 2022 at 10:15 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
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# TRANSPORTATION PROJECT PLAT NO: 5255-01-20 - 4.03

PART OF LOT 10 BLOCK 21 AND PART OF LOTS 7 AND 12 BLOCK 8 VILLAGE OF SPRING GREEN ORIGINAL PLAT, ALL BEING LOCATED IN THE SE¼-SW¼ OF SECTION 7. ALSO PART OF LOT 1 OF CERTIFIED SURVEY MAP 4245, RECORDED AS DOCUMENT 727011 IN VOLUME 22 ON PAGES 4245 AND 4245A, BEING LOCATED IN THE SW¼-SE¼ OF SECTION 7. *ALSO PART OF THE SW¼-SE¼ OF SECTION 7. ALL BEING LOCATED IN TOWNSHIP 8 NORTH, RANGE 4 EAST, VILLAGE OF SPRING GREEN, SAUK COUNTY, WISCONSIN.*

## RELOCATION ORDER STH 23, MINERAL POINT - SPRING GREEN, WISCONSIN RIVER BRIDGE TO USH 14, 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 LA CROSSE.

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 23 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 5229, CERTIFIED SURVEY MAP 1929, CERTIFIED SURVEY MAP 1932, CERTIFIED SURVEY MAP 4245, AND THE VILLAGE OF SPRING GREEN ORIGINAL PLAT.

EXISTING EAST JEFFERSON STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, RIGHT OF WAY PROJECT 5916-00-01, AND THE VILLAGE OF SPRING GREEN ORIGINAL PLAT.

EXISTING EAST MONROE STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21 AND THE VILLAGE OF SPRING GREEN ORIGINAL PLAT.

EXISTING FORMER RAILROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 1929, CERTIFIED SURVEY MAP 1932, AND CERTIFIED SURVEY MAP 4216.

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 ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT 1233314.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5255-01-20 4.03

GN

SCALE, FEET
0 50' 100'

PLOT SCALE : 1:50
PLOT BY: Kraemer, Wes
PLOT DATE: 4/12/2022 4:48 PM

### RIGHT OF WAY COURSE TABLE

| POINT TO POINT | BEARING | DISTANCE |
|---|---|---|
| 300 TO 301 | N89°46'13"W | 33.27' |
| 301 TO 302 | N00°15'54"E | 110.66' |
| 302 TO 303 | N00°07'35"E | 66.23' |
| 303 TO 304 | N00°35'20"W | 267.86' |
| 304 TO 305 | N00°48'14"E | 66.02' |
| 305 TO 306 | N00°00'10"E | 305.78' |
| 306 TO 307 | N00°00'10"E | 66.01' |
| 307 TO 308 | N00°00'10"E | 67.47' |
| 308 TO 309 | S89°46'13"E | 38.23' |
| 309 TO 310 | S89°46'13"E | 27.77' |
| 310 TO 311 | S00°00'10"W | 435.34' |
| 311 TO 312 | S00°50'02"W | 66.00' |
| 312 TO 313 | S00°35'20"E | 260.70' |
| 313 TO 314 | S00°04'58"W | 100.36' |
| 314 TO 315 | S00°15'54"W | 87.63' |
| 315 TO 300 | N89°46'13"W | 32.73' |

### R/W POINTS

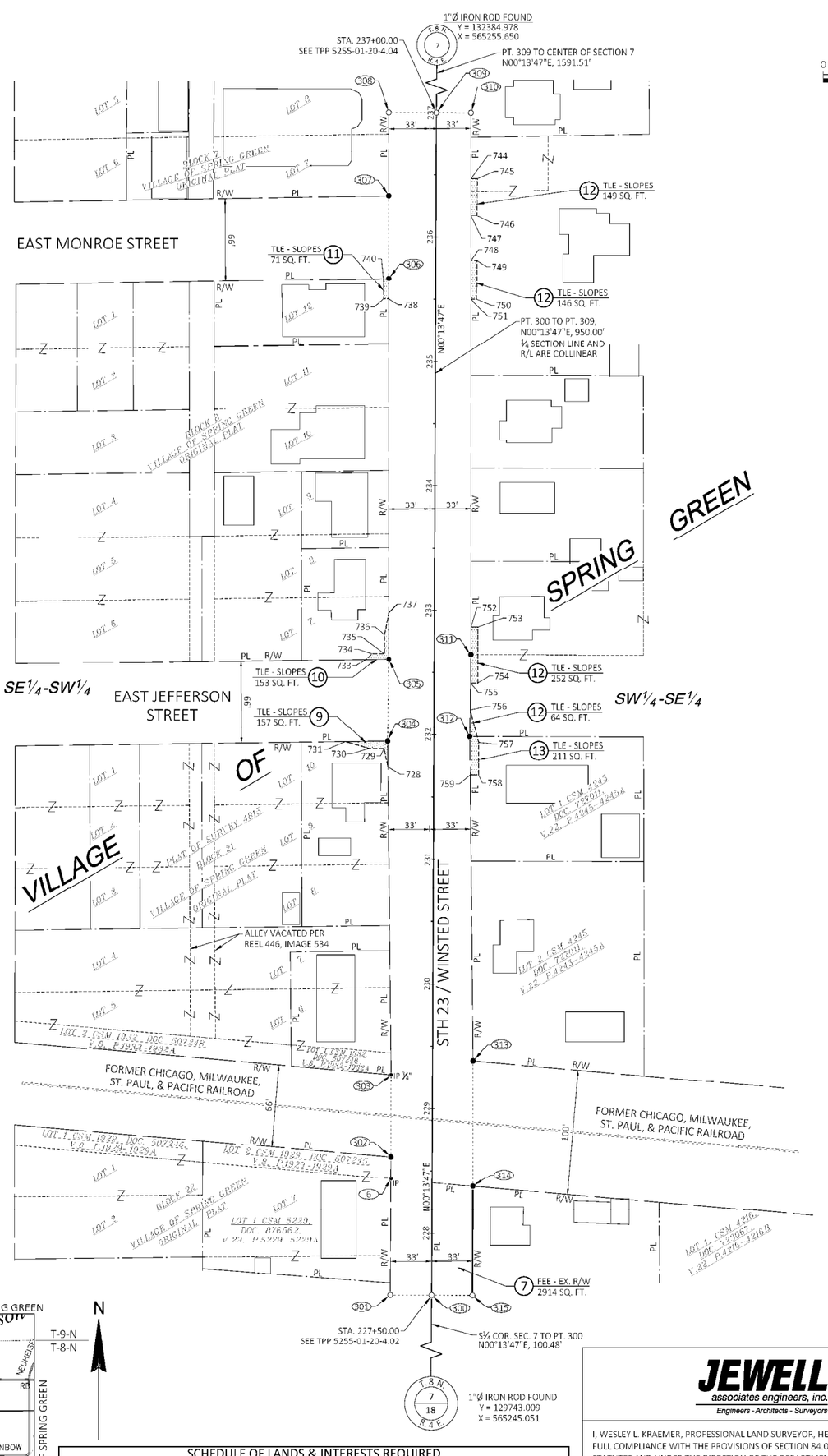
| PT # | STATION | OFFSET | Y | X |
|---|---|---|---|---|
| 300 | 227+50.00 | 0.00' LT. | 129843.489 | 565245.454 |
| 301 | 227+50.00 | 33.27' LT. | 129843.622 | 565212.180 |
| 302 | 228+60.66 | 33.21' LT. | 129954.282 | 565212.691 |
| 303 | 229+26.89 | 33.33' LT. | 130020.514 | 565212.838 |
| 304 | 231+94.72 | 37.15' LT. | 130288.358 | 565210.085 |
| 305 | 232+60.74 | 36.49' LT. | 130354.375 | 565211.011 |
| 306 | 235+66.52 | 37.70' LT. | 130660.156 | 565211.026 |
| 307 | 236+32.53 | 37.97' LT. | 130726.165 | 565211.029 |
| 308 | 237+00.00 | 38.23' LT. | 130793.634 | 565211.032 |
| 309 | 237+00.00 | 0.00' LT. | 130793.481 | 565249.265 |
| 310 | 237+00.00 | 27.77' RT. | 130793.370 | 565277.032 |
| 311 | 232+66.66 | 29.49' RT. | 130358.025 | 565277.011 |
| 312 | 231+98.66 | 28.80' RT. | 130292.028 | 565276.051 |
| 313 | 229+37.98 | 32.52' RT. | 130031.339 | 565278.730 |
| 314 | 228+37.63 | 32.78' RT. | 129930.982 | 565278.585 |
| 315 | 227+50.00 | 32.73' RT. | 129843.357 | 565278.180 |

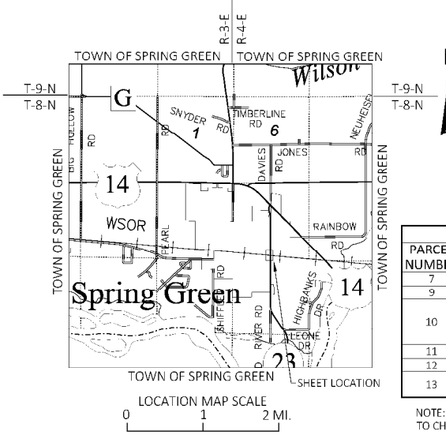
### TLE POINTS

| PT # | STATION | OFFSET | Y | X |
|---|---|---|---|---|
| 728 | 231+74.00 | 36.86' LT. | 130267.633 | 565210.298 |
| 729 | 231+89.00 | 40.00' LT. | 130282.646 | 565207.216 |
| 730 | 231+89.00 | 52.00' LT. | 130282.694 | 565195.216 |
| 731 | 231+94.16 | 71.00' LT. | 130287.933 | 565176.237 |
| 733 | 232+60.44 | 55.00' LT. | 130354.142 | 565192.502 |
| 734 | 232+65.00 | 50.00' LT. | 130358.685 | 565197.521 |
| 735 | 232+65.00 | 40.00' LT. | 130358.645 | 565207.520 |
| 736 | 232+80.00 | 40.00' LT. | 130373.645 | 565207.583 |
| 737 | 232+98.00 | 36.64' LT. | 130391.631 | 565211.013 |
| 738 | 235+50.00 | 37.64' LT. | 130643.633 | 565211.025 |
| 739 | 235+50.00 | 42.00' LT. | 130643.651 | 565206.664 |
| 740 | 235+66.43 | 42.00' LT. | 130660.085 | 565206.730 |
| 744 | 235+47.00 | 27.98' RT. | 130740.369 | 565277.030 |
| 745 | 235+47.00 | 33.00' RT. | 130740.349 | 565282.052 |
| 746 | 235+17.00 | 33.00' RT. | 130710.349 | 565281.932 |
| 747 | 235+17.00 | 28.10' RT. | 130710.369 | 565277.028 |
| 748 | 235+81.00 | 28.24' RT. | 130674.369 | 565277.027 |
| 749 | 235+81.00 | 33.00' RT. | 130674.350 | 565281.786 |
| 750 | 235+50.00 | 33.00' RT. | 130643.350 | 565281.663 |
| 751 | 235+50.00 | 28.36' RT. | 130643.368 | 565277.025 |
| 752 | 232+87.00 | 29.40' RT. | 130380.366 | 565277.017 |
| 753 | 232+87.00 | 35.00' RT. | 130380.344 | 565282.608 |
| 754 | 232+42.00 | 35.00' RT. | 130335.344 | 565282.428 |
| 755 | 232+42.00 | 29.25' RT. | 130335.367 | 565276.681 |
| 756 | 232+20.00 | 29.02' RT. | 130313.368 | 565276.361 |
| 757 | 231+94.00 | 36.00' RT. | 130287.341 | 565283.235 |
| 758 | 231+68.00 | 36.00' RT. | 130261.341 | 565283.131 |
| 759 | 231+68.00 | 29.24' RT. | 130261.368 | 565276.366 |

### FOUND SURVEY MONUMENTS

| PT # | STATION | OFFSET | Y | X |
|---|---|---|---|---|
| 6 | 228+43.44 | 33.00' LT. | 129937.059 | 565212.833 |




### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTERESTS REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
|---|---|---|---|---|---|---|
| 7 | BARBARA J. NELSON, A SINGLE PERSON | FEE | 0 | 2914 | 2914 | 0 |
| 9 | BETTY J. HILL, A SINGLE PERSON | TLE | 0 | 0 | 0 | 157 |
| 10 | STEPHEN FISK, AN UNMARRIED PERSON, AND SUSAN KIMBALL, AN UNMARRIED PERSON, AND PETER FISK, AN UNMARRIED PERSON, AS JOINT TENANTS WITH RIGHTS OF SURVIVORSHIP | TLE | 0 | 0 | 0 | 153 |
| 11 | LINDSAY RICHARDS | TLE | 0 | 0 | 0 | 71 |
| 12 | WILLIAM J. HUTTER | TLE | 0 | 0 | 0 | 611 |
| 13 | DAVID HANSON AND KELLY ROBERTS-HANSON, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY | TLE | 0 | 0 | 0 | 211 |

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.

**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.

SIGNATURE: Wes Kraemer DATE: 4/12/2022
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

WISCONSIN · WESLEY L KRAEMER · S-3026 · SPRING GREEN, WIS. · 12-12-22 · LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlagel DATE: 4/12/2022
PRINT NAME: CORY SCHLAGEL

FILENAME: S:\Projects\W\1643 WisDOT - STH 23 Sauk Co. TPP\RW\5255-01-20(STH 23) TPP.dwg
APPRAISAL PLAT DATE: ____ 4/12/2022

DOCUMENT #: **1233566**
Recorded: 04 13 2022 at 10:16 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
celly
131

# TRANSPORTATION PROJECT PLAT NO: 5255-01-20 - 4.04

PART OF LOT 1 OF CERTIFIED SURVEY MAP 1339 RECORDED AS DOCUMENT 457513 IN VOLUME 5 ON PAGES 1339-1339A BEING LOCATED IN THE NW¼-SE¼. ALSO PART OF LOT 12 BLOCK 7 VILLAGE OF SPRING GREEN ORIGINAL PLAT, BEING LOCATED IN THE SE¼-SW¼. ALSO PART OF THE SW¼-SE¼, PART OF THE NW¼-SE¼, AND PART OF THE NE¼-SW¼. ALL BEING LOCATED IN SECTION 7, TOWNSHIP 8 NORTH, RANGE 4 EAST, VILLAGE OF SPRING GREEN, SAUK COUNTY, WISCONSIN.

## RELOCATION ORDER STH 23, MINERAL POINT - SPRING GREEN, WISCONSIN RIVER BRIDGE TO USH 14, 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 LA CROSSE.

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 23 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 1339, CERTIFIED SURVEY MAP 2182, CERTIFIED SURVEY MAP 2732, CERTIFIED SURVEY MAP 4997, PLAT OF SURVEY 2109, AND THE VILLAGE OF SPRING GREEN ORIGINAL PLAT.

EXISTING EAST DALEY STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, PLAT OF SURVEY 3941, AND THE VILLAGE OF SPRING GREEN ORIGINAL PLAT.

EXISTING RAINBOW ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CSM 1339, CSM 3375, AND THE PRAIRIE.

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 ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT 1233314.

SIXTEENTH LINES LINE WERE ESTABLISHED BY SECTION BREAKDOWNS OF OBSERVED PLSS MONUMENTS.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5255-01-20 4.04

GN

SCALE, FEET
0 50' 100'

PLOT SCALE : 1:50
PLOT BY: Kraemer, Wes
PLOT DATE: 4/12/2022 4:48 PM

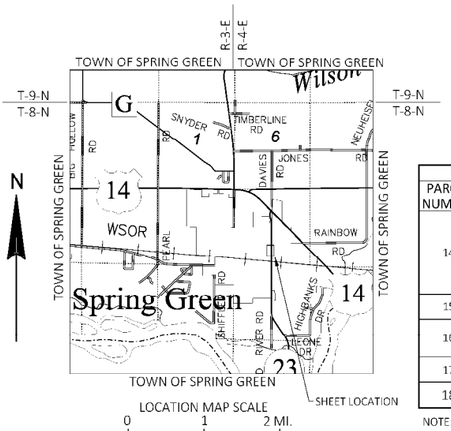
| RIGHT OF WAY COURSE TABLE | | |
|---|---|---|
| POINT TO POINT | BEARING | DISTANCE |
| 400 TO 401 | N89°46'13"W | 38.23' |
| 401 TO 402 | N00°00'10"E | 205.00' |
| 402 TO 403 | N36°17'54"W | 22.60' |
| 403 TO 404 | N00°13'47"E | 7.50' |
| 404 TO 405 | N08°49'37"W | 66.70' |
| 405 TO 406 | N45°40'05"E | 2.81' |
| 406 TO 407 | S89°46'13"E | 4.58' |
| 407 TO 408 | N00°00'10"E | 501.59' |
| 408 TO 409 | S89°46'13"E | 58.40' |
| 409 TO 410 | S89°46'13"E | 24.60' |
| 410 TO 411 | S00°00'10"W | 296.00' |
| 411 TO 412 | S44°36'42"E | 10.25' |
| 412 TO 413 | S01°30'24"E | 66.00' |
| 413 TO 414 | S45°42'50"W | 12.49' |
| 414 TO 415 | S00°00'10"W | 422.00' |
| 415 TO 400 | N89°46'13"W | 27.77' |

| R/W POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 400 | 237+00.00 | 0.00' LT. | 130793.481 | 565249.265 |
| 401 | 237+00.00 | 38.23' LT. | 130793.634 | 565211.032 |
| 402 | 239+05.00 | 39.05' LT. | 130998.636 | 565211.042 |
| 403 | 239+23.16 | 52.50' LT. | 131016.854 | 565197.661 |
| 404 | 239+30.66 | 52.50' LT. | 131024.349 | 565197.691 |
| 405 | 239+96.53 | 63.00' LT. | 131090.262 | 565187.455 |
| 406 | 239+98.50 | 61.00' LT. | 131092.223 | 565189.463 |
| 407 | 239+98.50 | 56.42' LT. | 131092.205 | 565194.047 |
| 408 | 245+00.00 | 58.40' LT. | 131593.709 | 565194.071 |
| 409 | 245+00.00 | 0.00' RT. | 131593.474 | 565252.475 |
| 410 | 245+00.00 | 24.60' RT. | 131593.376 | 565277.071 |
| 411 | 242+04.00 | 25.77' RT. | 131297.373 | 565277.057 |
| 412 | 241+96.73 | 33.00' RT. | 131290.074 | 565284.258 |
| 413 | 241+30.76 | 35.00' RT. | 131224.093 | 565285.993 |
| 414 | 241+22.00 | 26.09' RT. | 131215.373 | 565277.053 |
| 415 | 237+00.00 | 27.77' RT. | 130793.370 | 565277.032 |

| TLE POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 760 | 238+96.00 | 39.01' LT. | 130989.636 | 565211.042 |
| 761 | 239+11.42 | 54.00' LT. | 131005.113 | 565196.114 |
| 762 | 239+30.64 | 54.00' LT. | 131024.336 | 565196.191 |
| 763 | 239+96.48 | 67.00' LT. | 131089.226 | 565183.455 |
| 764 | 240+04.50 | 56.44' LT. | 131098.205 | 565194.047 |
| 765 | 242+31.00 | 25.66' RT. | 131324.374 | 565277.058 |
| 766 | 242+27.00 | 28.00' RT. | 131320.364 | 565279.379 |
| 767 | 242+06.00 | 28.00' RT. | 131299.365 | 565279.295 |
| 768 | 242+06.00 | 41.00' RT. | 131299.312 | 565292.295 |
| 769 | 241+97.02 | 48.00' RT. | 131290.305 | 565299.229 |
| 770 | 241+30.97 | 46.00' RT. | 131224.262 | 565296.994 |
| 771 | 241+16.00 | 46.00' RT. | 131209.293 | 565296.934 |
| 772 | 241+08.00 | 39.00' RT. | 131201.321 | 565289.902 |
| 773 | 241+08.00 | 26.15' RT. | 131201.373 | 565277.052 |
| 774 | 240+25.00 | 26.48' RT. | 131118.372 | 565277.048 |
| 775 | 240+25.00 | 39.00' RT. | 131118.322 | 565289.569 |
| 776 | 239+94.00 | 39.00' RT. | 131087.322 | 565289.444 |
| 777 | 239+79.00 | 26.66' RT. | 131072.372 | 565277.046 |
| 778 | 239+58.00 | 26.74' RT. | 131051.372 | 565277.045 |
| 779 | 239+47.00 | 32.00' RT. | 131040.351 | 565282.256 |
| 780 | 239+30.50 | 32.00' RT. | 131023.851 | 565282.190 |
| 781 | 239+30.50 | 26.85' RT. | 131023.871 | 565277.044 |

| FOUND SURVEY MONUMENTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 7 | 237+31.61 | 38.08' LT. | 130825.248 | 565211.311 |
| 8 | 239+27.90 | 268.30' LT. | 131022.453 | 564981.883 |




| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
| 204 | FRONTIER NORTH, INC. | RELEASE OF RIGHTS |

| UTILITY EASEMENT TABLE | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) & RECORDING INFORMATION | LOCATED IN R/W PARCEL # |
| 204 | GENERAL TELEPHONE COMPANY OF WISCONSIN<br>1 ROD WIDE EASEMENT, DOC. 370892, V. 357, P. 231-232 | 16 |
| 204 | GENERAL TELEPHONE COMPANY OF WISCONSIN<br>2 ROD WIDE EASEMENT, DOC. 370250, V. 356, P. 352 | 17 |

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER(S) | INTERESTS REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
| 14 | CORNELIUS OLSON AND SHIRLEY R. OLSON, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY, AN UNDIVIDED ONE-HALF INTEREST, AND AS TENANTS IN COMMON WITH GERALD T. RYAN AND TANYA L. RYAN, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY, AN UNDIVIDED ONE-HALF INTEREST | FEE, TLE | 223 | 0 | 223 | 179 |
| 15 | JOSEPH F. LOUIS AND BARBARA A. LOUIS, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY | FEE, TLE | 11 | 0 | 11 | 31 |
| 16 | DAWN M. TENNANT AND HEIDI L. GROSSKOPF, AS EQUAL TENANTS IN COMMON; ROBERT L. TENNANT AND JANICE M. TENNANT LIFE ESTATE | FEE, TLE | 27 | 0 | 27 | 199 |
| 17 | JOSEPH F. LOUIS AND BARBARA A. LOUIS, HIS WIFE, D/B/A LOUIS SHELL STATION, A WISCONSIN PARTNERSHIP | FEE, TLE | 38 | 0 | 38 | 828 |
| 18 | JAMES C. RETRUM AND LINDA C. RETRUM, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY | TLE | 0 | 0 | 0 | 152 |

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.

**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: 4/12/2022
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: 4/12/2022
PRINT NAME: CORY SCHLAGEL

FILENAME: S:\Projects\W\1643 WisDOT - STH 23 Sauk Co. TPP\RW\5255-01-20\STH 23\ TPP.dwg
APPRAISAL PLAT DATE: ____ 4/12/2022

DOCUMENT #: **1233615**
Recorded: 04 21 2020 at 8:15 AM
BRENT BAILEY
SAUK COUNTY REGISTER OF DEEDS
REGISTRAR'S OFFICE
Sauk Co, WI
RECEIVED FOR RECORD
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132

# TRANSPORTATION PROJECT PLAT NO: 5255-01-20 - 4.05

PART OF LOT 1 OF CERTIFIED SURVEY MAP 4997 RECORDED AS DOCUMENT 837108 IN VOLUME 27 ON PAGES 4997-4997A BEING LOCATED IN THE NW¼-SE¼ OF SECTION 7, TOWNSHIP 8 NORTH, RANGE 4 EAST, VILLAGE OF SPRING GREEN, SAUK COUNTY, WISCONSIN.

## RELOCATION ORDER STH 23, MINERAL POINT - SPRING GREEN, WISCONSIN RIVER BRIDGE TO USH 14, 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 LA CROSSE.

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 23 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 4997, CERTIFIED SURVEY MAP 2801, CERTIFIED SURVEY MAP 893, CERTIFIED SURVEY MAP 2999, CERTIFIED SURVEY MAP 3376, AND SUNRISE SUBDIVISION.

EXISTING EAST BAKER STREET RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21 AND CERTIFIED SURVEY MAP 2999.

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 ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT 1233314.

SIXTEENTH LINES LINE WERE ESTABLISHED BY SECTION BREAKDOWNS OF OBSERVED PLSS MONUMENTS.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5255-01-20 4.05

GN

SCALE, FEET
0 50' 100'

PLOT SCALE : 1:50

PLOT BY: Kraemer, Wes

PLOT DATE: 4/13/2022 3:34 PM

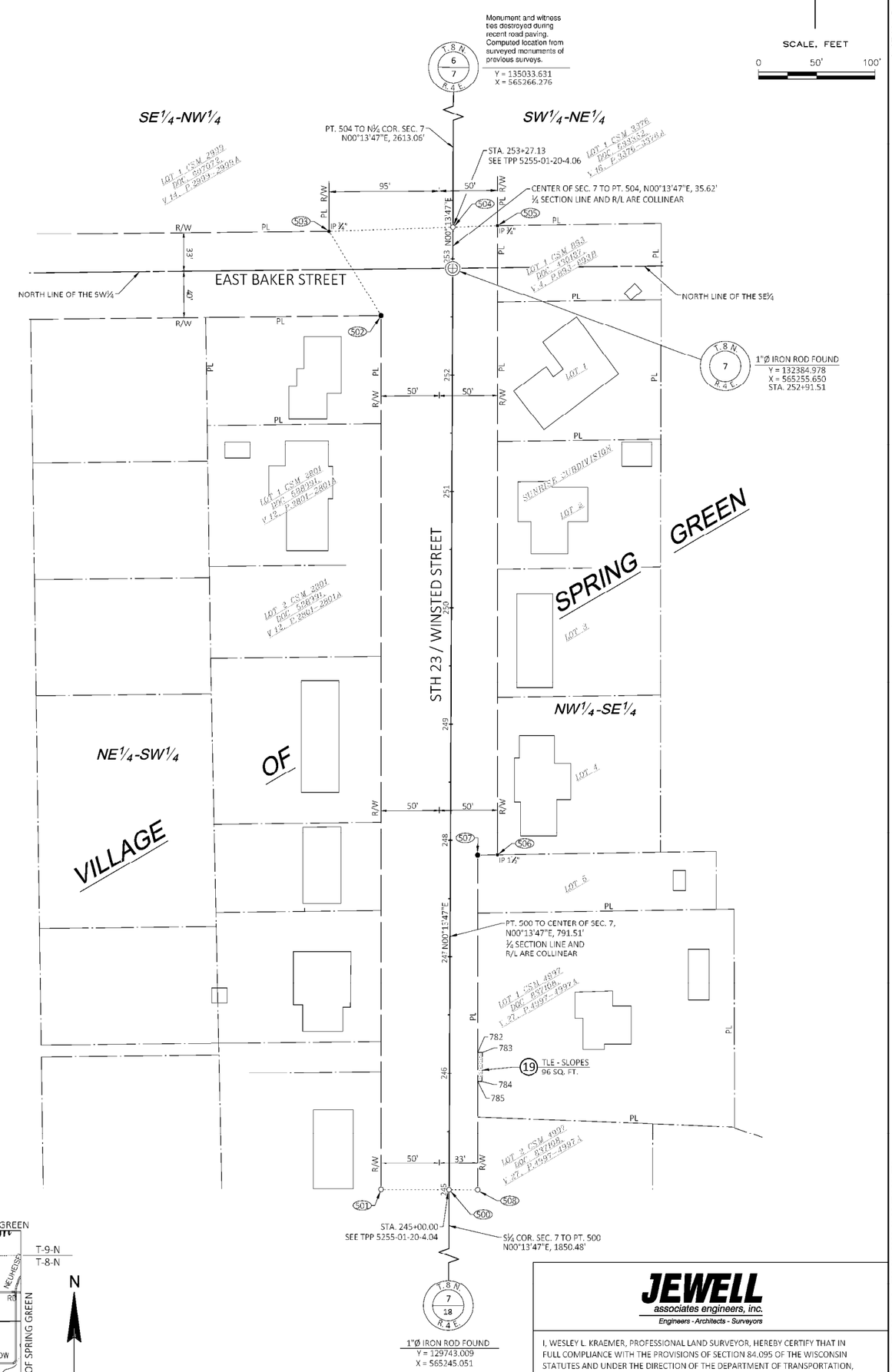
FILENAME: S:\Projects\SW\1643 WisDOT - STH 23 Sauk Co. TPP\RW\5255-01-20(STH 23) TPP.dwg

APPRAISAL PLAT DATE: 4/12/2022

| RIGHT OF WAY COURSE TABLE | | | |
|---|---|---|---|
| POINT | TO POINT | BEARING | DISTANCE |
| 500 | TO 501 | N89°46'13"W | 58.40' |
| 501 | TO 502 | N00°00'10"E | 750.83' |
| 502 | TO 503 | N31°42'27"W | 85.27' |
| 503 | TO 504 | N88°06'44"E | 106.56' |
| 504 | TO 505 | N88°06'44"E | 38.34' |
| 505 | TO 506 | S00°00'10"W | 1240.5' |
| 506 | TO 507 | S89°07'04"W | 17.00' |
| 507 | TO 508 | S00°00'10"W | 287.69' |
| 508 | TO 500 | N89°46'13"W | 24.60' |

| R/W POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 500 | 245+00.00 | 0.00' RT. | 131593.474 | 565252.475 |
| 501 | 245+00.00 | 58.40' LT. | 131593.709 | 565194.071 |
| 502 | 252+50.83 | 61.38' LT. | 132344.542 | 565194.107 |
| 503 | 253+23.19 | 105.49' LT. | 132417.084 | 565149.291 |
| 504 | 253+27.13 | 0.00' LT. | 132420.594 | 565255.793 |
| 505 | 253+28.54 | 38.31' RT. | 132421.857 | 565294.111 |
| 506 | 247+88.02 | 40.46' RT. | 131881.328 | 565294.085 |
| 507 | 247+87.69 | 23.46' RT. | 131881.066 | 565277.085 |
| 508 | 245+00.00 | 24.60' RT. | 131593.376 | 565277.071 |

| TLE POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 782 | 246+18.00 | 24.13' RT. | 131711.337 | 565277.077 |
| 783 | 246+18.00 | 28.00' RT. | 131711.361 | 565280.948 |
| 784 | 245+93.00 | 28.00' RT. | 131686.361 | 565280.848 |
| 785 | 245+93.00 | 24.23' RT. | 131686.377 | 565277.076 |



| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER(S) | INTERESTS REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
| 19 | NATHAN BETHEL, THERESE M. BETHEL, HUSBAND AND WIFE | TLE | 0 | 0 | 0 | 96 |

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.

**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.

SIGNATURE: _____ DATE: 4/12/2022
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

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

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

SIGNATURE: _____ DATE: 4/12/2022
PRINT NAME: CORY SCHLAGEL

DOCUMENT #: **1233616**
Recorded: 04 21 2022 at 8:16 AM
BRENT BAILEY
SAUK COUNTY REGISTER OF DEEDS
REGISTRAR'S OFFICE
Sauk Co, WI
RECEIVED FOR RECORD
Fee Amount: $30.00
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133

# TRANSPORTATION PROJECT PLAT NO: 5255-01-20 – 4.06

PART OF LOT 1 OF CERTIFIED SURVEY MAP 3376 RECORDED AS DOCUMENT 633352 IN VOLUME 16 ON PAGES 3376-3376A BEING LOCATED IN THE SW¼-NE¼ OF SECTION 7, TOWNSHIP 8 NORTH, RANGE 4 EAST, VILLAGE OF SPRING GREEN, SAUK COUNTY, WISCONSIN.

## RELOCATION ORDER STH 23, MINERAL POINT - SPRING GREEN, WISCONSIN RIVER BRIDGE TO USH 14, 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 84.03 (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 LA CROSSE.

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 23 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 2999, CERTIFIED SURVEY MAP 3376, THE PRAIRIE, AND THE FIRST ADDITION TO CROSS LANES ESTATES.

EXISTING SUNRISE DRIVE RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 5080-01-21, CERTIFIED SURVEY MAP 3376, AND THE PRAIRIE.

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 ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT 1233314.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5255-01-20 4.06

GN

SCALE, FEET
0 50' 100'

PLOT SCALE : 1:50
PLOT BY: Kraemer, Wes
PLOT DATE: 4/19/2022 3:34 PM

| RIGHT OF WAY COURSE TABLE | | |
|---|---|---|
| POINT TO POINT | BEARING | DISTANCE |
| 600 TO 601 | S88°06'44"W | 106.56' |
| 601 TO 602 | N00°00'30"E (S0°06'11"E) | 34.30' (34.30') |
| 602 TO 603 | SEE CURVE DATA | |
| 603 TO 604 | N89°51'42"E | 135.41' |
| 604 TO 605 | N89°51'42"E | 37.41' |
| 605 TO 606 | S00°08'18"E | 32.66' |
| 606 TO 607 | S00°58'20"E | 66.00' |
| 607 TO 608 | S00°13'47"W | 12.22' |
| 608 TO 609 | S31°13'51"W | 3.50' |
| 609 TO 610 | S00°00'10"W | 281.46' |
| 610 TO 600 | S88°06'44"W | 38.34' |

| R/W CURVE DATA PT. 602 TO PT. 603 |
|---|
| L = 366.73' |
| R = 2451.70' |
| LCB = N04°16'38"W |
| LCH = 366.39' |

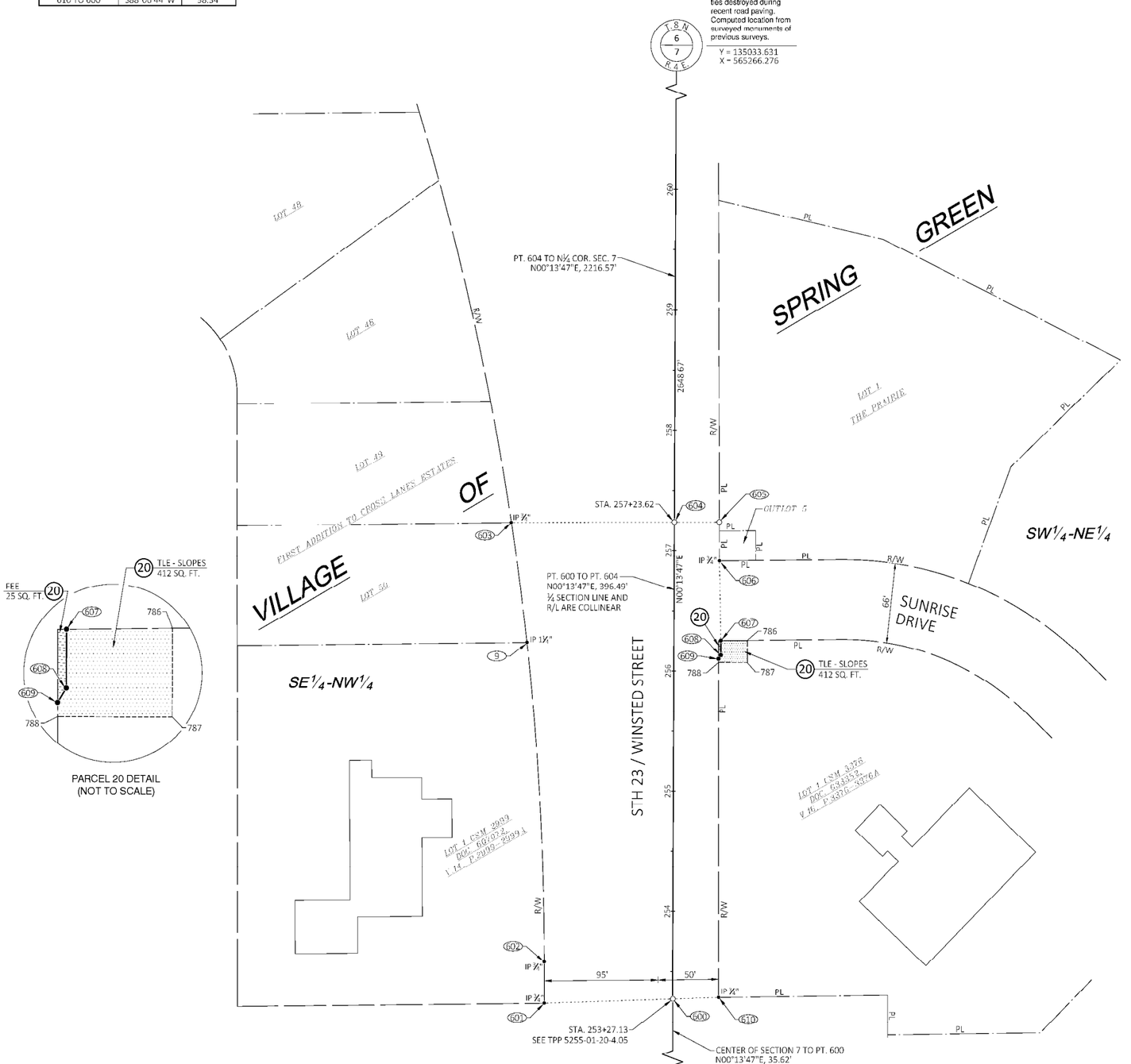
| R/W POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 600 | 253+27.13 | 0.00' LT. | 132420.594 | 565255.793 |
| 601 | 253+23.19 | 106.49' LT. | 132417.084 | 565149.291 |
| 602 | 253+57.49 | 106.63' LT. | 132451.384 | 565149.296 |
| 603 | 257+22.75 | 135.41' LT. | 132816.756 | 565121.970 |
| 604 | 257+23.62 | 0.00' RT. | 132817.083 | 565257.384 |
| 605 | 257+23.86 | 37.41' RT. | 132817.173 | 565294.790 |
| 606 | 255+91.20 | 37.62' RT. | 132784.517 | 565294.869 |
| 607 | 256+25.22 | 39.00' RT. | 132718.524 | 565295.988 |
| 608 | 256+13.00 | 39.00' RT. | 132706.309 | 565295.939 |
| 609 | 256+10.00 | 37.20' RT. | 132703.316 | 565294.125 |
| 610 | 253+28.54 | 38.31' RT. | 132421.857 | 565294.111 |

| TLE POINTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 786 | 256+25.51 | 61.00' RT. | 132718.732 | 565317.989 |
| 787 | 256+07.00 | 61.00' RT. | 132700.221 | 565317.915 |
| 788 | 256+07.00 | 37.21' RT. | 132700.316 | 565294.125 |

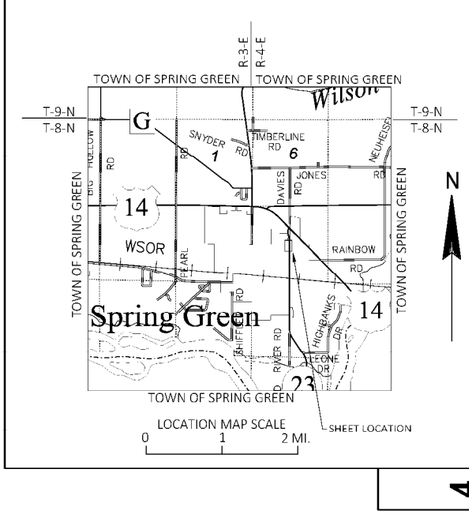
| FOUND SURVEY MONUMENTS | | | | |
|---|---|---|---|---|
| PT # | STATION | OFFSET | Y | X |
| 9 | 256+23.05 | 122.00' LT. | 132717.005 | 565134.981 |

Monument and witness ties destroyed during recent road paving. Computed location from surveyed monuments of previous surveys.
Y = 135033.631
X = 565266.276

T. 8 N. R. 4 E. Sec. 6 / 7




PARCEL 20 DETAIL
(NOT TO SCALE)




| UTILITY EASEMENT TABLE | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) & RECORDING INFORMATION | LOCATED IN R/W PARCEL # |
| 204 | GENERAL TELEPHONE COMPANY OF WISCONSIN<br>16' WIDE EASEMENT, DOC. 439820, REEL 154, IMAGE 253-254 | 20 |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
| 204 | FRONTIER NORTH, INC. | RELEASE OF RIGHTS |

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER(S) | INTERESTS REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
| 20 | SAUK PRAIRIE MEMORIAL HOSPITAL, INC. | FEE, TLE | 25 | 0 | 25 | 412 |

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.

**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.

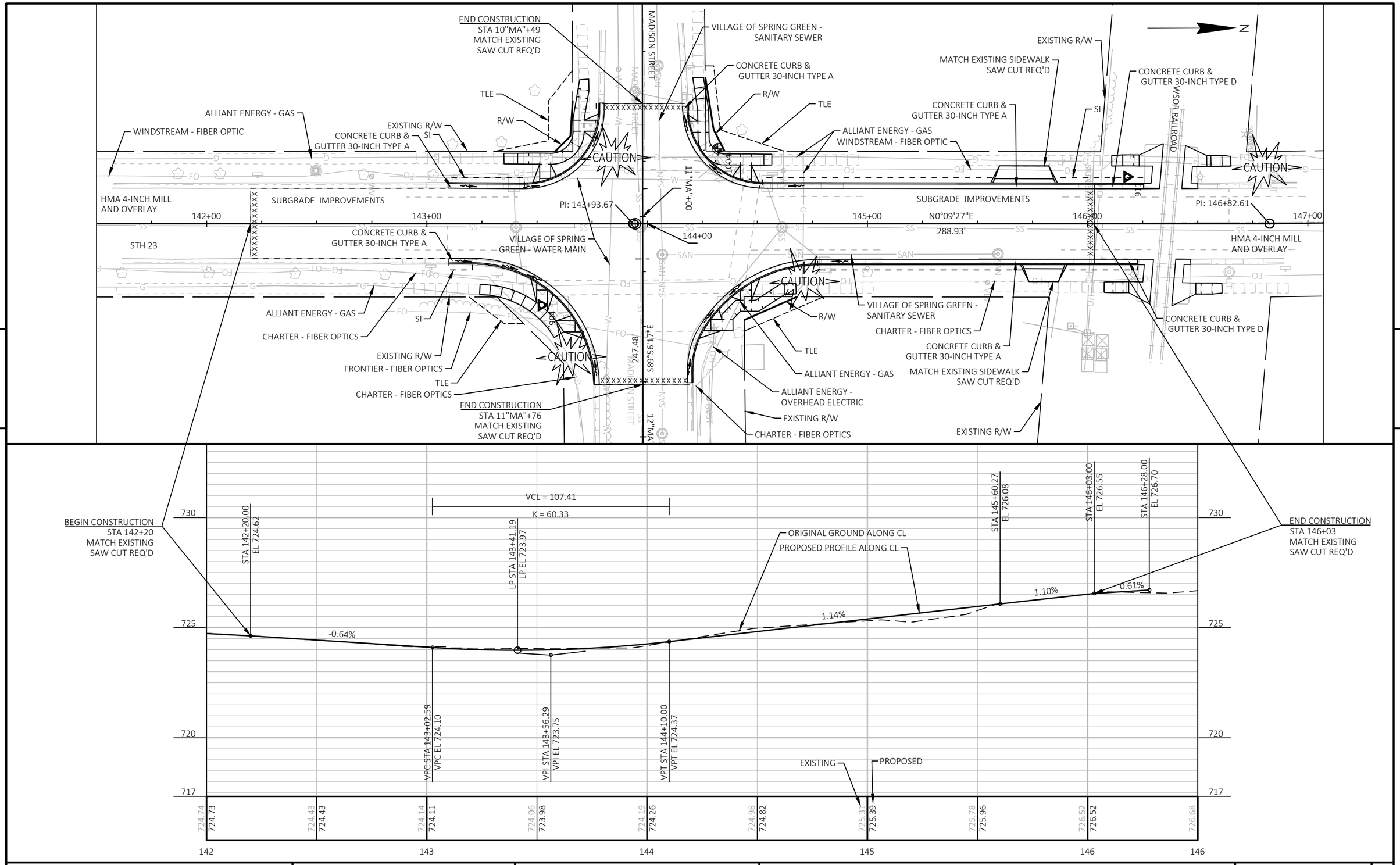
WISCONSIN · WESLEY L. KRAEMER · S-3026 · SPRING GREEN, WIS. · LAND SURVEYOR

SIGNATURE: Wes Kraemer DATE: 4/12/2022
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: 4/12/2022
PRINT NAME: CORY SCHLAGEL

FILENAME: S:\Projects\W;1643 WisDOT - STH 23 Sauk Co. TPP\RW\5255-01-20(STH 23) TPP.dwg
APPRAISAL PLAT DATE: 4/12/2022

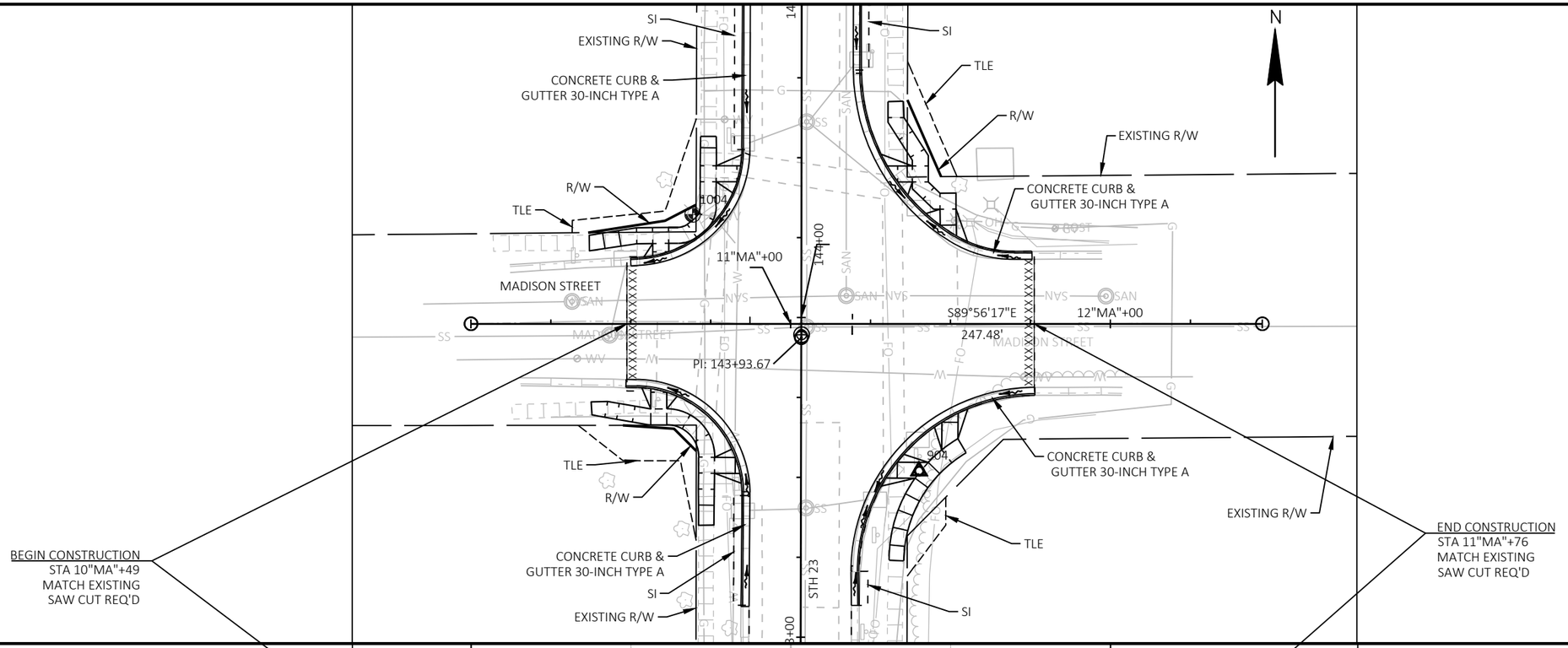


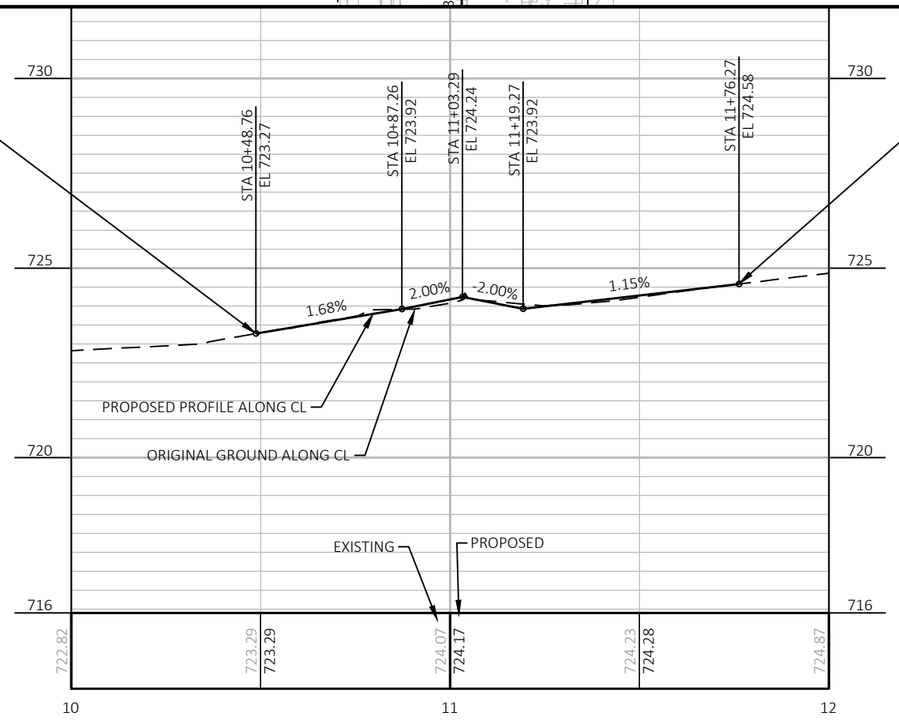

| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN AND PROFILE: STH 23 | SHEET 134 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 9/25/2023 4:27 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



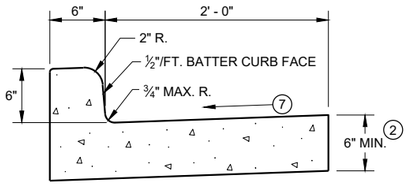




| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | PLAN AND PROFILE: MADISON ST | SHEET 135 | E |
|---|---|---|---|---|---|

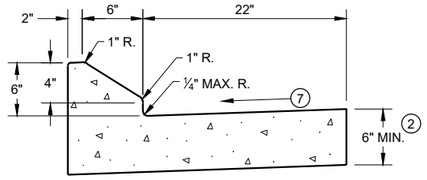
# Standard Detail Drawing List

| | |
|---|---|
| 08D01-23A | CONCRETE CURB & GUTTER |
| 08D01-23B | 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 |
| 08D16-11 | CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES |
| 08D19-03 | DRIVEWAY AND SIDEWALK RAMPS TYPE Z |
| 08D22-01 | DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL |
| 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 |
| 09C02-09 | CONCRETE BASES, TYPES 1, 2,  5, & 6 |
| 13A03-07 | CONCRETE PAVEMENT SHOULDERS |
| 13A10-03A | SHOULDER RUMBLE STRIPS - ASPHALT |
| 13A10-03G | SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS |
| 13A10-03H | SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES |
| 13A11-04A | CENTERLINE RUMBLE STRIPS - ASPHALT |
| 13A11-04D | CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS |
| 13B01-11A | PAVEMENT DETAILS FOR RAILROAD APPROACH |
| 13B01-11B | TYPICAL SECTIONS FOR RAILWAY APPROACH |
| 13C01-19 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C13-11 | URBAN DOWELED CONCRETE PAVEMENT |
| 13C18-08A | CONCRETE PAVEMENT JOINTING |
| 13C18-08B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-08C | CONCRETE PAVEMENT JOINT TYPES |
| 13C18-08D | CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES |
| 13C18-08F | CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C02-09A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-09B | BARRICADES AND SIGNS FOR VARIOUS CLOSURES |
| 15C02-09C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C02-09H | MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING |
| 15C03-05 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C08-23A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C08-23B | TEMPORARY LONGITUDINAL PAVEMENT MARKING |
| 15C09-13A | SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS |
| 15C12-09A | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION |
| 15C19-08A | MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY |
| 15C33-04 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15C35-06A | PAVEMENT MARKING (INTERSECTIONS) |
| 15D28-04 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |
| 15D30-09A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09D | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09E | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09F | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09G | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09H | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09I | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09J | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09K | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-09L | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D44-02 | TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES |
| 15D51-01 | TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY |

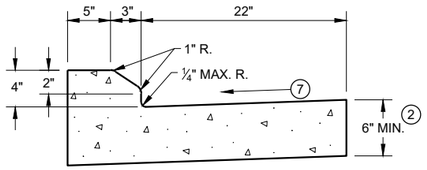
6



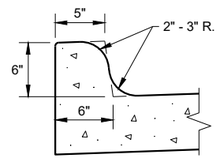

**TYPES A (1) & D**



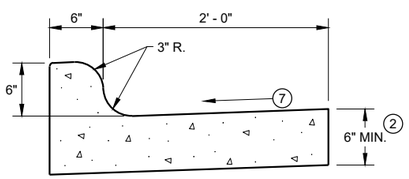

**6" SLOPED CURB TYPES G (1) & J**




**4" SLOPED CURB TYPES G (1) & J**

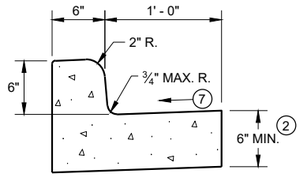



**TYPES K (1) & L**
(OPTIONAL CURB SHAPE)



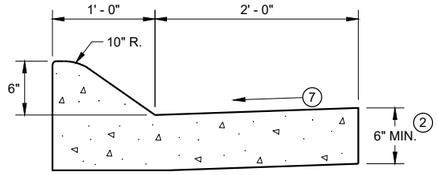

**TYPES K (1) & L**

**CONCRETE CURB AND GUTTER 30"**

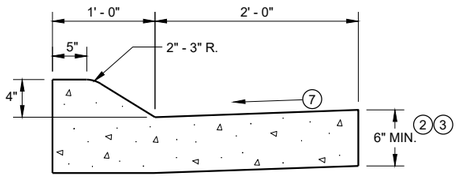



**TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 18"**

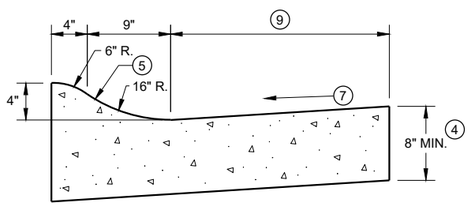



**6" SLOPED CURB TYPES A (1) & D**



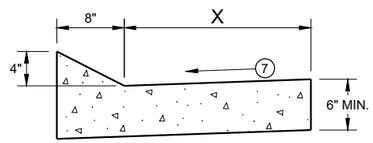

**4" SLOPED CURB TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 36"**




**4" SLOPED CURB TYPES R (1) & T**

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

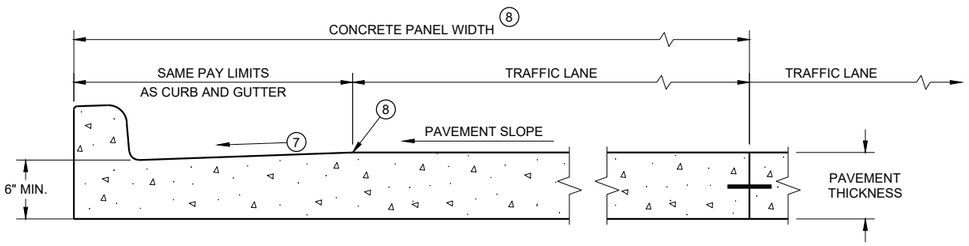



**TYPES TBT & TBTT (1)**

**CONCRETE CURB AND GUTTER**

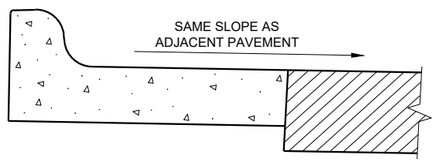
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

| 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**

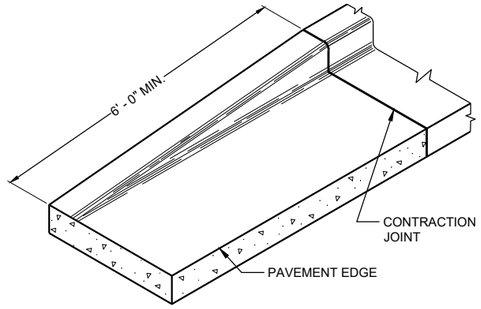
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



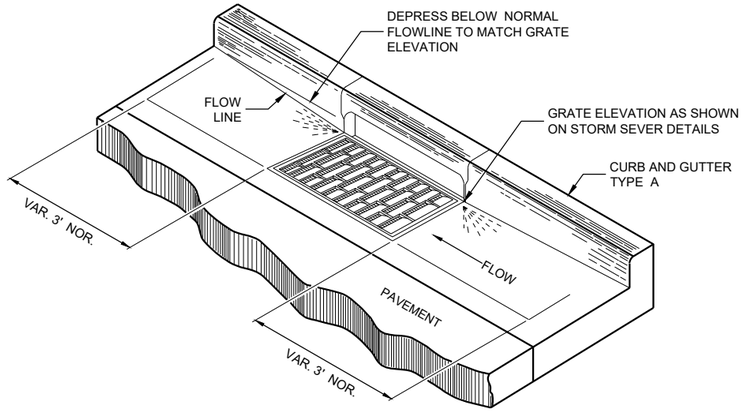


6

SDD 08D01 - 23a




**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.

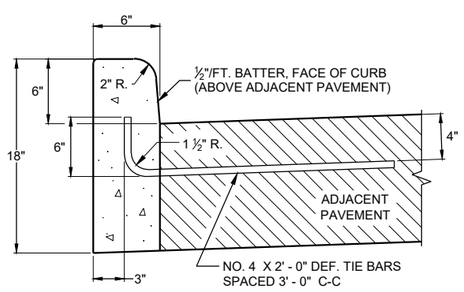
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

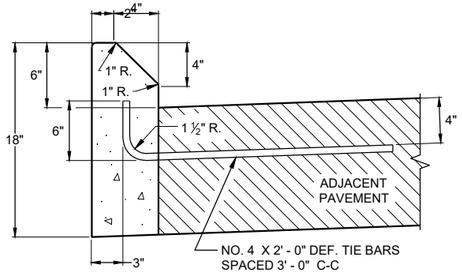
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

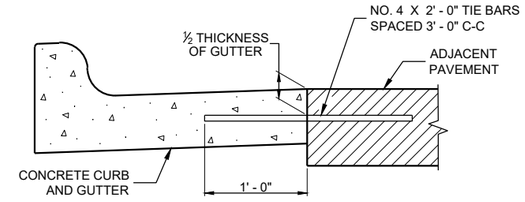



**TYPES A (1) & D**

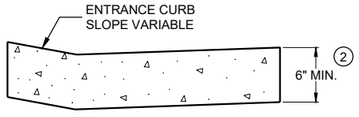



**TYPES G (1) & J**

**CONCRETE CURB**

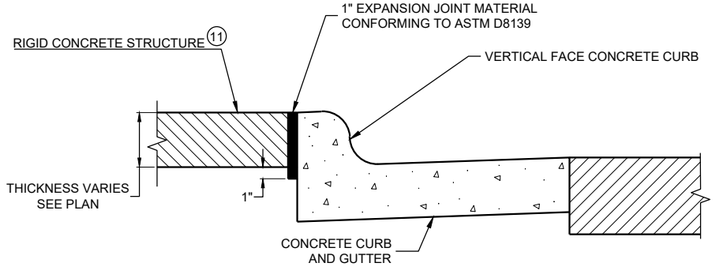



**TYPICAL TIE BAR LOCATION (1)**

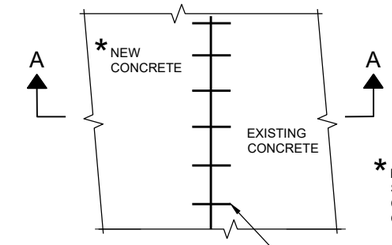



**DRIVEWAY ENTRANCE CURB (10)**

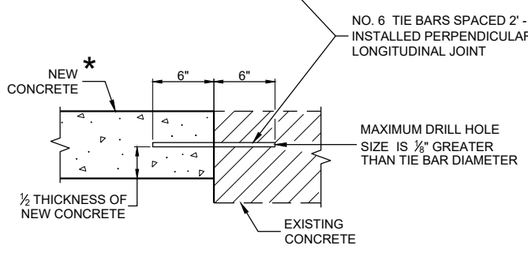
(WHEN DIRECTED BY THE ENGINEER)




**EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)**




**PLAN VIEW**




**SECTION A - A**

**TIE BARS DRILLED INTO EXISTING PAVEMENT**

**CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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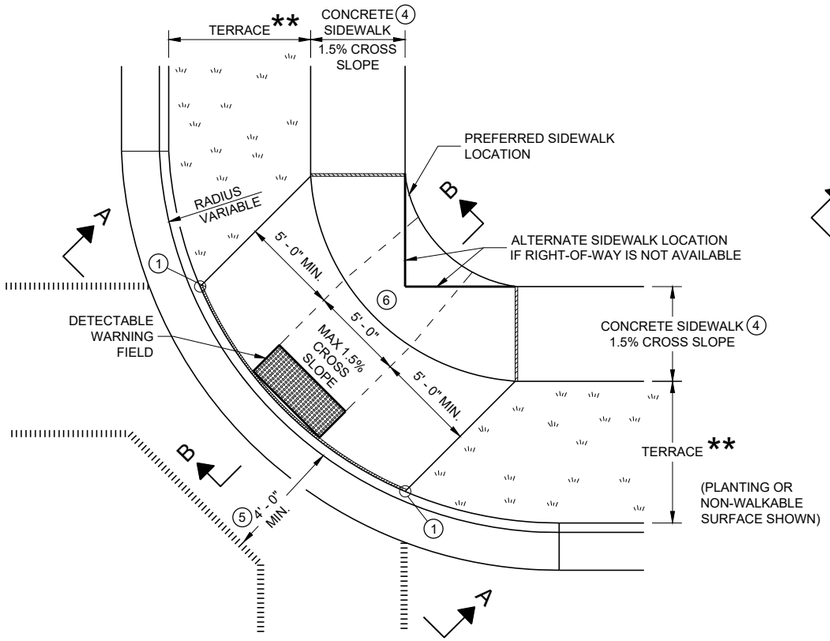
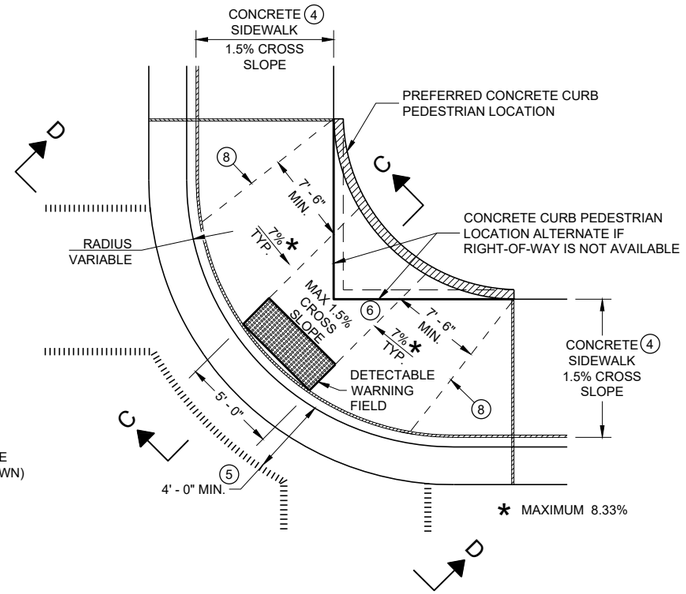
SDD08D01 - 23b




**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.

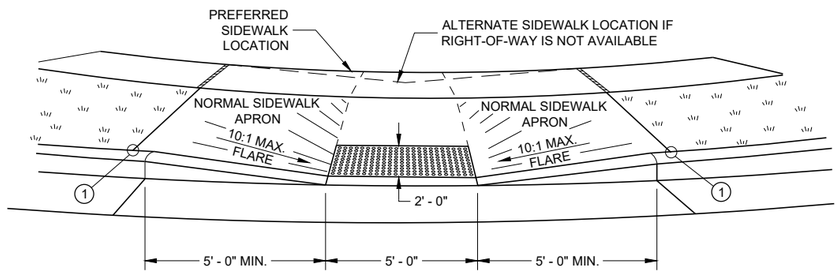
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

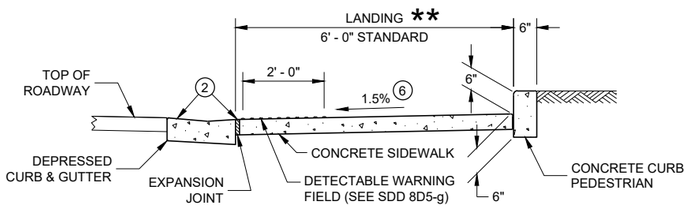
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(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**

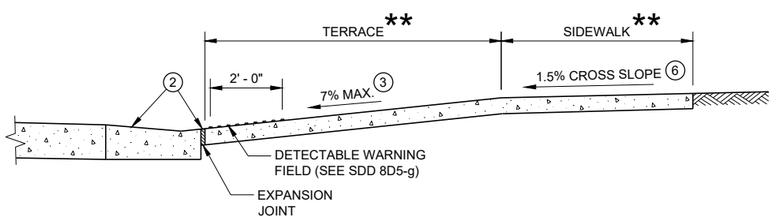



**SECTION C - C FOR TYPE 1 - A**

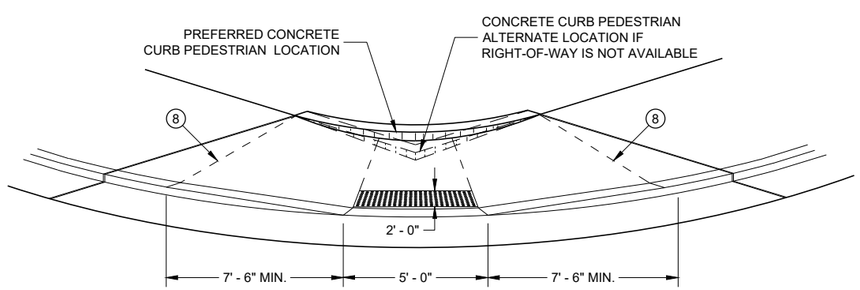
## LEGEND

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

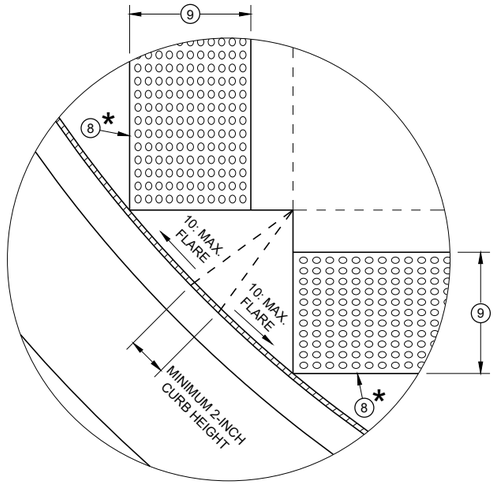



**SECTION B - B FOR TYPE 1**

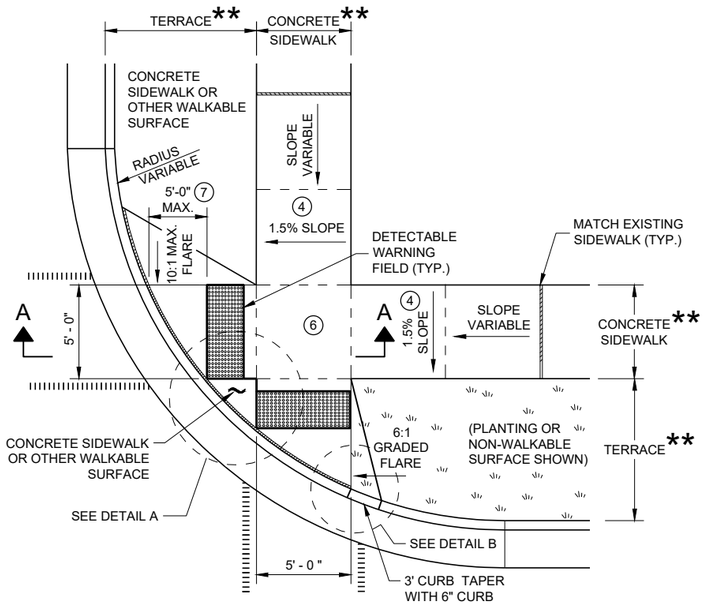



**VIEW D - D FOR TYPE 1 - A**

**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.

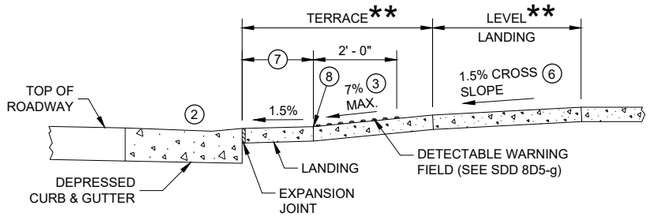
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

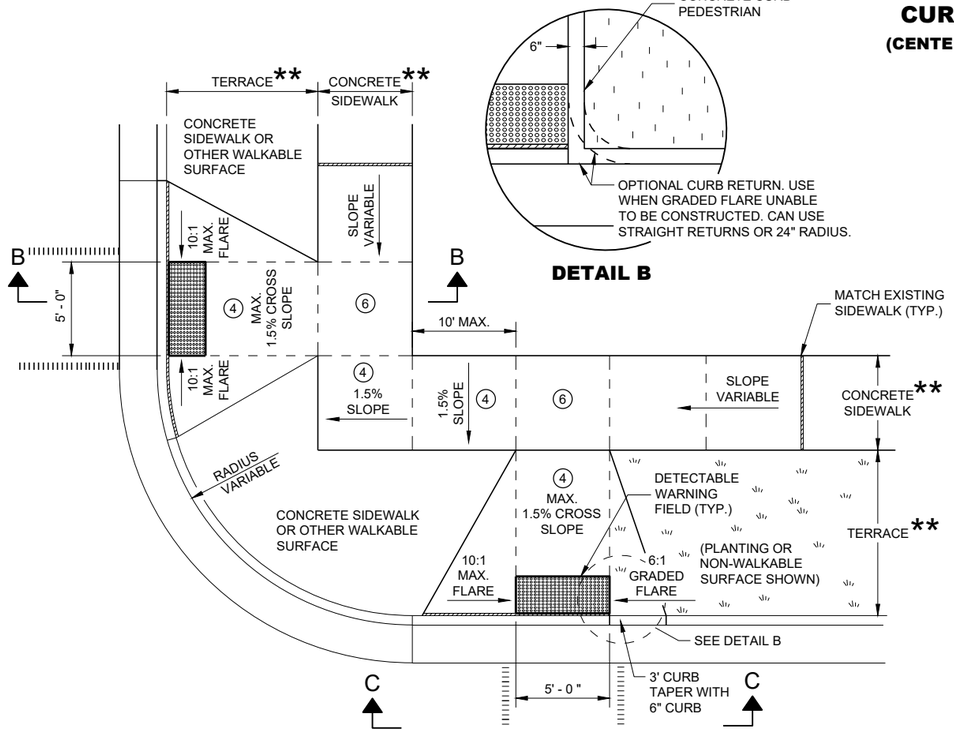
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.




**SECTION A - A FOR TYPE 2**

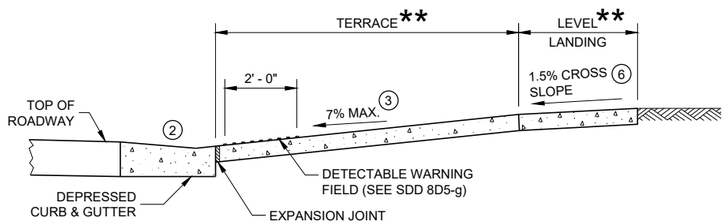
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

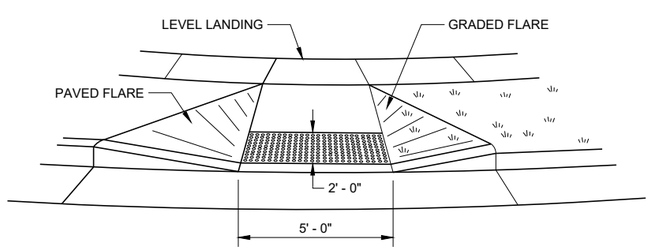



**DETAIL B**

**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**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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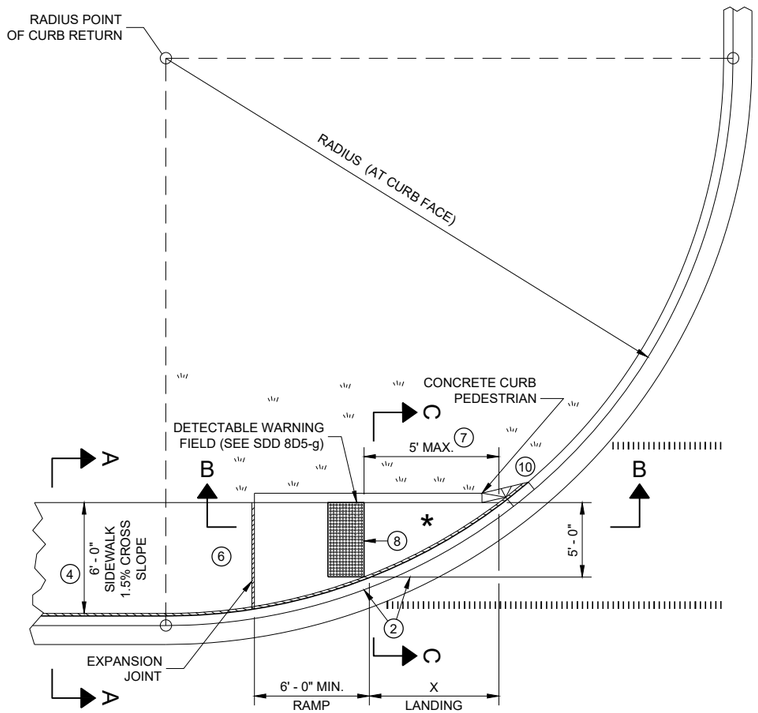
SDD 08D05 - 20b

6

SDD 08D05 - 20b

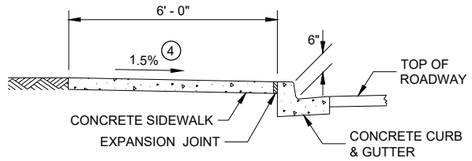



**PLAN VIEW**

**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.

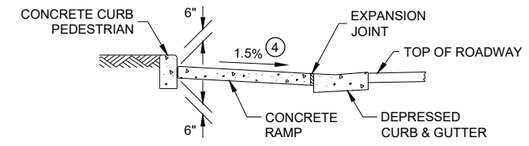
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

## LEGEND

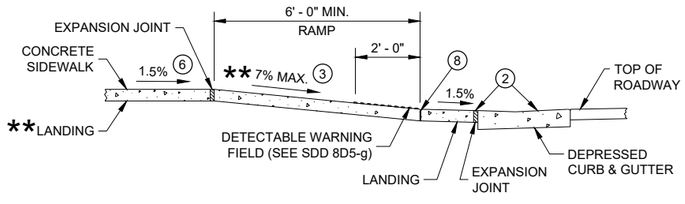
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



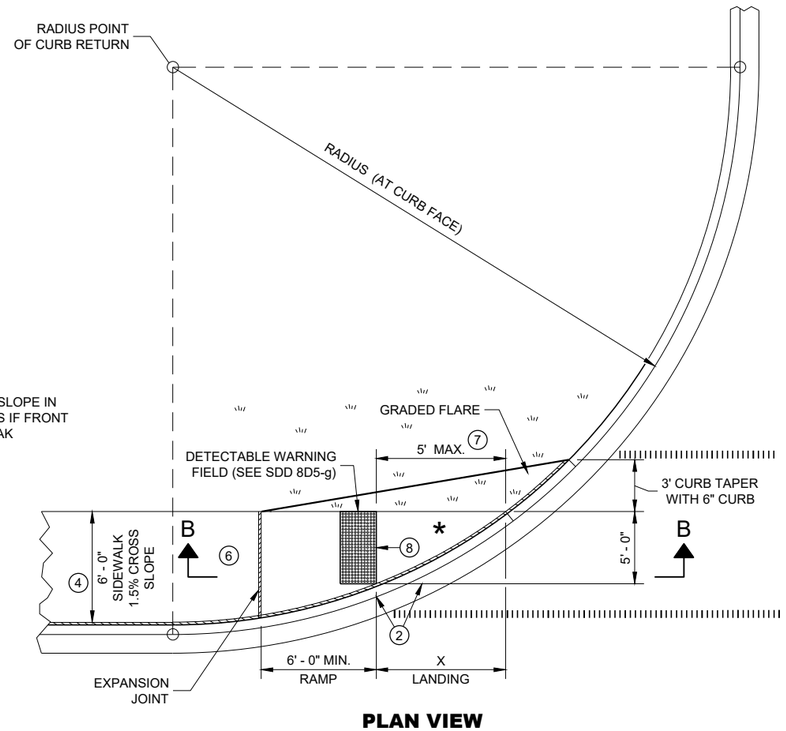

**SECTION C - C FOR TYPE 4A**




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

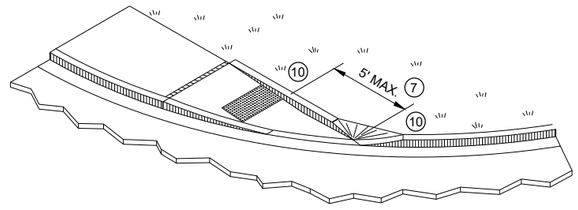
**SECTION B - B FOR TYPE 4A AND TYPE 4A1**

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

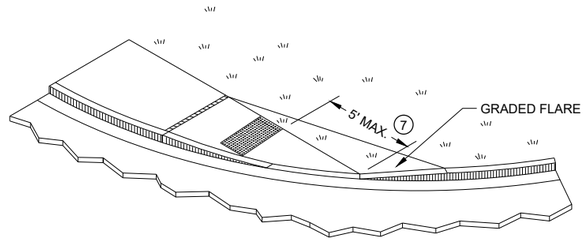



**PLAN VIEW**

**CURB RAMP TYPE 4A1**




**ISOMETRIC VIEW FOR TYPE 4A**




**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS**
**TYPE 4A AND 4A1**

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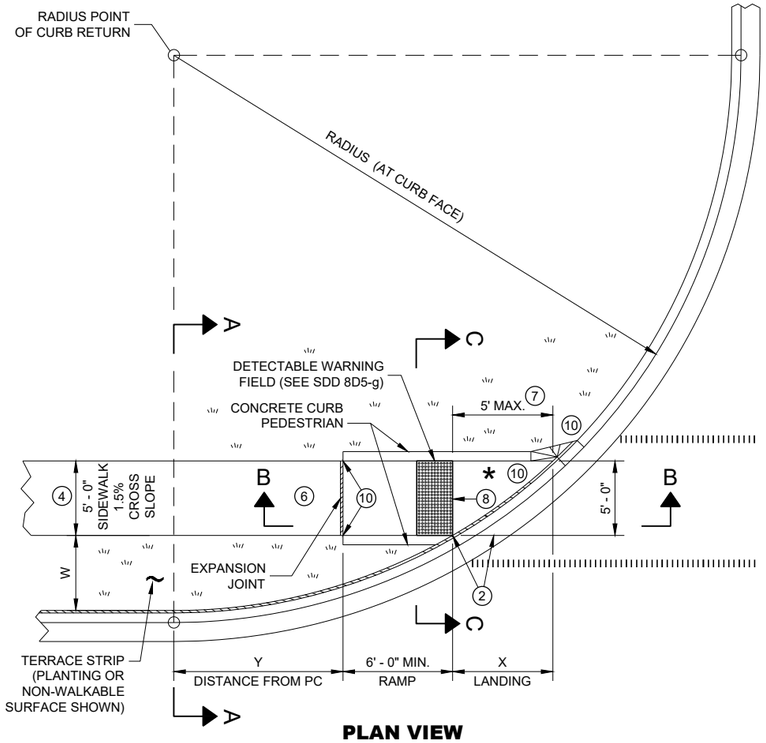



**PLAN VIEW**

**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




**SECTION C - C FOR TYPE 4B**

## 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.

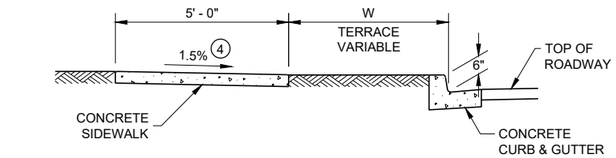
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

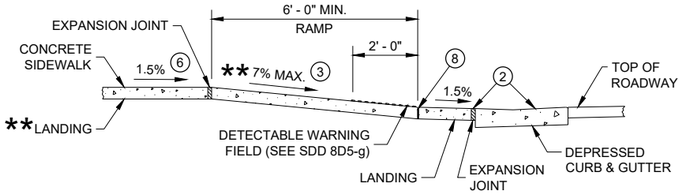
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



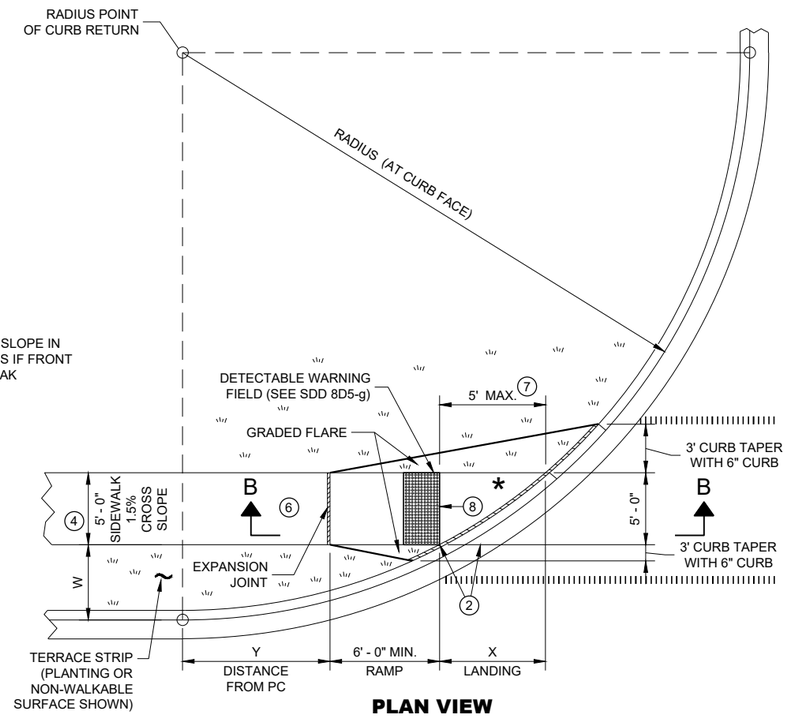

**SECTION A - A FOR TYPE 4B**




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

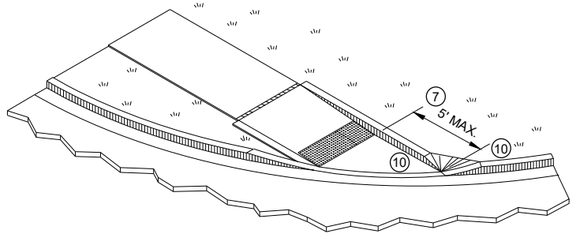
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

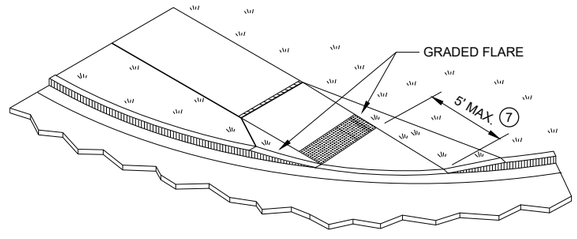



**PLAN VIEW**

**CURB RAMP TYPE 4B1**




**ISOMETRIC VIEW FOR TYPE 4B**




**ISOMETRIC VIEW FOR TYPE 4B1**

**CURB RAMPS TYPE 4B AND 4B1**

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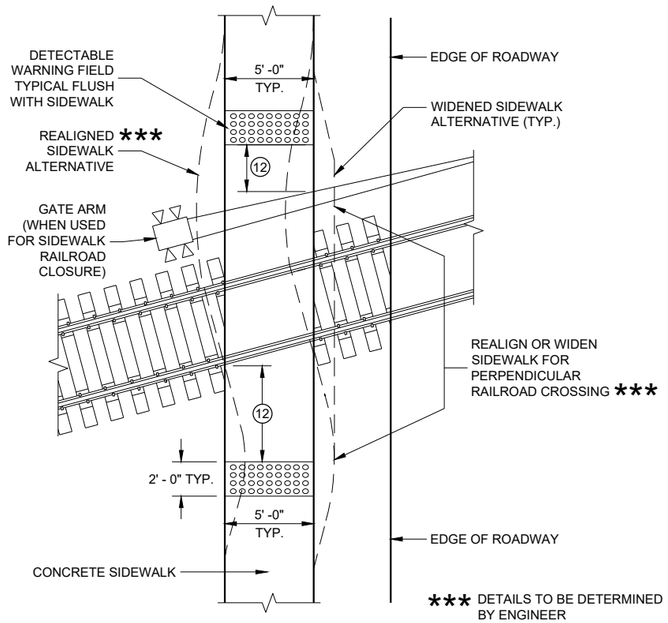
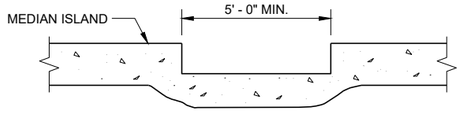
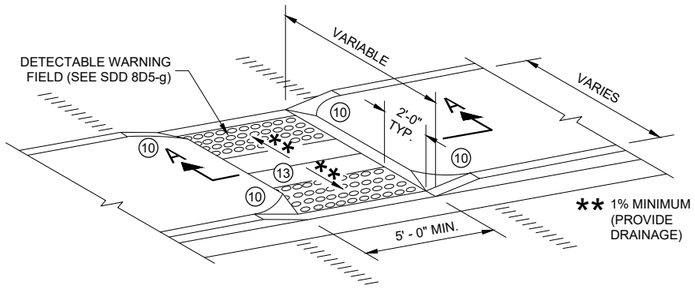



## CURB RAMP TYPE 8

### 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 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.

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

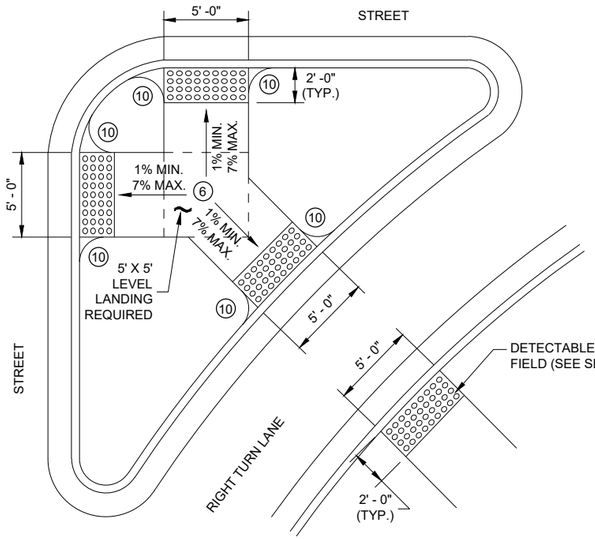
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

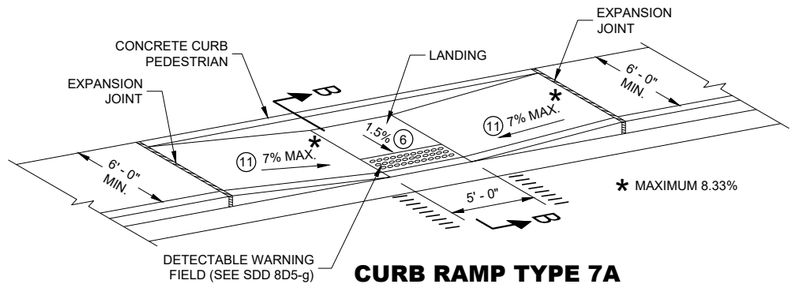
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)




## CURB RAMP TYPE 6

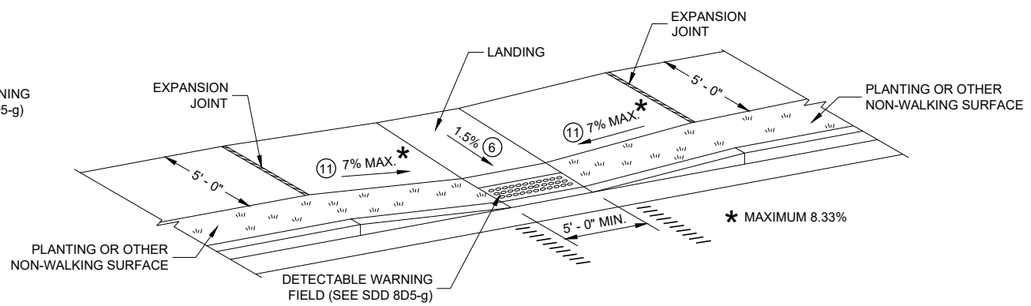
### DETECTABLE WARNING AT ISLANDS

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




## CURB RAMP TYPE 7A

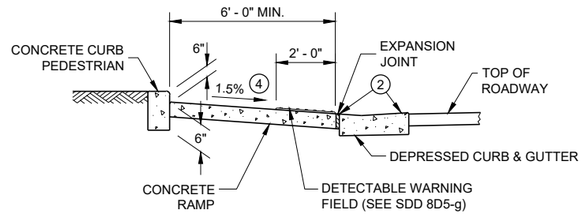
### MID BLOCK CROSSING




## 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**

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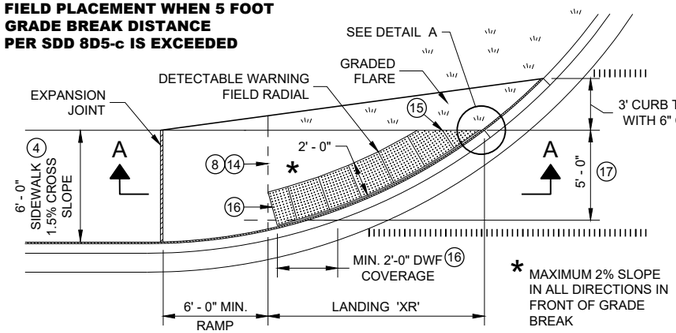
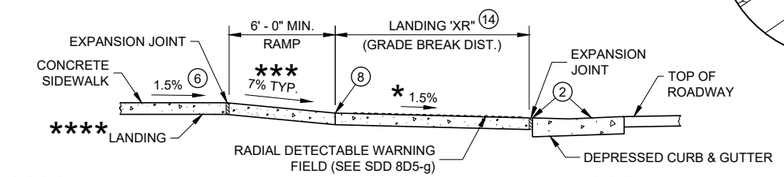
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED**




**PLAN VIEW**

## CURB RAMP TYPE 4A1

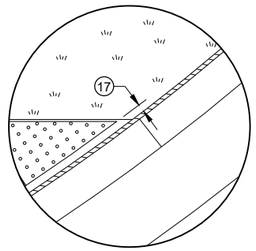
**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**




**** 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.

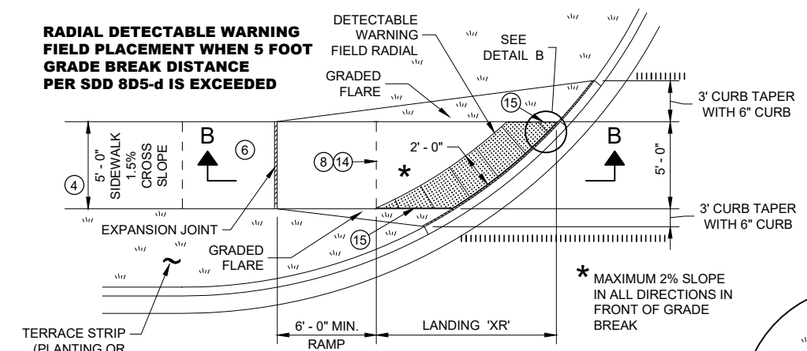
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

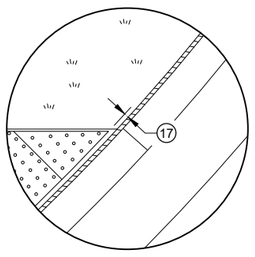
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED**



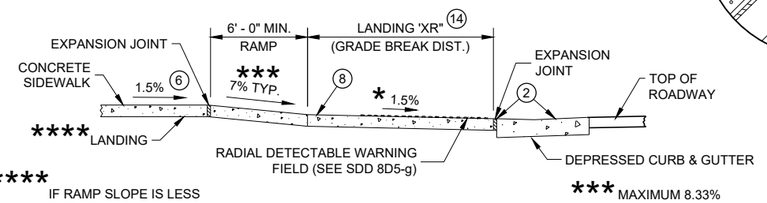

**PLAN VIEW**

## CURB RAMP TYPE 4B1

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**




**DETAIL B**

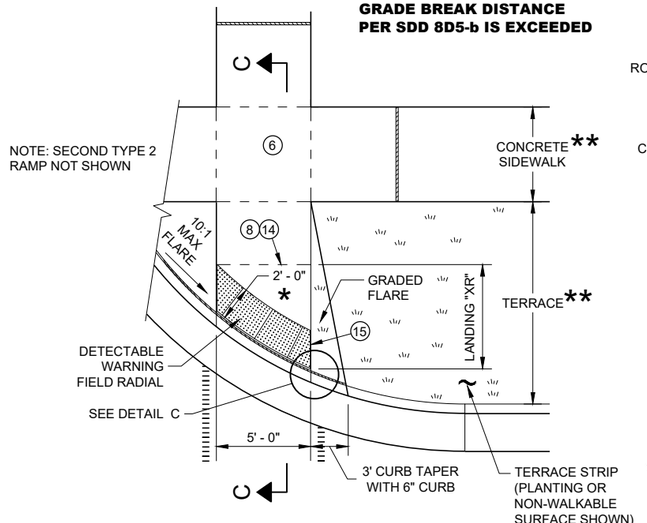



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** 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**

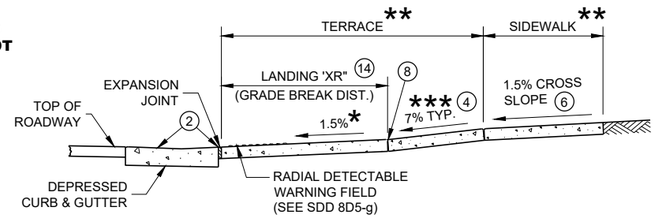



**PLAN VIEW**

## CURB RAMP TYPE 2

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

**(ON LINE WITH SIDEWALK)**

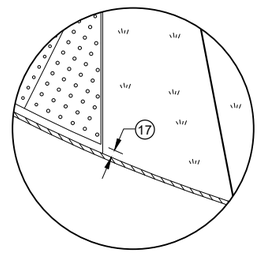



**SECTION C - C FOR TYPE 2**

* 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

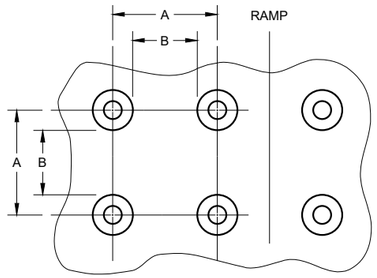


SDD 08D05 - 20f

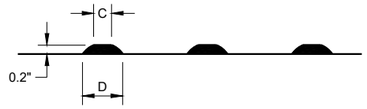
SDD 08D05 - 20f

| | 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.

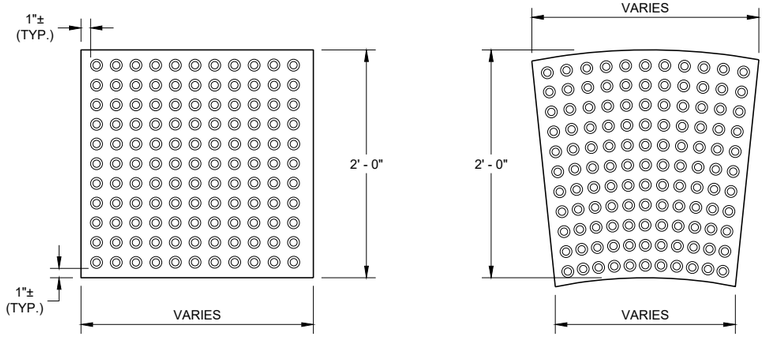



**PLAN VIEW**




**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.

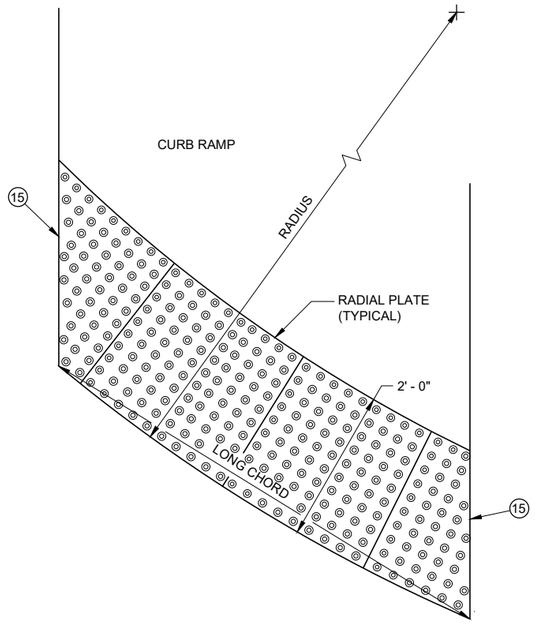
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

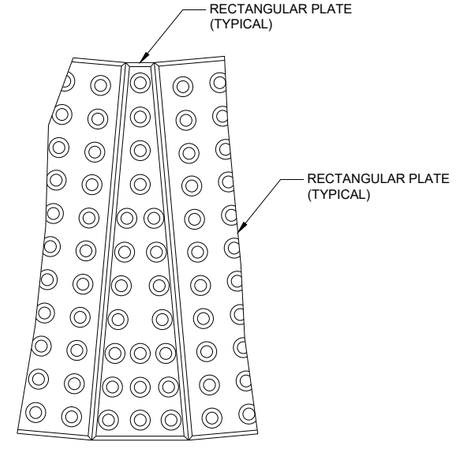
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

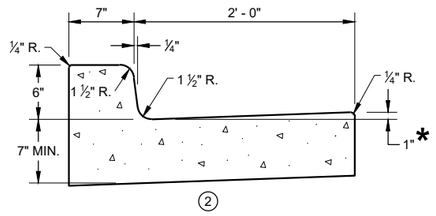
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA



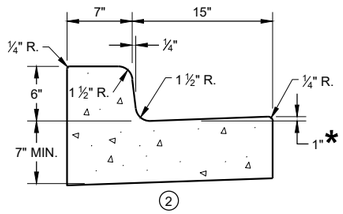

6


SDD 08D05 - 20g

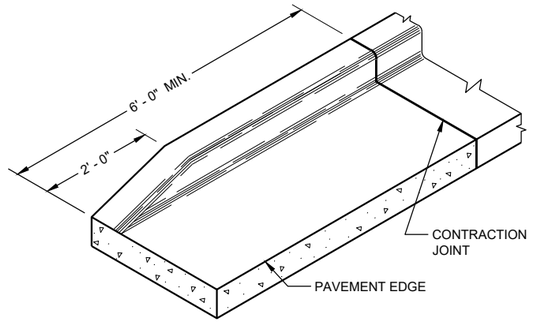



## CONCRETE CURB AND GUTTER 31" ①

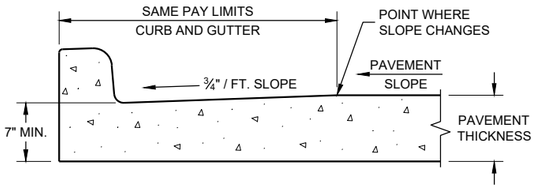
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



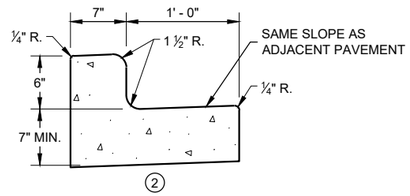

## CONCRETE CURB AND GUTTER 22" ①



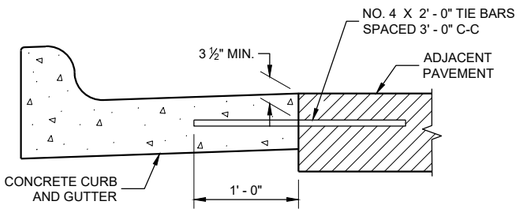

## END SECTIONCURB AND GUTTER



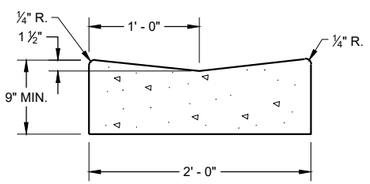

## PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



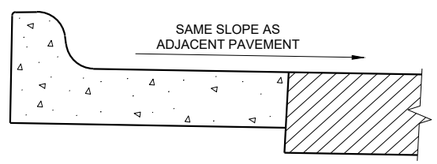

## CONCRETE CURB AND GUTTER 19" ①




## TYPICAL TIE BAR LOCATION ①




## CONCRETE GUTTER 24" ①




## HIGH SIDE SECTION ③

(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.

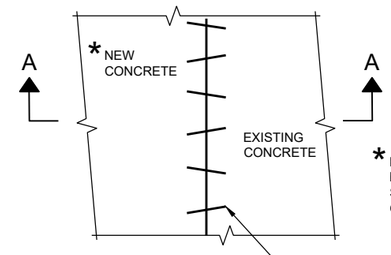
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

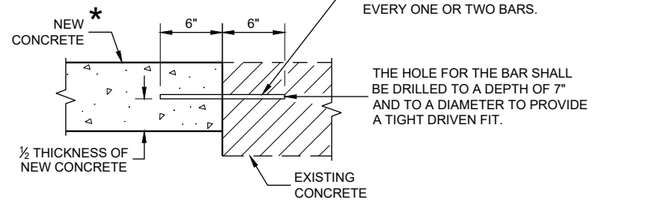
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS




*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.

## PLAN VIEW




## SECTION A - A

## PAVEMENT TIES

# CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

**(For Optional use in Milwaukee Co. Only)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



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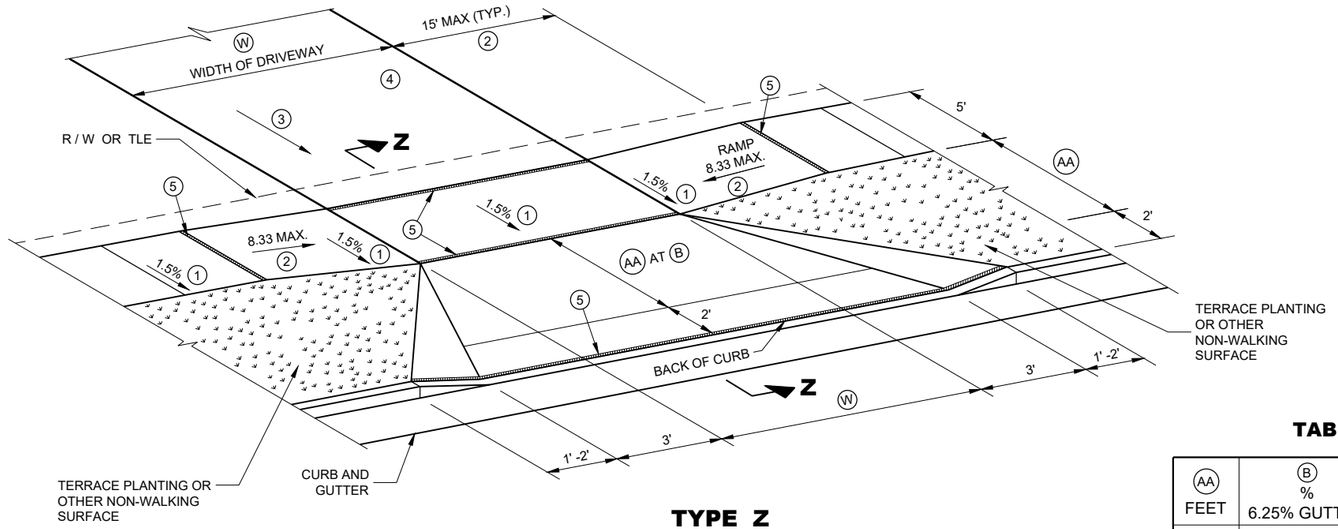
SDD 08D16 - 11

SDD 08D16 - 11




**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.

(W) 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.)

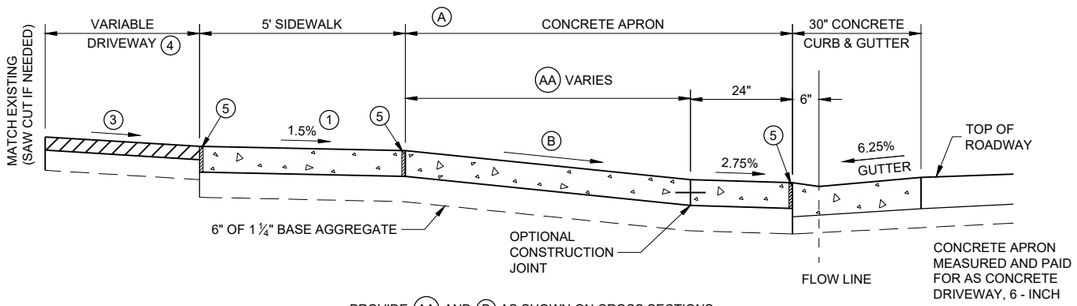
(5) ½" EXPANSION JOINT FILLER.

**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% |

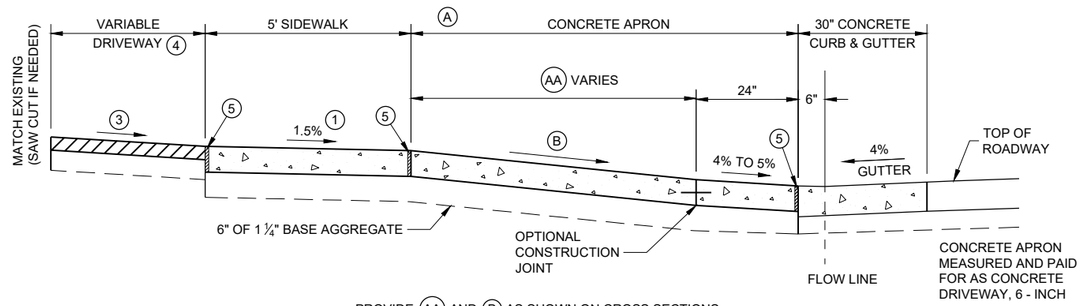
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

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

FHWA

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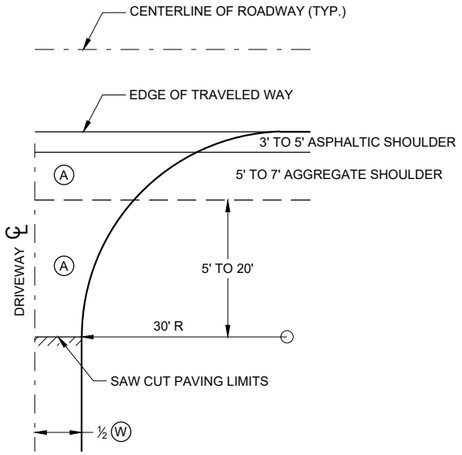
SDD 08D19 - 03

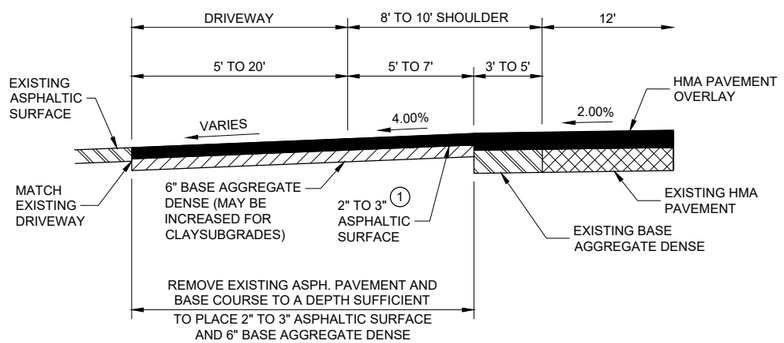
## GENERAL NOTES

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




**PLAN VIEW**

**HALF SECTION**



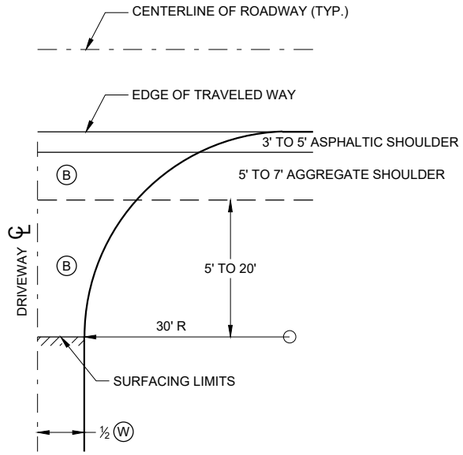

**PROFILE VIEW**

**RURAL ENTRANCE**
**WITH ASPHALTIC SURFACE**
**RESURFACING PROJECTS**

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

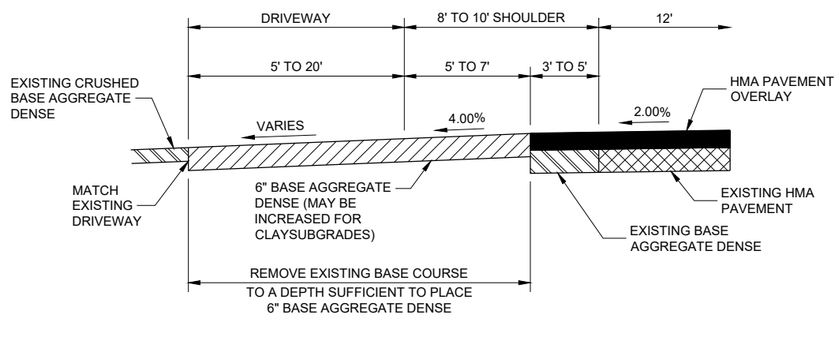
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.




**PLAN VIEW**

**HALF SECTION**




**PROFILE VIEW**

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

# DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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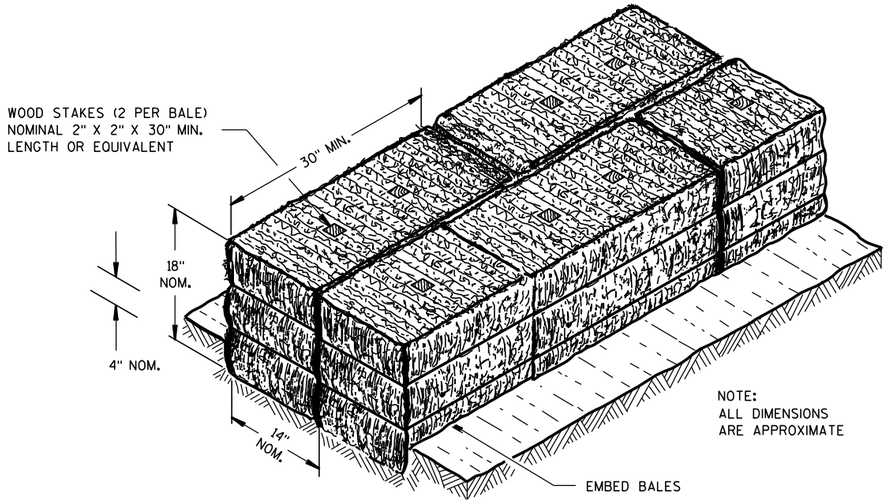
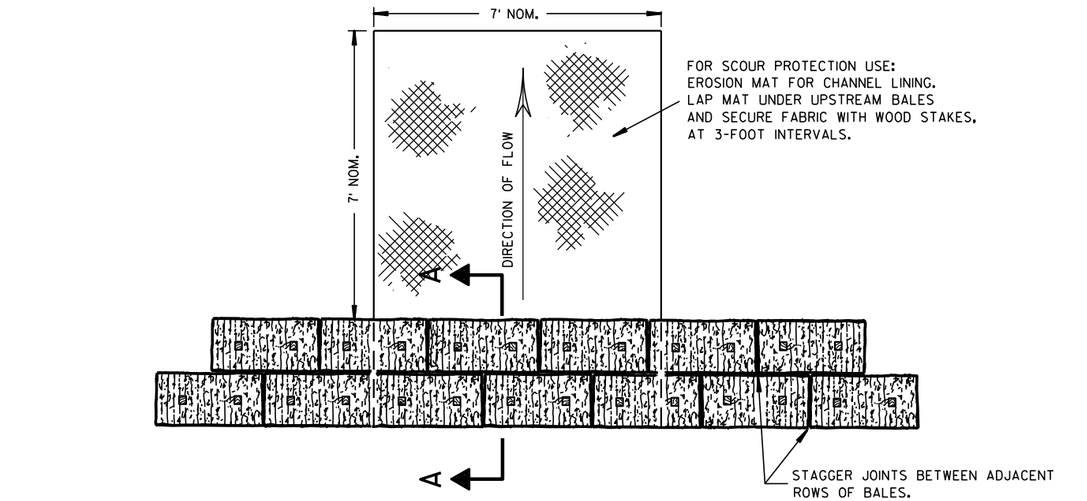
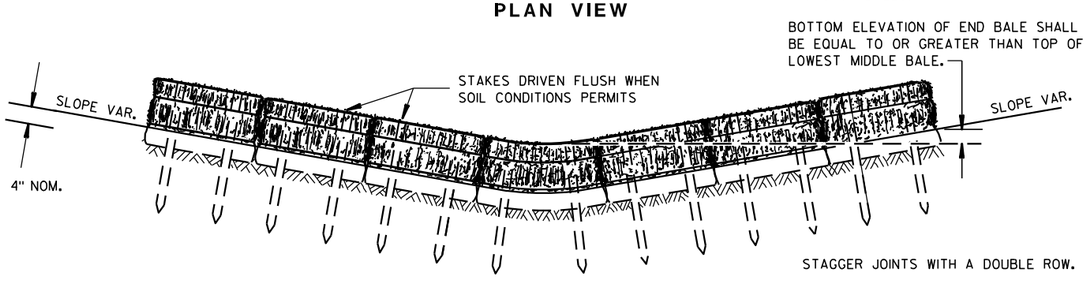
SDD 08D22 - 01




**SECTION A-A**




**PLAN VIEW**



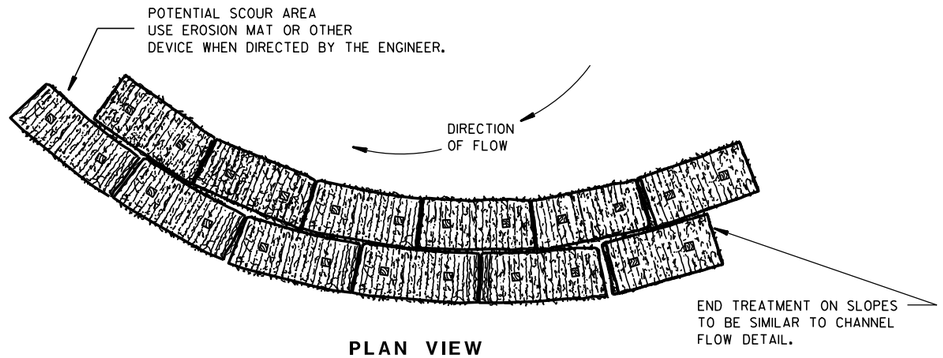

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

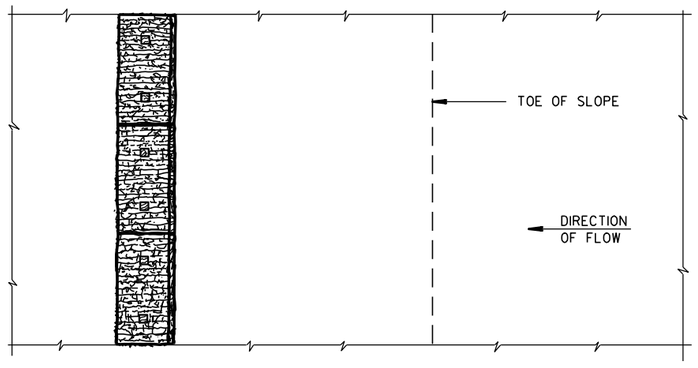
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

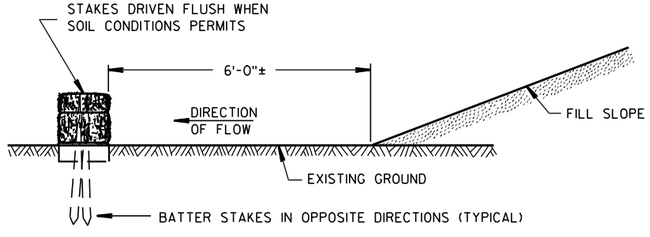



**PLAN VIEW**

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

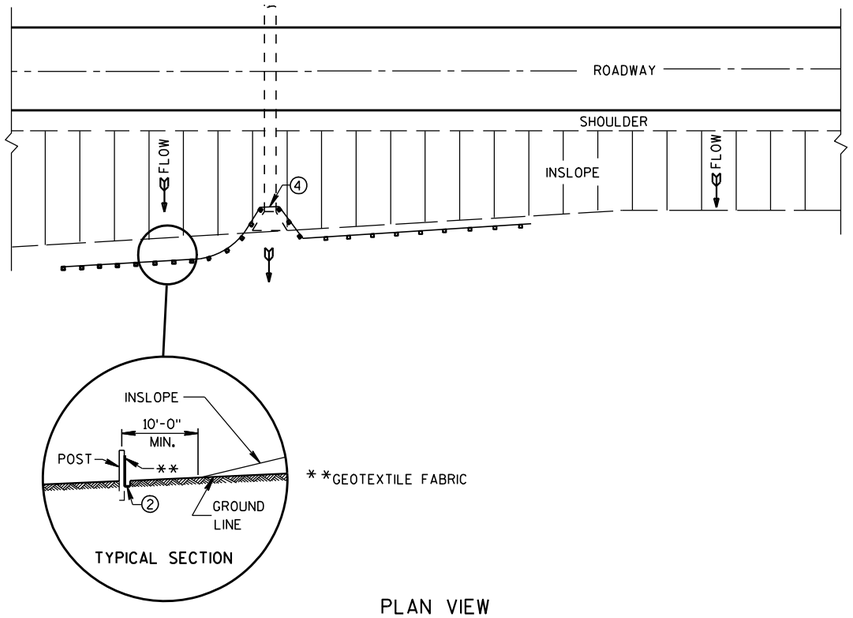


6

S.D.D. 8 E 8-3

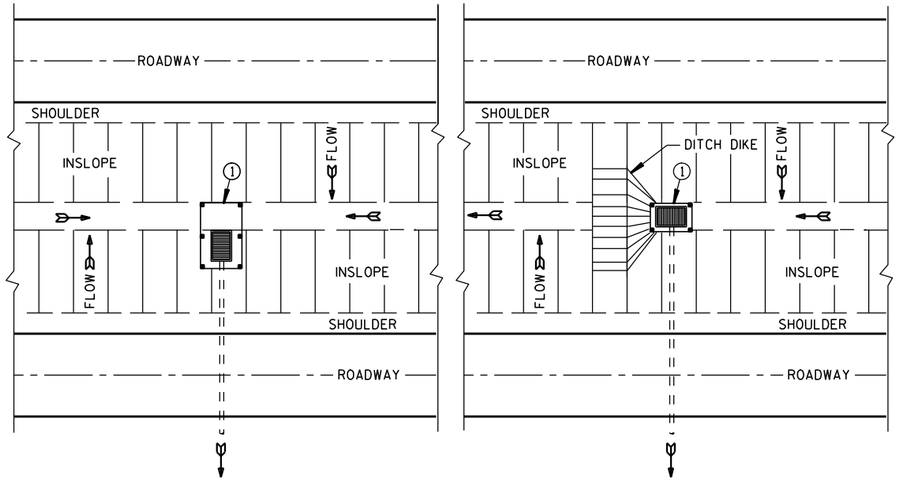
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



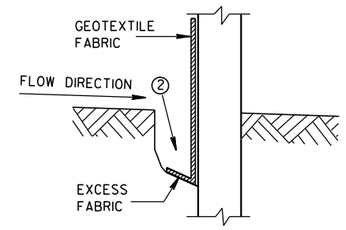

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

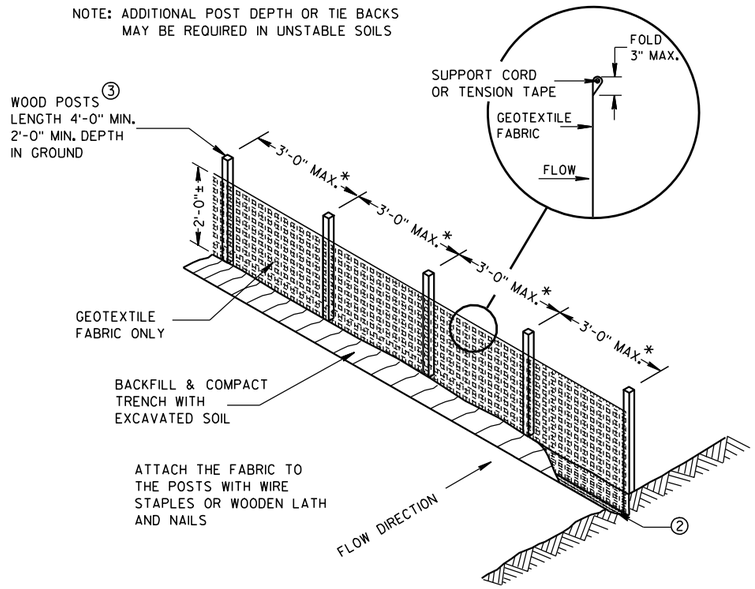
## GENERAL NOTES

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.

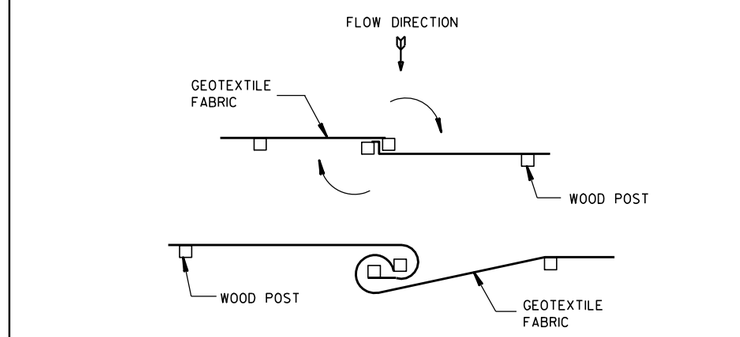



## TRENCH DETAIL

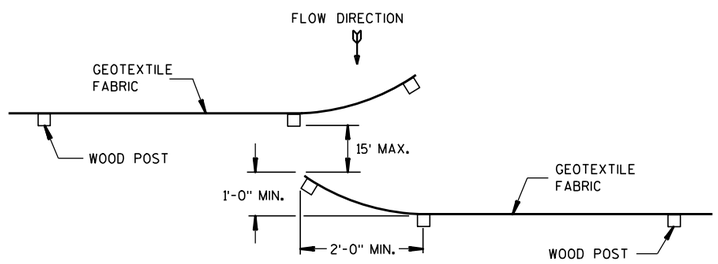



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

## SILT FENCE

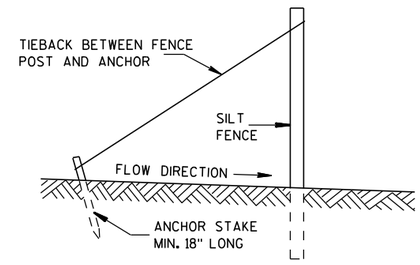



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

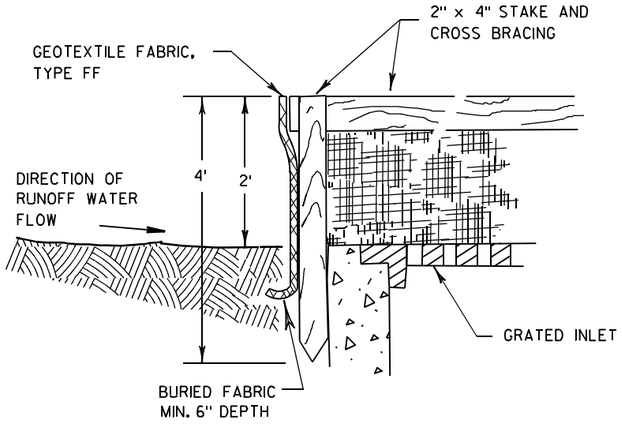
**SILT FENCE**

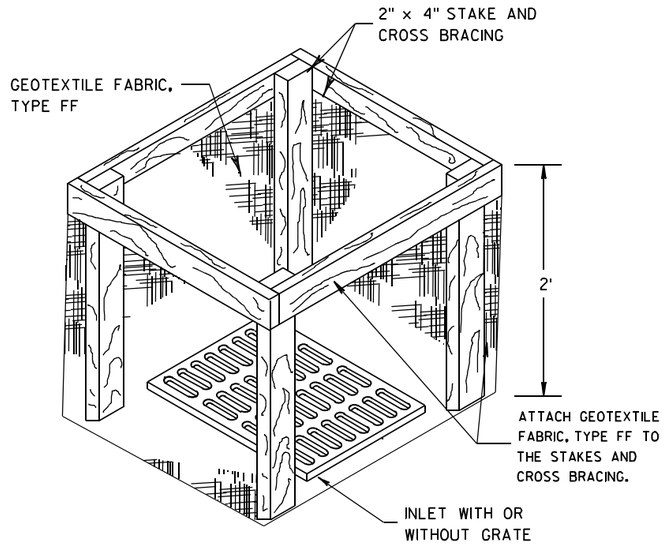
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

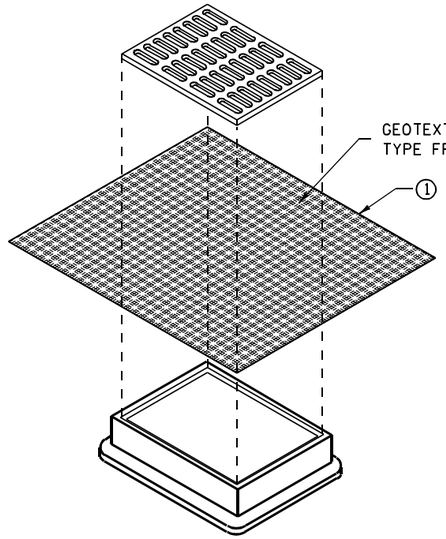



6
S.D.D. 8 E 9-6



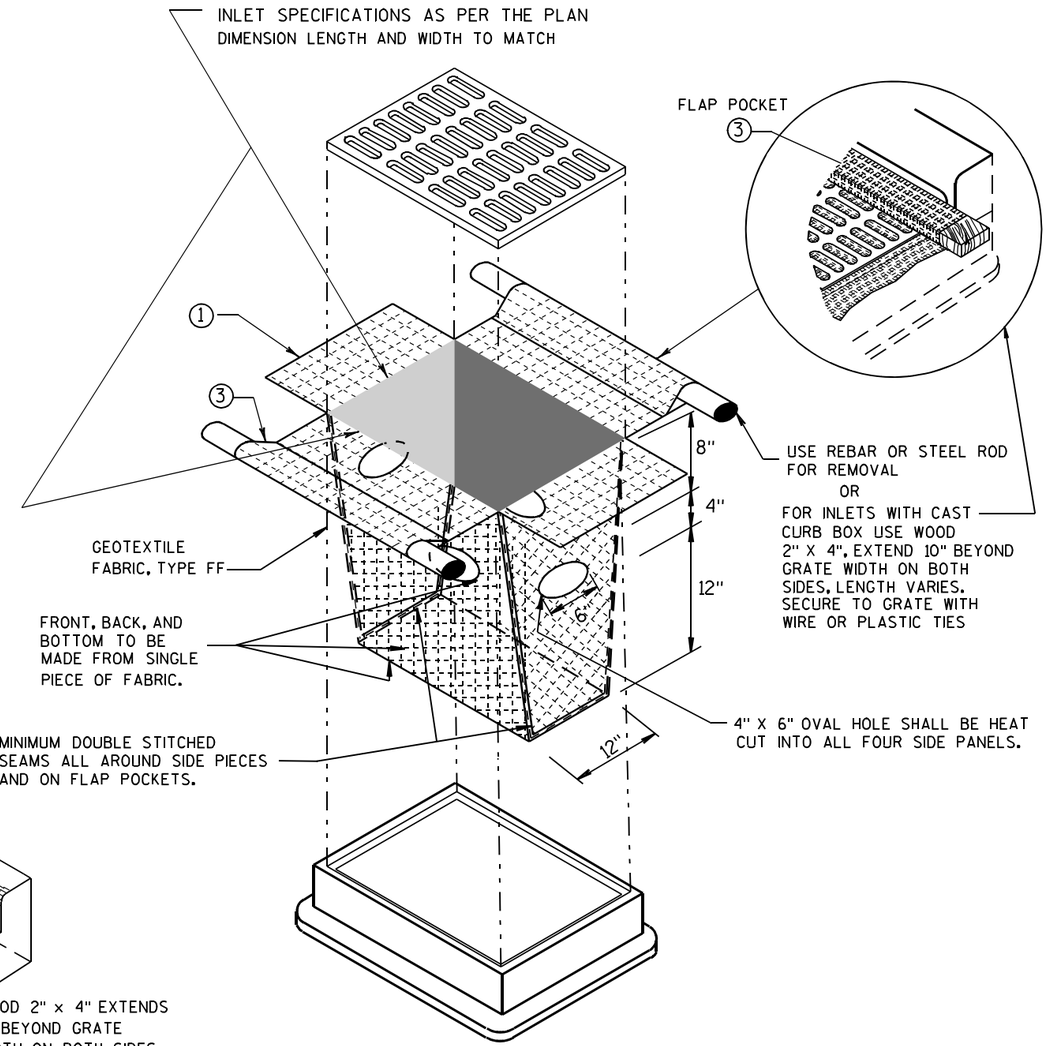




## INLET PROTECTION, TYPE A



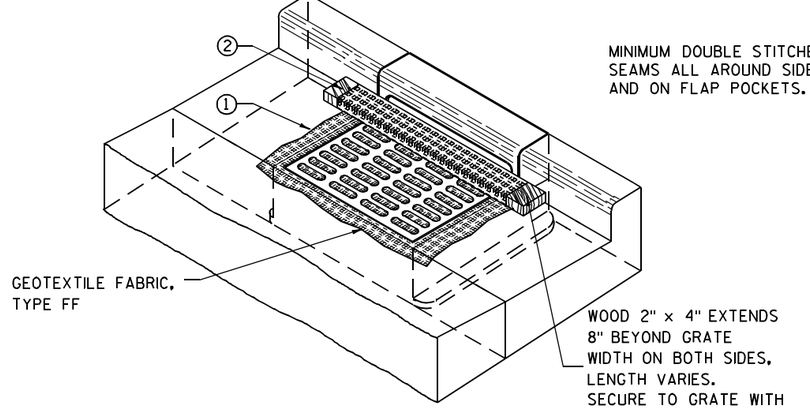

## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

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




## INLET PROTECTION, TYPE D

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




## INLET PROTECTION, TYPE C (WITH CURB BOX)

## 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

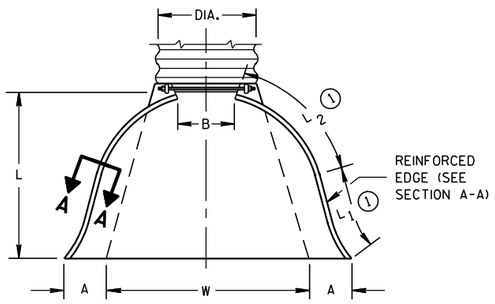
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2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

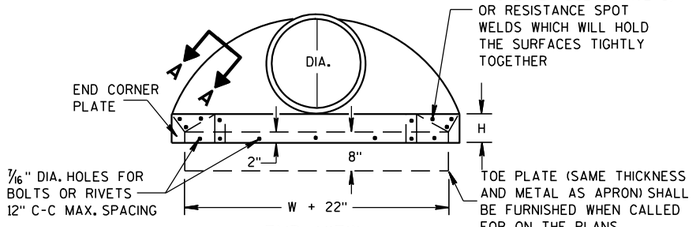
## REINFORCED CONCRETE APRON ENDWALLS

| 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 |

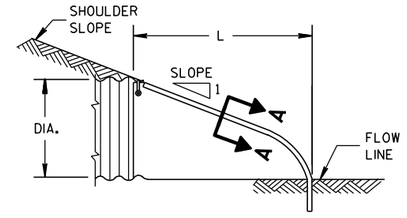
*MINIMUM
**MAXIMUM




PLAN VIEW

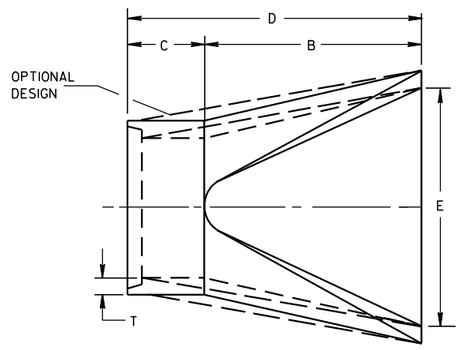



END VIEW

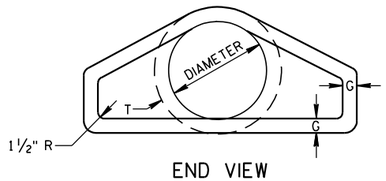



SIDE ELEVATION

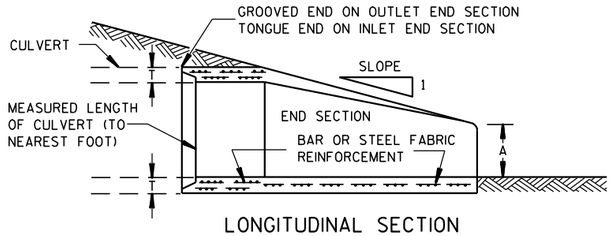
## METAL ENDWALLS




PLAN

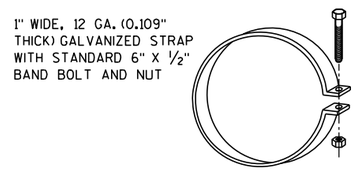



END VIEW



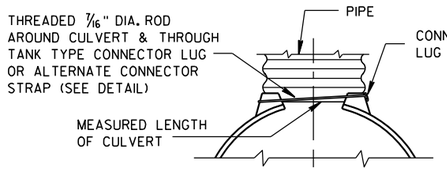

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

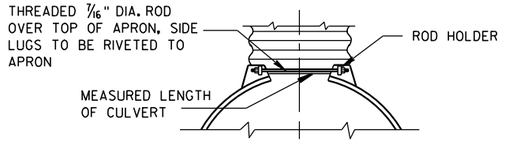



ALTERNATE FOR TYPE 1 CONNECTION

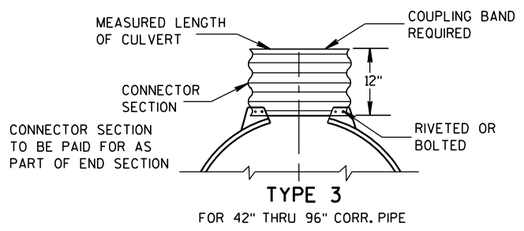
## END SECTION CONNECTOR STRAP



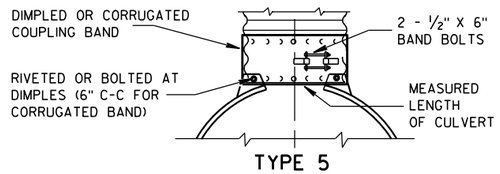

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

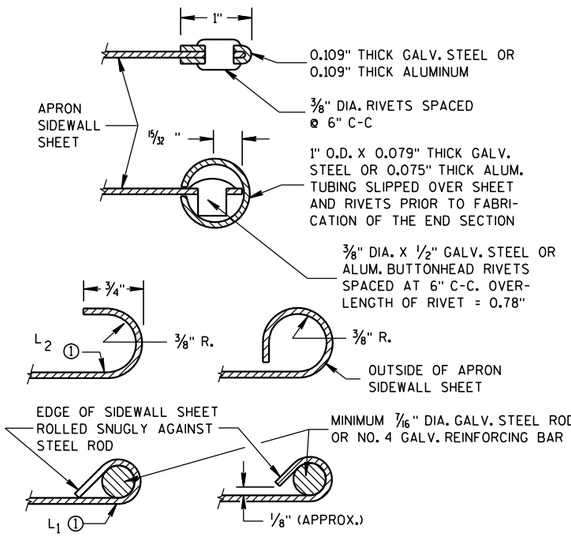
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

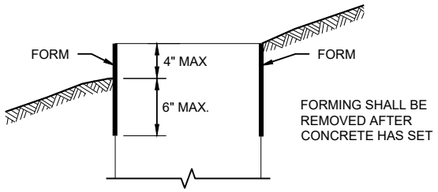
# APRON ENDWALLS FOR CULVERT PIPE

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

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE




## FORMING DETAIL

| QUANTITY REQUIREMENTS | CONCRETE BASE TYPE | | |
|---|---|---|---|
| | 1 | 2 | 5 & 6 |
| APPROX. CUBIC YARDS OF CONCRETE | 0.40 | 0.57 | 0.40 |
| LBS. OF HOOP BAR STEEL | NONE | 23 | 16 |
| LBS. OF VERTICAL BAR STEEL | NONE | 60 | 18 |

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

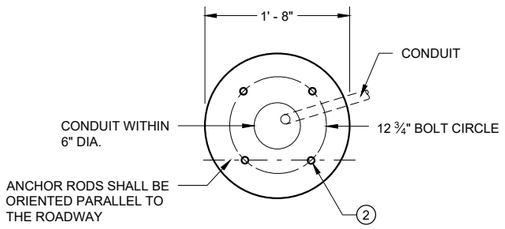
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

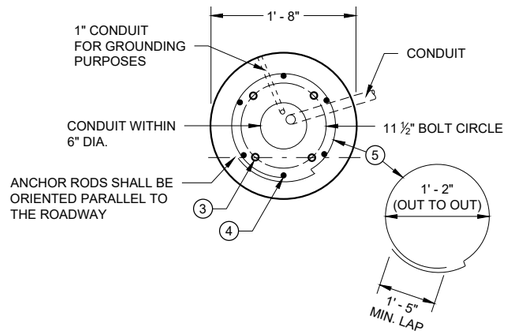
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

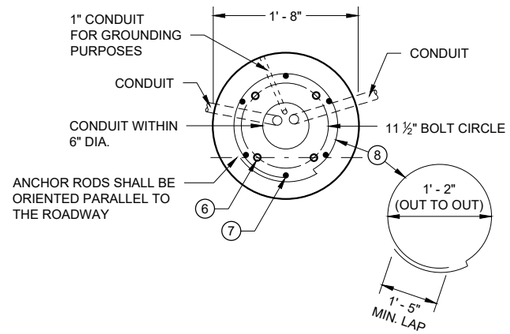
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).




1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

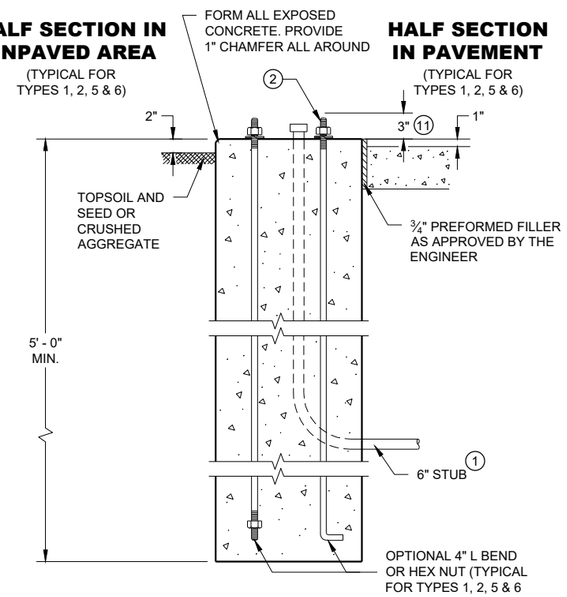
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

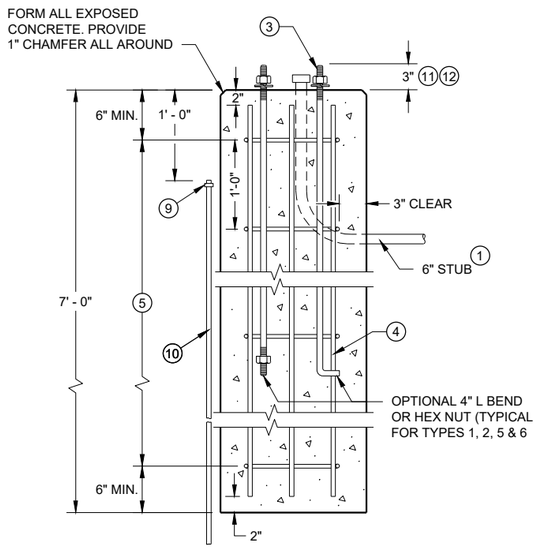
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

**HALF SECTION IN UNPAVED AREA**
(TYPICAL FOR TYPES 1, 2, 5 & 6)

**HALF SECTION IN PAVEMENT**
(TYPICAL FOR TYPES 1, 2, 5 & 6)




TYPE 1

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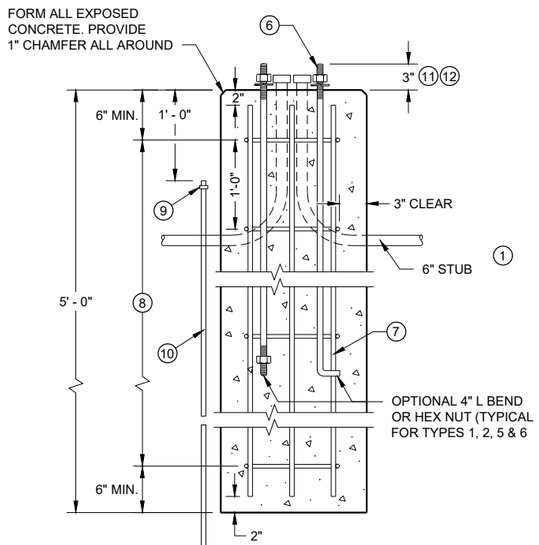



TYPE 5 & 6

## CONCRETE BASES

**CONCRETE BASES**
**TYPES 1, 2, 5, & 6**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

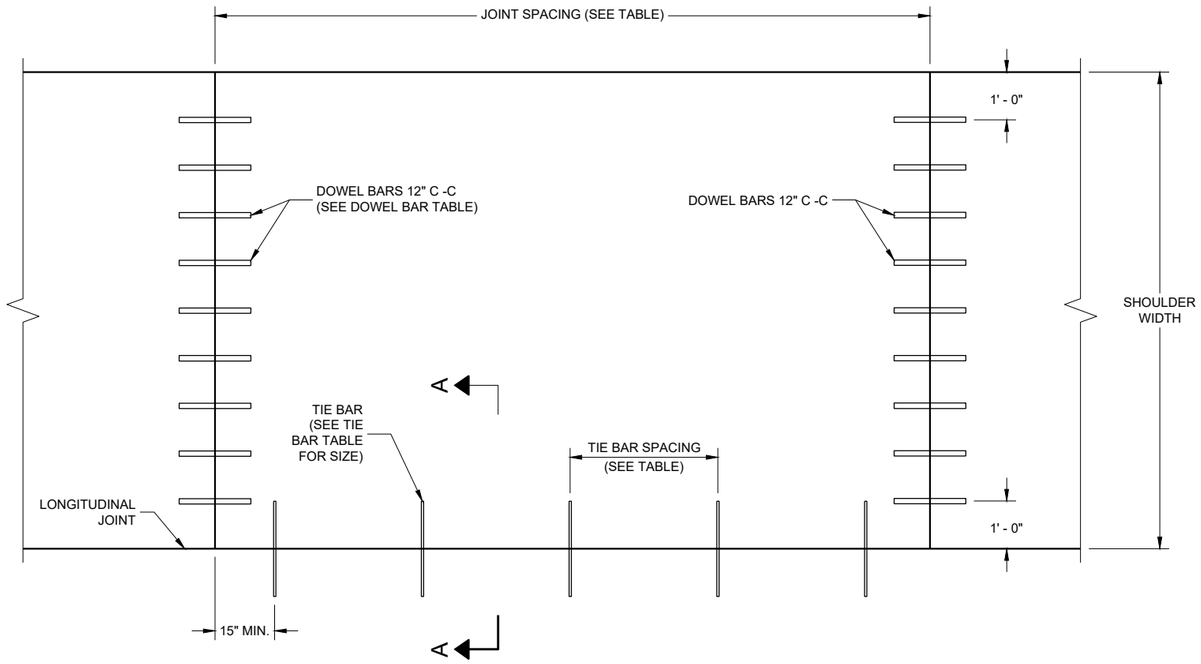
## GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

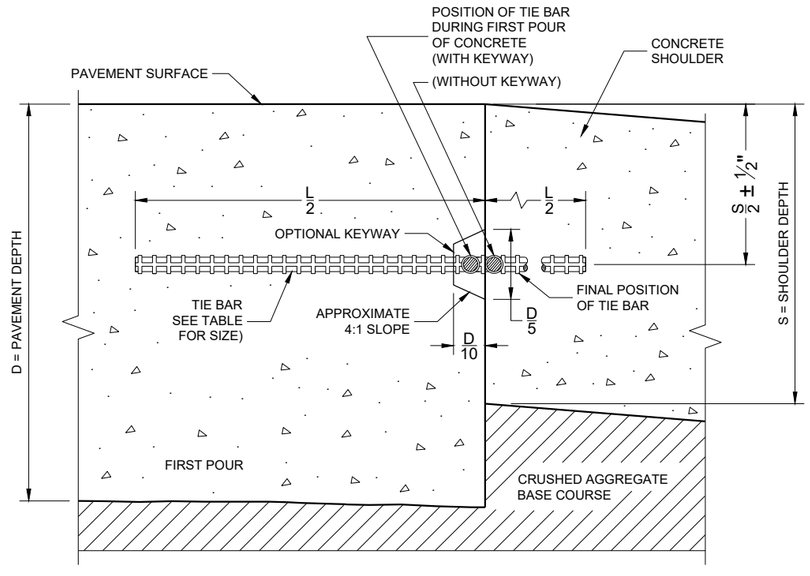
FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.




**PLAN VIEW**

**CONCRETE PAVEMENT SHOULDER**




**SECTION A - A**

**LONGITUDINAL CONSTRUCTION JOINT**

### TIE BAR TABLE

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

* SUBSTITUTE BENT BATS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES.

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

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

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

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

**CONCRETE PAVEMENT SHOULDERS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp
PAVEMENT SUPERVIS

FHWA

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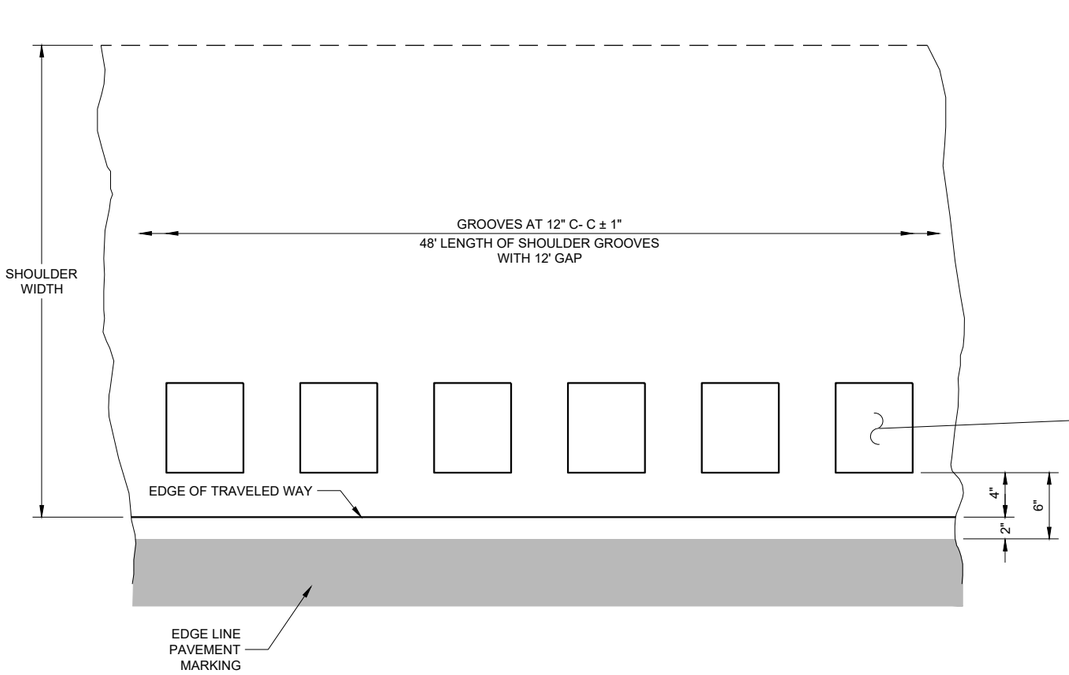
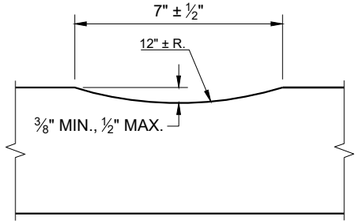
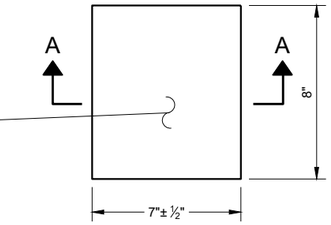
SDD 13A03 - 07




**PLAN DETAIL VIEW**
**SHOULDER WITH GROOVES**




**SECTION A - A**

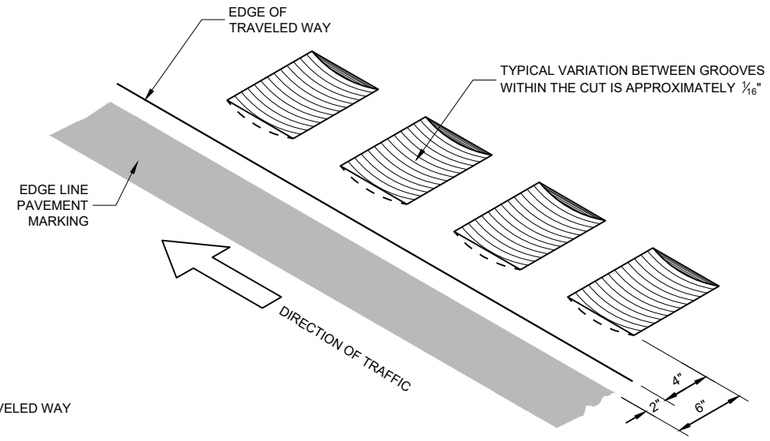


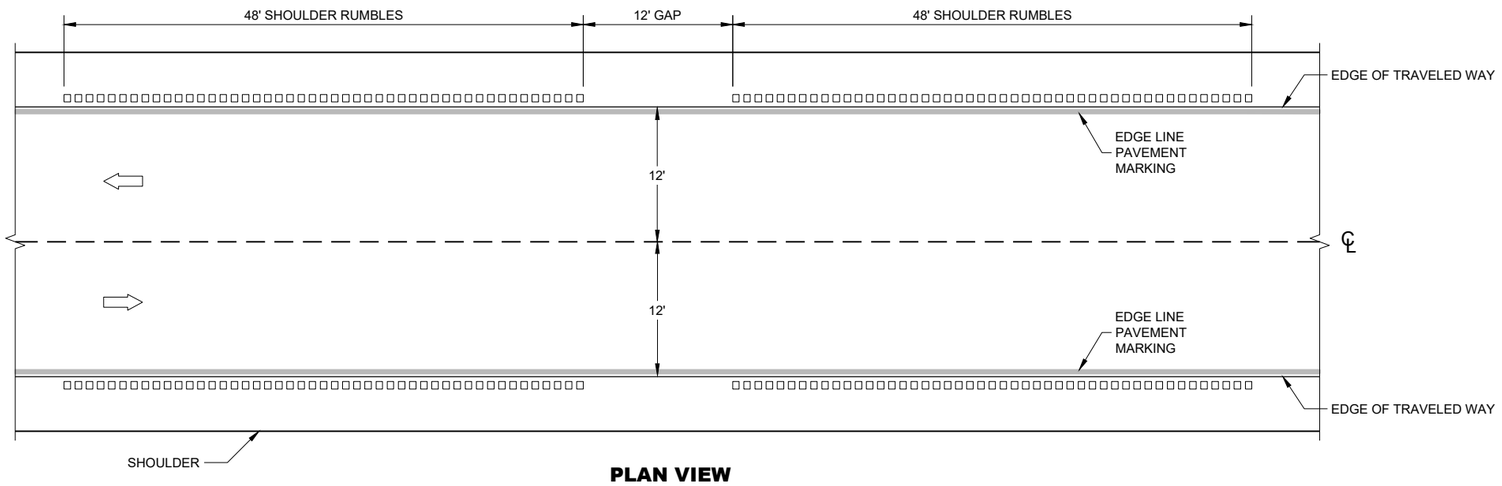

**PLAN VIEW**
**(SINGLE GROOVE)**

## GENERAL NOTES

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

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




**PLAN VIEW**

**SHOULDER RUMBLE STRIPS - ASPHALT**

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SDD 13A10 - 03a

**SHOULDER RUMBLE STRIPS ASPHALT**



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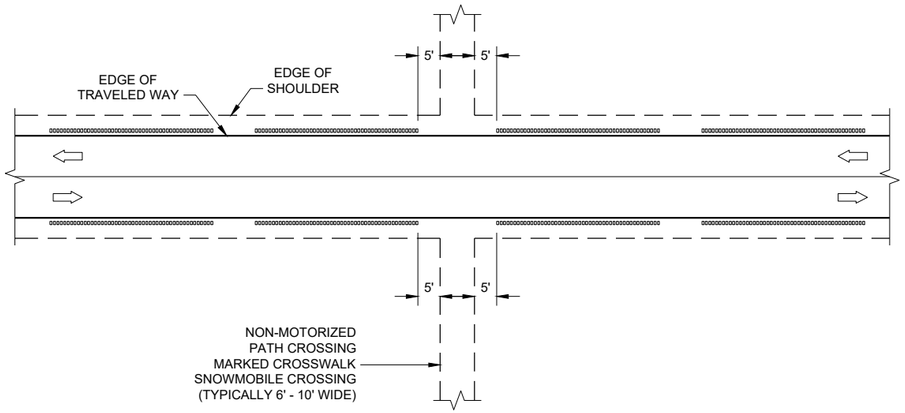
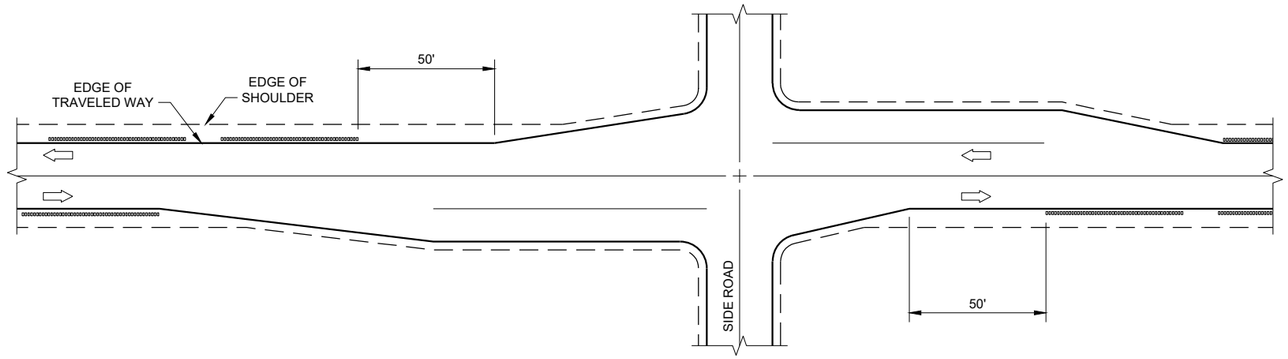
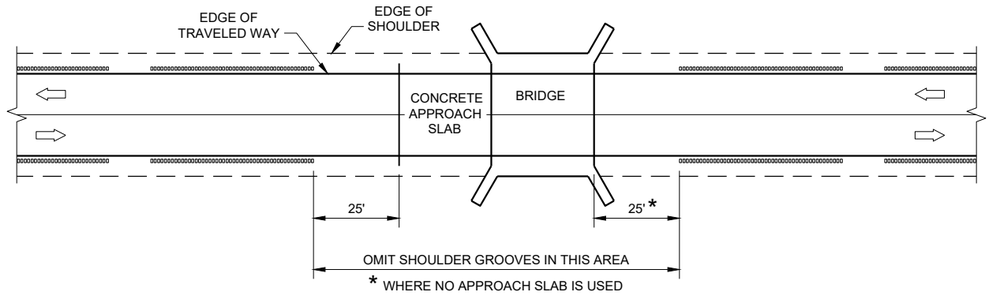
SDD 13A10 - 03a



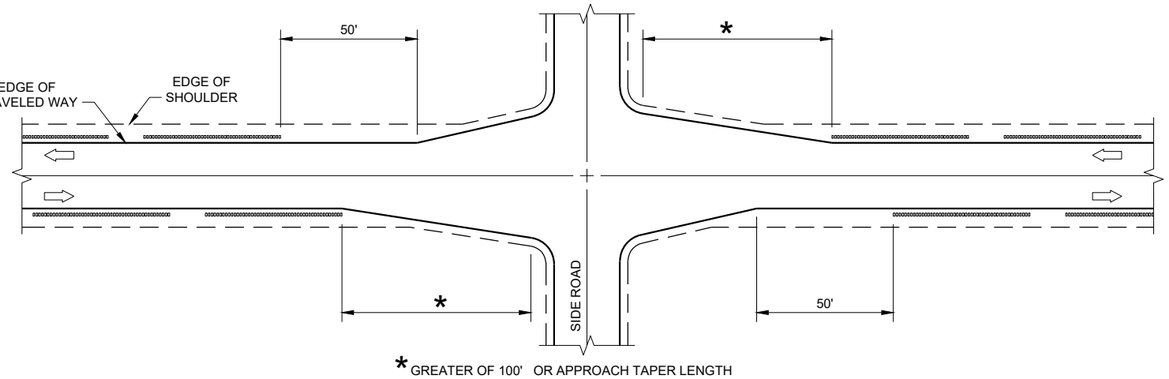

## GROOVES AT MISCELLANEOUS CROSSINGS



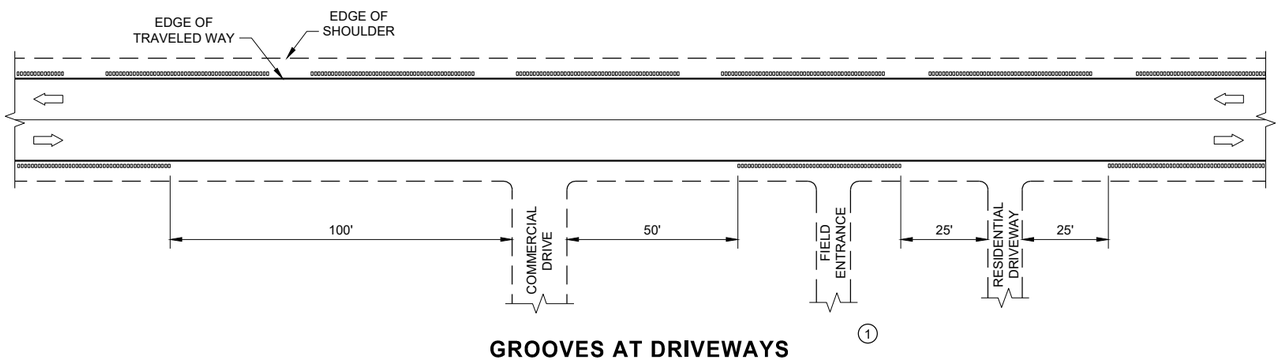

## GROOVES AT RIGHT TURN LANE




## GROOVES AT BRIDGES




## GROOVES AT INTERSECTIONS WITH APPROACH TAPER




## GROOVES AT DRIVEWAYS ①

### GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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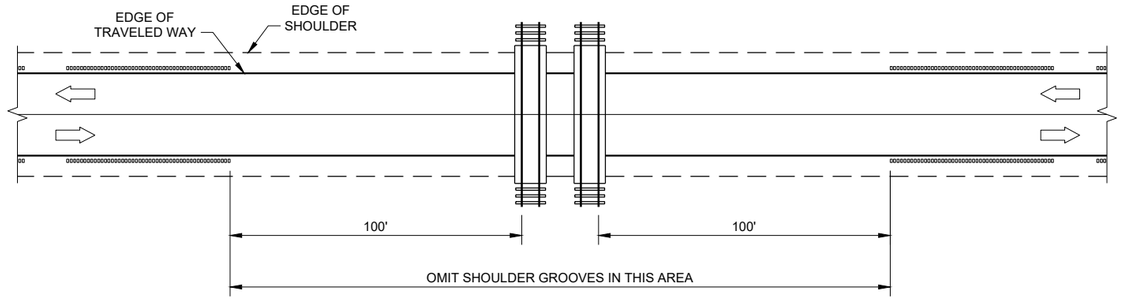
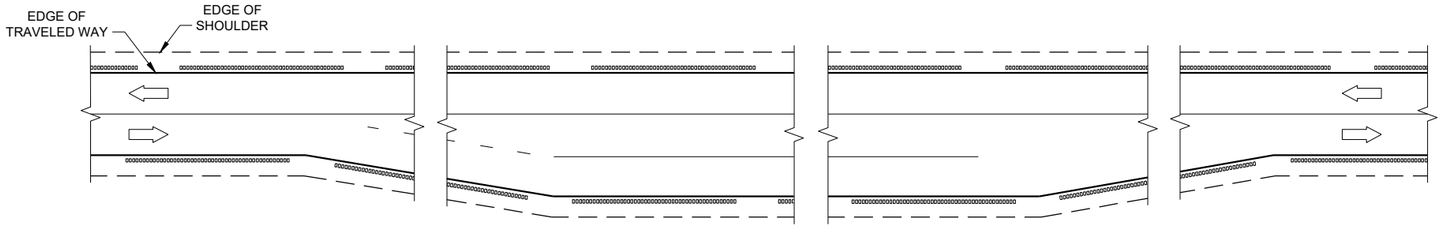
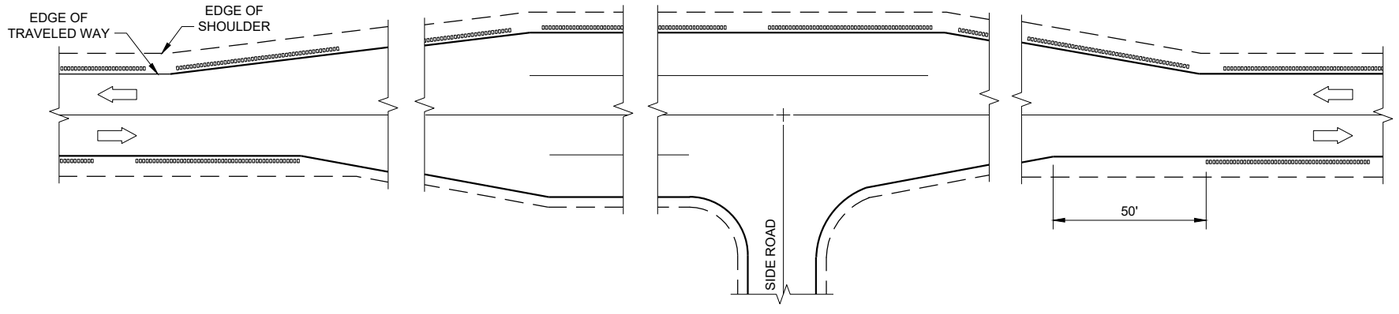
SDD 13A10 - 03g




**GROOVES AT RAILROADS**




**GROOVES AT PASSING AND CLIMBING LANES**




**GROOVES AT BYPASS LANES**

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SDD 13A10 - 03h

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA



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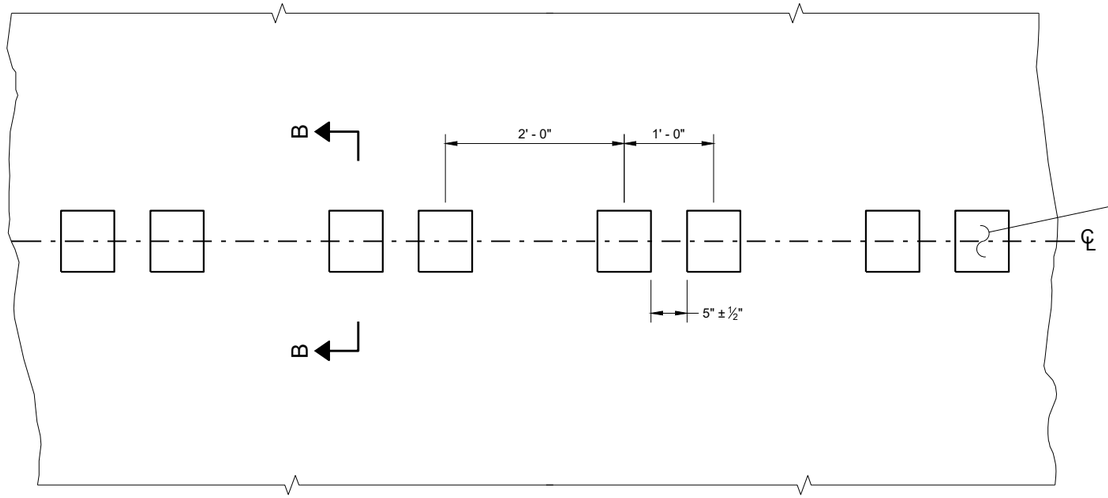
SDD13A10 - 03h

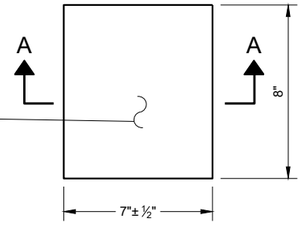
## GENERAL NOTES

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

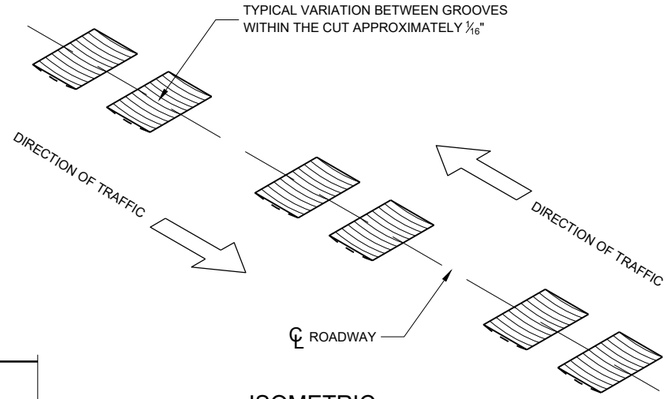
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.




**PLAN DETAIL VIEW**




**PLAN VIEW**
**(SINGLE GROOVE)**

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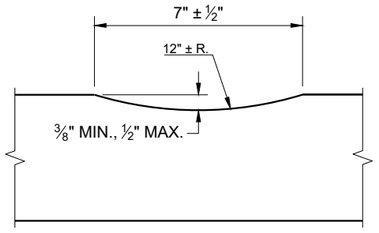
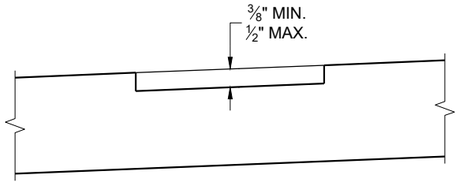
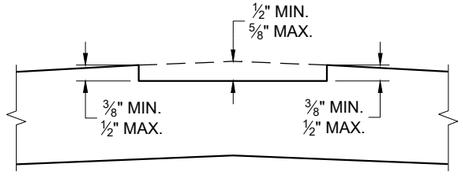


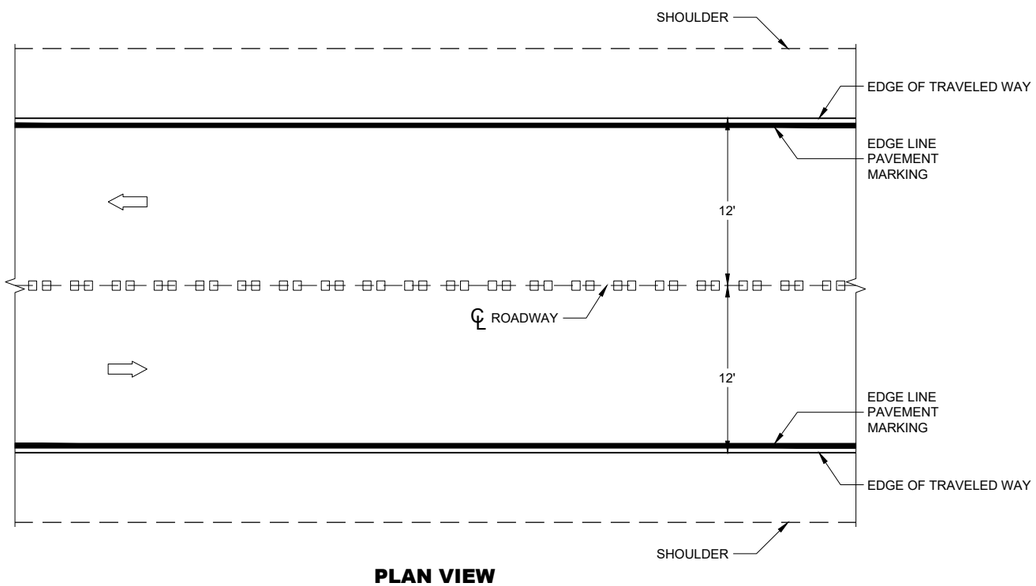

**SECTION A - A**




**SECTION B - B**
**SUPERELEVATED ROADWAY**




**SECTION B - B**
**CROWNED ROADWAY**




**PLAN VIEW**

**CENTERLINE RUMBLE STRIPS - ASPHALT**

| | |
|---|---|
| **CENTERLINE RUMBLE STRIPS - ASPHALT** | |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTA | 158 |

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SDD 13A11 - 04a

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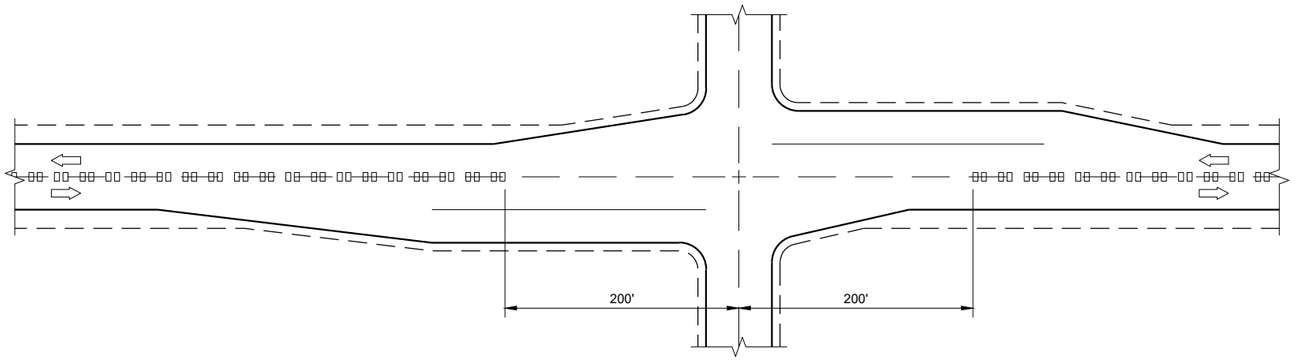
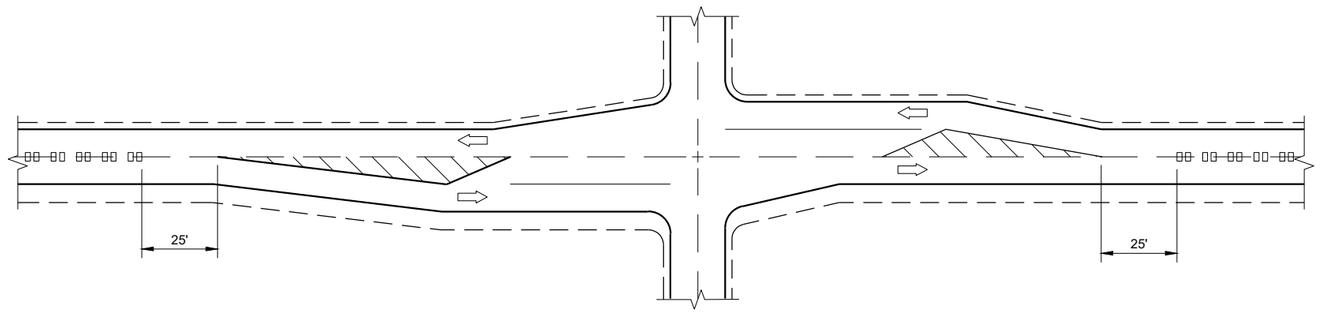
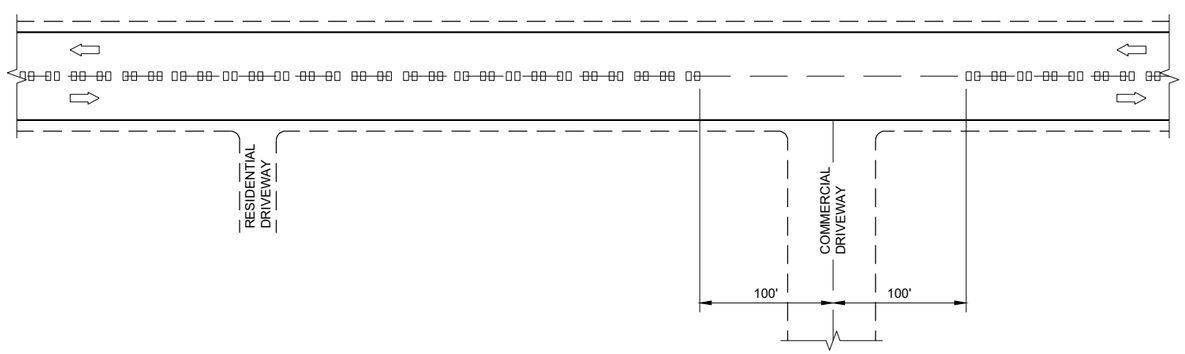
SDD 13A11 - 04a




## CENTERLINE GROOVES AT INTERSECTIONS



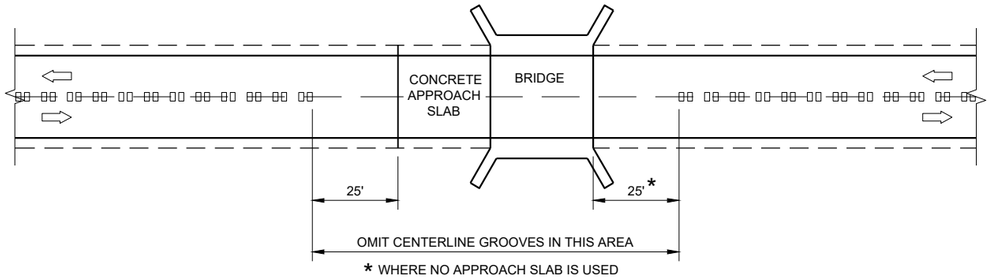

## CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



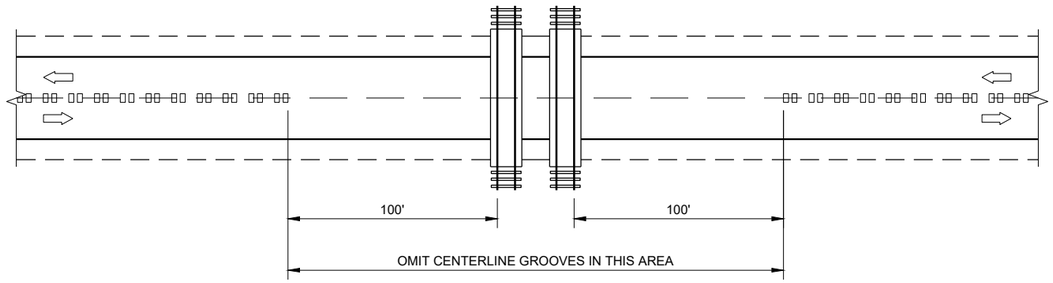

## CENTERLINE GROOVES AT DRIVEWAYS (1)

## GENERAL NOTES

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




## CENTERLINE GROOVES AT BRIDGES




## CENTERLINE GROOVES AT RAILROADS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



6

SDD 13A11 - 04d

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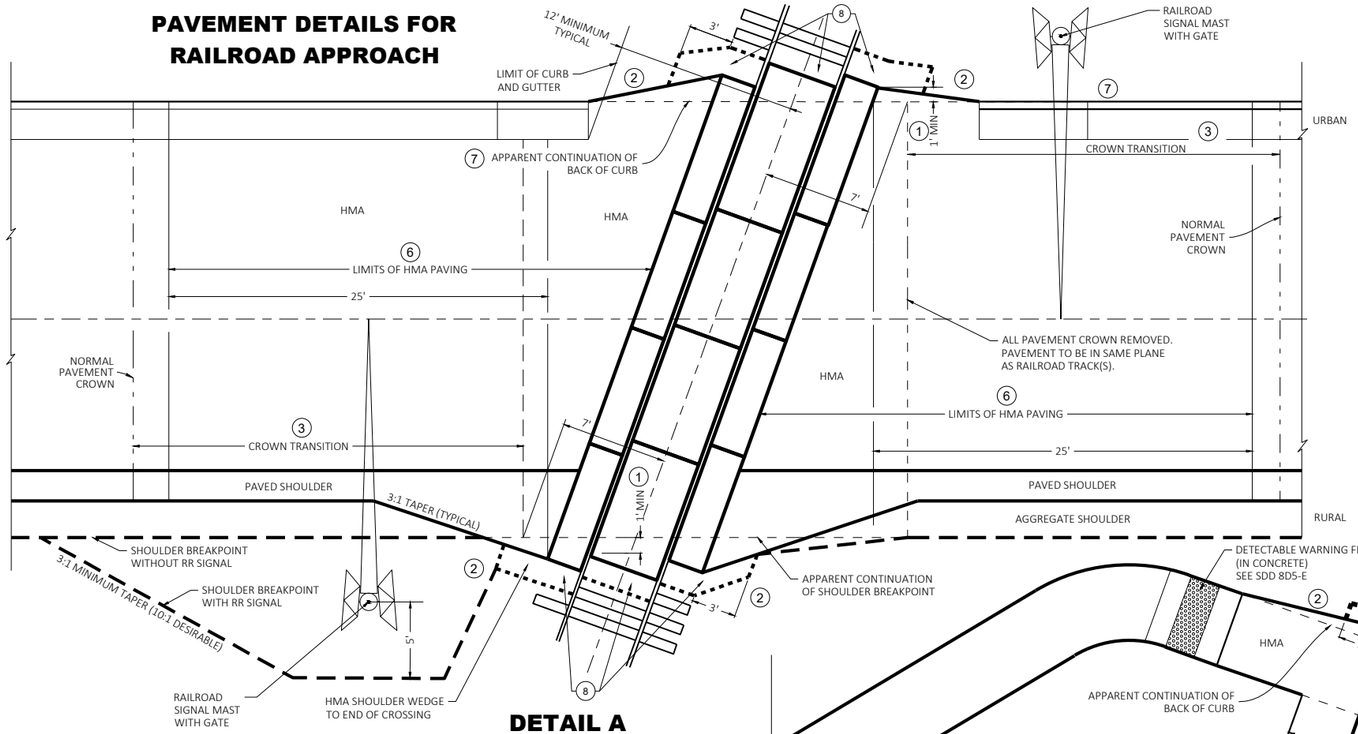
SDD 13A11 - 04d

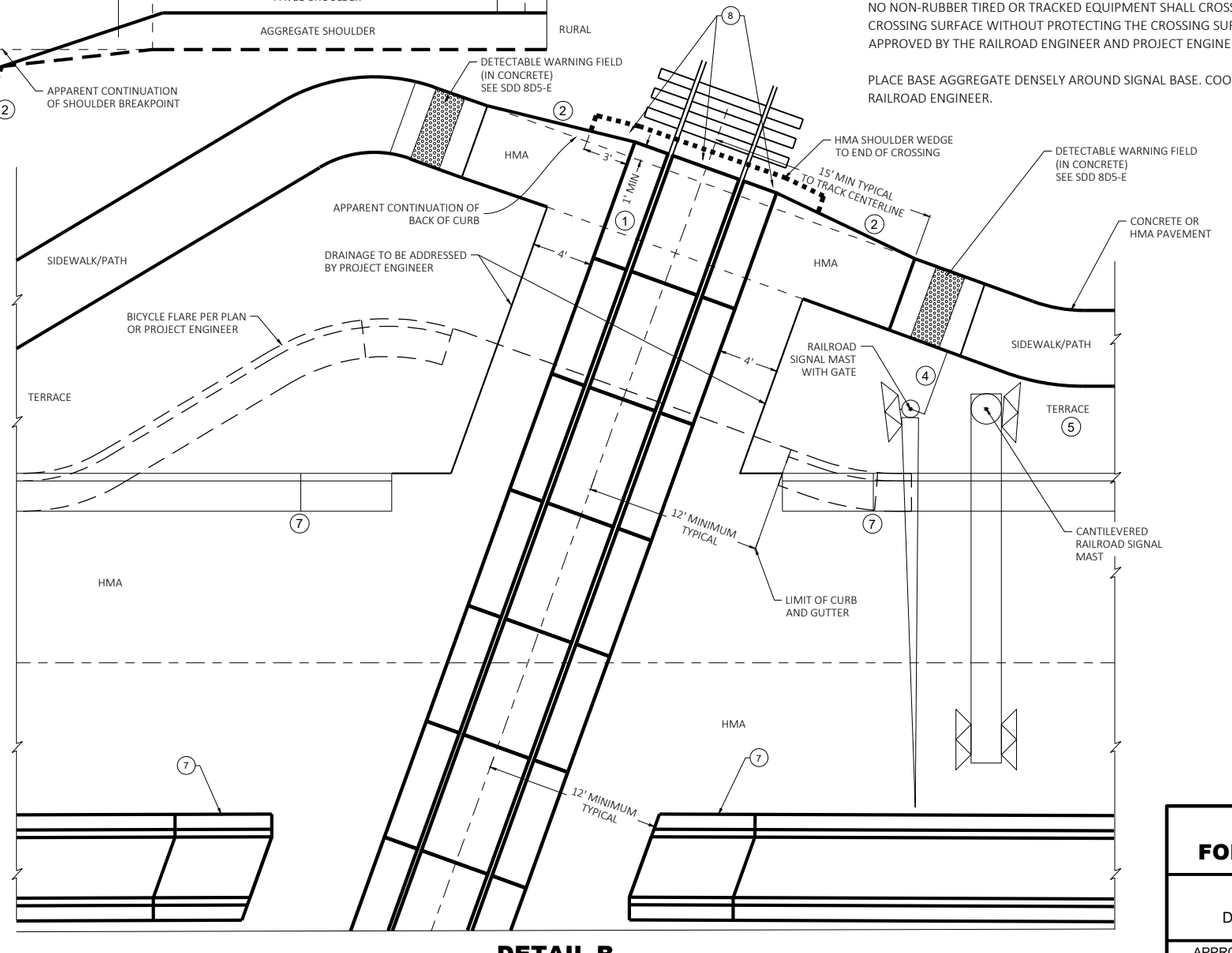
# PAVEMENT DETAILS FOR RAILROAD APPROACH




## DETAIL A
## RAILROAD APPROACH

## GENERAL NOTES CONTINUED

1. 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
2. HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.
3. CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
4. NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
5. TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
6. 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.
7. REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.
8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.




## DETAIL B
## MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

## GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.

**PAVEMENT DETAILS FOR RAILROAD APPROACH**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEER AND SAFETY SUPERVISO

FHWA



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SDD 13B01-11a

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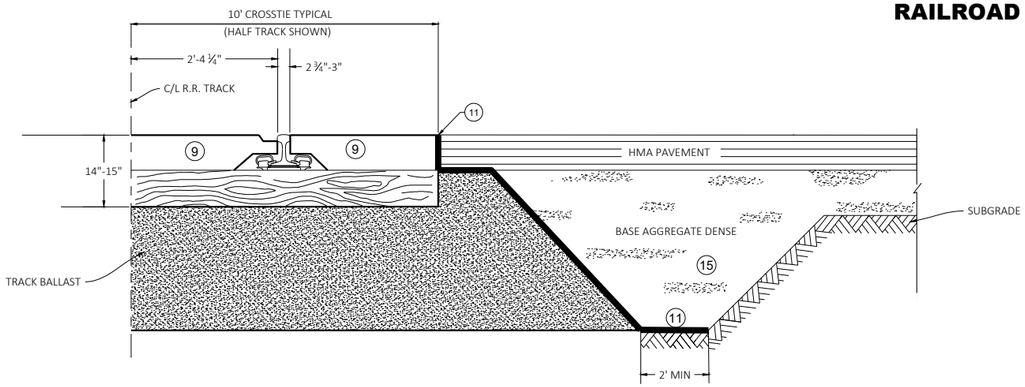
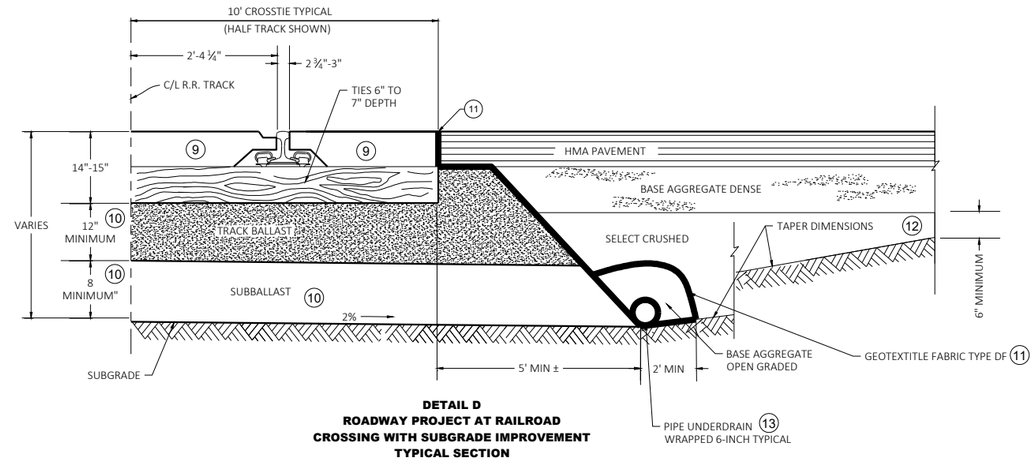
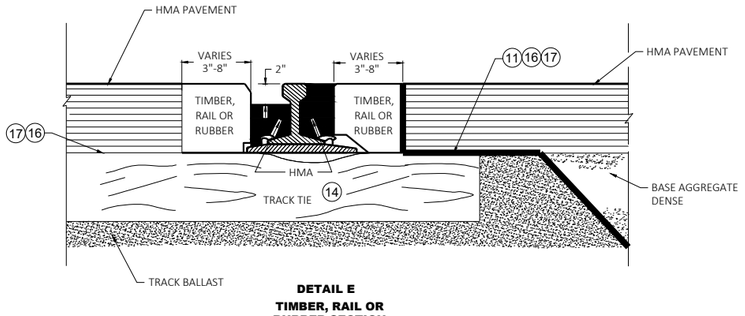
# TYPICAL SECTIONS FOR RAILROAD APPROACH



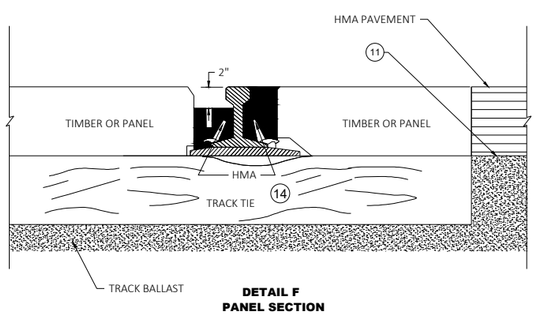

**DETAIL C**
**ROADWAY PROJECT AT RAILROAD CROSSING WITHOUT SUBGRADE IMPROVEMENT**
**TYPICAL SECTION**



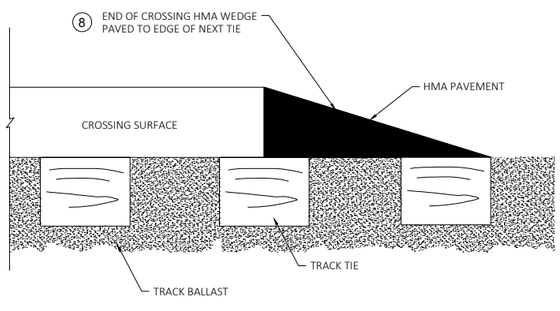

**DETAIL D**
**ROADWAY PROJECT AT RAILROAD CROSSING WITH SUBGRADE IMPROVEMENT**
**TYPICAL SECTION**




**DETAIL E**
**TIMBER, RAIL OR RUBBER SECTION**
**HMA FLANGEWAY**
**AND FIELD FILLERS**




**DETAIL F**
**PANEL SECTION**
**HMA FLANGEWAY**
**AND FIELD FILLERS**




**DETAIL G**
**END OF CROSSING HMA WEDGE**

## GENERAL NOTES

8. IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.

9. MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

10. TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.

11. GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.

12. TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

13. IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.

14. HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.

15. GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

16. IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.

17. PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.

**TYPEICAL SECTIONS FOR RAILWAY APPROACH**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEER AND SAFETY SUPERVISOR

FHWA



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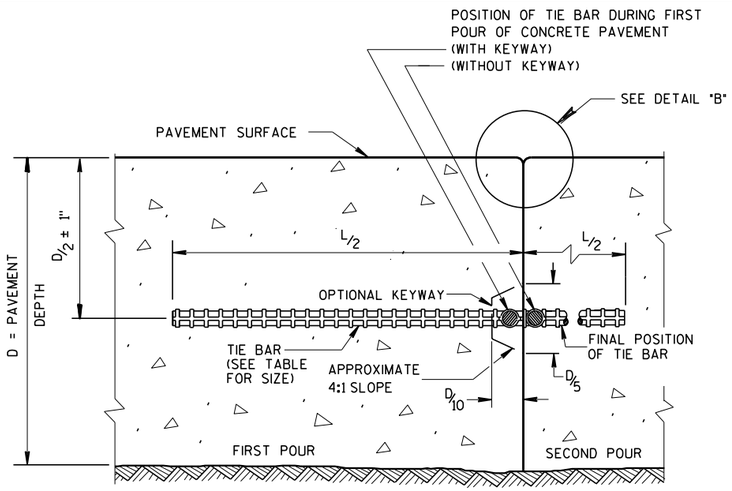
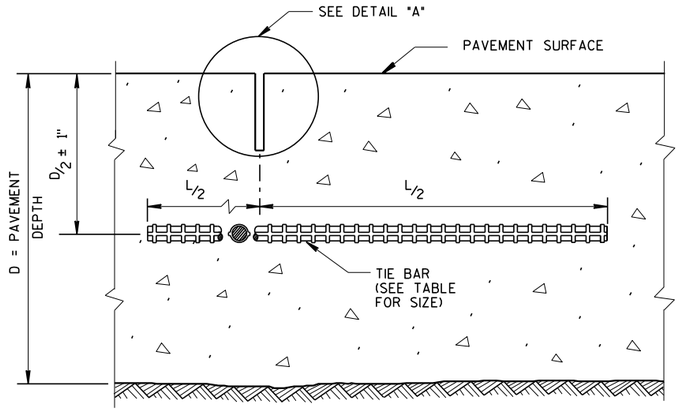



## CONSTRUCTION JOINT




## SAWED JOINT

## GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.




PLAN VIEW




SECTION A-A

## LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT




DETAIL "A"




DETAIL "B"




DETAIL "C"

## TIE BAR TABLE

| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 1/2" | NO. 4 | 30" | 36" |
| ≥ 10 1/2" | NO. 5 | 36" | 36" |
| | NO. 4 * | 30" | 24" ** |

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.




PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA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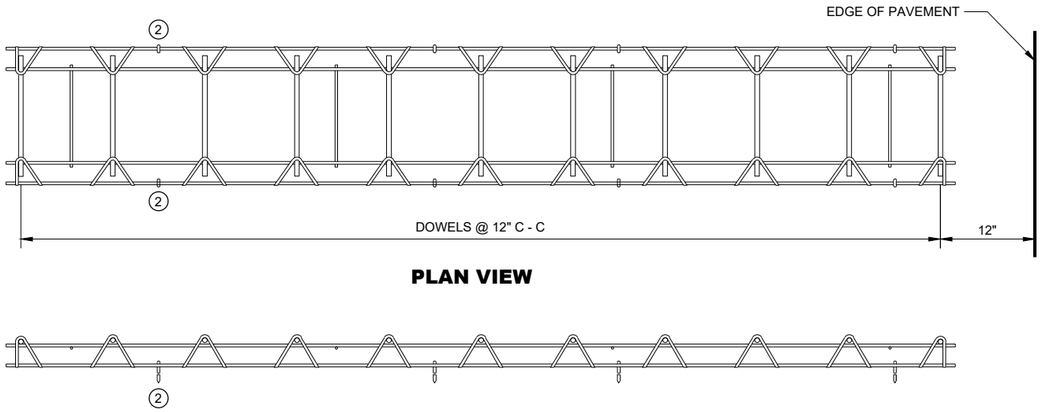
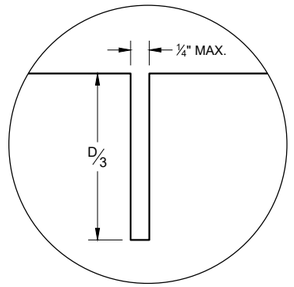



**PLAN VIEW**




**SIDE VIEW**

## CONTRACTION JOINT DOWEL ASSEMBLY (1)




**JOINT DETAIL**

## 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) 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.

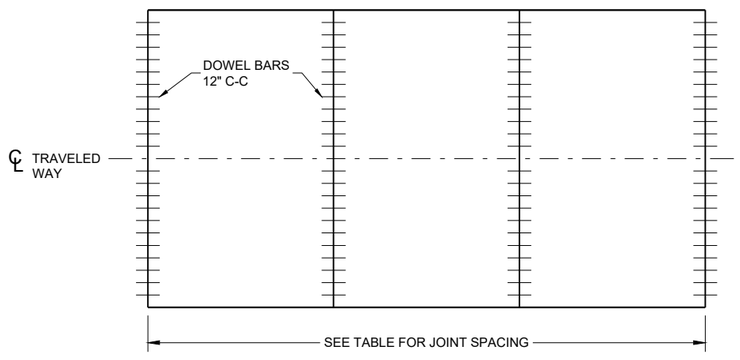
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

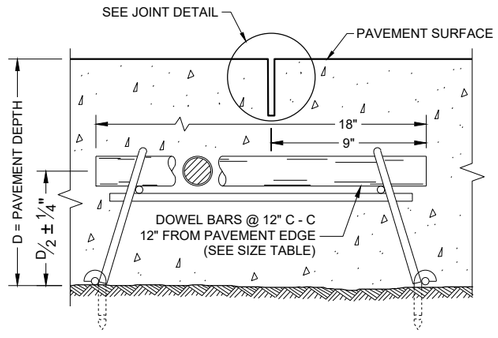
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED 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.



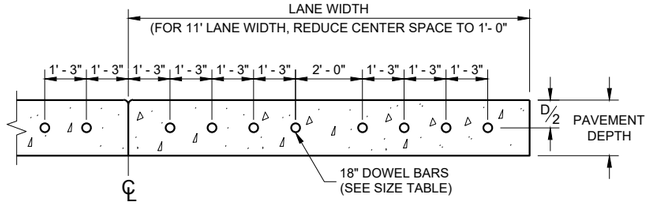

**CONTRACTION JOINT LOCATIONS**



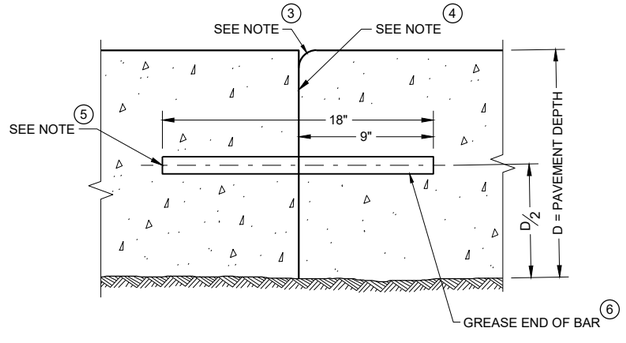

**DOWELED CONTRACTION JOINT**

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

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




**DRILLED DOWEL BAR CONSTRUCTION JOINT (7)**




**TRANSVERSE CONSTRUCTION JOINT**

**URBAN DOWELED CONCRETE PAVEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA



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SDD 13C13 - 11

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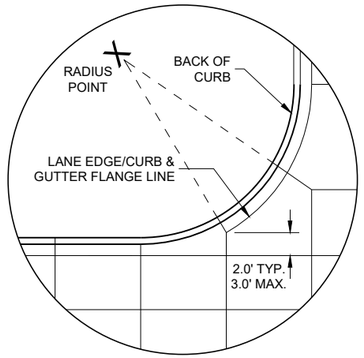
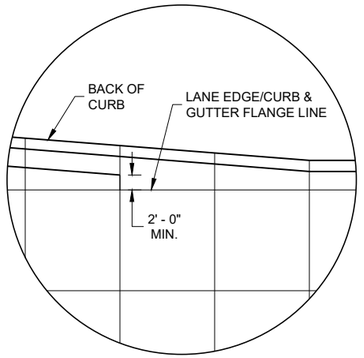
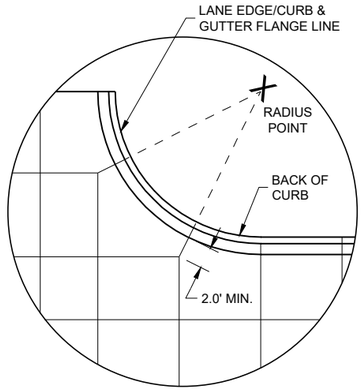


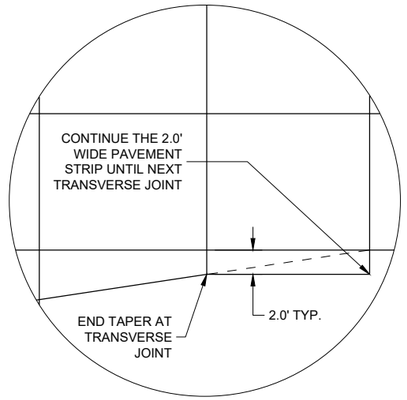

**DETAIL "A"**




**DETAIL "B"**




**DETAIL "C"**




**DETAIL "D"**

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

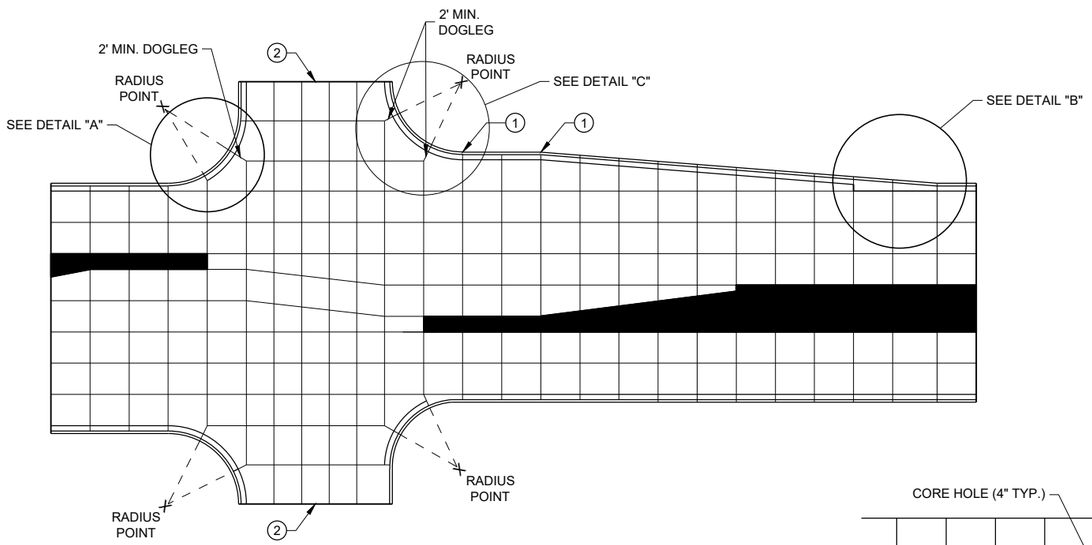
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

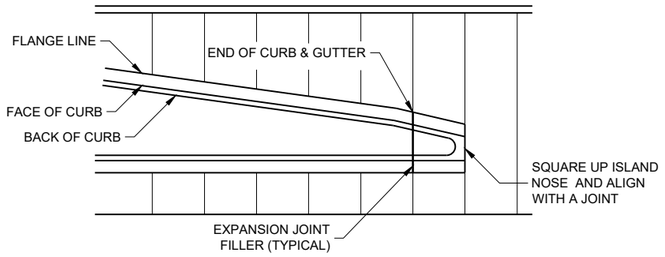
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



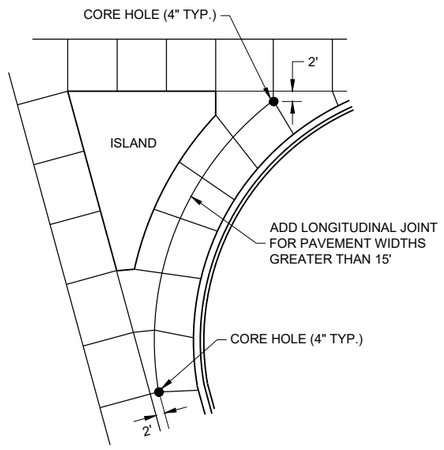

**STANDARD INTERSECTION**

PAVEMENT DEPTH AND JOINT SPACING TABLE

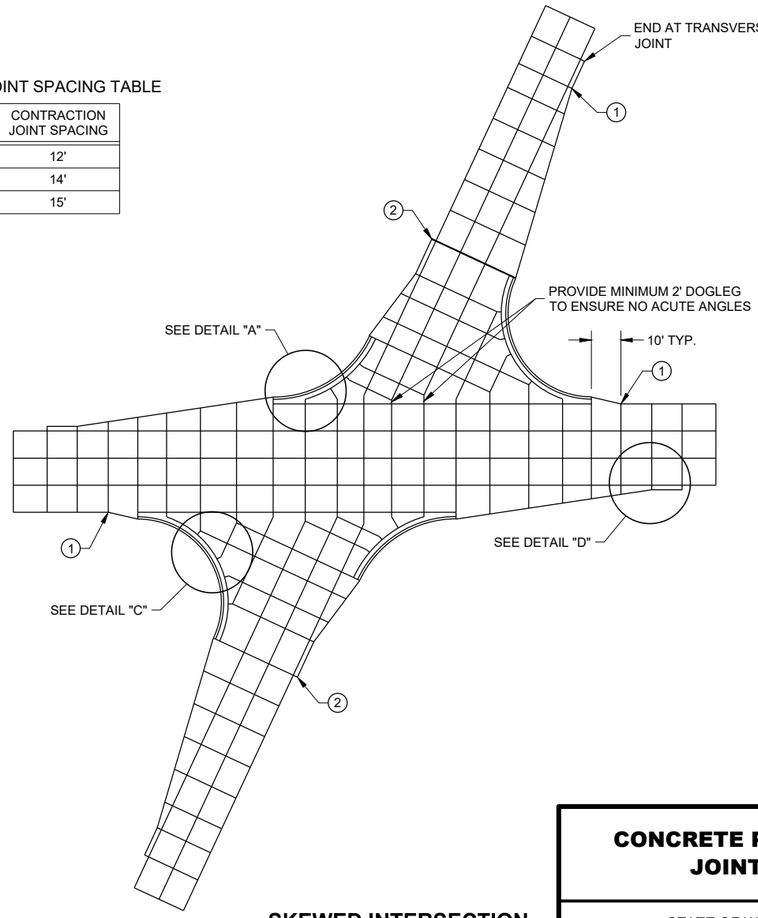
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6 ½" | 12' |
| 7", 7 ½" | 14' |
| 8" & ABOVE | 15' |




**APPROACH TO MEDIAN**




**LARGE RIGHT TURN**




**SKEWED INTERSECTION**

**CONCRETE PAVEMENT JOINTING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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SDD 13C18 - 08a

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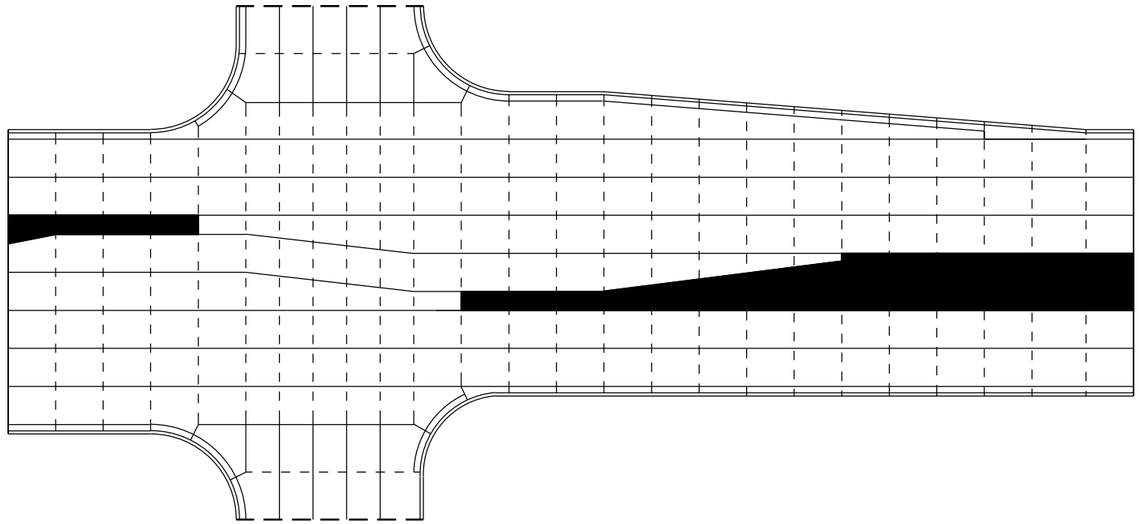
SDD 13C18 - 08a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

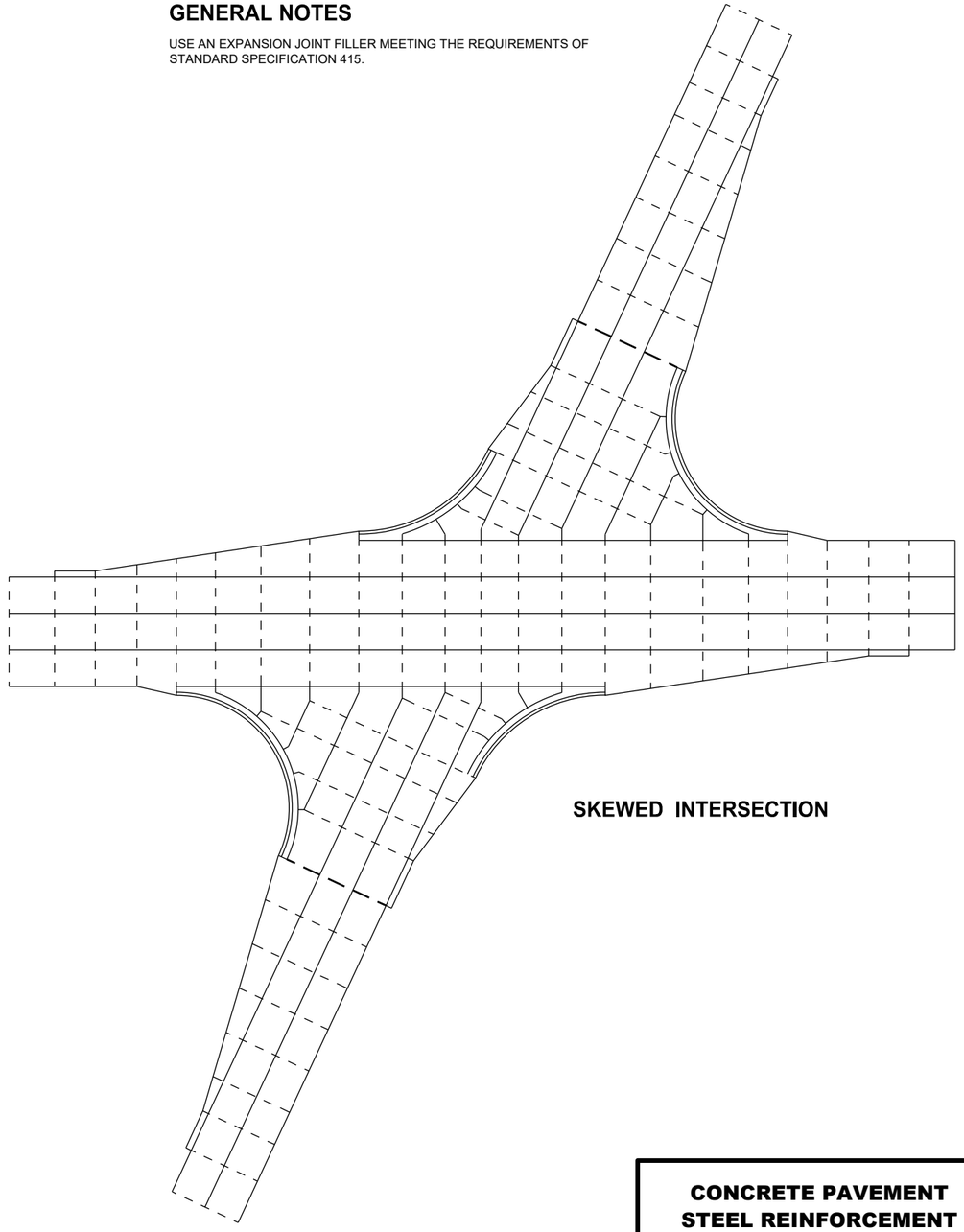
TIED JOINT



STANDARD INTERSECTION

## GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

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SDD 13C18 - 08b

**CONCRETE PAVEMENT STEEL REINFORCEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



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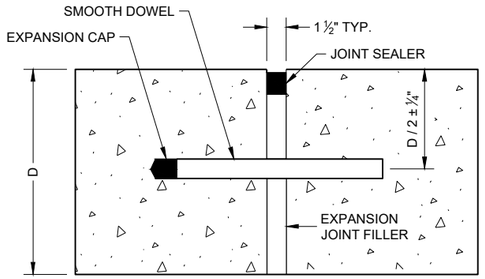
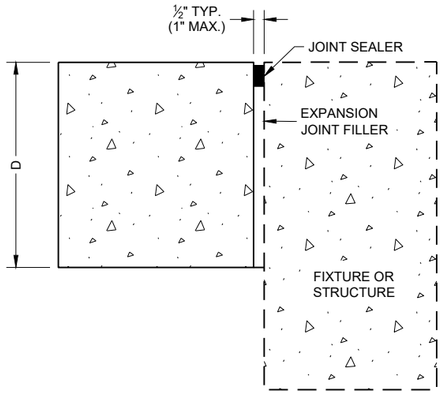
SDD 13C18 - 08b




**DOWELED TRANSVERSE** (1)




**UNTIED - LONGITUDINAL**

## EXPANSION JOINTS

### TIE BAR TABLE

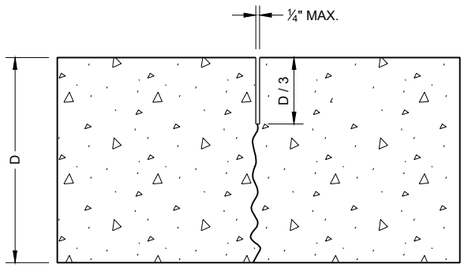
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 ½" | NO. 4 | 30" | 36" |
| ≥ 10 ½" | NO. 5 | 36" | 36" |
| | NO. 4 * | 30" | 24" ** |

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

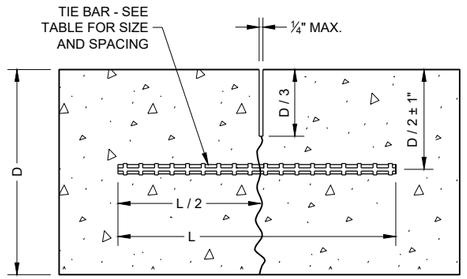
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

### GENERAL NOTES

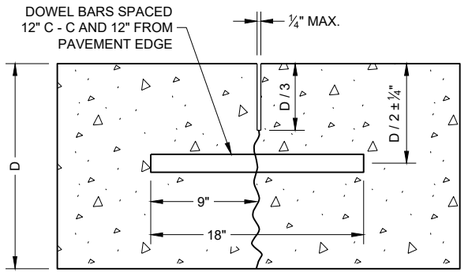
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.




**UNDOWELED TRANSVERSE**

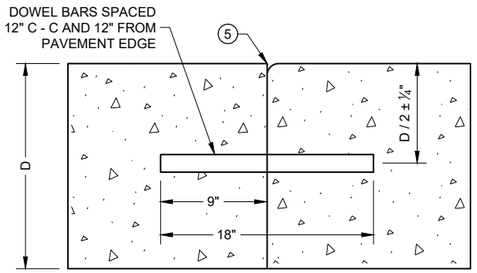



**TIED LONGITUDINAL**

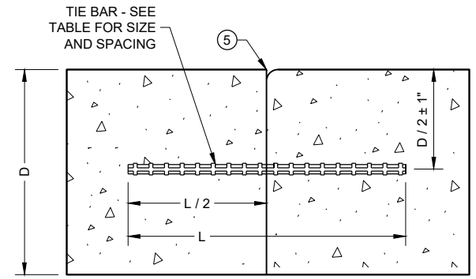



**DOWELED TRANSVERSE**

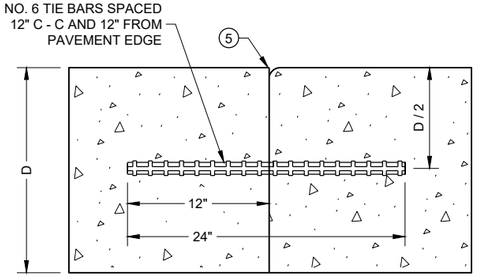
## CONTRACTION JOINTS (2)



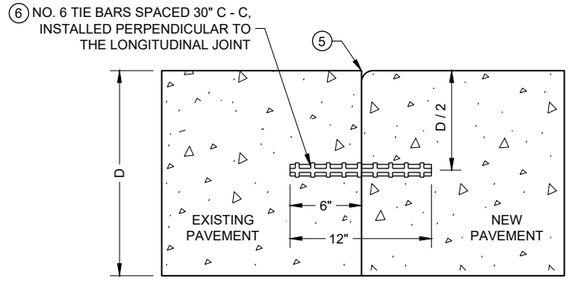

**DOWELED TRANSVERSE** (3)




**TIED LONGITUDINAL**




**TIED TRANSVERSE** (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




**TIED LONGITUDINAL TO EXISTING**

## CONSTRUCTION JOINTS (4)

**CONCRETE PAVEMENT JOINT TYPES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





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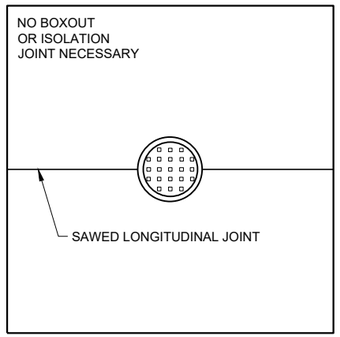
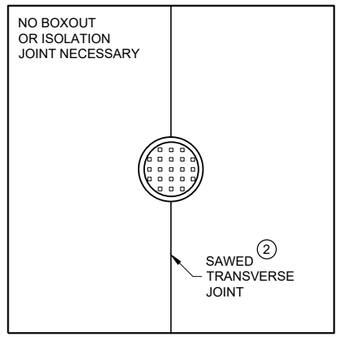
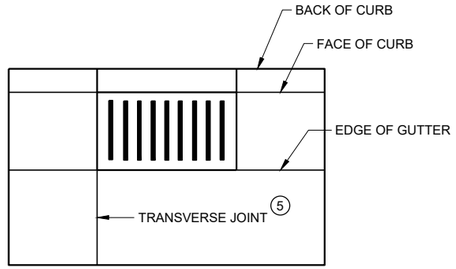
SDD 13C18 - 08c




**MANHOLE WITH LONGITUDINAL JOINT**



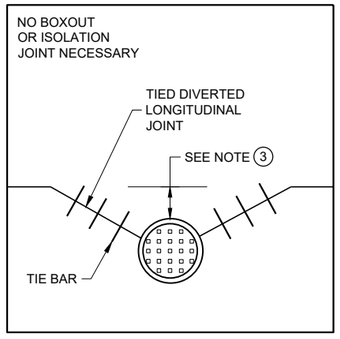

**MANHOLE WITH TRANSVERSE JOINT**



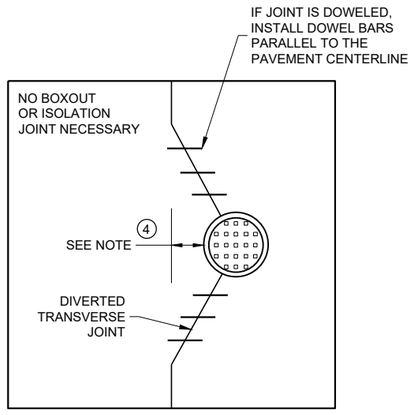

**INLET WITH TRANSVERSE JOINT**

## GENERAL NOTES

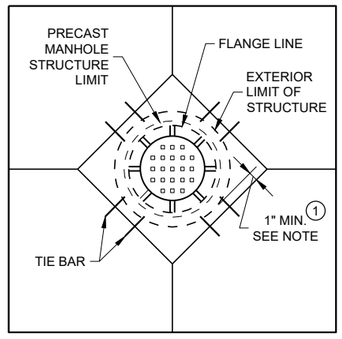
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.




**MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT**




**MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT**




**DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS**

**CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

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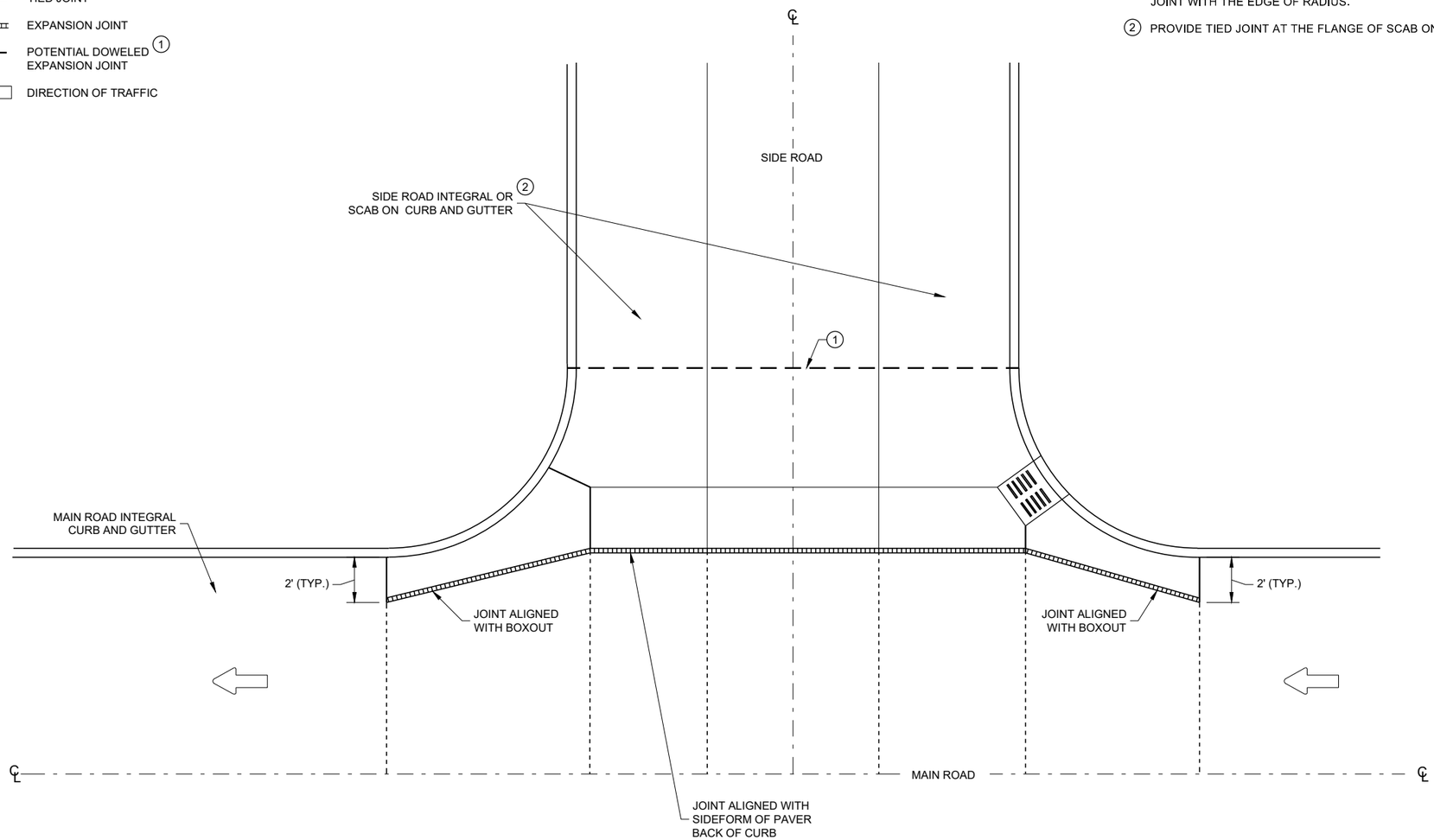
SDD13C18 - 08d

## LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC




## GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

**INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER**

**CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

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SDD 13C18 - 08f

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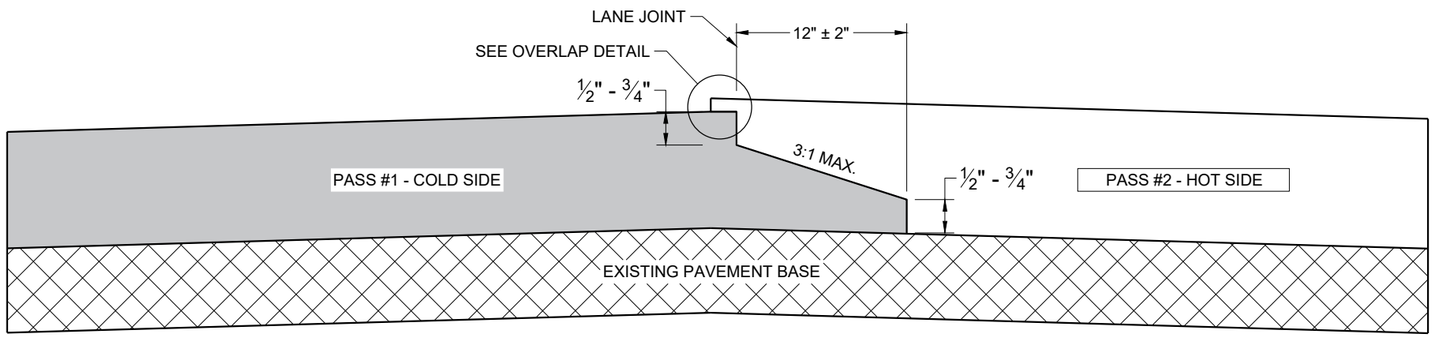
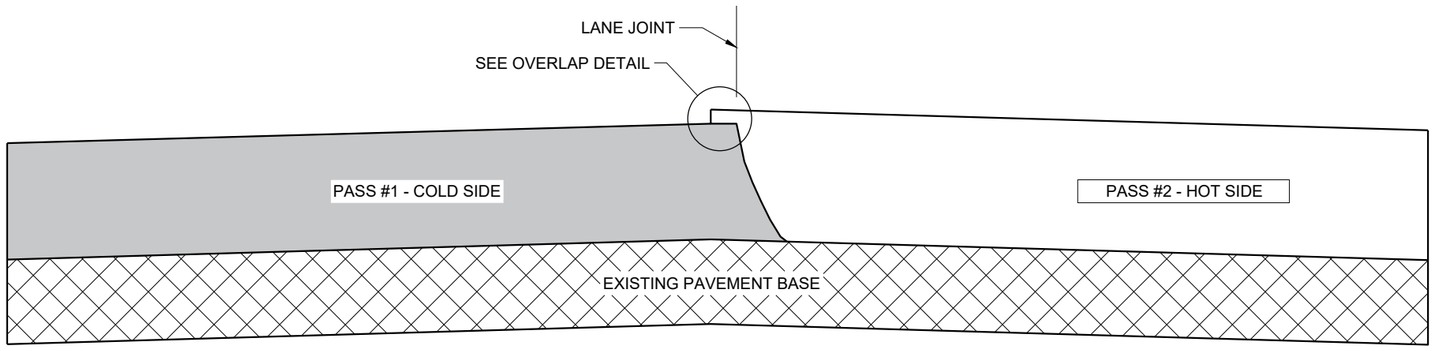
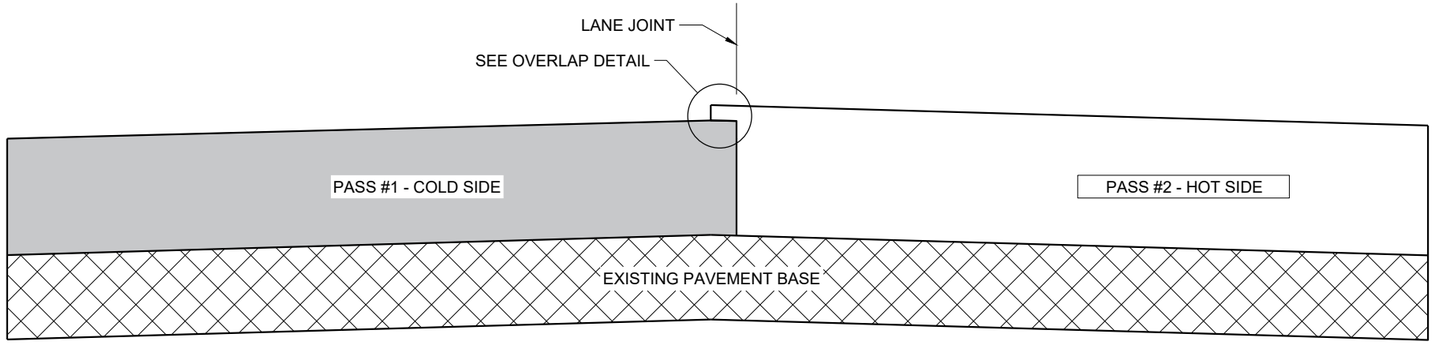



**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT (MILLED)**

## GENERAL NOTES

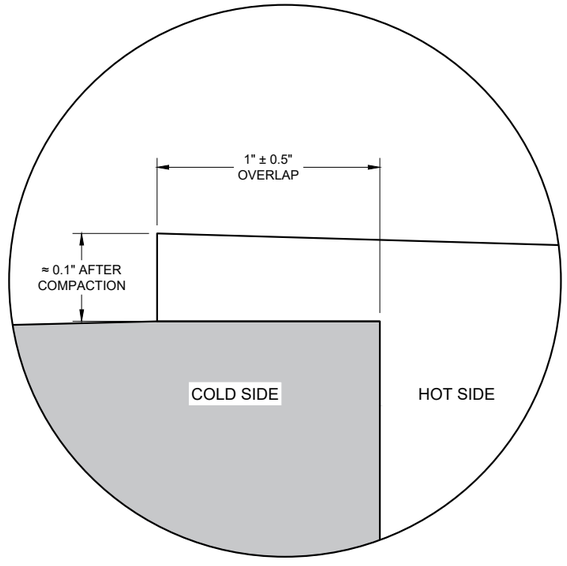
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)**

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SDD 13C19 - 03

SDD 13C19 - 03

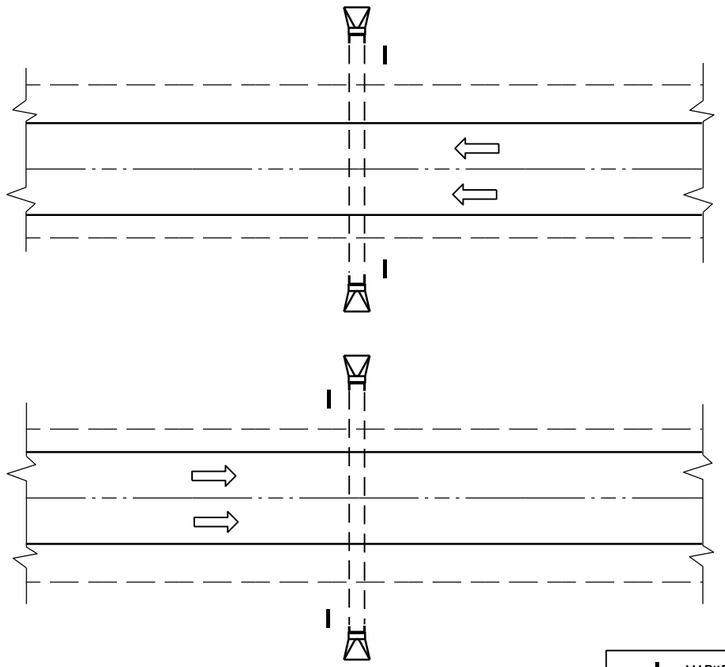
**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

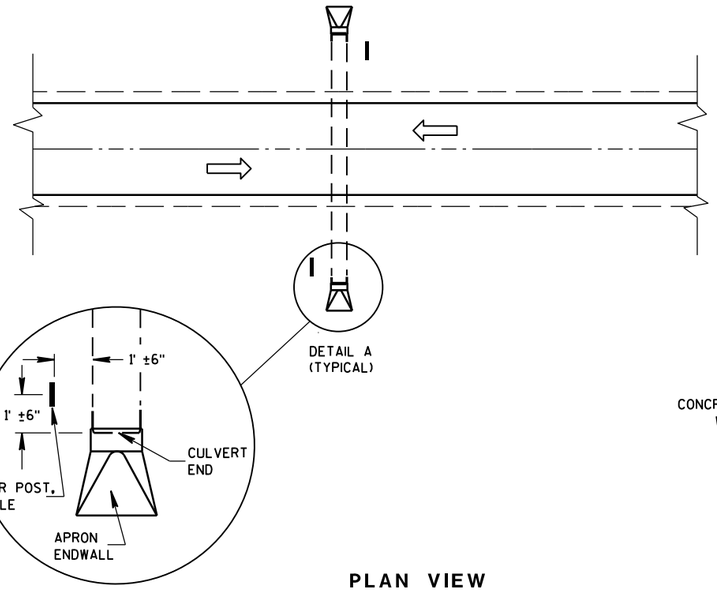
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



PLAN VIEW

**DIVIDED HIGHWAY**




DETAIL A
(TYPICAL)

PLAN VIEW

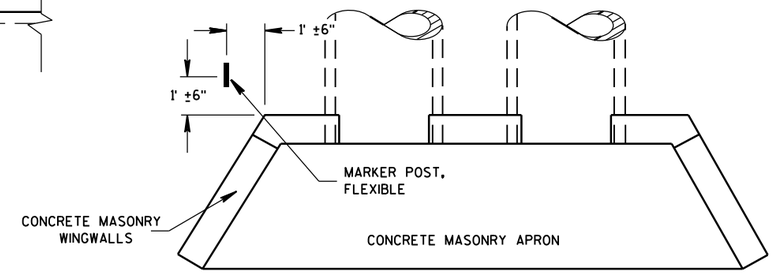
**UNDIVIDED HIGHWAY**

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

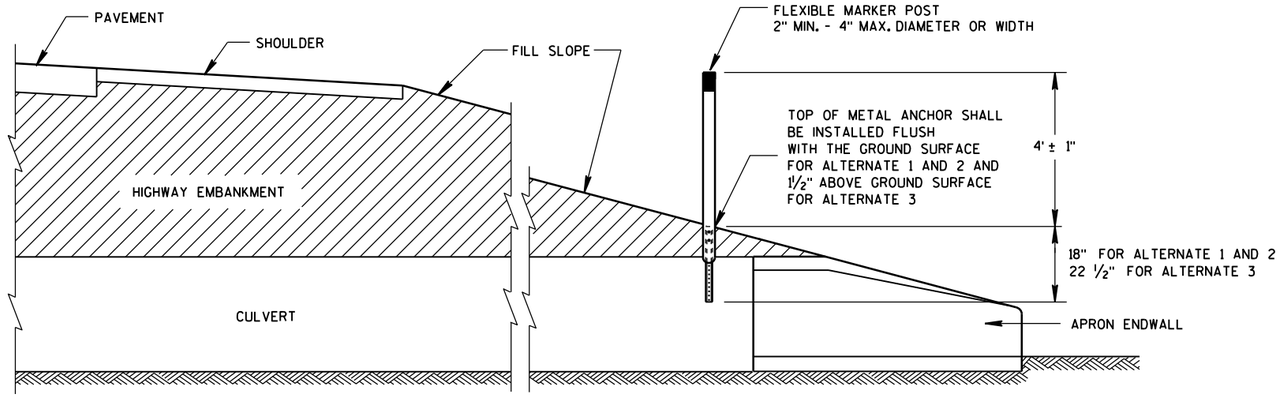
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




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

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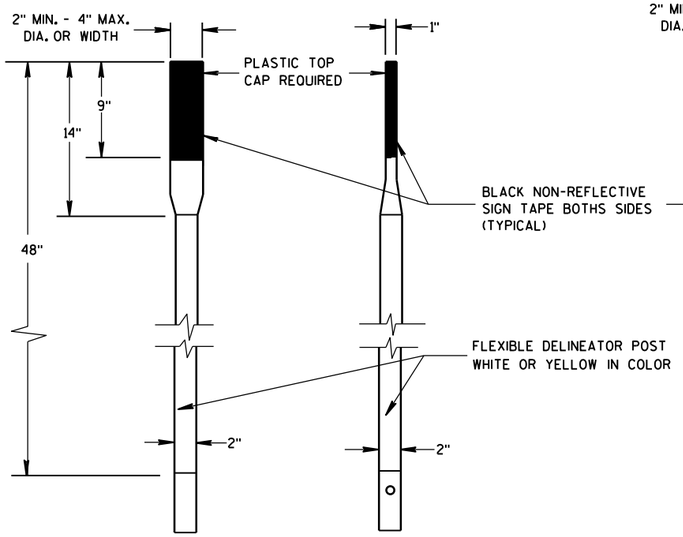
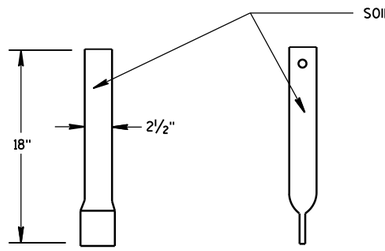
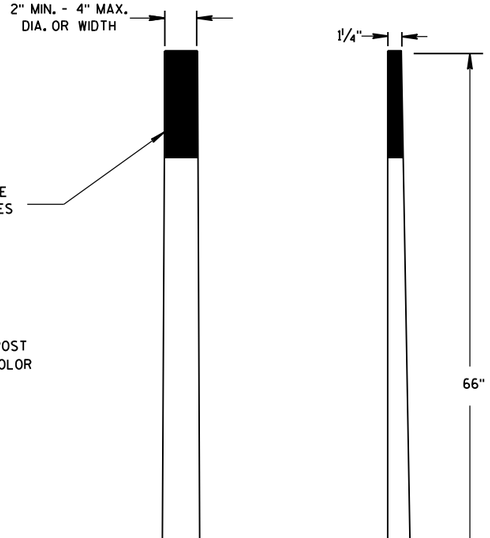
S.D.D. 15 A 3-2a



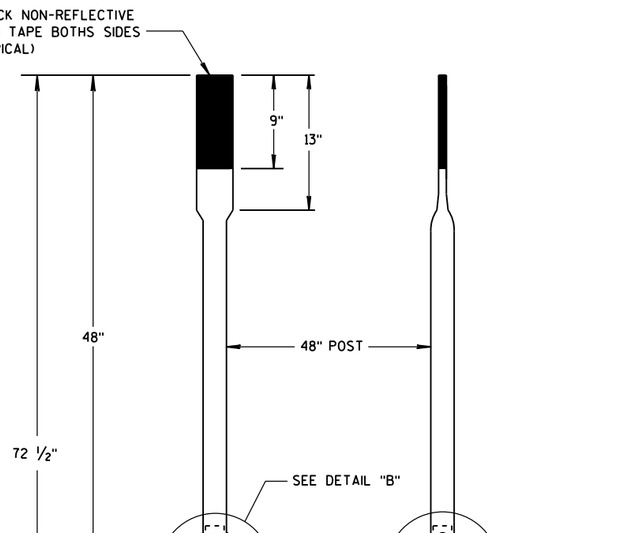

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

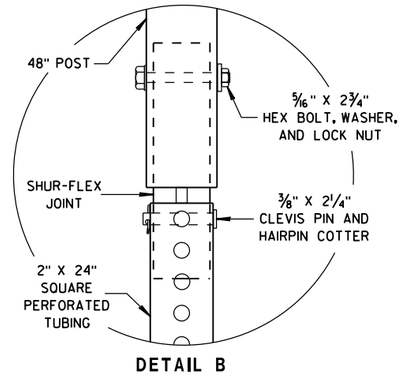
ALTERNATE 2



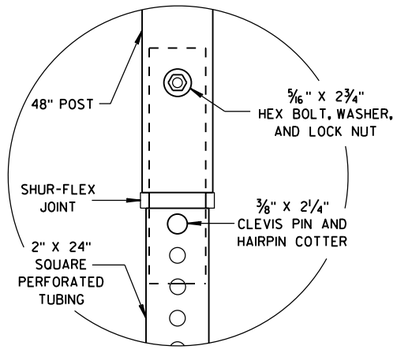

FRONT VIEW SIDE VIEW

ALTERNATE 3

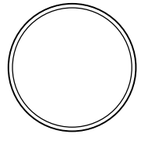
## FLEXIBLE MARKER POSTS



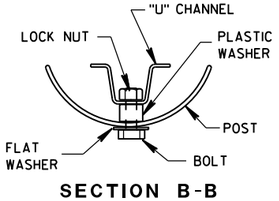

DETAIL B



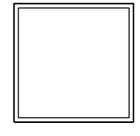

DETAIL C



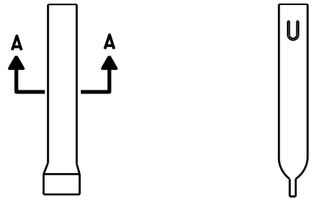
SECTION A-A




SECTION B-B

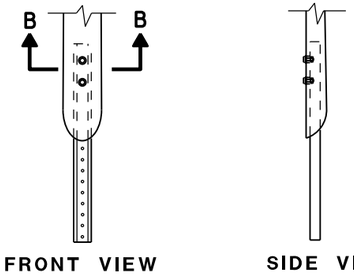


SECTION C-C



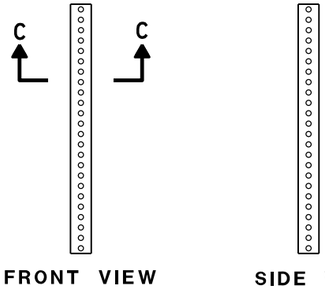

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

ALTERNATE 2




FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS

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

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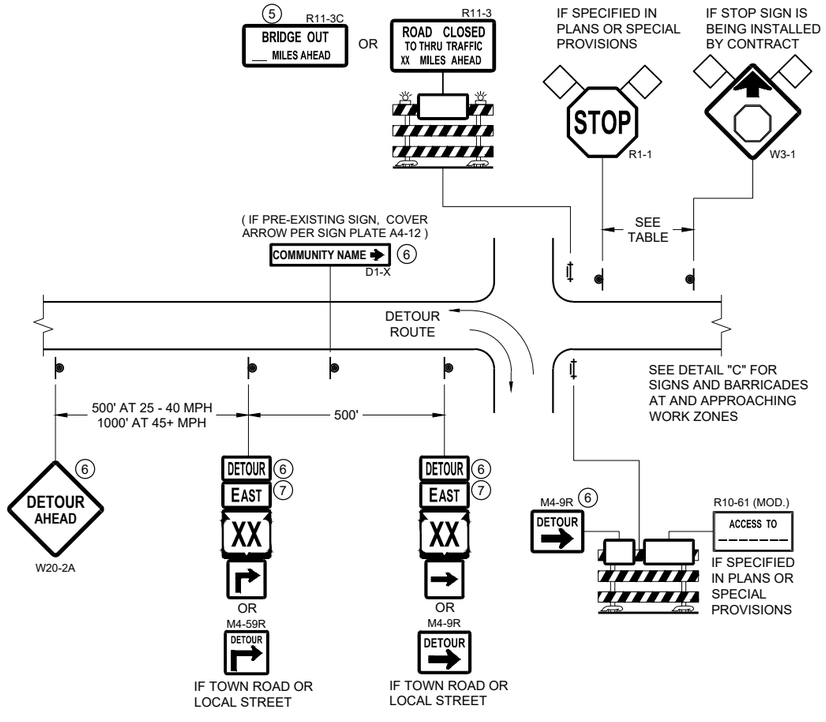
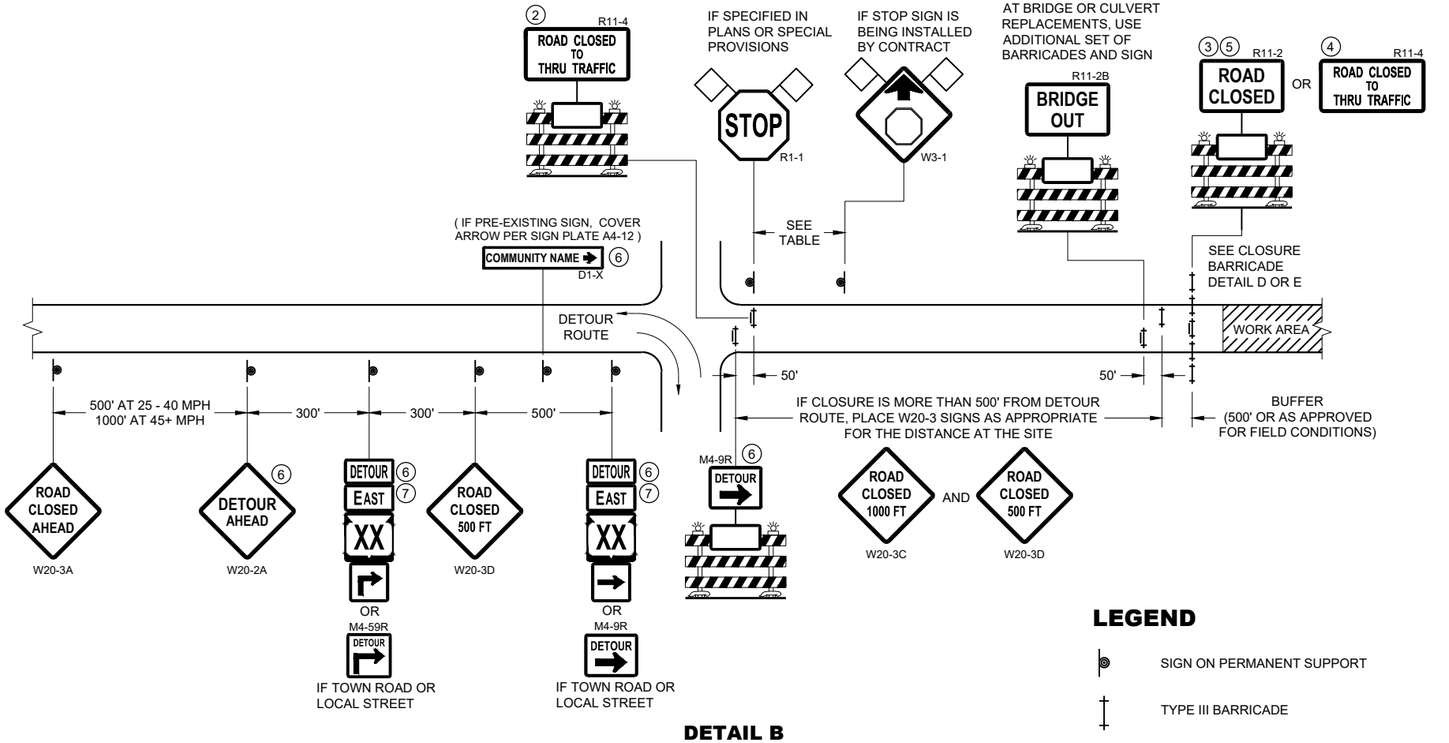
S.D.D. 15 A 3-2b



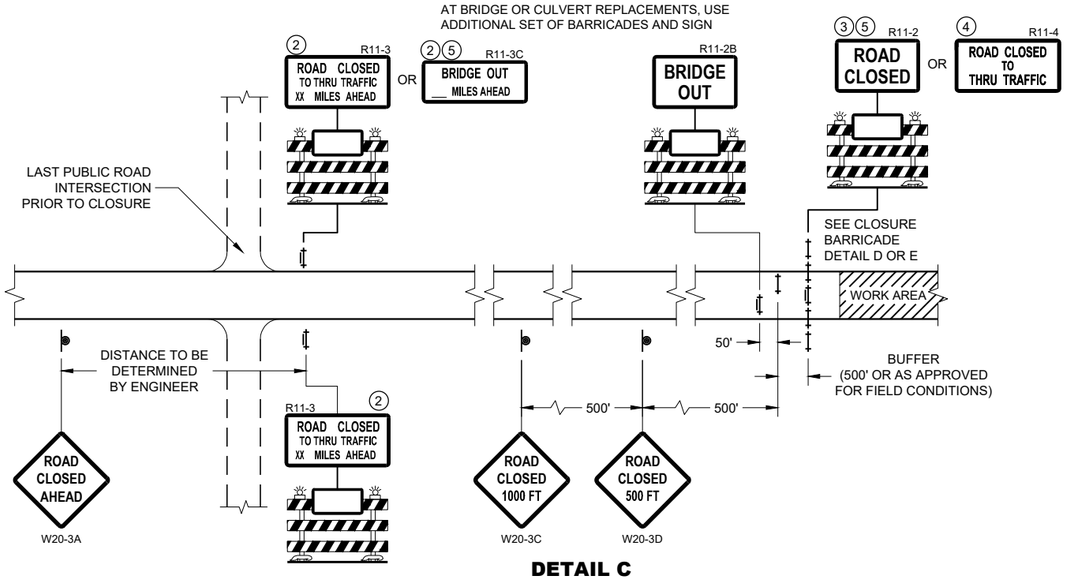

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

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




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

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




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

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

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

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

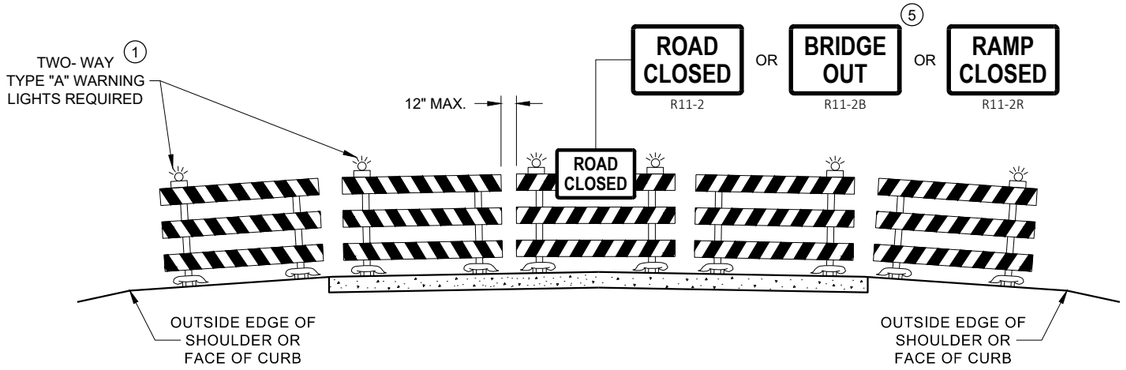


6

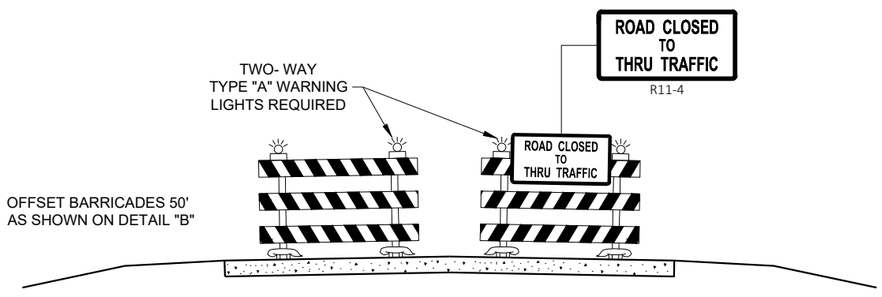
SDD 15C02 - 09a

6

SDD 15C02 - 09a




**DETAIL D**
**ROAD CLOSURE BARRICADE DETAIL**
**APPROACH VIEW**




**DETAIL E**
**LANE CLOSURE BARRICADE DETAIL**
**APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

## GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

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

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

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

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

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

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

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

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

**BARRICADES AND SIGNS FOR VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA



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SDD 15C02 - 09b

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SDD 15C02 - 09b

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

## LEGEND

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

## GENERAL NOTES

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

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

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

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

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

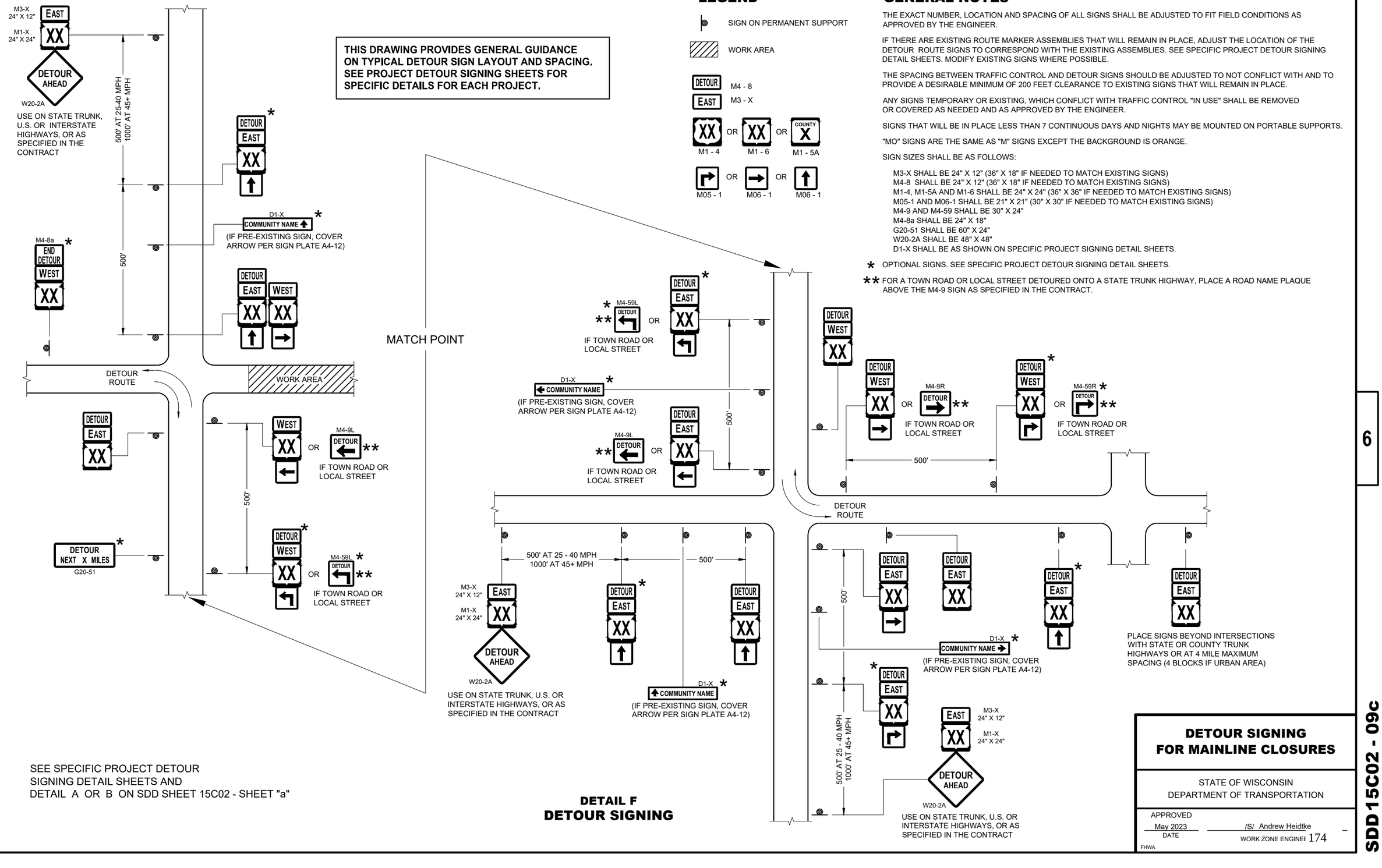
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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




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

**DETAIL F**
**DETOUR SIGNING**

# DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA





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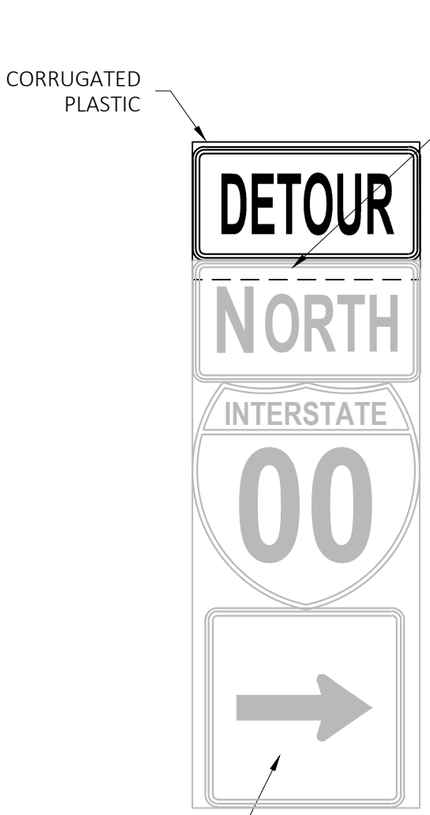
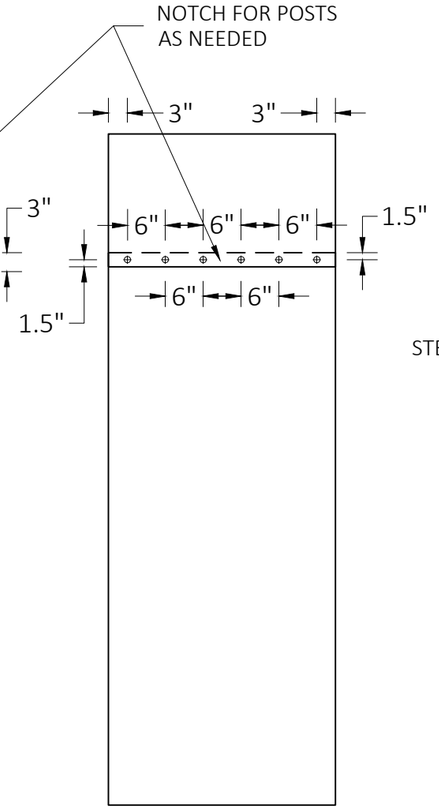
SDD 15C02 - 09c

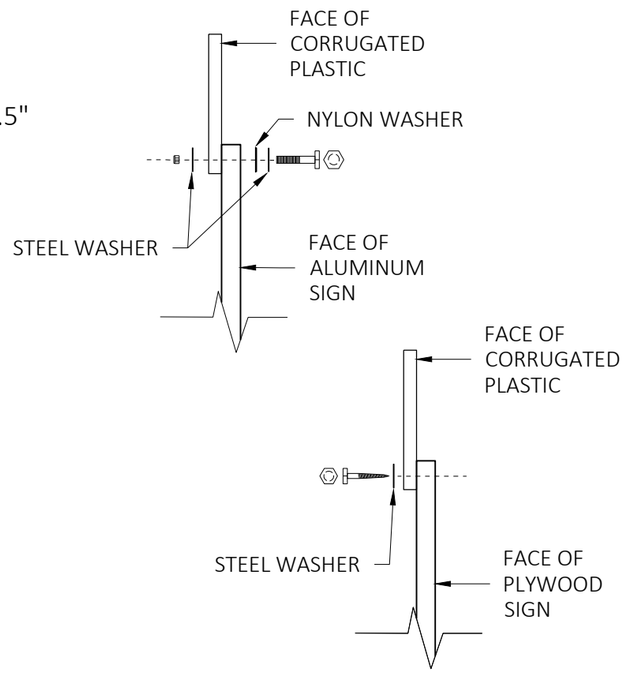
FRONT SIDE




BACK SIDE




SIDE VIEW




## GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

# MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

**MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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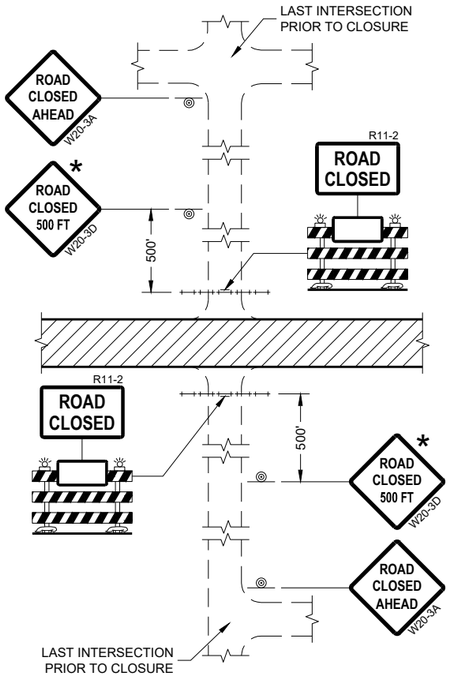
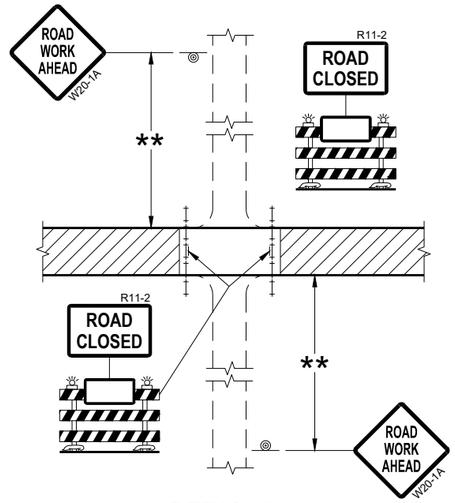
SDD 15C02-09h




**DETAIL 1**
(NO ACCESS TO PROJECT)




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

## GENERAL NOTES

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

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

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

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

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

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

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

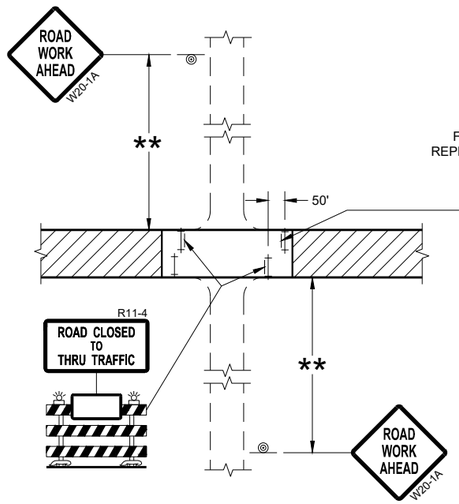
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

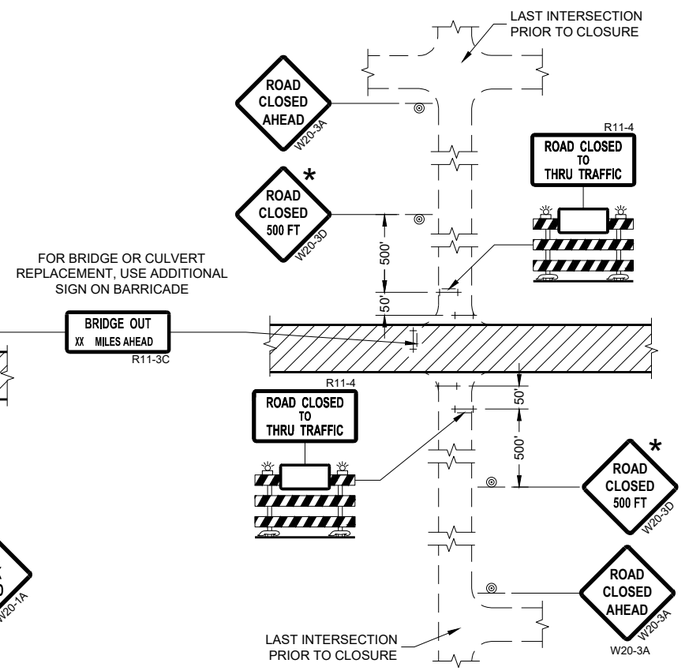
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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




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




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

## LEGEND

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

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA





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SDD 15C03 - 05

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## 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

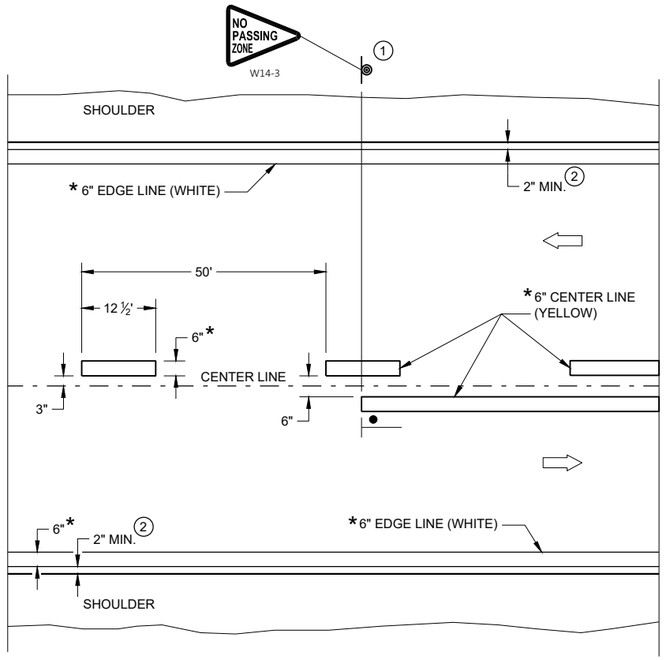
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

## LEGEND

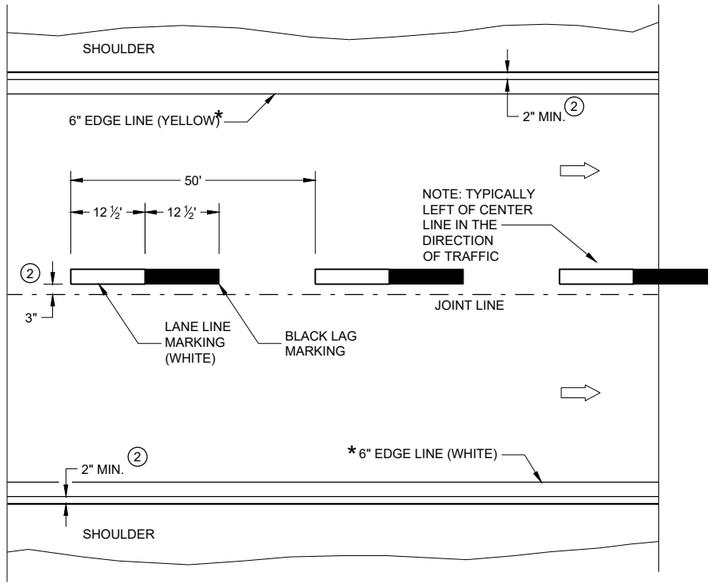
"T" MARKING

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 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA





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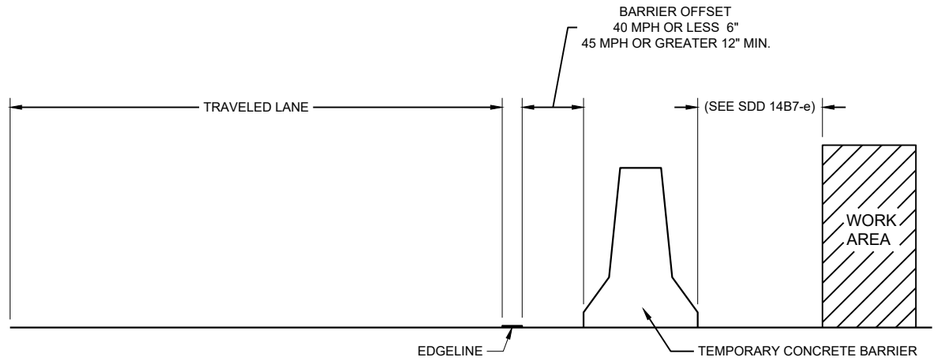
SDD 15C08-23a




**TEMPORARY BARRIER OFFSET FROM EDGELINE**

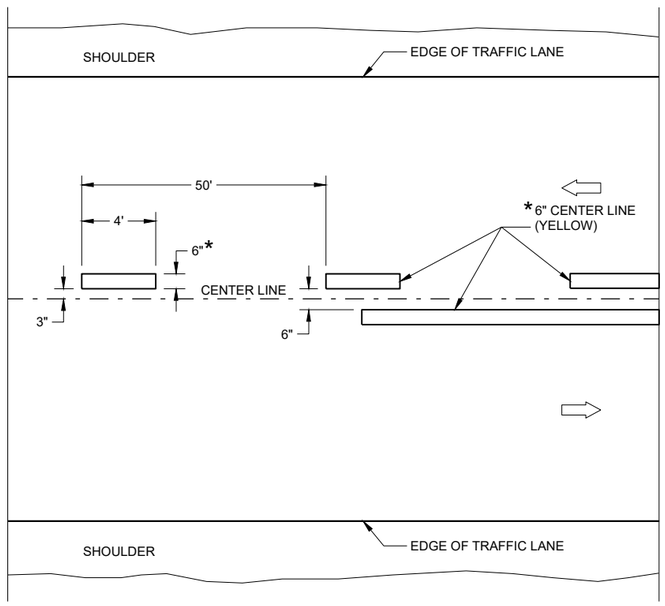
## GENERAL NOTES

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

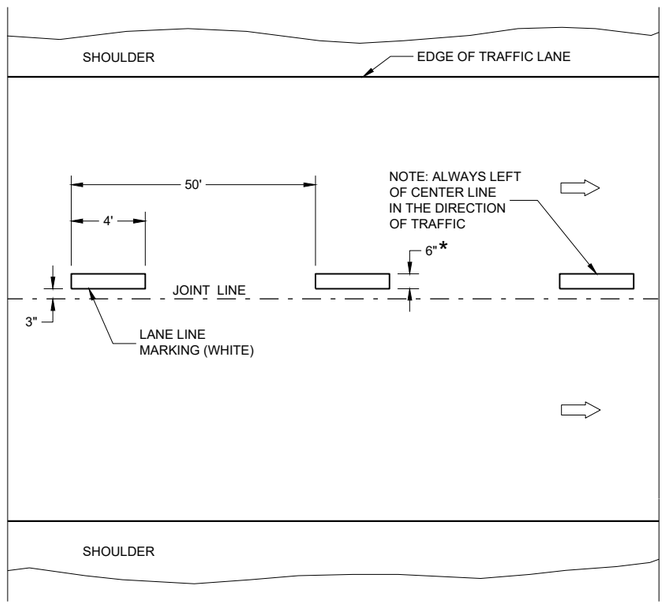
## LEGEND

⇨ DIRECTION OF TRAFFIC

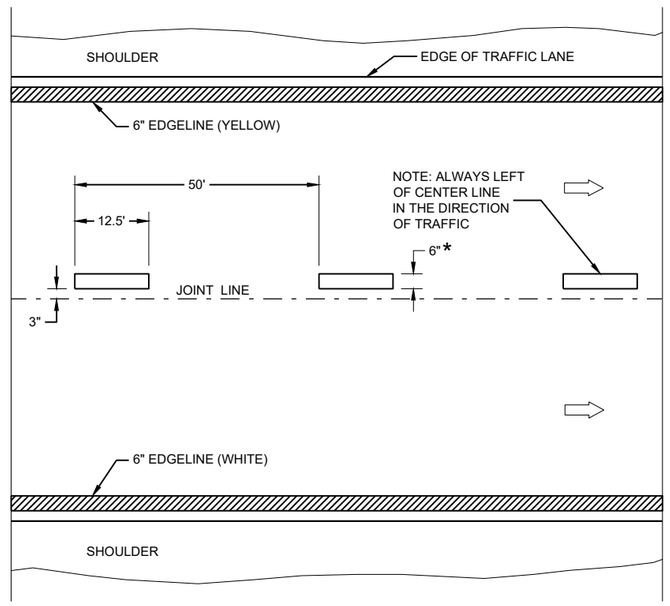
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**




**FREEWAYS AND EXPRESSWAYS**

**TEMPORARY PAVEMENT MARKING**

| TEMPORARY LONGITUDINAL PAVEMENT MARKING | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>May 2023<br>DATE | /S/ Jeannie Silver<br>STATEWIDE SIGNING AND M<br>ENGINEER |

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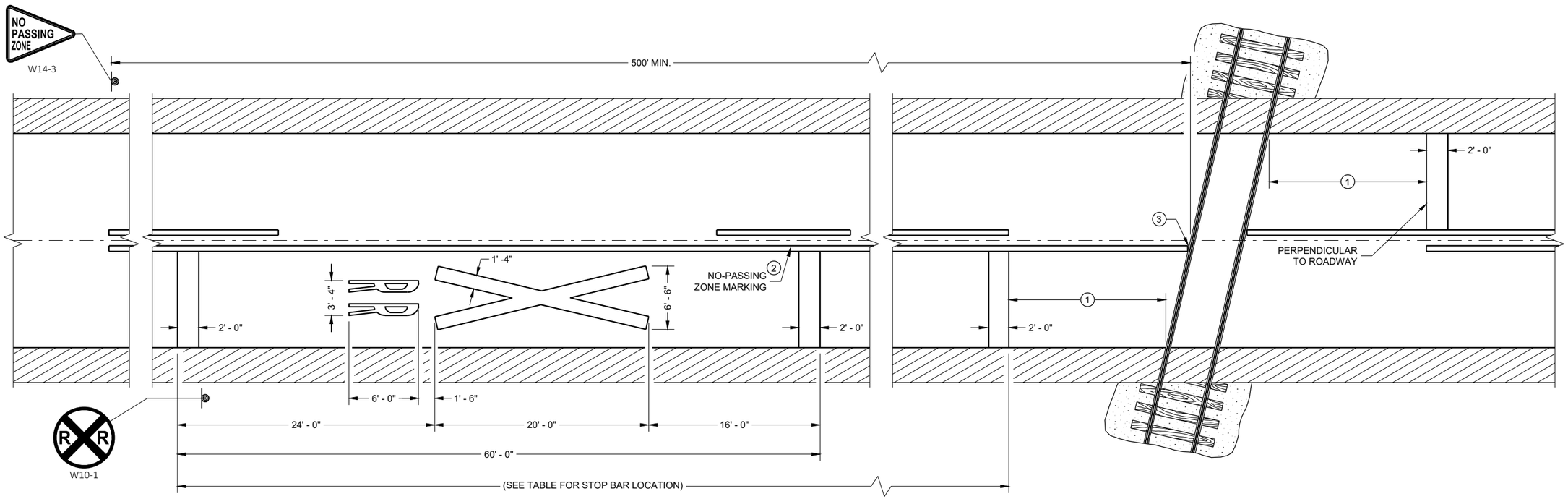
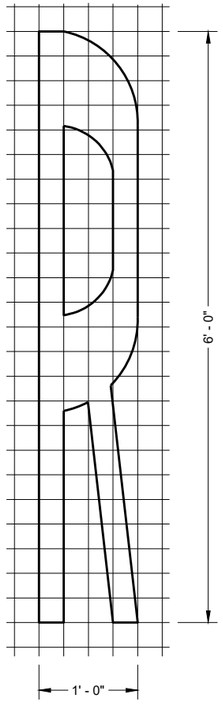
SDD 15C08-23b




## PAVEMENT MARKING




## LEGEND

SIGN ON PERMANENT SUPPORT

## 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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

## DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

| POSTED SPEED (M.P.H.) | DIMENSION RANGE (FEET) |
|---|---|
| 25 | 150* - 250' |
| 30 | 200* - 300' |
| 35 | 250* - 450' |
| 40 | 300* - 500' |
| 45 | 400* - 650' |
| 50 | 550* - 800' |
| 55 | 750* - 1000' |
| 60 | 1000* - 1250' |
| 65 | 1000* - 1250' |

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

# SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAF ENGINEER

FHWA



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SDD 15C09-13a

SDD 15C09-13a

## 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.

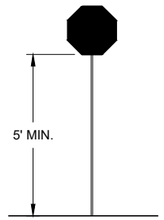
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



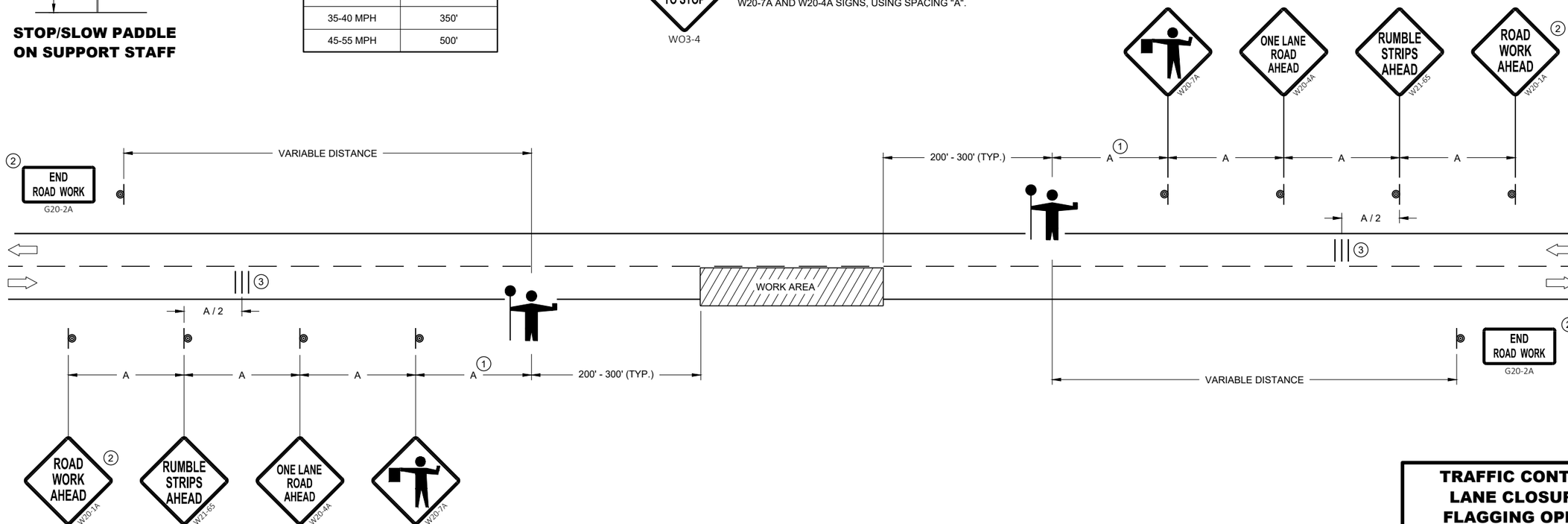

**STOP/SLOW PADDLE ON SUPPORT STAFF**

## 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



SDD 15C12 - 09a

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.

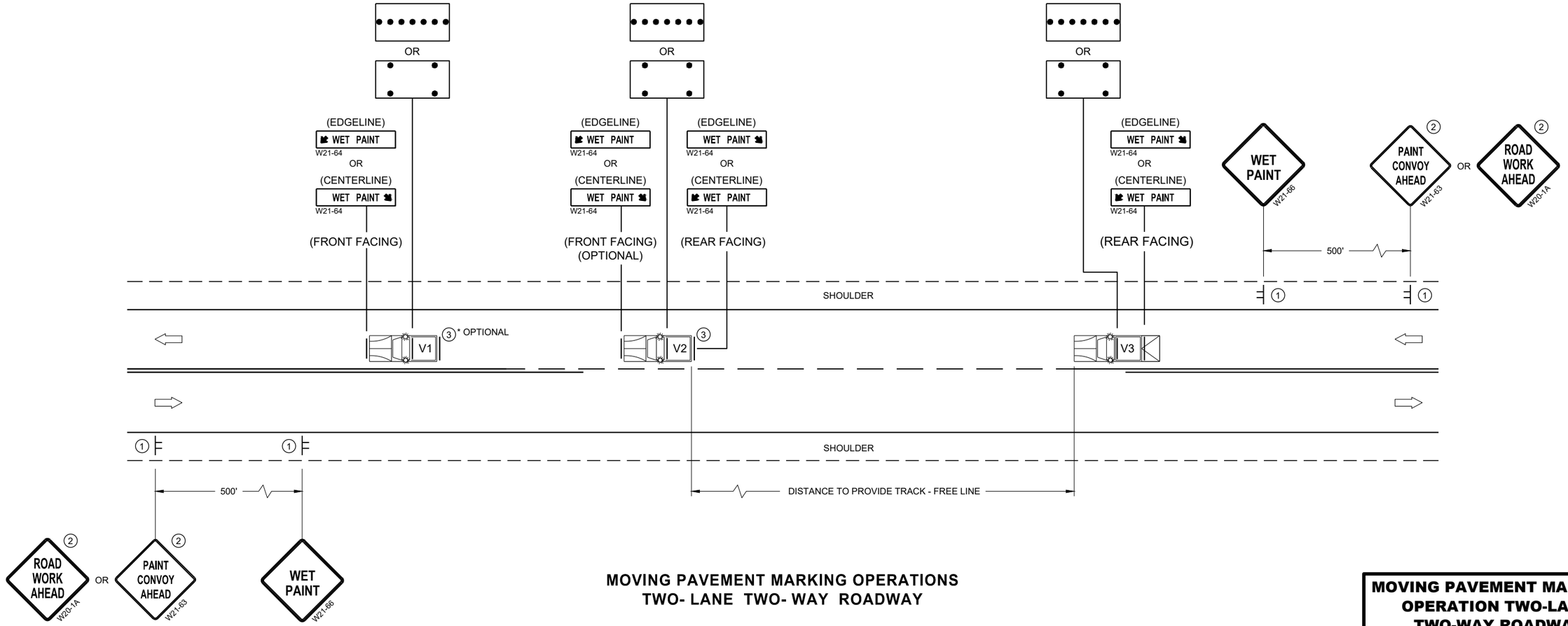
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA



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SDD 15C19-08a

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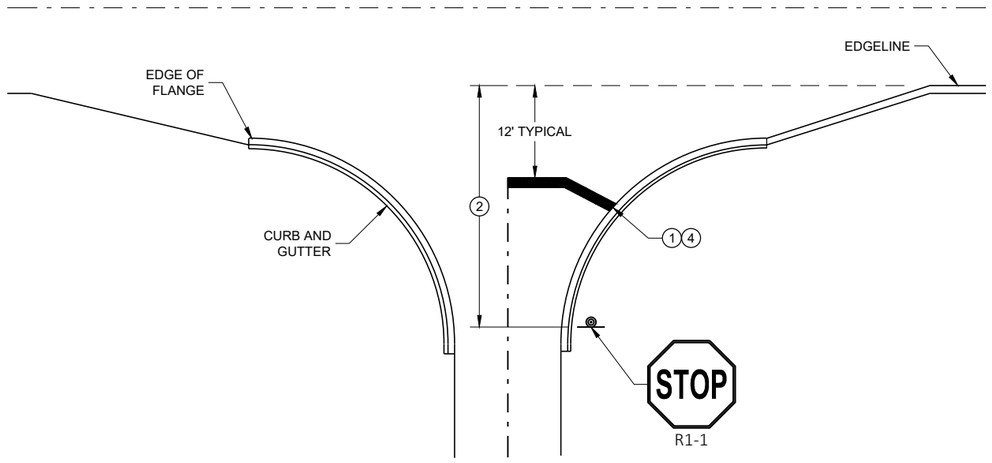
SDD 15C19-08a

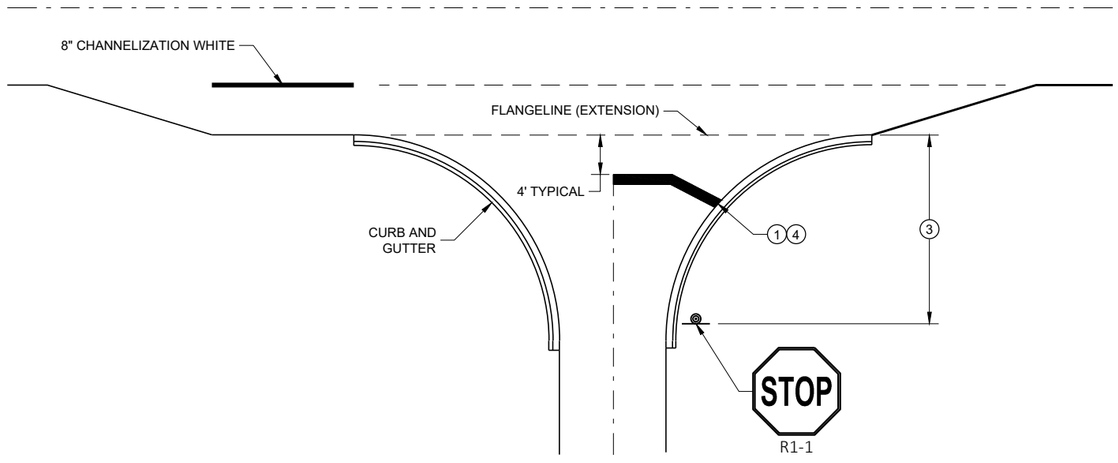
## GENERAL NOTES

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

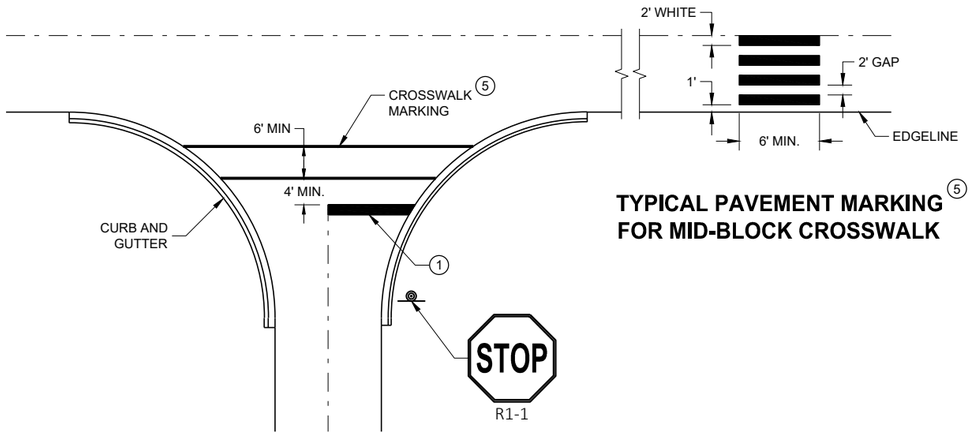
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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**

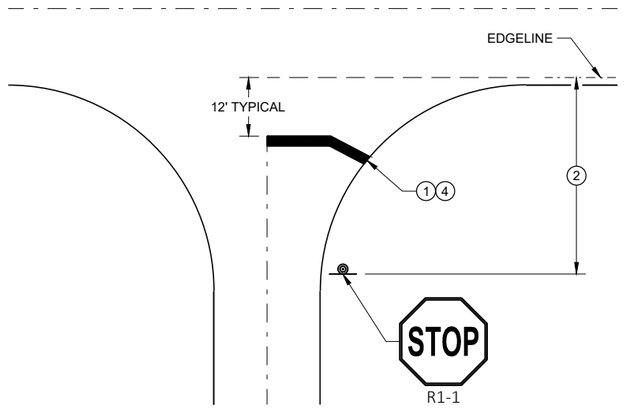



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**




**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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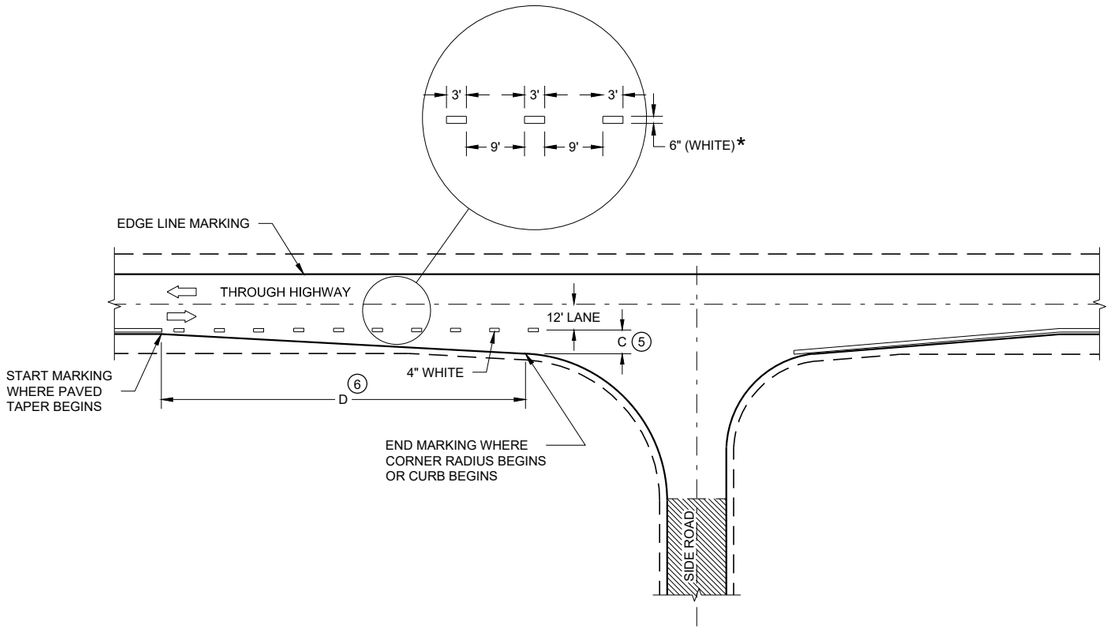
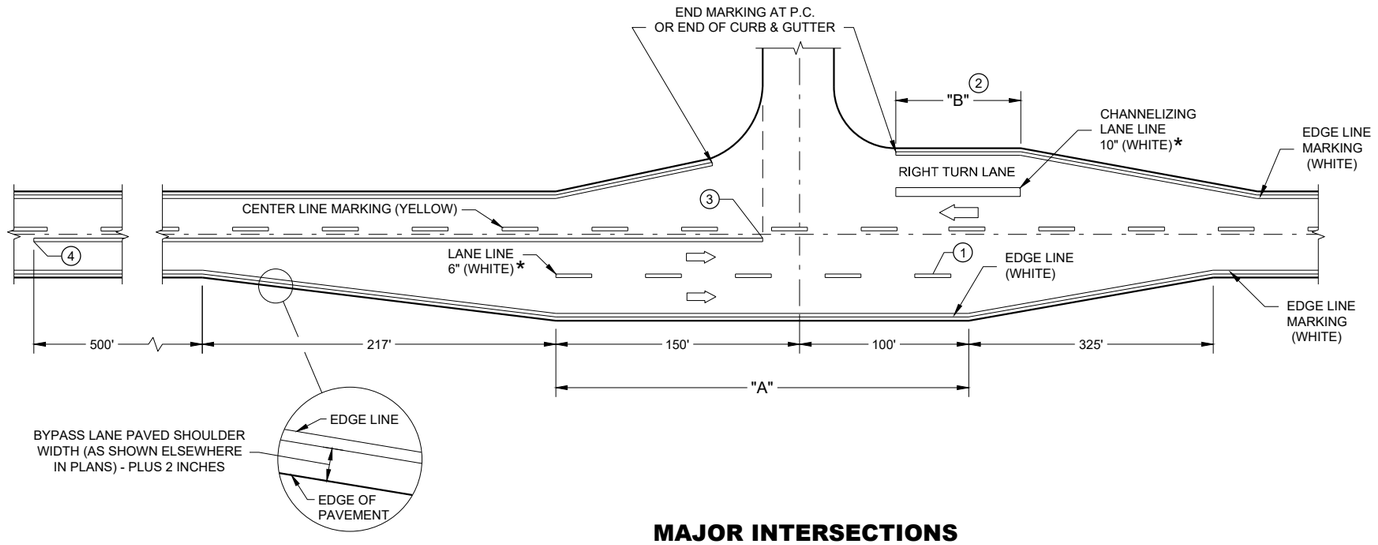
SDD 15C33 - 04




**MINOR INTERSECTION**




**MAJOR INTERSECTIONS**

**(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

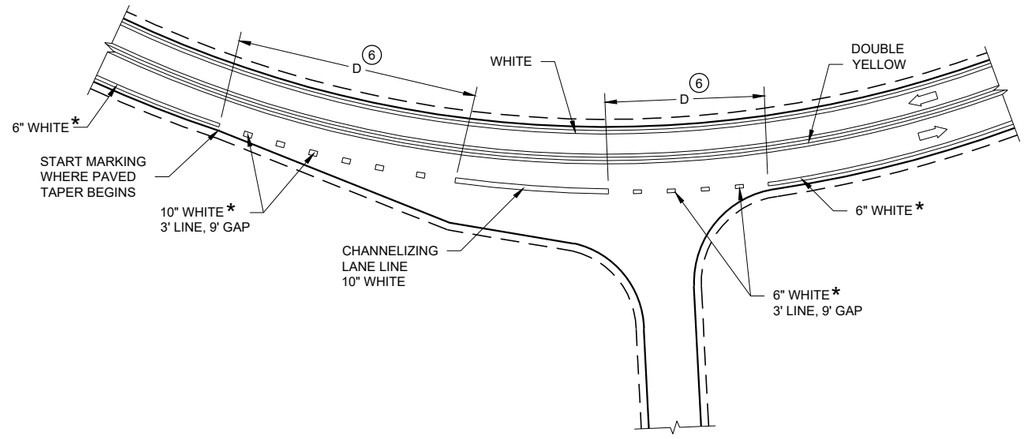
## GENERAL NOTES

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

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

## LEGEND

DIRECTION OF TRAVEL




**INTERSECTION ON OUTSIDE OF CURVE**

**PAVEMENT MARKING (INTERSECTIONS)**



SDD 15C35-06a

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## 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.

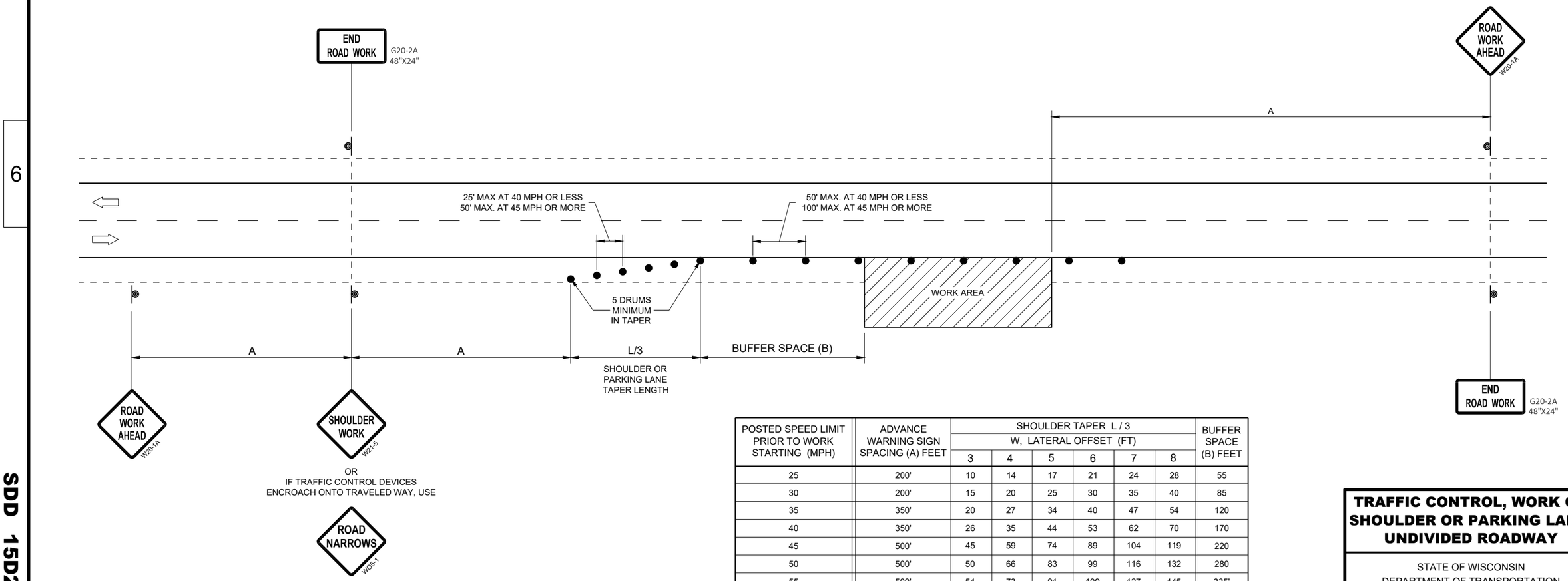
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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SDD 15D28 - 04

## GENERAL NOTES

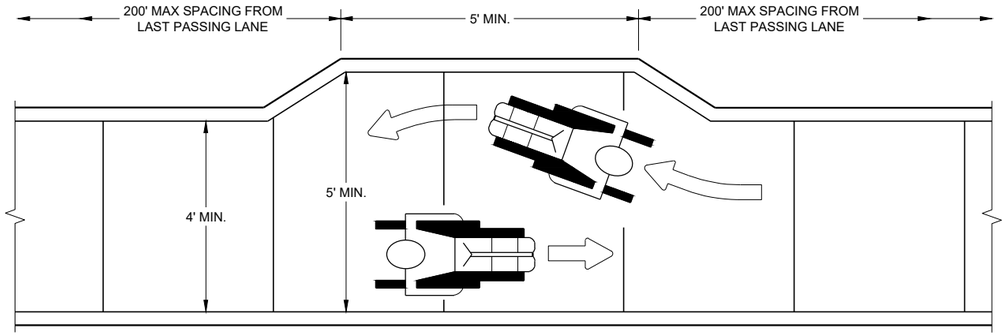
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

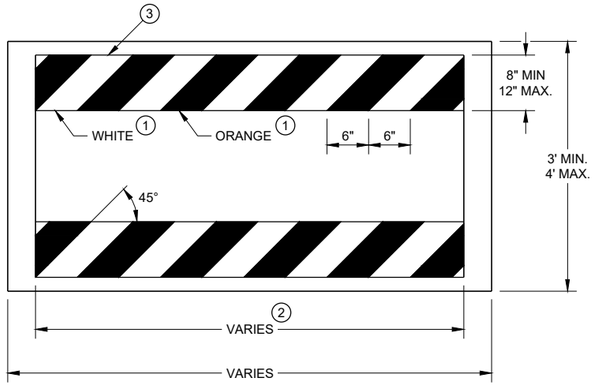
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

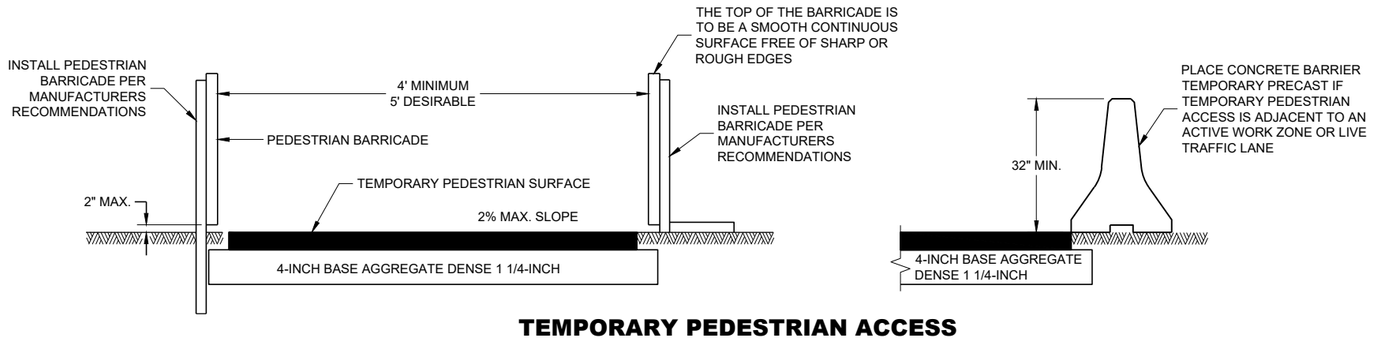
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.




**NARROW SIDEWALK PASSING DETAIL**




**TEMPORARY PEDESTRIAN BARRICADE***




**TEMPORARY PEDESTRIAN ACCESS**

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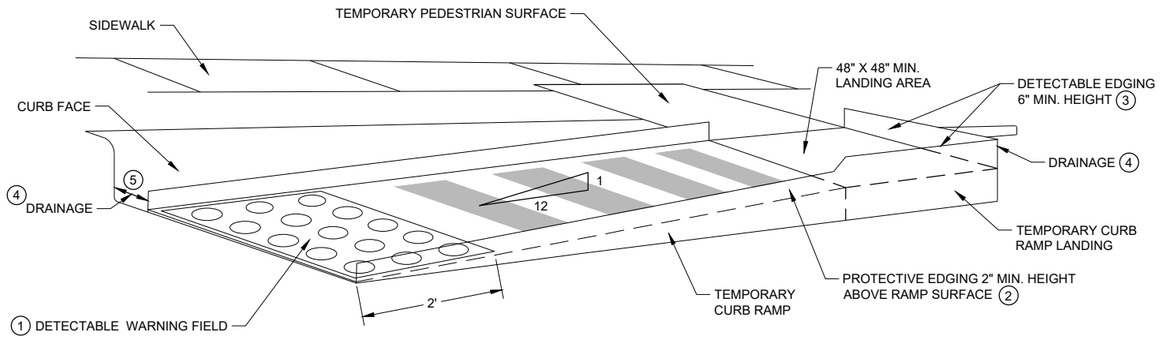
SDD 15D30 - 09a

SDD 15D30 - 09a

**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.

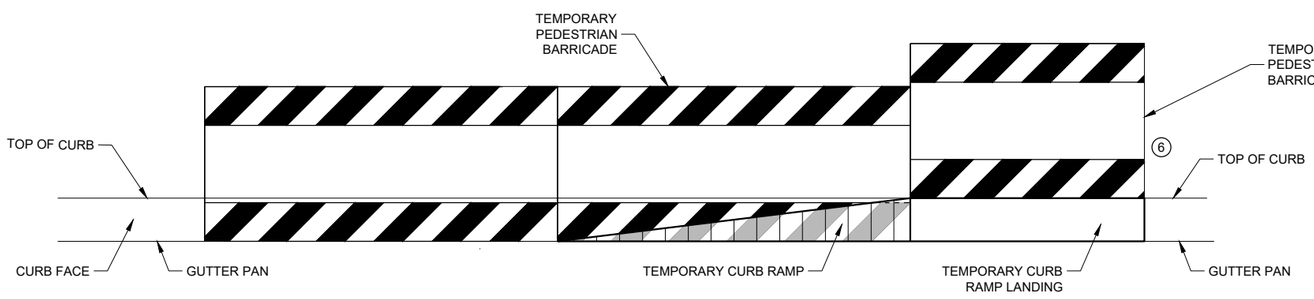
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

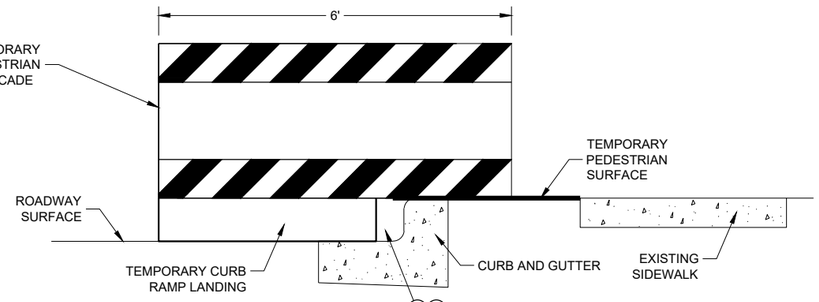
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(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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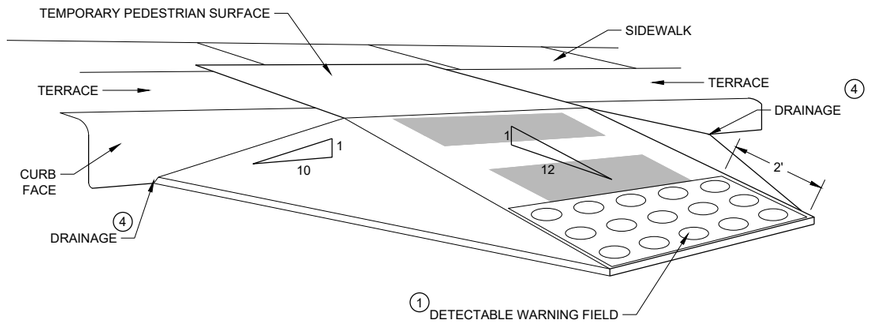
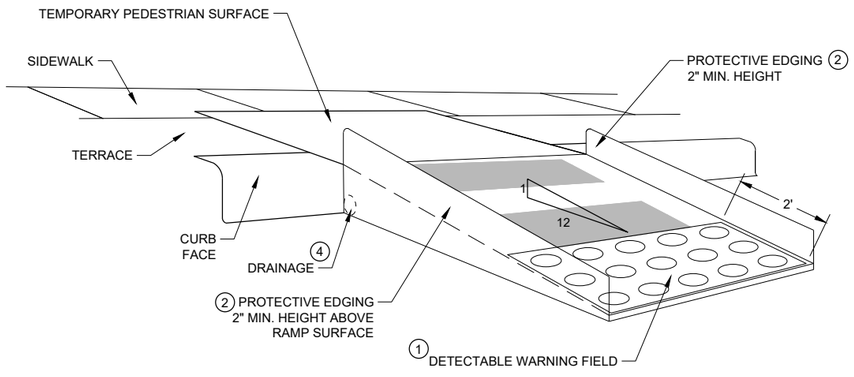
SDD 15D30 - 09b
SDD 15D30 - 09b




**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 - 09c

## GENERAL NOTES

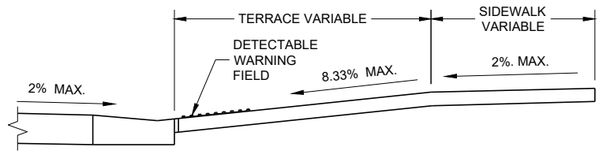
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

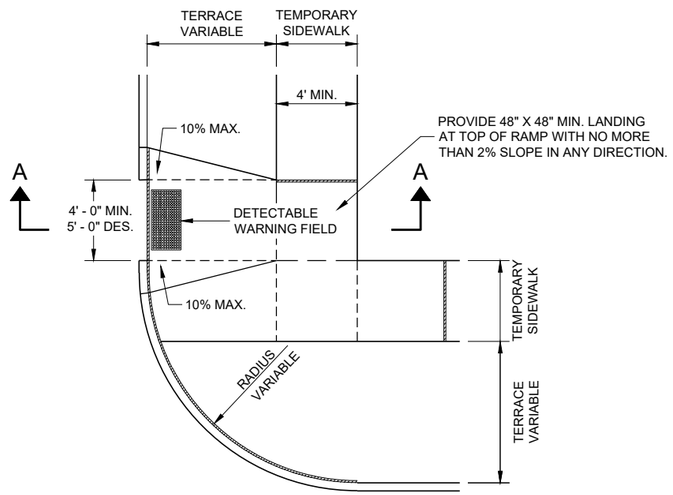
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.




**SECTION A - A**




**PLAN VIEW**

**TEMPORARY TYPE 3 RAMP**

(OUTSIDE OF CROSSWALK AREA)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



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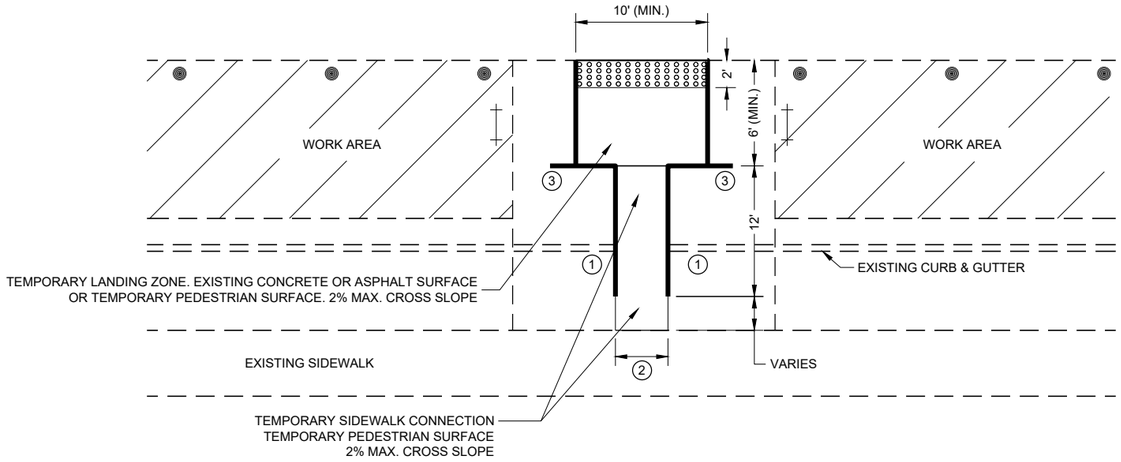
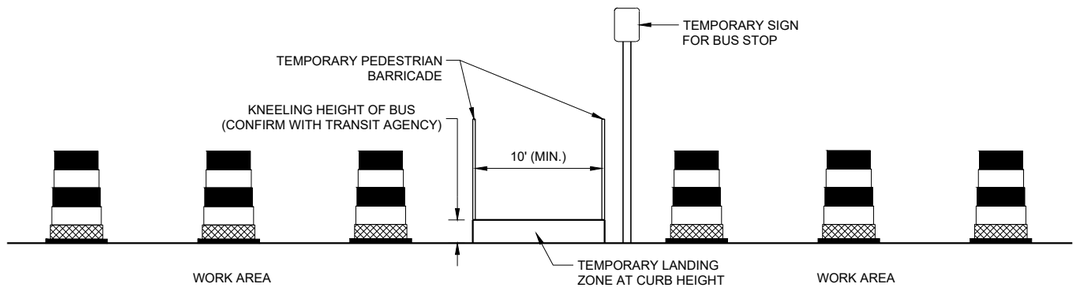
SDD 15D30-09d

6

SDD 15D30-09d




**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

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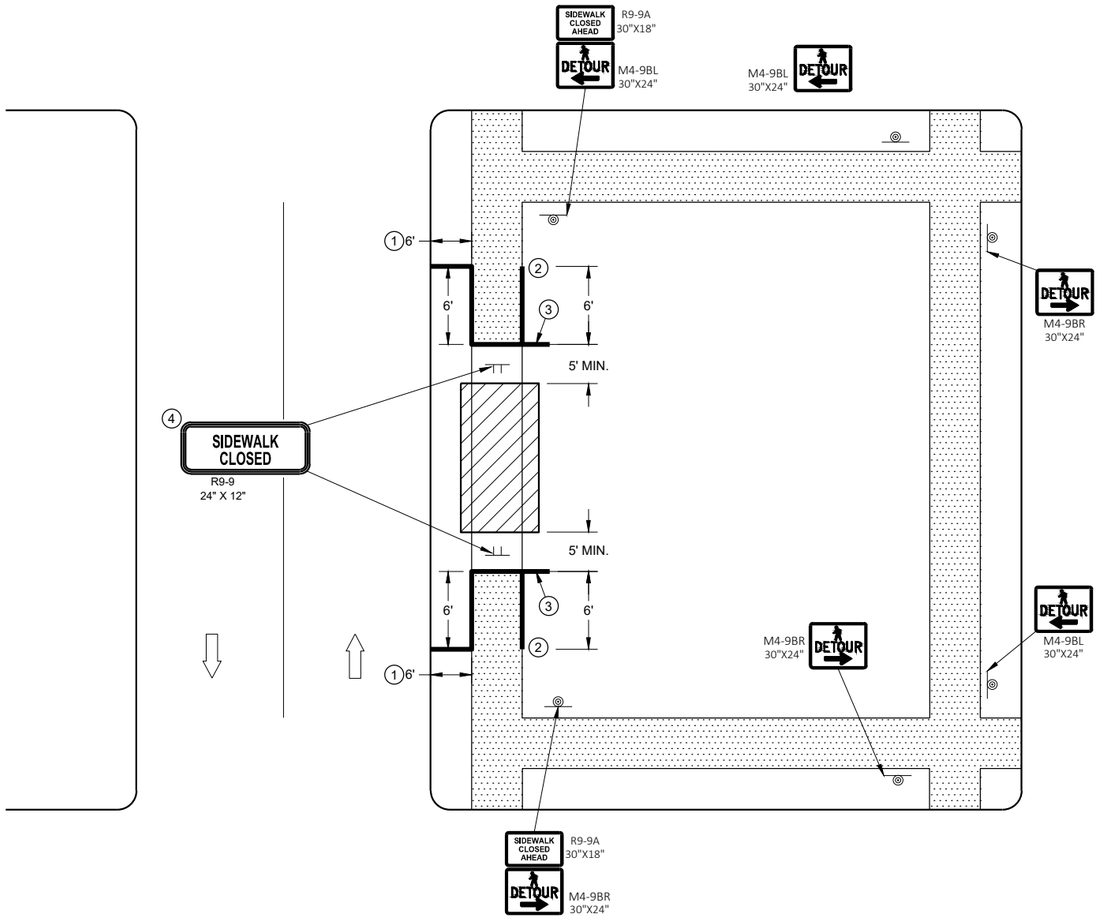
SDD 15D30 - 09e

SDD 15D30 - 09e

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

## LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC




## 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.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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.

**SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE**





**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**



6

SDD 15D30 - 09f

## 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

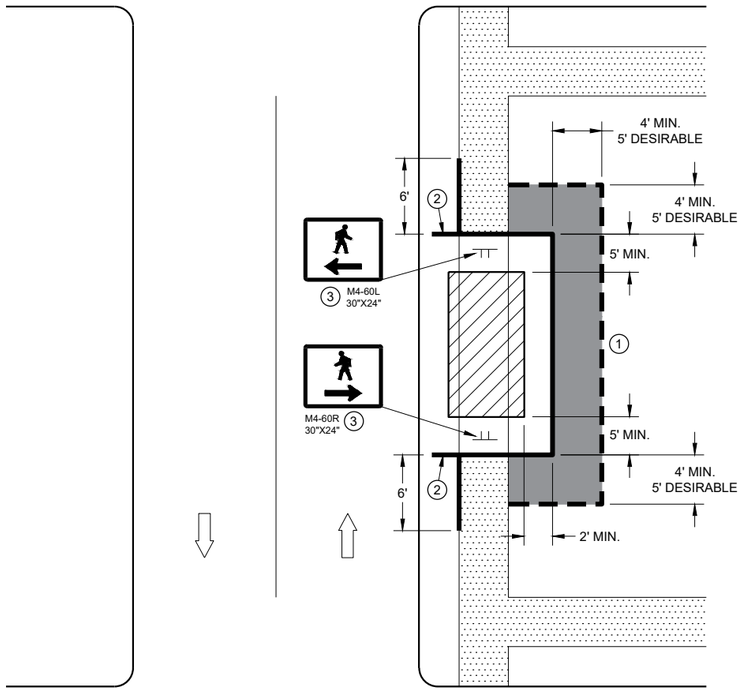
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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 - 09g

**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD15D30 - 09g

## 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.

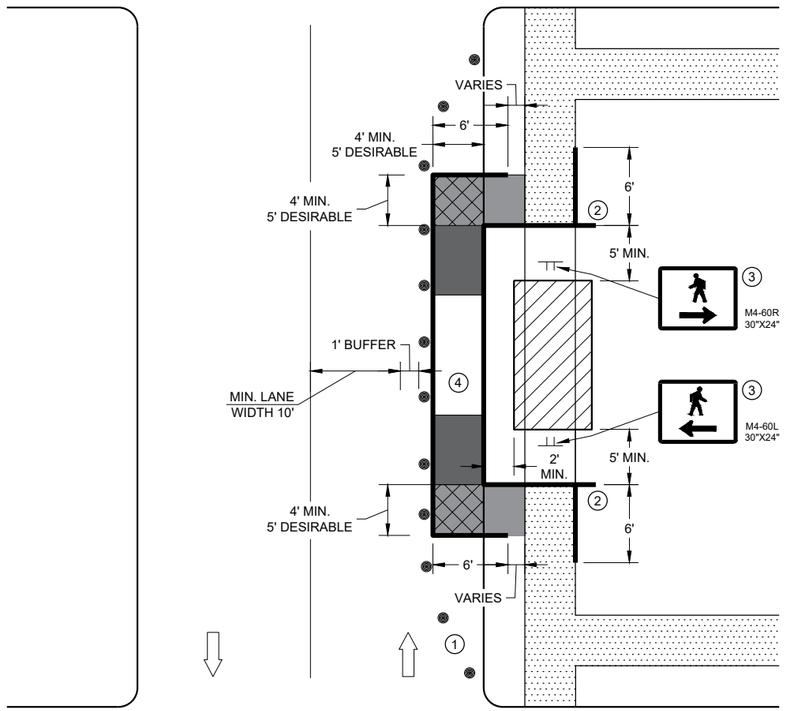
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(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

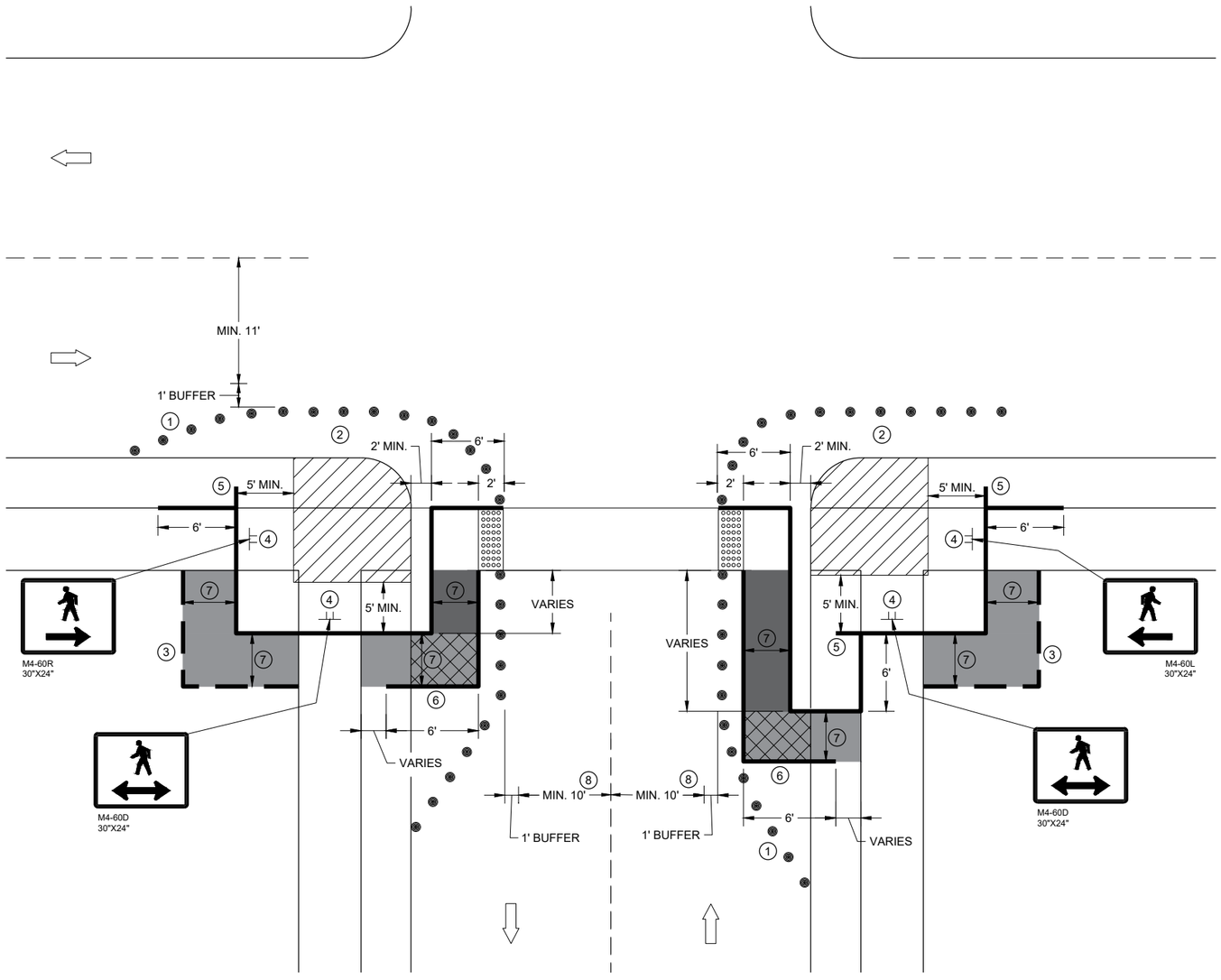


6

SDD 15D30 - 09h

6

SDD 15D30 - 09h




**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

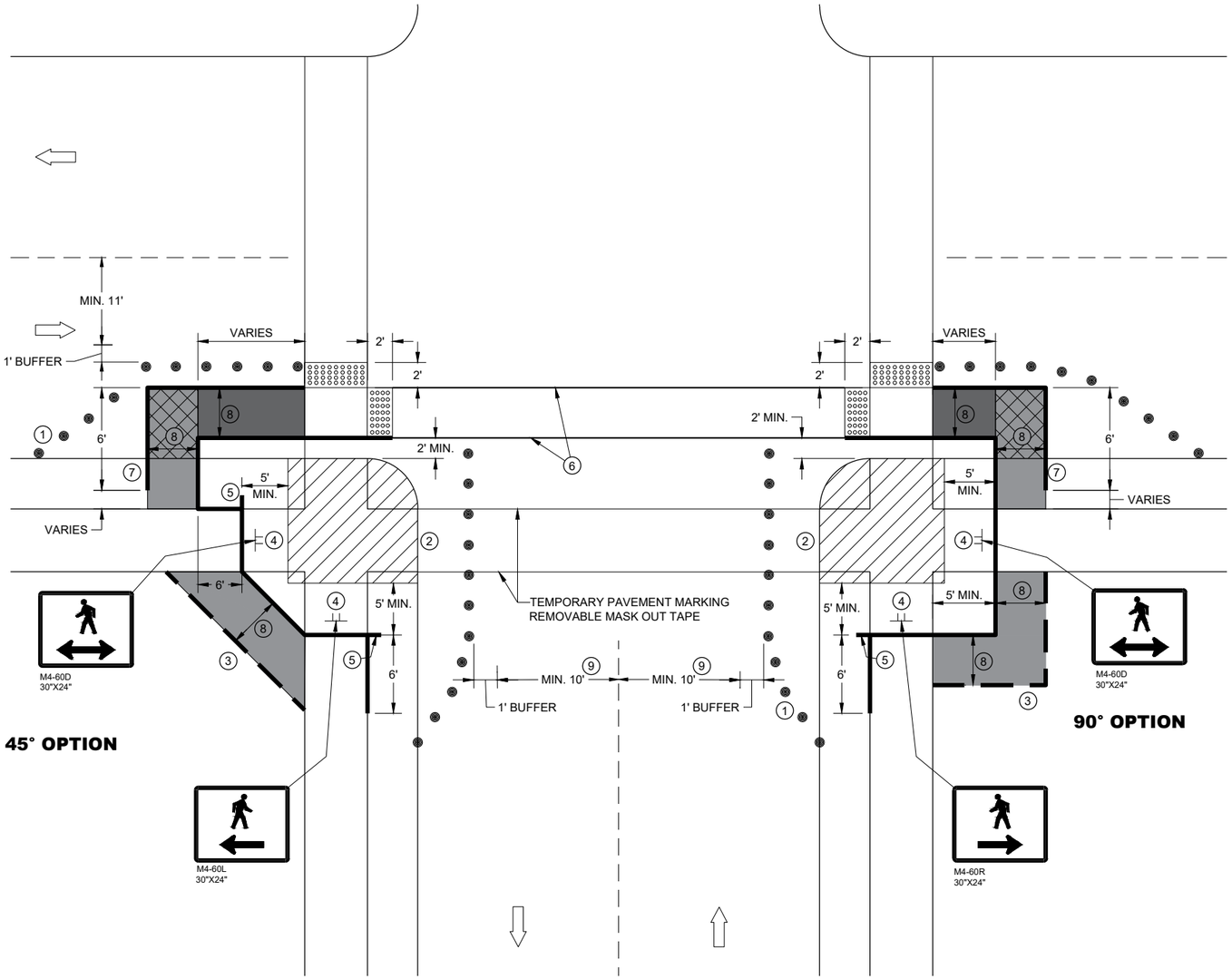
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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**

## LEGEND

SIGN ON PERMANENT SUPPORT

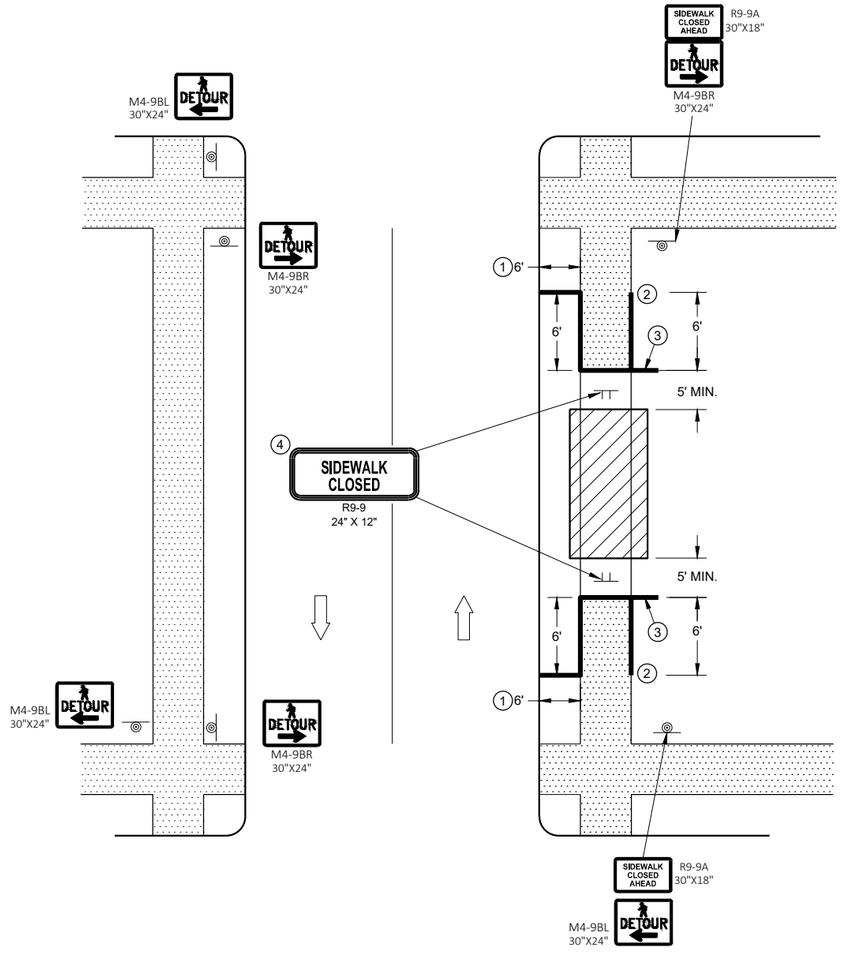
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC




## GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

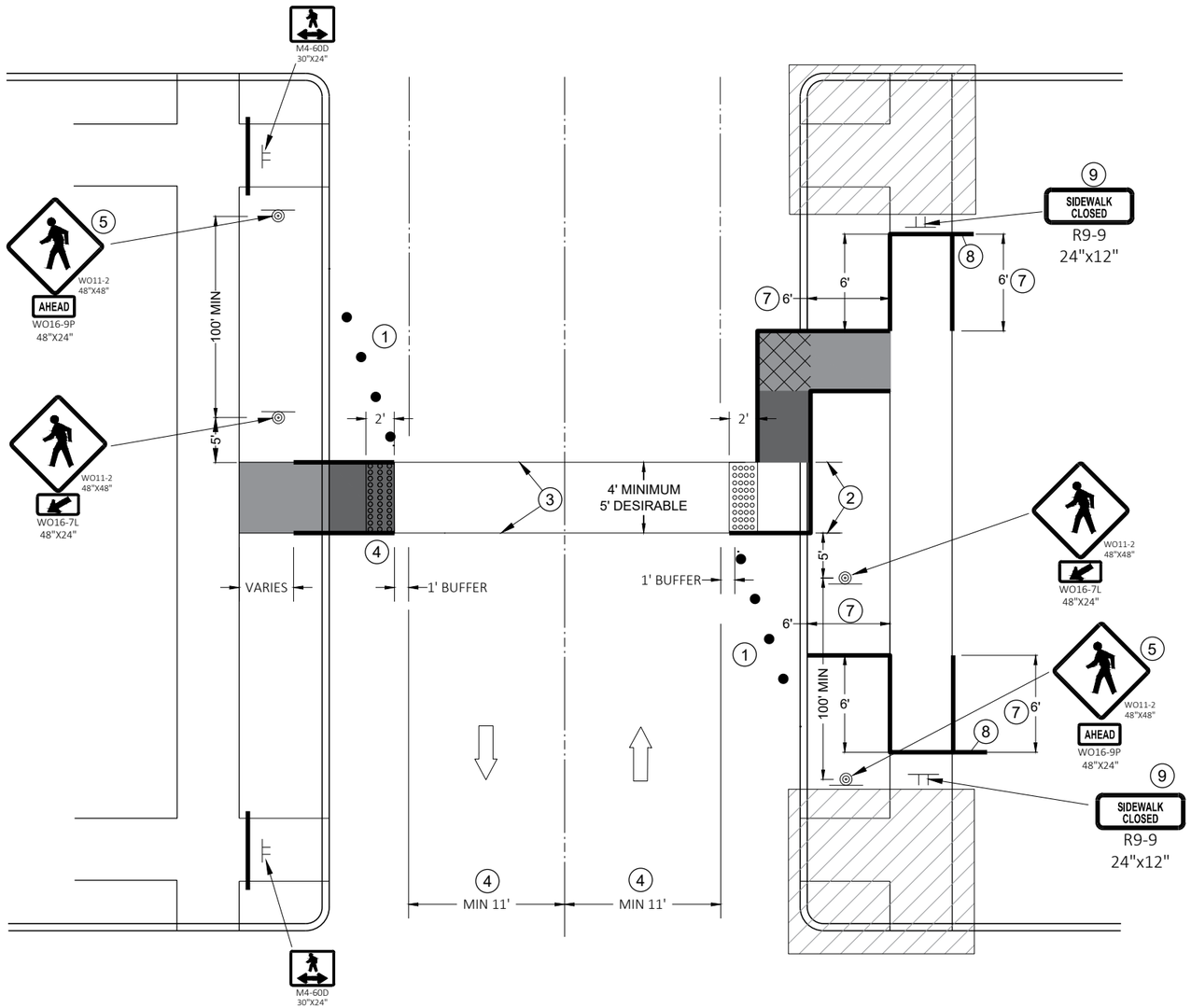
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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.

**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES**




## TEMPORARY PEDESTRIAN CROSSING

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. 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.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6



**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**



SDD 15D30 - 09L

## 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.

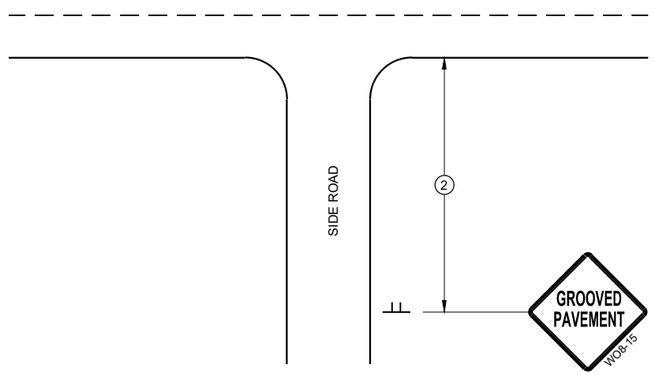
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

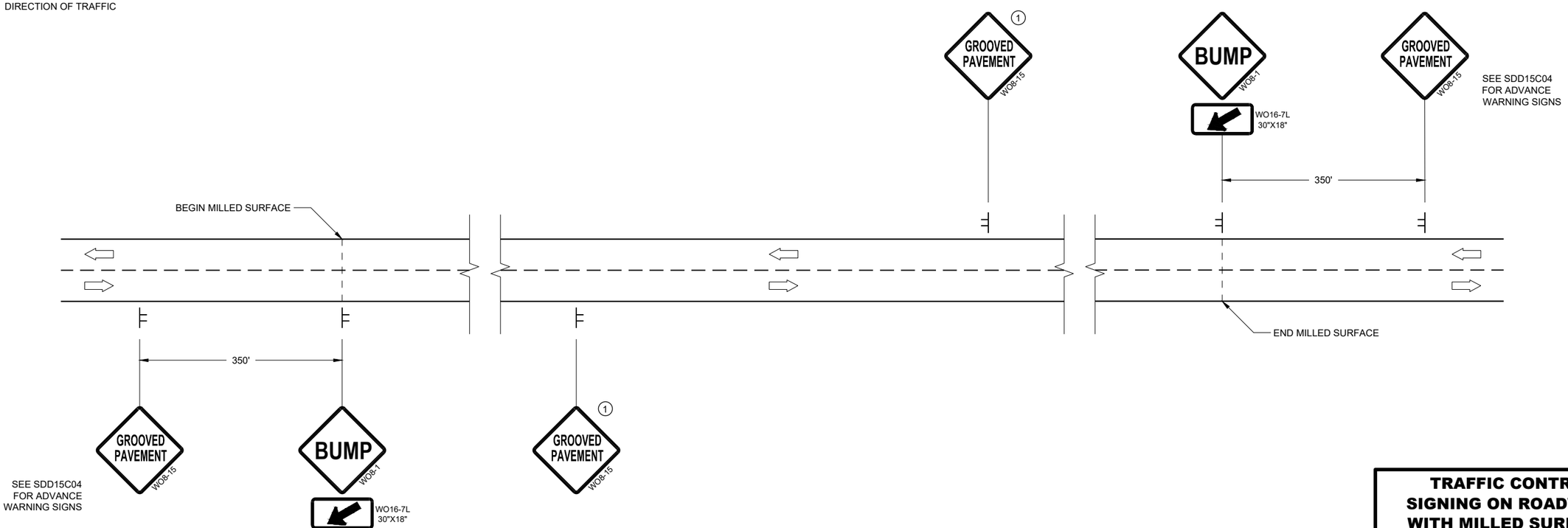
## LEGEND

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

## LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

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

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

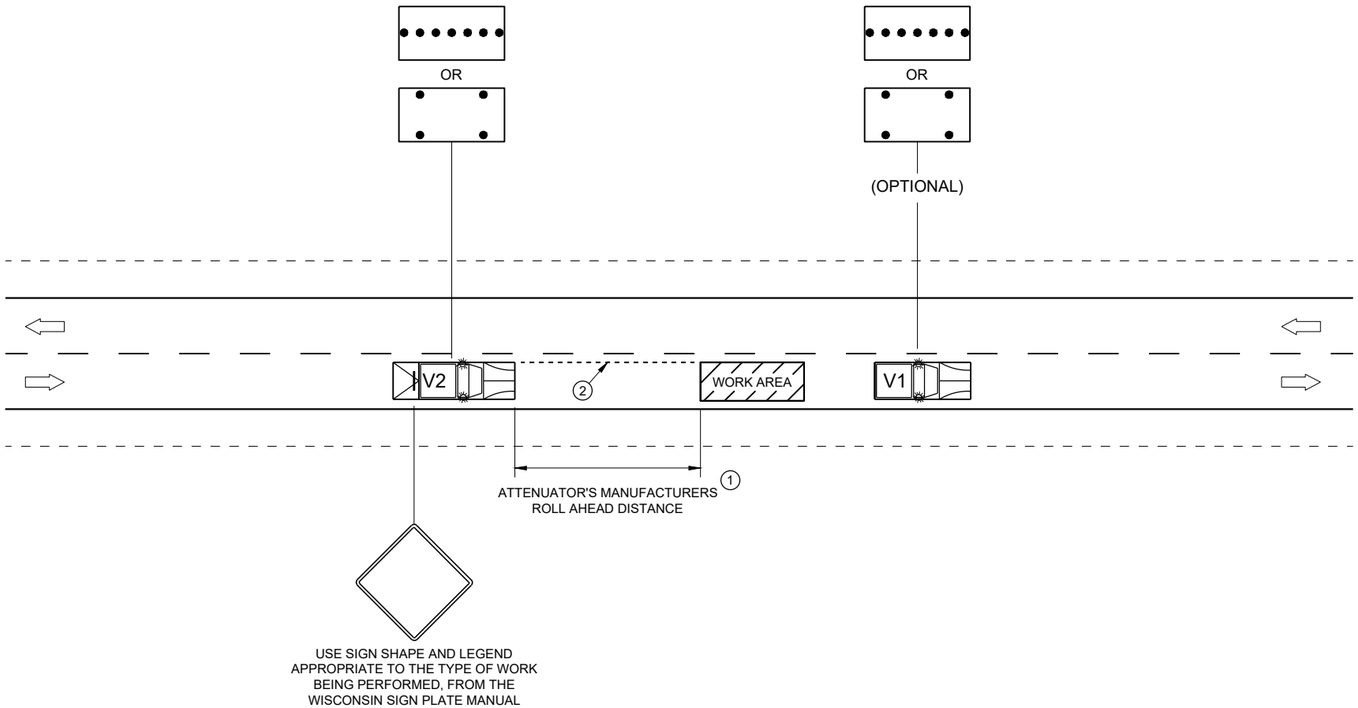
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

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

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

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

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




**TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

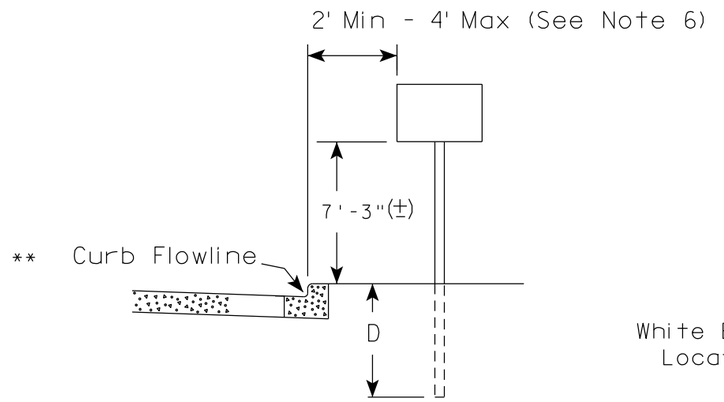
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA



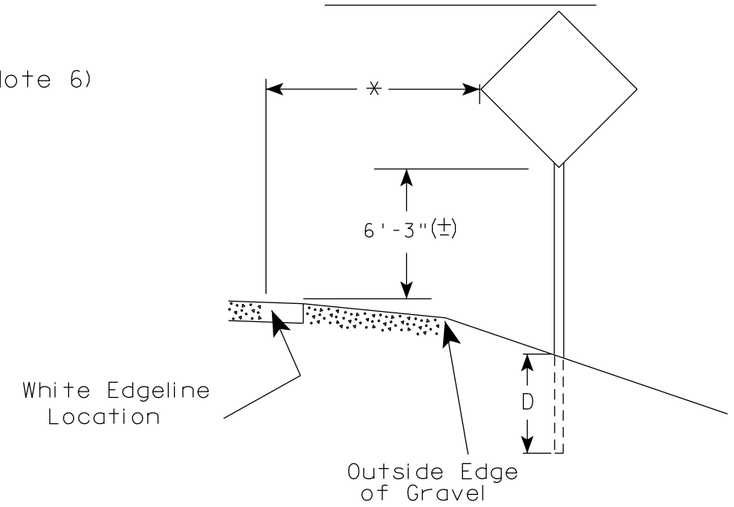

6

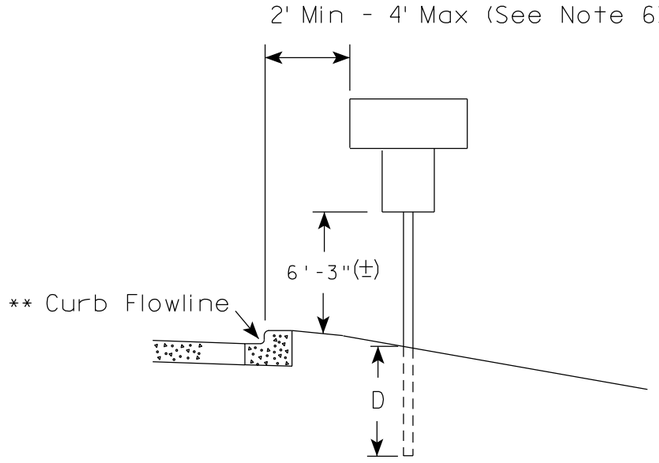

SDD 15D51 - 01

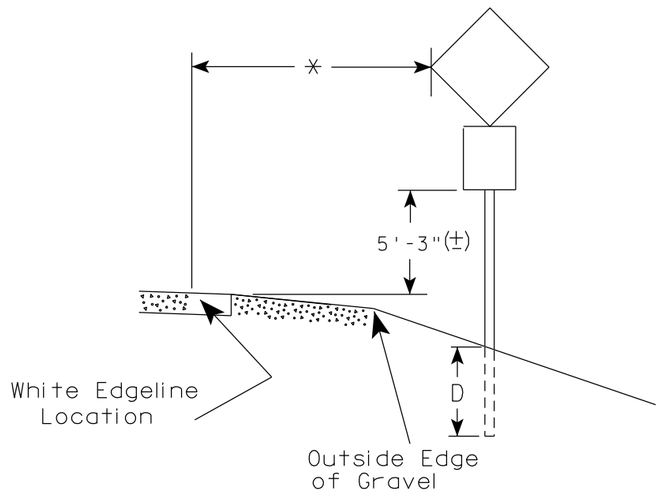
## URBAN AREA




## RURAL AREA (See Note 2)




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

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

### POST EMBEDMENT DEPTH

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

### GENERAL NOTES

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

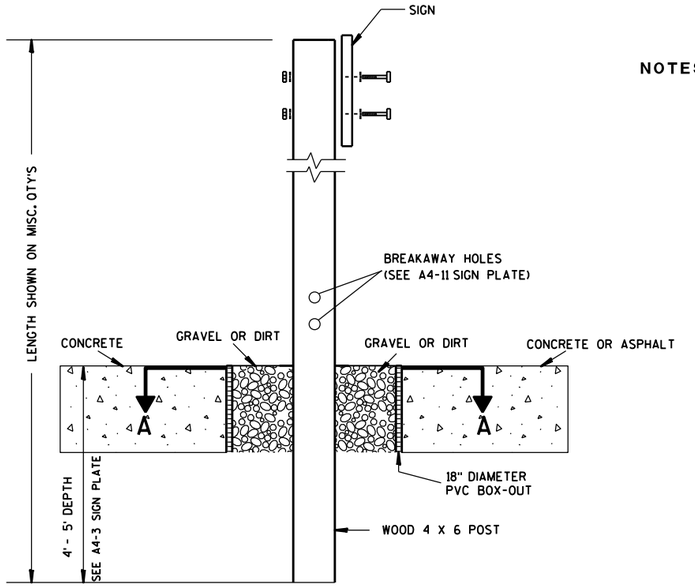
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

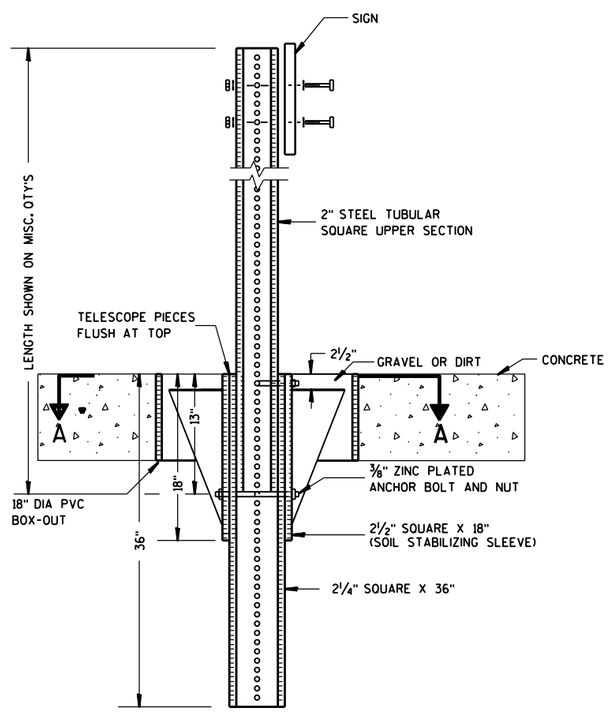
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 199 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

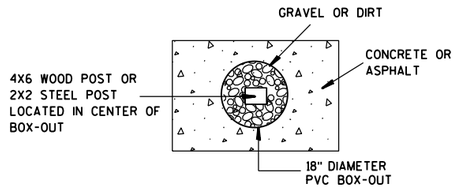
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

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




**ELEVATION VIEW**

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




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

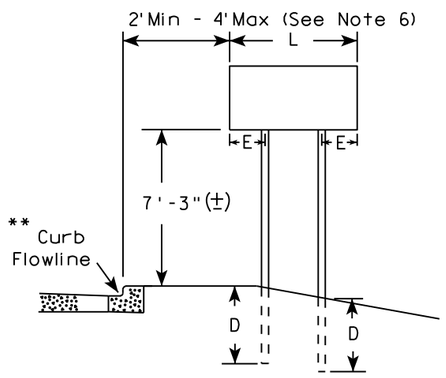
DATE 1/27/14 PLATE NO. A4-3B.1



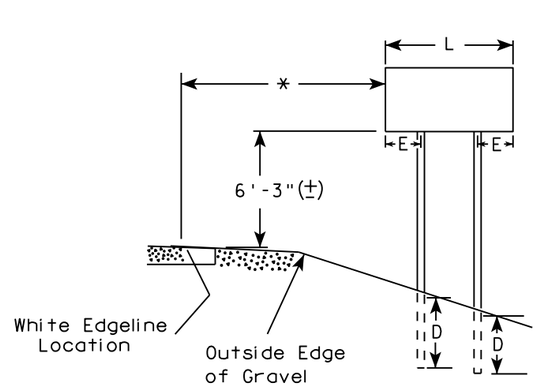
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

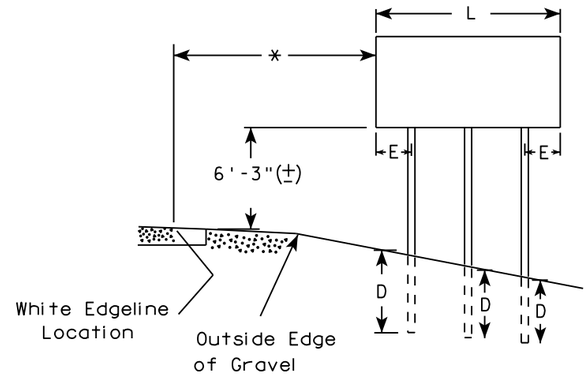
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

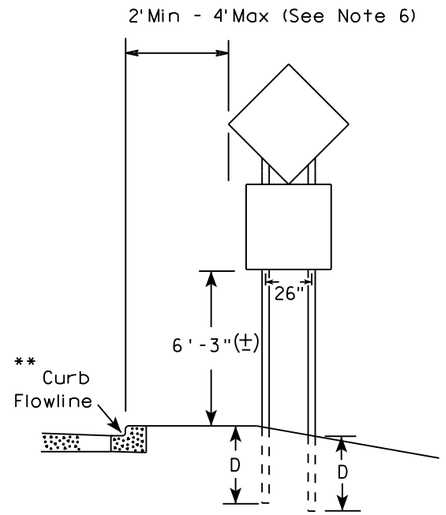
## URBAN AREA



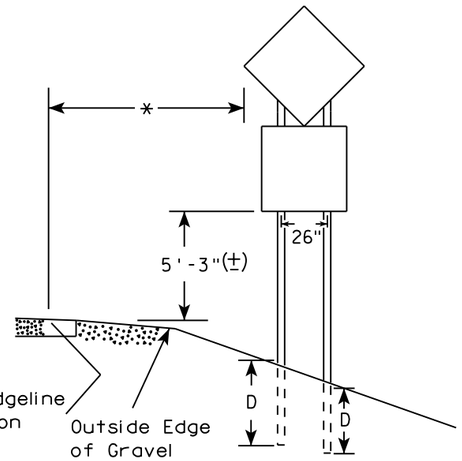

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

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

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

### GENERAL NOTES

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

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

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

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

### POST EMBEDMENT DEPTH

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

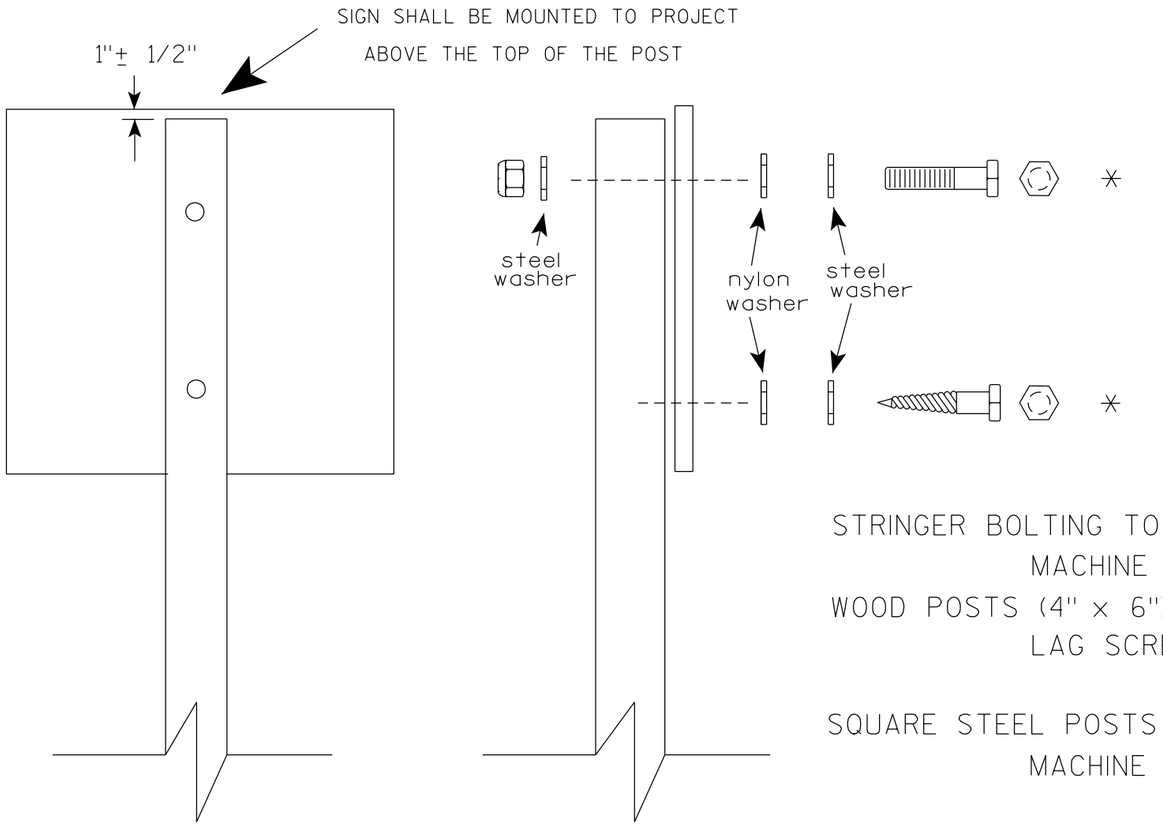
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 201 | E |
|---|---|---|---|---|---|




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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

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

# ATTACHMENT OF SIGNS TO POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

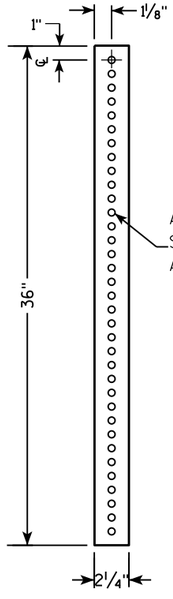
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

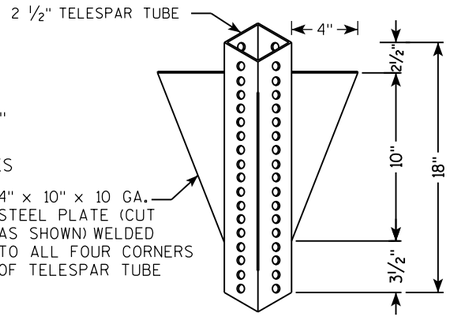
SHEET NO: 202 E

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

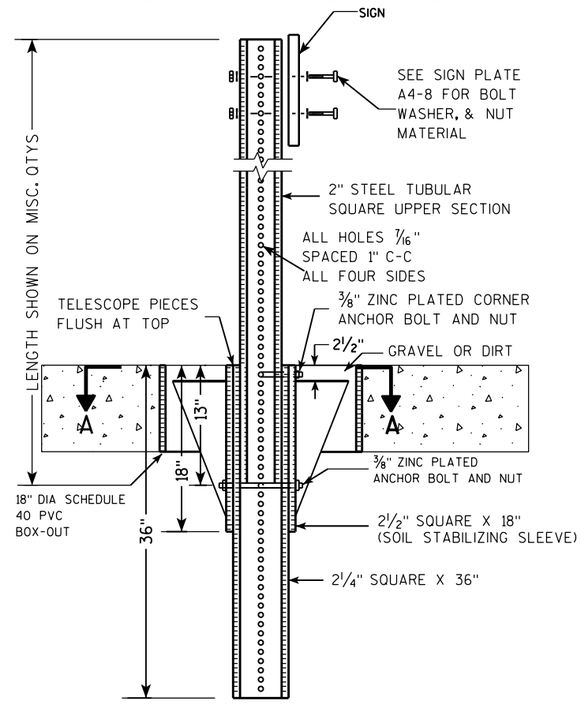
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



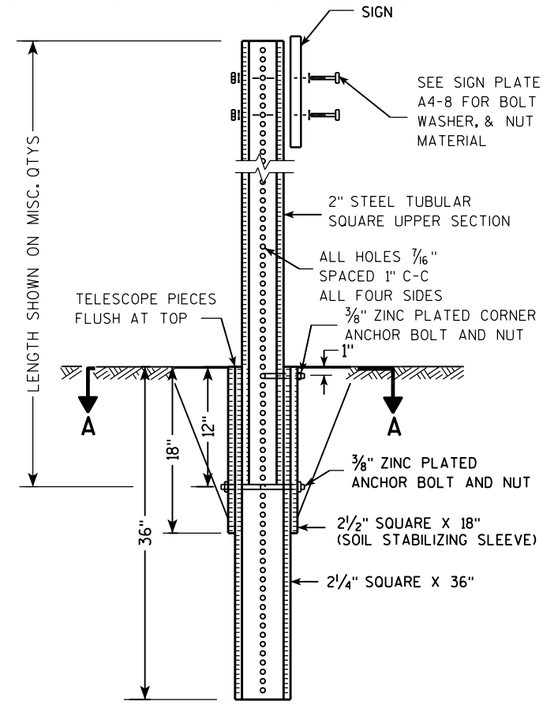

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

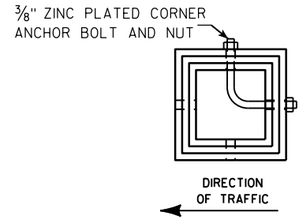



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




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




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

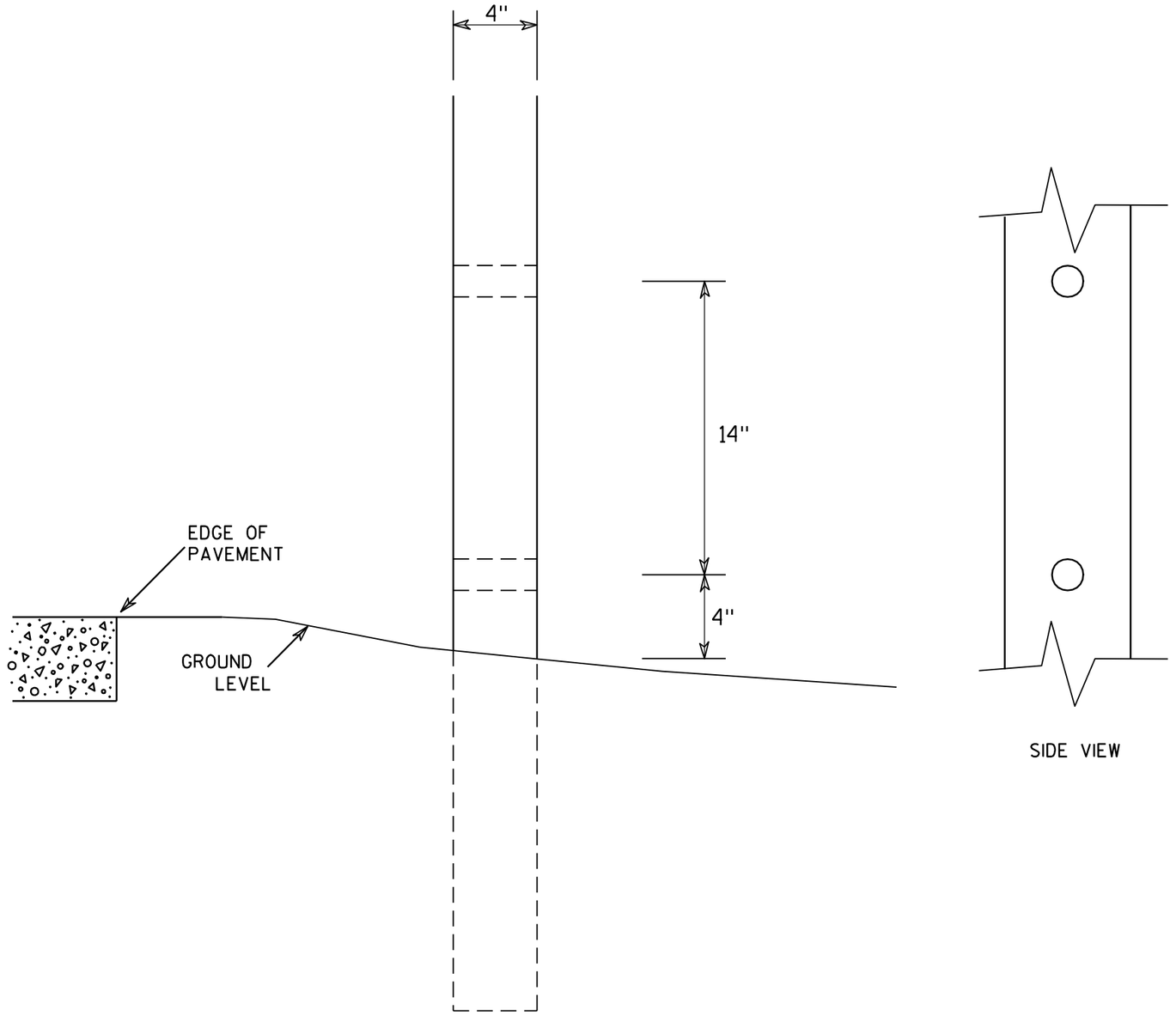
TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE 203 A4-9.9

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






SIDE VIEW

GENERAL NOTES

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

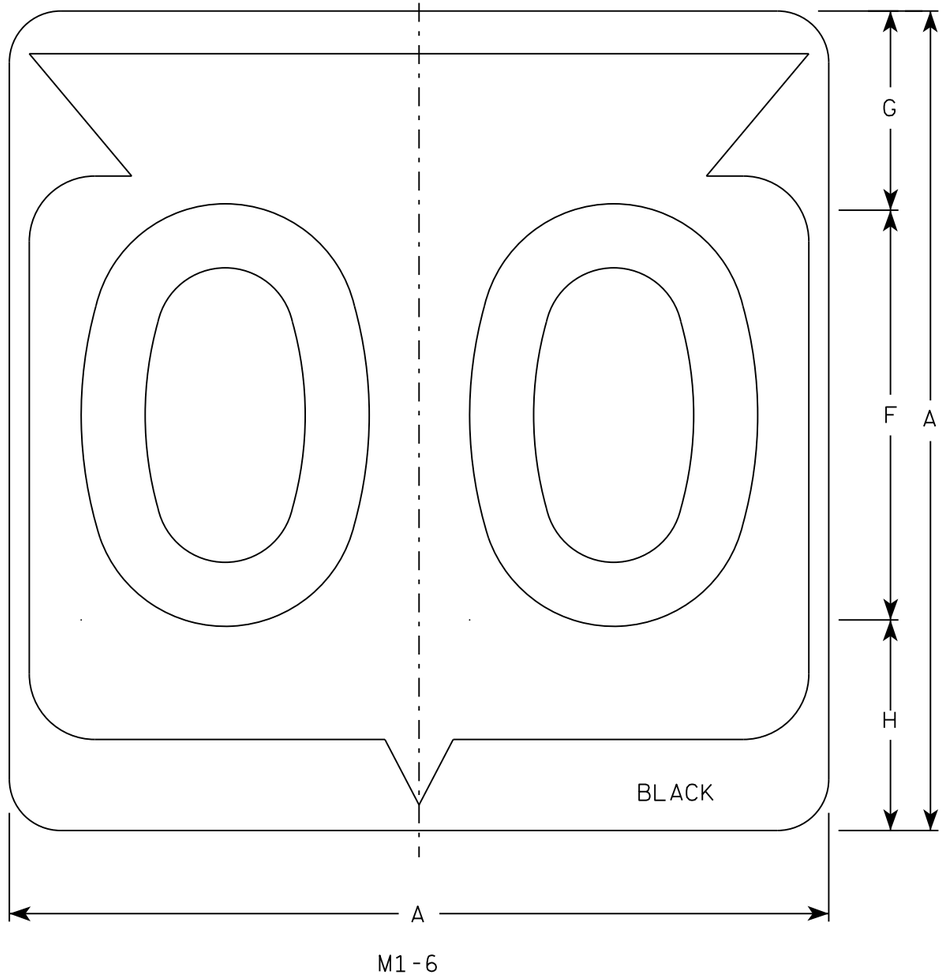
# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

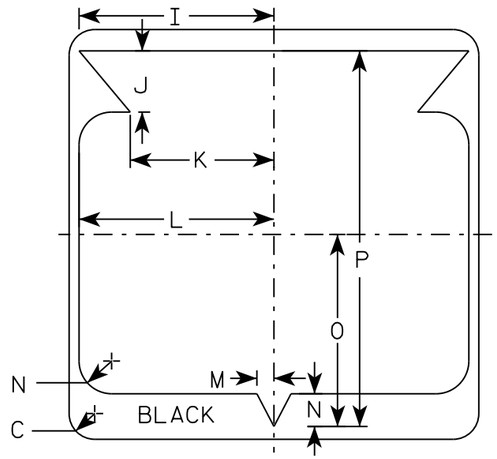
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 204 | E |
|---|---|---|---|---|---|




M1-6

NOTES

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




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

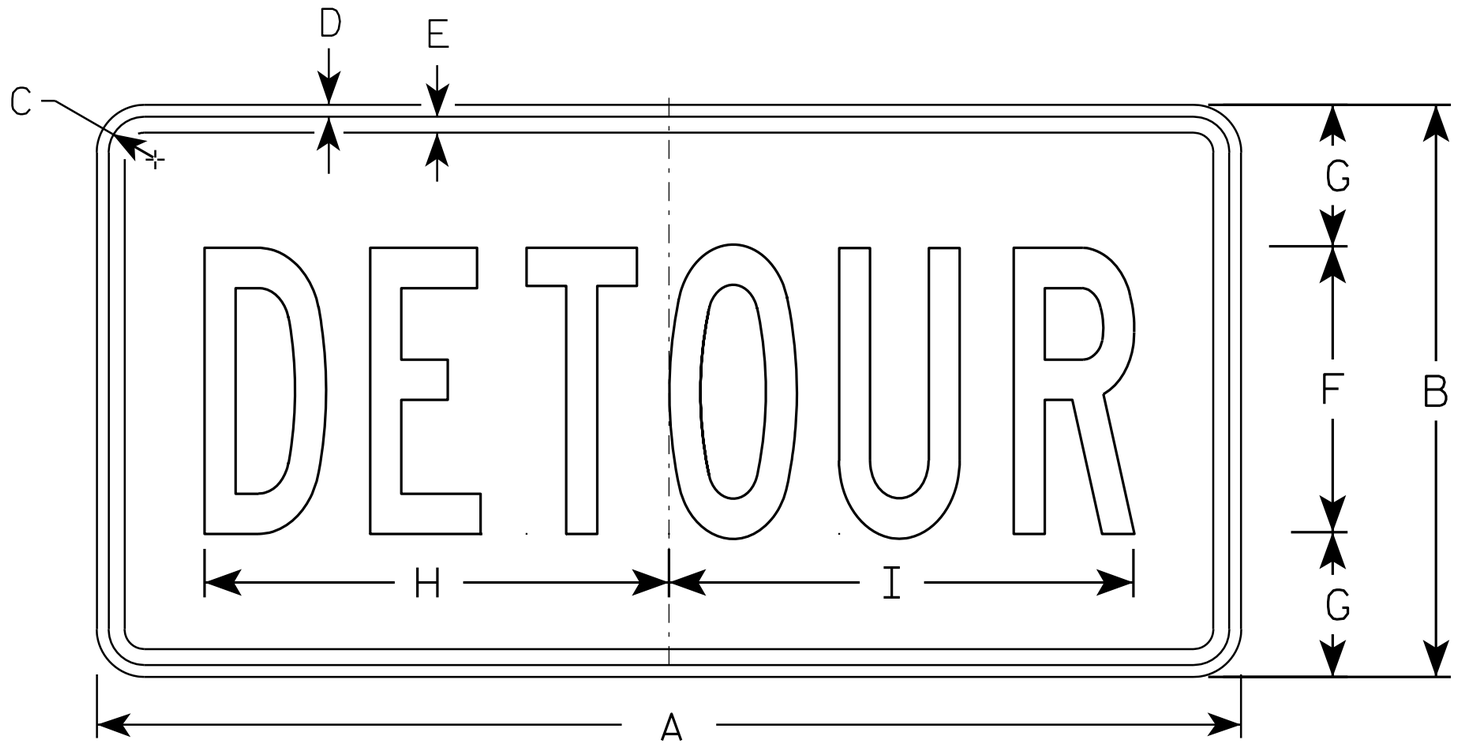
# STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 205 | E |
|---|---|---|---|---|---|




M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

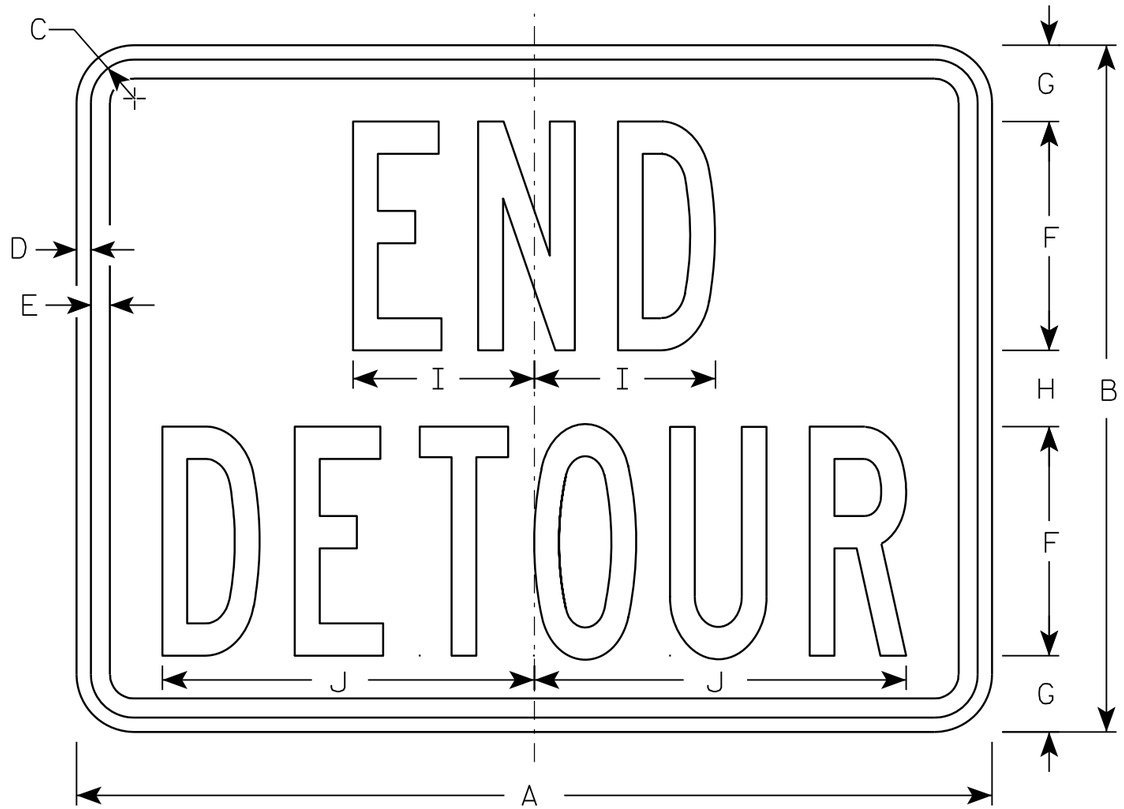
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 206 | E |
|---|---|---|---|---|---|




M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

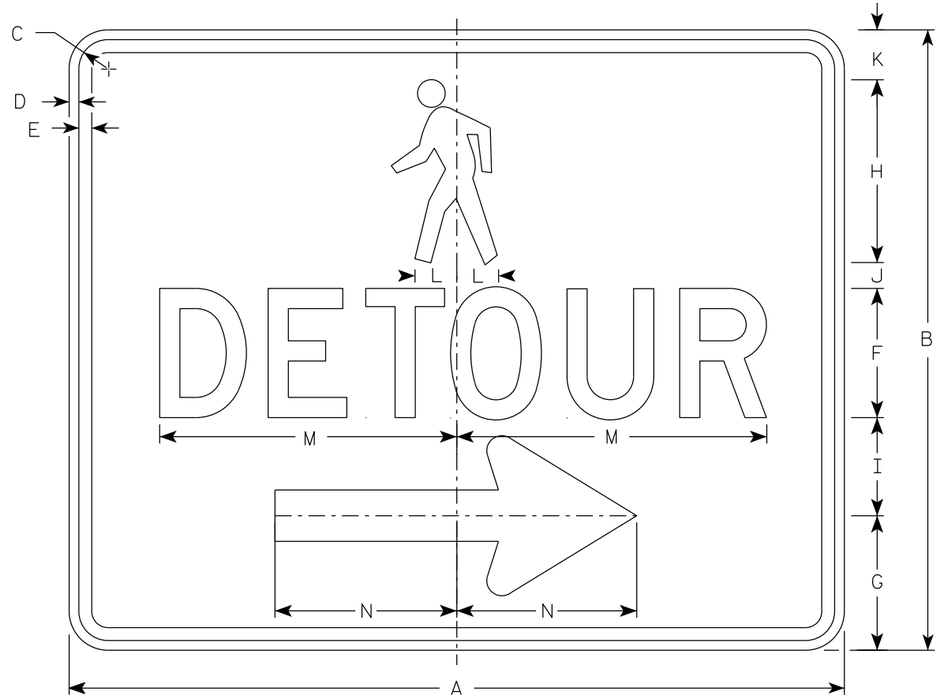
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

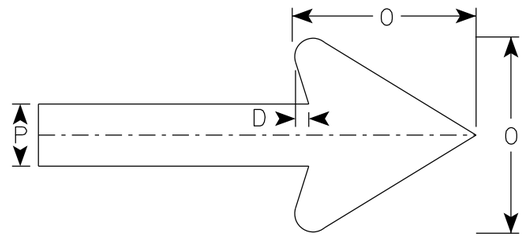
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 207 | E |
|---|---|---|---|---|---|




M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 5 1/4 | 7 1/8 | 3 3/4 | 1 | 1 1/8 | 1 5/8 | 11 3/4 | 7 | 6 | 2 | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

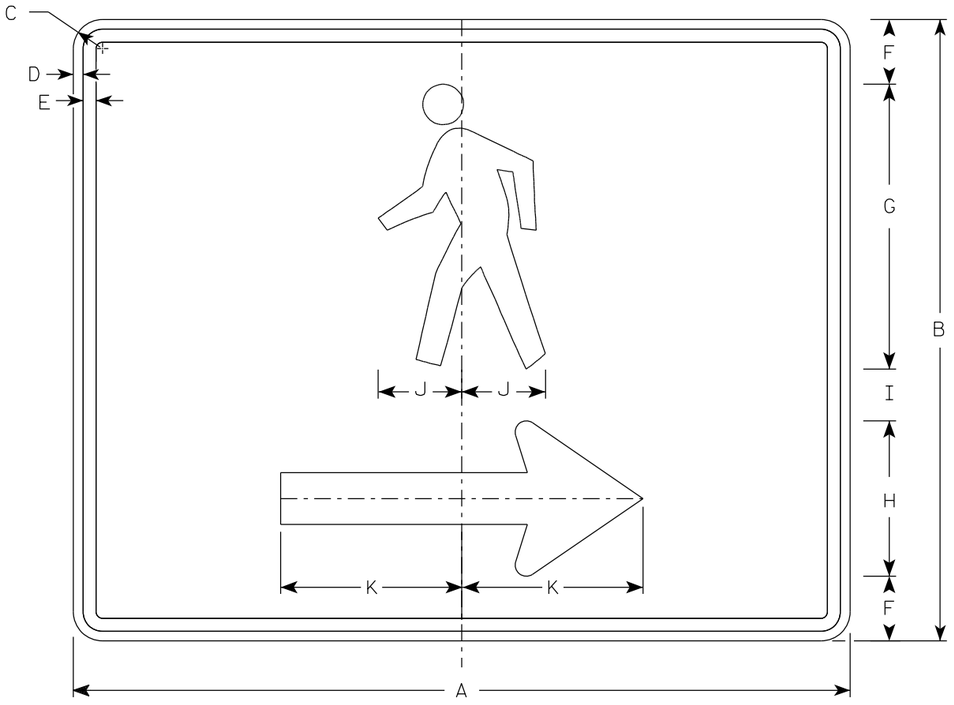
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

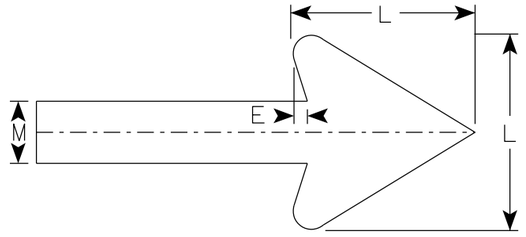
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.




M4-60R




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 2 1/2 | 11 | 6 | 2 | 3 1/4 | 7 | 6 | 2 | | | | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

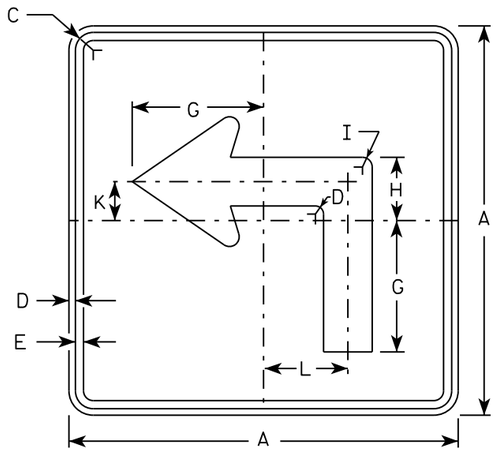
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

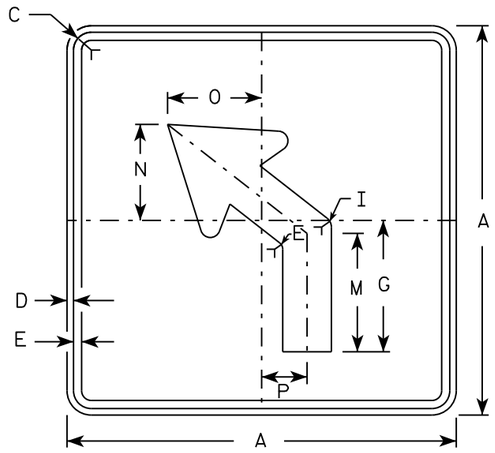
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

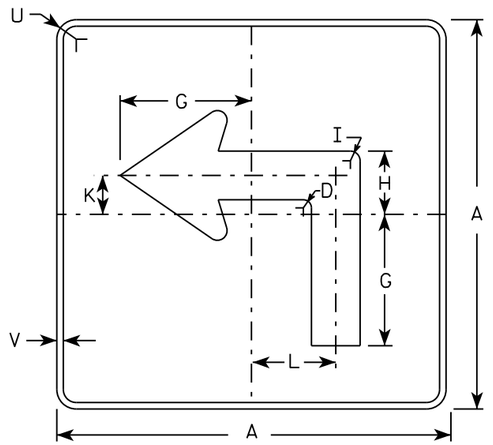
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E



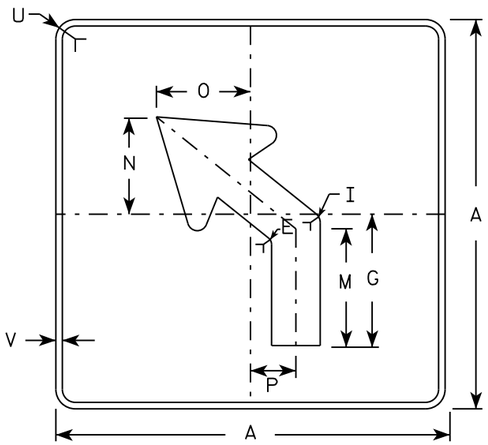

M5-1L
MM5-1L
MO5-1L
MP5-1L



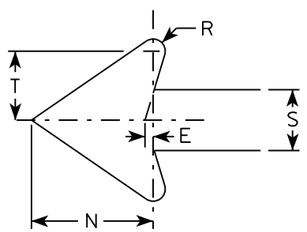

M5-2L
MM5-2L
MO5-2L
MP5-2L




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




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




NOTES

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

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

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

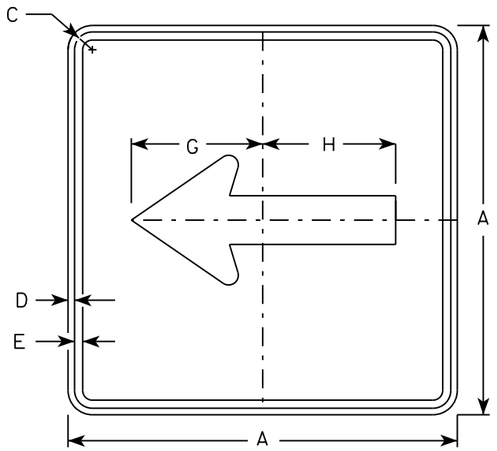
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

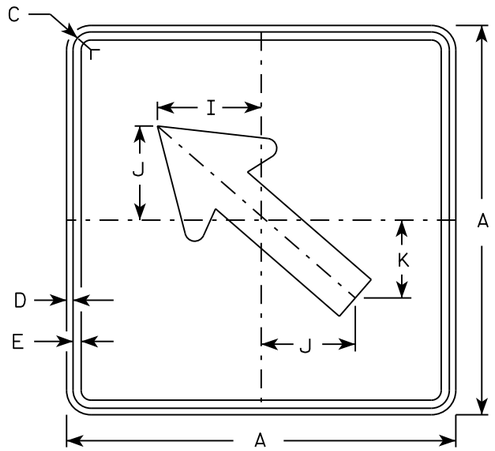


PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



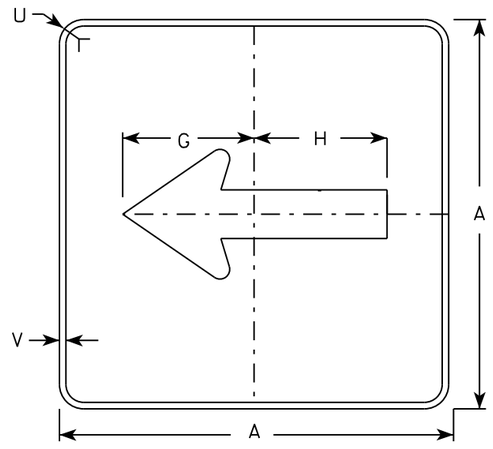

M6-1
MM6-1
MO6-1
MP6-1



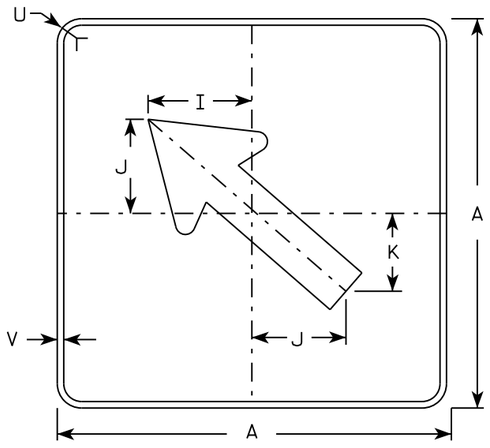

M6-2
MM6-2
MO6-2
MP6-2

NOTES

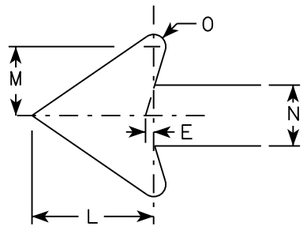
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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




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




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




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

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

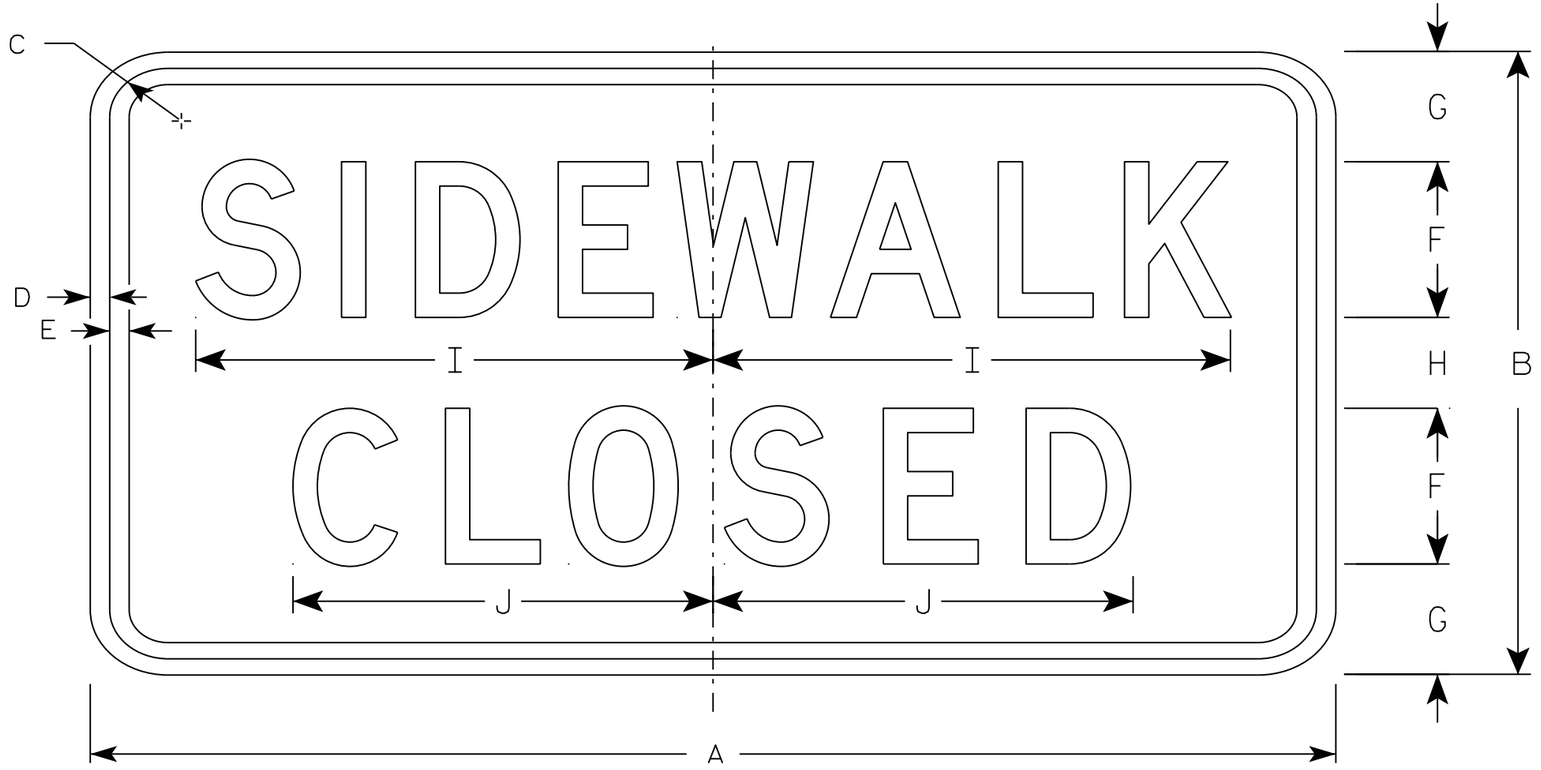
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 211 M6-1.15

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



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000




R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 3/4 | 1/2 | 1/2 | 3 | 2 1/8 | 1 3/4 | 10 | 8 1/8 | | | | | | | | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 3/4 | 1/2 | 1/2 | 3 | 2 1/8 | 1 3/4 | 10 | 8 1/8 | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 30 | 18 | 1 3/4 | 1/2 | 1/2 | 4 | 3 1/2 | 3 | 12 1/2 | 10 1/4 | | | | | | | | | | | | | | | | | 3.75 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

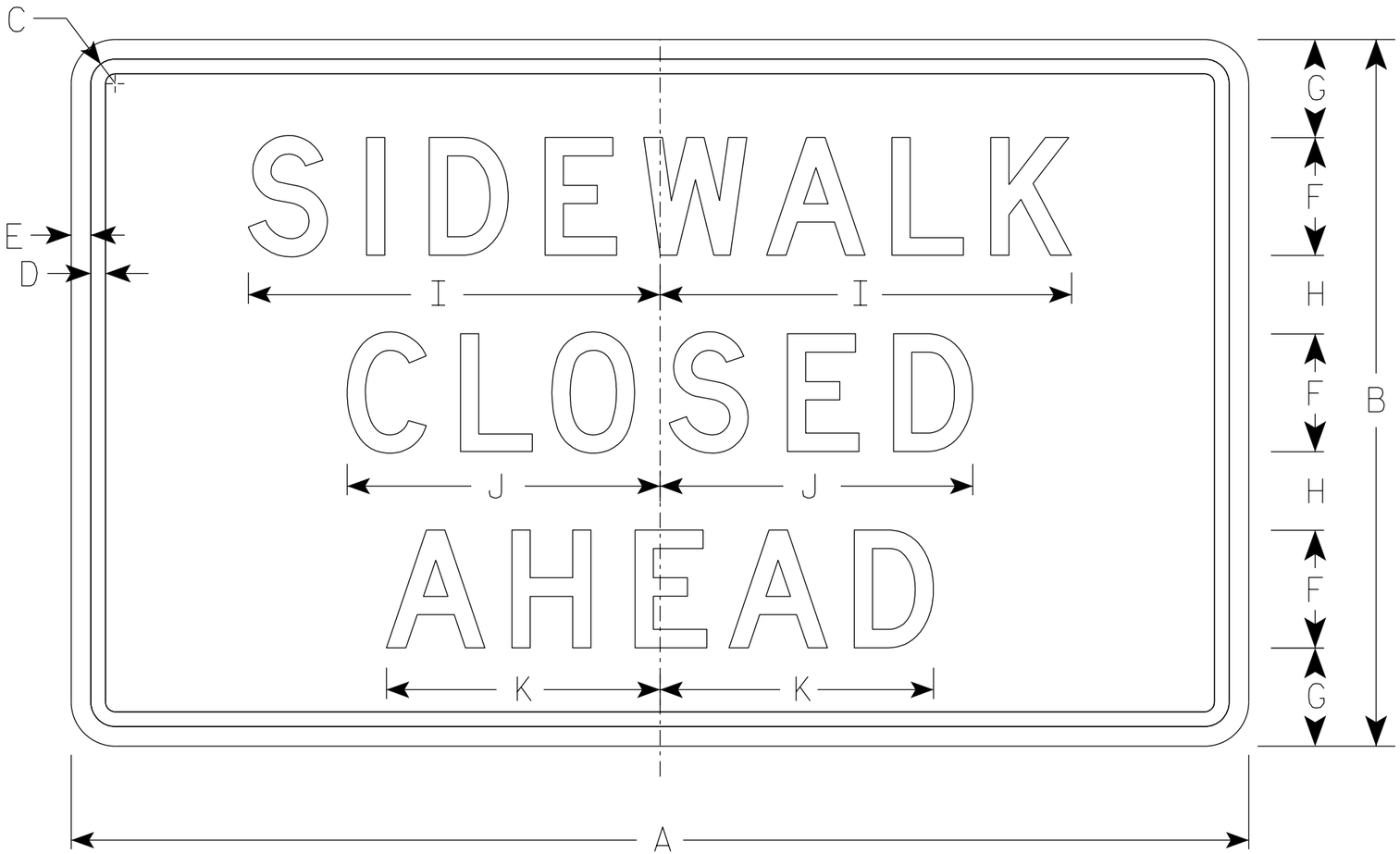
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 212 R9-9.6

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



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000




R9-9A

NOTES

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

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 1/8 | 3/8 | 1/2 | 3 | 2 1/2 | 2 | 10 1/2 | 8 | 7 | | | | | | | | | | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 1/8 | 3/8 | 1/2 | 3 | 2 1/2 | 2 | 10 1/2 | 8 | 7 | | | | | | | | | | | | | | | | 3.75 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-9A

*WISCONSIN DEPT OF TRANSPORTATION*

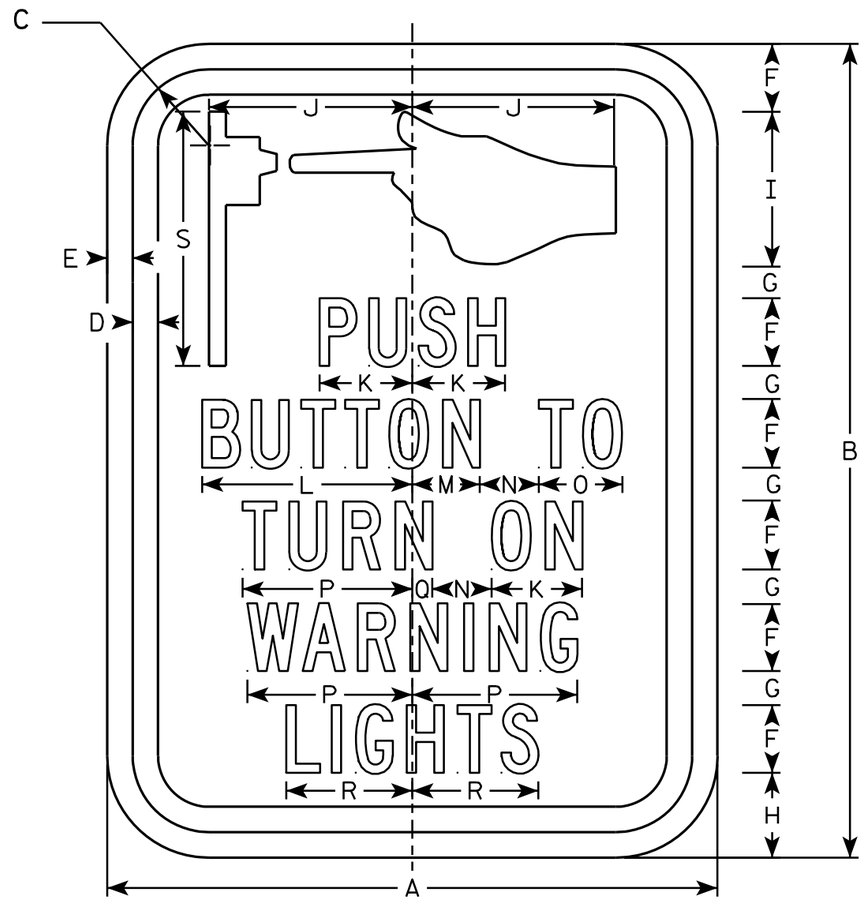
APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN PLOT DATE : 31-AUG-2020 3:26 PLOT BY : dotc4c PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7 7




R10-25

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Size (1) comes as a decal only.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 6 | 9 | 1 1/8 | 3/8 | 3/8 | 3/4 | 3/8 | 1 | 1 3/4 | 2 | 7/8 | 2 1/8 | 5/8 | 5/8 | 7/8 | 1 5/8 | 1/4 | 1 1/4 | 2 7/8 | | | | | | | | .38 |
| 2S | 9 | 12 | 1 1/8 | 3/8 | 3/8 | 1 | 1/2 | 1 1/4 | 2 1/4 | 3 | 1 3/8 | 3 1/8 | 1 | 7/8 | 1 1/4 | 2 1/2 | 1/4 | 1 7/8 | 3 3/4 | | | | | | | | .75 |
| 2M | 9 | 12 | 1 1/8 | 3/8 | 3/8 | 1 | 1/2 | 1 1/4 | 2 1/4 | 3 | 1 3/8 | 3 1/8 | 1 | 7/8 | 1 1/4 | 2 1/2 | 1/4 | 1 7/8 | 3 3/4 | | | | | | | | .75 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

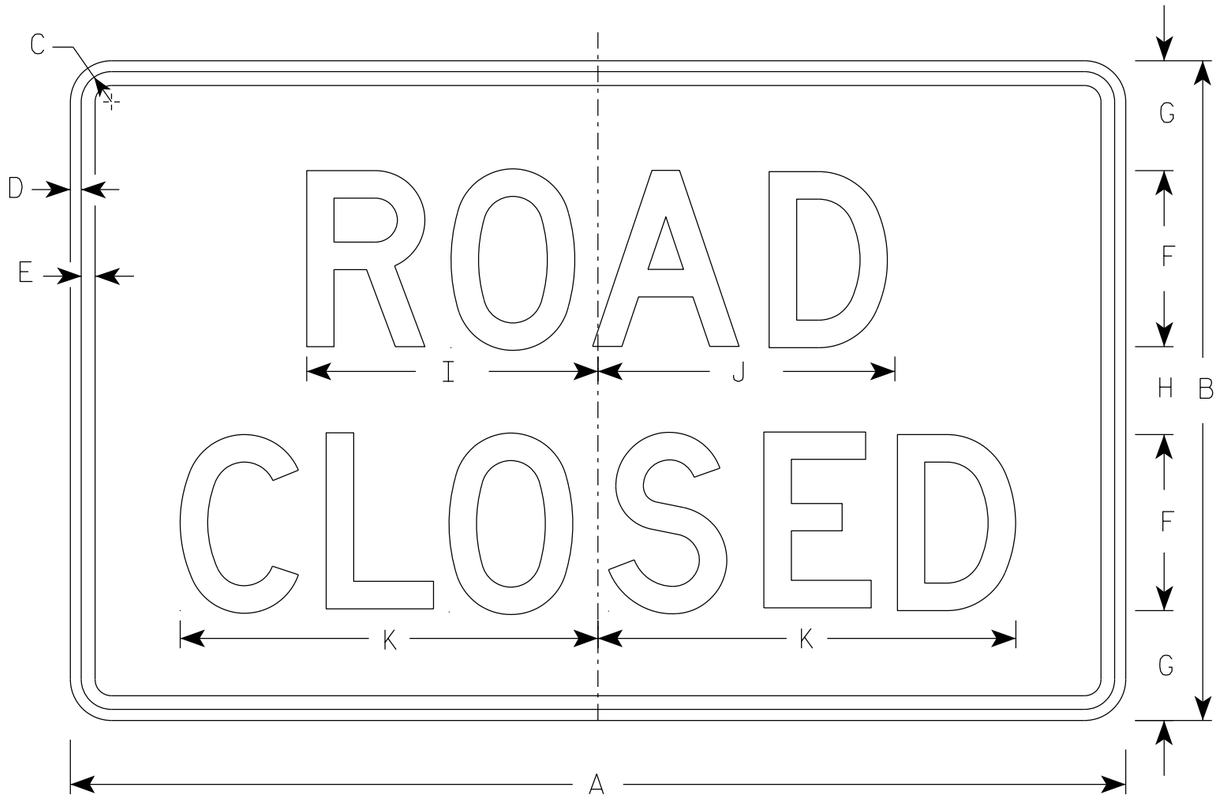
STANDARD SIGN
R10-25

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/10 PLATE NO. R10-25.1

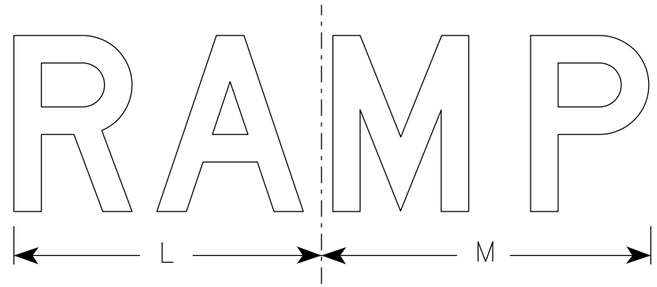
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 214 | E |
|---|---|---|---|---|---|



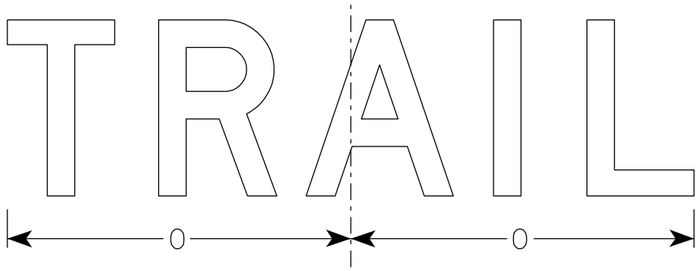

R11-2

NOTES

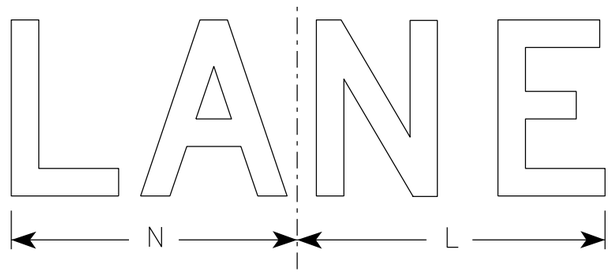
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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




R11-2R




R11-2T




R11-2L

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

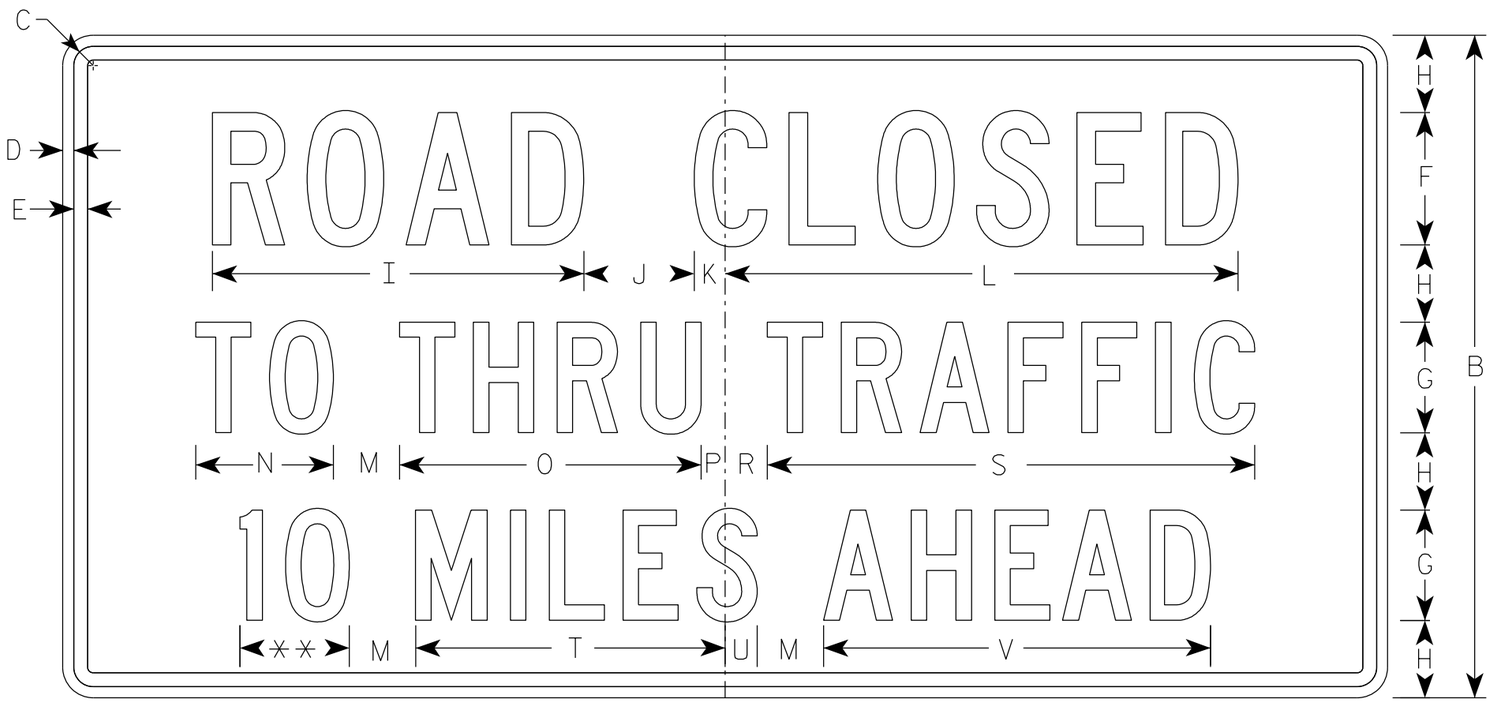
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 E

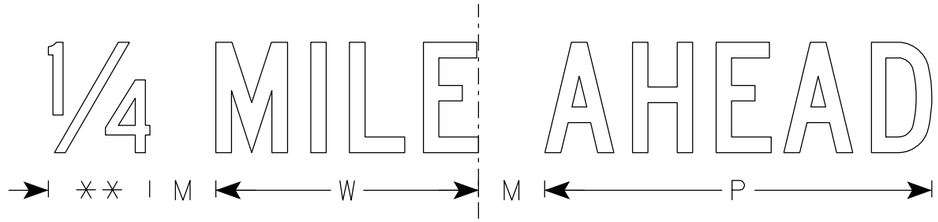
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.




R11-3

** See Note 5



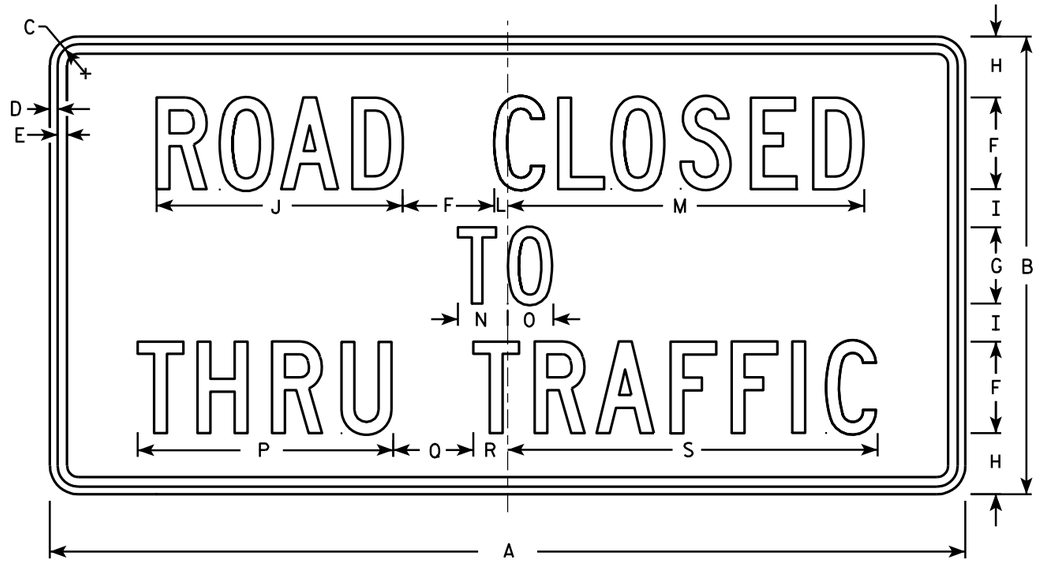

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/4 | 3/8 | 3/8 | 4 | 3 | 2 | 11 1/4 | 3 | 1 1/8 | 15 3/8 | 2 | 3 3/4 | 8 1/4 | 5/8 | | 1 3/8 | 13 1/4 | 8 3/8 | 7/8 | 10 1/2 | 7 1/8 | | | | 4.5 |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 216 | E |
|---|---|---|---|---|---|




R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

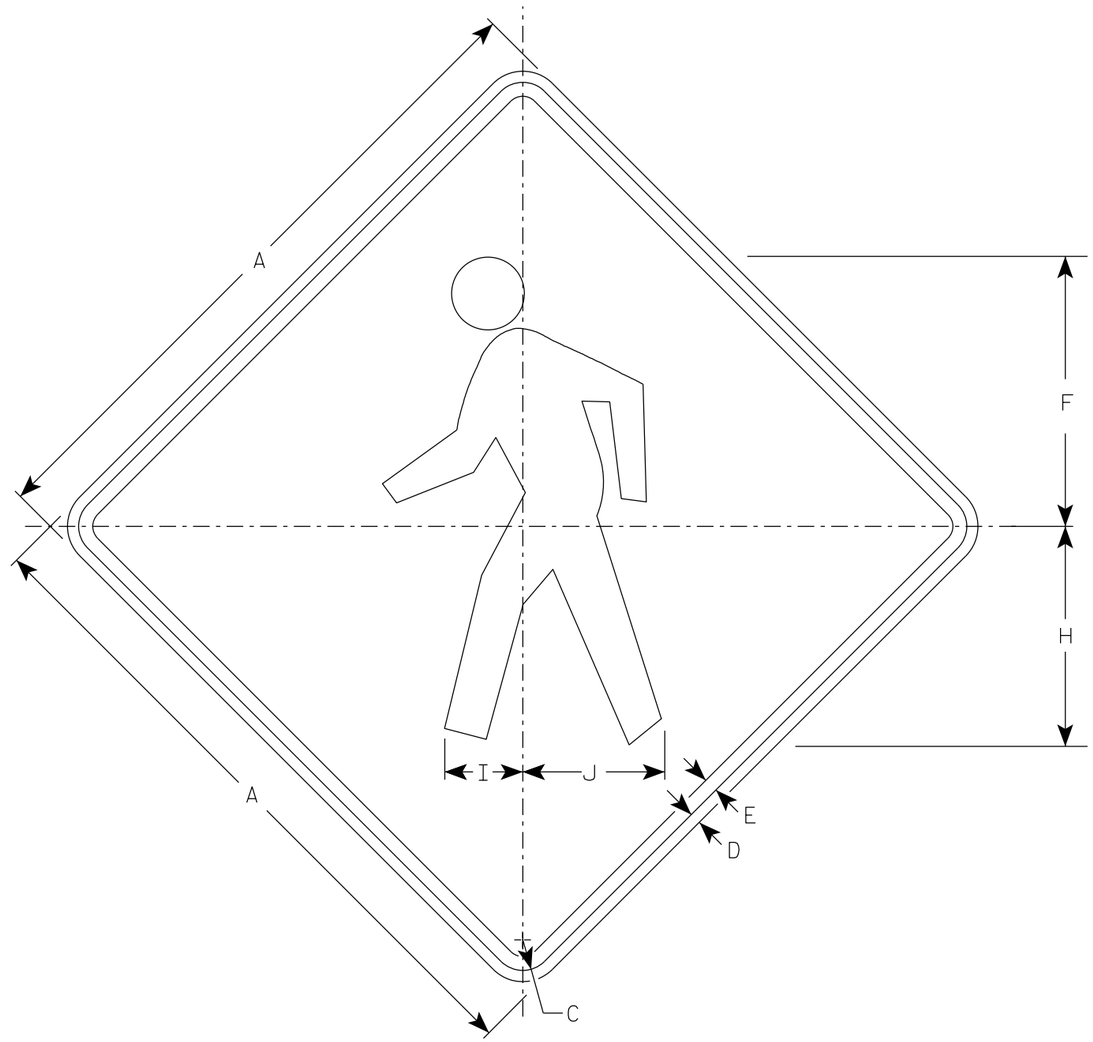
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 | E




W11-2

NOTES

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

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 9 3/4 | | 7 7/8 | 2 7/8 | 5 1/8 | | | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 12 1/8 | | 9 7/8 | 3 1/2 | 6 3/8 | | | | | | | | | | | | | | | | | 6.25 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# STANDARD SIGN
# W11-2

*WISCONSIN DEPT OF TRANSPORTATION*

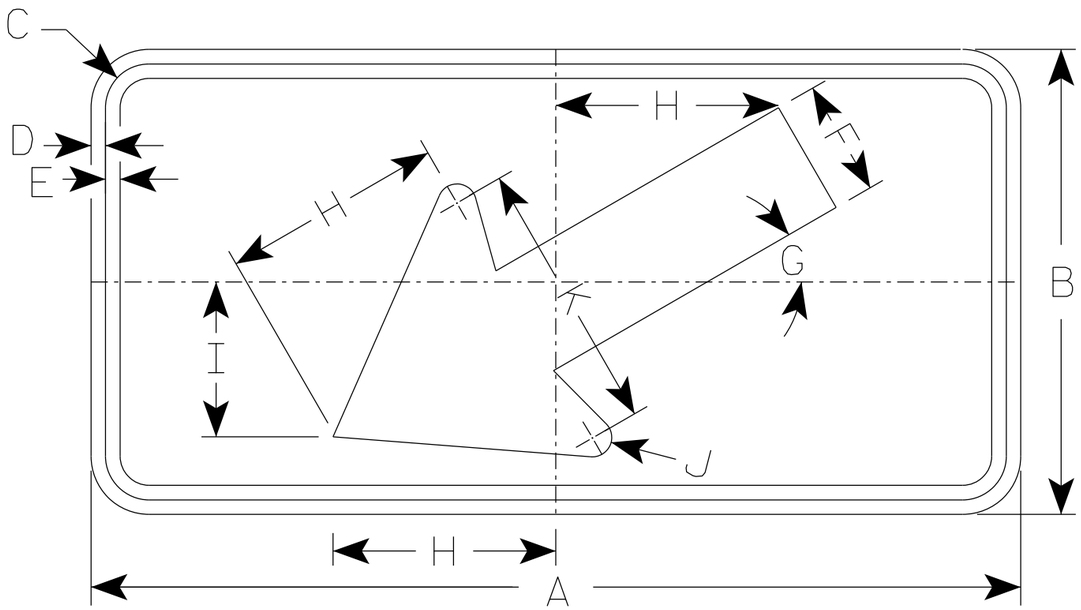
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W112.DGN PLOT DATE : 08-APRIL-2020 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42




W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 3 | 30° | 5 3/4 | 4 | 1/2 | 7 | | | | | | | | | | | | | | | | 2.0 |
| * 2M | 30 | 18 | 1 1/8 | 3/8 | 1/2 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| * 3 | 30 | 18 | 1 1/8 | 3/8 | 1/2 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| * 4 | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 | 30° | 11 1/2 | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

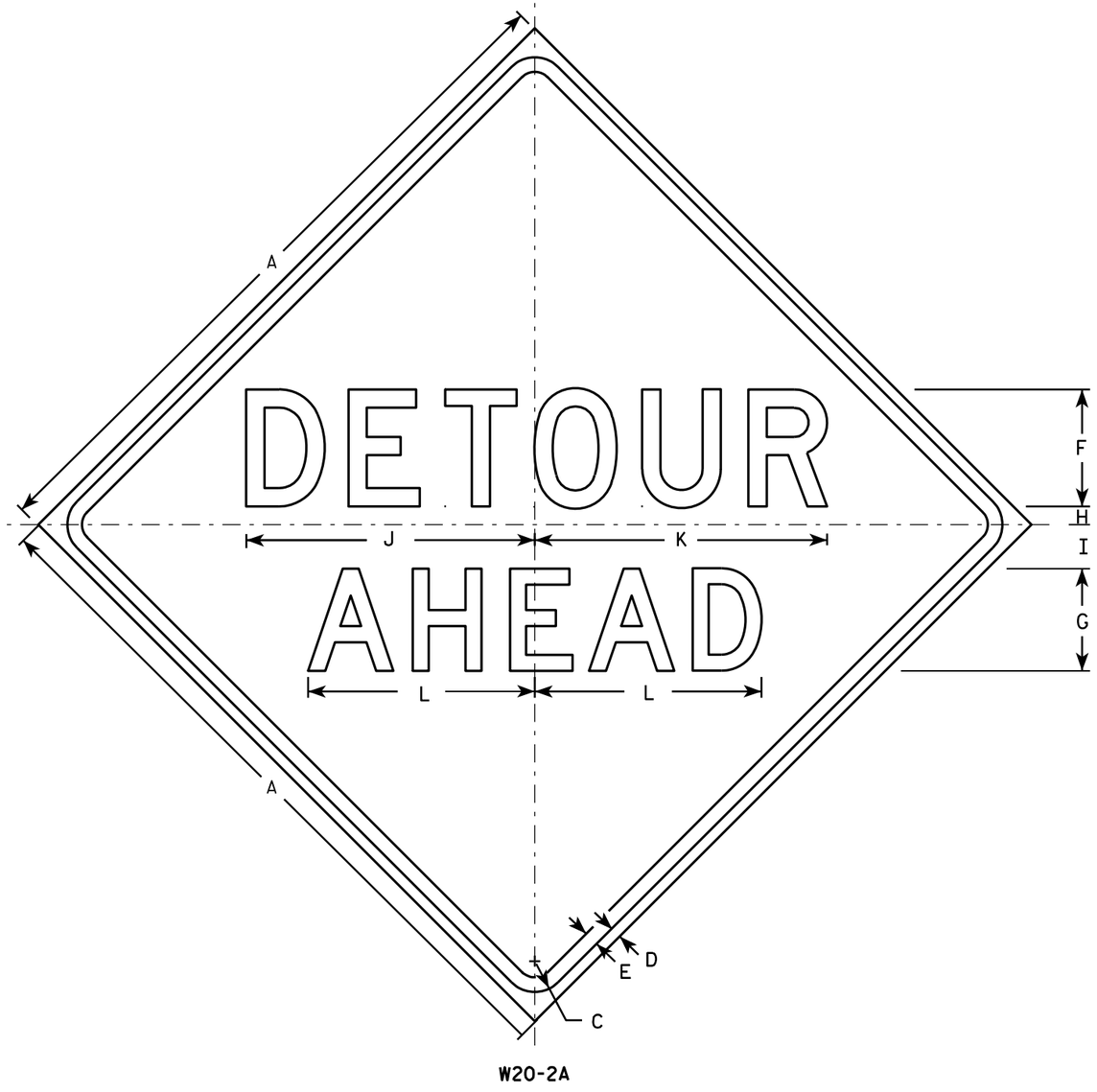
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W16-7.8

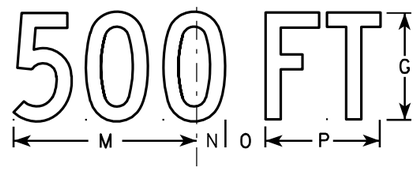
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 219 | E |
|---|---|---|---|---|---|



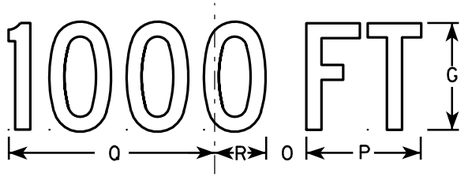

7



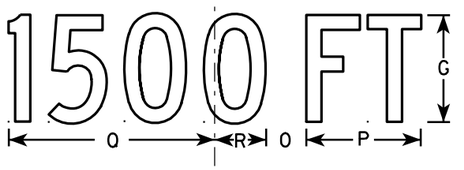

W20-2A



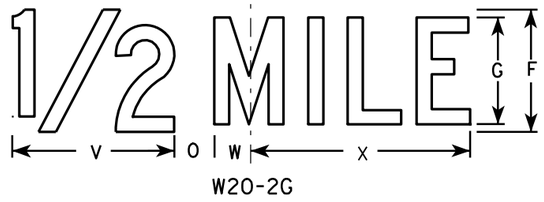

W20-2D



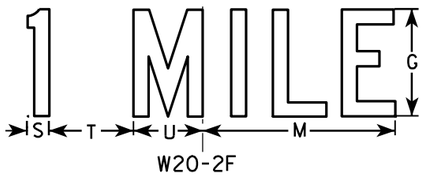

W20-2C




W20-2B




W20-2G




W20-2F

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

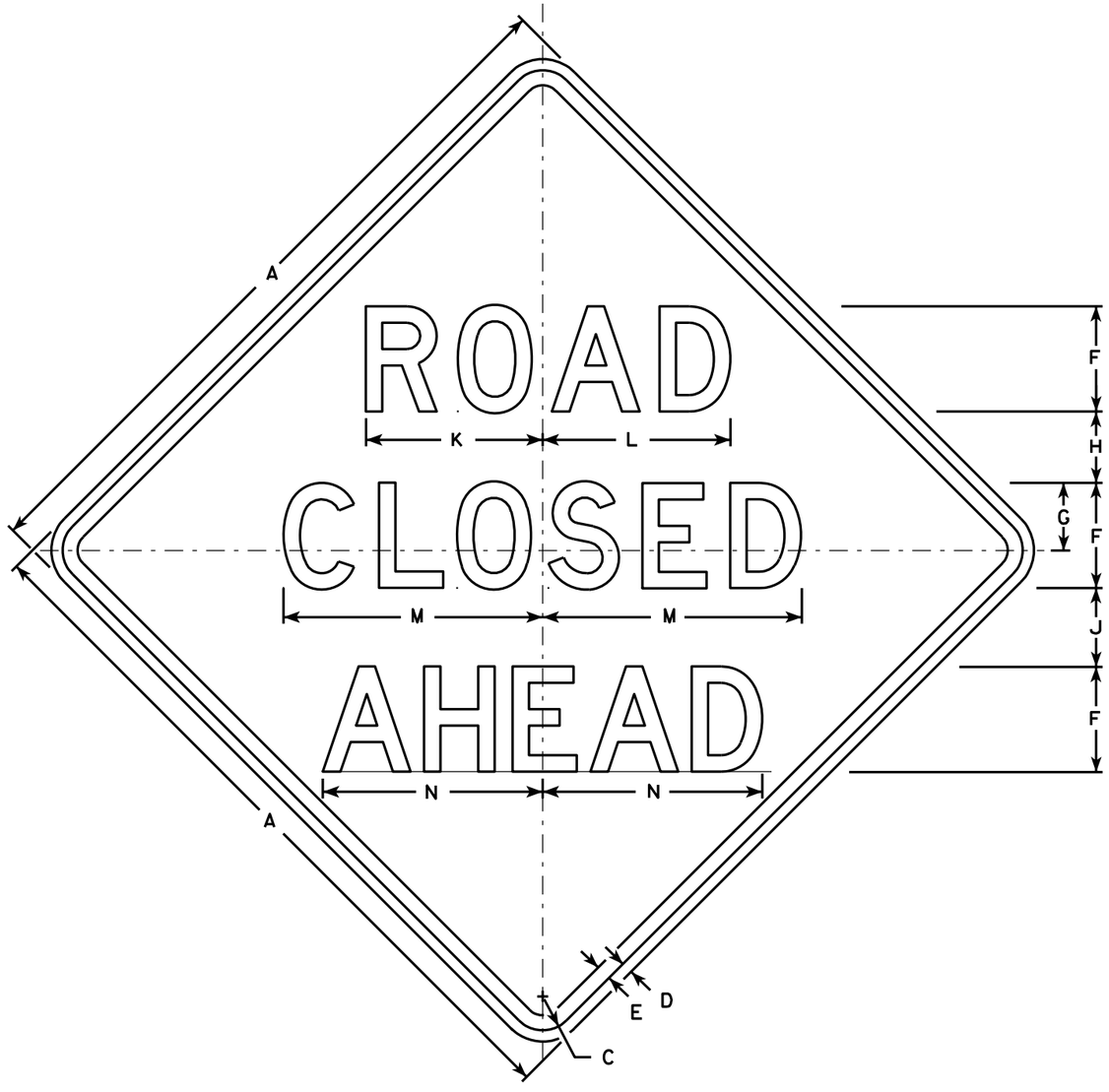
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

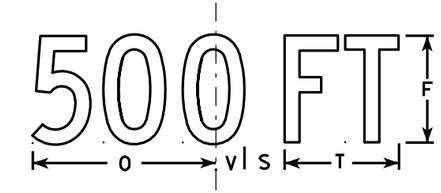
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | E



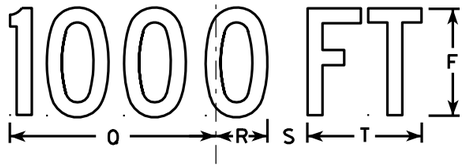
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



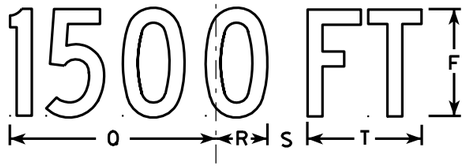

W20-3A



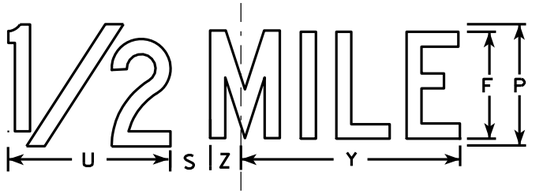

W20-3D



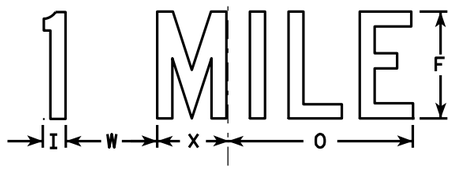

W20-3C




W20-3B




W20-3G




W20-3F

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 1 1/8 | 4 | 8 3/8 | 8 7/8 | 12 1/2 | 11 | 9 | 6 | 10 1/8 | 2 1/2 | 1 7/8 | 5 5/8 | 8 | 1 3/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

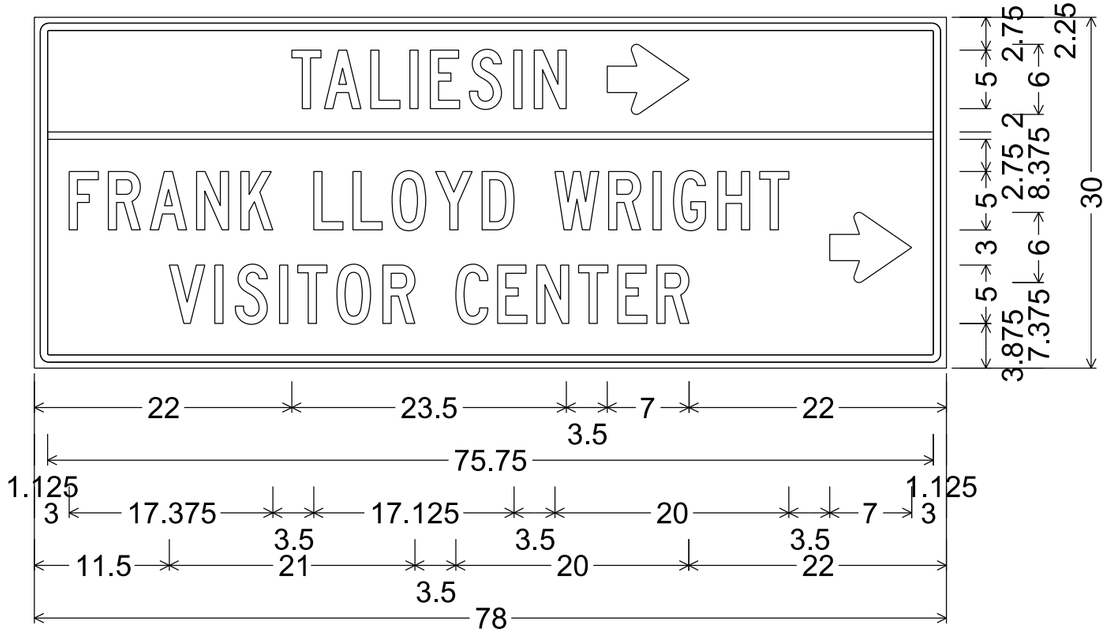
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 221 | E


7

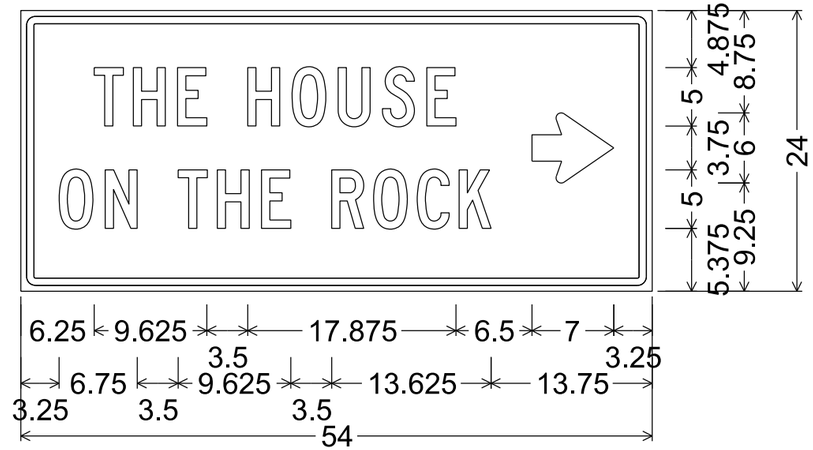
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

NOTES

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




D1-3; 1.250" Radius, 0.625" Border, 0.500" Indent




D1-2; 1.250" Radius, 0.625" Border, 0.500" Indent

DIVISION 1 - P_ALIPROF STH 23_MAINLINE

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | 1.00 | 1.00 | |
| | | | | | NOTE 1 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 142+20.00 | 14220.00 | 0.00 | 80.83 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 142+50.00 | 14250.00 | 30.00 | 80.66 | 0.00 | 90 | 0 | 90 | 0 | 90 |
| 143+00.00 | 14300.00 | 50.00 | 80.15 | 0.00 | 149 | 0 | 239 | 0 | 239 |
| 143+20.54 | 14320.54 | 20.54 | 106.30 | 0.00 | 71 | 0 | 310 | 0 | 310 |
| 143+25.00 | 14325.00 | 4.46 | 105.78 | 0.00 | 18 | 0 | 328 | 0 | 328 |
| 143+30.00 | 14330.00 | 5.00 | 106.92 | 0.00 | 20 | 0 | 348 | 0 | 348 |
| 143+35.00 | 14335.00 | 5.00 | 109.27 | 0.00 | 20 | 0 | 368 | 0 | 368 |
| 143+40.00 | 14340.00 | 5.00 | 113.99 | 0.00 | 21 | 0 | 389 | 0 | 389 |
| 143+45.00 | 14345.00 | 5.00 | 106.00 | 0.00 | 20 | 0 | 409 | 0 | 409 |
| 143+50.00 | 14350.00 | 5.00 | 114.93 | 0.00 | 20 | 0 | 429 | 0 | 429 |
| 143+55.00 | 14355.00 | 5.00 | 115.51 | 0.00 | 21 | 0 | 450 | 0 | 450 |
| 143+60.00 | 14360.00 | 5.00 | 109.99 | 0.00 | 21 | 0 | 471 | 0 | 471 |
| 143+65.00 | 14365.00 | 5.00 | 102.91 | 0.00 | 20 | 0 | 491 | 0 | 491 |
| 143+70.00 | 14370.00 | 5.00 | 96.40 | 0.00 | 18 | 0 | 509 | 0 | 509 |
| 143+75.00 | 14375.00 | 5.00 | 89.97 | 0.00 | 17 | 0 | 526 | 0 | 526 |
| 143+80.00 | 14380.00 | 5.00 | 83.32 | 0.00 | 16 | 0 | 542 | 0 | 542 |
| 143+85.00 | 14385.00 | 5.00 | 76.39 | 0.00 | 15 | 0 | 557 | 0 | 557 |
| 143+90.00 | 14390.00 | 5.00 | 69.68 | 0.00 | 14 | 0 | 571 | 0 | 571 |
| 143+95.00 | 14395.00 | 5.00 | 63.25 | 0.00 | 12 | 0 | 583 | 0 | 583 |
| 144+00.00 | 14400.00 | 5.00 | 61.59 | 0.00 | 12 | 0 | 595 | 0 | 595 |
| 144+05.00 | 14405.00 | 5.00 | 67.82 | 0.00 | 12 | 0 | 607 | 0 | 607 |
| 144+10.00 | 14410.00 | 5.00 | 74.42 | 0.00 | 13 | 0 | 620 | 0 | 620 |
| 144+15.00 | 14415.00 | 5.00 | 81.12 | 0.00 | 14 | 0 | 634 | 0 | 634 |
| 144+20.00 | 14420.00 | 5.00 | 87.87 | 0.00 | 16 | 0 | 650 | 0 | 650 |
| 144+25.00 | 14425.00 | 5.00 | 94.66 | 0.00 | 17 | 0 | 667 | 0 | 667 |
| 144+30.00 | 14430.00 | 5.00 | 101.57 | 0.00 | 18 | 0 | 685 | 0 | 685 |
| 144+35.00 | 14435.00 | 5.00 | 108.50 | 0.00 | 19 | 0 | 704 | 0 | 704 |
| 144+40.00 | 14440.00 | 5.00 | 115.97 | 0.00 | 21 | 0 | 725 | 0 | 725 |
| 144+45.00 | 14445.00 | 5.00 | 115.99 | 0.00 | 21 | 0 | 746 | 0 | 746 |
| 144+50.00 | 14450.00 | 5.00 | 117.30 | 0.00 | 22 | 0 | 768 | 0 | 768 |
| 144+55.00 | 14455.00 | 5.00 | 116.25 | 0.00 | 22 | 0 | 790 | 0 | 790 |
| 144+60.00 | 14460.00 | 5.00 | 110.03 | 0.00 | 21 | 0 | 811 | 0 | 811 |
| 144+65.00 | 14465.00 | 5.00 | 104.28 | 0.00 | 20 | 0 | 831 | 0 | 831 |
| 144+70.00 | 14470.00 | 5.00 | 101.24 | 0.00 | 19 | 0 | 850 | 0 | 850 |
| 144+75.00 | 14475.00 | 5.00 | 98.89 | 0.00 | 19 | 0 | 869 | 0 | 869 |
| 144+76.38 | 14476.38 | 1.38 | 98.44 | 0.00 | 5 | 0 | 874 | 0 | 874 |
| 145+00.00 | 14500.00 | 23.62 | 94.99 | 0.00 | 85 | 0 | 959 | 0 | 959 |
| 145+50.00 | 14550.00 | 50.00 | 96.74 | 0.00 | 178 | 0 | 1,137 | 0 | 1,137 |
| 145+80.00 | 14580.00 | 30.00 | 112.21 | 0.12 | 116 | 0 | 1,253 | 0 | 1,253 |
| 146+03.00 | 14603.00 | 23.00 | 101.13 | 0.00 | 91 | 0 | 1,344 | 0 | 1,344 |

DIVISION 1 - LCL-MADISONST

| STATION | REAL STATION | DISTANCE | AREA (SF) | | INCREMENTAL VOL (CY) (UNADJUSTED) | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | FILL | CUT | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | 1.00 | 1.00 | |
| | | | | | NOTE 1 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 10+48.76 | 1048.76 | 0.00 | 116.85 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 10+50.00 | 1050.00 | 1.24 | 114.19 | 0.00 | 5 | 0 | 5 | 0 | 5 |
| 10+55.00 | 1055.00 | 5.00 | 114.08 | 0.00 | 21 | 0 | 26 | 0 | 26 |
| 10+60.00 | 1060.00 | 5.00 | 121.57 | 0.00 | 22 | 0 | 48 | 0 | 48 |
| 10+65.00 | 1065.00 | 5.00 | 132.55 | 0.00 | 24 | 0 | 72 | 0 | 72 |
| 10+70.00 | 1070.00 | 5.00 | 148.33 | 0.00 | 26 | 0 | 98 | 0 | 98 |
| 10+75.00 | 1075.00 | 5.00 | 172.54 | 0.00 | 30 | 0 | 128 | 0 | 128 |
| 10+80.00 | 1080.00 | 5.00 | 219.44 | 0.00 | 36 | 0 | 164 | 0 | 164 |
| 10+85.00 | 1085.00 | 5.00 | 124.06 | 0.00 | 32 | 0 | 196 | 0 | 196 |
| 10+90.00 | 1090.00 | 5.00 | 24.46 | 0.00 | 14 | 0 | 210 | 0 | 210 |
| 11+20.00 | 1120.00 | 30.00 | 94.86 | 0.00 | 66 | 0 | 276 | 0 | 276 |
| 11+25.00 | 1125.00 | 5.00 | 199.37 | 0.00 | 27 | 0 | 303 | 0 | 303 |
| 11+30.00 | 1130.00 | 5.00 | 292.68 | 0.00 | 46 | 0 | 349 | 0 | 349 |
| 11+35.00 | 1135.00 | 5.00 | 215.56 | 0.00 | 47 | 0 | 396 | 0 | 396 |
| 11+40.00 | 1140.00 | 5.00 | 214.56 | 0.00 | 40 | 0 | 436 | 0 | 436 |
| 11+45.00 | 1145.00 | 5.00 | 189.55 | 0.00 | 37 | 0 | 473 | 0 | 473 |
| 11+50.00 | 1150.00 | 5.00 | 171.18 | 0.00 | 33 | 0 | 506 | 0 | 506 |
| 11+55.00 | 1155.00 | 5.00 | 155.18 | 0.00 | 30 | 0 | 536 | 0 | 536 |
| 11+60.00 | 1160.00 | 5.00 | 143.06 | 0.00 | 28 | 0 | 564 | 0 | 564 |
| 11+65.00 | 1165.00 | 5.00 | 135.52 | 0.00 | 26 | 0 | 590 | 0 | 590 |
| 11+70.00 | 1170.00 | 5.00 | 130.08 | 0.00 | 25 | 0 | 615 | 0 | 615 |
| 11+75.00 | 1175.00 | 5.00 | 125.91 | 0.00 | 24 | 0 | 639 | 0 | 639 |
| 11+75.47 | 1175.47 | 0.47 | 125.77 | 0.00 | 2 | 0 | 641 | 0 | 641 |
| 11+76.10 | 1176.10 | 0.63 | 125.69 | 0.00 | 3 | 0 | 644 | 0 | 644 |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)] |

9

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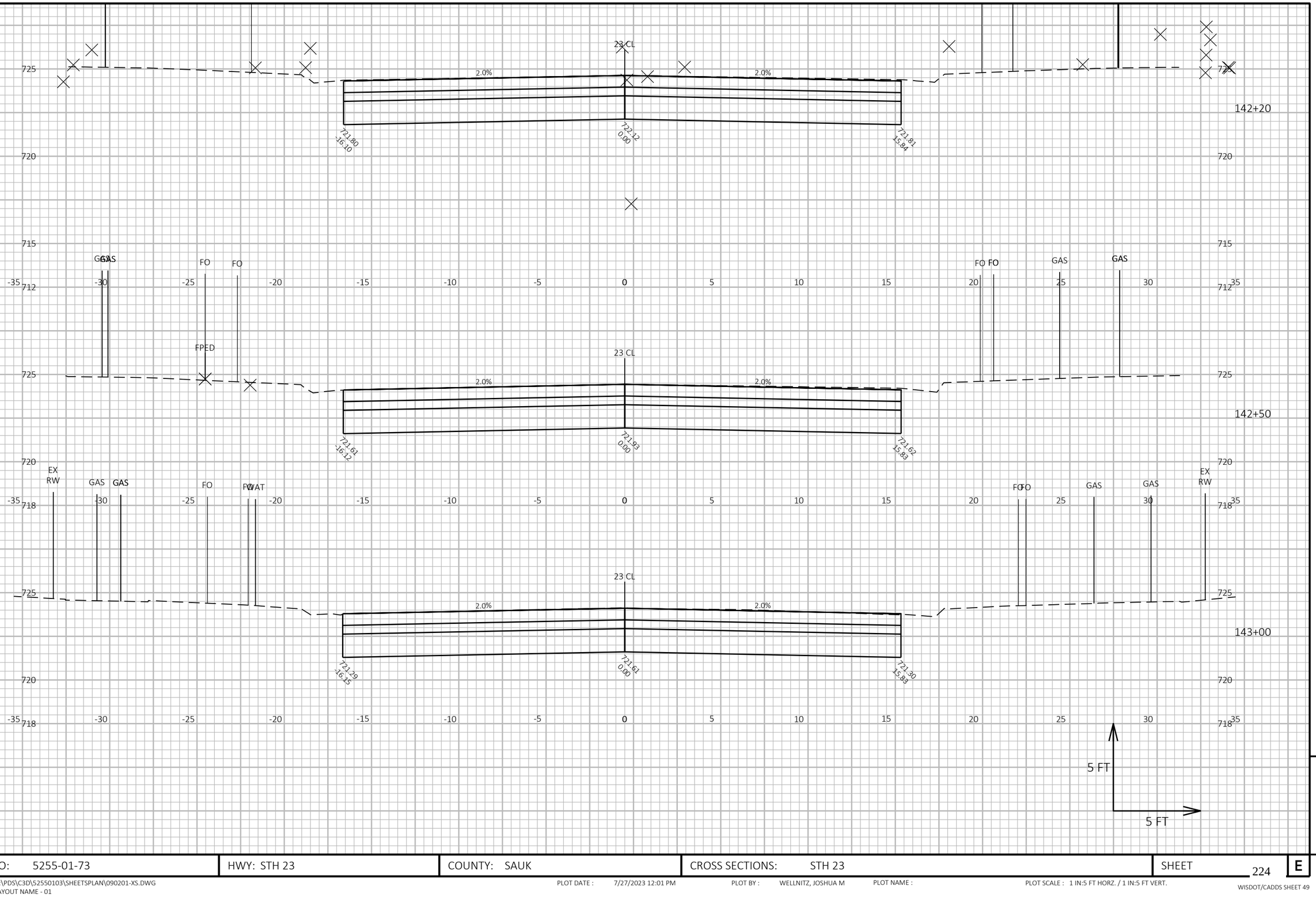
PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | EARTHWORK DATA | SHEET 223 | E

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\090101-EW.DWG
LAYOUT NAME - EARTHWORK DATA

PLOT DATE : 7/27/2023 3:20 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

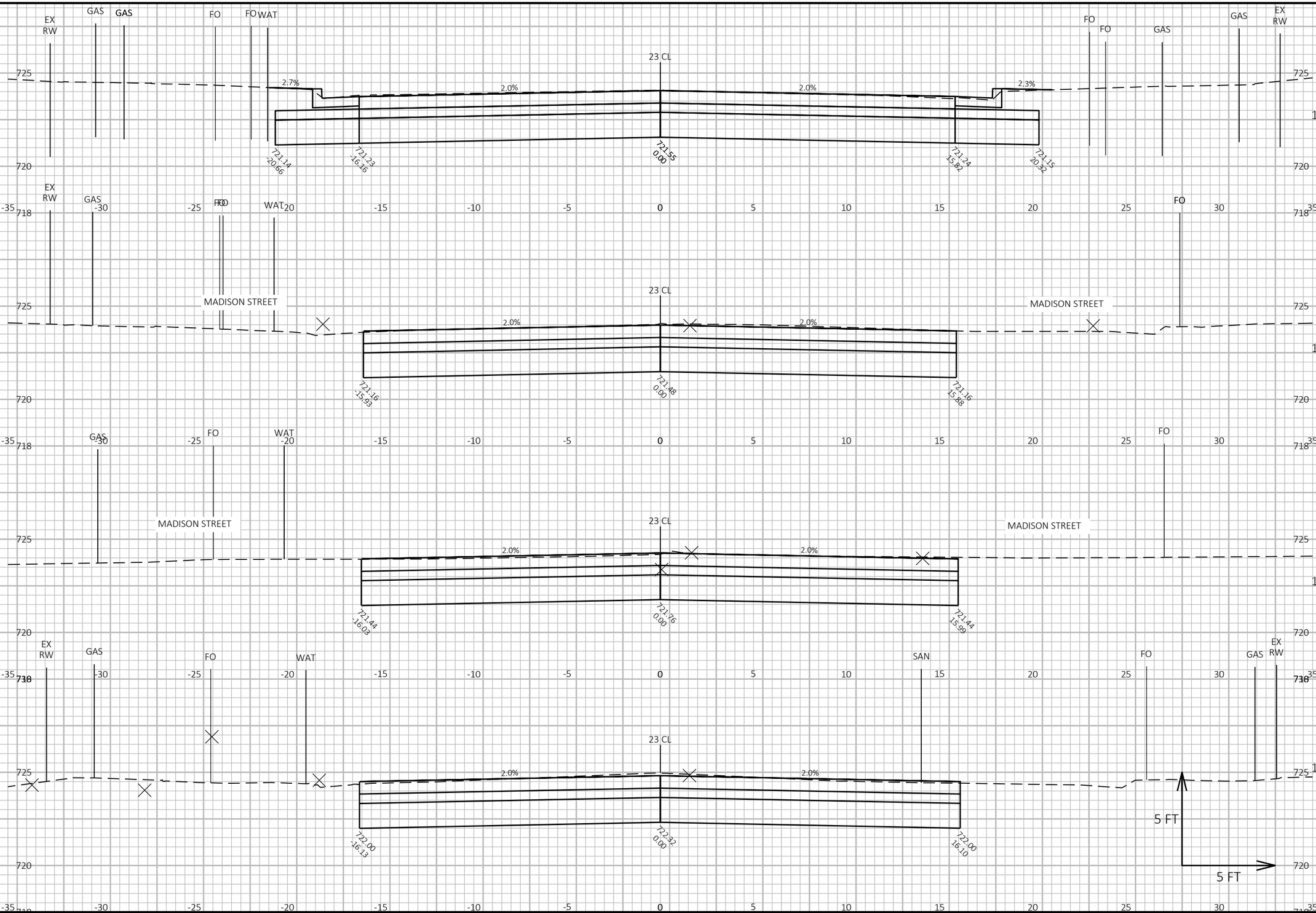



| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CROSS SECTIONS: STH 23 | SHEET 224 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/27/2023 12:01 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CROSS SECTIONS: STH 23 | SHEET 225 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

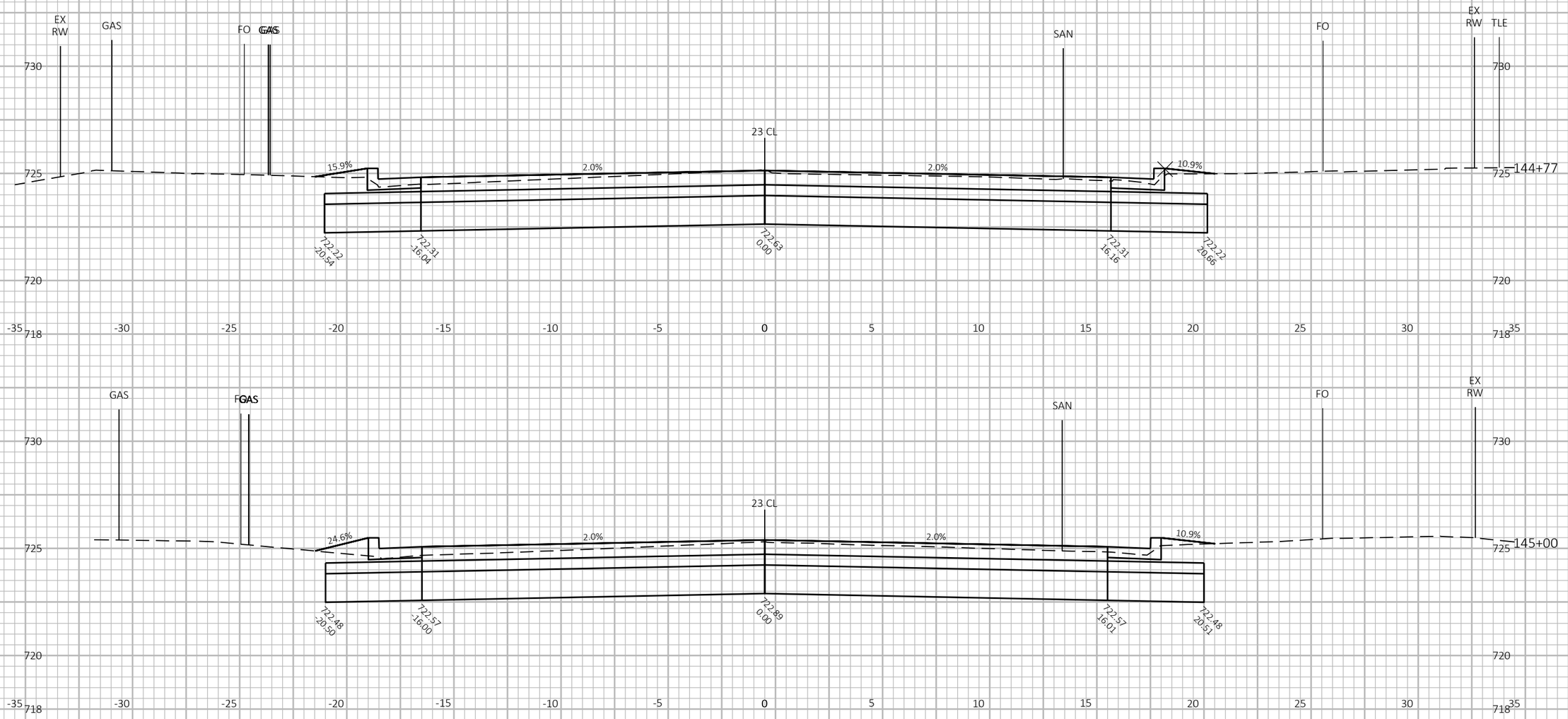
PLOT DATE : 7/27/2023 12:01 PM

PLOT BY : WELLNITZ, JOSHUA M

PLOT NAME :

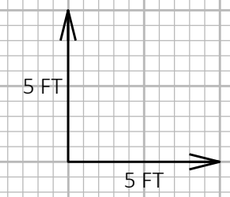
PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49







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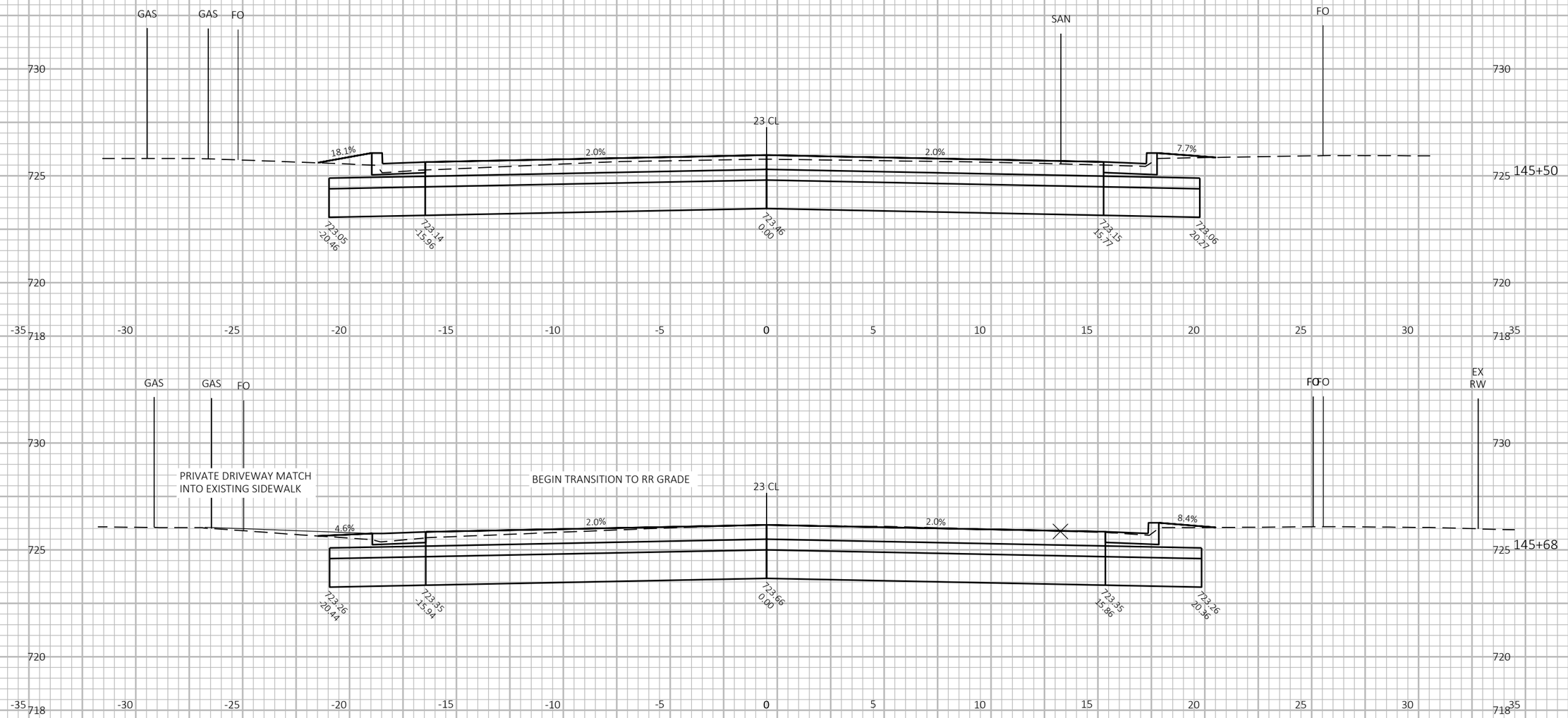
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CROSS SECTIONS: STH 23 | SHEET 226 | E |
|---|---|---|---|---|---|

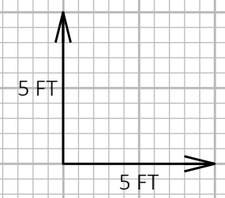
FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/27/2023 12:01 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.







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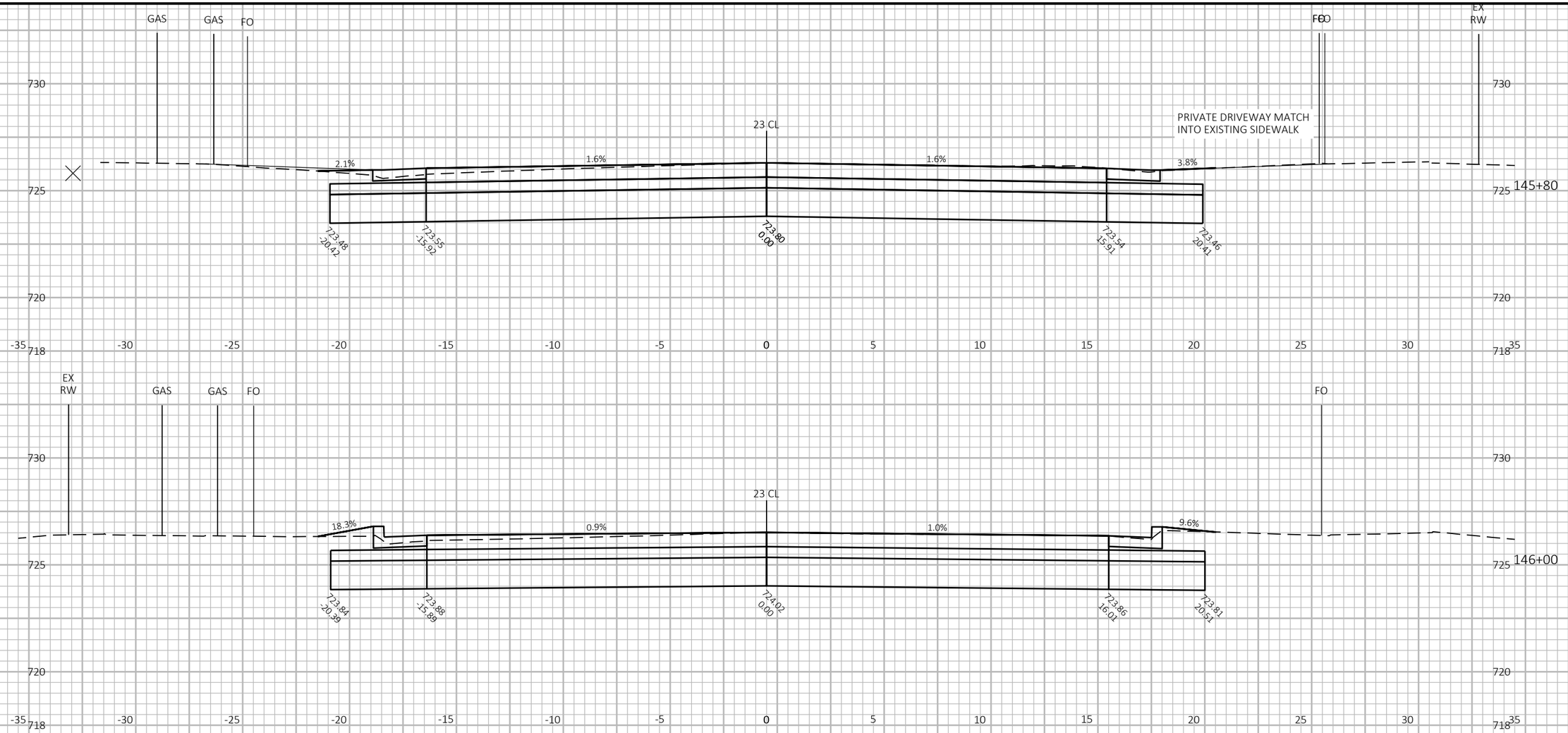
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CROSS SECTIONS: STH 23 | SHEET 227 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/27/2023 12:01 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

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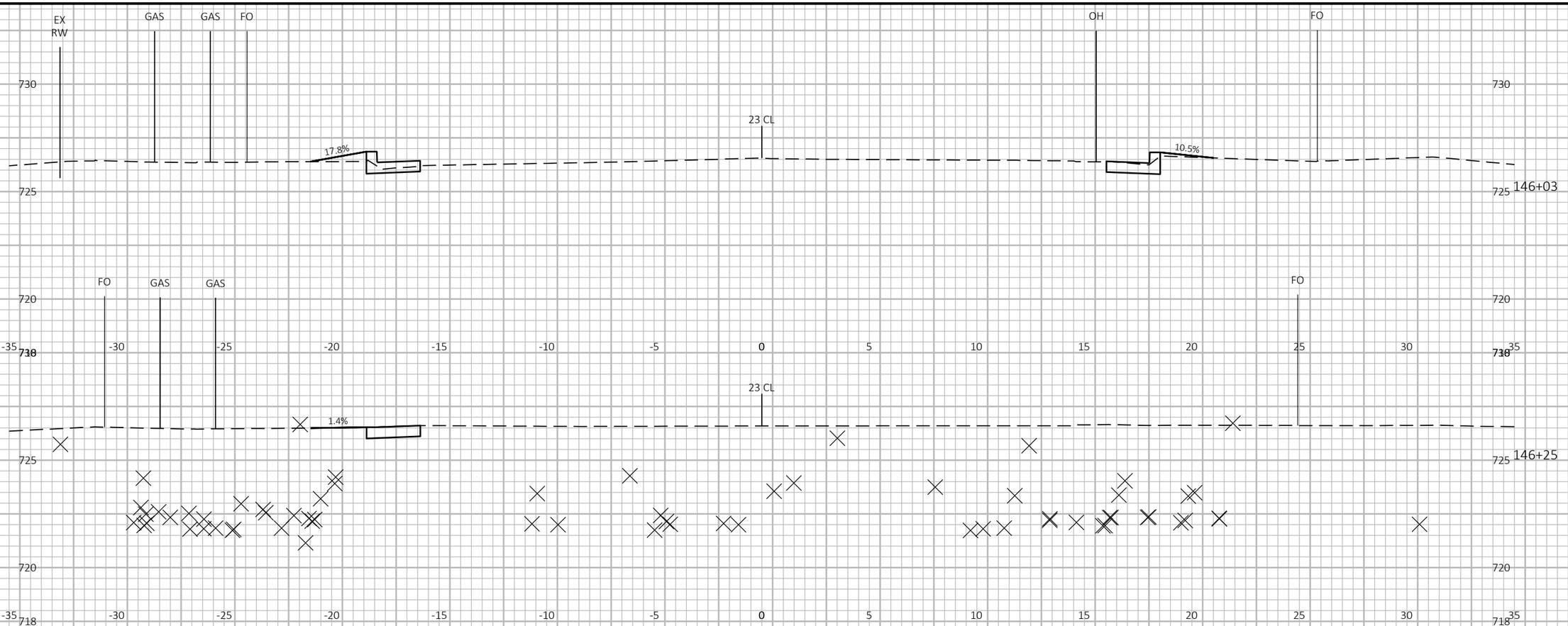
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CROSS SECTIONS: STH 23 | SHEET 228 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/27/2023 12:01 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

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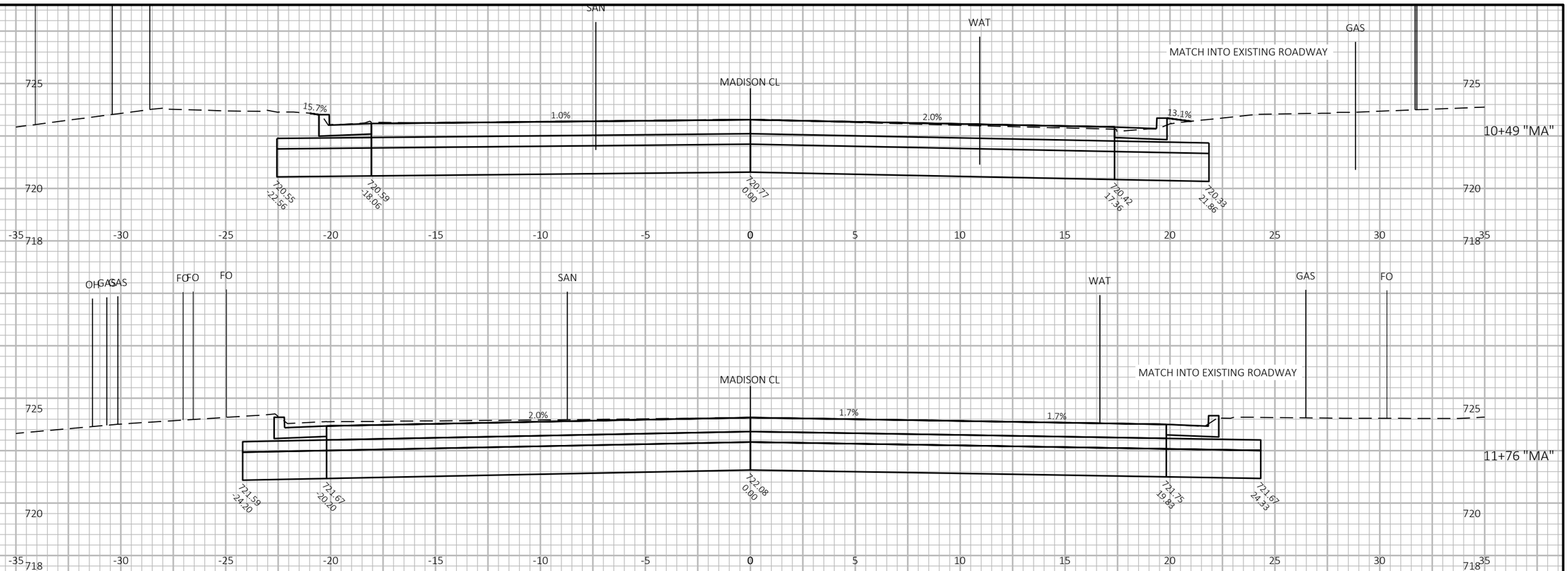
| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CROSS SECTIONS: STH 23 | SHEET 229 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 7/27/2023 12:01 PM PLOT BY : WELLNITZ, JOSHUA M PLOT NAME : PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 5255-01-73 | HWY: STH 23 | COUNTY: SAUK | CROSS SECTIONS: MADISON STREET | SHEET 230 | E |
|---|---|---|---|---|---|


FILE NAME : N:\PDS\C3D\52550103\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07
PLOT DATE : 7/27/2023 12:01 PM
PLOT BY : WELLNITZ, JOSHUA M
PLOT NAME :
PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:5 FT VERT.
WISDOT/CADDS SHEET 49

Notes

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

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